BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

AUGUST 2024 £5.75 AT THE HEART OF THE HOBBY VOLUME 75 No 886

RAILWAY MODELLER

Steam in the garden

On the trail of the Somerset & Dorset in 0



Gledholt Junction and beyond...

A grand multi-level recreation of the railways around Huddersfield in OO

Richmond

A Yorkshire branch terminus in N

Going digital with a Large England

DCC decoder installation in 009 – we show you how

Reviewed inside ...

Hornby Class 50 and Mk.IIs in TT:120
Caprotti 'Black Five' from Hornby in OO
Class 66s new from Accurascale for OO

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RAILWAY MODELLER

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602 **BR Horwich 0F 0-4-0ST**
Scale Drawings
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634 **Recreating the Lynton & Barnstaple**
Gordon Vickers describes this trio of scenes inspired by the much-loved Devon narrow gauge railway, which can be linked to a larger modular system that is exhibited by members of the Dartmoor 009 group.













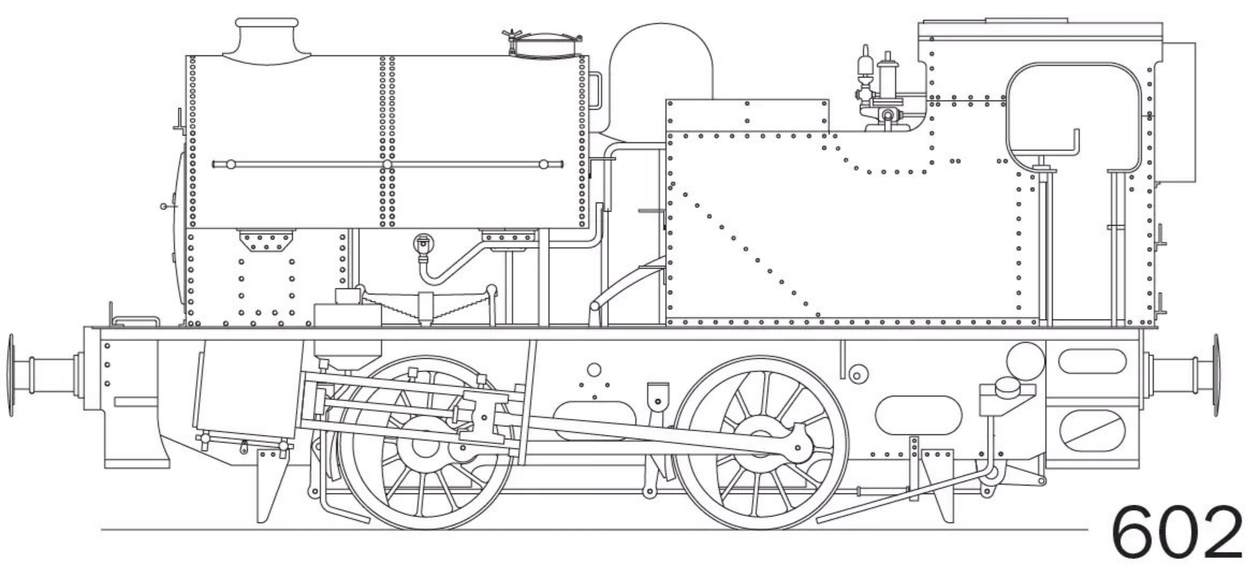



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650 **A cottage garden in 4mm**
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AUGUST 2024

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640 **Gledholt Junction and beyond**
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651 **Comment**
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A complete diesel-era train for the new TT:120 scale is the first review this month, in the form of the Hornby Class 50 and Mk.IIf coaches. We also look at new backscenes and 009 V-skip wagons from Peco; Class 66 diesels in OO from Accurascale; the Caprotti valve gear 'Black Five' in OO from Hornby; the Class 37/0 in O gauge from Heljan; the BR 21-ton mineral wagon in TT:120 from Hornby; and HOA aggregate hoppers from Revolution Trains in OO.

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666 **News**
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The biggest and best guide to the exhibition scene.

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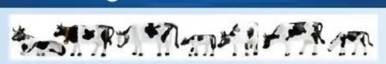

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PO216 - Platform Kit.....£12.75
PO226 - Parish Church.....£16.15
PO228 - Coaching Inn.....£11.05
PO232 - Goods Shed.....£13.20
PO233 - Signal Box.....£9.80
PO235 - Stone Platform.....£12.75
PO236 - Footbridge.....£11.50
PO237 - Country Station.....£15.30
PO240 - Double Track Viaduct Red Brick.....£15.30
PO241 - Double Track Viaduct Stone...£15.30
PO242 - Double Tunnel Entrance.....£10.20
PO243 - Single Tunnel Entrance.....£9.35
PO244 - Retaining Walls Red Brick.....£13.20
PO245 - Retaining walls Stone.....£13.20
PO246 - Railway Bridge Brick Double or Single Track.....£14.05
PO247 - Railway Bridge Brick Double or Single Track.....£14.05
PO248 - Tapered Retaining Walls Brick£13.20
PO249 - Tapered Retaining Walls Stone.....£13.20
PO250 - Manor Farm House.....£10.20
PO251 - Manor Farm Barn.....£9.80
PO252 - Manor Farm Buildings.....£11.05
PO253 - Village School.....£10.20
PO254 - Village Shop & Café.....£11.90
PO255 - Workers Cottages.....£12.75
PO257 - Grange Cottage.....£11.05
PO258 - Gardeners Cottage.....£9.35
PO259 - Crofters Cottage.....£8.50
PO261 - Red Brick Terraced Houses....£11.05
PO262 - Stone Terraced Houses.....£11.05
PO263 - Red Brick Corner Shop.....£11.90
PO264 - Stone Corner Shop.....£11.90
PO267 - Town End Cottage.....£12.75
PO271 - Low Relief Bank and Shops....£11.50
PO272 - Low Relief Shop Fronts Red Brick.....£12.75
PO275 - Low Relief Stone Terraced House Fronts.....£11.05
PO276 - Low Relief Brick Terraced Houses Backs.....£11.05
PO277 - Low Relief Stone Terraced Houses Backs.....£11.05
PO279 - Low Relief Department Store..£13.60
PO281 - Service Station.....£13.60
PO282 - Full or Low Relief Warehouse.£13.20
PO283 - Small Factory.....£13.20
PO284 - Boiler House with Chimney and Factory Entrance.....£13.20
PO285 - Industrial Unit.....£11.50
PO286 - Ramshackle Workshop.....£12.75
PO287 - Old Factory.....£15.30
PO288 - Brewery.....£16.15
PO289 - Fire Station.....£16.60
PO291 - Castle Gatehouse.....£17.00
PO292 - Watch Tower.....£5.95
PO293 - Castle Curtain Walls.....£10.20
PO294 - Castle Hall.....£16.60
PO295 - Castle Stonework Sheets.....£4.95
PO296 - Castle Bridge.....£9.35
PO313 - Track Engine Shed.....£21.25
PO320 - Mainline Station Booking Hall£21.25
PO321 - Parcels Office.....£19.55
PO322 - Island Platform Building.....£17.00
PO323 - Modern Platform Shelter.....£10.20
PO330 - GWR Signal Box.....£14.05
PO331 - Red Brick Single Track Engine Shed.....£14.05
PO332 - Stone Single Track Engine Shed.....£14.05
PO333 - Settle And Carlisle Railway Station.....£21.25
PO334 - Settle & Carlisle Station Shelter.....£9.80
PO335 - Settle & Carlisle Station Masters House.....£12.75
PO336 - Settle & Carlisle Station Goods Shed.....£21.25
PO337 - Settle & Carlisle Style Stone Engine Shed.....£21.25
PO340 - Platform Canopy.....£14.45
PO360 - Tower Block.....£14.45
PO362 - Municipal Building.....£15.30
PO373 - Low Relief Georgian Town House.....£8.50
PO374 - Low Relief Shop Front.....£8.95
PO375 - Hotel Wednesday.....£14.05
PO380 - Railway Arches.....£13.60
PO400 - Platform Underpass.....£5.55
PO401 - Old Mill Chimney Stack.....£7.65
PO410 - Wooden Pavilion.....£5.55
PO415 - Nissen Hut.....£6.40
PO421 - Low Relief Timber Framed Shop.....£7.25
PO430 - Small Signal Box.....£8.50
PO502 - Platform Benches.....£4.90
PO503 - Park Benches.....£4.70
PO510 - Picnic Tables.....£4.70
PO513 - Children's Play Area.....£5.55
PO514 - Greenhouse.....£5.10
PO515 - Station Clocks.....£4.70
PO517 - Platform Kiosk.....£5.55
PO525 - Bus Shelter.....£5.55
PO530 - Market Stalls.....£5.55
PO540 - Goods Yard Crane.....£5.95
PO541 - Water Wheel.....£5.95
PO572 - Arcade Enhancement Kit.....£5.55
PO580 - Signal Box Interior.....£5.55

BACHMANN NARROW GAUGE

New NG7 (O-16.5) Range - Due July

NG7 Locos



71-025 - Quarry Hunslet 0-4-0ST '*Alice*' Dinorwic Quarry Red.....£169.96
71-025SF - Quarry Hunslet 0-4-0ST '*Alice*' Dinorwic Quarry Red **DCC Sound Fitted**.....£263.46



71-026 - Quarry Hunslet 0-4-0ST '*Britomart*' Pen yr Orsedd Quarry Blue.....£182.72
71-026SF - Quarry Hunslet 0-4-0ST '*Britomart*' Pen yr Orsedd Quarry Blue **DCC Sound Fitted**.....£276.21



71-027 - Quarry Hunslet 0-4-0ST '*Margaret*' Penrhyn Quarry Lined Black Early.....£169.96
71-027SF - Quarry Hunslet 0-4-0ST '*Margaret*' Penrhyn Quarry Lined Black Early **DCC Sound Fitted**.....£263.46



71-028 - Quarry Hunslet 0-4-0ST '*Una*' Lined Green.....£182.72
71-028SF - Quarry Hunslet 0-4-0ST '*Una*' Lined Green **DCC Sound Fitted**.....£276.21

NG7 Wagons



73-025 - Dinorwic Slate Wagon without sides Grey.....£18.66
73-025A - Dinorwic Slate Wagon without sides Grey.....£18.66



73-026 - Dinorwic Slate Wagon without sides Red.....£18.66
73-026A - Dinorwic Slate Wagon without sides Red.....£18.66



73-027 - Dinorwic Slate Wagon with sides Grey With Load.....£22.06
73-027A - Dinorwic Slate Wagon with sides Grey With Load.....£22.06



73-028 - Dinorwic Slate Wagon with sides Red With Load.....£22.06
73-028A - Dinorwic Slate Wagon with sides Red With Load.....£22.06



73-029 - Dinorwic Coal Wagon Grey With Load.....£22.06
73-029A - Dinorwic Coal Wagon Grey With Load.....£22.06



73-030 - Dinorwic Coal Wagon Red With Load.....£22.06
73-030A - Dinorwic Coal Wagon Red With Load.....£22.06

NG7 Figures & Buildings



47-413 - Narrow Gauge NG7 Footplate Crew x2.....£16.96



47-0103 - Slate Built Coal Store.....£33.96



47-0101 - Slate Built Engine Shed..£84.96

Sundeala Board

PRICE REDUCED
600mm x 1200mm (4'x 2')
(approximate measurements)
Single sheet £16.00 Per Sheet
1 to 4 sheets £18.00 postage
Above 4 sheets POA

Cork Sheeting

1/32" (1mm) Thick - £4.00 each
2 for £7.00
1/8" (3mm) Thick - £8.35 each
2 for £15.00
3/16" (4.5mm) Thick - £12.99 each
2 for £23.00
Each roll measures 36" x 24" (3ft x 2ft) Approx

Stock Boxes

*All stock boxes available in 5 colours, **Red**, **Green**, **Blue**, Black & **Brown**.*

Large - Suitable for large tender locos & diesels.....**£3.85**
Length 330mm, Depth 48mm, Width 62mm
4 of any colour large stock box for £14.40

Medium - Suitable for larger tank engines and medium sized diesels (class 20s, 25s etc).....**£3.35**
Length 220mm, Depth 48mm, Width 62mm

Small - Suitable for small steam locos (pannier tanks etc.) and small diesels (08 shunters etc.).....**£3.35**
Length 157mm, Depth 48mm, Width 62mm
4 of any colour medium or small stock box for £12.00

Ballast



Coarse Grey Ballast.....£4.00
(3mm average size)
Fine Salmon Ballast.....£4.00
(1mm average size)

All are supplied in 550g (approx.) bag.

Electrics

Toggle Switches

SMT1 Single Pole Single Throw, (On-Off).....£1.50
4 x SMT1..£4.99
SMT2 Single Pole Double Throw (On-On).....£1.20
4 x SMT2....£4.50
SMT3 Single Pole Double Throw, Centre Off, (On-Off-On).....£1.65
3 x SMT3....£4.50
SMT4 Double Pole Double Throw (On-On).....£1.60
4 x SMT4 ..£5.40
SMT5 Double Pole Double Throw (On-Off-On).....£2.00
4 x SMT5...£7.01
SMT6 Point Toggle Switches.....£2.00
4 x SMT6..£7.01
Push to Make Switches **Red** or **Black**.....70p Each

Grain of Wheat Bulbs
12v Bulbs
Available in Clear, Red, Yellow, Green or Amber
Packs of 10.....**£4.50**

Layout Wire

Suitable for point motors, power feeds & more.

7/0.2mm, Single Core, Multi Strand 100 metre rolls available in 7 colours.

Red/Black/Blue/Green/Yellow/Brown/White
.....**£9.00 a roll**
.....Or any two 100 metre reels for.....**£16.99**
Same colours available in
10 metre rolls.....£2.00 each
20 metre rolls.....£3.00 each

Lima OO Traction Tyres

Sold in packs of 10

2074351 - Large.....£5.00
(Suitable for GW King, Class 20, Class 26, Class 27, Class 31, Class 37, Class 40, Class 47, Class 59, Class 60, Class 66, Warship, Western, Class 86 & Class 87 Electrics)
2074352 - Small.....£5.00
(Suitable for GW Railcar, HST Power Cars, Class 101 DMU, Class 50, Class 73, Class 117 DMU, Class 156 DMU, Deltic)

Available For Pre Order
Free postage on all pre orders.
Pre ordering advised due to limited production runs.

HORNBY

OO Gauge LNER Hush Hush - Due Late 2024/Early 2025



R30352SS - LNER W1 Hush Hush 4-6-4 10000 LNER Green With Steam Generator.....£265.49

RailRoad HST & Mk3 Coaches - July/August



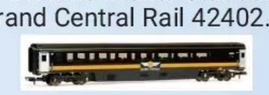
R30375 - Class 43 HST Power Car Pack Grand Central.....£134.99



R40440 - BR Mk3 1st Class Coach Grand Central Rail 41206.....£31.49



R40441 - BR Mk3 Trailer Standard Open Coach Grand Central Rail 42401....£31.49
R40442 - BR Mk3 Trailer Standard Open Coach Grand Central Rail 42402....£31.49



R40443 - BR Mk3 Trailer Standard Disabled Coach Grand Central Rail 42403.....£31.49



R40444 - BR Mk3 Buffet Coach Grand Central Rail 40424.....£31.49

dapol

OO Gauge Class 68s - Due July



4D-022-023 - Class 68 68006 '*Pride Of The North*' DRS/NTS Green.....£152.99



4D-022-024 - Class 68 68026 '*Enterprise*' TransPennine Express.....£152.99
4D-022-025 - Class 68 68030 '*Black Douglas*' TransPennine Express...£152.99



4D-022-026 - Class 68 68033 '*The Poppy*' DRS Compass.....£152.99
4D-022-027 - Class 68 68002 '*Intrepid*' DRS Compass New DRS Logo.....£152.99



4D-022-028 - Class 68 68014 Chiltern Railways Bio Fuel Livery.....£152.99

EFE Rail
Great British Model Railways

OO Gauge GW Bloater Vans - In Stock



E87057 - GWR 10 Ton Bloater Fish Van GWR Brown GW.....£25.46



E87058 - GWR 10 Ton Bloater A Fish Van GWR Brown GW.....£25.45



E87059 - GWR 10 Ton Bloater Fish Van GWR Brown Shirtbutton.....£25.45



E87060 - GWR 10 Ton Bloater Fish Van BR Crimson.....£25.45



E87061 - GWR 10 Ton Bloater Fish Van BR Crimson.....£25.45

SCAN ME!
View the full range!

METCALFE

Card Construction Kits

metcalfemodels.com ☎ 01729 830072 info@metcalfemodels.com

INDUSTRIAL

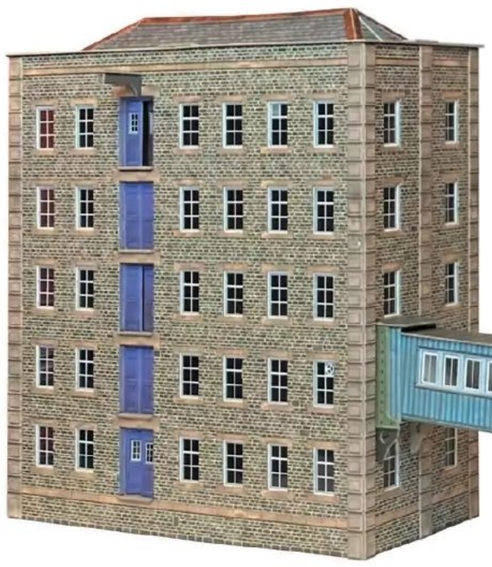


OLD FACTORY
00 SCALE - PO287 £18.00 / N SCALE - PN187 £14.00

Can be built as a low relief building as shown below, or a stand alone building (above)



This early 20th century manufacturing facility lends itself to many uses, from an Engineering Works to a Bargain Carpet Warehouse!



All our Industrial buildings are designed to stand together. Why not create amazing scenes using all the kits in the range. Mix and match stone with red brick for that more realistic look!



Image shows the Old Mill, Overbridge & Small factory



OVERBRIDGE
00 SCALE - PO402 £8.50
N SCALE - PN992 £7.50

The Industrial Overbridge is a versatile walkway as seen on many old and new factory buildings. Designed to be used with any of the Industrial Buildings

RAMSHACKLE WORKSHOP
00 SCALE - PO286 £15.00
N SCALE - PN186 £12.00



OLD MILL STONE
00 SCALE - M0059 £6.00
N SCALE - PN904 £6.00

Builder material packs, 8 sheets of printed card, matches the stone Industrial buildings shown above.
Great for scratch building!



WHAT TOOLS DO I NEED TO BUILD A METCALFE KIT?

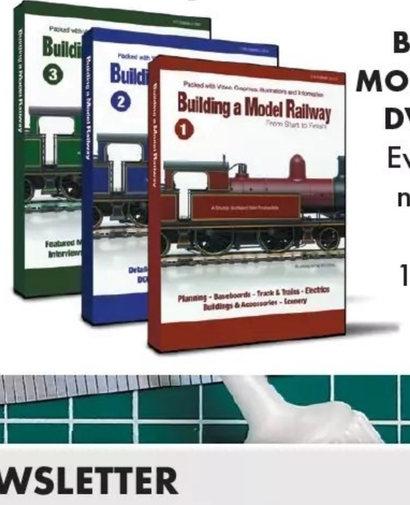
You don't need expensive or complicated tools to do the job, and you don't need to be an expert modeller!



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



MT907
Ultra Fine Tip Glue Applicators (3 Bottles) £4.50
A must have item, perfect for placing tiny amounts of glue.
Glue not included.



BUILDING A MODEL RAILWAY DVD's 1/2/3
Everything you need to know is on these 1 hour DVD's



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Card Construction Kits

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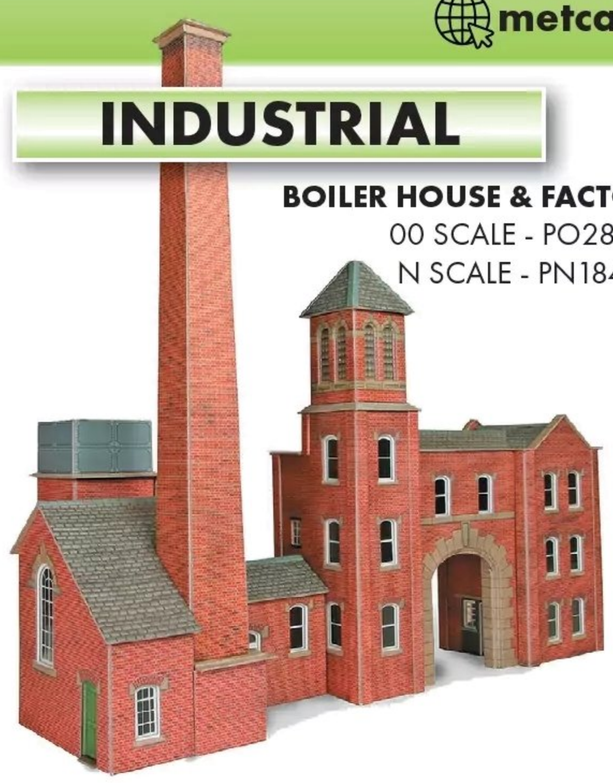
INDUSTRIAL

BOILER HOUSE & FACTORY ENTRANCE

00 SCALE - PO284 £15.50
N SCALE - PN184 £14.00



OLD MILL CHIMNEY STACK

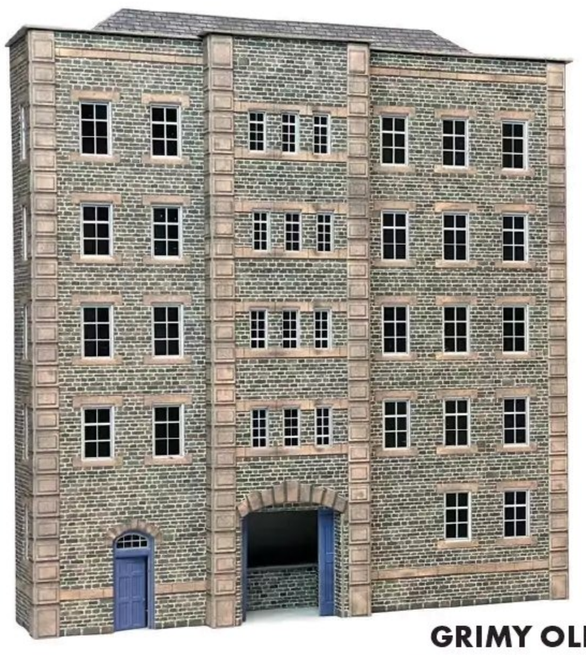
00 SCALE - PO401 £9.00
N SCALE - PN991 £7.00

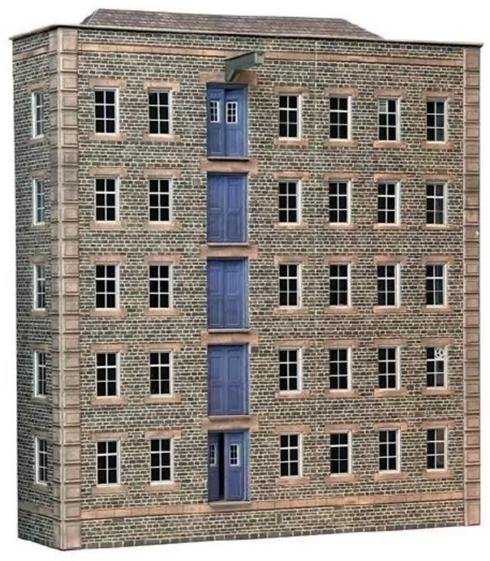
A large Chimney Stack that can be used as part of a complex with other buildings in the range.





Above, Grimy Old Mill shown as a stand alone building.





GRIMY OLD MILL

00 SCALE - PO290 £25.00 / N SCALE - PN990 £18.00

A large old mill that can be built as a low relief building or stand alone.
Be warned, it's a big 'Un !

BREWERY

00 SCALE - PO288 £19.00
N SCALE - PN188 £13.00

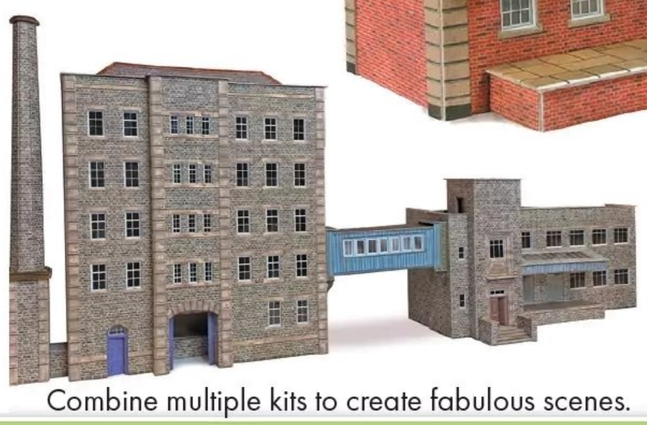


A beautifully designed tower style Brewery. Can be arranged into a number of layouts using other kits in the range.

SMALL FACTORY

00 SCALE - PO283 £15.50
N SCALE - PN183 £12.00





Combine multiple kits to create fabulous scenes.



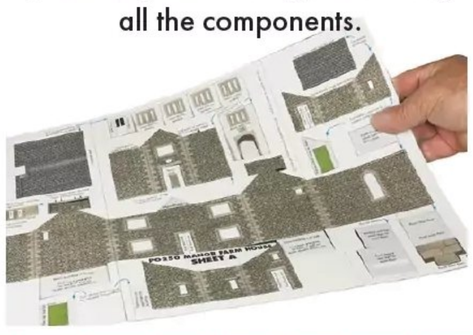
WAREHOUSE

00 SCALE - PO282 £15.50 / N SCALE - PN182 £ 12.00

The Warehouse can be built as a low relief building shown left, or a stand alone building, above.

WHAT'S IN THE BOX?

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



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



Once extracted, they are ready to assemble!



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



CATALOGUE

Call or e-mail us for a **FREE** *catalogue.*

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WEBSITE DOWNLOADS

Did you know you can download full scale footprints of our kits. You can also print extra chimneys and curtains, all from our website!

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BACHMANN
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Quality Since 1833

BRITISH RAILWAY ANNOUNCEMENTS

NEW ITEMS ARRIVING SUMMER 2024

NG7 SCALE - BACHMANN NARROW GAUGE

NG7 SCALE

SOUND FITTED

ALL NEW TOOLING



SOUND FITTED · A · FITTED · P · ERA 2

71-025SF
Quarry Hunslett 0-4-0 Tank
'Alice' Dinorwic Quarry Red

STANDARD

71-025 Quarry Hunslett 0-4-0 Tank
'Alice' Dinorwic Quarry Red

A · FITTED · P · ERA 2 · NEXT 18 DCC

SOUND FITTED

ALL NEW TOOLING



SOUND FITTED · A · FITTED · P · ERA 3

71-027SF
Quarry Hunslett 0-4-0ST
'Margaret' Penrhyn Quarry
Lined Black (Early)

STANDARD

71-027 Quarry Hunslett 0-4-0ST
'Margaret' Penrhyn Quarry Lined Black (Early)

A · FITTED · P · ERA 3 · NEXT 18 DCC

SOUND FITTED

ALL NEW TOOLING



SOUND FITTED · A · FITTED · P · ERA 6

71-026SF
Quarry Hunslett 0-4-0 Tank
'Britomart' Pen-yr-Orsedd
Quarry Blue

STANDARD

71-026 Quarry Hunslett 0-4-0 Tank
'Britomart' Pen-yr-Orsedd Quarry Blue

A · FITTED · P · ERA 6 · NEXT 18 DCC

SOUND FITTED

ALL NEW TOOLING



SOUND FITTED · A · FITTED · P · ERA 8

71-028SF
Quarry Hunslett 0-4-0 Tank
'Una'
Lined Green

STANDARD

71-028 Quarry Hunslett 0-4-0 Tank
'Una' Lined Green

A · FITTED · P · ERA 8 · NEXT 18 DCC

ALL NEW TOOLING

A · ERA 2

73-025
Dinorwic Slate Wagon Without Sides Grey

ALSO AVAILABLE
73-025A Dinorwic Slate Wagon Without Sides Grey

ALL NEW TOOLING

A · ERA 2

73-026
Dinorwic Slate Wagon Without Sides TWLL MWG Red

ALSO AVAILABLE
73-026A Dinorwic Slate Wagon Without Sides ABYSSINIA Red

ALL NEW TOOLING

A · ERA 2

73-027
Dinorwic Slate Wagon With Sides Grey

ALSO AVAILABLE
73-027A Dinorwic Slate Wagon With Sides Grey

ALL NEW TOOLING



A · ERA 2

73-028
Dinorwic Slate Wagon With Sides Red

ALSO AVAILABLE
73-028A Dinorwic Slate Wagon With Sides Red

ALL NEW TOOLING



A · ERA 2

73-029
Dinorwic Coal Wagon Grey

ALSO AVAILABLE
73-029A Dinorwic Coal Wagon Grey

ALL NEW TOOLING



A · ERA 2

73-030
Dinorwic Coal Wagon Red

ALSO AVAILABLE
73-030A Dinorwic Coal Wagon Red

SCENECRAFT by Bachmann

NG7 / O SCALE SCENECRAFT

NG7 SCALE



47-0101
Slate Built Engine Shed



47-0102
Slate Built Water Tower



47-0103
Slate Built Coal Store



47-413
Footplate Crew



47-0542
Dinorwic Wagon Slate Load (x4)

OO SCALE - BACHMANN BRANCHLINE

SOUND FITTED



SOUND FITTED · FITTED · ERA 3

32-227CSF
LMS Fowler 3F (Jinty)
16564 LMS Black

STANDARD

32-227C LMS Fowler 3F (Jinty)
16564 LMS Black

READY · ERA 3 · NEXT 18 DCC

SOUND FITTED



SOUND FITTED · FITTED · P · ERA 4

32-231BSF
LMS Fowler 3F (Jinty)
47406 BR Black
(Early Emblem)

STANDARD

32-231B LMS Fowler 3F (Jinty)
47406 BR Black (Early Emblem)

READY · P · ERA 4 · NEXT 18 DCC

SOUND FITTED



SOUND FITTED · FITTED · P · ERA 5

32-232ASF
LMS Fowler 3F (Jinty)
47298 BR Black
(Late Crest)

STANDARD

32-232A LMS Fowler 3F (Jinty)
47298 BR Black (Late Crest)

READY · P · ERA 5 · NEXT 18 DCC

SOUND FITTED



SOUND FITTED · A · FITTED · ERA 7

31-262BSF
Class 03 03056
BR Blue (Wasp Stripes)

STANDARD

31-262B Class 03 03056 BR Blue (Wasp Stripes)

A · READY · ERA 7 · NEXT 18 DCC

SOUND FITTED



SOUND FITTED · A · FITTED · ERA 5

31-364ASF
Class 03 D2095
BR Green (Wasp Stripes)

STANDARD

31-364A Class 03 D2095 BR Green (Wasp Stripes)

A · READY · ERA 5 · NEXT 18 DCC

Available from all Bachmann Stockists. For more details visit: **www.bachmann.co.uk**

SOUND FITTED



SOUND FITTED A W FITTED P ERA 5

31-364BSF
Class 03 D2099
BR Green (Wasp Stripes)

STANDARD

31-364B Class 03 D2099 BR Green (Wasp Stripes)
A W READY P ERA 5 NEXT 18 DCC

SOUND FITTED



SOUND FITTED A FITTED ERA 7

31-369SF
Class 03 Ex-D2054
British Industrial Sand White

STANDARD

31-369 Class 03 Ex-D2054 British Industrial Sand White
A READY ERA 7 NEXT 18 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED ERA 6

32-333SFX
Class 25/3 D7660
BR Blue
(Small Yellow Panels)

32-333SF Class 25/3 D7660
BR Blue (Small Yellow Panels)
A FITTED ERA 6 SOUND FITTED

32-333 Class 25/3 D7660
BR Blue (Small Yellow Panels)
A FITTED ERA 6 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED P ERA 8

32-334SFX
Class 25/3 D7672
'Tamworth Castle'
BR Two-Tone Green
(Full Yellow Ends)

32-334SF Class 25/3 D7672 'Tamworth Castle'
BR Two-Tone Green (Full Yellow Ends)
A FITTED ERA 8 P SOUND FITTED

32-334 Class 25/3 D7672 'Tamworth Castle'
BR Two-Tone Green (Full Yellow Ends)
A FITTED ERA 8 P PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED P ERA 7

32-340ASFX
Class 25/1 25057
BR Blue

SOUND FITTED

32-340ASF Class 25/1 25057 BR Blue
A FITTED P ERA 7 SOUND FITTED

STANDARD

32-340A Class 25/1 25057 BR Blue
A FITTED P ERA 7 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A W FITTED P ERA 7

32-340SFX
Class 25/1 25057
BR Blue

SOUND FITTED

32-340SF Class 25/1 25057 BR Blue
A W FITTED P ERA 7 SOUND FITTED

STANDARD

32-340 Class 25/1 25057 BR Blue
A W FITTED P ERA 7 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED ERA 5

32-341SFX
Class 25/2 D5282
BR Two-Tone Green
(Small Yellow Panels)

SOUND FITTED

32-341SF Class 25/2 D5282
BR Two-Tone Green (Small Yellow Panels)
A FITTED ERA 5 SOUND FITTED

STANDARD

32-341 Class 25/2 D5282
BR Two-Tone Green (Small Yellow Panels)
A FITTED ERA 5 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A W FITTED ERA 6

32-342SFX
Class 25/2 D7525
BR Two-Tone Green
(Full Yellow Ends)

SOUND FITTED

32-342SF Class 25/2 D7525
BR Two-Tone Green (Full Yellow Ends)
A W FITTED ERA 6 SOUND FITTED

STANDARD

32-342 Class 25/2 D7525
BR Two-Tone Green (Full Yellow Ends)
A W FITTED ERA 6 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED ERA 5

32-343SFX
Class 25/1 D5225
BR Green
(Small Yellow Panels)

SOUND FITTED

32-343SF Class 25/1 D5225
BR Green (Small Yellow Panels)
A FITTED ERA 5 SOUND FITTED

STANDARD

32-343 Class 25/1 D5225
BR Green (Small Yellow Panels)
A FITTED ERA 5 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED ERA 5

32-343ASFX
Class 25/1 D5179
BR Green
(Small Yellow Panels)

SOUND FITTED

32-343ASF Class 25/1 D5179
BR Green (Small Yellow Panels)
A FITTED ERA 5 SOUND FITTED

STANDARD

32-343A Class 25/1 D5179
BR Green (Small Yellow Panels)
A FITTED ERA 5 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED ERA 7

32-344SFX
Class 25/2 25085
BR Blue

SOUND FITTED

32-344SF Class 25/2 25085 BR Blue
A FITTED ERA 7 SOUND FITTED

STANDARD

32-344 Class 25/2 25085 BR Blue
A FITTED ERA 7 PLUX 22 DCC

SOUND FITTED DELUXE

ALL NEW TOOLING



SOUND FITTED DELUXE A FITTED ERA 7

32-345SFX
Class 25/2 25155
BR Blue

SOUND FITTED

32-345SF Class 25/2 25155 BR Blue
A FITTED ERA 7 SOUND FITTED

STANDARD

32-345 Class 25/2 25155 BR Blue
A FITTED ERA 7 PLUX 22 DCC

SOUND FITTED DELUXE



32-346SFX
Class 25/2 25106
BR Blue

SOUND FITTED
32-346SF Class 25/2 25106 BR Blue

STANDARD
32-346 Class 25/2 25106 BR Blue



39-421C BR Mk1 POS Post Office Sorting Van W80301 Post Office Red (with Net)

ALSO AVAILABLE
39-421D BR Mk1 POS Post Office Sorting Van W80302
Post Office Red (with Net)



39-422A BR Mk1 POS Post Office Sorting Van 80301
Royal Mail Travelling Post Office



39-430B BR Mk1 POS Post Office Sorting Van 80302
Royal Mail Letters



39-425B BR Mk1 POS Post Office Sorting Van M80303
BR Blue & Grey (Royal Mail)



39-852 BR MK1 RB Restaurant Buffet S1767
BR (SR) Green



39-825 BR MK1 FO First Open E3048 BR Crimson & Cream

ALSO AVAILABLE
39-825A BR MK1 FO First Open M3043 BR Crimson & Cream



39-800 BR MK1 BSO Brake Second Open E9201
BR Crimson & Cream



39-851 BR MK1 RB Restaurant Buffet W1732
BR Chocolate & Cream



39-802 BR MK1 BSO Brake Second Open W9276
BR Chocolate & Cream



39-827 BR MK1 FO First Open W3085
BR Chocolate & Cream



39-850 BR MK1 RB Restaurant Buffet SC1658 BR Maroon

ALSO AVAILABLE
39-850A BR MK1 RB Restaurant Buffet E1664 BR Maroon



39-801 BR MK1 BSO Brake Second Open SC9357 BR Maroon

ALSO AVAILABLE
39-801A BR MK1 BSO Brake Second Open E9277 BR Maroon



39-826 BR MK1 FO First Open SC3102 BR Maroon

ALSO AVAILABLE
39-826A BR MK1 FO First Open E3123 BR Maroon



38-950
BR 12T Palvan
'Pallet Van'
B769951
BR Bauxite (Early)

ALSO AVAILABLE
38-950A BR 12T Palvan 'Pallet Van'
B772996 BR Bauxite (Early)



38-952
BR 12T Palvan
'Pallet Van'
B782212
BR Bauxite (Late)

ALSO AVAILABLE
38-952A BR 12T Palvan 'Pallet Van'
B782042 BR Bauxite (Late) - Weathered



38-954
BR 12T Palvan
C.L.V.197/JW6050
'Johnnie Walker
Whisky' Green

ALSO AVAILABLE
38-954A BR 12T Palvan C.L.V.208/JW6061
'Johnnie Walker Whisky' Green

44-1000R
Small Portable Office
Red & Cream



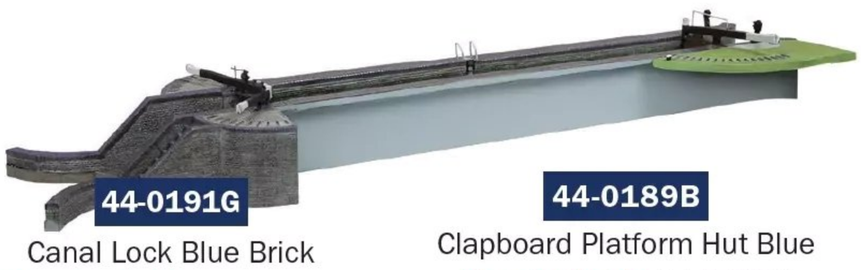
Also Available **44-1000G**
Small Portable Office
Green



44-0192G
Light Railway Station Building Green

Also Available **44-0192R**
Light Railway Station Building Red

OO SCALE - SCENECRAFT



44-0191G
Canal Lock Blue Brick

Also Available **44-0191R**
Canal Lock Red Brick



44-0189B
Clapboard Platform Hut Blue

Also Available **44-0189G**
Clapboard Platform Hut Green



44-0532
Engine Shed Concrete Apron



44-0195B
GSM-r Telecom Cabin
and Monopole Blue

Also Available **44-0195A**
GSM-r Telecom Cabin
and Monopole Grey



44-0161
Narrow Straight Platform x 2



44-225
Low Relief Retaining Walls



44-0536G
Octagonal Summer
House Green

Also Available
44-0536B
Octagonal Summer
House Brown

44-0533
Wooden Track Walkway



N SCALE - GRAHAM FARISH



371-704 Class 350/3 Desiro 4-Car EMU 350372 London Northwestern Railway



371-726 Class 450 4-Car EMU 450036 South Western Railway



378-000 14T Class A Anchor-Mounted Tank Wagon 852 'Benzene' Silver

ALSO AVAILABLE **378-000A** 14T Class A Anchor-Mounted Tank Wagon 855 'Benzene' Silver



378-001 14T Class B Anchor-Mounted Tank Wagon 79 'Gulf' Blue

ALSO AVAILABLE **378-001A** 14T Class B Anchor-Mounted Tank Wagon 93 'Gulf' Blue



378-002 14T Class A Anchor-Mounted Tank Wagon 855 'National Benzole' Silver

ALSO AVAILABLE **378-002A** 14T Class A Anchor-Mounted Tank Wagon 861 'National Benole' Silver



378-003 14T Class A Anchor-Mounted Tank Wagon 168 'Fina' Black

ALSO AVAILABLE **378-003A** 14T Class A Anchor-Mounted Tank Wagon 171 'Fina' Black



378-004 20T Anchor-Mounted Tank Wagon 6401 'Shell BP' Black

ALSO AVAILABLE **378-004A** 20T Anchor-Mounted Tank Wagon 6397 'Shell BP' Black



378-005 20T Anchor-Mounted Tank Wagon 2762 'Esso' Black

ALSO AVAILABLE **378-005A** 20T Anchor-Mounted Tank Wagon 2686 'Esso' Black



377-525F BR 20T Brake Van B950890 BR Bauxite (Early)

ALSO AVAILABLE **377-525G** BR 20T Brake Van B951011 BR Bauxite (Early)



373-532 BR 20T Brake Van B954812 BR Railfreight Distribution Sector

ALSO AVAILABLE **373-532A** BR 20T Brake Van BR B954989 Railfreight Distribution Sector



377-535B BR 20T Brake Van B955096 BR Railfreight Red and Grey

ALSO AVAILABLE **377-535C** BR 20T Brake Van B955247 BR Railfreight Red and Grey



377-531 BR 20T Brake Van B954735 Rail Express Systems



373-561A BR 102T TEA Bogie Tank Wagon BP080160 'BP' Green

ALSO AVAILABLE **373-561B** BR 102T TEA Bogie Tank Wagon BP080165 'BP' Green



373-563 BR 102T TEA Bogie Tank Wagon 116 'Conoco/Jet' Grey

ALSO AVAILABLE **373-563A** BR 102T TEA Bogie Tank Wagon 104 'Conoco/Jet' Grey - Weathered



373-564 BR 102T TEA Bogie Tank Wagon 2252 'Shell/BP' Grey

ALSO AVAILABLE **373-564A** BR 102T TEA Bogie Tank Wagon 2254 'Shell/BP' Grey



373-565 BR 102T TEA Bogie Tank Wagon 85045 'Gulf' Black

ALSO AVAILABLE **373-565A** BR 102T TEA Bogie Tank Wagon 85047 'Gulf' Black - Weathered



373-566 BR 102T TEA Bogie Tank Wagon 83383 'BP' Black

ALSO AVAILABLE **373-566A** BR 102T TEA Bogie Tank Wagon 83377 'BP' Black

N SCALE SCENECRAFT



42-0044 Concrete Footbridge



42-0050R Coal Drop Red & Cream

Also Available
42-0050C Coal Drop Chocolate & Cream



42-0110 Depot Storage Tanks

009 SCALE NARROW GAUGE



393-101A
RNAD Open-End Brake Van 43479
Statfold Barn Railway Brown

009 SCALE - SCENECRAFT

44-0199B
Narrow Gauge Boston Lodge Engine Shed - Red

Also Available
44-0199G
Narrow Gauge Boston Lodge Engine Shed - Green





44-0197G
Narrow Gauge Harbour Station Goods Shed - Green

Also Available
44-0197R
Narrow Gauge Harbour Station Goods Shed - Red



44-0166
Narrow Gauge Slate Stone Water Tower

44-0534
Sleeper Built Buffer Stop x2

44-0190A
Narrow Gauge Platform Waiting Room - Chocolate and Cream

Also Available
44-0190B
Narrow Gauge Platform Waiting Room - Green and Cream



44-0196A
Narrow Gauge Wooden Footbridge - Natural Wood

Also Available
44-0196B
Narrow Gauge Wooden Footbridge - Green



44-0108
Narrow Gauge Slate Built Workers Cottage

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1:76.2 SCALE/00 GAUGE

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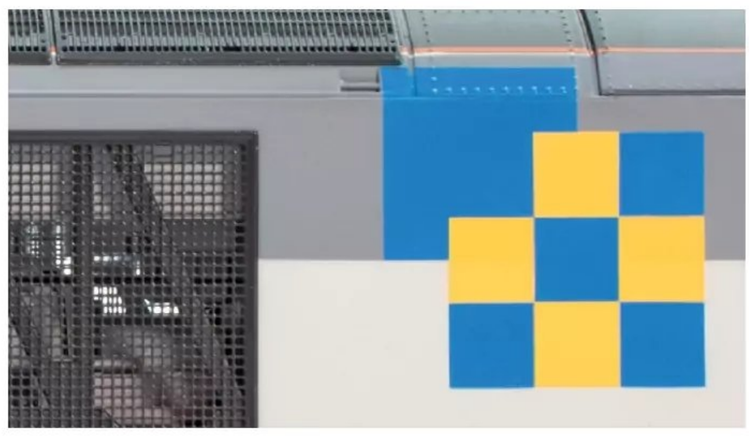



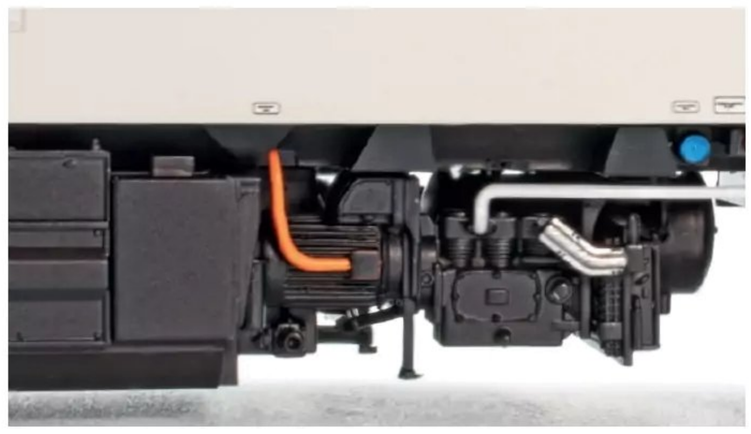



Pre-production samples subject to change

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All Class 60 models feature

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- Details specific to individual prototypes
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- Sprung metal buffers
- Helical gears for maximum performance
- PowerBank line of capacitors
- Comprehensive lighting functions
- A lifetime warranty
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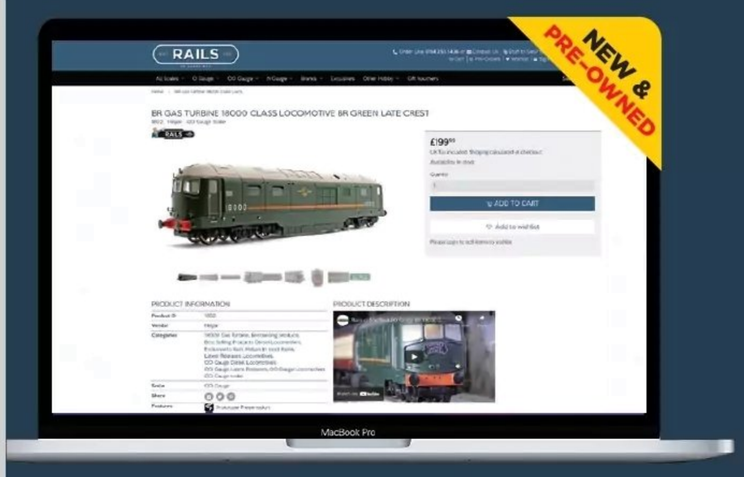

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Hattons

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Many customers reached out to us, dismayed, that the valuable resources on the Hattons website such as the product database and expansive "Directory" system may be lost forever. Rails will soon relaunch these services and will continue to update them with new information.

While the original Hattons store and business will remain closed, this iconic brand will live on.

Please stay tuned to **RAILSOFSHEFFIELD.COM** and **HATTONS.CO.UK** for more information going forward.

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PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on Rails of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

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SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

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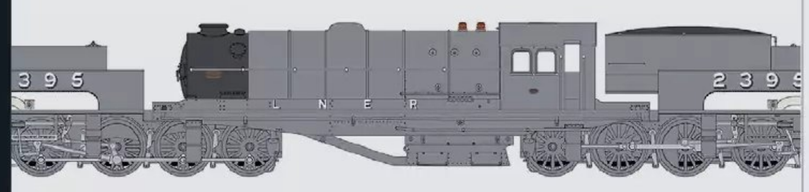

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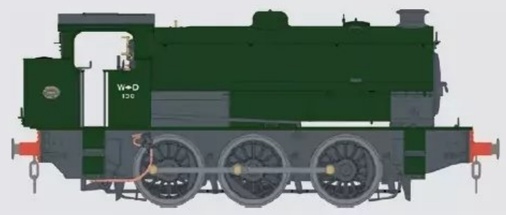

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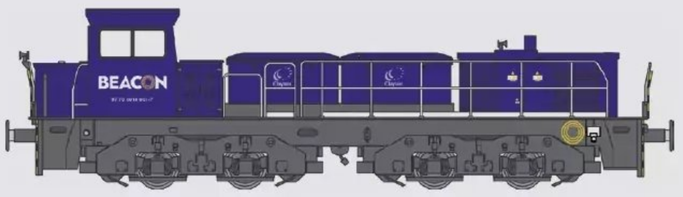

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The year was 1967 - the midst of great societal change. 'Captain Scarlett' on new TV sets, 'You Only Live Twice' on the 'big screen', while 'Penny Lane/Strawberry Fields Forever' by The Beatles entertained thousands on the radio. A time of transformation for British Railways too, with its 'modernisation plan' in full-swing.

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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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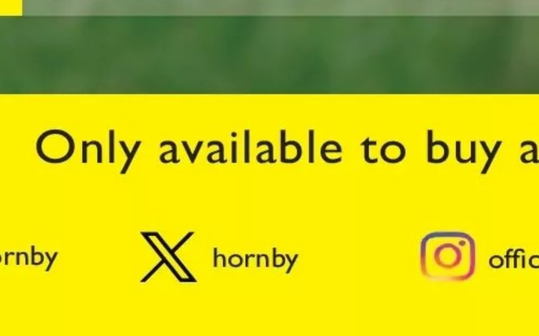

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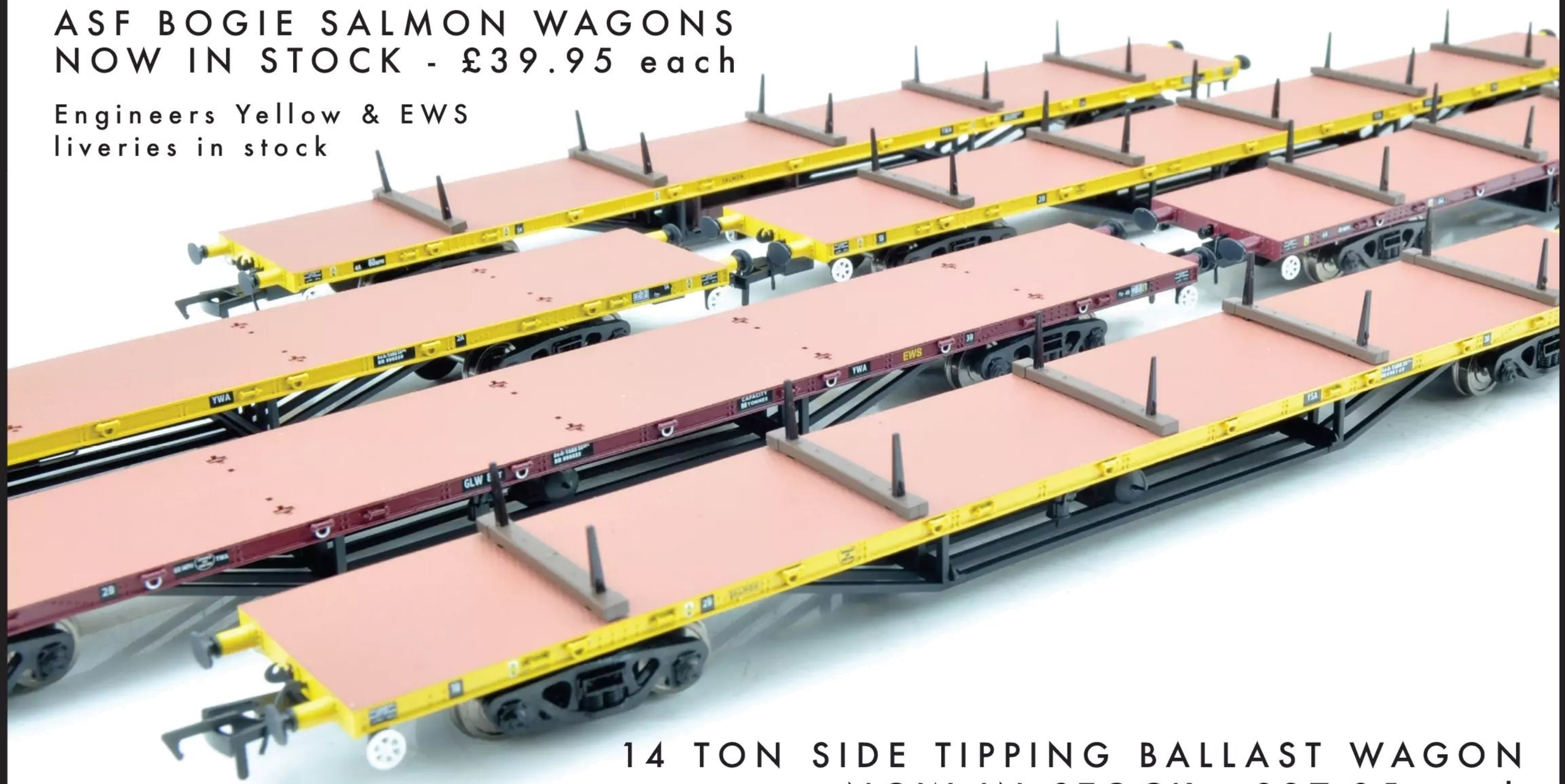

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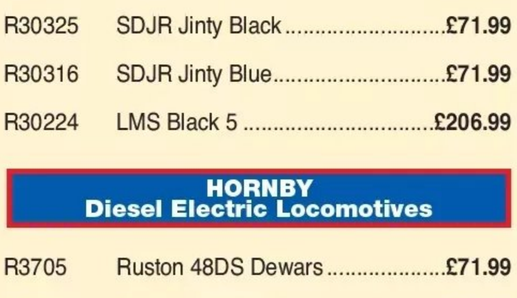

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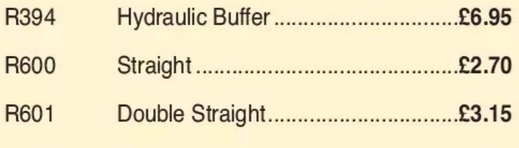

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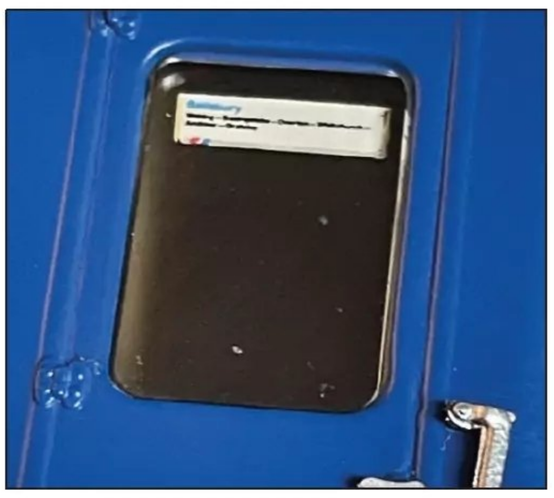







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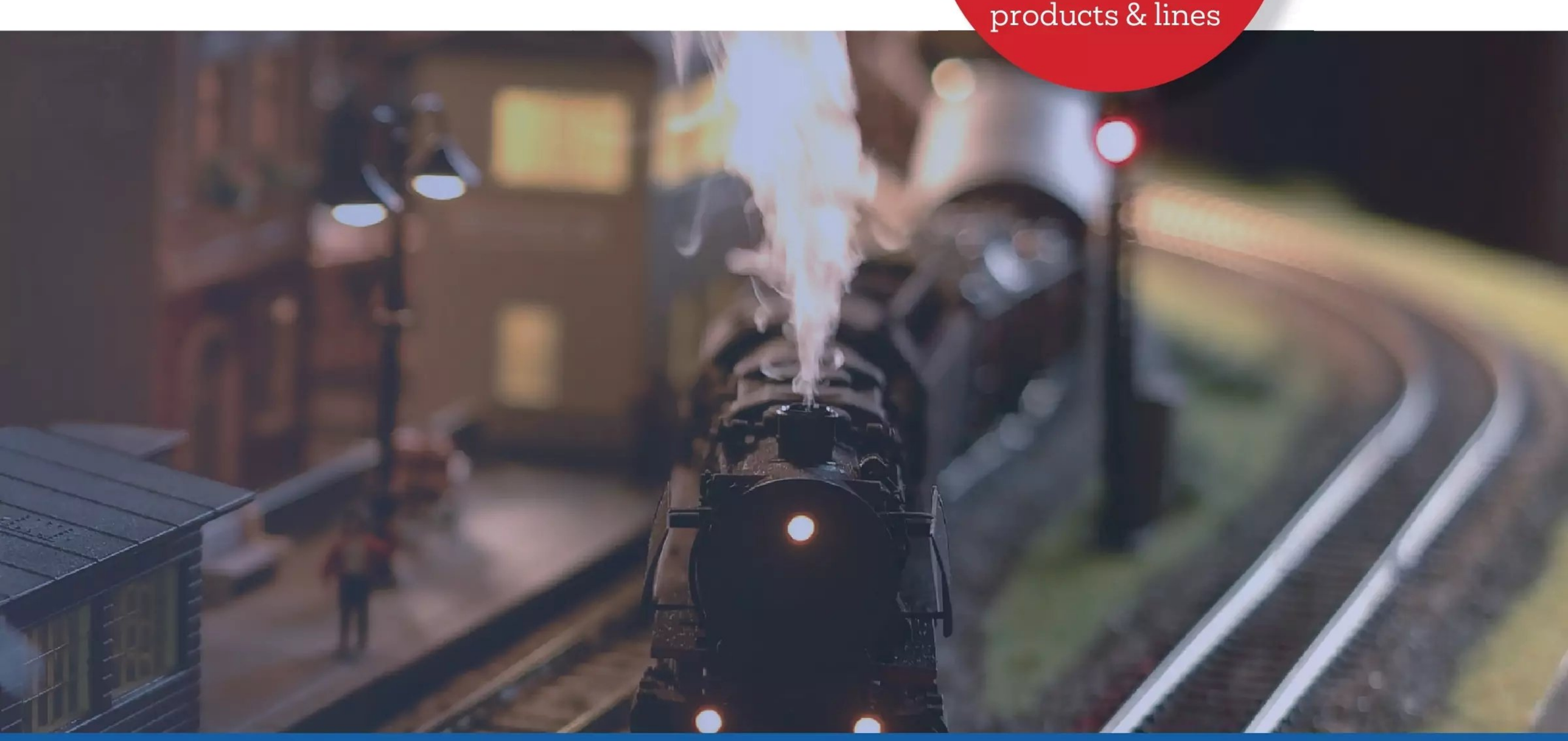

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Editor
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Production Editor
Toby Jennings

Features Writer & Photographer
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Editorial Assistants
Simon Artymiuk, Tina Bishop, Nicole Charlton, Julie Newbery, Jolyon Sargent

Art Director
Adrian Stickland

Graphic Illustration
Dave Clements, Gary Bickley, Steve Croucher, David Malton

Advertisement & General Manager
John King
email: john.king@peco.co
Tel: 01297 3060 45

Classified Advertisements
Nicole Charlton
email: nicole.charlton@peco.co

Direct Subscriptions
Christine Tyne
email: subscriptions@peco.co
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Chairman
C.M. Pritchard

Editorial Office:
Tel. 01297 3060 05

Email:
editorial@railwaymodeller.co.uk

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Welcome

A direct approach

When Hornby revealed that it was working on an all-new Stanier 'Black Five' as part of its 2022 range (see our news pages in that year's February issue) there was one version in particular that prompted much excitement amongst modellers: Caprotti-fitted No.44755.

