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OF RAILWAY MODELLER**

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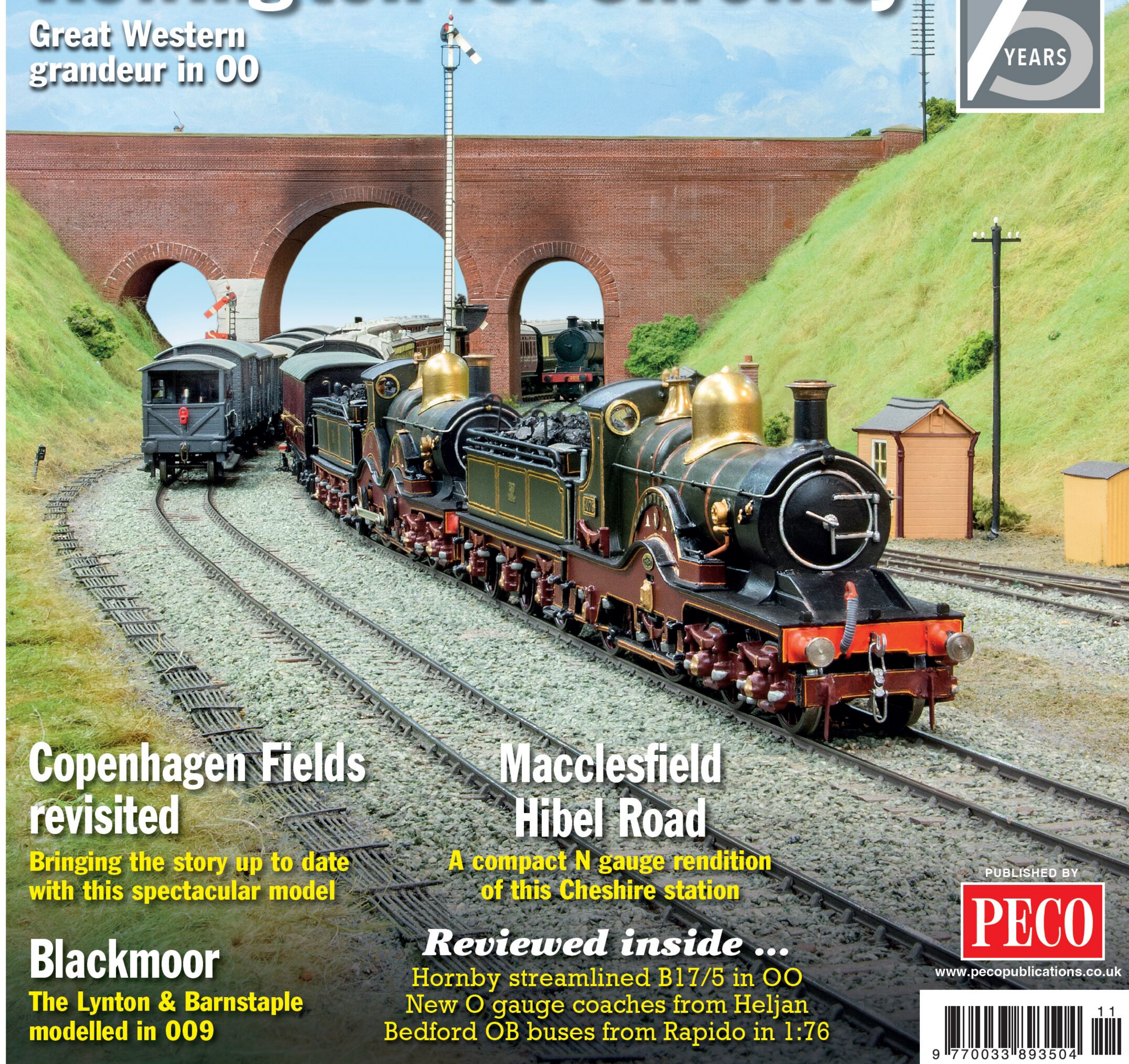
AT THE HEART OF THE HOBBY

VOLUME 75 No 889

RAILWAY MODELLER

Rowington for Shrewley

Great Western
grandeur in OO



**Copenhagen Fields
revisited**

Bringing the story up to date
with this spectacular model

**Macclesfield
Hibel Road**

A compact N gauge rendition
of this Cheshire station

Blackmoor

The Lynton & Barnstaple
modelled in 009

Reviewed inside ...

Hornby streamlined B17/5 in OO
New O gauge coaches from Heljan
Bedford OB buses from Rapido in 1:76

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RAILWAY MODELLER

Contents

November 2024 vol 75 No.889

854 **Rowington for Shrewley** **Railway of the Month**

As a lifelong aficionado for the Great Western Railway, Dick Hewins created this circular double-track system as a showcase for his extensive collection of 4mm scale locomotives and stock.

862 **Adams T3 4-4-0** **Scale Drawings**

With the announcement by Bachmann of the first ready-to-run model of this elegant Victorian class, we present 4mm scale drawings and prototype notes by the late Ian Beattie, with additional information by Toby Jennings.

866 **Macclesfield Hibel Road** **Plan of the Month**

This compact but busy joint station in Cheshire was suggested as a layout plan as long ago as 1955; Jules Attard has turned it into reality in N gauge.

872 **Mileposts – the Brighton Circle at 50**

Founded in 1974, this historical society is dedicated to the furtherance and publication of original research relating to aspects of the London, Brighton & South Coast Railway. Andrew Garrood provides an overview.

874 **Blackmoor**

Ian Lampkin has built a near-to-scale 009 model of one of the principal intermediate stations on the legendary Lynton & Barnstaple Railway, which can now be seen on the exhibition circuit.

879 **The Warren**

Father and son modelling duo Steve & Chris Saxby created this simple exhibition layout, which is equipped for automatic digital operation whilst incorporating scenic details that can change with the times.

882 **Talking Points**

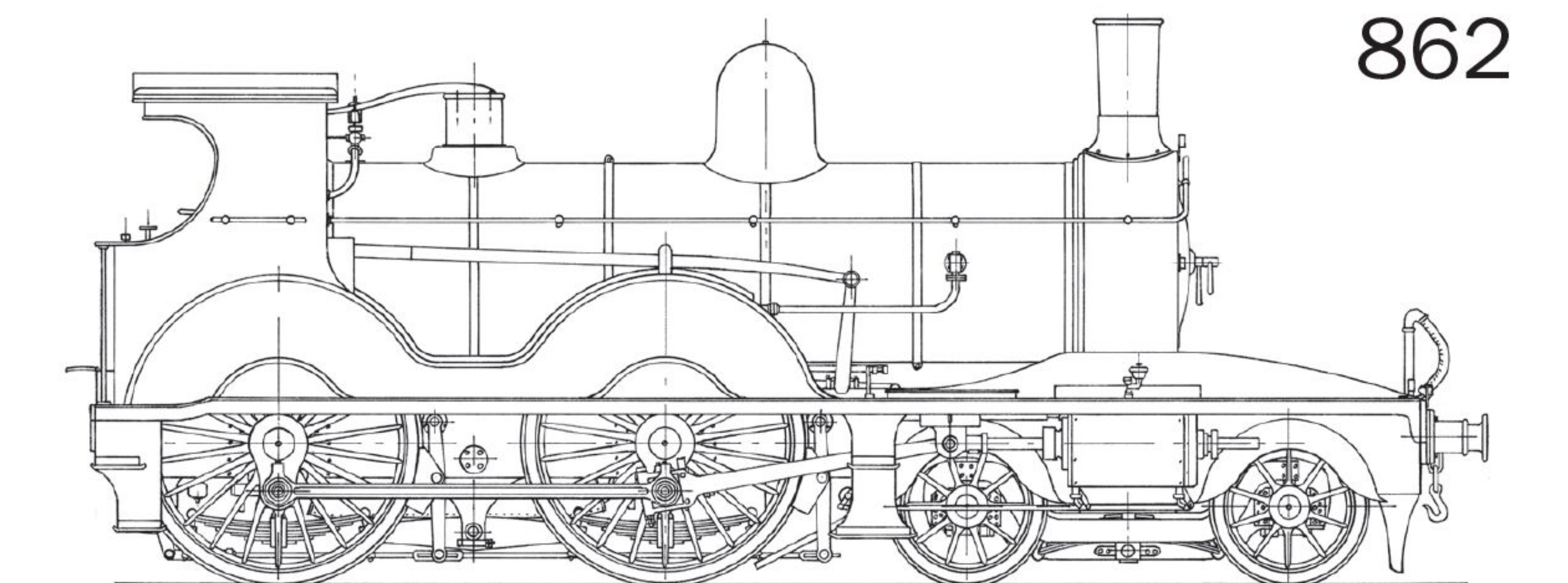
Topical issues from the world of railway modelling. This month, we feature the OO gauge layout by Dawn Quest, inspired by the classic 1945 film *Brief Encounter* and constructed entirely in black & white.

885 **Return to Copenhagen Fields**

Matthew Wald brings the story up to date with the Model Railway Club's 2mm Fine Scale (9.42mm gauge) ongoing project to model a large slice of North London in pre- and post-Grouping days.

890 **Making a start in 009 – part 2** **Project of the Month**

Chris Ford continues the construction of his 4mm scale narrow gauge layout. This month, he turns his attention to laying the track, installing wire-in-tube point operation, and wiring it up for 12V dc analogue control.





874



882



890



894

RAILWAY MODELLING *Explored*

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

903 **Queens Road TMD**

Adam Towers describes this digitally controlled diesel depot in OO, which is set in the post-Privatisation era and was completed with the help of his father.

906 **Digital sound for a Large England in 009**

Having installed a DCC decoder in the Peco/Kato Ffestiniog Railway Large England 0-4-0ST+T in the August issue, Andrew Burnham outlines the process of equipping the model with sound.



903

WHAT'S
ON THE
COVER



885

854

874

866

894 **Lapping Works**

Micro Marvel

Inspired by his 50th year, Matt Stevens created this imagined Black Country industrial micro layout in O gauge, completing it to exhibition standard within eight months.

898 **Sheffield Victoria**

Through the Railway Room Door

Richard Adams describes this twin-level OO gauge system, which was constructed with the assistance of his wife and takes inspiration from this former South Yorkshire station. The layout is equipped for Digital Command Control and is linked to a computer for automatic operation.

909 **Comment**

Opinions and observations across the field of railway modelling. This month, Dennis Lovett discusses the '40-year rule' in railway modelling; do enthusiasts only want to model what they remember from their youth?

910 **Readers' Letters**

912 **New Product Reviews**

Leading the reviews this month are the two streamlined Gresley B17/5 4-6-0s from Hornby in OO gauge, together with the preserved BR 9F 2-10-0 No.92203 *Black Prince* from the same firm and also in OO. We also look at the Fragonset Railways black Class 31/4 diesel produced exclusively for The Model Centre by Bachmann in OO; Bedford OB buses, London & North Eastern Railway/London Midland & Scottish Railway Lowmac wagons, and London & North Western Railway 10-ton vans, in OO from Rapido Trains UK; the O gauge LMS inspection saloon and BR Mk.II stock, and the OO gauge Gresley 02/1 2-8-0, from Heljan; and much more...

922 **News**

OO gauge Midland Railway '483' Class 4-4-0s, pre-Grouping bogie coaches, *Ivor the Engine* train packs, LMS 20-ton iron ore hoppers, Great Northern Railway 8-ton vans and N gauge Class 45 & 46 diesels from Rapido Trains UK; London & South Western Railway T3 4-4-0s in OO from Bachmann/EFE Rail; Class 99 bi-mode locomotives in OO from Revolution Trains; Dapol reveals plans for Collett Manor 4-6-0s in N gauge; second run of Accurascale Class 66s in OO; Kernow commissions exclusive Western Region SPV parcels vans from Rapido Trains UK; and much more...

929 **Societies & Clubs**

The biggest and best guide to the exhibition scene.

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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

Latest Releases

dapol
Model Railway Company

OO Gauge Manors



4S-001-009 - GW Manor 4-6-0 7818
'Granville Manor' GW Green
Shirtbutton.....£151.97



4S-001-010 - GW Manor 4-6-0 7806
'Cockington Manor' GW Green
GWR.....£151.97



4S-001-011 - GW Manor 4-6-0 7821
'Ditcheat Manor' BR Lined Black Early
Crest.....£151.97



4S-001-012 - GW Manor 4-6-0 7822
'Foxcote Manor' BR Black Early
Crest.....£151.97



4S-001-013 - GW Manor 4-6-0 7817
'Garsington Manor' BR Green Late
Crest.....£151.97



4S-001-014 - GW Manor 4-6-0 7802
'Bradley Manor' BR Green Late Crest With
Cambrian Coast Express
Embellishments.....£151.97

HORNBY

OO Gauge HST Power Car Packs



R30239 - Class 43 HST Power Cars
43042 And 43043 BR Intercity Blue And
Yellow.....£326.69



R30097TXXS - Class 43 HST Power Cars
43091 'Edinburgh Military Tattoo' And
43196 'The Newspaper Society' BR Inter-
City Executive Triplex Sound
Fitted.....£404.99



R30343 - Class 43 HST Train Pack 43119
'Harrogate Spa' 43096 'Stirling Castle'
GNR.....£355.50

OO Gauge RailRoad Steam Locos



R30286 - LMS 2P 4-4-0 46 SDJR
Blue.....£139.49



R30285 - LMS 4F 0-6-0 61 SDJR
Blue.....£139.49

OO Gauge Class 56



R30155TXXS - Class 56 56060 'The Cardiff
Rod Mill' BR Railfreight Triplex Sound
Fitted.....£260.99

OO Gauge LMS Princess Coronation



R30359 - LMS Princess Coronation
46243 'City of Lancaster' BR Blue Early
Crest.....£238.49

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

RAPIDO
TRAINING

OO Gauge MR 483 4-4-0 - Due 2025



974001 - MR 483 4-4-0 502 Midland
Railway Royal Train.....£178.45
974002 - MR 483 4-4-0 483 Midland
Railway Crimson.....£178.45
974003 - MR 483 4-4-0 518 Midland
Railway Crimson.....£178.45
974004 - MR 483 4-4-0 70 S&DJR
Blue.....£178.45
974005 - MR 483 4-4-0 No.482 LMS
Crimson Small Letters.....£178.45
974006 - MR 483 4-4-0 549 LMS Crimson
Cabside Roundel.....£178.45
974007 - MR 483 4-4-0 462 LMS Lined
Black.....£178.45
974008 - MR 483 4-4-0 417 LMS Wartime
Unlined Black.....£178.45
974009 - MR 483 4-4-0 40419 BR Lined
Black British Railways.....£178.45
974010 - MR 483 4-4-0 40527 BR Black
Early Crest.....£178.45
974011 - MR 483 4-4-0 40404 BR Black
Lined Early Crest.....£178.45
974012 - MR 483 4-4-0 40557 BR Black
Late Crest.....£178.45

DCC Sound Fitted versions of each loco
available.....£271.95

BRANCHLINE

OO Gauge BR Brake Van - Due October/November



37-532A - BR 20 Ton Brake Van BR
Bauxite B950938.....£32.26
37-532B - BR 20 Ton Brake Van BR
Bauxite Weathered B953755.....£33.96

OO Gauge BR Mk1 Coaches - Due October/November



39-102C - BR Mk1 RU Restaurant
Unclassified Coach BR (WR) Chocolate And
Cream W1905.....£50.96
39-102CPF - BR Mk1 RU Restaurant
Unclassified Coach BR (WR) Chocolate And
Cream With Passengers Fitted
W1905.....£62.01



39-126H - BR Mk1 CK Composite Corridor
Coach BR Maroon SC16192.....£50.96
39-126HPF - BR Mk1 CK Composite Corridor
Coach BR Maroon With Passengers Fitted
SC16192.....£62.01



39-175G - BR Mk1 NDV (Ex-BG) Brake
Gangwayed Coach BR Blue And Grey
M80693.....£50.96
39-175H - BR Mk1 NDV (Ex-BG) Brake
Gangwayed Coach BR Blue And Grey
E80847.....£50.96



39-176G - BR Mk1 BG Brake Gangwayed
Coach BR Maroon SC84362.....£50.96
39-176H - BR Mk1 BG Brake Gangwayed
Coach BR Maroon E84370.....£50.96



39-178D - BR Mk1 BG Brake Gangwayed
Coach BR (SR) Green S84039.....£50.96



39-181A - BR Mk1 NEA (Ex-BG) Brake
Gangwayed Coach BR Provincial
E92089.....£50.96



39-182C - BR Mk1 NCV (Ex-BG) Brake
Gangwayed Coach BR Blue (Newspapers)
M80560.....£50.96



39-183B - BR Mk1 NEX (Ex-BG) Brake
Gangwayed Coach Rail Express Systems
92303.....£50.96

Mod Roc



Mod-Roc (Plaster Of Paris
Bandage).....£3.60
Each roll is 15cm x 270cm
approx.)

Locomotive Stock Boxes

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

Large - Suitable for large tender locos &
diesels.....£4.20

Length 330mm, Depth 48mm, Width 62mm

4 of any colour large stock box for £16.10

Medium - Suitable for larger tank engines
and medium sized diesels (class 20s,
25s etc).....£3.50
Length 220mm, Depth 48mm, Width 62mm

Small - Suitable for small steam locos
(pannier tanks etc.) and small diesels
(08 shunters etc.).....£3.50

Length 157mm, Depth 48mm, Width 62mm

**4 of any colour medium or small stock box
for £13.10**

Ballast



Fine Grey Ballast.....£4.00

(1mm average size)

Coarse Grey Ballast.....£4.00

(3mm average size)

Fine Salmon Ballast.....£4.00

(1mm average size)

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

Electrics

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

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



BACHMANN
Europe plc
Quality Since 1833

BRITISH RAILWAY ANNOUNCEMENTS

**NEW ITEMS
ARRIVING
AUTUMN 2024**

N SCALE - GRAHAM FARISH

**GRAHAM
FARISH**
by BACHMANN

SOUND FITTED

**SOUND
FITTED**



372-610SF LNER V2 4791 LNER Lined Green (Original)



STANDARD



372-610 LNER V2 4791 LNER
Lined Green (Original)

SOUND FITTED

**SOUND
FITTED**



372-611SF LNER V2 4843 'Kings Own Yorkshire
Light Infantry' LNER Lined Green



STANDARD



372-611 LNER V2 4843 'Kings Own Yorkshire Light
Infantry' LNER Lined Green

SOUND FITTED

**SOUND
FITTED**



372-612SF LNER V2 60845 BR Lined Black (Early Emblem)



STANDARD



372-612 LNER V2 60845 BR Lined Black
(Early Emblem)

SOUND FITTED

**SOUND
FITTED**



372-613SF LNER V2 60964 'Durham Light Infantry'
BR Lined Green (Late Crest)



STANDARD



372-613 LNER V2 60964 'Durham Light Infantry'
BR Lined Green (Late Crest)

SOUND FITTED

**SOUND
FITTED**



372-614SF LNER V2 60847 'St Peter's School' BR Lined Green (Late Crest)



STANDARD



372-614 LNER V2 60847 'St Peter's School'
BR Lined Green (Late Crest)

SOUND FITTED

**SOUND
FITTED**



374-511A GWR Hawksworth Brake Third
Corridor 837 GWR Chocolate & Cream



374-536A GWR Hawksworth Third Class
Corridor 859 GWR Chocolate & Cream



374-511B GWR Hawksworth Brake
Third Corridor 846 GWR Choc & Cream

ALSO
AVAILABLE

374-536B GWR Hawksworth Third Class
Corridor 855 GWR Chocolate & Cream

ALSO
AVAILABLE



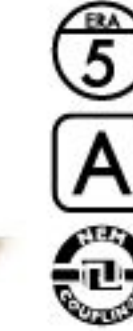
374-561A GWR Hawksworth Composite
Corridor 7254 GWR Chocolate & Cream



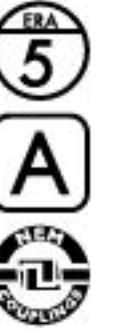
374-537A GWR Hawksworth Second
Corridor W792W BR Maroon



374-512A GWR Hawksworth Brake
Second Corridor W851W BR Maroon



374-562A GWR Hawksworth Composite
Corridor W7821W BR Maroon



374-561B GWR Hawksworth Comp.
Corridor 7257 GWR Choc & Cream

ALSO
AVAILABLE

374-537B GWR Hawksworth Sec.
Corridor W1723W BR Maroon

ALSO
AVAILABLE

374-512B GWR Hawksworth Brake
Sec. Corridor W1772W BR Maroon

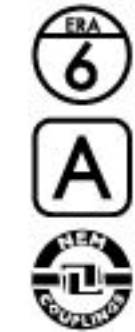
ALSO
AVAILABLE

374-562B GWR Hawksworth Comp.
Corridor W7818W BR Maroon

ALSO
AVAILABLE



374-538 GWR Hawksworth Second
Corridor W1719W BR Blue & Grey



374-588 GWR Hawksworth Second Corridor
DW1501927 'Test Car 4' BR RTC (Original)



374-610A GWR Hawksworth Auto-Trailer
W220W 'Thrush' BR Crimson & Cream



374-613 GWR Hawksworth Auto-Trailer
DW150375 'Test Car 1' BR RTC (Original)



374-538A GWR Hawksworth Second
Corridor W2283W BR Blue & Grey

ALSO
AVAILABLE



374-590 GWR Hawksworth Full Brake
316 GWR Chocolate and Cream



374-585A GWR Hawksworth Full Brake
W305 BR Crimson & Cream



374-586A GWR Hawksworth Full Brake
W318W BR Maroon



374-589 GWR Hawksworth Full Brake
DW150354 BR Departmental Blue & Grey



00 SCALE - BACHMANN BRANCHLINE

**BACHMANN
BRANCHLINE**

SOUND FITTED
DELUXE



**SOUND
FITTED
DELUXE**



35-906SF
Class 08 08928
BR Railfreight (Red Stripe)

SOUND FITTED

35-906SF Class 08 08928
BR Railfreight (Red Stripe)



STANDARD

35-906 Class 08 08928
BR Railfreight (Red Stripe)



SOUND FITTED
DELUXE



**SOUND
FITTED
DELUXE**



35-910SF
Class 08 08761
BR Provincial

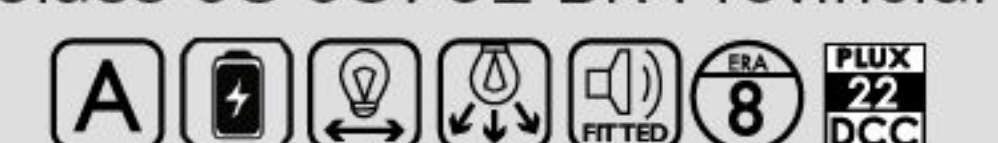
SOUND FITTED

35-910SF
Class 08 08761 BR Provincial



STANDARD

35-910
Class 08 08761 BR Provincial



SOUND FITTED
DELUXE



SOUND
FITTED
DELUXE



ALL
NEW
TOOLING

35-901SFX
Class 08 D3785
BR Green (Late Crest)

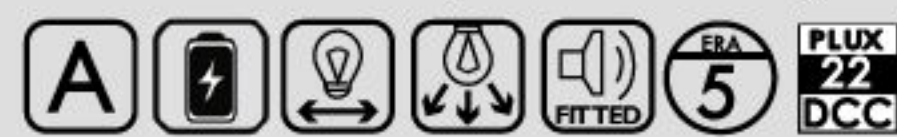
SOUND FITTED

35-901SF Class 08 D3785
BR Green (Late Crest)



STANDARD

35-901 Class 08 D3785
BR Green (Late Crest)



SOUND FITTED
DELUXE



SOUND
FITTED
DELUXE



ALL
NEW
TOOLING

35-915SFX
Class 08 08617
'Steve Purser' BR Blue (Retro)

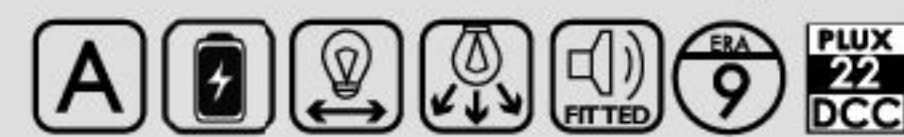
SOUND FITTED

35-915SF Class 08 08617
'Steve Purser' BR Blue (Retro)



STANDARD

35-915 Class 08 08617
'Steve Purser' BR Blue (Retro)



SOUND FITTED
DELUXE



SOUND
FITTED
DELUXE



ALL
NEW
TOOLING

35-921SFX
Class 09 09009
BR Blue (Wasp Stripes)

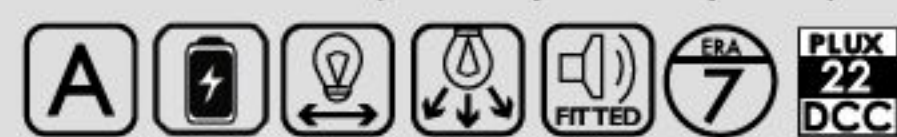
SOUND FITTED

35-921SF Class 09 09009
BR Blue (Wasp Stripes)



STANDARD

35-921 Class 09 09009
BR Blue (Wasp Stripes)



SOUND FITTED
DELUXE



SOUND
FITTED
DELUXE



ALL
NEW
TOOLING

35-925SFX
Class 08 08329
BR Blue (Wasp Stripes)

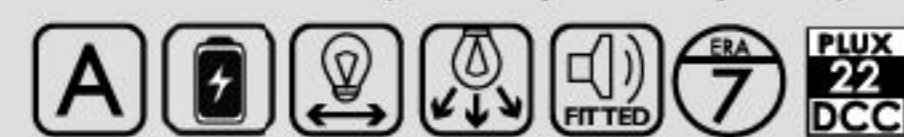
SOUND FITTED

35-925SF Class 08 08329
BR Blue (Wasp Stripes)



STANDARD

35-925 Class 08 08329
BR Blue (Wasp Stripes)



SOUND FITTED
DELUXE



SOUND
FITTED
DELUXE



ALL
NEW
TOOLING

35-926SFX
Class 08 08923
BR Green (Wasp Stripes)

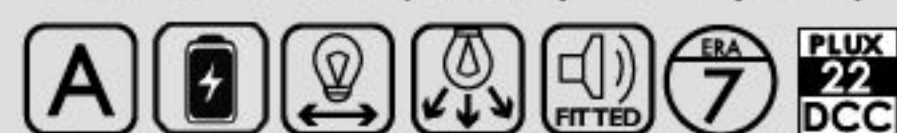
SOUND FITTED

35-926SF Class 08 08923
BR Green (Wasp Stripes)



STANDARD

35-926 Class 08 08923
BR Green (Wasp Stripes)



SOUND FITTED
DELUXE



SOUND
FITTED
DELUXE



ALL
NEW
TOOLING

35-930SFX
Class 09 09106
DB Red (Unbranded)

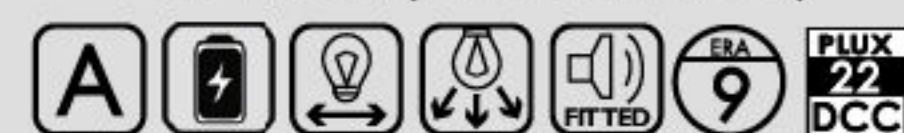
SOUND FITTED

35-930SF Class 09 09106
DB Red (Unbranded)



STANDARD

35-930 Class 09 09106
DB Red (Unbranded)



SOUND FITTED



SOUND
FITTED



35-503SF
Class 117
3-Car DMU
R334 BR
Green (SYP)

STANDARD

35-503 Class 117 3-Car DMU R334
BR Green (Small Yellow Panels)



SOUND FITTED



SOUND
FITTED



35-504SF
Class 117
3-Car DMU
L412
BR Blue

STANDARD

35-504 Class 117
3-Car DMU L412 BR Blue



SOUND FITTED



SOUND
FITTED



35-505SF
Class 117 3-Car
DMU 117308
BR Regional
Railways

STANDARD

35-505 Class 117 3-Car DMU
117308 BR Regional Railways



SOUND FITTED



SOUND
FITTED



35-528SF
Class 121 Single-Car
DMU W55028
BR Green (SYP)

PASSENGER FITTED

35-528PF Class 121 Single-Car
DMU W55028 BR Green (SYP)



STANDARD

35-528 Class 121 Single-Car
DMU W55028 BR Green (SYP)



SOUND FITTED



SOUND
FITTED



35-529SF
Class 121 Single-Car
DMU W55033
BR Blue

PASSENGER FITTED

35-529PF Class 121 Single-Car DMU
W55033 BR Blue



STANDARD

35-529 Class 121 Single-Car
DMU W55033 BR Blue



SOUND FITTED



SOUND
FITTED



35-530SF
Class 121 Single-Car
DMU 55022 BR Network
SouthEast (Original)

PASSENGER FITTED

35-530PF Class 121 Single-Car DMU
55022 BR Network SouthEast (Original)



STANDARD

35-530 Class 121 Single-Car DMU
55022 BR Network SouthEast (Original)



SOUND
FITTED

35-531SF
Class 121 Single-Car
DMU W55034
BR White & Blue

STANDARD

35-531 Class 121 Single-Car DMU
W55034 BR White & Blue



32-002B
GWR 49XX 'Hall' 4953
'Pitchford Hall' BR
Lined Black (EE)



32-004A
GWR 49XX 'Hall' 5900
'Hinderton Hall' GWR
Lined Green (GW 'Crest')



32-008
GWR 49XX 'Hall' 4936
'Kinlet Hall' BR Lined
Green (Late Crest)



39-783 LMS 50ft Inspection Saloon
DM45020 BR ScotRail



39-784 LMS 50ft Inspection Saloon
DM45020 BR ScotRail



39-178D BR Mk1 BG Full Brake
S84039 BR (SR) Green



39-179C BR Mk1 BG Full Brake
W81242 BR (WR) Chocolate & Cream



39-054DPF BR Mk1 SO W3802
BR (WR) Chocolate & Cream



39-102CPF BR Mk1 RU W1905
BR (WR) Chocolate & Cream



39-129DPF BR Mk1 CK W15801
BR (WR) Chocolate & Cream



39-154DPF BR Mk1 FK W13079
BR (WR) Chocolate & Cream

ALSO
AVAILABLE

39-054D BR Mk1 SO W3802
BR (WR) Chocolate & Cream

ALSO
AVAILABLE

39-102C BR Mk1 RU W1905
BR (WR) Chocolate & Cream

ALSO
AVAILABLE

39-129D BR Mk1 CK W15801
BR (WR) Chocolate & Cream

ALSO
AVAILABLE

39-154D BR Mk1 FK W13079
BR (WR) Chocolate & Cream



39-229DPF BR Mk1 BCK W21168
BR (WR) Chocolate & Cream



39-103DPF BR Mk1 RU
SC1949 BR Maroon



39-126HPF BR Mk1 CK
SC16192 BR Maroon



39-151GPF BR Mk1 FK
SC13249 BR Maroon

ALSO
AVAILABLE

39-229D BR Mk1 BCK W21168
BR (WR) Chocolate & Cream

ALSO
AVAILABLE

39-103D BR Mk1 RU
SC1949 BR Maroon

ALSO
AVAILABLE

39-126H BR Mk1 CK
SC16192 BR Maroon

ALSO
AVAILABLE

39-151G BR Mk1 FK
SC13249 BR Maroon



39-176G BR Mk1 BG SC84362 BR Maroon



39-226FPF BR Mk1 BCK SC21018
BR Maroon



39-261CPF BR Mk1 RMB
SC1839 BR Maroon



39-175G BR Mk1 NDV (Ex-BG)
M80693 BR Blue & Grey

ALSO
AVAILABLE

39-176H BR Mk1 BG
E84370 BR Maroon

ALSO
AVAILABLE

39-226F BR Mk1 BCK SC21018
BR Maroon

ALSO
AVAILABLE

39-261C BR Mk1 RMB
SC1839 BR Maroon

ALSO
AVAILABLE

39-175H BR Mk1 NDV (Ex-BG)
E80847 BR Blue & Grey



39-264BPF BR Mk1 RMB E1824
BR Blue & Grey



39-255 BR Mk1 RUO E1036 BR Blue & Grey



39-181A BR Mk1 NEA (Ex-BG)
E92089 BR Provincial



39-182C BR Mk1 NCV (Ex-BG) M80560
BR Blue (Newspapers)



39-270B BBR Mk1 NOX (Ex-GUV) 95151
Rail Express Systems

ALSO
AVAILABLE

39-264B BR Mk1 RMB
E1824 BR Blue & Grey

ALSO
AVAILABLE

39-181A BR Mk1 NEA (Ex-BG)
E92089 BR Provincial

ALSO
AVAILABLE

39-272D BBR Mk1 NLV (Ex-GUV) W86719
BR Blue (Newspapers)

ALSO
AVAILABLE

39-183B BR Mk1 NEX (Ex-BG) 92303
Rail Express Systems



39-267PF BR Mk1 RMB
1848 BR InterCity (Executive)



39-527A
SR PMV
Parcels & Misc.
Van S1108S
BR Green



39-531
SR CCT
'COVCAR'
1737 SR
Maunsell Green



39-533 SR
QVV (Ex-PMV)
ADB975960
BR Depart. Yellow

ALSO
AVAILABLE

39-267 BR Mk1 RMB
1848 BR InterCity (Executive)

ALSO
AVAILABLE

39-527B SR PMV Parcels & Misc. Van
S1062S BR Green

ALSO
AVAILABLE

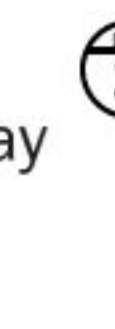
39-527B SR PMV Parcels & Misc. Van
S1062S BR Green

ALSO
AVAILABLE

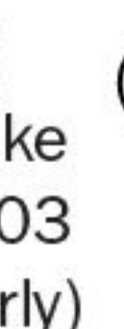
37-532A
BR 20T Brake
Van B950938
BR Bauxite (TOPS)



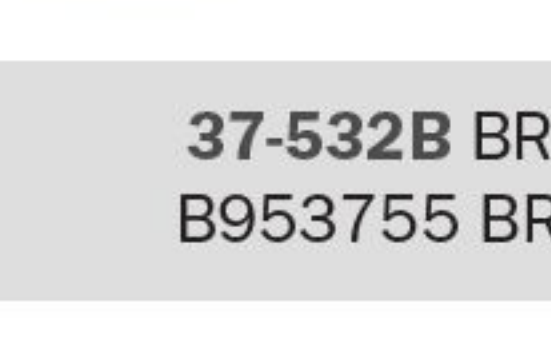
33-085C
5 Plank China Clay
Wagon B743806
BR Bauxite
(TOPS) with Hood



33-088B
5 Plank China Clay
Wagon 94054
GWR Grey with
Tarpaulin Cover



37-528E
BR 20T Brake
Van B950903
BR Grey (Early)



33-311A
GWR 20T 'Toad'
Brake Van DW35724
BR Depart. Yellow

ALSO
AVAILABLE

33-085D 5 Plank China Clay Wagon
B743029 BR Bauxite (TOPS) with Hood

ALSO
AVAILABLE

33-088C 5 Plank China Clay Wagon
92822 GWR Grey with Tarpaulin Cover

ALSO
AVAILABLE

37-528F BR 20T Brake Van
B951105 BR Grey (Early)

ALSO
AVAILABLE

33-309A GWR 20T 'Toad' Brake
Van 114971 GWR Dark Grey



37-529C LNER 20T Brake
8a Van 182895 LNER Bauxite



37-540 BR 20T Brake Van
B954735 Rail Express Systems



37-541 BR 20T Brake Van
B954645 London Transport
Barrier Vehicle Red & White



33-306E GWR 20T 'Toad' Brake
Van W114985 BR Grey (Early)



33-307B GWR 20T 'Toad' Brake
Van W17416 BR Bauxite (Early)



33-309A GWR 20T 'Toad' Brake
Van 114971 GWR Dark Grey



4
W

37-780C GWR 12T 'Mogo'
Motor Car Van W105714
BR Bauxite (Early)



3

37-778E GWR 12T 'Mogo'
Motor Car Van 126359
GWR Grey



4

37-780B GWR 12T 'Mogo'
Motor Car Van W126366
BR Bauxite (Early)



7

37-229 BR 16T Steel Mineral
Wagon Top Flap Doors 11
'Cadley Hill Colliery' NCB Black



4

37-227C BR 16T Steel
Mineral Wagon Top Flap
Doors B42759 BR Grey (Early)



4
W

37-227D BR 16T Steel Mineral
Wagon Top Flap Doors
B43103 BR Grey (Early)



3

37-727A GWR 12T 'PARTO'
Vent. Van 112761 GWR Grey



3

37-730D GWR 12T Vent. Van
134066 GWR Grey



5

37-732 GWR 12T Vent. Van
W124851 BR Bauxite (Late)



7

37-238A BR 16T Steel Mineral Top Flap Doors 3-Wagon Pack
BR Bauxite (TOPS)



7
W

37-400B 16T Steel Slope-Sided Tippler
Mineral Wagon B.S.C.O.20665 BSC Grey

37-727B GWR 12T 'PARTO'
Ventilated Van 112772 GWR Grey

37-730E GWR 12T
Ventilated Van 134070 GWR Grey

37-732A GWR 12T
Vent. Van W124855
BR Bauxite (Late)



4
W

37-265 BR 16T Steel Mineral Top Flap Doors 3-Wagon Pack
BR Grey (Early)

37-400C 16T Steel
Slope-Sided Tippler Mineral
Wagon B.S.C.O.20631 BSC Grey



4

37-754E GWR 12T Fruit Van
W134294 BR Bauxite (Early)



3

37-751E GWR 12T Fruit Van
134184 GWR Grey



4

37-450C 16T Steel Slope-Sided
Mineral Wagon Rivet Doors B7456
BR Grey



4

33-091A 5 Plank China Clay 3 Wagon
Pack BR Bauxite (Early) Tarpaulin Covers

37-754F GWR 12T
Fruit Van W134303
BR Bauxite (Early)

37-751F GWR 12T
Fruit Van 134233
GWR Grey

37-450D 16T Steel
Slope-Sided Mineral Wagon
Rivet Doors B7464 BR Grey



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44-0193B
Tan-Y-Bwlch Station House Brown
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Wigmore Level Crossing
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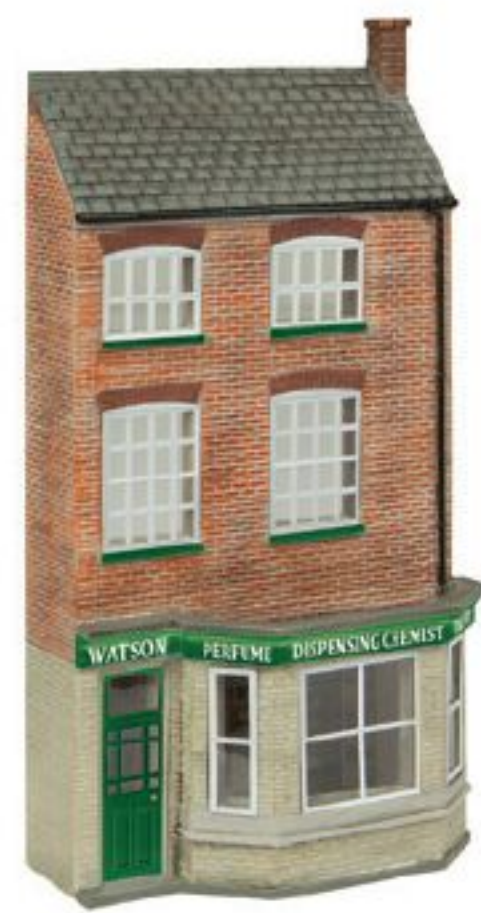
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Station Modernisation Pack



44-548

Station Signage Set



44-0221G

Low Relief Dispensing Chemist Green

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44-0221W - Low Relief Dispensing Chemist White



44-563

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47-0510

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47-0525

Concourse Machines (x3)



47-501

Commercial Lid Skips (x4)



47-593

Concrete Bus Shelter



47-0511

Platform Ticket Kiosk



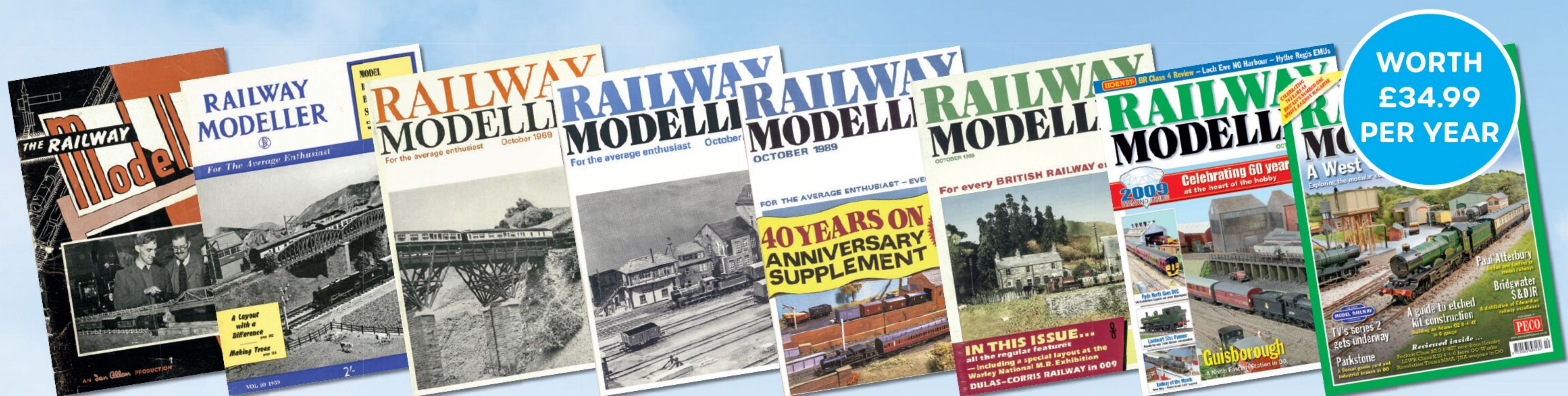
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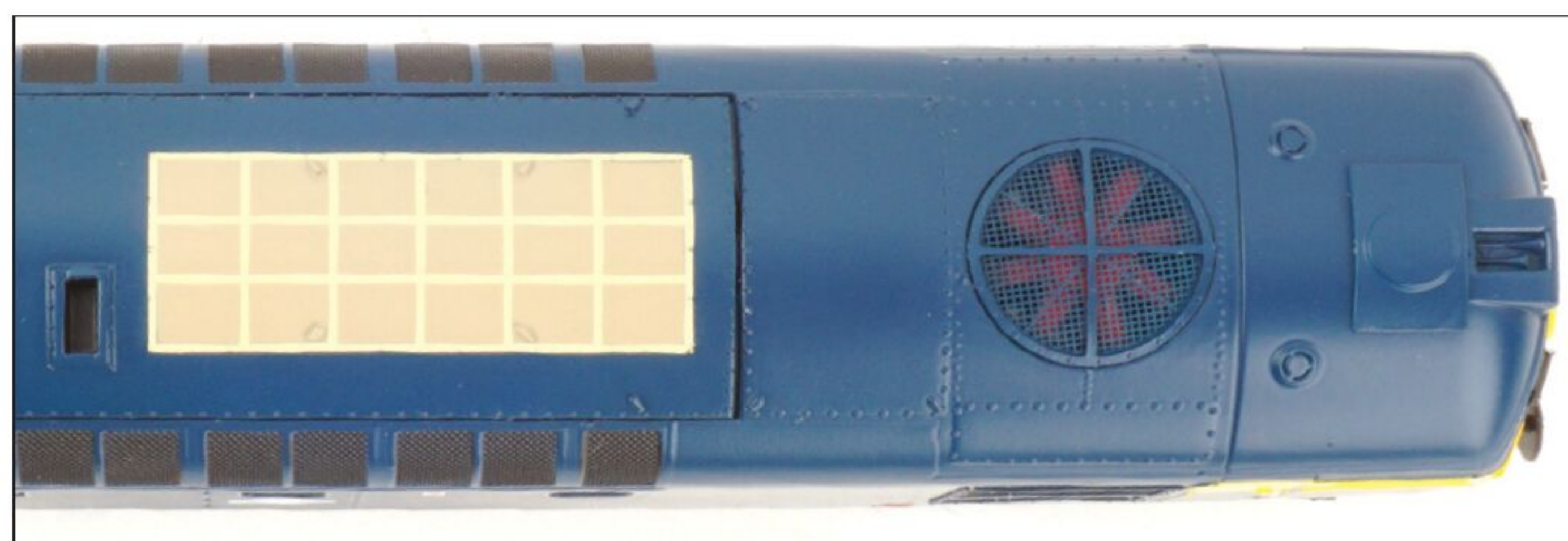
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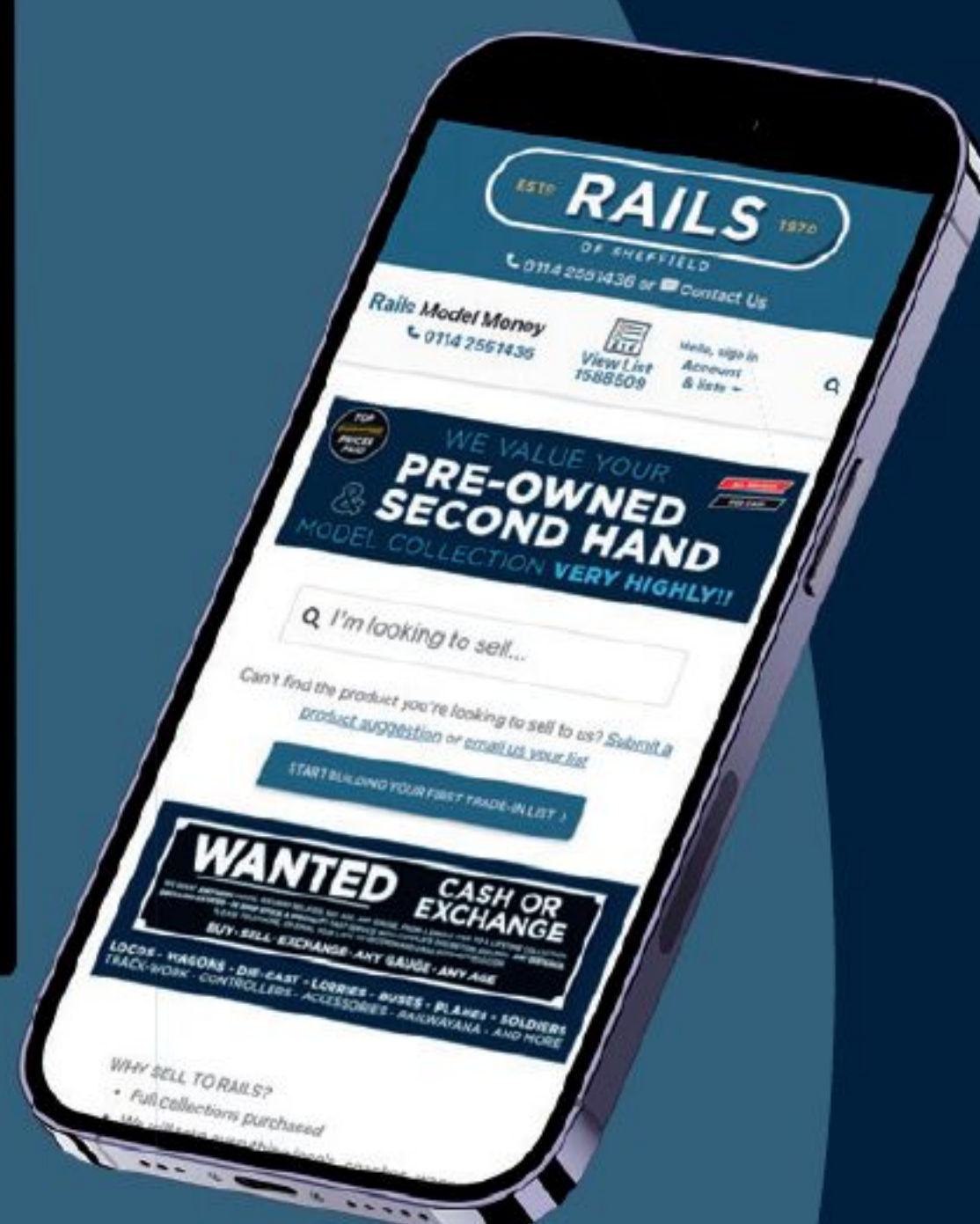
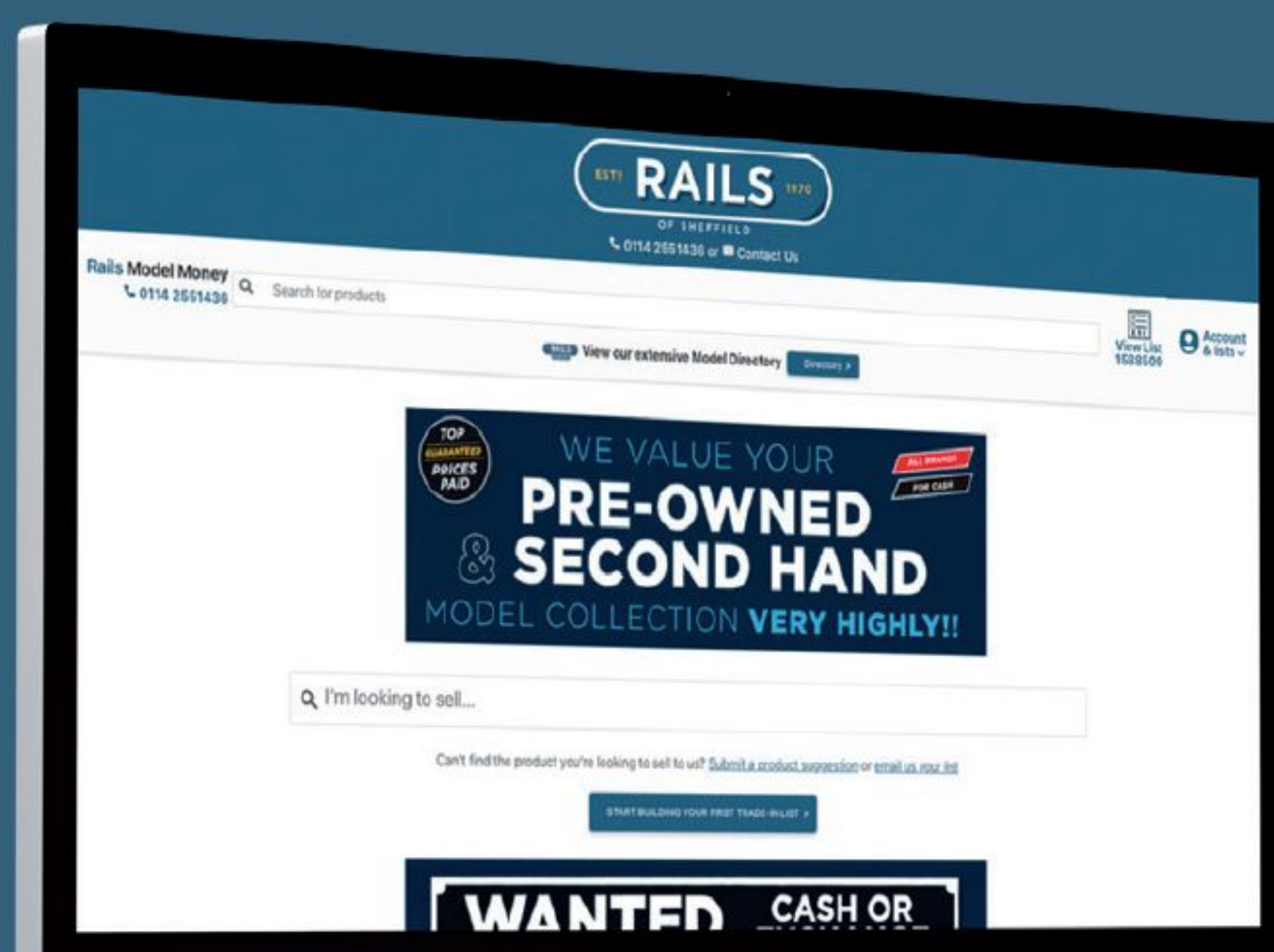


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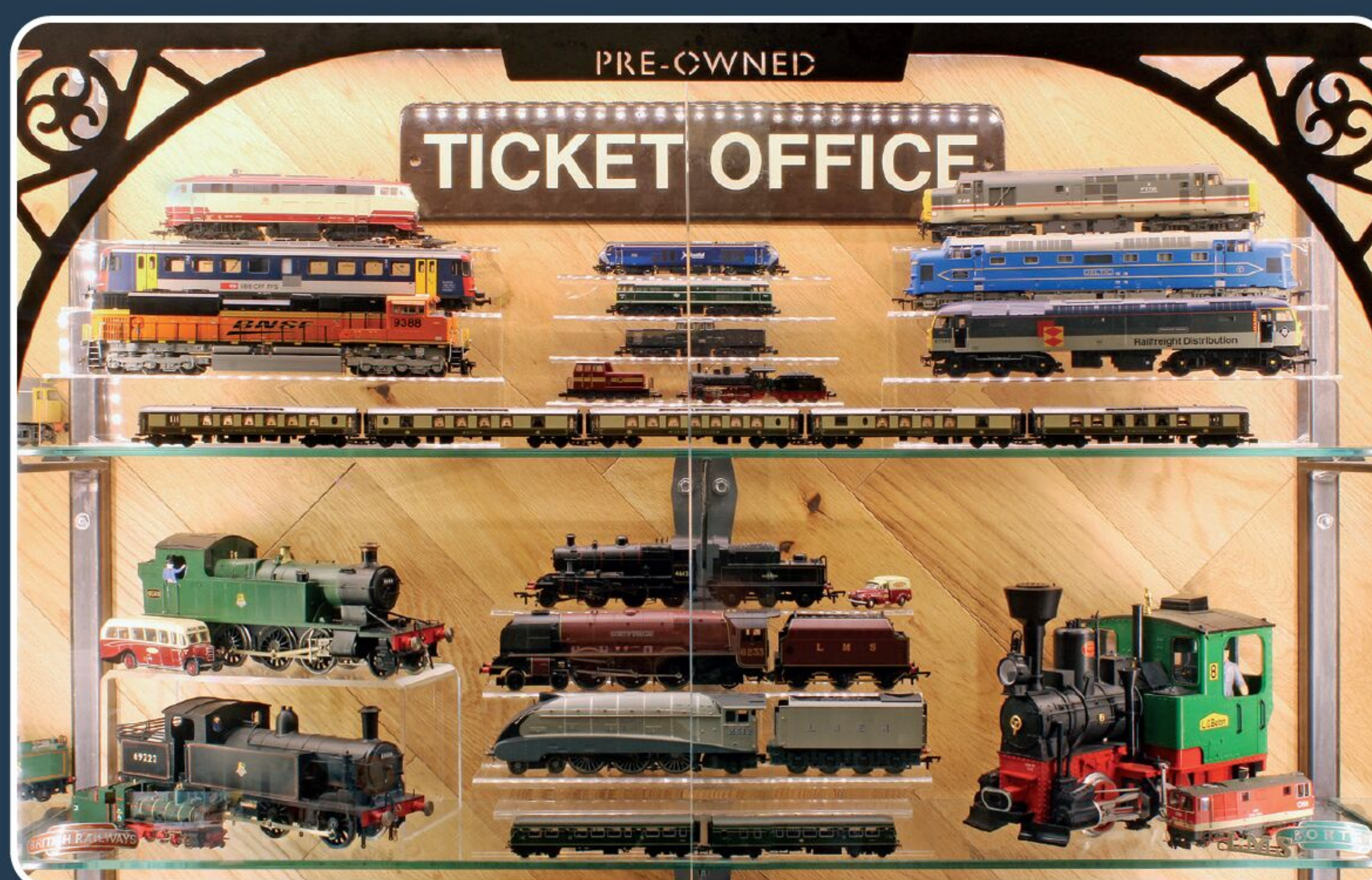
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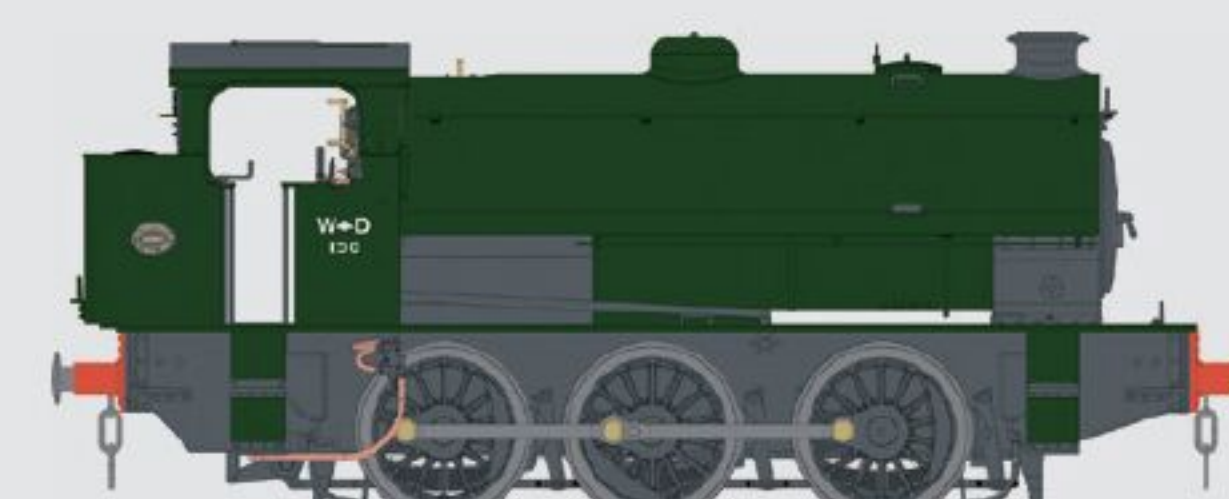
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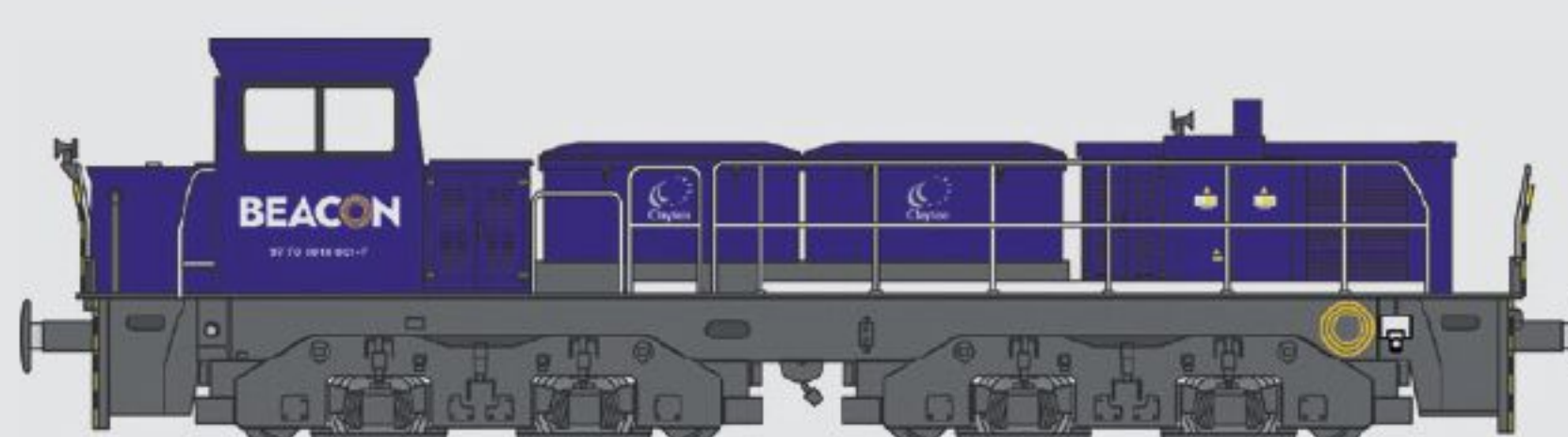
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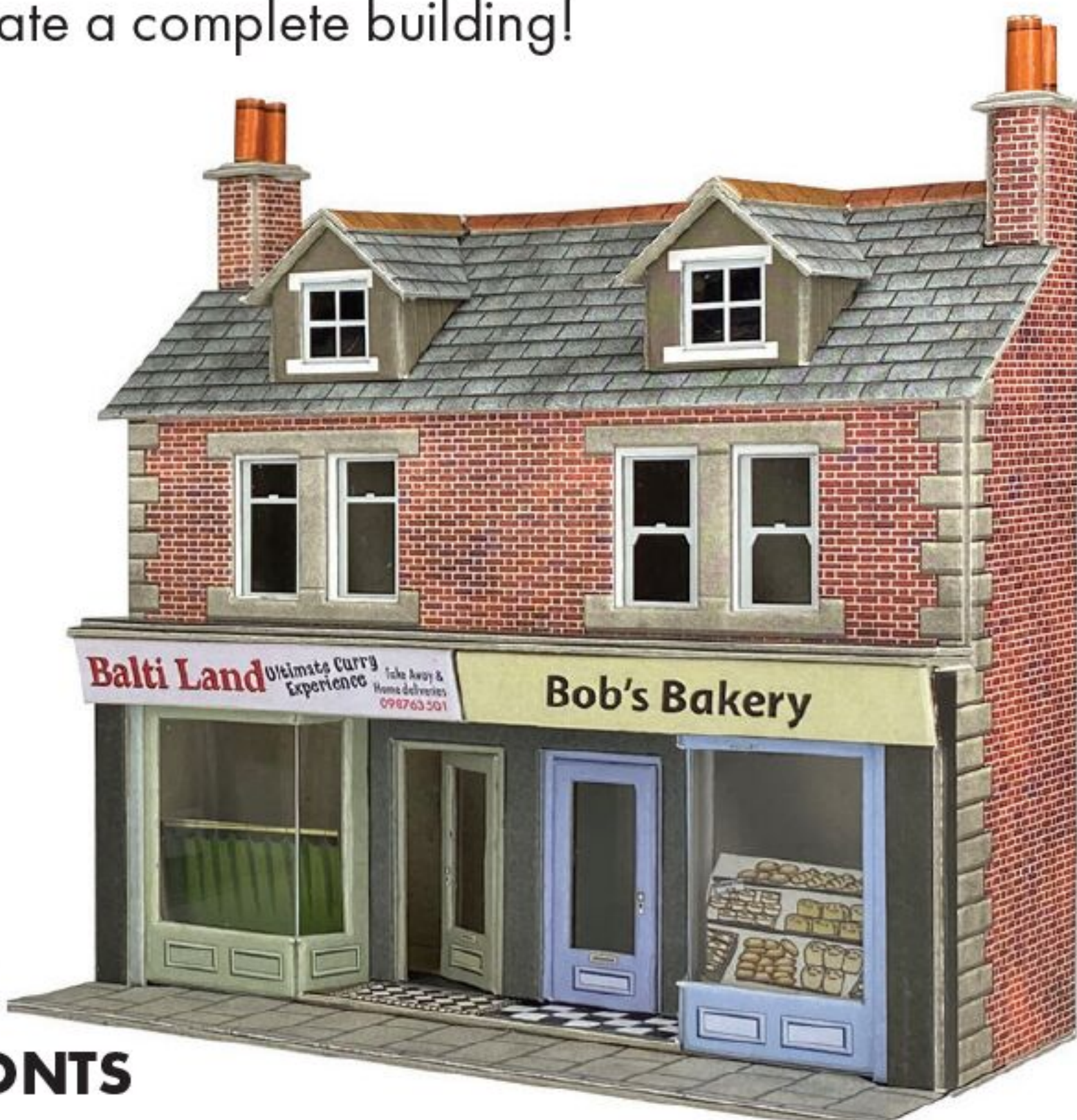
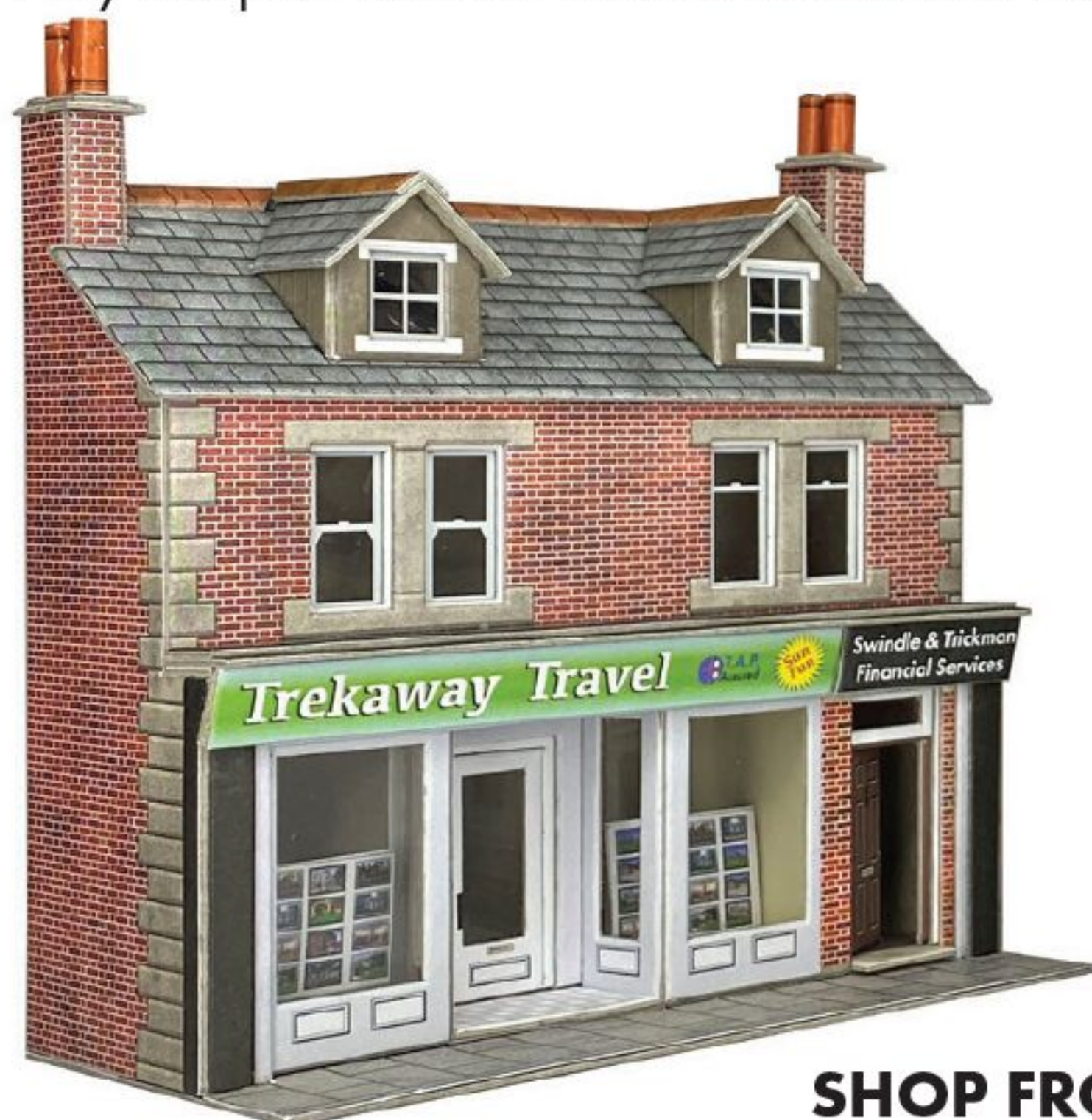


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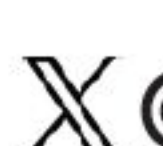
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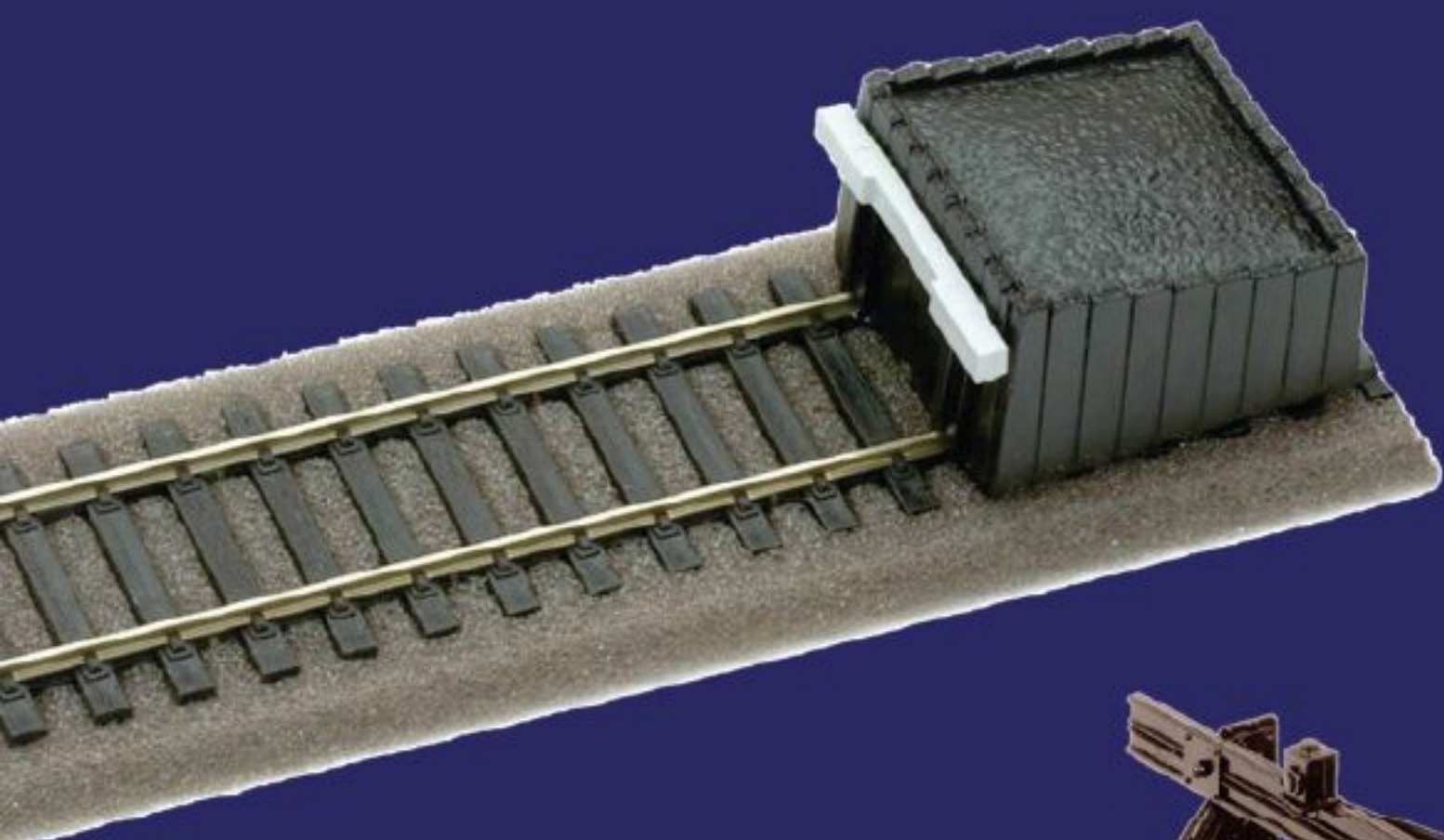


