BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

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AT THE HEART OF THE HOBBY

VOLUME 75 No 884

RAILWAY MODELLER

Diesels at Derby

Going lineside at *Deadmans Lane* in 00

From Hemyock to Otterford

A reversible layout project in 4mm

Narrow gauge challenge

The story behind one group's annual layout building competition

Richmond station

An ornate stone structure – described, drawn & modelled in N

Shobrooke Road

A Southern Region preserved line in 00

Reviewed inside ...

Hornby all-new LMS 'Black Five' in OO
HST power cars and Mk.III trailers in TT:120
Class 59s from Revolution Trains and Dapol in N

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RAILWAY MODELLER

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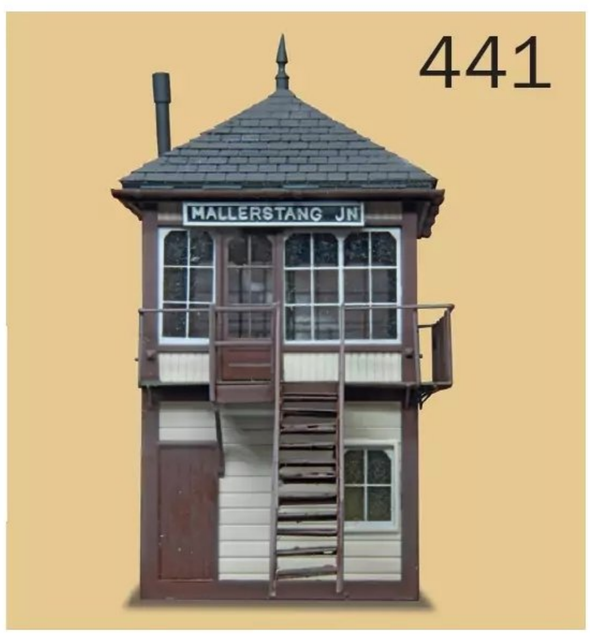

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Topical issues from the world of railway modelling. This month, Secretary of the Axminster Chamber of Commerce, Barrie Hedges, explains how members of the town's local community came together to pay tribute to the former Lyme Regis branch in model form.

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498 Societies & Clubs
The biggest and best guide to the exhibition scene.

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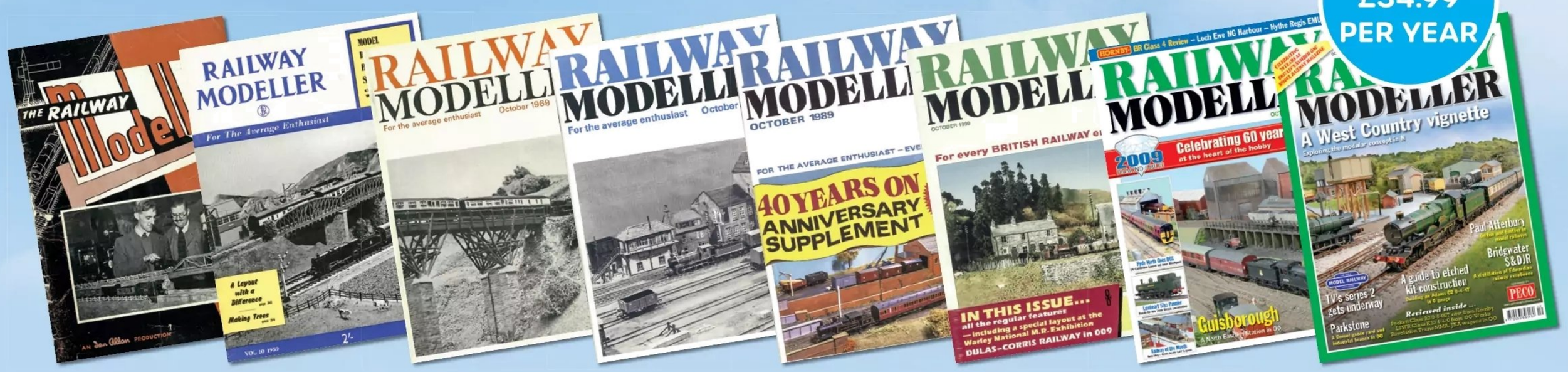

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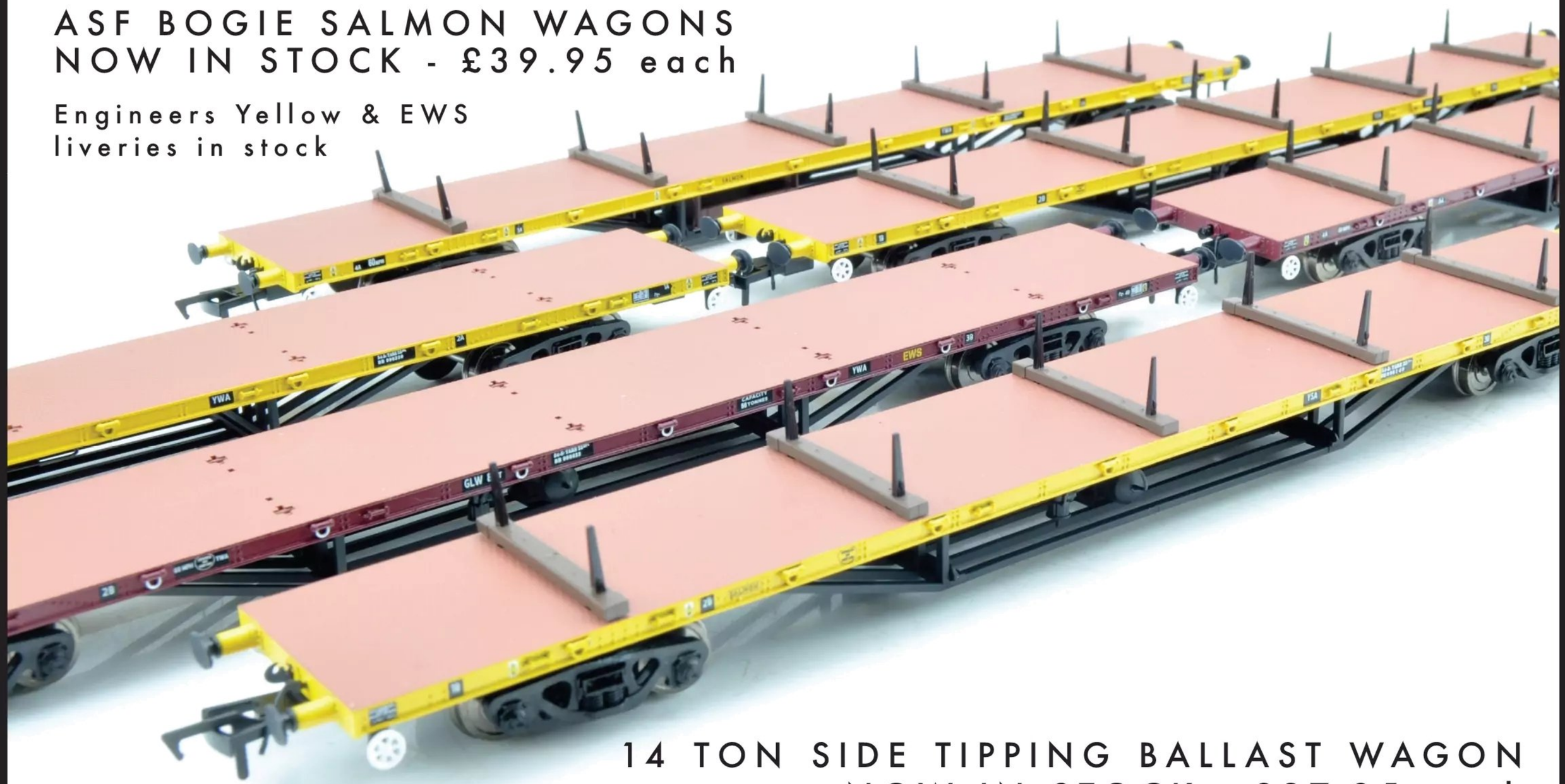

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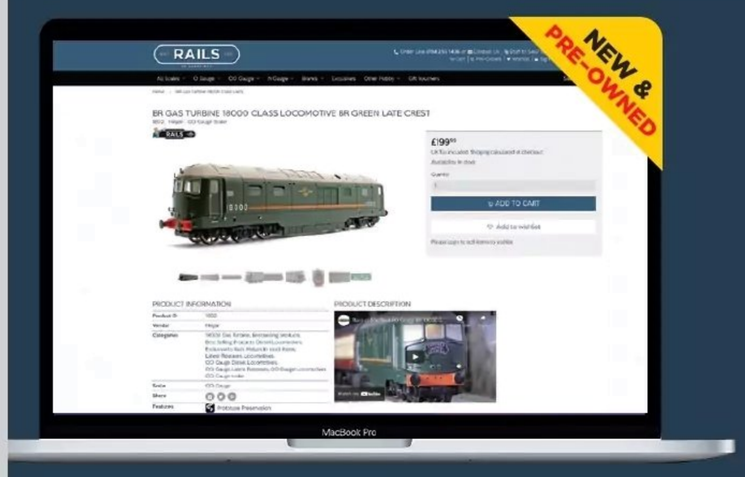

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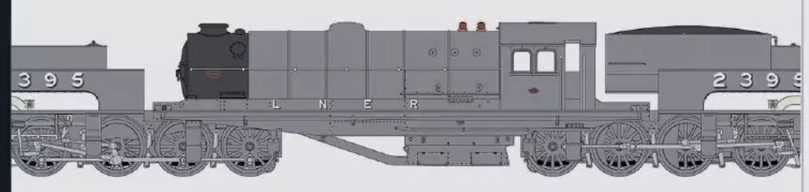

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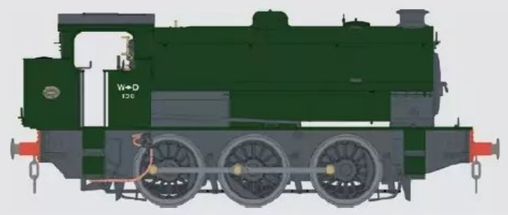

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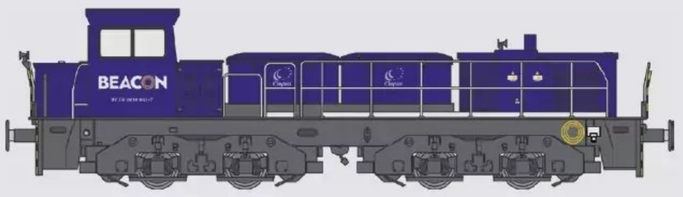

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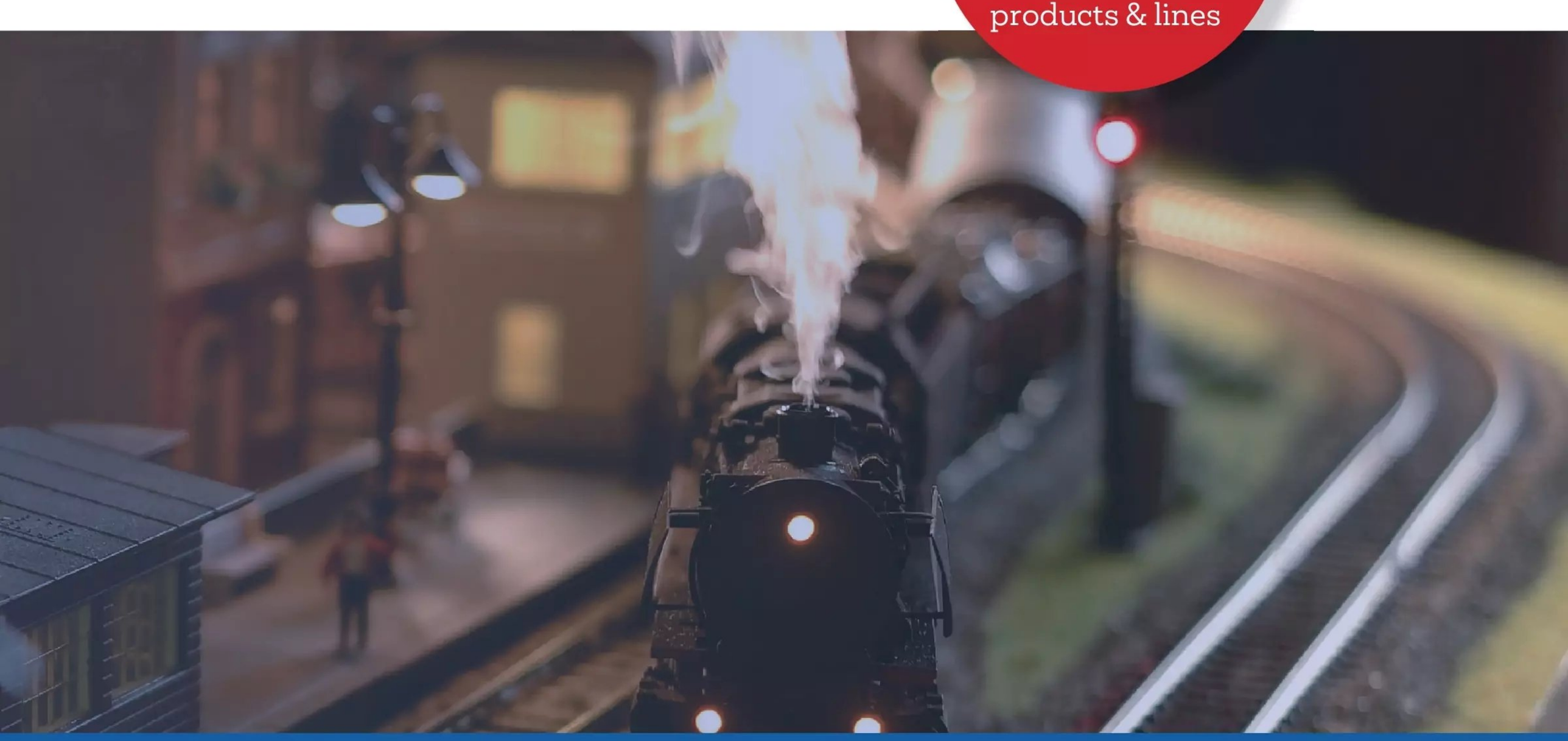

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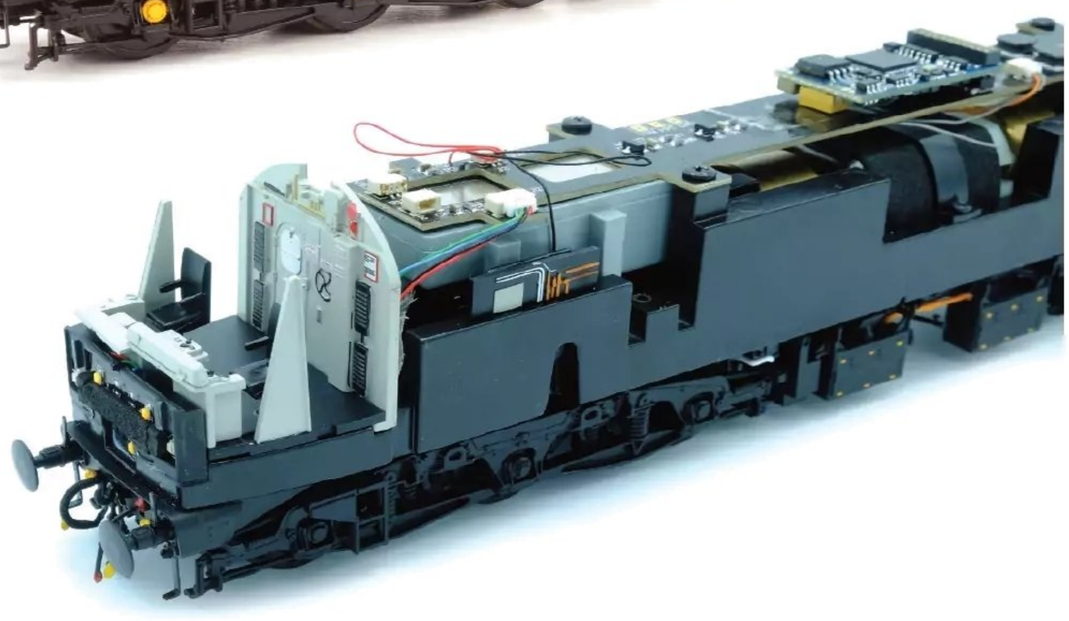

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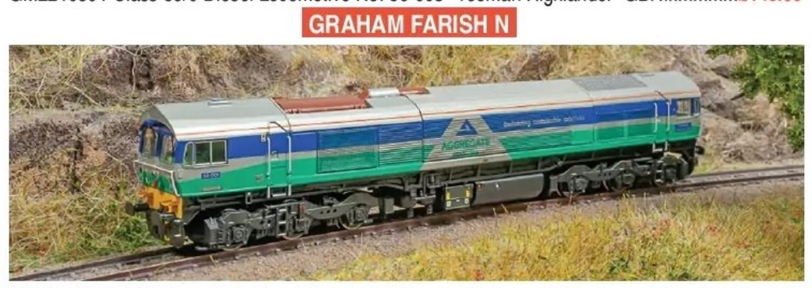

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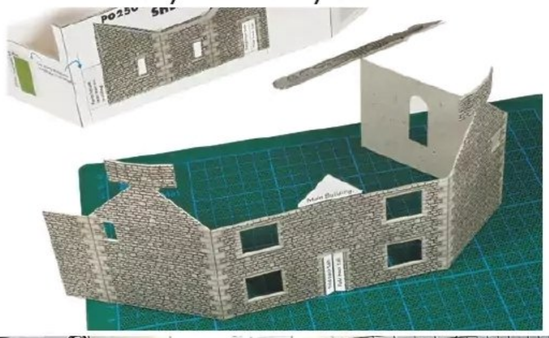

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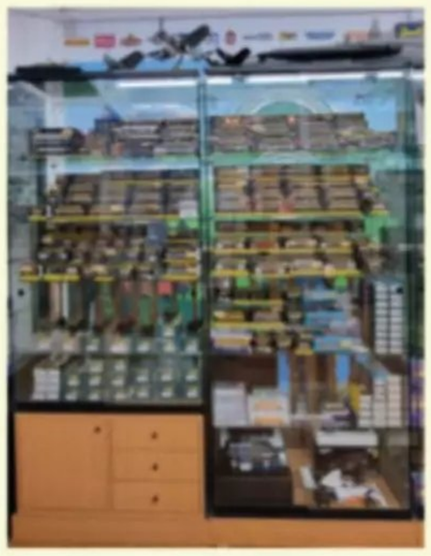

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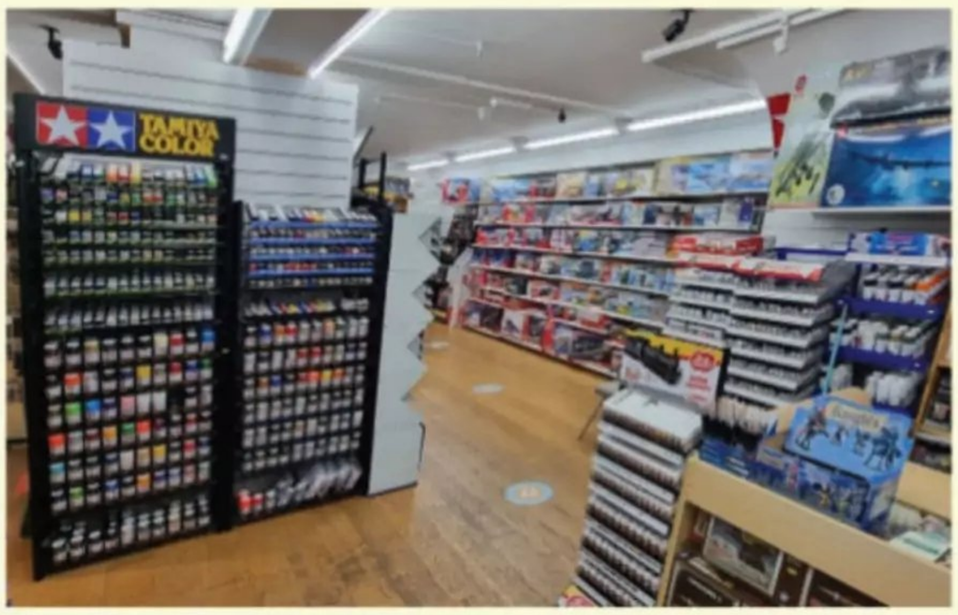

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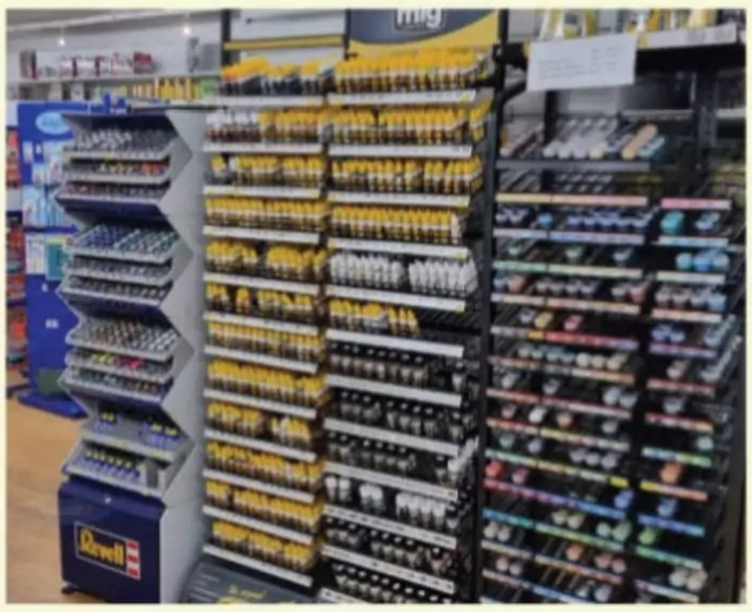

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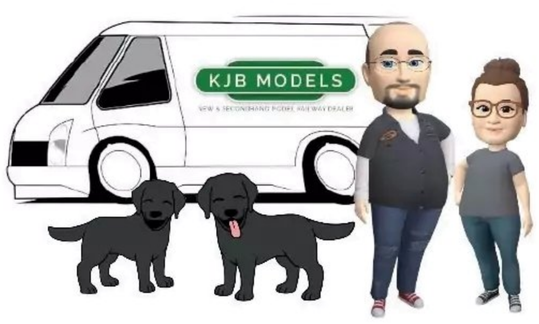

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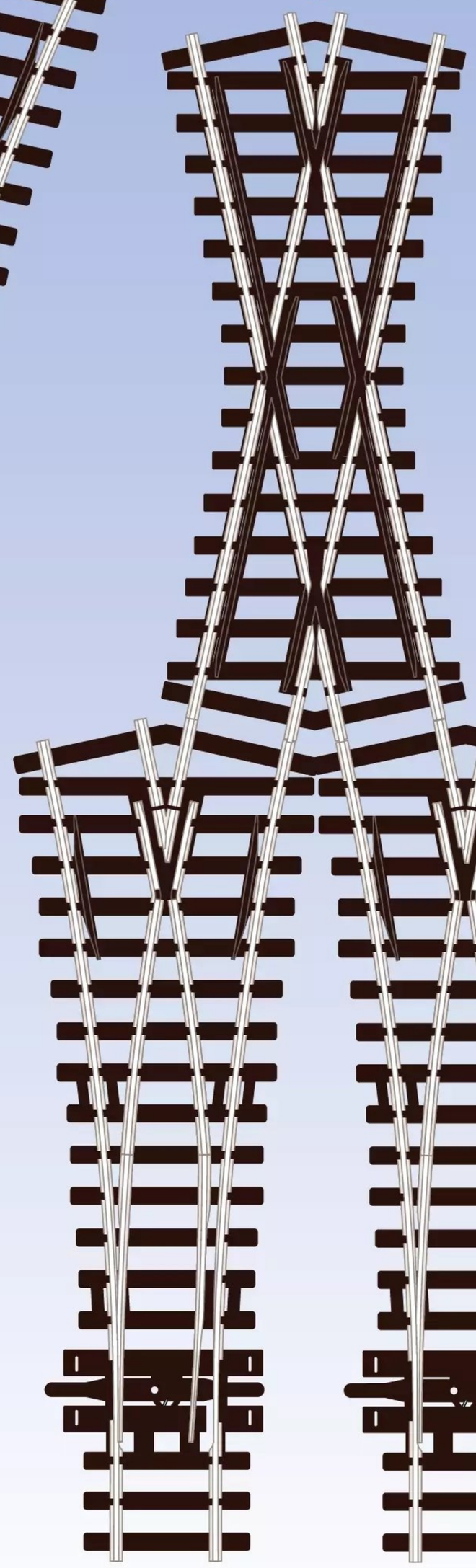
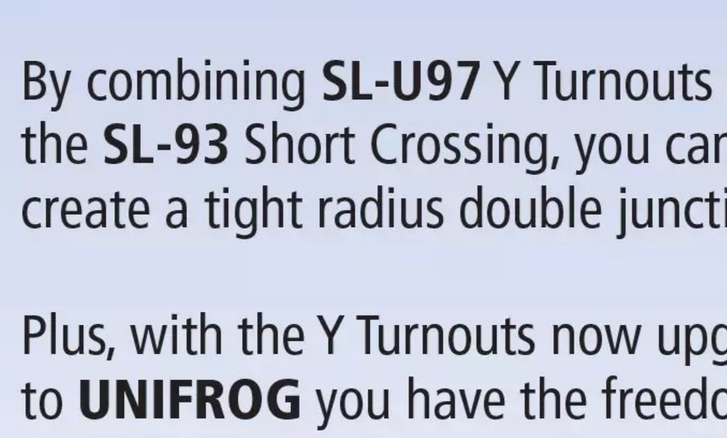


Note: Some trimming of sleepers may be necessary to complete the formations shown



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Welcome

Duplication, duplication!

A recurring topic amongst modellers, particularly those working in 00, concerns the duplication of prototypes across the ready-to-run ranges available from different manufacturers.

This subject is brought into sharp focus in this month's issue with reviews of two brand new N gauge models of a Class 59 diesel locomotive, these having been developed as entirely independent projects by Dapol (p482) and Revolution Trains (p483). We have resisted any temptation to conduct a *Top Gear* style 'which is best?' form of review; that is not our modus operandi. Instead we have presented an objective and balanced appraisal of each model in turn, leaving it to you, the reader, to decide which manufacturer's offering is better suited to your expectations and requirements.

'SCOTS' and 'KINGS'

This month we introduce the two new Great Western 'King' Class 4-6-0s, from Hornby and Lima, and take a closer look at the Airfix and Mainline 'Royal Scots' which we illustrated last month. Taken together, these four models are representative of the superb quality and high standards of performance and finish of the many British-Outline 00 gauge models now available in ready-to-run form.

Hornby 'King'

The Great Western Railway continues to cast its spell over model railway enthusiasts – indeed, it probably still maintains its lead as the most popular of the 'Big Four'. The new Hornby model of 'King' class No. 6024 'King Edward I' will, we feel sure, be welcomed by many GWR fans and others who require a prestigious express locomotive. The prototypes, with their handsome lines, romantic and memorable names, and 40,000 lb. tractive effort, really captured the travelling public's imagination.

The Hornby model has a motorised tender. The 'Silver Seal' Ringfield motor drives via seals dissecting tender wheels, and traction tyres ensure excellent hauling powers. The locomotive has flangers on all wheels, and body detail includes detailed cab interior, separate wire handrails and copper-capped chimney. The semi-matt finish is in GWR lined green of the 1930s.

For OO gauge.
Manufacturers: Hornby Hobbies, Rovex Ltd., Westwood, Margate, Kent.
Price: £16.95.

Lima 'King'

Lima's new model of the famous Great Western heavy 4-6-0 represents the most famous member of the class – No. 6000 'King George V'. The model is complete with the buffer-beam mounted bell which looks a little small, a souvenir of the prototype's American tour. Power is provided by the spur-geared motorised tender, and correct and pulling power are good. The quality of the plastic mouldings and the finish of paint and lining leave little to be desired, and we are sure that the 'King' will prove a popular addition to the Lima range.

For OO gauge.
Distributed by Eisenmann & Co., 80 Clerkenwell Road, London EC1.
Price: £15.95.

Airfix 'Royal Scot'

The Airfix model of this popular LMS prototype is tender driven, with a three-pole motor driving all tender axles via a spur gear train. Traction tyres and a ballast weight are fitted to the tender, and the model will handle prototype-length trains with absolute ease. Electrical pick-up is from the locomotive wheels via flexible wire to the motorised tender, which is permanently coupled.

The body is a very refined moulding with many separately fitted pieces, and well up to the very high standards we expect from Airfix. The locomotive is available in two liveries – in LMS lined black and in BR green. Both liveries are very well executed, although we suspect that the BR tender is not correctly positioned on the tender side of No. 46100.

For OO gauge.
Manufacturer: Airfix Products
Price: £14.95.

Mainline 'Royal Scot'

This handsome addition to Palitoy's 'Mainline' OO gauge range follows the high standards of design and construction set by the Company's previous models. Electrical pick-up is by the split-axle method, and the locomotive wheels are spur driven. (Picture below)

The body is very well detailed, and we understand that the LMS Society co-operated in its design. Many details are individual mouldings, separately fitted. These include vacuum pipes, hooks, sandboxes, bumpirons, reversing rod, guardirons, vacuum brake ejector pipe and smoke deflectors. The whistle and safety valves are plated, handrails and hooks are of metal. The model is available in BR green livery, which has a desirable matt finish. The performance is excellent.

For OO gauge.
Manufacturers: Palitoy.
Price: £18.99.

Duplication is nothing new: a page from the October 1978 issue with reviews of Kings from Hornby and Lima, and Royal Scots from Airfix and Mainline.

Whilst it is unusual for us to review examples of duplication in the same issue, it is not unknown. The excerpt above from the October 1978 edition illustrates an occasion when not just one, but *two* examples of duplication were covered – and this was at a time when the breadth of prototypes catered for in 00 was considerably less than it is today, with far less chance of the different manufacturers tripping over each other, in theory at least.

There have been numerous examples in recent years of two manufacturers developing models of the same prototype from new tooling concurrently. These include Adams Radials from Hornby and Oxford Rail; '1361' 0-6-0STs from Heljan and Kernow Model Rail Centre; Collett Manors from Accurascale and Dapol; models of *Lion* from Hornby and Rapido Trains UK; 'Terriers' from Hornby and Rails (Dapol); Class 31s and 37s from Accurascale and Bachmann; and Class 47s from Bachmann and Heljan. I could go on…

Manufacturing any ready-to-run 00 gauge locomotive represents a huge capital investment, and companies will usually base their anticipated financial return from such a project on the expectation that a competing product won't be available. But whilst duplication isn't good news for the manufacturer (and arguably isn't always ideal for retailers either) is it bad for the consumer? Modellers often respond to instances of duplication by suggesting that these are opportunities missed for all manner of other hitherto uncatered for prototypes, which may be true to a point. But I would suggest that competition between manufacturers encourages innovation, whilst giving customers the ability to compare models on criteria such as prototype fidelity and DCC provision, and then choose accordingly. Furthermore, where prototypes of larger classes are concerned, having two models will usually result in a wider selection of livery and number options being produced, which increases the chances of a desired combination being available.

Duplication will undoubtedly continue to occur, but should modellers be looking for the positives in these situations, rather than deriding them?

Craig Tiley Editor

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Contributing to RAILWAY MODELLER

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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 Karl Crowther

A 21st century main line and train testing depot in OO

Deadmans Lane

A love of the contemporary railway scene – and particularly the yellow-liveried rolling stock of the Network Rail test fleet – combined with a chance tour around the then Rail Vehicle Engineering Limited (RVEL) site at Derby, inspired experienced layout builder and exhibitor **MICK BRYAN** to recreate both this and the neighbouring East Midlands Trains Etches Park depot in 4mm scale.

Take a stroll down Deadmans Lane in Derby and you will encounter a sign for the East Midlands Trains Etches Park depot. Should you be lucky enough to be admitted, you will see the multiple colours of white, orange, red and blue of EMT. However, if you turn your attention to the left, gazing across the Derby to Long Eaton main line, the dominant colour is the yellow of Network Rail's test fleet based at the former British Rail Research and Technical Centre site, now mostly occupied by Loram, who maintain the test vehicles.

Deadmans Lane may sound like the name of a Wild West layout in the 1890s but that impression could not be further from the truth. The origin of the real Deadmans Lane street name is a little gruesome: it is from the Great Plague of 1665 as this is where the burial pits for the bodies were located. Thankfully there is no recreation of this on the layout!

A little background

Before exploring the *Deadmans Lane* layout – first a little wander down memory lane…

Left
After a week testing around the rail network, Colas Rail 37 421 swings over from the Up Long Eaton line into the yard entry road on Deadmans Lane.

Right
Carrying the name *Sarah*, 66 740 hustles a set of aggregate hoppers back to the Peak District for loading.

Left
08 892 and 08 632 share the shunting duties on Deadmans Lane. 08 632 carries the distinctive extra light clusters associated with remote radio control.

Below
66 142 waits for clearance into Derby station, whilst 97 302, 97 304, 73 138 and 31 233 provide the usual background of yellow on site at Deadmans Lane.

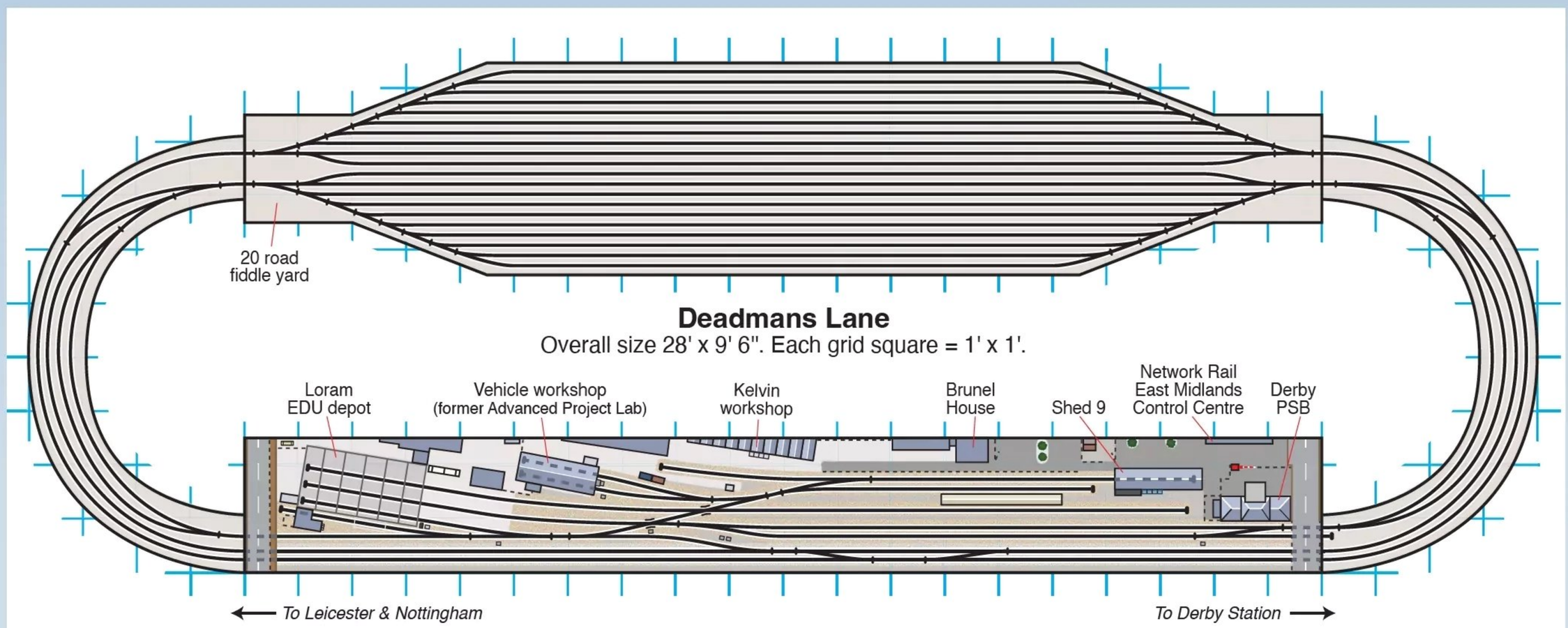
A Tri-ang TT train set that belonged to my eldest brother, coupled with visits to the last steam sheds in North West England as a six-year-old, ignited an interest in railways both full-size and model that has lasted ever since. Over the next few years, I amassed a collection of TT gauge models, including quite a few kits and bits with a view to building a layout in my parents' attic. But in the early 1980s, a friend asked me to help him build a 4mm scale layout and it was about then that I started to purchase OO gauge stock to use on it, a move which eventually led to me selling off all my TT stock a few years later.

Following on from my friend's *Stefford Junction* layout, I then built my own *Bryford Road* that was transported to shows around the North West in my Mk.V Cortina. It would have been about then that I first met Steve Flint – former editor of RAILWAY MODELLER. Steve's *Kyle of Tongue* was an inspirational layout of the time and his advice regarding exhibitions was invaluable in setting me down a road that has brought me here today. *Bryford Road* appeared in RAILWAY MODELLER back in June 1984.

Moore was the next layout I was heavily involved with, along with long-time friend Steve Moore, and it, too, graced the pages of RAILWAY MODELLER in 1988. A continuous run layout named *New Bryford* then replaced *Bryford Road*, and this was exhibited between 1992 and 2000 before being sold – and was later repurchased by me and rebuilt for more life on the circuit from 2012 until 2019 before being sold again.

Overlapping with *New Bryford's* second stint in my possession was *Blackmill*, appearing in RAILWAY MODELLER in 2006. *Blackmill* was a club layout which eventually evolved into a 48' long end-to-end model that travelled around the UK from 2003-2014. This was my first foray into Digital Command Control. All the above layouts were set in and around North West England and operated with stock that was contemporary at the time.

Whilst my main calling has always been the current scene, I also have sub interests in small diesel shunters and *Tontine Street Goods* was built in 2002 to show them off as part of the Diesel and Electric Modellers United group 2002 small layout competition. This had rules limiting the layout area to 2002 square inches in 7mm scale and proportionately 653 square inches in 4mm scale. Other model railway interests have come and gone, such as the steam-diesel transition era, and



I currently have a minority interest in East Coast USA short lines.

For several years, I've modified ready-to-run stock to create something different for the layouts I have been involved in, and the first item of 'yellow' was a New Measurement Train (NMT) based upon the High Speed Train and was built using Lima and Hornby parts. Another yellow test train appeared with Class 31s, quickly followed by more as the bug to create them took hold. About this time, the other club members barred

Below
The hourly Nottingham to Birmingham or Cardiff services are invariably in the hands of CrossCountry Class 170 Turbostars. Here 170 102 makes no exception to the rule.

me from running more than two at once on *Blackmill*!
A chance tour around the then Rail Vehicle Engineering Limited (RVEL) site in 2013 – before it was taken over by Loram and whilst *Blackmill* was being exhibited at the Derby exhibition – gave me the inspiration to build my own layout where the yellow trains were in the majority, so *Deadmans Lane (DL)* was conceived, and construction commenced in early 2014.

Creating the layout

The layout is a depiction of the former British Rail Research and Technical Centre that is now largely occupied by Loram UK Limited to maintain the Network Rail Infrastructure Monitoring (IM) fleet, consisting mostly of yellow

Below
Unusual visitors to Deadmans Lane – a pair of independent snowploughs departing north after overhaul. Behind them, 43 251 is an ex-East Coast HST power car, now repurposed for test train duties with Colas Rail.

Above
You can never have too many of these! East Midlands Trains and Cross Country HSTs pass on the main line, whilst the ex-LNER/Virgin East Coast unit is now on test train duties operated by Colas Rail, and is stabled at Deadmans Lane.

Below right
66 721 *Harry Beck* in its distinctive London Underground colour scheme.

coaches (more of those later), as well as Loram's own track machines. The site is also home to other railway manufacturing and service companies, such as Sperry and Serco.

Due to the space available at the original start of construction of the layout – and to keep it to a manageable size for transporting to exhibitions – compromises were made to the width and length of the various buildings, as well as shortening and removal of some of the associated sidings, but still retaining the feel of the overall site.

The front scenic boards have been assembled from 9mm plywood frames with a 100mm deep section to accommodate slow-action point motors, as well as being of a reasonable rigidity and weight to enable them to be moved easily. As the prototype site is quite flat, the boards are simply topped off with a 9mm plywood upper surface. The baseboard ends are of a double skin construction to maintain stability when erecting and dismantling the layout, along with dowels to retain accuracy between the tracks. They are held together with large over-centre clips for speed of assembly. Each scenic board has a dedicated transit frame that fits over each section to protect it whilst being moved around, and the frames have been designed so that the sections can be stacked on top of each other when loaded in a van whilst being taken to exhibitions.

The storage yard and curved boards to connect the yard to the scenic front were made from Tim Horn laser-cut plywood kits and have also proved to be very robust.

I've always designed and planned layouts in the old-fashioned way with pencil and paper and have then laid out templates of the points and track on the flat boards

on a roll of old wallpaper or lining paper. I then 'play trains' with some rolling stock to check clearances and lengths of sidings to establish if the plan is viable. There is nothing worse than finding a siding planned for a five-coach set only has room for four and a half!

A couple of sidings were shuffled around, along with a point or two to make sure that the underboard point motors would not impede a baseboard crossmember. Tracklaying then commenced with Peco code 75 track throughout, with large radius points for the scenic sections and medium radius in the storage yard.

The track was laid upon cork sheeting and glued down with impact adhesive. After the track was fully wired and tested, the rail sides were airbrushed with a rusty rail colour, before wiping off the excess on the rail tops and sleeper surfaces before the paint fully dried.

Ballasting was then carried out with a mix of Woodland Scenics and DCC Concepts ballast, mixing the grades and colours to represent the varying textures of the prototype. The large flat areas of the prototype are created using fine builders' sand, coloured with a wash of grey/brown enamel. Further airbrushing and weathering with washes and powders then takes place to create the different shades and tones at ground level.

Whilst I enjoy most aspects of layout creation, my least favourite is the construction of buildings. The structures are based upon those at the Loram site and the background offices are primarily large rectangular structures with lots of windows. However, help was at hand in the shape of a silhouette portrait cutter. This is a machine primarily created for the greeting card hobbyist using a proprietary computer drawing package, but it is very capable of cutting and scoring thin styrene sheet. This is perfect when each office building skin uses a laminate of three layers to recreate the uPVC panelling and there are over 1,000 rectangles in the various office buildings that needed to line up!

Orange Terpene was used as a solvent to laminate the layers together. This is a slow-acting solvent similar to Limonene, with a very pleasant odour, but still needs to be used in a well-ventilated area for safety. Each of the laminates were carefully lined up and the solvent gently applied along the edges, capillary action doing the rest to draw the solvent in between the layers. To enable them to cure fully, they were placed on a piece of glass, sandwiched between 12mm MDF sheets and weighed down for 24 hours. The building skeleton is made from 5mm foamboard assembled using a hot glue gun, and the laminated sides are fixed into place with a flexible adhesive such as UHU. The main Engineering Delivery Unit (EDU) building utilises a laser-cut MDF shell clad with Evergreen styrene sheet. The other large structures are foamboard shells with Evergreen or Wills styrene sheets.

Right
68 001 with an easy load of a single crane, constructed from a Make Your Mark Models kit.

Below
A busy scene outside the main shed of Deadmans Lane as 66 142 *Maritime Intermodal Three* passes 37 025 while running through with a train of stone hoppers.

Many of the details have been added from 3D-printed or resin cast mouldings that have become readily available over the past few years, and more are being added continuously, proving the old adage that a layout is never finished!

Electrics

Deadmans Lane is wired for DCC operation using a Lenz system, with DCC circuit breakers protecting two zones – the yard and main line. This is so that if a short occurs in the yard – usually the result of an operator running through a point that is incorrectly set – the main line will not shut down. Similarly, the pointwork on the scenic section is operated via a separate digital accessory system utilising the DCC Concepts Cobalt Alpha components, controlling a mix of ESU Switchpilots with Tortoise point motors, and Cobalt Digital IP point motors.

The storage yard was built with a view to being used on future projects and is self-contained in that it only requires a DCC track feed from any other layout. It also has two DCC circuit breakers to prevent shutdown of the rest of the layout. The yard is controlled via a Megapoints servo system with a routing panel so that

one button will set up a number of motors for a single track. There is a button for each entry and exit route to enable simultaneous entry/exit with two different tracks. This can be quite useful if the operator feels confident enough to control two trains at the same time.

The storage yard has undergone a couple of changes from the original configuration. It was initially built with 12 roads – six for each of the inner and outer circuits. But, in common with a lot of railway modellers, I have acquired far more rolling stock than the layout can accommodate, so the yard was widened to 10 tracks each way by adding 'wings' to accommodate the extra tracks. It has also been lengthened from the original 16' to 20' when the front section was extended in 2021. The longest road is now about 16', with the shortest road at around half that length. Shorter trains can be 'double stacked' on the longer roads allowing for about 14 trains for each of the inner and outer circuits to give plenty of variety to the viewing public at exhibitions.

Rolling stock

Without doubt, the eye-catching yellow fleet takes centre stage on *Deadmans Lane*, with all of the test vehicles being adapted from ready-to-run offerings. The modification can vary from a repaint, filling in a window or two, up to a more detailed conversion of a coach using 'cut and shut' methods to create a bespoke vehicle. One distinct advantage of modelling the recent era is the relatively easy access to research in this age of digital media – either with my own photographic records, or via the various internet photo websites such as flickr.com. It doesn't often take long to locate photos

Left
A freshly-painted 60 062 powers a diverted 6E08 Wolverhampton-Immingham steel train past the varied traction on Deadmans Lane.

Right
Rail Operations Group-liveried 47 813 *Jack Frost* with its distinctive NHS branding has arrived at Deadmans Lane with a couple of barrier coaches.

Below left
Before becoming part of the 'One:One' Collection at Margate, this ex-Eurostar power car visited Deadmans Lane for cosmetic attention, including a full repaint.

Below
The 'orange army' carrying out a few alterations in preparation for some new equipment near the 25kV overhead test section. Remote Train Operating Vehicle (RTOV) No.9714 eases onto the stabling roads, no doubt with a venerable Class 37 at the rear.

from all angles, although roof shots tend to be less common and I'll often photograph trains from a bridge, simply to fill in the gaps.

The rest of the rolling stock for *Deadmans Lane* is appropriate to the East Midlands area covering the period 2017-2022, with most of the trains having passed the prototype location or along the edges of the triangle formed by Stenson Junction, Sheet Stores Junction and Derby station.

The majority of the stock has been weathered – varying from a light dusting to very heavy layers on older freight stock and, in keeping with the contemporary scene, and whether you like it or not, graffiti has appeared on some of the freight stock, all of it hand-painted copies of the prototype.

Although *Deadmans Lane* is a single owner layout, it couldn't have reached the stage it has without a lot of help and encouragement from others – especially at exhibitions as it typically takes a team of six to set up and run the layout at a show. I won't name them all, but you know who you are!

See it at the DEMU Showcase

Deadmans Lane **will be one of the layouts on show at DEMU Showcase, in the Town Hall, Sutton Coldfield, on Saturday 15 & Sunday 16 June. See Societies & Clubs for further details, or go to: www.demu.org.uk**

The layout will also be appearing at the Leigh Festival of Model Railways & Transport Modelling on 14 & 15 September, and the Furness Model Railway Club exhibition on 12 & 13 October.

Society spotlight

Diesel & Electric Modellers United

DEMU chairman **CLIVE MORTIMORE** *provides an overview of this organisation, which this year is marking three decades of support for those modelling diesel and electric traction in the post-Modernisation Plan period.* ***Photography as credited***

Too many observers Diesel & Electric Modellers United is seen as a 'modern image' society, which is a term we ourselves never use. We are in fact a society for modellers interested in *all* aspects of British Railways post the 1955 Modernisation Plan. We are not scale or gauge specific as our primary aim is to promote interest in diesel and electric based modelling.

DEMU was inaugurated back in 1994 (was it really 30 years ago?) when a small group of like-minded modellers gathered together to discuss the lack of decent ready-to-run models of diesel and electric traction: compared to models from the USA and the continent, models being produced for British outline left a lot to be desired. Features such as all-wheel pick-up and drive were standard for American models, and the detail on many was outstanding. British modelling had to catch up.

One of the early aims of DEMU was to promote D&E modelling as this seemed to be an afterthought at many shows at the time. Today, post-Modernisation Plan layouts can often be in the majority at a show, rather than some sort of speciality.

It is wonderful to see how many of the proprietary manufacturers are now producing high quality models of diesel and electric locomotives and multiple units – not thought of when DEMU started. It is also good to see that some of the founders and early members of DEMU are now involved in providing us with these excellent models; two that come to mind are Gareth Bayer who is part of the Accurascale team and Philip Sutton with his own range of Sutton's Locomotive Works models.

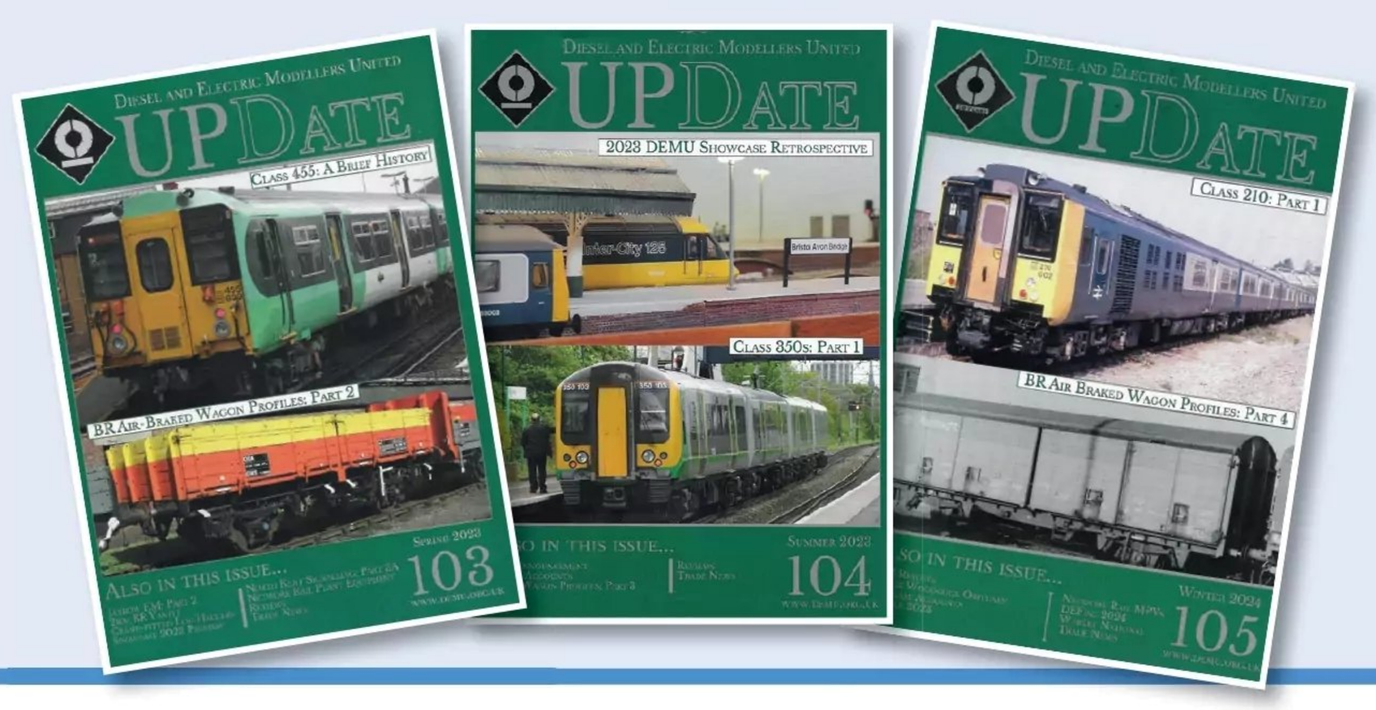
▲ **Former DEMU Chairman, the late George Woodcock, built a number of D&E layouts, including *Ballachulish* – a just-supposing 1980s depiction of this long-closed Scottish terminus in 00 (see RM February 2023). *Photo: Ian Manderson***

UpDate magazine

From the start of DEMU our quarterly magazine *UpDate* has been at the core of the society. In fact, originally the society was only going to be a magazine subscription-based one. It has always been filled with far ranging articles by members. When I look back at early black & white illustrated editions, through to our present day all-colour magazine, the one thing that stands out is the high quality of the information contained in the articles. All the older magazines are available online via our Wiki resource for members.

As the present chair I would like to thank all those who have taken time to contribute to *UpDate* over the years, and all the editors.

DEMU members receive regular copies of the organisation's in-house magazine, *Update*. ▼



DEMU Roadshow

Something that has really helped to promote DEMU and its aims has been the attendance at exhibitions of the DEMU Roadshow stand. Over the years our presence has shown that modelling all aspects of the railways of today and recent years is rewarding. Through our volunteers we have always been able to put on a good display of models covering a wide variety of scales. It has also provided an effective means of recruiting new members – me included!

DEMU Showcase

This is the highlight of the DEMU calendar when we bring together a selection of the best diesel & electric layouts on the circuit. After starting at Romford, for many years Showcase was held in a variety of locations in and around Burton upon Trent, a favourite being the Town Hall. The event subsequently moved to Swadlincote, but sadly public transport wasn't in our favour like the Town Hall. Showcase, like everything else, was hit by the pandemic, but in some ways this helped us as we had time to find a location that was both central in the country and with good public transport access. Our new venue at Sutton Coldfield Town Hall is ideal for a model railway exhibition – it is spacious and is only a two-minute walk from the station.

This year's Showcase (see panel) is set to be another exciting celebration of D&E modelling, with a good variety of layouts in many of the popular scales. We will also have a good selection of traders who provide those essential items for diesel & electric traction modellers, whilst ready-to-run manufacturers attending will include Accurascale, Bachmann Europe plc, Cavalex Models, Realtrack Models, Revolution Trains, and C-Rail Intermodal.

DEMU Forum

Our very active online forum has been up and running for nearly 20 years. Before the forum, many members were using a variety of Yahoo groups to discuss modelling, the most popular one being called Mod Mod. These groups were wonderful as a means of sharing information and commenting on new models, but didn't really allow DEMU issues to be talked about as they were open groups, not exclusively for DEMU members.

DEMU caters for all scales and gauges, including HO as exemplified with *Dounreay* by member Alan Monk. This model will feature in a future edition of RM. *Photo: Alan Monk*

In 2005 this was changed when we started our own forum.

From the very start it has proved to be a great resource. If you want to find out about an obscure departmental wagon, for example, there will be someone with the information on it, whilst someone else will provide a photo and another member will say how they built their model of it.

Not only has the forum been useful for sharing information and modelling but as a means to communicating DEMU issues and news. The present forum has served us very well, but it has become a bit outdated, so we are going to be launching a new forum very soon.

DEMU Facebook group

This year we started a DEMU members' Facebook group, not as a replacement for the forum but somewhere people can post photos of their latest projects, videos of their layouts and inform us of where their layout will be appearing in the near future.

The future

As a society we continue to promote post-Modernisation Plan modelling. The improvements in D&E modelling are plain to see with the current crop of ready-to-run models, but there is still potential for growth with the many supporting items that D&E modellers require, including trackwork, overhead line equipment and signalling.

We will continue to improve *UpDate*, whilst striving to carry on with providing the UK's best annual exhibition dedicated to diesel & electric layouts with Showcase.

By the time this article appears in print DEMU will have changed its means of distribution of *UpDate*, with an electronic version being made available. When the committee discussed this as an option, we concluded that whilst some members would prefer to have their magazine at the click of a button, others would prefer to continue receiving the printed version by post. Therefore we will be offering those who opt for the electronic version a lower membership rate of £10.00 per year, whilst the rate for those still receiving a paper edition will be the same as agreed at last year's AGM, which is £24.00 per year.

How to join DEMU

You can join DEMU online by going to the DEMU website (see below) or in person at one of the society's Roadshows. If attending this year's Showcase, you can join at the DEMU Zone, which will be located by the front door.

DEMU Showcase 2024

This year's event will be taking place on the weekend of 15 & 16 June at Sutton Coldfield Town Hall, Upper Clifton Road, Sutton Coldfield, B73 6DA. See Societies & Clubs for further information, including opening times and admission prices.

For further details about DEMU, including how to join, go to: www.demu.org.uk

Roundtrees Sidings* is a 4mm scale layout constructed by members of the DEMU North East Area Group. Featuring the electrified Tyne Metro system, it was described in the May, June and July 2014 issues of RM. *Photo: Steve Flint

Richmond station

PETER BROWN *presents scale drawings for this still extant structure in North Yorkshire, a truncated version of which he constructed for an N gauge interpretation of this former branch terminus station.*

Model photos by the author

Richmond station was designed in Gothic style by railway architect George Townsend Andrews of York and was built in 1846. It has an open covered portico with Gothic arches, technically a port-cochère, and a double span of train shed with cast-iron arcades. There was only ever a single platform, and it is conjectured the double span was to allow for a future railway extension to Swaledale when it could become a two-platform through station.

Reference for the drawings reproduced overleaf was taken from those in Ken Hoole's book *North-Eastern Branch Termini* published by OPC (ISBN 0-86093-219-2) and show the building as it was in 1912 with the water tank which was added in 1854.

The station closed in March 1969 and, although noted as being of architectural interest, it was left to go derelict until it was acquired by the district council. It then became a farm and garden centre until that closed in 2001. The Richmondshire Preservation Trust took it over in 2003 and it was reopened in 2007 with two cinema screens, a restaurant and café-bar, an art gallery, a heritage centre, rooms for public use, and a range of artisan food producers and microbrewery.

The branch was worked by Diesel Multiple Units in its final years, as evidenced by this two-car Metro-Cammell unit (later Class 101) on 7 December 1968. ***Photo: The Transport Treasury***

The building is now Grade II listed, and many original features are still evident including the platform with its huge York stone paving flags. It is well worth a visit if you are in the area.

Designing for laser-cutting

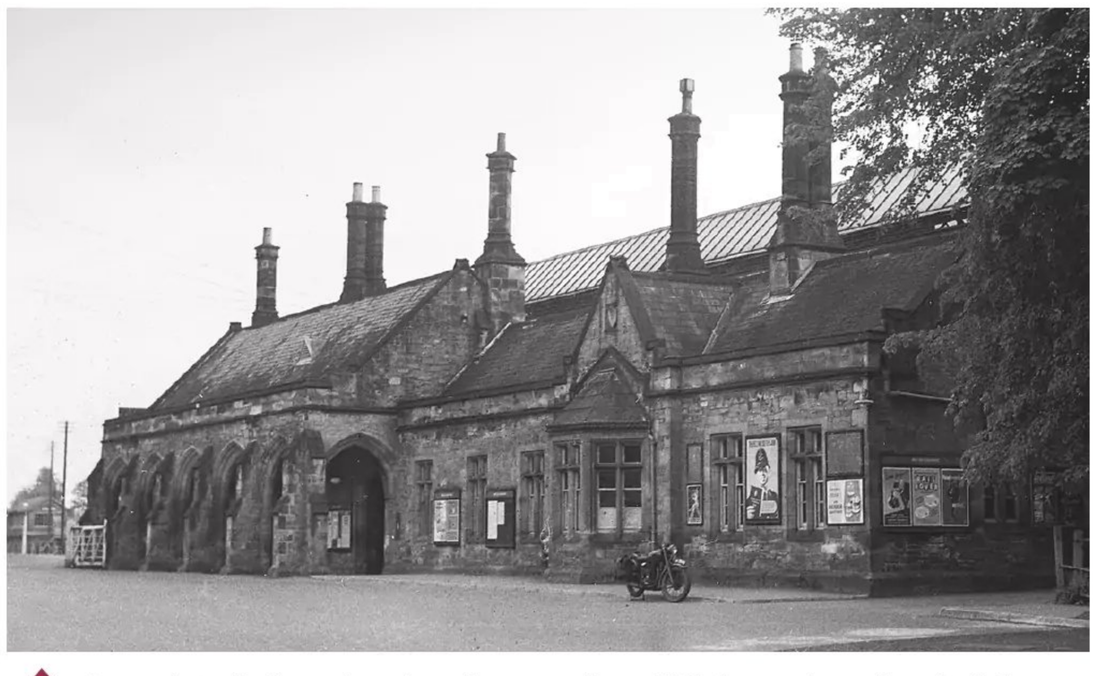
Elevations of the building were prepared at 1:148 scale using 2D Computer Aided Design software.

For my model, I needed to modify the drawings (from those overleaf) to slightly reduce the length of the station and to make it a single bay because space on my layout was limited.

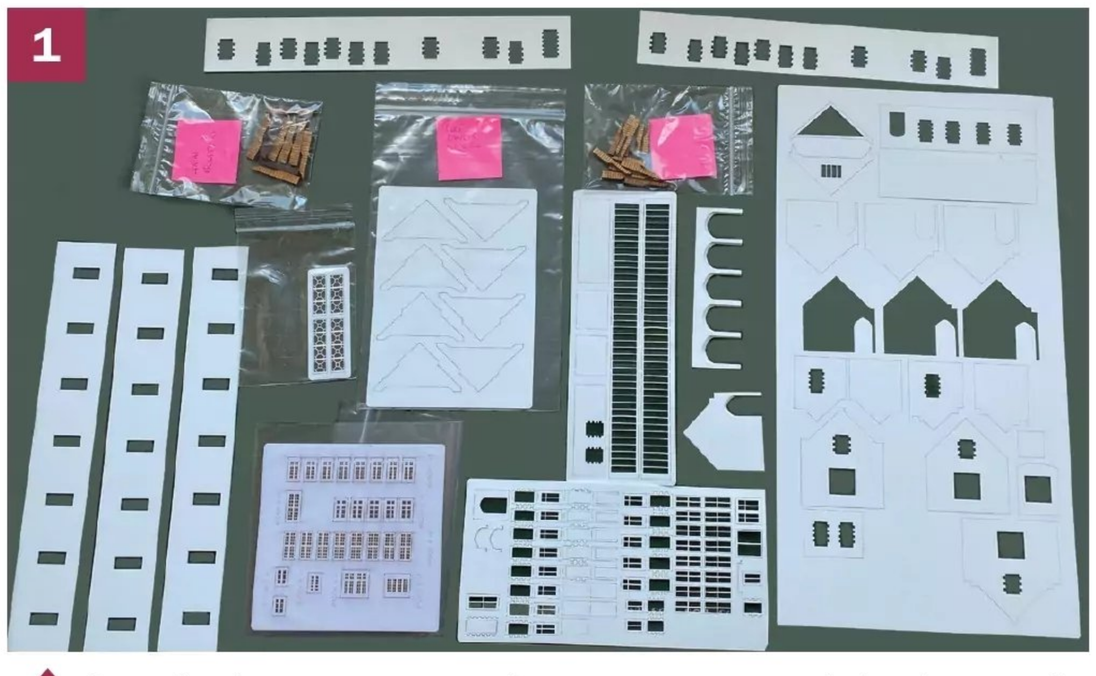
The amended drawings were then manipulated to create a schedule for laser-cutting and the creation of a kit of parts. Normal styrene sheet is not suitable for laser-cutting and a harder plastic called Rowmark™ is used.

Photo 1 shows the laser-cut parts for the station as received from Stoneybridge Structures.

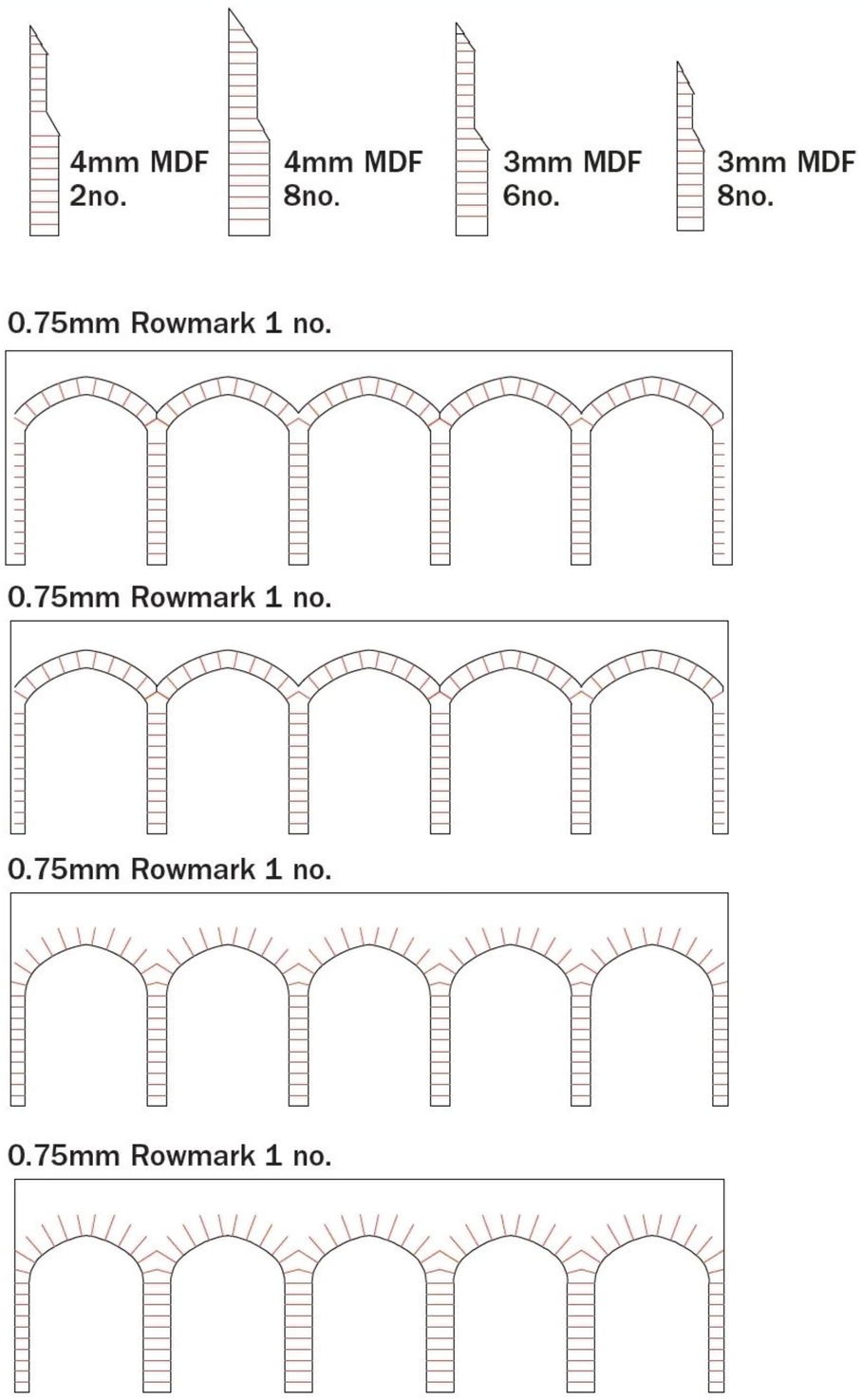
Photo 2 shows an example of a cutting schedule I prepared for the open portico's Gothic arches and the MDF buttresses. The black lines tell the printer to cut right through and the red lines simply to etch. The wall here was made up of four layers



An undated view showing the exterior of Richmond station building. ***Photo: Colour-Rail***



Parts for the structure were drawn on computer and then laser-cut by Stoneybridge Structures (www.stoneybridge.co.uk).