But why this one in particular? Of the 842 locomotives that this prodigious class of LMS workhorses numbered, just 22 were built with experimental Caprotti valve gear. These examples exhibited a vastly different outward appearance to their 'standard' class sisters and, as a result, a ready-to-run 00 gauge Caprotti 'Black Five' was long considered unlikely. This was despite various 'Black Five' models in 00 having been produced over the past 75 years, going back to the Graham Farish offering of 1949.



The Caprotti-fitted Stanier 'Black Fives' were certainly distinctive in their appearance, as evidenced by this view of the just-released Hornby model.

Now, almost two and a half years since it was first announced, Hornby has received stocks of its much-anticipated model of No.44755. Accordingly we have a review of this release on p660. However, anyone visiting their local Hornby stockist to inspect – and ultimately consider purchasing – one for themselves might be disappointed. As per the manufacturer's original announcement, the Caprotti version is only available to purchase directly via the Hornby online shop as a 'web exclusive'.

The direct selling of ready-to-run models by manufacturers has certainly become more prevalent in recent years, with the retail landscape of the hobby now very different to what it was in the past. Simon Kohler discusses the conflict that can occur when manufacturers become retailers in this month's Comment piece on p651.

Understandably, many retailers with traditional 'bricks and mortar' model shops feel frustrated when they are unable to stock certain products – these situations just adding to the various challenges that many businesses have had to endure in recent years.

One model shop that has had to overcome more than its fair share of challenges is Widnes Model Centre. When local media reported on the demise of a model shop in the Cheshire town earlier this year, many assumed incorrectly that it was Widnes Model Centre that had closed its doors, not Hattons (see News, RM March). The retailer has had to work hard to bounce back from the drop in footfall that this caused, but the staff there are proud to report that their business is now a thriving operation once more (see Shop News on p672).

Traditional model shops are the lifeblood of our hobby and, as an industry, we need to do everything we can to support them and ensure their survival in the long term. That is why Peco remains committed to selling its products only through the manufacturer's network of stockists, just as it has always done.



Craig Tiley Editor

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

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CONTINENTAL MODELLER
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Railway of the Month

Photography by Craig Tiley

On the trail of the Somerset & Dorset

A garden railway for ‘sitting back and watching the trains go by’ may sound idyllic, but designing a system that can withstand the ravages of the British weather and run with automated operation is not without its challenges, as **SIMON KENNEDY** discovered…

Someone once asked me, “Where did it all start?” I suppose it could have been in the 1930s with the clockwork O gauge railway that my late father used to own. Or it may have been with my great-great-grandfather who was a railway policeman in the mid-19th century, before becoming the first stationmaster at Holt Junction in Wiltshire. Following his retirement from the railway he went on to run the Cross Guns pub at Avoncliff near Bradford-on-Avon. This might explain why, after my wife Chrisi and my family, my biggest loves are railways and beer.

During the 1950s, when I had a Tri-ang OO railway at home, my big treat each Easter was when my father would take me to the annual Model Railway Club exhibition at Central Hall in Westminster. On more than one occasion, the last I believe in 1960, the O gauge *Maycroft Garden Railway* was shown, which was displayed to simulate an actual outdoor system. This was exhibited by Bill Banwell (and others) who had a permanent set-up in his garden. My father knew Bill through his work and I can remember on one occasion, as a small lad in short trousers, being passed over the viaduct to see the ‘inner workings’ of this railway. Maybe that was when the seed of an idea for a garden railway was sown, which in turn took nearly 50 years to germinate…

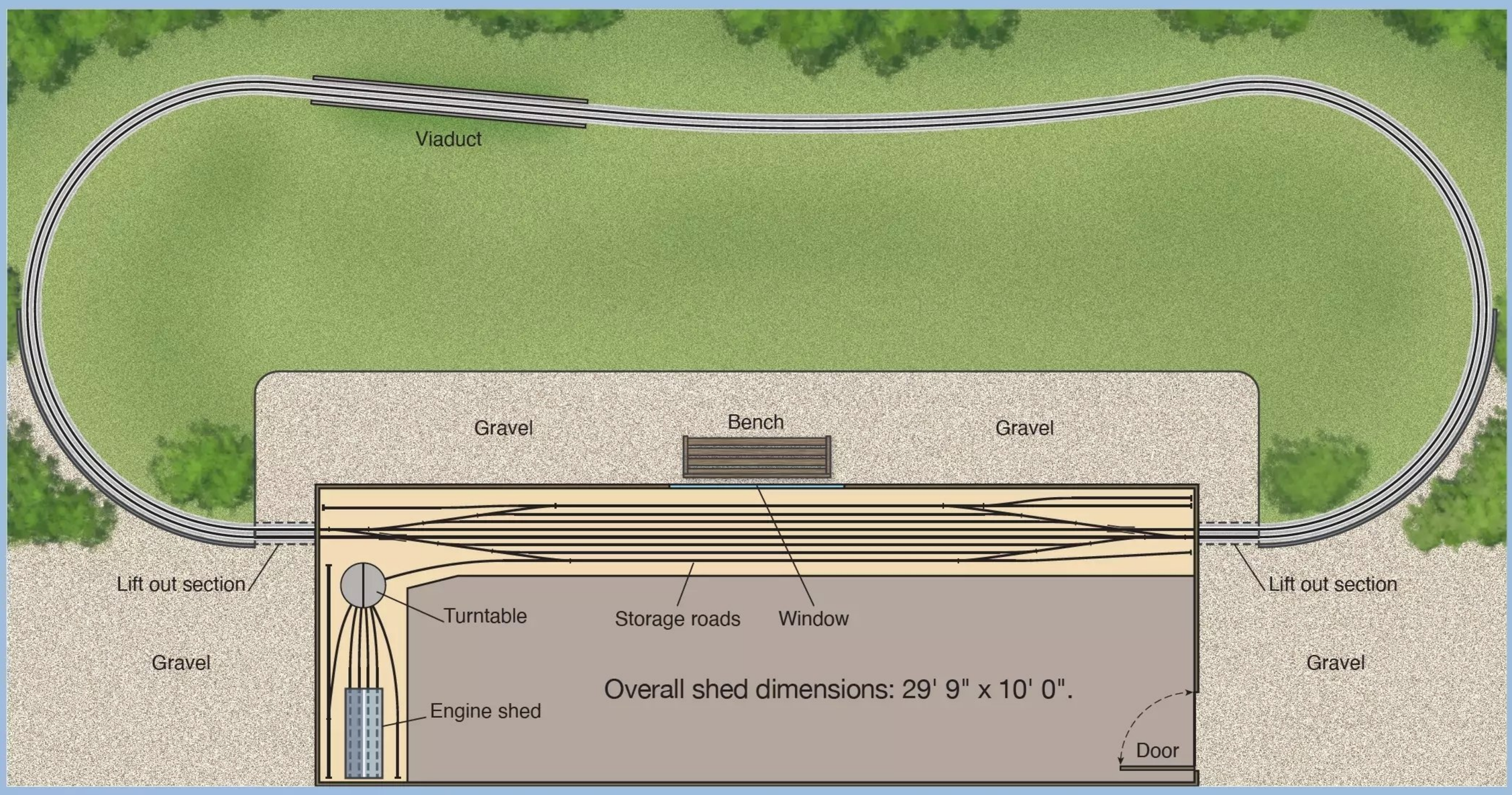
Why the Somerset & Dorset?

The trains that I run are based on those that ran over the fabled Somerset & Dorset route during the 1950s and 1960s. But why, you may well ask, the S&D for someone brought up in the South London/Surrey suburbs? I was, in fact, a confirmed GWR modeller until the mid-1970s when, following my parents retiring and moving to



Left
BR Standard 5MT 4-6-0 No.73051, built from an Acorn kit by Jim Harris, heads a local train formed of a Southern Region three-coach set.

Right
This Class 120 Diesel Multiple Unit, built by Michael Hughes from a J&M Hughes kit, recreates a railtour over the S&D by the Gloucestershire Railway Society on 10 May 1958.



Somerset, my father bought Peter Smith's book *Mendips Engineman*, which I read during a visit. Although I had travelled over part of the line less than a year before its closure, I knew nothing about it but, as a person who likes all steam locomotives, its variety 'clicked' and that was the way forward for me. (I must confess, however, that my favourite engine is still a single-chimney Castle 4-6-0, one of which can occasionally be seen on my railway!)

Whilst I started building and collecting O gauge stock almost 30 years ago, having to move around because of work for many years meant that it was not until 2010 that I was in a position to put down a permanent layout, with the result being what you see here.

During my life with model railways I have been extremely fortunate with the friends I have made and those individuals I have met who have kindly let me help operate their layouts. Many have been highly detailed exact (or as close as space will allow) replicas of real places. I had neither the patience nor the skill (nor the indoor space) to create such a masterpiece so something different was needed.

Constructing the railway

Not long before I started to plan my layout, I happened to see an archive photo taken from the valley just north of Chilcompton; the view was looking up to a train running on the S&D that was heading along a ledge cut into the hillside, with open fields in front. That was what I wanted to recreate, allowing me to sit and 'watch the trains go by'. (Incidentally, it was recently announced that the Somerset & Dorset Railway

Below
One of the classic S&D double-headed combinations: a Fowler 2P 4-4-0 and rebuilt Bulleid light Pacific. The 2P, No.40634, was built from a JM Models (the late John Maidment) kit by the author, while West Country No.34028 *Eddystone* is another Acorn kit by Jim Harris.



Above
BR 9F 2-10-0s proved a great success on the steeply graded S&D in its final years. No.92001 is a ready-to-run Finescale Brass model.

Heritage Trust, based at Midsomer Norton, has purchased this section of the old trackbed – maybe that view will be seen once again in the future.)

Soon after moving into our current home, we had a garage built and I was able to take a section at one side (facing north so not in direct sunlight) to house a fiddle yard. The builders constructed a metre-high wall topped with foundation grade thermalite blocks to the plan of the running lines outside, including a dropped section for a viaduct. They then backfilled round the wall with the spoil from the garage foundations to give me the hillside I had envisaged. The wall meant that the fiddle yard was at a sensible working height but most of the outside section appeared to be running at ground level.

None of the railway outside is 'modelled' in the true sense. The viaduct, cast locally from moulds I made, is a



Right
BR Standard 4MT 4-6-0 No.75074 negotiates the reverse curves near Chilcompton with a three-coach local on 25 September 1964.
Photo: Colour-Rail



“– it is a railway that requires not too much maintenance, is simple to run and gives hours of pleasure –”

Simon Kennedy

Below
Two of the iconic S&D 7Fs meet: No.53801 is a JM Models kit, while No.53810 was built from a David Andrews kit by Brian Tole.

representation and not designed for close inspection, whilst the permanent way – a mixture of Peco and C&L flexible track – is pinned lightly to the blocks and not ballasted. It was all designed for ease of maintenance so that I could spend my time watching the trains go by when the weather permitted. As the accompanying plan shows, there is a bench outside the shed and when sitting on that, the trains pass by at eye level and the unballasted track is not visible.

The 'hillside' was originally seeded to give real grass and was cut regularly with a lightweight hover mower. As time passed this was harder to do and long dry spells made it look very untidy. Hence, about six years ago, it was replaced with artificial grass. However, even this has its problems as visiting foxes appear to have decided they want to know what is underneath, which has caused damage to some sections. At each end of the shed are small access flaps for the trains which, when open, allow the bridges to be put in place to connect the fiddle yard with the outside running lines.

The fiddle yard has eight roads, four in each direction. In addition there are four sidings for holding spare trains. There is also a spur to a turntable which allows locos to be moved to and from the engine shed – this was added as an afterthought so any locos not currently being used could be seen rather than tucked away in boxes. The engine shed is based on the design of that at Bath Green Park. A friend drew up the plans after we spent some time working things out from many photographs and then, between him and James Hudson at DCC Train Automation, the shed was laser-cut,

Below
2P No.40564 pilots air-smoothed West Country No.34102 *Lapford* between Chilcompton and Binegar with the southbound 'Pines Express' on 25 July 1959.
Photo: Rail Photoprints



including the intricate window frames. The sides were designed to be modular so that the model could be built to the length required. Mine is a short representation of the shed because in O gauge the real structure scales out at over two metres long – which would have far exceeded the space I had available for the entire shed and turntable area!

From analogue to automated DCC

Initially I used analogue control for my O gauge models as I had done previously in OO. However, within a few years I decided to make the change over to Digital Command Control and then, by the mid-2000s, to sound as well. As my trains run outside most of the time, I have found that sound is necessary as otherwise everything is too quiet. I accept that the sounds produced for steam locomotives may not always be as convincing as those for diesels; however, I believe the benefits outweigh any downsides. Accordingly, all my locomotives are fitted with sound decoders (mostly ESU Loksound).

When I started this layout I was using basic DCC both to operate the trains and change the points. However, this required me to be in the shed operating the trains and watching through the windows. This did not prove to be a practical arrangement when I had visitors, so I looked to install some form of 'automation'. It was at this point that I approached James at DCC Train Automation. I had seen details of a system which I thought might suit my needs and wanted some guidance. James arranged a visit to see what I was wanting to achieve and he advised me to use a system I had not heard of at that time – Uhlenbrok. This enabled me to do route setting and, by having a wireless handheld unit, run trains from outside the shed. I could now operate in the way I wanted, but over time, as DCC systems developed, I felt that something even more user-friendly could be achieved.

Above
No.40634 and *Eddystone* storm across the viaduct, cast from the author's moulds to represent an S&D structure.



Left
The automated DCC operation of the layout is controlled via a laptop situated in the fiddle yard workshop.





Hence in 2017 James installed iTrain computer software. Now I can sit outside watching the trains run one after another on both tracks with the facility to either plug in a controller in an outside socket (or use a wireless one, a mobile phone or tablet) to operate sound functions etc. I am still able to do 'manual' shunting of trains and move locos round the engine shed area while others are running automatically. The whole system can be run without using the computer at all. Using iTrain requires a certain amount of setting up so it knows all about the locos and trains being run, but this is not an onerous task.

The only electrical feeds to the outside sections are by connections to the track as they leave the shed; each direction feeding about half the circuit. The track joints

Connecting to the outdoor section

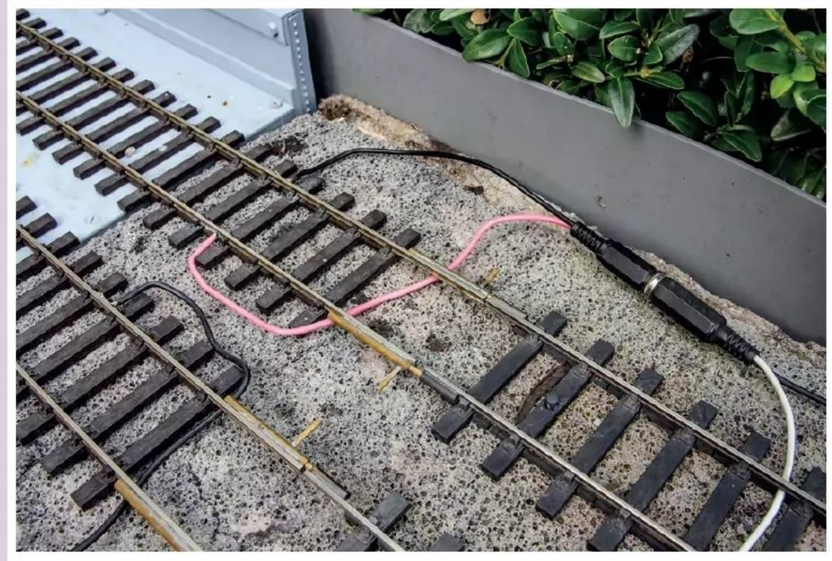
Right
Small access flaps and demountable bridge sections link the fiddle yard with the outer circuit at each end. Note the camera, which feeds to a screen inside the workshop.



Below left
When deploying the bridge sections in readiness for a running session, the rails are connected by sliding brass pins, as illustrated here.



Below right
Electrical connections are achieved using simple jack plugs.



Top right
The guard figures in the brake vans are scans of the author – produced by Modelu.



are bonded using copper bell wire so electrical continuity does not rely on the rail joiners.

Track cleaning is only undertaken occasionally; rain in particular can tarnish the running surfaces, whilst certain wildlife can also make quite a mess! However, whilst I may not clean the track before every operating session, I do ensure that before I run the first trains each circuit has a small amount of Inox MX4 lubricant on each rail at the exit from the shed, which is then spread around by the trains. This approach has worked for me for many years now and I have rarely found it necessary to clean loco wheels – even though some have run over 30 actual kilometres since iTrain was installed six years ago.

Locomotives and stock

My collection of locomotives are all ones that ran over the S&D in the 1950s and 1960s (plus a few 'interlopers'). Around 30 years ago I started building them myself from kits, but as time passed I realised that I would probably never get them all built and still have time to run them – hence some were built for me.

As we moved into the 21st century, ready-to-run O gauge locomotives became more readily available and therefore some examples have been added to my collection.

It is a similar situation with the coaches and wagons, although by the time R-T-R models started to be produced I had filled most of the available space with models built from kits. However, I am delighted to see the range and quality of R-T-R products now appearing as not everyone is able, or has the time, to construct such models themselves.

The trains themselves represent some of those that ran over the S&D in the 1950s and 1960s. The stopping passenger trains, particularly those from the Southern Region which used set numbers, were not too difficult to replicate. For the longer trains I did not manage to source details of the different coaches in the various formations until after most of mine had been built, but I feel they give the correct impression.

One train I should mention depicts a special railtour which was run over the S&D on 10 May 1958 by the Gloucestershire Railway Society, operating from Cheltenham St James to Lyme Regis. This was made up of a three-car Diesel Multiple Unit (later Class 120) and was photographed by the late Ivo Peters approaching

Above
Scale drawings for the laser-cut model of Bath Green Park engine shed were published in the December 2023 issue of RAILWAY MODELLER.



Left
The crew prepare Fowler 4F 0-6-0 No.44560 (a JM Models kit) for its day's work. This locomotive was built specifically for the Somerset & Dorset Joint Railway, as No.60 in its fleet.



Right
Air-smoothed Bulleid West Country No.34102 *Lapford* speeds through the 'Somerset countryside'.

Masbury from the north. It was the first recorded DMU over any part of the line.

As far as freight traffic is concerned there are two fairly long freights normally hauled by a Fowler 7F 2-8-0. Using iTrain these can be provided with banking assistance if required. The trains are rarely altered in formation so the passenger sets are primarily connected using Kadee or single-link couplings, while all freight stock uses conventional three-link or screw couplings. All locos are coupled to their trains using screw couplings.

Evoking the past with modern methods

As I am of an age where I can remember travelling in scheduled steam-hauled express trains, my interests are centred on that time. However, I am a firm believer that we should embrace change. Hence my move to digital control, which I believe is the present and future for model railway operating systems in general – although there are cases where radio control comes into its own. I do believe that by embracing these technologies we can make the hobby more attractive to the younger generation who have been raised using computers and other wireless devices.

In addition, I have used other 'modern' methods including 3D-printing (the guard figures in my brake vans are scans of yours truly – produced by Modelu who have also made most of the engine crews). As mentioned previously, laser-cutting was used in the production of the engine shed.

Would I do anything differently? Well, more roads in the fiddle yard to give a wider selection of trains would be nice to have, but I am very happy with things as they are – it is a railway that requires not too much maintenance, is simple to run and gives hours of pleasure, sitting back and watching the trains go by…

RAILWAY MODELLER Online

See Simon's layout in action
A short video to accompany this article is available to view via the link or by scanning the QR code.
bit.ly/gardensteamRM0824

Below
No.40634 and *Eddystone* pass *Lapford*, with the air-smoothed Bulleid hauling a three-coach local set.



A compact terminus to fiddle yard scheme in OO

Return to Rhiw

CHRIS FORD *tells how he and* **NIGEL HILL** *made a second attempt at this South Wales Valleys branch terminus in the BR diesel era, the first version of which featured in the July 2012 issue of* RAILWAY MODELLER.

Photography by Craig Tiley

Sometimes you have to go back to go forward. *Rhiw Mk.I* was built around a decade ago and sprung from a Plan of the Month in this very magazine, although as the planning unfolded the track layout was so simplified as to cease to resemble the original in any shape and only retained the operational concept. The layout had a certain amount of success, attending several exhibitions in the south, and appeared in RAILWAY MODELLER in July 2012.

The project was not without its problems, notably a recurring derailment area which, despite attempts to fix it, resolutely refused to be cured and wasn't helped by being under the scenic break. The second issue was the decision to operate from the front. I found the narrow angle of view along the layout problematic when uncoupling, and at busy exhibitions found the closeness of the public intrusive when trying to sort this out. The result was that the layout was dismantled, the two boards stored, and later used for the *Art of Compromise* project (RM October 2018) these each having been chopped down from 3' 7" to 3' in length.

New beginnings

In the intervening years other layouts were built, but the *Rhiw* concept of a rationalised railway continued to rattle around and a decision was made to have another crack at it with lessons learnt from *Rhiw Mk.I*. The other defining factor was the sudden availability of quality ready-to-run industrial locomotives which had originally been a weak point. Now it was possible to fill this role with some much more accurate models.

As is the way of things, much of the planning drifted into trying to add more features and a couple of false starts were made. Therefore, *Rhiw Mk.II* only got off the ground when reverting to the original shape, albeit with a reduction in board size from two 3' 7" to two 3' lengths, the 12" width being retained.



The first iteration of *Rhiw* was described in the July 2012 issue of RAILWAY MODELLER.

When *Rhiw Mk.I* was dismantled most of the usable scenic items had been put in a box, though some were now missing or were damaged. What remained was laid out for appraisal and the build begun. The major change was the shift to Peco code 75 track; the original had used code 100 to allow for older Lima wheelsets. Subsequent trials on *Dury's Gap* (RM September 2023) found that, aside from the odd bit of audible clicking (from the flanges coming into contact with the rail fixings), this problem didn't really exist. This meant that we could tighten up the running somewhat with the closer to scale pointwork.

The original track layout was laid; this representing a modern stub platform road suitable for Diesel Multiple Units, an exchange line at the front and just two points. The central section of the board represents one half of the original (now lifted) double track leaving an open space right down the middle of the board and typical of modern rationalised minor stations.

The layout was now to be rear-operated and wire-in-tube point controls were run to the rear using Double Pole Double Throw slide switches to operate the tiebars (as explained in the *Dury's Gap* article). The whole layout is electrically live with just a short loco-length isolating section on the front road. The two lines exit under the bridge into the original 2011-built ladder-style fiddle yard which has also been used for *Svanda*, Nigel's Norwegian secondary line (see CONTINENTAL MODELLER February 2017).

The track was ballasted using the usual PVA/water/detergent mix, but probably differs from most by using a high proportion of various tea leaves and ash mixed in with the usual commercial ballast.

Scenics

There wasn't much in the way of reusable bits and pieces from the original layout, but just enough to make it recognisable as a rebuild. The platform shelter survived, but



The primitive waiting shelter features a poster for a well-known film from 1984. The retaining wall is Wills Coarse Stone sheet.

the industrial unit, which is hypothetically part of a new business park built on the old station site, had long gone, so Nigel volunteered to build a new one from plastic sheet. Aside from this building, which is overlaid with Slater's embossed Plastikard sheets, there has been a wholesale shift to

Class 121 diesel railcar W55032 (Dapol) stands in the platform ready to form a local service. Note the 'Red Dragon' logo on the cab front.

A BR Class 08 diesel shunter draws wagons from the scrap processing plant into the exchange siding. The point serving this is operated via the adjacent ground frame.

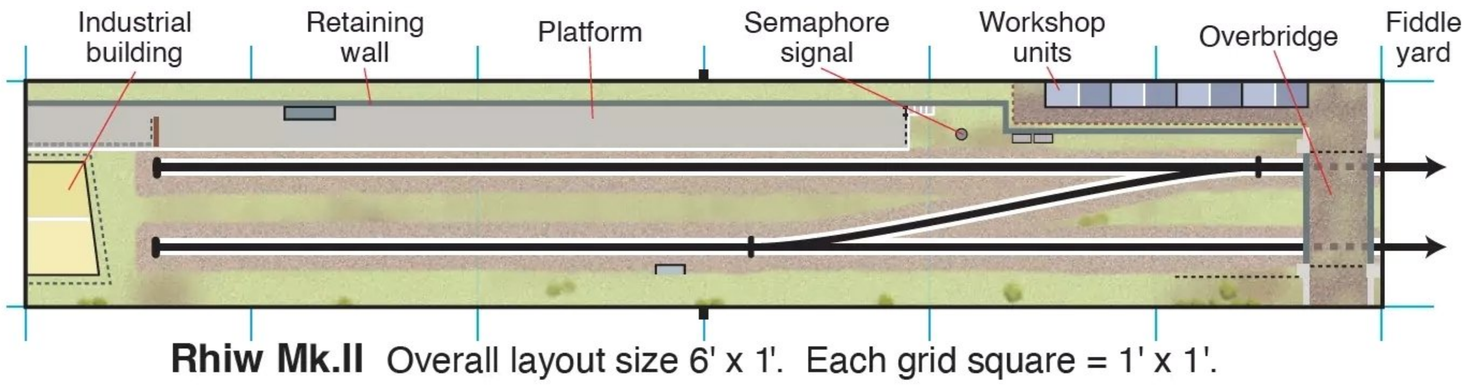
represents a trackbed of one of the many colliery lines that criss-crossed the area, though it is a little narrow. The now trademark 'boy-on-the-bridge' cameo is in place using the usual Airfix/Dapol figure with the satchel painted to represent a Cardiff City FC sports bag.

The quartet of gable-ended workshop units sit atop the retaining wall to break up the straight edge and are again from Wills sheet with a variety of scraps. The platform is built from parts from the Peco Setrack range. A decade ago, I would have been sceptical about using these, but after using them on *Hopwood* (RM November 2019-February 2020) I was made aware of the versatility of the parts. Here they have been severely cut about, the foot of the sides has been reduced in height by 3mm and the included self-adhesive brick sheet omitted. The Western Region lower quadrant starter signal is based on one at Porth, is from Ratio parts and works via a set of wires.

Rolling stock

The stock is much the same as on *Rhiw Mk.I*, though there has been a gentle move to pull the time frame back a little from the original 1986/7 dating; this to allow a few more traditional four-wheeled wagons to be run, though it will squeeze the Sprinter units out.

The DMUs are typical for the era and place. My original Lima Class 121 'cut and shut' still runs, though it now has a rival with a more modern Dapol item. There are pluses and minuses with both of them. The Class 150 and 155 are still available, as is a slightly out-of-area Class 108. The perfect Class 117 which is now available does not

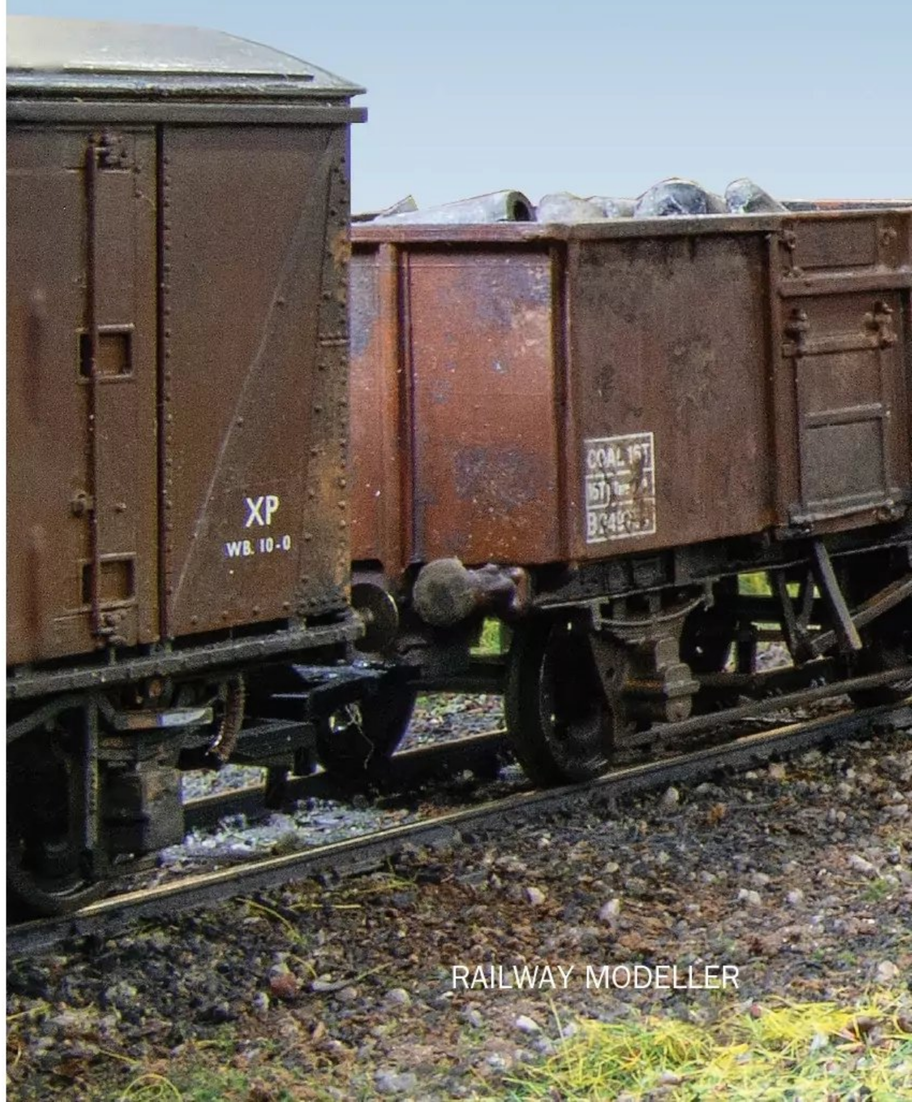


Rhiw Mk.II Overall layout size 6' x 1'. Each grid square = 1' x 1'.

Wills products since *Rhiw Mk.I*. The rear retaining wall uses the Coarse Stone (ref.SSMP200) sheets and this is carried through to the bridge piers. The span now uses the Varigirder Bridge Spans pack from the same range (ref.SS57) which is the first time either of us have used these parts for their intended purpose. The *Rhiw Mk.I* bridge supports from Airfix footbridge parts remain. The bridge itself is a subterfuge and

The layout is formed of three boards (including one for the fiddle yard) and is supported on trestles. A curtain attached to Velcro pads conceals this supporting structure at shows.





match the budgetary stipulations of the layout. Lima cut and shuts will be the way forward as I simply cannot justify that much cash for one item.

The locomotives are the original Class 37 and 25 from Bachmann with a Class 31 as an occasional back-up. This is a 1970s vintage Airfix model which makes a deafening racket. I thought this was down to its age and gear wear, but recently picked up an un-run, mint boxed version… which sounds exactly the same! Newer additions are a Bachmann 08 and a very well-worn Class 03. This should have its cab cut down to represent the locally based Burry Port line machines, but I doubt that I'll ever get around to it. More to the point, I'm not sure that the gears will last much longer! This runs around attached to a match truck which was converted from a GWR-liveried container flat and based on a similar one pictured at Norwich station.

The biggest change to motive power has been the industrials which potter onto the exchange road to drag wagons back to the off-scene scrap processing plant and chemical factory. The original layout ran with a couple of questionable machines, but now a Hornby Sentinel 4wDM and a pair of Golden Valley Janus 0-6-0DEs make light work of the task and look so much better.

Wagons haven't changed that much and include a rake of SSAs (Cambrian kits), MDVs downgraded from coal to scrap duties (Chivers Finelines kits) and a trio of VDAs covering the bagged chemical traffic. A process is underway to introduce some older types that made it into the 1980s. Ex-coal MCOs (the upgraded 10' wheelbase 16-tonners) were used on scrap traffic and these are available in the Parkside Models range, as are VVVs which will deputise for the long-wheelbase vans. Care has to be taken not to mix braking systems between the old (vacuum) and new (air), however.

Since *Rhiw Mk.I* was featured in RM there have been a number of ready-to-run industrial locomotive releases, including the Oxford Rail Janus 0-6-0 diesel seen here.

Peering over the bridge parapet is a schoolboy (a Dapol figure) with satchel in the blue, white and red colours of Cardiff City FC.

Brake vans

There was a thorny question about brake van usage which has only lightly been resolved. In the end it came down to safety within reversing moves and was solved by former RM Editor Steve Flint. The different

answers we received were amazing, even from drivers who had worked the Valley lines during the period. The rule of thumb with the layout is that, regardless of braking systems, if a main line loco reverses a train into the yard, a brake van is attached with a

The platform is built from parts from the Peco Setrack range, with the foot of the sides reduced in height by 3mm and the included self-adhesive brick sheet omitted.

37 038 (Bachmann) is itself a long way from home, but illustrates a locomotive type that was synonymous with the Welsh freight scene.

suitable guard with a flag and radio at, what is now, the front of the train. This operation is covered by two possible vans of the standard BR 20-ton type, one Bachmann item in flame red & grey and an original Airfix kit in BR bauxite.

General operation

The reaction to both the old and the new versions of the layout is often surprise at the minimal track, and how this can work. The answer is that it can be blindingly tricky as there is nowhere to hide. Any mis-shunt cannot be solved by popping something into another siding until you can sort yourself out, as there is no other siding. It is, like the modern prototype, very stripped down and basic, and moves have to be thought out lest you stitch yourself up.

The DMU traffic is straightforward enough and runs in and out of the platform. Goods traffic is drawn into the front exchange road and is either reversed into the yard, or the loco isolated and the train drawn in by one of the small industrials. Care is taken to avoid running a faster-moving DMU onto the main line immediately after a slower-moving train of open scrap wagons.

More workaday wagons

Future plans include increasing the goods stock. There is a possibility of including some engineering items, but there are plenty of possible kits to build before we have to resort to that. More vacuum-braked vans and scrap-laden MCOs are on the cards as is a short rake of condemned Diagram 108

The only signal on the layout is a Western Region lower quadrant starter signal, which is based on one at Porth and built from Ratio parts. It is operated via a set of wires.



A Class 25 arrives in the exchange siding hauling wagons laden with scrap metal.

16-tonners from the Airfix kit with a wealth of dents, welded patches and 'COND' markings scrawled on the side. There is a huge amount of inspiration on Paul Bartlett's wagon website which matches the modelled period perfectly.

See the layout in Kent

Rhiw Mk.II will be attending a model railway exhibition at the Bredgar & Wormshill LIght Railway on 4 August. For more details: **www.bwlr.co.uk**

Useful links

www.paulbartlett.zenfolio.com
An extensive photographic library of BR rolling stock.

www.demu.org.uk
Diesel & Electric Modellers United – an organisation that supports modellers depicting diesel and electric traction in the post-Modernisation Plan period. To find out more refer to the June 2024 issue (available to subscribers on the RM Digital Archive).

BR Horwich 0F 0-4-0ST

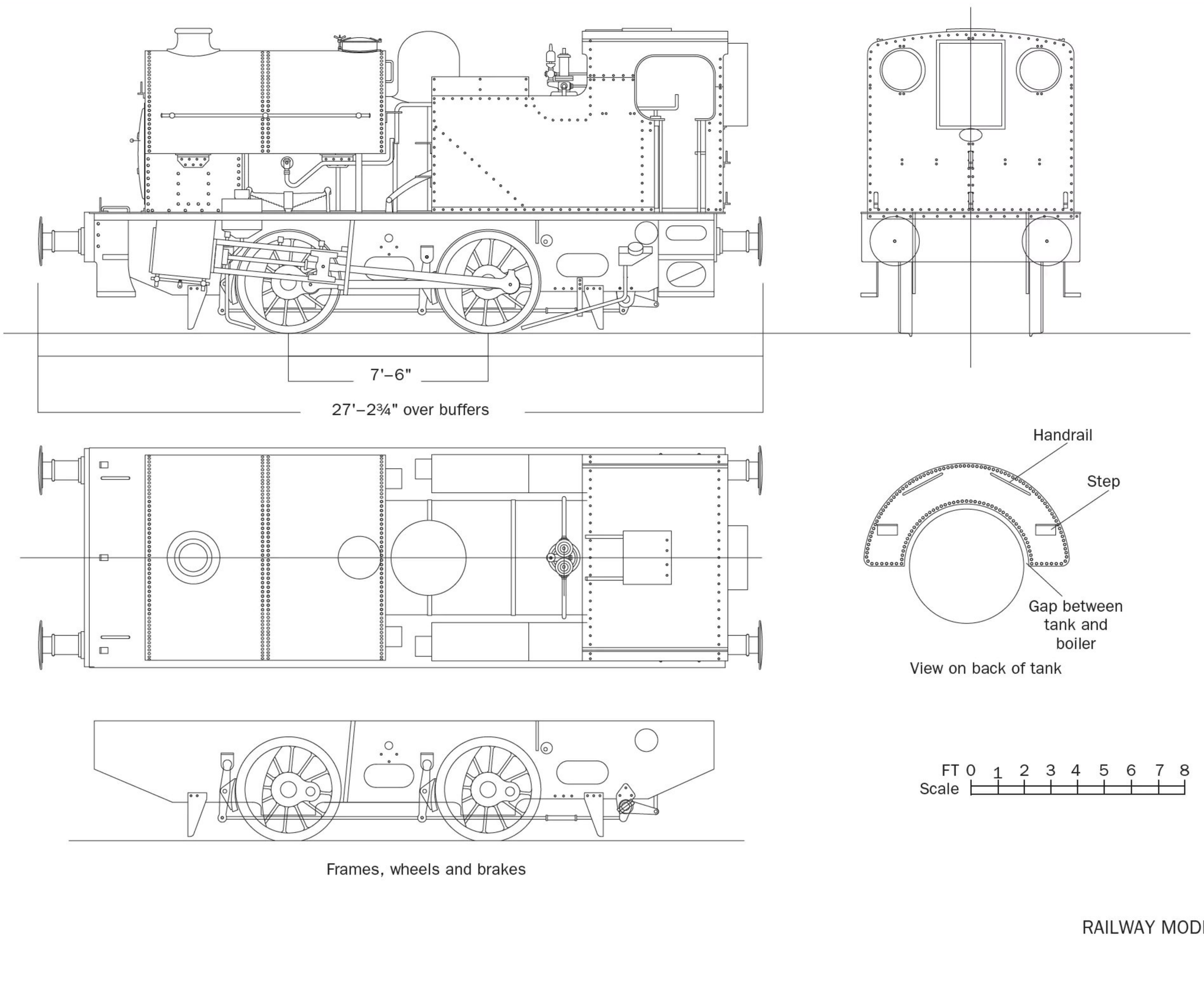
In the July issue **MIKE EDGE** *outlined the fleet of five Kitson-built 0F 0-4-0STs ordered in 1932 for the London Midland & Scottish Railway. This month he provides 4mm scale drawings and accompanying notes for the later batch of five locomotives, ordered after Nationalisation and constructed at Horwich to a slightly modified design.*

In 1953 BR decided that another batch of small saddle tanks was required for shunting duties in places such as docksides and the job went to the ex-Lancashire & Yorkshire works at Horwich. The last of this batch of locomotives (LMS No.7009) was completed in 1954, securing the type's distinction of being the very last steam locomotives to be built to an 'LMS' design.

The opportunity was taken to make some significant modifications, notably in an effort to increase the coal capacity. Ideally, a locomotive



BR Horwich 0F 0-4-0ST





This view, taken at Staveley in 1965, affords an opportunity to compare Horwich-built No.47005 with Kitson-built No.47001. ***Photo: Rail Photoprints***

of this type would be able to carry enough coal for a whole shift away from its depot (water wasn't usually a problem) and many photos of the Kitson batch show coal stacked in every possible location around the loco, including along the footplate, on the cab roof and even balanced on the handrails!

Accordingly, for the BR batch the bunkers were extended considerably in front of the cab; this meant that the tank had to be reduced in length, but in order to keep the 800-gallon capacity it was increased in height and width.

Other changes included a shorter chimney and a complete dome cover on the now exposed boiler, whilst the cab was also extended a little – although it remained very short and the crew locker was still mounted to the outside of the cab back as per the Kitson machines. The frames were lengthened a little and a much thicker bufferbeam fitted at the front, presumably to help keep the loco balanced, with the total weight going up to 34.8 tons.

Wearing plain BR black with early emblem, No.47007 shunts wagons at Birkenhead Docks in August 1955. ***Photo: Rail Photoprints***

The second batch worked in similar locations to the earlier ones, becoming associated with Birkenhead and Preston docks, and eventually the Cromford & High Peak Railway, from where the last two survivors were withdrawn in 1966. (Somewhat ironically, the BR-built machines were outlived by their Kitson forebears, an example of which continued in traffic into 1967.)

Liveries carried were always variations of plain black. As with the Kitson examples, none of the Horwich quintet survived into preservation.

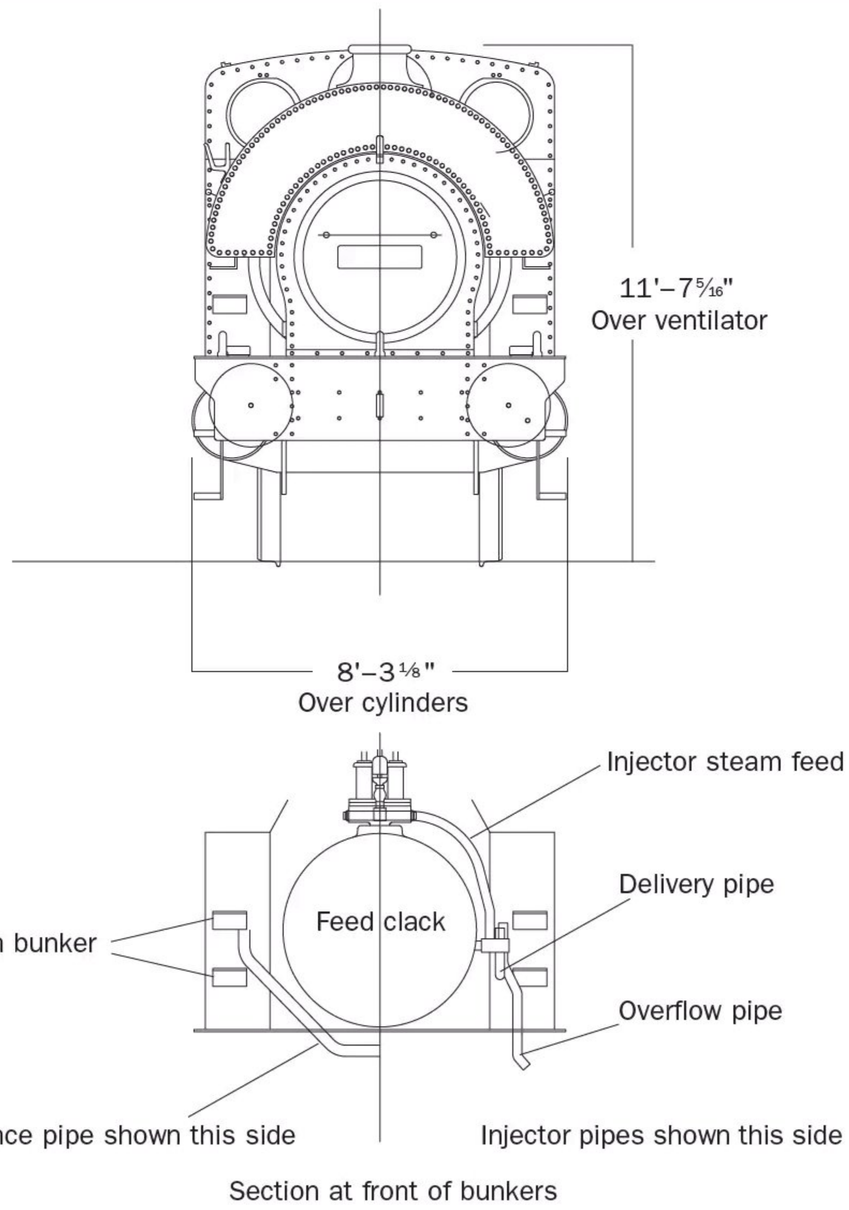
Drawings and models

The only drawing I could find of the Horwich-built locos was a weight diagram, with my drawing being produced using dimensions from this and a general arrangement drawing of the Kitson-built (LMS) locos, plus 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

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**





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

A Yorkshire branch terminus in N

Richmond

PETER BROWN *describes how he captured the essence of this attractive prototype in a scenic area of just under 4' x 2'.*

Photography by the author

Following the completion of my *Alston* layout (Railway of the Month in the April 2021 RAILWAY MODELLER) and its launch onto the exhibition circuit, my thoughts turned to my next project. Again, I wanted to design a compact N gauge exhibition layout and for inspiration I looked up Ken Hoole's book, *North-Eastern Branch Line Termini*. The station at Richmond in North Yorkshire looked interesting and challenging for a modelmaker; 2mm scale drawings of the station building were published in the June issue of RM.

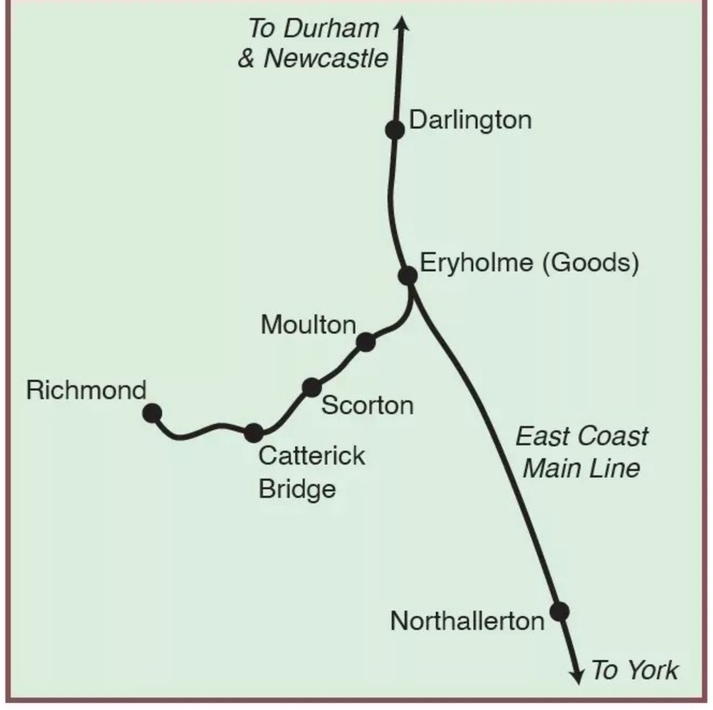
I was very familiar with Richmond but had no idea where the station was. The town is located on top of a hill in the shadow of its Norman castle keep, so it is not surprising that the station is located on flatter ground some distance away and on the other side of the river. What was a surprise to me was to find most of the station buildings still intact, though re-purposed. The station itself is preserved and now houses a restaurant, art gallery, cinema, shops and microbrewery. It is well worth a visit if you are in the area.

Concept

The track plan of the former station and all its buildings are fully detailed in Ken Hoole's book. Apart from the station, there was a goods shed, an engine shed, a dedicated gasworks, signal box, railway cottages and houses for both the station master and depot manager. With a planned scenic baseboard of 1200mm x 600mm, compromises would be needed, as I wanted to model all these buildings. The station only ever had a single covered platform but consisted of two bays with two covered sidings. My model has a single bay and was shortened in length. The signal box, railway cottages and goods shed are all in more or less the correct positions, but artistic licence has been applied to the others. In addition, lots of buildings from the centre of Richmond have also been modelled and relocated adjacent to the railway tracks!



Location map



Baseboard

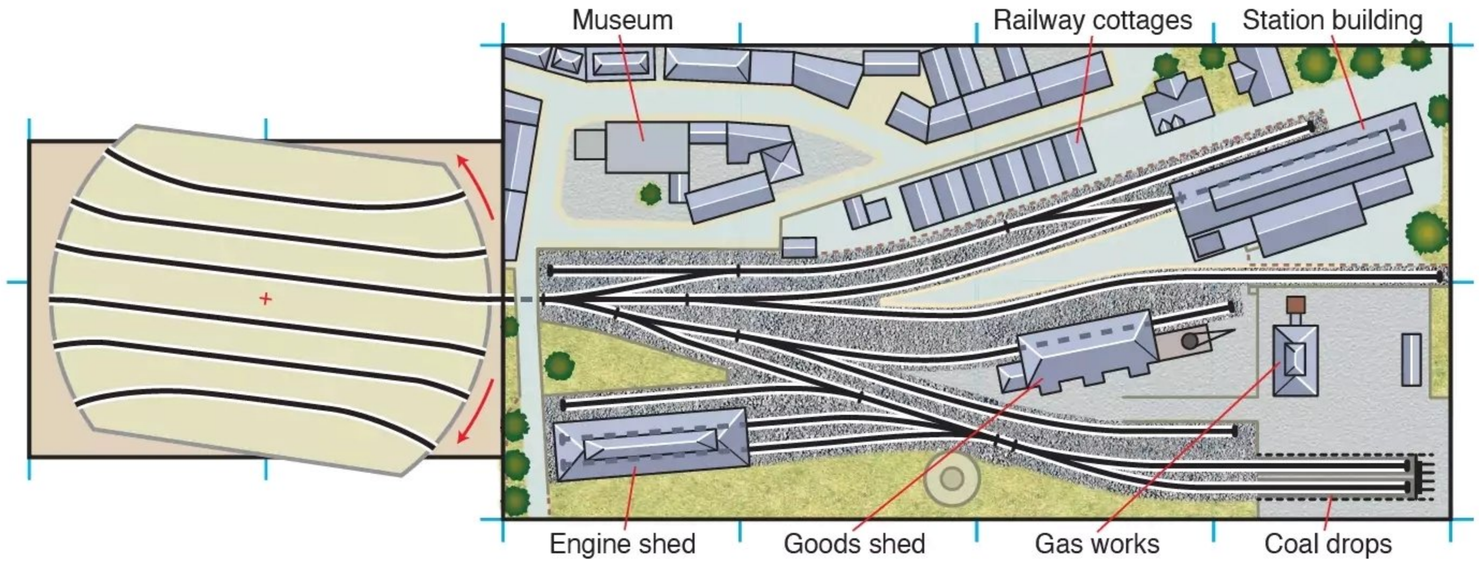
I planned to use a separate turntable fiddle yard and Grainge & Hodder Ltd supply these, laser-cut in standard sizes. I asked them to make a non-standard one of 600mm x 400mm, and bought a standard 1200mm x 600mm laser-cut baseboard to go with it. Disappointingly, the pivot of the turntable is intended to be an M6 bolt, but there was far too much play for this to work satisfactorily in N gauge and a colleague, Dennis Ogle, from my railway club used his lathe to turn a piece of brass to create a pivot arrangement with the necessary precision. The baseboards are all made from 6mm plywood and are both light and robust. Being only 6mm thick, it did mean that the screws fixing point motors protruded through the surface and needed to be ground down.

Trackwork

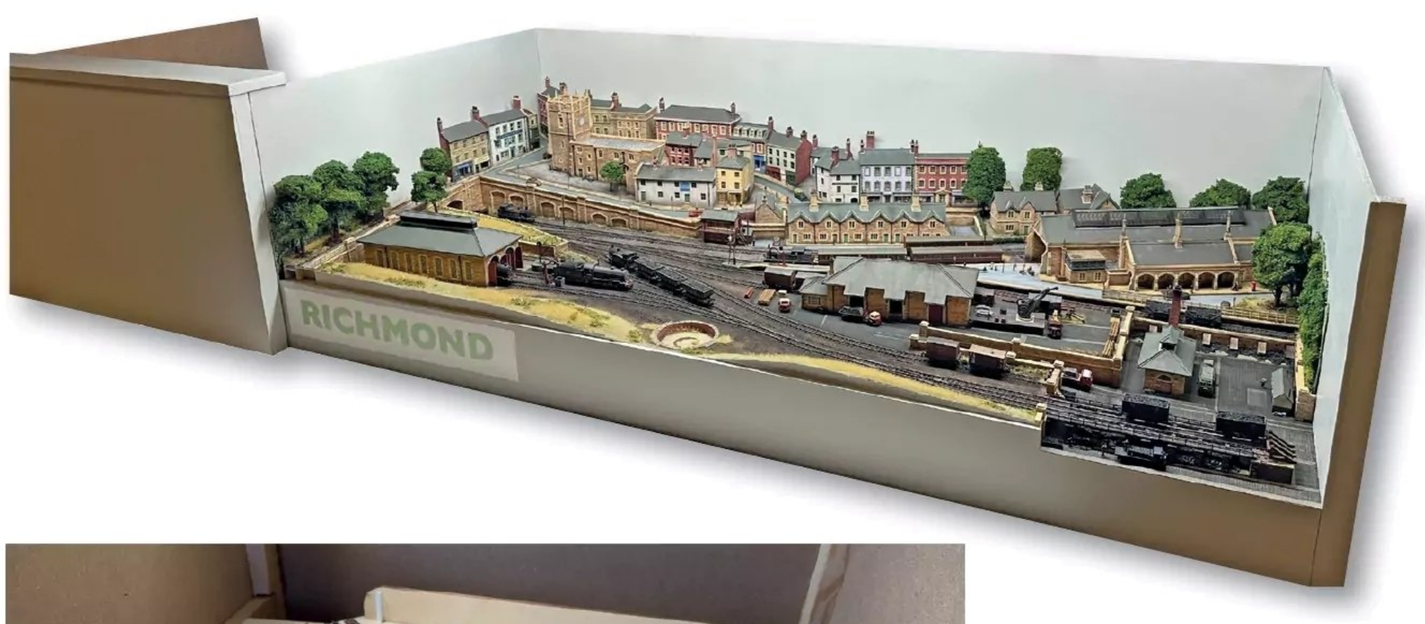
Apart from code 55 Peco track used on the fiddle yard, all the track is code 40 FineTrax supplied by British Finescale. The beauty of this track is that it is true to scale, and you can create the prototypical gap between the rails and the ballast. Kits for the points are now supplied with engineered switch rails and frogs, and 3D-printed sleeper bases. These are much better in operation than the earlier version, and were a pleasure to make.

