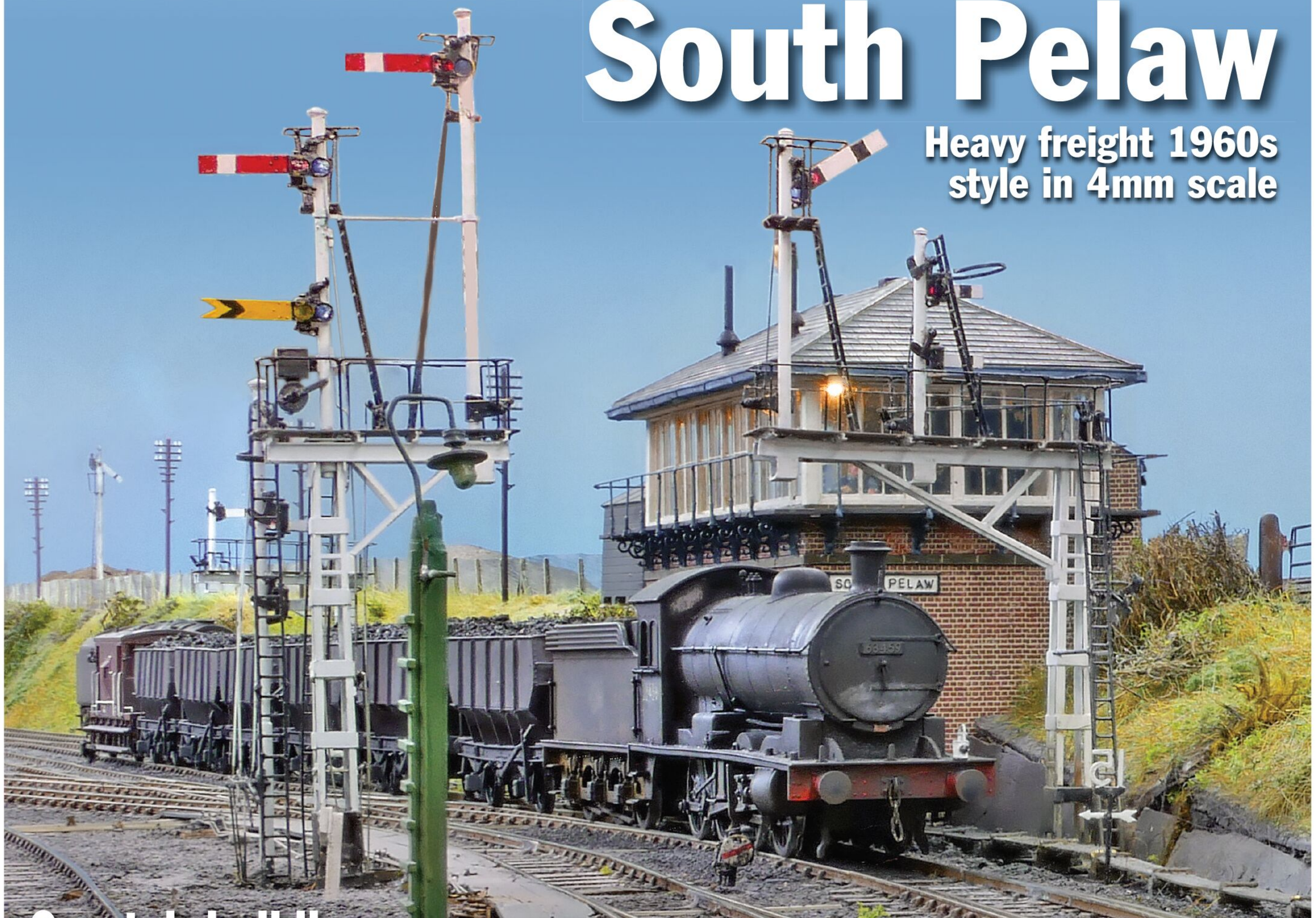
BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

JULY 2024 £5.75 AT THE HEART OF THE HOBBY VOLUME 75 No 885

RAILWAY MODELLER

South Pelaw

Heavy freight 1960s style in 4mm scale



Scratch-building a cottage in 4mm
Using styrene sheet to model a period dwelling

Clag Lane Depot
BR diesels on shed in OO

HST Mk.III trailer in O
Using 3D-printing to recreate one of these long-lived vehicles

LMS Kitson 0-4-0ST
Drawn & Described

Reviewed inside ...

Bachmann Quarry Hunslet and wagons in 7mm
Peco/Kato Large England 0-4-0ST+Ts new for OO9
LMS 50´ full brake and buildings from Hornby in TT:120

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RAILWAY MODELLER

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July 2024 vol 75 No.885

502 **South Pelaw**
Railway of the Month
Richard Clayton and The South Pelaw Group describe the construction and operation of their EM gauge exhibition layout, depicting the famous Tyne Dock to Consett line and its iron ore trains in the BR steam era.

514 **Kitson LMS 0F 0-4-0ST**
Scale Drawings
Mike Edge provides 4mm scale drawings and accompanying notes for this fleet of four-coupled shunting locomotives, which was ordered by the London Midland & Scottish Railway in 1932 with construction contracted out to Kitson & Co. of Leeds.

516 **Clag Lane Depot**
Inspired by his boyhood trainspotting journeys around the country, and particularly a memorable solo trip to Scotland, Nick Hall has created a digitally controlled layout based on the days when locomotive haulage still ruled north of the border.

522 **A cottage for the Vale of Maentwrog**
Project of the Month
Paul Bason takes a look at how he built a stone cottage based on a distinctive Welsh prototype adjacent to the Ffestiniog Railway.

525 **Marking 75 years of the Craig & Mertonford Light Railway**
Mileposts
This July marks a significant anniversary in the history of one of the hobby's pioneering and most revered model railways, as Malcolm MacLeod reveals.

526 **The Wizened & Unwell Tramway**
Through the Railway Room Door
As the name suggests, David Groom has closely based his O gauge loft layout on the famous Wisbech & Upwell Tramway…

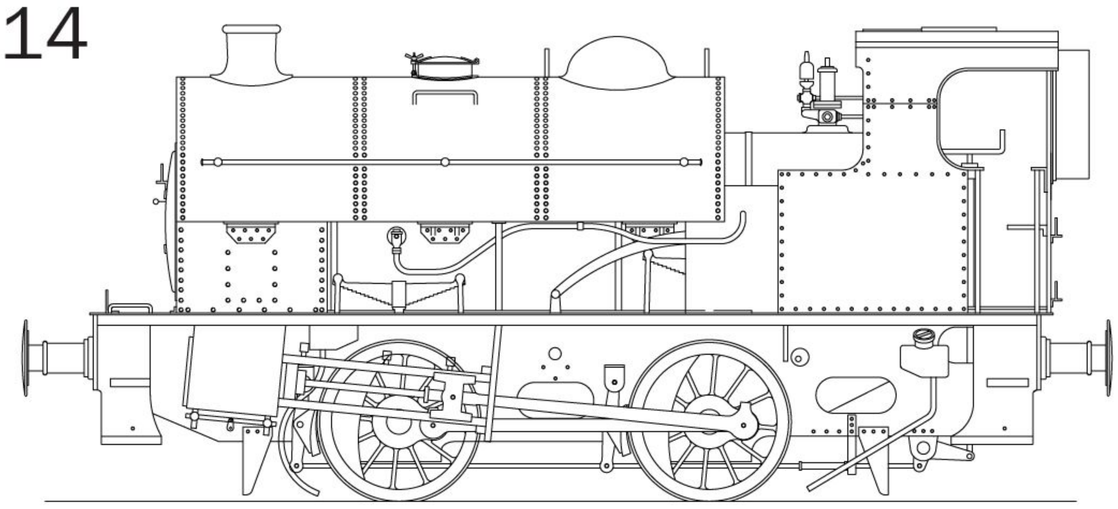
532 **A High Speed Train trailer in 0**
Having purchased a full-size Mk.III coach for preservation, Nigel Hurst felt that he had to have an O gauge one too, and set about using time on his business trips abroad to design a 3D-printed model.

536 **Gargrave**
Plan of the Month
Toby Jennings explores the modelling possibilities offered by this wayside station in North Yorkshire, the waiting shelter of which was the subject of the free 4mm scale Metcalfe Models card kit with printed copies of last month's issue.



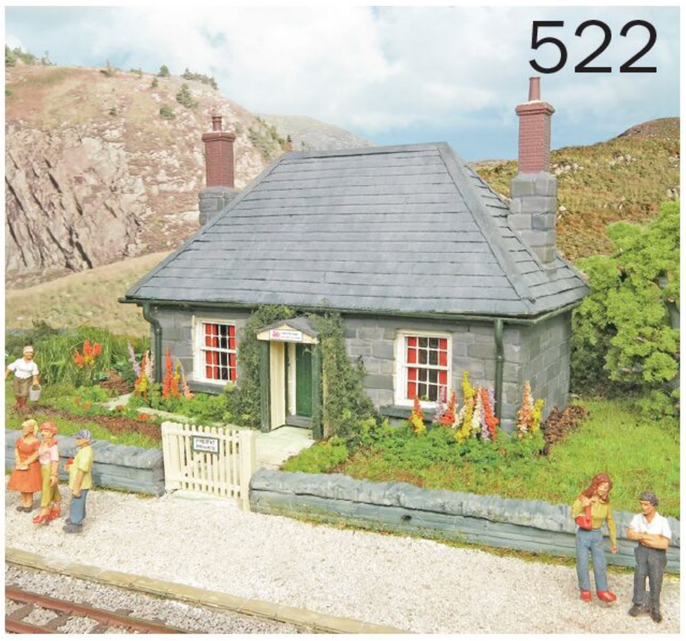


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RAILWAY MODELLING *Explored*

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

553 Stilbarton: Farm Rise

Sam Hill has created a what-if layout in 009 to showcase a little-known narrow gauge railway in Hertfordshire, with the fictional sleepy village of Stilbarton at its heart.

556 A modern diesel on a budget

More so than ever, price is a key factor in purchasing a new model. Callum Willcox 'sheds' some light on how to detail and enhance a Hornby Class 66 in OO.



WHAT'S ON THE COVER



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540 Talking Points

We first reported in our October 2023 issue on the railway modelling activities taking place at Wilmington Grammar School for Boys in Kent. This initiative proved so popular that the school has gone on to establish a thriving model railway club, as Dr Luke J Harris explains.

542 Wickwar

Noel Leaver of the Farnham & District Model Railway Club details the group's N gauge layout – including the rare feature, in this scale, of moving road vehicles.

547 Comment

Opinions and observations across the field of railway modelling. This month, Hugh Dougherty shows how railway modelling can be undertaken on a budget by scratch-building and the use of second-hand items.

548 Return to Maddacombe

In the April, May and June 2023 editions of Railway Modeller, Mick Clarke outlined the construction of this twin-level layout. Here, he describes how he recently set about extending it to the new terminus of Townsend.

560 Readers' Letters

562 New Product Reviews

Topping the bill this month is the Quarry Hunslet 0-4-0ST from Bachmann in 0-16.5, the first in the company's new 'NG7' narrow gauge range. We also review the Ffestiniog Railway Large England 0-4-0ST+T locomotives from Kato/Peco in 009; the all-new Class 25 diesel in OO by Bachmann; the Great Western Railway Bloater fish van in OO from EFE Rail; a Stanier 50' full brake coach and new buildings in TT:120 from Hornby; the South Eastern & Chatham Railway 'Dance Hall' brake van in N gauge from Graham Farish; a Keighley & Worth Valley Railway railbus from Heljan in OO; and much more...

574 News

Rapido Trains UK reveals liveries for OO gauge American S160 2-8-0s; Dapol to produce GWR '517' and '4800'/'1400' 0-4-2Ts in OO; new Mk.I coaches in Bachmann summer announcements; 21-ton coal hoppers from Accurascale in OO; Chatham Model Railway Show returns with more than 40 layouts; new 009 War Department Light Railway wagons from Dundas Models; *Rowlands Castle* layout on display for D-Day 80th anniversary; and much more...

584 Societies & Clubs

The biggest and best guide to the exhibition scene.

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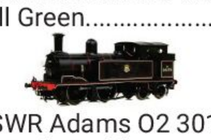
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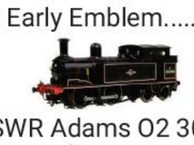
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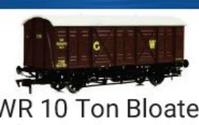


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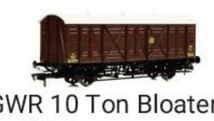
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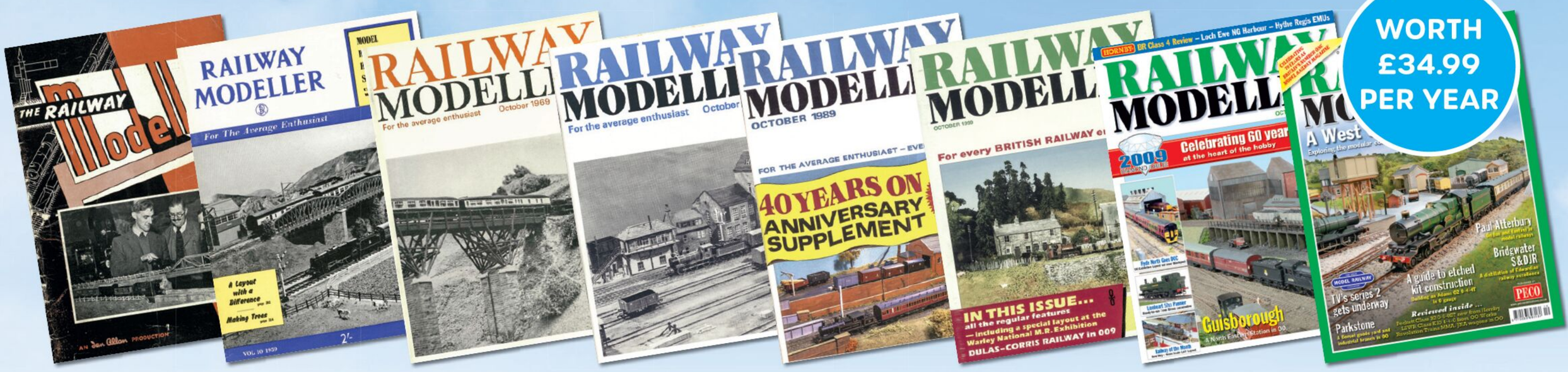
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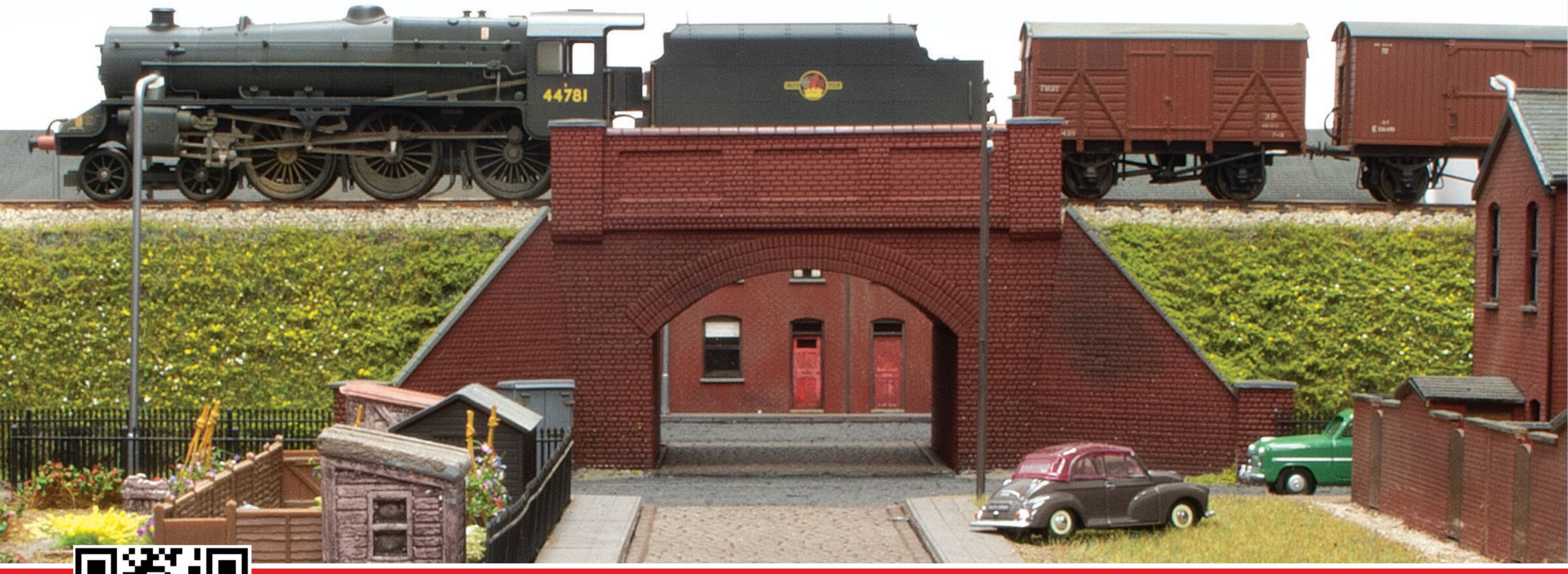
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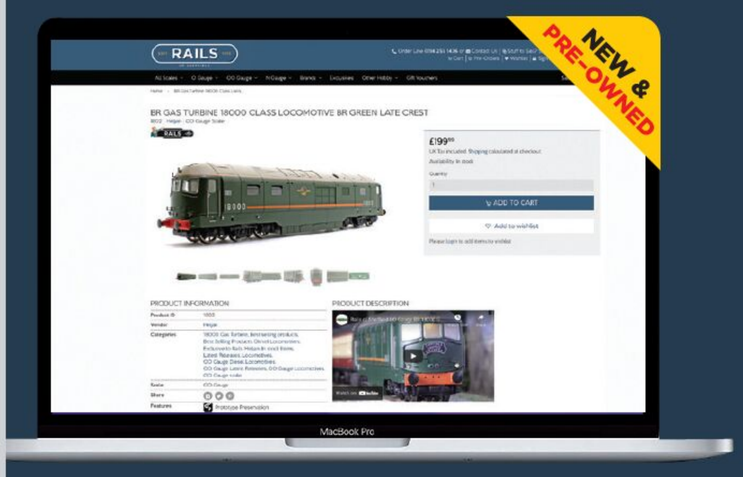
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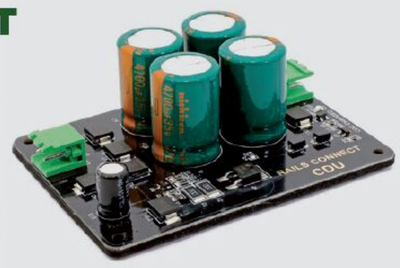
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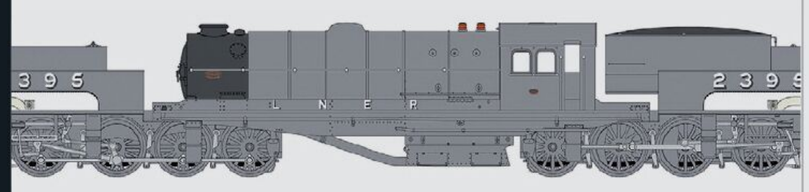
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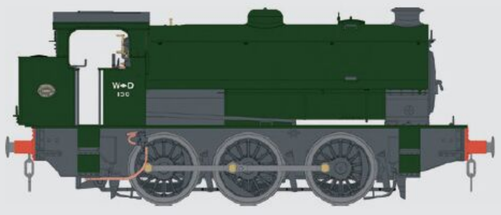


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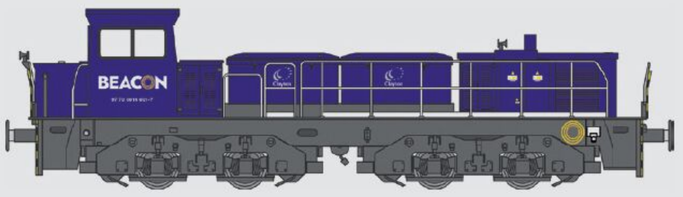


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Being ETH-fitted, it's the perfect candidate for passenger stock. This London Midland Region stalwart carried its talking-point of a livery from July 1967 until the mid-1970s, including a period with its TOPS number, 47514, on one cab side only. Just wonderful!

Model or photograph?

It's both. Our exclusive Brush Type 4, D1960 with optional 'Deluxe' weathering overlayed across a photograph of the prototype, captured at Crewe Traction Maintenance Depot in the late-1960s. It really looks the part. But an image can't capture great sound. For that, we have you covered in our video. Watch this excellent highly-detailed model in action by scanning the code below with your phone camera...

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Most Suitable For: OO, HO, and N Scale
Our best selling entry level system; this package offers the users a 2A output, controls up to 28 functions, 14, 28, or 128 speed steps, separate programming track output and double heading function.



DCC06
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Most Suitable For: OO, HO, and N Scale
This package offers all the features of the **DCC01** and the **DCC05** combined. Switch between handset or app control, or add a **DCC71** adapter to allow use of both at once.

WiFi Module

BEST FOR Adding App Control

This unit allows you to run your Prodigy from your Android or IOS phone or tablet.



DCC05
Prodigy Wifi Module

Most Suitable For: Adding app control to a Prodigy
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Prodigy Advance Starter Systems

BEST FOR Full Layout Control

If the Express systems are locomotive controllers, the Advance are layout controllers. With a 3.5A power supply and backlit display, these systems will control, activate, and program all your locomotives, points and accessories - in fact every digital model railway component you can think of.



DCC02
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Most Suitable For: O, OO, HO, and N Scale
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DCC07
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Most Suitable For: O, OO, HO, and N Scale
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DCC04
Prodigy Advance Wireless Starter Package

Most Suitable For: O, OO, HO, and N Scale
If Wifi control is not your thing, but you still want to walk around a large layout without being tethered, then the Prodigy Wireless package is the perfect solution. This unit comes with a wireless handset as standard and offers all the functionality of the **DCC02**.

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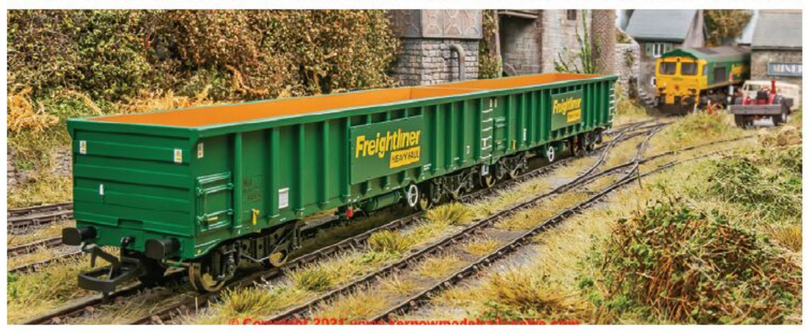


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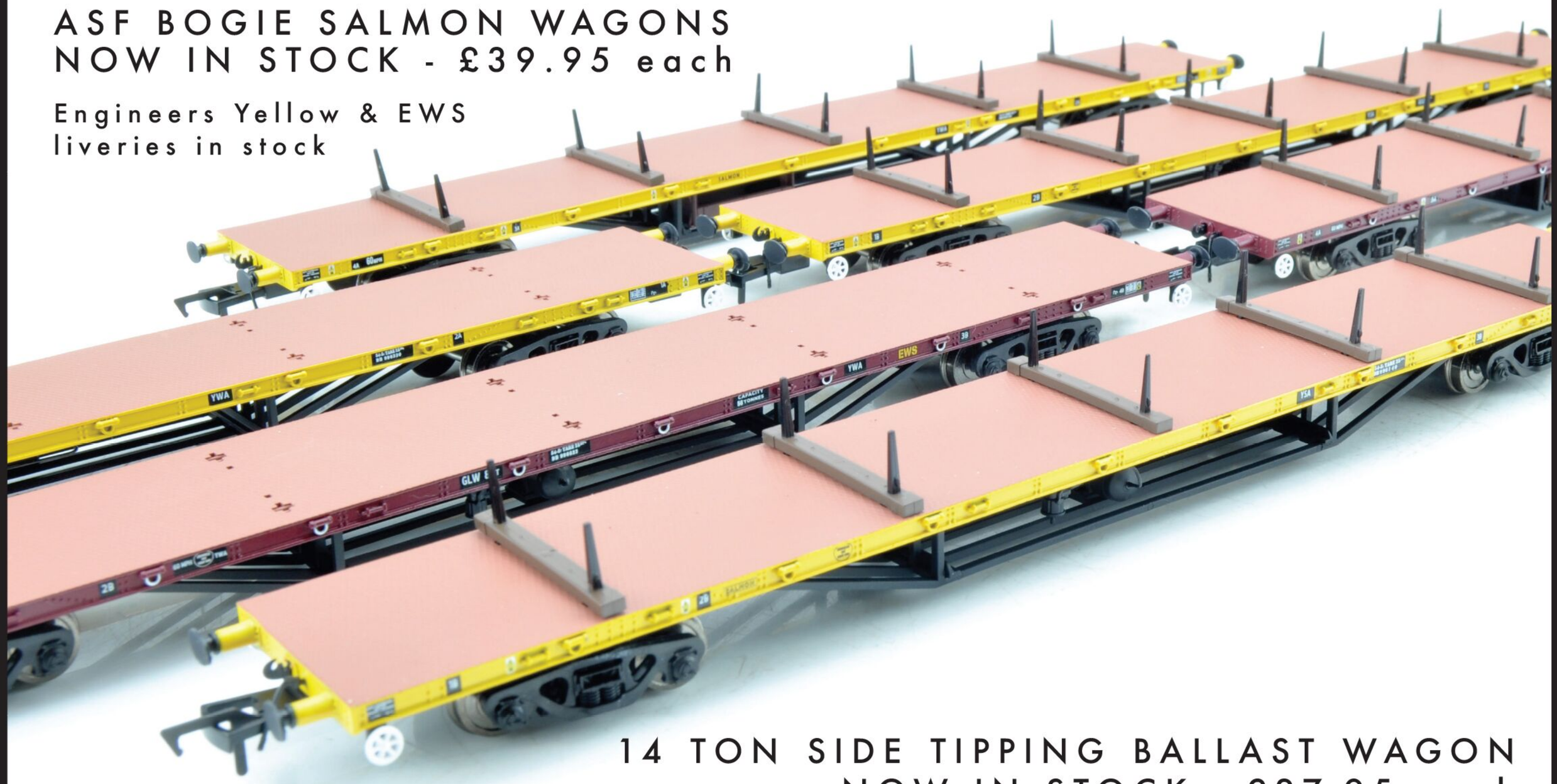
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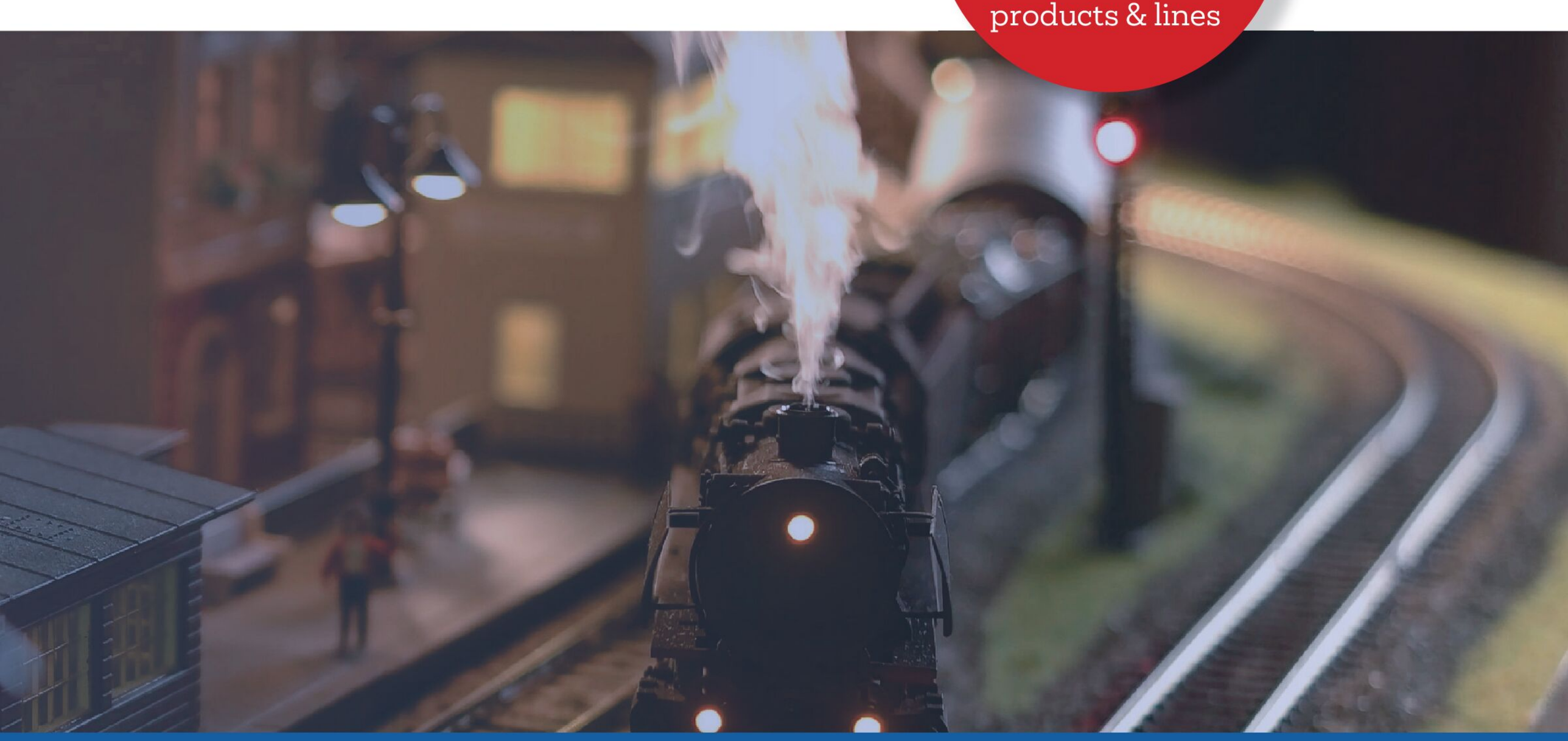
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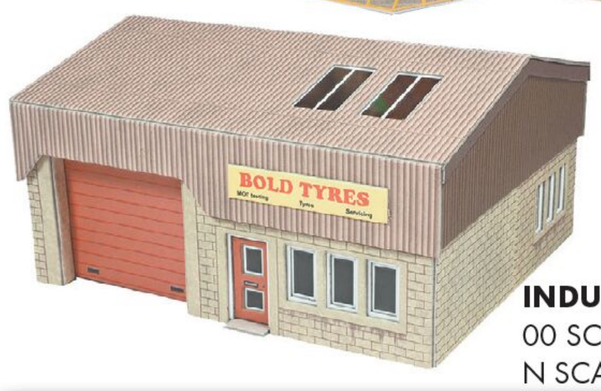
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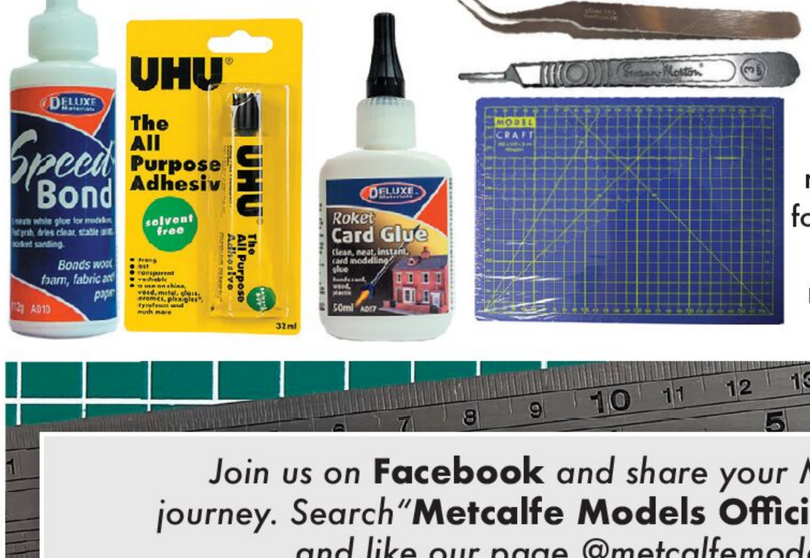




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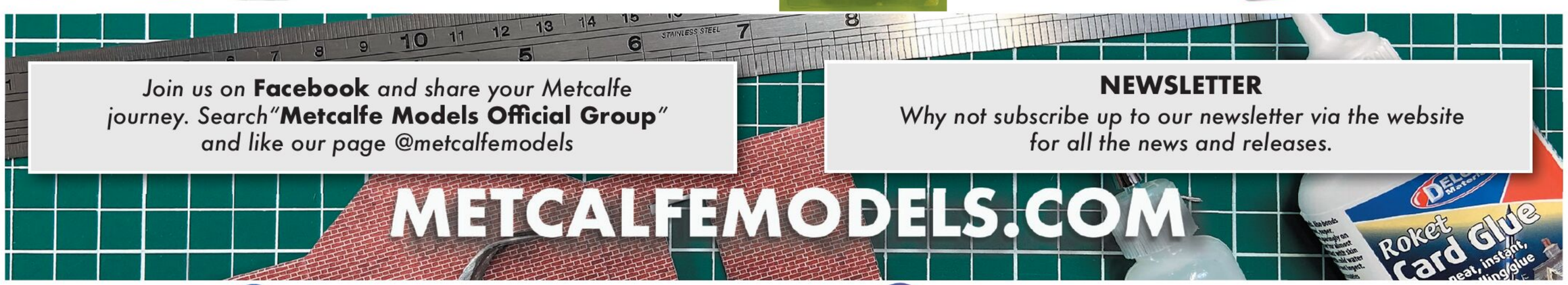
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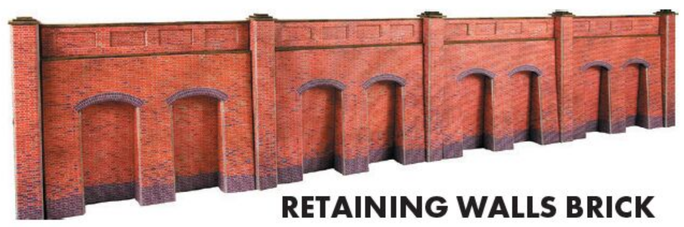
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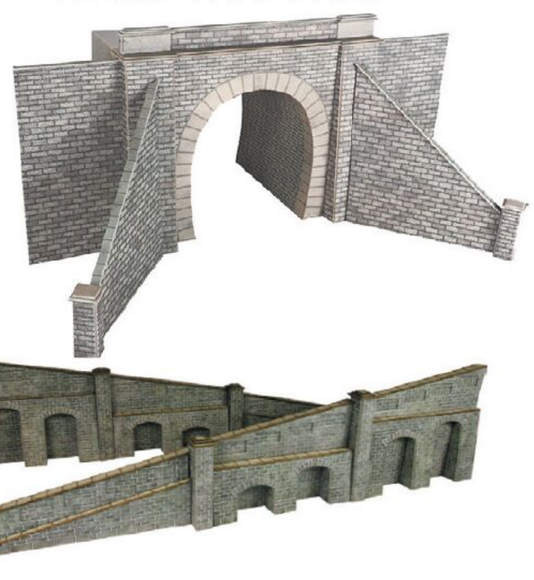


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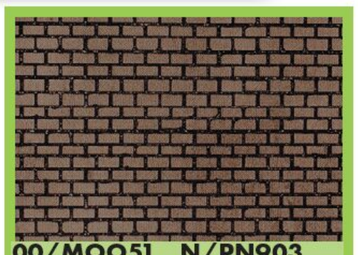


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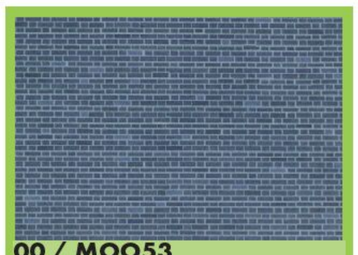
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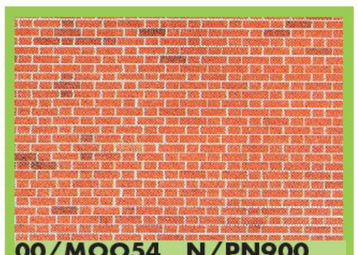
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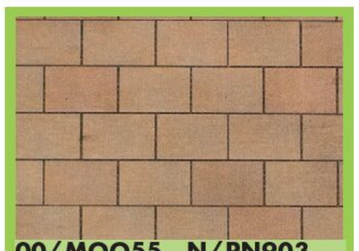
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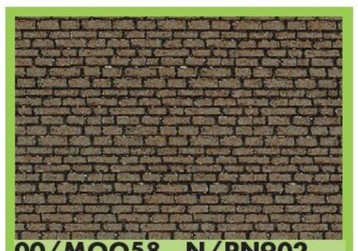
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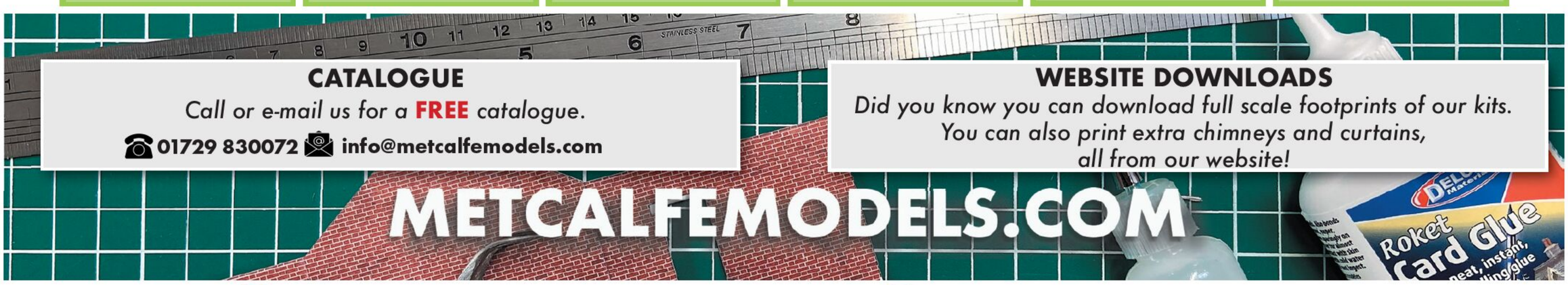
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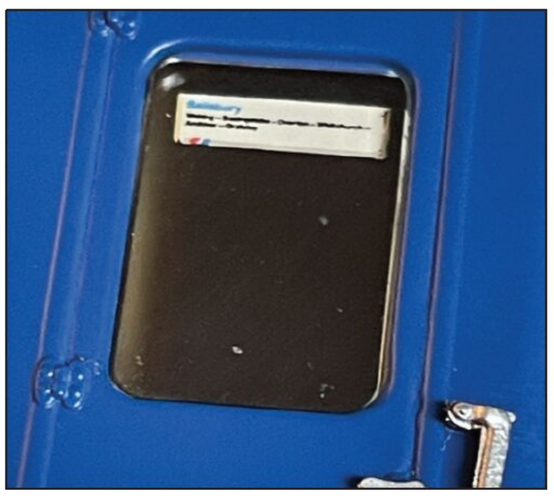
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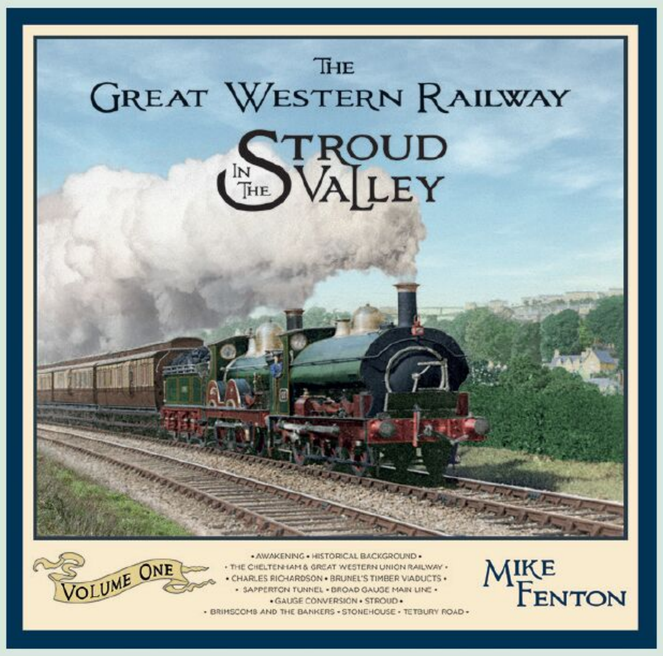
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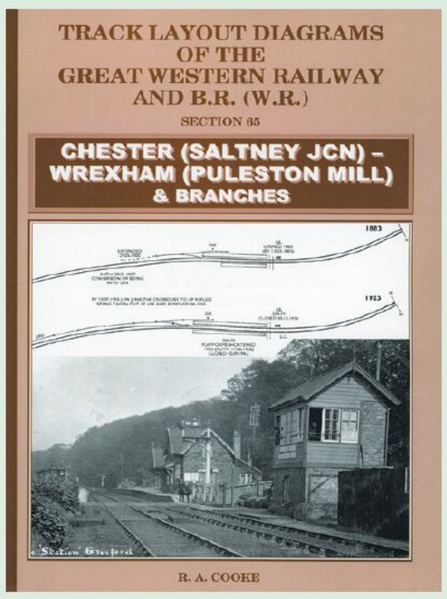
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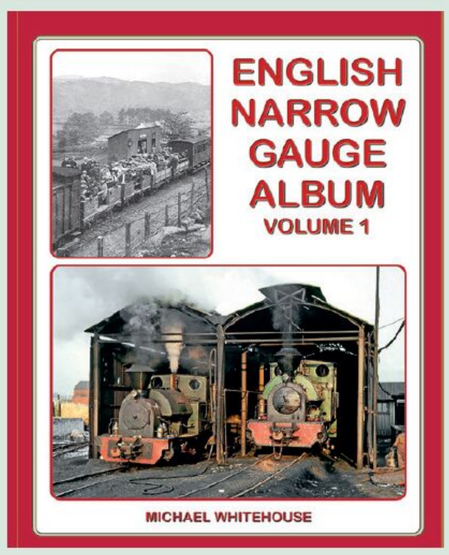
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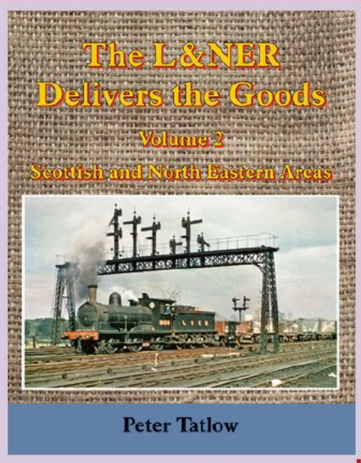
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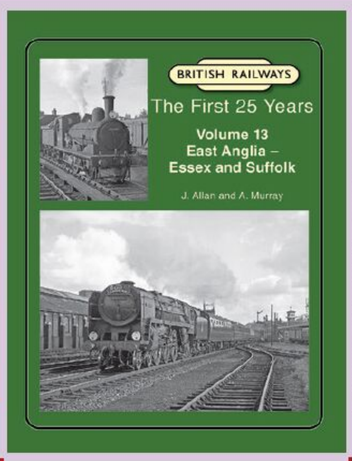
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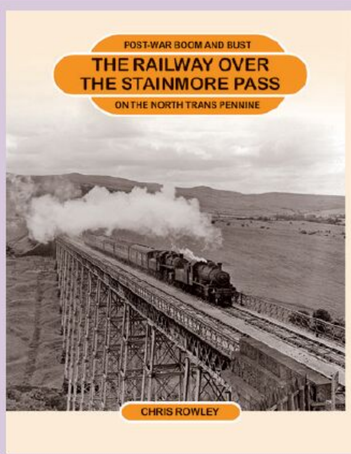
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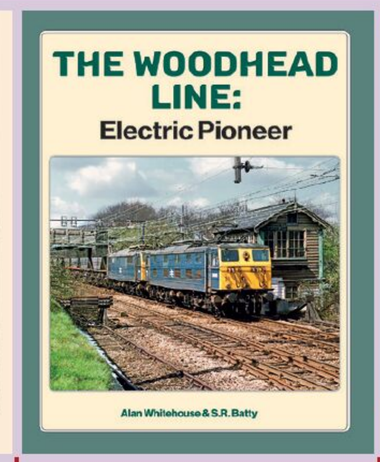
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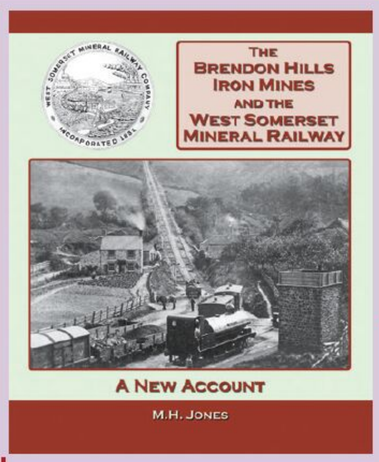
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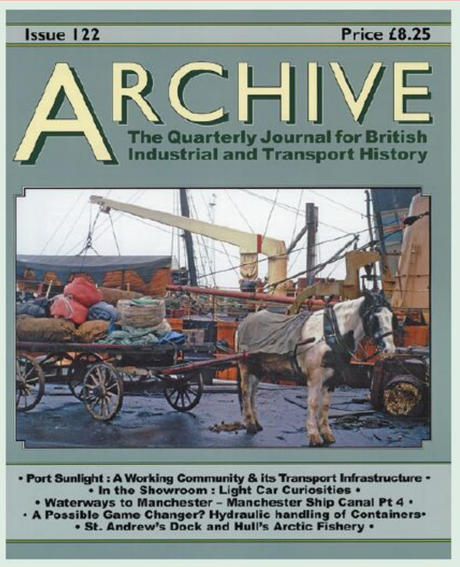
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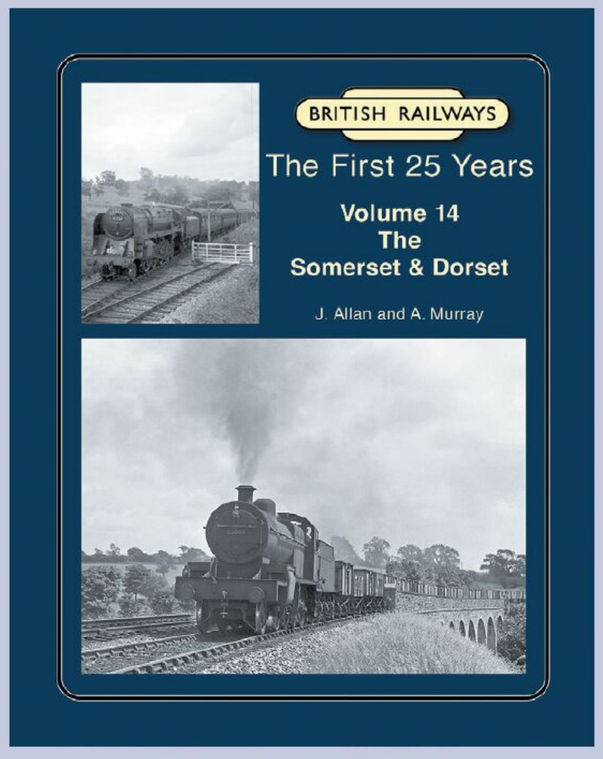


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Volume 14: The Somerset & Dorset

J. Allan & A. Murray

The fourteenth in the series of books depicting the first 25 years of British Railways, this is the first volume to concentrate on a single line. It covers the Somerset & Dorset, which captured the imagination of enthusiasts out of all proportion to its size and importance, and achieved cult status. Most attention was on the 26¼ miles between Bath and Evercreech Junction. In contrast, the line south of Templecombe to Bournemouth was very much a poor relation with enthusiasts. Except for summer Saturdays, when through holiday trains ran, the Somerset & Dorset was essentially a secondary line with a fair amount of goods and coal traffic on the northern section. We hope to have struck a reasonable balance between the two aspects of this rather Jekyll and Hyde line. Our journey begins at Bournemouth West, joining the L&SWR main line at Branksome, passing through Poole and heading north to Broadstone Junction. Here, the Somerset & Dorset's own metals commenced and we head then to Blandford Forum to reach Templecombe, where the Somerset & Dorset passed beneath the L&SWR main line to the West Country. S&D trains used a platform in the L&SWR station, requiring some unusual shunting manoeuvres that kept enthusiasts entertained right up until closure. After visiting the engine shed, we leave Templecombe and continue northwards to Evercreech Junction, from where we travel along the branch to Highbridge and Burnham-on-Sea and from Glastonbury to Wells. We then resume the journey north from Evercreech Junction over the steep climb to Masbury to finally reach Bath after a journey of 71½ miles, passing over the GWR London to Bristol line before arriving at Green Park station, where we also visit the Somerset & Dorset's principal engine shed. For the first half of the 20th century, Midland Railway designs provided the bulk of the motive power with Class '2P' 4-4-0s, 0-4-4Ts, '3F' and '4F' 0-6-0s, and '3F' 0-6-0Ts the mainstays, together with the Somerset & Dorset's own iconic '7F' 2-8-0s. After 1930, LM&SR versions of the Midland Railway types arrived together with a handful of Stanier Class '5' 4-6-0s. In the early 1950s came Ivatt Class '2' 2-6-2Ts and for a short time, SR Bulleid Pacifics, before the first of several classes of BR 'Standards' arrived, culminating in the use of '9F' 2-10-0s in the summers of 1960-62; ex-GWR '2251' 0-6-0s and pannier tanks appeared after the Western Region takeover in 1958 but after through services ended in 1962, 'Standard' Class '4' 2-6-4Ts and Ivatt 2-6-2Ts saw out the final years until closure in March 1966. **DUE END OF MAY**

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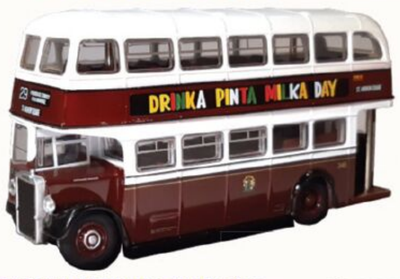
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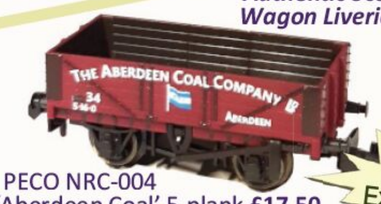
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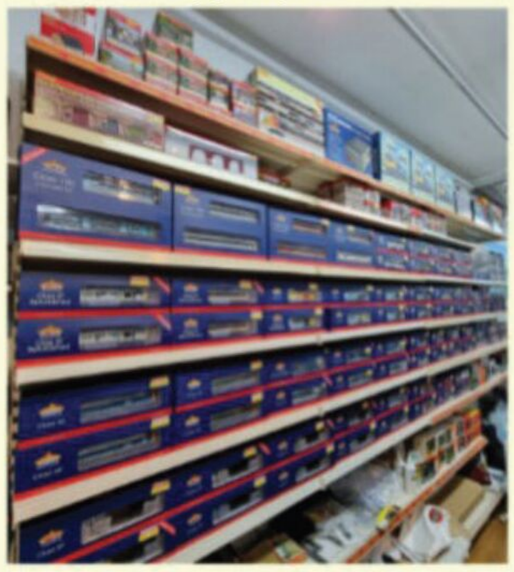


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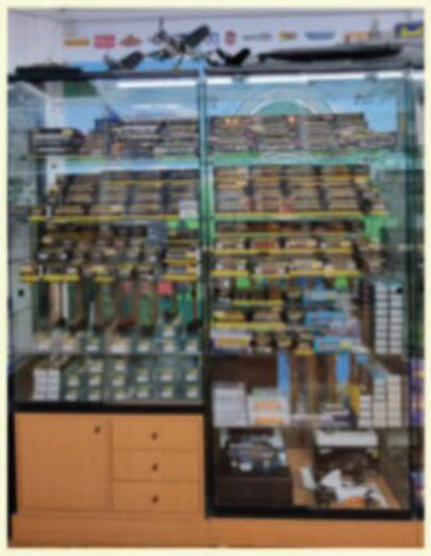
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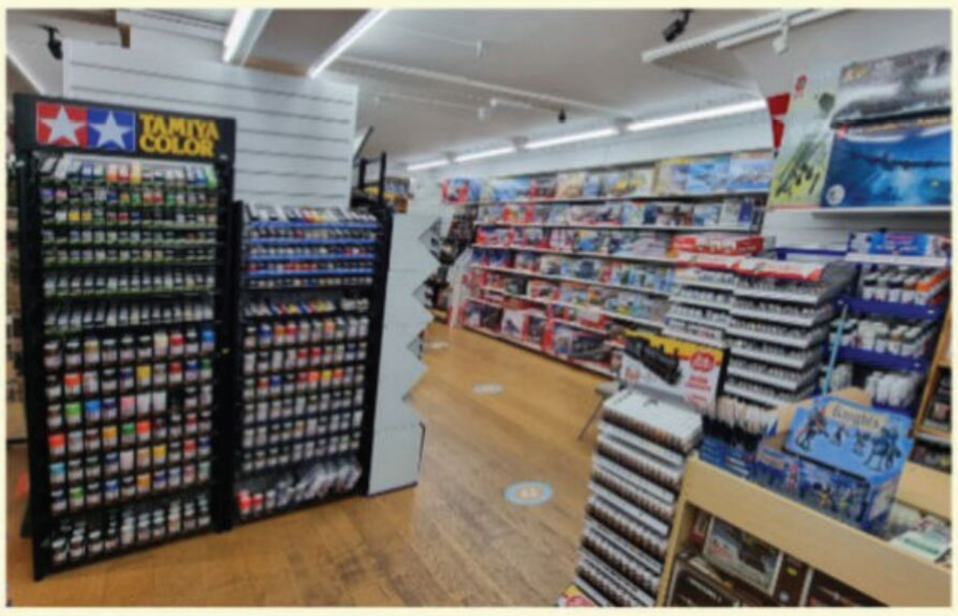
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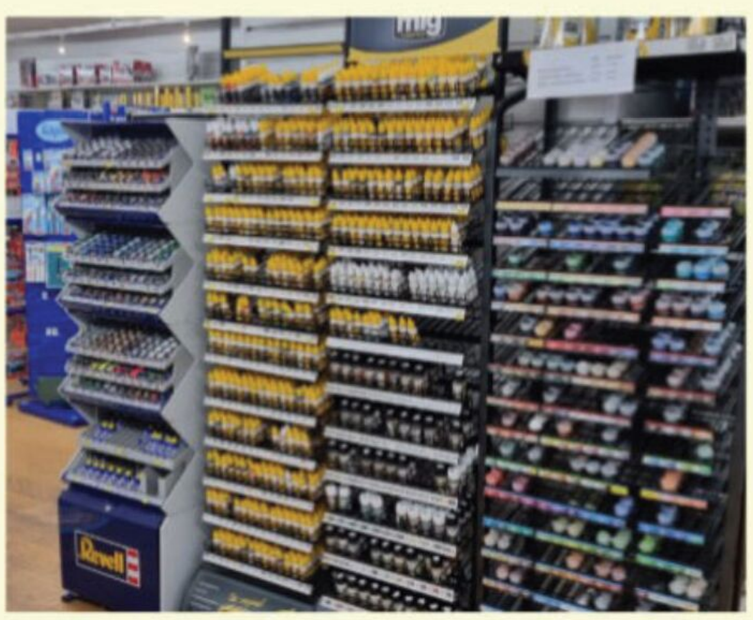


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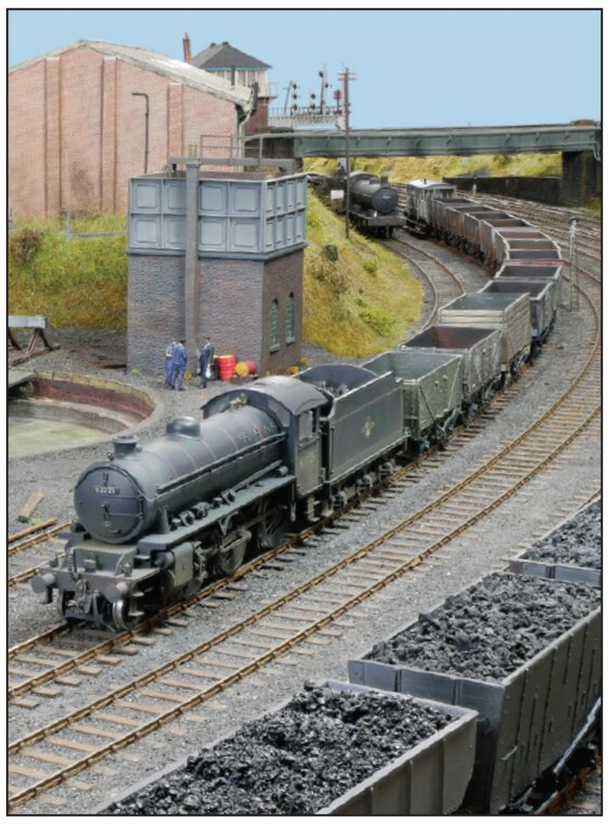
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Welcome

Metric or imperial?



South Pelaw **is our 'Railway of the Month' in this issue. The full story behind this stunning layout begins overleaf.** ***Photo: Karl Crowther***

We recently published a letter from a reader requesting that only metric units be used when quoting layout dimensions in RM (see Readers' Letters, May 2024). Other readers have since got in touch to argue that they are in fact more comfortable with measurements presented in imperial units. In response to that original letter I explained how, when labelling track plans in RM, we tend to take our lead from the builders, who will usually have constructed their layouts to round measurements in either one system or the other.

This discussion did prompt me to consider how metric and imperial systems are used across the hobby and how, to some degree, it is necessary to be conversant with both. I am of a generation where metric was the primary system taught at school, but growing up with an interest in model railways helped to ensure that I also developed a practical understanding of the imperial system from a young age. I now find that I tend to flit between the two systems to suit the task at hand. For example, layout baseboards I can better visualise in feet and inches, whereas if I am constructing a model of a building or item of rolling stock, then I will work in millimetres. I imagine there are many other modellers who do likewise.

Looking generally at the hobby, railway modelling terminology is such that prototype gauges are usually quoted in imperial (e.g. 4' 8½" standard gauge), whilst modelled gauges are most commonly cited in metric (e.g. 16.5mm for 00). Furthermore, many of the established scale/gauge references are a mix of metric and imperial measurements (e.g. 4mm:ft).

As a result, using combined metric and imperial references always seemed perfectly acceptable to me, although I will never forget one particular Design & Technology lesson when I was at secondary school. We had been tasked to each design a wine bar frontage and construct a scale model. Intuitively, I drew my design to 7mm:ft scale, my intention being to complete the model using commercial railway modelling materials (such as Slater's embossed Plastikard). Upon seeing the combined metric/imperial scale I was using, my teacher told me quite categorically that what I was doing was wrong! I recall feeling quite confused by this response: to me, even then as a relatively young and inexperienced modeller, this seemed a perfectly logical way of working. Fortunately, after explaining my reasoning, my teacher understood and I was able to keep my drawing and proceed with building the model as I intended – much to my relief!



Craig Tiley Editor

Return to *James Street*

The 'Coming Next Month' panel in our June issue trailered an article describing the latest developments with this vast N gauge layout. This feature will now be published in a future edition of RM.

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

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CONTINENTAL MODELLER
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Railway of the Month

Photography by Karl Crowther

Consett iron ore traffic in EM gauge

South Pelaw

RICHARD CLAYTON and The South Pelaw Group describe the construction and operation of their EM gauge exhibition layout, depicting the famous Tyne Dock to Consett line and its iron ore trains in the BR steam era.

South Pelaw Junction lies to the west of the current East Coast Main Line, close to the town of Chester-le-Street in County Durham. It is distinct from Pelaw in South Tyneside. The first railway through South Pelaw was the Stanhope & Tyne route, built in the 1830s to transport coal and limestone from the north west Durham coalfield to the Tyne via Washington.

By the end of the 19th century, South Pelaw had become an important junction. The Consett iron and steel works had become a significant operation, but local deposits of iron ore had been exhausted and ore was being imported from Cleveland, Westmorland and eventually overseas locations, particularly Spain. Consett is at an altitude of around 900', and the original Stanhope & Tyne route included three rope-worked inclines to overcome the climb of 600' over just short of seven miles between South Pelaw and Annfield Plain. These inclines proved to be a bottleneck, and an adhesion-worked deviation line was built between Annfield Plain and South Pelaw, opening in 1893. This deviation had steep gradients of mostly 1 in 55 and 1 in 51, but with a stretch of 1 in 35. These gradients not only resulted in spectacular steam working uphill with heavy iron ore trains, but also required high levels of competence to operate the line safely; descending steep gradients with a heavy load of coal or steel products required skill and care on the part of footplate crew and guard.

Throughout its operating life, the main traffic through South Pelaw was eastbound (downhill) coal and products from Consett iron and steel works, with westbound (uphill) iron ore, empty steel wagons, and scrap metal. As the coal reserves around Consett became exhausted, coal for coke-making and, from 1960, fuel oil for the Hownsgill plate mill at Consett were also worked up the bank. There was a limited passenger service through South Pelaw to and from Consett, but no passenger station. Passenger trains operated a circular route from Newcastle to Newcastle via Birtley, South Pelaw, and the Derwent Valley line. Competition from buses reduced demand, and by the early 1950s there were only three passenger trains each way during the week. All regular passenger traffic ceased in 1955.