An example (not to scale) of a cutting schedule, this one for the open portico's arches and the MDF buttresses.

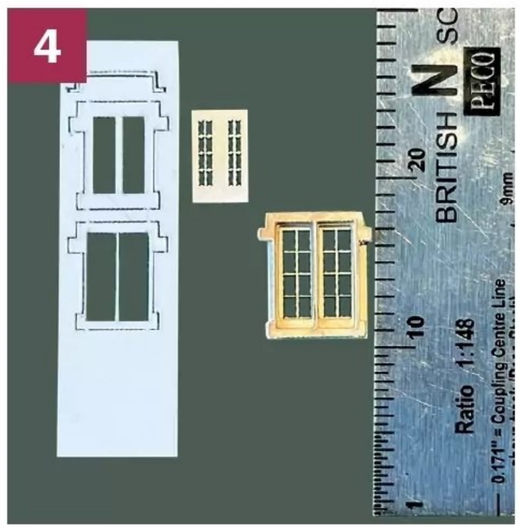
of 0.75mm Rowmark™, each one slightly different, to model the Gothic arch, as can be seen more clearly in Photo 3.

Windows were generally made up of two layers of 0.75mm Rowmark™, to give the depth and modelling of the stone, with a card window frame behind. This can be seen as an example in Photo 4 with a typical laser-cut window shown in component and assembled form. Window openings in the walls are laser-cut with an exact match of the component window so the fabricated windows can be gently pushed into place from behind.

Stonework

I created my own stone 'brickpaper' using photographs of the actual stone on the station building. Two such photos were imported into a Computer Aided Design drawing and reduced to near scale. I found they needed to be slightly overscale because at true scale the stones lack definition. (I use the CAD software for this as it is easier to reduce the image to a defined scale rather than in photo imaging software.) The images were then aligned and duplicated until they filled an A4 sheet and were printed on a laser photocopier – I found that an inkjet printer did not produce the correct colour and the ink was susceptible to water damage. On an A4 sheet you do get pattern repeats in the stonework, but these are not noticeable on the model when the windows are cut out.

The laser-cut parts were assembled in layers to build up the depth of the walls and arches.



One of the laser-cut windows shown in component (*left*) and assembled (*right*) form.

The distinctive chimneys were drawn using CAD software and then 3D-printed.

Chimneys

The chimneys on the building are very distinctive. For these I produced annotated scale drawings and Dennis Ogle, a colleague from the Newcastle Model Railway Club, was kind enough to use these to produce his own 3D CAD drawings and printed them for me on his 3D resin printer (Photo 5).

Finishing

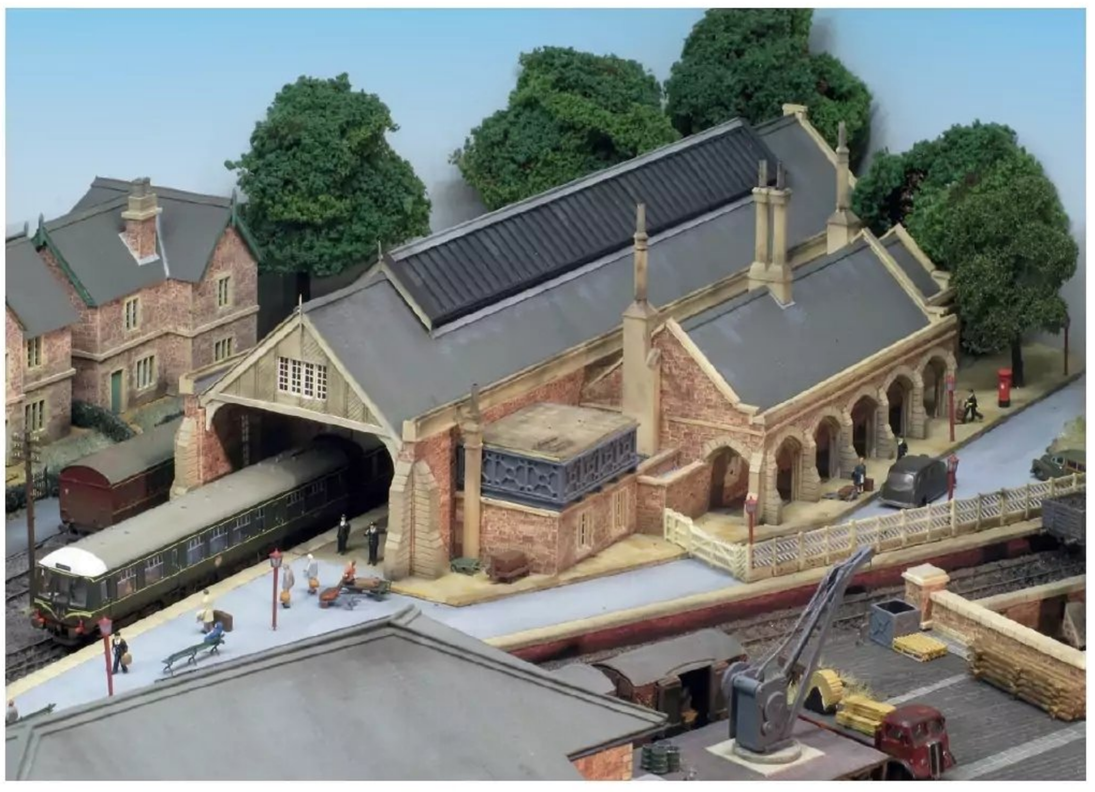
Once the model was completed it was weathered using a combination of an airbrush, weathering powders, and dry-brushing. The train shed roof is removable to give access to the track for cleaning and any derailments. The model is fixed directly to the baseboard but the possibility of gaps underneath the walls is avoided by ballasting directly up to the walls at track level and being set into the layout at road and platform level.

The kerbs and pavements were drawn in 2D CAD, printed on ordinary printing paper and then glued to mount board before being painted with Lifecolor stone coloured acrylic paint. In a single coat this gives sufficient colour whilst allowing the black printed joints to show through.

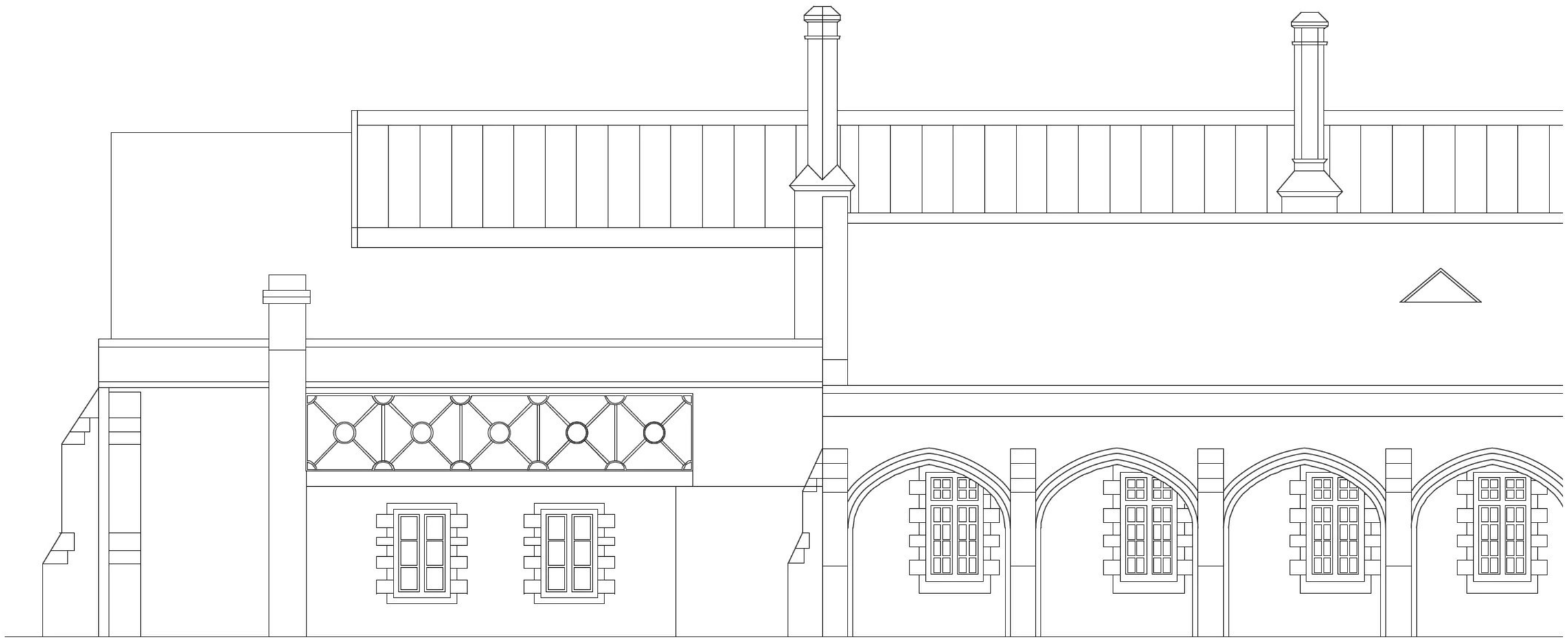
Award winner

When railway companies were building their new lines, they realised the importance of their new stations and frequently spared no expense in creating a building of architectural significance. Richmond was no exception.

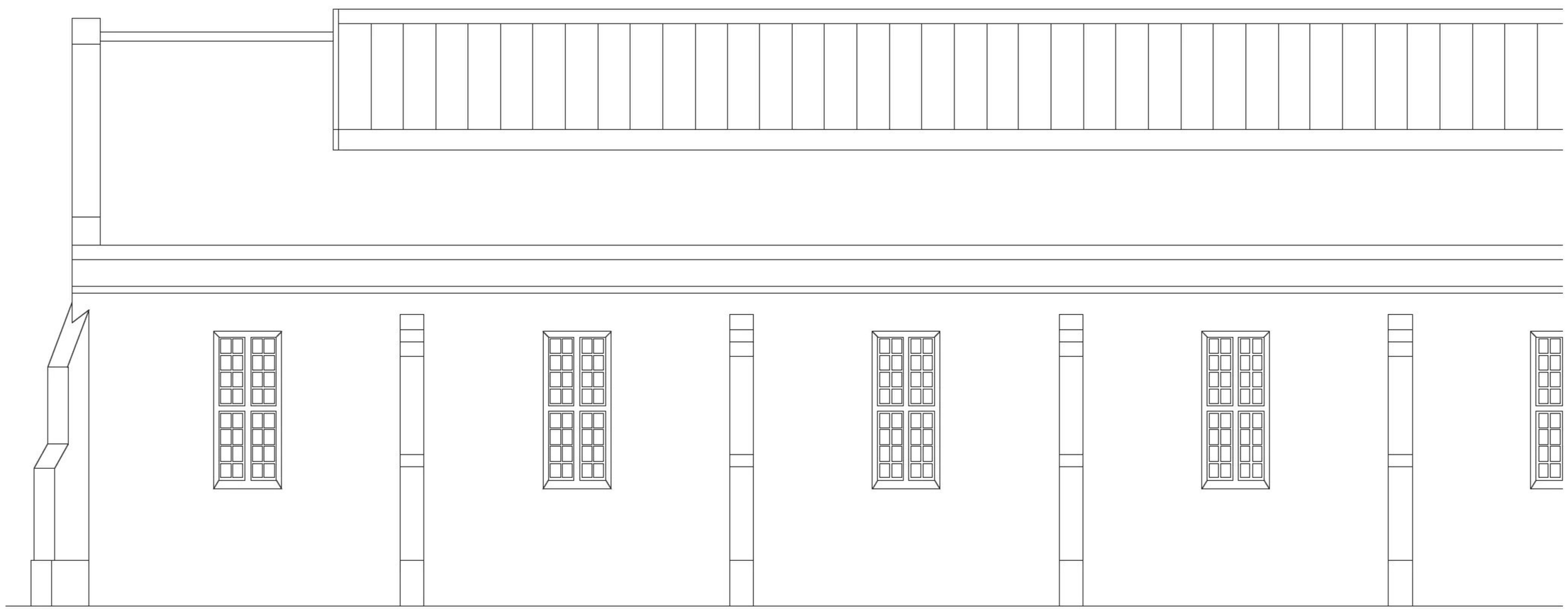
This was a satisfying model to make and it went on to win first prize in the 2mm Society's 2022 virtual modelling competition in the buildings category.



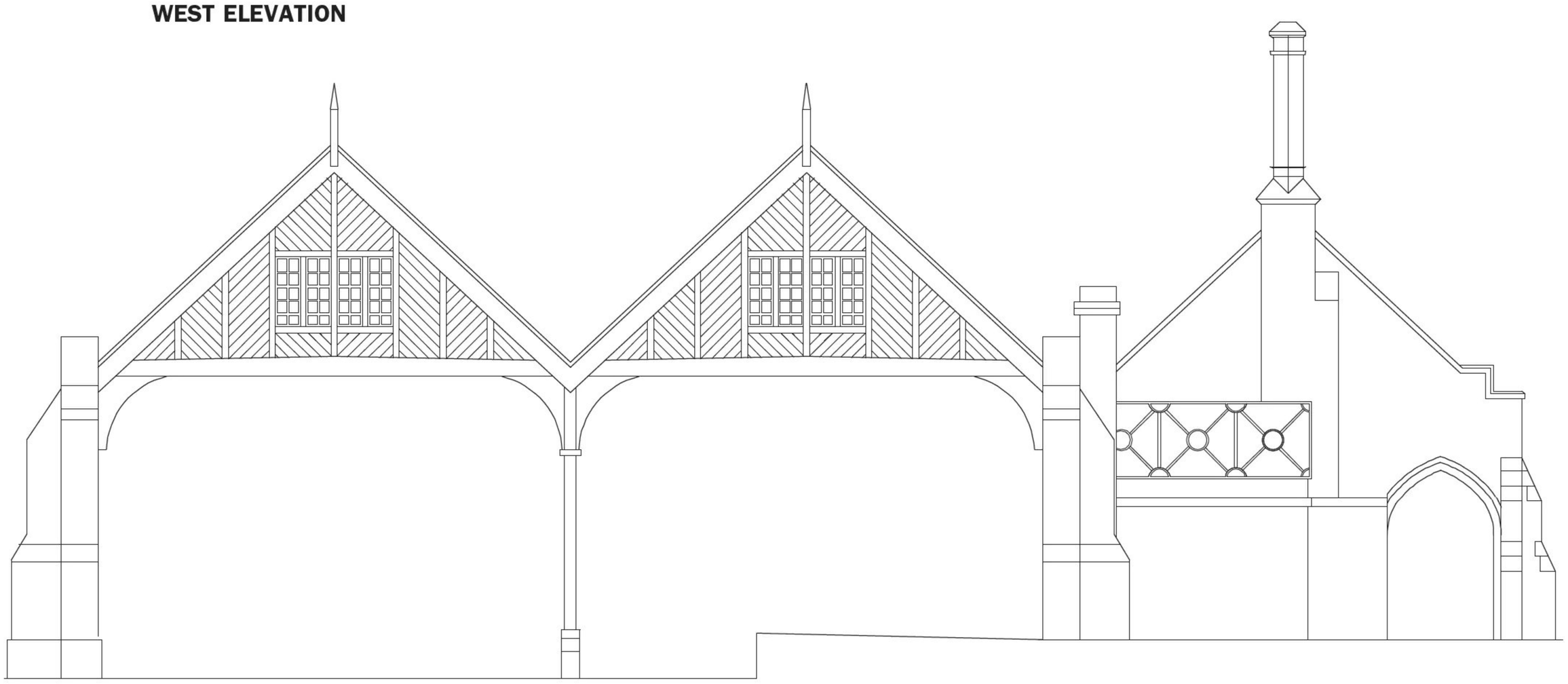
The completed model on the author's layout, which will be featured in a future issue.



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

Manx trams in 4mm

Laxey Station

Fond memories of spending holidays in the Isle of Man, and the advent of unpowered 4mm scale models of some of the island's distinctive trams, inspired **GORDON & MARGARET BULMER** *to build a mixed-gauge layout of the meeting point of the 3' gauge Manx Electric Railway with the 3' 6" gauge Snaefell Mountain Railway. They have also modelled some of the two interlinked electric railway systems' other vehicles using kits, scratch-building and 3D-printing.*

Layout photography by the authors

After spending holidays on the Isle of Man for many years, the decision to build a Manx Electric Railway-based exhibition layout was very easy and the only problem was which part of the MER to model. After some thought Laxey station came out as the favourite location, as it is the only interchange station where both the MER and the Snaefell Mountain Railway can be prototypically modelled.

Planning of the layout started after Isle of Man Railways, in conjunction with Oxford Diecast, released an unpowered 1:76 scale (12mm gauge) model of the 1899 MER 'Winter Saloon' No.21 late in 2015, followed by one of No.19 in 2017. Our *Laxey Station* layout, set in 2018, has been built on two boards of 38" x 27" made from 2" x 1" timber with 9mm plywood tops and 2" x 1½" folding legs.

The prototypes

The MER runs north for 17½ miles along the east coast of the island from the capital, Douglas, to Ramsey and has a gradient of 1 in 23½ on leaving the Derby Castle terminus, along with 1 in 24 gradients in many other places on the line.

MER motor car No.22 is seen here alongside The Mines Tavern and its beer garden at the Ramsey end of the station, with the dark green goods shed behind. ***Photo: Norman Kneen***

It runs a fleet of motor cars, trailers and goods wagons built almost entirely between 1893 and 1906. Three trailers were bought in 1930 after a serious fire at the Laxey depot, where a number of motors, including No.3 (one of the original 1893 cars), 1894 'Tunnel' cars Nos.4 & 8, crossbench car No.24 and seven trailers were lost, but the insurance pay-out was only enough to replace the depot and three trailers.

Modellers wanting to recreate the station at an earlier point in its history may be inspired to reproduce the palatial rustic Swiss chalet-style refreshment room shown in this late Victorian postcard. It burnt down in 1917.

The SMR, meanwhile, runs for five miles almost to the summit of the island's only mountain, Snaefell ('Snow Mountain' in Norse), at 2,036' (621m) above sea level and

Standing in Laxey station are, from left, MER motor No.1 and trailer No.59 heading for Douglas, Douglas & Laxey Coast Electric Tramway-liveried tram No.7 and a crossbench trailer heading for Ramsey, and on the right are all four SMR cars, in a variety of period liveries.

has a gradient of 1 in 12 for almost the entirety of the line.

It was opened only seven months after work started and had a fleet of six cars built in 1895 but by 2018, as No.3 was destroyed after running away from the summit and No.6 was scrapped because of serious deterioration in the main frame and major rot in the body, only four were left running. There are, however, plans to replace the two missing cars.

Manx Electric Railway models

The *Laxey Station* models representing 3' gauge MER rolling stock run on a mix of Peco HOm and Tillig TT 12mm gauge track with 1:76 scale trams, so the gauge can be classed as OOn3. This part of the layout has live overhead and automatic control of stops and fiddle yard using the cut rails method. For more information about automatic stops using cut rails, see the links panel. The siding points are operated manually.

Apart from the aforementioned vehicles available from Isle of Man Railways' shop, 3D-printing was the only way to achieve the full range of MER cars. The models of the original 1893 cars Nos.1-3, 1894 'Tunnel' cars Nos.4-9, 1895 cars Nos.10-13, 1895 freight trailer No.26, 1904 'Winter Trailer' No.58, 1895 'Royal' trailer No.59, and the cab for locomotive No.23, were drawn by Gordon using Sketchup, a Windows 3D drawing program, and became available in 2020 as 3D-printed bodies, along with Laxey Models' motor and trailer chassis from East Lancs Model Tramway Supplies.

They were printed in resin as three-part kits comprising the body and two sets of steps. They were fitted with scratch-built chassis with a floor and longitudinal or transverse seating, as appropriate, made

A model of long-scrapped MER motor car No.11, in a plain brown variant of Douglas & Laxey Coast Electric Tramway livery, with a toastrack crossbench trailer in standard MER livery.

from Evergreen plastic sections with a central motor and Halling bogies – see the Laxey Models link in the panel.

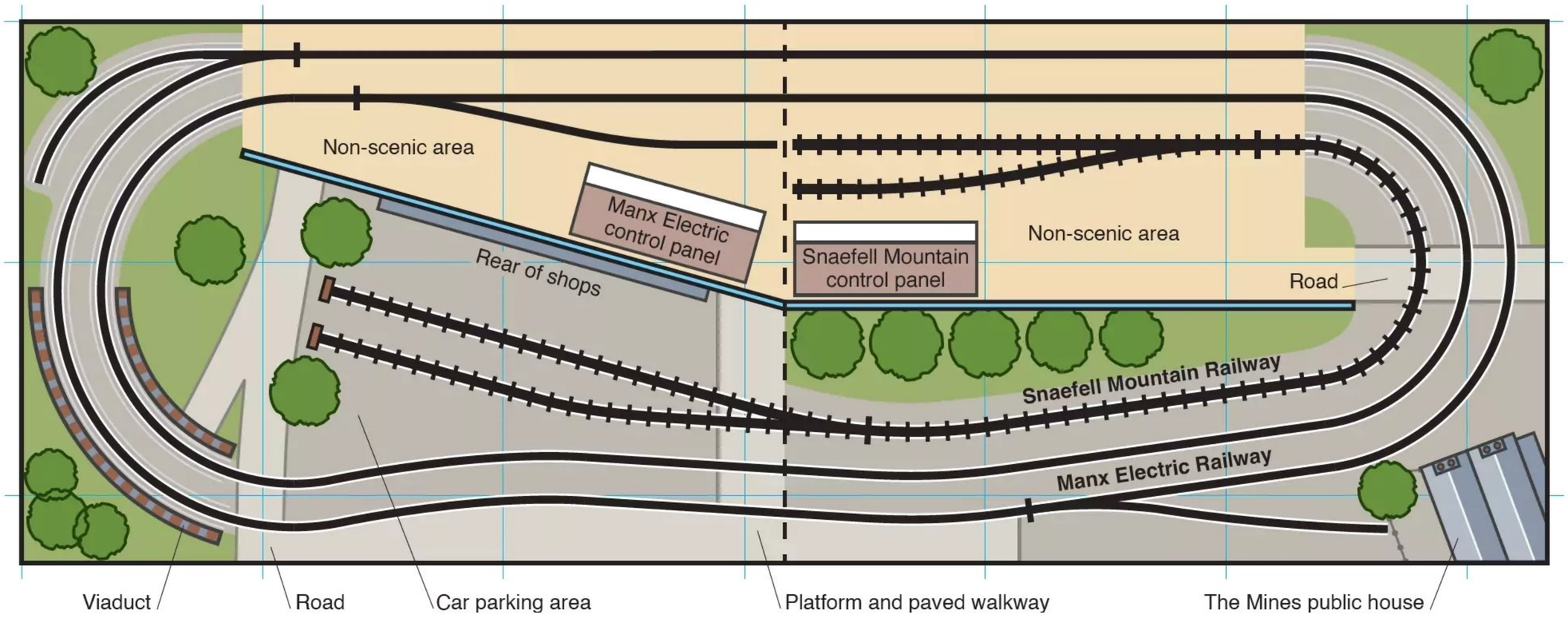
All of the saloon motors run on chassis built from plastic sections fitted with Halling all-wheel-drive bogies with a central motor. The Laxey Models trailers also run on chassis built from plastic sections and are fitted with free-running Halling 'Doha'

Gordon's scratch-built model of the SMR goods locomotive No.7 'Maria', which was recreated for the SMR's centenary in 1995.

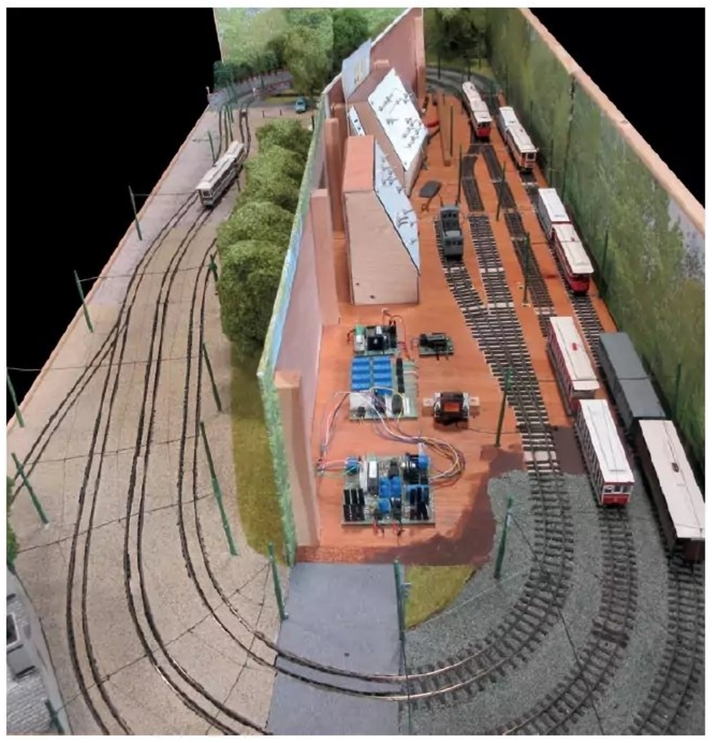
MER 'Winter Saloon' No.19 and matching enclosed trailer No.58, both in the popular standard MER white, woodgrain and red livery, are seen standing at Laxey station with similarly liveried Snaefell Mountain Railway car No.2 behind. The photographic backscene effectively represents the recently constructed new access ramp and pathway linking the station with Laxey village centre.

LAXEY

Overall dimensions: 6' 4" x 2' 3". Each grid square = 1ft x 1ft.



An overall view of the front scenic section of the layout seen from the Ramsey end, with two Snaefell cars and two MER trams with trailers in the Laxey station area. The roof of the Mines Tavern is in the foreground.



A view from the Ramsey end of the layout, with six MER motor cars and trailers on the 12mm gauge tracks plus the scratch-built and grey-liveried SMR electric goods locomotive No.7 'Maria' on the 14.29mm gauge line.

bogies. No chassis are needed for the '40' series trailers as the bogies are a push fit into pre-formed holes on the underside of the bodies.

In addition to Nos.19 and 21, which are available as the Isle of Man Railways static models and can be motorised with purpose-built chassis, 3D-printed 1898 and 1906 vintage crossbench bodies are available from East Lancs Model Tramway Supplies. 3D-printed '40' series crossbench trailer bodies are available from CW Railways and OOn3 wagon kits are available from Dundas Models.

Links to these suppliers are also in the information panel.

Blue and white Douglas & Laxey Coast Electric Tramway liveried car No.7 standing next to the recently paved area of the station replicated in the Bulmers' layout. Note also the tin-roofed booking office and café, and the octagonal kiosks (officially termed 'Junketings' and originally thatched and used by local businesses to promote their wares) that are other distinctive features of the station.
Photo: Norman Kneen

Snaefell Mountain Railway models

As the Snaefell cars have fixed bow collectors, which do not touch the overhead, the SMR section of the layout is wired for two-rail running and is operated by a Gaugemaster W controller and SS1 shuttle, with the points being worked manually by Gem point levers.

The two-aspect single-line signal in Laxey station has been replicated and is automatic in operation, controlled by the track polarity through a Brimal Components MR220 relay. It shows a red aspect unless a car is leaving the station at which point it changes to green.

The four remaining cars, Nos.1, 2, 4 & 5, were built from Worsley Works brass kits and run on purpose-built Halling-based chassis with a central motor.

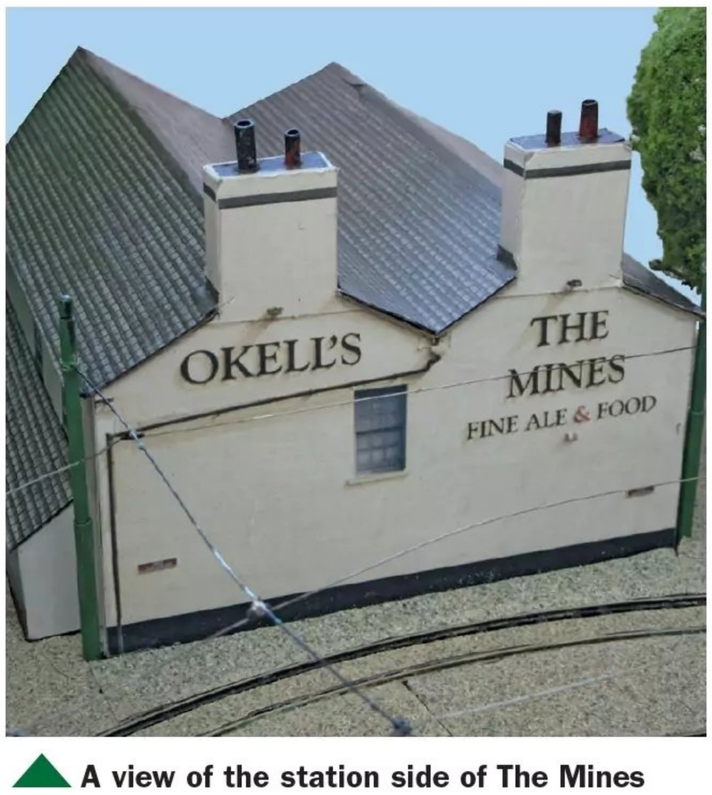
The replica of SMR electric locomotive No.7 'Maria' was scratch-built using two 3D-printed cabs from Laxey Models on a purpose-built chassis with the body from plasticard. The coal load hides the central motor. The story behind the prototype is that, as the power station for the SMR was remote and had no road access, No.7, using the electrical equipment and bogies from No.5, delivered coal each winter until 1925, when power was supplied by the Manx National Grid. After that No.7 saw little use and the body was stored outside the SMR depot until the remains were scrapped.

Today's replica of No.7 was built for the Snaefell line's centenary celebrations in 1995 using two of the original 1895 bogies and controllers. The new No.7 was fitted with a generator and was re-gauged to 3' to run on the MER as the works motor. It was also renumbered to No.34, that being the next available power car number.

Buildings and scenery

The station area, other than where Metcalfe Models paved and road sections have been used, is covered with the Gaugemaster Gravel (ref.GM23) and Autumn Grass (ref.GM22) Scenic Mats, and the track on the station section is buried under N gauge ballast. The station backscene was made up from photos of the prototype location, with the remaining areas of backscene using two iD Backscenes No.149 'Just Trees' sheets to reflect the station's sylvan setting.

▲ **Snaefell Mountain Railway tram No.4 crossing the main road into Laxey village before beginning the 1 in 12 ascent of the mountain. The crossing is accompanied by much ringing of warning bells by drivers of the SMR cars, and sounding of the shrill air whistle on MER cars using the parallel 3' gauge tracks.** ***Photo: Norman Kneen***



▲ **A view of the station side of The Mines Tavern.**

The Mines Tavern, a prominent feature at the northern end of the real Laxey station, was made from 1mm grey card finished with cleaned photos printed on self-adhesive paper, and is fixed in place by three screws though the baseboard. The viaduct walls, meanwhile, were made from four layers of 1mm card, glued in a curve to parallel the track, topped with Smart Models printed wall cappings (ref.TD-11 3D) and covered with the Smart Models downloadable Random Stone Tan (ref.ST36) paper. In addition, the end of the Laxey goods shed, at the Ramsey end of the station, was made from a photograph and 1mm card which is glued on the end backscene beside The Mines Tavern.

The 72' diameter Laxey Wheel (or Lady Isabella, to give this famous 1854-vintage waterwheel, formerly used to pump water from the local lead and zinc mines, its official name) also makes an appearance through a gap in the trees on the backscene. The large (200mm) trees were supplied by The Model Tree Shop, and the round picnic tables by the 3D Printing Corner. Station figures and passengers came from stock, with Michael Portillo and a cameraman also making a cameo appearance in the station having travelled to the Isle of Man for the filming of one of his *Great British Railway Journeys* TV series.

Information & supplier details

Isle of Man Railways Shop (for unpowered models of MER Nos.19 & 21 including postage & packing)
www.iombusandrail.im/heritage/shop/

Laxey Models and automatic stops
www.gordonstrams.net/LAXpage08.htm

East Lancs Model Tramway Supplies
www.themodeltramshop.com

CW Railways
www.cwrailways.com

Worsley Works
www.worsleyworks.co.uk

Dundas Models
www.dundasmodels.co.uk

Smart Models
www.smartmodels.org

Metcalfe Models
www.metcalfemodels.com

3D Printing Corner
www.3dprintingcorner.co.uk

The Model Tree Shop
www.themodeltreeshop.co.uk

iD Backscenes
www.idbackscenes.com

Shobrooke Road

Following two Somerset & Dorset exhibition layouts, and a break from railway modelling, **DAVID VANSTONE** *has created this compact Southern Region preserved line.*

Photography by Tom Braund

Like a lot of people, my interest in model railways started at a very young age. One of my earliest memories was of a green Hornby Dublo R1 tank locomotive; later my parents got me some track which was placed on a sheet of chipboard, and I was hooked.

After several years I was allowed into the loft where the track was laid on a board and I spent many happy hours there. In one notable mishap, an energetic locomotive ran through the buffer stops which were too close to the open loft hatch, falling to the floor below! Yes, the loco survived with minor damage.

After I got married I dabbled in N gauge and then a OO gauge loft layout, before a chance conversation with Nigel Weeks at Exeter Central in 1992 led to a layout designed to go to exhibitions, so *Timsbury* was born. Building on the success of *Timsbury*, which appeared in the June 1994 RAILWAY MODELLER, myself and Nigel constructed and exhibited *Carlingcott* (RM March 1998). After this a change in circumstances led to a long break away from railway modelling.

Dreaming and planning

After the break, I started collecting OO gauge BR Class 08 locomotives and whilst helping my friend Tom Braund to build his loft layout, I started wondering what I could build in my available space (a small bedroom which was secure from our cat.) It had to include a station, sidings and of course a depot/shed for the 08s, and Digital Command Control for ease of wiring and control. I decided that the layout would be based on a fictitious ex-Southern Railway

Route map

A general view of the station area as Warship D832 *Onslaught* sets back onto its coaches.

25 052 runs round its goods train, while in the background a father buys an ice cream from the Hockings van.

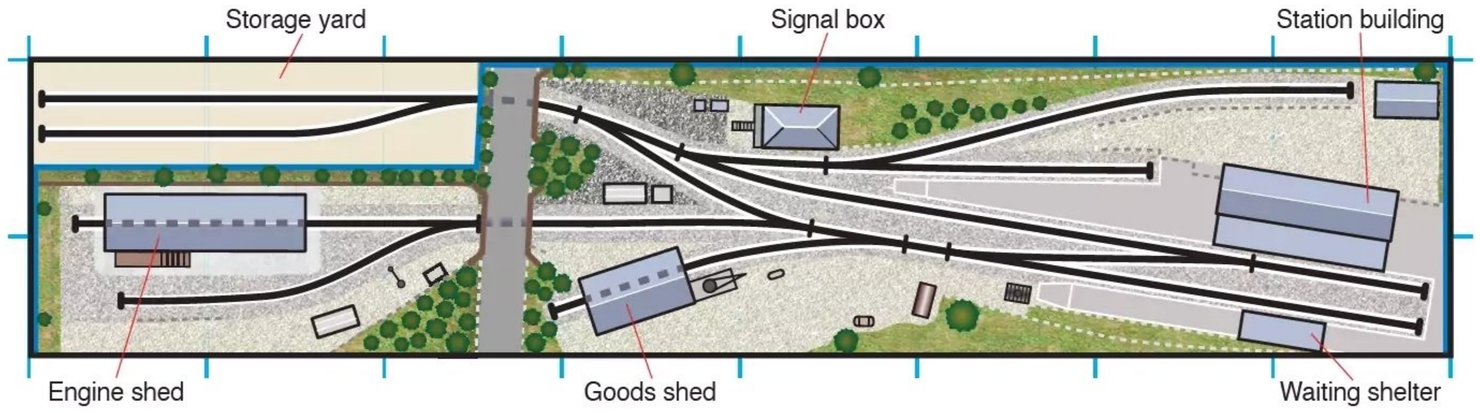
closed branch line between Crediton and Thorverton, which is now preserved and home to the Mid Devon Shunters Society.

The layout needed to be freestanding and portable for home and exhibition use, with an overall size of less than 9' to fit in the bedroom. With a Bachmann single-road servicing shed being a more modern element of the scenery, and then acquiring the Bachmann Shillingstone station building and goods shed giving a more traditional feel, the scenery would naturally lend itself to being in two parts, but how to achieve this?

This was easily accomplished by using a version of *Timsbury*'s track plan, shortened by about 2'. Its compact design, combining a fiddle yard and scenic area on one board and station and sidings on the other, made possible a lot of variety of train movements and therefore the enjoyment you can have from a relatively small size. The only changes to the original track plan were tweaks to accommodate the Bachmann buildings.

Baseboards and trackwork

With the track plan decided, and with two weeks holiday, the construction of the baseboards commenced. The framework was built of 50mm x 25mm timber supporting the Sundeala top, and to accommodate the track plan one board was



Shobrooke Road Overall size 8' x 1' 8". Each grid square = 1' x 1'.

08 818, one of the extensive collection owned by the Mid Devon Shunters Society, propels vans into the goods shed.

08 410 at rest outside the shed, home to the Shunters Society. One of the volunteers has also preserved a Morris Minor van.

5' and the other 3'. Once the boards were constructed, I decided to continue using Peco Streamline code 100 track and points, because I felt it would give greater flexibility when using older rolling stock with larger wheel flanges.

The method I used was to lay the track on a bed of 1/8" cork, then pre-drill and countersink the sleepers to accept the fine Peco track pins, and this combined with the use of Sundeala allowed for easier fine adjustment of the track to its final position. Before the track was permanently laid the dropper wires were soldered on under the rails for neatness and less visual impact. As space was at a premium, I was obliged to use mainly small radius points, and to improve their appearance, they were modified by cutting off the securing holes for the Peco point motors and slightly reducing the length of the tiebars.

Wiring and electrics

An NCE Powercab was purchased and so wiring could commence. The great advantage of a modular board is the ease of access underneath for wiring; you can turn it upside down! The already attached dropper wires from the rails were now soldered to the DCC bus wires. I pre-wired the Seep PM 1 point motors at the workbench and then they were attached to the board. To keep the wiring as simple as possible, I decided that the point motors would be controlled from the Powercab, and to enable this four DCC Concepts ADS-2sx Solenoid drive decoders were purchased and installed. For future proofing, each point motor was wired via its own dedicated chock blocks to the ADS-2sx, which would allow for quick removal in case of failure. The only other things I have connected to the DCC bus wires are a Train Tech SC3 to control two Dapol semaphore signals, and an NCE EB1 circuit breaker for short circuit protection.

Scenery

Now on to my favourite part of model railway construction, the scenery! With this being an exhibition layout the scenery had

Michael Portillo is filmed alongside D832 for an upcoming TV series, while a Class 121 railcar prepares to couple up to a Class 108 DMU for the next passenger working.

Lighting the engine shed

Once I had added the lights to the engine shed, I needed to find a way of connecting a 12V power supply to it. This was accomplished by gluing a small brass tube in each corner of the building and on two of the tubes soldering a small nail and spring, and attaching this to the lighting wires of the shed. Four holes were drilled through the baseboard and two small pieces of pre-wired brass sheet were screwed to the underneath of the board, to correspond with the brass tubes with nail and spring to complete the lighting circuit. I found this worked well, after some fettling, and it had the added benefit of positioning the shed accurately over the rails.

A close-up of one of the brass tubes, nail and spring.

A nail and spring on two of the brass tubes complete the lighting circuit.

As darkness falls at the end of the day, the depot lights are switched on, illuminating a pair of Class 08s stabled along with former Southern Region shunter 07 010.

As daylight breaks the following morning, 07 010 has moved into the shed, while 25 052 is on the fuelling point being prepared for its day's work.

to be robust but also lightweight to make the transportation as easy as possible. Before any scenic work commenced, I gave all the track a coat of Railmatch Sleeper Grime; later this would be touched up and weathered as required.

The platform and station area were built using a framework of 6mm x 18mm stripwood and clad with Ratio brick platform edging. The top surface of the station area and platforms is made up from Wills Victoria stone paving (ref.SSMP 221) and plasticard. A visit to a local toy fair produced a cheap Bachmann signal box and an even cheaper Hornby viaduct for £5 from the bargain bin. After some modification to the viaduct, this emerged as the road bridge which provides the scenic break.

Celotex foam was shaped and glued into place, followed by two layers of plaster bandage, then smoothed over with filler, and painted brown. Once dried, it was time for the ground cover. The one thing I wanted to improve on from my other layouts was the realism of the vegetation, by increasing the height, colours and textures of the plants. After seeing what was available I purchased many products from different manufacturers including Peco, Woodland Scenics, MiniNatur, and the lovely trees from MBR (which I bought direct from Poland).

Once all the ground cover and trees were carefully glued onto the board, the final touches could begin. This started with gluing down all the buildings and structures except the engine shed, to which I needed access to clean the rails. Ratio point rodding was a time-consuming addition, before the task of ballasting and weathering the track.

To enhance the overall atmosphere of the layout, many small details and people were added to create little scenes. Some vehicles specific to Devon were sourced, including a Hockings ice cream van, giving the layout a local feel, and talking point.

I decided to experiment with wiring up the installed platform lights, which I found greatly enhanced the atmosphere of the railway in lower light conditions. I wish I'd done this earlier! This was particularly difficult on the already attached buildings, but a different issue arose with lighting the removable engine shed: see the panel above.

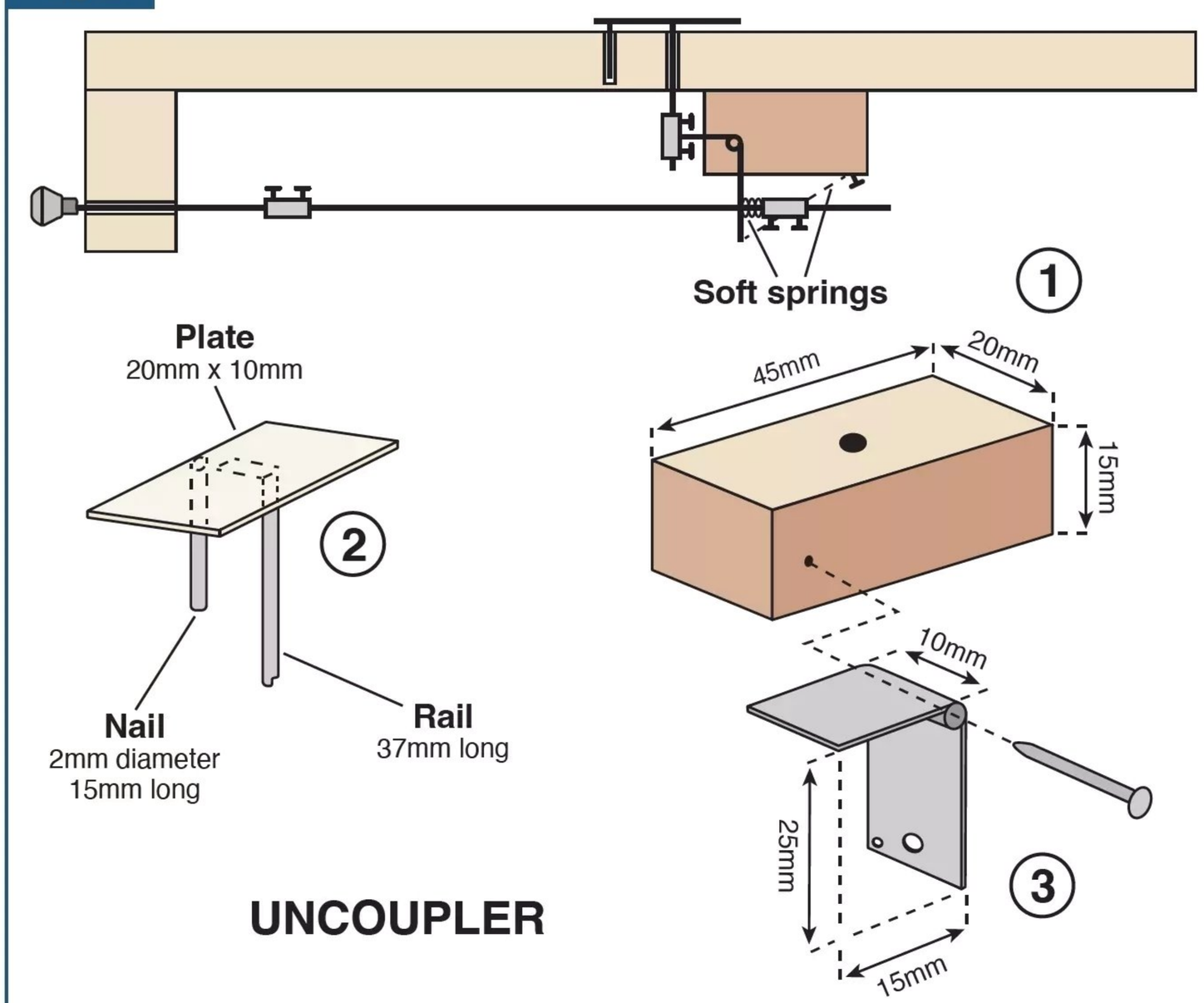
Operations

The benefit of modelling a preserved railway is that you can effectively run what you like. The main motive power used on the layout is generally shunters, smaller locomotives and Diesel Multiple Units with an occasional steam locomotive making an appearance.

When on display it is not uncommon for my friends and fellow operators to bring along their locomotives and rolling stock to

03 170 rumbles under the road bridge that forms the scenic break – a Hornby viaduct modified and weathered to look the part.

Fig.1



use on the layout. As we all have tension-lock couplings on our rolling stock and to try to avoid having 'the big hand out of the sky', I have installed a tried and tested system which I have used before, with bicycle spokes, block connectors, springs and brass tubing and sheet (see Fig.1). This method is unobtrusive and gives some degree of flexibility when different types of looped couplers are involved, and it gives extra challenges to the operators when shunting, to see who can do it the smoothest.

At exhibitions, I believe we are there to entertain the public, and when possible, I try to offer visitors of any age a chance to drive a train and hopefully encourage them into the hobby.

Developments in modelling

Having finished the layout, I have been amazed with the quality and diversity of the scenic products you can now buy. With the increased detail on locomotives, coupled with DCC and sound, this really brings the layout to life, and I hope to use these on future layouts.

Thanks to Joe Niblett, Tom Braund and Jeremy Frost for their help transporting and operating *Shobrooke Road* when exhibiting, and a special thanks to my wife Liz.

See it at Exmoor Rail and Exeter

Shobrooke Road **is due to appear at the Exmoor Rail show on 1 June, held at The West Somerset College, Bircham Road, Minehead, Somerset TA24 6AY. For more details, see Societies & Clubs.**

It is also booked for the Exe Model Railway Society Diamond Jubilee show at The Matford Centre, Marsh Barton, Exeter EX2 8FD on 22 & 23 June – see Societies & Clubs or visit: www.exemrs.co.uk

The Class 121 'bubble car' waits at the station to pick up passengers from a vintage bus rally. The station building is Shillingstone, from the Bachmann Scenecraft range.

Exe Model Railway Society Diamond Anniversary

***JOY PAYNE-HILTON** recounts the history of this Devon-based model railway group, which boasts links to a former locomotive engineer of the Southern Railway.*

Photography by the author

Sixty years ago, on 10 January 1964, nine men met at a house in Exmouth – and the Exe Model Railway Society was born.

At that first meeting, those individuals set out their proposals – chiefly that the club should build a 6' x 4' layout for exhibition purposes. Over subsequent weekly meetings, the number of club members rose to 12. The cost of membership was agreed – a £1 joining fee would be charged and subscriptions would be 1s.0d weekly. Junior members would be charged 5s.0d to join and 6d weekly.

In 1965, the club presented a nameplate to its then president, O V S Bulleid (pictured, right). Amongst the other individuals pictured, known members are Pete Lindsay (fourth from right); John Shell (position unknown) and A Mazonowicz (position unknown).
Photo published with kind permission of Devon Live (Express & Echo)

The President of the Society (1964-1967) was one Oliver Bulleid, who served as the Chief Mechanical Engineer of the Southern Railway between 1937 and Nationalisation in 1948. Two weeks after the formation of Exe MRS, he donated a model of one of his Pacific locomotives and three Pullman coaches.

Changing premises

In April 1964, the first permanent clubrooms were found, and the club was given the use of two rooms over a builder's yard in Exeter. The first demonstration of its layout took place in July 1964 at the Exmouth Round Table summer fair.

Due to redevelopment, in 1966 the club accepted the offer of a small games changing room at an Exeter community centre, and a proposed portable layout of approximately 7' x 9' with extension was to be built. Over the years, changes were made to the clubroom and layouts, including moving from the changing room into a bigger space as sufficient room for members was required. The cramped conditions made it impossible for all of the membership to actually fit in at the same time!

New premises needed to be found in 2009, as the community centre that the society had used for more than 40 years was going to be redeveloped. And so the current clubrooms, in the basement rooms of Heavitree United Reformed Church in Exeter, were found. The rooms were in need of refurbishment, but it enabled the society to have a large clubroom where a number of layouts could be housed, together with a library area for books, magazines and DVDs, and a small kitchen area.

Over the years since, notable events have included a flood (2014) and even a small fire (2015), the latter causing damage to track on one of the layouts, the ceiling, and some magazines. But despite minor setbacks, the Exe MRS continues to thrive.

Membership has inevitably fluctuated over the years: there are currently 42 members, ranging in age from early teens to mid 90s.

The club has four main layouts in the clubroom; two in OO and two in N. In addition there is a Hornby three-rail layout that was recently exhibited by a club member at an afternoon tea event held for older people from local care homes.

As well as members running their own models on the society's layouts, working on new projects, sharing knowledge and skills, a number of social events are also held including an annual dinner and group visits to exhibitions.

Society exhibitions

The first Exe MRS exhibition was held in 1970, and over the years several locations have been used. The annual exhibition moved to the Matford Centre in Exeter in 2007, and this venue has been used each year since. The exhibition has grown from a one-day show with no trade stands to its current annual two-day format with over 30 layouts and demonstrations, and up to 15 trade stands.

This year's exhibition will be a special one to mark the society's diamond jubilee and will take place on 22 & 23 June (see Societies & Clubs for further details).

A OO wagon has been commissioned from Dapol to celebrate the diamond jubilee, which has been produced in the society's colours and will be on general sale at this year's Exe MRS exhibition priced £13.00.

A OO wagon has been commissioned from Dapol to celebrate the diamond jubilee, which has been produced in the society's colours and will be on general sale at this year's Exe MRS exhibition priced £13.00.
Photo: Exe MRS

Exe Model Railway Society

The society always welcomes new members. It meets twice a week at its premises and a stair lift is available for easy access. For further information, refer to the society's website or email:
train@exemrs.co.uk
www.exemrs.co.uk

Plan of the Month

Gallows Close Goods

CHRIS MARTIN *describes how he recreated this slice of Scarborough in N gauge, which includes some diverse freight facilities and through running of local passenger and holiday traffic.*

Layout photography by Steve Flint

Gallows Close may seem a strange name for a railway goods yard, but that was indeed the case in the North Yorkshire resort of Scarborough up until 1985.

I moved to Scarborough in 2015, unaware of the railway history of the area, but having had over 40 years of modelmaking experience, I was looking for a new project.

In 2017, I found a track plan for Gallows Close Goods Yard. I could see that this was a possibility, so I started finding out about its history.

Development of the prototype

The railways came to Scarborough in 1845 from the direction of York. For some time attempts had been made to connect Whitby and Scarborough by rail and this finally happened in 1885. At first there was no direct connection to the main Scarborough station but in time a single-track tunnel under Falsgrave Road was completed so that trains could now run through to the main station. A reversal then had to be made into a platform for passenger trains. The Gallows Close Goods Yard was completed in 1899 and the goods shed was finished in 1904.

A view of the prototype Gallows Close Goods Yard circa 1955, with Ivatt 4MT 2-6-0 No.43073 passing through with passenger stock. The north portal of Falsgrave Tunnel, leading to the main Scarborough station, can be seen in the distance. ***Photo: T.G. Hepburn/Rail Archive Stephenson***

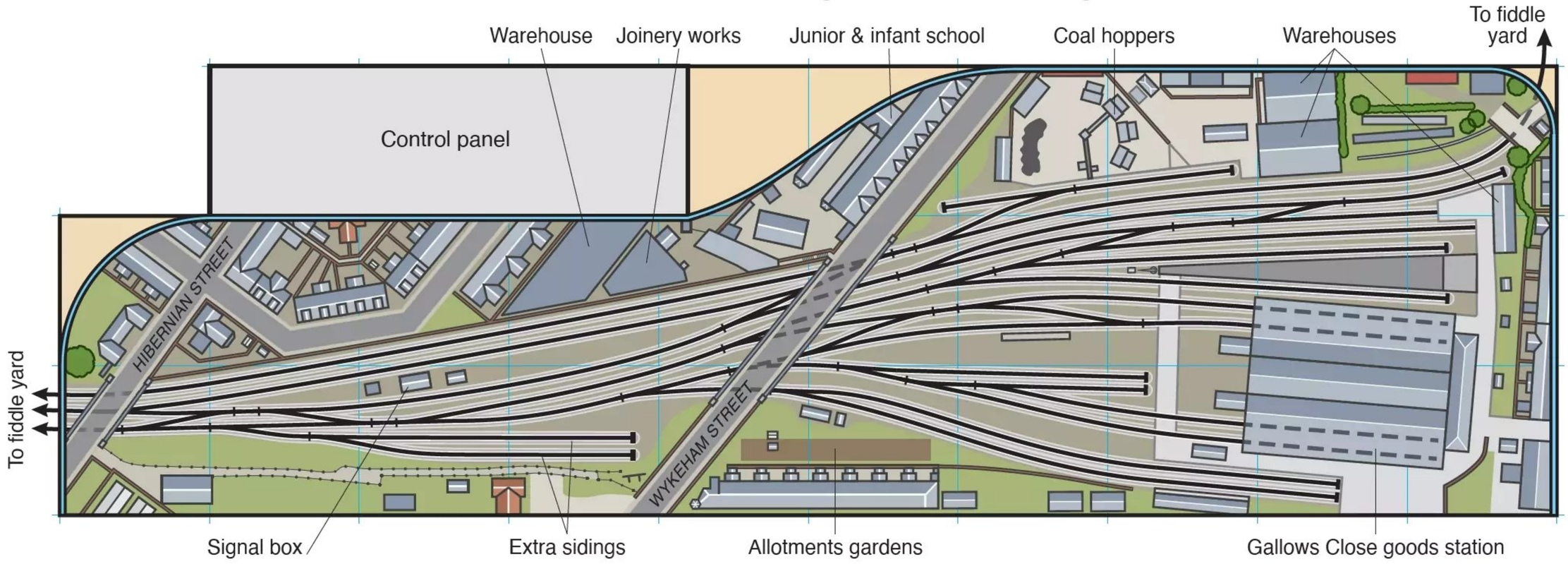
A view of the extensive Gallows Close Goods Yard sidings and the prominent goods shed, a laser-cut model that York Modelmaking produced using original plans that Chris Martin was able to obtain. A Clayton Type 1 (BR Class 17) diesel locomotive can be seen at the head of a short train of assorted open wagons.

The volume of excursion trains caused operational difficulties at Scarborough. To relieve the congestion, a small station was built just before the main station. This would be called Londesborough Road and was completed in 1908. Excursion trains would stop, passengers would alight, then the empty train would run through the tunnel, pass Gallows Close and continue on to 10 sidings at Northstead, where the engine would be turned ready for the return trip in the evening.

A view of the road entrance side of the Gallows Close Goods Yard shed, including the 5mph speed limit warning notice over the entrance.

GALLOWS CLOSE

Overall scenic dimensions: 10' 0" x 3' 0", reducing to 2' 0" wide. Each grid square = 1ft x 1ft.



Planning the layout

I realised that this would be a layout full of operational possibilities and would also be of local interest.

I decided that I would build the layout in N gauge and would set it in 1963, an era of change and the publication of the Beeching Report. A visit to the library got me a 1965 Ordnance Survey map of the area. I had this enlarged to 1:148 scale and printed.

The layout would be L-shaped and would be 14' x 7'. The main scenic area worked out at 10' x 3'. A fiddle yard at each end would represent the lines towards York and Whitby. My good friend Iain, who would arrange all the electrics, suggested that the connections from board to board could be built into the ends, thus reducing cable loops down to just one. The baseboards were completed and, on 1 January 2018, a small group of helpers met and there was a sod-turning event with a small silver spade!

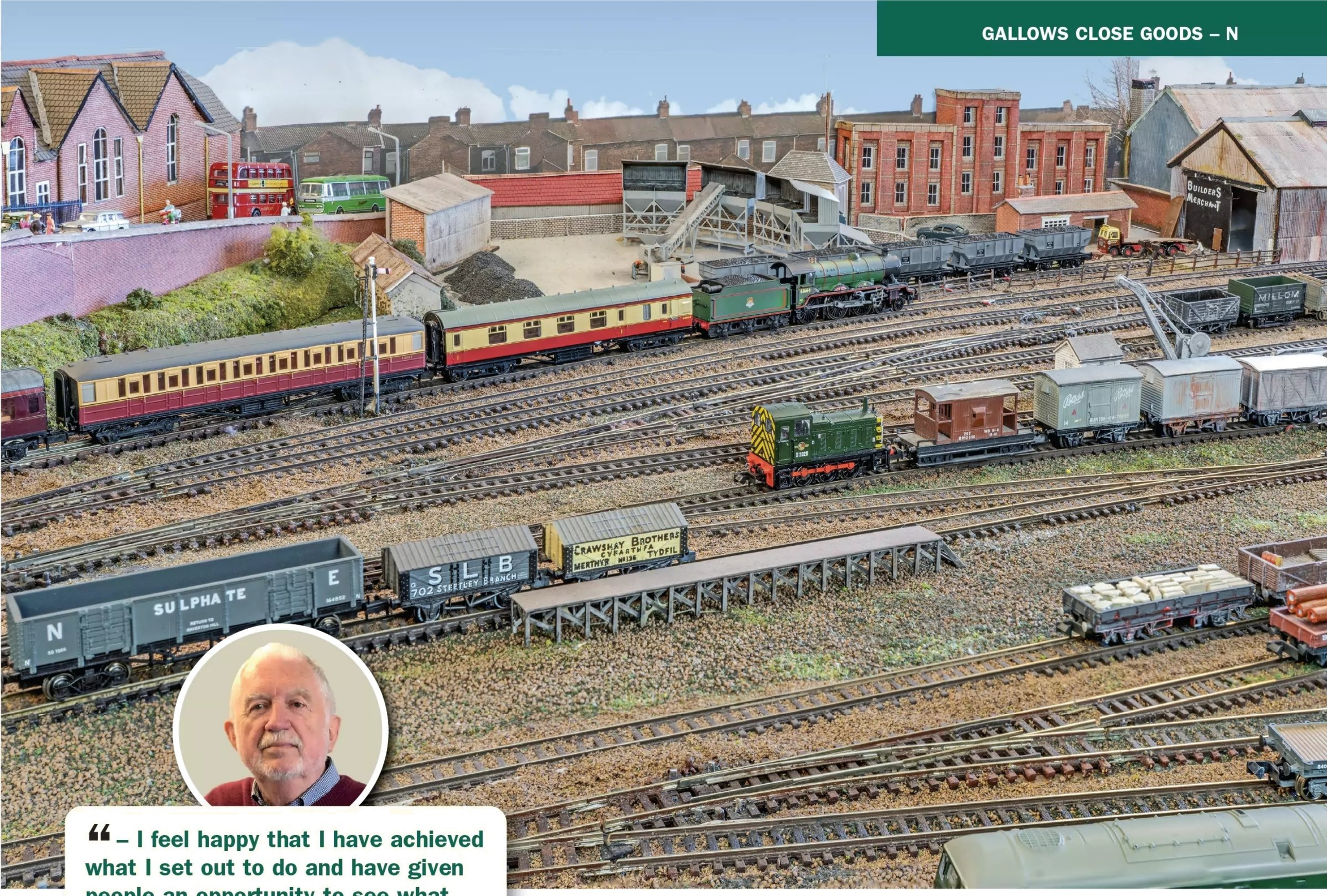
The scaled-up map was placed over the two main boards and work commenced. The fiddle yard at the station end would be at a right angle to the main boards and have two reversing loops and some dead-end sidings. Peco points and track were placed onto the track plan, cut and joined as required. There would be two bridges on the layout, Wykeham Street and Hibernian Street. The latter would end the scenic area.

Construction begins

The main building required would be the goods shed. This would be very prominent, so I decided to outsource its production. I had been very fortunate to obtain a copy of the original building plans. A laser-cut building was then produced by York Modelmaking. The kit was well made and went together perfectly. I used self-adhesive brick paper and tiles to complete it.

I made a decision to keep the fiddle yards very simple with no electric point motors. This kept wiring to a minimum and means that you have to go to each end and change the points. This, to me, means that you are

As a DMU enters the yard area, mourners are watching as a coffin is eased into the back of a hearse in the adjacent street, beyond the wall and high fencing. Meanwhile a Class 03 is shunting in the yard sidings.



“ – I feel happy that I have achieved what I set out to do and have given people an opportunity to see what Gallows Close was like before all the railway operations went and a supermarket arrived. – ”

Chris Martin

▲ A view over the extensive Gallows Close Goods Yard sidings, with B17 4-6-0 No.61664 *Liverpool* passing through with a passenger train, Class 03 No.D2028 shunting a train of vans and a varied mix of goods stock occupying some of the other roads.

not rushing and the movement of trains is more realistic.

Other buildings on the layout are a mixture of ready-made, altered or scratch-built. Gladstone Road School was one of those that was scratch-built. The school was most helpful and provided me with pictures of various buildings, including the portable classroom which had been in the playground in 1963.

At the front of the layout is Commercial Street. Another good friend, Alan, built that for me, along with the mechanised coal yard which had replaced the old yard in 1961. Another friend, Colin, built the pre-fabricated buildings which were put there in 1948, following a German bombing raid in March 1943 when many houses were destroyed and several lives were lost.

The backscene was built with several curves – this I believe helps to give a better look, rather than having just straight backboards. Having these curves also gave me two spaces behind the backscene on which to rest your hands and keep the coffee mug.

I have three cameo scenes: one is a funeral, the second a CND march and the third is a robbery within sight of a policeman who is watching the march.

Hopper wagons are unloaded in the mechanised coal yard which replaced the previous coal facility in 1961.

Ex-LNER B17 4-6-0 No.61664 *Liverpool* passes Class 03 diesel shunter No.D2028 in the yard area with a train of mixed passenger stock, comprising some carriages in BR maroon and others in carmine & cream, including a Gresley ex-LNER carriage.

Stock and operation

The collection of locomotives and rolling stock used on the layout is a mixture of EFE Rail, Graham Farish and Dapol. Where possible, I obtained second-hand wagons to keep costs down.

With two operators, you can have an operating session that can be a real challenge. Goods trains arrive from the York direction, and goods traffic departs during the day in the direction of Filey, Whitby and York. Pick-up goods depart to various locations around Scarborough. A long, empty coal train departs each day for York. An inspection train is also working around the area.

A regular passenger service operates to Whitby, along a single-track line with various passing loops. Then there are the excursion trains. By July 1963 there were very few on the prototype. In August of that year, Londesborough Road station was destined to close along with Northstead Sidings. In March 1965, the last passenger train to Whitby would run, and within 20 years all rail activity at Gallows Close Goods Yard would be gone.

A piece of local history

Having displayed the layout locally and received positive comments, I feel happy that I have achieved what I set out to do and have given people an opportunity to see what Gallows Close was like before all the railway operations went and a supermarket arrived.

I wish to give a big thank you to the following who gave me help and advice in various ways: Iain Hale, Alan Woodford, Robin Lidster, Brian Mulvana and Colin Mason.

Forthcoming exhibitions

Gallows Close is scheduled to be at the York Model Railway Show in 2025.

Further reading

The *2019 Railway Modeller Special* featured a Prototype Inspiration article by Steve Flint on the potential for building a layout based on Gallows Close Goods Yard. The feature was illustrated with photographs of the prototype location in various eras.

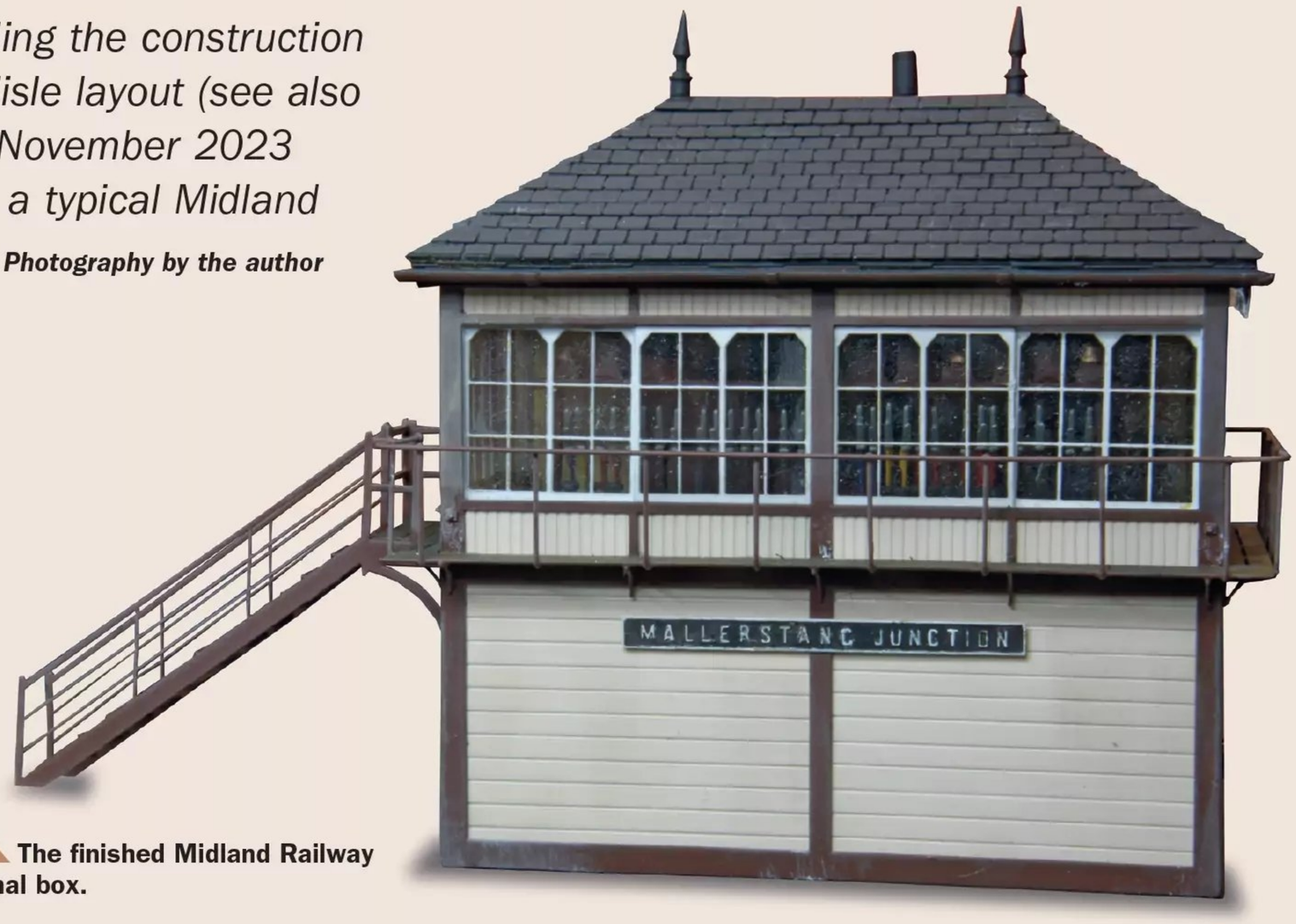
Scenic lineside detail, including the backs of a long row of brick terraced houses with allotments, complete with colourful blooms and a greenhouse, bordering the lineside.