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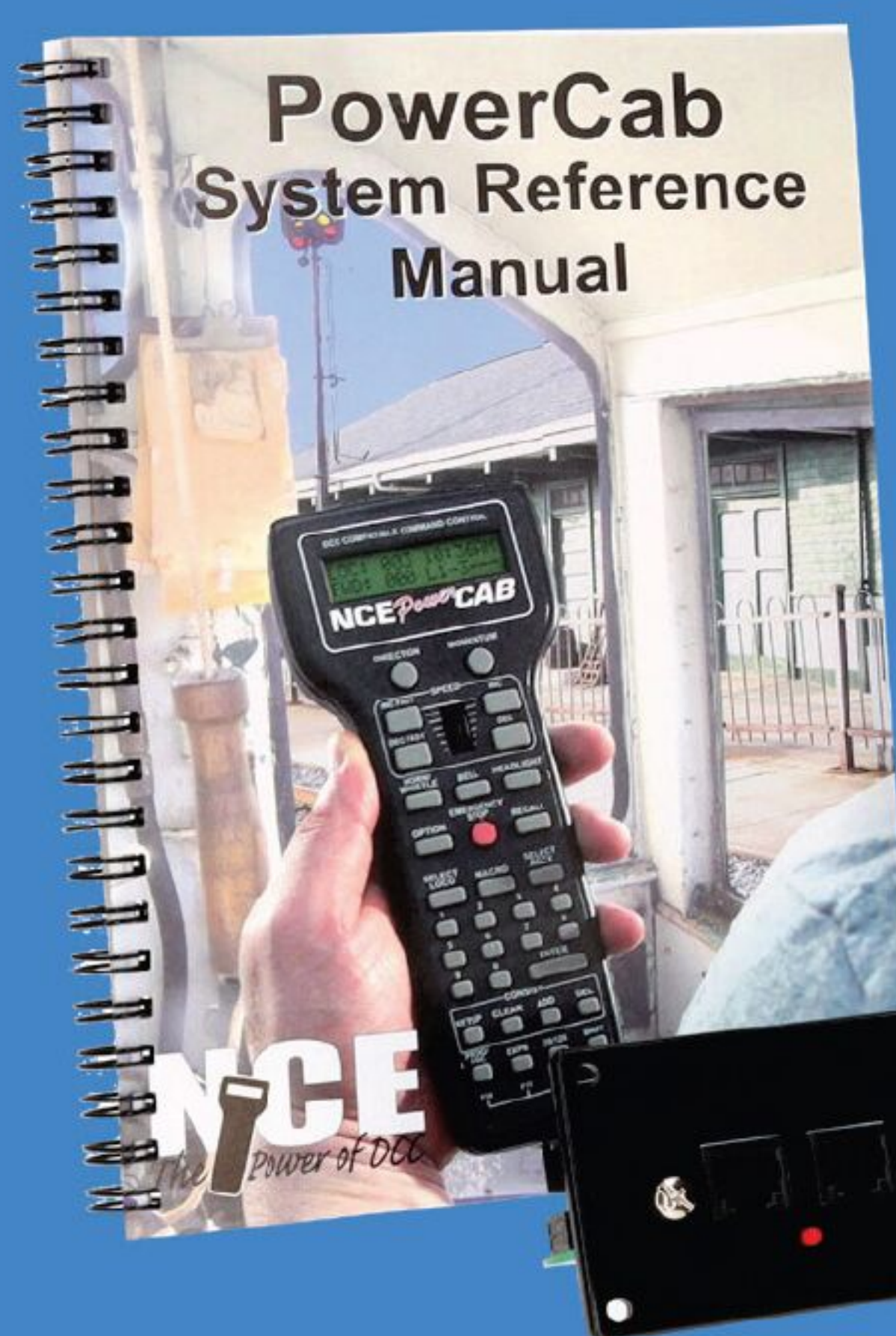
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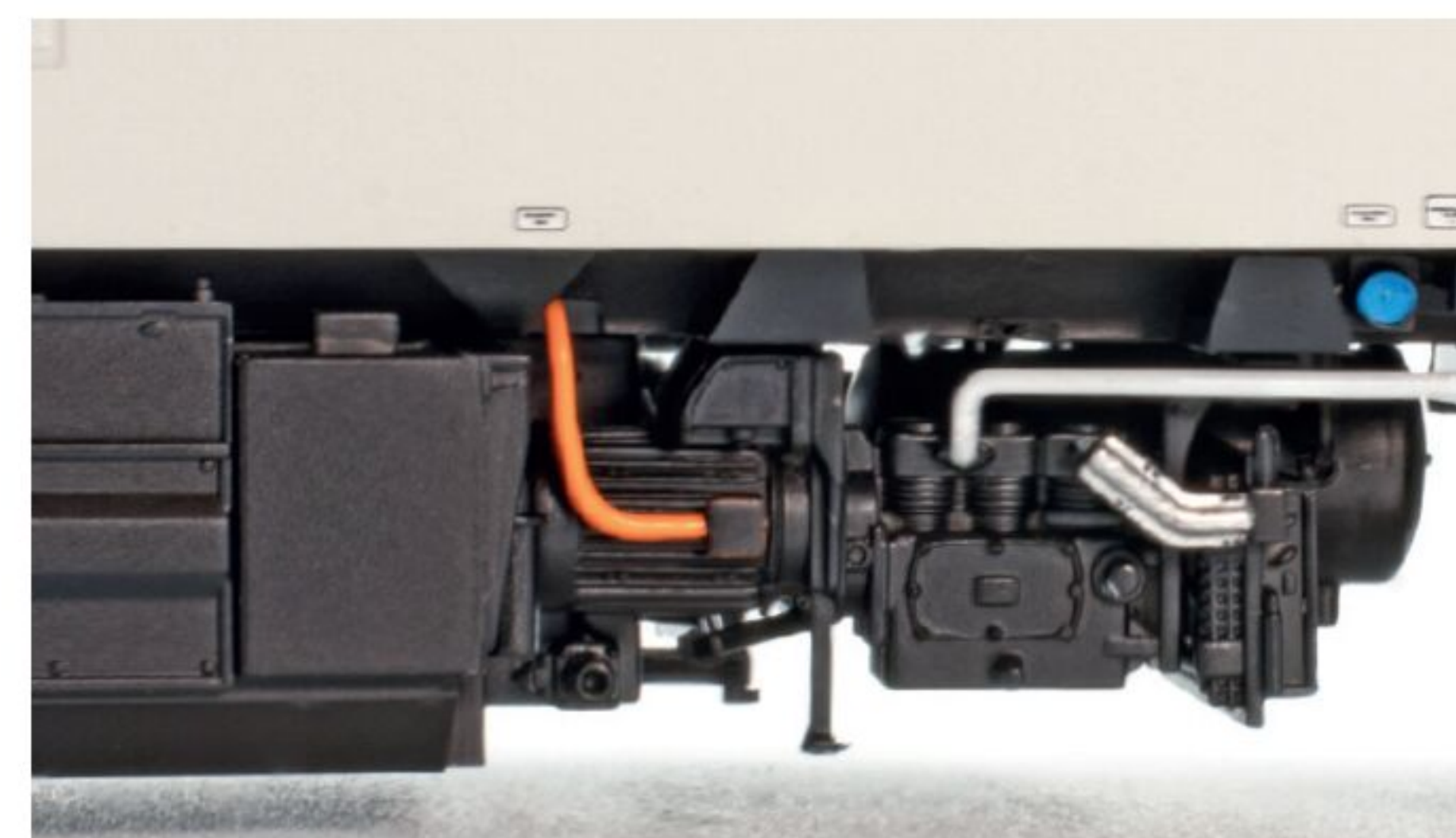
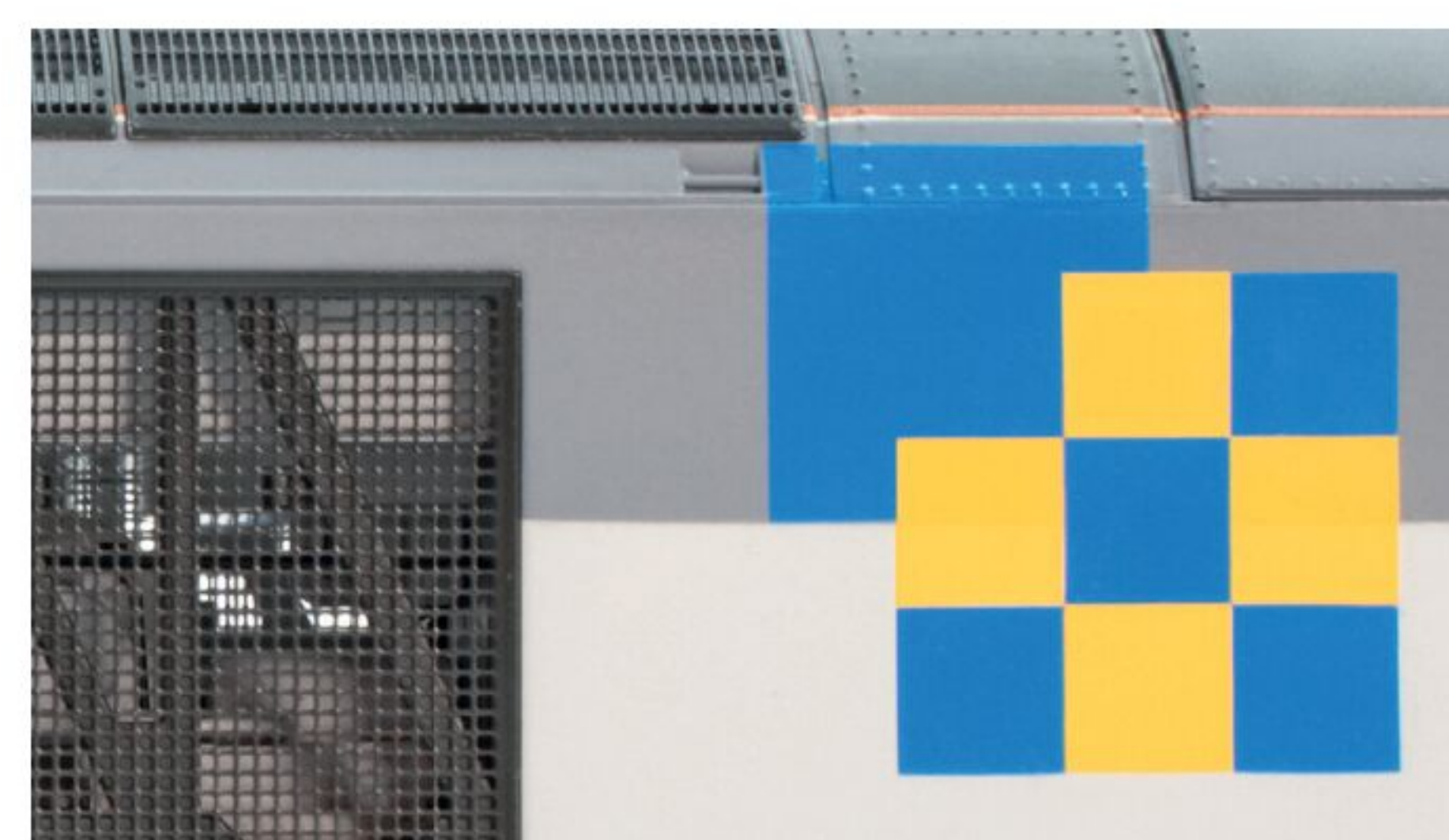
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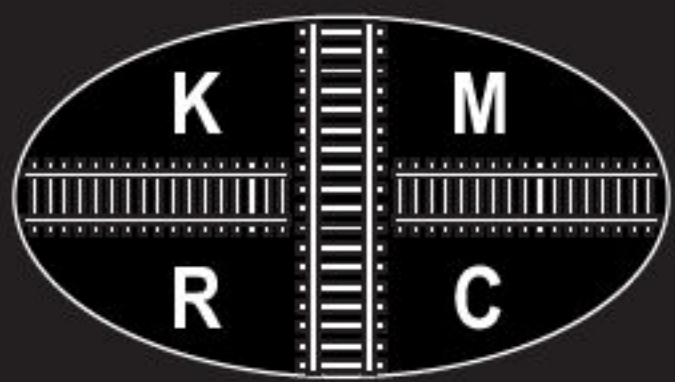
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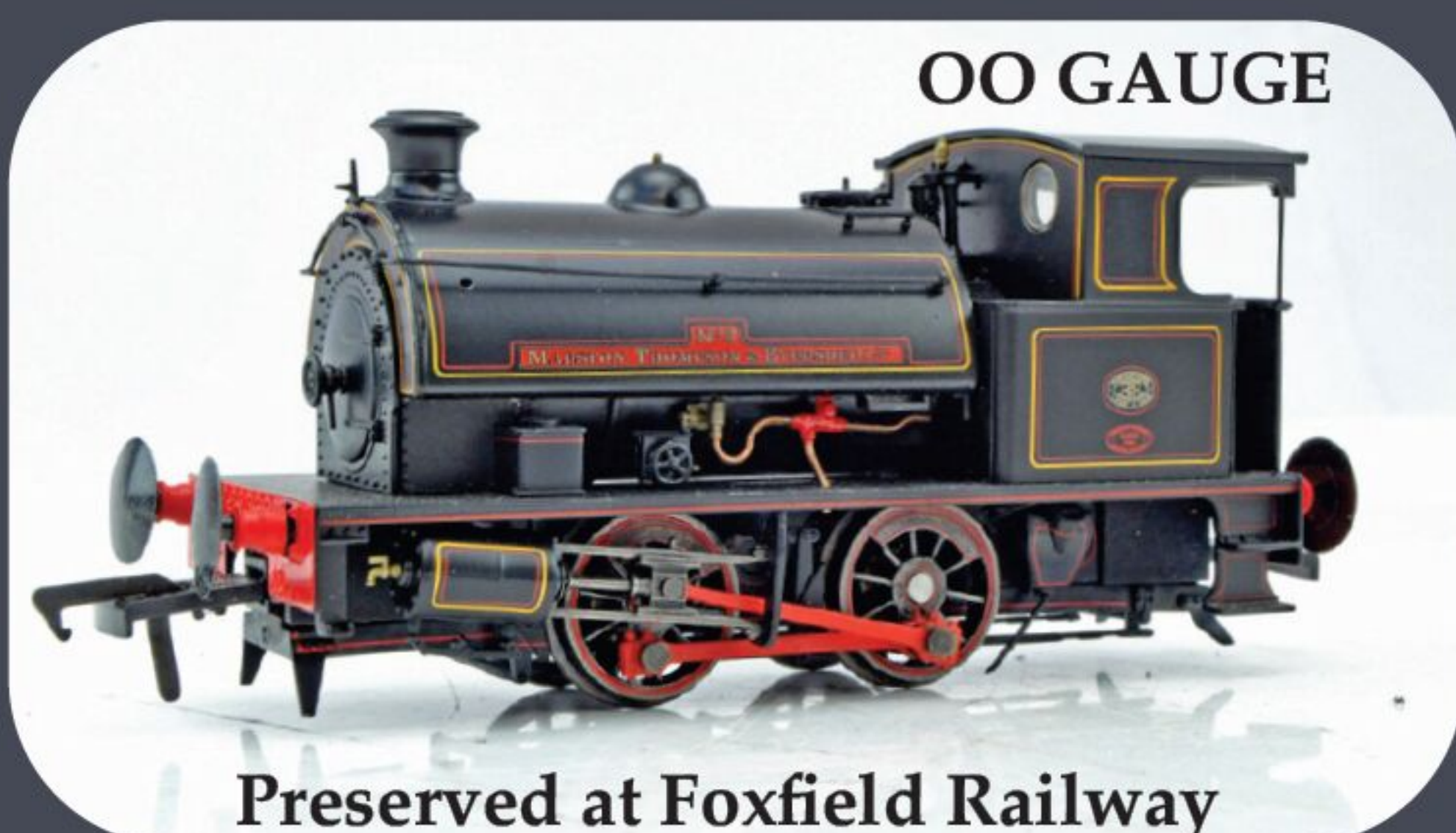
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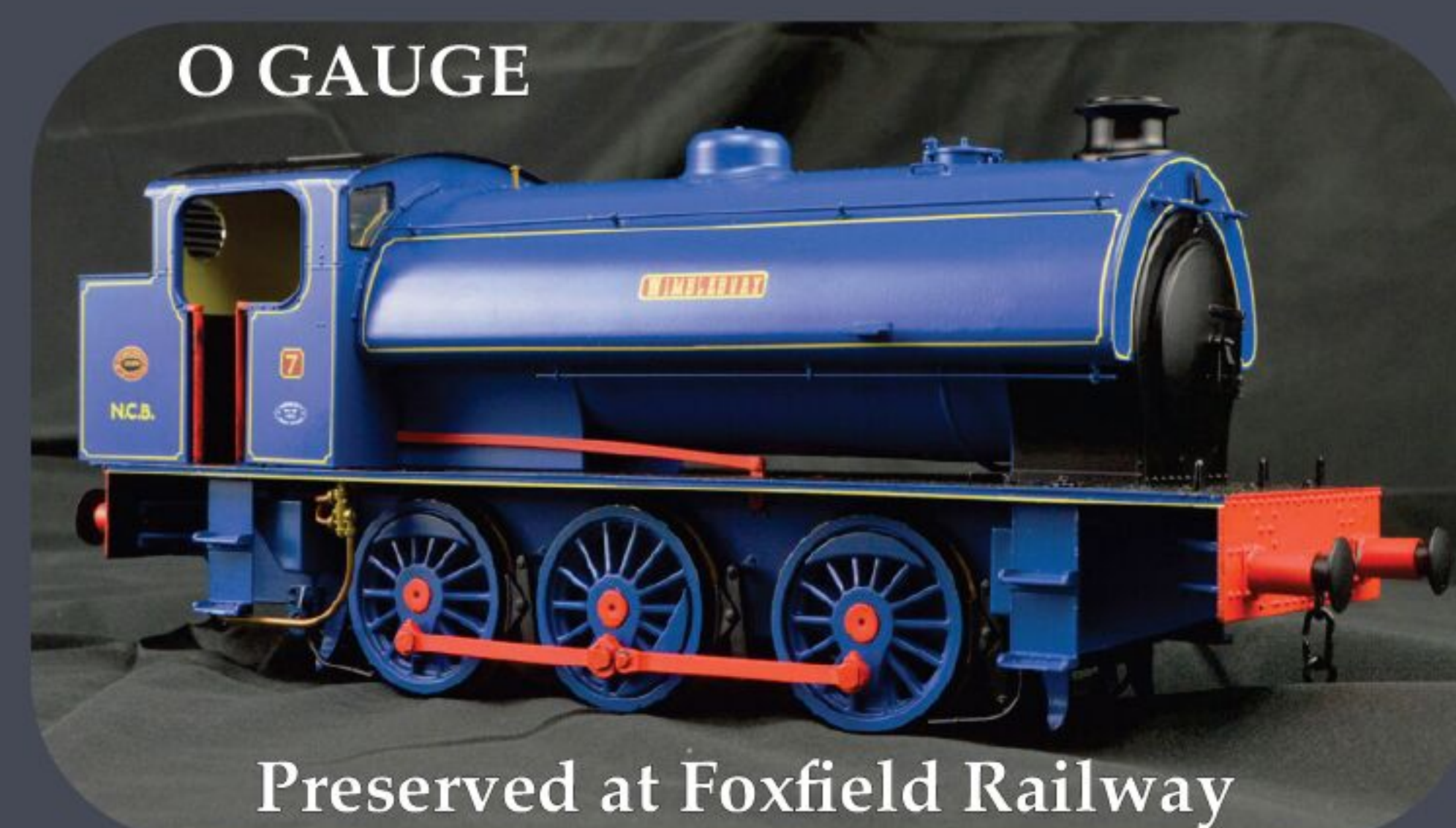
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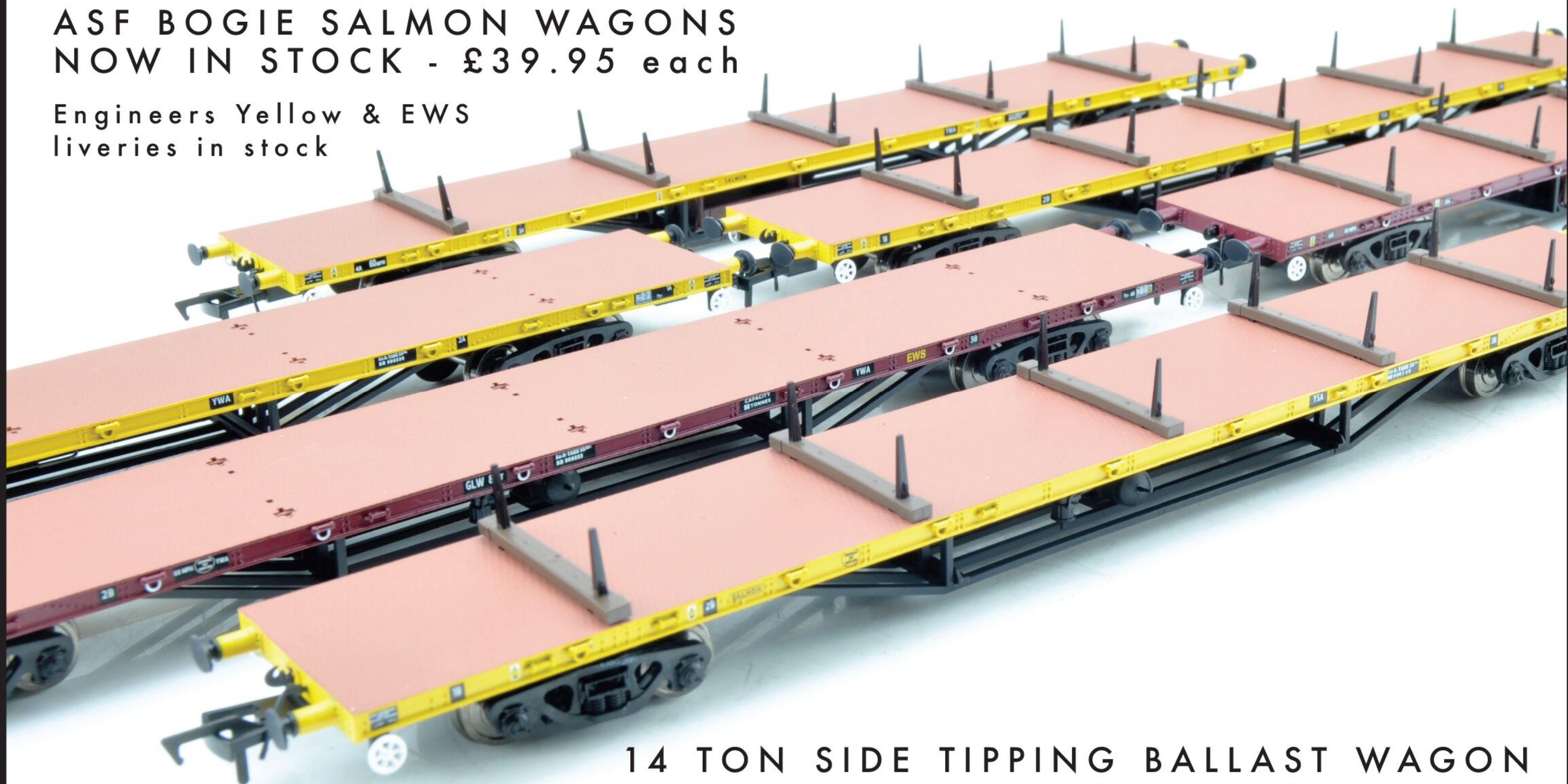
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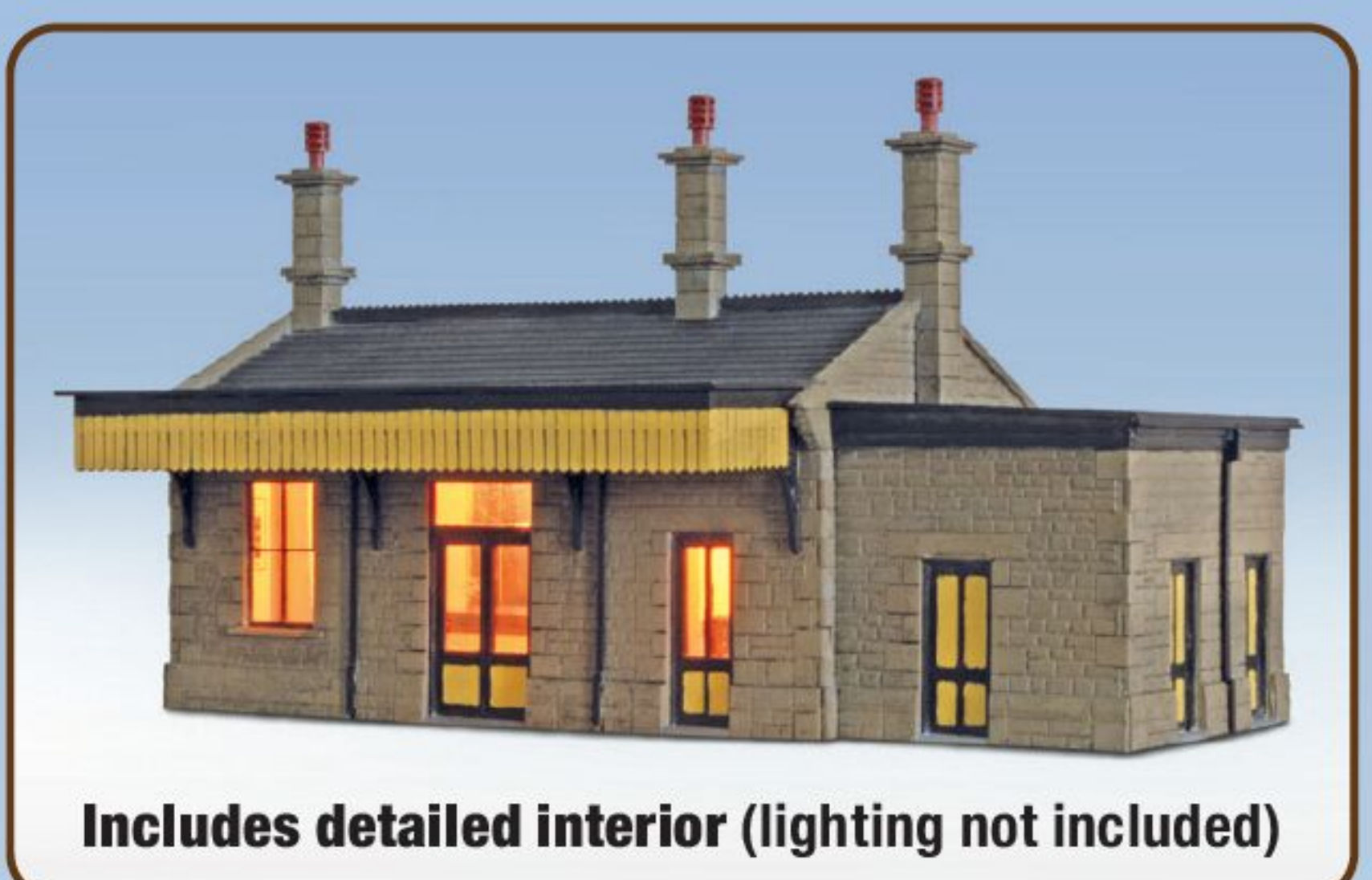
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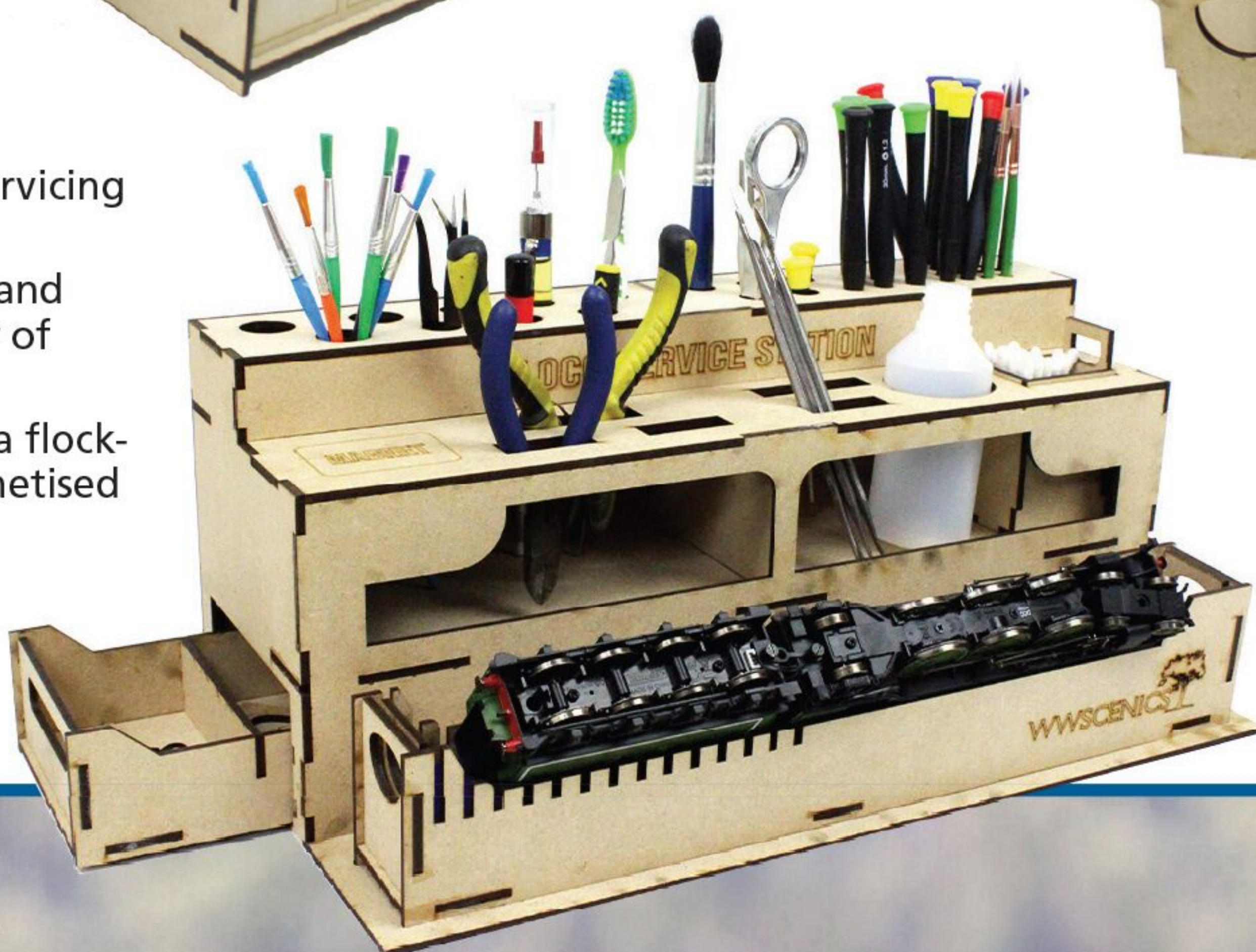
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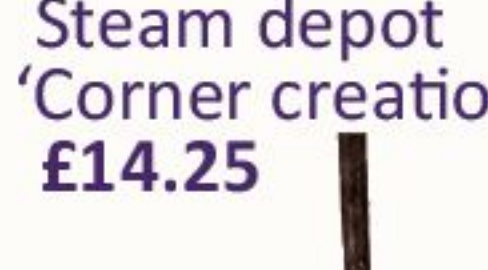


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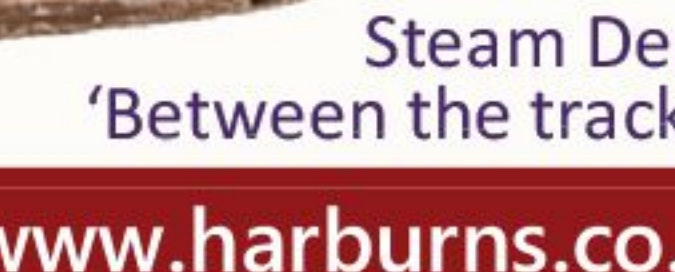
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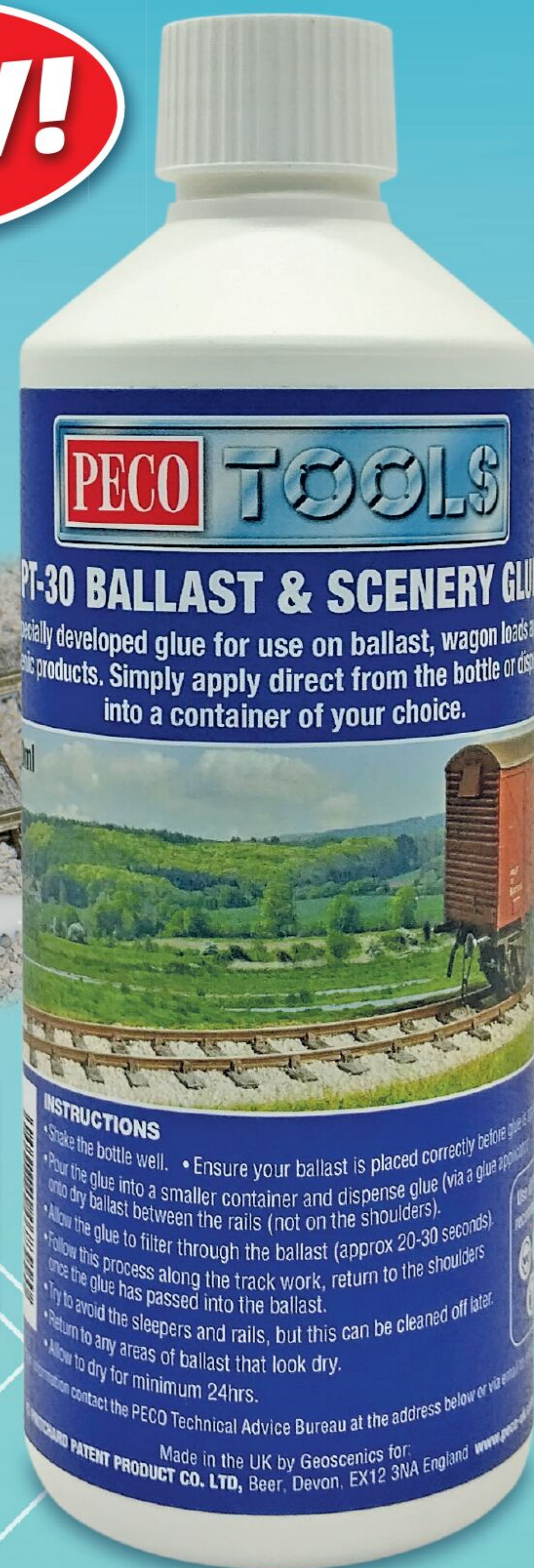
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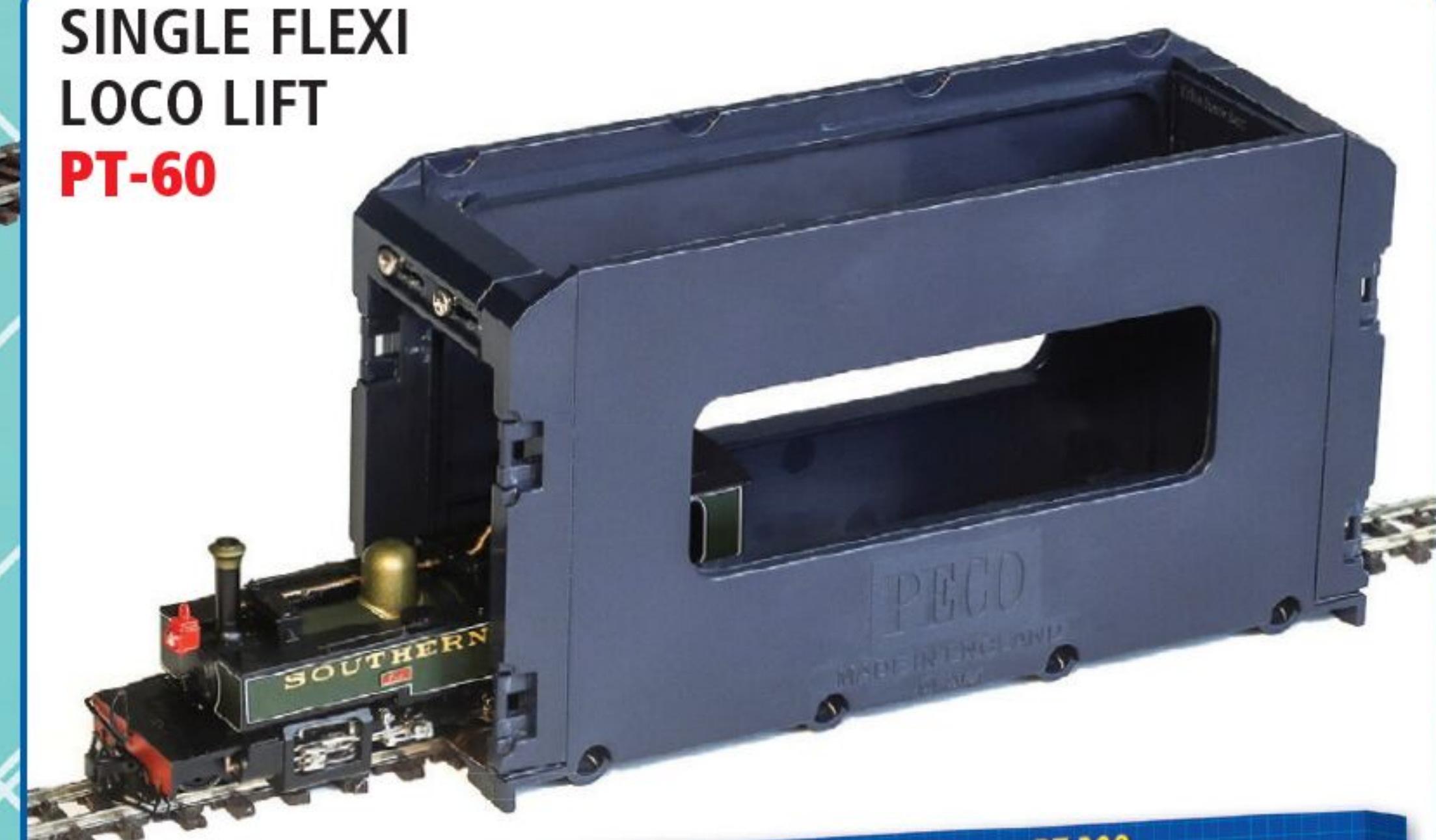
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Welcome

A pre-Grouping renaissance?

For many modellers, the focus of their own particular field of interest is likely to be nostalgia-driven, with layouts based upon childhood memories of the real railway scene. Dennis Lovett's comment on p909 examines this subject and considers whether we are seeing a change to the oft-quoted '40-year rule', which many within the hobby use to explain the increasing (or declining) popularity of a particular modelling period.

Dennis proposes that, currently, we are seeing an increase in popularity for the 1980s BR

Sectorisation era, which stands to reason given that the majority of modellers are aged 50 and over. Indeed, the abundance of ready-to-run diesels being produced for the 1980s time period also reflects this trend. But are we witnessing, as Dennis suggests, a growing interest in pre-Grouping prototypes and liveries that flies in the face of this 40-year rule?

The news pages this month certainly go a long way to confirming that this is indeed the case, with a brace of ready-to-run pre-Grouping 4-4-0s announced for OO, together with a new range of generic bogie coaches that will cater for a wide array of pre-1923 liveries. These join numerous pre-Grouping models that have been released in recent years, or are currently in various stages of development. With the railways that existed before 1923 having all but passed out of living memory, one wonders what is driving the growing enthusiasm for modelling this bygone era? The preservation scene must play a part, with modellers – of all ages – able to experience steam haulage on heritage lines with locomotives restored in elaborate pre-Grouping liveries.

But, whilst restored examples of pre-Grouping locomotives might explain the appeal of certain OO gauge model releases, such as Caledonian Railway-liveried '812' 0-6-0 No.828 (Rails of Sheffield) or London & South Western Railway-liveried T3 4-4-0 No.563 (EFE Rail), what about the models of a Midland Railway-liveried '483' class 4-4-0 (Rapido Trains UK) or North Eastern Railway-liveried G5 0-4-4T (TMC), with no surviving examples of either?

What we do believe to be true (albeit based largely on anecdotal evidence), is that much of the enthusiasm that exists for the pre-Grouping era can be found amongst the younger generation of modellers. Could it be simply that these individuals have discovered a wider interest in the railways of pre-1923 through their experiences of preserved steam?

As we look ahead to 2025, which will see a year-long programme of events to mark the 200th anniversary of the opening of the Stockton & Darlington Railway, interest in the earliest periods of Britain's railway history will undoubtedly continue to grow. For us modellers, with the models that may be produced as a result, that is surely no bad thing...



Craig Tiley Editor



LSWR Adams T3 4-4-0 No.563 (with Bachmann headboard) on 7 September 2024. Photo: Callum Willcox

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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tiley



Rowington for Shrewley

As a lifelong aficionado for all-things GWR, **DICK HEWINS** created this circular double-track system as a showcase for his extensive collection of 4mm scale locomotives and stock.

This layout was first exhibited in 2007 at that year's Warley NEC show – what a baptism of fire that turned out to be! Since then, it has attended many exhibitions across the country, from Newcastle-upon-Tyne in the North East to Exeter in the South West.

When I began the project to construct the layout, and laid that first yard of track, I had no intention of showing it anywhere, as I just wanted a 'test track'. It was once I had almost finished the scenic sections that fate took a hand with the invitation to the NEC. Thus it was that I turned it into an exhibition layout.

A quart into a pint pot

My aim was to create a pre-Grouping Great Western Railway main line wayside station scene, correctly signalled, with working semaphores including the dummies (discs), and with the correct trains of the period running through it. I set the year at 1922 so I could run trains of both 1912 Lake and 1922 brown & cream with black panels. This meant recourse to kits

and scratch-building would be the order of the day. At the time there was no ready-to-run equipment that suited my requirements, but even now I still prefer to build my models.

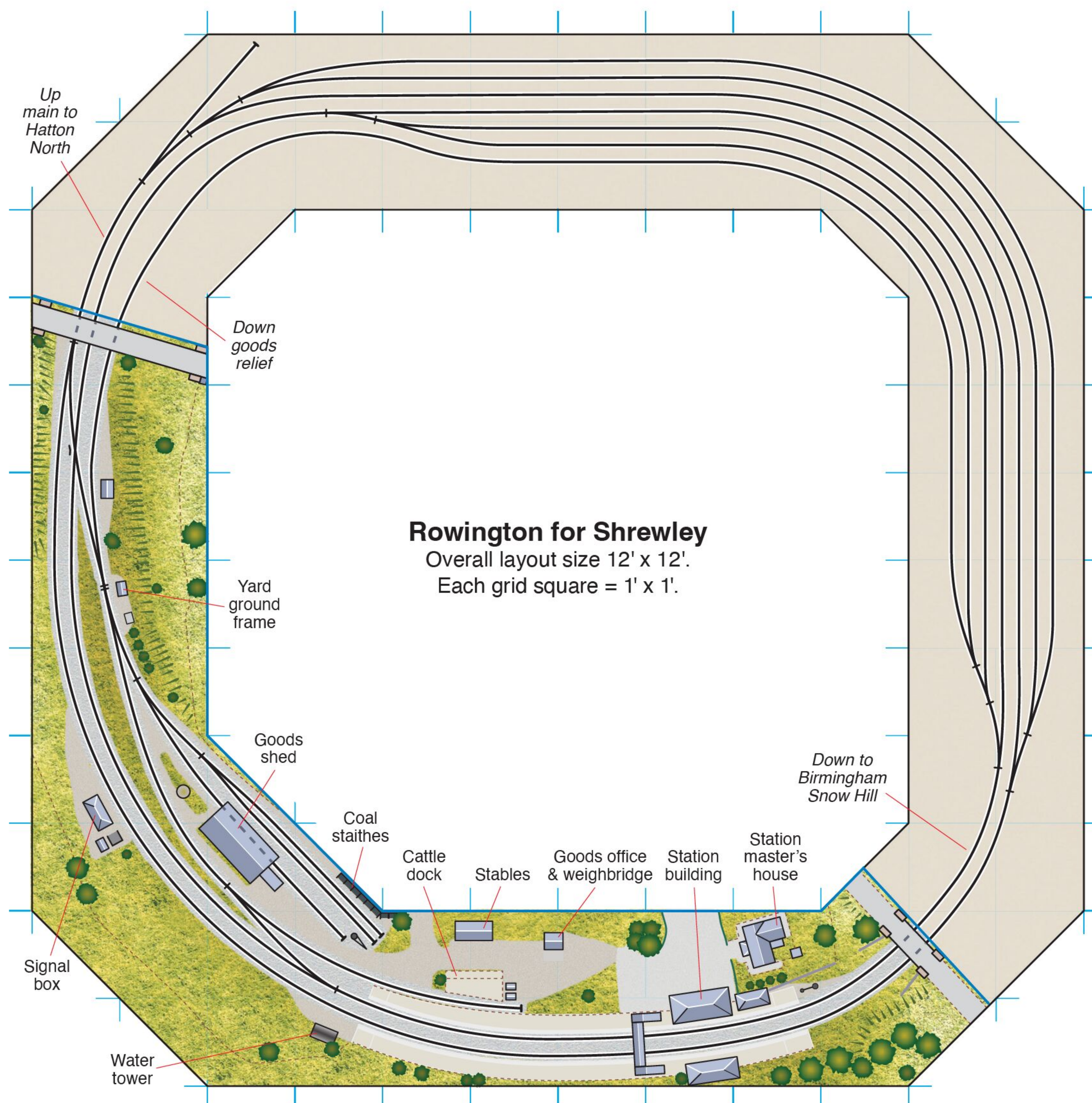
The layout I decided on had to be double track and a reasonable size, so that the radius of the curves would not be too sharp. 12' x 12' was as large as I could manage; we live in a two-bedroom flat and even in a dismantled state, it takes up an awful lot of space in what was my eldest daughter's room! I do not have enough space to assemble it at home, so exhibitions it has to be.

Now, how did I fit a quart into a pint pot so that I could run my model of the sole GWR Pacific, No.111 *The Great Bear*, and its train of Dreadnoughts in the available space? The solution was not having a straight section anywhere – the whole track layout was to be curved. The result was a reasonable compromise; I have tried to disguise the radius by placing cuttings, bridges, and other scenic features to break up the continuous curved formation. I think it works.

Left
Stella 2-4-0 No.3516 of Stratford-on-Avon shed, with the milk empties. This model started life as an Airfix Dean Goods – quite a conversion! The stock is a mixture of K's, Airfix, Ratio and Mallard/Blacksmith kits. All have been 'kit-bashed' in one way or another.

Right
517 Class 0-4-2T No.1473 *Fair Rosamund*, my oldest locomotive; I converted this one from an Airfix '1400' back in 1978! Re-wheeled with a new chassis and still going strong. But what exactly 'Rosie' was doing in the Wolverhampton division, I have no idea, although I do have a full modeller's licence!

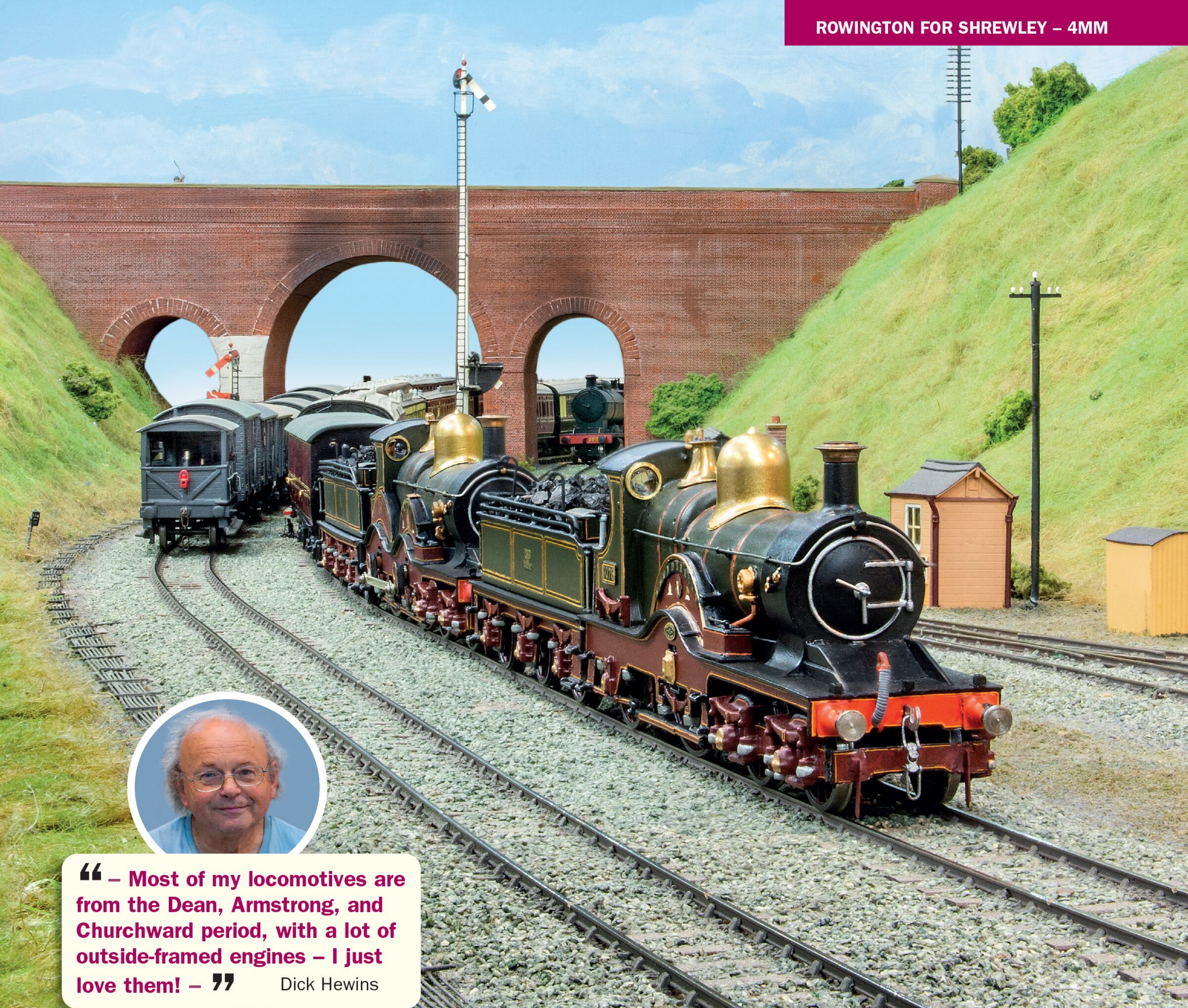




Right
Dean Single No.3078
Thunderbolt and
Armstrong 4-4-0 No.16
Brunel, both heavily
modified from Tri-ang
Lord of the Isles models.
Both are out of period for
1922; however, my wife
likes them and I refer the
reader once more to my
modeller's licence! Note
the tall 'duplex' or
co-acting signal on the
Down line, typical of the
period.

Below
No.3544, a 'convertible'
4-4-0 (based on a Falcon
Brass kit). These started
life as 0-4-4 tank locos,
which were found to be
unstable, so Swindon
turned them around! This
one, based at Stratford-
on-Avon shed, waits for a
clear road to run back
light engine after
assisting a freight up
Hatton Bank. The goods
shed is that of Chipping
Campden and was
scratch-built in card. The
signal is a mix of Model
Signal Engineering and
Ratio components, and
yes, the route indicator
works.





“ – Most of my locomotives are from the Dean, Armstrong, and Churchward period, with a lot of outside-framed engines – I just love them! – ”

Dick Hewins

A location with a ring of truth

How I arrived at my choice of ‘fictitious’ prototype was that I lived (and still do) in Henley-in-Arden, and I often went for walks along the abandoned trackbed of the original railway into Henley that was lifted in 1917.

This little branch line ran from Rowington Junction, three miles across the fields into the little town. The site of the original terminus is now under a housing estate. At Rowington Junction was a signal box (closed in the 1950s) but there was no station. Here also were water troughs so the ‘fasts’ could have a drink.

When the line was closed, the section in the middle was removed for use elsewhere (the 1914-18 war was on, and legend has it that the trackwork went to France).

At the Henley end, a spur was built connecting the North Warwickshire line with what was left of the old station, and it became a goods yard. At the Rowington end were two sidings, often used for cripple wagons. Near Rowington is the village of Shrewley, and so this gave me the name of this layout. Therefore we now had a location and, unlike some layout names, it has a ring of truth about it.

Baseboards and trackwork

Back to the baseboards. Construction of these was quite simple – 2" x 1" pinewood frames, on top of which is 10mm ply. These are quite strong; they need to be as they get bumped about a lot doing shows. Four sections of 8' x 2' plus four corner pieces of a triangular shape make up the baseboard sections, with the whole shebang supported by simple trestles.

I decided that the visible trackwork would be SMP with code 70 bullhead nickel silver rail to 16.5mm gauge (OO), whilst the hidden storage sidings use Peco Streamline code 75 flat bottom (the Peco bullhead range was not available then). The points on the scenic side are worked by H&M solenoid point motors. The advantage was that these had built-in switches to change the polarity of the live frog points. When they are activated, they go with an audible ‘clonk’, but at least I know they have worked! They also operate my signals with a bit of a buzz, but as I say, I know when they work and I don’t need fancy LEDs to tell me; in fact, the layout is entirely analogue, and I have no desire to go digital. The trackwork was laid on 1/16" cork sheet, ballasted



with granite chippings with the usual dilute PVA mix. I also added scale non-working point rodding that was supplied by Model Signal Engineering.

Working signals

Now for the signals. I have tried to re-create as near as possible the types of signals that were to be seen on the GWR in the early 1920s.

In those days, distant signals were red, with the operating lever green. On the layout, I have some very tall co-acting signals – the one representing the starter with Lapworth's distant underneath has Lamphoist gear and the correct finial if you care to examine closely.

I have a working route indicator (latterly known as cash registers) and all the dummies (discs) work. All very fiddly in 4mm scale, but I wanted to get it right. The signals are made from components by Ratio, MSE,

Colin Waite, Scalelink, and a bit of scratch-building. Where possible, I have referred to actual signalling arrangements on the real railway. Time and again I asked myself, is this how they would have done it?

Telegraph poles are spaced at correct intervals or as near to prototypical spacing as possible. These I have fashioned from Ratio components, extending the heights so they looked like the ones I have in my photographs. I have also modelled the correct terminal pole by the signal box, which is an item I very rarely see modelled.

Now to a tale told to me by a retired signaller: when he was questioned on the rules, the inspector asked, 'If you were in thick fog on the main line, how would you know which way was Paddington? The answer was that the insulators on the crossarms all faced that way! Accordingly, that is the way they are placed on this layout.





Top left

Isn't it amazing what can be done with a few Cooper Craft bits? The Permanent Way hut at Rowington for Shrewley.

Above

Fair Rosamund with the 'all stations' to Snow Hill 'stopper'. Meanwhile, on the Up line, steam rail motor No.70 of Stourbridge shed (a Nu-Cast kit) together with its trailer (scratch-built in plasticard) heads to Leamington.

Left

Straight-framed Saint No.2908 *Lady of Quality* (built from a Westward whitmetal kit), coasts downhill towards Hatton Junction with a Birmingham-Paddington express, whilst Beyer Peacock No.354, built from a K's kit, is visible in the background.

Scenery and structures

The scenery is very simple. The 'contours' were made from various bits of scrap MDF and balsa, covered with the usual chicken wire and then adorned with Mod Roc. When all this was dry, I painted Dark Earth over all grassed areas and then teased out the wool from hanging basket liners purchased from my local DIY outlet. A quite easy, but time-consuming and messy job. I then took an airbrush to it and sprayed the fibres green, having trimmed them first. The result was well worth it and much better in my opinion than dyed sawdust. Trees were a mixture from The Model Tree Shop and my own concoctions, whilst foliage is from the Woodland Scenics range.

I have long held the belief that the best way to create a decent impression of a railway company is via the architecture. Therefore, I either scratch-build or, if using a kit, I make sure it fits the correct architectural style.

Starting with the goods shed, this is a scratch-built structure from balsa, card and plasticard. It is a replica of a beautiful shed that was once at Chipping Campden on the Oxford to Worcester line. I assume that it dated back to the days of the Oxford, Worcester & Wolverhampton Railway (the 'Old Worse & Worse')? I saw the prototype being demolished many years ago, so I wanted a model of it.

The origins of the station buildings are Pola kits, which are actually HO (1:87 scale) but, once I had

messed about with them by adding proper period adverts and timetables etc., they didn't look too bad. Besides, they are pure Brunel – like the goods shed – and are based on those at Mortimer station between Reading and Basingstoke. They survive today. The kit remains available from Gaugemaster.

The Station Master's house is scratch-built in plasticard and is a standard GWR structure that was at Henley-on-Thames.

The stables are also scratch-built in plasticard and are based on a standard GWR design, as is the weighbridge hut.

The signal box came from a Hornby kit. Again, I butchered it by making a new roof – the moulded plastic roof was awful – but it cost me nothing, so I persevered. It has full interior detail and also includes those green distant levers.

The station footbridge was also a Hornby kit, quite nicely moulded, and supposedly based on the one at Hagley (Worcestershire) but much too high. Therefore, using Scalelink etched and cast parts, I lowered the bridge to the correct height, which involved cutting down the stair sections (the cast Scalelink support columns giving me the correct height). I fret-sawed all of the fancy trellis work out and replaced it with a Scalelink etch – much better, and then I lowered the height of the canopy and valancing. Quite a job, but it looks much better for it.



The bridges are all scratch-built and are based on ones I have seen on the North Warwickshire line and on Hatton bank. Plasticard is the medium here.

The road vehicles are a mixture of whitmetal kits and plastic, and are from Peco, Langley Miniatures, Scalelink and Dart Castings. Animals are by Langley, Peco, Dapol and Preiser. The lamps are part of the Dart Castings range, whilst the spear fencing is Ratio, and Smiths provided the platform seats and running in boards. Water columns are by Mike's Models and various sundry items are from Cooper Craft. Adverts are from the super Tiny Signs range, and post and wire fencing is Ratio.

Locomotives

Most of my locomotives are from the Dean, Armstrong, and Churchward period, with a lot of outside-framed engines – I just love them! I usually take a kit and 'customise' it to represent an actual prototype (always

making sure I have an archive photograph of it during the right period as reference). If no kit is available, or no longer made, then I scratch-build. If one wants authenticity, this is the only way.

On my layout can be observed many classes of 4-4-0 locomotives, such as Badminton, Bulldog, City, Atbara, Duke, County, Bird, and Flower classes. Occasionally making a rare appearance are my wife's locomotives, which include London, Tilbury & Southend Railway 4-4-2T No.80 *Thundersley*, Armstrong 4-4-0 No.16 *Brunel* and Dean Single No.3079 *Thunderbolt* – all in full livery and out of period, but fun. Also, No.111 *The Great Bear* appears, with Saint and Star Class locomotives making up the express passenger locomotives. But my favourites are the 'old tankies', including County Tanks, Metros, Buffalos, '3600s' and '3900s'.

All of the four-cylinder classes feature working valve gear, as do my two steam rail motors and the de Glehn

Above
No.3516 passes through Rowington for Shrewley station. The buildings are as follows: footbridge – much modified using Scalelink components; Up and Down platform buildings were Pola kits based on Mortimer (these three kits I believe are available from Gaugemaster); Station Master's house – a standard GWR design, scratch-built from plasticard.



Left
The station's bicycle shed – a 'pagoda' hut, made from two modified Wills kits. The figures are 1920s style items from the Preiser range.

**Right**

The station's water supply, scratch-built in plasticard – a proper GWR one. As far as I know, there is no kit for this type. In the distance, de Glehn Compound 4-4-2 No.103 *President* approaches with a vacuum-fitted freight.

Compound. Some of these models are over 40 years old and are still at work. I usually take about 50 locos out with the layout. At exhibitions, I don't run to a timetable – I run by request. So, if you see the layout at a show, don't be shy, ask away!

Coaching stock

If you study old black & white plates from the 1920s, the variety of coaching stock in train formations is clear to see. 'Dreadnought', 'Concertina', 'Toplight', clerestory – many of them in the 1912 Lake colour. That is what I wanted to replicate and therefore, once again, I resorted to kits and scratch-building. The trouble is that I am such a sucker for them! I find building a coach takes me twice the amount of trouble as a locomotive, but there's no gain without pain, so I build on! 'Dreadnought', 'Toplight' and 'Concertina' stock make up the 70-footers on the layout. I also have a couple of slip coaches, a clerestory diner, a lovely 70' 'Dreadnought' diner by the late E R H Francis, and a 12-wheel diner. Also, I have trains of four- and six-wheel stock, together with various passenger brake vans and even a model of Mr Churchward's saloon.

Brown vehicles

These vehicles were fitted with vacuum brakes so they could be run at express speeds. I endeavoured to

construct a typical milk train, Siphons galore! (Look closely at the six-wheelers through the slots in the sides and you'll see the milk churns.)

Wagons

Goodness knows how many I have – I seem to have built too many, but of course, wait by the lineside and you would see all manner of types. I run a colliery train, comprising mainly Private Owners, and I have scratch-built the breakdown train that was based at Slough in the 1920s, complete with steam crane and various mess and tool vans. I have a fast vacuum-fitted freight, all vans, plus many 'special' vehicles such as a steam roller wagon (scratch-built whilst on a camping holiday) and its Aveling roller plus watercart. One that always attracts comment is my model of a Gadfly, complete with an aeroplane load!

See it at Thornbury this November

The layout has now been on the exhibition circuit for 17 years but, with the support of my wife Felicity (I could not do a show without her help), bookings continue to be accepted for shows far and wide. The layout's next appearance will be at the Thornbury & South Gloucestershire Model Railway Club's annual exhibition on Saturday 16 & Sunday 17 November 2024. See Societies & Clubs for further details about this event.

Below

No.2908 *Lady of Quality* at speed with an express train (referred to as 'fasts') for Paddington. The leading coach is a 70' tri-composite from a Haye Developments kit. This vehicle often appears in photographs of the period.



Adams T3 4-4-0

With the announcement by Bachmann of the first ready-to-run model of this elegant Victorian class, we present 4mm scale drawings and prototype notes by the late **IAN BEATTIE**. Additional information by **TOBY JENNINGS**.

Photography as credited

Some of the most elegant steam locomotives of all time were designed by the distinguished Victorian engineer William Adams during his incumbency as Locomotive Superintendent to the London & South Western Railway, a career that spanned 17 years, from 1878 until his reluctant retirement due to ill health in 1895 at the age of 71.

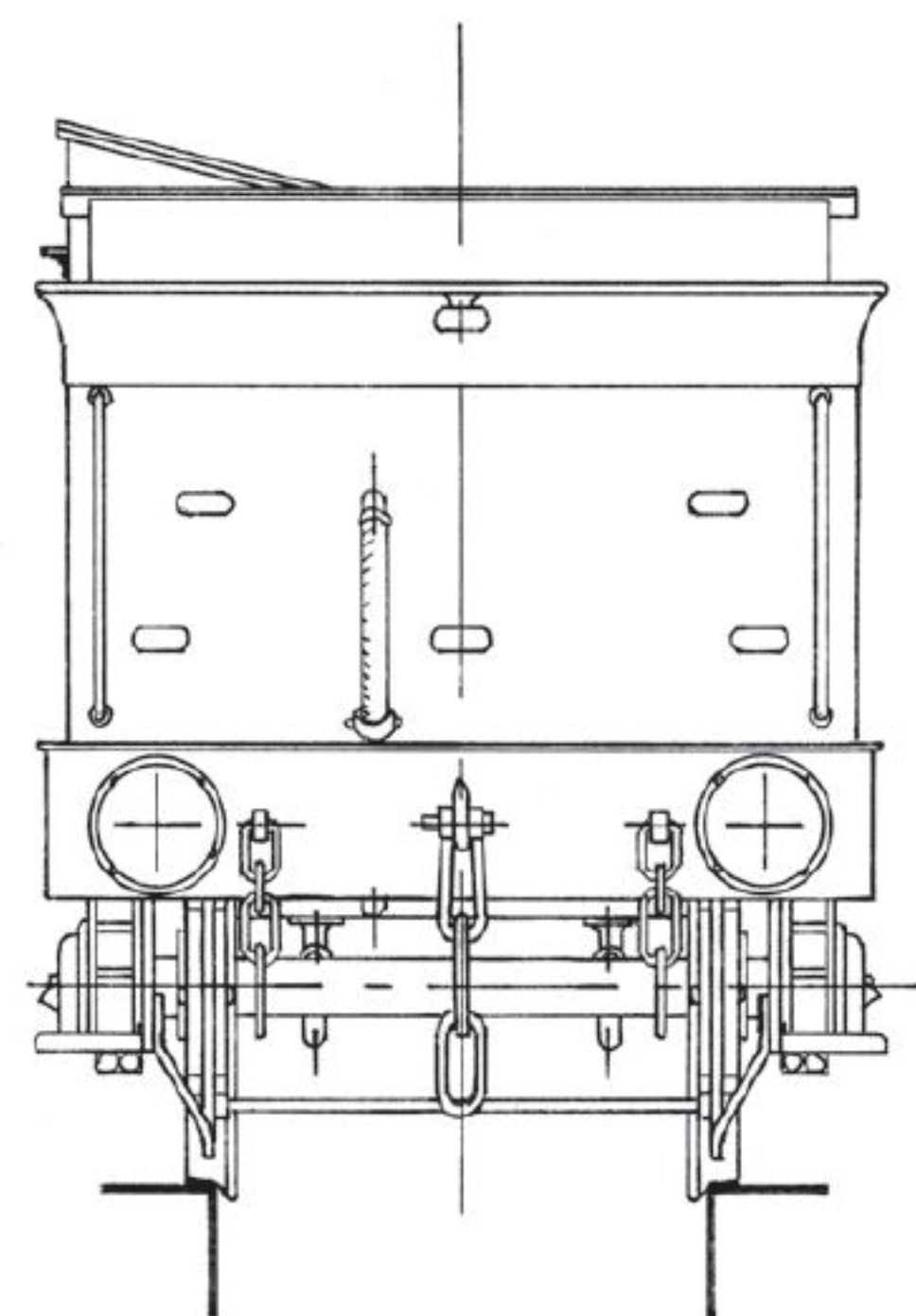
Among his later 4-4-0 designs, of which Mr Adams produced many, 20 Class T3 4-4-0s were constructed at the Nine Elms Works (a very cramped site, the works eventually moving to a much more expansive site at Eastleigh, near Southampton, in Edwardian days), the first leaving Nine Elms in December 1892.

Very quickly, the T3s demonstrated that their beautiful shape was matched by a highly competent mechanical specification; extremely good steamers, they were what in modern parlance are called 'user-friendly' with a reputation rapidly gained for superb timekeeping. In line with LSWR policy, the engines were driven from the right-hand side of the commodious cab, and in concert with the slightly later T6 and X6 4-4-0s from Adams' hand (both difficult to differentiate outwardly from the T3s), handled the principal LSWR expresses with considerable élan until their supersession by the later Drummond four-coupled top-link designs, the L12 and the T9 (the famed 'Greyhound') 4-4-0s.