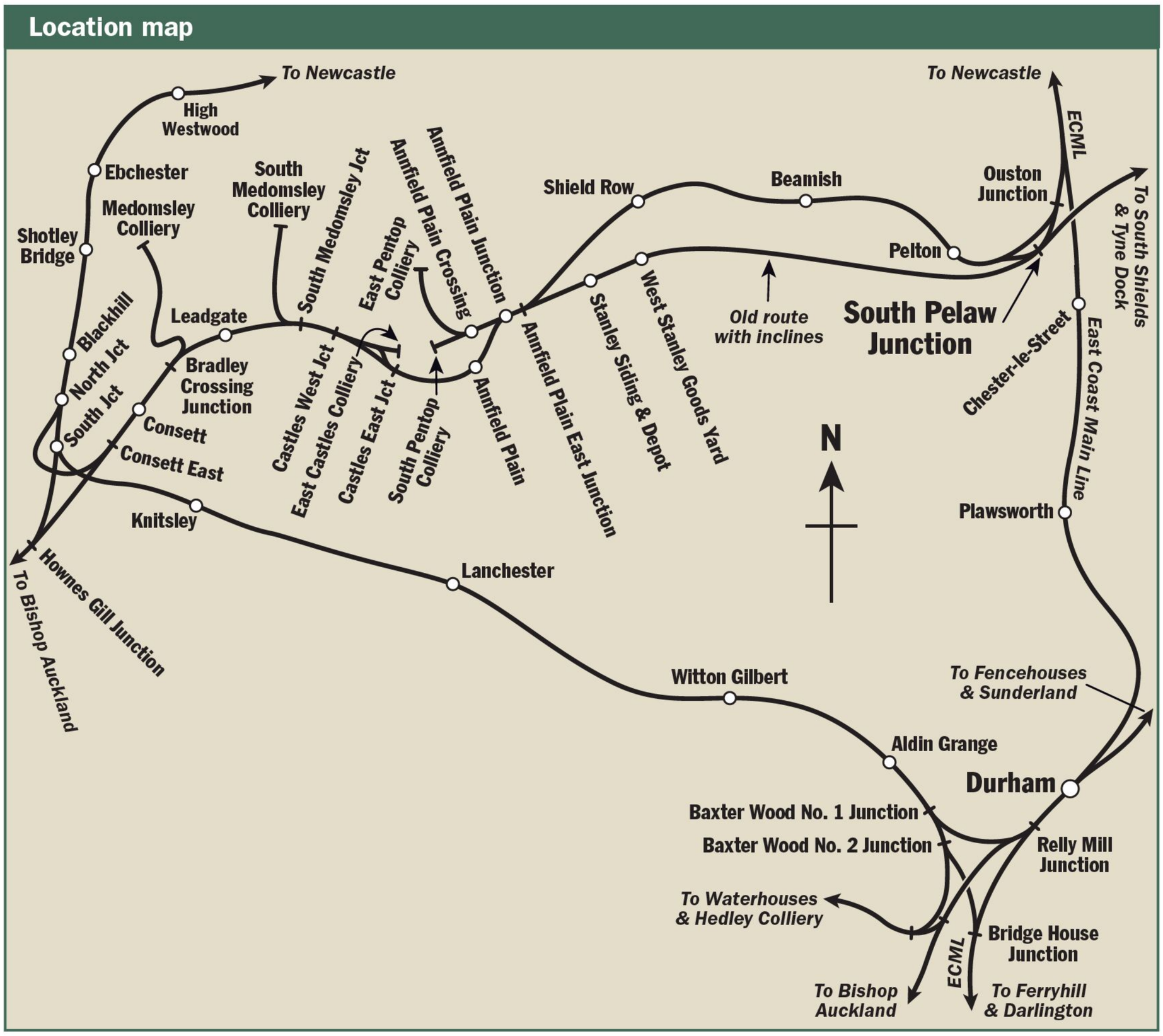
At the east end of the junction, the original Stanhope & Tyne route to Washington and Tyne Dock was joined by a connection to the East Coast Main Line at Ouston Junction, just south of where Tyne Yard was eventually

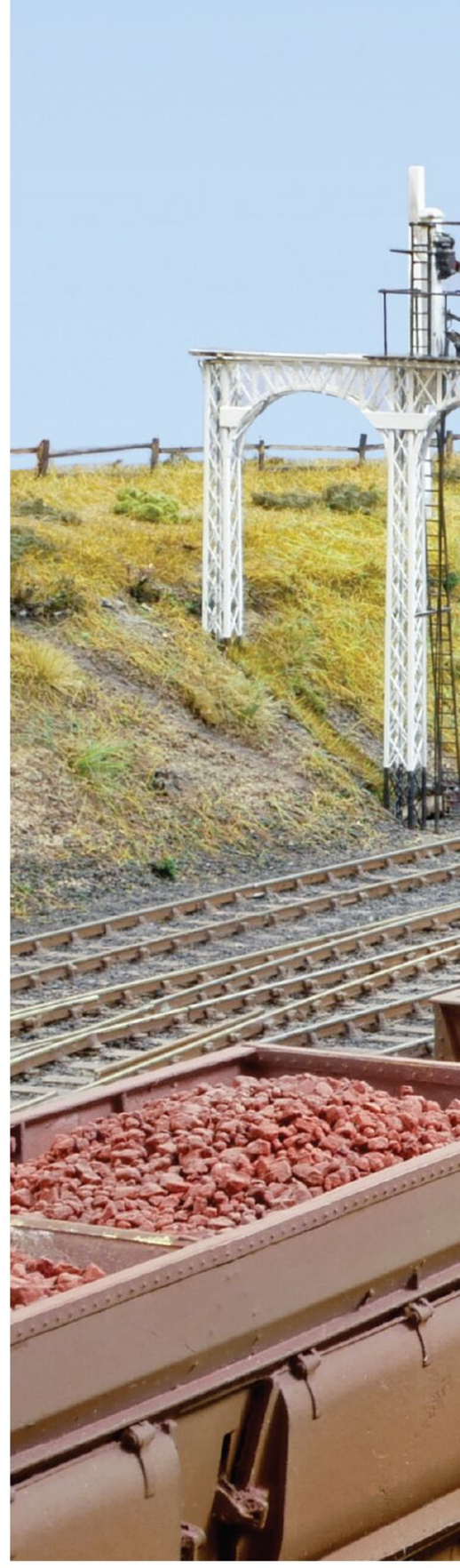


Left
With South Pelaw Colliery sidings in the foreground, Peppercorn K1 2-6-0 No.62060 heads out of Stella Gill yard with a train of tank wagons from the coke works.

Right
N10 0-6-2T No.69109 sits on the Stella Gill turntable as Q6 0-8-0 No.63445 gets to grips with a train of empty steel flat wagons for Consett Steelworks.

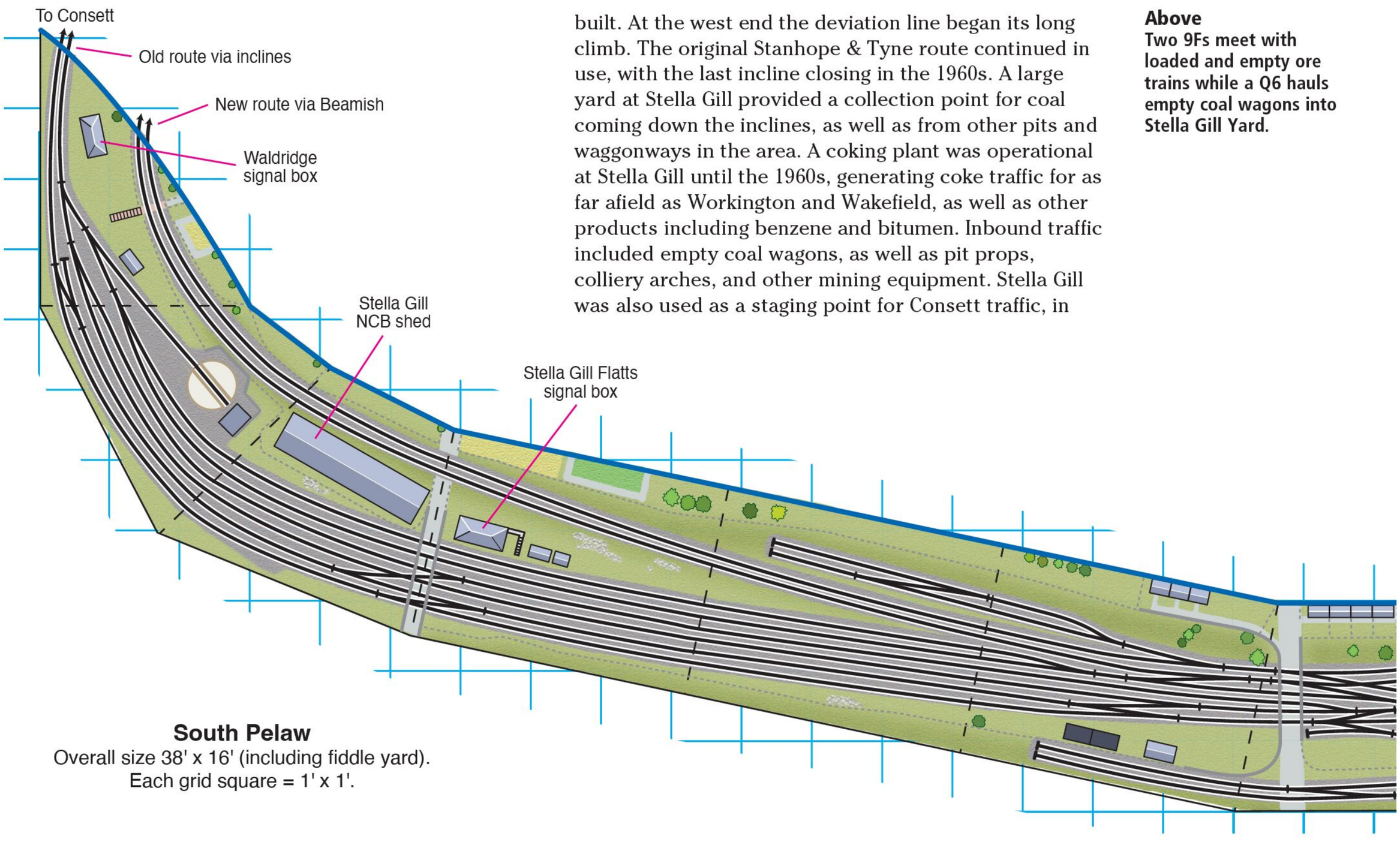
Location map





Above
Two 9Fs meet with loaded and empty ore trains while a Q6 hauls empty coal wagons into Stella Gill Yard.

built. At the west end the deviation line began its long climb. The original Stanhope & Tyne route continued in use, with the last incline closing in the 1960s. A large yard at Stella Gill provided a collection point for coal coming down the inclines, as well as from other pits and waggonways in the area. A coking plant was operational at Stella Gill until the 1960s, generating coke traffic for as far afield as Workington and Wakefield, as well as other products including benzene and bitumen. Inbound traffic included empty coal wagons, as well as pit props, colliery arches, and other mining equipment. Stella Gill was also used as a staging point for Consett traffic, in

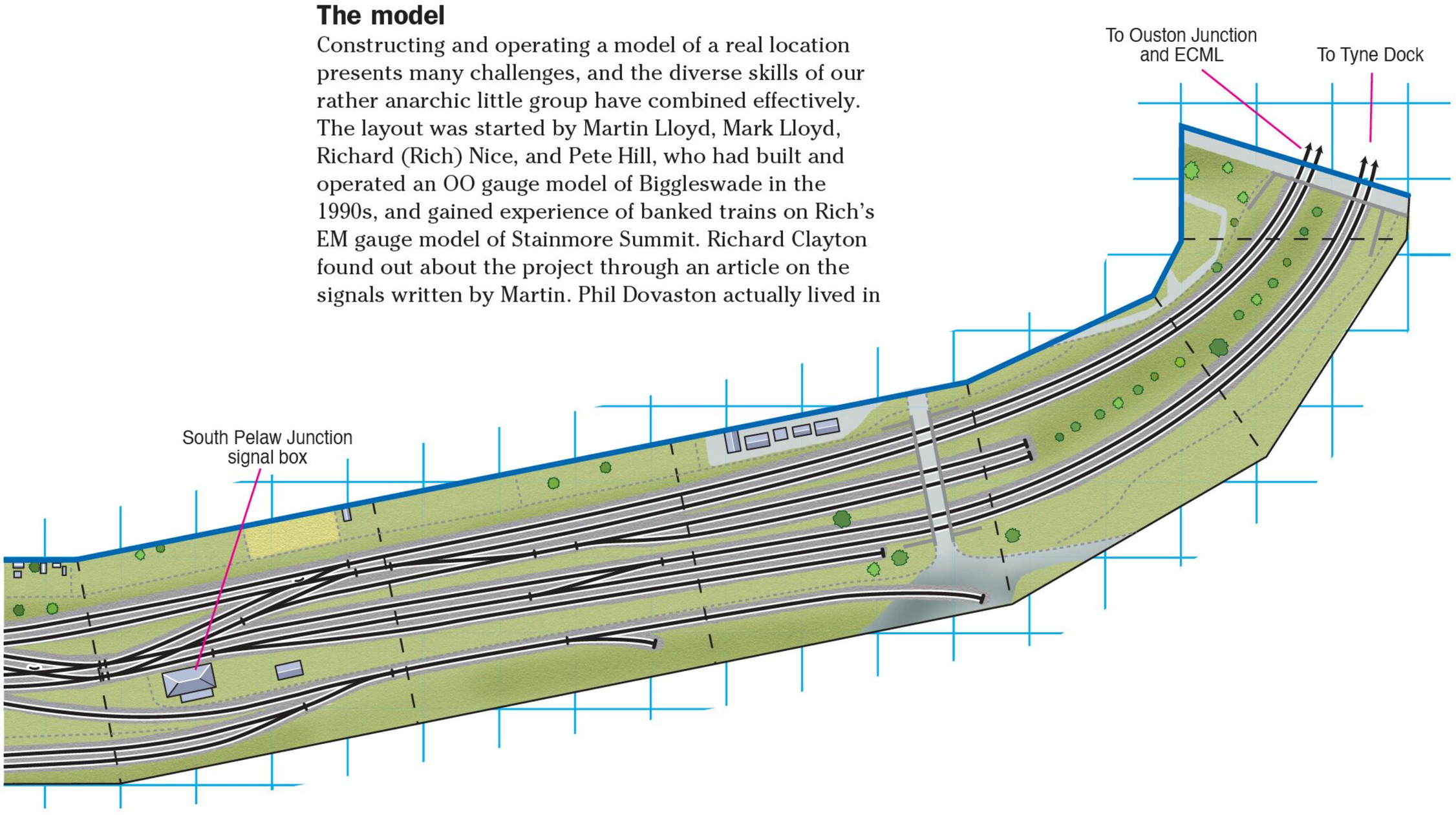


South Pelaw
Overall size 38' x 16' (including fiddle yard).
Each grid square = 1' x 1'.

particular for empty steel wagons. Finally, a colliery at South Pelaw itself provided additional traffic.

The model

Constructing and operating a model of a real location presents many challenges, and the diverse skills of our rather anarchic little group have combined effectively. The layout was started by Martin Lloyd, Mark Lloyd, Richard (Rich) Nice, and Pete Hill, who had built and operated an OO gauge model of Biggleswade in the 1990s, and gained experience of banked trains on Rich's EM gauge model of Stainmore Summit. Richard Clayton found out about the project through an article on the signals written by Martin. Phil Dovaston actually lived in





Left
Thompson O1 2-8-0 No.63760 drifts down the bank with a load of empty iron ore wagons on the return journey to Tyne Dock.

South Pelaw in his childhood, and John Donnelly not only lives nearby but is building a P4 model of South Pelaw in later years. Joe Warr brings his perspective as a real-life signalman on the North Yorkshire Moors Railway, which combines with Rich and Martin's experience of driving real steam locomotives to give us a flavour of the complexity of operations at South Pelaw. Our team of operators, Duncan Wilcock, Paul Dawe, and Rick Hunt, make it possible for us to take the layout to exhibitions.

Our aim has been to recreate the busy activity of the junction during a period from the mid-1950s through to



Right
9F 2-10-0 No 92099 passes South Pelaw Junction with a Tyne Dock to Consett iron ore train on 29 August 1965. *Photo: Rail-Online*

Below
A Q6 sits under a fine array of semaphore signals, as N10 No.69101 leaves South Pelaw Colliery with a short train of loaded coal wagons.



the mid-1960s, and we are extremely grateful to the many photographers who documented the line during this period, as well as the oral history of those who worked on the line. The track layout is correct for our chosen period. The working signals (including ground signals) are broadly correct, although the 1950s and 1960s saw the gradual replacement of North Eastern Railway lower quadrant signals with BR standard designs.

The main part of the layout is modelled to scale, including the start of the climb up to Consett at a gradient of 1 in 50. In the interests of sanity, we have made some compromises. At the west end, we have included the incoming and outgoing roads to Stella Gill, but not the yard itself, which had upwards of 25 roads. At the front of the layout, we have included sidings for South Pelaw colliery, but not the colliery itself.

Baseboards and trackwork

Baseboards are plywood with softwood frames and legs, constructed by Mark and Martin. Pairs of baseboards are aligned with pattern maker's dowels and secured with coach bolts. Each baseboard has two bespoke end boards that serve to protect vulnerable track and signals,


63437
63394


92065

Left
Stella Gill NCB shed looms large in the background as a number of locomotives simmer in the yard.

Below
9F No.92062 sets off to Consett with a load of iron ore as its sister loco No.92065 returns to Tyne Dock with empties. Note the air pumps used to control the wagon doors.



while allowing the baseboards to be stacked for transport to exhibitions. This system has proved to be very robust.

Trackwork is laid on cork and is a mixture of C&L and SMP, with hand-built points and crossings using C&L components. Martin built most of the track in the scenic area, and Richard the track in the storage sidings. The use of a Templot plan based on OS maps has resulted in smoothly flowing trackwork that we feel captures the appearance of the prototype.

Our layout is built to EM standards, which to our mind are a satisfactory compromise between OO and P4. Of course this means that ready-to-run locomotives and rolling stock require some attention, but since almost all of our stock is modified in some way, this does not feel like a high price to pay for the increased realism. Pete is our go-to expert on converting locomotives to EM.

Control and operation

All points and signals are operated by servos, and are controlled using the MERG CBUS system, implemented by Martin. This system has proved to be very reliable, and interfaces with both the main control panel for South Pelaw Junction, a secondary control panel for Stella Gill, and a PC-based system for route setting into and out of the fiddle yard.

Locomotive control is by Digital Command Control, using an NCE system. The nerve centre of operations is the main control panel, where routes are set by the signalman on duty. Trains are operated to a sequence by four main operators. These drivers are required to drive to signals at all times, an aspect of operating that is essential to avoid collisions and other problems – just like the real thing in fact. We are very fortunate to have Joe in our little group, and his influence has contributed greatly to operational realism.

We represent the main traffic flows that could be seen at South Pelaw. Coal, coke, and benzene products emerge from Stella Gill, whilst empties and other traffics such as pit props are inbound. Steel empties go up the bank, and loaded steels come down, rather gingerly given the gradients. Banking the ore trains and the fuel oil train is made easier by the use of DCC, but requires concentration from the operator. Occasionally, we are able to produce some (entirely prototypical) wheel slip as the ore trains engage with the gradient.

Operation follows a sequence of moves for four drivers; Up Consett, Down Washington/Ouston, Up Stella Gill, and Down Stella Gill. The sequence is built into a bespoke piece of software written by John, so drivers must tick off each move as it is completed, informing the signalman that they are ready for the next move. The software keeps track of conflicts, so permission for the next move is not granted until a path is clear and has been signalled. This reflects to some extent the practice of mineral working in the North East, where trains were run based on demand rather than a timetable. Waiting for a path to return the banker from the fiddle yard to the banker's siding can require some patience.

Signals

Operating signals are a key aspect of operation on *South Pelaw*. These have been constructed by Martin, Richard, John, Phil, and Joe from etches and cast components from Model Signal Engineering, Alan Gibson, and D&S. Of particular note are the ground signals that control some of the moves; these include both the LNER/BR standard disc signals and the NER revolving disc version. Since South Pelaw is former NER territory, there is a huge variety of shunt and calling-on signals that have been fun to build and keep drivers on their toes.

Buildings and scenics

All of the structures on the layout have been built from detailed plans by Mark, Joe, Rich, Pete, and Phil. The main material is plasticard, and the buildings are constructed using well established and effective techniques. We were very fortunate to undertake a photographic survey of the bridge at the east end of the layout, days before it was demolished. This survey formed the basis for Pete's model.

Phil and Rich were responsible for the bulk of the scenic work, which uses mostly traditional approaches, although at the time of construction static grass was a fairly new development and a big improvement. We have

Above
O1 No.63760 crosses the junction at South Pelaw with an iron ore train for Consett in the days before the 9Fs took charge. In the foreground loaded coal wagons await removal from South Pelaw Colliery.

Top far right
The latest addition to the layout, Waldridge signal box, awaits the installation of point rodding.

Left
Q6 No.63459 passes South Pelaw signal box with a loaded coal train made up of 21-ton hopper wagons.

Right
Gresley V3 2-6-2T No.67690 passes with a local passenger train from Consett to Newcastle.



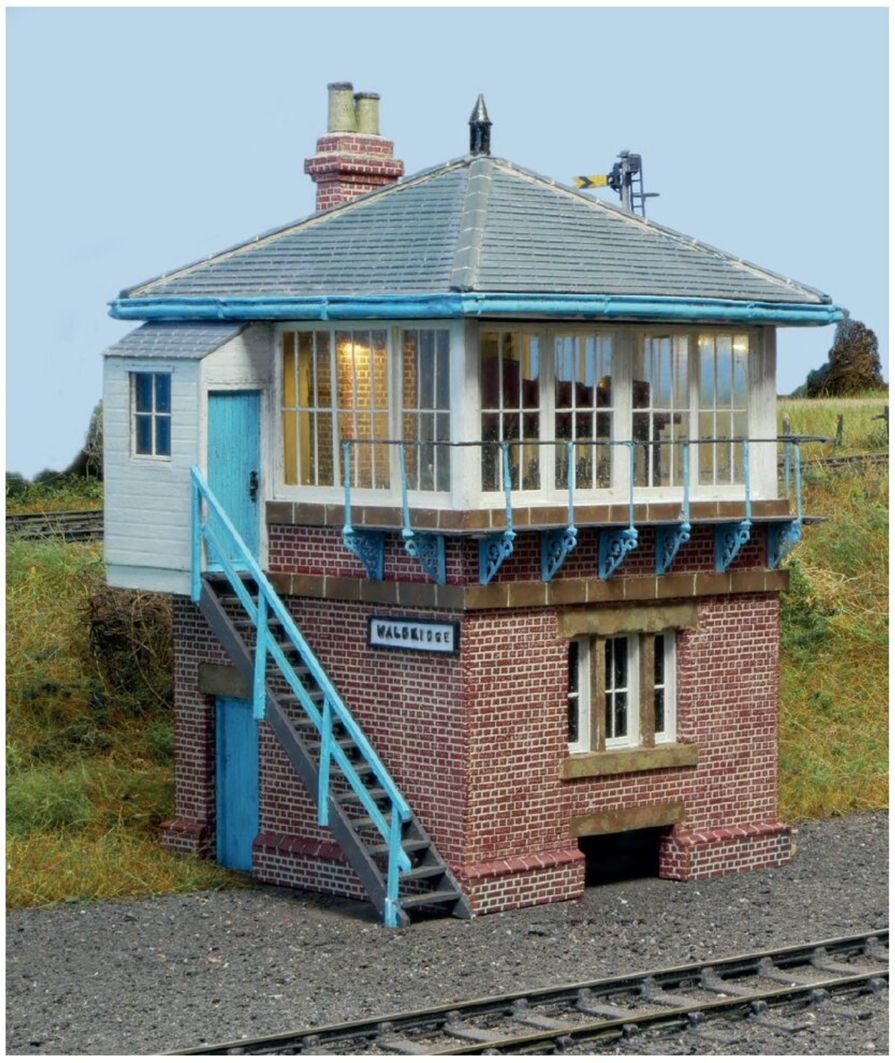
aimed to capture the rather bleak landscape, which is relieved slightly by the delightful gardens of the cottages opposite South Pelaw signal box.

Locomotives and rolling stock

We operate a range of locomotives that reflect the classes most often seen at South Pelaw. In most cases these models represent individual locomotives that were based locally and either photographed at South Pelaw or nearby. These include ready-to-run EM conversions of 9Fs, an Ivatt 4MT, WD 2-8-0s and a V3 from Bachmann, as well as O1s, K1s, and Q6s from Hornby, and a smattering of diesels from Hornby, Heljan, and Sutton Loco Works. The 9Fs and O1s have air pumps and reservoirs for operating the iron ore hopper doors, and all the ready-to-run conversions have some other details added, as well as a degree of grubbiness that reflects their working condition in our chosen period.

We also have a range of kit-built locomotives that include several J27s and a Q6 from Dave Bradwell kits, three Q7s from Dave Alexander kits, two N9s and a J21 from London Road Models, a brace of N10s from Arthur Kimber and Connoisseur kits, an Anchorage J39, a monstrous 52F Models T1 4-8-0T, and a J94 that uses a Hornby body on an RT Models chassis.

Rolling stock is a similar mixture of ready-to-run conversions and kits. The ore hoppers are a mixture of Dave Bradwell and Dave Alexander kits, with a train of converted hoppers from KR Models. Other wagons are mainly Parkside and Cambrian kits, with a few Bachmann and Hornby conversions. These models are often augmented in some way, and we are incredibly grateful to some of the smaller suppliers such as Rumney Models who provide many small details, especially for bogie bolsters, and Railtec Transfers, who provide bespoke wagon numbers. These suppliers have



made the task of producing detailed models of actual prototypes much easier.

Recreating a lost world

South Pelaw has been a very satisfying modelling project, and we feel we have captured something of the atmosphere of the real place. It is certainly pleasing to see folk at exhibitions who are totally absorbed in what is happening. We hope that it provides a faithful representation of an infrastructure and way of life that has almost completely vanished. It is also a fun and challenging layout to operate.



While most of the construction is complete, there are plenty of opportunities to develop our operating procedures, for example by deploying a pilot to work trains into and out of Stella Gill. There are also more coal hoppers and other wagons to build.

We would like to finish by acknowledging the many folk who have contributed, knowingly or unknowingly, to our model. A key resource for us was the large number of photographs taken at South Pelaw during the 1950s and 1960s, and we are indebted to Dave Dunn of the Armstrong Photographic Trust, who kindly made available the large numbers of photographs taken by Malcolm Dunnett and Verdun Wake, as well as photographic collections from John Midcalf and Ernie Brack. We are grateful to those who worked on the line, who have provided insight into the traffic flows, including Steve Shields and the yard manager at Stella Gill. Finally, Python Properties provided space free of charge for us to erect and operate the layout when we really needed it.

Below
A loaded iron ore train double-headed by BR Sulzer Type 2 (Class 24) diesels, which took over from the 9Fs in 1966, heads for Consett.

See more of *South Pelaw*

The layout's next show booking is the Tyneside 2024 model railway exhibition at Jesmond Park Academy, Newton Road, Newcastle upon Tyne NE7 7DP on 9 & 10 November. For more details, visit: **www.newcastlemodelrailway.org.uk/exhibition-2024**

Details and photographs of the real South Pelaw Junction, and the Tyne Dock to Consett line, can be found at: **www.southpelawjunction.co.uk**

RAILWAY MODELLER *Online*

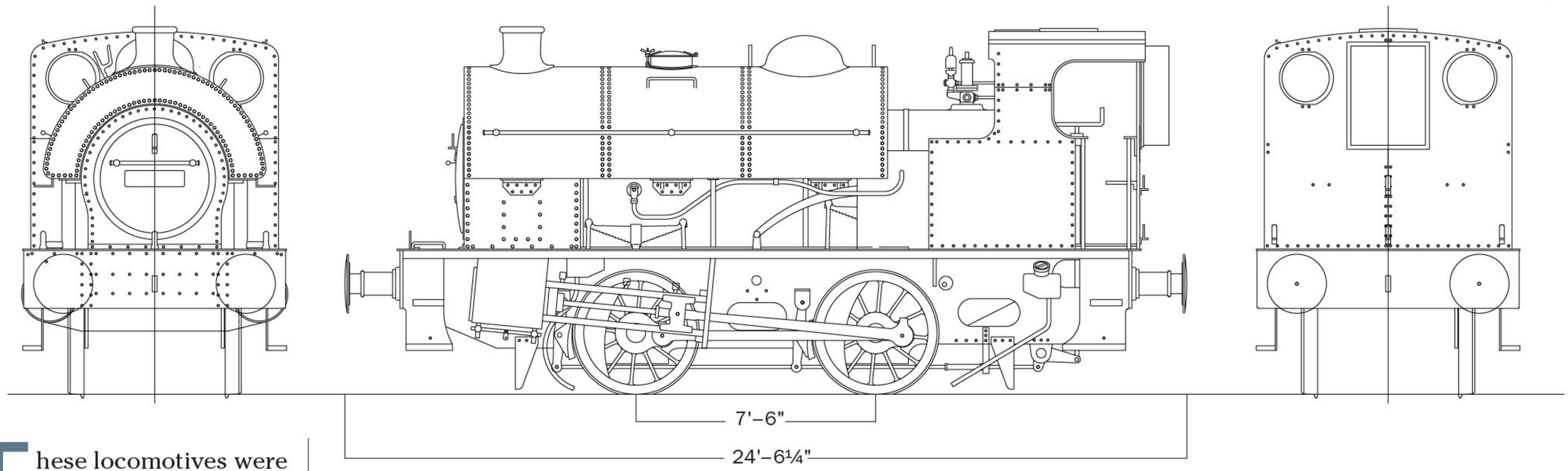
Scan the QR code or follow the link to our website to view an online gallery with more stunning photographs of this layout: **bit.ly/RMsouthPelaw**

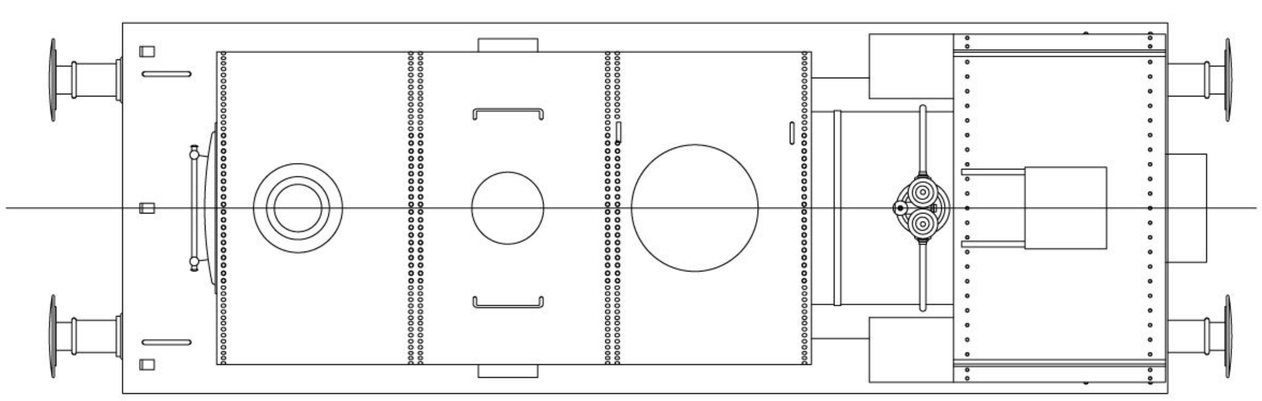
Kitson LMS 0F 0-4-0ST

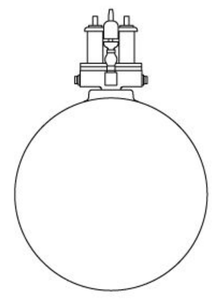
MIKE EDGE *provides 4mm scale drawings and accompanying notes for this fleet of four-coupled shunting locomotives, which was ordered by the London Midland & Scottish Railway in 1932 with construction contracted out to Kitson & Co. of Leeds. Exhibiting much Derby influence, the class became synonymous with the Cromford & High Peak Railway, with examples operating on this much-lamented system well into the 1960s.*



Kitson LMS 0F 0-4-0ST

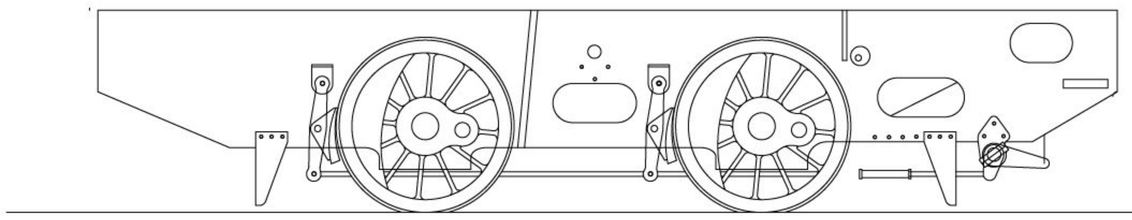






Safety valves and whistle from front

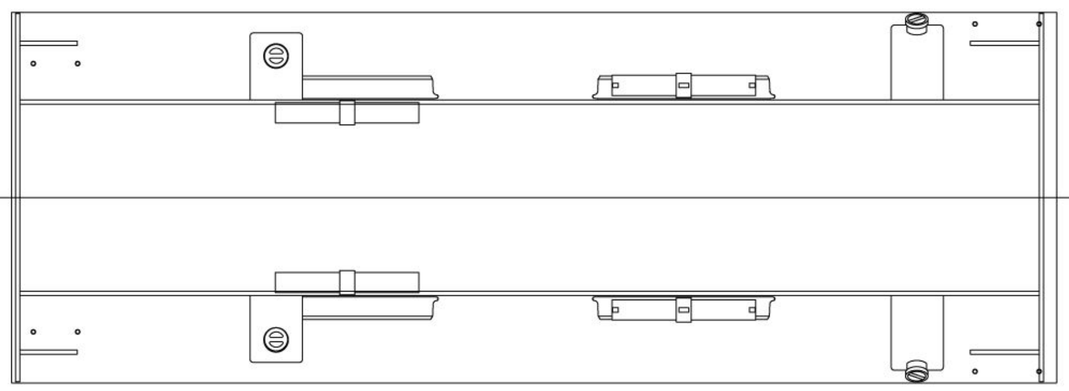
FT 0 1 2 3 4 5 6 7 8
Scale



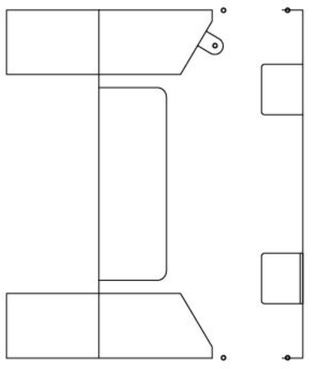
Frames, wheels and brakes



Coupling rods



Frame plan



Plan inside cab

These locomotives were a continuation of a long line of saddle tank and side tank 0-4-0s produced by the Midland Railway for shunting duties in places such as docksides.

Five were ordered by the London Midland & Scottish Railway from Kitson & Co. of Leeds in 1932. Although the design is sometimes attributed to Sir William Stanier, who had just taken office as Chief Mechanical Engineer of the LMS in January of that year, they were essentially a typical industrial saddle tank designed by the private builder. However, the LMS drawing office at Derby did have some influence, notably with the shape of the cab, the smokebox door and the then fashionable stovepipe chimney.

Often referred to as a 'standard industrial design', there are in fact no signs of Kitson & Co. ever having built locomotives quite like

A works photo of the first example, No.1540, at Derby in 1932 during acceptance trials. *Photo: Rail-Online*

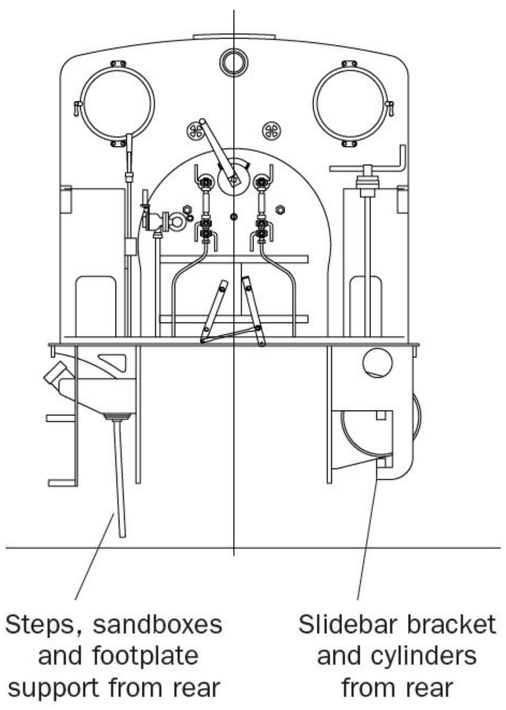


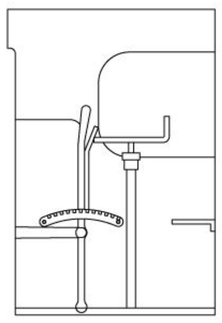
No.47001 in store at Canklow shed, Rotherham, in 1966 (it was officially withdrawn in December that year). Note the missing buffer. *Photo: Rail-Online*

them, although the heavily riveted tanks are a typical feature of that manufacturer. Weighing in at 33 tons and with 15½" cylinders, they were quite powerful locos.

Originally receiving LMS numbers 1530-4, they were renumbered 7000-4 in 1935 and eventually became BR Nos.47000-4. The quintet worked in a variety of locations where

Cross section inside cab





Inside cab

there was a requirement for small shunters to negotiate sharp curves, including brewery sites at Burton and docks in Liverpool, Gloucester and Swansea. Some worked on the Cromford & High Peak system and on hire at Staveley ironworks, which gave them a surprisingly long life, the last being withdrawn in 1967.

Liveries carried were always variations of plain black. None survived into preservation.

Available for 4mm scale as part of the Judith Edge range is an etched kit that covers the five Kitson-built locomotives. *Photo by the author*

With vestiges of LMS lettering just discernible, No.7001 is captured on shed at an unknown location on 19 July 1947. The locomotives were not vacuum-fitted and were equipped with three-link couplings. *Photo: Colour-Rail*



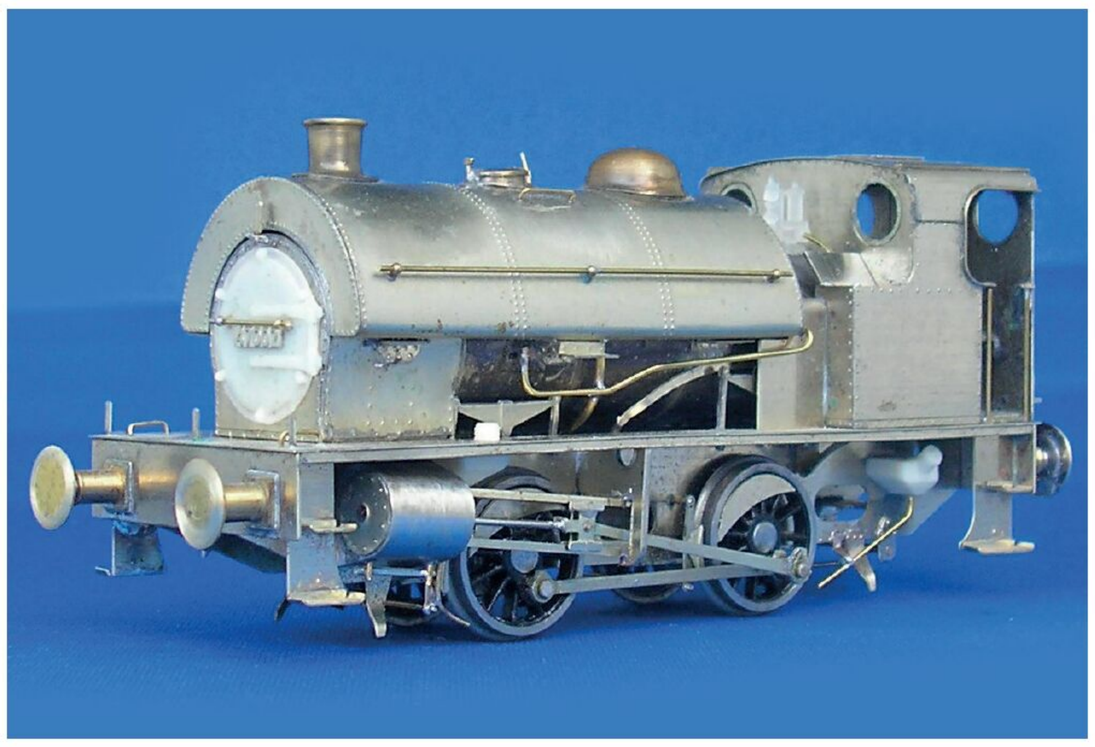
Drawings and models

The accompanying artwork was prepared from a general arrangement drawing, with considerable reference to photographs.

Models of these locomotives have never been available ready-to-run in N, OO or O. However, I have produced a Judith Edge etched kit in 4mm scale, which is currently priced at £77.00, plus £6.00 UK postage and packing. The parts are etched in .015" nickel silver with resin moulded fittings and are designed in our usual modular way with provision to build the chassis either rigid, compensated or sprung. For more details:
Email: edgemd@aol.com

A second batch

In 1953 BR decided that another batch of these small saddle tanks was required and the job went to the ex-Lancashire & Yorkshire works at Horwich. A Scale Drawings feature covering these five examples, which sported some significant changes from the Kitson design, will be published in the next issue of RAILWAY MODELLER.



Further reading

An Illustrated History of LMS Locomotives – Volume Five: The Pre-Grouping Standard Designs by Bob Essery & David Jenkinson (published by Silver Link Publishing).
ISBN 0947971394

Modelling the 1980s Glasgow diesel scene in OO

Clag Lane Depot

Inspired by his boyhood trainspotting journeys around the country, and particularly a memorable solo trip to Scotland, **NICK HALL** *has created a digitally controlled layout based on the days when locomotive haulage still ruled north of the border.*

Photography by the author

In my childhood in 1981, my best friend Adrian took me for the first time to Cheltenham railway station to see something he had only just discovered himself: diesel locomotives!

Each weekend after that, we would either ride our bikes or catch a bus to the Gloucestershire town's Lansdown station and venture out a little further around the country – behind a diesel, of course.

On most weekends there would be trips to motive power depots in London and Birmingham, or to Crewe to sit on the station and be mesmerised by the Class 40s. We also wrote letters to the works at Crewe, Doncaster and Swindon to arrange group visits for ourselves and a few other Cheltenham spotters, as well as visiting for the open days.

Then, in 1984, I talked my mum into letting me go to Scotland on my own to travel around with the week-long 'Freedom of Scotland' rail rover ticket (I think the price was something like £15 for a kid), as Adrian



The locomotive shed at Clag Lane at dusk, illustrating the lighting Nick has incorporated in his layout. As well as a 27, 20, 47 and two 37s, the ETHEL 1 mobile generator is in shot.

and I had only made it to Glasgow for a day once or twice. So there I was for one week in Scotland in August 1984, behind as many Class 26s, 27s, split-headcode 37s and 'Shove Duffs' (push-pull Class 47/7s) as I could get, plus haulage by 40 060 over the Forth Bridge from Edinburgh. Wow, what a week!

I carried on spotting until 1985 and then joined the army, subsequently ending up in Germany and staying there as a civilian until 2008, when I came back to the UK to live. "Where have all the proper locos gone?" I wondered.

Starting out

I started to get back into the scene on railtours and at open days and, back in 2015, decided to build a model running track in the loft.

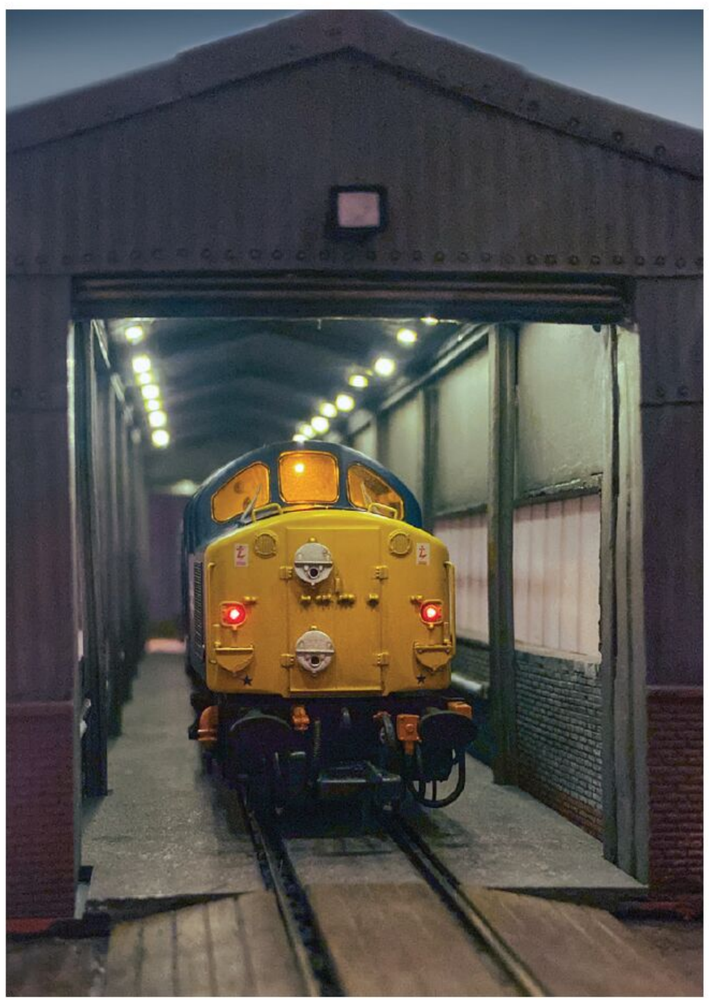
I began to buy locos for Digital Command Control operation and joined the Marlow, Maidenhead & District Model Railway Club. With the help of the club members, I learned the ropes and things started to take off. The only model railway experience I had had until then had been with a Hornby set-up back in the 1980s.

During the pandemic, I decided to build an end-to-end Scottish-based fictional diesel depot set in Glasgow in the 1982-1984 period, with the Eastfield high-rise flats as the backscene.



A daytime view looking over Clag Lane Depot, with a variety of Class 37s, 26s and 27s plus snowploughs in the sidings, and some Class 47s in the shed and washing plant.





Baseboards and track

The baseboards were built from plywood, with four boards measuring 100cm x 60cm (one of which is the fiddle yard). These were topped with cork sheet to reduce noise.

The track is code 75 Peco Streamline flexible track with nine Peco Electrofrog points in the depot and four in the 1m-long fiddle yard. I have not made it easy to get into the double engine shed from the depot entrance, to help increase loco movement. The track ballasting and weathering was a nervous procedure, as I had never even attempted anything like it before, but I seem to have got it right.

ESU digital control

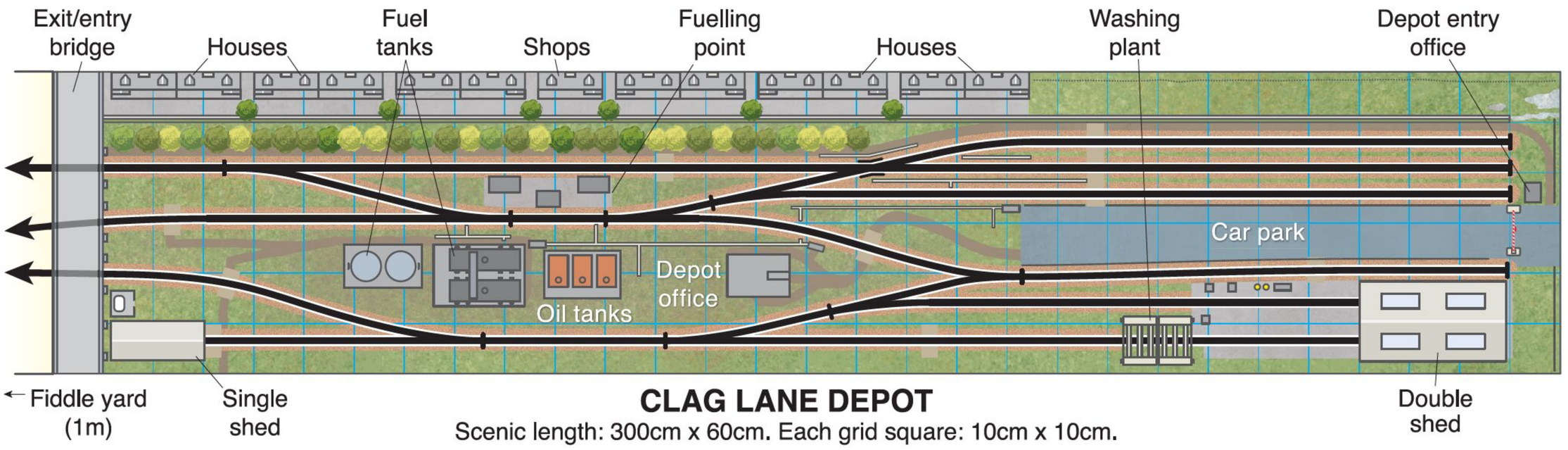
All of my locos are ESU sound-fitted with Legomanbiffo V4/5 sound files from DC Kits, along with the biggest speakers I can install into the fuel tanks. The command station is an ESU ECOS 50210 and all points are servo driven by ESU SwitchPilot servo decoder units which are controlled from the ECOS internal layout interface.

ESU works well for me, as I like to change CV settings by reprogramming the loco decoders from the PC via the ESU LokProgrammer. For example, all of my cab lights are re-programmed to function key 4 and I have installed cab lights into Heljan Class 26s and 27s, and Bachmann Class 20 models, which are set directionally on Aux 1 and 2. I also like to speed-match locos for double-headed running.

I have three ground signals for entry and exit just before the bridge and these are

Another night scene showing the layout's atmospheric lighting, both under the shelters in the diesel refuelling point and in the urban streetscape behind.

Locomotive 40 169 has just gone on shed, allowing us to see how the building's interior is prototypically lit with spotlights.



CLAG LANE DEPOT

Scenic length: 300cm x 60cm. Each grid square: 10cm x 10cm.

controlled by an ESU SignalPilot also on the ECOS layout interface.

‘Hellfire’ traction

There is a mix of Bachmann, Heljan, and Accurascale traction, with the Accurascale Scottish Class 37 still to come.

The current locos that come into play are 08 630, 20 016, 24 009, 26 024/7/8/035, 5363 (27), 27 034/105, 37 025/12/26/27/411, 40 169, 47 711/12 and ETHEL 1 (an ex-Class 25 loco turned mobile electric power/ heating generator 97 250).

A couple of the locos in the list fall outside of the core period of the early 1980s but I have used modeller’s licence to slip them in (and 40 169 will be replaced by 40 063), plus I have other non-Scottish BR blue locos that can join in when needed.

In addition, the factory-fitted drivers have been replaced with Preiser driver figures, which to me look a lot better. Most locos are weathered to replicate the ‘dirty’ railway in the 1980s (thanks to weathering expert Harry Pollard).

A 45-ton Ransomes & Rapier steam crane can be shunted around the depot, as well as two ‘Highland stag’ snowploughs and three TTA 45-ton fuelling tanks.



The backscene

The backscene is by Joachim Wischermann, who owns the company JoWi Modellbahn-Hintergrund in Austria, which designs bespoke backscenes to fit any layout. We spent around three hours liaising

Some eager ‘gricers’ – perhaps, like Nick in his younger days, on a trip up from south of the border – are taking numbers and photos at the barrier near the end of the loco sidings.

While 37 025 stands with two ‘Highland stag’ snowploughs ready for any turn in the weather, the cityscape beyond merges seamlessly with the bespoke backscene with its tower blocks.

As the light starts to fade over Clag Lane Depot, the streetlamps and lights inside the houses have gone on, adding to the convincing edge of city backdrop.

via Zoom to work on designing it to fit my needs.

Once finished, the backscene sheets were professionally printed and sent to me rolled up as a 3m scene plus a 60cm side scene. I can highly recommend this supplier, if you are looking for something different.

Scenery, buildings and vehicles

As this was my first attempt at a layout, it was also my first attempt at scenery and I made it up as I went along. However, I have to thank Everard Junction and Chadwick Model Railway on YouTube for inspiration.



Buildings are kit-built as well as ready-to-place Bachmann Scenecraft examples. The houses from Metcalfe Models have each room individually lit, plus an internal back image as well as a switch for every room behind the houses, which took longer to achieve than expected.

I had to scratch-build the depot exit bridge around the track as I didn't have one clear direction when I designed the track.

The road vehicles are, of course, from the early 1980s or before. There are also two Scottish buses that I have supposed the bus company couldn't store at its depot, so asked Clag Lane Depot to kindly look after the vehicles for a couple of months. That was 10 years ago and the bus firm still hasn't sent anyone to pick them up, as you might notice from their condition.

The ETHEL 1 ex-Class 25 loco turned mobile electric power/heating generator 97 250 stands next to the stored and forgotten buses.



The future

I gave myself two years to complete *Clag Lane*, but with work commitments and taking six months out to rethink ideas, the project ended up taking three years.

> **“– there I was for one week in Scotland in August 1984, behind as many Class 26s, 27s, split-headcode 37s and ‘Shove Duffs’... as I could get, plus haulage by 40 060 over the Forth Bridge from Edinburgh. Wow, what a week! –”**
>
> Nick Hall

Originally, I wanted to build a continuous run layout but just didn’t have the space in my house, so went for an end-to-end one instead.

This idea grew on me as time went by and has given me a real insight into how to build a future layout.

So what of the future? I’ll relax and enjoy the layout! And at some point I’ll start another smaller end-to-end one…



A pair of Class 47s are readied for duty in a scene which shows the wealth of little details that Nick has incorporated into his yard area.

Inspirational club

The Marlow, Maidenhead & District Model Railway Club, which helped Nick Hall get started in the hobby, was formed in 1968 and provides a focal point for a friendly and active group of modellers from as far afield as Wokingham, Earley, Twyford and Reading, as well as from High Wycombe and the surrounding area. Members meet weekly in Maidenhead, where the club has a small library of books, workshop, club store and test tracks in all the main gauges up to and including O and G, as well as four current layout projects. For further details refer to the website: **www.mmdmrc.org.uk**

Supplier details

DC Kits
www.dckits-devideos.co.uk

JoWi Modellbahn-Hintergrund
www.modellbahn-hintergrund.com

Project of the Month

A cottage for the Vale of Maentwrog

PAUL BASON *takes a look at how he built a stone cottage based on a Welsh prototype.*

Photography by the author

Having been upgrading my 1980-built 4mm narrow gauge layout, *The Vale of Maentwrog*, I thought a small stone-built cottage would be appropriate for the much renovated and remodelled station area. Inspired by the structure at Coed y Bleddiau in the wooded stretch of the Ffestiniog Railway above Tan y Bwlch, I sketched out a model that would fit nicely in the limited space available. Unlike the original, which is now let out as a holiday cottage by the Landmark Trust, my cottage is somewhat simpler and has only one storey!

Walls

My standard method of making walls involves using two layers of 40thou plasticard laminated together to strengthen the structure and also prevent warping. The outer, in this case scribed, plasticard sheet is backed with a second layer of the same thickness plasticard. Small holes drilled through the inside of the backing sheet allow solvent to be introduced via capillary action between and fully bond the two layers together.

When setting out, I usually pencil in the vertical lines at the ends of all walls and then draw a line above and parallel to the bottom edge of the plastic sheet, to allow me to fix the completed building into the scenery at a later stage. Next I measure out and add the remaining outlines of all walls, detailing the basic window and door apertures. Following this, I add the feature stonework, the larger quoin stones at the corners and the jambs either side of the windows and doors.

The basic scribing technique is to hold the scraperboard tool in the same way as you would a pen, but in so doing maintaining the diamond-shaped cutting edge directly in line with the nail on your forefinger. The point should then effectively remove a thin sliver of plastic. By varying the pressure and the angle of the nib, you can, with a little practice, reproduce many types and patterns of stone walling (photos 1 and 2).

The finished building on *The Vale of Maentwrog*, with a Peco Ffestiniog Railway England 0-4-0ST+T in attendance.

Windows and doors

Unlike some of my other buildings, this cottage has fairly large vertical sash windows that are divided up into smaller

panes. To model these I chose to first make the outer sashes from plasticard and, although I could have drawn lines of enamel paint to represent the individual panes direct onto the clear plastic glazing using a bow pen, I opted to use an etched fret of nice regular panes in front of the clear sheeting instead.

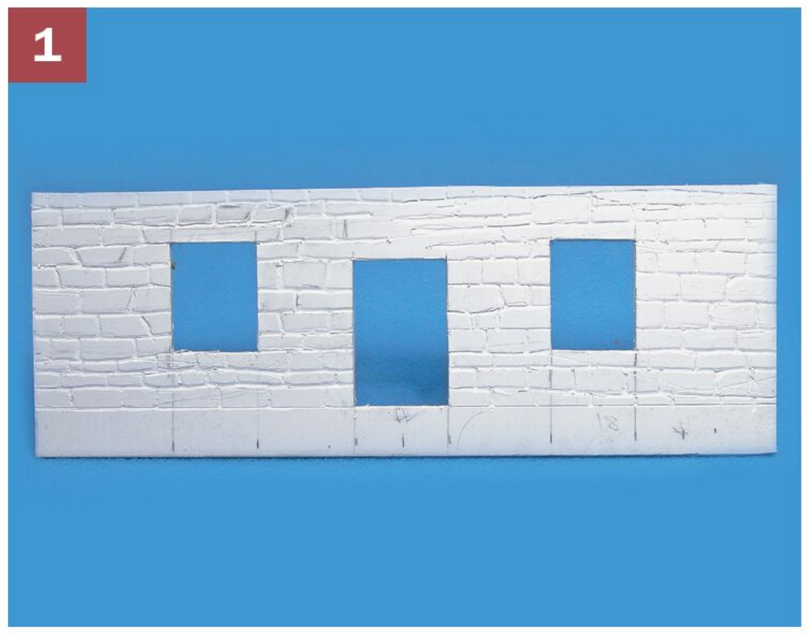
Rather than adopting the painstaking process of cutting out rectangular apertures with sharp corners for each sash, I prefer to cheat a little and make things easier by cutting individual lengths of 15thou plasticard sheet that are stuck around the back of the openings in layers to give the appearance of the wooden window frame and the rebate in which the moving sash slides (photos 3 and 4). This is then fitted with microstrip transoms ready to take the etched panes.

Rather than have etched windows specifically commissioned, I found by chance that I had some Ambis warehouse etches left over from another project that, with a little modification, would do the job quite nicely. With these being slightly larger, all I had to do was to carefully snip off the surplus window panes, file the edge smooth and solder a length of brass sprue along the cut edge to reform the window, and make a strip at the side for gluing the etch to the plastic sash with contact adhesive (photos 5 and 6). Once dry, clear plasticard glazing was added and some simple strip curtains were made from painted scraps of 10thou strip fitted with 40thou plastic spacers.

Finally the doors were represented by simply scribing vertical lines onto a scrap of 40thou plastic, cut roughly to size and stuck behind the door frame.

Assembly and roof

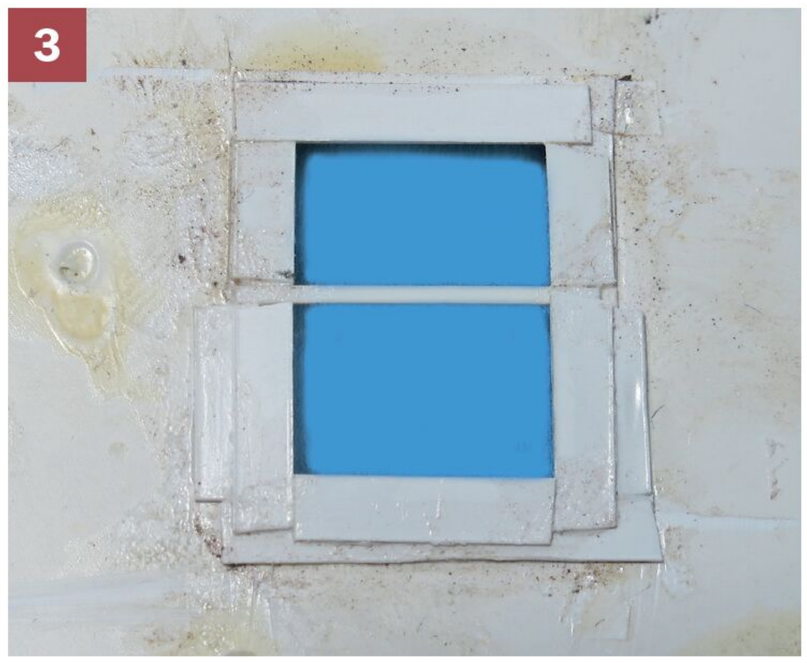
As you can see, I start by gluing one side wall and an end wall together with solvent whilst checking the parts are perpendicular with a small engineer's square. I then repeat the process by similarly adding the other two walls in turn (photo 7). To strengthen the corners I next add large section plastic strip (photo 8) before fitting false floors and dividing walls, all made from two layers



The front wall after cutting out and scribing.