The points are operated with DCC Concepts Cobalt motors which give slow operation, hold the switch blades firmly in position and have built-in switching for the frog polarity. Operation of the points is with DCC Concepts Alpha switches which have the advantage of illuminating the chosen route.

The buildings are all based on those that existed at Richmond, but the positioning has been changed for some, with structures from the town centre moved closer to the tracks.



Richmond Size of scenic section 1200mm x 600mm. Each grid square 300mm x 300mm.



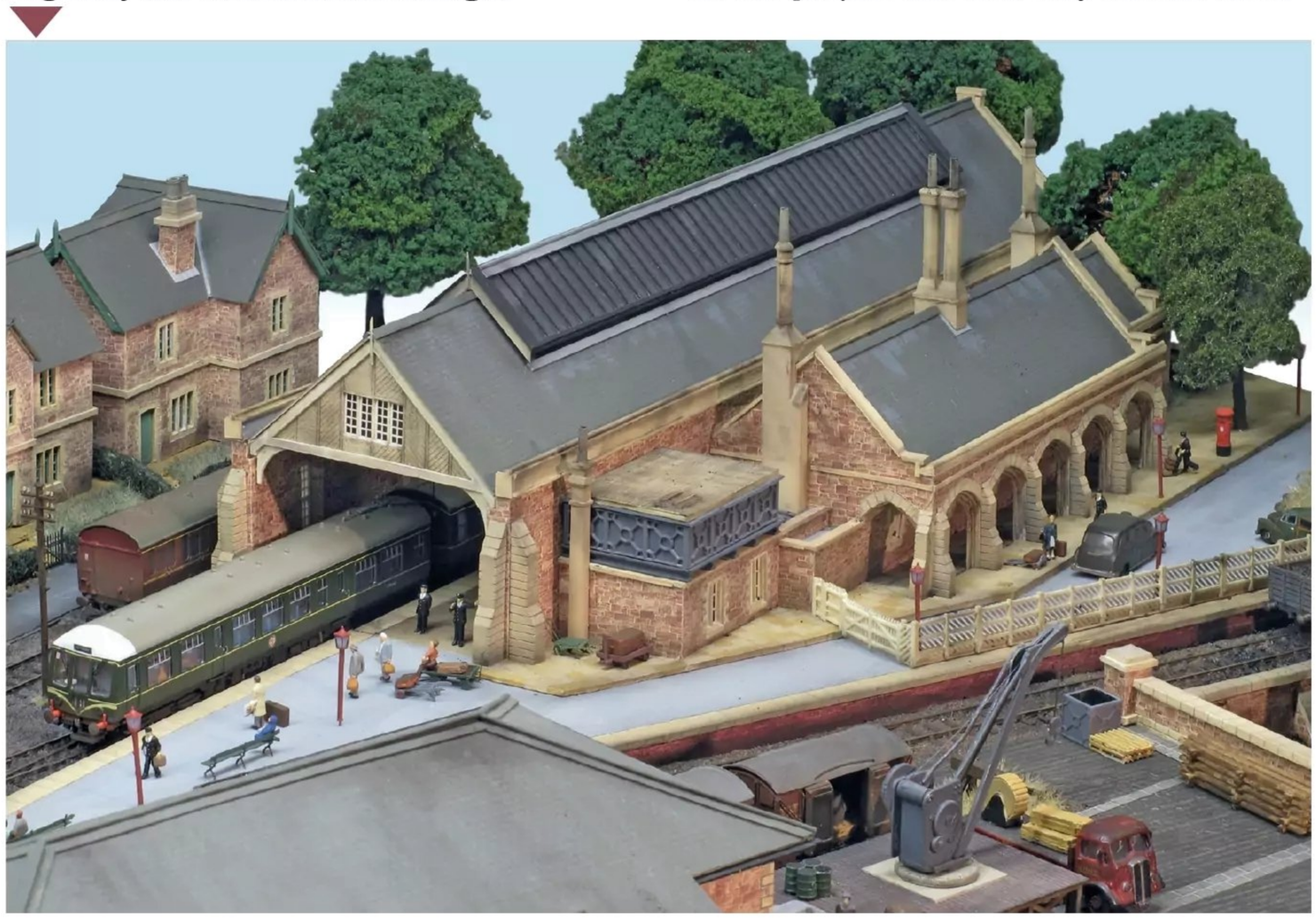


The scenic area of this compact layout measures just 1200mm x 600mm.

The 600mm x 400mm turntable fiddle yard was constructed using a laser-cut kit supplied by Grainge & Hodder Ltd. The turntable length is sufficient to hold a three-car Diesel Multiple Unit.

Chinchilla dust was used as ballast for the main line and sieved silica sand for the sidings, all glued with scenic cement and tinted in the first instance with dilute black fountain pen ink. This was followed by heavy weathering with an airbrush. Point rodding was represented with styrene strip.

The real station consisted of two bays with two covered sidings. The model features only a single bay and was shortened in length.



Wiring

I was much more disciplined with the wiring on this project and used only red and black cable with yellow for point frogs. Unlike so many examples of wiring you often see illustrated, mine is not a thing of beauty and benefits greatly from being hidden entirely.

I find there are three phases of wiring. The first is the connecting of all the dozens of droppers. Code 40 track is too fine for fishplates, so every piece of rail requires a dropper. Any optimism about your success with Phase 1 evaporates when you power up the layout and find nothing works, and you move to Phase 2, which is trying to find the cause of the major short, or in my case, five separate shorts!

Once everything appeared to be working satisfactorily, I started on the landscaping and buildings. Phase 3 of the wiring came when the layout was complete, and I started operating it. I found sidings which were supposed to be isolated were not, and even the polarity was reversed in one instance. There were many frustrating hours and a consultation with Dennis Ogle before I found the problem on a three-way point where a single common return dropper needed to be connected, not to the common return, but to the live frog of the previous point.

All the track on the scenic part of the layout is code 40 FineTrax supplied by British Finescale.



One of the most significant buildings in the centre of Richmond is the Green Howards Museum based in a former church.



As with *Alston*, the layout is wired for both 12V dc and Digital Command Control and a double-pole, double-throw switch determines which controller is in use.

Station buildings

The station building, goods shed, engine shed, signal box and gasworks are all detailed in Ken Hoole's book with scale survey drawings. With reference to these, I used Computer Aided Design software to create 2D digital drawings of the elevations of all the buildings (at 1:100 scale for convenience). Then it was only a click of the mouse to bring them to 1:148 and N gauge. With these I was able to create cutting schedules to send to Stoneybridge Structures to have the windows and walls laser-cut.

For the 'brickpaper' I took close-up photographs of the stonework of the station building itself and imported these

into my 2D CAD software, where I could reduce the stonework to just slightly overscale and then replicate the photos to build up an A4 sheet of stonework, for photocopying. The stones needed to be slightly overscale as at true scale they lost definition. I entered the model of the station in the buildings category for the annual 2mm Association online competition and it won first prize.



Gresley V2 2-6-2 No.60807 departs Richmond with a passenger service as a G5 0-4-4T stands with a rake of vans on the goods shed road.

Other buildings

One of the most significant buildings in the centre of Richmond is the Green Howards Museum based in a former church. A Google search revealed that recent renovations had been carried out by Purcell Triton Architects from York. I cheekily approached them to see if they had any digital survey drawings they were prepared to share, and they readily emailed them to me, which formed the basis for the laser-cutting of walls and windows. Most of the stone buildings in Richmond share the same quarry and the station 'brickpaper' was a suitable choice for all the structures.

The Green Howards model won first prize in its category and the Chairman's Award in the 2023 2mm Association competition.

The starting point for the models of the other buildings was to take lots of photographs of buildings in Richmond. From

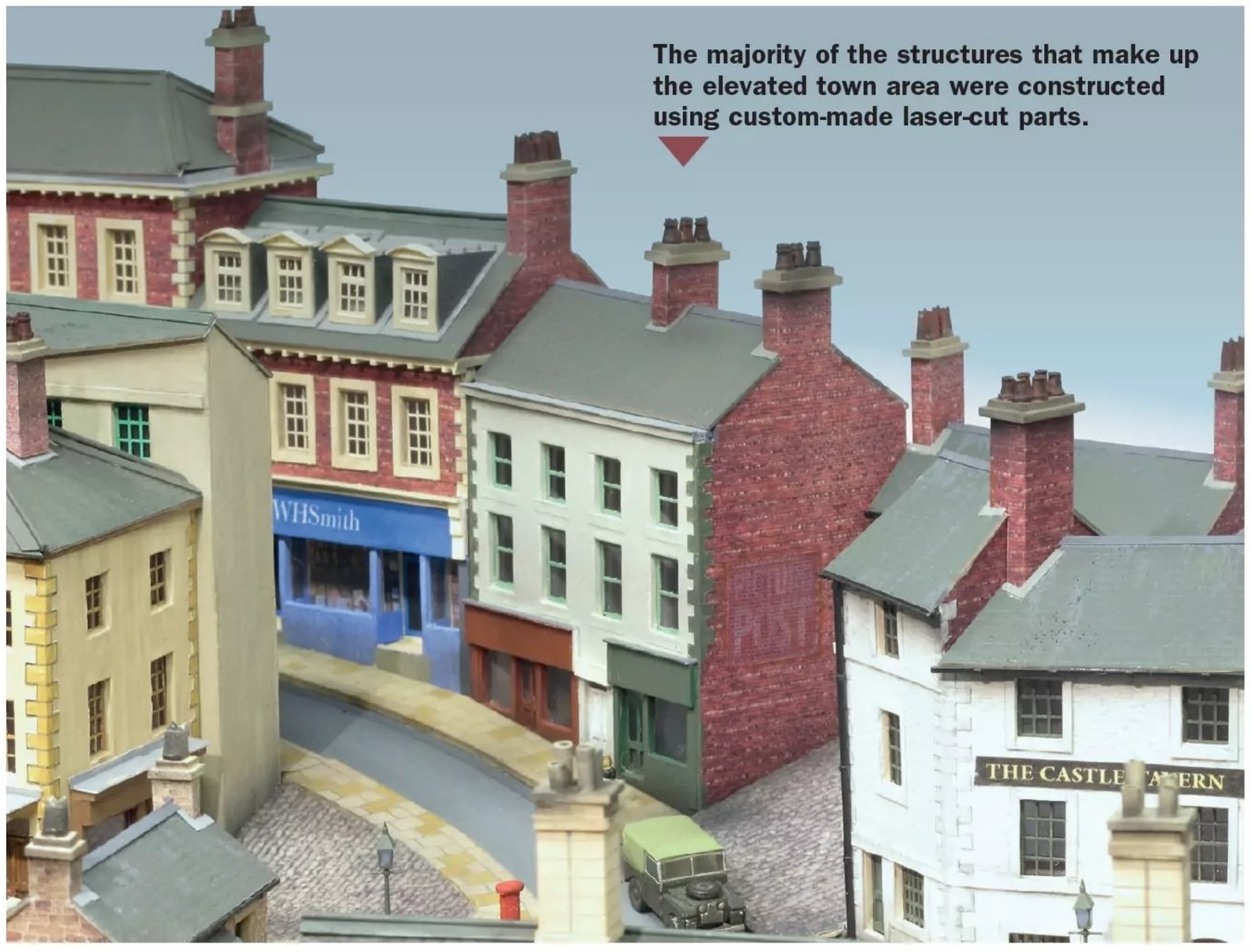
A view that chimes with an archive photo in Ken Hoole's book (see panel): G5 No.67315 waits to depart with a local to Darlington.

this exercise I was able to determine the common types of windows used and produce 2D CAD laser-cutting schedules, to send to Stoneybridge Structures so I had a stock of laser-cut windows in thin card. By manipulating the chosen windows in my 2D CAD drawing package it becomes quite easy to produce 'scale' drawings of the buildings without taking any actual dimensions.
A print-out of a building is then taped to Daler Mounting Board, or plasticard, and the windows and doors are cut out using a Stanley knife, always with a new blade.

Landscaping

The trackwork was fully planned in advance as you would expect but the landscaping was not. Positioning the station buildings was easy, but other than a vague wish to include actual Richmond buildings, I had to experiment to see what would work.

Having a nice flat baseboard, it is easy to forget that railway engineers only achieved a nice flat trackbed with huge amounts of earth-moving. The starting point for us modelmakers is to create a plausible landscape into which our model trackbed has been cut. Richmond is built on a hill, so I first created a hilly road layout. Once the road, made from mounting board on profiled mounting board slopes, was in place, the buildings were made to sit on level platforms below the road.



The majority of the structures that make up the elevated town area were constructed using custom-made laser-cut parts.

The grassed areas at the front of the layout were formed with Mod-Roc and finished with static grass. Trees were made from dried sedum stalks bound together to form the trunks and covered with Heki Flor secured with copious PVA glue and doused with hairspray. Making my own trees allowed me to tailor each one to its proposed location with many of them low-relief, with flat backs.

I always had to remain flexible and ready to change things. The roads were modified

Fairburn 2-6-4T No.42073 (a Graham Farish by Bachmann model) arrives at Richmond with a passenger working.



Robinson-designed LNER A5/2 4-6-2T No.69835 awaits departure from Richmond on 4 July 1953. *Photo: Colour-Rail*

several times and are not necessarily as wide as perhaps they should be. I kept in mind that I was trying to evoke a sense of place rather than an exact representation of what was there.

The road behind the engine shed was moved very late in the day when I realised there was insufficient room for the trees. Originally, I had planned not to have a back board on the right-hand side. This did not look right so one was fitted, but this still did not look right, and the view needed to be contained. A retaining wall was added and more trees with some foliage stuck to the back board to represent low-relief trees.

Operation

Extensive use has been made of Dapol magnetic couplings with permanent magnets set into the baseboard below the track and ballast. A train entering the station uncouples automatically as it comes to a stop and a switch on the control panel then isolates the locomotive. A pilot engine can then remove the coaches to the siding, and the released loco can collect the carriages and return to the platform for departure. A similar arrangement is provided in the goods siding for a pilot engine to distribute wagons to the coal drops or goods shed.

I share the stock for *Alston* with *Richmond*, so there is a mix of Diesel Multiple Units, a G5, an Ivatt 2MT and J39s. The G5 is a 3D-printed body with printed waterslide transfers for the lining and numbers, all made by Dennis Ogle to fit on a Dapol M7 chassis. All I had to do was add a driver and weather the locomotive.

Keeping creative

I really enjoy modelmaking, and having finished *Alston* it did not take long before I started to fidget with a creative urge and planned this layout. Being retired, I have time to devote to the hobby but that is coupled with a desire to take it slowly, enjoy the process and to do things thoroughly without short cuts.

DMUs handled passenger services during the branch's latter years. A Class 108 is pictured.

What next? I now have two exhibition layouts and there is certainly no room for a third! There is a big OO layout being built at the club and I have already committed myself to making coal drops for that, so maybe there will be further opportunities for creativity. Thanks are due, as always, for the help and support given by my fellow members of the Newcastle & District Model Railway Society. Invitations to exhibitions will be most welcome and contact can be made through the club website: **www.newcastlemodelrailway.org.uk**

Further reading and bookings

Ken Hoole, *North-Eastern Branch Line Termini*, Oxford Publishing Co. ISBN 0 86093 219 2

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**



Coal drops were a distinctive feature of many North Eastern Railway goods yards, including that at Richmond.



Bringing the town closer to the station has enabled a cutting to be modelled, which acts as a foil for the exit to the fiddle yard.



Digital Command Control – it's never too late to learn

Editorial Assistant Simon Artymiuk regularly encounters articles about DCC layouts in his role at RAILWAY MODELLER, but having only had an analogue layout of his own, he decided it was high time that he familiarised himself with the digital alternative. Here he relays his experience from when he joined fellow modellers on a *Beginner's Guide to DCC* course at Pecorama.

Photography by Craig Tiley

Digital Command Control (DCC) has become mainstream in the world of model railways, matching the march of technology in other areas of our lives. New ready-to-run locomotives in the popular scales and gauges are now regularly advertised with a host of terms such as 'DCC ready', 'DCC fitted' and 'DCC sound'.

In my role at RAILWAY MODELLER I regularly encounter articles about DCC layouts, but as I only have an analogue layout of my own, I thought I should familiarise myself with the digital alternative. Therefore, I recently enrolled on one of the *Beginner's Guide to DCC* courses that take place on selected dates throughout the year at Pecorama in the Devon fishing village of Beer. Taking place in the tourist site's Lecture Theatre, the courses are led by Derek and Julia Boswell.



The *Beginner's Guide to DCC* courses at Pecorama are led by Julia and Derek Boswell.

One day in May I joined a group of modellers visiting from locations across the country, and with varying degrees of prior knowledge about DCC operation, for a relaxed but enlightening day of having what some modellers still regard as 'dark arts', explained to us.

The course ran from a leisurely start time of 09:45 until 15:00, allowing attendees who had travelled some distance time to head homewards before the workday evening rush, and an added bonus was that there was tea and coffee available throughout, plus lunch included in the splendid interior of the former 'Golden Arrow' Pullman carriage, *Orion*.

Derek and Julia commenced the course by recalling that their own experience of learning about DCC operation began with the trial-and-error construction of a series of layouts. They were keen to stress that they do not claim to be industry experts and their main aim is to provide an easy-to-follow introduction to DCC and to answer any questions course-goers may have.

How digital control developed

It turns out that the beginnings of DCC are older than you might think, with various precursor systems based on signals being sent to individual locomotives emerging in the 1950s and '60s. Then, in 1979, the Hornby Zero 1 was developed as the first truly convenient digital system.

The next big leaps forward were made in Germany thanks to the digital pioneer Bernd Lenz, who worked with such companies as Märklin and Fleischmann, but the fact that he didn't patent his digital system allowed other firms in the USA to take up his ideas and develop them further.

During the 1990s, the problem of each manufacturer's DCC system being incompatible with others was allayed to a degree by the USA's National Model Railroad Association (NMRA) laying down certain protocols and standards which are now generally followed elsewhere – and devising a symbol indicating compatibility with other makes of DCC products. Even so, there are still some remaining issues of product integration.

Derek next went on to explain that while with an analogue system, the power to the track is turned on and off at a controller which operates the model trains, with a DCC system the track remains live all the time. Furthermore, with an analogue system, the electric current from the controller goes through one wire to the track and locomotive, and then back through another wire to the controller,





A close-up of the ESU ECoS command station and controller used in the course and an example of an 'All in One' DCC system.

Julia Boswell showing course members how to programme the digital command station's controller to operate one of the test locomotives.





Terms such as 'DCC ready', 'DCC fitted' or 'DCC sound-fitted' are explained as part of the course. The Bachmann Class 47 and Hornby A1 pictured here are examples of models with the latter DCC provision.



Practical guidance is given for equipping 'DCC ready' models with third-party decoders.

with the direction of the current reversing with that of the train. But with DCC operation, a command station is linked to the rails, but a separate controller sends a signal from the command station to a decoder wired to the motor in your chosen loco. When you change direction with the controller, the electric current continues going the same way around the track circuit, with the polarity remaining unchanged.

With DCC it is possible to drive two or more trains independently on the same track – all from a single handset if you wish. If you are so inclined, you could even run two trains head-on into each other! To avoid such things happening accidentally, particularly if you have multiple operators, signalling becomes important and no longer just a scenic accessory.

Getting started

Next, the course members, guided by Julia, were given some track to assemble and then connect to a DCC command station – in this case an ESU ECoS unit – and then had to programme the controllers to operate two locomotives. After a few initial hiccups, we managed to get two trains running independently and in different directions on the same track.

Derek and Julia were keen to stress that with DCC you do still need to clean the track and loco wheels, despite there being constant power to the track – it isn't a substitute for a Relco unit.

We were next taken through some of the jargon terms, such as 'DCC friendly', 'DCC ready', 'DCC interface', 'DCC compatible' and 'DCC fitted'.

If the locomotive is already fitted with a decoder, then there is no problem: it should run straight away on DCC. But if it isn't already fitted with a decoder, you need to ascertain whether it can be made to run on DCC – and if it already runs badly on analogue then it definitely won't work on DCC. Some older locomotive models may be difficult to adapt with a decoder. If you're unsure, finding a good supplier who you can talk to is very important as a source of advice.

Fitting a decoder

If a non-fitted locomotive does have a decoder interface, knowing what type is important. At this point Derek took us through the various types of decoder while stressing the importance of plugging everything in the right way around.

To wire things up properly, the adage to bear in mind is:

'Red and black to the track
Orange and grey go the other way
Yellow and white are for the lights.'

When there is no decoder socket in a locomotive, you have to carry out 'hard wiring', involving cutting the wires from the wheels to the motor and removing electronic components that reduce TV interference, as a DCC decoder does that anyway. If you aren't confident about this, then there are people who can do it for you and who can fit most decoders.

Once you have fitted a decoder, it is important to test it out before putting the locomotive body back on and to do so not on your main layout, but on a separate 'programming track'. This reduces the risk of damage to the decoder should something be awry.

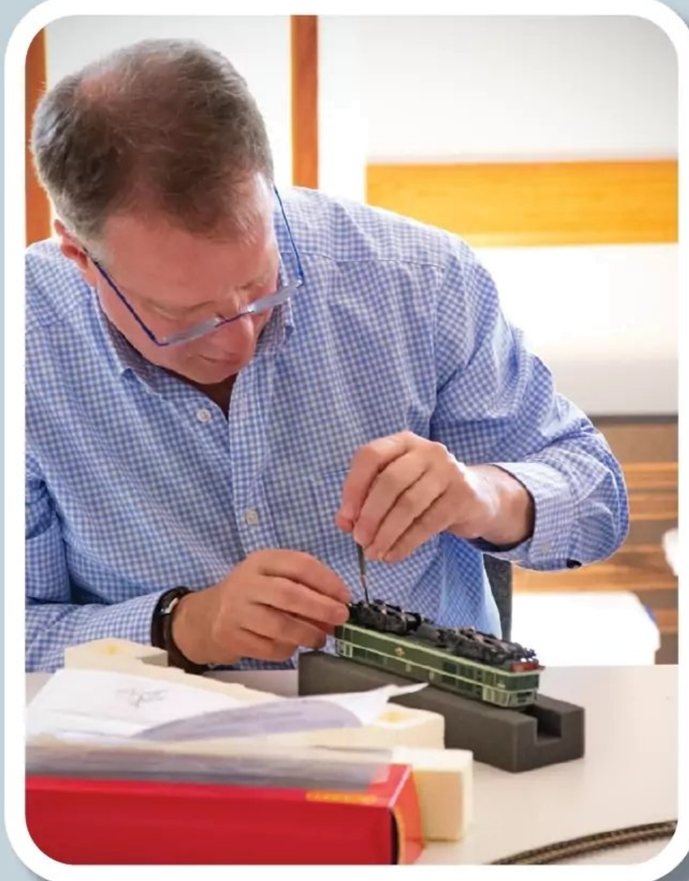
When you first test your locomotive, it will show a default decoder number and





Derek explains how decoders can be 'hard wired' in older models with no DCC provision.

Some topics are covered with slides, such as the colour coding of wires on decoders.



Ian Radford undertakes the removal of the body from a Hornby Class 31 model in readiness for installing a decoder...



...with Derek on hand to assist. A variety of proprietary ready-to-run models are used by course members.



Course member Andrew Saxton concentrates on fitting a decoder to a diesel locomotive model.

> **"I've used several DCC systems before but after what I've learnt I'm considering moving to a command station system and will be recommending other members of my model railway club to book onto the course."**
>
> 
>
> Alan Crombie, from Bristol

will need to be reprogrammed with its future operating number – but it's a good idea to write down what that is to make sure you don't forget, and the same goes for other functions on the system interface, though there is a reset button if necessary.

At this point, we were divided into pairs and were each given a locomotive from which we had to remove the body and then fit a decoder – some of us admittedly found it easier than others, though sometimes it depended on the make of locomotive.



'All in One' or 'Standalone'?

Derek and Julia then gave us a run through of the various DCC systems on the market – from 'All in One' systems, where you have a box 'doing all the clever stuff' and then an operating knob for controlling the trains plus ability to control points; to 'Standalone Systems', where you have a command station plus a handheld unit – or multiple ones – for operating the train.

We were also given guidance on 'expandability' – i.e. the ability to build further on your operating system in the future – and 'system architecture', meaning designing your layout in such a way that you can easily oversee shunting operations with your controller. One idea is to use bus sockets around your layout from which you can plug and unplug portable control units. Both wired and wireless systems are available. Also useful are boosters to add power to particular layout sections, particularly if you have sound-fitted locos, and short-circuit detectors.

Points to note

Derek also explained the use of stationary decoders to operate accessories such as point motors, signals, level crossing lights or barriers, or sound and lighting effects. We were then given the opportunity to have a go at wiring up a stationary decoder to a point motor and making it function.

Layout wiring was also explained, including pointwork where closed routes need to remain 'live' so that a locomotive's lights and sounds will remain operative wherever it is on the layout.

At the end of the afternoon attendees were assured that there are plenty of suppliers and retailers willing and able to advise and help

The course provides an overview of the different DCC systems that are available, from basic entry-level equipment such as this Hornby Digital controller, through to more sophisticated units by manufacturers including Roco and Zimo.

> **"I wanted to learn how to use points for DCC operation... and now Derek has given me the confidence to set about building a proper DCC layout."**
>
> 
>
> Ian Radford, from Woking



Derek explaining the workings of a stationary decoder after it has been wired to a point motor.



The course includes the opportunity to wire stationary decoders.

them to succeed with DCC operations – and they were also provided with Derek and Julia's contact details should they have further questions.

What other course members thought

As a DCC novice, I found I had certainly learnt a lot through attending the session. Speaking to fellow course members, I found that their previous DCC knowledge had varied markedly.

Alan Crombie had travelled from Bristol and is a member of the Nailsea & District Model Railway Club. He said he had been using DCC for some time, starting out with a very basic system and then moving on to a Digikeijs one – but for the past six years he had been using the Digitrax Evox Standard and has found it "very handy". He told me he liked having a conventional style controller with knobs to control the trains, but as younger members of the Nailsea club all use an NCE command station with handheld 'Power Cab' button controllers, and after what he'd learnt, he was considering moving to that system next. He added that he'd be recommending other club members to book onto the Peco course.

Ian Radford, from Woking in Surrey, stated as his reason for coming along: "I wanted to learn how to use Insulfrog, Electrofrog and the new Unifrog points for DCC operation, and now Derek has given me the confidence to set about building a proper DCC layout."

Andrew Saxton, who had travelled all the way from Norwich, told me he'd been building a large, multi-track DCC layout by following a plan published in one of the Peco trackplan books, which usefully showed how to wire it all up for DCC operation. He added: "The course has given me a better understanding of DCC and plenty of ideas for future layout projects."



Julia helping Ian Radford to test the installation of a stationary decoder on a Peco SmartSwitch.



> **"The course has given me a better understanding of DCC and plenty of ideas for future layout projects."**
>
> Andrew Saxton, from Norwich



Future course dates

PECO

For readers wanting to sample the *Beginner's Guide to DCC* course, the remaining dates this year are Friday 9 August, Saturday 7 September and Saturday 5 October. Each is limited to a maximum of 12 participants and the price for the day is £65.00, including lunch and with tea and coffee available throughout. For further details go to:
www.pecorama.co.uk/experiences/?subpage=railway-modelling-courses
or email: **julia.boswell@peco.co**

Locomotives for *Dentdale*

New kids on the block – a follow-up

IAN NUTTALL *showcases a further selection of LMS steam locomotive models, all completed in recent times for use on his OO gauge Settle & Carlisle layout.*

Photography by the author

Over the years, whilst not deliberately shying away from building locomotives, my leanings had tended towards wagon construction. This enthusiasm had been sparked by the various photographic safaris undertaken in the late 1960s and early 1970s with my long-standing friend Roger Ellis as we scoured North Lincolnshire, with camera, 10 yard tape and notebook in hand, seeking out interesting, long in the tooth, often abandoned and uncared-for goods wagons. A number of these saw the light of day, as models, in articles we wrote for the long-gone *Model Railway Constructor*. Later my arrangement with fellow Butcombe Junction member, and friend, Martin Hudson developed whereby, in exchange for constructing four wagon kits or creating them from scratch, I gained a completed loco kit from Martin. Hence the incentive to build my own wasn't there.

However all changed, not quite overnight, but as my *Dentdale* layout evolved I could visualise more clearly my needs regarding locos and rolling stock. Whilst I continued to enjoy the wagon building experience enormously, and was intimately familiar with all the challenges it offered, I had reached saturation point as far as fitting them into my 30 storage loops and sidings was

Lancashire & Yorkshire Railway Aspinall 2F (later 3F) 0-6-0 No.12441



In the past I had enjoyed putting together the MPD (Motive Power Developments) kit for the Midland Railway Johnson 3F 0-6-0, so when I spotted the L&Y equivalent offered in the Private Sales section of RAILWAY MODELLER, I snapped it up. Its instructions mirrored those for its MR Johnson sister kit so construction threw up no new challenges, whilst a combination of Romford wheels, Mashima motor and 40-1 gearbox provided the power.

Although outnumbered significantly by ex-Midland and standard London Midland & Scottish Railway locos, ex-L&Y engines did run on the S&C, and several were shedded either at Hellifield or Skipton. I have a photo of my chosen engine, No.12441, taken in 1942 in Skipton goods yard. It is paired with an L&Y 2,000-gallon tender with coal rails. The original engine was built at Horwich in 1906 as one of a batch still retaining the deeper loco footplate valance.

▲ My MPD kit of the L&Y 2F 0-6-0 No.12441 is complete, and with medium weathering applied, it is in service on *Dentdale*. Although a goods engine, it is built along graceful lines, and benefits from a fine pedigree… Aspinall earned respect for good reason; it is an L&Y stalwart.

Hornby Dublo Stanier 8F 2-8-0 No.8085

The Hornby Dublo 8F has been around since 1960 so could be viewed as a bit long in the tooth and old school when compared with the most modern offerings, yet I wouldn't be without them on *Dentdale*; I now have six. What they may lack in finesse and fine detail is more than compensated for by their ability to handle the heaviest of my freight trains. Without them I would have to shorten the length of several quite drastically. Also it is perfectly possible to replace, or upgrade, the weaker cosmetic elements. I found I still had one final example of the original non-Ringfield motor version lurking in the depths of my loco box and still in three-rail condition. The number 48158 on the cab was the giveaway: the two-rail equivalents were Nos.48073 and 48109.

Whilst it is possible to use the Hornby Dublo valve gear and beef up the cylinders to scale size, I decided to use a Comet replacement set, although I had to stick with the Dublo coupling rods as the wheel centre spacings didn't quite match the Comet etchings; a small price to pay. As I had a turned brass 8F chimney in stock I made use of that, as I did with an etched brass 4,000-gallon Stanier tender, of Far East origin, which I had acquired via eBay. Whilst it certainly looked the part it didn't run to expectations at all, waddling like a duck. So I scratch-built a replacement sub-chassis. The original 8F motors don't quite have the haulage power of the later Ringfield version, but they don't overfill the cab, hence it is easier to disguise the presence of the motor with loco crew. I have No.8085 as a Leeds Normanton (20D) engine in 1939, although by 1948 it had been transferred to Royston (20C), not a million miles away, via a spell at Motherwell in 1944. These 8Fs do get about.



Hornby Dublo non-Ringfield 8F in the early stages of upgrading. Romford wheels, etched balance weights and brake gear are *in situ*, whilst the chimney, buffers, handrails and cab steps have been removed to accept finer replacements. The Hornby Dublo coupling rods needed to be reused for practical reasons.



The Stanier 4,000-gallon riveted tender, an etched product from the Far East; I can't say which firm made it, but it did arrive complete and ready-to-run. It certainly has more finesse, and far less weight, than the Hornby Dublo equivalent.

I admit to using several of the latter, but always try to include a full coal load to disguise the over-thick sides. As I had to create a new sub-chassis for this to overcome the waddle paraded by the original, I took the opportunity to substitute Alan Gibson 4' 3" Stanier tender wheels.



Complete, weathered and in service. The most testing aspect of the upgrade was having to cut two vertical slots in the cast chassis block, made of a saw tooth clogging material if ever I encountered one, to accept the cross members of the Comet cylinders. Significant, judicious filing was also required so that the cylinder block assembly sat correctly just under the footplate. I'd like to think the effort was worth it. The loco carries a 20D shedplate to indicate its Normanton base in 1939, whilst it had moved to Royston (20C) by 1948.

This close-up helps to highlight some of the upgrades. The brake blocks are plastic, of a type with a degree of flexibility thus diminishing the chances of it fracturing, although at the expense of it being less easy to fix. The choice of plastic does eliminate the risk of shorting if I had opted for etched brass, and clearances are seriously tight in one or two areas, so my choice was probably justified. The rear set proved tricky to mount as they coincided with a gap under the motor.

I improvised by adding a thin plate to the chassis frame, hopefully not noticeable? The step under the cab is an etching, fixed in place with five-minute epoxy to the stub of the old step, which I had, deliberately, left in place to provide strength.

The fallplate between loco and cab is created from scratch and pivots to cater for movement; the brass 'tube hinge' can just be seen. The cab doors, by Comet, also hinge. The driver is doing an admirable job of hiding the motor, whilst, just in front of the cab, the whistle is a new turned brass addition. The block style gold lettering (HMRS Methfix) is appropriate for this Vulcan-built batch.





No.8085 drifts north from Dent Head towards Dent station, undergoing road trials… it passed with flying colours. The Midland Railway Down starter signal, dry-stone walls and classic stone barn add provenance to the Yorkshire Dales setting.

concerned. My aim was to have two engines available for every train I ran, to allow me to ring the changes, and to have a back-up in case of problems. Also I realised I had a sizeable box full of various loco kits, and several proprietary specimens ripe for upgrading, so I considered my options.

In some ways kit-building, or 'kit-bashing', is a dying art. This is purely down to the staggering improvements made to the off-the-shelf, ready-to-run locos available from our mainstream manufacturers. For this we should be grateful, and indeed I am, but many of my generation have ingrained in their railway modelling DNA a creative urge, the need to be able to say, "I made that." This stems from the 1960s-1990s when, quite frankly, kits were more accurate and better detailed than their proprietary equivalent, so there was an incentive to build kits as they offered a superior end product. The situation has changed dramatically to the extent that fault finding when reviewing modern, off-the-shelf products boils down to nit-picking at best, for there is often so little wrong.

However, I still thoroughly enjoy the physical act of kit-building, whether it be whitemetal, etched brass, or a mixture of the two to gain the best of both worlds.

Whilst I continue to have the manual dexterity and decent eyesight required, I intend to continue along the same route; I do find it so fulfilling.

Hornby Stanier 8Fs Nos.8073 and 8126

I've grouped these together as upgrading details are identical. When Hornby first introduced its Margate-made (c.1988) Stanier 8F I wasn't tempted as, to me, it lacked a finescale look, particularly with the valve gear, whilst the thought of a tender drive left me cold. The later (c.2002) Chinese-built model was a different kettle of fish, clearly engineered to finer tolerances. Detail was sharper, valve gear far more convincing, wheels finer and the motor was back where it should be, in the locomotive.

Many modellers will be happy with it as it comes out of the box, but I prefer to apply the Brassmasters detailing kit which lifts it a further notch or two. The most significant improvement is that an etching is provided, complete with rivet detail, for a footplate overlay to allow it to project a little beyond the valance. The later Hornby model does not have this key feature; I am forced to ask why, as so many other, smaller features are included. Other extras are less obvious, yet still enhance the overall look, and you may be encouraged to change the number on yours to one local to the region you model. For my own choice of number I needed to be wary of with which type of tender the loco was paired. As many were sent abroad to aid the war effort I have tended to stick with the 8000-8175 series which, on the whole, remained on home soil. Nos.8027-8095 all had the snap-head riveted 4,000-gallon tender, as comes with Hornby loco No.8042, whilst Nos.8096-8175 were associated with the welded type as comes with the Hornby model of No.48154. The pair I feature here have one of each so I have plumped for Nos.8073 and 8126; both have snowploughs as an added bonus, for I do have photos of each in LMS days sporting them. Due to the mountainous terrain, and adverse Pennine weather, they were a common characteristic of S&C-based engines. Coincidentally both Nos.8073 and 8126 were shedded at Leeds Holbeck (20A) from 1944-48.

The Chinese-built Hornby 8F is, basically, excellent, although I have always used the Brassmasters detail kit to enhance it further. Features apparent here include the footplate overlay, the improved main frame profile above the front pony truck, which is now fitted with Alan Gibson Stanier-pattern wheels (a definite improvement), cylinder drain pipes, bufferbeam overlay and front frame lifting mounts... each adds a bit to raising the level of the overall picture. The snowplough, available as a Hornby spare part, via Peter's Spares and the like, is also prominent, and attached to many an S&C engine, particularly during the winter months.





Comparing this with the previous shot, all traces of the raw brass extra parts have gone. To create this workaday look I applied an overall coat of matt dirty black, followed by a thin wash of 'grot', and then a more controlled application of dry-brushing with a mixture of Humbrol 26, 33, 34 and 70, and finally a dash here or there of weathering powders (mainly rust and smoky black) touched in to give a typically far from pristine finish in an effort to match the prototype, of which I had photos in my era.



You may spot various features which are now enhanced. The axleboxes are new whitemetal castings (this is far from essential on the Chinese-built models, yet a must if you are upgrading the earlier version), the coal door partition has an etched strip on top and there are lamp irons fitted to the rear of the tender. The tender steps are now more pronounced, and are etched brass replacements for the originals which only protruded half the distance; no doubt limitations of manufacture.



A photo of No.8126 to demonstrate its parallel level of finish with No.8073. As this is from a later 1941 batch, built at Crewe, it has yellow transfers with red shading for numerals and insignia... as usual from HMRS, and, in this case, Methfix. With my 8F stud now into double figures you may be forgiven if you think my collection ranks as overkill. In defence, I would say that, for my chosen 1937-47 period, you can never have too many 8Fs. In 1944 there were 56 of the 'little darlings' based at sheds which provided motive power for the S&C... so, only another 44 to build.

Bachmann Stanier Jubilee 4-6-0 No.5659 *Drake*

I can't resist a bargain, so when a retailer posted Bachmann Jubilee No.45611 *Hong Kong* at the knockdown price of £49.95, I was hooked. In my article on my passenger locos (RM April 2014) I included a plea for evidence of an S&C-based Jubilee in the post-war LMS lined black livery. Via the editor I was contacted by knowledgeable S&C enthusiast, Colin Brown, who alerted me to a photograph of No.5659 *Drake* in the said livery; wonderful. Colin and I have continued to engage in S&C dialogue, which has proved mutually beneficial, and I am delighted to say we are now firm friends. Colin's original intention was to share information he had with a fellow modeller. I do feel that this willingness to pool knowledge for the benefit of all is such a great plus point of our hobby, and long may it continue to be so.

Thus No.5659 it was to be, although I was aware it was paired with the Stanier 3,500-gallon tender, so sourced an alternative to the Bachmann 4,000-gallon offering. As far as I am aware no major proprietary manufacturer has ever catered for the 3,500-gallon variant, which is rather strange as they were quite common, although they were not generally associated with the 'Black Fives' or 8Fs. I spotted one in the Brassmasters range so went down this route, despite it costing, minus wheels, the same as my complete loco and tender from Bachmann. I was also conscious it boasted sprung axleboxes, courtesy of 0.008" steel guitar wire; a fresh challenge for me. I shouldn't have worried for the instructions guided me through the stages in such a user-friendly way that, in no time at all, I had a state-of-the-art Stanier 3,500-gallon tender to pair with my Bachmann loco. I must say it glides through pointwork without so much as a murmur; I wouldn't hesitate to build another, once I've topped up my piggy bank.



Evidence of front end enhancement. The turned brass smokebox dart is a definite improvement, whilst other additions include front steps, cylinder drain pipes, home-made guard irons and screw couplings.



The cab rear has been upgraded thanks to etched steps, injectors, fallplate and cab doors. The last two items both work and are Comet parts, as are the steps, whilst the injectors are lost wax brass castings courtesy of Brassmasters.



Drake **is now complete, and poses with scratch-built LMS Patriot No.5504** ***Royal Signals*****, a mere 55 years young. As my Brassmasters tender was not yet built, No.5659 is paired, for its running-in trials, with its original Bachmann 4,000-gallon tender, just visible in its BR lined green livery.**



The Brassmasters etched brass kit for the Stanier 3,500-gallon tender. With its all-singing, all-dancing sprung chassis, courtesy of 0.08" steel guitar wire, it is certainly more technical in construction than, say, a Comet kit. Yet the extra demands are worth it, for it results in a reliable, smooth-running tender, which is to be cherished. Beyond the far air vent can be seen the series of parallel half-etched lines which allow the curve of the tender top to be formed accurately and easily.



Despite being from different sources the loco and tender mate naturally, with the fallplate and cab doors performing their intended task, whilst the fireman is looking almost dapper with his red tie. But, then, LMS loco crews were proud of the role they played.



With a reasonable degree of weathering to maintain Holbeck's reputation for not maintaining the cleanest of loco fleets, ***Drake*** **is now added to my** ***Dentdale*** **loco roster, and my aim of including a post-war lined black loco has been achieved. Actually I now have two, as rebuilt Royal Scot No.6108** ***Seaforth Highlander*** **is similarly turned out.**

DJH Stanier 8F No.8090

You could be forgiven for thinking that I have 8Fs on the brain, and have become besotted with them. As I have stated before, in my 1937-47 period the 8Fs were the very lifeblood of the main freight services, and could handle all trains that came their way. My problem was that I was nearly reaching my limit of possibilities, certainly within the riveted tender options, of which this DJH kit was another example. However, I spotted No.8090, a Leeds Holbeck resident in 1944, 1945 and 1948… and, I presume, 1946/7, although I don't have the documentation to prove that. With more than a reasonable amount of space available in the firebox I could include a Mashima 1428 motor, which I paired with a High Level 60-1 gearbox. It has proved to be an increasingly reliable performer, having benefited from several hours of running-in.



▲ Reasonable progress has been made on my DJH Stanier 8F as it undergoes its first thorough road trials. DJH kits have been with us for over 30 years yet, because they were well engineered in the first place, are still worth their place in today's model railway world; they continue to command handsome prices on eBay and the like. They combine whitemetal, brass and nickel silver in a most balanced manner; the outcome is, invariably, a pleasing, accurate model… and one which is capable of hauling a prototypical length train; not always a given, sadly, with ready-to-run offerings.



▲ Zooming in on the cab makes it possible to examine detail at closer quarters and appreciate the effort involved in creating a kit which is a joy to build… and I bet our bearded driver has many a tale to relate of his battles up the 'Long Drag'.

▲ A view that captures, for me, what I am after on my model railway… work-stained locos earning their keep surrounded by classic, dry-stone wall dominated, Yorkshire Dales scenery. No.8090 is indeed a most welcome addition to my *Dentdale* loco portfolio; I'm sure it won't be the last DJH kit to join the ranks…

The case for kit-building

So, there we have it. *Dentdale* can now boast a minimum of two locomotive options for every train I run on the layout, and I have discovered a true appetite for loco building, whether it be etched brass, whitemetal or upgrading a proprietary offering. If you choose this approach there may well be the occasional hiccup or disappointment, but what you achieve far outweighs any setback, and your own skills will be enhanced significantly. What is more, you will add your own personal stamp to your layout. Yes, I do admit I am biased, yet I will continue to seek out further kits to build in the future; it is, quite simply, an all-win scenario on so many fronts.

Further reading

See the May 2021 RM (p326) for Ian's previous *New kids on the block* article – available to subscribers on the **Railway Modeller Digital Archive**. To find out more about subscribing, refer to pages 68a & 69a.

A removable backscene

NOEL LEAVER *of the Farnham & District Model Railway Club describes the construction of the backscene for the group's N gauge exhibition layout* Wickwar, *featured in last month's issue.*

Photography by Geoff Helliwell unless otherwise credited



The 3' high backscene being fitted in place around the back of the layout.

The backscene on most layouts is a piece of plywood on the rear of each board, with the scene painted or glued on. An inevitable result is gaps in the sky between boards, and often obvious corners.

Several of the layouts we have built recently at the Farnham & District Model Railway Club use instead a single length of plastic sheet for the backscene, which is removed and rolled up for storage and transport. This article describes the backscene on our N gauge layout *Wickwar*.

Plus points

The benefits of this method are:

- There are no joins in the sky, and the backscene can bend round corners;
- The height is not limited by the need to keep boards small for transport;
- The boards can be lower, just the height of the tallest scenery;
- The backscene can be left off when working on the layout, so is not in the way and less likely to get damaged or dirty;
- It is easy to clean or repair if damaged, or to replace completely.

A ply backscene gives some protection to the rest of the scenery, but you can add a low ply board behind where the backscene goes, if you want. We have not found this necessary as we have rigid covers to protect the boards during transport.

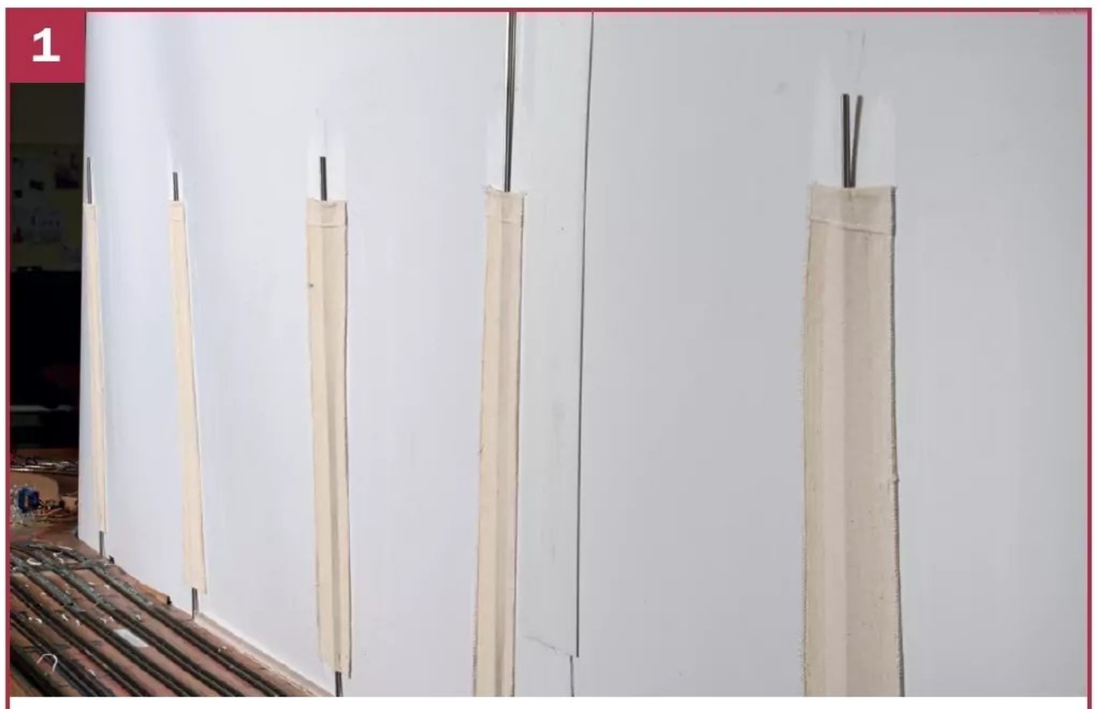
Construction

1mm thick Foamex is the ideal material, a white PVC foam sheet with a smooth matt surface. It is light and durable, and while fairly rigid it will roll up. It takes paint well, and can have printed images stuck to it. It usually comes in 8' x 4' sheets costing about £20. Most companies that print display signs will have stocks, or you can buy it online.

A view along *Wickwar*. There are separate boards visible in this view but no gaps in the sky. At each end of the scenic section the backscene curves round to avoid corners.

You may want a backscene longer than an 8' sheet. To join two sheets together cut a strip of Foamex 3-4" wide and stick it over the rear of the joint using thin double-sided tape, pressing down with the sheet laid out flat, and leaving for about one hour to let the bond get really strong before rolling. Sign printers sometimes join sheets by strips of heavy-duty tape over the back, which is OK for a short time but when rolled and unrolled the tape will soon stretch, causing a gap or ridge

1



When in position it is held rigid by stainless steel rods in pockets glued on the back. Note the join between two Foamex sheets, with a strip of Foamex glued on the back.

2



For storage and transport we use a cylindrical fabric bin sold for laundry or garden waste. The backscene is always rolled with the front on the inside, to protect it.

to appear on the front of the backscene.

We experimented with different methods of securing the backscene; the following has worked well on *Wickwar* for seven years.

About every foot along the back is a linen pocket into which a 4mm diameter stainless steel rod is inserted (photo 1). The rod goes into a brass tube set into the baseboard. If your baseboard is thin, the tube can protrude below into a block of wood glued beneath. A strip of beading glued between each pair of brass tubes forms a channel into which the bottom of the backscene fits, and holds it in position. The top of the beading is angled to make it easier to slot the backscene into place. The beading is only needed on straight sections. Where the scenery is lower than the main baseboard surface, a length of channel has been inserted behind the scenery. The ends of the backscene are secured with Velcro.

The pockets are 3" wide strips of linen, shorter than the backscene to allow access to the top of the rods for removal. Hems were sewn at the top and bottom to prevent fraying. To attach them the backscene was put in place, the rods inserted behind, and with the backscene held tight the position of each rod was marked. The backscene was laid face down on the floor, rods placed in their positions, strips of glue put each side clear of the rods and the linen pocket placed in position. The glue we used was MitreBond Aerosol, a cyanoacrylate glue with a separate aerosol activator which we sprayed over the back of the linen once it was in place.

Storage and use

For storage and transport we use a cylindrical fabric bin sold for laundry or garden waste. The backscene is always rolled with the front on the inside, to protect it (photo 2).

To erect the backscene unroll it, lift into position, ease into the slots, then insert the rods. The one on *Wickwar* is about 15' long and over 3' high, so we prefer to have four people (photos 3 and 4).

If you need to shape the bottom of the backscene, for example if parts go lower, use rounded curves, not sharp corners. We had an inside corner cut at a right angle which started to tear and needed reinforcing after a few years.

Our first backscene was 21" high, taller than most backscenes, but you could still see heads over the top. We later replaced it with one over 3' high so it completely blocked the view, and we noticed that viewers became more immersed in the model.

Painting or printing

I recommend either painting the backscene directly onto the Foamex, or getting a backscene printed onto self-adhesive plastic sheet which is stuck to the Foamex. I prefer not to use paper: it is liable to damage and cannot be wiped clean if dirty or marked.

Many people think they can't paint a backscene because they have no artistic skills, but something very simple with little detail is often all you need. It should not attract attention away from the layout. Simply painting the whole of the backscene as a pale blue/grey sky can work very well.

You can buy backscenes printed on self-adhesive plastic, for example iD Backscenes from Art Printers. Or you can create your own artwork from photographs in an editing package like Photoshop, then get a local sign producer to print it; they will often be able to supply the Foamex and press the vinyl onto it for you. Printing

3



Unrolling the backscene and putting it in place. This requires a team of four people.

4



The place where the backscene is below track level is sometimes tricky to get into position because the channel at the bottom does not have an angled top to guide it into position; we would provide this if we did it again.



The static grass on the layout was blended to match the backscene; the colours look closer under the layout lighting. The hedge on the backscene continues on the layout, though when viewed from an angle as here it appears to bend.



A view of the layout in exhibition set-up with the lighting rig and front drape in place. This in fact shows the slightly shorter 21" high backscene fitted originally to the layout, which was replaced with the deeper 3' version illustrated in this article. *Photo by the author*

the backscene for *Wickwar* including the Foamex cost £150 a few years ago.

When creating your own artwork you need to experiment with scaling the image to fit the model, and to adjust colours. Print copies on paper to try on the layout. 150dpi is sufficient; more than 300dpi is pointless.

On our first attempt we applied glue to attach the backscene, but it developed bumps. Instead, use self-adhesive vinyl, press it down onto the Foamex with a roller, and leave for one hour for the glue to bond before rolling it up.

Any buildings on the backscene close to the camera will look badly distorted unless viewed straight on and from the correct height. Buildings several hundred yards away will be less affected, and it helps if they are at an angle rather than square-on. If your backscene is urban you may need to arrange it so that buildings in the foreground can only be viewed from a narrow angle, for example, between two modelled buildings.

You have to blend the colours on the backscene with the model. The colours on the backscene ought to be more muted than those on the layout (photo 5); a layout with brown/green static grass and a backscene with bright green grass looks very unnatural. It is impossible to change the colours on a bought backscene, and can be tricky to match properly when painting or editing your own image.

A final tip

It is easier to match the scenery to the backscene, so best to get the backscene before starting on scenery – though most modellers end up doing it the other way round! Try to do the blending under the lighting you will use when exhibiting the layout (photo 6).

A BR Standard Class 5MT 4-6-0 heads through Wickwar with a passenger service composed of Stanier stock.



Walsham St Helens

A compact Great Western branch line terminus in Devon, built in OO gauge by **MATT HAYNES.**

Photography by the author



A 'Dean Goods' (Oxford Rail) arrives with a passenger service. The platform waiting shelter was constructed from the Peco LK-16 kit.

As a boy, I shared the activity of watching, building and 'playing trains' with my dad. A day out would likely include a picnic at somewhere like Highley station on the Severn Valley Railway with steam-hauled trains passing by. In the 1990s, my parents also took me on holiday to Dartmouth where we enjoyed the wonderful Paignton & Dartmouth and South Devon railways. All these formative experiences laid a seed of fascination with the Great Western Railway, and, although my experience of a steam railway is only that of British heritage lines which tend to use whatever type of locomotive they can, seeing Prairies, Halls, Manors and pannier tanks at all these locations certainly inspired me to make my first model a GWR one.

In 2002, I tragically lost my dad very suddenly. It was hard as a 17-year-old to cope with this, but railway modelling had become established in my heart. On returning from university, I purchased a copy of RAILWAY MODELLER, and reconnected with my father through the hobby.



The water tower is Ratio (ref.528) as is the stone single-road engine shed (ref.522).

The 'story' of the model

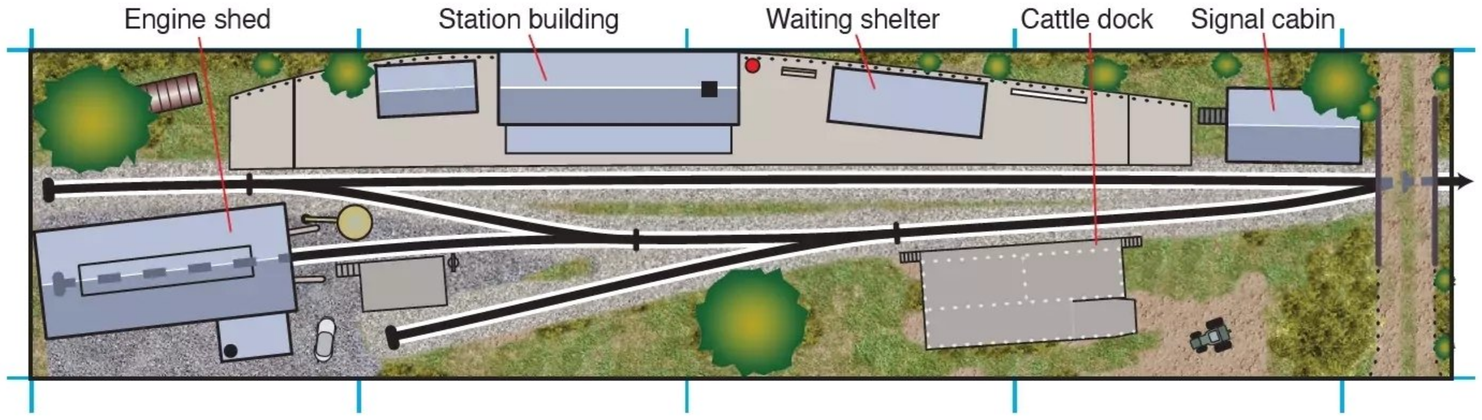
Walsham St Helens is completely fictional: it depicts a sleepy, slightly run-down



The compact scenic module has been constructed with a proscenium arch style presentation, this framing the scene.

backwater branch line terminus somewhere in South Devon. The station serves a small village which lies to the north of the station bridge. Short goods trains visit the station on a fairly regular basis, with local livestock farmers bringing their cattle to the dock for delivery to the market in the slightly bigger town of North Walsham. The station has a small engine shed with other facilities including a water tower and coal stage.