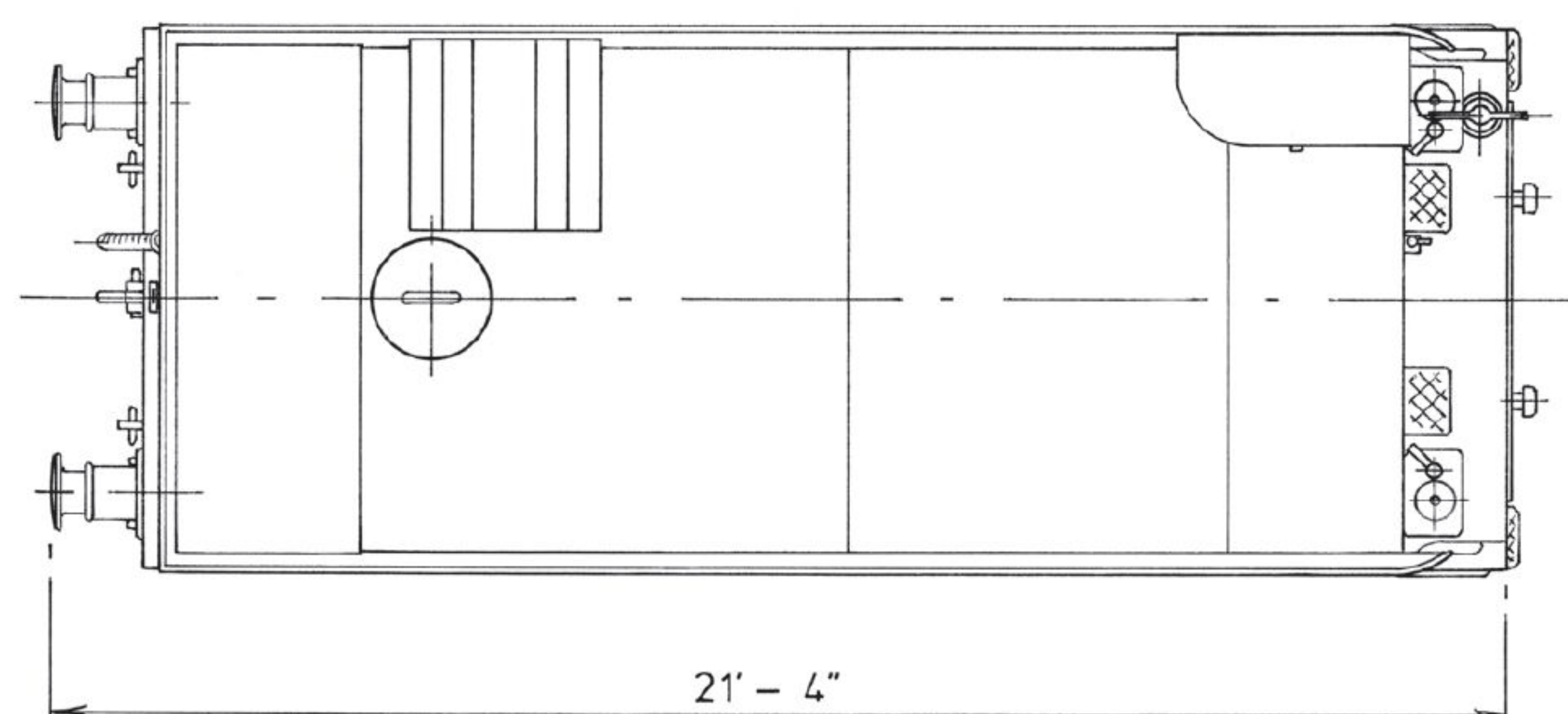
Dugald Drummond succeeded William Adams as locomotive supremo, dying in office in 1912. In due course, the T3s began to adopt several Drummond features, including boilers – which altered but did not spoil



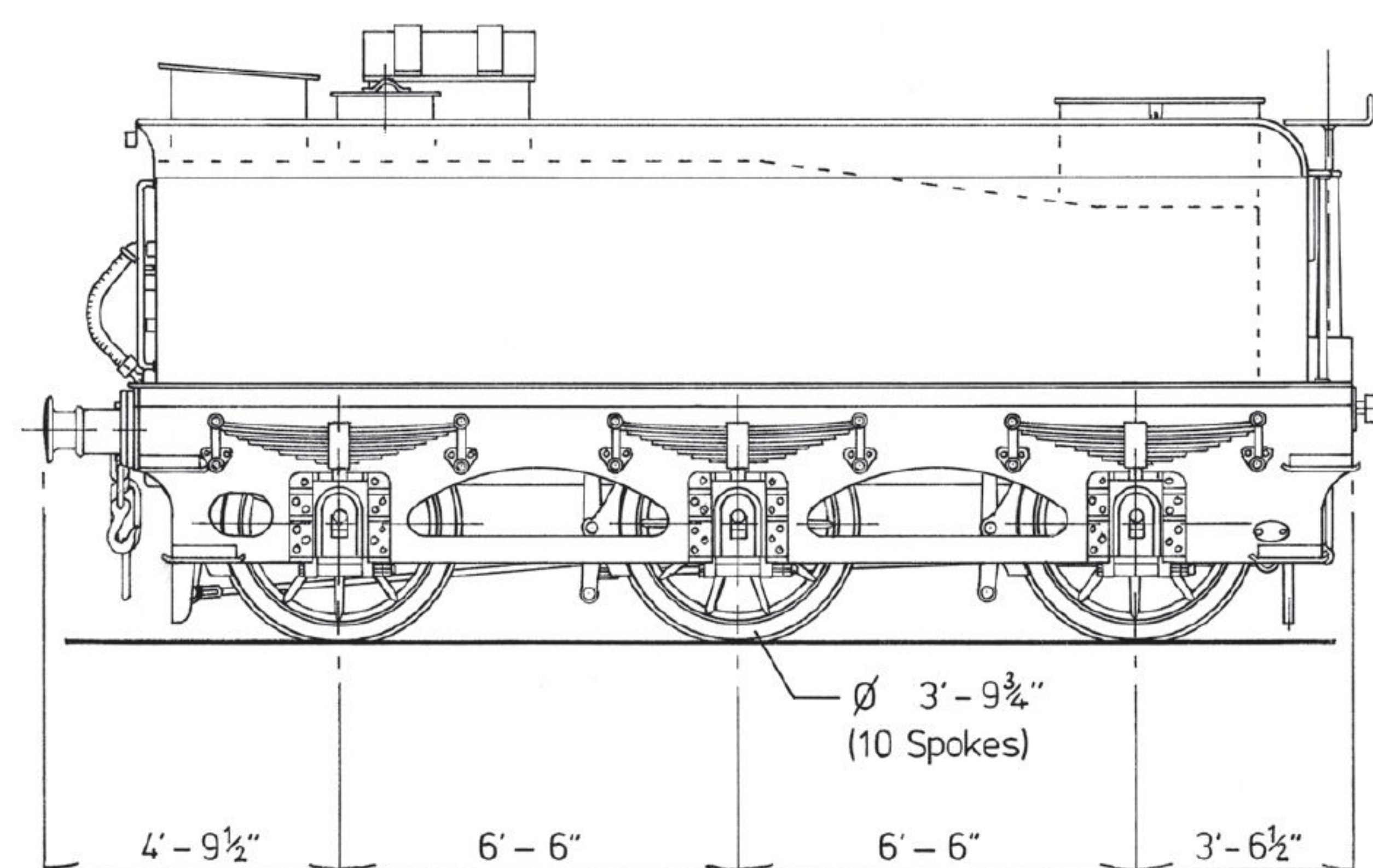
▲ The sole-surviving example from the 20-strong class of Adams T3 4-4-0s, 1893-built No.563, is seen here at Nine Elms shed in this c.1890s view. The locomotive carries elaborate London & South Western Railway green livery, and is equipped with the bogie wheel splashers and piston tail rods that were subsequently removed during Drummond's tenure as LSWR Locomotive Superintendent. Photo: Reproduced courtesy of The South Western Circle



(Drawings originally published in RM January 1988.)



FT 0 1 2 3 4 5 6 7 8
Scale





▲ **Class pioneer No.557 (built in December 1892) passes the signal box at Dean with a Salisbury to Eastleigh goods working in September 1935. The locomotive – by now one of just three T3s still in service – was destined to continue in traffic for only a few more months, withdrawal occurring in April 1936. Note the absence of bogie wheel splashers and piston tail rods, which had long since been removed. Photo: Rail-Online**

their outlines. In their later days, the T3s performed much work as pilots on heavy expresses and, during the First World War, troop specials; thereafter and into Southern Railway days, the hardy but by now worn-out 4-4-0s were relegated to comparatively light duties such as local train working.

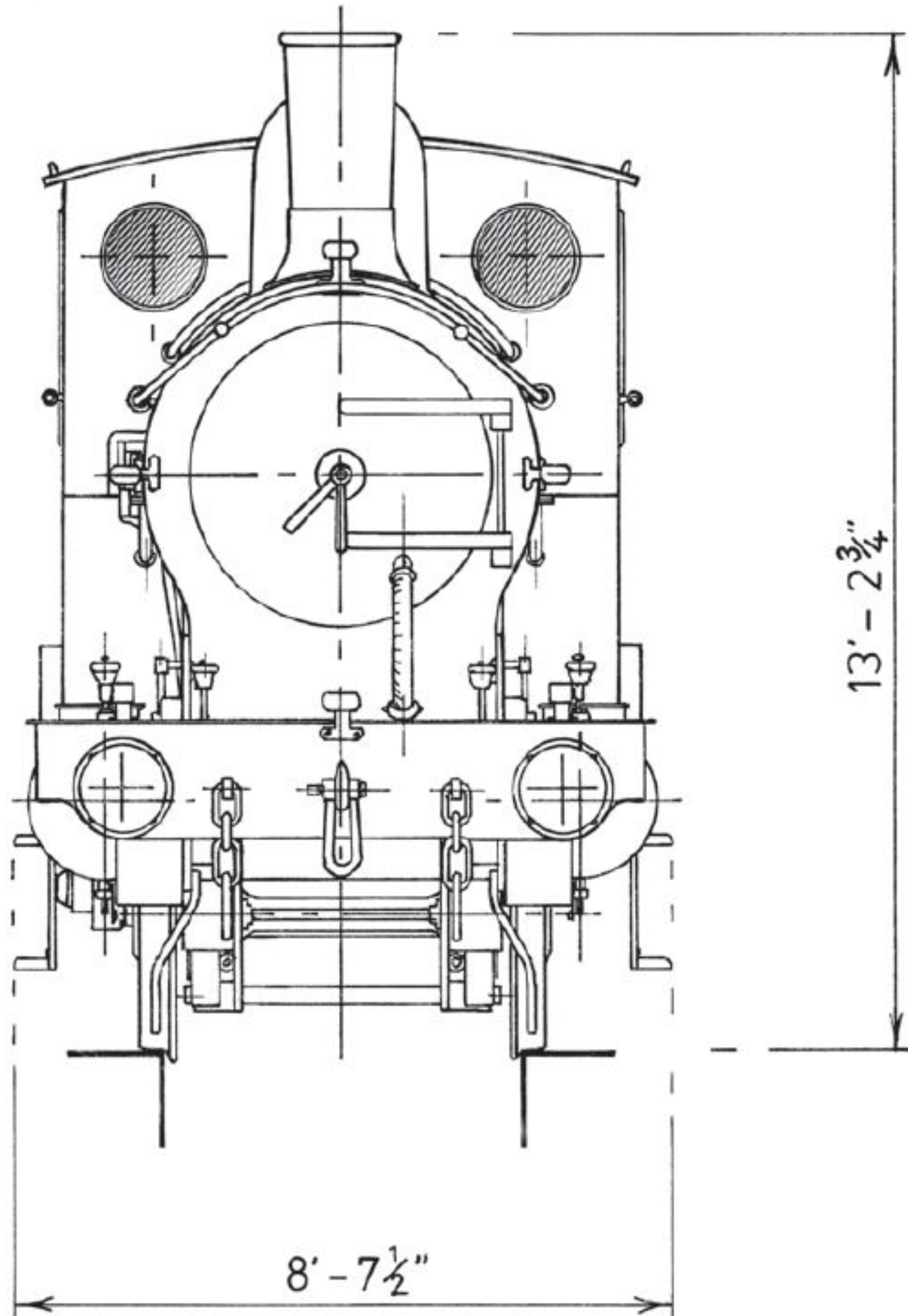
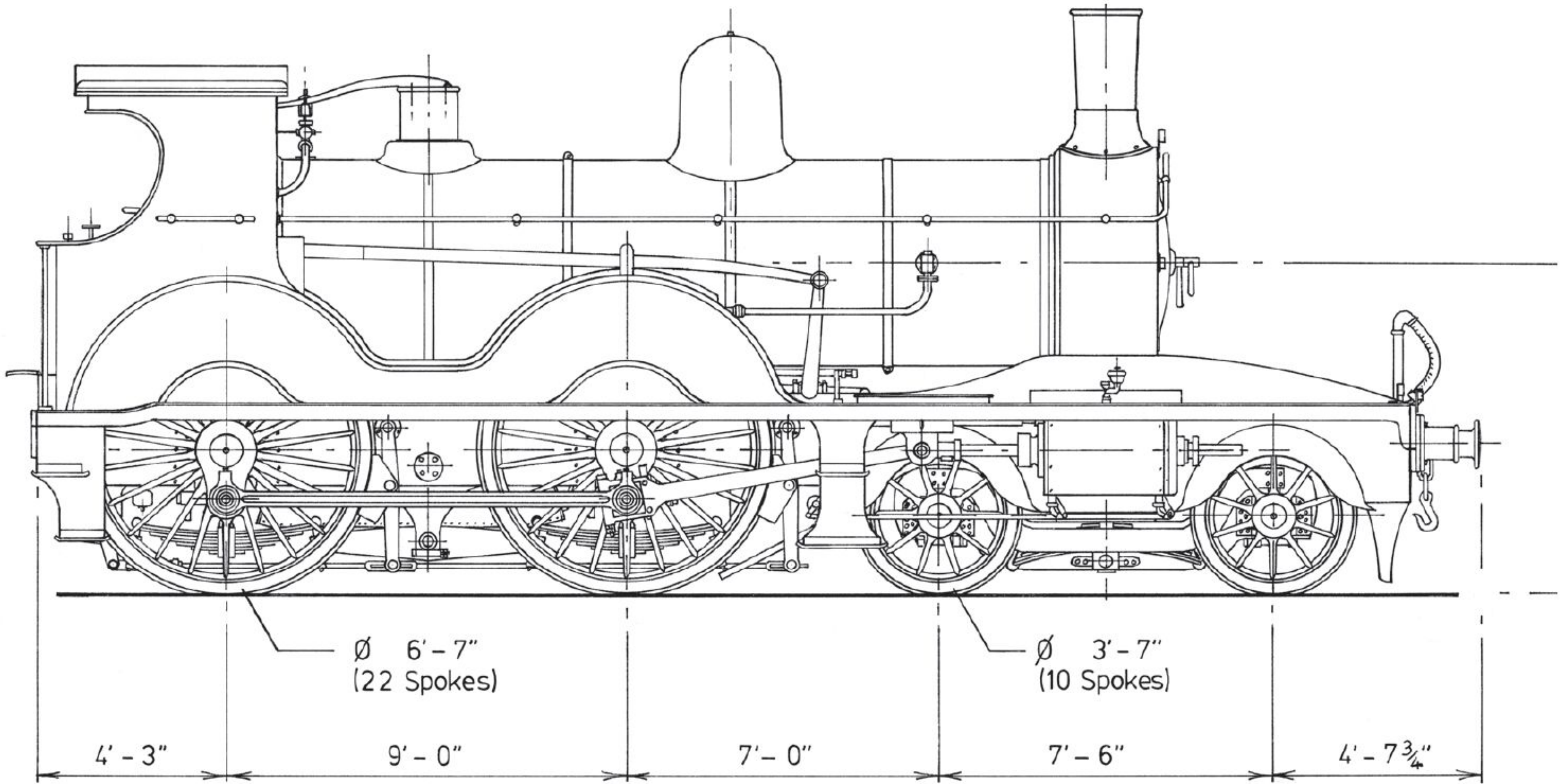
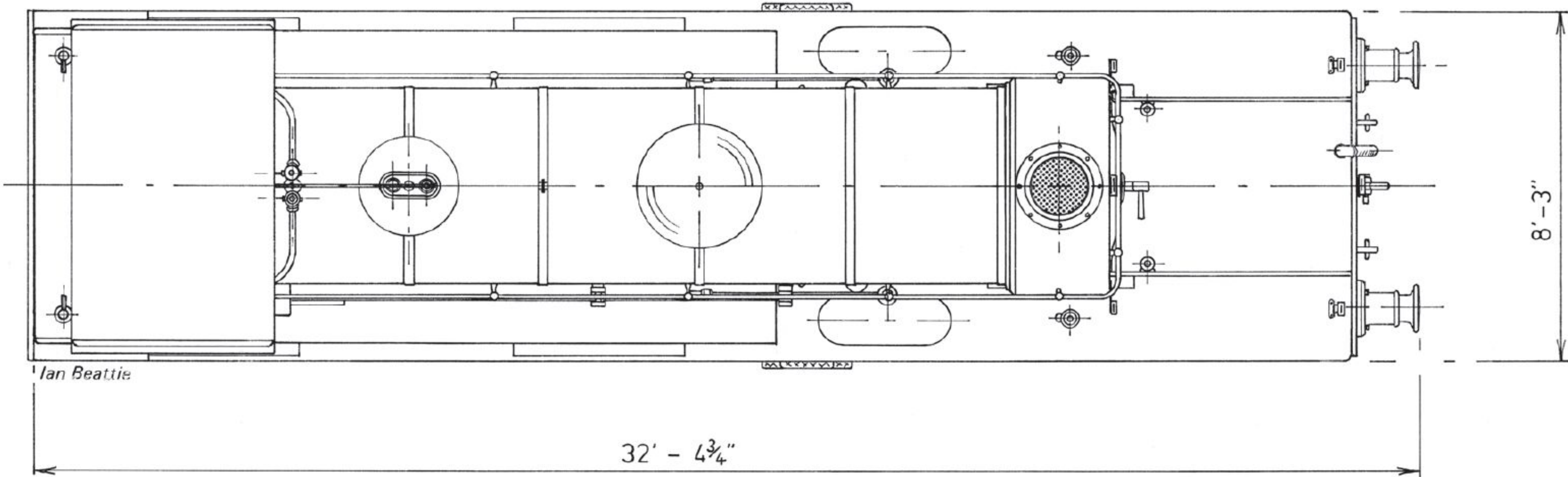
The bulk of the class was withdrawn between 1930 and 1933, leaving just three to continue in existence: one (No.557) was scrapped in 1936 and the remaining two were reprieved by the onset of the Second World War in 1939. Beyond the end of its useful life, No.571 was withdrawn in 1943 and the final T3 was relieved of its duties in

Notes on the drawings

The drawings are to 4mm scale, and depict a T3 4-4-0 as it appeared from the mid-1890s to the earliest years of the 20th century. Originally, Pearson lubricators were fitted, flanking the smokebox; and until Drummond reconstituted the unique-to-LSWR train indication arrangements (which survived until the end of steam) in 1895/6, there appeared only one, central disc-holder on the bufferbeam. The arrangement shown is that used for the greater length of the T3s' collective life.

A number of minor pieces of equipment were removed in Drummond's time, amongst which were the bogie wheel splashers, the piston tail rods and the hefty compensating beams linking the coupled wheel springs.

- Type: Four-coupled express passenger
- Overall length: 54' 2³/₈"
- Cylinders: 2, 19" x 26" bore x stroke
- Boiler pressure: 175psi
- Heating surface: 1,315.82 sq ft
- Grate area: 19.75 sq ft
- Tractive effort: 13,069 lbs
- Total weight in working order: 81 tons 15 cwt
- Water capacity: 3,300 gallons
- Number built: 20, 1892-3
- Preserved: 1





◀ The now-preserved T3 No.563 at Eastleigh in 1935, carrying Southern Railway Maunsell-era olive green livery.
Photo: Rail-Online

1945. The latter engine, No.563, survived into preservation as the only remaining example of an express locomotive designed by William Adams (see panel).

Models

As reported in News, Bachmann has announced the first ever ready-to-run model of a T3 in its OO gauge EFE Rail range. Prior to this, modellers wishing to include the class in their fleet were reliant on kits, with a 4mm scale example from Brassmasters (www.brassmasters.co.uk); another was previously produced by Jidenco.

In O gauge, a kit is available in the Martin Finney range (see www.finney7.co.uk/kits/html) and we have found a reference to another 7mm kit by Shedmaster. As far as we have been able to ascertain, there have been no T3s in any other scales.



◀ Another view of the locomotive at Eastleigh in the same year, showing its number applied to the rear of the tender.
Photo: Rail-Online



No.563: the preserved T3

It is doubtful whether a ready-to-run model of a T3 would have been considered viable by any manufacturer were it not for the recent return to steam of the sole survivor, No.563, which has catapulted the class back into the limelight.

Withdrawn from Southern Railway service for the first time in March 1939, it was spared from scrapping with the outbreak of the Second World War, and remained in use until August 1945, by which time it was the last of the class in traffic. Three years later, it was brought out of storage and restored to LSWR condition by the newly formed Southern Region of British Railways, for display at the centenary celebrations of Waterloo station.

Subsequently set aside for official preservation, it was placed in the Clapham Transport Museum in 1961. Transferred to the new National Railway Museum in York in 1975, it remained on static display there, with spells at Swindon and Shildon, until 2011, when it travelled to Canada to star in a stage production of *The Railway Children* – reprising this role at King's Cross between 2014 and 2017.

In the latter year, the locomotive was deaccessioned from the National Collection and donated to the Swanage Railway Trust, which formed the 563 Locomotive Group to raise funds for its return to steam. Overhauled at the Flour Mill workshop in the Forest of Dean, it ran again for the first time in 75 years in 2023, and can now be seen in action at the Swanage Railway on selected dates.

To find out more about the group, which has now turned its attention to the overhaul of Drummond T9 4-4-0 No.120, visit: www.563locomotivegroup.co.uk



▲ No.563 on display at Brighton shed on 13 April 1958, along with London, Brighton & South Coast Railway 'Terrier' 0-6-0T No.82 Boxhill, and LSWR M7 0-4-4T No.30055 behind. Photo: Rail-Online

▶ The recently restored No.563 is signalled away from Corfe Castle station with a train from Swanage on 7 September, the day Bachmann announced the EFE Rail model. Photo: Callum Willcox



◀ A very dapper Edwardian gent pays no attention to T3 No.558 as it reverses out of Waterloo station, circa 1906. Photo: Rail-Online

▶ T3 No.571 on shed at Eastleigh in 1935. It was destined to become the penultimate member of the class in service, being withdrawn in May 1943. Photo: Rail-Online

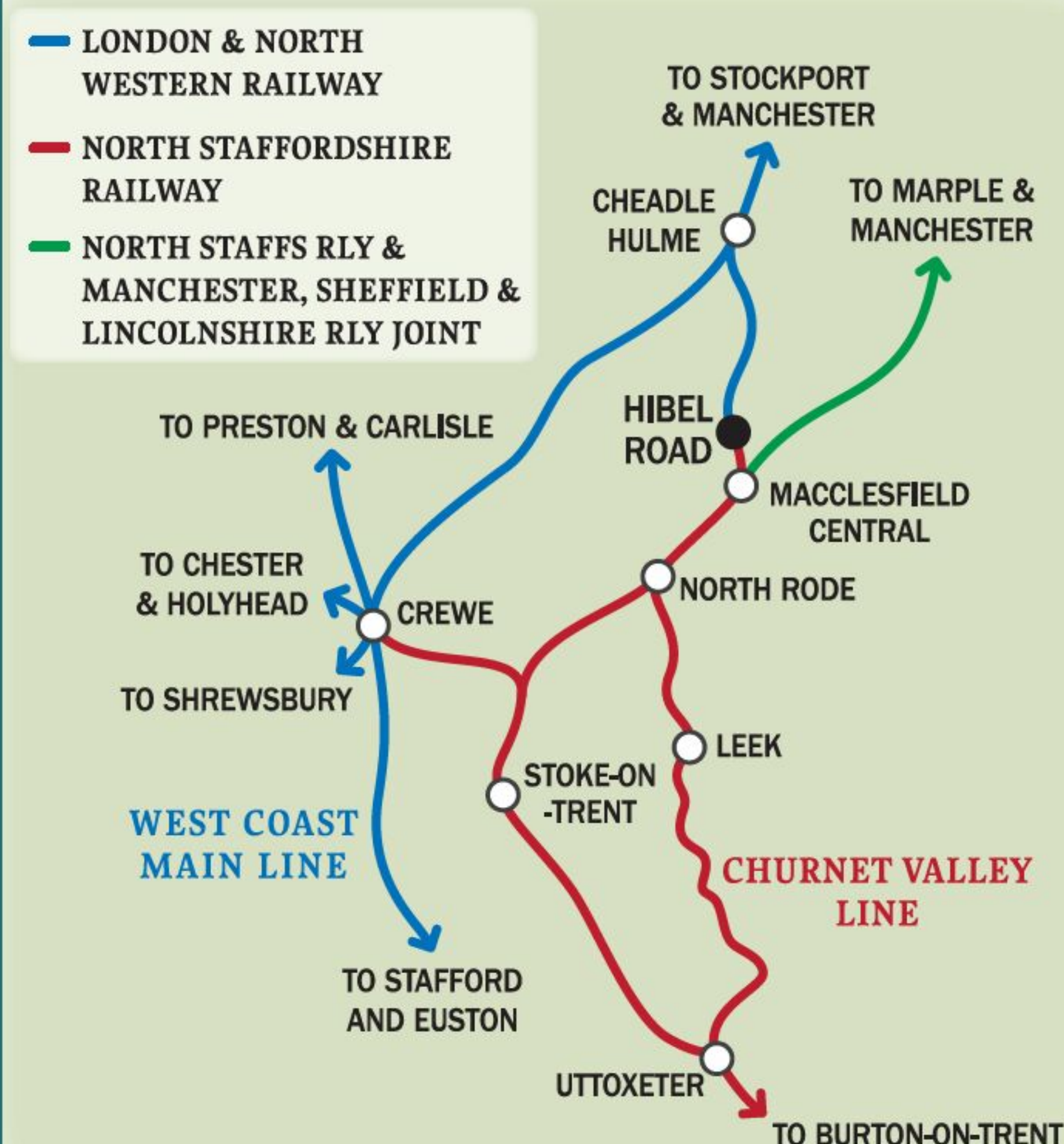


Macclesfield Hibel Road

*This compact but busy joint station in Cheshire was suggested as a layout plan as long ago as 1955; **JULES ATTARD** has turned it into reality in N gauge.*

Photography by the author

Location map



Macclesfield's main station (until 1960) was at Hibel Road where the London & North Western Railway and North Staffordshire Railway met, giving the LNWR an alternative route from Manchester London Road to

Euston, and the 'Knotty' access to Manchester. The Up platform was shared between the two companies, while the Down was entirely LNWR owned and wider to accommodate the many northbound passengers. Lying in a small hollow between Beech

▲ **Fowler 7F 0-8-0 No.49560 is held with a Down coal train, while a 4MT 2-6-4T prepares for its next banking turn. Up expresses were banked from Hibel Road for the 1 in 100 climb to Lyme Green.**

Lane tunnel and Hibel Road bridge with the platforms under the bridge itself, the station was dim and cramped, as was the

adjacent goods yard which was NSR owned but could only be accessed by reversing over LNWR metals.



◀ A Fowler 4F 0-6-0 heads north with a short train of sand from Congleton for glassmaking in St Helens. Robinson D11 4-4-0 No.62668 *Jutland* prepares to leave with an excursion for Southport with old Great Central Railway teak coaches.

traverser at each end. Since trains should not reverse along the same line to return to their starting point, I also built a small return line hidden at the

Ex-Private Owner coal wagons are held in the Marple line exchange sidings until called forward to the gasworks. Ex-LNER N5 0-6-2T E9333 awaits its final journey to the scrapyard.

back. This was better, but the short scenic section still meant that I spent more time operating the traverser than running trains, so this version was also discarded. I now have a single traverser behind the layout, which is reached by the double track main line at both ends to allow continuous running. The layout uses Digital Command

Control, and routes are selected using Cobalt iP Digital point motors controlled through a Cobalt Alpha LED-illuminated encoder panel. Track is Peco code 55 with Electrofrog or Unifrog points.

Construction is conventional, using 9mm ply on timber battens. The scenic area is on a single board which is heavier

than I would like, but the points and the dead-centre turntable meant there was no sensible way to divide the board into two. The embankment above the station was sculpted from 50mm Celotex, over which I spread brown acrylic frame sealant. The foam makes a light yet strong base, and the brown sealant is easy to work with, to clean up and to cover with static grass or cinders. Tarmac roads were made using very fine automotive wet-and-dry paper over a balsa base which had been shaped into a camber; cobbled streets use Redutex self-adhesive embossed vinyls. Buildings, street and platform lamps are lit by LEDs, with a flicker effect for the gas lamps, and a separate 24V LED lighting gantry provides controllable illumination of the scene.

Hands-free uncoupling is desirable for a goods yard, especially one that might be



seen in public. I tried and abandoned many varieties of magnetic uncouplers, before coming across a mechanical method that worked without modification for the Peco Elsie couplings that are standard on my many wagons built from N Gauge Society kits. A decoupling bar is soldered across the top of a square brass tube, which a below-board servo moves vertically within a slightly larger fixed tube.

I was lucky enough to find some working MSE etched home signals second-hand at a show, to which I added fixed Distant and Calling-on arms, and these are now also operated by servos. A Megapoints controller allows me to operate all the servos from my DCC handset.

The trains

Passenger traffic calling at Hibel Road was a mix of Jubilee- and Patriot-hauled long distance expresses and Manchester London Road to Stoke local stopping trains which were the preserve of Fowler, Fairburn and BR Standard tanks. In addition to

▲ Looking south across the station and shed from Beech Lane tunnel in the 1960s, with a Fowler 2-6-4T in the bay platform. Behind the engine shed towers the gasworks. Picture: RCTS Photo Archive/collection of Cyril Crawley

the usual mix of freight and parcels diagrams, specific local turns that I wanted to include were 4F-hauled sand trains for glassmaking from nearby Congleton, and trips to and from the gasworks just south of the station.

Most of the locomotives are by Graham Farish or Union Mills. All the latter have been detailed to bear comparison with the finer Farish models through the addition of handrails, coal, crew, lamps and (where appropriate) lining. A Dapol Ivatt 2MT tank works a push-pull set for the rural Churnet Valley line to Leek and Uttoxeter. The Hibel Road shed

(code 9C) allocation was entirely Fowler tanks after Nationalisation, so I've supplemented the limited range of ready-to-run tank engines with Fowler 3MTs and 4MTs, and a Robinson C13, all with 3D-printed bodies on ready-to-run chassis.

▲ Looking in the opposite direction from the shed turntable towards the tunnel in the late 1950s. Picture: RCTS Photo Archive/collection of Cyril Crawley

Kids play football on waste ground outside the Plough Inn.





Although Hibel Road station was entirely owned by the LMS or its predecessors, a Great Central Railway/NSR joint line from Macclesfield to Marple connected to the main line a few yards south. Due to LNWR stubbornness, trains from this line were forced to use a second

A southbound train of empty coal wagons hauled by LNWR G2 0-8-0 No.49418 (with scratch-built tender cab).

station (Macclesfield Central) rather than calling at Hibel Road. That station lies beyond the limits of my layout, but the Down exchange sidings of the joint line intrude into one corner of the Hibel Road yard, and one LNER engine was based at the LMS shed after the small LNER shed was demolished in the 1930s. That gives me an excuse to run ex-LNER stock as well: ex-GCR C13s, J11s, D10s and

D11s light engine, and on pigeon and excursion trains.

Modelling a real place

Inevitably, some compromises were necessary to fit the track plan into the available space, but the few changes (the loss of one road each from the bay, carriage sidings and goods yard) aren't noticeable. The traverser gives me longer storage roads than a fiddle yard with points

Midland Railway 3F 0-6-0 No.43275 shunts the goods yard.

would, yet it still limits passenger trains to six Mk.I or seven Stanier coaches; however, as the real station was limited to nine coaches (Up) and seven (Down), this doesn't present a problem.

I wanted the townscape to be recognisably Macclesfield, so I had to scratch-build the main structures. I was able to photograph some private houses which are still there overlooking the line, but the rest of the town buildings and all of the railway except the main line were swept away when the station was demolished, and a dual carriageway and supermarket were subsequently built on the site. I was heavily reliant on photographs in books at first (see References panel), but posting photos of my progress on social media generated feedback that helped me to add detail and cameos based on real people.

Minor details become important when trying to replicate scenes in photos. The telegraph poles crossing the yard were very tall as it lay in a



small hollow; Ratio poles were too short and had to be extended. I could not find working swan-neck lampposts to match those on the main road, only whitemetal ones to which I added LEDs and hid the wires beneath a layer of 'concrete'. Some details are not even visible now they're installed, such as the platform canopy brackets which York Model Rail kindly made to my design – but I'm happy as I know they're there!

The gasworks gave me the most trouble: although only on the backscene, it dominated the skyline to the south of the station, so it was important that it looked right. I eventually created it as two flat planes for the front and side views, then merged and distorted them in Powerpoint to give a view from one corner.

A terraced house kit from Dornaplas closely resembled the houses along Station Street, which saved me a lot of time, but the roofs were too steep so some remodelling was needed to get the 'right' look.

Smearing DAS clay over the bricks of the Plough Inn gave a simulation of the rendered wall

A push-pull set prepares to depart from the bay for Uttoxeter over the Churnet Valley line, propelled by Ivatt 2MT 2-6-2T M1200. Fowler 3P 2-6-2T No.40009 brings a short ballast train into the carriage sidings.

which I could distress to reveal some of the underlying brickwork.

The signal box (a Saxby & Farmer design) was 3D-printed. All the remaining buildings were scratch-built, using embossed plasticard over a foamboard base with etched brass windows.

Exhibiting

Macclesfield Hibel Road was booked to be exhibited for the first time at the Macclesfield Model Railway Group show in April 2024. Not wanting a disaster on the day, I held a dress rehearsal with friends shortly before. This was invaluable in confirming the operational sequences to maximise audience interest, although the show revealed that some opportunities for fine-tuning remain: most notably, shunting the yard blocks the main lines (just like the prototype) so a third operator would allow more yard activity to take place.

On the show weekend, the layout proved to be very popular, and was awarded Best in Show. Visitors who remembered Macclesfield in the 1950s were happy to share their



Robinson C13 4-4-2T No.67417 is prepared for its next run to Manchester London Road via Marple. LNER locos were serviced at the LMS shed after the LNER shed was demolished.

memories (and fortunately confirmed that the model looked right), while younger viewers were entertained trying to relate what they saw to the town as it is now.

The layout is available for exhibitions in Cheshire and the surrounding area, and any bookings can be viewed on the layout website:

<https://julesattard81.wixsite.com/macc-hibel-road>

References

Railways of the Macclesfield District, Basil Jeuda, ISBN 0907941 07 9

An Historical Survey of Selected LMS Stations, Volume 2, Hendry & Hendry, ISBN 086093 33 0

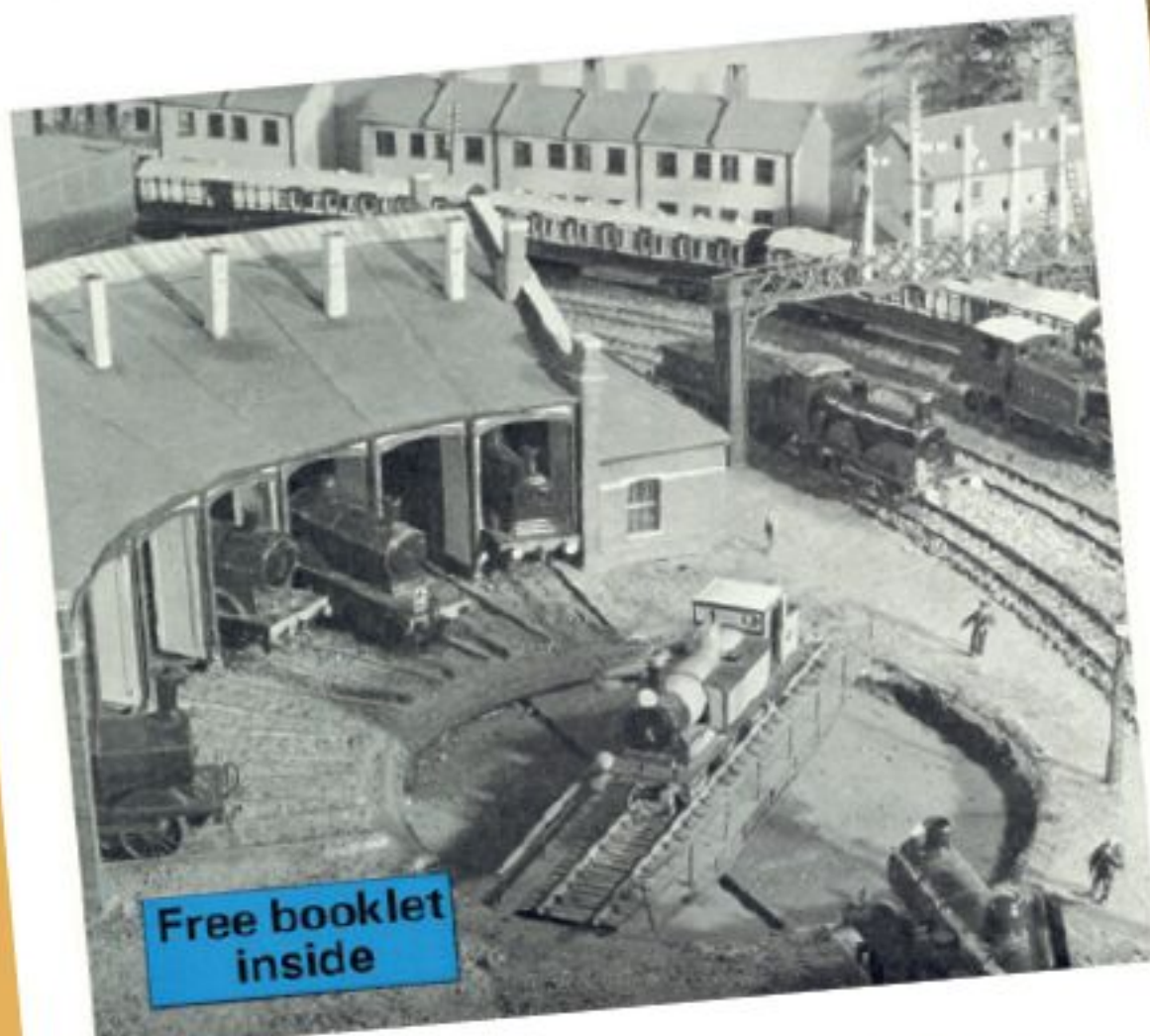
LMS Engine Sheds, Volume 4, Hawkins & Reeve, ISBN 0906867 20 7

MILEPOSTS



RAILWAY MODELLER

For the average enthusiast January 1968 2s 6d



▲ The pre-Grouping LB&SCR featured on the cover of the January 1968 issue...

...with the 4mm model *Eastbourne* constructed by Vivien Thompson.



▼ *Eastbourne* was awarded the RM Cup for 1968, having also been featured in that year's February and October issues.

The Brighton Circle at 50

Founded in 1974, this historical society is dedicated to the furtherance and publication of original research relating to aspects of the London, Brighton & South Coast Railway. Member ANDREW GARROOD provides this overview.



▲ **LB&SCR Stroudley 0-4-2 No.187 (built 1889) waits to leave Brighton with an Up train c.1907. Alongside is LB&SCR Billinton C2 0-6-0 No.436. Photo: Rail-Online**

The London, Brighton & South Coast Railway (known as the LB&SCR or Brighton Line) was formed on 27 July 1846 by the amalgamation of the London & Brighton Railway and the London & Croydon Railway. At its peak the railway formed a triangle with its base along the south coast from Portsmouth to Hastings and its apex in London, at Victoria and London Bridge.

Although lost at the creation of the Southern Railway in 1923, the Brighton still had enthusiastic supporters in the early 1970s. Many were former employees or customers who remembered its heyday. At the same time LB&SCR buildings and infrastructure continued to be demolished in the name of progress, and these supporters became conscious of what was being lost forever. Thus, to document the history of the Brighton infrastructure, and its people, there were calls for a line society to be created.

Simultaneously, modelling interest was also growing thanks to pioneering layouts such as *Eastbourne* by Vivien Thompson (RM January 1968) and Peter Jessop's *Selsey on Sea*. Both of these modellers inspired many

present members to start modelling the Brighton Line. From these twin strands arose The Brighton Circle, an historical society dedicated to the furtherance and publication of original research into the history of the London, Brighton & South Coast Railway. The Circle is an association of individual members across the world interested in the history and operations of the LB&SCR, many of whose members are also active modellers of the Brighton Line.

The Circle first met in September 1974 and rapidly grew, with many of the original members still active. The first issue of our historical journal, *The Brighton Circular*,

▼ **LB&SCR B2X 4-4-0 No.318 (rebuilt in 1910) crosses Ford swing bridge with a Portsmouth to Victoria train in 1914. The locomotive was withdrawn in July 1930. Photo: Rail-Online**



was produced in February 1975. It is compiled entirely from members' contributions, and material on any aspect of the history of the LB&SCR is welcomed by the editor. Having started off as a monthly typed bulletin produced by photostat, it is now a professionally printed A4 journal, published three times a year in April, July and November. This year we published our 50th volume.

In addition to *The Brighton Circular*, members have written or contributed to many of the definitive texts on the LB&SCR, covering architecture, carriages, liveries, Private Owner wagons, and signalling, as well as many photographic compilations.

At the beginning of the Circle, reference materials were passed around via a folio system in order to collect historical items and to circulate them amongst members for them to add to. The advent of the internet meant much of this material could move to a digital format. The Circle was one of the earliest line societies to have a web presence (see panel), thanks to the current chairman, Dave Searle. Today, all back issues of the *Circular*, alongside other archive materials, are available online for members to study. There is also a thriving eGroup for discussions on both modelling and historical topics. The Circle can also be found on Facebook.

Given one of the original drivers for the Circle's formation was modelling the Brighton Line, it is perhaps unsurprising that one of the organisation's most popular online productions, also available to non-members, is *The Modellers Digest*. A brainchild of Eric Gates, one of the Brighton Circle's founding members, this is published electronically twice a year. It provides a showcase for the modelling talents of Circle members, many of whom produce museum quality models of Brighton subjects.

In the past, modelling the LB&SCR relied almost exclusively upon scratch-building or kits from small manufacturers. As such, the Brighton was not as extensively modelled as other railway companies. However, in recent years there has been an explosion of ready-to-run models from the likes of Bachmann, Dapol, Hornby, Kernow Model Rail Centre, Rails of Sheffield and Rapido



▲ **LB&SCR L class 4-6-4T No.333 *Remembrance* near Coulsdon with the Up 'Southern Belle' c.1922. Photo: Rail-Online**

Trains UK across N, OO and O gauges. Combined with the continued production of kits from the likes of Roxey Mouldings, 5&9 Models and Early Brighton Models, LB&SCR modelling is perhaps more accessible than it's ever been. Across both kit and R-T-R model design, Brighton Circle members have frequently contributed livery information and drawings to help manufacturers bring high levels of accuracy to these models. Most recently, the Circle has been involved in the development of the Rapido OO gauge LB&SCR E1 model in Marsh black goods livery.

As the Brighton Circle looks back on the past 50 years, the original founders can be proud that interest in the LB&SCR is in better health than ever – and still growing. It would probably have seemed incredible to predict at those early gatherings that, in 2024, we would see the first new-build of an LB&SCR-designed locomotive since 1923 – the 4-4-2 Atlantic, No.32424 *Beachy Head*, based at the Bluebell Railway.

Whilst the railway company may have ceased to exist more than 100 years ago, Circle members continue to play their part in ensuring the LB&SCR is not forgotten.

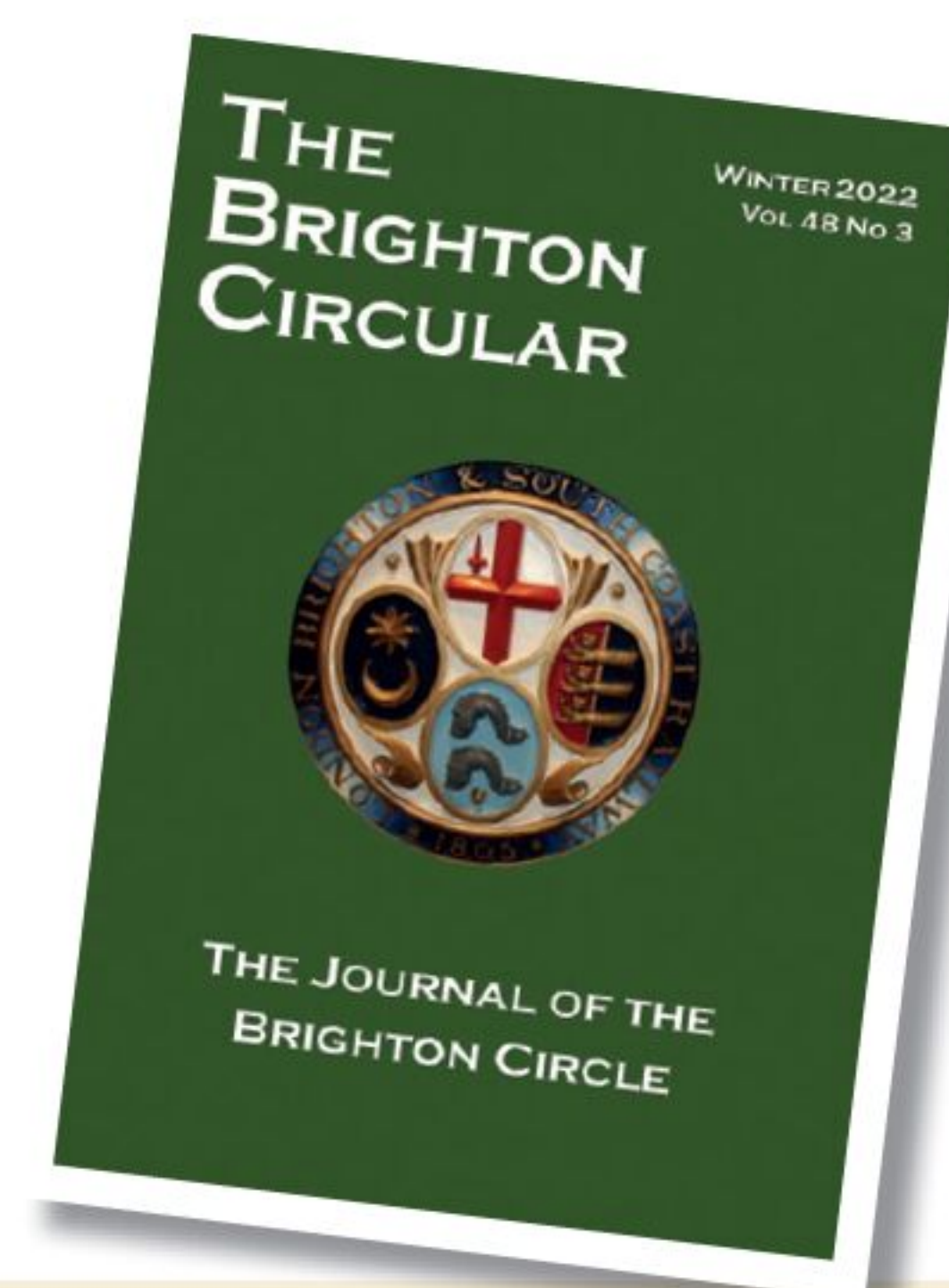
▼ **The replica of LB&SCR Atlantic No.32424 *Beachy Head* was completed earlier this year at the Bluebell Railway. Photo: Nick Brodrick**



▲ **An engineering sample of the forthcoming E1 0-6-0T in OO. Photo: Rapido Trains UK**

Membership details

Brighton Circle members receive three editions of *The Brighton Circular* per year, are provided with access to the archive, and are also invited to twice-yearly meetings in London and Brighton where members can meet like-minded enthusiasts. These meetings are also broadcast live online for our many overseas members. Membership is currently £23.00 per annum and application forms are available via the website or by email from the secretary, Nicholas Pryor: secretary@lbscr.org www.lbscr.org



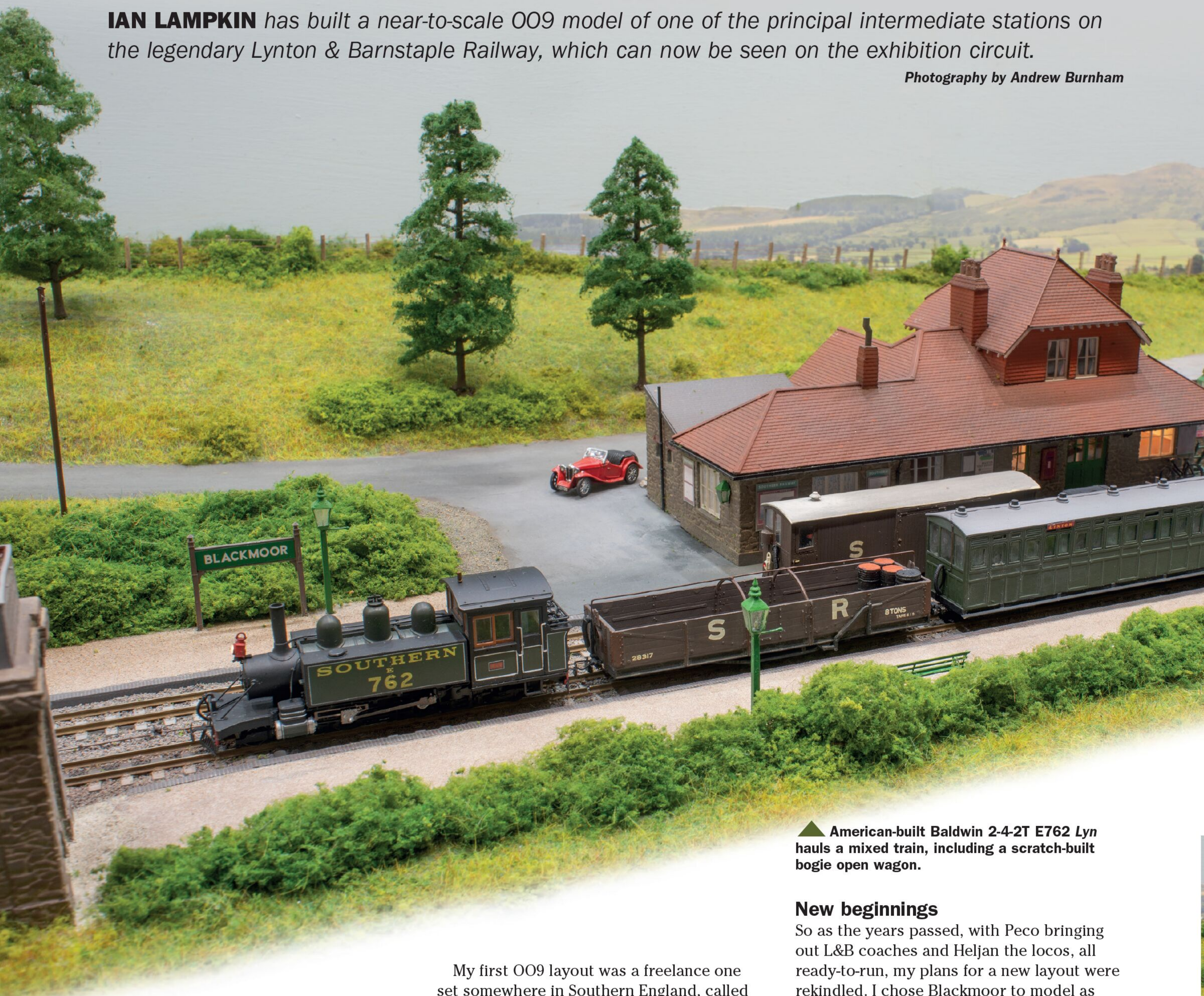
Further reading

Published in the September 2011 issue of *RAILWAY MODELLER* was a pre-Grouping spotlight article examining the LB&SCR. Subscribers can view this article on the RM Digital Archive.

Blackmoor

IAN LAMPKIN has built a near-to-scale OO9 model of one of the principal intermediate stations on the legendary Lynton & Barnstaple Railway, which can now be seen on the exhibition circuit.

Photography by Andrew Burnham



▲ American-built Baldwin 2-4-2T E762 Lyn hauls a mixed train, including a scratch-built bogie open wagon.

New beginnings

So as the years passed, with Peco bringing out L&B coaches and Heljan the locos, all ready-to-run, my plans for a new layout were rekindled. I chose Blackmoor to model as Lynton, Woody Bay and Pilton yard have been modelled by others numerous times. I gather that there is another Blackmoor layout, so hopefully I will get to see that at some point. I revisited Blackmoor station in 2019 for more research, especially as it has been converted into a pub.

Construction

In December 2019 I bought the timber for the boards, consisting of my usual method with a 2" x 1" softwood frame and 12mm thick MDF board top. I leave the timber to acclimatise in the house for a week or so, to make sure that any shrinkage occurs before assembly. I have layouts built over 30 years

Way back in the early 1980s, I was involved with the Croydon Model Railway Society's OO9 layout. It was a true 'rabbit warren', but it still piqued my interest, despite being a keen Southern Region modeller. I bought my first OO9 kits, including a Langley Lynton & Barnstaple Railway Baldwin kit that fitted on a Farish chassis. Also around that time, I would regularly visit a friend who lived in Barnstaple. We would often go looking for remnants of closed lines, including those of the Lynton & Barnstaple, and I took my first photos of what remained of Blackmoor station. These proved valuable in building the layout you see here.

My first OO9 layout was a freelance one set somewhere in Southern England, called *Bourne*. Much of the rolling stock was built from various L&B kits, but we would run whatever locomotives we could lay our hands on. After this layout passed to Graham Stenning, a good friend, the *Bourne Valley Railway* emerged in the form of numerous extensions to *Bourne*, and it culminated in a 34' long layout that attended many shows in different formats from straight to L-shaped to U-shaped. I still collected L&B rolling stock for a future layout. Unfortunately, our friend Graham passed away in 2015 and whilst *Bourne Valley* still exists with a number of friends, it's not been set up in its complete form since then.



Manning Wardle 2-6-2T No.760 Exe shunts wagons alongside the goods shed. All the locomotives are ready-to-run Heljan models.



ago in this way that are still fine. They are heavier than more modern ply construction, but they allow more layout to be packed into our car for transporting to and from exhibitions. The timber legs, constructed out of 2" x 1" softwood, are those used on other layouts, which saves time and storage space. All boards are connected together with just one central coach bolt per board join, relying on dowels made from screws with the head cut off, slotting into picture frame brackets with a central hole drilled in them. Again, this method has worked well on my other layouts for many years.

The backscene is the slotted MDF sheet that can be easily curved, painted sky blue emulsion. The basic land formation used off-cuts of wall insulation from building the shed at home, with a filler top coat. The self-adhesive backscene, produced by iD Backscenes, had the sky part cut off and was then glued to the MDF. The reason for

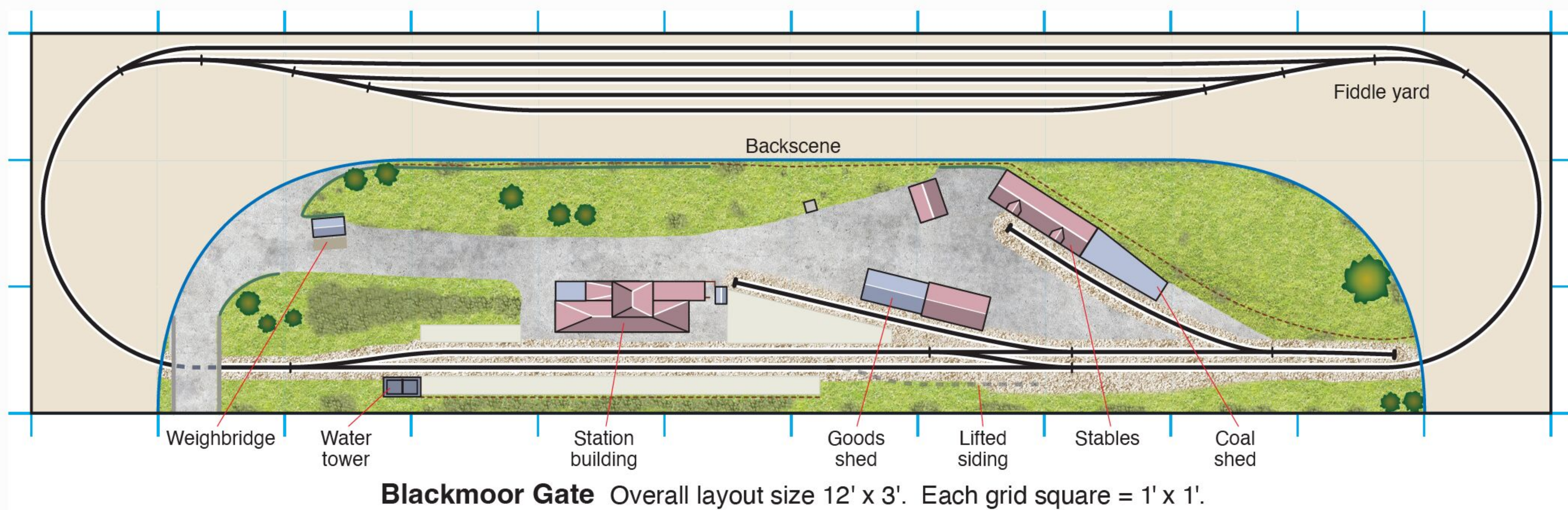
▲ **Lyn has just taken water at Blackmoor with a Lynton-bound train, circa 1927. Note the passenger looking out, perhaps wondering what is causing the delay! Photo: Rail-Online**

cutting off the sky section is that a painted sky area is more easily touched up than the printed one due to wear and tear at exhibitions.

The track plan was obtained from the superb book *The Lynton & Barnstaple Railway Measured & Drawn*, and the track layout is pretty much laid to scale. The track is laid on 1/16" thick cork sheet. I pin down the track, and once wired and ballasted, the pins are removed and any holes filled. I prefer this method to gluing the track down, as it allows for any adjustment before ballasting.

The layout is wired for Digital Command Control operation, along with block detection. I am hoping to automate the layout one day, but currently two operators



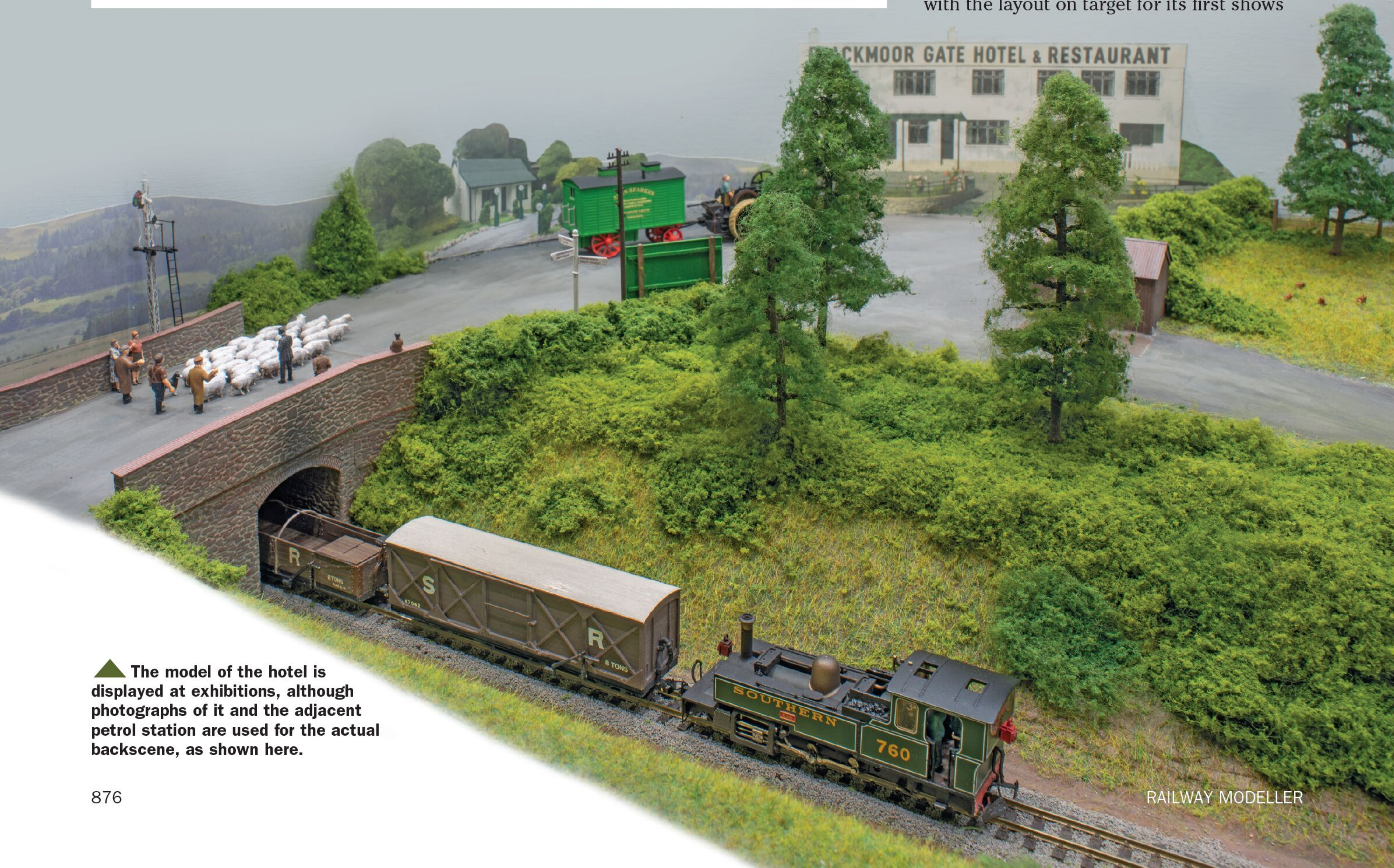


▲ The author has scratch-built a model of the Blackmoor Gate Hotel & Restaurant, which burned down in 1970.

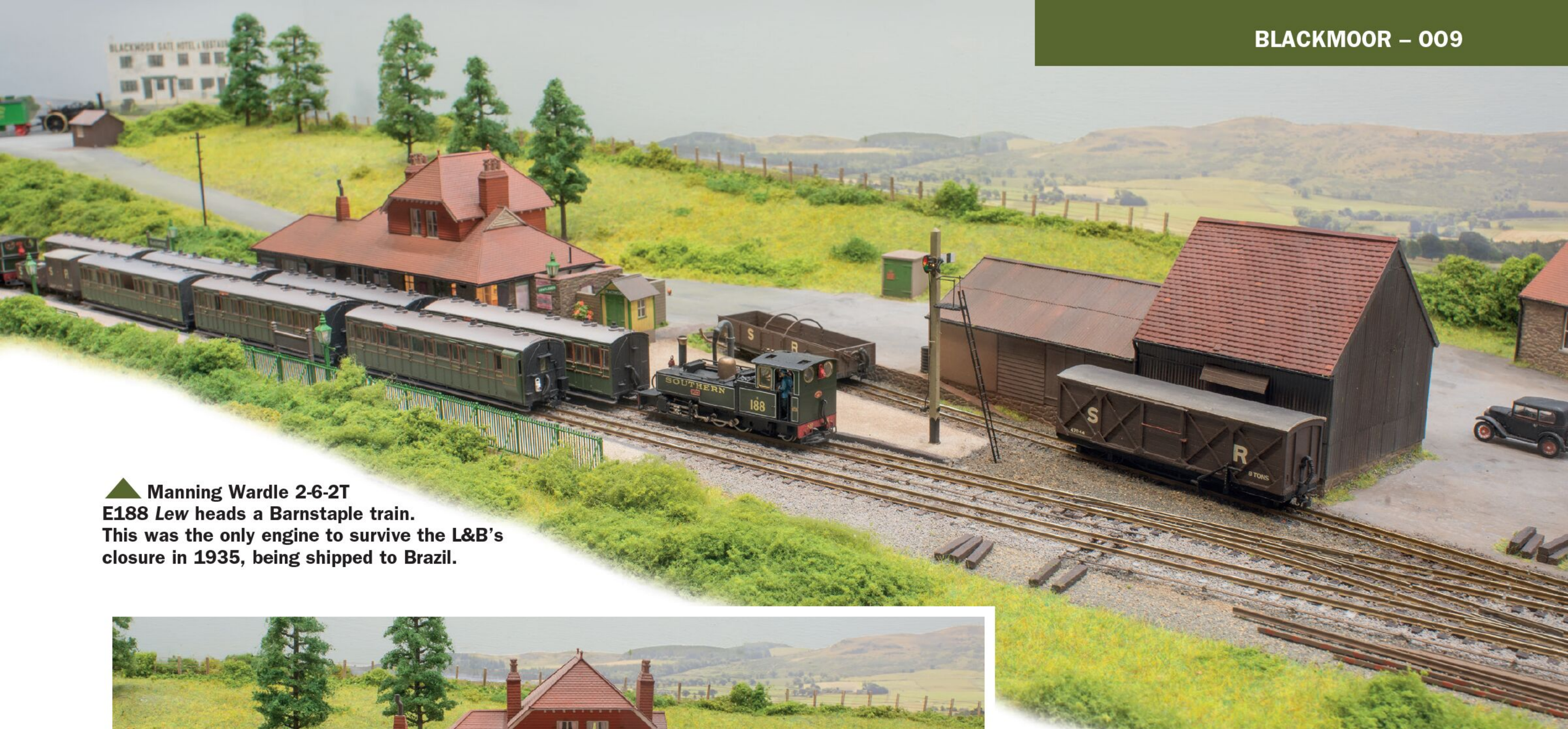
work the layout, each sitting at opposite ends using touch screen 'all in one' PCs. Points are controlled using SEEP solenoids wired to Digitrax accessory decoders, with Tam Valley frog juicers switching the frog polarity. I originally fitted the Gaugemaster units, but found that the OO9 locos would stall on the frogs. This was unexpected as they have worked fine on my N gauge layouts, even with shorter wheelbase locos.

All track is Peco main line OO9 in the scenic area, with Peco code 55 N gauge track in the fiddle yard. This is on separate boards to the scenic area and is designed for use on a future N gauge layout.

By March 2020, the basic scenic formation and building shells were well under way, with the layout on target for its first shows



▲ The model of the hotel is displayed at exhibitions, although photographs of it and the adjacent petrol station are used for the actual backscene, as shown here.



▲ Manning Wardle 2-6-2T
E188 *Lea* heads a Barnstaple train.
This was the only engine to survive the L&B's
closure in 1935, being shipped to Brazil.



▲ All structures are
scratch-built; the station
building includes a full interior and
LED illumination.

Rolling stock

Most of the wagons were built many years ago from Ninelines, Langley and other kits that were available at the time. They have all been fitted with Greenwich & District couplers to enable remote uncoupling over magnets fitted under the ballasted track. These wagons worked on the *Bourne Valley Railway* at many shows. More recently, the second L&B crane has been added to the roster, built from the Backwoods etched kit

in September and October 2020, then the pandemic hit. It would turn out that there wouldn't be any shows until the latter part of 2021. Consequently, my motivation to work on the layout stalled for a while. In many ways this was to be a good thing, as more information came to light on a number of social media groups that helped me add far more detail than I had originally planned. The signalling and point rodding have been constructed in more detail, the lattice signals being built from Model Signal Engineering components and the concrete post signal from brass section. All signals work, including the lamps, using nano LEDs and servos linked to a Megapoints servo board. These will eventually be connected to the DCC system, but for now they are operated using toggle switches mounted behind the backscene. The point rodding is brass wire fitted into Modelu rodding chairs, which are delicate due to their being 3D printed. The linkages and compensators are from an old Brassmasters etch. The point locking mechanisms have also been modelled.

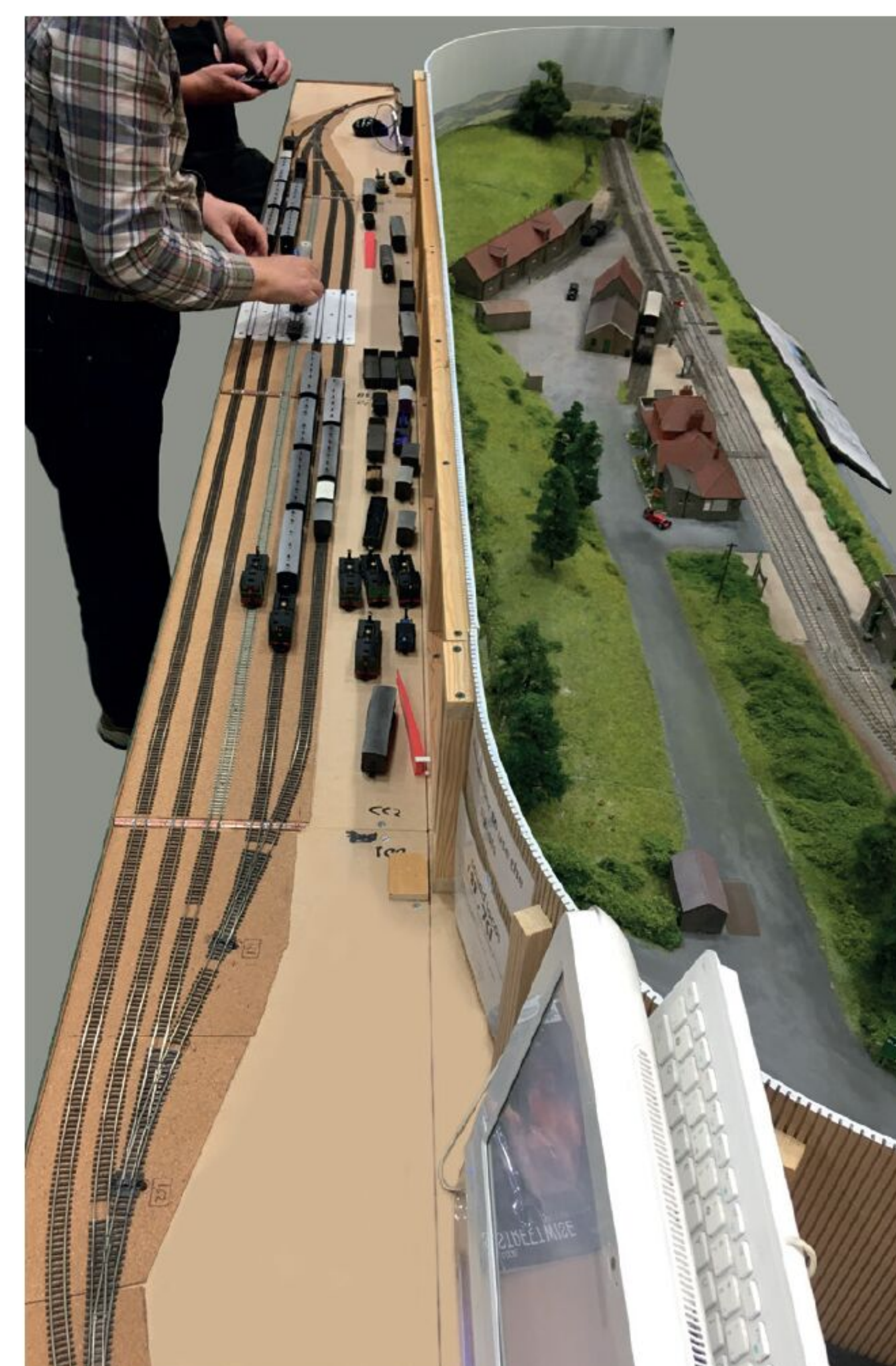
Buildings & scenery

All buildings have been scratch-built using various styrene sheets, all measured from the *Measured & Drawn* book and referring again to the many photos in other books and my own visits to the station. Luckily, I took enough photos back in the 1980s prior to the goods shed being demolished. Also, access to that part of the station site is now

restricted. The window frames on all buildings have been formed using thin styrene sheet in a silhouette cutter. This is now my preferred method on all buildings. The station building interior has been modelled, based on photos sent to me by the preserved railway when Woody Bay station was being restored. This included the external gents toilet. LEDs have been fitted in some of the interior rooms.