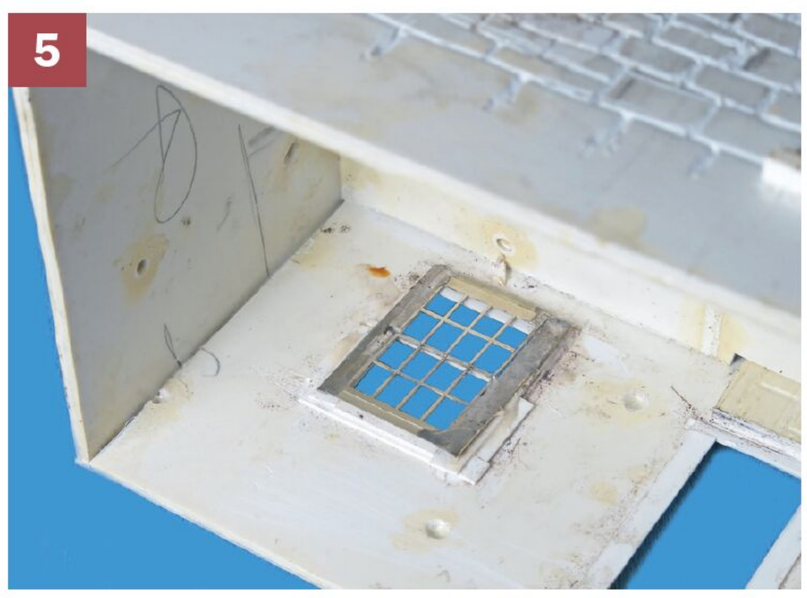
Close-up of a butt-jointed corner before it has been filed smooth and the stone joints scribed around the corners.



The sash window from behind showing that it is made up of strips of plastic.



A typical sash window seen from the front.



The modified etched window panes are fitted behind the plastic sash window.



The completed window.



Assembly is under way with the two end walls added to the front.



Plastic strip strengthens the corner joint.

of 40thou plasticard laminated together. Why two layers, you may ask? Well, it not only prevents the model from warping but strengthens it too. Next, again using two laminated layers of 40thou plasticard, a sub-roof, a longitudinal brace under the ridge line and some triangular-shaped roof supports and slopes are made and glued in place (photos 9 and 10).

Chimney stacks

Unusually this cottage features both brickwork and stonework in its construction. To model this, the top sections of the chimney stacks were made using embossed brickwork glued around a laminated core made from scraps of plasticard. Once dry the lower sections were fitted into a stone surround made in the same way as the walls (photo 11). Between the two a fillet of Milliput modelling putty was added to represent the sloping mortar of the prototype (photo 12).

Roof coverings and rainwater goods

As I needed to match the other buildings on the layout, the slate covering was made by cutting up strips of artist's watercolour paper which were bonded to the plasticard roof slopes in overlapping layers using solvent adhesive (photo 13).

The half-round gutters were soldered together from brass section (photo 14) while rainwater pipes were made from lengths of brass rod with small split pins soldered to them to represent the brackets.

Painting

For the walls, I mixed a base colour of Humbrol matt enamel paints which I painted onto the stonework, while applying streaks of slightly darker hues of the same base mix, which were worked into isolated areas while the paint was still wet. I used a mixture of Humbrol matt grey paints for the roofing slates which was dry-brushed with lighter streaks once the base colour had been set aside for a while to dry.

Taking the plunge

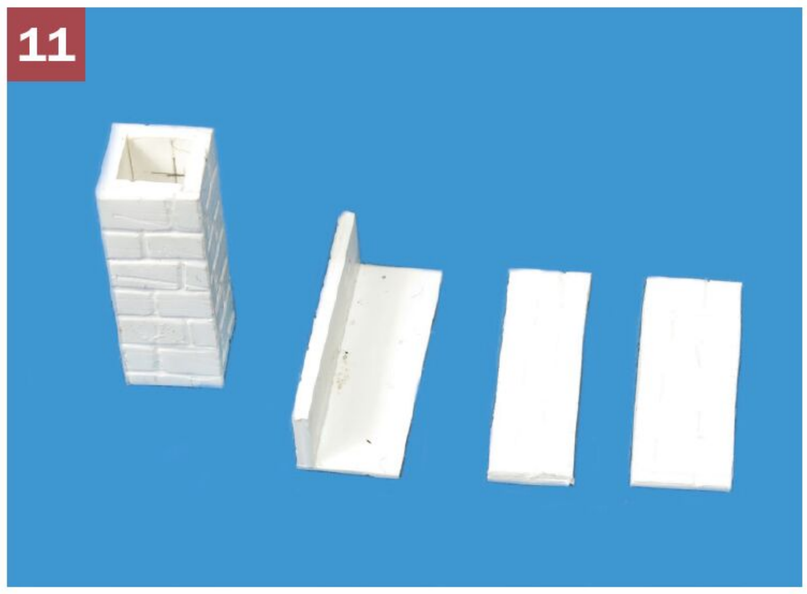
Although scratch-building might sound a bit daunting to some readers, something like this fairly simple structure might be a good place to start. It may not be the most grand of railway buildings but it certainly is an interesting one. Why not find that structure that you have always wanted to model, get out your tools, buy a few pounds worth of materials and have a go? Most importantly, have fun!



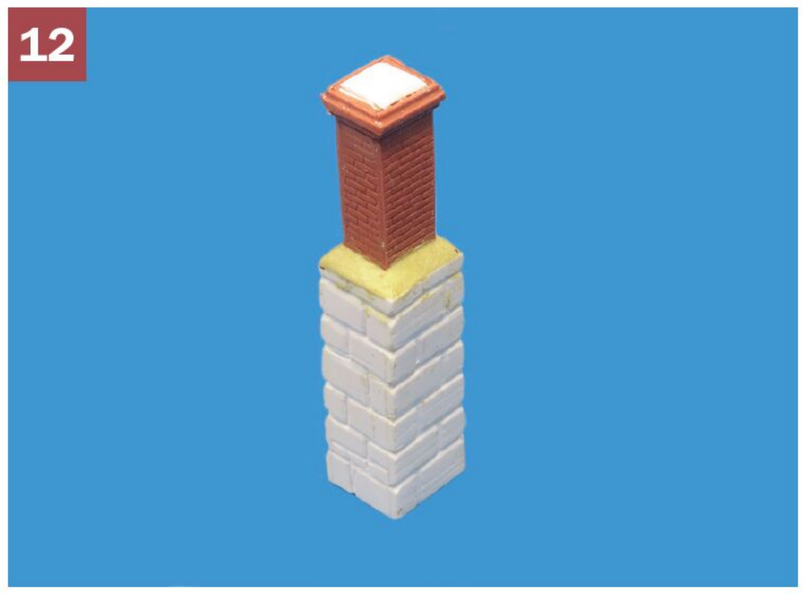
The roof structure can be seen as the sloping outer sections are being added.



The roof is complete and a chimney stack is now in place.



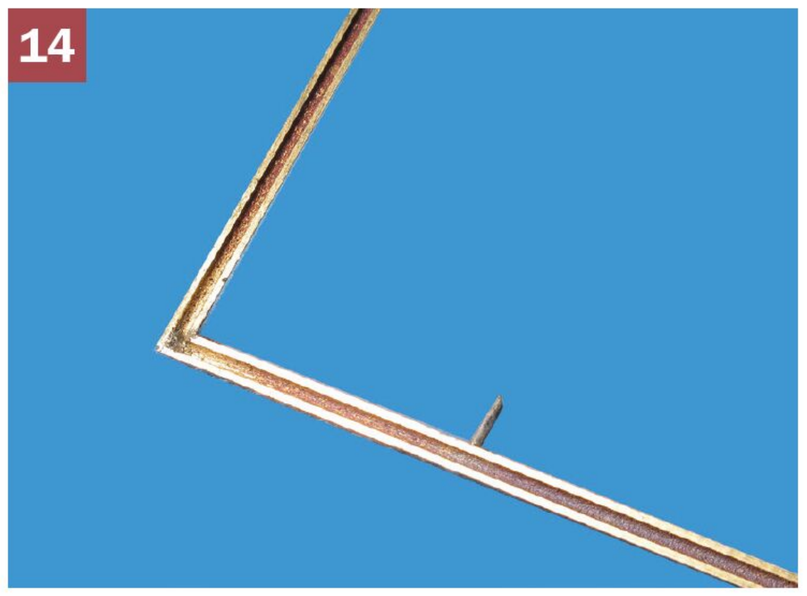
The stone components of the lower section of the chimney stack.



The upper brick section and Milliput fillet have been added.



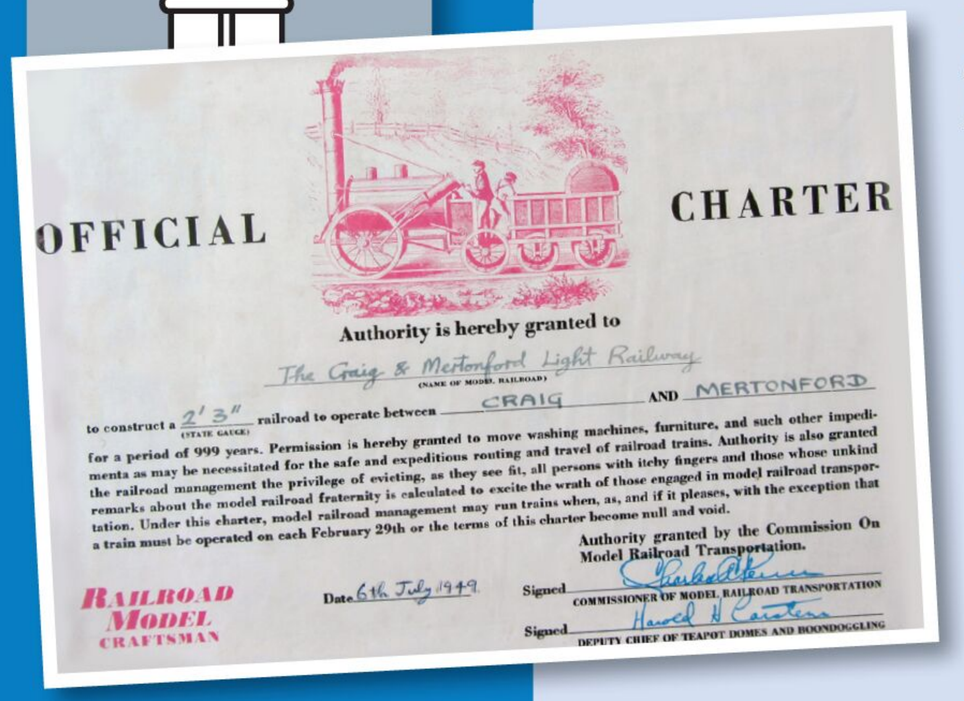
A covering of tile strips made from watercolour paper has been added.



Gutters are soldered up from brass channel.



The completed building, named Dragon Cottage.


OFFICIAL CHARTER

Authority is hereby granted to

The Craig & Mertonford Light Railway
(NAME OF MODEL RAILROAD)

to construct a 2' 3" (STATE GAUGE) railroad to operate between CRAIG AND MERTONFORD

for a period of 999 years. Permission is hereby granted to move washing machines, furniture, and such other impedimenta as may be necessitated for the safe and expeditious routing and travel of railroad trains. Authority is also granted the railroad management the privilege of evicting, as they see fit, all persons with itchy fingers and those whose unkind remarks about the model railroad fraternity is calculated to excite the wrath of those engaged in model railroad transportation. Under this charter, model railroad management may run trains when, as, and if it pleases, with the exception that a train must be operated on each February 29th or the terms of this charter become null and void.

Authority granted by the Commission On Model Railroad Transportation.

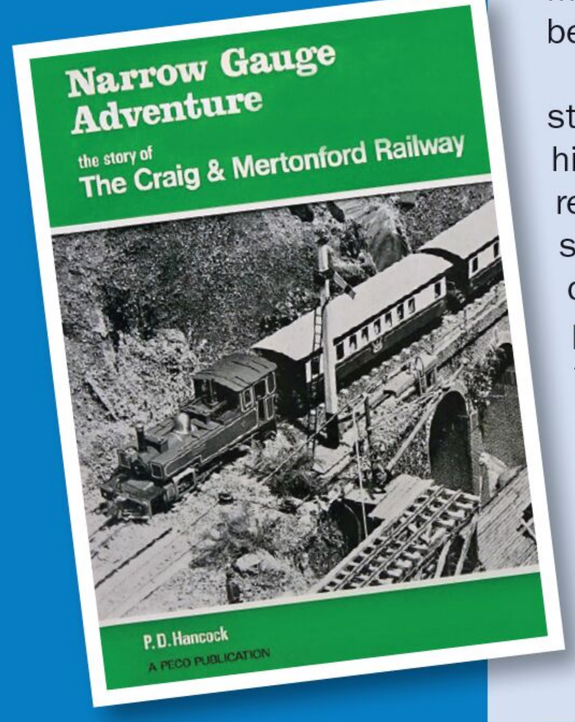
RAILROAD MODEL CRAFTSMAN

Date 6th July 1949

Signed COMMISSIONER OF MODEL RAILROAD TRANSPORTATION

Signed DEPUTY CHIEF OF TEAPOT DOMES AND BOONDOGGLING

It is clear the charter is not a serious legal document but a piece of American frivolity. The document was originally published 'blank' as a page in the October 1939 *Railroad Model Craftsman* magazine.



***Narrow Gauge Adventure* by P D Hancock, first published by Peco in 1975.**

***Ruairidh* was the last addition to the C&MR fleet and never featured in the articles in RM. The loco is one of a handful of 009 versions of a KTM H0n30 Alishan Shay No.16 and was purchased by PD c.1980. The model is to 3.5mm scale but since much of the older C&MR stock is closer to 4.5mm scale, PD heightened the cab and chimney and undertook a few other cosmetic alterations. Coupled to the loco are two of the American coaches built from Kemtron kits in the 1950s.**
Photo by the author

Marking 75 years of the Craig & Mertonford

This July marks a significant anniversary in the history of this pioneering model railway, which was constructed by the late P D Hancock, as MALCOLM MACLEOD reveals…

What a year 1949 was. Not only did it see the publication of the very first issue of RAILWAY MODELLER magazine (in the October), but on 6 July one of the hobby's most revered model railways – *The Craig & Mertonford Light Railway* – received its charter.

In those early days the status of the magazine and the fame of many of its contributors and their layouts grew hand in hand with each other. One of the layout owners who featured regularly was a certain P D Hancock, affectionately known as PD. Philip David Hancock (1928-2011) is considered by many to be the pioneer of narrow gauge railway modelling in 4mm:ft scale on 9mm gauge track – better known today as 009.

In the October/November 1950 issue (RM started as a bi-monthly publication), PD described his C&MR narrow gauge model railway and the reasons that led to his decision to adopt the 4mm scale/9mm gauge combination. No one had really done this before; there were no ready-to-run products available from Peco, Heljan or Bachmann to help him out, with everything having to be handmade or adapted to suit.

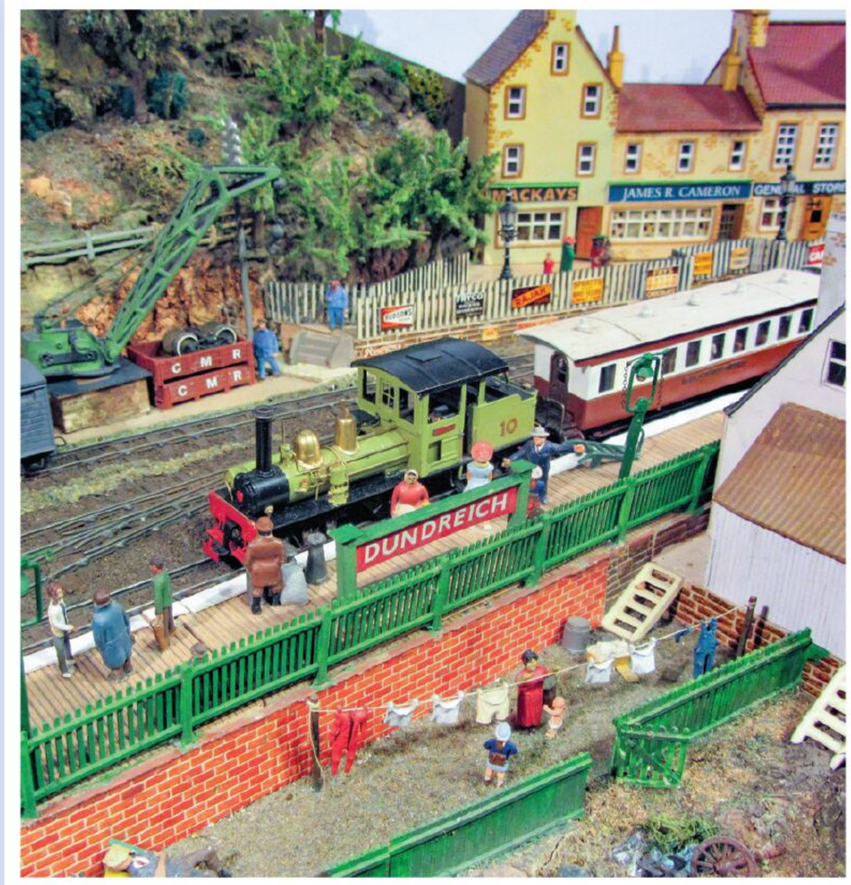
To many the C&MR was a real railway that just happened to have had a model made of it. It had its own charter, history and characters, including the chairman Lord Craig, Angus McPwhat (who was one of its drivers), and 'the roving cameraman' Alisdair MacAndrew.

PD was also a prolific writer with an easy writing style. A large number of his articles were published in RM over the years, together with his book *Narrow Gauge Adventure* (published by Peco in 1975) which chronicled the story of the C&MR. He won the RM Cup no fewer than three times (1954, 1955 and 1960) and in the 60th anniversary edition of RM in 2009 a listing of the 'top 20' layouts from the previous six decades saw the C&MR placed second behind Peter Denny's *Buckingham Great Central*.

Eventually the C&MR had to close, with Craigshire being dismantled in 1987 when PD moved house. PD passed away in June 2011 and it was thought his passing signalled a final farewell to Craigshire and the C&MR. However, as related in the 'Whatever Happened to… *Craigshire*' article in the April 2015 RM, parts of the C&MR and Craigshire do survive, most of which are now in the ownership of PD's old club, the Edinburgh & Lothians Miniature Railway Club (see website below).

Nowadays we tend to forget what it was like to be a modeller in the post-WWII world with rationing and limited materials at one's disposal and still produce a layout of high quality. I make no apology for quoting the words of Gordon Siddle in *A History of OO Gauge*: "Craigshire might not have stood scrutiny with a vernier against a detailed set of prototype drawings but in other respects it achieved 'infinite riches in a little room' and richly deserved its fame".

Given that the layout was dismantled 37 years ago it is quite incredible that parts of Craigshire and its railways are still extant and remain, 75 years on, under the control of Lord Craig…



Read more on the RM Digital Archive

A large number of articles by P D Hancock about the C&MR were published in RAILWAY MODELLER between 1950 and 1993, all of which can be viewed by subscribers on the RM Digital Archive (see advert on p6a for further details about subscribing to RM). Copies of the book *Narrow Gauge Adventure* are obtainable on the second-hand market.

Edinburgh & Lothians MRC

For further details about the club that has preserved much of P D Hancock's modelling, go to: www.elmrc.org.uk

A biographical page for P D Hancock can be found at: www.elmrc.org.uk/p-d-hancock/

Through the Railway Room Door

The Wizened & Unwell Tramway

As the name suggests, ***DAVID GROOM*** *has closely based his O gauge loft layout on the famous Wisbech & Upwell Tramway…*

Photography by Craig Tiley

My layout, *The Wizened & Unwell Tramway*, is a light railway feeder service primarily used to bring coal into the very rural area it serves and take vegetables, and especially seasonal soft fruits, out to the main line interchange. In peak strawberry season multiple long trains of up to 30 vans were pulled along the line, firstly by steam trams and later by Class 04 skirted diesels. It was the first totally diesel-powered line in the UK, but despite this investment it was closed in the early 1960s. It was unique and was immortalised by a certain local vicar in his Railway Series books. Any similarity to a certain real-life tramway is entirely intentional!

Out and Owt

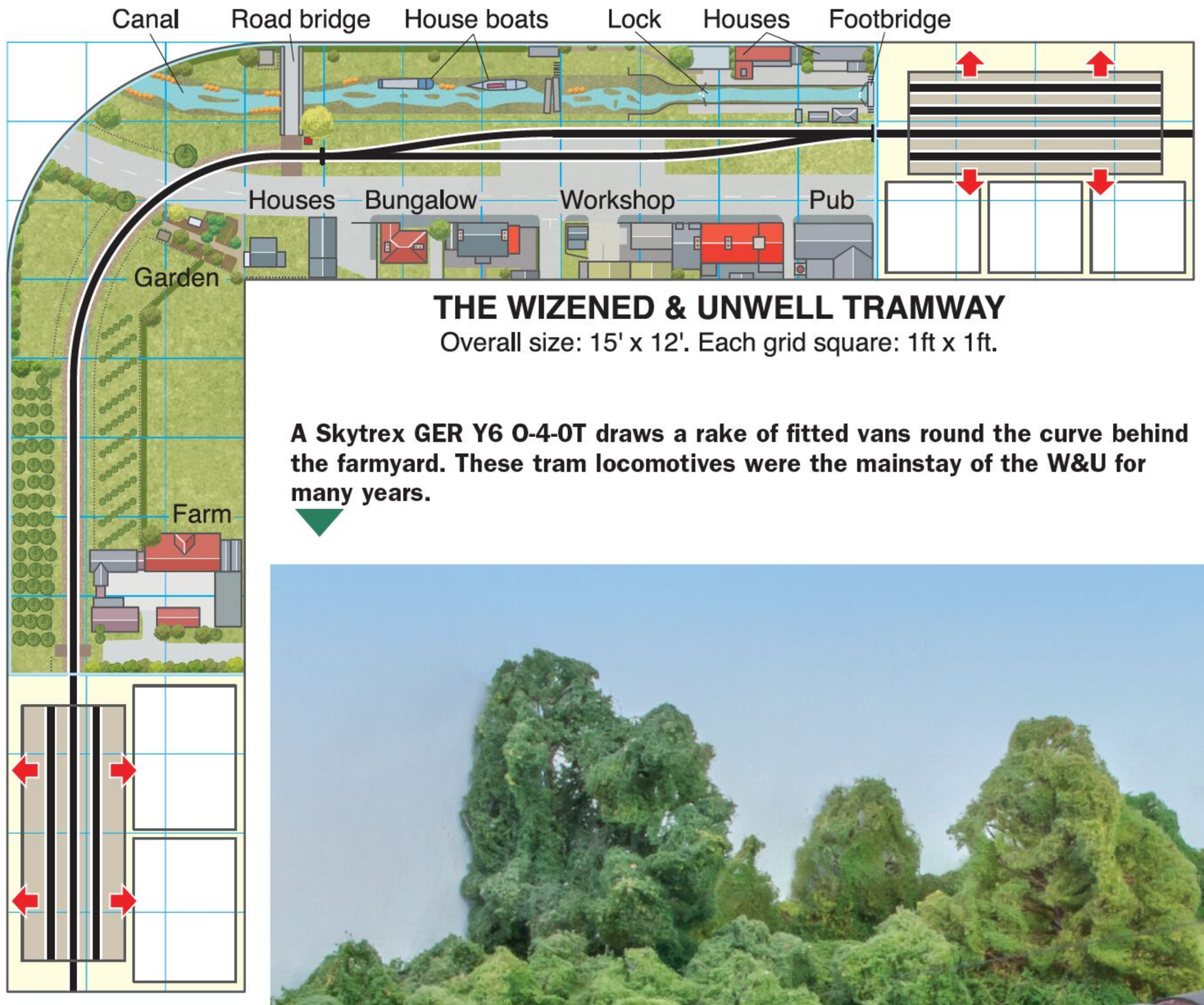
I began my O gauge model, which depicts the imagined location of Owtwell Lock, about 10 years ago. The baseboards are of traditional wooden construction; Peco track is used throughout, powered by a Digitrains Digital Command Control system; Tortoise point motors serve the two points on the coal siding; and there are very basic traversers in each of the two fiddle yards. The layout is L-shaped and measures 15' x 12' with boards of 4' x 3'.

The layout is based on the real location of Outwell Sluice with much artistic licence taken. In choosing this location I immediately ran into two of my pet hates, namely 'flat earth' layouts and track running parallel to a baseboard edge. This was unavoidable, but I made sure I created a train in the landscape rather than a slice of land totally dominated by trackwork, another pet hate. In saying this, it should be clear that my main interest is in modelling rather than running trains. I am lucky that there are various good books and historic photographs of the line, backed up by site visits during which hundreds of digital photos were taken.

All the buildings on the layout were constructed from scratch, with extensive use of embossed sheets from the Slater's Plastikard range.



The essence of the Wisbech & Upwell is evoked with road, rail and canal modes of transport all seen in close proximity.



THE WIZENED & UNWELL TRAMWAY

Overall size: 15' x 12'. Each grid square: 1ft x 1ft.

A Skytrex GER Y6 0-4-0T draws a rake of fitted vans round the curve behind the farmyard. These tram locomotives were the mainstay of the W&U for many years.

Scenery: part one

In order of construction, the first scenic element was the then new Skytrex lock, which I recessed into the baseboard before adding a plasticard base that was painted and varnished to resemble dirty canal water. I then cut a shallower hole for the canal which was again painted a murky colour but a slightly different colour to that in the lock. The intention was to show a run-down canal with its commercial use terminated when the railway arrived. To do this, much 'grot' was added together with a series of scratch-built canal boats that reflect those shown in historic photographs

of the area. Overgrown vegetation, bushes and long grass were added, mostly Greenscene products, together with ducks, swans, a fisherman and a punt, plus etched river greenery. I next built the small goods office, based on a measured survey of an original building still extant. These were very characteristic of the line and found at each depot along its length. It was made from plasticard with two layers separated by strips, forming robust walls, floor and ceiling that will not warp. A metal window and resin door and guttering/downpipes completed the building, which was painted and weathered using Warhammer acrylic paints over a Halfords sprayed plastic primer.

Again, I was looking for a run-down, tired look and I tried to reflect this in the building surroundings with the overgrown coal bunker, redundant tank traps and empty cable drums. The wooden boarding around the coal siding is prototypical, as is the ungated nature of the line and the unprotected road crossing.

Next up was the low-relief terrace to the rear, built in the same manner and, as with the office, based on actual buildings in the area. I tried to hide the low-relief nature of these buildings using greenery adjacent to the simply painted backscene. The bridge over the canal was based on a Peco product set above a baseboard edge to help disguise it, with another vehicle disguising the 'end of the world' as does the hedge along the backscene, bushes, the substation and anything else I could think of. I did my best to avoid 'flat earth' syndrome and as well as the canal, there are subtle, almost continuous, level changes based on layers of artist's board glued down in a contoured manner and covered with Polyfilla™.

Stock and operation

Progress on the layout itself then ceased for a while (about three years!) but I continued to construct and/or acquire stock to model as best I could what actually ran on the Wisbech & Upwell. The stock all reflects the era the layout is loosely based on, albeit by this date the trams had gone. The kits were mostly Parkside Dundas but also Slater's and some Just Like the Real Thing. I added to these a wide variety of other kits, all bought second-hand over the years, mostly comprising wooden coal wagons. I do not do metal or soldering, being from the Airfix generation, but some bought examples of whitemetal and brass wagons did creep in.

All the wagons are weighted and heavily weathered and defaced with destination scribbles and some graffiti, together with traders' posters. Railmatch paints provide the base colours with brush-painted acrylics added on top to reflect rust, rot and bare wood as required. I tried to base each wagon on actual examples from period photographs on the web or in colour books, but care has to be taken in that many of these photos show vehicles in later years and an even more decrepit condition. Roofs are all textured prior to painting to avoid the plastic look. I particularly like rusted coal wagons and Railway Clearing House Private Owner wagons with replacement planks and dirt hiding the original liveries, even though the latter were rare in my chosen period.

I try to have the same number of loaded and unloaded open wagons and always run them in the right direction dependent on load. Coal is real, with sugar beet, apples, wood, cable drums, barrels, grain sacks and crates either bought or made in-house, all reflecting photographs of what was seen on



The farmstead provided an opportunity to create this detailed cameo, which includes laundry being hung out to dry.

The layout comprises only a single track, save for the coal road seen here, which can be accessed from either end.



Suitable boats for the canal were fabricated from scratch, based on examples seen in archive photos of the Wisbech & Upwell Tramway, upon which the layout is loosely based.



Drewry 0-6-0DM D2202 holds up traffic as it crosses the main road with a train of empty coal wagons. These BR Class 04 shunters are Bachmann Brassworks models that have been fitted with side skirts and cowcatchers.

the line. Tarpaulined wagons are very evident, as are open wagons with folded tarpaulins and lengths of wood inside. I always make sure tarpaulins are roped down, albeit not exactly in a prototypical manner. Special loads include tractors, a derelict steam engine and cattle, although by this time the cattle traffic had ceased with any wagons being used to supplement vans during the peak season. I have more unfitted stock than I should, but I like the mix of grey and bauxite. Brake vans are based on examples seen on the line during the period in question but, as with all goods stock, numbering is made up rather than item specific.

The three locomotives are Skytrex and Bachmann Brassworks, all breathed on to some extent in terms of detailing, weathering and adding crew. The 04s also have skirts and cowcatchers added from plasticard and brass. They are all sound chipped, initially by the much-missed Bournemouth Model Rail Centre, and later by Model Rail Solutions of Poole who also added stay-alive capacitors. These have much enhanced the running over my prototypically poorly ballasted, grassed and other growth-infested trackwork.

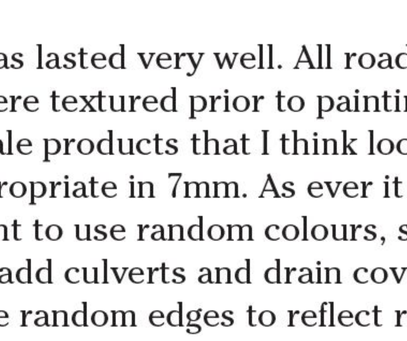
Scenery: part two

When I returned to modelling after another year's break, I went round the corner beyond the road crossing adding an orchard, a horse field and the market garden together with an isolated house which, along with a hedge, screens the new end of the layout. Many of the trees are OO scale Bachmann Scenics products but there are also many Hornby plastic armatures which, together with scenic foam and foliage mat, form the trees and hedges. In the countryside hedges are normally substantial and I tried to reflect this in terms of width and height, with the armatures raised on plastic pipe really helping in this respect. The basic hedge form was enhanced with various scatters with leaf litter and longer grass at the base, all secured with cheap extra-strong hairspray

Drewry 0-6-0DM No.11101 is glimpsed between trees as it rattles past the farmyard, this being the final phase of the layout to be created.

which has lasted very well. All roads and paths were textured prior to painting with 4mm scale products that I think look good and appropriate in 7mm. As ever it is important to use random colours, show road repairs, add culverts and drain covers etc. and have random edges to reflect reality.

I next completed the full-depth houses between the canal and the baseboard edge on the first part of the layout, again taking inspiration from originals in the area and constructed in my normal manner. Roofs are particularly important, given normal viewing angles, and Slater's Plastikard tile, slate and pantile sheets have been very useful. I also added detailed curtilages, making up or buying garages, sheds and other outbuildings and then using 4mm scale scenic products for vegetables, flowers and bushes. Again I tried to copy from originals to add a real-life appearance.



"– Any similarity to a certain real-life tramway is entirely intentional –"

David Groom

Final buildings

During the first Covid lockdown I built the terrace and pub in front of the canal. These were made very much with what was at hand, so they are constructed from artist's board, again with two outer layers and inner spaces for rigidity, and the elevations were influenced by what windows and doors etc. were to hand. These were supplemented by home-made doors based on plasticard offcuts and windows made from square section plasticard strips. Again they are based on reality and, once the lockdown ended, I added the important missing details in terms of chimneys, guttering and downpipes. Building up the gardens mostly out of scraps was really good fun even though I was not following real-life examples this time round.

The final phase involved increasing the width of the layout in part and this was done during the second lockdown, creating a farmyard. This time a mix of plasticard and cardboard was used together with almost all the resulting bits and bobs in the scrap box, and some specific items and people bought in later to create a farmyard feel. The farmyard is fictional, but based on a series of images from an internet search for old Norfolk and Suffolk farm buildings.

The next layout...

I have thoroughly enjoyed building this layout and it is the first one I ever really finished. I did consider extending it to add one of the two depots on the line that sit on curves, but to be honest the enthusiasm was not there as it would always have been more of the same.

Instead, my mind went back to a photograph in a railway album I was given as a prize at school, which showed a little train running through a town, with the engine and wagons almost touching the buildings on each side. This will be the basis of my next layout, to be named the Welshpond & Llanfare Railway.

Further reading

See the March 2023 RM (p169) for a brief history of the Wisbech & Upwell Tramway – available to subscribers on the RAILWAY MODELLER Digital Archive. To find out more about subscribing, refer to pages 6a & 7a.

3D-printing rolling stock in 7mm

HST Mk.III trailer in O

Having purchased a full-size version of one of these long-lived passenger-carrying vehicles, **NIGEL HURST** *felt that he just had to have an O gauge one too and set about using time on his business trips abroad to design a 3D-printed model.*

Photography by the author except where stated



The author's completed 7mm scale model of an HST Mk.III trailer, finished in LNER livery.

I grew up through the heyday of the wonderful InterCity 125 High Speed Train and, like many railway enthusiasts of my age, I'm a huge fan of this beautiful and illustrious train. Having had a recent opportunity to purchase one of the prototype HST Mk.III trailers for preservation, I simply could not resist and jumped at the chance to help preserve one of these historic vehicles for future generations. As a natural extension to owning the real thing, I felt I had to build a model of it – and it had to be O gauge.

The prototype example that I own, 42355, is an HST Mk.III trailer built in 1972 at BREL Derby under Lot No.30847 and delivered as part of the Class 252 prototype HST as Trailer Second E12000, later renumbered as 42000. It was later rebuilt as Trailer First 41172 before being converted back to a Trailer Standard and renumbered 42355.

Over the years the liveries it carried were prototype grey & blue, then production blue & grey, InterCity Executive and Swallow. It then graduated through the East Coast Privatisation liveries of GNER dark blue, National Express white & grey, and then finally Virgin red & white, which was later rebranded as LNER. After 50 years plying its trade on the network, 42355 was finally retired and sent to storage near Ely in 2022.



The author's full-size Mk.III HST trailer (42355), which was moved to its current home at the Nene Valley Railway in 2023.

Chequered history

Trailer 42355 and sister prototype 42357 were possibly the oldest coaches in revenue-earning passenger service in the UK until their retirement. The other prototype Mk.IIIs from the Class 252 were rebuilt into a variety of other roles and all but one are still with us. Two became Royal Train coaches (11001, presently 2903, and 12001, now 2904); two are used for Departmental duties (originally 10000, presently 975984, and 11000, presently 975814); two are stored non-operational and are owned by the 125 Preservation group (12002, presently 42353, and 12003, presently 42356); one sits in a field near Peterborough (11002, presently 41170); while the last vehicle (10100, later 977089) entered departmental service and was scrapped in 1993.

Trailer 43255 was moved by road to its current home at the Nene Valley Railway, near Peterborough, on 13 January, 2023, and is now under the custodianship of the 125 Preservation group, along with sister prototype Mk.III 42357 (originally prototype 41002) which was moved the previous



A 1975 view of prototype HST set 252 001 heading along the Great Western Main Line at Reading. The first two vehicles are Trailer Seconds. ***Photo: Colour-Rail***

day, along with the first production TRSB 40904 (originally 40001) and power cars 43 045, named *The Grammar School Doncaster AD1350*, and 43 060 *County of Leicestershire*. Running days took place during 2023 and further ones are planned for this year.

Travel opportunities

I travel a lot for work, meaning much time spent in hotels in various countries around the world. This also means many evenings alone in foreign cities, or more precisely over the past two years I've been staying in remote work camps in Africa for long periods, helping to deliver a large construction project.

Being away from home for periods of time should not mean a lack of opportunities to pursue hobbies such as model railways. With a little planning ahead, I've been quite productive on various modelling fronts – I would even go so far as to recommend embracing the positive effects of railway modelling when travelling, as a way of switching your mind off from the day job. But that may be a subject for another article!

As I don't have the space at home for an O gauge layout, I was looking to build a static O gauge model of 42355 to mount on a piece of track on my shelf. I also wanted to have something to build while I was travelling for work, while factoring in the limitations of tools and suitable facilities. With the advancement of 3D-printing technology, I elected to 3D-print the model to ensure both high accuracy and to allow me to create further Mk.III models in the future.

While a ready-to run model of the Mk.III in O gauge has been mooted *[by KMS Railtech – see RM April 2020]*, the small yet important variations of the prototype Mk.III versions meant that I did not want to wait only to buy and then hack up an expensive off-the-shelf model. The prototype HST trailers varied from the production batch as they don't have window surrounds, and have triple roof-mounted vents over the doors instead of the single larger square vent seen on subsequent builds.

Getting started

My starting point for the 3D-printed model was to look online for an open-source computer model of a Mk.III. I found a very good example on SketchUp Warehouse which was dimensionally correct and very detailed.



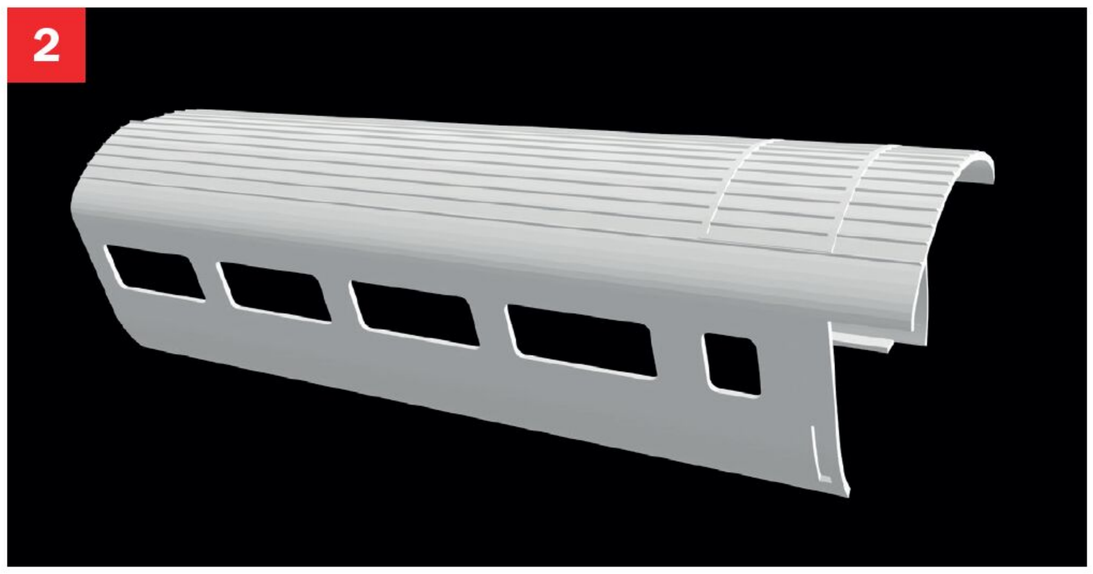
As part of the SketchUp computer modelling process, a separate file was created comprising the vestibule sections of the trailer, running from the side doors to the vehicle ends and including part of the roof.

Having downloaded to SketchUp and resized to 1:43.5 scale, the computer model was then reverse-engineered into more basic components which were suitable for 3D-printing.

A SketchUp model needs to be given suitable wall thicknesses for the scale and made 'watertight'. It also needs to be within 3D-printer size parameters, and care must be given to which way it is printed, and by which method. Measuring 496mm overall, the bodyshell was too long to be printed as one, so the computer model was broken down to half a coach body with a staggered join in the middle to serve as reinforcement when glued together.

I also separated the ends of the coaches into a section running from the side doors to the coach ends and incorporating part of the roof into a separate file (photo 1), in case I ever decided to change these files into something like a plug opening door variant for a Class 442 Wessex Electric, or an Irish Rail/Iarnród Éireann Mk.III.

Having 3D-printed a number of other models over the years, I've come to appreciate the differences in 3D-printing technology. The more common SLA (stereolithography) printing is the additive method, where a spool of 3D ink (filament) is heated and extruded through a nozzle to build up the individual layers of the model. While this is the cheaper method of 3D-printing, the process always leaves very fine lines between each printed layer that need to be smoothed out post-printing. Even with the highest of printing resolutions, such lines need to be removed to improve the look of the final model. With regard to the bodyside and roof, being a long surface, this is quite easily undertaken.



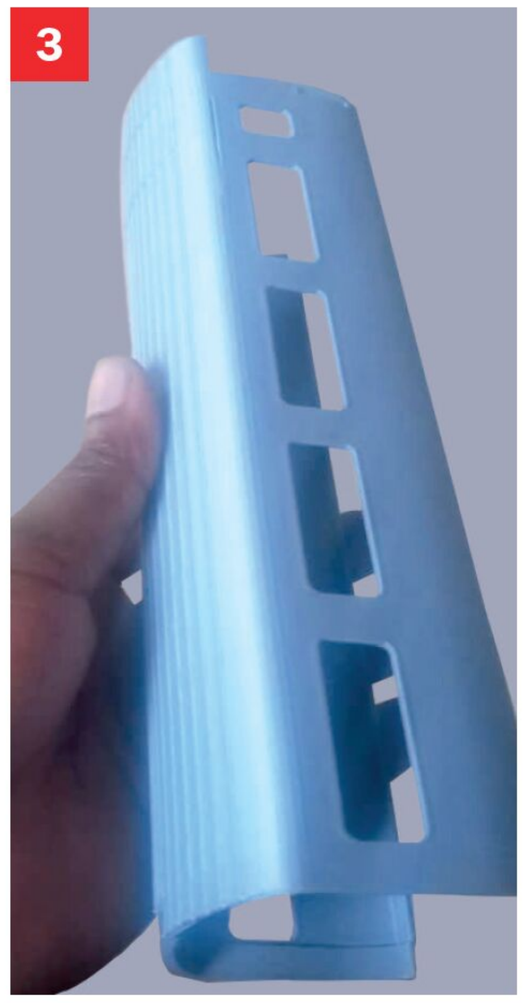
The output file representing the trailer body sections was exported in STL format, checked online for modelling errors and was then ready for printing. The body was printed in two halves.

Artwork and bogies

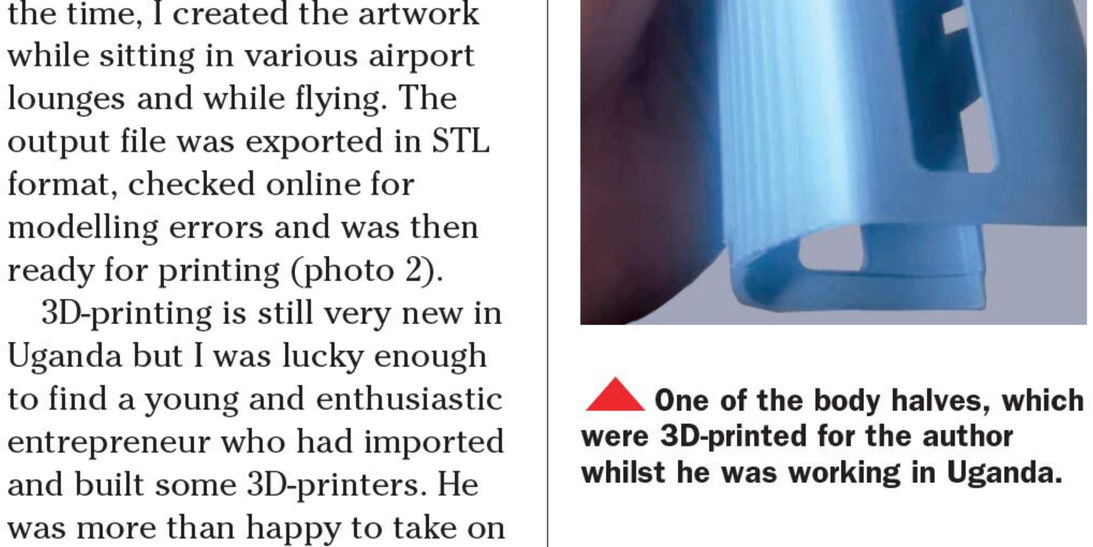
As I was working in Uganda at the time, I created the artwork while sitting in various airport lounges and while flying. The output file was exported in STL format, checked online for modelling errors and was then ready for printing (photo 2).

3D-printing is still very new in Uganda but I was lucky enough to find a young and enthusiastic entrepreneur who had imported and built some 3D-printers. He was more than happy to take on the printing of the body shells for a very reasonable charge.

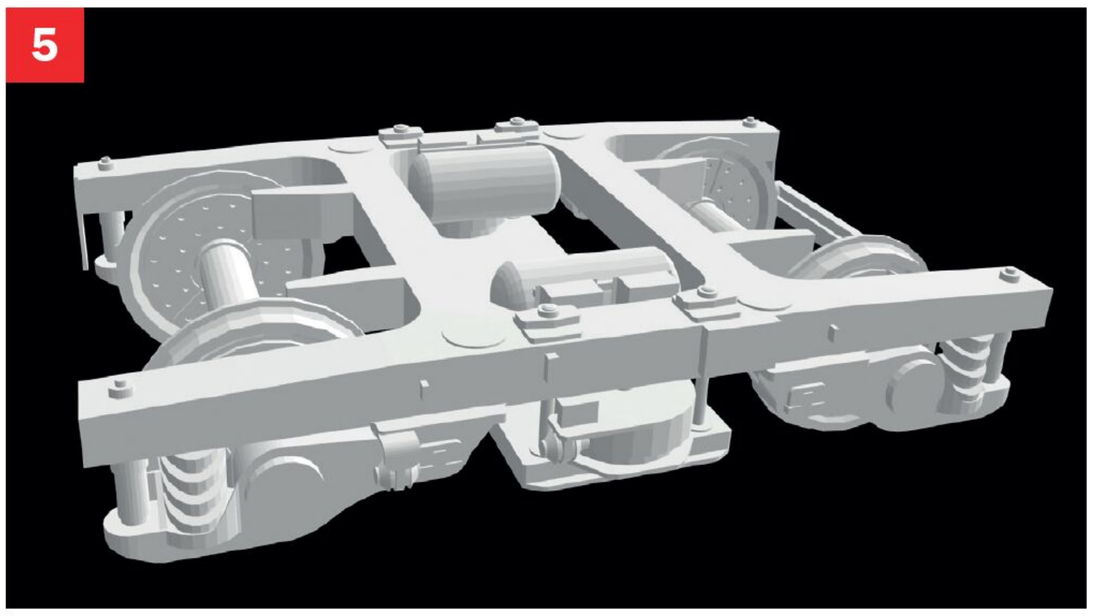
The two halves of the shell were printed in grey (photo 3) and glued together in my hotel room, the join line and printing blemishes were filled with Milliput filler and the bodyshell carefully smoothed with sandpaper and wet & dry (photo 4). The smoothing part takes time and a number of evenings work to ensure a good, smooth finish. I wonder what my hotel room neighbours thought I was doing?



One of the body halves, which were 3D-printed for the author whilst he was working in Uganda.



Nigel's first assembly after the main trailer body sections had been glued together, the join line and printing blemishes had been filled with Milliput filler and the bodyshell had been carefully smoothed with sandpaper and wet & dry.



The computer modelling for the BT10 bogies.

The BT10 bogies (photo 5) and the ends of the Mk.III were much more detailed and complex in shape than the simple tumblehome of the bodyshell. Smoothing out the print lines satisfactorily would be much more challenging, and so I opted for resin 3D-printing instead. This is a much more expensive and specialist printing solution that lends itself towards smaller parts which have a sturdier shape.

While on my travels once again, I found a company in Germany who provide a reasonably priced printing service, and so the STL files for two BT10s and two Mk.III ends were printed and shipped to me at home. The finished resin-printed results were nothing short of outstanding, with no printing lines visible at all, and so there was no need for any post-printing clean-up (photo 6).

Adding the coach ends

I designed the resin ends to have the join line running vertically up the edge of the doors, across the top of the doors and then up and over the roof (photo 7), where there is a slight upstand on the prototype (photo 8). This meant that minimal filler and smoothing was required to blend the ends into one complete Mk.III body – 42355 was coming together nicely and, at 528mm long, was very impressive!

The underframe of the Mk.III was not included in the 3D-printing and instead was modelled on my screen in SketchUp. It was then printed on paper and the components cut out from plasticard sheets, glued together and mounted with small screws to the underside of the coach.



The finished resin-printed trailer end sections were 3D-printed and then shipped to the author by a company in Germany, with the production carried out to an impressive standard.



The inside of one of the resin trailer end sections.

There were three reasons for this: firstly, once modelled on the screen it was very easy to 2D-print out the shapes on paper and then, with a craft knife, cut the shapes from plasticard, which gave an instant smooth surface. Secondly, this approach is cheaper than 3D-printing. Thirdly, and most importantly, the real underframe contains various pull-out modules, grilles and isolation valves, and this requires further research and measurements to be taken of the real thing, as this information is not readily available online.



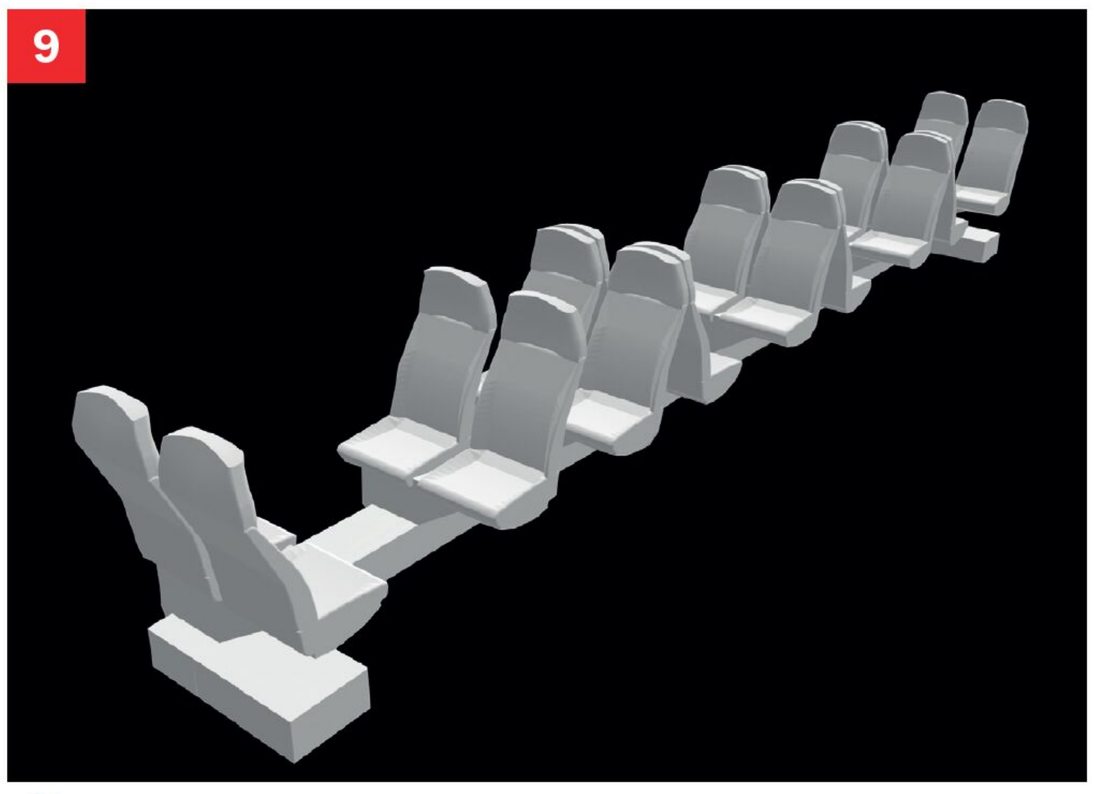
Mk.III HST trailer roofs at Paddington on 28 January 1995, showing how the end details differed between the prototype and production vehicles. The former (nearest the camera) has three separate upstands at each end, whilst on the latter each end has a single central box.

As it is a black underframe, it's quite tricky to find very good and clear information on the exact details, so for now, the underframe is smooth, black and detail-less. However, the real underframe will be measured and analysed as a future job and details added to reflect accurately the real underframe of 42355.

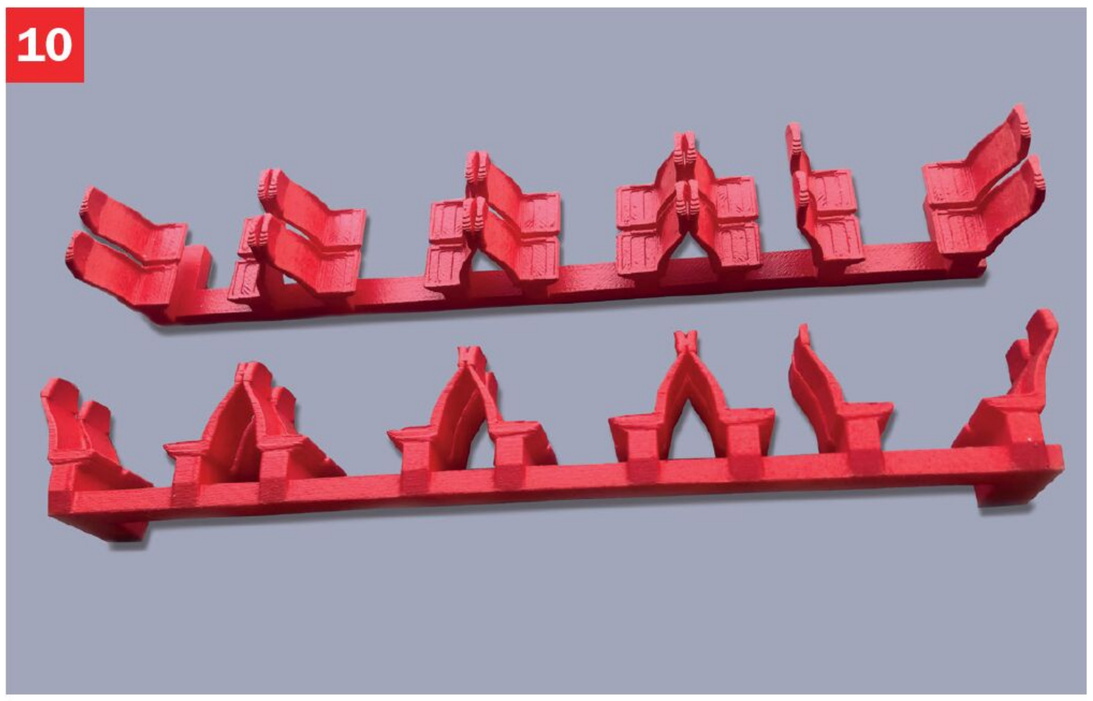
Modelling the seating

When it entered preservation, the seating layout of 42355 was reconfigured from the mainly airline-style seating into a more family-friendly four seats facing each other.

Using another computer model of train seating which I found online, the artwork was rescaled to 7mm scale, remodelled for 3D-printing and then spaced on SketchUp within the coach body, and saved as one computer file for each quarter of the coach (photo 9). As at the time I was travelling to Belgrade, Serbia, I found a local



A computer model for the interior seating, generated using SketchUp and designed to be printed four times; one for each quarter of the coach.



The author found a printing company local to where he was based at the time (in Serbia) which 3D-printed four of his seating STL files in red.

printing company who then 3D-printed four of the seating STL files in red (photo 10), for a very reasonable sum. No post-production clean-up was required, and the seats were fixed straight into the coach.

Trailer 42355 was then primed and airbrush-painted using the best approximation of colours available to me where I live in Sweden. The curves of the former Virgin Trains livery were a little bit of a challenge to recreate accurately – however, the end result looks good to me. Transfers were created on Corel Draw using dimensions and photos taken from the real train and were printed by my usual transfer printer in Canada (photo 11).

So, with components printed in Uganda, Germany and Serbia, the transfers being printed in Canada and the final assembly and painting taking place in Sweden, this British modelling subject has become a real international project!

My sincere thanks go to Dave and Craig of the 125 Preservation group for their support with this modelling project – and the curation of the real thing. Their website can be found at the following link, including future running days of 42355 and the fellow preserved HST vehicles:
www.125preservation.co.uk



A view of the roof and livery details of the completed model. The STL files will now allow further models to be created relatively easily.

Preserved HST power cars and trailers (including 42355) are seen operating on the Nene Valley Railway in 2023, with power car 43 060 *County of Leicestershire* leading. *Photo: 125 Preservation*





Following the completion of the Mk.III trailer, the author utilised similar methods to construct a 7mm scale version of prototype HST Class 41 power car 41 001. The finished model is seen here in his garden, with an example of another British icon visible in the background!

Gargrave

Photography as credited



TOBY JENNINGS *explores the modelling possibilities offered by this wayside station in North Yorkshire, the waiting shelter of which was the subject of the free 4mm scale card kit with printed copies of last month's issue.*

With printed copies of the June issue of RAILWAY MODELLER, we gave away a free 4mm scale card kit from Metcalfe Models, based on the waiting shelter on the Down platform of Gargrave station, between Skipton and Hellifield on the 'Little North Western' line.

As Callum Willcox demonstrated by building and detailing the kit in the same issue, it would look the part in all eras on many layouts, especially those set in the north of England (the kit as supplied depicting the building in its current Northern Rail blue paintwork) – but for the benefit of any modellers wishing to use it prototypically, here is a OO gauge plan for Gargrave station itself.

A brief history

It is difficult today to imagine the railway map without the Settle & Carlisle line, but in the mid-1840s, a great swathe of country between Skipton and what is now the West Coast Main Line remained untouched by the growing railway network, and if the 'Little North Western' route had entirely fulfilled the original intentions of its promoters in filling that gap, the S&C would indeed never have been built.

Rails reached Skipton in 1847, courtesy of an extension to the Leeds & Bradford Railway, which pushed on the following year to reach Colne where it formed an end-on junction with the East Lancashire Railway. In the meantime, the North Western Railway had been formed to build that 'missing link', putting forward proposals for lines westward from Skipton to Lancaster and various other points further north on the WCML, to link the West Riding of Yorkshire with Carlisle and therefore Scotland.

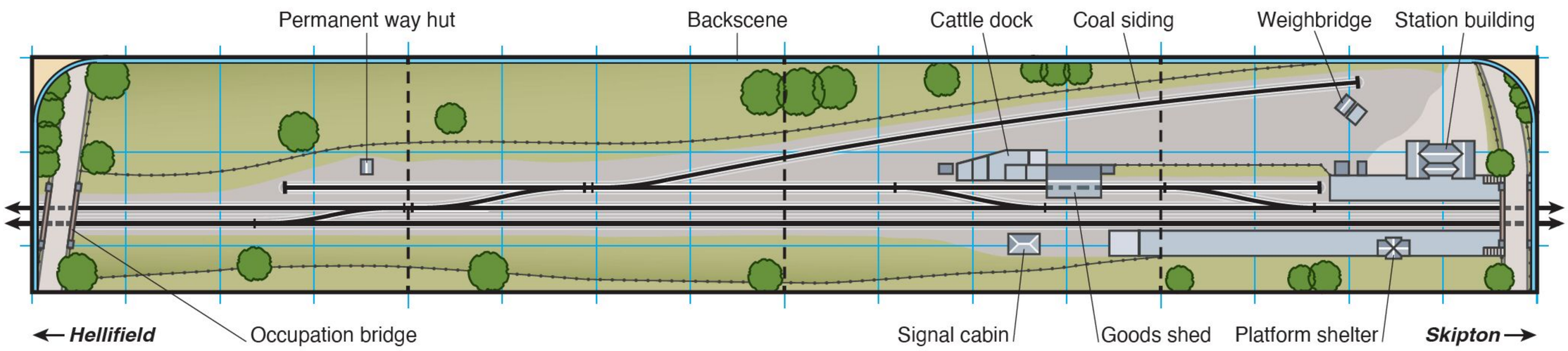
The NWR finally took the form of a line from Skipton to Lancaster, Morecambe (then named Poulton-le-Sands) and Heysham Harbour, together with a branch to Ingleton, all opened in stages between 1848 and 1850. Worked by the Midland Railway from 1852, the NWR was leased to that company from 1859 and formally purchased by it in 1871, though this section of line has ever since been referred to as the 'Little North Western' to distinguish it from the London & North Western Railway, operator of the WCML.