North from Dentdale – Part 4

A signal box for Mallerstang Junction

In the latest instalment detailing the construction of his OO gauge Settle & Carlisle layout (see also the September, October and November 2023 issues), **IAN NUTTALL** *builds a typical Midland Railway signal box.*

Photography by the author



The finished Midland Railway signal box.

I'll start with a quote for a definition of a signal box, by Michael Vanns, who wrote the book *Signalboxes*, published by Ian Allan, and a most informative read… and key for me, as I was far from an expert on the subject. It is: "A building containing equipment to alter and control route setting, and the aspect of fixed signals to be observed, and responded to, by train drivers, and the means to communicate with other buildings so equipped, and with train drivers, to coordinate with the movement of trains along the line."

Which is all a bit of a mouthful really… and I would have insisted on *safe* movement of trains along the line… but the message is there, and from when signal boxes, as we know them, first appeared in the 1860s, this was their purpose. The earliest style of boxes lacked any form of style or identity as they were not much more than a basic shed acting as protection for the levers and equipment within.

Whilst independent sources designed boxes, such as Saxby & Farmer, McKenzie & Holland, and smaller outlets such as Yardley & Co. of Manchester, the main railway companies were keen to promote their own in-house models… very much a form of advertising… so that by the time the Settle & Carlisle Railway was built between 1869-76, the classic Midland Railway signal box was established, and was so instantly recognisable. I knew I would need one, eventually, for the Mallerstang Junction section of my *Dentdale* 'empire'… I do use the word loosely as it is only really a baseboard roughly 12' long and 2' 6" wide. The word 'empire' might be a tad too ambitious.

First steps

I am sure that many readers will be very much aware of the plastic Midland Railway signal box kit, ordained with the name 'Oakham', originally available from Airfix for the princely sum of two shillings in my younger days… and still marketed today via Dapol. It proved an ideal entry into the kit-building world, and I do believe I still have an original Airfix kit, unbuilt, and squirrelled away. Admittedly, by today's standards, it is rather dated, although, by substituting etched brass window frames and fine brass wire for the handrails, it is still possible to create a more than acceptable end product. The one drawback you would have to live with is that the corner posts don't have the slight, but noticeable, taper, a significant feature of the prototype.

Having soldered up the basic framework, sprayed it with primer and then given the whole carcase two spray coats of Halfords best Rover Brown, I have just passed the end of Stage 1. Two of the most potentially difficult elements, namely the fine handrail and forming the steps, are behind me, and represent real progress.

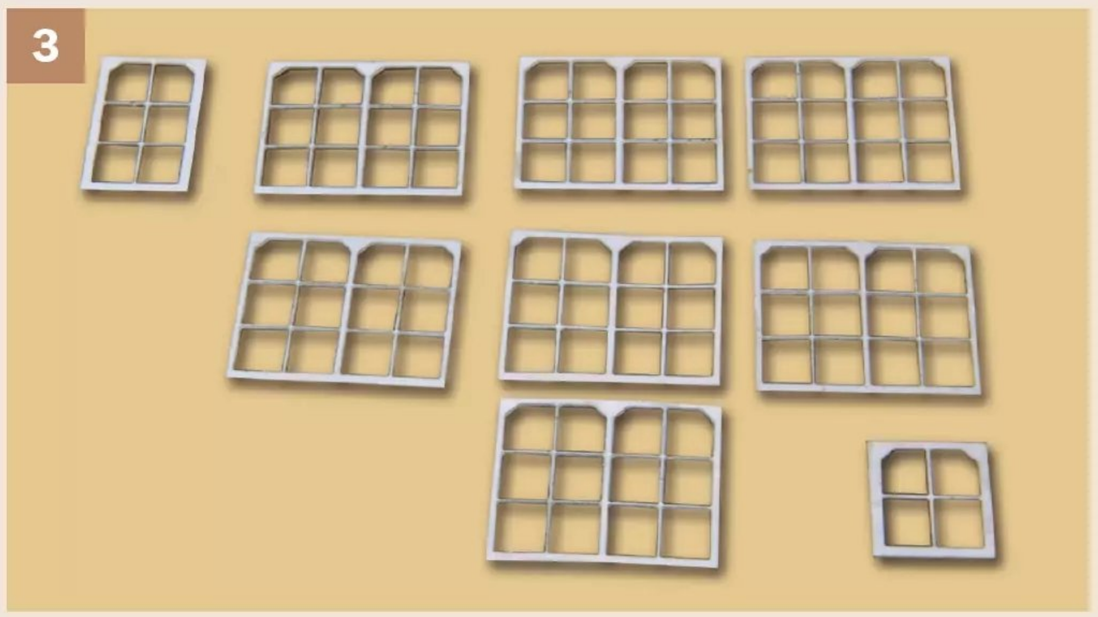
Hence I looked elsewhere. For Dent Station box I had an etched brass Perseverance kit; indeed the picture on the lid was Dent Station, the very one I needed. However what Rod Neep (Mr. Perseverance) didn't appreciate was that, from the many options he offered via his selection of etched parts, the one box you couldn't build was Dent Station. I confronted him with this impasse at the Bristol Show in the early 1980s. Fair play, he accepted the scenario and provided me with the missing

Having selected how I wished to represent the arrangement of locking room windows, I prepared the panels I needed, and gave them a spray coat of aerosol white primer, before finishing off with a top coat of Halfords Ford Cream.

etched panel free of charge; good man.

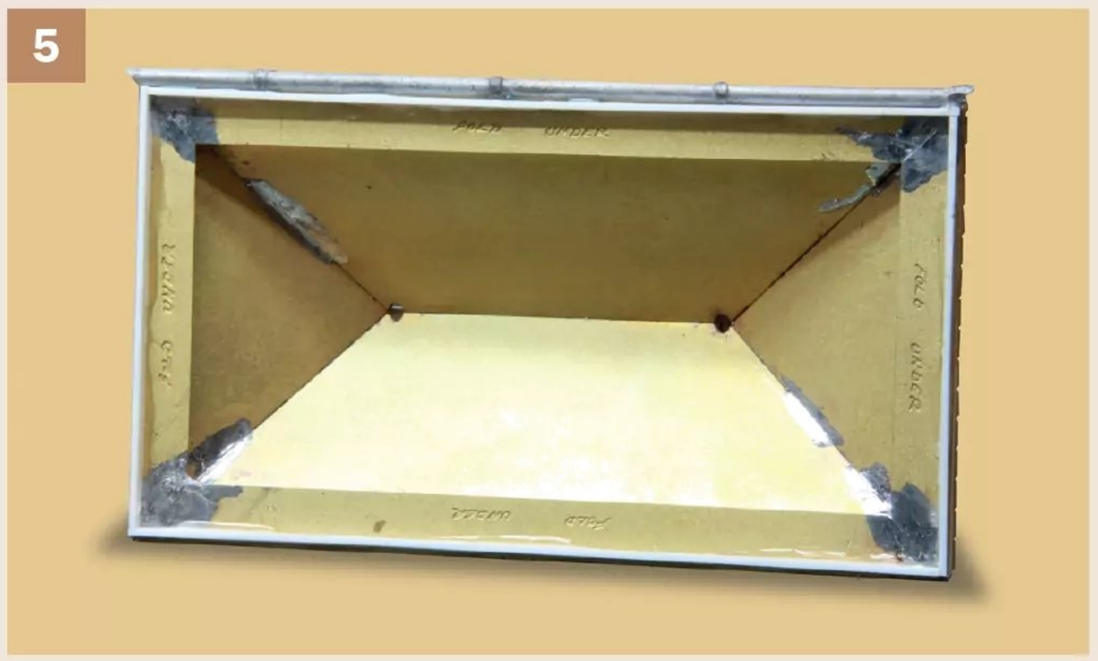
Perseverance, as a going concern, has disappeared into the ether, although kits do still appear on eBay etc., and I suspect… though cannot be certain… that the Churchward Models etched brass kit for the MR Signalbox is from the Perseverance stable; there is much common ground and, once again, Dent Station box features on the lid. This article focuses on this Churchward Models offering *[Ed. Now available from Phoenix Precision Paints Ltd]*, the size of box chosen matches the most common one on the Midland/ London Midland & Scottish/BR system, and I believe it is a handsome design.

As far as the kit instructions are concerned I think that historical details are rather thin on the ground, yet information on how to build the kit is comprehensive, easy to follow and accurate. Hence I would recommend staying with their suggested/listed order of play; it worked for me. From 16 possible options/permutations for window styles etc., I chose the three frame depth configuration for all windows on the upper level, whilst I committed to no locking room windows at the non-step end or rear, and selected a door and one window at the step end. As my location is a 'proposed', 'might have been' I have the freedom of choice, and I am sure the Churchward Models box is capable of accommodating the required number of levers for my pointwork and signalling.



Two depths of windows are offered in the kit; you end up with a comprehensive array of spare parts to use in future projects… there is even an etched bicycle provided, plus many signal arms. I went for the deeper windows, as I found them more aesthetically pleasing. As my Mallerstang Junction didn't exist in reality, I had freedom of choice. I do appreciate there was a signal box called Mallerstang where I have sited my junction, but it would not have been capacious enough to accommodate the extra levers required. The kit instructions suggest a very neat way of fixing the glazing to the etched window frames: i) Spray the frames with matt white primer. ii) Once the primer is thoroughly dry turn the frames over and spray the reverse with 3M Display Mount adhesive. iii) Pick up each frame and lay it white side up on the glazing. iv) Leave all to set and then cut each window from the glazing sheet. This does the job with no mess at all; most effective.

What might have been a tricky operation, that of fixing the slates, becomes a straightforward task, thanks to the approach the kit has adopted. Should any small gaps occur at the corners they can be filled with either fillets of solder, PVA glue or model filler; any slight solder overflow is filed flush easily. In reality, each join line on the hipped roof was made weatherproof by the use of mastic, so using a filler in 4mm scale is appropriate.



The nether regions of the roof section showing how the basic carcase is soldered together, and also how I have added 20 x 80thou strips of plasticard (fixed with five-minute epoxy) as the boards… I think they are called soffits, but do correct me… for mounting the whitemetal guttering.

As construction started I was determined not to repeat the apparently unforgivable cardinal sin of lining up the steps with the door. *Mea culpa*… or to be more accurate… in my innocent youth I merely followed the instructions in the Perseverance kit for my Dent Station box. When Dent Station was Railway Of The Month (March 2018) this error was pointed out to me by one of the group responsible for restoring the ex-MR box at St Albans; I take my hat off to their endeavours. So I checked on the S&C; the only box with steps in line with the entrance door was at Long Meg, which was an LMS-built replacement from around 1936. I was astounded and, naively, assumed that the Perseverance kit would produce an accurate representation; silly me. More recently I have looked at photos of boxes from other companies; they are not so health and safety conscious. Steps in line with the door appear far more frequently; no names, no pack drill for the main culprits.

Outside the box

Churchward Models give soldering and gluing as equally acceptable approaches along the building route. I prefer the former, but that is purely personal choice. However, I do advocate sticking with their recommendation of painting the frames and panels separately. This guarantees a neat, crisp finish between the two, even if one needs to adapt their gluing strategy for this stage; the clean-cut divide justifies this tactic. And, mentioning painting, you have a choice of colour schemes. In Midland Railway

The signal box, minus its roof, is now almost complete. You can see a dark vertical edge where the first two sets of windows meet on the front. This is because the left-hand set is recessed to allow it, in real life, to slide behind the right-hand set. This facility is replicated in the right half, and at the far end. The dark line is the glazing sheet which I have subsequently touched in, using matt white paint and a very fine brush. The eagle-eyed amongst you may spot a small block of white plasticard to the left of the locking room window. This is because, despite the best of intentions, my curved section from the stairs to the end panel ended up being set out by approximately 30thou; hence the block, which is now painted brown.

I designed the roof merely to sit on the body, making access very straightforward. It is sufficiently heavy to stay put, unless knocked with a significant blow. The kit came with a rear window included, but Mallerstang Box will back onto a stone retaining wall, so that aspect is unwanted. I scribed a rectangle of plasticard, using my scraperboard cutting tool, to create planks to match the etched panels. The drainpipes are awaited, but the bolt heads can be seen enhancing each corner post... going that extra mile; far from essential, yet certainly fulfilling and aiding that quest for accuracy.

My home-produced nameboard, using Slater's 1.5mm plastic alphabet. By ruling two fine pencil lines, denoting the width of the strip and the lower limit of the letters, on an offcut of 20thou black plasticard, I was able to create the name I required; thankfully I didn't opt for LlanfairPG... A sharp new blade is essential.

days the panels were lemon yellow with the framing Venetian red, as with the restored example at Armathwaite. During the LMS era this had been subdued slightly to cream and Venetian red, but many boxes were turned out in LMS Buildings cream and brown, both listed in the Precision Paints catalogue. In the latter restrictive lockdown period I failed to source either, in aerosol form, on the internet, so cycled the 12 miles to my nearest Halfords and found a closely matching Ford cream and Rover brown… I challenge you to say they are not acceptable. In BR days maroon and cream would seem to be universal, although I am far from an expert on latter-day liveries.

Before applying 'Halfords best' I did treat all surfaces to a coating of Expo Primer, white for the panels and red oxide for the framing to aid grip and quality of finish. Whilst the Churchward instructions are not state of the art, having been written 40 years ago, they are full of common sense and sagacious advice; the kit designers have provenance, so do follow their suggestions. At one stage they advocate a potential super-detail 'extra', in that the corner posts featured bolt heads to hold everything together. I replicated these via plasticard squares and short lengths of rod; I like to think it enhances the authenticity.

In addition to the clean paint line between the panels and the framing, the other factor essential for a professional-looking result is a precise, scale finish to the fine handrails on the staging round the front and sides which provide the safety rail… it is in one piece so do give it due attention.
Deliberately, I cut the uprights too long and, once these were soldered in situ, it was easier to bend the handrail accordingly to achieve an accurate fit.
I suspect the brass wire included in the kit was 0.45mm diameter, but I opted for 0.4mm (not available when the kit was released) as, with a layer of paint, I feel it represents the prototype. I cut a small block of wood to the correct height to act as a spacer, allowing me to hold the rail against this whilst soldering. Liquid flux was

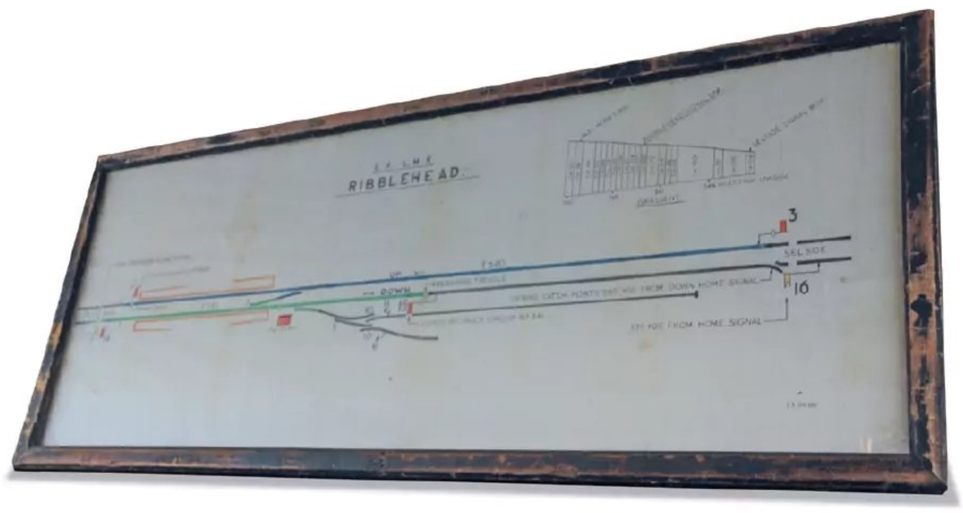
An end view of the box which highlights a couple of aspects. The nameboard is now complete, being framed with 20 x 30thou plasticard strip, whilst my steps are shown to be less than perfect. Fortunately, this defect is not at all apparent once the box is in situ; the camera can be so cruel.

applied, then in and out with a very hot iron and precious little solder… neat joints every time. Well, almost every time; should you be overenthusiastic with the amount of solder, and you have a 'blob', as opposed to the discreet joint you sought, all is not lost. Just wipe your solder tip clean, add some more flux to the joint, apply the tip of the iron and it will remove the excess. As they say, "Been there, done that."

Fixing the roof slates does take some time, as they are applied in individual rows, but this method works admirably, and the end result justifies the work involved. The recommendation to leave attaching the finials until the last possible moment, even until after the rest of the box is complete, makes sense, as they are so easy to nudge and break off during construction;
I wonder how I know that?
Patience is undoubtedly key, but, by taking things steadily, a model of real quality is possible without needing a high degree of skill, and one which you can feel proud to have created.

Inside the box

Having devoted many hours of modelling thus far, the signal box will still have an unfinished



I do have several items of railway memorabilia in my possession; two are pertinent to this article. In the late 1970s, I spotted this signal box track diagram for sale at a model railway show. For the life of me, I can't remember the exact year, or at which show I acquired it. The frame is original, so nearly 150 years old, the location well known, whilst the date on the track plan is 3 April 1967, no doubt the last created before the Ribblehead box closed (17 August 1969). The colouring had faded out somewhat, as had some of the lettering. This was spotted by one of my parents, an architect, when I taught at Clifton College. He offered to restore it for me, and what a superb job he has done.

A view looking south from the end of the Up platform at Ribblehead, with the signal box on the right.
Photo: The Transport Treasury

Again, in the late 1970s, fellow Butcombe Junction member, Brian Chappell, alerted me to the fact that an associate of his was selling an original Midland Railway block instrument. Having agreed on a price that both parties found acceptable, I became the owner, and here it is. The date of origin, May 1912, is stamped on the machine; it is now a centenarian-plus… What is more, by applying 12 volts, it still works; marvellous. Both this, and the Ribblehead track diagram, have prime display slots in my *Dentdale* empire.

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Whilst a fully detailed interior is far from essential, I am pleased to be able to lift off the roof to display the innards. Hence I had to devote more than a modicum of attention to the contents. The Springside detailing kit provides almost all you see here. The 'extras' are the false floor and rear wall, both from 60thou plasticard… the floor scribed to represent planking, and the shelf, as home to the block instruments and bells; this time 40 x 156thou plasticard strip, and 1mm rod.

Several items of interest include the black signal wire tightening mechanisms in front of all the red and yellow levers, the single line exchange apparatus on the extreme left back wall for my branch, the clock telling us that it is 1.30, and the 'LMS' on the front of the book hanging from the noticeboard, displaying loyalty to the parent company. The last two items are, undoubtedly, OTT, but I was happy to go that extra mile for the *Dentdale* cause. I am not suggesting you should go so far, or would wish to.

look, as the inside is bare. I chose to invest in the Springside signal box interior kit, formed of whitemetal parts, as I have found it user-friendly in the past, although I am sure that other offerings, such as from Ratio, will achieve similar results, and the latter will suit those who prefer working in plastic.

Around 1987 I had the privilege of spending half a day with Jack Sedgwick, signalman at Dent Station from 1936 to 1981, when the box closed. The box was demolished in 1984; I have a photo of it being 'torched', but Jack drew me a sketch of the interior, even explaining what was stored in each cupboard. I appreciate that no two boxes will be the same, but Jack's sketch formed a very sound basis. As Mallerstang is a junction to a single line I needed to add an extra set of block instruments to maintain contact with the first box down the branch, plus I had to count my points and signals to know I had sufficient levers, and paint them in appropriate colours.

For the record these are, in slightly abbreviated form: Black (Points); Blue (Point Locks); Red (Home Signals); Yellow (Distant Signals); Brown (Gates and Gate

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A bird's eye view of the interior, although the signalman has yet to appear, being only partially painted when I took this shot. Creating this mini-scene on a sub-base made construction so much less fiddly, and it is so easy to extract the unit should I need to make any refinements or repairs in the future.

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Mallerstang Junction Signal Box in finished condition, as weathering has now been applied, via a light wash and some judicious dry-brushing. The etched nameplate, courtesy of Ambis Engineering, sits proudly, whilst the levers are apparent through the glazing… though you won't identify the clock saying 1.30, or that the hanging book is stamped 'LMS'.

Locks); Green (Permission/Gong Levers); White (Spare Levers); Black/White Chevrons, 4" wide (Detonators). I am indebted to another reputable reference source for this information, namely *Railway Signalling and Track Plans*, another under the Ian Allan banner, by the much missed Bob Essery, a guru indeed of the Midland/LMS railways, and absolute fount of information for modellers such as me. I was able to delegate loco yard points as being hand operated, thus giving me a degree of flexibility to keep within the total number of levers at my disposal… I have no white-painted spare levers.

Final details

Another make or break, key aspect, was that of the nameboards for the box. In this quest I admit to being given a significant boost by Alan Austin, the fine chap who runs Ambis Engineering. He was aware of my *Dentdale* exploits and enquired whether I had reached the end of my project. When I mentioned Mallerstang Junction he said it was no problem to produce any etched nameboards I required… for a fee, naturally, yet they were unbelievably excellent value. So Alan produced two, and I drew on my experience with Dent Station box to create a third using Slater's 1.5mm plastic letters… I hope I have matched the precision of the etched version, or come reasonably close.

Purely from a practical point of view, I needed to decide the optimum location for my signal box on the Mallerstang Junction 'campus'. I had already committed to having it towards the rear, so facing the audience, to avoid my toil being unappreciated by the viewer. Two key points came to my notice, also gleaned from *Railway Signalling And Track Plans*, which influenced my choice of location. From 1935 the maximum distance of any lever, as opposed to motor, operated point from the signal box was 350 yards, or around 15' in 4mm scale. As the length of my Mallerstang Junction scenic section was, at most, 20', I had nearly full flexibility with that aspect. However, the second statement, "That all home signals must be visible from the box" required more thought. For the constructional rigidity of my hinged baseboards for the section, I had needed to introduce a 6mm ply overbridge, which did the strengthening I sought, but blocked some views. This meant that two signal posts would need to be taller to raise the signal arms above the parapet level, and bring them into view from the box; job done… or it will be once I have built the signals.

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A final touch; I placed the rack of three fire buckets, painted red, under the stairs between the locking room door and window. By using white paint, and dry-brushing, the 'F', denoting Fire Bucket, could be made to stand out.

Weathering required

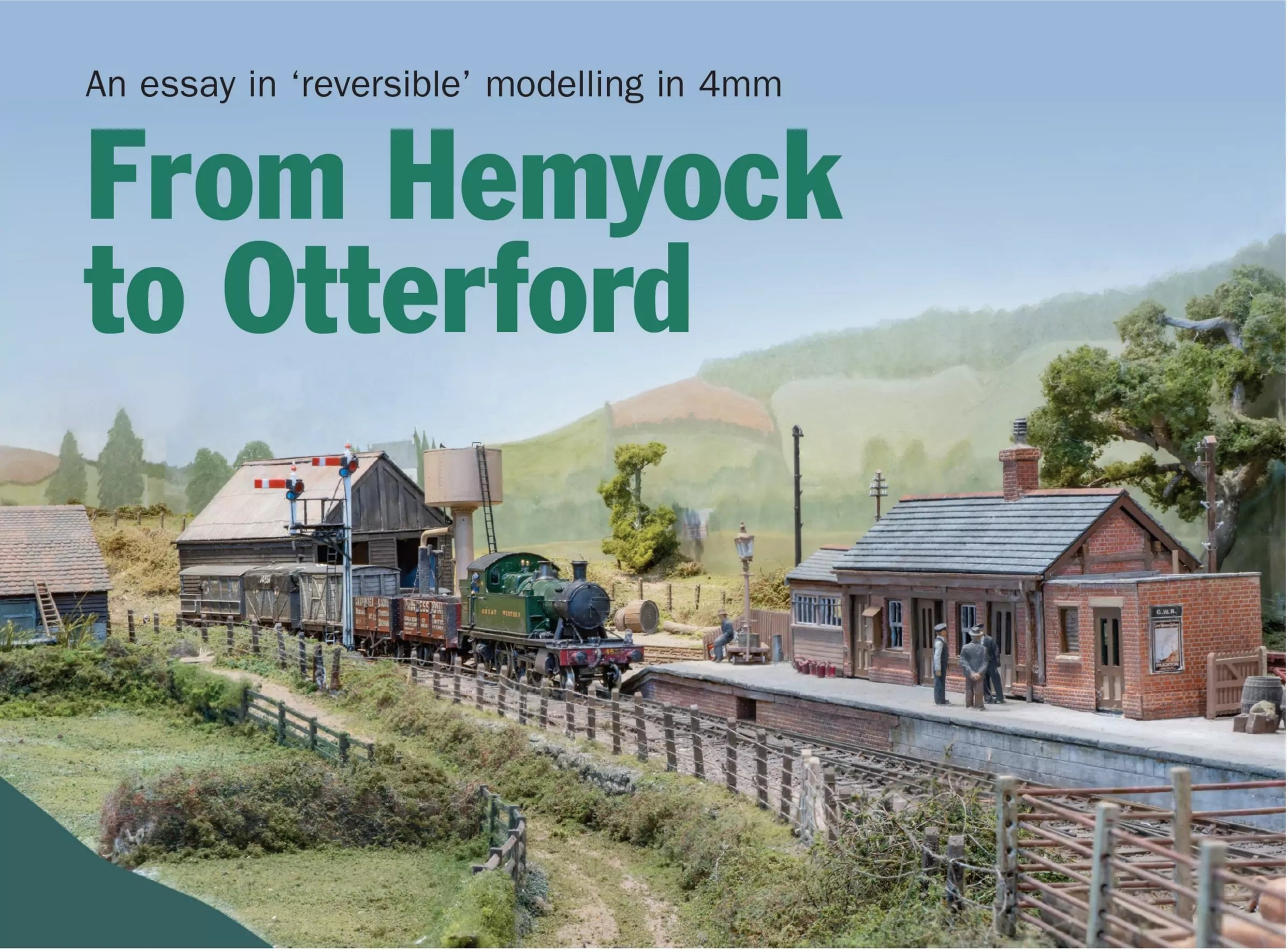
A final note regarding finish; signal boxes were adjacent to running lines, so became weathered quicker than many buildings. Hence it is rare to see one in pristine, squeaky clean condition in service. I would suggest that some toning down, adding grubbiness or staining, is recommended to match their everyday condition in reality. Such touches help our authenticity in 4mm scale, or indeed any other.

I have found etched brass kit construction to be a fulfilling experience, and, rest assured, I have learned by having a go, albeit over a number of years. I have found that enthusiasm, and paying close attention to recommendations in the kit instructions, overcomes the vast majority of obstacles; do be encouraged to dip your toes in the water, if you haven't already.

Jack Sedgwick, who could call Dent Station Signal Box his 'office' for 45 years, loyalty indeed. He is pictured outside his retirement cottage in Dent village… known as Dent 'Town' by the locals… with the bell and telephone from the box, which he 'claimed' on retirement. The photo was taken in the autumn half term of 1986, and I had made contact with him via David Joy at Dalesman Publications. David advised me I might find him slightly reserved, whereas my impression was anything but. He was lively, a local historian, loved chatting and was blessed with an impish sense of humour; a true Dales character. It was a privilege to pick his brains.

An essay in ‘reversible’ modelling in 4mm

From Hemyock to Otterford



CHRIS LAMACRAFT *explains how he transformed his existing EM gauge layout – depicting the Great Western branch line terminus of Hemyock – into a ‘just supposing’ through station, whilst preserving the ability for it to revert to its original form when required.*

Photography by Steve Flint

What is meant by the term ‘reversible modelling’? In my case it refers to the creation of a second layout from my model of *Hemyock* (RM July 2018) whilst still being able to return it back to its original form if needed. This may sound a little complicated, but hopefully all will become clear…

Firstly, a little about the baseboard design I used for *Hemyock* as it’s very relevant to this article: most of the trackwork, electrics and mechanical controls are contained on three central spine boards (each approximately 1 metre in length) with an average depth of c.250mm. To this I added two full-depth end boards – one with a short length of scenery and a fiddle yard at the left-hand end (when viewing the layout from the front) and the other containing the creamery at the right-hand end. Smaller ‘add-on’ scenic modules were then added to both the front and rear of the spine boards, resulting in an overall depth of about 50cm. The arrangement of these boards is illustrated in Fig.1.

Preliminary thoughts

My first thought was to simply turn *Hemyock* into a through station by replacing the creamery board at the right-hand end. Fortunately, I had placed the platform road buffer stop on this board so it was easily achievable. However, because I had also designed the layout using several ‘add-on’ scenery modules, I soon realised that I could go a step further. By changing some of these I could alter the setting of the model and in effect create a ‘new’ layout.

However, it was important to be able to return *Hemyock* to its original form – so any work I undertook had to be easily reversible…

A more detailed plan

It was time for a more detailed plan and to decide exactly what I required from the layout’s new alter ego. I established the following criteria:

1) An alternative form of operating – a through station with a passing loop.

2) A change in appearance sufficient to fool my eyes into thinking the layout was no longer *Hemyock*.

3) An opportunity to use the locomotives and rolling stock that I have in my collection but have not been able to use on either *Hemyock* or *Ashburton* (RM July 2023).

4) The minimum amount of scratch-building by making use of commercial kits.

5) Create a plausible history (a railway needs a reason to exist).

6) To complete the project within 18 months.

I started by building the new board to replace the one with the creamery, with a short length of track laid to connect the existing running line through the platform to a second fiddle yard. In addition, I needed to extend both of the original creamery sidings

Small Prairie No.4555 brings a goods into the platform from Tiverton Junction. The bracket signal protects the passing loop.

to serve an off-scene brewery at the front and a coal merchant at the rear.

Next, I needed to build new 'add-on' scenic modules with alternative landscapes for replacing some of those at the front and rear – the question was which ones?

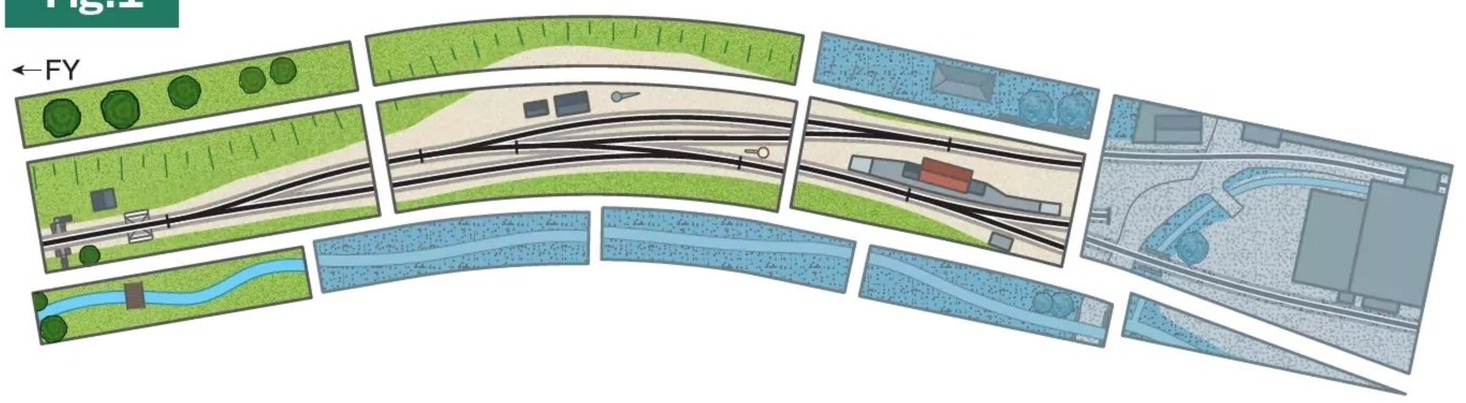
Reference again to Fig.1 shows which ones were replaced. As the River Culm was a major scenic feature on *Hemyock*, running the full length of the model, I decided to replace three of the four front 'add-on' scenic modules. I also replaced the rear module immediately behind Hemyock station building on which the brick refreshment building stands. I felt changing these four scenic 'add-on' modules would make the biggest visual difference.

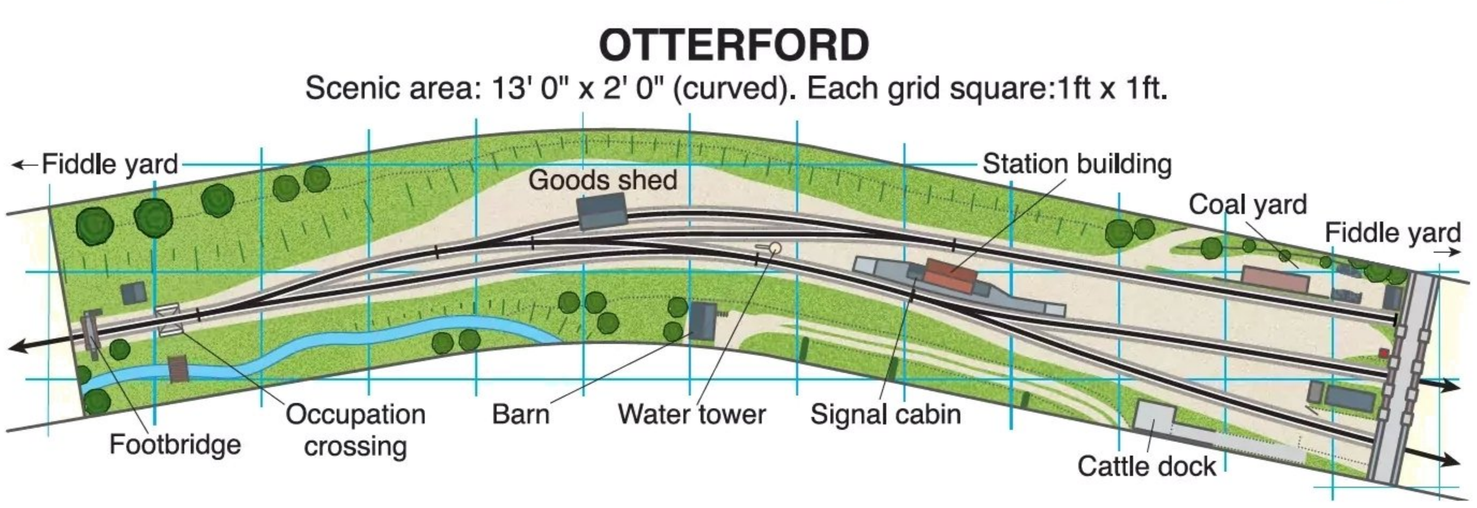
The fiction

I've always built models of prototypes, so the process of inventing a supposed history was entirely new to me and proved to be a challenge.

When originally researching *Hemyock* I came across information suggesting the Culm Valley branch could have been extended to join the Southern main line. It was never a serious consideration but, had it actually come to fruition, it may well have passed close to Otterford, a village in the Blackdown Hills. It was about mid-way along the imagined single-track route and could well have required a passing loop. The source of the River Otter is close to the village (hence the name) so I could justify retaining some of the river scenery from *Hemyock*, with the River Culm now becoming the River Otter.

Fig.1



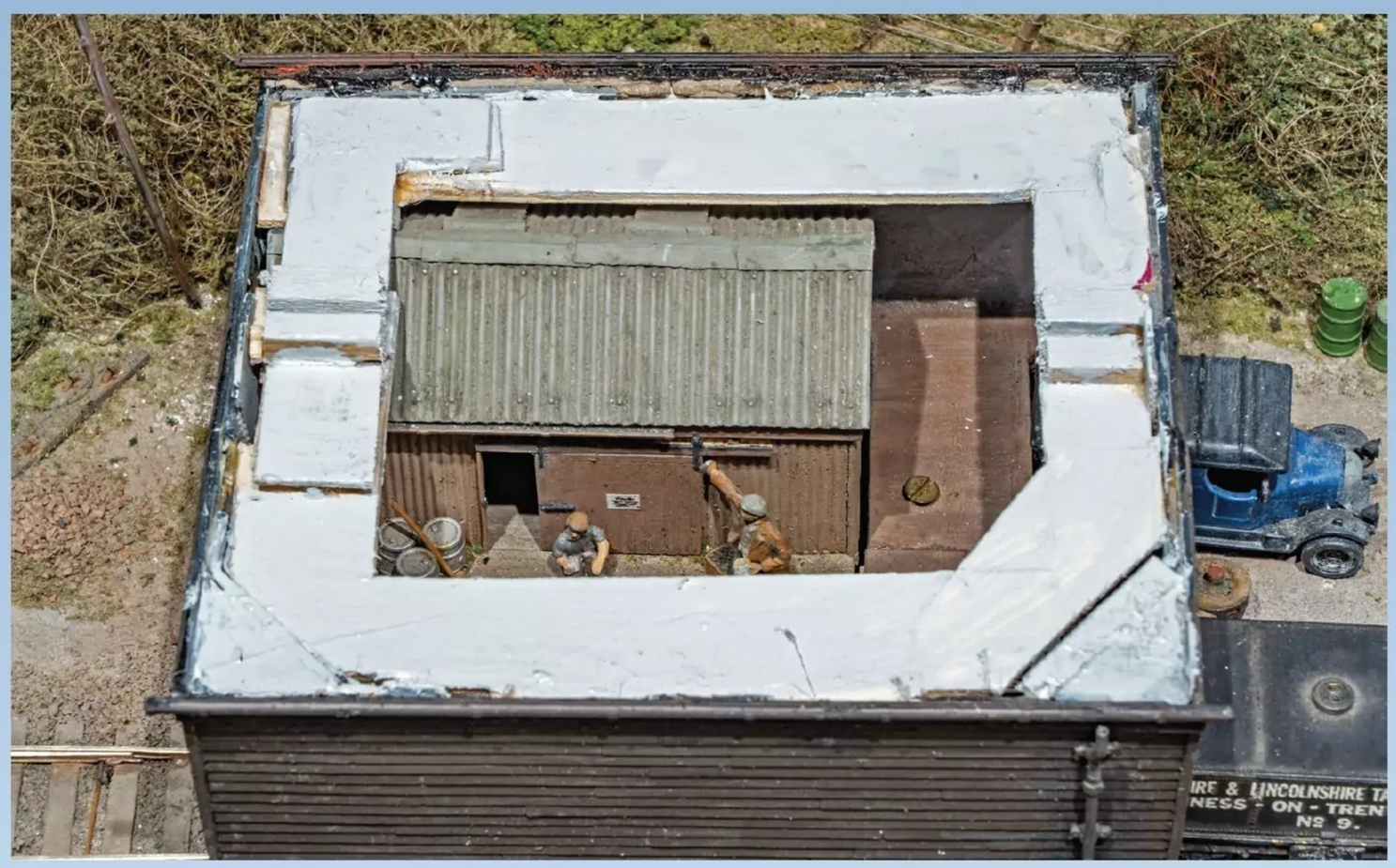


Other changes made

In addition to the more 'structural' changes to the layout, I also replaced some of the buildings and miscellaneous items to further alter its appearance.

As the station building on *Hemyock* is removable, it was fairly easy to replace it. Fortunately the Peco kit for a brick-built country station (ref.LK-12) is reasonably similar in style and footprint. I added an exposed timber stud frame and other smaller features. I also resized it slightly to match exactly the original footprint and added a small platform signal box using a Wills kit (ref.SS29), again with some minor adjustments to fit the space and style. I also needed to ensure the latter lined up with the existing point rodding where it exited from under the platform.

The new board at the right-hand end of the layout, showing the scenic break formed of adapted Wills bridge kits. No.5812 collects empties from the brewery's private siding.



The new goods shed with the roof removed to show the hidden shed that remains *in situ* from the layout's *Hemyock* guise.

The goods shed presented more of a challenge. The existing structure on *Hemyock* was fairly distinctive but not removable. It had to be hidden somehow so I designed a new shed to fit over the existing one. I wanted it to look similar in style to the one at Uffculme. There was no other option than to scratch-build.

To create the shell I used 2mm card strengthened by balsa and clad this with a mixture of Wills Corrugated Iron Material Sheets (ref.SSMP 216) and other bits and pieces. The vehicle loading bay had to be set on the east (right-hand) end and adjacent to the track; there was insufficient space on the other elevations.

Having decided to replace the rear scenic modules, the existing stone wall fixed to the back edge of the main board was left standing proud behind the back siding, which looked a little odd. To overcome this I added lean-to sheds (scratch-built) against the existing stone wall. This is a very simple structure using Wills Coarse Stone (ref.SSMP 200) and foil corrugated sheets.

The new scenic break to the second fiddle yard at the right-hand end provided an opportunity to make this into more of a feature. In addition to the running line and road/pedestrian access to the station, there is a private siding serving an off-scene brewery. I decided on a two-arch road overbridge, made using a Wills Brick Arch Bridge kit (ref.SS53). As only one side would be visible, I was able to make the whole structure out of a single kit, plus a few additional brick/stone sheets. The arches were reduced in width slightly – first by cutting the arch in half and then shaving a little off each side before rejoining them. This process was a bit fiddly but I feel the end result was worth the extra work.

To this I added an iron plate girder bridge over the brewery siding, again using Wills sheets. I also set the latter bridge on a slight incline.

Landscaping

The new rear scenic modules include road access to an enlarged goods yard, whilst on the first of the new front boards I took the river off scene. The remaining two new front 'add-on' modules form higher ground, putting the railway in a shallow cutting. I used the same landscaping techniques as on *Hemyock* because they needed to match the existing scenery. The barn is from a Wills kit (ref.SS30).

Most of the prominent trees, such as the Scots pines and a large oak, are removable. I've re-sited these behind the station – it's surprising how much simply re-siting trees can change the overall feel of the scene.

Signals

Signals are something I've not had to consider previously, apart from a simple platform starter on *Ashburton*. This time it

The agricultural barn is a Wills kit. The signals are operated via the home-made mechanical lever frame – the author's own design dating from the 1990s.

Looking across the River Otter, non-auto fitted Collett 0-4-2T No.5812 is seen with a van train in the passing loop.

was going to be a little more complicated (at least in my world) so I consulted my good friend Ted Farmer. We met in the 1970s through the Exe Model Railway Society and shared our modelling interests for well over four decades until he sadly passed away in December last year.

With the change in operation, a bracket signal and three single-arm signals were needed – plus some ground signals. I also required a single shunt signal as the passing loop can only be entered from the station end. I found three single-arm signals – one Ratio kit and two whitemetal kits – amongst my unused modelling items. In addition I purchased a Ratio bracket signal kit and set about putting them together. I'm sure the finished models could be improved with a little more patience, but for now I'm happy with them.

They are operated by a mechanical lever frame (my own design dating from the early 1990s) which I use on all my layouts. It is operated via a series of fine linkages (saved from an old kite) fed through small screw eyes and with good quality elastic bands acting as return springs. All fairly simple, cheap, easily adjustable and pretty reliable.

Fiddle yards

As I could now run longer trains, I needed slightly longer fiddle yards at both ends. The new end board at the right-hand end includes a fiddle yard (masquerading as Chard Junction). I mostly use cassettes to change and store the stock, but have incorporated a fixed siding for the off-scene brewery.

The extended fiddle yard at the left-hand end (masquerading as Tiverton Junction) remains a single road fiddle yard, which is not ideal, but with careful thought to the order of trains it can be made relatively user-friendly.

The new station building for *Otterford* started out as a Peco plastic kit, whilst the adjacent signal cabin is a Wills product.

Backscene

I managed to re-use the majority of the backscene from *Hemyock*, but the new board at the right-hand end and the adjoining rear 'add-on' scenic modules required a new backscene. So, with the help of my wife Sue, using acrylics we were able to match the colours with the original backscene, creating a scene suggesting the village of Otterford.

Operation

I run a sequence of train movements appropriate for a secondary cross-country route. I've based these loosely on the Culm Valley branch traffic. In addition to passenger services and the daily goods trains, there are through workings including milk, cattle and parcels. Ottervale Brewery also generates traffic.

Two for the price of one

I managed to fulfill most of my aims and I am now enjoying a completely different way of operating from that associated with a terminus. Do I still think of it as *Hemyock*? No, not really. However, it will be interesting to see what others think when I reveal *Otterford* to them!

I now have a choice of two layouts created out of one with a relatively small amount of effort. It was certainly a lot easier and quicker than building a completely new layout from scratch! And for those who might be wondering, it only takes an hour or so to reinstate the original boards so that *Otterford* can revert to *Hemyock* once more…

See the layout at ExpoEM

Otterford **is due to appear at ExpoEM Spring 2024, which is being staged by the EM Gauge Society and will take place at Bracknell Leisure Centre on 11 & 12 May 2024.**

See Societies & Clubs for further information, including opening times and admission prices, or go to: www.emgs.org

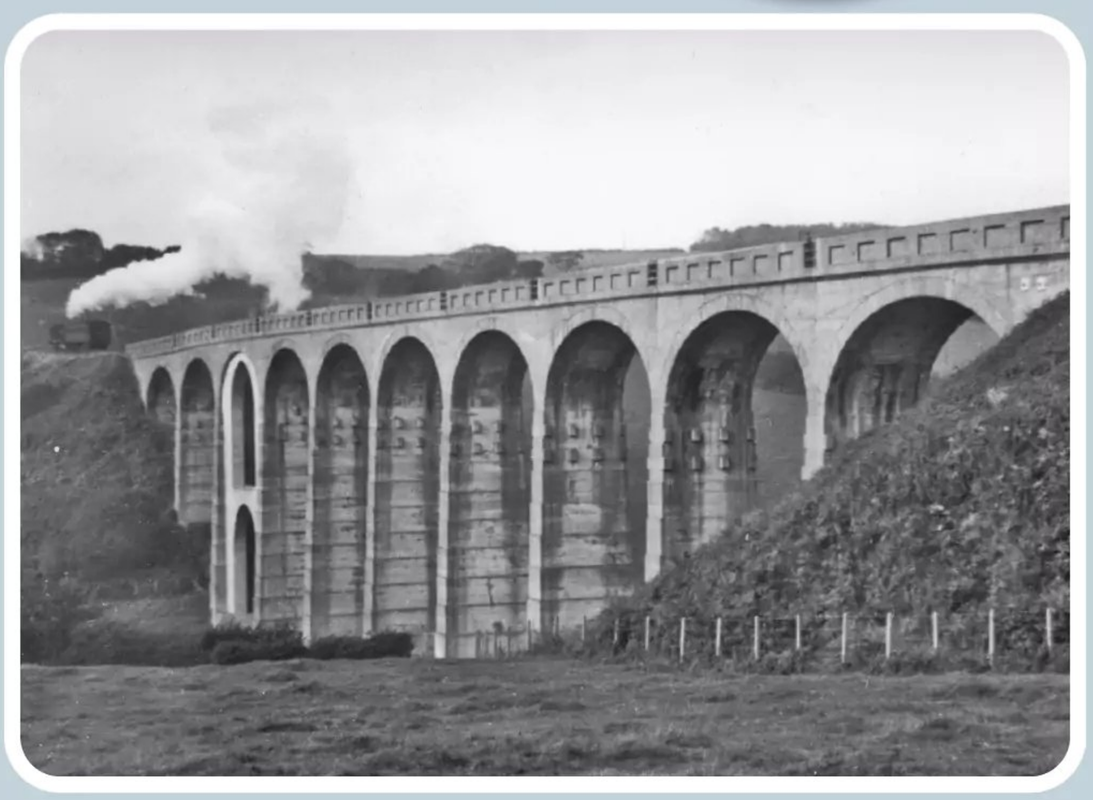
For the Love of a Railway

Secretary of the Axminster Chamber of Commerce, Barrie Hedges, explains how members of the town's local community came together to pay tribute to the former Lyme Regis branch line in model form, the result of which is currently on public display.

In the overall shape of things, the former branch line that ran between Axminster and Lyme Regis was pretty small fry. Less than seven miles long with a single intermediate station stop, it had operated for just 62 years when in 1965 it felt the weight of Dr Beeching's infamous axe.

Yet what the line lacked in prominence it more than made up for in magic along its tortuous route that straddled the border between Devon and Dorset. It had testing gradients, tight curves and ran through woods packed with bluebells and across an unstable viaduct before terminating in Lyme Regis – whereupon passengers faced the prospect of a tiring trip on foot, by horse and cart, or by taxi to get to the seafront in Lyme Regis.

The line came into being as a vehicle through which to complete the transition of Lyme Regis from port to holiday resort. Built on the cheap with minimal attempts to ease gradients and without tunnels, it soon became clear that few locomotives could cope with its curves. The exception proved to be a trio of Victorian Adams 4-4-2T locos, known collectively as the 'Lyme Billy', which took on the task in 1913 and survived all the way through to 1961. After the line closed, the track was ripped up and the route sold in small parcels, most of it for farming and some for development.

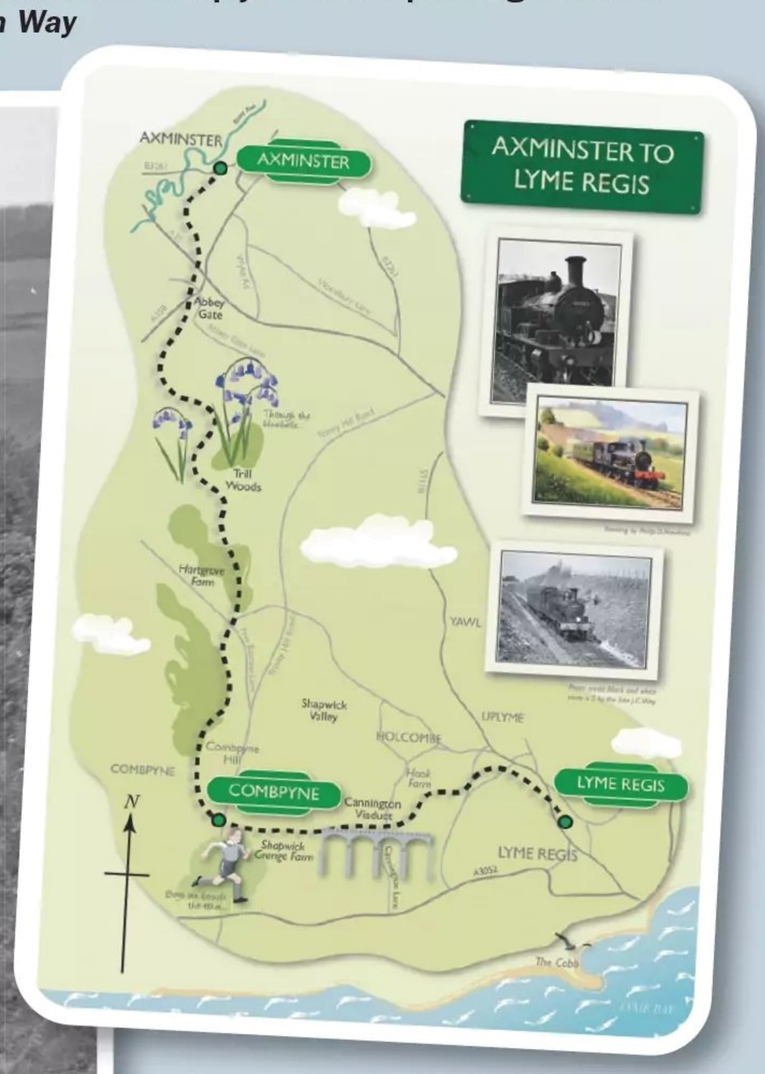


A branch train has just crossed Cannington Viaduct on its way to Axminster in this c.1951 photo. Note the jack arch that was added to stabilise the structure soon after its completion. ***Photo: the late John Way***

Showing the curving nature of the Lyme Regis branch, Adams Radial 4-4-2T No.30582 passes Hook Farm near Uplyme with a passenger service in 1961. ***Photo: the late John Way***

A community project

The memories remained strong within the surrounding community, however, and these have recently been brought back to life with the



Part of the accompanying display with the layout is this map of the line created by local artist Kate Ridout of Earlybird Graphics & Design.

Richard Leeds and Phil Weller of Axminster Community Shed constructed the baseboards for the project. ***Photos by the author except where stated***

Lucinda Cliff with a selection of the domestic dwellings that she scratch-built from card for use on the layout.

Jackie Demkiw painting the layout backdrop.

building of a OO gauge model by a local group that has named itself 'For the Love of a Railway'. Ironically, it is the Axminster source of the line rather than the Lyme Regis beneficiary destination that provided the momentum to take on the challenge. The team that made it happen had never previously worked together, yet they succeeded in building the model and putting it on display in the empty windows of a former restaurant in Trinity Square, Axminster in a matter of less than three months.

Axminster Chamber of Commerce provided the coordination and fundraising, whilst the Community Waffle House café and social enterprise was represented by model railway enthusiast Lucas Barribal. A team from Axminster Community Shed provided invaluable baseboard building skills, while modeller Geoff Hicks applied his expertise to the design of the layout, its key buildings and the replica of the still extant Cannington viaduct.

Joining the team soon after were railway modellers Bryan Henstock and his grandson Tom Aspinall, plus modellers Lucinda Cliff and Holly Nunn. Kate Ridout produced beautiful signs and graphics, while Chris Parker-Sales provided a new electrical connection into the building. Axminster Drama Club scenery specialist Jackie Demkiw developed a superb backdrop at very short notice.

That core group attracted considerable support from local businesses and others. Funding came from South Western Railway and the Devon & Cornwall Rail Partnership. Use of the display premises is courtesy of Palmers Brewery, while workshop space for the build came from Axminster Town Council. Amongst historic advisors came Terry Guppy, a former fireman who worked on the line back in the day.

Given its location, the project was able to call on considerable practical support from Peco, the model railway manufacturer's base being located just a few miles away in Beer. Support was also provided by Buffers, this model retailer being sited just a few miles away on the other side of Axminster.

Geoff Hicks making the model of Axminster station building and (*inset*) the finished model *in situ* on the layout. ***Inset photo: Craig Tiley***

Illusion in design

Geoff Hicks' ingenious design for the layout creates an illusion of climbing steeply through a scene that actually remains level. He did that first by creating steep-sided valleys, with the train disappearing into unseen tunnels. While the track remains level as it crosses the central viaduct, the structure at that point sits on a lower baseboard to create the illusion of height. Two single-track loops – one hosting Axminster station and the other Lyme Regis – are linked by the viaduct which is, of necessity, double track to create a continuous circuit (though this is not visible to those viewing the layout).

Responsibility for the engineering of the build, the landscape and model lighting rested in the capable hands of Lucas Barribal, who

The representation of the Lyme Regis terminus, which on the model is configured for continuous through running. *Photo: Craig Tiley*

The team of project supporters who assisted with moving the layout from the build premises to the display location in Trinity Square.

had previously created a model of Axminster station that can still be viewed across the road at Axminster's Community Waffle House (see RM April 2023).

Pride of place goes to a Hornby model of Adams Radial 4-4-2T No.30583, which runs with a pair of Hornby Maunsell coaches. The key buildings – the stations, engine shed and goods sheds – were scratch-built and benefit not just from Geoff's eye for capturing detail but also his decision to invest in a laser-cutter. He estimates that Axminster station alone swallowed up over 100 hours of work. Lucinda meanwhile applied her fondness for country cottages by designing and building them in the Lyme Regis vernacular.

Embankments and tunnels were adapted from paper kits, with scenery made from salvaged polystyrene. Electric elements were bought as stock items along with other trackside features.

Completed in time for Christmas

The project is all the more remarkable in that it came together at such speed, the build taking less than three months to hit a target of creating a town centre attraction to boost local footfall in time for the

The centrepiece of the model railway is a recreation of Cannington Viaduct, complete with jack arch. The model actually carries double track (to provide a continuous circuit) but this isn't visible to those viewing the layout. *Photo: Craig Tiley*

Phil Weller, Phil Pitcher, Terry Ridley and David Emmins from the Axminster Community Shed, who not only assisted with the baseboards, but also fitted the backdrop boards and fabricated a replica signal box lever for the opening ceremony.

The Axminster station part of the model. The branch train is hauled by a Hornby Adams Radial 4-4-2T. Alongside is a representation of a main line service to London Waterloo. *Photo: Craig Tiley*

Richard Proctor donated this model of a Bristol double-decker bus to the project. He gave the model (*inset*) the correct registration and destination details for a No.213 bus operating from Taunton to Seaton via Chard and Axminster.

run-up to Christmas 2023. The culmination of this work was an 'all hands on deck' weekend to dismantle the layout structure and its overlaying scenery at the build workshop, and carry it across a churchyard to its display space for re-assembly.

The December launch event featured Axminster's Town Mayor, Jill Farrow and railway veteran Terry Guppy together pulling off a replica signal box lever to turn the power on, illuminating the model and setting the 'Lyme Billy' rolling. The team also gained permission from Golden Age Developments to run its simulation of travelling the line, to which Terry's commentary had been dubbed, complete with his anecdotes and memories.

Mayor of Axminster Jill Farrow opens the model railway with help from Terry Guppy, a former fireman on the line.

The completed model is currently on static display at Trinity House in Axminster, together with accompanying window displays providing details of the line's route and history. *Photo: Craig Tiley*

The love expressed for the old railway since its launch has been considerable, with people of all ages gathering to feast their eyes on the layout and take in the wider shop window historic display. The project's Facebook page (search for 'For the Love of a Railway') has also been busy with a flow of memories from people who rode the line or have family members who worked on it.

A modelling legacy for the future

The extent of the enthusiasm has now persuaded the partners in the project not just to add further content to the model but to plan a modelling club for children, an education resource for schools and a drive to record people's memories for posterity. Making all that happen is subject to fundraising, for which a crowdfunding campaign was recently launched – details of which can be found on the Facebook page.

At the time of this magazine going to press the model remains on display in the centre of Axminster. Given its shop window location, the model railway and accompanying displays can be viewed in Trinity Square, Axminster EX13 5AN any time.

The model, however, is currently non-operational and unlit. This is following a recent insurance inspection on behalf of the premises' owners, which prompted questions over electrical safety. It was always expected that occupancy of the current premises would only be temporary, but this has brought forward the need to find a new location for the model to be placed on public display, ideally in Axminster.

Despite this minor setback, the project team is certain that the story of the Axminster to Lyme Regis branch will live on…

Axminster model railway event

A small model railway event is planned to take place at Axminster station on 30 June 2024, with a selection of layouts and stands present. See Societies & Clubs for further details.

Narrow gauge challenge

Each year, the Norfolk & Suffolk Narrow Gauge Modellers hold a layout-building challenge, with the results on display at the group's annual exhibition. In the run-up to this year's event, **RICHARD DOE** *explains the themes, and the layout builders provide details of last year's entries.*

Photography by Richard Doe and Graham Watling

The Norfolk & Suffolk Narrow Gauge modellers decided early on that we wouldn't build any group layouts because of the wide range of scales and gauges the members work in. You just wouldn't be able to suit everyone. We therefore agreed to do an annual challenge that would appeal to all.

We decided to have the challenge final at our annual show and ask visitors and non-group member exhibitors to vote for their favourite layout. We then announce the two runners-up and the winner during the afternoon of the show.

The 2023 challenge was to build an operational narrow gauge micro layout with a maximum scenic area of four square feet (576 square inches). Fiddle yards could be added to facilitate operation as required.

We had seven excellent entries and the vast majority of the visitors voted for *Lysander Farm* in OO9 by Ray Trudgett, with Alan Fuller's *Martlesham Malteser Mine* and Jim Bamber's *Loose End* having equal votes in joint second place.

For 2024 we're doing something slightly different as it is our group's 10th anniversary. We asked members to suggest ideas, then the group voted for their preferred idea – David Churchyard's suggestion of a theme of 10.

Entrants are free to decide how they apply the 10, as long as they can prove what they have done: a 10 sq. ft layout, 10 wagons, 10 windows, 10 wheels, 10 sidings, 10 seagulls at the beach, etc.

It's a slightly looser choice than normal and allows members to create all sorts of entries. The completed models will be on show and can be voted for at our show in Beccles on Saturday 1 June 2024. For details, see Societies & Clubs or visit: **www.nsngm.org.uk**

The public voted for *Lysander Farm* as the best entry in the 2023 challenge: layout builder Ray Trudgett receives the trophy from Helen Arnold of Great Eastern Models, Norwich. ***Photo: Graham Watling (inset: Richard Doe)***

Southgate Sidings (0-16.5) by Geoff Brace

It is the summer of 1935. Southgate Sidings serve a small industrial estate built after the Great War in an abandoned quarry at Southgate. The estate was established to provide employment in modern industries and was cheaply erected using government surplus Nissen huts and corrugated iron sheds.

This is a simple shunting layout in 7mm scale. The layout shows the industrial buildings and the track serving them. The hidden fiddle yard substitutes for a loop siding, and the main line of the Kingswood & Eaton Light Railway. The operator has to receive, shunt and dispatch a train. Wagons are dropped and picked up from appropriate points in the sidings.

For transit, *Southgate Sidings* becomes a box that fits on the back seat of the car. The scenic section forms three sides and the base; the fiddle yard inverts to form a lid and a front panel closes the box.

Although complete, the model is not finished. Good ground cover of grass, weeds and a few shrubs are wanted. Fencing and signs are needed; some materials and finished products should be on the platforms with a few people. There's plenty to do.

Noels Walk (1:16) by Bill Knight

The scenario of this 1:16 scale micro layout, occupying just 2¼ sq. ft, is of a railway enthusiast who decides to convert his existing 10¼" gauge miniature railway to a minimum gauge freight line to serve his nearby nursery.

It is a shunting puzzle layout, the object being to shunt four wagons between three sidings each capable of holding two wagons. To make it interesting the sector plate/headshunt is limited to a locomotive and only one wagon.

The baseboard has a balsa wood frame covered by two layers of corrugated cardboard. The OO track is adapted from Tri-ang Series 4 track sections. The locomotives are battery operated.

The bodies of the locomotives and wagons, together with all the buildings, are scratch-built from cardboard and stripwood. The ballast is crushed Perlite and the ground cover is made from the contents of used tea bags. The tree is made from twisted wire and the 'vegetation' is either string or pieces teased from a felt liner sold for hanging baskets. Who said model railways are expensive?

Pointless Shunting (009) by David Churchyard

There are three sidings with a turntable at each end. No points are used, hence the play on words in the title.

The game starts with all the box vans parked on the inner siding inside the buildings. Open wagons are parked on the outer siding. The turntables hold one wagon and a loco.

Rolling a dice decides which type of wagon should be collected. The loco collects the wagon and, via the east turntable, parks it on the middle siding. This is how the game continues until all wagons have been assembled in the middle. Then a loco takes each wagon in turn and returns them via the west turntable to the inner or outer siding depending on their type.

The turntables are directly connected to stepper motors, which in turn are connected via driver chips to a microprocessor. A keypad allows the position of the turntables to be selected. The turntables contain reed switches, which connect the power to the siding that the turntable points to, so there are up to 12 zones on the layout (the main sidings are insulated in the middle). This allows several locos to be available from one dc controller.

Lysander Farm (009) by Ray Trudgett

The challenge offered a good opportunity to build a small layout to run the excellent 009 locos and stock recently introduced to the market.

Lysander Farm was able to meet personal limitations of space available in a small terraced house, being easily stored on a shelf under the stairs when not in use. I built the layout on the dining room table during the winter when heating the garden shed was not an option!

The great aspect of this project is that it is light (built from 5mm foamboard) and is easily slid into an open sided box, fitting comfortably into my friend Neville Doe's car for our monthly meeting at Barsham village hall.

Situated somewhere on the Weald, close to the Kent/Sussex border, the railway was built to transport farm produce (mostly fruit, hops, dairy and arable) to the nearby Southern Railway branch line. In recent times a preservation group has run restored passenger trains for visitors at weekends.

The track layout is simple with two wire-in-tube operated Peco Y-points and just one feed to the Peco track. The ends of each siding can be isolated so that two locos can operate when shunting with the Gaugemaster W handheld controller. A two-siding fiddle yard aids storing stock.

Rolling stock consists of a couple of four-wagon trains and a passenger rake formed of two coaches with a brake van. Most stock is built from Dundas kits or Peco ready-to-run, and fitted with Greenwich couplings. Locos are a selection of Bachmann, Peco and Minitrains, all of which run faultlessly, which is important in such a small scale.

I really enjoyed this 'quick build' low-cost challenge because the small space gave an opportunity to build tailor-made buildings and include two extra-detailed resin buildings. The layout has been a success because it's easy to transport and set up, and ideal to operate as a number of visitors of varying ages discovered at the Beccles Model Show.

The Martlesham Malteser Mine (16mm) by Alan Fuller

Having only secured one vote for my last challenge piece in March 2020 (just before the Covid lockdown) I was determined to do better in our club's next challenge in 2023. I needed something that would appeal to the public (it's their vote), be a bit different and that I could still exhibit in the future at other shows. I have always been a big fan (hopefully the biggest fan) of *Fen End Pit*, a layout by Dave Barham that loads sand into skips at one end of the layout and empties them at the other. With these thoughts in mind, and a long commute to work (plenty of thinking time), *The Martlesham Malteser Mine* was born.

Round beads of mined honeycomb (yellow fishing beads) would be loaded into Binnie skip wagons off scene in the mine, then transported out of the mine to a quay and offloaded into a waiting barge.

The baseboard was made from 6mm birch faced ply and curved in shape to make it more interesting. Using 16mm scale SM32, small details were going to be very important, so I've tried to add small bolt heads, rivets and as much detail as possible to the whole layout.

Although I had the model 'finished' for our exhibition, I now have a list of 16 upgrades, extras and improvements I wish to add to the layout before its next outing.

Wainford Sidings (16mm) by Malcolm Cudmore

Narrow gauge railways offer great opportunities for depicting picturesque and run-down scenes. Returning to modelling after a gap of 30 years, I've upscaled from the 009 dioramas I made in the 1980s to the world of SM32. Now I have a train-mad grandson and I'm planning a garden line – but I've found the current model railway world is light years away from the one I left in the early 1990s.

I am a professional artist and approach modelmaking in the same way I do a landscape painting – create atmosphere by suggestion rather than unnecessary detail. I've invented a back story for a plausible narrow gauge light railway that meandered unprofitably along the Waveney Valley where I live. My current modelling contributes to the fictional Wainford Aggregates & General Light Railway (a.k.a. 'The Waggler'). My challenge layout is a short siding that enabled the line's main driver to park his loco at the bottom of his garden!