Whilst Walsham St Helens is only a small village, the locals like the railway and use it for trips to the 'big smoke' in Exeter. Indeed, several good folk who live in the village have a range of jobs in Exeter including 'suit and briefcase' types of careers, and a couple of lay clerks at the cathedral. The Director of Music used to live in St Helens but then moved to North Walsham in 1928 due to needing more space for his home practice organ, and not wanting to mix with the choral scholars outside of evensong! All in all, Walsham St Helens is an odd but well-functioning place.



Walsham St Helens Size of scenic section 4' 4" x 1'. Each grid square = 1' x 1'.

Planning and construction

The board that *Walsham St Helens* sits on is a 6' 7" long piece of shelving, braced with some softwood timber and 12" deep.
I wanted to build something that would incorporate a scenic area and fiddle yard within the same board; *Walsham St Helens* just about does this.

The board very much dictated what I could achieve track-wise, but I did have some non-negotiables. It had to have space for a two-coach passenger train, a run-round loop and release which could fit a loco the size of a '4300' 2-6-0, and a siding or two for shunting. My final requirement was that the scenic break needed to have a bridge, as I like scenic breaks to look as realistic as possible. After measuring locos, coaches and points, the scenic area needed to be a minimum 4' 4". The rest was only just long enough for a pannier and two coaches, so the fiddle yard now extends a little using a cassette, allowing me to have slightly longer goods trains hauled by a tender loco.

Buildings and structures

All buildings and structures on *Walsham St Helens* are ubiquitous kits from the ranges of Peco, Ratio, and Wills (except for the signal box which is a repainted Bachmann Scenecraft model). They were constructed before track was laid, and then used as templates to get the right look for the model. With such a small space to fit everything in, it was crucial not to commit track before trying different plans. The structures were all sprayed with Halfords grey primer, and then painted using oil paints. Dry-brushing was used to add weathering along with Humbrol powders. The platform was made up of bits of wood faced with some Wills stone sheets, painted in the same way.

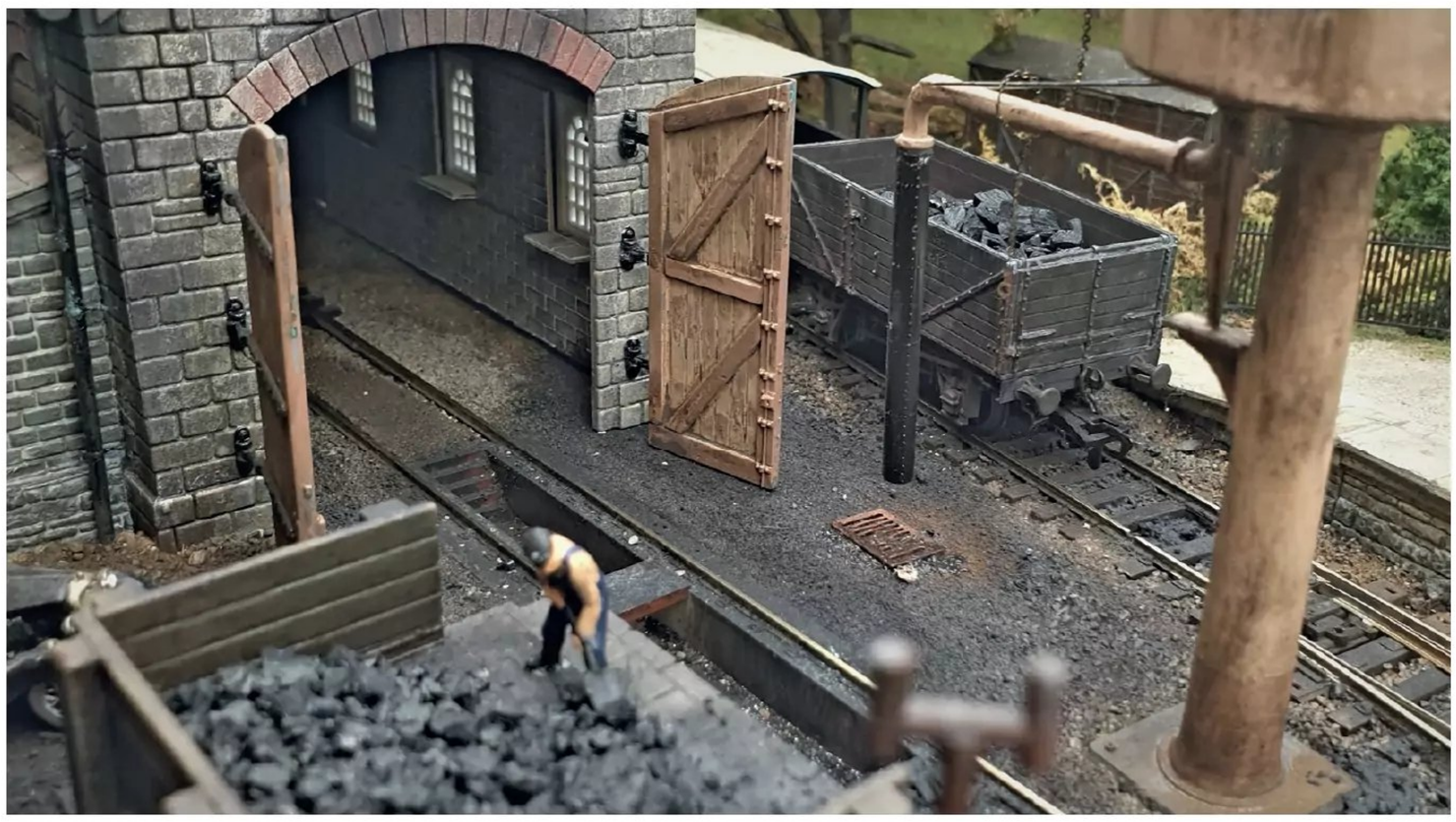
Trackwork and electrics

The track is Peco code 75 with MegaPoints components under the board to control the points. The control is analogue; I like the

The coaling stage is also a Ratio kit (ref.505), whilst the main station building is the Peco Country Station kit (ref.LK-13).







A signature GWR branch line locomotive – in the form of a small Prairie – uncouples prior to moving to the shed for servicing…

…where coaling and watering facilities are available, together with a pit.

Mod Podge gloss, and Wills point rodding from the signal box completes the look of a well detailed trackbed. Retrospectively fitting point rodding is not fun and, in the future, will be prioritised before ballasting!

Scenery

Finding the correct shades to match the Gaugemaster backscene was important. Too

idea of Digital Command Control but it was too much of an expense at the time the layout was built. The points are small radius ones, which are not ideal visually, but save space. The track is weathered with rust and dirt shades, different grades of ballast were used, and ash, grime and dirt was simulated with sand, DAS clay and weathering powders. Some puddles were created using

Collett '5700' 0-6-0PT No.8709 arrives at the coaling stage with a wagon load of coal to replenish the locomotive supply at the shed.







The run-round loop is just long enough to accommodate two Collett coaches.

An ideal first project

Walsham St Helens is my first 'proper' model railway build. It has been a pleasure to learn new skills and create something meaningful. Building small has enabled me to actually get to a state of completion and I'd recommend this size of first build to anyone starting out in the hobby.

My thanks to Chris Nevard for inspiring me to better my skills in the genre of micro layouts; to David Wright for coaching me in the art of painting with oil paints; and to Alexander Lodge, who is a bit of an expert in electrical engineering – without him the trains wouldn't move much. It was great to have the encouragement of the late and great Allan Downes, as well as new talent including Dan Evason and Matthew Upsal. It is good to be part of a hobby where people are encouraging and supportive.

many fantastic layouts can be compromised with a poor blend here. A range of static grasses, clump foliage, and bushes was used to achieve an autumnal, English countryside look. Seafoam was stuck to tree armatures, painted, and drenched in Woodland Scenics ground covers to make trees. Luke Towan has been a great inspiration to me, showing what can be done with natural materials from the garden, including twigs and blended leaves.

Locomotives & rolling stock

The vast majority of locomotives and rolling stock used on *Walsham St Helens* are from the Bachmann, Hornby and Oxford Rail ranges of ready-to-run models. There are one or two wagons that were kit-built, but a lack of time has meant relying on R-T-R models. All items of stock have been weathered to a level where they appear heavily worked but well looked after (such was the custom on the GWR).



A Wills road bridge kit (ref.SS53) disguises the fiddle yard exit.

The cattle dock is also a plastic kit from the Ratio range (ref.502), with cattle heading to market.

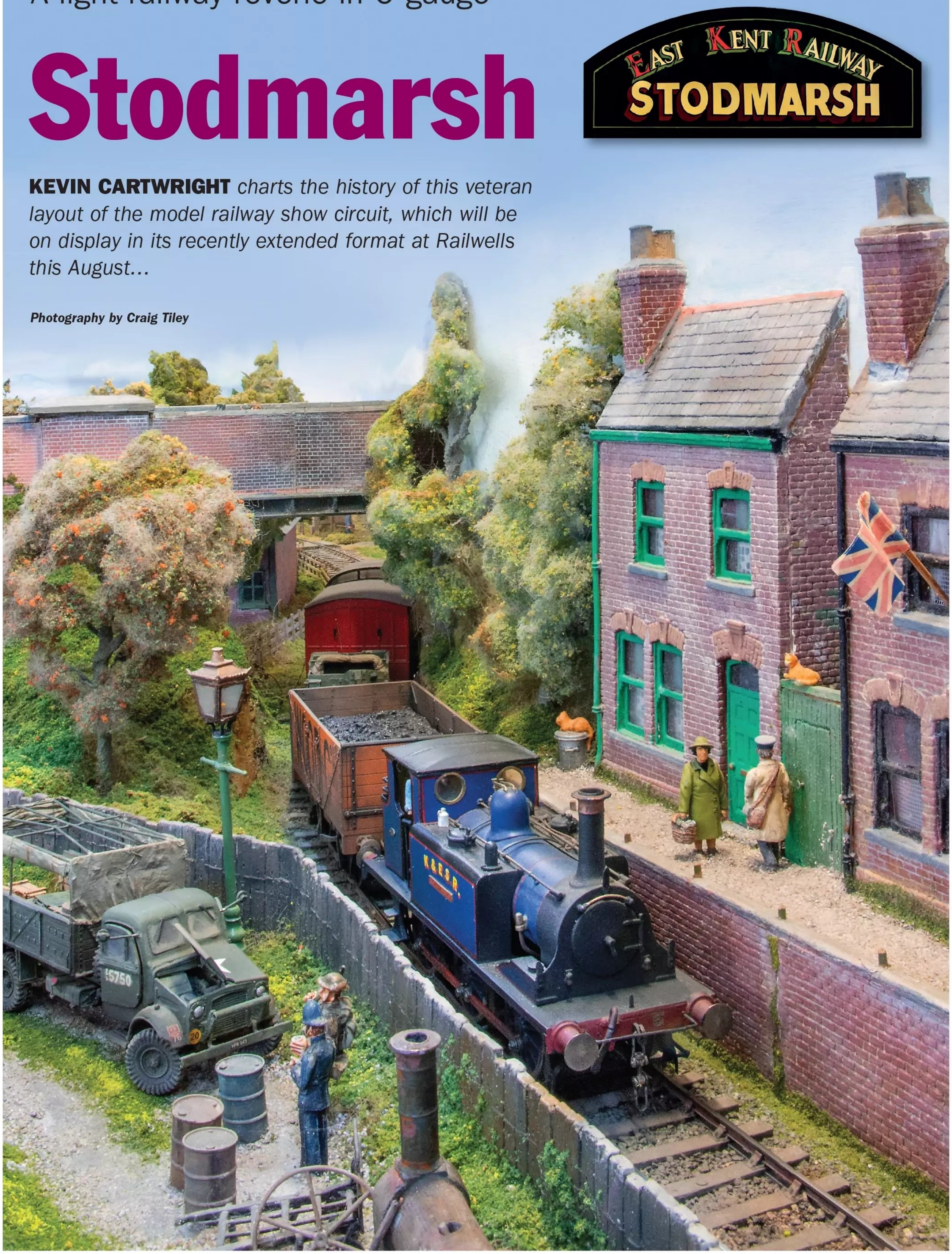


A light railway reverie in O gauge

Stodmarsh

KEVIN CARTWRIGHT *charts the history of this veteran layout of the model railway show circuit, which will be on display in its recently extended format at Railwells this August…*

Photography by Craig Tiley





This layout was completed in its original form back in the year 2000. It was built by members of the West Midlands branch of the Colonel Stephens Society, namely Ned Williams, Dave Greensill, my great friend Les Spratt (who formed the group and who was the original owner of the layout) and myself.

Stodmarsh, a small village in Kent, does exist, and there was a proposal to extend the East Kent Light Railway, engineered by Colonel Stephens, from Wingham to Canterbury, westwards via Stodmarsh, a distance of approximately seven miles. Construction was started in 1919, but owing to various factors the works were cancelled and the line was never completed.

The layout was only exhibited on two or three occasions around the Black Country owing to Les' failing health. Sadly he passed away in 2003.

Les was a very quiet and knowledgeable man. What he didn't know about the Southern Railway and the lines engineered by Colonel Stephens wasn't worth knowing! He had grown up in Folkestone and was a true Man of Kent, as they say in that part of the world.

After Les' passing our small group disbanded, with *Stodmarsh* falling into disrepair in his garage. Had I not stepped in to rescue it then I'm sure it wouldn't have survived.

Between 2003 and 2006 I gave the layout a total makeover. This included a repainted backscene: this was painted originally in acrylics by Dave Greensill; however, this time I painted it in oils. All the buildings were repaired and repainted. These had been mostly scratch-built by Ned Williams. I had done most of the original scenic work, which had by now faded, so I refurbished all of this.

Les had wired the layout and laid the track – all of which remains untouched 24 years on.

During the restoration I decided to move the period modelled forward from the 1920s to the 1940s in the run up to D-Day in 1944. This period alteration I felt was necessary to give this small backwater in Kent some extra interest and also allow me to create many small cameos that I had in mind for the layout, one of which, inspired by the classic TV series *Dad's Army*, became what the layout is now principally known for, of which more anon.

▲ "You can't park that truck there mate." "Sorry officer, it won't start." In the background residents run for cover in their night clothes following an air raid warning.

Rolling stock and road vehicles

As for the locomotives and rolling stock used, some of my 'Terrier' fleet are as old as the layout; three are built from kits with two being ready-to-run products. I have two kit-



The NFS fire appliance is clearing up after a grass fire caused by an incendiary bomb. One of the blacksmiths is being pulled away from the area by a fireman. ▶

◀ Stroudley 'Terrier' 0-6-0T *Rolvenden* – on loan from another Colonel Stephens light railway, the Kent & East Sussex – heads a short goods train.

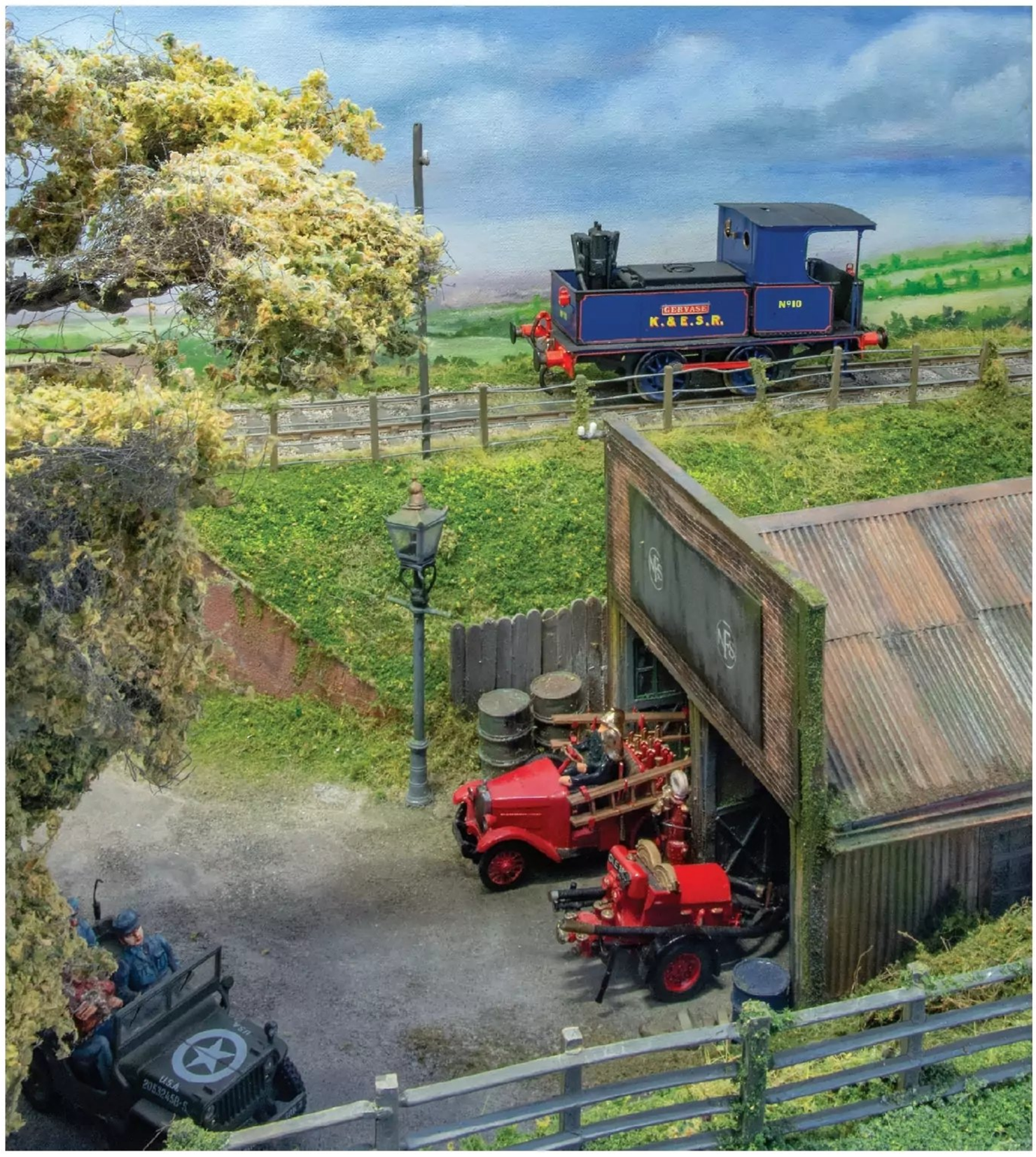


built Wainwright P Class 0-6-0Ts, a Ford twin-car railbus and a Drewry railcar, together with a model of Peckett & Sons 2-4-2T *Selsey*, and one of Hawthorn Leslie 2-4-0T *Tenterden* nearing completion.

There is also a variety of suitable four-wheel coaches, period brake vans and wagons that have all been built for the layout.

I have somewhere in excess of 200 period civilian, military and public service vehicles that I have built over many years. I pick and choose examples of these to use on any of my layouts (including *Ventnor West*, see RM July 2020). My supposition is that the military ones are being gathered and prepared for the D-Day invasion, which is only a few weeks away.

Road vehicles represent another passion of mine, no doubt emanating from the fact that I have restored a few real vintage examples in my time.

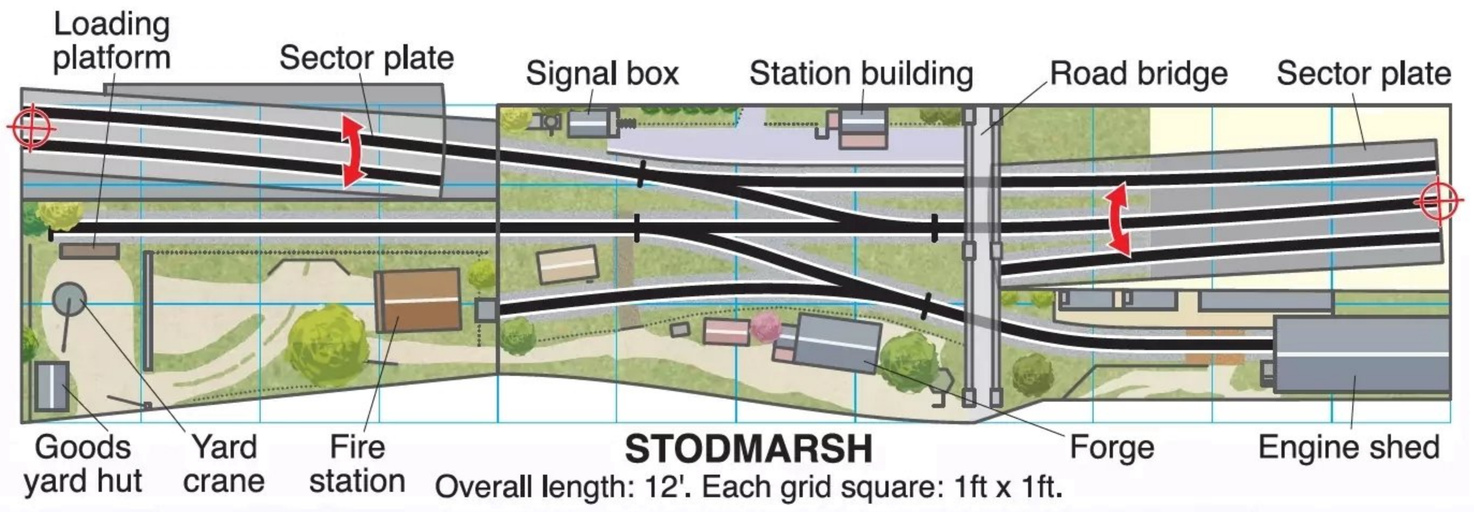


A tribute to *Dad's Army*

On *Stodmarsh* I like to rotate the vehicles I have displayed on the layout at different exhibitions. That is, except for one. As I mentioned earlier, the layout has become known for its *Dad's Army* cameo, with figures

Sentinel 0-4-0VBT No.10 *Gervase* – one of the first locomotives to arrive on the preserved KESR in 1962 – passes the NFS fire station on the layout's new extension board.





The characters from *Dad's Army* feature prominently on the model, along with Lance Corporal Jones' van – complete with moving rifle barrels poking through the roof.

on manoeuvres using the van belonging to Mr Jones the butcher, which featured prominently in the show. The van is, in fact, a die-cast Corgi model which I have modified with small holes drilled through the roof and small pieces of black wire inserted to represent rifle barrels. I then fitted a motorised cam inside the van so that the 'rifles' move up and down through the holes. Also draped over the van are the remains of a gas bag which was used in wartime to convert commercial vehicles to run on gas, as petrol was in short supply.

Other cameos

Including the figures representing members of the *Dad's Army* cast, there are around 50 figures dotted around the layout. These are civilian, military and public service personnel, all painstakingly hand-painted in acrylics. These figures are arranged in small cameos where possible, including members of the Women's Land Army learning how to operate the new Fordson tractor; firemen extinguishing a grass fire (caused by an incendiary bomb); hops being loaded into a covered van from a pick-up truck by a trader; and members of a family in their nightwear running for cover as the air raid sirens have just sounded.

There are many other scenes to be found on the layout – but I will leave it to you to look for them when you see the model at an exhibition!

A return to exhibitions

When back in 2006 I had completed the restoration of the layout, the next challenge was taking it back out on the show circuit after an absence of a few years. Step forward Pat Ryan, the proprietor of Modelex, who was the exhibition manager of a small exhibition in Stourbridge in the West MIdlands. Pat agreed for me to exhibit the layout in its new format at that year's show. The rest, as they say, is history. Since then the layout has been seen at 97 shows countrywide.

We did a few more local exhibitions in 2006 in and around the West Midlands, but in 2007 my wife Judy and I retired from our public sector careers and moved to Brixham in Devon to run a guest house. Shortly after the move I did consider retiring *Stodmarsh* from the circuit; however, we received an invitation from Bob Savage to attend one of the Bristol O Gauge Group annual exhibitions. He had originally requested my *Ventnor West* layout but this was nowhere near ready for exhibiting, whilst my previous O gauge layout, *Seahouses*, had already been sold on due to a lack of storage space in the guest house. Therefore *Stodmarsh* went to Bristol, and I also took with me the beginnings of an extension board which I intended to add to one end of the layout. During that one-day show I made a start with painting the new backscene (using oils), blending this in with the original – a demonstration that I recall proved very popular.

We ran the guest house until 2015 (during which time I built an N gauge layout based on Brixham, as featured in the November 2015 issue). And then after our retirement I was able to finally complete *Ventnor West*, which was first shown in finished form at the Warley National Model Railway Show at the NEC in 2018.

It wasn't until the periods of lockdown that I turned my attention back to the extension board for *Stodmarsh*, which was completed in our conservatory.

The distinctive Colonel Stephens station building instantly sets the scene as another KESR 'Terrier', *Bodiam*, arrives on a goods train.



The Americans don't seem to know where to send the military convoy on the road bridge, as all the road signs have been removed to confuse the enemy in case of invasion.

The extension

The new extension board consisted of a single track 4' extension to one of the sidings on the original layout, which runs over a small road bridge, before terminating at a small wooden loading platform near to the end of the new board, together with a two-road sector plate behind the backscene.

I modelled a new gravel road on the extension, this originating from under the aforementioned road bridge and then joining up with the road on the front of the existing layout. The new road passes a scratch-built improvised fire station. (It was commonplace during wartime to use old out of town buildings as bases for fire appliances, to save them from being destroyed during bombing



"– it was always my intention for the model to appeal to as many people as possible – not just railway modellers –"

Kevin Cartwright

Creating the mighty oak

A prominent feature of the new extension to the layout is a large oak tree, which was fabricated from scratch using readily available materials, as illustrated in the accompanying step-by-step photos.



1 The basic tree structure was created using lengths of soft florist's wire, twisted together and held with masking tape.



2 Hot glue was then applied to bulk out the trunk and branches, after which a grey primer was applied from a spray can.



3 Wood filler (in a suitable colour) was applied and sculpted whilst wet to simulate tree bark. Grey primer was then added.



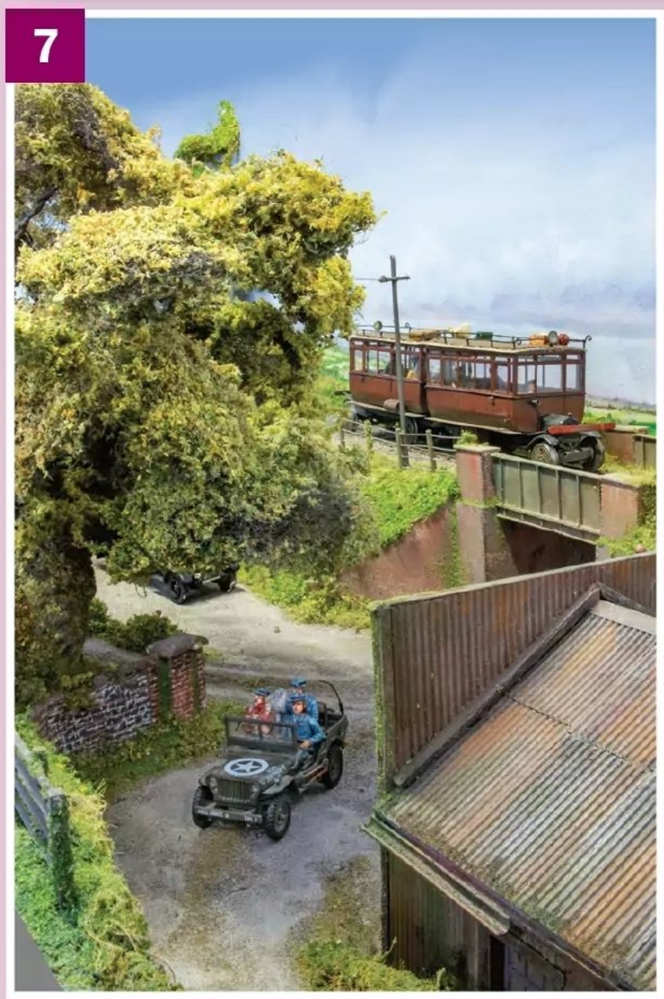
4 Acrylic paints were then used to finish the trunk and branches in suitable colours, with greys and greens used – not brown!



5 Finer branch ends were fabricated using stainless steel wire wool as illustrated, after which these were coated with grey primer.



6 Tree crumb foliage (from the Greenscene range) was added to the wire wool, held in place with spray glue and matt spray varnish.



7 The finished tree, which stands approximately 18" tall, is seen *in situ* on the layout. Visible behind is the Ford twin-car railbus model, examples of which did operate on some of Colonel Stephens' light railways.



The other main feature of the new extension board is this goods yard, complete with loading platform and crane. A local trader loads a Great Western Railway van with hops.

raids on towns.) This building was formerly an old petrol station.

There is also a goods yard hut and a yard crane near to the loading platform. This was used primarily in the hop picking season for loading them on to railway wagons as well as for dropping off out-of-town hop pickers. A depiction of an oast house is painted on the backscene.

Opposite the fire station, on the other side of the road, is a large oak tree that was made specifically for this extension board (see the panel on the opposite page).

I decided to set the scenic part of the extension lower than that on the existing layout in order to get away from everything appearing 'flat'. I did find, when I joined the extension onto the existing layout to see how it looked, that the scenics on the original layout had faded again. Therefore once again I refurbished all the greenery on the original part of the layout to make sure it all blended together.

Operation

The addition of the new extension board has enhanced the operation of the layout as I can now have trains approaching from the new sector plate (supposedly from Wingham) that stop at Stodmarsh, before going off scene on to the three-road sector plate at the other end of the layout (imagined to be Canterbury), whilst goods trains can be shunted around the various sidings, including the new one on the extension.

For 'hands free' shunting, I use Sprat & Winkle delayed action couplings on the locos and rolling stock. The locomotives are all controlled using 12V dc as I didn't want to detract too much from the original concept of the layout.

Modelling perceptions

The layouts I build are not first and foremost about the railway system. Instead, I would say that a railway simply 'happens to run through' the dioramas that I create. For me it is about modelling a location in miniature and setting it back in time – in this case imagining what the location would have looked like had it existed in reality.

I have already made references to the backscenes that I paint for my layouts. I was an artist long before I was introduced to the world of model railways, which proved invaluable as far as creating backscenes go, but even more so when creating a three-dimensional painting, which, to me, is what a model railway layout should be.

A fitting tribute

It was always my intention for the model to appeal to as many people as possible – not just railway modellers – and I do believe that I have managed to achieve this. The layout shows how I imagine Stodmarsh station could have looked had the line been built, and what may have transpired there during the war years; the layout is also, I hope, a small tribute to the many people who were either killed or injured during this time.

Finally, I will never sell or move this layout on to a new owner as it holds too many memories of my early exhibition days, of great friends made, and of my great friend Les who is no longer with us. Should Les be looking down on his little creation, I do hope he approves of what *Stodmarsh* has become…

See *Stodmarsh* in Somerset

The layout is booked to attend this year's Railwells event, presented by the Wells Railway Fraternity on the weekend of 3 & 4 August 2024. For further details refer to Societies & Clubs or go to: www.railwells.com

***Stodmarsh* is available for future exhibitions. Kevin can be contacted by email at: jasper1756@gmail.com**

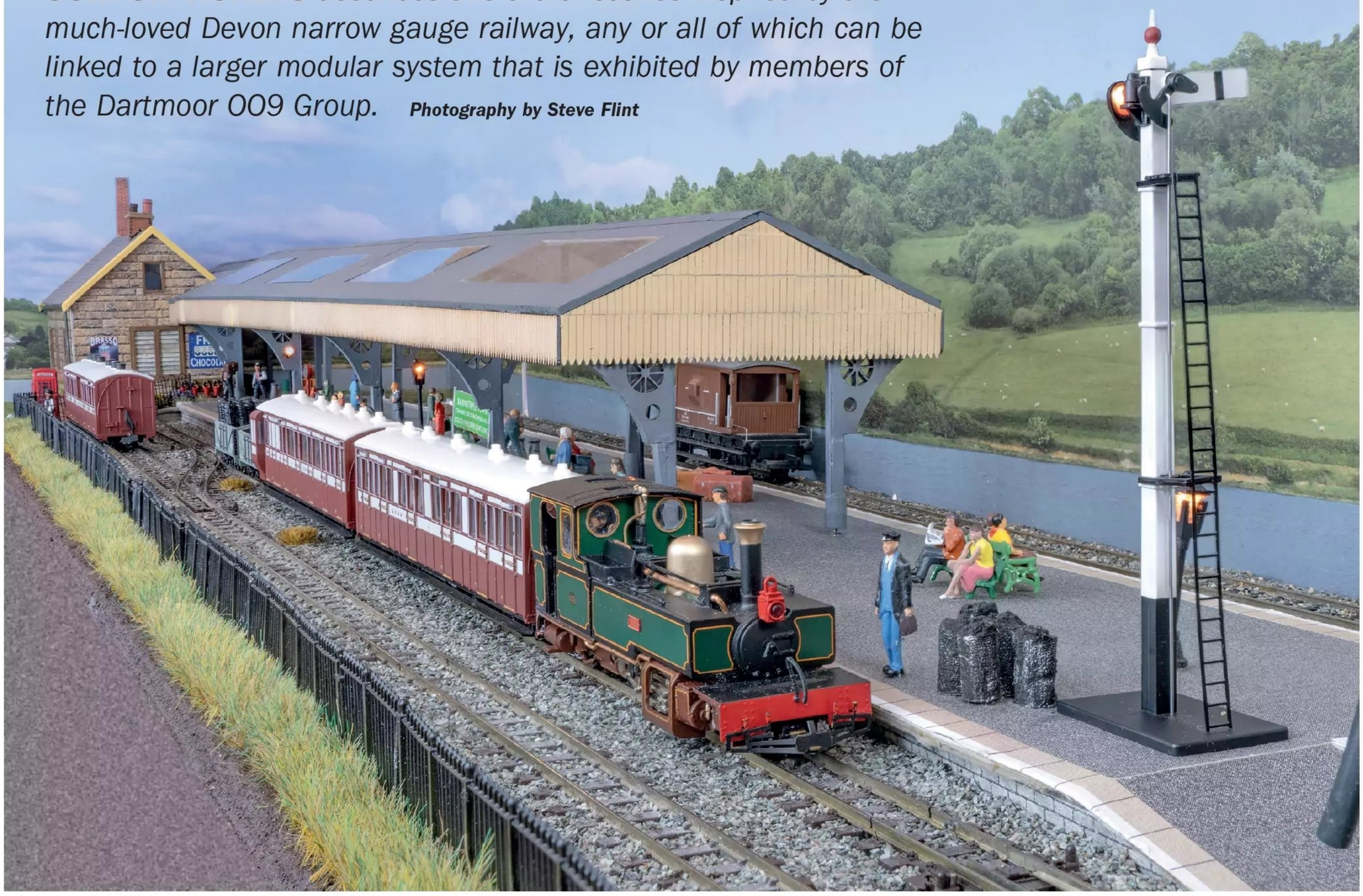
The Gauge O Guild

Modellers depicting 7mm:ft scale standard gauge railways are supported by the Gauge O Guild. To find out more: www.gaugeoguild.com

A modular approach in 009

Recreating the Lynton & Barnstaple

GORDON VICKERS *describes this trio of scenes inspired by the much-loved Devon narrow gauge railway, any or all of which can be linked to a larger modular system that is exhibited by members of the Dartmoor 009 Group.* ***Photography by Steve Flint***



Having completed my large OO gauge garage-based model *Princetown and Yelverton* (Railway of the Month, RM June 2022) I was looking for another challenge, this time choosing 009.

A close friend suggested the Lynton & Barnstaple Railway would be appropriate. Dave, who was born in Barnstaple, had become interested in the L&B when his father told him about his grandfather, who worked on the railway as a fitter/general hand in Pilton Yard workshops. We decided upon a day out, caught a train from Plymouth to Barnstaple (a most enjoyable journey) and found the station building and signal box largely intact, as was part of the platform and awning plus part of Pilton Yard workshops. The yard is now mostly a car park.

Project overview

The result, initially at least, of this foray into 4mm narrow gauge was a design depicting Barnstaple Town station and Pilton Yard, the latter including the engine shed and workshops. This was based on part of the original L&B network and set around the mid-1920s to early 1930s period. My aim was to recreate the buildings and track layout as it all was at that time, with modeller's licence justifying the very short distance between the station and yard.

The design evolved into two separate modules for the station and yard, with consideration given to their ultimate storage and transportation: this ensured that they could be bolted together, facing inwards, to protect the display area. In addition I created a right-angled linking board to join the two modules, plus a scenic board, to fill the resultant corner.

Each of the modules was built with legs, such that they can be self-supporting. The linking board uses G-clamps to hold it in place between the two modules. (Incidentally, as per our group standard for wiring of modules, mine use banana plugs for electrical connections between the modules and linking boards.)

Barnstaple Town

The station was shared with the Southern Railway route to Ilfracombe, which crossed the River Taw to enter the station, and then followed the river in a north westerly direction. A suitable river valley themed backscene, from Peco, was used to complete the illusion. The L&B part of the station has a run-round loop, a short headshunt (to hold a spare carriage) plus an exchange siding. The station building plus canopy were a combination of

Manning Wardle 2-6-2T No.1362 *Exe*, a Heljan model, prepares to leave Barnstaple Town with a mixed train for Lynton & Lynmouth. A spare coach is stabled in the siding.

***Exe* passes the small L&B signal box and the home signal as it curves away from the standard gauge line in the background, on its way to Pilton Yard and Lynton.**



scratch-building and 'kit-bashing', to best match the original.

Pilton Yard

Pilton Yard comprises one large passing loop on the main running line, a smaller loop (giving access to the yard from both directions) plus eight sidings and a headshunt. The sidings include a two-road engine shed, three-road carriage shed, single-road goods shed, one road serving the yard crane and a turntable road. Although there was a turntable in Pilton Yard, it was not used to turn the engines, which always ran smokebox-first to Lynton, but instead was used to turn the carriages, to even out the wear on the wheels.

The main Pilton Yard building, comprising the engine shed, carriage shed and goods shed, is scratch-built, using plans of the original layout and building, from the excellent book *The Lynton & Barnstaple Railway Measured and Drawn*. The row of terraced houses, all still existing, although modernised, were modelled using Metcalfe Models card kits, with gardens added and all suitably enhanced



A busy scene at Pilton depot and carriage workshops, with *Exe* and Heljan Baldwin 2-4-2T No.762 *Lyn* awaiting their next turns.



with people, animals, plants and other household items.

Digital control

The layout has full Digital Command Control, using a Roco Z21 unit, wireless router and a combination of Roco MultiMaus handheld controllers, smartphones and tablets. Points and signals can be controlled using their unique address or via a track diagram on a tablet or mobile phone.

The points, all Electrofrog, were originally operated using the 'wire in tube' method, and using Gaugemaster Autofrogs to switch the frog polarity. This worked well, but after a couple of group sessions and our first attendance at the South Devon Railway Models & Miniatures event in 2018, it soon became apparent that the point (and signal) control would be easier, and more efficient, if they were DCC operated.

Fitting 16 point motors retrospectively proved something of a challenge: it went well except for one point, which proved very difficult to move, and broke in the process. However, rather than trying to replace the damaged point (potentially causing even more damage) it instead now forms a small diorama, with a team of workmen seemingly busy replacing the point. The signals are all the early Dapol semaphore type, linked to Train-Tech control units. I have also since replaced the Gaugemaster Autofrogs with Tam Valley Depot multiple output versions.

The points for the station loop, the yard passing loop plus the yard entrance and headshunt, are linked together in pairs – using two point motors but just one stationary decoder, and therefore address, per pair. This works well, plus the yard entrance and headshunt also provides protection for the main line, ensuring that engines cannot leave when the points have not been set correctly.

Locomotives and stock

More modeller's licence has been used with regards to the number and type of engines in use on the line. These include a Heljan Manning Wardle 2-6-2T (from the original production run), together with a Heljan Baldwin 2-4-2T, plus two Bachmann Baldwin 4-6-0Ts.

All coaches and wagons have been re-wheeled, with metal wheels and additional weight, all of which improves the running. Our group has adopted a 'hands free' uncoupling system, with strategically placed magnets and short pieces of wire, either glued or soldered to the loop on one end of all stock. When a train passes over the magnet, it does not uncouple, but has to stop, and slowly reverse to let the loop clear the small hook, which then rises and the engine can pull away. This has worked extremely well, and is something we get asked about frequently at shows.

▲ *Lyn* arrives in Pilton Yard with a long goods from Lynton. The terraced houses are Metcalfe kits.

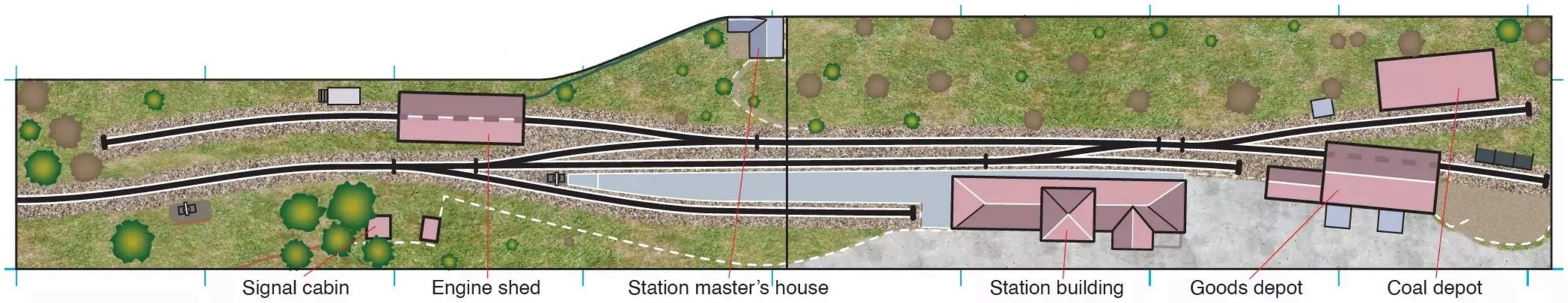
Lynton & Lynmouth

Having completed the Barnstaple Town and Pilton Yard modules, my thoughts turned to the next project and I decided upon Lynton & Lynmouth.

The station is also modelled in its mid-1920s condition. The two boards which form the

▼ *Sid*, a Bachmann Baldwin 4-6-0T, arrives at Lynton passing *Hummy*, another of the same class.





Lynton and Lynmouth Overall layout size 2440mm x 400mm. Each grid square = 300mm x 300mm.

station are aligned using dowels and are bolted together: the three tracks that cross the join between the two boards use ProTrack rail aligners from Model Tech.

The station has a main platform, bay platform, run-round loop, headshunt, locomotive shed and two goods sidings. The buildings (the station, goods depot, engine shed, coal depot and small signal cabin) are produced by Outback Models in Australia. The low-relief station master's house was scratch-built.

The two signals are the new Dapol junction type, linked to Train-Tech control units – the signal 'bounce' being an added bonus.

The Electrofrog points are again DCC operated, with those for the station loop, engine shed entrance plus the station headshunt, and loop exit points all linked in pairs, again using two point motors and one stationary decoder per pair.

There are very few existing photographs of the actual goods yard, most views being taken from the platform end, so again modeller's licence has been used. The buildings are positioned from old maps, and are the best that could be achieved within the space available.

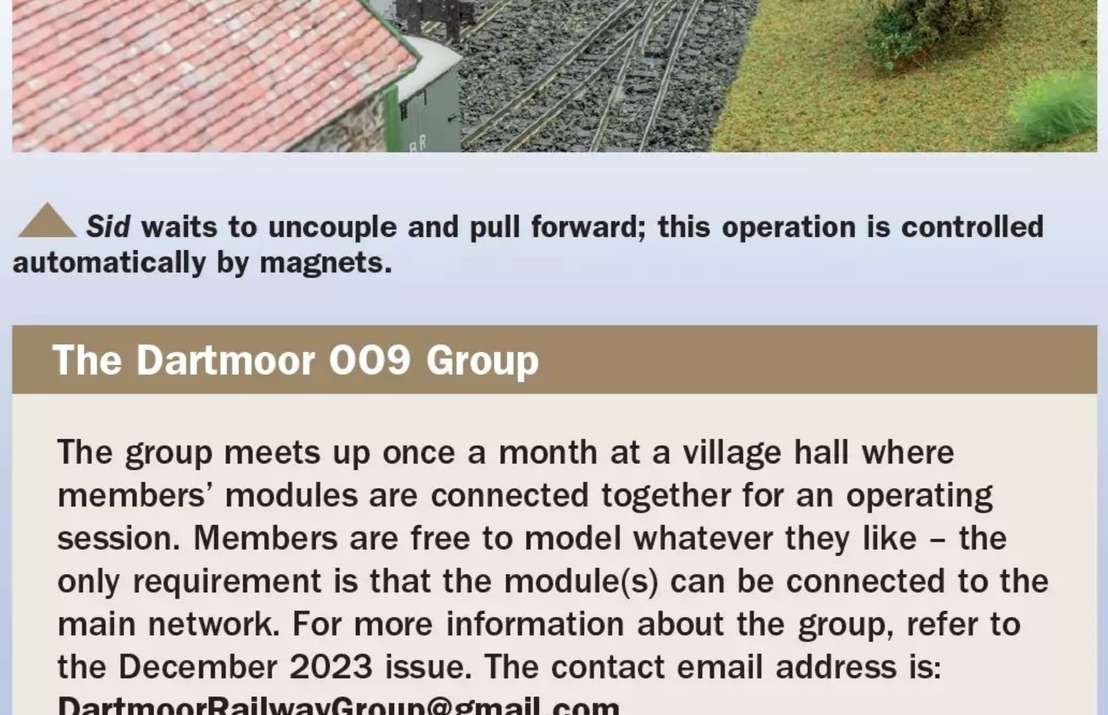
The final piece I constructed was a straight linking board, built to our group standard design, which allows my L&B modules to connect to any other members' boards.

Future plans

There are plans afoot to model more locations from the L&B route, namely Blackmoor and Parracombe stations. This would allow an unusual working to be recreated, which saw a single wagon deposited at Parracombe, a single track station, for unloading; on the return from Lynton, it was propelled in front of the engine to Blackmoor!

In the meantime we have a number of upcoming shows where different configurations of modules will be displayed.

One of these events will be taking place at Barnstaple Guildhall on 1-5 August 2024 to celebrate the 170th anniversary of the Barnstaple-Exeter line. See the Societies & Clubs column (pages 674-37a) for further details.



▲ ***Sid*** **waits to uncouple and pull forward; this operation is controlled automatically by magnets.**

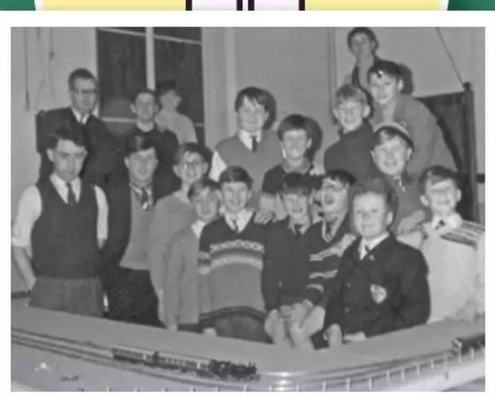
The Dartmoor 009 Group

The group meets up once a month at a village hall where members' modules are connected together for an operating session. Members are free to model whatever they like – the only requirement is that the module(s) can be connected to the main network. For more information about the group, refer to the December 2023 issue. The contact email address is: DartmoorRailwayGroup@gmail.com

The website is: www.sites.google.com/view/dartmoor009railwaygroup



▲ **The classic angle on Lynton station as *Exe* prepares to depart for Barnstaple.**



Founder Colwyn MRC members in 1964.
All photos: courtesy Colwyn MRC



The local Mayoress at the official opening of the current premises in Abergele…



…and the plaque that was unveiled to commemorate the occasion back in 1995.

60 years of Colwyn Model Railway Club

***KEITH BLINCOW** tells how changing circumstances prevented the Colwyn Model Railway Club from holding an exhibition to celebrate its 60th anniversary – yet this apparent setback proved to be a positive development for the group.*

Around the mid-point of 2024 the biggest model railway club in North Wales had grand plans to celebrate its 60th birthday by holding its annual show in Llandudno and inviting visitors to see what it still offers to the local community. It was to be a typical local society event showcasing the activities of the club and guest layouts from the area to the general public and modellers, to try to encourage more people to take part in our hobby. The theme would be to show off the fact that our club will have been part of the local community for 60 years, in a very different world to when it was formed – but events took an unexpected turn…



Three surviving founder members who were schoolboys in 1964 (L-R): David Roberts, Alwyn Jones and George Woolnough.

The story so far

First to wind the clock back six decades: back in the 1960s North Wales was still very much a reflection of those times, the Welsh language was only just being accepted in schools, and transport was very under-developed apart from the railway system. The narrow gauge railways that make the area so popular for railway enthusiasts today were mostly a dream; indeed steam was still in use in places such as quarries where the slate industry was just dying off. Against this background a few railway enthusiasts got together in 1964 and decided to form a club where they could share their interest in railway modelling.

These enthusiasts were all junior members of the youth club at a Baptist Church in Old Colwyn. Three of them, Alwyn Jones, George Woolnough and Davy Roberts, are still members of the model club today and were hoping to be helping out or exhibiting at the 2024 exhibition – some record of longevity! Within a couple of years a friend, Merfyn Jones, joined them and is still Chairman today, so these four can claim nearly 250 years of membership… The new club was allowed to share the church hall, though its layout had to be kept safe by pulling it up into the roof by a system of pulleys when out of use. Other members of the Youth Club soon joined as they saw the benefits and numbers rose to around 10 or so.

After a couple of years, the layout began to bow in the middle and the club found new premises in a nearby room at the back of the local YMCA. Then followed a takeover of a nearby gospel hall. After five or six years of calm a fire cut off electricity and another move was forced on the club. By the 1970s a member procured a building that had been the laboratory for one of the many local quarries; this provided years of stability and security.

The final move for the club came in 1995, when our present clubhouse was found in the town of Abergele, which is a very handy central location for members from all over North Wales. The rooms had to be renovated before they could be used, so the members did all the work themselves. When the work was finished there was a grand opening, with the Mayoress invited and lots of sandwiches and cakes on offer. Since then the club has settled down to a typical routine of layout building, and an annual exhibition has been its showcase in the community. Numbers in the club have fluctuated over the years: there was a low period with six or seven, but an average would be around 10. There was a high point of 18 in the 1990s with the new clubhouse, and just recently we have been back up to this figure thanks to a recruitment drive. We have been busy refreshing the layouts we can offer for members to gain operating and building experience; we presently have six layouts in various stages of completion.

Members have always been from a mixture of backgrounds, with a constant presence of railway employees who provide a backbone of knowledge. We have benefited particularly from track and signalling expertise in recent years. There has been a very useful cross-over in membership and expertise with the local narrow gauge railways in the area. We have been invited to show our layouts at railway functions and open days. Members' layouts appear at shows around North Wales and North West England to spread the word about the club.



The current clubroom has space for a number of layouts to be permanently set up for construction, operation and maintenance. Note the railwayana!

Changing times

Now we find ourselves in the mid-2020s… and we suddenly find our club to be facing similar problems to many other well-established clubs. The major problem is the average age of members and all the associated problems that come with that. This has been exacerbated by the spectre of Covid that cost us all effectively nearly three years of carefree activity. Many members had to take precautions right up to late 2022 as they had extra reasons to avoid the illness.

Age has also crept up on us slowly in that the rented premises that we are grateful to have had all these years have very steep stairs to access the clubrooms. These stairs are proving difficult for some of the more senior members, particularly when moving layouts in and out at show times. Suitable and affordable club premises are a whole subject that can seriously affect the survivability of a club with limited finances very quickly; thankfully we have been lucky with our landlord.

In what seems to be a microcosm of the hobby at the moment, the committee gradually realised that we had to be honest and admit that we no longer had the capacity to organise a safe and value for money exhibition with the resources we had. Our long-standing exhibition manager suddenly had to leave the area and had to hand over his responsibilities. A couple of members had spells in hospital. We were forced to confront all the risks, both financial and organisational, that we were now facing. An Extraordinary General Meeting was called, the members were presented with the facts and we reluctantly had to agree that cancellation was the inevitable decision. We were all very sad about ending a local tradition that we knew many local railway modellers looked forward to. This was totally a 'no blame' situation; many of the senior members had already put in years of service in many posts and could no longer be asked to accept more responsibility. It was simply down to circumstances.

A new chapter

After the initial shock had worn off we realised that we actually had an opportunity for a fresh start for the club: we were no longer driven most of the year by the exhibition and coming up with a fresh club layout every year as a centrepiece. We were now free to go in new directions and let the members decide where they wanted to go, and at what pace. We could think about the future evolution of the club so that it can continue to offer opportunities to the local community to come along and enjoy our hobby, at all levels of ability. Our efforts to advertise the club were already paying off as it was attracting a steady flow of new members, including some younger, fresh blood. We realised that we had to offer more modelling and operating opportunities to retain these newcomers.

The club will still keep its traditional core of two weekly evening meetings, but we are then open to members' suggestions about activities. The ideas have already started to flow and some are being adopted already. A selection of these ideas include:



Members Mick Atkinson and John Lloyd are pictured working on one of the club's current layout projects.



Club Chairman Merfyn Jones using the extensive collection of tools available to members.

- We are opening during daytime as well as evenings, as some members don't like driving at night.
- We have improved our internet presence with a new website and Facebook and Instagram accounts to make us more accessible to a younger audience. We can do virtual exhibitions based on our layouts.
- Future layouts will be built with lightness and portability in mind, always to fit in members' cars.
- We are taking on Digital Command Control in more depth; we want to be able to offer new members the chance to work on fully DCC layouts, plus we are converting old layouts to be able to be switched to DCC whenever possible.
- We have encouraged a more active social side to the club with social afternoons that involve wives and partners, plus meals together, meaning that the club offers not just modelling but company as well.
- The clubhouse has been given a face-lift by rationalising layouts so we now have a cross section of categories like OO, O, OO9 and N gauge, plus dc and DCC, that can be used by all. The rooms have been tidied and lots of obsolete 'stuff' disposed of. Members can get together in groups and propose new layouts that the club can finance.
- We are already discussing restarting local 'pop-up' exhibitions, but at a much smaller scale and risk, walking before we run again!
- We are encouraging members to search for new premises that are more suitable for our average age.
- The finances of the club are being modernised, with more use being made of credit card machines for payments and more use of standing orders for club dues.

Victory from the jaws of defeat

What seemed to be a real setback is now being seen as an opportunity for a reset of the aims and activities that will, hopefully, ensure the future of the club. As with many other clubs, particularly after Covid, we have realised that we cannot drift on as we were but must evolve to suit a new generation of members of the hobby. One day we may return to organising a full exhibition, but we will need to make a fresh start when the energy and capacity of the club matches the demands of a modern show.

Further information

For more information on the club, visit its website at: www.colwynmodelrailwayclub.co.uk

The club's large OO gauge model based on Deganwy, which was described in the July 2022 issue of RM.



Plan of the Month

Gledholt Junction… and beyond

Photos by author unless stated

DAVID SMITH *is constructing an impressive three-level OO gauge system incorporating locations in the Huddersfield area where he grew up, with the most advanced section so far recreating Gledholt Junction on the Leeds to Manchester 'Standedge Route'. It is hoped to feature the rest of the layout in* RAILWAY MODELLER *once it is complete.*



I was born in Huddersfield, not too far from Lockwood station and the impressive Lockwood Viaduct on the Penistone line. In the other direction was the Grade I listed Huddersfield station, based on Wentworth Woodhouse stately home, and in a third direction Gledholt on the Leeds to Manchester four-track main line. To the north of Huddersfield were fields near Red Doles Junction, not far from my grandparents, and which I knew from an early age.

Rebuilt Patriot No.45545 *Planet* hauls a Down express towards Leeds, circa 1955. *Photo: Rail-Online*

In 1956, aged seven, I was given my first Ian Allan shed book and I began to tick off the locomotives as we travelled by train to places such as Leeds, York and Scarborough. In the autumn of 1958 I first visited Gledholt with school friends and



Towards the end of steam in 1967, double-headed 9Fs – including the rebuilt Crosti versions – worked through Huddersfield with oil tanker trains from Stanlow refinery, Ellesmere Port, to Leeds. A Hornby RailRoad Crosti and a conventional Bachmann 9F provide a close recreation.