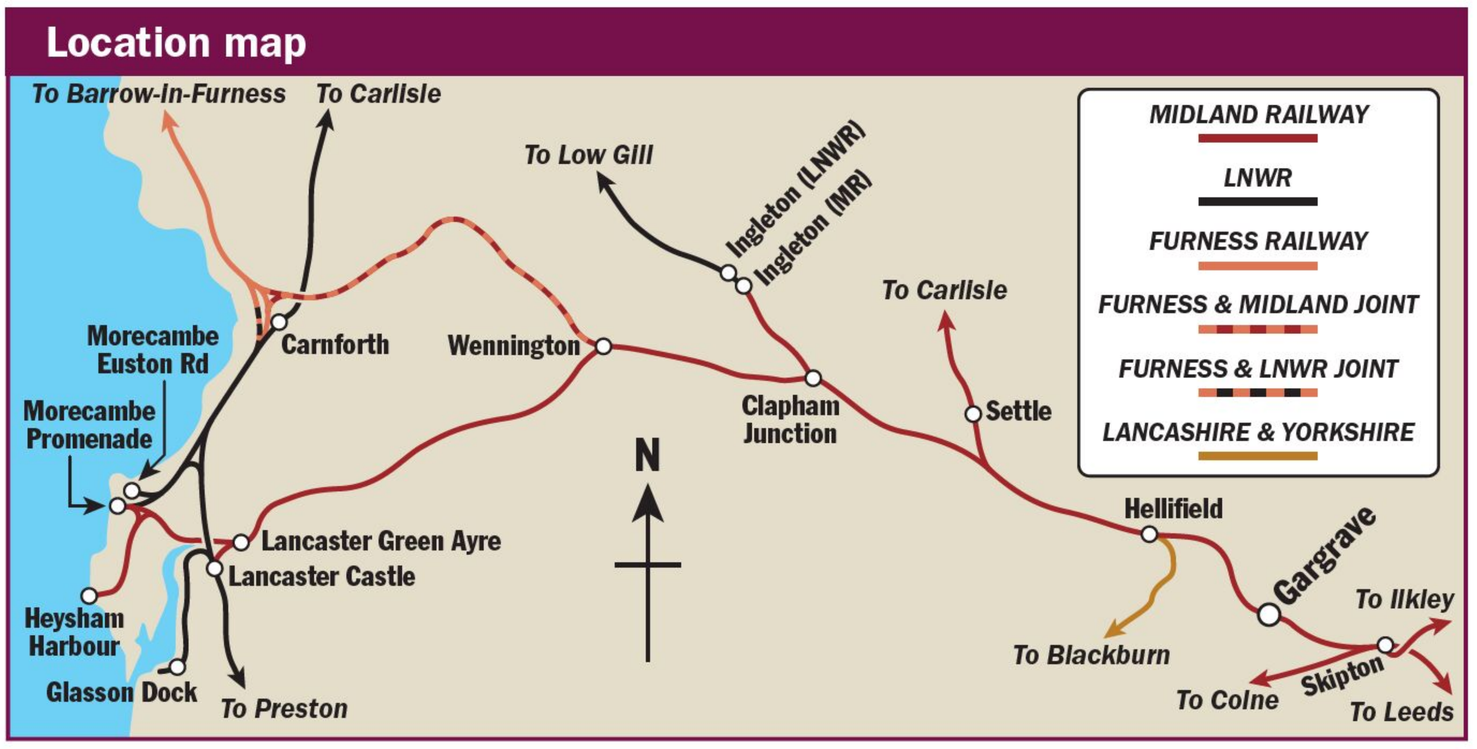
A lorry picks up coal in the goods yard while LMS 8F 2-8-0 No.48775 rumbles eastwards with a tanker train, in a view believed to date from August or September 1964.
Photo: Rail-Online

GARGRAVE

Overall scenic dimensions: 16' 0" x 2' 6". Each grid square = 1ft x 1ft.



A Class 104 Diesel Multiple Unit – soon to be released in OO gauge by Heljan – arrives at Gargrave, with the Down side waiting shelter on the right. *Photo: The Transport Treasury*



The Midland made an arrangement with the Furness Railway to build a joint line from Wennington to Carnforth, which opened in 1867 to provide a direct link with the Lake District and the industrial area around Barrow – but the Midland's real reason for wanting control of the NWR had been to gain a share of Anglo-Scottish traffic.

What was originally intended to be part of the NWR main line northwards to the WCML was only completed as far as Ingleton due to lack of funds. The final section from Ingleton to Low Gill was finally built by the Lancaster & Carlisle Railway – but by the time it opened in 1861, that company had been leased to the LNWR, which had no intention of cooperating with the Midland over Scottish traffic. This stand-off situation manifested itself in separate LNWR and Midland stations at Ingleton, with services timed not to connect properly, and passengers sometimes even forced to walk across the viaduct between the two.

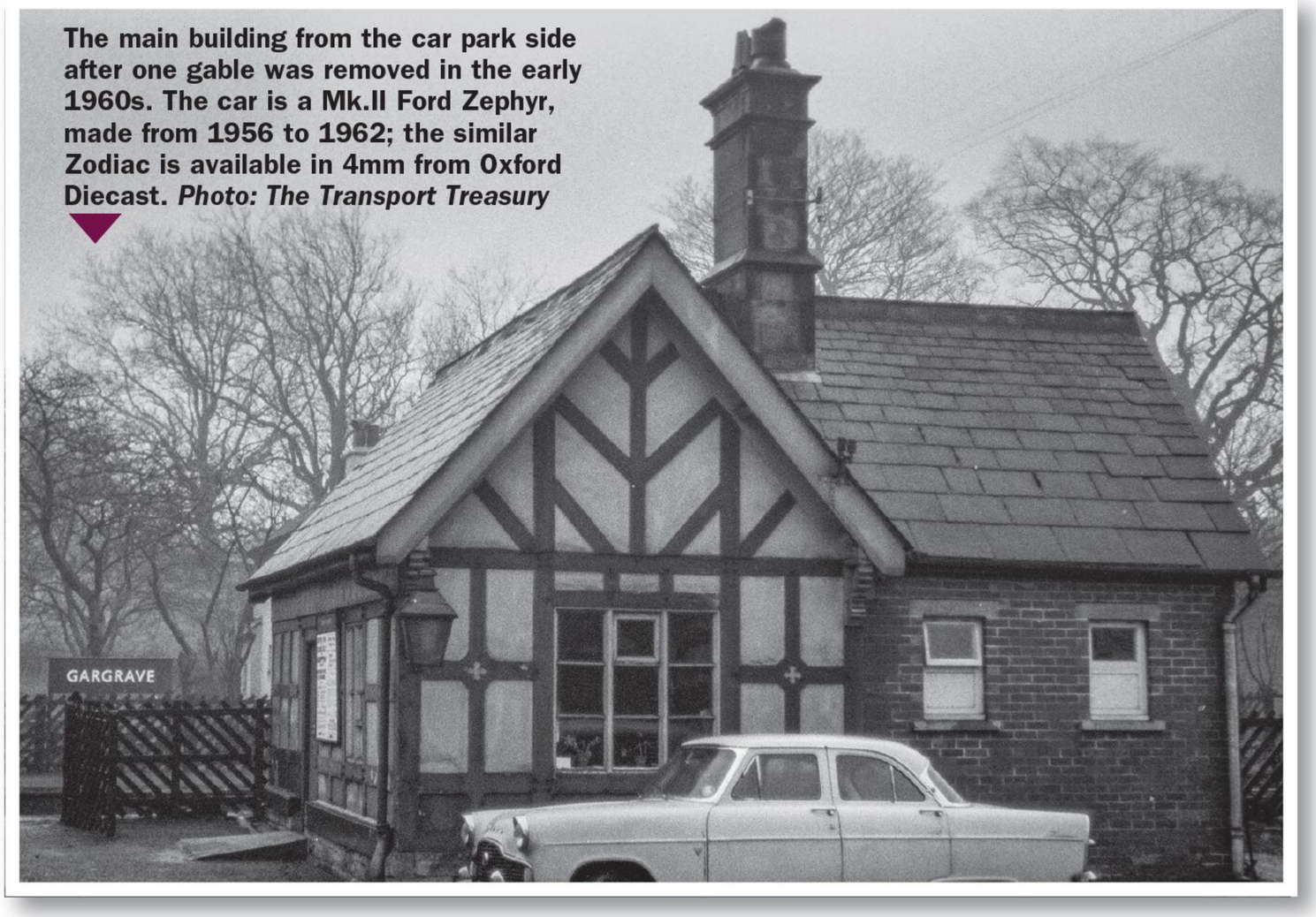
This was the reason behind the Midland's plan to build the Settle & Carlisle line, the Bill for which gained Parliamentary approval only for the LNWR to offer the Midland access over the Ingleton branch, on condition that it dropped the S&C proposal. By now realising the enormous cost of driving a main line across the fells to Carlisle, the Midland would indeed have been happy to abandon it – but Parliament refused to allow this, and the Derby empire had to go ahead with the construction of a line that it no longer wanted. Generations of enthusiasts and modellers, of course, are very glad that it did…

With the advent of the S&C, the Ingleton branch was relegated to the status of just that – a branch – with only occasional diverted traffic off the WCML and S&C, and special trains for local schools, to enliven its sleepy existence. The main line through Gargrave, however, remained a vital artery for both passenger and goods traffic between the West Riding and Heysham Harbour, together with that for Carlisle and Scotland via the S&C.

Rationalisation began with the closure of the Ingleton branch to passengers in 1954 (it was lifted in 1967), while the former main line from Wennington to Morecambe closed to passengers in 1966 and to goods the following year, leaving the former Furness & Midland Joint line via Carnforth now acting as the 'main line'. It is over this route that



The Metcalfe Models card kit of the Gargrave waiting shelter, built and repainted in maroon by Callum Willcox last issue.



The main building from the car park side after one gable was removed in the early 1960s. The car is a Mk.II Ford Zephyr, made from 1956 to 1962; the similar Zodiac is available in 4mm from Oxford Diecast. *Photo: The Transport Treasury*



LMS Jubilee 4-6-0 No.45592 *Indore* heads west on 13 May 1961, pictured from the road bridge: note the ramp of the Up platform just visible on the left. *Photo: Colour-Rail*

today's passenger services between Leeds, Lancaster and Morecambe are operated by Northern Rail, calling at Gargrave.

The layout

Our OO gauge plan has the Down platform modelled to scale length, namely 46" – just slightly less than a London Midland & Scottish Railway 'Black Five' 4-6-0 and four LMS Stanier coaches. The unusual arrangement with the platforms slightly staggered leaves only part of the Up platform visible, the road overbridge at the eastern end of the station being used as the scenic break.

Sulzer Type 2 D5168 and 9F No.92167 at Bare, near Morecambe, with the departing Heysham-Leeds oil tanker train in May 1968. *Photo: Rail-Online*



At the opposite end of the station, the occupation overbridge in the cutting to the west – in reality, a considerable distance away – has been moved much closer to the station to provide a scenic break at this end. The goods loop has also been compressed slightly, to ensure that points do not sit over the baseboard joints at 4' intervals, though the loop could possibly be shortened further if required. It is presumed that the layout would take the form of a continuous run – fiddle yards at each end would need to be lengthy to accommodate such things as the oil tanker trains detailed anon – and so the plan may lend itself best to a club or exhibition layout, though it could probably be made to fit into a large loft space.

One important note concerns the main station building on the Up platform: this is shown as originally constructed and still standing in the 1950s with two gables, but as shown in one of the accompanying pictures, BR partially demolished it in the early 1960s to leave only one gable.

With its relatively cheap construction of timber and plaster by the impecunious NWR (the stone-built waiting shelter is believed to have been a later construction by the much richer Midland Railway) the station building could make a good subject for a scratch-building project, with its Tudor style lending itself to construction from layers of card. Similarly, the timber goods shed would be relatively simple to make from scratch.

Frustratingly, if absolute accuracy is sought, the signal box would also have to be scratch-built: the closest available match in 4mm scale appears to be the venerable Dapol (ex-Airfix) kit, but this is slightly longer and has a different pattern of front windows to Gargrave. However, if the rear of the box was facing the viewing side, the difference would not be noticeable to observers, and replacement windows from Peco (Ratio ref.539) or Phoenix Precision (Churchward Models ref.4-20202) could be used to enhance the Dapol model and make it appear closer to Gargrave.

Motive power and operation

A model of Gargrave in the pre-Grouping era, with structures in the vibrant Midland Railway colour scheme of maroon and lemon yellow (see *Ellerton Road*, Railway of the Month in the December 2023 RM, for details), would stand out from the crowd. Setting the layout in the present day, as depicted by the waiting shelter kit, still offers much of interest, with flows of aggregates traffic (mainly from Arcow Quarry near Horton-in-Ribblesdale) in the hands of GB Railfreight, and plenty of railtours with both steam and heritage diesel traction bound for the S&C. But as with that nearby route, perhaps the greatest variety of motive power and operational interest can be found in the BR steam era.

Like many secondary main lines and cross-country routes, the 'Little North Western' was a line where the most illustrious of express passenger locomotives would work out their final years of service prior to withdrawal. In the early 1950s, it was one of the last stamping grounds for the LMS Compound 4-4-0s, by then thoroughly run down yet still entrusted with prestige boat trains to Heysham Harbour. A decade later, some of the last surviving Fowler Patriot 4-6-0s, in original condition with parallel boilers, were similarly employed on Leeds-Morecambe services before being sent for scrap in 1962. Finally, at the end of steam, in 1967, came the swan song of the Stanier Jubilee 4-6-0s over the S&C, working summer holiday relief trains from Leeds to Glasgow, with the best examples – including the celebrated Nos.45562 *Alberta* and 45593 *Kolhapur* – being specially picked for the job by then Leeds Divisional Traction & Train Crew Manager Tom Greaves. All these classes have been produced ready-to-run in OO by Bachmann.

One of the great attractions of modelling the LMS or BR London Midland Region has always been its eclectic mix of double-

headed locomotive combinations, and the 'Little North Western' was no exception. Probably the best reference source on the line, the book written by Donald Binns and published by Locomotives International (ISBN 1 873150 01 6, but seemingly now out of print), illustrates Ivatt 2MT 2-6-0s piloting a Compound and an Ivatt 4MT 2-6-0 on Morecambe-Leeds expresses (all modelled in OO by Bachmann), and a Fowler 4F 0-6-0 piloting a Stanier 'Black Five' 4-6-0 on the Heysham-Haverton Hill ICI tanker train. The 4F has been produced in OO by Hornby and Bachmann, and the 'Black Five' by Hornby.

An all-new model of the latter is just arriving on the shelves, including one engine particularly suitable for Gargrave: the first ever ready-to-run model of the examples with Caprotti valve gear. Hornby is modelling No.44755, one of the three double-chimney examples, Nos.44755-7, that were based at Leeds Holbeck for most of their lives and worked through Gargrave on an almost daily basis, with Carlisle and Glasgow-bound passenger trains (including the 'Thames-Clyde Express'), parcels and goods workings, as well as Leeds and Bradford to Morecambe services.

Another suitable locomotive recently modelled for the first time in R-T-R form by Hornby is BR 9F 2-10-0 No.92167, one of the trio fitted with mechanical stokers for working the Birmingham-Carlisle fitted freights (via Leeds and Gargrave) so evocatively recalled by Terry Essery in the book *Saltley Firing Days*.

But there is an even better reason to include No.92167 on this layout. During the final year of steam in 1968, when it was one of the last of its class still in service at Carnforth shed, it was a regular performer on the Heysham-Leeds oil tanker trains, normally assisted by a pilot engine – usually a BR Sulzer Type 2 (Class 25) diesel, but occasionally a 'Black Five'.

On June 11 that year, No.92167 suffered a failure of one of its trailing coupling rod bearings while on the eastbound working of this train. With the Eastern Region having eliminated steam the previous year, the local depots were unable or unwilling to repair it – and so the only way to get it back to Carnforth was to remove the two trailing rods, and run it light engine, at reduced speed, as a 2-8-2.



Stanier 3P 2-6-2T No.40162 leaving Gargrave with a Down local on 5 August 1952, pictured from the occupation bridge that forms the western scenic break. *Photo: Rail-Online*

I'm not advocating doing that to the brand new model, but it would be a good use for the old tender-drive version and would make quite a talking point for a layout…

An S&C alternative

As discussed in recent issues (*Kirkby Stephen West*, RM March 2024, and *Kirkby Stephen East*, RM April 2024), the Settle & Carlisle is a perennially popular choice for modellers, thanks to its rugged scenery, fascinating history, and wide selection of motive power. But Gargrave, while not quite as spectacular in scenic terms, offers almost everything else that the S&C does and, in terms of operational interest, perhaps even more…

For by setting it in the BR steam era, it has much of the same passenger and freight traffic as the S&C, but with the added bonus of Morecambe to Leeds workings as well, such as the ICI and oil tanker trains. And if set towards the end of steam, it could provide an evocative recreation of one of the most celebrated episodes of those days – the last glorious fling of the Jubilees – not to mention that 2-8-2 9F…

LMS 'Black Five' 4-6-0 No.45297 runs through the Down platform with a lightweight unfitted goods, circa 1966. *Photo: Rail-Online*

Young railway modellers – one school's success story

We first reported in our October 2023 issue on the railway modelling activities taking place at Wilmington Grammar School for Boys in Kent. This initiative, which began as a week-long enrichment programme, proved so popular that the school has gone on to establish a thriving model railway club for its students, as Dr Luke J Harris explains.

There has been much speculation in recent months suggesting a dearth of young people involved in model railways. An article in the *Daily Telegraph* even carried the headline 'Model trains hit the buffers as youth fail to get on board'.

The article that followed blamed the closure of the retailer Hattons Model Railways on the lack of young customers, and stated that the ending of Warley shows at Birmingham's National Exhibition Centre was due to an 'ageing membership'. While I myself cannot comment on either of these examples, what is certainly not true is the suggestion that the hobby is made up of 'ageing rockers, train buffs and retirees' as the newspaper's columnist Patrick Sawer suggested.

At Wilmington Grammar School for Boys, we have a thriving model railway club, which has seen students from across the school come and become involved. The club's average age is just 17.2, which includes the more senior members of myself and colleague Paul Clark. Since we launched our club in September, following the success of our 'Steam Week' enrichment activity in July 2023 (as mentioned in the October 2023 edition of RAILWAY MODELLER), we have met twice, sometimes thrice weekly with plentiful enthusiastic students in attendance.

On forming the club, we set about the goal to build our own layout which we could take to an exhibition and show off. Thanks to a kind donation from our own Parents' Association, we were able to buy the wood needed to create the baseboards, while the generous amounts of materials we received from our original appeal meant that we had most things we needed. Beautifully made by our DT technician Kelly and her father one weekend, our baseboards have been designed so that they sit across the seats in our minibus. In total we have been able to create five sections which measure 160cm in length and 40cm wide, and will be supplemented by fiddle yards at either end.

Our initial attempts have focused on building two sections; these are now known as the Beach and Harbour sections, which have been designed around our Metcalfe viaduct, which was built by Ben, one



The donation of this OO gauge layout with three loops of track (plus crossovers and sidings) has given students the opportunity to run trains on a regular basis – including digital sound-fitted locomotives.



Three of the students are pictured with the viaduct and surrounding landscape that they built. 'Ben's viaduct' was constructed from a Metcalfe Models card kit.



A ready-to-run model of English Electric GT3 (an experimental gas turbine locomotive) was donated to the school by KR Models. It is presented in 'might have been' LMS plain black livery.



Students have scratch-built many of the scenic features on their current OO gauge layout project. Here a number of them are seen assisting with the painting of the harbour.



This model of Liverpool & Manchester Railway 0-4-2 *Lion* was donated by Rapido Trains UK. Students have enjoyed the digital sound functions that this model boasts. (The GT3 model is also sound-fitted.)

of our students. The height of the viaduct has meant the club decided to build a seaside scene, with the railway running along a cliff face past a port and then a beach.

The manner by which we've constructed our layout has created some interesting challenges and it's been fantastic to see the boys working through these and learning new skills along the way. So far, the students have designed the structure of the cliff face, painted it, applied Mod-Roc (plaster-impregnated bandage), scratch-built a port and laid the track. Seeing the first locomotive running on these sections was a special moment for members of the club, both young and old!

The appeal of digital control – and sound!

In addition to building our new layout, we've been fortunate to have been donated a fully functioning double track oval layout, which can run both 12V dc analogue and Digital Command Control. The ability to run DCC is something that has proved really exciting, as we've been fortunate to have been donated three DCC sound-fitted locomotives; two from Rapido Trains (*Lion* and an APT) and a model of GT3 from Keith Revell at KR Models. The detail and realistic look of these locomotives meant that they were certainly of interest to the students, but the features which really excited them most were the sounds that they made. In my opinion, however, if more young people are to become involved in the hobby, the cost of DCC sound locomotives must come down, as in my limited experience, it is this more than anything else that excites young people. This is the kind of realism which other hobbies and interests have – it needs to become more commonplace within model railways.

Branching out in N

We've also had students develop an interest in N gauge, as they believe that it is more practical to have a layout of this scale in their homes. It's been fantastic to see the enthusiasm of the self-proclaimed 'Year 7 N Gauge Team', who have been making an oval layout using a small amount of track and buildings we recently received. Hopefully this is something they can do away from school as well.

We are of course not alone. One thing that has struck me from my engagement on Instagram (please follow us at 'wgsbmodelrail'), is that there are model railway clubs up and down the country that are seeking to engage young people in the hobby, such as Erith MRC, an organisation based locally to us. I've also discovered young people on YouTube who are creating their own projects that have proven to be inspirational for novices such as myself. This is further evidence that the hobby isn't just enjoyed by the older generation – and there is certainly plentiful evidence of innovation and creativeness from young people across the UK.

Recently, I attended my first model railway show, hosted by the aforementioned Erith club and held in Longfield, Kent. Whilst a good proportion of those attending and presenting their layouts were of the older generation, there were those who were younger, beginning



A group photo showing members of the school's recently established model railway club standing proudly in front of the first section of their OO gauge layout project.

with children, all the way up to those perhaps including myself that could be described as middle-aged. The offerings from traders at the show demonstrated that the hobby can be affordable to young people through the second-hand products that are on sale, although as previously mentioned it is often the more expensive items with the modern features such as sound that really catch the attention. In my opinion, ensuring that the hobby is affordable is crucial to its long-term survival.

Valued help and support

Thank you to all those that have continued to support us, including Bachmann Europe plc, Rapido Trains UK, KR Models, Gaugemaster, Plus Daughters (Basildon), RAILWAY MODELLER readers and many other individuals including Ethan Butalia and John Tolley.

Appeal for donations

As we seek to continue to inspire the next generation into this fantastic hobby, if any readers have any model railway items that they wish to donate, especially in N gauge, then we would be delighted to hear from them. Please email the author at: lharris@wgsb.co.uk

Wickwar

NOEL LEAVER *of the Farnham & District Model Railway Club details the group's N gauge exhibition layout – including the rare feature, in this scale, of moving road vehicles.*

Photography by Geoff Helliwell

The N gauge group at our club in Farnham started building *Wickwar* in 2012. This was after many years of debate about what to model, and several visits to Wickwar to take photos, talk to locals, and measure the site. The layout was largely complete by 2016, but we have enhanced it since then – particularly the electronics and car system. We are fortunate at the Farnham Club to have a group of about 16 N gauge modellers with a wide range of skills.

Midland outpost

The station was on the busy secondary main line between Gloucester and the present-day Bristol Parkway station. It was built to broad gauge under the guidance of the Great Western Railway but, to their annoyance, was bought by the Midland Railway and gave them a route into Bristol. It was later operated by the London Midland & Scottish Railway and BR London Midland Region, until in 1957, after the period we are modelling, it was transferred to BR Western



Region. The station closed in 1965 though the line is still busy. The traffic was mainly long-distance trains that ran straight through, with a few local passenger trains and one goods train a day that stopped.

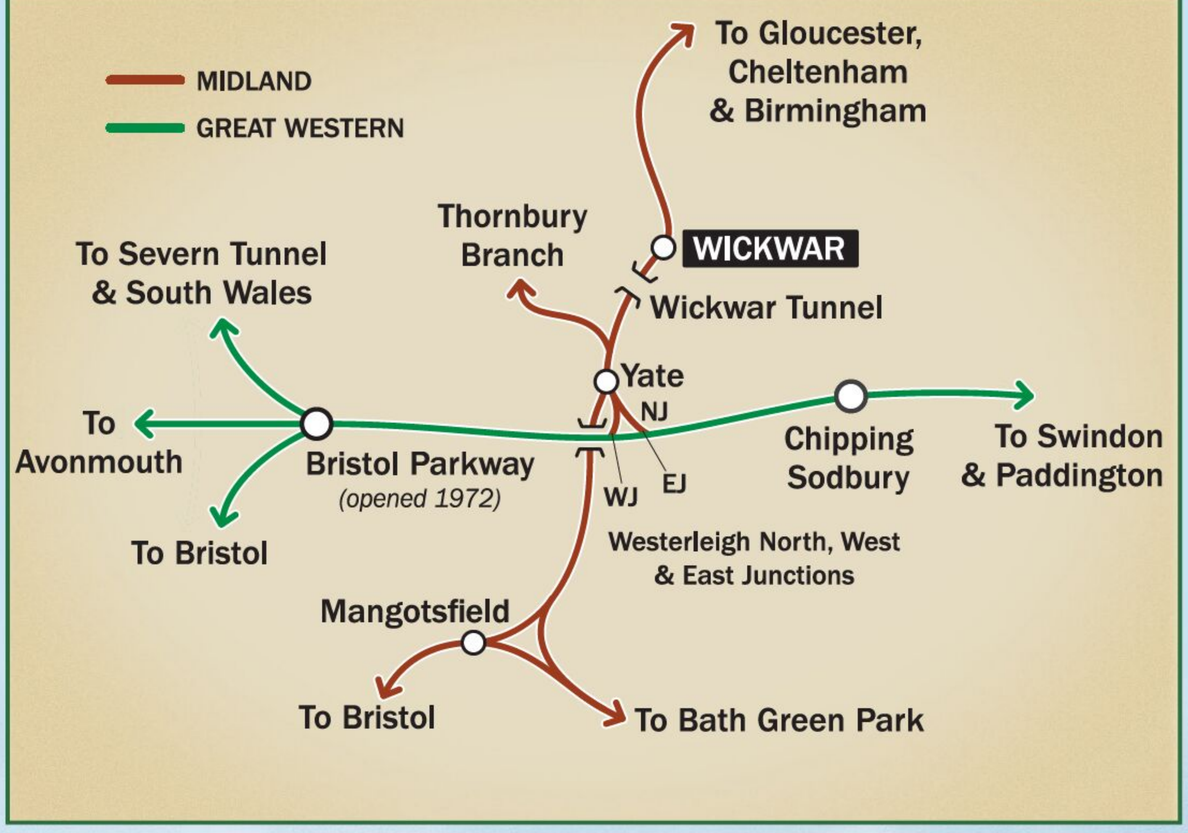
We run trains typical of those that ran through Wickwar around 1955. Most of the stock is ready-to-run, with a few kit-built additions such as LMS postal coaches and dining cars, and a Patriot locomotive.

We can fade between daytime lighting and moonlight which shows off the lights on the trains and in the buildings.

We have four cameras on the layout that show views on screens at each end, with buttons to select the view. The most effective view is from the bottom of the embankment showing what you would see standing on the road, very different from what you see from in front of the layout. Cameras placed at eye level for a person on the layout seem most effective, as they

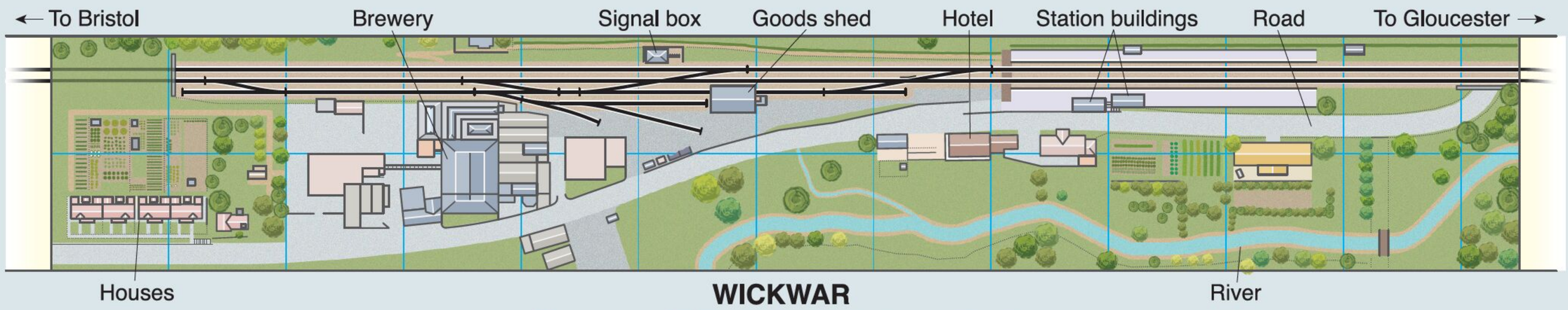
Double-headed Midland Railway 4F 0-6-0s Nos.43875 and 43924 haul a northbound goods train through Wickwar station.

Location map





An early 1960s picture of LMS 4F No.44137 approaching Wickwar with a lengthy southbound goods train. ***Photo: Rail-Online***



WICKWAR

Scenic area: 12' 6" x 2'. Each grid square: 1ft x 1ft.



LMS Royal Scot 4-6-0 No.46106 *Gordon Highlander*, uniquely fitted with BR Standard pattern smoke deflectors, departs from Wickwar with a stopping train in 1961. *Photo: Rail-Online*

give a view you recognise. For future layouts we will put more in this sort of position.

Operation

Our automated fiddle yard greatly simplifies operation. It has three tracks in each direction, each divided into four to six sections. MERG train-on-track detection on each section turns off the power to the section behind when occupied, so when a train moves out of the front section, the

The brewery dominates the scene as the layout's LMS Patriot 4-6-0 emerges from Wickwar Tunnel with a northbound express.



trains behind shuffle up automatically. It uses space efficiently; we fit 24 trains into the 9" wide strip along the back of the layout and round the curves at the ends. Most trains fit in a single section; a few long ones use two. The end of each train has a few resistive axles (wheels with a resistor between them) so it can be detected. After a few teething troubles the system is now very reliable; we can go an entire day at an exhibition without any fiddle yard problems. It protects us against crashes if part of the train uncouples, as it stops the train behind running into it, and similarly if a train stalls.

The layout is operated from the front with an operator at each end, one for Up trains and one for Down. We like operating from the front because you can talk to the public, and it lets us have a very high backscene. The Up and Down lines can be configured for either Digital Command Control or dc as they are operated completely separately. The only controls each operator has are a three-way switch to select the fiddle yard road, a call-on switch, and a controller. DCC locos are set to run at the speed we want; you only have to enter the loco ID code if it is one of the few trains that stops at the station. The dc side is almost as easy, but you have to set the speed on the controller.

Two additional cameras and small screens show the operators what is happening in the far end of the fiddle yard. This lets them check if something has gone wrong without having to walk round or call the other operator.

The signals operate automatically, controlled by the train-on-track detection. The next signal box down the line was a junction that allowed trains to turn off onto the GWR main line. Trains had to sound their whistles – two blasts for straight on, three if turning off – so the Wickwar signalman could send a special code to the next signal box to confirm the route needed. This was normal practice at important junctions. We use low frequency RFID (Radio Frequency Identification) on the trains to identify them so we can automatically sound the correct code with the whistle for that locomotive.

Road system

We had not planned a moving vehicle system, but after I bought a Faller starter set we realised the road along the front was ideal. It keeps something moving on the occasions when a disaster has happened to the trains, and they attract interest as few layouts have moving vehicles, particularly in N gauge.

We used models from Oxford Diecast to provide replacement bodies suitable for 1950s Britain. Most were the correct wheelbase for an existing Faller chassis, but we were able to cut the chassis to change the length if needed.

The rechargeable battery soldered into the Faller chassis lasts a day at an exhibition. But it takes 12 hours to recharge, so for two-day exhibitions we had to take them to our rooms overnight and have as many chargers as vehicles. We modified several vehicles to take disposable LR43 button cells instead: these last for about half a day. The smaller size meant they fit in smaller vehicles. Later we found another solution, making the rechargeable batteries removable so we could bring fully charged spares to the exhibition. Two buses have metal bodies; these are not as satisfactory as plastic because the extra weight reduces how long they will run on a charge.

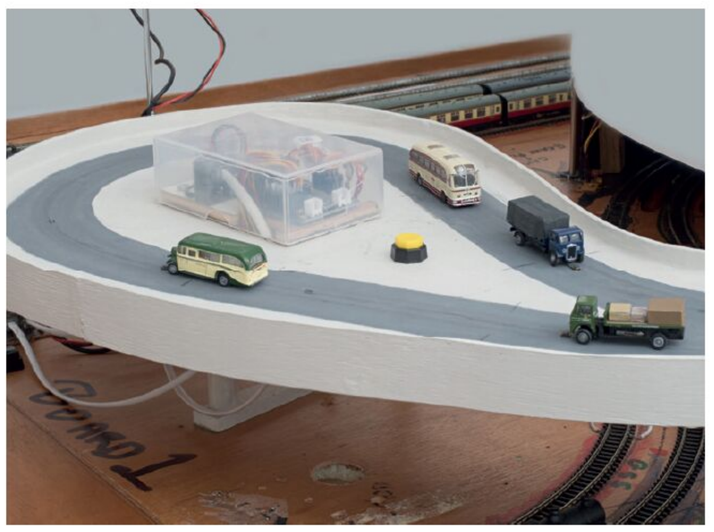
At first operation was very simple. Each end had a loop with stop magnets that could store up to three vehicles. Each operator could send vehicles from their end to the





The 'point' under the road – a small magnet which moves sideways, diverting some vehicles into the brewery.

A lorry and a Bedford OB bus meet on the operating road system, created with Oxford Diecast vehicles, mostly on Faller chassis.



One of the turning circles at each end of the road system. The vehicles are tracked via high-frequency radio ID chips.

Construction details

An LMS track plan from the 1930s was used for reference, the track layout being the same in the 1950s except for one siding next to the brewery, which was shortened and a point removed when new storage tanks were built. We made a rough model of the site to judge how much of the area to include, and slightly compressed the scene at each end.

We could only find one aerial photograph, from the 1940s, which showed the buildings on the north side of the brewery. However, the brewing company not only gave us access to historical architectural drawings of the brewery but gave us a tour, found some old photos, and sent us two cases of beer!

The baseboards are Styrofoam sandwiched between sheets of 3mm Gaboon ply, glued on with epoxy resin – at least as strong and rigid as, but far lighter than, our previous N gauge layout *Basingstoke*, which had traditionally made boards of 9mm ply with Sundeala over the top surface. Layers of Styrofoam were added on the scenic boards to make up the scenery and river bank.

The signal box – a standard Midland Railway design – is built from a Churchward Models kit cut down to only have three large windows across the front rather than four, and with a window added on the front of the locking room. The roof tiles are laser-cut strips from York Modelmakers and the interior is adapted from a Ratio kit.



Fowler 4F No.44018 arrives with the single daily pick-up goods train to stop at this quiet country station.

other. Coordination was difficult, and after a few exhibitions we decided it would be better with just one operator.

At this point the club's electronics enthusiasts stepped up and designed a separate control system for the roadway. At one end is a 'taxi rank' that holds up to four vehicles, detecting the magnets on the steering arms to cause them to automatically move forwards one position whenever a vehicle is sent out from the front. It is controlled from a tablet, linked via Wi-Fi, displaying a diagram of the roadway with control buttons. This lets the operator stand in front of the layout; this has proved very enjoyable as you can chat to the public while you show what the vehicles can do. For future layouts we would like a Wi-Fi connected tablet/phone to control the trains as well, with the ability to show the track diagram like the road diagram.

The road system is connected via MERG Cbus to a Raspberry Pi running a web server. This connects to a tablet using an old router to provide Wi-Fi. The tablet logs on to the web server which displays a diagram of the road with control buttons. A high-frequency RFID chip in each vehicle (12mm long and 2mm diameter) and a reader at the start of the taxi rank mean the tablet can show which vehicle is where.

We added a 'point' in front of the brewery, so that vehicles could be diverted into the brewery where they will stop at the loading bay. The point is simply a gap in the steel wire with a small magnet underneath the road which is moved sideways to attract the steering arm in the desired direction.

Some vehicles use a Tomytec chassis instead of Faller. These are more sophisticated, with lights, two speeds, and fast recharge using a USB cable, but their size means they will only fit in coaches. They are designed to track a wire buried more deeply than Faller, and need the steering magnets altering to work on Faller track. After several experiments, we found the best method was to replace the Tomytec arm with a Faller one modified to fit the Tomytec chassis.

The vehicles need regular maintenance, otherwise they will fail to track the wire correctly. This is mostly removing hairs and other debris that has got wrapped round the axle and steering. After a few years we needed to replace the tyres, which were losing their grip.

Still on show

We plan to continue to exhibit *Wickwar* until our new N gauge layout, *Okehampton*, is complete in a few years time. Exhibition bookings are welcome – contact us via the email below.

See more of *Wickwar*

To book *Wickwar* for an exhibition, contact us by email at: ngauge@farnhammrc.org.uk

An article on the creation of the backscene for the layout will appear in the next issue of RAILWAY MODELLER.

A BR 9F 2-10-0 lumbers southwards towards the tunnel with a slow and heavy train of loaded coal wagons.

Comment

Observations and opinions on railway modelling

Hugh Dougherty



Economical modelling – it can be done!

"There's been much talk recently about the cost of following this fine hobby of ours. Some claim that prices have gone through the roof, others say that models are now near-perfect replicas of the real thing, and hence, expensive, while others bemoan the bygone days of yore, when prices seemed lower and everything was simpler.

What I must confess is that I've always been an exponent of economical modelling. Throughout my 49 years of married life, until relatively recently, I've had to count the pennies available for railway modelling. Four children, housing, a car and all that family life entails, always took precedence – I simply couldn't have justified either to my wife, or to myself, splashing out wads of cash on modelling projects.

And, I'm mean, just like the legendary Henry Forbes, the economical manager of the County Donegal Railways. He kept the 3' gauge line, which I travelled on as a boy in my ancestral homeland, going, by making do and mending, and by acquiring plenty of second-hand equipment.

As a lad starting out in the hobby, I was very struck by OOn3 layouts, such as the *Augher Valley Railway* and the *Aire Valley Railway*, featured in RAILWAY MODELLER in the early 1960s. Here was the narrow gauge that I ached to model in CDR form, but, rather than advocating spending mini-fortunes on dead exact scale models, these narrow gauge pioneers delighted in cobbling locomotives, coaches and wagons together from bits and pieces. That could be a Tri-ang TT motor bogie or a wagon chassis, with 4mm scale bodies made from card on top, the real fun being making do with what was available, and, as a penniless teenager, that was the way forward for me.

…these narrow gauge pioneers delighted in cobbling locomotives, coaches and wagons together from bits and pieces…

Suffice to say, some six decades later, I'm still doing just that. Card is still at the heart of my modelling, and all my CDR railcars and locos sit atop modified and, in some cases, quite ancient mechanisms, adapted to suit. Tri-ang, Berliner Bahn, Tillig and Halling all run on my rails, carrying a variety of bodies never envisaged by their makers, and mostly bought second-hand.

That gives me enormous pleasure as I can't, even at this late date, with children long since grown up and away and grandchildren on the go, splash out on an expensive model. Getting my money's worth, in the true traditions of the CDR itself, is what it's all about. My little trains run past replicas of railway buildings made from card (what else?) with judicious use of plaster filler when a lime-washed goods shed is the prototype.

Of course, I don't have 100% accurate models of the real thing. I would argue that modelling is all about making an overall impression of your prototype that, taken together in its context, is quite convincing, at least to you. That's what I claim to be – an impressionist modeller, a bit like the impressionist painters themselves!

So, for me, being economical in my railway modelling is half the fun. Taking a sheet of card, drawing on it, cutting out, scribing, folding, sticking all the parts together, glazing and painting the result, is satisfying. Then, placing it on an old but reliable Berliner Bahn TT gauge motor bogie at its front, and an ancient Tri-ang TT coach bogie at the rear, and watching CDR railcar No.10 rumble off in service, is economical modelling in action.

That might not suit everyone, but who says being a happy railway modeller needs to burst the bank?"

***Hugh Dougherty** is a freelance journalist and OOn3 Irish narrow gauge modeller.*



County Donegal Railway diesel railcars, scratch-built from card and mounted on second-hand TT gauge bogies, in action on the author's OOn3 layout *Ballykillowen*. *Photos by the author*

Extending a home-based layout in OO

Return to Maddacombe

In the April, May and June 2023 editions of RM **MICK CLARKE** *outlined the construction of this twin-level model railway, which at that time occupied one side of a spare room. In this follow-up feature, Mick describes how he recently set about extending it to create a larger U-shaped system.*

Constructional photos by the author

Readers may remember the trilogy of articles last year describing my OO gauge layout project, published under the title 'Creating *Maddacombe*'. Part one looked at the construction of the baseboards, including the helix that connects the two levels; part two covered the scenic work using largely recycled materials; and part three described the finishing touches.

I always felt that I could make more of the space available, small though our spare room is. Therefore it was agreed with my wife that I could extend the layout across the window with a lift-out section and then continue down the other side of the room. This allowed me to construct a terminus and busy high street scene, thus the town and terminus of Townsend was born.

Extending the layout

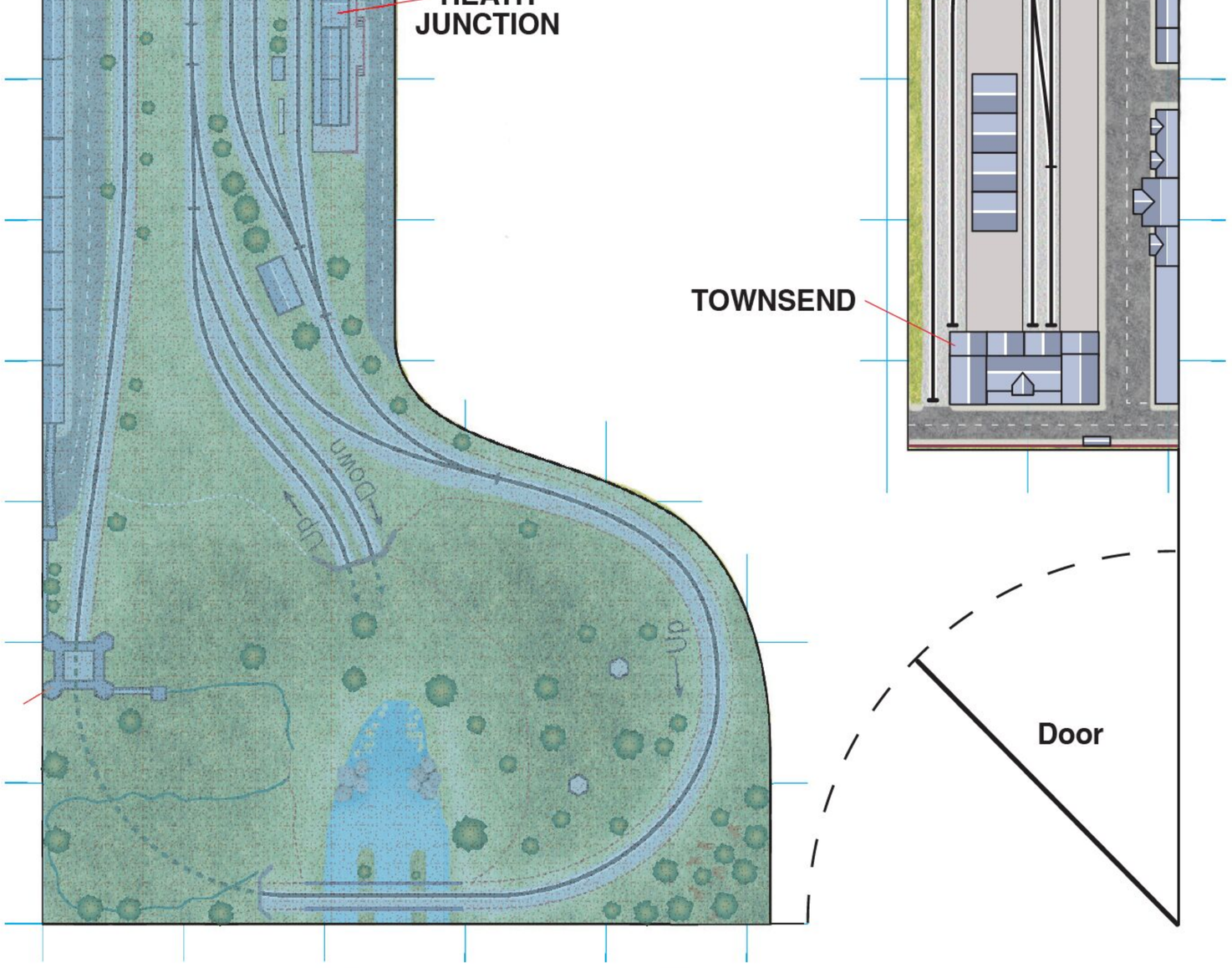
To join the extension to the existing layout, a small section of track that led to the engine shed (photo 1) was removed and a new baseboard for the extension was shaped and fitted (photo 2). This gave me a removable section across the window measuring 1,100mm x 400mm wide, this connecting to the Townsend terminus baseboard measuring 2,450mm x 580mm (photo 3). The accompanying plan shows how the new sections are integrated with the original parts of the layout.

However, I found that I struggled to install the wiring satisfactorily for the electrics on the lift-out section across the window; it was intermittent at best when tested. Therefore it was agreed to make this board permanent, rather than removable, which made the wiring arrangement far more straightforward.

Card structures

I used the Metcalfe Models card kit for a main line station booking hall (ref.PO320) to form the Townsend terminus building. This was positioned first, then the trackwork was laid, starting from where the running line left the existing layout (photo 4). The construction and installation of the terminus platforms came next, followed by the ballasting using loose granules.

The main station building – and almost all the other structures – have lighting



Maddacombe & Townsend

Overall size 2430mm x 3450mm. Each grid square 300mm x 300mm.



A Bachmann Ivatt 2MT 2-6-2T arrives at the imposing new Townsend terminus, built from a Metcalfe Models card kit. ***Layout photos by Craig Tiley***

The author at the controls of the layout, with the original Maddacombe section on the left and the new Townsend extension on the right.

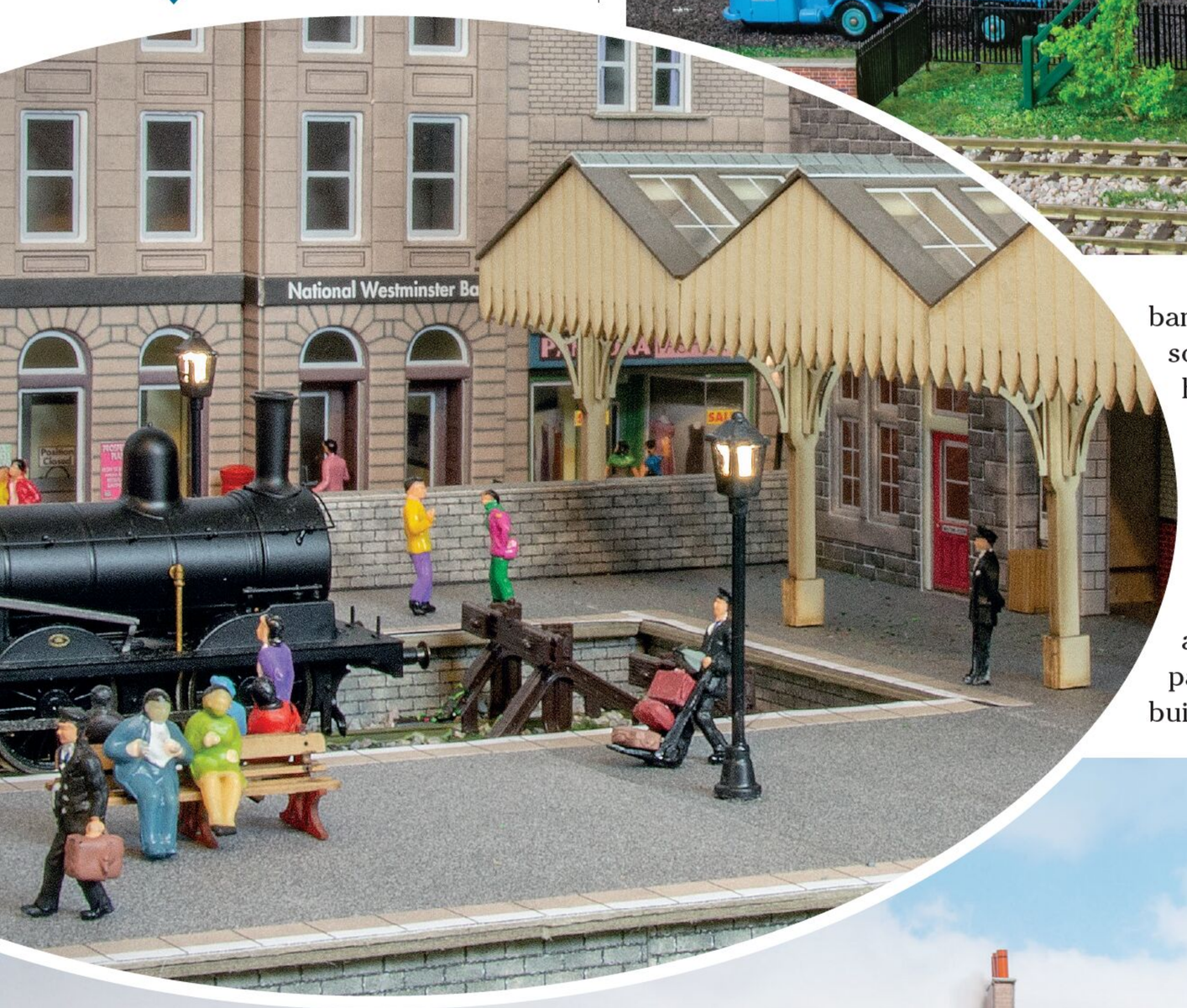
Townsend signal box is a London & North Western Railway design, and like the other structures, is produced from a Metcalfe Models card kit.

installed, along with street and platform lighting. Wiring for all of this runs in the void below the baseboards and is therefore out of sight. (Thanks to my brother Les for his knowledge and help with the electrics.)

The main Townsend high street (photo 5) consists of low-relief shops, bars, a hotel and banks, whilst at one end are some high-rise town houses, just beyond which a disused factory lies derelict. These structures were all created using Metcalfe kits, which I can't recommend highly enough: they are easy to assemble and look the part. Installing these buildings helped me to plan the road routes and the areas of grassland.



Porters struggle along the platform with heavy luggage as a Hornby J15 0-6-0 simmers at the stop blocks.



Scenic details

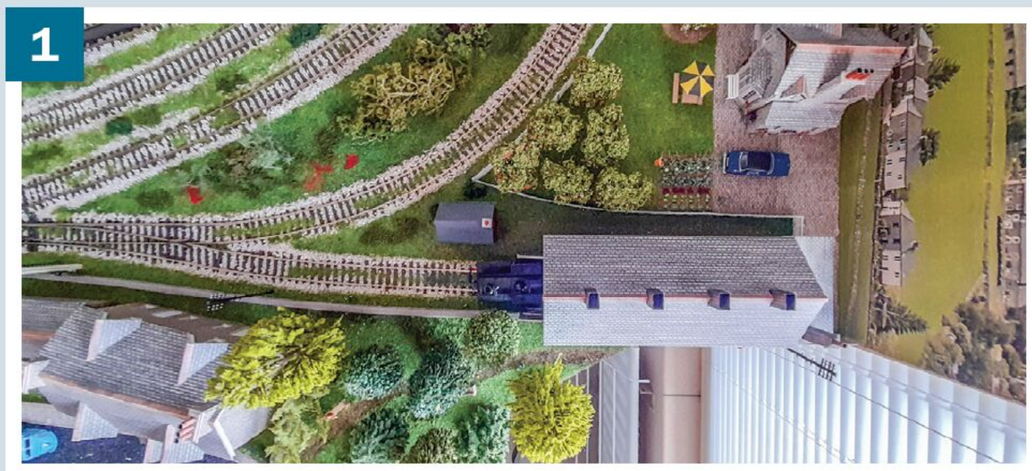
For the surrounding scenery I used the same methods as described in the previous

A Bachmann Fairburn 2-6-4T prepares for departure from Townsend, with the art deco Regal cinema dominating the backdrop.



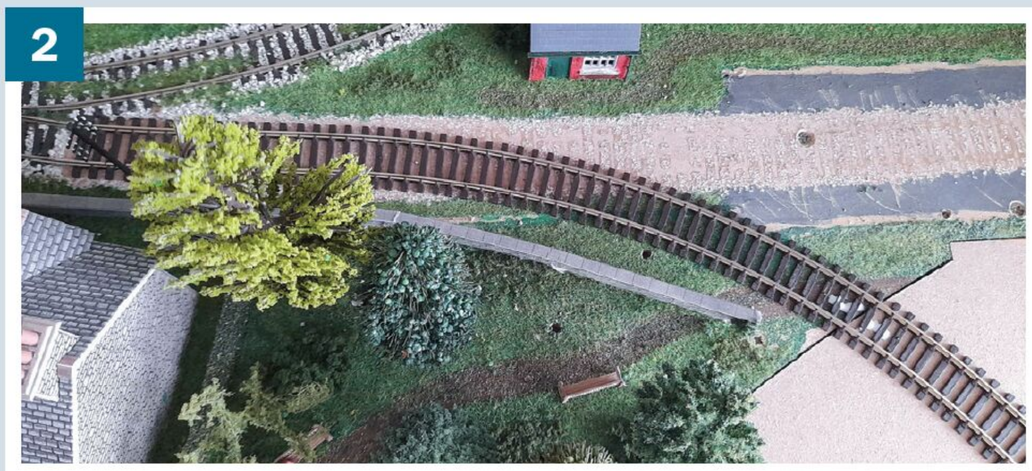
Construction steps

1



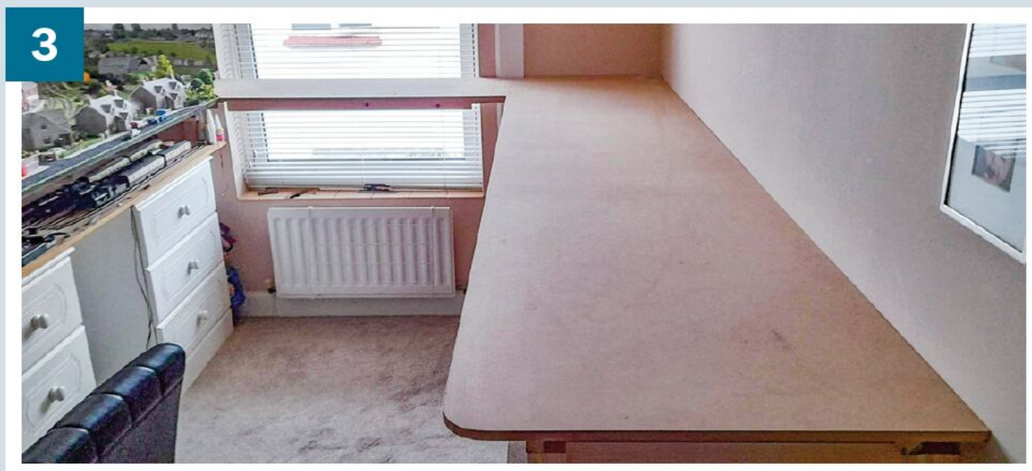
It was decided that the siding serving a single-road engine shed would be removed to connect the running line to the new section.

2



With the siding lifted and shed removed, a curved running line was laid that would connect with the new terminus.

3



Baseboards were then constructed for the Townsend terminus,with a connecting piece bridging the gap across the window.

4



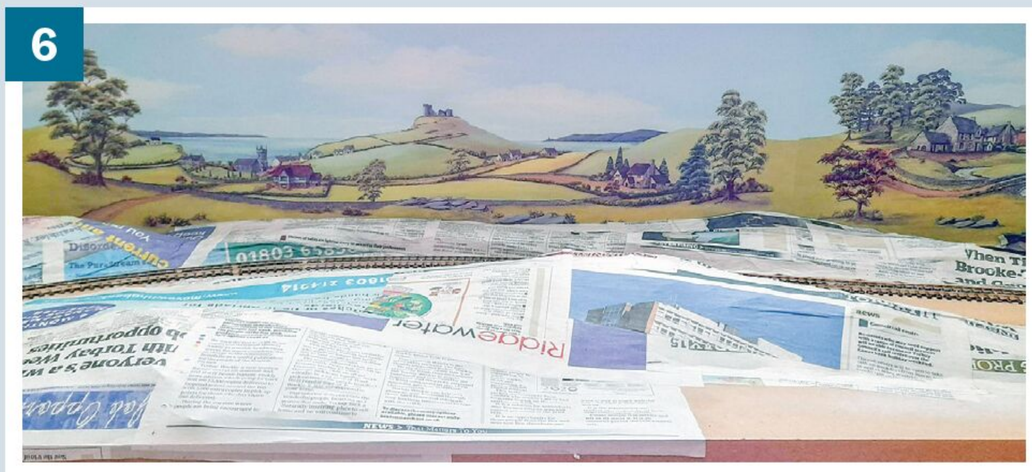
A Metcalfe Models station booking hall was built and placed in position, with the station trackwork then laid to suit.

5



The backdrop to the new terminus comprises a row of low-relief buildings; these were also constructed from Metcalfe kits.

6



Basic scenery was created using traditional methods and materials including papier mâché, paint and scatters.

7



Scenic details include walls, fences and bushes. The trackwork was ballasted using loose granules.





“ – I always felt that I could make more of the space available – ”

Mick Clarke

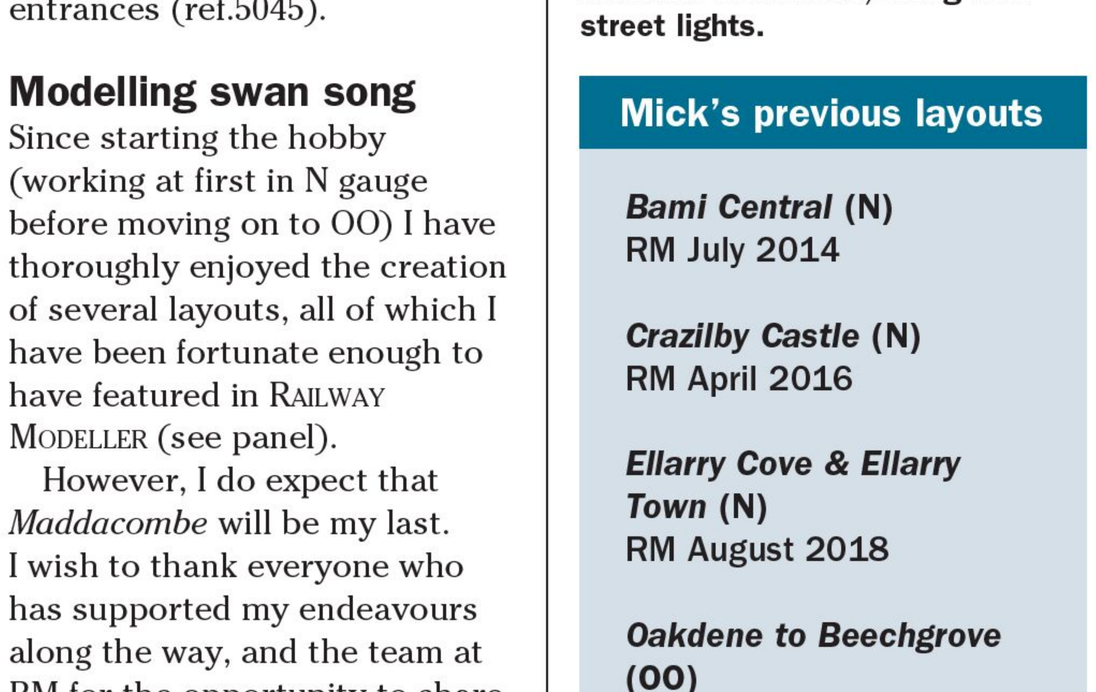
The road overbridge was formed of two Peco single-track tunnel entrances.

The derelict factory is visible in the background as a Dapol Great Western diesel railcar arrives in the Townsend bay platform.

articles, with materials (in the order of application) including chicken wire, papier mâché, plaster-impregnated bandage, paint and scatter (photo 6). This was followed by walls, fences, trees and bushes, people and animals, all of these details bringing the scene to life (photo 7).

The most challenging part of the scenery on the extension was forming the road bridge over the track, for which I used two Peco single-track tunnel entrances (ref.5045).





Interior lighting is installed in the main Townsend station building and almost all of the other Metcalfe structures, along with street lights.

Modelling swan song

Since starting the hobby (working at first in N gauge before moving on to OO) I have thoroughly enjoyed the creation of several layouts, all of which I have been fortunate enough to have featured in RAILWAY MODELLER (see panel).

However, I do expect that *Maddacombe* will be my last. I wish to thank everyone who has supported my endeavours along the way, and the team at RM for the opportunity to share my modelling with a wider audience.

Mick’s previous layouts

Bami Central **(N)**
RM July 2014

Crazilby Castle **(N)**
RM April 2016

Ellarry Cove & Ellarry Town **(N)**
RM August 2018

Oakdene to Beechgrove **(OO)**
RM March 2022

Stilbarton: Farm Rise

SAM HILL *has created a what-if layout in 009 to showcase a little-known narrow gauge railway in Hertfordshire. At its heart is Stilbarton, a fictional sleepy village where the railway winds its way uphill past a farmstead to a terminus station near the pub and shops.*

Photography by the author

Hertfordshire, north of London, is not the first place you'd think of for narrow gauge railways, but surprisingly, the new town of Welwyn Garden City was the location for a real-life one.

Along with Letchworth Garden City, Welwyn was a 'new town' created during the early 1900s by Ebenezer Howard. The builders constructing the many new houses needed transport for their materials and Ebenezer decided that a 2' gauge light railway was the answer. It was designed by former Royal Engineer Captain W E James, based on his experience in France in World War I.

Construction began in 1919, with the building of interchange sidings alongside the East Coast Main Line which in time held up to 40 wagons.

The light railway ran to local brickworks and gravel pits, also providing a service for the new residents and collecting goods such as manure from the local farms. At its peak, the railway had nearly nine miles of track and 13 petrol locomotives, transporting 2,000 tons of material every week.

Sadly, as the Garden City developed and road transport improved, use of the railway declined. Line closures began in 1936, with the last section closing in 1940. But this layout imagines it survived closure and expanded its services.



The distinctively liveried locomotive *Bumblebee* emerging from the branch line engine shed. Several of the locomotives on the layout are scratch-built or 3D-printed.



Two types of tramway locomotive – one an open cab Hunslet and the other a narrow gauge version of the Great Eastern Railway J70 tram engines used on the Wisbech & Upwell Tramway – stand at the platforms in Stilbarton branch terminus.