The fence and kissing gate are made from matchsticks, wire and lots of coffee stirrers. The battery-powered Simplex locomotive is based on a Phil Sharples kit and controlled by LocoRemote, while the skip wagons are from Peter Binnie. The shrubbery is twisted electrical flex clad in various commercial and self-made scenic materials.

Loose End (009) by Jim Bamber

My challenge idea developed from the initial four sq. ft. stipulation. Not wanting a standard 4' x 1' board, I came up with the idea of a 3' x 1' with a 1' x 1' attached at one end, giving me an L-shaped area to develop an interesting track and collection of buildings… Then what?

I had in mind a small hamlet, with trains running through. So, sorting out my odd buildings, scenery and track, a layout was developed – hence 'Loose End'. I had to buy a few bits, but very little.

A board was found in the garage, and enough other boarding to make the backscene. Gradually, after moving buildings about, I came up with a layout that seemed reasonable, with a few interesting corners that could be developed. Public opinion, on the viewing day, voted my attempt as joint second best, which was very pleasing.

Part 3 – Finishing details and painting

A Watford Tank in Gauge 1

JIM SMITH *concludes his step-by-step account 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

The finished model, which was built using tools and methods transferable to other scales.

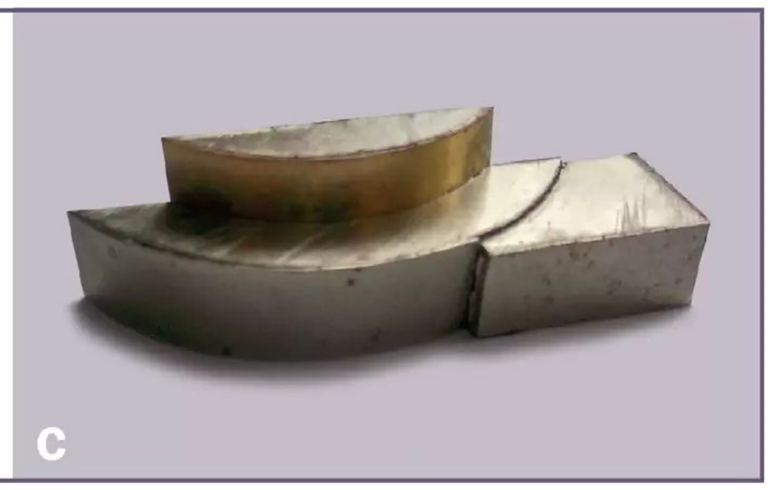
In the previous article I outlined the methods used to fabricate the majority of the upper works for this Gauge 1 model of a six-coupled London & North Western Railway '1560' Class/18" Tank. To conclude this three-part series (see RM April and May editions for parts one and two), my attention turns to the completion of the smaller details on the locomotive body, equipping the model for radio control operation, and final lettering and painting.

Metal parts and soldered assembly have been used for the most part throughout this project, whilst many of the techniques demonstrated are transferable to other (smaller) scales and gauges.

To find out more about modelling in Gauge 1 (10mm:ft scale), refer to the Gauge 1 Model Railway Association website:
www.g1mra.com

Finishing details

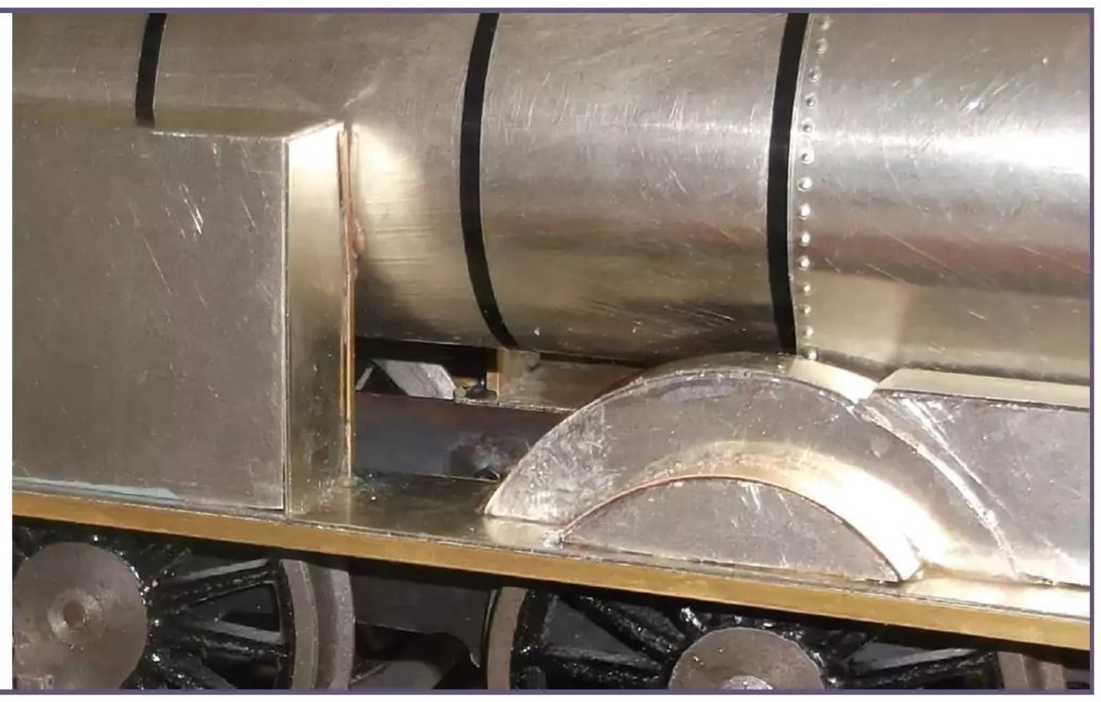
1



The parts for the splashers were created using the same adhesive label method outlined previously in this series, these being cut to size from 22thou nickel silver sheet. For each splasher the two side parts were laminated together, with the curved top then soldered to it, followed by the sandbox top and front (a). A small fillet of nickel silver was soldered into the resultant gap between the sandbox top and splasher top (b). The coupling rod splasher was then built up and soldered onto the main splasher (c). (It can be seen that I used some brass strip for the coupling rod splasher top.) The completed splashers were then tack soldered onto the footplate and checked for position before fully soldering.

2

Boiler bands were applied using lengths of Model Technics TrimLine self-adhesive lining, which I have been using for a long time. When applied to clean metal and with the ends secured with a blob of epoxy, this product has proven to be very rugged in use.



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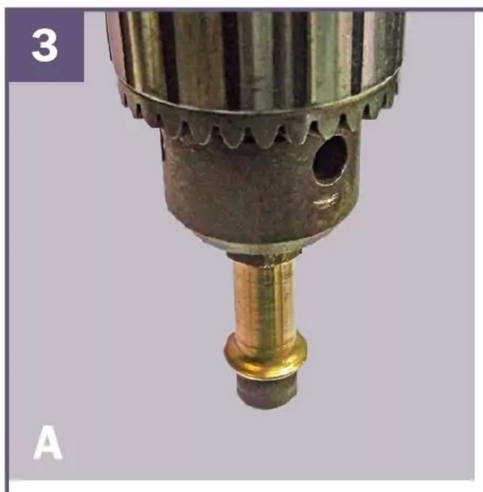
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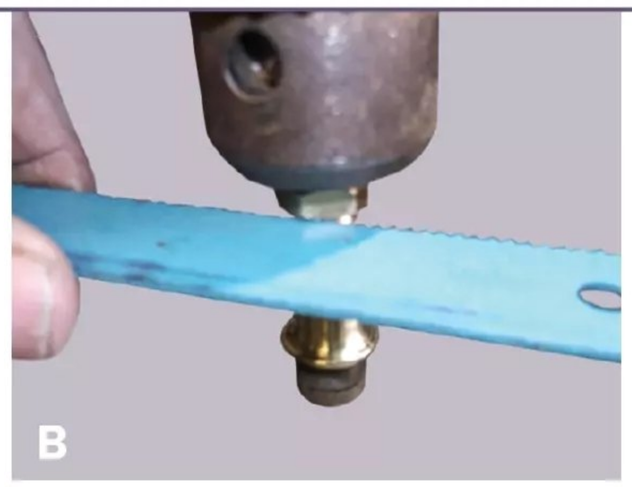
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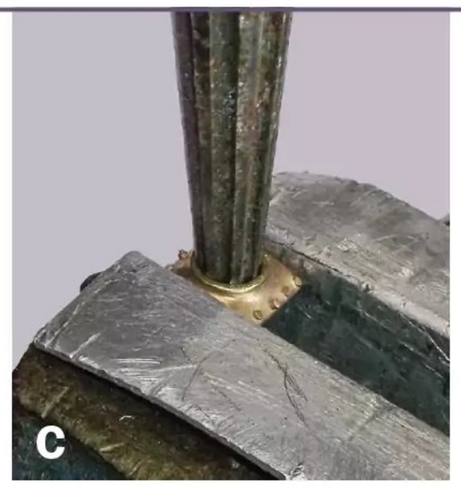
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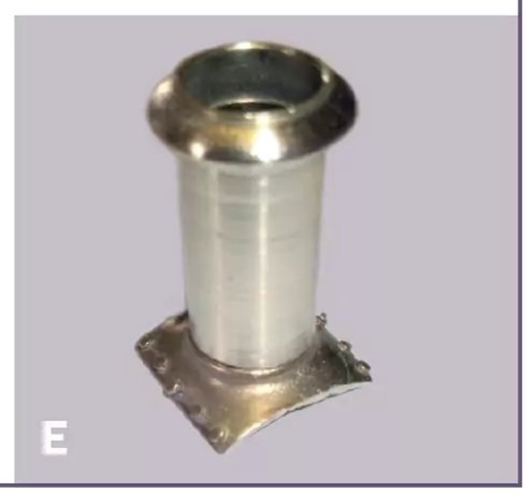
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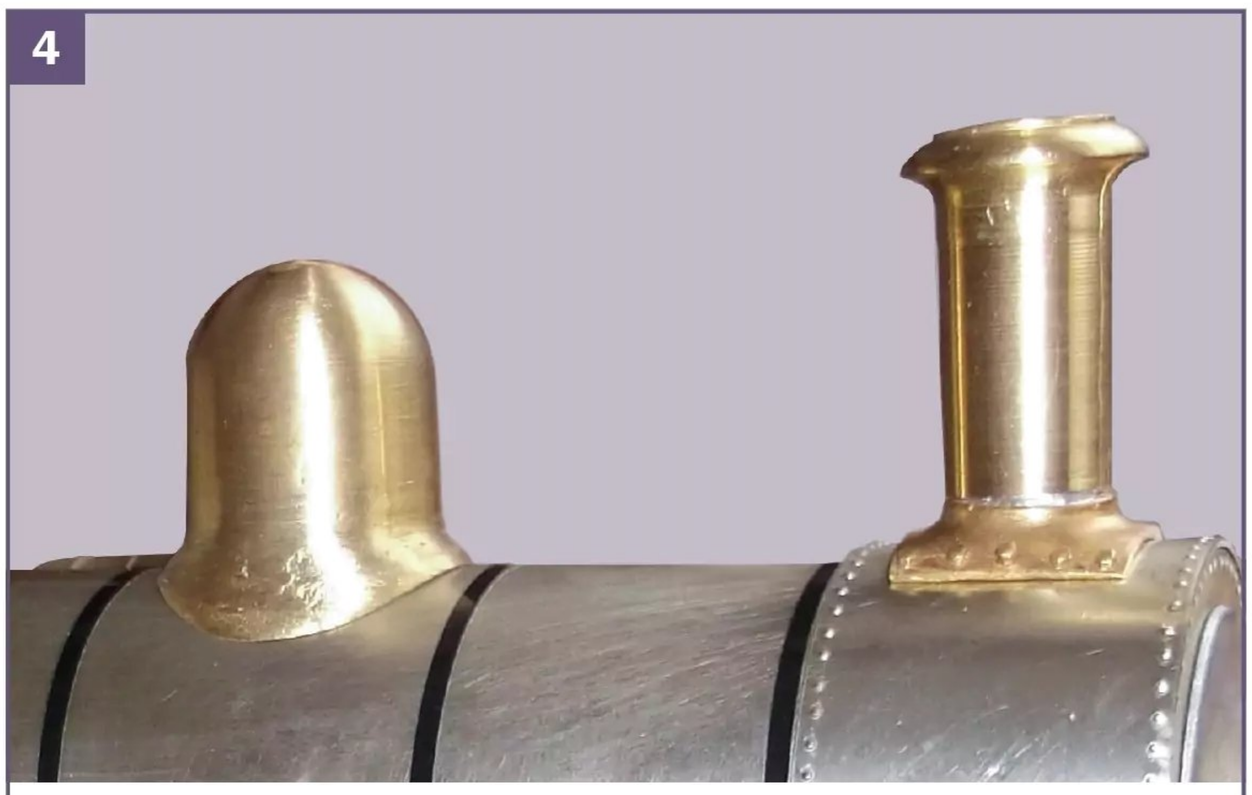
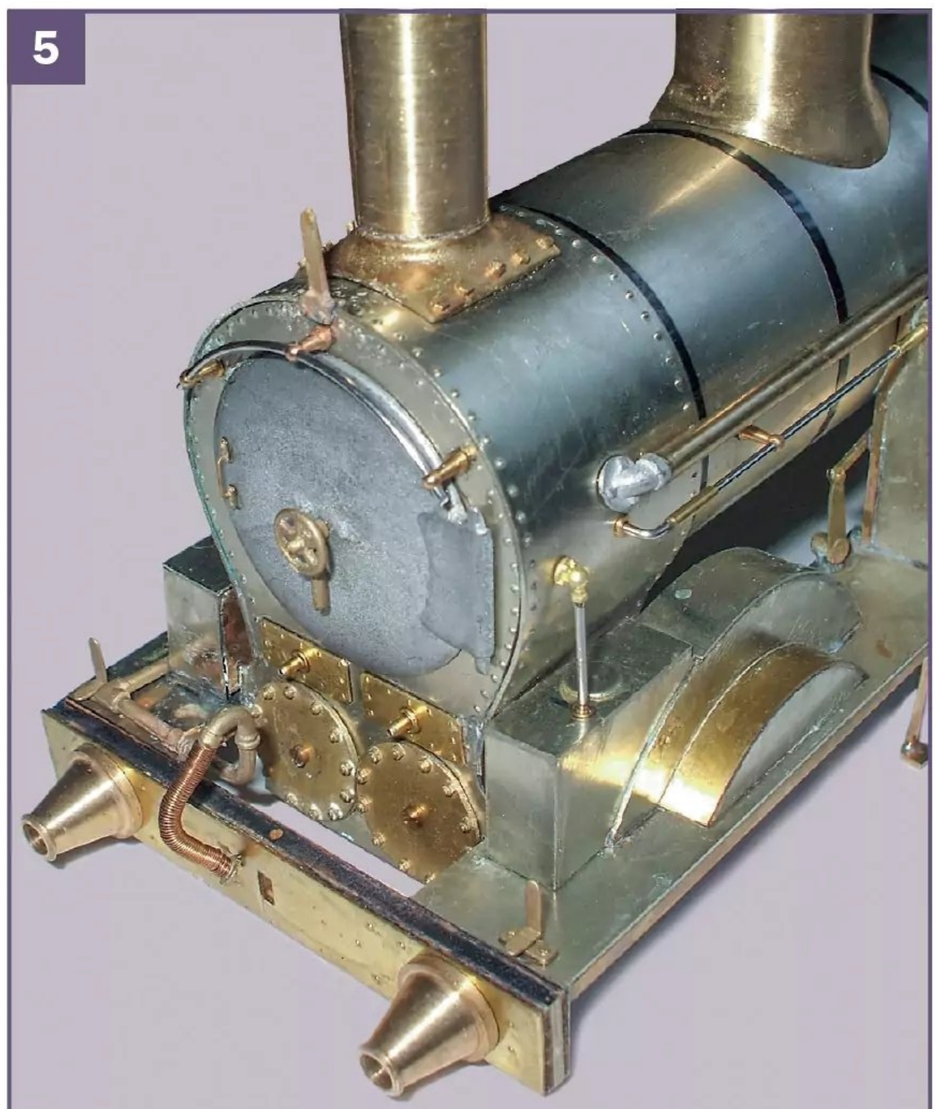
I bought a chimney, dome and safety valve intended for a 'Coal Tank' from Walsall Model Industries. It turned out that, although the dome and safety valve were the correct size, the chimney was too tall. Therefore I set about reducing the chimney height. The first thing I did was to find a nut and bolt that was of sufficient length to fit right through the centre of the chimney, and then packed out the larger end of the bore with PVC tape to hold the bolt centrally in position. The top end of the bolt was gripped in my pillar drill chuck and final adjustments were made to ensure it ran fairly true (a). The chimney was then marked for the correct length whilst the drill was running. It was then removed from my rough mandrel and carefully sawn off, a little at a time, with a piercing saw. It was fitted back on the mandrel and checked for running true. The step to fit in the chimney base was then very carefully cut using a thick machine hacksaw blade (b) and, by a combination of this and opening out the hole in the base (c), the two parts were made to be a tight fit (d). The chimney was then soldered to the base internally (e).

4



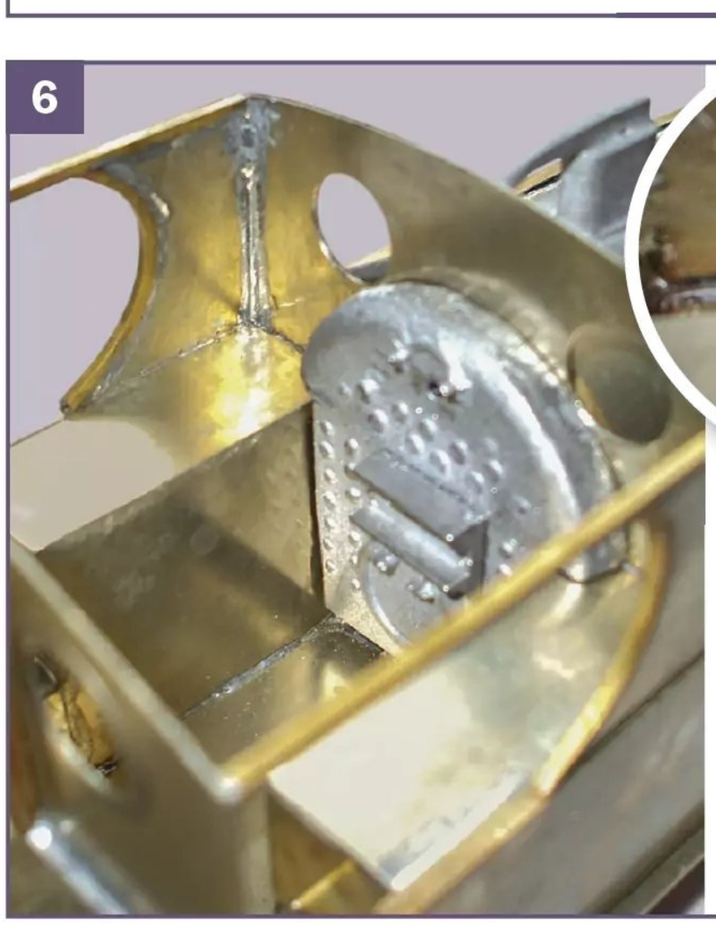
The chimney, dome and safety valve were cleaned up and sanded to the correct profile using emery cloth or sandpaper to ensure they were a clean fit on the boiler and smokebox. The smokebox door (also sourced from Walsall Model Industries) was sanded flat on the back so that it was a good fit on the smokebox front. These parts were all carefully glued in place with epoxy, double-checking for positioning as the glue cured.

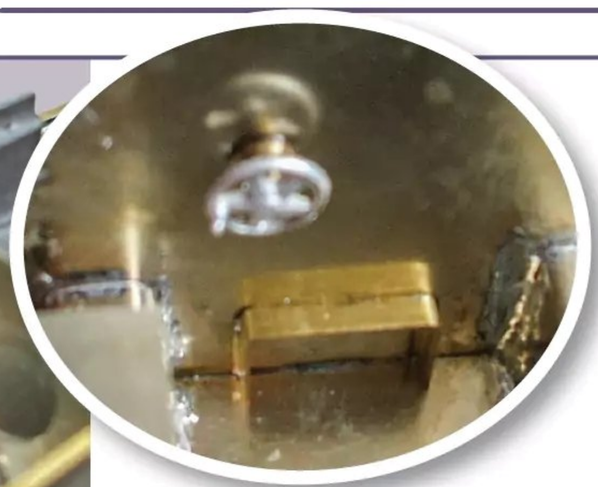
5



The smokebox front handrail was added, using 1mm stainless steel wire. The smokebox dart was then fitted and glued in place with epoxy. The boiler was drilled and the external pipework fitted: most of the castings and fittings were also obtained from Walsall Model Industries but some, including the 0 gauge carriage door handle on the smokebox door, came from my spares box. For some of the pipe flanges, I used 12 and 14BA washers. Vacuum pipes are Slater's Plastikard ref.8210; the front one was bent to shape and soldered on, whilst the rear one was cut to length before soldering in position. Lamp irons are also from the Slater's Plastikard range, although they are not listed – they were obtained by contacting the firm directly and requesting four lost wax sprues from the Gauge 1 Midland Railway 'Kirtley Goods' 0-6-0 kit. These were fitted into drilled holes and soldered or glued. The lamp iron atop the boiler was very carefully soldered in place.

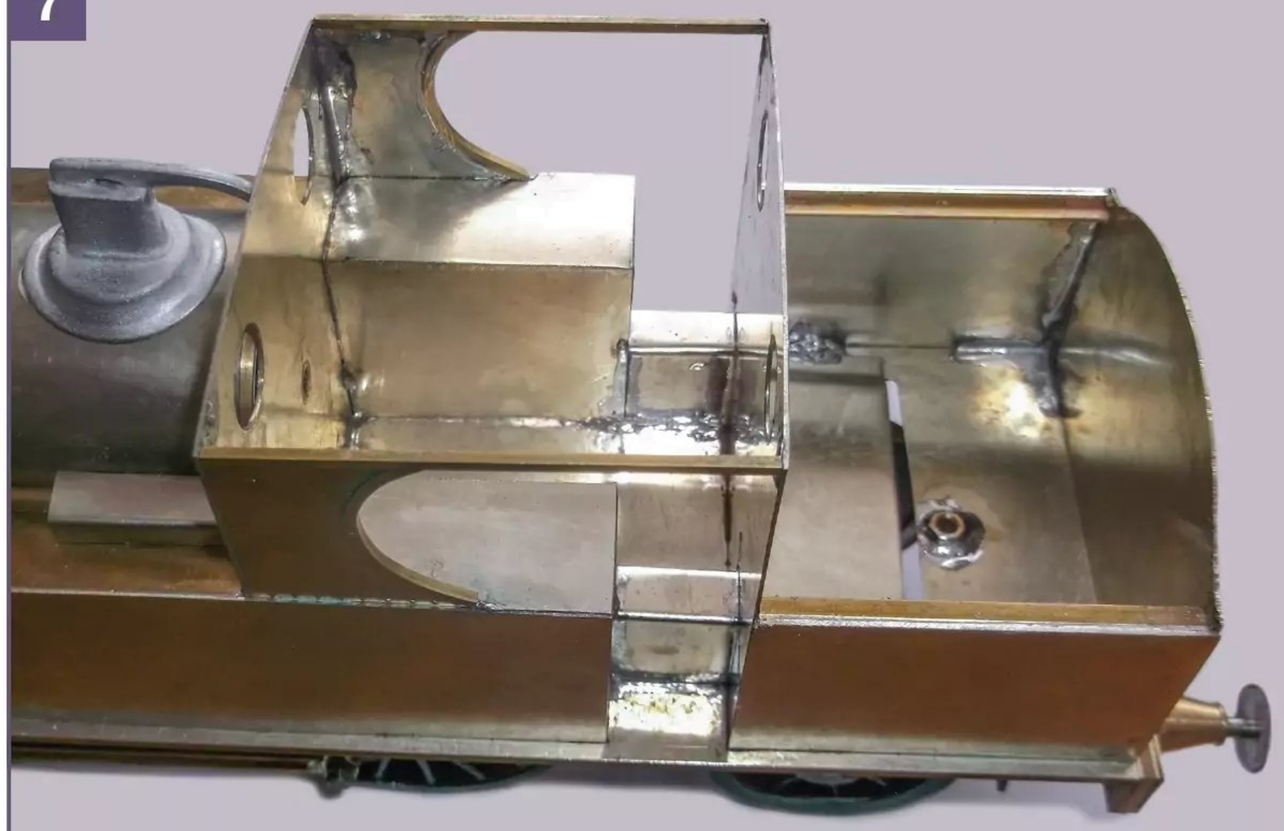
6





The internal cab detailing I left to a basic minimum, just fitting a backhead, reversing wheel and brake wheel obtained from Walsall Model Industries (as used on the 'Coal Tank'). The backhead was fitted in place with an 8BA nut and bolt, whilst the wheels were simply epoxied on.

7



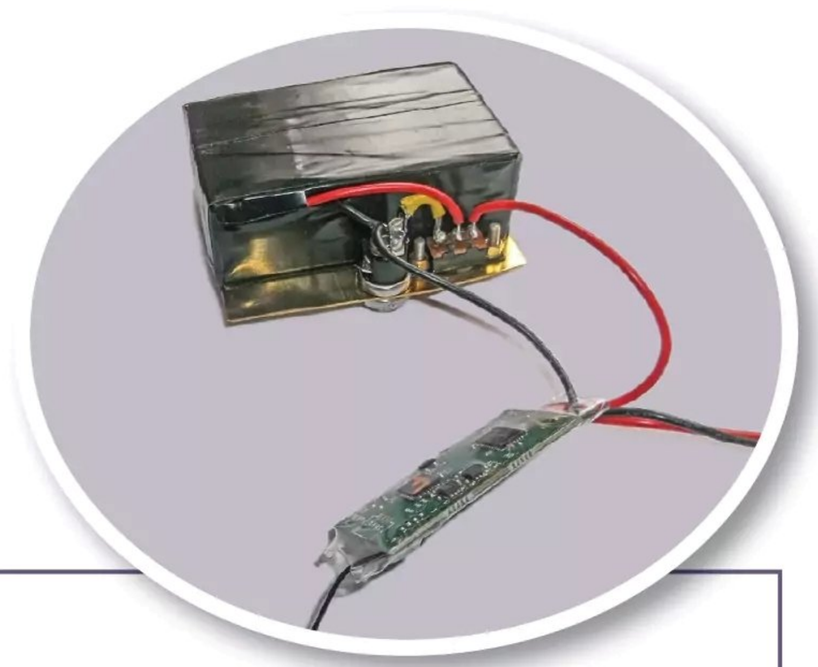
Brass angle was soldered to the sides of the bunker on the inside and a piece of 1mm brass sheet was cut to drop in on top of the angles. The floor of the bunker was covered with a raised piece of brass sheet to prevent the battery from rubbing on the wheels.

8

Whitemetal castings for toolboxes and a vent (made from some brass tube and sheet) were epoxied in place on the bunker cover. Usefully, these items provided something to grip onto for when the bunker cover is lifted to switch the model on/off or charge the battery.

9

A 12V dc 1800mAh lithium-ion rechargeable battery has been used for this model, purchased via an online auction site. A brass plate was made to fit the battery and also hold a charging socket and switch.



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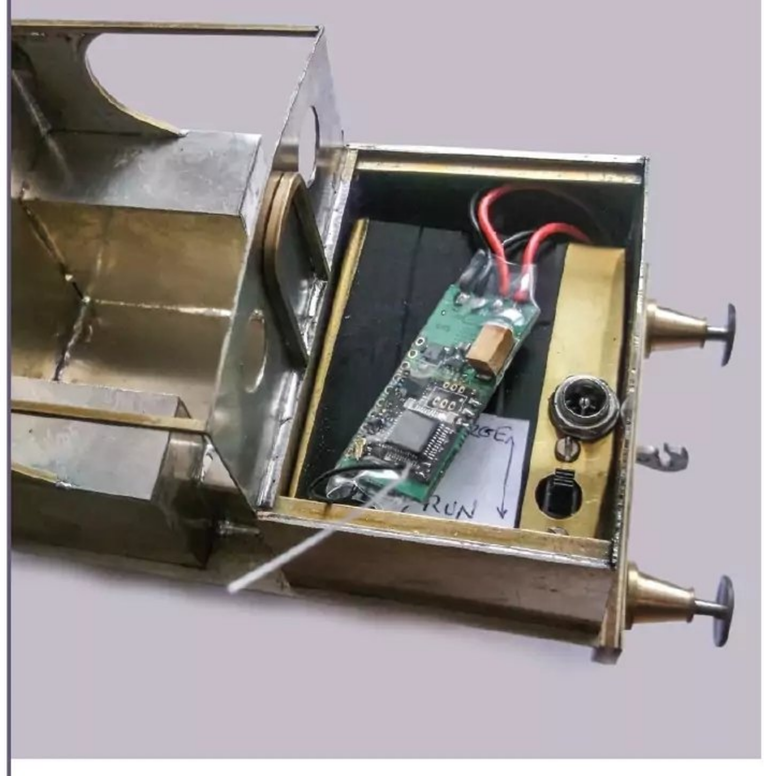
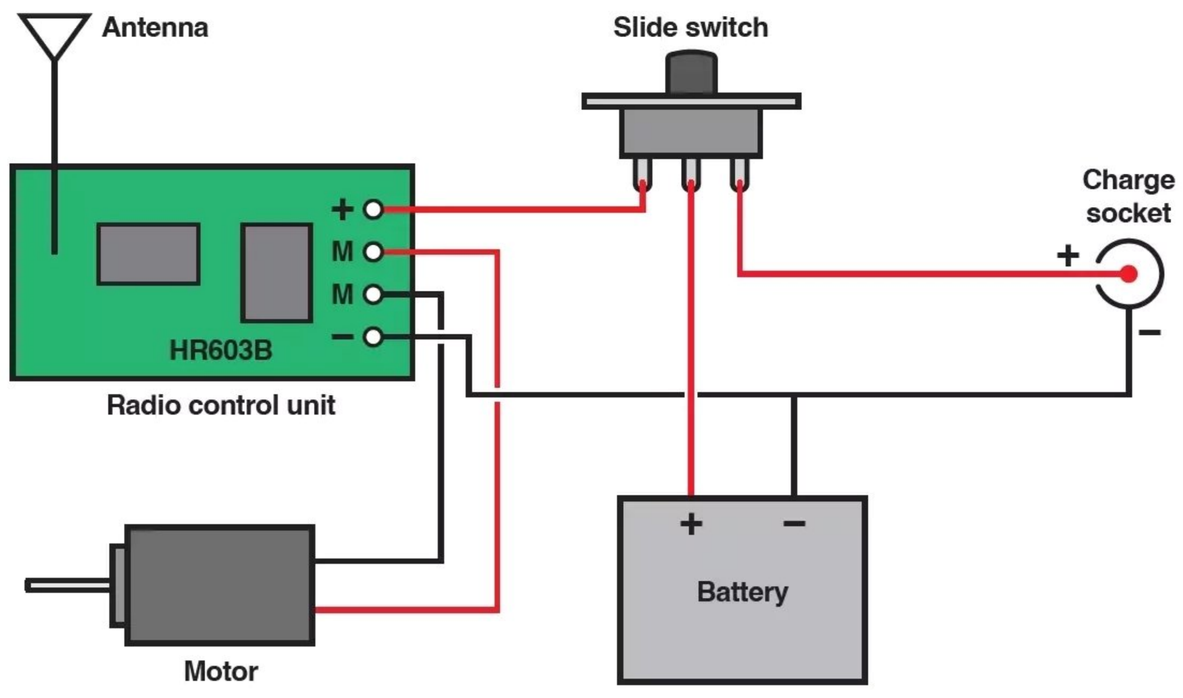


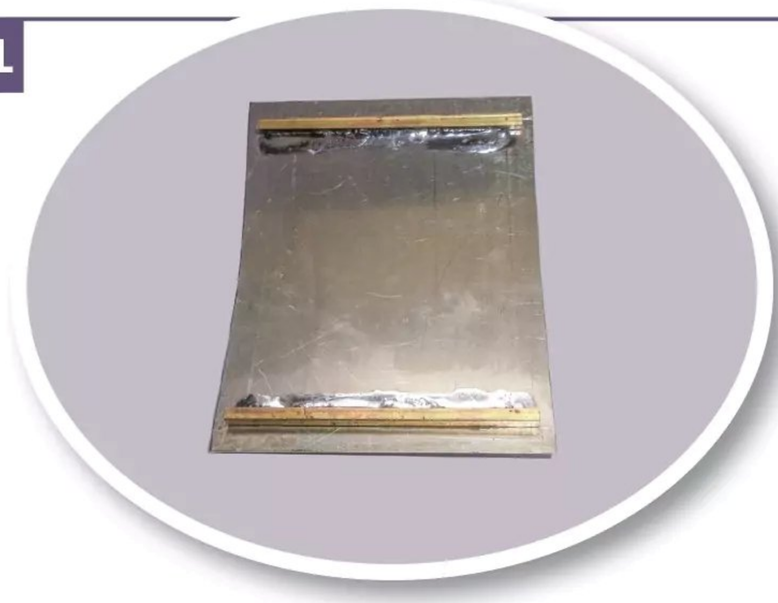
Fig.1



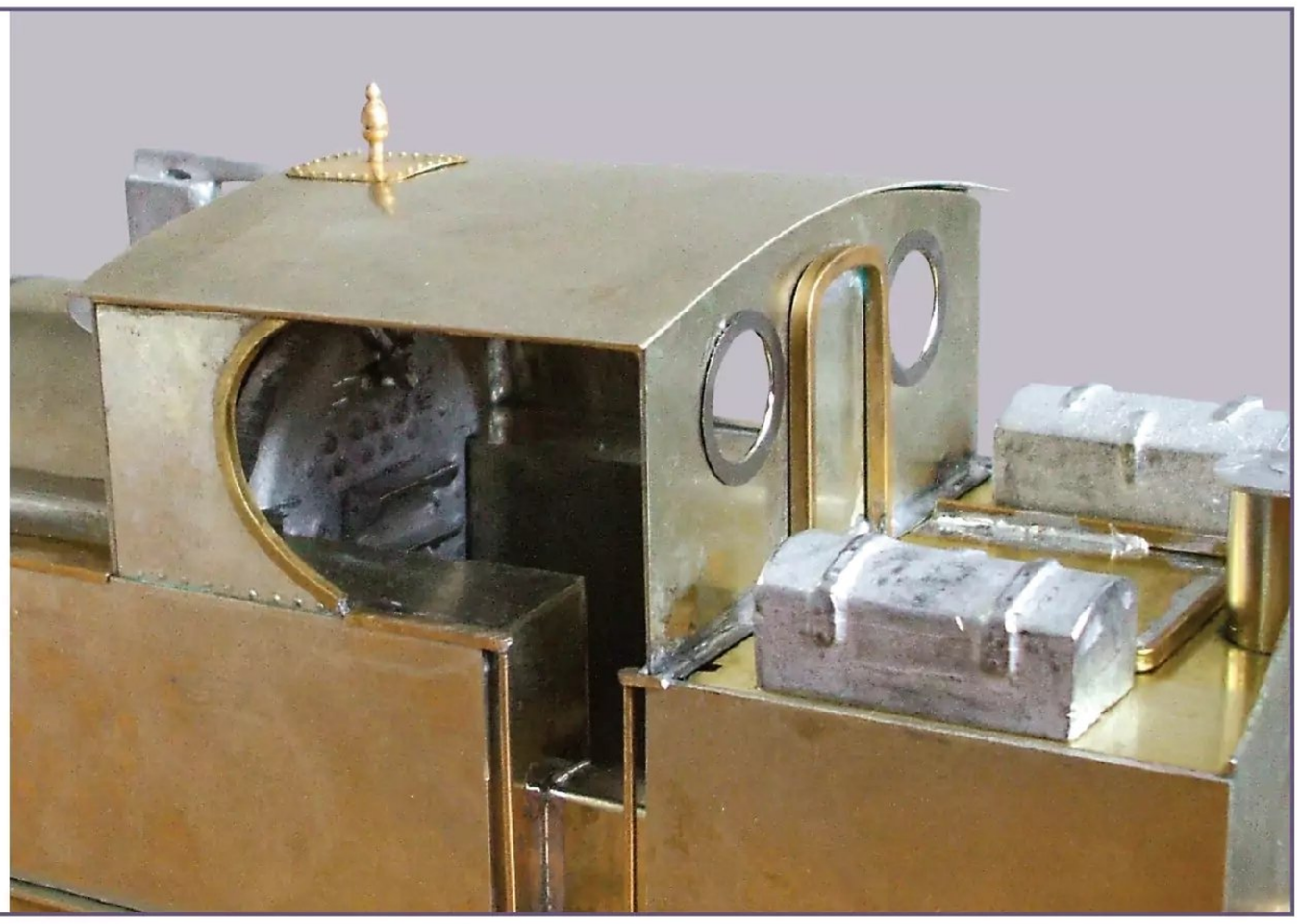
The battery was then taped to the plate and wired to the switch, socket and motor via a plug and socket arrangement as illustrated. A radio control receiver was purchased from Micron Radio Control; this can be seen with the protective heat shrink sleeve that was applied after soldering the connections. Fig.1 shows the wiring connections between the motor, battery, receiver, on/off switch and charging socket.

Cab roof

11



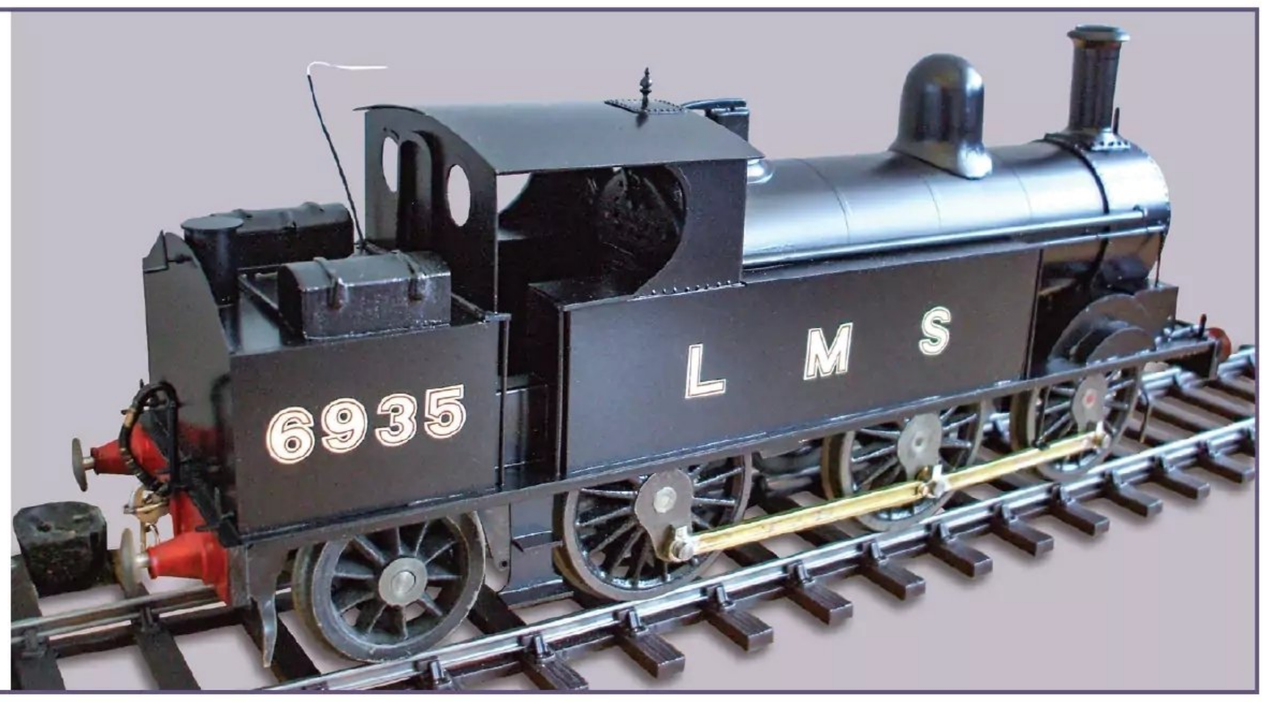
Cabside edging and roof supports were soldered on, consisting of brass U-section measuring 1mm x 1mm. The roof was cut out of 22thou nickel silver sheet and formed by hand to fit. Roof locating bars were fitted to the underside of the roof using 3mm square brass bar. The whistle came from Walsall Model Industries and was soldered in place from underneath (after first passing it through the small riveted plate that had been glued to the top of the roof).

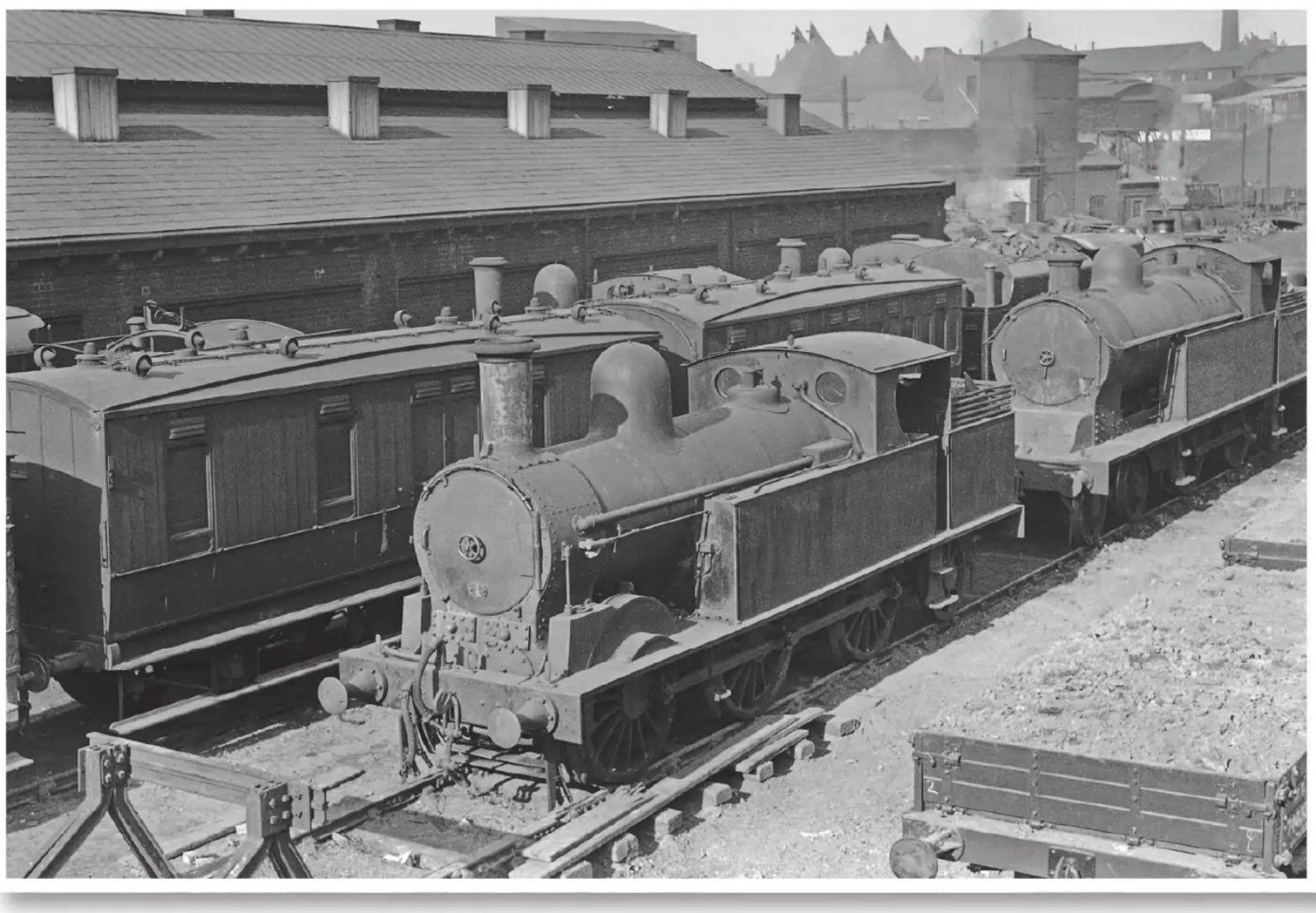


Painting and lettering

12

I thoroughly washed all the body parts in hot water and left them to dry overnight. I then applied several light coats (to avoid runs) of Simoniz acrylic grey automotive primer from an aerosol, leaving 15 minutes between coats. Once I was happy that the coverage was complete, I then added multiple thin coats of Simoniz satin black, again leaving 15 minutes between coats. The whole process took me a day and a half, after which I left the model overnight in a warm room to fully harden. Bufferbeams were then painted using Tamiya XF-7 Flat Red acrylic paint, with several coats required to achieve full coverage. Transfers from Fox Transfers were applied in accordance with the manufacturer's instructions and, once fitted, left to dry for 24 hours. The final task was to seal the paint and transfers with coats of acrylic satin varnish.





Sporting a number of detail differences to the model (including bunker coal rails) is No.6883, pictured on shed at Monument Lane, Birmingham in May 1937. Outshopped from Crewe Works in 1899, this locomotive was originally numbered 118 by the LNWR, receiving its LMS number of 6883 during April 1927. Withdrawal from service occurred in May 1948. Despite surviving Nationalisation, it never carried a BR number.
Photo: Rail Photoprints

Supplier information

Walsall Model Industries
www.walsallmodelindustries.co.uk

Slater's Plastikard
www.slatersplastikard.com

Micron Radio Control
www.micronradiocontrol.co.uk

Sellarhill

Having previously built circular 'tail-chaser' layouts in his cellar that have featured in the pages of RAILWAY MODELLER, **STEVE REYNOLDS** *here describes his latest OO gauge creation, built with the requirements of his two young grandsons in mind.*

Photography by Ian Manderson

This is my fourth attempt at building a layout in my cellar, the previous ones comprising two built to OO gauge and a third to O gauge, with one of the former and the latter having featured in previous issues of RAILWAY MODELLER. All have been tail-chasers: I find electrics a challenge, so the track layout is simple but works, and I enjoy building the landscape more than running the trains.

There is no regional or company theme to this one. The idea was to create a double track circuit with at least one straight section where the station could be located while keeping a fairly realistic curve. The railway and scenery are squeezed onto 60cm wide boards, but because the layout is mainly circular (approx. 1.3m diameter), a small radius curve had to be added, though hidden in a tunnel.

Baseboards and track

The boards were later extended into the operational area to give space for the road which runs approximately parallel with the track. The baseboards are about 1m above floor level with one section at 0.9m so that a section of embankment could be introduced. (My next layout will be mounted higher because crawling underneath to get to the middle control area is getting harder.)

The LMS Compound 4-4-0 is on passenger train duty while 0-4-0ST No.56011 gingerly approaches the gated junction between the steeply graded private goods siding and the main line. A brace of open wagons and a goods brake van stand in an adjacent siding, and a lorry passes by on the roadway which was a particular requirement from Steve's young grandsons when building the layout.

The Drummond '700' Class 0-6-0 emerges from the tunnel to pass through Sellarhill station with a goods train.

I should mention at this point that apart from fitting the 12mm ply boards on 3" x 2" bearers and posts, there was no real plan as to how it would all turn out! The boards are positioned to give maximum track length while still maintaining enough space to walk around it.

The track is Peco Streamline with Peco points laid on thin polystyrene wall insulation painted grey. I have superelevated the curved track slightly for aesthetic purposes and this gives a pleasing effect when trains are viewed at track level.

My advisers, my grandsons Ben (age seven) and Teddy (age five), planned where the sidings should be and what they should serve. The road which follows the course of the railway was also their requirement.

Creating the scenery

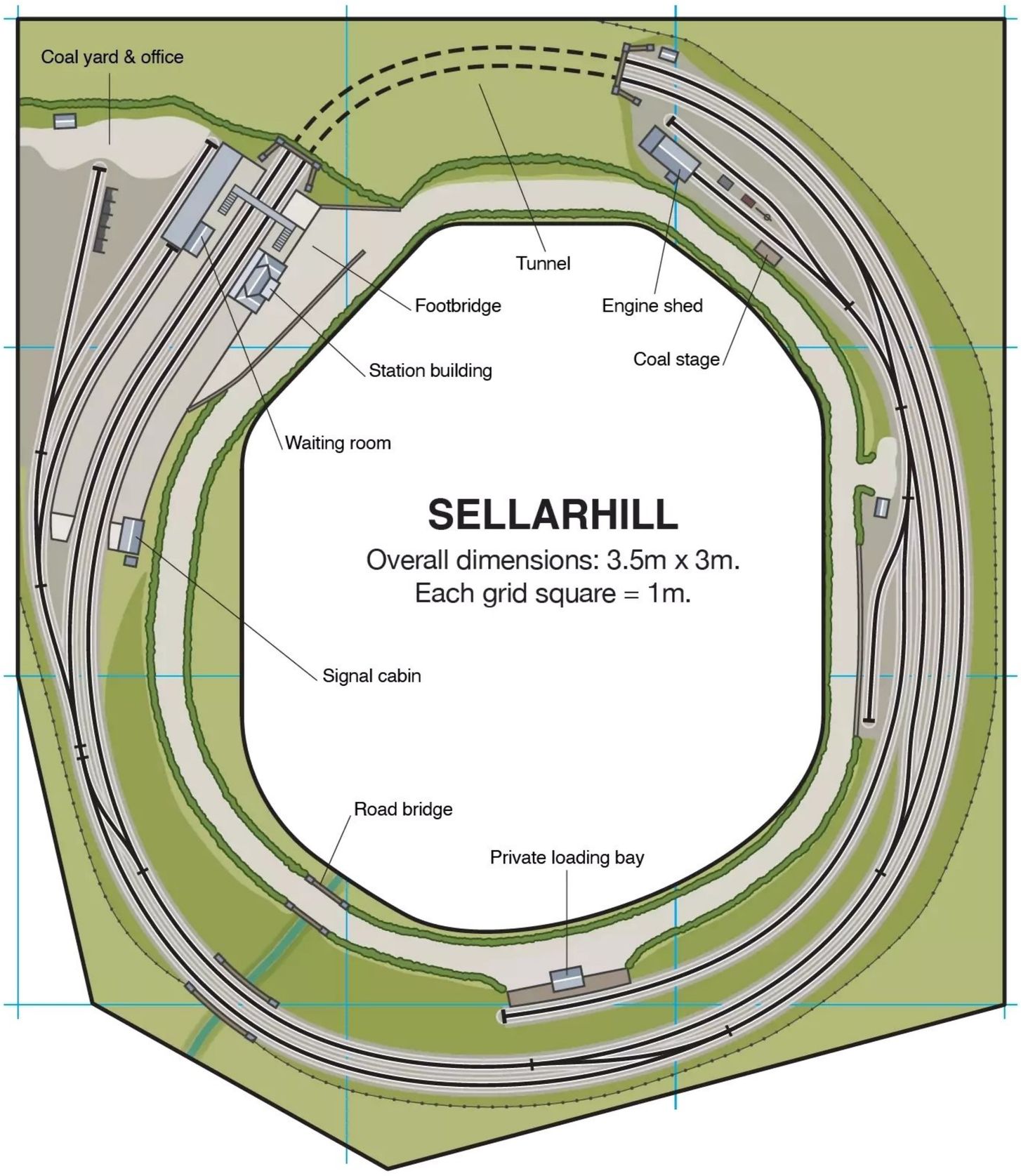
When the track had been laid, the tunnel which hides the sharp curve was fabricated; its construction demonstrated what happens when a layout is not planned properly. The moulded tunnel entrance and exit were secured in place and a flexible flue liner was cut to length, then split to form a horseshoe shape and painted matt black on the inside.

This was fixed to the tunnel entrances and around the track. Engines and rolling stock were run through the liner to ensure that there was plenty of space within.
A frame of timber, wire mesh and foam insulation formed the landscaping over the tunnel and surrounding area.

However, I soon found that derailments and cleaning the track were a problem and had to open a section above the liner, cut it out and replace the landscaping above it with a hatch, disguised as a paddock, which can now be removed to allow access. However, with the liner in place for at least 300mm into the tunnel, together with the matt black floor and sides, it is not obvious the trains are negotiating the sharp curve.

The rest of the cuttings, embankments and roads were formed using 50mm foam insulation from a local DIY store. Once it was glued into position in block form, it was easy to carve to shape, giving realistic rock faces. Some field areas were built using wire mesh over timber formers. Once the landscape profiles were formed, cuttings and embankments were painted light brown and covered in hanging basket liner. In some areas, various green, yellow and brown scatter materials were sprinkled onto an application of wet PVA.

A close-up view of the paved forecourt area in front of the Sellarhill station building, with a selection of vehicles waiting to pick up passengers.



Structures and buildings

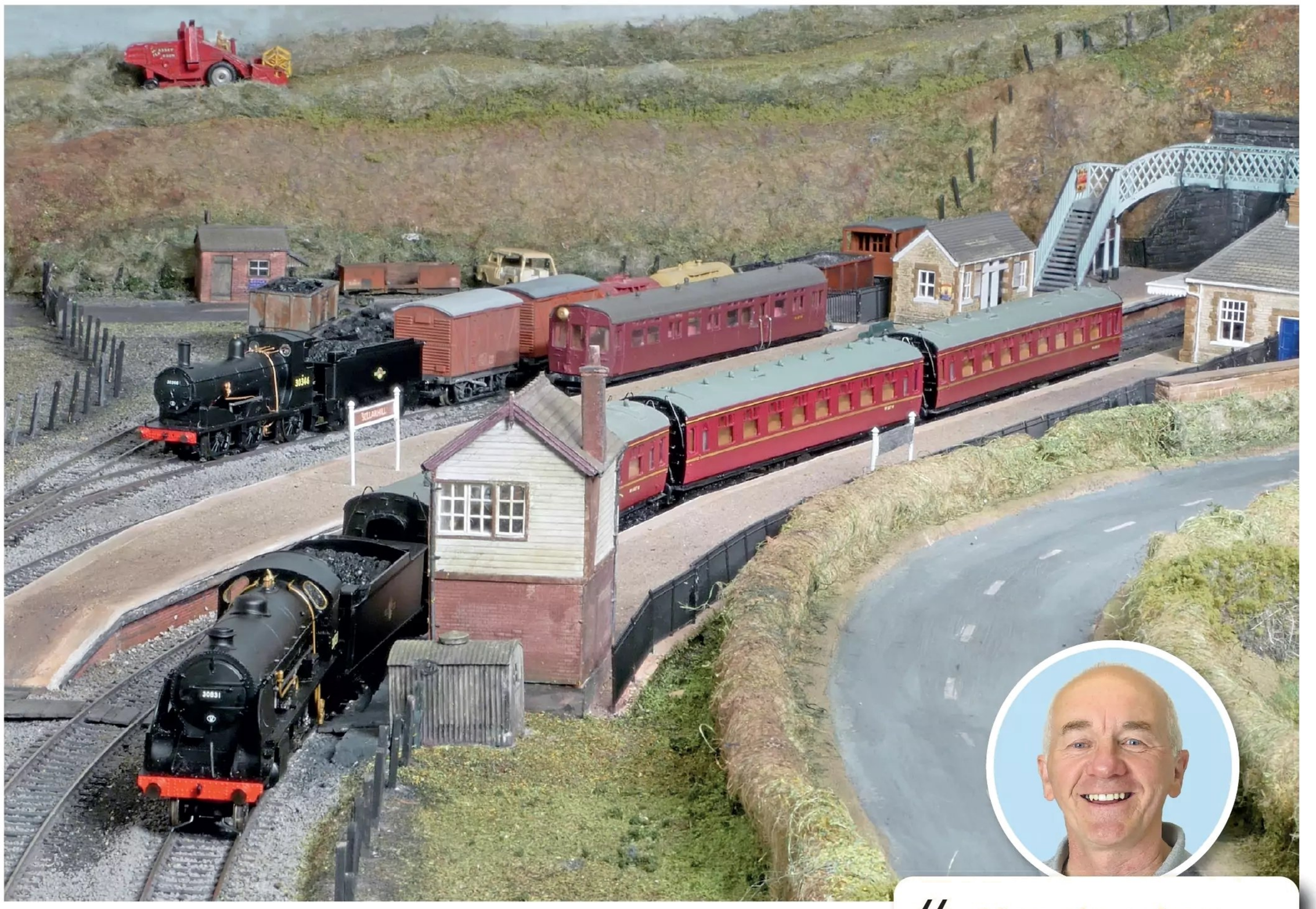
The platform edges were cut from 12mm x 4mm pine, the face of which was covered in brick effect paper, sealed with PVA and fixed into position forming the edges to two platforms, a bay and loading area. (The shop-bought station buildings, footbridge and fencing were added much later.) The station platforms were infilled with offcuts of insulation and finished with Polyfilla, which was left a millimetre lower than the edges to allow for card edging slabs and a sprinkling of fine sand, sprayed with diluted PVA to seal and protect it from the damp in the cellar. This has proven to be an ongoing problem with having a layout in my cellar; cardboard models suffer badly, so everything must be plastic or a non-pervious material.

Ballast was placed using N gauge material because I found that the OO gauge variety was too coarse. The platform edges formed the extent of the ballast in the station area, but elsewhere I used a roll of insulation material for sealing door gaps, laid 5 or 6mm from the sleeper edge to form the 'shoulder' of the ballast. The time-honoured method of mixing diluted PVA with washing-up liquid to seal the ballast was used, after wetting the ballast with water sprayed from a dispenser. I found that using a small piece of sponge dipped into the diluted PVA and squeezed onto the ballast was quicker than using a pipette.

A Dapol engine shed kit (ref.C007) was found and is the same as when I bought an Airfix plastic kit in the 1960s! This was placed at the end of one of the sidings near the tunnel entrance and an inspection pit was built near to its doors. Sheds, water tower with water feed, coaling stage and water crane were added. The station buildings, meanwhile, are from the Bachmann Scenecraft range: the main building is the Stone Booking Hall model (ref.44-0095) and on the opposite platform is the Stone Waiting Room (ref.44-0096).

I have always been fascinated by private lines which were connected to a main line but required a gate to separate the two. So a short private siding to a loading dock was built at an incline of about 1 in 30, with a reception siding at the lower end. This side of the layout (sidings, engine shed and private branch) can be controlled

LMS Compound 4-4-0 No.1072 hauls a passenger train over the high embankment, culvert and stream that make up Steve's favourite scenic feature on the layout.



An elevated view over Sellarhill station, with S15 Class 4-6-0 No.30831 passing the signal box with a three-coach passenger train while Drummond '700' Class 0-6-0 No.30346 shunts goods wagons in the sidings. Meanwhile a combine harvester is busy in the fields on the hillside above the station.

independently of the main line, which means that grandsons Ben and Ted can have separate controllers near to where they are shunting or running the main line.

Scenic features

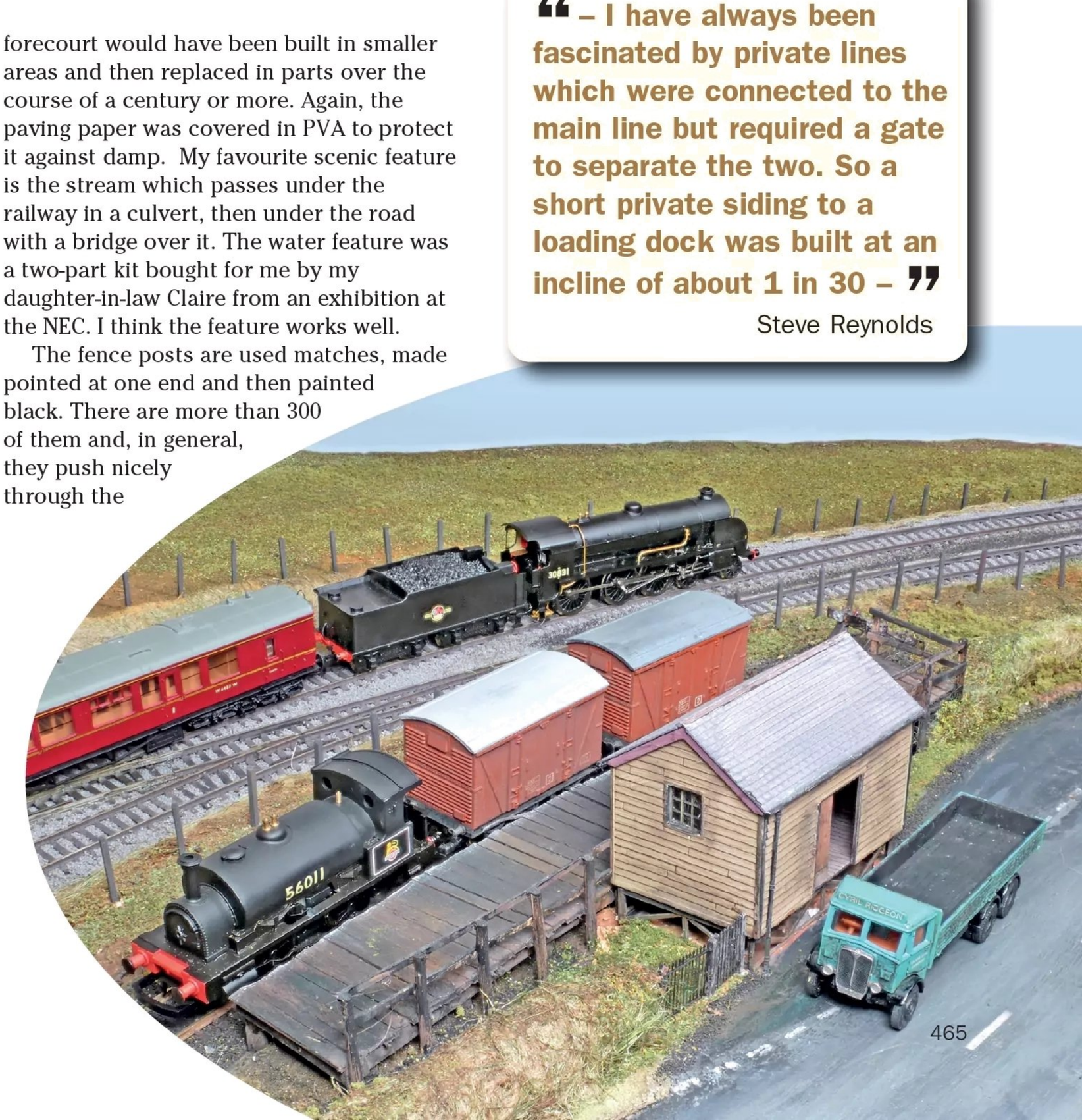
The whole layout is very minimalistic, the main action being around the station area, coal yard and bay platform. A signal box at the end of the station platform is a Ratio kit (ref.500) based on Highley on the Severn Valley Railway, but its position and access to the track is copied from the box at Hampton Loade, also on the SVR. In fact, most of the features on the layout are a loose interpretation of features I have seen when out and about, or are from books. The road which follows the line was formed by carving out the insulation material to rise and fall, then smoothed over with Polyfilla and painted with various shades of grey.

The entrance area to the station is made up of sheets of block paving paper cut into sections, as unlike modern paved areas, the forecourt would have been built in smaller areas and then replaced in parts over the course of a century or more. Again, the paving paper was covered in PVA to protect it against damp. My favourite scenic feature is the stream which passes under the railway in a culvert, then under the road with a bridge over it. The water feature was a two-part kit bought for me by my daughter-in-law Claire from an exhibition at the NEC. I think the feature works well.

The fence posts are used matches, made pointed at one end and then painted black. There are more than 300 of them and, in general, they push nicely through the

"– I have always been fascinated by private lines which were connected to the main line but required a gate to separate the two. So a short private siding to a loading dock was built at an incline of about 1 in 30 –"

Steve Reynolds



A Cyril Ridgeon lorry stops to pick up produce delivered to the private goods siding.

Passenger and freight trains passing at Sellarhill, where the stone-built main station building and the waiting shelter on the opposite platform are both from the Bachmann Scenecraft range.

hanging basket liner and foam insulation, but some required a hole to be drilled into the ply. A few spare posts are needed, as some get broken when cleaning the track.

Hedges were made from the hanging basket liner, cut into various widths and folded enough times to give the required depth and height. In most cases, the strands were teased out to give the hedges an untidy look, before they were dipped in diluted PVA and brown and yellow scatter material was sprinkled over them. I read in RAILWAY MODELLER that real coal looks better than the moulded or artificial simulations, so a small quantity was broken up and scattered on the deck of the coal yard and loading bay next to the engine shed.

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Rolling stock and locomotives

With regard to the rolling stock, most is from previous layouts, though the coaches and some wagons were bought from the Erlestoke Manor Fund shop at Bewdley station. Some wagons are Mainline, from a goods set bought for me by my wife Jan in 1979, and the autocoach from an Airfix set bought in or around 1982. The thrill of getting a train set on Christmas morning is, for me, unforgettable.

The engines were bought more recently, mainly because they were cheap, and include a BR black-liveried former SR S15 Class 4-6-0, a BR black-liveried LSWR Drummond '700' Class 0-6-0 and an LMS black-liveried Compound 4-4-0. There are also some small tank engines, a Hornby BR lined black-liveried 'Smokey Joe' 0-4-0ST, and a nondescript 0-4-0T which can exceed a scale speed of 150mph yet still stay on the track!

Control is old school: a Gaugemaster two-track controller for the main part of the layout, and a single-track controller for the private siding and engine shed area. Points are by 'hand from the sky' and only one set of signals controls the main line and loop entrance. This is a Hornby model, slightly altered and repainted. As always, my patience and manual dexterity prohibits me building signal kits in OO gauge.

What next?

I now need to decide whether to extend the layout, buy more rolling stock and lineside buildings or start a new project.

As ever, I have had hours of enjoyment, and a few frustrating times, building *Sellarhill* and need to thank my wife Jan for her patience and helpful comments, Ben and Ted for their enthusiasm and ideas, and RM contributors for endless inspiration and helpful tips.

Further information

Previous circular layouts from Steve Reynolds which have been built in his cellar and have featured in *RAILWAY MODELLER* are:
November 2015 issue: ***Acton Burnell*** **in OO gauge, a layout based on the GWR lines in the Forest of Dean and Wye Valley;**
September 2019 issue: ***Bented Halt*** **in O gauge, a BR Western Region coastal branch line layout inspired by features on both South Devon's Kingswear branch and lines in Mid and South Wales.**

The Drummond '700' Class 0-6-0 passes along the main line while 0-4-0ST No.56011 shunts vans at the goods platform at the end of the steeply-graded private siding. Note the fence posts effectively made from matchsticks along the main line boundaries.