There are two buildings of which, so far, no photos or drawings have been found, these being the store next to the stables and the weighbridge at the station approach entrance. This weighbridge has been based on the plans for the one that was in Pilton yard, and the store based on the one that existed next to the station building but was removed in the 1920s.

I had never seen any photos of the petrol station by the road bridge and very few of the hotel, so when these were forwarded to me, particularly a colour photo of the hotel in 1970 just before it burned down, this enabled me to build these two structures. Neither of these are mounted on the layout, but were used to take photos to then mount them on the backscene. However, the model of the hotel does sit on top of the fiddle yard at one end of the layout when at shows. A large amount of information on these was kindly provided by Michael Bishop, who has been collating a huge amount of information on the railway for many decades, and I am looking forward to when he finally publishes his planned books.



▲ A view across almost the entire layout,
including the fiddle yard.



▲ Manning Wardle 2-6-2T No.761 *Taw* departs for Lynton with a goods train, passing the water tower shown in the archive photograph of *Lyn*.

as well as a scratch-built model of the odd bogie open wagon that the L&B had. Coaches are mainly modified Peco models, but more recently a number of Golden Arrow kits and a Chris Leigh kit have been completed. All coaches have had their acetylene roof lamps changed to the excellent ST Models 3D-printed ones. The acetylene generators fitted to one end of every coach have been formed from styrene and brass wire fitted between these and the rooftop lamps.

The locos are all by Heljan. Whilst the Baldwin 2-4-2T *Lyn* runs fine out of the box, the Manning Wardle 2-6-2Ts have required numerous modifications to keep them on the track. The main changes were correcting the back-to-back distance on the pony wheels, and reducing the amount of pressure on these from the electrical pick-up wipers. The coupler recess in the bufferbeams has also been slightly enlarged and, with the fitting of

the Greenwich & District couplers without the loops, the etched cowcatchers have been filed down a little to give a bit more clearance for the couplers. These locos have been fairly reliable, even managing the 14" radius curves in the fiddle yard. However, to improve them even more, the pony wheels have recently been replaced with those supplied by Tramfabriek. They are ever so slightly wider than the factory-fitted wheels, so these have been filed down to allow enough clearance with the side frames on the fiddle yard curves.

To date three locos have had Zimo sound decoders fitted. It's fiddly but well worth doing, even though great care has to be taken when filing clearances in the chassis and bodywork. Hopefully, the remaining two will have sound decoders installed prior to the layout's next show. The excellent Modelu 3D-printed figures have been fitted into the cabs, those locos with sound having

had the lower part of the figures modified to fit around the speaker fitted in the cabs.

A number of backup locos have been obtained when they have been on sale at bargain prices, and may well be used as spares donors when needed, but they do get to run on the layout when required. In our last hour of a show, we often run whatever locos we have with us, such as the backup engines. Quarry Hunslets have been seen, along with numerous Ffestiniog locos.

Exhibitions

The layout's first show was the Bluebell Railway model weekend in July 2022, where it performed well, with a few improvements made in time for its next show in Barrow-in-Furness in October 2022. The most recent shows were Tonbridge and East Grinstead in early 2024, with more planned (see panel).

Acknowledgements

Much gratitude goes to all those who have provided information in constructing the layout, and to our operating team for helping to set up and operate it at shows. Thanks also goes to Bob Hawes who proofread my ramblings and suggested some changes.

Upcoming shows

Blackmoor will be attending the Rail-Ex Taunton exhibition on 26 & 27 October (see Societies & Clubs), and the Alton show on 1 & 2 February 2025.

Other appearances to be confirmed are Macclesfield (April 2025) and Buxton (July 2025).



▲ The real goods shed has now been demolished, but fortunately, the author had taken photos during site visits in the 1980s, allowing the model to be scratch-built.

A West Country cameo in OO

The Warren

Father and son modelling duo **STEVE & CHRIS SAXBY** created this deliciously simple exhibition layout, which is equipped for automatic digital operation whilst also incorporating scenic details that can change with the times.

Photography by Craig Tiley



My son Chris and I are not ones to be tied to a specific era and location, as our railway interests are very wide-ranging. To support this, we have eschewed the building of a single large layout in favour of a number of smaller layouts on differing themes. These have included 1920s Southern Railway steam, 1970s BR blue with London Underground tube trains or Woodhead electrics, Network SouthEast, Swiss and American railways.

We have found that building smaller layouts is a great way to avoid being over-

ambitious – how many of us get disheartened when large projects seem to be dragging on, or there is a big space that needs filling? It can also be frustrating when you discover that your dream model of Clapham Junction won't actually fit in the spare room after all...

Therefore, rather than deciding on a time and place to set a model, then building the boards to suit, the various genres of our layouts are driven by particular items of rolling stock. In the case of *The Warren*, this was a collection of Dapol diesel railcars. Our

▲ **Class 25 Bo-Bo 25 155 heads through The Warren with a china clay working.**

design philosophy is to always set the size first, and then find and adapt a prototype to suit. We find that, although this can be constraining, it focuses the design process into finding innovative solutions.

Concept

The Warren started out as a fill-in project on a spare 3' x 1' baseboard, with an idea that had been in mind for a while. This was for a



▲ A Regional Railways DMU clatters across a small girder bridge, which has been constructed from the Wills ref.SS28 plastic kit.

simple branch line based in the South West. It was decided that it should be quick to complete using a few new ideas for scenery construction; have a beach scene; be capable of being operated fully automatically with Digital Command Control sound; and be suitable for exhibition use.

The idea that developed was to base the model on the Looe branch (St. Keyne and Sandplace in particular) but also to replicate photographs we had seen in books about Cornish branches. In many cases, the platforms were simple affairs, often with a GWR 'pagoda' hut serving as a waiting room. Goods facilities were generally not provided, but we have given our station a single siding, to be used by the occasional engineers' train or to leave crippled china clay wagons. This was also an excuse to model a semi-derelict section of track.

Construction

The baseboard was constructed from 5mm plywood, and to this was added a further 5mm ply box structure around it, including a lighting pelmet. This strong construction, although relatively heavy, can still be lifted easily and has rubber feet on one end to

allow it to be stacked vertically when not in use. The board was also modified

to have a drop-down section for the beach and the access path under a low bridge, inspired by those at Dawlish Warren (hence the name!) and Grange-over-Sands.

Given the rural nature of the location, there are few buildings (just two in fact). These are Wills kits of the 'pagoda' hut and pillbox, the latter slowly disappearing into the undergrowth. The underbridge is also a Wills kit, which suits the lightweight nature of the line, whilst the tunnel forming the scenic break at the right-hand end is made up from Wills sheets. The retaining wall is Slater's 7mm scale stone sheet.

We had noticed the texture of some offcuts of insulation foam at our local club, and a quick spray of Humbrol No.29 Dark Brown paint showed their suitability for landscaping. An advantage of this foam material is that it is quite dense and doesn't make as much mess as polystyrene. Blocks were placed and shaped to make the rock formations, creating the look of a railway that has been built through the scenery.

Parts of the foam were covered with hanging basket liner, and Woodland Scenics grass and bushes. The backscene is a Gaugemaster product, whilst trees were positioned strategically to hide features that would spoil the illusion of depth.

The tree construction used a method we hadn't tried before as our previous layouts

had been primarily urban; the use of seafoam. A large box from Gaugemaster provided plenty of suitable armatures, which were enhanced with a variety of Woodland Scenics grasses and bushes secured by hairspray. The normal advice is to use unscented, but we could only get scented – which made the layout smell very nice at least!

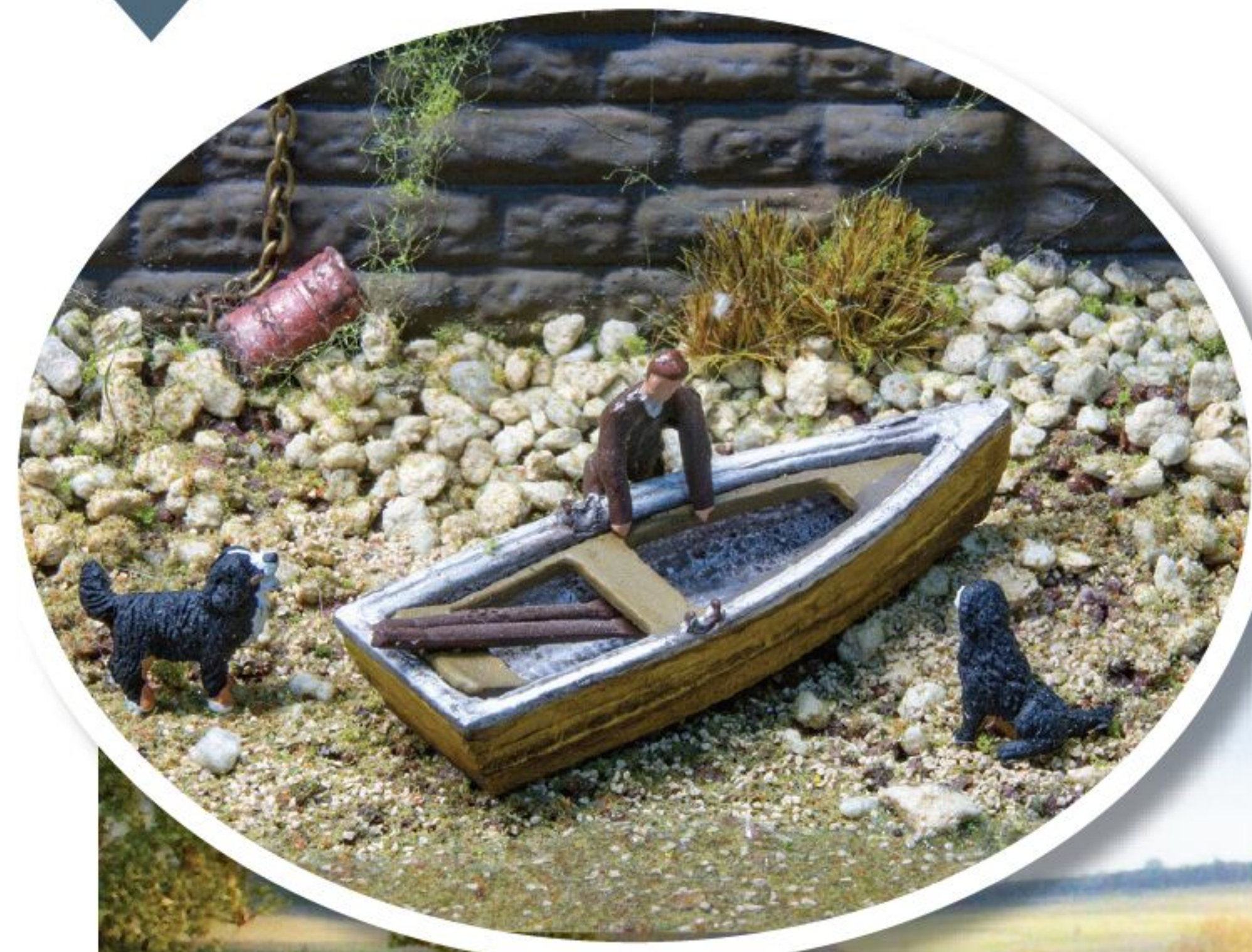
Wooden sleepers C&L track was used, but with the addition of a matching Peco code 75 bullhead point, which is operated by a servo motor.

Being actual wood, the C&L sleepers give an excellent representation of lightly laid branch trackwork. Woodland Scenics fine ballast completed the trackwork, which was lightly weathered using a mix of black and brown poster paints to represent dropped oil etc. We found that watered-down paints soaked into the wooden sleepers and brought out the graining.

Kadee uncoupling magnets were installed before tracklaying to allow remote uncoupling to shunt the siding.

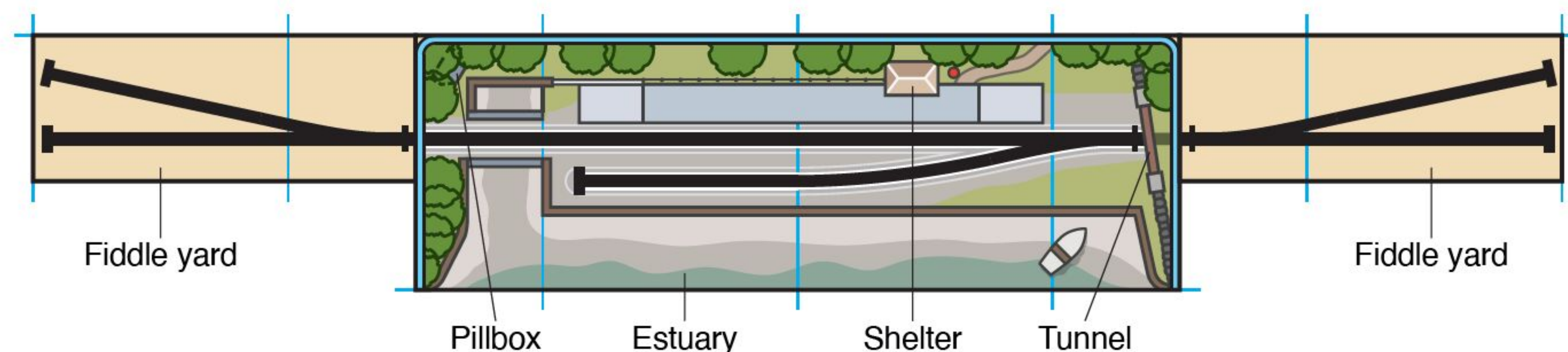
A lot of small detail was added from our 'bits box' – it is a good idea not to throw away leftovers as you never know when they will come in useful! Parts such as broken signals, chains and barrels from a scrapped layout were used in the engineers' dumping ground near the siding. Spare flowers and people (as well as a few dogs) left over from other projects all helped to add a bit of colour.

There are a number of detail cameos on the model, including this rowing boat on the beach.



THE WARREN

Overall dimensions including fiddle yards: 6' 0" x 1' 0".
Each grid square = 1ft x 1ft.



Operation

As already mentioned, it was intended that *The Warren* would be taken to exhibitions; we had built a simple layout with just a single point before (*Mortomley*) which was well received at shows, but we did find that such a layout could prove tedious to operate for two full days. *Mortomley* was our test-bed for DCC automation.

Provided it is set up correctly with appropriate location detection, automation can provide consistency in operation, keep the trains moving (that's what the public want to see), and take the pressure off the operators – especially when fatigue sets in on Sunday afternoons.

Digital sound is not for everyone, but as long-time users of DCC, we feel it is sometimes disappointing to see the potential of sound not being realised. For example, sound decoders now have multiple sound features built in, but most users don't use them (apart from an occasional over-use of horns!). We decided that, as part of the automation sequence, we would make full use of these built-in sounds (e.g. door opening/closing, guard's whistle etc.) at appropriate stages, which is reflective of railway operation and helped to create 'atmosphere'.

The main train service is in the hands of a variety of diesel railcars (Classes 121, 122, 153) with the occasional two-car Diesel Multiple Unit (Classes 101, 108, 117, 150) from further afield. All models are fitted with DCC sound decoders from Digitrains or Legomanbiffo, and are operated using a laptop under the layout interfaced with a MERG DCC system. We use the scripts option in JMRI software to operate the

A Class 108 eases to a stop in the platform. The steam-era running in board has been exchanged with the more modern version seen here.



trains, and this gives detailed control and flexibility to stop/start in the correct places and to generate the appropriate sounds at the right times. This adds operational interest for the viewer, and removes the need for operators to remember what function buttons to press when driving manually.

To provide more visual interest for both operators and viewers, we have widened the time period of operations from the late 1950s through to present day Privatisation era GWR. To avoid inconsistencies between trains and infrastructure, the station lights and nameboards have been made removable to allow versions to be displayed that are appropriate to the trains in use. The lights are linked to the train operating sequence so that they light up before a train arrives, and switch off when it has departed.

▲ The layout in c.1950s trim, as defined by the Collett 0-4-2T in BR black livery with early emblem and autococh in crimson & cream.

Another feature we have added is a series of 'free sounds', actuated through JMRI, which play through a speaker under the layout – these include waves, seagulls and birdsong, all adding to the idyllic, backwater scene which *The Warren* is intended to represent.

See the layout in Leeds

The Warren is one of the layouts booked to attend the Leeds Model Railway Society exhibition on **26 & 27 October 2024**. See Societies & Clubs for more details.





Seeing the hobby in black & white

The 1945 black & white motion picture *Brief Encounter* inspired Dawn Quest to create this ingenious OO gauge model, which is proving to be a popular attraction on the UK exhibition circuit.

One of the very first things people say to me when they initially see my layout is, “My eyes are playing tricks on me!”, closely followed by, “It’s black and white!” I like to joke, “No, it’s actually full colour. Are you sure your eyes are okay?”

The model is, in fact, a fully monochrome OO gauge layout in 32 shades of grey (that’s the number I’d reached when I stopped counting, anyway). It made its debut on the exhibition circuit at the end of 2023, has appeared at numerous shows throughout 2024 and is booked into many more during 2025. I love hearing people’s responses, and as you might expect, I get asked a lot of questions.

One of the first questions I always get asked is, “What made you come up with the idea of creating a monochrome layout?” The answer to that lies in its name. *Brief Encounter* is one of those old black & white films many people have heard of, but may not have actually seen. I watched it for the first time only a couple of years ago. At the time, I was just starting to get involved in building model railways, and I began thinking about whether a layout based on the film might be of interest. The station location (in reality Carnforth) and trains are very much integral to the story of the two lead actors (Alec, played by Trevor Howard, and Laura, played by Celia Johnson) so I thought it would be a perfect choice.

I realised very early on that creating the layout in colour would most likely detract from the essence of the film. I wondered what it

The exhibition plaques visible at the right-hand end of the layout prove that this is, in fact, a colour photo! Layout photography: Andrew Burnham



▲ Dawn Quest is a TV producer and journalist. She has her own YouTube channel – **Model Railway Quest** – where she explores the world of model railways. Photo: author

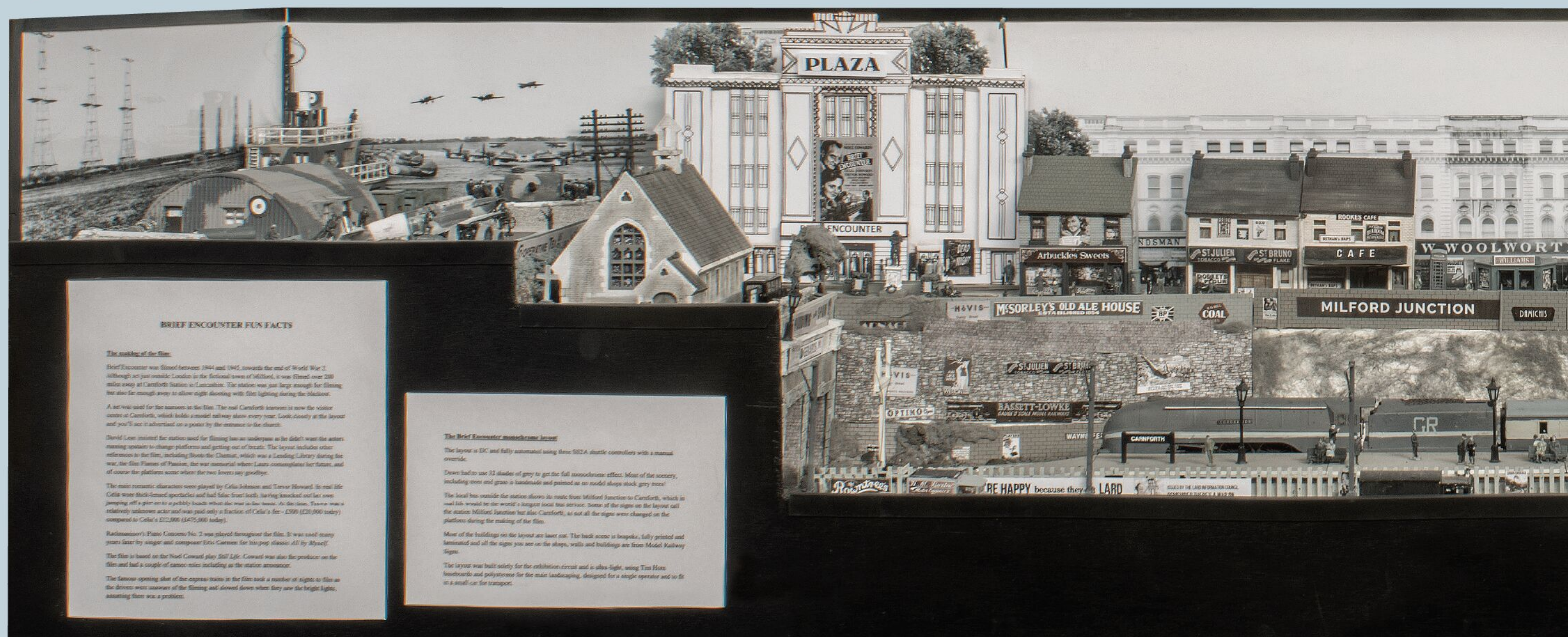
might be like to create a layout exactly as it was filmed, in black & white – as if the director, David Lean, had built it himself. However, it wouldn’t be simply black & white, but rather an exercise in shades of grey.

Working in monochrome

The next question I often get asked is, “How did you decide on the different shades?” To answer this, I explain how I started by taking lots of photos on my phone and using the monochrome filter to study classic shades, like the red used for post and phone boxes. I tried to match that shade as closely as possible, and then used that as a reference to paint other elements of the layout.

Eventually, though, it was more a case of ‘try it and see’ as I mixed my own shades. I learnt a lot about working with greys: one, it’s a very calming colour to work with. Also, as any artist will tell you, there are warm shades and cool shades of each colour. Warm greys have more of a brownish tinge to them; cool greys are blue in tone. I soon learnt that they don’t sit very well next to each other on a layout!

I used a mixture of acrylics, enamel paints and standard emulsion, making several trips to DIY outlets to buy up batches of tester pots. That was an education. Stone Grey became something of a staple, which I used for the platform and surrounding areas. Princeton was also a nice dark grey, just a few shades off pure black, which also worked really nicely. Hamilton and Grey Whisper were two lighter shades that I used on the pavements and clothing. I also found that





▲ **Brief Encounter** is a love story that centres around two main characters – Laura Jesson, played by Celia Johnson, and Dr Alec Harvey, played by Trevor Howard. **Photo: Alamy**

using pure whites and blacks was quite jarring, so you won't find these on the layout, even if it looks like they are there.

At first, I did worry that the layout might look a little boring and washed out. But as I worked on it, I realised that there was so much interest in working in grey only. Using colour can make us all a little lazy, I think. With monochrome, it can, in contrast, be quite unforgiving – I had to focus on shape and form, light and dark.

I undertook a lot of research about how the film was made and discovered that filming black & white films was something of an art form for

One of the main scenic features is this low-relief cinema, which is showing, appropriately, the film that was the inspiration for the layout. ▶

cinematographers as well as wardrobe assistants. Colours render either darker or lighter in black & white when next to other colours, so actors often wore, for example, very bright blues or reds.

In the same way, I had to use some artistic licence when painting elements of the layout, such as the locomotives. To make them stand out and not blend into the background, I painted the coaches in two shades rather than one single shade as would have been suitable at that time – that's certainly not true to life.

Constructing the layout

I specifically wanted the model to be an exhibition layout. Therefore it had to be light and easy to transport. The overall footprint is 11' x 2' and the main boards were constructed using Grainge & Hodder laser-cut plywood kits. Both of these fit into the back of my estate car nicely. A section to the left of the main boards (when viewing the layout from the front) supports a working cinema, and is the only part of the model that I painted in colour, featuring an art deco motif. As an exhibition layout, I wanted to make sure it could be viewed by everyone, including children and those who use wheelchairs and mobility scooters. Accordingly, a relatively low display height has been adopted.



This model of a Stanier streamlined Coronation Pacific mirrors the class of locomotive featured in the evocative opening sequence of *Brief Encounter*.

I am a proponent of always having something moving on a layout, so all three running lines are automated, with the tram and both railway lines having something moving every 20 seconds. Each of these lines is equipped with an SS2A DC Shuttle Unit from BLOCKsignalling, which run off a single 13 amp plug without the need to be wired via a transformer. No soldering was required as all connections are in the fiddle yard using fishplate rail connectors and therefore not in the line of sight of the public. I also have a manual override, which allows me to operate the layout via a Gaugemaster dc controller, if desired. Trackwork is a mixture of Hornby and Peco items.

The backscene is an important part of the layout as it depicts shops from the era, including a branch of Boots. In the film, Laura first bumps into Alec after returning a library book to Boots (some branches at that time incorporated a lending library department). I designed the backscene on Canva (a free-to-use online graphic design tool) and it came back from the printers as a single AO-size sheet, fully laminated and ready to be cut into a backscene 2' deep. The total cost was only about £15.00.

Smaller details

The shops, station, church, and cinema are all from kits, each of which I customised to suit. The cinema is based on the Stockport Plaza, which I deconstructed and rebuilt, adding extra graphical elements. I deliberately chose not to finish all the shops in the same shades of grey, to create more variety and interest. I also modelled shop interiors and frontages – I like to have details inside my buildings, even if no one really can see them. I allowed myself to have a little fun with the signage, commissioned from Model Railway Signs, using references from the 1930s, but playing around with the wording. 'They're happy because they eat lard' by the Lard Information Council, is one of my favourite signs, although the 'buy one get one free' offer at the funeral parlour tends to be the one most visitors point out!

All the trees and foliage are scratch-built as, not surprisingly, model shops don't tend to stock trees and grass in grey. I used various materials including polyester wadding (Polydown) and kitchen sponge for the ground cover and hand-twisted trees. I limited weathering to the black and grey shades in my weathering kit and they were surprisingly effective.



There is humour to be found in the advertising hoardings and shop signage on the layout, which has been designed in a 1940s style.



In addition to the railway and town scene, the layout includes this depiction of a WWII airfield, complete with Spitfire.

A representation – not a reproduction

Of course, basing my layout on a very well-known film location presented something of a challenge. In the film, we're given the impression that Milford Junction is situated in one of those leafy green commuter belt towns just outside London. In reality, filming took place at Carnforth station in Lancashire, far enough away from London to allow night-time filming without attracting the attention of enemy bombers (the filming having taken place during the Second World War). Consequently, the model is a representation and an exercise in monochrome, and not a reproduction of Carnforth station, just as it wasn't in the film itself. The station could be any station in England. It was the love story that was meant to be the focus. And yes, my layout does include the famous goodbye scene between Alec and Laura.

Even now, some time after completing the model, looking at it can make my own eyes go a little funny. I think that's because we're so used to seeing black & white only in two-dimensional form, either as printed photos or old film footage. Seeing something three-dimensional in monochrome is a very strange and unfamiliar experience!

See it at Tolworth Showtrain

Dawn's model is booked to appear at the Aldershot show on 12 & 13 October, and Tolworth Showtrain on 9 & 10 November (see Societies & Clubs for further details, or go to: www.tolworthshowtrain.co.uk). It is also due to attend the Woolwich Model Railway Show on Sunday 15 December 2024.

40 years of endeavour in 2mm

Return to Copenhagen Fields

MATTHEW WALD brings the story up to date with the Model Railway Club's 2mm Fine Scale (9.42mm gauge) ongoing project to model a large slice of North London in pre- and post-Grouping days.

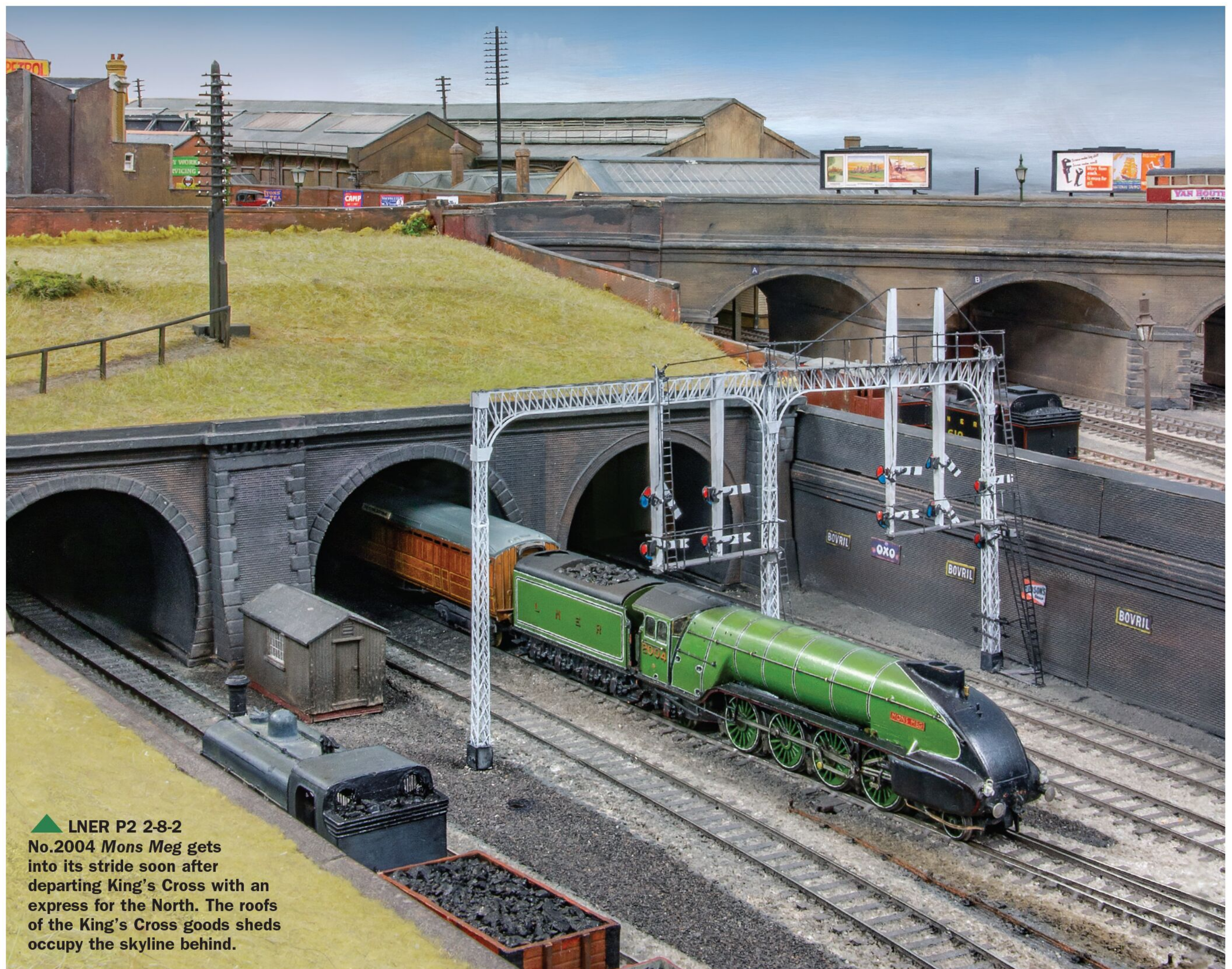
Photography by Craig Tiley or as credited

This 2mm Finescale layout has now been under construction for four decades – and counting! It was featured as Railway of the Month in the April 2012 issue of RAILWAY MODELLER. But there have been other significant developments and additions since then. These include the

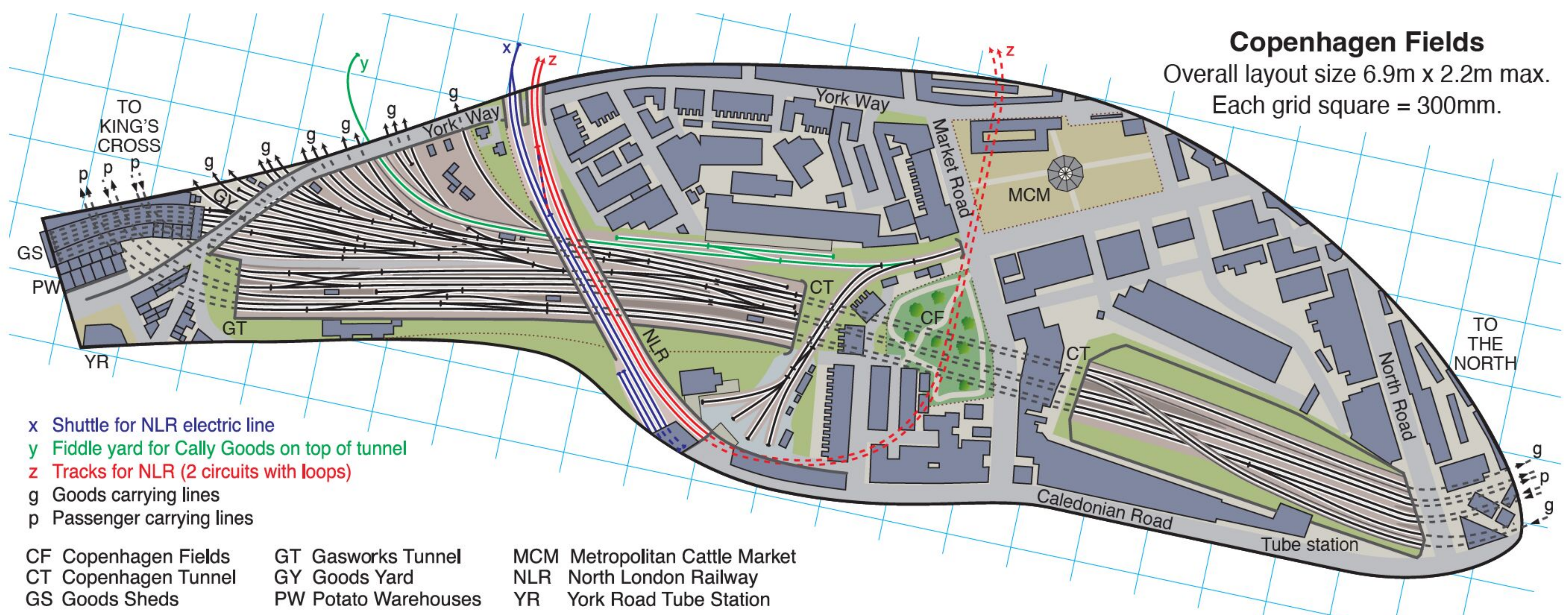
entrance to the massive King's Cross goods yard, the goods warehouses at the southern end and the York Road tube. The main lines through Belle Isle are now much more detailed, including five signal boxes.

Copenhagen Fields depicts the area just north of King's Cross station on the East

Coast Main Line, set roughly in the 1920s and 1930s. It is a large diorama, with a visible area of about 22' long by 6' deep. It is named after a small park which sits in the middle of what is otherwise an unrelieved urban scene; an 'area of outstanding un-natural beauty'.



▲ LNER P2 2-8-2
No.2004 Mons Meg gets
into its stride soon after
departing King's Cross with an
express for the North. The roofs
of the King's Cross goods sheds
occupy the skyline behind.



York Road tube station and the Potato Warehouses *Words by Tim Watson*

Lack of space, even in 2mm scale, leads to compromises and fudges. A classic example is the recently developed area representing the King's Cross goods yards at the southern (left-hand) end of the layout.

If modelled to scale, there would be no buildings at all in that area, but it was realised early on that we wanted a 'mass' of structures to visually balance the rest of the scene at the right-hand end. Back in 2012, a large pair of laser-cut 'placeholder' goods sheds were made to give some idea of what building shapes would work. As more and more prototype information has become available, the whole scene has undergone a series of changes with half of the goods sheds reducing in size, but becoming visually more interesting as potato warehouses; their proprietors named after MRC members. Indeed, this is now a very 'busy' scene at the south end including the York Road tube station, Paget Christian Mission, a block of shops and a garage.

Extensive drawings and photos from the London Transport archives and detailed surveys of the unique tile patterns have helped make an accurate model of York Road tube station. The classic red-tiled station is a good example of team working using modern technologies such as Computer Aided Design, laser-cutting, 3D-printing and etching: even with the application of all this assistance, each individual bay of the station building required 50 separate components to complete it. To make it more interesting, the interior is modelled, including the ladies and gents toilets (look

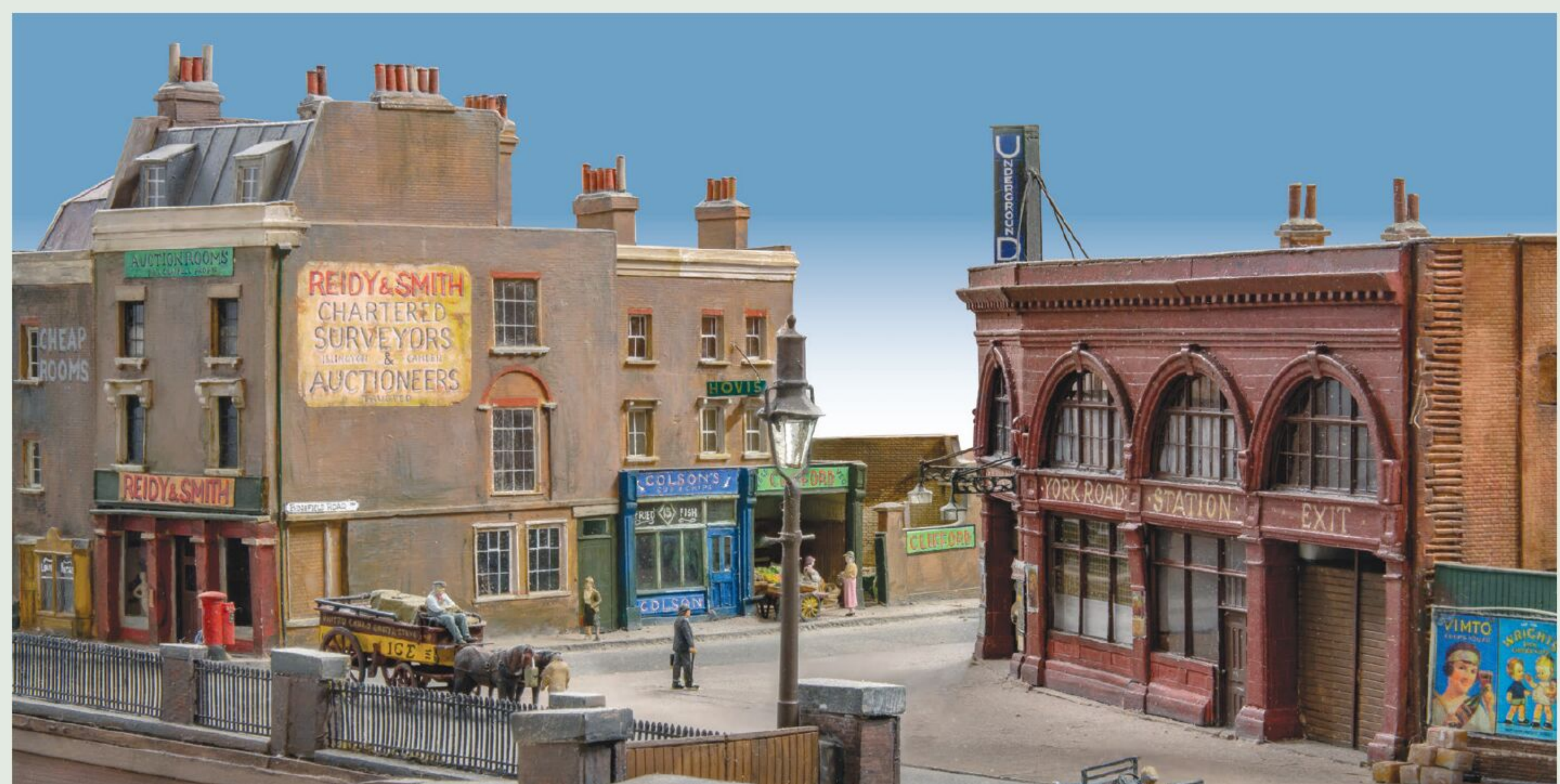


▲ The loading bays for the potato warehouses forming part of the extensive goods sheds that now feature at the left-hand end of the layout. The names of the business proprietors are MRC members!

out for the gent reading the newspaper on the loo). The model also features the ventilation plant room, a working lift and a cutaway of the spiral stairs, leading down to the westbound Piccadilly line platform.



▲ 3D-printed parts were used for York Road station. *Photo: Tim Watson*



▲ The completed exterior of York Road tube station is pictured here on the right, opposite which are premises for an auctioneers, a fish & chip shop and a greengrocers.

Scenery-wise, almost everything this side of the North London Railway bridge (in the middle distance) has been completed since 2012.





Re-creating history

Work on the layout started in 1984. I joined the MRC in that year, and have been involved with the layout, off and on, ever since. *Copenhagen Fields* has been a part of my life, and the lives of many others who have been involved with its construction, for a very long time indeed. There have been a number of magazine articles about various technical aspects of its construction during that time, but, now that the layout is well into ‘middle age’, I want to set down here some personal reflections on how it came about, and what makes it tick.

To start with, there are two obvious things to say about *Copenhagen Fields*: it is big, and most of it is handmade. We have used commercial bits where we can, but most of what you see was scratch-built. I think this is one of the secrets of its longevity, because in a railway cityscape there is bound to be something interesting, different, and perhaps challenging to make, and as a result over the years it has attracted many people – not just 2mm enthusiasts – who have taken on a project for the layout.

Elephants...

My earliest contribution was a pre-Grouping goods train, because I had always wanted to make one and here was an opportunity to run it. Next was a tram: I knew nothing about

London trams and had never made one, but it was an opportunity to research the subject and work out how to do it. And there are so many other curiosities on the layout which you might not expect to find on a ‘conventional’ model railway: for example, a Christian Mission, a cemetery building, models of the cast of an Ealing Comedy film, an airship, and a circus elephant. All of these have a genuine historical reason for their presence. Although it has taken a very long time to build, it has never been boring, because there are so many interesting and unusual features to model.

There is little that is conventional about the design of the layout. While there are four stations on scene, two are on the Underground, and the other two are merely hinted at by buildings on the North London Railway. The centrepiece is the East Coast Main Line, but parts of it are obscured, because it is in a tunnel or cutting. There are two goods yards, but of the main King’s Cross goods yard, only the entrance through a viaduct can be seen, and it is only in the much smaller Caledonian coal yard that any actual shunting takes place.

This has put the focus not on model railway operation, but on creating a big, moving, picture, grounded in historical fact. *Copenhagen Fields* has appealed to modellers with a taste for researching and making

▲ A view of the myriad lines serving the vast King’s Cross goods yard, with the East Coast Main Line through Belle Isle in the foreground.

unusual subjects. It has always been ‘steam age’ in character, and is an exercise in re-creating history. Where we have found detailed research material, we have followed it, but much of the cityscape has had to be based on what was typical of the area a hundred years ago. When we started out, many old buildings still survived and could be surveyed, and we had the benefit of old aerial photos which yielded much detail. The railways too had been much photographed, but even so, some key features proved elusive. For example, the only photos we had of one of the signal boxes had been taken from hundreds of yards away and through the ever-present smog of the time, so that the design and details had to be deduced from clues such as the angle of the roof pitch, the known date of construction, and photos of other boxes of the same period.

Copenhagen Fields is a club layout, and that is a primary reason for its durability. The club made available funds to get started, and space in the clubrooms to build it, and over time various members of the club have contributed different key skills and experience. For example, the layout would by now have shaken itself to bits had the baseboards not been designed and engineered as they were, using what were then novel, precision-made, plywood box structures joined by purpose-made massive steel bolts: the work respectively of a professional joiner and a skilled model engineer, to produce a sub-structure able to withstand being repeatedly taken down, driven around, and then put back up again.

...and camels

While group layouts risk turning out like the proverbial camel (a horse designed by a

◀ A glimpse beneath the canopy that covers some of the goods loading bays, this view mirroring an archive black & white photograph that was referred to when making the model.





committee), *Copenhagen Fields* has benefited from always being driven and co-ordinated by a small number of individuals with a clear vision, and who have not shrunk from ‘managing’ the rest of us, for our own good of course! That is not an easy task – modellers tend to be unruly individualists – but effective leadership is, I think, a pre-requisite for a complex project like this, and has played a major part in keeping things going when enthusiasm might otherwise have flagged.

When we started out, 2mm scale was much harder to do than it is now. Then, we were at the leading edge of 2mm technology, and I think many of us rather enjoyed being pioneers. But much has developed since then – easier tracklaying, better and smaller motors, much improved ready-to-run locos and rolling stock from the trade, and a plethora of useful parts from the 2mm Association – we could not have made *Copenhagen Fields* without the efforts of the 2mm Association members who have generated its range of useful components.

Some modern technology, such as 3D-printing and laser-cutting, has found its way onto the layout, some has not – we have no plans to use DCC, for example. And some of what we have done has been very ‘low tech’ indeed; there is, for example, a train of

▲ Amongst the latest additions to the layout is this working and illuminated model of the London Underground...

...which is mounted beneath the level of the main layout baseboards. The lift works in its shaft. Photo: Tim Watson

Private Owner coal wagons made, 1960s style, from printed paper sides pasted to card and built around balsa wood blocks.

Many of the buildings are much less detailed than they look at first sight and often recede in scale in the distance. You don’t need to be a watchmaker, or a wizard, to make an attractive, convincing 2mm scale model railway.

Perhaps the overriding reason why *Copenhagen Fields* has endured is that it has (for the most part) been a lot of fun. Working with others on a common project makes for good friendships, and you could not find a nicer bunch of people to work with than 2mm enthusiasts. New people are still joining the project, and it is a pleasure to take the layout to exhibitions and see it appreciated by other modellers as well as the general public, although getting up close to it to see the details is challenging at general exhibitions. We try to ensure that every time it goes out there is something new on it and, until exhibition managers



decide they are sick of the sight of us, I guess that will carry on.

The road ahead

We are often asked: “When will it be finished?” At the outset, we had the benefit of youthful enthusiasm, and I don’t think any of us quite realised how long it would take to get this far – and if we had, we probably would never have embarked on the project. We just got started and learnt how to make it as we went along. Now, it is largely complete, although there is still much to do to fill in the detail. It will take as long as it takes, and I don’t think any of us are in any hurry for it to be completely ‘finished’ – what would we do then?

See *Copenhagen Fields* up close at the Model Railway Club

It can be really difficult to get close enough to see the details on *Copenhagen Fields* at an exhibition. To celebrate the layout’s 40th birthday, the MRC is therefore offering an opportunity for people to get a personal viewing of the layout fully up and running under exhibition conditions at its premises. The event will take place on 2 & 3 November 2024, between 10:00 and 16:00, at Keen House, 4 Calshot St, London N1 9DA.

There will be no front barriers and you will be able to get behind the scenes, even under them, to find out how the layout is built and see parts of it that are never visible under normal show conditions. The public also never see the best view from the operating panels at each end, looking along the length of the layout.

The team has been busy adding new features, including the underground station platform at York Road, adding to recent work above ground at the station and around the goods yard. You can also hear about the history of this colourful part of London and learn about the modelling techniques that have been used, in an era that spans photo etching to 3D-printing. There will be a chance to ask questions of your guides, Tim Watson and other members of the layout team.

The event will also see a much-requested feature finally unveiled on the layout – the home of Mrs Wilberforce, inspired by the 1955 film *The Ladykillers*.

Several other London layouts will be on show at Keen House, including two new club projects, *Orchard Wharf* (London

Docks) in EM, and *Bow Junction* (NLR) in S7. The 2mm Association will be in attendance, along with several other specialist groups. All will be accessible to ticket-holders for the full day.

Admission to any of the 50-minute timed slots on Saturday and Sunday costs £12.00. A limited number of tickets will be available at the door, but booking in advance online is recommended. If you book online you will receive a copy of a richly illustrated commemorative booklet about *Copenhagen Fields*. To book, or for more info, visit: www.themodelrailwayclub.org/shop/events/cf-at-40/



Making a start in 009 PART 2

CHRIS FORD continues the construction of his 4mm scale narrow gauge layout, which is inspired by the Ffestiniog Railway in North Wales. This month, Chris turns his attention to laying the track, installing wire-in-tube point operation, and wiring it up for 12V dc analogue control.



Constructional photos by the author. Finished layout photography by Craig Tiley

In the October issue, I made a start on this 009 layout project by constructing the baseboards. To recap, the layout is formed of two boards and has an overall footprint of 7' 6" x 1' 10" (a track plan was included as part of that article).

The concept was inspired by Penrhyndeudraeth (Penrhyn) station on the Ffestiniog Railway.

The next stage with this project is to lay the 9mm gauge track, for which I will be using items from the Peco 009 range

(see panel). The three points on the scenic section will be equipped with wire-in-tube linkages to operate the tiebars remotely from behind the layout, and wiring will be added for 12V dc control. (Fig.1 shows the positions of track feeds and isolated rail breaks.)

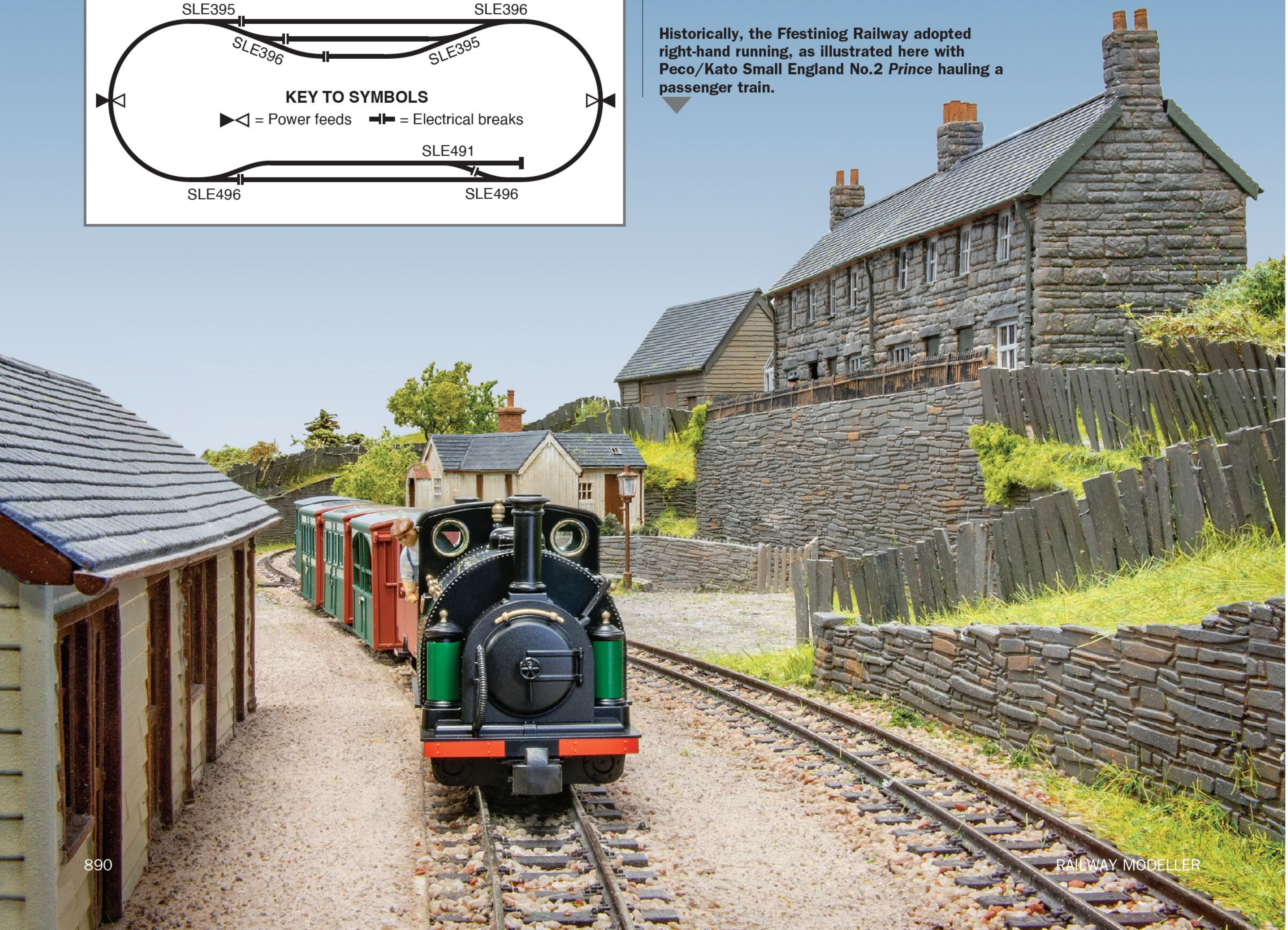
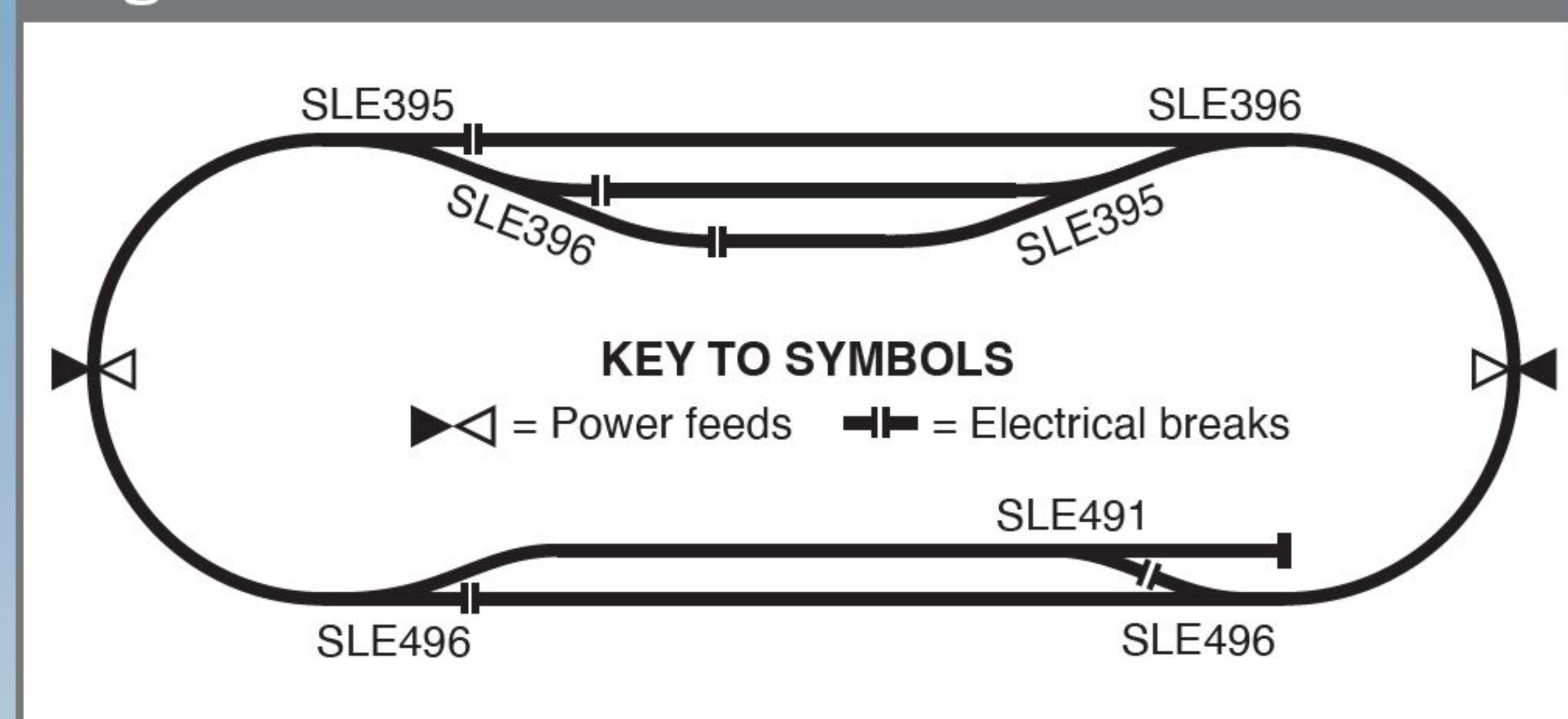
As outlined in part one, the thrust with this series of articles is not to provide a set of

detailed instructions, but instead to offer some guided inspiration for those wanting to build a similar layout on which to operate examples of the ready-to-run 009 models that are now available (the Ffestiniog Railway being well represented with models from Peco/Kato and Bachmann).

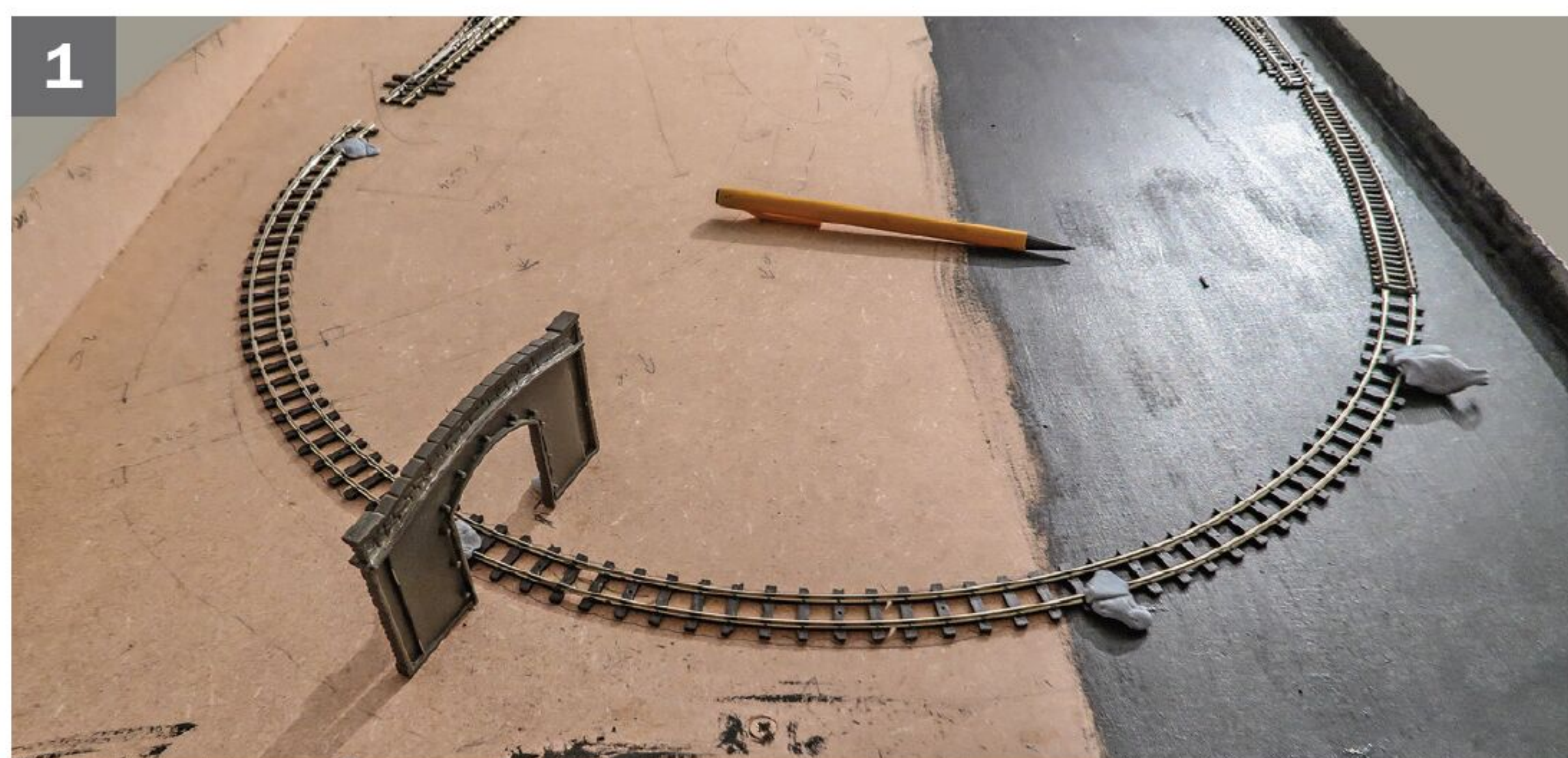
And so, to making a start on the permanent way...

Historically, the Ffestiniog Railway adopted right-hand running, as illustrated here with Peco/Kato Small England No.2 *Prince* hauling a passenger train.

Fig.1 Power feeds and electrical breaks

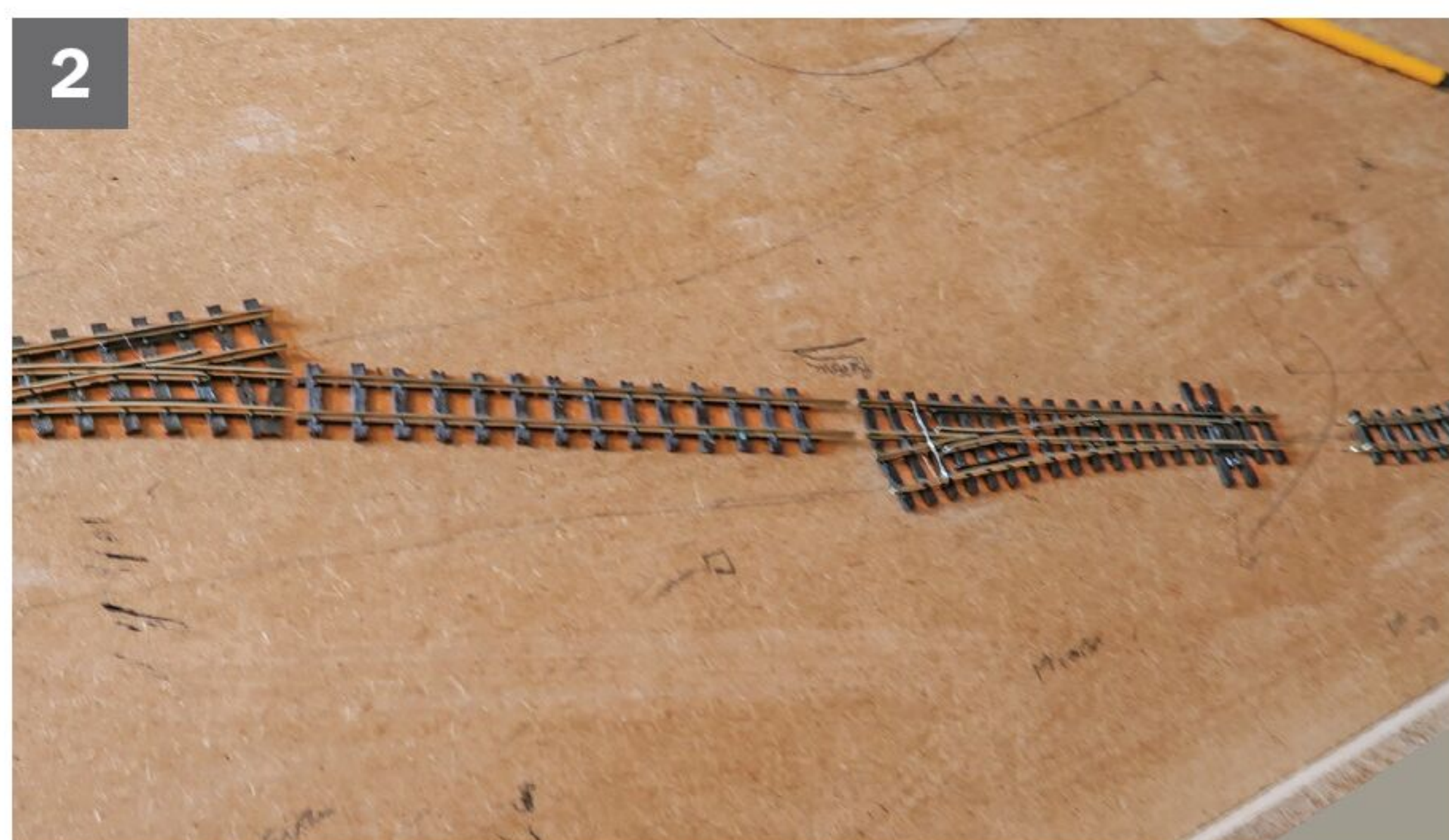


Laying the track



1

Using the pencil lines drawn onto the surface of the baseboard in part one, the Peco Setrack curves were laid out (held with Blu Tack® to stop them from moving), together with some items of pointwork. Adjustments were made until I arrived at an arrangement I was satisfied with: in this case, I decided to push the curve away from the camera by about an inch from my original pencil line to give a little more clearance. Note the position of the point to the left – I always try to have an inch or so of straight track after a curve to reduce the sudden change of direction.



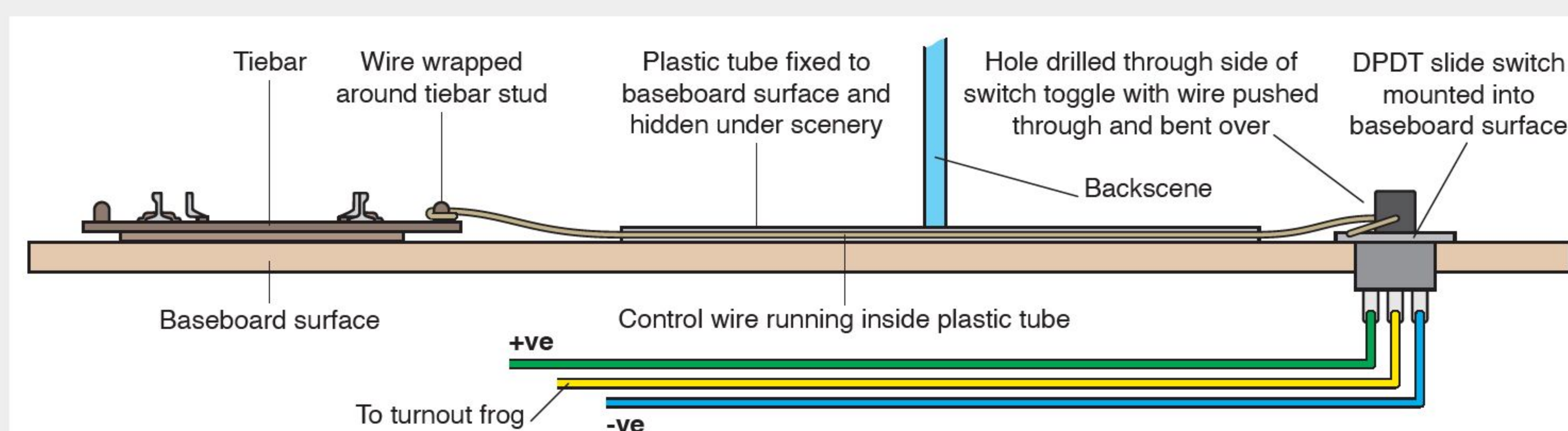
2

With the aforementioned curve fixed down and checked for any misalignments, the two items of pointwork at the right-hand end of the scenic section could be laid out. As usual, the pencil marks didn't quite match, which meant that a little adjustment was needed before I was happy. The positions of the rail ends were then marked to give a precise reference and the wiring could begin.