Introducing *Stilbarton: Farm Rise*

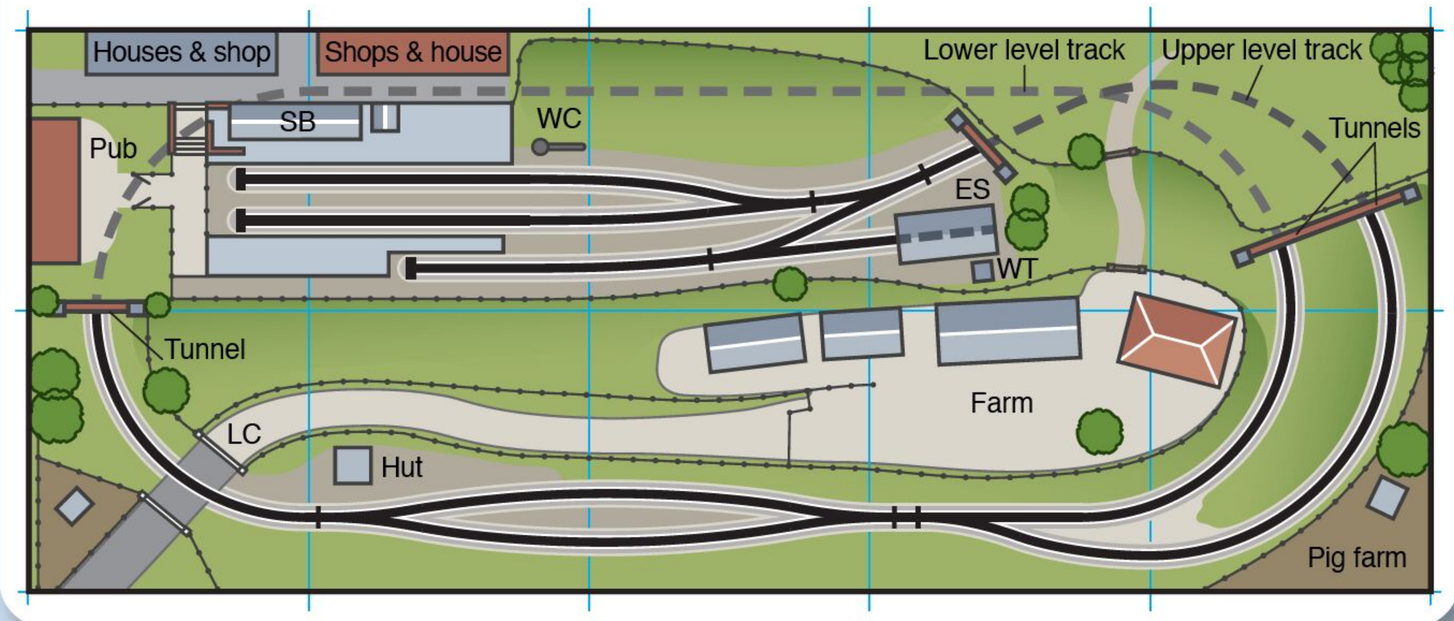
The layout is set in the 1950s and Stilbarton is a classic Hertfordshire village with red brick buildings and slate or clay tile roofs. The branch terminus is cheaply built, using primarily wooden platforms, brick buildings and tin roofs. Simple engine servicing facilities exist with overnight stabling for an engine. The branch line winds up Farm Rise Hill. The name Potters Railway has been invented, in part, to displace the railway away from Welwyn Garden City and as a nod to the clay and Roman pottery found locally.

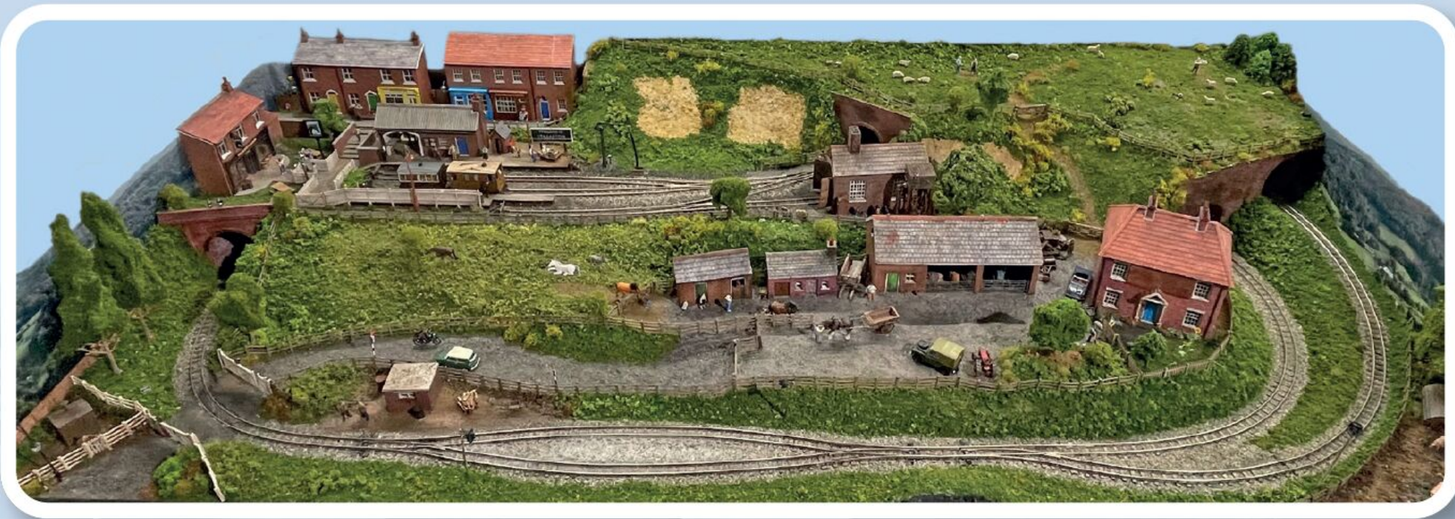
Different layout levels

The baseboard size was limited to what could comfortably fit in an estate car as a single module. This was constructed from laser-cut

STILBARTON FARM RISE

Overall dimensions: 150cm x 60cm. Each grid square = 30cm x 30cm.





baseboards from Scale Model Scenery and is approximately 150cm by 60cm.

Having a bit of variation in height within a layout makes everything feel much more natural and fluid, along with removing an 'ironing board' style appearance. *Stilbarton: Farm Rise* has six distinct levels, with three of these featuring running lines, meaning there are a lot of different height variations to manage, and this complicated construction.

Once the baseboard was built, the scenic contouring was tackled next – and this is made mostly from insulation foam boards carved to shape, with the tops of these areas made from a layer of plywood onto which the track could then be attached. Other areas used polystyrene sheets or scrunched-up kitchen paper covered in plaster bandage.

The hilly area hiding the fiddle yard was constructed using chicken wire attached onto the brace between the side backscene boards. This was then covered in plaster bandage to enable the landscape to 'float' over the tracks. Once all the different rises and falls were in place, everything was covered in ready-mixed plaster to provide a consistent and strengthened surface before then being covered in PVA glue to seal it and left to dry for a week.

A front view of Sam Hill's *Stilbarton: Farm Rise* layout, showing the position of the passing loop, Farm Rise Farm, branch junction and the village terminus, pub and shops, as well as the variations in height helping to create a natural look to the scenery.

A picture showing the detailed stables and yard scene at Farm Rise Farm, complete with adapted human and animal figures.



Creating the running lines

The track is standard Peco OO9 flexible track and Streamline points, and every piece of track has its own feeds soldered onto it, with the dropper wires threaded through the landscape.

Gaugemaster SEEP point motors are positioned underneath the baseboard and connect to the point tiebars via extension arms. The points are changed using Peco switches on a central control panel. Every section of track has been wired up to a toggle on/off switch, maximising where locomotives can be isolated on the layout. The tracks can also be switched between two individual controllers, allowing for multiple locomotives to be in use and moving at the same time, giving the impression of a layout operated using Digital Command Control when, in reality, it's just analogue 12V dc.

Key sections of track are protected by signals connected to the point motors and change to red or green automatically.

Making the buildings

Around half of the buildings started life as laser-cut kits from suppliers including Scale Model Scenery, Fair Price Models and LCut Creative, and all have been wrapped in brick paper and have had individual roof tiles applied, along with suitable weathering.

The other buildings have been designed from scratch and 3D-printed – this includes the station building, the water tower and the pigsty. 3D-printing has also been used for making the tunnel portals, fencing and signage. Low-relief buildings at the rear of the layout represent Stilbarton itself, while the farm, positioned on a lower level, has an



"– Having a bit of variation in height within a layout makes everything feel much more natural and fluid, along with removing an 'ironing board' style appearance. –"

Sam Hill



A view of the detailing around the engine shed, coaling stage and water tower at Stilbarton station.



An open cab Hunslet locomotive brings a short goods train of vans over the farm road crossing, in a picture also showing the nice merging of hilly scenery and backscene.

open courtyard feel, with the house on one side and the stables, workshops and storage barns on another.

Landscaping and scenery

The landscape is primarily built using ground foam from Woodland Scenics, plus other suppliers to provide a bit of tonal variety. Fine foam is used for the areas that have been extensively grazed, and coarser foam for the edges and rougher patches. Static grass has been used in little clumps and patches to give a more natural feel. This has been complemented by gorse bushes from Scale Model Scenery and use of poly fibre to make brambles. Soil areas are a mixture of different brown powders, with darker ones used where animals are present.

The track has been ballasted using very fine granite chippings fixed with a 50/50 mix of PVA and water plus a drop of washing-up liquid. Tonal variation was achieved with the application of weathering powders and by dropping very diluted acrylic paint in darker shades onto the trackbed in key places.

Fences are mostly laser-cut ones provided by Scale Model Scenery. A few areas have been 3D-printed for strength.

Trees are mostly handmade from twisted wire or plastic formers, with tree foliage mats stretched over the branches and then covered in additional finely ground foam in appropriate shades plus a lot of spray glue for robustness.

The road and yard area are made from slate powder sieved to ensure it was super fine, then stuck down with the same 50/50 mix of water and PVA, and weathered appropriately. This gives a good impression of a crushed limestone or gravel road from the 1930s.

All the road vehicles are from the Oxford Diecast range and have been weathered appropriately. Figures are primarily either Bachmann or 3D-prints from the Modelu range, and most have been repainted or adjusted. Animals are from several sources, including 3D-prints – a favourite being the chickens scratching around in the farmyard.

Locomotives and rolling stock

Locomotives are either ready-to-run from Fourdees and Peco or have been designed and 3D-printed, which is the case for most of the steam locomotives and the attempted recreations of Simplex petrol engines.

Wagons are almost all ready-to-run models from Peco, complemented by 3D-printed examples in the style of those used by the Welwyn Garden City Light Railway. Coaches are all ready-to-run items from Peco, with minor repainting.

Lighting and electronics

Electronics have been used extensively to bring the layout to life and give an authentic feel. Servo motors are used to power the two crossing gates, which can close for trains to pass and then open again once all is clear.

The layout, despite being 12V dc, features a background soundtrack of the countryside, complemented by appropriate engine noises and whistles controlled by switches and a speaker hidden underneath the baseboard.

Every building has working lights and full interiors installed that can be seen through the windows, along with all the streetlights illuminating. Everything can be individually switched on or off as desired to provide atmosphere.

Origins of the names

There isn't a village of Stilbarton – the name is loosely inspired by Stanborough, where the original Welwyn Garden City Light Railway terminated, but is made up using a mixture of letters from family members' names.

The Black Stallion pub is in the style of the Nag's Head from TV's *Only Fools and Horses*; Badricks grocery shop looks remarkably like Arkwright's shop from *Open All Hours*; the other two retailers take their names from those of my children; and Farm Rise Farm is a literal name as the farm rises up above the track level and into the hillside.

Acknowledgements

Creating this layout wouldn't have been possible without help and support from the members of the Enfield Whitewebbs Railway Modellers, where new skills have been developed and honed under the watchful and supportive eye of the other members. Special mention must be made of Gary, Roger, Les, Michael and Colin.

Additional thanks must go to my wife LeeAnne for her suggestions for the layout, and for operating it at shows; and to my children, who are always giving a hand and are becoming good modellers themselves.

Supplier details

Fair Price Models
www.fairpricemodels.com

LCut Creative
www.lcut.co.uk

Modelu
www.modelu3d.co.uk

Scale Model Scenery
www.scalemodelscenery.co.uk

Future exhibitions

Stilbarton: Farm Rise **is due to appear at the Epping Town Show on Sunday 7 July; North Weald & District Miniature Railway's Miniature & Model Festival on Saturday 10 August; the Basildon Model Railway Club exhibition in October and the Witham Model Railway Show in January 2025.**

A modern diesel on a budget

More so than ever, price is a key deciding factor in purchasing a new model. **CALLUM WILLCOX** *'sheds' some light on how to detail and enhance a Hornby Class 66 in OO.*

Model photography by the author



The completed model hauling a rake of Hornby biomass hoppers.

The General Motors Class 66 Co-Co diesel-electric locomotive is synonymous with the current UK freight scene. The latest offerings from Hornby provide the modeller with a cost-effective range of models – each featuring an enhanced level of decoration and etched plates, where appropriate. One such release is ref.R30151 presented as 66 796 *The Green Progressor* in the vibrant GB Railfreight HS2 green colour scheme.

Initially released by Lima in 1999, the model now forms part of the Hornby range, sporting an upgraded mechanism and – most recently – a new 21-pin Digital Command Control decoder interface. Despite having been since surpassed by models from Bachmann and Hattons, and another shortly due to appear from Accurascale, this tooling – with a bit of work – still stands up remarkably well…

Enhancements undertaken on the model illustrated here included painting the cab interiors, adding a driver, detailing the bufferbeam area, and light weathering – carefully studying photographs of the real machine – to name a few, in addition to installing the firm's HM7000 Bluetooth digital control and sound system. The work required only the minimum of modelling tools and materials, and was completed over the course of just a couple of evenings.



The model as supplied (RRP £96.99).



66 796 *The Green Progressor* and 66 743 *Royal Scotsman* head the 6M51 Doncaster (Decoy Yard) to Liverpool (Biomass Terminal) at Winwick Junction on 3 April 2022. *Photo: Alan Hart*

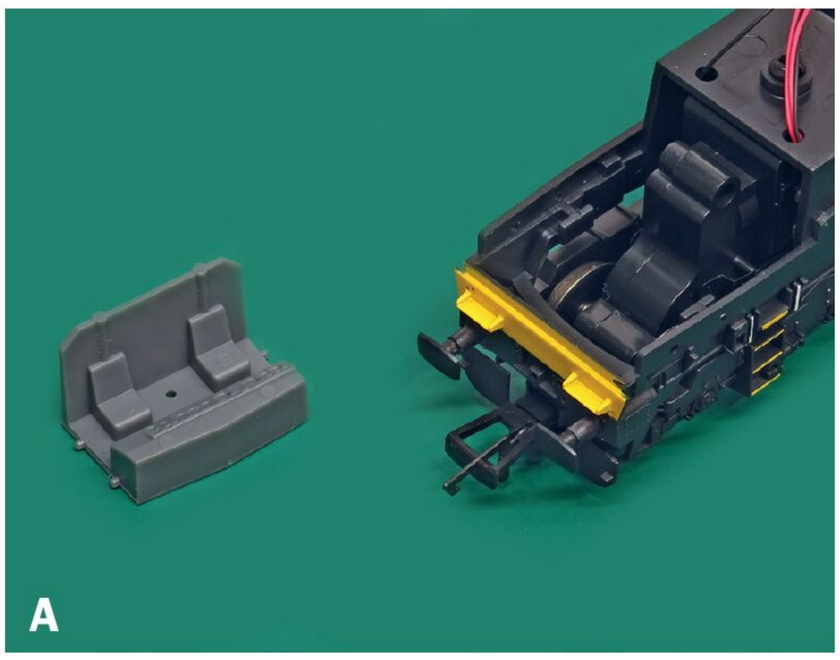
Enhancing the model

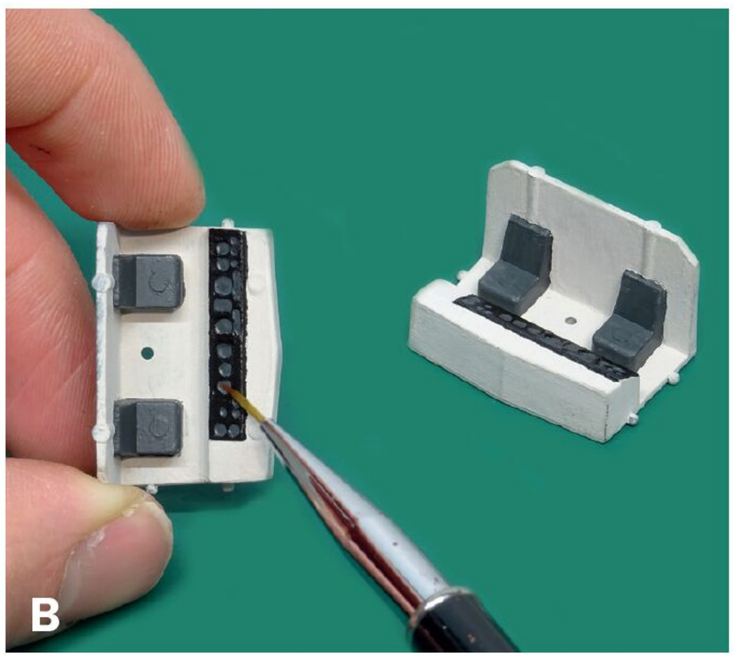
1

The first worthwhile enhancement is to paint and detail the cab interiors. This starts with the removal of the bodyshell which is held in place by six retaining clips (three each side).



2 As supplied, the control desks are moulded in a plain grey plastic. With the bodyshell removed, the interiors were released from the chassis for painting: each simply held in place by four locating prongs (A). After receiving an overall coat of off-white, the dashboard, dials and crew chairs were picked out in appropriate colours using various acrylics (B). It's worth bearing in mind that the cab layout as a whole is a generic design – the moulding being shared by both the Lima Class 59 and 60 models: a further improvement would be to install a more accurate representation closer to that of the prototype.


A


B

3

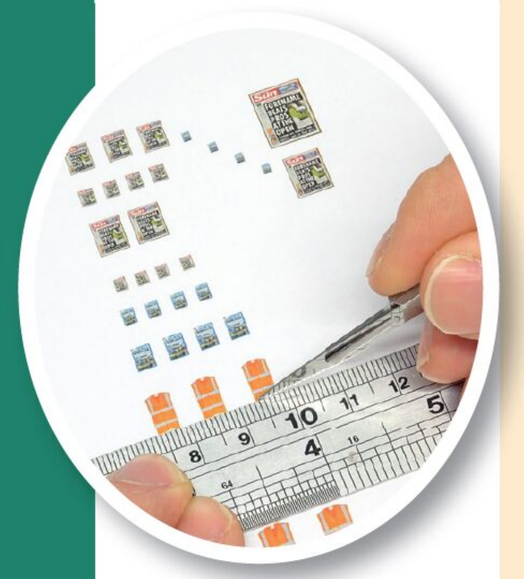




A suitable driver figure was sourced from Modelu: I found the driver from the Class 70 crew pack (ref.10229-076) to be a good fit – though a specific Class 66 figure is also available. The unpainted figure was primed with a grey aerosol, before being temporarily tacked atop a paint bottle, for ease of painting. Suitable colours from the Citadel and Vallejo acrylic ranges were employed, in addition to Humbrol enamel No.82 which was used to pick out the fluorescent hi-vis vest. Once cured, a light wash of Reikland Fleshshade™ was applied to further bring out the details (*inset*).

4





General day-to-day clutter – such as a spare hi-vis vest and newspapers – can give an additional air of realism to the interiors. These details were sourced and re-sized using photo-editing software, with a selection of each printed onto a single sheet of standard A4 paper – reproduced at slightly different sizes. With the best sizes selected, each detail was carefully cut from the paper using a sharp craft knife (*inset*) and affixed to the interior with PVA glue. Note the May 2024 issue of RAILWAY MODELLER taking pride of place on the dashboard!

5



With the cab interiors complete, I turned my attention to the chassis – starting with the wheelsets. As supplied, these are presented in unpainted metal and certainly benefit from a spot of colour. To best achieve this, I elected to remove each wheelset from its bogie. This process requires the removal of the base keeper plates, each tightly held in place by a number of retaining clips: four on the powered bogie (two to each side) and two on the un-powered bogie (one each end). Releasing these clips can be a challenge, so extreme care must be exercised.

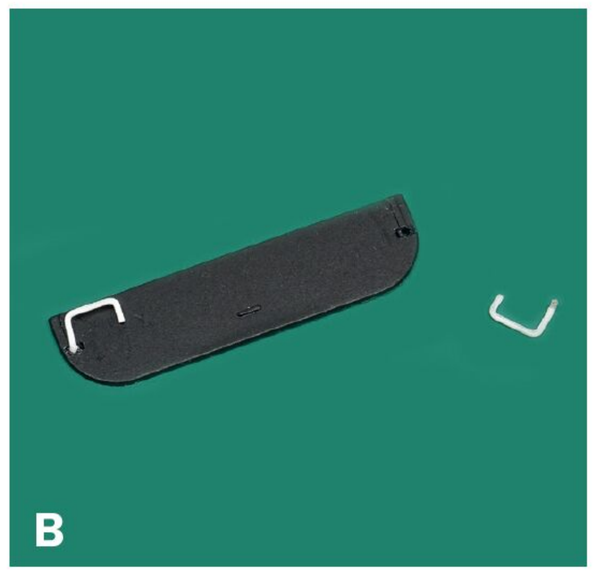
6 After receiving an initial coat of Humbrol No.33 Matt Black, each wheel face was treated to an application of Dark Earth and Smoke weathering powders, before being sealed with matt varnish: careful masking was employed to avoid getting any paint or powders on vulnerable areas such as the gears or treads fitted with traction tyres. Prior to refitting, surfaces of electrical contact (wheel backs and treads) were cleaned using a cotton bud moistened with isopropyl alcohol, before lightly lubricating each gear and axle with a small amount of oil.



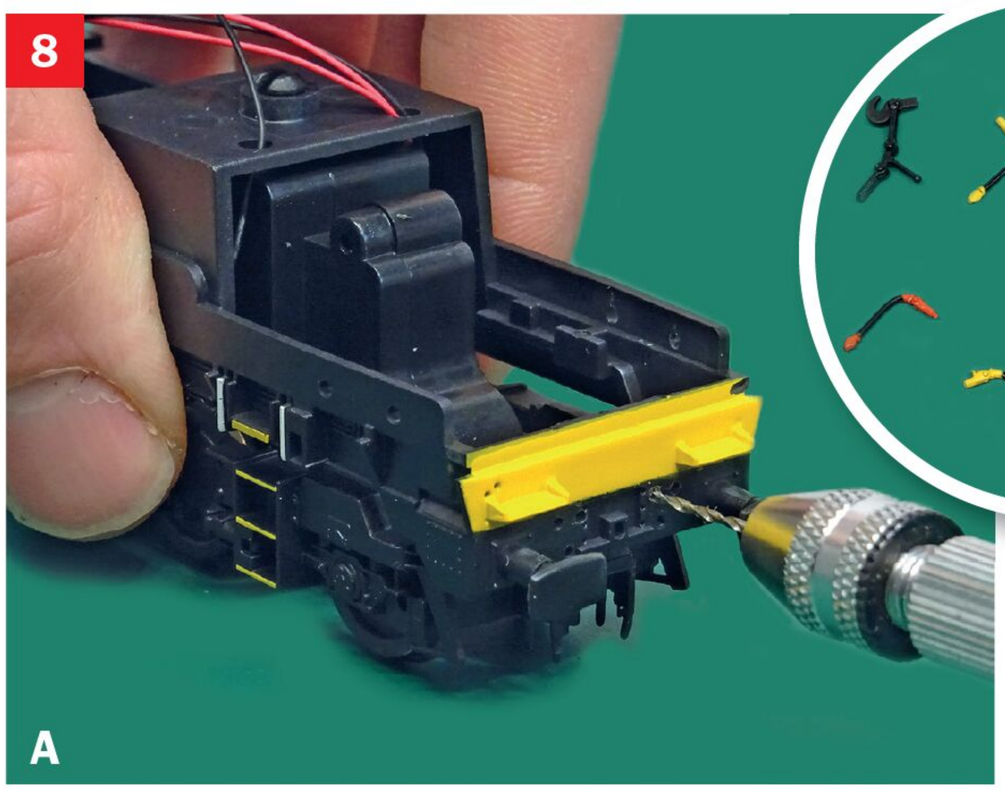


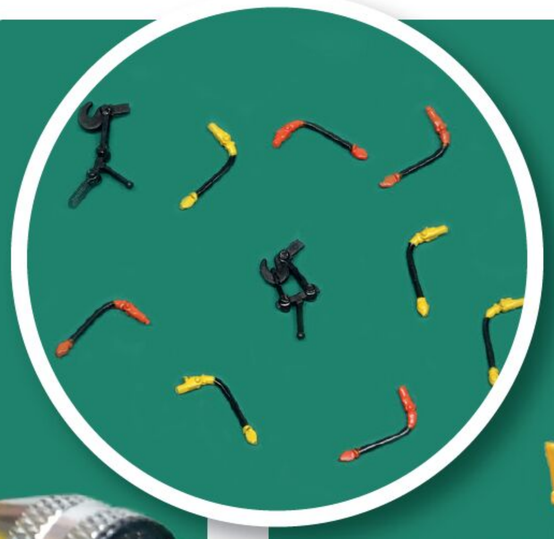
7 One of the most effective improvements that can be made to the model has to be around the bufferbeam area – including the addition of pipework and a revised striker plate. The base model comes with examples of the latter detail pre-fitted, each incorporating cut-outs providing access for the NEM tension-lock couplings, but full-depth versions are supplied as part of the accessory pack. However, unlike the prototype, both designs are bogie-mounted. A simple, yet effective step is to fit these directly to the underside of the bufferbeams; this starts with removal of the mounting bracket from the reverse side (A). The moulded footstep detail was also carefully removed using the sharp blade and replaced with the grabrail style of footsteps as present on the real 66 796; these were formed from 0.9mm brass wire and sprayed white prior to fitting (B).

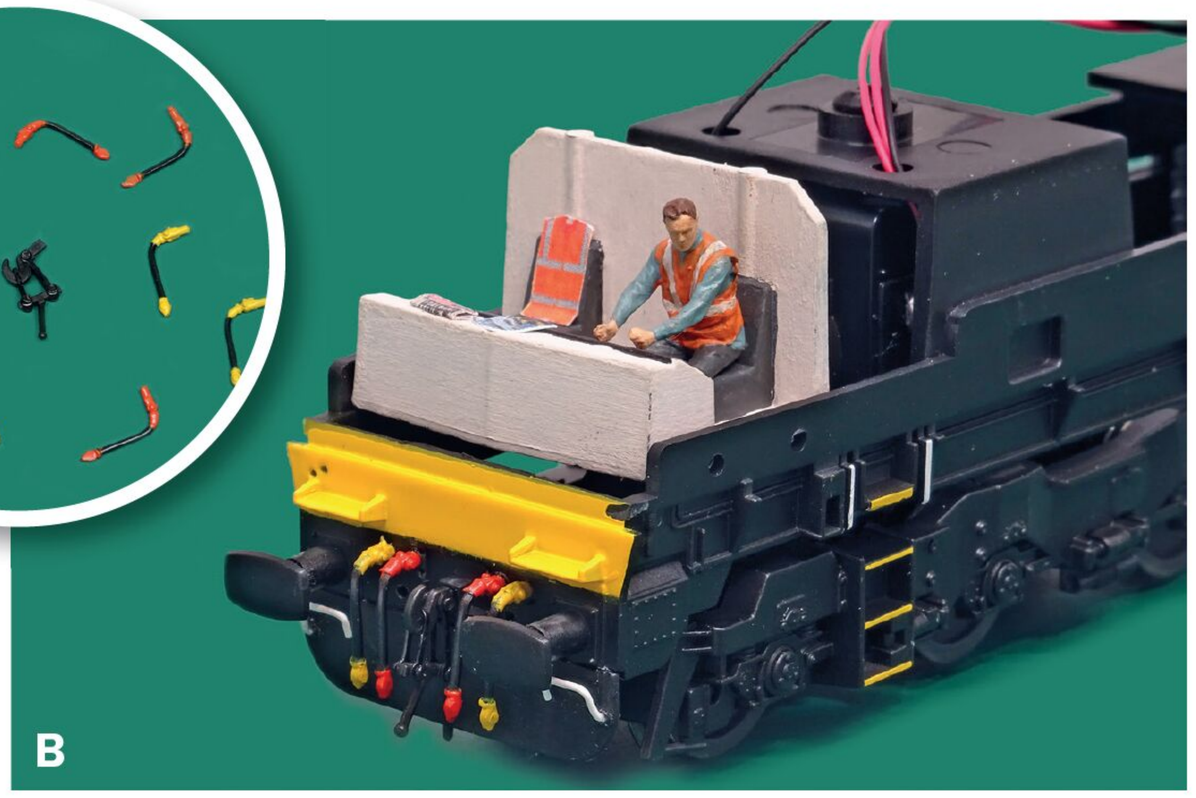




8







The supplied pipework accessories differ to those fitted on the real machine. Suitable fittings were sourced from the Bachmann Europe official spare parts site (www.bachmann-spares.co.uk); I found the (ref.E3261-219-04) Bachmann Class 90 accessory pack to contain the correct style of air pipes, in addition to posable renditions of screw-link couplings (*inset*). A pin vice was used to open up locating holes in the bufferbeam (A), the positioning of these differing slightly to those already present. With the striker plate affixed flush to the underside of the bufferbeam using contact adhesive, the pipework and couplings were added – ensuring the correct orientation of the yellow air and red air brake pipes (B).

9



Prior to reassembly, the body and the chassis were given a quick pass of Humbrol Acrylic No.49 Matt Varnish spray; this helps tone down the overall factory finish, whilst providing a 'key' for the application of weathering powders (A). Starting with the chassis, the underframe, bogies and bufferbeams were treated with a combination of Humbrol Dark Earth, Smoke and Black weathering powders (B). Using images of the prototype as reference, this was gradually built up in layers – sealing between applications – until the desired finish was achieved, with the final highlights applied with the body fitted (C).





10



With the exception of the exhaust area and grilles, the bodywork remains largely clean. With the majority of powders removed using a paper towel, an extremely light dusting was applied to the roof panels in a downward motion, before the majority was then wiped off using the point of a finger; this process leaves powders where dirt deposits would naturally form, such as around raised metalwork and panel lines, whilst producing a natural streaking. Once I was happy with the results, the effect was sealed with a quick misting of matt varnish.

12 Finishing touches included the fitting of the supplied metal nameplates (*inset*). These were test-fitted before being lightly glued into position with PVA.





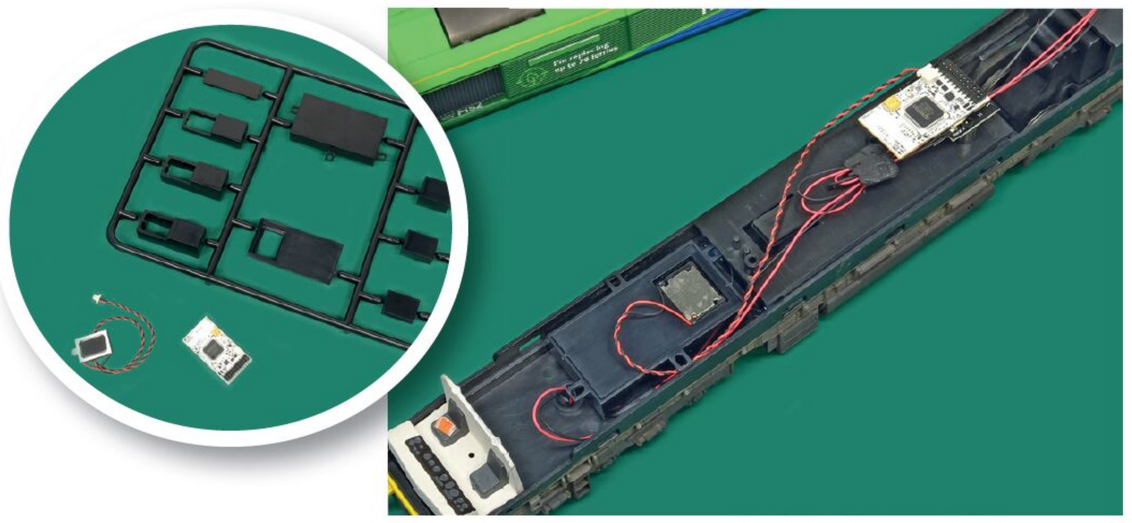
11

Further enhancements to the weathering included the addition of diesel stains to the fuel tanks. These oily deposits were replicated using AMMO by Mig No.1409 Fuel Stains – Engine Fuel & Oil wash, which was applied to the affected areas by brush.



Provision for DCC sound

For those using Digital Command Control, sound can add yet another layer of realism to your model – with the Hornby range of TXS (Triplex Sound) decoders and accessories providing a cost-effective alternative to other ranges of sound chips on the market. Here a 21-pin HM7000-21TXS Bluetooth sound decoder (ref.7322) has been installed. Each TXS Triplex Sound decoder is supplied with a 15mm x 11mm 'sugar cube' speaker, accompanied by a sprue comprising several speaker enclosures. There is sufficient space within the body for the largest speaker enclosure to be utilised, with ample room remaining for a 'Stay Alive' Power Bank (ref.7377) if desired.



With the model on the track, the decoder was loaded with the MH7000 Class 66 sound profile. Further details about the HM7000 system can be seen in our September 2023 issue (available to subscribers on the RM Digital Archive).





The finished model, which with modern painting and printing, together with the fitting of extra details and light weathering, belies the 20th century ancestry of the (ex-Lima) body tooling.

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.

A layout for the forthcoming Hornby model of No.1 *Locomotion*

In response to David Thompson's letter in the May issue, I am in the process of building a layout/diorama to suit the forthcoming Hornby 00 gauge model of No.1 *Locomotion*.

When it arrives, I plan to back-date my model to c.1827 condition, which will enable the modelling of others in due course; *Hope*, *Diligence*, and *Black Diamond*.

The early chaldron waggons have been produced in quantity, in resin, from my own master and a rubber mould (my past experience with Parkwood Models was invaluable here) and I also have some Accurascale chaldrons to mix things up a bit.

The accompanying photos show the progress so far. For the trackwork I created sleeper blocks from two layers of 8mm square card, with a brass pin to hold each to the board, with Z gauge rail then soldered to these. This represents the 2' square blocks and light rail employed for horse-drawn trains, whilst ballast has been simulated using aquatic sand, held down with watered-down PVA.

I figured that the *Locomotion* model should be able to handle first radius curves, so the layout could be built with a loop of track set to just 4' diameter. The loco shown is an unpowered 3D-print of 0-6-0 No.10 *Derwent*, hauling some of my aforementioned chaldron waggons.

The baseboard is constructed in a similar manner to my N gauge *Exe Halt* layout (RM September 2020) using 5mm plywood mounted upon a frame surrounded with flexible ply, and 5mm ply on top for the lighting pelmet to form the monocoque shell.

The layout is providing quite a challenge. This is mainly due to the amount of information available; my result therefore will be partially supposition and conjecture. By the way, I haven't finalised a name yet, so currently I refer to it as the 'Six Thirty' (1830) layout!

STEVE SEARSON

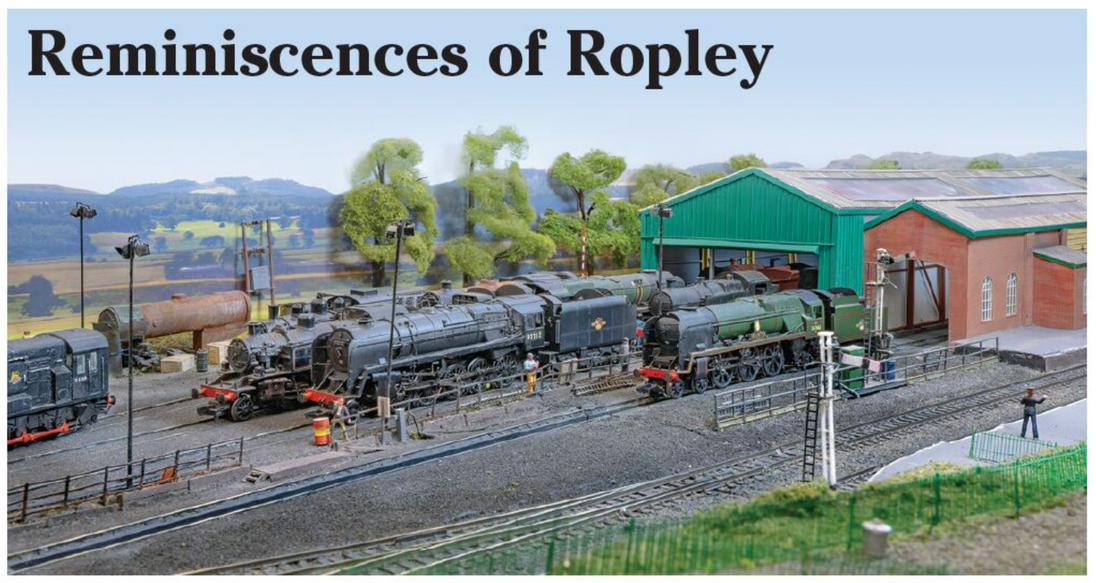


A model of Stockton & Darlington 0-6-0 locomotive No.10 *Derwent* (an unpowered 3D-print) with a rake of chaldron waggons.



An overall view of the layout, with track laid and scenic construction under way using newspaper. *Both photos: Steve Searson*

Reminiscences of Ropley



Chris Cleveland's 00 gauge model of Ropley station depicts the engineering headquarters of the Mid-Hants Railway in the period between 2010 and 2012. *Photo: Steve Flint*

I enjoyed reading the article describing the 00 gauge model of Ropley station in the May edition. It brought back many happy memories of volunteering there, many years ago, when I helped restore Peak locomotive 45 132 and helped out once or twice on a Bo-Bo diesel (a Class 27 I think).

There's nothing like volunteering. You get to wander around the yards with permission, cross tracks with a fully certified PTS (Personal Track Safety) badge, with a purpose, and meet lots of interesting people. I also picked up many valuable skills.

Weather conditions varied on site considerably; I remember it snowed once, so I had to come home, whilst on another occasion it was blisteringly hot inside the engine room of a locomotive I was helping to restore.

Volunteering also gave me the chance to photograph real rolling stock and locos, which subsequently helped with my own modelling adventures.

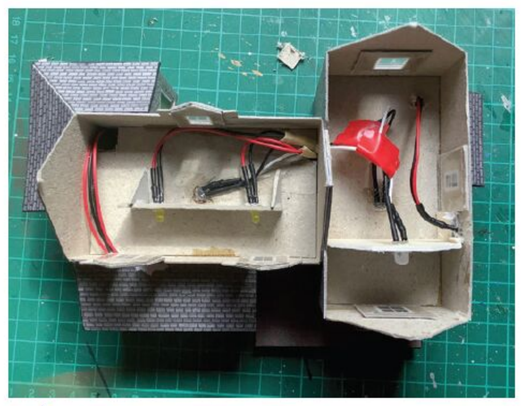
The scenes in the article were very evocative – I hope Chris Cleveland, the builder, enjoys operating his layout as much as I enjoyed my time there.

STEVE NALL

Simple building lighting

In response to Michael Clarke's letter in the June issue (with his suggestion of an easy way to illuminate buildings), my own layout, *Ipleigh Castle* (which was also featured in the June issue), is equipped with more than 30 12V LED lights that all run off just one standard 9V battery. I purchased 60 assorted coloured LEDs from a major online retailer for just £8.99, whilst the total price including the battery and toggle switch came to well under £15.00 – very cost-effective in my opinion.

PHILIP KEMPSEY



Inexpensive LEDs fitted to a building on *Ipleigh Castle* (see RM June 2024). *Photo: Philip Kempsey*

Access for all at Southampton club

There has been much discussion in recent issues of RM about the ageing profile of many organisations within the hobby.



We at Southampton Model Railway Society have our own clubrooms located on the first floor of an industrial unit, accessed via a set of stairs. Recently, to assist some of our more senior and less mobile members, we had a stair lift installed. Not only does this allow members easier access, it also helps to move layouts and equipment.

Incidentally, the Sholing sign was acquired when we used to meet in the station building back in the 1960s/70s.

IAN CORPS

Southampton MRS members Ian Crabbe (*left*) and Ian Wilkins (*right*) demonstrate the recently installed stair lift, which can be used to assist with carrying layout modules up and down the stairs, as illustrated here. *Photo: Ian Corps*

Another model of *Princess Anne* – and a BR 'might have been' 4-8-4!





A Riddles 'might have been' – a model of an imagined BR Standard 4-8-4, in 00 gauge.

A 00 model of Stanier Pacific No.46202 *Princess Anne* in its short-lived rebuilt form. *Both photos: Brian Lee*

I was interested to see in the June Readers' Letters the 4mm model of No.46202 *Princess Anne* which was constructed by John Cooper-Smith.

Illustrated here is my 00 gauge model of the same locomotive, which I also created using bits left over from other kits (the front of a Model Loco Duchess and the rear half of a Keyser Princess Royal, with the tender from a 'Black Five'). It was interesting to know that someone else was similarly inspired!

Also pictured here is another unusual 00 gauge model in my collection; a 'might have been' BR Standard 4-8-4 that I constructed in the 1970s and exhibited at the 1979 Model Engineer Exhibition. Prior to the event I decided to name the model *Duke of Gloucester*, for which name and number plates were readily available. However, what I didn't realise was that the event patron was in fact HRH The Duke of Gloucester. It turned out that he didn't like the model, hence why it has since remained un-named and with the pseudo number of 71500!

BRIAN LEE

[Ed. Whilst a BR Standard 4-8-4 was, to our knowledge, never proposed, there was a 4-8-4 design that Stanier drafted as a large freight locomotive with eight-wheel tender for the LMS. Suggested for construction post-WWII, the type would have been equipped with mechanical stokers and employed primarily on fast Anglo-Scottish fitted freight services. A weight diagram is reproduced in the book Sir William Stanier – A New Biography *by J E Chacksfield, published by The Oakwood Press (ISBN 0 85361 576 4)]*

Small Prairie model gathering planned to mark centenary of 4566

This year sees the 100th birthday of the preserved ex-GWR small Prairie No.4566, which has been based on the Severn Valley Railway since its purchase from Barry scrapyard in 1970.

Built at Swindon in October 1924, the locomotive started its working life at Newton Abbot and moved between South Western Motive Power Depots before being withdrawn from service at Plymouth Laira in April 1962. It was in fact the last locomotive to be overhauled at Newton Abbot prior to the closure of the works facility there.

No.4566 was retired from its most recent spell of operation in January 2017. A full overhaul is required before it can run again; The 4566 Preservation Group was formed to help fulfil this aim.

To mark its centenary, our group is holding a 4566 birthday event on the weekend of 31 August & 1 September. As part of this, a display of small Prairie models is planned, in as many scales as possible. Amongst the group's members, suitable models have been identified in the more common gauges; N, 00, 0 and Gauge 3. However, we are looking for anyone who is prepared to loan models in any of the less common scales and gauges, such as T, Z, TT (1:100), TT:120, H0, S, Gauge 1, 5" gauge and 7¼" gauge. Flat-top tank ('4500') examples are preferred, but models of the sloping-top tank ('4575') examples are equally welcome.



No.4566 is pictured at Highley on the Severn Valley Railway during the line's 2016 Spring Steam Gala. *Photo: Craig Tiley*

If anyone has one available please contact either: tom.clarke@svrlive.com or nick.willcox@svrlive.com

NICK WILLCOX
On behalf of the SVR 4566 Group

Information on Travelling Post Office workings

In the June Readers' Letters there was a request from Roland Johnson for information on TPO train formations.

I have a book in my collection, *The LMS Coach, 1923-1957* by R J Essery & D Jenkinson and first published in 1969 by Ian Allan (SBN 7110 0074-3). This book has two reference sections for TPO vehicles. One section (chapter 14, p116) lists details of all the TPO vehicles; including types, date built and dimensions (table 14d). The other section (chapter 4, p41) lists the main train formations and coach workings. These include the 'West Coast Postal' and the 'Irish Mail' with lists of all the vehicles involved, including sections which are 'dropped off' on the journey.

PAUL SMITH

Regarding Roland Johnson's request in the June issue for details relating to TPO train formations, the book *Great Western Railway Travelling Post Offices* by J G Hosegood, published by Wild Swan (ISBN 0906867 16 9), has a wealth of the type of information he seeks, giving details of coach allocations to various TPO routes.

FRANK HARTFREE

[Ed. Our thanks to all those readers who responded to Roland Johnson's request, including Garth Ponsonby, who was able to provide Mr Johnson with much first-hand information.]

Thanks for free Railway Modeller card kit

I just wanted to say thank you for the exquisite Metcalfe Models card kit that was given free with last month's RM. It was a joy to put together, with very simple instructions.

I did deviate slightly from the suggested order of assembly, however: instead of attaching the bench support piece to the interior back wall, I instead used it to form the bench before attaching it, in order to add strength. I also attached the walling piece underneath the bench to the front of the bench instead of the wall, to make it look as if the bench was built of stone.

I intend to add guttering and drainpipes to the building as Callum Willcox suggested in his article. I also plan to add narrow strips of aluminium foil (dull side outwards) to the roof gullies for the lead flashing; and the most obvious addition: seated figures!

KEVIN RUSSELL

Snippets...

Join a club and save the cost?

Peter Boor suggests that the high prices of models put them out of reach of many (Readers' Letters, RM June). One solution is to join a club and become involved with a project, for which the club then bears the cost. Furthermore, at my club (Newcastle & District MRS) younger members are able to run the layouts on club nights using other members' stock, allowing them to enjoy this aspect of the hobby without having to purchase the models themselves.

JOHN HICKEY

A familiar face

With reference to the Milepost feature marking the Diamond Anniversary of the Exe Model Railway Society in the June issue: the photo showing early members names some, but I do believe that fourth from the left is none other than Cyril J Freezer, your esteemed editor for many years until he moved over to *Model Railways*.

IAN NUTTALL

[Ed. Ian wasn't the only reader who contacted us to identify CJF in that photo – the same observation was also made by former RM Production Editor, Tim Rayner. Intriguingly, there appears to have been no reference made to the occasion in a contemporary issue of RM.]



A close-up of the photo published in the June RM Milepost feature, identified as the former RM editor, Cyril J Freezer.

Michael Portillo in miniature

I note that Michael Portillo was featured in model form on two layouts in the June issue of RM. Perhaps we can have a feature on how to model him and whoever might accompany him on his filming trips; which colour paints to use for hair, trousers etc.?

JOHN BOXALL



One of the layouts featured in the June issue to be frequented by Michael Portillo was *Shobrooke Road* by David Vanstone in 00. *Photo: Tom Braund*

Quarry Hunslet 0-4-0ST

New from Bachmann in 7mm



New Bachmann Quarry Hunslet *Alice* with matching slate and coal wagons.

Bachmann has coined the term NG7 for its new range of narrow gauge models produced at a scale of 1:43.5 or 7mm:ft, the same as existing O standard and O-16.5 narrow gauge, making them fully compatible – and so arguably not requiring a new designation.

NG7 models run on 16.5mm gauge track, such as Peco O-16.5 narrow gauge (illustrated above) or even regular OO and HO.

The initial offering includes locomotives and wagons, along with complementary buildings and accessories under the Scenecraft brand.

The first locomotive in the range is the Quarry Hunslet 0-4-0ST, in both open and closed cab variants.

Our sample in detail

Bachmann initially offers four versions: *Alice*, in Dinorwic red livery, without cab (ref.71-025, as illustrated); *Margaret*, in Penrhyn early lined black, without cab (ref.71-027); *Britomart*, in Pen-yr-Orsedd Quarry lined blue, with cab (ref.71-026); and *Una*, in lined green, with cab (ref.71-028). Authentic liveries have been achieved using multi-stage tampo printing.



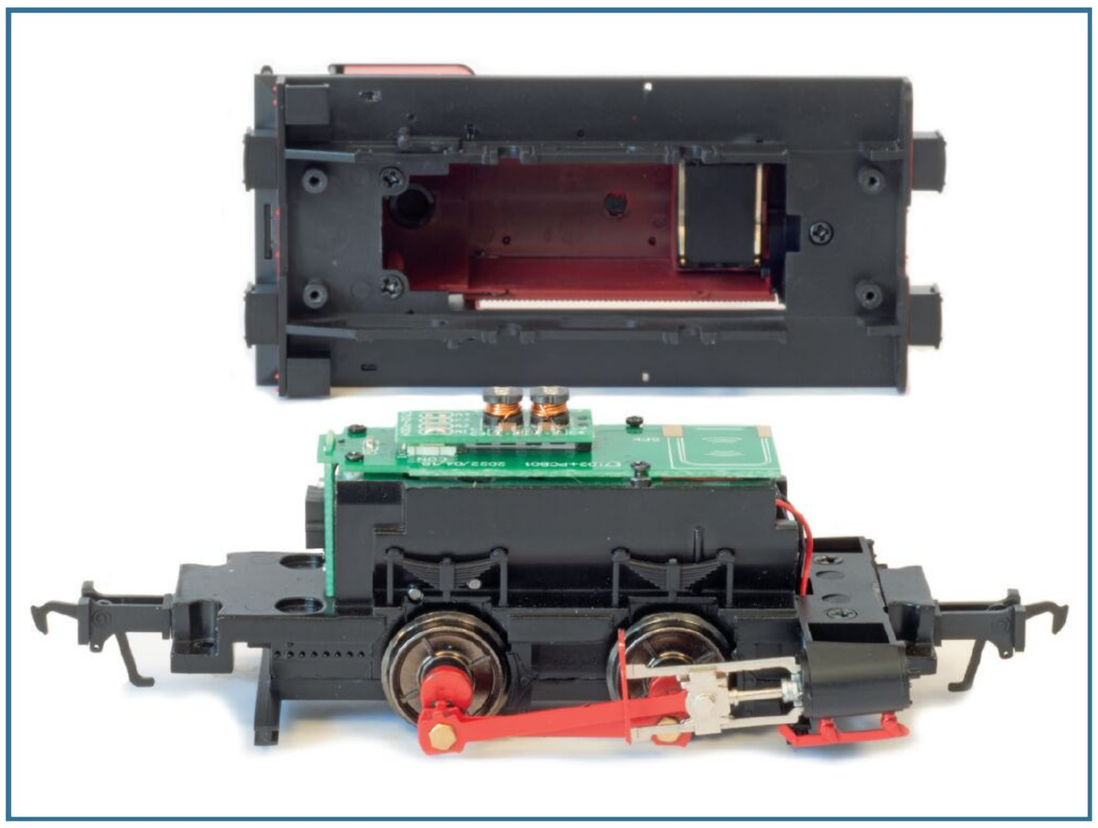
As well as the liveries, names, and the cab, there are numerous detail differences accurately depicting locos built for the Dinorwic, Penrhyn, and Pen-yr-Orsedd quarries, just as in the 009 versions. For example, there are three different types of bufferbeam, the cabless locos have fire iron holders on the tank tops, and *Britomart* has a wooden toolbox. The chimneys on the cabbed locos are taller.

These models have a real presence both in the appearance and the weight, thanks to a die-cast metal chassis block, gearbox, and motor cradle. The bodyshell, cylinder block, frames, and footplate are plastic mouldings, with separate cab or side sheets, water tank, and smokebox, adorned with separate components including injectors, handrails, smokebox dart, whistle, brake blocks, springs, and lamp irons (where applicable). Our sample arrived with the fire iron brackets loose and the water tank handrail detached, but this was soon replaced. It seems no amount of custom-shaped packaging can protect delicately detailed items from the 'careful' handling which now seems common with many carriers.

The cab interior is a work of art including separately fitted regulator, reversing lever, handbrake, and gauge glasses. The hinged firebox door can be posed open or closed.

Each model is supplied with an accessory pack including alternative couplings, dumb buffers, bufferbeam filler plates, and fire irons, plus authentic etched metal name and works plates.

The loco has cosmetic outside frames with all motion parts in metal. Generous width washers should ensure



the rods do not bind. The piston rods and slidebars are not on the centre line of the cylinders but further out; however, this is not apparent when viewed from most angles.

Compared to published scale drawings, *Alice* is about six scale inches too wide over the footplate: this is hardly surprising as 16.5mm scales out at 2' 4½" rather than the 1' 10¾" of the prototype. If Hunslet had built them to this gauge, they would have had to be wider.

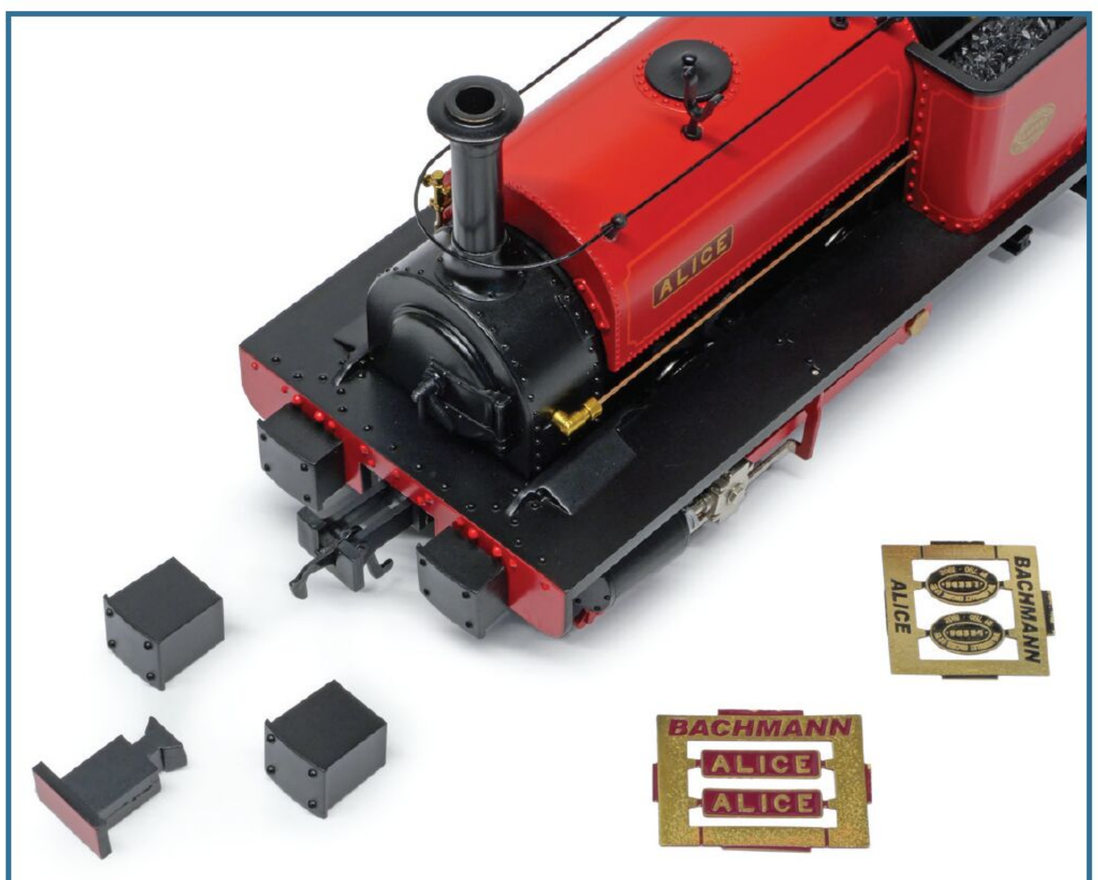
Mechanism and performance

The model is powered by a coreless motor, with electrical pick-up from all wheels. The axles run in metal bearings in a die-cast metal chassis block, and the gearbox is also cast metal, the gearing being arranged for prototypical speeds and haulage capability. The detailed wheels are to NEM standards. The locomotive is designed to operate on curves of first radius (371mm) or greater.

The firebox is fitted with a Light Emitting Diode which glows (on analogue power) and glows and flickers with Digital Command Control.

The internal printed circuit board carries a Next18 socket for a decoder; it is easily accessed by removing four screws and lifting the body off. When replacing the body, care must be taken to engage the motion brackets in the holes in the footplate.





Etched plates and alternative dumb buffers were fitted for the main photograph.

PROTOTYPE VIEW Quarry Hunslet 0-4-0ST



Quarry Hunslet *Alice* in action at the Welsh Highland Heritage Railway on 5 May 2007. *Photo: Andrew Burnham*

Prototype information

These locos were built by the Hunslet Engine Company of Leeds. Rather than denoting a single design, the term 'Quarry Hunslet' refers to several different types, built to similar designs but with specifics suited to their intended use. The first were the Port Class built for shunting at Port Penrhyn, the coastal outlet for what was once the largest slate quarry in the world. The first was delivered in 1883, with a wheelbase of 4'.

In 1886 the nearby Dinorwic quarry, the second largest slate quarry in Wales, took delivery of its first Quarry Hunslet, named* Velinheli. *It was smaller than the Penrhyn locos, with a wheelbase of just 3' 3". The second Dinorwic loco was delivered in 1889;* Alice *gave its name to the type and by 1904 11 of this class had been supplied to Dinorwic. All were built to basically the same design, although details inevitably changed over the years, but a notable feature of the class was the frames angled at each end and resulting shallow bufferbeams. At the quarry the locos were moved between the various galleries and to and from the workshops via the steep inclines; straight frames would bottom out at the base of the inclines, and the problem was avoided by the angled frames.

Five similar locos were built for use at Port Dinorwic during the same period. They were much the same design as the Alice Class but had straight frames with deeper bufferbeams. The Alice Class also provided the blueprint for six more built for smaller concerns – the Pen-yr-Orsedd quarry took three, Moel Tryfan quarry had two, and a single example was delivered to the Dorothea quarry. Penrhyn also placed orders for four of the shorter wheelbase type, which became known as the Penrhyn Small Quarry Class to avoid any association with their rivals.

By the mid-20th century slate quarrying began to decline and the 1960s saw the closure of both Penrhyn and Dinorwic, making the little Hunslets redundant. Some were sold whilst others were simply left* in situ *to rust away; however, with an emerging preservation scene, there were enough willing enthusiasts determined to save the locos. Remarkably, all of the Quarry Hunslets survive today, some in private ownership and others on heritage lines, and many are in working order.



Also supplied are 'chopper' or hook and loop couplings.

All models come with a high quality speaker installed: the instructions show this on the PCB, but in fact it is mounted within the saddle tank and lifts off with the body, simply making contact when the body is replaced.

So it should be easy to convert the model to DCC – but even easier to opt for a sound-fitted model which will work on both analogue and DCC control straight out of the box. Bachmann has a Zimo MS590N18 sound decoder with sound files produced specifically using recordings from real locomotives. They produce a range of effects activated via the function keys. On analogue (dc) control you get normal running sounds and other automated and randomised sounds when power is applied.



Slate and coal wagons

Three small four-wheel wagons have been produced, depicting types used by the Dinorwic quarry.

All feature a die-cast metal chassis, metal wheelsets with authentic curly spokes, and NEM coupling pockets. They are just 43mm long.

The first type is a flat bed slate wagon. Such wagons were used to transport slabs of slate from the rock face to dressing and finishing sheds, and could also be used to move other large bulky items around the quarry.

The traditional slate wagon is next, with basket-like sides. These were used to move dressed slates to transhipment yards and docks. A Scenecraft cast resin load of dressed slates is included with each model.

Last is the coal wagon which features enclosed sides, used to transport coal from the docks to power machinery and locos used within the quarry workings. The wagons would have been loaded with slate for return to the docks. The model is supplied with a Scenecraft cast resin coal load, and a pack of Scenecraft dressed slate loads is available separately for those wishing to depict the return workings.

Each wagon is offered in two liveries (grey or red), each with a choice of two markings.

A new coupling system has been devised for the NG7 range, designed to give as many options as possible whilst remaining authentic and close to scale in appearance.

Locos are supplied with NEM362 coupling pockets and the options include a 'chopper' coupling, which is similar to the type found in use on many narrow gauge heritage railways today, or the hook and loop coupling used on Bachmann 009 models.

Wagons come with a discreet hook and eye system attached to the model using an NEM355 coupling pocket (hook one end, eye the other). These link the wagons closely but would be very fiddly to shunt! To couple to locomotives, a pair of stepped 'chopper' couplings is supplied with each wagon.

To complement the locomotives and wagons, three Scenecraft buildings have been produced, depicting slate-built structures as found at Dinorwic Quarry – engine shed, coal store, and water tower. A pair of crew figures has also been produced which will fit both the open and enclosed cab locos. Like all Scenecraft models, these are hand-painted and ready to be placed on a layout or diorama.

Starter packs with a loco and a selection of wagons and accessories are also proposed. (No samples of these were supplied.)

We expect these delightful new models will result in a spate of quarry and industrial dioramas and micro layouts.







Samples supplied by

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

PRICES
Cabless locos £199.95, sound fitted £309.95
Cab locos £214.95, sound fitted £324.95
Slab wagon £21.95
Slate wagon £25.95
Coal wagon £25.95
Loco shed £99.95
Water tower £39.95
Coal store £39.95
Slate loads (4) £13.95

'COUNTESS' STARTER PACK
1 x Quarry Hunslet 0-4-0ST Una, lined green
2 x slate wagon without sides, grey
1 x slate wagon with sides, grey, with load
1 x coal wagon, grey, with load
1 x footplate crew (2 figures)
1 x wagon slate load (x 4)
dc £309.95, DCC sound £409.95

'EMPRESS' STARTER PACK
1 x Quarry Hunslet 0-4-0ST Una, lined green
2 x slate wagon without sides, grey
1 x slate wagon with sides, grey, with load
1 x coal wagon, grey, with load
1 x slate-built engine shed
1 x slate-built water tower
1 x slate-built coal store
1 x footplate crew (2 figures)
1 x wagon slate load (x 4)
dc £469.95, DCC sound £569.95

NB: locos and stock noted for June/July delivery, structures and accessories May/June.

New products from PECO

Ffestiniog Railway Large England 0-4-0ST+Ts from Kato/Peco in 009

The successful collaboration between Kato and Peco to provide motive power for 009 continues with the recent arrival of the 'large' variant of the Ffestiniog Railway England 0-4-0ST+T. (See the December 2021 issue for our review of the small Englands.)