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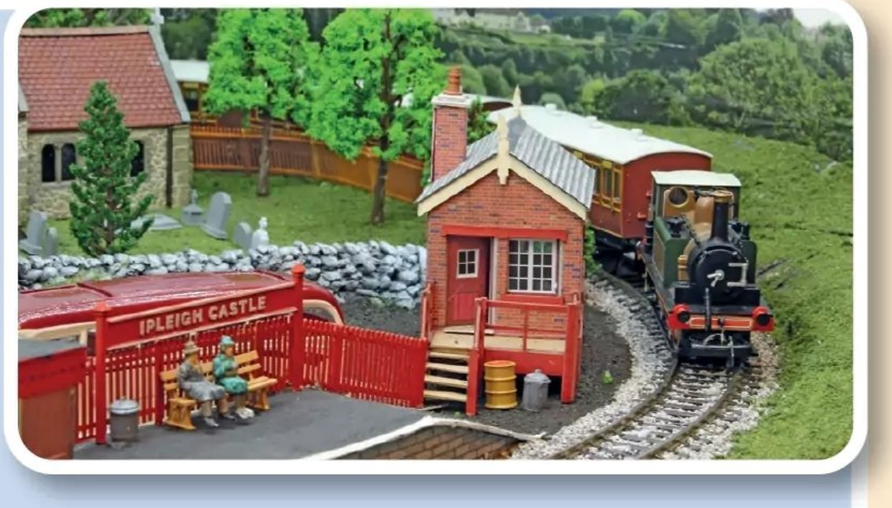
Ipleigh Castle

PHIL KEMPSEY *wasn't sure if he wanted a diorama or model railway, so he set himself the challenge of building a continuous run of OO track on the smallest board possible.* ***Photography by the author***



The 10½" radius track has been carefully hidden behind the signal box, trees and fences. As well as 'Terriers', the line uses the Hornby M7, a Bachmann pannier tank and assorted goods stock.

The question I started with in the case of this layout was, should I build a diorama, or a small model railway? Like most railway modellers, I enjoy the building of a layout more than running it, so from the outset I wanted the smallest board possible for a continuous run.

I did seriously consider using OO9 until I came across a video on YouTube by Budget Model Railways. Here was a modeller showing that an oval of OO track was possible on a board only 18" wide, and on it he could run an 0-6-0 Class 08 shunter pulling standard length wagons.

At last, this was the answer: a 4' x 2' board would give me room for several buildings, and a continuous run in OO.

I needed to set myself several criteria to help me stay focused:

1) My capital 'A', which stands for Achievable.

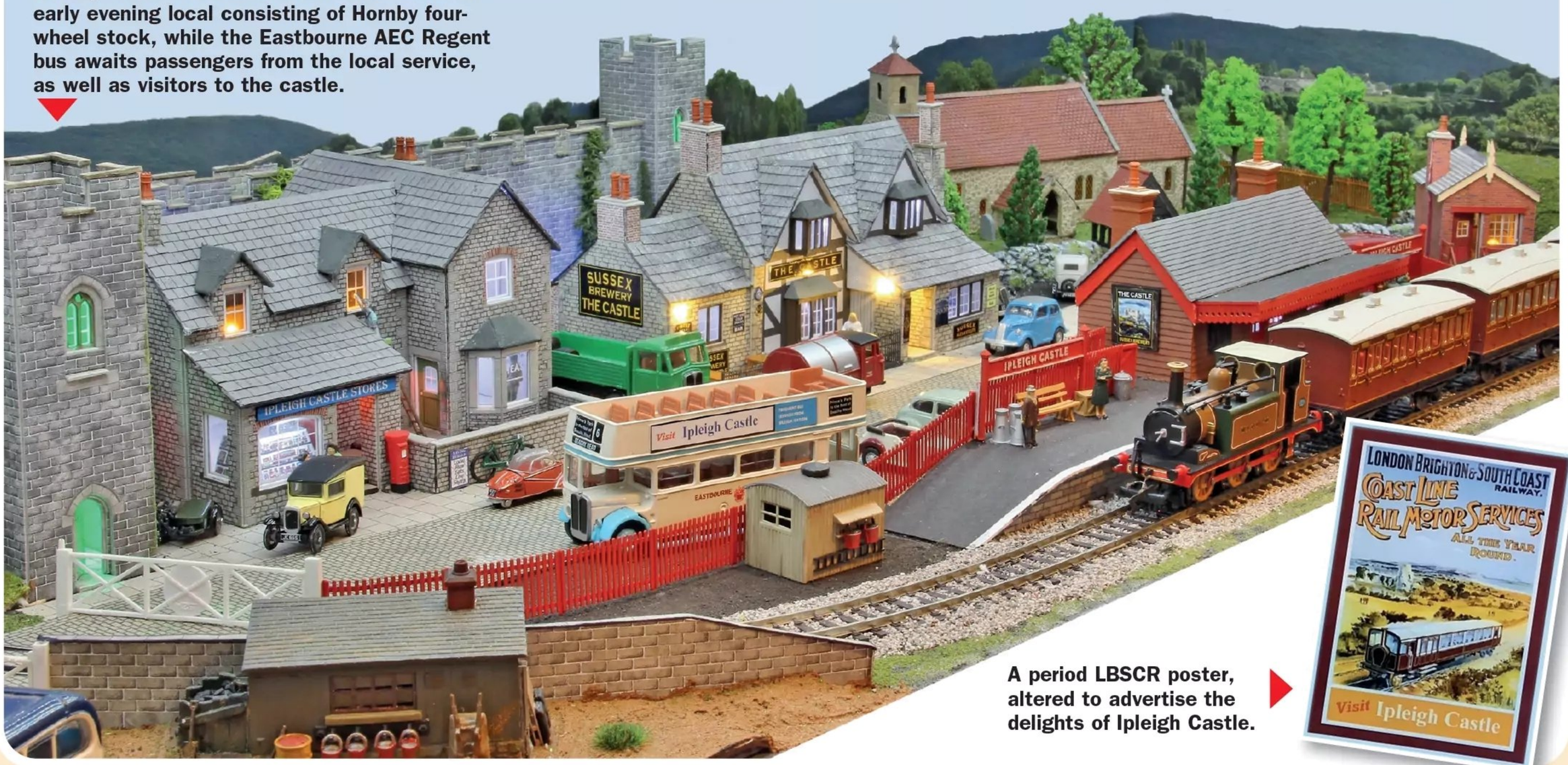
2) The layout would be viewed through a proscenium arch.

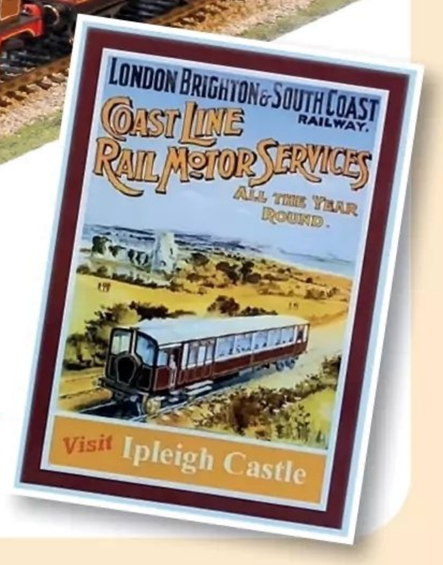
3) Lots of detail, LED lights, and enhanced card kits would be incorporated.

4) To have the layout built in six months for an open day at the club of which I am a member, the New Forest Model Railway Society.

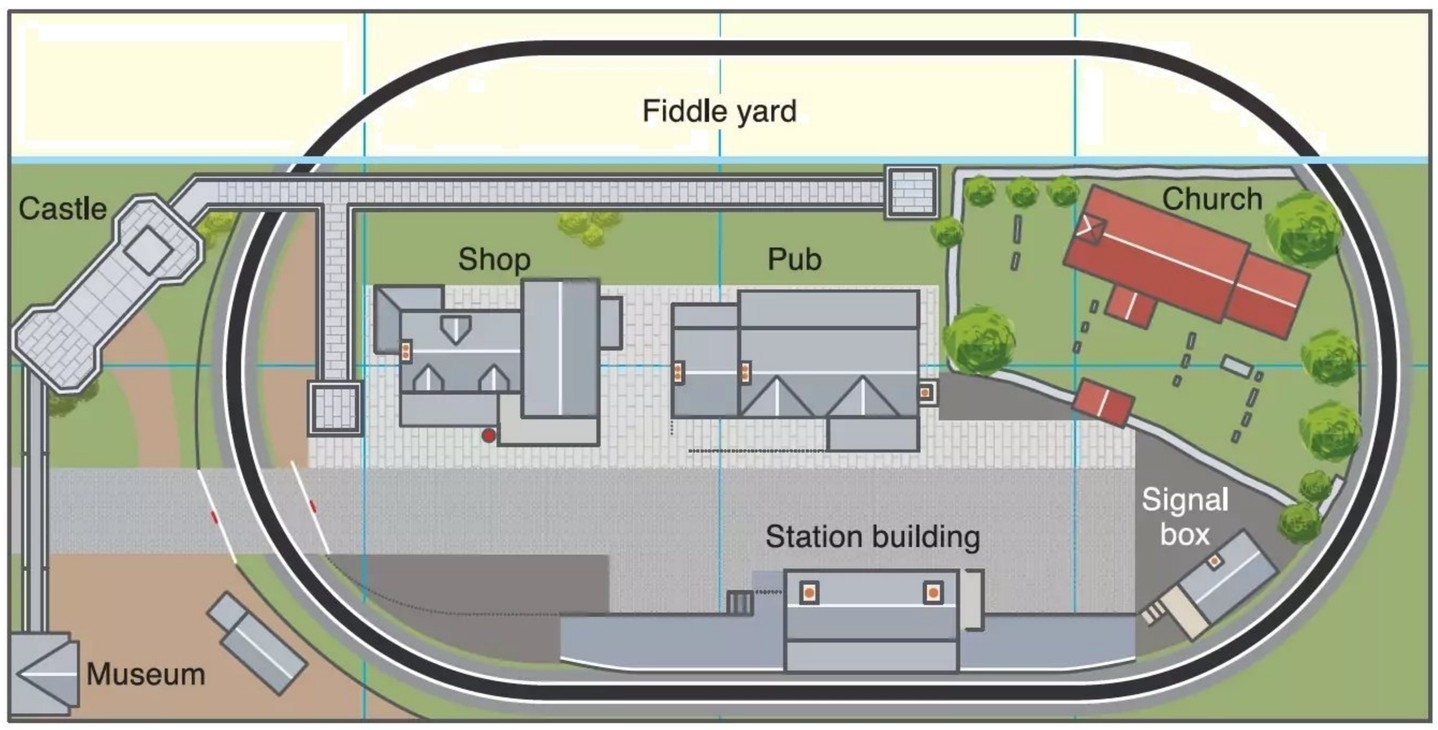
After receiving two of the new Hornby four-wheel coaches in the London Brighton & South Coast Railway colours for my birthday,

Hornby 'Terrier' No.54 *Waddon* arrives with an early evening local consisting of Hornby four-wheel stock, while the Eastbourne AEC Regent bus awaits passengers from the local service, as well as visitors to the castle.

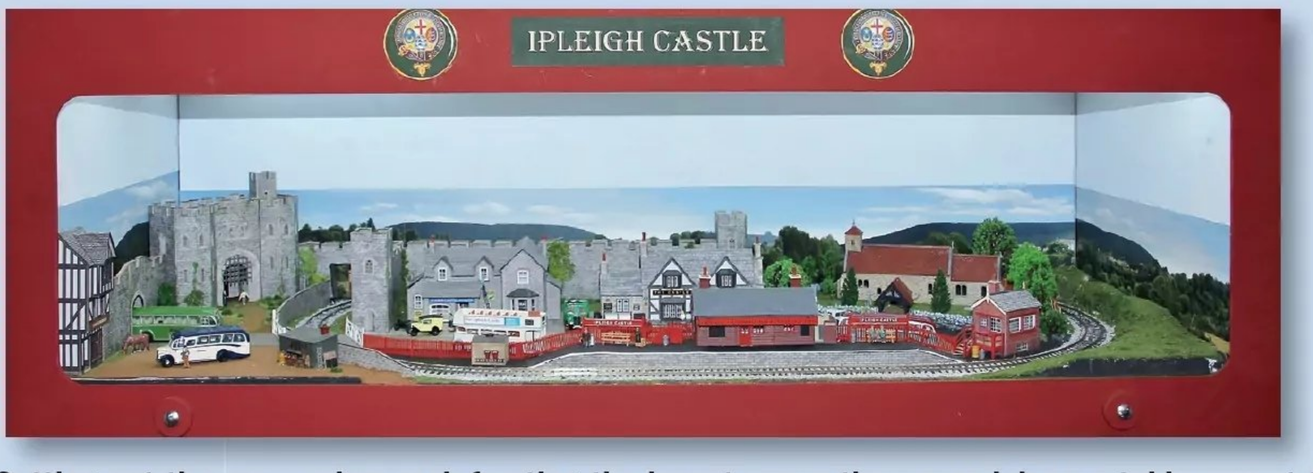




A period LBSCR poster, altered to advertise the delights of Ipleigh Castle.



IPLEIGH CASTLE
Overall size: 4' x 2'. Each grid square: 1ft x 1ft.



Cutting out the proscenium arch fronting the layout was a three-man job on a table saw at the local men's shed. The arch has a 4" frame all around it with a 12" viewing height. Fully enclosing the layout helps to give the best impression of the changing light.

Background scenario

The location of Ipleigh Castle station is on a little-known branch line that ran between Amberley Junction and Partridge Green on the Steyning Line that was finally closed after publication of the first Beeching Report, *The Reshaping of British Railways*, in 1963.

The scenario explained on a panel to exhibition visitors is that Ipleigh Castle station was opened in 1861 for visitors to the castle. In 1914 the entire area was used by the Army as a training ground; unfortunately, quite a large amount of munitions had been stored in the castle, which detonated one night, resulting in a large explosion that destroyed almost all of the castle.

This model depicts how Ipleigh Castle and station could have looked during the 1940s had the unfortunate accident of 1914 not occurred.

Getting started

With the baseboard built, it was time to lay the track to the 10½" radius required (see Fig.1). The track radius was marked out, wooden blocks added around the outside, with small catches on the inside to lock the Peco Streamline flexible track in place. Once pinned sufficiently, the track ends were trimmed before releasing the catches and removing the blocks.

The layout has a simple oval of track with one isolating section, an uncoupling ramp, and lengths of 2mm ply either side of the track to assist when changing stock.

Also, along the back of the baseboard I have fitted two 9V battery connectors, one as backup for the lights, the other to run a small locomotive for testing.

(Did you know that by holding a 9V battery across OO or N gauge track, it is possible to run most locos for track or loco testing?)

the location of Sussex was decided upon as the layout's setting. The excellent Metcalfe Models Castle Gatehouse card kit (ref.PO294) is the main feature of the layout, the name Ipleigh coming from a local area in the New Forest spelt Ipley, with just a few letters changed.

The Southdown Beadle Integral coach waits at the level crossing after passing through the scratch-built arch made from leftover pieces after the building of the castle gatehouse. The Metcalfe Models Low Relief Timber Framed Shop card kit model (ref.P0421), now the Castle Museum, gives a pleasing end to the old walls and the front corner of the layout.

"– Like most railway modellers, I enjoy the building of a layout more than running it... so from the outset I wanted the smallest board possible for a continuous run. –"

Phil Kempsey

The barmaid clears away the glasses at The Castle public house, a Metcalfe Models Town End Cottage card kit fitted with a weathered slate roof, 3D-printed chimney pots and fences, as well as full lighting and a Sankey Scenics pub name and signage.

Getting started

Ron Lines of Southampton was a main supplier for several features of the layout, as was Model Railway Scenes, where I sourced some of the 3D accessories.

Track is from Peco, fencing is from Ratio and figures are from Modelu.

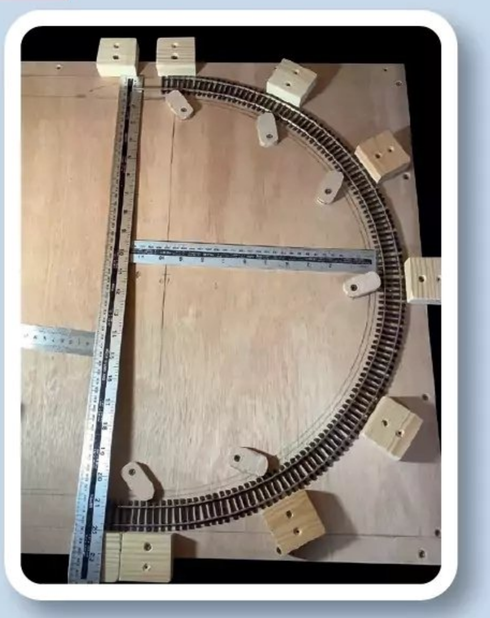
A number of Metcalfe Models building kits were used on the layout and the aforementioned Castle Gatehouse was fitted with 12V LEDs, and I went on to fit lights into the Metcalfe Low Relief Timber Framed Shop (ref.P0421), now the Castle Museum.

The church is the very old Airfix, now Dapol, kit. The mouldings are well over 50 years old now, so first I had to add card to straighten the walls before adding LED lights, and stained-glass windows to complete the kit.

The Castle pub is Metcalfe's Town End Cottage card kit (ref.P0267) fitted with bespoke pub signs from Sankey Scenics, 3D-printed fences, chimney pots, and more LED lights. I decided to fit Weathered Slate (ref.LX410) from Scale Model Scenery to the roof as the standard card kit roofs are a bit flat. This is a task that should be undertaken before the roof is fitted; I didn't do that but have learnt the hard way!

The shop kit has also been fitted with lightly weathered slates on the roof, LEDs and with a new name.

Fig.1



When laying the continuous run, having first marked the inner and outer radii on the baseboard, blocks and catches were fitted to hold the Peco Streamline flexible track to the non-standard radius, before the track was pinned and trimmed to length.

The layout is fully enclosed, with self-adhesive LEDs on a strip that can be dimmed, fixed above the layout. When at an exhibition, the overhead lights go from daylight to dusk, and that is when I turn on the lights in the buildings, as well as the Hornby four-wheel LBSCR carriage lights being switched on.

Exhibiting the layout

The layout was first exhibited at the club open day in Brockenhurst Village Hall, with a Hornby LBSCR 'Terrier' and a rake of three Hornby four-wheel coaches running continuously for over six hours. I would have expected to have been asked if that was the only locomotive I had, but with the lights continually changing, it would seem the fact it was indeed the same loco was of little consequence.

Ipleigh Castle is only the second layout that I have exhibited, but I am pleased to say that it was very well received, with probably the most interest being shown by families with children. Several more serious modellers asked if it was TT:120 scale, and others looked around the back and asked: "That's not 2', is it?"

My favourite comment of the day was that the layout is "cute", which I believe to be an accurate description.

Ipleigh Castle is run from the side of the layout, which gives plenty of opportunity to talk to the spectators and answer any questions. So please, if you do see us at an exhibition, feel free to come over for a chat.

As a footnote, since the photographs for this feature were taken, *Ipleigh Castle* has been fitted with a full-height backscene, and has been further populated with figures of people in various poses, along with three cats and three dogs.

Future plans and acknowledgements

As for the future, I would like to add more people, a few extra animals, and to replace the scratch-built station building, which I feel is a little too low.

Thanks must go to fellow club member Carl Isgar for his printing skills and help with running the layout. Also deserving of thanks for their help are Bryan and Roy at the Fawley Men's Shed for their patience in cutting endless pieces of plywood, sometimes more than once!

A window cleaner is hard at work as two ladies find a minute to catch up on the latest gossip. The Metcalfe Models Village Shop & Cafe card kit model (ref.0254) has had a lightly weathered slate roof fitted, plus 3D-printed chimney pots and full lighting, while fellow club member Carl Isgar printed the shop name to match the original in size and font.

Where to see *Ipleigh Castle*

The layout is due to appear at the New Forest Model Railway Society annual exhibition on Saturday 25 & Sunday 26 May 2024. The venue is Brockenhurst Village Hall, Brockenhurst SO42 7RY, which is also the premises for the Society, of which I am a member.

Looking much further ahead, the attendance of *Ipleigh Castle* has been requested for the Romsey Model Railway Society two-day exhibition in March 2025.

Supplier details

Ron Lines of Southampton
www.ronlines.com

Model Railway Scenes
www.modelrailwayscenes.com

Metcalfe Models
www.metcalfemodels.com

Dapol Model Railways
www.dapol.co.uk

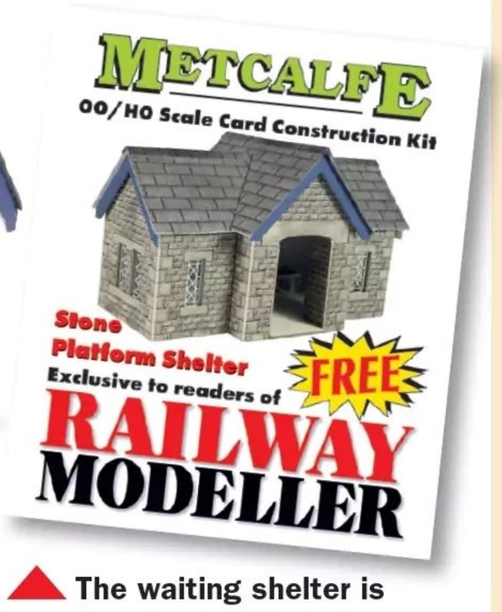
Ratio Plastic Models
https://peco-uk.com/pages/ratio

Sankey Scenics
www.sankeyscenics.co.uk

Scale Model Scenery
www.scalemodelscenery.co.uk

Modelu
www.modelu3d.co.uk

How to build your complimentary card kit



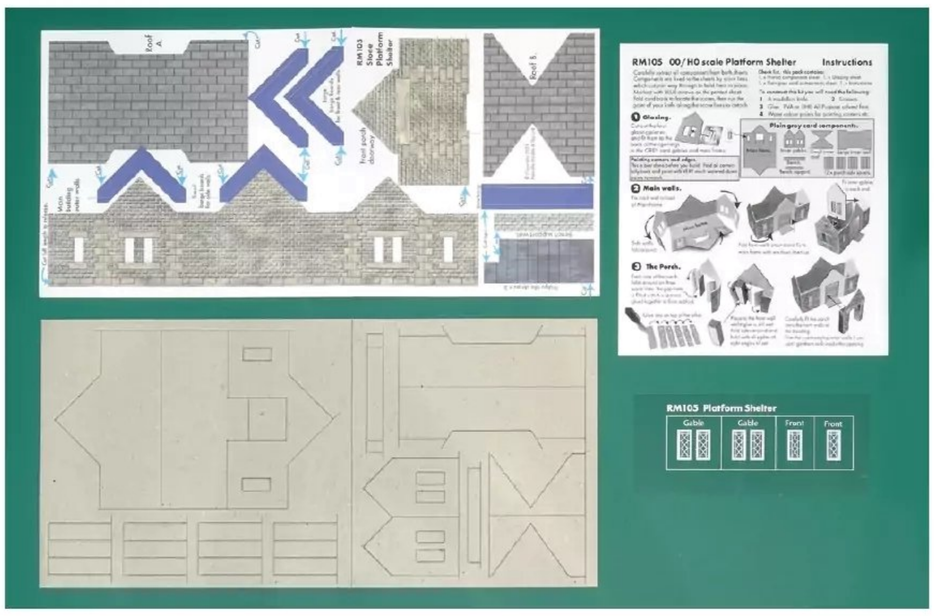
The waiting shelter is based on the building at Gargrave station, between Skipton and Hellifield.

Enclosed with printed copies of this issue is a FREE card kit, produced exclusively by Metcalfe Models for readers of RAILWAY MODELLER. **CALLUM WILLCOX** *demonstrates how this stone platform shelter can be assembled using the kit as supplied, and then detailed further to create a personalised model.*

Photography by the author

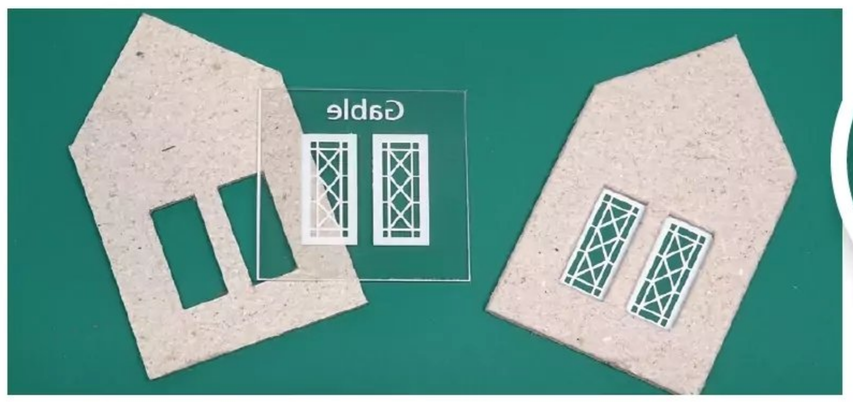
If you are a new entrant to the hobby or have yet to embark on a kit-building project, then our free Metcalfe Models card kit is a perfect way to get started. Supplied in 4mm scale, the kit represents a stone-built platform shelter – inspired by the structure at Gargrave station on the 'Little North Western' route between Leeds and Morecambe, now operated by Northern Rail.

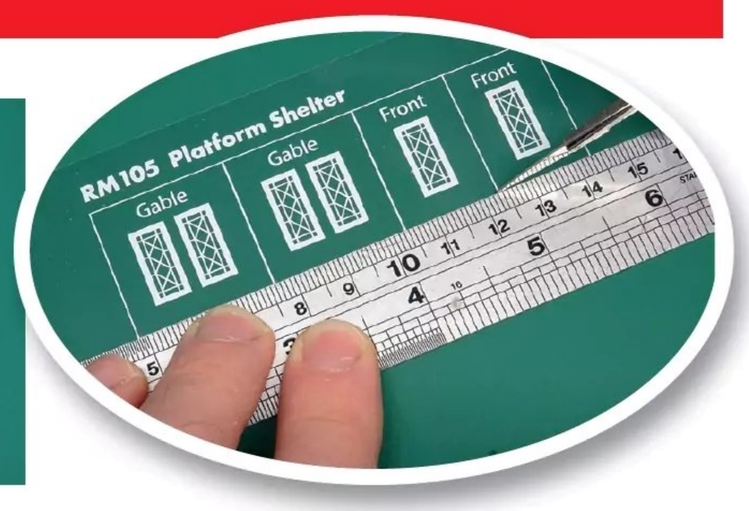
The kit – which comprises printed pre-cut card components – contains everything required to complete a finished model, with only a basic set of modelling tools required. If constructed as intended, the end result will be a perfectly satisfying structure. However, there is plenty of scope for personalisation of the model if desired, including fitting gutters and drainpipes (using Ratio kit ref.538) and covering the roof with laser-cut tile strips from Scale Model Scenery.



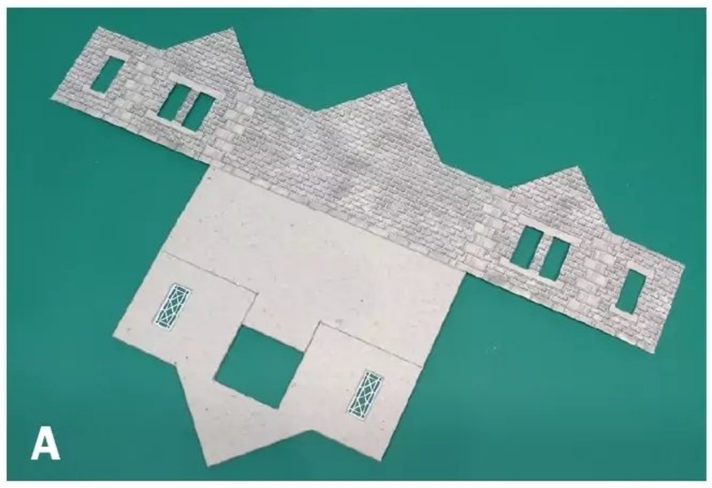
Constructing your kit

1 **The first task is to cut the glazing pieces for the windows from the clear sheet (*inset*) and fix these to the backs of the respective frames (with the matt printed side of the glazing showing through the aperture). Use small spots of glue to attach the glazing and take care not to mark the areas that will be visible on the completed model.**

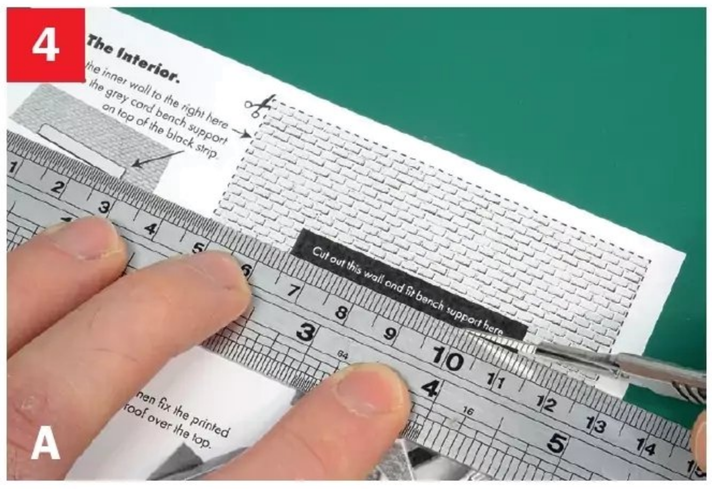


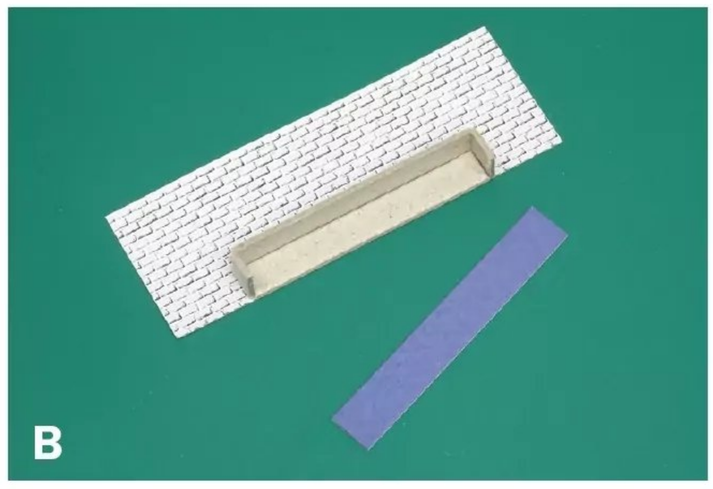


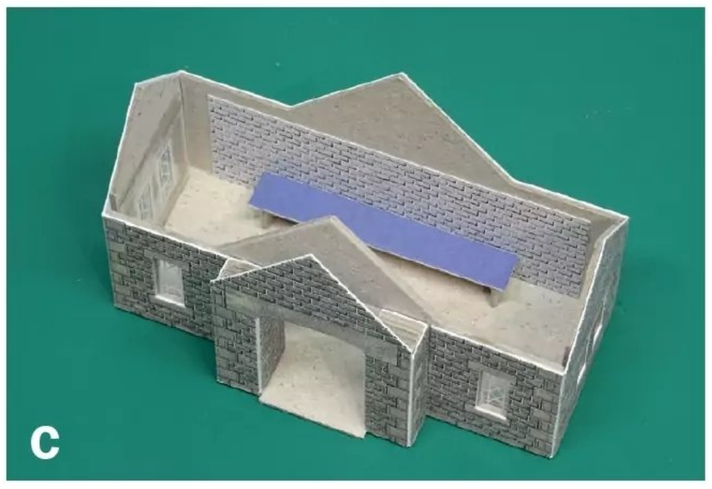
2 **Assembly of the structure centres around the main frame, which is formed from sturdy grey card. Using a flat surface (such as a cutting mat) the outer walls were glued to the card superstructure, starting with the rear walls – taking care to ensure the top edges were flush (A). The front walls were then folded around and fixed to the main frame, with each window aperture centred accordingly (B). Finally, the inner gables were glued to the reverse side of the end walls (once again ensuring the aperture was centred), with the glazed side facing inwards (C).**



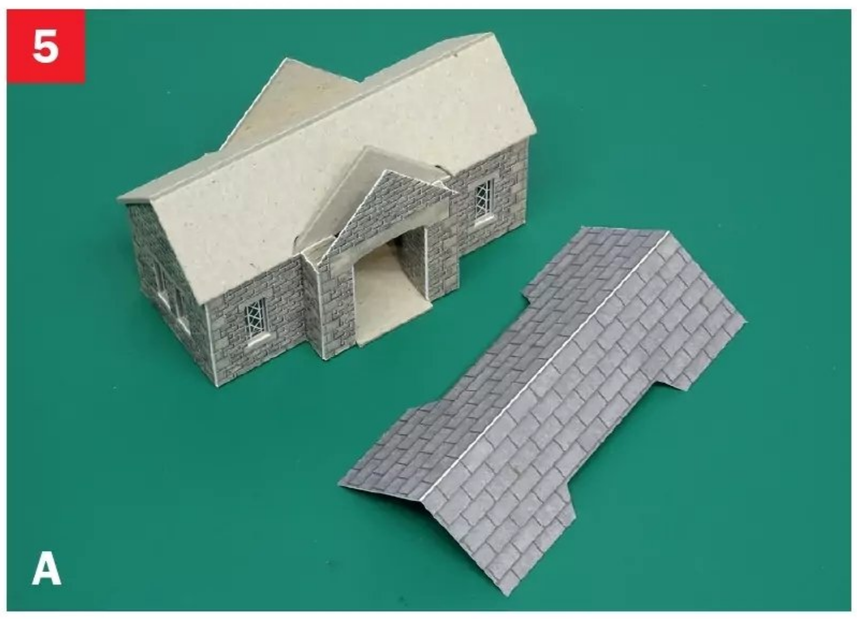
3 Assembly of the front porch starts with the gluing together of 12 card spacers forming two solid blocks of six spacers each. In a similar way to the main structure, these were glued to the reverse side of the porch doorway, with the inner and outer walls folded around at right angles and glued (A). Once cured, the complete assembly was attached to the main structure – the inner walls slotting within the opening (B).







Interior brickwork is printed as part of the instruction sheet. Using a steel rule as a guide, this was carefully released with the blade of a modelling knife (A). An area is marked in black for the fitting of the bench support; once fixed the bench can be folded around the support and glued (B), before adding the printed wall support detail and bench top. This was fitted to the inner back wall of the structure (C) whilst ensuring that the bench was positioned centrally in relation to the porch opening.



The roof is supported by an inner card strengthener: this was test fitted prior to gluing – checking the positioning and ensuring an even overhang around the tops of the supporting walls (A). Once affixed, the printed slate overlay could be added. The process was repeated for the smaller roof section, which is laid directly over the main roof to form a cross gable (B).

The ridge tiles were folded to the correct angle using the edge of a steel rule. Those that sit atop the main ridge require some trimming prior to fitting – with a 45° notch cut at one end – to allow the tiles to sit flush with the edges of the adjoining roof section (*inset*). The exposed card edges were then painted to suit using a slate grey colour acrylic.

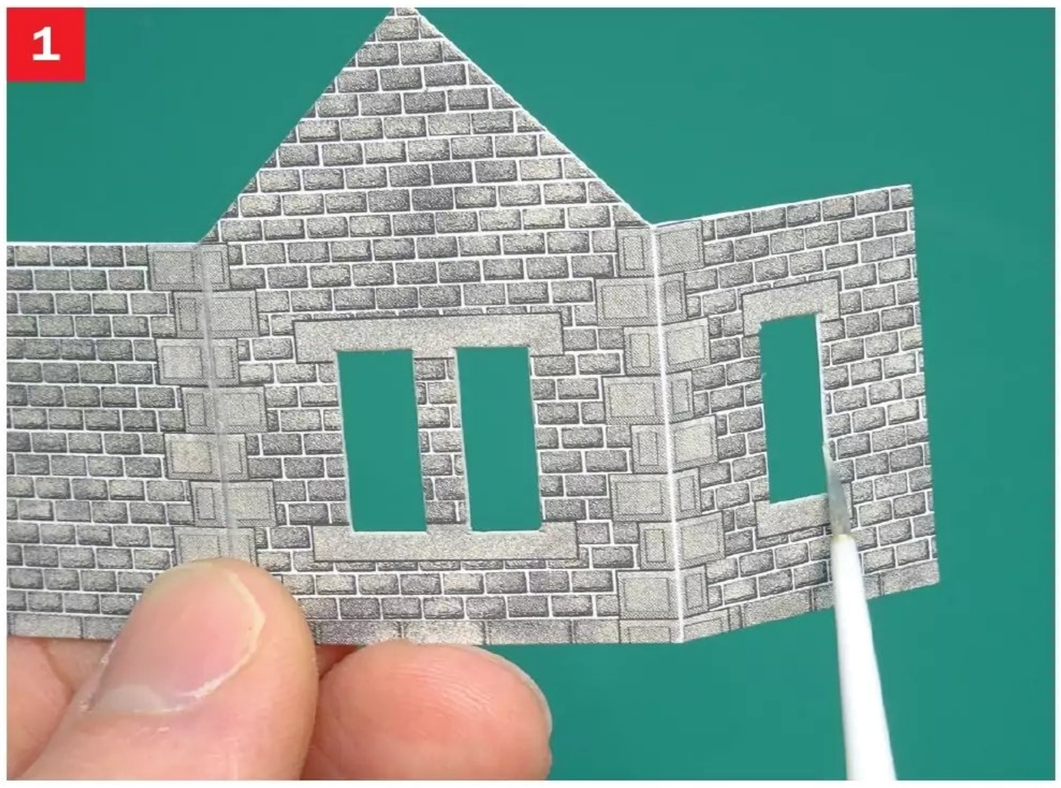
7 The final additions are the bargeboards, which were fixed directly to the exposed ends of the inner roof strengtheners. (Note the different size parts for the side and end gables.) As supplied, these details are finished in blue – as per the real structure in its current form – however, these can be repainted into your preferred colour scheme prior to fitting.

8

The finished model benefits from having any remaining exposed edges touched up with paint. I found DecoArt Amish Grey acrylic to be a close match to the colour of the stonework (*inset*).

Personalising your kit

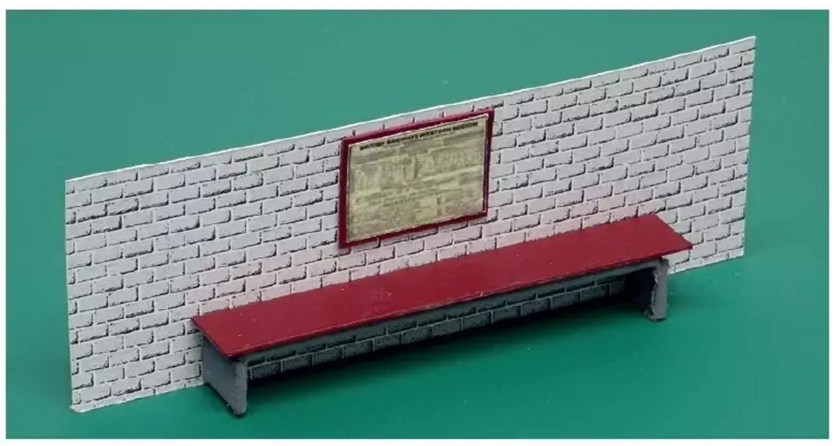
1



For this build, I opted to paint the corners and exposed edges prior to assembly. Once again, DecoArt Amish Grey acrylic was used for the stonework; this included the apertures for the windows and porch.

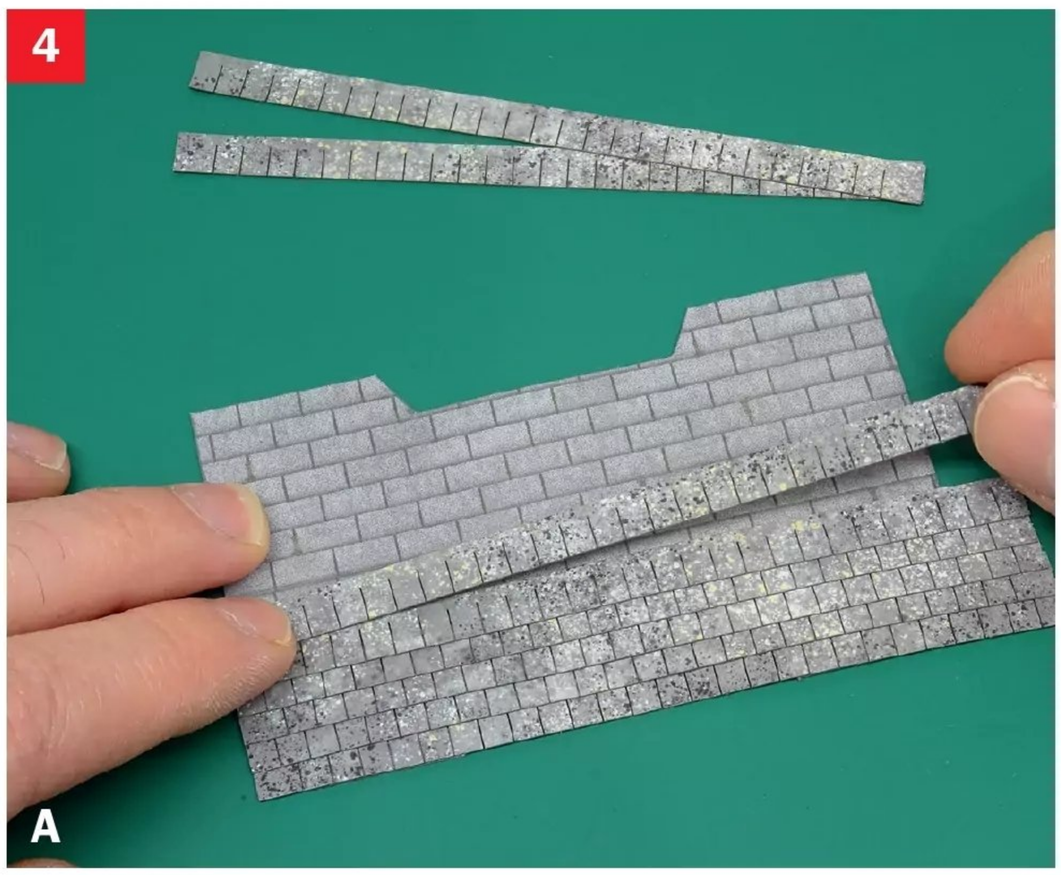
2 Period posters and a timetable were sourced and re-sized using photo editing software. These were fitted to custom-made backing boards, formed from reclaimed parts of the card packaging. The complete structure was to be finished in the maroon colour scheme of BR London Midland Region, with the boards being suitably painted.

3 The shelter interior was enhanced with the addition of the timetable fitted to the rear wall. The bench was also repainted into its regional colours.

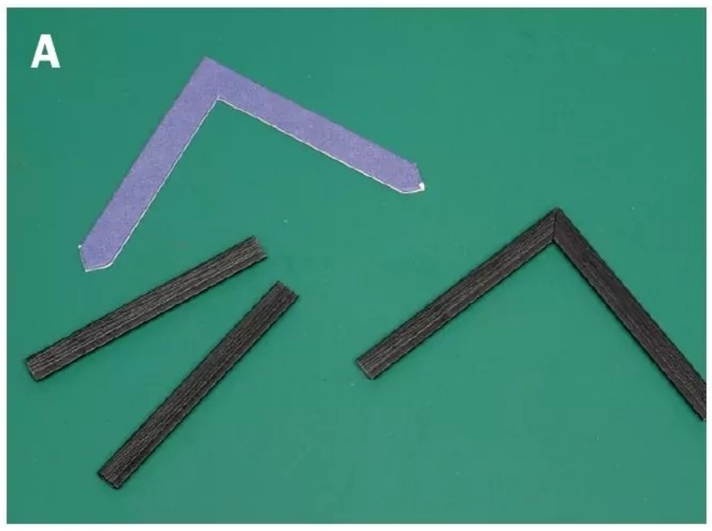


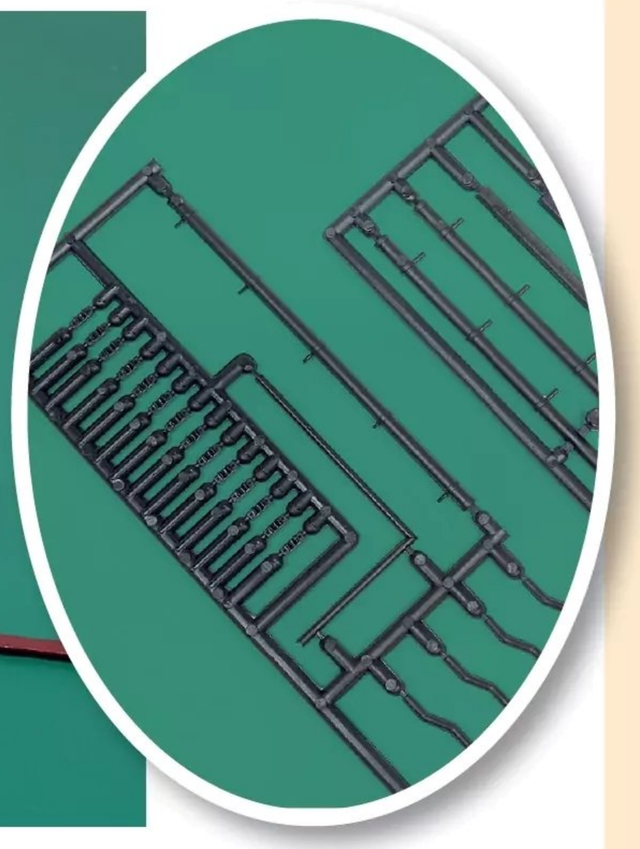
Pre-weathered laser-cut roof slates by Scale Model Scenery (ref.LX410-00), were used to simulate the appearance of slates that have been applied individually (*inset*). Starting from the bottom edge, each strip was laid such that it overlapped the upper part of the strip beneath, using the kit roof pieces as a base (A). Once cured, the edges were trimmed to suit (B).

4



5 As with previous builds, I elected to add guttering and downpipes – sourced from parts in the Ratio kit (ref.538). Optional bargeboards are also provided as part of this detailing pack and have been used here. These were cut and shaped using the original card examples as templates (A), before painting and fitting to the structure (B).





6

The complete structure ready for placement on a layout. Finishing touches included the addition of the poster boards, which have been suitably placed to catch the eyes of waiting passengers.

Our steam-era version of the waiting shelter completes a country station scene with a local train hauled by a Johnson 1P 0-4-4T.

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.

Recreating No.46202 *Princess Anne* in model form

Further to my articles (RM February and March 2024) that described the construction of Stanier Princess Royal Class 4-6-2 No.46211 *Queen Maud* for my EM gauge layout *Camden & Kilsby* (RM May 2023), readers may wonder what happened to the remainder of the 2000s-vintage Hornby Princess Royal body that I used.

The parts that I had left over were subsequently incorporated into a model of No.46202 *Princess Anne* (in its short-lived 1952 condition after it had been rebuilt from Turbomotive form) by grafting on a Hornby 'Duchess' front end, and combining this with a Comet chassis and Comet tender kit as per No.46211.

Unfortunately, I didn't take any pictures during the construction of No.46202, but here is a view of the finished result on the layout, which may be of interest.

JOHN COOPER-SMITH

When No.46202 was rebuilt as a conventional locomotive in 1952 (whereupon it was named *Princess Anne*), it utilised new main frames and the same cylinders as used for the Princess Coronation Pacifics. Having returned to service on 15 August 1952, the locomotive is seen here climbing away from Halton Junction with the 5.25pm Liverpool-Euston service on 19 September, just a matter of days before it was wrecked in the Harrow & Wealdstone disaster on the morning of 8 October.
Photo: Rail Photoprints

Are manufacturers facing diminishing returns?

Simon Kohler's Comment piece in the May edition (*The cost is in the detail*) was an excellent analysis of the ever-increasing costs facing modellers, but I don't feel he took his train of thought to its logical conclusion.

He fears railway modelling in the future may become elitist as costs continue to rise and only the well off will be able to afford it, as locomotives (to mention just one aspect of the hobby) will set the customer back anything up to £300 (and sometimes more). As Simon says, prices will continue to rise as manufacturers strive to outdo the opposition and add more and more detail to their products.

Have we, as members of a hobby, lost our marbles in demanding a level of engineering on our toys which rivals that of a stealth jet fighter? Or are some of us, at least, indulging in a spot of status-seeking by buying the latest must-have model with super-expensive (and possibly unnecessary) bits added to them just to show people they can afford it?

What I believe manufacturers are facing right now is a cruel and savage law of diminishing returns. They are facing horrendous production cost hikes, as Simon says, while still trying to outdo their rivals. Those costs are passed on to us, the customers, many of whom are deciding they have better things to spend their money on.

Yes, the better-off will continue to cough up. For a while. Then as prices continue to go through the roof, even their numbers will become less. This won't mean the end of railway modelling (check out the proliferation of second-hand adverts in any related magazine), but it could well cause difficulties for some manufacturers who will not be able to make enough money from their decreasing band of elite customers to stay afloat.

PHIL STONEHAM

Caution for static grass applicator use

Use of a static grass applicator is now very common but I wonder how many modellers are aware that, if you have a pacemaker, as I do, it is far from recommended to use one?

I had read this in an article a few months ago, so contacted The Heart & Lung Unit at Torbay Hospital for advice and confirmation. They said that it wasn't immediately life threatening, but if a person with a pacemaker used a static grass applicator, the micro-vibrations created would be detected by the pacemaker and send it into overdrive. If the person with a pacemaker is in the same room as the person using the applicator there is no problem, as the machine is separate, and the vibrations are not detected.

IAN NUTTALL

Roof fans on Cavalex Class 56

I enjoyed reading your review of the Cavalex Models 00 gauge Class 56 in the May 2024 edition. You did the model full justice; it is superb and deserves all the accolades given to it.

I note, however, that your sample locomotive was the DCC sound-fitted version. Perhaps this is why the review stated (incorrectly) that the roof fans work on DCC ready models operated using 12V dc.

I understand that the manufacturer is aware of the problem and is working on a fix with ESU involving a replacement blanking plate which, when fitted, will enable the roof fans to work in DCC ready mode.

DAVID GIBSON

Praise for *Newport High Street*

It was wonderful to see a beautiful model of the station I worked near as a signalman in the late 1970s and early 1980s (*Newport High Street* by Chris Forrest in the May 2024 issue). The author's model of the Newport divisional office station building is fantastic.

JAMIE PURNELL

Information on TPO train formations sought

I have just read the review of the book *Mail by Rail* by Peter Johnson (no relation, so far as I know!) in the April issue.

It's clear that the author has done an immense amount of research to produce such a comprehensive book, though I have to say that I found parts of it heavy going, with all its details of the passage of bills through Parliament in the 19th century! Nevertheless, there was a great deal of interest and I found the London underground section fascinating.

However, my primary interest is in railway modelling, so I was hoping to find information regarding the composition of Travelling Post Office trains, which I would have expected to be covered in such a book in just as much detail as the Parliamentary proceedings. There are tantalising comments about horse boxes being marshalled ahead of TPO vehicles, and photos showing multiple TPO vehicles, but I couldn't find any details (unless of course I missed them embedded in all the other detail?).

I've found some useful information online, but I am wondering whether there is a definitive exposition somewhere that other readers may be aware of? My personal interest is in representative train formations of the LMS and (to a lesser extent) GWR from Nationalisation through to the mid 1980s.

ROLAND JOHNSON

Stanier 5MT 4-6-0 No.45496 takes water at Helmsdale before detaching the Royal Mail TPO vehicle (a former Highland Railway example) and Restaurant Car from the 11.05am Inverness to Wick/Thurso train on 8 September 1959. These two carriages would be added to a southbound train later in the day. *Photo: Rail-Online*

A simple solution for illuminating buildings

I wonder if any other readers have considered the use of simple, small LED night lights to illuminate model buildings on simulated night scenes?

Such products (which usually have built-in on/off switches and are powered by internal batteries) are inexpensive, safe, long lasting and require no separate wiring or feed switches.

I have used such items to illuminate Bachmann Scenecraft models of Great Central Railway station buildings and signal boxes in OO (although they do not fit in the road bridge to station platform steps). The only downside is that the lights need to each be turned on/off manually and, as a result, buildings need to be removable to facilitate this.

MICHAEL CLARKE

Inspired to build

I would like to say how much I've been enjoying the series of articles by Jim Smith on the construction of his Gauge 1 LNWR Watford Tank *[Ed. See part one – RM April, part two – RM May and part three – p458 this issue]*.

I myself model primarily in Gauge 1, although I do dabble in the smaller scales. Until recently all my locos and rolling stock have been new ready-to-run or second-hand scratch-built stock, but I've recently begun repainting and detailing a scratch-built Caledonian 4-6-0 which has given me the appetite to start building some models of my own, and Jim's articles couldn't have come at a better time. Thanks for giving me the boost I needed!

NICHOLAS PARKER

A new life for old track

My son has been modelling in N gauge for several years, starting out using Peco Setrack and slowly moving over to flexible track over time. He now has quite a collection of unused sectional track and, in conversation, asked me what he should do with all of it because he does not have the room to store much.

He is not into matters electrical or wiring but wants to go to DCC. Knowing what he is about to have to learn, I suggested that he use the old pieces of Setrack, glued onto the underside of the baseboards, as the main power bus. This makes for a much tidier arrangement than having loose wires trailing around the underside of the layout.

I am about to begin the process of converting my OO gauge layout to EM, so will be able to use the old OO gauge track in exactly the same way.

DAVE ROBERTS

Highlands pipe dreams

I must say how much I enjoyed the brilliant O gauge layout *Invermire* in the May issue.

I have seen various layouts based on the proposed but never built Garve to Ullapool line, but this is the best by far. My own layout, *Ardmair*, is based on the route but extended further north to Ardmair Bay with an assumed ferry terminal and a branch to the fishing village of Ullapool.

I would thoroughly recommend modellers interested in the Highlands to join the Highland Railway Society where can be found a wide range of publications, information, models and advice on the company's routes from its inception to date.

I attach a photo of my humble effort which does include the HRS model of the typical timber station building, of the type found at Plockton and across the Black Isle and Burghead branches.

JOHN BURROWS

A Hornby Stanier 5MT 4-6-0 arrives at Ardmair, an assumed terminus of the proposed but never built Garve to Ullapool line. *Photo: John Burrows*

Snippets...

Call for a rebuilt Bulleid Merchant Navy in N

The picture of the Hornby rebuilt Bulleid Merchant Navy illustrating Simon Kohler's Comment piece in the May issue prompted me to wonder, will we one day see ready-to-run models of this prototype available from new tooling for the N gauge market? With the 'air smoothed' Merchant Navy currently available from Graham Farish by Bachmann, and the light Pacifics (both 'air smoothed' and rebuilt) being developed by Dapol, an N gauge rebuilt Merchant remains the missing link.

SIMON DOE

Banger blue?

The caption for the picture at the bottom of page 344 in the May 2024 edition of RAILWAY MODELLER starts with the phrase 'banger blue'; I've seen this used on a number of occasions but I've been unable to find any clues to its origin. I don't recall hearing/reading it back in the 1970s & 1980s; where did it come from?

TONY PRIESTMAN

High prices put models out of reach for many

Simon Kohler's Comment piece in the May issue of RAILWAY MODELLER speaks volumes about why our hobby is so expensive and out of the reach of so many people with escalating costs.

I am a 69-year old OAP and I struggle to afford £39 for a simple tank wagon, £75 for a coach and over £200 for a loco in many cases – some multiple units are £400 or more and as much as I would like one, I simply cannot afford it.

PETER BOOR

Signalling suggestion for *Cropper Street*

I was very impressed with *Cropper Street*, the OO gauge Micro Marvel by Chris Hopper that was featured in the May 2024 edition of RAILWAY MODELLER. It's amazing how much detail can be included in a very small space.

I see Mr Hopper has concerns about the placing of a semaphore distant signal on the layout; normally it would look odd in the position he chose but the scenario I would suggest is that the signal box has been decommissioned as a block post on the single line and is now just retained as an elevated ground frame released by insertion of the single line token.

ANDREA HAMMOND

LMS 'Black Five' 4-6-0

New from Hornby in 00

At the press event to announce the 2023 Hornby range, the firm's then Marketing & Product Development Manager Simon Kohler said: "If you thought the 9F was good, the 'Black Five' will knock your socks off."

That would be quite a claim for any model, but even more so when the subject is one of the great modelling minefields of all time: a class of 842 locomotives, constructed by three railway workshops and two contractors over a period of 17 years, with several boiler and tender types, some experimental versions, and a truly staggering list of detail differences.

Well, the 'Black Five', as the London Midland & Scottish Railway Class 5P5F or 5MT 4-6-0 is generally known, is finally here – and, as stated in our review in the November 2022 issue, we did indeed think the 9F was good. So how does the 'Five' compare?

Our sample in detail

Received for review was No.5200 in LMS lined black (ref.R30224); to follow are No.45157 *The Glasgow Highlander*, and No.44726 with Digital Command Control, sound fitted and steam generator (both in BR lined black with late crest), while No.44755 with double chimney and Caprotti valve gear, in BR lined black with early emblem, can be ordered exclusively from the Hornby website.

The model effectively portrays No.5200 when new from Armstrong Whitworth of Newcastle in October 1935, except that the 19G plate on the smokebox door is that of its second home shed, Trafford Park, following a brief stint at Bank Hall. The locomotive is thus modelled between its allocation to Trafford Park on 21 December 1935, and the removal of the vacuum pump from the left-hand crosshead on 22 August 1938.

It comes well packaged in the firm's now standard 'ice cube' plastic cradle, fitting snugly within a substantial foam insert. While much smaller than the 0 gauge Ellis Clark Trains 'Black Five' reviewed in the April issue, it gives just as striking a first impression, similarly recreating the ex-works appearance of the Armstrong Whitworth-built examples in LMS black with polished brightwork.

Every dimension measured was either exactly right or very close to scale, except for the overall length over buffers (more anon), and the look of the prototype has been captured to near perfection. Comparing it to the previous Hornby 'Black Five', released in 2002, the extra detail and finesse is apparent almost everywhere you look.

The front end is a particular case in point: on the old model, the gap under the smokebox was filled in, but there is now a detailed rendition of the front of the smokebox saddle, complete with gussets, rivets and the securing bolts for the access panel behind the 'piano front' step, plus the vacuum pipe which runs down the inside of the left-hand frame at this point. Even more impressive are the two small oval slots on either side of the front running plate, a remarkable achievement considering that the whole plate is formed of die-cast metal. Indeed, it is perhaps the running plate that most stands out: the old model's plate was completely flat plastic, but the new one has platework, bolt and rivet detail, even down to the countersunk filler caps for the rear sandboxes.

Another instantly noticeable difference at the front is the height of the bufferbeam – which is very close to the prototype, whereas the old model rode almost 2mm too high. The buffer heads are metal and sprung.

The front sections of the frames are much thinner than those on the old model – the frames of the real thing being only 1" thick. They bear very fine prints of the works plates, in red and gold to simulate the prototype's painted brass. These are just about readable under a glass, with the correct works number (1241) for No.5200.

These frame sections are separately fitted plastic parts, and even include the lifting holes. Unfortunately, this has resulted in round marks on the outsides, where the component is pushed off the tool. While it's commendable to model the lifting holes, it would be an improvement if the tool marks could be kept on the inside of the frames, where they would be far less noticeable.

All this detail makes for an excellent recreation of the locomotive's 'face', complete with silver paint on the smokebox hinge, straps and dart, replicating the polished steel parts on the Armstrong Whitworth engines when new (although there was some slight overspray of the silver on our model).

Oddly, our sample appears to have the taller, straight-sided chimney that was only fitted to the first 50 members of the class (Nos.5020-5069) when new; all subsequent engines (and later the first 50 as well) received a shorter chimney with a slight curve to the sides. However, images of the models that have been delivered to retailers and customers do seem to show the correct, shorter chimney, so hopefully it is an isolated issue on our sample.

The boiler is modelled in plastic with wire handrails, the chimney and dome being separate parts, and again, the improvement over the old model is striking: the handrails are made from much thinner wire, and now have the prototypical triangular mountings on the sides of the firebox. There are even some incredibly delicate renditions of the fastenings for the boiler cladding and its securing bands, while the safety valves and Caledonian hooter are also much finer than its predecessor.

There is just one minor detail error on the boiler, and it's so small and unobtrusive, it turns out to have been on the old model without this reviewer noticing until now... At the bottom of the firebox sides, the front washout plug is slightly too far forward for this type of boiler (an early one with the short firebox). It is, however, in approximately the right place for the later long-firebox boiler, so it should be correct for other models – and its position means that it is not glaringly obvious.

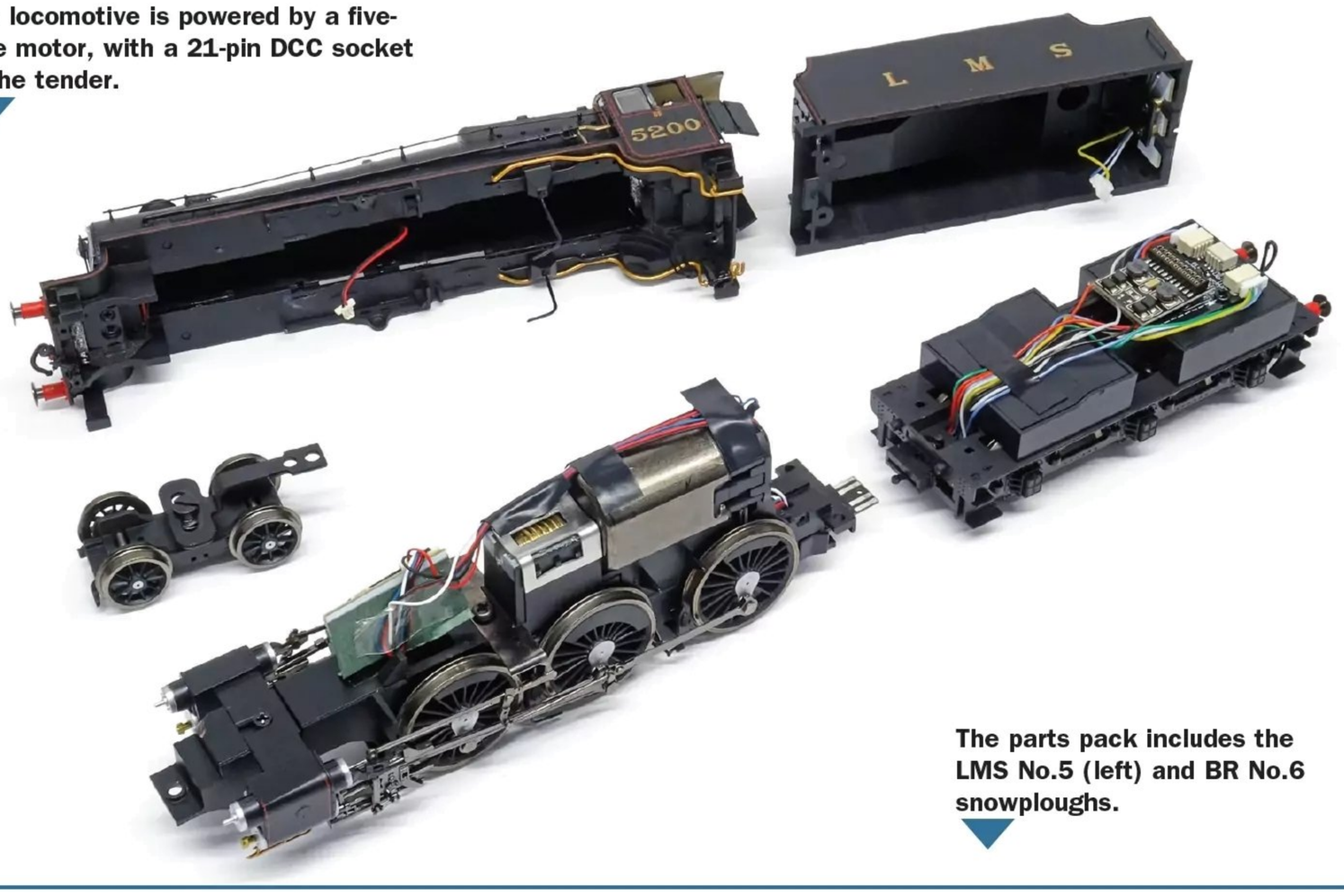
We've mentioned the improvement to the running plate, but the detail along it is a joy to behold. Particularly noteworthy are the sandbox filler pipes under the boiler, now complete with the recesses in the boiler cladding to accommodate them, and the mechanical lubricators; the latter were separate fittings on the old model as well, but these are in a different league, with separate instead of moulded handles and very fine copper-coloured pipes. The more you look, the more detail you find: triangular gussets on the rear of the bufferbeam, the drive rod to the lubricators, and the damper levers under the right-hand side of the cab.

The cylinders are well modelled: the front ends have small cut-away sections to provide clearance for the bogie, but the cylinder relief valves conveniently hide these from most angles. The centre bosses on the bogie wheels look somewhat too small, but in every other respect, both the bogie and coupled wheels are a definite improvement on the old model: the spokes are much finer, the shape of the triangular section wheel rims have been fairly well captured, and there are renditions of the ends of the hollow axles.

The rods and motion are nicely rendered in blackened metal, complete with the short-lived crosshead vacuum pump, though there is one other small detail discrepancy here: the combination lever is plain, but these were only fitted to Nos.5000-5069, with this component being fluted on all the later engines. However, from the decorated samples photographed at the Warley show, this difference does appear to have been included in the tooling suite.

Probably of more concern to most modellers, though, will be the silver paint on the wheel centres. As discussed, this is prototypical because the Armstrong Whitworth engines were turned out with these, the tyres, and many other details in polished steel – but because the model's tyres are blackened metal, as one would expect, the silver paint stands out rather too much. Similarly, the beautifully modelled injector pipework has a fairly convincing copper colour for an ex-works engine, but could benefit from toning down a little to better resemble a locomotive in traffic.