3

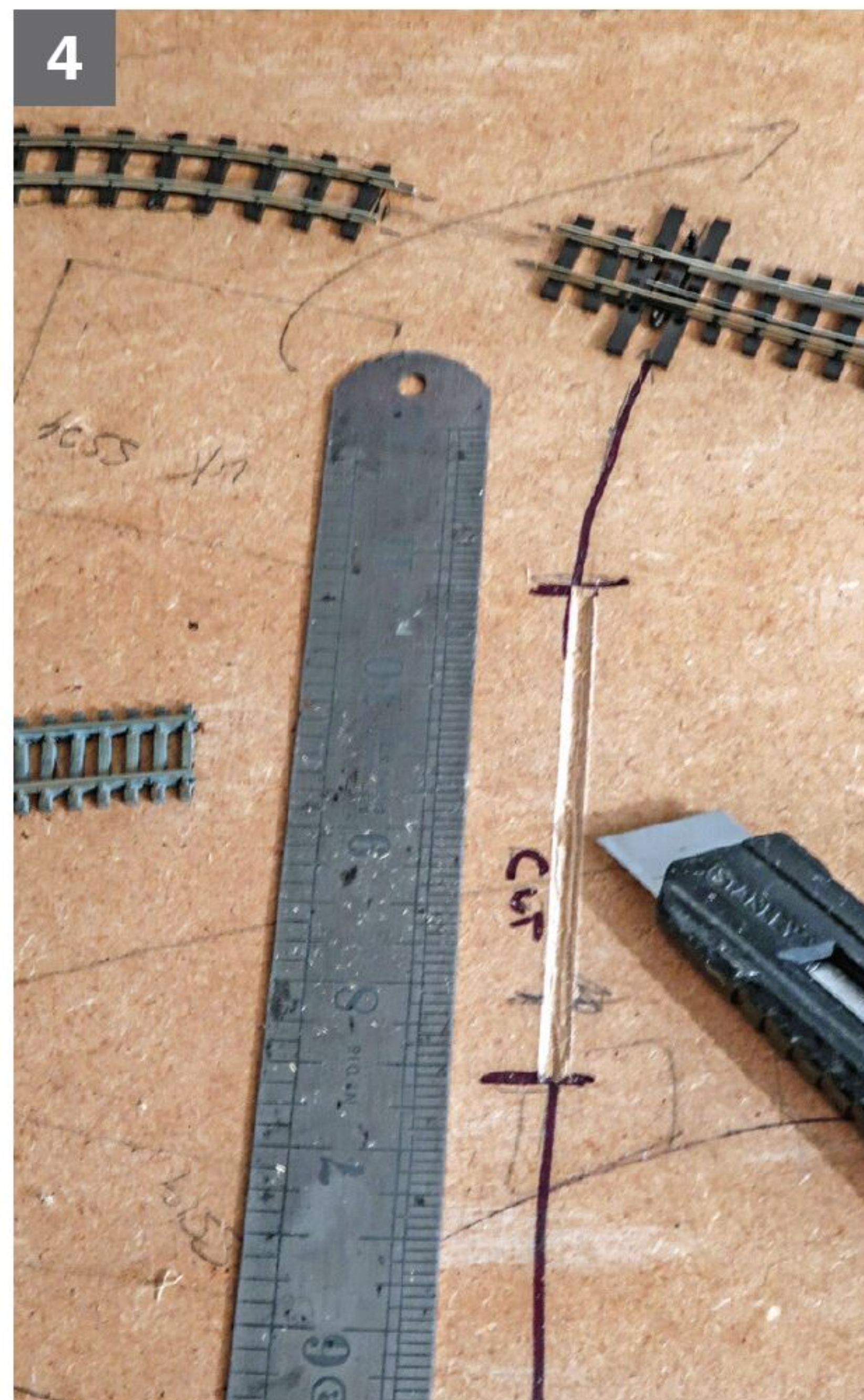
Fig.2 Wire-in-tube point control



My preferred method of point control is wire-in-tube, operated by a small slide switch (see above). The linking equipment is simple enough and a starter pack (ref.SM4) can be obtained from Wizard Models for a small sum. With only three points on the front/scenic part of the layout, this pack was more than enough to complete the job. The wiring illustrated in the above diagram is referred to in Step 6.

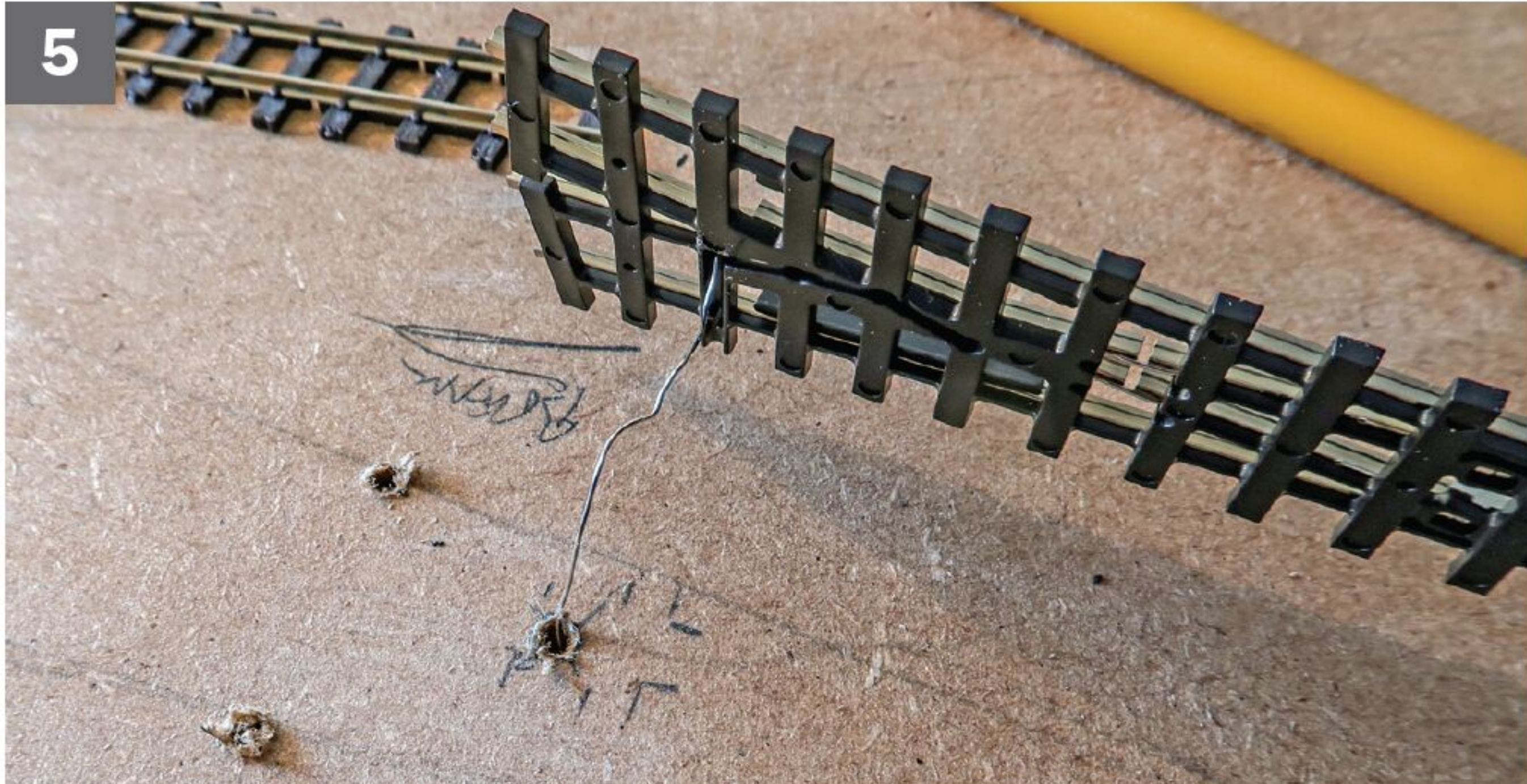
Peco track items used

- 8 x ref.ST412 009 Setrack curves (two packs)
- 3 x ref.SL404 Streamline 009 code 80 Flexible Track: Main Line Sleeper Type (914mm length)
- 1 x ref.SLE491 009 right-hand small radius point (Electrofrog)
- 2 x ref.SLE496 009 left-hand Main Line point (Electrofrog)
- 5 x ref.SL300 Streamline N gauge code 80 Flexible Track: Wooden Sleeper Type (914mm length)
- 2 x ref.SL395 N gauge right-hand medium radius points (Electrofrog)
- 2 x ref.SL396 N gauge left-hand medium radius points (Electrofrog)
- 1 x ref.SL310 Conducting Rail Joiners
- 1 x ref.SL311 Insulating Rail Joiners

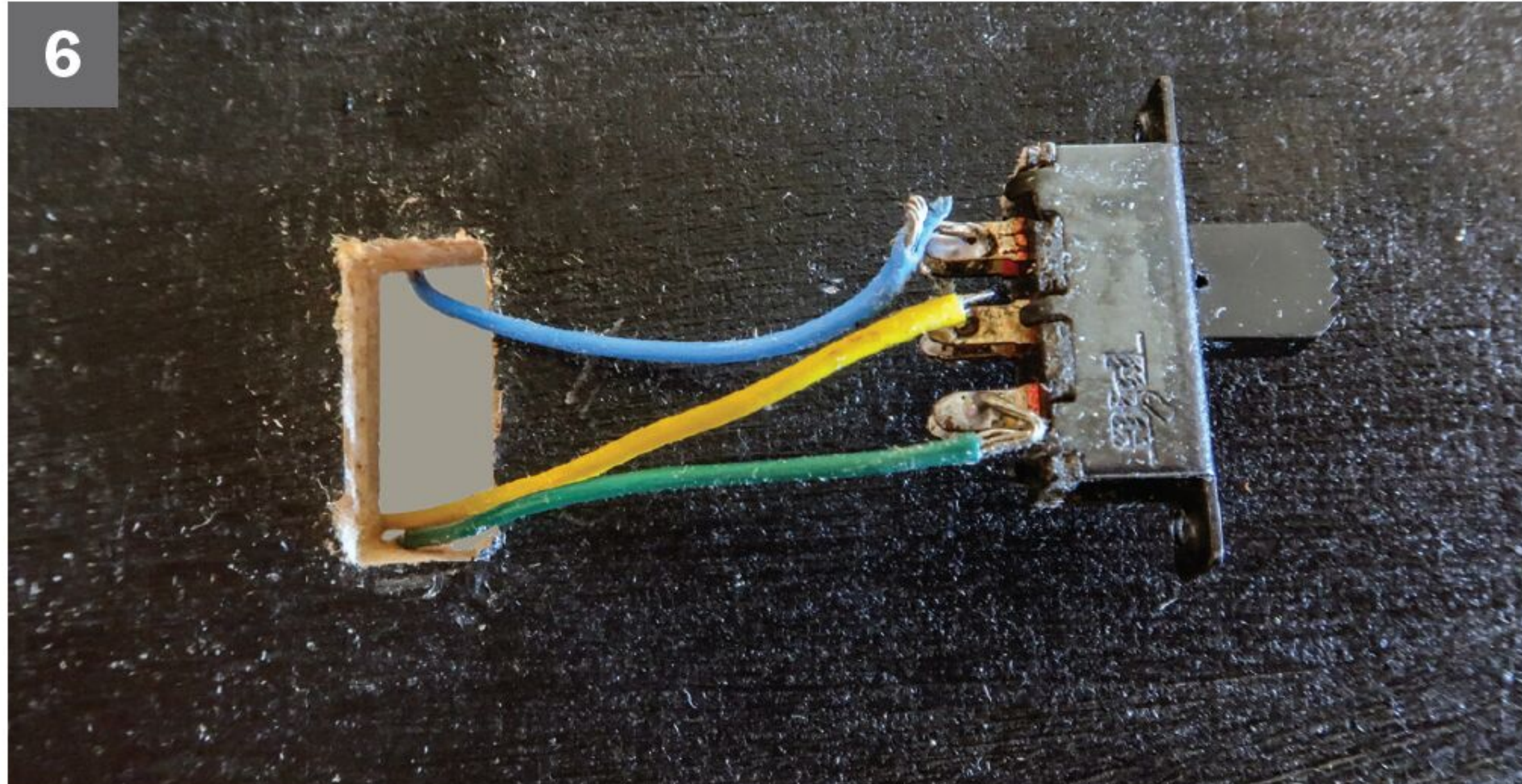


4

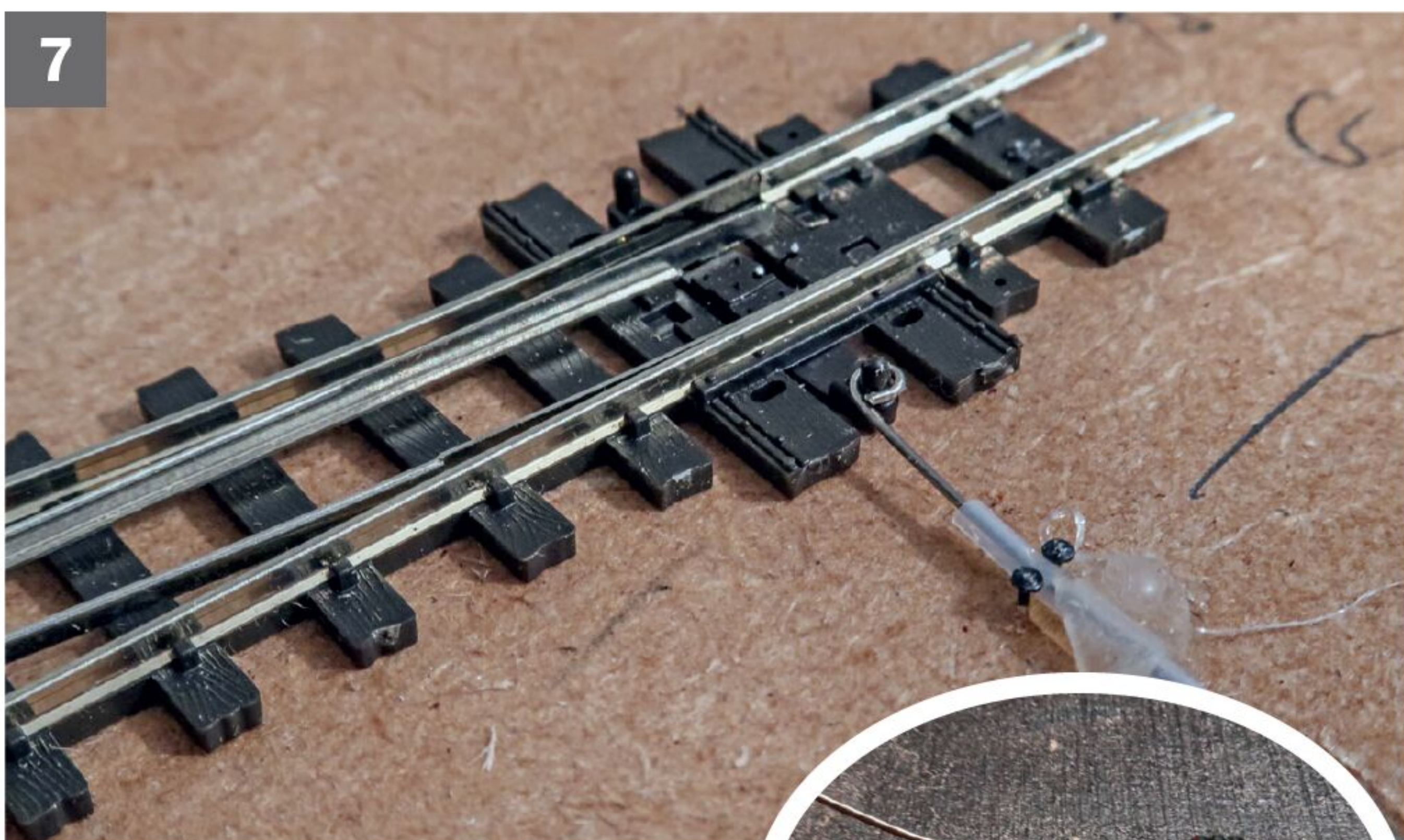
The wire and tube can be laid to a 2" radius curve if required, but there's no need for that here – just a fairly straight run from the tiebar to the back (off scene) part of the layout was all that was required. The only complication was that it would need to pass under the siding, so a groove was cut into the board surface using a rule and a trimming knife held at a 45° angle. The final approach of the wire run aims to end just to the side of the point tiebar.



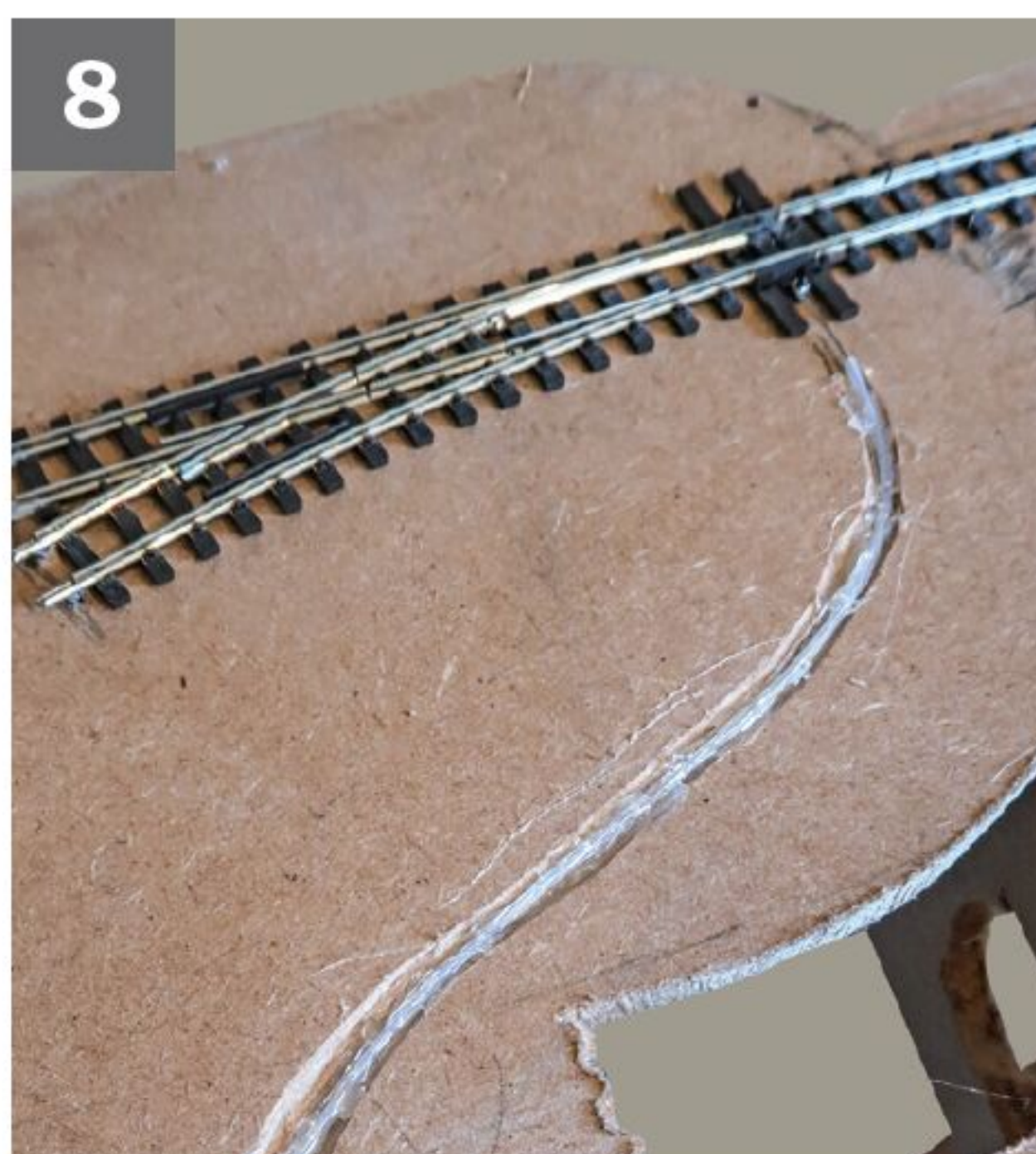
Using a Double Pole Double Throw electrical slide switch as an operating mechanism for the wire-in-tube linkage also means that you can add a back-up to the frog polarity switching that happens automatically when changing the direction of a Peco Electrofrog point. The three 009 points used on the scenic section (see panel) are each supplied with a dropper wire soldered to the underside of the frog rails. A wire needs to be soldered to this dropper, and a wire also needs to be soldered to a fishplate for each of the two outer stock rails. Here, holes have been drilled for the three wires to pass through. The wires can then be run under the board and be soldered to the corresponding terminals on the DPDT switch.



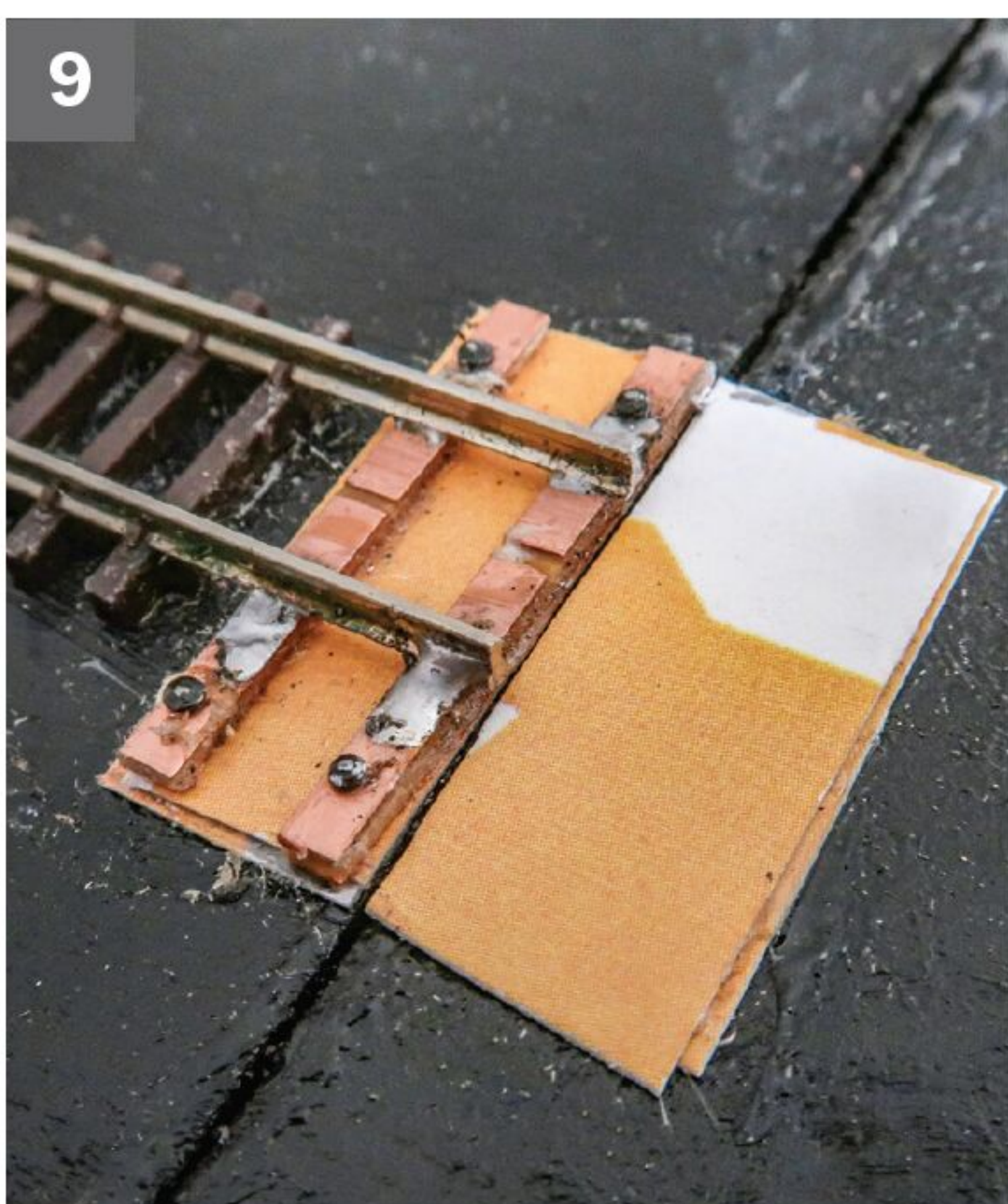
For 009 points I use a smaller variety of DPDT slide switch. A hole is drilled through the 'handle' of the switch to accept the operating wire, with a corresponding aperture created in the board surface by drilling and filing. The switch housing is simply an interference fit in the aperture (I don't usually bother with any further means of fixing). The three electrical wires from the point are threaded through the aperture and soldered to the switch terminals as shown (green and blue for the two stock rails and yellow to the frog).



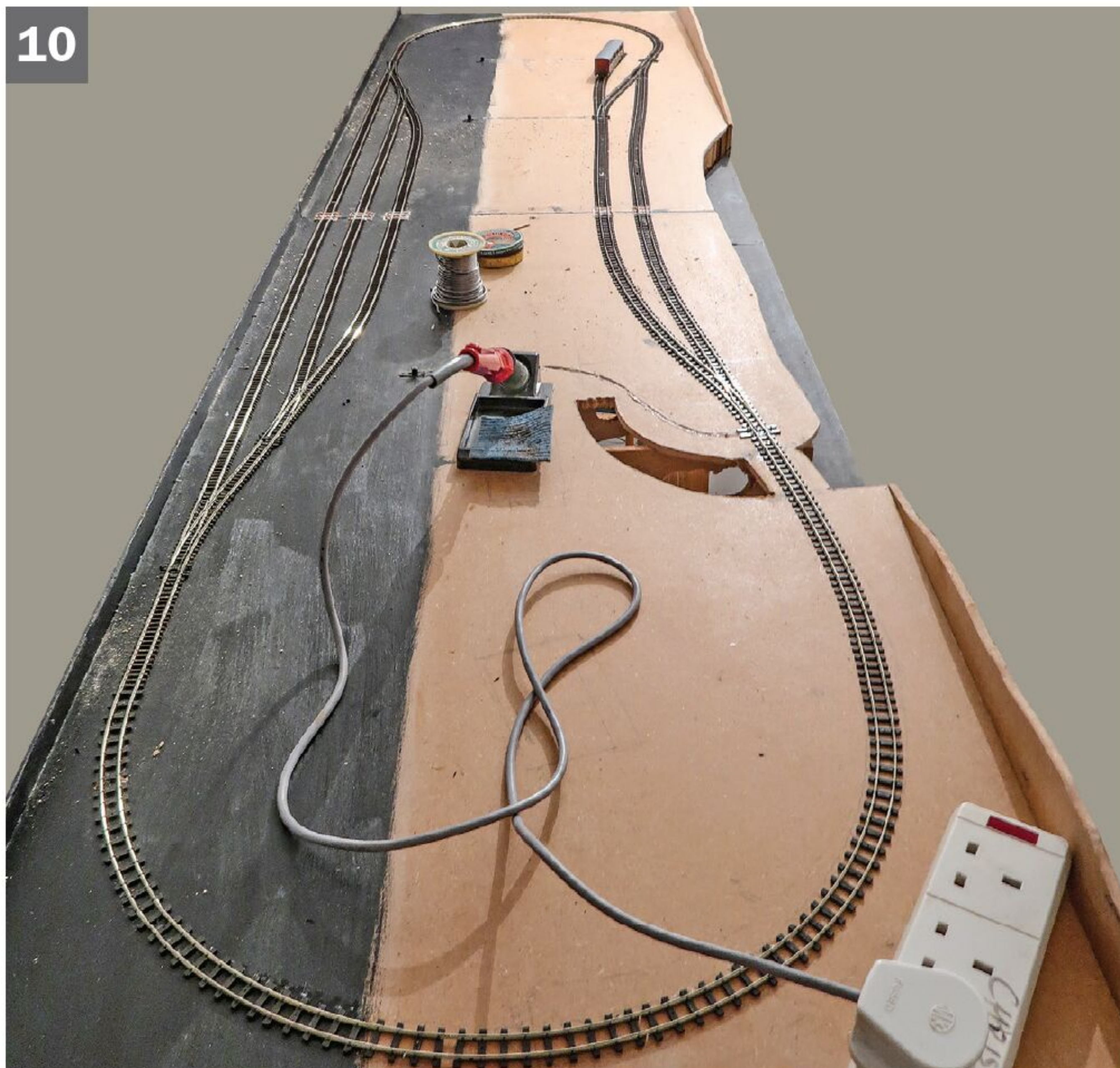
Pieces of the wire and tube are cut to length. The point end of the wire is formed into a small loop that fits over the tiebar peg. The other end (*inset*) is fed through the switch housing and bent back to secure it in place. The throw on the switch is very close to that of the point blades and I don't add any omega loops to take up the slack – there is just enough natural flex in the wire. Both ends of the tube are anchored with track pins, whilst the middle part is fixed to the board using a hot glue gun.



All three points on the scenic section were laid using the same method and were fixed down using Peco track pins. (The point at the left-hand end of the scenic section is pictured here.) The station loop was laid with a left-hand point at each end, such that right-hand running is favoured (and offers the smoothest route) as, historically, this appeared to be the preferred mode on the FR.

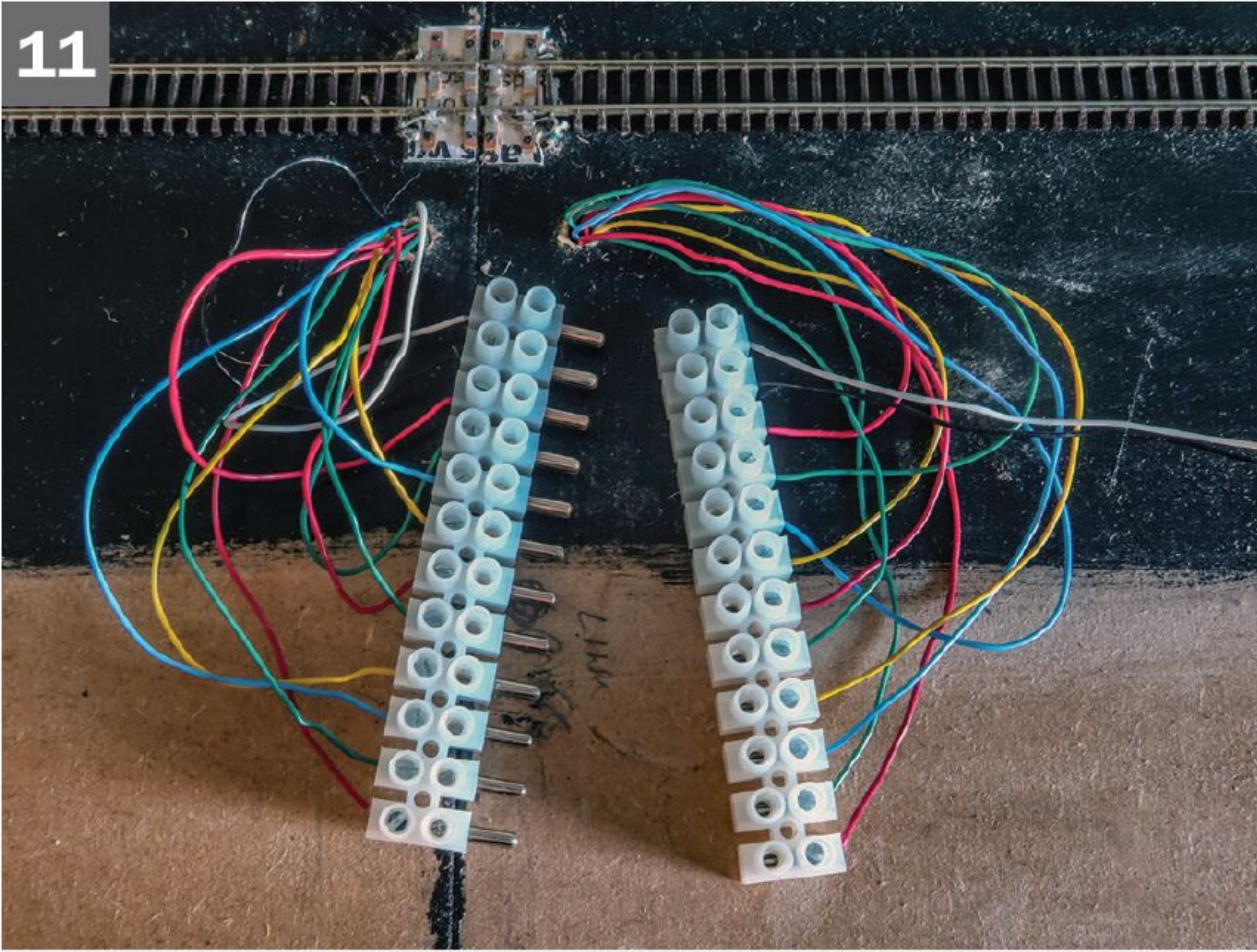


The four points in the storage area are from the Peco Streamline code 80 N gauge range and, as they are easily accessible, I elected to leave these as hand operated. All the plain track is from the same range and shown here is the method of fixing the rail ends across the central baseboard join. This uses copper-clad paxolin strip, packed to the correct height with thin card and fixed with a combination of UHU and Peco pins.



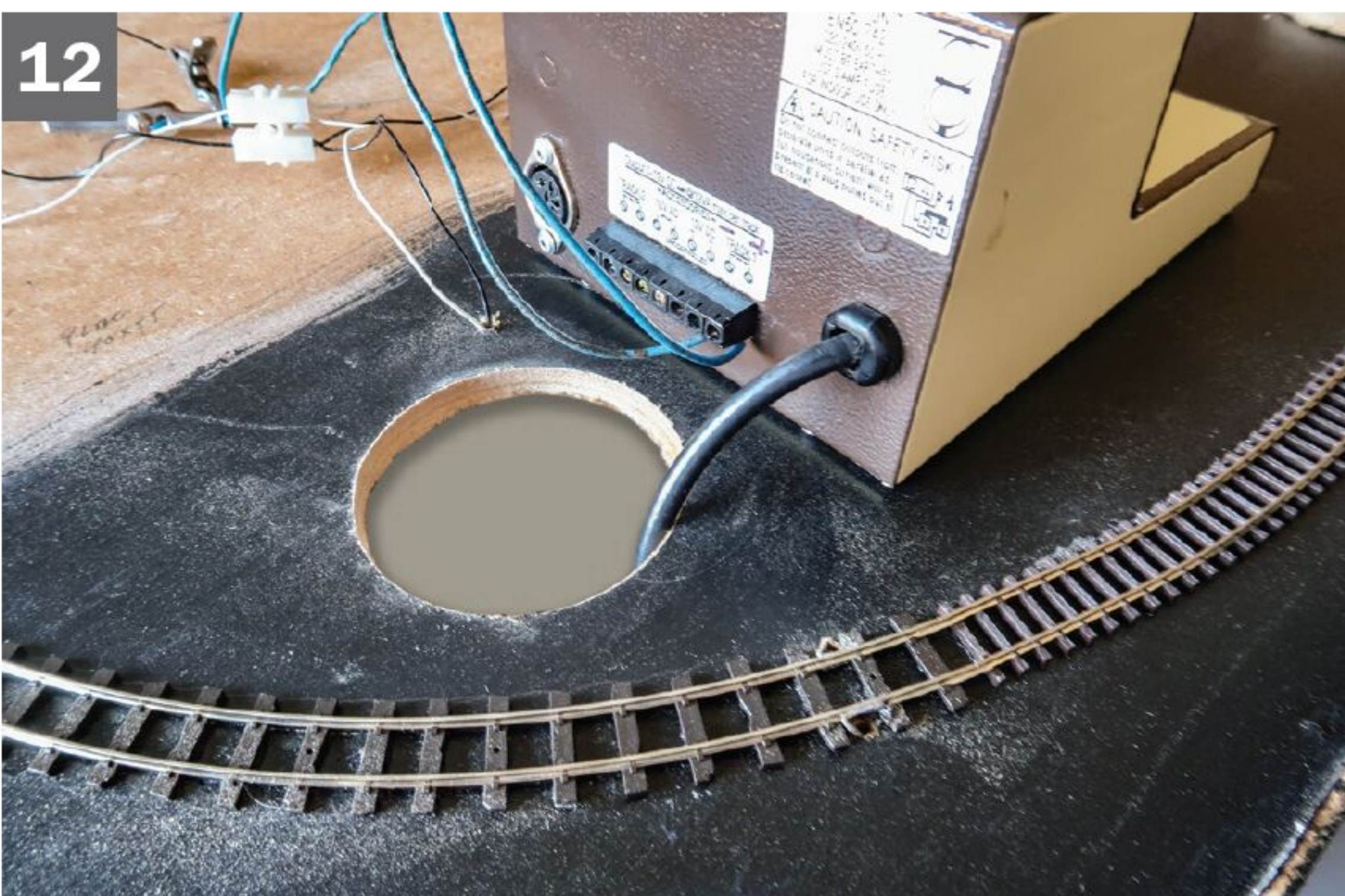
Here all the trackwork has been completed, showing how the different ranges of 9mm gauge track (N and 009) can be combined to give both the most efficient and economical result. The 009 Setrack curves create a very consistent 9" radius where needed, whilst the cheaper N gauge track is used off scene.

11



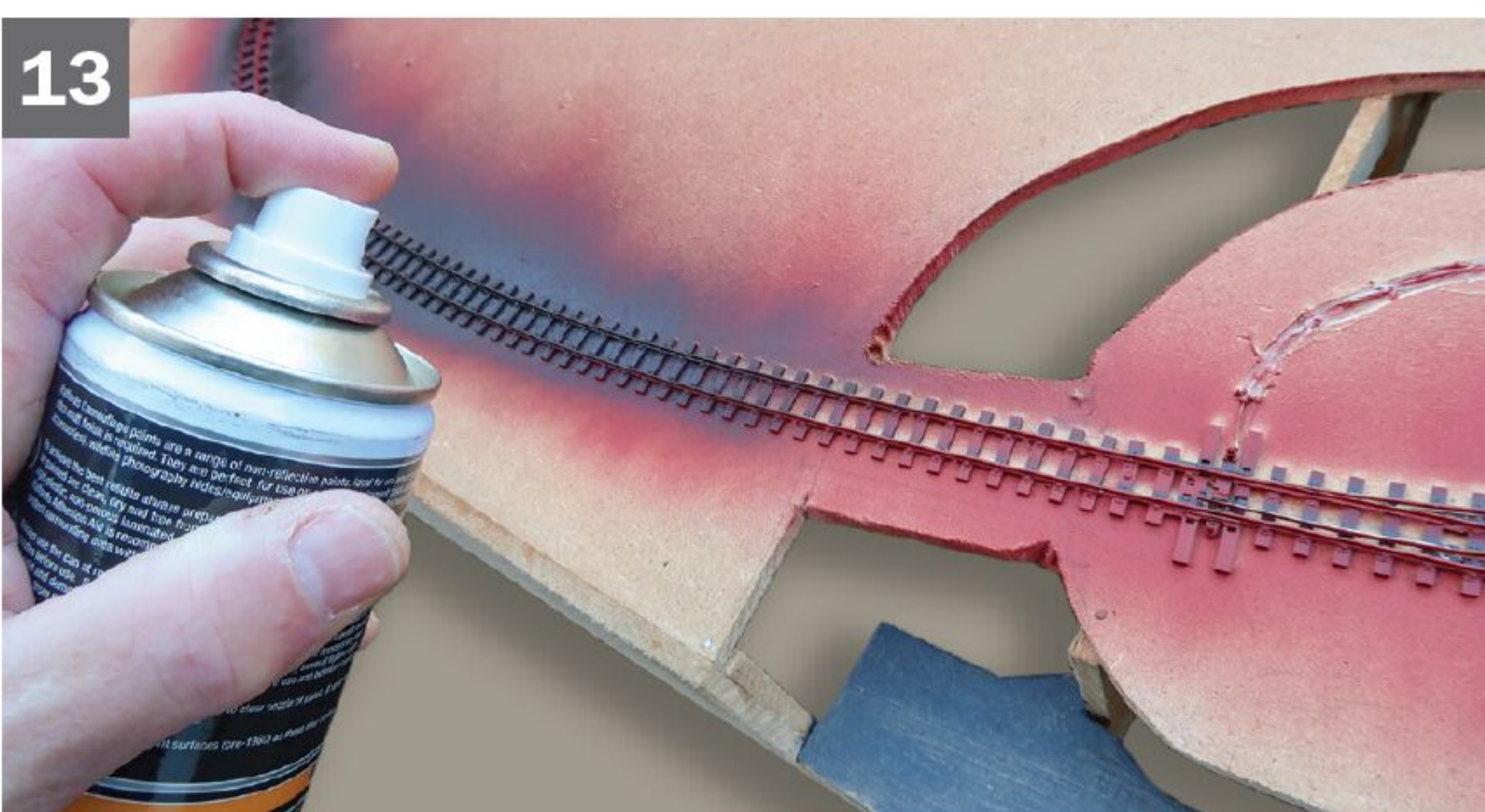
The layout was wired for 12V dc analogue control with just two feeds. It should be noted that the pointwork isolates automatically any locomotives standing in a loop where the pointwork is set against it (this applies to the loop on the scenic section and those in the fiddle yard, plus the siding). To carry all the necessary electrical connections across the baseboard join (12 wires in total, two linking to one of the feeds and the remainder comprising one for each of the rails that cross the join), I used a simple plug-together chocolate block arrangement. This was mounted above the baseboard surface to make for easier setting up of the layout.

12



A 12V dc Gaugemaster cased controller was used, which also needed to be mounted above the baseboard. Therefore, an aperture was created for the mains plug to pass through. Here the controller is shown connected to the layout temporarily using crocodile clips.

13

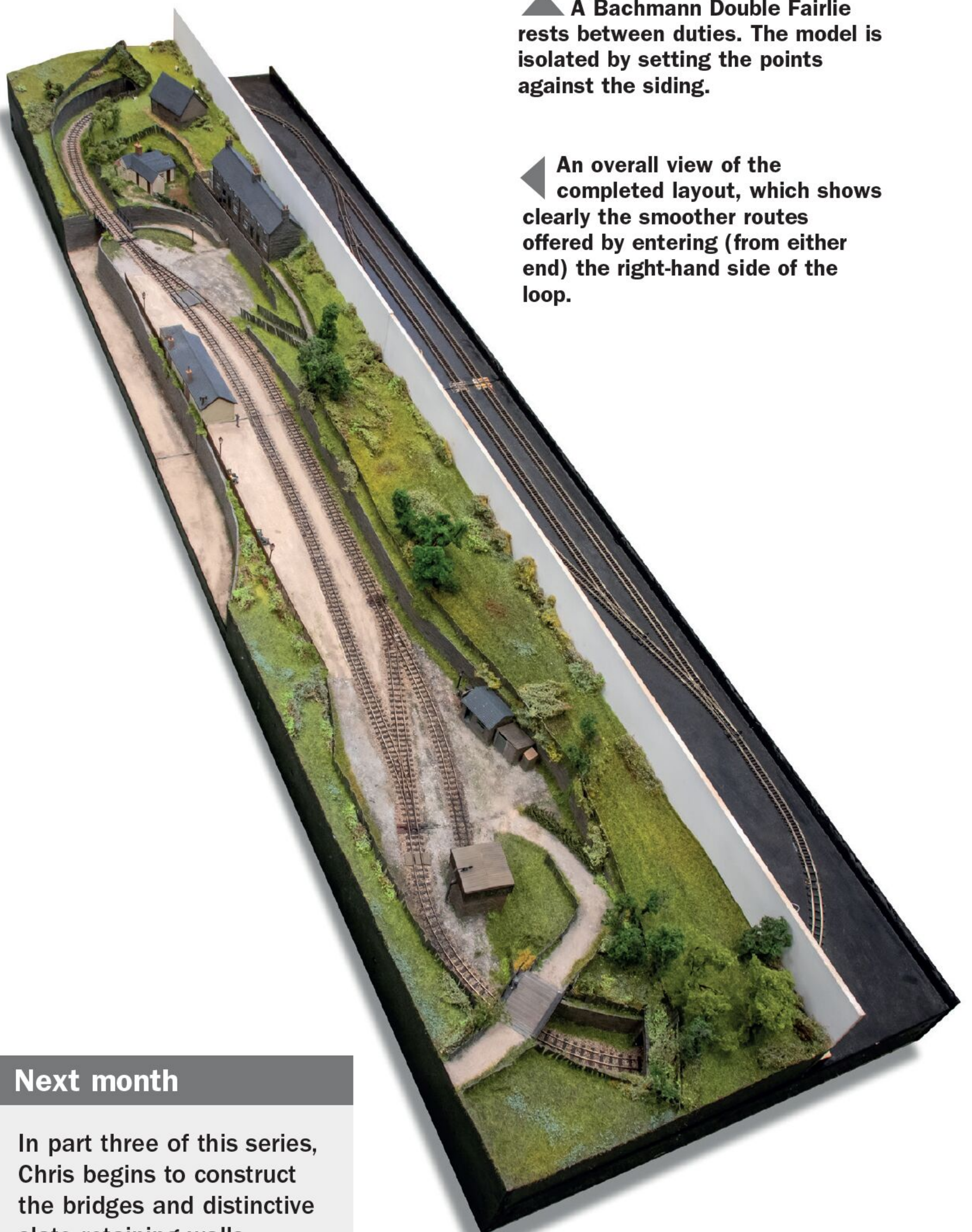


With the track fully tested with suitable items of stock, three light coats of paint were applied using aerosols from the Halfords range to weather the track in the scenic section: red primer from a low angle to catch the rail sides, camouflage brown from above, and grey primer as a light overall misting. The rail tops were then cleaned using a Peco track cleaner.



▲ A Bachmann Double Fairlie rests between duties. The model is isolated by setting the points against the siding.

◀ An overall view of the completed layout, which shows clearly the smoother routes offered by entering (from either end) the right-hand side of the loop.



Next month

In part three of this series, Chris begins to construct the bridges and distinctive slate retaining walls.



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Lapping Works

Inspired by his 50th year, **MATT STEVENS** created this imagined Black Country industrial micro layout in O gauge, completing it to exhibition standard within eight months.

Photography by the author



During my time growing up in the Black Country, I have always been inspired by the history of the area, and more so the history of my family there. Although

my family are from a line of canal boatmen, I was always interested in the railway lines that run alongside the cut network of the Black Country. (Cut is a common term for

▲ Despite the industrial setting, trees abound on the layout, made from real branches with foliage from rubberised horsehair.

canals in the area.) Even though I was born in the 1970s, I have only ever been interested in steam locomotives. This was due to my parents taking me to the Severn Valley Railway, Isle of Wight Steam Railway and Somerset preserved lines on holiday.

Background & inspiration

In September 2022, whilst on holiday in Dorset, my partner Tracy asked me: "What do you want to do for your 50th birthday, next year?". After some thought, I came up with the idea to build and complete a layout that was good enough to exhibit and hopefully be featured in a magazine.

Over the last 10 years, I have set about building various layouts in a multitude of

▲ The author and his partner Tracy with the completed layout.



different scales (OO, SM32, O), but never managing to get them over the finish line. With this history, it made my challenge even greater just to complete the layout, never mind getting it invited to an exhibition.

With the ever-growing expansion in the ready-to-run market of the 7mm scene, I have chosen to make this my primary scale, so *Lapping Works* would be O gauge.

The layout is based in the Black Country of the West Midlands in 1947, with a factory yard shared by the Great Western Railway and a private company, the Lapping Forest Railway. Various goods are delivered and sent out across both the GWR and London Midland & Scottish Railway networks from this small industrial works in Oldbury.

Lapping Works would be defined by three key criteria: it would need to be a short project, so that I could get a completed layout under my belt; an exhibition model, so it needed to be transportable in our family car; and small and compact enough to be constructed in our spare back bedroom.

A micro layout is born

I used laser-cut baseboards from a local company, Grainge & Hodder of Cradley Heath. The layout would be split into two baseboards, the scenic board (110cm x 40cm, 43" x 15½") and the fiddle yard, which would include a three-road traverser (90cm x 40cm, 36" x 15½") making the total size 200cm x 40cm.

I had already decided that most of the buildings would be very low relief to allow as much space as possible for the trackwork. Various track configurations were tried, but whichever way I looked at it, there would only be enough room for one point (with a standard Peco point length of 416mm out of a total space of 1100mm). In the end, I decided to have two main lines running into the works, one with a left-handed point, making sure that there was enough room for three wagons in each siding. This, coupled with a three-road traverser, would allow me more than enough options for shunting.

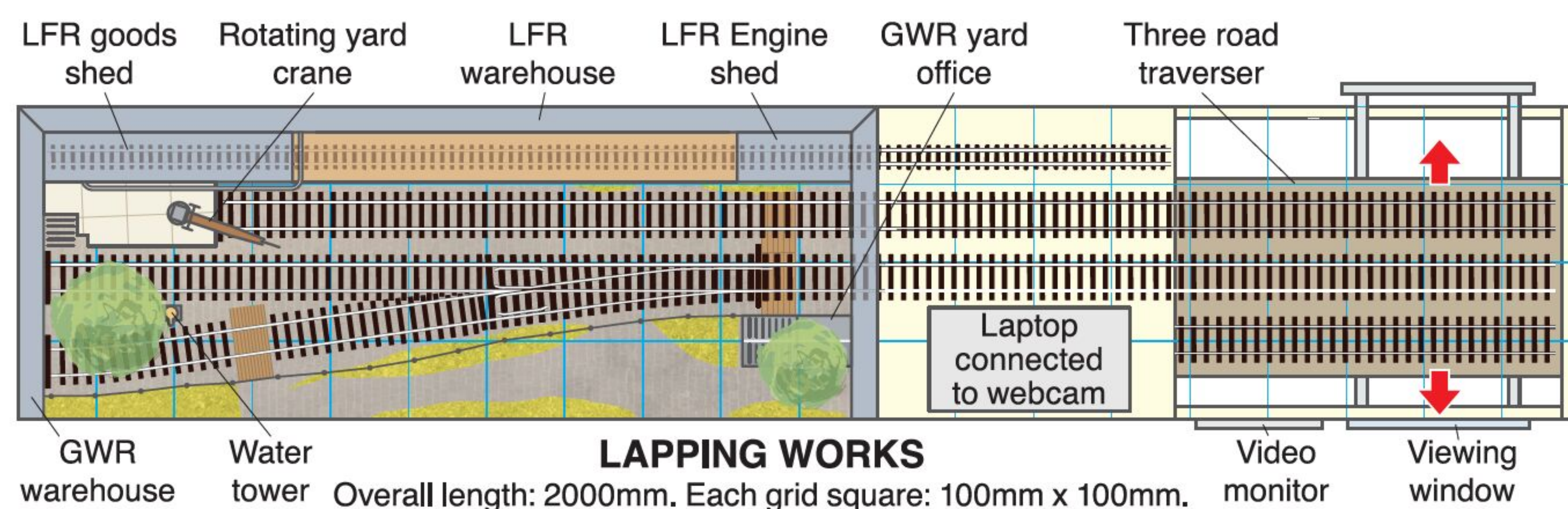
All trackwork is standard Peco products: SL-700BH flexible track, and an SL-E792BH left-hand point which is Electrofrog and fitted with a DCC Concepts Cobalt JP Digital point motor.

The track was weathered before it was laid, to make it easier to finish off at a later date. The process was completed by using two paint sets from the LifeColor range (Weathered Wood, Dust and Rust).

Control

As most of my stock is Digital Command Control ready, I felt this was the time to jump headfirst into DCC. I had already purchased an NCE 5 Amp Power Pro system, so all I really needed was a few decoders to get me started. The electrical side of the hobby has always been my biggest challenge, so I contacted the team at DCC Concepts and took all of their advice.

At the rear of the layout there is a single narrow gauge line, which is controlled



through a standard Gaugemaster Combi analogue controller, with a timed shuttle unit added to provide periodic movement at exhibitions. Lighting and smoking effects within the buildings are all controlled individually from a separate 12V system.

Sound

For me, an exhibition layout is all about theatre, storytelling, art and really should inspire the public to make strides on their own layout. I felt that sound could help give more of an industrial feel to the model.

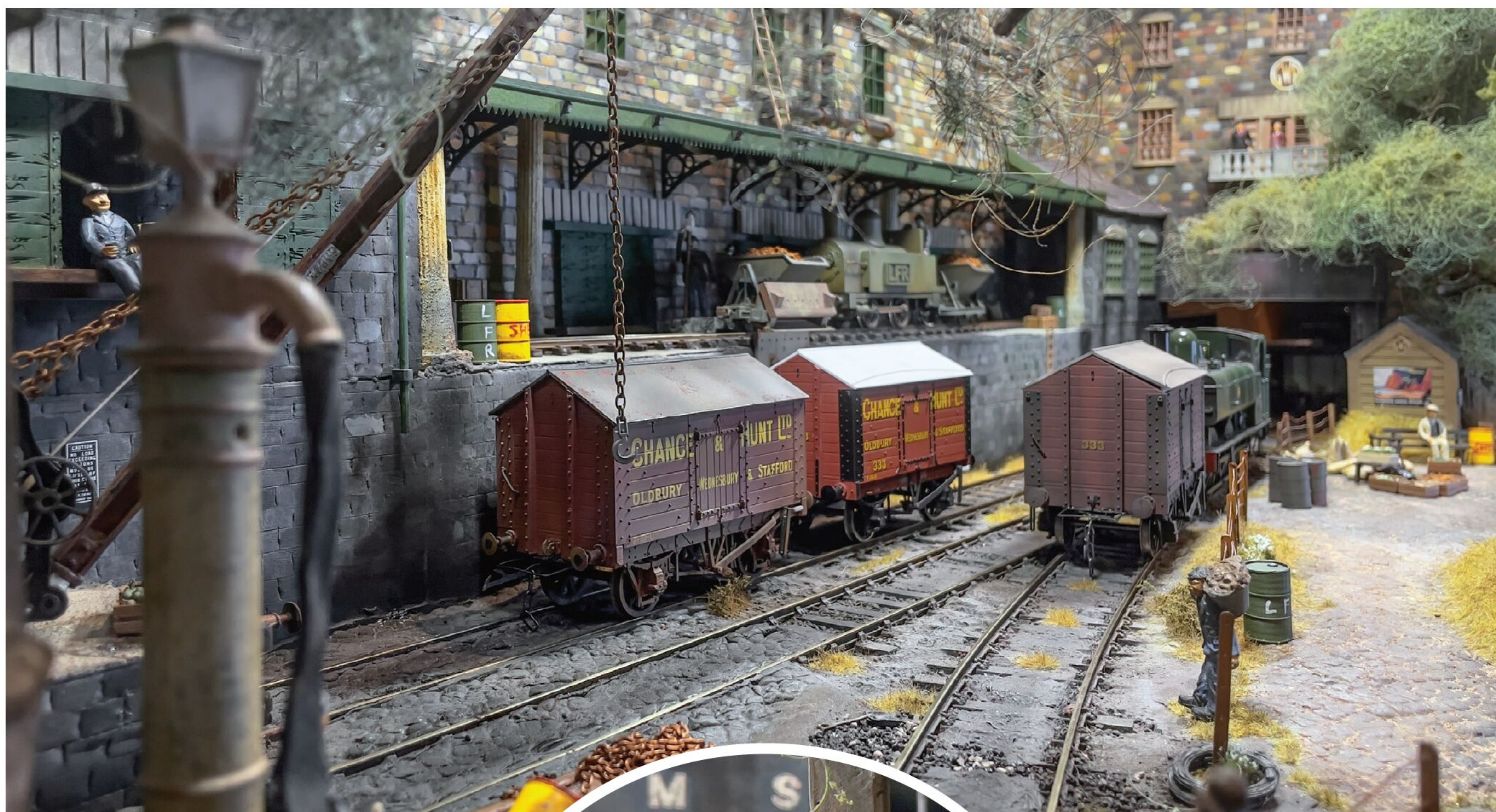
Background sounds: for these, I used YouTube to download some industrial sounds. I cut and pasted these together in a free sound program (Audacity®). From this, I created an hour-long track which I stream from my laptop to a Bluetooth speaker

▲ **Private Owner vehicles make up the majority of the wagon fleet...**

located behind the layout curtain. The streaming program has a loop facility, which means I must only press play in the morning and the track plays all day.

The yard crane: this is a Peco kit, built and weathered to give a used look. It operates through 90°, powered by a single servo and a momentary switch in conjunction with a Block Signalling SRV4 four-channel servo controller. Sound comes through a sound box underneath the layout. The box is a recordable sound module for a soft toy, running off a 4.5V supply. The sound is triggered at the same time as the ...including many specific to the layout's West Midlands setting.





▲ A GWR pannier tank marshals a train of more local Private Owner wagons.

servo motor; again, the sound file was edited in Audacity® with the right timing to suit the crane movement.

Sound is not just about digitally controlled locomotives – it can be integrated into more of the layout quite cheaply and quickly.

Building construction

Right from the beginning of the build, I realised that because of the tight size constraints of the layout, it was going to be hard to find off-the-shelf buildings that would fit in the available space. I managed to find a great laser-cut canopy kit for the rear loading dock – the B70-06 station canopy by LCUT Creative – but otherwise, scratch-building was the way to go. This didn't concern me as the building of the layout and scenery is one of my favourite parts of the hobby.

I purchased four A1 sheets of white foamboard from my local Hobbycraft outlet, then started to construct the far end warehouse. The process was kept as simple as possible, with the front, sides and supports all glued together with hot glue.

Once the main structure was constructed, I drew on the position of all doors and windows, and the brick courses, with a pencil. Next, I removed all the doors and windows and made sure my 3D-printed parts fitted properly. Taking a blunt-ended scribe and ruler, I scored in the horizontal and vertical lines to form each brick.

The next step was to cover the foamboard in Mod Podge (decoupage glue); this seals the foamboard and allows the foam to take paint. The warehouse was given a light coat of rattle can grey primer, and once dry, a



▲ A GWR bench is provided outside the company's yard office.

weak black wash was painted into all the brick courses. A heavy dry-brush of cream acrylic was applied to the high edges of the bricks. A few different shades of grey and black were added to areas for that aged look. The warehouses in brown bricks were painted with a mixture of six different acrylic paint colours, giving a more random pattern.

The roofs on all the buildings were constructed from DAS air dry clay. The clay was rolled out into 4mm thick sections and then the roof tile pattern was formed into it using a 3D-printed textured roller. The roofs were finished with red, grey or black primer and then dry-brushed.

Rolling stock

As the O gauge scene grows, so does the availability of ready-to-run stock. I have tried to use Private Owner wagons that have ties to the West Midlands region, along with general GWR wagons and a very small number from the LMS. Tower Models, alongside Dapol, have produced wagons that are area specific, which has made finding the right wagons a lot easier.

The most enjoyable part of the hobby, for me, is taking a brand-new model and weathering it so it looks like it's had a hard life. For the more advanced weathering, I use the same paint sets on my stock as I use on the track. Recently, I have come across a very good product from AK Interactive, an acrylic pigment fixer (Texturizer resin AK665). You paint it on (it goes on white and dries clear) where you want the powders to sit, then dab on the powders and it sets hard with no loss of powder or colour.

Scenic details

The Black Country may be known as the industrial heartland of the UK but still has some nice trees around. All my layouts must have some sort of vegetation, as I love the idea that you must look through the trees and into the layout to see all the details.

The trees themselves are constructed from real branches from my garden, held together with metal pins and superglue, then coated in spray varnish to stop anything rotting. The foliage is made from rubberised horsehair, teased out to create a canopy, then lightly spray-painted a greenish-brown colour. Lastly, flock and 1mm static grass are added to give some variation. A light spray of varnish helps protect the trees from the rigours of the exhibition circuit.

The two trainspotters at the front of the layout are from the Modelu range. I added a nano LED to each of their cameras, controlled by a function only DCC chip that is programmed to locomotive No.1, which allows me to turn the flash on and off.

One of my favourite details is the pile of ash from the locos. There are two flickering orange LEDs connected to the 12V system, which have been partially covered with Peco

PS-322 Ash & Cinders, which gives a nice little effect for a very small cost.

Exhibition operation

This was a very big learning curve for me, as the only real experience I have of shows was attending as a visitor.

Sprat & Winkle auto couplings were my choice. As the layout was still in the design stage, I was able to incorporate the magnets needed for the couplings at the very beginning of the build. There are four magnets placed around the layout, which allow lots of different shunting options.

The three-road traverser in the fiddle yard is viewable by the public, which adds to the layout's entertainment value. As the layout has a very high backscene, it makes operation a little tricky. To combat this problem, a webcam was fitted to the reverse of the nameplate, allowing the operator to view the layout from the fiddle yard area.

As for the stock, five locomotives and 15 wagons are more than enough to keep the visitors happy for the time they spend watching the layout.

The future is now

Lapping Works had to be finished in double-quick time. As a member of the Gauge O Guild, I had the opportunity to enter the small layout competition at Guildex 2023. I had set myself the 50th birthday challenge to exhibit a layout; this was my chance, and Tracy gave me the push I needed.

I started the layout in February, entered the competition in June and had to exhibit

A narrow gauge line, the Lapping Forest Railway, runs along the rear of the layout.



▲ The yard shunter pauses in conversation with one of the factory workers.

the layout in September. As the date approached, I managed to get the layout to a level that looked finished only by taking a week's annual leave from work.

Guildex was a success for *Lapping Works*: it received lots of good comments, it got another booking, and it won two awards. It was voted winner of the small layout competition by the Guild's committee and was the winner in the visitors' vote too.

The future is now, a layout is never finished, and I love detailing; lots of little things are to be added to the layout, and more work is needed on the rolling stock.

Thanks go out to my son Caleb for reigniting my passion for modelling, Mom

and Dad for introducing me to steam railways, my sister for all the help at exhibitions, and finally most of all to Tracy for helping me to find my ambition and fully supporting me in achieving it.

For bookings and more information, follow 'Matt's Modelling Projects' on Facebook and Instagram.

See it at the Severn Valley

Lapping Works will appear at the Severn Valley Railway O Gauge Get Together 2024, to be held at the Engine House, Highley, on 19 & 20 October, and the Great British Model Railway Show on 26 & 27 October. For details, see Societies & Clubs.



Through the Railway Room Door

Sheffield Victoria

RICHARD ADAMS describes this twin-level OO gauge system, which was constructed with the assistance of his wife and takes inspiration from this former South Yorkshire station. The layout is equipped with DCC and is linked to a computer for automatic operation.

Layout photography by Craig Tiley



Ever since I was a young boy I have been interested in model railways. Recently, having moved into a new flat with my wife Pat, I had the opportunity to build a large layout, which I decided should be inspired by her home town of Sheffield.

Sheffield in the 1950s had two stations; Victoria serving the ex-London & North Eastern Railway line from Manchester via the Woodhead Route, and Sheffield Midland serving the ex-London Midland & Scottish route to St Pancras. Either would be a challenge to model, but Sheffield Victoria had a particular charm about it that appealed to me.

Fortunately, my wife has memories of Victoria station from when she was a girl, and can recall the large grimy buildings and her father leaving by train on various fishing trips. A trip to Sheffield to visit family also





- Richard with his wife Pat. It was Pat's childhood memories of Sheffield that informed much of the scenic work on the layout.
- Gresley A3 Pacific No.4472 *Flying Scotsman* at Sheffield Victoria with a Pullman service. The station makes much use of card kits.

provided an opportunity to inspect what was left of the station, all of this helping to inform the resultant model, which includes depictions of Wicker Arches viaduct, the former LNER warehouse to the west, and the canal basin to the east.

To achieve all this, the layout was built on two levels, with the station on the upper level and hidden train storage sidings on the lower level, together with an area representing Darnall engine shed. The total space available was 4m x 4m in a spare bedroom, with additional room for a work bench and storage cupboard.

Construction overview

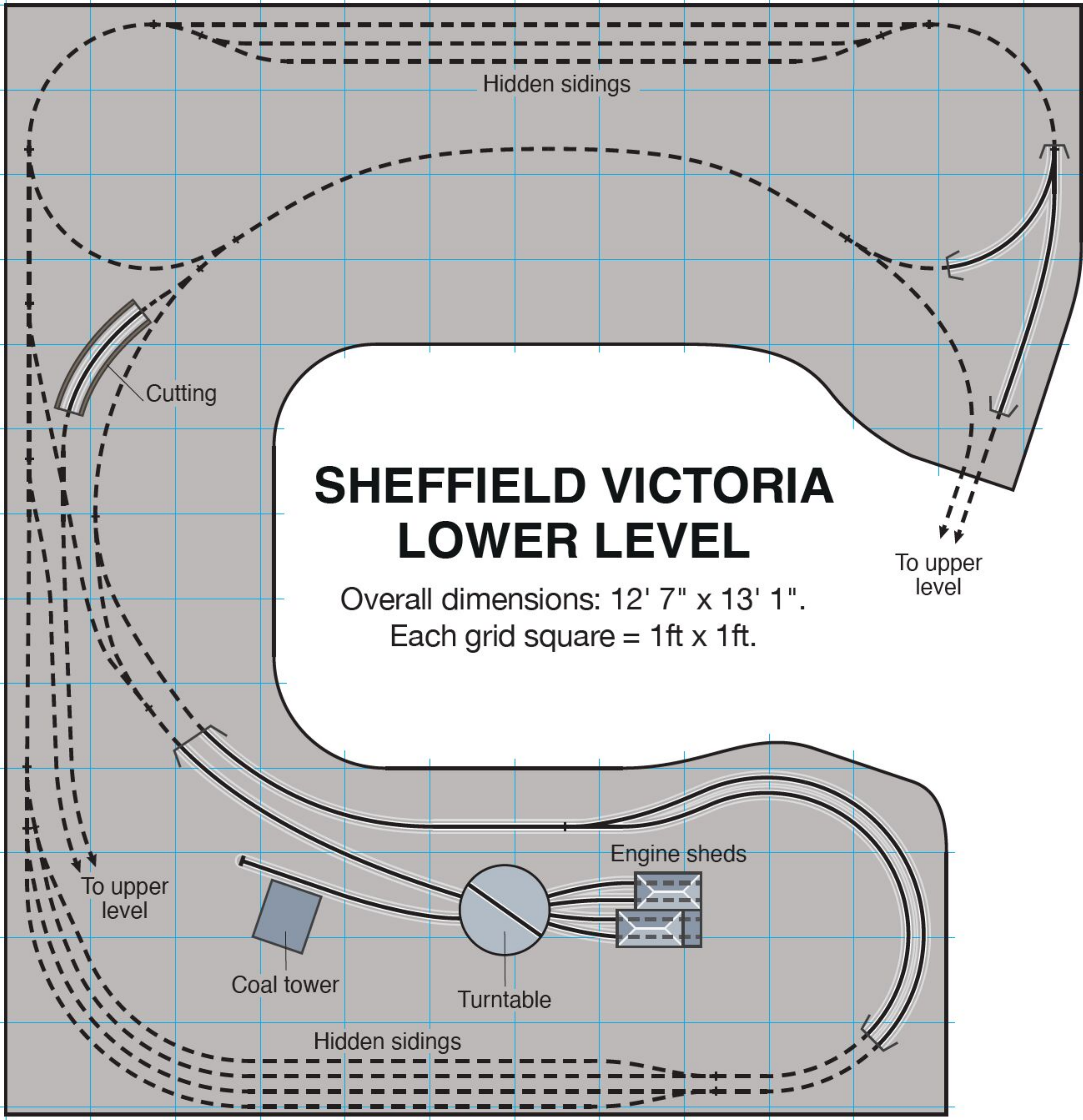
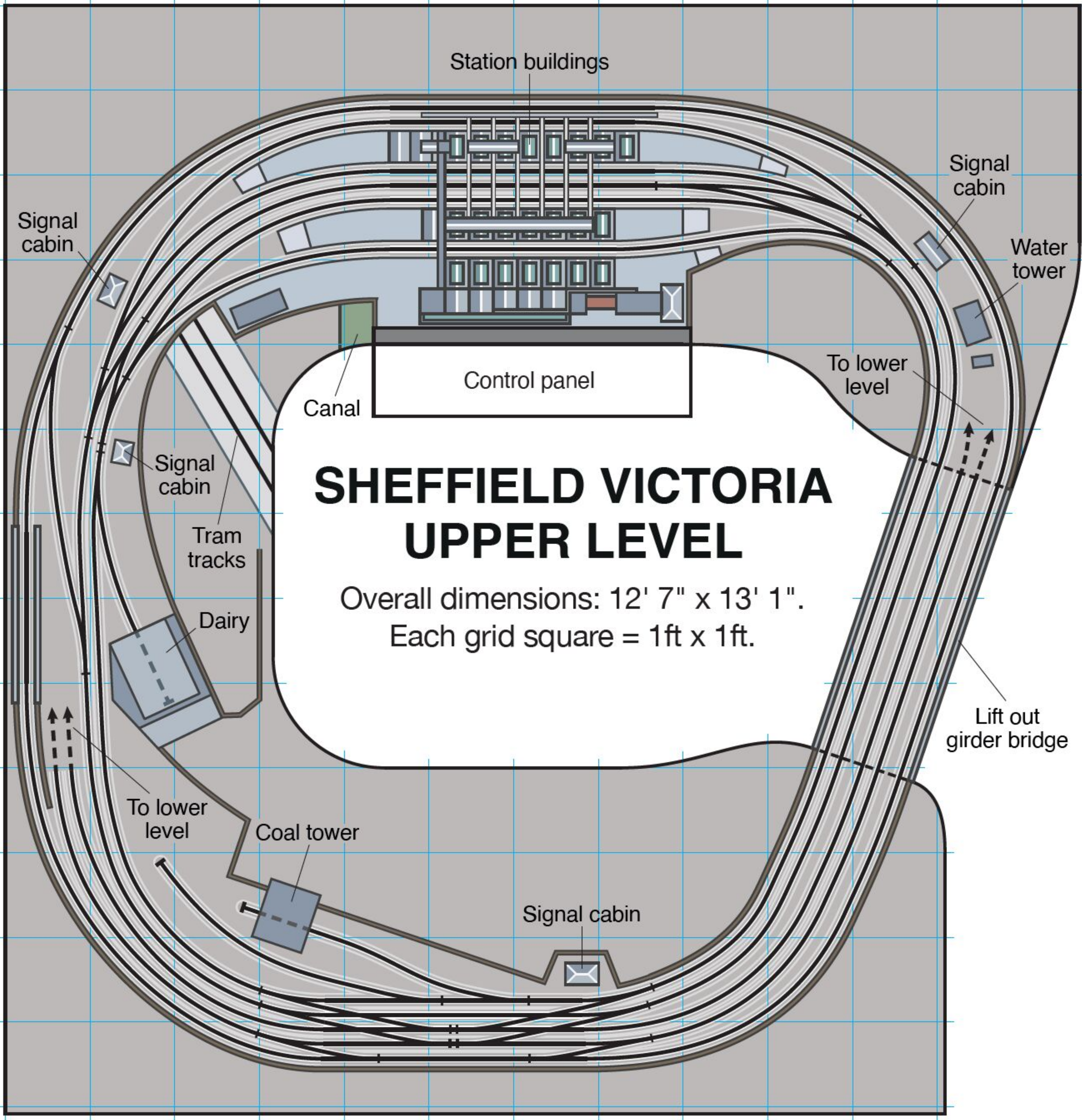
A total of 10 kitchen base units were obtained and placed about 75cm from the walls of the room to provide a strong framework with access behind them to run wiring and circuit boards. These were covered with 12mm plywood and the data cabinet was installed centrally to house a desktop computer, which was connected to three display screens (of which more anon), an NCE Powercab unit (for Digital Command Control operation), 12V power supplies and a CCTV hub connecting to eight cameras (mainly used to monitor the lower level storage tracks).