On 18 March 1965, 'Black Five' No.44896 heads the daily parcels train westwards from Huddersfield around 4.50pm. This was often a Jubilee turn and continued to be steam-hauled into 1966.



Another 'Black Five', No.45080, is in charge of a summer Saturday Only train from Leeds to Blackpool whilst WD 2-8-0 No.90620 clanks downhill with empty mineral wagons.

soon afterwards the embankment opposite Huddersfield (Hillhouse) shed to see the Royal Train carrying HRH Princess Margaret. Over the next two years I would spend many happy hours at Gledholt and Red Doles, with one particular highlight being an invitation into Gledholt Junction signal box.

However, dieselisation in early 1961 meant that most passenger trains were now no longer steam-hauled and I rather lost interest until 1965, when I started taking photographs. Fortunately, freight and parcels trains remained steam-hauled, as well as a few passenger trains, plus the summer Saturday Only trains, some of which were Jubilee-hauled. So there was still plenty to photograph with a bit of inside knowledge.

It was around this time I imagined that Gledholt could make a really good location to model, albeit an accurate layout would be around 25' long in OO. To the east, tunnels made a natural break, to the west a road overbridge. Crossovers in both directions controlled by Gledholt Junction signal box added interest as they were in frequent use. The goods sidings and coal drops saw occasional use and the backdrop viewed from the throat of these sidings, looking across to the signal box, was pleasantly rural.

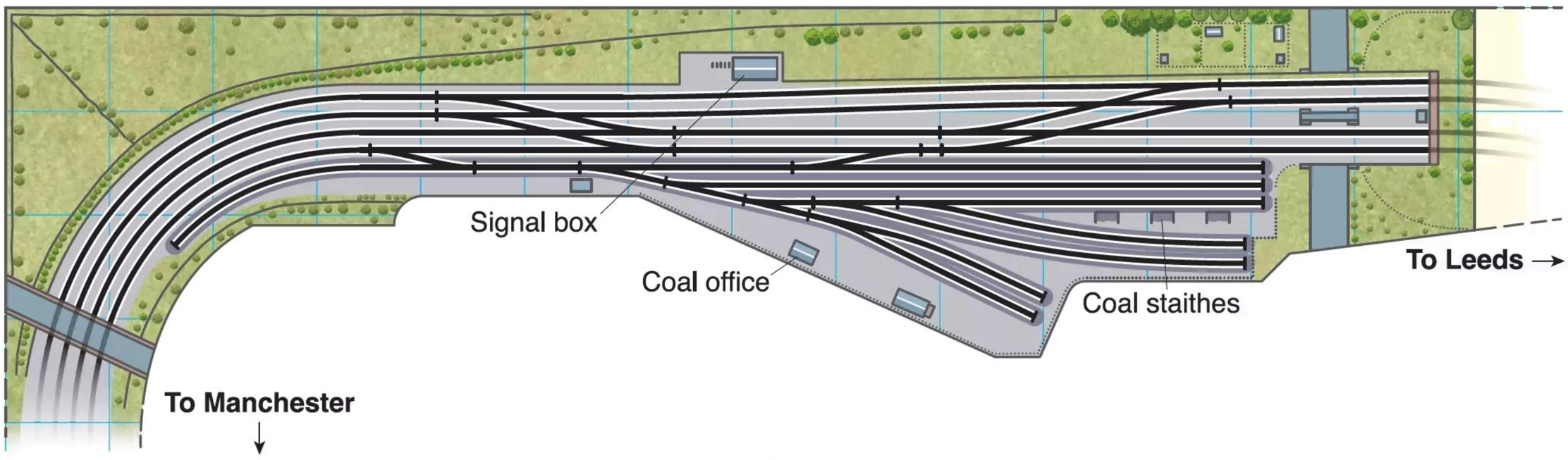
The plan

It would be another 40 years before I began to realise my dream, once we had converted the loft of our present house, with its area of 18' square. Initially I planned for Gledholt to run diagonally across the loft and began to cut out baseboards to reflect the 50mph limited curves. In model form this translated into a 30' radius curve. With crossovers on this curve, this would mean hand-built points and diamond crossings, but these proved beyond my capability to build. Moreover, this large radius did not give an impression that seemed right. Once I realised that Peco finescale track would make more sense and that sharper curves would actually give a better impression of what I was looking for, then it became clear that the 25' length could reduce to around 15'. In other words, Gledholt could fit down one side of the loft, leaving plenty of space to continue my layout well beyond Gledholt in both directions.

The ruling gradient through Huddersfield is 1 in 105, and as I wanted to run scale length trains – 10 carriages or 30 wagons – I concluded that a gradient of around 1 in 130, easing on sharper curves, would be appropriate.

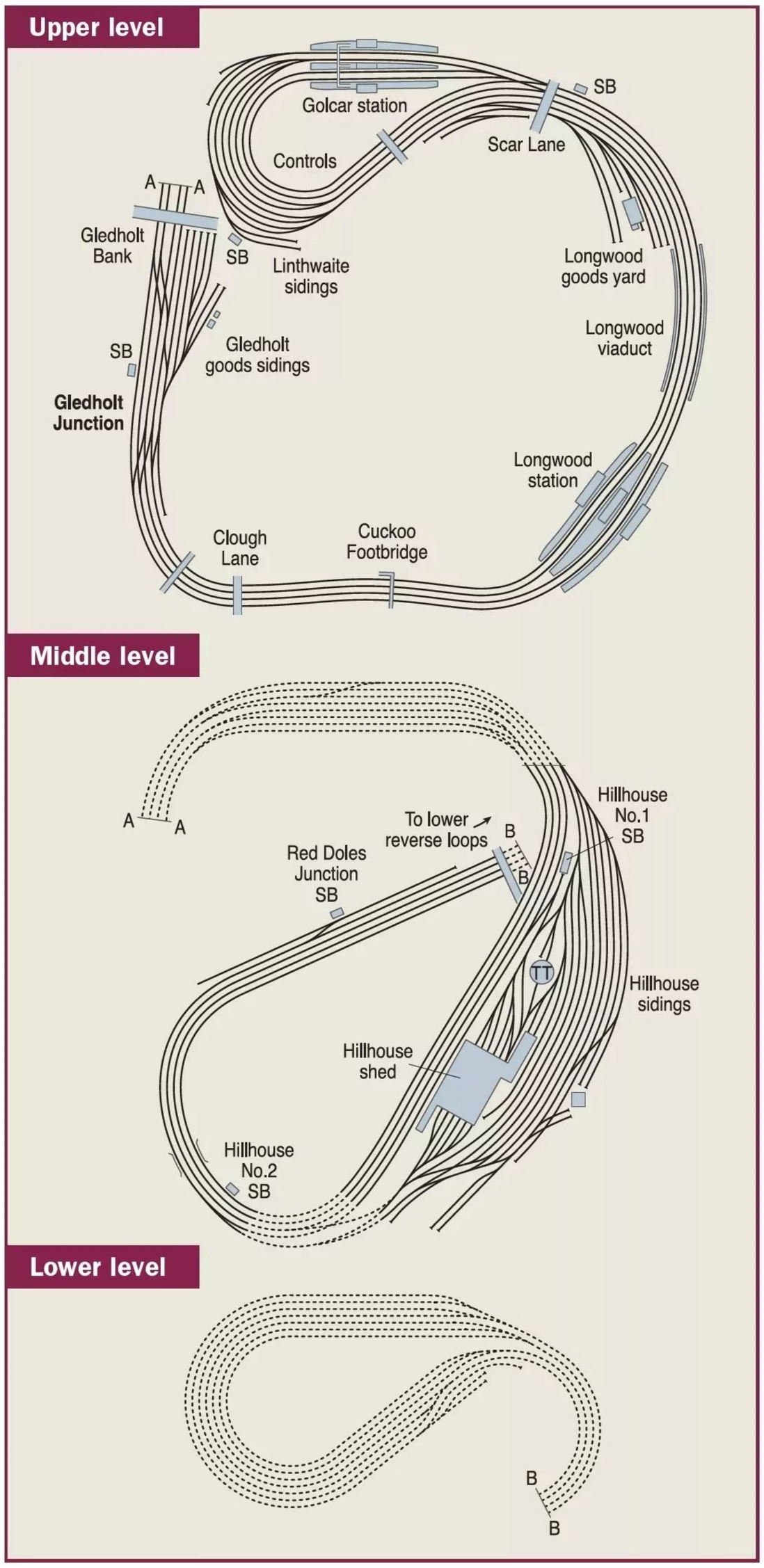
After scheming a number of possibilities, the eventual layout extends beyond Gledholt westwards, climbing through Longwood station and over Longwood Viaduct, and past the goods yard to a large reversing loop that includes elements of Golcar station and Linthwaite goods sidings. This would become the top level of the layout. In the opposite direction from Gledholt I felt that modelling Huddersfield station

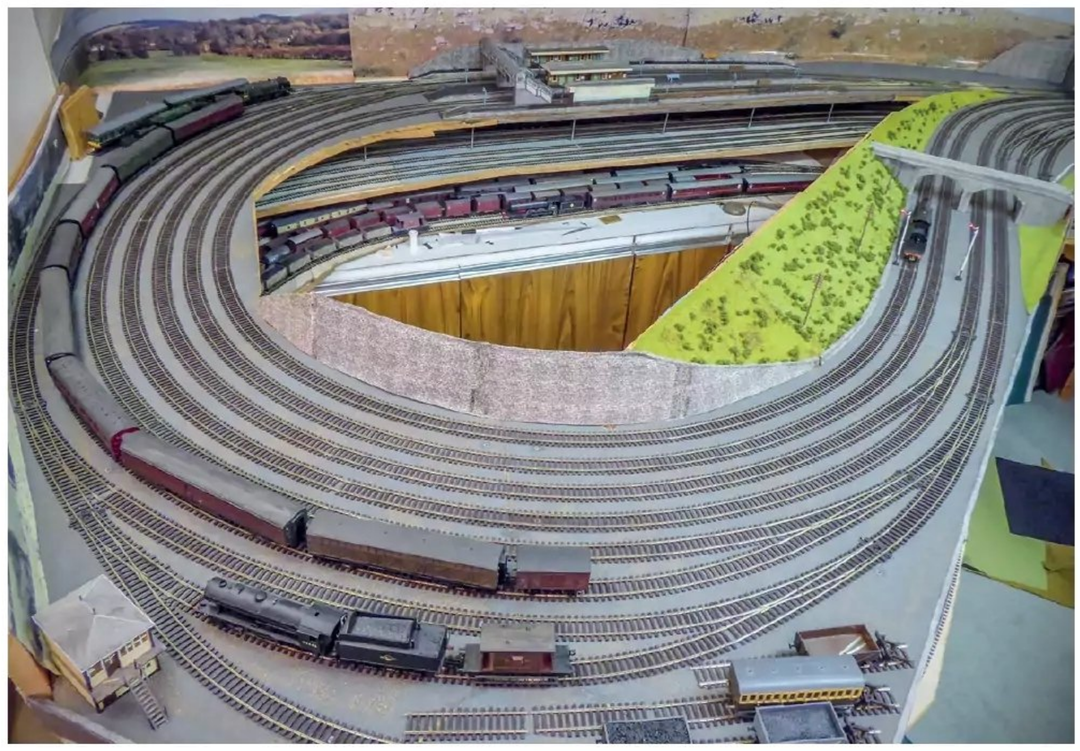
Double-headed Stanier Jubilee 4-6-0s make a magnificent sight on an express for Leeds.



GLEDHOLT JUNCTION

Section length: 15'. Each grid square: 1ft x 1ft.





Diagrams showing the three levels of the layout, and how it incorporates several other locations around Huddersfield...

...such as the reversing loop on the top level, which represents Linthwaite sidings (nearest the camera) and Golcar station...

...while this view across the layout shows Hillhouse shed, with Longwood Viaduct behind it.

would be too ambitious, though there are tracks hidden to represent it. So the next major feature would be Hillhouse shed, modelled relatively accurately other than some foreshortening of the approach tracks. I've also modelled some of the adjacent marshalling yard. Finally there is Red Doles Junction, with its simple connection between the old Midland Railway branch and the main line. This concludes with the lower reversing loops, which are underneath the top return loops. So the layout starts at a lower level, rises through a middle level and reaches the top level, with visible areas hiding those where sharper curves are required.

Construction

It took around two winters to build the baseboards and lay enough track to get trains running. I used 6mm carpet underlay boards on top of the

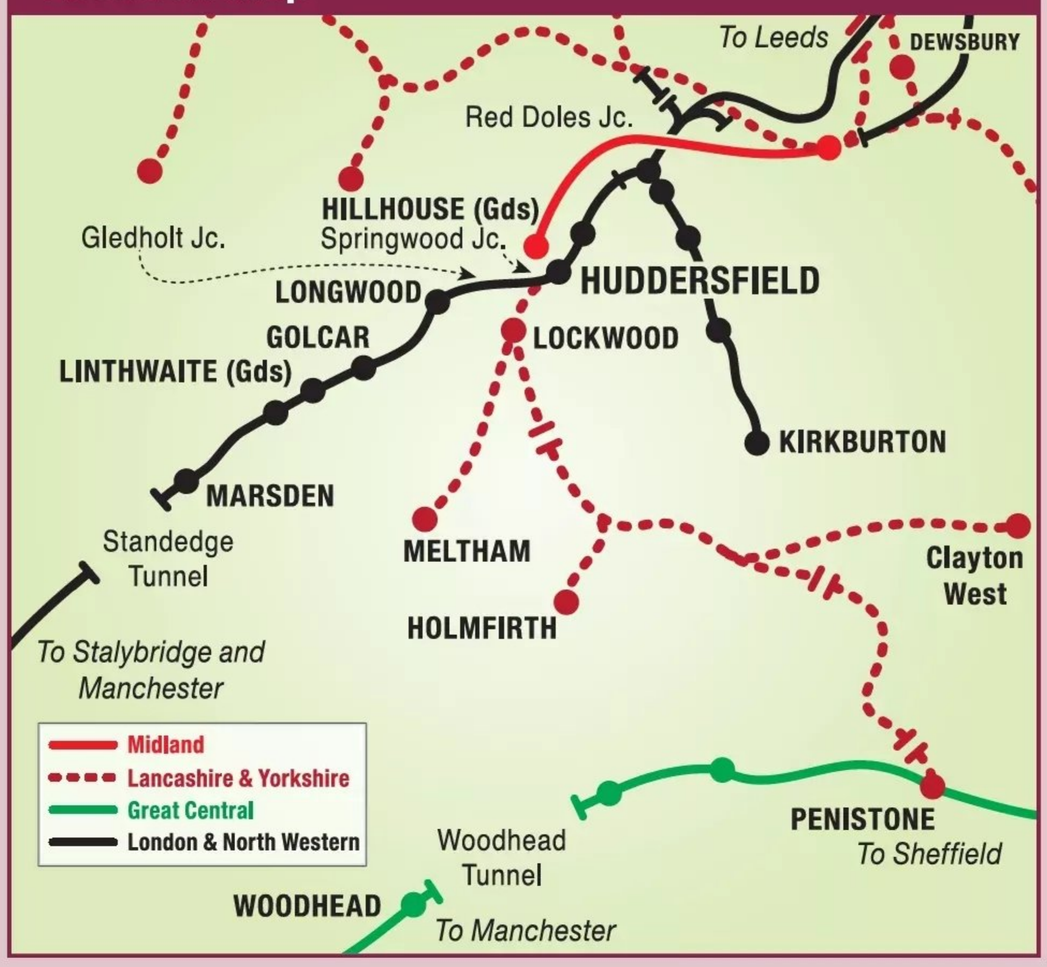


The Standedge Route



Rebuilt Royal Scot 4-6-0 No.46155 *The Lancer* at Gledholt Junction, heading towards Standedge, on 24 May 1959. *Photo: Colour-Rail*

Location map



The former London & North Western Railway main line from Leeds to Manchester via Huddersfield and Gledholt Junction is often referred to as the 'Standedge Route', after the tunnels at its summit which take it through the Pennine hills from West Yorkshire to Manchester.

There are three tunnels: two single bores built in 1848 and 1871, and a double-track bore constructed in 1894 (the latter being the only one remaining in use today). At a few yards over three miles, these are among the longest railway tunnels in Britain, and in steam days were also notable for having water troughs just inside the western portals – this being the only section of level track on the route where they could be provided.

The Huddersfield & Manchester Railway & Canal Company was formed in 1844, after the Manchester & Leeds Railway had rejected proposals for a branch to Huddersfield from its Calder Valley main line. The section from Heaton Lodge Junction to Huddersfield, built by the H&MR&C Co. with the assistance of the Sheffield & Manchester Railway, opened on 2 August 1847. The part from Huddersfield to Springwood Junction was constructed jointly by the M&LR and the LNWR, linking with the Huddersfield & Sheffield Junction Railway from Penistone to Springwood Junction, which was taken over by the M&LR on 27 August 1846.

The section from Springwood Junction to Stalybridge was built by the Leeds, Dewsbury & Manchester Railway, along with the line from Mirfield to Leeds via Morley, opened on 18 September 1848. At Stalybridge, the Standedge Route connected with the Sheffield, Ashton-under-Lyne & Manchester Railway, with the line between here and Huddersfield opening on 1 August 1849.

In 1847 the M&LR became the Lancashire & Yorkshire Railway, while the H&MR&C Co. and LD&MR were incorporated into the LNWR, hence the ownership of lines shown on the map.

(Source: **www.lostrailwayswestyorkshire.co.uk**)





baseboards to give quieter running and, in order to increase realism, I've banked the track on the visible curves. The four tracks are kept as close as possible to try to maintain the so-called 6' way. Very little track has actually been fastened down, which has proved useful as I have made various modifications over the years.

There are over 140 points but only a few key ones are electrically operated; most of the rest are still hand operated. Some of the more inaccessible points are controlled by the simple expedient of using flower arranger wire placed in narrow grooves cut into the underlay.

Electrical control is quite basic, with four dc controllers, one for each track, plus another for the shed area. The points are Electrofrog, requiring many isolating rail joiners plus the necessary feeds to the toes of points.

Some of the buildings are scratch-built, such as Hillhouse shed and most signal boxes, but the coaling tower, ash plant and station buildings are Superquick kits. Metcalfe kits provide Longwood goods shed, Red Doles signal box, and mills and industrial buildings at Longwood (albeit not particularly accurate).

In recent months, I've put quite a bit of effort into the scenic side of the layout, using grass mat with extra detailing. I've also started to ballast the track at Gledholt, bringing this part of the layout near to completion.

I've found that the National Library of Scotland website is useful for providing detailed 25" to the mile maps from the 1930s, with track layouts, signals and other related buildings. I would recommend this free source of information, whether to model actual locations, or to obtain ideas for fictional locations that a modeller might have in mind.

Operations

I've assembled around 20 trains and they run with a minimum of re-marshalling. A slow-moving freight can take 20 minutes in running from the lower return loop to the top of the layout and back again.

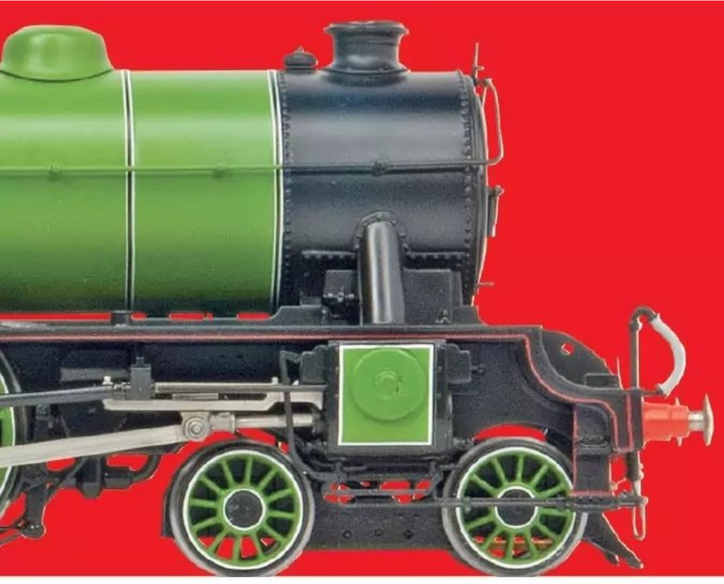
I see my model as a way of recreating the 1960 period when double-headed passenger trains operated through Huddersfield on a daily basis. I also like to recreate some of the photos I took in the 1965-67 period, and it is nice to re-imagine some of the memorable occasions that I missed out on too. The most surprising of these was in 1964, when a Great Western Railway Grange made it as far as Huddersfield on a Bournemouth to Bradford holiday train. In 1960 most locomotive power was ex-London Midland & Scottish with a few Lancashire & Yorkshire, Midland and London & North Western Railway classes, and a limited number of London & North Eastern Railway and BR Standard designs. Subsequently a surprising variety of classes have been recorded, with occasional visits of A1s and A3s, V2s, and even a Q6, but I missed all these. A Southern Merchant Navy passed through in 1966, whilst Britannias and 9Fs became commonplace in the mid-1960s.

The parcels working pictured on page 641 has a Jubilee in charge this time – No.45611 *Hong Kong*, a Bachmann model.

Huddersfield's history

Looking back, the basic railway infrastructure through Huddersfield hardly changed at all between 1900 and 1960, but by 1970 so much of it had gone: local stations, signal boxes and signalling, locomotive and goods sheds and the four tracks reduced to two. BR even wanted to demolish Huddersfield station as well as downgrade the main Leeds to Manchester route. So I see my layout as recreating a more interesting age where steam locomotives were such an important part of our everyday life. But it's good to know that the real Lockwood station and viaduct, and Huddersfield station, all still exist and are in everyday use!

A 'Super D' 0-8-0 on a goods meets a parallel-boilered Patriot on a westbound passenger train.



RAILWAY MODELLING *Explored*



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

THIS MONTH • **An OO layout** • **Peco/Kato England decoder fitting** • **A garden scene**

Anywhere, 1920-1940

An OO gauge layout made for variety, by **JIM TROTMAN**. ***Photography by the author***

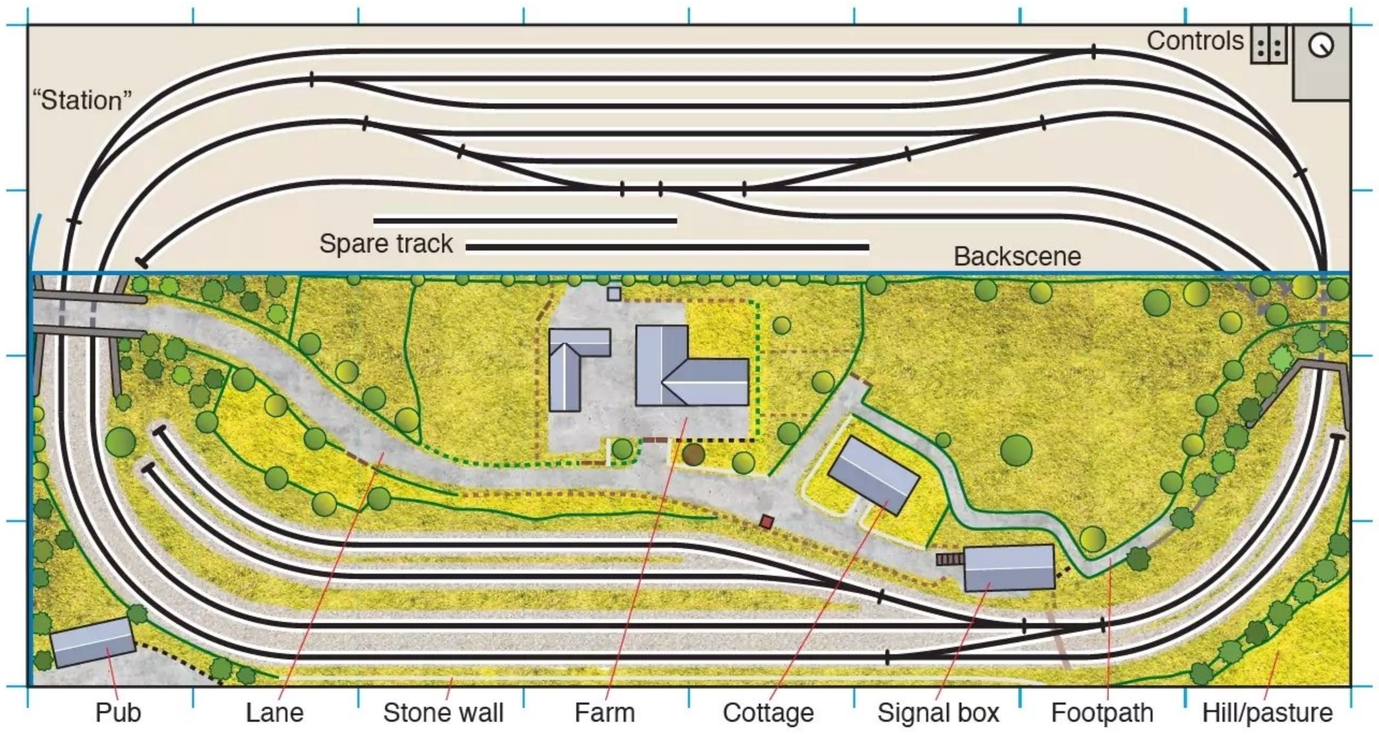
Many fine railway layouts in magazines and at exhibitions beautifully depict a particular place and have a chosen time period. They are often accurate reproductions of stations and parts of the UK, and have appropriate rolling stock. I have been specific in the past but I like too many places, railway companies and a wide variety of locomotives and stock. Perhaps I'm too much of a collector and just want to run the trains I like. My wife often told me to "just run what you like" and I finally did this with my current layout.

Generic design

I have called this layout *Anywhere* as it gives me the excuse to run trains from different companies ranging from the Caledonian to Great Western. There is no station on the layout, thus avoiding any particular style of architecture, there being many differences between North Eastern and Great Western station designs, for example. My 'station' is behind the backscene and beyond the overbridge that hides the access to the fiddle yard.

I designed the layout using Fleischmann Profi-track from a previous 244 x 122cm (8' x 4') layout, plus Peco track for the fiddle yard. There are four electric points in the scenic section but all the Peco points in the fiddle yard are manually operated. There is a single track tunnel section opening out to double track

A general view of the layout, with the Great Western locomotives and stock in action.



"Anywhere" Overall layout size 8' x 4'. Each grid square = 1' x 1'.

approaching the supposed station area. There is one short and two longer sidings but no goods yard. The sidings are just to hold and display rolling stock. Trains leaving the 'station' have to wait for trains leaving the single line section through the tunnel, again allowing trains to be displayed. The signals are simple Hornby manual items, again avoiding any particular railway company design.

Trains from the Great Western...

I do get bored with running the same trains and so I regularly swap rolling stock after running one company's stock for a month or two. My main collection is of Great Western trains from the inter-war years, allowing for a mixture of Churchward and Collett liveries. It may be difficult to justify running GWR Kings and Castles with just three or four coaches behind them on what is, at best, a secondary route but I don't like to leave them sitting in a display cabinet. My early years were spent in BR Western Region territory and that may explain my affection for GWR designs. They are also reminders of visits to heritage lines including the Severn Valley, Gloucestershire Warwickshire, and those in Somerset.

A J72 waits with a goods while a K3 clears the single track section with a passenger train.



...North Eastern...

My next favourite is the London & North Eastern Railway as I also spent many years in the North East and Yorkshire, plus many happy visits to the North Yorkshire Moors Railway. I really like the Hornby LNER teak carriages and have stuck to pre-Thompson designs. Again, it may be odd to see an LNER V2 hauling only three or four carriages on a secondary line but I like to see them run. There are slow NE goods trains and some repainted Hornby clerestory passenger stock running behind tank engines of Great Northern, North Eastern and North British Railway origins. When I am running this stock, I envisage the extensive area between Doncaster, Berwick and Carlisle and think of the backscene as representing the Pennines and Cheviot hills. When the GWR stock is running, the hilly backscene could be the Welsh borders or perhaps the hills of the West Country.

...Midlands, Southern and Scotland

Since I now live in former London Midland & Scottish (London & North Western Railway and Furness Railway) territory, I also run some LMS stock behind two 'Crabs', one in lined maroon and one in lined black. There is even one Southern main line carriage (Hornby) in lined Maunsell livery to add to GWR trains, as seen in some old pictures. Pre-Grouping stock also appears from time to time, including a repainted Caledonian 'Pug' hauling Scottish wagons. A beautiful Bachmann NER E1 (J72) hauls three Hornby North British carriages, and this may have actually happened as the North British trains met the NER at Carlisle and Hexham. Anyway, I like that train and also the Hornby GNR J13 in green hauling a mixture of Hattons and Hornby four-wheeled stock. Another J13, in lined LNER black, hauls local goods traffic, as do a couple of J72s, one in green and one in lined black.

The rolling stock is a mixture of Hornby, Bachmann and Dapol, plus new entries from EFE Rail. Some is rather old but came in good condition and at a nice price through eBay. Where possible, improvements have been made by changing wheels and couplings, adding locomotive lamps and crews and painting cab interiors. The locomotives and carriages are in pristine, 'just out of the paint shop' condition, unlike the pictures of the real railways but similar to

those on the heritage lines. Wagon loads have been made and fitted but, as yet, no passengers have been placed in the carriages, although interiors have been made for the old Hornby clerestory stock.

Buildings and scenics

Most of the buildings are resin cast, and the stone farm and pub could be from any railway region, but I'm not so sure about the thatched cottage. The trees were reused from a previous layout and may get used again if this layout undergoes redevelopment. I am thinking about making the single line section into double track to form two continuous loops. This may eliminate the sidings and allow longer main line trains to run.

A German scene?

A further thought is to have two removable scenic areas, one featuring the English buildings and a second with some German Black Forest buildings. This would allow me to run my German DB stock and remind me of many happy holidays during the 1960s and 1970s in Germany. It does look very odd indeed running my Fleischmann trains on the existing layout. The trouble is, I like too many trains.



Much of the author's collection is GWR stock, seen on display, including full rakes of Hornby clerestory and Collett coaches.





A Hornby North British J83 0-6-0T with LNER clerestory coaches, and a Bachmann J72 on a goods train, stabled in the sidings.

0-4-0STs from opposite ends of the country: a Caledonian 'Pug' and a GWR example, both Hornby items.



The stone farm buildings are resin cast models.



A variety of stock on display, including a GNR train.

Equipping a Large England for DCC in 009



ANDREW BURNHAM *shows how a decoder can be installed in one of the just-released Peco/Kato Ffestiniog Railway Large England 0-4-0T+T models.*

The Small and Large England locomotives released by Peco/Kato for OO9 (see reviews in the December 2021 and July 2024 issues respectively) are only available for 12V dc analogue control. The models are not manufactured with any provision for modellers wishing to operate them using Digital Command Control – there being no decoder socket provided.

Equipping these models for DCC operation is possible, however; it just means that a decoder needs to be 'hard-wired' to the chassis, rather than simply plugged in (as is the case on the majority of current ready-to-run powered models).

The Englands are small prototypes, with space for a decoder consequently being rather limited (the available space is identical on the Small and Large Englands). Accordingly, it is wise to assess the model carefully before purchasing a suitable decoder. There are a large number of DCC decoders available from various suppliers and manufacturers, but for this installation a Gaugemaster ref.DCC92 'Ruby' two-function 1A example was used.

Only a small array of tools and materials was required (see right) and the project was completed in a single evening.

Many DCC users may also wish to equip their models for sound; fitting a sound decoder, loudspeaker, and stay-alive unit into one of these models will be explored in a future issue.

As supplied, the Peco/Kato Small and Large England models do not have any provision for fitting a decoder for Digital Command Control.

Photography by the author except where stated

Tools required

- **Small soldering iron and solder**
- **Fine heat shrink sleeve and/or insulation tape**
- **Sticky fixer/double-sided adhesive tape/Blu Tack™ or Black Tack™**
- **Wire cutters**
- **Wire strippers (or sharp craft knife)**

Installing the decoder

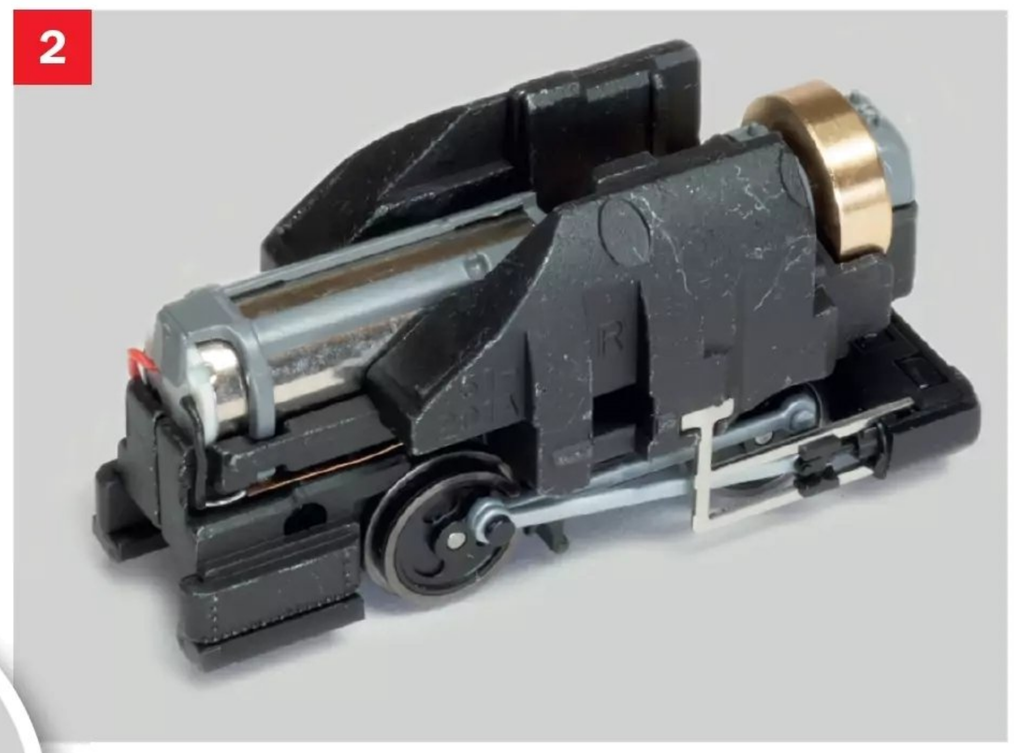
1





First disconnect the tender from the locomotive. The tender can be unclipped with a firm pull backwards. If the drawbar stays on the loco, pull this off too. Next, carefully remove the body from the mechanism. It just unclips – no screws are used. Hold each side of the cylinders and pull the front of the body up and away from the chassis. Although it is not necessary to do this to install the decoder, the cab can be unclipped from the rest of the body (*inset*).

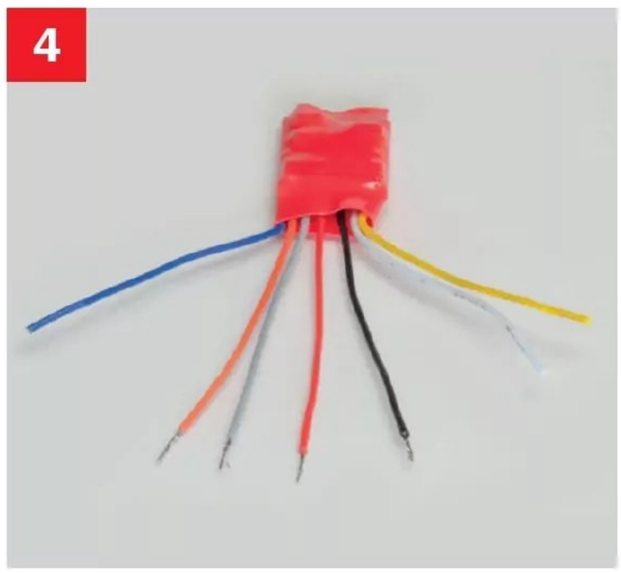
2



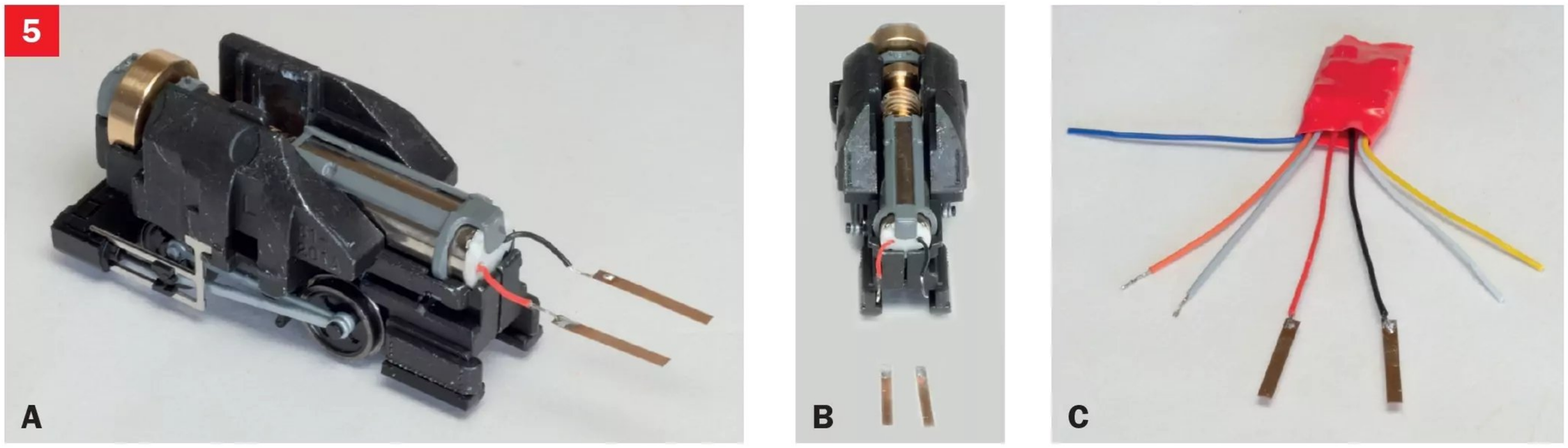
It will now be clear that there is not much room for a decoder – the die-cast metal split chassis, with motor and flywheel, fills much of the space – but there is enough. The decoder will be positioned on top of the motor, between the casting halves, and should fit inside the firebox moulding in the cab.



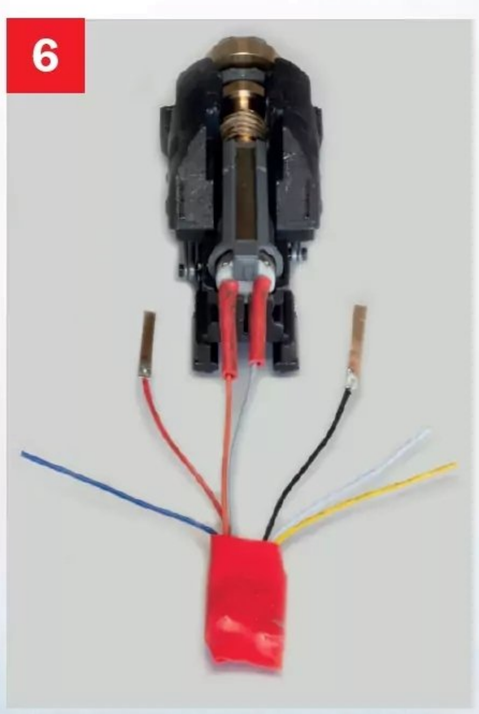
3 The width is the critical factor when selecting a decoder. For this basic DCC installation we chose a Gaugemaster ref.DCC92 'Ruby' two-function 1A decoder which measures 12mm x 10mm x 3mm. It is supplied with wires c.45mm long and an eight-pin plug – this is not required in this application and was therefore removed.



4 Check the decoder instructions carefully to ensure you make the correct connections. The red and black wires go to the pick-ups, the orange and grey to the motor. The white, yellow, and blue wires are for lights or other accessories; they are not used in this instance and could be cut back or removed completely. Alternatively, to allow for any future modifications they can be trimmed to a convenient length and taped to the top of the decoder out of the way. Here, the wires from the decoder have been trimmed back to c.10mm, with the ends of the red, black, orange and grey wires stripped and tinned.



On the mechanism, the small red and black wires from the back of the motor are connected to two brass strips, which are inserted into slots each side of the chassis block to make contact. They can be easily removed (a) which makes it straightforward to unsolder them from the motor wires (b) and solder the red and black decoder wires to them (c). Take care with the solder joint – if it is too bulky the strips will not fit back in the chassis slots.



6 The orange and grey decoder wires are then joined to the red and black wires on the motor.

It is wise to insulate the solder joints – if using heat shrink sleeve, remember to slide a piece onto one of the wires before soldering them together! The only drawback with heat shrink sleeve is that it does increase the bulk of the wires and makes them less flexible, and this may be an issue when trying to fit the body back onto the mechanism as there is very little space inside the firebox.

7 To complete the installation, secure the decoder to the top of the motor with sticky fixer/double-sided adhesive tape/Blu Tack™ or Black Tack™, and replace the brass contact strips in the slots. Ensure they are properly engaged. Re-connect the loco chassis and tender and test the decoder on a programming track. Note that this photo shows the heat shrink having been removed, this being found to impede the refitting of the locomotive body. Ultimately, electrical insulation tape was used to re-cover the solder joints (not shown) before reassembling the model.





Now equipped with a DCC decoder, the model is ready for use on a digitally controlled layout. *Photo: Callum Willcox*

A cottage garden in miniature

PAUL MILTON *describes how he used a variety of readily available materials to create this attractive scenic diorama in 4mm scale.*



Small scenic details were obtained from various online suppliers, and firms including Gaugemaster and Noch.





Items such as picnic tables, beehives and fence panels are readily available as laser-cut products.



The garden vegetables were modelled using various products, including set ref.14107 from Noch.



Figures are proprietary items sourced from the Bachmann Scenecraft range.

This small scenic diorama started off with the construction of the thatched cottage, which was built using an old kit purchased from a well-known online auction site. I then decided it needed a garden…

I started by sketching out the rough layout of the garden that I had in mind on a scrap piece of plywood sheet. I then began construction by creating the raised beds, fabricating these from wooden lollipop sticks cut in half lengthways, painting these before gluing them in position.

Ground cover was completed using Scale Model Scenery Arid Earth and Golden Brown/Earth scatters, glued in place. Plants were then added using products from the Gaugemaster and Noch ranges; these were fitted into holes that I pre-drilled into the flower beds, which proved to be a slightly fiddly task.

For the small pond, a hole was created in the plywood base and then Woodland Scenics Earth Undercoat paint was used for the bottom, before depositing on this a quantity of WWS Forest Ground Scatter to provide some texture. I then used Dapol Modelling Water to simulate the body of water.

Once that was dry, I started on the path, which is chinchilla sand glued in place. Tufts of static grass were then added using products purchased online.

Figures (Bachmann) and gardening tools were amongst the small fine details that were added to bring the scene to life.

The diorama is not quite finished, despite how it may appear in the accompanying photos. I am planning to add a sound unit (playing suitable ambient sounds) and a protective box in which to store it. I may also make a series of house dioramas like this which can then all be connected together. My next diorama project includes a mechanic's garage as part of the scene.

Comment

Observations and opinions on railway modelling

Simon Kohler



The fox and the hounds

I clearly remember some 20-plus years ago when, towards the end of one of our regular nine o'clock morning meetings, the then Hornby CEO mentioned that the company should use its website to start selling direct to the consumer. I knew this would surely upset our very loyal retailers and said so. I had experienced and witnessed first-hand what happens when a company decides to change its distribution dynamics, and it had never ended favourably. When I voiced my concerns, I was advised that we were living in a different world and that I should start to think in a more progressive manner…

From the 1980s, more and more model shops started to close and to counter the decreasing brand presence, Hornby, during the late '90s, formed partnerships with a number of large high street stores under its concession scheme. These allowed for Hornby products to be prominent and available in key locations. Such associations did upset a few stalwart Hornby stockists, especially if the concession was close to their store, but later when a greater emphasis was placed by Hornby on its direct sales operation the retailers really did start to become unsettled. To be fair to Hornby, the company nearly always sold at the recommended price, while the more progressive retailers started to develop their own online sales service, offering tempting discounts making the sales advantage very much in their favour.

Hornby is not the only model railway company that sells to the consumer direct, although it can be argued that it is the highest profile. Many retailers, predictably, believe that manufacturers should not sell direct to the public; however, since the pandemic in particular, shopping online has become for many the norm rather than the exception.

Some enthusiasts also take comfort in dealing directly with the manufacturer. I can certainly understand this, although there are many modellers who prefer to look before they buy – I admit I am one of these. To cater for such customers, several of the manufacturers who specialise in direct selling do also have selected stockists, but of course the accessibility to these is limited. Whichever route is chosen, the model will have to run the gauntlet of being sent via the courier or postal services.

…the world has changed and the rules of selling to the consumer have also changed…

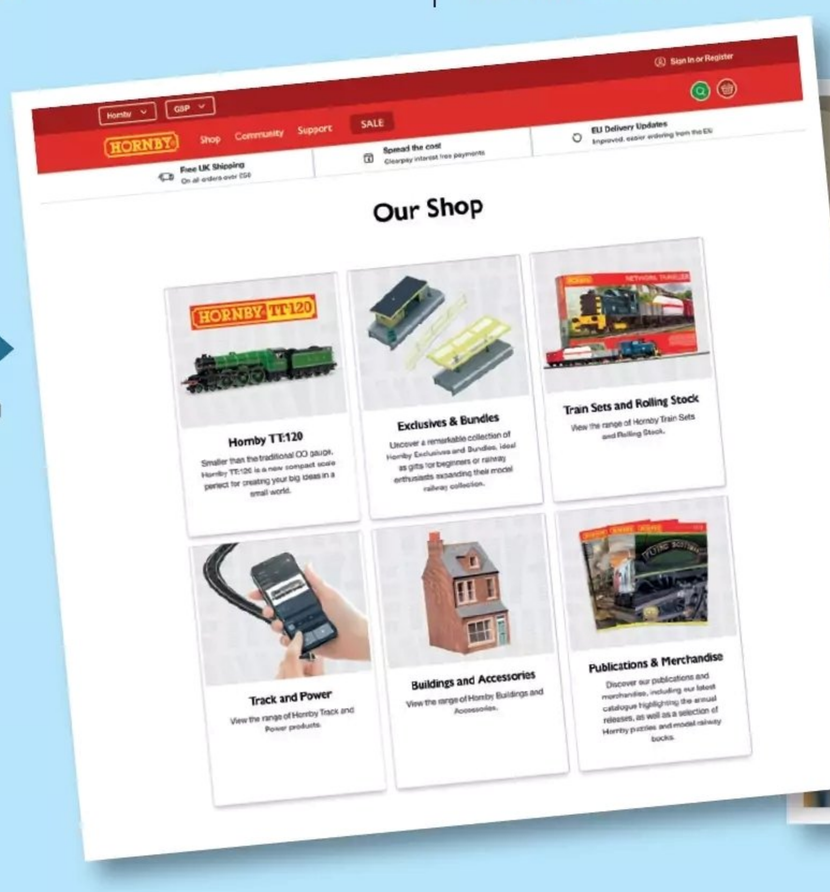
Generally, what is available in the current Hornby range can be obtained either direct from the firm's online service or via one of its many stockists. However, it does seem that Hornby receives a fair amount of criticism from retailers who feel it is OK for some of the newer manufacturers to have a foot in both camps, but not Hornby. I make no apology as I have never been one to 'run with the fox and hunt with the hounds' because for me you are either a manufacturer or a retailer – but as I am often advised, the world has changed and the rules of selling to the consumer have also changed. However, not for everyone as it is worth noting that Bachmann products, for example, are only available from Bachmann stockists and not direct from the manufacturer.

There does seem to be a misconception that if a manufacturer sells 'direct' they are making a retailer's margin as well as their own, but that is not always the case. For example, behind the Hornby online operation there is a veritable army of people ensuring that the website operates smoothly, not to mention producing all the social media material that is being continually created. There is also a team dedicated to processing the orders, which in turn is linked to the distribution department. All these factors add up to an additional cost which chips away at any perceived additional profit margin. Remember, the Hornby range is very extensive and each item is available online. It's not quite the same for some of the newer manufacturers who tend to have a very limited range and periodically focus on an occasional new release rather than the substantial selection that a company like Hornby has to offer.

As already mentioned, I prefer to buy my models over the counter where I can, which affords me the opportunity to examine them and then have them tested before handing over my money. I do not believe I am on my own with this, but I am also realistic enough to acknowledge that for many buying online direct from a manufacturer is their preferred method, which I certainly respect.

However, if we do not support our local retailers then we run the risk of losing them. I for one believe that it would not only be a sad day if that were to happen, but a significant blow to the continued health and prosperity of our wonderful hobby.

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





Hornby models are available to purchase direct from the manufacturer via its online shop, or via one of many specialist retailers. Modellers visiting the premises of a stockist in person are able to inspect and test a model before making their purchase.

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.

Kitson LMS 0F 0-4-0STs in model form – including card!



Brian Gillespie's 00 model of a Kitson LMS 0F 0-4-0ST.

One kit not mentioned in the article covering the Kitson LMS 0F 0-4-0ST was the Micromodels card version (included as part of set M3 – Tank Engines and Goods Wagons) dating from 1949. Printed at 1:200 scale, this set also included two other locomotives, four wagons and a brake van. The photo (*below*) shows the Kitson model that I built from this set.

For further information about Micromodels I recommend visiting **www.worldofmicromodels.nl**, which is a comprehensive resource about these and other card models.

ROBIN MADGE

With reference to the Scale Drawings article by Mike Edge in the July RM describing the Kitson LMS 0F 0-4-0ST, I enclose a photo (*above*) of an 00 Kitson I bought second-hand nearly 30 years ago. I think it is based on the 'Gnat' produced by Hamblings in the 1950s, which was available ready-to-run and in kit form. My model has a Romford motor, which at the moment is giving trouble – but it is not doing badly considering its age!

BRIAN GILLESPIE



Robin Madge's Kitson LMS 0F 0-4-0ST model, made from a card kit.

Excellent Englands

Pictured here are four of the Ffestiniog Railway England locomotive models manufactured by Peco/Kato for 009. They are Small Englands *Palmerston*, *Prince* and *Princess*, together with Large England *Welsh Pony* third from the left.

They belong to my grandson, who has had many hours of enjoyment with them. They are excellent models.

FRED WORTH

[Ed. See our guide for fitting a DCC decoder to one of the Large England models on p649.]



Enjoying the writings of Ian Nuttall

My modelling interest lies almost exclusively in the BR blue period of the 1970s and 1980s (it's what I remember from my youth). So why is it then that when my RAILWAY MODELLER arrives in my post box each month, I am most excited when I see that it contains an article by Ian Nuttall, relating to his pre-Nationalisation era *Dentdale* layout, inspired by the Settle & Carlisle Railway?

The June 2024 issue arrived here in Australia just as the July edition was published in the UK, and I went straight to Ian's article. I'm never going to build a Midland signal box in my life but I still really enjoyed it. I find Ian's flowing, entertaining and slightly self-effacing style of writing makes for great reading. Please keep the articles coming, Ian — they brighten up my day!

GORDON BROWN

Remembering a talented modeller

Pictured here is a 00 gauge layout constructed by a late friend of mine, Paul Cole, who sadly passed away in 2022, not long after it was completed.

Birchley Bank was started 40 years ago in the loft of Paul's Birmingham home and depicts an imaginary town in the West Midlands on a former Great Western route. It's a continuous double track system with a junction, whilst one side of the layout is a fiddle yard. As you can see, Paul was a talented modeller, with a good eye for making scenery. He used Peco code 100 track and analogue control.

Born in 1952, Paul was a very keen modeller from early childhood and a reader of RAILWAY MODELLER since the early 1960s. I know it would have given him great pleasure if his layout had even a small mention in your magazine.



Sadly, the layout is to be dismantled shortly to facilitate a house move.

DAVID FUSZARD





A trio of views showing the 00 gauge layout constructed by the late Paul Cole, with the locomotives pictured being No.6869 *Resolven Grange* (*top*), Stanier 8F 2-8-0 No.48158 (*middle*) and Warship D602 *Bulldog* (*bottom*).

Free Metcalfe kit follow-up

By way of a follow-up to my letter in the July issue (concerning the free Metcalfe Models waiting shelter kit given with the June RM), here is a photo of my assembled model.

Note the lead flashing that I simulated using narrow strips of aluminium foil (dull side outwards). I have yet to add rainwater goods and seated figures.

KEVIN RUSSELL



More on the prices of ready-to-run models

I write with reference to the letters from Phil Stoneham and Peter Boor in the June issue of RAILWAY MODELLER regarding the increasing levels of detail now included on ready-to-run models and the rising prices as a consequence.

If it is the case that most models are purchased for layout use, is there not a halfway house, as Hornby has tried with its RailRoad models? As most of the models on layouts are viewed from a distance of a few feet, a lower level of detail isn't going to be that noticeable (as long as it runs well and looks like its full-size counterpart).

Hornby itself should have a large back catalogue of older models (assuming the tools still exist?) in addition to those already available under the RailRoad branding, which may allow it to expand this range at budget prices with only limited outlay on tooling costs.

Although the detail may not be up to that of the latest all-singing, all-dancing models, this may provide a cost-effective start to the hobby for those with limited finances. If the modeller then wishes to experiment with weathering or adding extra details, then the lower cost of the model may help them feel more confident to give it a go.

DAVE KITCHEN

In your June issue two correspondents have commented on a subject that pops up periodically. On p474, Phil Stoneham refers to manufacturers' diminishing returns, whilst on p475 Peter Boor comments on prices being out of reach for some.

Surely the hobby and manufacturers need to recognise practical realities, changes of perception and value assessment of today's purchasers and respond accordingly?

The problem as I see it is that manufacturers are trying to satisfy both ends of the market with essentially a single product – from those starting out in the hobby through to discerning collectors. Clearly, that cannot realistically work, can it?

The entry level end of the market does not want, often cannot afford – or need – such things as sprung buffers, metal handrails, glowing fireboxes and so on. But if, at the other end of the market, collectors and fastidious modellers want the correct number of rivets to be visible then why not let them pay for it?

Although Hornby has tried this before, perhaps there is still scope for manufacturers to design models with different levels of quality/detail/sophistication, with a basic model that can be supplied with add-on kits or upgraded to order. Of course, most modellers will lie somewhere in between the two extremes, so a lot of research and thought will be needed to get the balance right.

DAVID GOSSLING

Some new ready-to-run models do have eye-watering prices; however, the second-hand market is very much alive and kicking, with ever-increasing choice, with plenty of bargains to be found. Whether it's a model shop, auction site or toy fair, there are mountains of items available, some of which have never been used. Railway modelling on a budget is possible.

JOHN JONES

Simon Kohler's Comment piece in the May issue mentioned the increasing expense of the newer, more finely-detailed locomotives that could be having a negative impact on new modellers becoming involved. I would suggest that this cost will also deter collectors who only want to display the models due to lack of space for a conventional layout.

I for one would certainly consider non-powered examples of models purely to have on static display. These would also be appropriate for shed scenes. I appreciate that manufacturers will want to maximise profit from their development costs; however, possibly this is a lost marketing opportunity?

TOM HALL

[Ed. The suggestion of un-motorised versions of ready-to-run locomotives crops up occasionally. Our understanding is that the component cost of a motor is negligible, and therefore with all other aspects of the manufacturing process being the same as for motorised versions, the potential cost saving is so small that it isn't considered worthwhile.]

Regarding correspondence about model prices in the letters pages over the last few issues, readers may be interested to know that in recent months I have purchased OO ready-to-run models of a Hughes 'Crab' 2-6-0, Fowler 4F, Midland 2P and a Midland Compound – all for less than £50.00 each, and all in excellent cosmetic condition and in good working order. These models (obtained second-hand of course) all contain a reasonable level of detail. Why pay more?

ALAN HARGREAVES

I read with interest Phil Stoneham's letter in the June issue. Whilst I don't relish paying large sums for super-detailed locomotives, clearly that is where the money is at present. Interestingly, only Hornby has dabbled with a budget range – RailRoad. If there was significant demand we might expect to see other manufacturers following suit.

Having been in this hobby a good few years, I seldom buy new locomotives now. I have three Class 37 diesel locomotives from various manufacturers; none are from the latest generation of models depicting this class of diesels, but put any of mine in front of a rake of coaches or wagons, and they look just fine.