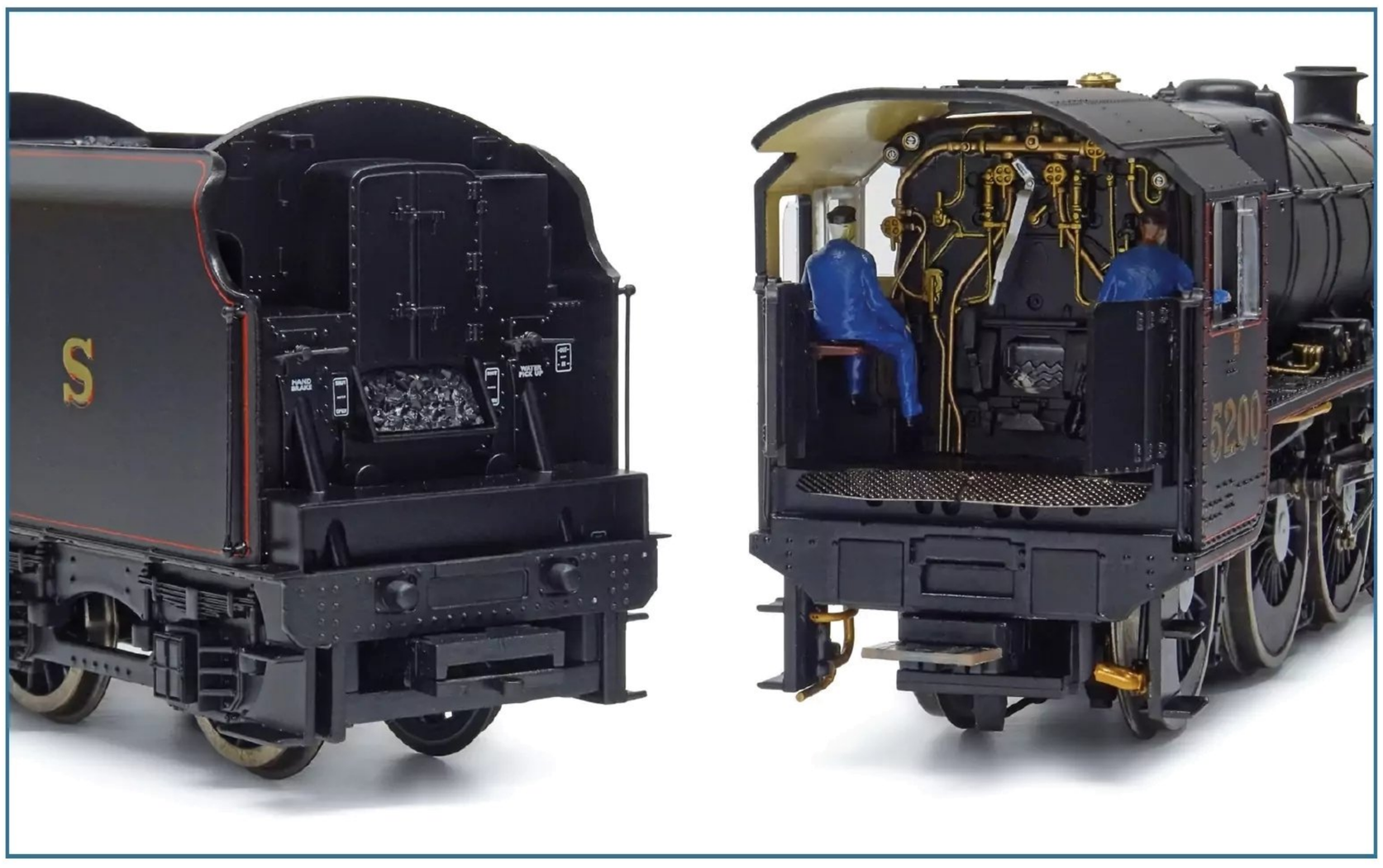
Brake gear and sandpipe detail is well executed (the latter in thin flexible plastic that feels reasonably robust, but should be handled with care nonetheless) although the brake blocks are of the later design – the older model having had the earlier type. There is also one detail that we don't recall seeing on a ready-to-run model before: the lever for a hopper ashpan between the left-hand centre and rear coupled wheels. Ironically, this fitting isn't correct for No.5200 either – only post-war 'Black Fives' had rocking grates and hopper ashpans – but it does appear to be a separately fitted part, so might be removable if desired.



The locomotive is powered by a five-pole motor, with a 21-pin DCC socket in the tender.

The parts pack includes the LMS No.5 (left) and BR No.6 snowploughs.

The cab is beautifully recreated inside and out, with more and finer beading than the old model, the correct style of handrails (which differed between early and late 'Black Fives'), the interior nicely decorated with cream paintwork on the underside of the roof, and wooden-coloured seats. The controls are up to the standards now set by this firm, although the regulator handle



is the shape of that on a 'Duchess' 4-6-2 rather than a 'Black Five'. The firehole doors are fully open to reveal a glowing firebox, which operates under power on analogue control and can be lit constantly under digital control. The etched metal fallplate has a chequered tread and is split into two halves like the prototype. The cab doors are posed at a 45° angle, like the previous model.

The locomotive and tender are connected by a push-fit coupling similar to the Hornby P2 2-8-2 reviewed in the October 2023 issue. While this arrangement is certainly user-friendly, it leaves a large gap, meaning that the locomotive is slightly too long over the buffers. The gap is no wider than many other R-T-R models on their longer drawbar settings, but unlike those conventional drawbars, it cannot be adjusted easily.

On the tender, Hornby has fixed one major bone of contention that modellers had with the old version, removing the inaccurate 'valance' along the tops of the frames, and replacing it with accurate rivet detail – something that also appears on the frames themselves this time. Also newly modelled are the brackets securing the tank to the frames, and the general level of detail on the rest of the tender is equally good – the fire iron tunnel is now modelled and open at the cab end, complete with securing peg, for instance – while the rear of the tank now has lifting lugs with holes and rivet detail. The coal load is removable, though held in place by two small pieces of double-sided tape.

Supplied separately for the modeller to fit are brake rods, cylinder drain pipes, a front screw coupling, a front tension-lock coupling, NEM pocket and mounting screw, driver and fireman, front footsteps, AWS protector plate, two snowploughs (the LMS No.5 and BR No.6 types), and the St Rollox Works version of the Manson tablet catcher used on the Highland main line. Reference to prototype photographs is essential for these, as not all will be correct for each model; the snowploughs were mainly used in Scotland and northern England, for instance.

Decoration is excellent, save for the aforementioned issues with the silver paint: the LMS lined black livery is accurately recreated with smooth satin black paintwork, sharply printed insignia and fine lining, while Hornby has begun one practice relatively new to ready-to-run models which greatly improves the look – a slightly more matt finish on the smokebox, as well as the cab roof.

The welded Stanier 4,000-gallon tender carries a (fixed) lamp on the rear.

Mechanism and performance

The model is powered by a five-pole motor, driving the centre coupled axle. Current is collected from all coupled and tender wheels via wiper pick-ups, with the engine and tender electrically connected via the push-fit drawbar.

Provision for DCC is via a 21-pin socket mounted on the printed circuit board inside the tender, and a space has been included for a 15mm x 11mm 'sugar cube' sound speaker. The tender body is removed by undoing the two screws just in front of the leading wheels, and gently easing the body away from the chassis.

The locomotive body can be removed by first taking off the front bogie (the screw for which is located just in front of the leading coupled wheels) then undoing one screw just behind the front bufferbeam and two under the cab.

Thanks to its die-cast running plate, the locomotive weighs in at 359g with tender – slightly heavier than the 352g of the old model. Strangely, despite its die-cast frame, the new tender is actually lighter (100g to the 118g of the old tender), but still has plenty of weight to stay on the rails and negotiate pointwork – and, importantly, is much more free-running than the old tender. The model certainly proved a smooth and quiet runner on 12V dc operation.

On the 1 in 48 gradient and 3' radius curves of the Pecorama loft layout, the model hauled 10 Pullman cars, which should be adequate for most layouts and is close to the usual loads for the prototype.

Lighting functions

Like the Turbomotive reviewed in the December 2023 issue, the 'Black Five' is fitted with operating head/tail lamps. Two are fitted to the front, one on the smokebox and one on the bottom middle bracket (the BR Class H through freight position) and one on the top bracket of the tender (the Class B stopping passenger code). When running forwards, the front lamps illuminate with a yellow glow, while the rear one displays a red aspect as a tail lamp; when running tender-first, the tender lamp displays a yellow aspect, but – on our sample at least – the front lamps did not show a red aspect.

Also like the Turbomotive, the tender lamp is not removable – but while the Pacific had a touch sensor switch to extinguish the lamp, by touching the sides of the tender with your finger and

Old and new: the previous model, released in 2002, is on the left.

thumb, this feature (if fitted) did not work on our 'Black Five'.

Comparison with photographs suggests that the LMS lamps are slightly overscale, but not excessively so – they look acceptable in this reviewer's opinion, although they shine rather too brightly for oil lamps and a little light bleed was visible around their edges.

The lamps and brackets on the locomotive are removable (spares of each are supplied in the parts pack), ensuring that any headcode can be displayed – a vital consideration on a class of locomotives that could, and did, work anything from express passenger and even Royal trains to the lowliest pick-up goods. On our sample, the top lamp was held in place with Black Tack™, and the bottom one seemed to be glued in. The reviewer successfully swapped these for brackets, and one of the outer brackets for a lamp, with mixed results: the outer one was a "tight friction fit" as described, but removing the bottom lamp revealed a larger hole in the running plate, so the lamp and bracket then needed Black Tack™ to stay in place. It is a very fiddly job, and we would not recommend changing them on a regular basis.

Fabulous 'Five'

So, does the new 'Black Five' live up to Simon Kohler's promise? Our answer is a qualified 'yes' – but not so much in comparison to the 9F. The looks and detail of the 'Five' are certainly every bit as good as the superb BR 2-10-0, but it's in relatively small details (things like the hopper ashpan lever) or the directional lighting (which may not be to all modellers' tastes) that it pushes the boundaries further. None of which is a criticism of the 'Five' at all – it's a satisfying reflection of the sheer level of detail that we expect, and largely receive, on today's models.

It is when you put the new 'Five' next to the old one that you really notice the difference. Not that this is a criticism of the previous version either – for all our comments above, it still looks very good and stands up well against much newer models – but in most respects, the latest release has significantly improved on its predecessor. Overall, it is indeed the best model yet of this important locomotive, and by quite some margin.

There are a few small discrepancies with the prototype – but on the other hand, pre-production Computer Aided Design drawings, and the decorated samples seen at Warley, suggest that Hornby has incorporated a long list of detail differences in the tooling which were not included on the previous model. As it happens, though, most of those differences do not apply to No.5200! So we will await the arrival of No.44726 or the Caprotti before fully exploring the lengths to which the manufacturer has gone…

Sample supplied by

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

PRICE
Ref.R30224 – £229.99

Baguley-Drewry diesel from Bachmann

009

Bachmann has supplied a sample of a brand new model, announced quite some time ago, representing a Baguley-Drewry 70hp four-wheel diesel. (The manufacturer's website lists them as expected to arrive in May or June.)

This looks like a typical industrial machine but is relatively modern – the type was built between 1973 and 1984, with engines ranging from 60hp to 99hp. They were some of the last locomotives to be manufactured by the company, which closed in 1984.

The 70hp 2' 6" gauge variant was ordered by the Ministry of Defence for use in the Royal Naval Armaments Depots at Milford Haven and Trecwn in Wales. The fleet was later transferred to Dean Hill in Wiltshire, which remained operational until 2004.

In 2009, the remaining railway assets were sold off, and some of the locos and stock got a second life in preservation or on private railways. Some have been regauged.

Bachmann already offers models of various wagons which were used with these locos.

Our sample in detail

The new model is an accurate representation to 1:76 scale. It measures 49mm long over bufferbeams, 18mm wide, and 33mm high above the rail. The wheelbase is just 16mm.

It is initially offered in two versions: ref.392-025, RNAD Dean Hill DH88, yellow with black frames; and ref.392-026, green with black frames and red bufferbeams (illustrated). Further versions are already planned, including: ref.392-027, lined red; ref.392-028, ICI orange and grey; and ref.392-092, British Industrial Sands white, with camel graphics.

Our sample is well finished, with small features such as door handles, gauge, and bonnet catches neatly picked out.

The loco has a well detailed cast metal bonnet and frame, with subtle rivets and bolt heads, and radiator grille and ventilation louvres nicely rendered. The cab is plastic (but attached securely) and there are several separately fitted plastic parts – exhaust conditioner, air filter mounted on top of the bonnet, windscreen wipers, and lights (non-working). Inside the cab, chairs and controls are represented, but not a full cab interior due to the mechanism. The glazing is flush, with frame detail.

The chassis includes brake blocks and sandpipes even though these are hidden behind the deep frames.

Mechanism and performance

The mechanism features a can-type coreless motor with a small flywheel, recommended for use with a smoothed output dc controller. Electronic track cleaners should not be used.

The model incorporates a Next18 socket for a digital decoder – Bachmann ref.36-567A with brake function is recommended.

It is not clear if there is space for a loudspeaker under the bonnet if sound is required. Both axles are driven and current collection is by wipers on the backs of all wheels.

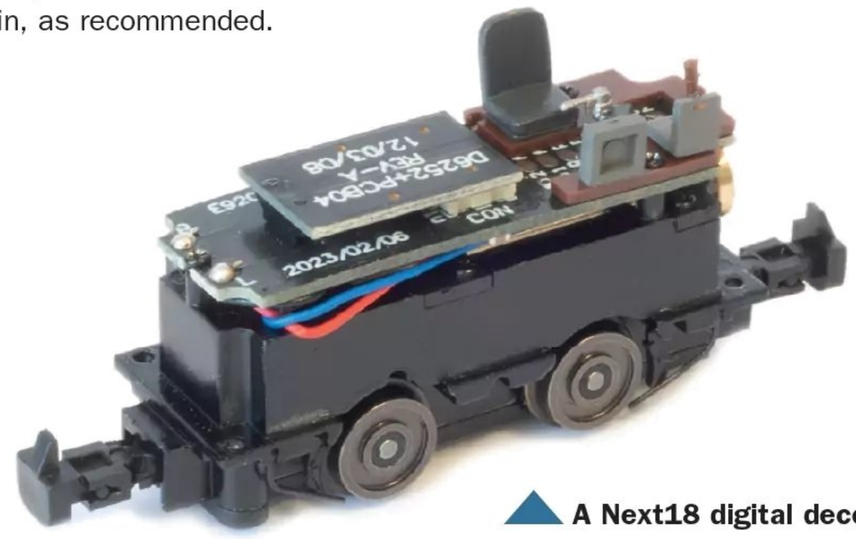
The model runs smoothly and quietly, and is responsive to the controller, though the top speed seems rather high. It runs well enough straight from the box, but benefits from a little running in, as recommended.

The loco will negotiate 9" (228.6mm) radius curves, but the short wheelbase may be an issue on dead frog points. No traction tyres are fitted, but the weight of 45g should give reasonable haulage capacity.

The model is fitted with the common narrow gauge buffer-couplings, without loops, flexibly mounted. Full buffer-beam weights with 'industrial' slotted buffer couplers are supplied as alternatives.

There are good illustrated instructions for use, maintenance, and decoder installation.

In short, a useful model which will no doubt be welcomed by many narrow gauge modellers as it could be justified in many situations.



▲ **A Next18 digital decoder socket is provided.**

Sample supplied by

BACHMANN (EUROPE) plc
13 Moat Way, Barwell, Leicester
LE9 8EY.
www.bachmann.co.uk

PRICE
Ref.392-026 – £119.95

British Rail Class 43 HST & Mk.III stock from Hornby

The latest release from Hornby brings the celebrated HST to the new TT:120 scale.

It came as little surprise when Hornby announced its intention to produce models of the iconic Inter-City 125 (British Rail Class 43 High Speed Train) as part of its fledgling TT:120 range – plans for which were first outlined in our November 2022 issue.

Three power car twin packs were announced as part of the initial Hornby TT:120 range. Supplied DCC ready or DCC sound-fitted, these comprise: E43 062 and E43 063 in BR Inter-City 125 blue & grey (ref.TT3021M); 43 103 & 43 194 in InterCity 'Swallow' livery (ref.TT3022M); and 43 187 & 43 188 in GWR green with Welsh dragon motifs (ref.TT3023M). To accompany these power cars, a complete suite of Mk.III trailers has also been produced (sold individually) – enabling full HST formations to be modelled.

Two train set options were added as part of the manufacturer's 2024 TT:120 announcements (see News, RM May 2024). Available either in 12V dc analogue form (ref.TT1004M) or equipped with the firm's HM7000 DCC and TXS Triplex Sound system (ref.TT1004TXSM), the sets comprise power cars E43 062 and E43 063 and two Mk.III Trailer Second (TS) coaches – E42064 and E42065 – in the blue & grey colour scheme (these running numbers duplicating those currently available as stand-alone items).

Our sample in detail

For review we received a full Inter-City 125 set comprising a pair of power cars and seven Mk.III trailers, which we have illustrated below in full 2+7 formation, with the vehicles arranged to match a typical early 1980s Eastern Region formation – during the roll-out of the TGS (Trailer Guard Standard) vehicles. These are: E44028 – TGS, E42063 – TS, E42064 – TS, E42065 – TS, E40307 – TRUB (Trailer Restaurant Unclassified Buffet), E41043 – TF (Trailer First), and E41044 – TF.

The power cars are E43 062 and E43 063 – forming unit 254 004, which were both outshopped in 1977, entering service the same year. To all intents and purposes the models depict both power cars as introduced – each featuring guard's compartment windows and without the exhaust baffle. Interestingly, the rake of seven Mk.III trailers depicts an early 1980s formation, as noted by the aforementioned TGS. Following the introduction of these vehicles, Eastern Region sets became eight-coach formations, though during this transitional period some continued in seven-coach format, with a TGS replacing one of the TSs. This shorter formation continued to be seen occasionally on the Eastern Region until the completion of the final batch of TSs in 1984/5; during this short period some power car sets without exhaust baffles might have been seen with this formation. However, our unit appears to have gained its exhaust baffles during 1979 – meaning it is outside of this time frame.

The livery application has on the whole been completed to a high standard. The grey window borders and their associated white lining are applied straight and level for the entirety of the train, with clean separation

The corridor connections include full depictions of the gangway end plates and double doors.

Both power cars include a Next18 decoder socket and provision for sound speakers.

between the body colours for the most part – only some minor fuzziness was observed around the edges of the yellow nose-bands of the power cars. Also noted was a slight variation of the blue between the power cars and the trailers, with the former exhibiting a slightly flatter finish, while the white lines of the window borders are notably finer than those on the trailers.

Renditions of the running numbers, overhead flashes and data panels are crisp and clear, whilst the British Rail double arrow logos and Inter-City 125 lettering are finished in a metallic silver.

The power cars

The body moulding for each power car comprises largely plastic mouldings, detailed with metal grab handles and separately fitted plastic components. Windscreen wipers are also separately fitted and formed from plastic. Cab glazing is flush, whilst the cab interiors are furnished with the crew chairs (complete with armrests) and a representation of the control desk.

The bodyside grilles – which are formed as part of the body moulding – afford a view of the internal radiator and engine fan detail: understandably, the latter is cosmetic and non-functional. The smaller roofline and horn grilles are moulded without openings, although these exhibit a convincing sense of depth.

The bogies – which also take the form of plastic mouldings – feature crisp representations of the suspension springs, hydraulic dampers and even depictions of the bogie retention clips. NEM coupling pockets – which house the European-style TT:120 couplings – are mounted in spring-loaded brackets which are attached to the underside of the chassis; these are independent of the bogies and have a good degree of sideways articulation. Dummy buckeye couplings are supplied for the modeller to fit if desired.

The coaches

The Mk.III trailers comprise plastic components for the most part, detailed with separate factory-fitted mouldings. Door and grab handles are moulded as part of the bodyshell, which along with the door handles and droplight aluminium catches are neatly picked out in silver. The pin-point wheelsets are made in metal, with representations of the disc brakes. Glazing is flush with a deep smoke tint; note the printed 'FIRST CLASS' labels present within the windows of the TFs and those designated as no smoking areas, which extend to other vehicles.

The ends of each vehicle are also well furnished, with separately fitted door steps, decorative buckeye couplings and ETH cable connectors – picked out in orange. Corridor connections are decorated with depictions of the gangway end plates – complete with screw head detail, while the double doors are painted yellow, with the window surrounds picked out in black.

As with the power cars, the trailers are supplied with European-style TT:120 couplings housed in body-mounted NEM pockets, which themselves are sprung and with sideways articulation.

Mechanism and performance

Separating the body of each car from its chassis requires the removal of four screws; two located above each bogie. Once removed, the rear of the bodyshell can then be lifted, thereby disengaging the nose from the chassis.

The power cars are supplied as a powered and dummy pairing. The chassis of the powered unit is formed of a substantial metal casting, housed within which is a centrally-mounted flywheel fitted five-pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels – these running in brass bearings. The powered unit weighs in at 157g, the dummy 80g.

Supplied for 12V dc use, both power cars incorporate a Next18 decoder interface, this being located atop the printed circuit board behind the driver's cab. For those wishing to install sound, provision for a 15mm x 11mm 'sugar cube' speaker is made next to the fan assemblies, complete with 'solder free' plug socket – compatible with speakers supplied with the firm's HM7000 Bluetooth TXS Triplex Sound decoder. Two decoders are required – one for each unit.

The models are equipped with marker and tail lighting which illuminate in the direction of travel under power. On DCC the lighting functions are: F0 – direction lights (on/off); F1/F21 – cab interior light (on/off); and F2/F22 – day/night mode. 12V dc users are restricted to just day mode directional lights.

Performance under 12V dc control proved to be quiet and smooth in both directions, with the full 2+7 formation making for an impressive sight; the oval of track with 3' radius curves and siding from The Scotsman train set (see review, RM March 2023) being used as a test bed.

A Hornby classic

The HST has been synonymous with the Hornby brand for over 40 years – almost as long as the real machines have been in service. The introduction of these trains in TT:120 may tempt those who are currently on the fence regarding this new scale. With a plethora of new models – such as a Class 50 and Mk.II stock – still to follow, there is much to look forward to.

▲ The distinctive blue & grey livery recreates the appearance of the HSTs in their early years.

Samples supplied by

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

PRICES
Ref.TT3021M British Rail Class 43 HST Train Pack – £219.99

Refs.TT4023-26 BR Inter-City Mk.III trailers – £37.99 each

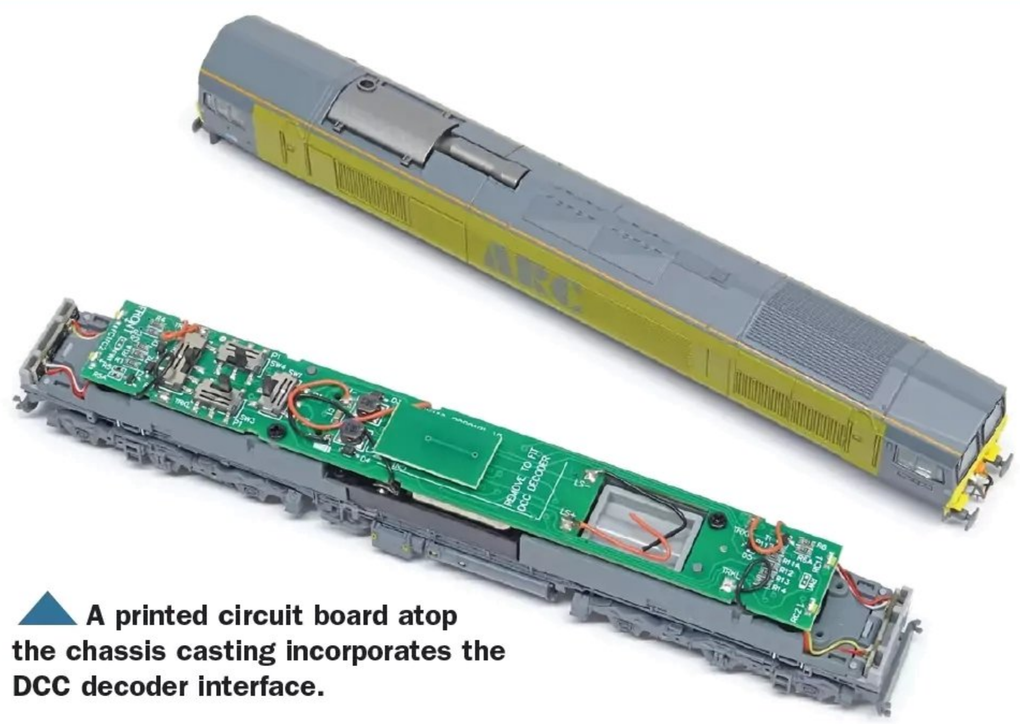
General Motors Class 59 from Dapol

N

It was first reported in our May 2012 issue that Dapol was to develop models of the General Motors Class 59 Co-Co diesel-electric locomotive in N. After a near decade-long hiatus, the project was revived in 2021 (see news, RM September 2021), with models now available from Dapol stockists.

Supplied DCC ready, DCC fitted, or DCC sound-fitted, the initial releases comprise 59 005 *Kenneth J Painter* in Foster Yeoman silver & blue (ref.2D-005-000); 59 103 *Village of Mells* in the ARC yellow & grey livery (ref.2D-005-001); 59 206 *John F Yeoman* in DB Schenker red (ref.2D-005-002); 59 204 *Vale of Glamorgan* in National Power blue & grey (ref.2D-005-003); 59 104 *Village of Great Elm* in Hanson blue & grey (ref.2D-005-004); 59 001 *Yeoman Endeavour* in Aggregate Industries guise (ref.2D-005-005); and 59 201 *Vale of York* in EWS maroon & gold (ref.2D-005-006).

Two exclusive models have also been produced: 59 003 *Yeoman Highlander* in GB Railfreight blue & orange (ref.GM2210501, in the Gaugemaster Collection), and 59 206 *John F Yeoman* in Freightliner Genesee & Wyoming orange (ref.2D-005-RS1).



A printed circuit board atop the chassis casting incorporates the DCC decoder interface.

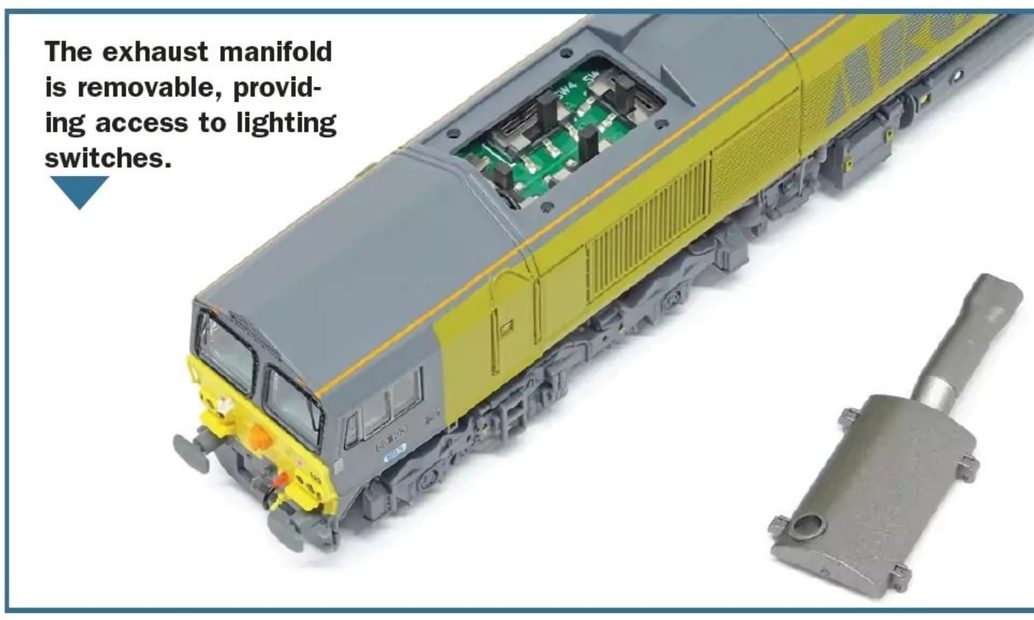
Our sample in detail

For review we received a sample of 59/1 59 103 *Village of Mells* in ARC yellow & grey, mirroring the firm's equivalent 4mm scale release as reviewed in our April 2023 edition. The application of this stark colour scheme has been completed to a very high standard throughout, with clean breaks between the mustard yellow and grey, with no notable paint bleed or fuzziness observed. A fine unbroken orange cantrail stripe runs around the entirety of the roofline, while renditions of the ARC branding, data markings and cast name/number plates are clear and crisp. Unlike the OO model, no etched versions of the latter are provided.

The construction of the model comprises largely plastic mouldings, decorated with separately fitted components – such as the lamp irons, fine wire grabrails and etched front steps. Buffer heads are plastic and not sprung. Glazing is flush, and affords a view of the cab interiors, which feature depictions of the crew chairs, dashboard and centre control consoles. Windscreen wipers are separately fitted and are also formed from fine etched metal.

The locomotive frames bristle with fine pipework detail – much of which is moulded in relief, combined with some separately fitted components. A similar construction method has been used for the roof furnishings, with details such as the grilles incorporated as part of the body moulding.

It was noted in our review of the OO model that the style of the NRN radio equipment at the No.2 end was incorrect for the 59/1 series, with our sample presented with the retro-fitted raised base type fitted exclusively to 59/0s. Whilst the recessed off-centre pod towards the No.1 end is present on the N gauge model, Dapol appears to have omitted the NRN detail from the No.2 end altogether; this appears to be the case on both the 59/1 and 59/2 variants, with neither sub-class featuring their unique style of recessed pod.



The exhaust manifold is removable, providing access to lighting switches.

The No.1 end is supplied factory-furnished with full renditions of the bufferbeam details, comprising yellow air pipe, red air brake pipe, decorative screw-link coupling and striker plate. The No.2 end is fitted with cut-down versions of these details, along with a cut-out version of the striker plate, providing access for the self-centring NEM pocket which houses the knuckle coupling. Duplicates of all fittings – including both styles of striker plate – are supplied in the accessory pack.

Mechanism and performance

Weighing 88g, the model is equipped with a centrally mounted, twin flywheel fitted five-pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels through wiper pick-ups.

Access to the chassis is achieved by removing the bodyshell, which is held in place by four retaining lugs (two each side). Once released, the body can then be lifted clear (note that the NEM knuckle coupling/s must be removed prior to doing so). Atop the chassis casting is a printed circuit board, incorporating the Next18 decoder interface and provisions for a 'sugar cube' speaker; the aperture in the PCB being 15.8mm x 11.3mm.

Lighting functions under analogue operation can be controlled by a bank of four three-position switches located at the No.2 end; access being granted by the removable exhaust manifold (without the need for body removal). These comprise: switch SW1 – which toggles between day/night mode; SW2 – controlling directional lighting functions at either or both ends; SW3 – No.1 cab light (on/off); and SW4 – No.2 cab light (on/off). With the firm's six-function Imperium 2 decoder installed, the lighting can be controlled as follows: F0 – directional lights No.1 end (on/off); F1 – tail lights No.1 end (on/off); F2 – tail lights No.2 end (on/off); F3 – cab light No.1 end (on/off); and F4 – cab light No.2 end (on/off).

Recommended for use on curves of no less than second radius (263.5mm), the locomotive's performance was found to be smooth and quiet on 12V dc. However, we weren't able to fully assess its haulage capability.

Sample supplied by

DAPOL Ltd,
Gledrid Industrial Park,
Chirk, Wrexham LL14 5DG.
www.dapol.co.uk

PRICE
Ref.2D-005-001 – £172.80

General Motors Class 59 from Revolution Trains

N

Revolution Trains has delivered its first ready-to-run diesel locomotive for the British N gauge market – the General Motors Class 59 Co-Co diesel-electric, plans for which we first reported in the news pages of our October 2021 issue. The tooling caters for the various detail differences between the sub-types, including the position of the exhaust, the bogie dampers, the NRN roof pods, cab handrail recesses, roof hatches, lashing loops, fire extinguishers on the 59/2s, and commemorative bells that are unique to 59 001 and 59 201.

No fewer than 16 liveries/identities form the initial release, covering original and revised Foster Yeoman guises, ARC yellow, Hanson blue & grey, Aggregate Industries, EWS maroon, DB red and Freightliner G&W orange – each available DCC ready or DCC sound-fitted.

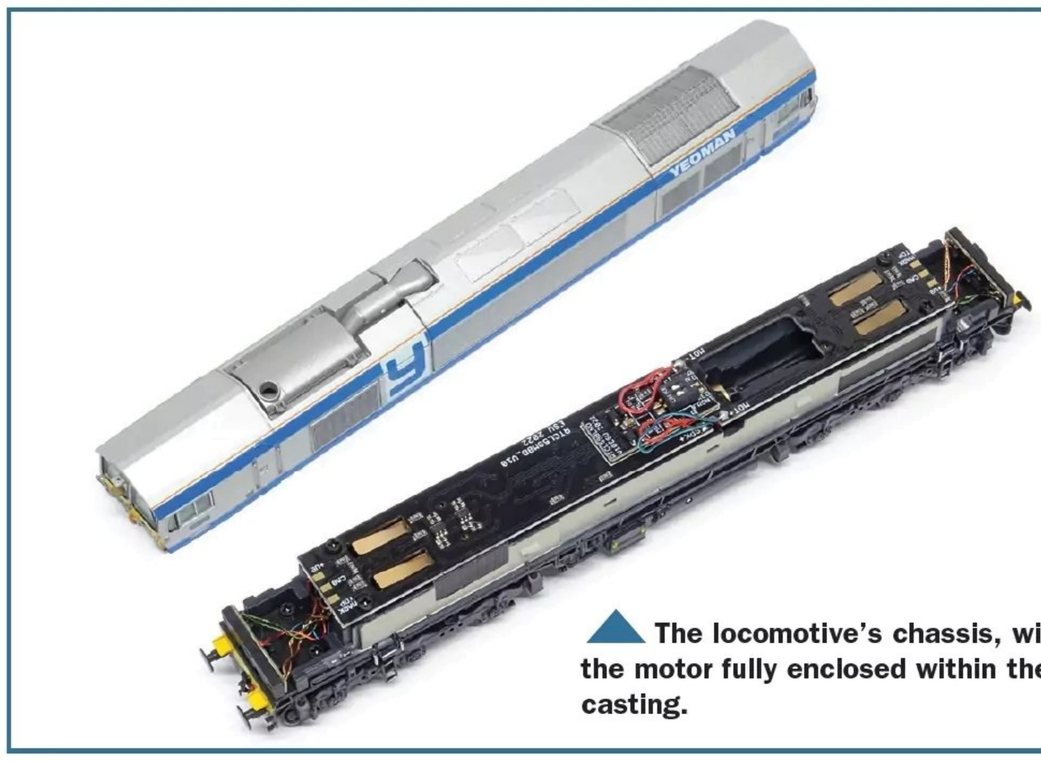
Stocks of most of the aforementioned versions were made to order and reserved for customers who placed pre-orders. However, quantities are available via a number of retailers – see the firm's website for further details. In addition, several commissions have been produced exclusively for Rails of Sheffield, Kernow Model Rail Centre and the Linlithgow-based retailer Rainbow Railways.

Our samples in detail

We received a pair of sample models for review, presented as 59/0 59 001 in its original and current form.

The models feature an injection moulded body with a whole host of separate detail fittings, including fine mesh grilles, etched front steps, lamp irons and metal grabrails on the cab ends, together with fine wire cabside door handrails. The fidelity of many of these parts is particularly impressive, but extreme care must be taken when handling – with one of the bufferbeam steps going awry on one of the samples. Cab glazing is commendably flush, with extremely fine representations of the windscreen wipers, whilst through the cab windows a detailed representation of the cab interior can be seen.

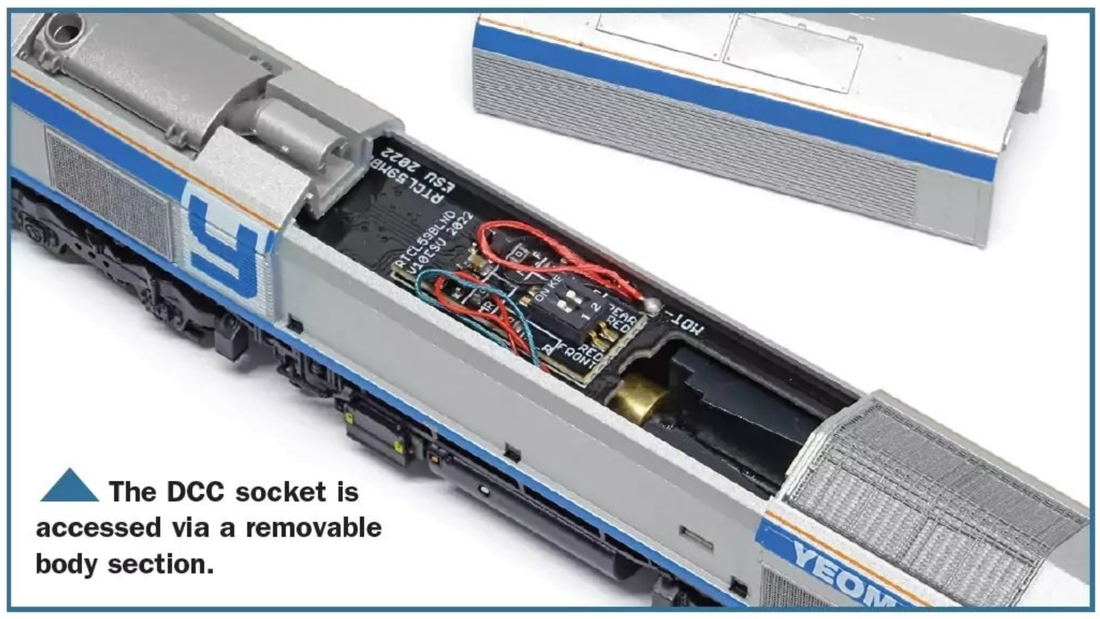
The models are supplied with one end fully dressed with factory-fitted bufferbeam pipework and decorative screw-link couplings. The other end is without these details and is equipped with a standard knuckle coupling, which is a clip-fit into a sprung NEM pocket attached to the underside of the chassis. An additional coupling and striker plate with armature is provided; however, optional details and pipework are not provided for the opposite end, should you wish to remove the knuckle coupling.



▲ **The locomotive's chassis, with the motor fully enclosed within the casting.**

When it comes to comparing the two models, Revolution has certainly not shied away from catering for the numerous detail differences between the locomotives across their near 40 years of service. Notable tooling variations between our samples include, but are not limited to: positioning of the bogie dampers – with single dampers on the outer bogie axles of the 'as-built' model, compared to twin dampers on the centre axles of the locomotive in its current form; original left-facing and altered right-facing exhaust silencer outlets; and NRN radio pods – present only on the model of the locomotive in its current form. One detail specific to 59 001 (with the exception of 59 201) and present on both models is the commemorative bell, affixed above the windscreens at the No.2 end.

The application of both liveries is simply top-notch: the 'as-built' example presented in original Foster Yeoman silver & blue, whilst the other sports 59 001's current Aggregate Industries silver, teal & blue colour scheme. Both exhibit straight lines and clean breaks between colours; this being particularly commendable around the lighting clusters at each end. (Note that the lenses feature their own painted metal surrounds!) Company branding and logos have been crisply applied, along with printed depictions of the cast cabside name, number and data panels. Etched versions of these plates are provided.



▲ **The DCC socket is accessed via a removable body section.**

Mechanism and performance

Weighing 104g, the DCC ready model we tested was found to be smooth and controllable on 12V dc. The twin flywheel fitted motor is concealed from view, but is mounted centrally within the chassis structure and provides power to both bogies with all wheels driven. However, we weren't able to fully assess its haulage capability.

The model incorporates a new ESU E24 Nano DCC interface, which offers DCC users an additional level of lighting functionality: including prototypical day and night, plus parked (red light both ends) and yard mode (marker lights only at either end). Cab interior lights can be set to automatically toggle on/off when the model is in motion – as per railway regulations.

Access to the E24 socket is achieved by unclipping the removable section of the body; whilst this method of access is comparable to the prototype, the seam between the components is more noticeable in this scale.

Under 12V dc operation, headlight and marker lights illuminate in the direction of travel at the leading end, with red tail lights at the trailing end. Two switches located atop the blanking plate enable the latter to be extinguished if desired, thus catering for both light engine moves and hauling trains.

All models have a pre-fitted speaker to allow for digital sound: Revolution Trains collaborated with Legomanbiffo to produce a custom sound project (recorded at Merehead depot) and ESU decoders have been installed on sound-fitted versions.

Samples loaned by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICE
£154.95 each

British Rail Mk.IIb stock from Accurascale

Accurascale has received stocks of the first of its all-new ready-to-run British Rail Mk.II coaches in OO gauge – the Mk.IIb – plans for which were first revealed in our November 2021 issue.

Available in BR blue & grey, Network SouthEast, Trans-Pennine and West Coast Railway Company maroon liveries, the tooling covers all three designs: Tourist Second Open (TSO), First Corridor (FK) and Brake First Corridor (BFK). In addition to the BR-outline coaches, examples depicting their Northern Ireland Railways counterparts are available from Irish Railway Models (the sister company to Accurascale) in a selection of NIR colour schemes – including those fitted with steam heat generators.

For review we received samples of each type, sporting the corporate blue & grey colour scheme with or without Inter-City branding: FK No.13476 (ref.ACC2662-FK13476), TSO No.5447 (ref.ACC2665-TSO5447), and BFK No.17107 (ref.ACC2669-BFK17107).

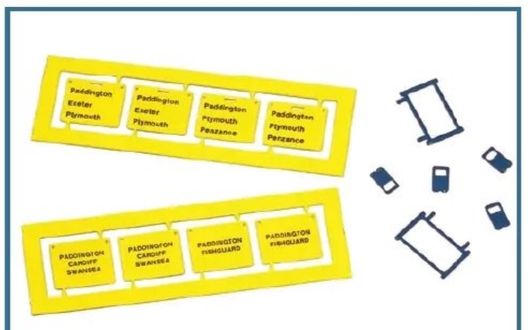
Our samples in detail

The models comprise largely plastic mouldings detailed with separately fitted plastic and etched metal components. Door grabrails and guard's compartment door handles are formed from etched metal, as are the end footsteps and lamp irons, while handrails have been produced in fine metal wire. Buffer heads are plastic and not sprung; however, alternative versions in the extended position, complete with collar detail, are supplied for the user to fit if desired.

Pin-point metal wheelsets are mounted in current collection strips formed into the bogies, powering roof-mounted LED strips; these illuminate when power is applied to the track under 12V dc operation or constantly when using digital control. An impressive stay-alive system keeps the lighting operational even when power is interrupted – our sample remaining illuminated for a good minute or so after being removed from the rails! A magnetic switch underneath the centre portion of the roof enables the interior lighting to be extinguished if desired; this function can be operated via the supplied magnetic wand tool, which is to be waved over the roof.

As with previous releases, the manufacturer advises that provision has been made for conversion of the models to EM or P4 gauges, though some modification of the brake shoes – which are commendably in line with the wheel treads – may be required.

Undoubtedly one of the stand-out features has to be the flush glazing,



▲ Etched Western Region destination boards are provided.

Southern Railway Diagram 1478 and 1479 banana vans

It was first announced in our February 2022 issue that Accurascale was to produce ready-to-run models of the Southern Railway Diagram 1478 and 1479 banana vans in OO.

Both designs were introduced in the 1930s, after Elders & Fyffes switched its import operation from Hull to Southampton Docks in 1933, meaning that the SR had to substantially increase its fleet of banana vans. To meet this demand, 200 vans were built to Dia.1478 by 1935 and further vehicles hired from the London & North Eastern Railway; however, the LNER had to recall the latter when a number of its vans were destroyed by fire, prompting the SR to build 125 more vans to Dia.1479.

12 triple packs have been produced: two of Dia.1478 in original SR stone livery with large Venetian red lettering; one of Dia.1478 in post-1936 stone with smaller lettering; two of Dia.1479 in post-1936 livery; Dia.1478 in 1948-1961 BR bauxite; Dia.1478 in BR post-1961 condition, with a yellow circle denoting extra insulation; a mixed pack of Dia.1478 and Dia.1479 in early BR (1948-50) condition, wearing post-1941 SR red oxide with a green band at each corner, denoting use for banana traffic; Dia.1479 in BR 1948-1961 livery; Dia.1479 in BR post-1961 guise with yellow circle; Dia.1479 as running in BR departmental service, branded 'Tadpole'; and a mixed pack of departmental Dia.1478 and Dia.1479. A stand-alone British Railways Departmental Service Van (ex-Dia.1478) has also been produced as part of the Accurascale Exclusive range – available directly from the manufacturer's website – while two exclusive triple packs and two single vans have been commissioned by The Model Centre.

For review we received samples of packs ref.ACC2045 – containing Dia.1478 Nos.50641, 50712 and 50720 in original SR stone livery with large Venetian red lettering – and ref.ACC2052 comprising Dia.1478 No.S50610 and Dia.1479 Nos. S50619 and S50870 in transitional British Railways/SR Red Oxide, with SR Standard Brown solebar and black ironwork.

Construction takes the form of die-cast metal for the chassis, with injection moulded plastic utilised for the van bodies and underframe details. The models, which are adorned with many fine separate plastic and etched metal components, tip the scales at 47g (Dia.1478) and 53g (Dia.1479). Buffer heads are metal and sprung, whilst the free-rolling chemically blackened

which affords unrivalled views of each coach interior. The window ventilators – which are part of the glazing moulding – exhibit a particularly high level of finesse, giving the impression of separately fitted components. This level of fine glazing detail extends to the interiors of the BFK and FK, with the aluminium compartment doors/partitions faithfully represented. Other details to note include crisp renditions of First Class and 'NO SMOKING' labels.

Each coach is supplied with several accessory packs: the first contains bufferbeam details, including pipework, decorative drop-head buckeye couplings and the aforementioned extended buffer heads. Painted etched Western Region destination boards are also provided, while both the BFK and FK include optional curtains for the compartment interiors. (A full guide to the fitting of these parts can be found on the Accurascale website.)

The NEM pockets which house the slimline tension-lock couplings are mounted in brackets attached to the underside of the floor, which are sprung and have a degree of sideways articulation. Alternative short cam/socket assemblies are also provided for those wishing to reduce the gap between vehicles, while still retaining the standard couplings. A set of substitute magnetic close couplings – designed to look like buckeye couplings – can be fitted in place of the tension-locks, enabling a more aesthetically pleasing connection.

2b continued...

Once again, Accurascale has raised the bar when it comes to OO gauge ready-to-run coaches. Furthermore, the Mk.IIb gives a tantalising insight of what could be expected with the forthcoming Mk.IIc – a missing link in the Mk.II story…

The BR blue & grey livery is available either with or without Inter-City branding.

Samples supplied by

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

PRICE
£59.95 each

wheelsets are metal and fitted within brass bearings.

NEM slimline tension-lock couplings come fitted as standard, mounted in self-centring pockets attached to the underside of the chassis: these can be removed to allow for the fitting of the screw-link couplings that are supplied as part of the separate accessory pack, along with decorative steam heat pipes. Optional NEM adapter collars are provided, allowing for the installation of long pronged tension-lock and Kadee couplings if required.

The profile of each van body has been well captured. Particularly worthy of note are the fine depictions of the door locking mechanisms, lamp irons and metal wire door grabrails – all of which are separately fitted. The common chassis features a remarkably detailed underframe, including fine representations of the vacuum braking systems, drawbar springs and steam heat pipework – complete with drain valve.

As with previous Accurascale products, livery application is to a very high standard, with the printing of all lettering and tare markings clean and crisp. The solebars are adorned with probably one of the most convincing depictions of a cast wagon numberplate to date: these having been moulded in relief as part of the chassis casting, with the lipped edges neatly picked out in white – giving the impression of being separately fitted etched parts!

No doubt Southern Region modellers will find these vans very appealing…

Samples supplied by

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

PRICE
£84.95 per triple pack

New Railway Clearing House wagons from Rapido Trains UK | 00

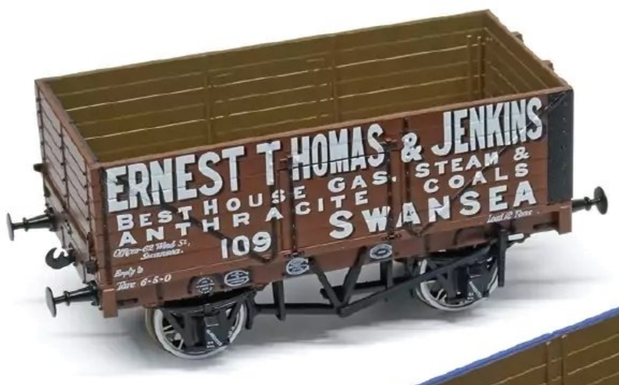
New from Rapido Trains UK are the first ready-to-run 00 gauge models of the five- and seven-plank open wagons designed by the Railway Clearing House in 1907 – plans for which were first announced in the pages of our May 2023 issue.

Formed in 1842, the RCH managed the flow of wagons between the private railway companies, standardised mileage rates, and in 1907 issued a set of standards for goods wagon design, used by both railway companies and private builders. Thousands of Private Owner wagons were built to these standards, with many lasting into the 1960s in BR service and even longer in industrial use.

Although many manufacturers have made 00 gauge wagons to the revised RCH design of 1923, none had yet produced the 1907 type. The Rapido tooling suite focuses on the 9' wheelbase underframe with two body styles – the five-plank wagon with side doors and the seven-plank version with side and end doors – with different styles of buffers, axleboxes, wheels, brakes and V-hangers.

No fewer than 36 versions form the initial release, covering a wide array of Private Owner liveries, as well as examples operated by the Great Western, Great Central and Metropolitan railways, and London Transport. A second batch has also been confirmed (see news, May 2024) and will include new tooling to model the 16' 6" long examples (six inches longer than the first batch) with side doors only, with further Private Owner, pre-Grouping, Big Four and War Department colour schemes planned. Several retailer exclusive versions have also been produced.

For review we received samples of both types. The first of these is a five-plank (ref.967005) presented in the blue & red guise of Crook & Greenway, Cheltenham, with white lettering; this vehicle featuring round-bottom grease axleboxes, single-sided brakes, straight V-hangers, ribbed buffers and split-spoke wheelsets. The second is a seven-plank example (ref.967209) that bears the livery of Ernest Thomas & Jenkins, Swansea, and is finished in brown with white lettering with black shading; featuring square grease axleboxes, single-sided brakes, straight V-hangers and plain tapered buffers.



The models are predominantly injection moulded assemblies, with the five-plank tipping the scales at 27g and the seven-plank at 28g. Detail fittings such as the brake safety loops are fabricated from etched metal, whilst the buffer heads are plastic (the latter not sprung). Split-spoke wheelsets are metal – fitted within metal bearings – and extremely free-rolling.

Slimline tension-lock couplings are fitted as standard, mounted in self-centring NEM pockets attached to the underside of the floor – the mounting points for which are removable, held in place by a single screw.

The wagon bodies are finely moulded with crisp representations of the vertical metal stanchions and diagonal bracing, together with the door framing and latches; the thickness of the planking is commendably fine. This level of detail extends to the underside of the vehicle, with full renditions of the frames and buffer leaf springs.

Below the solebars, the single-sided brake gear also exhibits a commendable level of delicacy, with extremely fine depictions of the brake levers, together with the brake shoes that are set in line with the wheel treads. Particularly worthy of note are the dual push rods, which are angled towards the wheelsets.

Both of the elaborately decorated Private Owner colour schemes have been completed to the highest of standards. Contrasting with the external paintwork, the internal planking detail is picked out in a uniform natural wood colour.

Lettering, running numbers and tare markings are clean and crisp, extending to the fine printing of the various cast builders' plates which adorn the solebars – all of which are legible under a glass. Note the square grease axleboxes of the seven-plank, which are stamped 'GLOUCESTER C4 8X4½'.

Rapido Trains UK has chosen well with these ubiquitous wooden-bodied wagons. With over 65 colour schemes announced so far (excluding retail exclusives) there's certainly plenty to choose from!

Samples supplied by

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

PRICE
£32.95 each

New *Dad's Army* wagons from Buggleskelly Station | 00

Tom Marshall of Buggleskelly Station has received the latest suite of exclusive limited edition 00 gauge wagons commissioned from Dapol, which take inspiration from the classic BBC TV series *Dad's Army*.

Produced fully under licence, the first of these official *Dad's Army* products depicts a four-wheel Fruit Mex van in the livery of W. Hodges, Greengrocer and Fruiterer, English and Foreign Fruit, in green with cream lettering, marked 'Return to Eastbourne SR'.

The second is a seven-plank 12-ton vehicle bearing the livery of Walmington Corporation Gas Works, Walmington-on-Sea, and is finished in brown with white lettering and markings, complete with removable coal load.

Each model is smartly presented in a decorative card sleeve box, complete with *Dad's Army* branding, and is equipped with Dapol's new standard of free-rolling metal spoked wheelsets, and re-engineered removable 'dovetail' NEM pockets mounted to the underside of the chassis. For further details and to explore the full Buggleskelly Station store of classic film, TV and literature-inspired products – including 3D-printed figures, buildings, accessories and rolling stock – see the retailer's website.

Samples loaned by

BUGGLESKELLY STATION
www.buggleskellystation.com

PRICE
£25.00 each

New products from the PECO group of companies

Laser-cut 1960s semi-detached house kits from Peco in 00

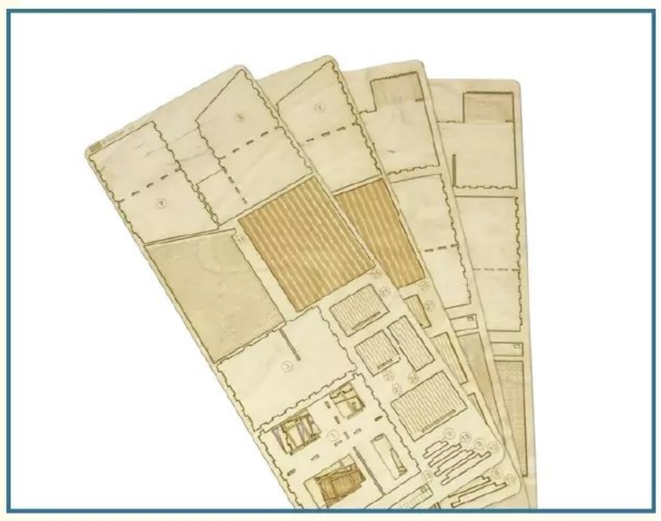
Following the recent release of the Victorian semi-detached house kits (see Railway Modelling Explored, RM April 2024), Peco has expanded its range of wooden laser-cut structure kits in 4mm scale, with a trio based on a typical 1960s semi-detached house. This style of brick housing forms a familiar feature in virtually every town and city across the UK – perfect for modellers of any layout based from the 1960s to the present day.

Manufactured in laser-cut wood, these comprise two low-relief designs: (ref.LK-212) 1960s semi-detached houses (double low relief front) with a footprint measuring 138mm × 65mm; and (ref.LK-213) 1960s semi-detached houses (double low relief rear) measuring 138mm × 47mm; as well as a full-relief structure (ref.LK-214) with a footprint of 138mm × 112mm. Each kit can be combined to form a terrace of houses, by simply omitting the end bargeboards – allowing for the creation of a full street or close.

Supplied with illustrated step-by-step instructions, components are cut into 0.8mm laser ply – with details such as brickwork, roof tiles, doors and window frames finely engraved during the laser-cutting process. The recyclable plastic packaging (made using recycled Post Consumer Waste recovered from beaches and river banks) is to be retained for glazing.

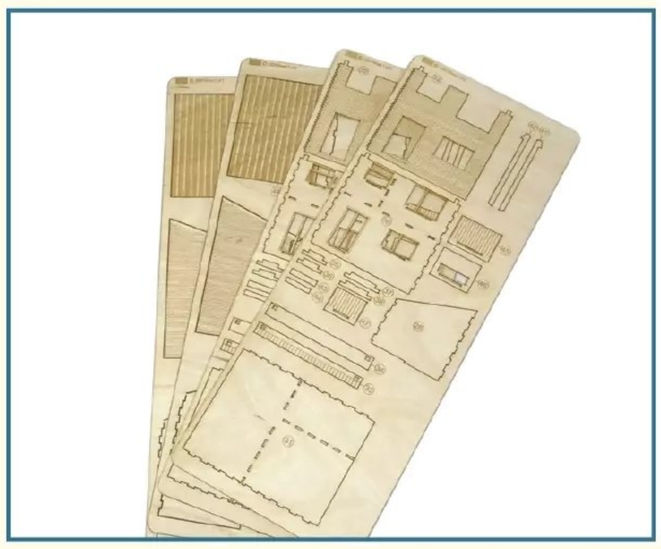
These dwellings are sure to make an ideal centrepiece or backdrop for any town scene.

LK-212: the front of the houses in low relief.



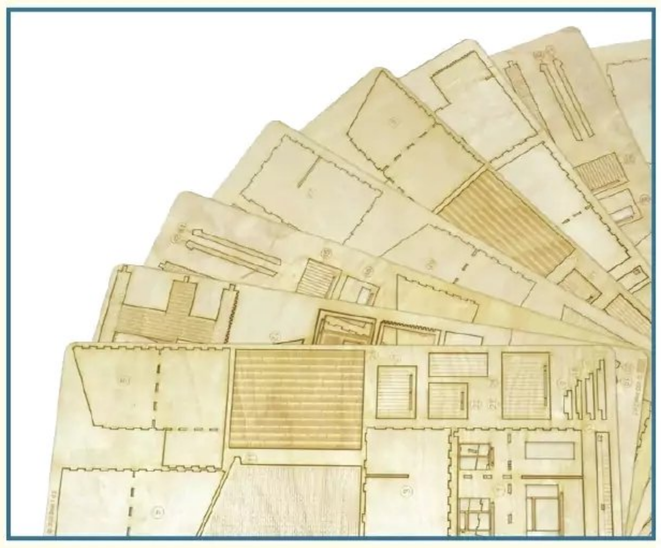
The sheet of laser-cut components.

LK-213: double low relief rear.



Parts are cut into 0.8mm laser ply.

LK-214: the full relief structure.



Details such as roof tiles are engraved.

Samples supplied by

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

PRICES
Ref.LK-212 – £14.50
Ref.LK-213 – £15.95
Ref.LK-214 – £27.95

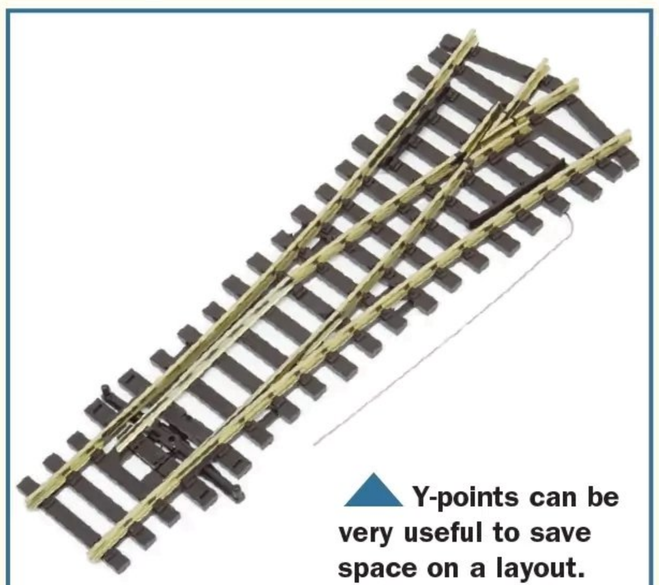
New Y-point for Peco code 100 Streamline range

Peco has released a new Y-point in its range of code 100 Streamline track.

Produced from brand new tooling, the small radius point (ref.SL-U97) is of the Unifrog type, meaning that it can be used as supplied in insulated frog mode, or the connecting wires from the frog can be used to provide power to the frog (via an auxiliary switch) to use the point in live frog mode. The frog tip is formed rather than cast.

It replaces the ref.SL-97 (Insulfrog) and ref.SL-E97 (Electrofrog) items in the Peco range.

However, the retail price of £17.95 for the new point is the same as the old Electrofrog product.



Y-points can be very useful to save space on a layout.

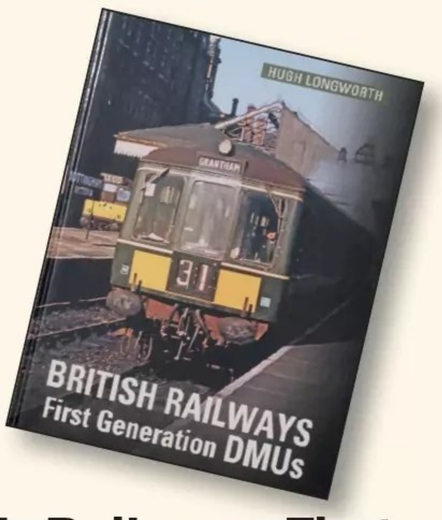
The large radius Y-point (SL-98/E98) and three-way point (SL-99/E99) are the next items in the code 100 Streamline range that will benefit from new tooling.

Sample supplied by

PECO
www.peco-uk.com

PRICE
£17.95

Book Reviews



British Railways First Generation DMUs

Hugh Longworth

Much derided by steam enthusiasts when they were first introduced in the late 1950s, the general opinion of the Diesel Multiple Unit had changed little by the time that they were in the last throes of withdrawal. Seen as noisy and fumy by the general passenger, they were waved cheerily goodbye by most people, and the new swish second generation of sliding door, air-conditioned stock was welcomed in.

Contrast this 30 years-plus past situation with now, and it could be said that much has changed. These early replacements for steam-hauled suburban trains are now looked upon with a misty eye, and are almost held in the same regard as the steam locomotives previously were on heritage lines.

Similarly, the rise in interest in published information on DMUs has been slow but steady, and this previously out-of-print 2011 manual has been republished with a certain number of revisions. More than being an identification guide and book for 'spotters', it outlines the power type in much detail.

Opening with a short introduction, which includes a useful explanation of the BR coach classification and numbering system, plus a short photographic interlude, part one introduces each class of DMU from Class 100.

The sections vary pertaining to class size and each have a three-quarter header photo followed by a short description and tables of numbers and initial allocations. Part two follows in the same format with the Southern Region DEMU Classes 201-207, and ends with a jump to the Class 251 Midland Pullman.

At this point the meat of the book is reached with a set of detailed layout descriptions, with drawings to approximately 1mm:ft, of each separate vehicle (DMBS, DMCL, trailer, etc.). These are presented in plan and side elevation and are followed by technical details and operating dates.

Part six lists the allocation across the life of each unit and part seven attempts to throw some light on the sometimes highly haphazard formation of each unit. It's hard to imagine a more thorough overview of the early DMU stock and, although the book does naturally fall into the inevitable pattern of having pages of lists of numbers and dates, it is still an invaluable source for not only a base level identification, but also a help to establishing when and where a unit would have been based and run, and between which dates.

The only thing missing for the modeller is an indication of the relevant livery carried at a given time. This aside, this beautifully presented book will find its way on to a good many post-war period modellers' shelves as an instant guide to one of the most missed parts of British railway power history.

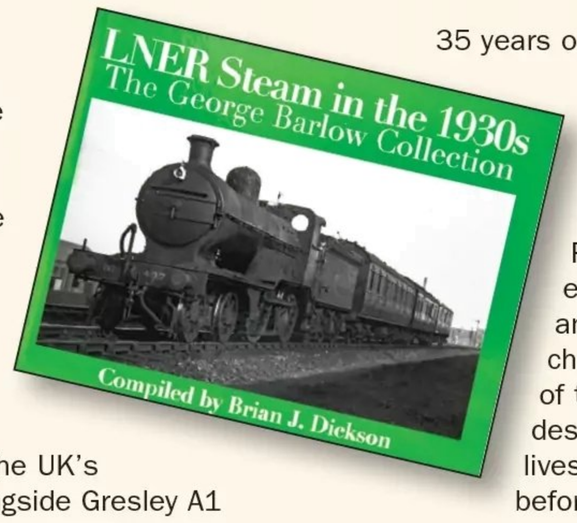
CF

Crécy Publishing
1a, Ringway Trading Estate, Shadowmoss Rd,
Manchester M22 5LH
www.crecy.co.uk

305mm x 222mm 304pp
Hardback, £35.00
ISBN 978 1 80035 2253 7

LNER Steam in the 1930s: The George Barlow Collection

Compiled by Brian J Dickson



Although comprising mainly large format photographs and captions, this book represents an invaluable source of reference for modellers of the LNER scene in the East Midlands, and further afield, in the 1930s.

It shows, moreover, that the enthusiast has every excuse to run late Victorian and Edwardian locomotive types such as the C Class 4-4-0s of the Midland & Great Northern Joint Railway – the UK's longest joint railway system – alongside Gresley A1 and A3 Pacifics, P2 2-8-2s and A4 streamliners. The M&GNJR in fact maintained an independent existence until Nationalisation in 1948 despite the handing of responsibility for its operation to the LNER, by mutual agreement with the LMS, in 1936.

George Barlow, the photographer, aspired to join the LNER as an engine driver straight from school, but due to a lull in recruitment, he initially became a proof-reader at the *Nottingham Journal*. The Second World War allowed him to achieve his original ambition, however, through joining the Railway Operating Department of the Royal Engineers and driving diesel and steam locomotives on UK military railways. A series of lucky chances then resulted in him driving not the full-size Gresley express locomotives of the LNER, but their miniature equivalents on the 15" gauge Romney, Hythe & Dymchurch Railway, where he was Operating Manager from 1968-82.

George bought his first camera in 1933, and it is with an image taken in June of that year, of ex-GNR A1 Pacific No.4471 *Sir Frederick Banbury*, that the book begins, the coverage then continuing until September 1938, with a trip to London King's Cross and a shot of A4 No.4493 *Woodcock* departing with the 'Coronation' and its articulated coaching stock.

In between, a variety of antique-looking M&GNJR mixed traffic locomotive types (actually only around 35 years old at the time, despite the contrast between their Victorian styling and the sleek lines of the Gresley locomotives), powerful former Great Central Railway and North Eastern Railway locos from the Edwardian era, and newer Gresley B17 and V2 types, all feature. It is chastening to note that a number of the newer LNER designs were destined to have rather shorter lives than the pre-Grouping veterans before steam ended in the 1960s.

One eye-catching image shows the unique front end of A3 Pacific *Humorist* as modified to carry out smoke lifting experiments in 1932-33, while another set of three photos stem from a lucky encounter George had at Newark with the P2 2-8-2 *Cock o' the North* while its front end was still fitted with an indicator shelter for undergoing trials between Doncaster and King's Cross. Another series of pictures shows a variety of locomotive types operating over the water troughs at Muskham, near Newark, and there is also an image of 1870-vintage ex-GNR Stirling Single No.1 at the head of a September 1938 RCTS railtour.

The captions contain a wealth of detail about the year of introduction and eventual withdrawal of the many locomotives featured, the modifications carried out to class members and other incidental details that may inspire the railway modeller. All in all it is a very useful and absorbing volume.

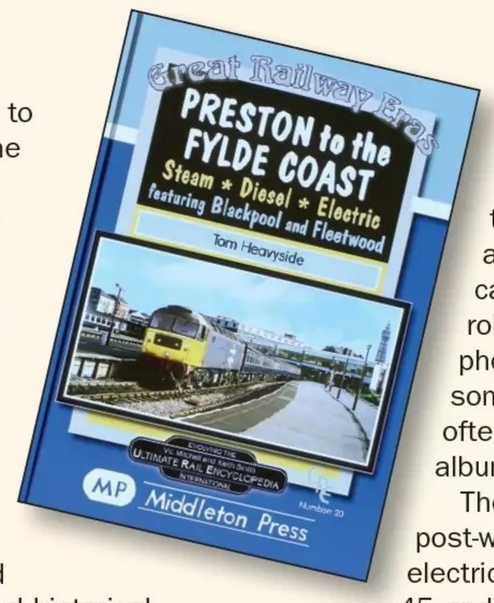
SA

Transport Treasury Publishing Limited
16 Highworth Close, High Wycombe HP13 7PJ
www.ttpublishing.co.uk

190mm x 245mm, 84pp
Hardback, £13.50 incl post and packing
ISBN 978 1 913893 24 8

Preston to the Fylde Coast: Steam, Diesel, Electric featuring Blackpool and Fleetwood

Tom Heavyside



The Middleton Press library continues to expand, and despite the passing of the original authors, the brand continues to reach new areas with a raft of new authors. The series has long been fragmented into sub-series; this one comes under the 'Great Railway Eras' banner and takes us over two routes from Preston to Blackpool and a third spur to Fleetwood.