Peco Streamline OO gauge code 100 track was used throughout. Points with insulated frogs were used (although with hindsight, I wish I had used points with live frogs).

Digital control was considered essential to enable automatic operation using the aforementioned desktop computer, with linking control modules obtained from CTI Electronics in America. A variety of point motors were used for remote tiebar operation, these being connected to the DCC auxiliary power bus, together with

- Kitchen base units were constructed to provide a supporting structure for the layout baseboards. The total area available for the layout was 4m x 4m.

Plans of the upper and lower levels





◀ Class D11 4-4-0 No. 62663 *Prince Albert* is pictured at Sheffield Victoria in this 1958 view, whilst alongside is now-preserved EM2 Woodhead electric locomotive No. 27000. Photo: Rail Photoprints

simulates parts of the daily operational timetable. I have found that guest operators like to drive the trains manually, obeying the signals and route controlled by the computer. However, I tend to favour fully automatic operation, with up to six locomotives running at any one time.

Locomotives and sound

Steam locomotives by Bachmann dominate the scene, but with a few exceptions. One of these is a Class EM2 electric, of the type that used to operate on the Woodhead Route. Although I have not modelled overhead catenary, I still love to run coal trains using this locomotive. I have a Hornby model of Gresley A3 Pacific No. 4472 *Flying Scotsman* that gets an outing on occasions, usually heading a Pullman service destined for London.

As well as the sounds from the DCC steam locos, I have added three sound modules from Gaugemaster and one bespoke sound module inside the coal tower (featuring coal handling activities when wagons enter). This

motorised Dapol signals, which were similarly connected.

The CTI system used provides programmable DCC control and connectivity to track sensors, together with relays (for

lighting and sound effects). Most importantly, it also enables the operator to control the layout either manually or automatically, the latter to a predefined sequence held in the computer that

The computer-based layout control system

CTI Electronics is an American company that has developed a computer-based layout control system, comprising a number of circuit board modules connected via its own network to a desktop PC running Windows.

The modules are distributed around the layout and operate the points, whilst at the same time reading track sensors and monitoring the positions of the main control panel switches. The control system software can be programmed to run the trains in three distinct modes:

Fully manual – locos, points and signals all controlled by the operator.

Semi-automatic – locos driven manually but points and signals controlled by the computer to a predefined route.

Fully automatic – either single or multiple train journeys executed by the computer to predefined routes and times which simulate part of a daily operational timetable.

To accomplish this degree of sophistication requires computer programming skills. CTI Electronics has its own computer language, much like Microsoft Basic. Each locomotive, point, track section



▲ The main layout control desk with the PC housed underneath and the trio of display monitors mounted at the rear of the scenic section.

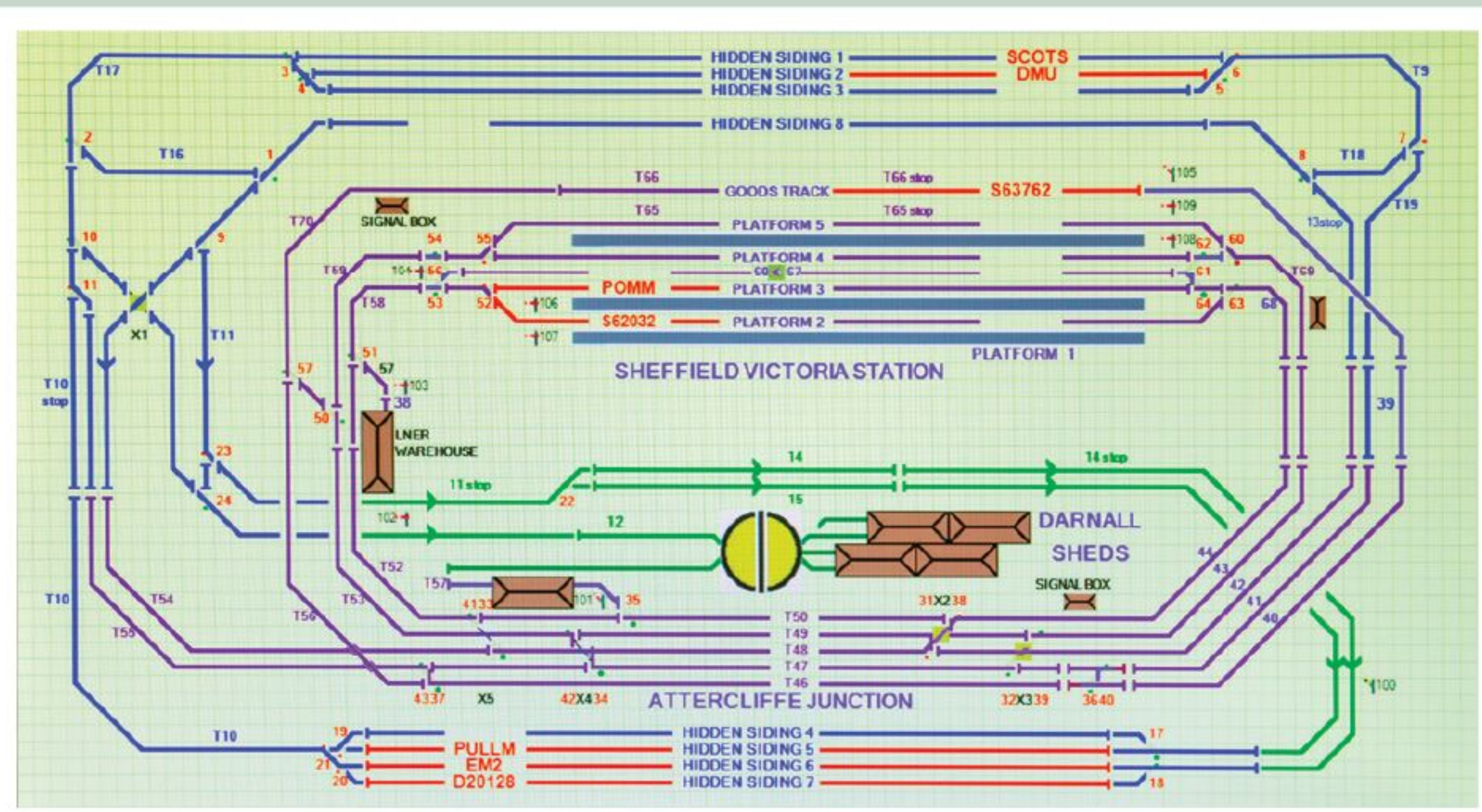
and signal is named and controlled by program statements. For example, a program statement might read:
IF trainA = track1 THEN turnout1 = open, wait 5, signal1 = on, END

This means if 'trainA' is on 'track1' then open 'turnout1', wait five seconds and then change 'signal1' to on.

In broad terms, each train is given a destination and time of departure and checks ahead to make sure that no other train occupies the track it needs. If the route is clear the signal is changed to off and the train departs. The fun starts when three or more trains are running, some of which may require the same track.

It is also possible to drive the trains manually, obeying signals controlled by the computer.

◀ The central screen in the above photo displays a mimic diagram with all the track routes and shows the positions of all trains on the layout in real time.





▲ This lift-up section provides operator access to the central part of the layout.

was a must to include on the layout because one of my jobs before I retired involved coal handling equipment on power stations.

Layout features

The approach to Victoria station from the east includes a fictitious bridge; this was designed as a lifting bascule bridge to allow me easy access to the control desk in the centre of the layout. This was not easy to build as it has five inclined tracks on two levels; fortunately, using DCC meant that only two connections were required to power all tracks.

I must thank my wife for the scenery, both in terms of the design and build. Her knowledge of Sheffield and her artistic skills



▲ Steam locomotives were disposed of at scrapyards across the country, including ones at Sheffield. This cameo features a Bulleid Pacific...

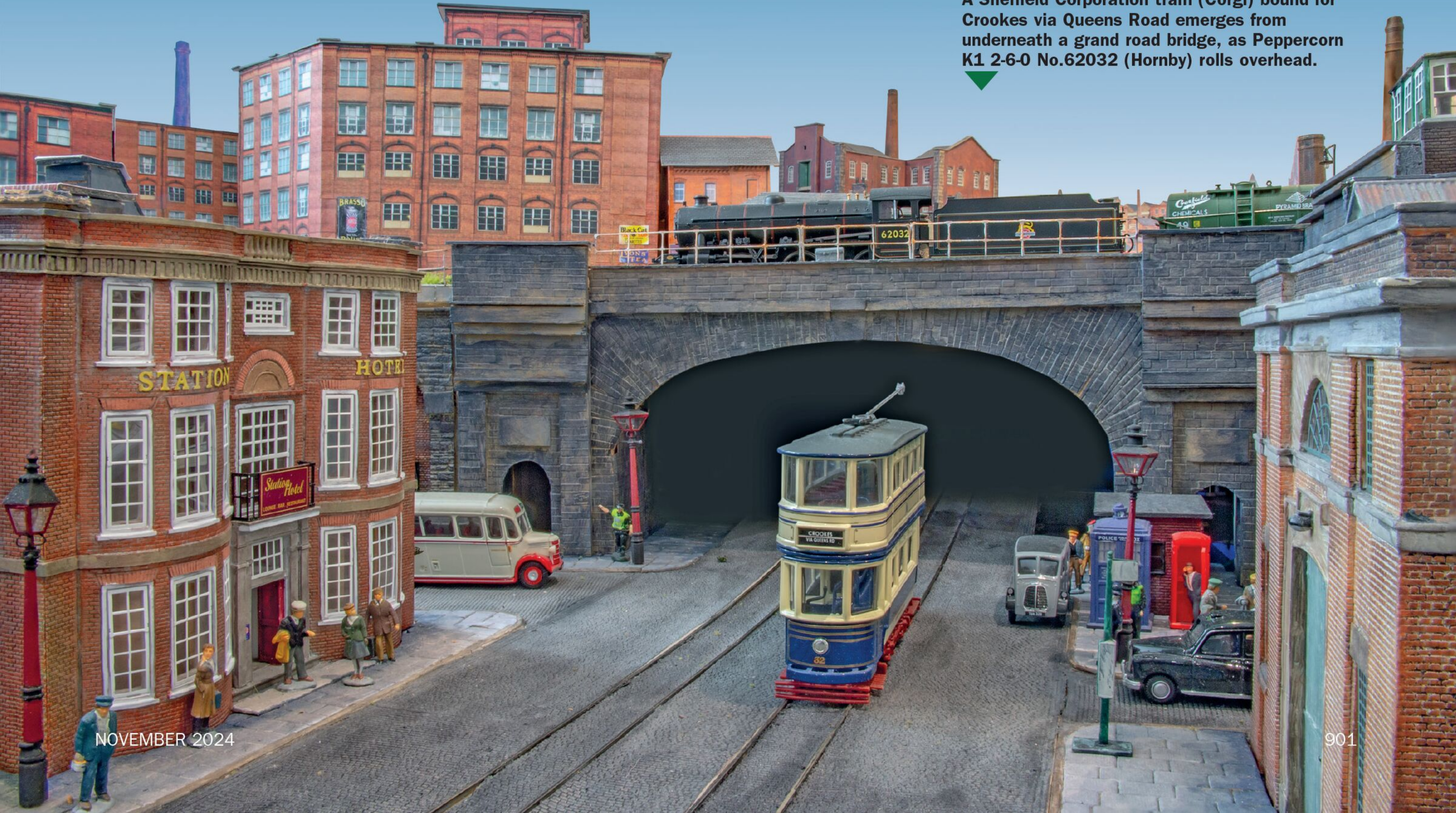
...and is part of a small lift-out section that provides access to the circuit board modules located underneath.



were put to good use. A strong feature of the time and location is the amount of grime and dirt that is evident on buildings and rolling stock. The infrared CCTV cameras help tremendously with the operation, these informing the operator about train positions in the seven hidden sidings on the lower level. The three computer screens serve different functions: the left-hand screen enables the operator to select the routes for

each train, the middle screen shows a mimic diagram of where each train is located at any one time, whilst the right-hand screen shows the operator what actions the computer is taking to achieve the correct train movements. The last screen also

▲ A Sheffield Corporation tram (Corgi) bound for Crookes via Queens Road emerges from underneath a grand road bridge, as Peppercorn K1 2-6-0 No.62032 (Hornby) rolls overhead.



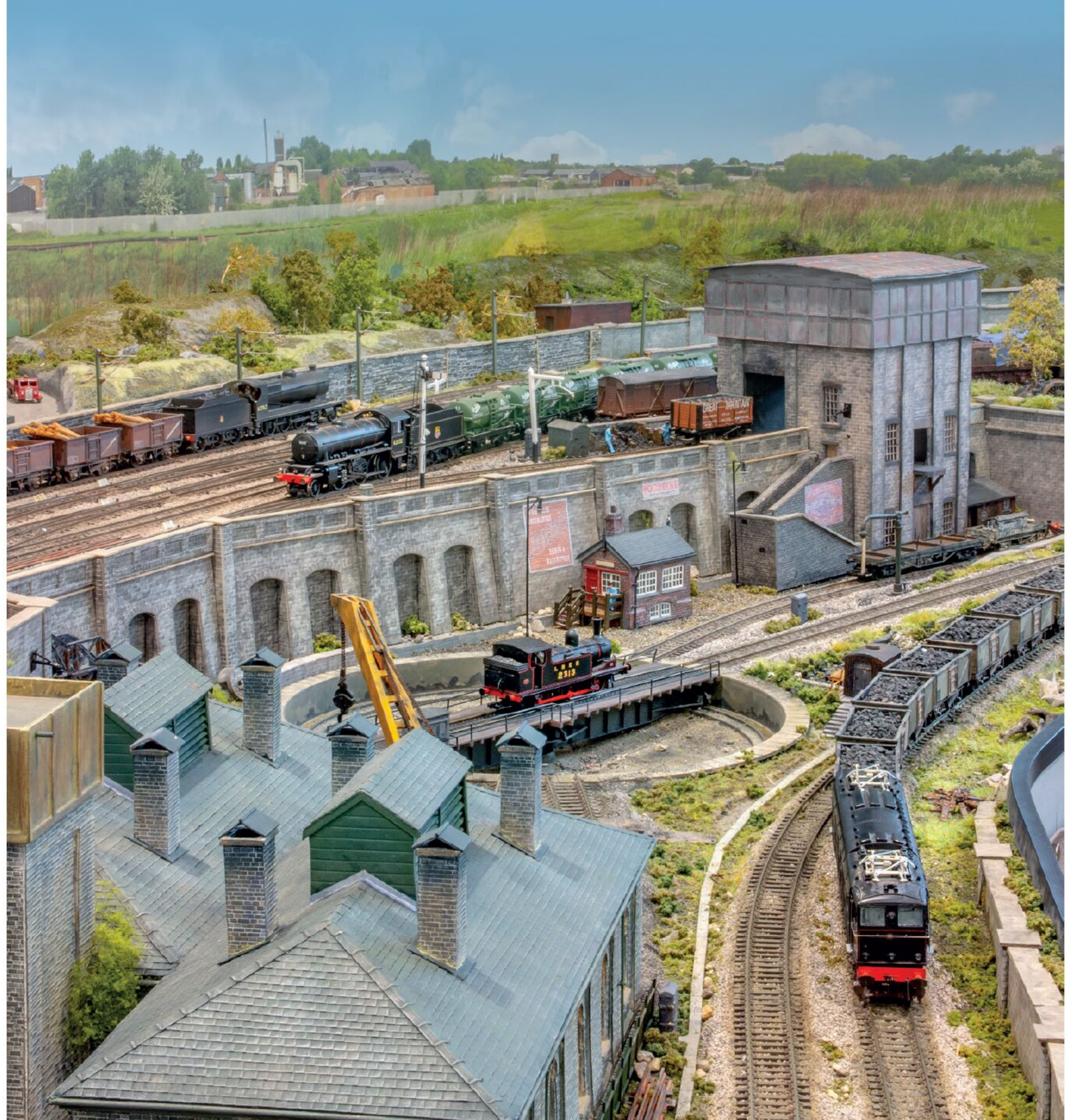
Darnall provided inspiration for the engine shed part of the layout. On the right an EM2 electric locomotive heads a coal train.

doubles up as the CCTV display monitor. The control panel in front of the station has several sections: the left-hand section is for guest operators and has a basic 'Start the Trains' button, the centre section controls the power circuits, and the right-hand section is for DCC.

Lighting is another feature of the layout controlled by the computer. Station lighting, house and street lighting – and even the engine shed lighting – can all be controlled. I have found that the younger operators love recreating an early morning scene with the milk train arriving in the dark, just before sunrise.

A new project

With the layout complete, what's next? First, there will be lots more train operation with guests, together with filming for my YouTube channel, which includes footage



showing some of the construction methods I used. Looking further ahead, however, sadly disassembly

◀ A remnant of the hostilities that took place in the previous decade, this building awaits demolition.

Although the layout is inspired by Sheffield as it was in the 1950s, stock from other eras is used on occasions, such as this DMU in 1970s blue & grey.

looms because the spare room where the layout is located is needed for other purposes. However, I am already planning a new layout, albeit much smaller in size.

See the layout on YouTube

To view videos of the layout in action, go to:
www.youtube.com/@richardadams895





RAILWAY MODELLING *Explored*



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

THIS MONTH • A digital diesel depot in OO • Sound for a Peco/Kato England in OO9

Queens Road TMD

ADAM TOWERS describes this digitally controlled Traction Maintenance Depot in OO, which is set in the post-Privatisation era and was completed with the help of his father.

Photography by the author

Railway modelling is a hobby that spans three generations in my family, with my own interest following that of my father and grandfather.

I was born in the 1990s and have grown up during the Privatisation era. As a result, I have been fascinated by the ever-changing liveries and colour schemes carried by modern traction. I recently had the opportunity to turn

my dream of building my own model railway into a reality, this project also enabling me to spend quality time with my father, who assisted with the construction.

Made to measure

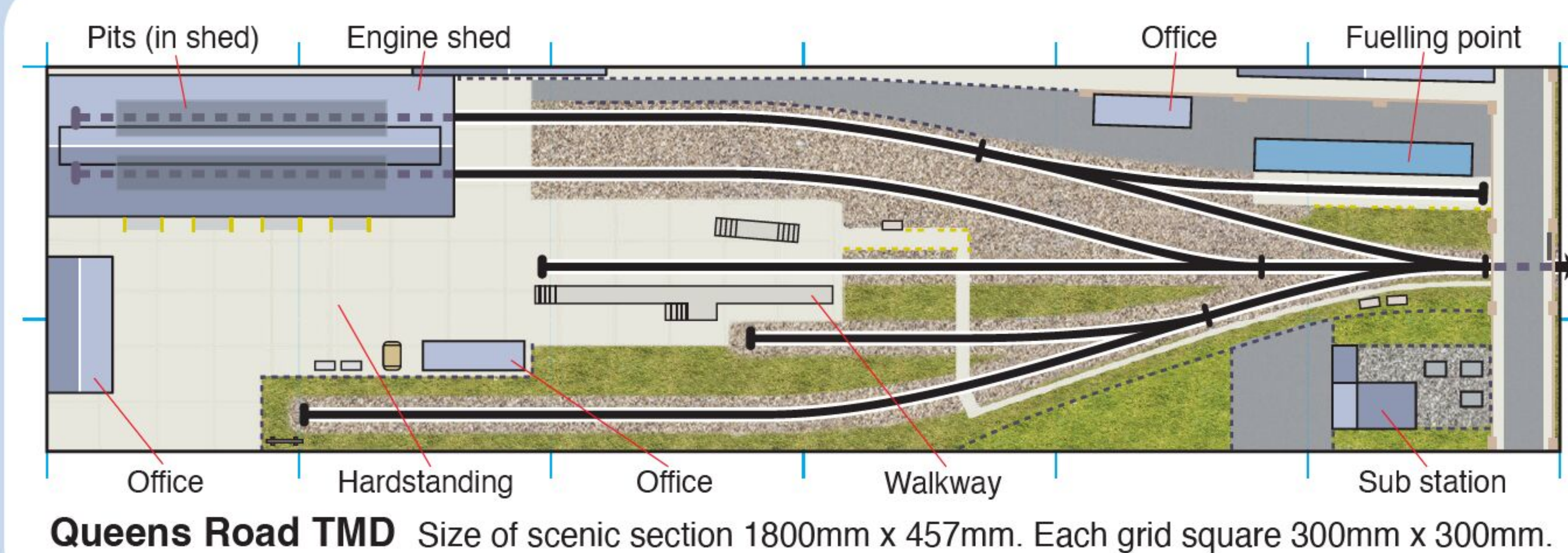
A number of years ago, my father and I were gifted a small diesel depot layout that was in need of some renovation work. On further

inspection of the layout boards, it was decided that it would be best to rebuild the layout completely from scratch. Therefore, we recovered any items that could be reused and the original boards were then recycled.

We subsequently came across a company called Grainge & Hodder, a specialist supplier of laser-cut baseboards. The firm's standard modules measured 900mm x 400mm deep.



▲ An array of motive power including examples of Classes 08, 37, 66, 67 and 68 – all obtained as ready-to-run models.



and they were able to provide us with bespoke boards that were the same length but 457mm (18") deep.

We also wanted to use the firm's standard turntable board (900mm x 400mm with a rotating deck) and so G&H supplied us with a modified version, such that all three boards would line up along the front edge.

The boards were assembled using Gorilla Glue to join the parts together. To reinforce the boards at the corners, we added some extra strips of wood, although this was our personal preference, and is not necessarily required.

Peco Streamline code 75 track was used, along with matching Electrofrog points. Traditionally, when laying track, most modellers use track pins, but on this occasion the track was simply glued into position. However, pins were used to hold the track in place while the glue set, but were then removed prior to ballasting; this was achieved using granules, applied dry and then glued in place using diluted PVA with a tiny amount of washing-up liquid added.

Scenic detailing

Queens Road TMD is not based on an actual location, yet the impression is that it could be somewhere in the North East area of England – Yorkshire perhaps. We were fortunate to visit a Direct Rail Services open day at Kingmoor Depot, which was very useful when it came to looking back at photos to use as references for detail.

Due to the compact size of the scenic section, an illusion of depth was achieved by using Townscene printed backscenes, layered to suit, and fixed in place using a spray adhesive.

The two low-relief warehouses positioned in front of the printed backscene were both scratch-built using cardboard and embossed styrene sheeting. These were given a more modern look to contrast with the older industrial buildings illustrated behind.

Woodland Scenics and WWSenics both played a part in creating the green spaces along the front of the layout, with products from both of these firms' static grass ranges being used.

No depot is complete without inspection pits and walkways, and these items were sourced from the Peco and Knightwing ranges respectively. Ready-finished resin products from the Bachmann Scenecraft stable were used for other structures on the layout, ranging from the shed and fuelling point, through to the office blocks.

One of the main challenges was figuring out how best to disguise the scenic break with the fiddle yard. A solution was found with the Metcalfe Models range of card kits, combining this manufacturer's brick-built

◀ The layout comprises three laser-cut baseboard kits; two for the scenic section, and a third for the fiddle yard. Train storage is provided with a multi-track turntable.



▲ Diesel Multiple Units are occasional visitors to the depot, including this Class 144 two-car unit in BR West Yorkshire Passenger Transport Executive 'Metro' red & cream livery.

However, after planning our new depot layout using lining paper and Peco point templates, we realised we needed a slightly greater board depth to accommodate everything. We contacted the team at G&H



bridge and retaining wall kits. The area of concrete hardstanding was created using a product by Scale Model Scenery. This was fixed in place using Gorilla Glue and then painted a suitable concrete colour.

The electrical sub-station building is a Bachmann product; however, I chose to add extra details around it to enhance this part of the layout. I sourced some electrical transformers on an online auction site, these being painted and added, with some fencing to create the compound.

Further smaller details were added using items from firms including Scale Model Scenery and West Hill Wagon Works, all of which helped to add further realism.

A depot is never complete without lights, so LED lighting was added, including floodlights on the main shed and freestanding yard lights, together with lighting in the inspection pits and under the fuelling point canopy.

Going digital

After studying similar layouts and talking with friends, digital operation made sense, this enabling me to get the most out of the layout with the potential for locomotives equipped with sounds and lights.

However, Digital Command Control was something that was new to both my father and I, as previously we had only used 12V dc. After researching the various DCC systems available, an NCE Power Cab set-up was purchased.

With the layout wired accordingly, we fitted DCC Concepts Cobalt Digital IP point motors, these being wired directly to the DCC power bus. These have the option of using push-buttons wired directly to the motor, or using function commands via the DCC handset. The auxiliary switch in each motor was wired to

Small details were obtained from suppliers including West Hill Wagon Works. Here Network Rail-liveried 97 304 John Tiley is being refuelled.

switch the frog polarity on the pointwork.

Locos with sound

A variety of locos and rolling stock in various liveries are used, ranging from older designs such as Class 37s and 47s, through to more modern machines including Class 66s and 68s. Test trains, weed-killing workings, freight, and the occasional visiting Diesel Multiple Unit can also be seen.

Locomotives are fitted with a range of decoders, whilst sound files include products by Hornby, YouChoos, Coastal DCC and LegoManBiffo. Speaker upgrades were also made where possible, such as to the Hornby TTS-fitted models, by using products supplied by Roads And Rails. This is something I would very much recommend doing, providing you are comfortable with using a soldering iron.



▲ **Class 66 Co-Co 66 301 in Fastline livery stands at the refuelling point, which is one of the structures that features LED lighting.**

My eventual aim is to weather all my locomotive models, this being a skill that I am currently practising. Until then, the team at TMC (The Model Centre) have come to my rescue to provide this added detail to some of the locos I currently have.

A satisfactory project

No layout is truly finished, and there are changes that could be made. Skills and knowledge were certainly gained in the process of creating *Queens Road TMD*, which is the first layout I have completed. I have learned so much over the last few years, including how to undertake woodwork, electrics and scenic detailing.

Although the layout was built for my own satisfaction, I have always enjoyed being out on the exhibition circuit. Therefore, with this in mind, should any exhibition/show managers be interested, then contact me by email:

towers.railwaymodellers@hotmail.com



▲ **Sporting the striking TransPennine Express livery, Class 68 Bo-Bo 68 019 (a Dapol model) eases out of the depot.**

Supplier information

Grainge & Hodder
www.graingeandhodder.co.uk

Metcalfe Models
www.metcalfemodels.com

Scale Model Scenery
www.scalemodelscenery.co.uk

West Hill Wagon Works
www.westhillwagonworks.com

See the layout in action

Queens Road TMD is booked to attend a show in Hutton Cranswick on Saturday 9 November 2024 (see Societies & Clubs for further details) and also the Keighley Model Show on 1 & 2 March 2025.



Digital sound for a Large England in 009

Having demonstrated the straightforward installation of a Digital Command Control decoder in the August issue, **ANDREW BURNHAM** outlines the slightly more involved process of equipping a Peco/Kato Ffestiniog Railway Large England 0-4-0ST+T with sound.

Constructional photos by the author

After fitting a basic DCC decoder to a Kato/Peco England 0-4-0ST+T (see RM August 2024), we decided to explore the possibility of sound installation.

Fitting a sound decoder and related equipment into such a small model is not to be undertaken lightly, but with care it can be achieved. Before we start, it should be noted that the alterations described in this article will invalidate the Kato/Peco guarantee. If in doubt, we recommend using a professional installation service.

Installing digital sound

We used a Zimo ref.MS491 1A peak current decoder, which measures 19mm x 7.8mm x 2.8mm and has a sound output of 1W. It has five functions (0.5A total maximum) and two logic functions. It is supplied with wires c.45mm long and either a six- or an eight-pin plug – this is not required in this application, and the wires can be trimmed to suit.

Tools/materials required

- Small soldering iron
- 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)
- Decoder of choice

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.

On the Kato 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 which makes it straightforward to unsolder them from the motor wires and solder the red and black decoder wires to them. Take care with the solder joint – if it is too bulky the strips will not fit back in the chassis slots.

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

Insulate the soldered joins with heat shrink sleeve. The only drawback with the heat shrink 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 white, yellow, green, and brown 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.

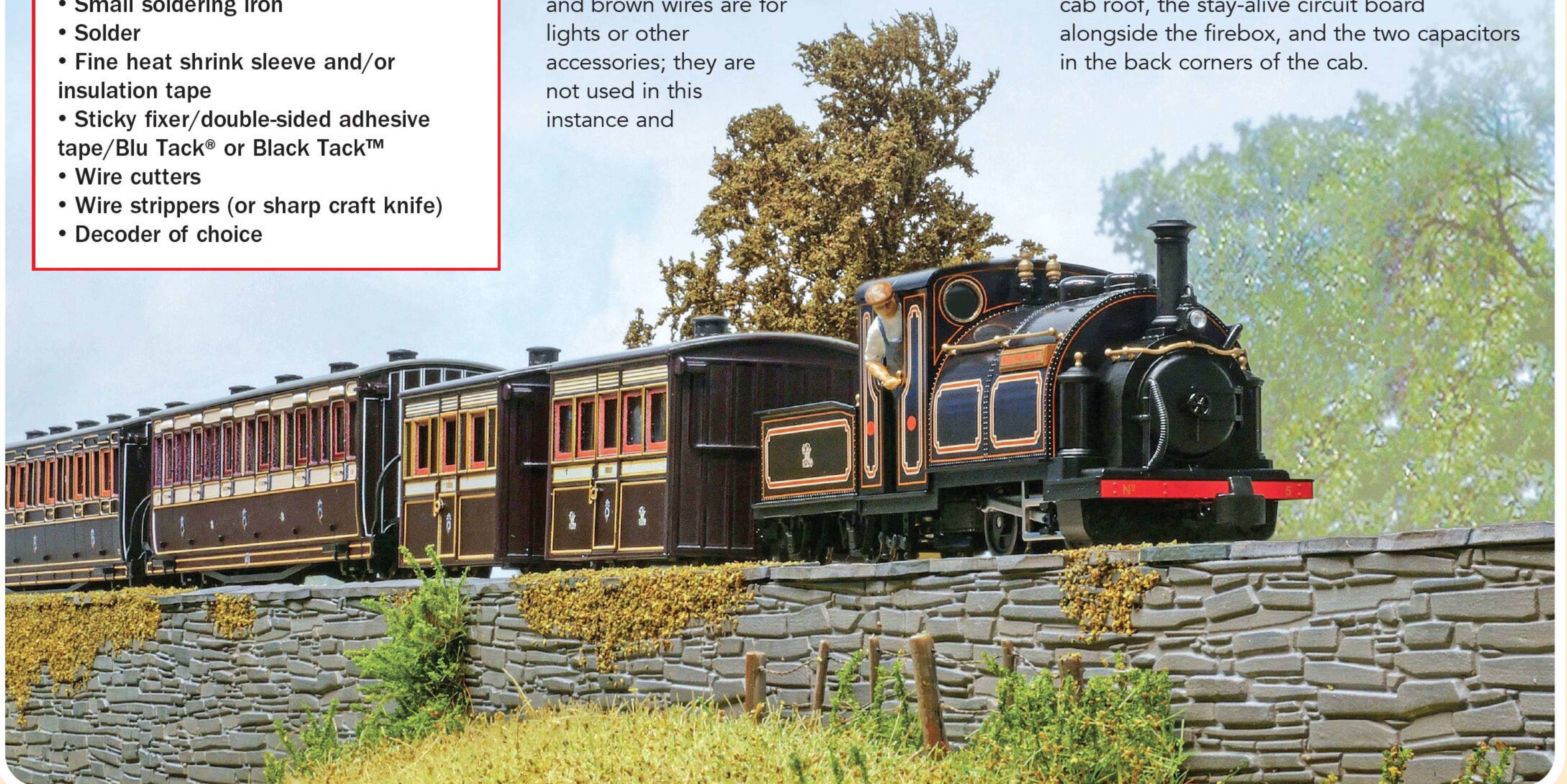
The blue and grey wires connect to the stay-alive circuit board. A stay-alive (in this case a Zimo Staco 3B with two 1F capacitors wired in series) is strongly recommended.

The purple wires are for the loudspeaker. The unit used is a Rail Exclusive ref.SP 12mm x 8mm x 8mm 'sugar cube' enclosure, 8Ω 0.5W. Digitrains offers a custom sound file for the England locomotives.

Before starting work on the model, separate the loco and tender, and remove delicate details such as the chimney, ejector pipe, and whistle assembly, putting them aside somewhere safe. (Note the two 'brass' whistles may be separated from the base.)

The Digitrains method

Recognising that the Zimo decoder is longer and will not fit into the Kato body if simply mounted on top of the motor, for its installations, Digitrains fits the decoder in the cab roof, the stay-alive circuit board alongside the firebox, and the two capacitors in the back corners of the cab.



The loudspeaker is then placed on top of the motor, slightly nearer to the source of the main sounds in the real thing.

The problem with this is that the speaker plus enclosure is too tall. The speaker must be carefully removed from the enclosure – run round the join carefully with the tip of a craft knife blade, then prise the speaker out. The plastic enclosure can then be cut down to around half its height – hold it gently but firmly in a vice and use a rigid-backed razor saw to ensure a straight and even cut. The resulting reduced back will not have the small locating pips at each corner, but the speaker can be replaced, held with a smear of adhesive.

Wires from the pick-ups to the decoder and back to the motor and speaker (so six in all) will need to be threaded through holes made in the body moulding.

First choice is to drill out the safety valve mount on top of the firebox.

Alternatively, drill a matching hole through the front of the cab and the back of the saddle tank, though this makes it more awkward to remove the cab separately.

The capacitors can be connected and their positions defined by using the rigid 'leg' connections cut to size and bent to shape.

Our alternative method

Partly to avoid having to modify the speaker and partly because the decoder is a tight fit under the cab roof, but mainly because it seemed sensible to have the mechanism with decoder as a single unit, we decided to mount the decoder on top of the motor, with the speaker under the cab roof.

The thickness of the decoder plus the wires will not fit into the firebox and allow the body to be replaced. To create clearance, the top of the firebox must be removed, with a horizontal cut at about the level of the moulded gauge glasses and a vertical cut behind the saddle tank. The back of the tank and the front of the cab must also be cut out to match. This may sound drastic, but once the cab is replaced – and particularly if crew figures are added – it is hardly noticeable. It makes wiring the decoder to the stay-alive and the speaker much easier.

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.

Connect the appropriate wires to the stay-alive circuit board (observing polarity) and the loudspeaker; the solder pads are very small.

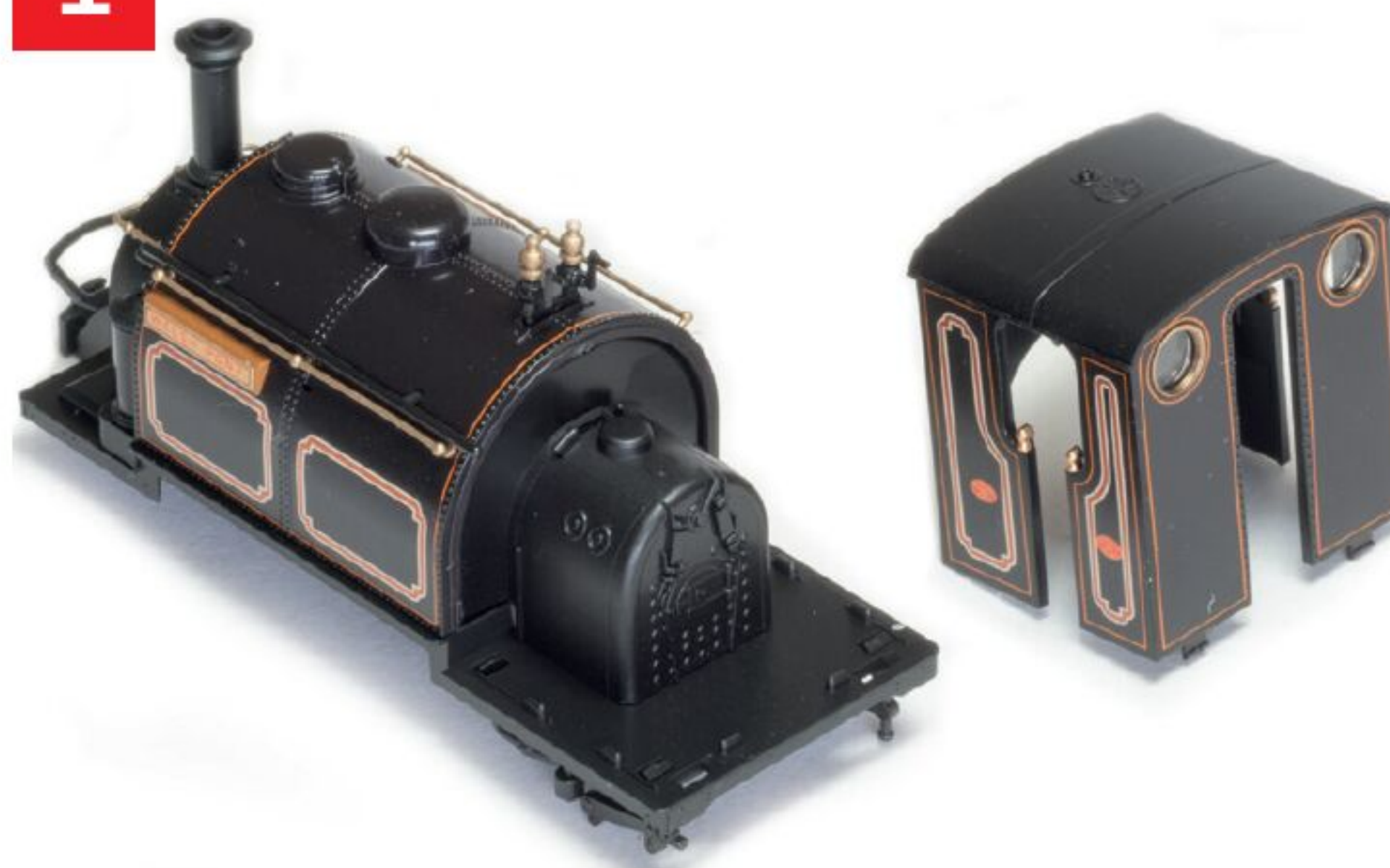
Reconnect the loco chassis and tender, and test the decoder on the programming track.

Finally, replace the body, then the cab, taking care fitting in all the wires. Then test again!

◀ **The Peco/Kato model of Large England Welsh Pony with a rake of Peco FR coaches.**
Photo: Callum Willcox

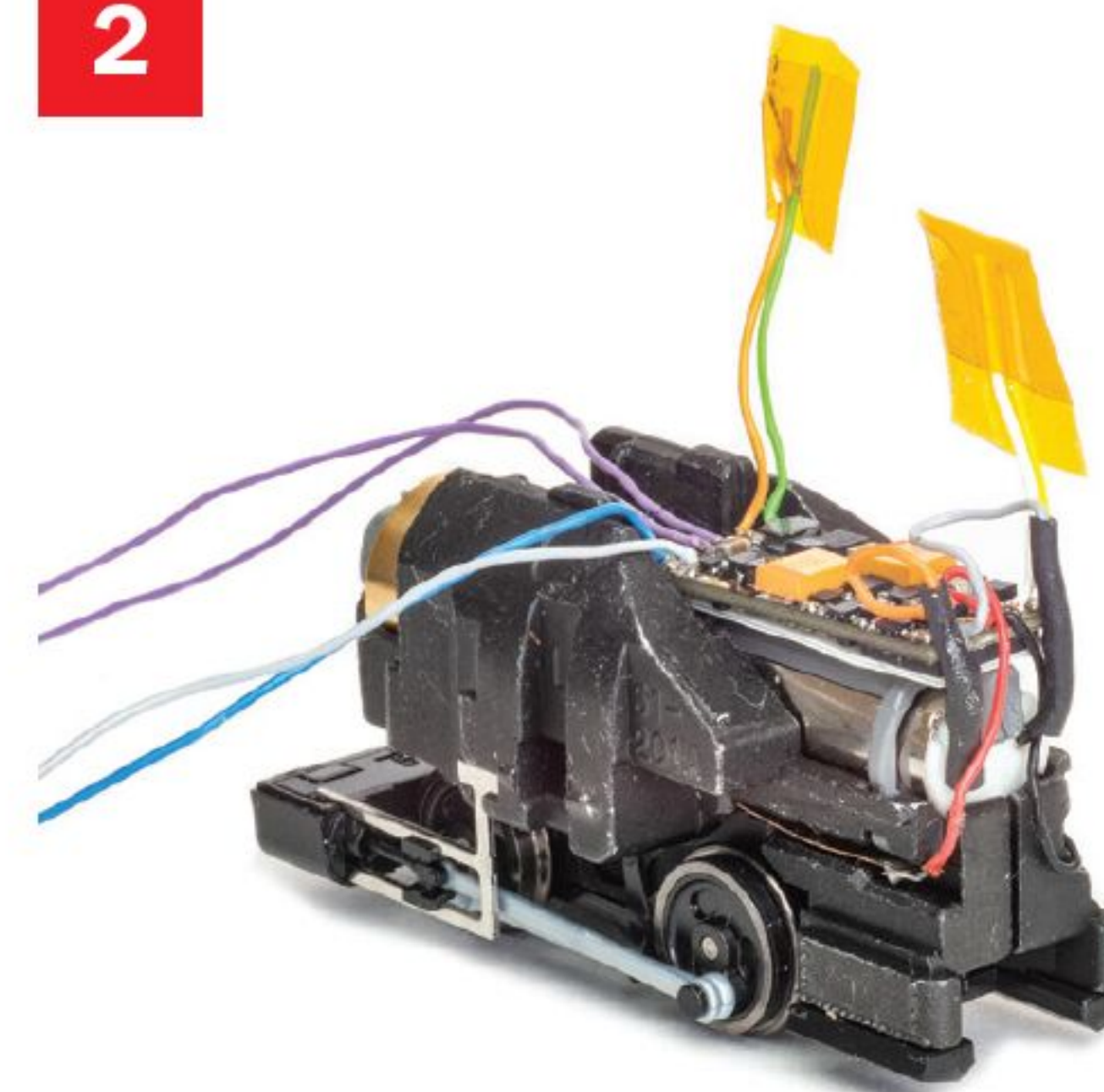
Equipping the model with sound

1



With the locomotive and tender disconnected, the locomotive body is separated from the chassis (see August issue). The cab can then be unclipped from the rest of the body.

2



The sound decoder has been fitted to the chassis as described in the main text, with the electrical connections made between the motor, decoder and pick-ups.

3



Accommodating the decoder and associated wiring within the structure of the locomotive requires the top part of the firebox moulding to be cut away as illustrated.



4



Part of the cab front also needs to be removed, as shown here. Although these modifications may seem drastic, they make wiring the decoder to the stay-alive and the speaker much easier.

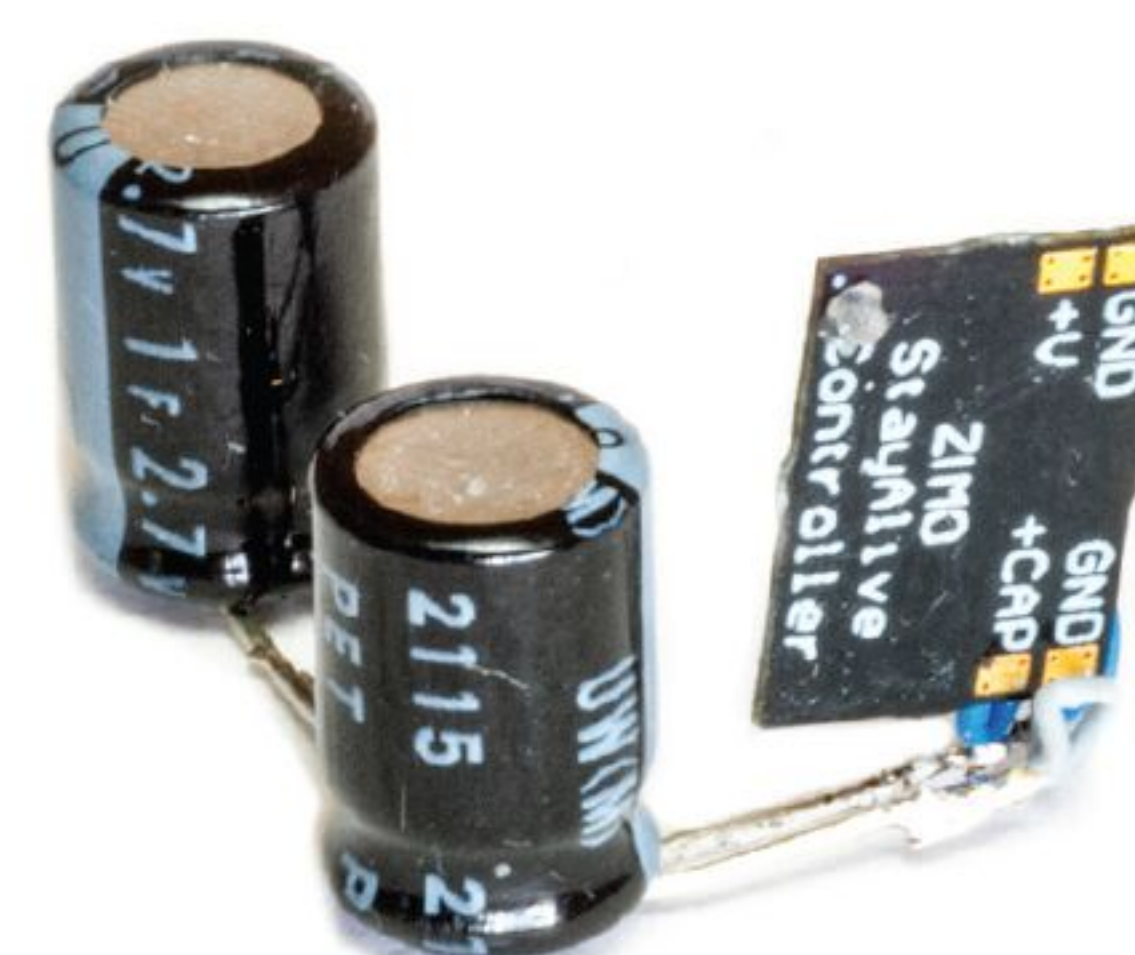
5



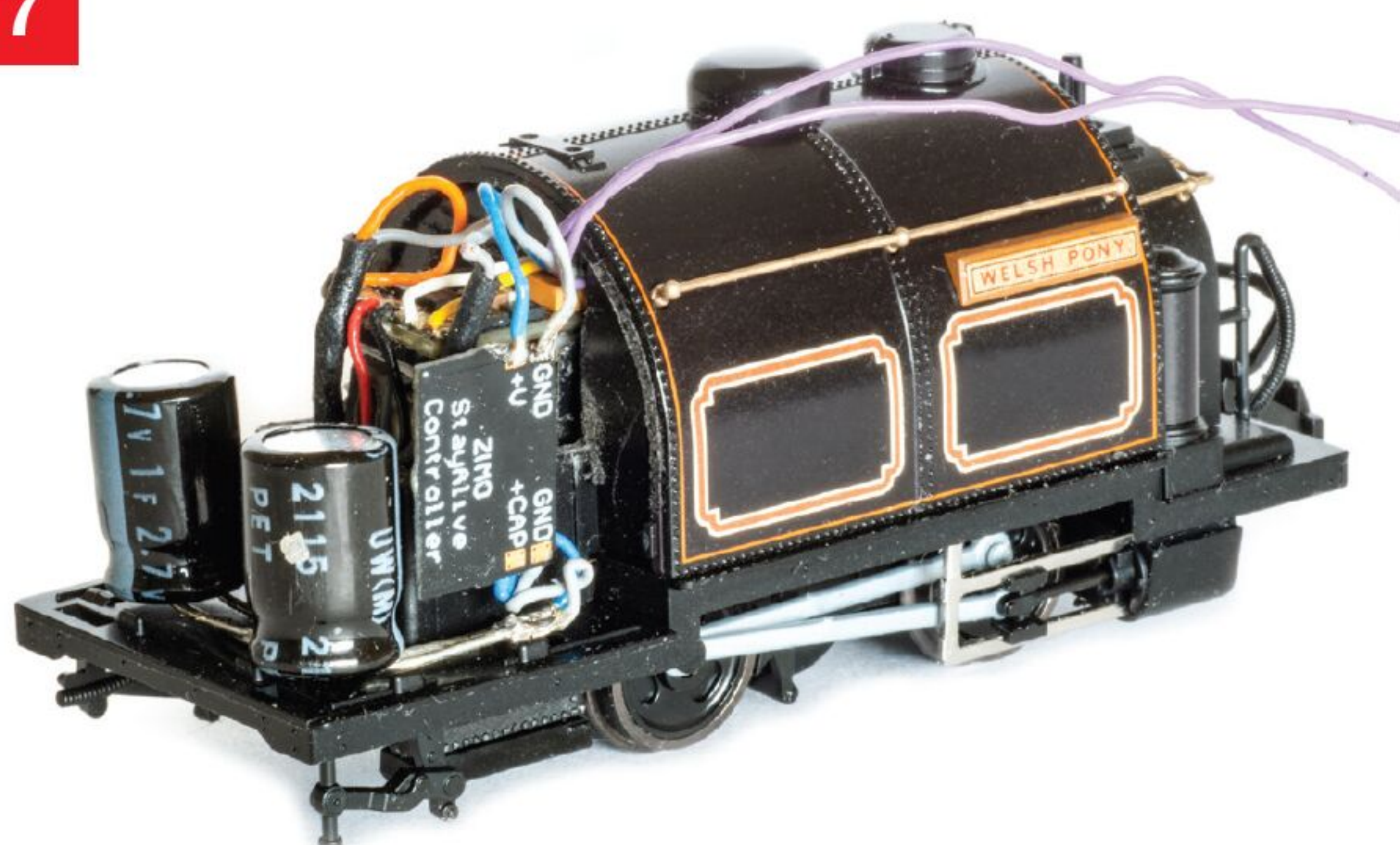
Here, the body is seen re-fitted to the chassis prior to installing the stay-alive and speaker components.

6

The components for the stay-alive comprise two capacitors and a circuit board. These were soldered together to create the sub-assembly illustrated, which could fit inside the cab space.

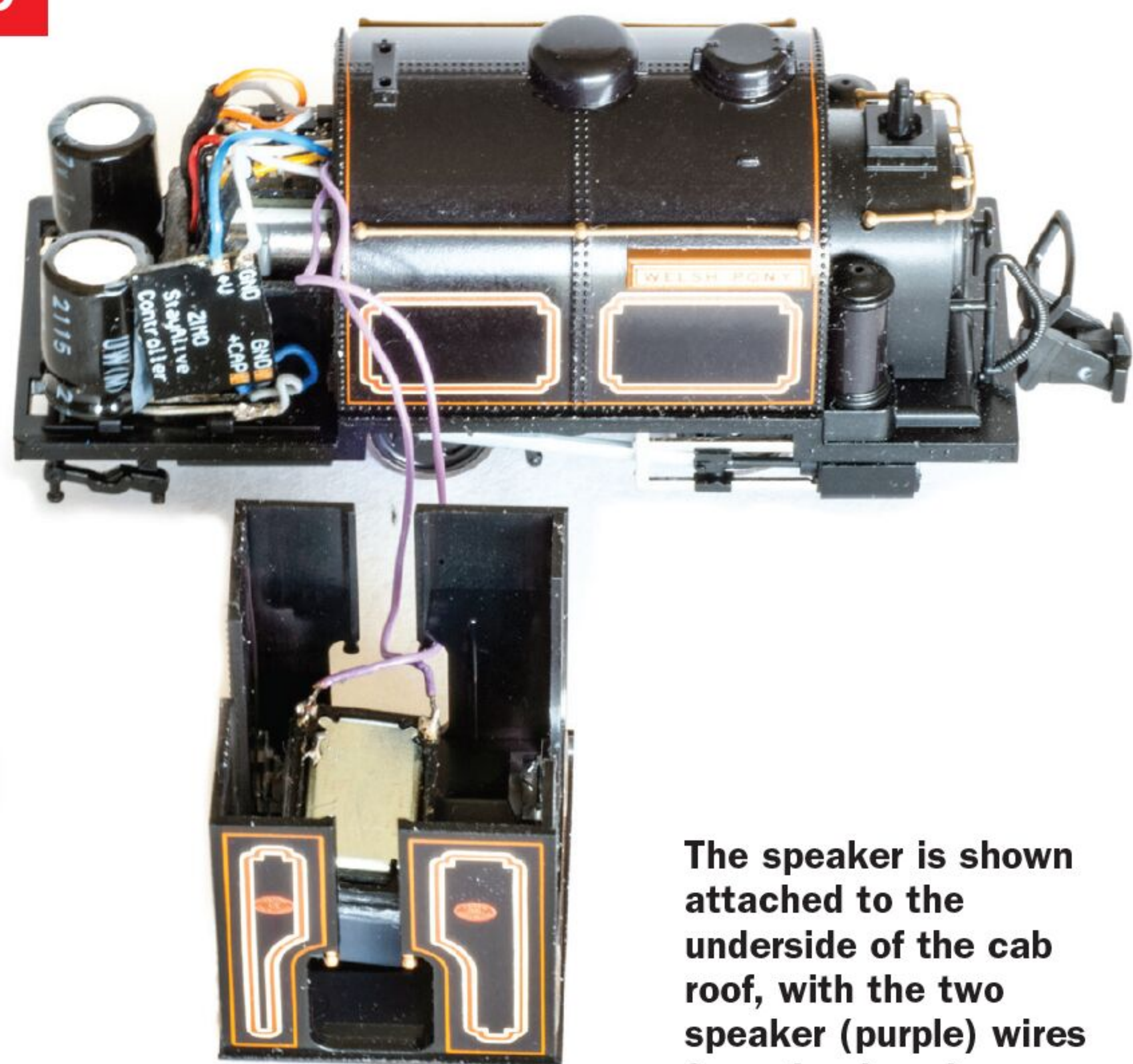


7



The stay-alive sub-assembly after fitting to the model, with the blue and grey wires from the decoder attached to the stay-alive circuit board.

9



The speaker is shown attached to the underside of the cab roof, with the two speaker (purple) wires from the decoder connected.

8

The speaker and the enclosure as supplied. The inset view shows the trimmed-down enclosure (on the left) prior to reassembly with the speaker and fitting.



10



With cab clipped back into place and the tender reconnected, the model is ready for final testing. Although the components used for the digital sound installation are quite visible, their presence can be largely disguised by fitting an engine crew figure in the doorway on each side.

Supplier information

Our thanks to Digitrains, Rail Exclusive, and Zimo for advice and assistance with this project.

Digitrains
www.digitrains.co.uk

Rail Exclusive
www.railexclusive.com

Zimo
www.zimo.at

A further view of *Welsh Pony* with a train of matching Ffestiniog Railway stock. The construction of this diorama was described in the November 2023 issue of RM.
Photo: Callum Willcox



Dennis Lovett



The 40-year rule

“Over the years, whilst working at model railway exhibitions for club or company, I have had many conversations with people returning to the hobby after years away. Often, they are aiming to replicate the scenes of the railways they had known in their youth – a trend that I have often heard referred to as the ‘40-year rule’ in railway modelling circles.

When I joined my local model railway club upon its formation back in my school days, most members modelled the railways they had observed and known in their own youth. Accordingly, the Big Four dominated, comprising the London Midland & Scottish, London & North Eastern, Great Western and Southern railway companies, although some of the older members preferred the pre-Grouping scene. British Railways liveries were confined to the ready-to-run market and, back in the 1960s, ready-to-run was not considered to be proper railway modelling. How times have changed!

When I first joined Bachmann Europe plc from the full-size railway industry in 2006, it was transition era models that were by far the most popular. This period covered the changeover from steam to diesel & electric traction. There were certain places in the 1960s, such as Crewe, where all three forms of motive power could be seen together side by side: I was fortunate to have been born at a time that allowed me to witness this happening, and hence my own modelling interests initially tended to reflect this.

Over the past few years, we have seen popularity shift to what is often referred to as the ‘BR blue’ period, with the manufacturers ensuring that all the major (and in some cases minor) classes are represented in their ranges. Despite living on the West Coast Main Line, spotters in my home town were treated to Hymeks, Warships and Westerns on a regular basis courtesy of Bletchley flyover. We also saw

other ‘foreign’ locomotives in the form of Brush Type 2s (later Class 31) from the Cambridge area. It is not surprising, therefore, that manufacturers in recent times have provided us with a wide range of blue era models to entice those who spent the 1970s and 1980s on platforms with their trainspotting books.

We are now in the period where 40 years ago BR Sectorisation was starting to make an impact. Having been revealed in 1981, this was the period in our railway history where we saw a move away from the established regional organisations, to new commercial-based businesses that brought us the InterCity, Network SouthEast, Provincial (later Regional Railways) and Railfreight sub-sectors. Naturally, therefore, recent years have seen more models appearing in these colour schemes and, if the 40-year rule is still relevant, then more models will no doubt continue to appear during the course of the next few years.

Aside from the many modellers who are inspired by their childhood memories, there will always be a demand for what can be found out and about on the current railway network. Keeping up with contemporary railway developments and liveries is a challenge, both for the modeller and manufacturer. Since the first companies were privatised in 1996, some have changed hands several times and, by the late 2030s, if the 40-year rule continues, then our manufacturers are going

...manufacturers in recent times have provided us with a wide range of blue era models to entice those who spent the 1970s and 1980s on platforms with their trainspotting books...

to be producing models with a vast amount of livery options.

Whilst there is far more choice these days across the prototypes, regions and eras that are being made available in ready-to-run form, the trends that can be seen amongst those returning to the hobby (or even starting without any previous experience) would suggest that the 40-year rule does continue to hold firm. My perception is that, at present, BR blue diesels are by far the most popular. This should also equate to high levels of interest in blue electrics: however, on this side of the English Channel, we seem to be reluctant to install catenary, and I am sure most manufacturers would describe sales of locomotives or units with pantographs as ‘challenging’.

In contradiction to the 40-year rule, however, is the recent growth in demand for pre-Grouping models.

When Bachmann released its OO gauge Fairburn 2-6-4T in 2006, we produced a run of 504 models finished in pseudo-Caledonian Railway livery exclusively for Bachmann Collectors Club members (this livery having been carried by preserved No.42085 at the Lakeside & Haverthwaite Railway in the 1970s and 1980s). It was a huge risk at the time,

but fortunately, all the models sold out in just three weeks!

Following this was the Bachmann Wainwright C class 0-6-0, which presented multiple livery options including the very attractive fully lined green of the South Eastern & Chatham Railway. The popularity of this 2012 release arguably paved the way for a resurgence in pre-Grouping liveries, which are now an established part of the ready-to-run market.

What has really put the cat amongst the pigeons in the last couple of years is the clamour for models that represent the very earliest period of railway history, including Stephenson’s *Rocket* from Hornby, *Lion* from Rapido Trains UK and chaldron waggons from Accurascale.

There is no doubt that the 40-year rule has been diluted a little, but that’s no bad thing – we as modellers now have far more choice than ever before. Who would have forecast only a few years ago the aforementioned rise in popularity of pre-Grouping models?

Dennis Lovett has decades of experience working for companies on the full-size railway and in the model railway hobby.



▲ The transition period at Crewe c.1963, with Type 4 diesel D6 Whernside arriving ‘under the wires’ with a Down express, whilst visible alongside is a Fowler 3F 0-6-0T. Photo: Rail Photoprints

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.

75 years of RAILWAY MODELLER

Thank you to everyone who took the time to send us their words of congratulation following the publication of our 75th anniversary issue (RM October). Available space precludes us from printing all the contributions that we received by letter, email and via social media, but a selection is published here.



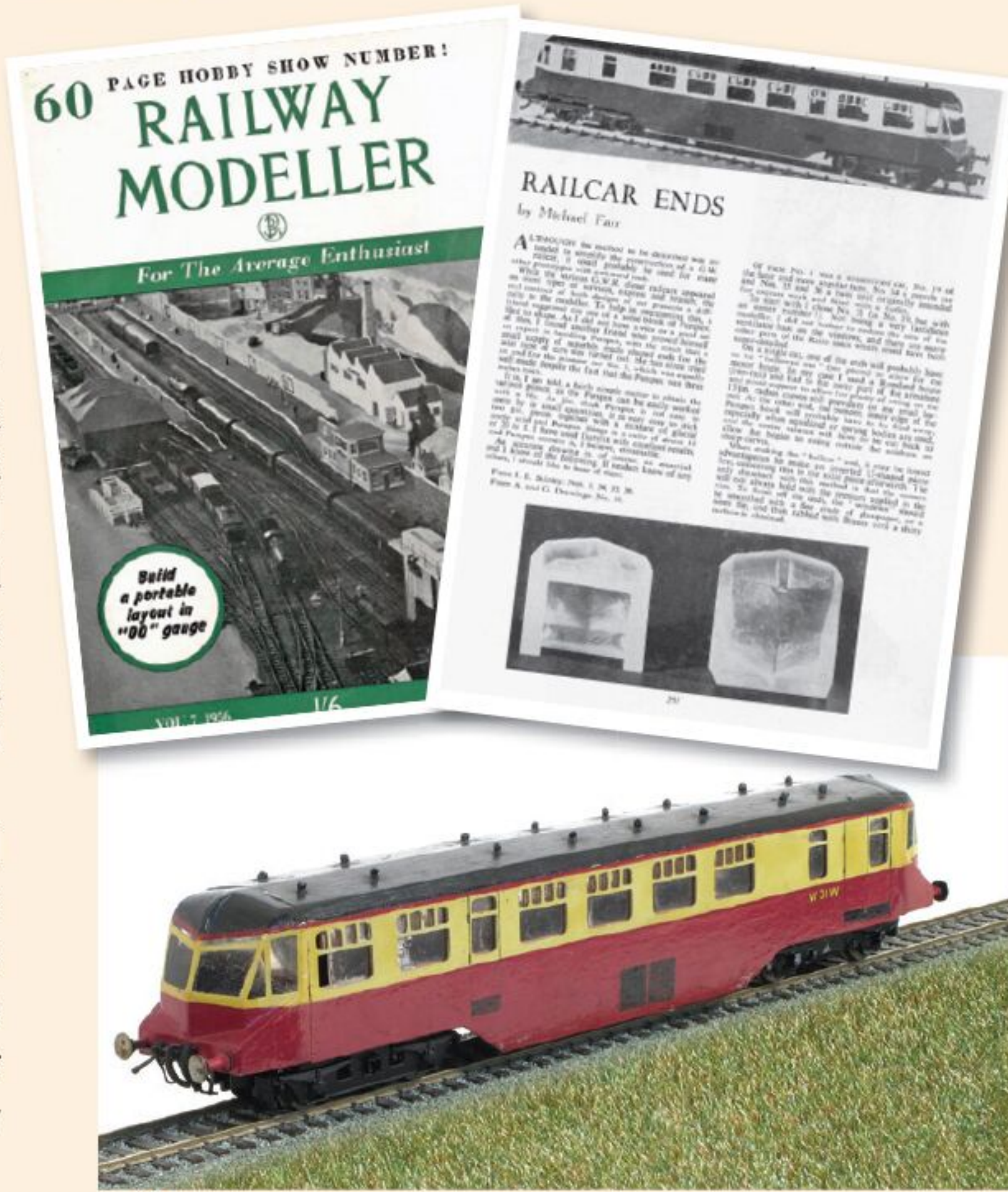
Congratulations to all for reaching your 75th anniversary.

I reckon that means it was 68 years ago that Cyril Freezer encouraged a modelling newbie aged 17 to write an article about the Great Western 'Flying Banana' diesel railcar he'd just built. I met him at the Model Railway Club Easter show at Westminster and it led me to spend a lifetime researching and writing about railways – real and model.

I am so glad that you still encourage younger enthusiasts – like Oscar Robson in the September issue – to write about their achievements in our hobby enjoyed by so many 'oldies' (like me).

Here's to your next 75 years!

MICHAEL FARR



▲ **Michael Farr's model of a GWR railcar was described in the November 1956 RM.**

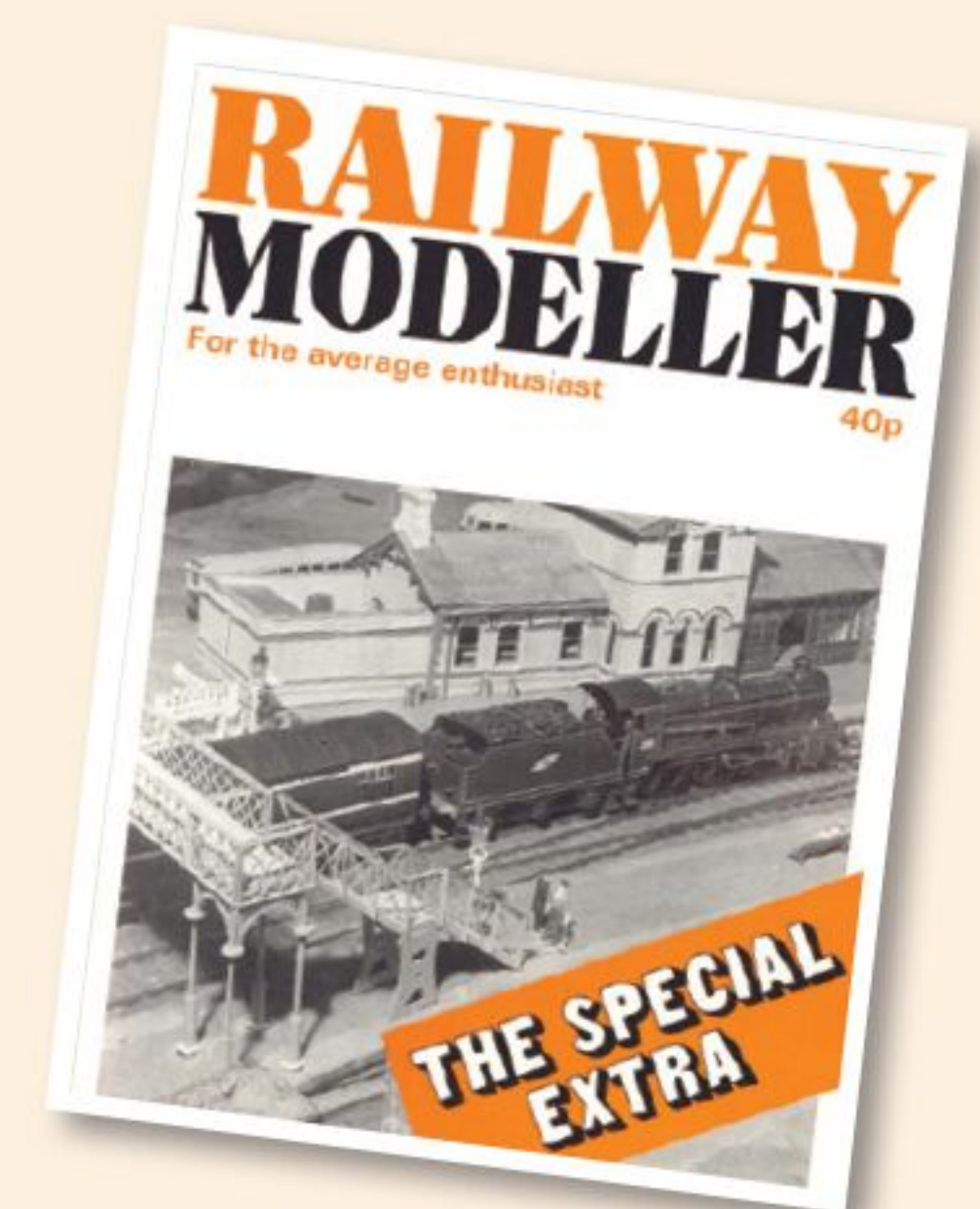
My congratulations to RAILWAY MODELLER on reaching such a milestone in its publication.

My first copy was the 'Special Extra' published in 1980, which cost 40p. I still have it. The 'extra' was caused by printing issues in the days when the country appeared to be on strike all the time. Some of the articles are marked 'May', giving an idea when the strike occurred. This, my first copy, formed a very important stepping stone for me from train set to model railway, as we had just traded our Hornby bits in for a Lima N gauge steam freight set (at the long-gone Cowplain Models near Portsmouth).

One of the layouts featured, *Tivington*, became the basis of my first (and to date largest) model railway. In 1982 the family moved into a house with a boarded loft.

I copied the track plan more or less to the letter and had many enjoyable hours learning modelmaking skills on that layout.