KEITH HEFFER

Advice sought for digital control of scenic features

When I retired, one of the things I was determined to do was build an OO gauge model railway. I was raised in the days of Trix Twin and dc control but am also a keen lover of all things steam. I have never lost that desire.

I decided that rather than just have a track layout, to have a diorama with, say, a village, a fairground, farm, church and pub. I also wanted street and shop lighting together with appropriate ambient sounds played through speakers around the layout from a multi-channel MP3 player.

However, I did not want to use traditional switches to control each of these features, instead wanting to adopt DCC control interfaces to switch power on and off to each item around the layout. And this is where I have literally come to a stop as I cannot find any suitable DCC control modules that will do this. Are any readers able to advise?

PAUL BRANT

and finally

Yeldham calling...



A classic red telephone box in Great Yeldham, Essex, has been put to good use housing this diorama representing the village's former station on the Colne Valley & Halstead Railway. Opened on 26 May 1862, the station closed to passengers on 1 January 1962 and to goods on 28 December 1964, although a short section of the line has reopened as a preserved railway near the next village of Castle Hedingham. The OO gauge model has been supplied by Trevor Kidd, and was still in the box in late June, although it is understood that the display is changed periodically. ***Photo: Toby Jennings***

Snippets...

Show hidden areas, please!

Could you please in future include the entire plan of readers' model railways – not just the scenic section. I like to study the fiddle yard arrangement and traversers/sector plates to get an idea of how the featured model railway is run, together with getting ideas of how best to create a workable fiddle yard for my own railway when I find the room to build one.

DAVE EDWARDS

[Ed. We do usually include fiddle yards as part of our track plans in RM, although there are occasions when we may not have sufficient information to hand to enable an accurate 2D representation to be prepared. In situations where, for example, a cassette arrangement is employed, we may deem the depiction of this not to be worthwhile.]

Use for contact lens containers

I use old contact lens containers for mixing small amounts of paint – enamel or acrylic. You can screw the lid on tightly and give a vigorous shake, and the amount is just right to decant into an airbrush for weathering. If readers know any family members who use contact lenses, then the containers should be readily available. The accompanying photo was taken on a cutting board so you can judge the size based on the 10mm grid. I get a new container with each bottle of contact lens solution, so a steady supply is available. I hope this tip will be of use to other modellers.

ALEC BROWN



Manx memories

I enjoyed the article on the layout *Laxey Station* by Gordon and Margaret Bulmer in the June edition of RM. As a Manxman I know the IoM electric railway well. I had an aunt who lived just by the tramway as it crossed the road to Laxey at Baldrine. A few years ago I made a model of a Manx Electric Railway motor car from a Mark Hughes Models kit; I constructed it for 16.5mm gauge but it was designed with provision for building to 9mm or 12mm if preferred. The model was my first attempt at using a metal kit and I enjoyed making it – it has a motor bogie and runs on a shuttle track. Thanks for bringing back some fond memories.

DAVID BECK

British Rail Class 50 & Mk.IIf coaches from Hornby

Brand new for TT:120



Following hot on the heels of the InterCity 125 (British Rail Class 43 High Speed Train) which was first reviewed in our June 2024 issue, Hornby has received stocks of its third diesel-electric locomotive in TT:120 scale – the English Electric Type 4/British Rail Class 50.

Supplied Digital Command Control ready, the initial release covers three versions: 50 007 *Sir Edward Elgar* in Great Western Railway-style lined green (ref.TT3013M), 50 040 *Leviathan* in BR large logo blue (ref.TT3014M), and 50 049 *Defiance* in GB Railfreight blue & orange (ref.TT3015M). Each of these models is also available DCC sound-fitted – equipped with the firm's HM7000 TXS (Triplex Sound) Bluetooth digital control and sound system – which allows the user to control the locomotive through a smartphone via the HM7000 app, with commands sent to the model using Bluetooth connectivity, rather than through the rails as with conventional DCC. (Further details on the HM7000 system, including initial set-up and control, can be found in our September 2023 issue.)

Our samples in detail

We received a pair of sample models for review. The first (ref.TT3013M) is presented as Laira celebrity 50 007 *Sir Edward Elgar* in GWR-style lined green. The real machine received this commemorative colour scheme in February 1984 in preparation for the GWR 150 celebration the following year. At the same time the locomotive – formerly *Hercules* – gained the name *Sir Edward Elgar* to mark the 50th anniversary of the death of the composer. The presence of the full-length orange cantrail stripe and black axlebox covers squarely date the model between 1986 and 1987, when the latter were painted yellow. The second model (ref. TT3014TXSM) is finished as 50 040 *Leviathan* in BR large logo blue (this sample also being equipped with DCC sound). This represents the locomotive from 1981 until 8 July 1987 when it gained the name *Centurion* from condemned classmate 50 011.

The application of both liveries is quite simply top-notch; separation between the main colours is particularly sharp, with no noticeable paint bleed or fuzziness observed. Renditions of the BR double arrows, running numbers, overhead warning flashes and data panels are crisp and clear. The same is true of the orange & black bodyside lining on 50 007, which has been applied straight and level. The printed nameplates exhibit a convincing metallic finish, but embossed etched versions of these plates are supplied separately as part of the models' individual accessory packs for the modeller to fit



Etched plates and bufferbeam details are provided separately, the latter including a three-piece snowplough.



Our sample of *Leviathan* is fitted with the new Hornby HM7000 Triplex Sound Bluetooth digital system.



if desired, with 50 007 also provided with etched renditions of the cast cab-side numberplates, BR double arrows and GWR shield. Whilst these are a nice addition, during trial-fitting we found them to be a little coarse for the scale, opting not to fit them.

The body comprises largely plastic mouldings, which bristle with separate etched metal and plastic details. Cab door handrails are formed from fine metal wire, as are the numerous grab handles, the latter picked out neatly in white. The nose ends each sport commendably fine depictions of the multiple control jumper connections and Electric Train Supply cables, while the same is true of the etched metal lamp irons and buffer footsteps – which are surprisingly sturdy. Buffer heads are plastic and not sprung.

The cab glazing is commendably flush, with the windscreens complemented by separately fitted wipers formed from plastic: the overall shape of this area, in particular, looks much improved on the firm's OO release. Cab interiors are furnished with the crew chairs (complete with armrests) and representations of the control desks, which are picked out in blue. The etched roof grille affords a view of the engine fan detail within; the fan itself is understandably aesthetic and non-functional. Bodyside grilles – the majority of which are formed as part of the body moulding – do not have openings, but exhibit a convincing sense of depth.

Further details supplied for the modeller to fit include dummy screw couplings, bufferbeam pipes (yellow air pipes, red air brake pipes, white engine control air pipes and vacuum pipes) and three-piece snowploughs, which clip into the NEM coupling sockets – all of which (except the latter) have been fitted to the No.1 end for photography. (A great level of dexterity is required for this process.) It should also be noted that the fitting of some of these details requires the permanent removal of the European-style coupling(s), which are mounted in spring-loaded NEM pockets attached to the underside of the chassis; these are independent of the bogies and have a good degree of sideways articulation.

Mechanism and performance

Separating the body from the chassis requires the removal of four screws; two located above each bogie. Note: before lifting the body, the ETS cables must be disengaged from the bufferbeam at each end.

The chassis is formed of a substantial metal casting, housed within which is a centrally mounted flywheel-fitted five-pole motor that provides power to both bogies. All axles are driven with power collected from all wheels – these running in brass bearings. Overall weight is an impressive 195g, increasing to 197g for the DCC sound-fitted example.

A Next18 decoder interface is located atop the printed circuit board, with factory sound-fitted examples equipped with the firm's HM7000 Bluetooth TXS Triplex Sound decoder, which is pre-loaded with 29 control, lighting and sound functions. Sounds are emitted through a 15mm x 11mm 'sugar cube' speaker provided next to the fan assembly (sound-fitted only), and capture the distinctive notes of these English Electric machines well for the scale.





Bufferbeam details were added for photography (above); the models are supplied with standard TT:120 European couplings.

PROTOTYPE VIEW British Rail Class 50



With whitewall tyres and before the application of the orange cantrail stripe, 50 007 *Sir Edward Elgar* heads a rake of BR Mk.II stock past Cowley Bridge Junction with the 17:45 Paignton-Paddington service on 7 July 1984. *Photo: Rail Photoprints*

Prototype information

Developed for 100mph express passenger workings on the then non-electrified section of the West Coast Main Line between Crewe and Scotland, 50 examples of these English Electric Type 4s were constructed during 1967 and 1968 at the manufacturer's Vulcan Foundry, Newton-le-Willows. The design was a direct result of information obtained from EE's successful DP2 prototype, with all locomotives fitted with an English Electric 16CSVT 16-cylinder power unit producing 2,700bhp (2,010 kW).

Initially, the locomotives remained the property of English Electric, and were leased to British Rail. However, following the electrification of the northern section of the WCML, the fleet was acquired outright by BR, and transferred to the Western Region between 1972 and 1976. The Type 4s were not fault-free, problems being traced to factors including filtration and engine issues, which were not cured fully until the locomotives were refurbished at Doncaster Works between 1980 and 1983.

Following the introduction of InterCity 125 services on the Great Western Main Line, the 50s were once again displaced, with a number of locomotives allocated to work on the West of England Main Line from London Waterloo to Salisbury, Exeter and Plymouth – a route with which the class became synonymous in later years – until withdrawn in 1994. No fewer than 18 examples have been preserved, with several main line certified, including 50 007 and 50 049, which are on spot-hire to GBRf, and 50 008, operated by Hanson & Hall Rail Solutions.

On DCC lighting functions are: F0 – directional lights (on/off); F21 – headcode lights (on/off); F22 – tail lights (on/off); F23 – cab interior light (on/off); and F24 – headcode lights (on/off). 12V dc users are restricted to directional lighting (headcode/headlights, plus red tail markers).

Performance under 12V dc control proved to be quiet and smooth in both directions through the 3' radius curves of our Hornby starter set oval with points, although we were unable to evaluate the haulage potential of the model. We also took the opportunity to trial the locomotive and stock through various items of Peco code 55 TT:120 track, which were negotiated with aplomb. Further details on the range of Peco TT:120 trackwork and accessories can be seen in the review pages of our September 2022 issue. The recommended minimum curve is second radius (310mm).





Wheelsets are metal and extremely free rolling. 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 good degree of sideways articulation. In a first for TT:120, a set of alternative magnetic close couplings – designed to look like buckeye couplings – are provided with each coach, facilitating the quick and easy close-coupling of rakes. As with the OO range, if these magnetic couplings were to be made available as separate accessories, they would doubtless prove popular with modellers looking to retro-fit their existing models.

The livery application for the most part is excellent, with neat representations of the various lettering, numbers and markings – extending to the end data panels, which are legible under a glass. The stark lines of both colour schemes have been applied straight and level for the entirety of each vehicle (and neatly align when in formation), with clean separation between the body colours for the most part – only some minor fuzziness was observed around the ends of the InterCity Swallow stock. Glazing is flush with a deep smoke tint; note the fine printing of the labels in the windows of the First Class vehicles, and designating no smoking areas.

Mk.IIf coaches

Also new to the Hornby TT:120 range, and received in tandem with the Class 50s, are examples of the firm's first suite of British Rail Mk.II coaching stock. Announced as part of its initial TT:120 range launch, reported in our November 2022 issue, the models cover both Mk.IIe and Mk.IIf – with samples of the latter received for review.

Available in a choice of BR blue & grey or InterCity Swallow liveries, the tooling covers all three designs: First Open (FO), Tourist Second Open (TSO), and Brake Second Open (BSO). We received samples of each type sporting both aforementioned colour schemes.

Formed mainly of injection-moulded parts, the models tip the scales at 44g (FO and TSO), and 43g (BSO). Details such as grabrails, lamp irons and water feed pipes are part of the body moulding; the former neatly painted in white and black giving them an almost separate appearance.

Buffer heads are plastic (not sprung), whilst cosmetic drop-head buckeye couplings – moulded in the raised position – are separately fitted.





▲ **Alternative magnetic close couplings are designed to resemble the buckeye couplings of the prototype.**

50 Plus

When it comes to diesel traction in TT:120 scale, Hornby seems to be hitting the nail on the head with its subject matter. Class 50 aficionados will undoubtedly be delighted with the manufacturer's renditions of these prolific machines, and with a suite of suitable period, matching stock to hand from the get-go, prototypical trains can be formed with relative ease – perfect for those wishing to start out in the scale.

A complete train sporting the red, white & blue colour scheme of Network SouthEast would be something to savour – assuming that Hornby releases further Mk.II types in due course…



▲ **The Brake Second Open nearest the camera, followed by the Tourist Second Open and First Open.**

Samples supplied by

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

PRICES
Ref.TT3013M – £167.99
Ref.TT3014TXSM – £222.99
Refs.TT4017/18/19/20/21/22 (Mk.IIf stock) – £37.99

New products from the PECO group of companies

New Town and Mountain Scene photographic backscenes



The Town Scene backscene (ref.SK-P06).



The Mountain Scene backscene (ref.SK-P07).



Peco has added two further designs to its growing range of photographic backscenes with the new Town Scene (ref.SK-P06) and Mountain Scene (ref.SK-P07). Both scenes have previously been the subject of free gifts supplied with printed issues of RAILWAY MODELLER – with the design having been adapted and extended for further modelling applications.

Supplied in a sturdy card tube, each design takes the form of three individual rolled sheets – measuring 333mm tall by 800mm in length – which give a combined length of 2400mm (or 95", just shy of 8'). Printed on quality paper stock with a matt finish, the sheets can be applied to a backing board using a suitable spray mount or liquid adhesive.

Ref.SK-P06 depicts a panoramic view of a sprawling British cityscape – with the skyline of Exeter forming the basis for this scene. Although suited primarily to layouts set in recent times, there are few details visible that preclude its use on models depicting earlier periods, perhaps as far back as the 1960s – with traces of modern road vehicles, for example, having been removed digitally.

The contents of pack ref.SK-P07, by contrast, capture a dramatic mountainous vista. The image – which features the rugged terrain of the Eryri National Park (Snowdonia) – is a familiar sight to those travelling on the Ffestiniog Railway, and would be ideal for those modelling a Welsh narrow gauge scene, though it could also be suited to layouts depicting the Scottish Highlands.

For further details of application and usage, see RM January 2023 and January 2024.

Samples supplied by

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

PRICES
£9.95 each

New liveries for Hudson 'Rugga' V-skips in 009

Peco has released two further liveries for its suite of ready-to-run Hudson 'Rugga' V-skips in 009 – a model first reviewed in the December 2016 issue of RAILWAY MODELLER.

Supplied as packs of three, these latest tipper models feature free running metal-tyred wheels (previously plastic) and come presented in a choice of two new unlettered and un-numbered colour schemes: in yellow (ref.GR-332), and in green as illustrated (ref.GR-333).

Now available from Peco stockists priced at £44.95 each, these colourful narrow gauge wagons will no doubt make ideal partners for the recently released Baguley-Drewry 70hp diesels from Bachmann (see reviews, June 2024).





Samples supplied by

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

PRICE See text

General Motors Class 66 from Accurascale



▲ **The tooling is from the most recent Class 66 model, by Hatton's, and improved further.**

Accurascale has delivered its latest ready-to-run diesel locomotive in OO gauge – the ubiquitous General Motors Class 66 – plans for which were first revealed in our April 2023 issue. These new models have been developed from the tooling previously produced by Hatton's (see reviews, February 2020); a deal being struck back in late 2022 for Accurascale to take on the tooling and further enhance the design, incorporating several new detail variations and upgraded electronics.

The manufacturer's first run of locomotives covers six examples, with versions in original English, Welsh & Scottish Railway maroon & gold, Freightliner green & yellow, Direct Rail Services blue, GB Railfreight blue & orange, DB Schenker red and DB 'Climate Hero' green. Four Accurascale website exclusives have also been produced; two models depicting the first and last class members to be built – 66 001 in EWS maroon & gold and 66 779 *Evening Star* in British Railways lined green; and two charitable colour schemes, 66 415 *You Are Never Alone* in Freightliner orange (Samaritans) and 66 769 in GBRf Prostate Cancer UK black, with proceeds from sales going to each of these associated charities.

For review we received a pair of samples; (ref.ACC2655) presented as 66 507 in Freightliner green & yellow, and Accurascale Exclusive 66 779 *Evening Star* in BR lined green livery (ref.ACC2652-DCC) – equipped with Digital Command Control and sound.

Our samples in detail

Each model is presented in a substantial card box, with the decoration of the Accurascale Exclusive notably more elaborate than that of the standard release: it is finished in the BR lined green colour scheme of the locomotive, and comes with a limited edition certificate. Inside, the models are cradled within plastic 'ice cube' style packaging, surrounded by a foam insert. As well as the usual operation and maintenance paperwork, there is a lavishly illustrated booklet, which is presented in the style of a locomotive operating guidebook. Included is a complete history and evolution of the class, as well as first-hand accounts of the real machines.

The plastic body mouldings bristle with separately fitted etched metal and high fidelity plastic cosmetic details including fine wire grabrails, etched grilles, footsteps, and lifting eyelets; these areas having received refinements over the original Hatton's release.

The abundance of pipework and wiring looms found on the real machines has been faithfully recreated; the locomotive frames are adorned with fine depictions of these details, most of which are separately fitted. Buffer heads are metal and sprung.

As supplied, both ends are factory fitted with cut-out versions of the striker plates, providing access for the self-centring NEM pockets, equipped with tension-lock couplings. Fully furnished versions of each bufferbeam – complete with pipework, screw-link couplings and full renditions of the striker plates – are provided for the modeller to add. The fitting of these replacements is relatively straightforward, starting with the removal of the locomotive body (held in place by four clips – two each side), which provides access to the two mounting screws. With the original assembly removed, the NEM pocket can be detached from its mount (this is a simple clip fit), before fitting the replacement bufferbeam and refitting the body. Stand-alone versions of the pipework and screw-links are also provided, for those wishing to decorate ends with couplings fitted – though this may hamper operation.

The bogies – which take the form of plastic mouldings – exhibit an impressive level of depth and detail, including crisp representations of the suspension coils (including those atop the frames), embossed maker's stamps and full depictions of the radial axle steering apparatus. Continuations of the frame-mounted pipework and wiring are also present and make for a convincing 'un-broken' appearance, whilst allowing the models to negotiate second radius curves. As per the prototype, functional rotating axlebox hubs are fitted to the axle ends.

Details specific to 66 779 are the two commemorative bells, affixed above the windscreens at both ends. Formed from turned metal, these are







further enhanced by two unique E-Bell sound functions, only on DCC sound-fitted versions; these are toggled using functions F16 and F18.

Cab glazing is commendably flush, with extremely fine representations of the windscreen wipers, whilst a detailed representation of each cab interior is visible through the windows. The improved Accurascale tooling now caters for both original and later control desk layouts, with 66 507 featuring the original central 'pedestal' type and 66 779 equipped with the later wraparound desks. Cab bulkheads are adorned with printed safety notices and finely painted details.

Accurascale also offers two aftermarket Class 66 crew packs for those wishing to populate their models. These fully coloured 3D-printed figure packs – each comprising a driver and secondman – have been produced exclusively for the manufacturer by Modelu; examples are illustrated here.

Another area which has seen much improvement is the lighting – both in physical appearance and functionally. The shape and dimensions of the clusters and lenses have been altered to closely match those of the prototypes. Functionally, the 66 now boasts accurate day and night mode configurations, together with options for yard working, and cab interior lighting which extinguishes automatically when the model is in motion. For 12V dc users, a limited range of lighting functions can be controlled via a bank of switches mounted on the DCC socket blanking plate on DCC ready examples.

The application of both colour schemes is second to none, each adorned with numerous small printed details, including crisp renditions of the overhead warning flashes, data markings and operator branding. Separation between the main colours on the body is particularly sharp, with each design complemented by the fine orange cantrail stripe along the roofline. Etched versions of the plethora of commemorative cast plates which adorn 66 779 are also provided. One such plate is the replica 82F (Bath Green Park) shedcode, the site of this former Somerset & Dorset Railway MPD ironically having been redeveloped as a home & garden DIY store!

DCC sound and functions

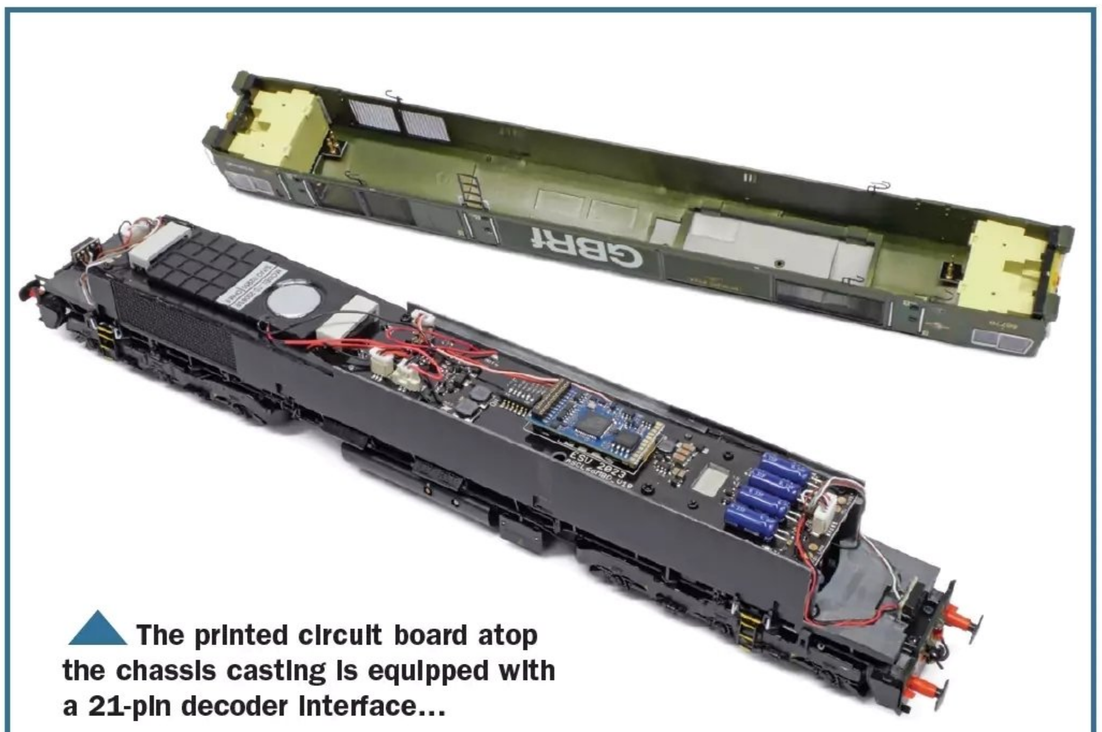
Factory sound-fitted examples are equipped with a LokSound V5 sound decoder, pre-loaded with a sound project incorporating no fewer than 27 control, light and sound functions. Sounds are emitted though a powerful dual speaker system, comprising a 15mm x 11mm 'sugar cube' and 'Accurathrash' bass speaker. (The latter is only fitted to factory sound-fitted examples.) This speaker system makes for a very impressive combination, capturing the characteristic 'ying' of the EMD 12N-710 power unit.

As well as the expected functions, the digital sound project pushes for even more realism, with the model incorporating built-in Hall sensors, which automatically activate flange squeal when entering curves under a certain radius. (This sound can also be toggled manually using function F11.) Other notable functions include a driver lock feature that enables the engine speed to be increased or decreased whilst the model is maintaining a set speed, and heavy train mode, which replicates the locomotive working under load and increases inertia.

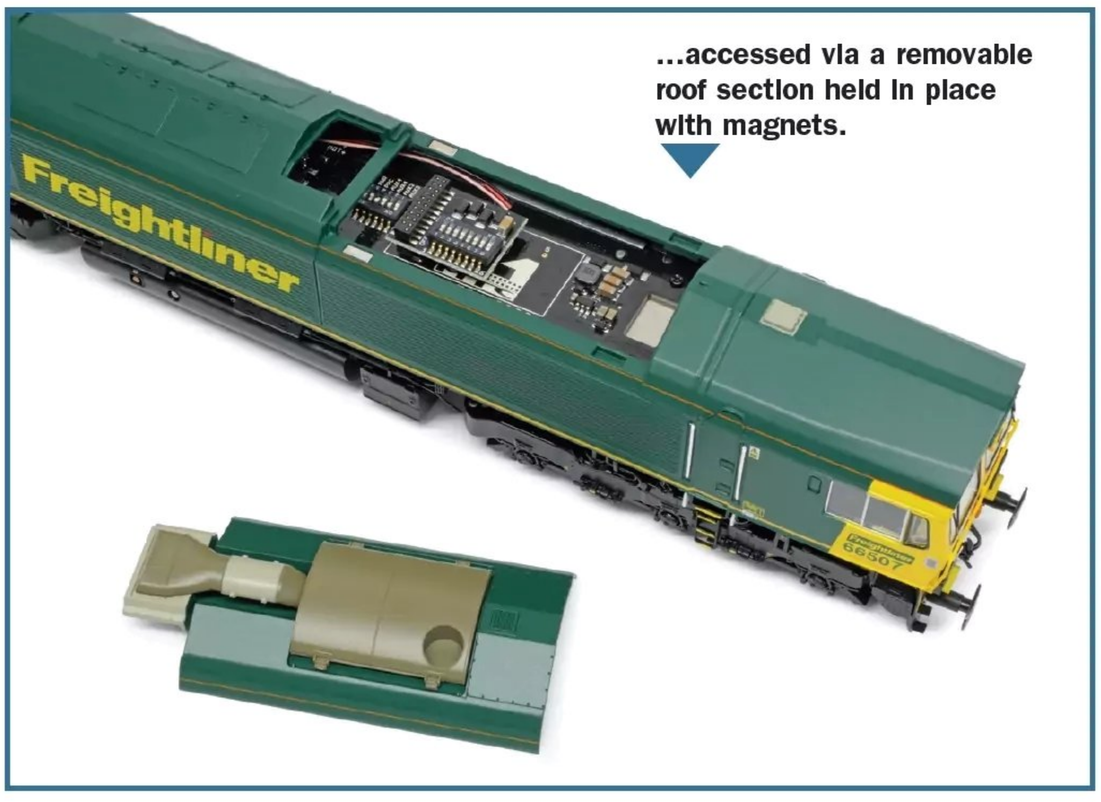
Mechanism and performance

The chassis comprises a substantial metal casting, housed within which is a centrally mounted, twin flywheel fitted five-pole motor that provides power to both bogies. All six axles are driven and power is collected from all wheels – all of which feature brass bearings.

A printed circuit board sits atop the chassis casting, this being equipped with a 21-pin decoder interface. Access is via a removable roof section held in place with magnets. The models are also each equipped with a 'PowerPack' capacitor to smooth out any interruptions to current collection. (This feature is also fitted as standard in DCC ready examples to cater for interruptions to a 12V dc supply.)



▲ The printed circuit board atop the chassis casting is equipped with a 21-pin decoder interface...



...accessed via a removable roof section held in place with magnets.

On the scales the 66 weighed in at 701g (DCC ready), which by way of comparison is 38g lighter than the original Hatton's release; our DCC sound-fitted example tipping the scales at 720g. However, the weight difference has not changed the model's impressive haulage capabilities: on test it hauled 26 Pullman cars with no hesitation around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

A 'Shed' load of improvements

Accurascale has made this Class 66 its own, improving what was already considered by many to be a good model. It's worth noting that the manufacturer has delivered its allocation of the locomotives to customers who placed pre-orders, including exclusives. However, remaining stocks are available from selected Accurascale retailers (see the firm's website for a list of stockists) – and with over 400 examples currently operational in the UK, there's certainly no shortage for future production runs...



▲ The original (left) and later control desk layouts.

Samples supplied by

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

PRICES
Ref.ACC2655 – £169.99
Ref.ACC2652-DCC – £259.99
Crew packs (Ref.ACC2405 and ref.ACC2406) – £8.29 each

Caprotti ‘Black Five’ 4-6-0 from Hornby



When Hornby announced an all-new London Midland & Scottish Railway ‘Black Five’ (RM February 2022), perhaps the most exciting news was that it would include the first ever ready-to-run models of the examples with Caprotti valve gear. Following the release of the first ‘standard’ version, No.5200 in LMS livery – reviewed in the June 2024 issue – the Caprotti has now arrived. Available to order exclusively from the firm’s website, it was still in stock as this issue went to press.

The model in detail...

Hornby has modelled No.44755 – one of three, Nos.44755-7, built with double chimneys in 1948 and allocated to Leeds Holbeck shed for most of their lives – in BR lined black with early emblem and 20A Holbeck shedplate. Originally turned out in plain black with ‘BRITISH RAILWAYS’ lettering on the tender and electric headlamps, No.44755 probably received the lined livery at its first Heavy General overhaul, completed on 7 August 1952, during which the electric lamps were removed. The model thus portrays the engine between this date and February 1957, when Holbeck came under North Eastern Region control with the code 55A.



Hornby has captured the distinctive appearance of the Caprotti locomotives every bit as well as the standard version. The ‘face’ is spot-on, with the huge, cranked steam pipes – which gave these engines the nickname ‘Gorillas’ – replicated perfectly; these are separately fitted parts, hopefully meaning that those with straight pipes can be produced. Comparing it to No.5200, another, less obvious, characteristic seems to have been modelled: the boiler was pitched 2" higher to clear the Caprotti drive shafts running underneath the smokebox.

Other dimensions are correct or very close to scale: the wheelbase is 4" (1.33mm) longer between the driving and rear coupled wheelsets than the standard engine, this being the case on all ‘Black Fives’ built after September 1947 to cater for those fitted with roller bearings, while the boiler is the same distance further back with a corresponding increase in the length of the smokebox.

The cylinders and Caprotti camboxes also look just right, as do the other fittings along the low running plate: the long tubular reach rod, coupled wheel splashers, sandbox filler pipes, and the rocking grate lever along the right-hand side of the firebox. The fine copper coloured pipework across the leading splashers appears to be partially correct: No.44755 had it on the right-hand splasher, but does not seem to have had it on the left, though others certainly did.

The post-war boiler with the top feed on the front barrel ring looks almost as good, though one detail is missing: the pipe running down the left-hand side of the barrel from the dome is present, but the small appendage on that side of the dome leading to the pipe is not. (This pipe carried ‘actuating steam’ to operate the poppet valves of the Caprotti gear.) The top feed on our model is also slightly out of alignment, but does feature the small ‘top hat’ cover fitted from 1949 onwards; No.44755 didn’t have this in 1950, but had received it by 1956.

In our review of No.5200, we noted that the centre bosses on the bogie wheels are slightly underscale; however, those on the Caprotti look better, probably because the silver paint on the LMS-liveried engine was highlighting the difference. Also unlike No.5200, with its (prototypical) blackened metal tyres, Hornby has painted the sides of the Caprotti’s tyres black; this alone lifts its appearance to the standards set by Bachmann, and more recently by new entrants such as Rapido Trains UK and Accurascale.

Other details below the running plate are present and correct: fluted coupling rods (as opposed to plain rods on No.5200), sandpipes with reverse bends, and on the right-hand side, the drive rods to the mechanical lubricators. The latter require great



care in handling: the V-shaped rod between the return crank rod and lubricator drive is right where you’re likely to put your fingers when lifting the model by its running plate.

The cab and its open-frame steps are recreated very well, although inside, the bottom of the reverser stand, and the right-hand splasher and rear frame section, are painted cream. These should be black – but it will be less noticeable once the driver and fireman are installed. These figures are included in the parts pack, along with the same fittings as the standard model, plus the correct open-frame front steps.

...and even more detail

The new tooling incorporates several detail differences not covered by the previous Hornby model, released in 2002. Working forwards from the rear of the locomotive, these are:

Part-welded tenders: introduced in 1945, these are distinguished by a different rivet pattern to the earlier riveted tenders, and rectangular instead of mushroom-shaped air vents on the rear. Some also had roller bearings and external sieve boxes for the injector water feeds: both are correctly present on the Caprotti, but are separate parts, allowing other variations to be modelled.

Cab handrails: early ‘Black Fives’ had these attached to the cab beading



▲ **The distinctive front end has been modelled very well.**

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



▲ **No.44755 stands at the buffer stops at Bath Green Park, having arrived with the 8.20am Bristol Temple Meads to Bournemouth West train on 25 July 1959.** ***Photo: Rail Photoprints***

at the top and bent through 90° at the bottom, but from 1938, they were mounted in top and bottom stanchions. The 2002 model only had the late style, but No.5200 has the correct early type.

Cabside windows: slightly smaller on engines built from 1944 onwards.

Twin brake blocks: fitted to locomotives built from 1938 onwards. The new tooling only has these, but the 2002 model only had the earlier, single-block type. This, then, is one detail where the new model is neither better nor worse than the old one, just different – and since the new tooling needed to cater for the post-war Caprotti, the later type is the logical choice.

Connecting rods and slidebars: engines built from 1943 onwards had connecting rods 5" shorter while the slidebars, union links and piston rods were longer, making it easier to withdraw the pistons for maintenance.

Double chimneys: as well as Nos.44755-7, these were fitted to standard Walschaerts valve gear engines Nos.4765/6 and initially to No.4767 with Stephenson gear. The shape and bulk of this chimney has been captured quite well, though one difference on the Caprottis does not appear to have been included: according to the Wild Swan book, their chimneys were 11 29/32" further forward than those on the standard engines. However, this isn't as serious as it sounds: measuring that scale 3.97mm forward from the model's chimney, it wouldn't look right there either, and comparison with photographs suggests that the difference is only about 1mm.

More light on those lamps

Like No.5200, the Caprotti has operating head and tail lamps, with the BR Class H through freight code on the front and the Class B stopping passenger code on the rear of the tender. When running forwards, the front lamps illuminate with a yellow glow to simulate oil lamps, while the rear one displays a red aspect as a tail lamp; as on No.5200, when running tender first, the tender lamp displays a yellow aspect while the front lamps are extinguished. Comparing the Caprotti and No.5200 to the LMS Turbomotive (reviewed in RM December 2023) confirms that the 'Black Fives' do not have the touch sensor, to turn the tender lamp on and off, fitted to the Pacific.

Since our review of No.5200, an opportunity to measure a genuine LMS lamp has confirmed that those on the model are too large, but only slightly; indeed, one dimension – from the front of the lens to the rear of the body – is underscale. The most significant differences are in the height and width, but even those are in the region of just 0.5mm overscale.

Comparing the black lamps on No.5200 to the white ones on the Caprotti does, however, show the real issue: the renditions of 'lamp brackets', which are moulded as part of the body and are indeed overscale, are also white, making the lamps look bigger. Painting these parts black will improve their appearance greatly – and while a little too bright for oil lamps, their yellow glow is much more authentic than the intense white of the Turbomotive.

A gap well filled

Given that they were nearly as widely used as their Walschaerts-geared counterparts, a ready-to-run Caprotti 'Black Five' is arguably long overdue, and overall, Hornby has done an excellent job of filling that gap – especially considering that there is no surviving example to study.

A few detail discrepancies have been noted on it and No.5200, but nothing of great significance – and when you research this class fully, it leads you to conclude that a ready-to-run model will probably always have to include some compromises. When almost literally *every single part* of a locomotive – right down to the brake blocks – had a detail difference somewhere along the line, would all that extra tooling really be viable, at a price that modellers could or would pay?

The previous 'Black Five', good all-round model though it was, made compromises too – many had riveted tenders when they should have had the part-welded type, for instance – and the attention to detail in the new tooling proves that it can cater for more of the class, even more accurately than before. While still not perfect, then, it comes much closer to the 'ultimate Black Five' that Hornby promised.

Available from

www.hornby.com

PRICE

R30227 – £229.99



▲ **The post-war, part-welded and part-riveted tender is offered for the first time by Hornby.**



English Electric Class 37/0 Co-Co from Heljan



It was announced in our February 2022 issue that Heljan was to produce models of the split headcode English Electric Type 3/British Rail Class 37/0 in post-1970s condition. For the first time, these O gauge models are being offered with cutaway bufferbeam cowlings, cast or fabricated bogies and a choice of nose end arrangements, including end doors or plated ends, high-intensity headlights and plated headcode panels.

Supplied Digital Command Control ready, eight liveries form the initial batch – the models being un-numbered except where stated: BR blue with full yellow ends; BR large logo blue; Engineers 'Dutch' grey & yellow; D6700/37 350 in BR green with full yellow ends; unbranded Railfreight grey; English Welsh & Scottish maroon & gold; Direct Rail Services blue (early); and 37 008 in weathered Railfreight red stripe livery. Two exclusive models are also being offered: 37 043 *Loch Lomond* in BR blue with white stripe has been produced for the Gaugemaster Collection – available either direct or through its dealer network – whilst a limited run of 37 043 in Transrail-branded 'Dutch' grey & yellow has been produced exclusively for the Blackpool-based retailer Tower Models.

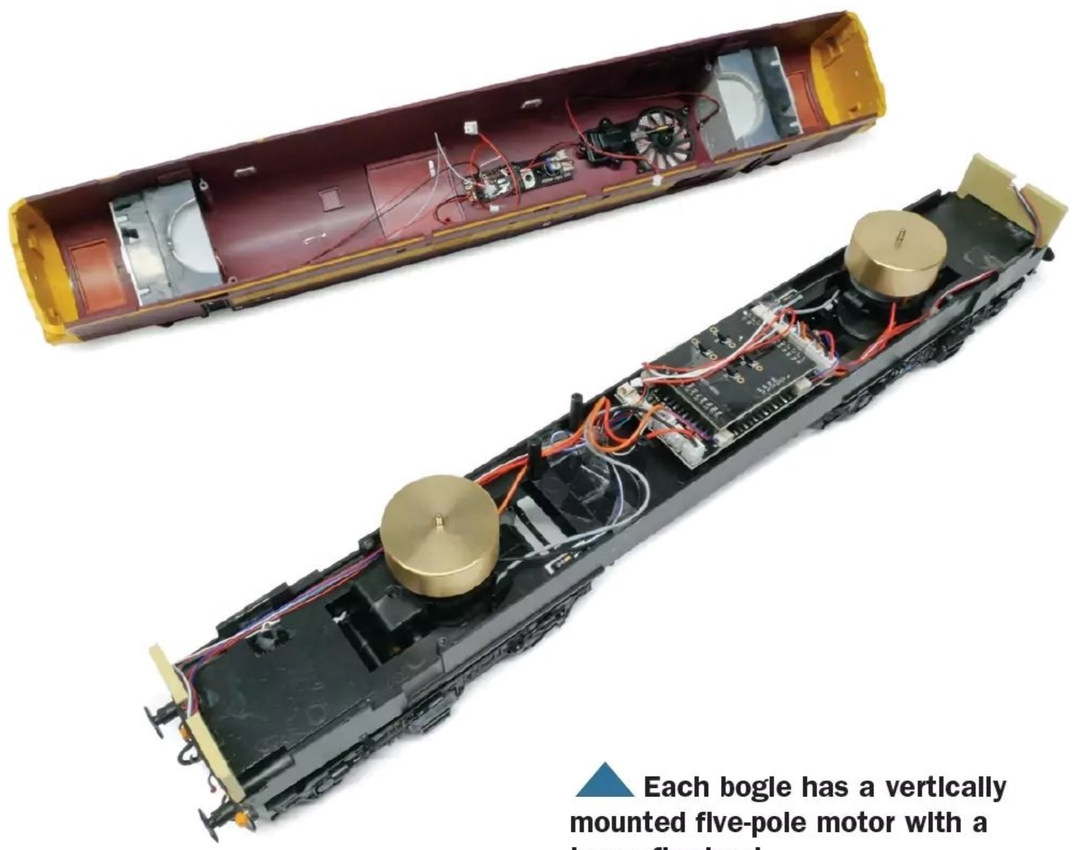
Our sample in detail

For review we received a sample of ref.3726, finished in un-numbered, unbranded EWS maroon & gold, with fabricated bogies, high-intensity headlights and twin fuel tanks with plated over ex-water tank gauges. As per most O gauge releases from the manufacturer, the model is supplied mounted on a wooden plinth. Upon releasing it, the modeller will need to fit the locomotive's fuel tanks, which are supplied in one of two accessory bags along with four mounting screws. This moulding – as well as housing a 66mm x 29mm 'earth mover' speaker – conceals the bank of five microswitches located on the underside of the chassis that are used to control lighting functions under 12V dc operation.

Bufferbeams are fully furnished with factory-fitted pipework and working screw couplings at both ends, with a full set of spare hoses and cables supplied in case damage occurs. Separate details supplied for the modeller to fit include a pair of optional three-piece snowploughs, etched frost grilles and NRN radio aerials – with the latter fitted here for photography.

Features specific to our sample include: original style windscreens and fuel tank configuration; plated bodyside water filler; late EE cantrail grilles; larger cab roof vents; and double riveted roof with plated boiler exhaust and safety valves, though the single rows of rivets along the cantrail are absent. Etched mesh grilles afford a clear view of the operating roof fan – powered by a separate motor via a single drive shaft – which rotates above a certain voltage on 12V dc.

The split headcode nose ends with plated headcode boxes each sport original grilles, high-intensity headlights,



Each bogie has a vertically mounted five-pole motor with a brass flywheel.

cutaway bufferbeam cowlings and oval buffers – which are plastic and sprung. Cab interiors are furnished with renditions of the control desks and bulkheads – some details of which have been picked out in appropriate colours. Some compromises have been made in this area in order to house the centrally positioned mechanisms on each bogie, though this is not initially obvious.

The bogies, which are also moulded plastic, are adorned with crisp representations of the suspension and brakes, together with separately fitted brake cylinders, pipework (some of which is formed from metal wire) and speedometer drive; bizarrely, the latter on our sample has been glued to the suspension springs! Fine etched brake chains are fitted as standard, connected to actuator arms mounted on the underside of the cast chassis block; spares of these vulnerable linkages are also supplied as part of the aforementioned accessory packs.

The unbranded EWS colour scheme has been completed to a high standard, with clean breaks between the maroon and gold, complemented by the orange cantrail stripe which follows neatly the circumference of the roofline and windscreen, with a separate yellow band along the lower portion of the body on each side. Printed details, such as cabside data panels and overhead warning flashes, are legible, while the various bufferbeam pipework has been neatly picked out in the appropriate colours. All that is missing is your running number of choice.



Mechanism and performance

The chassis comprises a substantial metal casting, with the overall model tipping the scale at an impressive 2,231g. Atop each bogie is a vertically mounted five-pole motor – each equipped with a large brass flywheel – providing drive to the outer axles on



▲ The fuel tanks provide space for a sound speaker, and conceal the microswitches which control the lighting on 12V dc operation.

each bogie. Brass bearings are present on all axles, while current is collected from the driven wheels only via wiper pick-ups.

A printed circuit board sits atop the chassis casting and is equipped with an ESU XL pin decoder 'plug and play' interface – which is compatible with the ESU LokSound V5 XL decoder (ref.58515). Whilst this installation sounds simple on paper, two pins must be removed prior to fitting; details of this process can be found in the model's instruction manual. A red/white wire with two-pin plug is provided for ease of speaker installation, with a small opening into the fuel tanks. Provision has also been made for the installation of an aftermarket smoke unit, with mounting points provided for an ESU (ref.54678) unit.

The model is equipped with directional, cab and engine room lighting. Under 12V dc operation, lighting functions can be controlled via the aforementioned five on/off switches within the fuel tanks, which are: 1 – tail lights No.1 end; 2 – tail lights No.2 end; 3 – cab lights; 4 – engine room lights; and 5 – directional high-intensity headlights. Further independent control of the lighting can be achieved on DCC.

The model was found to be a smooth runner on analogue control. The mechanism was audible but not obtrusively so even when, at a higher voltage, the roof fans had kicked in. Unfortunately we were not able to evaluate the haulage potential of the model. The recommended minimum radius is 1,524mm.

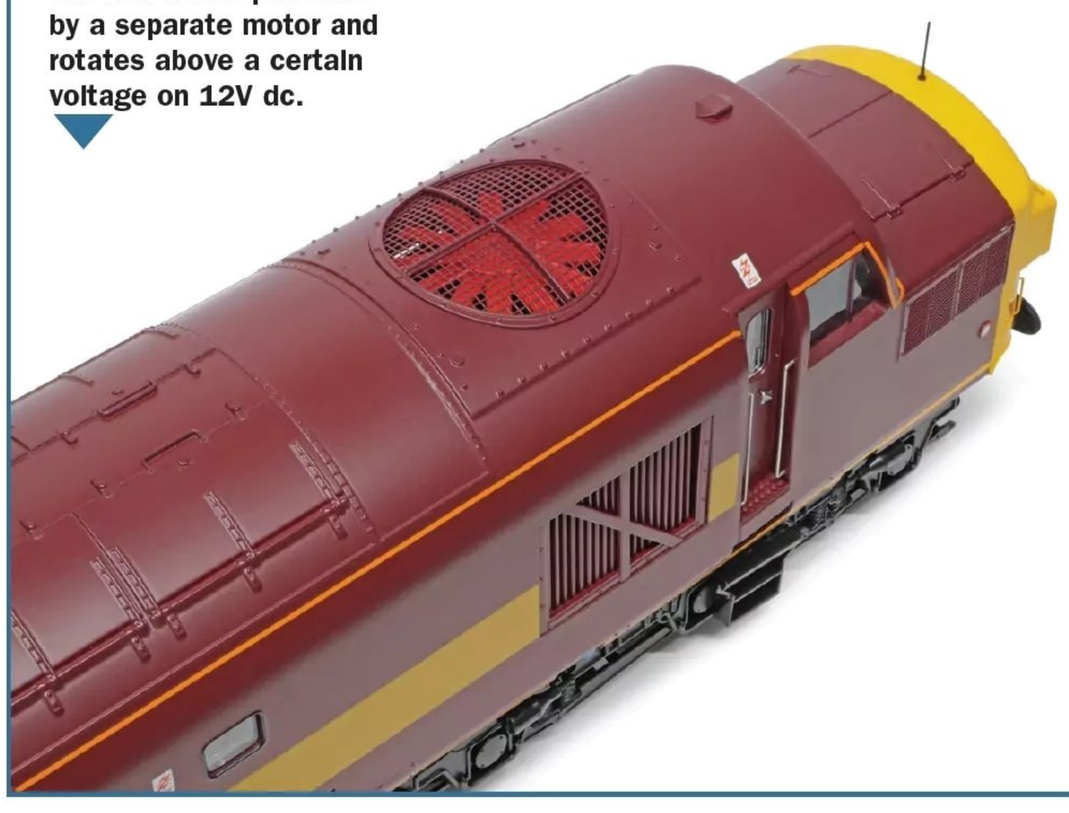
Sample loaned by

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.3726 – £699.00

The roof fan is powered by a separate motor and rotates above a certain voltage on 12V dc.



BR 21-ton wagon from Hornby

TT:120





Joining the growing Hornby range of TT:120 scale ready-to-run rolling stock is the all-new British Rail 21-ton mineral wagon. Three versions are initially being offered: ref.TT6015, vacuum brake-fitted (Total Operations Processing System code MDV) in BR bauxite; ref.TT6016, unfitted (TOPS code MDO) in BR grey; and ref.TT6017, presented in Glenhafod, Port Talbot black.

Introduced in 1950, almost 14,000 of these wagons were constructed for British Railways. Two basic designs were used: the Dia.1/107 unfitted version (introduced from 1950 and later classed as MDO under the TOPS system), together with the Dia.1/120 vacuum-braked type (introduced from 1961 and later classed as MDV under the TOPS system). Both have twin side doors and one end door fitted to their 21' 6" long bodies, mounted on 12' wheelbase underframes. The wagons primarily conveyed coal across the London Midland Region and South Wales coalfields, but were sometimes used to carry scrap metal, rock salt and gypsum.

Many of the earlier unfitted MDOs were later rebuilt, receiving new bodies, vacuum brakes and roller bearings – however, some wagons continued in original form in service until 1983, working between Llanelli and Swansea Docks. Mass withdrawals of the MDVs began in 1984, but 512 were still in traffic by 1990. Only nine vehicles remained in service by the start of 1992, all being withdrawn that year.

A fitted MDV (ref.TT6015) is illustrated here – presented as B311281 in BR bauxite. The markings closely replicate those seen on this particular prototype; note the intentionally crudely painted MDV lettering (the V of which looks not too dissimilar to a Y) as documented by prolific wagon photographer Paul Bartlett. The shade of bauxite does appear to be a little bright in the eyes of the reviewer, though no doubt a spot of weathering, to replicate the true look of these wagons in service, will quickly rectify this.

Construction takes the form of injection-moulded plastic with metal wheels, giving an overall weight of 10g. The buffer heads are plastic and not sprung. European-style couplings are mounted in a sprung NEM pocket fitted to the underside of the frames. The model rolls freely on chemically blackened three-hole wheelsets with pin-point axle ends. However, one axle was found to be loose in the axle-boxes and was prone to becoming disengaged.

A pair of brake pipes are provided in a small polybag for the purchaser to install (fitted here for photography). These small details complement the fine renditions of the brake system present on the underside of the chassis. Particularly worthy of note are the separately fitted brake yokes and shoe assemblies; surprisingly, the latter do not align with the wheel treads.

These once ubiquitous mineral wagons are a welcome addition to the scale, complementing the manufacturer's recently released British Rail Class 08 diesel shunters (see reviews, RM September 2023) and forthcoming Class 37s – with rakes remaining a regular sight in South Wales, well into the early 1990s.

Sample supplied by

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

PRICE
£20.99 each

HOA aggregate hoppers from Revolution Trains

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The latest ready-to-run rolling stock project from Revolution Trains has come to fruition with the delivery of its suite of OO gauge HOA aggregate bogie hopper wagons, plans for which were first announced in our August 2020 issue. These models follow the firm's N gauge releases, which were reviewed in our April 2020 issue.

Built by Astra Rail, Romania, the first 68 wagons were delivered in 2006 to replace the ageing fleet of wagons used by Cemex on stone traffic from Dove Holes quarry in Derbyshire, receiving the Total Operations Processing System code HOA. Given the success of the wagon type, a further 118 were built in 2016, with vehicles operated by VTG – employed on aggregate traffic from quarries in the Mendip Hills, Somerset – and Ermewa, for workings elsewhere in southern England and the Midlands.

Since 2016 DB Cargo has repurposed a number of ex-Cemex and EWS HOAs to transport silica sand from Middleton Towers in Norfolk, and cullet (fragments of recycled glass) for the bottle maker Encirc, conveying the material from processing at Tilbury to the firm's plant in Ince, Cheshire.

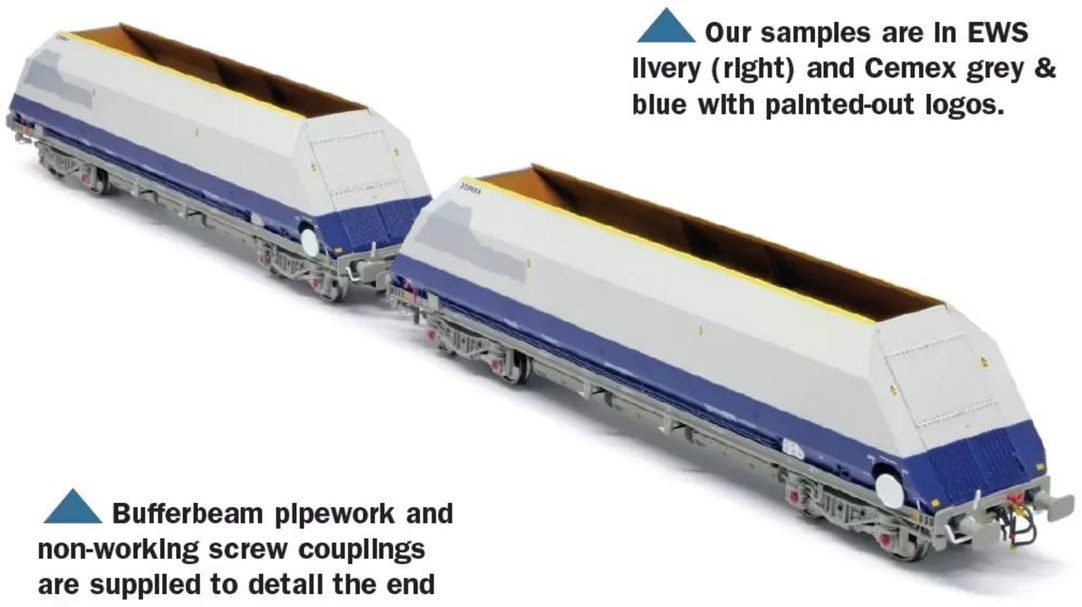
For review we received samples of two twin packs; ref.OO-HOA-202 comprising wagons Nos.320003 and 320049 in EWS Construction grey; and Trains4U retailer exclusive ref. OO-HOA-214 comprising Nos.320055 and 320067 in de-branded Cemex grey & blue with painted-out logos. Further twin packs of each livery (each featuring different running numbers) have also been produced, in addition to vehicles in Cemex grey & blue, DB red, Ermewa/Tarmac grey and VTG Mendip Rail silver.

The models are presented in an attractive 'lidded' card box, with an enclosed information sheet which provides a brief history of the real vehicles – this document being referred to when preparing the prototype information for this review.

Upon releasing the models from their packaging, the first aspect to note is the weight, with each hopper tipping the scales at an impressive 226g! This is in part due to the extensive use of die-cast metal for the lower portion of the models, with the chassis – encompassing the hopper bays – formed from a large single casting.

Wheelsets are metal, while buffer heads are plastic and not sprung. Slimline tension-lock couplings are fitted as standard, mounted in dovetail NEM pockets directly to the underside of the bogies.

The hopper bodies are of largely plastic construction. Notable tooling differences include body or bogie-mounted brake wheels (catering for both solid disc or three-spoke designs) and four or six bodyside strengthener panels; with our examples all featuring body-mounted solid disc hand wheels, with four bodyside strengthener panels.



▲ **Our samples are in EWS livery (right) and Cemex grey & blue with painted-out logos.**

▲ **Bufferbeam pipework and non-working screw couplings are supplied to detail the end of one wagon.**

The lower edges of the bodies are adorned with fine recreations of the hopper door operating equipment, including associated control panels and pipework – some of which take the form of separately fitted etched components.

Also worthy of note is the finesse of the Axiom TF25 low track force bogies, which feature crisp renditions of the suspension and frames (complete with bolt details). Separately fitted continuations of the hopper body pipework are also present on both units, though this detail should only be on the bogie at the opposite end to the brake wheels.

Supplied in a pack of detail accessories are items of bufferbeam pipework (one yellow air pipe and one red air brake pipe) and two cosmetic hooks with screw-link coupling mouldings (non-functional). This is sufficient to fully furnish the end of one vehicle only.



Each of our liveries has a pleasing satin finish, with crisp applications of the printed details, such as the EWS 'three beasts' logo. The majority of the lettering, and a plethora of data panels and markings, are fully legible under magnification, while the demarcation between colour applications is neat and clean for the most part. All that's missing is a spot of aggregate dust!

Revolution Trains has delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from selected Revolution Trains stockists: a full list of these retailers can be found on the manufacturer's website.







Sample supplied by

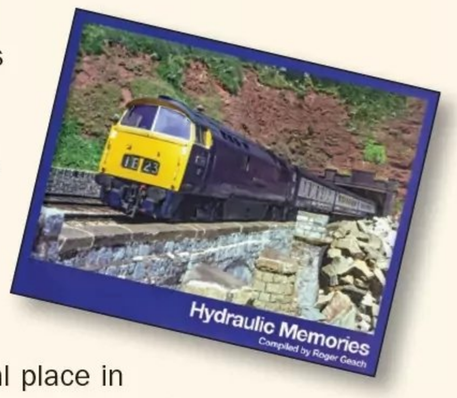
REVOLUTION TRAINS
www.revolutiontrains.com

PRICE
£91.95 per twin pack

Book Reviews

Hydraulic Memories

Compiled by Roger Geach



The British Railways classes of diesel-hydraulics – the Class 52 Westerns, Class 42 and 43 Warships, Class 35 Hymeks, and perhaps slightly less so, the Class 22s – hold a special place in the affections of many diesel enthusiasts and modellers of the rail scene in the 1960s and early to mid-1970s.

It was an era when the country's railways, although undergoing modernisation, continued to have one foot still firmly rooted in the traditional ways of the steam era. Nevertheless, it was a brave new world and this reviewer – having been born in the late 1960s – knew what a Western and Hymek were from an early age as his brothers were proud owners of Trix and Tri-ang OO gauge models of each.

Many of the pictures in this interesting volume, although they are often of locations that are still recognisable today, show many details, ranging from four-wheel wooden china clay wagons to gantries of semaphore signals, that have now vanished from the national network. Other practices covered, such as the running of relief trains on bank holidays, or of Motorail services from Newton Abbot to Crewe, we may wish were part of the rail scene today.