Two machines, *Little Giant* and *Welsh Pony*, were built in 1867 to supplement the first four side tank Englands of 1863/4 which had proved so successful. They were slightly longer (though the difference amounts to less than a couple of millimetres in this scale) but were fitted from the outset with saddle tanks (later enlarged) though not yet full cabs.

The history of all six Englands is complicated, with many variations over time, and swapping of parts. Differences include the sand pot, balance weights, whistles, lubricators, domes, and running plate/frames.

It would not be economically feasible for a commercial model in such a specialist market to accommodate all the differences. The Kato models only attempt to depict the locomotives after c.1900 and *Prince* before 1962.

The new model satisfies the two most significant visual characteristics of the large type: it has a modified saddle tank body, with the nameplate position moved forward, and the wheel centres are now disc (in place of spoked). In addition, the coupling and connecting rods are metallic, not red, reflecting the difference in the real thing.

The chassis is the same, so technically the wheelbase is 2mm too short (at 4' 6" instead of 5').

The model is initially offered in two FR forms: *Welsh Pony* in the ornately lined purple-brown livery (ref.51-251D) and *Little Giant* in lined maroon (ref.51-251J). There is also a freelance version in Southern Railway green named *Exmoor Pony* (ref.51-251H), to accompany the extensive Peco range of Lynton & Barnstaple rolling stock.

This production batch also includes another version of the small England, as *Palmerston* in lined maroon (ref.51-251C). (Following a rebuild circa 1888, *Palmerston* was a hybrid with 'large' body components and cut-down boiler on a 'small' chassis.)

In other respects, with regard to the finish, detail, and performance, the models are the same as the original release.

The lettering and lining is very finely executed, as are the FR crests. There are different styles of builder's plates in different positions on the



▲ ***Welsh Pony* viewed from the front.**



▲ ***Little Giant* in lined maroon.**

cabsides. The loco and tender bodies are moulded plastic, with fine rivet detail.

Handrails are separately fitted, finely moulded in a flexible brass coloured plastic.

Note the different styles of smokebox handrails.

Tender handrail knobs (also moulded in plastic) are provided for the modeller to fit, conveniently on a larger piece of sprue which can be used to put them in place and then detached – very sensible given that they are so small and would be very fiddly to manipulate.

Separately applied parts include the pipework under the cab, the brake pillar, smokebox door handle, whistle, and vacuum and ejector pipes.

The cab has backhead detail and the spectacles are glazed, with the frames neatly picked out with brass paint, complemented with a fine black surround.

The wheels have blackened metal tyres and fine flanges. Coupling and connecting rods are moulded in plastic, with a plastic crosshead running in metal slidebars.

The locomotive and tender are coupled using a push-fit drawbar, which has some vertical movement to allow for uneven trackwork and changes in gradient.

The models are suitable for operation on Peco 009 Setrack curves of 9"/228mm radius.

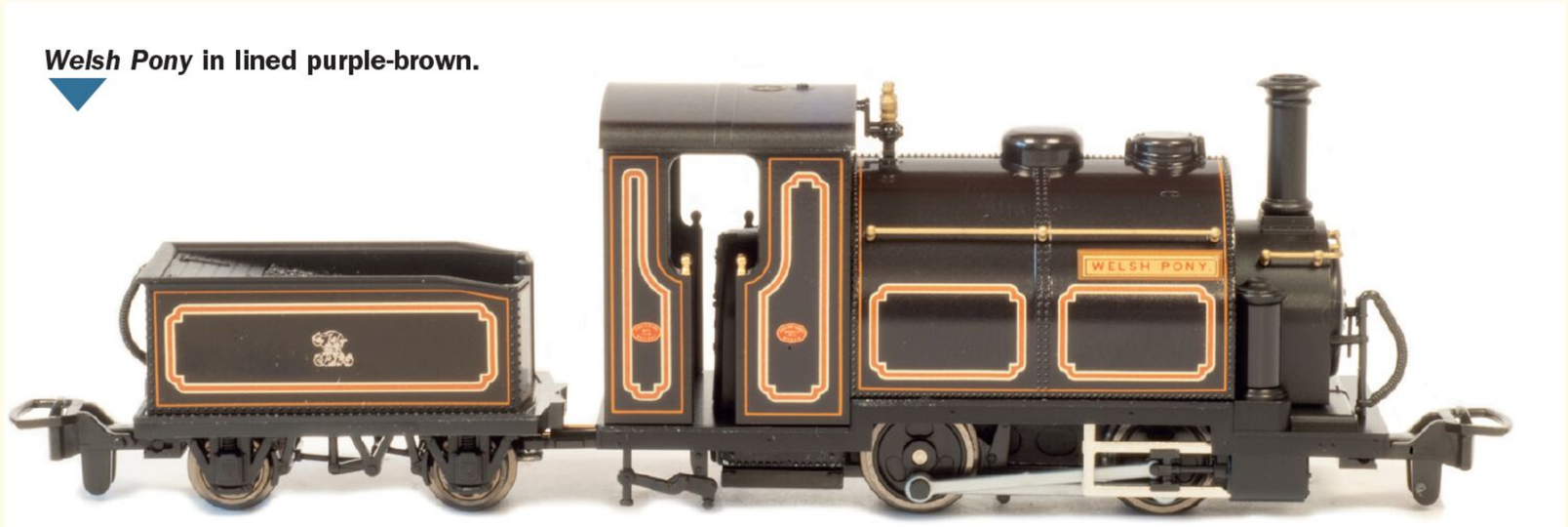
The models are supplied with standard Peco 009 hook and loop couplers in NEM 355 pockets. Alternative Kato N couplings and mounts are also provided.

The locomotive body is a simple push fit on the chassis, held in place by two lugs located under the saddle tank; these can be released by gently pulling the tank sides apart.

The mechanism is a die-cast metal split chassis design, with current taken from the driving wheels and transmitted via brass bearings to the casting; two wires at the rear of the casting are connected to the coreless motor. Current is also collected from the tender wheelsets, which are equipped with pin-point brass contacts on the axles. Inside the tender is a cast weight. The drawbar has two sprung wire contacts to convey current to the loco.

The motor drives the rear coupled axle, which has traction tyres to increase adhesion. Total weight is 59g. Equipped with a substantial brass flywheel and worm drive, the models run smoothly and quietly from walking pace to a reasonable maximum.

There is still no provision for DCC, though it is possible to fit a decoder, stay-alive, and loudspeaker even in such a small model. Companies such as Digitrains offer this service (using a high quality Zimo decoder) for those who are not inclined to attempt the 'surgery' themselves!



Welsh Pony **in lined purple-brown.**



Palmerston **in lined maroon.**



The fictional *Exmoor Pony* in Southern Railway livery.

Samples supplied by

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

PRICE
£170.00 each



The real *Welsh Pony* has been restored in this guise.



A freelance loco for Lynton & Barnstaple layouts...

All-new BR Sulzer Type 2/Class 25 Bo-Bo from Bachmann



The latest model to be released from all-new tooling by Bachmann covers one of the most prolific British Railways diesels – the Sulzer Type 2/Class 25 Bo-Bo, nicknamed by enthusiasts as 'Rats'…

The Bachmann model – plans for which were first announced in our March 2018 issue – is in fact the third iteration of the class to be released ready-to-run in 00 in recent times! Developed "from the rails up", this new model owes nothing to the manufacturer's 2003 predecessor (see review, RM November 2003).

The initial release covers no fewer than 11 versions with tooling providing for examples of the 25/1, 25/2 and 25/3 sub-classes – catering for their introduction into BR traffic, through subsequent in-service modifications. Each is supplied either Digital Command Control ready, DCC sound-fitted or with the manufacturer's Sound Fitted Deluxe option, which includes tinted windscreen glazing and motorised fan system (operated by a dedicated motor and synchronised to the locomotive sound files).

A wide selection of pristine and weathered liveries include BR green with small yellow panels, BR two-tone green with small yellow panels or full yellow ends, and a plethora of BR corporate blue guises, as well as class celebrity D7672 *Tamworth Castle* in BR railtour two-tone green with full yellow ends, polished buffers and white trim.

Our sample in detail

For review we received a sample of 25/1 D5179 (ref.32-343A). Constructed at Darlington Works, the real locomotive was one of four (D5179-D5182) ordered without steam heat boilers. Delivered new to Gateshead (52A) in February 1963, the locomotive saw a wide field of operation during its service career, with allocations to the Eastern, Western and Scottish regions, before being withdrawn from traffic on 7 August 1977. Interestingly, for a brief period from August 1966, the locomotive was fitted with the additional pipework for operating Consett iron ore trains – a working synonymous with South Pelaw Junction (see Railway of the Month, page 502) – however, it is believed that this was removed upon its transfer to Holbeck (55A) in 1967. To all intents and purposes, the model depicts D5179 as delivered in February 1963 – placing it between this date and August 1966 when it received the aforementioned Consett apparatus.

The characteristic early body style of the 25/1 – distinguished by the bodyside grilles and gangway doors – has been particularly well captured. The application of the BR green colour scheme with small yellow panels has a notable satin finish, giving the overall model a pleasing metallic look. This is complemented by the 'eggshell' white body bands, which adorn the circumference of the roof and the lower portion of the bodywork. The model is also enhanced with small printed details, extending to the crisp renditions of the overhead warning flashes, and dials on the fuel tank gauges, with the cabsides sporting depictions of the cast British Railways Darlington builder's plates – which are fully legible under a glass.



Appropriate features specific to D5179 during this period include: original exhaust; gangway doors; water filler door and battery boxes; late pattern sandboxes; 510-gallon fuel tank; bodyside steps and plated boiler vent/exhaust. Each cab end sports a glazed four-character headcode box with adjacent horns – the No.1 end displaying the code 8M00, the No.2 end 8K05.

Further locomotive-specific details are supplied as part of a comprehensive accessory pack for the modeller to fit if desired; the pack with our sample comprising dummy screw-link couplings, bufferbeam pipes (air, main reservoir, air brake, vacuum, and steam heat pipes), multiple working cables, Automatic Warning System timing chambers, bufferbeam steps and three-piece snowplough. A pair of spare boiler access steps are also provided. All have been fitted here with the exception of the air brake pipes and snowploughs, which appear to have not been fitted to D5179. Interestingly, despite being a non-boiler fitted example, images show the locomotive to be fitted with steam heat pipes – presumably through pipes for working in multiple. It's worth noting that the fitting of some of these details requires the permanent removal of the tension-lock couplings, and may also hamper operation on sharper curves; certain details render the model purely for static display.

The bogies exhibit a very impressive level of complexity, comprising numerous separately fitted components



The chassis incorporates a Plux22 decoder interface and factory fitted sound speaker.

to achieve an extremely convincing level of depth. Note the painted metal wheelsets which feature the distinctive circular cut-outs. This attention to detail continues with the solebar, with the various pipe runs and electrical conduits – all of which are picked out in the appropriate colours – also faithfully portrayed.

The plastic injection-moulded bodyshell is decorated with separately fitted details, such as lamp irons and windscreen wipers – formed from a combination of plastic and etched metal. Buffer heads are metal and sprung. Peering through the cab glazing affords a clear view of the interior detail, which is well furnished with appropriate period features. Particularly impressive are the cab bulkheads, adorned with printed safety notices (some of which are legible!) and finely painted details. Grabrails are also formed from fine metal wire and separately fitted; however, we found those fitted to the No.2 end to be distorted on our sample, this damage potentially being caused by the plastic 'ice cube' packaging.

As per the firm's recent Class 24 models, the majority of the bodyside grilles are moulded as part of the body tooling, with the exception of the large intakes which take the form of separately fitted fine wire mesh, behind which are visible depictions of the radiator detail.

The roof fan grille – also separately fitted – gives a clear view of the fan detail inside. Whilst the fan is purely cosmetic on DCC ready and sound-fitted examples, the Sound Fitted Deluxe versions incorporate a separate motor assembly, programmed such that the fan rotates in sync with engine sounds under DCC control.

Mechanism, lighting & performance

Separating the body from the chassis is straightforward, requiring the removal of six screws: one at each end located centrally just behind the bufferbeam, with the remaining four positioned in front of the inner wheelsets, accessed through the apertures in the bogies. Care is needed when lifting the bodyshell clear, to avoid damaging the wires that remain connected to the cab lighting assemblies.



The plastic body is highly detailed with separate fittings such as windscreen wipers and handrails.

Similar to the firm's Class 24s, the chassis comprises a substantial metal casting that houses the mechanism, surrounded by a plastic sub-frame. The casting incorporates detail of the engine and ancillary equipment (some of which is painted!); detail that can only be truly appreciated on models of the 25/2s, with their additional engine room windows.

Transmission is via a centrally mounted five-pole twin-shaft motor with two flywheels, which provides drive to both bogies. All axles are driven and power is taken from all wheels – all of which feature brass bearings. A printed circuit board sits atop the casting, equipped with a Plux22 decoder interface and factory-fitted 11mm x 15mm speaker, for ease of sound installation.

The model is equipped with directional, cab and engine room lighting; however, for 12V dc users this is restricted to just directional lights – which can be controlled via two on/off switches (one for each end) located on the underside of the chassis. On DCC, lighting functions are: F1 – directional lights No.1 end (on/off); F3 – directional lights No.2 end (on/off); F4 – cab lights No.1 end (on/off); F5 – cab lights No.2 end (on/off); and F7 – engine room lights (on/off). (The latter, again, is more specific to the Class 25/2.) Additional functions on DCC include F2, utilised for braking, and F6 which is reserved for control of the motorised fans on the Sound Fitted Deluxe version. F0 provides global on/off control of the directional lighting.

On the scales the new 25/1 weighs in at 403g, which is in fact nearly 67g lighter than its predecessor. This reduction in weight is seemingly of little consequence, however, with the model hauling a creditable 19 Pullman cars with ease around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.



Rat race...

After many years of waiting for a Class 25 to be produced to modern standards, 00 modellers are spoilt for choice with Heljan having also recently released models of these locos (see reviews, RM May 2021 & December 2023), in addition to models from Sutton's Locomotive Works – announced in our April 2021 issue. However, we feel Class 25 aficionados will be delighted with these up-to-date incarnations of these ubiquitous machines.

Sample supplied by

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

PRICE
Ref.32-343A — £199.95



The roof grille is separately fitted, providing a view of the fan inside.



GWR 10-ton Bloater fish van from EFE Rail

00

New from EFE Rail are the first ready-to-run 00 gauge models of the Great Western Railway 10-ton Bloater fish van – plans for which were recently revealed as part of the latest round of quarterly product announcements by Bachmann Europe plc (see news).

The initial release comprises five versions, produced in a choice of three colour schemes, including GWR brown with GW lettering; GWR brown with 'shirtbutton' logo; and British Railways crimson. The tooling caters for three diagrams: Dia.S8 – with bodyside/end louvres and gas lighting (roof fitting and underframe gas cylinder); Dia. S9 – with shell vents on the roof (later retro-fitted to Dia.S8 vans around 1924); and Dia.S10, minus louvres. Additional detail differences within these diagrams (depending on vehicle and period) include roofs with or without shell vents, roofs and underframes with or without gas lighting equipment, and examples fitted with both vacuum and Westinghouse air brakes.

For review we received a sample of ref.E87059, finished as No.2603 in GWR brown with 'shirtbutton' logo – one of 50 vans constructed to Dia.S9 as part of Lot 1307 which was completed in December 1922.

The model consists of a plastic injection moulded body and chassis, with free-rolling pin-point metal wheelsets. Buffer heads are metal and sprung. NEM pockets which house the slimline tension-lock couplings are mounted in sprung brackets attached to the underside of the floor – each with a good degree of sideways articulation.



Below the solebar, the truss rodding, tiebars and Dean Churchward DCIII brake gear (all of which are separately fitted) exhibit a commendable level of delicacy: the latter comprising fine depictions of the brake levers – located at the right-hand end, looking side-on – together with brake shoes that are set in line with the wheel treads. The footboards are also separately fitted.

Renditions of the vacuum and steam heat pipes are present underneath the wagon, with a small accessory bag containing a pair of steam heat hoses and the aforementioned Westinghouse air brake pipes. However, there are no depictions of the end vacuum hoses present – either on the model or supplied separately for the modeller to fit.

To all intents and purposes the van is presented in post-1943 condition – denoted by the 'FISH BLOATER' code which was applied to the vehicles from December that year. An image of this specific van (No.2603) sporting this code is published in *GWR Goods Wagons* by A G Atkins, W Beard & R Tourret. Interestingly, the van appears to still retain its gas lighting (something which is not present on the model), in addition to boasting six shell roof vents as opposed to four. Whether this particular vehicle lost these features at a later date is unclear.

Discrepancies aside, the GWR brown colour scheme exhibits a pleasing richness, with the application of the yellow lettering and running numbers completed to a high standard. The printing of the smaller details is also first class, with cast numberplates on the solebar fully legible, extending to the ornate tare markings on the lower portion of the van body.

In later life many of these wagons were repurposed as parcels or tool vans; it will be interesting to see if the tooling for such vehicles has also been considered.

Steam heating and air brake pipes are included.





Sample supplied by

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

PRICE
£29.95 each

Church and Public House from Hornby

TT:120

Hornby continues to expand its range of 'ready-to-place' decorated poly-resin cast structures and accessories in TT:120, with two new additions – St Andrew's Church (ref.TT9010) and The Bush Inn public house (ref.TT9011).

Both structures come fully painted, complete with glazed windows which have separately fitted framework; the church is also adorned with fine depictions of crosses, which sit atop the gable ends and bell tower – each formed from etched metal. Masonry, tiles and woodwork are all moulded with relief detail, enhanced with subtle weathering; this is particularly impressive on The Bush Inn with its white rendering and painted signage – the latter applied in the form of printed details. Both buildings are hollow, making them prime candidates for custom interiors and lighting.

The approximate footprints of the structures are: St. Andrew's Church 130mm (L) x 88mm (W) x 82mm (H); and The Bush Inn 118mm (L) x 98mm (W) x 85mm (H).





Samples supplied by

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

PRICES
Ref.TT9010 – £25.99
Ref.TT9011 – £29.99

Stanier 50' full brake coach from Hornby

TT:120





Hornby has received the first of its Stanier 50' full brake coaches in TT:120 scale, plans for which were first announced in the November 2022 issue of RM. Produced from all-new tooling, these vehicles will supplement the forthcoming suite of Stanier 57' passenger coaching stock, available in a choice of London Midland & Scottish Railway and BR colour schemes. Received for review and illustrated here is a sample of (ref.TT4035) BR ex-LMS 50' Passenger Brake, M31040M presented in BR maroon.

The design closely mirrors that of the firm's 00 releases which were first reviewed in our March 2006 issue. Predominantly an injection-moulded assembly, the model tips the scales at 28g. Details, such as the grabrails, lamp irons and water feed pipes are part of the body moulding; the former neatly picked out in black giving them an almost separate appearance. Buffer heads are metal, but not sprung. Worthy of note are the separately fitted end footsteps formed from sturdy plastic. A pair of optional corridor connection covers are provided in a small accessory bag for the modeller to add – these being a neat friction fit.



NEM pockets – which house the European-style couplings – are mounted in brackets attached to the underside of the floor; these are sprung and have a degree of sideways articulation. Bogies are equipped with pin-point metal wheelsets, which are free-rolling.

Glazing is near flush with the coach body, with the majority of windows featuring their appropriate vertical/horizontal window bars printed on the reverse side. Removing the coach body reveals a representation of the guard's benches and brake wheel, though these details are not initially obvious when peering through the windows.

The overall plain BR maroon livery is well represented. Aside from the crisp printing of the straw-coloured lettering for the guard's compartment, tare markings and running numbers (plus white BG markings on the vehicle ends), the only other notable features are the grey double-door markings – all of which are applied straight and true.

We look forward to casting our eye over the 57' passenger stock in due course.

Sample supplied by

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

PRICE
Ref.TT4035 – £37.99

SECR 25-ton 'Dance Hall' brake van from Graham Farish

N

Following the release of its 00 gauge model (see reviews, RM October 2022), Bachmann has received stocks of its all-new South Eastern & Chatham Railway 25-ton 'Dance Hall' brake van in its N gauge Graham Farish range. Plans for this model were first revealed as part of the firm's spring 2024 announcements, reported in our April issue. Eight versions form the initial release, available in a choice of SECR grey, Southern Railway brown, BR grey and BR Departmental olive green – each with a choice of two running numbers.

A total of 60 of these Maunsell/Lynes 25-ton goods brake vans were built between 1918 and 1927. The first 20, built to Diagram 1559, were constructed with 12" channel underframes; the remaining 40 received 15" channel underframes to Diagram 1560. At 24' in length (with a 16' wheelbase), these vans soon earned the nickname 'Dance Halls', due to their spacious guard's accommodation, with examples remaining in service well into the 1980s.





As with the 00 release, the model represents the first batch of vehicles constructed to Diagram 1559 with 12" channel underframes.

For review we received a sample of sole survivor No.11902 in SECR grey (ref.378-025) as preserved at Whitwell & Reepham station in Norfolk. This pre-Grouping colour scheme has been applied to a high standard, with the rich grey bodywork offset cleanly by the cream roof and white grabrails. Lettering and running numbers are clean and crisp; this extends to the fine printing of the cast numberplates on the solebar.

The model comprises largely plastic mouldings, with various detail fittings fabricated from a combination of plastic and metal – most notably the body grabrails which are formed from fine metal wire.

Below the solebar are depictions of the brake pull rods and yokes, all of which have been separately fitted. Two decorative coupling hooks are supplied for the modeller to add; these have been fitted here for photography.

NEM knuckle couplings are fitted as standard, housed within pivoting brackets attached to the underside of the chassis. The spoked wheelsets are extremely free-rolling on pin-point axle ends, and the brake shoes are set in line with the metal wheel treads.

The vans are sure to complement the firm's previously released suite of SECR goods locomotives, which include the C Class 0-6-0 (see reviews, September 2019) and N Class 2-6-0 (reviews, August 2015).



Sample supplied by

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

PRICE
£34.95 each

Liverpool & Manchester 0-4-2 No.58 *Tiger* from Hornby

00

Hornby has received the latest addition to its growing range of pioneering era ready-to-run locomotives in 00 – the Liverpool & Manchester Railway 0-4-2 No.58 *Tiger*.

The real locomotive was a sister engine to the much more famous *Lion*, which has been released previously by Hornby (see review, February 2023), both being constructed by Todd, Kitson & Laird in 1838 for goods traffic on the L&MR. Unlike *Lion*, which was heavily modified during its 1920s/30s rebuild, this latest tooling aims to depict *Tiger* closer to its supposed original form – with a different shape of firebox top and chimney – available either in the L&MR No.58 *Tiger* Train Pack (ref.R30233) or as a stand-alone model (ref.R30348), as per our sample.

Our sample in detail

The model comes presented in a lavishly illustrated lidded box, with the locomotive held in a plush foam tray with a plastic protective insert. Two crew figures in period 19th century dress are provided: both feature a locating peg in one foot, which slots neatly into a corresponding locating hole on the locomotive and tender footplate.

Information and drawings of the real locomotive (especially in its early/original form) are scarce, with Hornby openly admitting that much of the design of *Tiger* is based on assumption. To this end, the appearance of the model – to all intents and purposes – appears to draw heavily from images of sister locomotive *Lion* as recovered from the Graving Dock facility, where it had been repurposed as a static pumping engine circa 1871. The boiler fitted to *Lion* at this point is believed to have been of 1865 heritage – fitted by the Mersey Docks & Harbour Board following its purchase of the engine in 1859 – with the tall Manning Wardle/Leeds firebox being possibly an even more recent addition. Whilst these details may not be authentic to *Tiger*, they have been well modelled – most notably the firebox which features fine depictions of the safety valves and controls.









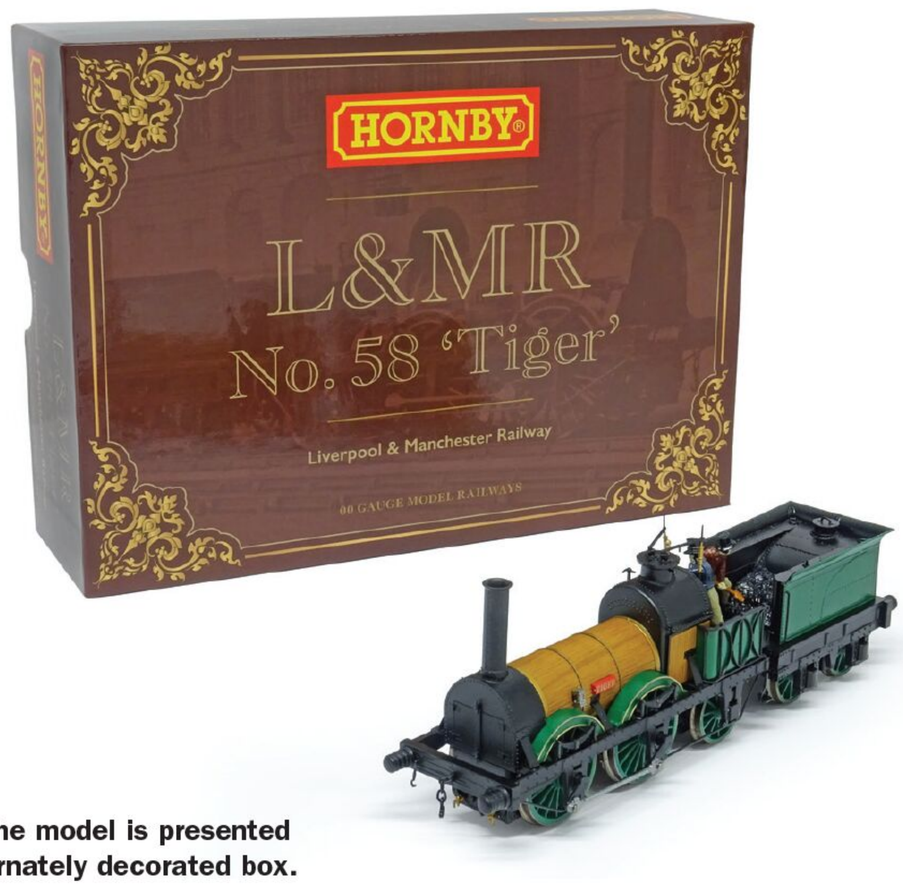
As per our sample of *Lion*, construction takes the form of cast metal and moulded plastic parts, decorated with numerous separately fitted etched metal and plastic components, including: fine metal handrails, etched boiler supports (complete with rivet detail) and cab side sheets featuring fine renditions of the lattice ironwork. The open frames of the locomotive – which are of die-cast construction – afford a clear view of the decorative inside motion. Both loco and tender tip the scales at 96g.

The wooden cladding which adorns the boiler barrel and firebox sides is defined with a pleasing woodgrain finish, while the boiler bands are picked out in a dull brass colour. The fine printing of the nameplate and black lining on the tender is also worthy of mention.

A coupling hook is fitted to the tender bufferbeam, making the model fully compatible with the firm's suite of L&MR rolling stock with the addition of moulded coupling chains (not supplied). There are no provisions for tension-lock couplings.

The mechanism is identical to that of *Lion*, with a three-pole skew-wound motor (encased within the locomotive's boiler) providing drive to the rear coupled wheelset, with current collected from all driving and tender wheels. A Next18 decoder interface is housed within the firebox, which can be accessed via a removable baseplate that is held in place by a single screw, whilst the tender is equipped with a factory-fitted speaker to facilitate sound installation.

In short, an interesting take on this long lost loco, and one which certainly wouldn't look out of place on a pioneering era layout.



The model is presented in an ornately decorated box.

Sample supplied by

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

PRICE
Ref.R30348 – £139.99

Network Rail Class 960 two-car DMU from Hornby

00



New to the Hornby RailRoad Plus range of budget models – which feature an enhanced level of decoration and etched plates, where appropriate – is the Metro-Cammell British Rail Class 101 Diesel Multiple Unit. Two versions were announced as part of the firm's 2023 product range (see news, RM February 2023), presented as a two-car set in Strathclyde Transport orange & black, or as Class 960 901 002 Lab 19 *Iris II* in Network Rail yellow livery. A model of the latter (ref.R30195) was received for review.

The base model derives from former Lima tooling, but received an upgraded mechanism and Digital Command Control interface upon joining the Hornby range in 2006; the tooling having last featured in the catalogue back in 2010. A bogie-mounted three-pole motor/gear train provides drive to both axles on the bogie. Current is collected from all wheels on the motorised car via wiper pick-ups, though two of the driving wheels are equipped with traction tyres to aid adhesion. The two cars are not electrically connected.

An eight-pin decoder socket is located atop the mounting point for the motor bogie – located within the guard's compartment – which is accessed by removing the bodyshell; the latter held in place by eight retaining clips (four along each side). Whilst no specific provisions have been made for DCC sound, there appears to be ample room within this space (alongside the motor) for a speaker.

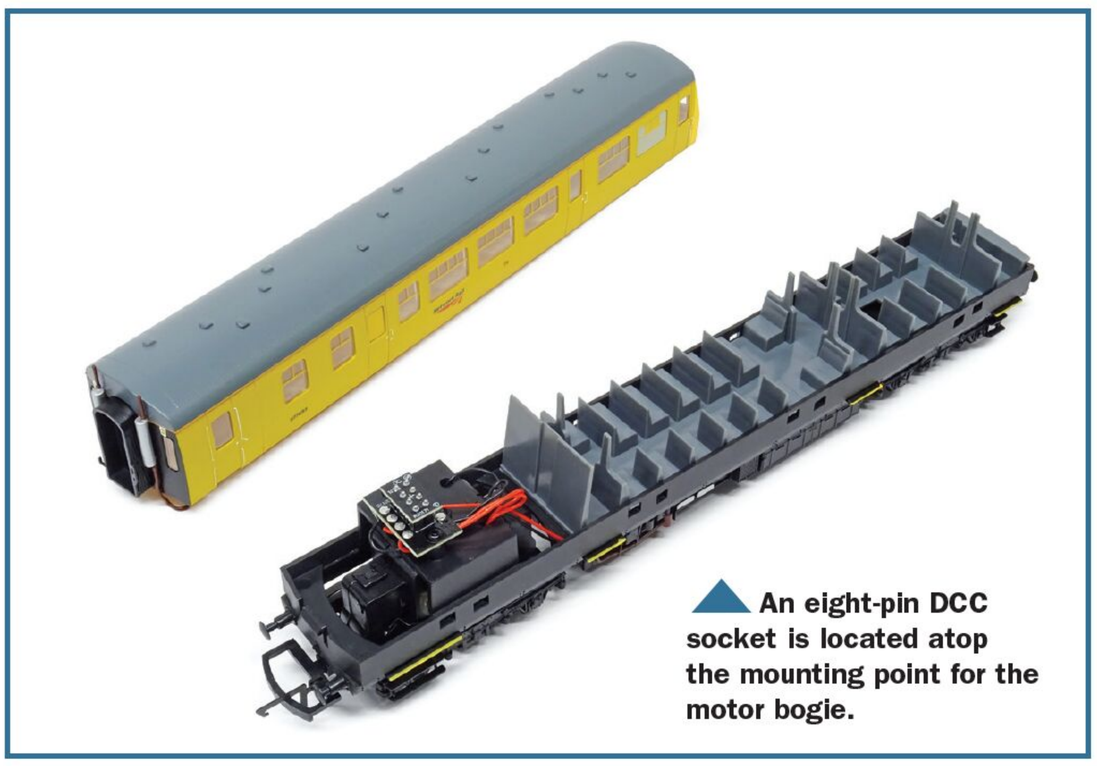
The body tooling remains largely unchanged from previous releases. This, however, does prove problematic for this particular unit, with the real machine having been heavily modified for departmental use: one vehicle being equipped with a diesel generator, kitchen and instrumentation area, while the second incorporated a small workshop, stores and crew sleeping quarters. Aside from the interiors – which feature the standard passenger seating arrangement – other notable details which have been omitted include: roof-mounted NRN radio pods, off-set high-intensity headlights, additional windscreen wipers, and cab front/bufferbeam socket/cable fittings. An attempt has been made to represent the grilles for the generator and kitchen, but these details are printed directly over the window glazing.



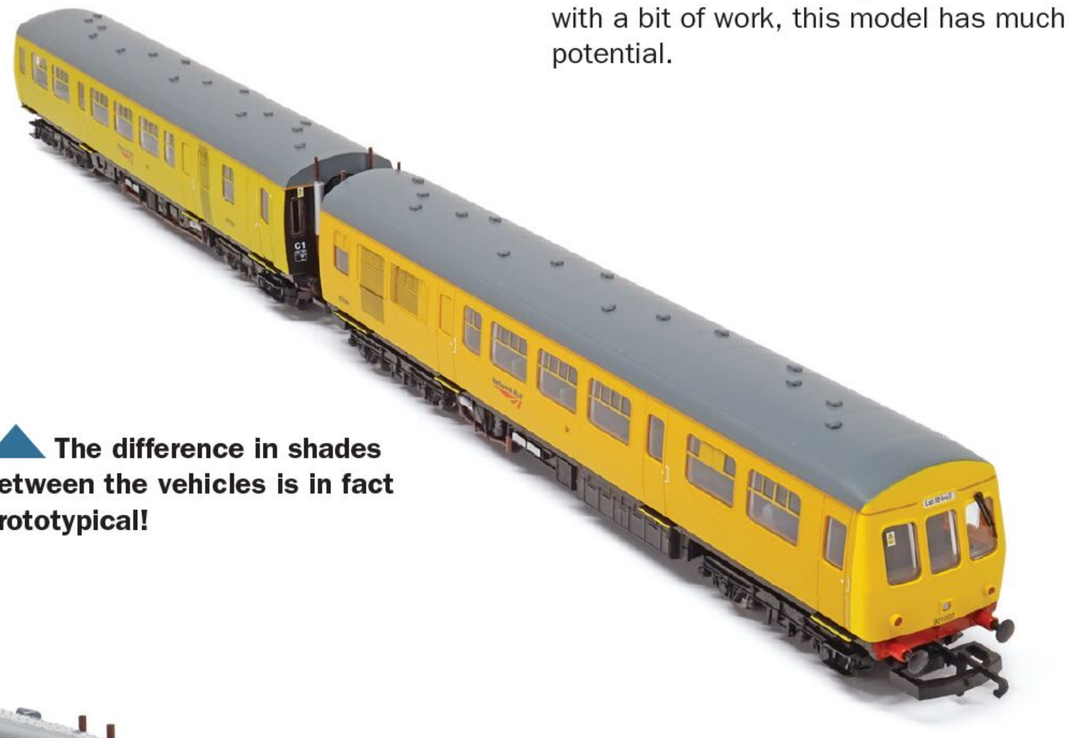
Large tension-lock couplings are fitted as standard, but only those on the motorised vehicle are mounted in NEM sockets; those on the non-powered car are moulded onto the bogie frame and would take more work to replace. Footsteps are provided in a separate accessory bag for the user to fit. A pair of spare rubber traction tyres are also supplied.

The eye-catching Network Rail yellow colour scheme is well applied, with the crisp application of the running numbers, warning flashes and Network Rail branding. True to the prototype, the destination blind displays 'LAB 19 - IRIS II'. Upon placing the two cars side-by-side, a disparity in the shade of yellow was observed, with dummy car (No.977694) exhibiting a notable orange hue. However, upon referring back to images of the prototype, some images do indeed appear to show some variation in colour between the two vehicles.

Whilst not a 100% true representation out of the box, this latest release offers an excellent starting point for those wishing to model this unique unit at a cost-effective price. No doubt with a bit of work, this model has much potential.



An eight-pin DCC socket is located atop the mounting point for the motor bogie.



The difference in shades between the vehicles is in fact prototypical!



Sample supplied by

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

PRICE
Ref.R30195 – £134.99

Early preservation-era W&M railbus from Heljan

00

Returning to the Heljan range is a new production run of the firm's British Railways Waggon und Maschinenbau four-wheel diesel railbus, a model which was first reviewed in the pages of our May 2012 issue. This latest batch of releases now benefit from improved livery application and LED lighting.



Our sample in detail

Seven versions have been produced for this batch, all of which are supplied DCC ready; these comprise E79963 in BR green with speed whiskers (ref.8707); E79961 in BR green with small yellow panels (ref.8708); E79964 in weathered BR green with speed whiskers (ref.8709); E79960, also weathered in BR green with small yellow panels (ref.8711); 'Laboratory 20' in Railway Technical Centre red & blue (ref.8712); No.64 in Keighley & Worth Valley Railway red (ref.8713), as illustrated here; and DB999507 in BR Research 'Track Recording Lab' yellow & brown (ref.8714).

Following withdrawal from BR in April 1967, No.79964 was purchased by the embryonic KWVR along with sister No.79962 – returning to traffic into a non-standard red livery, similar to that carried by railbuses in Germany, and numbered 64. During the 1970s, No.79964 was repainted in BR green with small yellow panels, before once again gaining its KWVR red colour scheme during the late 1980s.

The application of this early preservation era livery is well executed, with clean breaks between the red of the bodywork, grey roof and black lower trim. The colour scheme is complemented by the characteristic silver waistband which runs the circumference of the vehicle, though the application of the paint is a little heavy in places – mainly around the door area. The printing of the KWVR crests is clean and crisp, though these appear to lack part of the strapping at the bottom. Destination blinds display Oxenhope at one end and Special at the other, while small printed details such as builder's plates and various chassis markings are all legible under a glass.





Construction consists of a substantial cast metal chassis, which gives the model an impressive overall weight of 456g! The moulded plastic bodyshell is detailed with separately fitted components, including metal grabrails and lamp irons.

Buffers are plastic, but sprung, while bufferbeam pipework comes pre-fitted, with screw-link couplings supplied as part of the accessory bag for the modeller to fit. Optional footsteps are also provided. As with previous releases, there is no provision for tension-lock couplings.

The glazing appears more refined, with the frames neatly picked out in silver/black. However, one of the curved driver's compartment panes was cracked on our sample. The cabin would benefit from the fitting of suitable passenger figures from the likes of Modelu (see opposite page).

Mechanism and performance

Mechanically, the model is similar to the original release, with an enclosed three-pole motor mounted amidships driving both axles. Two flywheels are fitted to the transmission, which is smooth and quiet in operation. Current is collected via wiper pick-ups, which are located atop the tread of each wheel.

A 21-pin Digital Command Control decoder interface is located within the roof, access to which is gained by removing the bodyshell. The process starts with the removal of the roof horns, revealing two screws. Once these are removed, the upper portion of the body (which splits just below the windows) can be prised from the chassis using a blade: great care is required in order not to damage or scratch the bodywork. There is no specific allowance for DCC sound; however, a speaker could potentially be fitted in the cabin space below the decoder.

The model is equipped with interior lighting, with destination blinds and marker lights illuminating in the direction of travel under 12V dc operation; these can be switched on/off independently under DCC operation. A red tail light is not present – with the instructions making the point that in BR days a traditional oil tail lamp was used. However, images of the real machine in service on the KWVR show the centre lamp displaying a red aspect when in operation.

Worth a look...

The early preservation movement is a pivotal point in the history of Britain's railways, laying the foundations for many of our much-loved heritage lines of today. To see one of the colourful liveries of this period replicated in model form is to be much applauded. With other unique and one-off heritage colour schemes out there, what else could follow? From Heljan tooling, Great Western 0-6-0PT No.1369 in modern GWR green with yellow bufferbeam springs to mind!

Sample supplied by

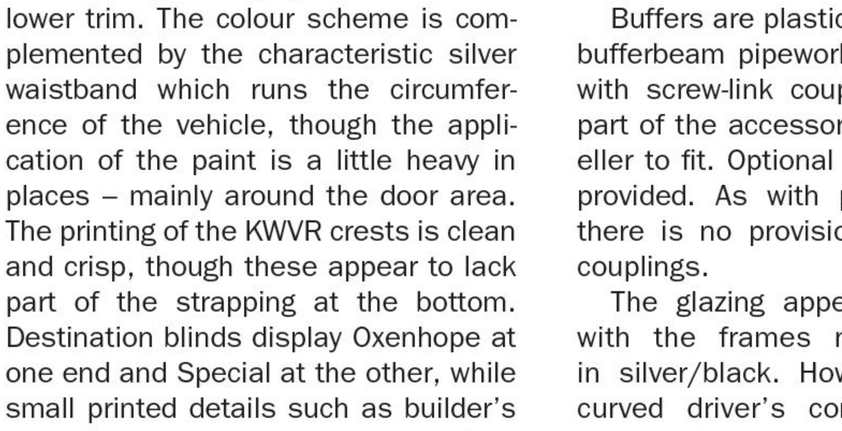
HELJAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.co.uk

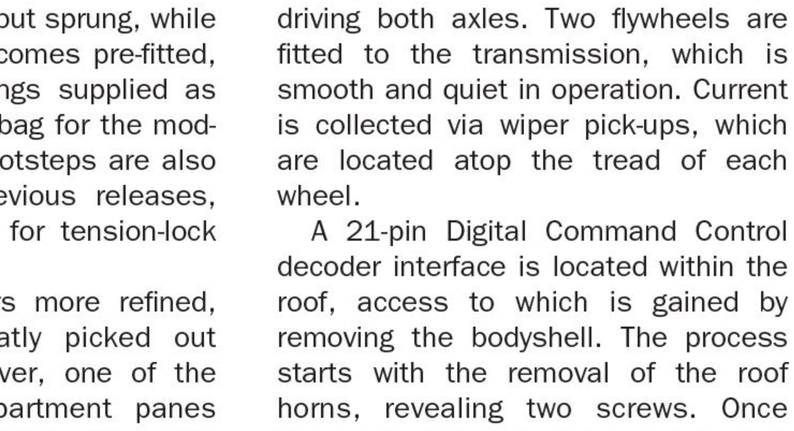
UK office for spares and retailer returns – Gaugemaster House, Ford Road, Arundel, West Sussex
BN18 OBN.
www.gaugemaster.com

PRICE
Ref.8713 – £199.00

Derails exclusive wagons from Rapido Trains UK

00







Forest of Dean retailer Derails has commissioned from Rapido Trains UK a suite of exclusive limited edition wagons in OO. The models are all 9' wheelbase seven-plank open wagons designed by the Railway Clearing House in 1907, a full review of which can be seen in our previous issue.

The first of these (ref.967222) is presented in the livery of Cannop Colliery, Forest of Dean with the running number 101, in black with white lettering; the second (ref.967223) bears the livery of the Dean Forest Coal Company, Cinderford & Lydney, with the running number 441, also finished in black, complete with white lettering and markings with red shadowing.

Each limited to just 200 examples, the models are priced at £32.95.

Samples loaned by

DERAILS
Unit 4, Unicorn House, Market Place, Coleford, Gloucestershire GL16 8AA
Tel: 01594 835935
www.derails.co.uk

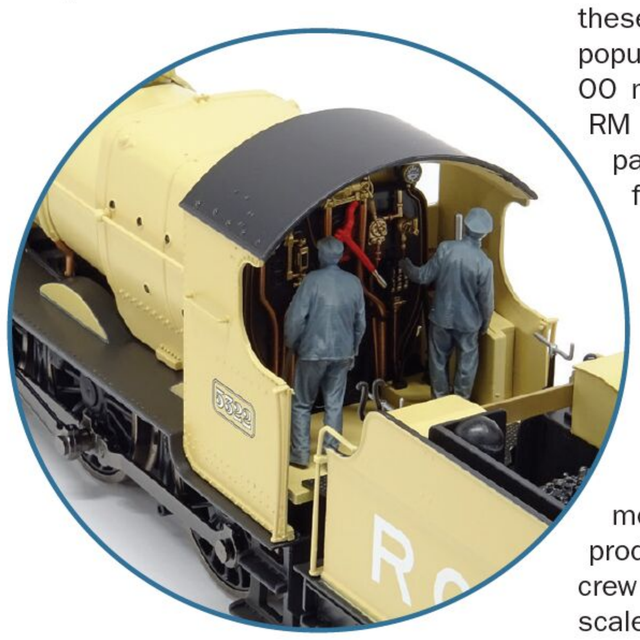
New crew packs from Modelu

Multi Scale





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



First up are a pair of Ruston 48DS crew packs, each comprising a driver and secondman figure. Available in a choice of Pack 1 (ref.11246-076) or Pack 2 (ref.11251-076) with the secondman holding a shunter's pole, these 4mm scale figures are ideal for populating open-cab examples of the 00 models from Hornby (see reviews, RM February 2020). Priced £7.20 per pack, these may also be suitable for the firm's larger 88DS models (see reviews, May 2024) with an open-cab version also on the horizon. Examples replicated in 7mm (priced £12.00) would also no doubt look the part in the forthcoming 0 gauge models produced by Heljan.

Continuing with the theme of model-specific figures, Modelu has produced a GWR '4300' Class Mogul crew pack (ref.11245) – ideal for the 00 scale models produced by Dapol and 0 gauge examples by Heljan – priced £7.20 (4mm) and £12.00 (7mm).

For narrow gauge enthusiasts, there is a quartet of releases, starting with a pair of crew figures (ref.11247-076 & 11248-076) for the Penrhyn Main Line Hunslets – suited for the recently released 009 models from Bachmann depicting these locomotives in their rebuilt preserved form with tenders. Also now available are the Corris/Talyllyn Tattoo (ref.11249-076) and Talyllyn *Dolgoch* (ref.11250-076) packs, designed to complement the range of 3D-printed locomotive body kits produced by Fourdees. All of these packs comprise a driver and fireman figure, and are priced at £7.20 each.



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

Samples supplied by

MODELU,
Easton Business Centre,
Felix Road, Bristol BS5 0HE.
www.modelu3d.co.uk

PRICES See text

Replacement motor kits from Micromotor

Multi Scale

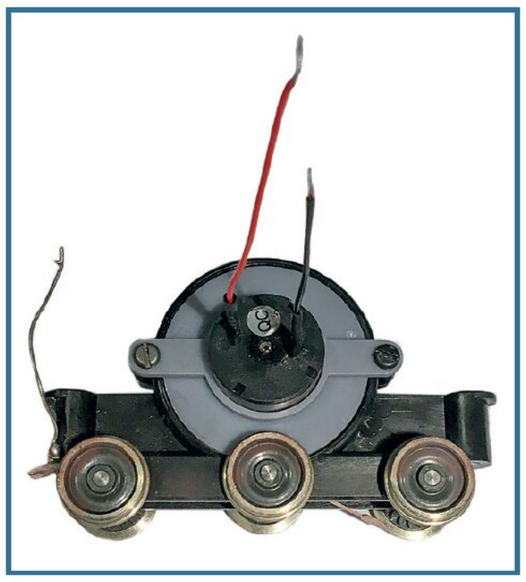
Under the brand name micromotor.eu, H3D-Art is one of the largest distributors of coreless motors and upgrade kits. A wide range of coreless motors, flywheels, worm gears, and shaft adaptors is available for various scales.

There is a large selection of upgrade kits for N, H0e, TT, and H0 locos. The development of these was only possible with a new type of 12V coreless motor. Here we illustrate a sample (ref.HLM005G) fitted to a Lima type G ringfield motor bogie.

The kit provides a high quality coreless can-type cylindrical motor, 15mm long and 18mm diameter; a 3D-printed motor mount; a small brass eight-tooth gear wheel; two 60mm pieces of wire (red and black) which do not come stripped and tinned; and three 12mm pieces of heat-shrink tube to insulate the soldered connections.

The motor specifications are:
No load speed – 16,000rpm
Rated speed – 14,200rpm
No load current – 26mA
Rated current – 182mA
Stall current – 1.3A
Rated torque – 11g.cm
Stall torque – 87g.cm
Screw spacing – 12mm

You will need a soldering iron, a small screwdriver, and Loctite 603 Retaining Compound or metal epoxy glue to hold the gear to the motor shaft, plus a means of measuring the position of the gear on the shaft – accuracy is important to ensure proper mesh with the existing gear train.



The instructions must be downloaded from the website. They occupy four A4 pages, with step-by-step photos to illustrate the process aided by brief explanatory notes. The procedure is quite straightforward.



The screws which hold the bogie side frame moulding to the main unit, and those that hold the motor, should be kept safely and reused when reassembling the model.

Older models like this have quite basic wiring and it is worth familiarising yourself with what connects to where. If you wished to update the lighting, or connect a digital decoder, this would be a good opportunity to do so.

The new primary gear is required because the new motor has a smaller diameter shaft; in any case it would be difficult to remove the old gear and refit it without damage.

The new motor shaft is 7mm long and smaller in diameter (1.5mm) than the bearing in the housing (which was an integral part of the original motor) but as the new motor has its own bearings this does not matter; just ensure the shaft is central and concentric in the now redundant old bearing.

The fit of the new brass gear on the motor shaft is quite loose and depends on the strength of the glue or Loctite bond to cope with heavy loads.

If installed as instructed, this kit uses the original pick-up arrangement – effectively just from one side of each bogie. Devising a method of current collection from all wheels might offer another significant improvement.

The intermediate moulded plastic gears are also retained; it is worth checking these for any flash or burrs which might affect smooth running.

We tested the re-motored model against an identical original on plain dc: both models were of a similar age and had been run about the same amount; both had had the plastic gears checked. The new motor was quieter, smoother, and moved off at a lower voltage, so should offer finer control.

These drives were widely used in four- and six-wheel bogies, so this should be a very useful kit.

Sample supplied by

H3D-Art
Cellostraat 4, 4876 VP Etten-Leur, The Netherlands.
micromotor.eu

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NEWS FROM RAILWAY MODELLER

JULY 2024

Rapido Trains UK confirms details for US Army Transportation Corps S160 2-8-0s in 00



Nine of the ten liveries in which the American-built S160 2-8-0 tender locomotives are to be produced.



No.700 *Major General Carl R Gray Jr.*

At the end of May, immediately prior to this year's D-Day 80th anniversary celebrations, Rapido Trains UK revealed its latest progress with plans to produce 10 different versions of that American-built Second World War heavy-duty locomotive, the USATC S160 2-8-0, in OO gauge (see News, RM October 2023).

Starting in 1942, with the aim of relieving pressure on Britain's railways at a time of strain, nearly 800 of these powerful workhorses, designed for Britain's smaller loading gauge by Major J W Marsh from the Railway Branch of the Corps of Engineers, were delivered to the UK in the years up until 1945 from three USA manufacturers – the American Locomotive Company, Baldwin and the Lima Locomotive Works.

Of the first 402 to arrive, 174 were issued to the GWR, 168 to the LNER, 50 to the LMS and a mere six to the SR. Another 355 were stored in South Wales as part of the preparations for D-Day, after which they joined more than a thousand others sent directly to Europe for running on the Continent's war-ravaged networks hauling supply trains.

Until the preservation era, the only S160 retained in the UK post-war was WD 93257 (later No.700) *Major General Carl R Gray Jr*, used to train military personnel in driving and caring for steam locos at the Longmoor Military Railway. However, in more recent times no fewer than eight S160s have been repatriated to the UK from overseas.

As for the models, Rapido says they are currently in the tooling stage but will incorporate features including two factory-fitted speakers, one in the loco and the other in the tender; dual LED firebox glow with dynamic fire draw effects; twin flywheel motor; detachable loco-to-tender connection; pick-ups on both the loco and tender; and a fitted 21-pin DCC decoder socket.

Livery variations are to include: the Alco-built No.1604, as allocated to the GWR, in black with 'U.S.A.' on the tender and with details such as GWR lamp irons; Alco-built No.2415 as run by the LMS out of Crewe South shed in dark grey livery with 'U.S.A.' on the tender, and with standard lamp irons, straight strap smokebox door and boiler-mounted ejector pipe; Baldwin-built No.1712, as running on the LNER from March shed in light matt grey livery with 'U.S.A.' on the tender; SR-allocated No.2356 in light grey livery with 'TRANSPORTATION CORPS U.S.A.' on the tender, as allocated to Exmouth Junction shed; Alco-built Longmoor Military Railway blue No.700 *Major General Carl R Gray Jr*; and Lima Locomotive Works-built No.5820 'Big Jim', as preserved at the Keighley & Worth Valley Railway after service in Poland, in light grey 'TRANSPORTATION CORPS U.S.A' livery and with details such as a PKP air pump.

Another version of 'Big Jim' is to be available in the pseudo-British Railways livery with early BR emblem that it carried on the KWVR in 2014; and a model of Baldwin-built No.2253 *Omaha*, currently running in Devon on loan to the Dartmouth Steam Railway, will be produced in the lined maroon livery, with 'TRANSPORTATION CORPS U.S.A' lettering on the tender, that the prototype has been painted in since 2019.

Finally, Nos.5197 and 6046 will be modelled in the black livery with 'U.S.A.' on the tender, in which they are preserved on the Churnet Valley Railway.

Samples of the models are expected in the autumn and the registered retail price of DCC ready models is expected to be £269.95, and the RRP for the DCC sound-fitted versions is expected to be £379.95.

Fireless loco tooling samples

Rapido Trains UK has also released images of fully-tooled and working engineering prototypes of its forthcoming OO gauge Andrew Barclay Caledonia 0-4-0 fireless locomotive, as used on industrial lines transporting flammable materials.

Livery versions to be produced include Bowaters of Kent unlined black; Caledonian lined blue; Croda Chemicals grey and green with red frames; Shell Mex ochre and black; Bowaters (Ellesmere Port) red; Boots No.2 (Works No.2008) green with yellow and black boiler front, frames and rear panel; Gloucester Corporation dark green; and CEGB green-black with light grey wheels and frames.

There are also two versions in a lined maroon livery, one with fictitious 'G FAWKES GUNPOWDER' branding.

The expected RRP of these models is £139.95 for the DCC ready versions and £249.95 for the DCC sound-fitted models.

Painted Titfield Bedford OB bus

Completing the firm's *Titfield Thunderbolt* 70th Anniversary range is the Bedford OB coach that is owned and run in the classic comedy film by the wily Pearce and Crump, who will go to any lengths in their attempts to replace the village of Titfield's railway with their bus service.

Also available in a number of other liveries from operators across the country, Rapido's model of the Bedford OB has poseable front wheels, sliding roof, lots of separately fitted parts and both exterior and interior detail.

The RRP for these models is £44.95. For further details visit:
www.rapidotrains.co.uk



Two undecorated samples of the forthcoming range of Andrew Barclay fireless locomotives from Rapido Trains UK.



A decorated sample of the Pearce and Crump Bedford OB coach, as featured in the classic comedy film *The Titfield Thunderbolt*.

Dapol announces all-new models of GWR 0-4-2Ts in OO







The Chirk-based manufacturer Dapol has announced that it is to produce all-new OO gauge models of the Great Western Railway Class '517', and later Class '4800'/'1400' and '5800', 0-4-2 tank engines. The project has just gone into tooling and the manufacturer says modellers can expect to see the finished product in shops around the end of 2025.

First comes the '517' Class, which was designed by George Armstrong for local passenger work; 144 were built at Wolverhampton Works between 1868 and 1885.

Some of the earlier locomotives had saddle tanks at first but were then rebuilt as side tanks, while later examples were fitted with side tanks from the start.

During the late 1880s and early 1890s most had their wheelbases lengthened to 15' 6" and from 1904 onwards several were converted to auto train working.

Under Charles Collett's regime as Chief Mechanical Engineer at Swindon, in 1924 the tanks of the '517' locos were widened and a new cab with extended bunker provided to give a look very similar to the later '4800' designed by Collett in the early 1930s. The last of the '517' class, No.1159, was withdrawn in August 1947, prior to Nationalisation, and no examples survived into preservation.

Dapol will be making models of the class with the later longer wheelbase and side tanks, including open- and closed-cab versions. Planned liveries are to include No.539 in lined GWR green with red frames; No.524 in lined chocolate; No.1158 in GWR green; and Nos.523 and 1159 in GWR green with 'GREAT WESTERN' lettering.

A CAD render for the Dapol OO gauge GWR Class '517' 0-4-2T with open cab and in green livery with red frames.

The Class '517' tooling includes provision for closed cab examples.

A render for one of the later Collett 0-4-2Ts, this example with top feed.

As for the '4800' and '5800' Class engines, these were designed by Collett to replace the 19th century '517' 0-4-2Ts, with the first of the new type entering service in 1932. Changes from the earlier class included new higher-pressure boilers and an improved cab. A total of 75 '1400' locomotives were built equipped for push-pull operation with auto trailers, and 20 non-auto-fitted '5800' class engines for general purpose traffic.

Most locomotives remained in service until the 1960s – two taking part in the filming of the 1953 film *The Titfield Thunderbolt* – and Nos.1420, 1442, 1450 and 1466 are preserved.

Planned liveries include Nos.4806, 4820 and 5811 in GWR green livery with 'GREAT WESTERN' lettering, No.4871 in GWR green with 'shirtbutton' logo, No.4870 in green with 'GWR' lettering, Nos.1405 and 5819 in BR black with early emblem, No.1444 in BR lined green with late crest, and No.1401 in BR black with 'GWR' lettering.

All models will be available DCC ready (Suggested Retail Price £140.00), DCC fitted (SRP £175.00) and DCC sound fitted (SRP £250.00), with firebox glow coordinated with the sound on the latter versions.

Other features include die-cast chassis, running plate, boiler and firebox, a compensated chassis and detailed cab interiors.

Class 143 and 144 Pacers in N

Dapol has also announced that it is developing models of Class 143 and 144 Pacers in N gauge; a natural progression from the firm's existing Class 142 model (see review, RM April 2019).

The models will feature a powered and a dummy car in each set, all-new bodywork with flush glazing, separate handrails, wipers and exhaust pipes, correct underframes for the respective classes and tooling variants for the front end and roof differences, such as original and combined light clusters, and with or without radio pod.

While the two cars in each set will feature close coupling with extendable corridor connections, plus an electrical through coupling to enhance running, the vehicles will be fitted with Scharfenberg-style end couplings compatible with the firm's Class 142, 153 and 156 units.

The powered car in each set will have all-wheel drive and DCC ready and DCC fitted versions will be available, as well as 'light bar ready' for internal lighting. There will be directional lights on both cars, plus independently controllable internal (where fitted) and external lighting.

The planned liveries include BR Provincial light blue, First Great Western 'Local Lines' dark and azure blue, GWR dark green, Arriva dark blue with Transport for Wales graphics, and Arriva Trains Wales turquoise.

The RRP will be £170.00 for DCC ready and £220.00 for DCC fitted versions. For further details visit the manufacturer's website:
www.dapol.co.uk



An image released by Dapol showing a front and side view of an undecorated sample model of a Pacer set.

Cavalex Models images show Class 60 liveries

Cavalex Models has received decorated samples of its forthcoming Class 60 locomotive in OO (details of which were first reported in our April 2023 issue). Minor tweaks will now be made ahead of the pre-production samples arriving over the next couple of months. Sound recording for the project will take place shortly and delivery of models to UK stores is expected in January 2025.



Two of Cavalex Models' Class 60 locomotives in sample liveries.

Decorated samples of Heljan Ruston 48DS in O

Heljan has released a selection of images showing factory decorated samples of its first batch of O gauge Ruston 48DS locos in a range of BR and private owner industrial liveries.

The models will incorporate LED headlamps, Next18 DCC interface and a factory fitted speaker. The five liveries in the first batch range from classic Ruston & Hornsby works green to No.DS1169 in BR light green, as well as industrial yellow with chevrons, Express Dairy blue and preserved example *Sir William McAlpine* in dark green. The Suggested Retail Price (SRP) is £199.00 per model.



The Ruston 48DS shunter in the guise of green-liveried *Sir William McAlpine*.

The Ruston 48DS locomotive in dark blue Express Dairy livery.



New BR Mk.I coaches amongst Bachmann summer announcements



1 The Mk.I BSO carriage in Western Region chocolate & cream.



2 The Mk.I First Open (FO) carriage in crimson & cream livery.

Bachmann is to produce three new BR Mk.I coaches for its Branchline OO range, with the models depicting Brake Second Open (BSO), First Open (FO) and Restaurant Buffet (RB) vehicles.

The Diagram 183 BSOs (photo 1) were built from 1955, with 163 completed by 1960, then an additional 18 were built in 1963 with an internal door splitting the bays in two to create a no smoking area. Originally with seating for 31 passengers, along with a toilet, guard's compartment and luggage area, in 1980-81 BR converted 18 BSOs into BSOT Micro-Buffets, with the toilet made into a store and a bay of seating removed to make room for a counter into which a buffet trolley could be slotted.

The Diagram 73 FO coaches (photo 2) were built by Doncaster, York, Birmingham Railway Carriage & Wagon (BRC&W), Wolverton and Swindon, with 128 built in 1953-63. Delivered to all BR regions except the Southern, they provided 42 first class seats along with toilets at both ends of the vehicle.

Numbering 128 vehicles, the Diagram 24 RBs (photo 3) were built in 1960-62 by Pressed Steel and BRC&W. They were equipped with both a kitchen and pantry along with a service bar and seating for 23 passengers.

The models will feature era-appropriate details such as end steps and roof periscopes, along with the various bogie types – BR1, BR2, Commonwealth, B4 and B5. All bogies will feature integrated metal wheel bearings and electrical pick-ups for those wishing to incorporate features in their carriages which require power.



3 The Mk.I Restaurant Buffet (RB) carriage in Southern Region green with red cantrail stripe.

Profiled metal wheelsets will be fitted along with standard tension-lock couplings fitted into NEM coupling pockets attached to chassis-mounted close-coupling mechanisms.

BR Mk.I BSOs are so far available as one vehicle in crimson & cream, two differently numbered coaches in maroon and one in Western Region chocolate & cream, all priced at £67.95.

The same price applies to FOs, with two each in BR crimson & cream and maroon, and one in chocolate & cream.

When it comes to Mk.I RBs, two are available in maroon and one each in WR chocolate & cream and Southern Region green with red stripe below the roofline. Again these are priced at £67.95.