RICHARD JOHNS



▲ **The 'Special Extra' issue of RM, which was published in 1980 following a printers' strike.**

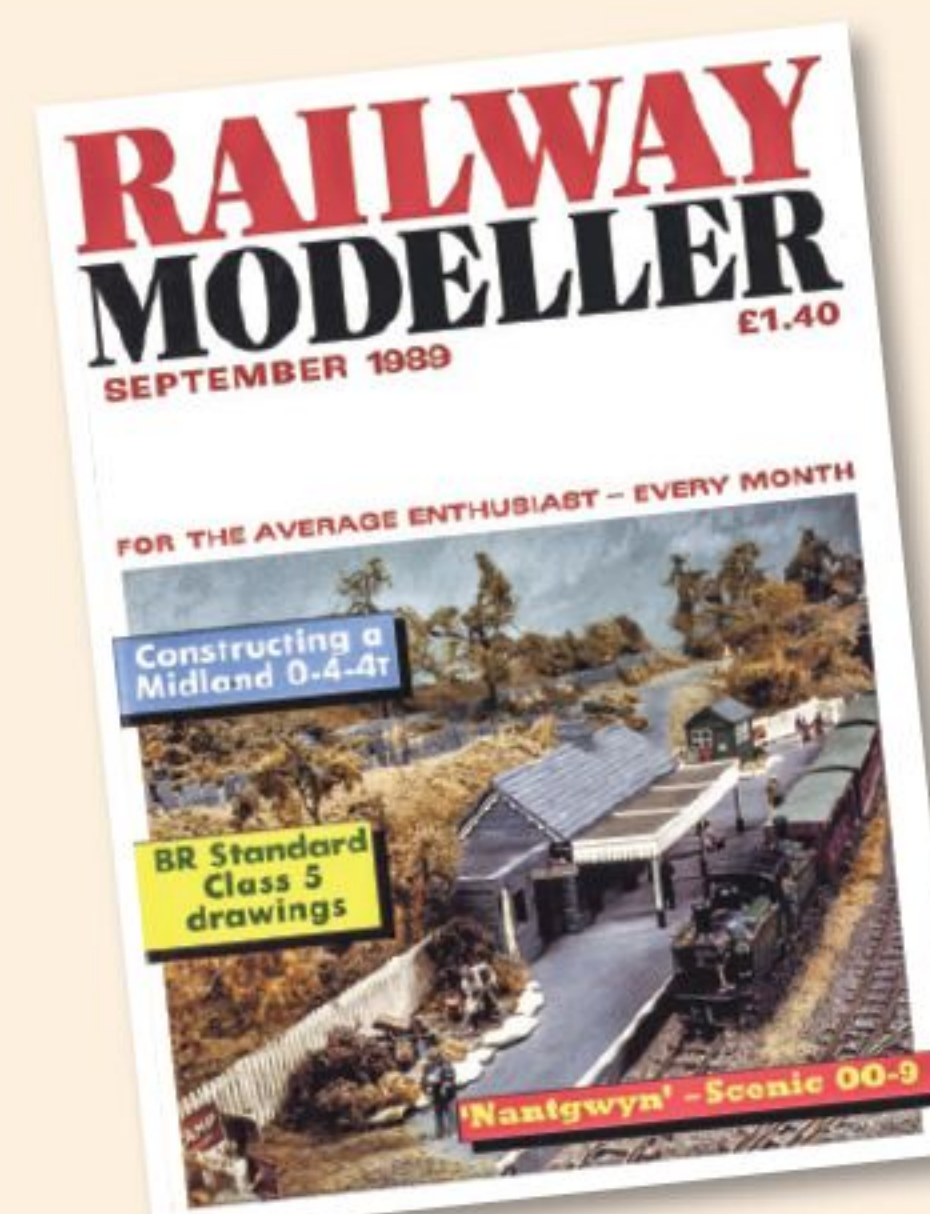
Your feature on the magazine's 75th anniversary brought back many happy memories, especially of the October 1974 edition. I was enthralled as a teenager by Cyril Freezer's *Euston Minor* plan, which echoed the early days of our hobby when modellers thought nothing of shrinking the West Coast Main Line into a loft.

I never built my own Euston, but was inspired by Stan Roberts' *Bakewell* layout (also RM October 1974) to

model the goods shed from that Midland station. My own vision of the Great Central Railway's Leicester South appeared as a plan in the September 1989 edition of RM. Years later Shipley MRS brought my dream to life with its superb layout [Ed. See RM September 2012]. Will someone bring CJF's design to life? Time to measure my loft...

Here's to the next 75 years.

ROB SKINNER



▲ **Rob Skinner's proposed Leicester South plan in the September 1989 Issue.**

Contributions from our social media channels

Well done to all the team, past and present. A great milestone! I've had every issue since April 1968 and have collected many of the earlier issues. Thank you Peco for your great support to our tremendous hobby!

PAUL JONES
Warley Model Railway Club

Well done all. I've been a customer for 70 of those years and you're still out in front.

PETE WATERMAN OBE

Congratulations and many thanks. The front cover of the subscribers' edition is a thing of beauty and a very appropriate celebration of the first 75 years! Onwards and upwards.

GODFREY GLYN

Many happy returns.

JOOLS HOLLAND OBE

Congratulations from all at AIMREC!
ASHFORD INTERNATIONAL MODEL RAILWAY EDUCATION CENTRE

RM got me hooked on the hobby back in the 1960s. So, a good investment. Particular thanks to Cyril Freezer, Brian Monaghan, the Rev Peter Denny, P D Hancock etc, to name but a few.

GEORGE BANKS

Well done. Always a good read. It has evolved yet has managed to keep its familiarity. My first copy was in 1972 and I still enjoy it today, and love your digital archive.

RUSSELL BENTON

Congratulations on the first 75 years! My first copy was September 1981 and the inspiration of *Wyndlesham Cove* and *The Locomotives of Lochside* has lasted all my life. The subscribers' cover this month was something really special.

DAVID ALEXANDER

Congratulations from all of us at the York Model Railway Show!
JOHN SHAW York Show Manager

Croft Street memories

Whilst reading the article describing *Cobbolds Wharf* in the September 2024 issue of RAILWAY MODELLER, I was drawn to the black & white photograph on p716 of J65 No.68211.

The caption that accompanies the photo claims that it was taken at the docks, but in fact the location illustrated is the rear of Ipswich Motive Power

Depot where it backs on to Croft Street. Class 15 diesel D8221 did end up in the road after demolishing the buffer stops in 1963, but steam locomotives had achieved this previously!

My grandfather was a loco driver at Ipswich MPD and lived at No.30 Croft Street, two doors off the EUR (Eastern Union Railway) pub, which is clearly

visible on the left of the photograph. I lived with my grandparents at No.30 throughout the 1950s and 1960s, and the photograph clearly shows figures at the door of the house we occupied. I suspect it is my grandmother but the figures are too small in the photograph to be certain.

BARRY MARTIN



More on the Barry Railway

Thank you for the two articles on the Barry Railway in the October RM. Brian Hunt has produced a very good model of a shed which is all the more interesting for being a scene from the pre-Grouping period (*Llanforen Shed*). Readers and prospective Barry Railway modellers may be interested in some more details:

The drawings by Tony Miller that Brian refers to were published in the April 1977 edition of *Model Railways*. Admittedly this is long out of print, but copies may be available second-hand or in club libraries. Secondly, 7mm scale kits are available for BR locos from *Gladiator* – the Class A 0-6-0T, and *Taff Vale Models* – the Class C, which may be built as a 2-4-0T or a 2-4-2T.

Although most modellers will not have space to run the 100-wagon coal trains on their way from the holding sidings at Cadoxton down to the docks, there were smaller exchange



▲ Barry Railway K Class 0-6-2T No.118 is pictured on *Llanforen Shed* (see RM October). Photo: Brian Hunt

sidings at various points, and the Vale of Glamorgan Railway ran west through a rural area with interesting small stations. Best wishes for the next 75 years.

TIM BIRCH

Metcalfe platform shelter build – request for more info

Like Kevin Russell (Readers' Letters, RM July 2024), I much appreciated the Metcalfe Models card kit based on Gargrave platform shelter, which was included with the June issue. What a delight to see photographs of the real thing – often missed on the rush to the Settle & Carlisle – in the July 'Plan of the Month' to ensure the kit is built as per the prototype (with the drainpipe in a different place to the example built by Callum Willcox).

Callum's helpful article in the June RM went a long way to help with construction, but the most difficult parts – adding guttering and downpipes – were not detailed! I'd love to know



how to mitre gutters neatly, whether to use a fascia to fix the guttering, and how to use downpipe supports and where? These details really made the building come to life, so could Callum share how he did it please?

GREG RICHARDSON

Ed. Callum advises that each section of guttering was cut to the required length, with the mounting points (there are spigots as part of the Ratio moulding) then marked on the platform shelter wall and drilled using a 1.1mm bit. Small spots of contact adhesive were added to the spigots before inserting these into the holes.

The mitres on the gutters were cut by using the grid printed on a cutting mat to judge the 45° angle.

Downpipes were cut to length and glued directly to the surface of the wall – the supplied mounting brackets were not used.

3D-printed oil tank for GWR 3,500-gallon tender

Thank you for the mention of my 3D-printed product for a GWR 3,500-gallon tender oil tank that I market under Stafford Road Model Works (Scale Drawings, RM October 2024).

Illustrated here is a 4mm version shown fitted to the 3,500-gallon tender of a Hornby GWR '2884' 2-8-0. The two-part kit comes as a single 3D print, with the oil feed pipe attached to the underside of the tank, which will need to be separated.

Following the closure of Shapeways, the tank is now available from my Stafford Road Model Works page on I.materialise which can be found at:

<https://i.materialise.com/en/shop/item/gwr-oil-burner-tank-for-3500g-tender>

STEPHEN AXTELL



Another goods yard cameo...

Further to the article by Chris Moorhouse in the September RM (*Unloading coal in the goods yard*), here's a photo of a similar cameo on my Stratford-upon-Avon & Midland Junction Railway layout. My version was freely interpreted from an actual photo of a coal merchant in Towcester.

JACK FREUVILLE

Coal is unloaded from a Williams of Towcester Private Owner wagon onto an adjacent horse and cart in this goods yard cameo, modelled in 4mm scale by Jack Freuville.



...and a word of caution from a former BTP officer

I write in response to the article in the September edition by Chris Moorhouse on the above subject.

I appreciate that his source of information is correct, but I consider that he has fallen into the trap that many modellers fall into, in that they accept what they know as the 'norm'.

I was a British Transport Policeman from 1957 to 1961 at Bristol Temple

Meads. During that time I patrolled many coal yards in the area and the unloading of coal wagons was all the same: the side door would be supported on a timber pole as stated, but the lorry would be parked parallel to the wagon without any sides attached, and the merchant's scales on the wagon door so that the sacks could be filled from the wagon. They would then be stacked

on the lorry bed with the outer row overlapping the side, thereby making it easier for them to be delivered on the delivery man's back.

This is the only method used in all the yards that I visited on patrol. I feel that it shouldn't just be accepted that what we read is correct for the whole network.

CLIVE WASHBOURNE

Snippets...

Praise for Stodmarsh...

I was so inspired by the wonderful O gauge layout *Stodmarsh*, which was featured in the August issue. Not only did it exhibit a high regard for attention to detail, but the article that accompanied it was really interesting and great reading. The model achieved a good balance between humour (with the *Dad's Army* cameos) and the WWII context. As stated in the article, the layout was more of a diorama that happened to have a railway running through it: I liked that too.

TERRY BELBEN

...and Old Parrock

I was most impressed by the OO gauge layout *Old Parrock* (featured in the September 2024 issue) when I saw it at the Andover model railway exhibition on 31 August. The layout is well presented behind a simple proscenium arch; the close-coupled stock is very close (but prototypical); and the builder, Paul Rhodes, is very friendly and forthcoming about how the layout was developed. See it if you can!

IAIN CLIMIE

Back to the '50s

As a reader who first set eyes on a copy of *RAILWAY MODELLER* during the summer of 1958, I much enjoyed the retro style cover (Subscriber Edition) of the October issue.

CHRISTOPHER PAYNE

TT:120 online

Readers may be interested to know that I recently set up and collated an online resource for UK TT:120 products. It is not a sales site, but simply a place where modellers can go to find out what products (from firms including Peco and Hornby, etc.) are available in this scale:

[https://tt120resourcehub.](https://tt120resourcehub.mobirisesite.com/)

[mobirisesite.com/](https://tt120resourcehub.mobirisesite.com/)

GREG MACDONALD

Cumbrian memories

Seeing the N gauge model of Grange-over-Sands station in the October issue, I was reminded of the time when my father and step-mother lived nearby. From their drawing room we could see westbound trains (very occasionally steam-hauled) crossing the estuary, which just gave time for my then six- or seven-year old son to run to the footbridge at the bottom of the road and wave to the driver as the train made its way towards Kents Bank.

ROGER TAGG

NEW PRODUCT REVIEWS

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

Streamlined LNER Class B17/5 4-6-0 New from Hornby in OO



In 2013, Hornby introduced the first of its all-new London & North Eastern Railway Gresley B17 4-6-0s in OO – a series of models that would go on to cover many of the numerous sub-classes of the ‘Sandringham’ and ‘Footballer’. Fast forward a decade, and Hornby revealed as part of its 2023 product announcements (see News, RM February 2023) that it would produce models of the two-strong streamlined B17/5 sub-class.

Our samples in detail

We received samples of both models, which are supplied Digital Command Control ready. The first (ref.R30136) is presented as No.2859 *East Anglian* and depicts this Darlington-built engine in LNER lined green upon receiving its streamlining in September 1937; the locomotive running in this condition until April 1939, when it reportedly received ‘air raid’ covers, shortly before being placed into storage following the outbreak of WWII. The second model (ref.R30137) portrays No.61670 in post-war condition, with

the real machine having gained its plain black livery with ‘BRITISH RAILWAYS’ lettering in July 1949, which it retained until its streamlining was removed in April 1951.

Each model comes presented in a substantial card box, with the locomotive and tender cradled in plastic ‘ice cube’ style packaging within a foam insert, along with the usual operation and maintenance paperwork.

Upon removing the packaging, you could easily be forgiven for mistaking this model as just another A4... However, it quickly becomes apparent that this couldn’t be further from the truth; this becomes no more evident than when viewing the models side on, revealing their characteristic 4-6-0 wheel arrangement and six-wheel 4,200-gallon tenders.

The construction of the models is predominantly die-cast, with the material utilised for the chassis and the majority of the locomotive’s bodysheet, which is decorated with numerous separately fitted plastic and

etched metal details – this extensive use of metal resulting in an impressive overall weight of 405g (389g without side valances), compared to the 314g of the standard non-streamlined B17/1. Tender components – such as the frames and body – are moulded in plastic.

The sweeping curves of the streamlined cladding have been very well captured for the most part. One minor observation is the noticeable gap between the cylinders and the remaining section of side valance on No.61670, though this is only really noticeable when viewing from the front end. This, understandably, is a compromise of the body tooling – negating the need for an unsightly seam line in the side of the valancing to allow for body removal; it is also the case on ‘un-dressed’ versions of the firm’s A4 and W1. Handrails are formed from fine metal wire, conforming to the sleek contours of the bodywork. Other metal fittings include sprung buffer heads, etched lamp irons, and turned metal safety valves and whistles. Cab

roof ventilators (plastic) can be opened and closed.

When it comes to comparing the ‘as introduced’ and post-war incarnations of the class, Hornby has certainly not shied away from catering for the various detail differences between the two. Aside from the side valances and streamlined tender top, other notable tooling variations include separately fitted access hatch handles (No.61670 only), two types of whistle (No.2859 being equipped with a Crosby chime, whilst No.61670 is fitted with a bell whistle), and two different styles of atomiser and whistle steam supply fitting on the left side of the smokebox. The pull-cords for these fittings – which are formed as part of the body casting – are also modelled differently, with the cable on No.2859 pulled taut above the handrail, whilst the cord on No.61670 is draped below the handrail; upon comparison to images of the prototype, we felt the drapes on the latter may be slightly exaggerated.

Peering between the loco and tender affords a clear view of the footplate



PROTOTYPE VIEW LNER streamlined B17/5



▲ Both B17/5s as modelled by Hornby: No.2859 climbing Belstead bank with the Up 'East Anglian' for Liverpool Street in 1938... Photo: Rail-Online



▲ ...and No.61670 City of London at Liverpool Street in the summer of 1949. Note the whistle cord draped below the handrail. Photo: Mike Morant collection

Prototype information

By the mid-1920s, express passenger trains on the former Great Eastern section of the LNER were exceeding the capabilities of motive power on the route, such as the B12 4-6-0s. Due to the limitations of the GER loading gauge, other locomotive types could not be transferred from elsewhere on the LNER system – so Chief Mechanical Engineer Sir Nigel Gresley was ordered to produce a suitable 4-6-0 design to supplement the existing motive power. Initially developed in-house at Doncaster, the design was later contracted out to the North British Locomotive Co. in December 1927. The resulting two-cylinder locomotives drew heavily on a batch of A1 Pacifics constructed by the firm in 1924, whilst keeping the axle loading down to a modest 18 tons. North British built the initial batch of 10 B17s, with the first delivered on 30 November 1928.

Darlington turned out 52 more of the class in five batches between 1930 and 1936, while Robert Stephenson & Co. built a final 11 in 1937, giving a total of 73. Minor modifications were made as construction progressed, creating four sub-classes, B17/1 to B17/4.

In September 1937, two B17s – Nos.2859 and 2870 – emerged from Doncaster Works in streamlined casing similar to the company's A4 Pacifics,

being classified B17/5. The cladding – which fitted over the existing boiler cladding plates – served no practical purpose, instead being more of a publicity stunt for the new 'East Anglian' service from Liverpool Street to Norwich, which consisted of six specially built (though non-streamlined) coaches.

On 31 August 1939, all streamlined services were ordered to cease with the onset of war – both locomotives being placed into storage until the following February. Like their Pacific counterparts, the side valances were removed to facilitate ease of access for maintenance, and bell whistles replaced their Crosby chimes which could be mistaken for air-raid sirens!

Following an end to hostilities, the East Anglian – unlike the other streamlined services – recommenced operation on 7 October 1946. With train lengths regularly increased to eight coaches, though running to a less demanding schedule, the newer Thompson B1 4-6-0s were frequently used, and the role later passed to the BR Standard 7MT Britannia Class Pacifics.

In 1951, the two streamliners had their cladding removed, both being re-designated as B17/6s; with No.61659 withdrawn from traffic in March 1960, and No.61670 the following month.

detail, complete with backhead fittings which are picked out in appropriate colours (extending to the printed dials on the gauges). Particularly worthy of note are the gauge glasses, which are separately fitted pieces of clear perspex – giving the appearance of real glass!

Separate details supplied for the modeller to fit include cylinder drain pipes, screw-link coupling, vacuum pipes and brake rigging – all of which have been fitted here for photography. Should you wish to fit a front coupling, an additional coupling and mount is also supplied; this screws directly to the top of the bogie assembly.

Both colour schemes have been applied crisply – each exhibiting a pleasing satin finish, with no notable variation in colour between metal and plastic components. As with previous models, the elegant LNER lined green

livery is replicated commendably. Neat black and white lining is present throughout – extending to the coupled wheels and bogie wheelsets – along

with fine depictions of the red lining applied to the side valances, steps and tender chassis. The gold leaf numbers and lettering – complete with red, white & black shadowing – are also rendered nicely.

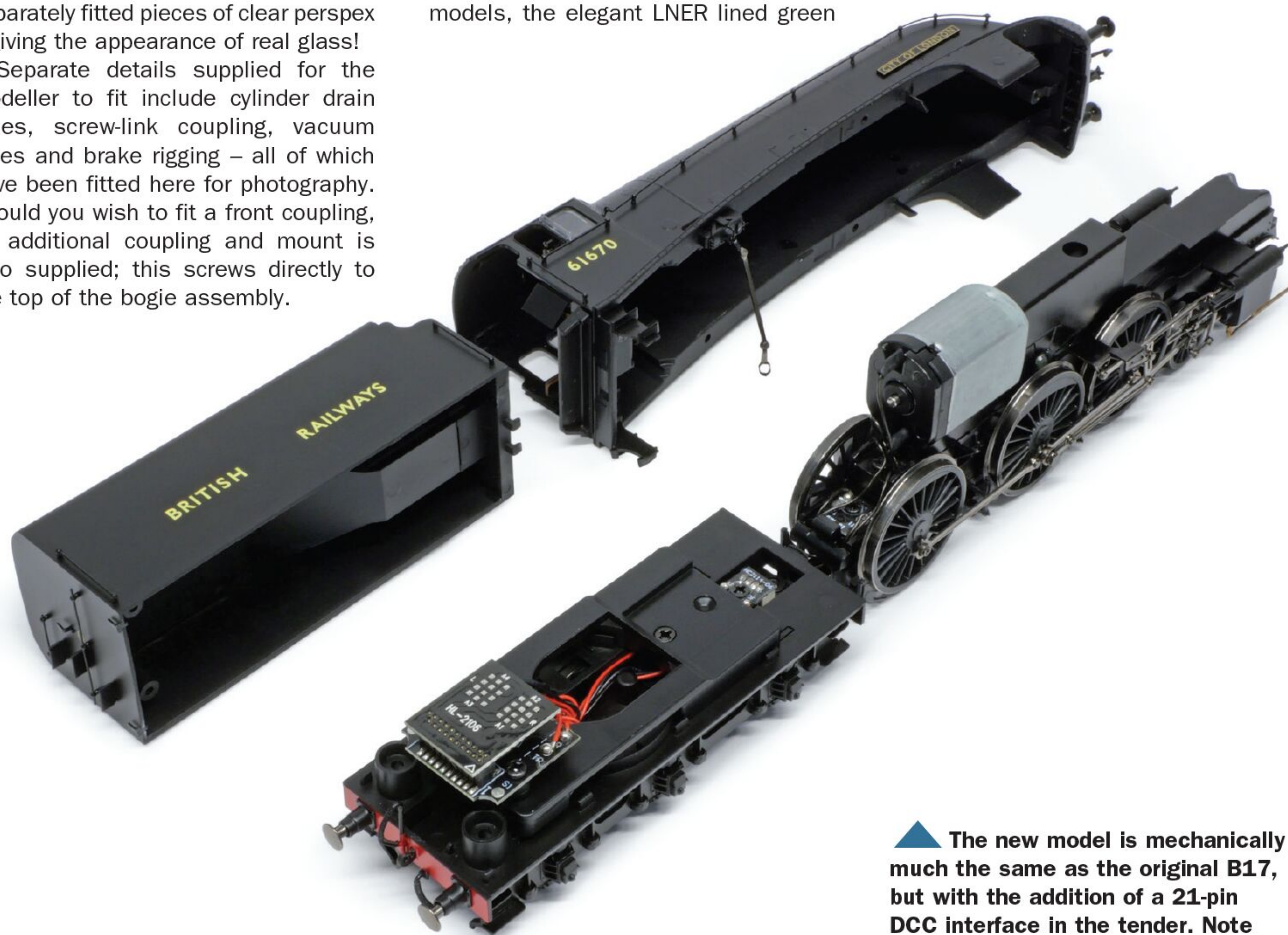
By stark contrast, the plain black livery of No.61670 seems rather underwhelming! Nevertheless, this post-war colour scheme is replicated faithfully, with the few embellishments present – such as the straw-coloured running number and 'BRITISH RAILWAYS' lettering – printed sharply.

Mechanism & performance

To all intents and purposes, under the streamlined facade – much like the prototype – the models share the same mechanism as previous B17 releases, though with a few minor upgrades and changes: including a revised base keeper plate, front bogie casting and 21-pin DCC interface.

Each model is equipped with a five-pole motor, housed within the rear of the boiler/firebox area, providing drive to the centre driving axle, with all coupled wheelsets running in brass bearings. Current is collected from all coupled and tender wheels via wiper pick-ups, with the loco and tender electrically connected by an adjustable drawbar with plug-in connection.

Supplied for 12V dc use, the aforementioned 21-pin decoder interface is located in the tender for those wishing to equip the model for digital operation. Alongside the socket



▲ The new model is mechanically much the same as the original B17, but with the addition of a 21-pin DCC interface in the tender. Note the mechanical lubricator drive rod.

The standard B17 4,200-gallon tenders had built-up sides to resemble their larger A4 counterparts...



is what appears to be provision for a 28mm round speaker for sound, with Hornby recently adding a suitable sound file for the streamlined B17s to its free downloadable archive for the HM7000 Bluetooth TXS Triple Sound system; though some modification to the tender may be required to accept the rectangular 'solder free' 15mm x 11mm 'sugar cube' speakers supplied with these decoders.

Prior to removing the bodyshell, the lubricator drive needs to be detached from the right-hand trailing driving wheelset (for which an R913 con rod nut spanner is recommended). This is followed by the front bogie (held in place by a single screw) which gives clear access to the main body screw. With this removed, the front of the body can be lifted from the chassis, disengaging the lug at the rear under the footplate.

Removal of the tender body follows a similar method, starting with the removal of two screws from the rear corners; the body can then be eased away from the chassis by lifting at the rear, disengaging the retaining lugs located at the front end.

On test, the models proved to be smooth and quiet runners through the speed ranges. In haulage tests, each locomotive managed 12 Pullman cars around the Pecorama loft layout, with



...complete with streamlined fairings at the rear, which had been removed by BR days.

its 1 in 48 gradients and 3' radius curves.

Streamline symphony

The release of the B17/5 – alongside the Hornby A4 Pacific, P2 2-8-2 and W1 4-6-4 models – completes the firm's quartet of streamlined Bugatti nose designs developed by renowned LNER Chief Mechanical Engineer Sir Nigel

Gresley. Once again, Hornby has proved that, despite being a small and rather short-lived class, there is still plenty of scope for a fully fledged ready-to-run model.

Could we see versions of these locomotives in their wartime guises, or even No.61659 in its post-war green livery with 'BRITISH RAILWAYS' lettering? Time will tell...

Samples supplied by

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

PRICE
£274.99 each

Also like the A4s, the B17s lost their side valances in 1941 to ease maintenance in wartime conditions.



Preserved 9F *Black Prince* from Hornby

00

After No.92220 *Evening Star* – the last steam locomotive built by British Railways – probably the most famous 9F 2-10-0 is No.92203 *Black Prince*. This legend of preservation forms the subject of this latest release from Hornby, produced from the firm's new tooling.

Outshopped from Swindon Works on 6 April 1959, the locomotive was withdrawn from service in November 1967 after a working life of less than nine years. At the time, it was employed on the heavy iron ore trains out of Bidston Dock, Birkenhead to Shotwick Shotton steelworks, working the last steam-hauled ore train on 6 November. The locomotive was purchased straight from BR by the renowned wildlife artist, the late David Shepherd, for £3,000 and moved under its own steam to the Longmoor Military Railway, where it was given the name *Black Prince*.

Following the closure of the LMR system in 1971, the locomotive was housed at Eastleigh depot, during which time it hauled a number of main line railtours. In November 1973, it moved to the East Somerset Railway – of which David Shepherd was one of the founders – remaining there until 1998. During this period No.92203 visited



several other heritage railways and in September 1982 hauled the heaviest freight train in Britain, 2,198 tonnes, at Foster Yeoman's Tor Works.

Based at the Gloucestershire Warwickshire Railway from the late 1990s, it went on loan to the North Norfolk Railway in 2011, and was purchased by that line in 2015.

Having neared the end of its current 'ten-year' boiler certificate, it was



withdrawn from traffic in December 2023, and in April 2024 it was transported to Bressingham Steam Museum for static display whilst awaiting overhaul.

Mechanically and in most other respects, the model is identical to previous examples reviewed (see RM, November 2022 & December 2023 issues), the only major difference being the BR1G tender. The model is finished in BR plain black with late crests, and features printed renditions of the *Black Prince* nameplates applied to each of the smoke deflectors – as carried in preservation. The presence of an 82F shedplate squarely dates the model to its most recent boiler ticket – with the

Bath Green Park code carried for the majority of this period.

Printed metal versions of these plates are also provided as part of the accompanying accessory bag, which also comprises: cylinder drain pipes, screw-link coupling, Automatic Warning System guard plate (not required for No.92203 in this condition), front vacuum pipe, front steps and tender brake rigging, along with two fully painted crew figures. However, no rear vacuum or steam heat pipes were supplied, and the two front steps were both left-handed, meaning that we were unable to fit these details!

Nonetheless, an excellent choice for those aiming to model the railway preservation scene.

Sample supplied by

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

PRICE
Ref.R30351 – £269.99

Exclusive Bachmann Class 31 from TMC

00

Yorkshire-based retailer The Model Centre (TMC) has taken stocks of its exclusive British Rail Class 31 A1A-A1A diesel-electric in OO from Bachmann Europe. A full in-depth review of this all-new model – featuring the firm's ground-breaking SFX auto-release coupling system – can be seen in our September 2024 issue.

Available Digital Command Control ready, DCC sound-fitted or in Sound Fitted Deluxe form (the latter including tinted windscreen glazing, motorised fan system and auto-release coupling system), the models depict refurbished 31/4 31 452 *Minotaur* presented in the striking black & maroon colour scheme of Fragonset Railways.

Originally constructed as a Class 30, the real locomotive entered service during July 1961, numbered D5809. Reclassified as a Class 31/1 after receiving its English Electric power unit in July 1967, it became 31 279 under the BR Total Operations Processing System (TOPS) in February 1974. In October 1984, it was refurbished as a 31/4, returning to service as 31 452. Following the introduction of more modern passenger units during the late 1980s, the loco was selected to have Electric Train Heating (ETH) cables removed, becoming a 31/5 in April 1990 – during which time it gained the Civil Engineers 'Dutch' grey & yellow colour scheme, before later passing into English Welsh & Scottish Railway ownership.

It was purchased by spot hire company Fragonset Railways in 1998, and following a visit to Tyseley Locomotive Works, had its ETH cables reinstated – thus once again becoming Class 31/4. During this time, 31 452



and four of its sisters were hired out to a number of passenger operators, including Wessex Trains, which used them in top-and-tail formation on trains from Bristol to Weymouth and Brighton. The locomotive is currently operated by Eastern Rail Services, now sporting InterCity Mainline livery.

To all intents and purposes, the model depicts 31 452 during its tenure with Fragonset Railways, having gained its black & maroon livery and name following refurbishment at Tyseley. Details specific to the model (and the

real machine during this period) include the refurbished body with bufferbeam cowling removed; plated steam heat boiler port (including associated water filler hatch and bodyside steps); original fan grilles with horizontal fins; and battery boxes fitted with additional safety clips. The nose ends sport plated gangway doors, windscreens with washer jet covers fitted, plated headcode panels equipped with marker lights, and high-intensity headlights.

Further locomotive-specific details are supplied as part of a comprehensive

accessory pack for the modeller to fit if desired: the pack with our sample comprising dummy screw couplings; bufferbeam pipes (air, main reservoir, air brake, and vacuum brake); horn guards; multiple working cables; underframe fuel pipe; etched lifting brackets; and optional three-piece snowploughs.

The striking Fragonset livery exhibits a very good standard of finish. Separation between the black bodywork and grey roof is clean, complemented by a fine rendition of the orange cantrail stripe which neatly follows the border between. The broad maroon bodyside stripe with straw-coloured outline stands out against the black of the body, as do the cabside numbers which feature this colour scheme in reverse. Other printed details such as the Fragonset Railways crests and overhead warning flashes have been applied crisply, extending to the cabside data panels which are fully legible under a glass. The printed *Minotaur* nameplates and motif have a pleasing metallic finish. No etched plates are provided.

For further details and to order, see the retailer's website.

Sample loaned by

THE MODEL CENTRE,
Hill Farm, Beck Hole,
Whitby YO22 5LF
www.themodelcentre.com

PRICE
Ref. 35-825Y DCC ready –
£199.95



Bedford OB buses from Rapido Trains UK

Rapido Trains UK has received stocks of its latest bus model in 1:76 scale – the Bedford OB/Duple Vista. Plans for this all-new model were revealed in our May 2021 issue, with the tooling having been developed initially for the firm's range of commemorative models celebrating the 70th anniversary of the much-loved Ealing comedy film *The Titfield Thunderbolt*.

The Rapido model depicts three versions of the classic Vista body constructed by coachbuilder Duple and fitted to the Bedford OB chassis: the original style with extended boot doors (1947-1949); the revised design with large rear bumper and altered rear light panels (1949-1951); plus examples of the latter fitted with roof windows.

10 versions have been produced for the initial release, covering a wide selection of regional paint schemes – including GAM 338 in the silver screen blue, cream & red livery of Pearce & Crump from *The Titfield Thunderbolt*.



For review we received a sample of this model (ref.920001), and ref.920004 presented as LTA 750 in the blue & cream colour scheme of Royal Blue with Weymouth destination blind.

The models in detail

The models have been manufactured using injection-moulded plastic for the main body and chassis, decorated with

separately fitted plastic and fine etched metal components. They are supplied in a neat perspex display case – the model held in place by two screws – with a removable photographic card backdrop with road surface; this detail has been used to great effect with the *Titfield* model, which depicts the classic road overbridge shot from the race sequence in the film!

The sleek bodywork of the prototype has been particularly well captured, with details such as the riveted panels and sweeping chrome trim replicated faithfully. All wheels are fitted with rubber tyres, with the front set posable, thanks to a functioning steering mechanism. Also posable are the coach roofs, with the forward section (true to the prototype) able to slide



New wagon releases from Rapido Trains UK

New from Rapido Trains UK is the London & North Eastern Railway/London Midland & Scottish Railway 25-ton Lowmac machine wagon in OO, plans for which were first announced in our October 2023 issue.

The wagon's ancestry can be traced back to the Great Central Railway 'MAC N' 20-ton implement truck, with a revised version of the design – Diagram 143 'MAC NV' – adopted by the LNER in 1938. With the outbreak of the Second World War and the necessity to transport increasingly heavy loads, a refined design was introduced, capable of carrying up to 25 tons; this was achieved by replacing the 12" x 6" main longitudinal sections with 14" x 6" equivalents. The end result was the Dia.173 'MAC PV' Implement Truck – later reclassified as 'LOWMAC EP'.

The first batch of 60 vehicles was completed by Shildon Wagon Works in 1944, with the wagons rolled out just in time to assist with the heavy freight traffic that was heading to the South Coast in preparation for the liberation of Europe. 30 wagons went to the LMS and the LNER retained 30, with two further batches of 25 later ordered by the LNER, taking the Shildon-built quota up to 110 vehicles.

Following Nationalisation, a further 38 examples – to Dia.2/242 – were built under British Railways by P & W Maclellan in 1950, with many vehicles lasting in departmental service well into the early 2000s.

11 versions of the Lowmac have been produced, covering liveries from the original 1944 batch to those sporting modern engineering guises, including LNER red oxide, LMS bauxite, BR bauxite (with both Eastern & London Midland Region running numbers), BR red oxide and various departmental colour schemes.

A model representing a GCR 'MAC N' has also been produced exclusively for the Rugby-based retailer Tony's Trains, while another exclusive, for AGR Models

of Leighton Buzzard, represents an LNER 'MAC L' in grey with 'NE' lettering.

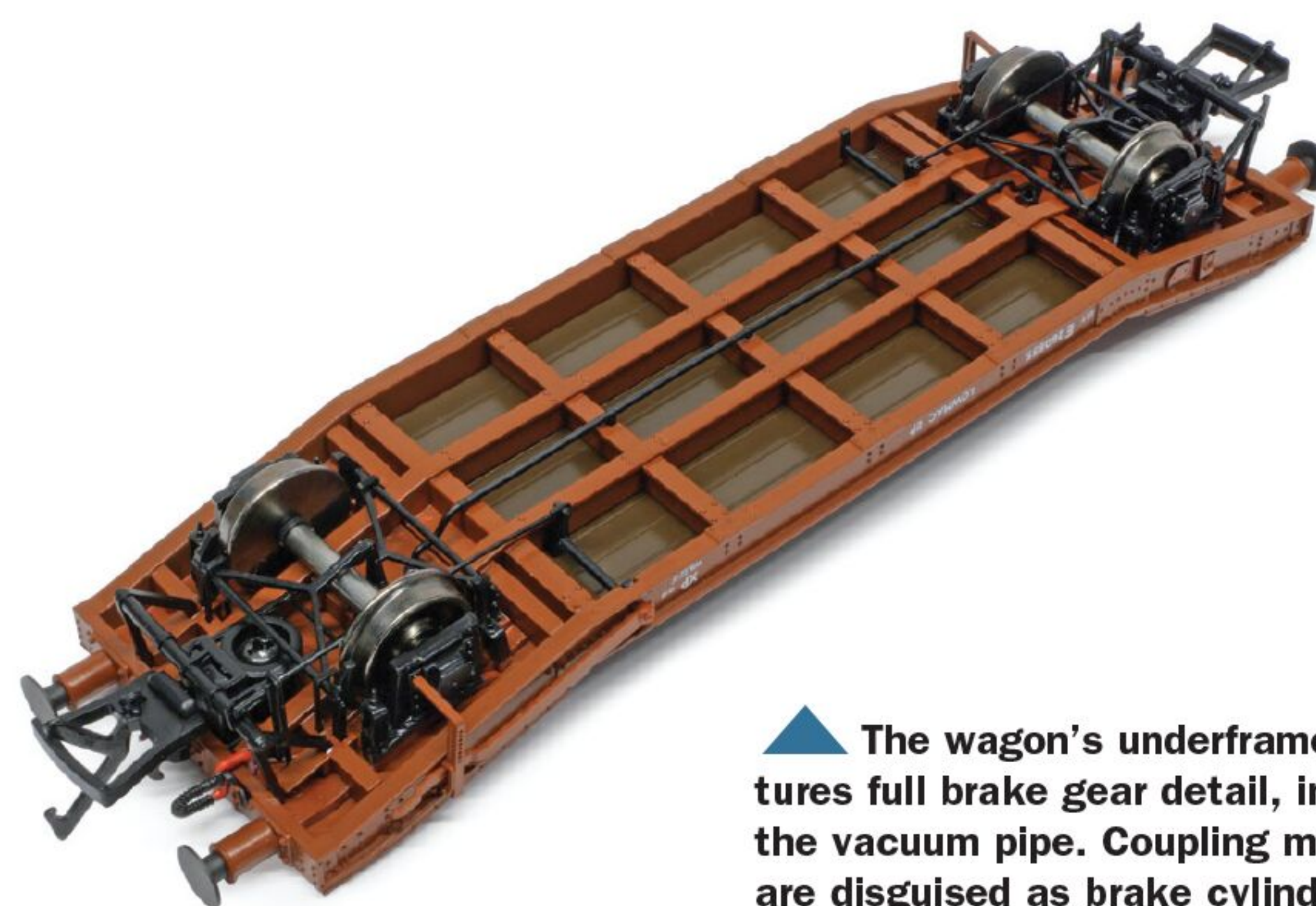
For review we received a sample of ref.929003 presented as No.E260855 – an Eastern Region example in BR bauxite with painted-over LNER cast numberplate; the embossed lettering and numbers of the real thing, still clearly visible, captured faithfully in model form.

Construction takes the form of die-cast metal and injection-moulded plastic, with the former utilised for the wagon's frames and wooden deck sections – giving the model an impressive unladen weight of 48g. Buffer heads are turned metal and sprung, whilst the extremely free-rolling wheelsets are metal, fitted within metal bearings.

An optional load, in the form of four decorative wheelsets, is provided as part of a separate accessory pack. Each is complemented by a pair of wooden blocks/mounts, which hold the wheels steady for transit. Formed from plastic, these details can be attached to the deck of the Lowmac either with a tiny amount of PVA, or Black Tack™ for a temporary fit.

The profile of these distinctive wagons has been well captured. Particularly worthy of note is the plethora of rivet detail which extends to the underside of the vehicle. The majority of lashing points are produced crisply as part of the deck casting, with those atop the deck at either end

▲ The Lowmac complete with the optional load of four wheelsets.



▲ The wagon's underframe features full brake gear detail, including the vacuum pipe. Coupling mounts are disguised as brake cylinders.

fabricated from separate fittings. Bufferbeams are fully furnished with pre-fitted vacuum pipes, separately fitted lamp irons and sturdy coupling hooks – suitable for operation with stock fitted with three-link couplings.

The underframe is remarkably well detailed, with the braking apparatus modelled in full and visible when viewing the model at track level at either end; this includes fine renditions of the

vacuum pipe – which runs the full length of the vehicle – brake pull rods, safety loops (etched metal) and brake shoes (which are correctly in line with the wheel treads).

Short dovetail slimline tension-lock couplings are fitted as standard, within a mounting (cleverly disguised as the brake cylinder) attached to the underside of the deck. Removal of these couplings is somewhat difficult

open, providing an unrivalled view of the vehicle interiors. The glazing is commendably flush, with the driver's side windscreen adorned with a fine etched wiper. Other separate fittings include bonnet latches, front lamps and a super fine aerial which is also etched. Unlike the firm's Birmingham 'New Look' Guy Arab IV and Leyland

Fleetline, the Bedford OB does not feature lighting.

Each model is supplied with a selection of optional near- and off-side mirrors, as well as additional rear lights. A handy guide and table are provided as part of the covering literature, showing which details are suitable for each model.

Livery application and printing is to a very high standard, with clean breaks between the colours on both models. Operator's branding, numberplates and destination blinds are clear and crisp, with this quality of printing extending to the various small markings along the lower bodysides, and even the lettering on the tab of the emergency window,

which clearly reads 'PULL'. It's worth noting that the position of this tab is incorrect; in reality this should be located in the frame of the glazing on the emergency door.

At the time of writing, Rapido has delivered its allocation of stock to customers who placed pre-orders. However, remaining stocks are available from selected Rapido Trains UK retailers (see the firm's website for a list of stockists).



Samples supplied by

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

PRICE
£44.95 each



due to their being obstructed by the brake gear.

LNWR Diagram 88 10-ton covered van

Also from all-new tooling are examples of the London & North Western Railway Diagram D88 10-ton covered van in 00 – plans for which were first announced in our January 2024 issue.

These were the standard LNWR goods vans from their introduction in 1908 until the Grouping, with over 6,000 built, and many survived into the 1960s in BR service. Others went into departmental service or to private users, including the Army and Navy, with several examples preserved.

Designed using a combination of original drawings and a surviving wagon at Chatham, the tooling suite for the model includes detail differences such as wooden or iron roofs, horizontal or vertical planking on the doors, split-spoke or solid wheels, and different buffers and axleboxes. 17 versions form the first run, covering LNWR, London Midland & Scottish Railway and BR liveries will be offered (the latter including departmental versions), together with an internal user docks

wagon and Army or War Department guises. An exclusive version of the model has also been produced for the Leigh-based retailer, Sawyer Models, presented in the store's red colour scheme with Ollie the Border Collie motif.

For review we received two samples. The first of these is (ref.945005) presented as No.249150 in LMS grey; this vehicle is a through-piped example, featuring curved headstocks, wooden roof, three-bolt buffers, vertically planked doors and bulbous axleboxes. The second model (ref.945008) depicts No.210101 in LMS bauxite (small letters); an unfitted van with square headstocks, iron roof, two-rib buffers, vertically planked doors and flat-fronted axleboxes.

The models are predominantly injection-moulded assemblies, tipping the scales at 36g and 37g (through pipe). Detail fittings such as the door striker plates and brake safety loops are fabricated from etched metal, with the buffer heads formed from turned metal (the latter not sprung). The split-spoke wheelsets are metal – fitted within metal bearings – and extremely free-rolling.

Slimline tension-lock couplings are fitted as standard, mounted in self-centring NEM pockets attached to the underside of the floor – the mounting points for which are removable, held in place by a single screw. (It is worth noting that these screws also hold the wagon body to the chassis.)

The van bodies with their distinctive 5' wide cupboard doors and fall door have been very well captured; both our samples are fitted with the later vertically planked design, which was applied to many vans under LMS ownership. (This is a separate tooling insert, allowing for the original horizontally planked doors to also be represented.) The moulded wooden planking is adorned with fine renditions of the various pieces of ironwork (complete with bolt detail). Note also the two styles of headstock and buffer shank.

Below the solebars, the Morton brake gear exhibits a commendable level of delicacy, with very fine brake levers, together with brake shoes that are set in line with the wheel treads.

The livery application, as ever, is to a high standard, with a pleasing richness to each colour scheme. The lettering,

running numbers and markings are clean and crisp, extending to the printing of the smaller details on the vehicle solebars – such as the cast LMS numberplates, and small black panels displaying the text 'DATE OILED' located next to the brake handles on the bauxite example.

Rapido Trains UK has delivered its allocation of these well-appointed models to customers who placed pre-orders. However, remaining stocks are available from its growing network of official retailers (see the firm's website for a list of stockists).

Samples supplied by

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

PRICES
Lowmac wagons – £39.95 each
LNWR Dia.88 10-ton covered
vans – £32.95 each

LMS 50' inspection saloon & Mk.II coaching stock from Heljan

Heljan has released its latest ready-to-run item of rolling stock in O gauge – the London Midland & Scottish Railway 50' inspection saloon, plans for which were first outlined in our February 2021 issue.

Available in a choice of 12 colour schemes, the models ride on either LMS or B4 pattern bogies depending on era/livery. These comprise: LMS lined Crimson Lake guise with black ends (ref.9100); BR crimson & cream with black ends (ref.9101); BR lined maroon with black ends (ref.9102); BR blue with full yellow ends (ref.9103); BR blue & grey with full yellow ends (ref.9104); InterCity 'Swallow' with full yellow ends (ref.9105); ScotRail blue, white & cream (ref.9106); LMS Crimson Lake with full yellow ends (ref.9107); Loadhaul black & orange (ref.9108); EWS red & gold (ref.9109); Regional Railways (ref.9110); and BR crimson & cream with full yellow ends (ref.9111).

For review we received samples of ref.9103 presented as TDM396280 in BR blue with full yellow ends. The model consists of a plastic injection-moulded body and chassis, decorated with numerous separately fitted plastic and fine metal components; including lamp irons, grab handles/rails, roof horns and water feed pipes. The bufferbeams are fully furnished with pre-fitted pipework and functional screw-link couplings, the latter with sprung drawgear. Buffer heads are plastic, but sprung. The overall weight is 662g. Optional details supplied include a set of windscreen wipers and vent boxes (suitable for LMS or early BR period models only).

The LMS pattern bogies have free-rolling painted metal wheelsets, seated within axleboxes with brass bearings. These assemblies are crisply moulded with fine depictions of the leaf springs,

LMS stamped axlebox covers and brake shoes which are in line with the wheel treads.

Undoubtedly one of the stand-out features has to be the flush glazing, which affords a clear view of the saloon interior. The window ventilators (which are part of the body moulding) exhibit a particularly high level of finesse, with the glazing within set further back than the rest of the window – just like the real thing!

The saloon features a removable roof, allowing for the fully detailed interior to be appreciated in full. This is held in place by 10 magnets (five on each side), providing a strong, nearly seamless fit. The well-furnished saloon interior is decorated beautifully, with fittings including tables and chairs, galley kitchen (featuring oven, hob and grill), a detailed depiction of the guard's compartment, and the lavatory cubicle – complete with toilet roll!



It should be noted that the original model specification was planned to include digitally controlled interior and directional lighting, but this feature has unfortunately been dropped from the final model. For those wishing to install

lighting, provision has been made for the firm's battery-powered LED light strip (see reviews, December 2020); this requires trimming prior to fitting.

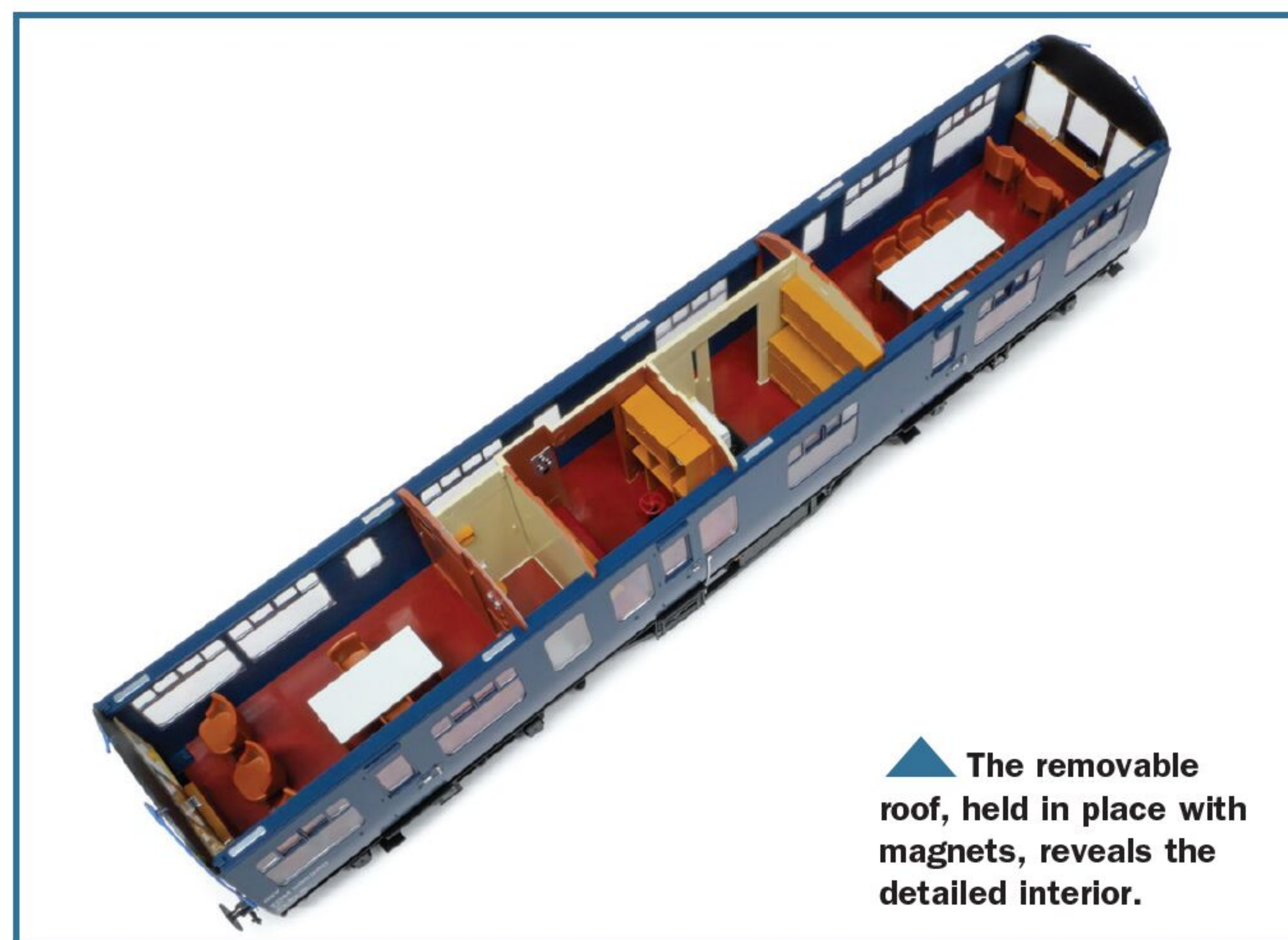
The BR blue livery exhibits a pleasing satin finish, with no notable bleed or imperfections. Details such as the grabrails are neatly picked out in white, water feed pipes in blue, and door handles and latches in silver. Printed details and lettering are crisp and legible throughout, with the data markings (such as route availability) on the vehicle ends particularly sharp. The centre windows display the code RT at one end and SL at the other.

Given that these saloons roamed system-wide, paired with a whole host of motive power, modellers can easily justify one.

Mk.II coaching stock in O

Heljan has also received stocks of the first of its suite of ready-to-run BR Mk.II/Mk.IIa coaching stock in O gauge, plans for which we outlined in our August 2020 issue.

No fewer than 28 models form the initial release, which covers four coach



▲ The removable roof, held in place with magnets, reveals the detailed interior.

Gresley 02/1 Class 2-8-0 from Heljan

It was revealed in our January 2020 issue that the Danish manufacturer Heljan was to produce a new run of its London & North Eastern Railway Class 02 'Tango' heavy goods locomotives in OO – with an example of the initial release reviewed in the April 2016 issue of RAILWAY MODELLER.

Among numerous improvements – including the addition of an adjustable tender drawbar and factory-fitted speaker – the tooling now caters for versions of the 67-strong class not previously offered, specifically the 02/1 and 02/2 sub-classes. The detail options now include two versions of the original Great Northern cab (full height and composite loading gauge) or

LNOR side-window cab; Great Northern Railway or LNOR tenders; two types of boiler (original and LNOR 100A) and smokebox; GNR or LNOR buffers; and left- or right-hand drive.

13 models have been produced, covering several LNOR and BR guises, plus an example in GNR lined grey.

Our sample in detail

For review we received a sample of ref.3931, presented as 02/1 No.3481 in LNOR plain black – an original GNR-built example featuring full-height GNR

cab, GNR tender, low running plate and Diagram 2 boiler. Outshopped by the North British Locomotive Company, Glasgow, the real machine entered service with the GNR in June 1921 as No.481 and was allocated from new to New England. According to BRdatabase, the locomotive would spend 22 years based at this shed, during which it received its LNOR number on 9 March 1925, before moving to Doncaster on 13 June 1943. In October 1946 it gained the new number 3926 as part of Thompson's renumbering scheme,

subsequently becoming No.63926 in 1948 following Nationalisation. It was withdrawn from Retford Thrumpton (G.C.) on 22 September 1963.

To all intents and purposes, the livery of the model is suitable from around 1928 when red lining was dropped from goods engines as an economy measure (though it is unclear whether No.3481 carried lining prior to this) and 7 September 1940 when it received its LNOR side-window cab.

The construction of the model takes the form of die-cast metal for the chassis, with injection-moulded plastic utilised for the bodysheet components. Handrails are formed from fine metal wire (another improvement over the initial release), while details such as the coal rails are formed from etched metal. Cylinder drain pipes and brake rigging are all factory-fitted. GNR pattern buffers are plastic, but sprung. NEM slimline tension-lock couplings are supplied in an accessory pack for the modeller to fit, along with a pair of decorative screw-link couplings.

There has been much improvement below the running plate too, with the Walschaerts valve gear now more



types – all produced from brand-new tooling; Tourist Second Open (TSO), Brake Second Open (BSO), Brake First Corridor (BFK) and First Corridor (FK). All vehicles are available in BR blue & grey (unbranded), Network SouthEast (light blue) and Network SouthEast (dark blue) liveries, whilst colour schemes specific to the different types include: ScotRail (on the TSO and FK), Hebridean green & cream (TSO and BSO), Provincial Trans-Pennine (TSO, BSO and FK), Regional Railways (TSO and BFK), West Coast maroon (TSO), InterCity Executive (BFK), Network Rail yellow (BFK), and BR(S) green (FK). Furthermore, there is a variant of the BSO in BR blue & grey with micro-buffet, as well as a Direct Rail Services blue escort vehicle, whilst a modified FK – representative of Test Car 6 – is available in Railway Technical Centre red & blue. A limited run of the FK in BR lined maroon has also been produced exclusively for the Blackpool-based retailer Tower Models.

Received and illustrated here are samples of ref.2402 – a TSO in Network SouthEast light blue – and ref.2424, a BFK sporting the InterCity Executive colour scheme. The livery application for the most part is excellent, with neat representations of the various lettering, numbers and markings – extending to the data panels on the ends of the vehicles. The stark lines of both colour schemes have been applied straight and level for the entirety of each vehicle, with clean separation between the body colours for the most part – only some minor fuzziness was observed between the white and blue of the Network SouthEast livery.

Glazing is flush with a light smoke tint, adorned with fine printing of the labels in the windows of the First Class vehicles and designating no-smoking

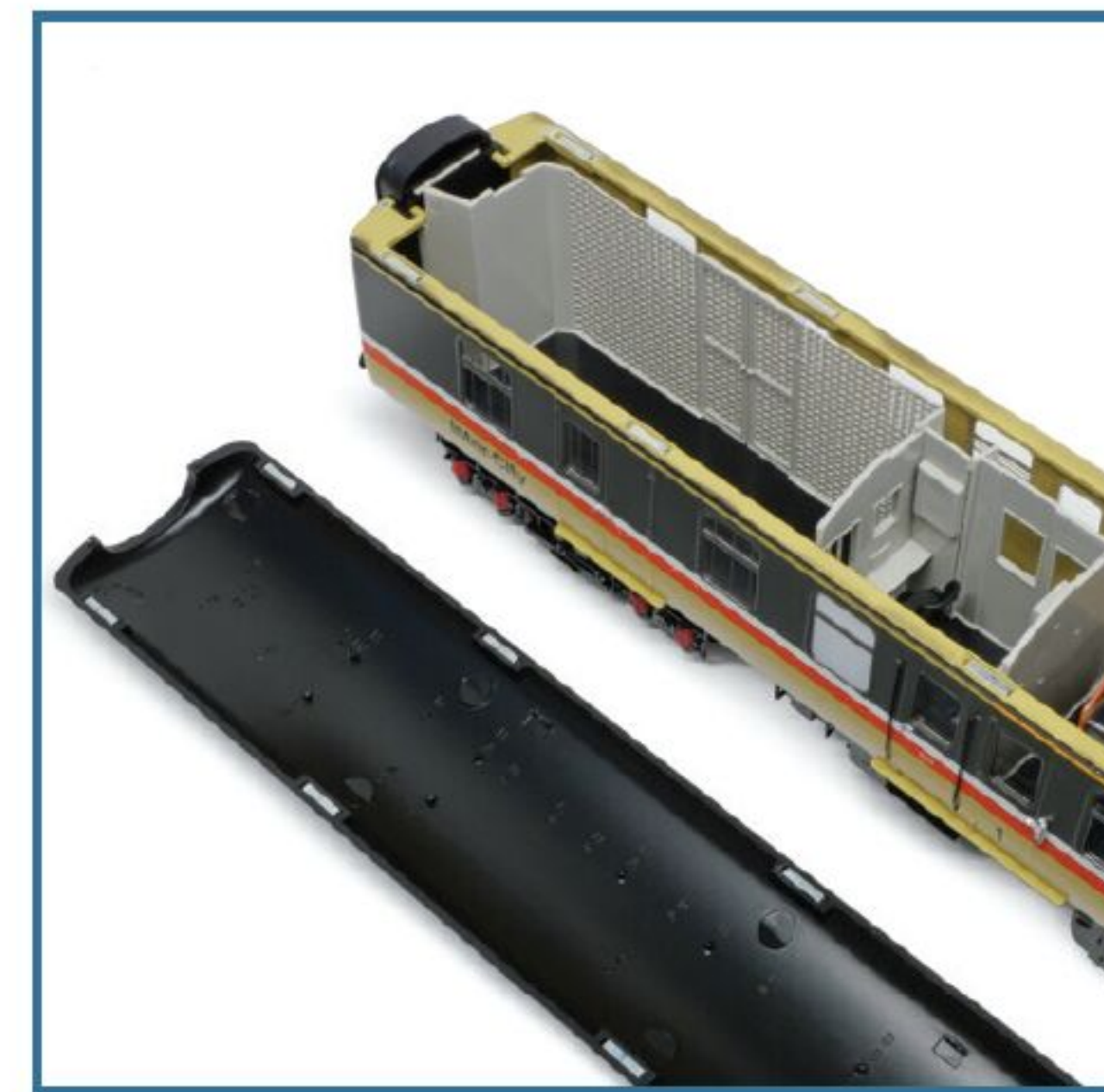
areas. Note the Network SouthEast destination labels present in the droplight windows.

Formed mainly of injection-moulded plastic, the models tip the scales at 909g (TSO), and 900g (BFK). Details such as grabrails, lamp irons and end steps are formed from etched metal, whilst other fittings, including the door grab handles and Electric Train Heating cables, are formed from plastic. Buffer heads are plastic and sprung. An extensive accessory bag is provided, comprising bufferbeam pipework, red or grey gangway door fittings (which have been fitted here for photography) and underframe parts to finish the models as either vacuum brake or air brake fitted vehicles; however, no covering literature is provided on the fitting of these parts with our samples.

Each vehicle rides on B4 bogies, featuring representations of the primary suspension springs and separately fitted bolster control rods, and equipped with free-rolling wheelsets, made of painted metal. Drawgear takes the form of functional drop-head buckeye

couplers (also sprung), providing a commendably close connection, while able to negotiate curves of 1028mm (40½") with ease.

A removable magnetic roof affords ease of access to facilitate the installation of the firm's battery-powered LED lighting bars and suitable passenger figures. The interiors each feature crisply moulded renditions of the seating and table arrangements, separately fitted luggage racks, detailed depictions of the guard's and



▲ The InterCity Brake First Corridor (left) and Network SouthEast Tourist Second Open.

luggage compartments (BFK) and lavatory cubicles.

These coaches will doubtless prove very popular with post-Nationalisation modellers, complementing the firm's stable of suitable diesel traction in 7mm scale.

Samples supplied by

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

UK office for spares and retailer returns - Gaugemaster House,
Ford Road, Arundel, West
Sussex
BN18 0BN.
www.gaugemaster.com

PRICES
LMS 50' inspection saloon –
£319.00 each
Mk.II stock – £299.00 each

durable and phosphor bronze pick-ups chemically blackened to blend in with the rest of the underframe detail. The valve gear itself has also been blackened, as have the wheel centres.

The GNR tender – produced as part of the new tooling – is electrically connected to the locomotive by a new adjustable drawbar, which features three different distance settings; the shortest being reserved for static use only. The tender is also equipped with a realistic crushed coal load, in what we believe to be a first for an OO gauge ready-to-run steam locomotive!

Mechanism & performance

Mechanically, the model is similar to the original release, featuring a dual flywheel fitted five-pole motor housed in the rear of the boiler/firebox area, providing drive to the inner forward driving axle. Current is collected from all coupled and tender wheelsets via wiper pick-ups.

Supplied for 12V dc use, a 21-pin Digital Command Control decoder interface is located within the tender. This is accessed by removing the tender body, which is held in place by

two screws, found at opposing corners on the chassis (one at the front and one at the rear). To the rear of the internal tender casting is a pre-fitted speaker, for easy sound installation.

Access to the mechanism is a little more tricky. The process starts off similar to the tender, with the body held in place by two screws; one located under the smokebox (between the cylinders) and the other doubling up as the drawbar connection. Undoing these screws releases the boiler, which in turn holds the running plate in place. Access to the motor itself is gained by loosening a single screw on top of the metal weight, exposing the motor, flywheels and worm gear. The real challenge is getting the entire assembly back together without damage; we found the boiler on our sample to be a very snug fit, with the smokebox saddle in close proximity to very delicate details on the front of the running plate – which inevitably resulted in damage to the model... Attaching the running plate to the boiler during construction would have been a safer option.

Performance was smooth and quiet, with the model's weight of 473g

translating to a haulage capacity of 16 Pullman cars on the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

It takes two to 'Tango'...

Heljan has certainly not sat on its laurels with this latest batch of models. The numerous design tweaks and



▲ The tender now features a pre-fitted sound speaker.

enhancements have improved these hefty Gresley 2-8-0s in both looks and performance, whilst additional sub-class variants are certain to please discerning Eastern Region modellers.

Sample supplied by

HELJAN A/S (as above)
PRICE Ref.3931 – £219.00

New figures from Osborn's Models

Multi
Scale

Osborn's Models has released new 3D-printed figures and accessories in O, OO and N gauge under its Arch Laser branding.

New in OO are a selection of 'man and dog' figure packs, the first with a man and whippet (ref.OSBF154) – priced £6.95.

The second depicts a game hunting scene, comprising a hunter with shotgun and a gun dog carrying a duck – priced £8.95. The latter is also available in O gauge, priced £16.95. Also pictured here is a range of Network



▲ Network Rail track workers in OO (above) and N (right).



▲ The man and whippet.



▲ The game hunting scene with hunter and gun dog.



Rail track workers packs, starting with the Track Surveying gang in 4mm scale (ref.OSBF166) comprising two figures with track surveying equipment and GPS receiver – priced £9.99.

In N, the Network Rail track workers pack (ref.OSBFN074) comprises four figures in various poses – two with track tools including a rotary cutter, one crouching and another standing – and is priced at £12.95.

All figures and accessories are supplied hand-painted, fully finished and ready to place on a layout. For the full range, together with details of how to order, see the retailer's website.

Samples loaned by

OSBORN'S MODELS,
7 Honestone Street, Bideford,
North Devon EX39 2DL
www.osbornsmodels.com

PRICES
See text

Fundraising wagon for the Mid-Suffolk Light Railway

OO

The Middy Trading Company, the fundraising arm of the Mid-Suffolk Light Railway Museum, has commissioned from Dapol the latest in a line of exclusive limited edition wagons in OO. The model – limited to 151 items – is the company's 23rd limited edition special commission, with profits going towards the running costs of the museum.

The 10' wheelbase four-plank wagon is finished in the red colour scheme of William H. Booth, coal merchants of Ipswich, with the running number 704, and white lettering.

The model is fitted with metal spoked wheelsets, removable coal load



and slimline tension-lock couplings, mounted in NEM pockets.

The wagons are available in a pristine or weathered finish, and can be ordered through the museum shop

(priced £15.00 each) or by post (priced £20.00 including postage and packing, or £36.00 for two) with cheques made payable to 'Middy Trading Co Ltd'. 'Pristine' or 'Weathered' must be

specified when ordering. Wagons can also be ordered online from the MSLR shop website:
www.msir.org.uk/shop

Samples supplied by

MIDDY TRADING COMPANY Ltd
5 Melton Meadow Road,
Woodbridge,
Suffolk IP12 1SB

PRICE
See text

Malcs Models exclusive colour light signals from Berko

TT:120

Exclusive to Malcs Models, Ilkeston and made for modellers in TT:120 scale are a series of ready-to-use colour light signals produced by Derbyshire-based Online Models Ltd, under the Eckon/Berko brand.

Five versions are currently available, depicting angled 'square head' designs which became the British Rail standard

in the 1970s – with the style still widely used today.

The range illustrated here (left to right) comprises: ref.BTT02 Platform Starter Red/Green 2 Aspect Offset Square Head Signal, priced at £26.00; ref.BTT28 Standard Red/Green 2

Aspect Square Head Signal (also £26.00); ref.BTT48 Distant Signal Standard Yellow/Green 2 Aspect (£26.00); ref.BTT58 Caution Signal Standard Red/Yellow 2 Aspect, priced at £26.00; and ref.BTT77 Ground Signal Red/Green 2 Aspect (£24.00).

Each signal comprises (where applicable) a milled metal post and etched ladders, and comes pre-wired for 12V dc operation (switches not supplied). For further details, plus more exclusive TT:120 products, see the retailer's website.



Samples loaned by

MALCS MODELS,
48 Bath Street, Ilkeston,
Derbyshire DE7 8FD
Tel: 07786 896807
www.malcsmodels.co.uk

PRICES
See text

ACE3 digital controller from Sig-naTrak®

Multi
Scale

The new ACE3 DCC controller from Sig-naTrak® by GFB Designs is a significant evolution of its ACE2. It looks very similar, quite deliberately, but one of the biggest initial differences is that there are no pre-printed buttons on the screen – the whole 7" area is used and will change depending on which command screen is displayed.

Other new features are an increased power supply (now up to 6 amps), increased locomotive capacity, and a loco list for easy selection.

Existing features are retained – the ability to connect up to four handsets, control of locos and accessories, easy locomotive programming, and consisting options for multiple locos.

It will cope with up to 120 locos and 2,044 accessories. Mobile decoders can have up to 29 functions, and the system will handle 16 function sets. Consisting can combine up to six locos, and up to 127 trains can be stored.

The unit is equipped with a USB socket to allow updates via a PC, and there is a multi-pin connection for future expansion options.

Work is already under way on a first update, which should include increased function sets (from 16 to 52). Accessory control will also receive a big update, to include a track diagram mode showing the track plan and allow the changing of points, signals, and more with ease.

Customisation of screen layout and colour change modes on the interface will be possible, along with accessory routes (the ability to change a sequence of points for given moves).

Also planned is a Loconet and Xpressnet upgrade module to allow linking to all other Sig-naTrak Loconet products (along with other Loconet/Xpressnet products, such as handsets, from other brands).

This will also mean that it will be able to be used with train control



▶ The new ACE3 digital controller with 7" touch screen, operated by a plastic stylus.



▶ The optional 'Driver' handset with rotary speed control.



software such as iTrain for full or partial layout automation.

Some of the accessory circuits now listed by Sig-naTrak were formerly marketed by CML Electronics, and had a good reputation.

An enhanced version of the current simple hand controller is in development, which is likely to include the ability to select locos on the handset rather than having to have them allocated by the base station. Other suggestions from users are welcome.

The unit claims compliance with NMRA Digital Command Control standards, and comes with just a quick start guide label under the box lid; full instructions (52 pages) can be downloaded from the GLR website. (www.signatrak.co.uk only shows the predecessor ACE2.) These seem well written and easy to follow.

A plastic stylus is provided to work the touch screen. With nowhere to

'park' it on the unit, we can see this going astray!

Main and programming track outputs are via a commonly used screw-terminal green connector. Trains can be driven and accessories operated from screens on the unit.

The optional 'Driver' handset has a direction switch, a large rotary knob for speed control, a comfortably large and conveniently placed red 'stop' button, and five small function buttons.

By comparison with other commercial handsets, it looks rather simple – but this may appeal to users who are attracted by the obvious benefits of DCC (multiple loco control, lights, sound, etc.) but do not want anything too complicated. It also prevents individual drivers inadvertently upsetting the main controller.

A lot of thought has clearly gone into this system, and it seems capable of future development to match existing advanced offerings from major brands.

The price puts it in the upper mid range of what is currently available, with facilities potentially in the upper range. The handset is certainly economical.

Samples supplied by

Postal address: GLR Home Workshop, Hafod, Gileston, Barry, Vale of Glamorgan CF62 4HX.

Shop and workshop address: GLR Bespoke Services, The Old Dairy, Higher End, St.Athan CF62 4LW.
Tel: 01446 789084
www.glrailways.co.uk
sales@glrailways.com

PRICES
ACE3 base unit – £379.95
Handset – £39.95

New crew packs from Modelu

Multi
Scale



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

For narrow gauge enthusiasts, there are five product releases across two scales, starting with a pair of crew figures (ref.11252) for the Kato/Peco Ffestiniog Railway Large George England 0-4-OST+T in O09. Whilst

intended for the recently released Large England, these figures are also suitable for the manufacturer's previously released Small England models.