Many of the pictures in the book were taken by railwayman Colin Wreyford, who was an Exeter-based driver for many years and started his career at Exmouth Junction shed in August 1962. Although he had to move to Gloucester for a few years, he was in time able to move back to Exeter and to capture with his photos the era when the colourful range of early BR diesel-hydraulic liveries were changing to the corporate blue. Then in the years up to 1976, his pictures bear witness to the gradual – or in the case of the Warships and Class 22s, rapid – withdrawal of the hydraulic diesels in favour of diesel-electric types such as the Class 25 and Class 33. The existence of some hydraulic locomotives was so short that they were never repainted in the blue scheme.

Interspersed with Colin's photos (he sadly died in 2021) are others taken by book compiler Roger Geach or by his friends Doug Nicholls and Tony Smith, plus images from the Transport Treasury archives.

The book's captions give a wealth of useful detail about when and where the locomotives portrayed were painted, overhauled, withdrawn, scrapped or, in a couple of cases, preserved. They also point out useful detail differences such as which locomotives had a red background to their name and number plates rather than black, had unusual positioning of numbers or wiper blades, or lacked the dual braking latterly fitted to all but four of the Westerns.

The book takes the reader on a journey from Paddington to Penzance, with a few diversions. While some photos highlight the picturesqueness of the West Country routes, such as Westerns on Dawlish sea wall, or a Class 22 down the Moorswater siding off the Looe branch, others show the now much-changed approaches to Reading station, depot scenes or, in one shocking image, a Hymek in the aftermath of a train crash at Ashchurch. It is a great record of an era of transition.

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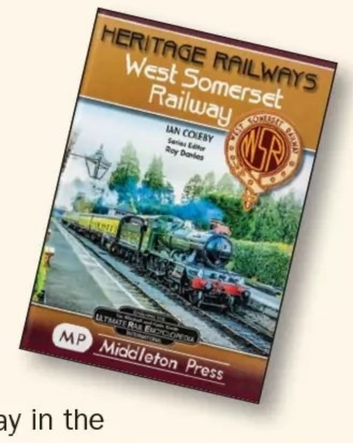
Heritage Railways: West Somerset Railway

Ian Coleby (Series Editor Roy Davies)



The West Somerset Railway is Britain's longest standard gauge heritage line and this year is celebrating the 150th anniversary of the opening of its Watchet to Minehead section in 1874. Although the standard gauge West Somerset Mineral Railway, running to Watchet harbour from mines in the Brendon Hills, predated it, the opening of the WSR route as a broad gauge passenger line from Taunton bolstered Minehead's development as a resort.

The line traverses picturesque and varied scenery, from rolling countryside bordering the Quantock Hills and Exmoor, to clifftops on the Bristol Channel coast, with cob and thatch cottages and the hilltop Dunster Castle adding to the views. All of this is inspiration for photographer and modeller alike.

Author Ian Coleby – editor of the quarterly *West Somerset Railway Journal* and archivist of the West Somerset Railway Heritage Trust – has previously charted the history of the railway up to the early 1970s, so this largely pictorial new book from Middleton Press focuses on the preservation era.

The author also explains how today's line is managed: while the trackbed and stations are owned by Somerset County Council, it is the not-for-profit WSR plc, with its voluntary board of directors and paid staff assisted by volunteers, that holds a 99-year lease to operate the trains, maintain the rolling stock, track and infrastructure and ploughs any financial surplus back into the railway. In addition, the plc and railway are supported by two charities: the West Somerset Railway Association, which raises funds for heritage projects and owns rolling stock including the 'Quantock Belle' dining train; and the WSRHT, which operates museums at Blue Anchor and Bishops Lydeard stations, owns historic GWR carriages, and raises money for heritage infrastructure projects. Also supporting the WSR is the Diesel & Electric Preservation Group, based at Williton station since 1979.

The photos and detailed captions take the reader on a journey right down the line from the train-turning triangle at Norton Fitzwarren – a feature also incorporating part of the old Taunton to Barnstaple GWR branch trackbed that might make an intriguing subject for a modeller. It's a feature that also provides a useful revenue stream for the railway in the form of a ballast cleaning and recycling facility.

The book also takes us through the line's preservation story, from the initial struggles with underpowered locomotives and disappointed hopes of running DMU commuter trains to Taunton, through to the increasing success and popularity of the line resulting from visits by high-profile locomotives, and the restoration of the former Pwllheli turntable as a side attraction in its own right at Minehead station.

The photos and captions also show how the scene has changed along the line – whereas in the mid-1970s Minehead station was bordered by open fields, the land has since been covered by housing. Meanwhile, facilities at Bishops Lydeard station have been expanded with new shop and museum buildings built sympathetically in GWR style, while historic railway structures from elsewhere – including a shed from Swindon Works – have improved depot facilities at Williton. Doniford Halt, meanwhile, may look as if it has been in place since the 1930s, but in fact it dates from 1988, comprising a GWR prefabricated concrete platform originally at Montacute in Somerset and a pagoda shelter from Cove Halt on Mid Devon's Exe Valley Line.

Modellers wanting to create a preservation-era layout with a wide variety of motive power will find much to inspire them in this book.

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www.middletonpress.co.uk

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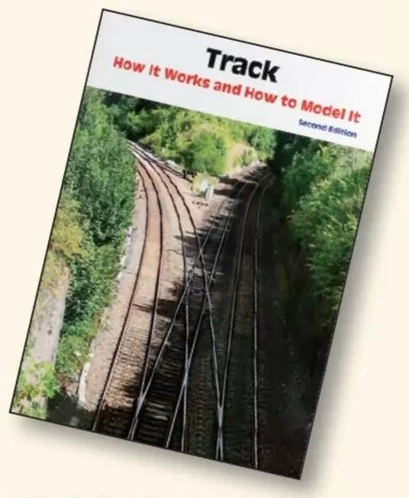
Track – How it works and how to model it

The late Geoff Jones (second edition revised by Noel Leaver)



Most of the model railway societies produce some sort of handbook; usually in single volume form covering all aspects of the particular scale/gauge. It has to be said that trackwork often comes a poor second to motive power and rolling stock, but in this case the 2mm Association has gone all out and presented a specific publication on this fundamental part of railway modelling.

The book is laid out in two unequal subject halves: the first describes prototype practice and the second modelling track in 2mm scale. After a short overview British track systems are examined in some detail, working through plain track fixings, turnouts (switches and crossings) the possible combination of this and thence into a short section on third rail applications. Secondary items are not overlooked, including a very useful section on the operation and fitting of point rodding, facing point locks, buffer stops and warning systems (such as AWS). Although this prototype section is the shorter half, this is very detailed and fully supported with photos and line diagrams.

The much longer modelling section leads the reader through the various options and approaches to laying 2mm scale track, including soldered construction and using the plastic chairs of the Association's 'Easitrac'. The planning of track layouts, and therefore the design of the track itself, is described in great detail and leans heavily toward the use of the Templot computer design program. Throughout it is emphasised that there are choices in how to do this, and how there is definitely not a one-size-fits-all approach; the reader/builder is free to pick and choose techniques without any loss of quality in the finished article. The modelling section wraps up with a section on how to make the various jigs needed to help with the construction, and finally sections on laying the track and weathering. All techniques are supported with full-colour photos and drawings.

At first glance this may appear to many as a very specialist publication dealing with a very 'hair shirt' approach; however, this assumption would be way off the mark. What we actually have here is an exceptionally well designed and written manual on track as a general subject. The prototype section alone is worth the cover price, and, which is key, all the advice held in the modelling sections is easily transferable to scales other than 2mm. In fact, even if your tracklaying ambitions rise no higher than using commercial sectional track, this book will change the way you approach it. In other words, whatever scale you model and whatever your modelling level, you will definitely gain something from this book, which is available exclusively via the 2mm Association website.

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2mm Scale Association
www.2mm.org.uk
296mm x 209mm, 164pp
Softback, £21.50 inc. p&p UK via 2mm Association website

Please send news items and images to:
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NEWS FROM RAILWAY MODELLER

AUGUST 2024

Bachmann announces all-new 08 and 09 shunters in 00

Bachmann Europe plc chose the Diesel and Electric Modellers United (DEMU) Showcase 2024 event in Sutton Coldfield in June to announce that it is developing OO models of BR Class 08 and 09 diesel shunters from new tooling, with undecorated samples placed on display at the event.

The design of the British Railways Standard 350hp diesel-electric shunter was developed soon after Nationalisation from the 12033 series of diesel shunter pioneered by the London Midland & Scottish Railway, with the first BR locos coming into service in 1952 and no fewer than 996 being built in the following 10 years. This, the most numerous of BR locomotive classes, was followed by 26 near-identical Class 09s, with higher gearing, and 171 Class 10s, with different engines and transmissions.

Built 'in house' at BR's Crewe, Darlington, Derby, Doncaster and Horwich Works, and allocated to shunting duties across the BR regions while providing double the tractive effort of the Class 03s and 04s, dozens of 08s remain in service today with train operating companies, freight operators and railway workshops. In addition, more than 100 are in preservation and carrying out the duties for which they were originally designed on heritage lines.

Although Bachmann has previously produced models of the Class 08s, the manufacturer has decided it is time to produce a new model of this ubiquitous prototype using its latest production techniques and including lights, sound and auto-release couplings. As well as die-cast metal parts and etched metal details, the new model has a five-pole motor, flywheel and gearing to provide good slow speed performance and haulage power.



▲ An undecorated engineering sample of the forthcoming all-new BR Class 08 diesel shunter from Bachmann. Livery versions and prices are to be confirmed.



▲ A DCC decoder socket is accessed via a removable roof panel. Models will be available DCC sound-fitted.

In addition, there is a sprung centre axle to aid smooth running over uneven trackwork and electrical pick-up from all wheels, plus each axle runs in a pair of separate metal bearings.

For Digital Command Control users, the Plux22 decoder socket is accessed via a removable roof panel, and Sound Fitted and Sound Fitted Deluxe models are fitted with a Zimo MS450P22 DCC sound decoder. The Sound Fitted Deluxe models also feature auto-release couplings activated by the press of a single DCC function. Another benefit of DCC operation of these models is the provision of a stay-alive system providing uninterrupted power to prevent stalling, light flicker and sound cut-outs.

Regarding the provision of lighting, models will have up to six individual lights fitted at each end, depending on the prototype modelled, plus a cab light, all of which can be controlled independently using DCC or analogue control. Switches for the lighting are accessed via a removable roof panel and include a 'shunting lights' option to provide one red and one white light at each end, as per the prototype.

The aim with the new models is to cater for many of the variations in the prototype, such as light configurations of two, four or six lights at each end; the presence or otherwise of radiator steps, exhauster cabinets and air compressor cabinets; cab doors of wooden or steel construction; and whether the locomotives are fitted with high-level air pipes and buckeye couplings.

The first livery samples of the new models are due to be revealed in August, along with the identities of the locomotives modelled and the pricing, before the first models are delivered to retailers in early 2025.

www.bachmann.co.uk

Hornby shows progress with 'Coronation' coaching stock

The February 2022 RAILWAY MODELLER stated that arguably the headline act in the Hornby 2022 programme of coaching stock was a planned range of art deco London & North Eastern Railway streamlined 'Coronation' coaches, with a full nine-coach articulated set – including the 'Beavertail' observation car – due to be offered.

Two years later, the project to perfect these carriages is still ongoing, but all indications are that the vehicles will be supplied as articulated twin packs, comprising Brake Third & Kitchen Third; twin Open Firsts; Open Third & Kitchen Third; and Open Third & Brake Third – with observation car No.1729 as a stand-alone item.

At the time of this issue going to press, the Hornby website's 'Engine Shed' development team blog has revealed the progress made in producing decorated samples of these carriages, replicating the two-tone Garter blue and Marlborough blue paintwork applied to the art deco styling of these carriages on their introduction to service in 1937.

Hornby says that to replicate the stainless steel trim used on the prototype coaches, it has experimented with using hot foil to create the shiny effect of the original as it has been hard to achieve the reflective qualities needed with paint.



▲ A side view of a decorated prototype of Hornby's forthcoming model of the LNER 'Coronation' observation car, showing how the two-tone blue livery, stainless steel trim and shiny lettering have been replicated.



▲ A close-up view of the observation end detail on the 'Beavertail' carriage.



▲ The close-coupled connection between carriages with the (optional) streamlined covers applied.

This technique could not be used for reproducing the thin Gill Sans font of the original lettering on the coach sides, however, so delicately applied self-adhesive etchings have been used instead.

Much effort has been made to reproduce in miniature the interior of the 'Beavertail' observation car, including wood grain effect walls and a decorative crest over the archway cut through the partition wall.

Meanwhile, the upholstery of the armchairs and sofa have been separately reproduced using a technique of hydro dipping new to Hornby, allowing the intricate stitched black pattern on yellow fabric design to be realistically represented.

Magnetic close couplings and fixed coupling bars will be supplied in an accessory bag, enabling the carriages to be coupled at a prototypical distance.

Hornby states that there are still some details which need correcting, such as improving the hot foil representation of the steel trim, making the Marlborough blue of the carriage upper panels slightly lighter in tone, and changing the silver of the roofs to a darker grey. Images of the next set of samples on which these improvements have been carried out are expected to be made available soon.

www.hornby.com

Accurascale reveals pre-production samples of Class 60 locos in OO

Accurascale has announced details of its latest OO gauge locomotive model project: the British Rail Class 60 diesel-electrics produced by Brush Falcon Works of Loughborough in 1989-91.

With BR needing locomotives to supplement its Class 56 and 58 fleets in the growing heavy haul sector, 100 Class 60s were ordered, with Brush carrying out the design work while bodyshell fabrication was subcontracted to Procor of Wakefield. The power units were from Mirrlees in Stockport, the cooler units from Serck and the bogies were manufactured on the Brush site.

After BR's trainload freight business was broken up into Loadhaul, Mainline and Transrail in 1994, the Loadhaul-allocated Class 60s were fitted with an additional fuel tank of 200 gallons, located between the compressors underneath the locomotive. An air tank had to be re-sited in the radiator room and was visible through the large side grille.

The Class 60s – nicknamed 'Tugs' – subsequently passed into the ownership of English Welsh & Scottish Railway, which placed a number in store, before the remainder still in service were acquired by DB Schenker in 2008.

Seven Class 60s were overhauled and upgraded in the DBS 'Super 60' programme. Since then, over 20 locomotives have been through the programme for use by DBS/DB Cargo, and they have continued to provide power for the trains for which they were built.

While some other Class 60s were scrapped, and others are preserved but yet to enter service, some mothballed examples were later overhauled for use by DCRail, with DB Cargo undertaking the work.

As for the Accurascale model, development work began around three years ago as the manufacturer wanted to produce a locomotive compatible with its modern air-braked freight vehicles, such as its later 'Powering Britain' coal wagons, biomass hoppers and aggregate and steel carriers.

Accurascale says that the staff of UKRL Loughborough, along with DB Cargo and DCRail, have all had an important role in the development of the model. Detail options include the original twin exit exhaust silencer and replacement single exit alternative, the roof panel without vents or scavenger fans, differing lamp brackets depending on locomotives (which will be yellow, not black on the models), two-piece windows on the driver's side and updated three-piece replacements, and early fibreglass snowploughs and their steel replacements.



A trio of Class 60 factory-decorated samples finished in Loadhaul, GBRf and EWS liveries.



The model of 60 001 *Steadfast* in Railfreight Construction sector triple grey livery will be an Accurascale Exclusive. The roof section can be removed to provide access to the decoder.

Exposed and covered bufferbeams, radio aerial brackets, air ventilation scoops on the cab fronts, modified multiple working socket covers, and original and modern LED-style lighting clusters are other details that have been incorporated.

The models will have a full lighting package of independently controlled head, tail and marker lights, and bi-colour LEDS, where relevant, with various day, night and depot configurations, plus cab, control desk and radiator room lighting provided. A magnetic roof hatch will enable access to a DCC decoder and dc light mode switches.

The models will also be equipped with helical gearing, space for EM and P4 wheels with drop-in replacement wheels available separately, Hall sensor to automatically detect curves and activate flange squeal on DCC sound locos, stay-alive capacitor bank for uninterrupted running, and a large 'Accurathrash' speaker set up with ESU Loksound 5 decoder. In addition, models will have a die-cast chassis weighing over 800g and fitted with all-axle drive.

Liveries will include 60 007 in Loadhaul orange & black; 60 015 in Transrail grey; 60 021 *Penyghent* in GBRf orange & blue; 60 034 in Railfreight Metals sector triple grey; 60 065 *Spirit of Jaguar* in EWS maroon & gold; 60 075 in Mainline grey; and 60 092 in Railfreight Coal sector triple grey. There are also some exclusive versions to be produced, such as 60 001 *Steadfast* in Railfreight Construction sector triple grey.

It is anticipated that delivery will be in the first quarter of 2025 and prices are expected to range from £169.99 for the dc/DCC ready versions to £269.99 for DCC sound-fitted variants. For details visit:
www.accurascale.com/collections/class-60

Rails releases further images of exclusive OO Class 88 from Dapol

In June's issue we illustrated a first decorated sample of the exclusive Class 88 bi-modal in OO gauge, commissioned by Rails of Sheffield from Dapol. Since then further livery samples have been revealed.

In addition to the Direct Rail Services 'Refrigerated Rail… Cool Move' livery applied to the model of 88 010 *Aurora*, 88 001 *Revolution*, 88 003 *Genesis* and 88 007 *Electra* are all being produced in a more standardised DRS livery of dark blue ends merging into turquoise mid side sections with white logo and grid pattern decoration.

Each of the locomotives is to be available as a DCC ready version priced £199.95, DCC fitted with working pantograph priced £249.95, and DCC sound-fitted with working pantograph priced £329.95. The retailer advises that the models are due for release in the third quarter of 2024 with the four livery versions and their variations available to pre-order now.
www.railsofsheffield.com



Decorated samples of the Class 88 bi-modal locomotive models being produced by Dapol exclusively for Rails of Sheffield.

Minerva showcases undecorated samples of USA 0-6-0T in O

Minerva Model Railways has released images of the first undecorated samples of its forthcoming US Army Transportation Corps S100 0-6-0T – otherwise known as the Southern Railway USA Class – in O gauge.

The project, first announced in the November 2023 issue of RAILWAY MODELLER, is being undertaken jointly with French manufacturer Chrezo of Royan, which will produce the locomotives with the original cabs and fittings to represent those which ran with SNCF in France as Class 030TU. Minerva, meanwhile, will offer the engines with the modifications made by the Southern Railway, which purchased 14 examples in 1946-47 to replace the ageing Adams B4 0-4-0Ts on shunting duties at Southampton Docks.

The USA tanks will be built to the same general specifications as previous Minerva models, including the GWR '5700' 0-6-0PT, Kerr Stuart Victory 0-6-0T and Manning Wardle K 0-6-0ST.



An undecorated engineering sample of the Southern Railway USA Class 0-6-0T.

The models will feature an injection-moulded body, more than 250 individual components, a die-cast metal chassis, finescale wheels and six-wheel electrical pick-up. Also included is a high-torque flywheel-equipped motor, a 40:1 precision gearbox for smoother slow running, a detailed cab, sprung buffers and hook drawgear with cosmetic screw coupling.

The models will be available in DCC ready, DCC fitted and DCC sound-fitted variants, and will be offered in four liveries: Southern Railway black with green-shaded lettering; British Railways black with early emblem; BR black with later crest; and BR lined green.

The retail prices, including VAT, are expected to be £390.00 for the DCC ready versions; £445.00 for the DCC fitted models; and £525.00 for the DCC and sound-fitted models. Minerva has estimated that the completed models will be released in early 2025.

For further details about all Minerva models refer to the manufacturer's website:
Minerva Model Railways
www.minervamodelrailways.co.uk
Tel: 02920 531246
Email: sales@minervamodelrailways.co.uk

‘Hush-Hush’ with steam amongst new OO items announced by Hornby





The Hornby model of LNER W1 Class 4-6-4 locomotive No.10000, nicknamed ‘Hush-Hush’, in its original pre-1935 form and in dark battleship grey livery, will be available with a smoke generator fitted.

A blue-liveried Drax Northern Powerhouse wagon from one of Hornby’s new Drax biomass wagon packs.

In late June, Hornby announced its mid-year range of forthcoming new products due for release in August and September. First and foremost among the new models is the LNER W1 Class 4-6-4 No.10000 ‘Hush-Hush’ (model ref.R30352SS) with steam generator.

The version of the model pictured is the form in which the prototype locomotive appeared between entering service in 1930 and being rebuilt in 1935, and wearing dark battleship grey livery.

This Hornby tooling was reviewed in the February 2022 issue but then as a model without steam generator.

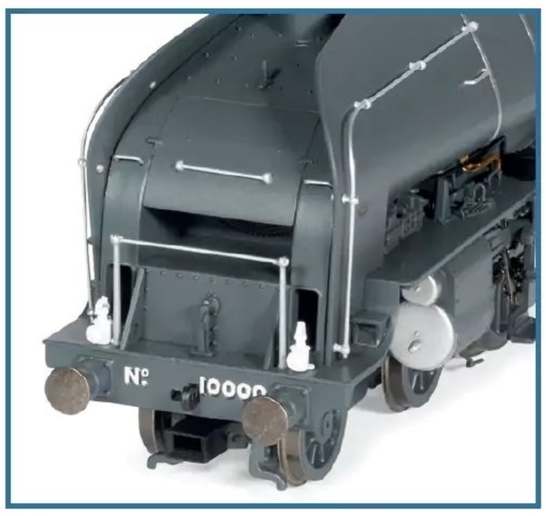
No.10000 was the only 4-6-4 tender locomotive to run in Britain and originally included a number of experimental features, including a marine-type water-tube boiler working at 450psi which Gresley hoped would reduce coal consumption.

Completed in November 1929 and first run in December of that year, the locomotive underwent six months of trials as well as modification being made before entering service on 20 June 1930.

In 1935, the year after the P2 *Cock o’the North* emerged as the first LNER locomotive to be fitted with a Kylchap exhaust, Gresley ordered that No.10000 be fitted with the same arrangement. Trials were carried out with different Kylchap designs before finally a hood smoke-lifter was fitted in the form of a cowl bridging the gap between the two wings of the casing around the chimney.

The sample images of the new Hornby model show it depicting the locomotive before the cowl was fitted, along with further much more extensive rebuilding that followed in 1936-37 to give ‘Hush-Hush’ a streamlined appearance similar to that of an A4.

The manufacturer states that the steam generator has the ability to create a convincing amount of water vapour billowing from the model’s chimney, helping to bring a touch of realism to layouts on which it runs. Delivery of the smoke generator fitted models is expected in August and the RRP is £294.99.



The model of No.10000 reproduces the experimental locomotive’s distinctive front end before a hood smoke-lifter was fitted in the form of a cowl bridging the gap between the two wings of the casing around the chimney.

Drax biomass wagon packs

Also in the new model announcements from Hornby are Drax biomass wagon packs, incorporating models of the purpose-built freight wagons designed by Lloyd’s Register Rail and manufactured by W H Davis.

The prototypes were first unveiled by Drax in 2013 at the National Railway Museum in York and are among the largest ever wagons produced. The 18.9m-long prototypes are used to transport sustainable biomass from the ports of Tyne, Hull and Immingham to Drax Power Station, near Selby in Yorkshire, for use in generating low carbon renewable energy.

As for the models, the Drax biomass wagon pack (ref.R60176A) comprises two blue-liveried Drax Northern Powerhouse wagons with running numbers 83700698071-3 and 83700698009-3.

A second Drax biomass wagon pack, ref.R60177A, comprises two differently numbered wagons, Nos.83700698083-8 and 83700698158-8, again in the blue Drax livery.

The RRP per wagon pack is £79.99 and the models are expected to be delivered in September.

Grand Central HST packs

Next to be revealed in the Hornby RailRoad range is the Grand Central High Speed Train pack, ref.R30375 (price £149.99), representing two of the six Class 43 power cars that Grand Central Railway purchased from Porterbrook Leasing in 2013.

The pack contains a power car with the running number 43 465, and a dummy car with the running number 43 484. Each power car sports the distinctive Grand Central black & orange stripe livery with the Grand Central logo on the bodysides.

Two etched nameplates with the legend *Peter Fox 1942-2011 Platform 5* are included in an accessory bag for the dummy car.

To create a full rake HST, five Grand Central-liveried Mk.III trailers have been announced (price £34.99 each). These comprise First class trailer No.41206 (ref.R40440); Standard open trailer No.42401 (ref.R40441); Standard open trailer No.42402 (ref.R40442); TSD (Trailer Standard Class with Disabled Access) No.42403 (ref.R40443); and buffet trailer No.40424 (ref.R40444).

All of these models are due for release in August.



The Hornby HST power cars in Grand Central black & orange stripe livery contained in the new train pack.

Procor PVA curtain-sided van

Finally, also new to the RailRoad range is ref.R60267, a Procor PVA van based on a small batch of 20 curtain-sided vans, numbered PR6915-PR6934, constructed in 1982-1984 by Procor at Wakefield, Yorkshire.

The model represents PR6934 in blue Procor livery as running at Immingham Docks in 1986. It is due for release in September with an RRP of £25.99. For further details see:
www.hornby.com



The blue-liveried Procor PVA curtain-sided van also new to the RailRoad range.

New modelling products by Deluxe Materials

Deluxe Materials has announced its range of new modelling products for 2024.

Laser-Cut Kit Glue (ref.AD87) is designed specifically for the assembly of wood or card laser-cut kits, with a needle dispenser for precise application, and is able to bond plastics and painted wood.

Photo Etch Glue (ref.AD93) is a water-based, non-brittle glue for bonding all types of photo-etched metal to plastic or metal. Both of these come in a 25ml bottle priced at £8.00.

Aqua Magic, for modelling realistic water, is now available in a small 50ml bottle (ref.BD81) at £7.50, as well as 125ml (ref.BD65) at £11.75 and 250ml (BD64) at £18.75. There are also two masking liquids for plastic models: Masking Magic Opaque (ref.BD84) and Masking Magic Clear Tint (ref.BD85), the latter for use where visibility of the underlying surface is required. Both are suitable for acrylic or enamel paints, can be cut with clean edges, and are available in 40g containers for £6.50 each.

Loco Motion (ref.LU06) is an oil for locomotives, which is compatible with metals and plastics including nylon gears, and is safe on paint and plastic. The 25ml bottle retails at £7.50.

All of these are distributed to suppliers including Gaugemaster, Ripmax Ltd, Expo Drills & Tools and Hobby’s (www.hobby.uk.com) or are available from the firm’s website:
www.deluxematerials.co.uk

The latest news from the PECO group of companies

Exclusive 009 PW double wagon pack made for AGR Models

AGR Model Railway Store, of Leighton Buzzard, has announced the release of a new 009 exclusive made and packaged for the retailer by Peco.

The 'Peco GRC-005 009 Permanent Way Double Wagon Pack – AGR Special Edition' contains a four-wheel, four-plank open wagon and a four-wheel van in engineering department grey. The open wagon has top planks in yellow while the van has double doors painted with yellow and black chevrons.

Both vehicles are marked for Permanent Way Department use, and while the open wagon has 'WASTE' written as if chalked on its sides, the van carries a white label supposedly meant to deter thieves with the message 'NO TOOLS STORED IN THIS VAN OVERNIGHT'.

The retailer describes these wagons as being "perfect for any PW train" and particularly recommends them for use with the new Baguley-Drewry diesels produced in 009 by Bachmann.

The wagon pack is priced at £47.95 plus shipping. For further details visit the retailer's website:
www.agrmodelrailwaystore.co.uk



▲ **The grey & yellow liveried 009 permanent way wagons manufactured exclusively for AGR Model Railway Store by Peco.**

Enjoy a taster of DCC operation on Swiss HOm layout at Pecorama

People wishing to enjoy a brief taster of DCC operation might like to visit Pecorama on one of the dates when the Swiss HOm layout *The Andeer Line* is set up in the Station Gallery and Lecture Theatre.

As part of the Devon attraction's normal admission price, visitors are invited to help operate this digitally controlled modular layout using smartphones and tablets (provided). The remaining dates for this year are Saturday 27 & Sunday 28 July; Saturday 24 & Sunday 25 August, Saturday 21 September and Saturday 19 October, from 10:00-16:00. Also included is entry to the gardens overlooking Lyme Bay, a ride on the miniature Beer Heights Light Railway and a visit to the permanent display of layouts in different scales, plus there is a well-stocked model shop on site.

Pecorama,
Beer, Devon EX12 3NA
www.pecorama.co.uk

Production is almost complete on new run of LNER O2 by Heljan



▲ **A side view of the Gresley O2 in LNER black livery.**



▲ **The Heljan O gauge Class 20 in Tinsley railtours green livery.**

For modellers in OO, Heljan has advised that production is almost complete on its new run of Gresley LNER O2 2-8-0 heavy goods locomotive models, featuring revised design and assembly over the previous batch (see reviews, RM April 2016).

The new run will also include versions not previously offered. More specifically, the 13 new models feature two versions of the original Great Northern Railway cab (full height and composite loading gauge) or LNER side-window cab; GNR or LNER tenders; two types of boiler (original and LNER 100A) and smokebox; GNR or LNER buffers; and left or right-hand drive. Other improvements include metal handrail knobs, the addition of a factory-fitted speaker in the tender, more robust motion/valve gear, an improved adjustable loco/tender coupling and enhanced decoration in various GNR, LNER and BR liveries. However, Heljan states that previously advertised factory weathered versions of this locomotive will no longer be produced.

The SRP of all versions of this model is £219.00.

New batch of Class 20s in O

Meanwhile, in O gauge, a new batch of Class 20s is due to become available in eight liveries covering most of the BR green and blue versions, as well as a few 'depot specials' not previously offered in 7mm scale. Both disc headcode and centre headcode body variants are being produced and all models feature twin motor/flywheel drive, LED lighting and fine detail. The SRP for all versions is £639.00.

For further details visit:
www.heljan.co.uk

Exclusive Dapol wagon available from East Kent Model Club in OO gauge

The Whitstable-based East Kent Model Railway Society has a number of examples remaining of its latest limited-edition model for sale.

Earlier this year the club commissioned Dapol to produce just over 100 OO models of a seven-plank wagon bearing the livery of coal merchants Watson & Co. of Birchington, Kent. At the time of writing, there are 35 models still in stock.

Each model comes in a Dapol box with an individually numbered certificate. While Watson & Co existed in the years before the Second World War, the livery is an imagined one.

Wagons can be purchased either by sending a cheque, made out to EKMRS Whitstable, to the society Chairman Nick Evans at 27 Douglas Avenue, Whitstable, Kent CT5 1RT, or by sending your email and telephone details to ekmrswhitstable@gmail.com so that a Paypal payment request can be sent back to you for an electronic payment.



▲ **The Whitstable-based East Kent Model Railway Society's exclusive limited edition Private Owner wagon produced by Dapol.**

The price per wagon is £23.00, which includes post and packing. Two wagons may be purchased for £45.00 including p&p.

EKMRS is due to hold two exhibitions later this year in aid of its funds. The first, its Whitstable exhibition, will be held on Saturday 9 November and the second, in Herne Bay, will take place on Saturday 21 December. Further details of these events will be available nearer these dates. More information can be found on the club's Facebook page:
www.facebook.com/EKMRSWhitstable

In brief

Mammoth O gauge project set to get even bigger!

Simon George, the builder of *Heaton Lodge Junction* (see RM March 2023) has launched a crowdfunding campaign to raise the £100,000 still required to finish a large extension to the existing 200' long set-up, which he then intends to exhibit at locations across the UK. Utilising track supplied by Peco, the under-construction 'Phase 2' extension comprises a 150' x 14' marshalling yard that will incorporate a power station, Blue Circle cement factory, a scale replica of Toton Traction Depot and MGR train coal unloading facilities. It is expected that the project will take another 18-20 months to complete. For further details about the crowdfunding campaign visit:
www.justgiving.com/crowdfunding/simon-george-3
Simon has also produced a new video outlining his extension plans at:
www.youtube.com/watch?v=43r0X3MKeZc

Full steam ahead for Isle of Purbeck model show

Taking place on 10 & 11 August will be the Isle of Purbeck Model Railway Exhibition, to be held at the Harmans Cross Village Hall (postcode BH19 3EB), close to the Swanage Railway's Harmans Cross station (see also Societies & Clubs). The event will feature around 15 model railway exhibits set alongside trade stands, with the Swanage Railway's Sygnets youth group assisting with operating many of the layouts. There is on-site parking at the village hall and in the car park opposite or, alternatively, show-goers can travel 'park and ride' via the Swanage Railway from Norden and alight at Harmans Cross station, which is just a short walk from the venue. Light refreshments will be available.

Carnforth model railway weekend

Carnforth Heritage Centre, located in the Lancashire town's railway station on the West Coast Main Line, will be the venue for a model railway event on the weekend of 17 & 18 August. At least eight layouts will be on display including Peco Design Engineer David Malton's recreation of the Abbey Light Railway in O-14 (see RM June 2015 and November 2019). Open 10:00-16:00 both days, admission is by donation (suggested £3.00 for adults) with proceeds in support of the Carnforth Station Trust. For further details:
www.carnforthstation.co.uk

Brassmasters reveals further locomotive kits and wagon bodies



A part-finished test build of the new Brassmasters kit for a Great Eastern Railway J17 0-6-0 and tender.



The second new kit to be released by Brassmasters covers the Austerity 0-6-0ST.

Brassmasters has introduced two more 4mm scale locomotive kits, both of which can be built in OO, EM or P4.

The first is for the long-lived Great Eastern Railway J17 0-6-0. This features a resin-printed boiler/Belpaire firebox and tender, representative inside motion and etched compensated chassis. Three prototype variants are available: the early unsuperheated version which were all modified by 1932, and the superheated engines, either unfitted or vacuum brake fitted, which lasted until the early 1960s. The cost per model is £145.00.

Second is an etched brass and nickel silver kit with resin boiler/firebox for the Austerity 0-6-0ST, which can be built in five main prototype versions: the original '50550' class, the 'Standard' Austerity and the LNER/BR J94 prior to the fitting of the extended bunker, with extended bunker, with the bunker 'de-extended' and the Lambton version with cut-down cab. In later years, these engines were used by the National Coal Board and other industrial companies. The kit has a compensated chassis and is priced at £150.00.

Additional resin-printed Meon Valley 4mm scale wagon bodies have been introduced: for a Charles Roberts 1907 16' seven-plank with side, end and bottom doors; Railway Clearing House 1923 16' 6" seven-plank external bracing – with either side and bottom door or side, end and bottom doors; RCH 1923 16' 6" eight-plank external bracing – with either side and bottom door or side, end and bottom doors; and Midland Railway Diagram D299 and Diagram D351 five-plank opens (both early and late versions of each). All are priced at £14.00.

All prices exclude post and packing. Full details can be found at:
www.brassmasters.co.uk

Display of model railways at event to mark 170 years of rail history in Barnstaple



A representation of the interchange between the standard and narrow gauge lines at Barnstaple Town in 009 by Gordon Vickers (see p634). *Photo: Steve Flint*

At the start of August, Barnstaple in North Devon will be holding celebrations marking the 170th anniversary of the town being connected to Exeter by rail along what was originally the North Devon Railway, was later part of the London & South Western Railway and Southern Railway, and is today known as the Tarka Line.

From Thursday 1 August to Monday 5 August, the Rail Fest event will comprise exhibitions and displays across key venues in the town, with each open from 10:00-15:00 daily. The venues include the Guildhall, Pannier Market and Library, with each display offering a different insight into the district's railway history since the 1854 North Devon Railway opening. Entry to all the exhibitions and displays will be free.

One of the main attractions will be the Dartmoor OO9 Group's *Barnstaple Station* model layout representing the Barnstaple Town cross-platform interchange between the 1' 11½" gauge Lynton & Barnstaple Railway and the standard gauge Southern Railway branch to Ilfracombe, together with modules depicting the L&BR's *Pilton Yard* and the station at the other end of the narrow gauge line, *Lynton & Lynmouth*.

The layout sections, which are the subject of a feature in this issue of RAILWAY MODELLER, will be on display in the Guildhall during the festival.

Those attending the Rail Fest exhibitions might also like to make the 15½-mile journey along the A39 to Woody Bay station at Martinhoe Cross, where the Lynton & Barnstaple Railway Trust has reconstructed a short section of the old narrow gauge line together with five of its original carriages plus a replica of its American Baldwin locomotive *Lyn*.

For further details of the Barnstaple Rail Fest exhibitions and displays visit:
www.barnstapletowncouncil.gov.uk

EXHIBITION FOCUS

Railwells 2024 features eclectic mix of finescale and micro layouts

The weekend of Saturday 3 & Sunday 4 August will see the Railwells 2024 model railway exhibition taking place in the Town Hall in Wells, Somerset.

The event is organised by the Wells Railway Fraternity, which also hosts a regular programme of speakers and presentations on railway matters, and the Railwells event also includes Scalefour Southwest and has special EM and 2mm scale sections.

Of the 14 layouts due to attend, two are of particular local interest as portraying stations on the Cheddar Valley branch, a former single track through route from Yatton to Witham Junction which, up until closure to passengers in 1963 and to goods in 1964, served Cheddar, Wells and Shepton Mallet en route.

Both of these layouts are built to P4 standards (4mm scale on 18.83mm gauge track), with Andrew Ullyott's *Cheddar* presented as a nearly finished layout set in the Great Western Railway period, while Chris Challis's *Wells Tucker Street Goods* is a part-built layout (originally started to mark the 150th anniversary of the branch's 1870 opening in 2020) showing the end of the line in the same period. Only the goods shed remains at the prototype location in Wells today.

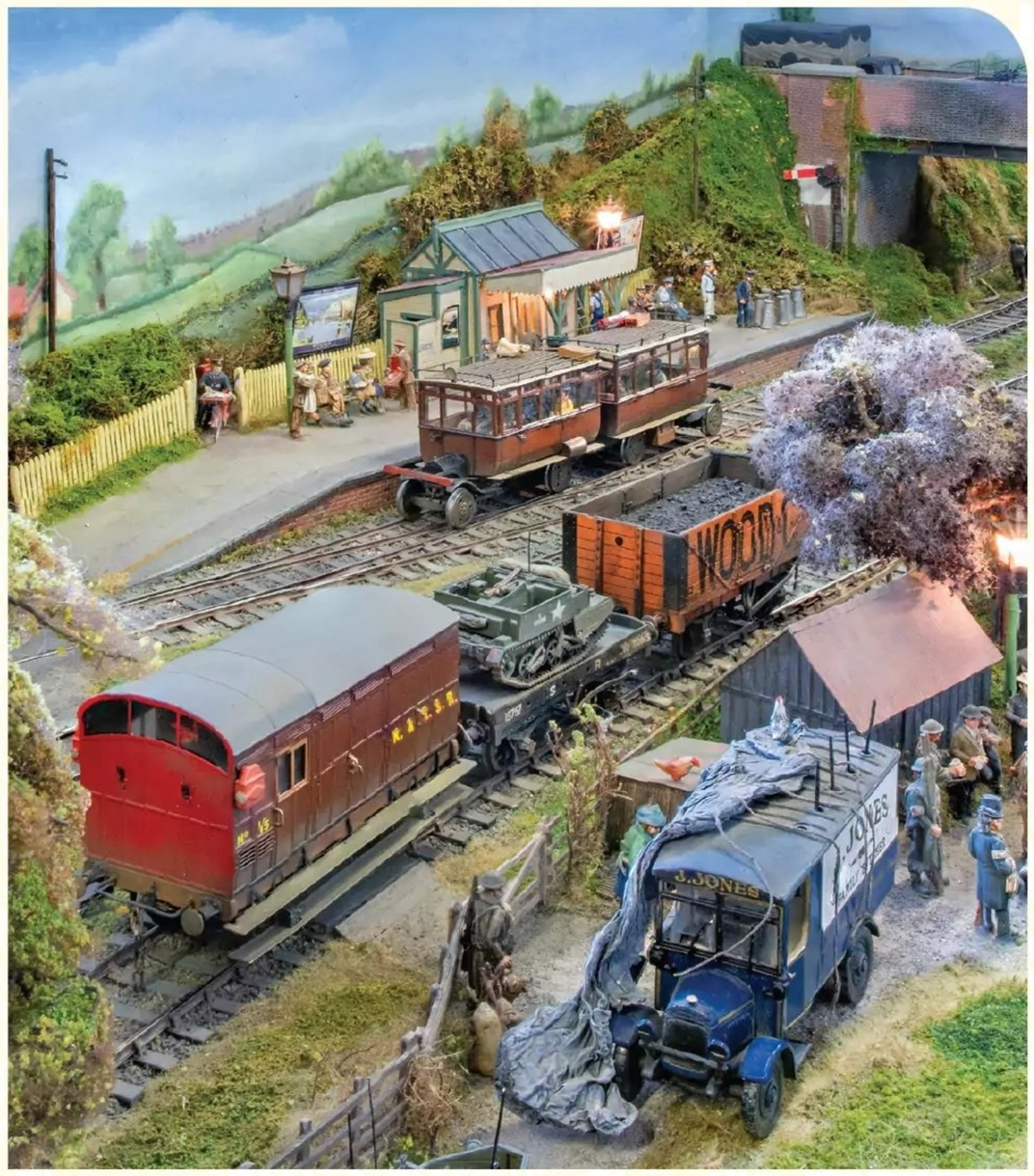
Also appearing at the exhibition – with Dad's Army in attendance among the layout's figures preparing for D-Day – will be Kevin Cartwright's O gauge *Stodmarsh*, featured in this issue of RAILWAY MODELLER.

At the other end of the size scale will be Brian Harrap's finescale Z gauge layout *Zobland*; and even smaller will be *Sefton Park* built by Roger Orpwood working at ¾mm to the foot on 3.53mm gauge track.

Other layouts are Adrian Colenut's *Leysdown* (P4); Terry & Simon Bendall's P4 modern era layout *Elcot Road*; and Susan Stoodley's *Buntingham*, originally built in S4 by Susan's father Ray Hammond. Also appearing in S scale will be Paul Green's *Blakey Rigg*, representing the North Yorkshire Moors. Meanwhile, Andy Cundick's EM gauge layout *Dinas Mawddwy* portrays a Welsh line in 1913.

In OO gauge will be Rob Gunstone's *Lamsdown*, and also in 4mm scale will be Maurice Still's *Slades Green* display, depicting the London Underground.

In 2mm scale will be Mick Simpson's *Pit Hill*, a self-acting incline layout built by the late Iain Rice with Mick's help; and in N gauge is Paul Holwill's *Moors View*, a modern era snow scene set on the edge of Dartmoor.



▲ *Stodmarsh* in O gauge will be one of the layouts in action at this year's Railwells exhibition. Read more about this model on p628. *Photo: Craig Tiley*

Also present at the show will be 17 trade stands, including one from the newly reformed Blacksmith Models and another from the Railway Children charity, supporting vulnerable youngsters living in transport hubs in India, Tanzania and the UK. There will also be demonstrations to help everyone from beginners to more experienced modellers to hone their skills.

Full details, including a programme to download from a week before the show date, are available at:
www.railwells.com
See also www.scalefour.org

Exclusive wagons and TT:120 items from Malcs Models

Model shop Malcs Models, of Bath Street in Ilkeston, Derbyshire, has announced that it is offering exclusive triple packs of seven-plank private owner wagons in three scales.

The wagons in the OO gauge packs have been manufactured for Malcs Models by Rapido Trains UK and are priced at £94.95 per triple pack.

The wagons in both TT:120 and N are being manufactured for Malcs Models by Peco. In TT:120 they are being produced in a limited run of 50 and the triple packs are priced at £59.99.

As for the N scale wagons, they are being made in a limited run of 100, and the triple wagon packs exclusive to Malcs Models are retailed at £54.99.

Exclusive TT:120 product range

In an exclusive joint venture with TTC Diecast, Malcs Models has released a new range of buildings and signals in TT:120 scale manufactured for the two companies by Scenecraft.

The buildings are all suitable for diesel era layouts and include a Single Road Servicing Shed priced at £69.95; a Fuelling Point (£26.95); a pair of Fuel Storage Tanks (£49.95); a Wash Plant (£46.95); a Depot Mess & Toilets (£47.95); Depot Crew Room (£47.95); and a Servicing Point (£54.95).

Also exclusive to Malcs Models and made for modellers in TT:120 scale are a series of colour light signals manufactured by Eckon/Berko.

Featuring in the range are: BTT Caution Signal Standard Red/Yellow 2 Aspect, priced at £26.00; BTT48 Distant Signal Standard Yellow/Green 2 Aspect (£26.00); BTT28 Standard Red/Green 2 Aspect Square Head Signal (£26.00); BTT02 Platform Starter Red/Green 2 Aspect Offset Square Head Signal (£26.00); and BTT77 Ground Signal Red/Green 2 Aspect (£24.00).

Malcs Models,
48 Bath Street, Ilkeston,
Derbyshire DE7 8FD
Tel: 07786 896807
www.malcsmodels.co.uk



▲ One of the Private Owner wagons in the TT:120 triple pack produced exclusively for Malcs Models by Peco.



▲ One of the wagons in the N gauge triple pack, also produced for Malcs Models by Peco.

















▲ A selection of the Scenecraft structures, and Eckon/Berko signals, being produced for TT:120.



▲ The OO gauge triple Private Owner wagon pack has been made for Malcs Models by Rapido Trains UK.

Shop News

Widnes Model Centre is thriving and caters for all modelling needs

When Barry and Gill Williams, who had both taken early retirement, decided they wanted to prolong their working lives with their own venture, they made the decision to open a model shop.

Having found suitable premises in Widnes, Cheshire, they set about buying in stock for their new store, albeit they were told there were a number of other model shops in nearby towns and cities. At the time the only other one in Widnes had announced it was closing only weeks earlier.

Barry and Gill were undeterred and in April 2011, the Widnes Model Centre opened for business. Now, 13 years later, they are still trading and were, some years ago, joined in running the shop by their son Tom.

In 2015, they moved from their original address in Widnes Road to their current location almost directly opposite, but now in much larger, brighter and more customer-friendly premises. The store has gone from strength to strength and stocks everything you would expect in a traditional model shop along with quite a few more unusual items.

The Williams family say the shop is well supported both by the local community and by customers from much further afield through the mail order side of the business – and that was the case even when the larger model railway retailer Hatton's relocated to the Widnes area from Liverpool in 2016. Unfortunately, when Hatton's announced its closure in January 2024, local media published a story headlined 'Model shop in Widnes to close'. Some people assumed that this was referring to Widnes Model Centre and the Williams family say that their customers then wrote emails, telephoned in and called by to say how much their store would be missed. They had to be reassured that it was very much business as usual.

The shop recently extended its current lease and although Barry and Gill will one day finally decide to retire, Widnes Model Centre looks set to carry on trading in the long term as son Tom wants to continue the family business.

The range of model railway equipment in stock includes items from Peco, Hornby, Bachmann, Graham Farish, Gaugemaster, Proses, Metcalfe, Ratio, Woodland Scenics, Wills, Javis Scenics and more.

In addition to the Scalextric range, the store has a wide selection of radio-control cars, tanks and boats in a variety of scales, as well as spare parts and accessories to go with them.

Widnes Model Centre stocks an impressive range of paints from Vallejo, Mig, Humbrol (both enamels and a new selection of acrylic colours), Tamiya, AK Interactive, Microscale, Army Painter, Mr Hobby and Model Mates, as well as brushes from brands like Italeri, Expo, Javis and Humbrol.

The store also stocks airbrushes from Expo plus tools for every task from Expo, Xuron and Gaugemaster. Other materials stocked include K&S Metals, plasticard from Javis and Evergreen styrene products.

The store is very much open on Tuesdays, Wednesdays, Fridays and Saturdays 10:00-16:00, and on Thursdays 10:00-15:00 (note it is closed on Sundays and Mondays).



Barry, Gill and Tom Williams outside their Widnes Model Centre store at 128 Widnes Road in the Cheshire town.



Barry and Gill Williams with son Tom are able to provide customers at Widnes Model Centre with a wealth of advice and knowledge on a range of modelling products.



Widnes Model Centre stocks an extensive range of Peco track and accessories, together with a wide selection of products from numerous other model railway manufacturers.

Widnes Model Centre
128 Widnes Road, Widnes, Cheshire WA8 6AX
Tel: 0151 4241196
Email: widnesmodelcentre@hotmail.com
www.widnesmodelcentre.co.uk

Rapido Trains UK helps diminutive Peckett *Marcia* to return home

Kent-based manufacturer Rapido Trains UK has teamed up with a driver on the Kent & East Sussex Railway to help ensure that 101-year-old Peckett 0-4-0 tank *Marcia* remains on the railway.

Weighing just 12 tons and originally built for a quarry in Matlock in Derbyshire, *Marcia* – one of the smallest operational standard gauge locomotives in the UK – has called the K&ESR home since 1963.



The diminutive standard gauge locomotive *Marcia* on the Kent & East Sussex Railway.

Latterly it was in the ownership of member Richard Beckett. However, following Mr Beckett's passing in 2023, the engine was offered for sale.

Following the locomotive's purchase by K&ESR driver Andy Hardy in conjunction with Rapido Trains UK (of which Andy is General Manager), *Marcia* will be returning to the South East.

It is planned that the locomotive will return to Rolvenden in the next few weeks, at which point its annual boiler examination and some minor maintenance will be undertaken before it returns to traffic. Some potential new opportunities for using *Marcia* have been identified, including making the loco available for hire.

For further information about the locomotive and its history, see the website: **www.peckett1631.co.uk**

Awards presented at show marking Exeter club's 60th anniversary



Dawn Quest receiving the Visitors' Choice Award from Exe MRS President Andrew Burnham. *Photo: Kevin Staddon*

At the Exeter Model Railway Exhibition in June, organised by the Exe Model Railway Society and helping to celebrate the society's 60th anniversary, the favourite layout chosen by visitors was *Brief Encounter*, a novel monochrome OO creation by well-known YouTuber Dawn Quest. It is due to be featured in a forthcoming issue of RAILWAY MODELLER.

The Pete Lindsay Shield is named after the society's late long-serving Secretary and Exhibition Manager and is awarded to a layout selected by other exhibitors. This year it went to *Newvaddon Parkway*, a depiction of contemporary Cornwall modelled in N by Nigel and Darren Glasson of Redruth MRC.

The awards were presented by Exe MRS President Andrew Burnham, Editor of RM's sister publication CONTINENTAL MODELLER.



Andrew Burnham presenting the Pete Lindsay Shield to Nigel and Darren Glasson of Redruth Model Railway Club. *Photo: Kevin Staddon*

Model tram, bus and rail exhibition at National Tramway Museum

The National Tramway Museum in Crich, Derbyshire, will be hosting its annual Model Tram, Bus and Railway Exhibition on Saturday 17 & Sunday 18 August, with both the models and the prototype vehicles in the museum's collection helping to recapture the heyday of the British urban electric tramcars that some railway modellers may also include on their layouts.

The total of 11 layouts due to attend at Crich include *Stockport Corporation Tramways*, a large 1:16 scale layout with a variety of different classes of tram as running in Stockport in the winter of 1936-37.

Also on show will be *Rainy City*, representing a slice of Manchester in the 1920s and 1930s. Although it doesn't depict a specific location, it draws on themes typical of the area such as industrial landscapes dominated by mills, factories and railways. The trams represented are not only from Manchester but also from the surrounding local authority areas, all of which worked together over the network to allow travel between the neighbouring Lancashire and Cheshire towns and cities.

Moving figuratively across the Pennines to Yorkshire, *Florin Street* is an attempt to capture the feel of the Leeds Tramways around Sovereign Street in the years 1948-54.

Moving to another style of modelling, *Legotown Tramway* is a fictional layout taking inspiration from Blackpool's trams and depicts a tramway terminus loop in a seaside/park setting.



The tram layout *Florin Street*, to be displayed at the National Tramway Museum event at Crich in Derbyshire, aims to capture the atmosphere of the Leeds Tramways around Sovereign Street in the late 1940s and early 1950s.

Normal museum entry charges apply when visiting the exhibition, which is open 10:00-17:00 on both days.

The National Tramway Museum,
Crich Tramway Village,
Crich, Derbyshire DE4 5DP
01773 854321
www.tramway.co.uk

Societies in talks over sharing resources

The Stephenson Locomotive Society (SLS), which has a just claim to be the world's oldest rail enthusiast organisation, says that awareness of the changing nature of the hobby recently led it to enter into tentative discussions with the Locomotive Club of Great Britain to explore opportunities for greater collaboration and co-operation.

SLS says that this was then followed by an approach from the Railway Correspondence & Travel Society (RCTS) to initiate similar discussions relating to the current challenges of age, recruitment of members and issues of succession management that these and other organisations have in common.

Other shared aims are the need to secure and further promote knowledge and understanding of railways in their many facets, and to ensure that the mass of information held by these societies – such as archive and photographic material, nameplates and books – can be safeguarded for future generations.

The preliminary discussions have resulted in SLS and RCTS signing a formal Heads of Terms Agreement which commits both parties to explore how working together more closely will benefit members of both societies, and working parties are to take place to investigate the benefits of collaborating in areas such as membership services, production of society magazines and library collections in such a way as to benefit members of both societies.

To find out more about each of the groups:
www.stephensonloco.org.uk
www.rcts.org.uk
www.lcgb.org.uk

Gaugemaster is all set to launch new wireless 'Infinity' control system

Gaugemaster should need no introduction as the leading British manufacturer of model railway controllers, and is currently celebrating its 50th anniversary.

On Saturday 3 August, at its premises in Ford, near Arundel, West Sussex, the manufacturer will launch its new 'Infinity' range: a wireless handheld controller in both analogue and digital versions which is suitable for OO, TT, and N.

Infinity is intended to provide complete control of a layout.

The analogue system revolutionises analogue control with a new, modern feel and some added features. It allows control of separate track sections with a single remote handset. It is wireless and uses the latest Bluetooth connectivity with a range of around 50m.

It should suit modellers who like analogue control and who have no desire to switch to DCC.

Infinity Solo provides single track control in seconds. It is extendable, so if more tracks are required, this can be achieved with an Acolyte unit and/or Remotes. This can give control of up to 10 tracks.

The digital system, Infinity Sovereign, comes with a wireless remote handset and has a host of customisable features. It was designed by modellers with operation in mind. The Sovereign base unit can utilise two handsets but if more operators are needed, it can be expanded by adding a Consort unit; each Consort allows an additional two Remotes to be connected, and multiple Consorts can be connected.



Gaugemaster is launching its new 'Infinity' range of wireless handheld controllers in both analogue and DCC versions.

There will be a large selection of complementary accessories.

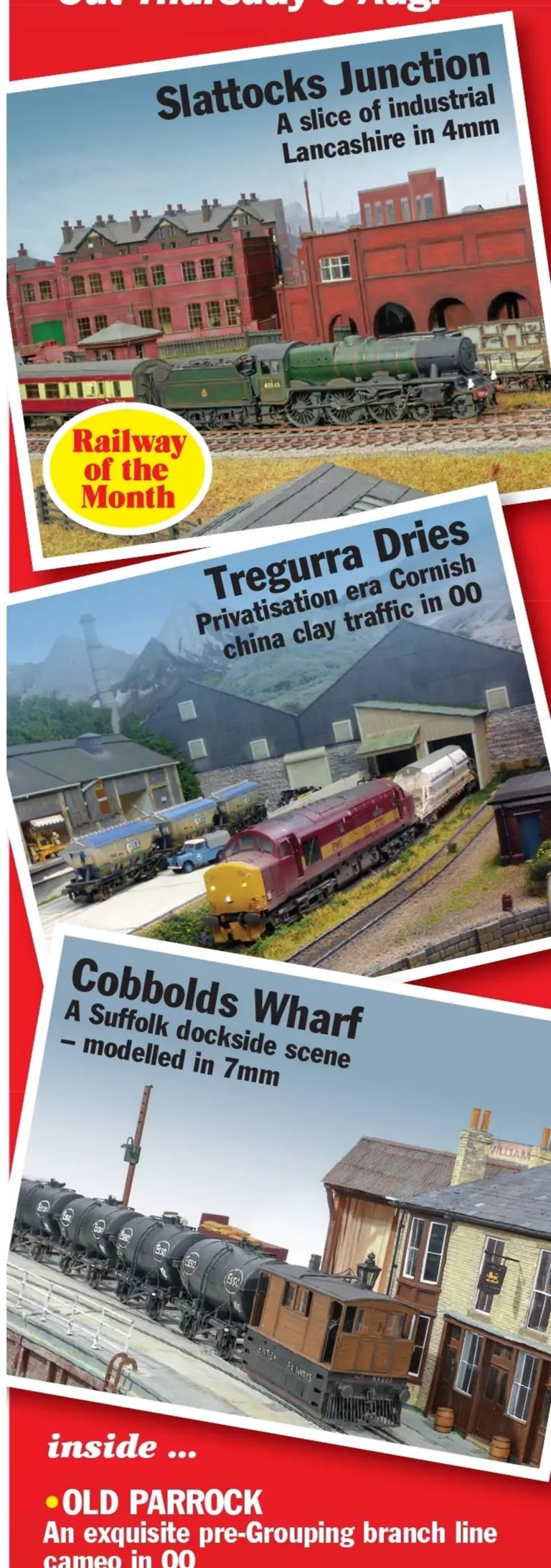
Infinity has been designed, and is made, in the United Kingdom and the launch event will be open to the public, trade and press. It will offer those attending the opportunity not only to try the system with expert assistance, but also to meet the designers and engineers.