Other OO gauge announcements

The LMS Fowler 3F 'Jinty' tank locomotive is returning to the Branchline range in a selection of liveries and with standard or sound-fitted versions. The liveries available are No.16564 in LMS black with the loco number in large numerals across the tanks (photo 4); No.47406 in BR black with early emblem; and No.47298 in BR black with late crest. The RRP is £134.95 for standard versions and £244.95 for sound-fitted models.



4 A front and side view of the Bachmann OO gauge 'Jinty' in LMS black.

Also returning to the Branchline range is the BR Class 03 diesel shunter, again in a variety of liveries and with standard and sound-fitted versions. Livery variations include D2095 in BR green with 'wasp stripe' ends and red bufferbeams; D2099 in a weathered version of the green livery; 03 056 in BR blue with 'wasp stripe' ends and yellow bufferbeams and coupling rods; and ex-D2054 in British Industrial Sand white livery with 'wasp stripe' ends and all-black bufferbeams and chassis (photo 5). The RRP is £149.95 for standard models, £159.95 for the weathered standard green version, £259.95 for sound-fitted locos and £269.95 for the weathered sound-fitted green model.

There will be five new versions of the BR Mk.I Post Office Sorting van; four in Post Office red and one in BR blue & grey (RRP £69.95-£72.95).

Turning to wagons, it was revealed in our May issue that Bachmann is developing models of the BR 12-ton Pallet Van for its Branchline range – the first time models of these distinctive vehicles have been produced ready-to-run. Now details of the liveries have been revealed, including early BR bauxite (photo 6), BR bauxite (weathered), BR bauxite (late) and an eye-catching Johnnie Walker Whisky green (photo 7). The wagons are expected to be on sale in January and February 2025, priced at £34.95 each.

Other Bachmann announcements in OO gauge but from the EFE Rail range are that the Adams O2 will be returning



5 The Class 03 in British Industrial Sand white.



6 The Bachmann OO gauge 12-ton 'Palvan' Pallet Van in BR bauxite livery.



7 The 'Palvan' in striking Johnnie Walker green livery.

this summer, including new tooling to provide models of the locomotives that had open coal rails – this feature can be seen on model ref.E85014 (photo 8), depicting a loco that ran on the mainland, and ref.E85016 depicting one used on the Isle of Wight network. The island locomotives were later fitted with larger bunkers, as previously modelled by EFE Rail, and this can be seen on ref. E85015. Along with the new tooling, models of the O2 in BR black livery are being produced by EFE Rail for the first time. All these models include a set of metal firing tools as well as user-fit bufferbeam pipework and route indicator discs. Etched nameplates are supplied with Isle of Wight locomotive *Whitwell*. The RRP for these models is £174.95.

Turning to OO rolling stock, a model of the Plasser 12-ton General Purpose Crane (photo 9) uses all-new tooling which has been developed for release under the EFE Rail branding. Portraying on-track plant machines introduced in the 1970s, with some remaining in service today, the YOB cranes were seen across the BR network marshalled in engineering trains to travel to and from work sites. Model ref.E87047 represents 12T YOB Diesel-Hydraulic Crane DRP81522 in BR departmental yellow, while ref.87048 is a model of DRP81513 also in yellow livery. Ref.87049 depicts DRP81523 in striking Jarvis/Fastline maroon. All these models are unmotorised but can be included in an engineer's train, posed at a work site or stabled ready for duty. The RRP is £89.95.

In the Scenecraft range, new buildings and structures for OO include Narrow Straight Platforms (x2) with an RRP of £29.95; a Clapboard Platform Hut with either blue or green doors and beading (£34.95); a Canal Lock with either blue or red brickwork (£89.95); a Light Railway Station Building with either green or red doors and beading that might also appeal to OO9 modellers (£44.95); and, to represent the modern railway scene and its communications systems, a GSM-r Telecom Cabin and Monopole with either a plain grey cabin or one with blue door and roof edging (£39.95). Other smaller accessories include an Engine Shed Concrete Apron (£16.95); a Wooden Track Walkway, representing a foot crossing in three sections to fit over track (£12.95); an Octagonal Summer House with either green or brown framing (£19.95); a Small Portable Office in either green or red (£24.95); and a pack of two Low Relief Retaining Walls (£24.95).

New in Graham Farish N gauge

In the Graham Farish N gauge range of EMUs, there is the previously announced new addition of four-car Class 350s and 450s. These include 350 407 in the silver, blue & purple livery of First TransPennine Express, including the metallic effect finish and destination blinds for Manchester Airport; 350 372 in London Northwestern Railway grey & green livery, with destination blinds for London Euston (photo 10); 450 073 in the blue, orange & red livery of South West Trains, with destination blinds for Portsmouth & Southsea; and South Western Railway dark blue & grey liveried 450 036 with destination blinds for London Waterloo (photo 11).

These models are equipped with six-pin DCC decoder sockets, and include a sprung pantograph where applicable, and directional lighting that is switchable via DCC or the chassis-mounted switches. The RRP of these models is £399.95.

Further new tooling variations appear on the 102-ton TEA bogie tank wagons, catering for those built with conical ends, and livery variants include BP green, Conoco/Jet grey, Shell/BP grey, BP black and Gulf black (photo 12). These vehicles have an RRP of £52.95.

There will be more releases of the venerable BR 20-ton brake van to add the finishing touch to N gauge goods trains. Liveries include BR bauxite (early), Rail Express Systems red & grey, Railfreight Distribution Sector black with yellow end panels, and Railfreight red & grey (photo 13). The RRP of these brake vans is £29.95.

Also added to the range are the 14-ton anchor-mounted tank wagons from new tooling that were reported in our May issue. These will be available in a variety of liveries and again priced £29.95. Liveries include Benzene silver, Gulf blue (photo 14), National Benzole silver, Fina black, Shell/BP black and Esso black.

N gauge modellers can also look forward to some additional structures in the Scenecraft range, including a concrete footbridge (£44.95), a coal drop building in either chocolate & cream or red & cream (£49.95) and depot storage tanks (£44.95).

RNAD brakevan for OO9

For OO9 modellers, a new item of rolling stock is an ex-Royal Navy Armaments Depot (RNAD) open-end brake van in Great Western-inspired brown livery with 'SB' lettering that the prototype currently wears at the Statfold Barn Railway at Tamworth (photo 15). The RRP is £31.95.

Modellers in OO9 have several new buildings in the Scenecraft range based on Ffestiniog Railway prototypes (photo 16). These include a platform waiting room in either chocolate & cream or green & cream and based on the recreated Down platform building at Minffordd on the FR (RRP £34.95); a wooden footbridge in either 'natural wood' or green and inspired by the original footbridge at the railway's Tan-y-Bwlch station (RRP £69.95); a Harbour Station goods shed with either green or red doors and based on the Porthmadog building today converted into the Spooner's bar, so a useful accompaniment to the Scenecraft range's other Harbour Station buildings (RRP £74.95); and a Boston Lodge engine shed with either green or red doors and portraying the FR works' old engine shed in its current form, with no roof vents and only a single chimney at the back end (RRP £99.95). Also with a strong North Wales look to them are a stone water tower (£36.95) and a slate-built worker's cottage (£31.95) – though the latter could equally well find a home on a 4mm scale standard gauge layout. There is also a pack containing two sleeper-built buffer stops (£11.95).

Collectors Club models

Produced exclusively for Bachmann Collectors Club members are DB Cargo HRA wagons in 'Freight belongs on rail' green livery, in both N and OO as single models or packs of four. There is also a Mk.I BCK in N gauge, in the 1980s Pullman-style livery of the Steam Locomotive Operators Association; BR 12-ton vans in War Department green in both N and OO; and in OO9, an enclosed end brake van in RNAD Trecwn red livery. To join the club, call 01455 245565 or visit:
www.bachmann-collectorsclub.co.uk

Also in these announcements...

The firm's summer announcements also included further details of the new 7mm narrow gauge (NG7) models as first outlined in the June issue, together with a GWR Bloater fish van from new tooling in OO as part of the EFE range. First stocks of the all-new Class 25s, also for OO, have been delivered. Refer to our review pages elsewhere in this issue for full details about these items.
www.bachmann.co.uk



8 **The EFE Rail OO gauge Adams O2 locomotive in London & South Western Railway light green livery.**



9 **The Plasser 12 ton crane in Jarvis/Fastline maroon livery.**



10 **A close-up view of part of the Graham Farish four-car Class 350 EMU in London Northwestern livery.**



11 **A close-up view of part of the Graham Farish four-car Class 450 EMU in South Western Railway livery.**



12 **The Graham Farish range 102-ton TEA bogie tank wagon in black.**



13 **The Graham Farish 20-ton brake van in Railfreight red & grey.**



14 **The 14-ton anchor-mounted tank wagon in Gulf blue.**



15 **The 009 ex-RNAD brake van in the GWR-inspired brown livery in which it is painted at the Statfold Barn Railway.**



16 **Some of the Ffestiniog Railway-inspired buildings added to the Scenecraft 009 range.**

New 21-ton coal hopper wagons from Accurascale in 00



Undecorated samples of the 21-ton coal hopper wagons in 00.

Accurascale has announced the latest addition to its 'Powering Britain' range of OO gauge coal wagons: the Diagram 1/146, 1/147 and 1/149 BR 21-ton coal hoppers, more commonly known as HOP21, HOP21VB, HTO and HTV (vacuum fitted) wagons.

These vehicles will be offered in their original LNER (from 1935) and BR forms, as well as in their later BR rebodied formats. With 9,000 already built by Nationalisation in 1948, in all these wagons eventually numbered 23,000. Examples initially ran in North East England but then rapidly spread nationwide, where they could also be seen in trainloads from the South Wales coalfields and even in individual wagonloads being taken to local coal merchants.

Initially the models will cover the Diagram 1/146 five-rib hoppers in their unfitted guise and the 1/147 and 1/149 rebuilt two-rib bodies, both with and without vacuum braking. Accurascale says its tooling suite means it will be able to fit four different styles of axlebox to match the prototype wagons, either plate or cast grease 'boxes and SKF or Timken roller bearings.

The models will also feature separately applied details, ranging from handrails on the die-cast chassis and hopper ends to the brake gear and hopper operating mechanism underneath. The 26mm wheelsets will have pin-point axles running in brass bearing cups.

The wagons are to be made available in a variety of triple packs, featuring both BR freight grey and bauxite liveries, with various running numbers and individual markings as modelled from original photographs of each wagon, allowing modellers to build a prototypical rake. Each pack will be priced at £99.95 and delivery is expected in the third quarter of 2025.

Class 30/31 – now in colour!

Accurascale has revealed the first decorated sample of its newly tooled range of Class 30/31 diesel locomotives in OO gauge – with No.5544 being showcased in pre-TOPS BR blue.

The models are due for release in the third quarter of 2024.

Liveries will include: Class 30 in BR green with white stripes but no yellow ends; Class 30 in BR green with small yellow end panels and LU trip cock; Class 31/1 in BR green with white stripes and full yellow ends, LU trip cock and tablet catcher recess; Class 31 variants in post-TOPS BR blue; InterCity Mainline 'Swallow' red stripe livery; and Class 31s in Regional Railways blue stripe livery, Railfreight grey livery with no red stripe, and Civil Engineers 'Dutch' grey & yellow.

A further livery variant exclusive to Rails of Sheffield will be 31 413 *Severn Valley Railway* in BR two-tone blue with yellow and red ends.

Both standard and DCC sound variants of all Class 31 livery versions will be available – but not in the case of the all-green Class 30s, because these depict the locomotives as originally built with Mirrlees engines, and none of these power units have survived to be sound recorded.

The standard models are due to retail at £169.99 and the DCC sound-fitted versions are expected to carry a price of £269.99. For further details see the manufacturer's website:
www.accurascale.com



The first decorated sample of the forthcoming BR Class 31 diesel being produced by Accurascale and its packaging.

Exclusive Kernow wagons in OO and N



The range of OO gauge LBSCR 'Open A' wagons with round ends and tarpaulin sheet rail, exclusive to Kernow Model Rail Centre.



The KMRC OO gauge LBSCR 'Open A' wagons with later square ends.

Kernow Model Rail Centre (KMRC) is releasing exclusive new wagons in OO gauge: a London Brighton & South Coast Railway 'Open A' (Southern Railway Diagram 1369 & 1364) five-plank open wagon range, with the tooling designed, developed and owned by KMRC.

The 10-ton, five-plank 'Open A' wagon, later SR Diagram 1369, on a wooden underframe became the most numerous LBSCR wagon, with over 3,500 examples built between 1905 and 1926. The distinctive curved ends allowed the fitting of a tarpaulin sheet rail.

Those built from 1924-6 had square ends and no sheet rail and were given Diagram 1364; many of those built with round ends were also cut down to square ends and most but not all were re-diagrammed in the registers to Diagram 1364.

General withdrawal on the mainland of the Diagram 1369 and Diagram 1364 wagons took place between the years 1944-7, and relatively few survived to receive British Railways livery.

450 of these wagons were shipped to the Isle of Wight between 1924 and 1931, along with one in 1934 and a final six in 1947.

All the Isle of Wight wagons were square end, Diagram 1364 vehicles, except the first 20 which were of Diagram 1369 form until later altered to become Diagram 1364. On the island they survived well into Nationalisation and gained BR unfitted grey livery with lettering on black patches. By 1955 320 were still in service, with that number dropping to 150 by 1962. Examples are preserved at the Bluebell Railway, Isle of Wight Steam Railway and Telford Steam Railway.

As for the models, initially eight Diagram 1369 and 11 Diagram 1364 (including eight Isle of Wight) versions will be available, allowing for multiple running numbers per livery.

The models are currently in production, and the RRP is £32.99 but KMRC is offering an early bird order payment in advance price of £29.99 each.

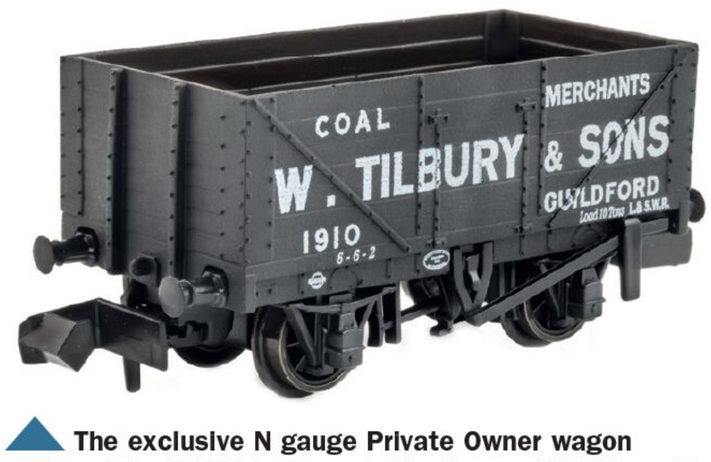
Private Owner wagon in N

KMRC announced in May that it is releasing an exclusive N gauge 1910 Railway Clearing House seven-plank open wagon in the livery of W Tilbury & Sons of Guildford.

The model has been produced for KMRC by Peco and is another helping to mark the fifth anniversary of the retailer's Surrey store noted in the June issue.

It is based on the Peco model of the RCH 1907 specification seven-plank open wagon with a 9' wheelbase, and has detachable couplings and metal-tyred wheels for free running.

W Tilbury & Sons were Guildford coal merchants from the first decade of the 20th century and the business was run by William James Tilbury, born in 1887, but named after his father, also named William. Sadly William James was only 36 when he died in 1923 and it is unclear how long the business lasted.



The exclusive N gauge Private Owner wagon produced for KMRC by Peco in the livery of W Tilbury & Sons of Guildford, helping to mark the fifth anniversary of the retailer's Guildford store.

The prototype Private Owner wagon was built in Scotland by R Y Pickering & Co Ltd of Wishaw, North Lanarkshire, and was registered with the London & South Western Railway.

The exclusive model (ref.NRC-015) is priced at £18.95 and is available online (see below) and from the KMRC branches in Guildford, Surrey, and in Camborne, Cornwall.
www.kernowmodelrailcentre.com

EXHIBITION FOCUS

Completed Iain Rice layout *Longwood Edge* to feature at Larkrail 2024 in Bath



The now completed P4 scale layout *Longwood Edge* will be star of the show at Larkrail 2024 in Bath.

Saturday 13 July 2024 will see the return of Larkrail in the city of Bath, organised by Simon Castens (of the city's The Titfield Thunderbolt railway bookshop and Wild Swan Publishing) and Jerry Clifford.

As per previous years, the exhibition venue will be New Oriel Hall in Larkhall (postcode BA1 6RA). There will be 10 layouts on display for visitors to enjoy, as well as demonstrations and trade stands.

A star of the show, and appearing for the first time as a fully operational layout, will be Iain Rice's P4 scale 'super cameo' essay *Longwood Edge*, which he built in conjunction with his great friend Don Leeper. With the sad passing of first Don and then Iain, the layout seemed destined to remain in storage, unseen and incomplete. Happily, however, through the energy of Tony Sullivan and the great kindness of Don's widow Pauline, in early 2023 *Longwood Edge* was passed to the South Hants Model Railway Club, which has since completed it as Iain and Don intended.

In addition there will be a number of other layouts in various scales and gauges, of British and overseas outline, together with modelling demonstrations and specialist trade support.

All proceeds from the show are to be split between Parkinsons UK and Julian House, a local charity for the homeless.

Attendees will also be able to visit The Titfield Thunderbolt premises, at Studio 4 Tollbridge Studios, Toll Bridge Road, Bath, BA1 7DE, by bus.

For further details see Societies & Clubs page.

Chatham Model Railway Show is returning with more than 40 layouts

Saturday 20 & Sunday 21 July will see the welcome revival of the Chatham & District Model Railway Club (CDMRC) two-day annual show at The Historic Dockyard Chatham. The event was traditionally one of the largest in the South East celebrating all things model railways and model engineering, but 2019's event had to be cancelled due to two members of the organising committee stepping down.

But now it is returning and more than 40 layouts are due to feature (see Societies & Clubs for a full layout listing), including *Hobbs Hill* (featured in RAILWAY MODELLER March 2014) and *Museum of Transport* (RM September 2020) together with a large number of traders and society stands.

Demonstrations will be given on kit-building by Stuart Pearce of CDMRC, and on 'Various Multiple Units'.

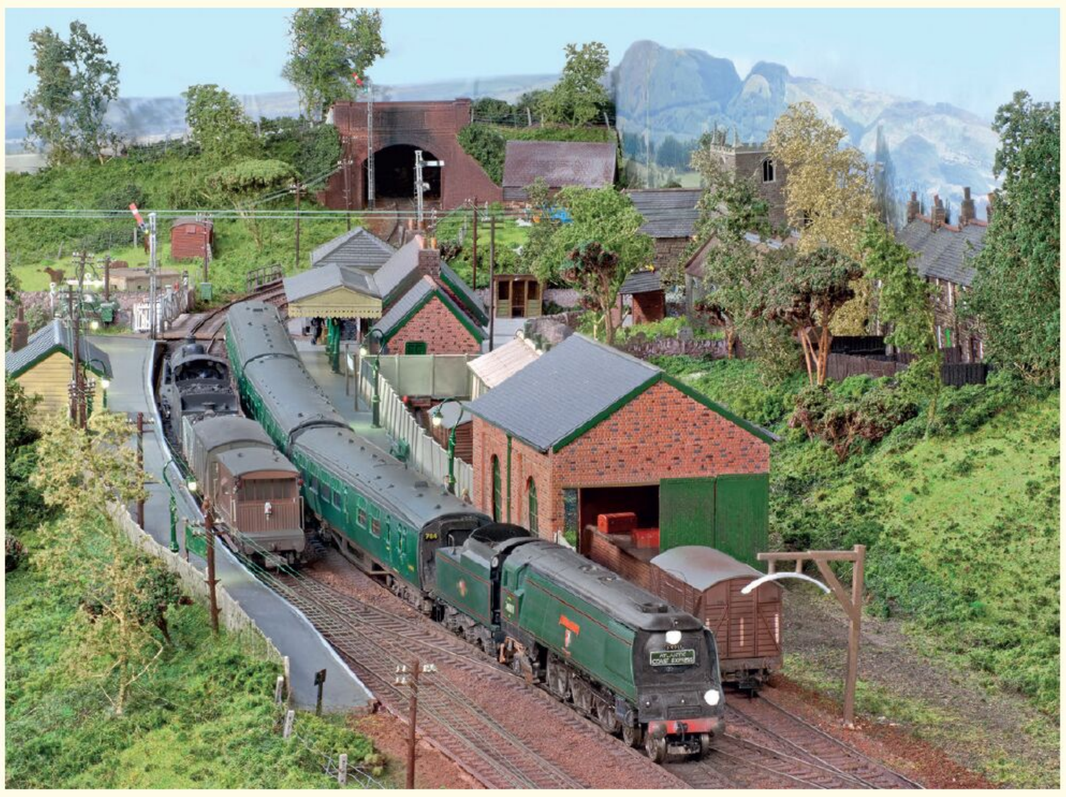
To celebrate the event's revival, CDMRC has ordered a special limited edition 'Royal Dockyard Chatham' four-wheel open wagon from Rapido Trains UK that will be sold exclusively at the show.

Parking for the event is available at the Historic Dockyard Chatham and also at the adjacent Dockside Outlet Centre, and to reach the venue follow the brown signs from the A2/M2.

For further details visit:
www.chatham-mrc.co.uk/exhibition



A special limited edition 'Royal Dockyard Chatham' four-wheel open wagon from Rapido Trains UK that will be sold exclusively at the show.



The layout *Hobbs Hill* will be among highlights at the Chatham Show. *Photo: Steve Flint*

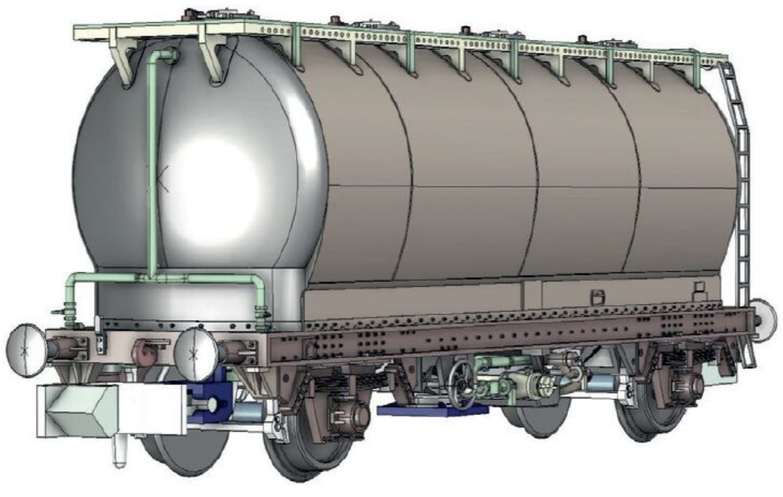
Revolution Trains to make Alcan PCA tankers in N as well as OO

Following an 'expressions of interest' campaign, Revolution Trains has announced it will be offering N gauge (1:148 scale) versions of the Alcan PCA powder tanks that supply alumina to the UK's last remaining aluminium smelting plant at Fort William in the Scottish Highlands.

These distinctive four-wheel wagons have been in service since 1988 and are currently undergoing a renovation programme to keep them operating until at least 2030. Now operated by GBRf for Alvance, the alumina train is the only remaining revenue-earning freight train that operates on the West Highland line.

Revolution Trains has recently produced the models in OO (reviewed in our April 2024 issue) and reports that the N gauge versions will incorporate comparable levels of detail, and be similarly sold in packs of four.

In OO the versions offered were Alcan original, Alcan debranded, Rio Tinto Alcan, Liberty/Lochaber and Alvance, covering the entire lives of the wagons so far, and Revolution expects to replicate these variations in N. The order book is expected to open in June.
www.revolutiontrains.com



A Revolution Trains design drawing for its N gauge Alcan PCA tanks.

Frank Harris
1932-2024

Mark Arscott of Markits Model Railway Products writes:

It is with great sadness that I have to inform you of the passing of Frank Harris (known to many as 'Mr Romford') on 2 May 2024. He passed peacefully in hospital with his son and daughter by his side. He was 92.

Frank started Romford Models in 1971 as a manufacturing sub-contractor for W & H Models Ltd., whose principal Charles Skelton was a close associate of the late Peco founder, Sydney Pritchard. Peco was also a long standing customer of Romford Models.

I shall miss him as he was the last of the true 'time served' mechanical engineers, meticulous in everything he did. A sad loss and a gentleman.

Romford Models continues under the auspices of Markits Model Railway Products.

New Peckett and Bagnall-inspired 009 kits from Fourdees

Fourdees Limited has released a suite of new OO9 kits to suit the Kato/Peco England 057-201 chassis. The models take inspiration from the locomotives produced by two British manufacturers: Peckett and Bagnall.

'Prima' and 'Secunda' (both priced at £32.49) are 0-4-2STs in Peckett style, featuring the recognisable cab, saddle tank, and smokebox shape that were associated with the former Bristol manufacturer.

'Solan' and 'Barog' (both priced £29.99) are 0-4-0Ts with Bagnall styling, much inspired by machines built to work in India.

All models feature details typical of their manufacturer, including the boiler backhead arrangement. They include any necessary wheels and pony trucks, and a static chassis so that the model can be completed even without the donor mechanism.

www.fourdees.co.uk



The Fourdees Peckett-inspired 009 gauge 0-4-2ST 'Prima' kit.



The 'Secunda' kit is also influenced by Peckett designs.



The 'Solan' kit takes its inspiration from Bagnall designs.



The 'Barog' kit echoes Bagnall locomotives designed for Indian lines.

Dundas adds WD Light Railway wagons in OO9

Dundas Models has announced four new releases to its OO9 plastic rolling stock kit range based on the War Department Light Railways serving the First World War battlefields.

The kits include metal wheels and were previously sold by W D Models of North Wales but are now owned by Dundas Models, which produced the original tooling.

During the 1914-18 conflict, narrow gauge railways played a large role in moving troops, munitions and supplies to the front line. The four-wheel 'A' class wagon came first, followed later by the 'C' class bogie wagon.

The removable sides and ends originally fitted to the latter provided flexibility in operation, but the various parts were often mislaid or damaged in use, leading to the introduction of fixed hinged-sided variants. It is believed that no 'A' or 'C' class WD wagons remain in existence.



The four-wheel 'A' class War Department Light Railways wagon.

The ref.DMLR01 WW1 War Dept Class 'A' four-wheel open wagon (with removable sides) model is priced at £8.95, while ref.DMLR02 is a set of three priced at £23.60. Kit ref.DMLR03 for a WWI War Dept Class 'C' bogie open wagon (also with removable sides) is priced at £20.13, while ref.DMLR04 WW1 War Dept Class 'C' bogie open wagon (fixed sides with door) is available for £18.85.

These kits have been designed to accept either the Greenwich CPL1 or CPL1W coupling, but it may be possible to fit other suitable OO9 couplings, such as Dundas Models (Bemo) and Peco OO9 types if desired. For further details refer to the manufacturer's website:

www.dundasmodels.co.uk



The 'C' class War Department Light Railways bogie wagon with the original removable sides.



The 'C' class WDLR bogie wagon with the later fixed sides.

009 awards at Narrow Gauge South

At Narrow Gauge South in Eastleigh on Saturday 27 April, the award for 'best in show' went to Jamie Warne for his atmospheric and ingenious diorama *Sandy Shores* (see RAILWAY MODELLER June 2020). The judging panel commented that it had been difficult to choose one layout as the overall standard was so high.

The award takes the form of a Ffestiniog Railway 'Bowsider' bogie coach (provided by Peco) mounted on a wooden plinth with engraved brass plaques. Seen from left in the picture are Tim Couling, Narrow Gauge South exhibition manager; Patrick Collins, Chairman, Wessex Narrow Gauge Modellers; Jamie Warne, builder of *Sandy Shores*; and Andrew Burnham, of Peco Publications (award sponsors).

Also announced at the event were the results of the OO9 Society's competition to create a model using the basis of the Kato/Peco FR England 0-4-0 mechanism. There were two categories – modified or scratch-built, and 3D-printed. The former was won by Stuart Payne with an early open-cabbed loco with wooden boiler cladding, while the 3D-printed category was won by David Hurst with a Peckett-style saddle tank. Our congratulations go to both modellers.

Stuart Payne is seen receiving his prize – an exclusive Kato Hayai-Go model – from Hiroshi Kato himself. David Hurst was unable to attend but the model will be sent to him.

www.009society.com

The 'best in show' award of a mounted Peco Ffestiniog Railway 'Bowsider' coach being presented to Jamie Warne (second from right) for his *Sandy Shores* layout. ***Photo: Mick Thornton***





Stuart Payne receives the prize from Hiroshi Kato for his scratch-built locomotive using the Peco/Kato England chassis. ***Photo: Mick Thornton***



Stuart Payne's scratch-built locomotive model.



David Hurst's prize-winning 3D-printed locomotive model.

Dates for Peco Beginner's Guide to DCC course

Peco has announced further dates in 2024 for its one-day 'Beginner's Guide to DCC' course, run by Derek and Julia Boswell in the Lecture Theatre at Pecorama in Beer, East Devon.

The course outlines the theory behind how Digital Command Control (DCC) operates, explains how to set up a layout, gives an unbiased view on some of the systems and controllers available and also allows participants some basic hands-on experience of fitting a decoder in a locomotive and then operating it, and takes a look at the accessories available.

The forthcoming dates for the course are Wednesday 19 June, Saturday 6 July, Friday 9 August, Saturday 7 September and Saturday 5 October. Refer to the Pecorama website for further details:

www.pecorama.co.uk

EM Gauge Society Spring show winners





The Challenge Cup was awarded to the layout *Pencader*, seen here. *Photo: Karl Crowther*

The Tempest Jug (Chairman's Trophy) was awarded by EMGS Chairman and former RM editor Steve Flint to retiring ExpoEM Spring Manager Tony Sullivan. *Photo: Karl Crowther*

The EM Gauge Society held its annual ExpoEM Spring show at Bracknell Leisure Centre on 11 & 12 May.

The Society currently holds two annual events: a Spring show in the South, and a Summer show in the North.

Aimed at all types of visitor, not just EM Gauge Society members, the Expos showcase layouts built by enthusiasts who choose to work in 4mm scale using 18.2mm gauge trackwork.

14 layouts were on display at Bracknell together with specialist traders and a gathering of experienced modelmaking demonstrators offering practical advice to visitors.

The Challenge Cup trophy for the 'best in show' by public vote went to *Pencader*, displayed by the Cardiff 4mm Group. *Great Bardfield*, built by Dave Hawkins, won the Peter Denny Memorial Trophy for a layout operated in the most prototypical manner, whilst The Watlington Trophy for the best scratch- or kit-built item in the show was awarded to Pencader station building.

Tony Sullivan received the Chairman's Trophy in recognition of his sterling efforts running the ExpoEM South events for the last few years, the 2024 show being his last as Exhibition Manager.

The next EMGS event will be the ExpoEM Summer event, to be held at the Baildon Leisure Centre, Shipley, West Yorkshire, on 17 & 18 August 2024.

Next year sees the 70th anniversary of the founding of the EM Gauge Society in 1955 and both the Expos will be celebrating the milestone with special exhibits planned, beginning with the 70th Anniversary ExpoEM Spring show at Bracknell on 10 & 11 May 2025.

To keep up to date with future events visit: **www.emgs.org**

Rowlands Castle layout on display for D-Day 80th anniversary

RAILWAY MODELLER Cup-winning layout *Rowlands Castle* will be displayed in June in the Hampshire village that it depicts, to mark the 80th anniversary of the D-Day landings.

The 4mm scale model, which was built by Peter Goss and won the RM Cup competition for 2008, will be on display at the Church on the Green, The Green, Rowlands Castle PO9 6AB.

Opening times are 12:00-16:00 on 29 & 30 June (for Armed Forces Day) and 11:00-17:00 on 6 July (as part of the village fair).

In the lead-up to D-Day the whole south coast area was inundated with Allied troops, equipment and vehicles, preparing for Operation Overlord, the code name for the Normandy landings. Rowlands Castle was a key location because of the railway station and sidings, and its proximity to Portsmouth. Such was the importance of the village that King George VI visited to inspect the troops just before D-Day.

Peter Goss built the layout to combine his interests of model railways and World War II military history, following a visit to the village and several meetings with local historians. The track is SMP Code 75 and the layout is built to finescale standards. All the vehicles are based on Peter's historical research, and, by using original pictures and maps, he was able to depict the village buildings as they may have appeared in 1944.

Having presented the layout at more than 55 exhibitions, Peter offered to sell it to the village which inspired it, leading to the creation of the Rowlands Castle History and Heritage Group, which now owns, maintains and displays the model.



A view of the wartime *Rowlands Castle* layout which is to be exhibited in its namesake village to help commemorate the 80th anniversary of the D-Day landings. *Photo: Steve Flint*

For some years following its purchase, the model was displayed inside Stansted House in West Sussex, manned by volunteers. Sadly, the pandemic led to the House being closed and the room being redesigned, and the railway does not now have a permanent residence. Despite this, it is displayed in the village several times a year, staying up for at least a week, so repairs and refurbishments can be carried out. This also allows for school visits to be arranged in between public displays.

The layout will again be on show at the Church on the Green for Heritage Open Days on 7 & 8 September, opening from 12:00-17:00. For details, visit:
www.rchc.org.uk
Email: editor@rowlandscastleheritagecentre.org.uk

In brief

Enginemen's book

Crécy Publishing has released a reprint of the British Railways *Handbook for Steam Locomotive Enginemen*. First issued to footplate crews by BR in 1957, it provides useful guidance on the working of steam locomotives with the aid of over 90 diagrams. It can be purchased for £20.00 from:
Crécy Publishing
Tel: 0161 499 0024
www.crecy.co.uk



Move to new premises for Scottish club on eve of 90th anniversary

With origins that can be traced back to 1935, Glasgow & West of Scotland Model Railway Club is one of the oldest model railway organisations in Scotland. Its new clubrooms in the north of Glasgow are much larger than its previous home and have level access, tea and coffee making facilities, and central heating. The club meets on Thursday evenings and Sunday afternoons – for details visit the website or contact secretary David Knox via email (below).
www.gwsmrc.co.uk
Email: glasgow_west@yahoo.com

Auctioneers' next model railway sale

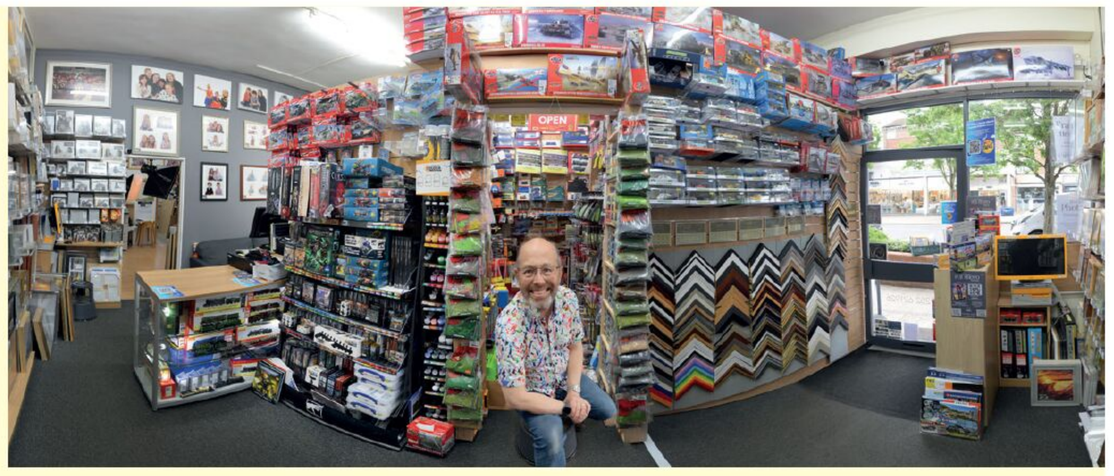
The next model railway sale by Warwick & Warwick will take place on Wednesday 17 July – the full catalogue was due to appear on the firm's website at the time of this issue going to press. For further details call 01926 499 031 or visit:
www.warwickandwarwick.com

Help to turn modelling dreams into reality

A new start-up business founded by Jimmy Thompson seeks to help those who have difficulty in turning their railway modelling ideas into reality. Jimmy advises that his Trackmodeller business specialises in helping people whose disabilities – such as mobility problems resulting from conditions like arthritis or Parkinson's, or sight issues – prevent them from being able to carry out modelling themselves. He can also help those who lack confidence in their modelmaking abilities. Layouts can be designed with wheelchair accessibility in mind or can be automated – even with dc operation. The design and method of operation of the layout is up to the customer and Trackmodeller seeks to provide a bespoke solution to achieve those aims. For further details visit:
www.trackmodeller.co.uk

Shop News

Fleet's The Loco Shop is a small but perfectly formed Aladdin's Cave



A wide angle view of proprietor Kevin Whibley inside The Loco Shop.

The Loco Shop in Fleet, Hampshire, is one of the newer model shops around, having been started in April 2020 by Kevin Whibley.

Nicknamed 'The Tardis' by many of its regulars, it was born out of a need to diversify Kevin's existing photography business after it was impacted by the Covid crisis.

He explains: "I had to think quickly and decided people would have more time for hobbies, and model railways was something I knew a fair amount about, so the idea of The Loco Shop was born."

He found the quick and easy things to sell were Airfix Starter Sets kits. He advertised locally and people would either click and collect or he would go for 10-mile walks or bike rides, dropping items off around town.

"As our reputation grew, we soon had a wide customer base," he recalls. "Our website quickly expanded from a few dozen items to a full list of thousands of products." Orders started coming in from all over the country and soon what had started as a temporary business was blossoming into a fully-fledged model shop.

"The one thing that I had on my side was time," he says. "With the shop closed, this gave me the chance to do a complete refit and I decided to convert the front half of our photography business into a self-contained model shop."

There is a large range of Peco, Hornby and Bachmann items available plus most Airfix kits and plenty of Scalextric. The majority of Metcalfe Models kits are stocked and if you want a Gaugemaster controller, the shop stocks the range. Also on sale are die-cast models, accessories and scenics, together with Humbrol and Citadel paints, and a fair amount of Warhammer for the fantasy gamer.

Kevin says: "I wanted it to have a real Aladdin's Cave feel, so that when you walked in, you were astounded by what you saw and left happy, having found what you were after."

He believes that there is still very much a place for the model shop on our high streets.

"People want to see, feel and touch what they are buying," he adds.

Kevin now has a website with over 20,000 items available to order, whilst the shop is open on Mondays, Tuesdays, Thursdays and Fridays 09:00-17:00, and on Saturdays 09:00-15:00. Note it is closed on Wednesdays and Sundays.

The Loco Shop
212 Fleet Road, Fleet,
Hampshire GU51 4BY
Tel: 01252 621926
www.thelocoshop.co.uk

New home in sight where 'Lyme Billy' can run again

There has been a positive development in the saga of the model railway layout built by the 'For the Love of a Railway' group that featured in the Talking Points section of the June issue. Basing it on the steep and sinuous LSWR Axminster to Lyme Regis branch that straddled the border of Devon and Dorset until closure in 1965, the people involved in the group are using the layout to keep alive the memory of this short but distinctive line, with its trio of Victorian Adams Radial 4-4-2T 'Lyme Billy' locomotives.

The layout was temporarily put on display in the window of a former restaurant in Axminster, only for insurers to rule that it should remain non-operational and unlit owing to questions over electrical safety. Now a Crowdfunder initiative set up both to find the layout a new, permanent home, and to help establish a modelling club for children, has borne fruit.

An announcement from the group states: "We are very excited to announce that we have been offered a new home in an empty shop just a stone's throw from where this adventure started…

"But while we can promise that 'Billy' will run again, it is now absolutely critical that we raise funds to enable us to cover our costs and to create a proper long-term community and visitor attraction for our town."

The group is appealing for help to transform the new premises to which the layout will be relocated, at 6 St George's, Chard Street, Axminster EX13 5DL.



The former shop to which it is hoped to relocate the 'Lyme Billy' layout.



A section of the 'For the Love of a Railway' group layout portraying Cannington Viaduct on the Axminster to Lyme Regis branch. *Photo: Craig Tiley*

After the layout has been relocated, the group's plans include adding more content to the model such as industrial buildings, a school, a hotel and a quarry plus accent lighting; looking into the new modelling club building a portable N gauge version that can be taken to other towns, villages and schools to help tell the line's story; creating an education pack and also a leaflet for visitors and tourists, explaining the significance of the railway; recording memories of the line from older people before those recollections are lost, while allowing people to meet up to reminisce and so combat the effects of loneliness; and creating walking routes based on parts of the line.

For details of the fundraising visit:
www.crowdfunder.co.uk/p/for-the-love-of-a-railway

Eric Bottomley

14 July 1948–28 April 2024

The transport artist and railway modeller, Eric Bottomley, passed away on 28 April 2024 at the age of 75.

Born in Oldham, Eric studied art and crafts at the Oldham School of Art, leaving in 1964 to pursue a career in commercial art. As a freelance artist and illustrator, he specialised in industrial and transport subjects. He set up a studio in Wimborne Minster and later, in 1979, became a member of the Guild of Railway Artists.

In the 1980s Eric moved to Much Marcle, Herefordshire, where he often painted the local scene and its industries. Latterly he resided in South Devon.

Eric covered most forms of transport with his painting, producing work for private commissions and corporate customers.

It was in fact the railway modelling hobby that helped Eric onto the first rung of the ladder towards his career at the easel. He was commissioned in the 1970s by Peter Farish to produce a painting of a Stanier 'Black Five' on a goods train to mirror models then being produced as part of the Graham Farish range. This led to painting more of the company's model buildings, baseboards and backdrops.

Then, in 1984, Eric was invited to attend the Bristol Model Railway Exhibition as part of the Grafar stand.



The late Eric Bottomley, talented artist and railway modeller.

Following this, for many years he became a regular attendee at the Bristol show, taking his own trade stand and displaying his paintings, prints and cards.

Eric's own railway modelling interest began in earnest at the turn of the 21st century, when he started building his O gauge layout, *Chadbury*. This large garage-based system (which was featured in the March 2018 issue of RAILWAY MODELLER) depicted an imagined ex-Lancashire & Yorkshire route c.1960. The setting was influenced by locations from Eric's childhood, including the Rochdale Canal and the Calder Valley Line.

Eric's other interests included music and walking. The huge turnout at his funeral service on 15 May was testament to his warm personality and friendly demeanour, which endeared him to everyone who met him. Our condolences to Eric's family and friends.

See Pete Waterman's record-beating layout this summer



Pop music mogul, steam locomotive owner and railway modeller Pete Waterman, together with the Railnuts team of modellers, have secured a new Guinness World Record after building and operating the world's biggest portable model railway at an event held in April at the NEC in Birmingham.

Peco track was used throughout on the layout and there will be a chance to see the complete OO gauge set-up this summer in Chester Cathedral.

As reported in our June 2023 issue, the cathedral has previously hosted earlier stages of the giant layout masterminded by Pete and based on the contemporary scene along a section of the West Coast Main Line.

These previous airings, staged as *Making Tracks I, II* and *III* in the summers of 2021-23, attracted tens of thousands of visitors while promoting the hobby and raising considerable donations for the historic cathedral.

The full layout as it now stands – named *Making Tracks: The Final Frontier* – measures 208' by 14' and portrays the WCML between Hillmorton Junction (Rugby) and Bushey.

Since last year, 100' of new scenery has been added and the set-up now takes in Hillmorton's grade-separated junction, Kilsby Tunnel, Blisworth, Milton Keynes Central station, Tring Cutting, Northchurch Tunnel, Watford Tunnel, Watford Junction station, Bushey Viaduct, Bushey station and finally Carpender's Park Bridge. It features a four-track main line throughout.

One of the key criteria was for all of the Peco code 75 SL-102F concrete sleeper Streamline track used throughout on the layout to be measured accurately.

To achieve this, a specially designed sonic track measurement wagon was developed and used to establish the complete track length. The overall and official measurable and usable track length eventually came in at a huge 690.4m/2,279'!

For the set-up to secure the new world record, adjudicators spent seven and a half hours checking it to the nearest 0.001m and the modelling team had to prove it was fully portable and was a single scale model that was fully functioning and built to a professional standard.

Making Tracks: The Final Frontier is due to go on display in the nave of Chester Cathedral from Thursday 1-Saturday 31 August, and will be available to view from Monday to Saturday apart from on Friday 16 August. For further details go to:

www.visitcheshire.com/whats-on/making-tracks-2024-p283321

Sea wall cavalcade of changing traction for Pendon 70th birthday

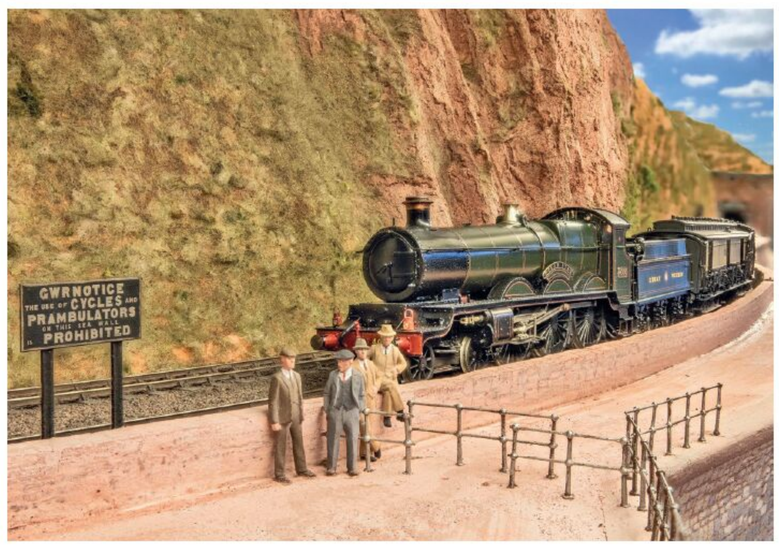
Readers will recall that the June 2023 issue of RAILWAY MODELLER featured not only the latest Midland & South Western Junction Railway (M&SWJR) themed additions to the Pendon Museum *Vale Scene* layout, but also an interview with senior modeller Stephen Williams in which he revealed how the museum was planning to maintain its appeal to visitors as it entered its seventh decade since its foundation by the late Roye England in 1954.

Now, as part of celebrations taking place over the weekend of 13 & 14 July, a number of special trains are to be operated on the South Devon-themed *Dartmoor and Sea Wall* layout under the banner of 'GWR Then and Now'.

When Roye England first began constructing his model buildings and landscapes, and later his railways passing through his Wiltshire and Devon scenery, he was trying to capture the essence of those areas of Britain as they were in the 1920s and 1930s when he had first come to know them after moving to the UK from Australia. He had realised then that rapid change was on the way and some of the traditional features of the towns, villages, landscape and forms of transport would soon be lost.

It is therefore appropriate that over the anniversary weekend, the museum team will be aiming to show the progression of transport on the GWR coastal section of line through Dawlish and Teignmouth from 1930 through to the present day.

Among the trains in operation will be: a King Class locomotive on the 'Cornish Riviera Express'; a Castle Class loco in 1950s livery hauling a rake of Hawksworth and Collett coaches in crimson & cream livery; a 'Western' diesel-hydraulic in maroon pulling a matching Mk.I rake; an HST set in original yellow, blue & grey livery; a Class 47 in Great Western green & gold with a Motorail train; and a two-car Class 158 DMU in First Great Western livery.



A scene on the coastal section of the Pendon Museum *Dartmoor and Sea Wall* layout over which the special 70th anniversary 'GWR Then and Now' cavalcade of trains from across the decades will operate. *Photo: Paul Ellis*

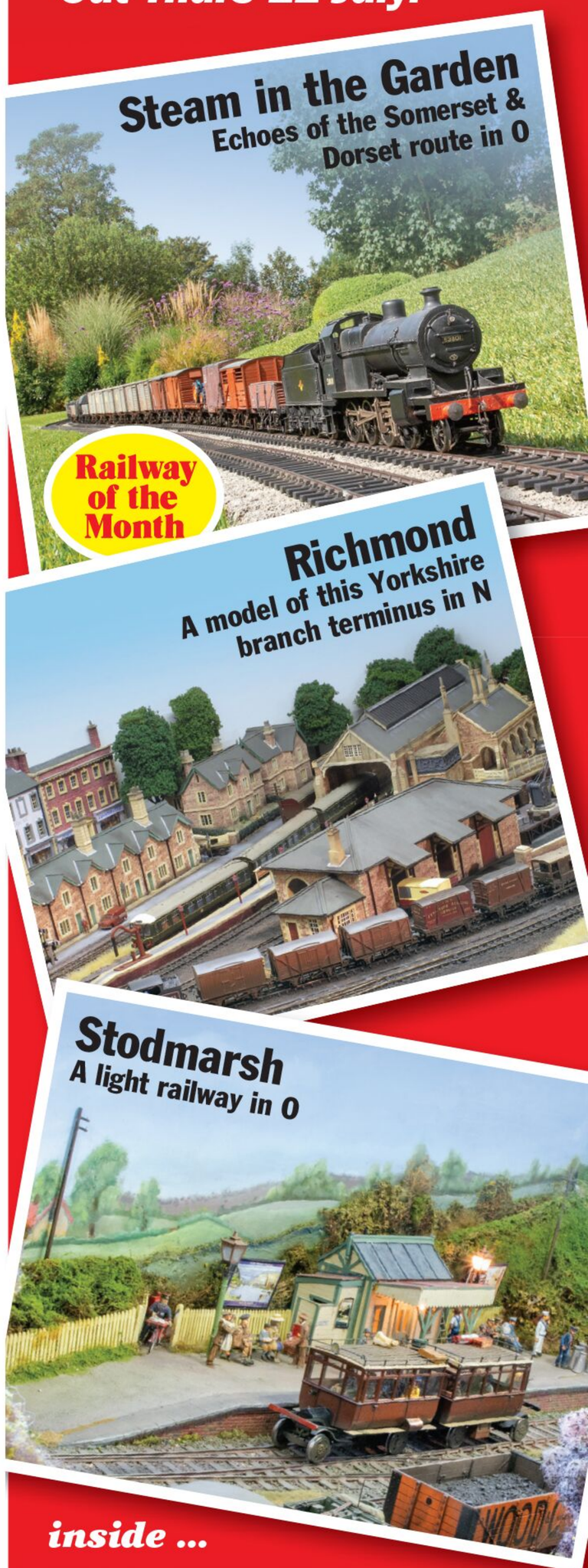
For details of this and other events at the museum – including one of the very occasional (due to the age of the locomotive mechanisms) operating days for John Ahern's ground-breaking 1930s scenic *Madder Valley Railway* layout, combining models of narrow and standard gauge prototypes on 16.5mm gauge track, on Sunday 16 June – see this issue's Societies & Clubs listings.

For Pendon Museum opening times and admission prices visit:

www.pendonmuseum.com

Coming next month

August 2024 – Out Thurs 11 July.



inside ...

- **BR HORWICH 0-4-0ST**
  Drawn & Described in 4mm
- **RETURN TO RHIW**
  Chris Ford presents this rebuilt BR Sectorisation era model in OO
- **LYNTON STATION & PILTON**
  Looking at another part of the Dartmoor 009 Group modular system

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 sent 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.

SEPTEMBER 2024 issue deadline: July 1st

CANCELLATION

Saturday 27 & Sunday 28 July
LLANDUDNO, Conwy
Organiser: Colwyn Model Railway Club.
Venue: Craig Y Don Community Centre, Queens Road, Craig Y Don, Llandudno, LL30 1TE.
Cancelled due to unforeseen circumstances.

LIVE EVENTS

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 with designated disabled spaces. Rail station is 1½ miles away or use bus service R61. Access on one level. Refreshments.
Features: layouts in N, 00, 009, O and SM32 plus trade stands and weathering demos.
Email: exhibitionmanagersnmrc@gmail.com
Website: www.stneotsmrc.com/exhibition
Facebook: www.facebook.com/stneotsmodelrailwayclubexhibition/

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 (ML5 1QD) or nearest rail stations are Coatbridge Sunnyside (10 mins walk), Blairhill (0.47 miles), Coatbridge Central (0.67 miles) and Whifflet (1.01 miles). Disabled access, play area, café.
Features: 10 layouts, stands. Summerlee Museum, mine tours, children's activities.
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: layouts by New Forest Model Railway Society members. Working steam engines on display. 200 acres of gardens, steam train rides, professional tree climbing competition (both days), 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 opp 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. 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. (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 & 009, including *Colinton* (P4), *Knaresborough* (4mm), *Oxforth East* (OO & 009), *Millfield Yard* (N), *Saltaire* (T) and *Minimis* (EM). Also vintage Hornby Dublo and Tri-ang. 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 June issue of RAILWAY MODELLER), *Alderton*, *Waddon Marsh*, *Ravenscroft*, *Knype Bridge* and many more. Plus stands and demos.
Email: showcase@demu.org.uk
Website: www.demu.org.uk

Sunday 16 June
LONG WITTENHAM, Oxfordshire
Organiser: Pendon Museum
Venue: Pendon Museum, High Street, Long Wittenham, Abingdon OX14 4QD.
Open: both days 1100-1600
Admission: adults £8.00, over 60s £7.00, children aged 5-16 £6.00, under-5s free, family groups (2+2) £24.00. Free entry for Individual or Family Friends of Pendon (annual subscriptions payable).
Amenities: small free car park. Limited public transport into Long Wittenham. First floor *Madder Valley Railway* and *Dartmoor Gallery* is fully accessible with allocated disabled parking space and accessible toilet – but due to the level of the layouts the view for young children and wheelchair users is restricted so periscopes are available. Second floor with *Vale Gallery* is on a ramp, with stair lift. Shop and refreshments.
Features: one of the rare operating days for John Ahern's ground-breaking scenic layout *Madder Valley Railway*, built in the 1930s and combining models of narrow and standard gauge prototypes on 16.5mm gauge track together with detailed scratch-built scenery. Also view museum's *Dartmoor and Sea Wall* and *Vale Scene* layouts.
Email: info@pendonmuseum.com
Website: www.pendonmuseum.com
Facebook: www.facebook.com/pendonmuseum/?locale=en_GB

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 009 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 009 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@exemrs.co.uk

Website: www.exemrs.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. 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: spacious free private car park (note height restriction barrier), shuttle bus planned to Crewe station (2.2 miles). 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 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) and *Soldor*, home to a little blue engine, which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Saturday 29 June

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 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

Saturday 29 & Sunday 30 June

ROWLANDS CASTLE, Hampshire
Organiser: Rowlands Castle History and Heritage Group.
Venue: Church on the Green, The Green, Rowlands Castle PO9 6AB.
Open: 1200-1600 on both days
Admission: free entry.
Amenities: marking Armed Forces Day.
Features: 4mm scale layout *Rowlands Castle*, built by Peter Goss and which won the RAILWAY MODELLER Cup competition for 2008. It portrays the area during preparations for D-Day and is being displayed to mark the 80th anniversary of the landings.
Email: editor@rowlandscastleheritagecentre.org.uk
Website: www.rchc.org.uk
Facebook: www.facebook.com/rowlandscastleheritagecentre/

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), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs.
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

Saturday 6 July

BISHOP MIDDLEHAM, Co. Durham
Organiser: Rotary Great Aycliffe & Shildon MRC.
Venue: Bishop Middleham Village Hall, Front Street, Bishop Middleham DL17 9AJ.
Open: 1000-1700
Admission: adults £4.00, concessions £3.00 (in aid of charities), acpd children and wheelchair users free.
Amenities: free parking, level and full disabled access, all day catering.
Features: 10 layouts and four trade stands.
Contact: John Burrows 07870 210269.
Email: jandeburrows@gmail.com
Website: www.rotarygreataycliffe.org

Saturday 6 July

EASTBOURNE, East Sussex
Organiser: Pevensey Bay Model Railway Club Exhibition 2024.
Venue: Victoria Baptist Church Hall, Eldon Road, Eastbourne, East Sussex BN21 1UE.
Open: 1000-1600
Admission: adult £6.00, child aged over 5 £1.00, family (2+2) £12.00.
Amenities: Free car parking. Church is close to bus stops on 1/1A route from town centre–Gildredge Road, and other routes pass the ends of the road. Halls on one level and fully accessible. Light refreshments available.
Features: *Holmeshurst* (O); *Afon Hwch, Bedlam Brewery* (O-16.5); *Grove End, Orestone Quay, Pevensey Beach* (OO); *Svanda* (HO); *Lyndale, Westhay* (OO9); *Hanton Tarrant* (TT); *Murrell Park* (N); plus 9mm, 12mm and 16.5mm Test Track, DC and DCC. Also stands and tombola.
Website: www.pevenseybaymodelrailwayclub.com

Saturday 6 July

ROMSEY, Hampshire
Organiser: Romsey & District Railway Modellers Society.
Venue: Scout Headquarters, Braishfield Road, Romsey, SO51 0PB.
Open: 1100-1630
Admission: free.
Amenities: free parking.
Features: 8 layouts, demonstrations, sales and information.
Website: www.rdrms.com

Saturday 6 July

ROWLANDS CASTLE, Hampshire
Organiser: Rowlands Castle History and Heritage Group.
Venue: Church on the Green, The Green, Rowlands Castle PO9 6AB.
Open: 1100-1700
Admission: free entry.
Amenities: Rowlands Castle village fair day.
Features: 4mm scale layout *Rowlands Castle*, built by Peter Goss and winner of the RAILWAY MODELLER Cup 2008. It portrays area during preparations for D-Day 80 years ago.
Email: editor@rowlandscastleheritagecentre.org.uk
Website: www.rchc.org.uk
Facebook: www.facebook.com/rowlandscastleheritagecentre/

Saturday 6 July

TEWKESBURY, Gloucestershire
Event: The 85E Tewkesbury Model Railway Exhibition.
Organiser: Michael and Matthew Wathen.
Venue: Tewkesbury Baptist Church, Station Street, Tewkesbury, GL20 5DR.
Open: 1000-1700
Admission: adults £5.00, U16s £1.00 (cash only).
Amenities: parking, venue is located in Tewkesbury town centre, refreshments.
Features: 13 layouts including: *Wharf Sidings, Severnside Steel, Box Tunnel* (O); *End of the Line* (O and O-14); *Bunkers Lane* (O9); *Tewkesbury Shed, Orchard Road TMD, Thomas the Tank Engine* (OO); *Goodmannton* (OO9); *Gleisbau (GLB) Bitterfeld* (HO); *Foxbury* (3mm); *Miles End* (N). Plus West Midlands OO9 Society stand, other layouts, dioramas, demonstrations and traders.
Website: www.tewkesburydirect.co.uk/the-85e-tewkesbury-model-railway-show/

Saturday 6 & Sunday 7 July

BUXTON, Derbyshire
Event: Railex Buxton.
Venue: Buxton Pavilion Gardens, St Johns Road, Buxton SK17 6BE.
Open: Saturday 0930-1730
Sunday 0930-1700
Admission: adults £9.00 (reduced to £7.00 if entry is after 1500 daily), acpd U16s free.
Amenities: on-site pay and display parking reached from Burlington Rd (£5.40 all day) or at railway station and Palace Hotel. Disabled parking at venue is free.
Features: around 20 layouts in O, 7mm narrow gauge, On2/On3, OO, HO, OO9, TT, N and 2mm finescale. Also more than 15 trade stands plus many specialist society and club stands and demonstrations.
Website: https://railexbuxton.co.uk/show/
Facebook: www.facebook.com/p/Railex-Buxton-100076146964942/

Saturday 6 & Sunday 7 July

PENARTH, Vale of Glamorgan
Organiser: Barry & Penarth Model Railway Club.
Venue: St Cyres School, Sully Road, Penarth, Vale of Glamorgan CF64 2TP.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adult £7.00, child (5-16) £3.00.
Amenities: ample free parking, free heritage bus from Cogan railway station (on Cardiff-Barry line). Disabled access throughout. Refreshments available.
Features: over 15 layouts in most scales plus around 10 traders.
Website: www.bpmrc.club
Facebook: www.facebook.com/BarryandPenarthModelRailwayClub/

Sunday 7 July

OLDBURY, West Midlands
Organiser: Warley MRC Summer Open Day.
Venue: The Clubrooms, Unit 1F Pearsall Drive, Oldbury, West Midlands B69 2RA.
Open: 1100-1600
Admission: free but donations welcome.
Features: annual summer club open day featuring working layouts in all popular scales, layouts under construction, club library, demos, members' bring & buy and chance to see facilities and meet members.
Website: www.warley-mrc.org.uk
Facebook: www.facebook.com/Warley.MRC.Exhibition

Saturday 13 July

BATH, North Somerset
Event: Larkrail 2024.
Organisers: Simon Castens & Jerry Clifford.
Venue: New Oriel Hall, Larkhall, Bath BA1 6RA.
Open: 1030-1630
Admission: £7.00, acpd children free.
Amenities: free car park and on-street parking nearby; bus 7 to Larkhall or 3/13 to London Road; Bath Spa station is 1.5 miles

away. Refreshments. Proceeds to Parkinsons UK and Julian House homeless charity.
Features: 10 layouts including: *The Watchmouth Railway* (7mm in a small space); *Longwood Edge* (P4); *Parkend Marsh Sidings* (P4); *Dinas Mawydd* (EM); *Lockdown Fen* (OO); *Obbekaer and Ribe Skibbroen* (P87); *Les Caves de Roy* (1980s Beirut – HO); *Colwyn Bay Goods* (2mm scale); *Parkend* (and a Japanese bonus micro – 2mm scale); *Paynestown* (N). Also demonstrations and displays plus trade stands.
Contact: Simon Castens, 07847 122109.
Email: simon@titfield.co.uk