The format will be very familiar and this volume breaks no boundaries: there is a short three-page introduction, including 1955 and 1963 timetables, and geographical and historical information, before heading into the photos.

The MP books are primarily photo albums and this one contains 120 images of the three lines. The photos are not presented in any particular chronological order but follow the routes, picking out each station and any other point of rail interest with one or two shots per page, supported by facsimiles of tickets and Ordnance Survey maps. The latter, while useful in pinpointing the location concerned, are sometimes rather small and would need magnification to impart any modelling information such as track layouts.

The book is split into three defined sections: the first takes a leisurely route approaching Blackpool Central from the south, with a brief visit to the Royal Ordnance Factory near Salwick and the former goods station at Lytham. The second section takes a northerly route to Fleetwood, while the third doubles back southwards from Poulton-le-Fylde to Blackpool North. Each photo is accompanied by a reasonable length caption and, unusually, the item of rolling stock that is pictured in most photos is fully identified and detailed, something which, frustratingly, can often be missing in other photo albums.

The spread of periods runs from the post-war era to the present day, with electric units and diesel Classes 31, 40, 45 and 37 to the fore. All the photos are in black & white, although a couple do suffer from being reproduced slightly dark.

In common with the rest of the series, this is by no means a comprehensive guide to the area, but for the casually interested, or for those who want a quick primer, it is ideal, giving just enough geographical information and details of working to encourage some deeper research.

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Middleton Press
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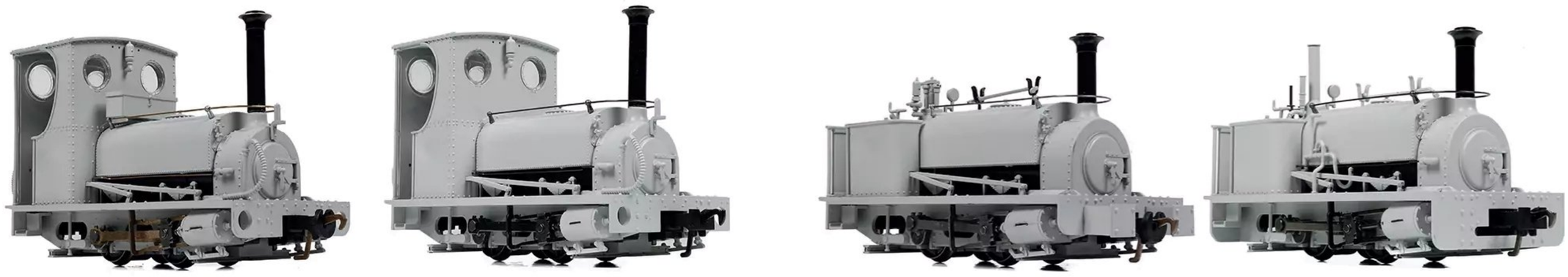
NEWS FROM RAILWAY MODELLER

JUNE 2024

Bachmann launches 7mm narrow gauge range



Bachmann chose the fitting setting of the 2024 Statfold Model Railway Exhibition in April to make the surprise announcement that it was entering the British 7mm narrow gauge market, with models of the Quarry Hunslet 0-4-0STs as produced in Leeds primarily for the Welsh slate industry.

Although precise details of the liveries and variants of the locomotives due to be offered were not available at the time of this issue going to press, the range was described as being at an advanced stage of development, with products due to arrive in shops during summer 2024. What is certain is that both open and enclosed cab locomotives are to be produced, based on those that ran from the early 1880s at the Penrhyn, Dinorwic and Pen-yr-Orsedd quarries in northern Eryri/Snowdonia, all of which have fortunately been preserved. Although the first to be produced for Penrhyn Quarry at Bethesda had a longer, 4' wheelbase, it is the shorter, 3' 3" 'Alice Class' locos first developed for Dinorwic Quarry at Llanberis, but later used at the other quarries too, that are the prototypes being modelled here.

The new models will follow on from the manufacturer's smaller OO9 models but with enhancements afforded by the larger scale such as implementation of a Next18 DCC decoder socket, a pre-fitted speaker and the provision of sound-fitted variants of the standard models.

Although the liveries have not yet been revealed, these pre-production samples of the new 7mm scale Quarry Hunslets show the two open cab and two closed cab variants that are due to be released in the summer.

Bachmann has coined the term 'NG7' for its new range, to emphasise that these models are of narrow gauge prototypes built to a scale of 7mm:1ft, but is keen to stress that the scale ratio of 1:43.5 is fully compatible with O gauge models of standard gauge prototypes, and with the O-16.5 range of track produced by Peco (the use of which it recommends for running the models) and 7mm scale narrow gauge locomotives and rolling stock made by other manufacturers.

A sample of a slate wagon with its Scenecraft load added.

To accompany the Quarry Hunslets, Bachmann is also producing three types of four-wheel wagon: a slate wagon, a flat wagon and a coal wagon.

The launch of the NG7 range will also see a Scenecraft engine shed, water tower and coal store being produced by Bachmann.

To accompany its range of Hunslets, Bachmann is also producing three types of four-wheeled wagon inspired by Dinorwic prototypes – a typical 'crate'-style slate wagon, a flat wagon and a coal wagon, each with appropriate Scenecraft loads to insert if desired – plus a Scenecraft engine shed, water tower and coal store which are scaled-up versions of its equivalent OO9 models.

In addition, Bachmann will be offering a new coupling with its NG7 range, all designed with practicality in mind while also aiming to remain authentic and as close to scale in appearance as possible. One option is chopper style couplings which are miniaturised versions of those found on many preserved examples of these locos, and another is the hook and loop type coupling used on the equivalent OO9 models. The wagons, meanwhile, will be supplied with discreet pin and eye fittings to aid close-coupling with other wagons, as well as a pair of choppers for coupling up to locomotives.

Pricing and availability of the new models are to be confirmed prior to their summer launch.

www.bachmann.co.uk

Harburn Hobbies is named 'Bachmann Retailer of the Year'

Bachmann Europe plc has named Scottish retailer Harburn Hobbies as winner of its 2023 Retailer of the Year Award. The award was presented to owners Bob and Gillian Baird and members of their team by their Regional Account Manager, Ron Jones, and Bachmann Head of Sales, Pauline Hinkley.

Harburn Hobbies was established before 1938 as a partnership between a Mr Hargreaves and a Mr Burns, with the original shop sited at the foot of Edinburgh's Leith Walk. It became a limited company in 1959 and was taken over by the Baird family in 1966 – though current proprietor Bob Baird had already started working there in 1961! The move to the current larger premises nearer the city centre took place in 1978, after Bob's wife Gill joined the business, and the McDonald Road stop on the Edinburgh trams' extension to Newhaven is now outside the door.

After presenting the Bairds with their award, Pauline Hinkley said: "I was delighted to have the opportunity to visit the store and present this award to Harburn Hobbies, who have been supporters of all things Bachmann for many years. Their professionalism, vast product knowledge and dedication to the hobby are all so evident from every member of their team, and I'm sure this is the key to their longevity and success. I wish them many more years of providing excellent service to the people of Britain and beyond."

www.harburnhobbies.co.uk

Rapido Trains UK announces BR fish vans for OO

Rapido Trains UK has announced that it will be expanding its OO gauge wagon range with a model of the BR Diagram 1/801 fish van, with 16 versions to be released in a variety of liveries.

The 15' wheelbase 12-ton Insul-Fish vans on which the models are based were designed by the London & North Eastern Railway but then were built by British Railways post-Nationalisation in 1949.

These new vehicles were designed to operate in passenger train rakes and featured LNER eight-shoe brake gear and steam heating pipes. BR continued to build a variation of these vans – known as Diagram 800 vans – and while they were originally equipped with standard oil axleboxes, some were later upgraded to roller bearings.

In the final BR version, the 1/801 diagram, vehicles with a 15' wheelbase and a 21' 8" body, roller bearings were fitted from new, allowing the wagons to operate at 60mph. Because of these bearings, they also gained a 'Blue Spot' designation on their body sides.

A sample line-up of fish vans in, from right, 'Blue Spot', 'Ice Blue', Express Parcels blue and red Departmental variants.

Three batches of these vans were built in 1960-61, totalling 558 examples. However, within a few years a decline in fish traffic led to services ceasing in 1968 and many of the vans were transferred to parcels traffic (coded NRV and later SPV under the Total Operations Processing System) and in this era sported BR rail blue livery with the 'double arrow' logo. Meanwhile other vans found use in engineers' trains, as barrier vehicles or even as support vehicles for breakdown cranes.

The Rapido model is believed to be the first ready-to-run Diagram 1/801 van ever produced in OO gauge. Detailing includes many separately fitted parts, including steps on the engineers' train versions, and two different types of buffers as seen on the prototypes. Separate label boards will also be provided for modellers to fit as required, and metal bearings will aid smooth running of long trains.

The livery variants to be produced include 'Blue Spot' and 'Ice Blue' fish vans, all with Eastern Region numbering; parcels (SPV) vans, one each with ER and Midland Region numbering; parcels (NRV) vans ditto; barrier vans, one each with MR and Western Region numbering; and four variants of departmental vans.

The models are currently at the tooling stage, but the anticipated price is £34.95 and orders can be placed with official retailers or direct with the manufacturer.

www.rapidotrains.co.uk

The yellow livery Departmental van variant.

Heljan unveils samples of retooled Class 26 in OO

A selection of images showing the first factory decorated samples of the retooled OO gauge Class 26s from Heljan have been received by RAILWAY MODELLER.

The maker says these models should now proceed quickly towards production and delivery later this year.

Full details of the range can be found in the Heljan 2024 catalogue, but improvements to the new models include finer body detail and refined shaping, enhanced decoration with additional printed elements on the body and underframe, as well as a redesigned and upgraded chassis with factory-fitted speakers and a 21-pin Digital Command Control interface, and much improved bogie detail.

The new models have a detachable access panel in the roof, are designed for 'plug and play' conversion to DCC sound and have enhanced lighting features – such as independently switchable marker, tail, cab and engine room lights and an all-new Far North Line version with twin headlights (also switchable).

There are several body options: as-built Class 26/1 with tablet catcher and recess; unrefurbished loco with tablet catcher recess plated over; and refurbished dual-braked locos with air tank cradle between bogies. All have very fine etched radiator grilles.

The new models have a powerful, smooth-running five-pole motor with flywheel, sprung Oleo buffers, optional tablet catcher arm, optional three-piece miniature snowploughs, and original or plated-over cab door windows. Review samples are expected in due course.

The Heljan sample of the Class 26 in BR green livery.

bars, detachable snowploughs and detailed cab interiors.

The Suggested Retail Price (SRP) for the DCC ready models is £399.00, or £519.00 with factory-fitted DCC and authentic sound. Delivery is expected in the first quarter of 2025.

www.heljan.co.uk

Artwork for O gauge Class 153s

Moving up to 7mm scale, Heljan has released artwork showing the liveries for its forthcoming O gauge models of the Class 153 single-car Super Sprinter.

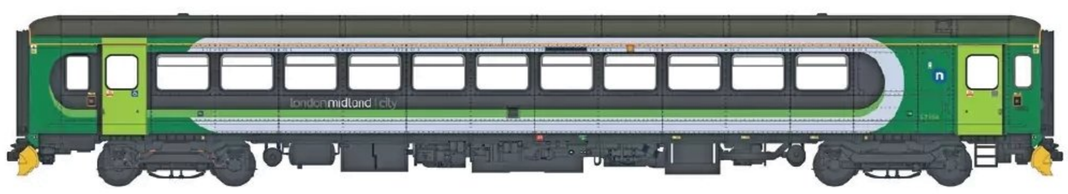
The chosen liveries are Regional Railways white & blue, EMR Stagecoach dark blue with red and orange end stripes, Northern Rail 'Swoosh', Transport for Wales grey & red, London Midland City two-tone green & grey, and GWR green.

The models will all be available in versions which are DCC ready with an easy-to-access 21-pin decoder interface, or with factory-fitted DCC sound.

Other special features include: eight separately switchable lighting functions in DCC mode, saloon interior and cab lights, tail lights and headlights with day/night settings, illuminated destination blinds, bodyside door locking indicator lights and illuminated door buttons, and original/revised headlight units, according to period and livery.

Also fitted as standard are a detailed interior with separately fitted seats, tables and partitions, detachable BSI auto-couplers, optional magnetic coupling

The artwork for the Heljan O gauge Class 153 in Transport for Wales livery.



Artwork for the Class 153 in London Midland City two-tone green and grey livery.

The Northern Rail 'Swoosh' livery variant.

All change at South Devon Model Railway Society

A new chairman and secretary were elected at the recent Annual General Meeting of the South Devon Model Railway Society.

Chris Burton decided to retire after 40 years as chairman; elected in his place was Richard Salter, a member of the club for many years and well-known in the South West as a keen Great Western and Southern Railway modeller.

Previous secretary Dave Peters – the manager of the model & gift shop at Buckfastleigh on the South Devon Railway – also did not seek re-election. His replacement was Mark Clayson, who moved to Devon four years ago and was previously involved with the New Forest Model Railway Society.

The SDMRS has OO gauge dc and DCC layouts, an O gauge DCC model of Bovey Tracey, and is planning to build an N gauge layout. It meets between 15:00 and 22:00 every Thursday at Church House, Abbotskerswell TQ12 5NX, just outside Newton Abbot, and all modellers are welcome.

www.sdmrs.org.uk

Large England and *Palmerston* 009 models due to arrive with retailers

The new Small England model, portraying FR locomotive *Palmerston* in its current maroon livery.

The model of the other FR Large England engine, *Little Giant*, in lined maroon livery.

The freelance Southern Railway-liveried Large England model, *Exmoor Pony*.

At the time of going to press, the Peco/Kato 009 models of the Ffestiniog Railway Large England locomotives (plans for which were announced in the September 2023 issue) were due to arrive in the UK in early May ready for distribution to retailers.

The Small and Large England is a joint development between Peco and Kato of Japan, and these models will be kept exclusively for Peco retailers who have pre-ordered for at least two months before further stocks are released from Japan and the models become more widely available.

These models will appear in three livery versions: 51-251D *Welsh Pony* in the lined purple-brown livery in which the prototype was recently restored to service after 80 years out of operation at the railway's Boston Lodge Works; 51-251J *Little Giant* in early 20th century FR maroon livery, the prototype having been scrapped in the late 1920s; and 51-251H *Exmoor Pony*, a freelance version in Southern Railway green livery.

Also due to arrive in the UK is a new variant of the Small England models. 51-251C *Palmerston* will be painted in lined maroon and, like the prototype, has its nameplate mounted further forward on the saddle tank than is the case with the other Small Englands in the range. Its arrival is timely as the full-size *Palmerston* is currently on display at the Vale of Rheidol Railway, in the new 'Wales to the World' exhibition space in the old GWR locomotive shed at Aberystwyth, but is due to be overhauled to operate at both the VoRR's gala in August and the FR's Bygones Weekend in October.

It is planned that a review of the Large England models will follow in our July issue. The suggested UK retail price of each of the new England engine models is £170.00 including VAT.

www.peco-uk.com

The new Peco/Kato model of the FR's sole surviving Large England locomotive, *Welsh Pony*, in its current lined purple-brown livery.

Tan-y-Bwlch station building is first of a series of Ffestiniog-inspired laser-cut kits

Peco has announced the forthcoming release of the first of a range of 4mm scale laser-cut kits portraying historic Ffestiniog Railway buildings, and suitable to accompany the growing number of ready-to-run FR locomotive and rolling stock models for 009 from Peco, Kato and Bachmann.

The first kit due for imminent release at the time of this issue going to press portrays the original wooden Tan-y-Bwlch station building, as well as one of the early-pattern double-arm, slotted-post semaphore signals which are prominent in 19th-century photographs of the station.

The Peco LK-218 Tan-y-Bwlch Station Building & Double Signal Arms (Ffestiniog Railway) kit primarily aims to portray these features in pre-preservation days and contains easy-to-assemble laser-cut wooden parts skilfully textured to replicate the wooden boards and scalloped slate roofing tiles of the prototype.

The footprint of the station building measures 113mm x 100mm (including base) and the kit should be assembled using general purpose adhesive and using the clear plastic part of the recyclable packaging for the window glazing, as well as the models requiring painting.

Future models in the Ffestiniog Railway laser-cut kits will portray the stone-built Boston Lodge Works two-road Old Locomotive Shed as one kit, and its corrugated iron single-road extension as another. All these buildings are likely to appeal both to modellers of the FR in its own right, and to 009 modellers with freelance narrow gauge layouts.

www.peco-uk.com

A painted sample of the new Peco laser-cut kit of the 1870s wooden Tan-y-Bwlch station building.

The double-arm slotted post semaphore signal that also comes in the Tan-y-Bwlch station building kit.

Crowds flock to York Easter Show

The team of volunteers who staged the York Model Railway Show over the Easter weekend were rewarded with a bump in visitor numbers over last year's event.

Confirmation of the final admission figures was provided by the Show Manager, John Shaw, who was pleased to report on another successful weekend at the city's racecourse venue, which took place over three days of the Easter bank holiday weekend between 30 March and 1 April.

The crowds, which included many family groups and younger visitors, were treated to a feast of layouts covering a wide array of scales, gauges, eras and prototypes. These included a trio of large 4mm models – *Grantham* by Graham Nicholas (as featured in our April issue), *Deadmans Lane* by Mick Bryan (see p410) and *South Pelaw* by The South Pelaw Group (which will be our lead feature in the July issue).

Another layout that attracted much attention was *Fordon Hill* by 14-year old Oscar Robson, who journeyed from Hemel Hempstead with his father Ken to attend the show. Oscar's N gauge layout was judged unanimously by members of the show team to be the most entertaining layout on display; accordingly he was presented with a trophy in recognition of this, an annual award having been inaugurated at last year's exhibition in memory of the former York Show Manager, the late Malcolm Scrimshaw.

Other highlights from this year's show are illustrated in the accompanying pictures, whilst plans have already been hatched for the 2025 event. Taking place from 19-21 April, more than 120 stands are expected, with many themed around celebrations marking the 200th anniversary of the Stockton & Darlington Railway. Further details will appear at: **www.yorkshow.org.uk**

Builder Graham Nicholas is seen at the controls of his OO gauge *Grantham*, which wowed the crowds throughout the three-day event. *All photos by Craig Tiley except where stated*

Oscar Robson (*left*) receives the trophy for 'most entertaining layout' from York Show Manager John Shaw.

Another presentation by John Shaw that took place during the weekend recognised the sterling work of the show's catering volunteers. Left to right are: John Shaw, Susan Davies, Christine Hodge, Maurice Bramley, Babs Queen and Rachael Storme. *Photo: Courtesy York Model Railway Show*

A special feature of this year's show was a display of models by the late Ken Gibbons, who at the time of his death last November was the Deputy York Show Manager. *Port Pennan*, a compact 4mm scale Scottish terminus, was described in the June 2010 issue.

The event also provided an opportunity for Peter Kirmond to formally receive the 2023 RAILWAY MODELLER Cup, which he won – appropriately – for his recreation of York station in 2mm (see News, RM April). *Photo courtesy Peter Kirmond*

Paying tribute to another modeller was *Trerice*, this 4mm layout being exhibited at York by Jerry Clifford in memory of its builder, the late Iain Rice.

An unusual fantasy model with a wargaming theme by Melvyn Laycock proved extremely popular with younger visitors, many of whom were invited to complete shunting challenges on this digitally-controlled layout, including Bea and Henry Pitman.

Also proving popular with younger visitors was the Junior Modelling Area. Pictured here assembling small plastic structure kits (supplied courtesy of Peco) are Megan (*left*) and Nathan (*right*), under the guidance of volunteer tutors Penny Skowrom-Ross and Hannah Barker respectively.

The Peco stand included a working TT:120 display, which is seen here being graced by a representation of a Stanier 4P 2-6-4T constructed by show visitor Garry Hall. The model was created by marrying a 3D-printed body by Lincoln Locos with a modified Hornby Gresley A1/A3 Pacific chassis.

There was the now customary part of the show dedicated to experienced modellers who were on hand to demonstrate aspects of the hobby to visitors, including O gauge rolling stock construction with Kevin Cartwright.

Phil Sutton was showcasing examples of his just-delivered ready-to-run Class 25 models in 4mm (available for OO, EM and P4), manufactured under the Sutton's Locomotive Workshop branding. Phil used the weekend as the platform to announce two further mid-1980s BR blue dual-braked variants; 25 198 with mini snow ploughs and 25 278.

Revolution Trains to offer WIA 5-unit car carriers in OO and N

Revolution Trains has announced that it is to produce models of the articulated five-unit WIA car carriers as its next wagon project in both OO and N gauges.

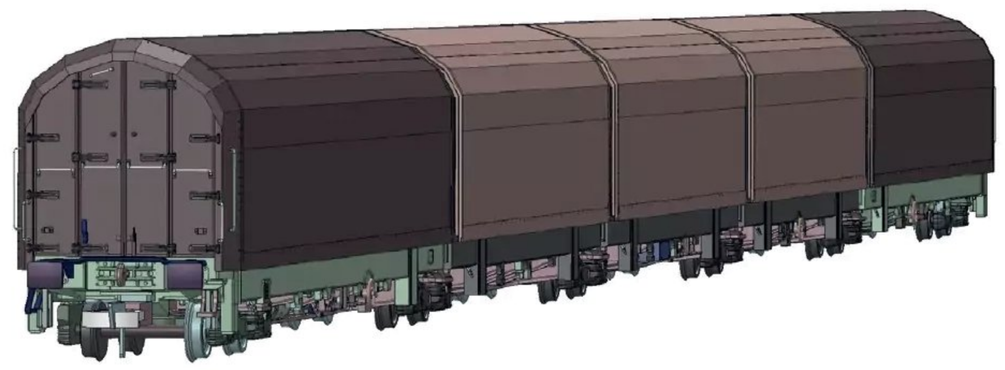
The manufacturer says that the Computer Aided Design work is complete and, once sufficient orders have been received, tooling of these models will commence.

The 60 prototype five-piece sets were ordered by Railfreight Distribution, from Arbel-Fauvet of France, ahead of the opening of the Channel Tunnel in 1994. The full covering not only offered protection of the motor vehicles being carried from stones and theft, but also saved time and money because new vehicles did not require wax protection.

Although this is impossible to see from the wagon exterior, the units are double-decked and the pale blue covers are raised in unison on self-contained jacks to allow easy loading and unloading. The angled roof profile is designed to maximise use of the British loading gauge.

Although initially under-utilised, the WIAs were used on various flows to Belgium, Italy and France, and also on domestic traffic between manufacturing plants and domestic terminals or docks for export. Current flows include transporting Minis from the plant at Cowley, Oxford, and Jaguars from Castle Bromwich, Solihull, to Southampton Docks.

The prototypes' current operator, DB Cargo, has assisted with production of the Revolution Trains model, which features articulation units designed to enable the wagons to negotiate second radius curves. There will be a customer-fit detailing pack that includes a representation of the outer control box if the tension-lock coupler is removed.



A Revolution Trains CAD design for the close-coupled five-unit WIA car carriers, showing some of the end detail.

www.revolutiontrains.com

Rails of Sheffield commissions re-run of Heljan Class 28

Rails of Sheffield has announced that it has teamed up with Heljan to produce a re-run of the popular OO gauge BR Class 28 Co-Bo locomotive originally commissioned by Hattons back in 2011 and reviewed by RAILWAY MODELLER in the September issue that year.

A new feature this time around, however, is that for the first time these models have digital sound pre-fitted, and while the full range includes re-runs of previous versions it also covers some new variants not offered previously in BR green and BR blue, and weathering is also an option.

Livery application will also be enhanced compared to earlier versions and the models as a whole will be highly detailed, with separately fitted parts including handrails, etched grilles, underframe relief and more. An accessory pack also contains optional headcode discs.

The models are equipped with a five-pole motor with twin flywheels, all-wheel pick-ups and eight-wheel drive on the heavy die-cast chassis. The locomotives also have directional lighting and NEM tension-lock couplings.

The Heljan Class 28 Co-Bo in BR green livery with yellow end panels.

Known originally as the Metro-Vick Type 2, the prototypes, with their highly unusual wheel arrangement of having a six-wheel bogie at one end and a four-wheel bogie at the other, were built in 1958-59 under the diesel locomotive Pilot Scheme as part of the British Railways Modernisation Plan.

Although no release date has yet been confirmed for the models, prices for DCC ready models are expected to be £199.95 (or £219.95 for weathered versions), and £329.95 for DCC sound-fitted models (£349.95 if weathered).

The Co-Bo in early BR livery with green ends and no yellow panels.

First decorated sample of Class 88

Rails of Sheffield has also revealed the first decorated sample of its exclusive model of the Class 88 bi-modal locomotive in OO gauge, commissioned by the Yorkshire model store from Dapol and announced in the September 2023 RAILWAY MODELLER.

The first sample depicts 88 010 *Aurora* in the eye-catching DRS 'Refrigerated Rail… Cool Move' livery.

Rails says this all-new range is currently due for release in the third quarter of 2024 with four variations available to pre-order now.

www.railsofsheffield.com

The Class 28 in BR blue livery and yellow ends.

The Dapol Class 88 model in its distinctive Direct Rail Services 'Refrigerated Rail… Cool Move' livery.

'Hornby Dublo' style metal bridge in O from Shamrock Trains

Shamrock Trains is offering an all-metal trough truss girder bridge in O gauge, suitable for coarse scale, finescale and outdoor modellers.

Constructed in non-rusting aluminium with stainless steel nuts and bolts, its design pays homage to the famous OO scale Hornby Dublo girder bridge introduced in January 1957.

It is available in single or double track formation, measuring 500mm (pictured), 600mm, 700mm or 750mm in length; longer bespoke designs can be produced on request. It is designed for Peco code 143 flat bottom, Peco code 124 bullhead or Maldon code 200 three-rail nickel silver track, with a variety of bases.

A wide range of colours are offered in a powder-coated and oven-baked semi-gloss finish, with satin or matt finishes also available for an extra cost. A range of period advertising poster billboards will also be produced.

Prices are £375.00 for the 500mm single track bridge and £75.00 per extra 100mm length, or £465.00 for the 500mm double track version and £85.00 per extra 100mm length. For bridges over 750mm in length, prices can be obtained on application.

Shamrock Trains
Tel: 07759 310098
www.shamrocktrains.com

EXHIBITION FOCUS

Hull Miniature Railway Society's 2024 show line-up will include the layout *Weedram Distillery*, which featured in RAILWAY MODELLER in March.

New venue for Hull model show

Hull Miniature Railway Society will be holding its 2024 show at the new venue of the Events Space, Princess Quay Shopping Centre, Princess Dock Street, Hull HU1 2PQ on 1 & 2 June.

Among the layouts on display will be *Weedram Distillery* in OO, as featured in the March 2024 RAILWAY MODELLER; *Albion Estates* in 1:12 scale, featured in the March and December 2016 issues; and *High Stamley* (OO9), featured in the May 2014 issue. Other layouts include *St Caths* (N), *Falcon Road* (O) and *Pine River* (HO).

Demonstrations include soldering, weathering and making trees, whilst several trade stands and railway societies will be in attendance.

For more details, see Societies & Clubs or visit the group's website:
www.hullmrs.org

Full speed ahead for Milton Keynes exhibition

Milton Keynes Model Railway Society has confirmed that it will be holding its annual exhibition on Saturday 8 June.

Opening times will be 10:00-16:30 and visitors will be able to see more than 20 operating layouts both from club members and outside clubs and individuals.

Some of the layouts confirmed include: *Sorrento Park* (TT), *Church Hill Road* (junior layout in OO), *Dunsford Road* (OO/16.5mm), *East Anstey* (N), *Frimingham* (O), *Harry's Heritage* (OO/OO9), *Ledsam Street Works* (O), *Northwood Bay* (OO9), *Riddle to Old Town* (N) and *Son of Foxborough* (N gauge).

The *Frimingham* O gauge layout has been built by club members and will be making its exhibition debut at the show. This layout represents a heritage railway with a main line connection and has taken some five years to construct.

The layouts will be seen alongside a variety of trade stands, and preservation society and local railway group displays. In addition, Jacqui Perrat will be demonstrating the art of making model trees, and the Bachmann Collectors' Club will also be attending and will display some of the models under development.

Admission to the exhibition costs £6.00 for adults, children aged 5 to 16 are £2.00, whilst children under 5 are free. Refreshments will be available, with free parking in the area.

The Ridgeway Centre can be found on Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH. There is free parking and refreshments will be available.

For more details, see Societies & Clubs or visit:
www.mkmrs.org.uk or **www.facebook.com/MKMRS/**

Guy Fawkes fireless and wagon commission in OO for Rapido Trains UK

A 'Guy Fawkes Gunpowder' fireless locomotive is the latest fictional livery from Rapido Trains UK.

The OO gauge Andrew Barclay Caledonia 0-4-0 announced in the April issue will be painted in the 'G Fawkes' maroon already offered on the firm's 'Not-Quite-Mink' gunpowder van.

Along with the other fireless engines, it can be pre-ordered now at £139.95 (Digital Command Control-ready) or £249.95 (with DCC sound) from Rapido stockists or the firm's website:
www.rapidotrains.co.uk

Guy Fawkes wagon

To complement the fireless locomotive, Rapido stockist The Wagon Yard has commissioned another exclusive OO gauge Guy Fawkes wagon from the manufacturer.

The same maroon livery as the fireless and 'Not-Quite-Mink' will be applied to the new 1907 Railway Clearing House 10-ton seven-plank open wagon.

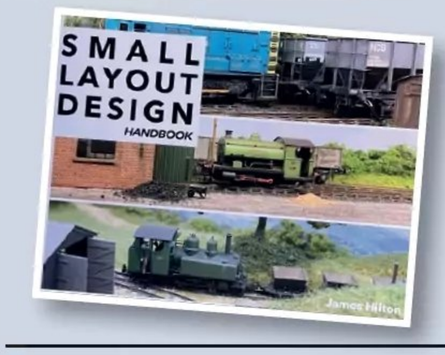
It is expected to arrive later this year and can be pre-ordered now at £32.95 per wagon, or with the fireless for £150.00 (DCC ready) or £250.00 (with DCC sound) from:

The Wagon Yard
Tel: 01424 400 281
www.thewagonyard.co.uk

In brief

Small layout book

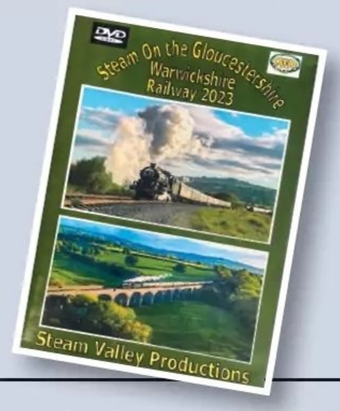
A revised and updated version of the book *Small Layout Design* has been released by Wild Swan Books. Written by James Hilton (builder of *Pont-y-Dulais*, featured in the December 2023 RM), its original edition was reviewed in the December 2022 issue. It can be ordered at £17.50 from:
Tel: 01225 462332
www.wildswanbooks.co.uk



Gloucestershire Warwickshire DVD

Steam Valley Productions has released a DVD of steam locomotives on the preserved Gloucestershire Warwickshire Railway during 2023. Highlights include the visits of GWR 4-6-0 No.4079 *Pendennis Castle* and BR 4MT 4-6-0 No.75014, and the return to steam of resident '2800' 2-8-0 No.2807 after overhaul. The DVD is exclusive to the railway and available from Toddington and Broadway stations, or from the online shop: **www.gwsr.com**

In Blu-Ray format, it can be ordered from Steam Valley Productions:
Tel: 07875 556615
www.steamvalleyproductions.com



Ffestiniog modelling workshop

A modelling workshop will be held at Minffordd station on the Ffestiniog Railway on 18 & 19 May, showing the possibilities for modelling in a small space. For details, see Societies & Clubs or visit:
www.festrail.co.uk/events/

Extra opening days at Pendon Museum

Pendon Museum, home to the famous EM gauge *Vale Scene* layout (Railway of the Month in the June 2023 RM) is opening on the first Thursday of every month from 2 May until October, from 11:00 with the last admission at 15:15. This is in addition to its normal weekend opening days; for details, visit:
www.pendonmuseum.com
Tel: 01865 407365

Shop News

Kernow Models to mark fifth anniversary of its Guildford branch

As this issue was going to press, Kernow Model Rail Centre was preparing to mark the fifth anniversary of the opening of its Surrey branch with a special in-store event in mid-May.

KMRC, whose headquarters store is in the Cornish town of Camborne and which has long been a stockist of Peco products, opened its Guildford branch on 1 May 2019 after choosing the location as one which had become familiar to staff attending the then regular model railway exhibitions in the area. They had noted that there was a lack of any dedicated model shops to be found in the locality.

The anniversary event at the Guildford store will take place on Friday 17 May and will include attendance by several manufacturers, (including Hornby, Bachmann and Rapido Trains UK), a brand-new tooled KMRC Exclusive product announcement, and a range of special offers that will be available only to those who attend on the day.

Visitors will be able to meet the members of the Guildford branch team and have an opportunity to speak with Chris Trerise, Managing Director and Graham Muspratt, Development Manager. The Guildford store is at 75b Stoke Road, Guildford, GU1 4HT and is open from 09:30-17:00.

Exclusive Private Owner wagon

KMRC has commissioned an exclusive OO gauge Private Owner wagon from Rapido Trains UK.

The 1907 Railway Clearing House 12-ton seven-plank open wagon carries the livery of Joseph Moger & Co., a coal merchant operating from London Brighton & South Coast Railway yards including Crystal Palace (High Level), Gipsy Hill, Norwood Junction and Penge. It is numbered 232, one of 20 such wagons built by Charles Roberts in 1911 and registered by the South Eastern & Chatham Railway, but with LBSCR lettering.

▲ **The frontage of Kernow Model Rail Centre's Stoke Road, Guildford, premises.**

▲ **The specially commissioned Private Owner coal wagon in the livery of Joseph Moger & Co.**

Chosen as a local vehicle to the Kernow store in Guildford, it will be available to buy from here and the retailer's Cornish branch. To place an order, contact:

Kernow Model Rail Centre
Tel: 01209 714099
www.kernowmodelrailcentre.com

EM gauge Beeson locomotives fetch £14,000 at auction

Two EM gauge London Midland & Scottish Railway locomotives scratch-built by James Stanley Beeson sold for £7,000 each at an auction on 27 March.

The 'Crab' 2-6-0, No.2706, and Fowler 7F 0-8-0 No.9547, were sold by Gildings Auctioneers of Market Harborough, in a live online auction of die-cast models and toys. Both were purchased by a private collector in Europe.

James Stanley Beeson (1906-1990) is referred to as the 'Fabergé' of railway modelling, having made every part of each locomotive himself using jeweller's tools to craft the metal. In a 55-year career beginning in 1924, he made over 1,600 models, but the 'Crab' and 7F are rare examples in EM gauge.

Both locomotives were commissioned in 1966 by Leonard Bramson, who designed film posters and advertising leaflets for Columbia Pictures from the 1930s to the 1960s. Beeson also had links to the film world, producing the model trains for *The Rome Express* (1932) and the classic Hitchcock thriller of 1938, *The Lady Vanishes*.

Other locomotives in the auction included three Aster Hobby Gauge 1 live steam models: Great Northern Railway Stirling Single 4-2-2 No.1, which sold for £2,700; Great Western Railway 4-6-0 No.5027 *Farleigh Castle* (£2,300); and London & North Eastern Railway A3 4-6-2 No.4472 *Flying Scotsman* (£2,100).

▲ **The rare EM gauge Fowler 7F 0-8-0 and 'Crab' 2-6-0 originally commissioned from maker James Stanley Beeson by Leonard Bramson in 1966, and recently sold by Gildings Auctioneers of Market Harborough.**

Graham Warburton 1932-2024

We are sad to report that Graham Warburton, founder member of the Taunton Model Railway Group, passed away on 24 February at the age of 92.

Graham moved from Birmingham to Watchet in the summer of 1957 and used what is now the West Somerset Railway (WSR) on his daily commute to Taunton. It was after his move to Watchet that he constructed his first end-to-end model railway in the hallway. Two hours a day spent on commuting inspired a further move to Taunton and the construction of a 16' x 8' shed making possible a dedicated space for a larger layout.

The summer of 1963 saw the club's next founder member surfacing. Graham was visiting the Bath & West Show, then held at Hillfarrance, Taunton, when he found that the Taunton and District Model Engineers had a small marquee in which was displayed a 4mm scale model of an LMS Class 5. Enquiring as to who had built it, Graham was next day knocking on the door of Mike Cook, who had an LNER-based layout running around the walls of his garage. Over ensuing years, the number of members of what would become the Taunton Model Railway Group increased through Graham's networking.

In 1970 the Great Western Society held an exhibition in Taunton for which an invitation was issued to put on a display of models. It was at this point, after six years of meeting informally, that it was decided to create a name, hence the Taunton Model Railway Group was born with 10 members. Graham was heavily involved in establishing the club's present home on Platform 1 of Bishops Lydeard station with a locally sourced and redundant Nissen hut dismantled and reassembled on site. The Mayor of Taunton officially opened the building on 15 May 1978, with the Railway Inspectorate passing this section of the WSR for passenger working on 31 May 1979.

Graham was very active in the early days of the WSR, serving as Vice-Chairman of the West Somerset Railway Association in its early days and worked on the 'Quantock Belle', the West Somerset's luxury dining train, as did his wife Pam. Graham spent a year preparing artwork for the overall station roof at Bath Green Park on the club's multi-award winning layout (see RM January 2012) from drawings provided by the architects restoring the station for its new usage by Sainsbury's, and a further year constructing the resultant model using parts produced by Alan Gibson.

From 1970 to 1978 Graham was Secretary and Treasurer of the group and was Chairman from 1979 to 1989. He was an accomplished modeller himself and wrote several books and numerous articles on modelling. He is survived by his wife Pam, daughter Gill and son Chris, who has inherited his father's love of modelling, albeit at a somewhat larger 5" scale.

[Ed. Thanks to Simon Ford, current Secretary of Taunton Model Railway Group, for sending us this obituary.]

New DCC controller from GL Railways

GL Railways Bespoke Services has released a new digital controller – the Sig-naTrak ACE 3.

Designed and assembled in the UK, the base station is designed to be as user-friendly and intuitive as possible, with a 7" touch screen and stylus for easy control.

Up to four Sig-naTrak handsets can be plugged into the base station, allowing five locomotives to be driven simultaneously.

Functions can be renamed, consist running can be set up easily, and the programming has an easy configuration setting for changing input direction and long addresses without having to know CVs.

The new release is version 1.2, with the 1.3 update due to follow soon. This will increase the number of available function sets from 16 to 56 and provide patches for bugs in the launch version. A route mode with track diagram is in development, as well as a hardware expansion module to allow for loconet connectivity.

The Sig-naTrak ACE 3 is priced at £379.95 and can be ordered from:

GLR Bespoke Services
Tel: 01446 789084
www.glrailways.co.uk

Carbon neutral shipping for Accurascale

Accurascale has announced a drive to go green by offering free carbon-neutral shipping on all direct orders placed with the company.

The firm already offers 100% recyclable boxes and packaging, but it has now started offsetting its carbon footprint. This means that every order placed with Accurascale direct will contribute (at no extra cost to the customer) towards carbon removal projects, along with carbon-neutral shipping being offered on all orders.

Accurascale 'Climate Hero' Class 66.

For every order that Accurascale receives on its website, or from a trade partner, a formula is used to calculate the estimated emissions involved in shipping that order. Then, based on those estimates, a portion of the firm's revenue goes to carbon removal companies. Customers can even 'top up' this support at the checkout, by making the optional choice of adding a further 20p to their order should they wish.

www.accurascale.com/pages/climate-commitment

Picture gives glimpse of forthcoming Sonic large Prairie models in N

RAILWAY MODELLER has received this photograph by Geoff Helliwell showing decorated samples of the Great Western Railway large Prairie models being produced by Sonic Models in N gauge. Plans for this model were announced in the RM September 2022 issue.

The picture, taken on the N gauge layout *James Street*, shows examples in BR plain black with early emblem, and in BR lined green with late crest. Other planned liveries are unlined green with 'GWR' lettering; unlined green with 'GREAT WESTERN' lettering; unlined green with 'BRITISH RAILWAYS' lettering; BR lined green with early emblem, and BR plain black with late crest.

In the 2022 announcement, Sonic said the models were being produced in conjunction with Rails of Sheffield, as exclusive retailer, and would depict both the '5101' class 2-6-2T locomotives designed by Collett in 1929 as a development of the original Churchward '3100' and '5100' types intended for local passenger and suburban work, and the '6100' class introduced in 1931 with a boiler pressure of 225psi to improve acceleration on London suburban duties.

The manufacturer has also said that the models will feature a similar drive to its earlier GWR locomotive in N gauge, the '5600' 0-6-2T, together with a die-cast chassis block, coreless 12V motor, six-pin DCC socket, detailed firebox backhead, extra detailing parts and NEM mounted N gauge couplings.

Rails of Sheffield is taking pre-orders on the models, for a deposit of £30.00 and with the currently quoted price of £129.95 to be confirmed.

www.railsofsheffield.com

Exclusive OO Hawthorn Leslie about to arrive at Footplate

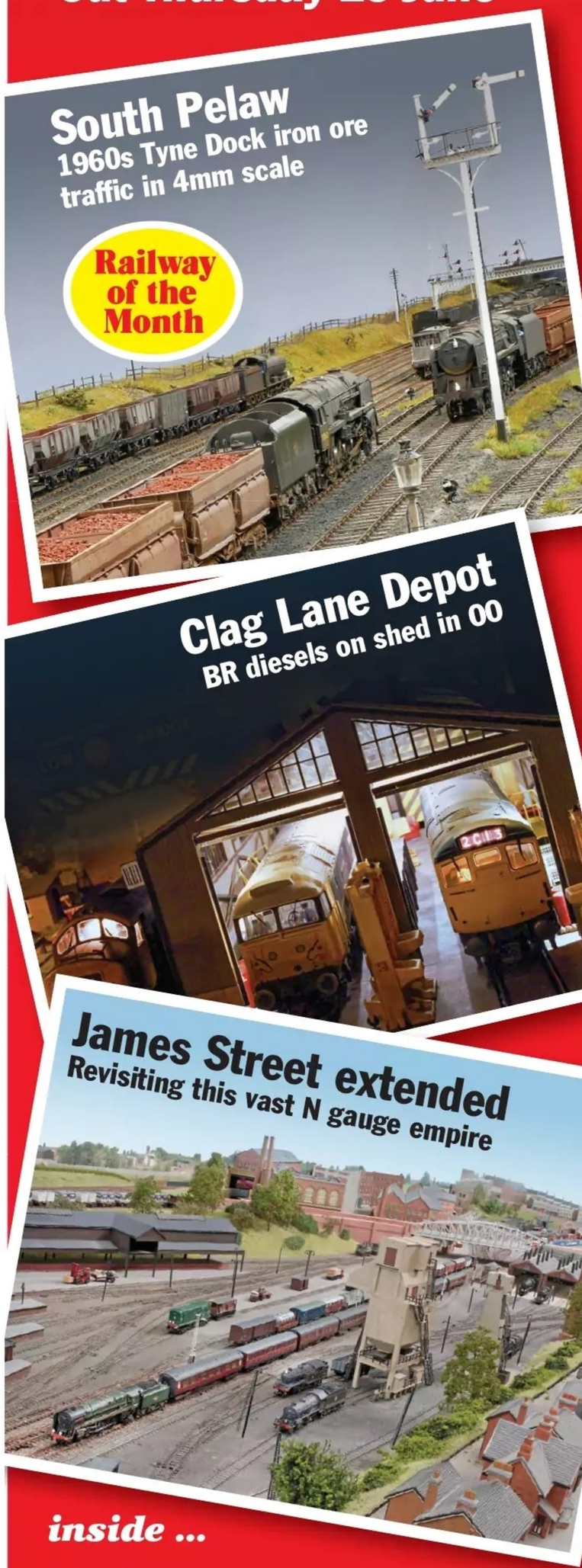
Kidderminster-based retailer Footplate has received the final sample of its exclusive Dapol OO gauge Hawthorn Leslie 0-4-0ST, in lined black livery as Marston Thompson & Evershed Ltd No.3, preserved at the Foxfield Railway. Expected to arrive in June, the model can be ordered from:

Footplate
Tel: 01562 750076
www.footplate.co.uk

Coming next month

July 2023

Out Thursday 13 June



inside ...

- **LMS/BR KITSON 0-4-0ST**
  Drawn & Described in 4mm
- **MADDACOMBE TO TOWNSEND**
  Mick Clarke brings us up to date with his home-based OO gauge system
- **A SCRATCH-BUILT COTTAGE**
  Using styrene sheet to recreate a period dwelling in miniature

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.

AUGUST 2024 issue deadline: June 1st

LIVE EVENTS

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 Rly 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: sdrmclubroom@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 U15s free with each adult.
Amenities: wheelchair access, refreshments.
Features: Layouts in O, O-14, On30, OO, OO9, TT, N gauges plus 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, acpd children free.
Amenities: some exhibits not accessible to disabled. Refreshments available, tombola.
Features: 7 club layouts, loco doctor, stalls.
Email: secretary@cxmrs.org.uk

Saturday 11 & Sunday 12 May
BARKBY THORPE, nr Syston, Leicester
Organiser: Syston Model Railway Society (in support of Hope Against Cancer charity).
Venue: 'Roots', Thorpe Farm, Barkby Thorpe, near Syston, Leicester 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 plus trade stands and 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: 2-day ticket £11.00, EMGS members £9.00, accompanied under-16s free.
Amenities: ¾ mile from Bracknell railway station, close to M3 Jcn 3 and M4 Jcn 10, free parking, level access, catering.
Features: Layouts in P4, EM and 2mm FS gauges, plus demos, societies & traders.
Email: expoem@emgs.org
Website: www.emgs.org

Saturday 11 & Sunday 12 May
HAVENSTREET, Isle of Wight
Organiser: Isle of Wight Steam Railway.
Venue: IoW Steam Railway, Railway Station, Havenstreet, Isle of Wight, PO33 4DS.
Open: railway open 1000-1700 both days.
Admission: entry included in cost of steam railway tickets. Exhibition only: adults £8.00, children aged 5-plus £4.00 (including Haven Falconry £6.00), children aged 4 and under free, members or carers free.
Amenities: free parking and level disabled access to buildings and toilets (see website for booking on trains). Refreshments.
Features: Layouts including *Canute Road Quay* (4mm), *Blackgang* (Gauge 3), *St Mary's* (7mm scale narrow gauge), *The Royal Albert Bridge* (N), *Beckington Pier*, *Great Grandad's Track* (OO Hornby 3-rail), *Shawton* (O), *Cowes Town* (N) and N gauge group Whitrail, N Gauge Group micro box layouts and Gauge 3 Society rc and live steam models. Trade and society stands
Contact: IWSR 01983 882204.
Email: info@iwsteamrailway.co.uk
Website: www.iwsteamrailway.co.uk/event/model-railway-exhibition/

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, acpd children free.
Amenities: parking, disabled access to exhibition but not museum layouts, refreshments.
Features: 15 layouts plus trade and society stands and museum 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, U16s and registered disabled £4.00, parent & child £12.50, family £25.00 (2 + up to 3), discounted advance tickets online.
Amenities: free parking, disabled access, refreshments.
Features: 5" gauge outside layout, layouts in N, 009, OO, HO, TT:120 and O gauges, demos & workshops, displays, 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.

Sunday 12 May
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: The Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton, Devon EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine and friends which can be driven by visitors. Also one or more of many club layouts.
Website: www.cvmrc.co.uk

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. U11s 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.leedsmrs.org

Saturday 18 & Sunday 19 May
ELY, Cambridgeshire
Organiser: Ely & District Model Railway Club.
Venue: Ely College, Downham Rd, Ely CB6 3DY.
Open: 1030-1630
Admission: adults £6.00, children (5-16) £3.00, U5s 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, acpd children U14 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
PORTHMADOG, Gwynedd
Event: Model Railway Workshop.
Organiser: Ffestiniog & Welsh Highland Rlys.
Venue: Gweithdy, Minffordd Station, Penrhyndeudraeth, Gwynedd LL48 6HF.
Open: Saturday 1030-1630
Sunday 1000-1600
Admission: adults £4.00, children (aged 3-12) £1.00.
Amenities: venue is in Minffordd station car park off A497. Blue Badge parking only at station but large business park across road has free parking. Cambrian Coast Line Minffordd station is adjacent. On T22 Caernarfon–Blaenau Ffestiniog hourly electric bus route. Toilet and light refreshments.
Features: aim is to show you can model in a small space. It doesn't have to be an exhibition size layout – just get involved and enjoy it! Mix of different scale layouts and demonstrations to see. Chat to other modellers, enjoy a coffee and a slice of cake.
Contact: F&WHR Porthmadog Harbour Station, 01766 516000.
Email: enquiries@ffwhr.com
Website: www.festrail.co.uk
Facebook: www.facebook.com/festrail/

Saturday 18 & Sunday 19 May
SALISBURY, Wiltshire
Organiser: Salisbury & South Wilts Rly 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, refreshments and toilets (some stairs to stage), light refreshments.
Features: 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 U16s free.
Amenities: free on-site parking, disabled access, hot and cold food and drinks.
Features: 15 layouts, demos, 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: ltd free parking, 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
LEIGHTON BUZZARD, Bedfordshire
Organiser: Leighton Buzzard NG Railway.
Venue: LBNGR, Pages Park, Billington Rd, LU7 4TG.
Open: 1000-1630
Admission: adults £3.00, children (5-plus) £1.50, free to railway passengers.
Amenities: Free car parking, disabled access and refreshments.
Features: Approx. 8 layouts in gauges N, 009 and G scale live steam.
Contact: Robert Longman, 01525 850703.
Email: r.longman@btinternet.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, U16s free.
Amenities: refreshments.
Features: 7 layouts, dioramas, demos.
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 BT20 4AG.
Open: Friday 1900-2130
Saturday 1000-1630
Admission: adults £6.00, children £3.00, concessions £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 3-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 May
SAFFRON WALDEN, Essex
Organiser: Saffron Walden Model Railway Club – open day.
Venue: United Reformed Church Hall, Abbey Lane, Saffron Walden, Essex, CB10 1AG.
Open: 1000-1600
Admission: free, but donations welcome to Teenage Cancer Trust following the death of young member Tom in 2022.
Amenities: parking available at Swan Meadow (CB10 1DA). Venue has disabled access and toilets. Light refreshments.
Features: working layouts in gauges from T to O plus Club second-hand stall and O gauge test track with automatic reversing.
Contact: Julian Nettle, 01799 521029.
Email: julian.nettle@btopenworld.com

Saturday 25 & Sunday 26 May
AYLESBURY, Buckinghamshire
Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Guttmann 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: railexmanager@rdmrc.org.uk
Website: www.railex.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, acpd children free.
Amenities: approximately 10 mins 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: nfmrs@yahoo.com
Website: www.nfmrs.org

Saturday 25 & Sunday 26 May
ROBERTSBRIDGE, 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, acpd children free, return free on Sunday with Sat 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.
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.tmrg@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 May
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: The Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton, Devon EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model, Railway of the Month in RM January 2024) and *Soldor*, home to a little blue engine which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Sunday 26 & Monday 27 May
COSSINGTON, Leicestershire
Organiser: Leicester Model Railway Group.
Venue: Cossington Open Gardens, Cossington, Leicestershire (6 miles north of Leicester between A6 and A46).
Open: 1100-1700
Admission: £7.50 incl gardens & clubroom.
Features: LMRG clubroom open with six layouts and multi-gauge test track (O, OO & N).
Website: www.lmrg.co.uk

Sunday 26 & Monday 27 May
HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Rly, King George V Drive E, 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.tmrg@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 1 June
BECCLES, Suffolk
Organiser: Norfolk & Suffolk Narrow Gauge Modellers (8th open day).
Venue: Blyburgate Hall, Blyburgate, Beccles, Suffolk NR34 9TF.
Open: 1000-1600
Admission: adults £4.00, accompanied children under 16 free.
Amenities: disabled parking only at hall, so use nearby public car park (behind library and near Roys Store). Two rooms are wheelchair-accessible but third not. Refreshments available.
Features: layouts in various scales including *Mosquito Falls* (On30), *Stoney End* (O-16.5), *The Brickworks* (O-14), *Pye Rigg Works* (O9), *Redwell* (O09), *Pilton* (O09), *Seething* (O09), and *The Cement Works* (O09). Upper room with group challenge competition on theme of 10 for group's 10th anniversary. Trade & society stands.
Contact: Richard Doe, 01502 471760.
Email: nsngm@yahoo.co.uk

Saturday 1 June
BRONWYDD ARMS, near Carmarthen
Organiser: West Wales Railway Modellers (incorporating West Wales O Gauge Group).
Venue: Bronwydd Arms Village Hall, 16 Gelli Aur Estate, Bronwydd SA33 6BE.
Open: 1000-1600
Admission: adults £5.00, juniors £4.00 (under 10s free), family (2 adults and 2 children) £12.00.
Amenities: free parking on site, good disability access, refreshments available.
Features: layouts of various gauges, demonstrations and trade stands.
Website: www.wwrm.co.uk

Saturday 1 June
GAYDON, Warwickshire
Event: Vintage Model Railway Show.
Organisers: Trix Twin Railway Collectors Association, the Bassett-Lowke Society and The Train Collectors Society.
Venue: British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ.
Open: 1030-1400 (early entry at 0900).
Admission: adults £8.00 (or early entry £12.00), acpd children free.
Amenities: free parking, venue is disability compliant, refreshments.
Features: Many vintage layouts and exhibits in gauges N to Gauge 1 in most major UK 'collector' makes, incl Trix, Bassett-Lowke, Tri-ang and Hornby (Liverpool).
Contact: Bryan Pentland, 0780 1818764.
Email: bryanpentland@hotmail.co.uk
Website: www.traincollector.co.uk

Saturday 1 June
LUDLOW, Shropshire
Organiser: Craven Arms & District Model Railway Circle.
Venue: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT.
Open: 1000-1600
Admission: adults £7.00, accompanied U16s free or otherwise £4.00.
Amenities: On A49 Shrewsbury–Hereford road. Ample free parking, dedicated disabled spaces and wheelchair-friendly. Ludlow station is 2.6 miles from venue. Cafeteria.
Features: 20 layouts, plus demonstrations, society and trade stands.
Contact: Chris Jamieson, 07510 109347.
Email: cadmrcexhibitions@gmail.com
Facebook: www.facebook.com/CADMRC/?locale=en_GB/

Saturday 1 June
MINEHEAD, Somerset
Event: Exmoor Rail.
Organiser: Exmoor Coast Railway Modellers.
Venue: West Somerset College, Bircham Road, Minehead, Somerset, TA24 6AY.
Open: 1000-1630
Admission: adults £7.00, children £3.00, family (2+2) £15.00.
Amenities: Free on-site parking, buses from Taunton pass venue. Half a mile from West Somerset Railway station. Disabled friendly. Hot & cold refreshments all day.
Features: 15 layouts including: *Abercynon Fach* (4mm), *Bambridge* (4mm – first public showing), *Baytree Road* (4mm), *Bordesley North* (2mm FS), *Ewe* (4mm), *Great Snoring* (4mm), *Keane's Cove* (HO), *Kleine Albula* (HOm), *Lockdown Wharf* (4mm), *Lower Exbury* (P4), *Mill End* (7mm), *Shobrooke Road* (4mm), *Sturminster Newton* (2mm), *Woodlands* (4mm) plus demos and stands.
Contact: David Nelhams, 01643 706736.
Email: nelhams1@tiscali.co.uk

Saturday 1 June
PORT TALBOT, South Wales
Organiser: St. Theodore's Church.
Venue: St. Theodore's Halls, Talbot Road, Port Talbot, SA13 1LB.
Open: 1000-1600
Admission: adults £5.00, U16s £1.00.
Amenities: limited parking so use Aldi car park a 2-minute walk away. Full disabled access including toilets. Light refreshments and raffle. All proceeds to church funds.
Features: 8 railway layouts, displays of model aircraft, buses, children can drive a G gauge train, and 5" gauge miniature railway kindly sponsored by MIB Models, Bridgend, plus trade and society stands.
Contact: Simon Burton, 07961 019957.
Email: slb_2@hotmail.co.uk

Saturday 1 June
SHREWSBURY, Shropshire
Event: Shrewsbury Festival of Model Railways.
Organiser: Chantilly Grey.
Venue: St Mary's Church, Dogpole, Shrewsbury SY1 1DX.
Open: 1000-1600
Admission: adults £6.00, children £2.00, under 5s free.
Amenities: 5-minute walk from Shrewsbury

rail and bus stations, car parks in town centre.
Features: 23 layouts of various gauges with trade and society stands.
Contact: Tim, 07753 856308.

Saturday 1 June
SLEAFORD, Lincolnshire
Organiser: Sleaford and District Model Railway Club.
Venue: St George's Academy, Westgate, Sleaford NG34 7PP.
Open: 1000-1600
Admission: adults £6.00, family (2+2) £12.00, ucpd children (U16s) £4.00.
Amenities: free parking, disabled access, refreshments.
Features: 20 layouts, demos, trade stands.
Website: www.sleafordmrc.co.uk
Facebook: www.facebook.com/sleafordmodelrailwayclub/

Saturday 1 June
SUNBURY-ON-THAMES, Surrey
Organiser: Gauge O Guild.
Venue: Kempton Park Racecourse, Staines Road East, Sunbury-on-Thames TW16 5AQ.
Open: 1000-1600 (advance ticket-holders admitted from 0930).
Admission: members £10.00, non-members £15.00 for advance tickets, £2.00 extra on the door (all are family tickets for purchaser, partner and children under 16).
Amenities: venue with own rail station and ample free parking, and is easily reached from M3 and M25. Hall all on one level.
Features: around 8 layouts, plus numerous Guild and trade stands and demonstrations.
Contact: Gauge O Guild, 01594 545676.
Email: enquiries@gaugeoguild.com
Website: www.gaugeoguild.com/events/guild_shows.aspx?id=29
Advance tickets: www.gaugeoguild.com/onlinesales/ticketsales.aspx

Saturday 1 June
WOODMANSTERNE, Surrey
Event: Woodmansterne Summer Model Railway Exhibition.
Organiser: North Downs Model Railway Circle.
Venue: St Peter's Church Hall, 1 Chipstead Way, Woodmanstern, Banstead, SM7 3JH.
Open: 1000-1700
Admission: adults £6.00, U16s £3.00, seniors/disabled £5.00.
Amenities: free parking, refreshments.
Features: Layouts in main scales. Traders.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlworld.com

Saturday 1 & Sunday 2 June
BROADSTAIRS, Kent
Organiser: Crampton Tower Museum
Venue: Crampton Museum, The Broadway, Broadstairs CT10 2AB.
Open: 1000-1600 both days
Admission: adults £4.00, children £2.00, family (2 adults & 2 children) £10.00.
Amenities: next to rail station & Stagecoach bus routes, pay & display car park nearby (free Saturdays). Limited disabled access. Entry is to complete museum. Children's train rides at extra charge.
Features: 6 visiting model layouts to join 8 permanent museum layouts, plus club sales stand and visiting sales stands.
Website: www.cramptontower.co.uk

Saturday 1 & Sunday 2 June
EDINBURGH, Scotland
Organiser: Edinburgh & Lothians Miniature Railway Club.
Venue: George Watson's College, Colinton Road, Edinburgh, EH10 5EG.
Open: 1000-1700 both days.
Admission: adults £8.00, children £3.00, family (2+2) £18.00, under 5s free.
Amenities: free parking in surrounding area, disabled access, lunches & refreshments.
Features: 13 layouts in N, HO, OO, P4 and O, 6 traders and 2 society demonstrations.
Email: secretary@elmrc.org.uk
Website: www.elmrc.org.uk/elmrc-exhibition/
Facebook: www.facebook.com/EdinburghLothianMRC

Saturday 1 & Sunday 2 June
HULL, East Yorkshire
Organiser: Hull Miniature Railway Society.
Venue: Events Space, Princess Quay Shopping Centre, Princess Dock Street, Hull, HU1 2PQ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £5.00, children £1.00, under-5s free with a paying adult.
Amenities: local parking available in two car parks, disabled access with exhibition on ground floor, light refreshments available.
Features: *St Caths* (N), *Bytoft Greyke* (N), *Falcon Road* (O), *Yorkshire Pennines* (N), *Goathland* (OO), *Possil Halt* (OO), *IZAL Factory* (O), *Albion Estates* (7/8" to 1'), *Annerley* (N), *Five Mile House* (OO), *Pine River* (HO), *Weedram Distillery* (OO), *High Stamley* (OO9), *Lego Layout 1* (LEGO), *Fare Ford Depot* (OO) and refurbished and upgraded children's layouts, trade support, demonstrations and society stands.
Email: mfwbreakspear@aol.com
Website: www.hullmrs.org
Facebook: www.facebook.com/hullmrs/

Saturday 1 & Sunday 2 June
NEWTON AYCLIFFE, Co. Durham
Organiser: Shildon Model Railway Club.
Venue: Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe DL5 6QZ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, family (2+2) £16.00, children 6-16 £2.00 or up to 5 free.
Amenities: free parking, disabled-friendly, bar & restaurant. Served by Northern Rail trains and Arriva buses 5 & 5A.
Features: more than 15 layouts including: *St Marnoch* (7mm), *Beighton Junction Yard* (7mm), *Sowerby Station* (7mm), *Badgers Bottom* (7mm), *Eastgate Harbour* (4mm), *Hackworth Park* (4mm), *Ribbleton Moor* (4mm), *Rothbury* (4mm), *Steeple Bumpleigh* (EM), *Rowntree Sidings* (EM), *Torcy* (French HO), *Johnstown* (2mm), *Titheridge Junction* (2mm), *West Bowling* (2mm) and a Lego layout. Also more than 15 trade stands.
Contact: Robert Arrand, 07564 301487
Website: www.shildonmodelrailwayclub.co.uk

Thursday 6 to Saturday 8 June
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group in conjunction with the West Somerset Railway Summer Diesel Festival.
Venue: Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX.
Open: Each day 1000-1630
Admission: small admission charge (note children must be accompanied).
Amenities: free parking, refreshments.
Features: Two finescale OO gauge layouts, *Bath Green Park* and *Tamerig New*.
Email: secretary.tmrg@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 8 June
BURTON-ON-TRENT, Staffordshire
Organiser: 7mm Narrow Gauge Association.
Venue: Burton Town Hall, King Edward Place, Burton-upon-Trent, DE14 2EB.
Open: 1030-1630
Admission: adults £9.00, members £5.00, partners and children free.
Amenities: Wheelchair access, refreshments and bar available.
Features: Layouts: *Gants Hill* (Gn15), *Hawaiki* (On30), *Hookton Riverside* (O-16.5), *Jubilee Works* (O/O-14), *Little Bognor* (O-16.5), *Roundhay Roundhay* (O-16.5), *Severn Mill* (O-16.5), *Stretton Baskerville Estate Light Railway* (O-16.5), *Welton Park* (O9) and *Wheal Ponder* (O-16.5). Plus traders, group and society stands and demos.
Email: exhibition@7mmnga.org.uk.
Website: www.7mmnga.org.uk/AGM.php

Saturday 8 June
KNOWL HILL, Berkshire
Organiser: Marlow, Maidenhead & District MRC.
Venue: Knowl Hill Village Hall, Bath Road (A4), Knowl Hill, Berkshire RG10 9XB.
Open: 10.00-15.30
Admission: adults £4.00, children 5-14 £2.00 (under 5s free), family (2 adults + 2 or more children) £10.00.
Amenities: Free parking. Refreshments.
Features: Club and members' layouts, guest layouts, trade support.
Email: juliansaxtonmmdmrc@btinternet.com
Website: www.mmdmrc.org.uk

Saturday 8 June
MILTON KEYNES, Buckinghamshire
Event: Annual Model Railway Exhibition
Organiser: Milton Keynes Model Rly Society.
Venue: Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH.
Open: 1000-1630
Admission: adults £6.00, children aged 5-16 £2.00, children under 5 free.
Amenities: Free parking in the local area, and refreshments available.
Features: more than 20 operating layouts, including debut for the club's new O gauge layout *Frimingham*. Also trade stands, demos and society and group displays. The Bachmann Collectors Club will be attending.
Website: www.mkmrs.org.uk

Saturday 8 June
NORTHOLT, Middlesex
Organiser: Northolt Model Railway Club.
Venue: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD.
Open: 1030-1700
Admission: by donation.
Amenities: refreshments available.
Features: club open day.
Website: https://northoltmodelrailway.club

Saturday 8 June
SOUTHAMPTON, Hampshire
Organiser: Southampton Model Railway Soc.
Venue: Unit 1b Kemps Quay Industrial Park, Quayside Road, Southampton SO18 1BZ.
Open: 1000-1600
Admission: Free of charge.
Features: Club room open day.
Email: southamptonmrs@gmail.com

Saturday 8 June
YORK, North Yorkshire
Organiser: The WorldWide and the Yorkshire Area Groups of The N Gauge Society.
Venue: Heworth Community Centre, 38 Applecroft Rd, Heworth, York YO31 0HQ.
Open: 1030-1600
Admission: £5.00 per modeller or family group (refunded if you join either group).
Amenities: Very limited on-site parking, disabled access, refreshments. Bus 11 from York station to Ashley Park Bridge.
Features: Four large modular layouts (T-Trak and FREEMO, both analogue and digital) with variety of styles from around the world incl Europe, Japan, North America and UK plus fantasy scenes. Also *Millfield Yard*.
Contact: John Brady, 07818 077663.
Email: wwg-editor@outlook.com

Saturday 8 & Sunday 9 June
BAKEWELL, Derbyshire
Event: Peak Model Railway Exhibition
Organiser: Chesterfield Railway Modellers.
Venue: The Agricultural Centre, Bakewell, Derbyshire DE45 1AH.
Open: 1000-1700 both days.
Admission: £5.00 each, family £12.00.
Amenities: Venue is in large 'Pay and Display' car park near town centre. Well signposted from A6 to Matlock. Frequent bus services serve town.
Features: Layouts include: *Meden Vale* (N), *Glenellen* (N), *Burdock* (N), *Shawbridge Junction* (N), *Cas-Ny-Hawin* (OO9), *Avyn-A-Llyin* (OO9), *Glenties* (OOn3), *Oliver Hill* (HO), *Birchwood* (OO), *Allsop and Sons (Slate) Ltd* (OO), *Stockshed* (OO), *Northern Junction* (OO), *Howbrooke* (OO), *Archies* (OO) and *Barden* (O). Demonstrations, traders and society stands.
Website: http://www.chesterfieldrailway-modellers.co.uk/our_exhibitions
Facebook: www.facebook.com/profile.php?id=100064329956511

Saturday 8 & Sunday 9 June
SHEPTON MALLET, Somerset
Organiser: Shepton & District MRS.
Venue: Scout Hall, SDMRS Clubroom & Rifle Club Room, Old Wells Road, Shepton Mallet BA4 5XN.
Open: Saturday 1030-1630
Sunday 1000-1600
Admission: adults £6.00, accompanied children free (no unaccompanied children).
Amenities: On-site parking available. Note there is no disabled toilet and a small step into SDMRS club room.
Features: 13 layouts, including *East Lynn Quay* (S), *Chard Junction* (O), *Hawkridge* (009), *Woodlands* (OO), *Newton Heath Works* (O), *St Martin's Wharf* (O), *Italia 1943* (N), *Snallbuns Castle* (N), *Trerice* (P4), *Printer's Yard* (O), *Chilcompton* (N), plus the club's *Hemyock* and *Shepton Mallet* (OO). Traders and Ffestiniog Rly Society stand.
Contact: John Perrett, 01761 232950.
Email: jp.perrett@btinternet.com

Saturday 8 & Sunday 9 June
SOUTHAMPTON, Hampshire
Event: Solent Sky Museum Tram Event 2024
Organiser: Southampton Tram Project supported by the TRLS.
Venue: Solent Sky Museum, Albert Rd S, Southampton SO14 3FR.
Open: 1000-1700 both days.
Admission: museum admission: adults £12.00, children £8.00, family ticket £25.00.
Amenities: Bluestar 19 bus from Southampton Central Stn to Ocean Village stop.
Features: model tramway and railway layouts and sales stalls. See Lisbon Tram No.715 as in Netflix film *Heart of Stone,* plus Southampton trams 11 & 38, and view 20 historic aircraft and Police and Fire Museum.
Website: www.solentsky.org
Facebook: www.facebook.com/solentskymuseum/

Sunday 9 June
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: The Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton, Devon EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model of former local prototype) and *Soldor*, home to a little blue engine which can be driven by visitors. Also one or more club layouts.
Website: www.cvmrc.co.uk

Saturday 15 June
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: limited accessibility for disabled.
Features: open day with O gauge East Coast Main Line layout in operation.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 15 June
HUCCLECOTE, Gloucester
Organiser: Hucclecote Methodist Church.
Venue: The Methodist Church, Carisbrooke Road, Hucclecote, Gloucester GL3 3QP.
Open: 1000-1700
Admission: adults £6.00, children free.
Amenities: car park and free on-street parking, disabled access, refreshments.
Features: 14 working layouts, plus traders, demonstrations and static displays.
Email: info@hucclecotemc.org.uk

Saturday 15 June
ST NEOTS, Cambridgeshire
Organiser: St Neots Model Railway Club.