It is also anticipated that stock will be available to purchase on the day. The Gaugemaster site has one of the largest and best-stocked model shops in the country, well worth a visit in its own right. It is located adjacent to Ford station, served by Southern trains to and from London Victoria, Brighton, and Littlehampton to Bognor Regis, Chichester, Portsmouth and Southampton. For motorists, Ford is not far from the A27 and there is ample car parking. Refreshments will also be available at the event.

Gaugemaster House, Ford Road, Arundel,
West Sussex, BN18 0BN.
01903 884488, www.gaugemasterretail.com

Coming next month

Sept. 2024 –
Out Thursday 8 Aug.



inside ...

- **OLD PARROCK**
  An exquisite pre-Grouping branch line cameo in 00
- **FOWLER 2-6-4T IN N**
  Constructing a large suburban tank locomotive using a 3D-printed body
- **WAINWRIGHT L CLASS 4-4-0**
  Drawn, described & modelled in 7mm

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.

OCTOBER 2024 issue deadline: August 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 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 1½ 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* (Hornby Dublo OO three 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 demonstrations.
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, under-15s 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 with *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.
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 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

Sunday 14 July
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model of former local prototype) and *Soldor*, home to a little blue engine, which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Saturday 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
PORTREATH, Cornwall
Event: Model Railway Exhibition in aid of Portreath Pre-School.
Organiser: Hayle Railway Modellers.
Venue: St Mary's Church Hall, Penberthy Road, Portreath, Redruth, TR16 4NF.
Open: 1000-1600
Admission: £3.00, U5s free. All proceeds go to the running of Portreath Pre-School. Children U14 must be accompanied by an adult.
Amenities: nearby parking. Refreshments available, supplied by the pre-school.
Features: layouts in a variety of scales and covering different eras.
Website: www.haylerail.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 O-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 available 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* (O09); *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* (O09) 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* (O09); *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
TELFORD, Shropshire
Event: Model Railway & Collectibles Exhibition.
Organiser: Telford Steam Railway and Dave Angell Trains.
Venue: Telford Steam Railway, Bridge Road, Horsehay, Telford, TF4 2NF & nearby Horsehay Village Hall, also in Bridge Road.
Open: 1000-1630
Admission: adults £14.00, child £10.00, family (2+2) £40.00. Season tickets and discount passes not accepted at this event.
Amenities: event is at Horsehay Village Hall & the Telford Steam Railway, two sites a few hundred metres apart and one ticket covers entry to all but the miniature railway. Free parking. Wheelchair and mobility vehicle users are advised to seek advice prior to visiting (see www.telfordsteamrailway.co.uk/new-accessibility). Tea rooms. Standard gauge trains in operation all day.
Features: layouts in gauges N to G, including O gauge models from both present-day and vintage manufacturers. Plus collectibles including model cars, lorries and vintage toys, model engineering display and ride-on miniature trains.
Contact: 07968 975867.
Website: www.telfordsteamrailway.co.uk/events
Facebook: www.facebook.com/telfordsteamrailway

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* (O09 4mm); *Bluish* (12mm gauge, 3mm scale). Demonstrations and trade stands.
Website: www.expo-thirsk.co.uk

Sunday 28 July
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model of former local prototype) and *Soldor*, home to a little blue engine, which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

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

Thursday 1 – Monday 5 August
BARNSTAPLE, Devon
Event: Railfest: The 170th Anniversary of the Barnstaple to Exeter Line.
Organiser: Barnstaple Town Council, South West Heritage Trust, North Devon Athenaeum and Libraries Unlimited.
Venues: Barnstaple Guildhall, Pannier Market and Library.
Open: daily 1000-1500
Admission: free to all exhibitions & displays.
Amenities: wheelchair accessible through a side entrance with level access.
Features: Dartmoor O09 Group *Barnstaple Station, Pilton Link* and *Pilton Yard* modular layouts (see pages 634-637) will be the exhibition centrepiece in the Guildhall; other exhibitions and displays on rail history in the other venues.
Website: www.barnstapletowncouncil.gov.uk

Saturday 3 & Sunday 4 August
WELLS, Somerset
Event: Railwells 2024 including Scalefour Southwest and special EM gauge and 2mm scale sections.
Organiser: Wells Railway Fraternity.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Open: Saturday 1030-1700
Sunday 1000-1600
Admission: adults £10.00, acpd children aged 14 and under free, wheelchair users free, children aged up to 17 £5.00.
Amenities: parking will be available in Palace Fields, charge £4 all day – follow the '*Railwells parking*' signs as you enter the city centre. By public transport Mendip Xplorer service 376 runs from Bristol to Wells. Full disabled access throughout the town hall building, including a Changing Places facility to the rear. A show programme will be available to download from the website a week before the event.
Features: *Stodmarsh* (O – see feature on pages 628-633); *Blakey Ridge* (S scale); *Cheddar, Leysdown, Elcot Road, Wells Tucker Street Goods* (P4); *Buntingham* (S4); *Dinas Mawddwy* (EM); *Lamsdown* (OO); *Slades Green display* (4mm scale); *Pit Hill* (2mm); *Moors View* (N); *Zobland* (Proto Z); *Sefton Park* (¾mm to ft, 3.53 mm gauge). Plus trade support.
Contact: Chris Challis, 01308 897539.
Website: www.railwells.com or www.scalefour.org

Sunday August 4
STANTON STREET, Kent
Event: Invicta Model Railway Show & Steam Day.
Organiser: Invicta Model Rail, Sidcup.
Venue: Bredgar & Wormshill Railway, The Warren, Stanton Street, Sittingbourne, Kent ME9 8AT.
Open: 1000-1730.
Admission: advance online price [at gate]: adults £15.00 [£20.00], children 4-16 £7.50 [£10.00], children 0-3 free, family (up to 2 adults + 3 children) £40.00 [£50.00]. Entry prices include unlimited train & tractor rides.
Amenities: car parking, steam and diesel narrow gauge train rides plus tractor and trailer rides. Bredgar collection of engines, tractors and vehicles. Children's treasure hunt and garden games. Tea room and barbecue.
Features: visiting model railway layouts on display in the engine shed and museum, alongside the venue's own large model railway. Plus trade stalls and Invicta Model Rail stand.
Contact: 0208 3027774.
Website: www.bwlr.co.uk

Wednesday 7 August
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

Saturday 10 August
BEXHILL-ON-SEA, East Sussex
Organiser/Event: Bexhill Model Railway Club Annual Exhibition.
Venue: St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE.
Open: 1000-1700
Admission: adults £6.00, children £2.00, family £14.00.
Amenities: free parking on site, refreshments
Features: layouts and sales stands.
Website: www.bexhillmrc.co.uk

Saturday 10 & Sunday 11 August
HARMAN'S CROSS, Dorset
Event: Isle of Purbeck Model Railway Exhibition.
Venue: Harman's Cross Village Hall, Haycraft's Lane, Swanage, Dorset BH19 3EB.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, children aged 5 & over £2.00, U5s free, family £12.00.
Amenities: next to the Swanage Railway's Harman's Cross station, so there is an option to arrive by train. Parking is available across the road in the village hall car park (in return for a small donation). Refreshments available (taking a small amount of cash is recommended).
Features: layouts in scales from N to G, including: *White Meadow Quarry, Longmoor, Penworth, Sarah Falls* (N); *Kaninchenbau* (HOe); *Dibs Yard, Tadnoll, Rookery Lane, Atherfield, Bosun's Wharf, Highfield Rd, Fleet Lane* (OO); *Sodham Halt* (O9); *Teynham City Yard* (G); plus book and model trade stands.
Email: info@dakotadibben.co.uk
Facebook: www.facebook.com/IsleofPurbeckModelRailwayShow/?locale=en_GB

Sunday 11 August
ABERAERON, Ceredigion
Event: Aeron Valley Railway Society.
Organiser: West Wales Model Railway Exhibition.
Venue: Llwyncelyn Memorial Hall, Cardigan Road, Llwyncelyn, near Aberaeron, Ceredigion SA46 0HF.
Open: 1000-1600
Admission: adults £4.00, children £2.00, family £10.00.
Amenities: ample parking including disabled parking close to the entrance. Refreshments.
Features: layouts in a variety of scales and gauges including *Scotland 1977* (O); a small layout from Haverfordwest Model Railway Club; and a *Shunting Demonstration – Try Your Skill* layout. Plus books and model collectibles stands and model cars.
Contact: 01545 571634.

Sunday 11 August
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model of former local prototype) and *Soldor*, home to a little blue engine, which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Wednesday 14 August
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

Saturday 17 & Sunday 18 August
CRICH, Derbyshire
Event: Model Tram, Bus & Railway Exhibition.
Organiser: National Tramway Museum.
Venue: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP.
Open: both days 1000-1700
Admission: museum entry charges apply: adults & seniors £23.00, children aged 4-15 £14.00 (disabled adults & seniors £17.00, disabled children aged 4-15 £12.00, tickets not available online but only on arrival), family (2 adults & 3 children or 1 adult & 4 children) £52.00.
Amenities: tickets include free return visit within 12 months (excluding certain events). Car and coach parking, vintage electric tram rides, tram depots, workshop viewing gallery, exhibition hall, George Stephenson Discovery Centre, indoor & outdoor play areas, woodland walk & sculpture trail.
Features: 11 layouts, including *Stockport Corporation Tramways* (large 1/16 scale layout set in winter 1936-37); *Legotown Tramway* (Blackpool-style turning loop and original Lego designs based on actual tramcars); *Rainy City* (inspired by Manchester in 1920s-30s); and *Florin Street* (inspired by Leeds Tramways in 1948-54).
Contact: 01773 854321.
Website: www.tramway.co.uk
Facebook: www.facebook.com/crichtramwayvillage/?locale=en_GB

Saturday 17 & Sunday 18 August
INVERNESS, Highland
Organiser: Inverness & District Model Railway Club.
Venue: Leonardo Hotel (formerly Jurys Inn), Millburn Road, Inverness IV2 3TR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, accompanied children £2.00, family (2+2) £10.
Amenities: ample parking, wheelchair access.
Features: 8 layouts in O, OO, N and T; three trade stands.
Contact: Secretary, 07801 593637.
Email: gerry@flemington51.plus.com



N gauge layout *Moors View*, featured in the January 2022 issue of RAILWAY MODELLER, is due to appear at Railwells on 3 & 4 August. It will be operating trains from the modern era, instead of steam as pictured here. *Photo: Steve Flint*

Website: www.invernessmrc.org.uk
Facebook: www.facebook.com/invernessmrc

Saturday 17 & Sunday 18 August
LOUGHBOROUGH, Leicestershire
Organiser/Event: Soar Valley Model Railway Club's Heart of the Midlands 2024 Exhibition.
Venue: Loughborough Grammar School, 3 Burton Walks, Loughborough LE11 2DU.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adult £10.00, U16s £5.00, family (2 adults plus up to 3 children) £25.00.
Amenities: free parking, disabled access, free show guide, refreshments available.
Features: over 50 exhibits including: *Saltaire Layout* (T); *A Nice Layout, Burdock, Doe Lea, Glenellen, Kont Littlefield, Lisworth Bay, New Dalby Research Division, Oscarton, Tumil St James, Wits End* (N); *Modbury* (2mm finescale); *Trifoulou* (Nm); *Bishopston, Burch Green, Farbine Road, Foxhill Colliery, Granby Lane, Hindlow, Limby Fields, Manygates, Pen-Bryn, Oulton TMD, Southgate Park, Stonesby Maga, Trodinnick Dries* (OO); *Alleerby, Bankfield Road, Kingsthope, Norman Colliery, Templegate Wagon Works* (O); *Easton Forge* (16mm). Trade stands and demonstrations.
Website: www.svmrc.co.uk
Facebook: www.facebook.com/SoarValleyMRC

Saturday 17 & Sunday 18 August
ST ANDREWS, Fife
Event: St Andrews Model Rail 2024
Organiser: East Neuk Model Railway Club.
Venue: St Andrews Town Hall, Queen's Gardens, St Andrews, Fife KY16 9TA.
Open: Saturday 1000-1730
Sunday 1030-1730
Admission: adults £6.00, children £2.50, family (2+2) £14.00 (cards accepted).
Amenities: nearest car parks in St Mary's Place and Argyle Street. Bus stops nearby in South Street. Venue has disabled toilet, as well as public toilets, and lift.
Features: around 10 layouts plus trade stands and demonstrations.
Email: Contact@eastneukmrc.co.uk
Website: www.eastneukmrc.co.uk

Wednesday 21 August
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

Saturday 24 & Sunday 25 August
BELFAST, Northern Ireland
Organiser: Ulster Model Railway Club.
Venue: The Sports Hall, Methodist College, 1 Malone Road, Belfast BT9 6BY.
Open: Saturday 1000-1700
Sunday 1200-1630
Admission: adults £6.00, children £4.00, family (2+2) £16.00, additional children £1.00 each, (cash only for entry).
Amenities: free parking, disabled access. Entrance also available from Lisburn Road.
Features: over 20 layouts in N, OO and O including British and Continental, Hornby Dublo drive-it-yourself layout plus trade and society stands.
Contact: Armstrong Hewitt by email below.
Email: umrc1963@gmail.com
Facebook: www.facebook.com/UMRCbelfast

Saturday 24 & Sunday 25 August
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 days 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 24 & Sunday 25 August
MACHYNLLETH, Powys
Organiser: 2024 Corris Railway Society Model

Railway Exhibition.
Venue: Y Plas, Plas Grounds, Pentrerhedyn St, Machynlleth SY20 8ER.
Open: both days 1000-1630
Admission: adults £4.00, children £2.00, with profits going to the revival of the nearby 2' 3" gauge Corris Railway. Tickets can be purchased in advance at www.corris.co.uk or visitors can pay on the day.
Amenities: there is parking nearby and Machynlleth station on the Cambrian Coast Line from Shrewsbury to Aberystwyth and Pwllheli is half a mile from the venue. There is ramp access to the entrance of Y Plas. Refreshments available.
Features: layouts from N gauge to SM32, including two layouts in N (with one set up in a toilet bowl instead of a conventional baseboard); three 009 layouts plus another combining 009 and OO operations; two visiting O gauge layouts, one from the Gauge O Guild and another with Hornby equipment dating from before the Second World War, as well as the light-heartedly titled *Bumpf Mine* in 7mm scale; and a pair of 16mm scale narrow gauge layouts. There will also be a large Brio Trains set-up to allow a literally hands-on experience for youngsters. Plus trade and society stands. In addition, steam-hauled trains will be running on both days on the Corris Railway, located at Corris village in the Dulas Valley a short drive, or T2 Traws Cymru bus ride, of four miles to the north of Machynlleth along the A470.
Contact: 01654 761303 (Corris Railway).
Email: enquiries@corris.co.uk
Website: www.corris.co.uk

Sunday 25 August
STALHAM, Norfolk
Organiser: Broadland Model Railway Club.
Venue: Stalham Poppy Centre, Recreation Rd, Stalham, Norwich NR12 9BH.
Open: 1000-1530
Admission: adults £3.00, acpd U16s free.
Amenities: free parking, disabled access, refreshments, children's playground.
Features: show with layouts in various scales including guest layouts, club sales, trade support and loco doctor.
Website:
www.broadlandmodelrailwayclub.co.uk

Sunday 25 August
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: Layouts on permanent display are *Tiverton Junction* (30' long OO gauge model of former local prototype) and *Soldor*, home to a little blue engine, which can be driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Sunday 25 & Monday 26 August
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

Wednesday 28 August
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

Saturday 31 August
NORTHFLEET, Kent
Event: The North Kent Model Transport Event.
Organiser: Kent Area of the Model Bus Federation.
Venue: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ.
Open: 1000-1600
Admission: adults £3.00, U16s free.
Amenities: free parking on site which is close to A2 and Bluewater, plus linked by local buses to Gravesend and Ebbsfleet. Fully accessible venue. Hot food and hot and cold drinks available. Children's activities.
Features: numerous rail exhibits, including: *Hopper's End* (OO), *Westerham & Chevening Halt* (OO) and *Tramway & Light Rail Society* (G scale) as well as model buses, trade support and society stands.
Contact: George Marcar, 07821 254232.
Email: marcargeorge@gmail.com
Website: www.model-bus-federation.org.uk
Facebook: www.facebook.com/modelbusfederation

CLUB NEWS/ NOTICES

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

Monday 15 July – 1930
Railway Correspondence & Travel Society – South Essex branch
Colchester in the Age of Steam – speaker: Dave Goodyear.
Venue: Shenfield Parish Hall, 60 Hutton Road, Shenfield, CM15 8LB.
Website: www.rcts.org.uk

Tuesday 16 July – 1400
Railway Correspondence & Travel Society – Thames Valley branch
Observation afternoon and evening at Banbury Station.
Venue: Banbury railway station, Station Road, Banbury OX16 5AB.
Website: www.rcts.org.uk

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.

Thursday 18 July – 1930
Railway Correspondence & Travel Society – West Riding branch
Steam Day Rails in the South Pennines – speaker: Steve Armitage.
Venue: WRD Shipley, Saltaire Methodist Church, Saltaire Road, Shipley, BD18 3HJ.
Website: www.rcts.org.uk

Wednesday 24 July – 1400
Railway Correspondence & Travel Society – Solent branch
Observation day: Cardiff and the Valleys.
Venue: Cardiff Central Station, Central Square, Cardiff CF10 1EP.
Website: www.rcts.org.uk

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 0 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 – 1400
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
Another Western European Miscellany – speaker: Rob Freeman, with his modern traction photographs showing a variety of themes from countries incl France, Belgium and Switzerland.
Venue: Digswell Village Church Hall, Welwyn, Hertfordshire AL6 0DH.
Website: www.rcts.org.uk

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

Tuesday 6 August – 1230 or 1400
South East Essex Railway Society
Club outing: to the Braxted Bakery Railway, 2' gauge. From 1230 for something from the tearoom and 1400 for the trains.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Sunday 11 August – 1000
Railway Correspondence & Travel Society – Hitchin & Welwyn Garden City branch
Branch summer outing to Chinnor & Princes Risborough Railway, including signal box visit. Book places with branch secretary Dave Elsdon on 01438 714277 or email Hitchin@rcts.org.uk
Venue: Chinnor Railway Station, Chinnor, Oxfordshire OX39 4ER.
Website: www.rcts.org.uk

Monday 12 August – 1930
Lincoln Railway Society
The Great Train Robbery by Ian Boskett.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non-members £4.00.
Contact: 01522 698085, grahamlightfoot1948@gmail.com

Tuesday 13 August – 1930
Pewsey Vale Railway Society
GWR Gas Turbine Locomotives: A History of the GWR Prototypes by Steve Davies of PVRS. Followed by PVRS Members' Photographic Competition (in preparation for this, members are invited to submit up to three of their favourite photographs by 19 July 2024. Prizes will be awarded to the best five pictures).
Venue: Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL.
Entry: £3.00.
Facebook: www.facebook.com/pewseyvalerailwaysociety

Tuesday 13 August – 1300
Railway Correspondence & Travel Society – Thames Valley branch
Afternoon observation meeting at Eastleigh Station.
Venue: Eastleigh railway station, Southampton Road, Eastleigh, Hampshire SO50 9FL.
Website: www.rcts.org.uk

Wednesday 14 August – 1830
Railway Correspondence & Travel Society – West Riding branch
Visit to Bradford Model Engineers.
Venue: WRD Shipley, Saltaire Methodist Church, Saltaire Road, Shipley, BD18 3HJ.
Website: www.rcts.org.uk

Wednesday 21 August – 1400
South East Essex Railway Society
Club outing: to a member's garden railway, from 1400-1700. 16mm scale freelance narrow gauge line with battery and sometimes steam locomotives.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Tuesday 27 August – 2000
Gauge 0 Guild
Philip Downs – Radio Control.
Venue: On Zoom.
Entry: Members free, non-members £2.00.
Contact: Register at www.gaugeoguild.com from 27 July.

MEETINGS

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 the website at 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 more information 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 the website at:
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*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723 Email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk*

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RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Please see website for prices.

MIDDLETON PRESS Published on 20 July MANCHESTER TO LIVERPOOL VIA THE CHESHIRE LINES Recently Published - BLACKBURN TO SKIPTON BEATTOCK TO CARSTAIRS All albums £19.95 each + P&P MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. *Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ. Tel: 01730 813169. Email: sales@middletonpress.co.uk www.middletonpress.co.uk*

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone *01325 382 452* or write to: *DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 OTX.*

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MINIATURE BUILDINGS SCRATCH BUILT, 4MM SCALE IN CARD/PLASTIC. Commissions undertaken. *JON SAYERS (Modelmaker), telephone: 0117 9510 663.*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

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.*

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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*

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WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com*

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www.railsofsheffield.com

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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

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. *Contact Roger: telephone 01225 360 037, mobile: 07752 222 645. Email: rogersmith200@hotmail.com*

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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).

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HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

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*

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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 07769 335772 leave a message and I will call you back.*

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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.

July 2024

21 July (Sun) 10.30am-2.30pm
HULME HALL, 23 Bolton Rd, Port Sunlight CH62 5DH.
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

21 July (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.
Telephone Colin on 01279 301 407 or Joe 07866 641 215.

21 July (Sun) 10am - 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET.
Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@virginmedia.com

27 July (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS.
Tel: 01522 880 383 email: jandjfairs@virginmedia.com www.j-jwebbtoyfairs.com

28 July (Sun) 10am-4pm
BLUEBELL RAILWAY COLLECTORS FAIR, Horsted Keynes Station, Station Approach, Horsted Keynes, East Sussex, RH17 7BB. Admission by platform ticket, or free with train travel ticket or Bluebell membership card.
For trader information contact Phil Cooper on 07752 867427 or sudburymodelrailways@hotmail.com For tickets and train times go to www.bluebell-railway.com

28 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.

August 2024

3 August (Sat) 10am - 1.30pm
***SOUTHAMPTON TOY FAIR – BROUGHT TO YOU BY RON-LINES*.** St James Road Methodist Church, St James Road, Shirley, Southampton SO15 5HE. Adults £2, Children under 12 Free. Café on site, Free parking available as well as street parking.
Tel: 02380 772 681.
www.ronlines.com/southampton-toy-fair.html

4 August (Sun) 10.30am-3pm
BUXTON – 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3.50, Senior Citizens £3, Children £1. Many stalls full of OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

8 August (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641215.

10 August (Sat) 10.30am-2pm
LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS.
Tel: 01270 652773 & 07825 631323.

11 August (Sun) 10.30am-3pm
STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4.50, Seniors £4, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846688 www.bpfairs.com

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

13 August (Tue) 6.30pm - 8.30pm
HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1.
stevedevizes@aol.com 07732 330 305.

17 August (Sat) 10am-2pm
BRIGHTON - Brighton MRC will be holding one of its Sales Days - a selection of pre-owned items such as locomotives, carriages, and wagons will be available. Venue is the Clubrooms, London Rd Railway station, Shaftesbury Place, Brighton BN1 4QS. Free admission, refreshments available too.
www.brightonmrc.wordpress

17 August **(now Saturday) 10.30am-2.30pm**
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains,'00' Trains, Tinplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking.
Further details, telephone: 01869 347 489 www.toytraincollectorsfairs.com

18 August (Sun) 10.30am-2pm
KIDDERMINSTER, Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

18 August (Sun) 10.30am-2.30pm
LLANGOLLEN – Llangollen Pavilion, Abbey Rd, LL20 8SW
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

18 August (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

22 August (Thurs) 17.00pm to 21.30pm
WELLING, KENT CHARITY TOY AND TRAIN FAIR, Falconwood Community Centre, 32 Falconwood Parade, The Green, DA16 2PG. Adults £1.50, accompanied children free. In aid of the Association of Bexley Charites '78. Sponsor: CADE CONSTRUCTION: 020 8311 9020. *Organiser: ALAN BONE.*
Tel: 020 8310 5018.

24 August (Sat) 10.30am-2pm
DEESIDE LEISURE CENTRE Chester Road, Queensferry, Deeside CH5 1SA. Admission £2.50, accompanied children under 16 free. Large cafe, free car parking. TONY OAKES FAIRS.
Tel: 01270 652 773.

26 August (Bank Holiday Monday) 10.30am-2pm
BRIDGNORTH LEISURE CENTRE, High Town, WV16 4ER. Stalls of all types of model railways, Dinky's, Corgis, various die-casts etc. Admission £2.50. TONY OAKES FAIRS.
Tel: 01270 652 773 or 07825 631 323.

27 August (Tues) from 5pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. KEVIN WRIGHT.
Tel: 07908 494 097.

September 2024

1 September (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

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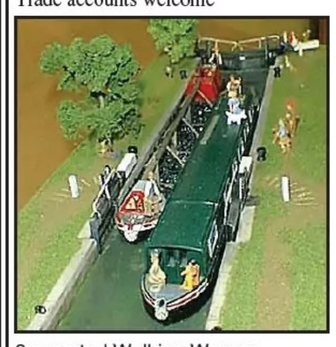

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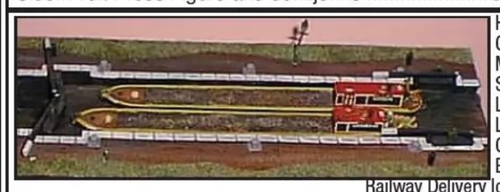

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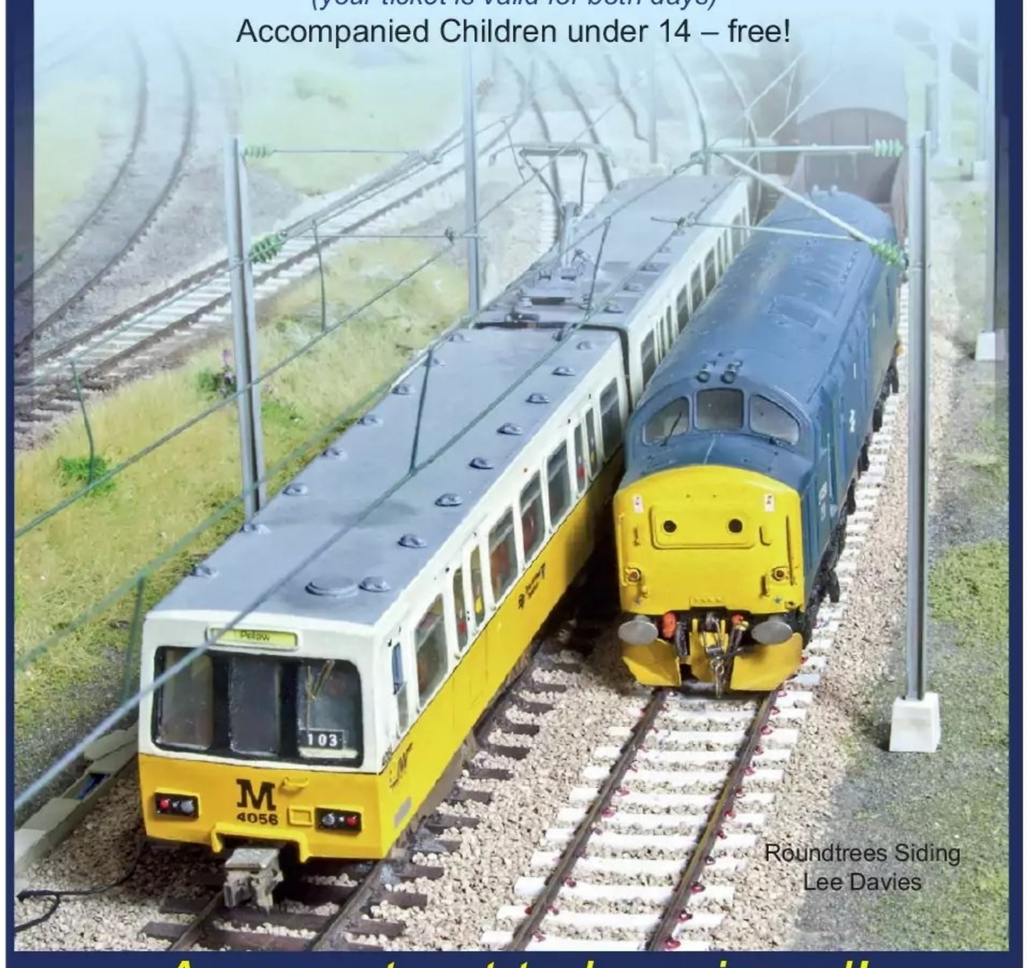

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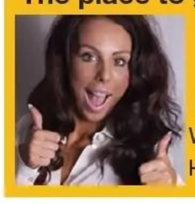

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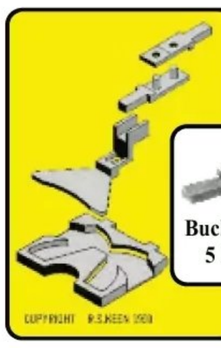

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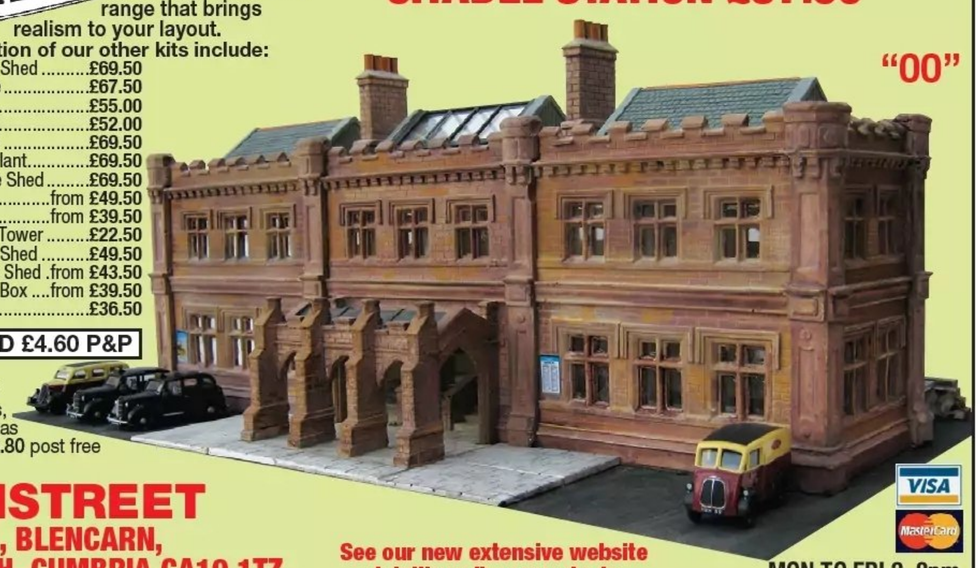

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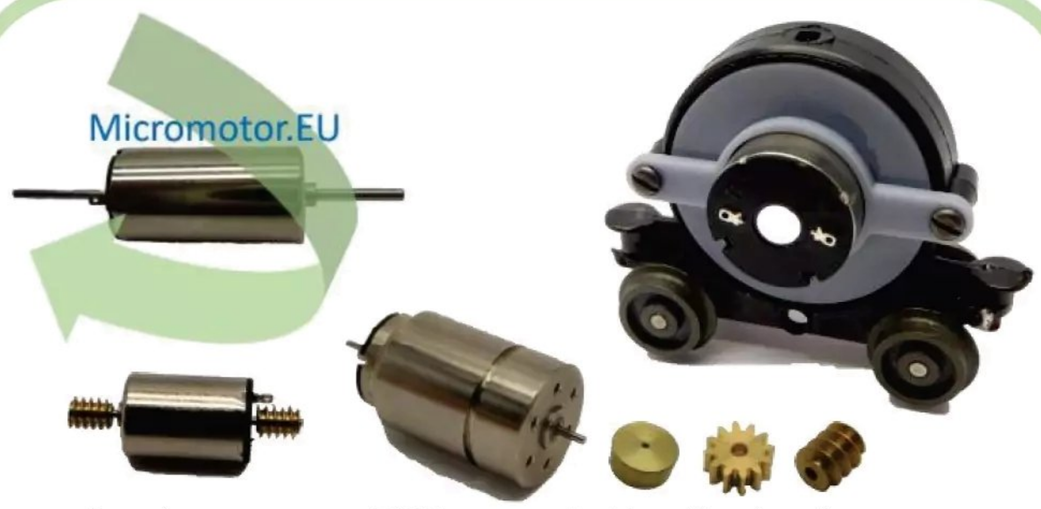

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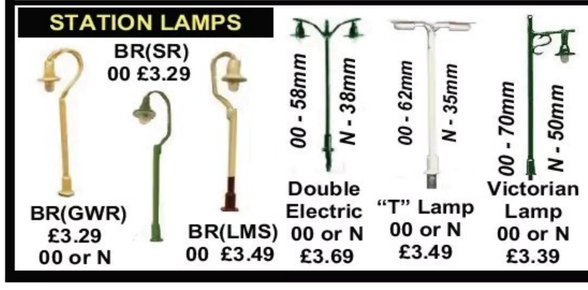

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Two things are in my favour, firstly I am right handed and secondly I have been seen by and operated on by a specialist hand trauma unit. My fingers the tendons and the skin damage have been repaired and I am undergoing physio to help.

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.

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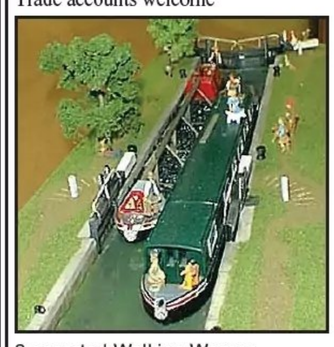

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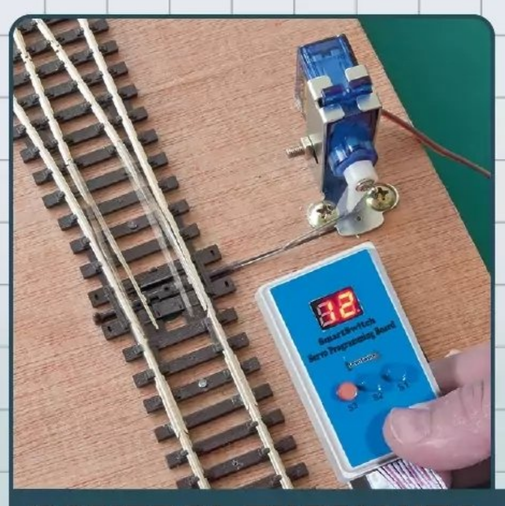

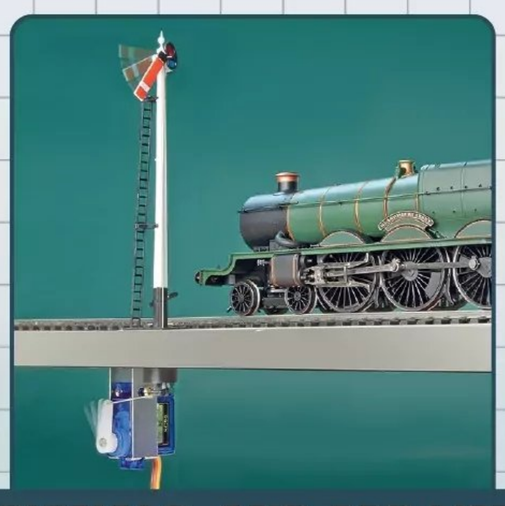



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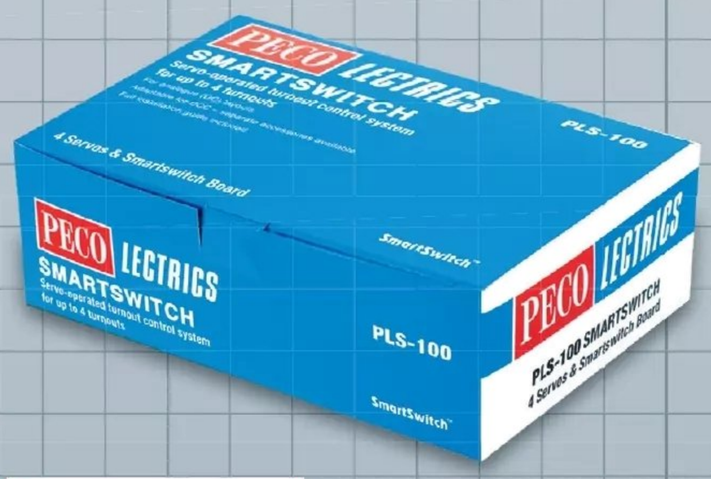

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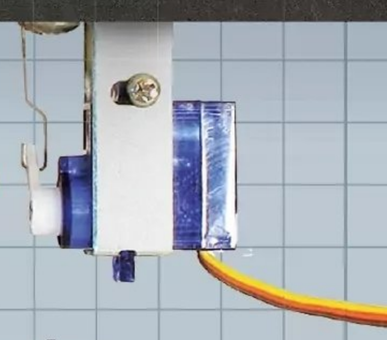

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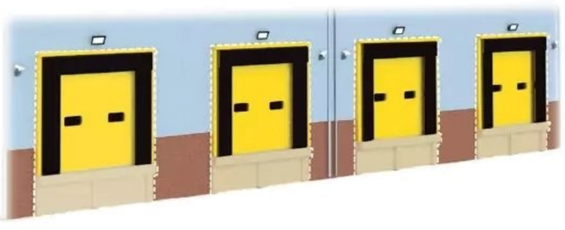

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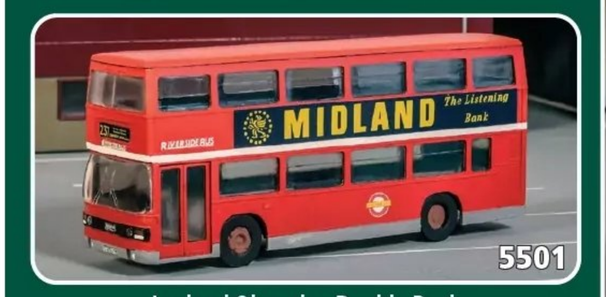
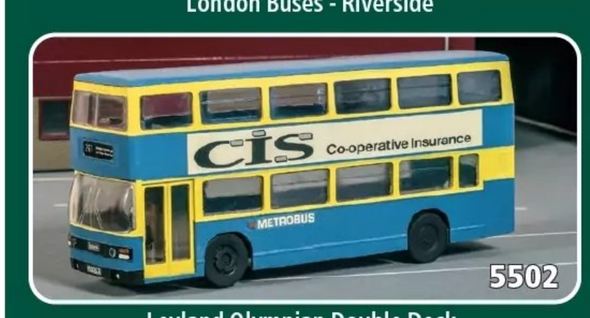


Leyland Olympian Double Deck, London Buses - Riverside



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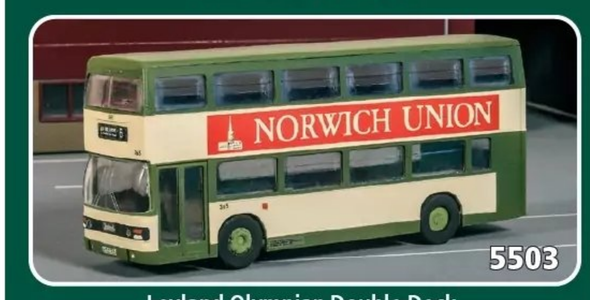

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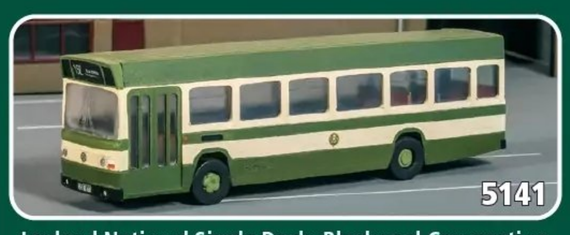

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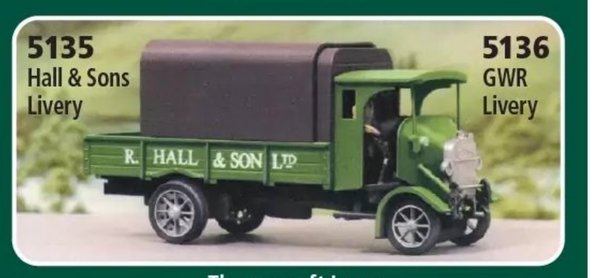

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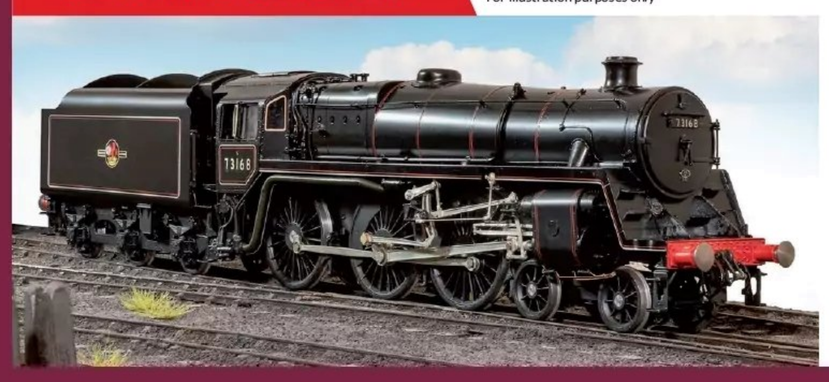

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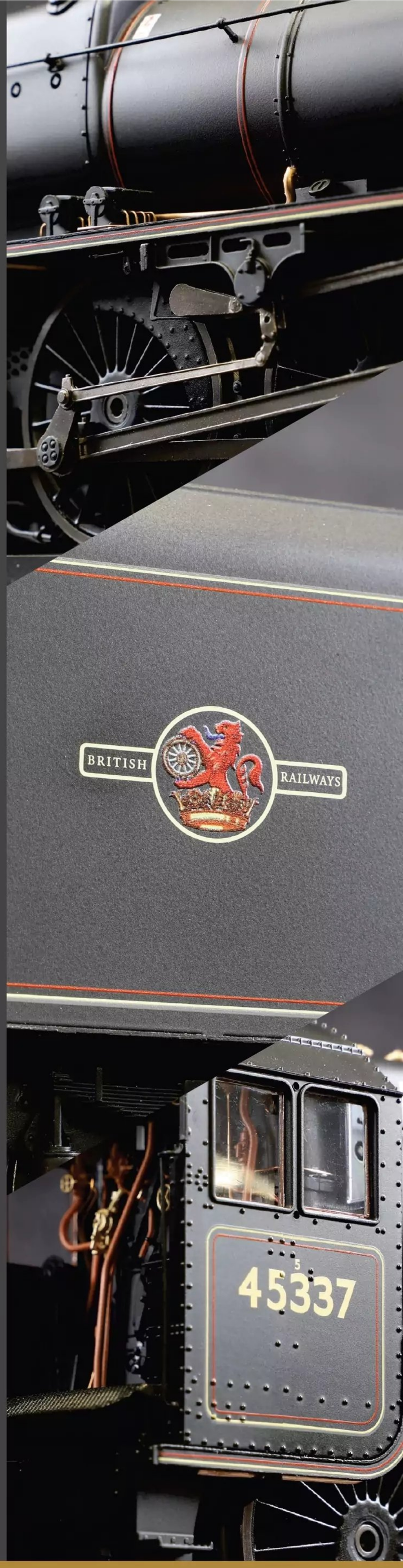

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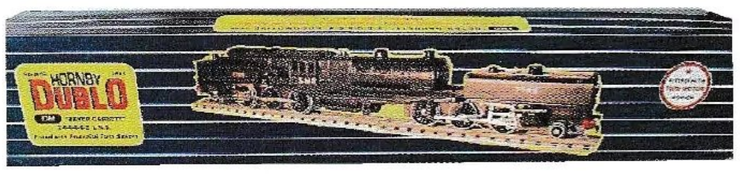

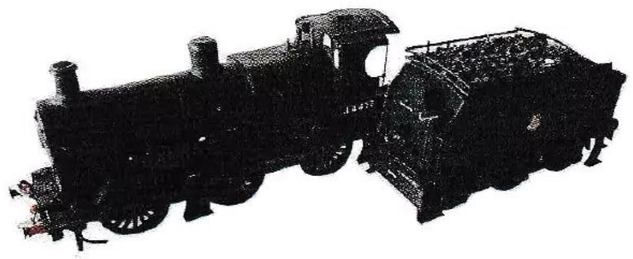

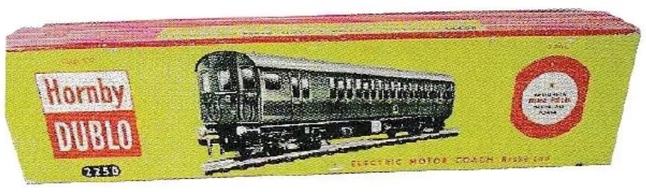

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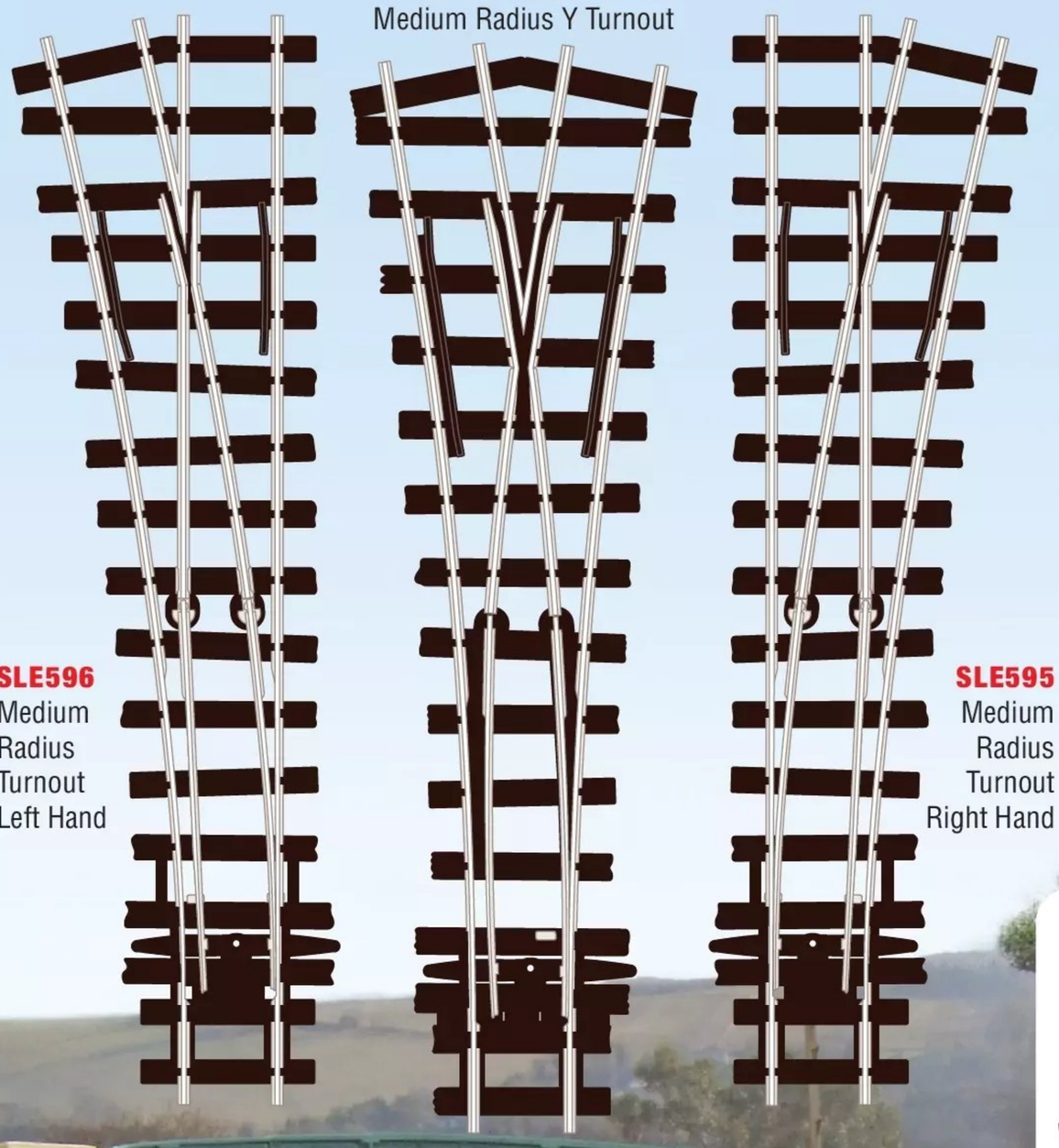

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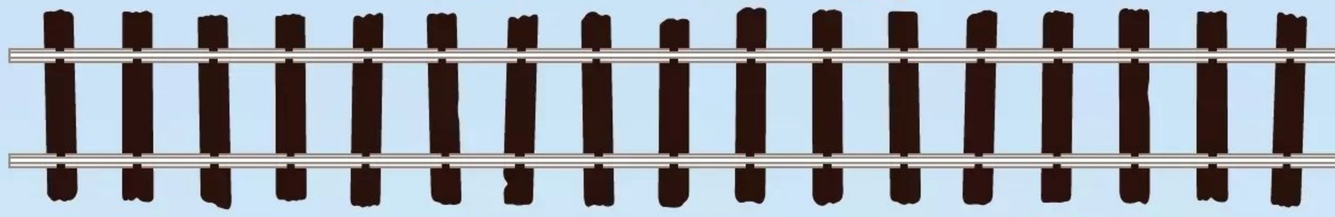

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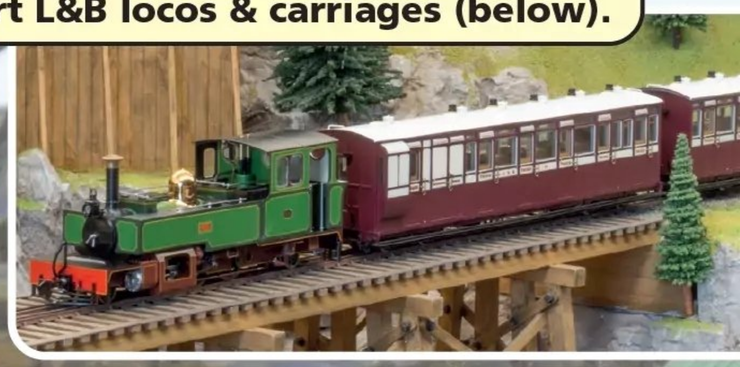

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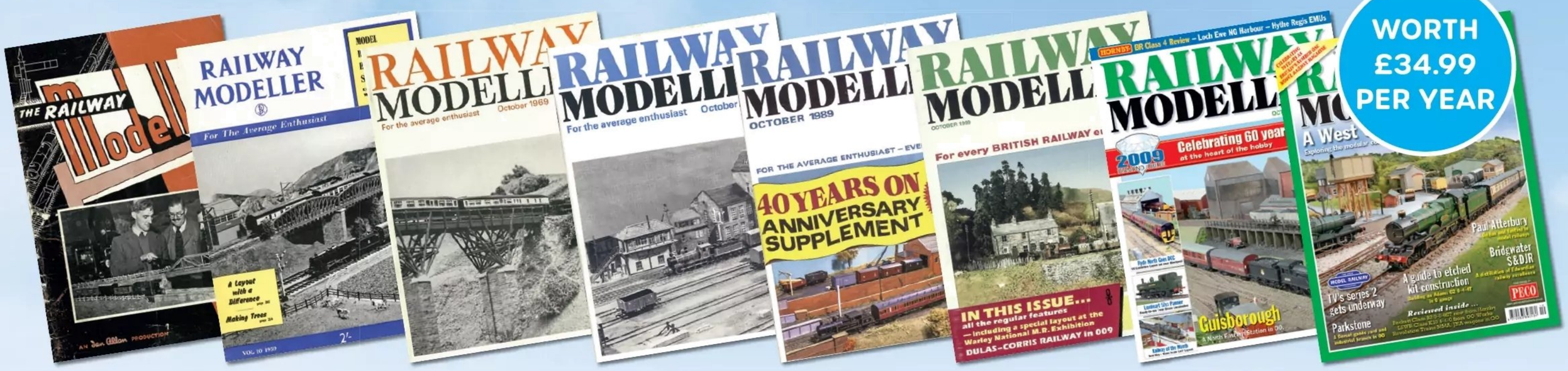

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N Gauge Society *47a*

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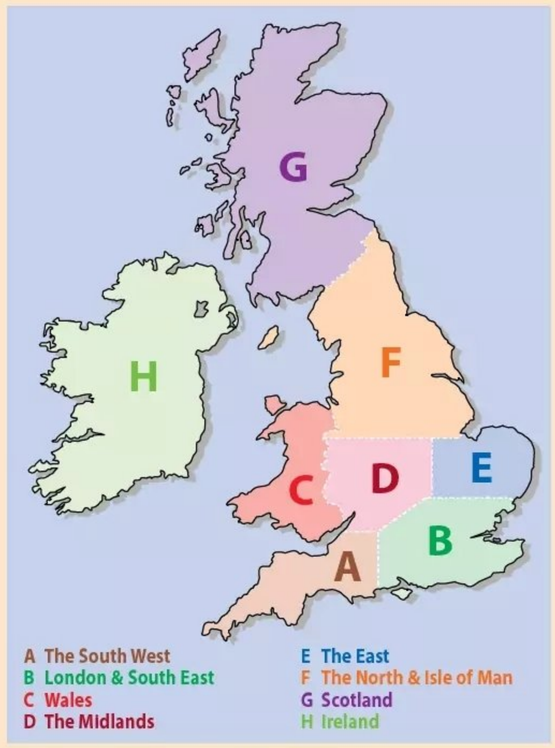

A The South West
B London & South East
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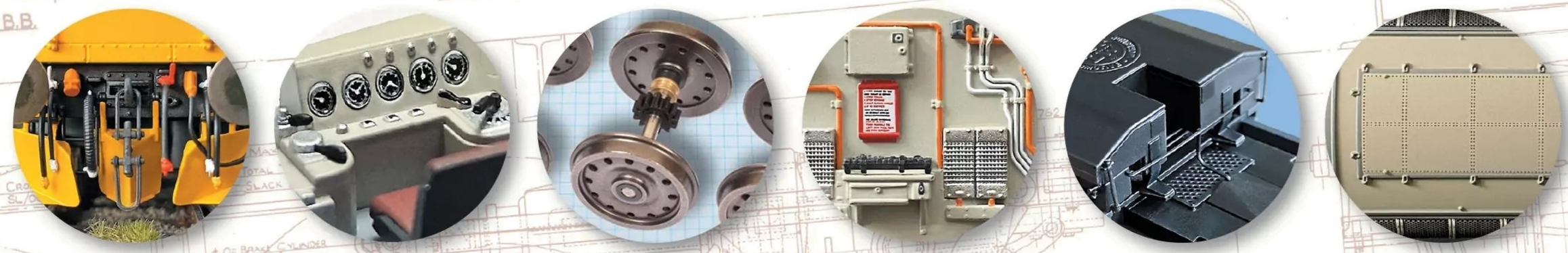

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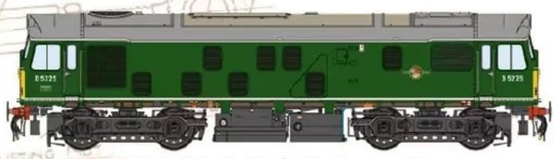
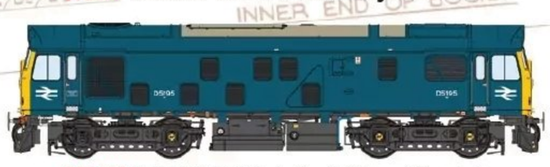


NEW D 5225 British Railways Green



NEW 25 042 British Rail Blue



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Single Panel Mount with Simulation

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With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

The Walkabout

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GMC-W

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GMC-DS	Twin Track Controller with Simulation
GMC-TS	Three Track Controller with Simulation

Panel Mounted Controllers

Orange text shows transformer required

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GMC-UF	Single Track Controller with Feedback 1x GMC-M1 or GMC-WM1
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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
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