Saturday 13 July
HILDENBOROUGH, Kent
Organiser: Hildenborough Summer Fair and Barbecue Committee in conjunction with Southwark & District Model Railway Club and Tonbridge Model Railway Club.
Venue: St John's Church Hall, 194 Tonbridge Road, Hildenborough, Tonbridge TN11 9HR.
Open: 1000-1500
Admission: free entry.
Amenities: free off-site parking, wheelchair access, refreshments.
Features: layouts: *Westerham* (OO), *Locomotive Graveyard* (OO), *Ipswich To Weymouth* (HD OO 3 Rail), *Scallywag Corner* (OO9), 1950s clockwork and vintage Hornby and Ace trains, Meccano models, sales stands, demonstration stand and community stalls.
Contact: Valerie Marsh, 07957 287866.
Email: valeriemarsh1947@gmail.com

Saturday 13 July
OXFORD, Oxfordshire
Organiser: Oxford & District Model Railway Club (Open Day).
Venue: Collinwood Road URC, Collinwood Road, Headington, Oxford, OX3 8HW.
Open: 1030-1600.
Admission: £2.00.
Amenities: teas and coffees available.
Features: *Kreuzweg, Tetsudo Sankei, 90p Layout, Under the Bed layout, Brymbo, Forest Hill.*
Email: www.oxfordmrc.org.uk/contact-us/
Website: www.oxfordmrc.org.uk/open-day

Saturday 13 July
PRINCES RISBOROUGH, Buckinghamshire
Organiser: Risborough & District Model Railway Club (Open Day).
Venue: St Mary's Hall, Church Street, Princes Risborough, HP27 0AF.
Open: 1000-1700
Admission: free.
Amenities: disabled access. Refreshments.
Features: layouts, trade support and demos.
Email: secretary@rdmrc.org.uk
Website: www.rdmrc.org.uk
Facebook: www.facebook.com/p/Risborough-District-Model-Railway-Club-100068939964862/

Saturday 13 & Sunday 14 July
BURTON UPON TRENT, Staffordshire
Event: Model Railway & Engineering Exhibition.
Venue: Clay Mills Victorian Pumping Station, Meadow Lane, Stretton, Burton upon Trent DE13 0DA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, U15s free.
Amenities: parking, part of venue has disabled access. Refreshments.
Features: 10 layouts plus trade support.
Contact: 01283 509929.
Email: events@claymills.org.uk
Website: www.claymills.org.uk
Facebook: www.facebook.com/Theclaymillspumpingstation/

Saturday 13 & Sunday 14 July
LONG WITTENHAM, Oxfordshire
Organiser: Pendon Museum.
Venue: Pendon Museum, High Street, Long Wittenham, Abingdon OX14 4QD.
Open: both days 1100-1600
Admission: adults £8.00, over 60s £7.00, children aged 5-16 £6.00, under-5s free, family groups (2+2) £24.00. Free entry for Individual or Family Friends of Pendon.
Amenities: small free car park. Limited public transport. First floor *Madder Valley Railway* and *Dartmoor Gallery* is fully accessible with disabled parking space and accessible toilet – view for young children and wheelchair users is restricted but periscopes available. Second floor with *Vale Gallery* is on a ramp, with stairlift. Shop and light refreshments.
Features: 70th anniversary event: special trains from a variety of eras will operate under the banner 'GWR Then and Now' on the *Dartmoor and Sea Wall* layout, to show rail transport from 1930 to present day. See News section.
Email: info@pendonmuseum.com
Website: www.pendonmuseum.com
Facebook: www.facebook.com/pendonmuseum/?locale=en_GB

Sunday 14 July
HALIFAX, West Yorkshire
Organiser: Halifax Model Railway Club.
Venue: 2-4 Deal Street, Halifax, West Yorkshire, HX1 1QX.
Open: 1000-1600
Features: open day with around 8/9 layouts including *Kirkby Stephen* (O) and *Halifax 1950* (OO).
Website: www.halifaxmodelrailwayclubltd.co.uk
Facebook: www.facebook.com/people/Halifax-MRC-EventShow-Manager/61558502237693/

Sunday 14 July
PETT, East Sussex
Organiser: East Sussex Gauge O Group.
Venue: Village Hall, Pett, Near Hastings, Suffolk TN35 4HD.
Open: 1000-1600
Admission: adults £4.00, acpd U16s free.
Amenities: free parking, refreshments.
Features: continuous running track, layouts, bring and buy sale, demonstrations.
Contact: Mike Reeves, 07712 887753.
Email: mikeh.reeves@tiscali.co.uk

Saturday 20 July
BOURNEMOUTH, Dorset
Organiser: East Dorset N Gauge Group.
Venue: Kinson Community Centre, Pelhams Park, Bournemouth BH10 7LH.
Open: 1000-1530
Admission: adults £4.00, U16s & N Gauge Society members free.
Amenities: refreshments available.
Features: 11 layouts including: *Benbridge*, *Sarahs Falls, Penworth, Ins and Outs, Brockleigh, Frankton, New Vadden, Golding Northgate,* 26' modular layout plus briefcase layouts from West Sussex Group, and modular layout from Newport, Wales. Plus trade support and N Gauge Society stand.
Website: www.edngg.co.uk

Saturday 20 July
ROADE, Northamptonshire
Organiser: Northampton & District Model Railway Club (event sponsored by Bachmann Europe plc).
Venue: Roade Village Hall, Bailey Brooks Road, Roade, Northampton NN7 2LS.
Open: 1000-1600
Admission: adult £6.00 (Bachmann Collectors' Club member £5.00), acpd children free.
Amenities: free parking, disabled access, bus routes from Northampton to Milton Keynes (X6/33). In a railway village location.
Features: layouts in popular gauges plus trade support and Bachmann display.
Contact: Richard Deacon, 01604 890275.
Website: www.ndmrc.org

Saturday 20 & Sunday 21 July
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: both days 1000-1630
Admission: small fee (children must be acpd).
Amenities: refreshments and free parking.
Features: two finescale OO layouts: *Bath Green Park* and *Tamerig New*.
Email: secretary.tmrg@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 20 & Sunday 21 July
BUTTERLEY, Derbyshire
Organiser: Rail Riders 2024 Railway Show.
Venue: Butterley Station, off B6179, Ripley Derbyshire DE5 3QZ.
Open: both days TBC
Admission: discount for Rail Riders members.
Amenities: free parking, bus services from Alfreton rail station and Derby. Accessible parking spaces and toilets at Butterley and ramp access. Refreshments and bar.
Features: layouts and trade stands plus raffle. Two trains will be running using heritage traction and visiting motive power. Drive for a Tenner (subject to availability) and Mini Train Rides. DRS and DB Cargo locos on display.
Email: enquiries@midlandrailway-butterley.co.uk
Website: www.midlandrailway-butterley.co.uk/whats-on/rail-riders-show/

Saturday 20 & Sunday 21 July
CHATHAM, Kent
Organiser: Chatham & District MRC.
Venue: The Historic Dockyard Chatham, Kent ME4 4TZ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £10.00 on day, £9.00 in advance (with early entry at 0930 daily). Includes half-price entry to dockyard.
Amenities: Parking available at Dockyard and Dockside Outlet Centre (tariffs apply).
Features: *Ambleton Vale, Bocksley Town, Braughing & Standon, Hinksey Yard, Lenham, Southwark Bridge* (all N); *Corby Glen* (TT:120); *Ballyconnell Road, Wantage Tramway* (3mm); *Batcombe, Bletchinhurst, Brief Encounter Monochrome, Canute Road Quay, Ebsworth Street, Fareford Depot, Fence Houses NCB, Havergo Junction, Helland Wharf, Hobbs Hill, Lambourn, Merrybook Parkway, Merstone & St Lawrence IoW, Museum of Transport, OO Live Steam, Overlord, Rossiter Rise, St Mellion, Tramlink, Trinity Dock, Westhouses* (all OO); *Express Dairy Sidings* (EM); *Minories* (P4); *Stoney Shaw* (0-16.5); *The Yard* (O and 0-16.5); *Fen End Pit, Hazelcombe, Holmeshurst, Queen Charlotte Dock* (all in O); *Northport Quay* (O gauge Irish); and *Kent G Scale*. Overseas-themed layouts include *Somewhere in France* (OO9 World War I); *Obermatt* (HO Swiss); *Villefrache-La-Chapelle* (HO French); *K Street Yard* (HO American); *Out West* (On30 American). Trade and society stands.
Email: info@chatham.show
Website: www.chatham-mrc.co.uk/exhibition

Saturday 20 & Sunday 21 July
CUPAR, Fife
Event: Cupar Model Rail 2024.
Organiser: Cupar & District Model Railway Club.
Venue: The Corn Exchange, Cupar KY15 4BT.
Open: 1000-1630
Admission: adults £6.00 (including free colour show guide), acpd U16s free.
Amenities: café run by MacMillan Cancer Support volunteers, with proceeds to charity.
Features: 15 layouts including: *Eden Road TMD*, *Friarsgate, Clarence Sidings, Studio Tour,* (OO); *Williamson River* (HO); *Glendhar* (OO9); *Clifton & Lowther, Morven Terminal* and *Rossie* (N). Trade support and displays.
Website: www.cuparmrc.co.uk
Facebook: www.facebook.com/cuparmodelrailwayclub/

Saturday 20 & Sunday 21 July
TYWYN, Gwynedd
Event: 4th Awdry Extravaganza.
Organiser: Talyllyn Railway.
Venue: Wharf Station, Tywyn, Gwynedd LL36 9EY; Abergynolwyn Station, Gwynedd LL36 9UR.
Open: entry to Tywyn exhibition is by booked time viewing slot – see website; entry to Abergynolwyn display is on the door.
Admission: Tywyn exhibition: adults £12.00, child £9.00. Abergynolwyn display: all £5.00
Amenities: disabled & electric car parking only at Wharf but council car park is nearby; Cambrian Coast Line station is 300-yard walk; x29 and 29 buses serve Wharf. Abergynolwyn station parking £1.00 per day. Refreshments at Tywyn and Abergynolwyn.
Features: celebrating work of Rev Wilbert Awdry, of Thomas the Tank Engine fame. Tywyn exhibition has models and artefacts from Awdry Study (in station's Narrow Gauge Railway Museum), Awdry family and Mattel's archives. Abergynolwyn display has *Ffarquhar Branch*, Awdry's own OO gauge layout, along with more archive material. Also special Awdry-themed train services plus Saturday evening lecture (book online).
Contact: 01654 710472.
Email: enquiries@talyllyn.co.uk
Website: www.talyllyn.co.uk/events/awdry-extravaganza-4/
Facebook: www.facebook.com/Talyllyn

Sunday 21 July
ALDRIDGE, West Midlands
Event: Models in the Museum.
Organiser: Aldridge Transport Museum.
Venue: Aldridge Transport Museum, Shenstone Drive, Northgate, Aldridge, Walsall WS9 8TP.
Open: 1000-1600
Admission: adults £6.00, children £2.00, family £15.00 (U5s free).
Amenities: free parking on-site plus Park & Ride facilities. Free bus service every half-hour to and from the event – see website.
Features: over 20 layouts plus trade stands, museum shop and entry to museum.
Website: www.amrtm.org

Sunday 21 July
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

Sunday 21 July
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), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Sunday 21 July
HOVETON, Norfolk
Organiser: 32A Model Railway Club.
Venue: Hoveton Village Hall, Stalham Road, Hoveton, Norfolk NR12 8DU.
Open: 1000-1600
Admission: adults £3.00, children £0.50, family £6.00, acpd U14s free.
Features: numerous layouts in O, OO and N, plus trade stands and Club test track – bring your own locos or test new purchases.
Website: www.32amrc.co.uk

Saturday 27 July
BRIDPORT, Dorset
Organiser: Bridport & District MRC.
Venue: The Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT.
Open: 1000-1600
Admission: adults £7.00 (card payments accepted), U16s free.
Amenities: free parking, full disabled access, light refreshments available all day.
Features: 40 layouts, demos and trade stands.
Contact: Bob Ahrens 01308 861754 or 07927 312341.
Email: R_Ahrens@outlook.com

Saturday 27 July
HITCHIN, Hertfordshire
Organiser: Letchworth Model Railway Society.
Venue: The Priory School, Bedford Road, Hitchin, Hertfordshire SG5 2UR.
Open: 1000-1630
Admission: adults £5.00, acpd U16s free.
Amenities: new venue with free parking and refreshments available.
Features: over 18 layouts including: *Stodden Hundred* (O); *Caroline Concrete Works* (O-16.5); *Horsebridge Wharf* (EM); *Providence Colliery*, *Earldean, St Pollards, Little Colne* (OO); *Gouttieres, Moos, Zeedijk, Geeksville Depot* (HO); *Whipsnade Central, Scarborough North Bay* (OO9); *Beer Creek, Tinners Wharf* (N). Plus trade support.
Website: www.letchworthmrs.org.uk
Facebook: www.facebook.com/LetchworthMRS/

Saturday 27 July
HOUNSLOW, London
Organiser: Twickenham & District MRC.
Venue: Kerswell Hall, Wills Cres, Hounslow, TW3 2JW.
Open: 1000-1600
Admission: free but donations welcomed.
Amenities: free car parking on site.
Features: open day with eight layouts in N, TT:120, OO, O-16.5, O and G including club's O gauge layout, *Addison Road*. Plus the club will announce plans for new layouts *Kerswell Lane*, a small OO gauge layout teaching newcomers skills; and an N gauge layout replacing *Batty Moor*. Second-hand stand. Refreshments.
Email: chairman.tdmrc@gmail.com
Website: www.tdmrc.org.uk
Facebook: facebook.com/TwickenhamMRC

Saturday 27 & Sunday 28 July
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, unsuitable for 3-wheel scooters).
Features: visitors invited to operate *The Andeer Line* (HOm) – instructions given.
Website: www.pecorama.co.uk

Saturday 27 & Sunday 28 July
NEW MILTON, Hampshire
Organiser: South Coast Model Railway Club.
Venue: The Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £8.00.
Amenities: ample free parking, level disabled persons' access, light refreshments.
Features: 19 layouts including *Printers Yard, Shawton, Wyevern Wharf, Stephens Lane MPD, Club Test Track, U Shunt Interactive* (O); *Dibwrpas* (On30); *Penmawr, Tavas Yn Boch, Quarry Bank, Maritime Lane VRF, Hollybank Depot, Cardiff Canton, Buckleigh* (OO); *Quay Street, Cobb Lane* (N); *Legoworld* (Lego).
Contact: Steve Mosedale, 07984 454787.
Website: www.southcoastmodelrailwayclub.co.uk
Facebook: www.facebook.com/groups/479532089852021/?locale=en_GB

Sunday 28 July
SEVENOAKS, Kent
Organiser: Model Railway Quest.
Venue: Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks, TN13 3LB.
Open: 1000-1600
Admission: adults £7.00, seniors and U16s £5.00, family £15.00, TFL & rail workers with ID £5.00.
Amenities: free on-street parking, 10 mins walk from Sevenoaks rail station, full wheelchair access. With café and real ale bar.
Features: layouts include *Kingsnorth, Staffordshire Potteries, Small N Working, Joganji River, Tamcester, Quevy, Waledale, Quarry Falls, Lenham* (N); *Scallywag Corner, Brief Encounter Monochrome, The Blitz, Washibi Pass, Dublingham, Hobbs Hill* (OO); *Plant City Florida* (HO); *The Tar Works, The Old Arches & Creosote/Sleeper Works* (O); *Four Feather Falls* (2mm Treble-O); *Little Himalaya* (OO9) plus trade stands.
Email: modelrailwayquest@gmail.com
Website: www.modelrailwayquest.com

Sunday 28 July
STOWMARKET, Suffolk
Organiser: Norfolk & Suffolk Narrow Gauge Modellers/Mid Suffolk Light Railway.
Venue: Mid Suffolk Light Rly, Brockford Station, Wetheringsett, Stowmarket, Suffolk, IP14 5PW.
Open: 1030-1630
Admission: adults £12.00, children 5-15 £6.00, U5s free, family ticket (2+2) £30.00, concession (over 65) £10.00. Entrance fee includes access to railway and train rides.
Amenities: station is off A140 Ipswich–Norwich road: look for brown signs. Free parking, disabled access, refreshments and shop.
Features: layouts include: *Sampson Vale* (HOe); *Davedale, Hubbards Halt, Staines Barn, New Walmington Pier, Beckland End* (OO9); *Ingoldsby Yard, Tenstead, Norfolk & Suffolk Estates Railway* (O9); *North Level Railway* (O.16.5); *Noels Walk* (1:16); 16mm live steam layout. Trade and society stands.
Contact: Richard Doe, 01502 471760.
Email: nsngm@yahoo.co.uk
Websites: www.nsngm.org.uk
www.mslr.org.uk

Sunday 28 July
THIRSK, Yorkshire
Organiser: Thirsk Model Railway Show Committee.
Venue: Thirsk Town Hall, Westgate, Thirsk YO7 1QS.
Open: 1000-1600
Admission: adults £6.00, concessions £6.00, acpd children free. Proceeds to Yorkshire Air Ambulance.
Amenities: limited free parking but more nearby. 1.16 miles to Thirsk rail station. On first floor; no wheelchair access. Refreshments, tombola, children's competition.
Features: around 15 layouts, including: *Pawson's Pickles, Londonderry Sidings* (O 7mm); *Rymer's Sidings* (O); *Copper Wort, Marsh Green, Holland Beck, Manygates* (OO 4mm); *Boston Frodsham* (P4 4mm); *Altenburger, Willow Creek* (HO 3.5mm); *Dolwyn, Ammobaux; Summers Mill, Christmas Eve at Friston Dean* (009 4mm); *Bluish* (12mm gauge, 3mm scale). Demos and stands.
Website: www.expo-thirsk.co.uk

Wednesday 31 July
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.
Open: both days 1000-1630
Admission: small admission charge (note children must be accompanied).
Amenities: refreshments and free parking.
Features: two finescale OO layouts: *Bath Green Park* and *Tamerig New*.
Email: secretary.tmrg@hotmail.com
Website:
www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

MEETINGS

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.
Contact: 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 Farm Railway Museum, Burnham on Crouch.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Thursday 4 July – 1500
South East Essex Railway Society
Club outing.
Visit to: member's garden railway in O, On30, P4, OO and HO gauges.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Monday 8 July – 1930
Lincoln Railway Society
The Royal Train by Geoff Griffiths.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085, grahamlightfoot1948@gmail.com

Tuesday 9 July – 1930
Pewsey Vale Railway Society
How the North Warwickshire Line was Saved by Fraser Pithie.
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Thursday 11 July
South East Essex Railway Society
Club outing.
Visit to: the Regents Canal for a guided walk from Paddington to King's Cross.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Thursday 18 July – 1930
Marlow & District Railway Society
Railways before the Great War by Jeremy Harrison.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: members free, non-members £3.00.
Contact: visit www.mdrs.org.uk or telephone Martin Stoolman on 07954 849390.

Wednesday 24 July – 1800
South East Essex Railway Society
Club outing.
Visit to: member's OO gauge *Daws Heath Garden Railway* as seen on 'Hornby – A Model World' on Yesterday TV and YouTube.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 26 July – 2000
Gauge O Guild
Ian Allen – 3D CAD to 3D Print to Investment Casting.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 June.

Tuesday 30 July – 1030
South East Essex Railway Society
Club outing: Docklands Light Railway tour.
Details from: www.seers-rail.org/programme.html or 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. Two layouts for 16mm live steam and electric locomotives in 32mm and 45mm gauges. Go 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

Haverfordwest Model Railway Club, formerly the Pembrokeshire Model Railway Club, meets weekly on Wednesdays at 1915 upstairs at the Haverfordwest Menshed, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Modellers welcome to attend meetings or join. See www.facebook.com/groups/1448793075977538/ or email wordpress@pmrc.welshbrook.com

Launceston Model Railway Group holds drop-in meetings on the 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. O, OO and N layouts in dc and DCC. Call in for refreshments and a chat. Call 07974 893172 or email Alan & 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. For details call 07796 130295.

Poole and District Model Railway Society is opening a new, larger clubroom off Poole High Street in early July. Includes OO gauge *Sterte Bay* (under construction), a British/American N gauge layout and a OO and N gauge test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Initially, opening will be Tuesday evenings 1900-2200. See www.pdmrs.com

Romiley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind the Romiley Methodist Church. Wide range of layouts in N to O gauge. For details see 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 all wishing to become part of an active group. Visit www.sidmouthmrg.com or email: sidmouthmrg@gmail.com

RAILWAY MODELLER

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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar).* Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

SWANAGE MODEL RAILROADING CENTRE – N GAUGE TO G SCALE. Good selection of 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*

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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. Tel: 01297 20580*. Please see website for prices.

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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 and diecast vehicles. We operate mostly in East Anglia. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA.*
Tel: 01787 280 452.
Email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays).*53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786.*
Email: sjmodels@tiscali.co.uk
Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Tel: 01302 371 623, 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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WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel: 07511 899314.*
Email: gambiacat@tiscali.co.uk

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Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

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*

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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.

June 2024

30 June (Sun) 10am - 2pm
ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU.
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

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

6 July (Sat) 10.30am-2.30pm
BRECON – Brecon Market Hall, 4 Market Street, Brecon LD3 9DA
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

7 July (Sun) 10.30am-3pm
COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

7 July (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012 www.srptoyfairs1.co.uk

9 July (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.
Tel: 07732 330 305. stevedevizes@aol.com

14 July (Sun) 10am-2pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting.
Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

14 July (Sun) 10am - 2pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking.
J & J Fairs.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@virginmedia.com

14 July (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

14 July (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

20 July (Sat) 10.00am-2pm
BRISTOL TOY & TRAIN FAIR. BAWA Health and Leisure Centre, Southmead Road, Bristol, BS34 7RG, (close to M4 and M5). BUY*SELL*EXCHANGE. Ample free parking, café, 60 tables. Many top dealers. Admission £2.00. Enquiries to FELIX FAIRS.
Tel: 07928407034 or email: felixfairs@outlook.com www.felixfairs.com

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

21 July (Sun) 10.00am - 2.00pm
WICKHAM - Community Centre, Mill Lane, PO17 5AL. Relocation of the Eastleigh fair to this popular centre. Just off the M27 and handy for both Portsmouth and Southampton. Light refreshments and free parking.
Telephone: 07732 330 305.

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.

30 July (Tues) from 5pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. KEVIN WRIGHT.
Tel: 07908 494 097.

August 2024

11 August (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

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for September 2024 issue is 10th June.
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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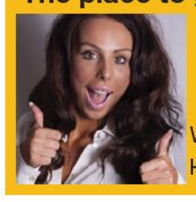
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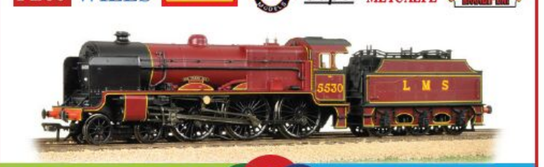
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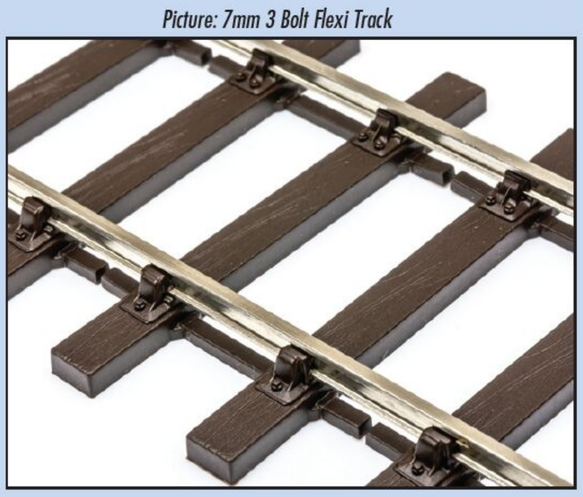
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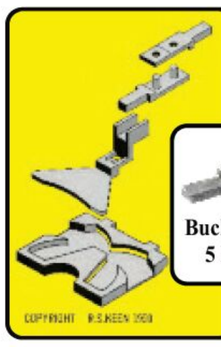
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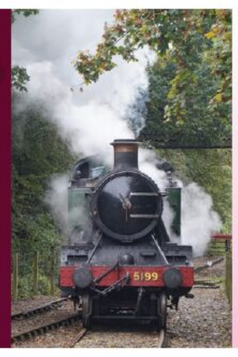


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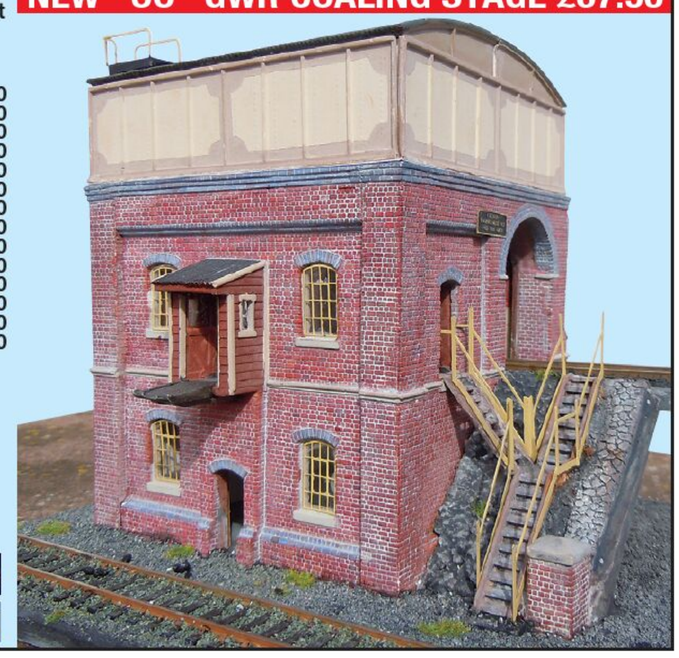
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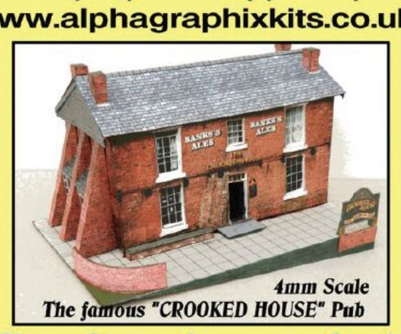
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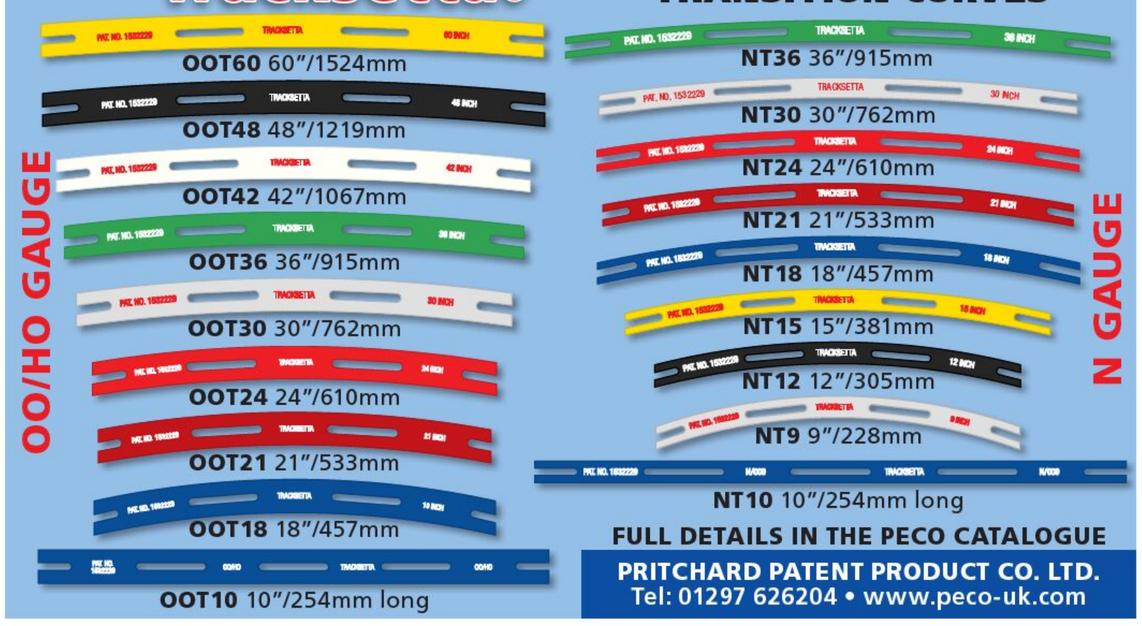
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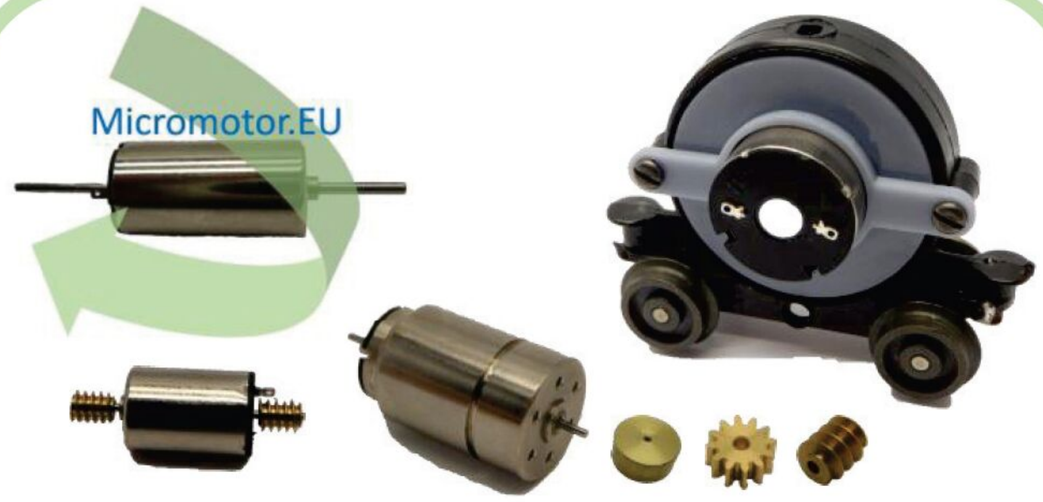
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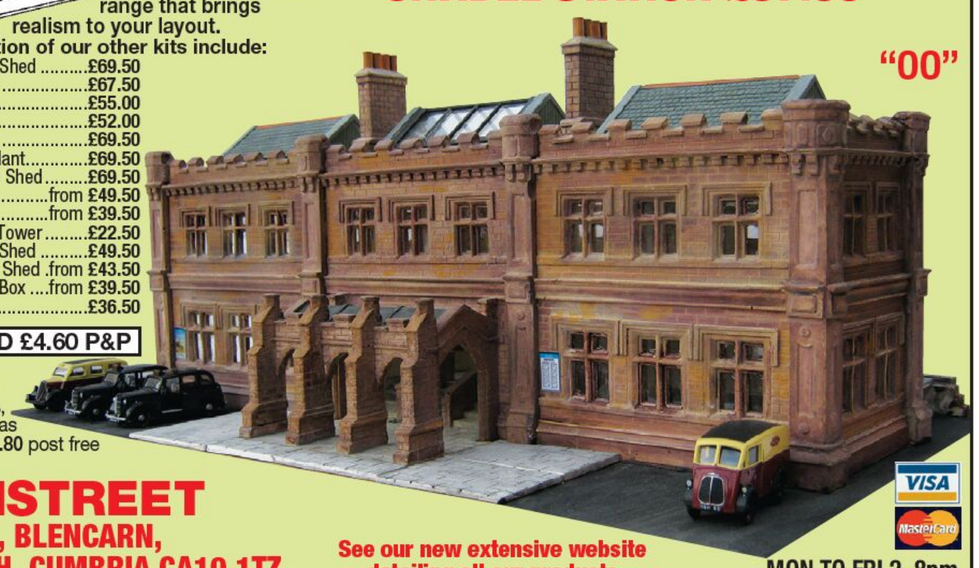
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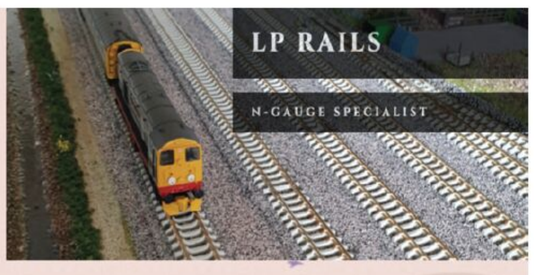


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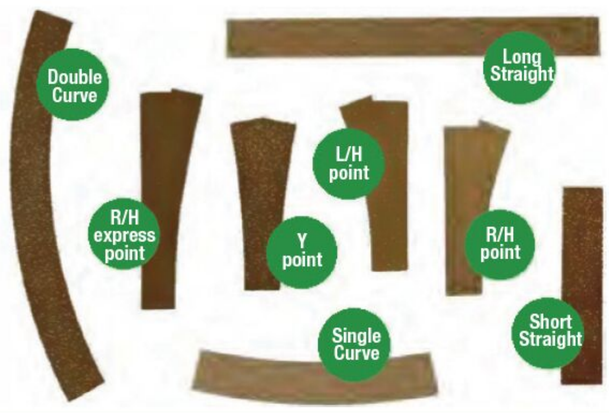
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An Apology - an Update

Following on from the medical problems detailed in our last advert, we now have had some other problems that will affect our ability to maintain a good service.
On the evening of Wednesday 8th May I managed to break, very seriously, two fingers and two tendons as well as damaging the skin and soft tissue on both the top and palm of my left hand.

Two things are in my favour, firstly I am right handed and secondly I have been seen by and operated on by a specialist hand trauma unit. My fingers the tendons and the skin damage have been repaired and I am undergoing physio to help.

This broken hand will have caused serious delay to both orders and production. Without the production of new paint we will have had problems shipping orders.

We would like to express our sincere apologies to all who have had orders delayed by these problems.

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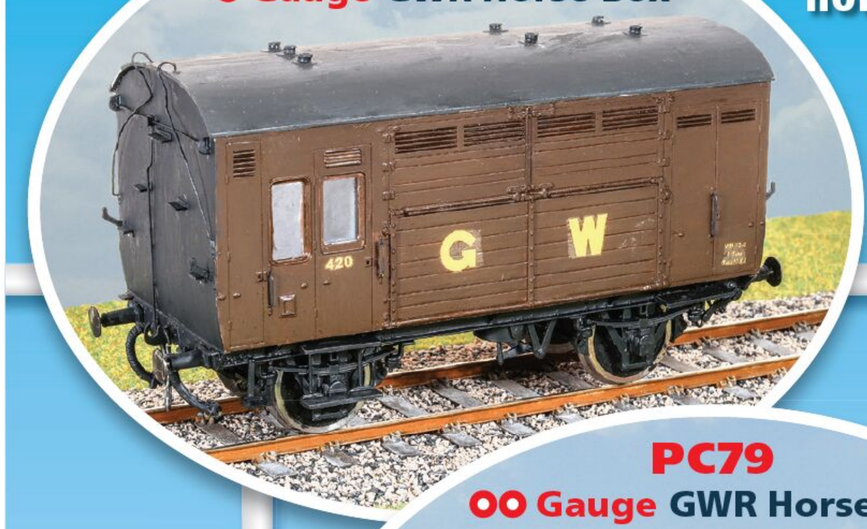


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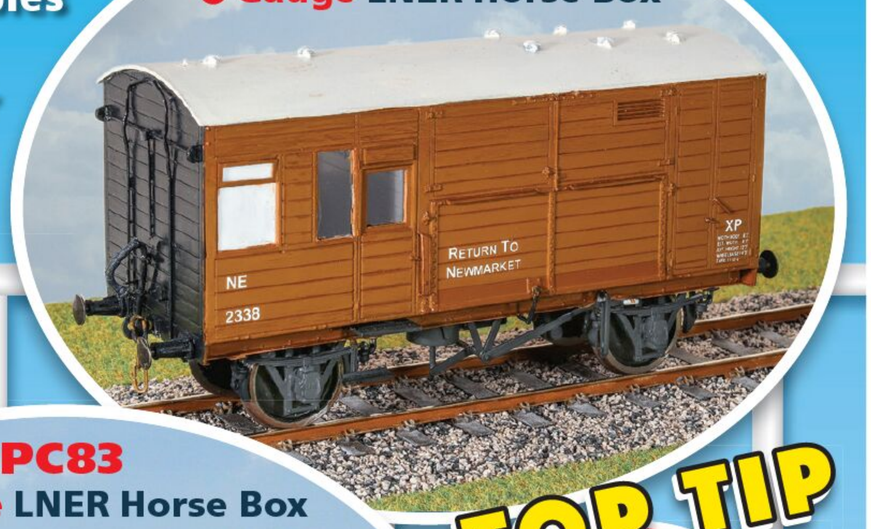
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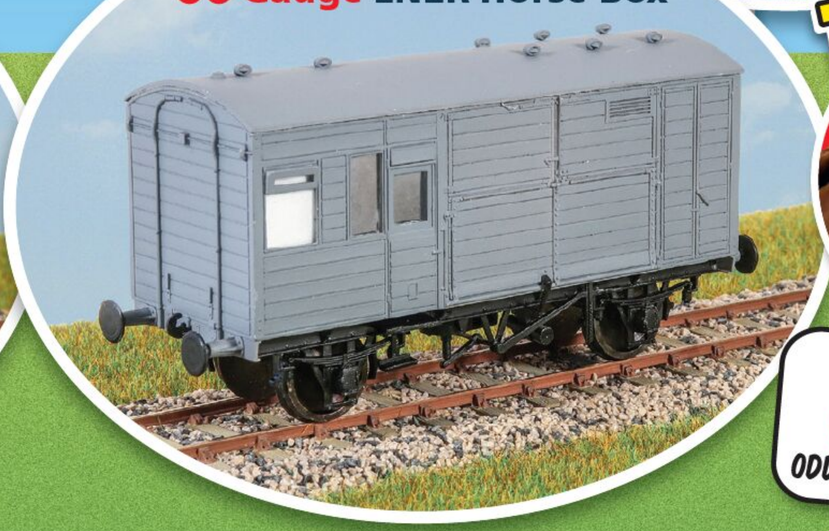
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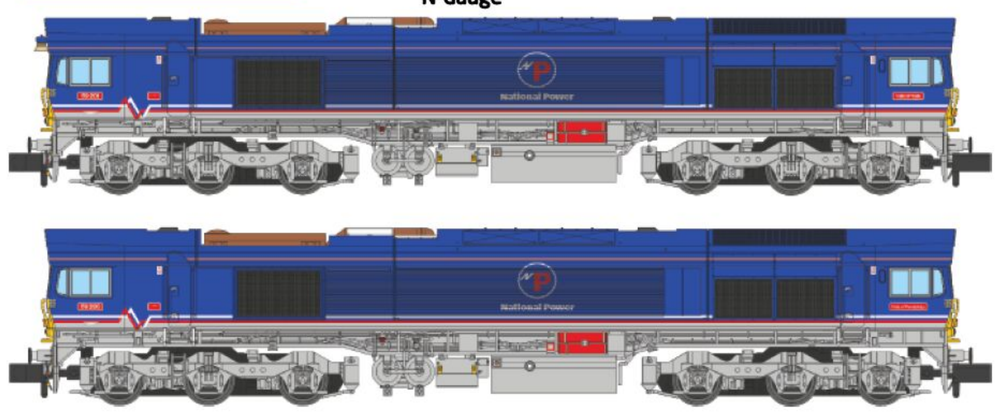
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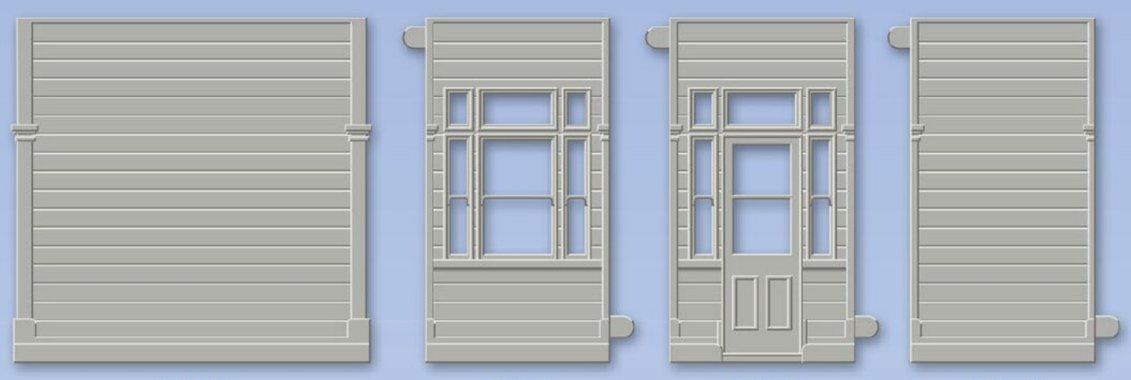
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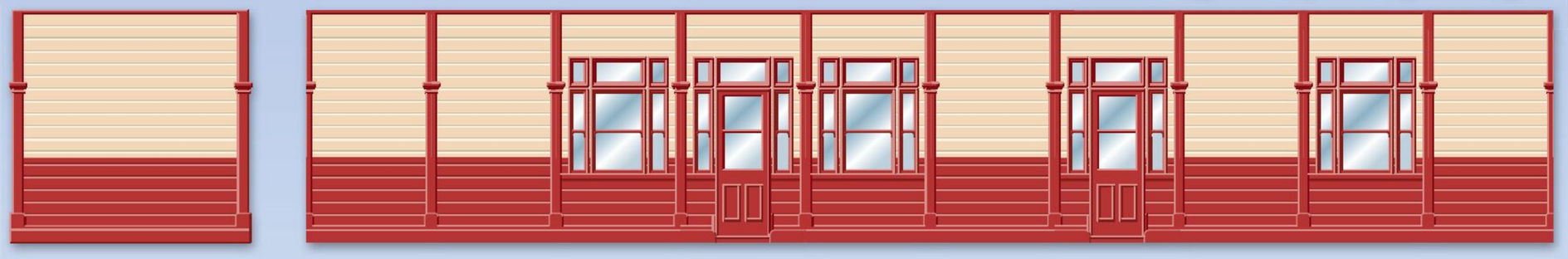
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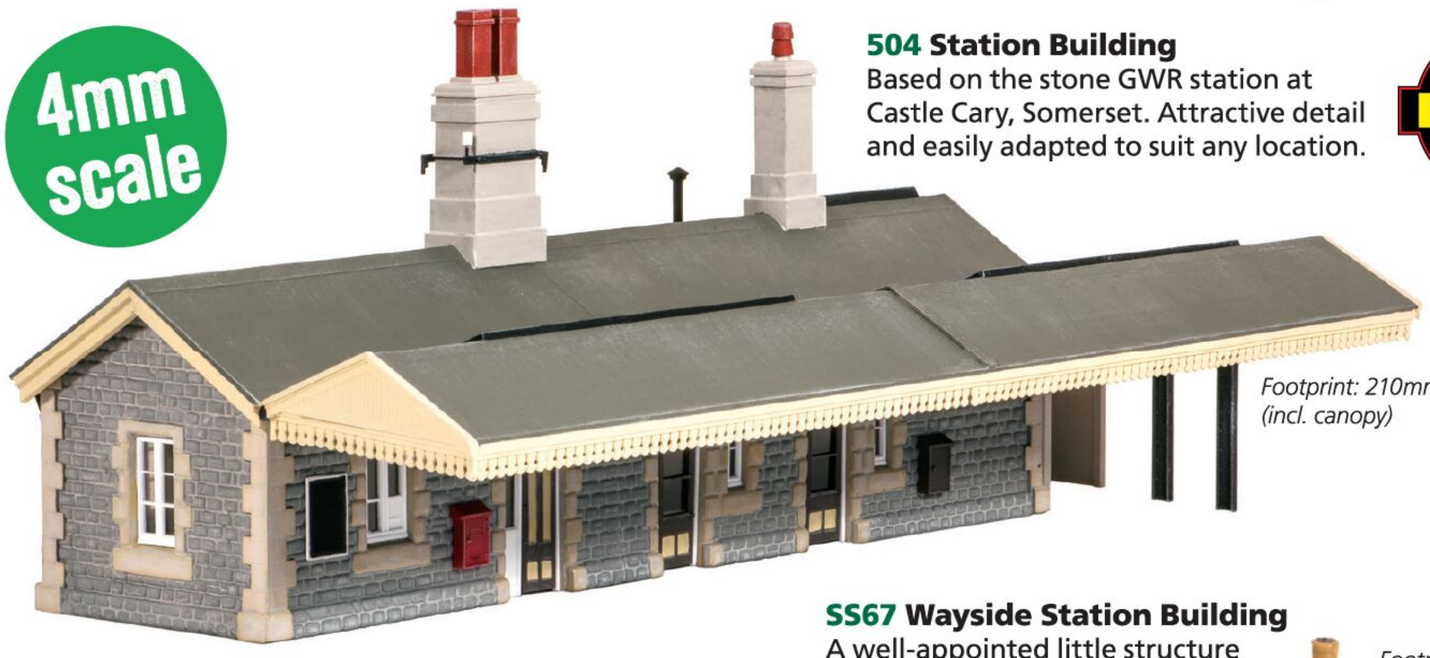
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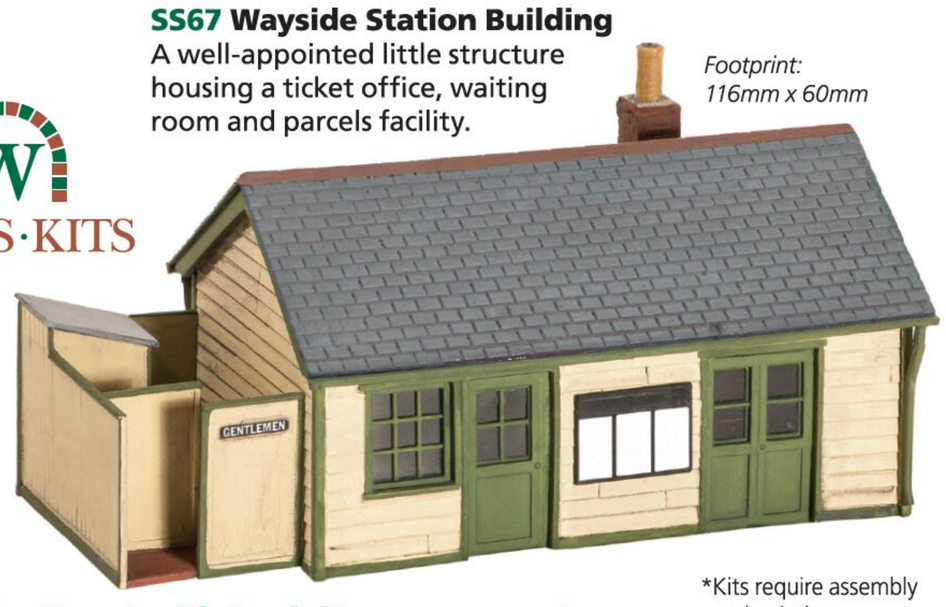
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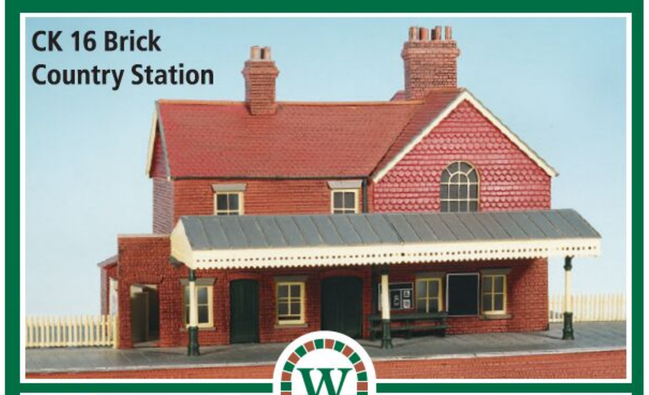
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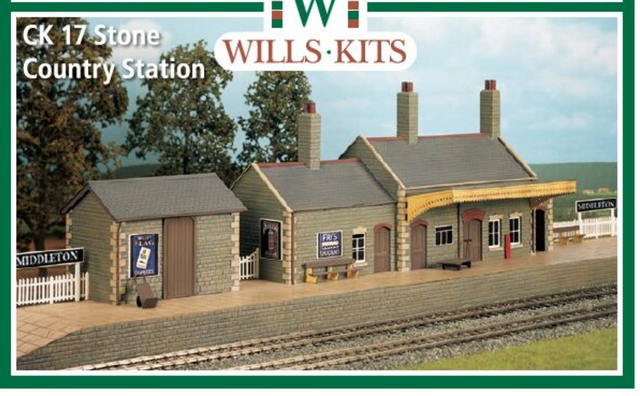
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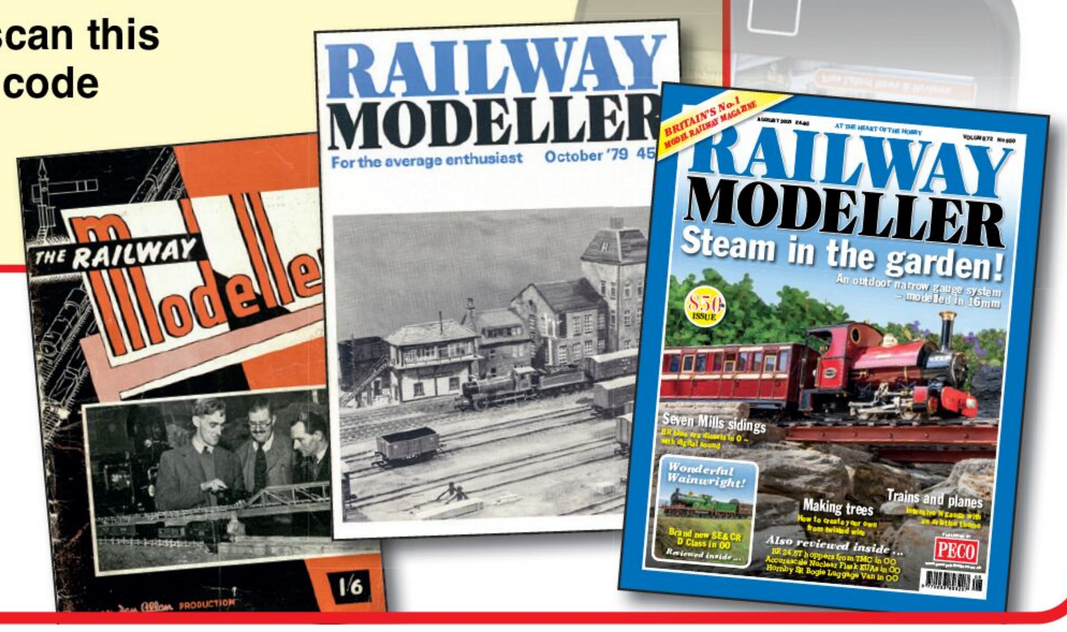
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Modelit Ltd ***www.modelitltd.co.uk*** *50a*

Model Layout Services
www.modellayoutservices.co.uk *44a*

Model Shop, Portsmouth **A** *51a*

MonkBar Model Shop, York **F** *50a*

Morley Controllers
www.morleycontrollers.com **F** *55a*

N

Narrow Planet *50a*

Natural Scenics *51a*

N Gauge Society *50a*

NMRA *49a*

Nuffy's Models *50a*

O

009 Society ***www.009society.com*** *49a*

Osborn's Models, Bideford
www.osbornsmodels.com **A** *53a*

P

Parr's Lowestoft **E** *45a*

Bob Pearman Books (M) ***pearman-books.com*** **E** *46a*

PECO Garden Railways *67a*

PECO/KATO Small Engine *23a*

PECO Modellers Library *43a*

PECO Parkside Models *57a*

PECORAMA Shop *61a*

Pennine Models *63a*

Peters Spares, Middlesbrough **F** *54a*

Phoenix Precision Paints Ltd
www.phoenix-paints.co.uk *54a*

Planet Industrials *50a*

Pooleys Puffers, Gateshead
www.pooleyspuffers.com *46a*

R

Rails, Sheffield ***www.railssheffield.co.uk*** **F**
..... *9a, 10a, 11a, 12a & 13a*

Rail Model Outlet *56a*

Railway Conductor *49a*

Railway Modeller Digital Only *64a*

Railway Modeller Subscriptions ..... *6a & 7a*

Railway Scenics ***www.railwayscenics.com*** *47a*

The Railway Shop, Blaenavon **C** *45a*

Rainbow Railways *57a*

Rapido Trains *8a*

Ratio *58a*

RECREATION21 ***www.rue-d-etropal.com*** *44a*

Rhuddlan Models *46a*

Richardsons, Feltham, Middlesex
www.richardsons-retail.co.uk **B** *45a*

Ron Lines Model Railways, Southampton **B** *53a*

Roxey Mouldings (M) *44a*

S

S.A.S. Auction Services *61a*

Scalescenes.com *48a*

7mm Narrow Gauge Association *48a*

Signal Box, Anstey **D** *49a*

Signals Model Shop, Somerset **A** *45a*

Simon's Trains, Devon
www.anythingnarrowgauge.co.uk **A** *53a*

Smart Models *48a*

Solent Sky *55a*

Sports & Model Shop, Dingwall, Scotland **G** *44a*

Springside Models
www.springsidemodels.com *45a*

Stockton Modeller *44a*

Stowmarket Model Railway Exhibition *45a*

Sunningwell Command Control
www.scc4dcc.co.uk *47a*

Sussex Model Centre *59a*

John Sutton Models *47a*

Sutton's Locomotive Workshop/ZIMO
www.railexclusive.com ..... *inside back cover*

T

This Month in Continental Modeller *59a*

Thunderbolt Models *53a*

TMC-Direct ***www.tmc-direct.com***
..... *14a, 15a, 16a & 17a*

Topp Trains, Stafford **D** *46a*

Tower Models, Blackpool
www.tower-models.com *35a*

Townstreet (M) ..... *47a & 50a*

Trains4U.com, Peterborough
www.Trains4U@btconnect.com *47a*

The Train Shop, Scarborough *44a*

Trainsporters *60a*

Trident Trains, Walgerton, near Nantwich **F** *44a*

U

Upstairs Downstairs, Isle of Wight
www.udiow.com **B** *44a*

W

Wagon & Carriage Works
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Waltons of Altrincham **F** *56a*

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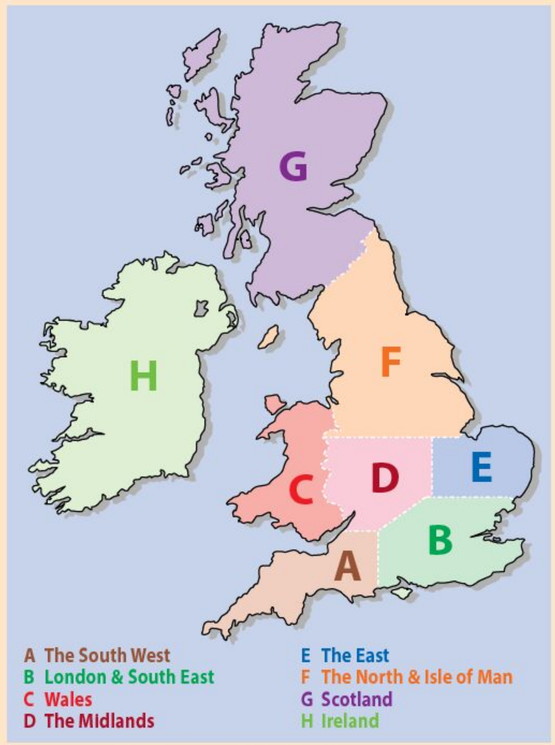
WM Collectables *55a*

Y

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Z

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‘EARLY BODY’ CLASS 25 DIESEL

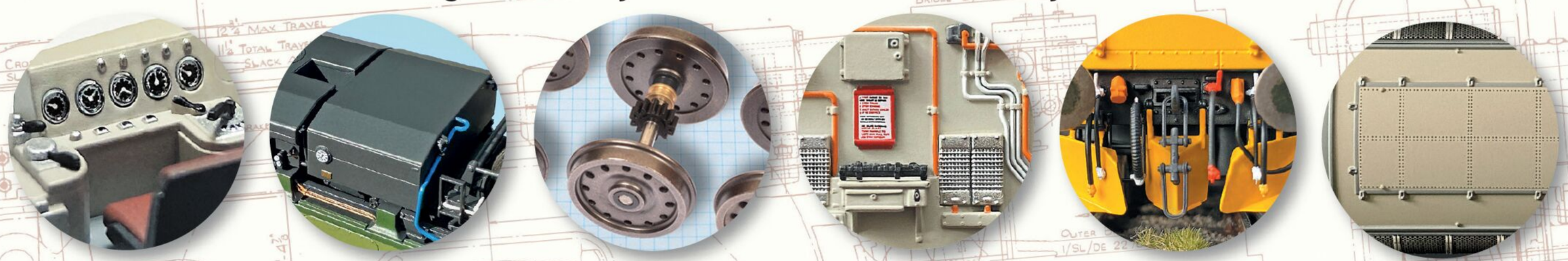
THE DEFINITIVE CLASS 25? *Don’t take our word for it... Some initial customer reactions:*

“Absolutely wonderful... Sutton’s have done it again! I have immediately ordered another”

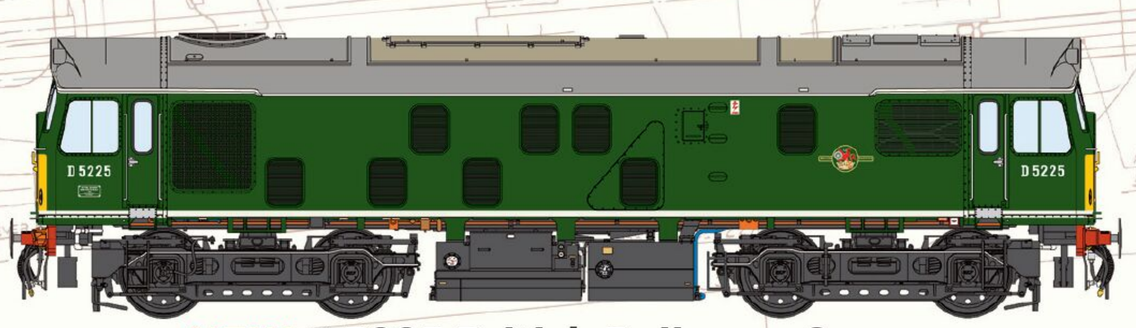
My new SLW Class 25 looks awesome” “Very impressed - a truly stunning model”



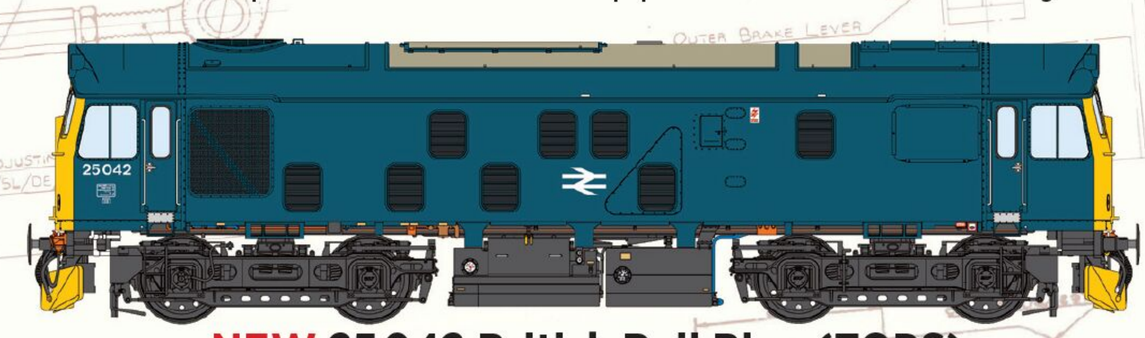
The ultimate in accuracy and detail, with stunning digital sound and enhanced ‘stay-alive’, offered with ‘OO’,‘EM’ & ‘P4’ wheelsets



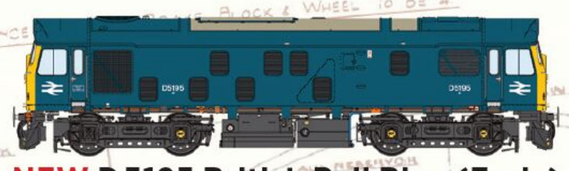
With the new **Sutton’s Locomotive Workshop Class 25** now in the process of being despatched and already earning rave reviews, we are delighted to announce the follow-up. The ‘early’ bodystyle Class 25/1 is a much requested model filling the obvious gap between our previous Class 24 and the newest release. Using our proven smooth-running chassis and unbeatable sound set-up, it is the ideal stable-mate for the ‘flat-sided’ Class 25/3. These new models are already in production and are expected to be shipped out later this year.



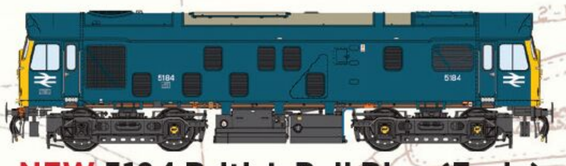
NEW D5225 British Railways Green



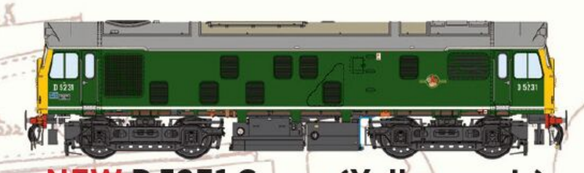
NEW 25042 British Rail Blue (TOPS)



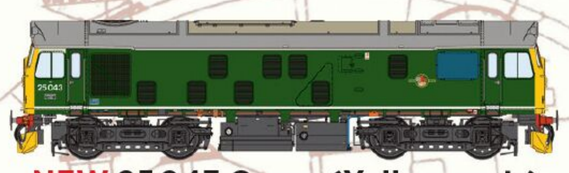
NEW D5195 British Rail Blue (Early)



NEW 5184 British Rail Blue (Early)



NEW D5231 Green (Yellow ends)



NEW 25043 Green (Yellow ends)

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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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These products are available from your local model shop, or, in case of difficulty, direct from ourselves.
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