Venue: The Priory Centre, St Neots, Cambridgeshire PE19 2BH.
Open: 1000-1630
Admission: adults £5.00, U16s free.
Amenities: town centre car parks or at nearby Riverside car park, all with designated disabled spaces. Rail station is 1½ miles away or use bus service R61. Venue has access on one level. Refreshments.
Features: Range of layouts in N, OO, OO9, O and SM32 scales plus trade stands and weathering demonstrations.
Email: exhibitionmanagersnmrc@gmail.com
Website: www.stneotsmrc.com/exhibition
Facebook: www.facebook.com/stneots-modelrailwayclubexhibition/

Saturday 15 & Sunday 16 June
COATBRIDGE, Lanarkshire
Organiser: Summerlee Museum of Scottish Industrial Life.
Venue: Summerlee Museum of Scottish Industrial Life, Heritage Way, Coatbridge, Lanarkshire ML5 1QD.
Open: 1000-1600 both days.
Admission: Free entry.
Amenities: nearby parking at the Time Capsule (M5 1QD) or for public transport details use Traveline – nearest railway stations are Coatbridge Sunnyside (10-minute walk), Blairhill (0.47 miles), Coatbridge Central (0.67 miles) and Whifflet (1.01 miles). Disabled access, play area, cafe.
Features: 10 visiting layouts from across Scotland. Trade stands with new and vintage models. Summerlee Museum, mine tours, children's activities and exhibitions.
Contact: Museum, 01236 856150.
Website: www.renfrewshiremrc.co.uk/summerlee-mre/
Facebook: https://www.facebook.com/events/summerlee-museum-of-scottish-industrial-life/summerlee-model-railway-exhibition/140412869709947/

Saturday 15 & Sunday 16 June
EXBURY, Hampshire
Event: Father's Day Model Railway Exhibition.
Organiser: Exbury Gardens & Steam Railway.
Venue: Exbury Gardens, Summer Lane, Exbury, Southampton SO45 1AZ.
Open: 1000-1730 both days.
Admission: Free with gardens admission or membership. Dads half-price on Sunday.
Amenities: extensive car parking, accessible toilet facilities and refreshments.
Features: array of model railways owned by New Forest Model Railway Society members. Working steam engines displayed in railway shed. 200 acres of gardens, steam train rides, watch professional tree climbing competition (both days) and enjoy the Austin Counties Car Show (Sunday).
Website: www.exbury.co.uk
Facebook: www.facebook.com/exburygardens/

Saturday 15 & Sunday 16 June
GLASGOW, Strathclyde
Event: GlasGOw 2024
Organiser: Strathclyde O Gauge Group.
Venue: Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE.
Open: Saturday 1000-1600
Sunday 1100-1600
Admission: adults £6.00, acpd children free.
Amenities: halls opposite Pollokshaws West station on the East Kilbride/Barrhead lines or 5-10 mins walk from Shawlands station on the Cathcart Circle. Buses 57 (First) and 3 (McGills) pass the door.
By car follow the signs for the Pollok Country Park & Burrell Collection from M77 Jct 2 or M8 Jct 22 – hall is on opposite side of road.
Free off street parking. Café available.
Features: a variety of layouts, a test track, demonstrators, traders and bring & buy.
Contact: Bob McLay, 0141 6374189.
Email: wcampbell23@yahoo.co.uk

Saturday 15 & Sunday 16 June
HANWORTH, Middlesex
Event: Railway Gala and Model Railway Show
Organiser: Hampton & District MRS.
Venue: Hampton & Kempton Waterworks Railway, Snakey Lane, Hanworth, Feltham, Middlesex TW13 6XH. (For Sat Nav: TW13 7ND. (Venue is outside the ULEZ zone.)
Open: 1000-1700 both days.
Admission: adults £8.00, children £4.00.
Amenities: free parking, step-free access, refreshments.
Features: 10 layouts, society stand, miniature railway, unlimited rides on narrow gauge railway, industrial and diesel locomotives operating, woodland walk incl viewing area for watching locos being prepared. Kempton Steam Museum (added admission charge).
Contact: Chris Leach, 07403 623789.
Email: chrisleach66@gmail.com
Website: www.hamptonkemptonrailway.org.uk

Saturday 15 & Sunday 16 June
LEEDS, East Yorkshire
Organiser: Middleton Railway Trust.
Venue: Middleton Railway, The Station, Moor Road, Hunslet, Leeds, LS10 2JQ.
Open: 1000-1630 both days,
Admission: adults £11.00, children £5.00 (incl exhibition & unlimited steam train rides).
Amenities: railway models set out with real thing in Engine House, steam train rides, plus chance to drive full-size locomotive at suggested donation of £5 (no need to book but must be aged 18-76). Refreshments.
Features: up to 15 layouts in a variety of gauges, O, OO, EM, N, P4, T & OO9, including *Colinton* (P4), *Knaresborough* (4mm), *Oxforth East* (OO & OO9), *Millfield Yard* (N), *Saltaire* (T) and *Minimis* (EM). Also vintage Hornby-Dublo, Tri-ang and Tri-ang Hornby trains operating. Trade stalls.
Contact: Ian Dobson, 01274 613687 (evenings only please).
Email: middletonmre@middletonrailway.org.uk
Website: www.middletonrailway.org.uk
Facebook: www.facebook.com/MiddletonRailwayOfficial/

Saturday 15 & Sunday 16 June
MERE, Wiltshire
Organiser: Mere & District Railway Modellers.
Venue: Mere Lecture Halls, Wilts BA12 6HE.
Open: 1000-1600
Admission: adults £5.00 and accompanied children aged 12 and under free.
Amenities: ample free car parking and refreshments available.
Features: 10 layouts plus two traders.
Contact: Richard de Camin, 07947 859374.
Email: rdecamin@btinternet.com

Saturday 15 & Sunday 16 June
NORTH SHIELDS, Tyne & Wear
Event: Father's Day Model Railway Exhibition
Organiser: Blyth & Tyne Model Railway Club.
Venue: Redpath House (Above Asda), 40 Saville Street, North Shields NE30 1NT.
Open: 1000-1630 both days.
Admission: £3.00 (under 16s free).
Amenities: 125yds from Metro station, on-street parking nearby, multi-storey car park opposite. Venue has a lift and disabled access toilets. Refreshments available.
Features: Visiting layouts, trade support.
Email: trevor3489@hotmail.com
Website: www.btmrs.co.uk

Saturday 15 & Sunday 16 June
SUTTON COLDFIELD, Birmingham
Event: DEMU Showcase 2024
Organiser: Diesel and Electric Modellers United (DEMU).
Venue: Sutton Coldfield Town Hall, Upper Clifton Rd, Sutton Coldfield B73 6DA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £12.00, members & U16s £8.00, family £28.00. Tickets valid all w/end.
Amenities: 2-min walk from Sutton Coldfield station. Pay & display car parks close by. Town hall has 2 entrances, both with step-free wheelchair access. Drop-off parking bay by main entrance. Blue Badge holders can use accessible parking bays to the side.
Features: UK's premier exhibition for diesel and electric modelling in all scales – layouts include: *Deadmans Lane* (Railway of the Month in this RM issue), *Alderton*, *Waddon Marsh, Ravenscroft, Knype Bridge* and many more. Plus stands and demos.
Email: showcase@demu.org.uk
Website: www.demu.org.uk

Saturday 22 June
EWELL (EPSOM), Surrey
Organiser: Epsom & Ewell MRC.
Venue: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0AF.
Open: 1000-1700
Admission: Free – donations welcome.
Amenities: limited on-site parking, bus route (Kingston–Epsom) passes the door, refreshments available.
Features: open day with 10 club and members' layouts in various scales, plus demos, limited trade stands, second-hand stall.
Email: secretary@eemrc.org.uk
Website: www.eemrc.org.uk
Facebook: www.facebook.com/EEMRC/

Saturday 22 June
STEVENTON, Oxfordshire
Organiser: Oxfordshire NG Modellers.
Venue: Steventon Village Hall, The Green, Steventon, Oxfordshire, OX13 6RR.
Open: 1000-1600
Admission: adults £6.00, acpd children free.
Amenities: 5 mins by car from Milton interchange on A34. Free parking and step-free access. 15 mins by bus from Didcot Parkway station. Refreshments available.
Features: 15 layouts (mainly OO9 unless noted) incl: *Woodbury Wharf*, *Angst Lesspork*, *Chwarel Cwm Bach, Kaninchenbau* (HOe), *Grand Duchy of Mittenberg* (HOe), *Devils Bridge*, Farnham Group Modular Layout, *Garreg Wen*, and *Long Sibford* (Oxfordshire NG Modellers OO9 Modular Layout).
Email: nige66uk@gmail.com
Website: www.oxngm.org.uk

Saturday 22 June
ST OSYTH, Essex
Event: Thamesiders Open House 2024
Organiser: Thamesiders Model Railroad Group with support from NMRA British Region.
Venue: Village Hall, St Osyth CO16 8PE.
Open: 1000-1530 (also open till 1200 on Sunday but main scale set-ups only on view).
Admission: Donations requested.
Amenities: Venue is reachable by public transport, with parking on site and in Longfields side street. Hall is wheelchair accessible. Tea, coffee, cakes and biscuits.
Features: Focus on HO and N gauge set-ups plus demos of T-Trak and On30. Group is planning live stream of N and HO scale set-ups on both YouTube (see https://youtube.com/live/cU87WEVc-4c?feature=share) and NMRA Interchange. Plus trade stands.
Website: www.thamesidersmrg.org.uk/open-house-2024

Saturday 22 & Sunday 23 June
EXETER, Devon
Organiser: Exe Model Railway Society.
Venue: Matford Livestock Centre, Matford Park Road, Marsh Barton, Exeter EX2 8FD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £9.00, acpd children free.
Amenities: nr Matford Park & Ride bus stop, free parking, restaurant, disabled access.
Features: 30 layouts in gauges O, OO and N, plus traders. Exe Model Railway Society is celebrating its Diamond Jubilee in 2024. Specially commissioned commemorative OO gauge wagon in club colours on sale.
Email: Train@exmrs.co.uk
Website: www.exmrs.co.uk
Facebook: www.facebook.com/exemrs/

Saturday 22 & Sunday 23 June
RUDDINGTON, Nottinghamshire
Organiser: Nottingham Transport Heritage Centre, with Nottingham Model Rly Society.
Venue: NTHC Ruddington – Nottingham Transport Heritage Centre, Mere Way, Ruddington, NG11 6JS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00 (card payments accepted), accompanied U16s free.
Amenities: Parking on-site £2.00 per car (towards upkeep – card payment available). By bus, on Saturday take No.3, 3A or 10 to Ruddington Green, then walk; on Sunday, take No.10C to Rushcliffe Country Park. All buses call at Nottingham railway station.
Features: 10 layouts in scales TT, OO, HO and O with British, American & Continental themes, including *Trent Lane Junction* (OO), *Black Diamonds* (US themed N), *Oxthorne* (N) and *Wire Mill Drive* (US themed HO) plus trade stands and demos. Other Heritage Centre attractions open as usual.
Website: www.nottingham-modelrailway.org.uk/?page_id=489

Sunday 23 June
CREWE, Cheshire
Organiser: Model Rail Crewe.
Venue: The Coppenhall Club, 103 North Street, Crewe CW1 4NJ.
Open: 1000-1700
Admission: £7.00 per person (free for under-12s accompanied by fee-paying adult).
Amenities: venue has spacious free private car park (note height restriction barrier), shuttle vintage bus service planned to Crewe rail station (2.2 miles). Venue is on one level with fixed disabled access ramp at the main entrance, disabled toilet facilities and wheelchair access (but unfortunately mobility scooter access is not advisable).
Features: Approx. 11 layouts including: *Boston and Maine* (US N), *Hartley Poole Too* (N), *Flint Hills* (N), *Weaver Hill* (OO), *Bucknell Lane TMD* (OO), *Leigh Bridge Stabling Point* (OO), *Cheadle Ridge Lane TMD* (OO), *CSX Rensville* (OO), *St Margarets Grange* (OO9), *Glasinfryn* (OO9) and *Wienmere* (O). Trade, society and charity stands. Guest appearance by Pete Waterman.
Email: exhibition@modelrailcrewe.uk
Website: www.modelrailcrewe.uk
Facebook: www.facebook.com/modelrailcrewe/

Sunday 23 June
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model of former local prototype) and *Soldor*, home to a little blue engine, which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Saturday 29 June
BIGGLESWADE, Bedfordshire
Event: Trains at Trinity Biggleswade.
Organiser: Trains at Trinity.
Venue: Trinity Methodist Church, Shortmead Street, Biggleswade SG18 0AP.
Open: 1000-1630
Admission: adults £5.00, children £3.00, U5s free.
Amenities: There is nearby parking, disabled access and refreshments available.
Features: 12 layouts plus trade support.
Website: www.trainsattrinity.wordpress.com

Saturday 29 June
PRESTATYN, Clwyd
Organiser: Rhyl & District Model Railway Club.
Venue: Christ Church Parish Church and Community Hall, High Street, Prestatyn, Clwyd, LL19 9AR.
Open: 1030-1600
Admission: adults £5.00, children U15 free.
Amenities: rail station 10-min walk, bus station 5-min walk. Pay & Display parking outside (Nant Hall Rd up to 4 hrs free), or 3 hrs free parking at Retail Park (5-min walk). Level access for wheelchairs. Refreshments.
Features: More than 12 working layouts in gauges N to O (including narrow gauge) from Club & friends, modelling demonstrations,

Club and retail stands.
Email: martynwld69@gmail.com
Website: www.rhylmodelrailclub.co.uk

Saturday 29 & Sunday 30 June
PERTH, Scotland
Organiser: Perth Model Railway Group.
Venue: Dewars Centre, Glover Street, Perth PH2 0TH.
Open: 1000-1700 both days.
Admission: adults £10.00, weekend ticket £12.00, children £4.00, family (2+2) £20.00.
Amenities: next to Perth rail station, parking on site or locally. Park & Ride at Broxden nearby. Café and bar and disabled access.
Features: 40 layouts plus 35 traders, societies and demos – around 100 stands.
Contact: Stan Moug, 07803 737652.
Email: stanmoug@gmail.com
Website: www.smet.org

Sunday 30 June
AXMINSTER, Devon
Organiser: Railway Kitchen – Axminster.
Venue: Axminster Railway Station, Station Yard, Axminster, Devon EX13 5PF.
Open: 1000-1500
Features: Exhibition of layouts.
Email: Railwaykitchenaxminster@gmail.com
Facebook: www.facebook.com/RailwayKitchenAxminster/

Sunday 30 June
ELMSWELL, Suffolk
Organiser: Stowmarket Model Railway Club.
Venue: Blackbourne Community Centre, Elmswell, Suffolk IP30 9UH.
Open: 1030-1600
Admission: adults £6.00, acpd U12s free.
Amenities: free parking, refreshments.
Features: 15-plus layouts, trade stands, information table.
Email: enquiries@stowmodelrail.club

Sunday 30 June
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

Sunday 30 June
PLYMOUTH, Devon
Event: Scale Model and Railway Show.
Organisers: Plymouth Model Soldier Society and Plymouth Scale Model Association.
Venue: John Kitto YMCA Centre, Honicknowle Lane, Plymouth PL5 3NG.
Open: 1000-1600
Admission: adults £5.00, concessions £3.00 and families £10.00.
Amenities: disabled access and café.
Features: D-Day 80 display plus SW model clubs with static and RC models. These are supported by model railways and traders.
Contact: Ken Cork, 01752 258604.
Email: ekcork@btinternet.com

MEETINGS

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, grahamlightfoot1948@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 – 2000
The Enfield Transport Circle
Working Steam in China by Ken Livermore.
Venue: Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Entry: £6.00 on entry but free to visitors on first visit. Refreshments in interval £1.50.
Website: https://tetc.chessck.co.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 £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 – 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: Digswell Village Church Hall, Welwyn, Hertfordshire AL6 0DH.
Entry: £5.00 for non-members.
Website: www.rcts.org.uk

Tuesday 4 June – 1930
Gravesend Railway Enthusiasts Society
To be confirmed – check website.
Venue: The Emmanuel Baptist Church, 55 Windmill Street, Gravesend DA12 1BB.
Entry: Non-members welcome – entry £1.00.
Website: www.gres.org.uk

Tuesday 4 June – 1930
South East Essex Railway Society
Test track night – setting up from 1900 – help to set up welcome.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme. html
Email: seers.rail@gmail.com

Tuesday 4 June – 2000
The Enfield Transport Circle
Oxford to Cambridge – Then & Now by Richard Crane.
Venue: Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Entry: £6.00 on entry but free to visitors on first visit. Refreshments in interval £1.50.
Website: https://tetc.chessck.co.uk

Monday 10 June – 1930
Lincoln Railway Society
Railways – From Both Sides of the Fence by Jason Cross.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085, grahamlightfoot1948@gmail.com

Tuesday 11 June – 1930
Pewsey Vale Railway Society
An evening with railway photographer Jack Boskett, including photos & anecdotes.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Thursday 13 June
South East Essex Railway Society
Club outing.
Visit to: Barnard's Farm Miniature Railway.
Details from: seers.rail@gmail.com

Saturday 15 June – 0945
Railway Correspondence & Travel Society – Solent branch
Eastleigh Arlington Works visit.
Venue: Arlington Works, Campbell Road, Eastleigh, SO50 5AD.
Entry: £15.00 per person.
Website: www.rcts.org.uk
To book (by May 29): John Godfrey, 07850 220009; email: solent@rcts.org.uk; or write to: 9 Duddon Close, West End, Southampton SO18 3QA

Monday 17 June – 1900
Railway Correspondence & Travel Society – South Essex branch
Who Uses the Railway? – speaker: Phil Smart Assistant Policy Manager at Railfreight Group
Venue: Shenfield Parish Hall, 60 Hutton Road, Shenfield, CM15 8LB.
Website: www.rcts.org.uk

Wednesday 19 June – 1900
Railway Correspondence & Travel Society – South Wales branch
The Unkindest Cuts of All.
Venue: SWL Radyr, Cardiff Old Church Rooms, Park Road, Radyr, Cardiff, CF15 8DF.
Conact: 07709 993127 or 07963 439903.
Website: www.rcts.org.uk

Thursday 20 June – 1930
Marlow & District Railway Society
An Enthusiast's Journey through the last 60 Years by Tim Speechley.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or Zoom.
Entry: members free, non-members £3.00.
Website: www.mdrs.org.uk
Contact: Martin Stoolman, 07954 849390.

Thursday 20 June – 1930
Railway Correspondence & Travel Society – West Riding branch
Northern Memories.
Venue: Saltaire Methodist Church, Saltaire Road, Shipley, BD18 3HJ.
Website: www.rcts.org.uk

Thursday 20 June
South East Essex Railway Society
Club outing to the Colne Valley Railway.
Details from: seers.rail@gmail.com

Wednesday 26 June – 2000
Gauge O Guild
Renny Lord – Selby layout.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 May.

Thursday 27 June
South East Essex Railway Society
Club outing.
Visit to: the Mangapps Railway Museum.
Details from: seers.rail@gmail.com

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge Modellers meet on the first Sunday of the month 1030–1600 at Eaton Bray Village Hall, near Dunstable. New members welcome. We usually have two running layouts for 16mm live steam and electric locomotives in both 32mm and 45mm gauges. 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 info email: steve.grantham1@btinternet.com

Launceston Model Railway Group holds drop-in meetings on 3rd Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be accompanied by an adult. O, OO and N gauge layouts which members are working on in dc and DCC. Feel free to drop in for refreshments and a chat. Contact Alan on 07974 893172 or email Alan and Sally Barriball at: furzepark@hotmail.com

Leyland Model Railway Club meets at Hillthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except Monday bank holidays) 1900-2200. Layouts in OO and N plus others under construction, and less able friendly. For more information call 07796 130295.

Romiley Methodist Railway Modellers meet from 1400 onwards every Wednesday in our clubroom behind the Romiley Methodist Church. Wide range of layouts in N to O gauge. All denominations welcome. For details see our website rmrmclub.com or contact rmrmhonsec@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 information visit www.sidmouthmrg.com or email: sidmouthmrg@gmail.com

Opportunity Yours

Classified Advertisements

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See order form on page 41a for advertising rates and conditions

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Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar)*. Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

SWANAGE MODEL RAILROADING CENTRE – N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. *Other times by appointment please, call John on 07956 973 072.*

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 – afternoons only.*

NEW WEBSITE: www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email: Bob@zetlandmodelrailways.co.uk*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723 Email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk*

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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 18 May BLACKBURN TO SKIPTON including Stubbins Junction to Accrington, the Padiham Loop and Barnoldswick branch Recently Published - BEATTOCK TO CARSTAIRS BRANCH LINES AROUND PRESTON & LANCASTER All albums £19.95 each + P&P MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. *Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ Tel: 01730 813169 Email: sales@middletonpress.co.uk www.middletonpress.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 OTX.*

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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 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

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WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G

Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com*

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www.railsofsheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Poplar Close, St Martins, Oswestry, Shropshire SY11 3QJ. Email: claireaclarke@aol.com Tel: 01691 772 969.*

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel: 07511 899314.*
Email: gambiacat@tiscali.co.uk

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc.
I am a retired, personal, hobbyist/dealer.
Contact Roger: telephone 01225 360 037, mobile: 07752 222 645
Email: rogersmith200@hotmail.com

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Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 13th May from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. To include Hornby, Bachmann, LGB etc – plus a nice selection of diecast models. Our buyers premium 16% plus Easylive charges. *For further information please visit our website www.uktoyauctions.com. Tel: 01270 652773, 07484 670385.*

Private

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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.*

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. *Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk*

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email preferred Jamestant@yahoo.com or telephone 07769335772 leave a message and I will call you back.*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

May 2024

14 May (Tues) 7pm-9pm (early entry 5pm £2)
BARNSLEY 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.newcomenfairs.co.uk
sales@newcomenfairs.co.uk

19 May (Sun) 10am - 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs
Tel: 01522 880 383 www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

June 2024

2 June (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

2 June (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012.
www.srptoyfairs1.co.uk

6 June (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

9 June (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.
Tel: 01823 480 097.
Email: rayheard66@btinternet.com

9 June (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

9 June (Sun) 10.30am-3pm
SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS.
Tel: 07379 578 083 info@bulldogfairs.com

11 June (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.

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 0 Gauge, Tri-ang 00 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 bobleggett@btinternet.com

15 June (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

16 June (Sun) 10.30am-3pm
STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4.50, Seniors £4, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

18 June (Tues) 6.30pm-8.30pm
ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry.
stevedevizes@aol.com Tel: 07732 330 305.

22 June (Sat) 10.30am-2.30pm
OSWESTRY – The Pavilion, Oswestry Showground, Park Hall, Whittington Rd SY11 4AS.
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

23 June (Sun) 10.30am-3pm
BOLTON STADIUM – MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4.50, Senior Citizens £4, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

25 June (Tues) from 5pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. KEVIN WRIGHT.
Tel: 07908 494 097.

30 June (Sun) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £5, Seniors £4.50, Children £1.
Tel: 01604 846 688 www.bpfairs.com

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
www.srptoyfairs1.co.uk

July 2024

21 July (Sun) 9.45am-1.15pm
***TENDERDEN, HOMEWOOD SCHOOL – NEW EVENT** Ashford Rd, Tenderden, Kent TN30 6LT (entrance to school is next to fire Station) SRP TOYFAIRS.
Tel: 0773 999 8012 www.srptoyfairs1.co.uk

28 July (Sun) 10.30am–2.30pm
LLANELLI/LLANGENNECH TOY & TRAIN SALE.
Llangennech Community Centre, Llangennech, Nr Llanelli, Carms. SA14 8TH. One mile from J48 of M4. 45 tables. Parking, Cafe.
Email: pauldean020658@gmail.com
Tel: 07807 038 161.

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for August 2024 issue is 13th May.
Please insert the following advertisement under the section headed: .....

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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE
All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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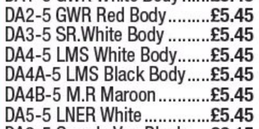

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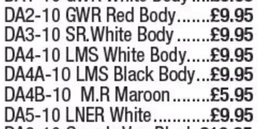

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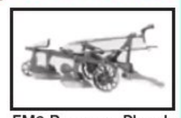

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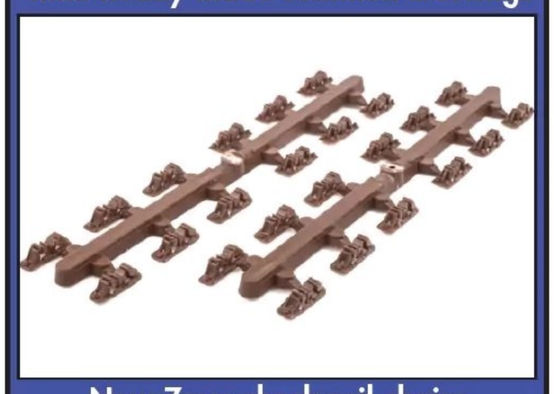

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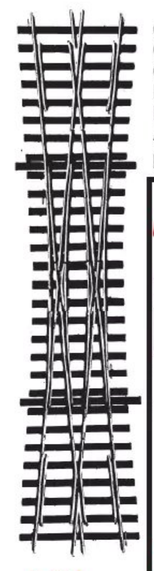

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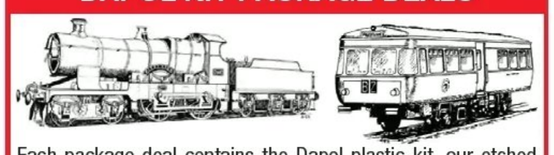

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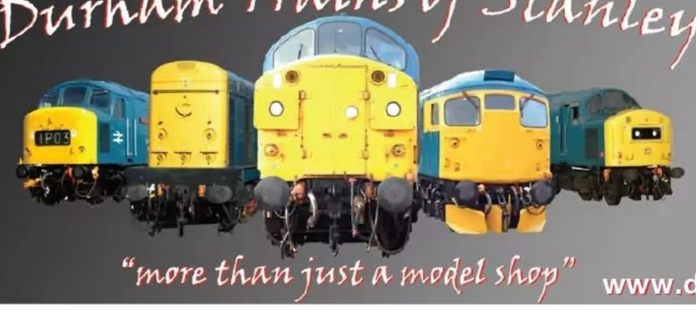
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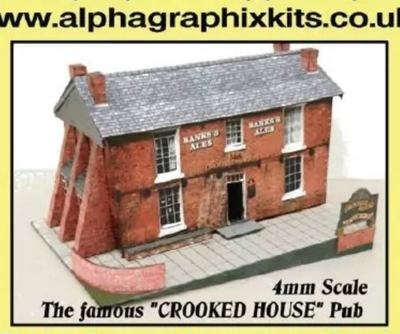

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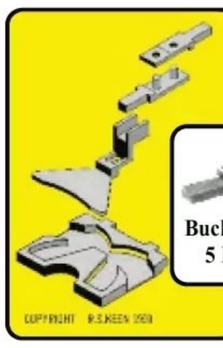

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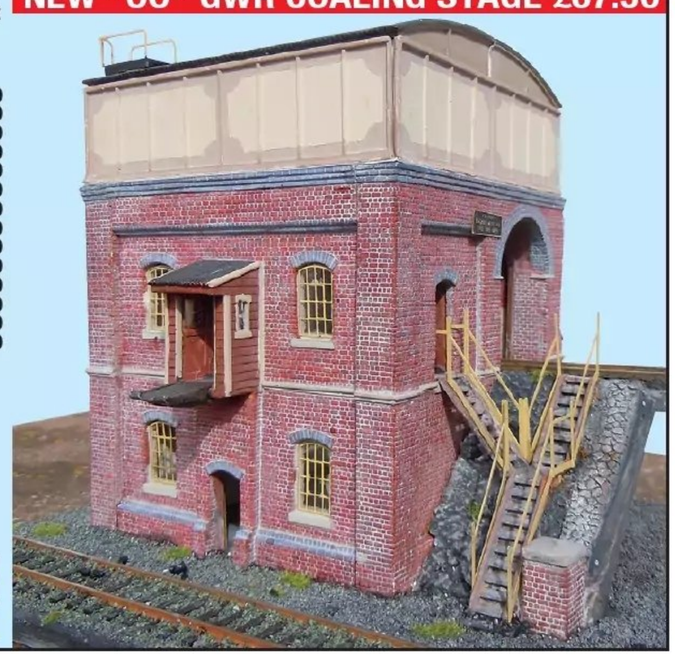

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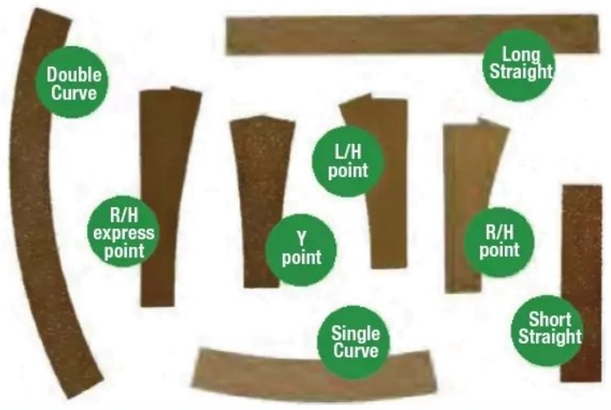

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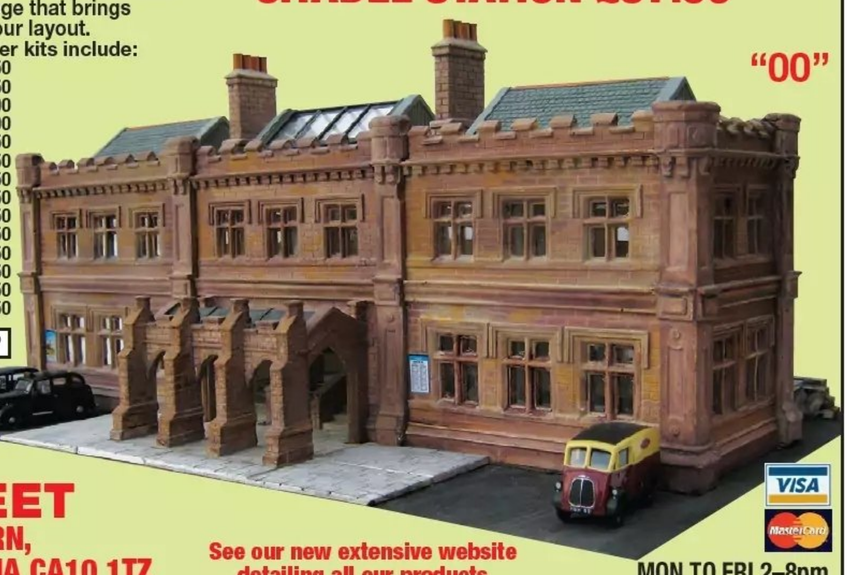

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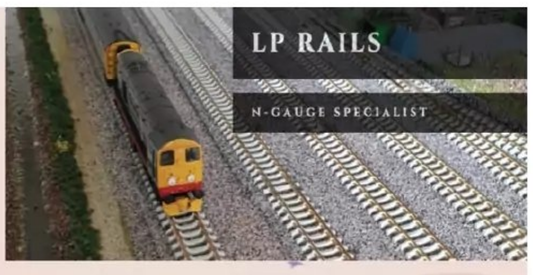

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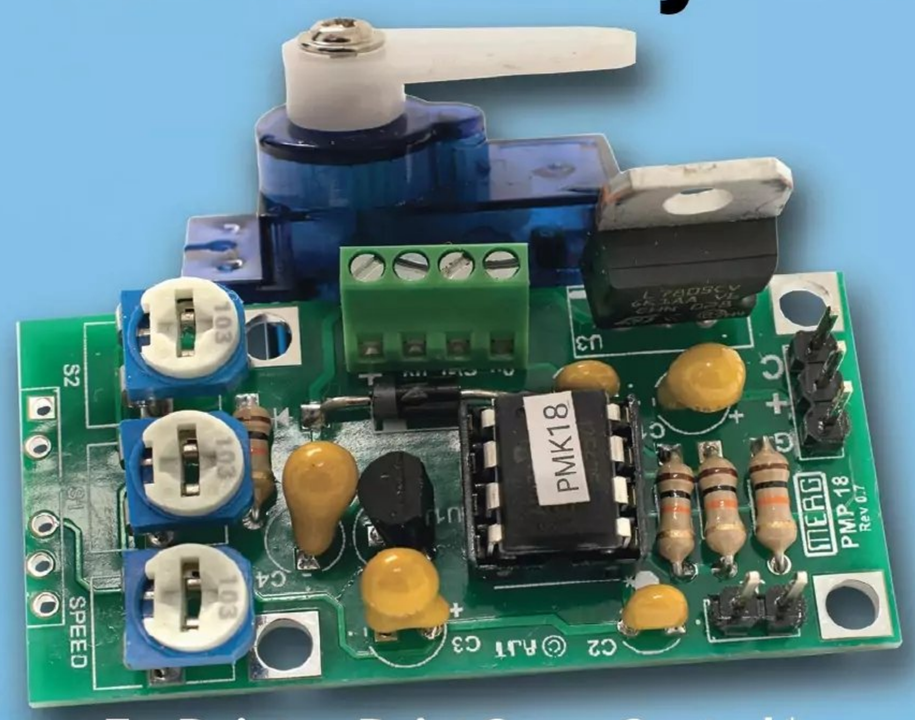

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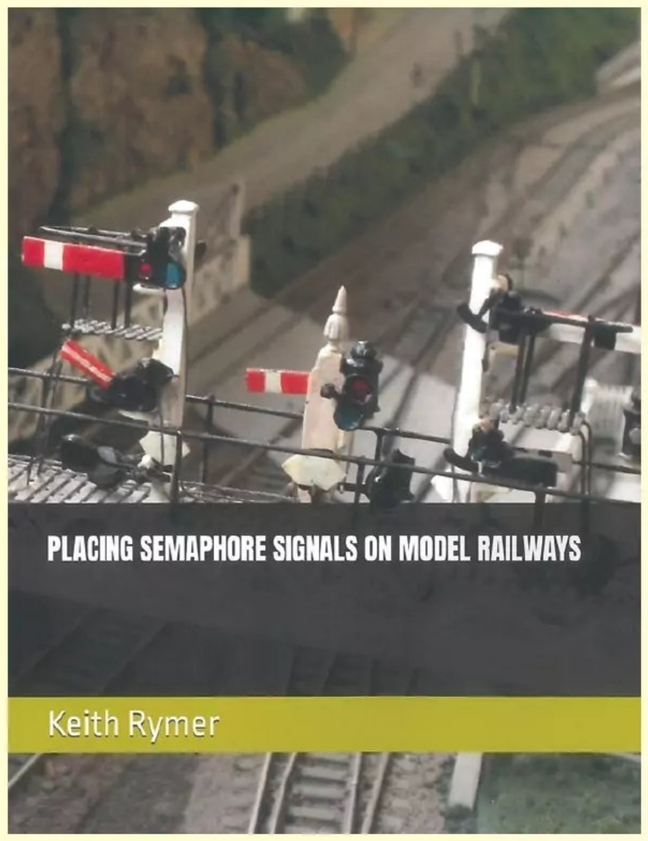

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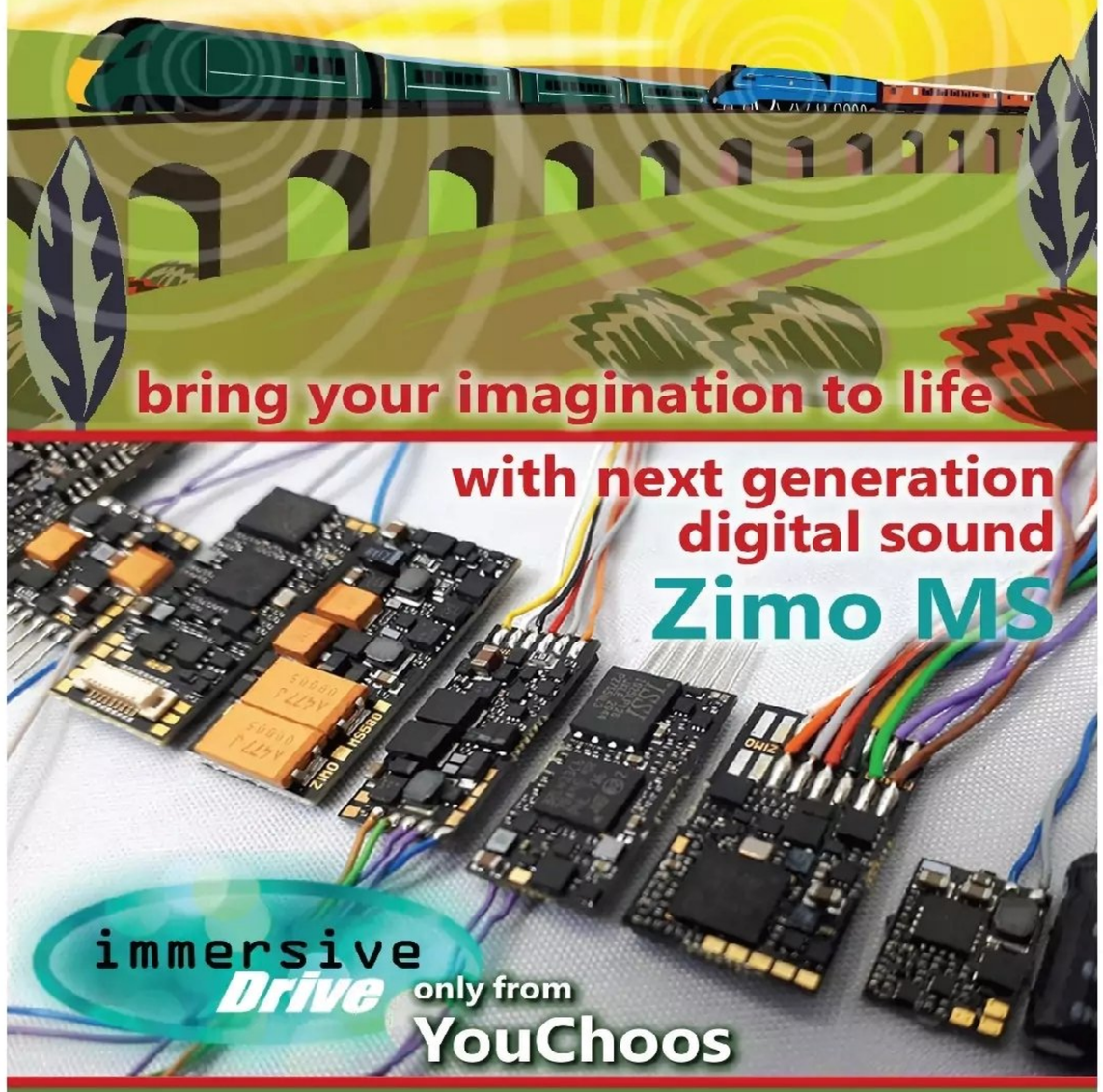

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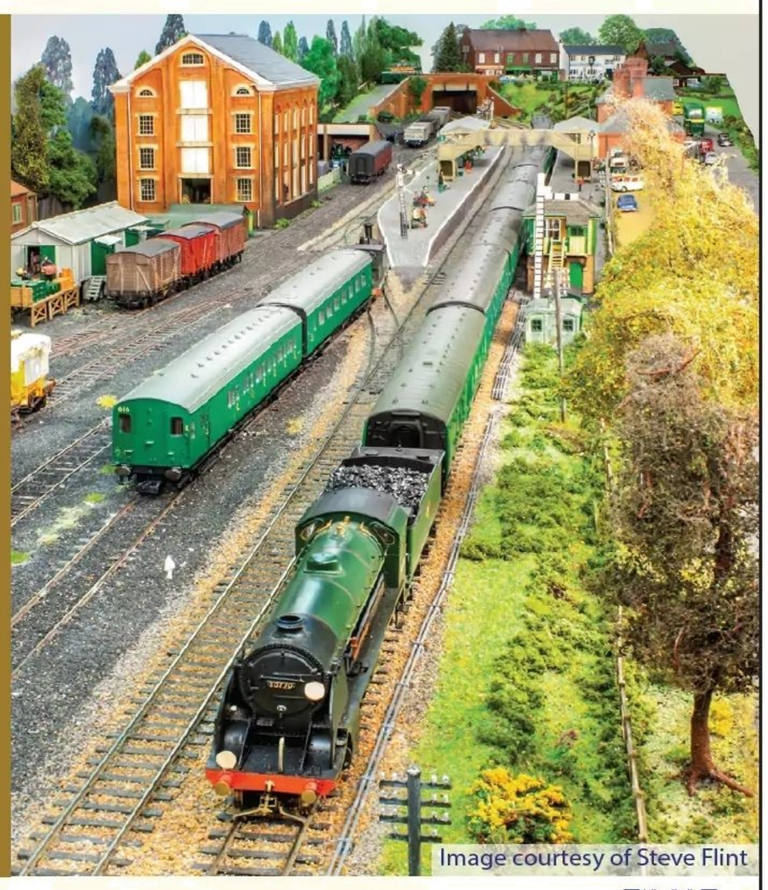

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PHOENIX PRECISION

An Apology

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

Owing to the problems noted above the price increases due to take place on the 1st April will be held until the 1st July.
Also with effect from the 1st July we will be changing our 'Normal' office hours to the following:-

Monday	10.00 – 16.00
Tuesday	10.00 – 16.00
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Thursday	10.00 – 16.00
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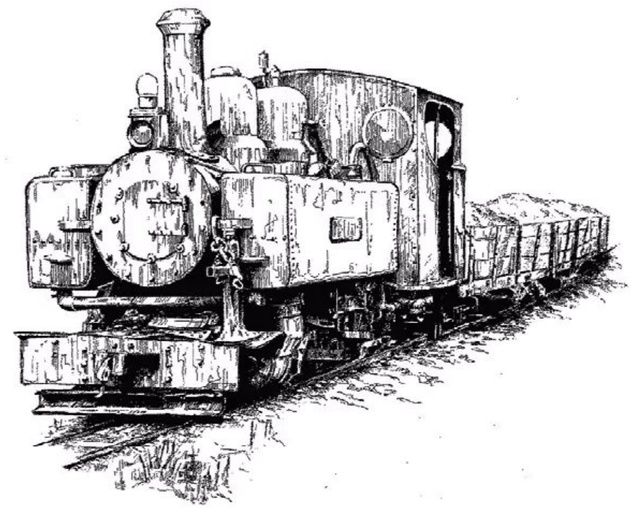

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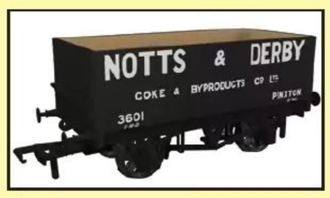

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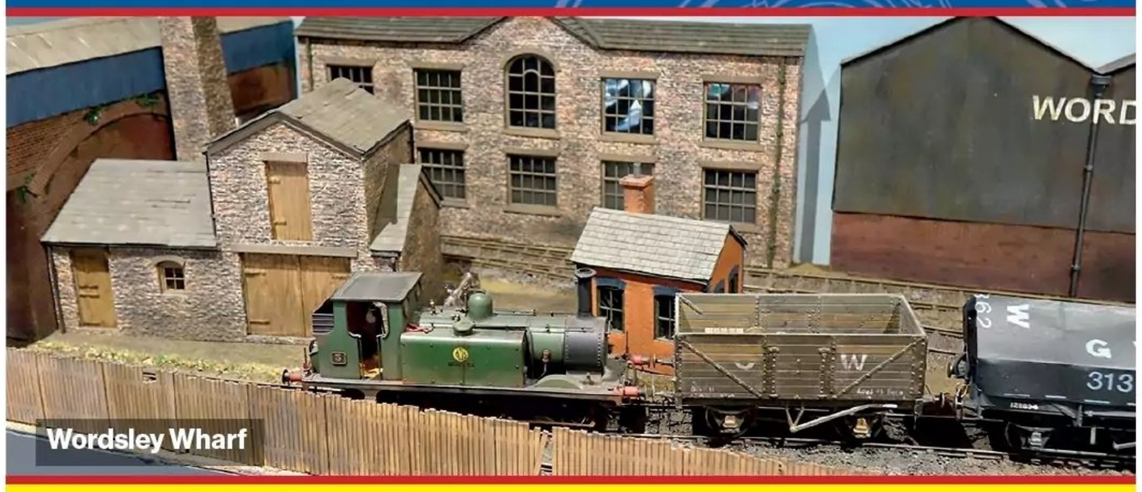

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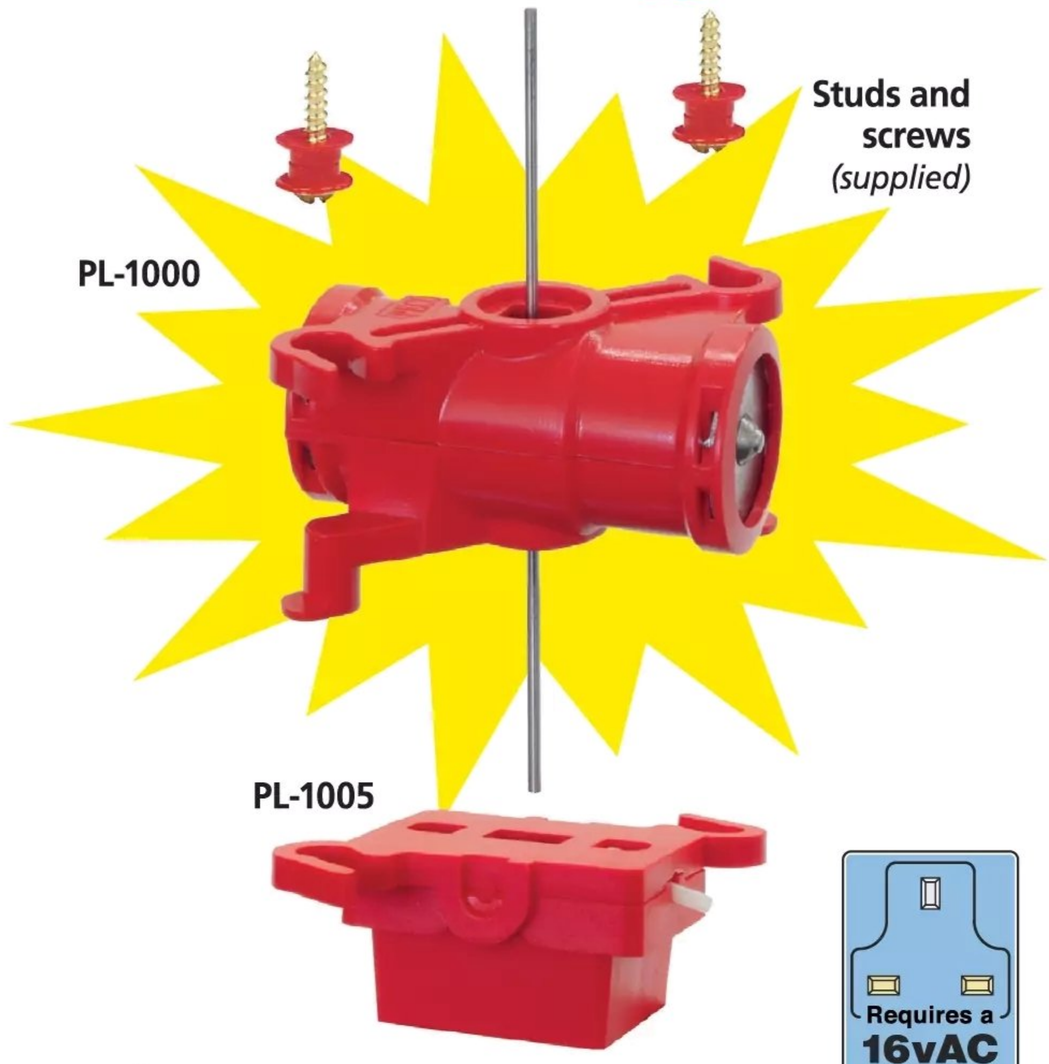

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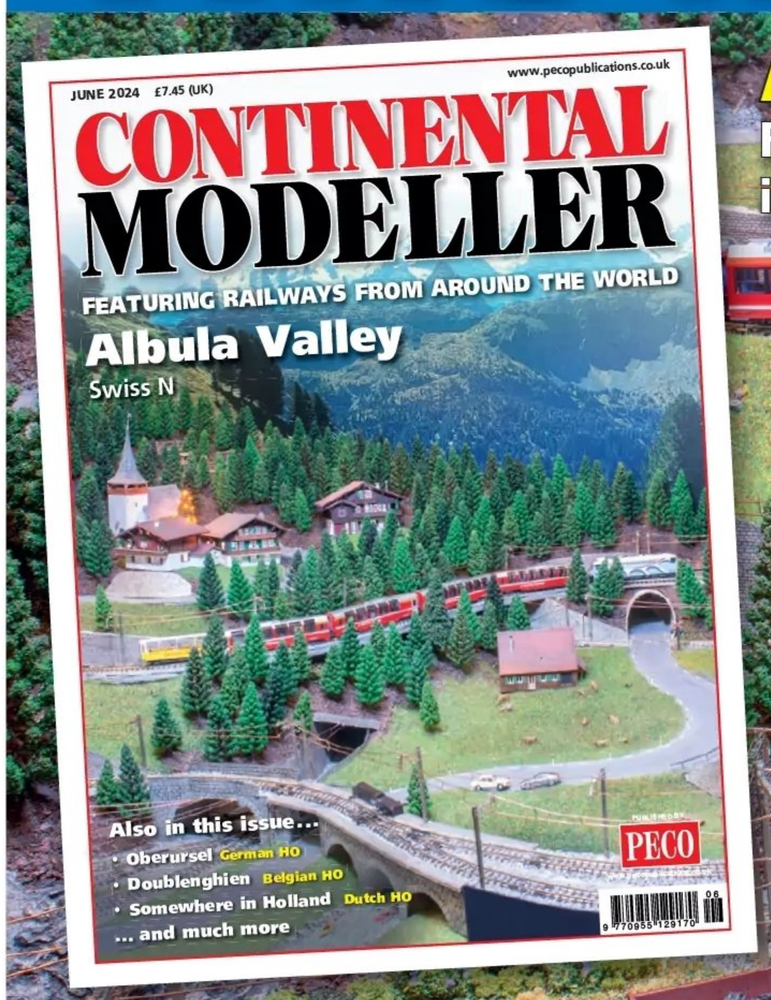

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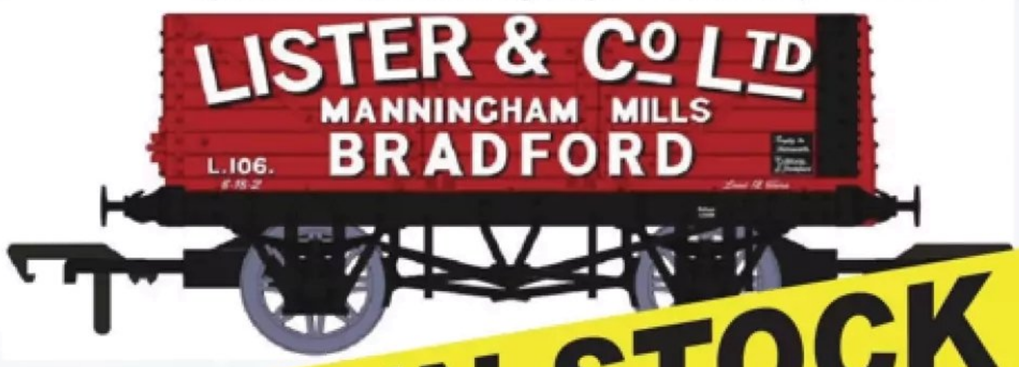

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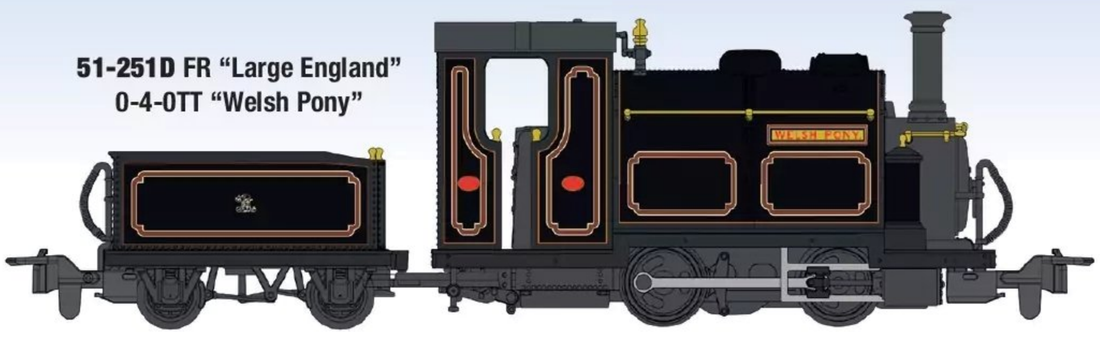
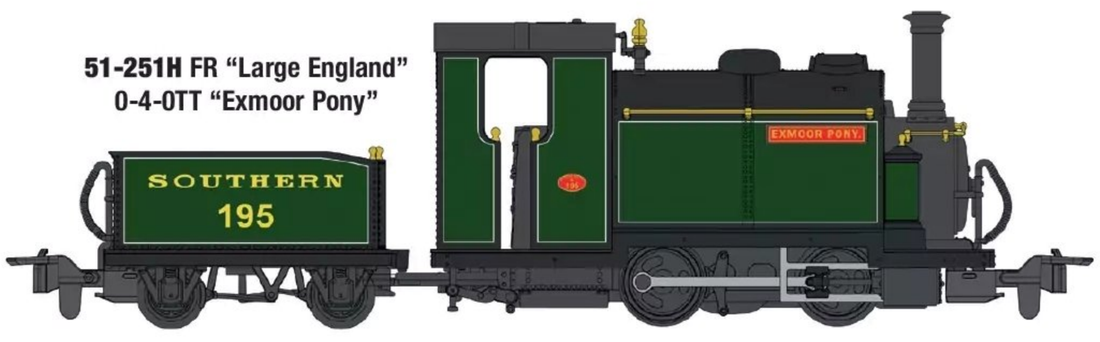
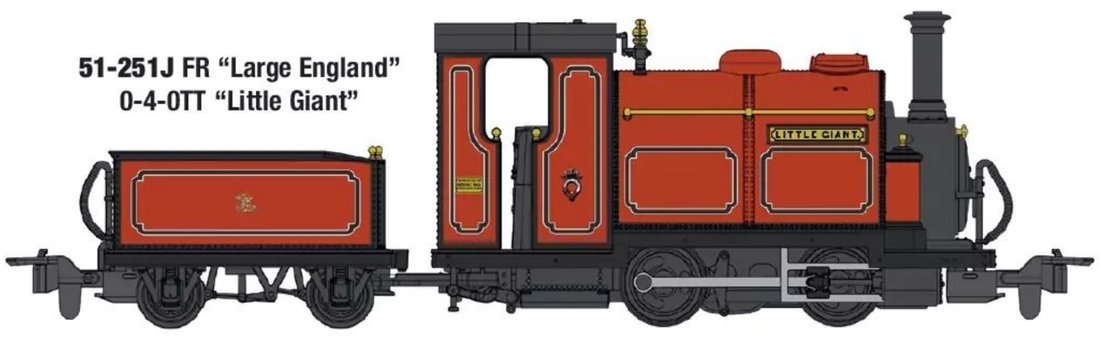


51-251H FR "Large England"
0-4-0TT "Exmoor Pony"



51-251J FR "Large England"
0-4-0TT "Little Giant"



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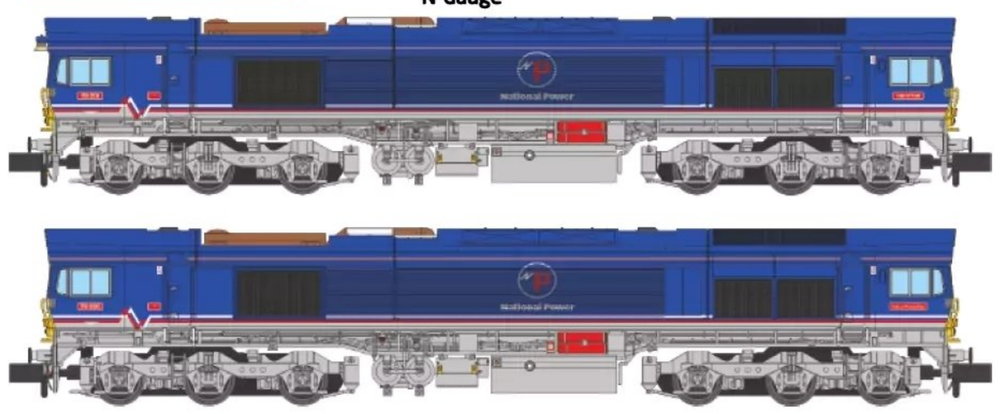

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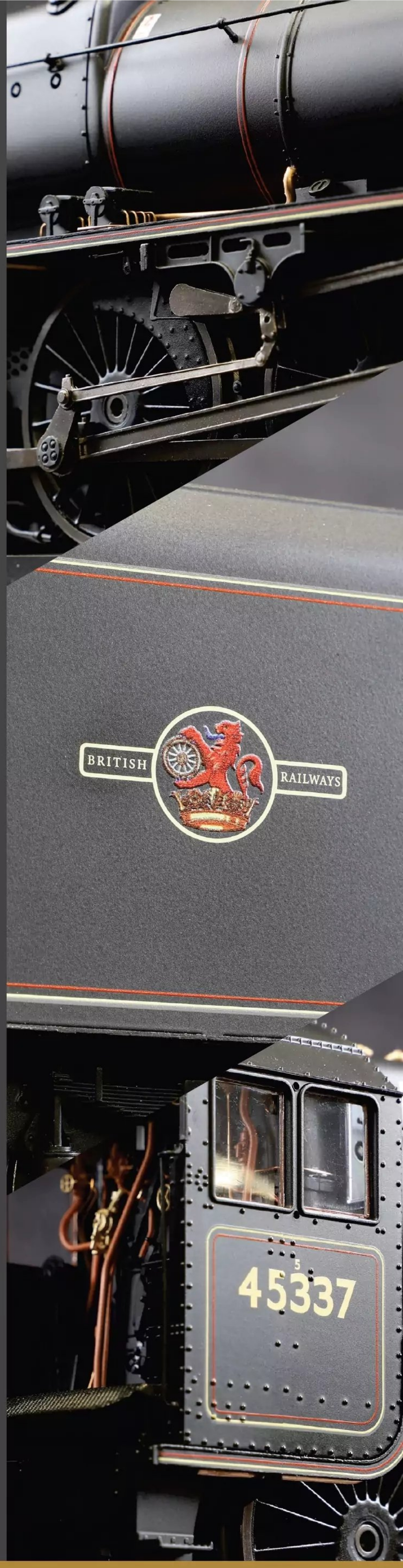

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Topp Trains, Stafford **D** *44a*

Tower Models, Blackpool
www.tower-models.com *35a*

Townstreet (M) ..... *46a & 47a*

Tracklay Sales *46a*

Trains4U.com, Peterborough
www.Trains4U@btconnect.com *47a*

The Train Shop, Scarborough *43a*

Trainsporters *62a*

Trident Trains, Walgerton, near Nantwich **F** *43a*

U

Upstairs Downstairs, Isle of Wight
www.udiow.com **B** *43a*

W

Wagon & Carriage Works
www.wagonandcarriage.co.uk *43a*

Waltons of Altrincham **F** *52a*

Warwick & Warwick Auctioneers & Valuers **D** ...*66a*

White Rose Model Works **F** *42a*

Wizard Models (M) ***www.wizardmodels.co.uk*** *46a*

WM Collectables *53a*

Y

YouChoos ***www.YouChoos.co.uk*** *52a*

Z

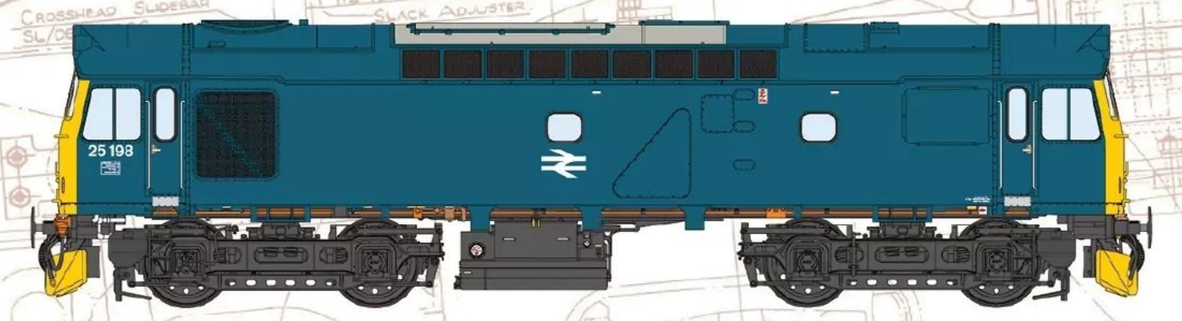
Zimo DCC Decoders
www.zimo-digital.co.uk ..... *inside back cover*

(M) Denotes Mail Order only.

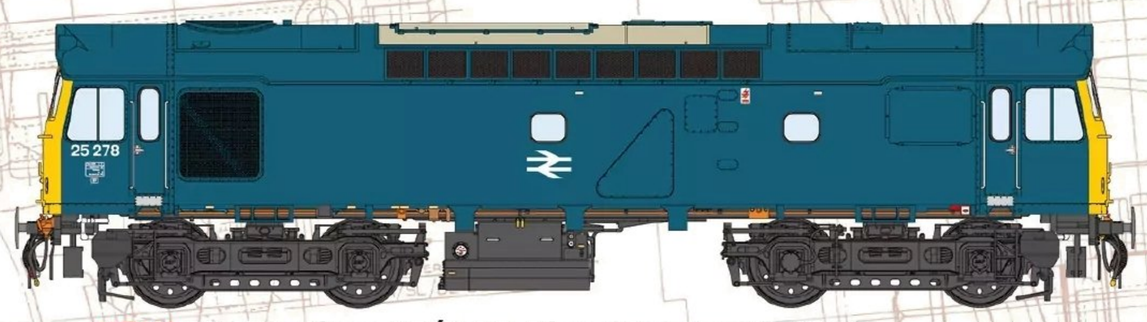
THE DEFINITIVE CLASS 25 DIESEL

Don't take our word for it... Some initial customer reactions: ***"My new Class 25 looks awesome"***
"These SLW Class 25s are second to none" ***"Very impressed - a truly stunning model"***

EXTRA MODELS ADDED DUE TO POPULAR DEMAND



NEW 25198 Class 25/2 BR Blue (Cat No. 2543) Est. Autumn 2024



NEW 25278 Class 25/3 BR Blue (Cat No. 2543A) Est. Autumn 2024

SEVERAL MODELS ARE ALREADY SOLD OUT

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **Sutton's Locomotive Workshop Class 25**, [illegible] of being despatched, is set to raise

NEW STEAM-HEAT VERSIONS NOW LISTED

Look for the photo-etched grilles and independent lighting functions. The latest cutting-edge decoder technology provides true CD-quality sound through our proven dual-speaker system. And it all comes to [illegible] straight out of our famous biscuit tin!

ORDER OUR 'EARLY' VERSION TODAY

We now have painted samples of our new 'early' body style Class 25/1 & 25/2 models. These Darlington and Derby built locos retained the bodyside grilles and pre-date the redesign that removed the front end doors and created new flat sides. There are seven different running numbers and liveries covering the lifespan of these sub-classes. Available to pre-order now for delivery later this year, these new variants of 'Rat' are likely to sell out quickly... Don't miss out!

NO DEPOSIT REQUIRED - RESERVE YOUR SLW MODELS TODAY

Call 01780 470086 or visit www.railexclusive.com

Browse our webshop for all the Class 25 specifications and livery options plus access to a link for the downloadable information flyer

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SLW is proud to be 100% British owned

GAUGEMASTER

Analogue Control

Choose a controller for life with our Gaugemaster Lifetime Guarantee. We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

It's the only controller you'll ever need to buy and they are all made here in the United Kingdom.

Mains Powered Controllers

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.

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.

The Walkabout

This controller is the perfect controller for moving around the layout.

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

Cased Controllers

GMC-100M	Single Track Controller
GMC-P	Single Track Controller with Simulation
GMC-100MO	Single Track Controller for O Scale
GMC-10LGB	Single Track Controller for G Scale
GMC-10LGB5F	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 Ouptuts at 1A
GMC-M3	1x 24v AC Outputs at 1.25A

Wall Mounted Transformers

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

This is only a selection of our analogue controllers. For the full range please see our website or visit your local Gaugemaster stockist.

MAIN LINES GM
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