Following the release of the NG7 (0.16.5) Quarry Hunslet 0-4-OSTs from Bachmann Europe (see reviews, July 2024), Modelu has also developed a suite of figures in this scale. Samples supplied cover those intended for closed cab versions of the model (refs.11214 & 11218) and those with

open cabs (refs.11263 & 11264). All of these packs comprise a driver and fireman figure, and are priced at £12.95 each.

All figures and accessories are supplied unpainted in a grey-coloured material and require painting.

The full range of Modelu 3D-printed figures and accessories can be seen on the firm's website (see panel), together with details of how to order. A custom scanning service is also available by prior arrangement.

Samples supplied by

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

PRICES
See text

Midland '483' Class 4-4-0 headlines raft of new models announced by Rapido Trains UK

Rapido Trains UK has announced it will be producing its first Midland Railway locomotive in OO with models of the '483' Class 4-4-0 tender engines.

12 different versions are to be produced in liveries covering the full history of the class, including Midland Railway and Royal Train lined crimson, Somerset & Dorset Joint Railway blue, London Midland & Scottish Railway Crimson Lake and black, and British Railways lined and unlined black.

The history of the '483' Class is that in the early 1900s the Midland Railway was seeking to improve its services economically. Utilising a variety of parts from the existing Class 2s, the 'rebuilt' received new frames, new cylinders, and the newly developed Belpaire firebox G7S boiler, fitted with Schmidt's superheaters. These rebuilds were assigned the class number '483', and the first example was rolled out of Derby Works in February 1912 carrying the number 494.

The MR assigned No.502 to Royal Train duties, but the '483s' were also used on freight duties, making them ideal all-rounders for modellers. Five of the class were 'rebuilt' specifically to bolster the S&DJR fleet.

Further batches of '483' Class locos were completed by the MR in 1913, 1914, and 1922, before the LMS then finished the job in 1924, having inherited the fleet at the 1923 Grouping. They later formed the basis for the LMS Class 2P 4-4-0s developed from 1928.

Both the Midland and S&DJR '483s' continued to work through into the nationalised era, with 165 '483s' surviving into BR ownership, which included the five S&DJR locos. Sadly, none of the class survive.

As well as liveries reflecting this history, the Rapido models will include detail variations reflecting locos from earlier and later rebuild batches, as well as the various alterations, additions and removal of parts throughout their lives, including superheater dampers, chimneys, tablet catchers, domes, safety valves, rivet patterns, tender toolboxes, bogie brakes, exhaust injector and so on.



▲ '483s' in BR black, Midland crimson and SDJR Prussian blue liveries.

The models will be formed from die-cast metal and injection-moulded construction, and other features will include a smooth-running mechanism, firebox flicker with dynamic fire draw effect, a 21-pin Digital Command Control decoder socket, a factory-fitted speaker in all models and NEM coupler pockets.

The models are currently at the tooling stage, with designs yet to be fully finalised, but they are available to pre-order, with DCC ready versions carrying a Recommended Retail Price (RRP) of £209.95, and DCC sound fitted models an RRP of £319.95.

Generic pre-Grouping bogie carriages in OO

Rapido has also announced that it will be adding a varied collection of pre-Grouping era coaches to its OO range, all of which will take as their basis a generic 48' carriage design, but then will be adapted with key features that modellers associate with different railway companies.

Dubbed 'Evolution', this range will not only feature distinctive company liveries but also different styles of carriage roof, ranging from arc and elliptical designs to clerestory ones. These roofs will also be made removable to allow the fitting of figures in the detailed interiors, which are to feature luggage racks, picture frames on compartment walls and a fully detailed guard's van or luggage compartment in the brake third versions.

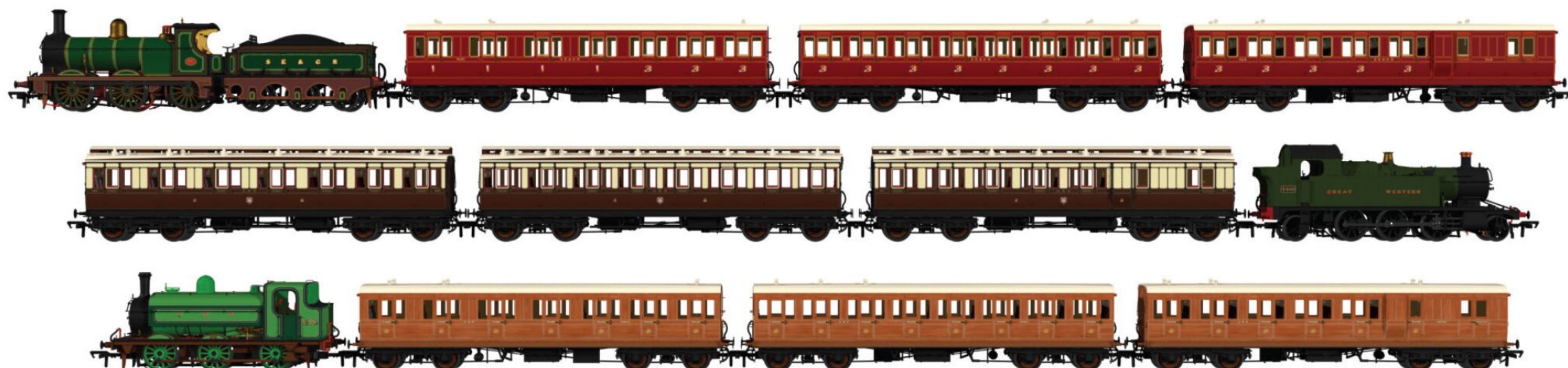
The carriages are all to be fitted with internal working lighting controlled by magnetic wand. To complete the appearance of different gas and electric



▲ 'Evolution' Midland Railway clerestory composite coach.

▶ Third class compartments of the SECR composite coach.

▲ Midland, LNWR, SDJR and LBSCR carriages.



▲ Rakes of (from top) SECR, GWR and GNR 'Evolution' coaches, with appropriate motive power from the forthcoming Rapido Trains UK range.

lighting fittings, the relevant models will feature separately fitted parts for battery and regulator boxes, a dynamo, roof-mounted gas lamps, plumbing, and gas tanks on the underframes.

Each coach will feature Fox pattern bogies fitted with electrical pick-ups. Some versions will feature extra footboards on the bogies and there are additional central lower footboards on some designs. Finally, each coach will be fitted with NEM pockets and has optional close coupling bars (modelled on vacuum pipes) included.

The carriages are currently in tooling and liveries to feature in the first batch comprise the South Eastern & Chatham, Midland, London & North Western, Great Western, Great Central, Great Northern, Somerset & Dorset Joint, London, Brighton & South Coast and Longmoor Military railways. Other pre-Grouping, Big Four and post-Nationalisation liveries will feature in subsequent batches.

Samples are expected to be aired in the later months of this year, with the expected price of each single coach quoted as £69.95 and the price for three pack sets quoted as £199.95.

Ivor the Engine train packs revealed

Following the recent success of its *Titfield Thunderbolt* range of models, Rapido has now revealed it is producing OO gauge train packs inspired by the TV animation series *Ivor the Engine*. Set, as the narrator used to tell viewers, on The Merioneth & Llantysilly Rail Traction Company Limited line in 'the top left-hand corner of Wales', the first 10 black & white films were produced by Oliver Postgate and Peter Firmin, working under their Smallfilms name, in 1959.

From 1975 the original episodes were remade in colour along with new ones as a series of 40 five-minute episodes shown on BBC. Numerous books and VHS cassettes were also produced.

The train packs are being produced in conjunction with Oliver Postgate under an exclusive licence. The first, an Ivor the Engine Train Pack, will feature an Ivor the Engine model with working headlamps and glowing dragon egg in the firebox, along with two open or sheep wagons.

Also included will be 2D card figures with bases, inspired by the characters from the series, as well as a fold-up card engine shed and water tower, and a new *Ivor the Engine* story written and illustrated by Daniel Postgate.

DCC sound versions of the pack will also feature a full range of sounds and dialogue from the original colour animations.

The second set will be an Ivor the Engine Rolling Stock Pack, featuring a passenger coach, coal hopper, a one-plank wagon with crate load, 2D cardboard figures produced from the original animation artwork, and a fold-up station building and platform.

This range of models is currently in tooling and engineering samples are expected early in 2025, but pre-orders are being taken. The Ivor the Engine Train Pack has a DCC ready RRP of £199.95 or a DCC sound-fitted price of £304.95. The Ivor the Engine Rolling Stock Pack meanwhile has an RRP of £114.95.

LMS 20-ton iron ore hopper in OO

An LMS 20T iron ore hopper and its



Ivor the Engine, rolling stock and 2D card figures.

Computer Aided Design render of the 20-ton Iron ore hopper in LMS grey.

Engineering samples of the LMS 20-ton Iron ore hoppers.



variants are to be added to the firm's OO wagon range. The prototypes were produced from the 1920s to mid-1930s by a variety of builders and were used to carry a wide range of raw materials throughout their lifetime. They received numerous extensions, additions and alterations in their later life to accommodate the needs of new owners, which included the National Coal Board, Longmoor Military Railway and British Sugar Corporation. Several were converted to carry lime, requiring a covered roof with a loading hatch.

This variety of owners and uses is covered in the tooling suite. Engineering samples have been received and the

models have an expected price of £34.95 each.

GNR 8-ton van in OO

Rapido has also revealed that it is manufacturing models of the 8-ton vans designed and built by the Great Northern Railway in the early 1900s as a multi-purposed express covered goods vehicle.

The prototypes were produced in four body styles: non-vented, end and roof vented, end-vent only, and roof-vent only versions. With a length of 22' 5" over the buffers, and 19' 0" length over headstocks, they were quite lengthy, making them ideal for transporting quickly a larger number of perishables and goods over



Engineering prototypes of the Great Northern Railway 8-ton vans.

CAD render of a GNR 8-ton van converted to carry fruit traffic.

Engineering prototypes of the forthcoming Class 45 and 46 Peak diesels in N gauge.



the railway's network. Specific versions were also built to transport meat, fruit, and other more hazardous materials. Conversions of 26 of the wagons took place between 1914 and 1916 to make them suitable for carrying explosives and gunpowder, and following the First World War, a further 49 were altered into insulated meat vans. Versions were also produced to carry fruit, which included fitting shelves on the inside, and side steps for easier access.

The models are being produced with varying end and roof vents, as well as in stepped and unstepped versions. The metal bearings fitted will help with smooth running and shunting.

Engineering prototypes have been received and the wagons are to be priced at £34.95 each.

Class 45 and 46 Peaks in N

Adding to the all-new Rapido N gauge models of the BR Class 44 Peaks first announced in RM in November 2022, the manufacturer is now to produce models of the Class 45 and 46 locomotives which were a further development of these 1Co-Co1 locos and entered service from 1960.

Rapido included the research, development and tooling for all three classes when it first began development of the Class 44s and the models have been designed using a combination of archive materials and drawings.

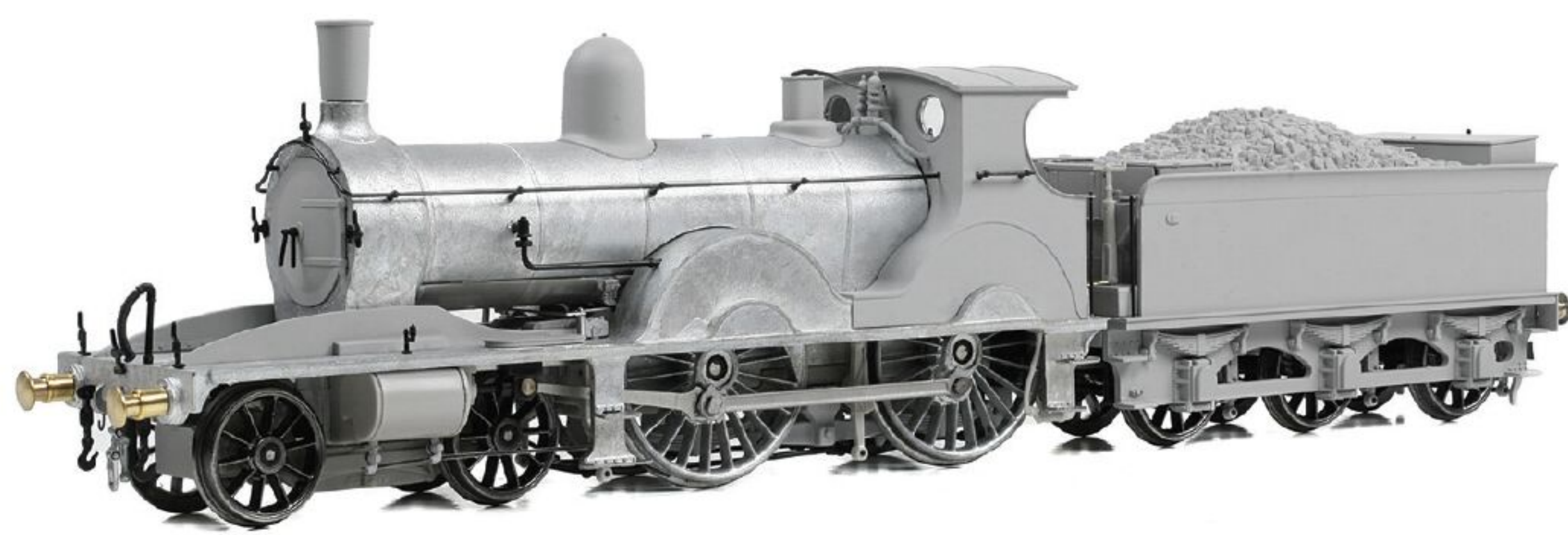
They will be available in a variety of liveries covering the locos' almost 30 years of main line service, as well as preserved examples. In addition to a Next18 decoder socket and NEM coupling pockets, models will be equipped with directional lighting, an etched radiator fan grille and lots of other separately-fitted parts including wipers.

The locomotives will be available in a variety of BR green and blue liveries, ranging from early all-over green or early blue with small yellow end panels through to later BR blue with the double arrow logo – and 45 106 in its later 'retro' green with full yellow ends, red bufferbeams, white buffers and wheel rims, and yellow axleboxes. Ends are also being produced with headcode boxes, split headcode boxes and no headcode, depending on the particular prototype loco.

The expected RRP for the models is anticipated to be £144.95 for DCC ready versions and £249.95 for DCC sound-fitted models. For more information, visit the manufacturer's website:

www.rapidotrains.co.uk

Bachmann unveils OO gauge LSWR T3 at Swanage event



▲ The T3 model with the original Adams boiler...

The big announcement by Bachmann at its Collectors Club Members Day, held at the Swanage Railway on 7 September, was that a new OO gauge model of the London & South Western Railway T3 Class locomotive is to be added to the EFE Rail range.

20 of these elegant 4-4-0 tender locomotives, designed by William Adams, were built at the LSWR Nine Elms Works in 1892-3. Intended for the undulating lines west of Salisbury, a number were based at Bournemouth as well as sheds on the West of England line. (See our Scale Drawings feature on p862 for further details about the history of the T3s.)

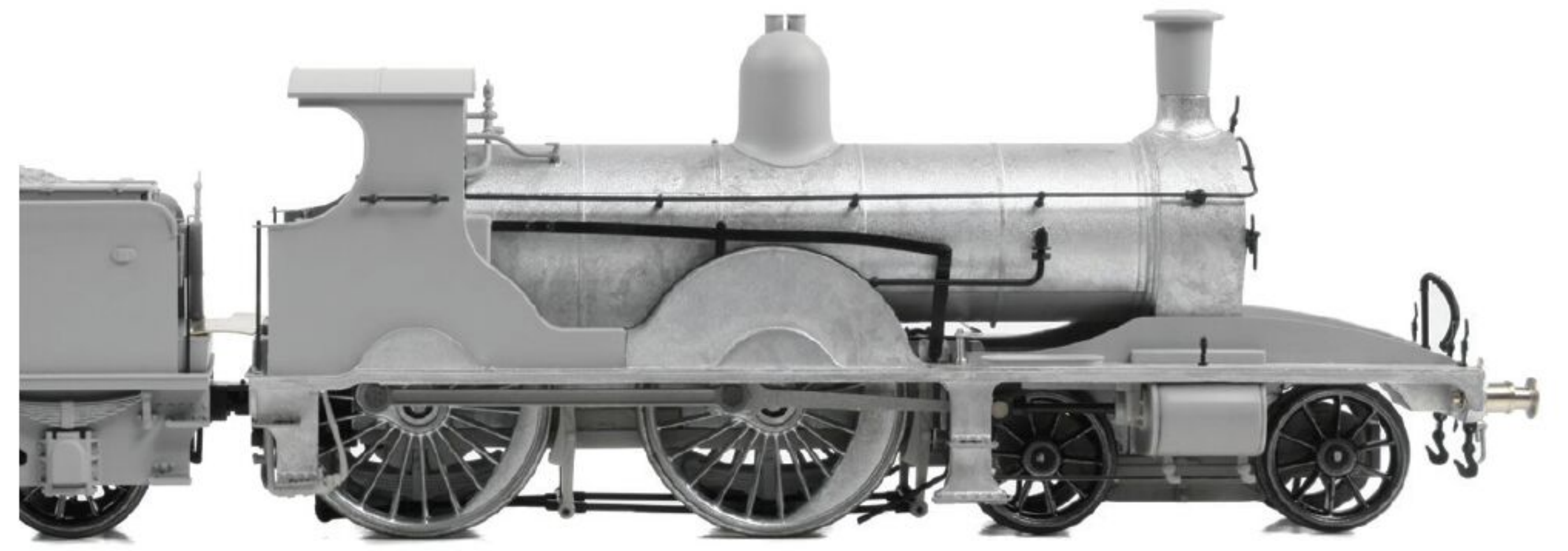
Ownership of the sole surviving example was transferred in 2017 from the National Collection to the Swanage Railway Trust 563 Locomotive Group. The recent completion of its restoration to working order meant that this prototype was in steam for the unveiling of the undecorated samples of the new Bachmann T3 model.

The model has been designed with the help of the archive drawings and photographs held by the South Western Circle, as well as through access to the prototype granted by the 563 Locomotive Group. It incorporates both a die-cast metal running plate and boiler to ensure it is well weighted for smooth operation. Bachmann advises that the numerous separate detail parts include sprung metal buffers, metal handrails and a representation of the inside valve gear.



▲ Graham Muspratt, who has been instrumental in the development of the model, holds a sample alongside the real version at Swanage. Photo: Callum Willcox

As well as backplate detail, the cab includes firebox illumination and a hinged loco-tender fallplate formed from metal. The locomotive and tender are linked by a snap-together drawbar with integral close-coupling mechanism and electrical connections, allowing the Next18 DCC decoder socket to be mounted in the tender alongside a pair of factory-fitted speakers. Electrical pick-ups are provided to all coupled and tender wheels, whilst the drive mechanism, located in the locomotive, has a five-pole motor and flywheel.



▲ ...and with the later Drummond boiler.

Tender detailing includes a realistic coal load, separate metal handrails and metal sprung buffers, plus separate lamp irons and brake rigging. Tenders can be modelled with or without coal rails and with different toolbox arrangements. Further options built into the tooling suite allow locomotives with either Adams or Drummond boilers, chimneys and/or smokebox doors to be modelled.

Bachmann also advises that different versions of the model will have the smokebox saddle either flush or riveted, and the cabs with or without beading. It will also be possible to have single or double whistles along with optional side chains on the front and rear bufferbeams. The T3s were originally built with equalising beam suspension, later changed to traditional springing, and both types are being included in the tooling suite along with the option for plain or fluted coupling rods. Splashers for the front bogie wheels will be other optional extras, although these are intended primarily for static display rather than layout operation.

Full details of the initial suite of planned models, including liveries, identities, pricing and availability, are to be included in the manufacturer's Winter 2024 British Railway Announcements, which will be covered in the news pages of the January 2025 issue of RAILWAY MODELLER.

www.bachmann.co.uk

Basingstoke & North Hants MRS opens its new club buildings

The Basingstoke & North Hants Model Railway Society (B&NHMRS), which recently celebrated its 50th anniversary, opened its brand-new club building on Sunday 1 September. Former RAILWAY MODELLER editor and Honorary Member of the B&NHMRS, Steve Flint, officiated at the opening ceremony, along with the Mayor of Basingstoke Mr Dan Putty and club members, past and present.

It took the Society more than 20 years of patient fundraising to cover the costs using income from its annual model railway exhibition and numerous donations. Previously, since December 1987, it had used a former wooden Scout

building on the site. Despite that old structure being considerably smaller, and having no running water, toilets, kitchen or heating, it allowed the membership to thrive and construct many model layouts over the years in various scales and gauges.

However, with the funds fully in place, planning permission was granted in March 2023 and construction of the new building commenced in September 2023. Much of the work was carried out by the members themselves, with tradesmen employed where required. The building was finally completed in July 2024 and comprises an entrance hall, a large display hall for the

club layouts, a kitchen and WC, and a further accessible WC.

Whereas in the past members had to adhere to a layout rota, which meant individual layouts had to be erected on a monthly basis, this new building allows all the club layouts to be displayed and used concurrently.

It is hoped that the new building will provide a permanent base for the Society for the next 50 years, enabling it to continue its annual exhibition in the town, which is held on the second weekend in March.

Moreover, since the appearance of some members in Channel 5's *The Great*

Model Railway Challenge programme in 2018, the Society has enjoyed a successful period of growing membership, and has also undertaken commissions for display layouts from *The Radio Times* and Network Rail, the latter to demonstrate safety awareness on the UK's railway network.

The Society has a fully inclusive policy and an active young persons' section. Further details about membership, its annual model railway show, and the new clubroom building can be found on the Basingstoke & North Hants Model Railway Society website:

www.basingstokemrs.org



▲ Former RAILWAY MODELLER editor Steve Flint, B&NHMRS Chairman Robin Gilchrist and Basingstoke Mayor Dan Putty at the opening ceremony.



▲ Beggawood Lane, one of the Basingstoke & North Hants Model Railway Society layouts, on display in its new clubhouse during the opening day.



▲ The club's 009 Lynton & Barnstaple Railway layout draws a crowd. Photos courtesy of Basingstoke & North Hants Model Railway Society

Revolution Trains announces OO Class 99 at Berlin InnoTrans

The huge InnoTrans transport trade fair in Berlin – a major showcase for technological innovations in the world of full-size railways – was the venue for Revolution Trains to make the announcement that it has been licensed to produce OO gauge models of the new bi-modal GB Railfreight Class 99 Co-Co locomotives.

GBRf has ordered 30 Class 99s, which can be powered either by 25kV overhead wires or via an on-board Stage V low emission diesel power unit. The locomotives are being financed by Beacon Rail and built by Stadler, and are based on the successful EuroDual design, albeit made narrower and lower to fit the British loading gauge.

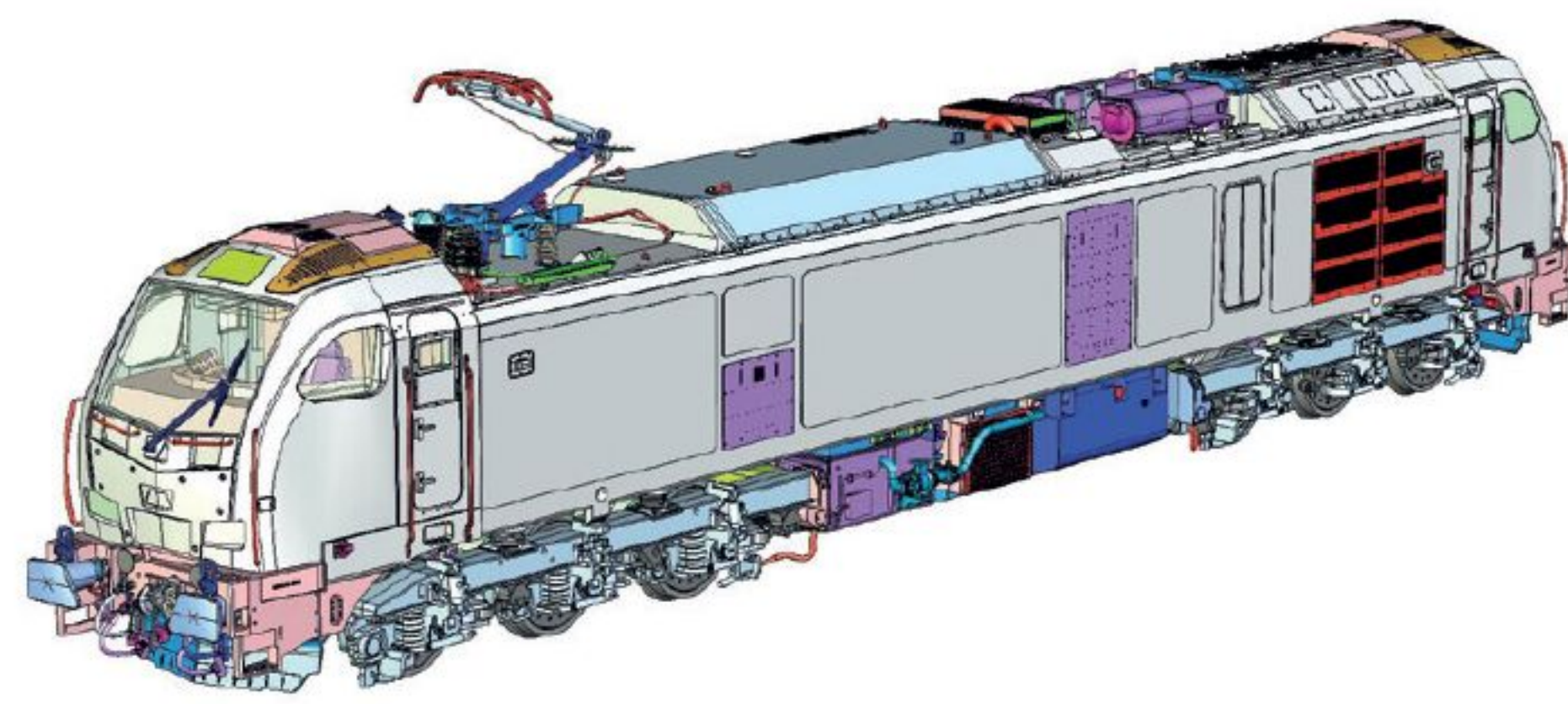
Revolution has secured licences from GBRf, Beacon Rail and Stadler to model the new locomotives and, on Wednesday 25 September, was invited by Beacon Rail onto its stand at InnoTrans to unveil the model.

Although the Class 99 bears a superficial similarity to the Rail Operations Group Class 93 tri-mode locomotives already being developed by Revolution Trains, the cab design does have numerous subtle differences.

The images released by the company so far show a first draft of the CAD for the model. Amendments are still likely to be required, and tooling will not begin until the prototype locomotives have been certified for the UK network and Revolution can be certain that no changes to their appearance are required.

Decorated Class 175 and 180 units in N

Revolution Trains has revealed decorated samples of its forthcoming Class 175 Coradia and Class 180 Adelante units (plans for which were first reported in



▲ A render from the CAD artwork for the Class 99 Co-Co in OO, which is being developed by Revolution Trains.

our April 2022 issue). The Class 175 was displayed in the turquoise & cream of Arriva Trains Wales, while the Class 180 was in the eye-catching black & orange colours of Grand Central.

As well as those versions, Revolution will be offering two- and three-car 175s in First North Western and Transport for Wales liveries, and the five-car Class 180 in First North Western, First Great Western, Great Western dynamic lines, Hull Trains and East Midlands Railway colours.

Revolution advises that delivery of the models is expected by Spring 2025. All cars will have working head and tail lights and, in the 175s, destination blinds with full interior lighting. A single Next18 decoder socket is fitted beneath the floor in the power car, and six-pin electrical couplers allow this to control the complete train.

Samples of red and Wight liveried 1938 Tube stock in N

Also unveiled by the manufacturer are decorated samples of its N gauge 1938 stock London Underground trains (plans for which were announced in the November 2021 issue).



▲ Factory-decorated samples of Arriva Trains Wales Class 175s.



▲ A factory-decorated sample of a Grand Central Class 180 in N.

Models have been shown in original Rail Red, 1970s era Bus Red and, as preserved at the London Transport Museum in Acton, in Rail Red with Bakerloo Line copper brown roofs.

Revolution advises that delivery of the models is expected in early 2025, and they will be available in three- and four-car sets to enable accurate seven-car trains to be assembled. They will feature both Northern Line and Bakerloo Line destinations.

The trailer cars will have fully painted interiors with working saloon lights, while the end cars will be fitted with headlights, tail lights and six-pin DCC sockets.

In addition, two-car sets representing the trains as Class 483 units in their final years on the Isle of Wight will be available in Network SouthEast and South West Trains Island Line liveries.

www.revolutiontrains.com



▲ Factory-decorated samples of 1938 tube stock in N. Photos: Tom Everitt

Peter Martin

Andrew Burnham, *CONTINENTAL MODELLER* Editor, writes:

We were shocked and saddened to hear that our friend Peter Martin passed away in Torbay Hospital on 3 August after a short illness, at the age of 72.

Peter was formerly Membership Secretary of the German Railway Society for several years and did much to encourage its growth and development, including setting up the South Devon Group. He was an enthusiastic, energetic, and efficient volunteer.

He was a great ambassador for the model railway hobby and was always willing to offer advice and help.

He was an accomplished modeller and built layouts in different scales. He initially sampled American HO but soon gravitated to German HO with *Bw. Mayfeld*, a loco depot which was extended in stages and notable not only for early adoption of digital control, eventually including the use of a computer for the track diagram and point control, but also for encouraging exhibition visitors to operate. Eventually the adjacent station was modelled, which could also be exhibited alone. It was followed by the more

portable *Hemmenhofen* (German HO) while *Reuen* (Swiss HOm) took shape in the garage. This was never finished as attention turned to *Engelhausen* (East German HOe) and *Dingstabumster* (HO/HOe). The availability of Blackstone HOn3 models prompted *Crock*, *Colorado* (US HOn3) and then Lenz and other German O products inspired *Nerdelheim*.

Most of these have been featured in our sister publication *CONTINENTAL MODELLER* and remain a testament to his modelling interests and skills.

Latterly he was also active with British O, OO (*Widdiford*, see RM May 2019), and OO9, and also created several dioramas for the Peco sales team to demonstrate and promote new products in various scales.

His layouts appeared at exhibitions all over the country and in Europe.

We have lost a talented modeller and a good friend. He will be missed. Our sincere sympathies and condolences to his family and friends.



Pennine Wagons unveils two limited edition releases in N

Pennine Wagons, which specialises in supplying limited edition ready-to-run N gauge wagons by online mail order, has released details and images of two new commissions.

The first is a four-wheel wooden refrigerator van made for the company by Peco and decorated in the pre-Grouping livery of the Hull & Barnsley Railway.

The other vehicle is a seven-plank four-wheel open wagon manufactured by Dapol in the Private Owner livery of coal factors Thutchley & Co. Ltd.

The prices of the wagons are £19.00 for the H&BR van, and £16.50 for the Thutchley open wagon, or £33.50 for the pair, with these prices including post & packing within the UK. Orders can be made in writing, by post or via the website:

Pennine Wagons
34 Leith Court
Dewsbury
West Yorkshire
WF12 0QP
www.penninewagons.co.uk



▲ The exclusive N gauge four-wheel refrigerator van in Hull & Barnsley Railway livery manufactured for Pennine Wagons by Peco.



▲ The seven-plank four-wheel open wagon, in the Private Owner livery of coal factors Thutchley & Co. Ltd, that has been made for Pennine Wagons by Dapol.

Dapol reveals Collett Manor in N amongst latest project updates

Dapol has unveiled early samples of a new Great Western Railway Manor Class 4-6-0 in N, which follows on from the manufacturer's version in OO (see review, RM October 2022).

In all, 30 Manor Class locomotives were manufactured at Swindon in two batches: 20 between 1938 and 1939, and then a further 10 post-Nationalisation.

Dapol advises that the models have a die-cast chassis with a coreless motor driving the rear wheels, with the centre driving wheels sprung. The front bogie is also sprung and operates on a cam to negotiate second radius curves.

Other features include blackened wheels, brass bearings and firebox glow. In addition, there will be space for a 'sugar cube' speaker in the tender, as well as the model being DCC ready with provision for a Next18 decoder (also in the tender).

A selection of GWR and BR liveries are to be offered. The RRP for DCC ready models is expected to be £190.00, for DCC fitted models £227.80, and for DCC sound fitted versions £308.80.

Bulleid light Pacific in N

Dapol has also revealed undecorated samples of its long-planned original air-smoothed Bulleid light Pacifics in N gauge, which were first outlined in the February 2019 RAILWAY MODELLER, with CAD artwork revealed in the November 2022 issue.

The initial batch of original form light Pacifics will feature the firm's new coreless motor mounted in the locomotive boiler, along with electrical pick-up from all locomotive coupled wheels and tender wheels. The models will also include a heavy die-cast chassis to aid traction.

The injection-moulded locomotive and tender body tooling will cater for different cab types, tender versions and long and short smoke deflectors found across different prototypes. Other details will include die-cast wheels and firebox glow effect.

Intended versions include both Battle of Britain and West Country class members in SR Malachite green, BR green with early emblem and BR green with late crest, plus Battle of Britain No.34081 92 Squadron in Malachite green with early 'BRITISH RAILWAYS' tender lettering.

The anticipated RRP of the models is £215.00 DCC ready, £250.00 DCC fitted and £330.00 DCC sound fitted.

New batch of Sentinels in O

Dapol has received decorated samples for its next batch of O gauge Y1/Y3 Sentinel 0-4-0VBT models (see review,



▲ Engineering sample of the Dapol N gauge Manor...



▲ ...and the N gauge Bulleid light Pacific.



▲ BR 3MT 2-6-2T in lined green.

RM March 2020). Liveries are to include LNER plain black with 'NE' lettering, BR plain black with either 'BRITISH RAILWAYS' lettering or early emblem, BR lined black with late crest, Charrington Brewery bright red livery, and The United Steel Companies Ltd lined maroon.

The RRP for DCC ready models will be £195.62, for DCC fitted versions it will be £229.15 and for DCC sound fitted models it will be £310.00.

BR 3MT 2-6-2T in production

Production samples of the Lionheart Trains O gauge BR Standard Class 3MT 2-6-2T (first announced in the July 2022 issue of RM) have also been received.



▲ Sentinel in United Steel maroon.

The models will feature a die-cast metal body and chassis, die-cast wheels and fully working prototypical Walschaerts valve gear.

Other features will include a removeable cab roof held in place by small magnets, and a flickering firebox glow effect.



▲ Undecorated sample of MHA Coalfish wagon.



▲ ISO shipping container.

Liveries will include lined BR black with early emblem, lined black with late crest, green (both lined and unlined) with early emblem and lined green with late crest. The expected RRP for DCC ready models is £621.00, for DCC fitted versions £653.40 and for DCC sound fitted models £739.80.

MHA Coalfish wagons in O

Also being modelled in O gauge and at the undecorated sample stage are Coalfish wagons, a fleet of ballast wagons, produced using the underframes of redundant Merry-Go-Round (MGR) coal hoppers, which were hired to infrastructure maintenance companies.

Dapol is making models of the original batch of 400 16-rib wagons built at RFS Doncaster between 1997 and 1998, coded MHA Coalfish. The models will have a die-cast compensated chassis and underframe, die-cast and profiled wheels, sprung metal buffers and working instant couplings. The anticipated RRP is £60.00 each.

ISO containers in various sizes

Another series of models being developed for the O gauge range are ISO containers for modern era freight trains.

The models will represent most containers that are currently in use and the more common types such as the 20', 40' and 40' High Cube, and will feature different doors for certain livery versions. Liveries will include Maersk grey with large turquoise logo, Hapag-Lloyd orange, Cobelfret dark blue and Tesco blue with 'Less CO2' and 'Stobart Rail' branding. The anticipated RRP's are between £25.00 and £40.00.

www.dapol.co.uk

Kernow announces exclusive SPV parcels van in OO

Kernow Model Rail Centre has commissioned from Rapido Trains UK an exclusive OO gauge model of a Western Region SPV parcels van.

The SPV parcels vans were introduced by British Railways between 1960 and 1961 as the Diagram 1/801 fish van. These vans featured a 15' wheelbase and 21' 8" body and were fitted with roller bearings from new that allowed the wagons to travel at speeds of 60mph.

With the decline in fish traffic, and the carriage of these perishables ceasing in 1968, many vans were transferred to

parcels traffic (coded NRV and later SPV under TOPS) and sported BR rail blue livery with double arrow logo. This resulted in the vans being seen across the network.

SPV E87715 was transferred to the WR, becoming W87715, and was used for newspaper working and later as an RBV barrier vehicle.

The model (ref.957019) is priced at £31.99 and is available to pre-order online or at both the Camborne, Cornwall, and Guildford, Surrey, KMRC branches.

www.kernowmodelrailcentre.com



EXHIBITION FOCUS

Vale of Rheidol Railway to host model rail show

The Vale of Rheidol Railway will be holding a model railway exhibition on Saturday 26 October in its new museum inside the former GWR locomotive shed, across the tracks from its Aberystwyth station platform.

The exhibition will see layouts displayed between prototype exhibits including locomotives and carriages from around the world – including ex-GWR ‘Dukedog’ No.9017, which is on loan from the Bluebell Railway and a former resident of that very shed.

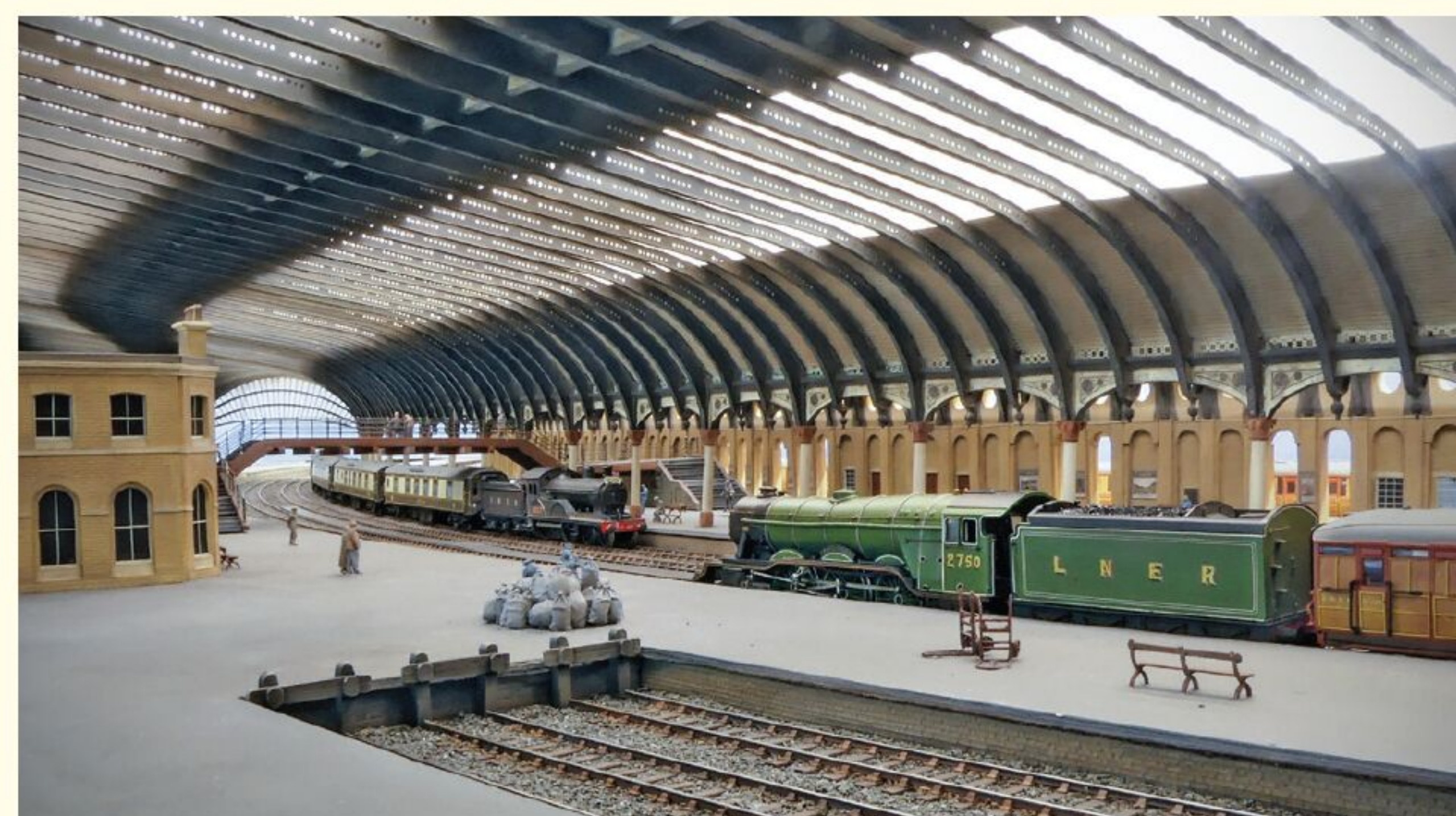
For further details (including a list of layouts) refer to our Societies & Clubs pages. Alternatively, further information about the event and narrow gauge railway can be found online at:

www.rheidolrailway.co.uk

Depicting the Leek & Manifold in 7mm, *Hulme End* by Paul Holmes (see RM March 2020) will be in action at Aberystwyth. Photo: Andrew Burnham



RM Cup winning layout set to star at Leeds MRS show



Winner of the 2023 RM Cup, *York* in 2mm scale. Photo: Peter Kirmond

On display at the Leeds Model Railway Society show over the weekend of 26 & 27 October will be a quintet of layouts that have been published in RAILWAY MODELLER.

These will include *Chapel-en-le-Frith* in OO (RM November 2017); *York* in 2mm by Peter Kirmond (RM April 2023), which won the 2023 RAILWAY MODELLER Cup; *Crioich* in EM by Peter Fletcher (RM March/November/December 2018 and January 2019); and *The Warren*, which appears in this issue on pages 879-881. The fifth layout will be an under-construction model of Hunslet Engine Works in 7mm by Andy Ross (RM May/June 2019 and May 2021); it should be noted that the article on this layout that was planned for inclusion in this issue will now be published in the December edition.

Joining these layouts will be a selection of other model railways covering a wide array of scales, gauges and eras – including British and overseas prototypes. In addition there will be trade support, modelling demonstrations, displays and society stands.

The event will be taking place at Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 9NA. Admission is priced £10.00 for adults and includes a free programme: up to three children can be admitted free with each paying adult. For further details see the Societies & Clubs listings, or visit:

www.leedsmrs.org

Meg Raven

Andrew Burnham, *CONTINENTAL MODELLER* Editor, writes:

We were sad to hear that Meg Raven passed away on 19 July, peacefully and at home among her family, after a protracted period in hospital.

Meg was well known on the exhibition circuit all over the country, operating the various Raven Miniatures family layouts – not to mention dispensing delicious home-made tablet.

Our sincere condolences to Norman, Melissa, and Simon and all the family as well as her many friends in the hobby.



Second run of Accurascale Class 66s in OO

Accurascale has revealed the versions to be covered in its second production run of OO gauge Class 66 locomotives (for a review of models from batch one, see RM August 2024).

The models to be produced are 66 302 in Fastline Freight livery; 66 849 in Colas Rail Freight livery; 66 789 in GB Railfreight British Rail large logo blue; 66 724 in GBRf standard dark blue; 66 421 in DRS Compass livery; 66 414 in Freightliner ‘Powerhaul’ colours; and 66 142 in Maritime Intermodal DB blue.

Each running number will be available in both dc/DCC ready and DCC sound fitted formats, with anticipated RRP of £179.95 and £279.95 respectively. Delivery is expected to be in the second quarter of 2025.

HYA wagon packs in GBRf blue and with graffiti finish

Accurascale is to release further versions of its cut-down HYA wagons in OO (see



A decorated sample of a Class 66 from batch two.

review, RM June 2022), with seven twin packs presented in the GB Railfreight blue livery carried by 48 of the type since 2021. An Accurascale Exclusives limited edition twin pack is also being produced, comprising a wagon with graffitied finish, the other in plain condition with NACCO markings. All the HYA packs are priced £84.95 each and are expected to be released in the third quarter of 2025.



Exclusive HYA with graffiti finish.

NCB internal user HTV pack

Another all-new Accurascale Exclusives offering is a triple pack of National Coal Board internal user HTV four-wheel hopper wagons, based on former BR 21-ton wagons that were used at the NCB coal disposal site and washery at Gwaun-Cae-Gurwen in South Wales. The green & grey livery on these wagons was first applied to the washery’s fleet in the early 1990s and continued in use



Internal user HTV.

until the site was mothballed in 1999. The triple packs have an anticipated price tag of £99.95 and delivery is expected in the third quarter of 2025.

www.accurascale.com

Coming next month

**Dec. 2024 –
Out Thursday 14 Nov.**

Templecombe Lower The Somerset & Dorset in 4mm

**Railway
of the
Month**

North Cornwall Brewery A fictional scheme in 00

Hunslet Engine Works The latest progress with this ambitious 7mm project

inside ...

• **MAKING A START IN 009**
Chris Ford continues the construction of his Ffestiniog-inspired layout in 4mm

• **N GAUGE HEAVY FREIGHT**
Modelling a Tyne Dock 9F and rake of bogie iron ore hoppers in 1:148

• **HADLEY WOOD**
A layout suggestion for TT:120

**plus all the
regular features**

Scenic modelling courses at Pendon Museum

After a break of four years, Pendon Museum is due to restart railway modelling courses for adults in November this year.

The museum has a well-earned reputation for the excellent representation of a scenic landscape in model form and it is this aspect of the model railway hobby which will be the focus of the first courses. Attendees will have the opportunity to create a small scene including the application of static grass, representation of

roads and paths, puddles and rocky outcrops. After the basic groundwork is complete there will be time to produce different forms of foliage including trees with seafoam, bushes, shrubs and flowers. Observation and experimentation is encouraged so that everyone will produce an individual scene to take home as a reference piece for their own modelling.

The tutors for the course will be Nick Wood and Paul Rhodes. Both have model railways currently on the

exhibition circuit (*Much Murkle* and *Old Parrock* – the latter featuring in the October issue) and are keen proponents of landscape modelling based on observation and reflection. The first one-day courses are to be held on Saturday & Sunday, 15 & 16 November. Numbers are limited to six per course and more details can be found on the museum website. Further courses on different aspects of railway modelling are planned for 2025.

www.pendonmuseum.com

Nearly 40,000 people attend *Making Tracks IV* in Chester

Nearly 40,000 visitors came to Chester Cathedral in August when, for the fourth consecutive year, music industry guru and rail enthusiast Pete Waterman OBE and his Railnuts team exhibited their 64' long *Making Tracks IV* layout in the medieval building's nave.

This year's event, staged from 1-31 August, featured new additions to the modern era depiction of the West Coast Main Line including Watford Junction station, Bushey Viaduct and Roade Cutting.

In all 39,232 visitors came to see the layout and the event also allowed 4,014 members of the public to take part in driving trains. The layout was built using Peco track totalling 811' or 247m.

Pete Waterman said of the exhibition: "I am very proud to again have brought to the cathedral a show that so many people want to come and see. The public have been so generous with their comments and support. It is humbling to help inspire kids and adults alike to go and build things for themselves, whilst helping to maintain such a beautiful building for future generations."

To find out more, head to the PecoTV YouTube channel (@PECOrailwaymodeller) to watch an exclusive interview with Pete where he discusses *Making Tracks IV*.



▲ A view of *Making Tracks IV* in Chester Cathedral, taken from the PecoTV video referred to in the text.

Hull MRS new clubroom is now open

The Hull Miniature Railway Society has recently moved into new clubrooms on the first floor at 151-153 Wincolmlee, Hull HU2 0HD, writes society secretary Graham Armstrong.

The club has layouts in all major gauges with more under construction (including projects in OO, EM, OO9 and N) and members come not only from Hull but also adjacent areas of East Yorkshire and North/North East Lincolnshire.

Having settled in, the society is ready to welcome potential new members, although it should be noted that children under 16 years of age must be accompanied by a parent or guardian.

Meetings are held on Monday and Thursday evenings from 19:00-21:00. It should also be noted that, being on the first floor, access is by stairs only as there is no lift.

Further details can be found on the HMRS website: www.hullmrs.org

Exclusive OO9 Bayliss Orchard apple wagon from AGR Models

AGR Model Railway Store, of Leighton Buzzard, Bedfordshire, has recently commissioned a number of exclusive liveried OO9 wagons made and packaged for the retailer by Peco.

Following the PW double wagon pack in the August issue, another attractive example of these exclusive wagons is a green-liveried four-wheel van bearing branding for 'Bayliss Orchard fresh apples' in red lettering.

Although having a narrow gauge wagon for this particular agricultural enterprise may be a fiction (despite the Hook Norton ironstone line, on which the historic former Welsh Highland Railway 1' 11½" gauge loco *Russell* went to work in 1942-46, being only around 10 miles distant), the Bayliss Orchard, near the Oxfordshire town of Banbury, is real and holds a special significance to family members who are involved in running the AGR store.

AGR believes that an apple wagon will appeal to owners of narrow gauge layouts with freight trains running through a rural setting – and will soon be building on those family links further with the extra addition of a 'Bayliss Cider' liveried van also commissioned from Peco.

Further details of this vehicle will be revealed soon; in the meantime, some stocks of the light green-liveried Peco



▲ The exclusive OO9 Bayliss Orchard apples wagon produced by Peco for AGR Models.

GRC-002 OO9 Box Van 'Bayliss Orchard' Apple Van – AGR Special Edition model are still available, with the wagon priced at £24.95 plus shipping. For further details visit the retailer's website:

www.agrmodelrailwaystore.co.uk

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.

JANUARY 2025 issue deadline: November 1st

LIVE EVENTS

Saturday 12 October

BENFLEET, Essex

Event: Model railway exhibition.

Organiser: Thundersley Methodist Church.

Venue: Thundersley Methodist Church, Kennington Avenue, Benfleet, Essex SS7 4BS.

Open: 1000-1500

Admission: adults £4.00, seniors/students £3.00, children 16 and under free.

Amenities: limited parking at church, free parking around local roads (designated bays in some roads – up to 1 hour), light refreshments, disabled access to all areas.

Features: 6 layouts (incl 16mm scale narrow gauge live steam), plus trade support.

Contact: Roger Thomas, 07542 180443.

Website:

www.thundersleymethodistchurch.org.uk

Saturday 12 October

CAMELON, Falkirk

Event: SCOTGOG O Gauge Show.

Venue: Camelon Education Centre, Abercrombie Street, Falkirk, FK1 4HA.

Open: 1000-1600

Admission: £6.00 per person.

Amenities: free car parking, on-site cafe.

Features: layouts, trade stands, demonstrator table, test track.

Contact: Chris Smith 01383 880844.

Email: scotgog@gmail.com

Saturday 12 October

HEYWOOD, Lancashire

Organiser: Heywood Model Railway Group.

Venue: Unit 4, River Street, Heywood OL10 4AB.

Open: 1000-1600

Admission: £3.00 per adult, accompanied children free.

Amenities: free parking, wheelchair access. Refreshments available.

Features: open day for club test tracks in N, OO9, OO and O gauge. Run your own locos. Plus club shop.

Website: <https://www.hmrg.net/>

Saturday 12 October

ROWLEY REGIS, West Midlands

Organiser: Cradley Heath Model Railway Club 11th Annual Exhibition.

Venue: Rowley Learning Campus, Curral Road, Rowley Regis, Sandwell B65 9AN.

Open: 1000-1630

Admission: adults £8.00, children 6-18 £5.00, family (2+2) £18.00.

Amenities: free parking, disabled access to all areas. Refreshments available.

Features: 30 layouts incl: *Melin Illechi* (SM32); *Sutton Coldfield*, *Lyddlow* (O); *St Oswalds* (O-16.5); *Derwent Road* (O9); *Bishopton*, *Gracetown Bank*, *Hobbs Hill*, *Hounslow Sidings*, *Oxford Road*, *Stothert & Pitt*, *Studley and Astwood Bank*, *Trinity Dock Street Bridge* (OO); *Sugar Creek* (HO); *Oasis Camp* (HO/HOn3); *Launceston Steam Railway*, *Somewhere in France* (OO9); *Creso*, *Hartley Poole Too*, *Seen Better Days* (N); *Funville*, *Lego City* (freelance layouts for children). Demonstrations and trade stands.

Contact: Dave Stringfellow, 01384 400447.

Email: davidmstringfellow@gmail.com
chmrc@hotmail.co.uk

Website: www.cradleyheathmrc.co.uk

Facebook: www.facebook.com/cradleyheathmrc

Saturday 12 & Sunday 13 October

ALDERSHOT, Hampshire

Event: Farnham & District 49th Model Railway Exhibition.

Organiser: Farnham & District MRC.

Venue: Alderwood Leisure Centre, Tongham Road, Aldershot, GU12 4AS.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00, children £2.00, family £22.00, including guide.

Amenities: free parking. Wheelchair access. Catering from 0930.

Features: layouts including: *Bristol Goods Shed* (O/50mm GWR broad gauge); *Northport Quay* (O/36.75mm Irish); *Kingsbury*, *Wolfe Lowe* (O); *Bridport Town* (O-16.5); *Tony's Forest* (O-14); *Brink Valley Tramway* (O9); *Brixcombe*, *Great Bardfield*, *Sandford & Banwell* (P4); *Sheepcroft* (E4); *Brief Encounter*, *Charity Layout*, *Leicester Belgrave Road* (OO); *Tan-y-Llyn*, *Tittlesworth* (OO9); *Norge* (HO); *Tarley* (3mm scale); *Haxton Castle*, *Lisworth Bay*, *Moors View*, *Okehampton* (N). Plus trade support.

Email: exhibition@farnhammrc.org.uk

Website: www.farnhammrc.org.uk

Saturday 12 & Sunday 13 October

BOURNEMOUTH, Dorset

Event: Annual Exhibition.

Organiser: Christchurch Model Railway Club.

Venue: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth, Dorset BH8 9UJ.

Open: both days 1000-1600

Admission: adults £7.00 (cash only), acpd U16s free.

Amenities: free parking, bus stops near to venue, disabled access. Refreshments available.

Features: approximately 20 layouts and displays plus trade stands.

Contact: John Caines, 07340 332857.

Email: johncaines60@gmail.com

Saturday 12 & Sunday 13 October

KIRKBY-IN-ASHFIELD, Nottinghamshire

Organiser: The Elizabethan Model Railway Society.

Venue: The Summit Centre, Lowmoor Road, Kirkby-in-Ashfield, Notts NG17 7LL.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £5.00, acpd U16s free.

Amenities: free on-site parking. Selection of food available on site. Venue and event are cash only, but some traders accept cards.

Features: layouts including: *Britannia Mills*, *Hearnor South*, *Hindlow*, *Knowles Hill Colliery*, *Llanforen Shed*, *Sutton-in-Ashfield Town* (OO); *Uppingham* (TT3); *Birds Folly* (OO9); *Meden Vale*, *Northfields*, *Sheffield Victoria* (N) plus displays and skills demos. Trade support.

Contact: 07904 422812.

Website: www.elizabethanrailwaysociety.com

Saturday 12 & Sunday 13 October

WALNEY, Cumbria

Event: 61st Model Railway & Transport Exhibition.

Organiser: Furness Model Railway Club.

Venue: Walney School, Sandy Gap Lane, Walney, Barrow-in-Furness, Cumbria LA14 3JT.

Open: both days 1000-1700

Admission: adults £8.00, children £4.00

(card payments accepted).

Amenities: Walney is served by bus Nos.1 & 2 from Barrow-in-Furness town centre to Furness Golf Club or The George Hotel, a short walk from the school venue.

Features: at least 10 working layouts, plus other exhibits and traders.

Contact: exhibition manager, 07764 273581.

Email: gordon.atkinson37@gmail.com

Website: www.furnessmrc.com

Facebook: www.facebook.com/furnessmodelrailwayclub.fmrc/

Saturday 12 & Sunday 13 October

WARLEY AT STATFOLD MODEL RLY SHOW TAMWORTH, Staffordshire

Organiser: Warley Model Railway Club in conjunction with Statfold Narrow Gauge Museum Trust.

Venue: Statfold Country Park, Ashby Road, Tamworth B79 0BU.

Open: both days 1000-1700

Admission: adult day ticket £18.00, child day ticket £8.00 (U2s free), family (2+2) day ticket £43.50, senior (age 65+) day ticket £13.50, carer day ticket (ID required) £13.50. Includes exhibition and museum attractions and train rides. Pre-book tickets at www.statfold.com/events

Amenities: free parking, incl disabled parking. Free bus service by Transport Museum Wythall between Statfold Country Park, Tamworth rail station and Tamworth town centre. Venue is completely accessible for users of wheelchairs or walking aids. Meals & snacks available at Peeler's Bar & Cafe and Diane's Diner.

Features: 30 layouts incl: *Ty'n-y-Coedcae* (S7); *Baracke Works*, *Borrington by the Sea*, *Pulsons Amalgamated Munitions*, *Worcester South Quay* (O); *Inver*, *Rumbow Edge* (O-16.5); *Abbey Light Railway* (O-14); *Hadley Town*, *Orfe Quay* (EM); *Awdry St Nicholas* (Bachmann Thomas layout), *Clayton End Signalman*, *Dagnall End*, *Eardley Mor Halt*, *Jacksfield*, *Portishead TMD*, *Seaford Promenade* (OO); *Burford*, *Rock Yard* (HO); *St Fayre* (HOM); *Port William Trebarwith Quarry* (OO9); *Le Vieux Hameau* (HOe); *Oberdorf – Il* (Nm); *Brocolitia*, *Broadwater Junction*, *Cwm Bach*, *Gibben Quarry*, *Gravelly Oak*, *Monument Lane*, *Musgrave Hill*, *Spillraintal*, *The Quarry*; *Underwood Tunnel* (N); *Brunel's Atmospheric Railway display*. Demos & trade stands. NG steam rides & Museum. Children's activities.

Email: info@statfold.com

Websites: www.statfold.com/warleymodelrailwayshow

www.thewarleyshow.co.uk

Facebook: www.facebook.com/warleyatstatfold/

Sunday 13 October

HEATH PARK, Cardiff

Organiser: Cardiff Model Engineering Society.

Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.

Open: 1300-1700.

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 13 October

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: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.

Website: www.cvmrc.co.uk

Thursday 17 – Sunday 20 October

LEAMINGTON SPA, Warwickshire

Event: The Midlands Model Engineering Exhibition.

Organiser: Meridienne Exhibitions Ltd.

Venue: Warwickshire Event Centre, A425, Southam Road, Leamington Spa CV31 1FE.

(On the Junction of the A425/B4455 – Southam Road Visitor Entrance Sat Nav CV31 1FE).

Open: Thursday-Saturday 1000-1630

Sunday 1000-1600

Admission: adults £13.00, senior citizens £12.00, children (5-14 inclusive) £5.00.

Amenities: free visitor car park, designated parking area for Blue Badge holders. Disabled facilities. Restaurant & coffee shop.

Features: one of the UK's largest model engineering exhibitions, with 30 clubs and societies displaying hundreds of exhibits. Wide range of modelling skills. Also 40 specialist trade suppliers plus talks on range of topics. Competition and display classes open to all and are free to enter – see website.

Website: www.midlandsmodelengineering.co.uk

Facebook: www.facebook.com/MeridienneEx/

Saturday 19 October

ABBOTSKERSWELL, Devon

Organiser: South Devon Model Railway Society Open Day.

Venue: The Church House, Abbotskerswell, Newton Abbot, Devon TQ12 5NZ (what three words: buyers.lazy.landed).

Open: 1030-1630

Admission: all proceeds go to the Abbotskerswell Church House Trustees.

Features: society's 4 large layouts in OO & O gauges, as well as three visiting layouts.

Website: www.sdmrs.org.uk

Saturday 19 October

BECKENHAM, London Borough of Bromley

Event: Beckenham Model Railshow 2024

Organiser: Beckenham & West Wickham MRC.

Venue: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN.

Open: 1000-1630

Admission: adults £10.00 (£8.00 if bought in advance), acpd U16s free.

Amenities: free on-street parking or 15 min walk from Forest Hill or Sydenham rail stations, with latter also served by bus No.75.

Features: *Lea Valley Railway Centre*, *Newchapel Junction* (O); *San Telmo* (On30); *East Dock* (EM); *Copper Wort*, *Fareford Depot*, *Fawcett Street*, *Folly Lane*, *Five Ash Down*, *Hornby Dublo*, *Norwood East*, *St Jennifers Bay*, *Wallingford* (OO); *Melin Dolrhyd* (OO9); *Kaninchenbau* (HOe); *Brunswik*, *Cedar Canyon Junction*, *Corkscrew Green*, *Dydney Junction*, *Southwark Bridge*, *Stonecombe* (N). Demos and stands.

Email: bwwmrc@me.com

Website: www.bwwmrc.co.uk

Facebook: www.facebook.com/Beckenhamandwestwickhammrc/

Saturday 19 October

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 19 October

CRAWLEY, West Sussex

Organiser: Seaboard Southern Model Railroad Group.

Venue: Hut 13, Tilgate Park Recreation Centre, Tilgate Drive (off Brighton Road), Crawley, RH10 5PH.

Open: 1000-1600

Admission: free.

Amenities: plenty of free on-site parking, disabled wheelchair access, complimentary tea and coffee.

Features: open day with club members showcasing extensive HO and N gauge layouts. Also On30 narrow gauge models on display. Second-hand items for sale.

Contact: Malcolm Dickie (Secretary), 07915 068816.

Email: Malcolm.g.dickie@gmail.com

Website: www.seaboard-southern.org.uk
Facebook: www.facebook.com/seaboardsouthern/

Saturday 19 October

SHOREHAM-BY-SEA, West Sussex

Event: N Gauge Model Railway Show.
Organiser: West Sussex N Gauge MRC.
Venue: Shoreham Baptist Church, Western Road, Shoreham-by-Sea, West Sussex BN43 5WD.
Open: 1000-1700
Admission: adults £5.00, U15s free.
Amenities: venue is 0.08 miles from Shoreham-by-Sea railway station.
Features: layouts incl: *West Tilgate, Sarah's Falls, Takeaway, Four Bridges, Staffordshire Potteries, Castle Rise, Los Tanimals, Lyme Regis, Tinkersville, A Little Small Town, Cmc Fiddleyards* and *WSNG Mini-Modules*. Plus trade stands.
Contact: 01403 266689.
Website: www.wsng.co.uk

Saturday 19 October

WOMBOURNE, Staffordshire

Event: Wombourne Autumn Railx.
Organiser: Midarc Promotions.
Venue: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA.
Open: 1000-1600
Admission: adults £6.00, concessions £4.00 (cards or cash accepted).
Amenities: 3 car parks nearby. Bus Nos.15 & 16 from Wolverhampton and Stourbridge Jct stop in village. Disabled friendly venue. Refreshments.
Features: layouts incl *G Scale Display, Lapping Works, O Gauge With Nick Palette (O); Brynkrug Sidings, Hookton Riverside, White Oak Light Railway (O-16.5); Hackworth Jutland Street (OO), Leigh St George, Southbridge, Todmorden Midland (N); plus Levisham Station, RN Depot, Matts Farm Railway, Highworth, All White, Lakeside Yard* and *Good Monnton Works*. Trade stands.
Contact: Bryan Shear, 07927 059930.

Saturday 19 & Sunday 20 October

BURNLEY, Lancashire

Event: L&Y DCC Exhibition.
Organiser: Lancashire & Yorkshire DCC Model Rail Group.
Venue: Burnley Masonic Hall, Nelson House, Nelson Square, Burnley, BB11 1LA.
Open: both days 1000-1630
Admission: adults £7.00, acpd children £1.00.
Amenities: parking, disabled access. Refreshments available.
Features: layouts including: *O Gauge DCC demo layout; Industrial Colliery (S); Metcalfe le Dale (OO dc), Newby Bridge (OO DCC); Much Llaughtner (OO9); 29th Street Wharf, Red House Yard (both HO DCC); Boston & Main, Haslingden (both N DCC), Hakone Tozan Mountain Railway (N dc)*. Demos and trade stands.
Contact: Secretary/Exhibition Manager Wayne Merridew, 07918 627448 or 01706 828868.
Website: www.lydcc.org.uk

Saturday 19 & Sunday 20 October

CAISTOR, Lincolnshire

Event: Caistorail – 30th Annual Model Railway Show.
Organiser: Caistor Model Railway Club.
Venue: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TJ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, juniors £3.00.
Amenities: Limited free parking outside the town hall but plenty of parking spaces are available within a 10-minute walk. Tombola for local charity. Refreshments available.
Features: 10 layouts, plus trade stands.
Contact: 07733 414866.

Saturday 19 & Sunday 20 October

CARDIFF, City & County of Cardiff

Event: 36th Cardiff Model Railway Exhibition.
Organiser: Cardiff Model Engineering Society.
Venue: Sophia Gardens Cricket Ground, Sophia Walk, Pontcanna, Cardiff, CF11 9XR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, acpd U15s free.

Adult advance tickets £9.00 up until week of show – free entry to prize draw for each ticket pre-booked via www.cardiffmodelrailwayshow.co.uk/tickets.asp
Amenities: limited free parking on site but public transport and pay-for-use car parks are nearby. Nearest railway station: Cathays, 0.64 miles. Hot & cold refreshments available.
Features: layouts incl: *Sherton Abbas (O); Penrhyn Quarries (10mm, 1/32nd scale); Lochty, Ynysybwl (EM); Aberddu Yard, Nantgarw, Morfrail, Woebley (OO); Bowleggett Manor, Clyre Valley Railway (OO9); Diano Marina (HO); Heybridge Wharf, Lananta Quay (3mm scale); Newvaddon Parkway, Gosodiad Modiwlaidd (N); Midsomer Mardy (Z)*. Plus 15 trade stands, 17 modelling demonstrations and trade/society stands. Larger scale model engineering models display courtesy of the Cardiff Model Engineering Society.
Email: enquiries@cardiffmodelrailwayshow.co.uk
Website: www.cardiffmodelrailwayshow.co.uk
Facebook: www.facebook.com/Cardiffmodelshow/

Saturday 19 & Sunday 20 October

DUNDEE, Angus

Organiser: Dundee Model Railway Club 75th Anniversary.
Venue: The Ardler Community Complex, Turnberry Avenue, Dundee DD2 3TP.
Open: both days 1000-1630
Admission: adults £6.00, child £4.00, family (2+2) £14.00.
Amenities: ample parking & the route from the car park to the venue entrance is accessible to wheelchair users with assistance. Accessible toilet. Cafe on site.
Features: layouts, traders & demonstrations.
Contact: 07497 919817.
Email: dundeemrc@outlook.com
Website: www.dundeemrc.uk
Facebook: www.facebook.com/DundeeModelRailwayClub/

Saturday 19 & Sunday 20 October

GREENOCK, Inverclyde

Organiser: Greenock & District Model Railway Club Annual Exhibition.
Venue: Lyle Kirk (Union Street Building), 31 Union Street, Greenock PA16 0TG.
Open: Saturday 1000-1700
Sunday 1200-1700
Admission: adult £6.00, child/conc £5.00, family (2+2) £18.00.
Amenities: buffet serving snacks plus teas & coffees.
Features: working model railway layouts in various different sizes and scales.
Website: www.greenockmrc.co.uk

Saturday 19 & Sunday 20 October

HIGHLEY, Shropshire

Event: Severn Valley Railway O Gauge Get-Together 2024.
Organiser: SVR OGGT Group.
Venue: The Engine House Visitor & Exhibition Centre, Station Road, Highley, Bridgnorth, Shropshire WV16 6NZ.
Open: both days 1000-1700 (last admission 1630).
Admission: included in SVR Freedom of Line travel ticket. Bought more than 3 days in advance prices: adult £25.00, child aged 4-17 £16.50, Small Family Saver (1+2) £50.00, Large Family Saver (2 + up to 4) £75.00. Less than 3 days in adv: adult £28.50, child (aged 4-17) £18.50, Small Family Saver (1+2) £50.00, Large Family Saver (2 + up to 4) £75.00. On the day: adult £32.00, child aged 4-17 £21.00, Small Family Saver (1+2) £55.00, Large Family Saver (2 + up to 4) £85.00.
Amenities: visitor centre next to SVR's Highley station with locos incl blue-liveried Longmoor Military Railway Gordon and LMS Stanier 8F No.48773. Access from station via 150-yard path with lift to restaurant and viewing balcony. Designated disabled parking bays outside. Engine House Cafe is open 1030-1600.
Features: celebration of railway modelling in 1:43.5 scale with layouts incl *Stodmarsh, Hillport Goods, The Little Western, Stodden Hundred Light Railway, Newton Heath Works,*

Newton Grove, East Road and *Lapping Works*. Traders including Peco and Dapol, society stands for Gauge O Group, Bridgnorth Station's diorama and loco displays.
Email: tom.clarke@svrlive.com
Website: www.svr.co.uk/event/o-gauge-get-together-2024/
Facebook: www.facebook.com/SVRGaugeOshow/

Saturday 19 & Sunday 20 October

UCKFIELD, East Sussex

Event: 39th Uckfield Model Railway Exhibition including Scalefour Southeast & The 2mm Scale Association Roadshow.
Organiser: Uckfield Model Railway Club.
Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE.
Open: both days 1000-1700
Admission: adults £9.00, acpd children free (up to two aged 5-15 admitted per fee-paying adult – unaccompanied or additional children £4.00 each. U5s free). Admission on door only by cash or card. A5 Exhibition Guide with plans and photos £1.00.
Amenities: public access is via free High Street Luxford Field car park or Tesco Superstore. 5 mins walk away is the railway station car park where Network Rail and APCOA have agreed to waive charges. The venue is a 3-min walk from rail and bus stations. Restaurant serving hot & cold refreshments.
Features: 20 layouts of British, American and Continental standard and narrow gauge prototypes, in 16mm, 7mm, S, 4mm, 3.5mm, 3mm and 2mm scales – incl *Bunkers Lane (O9)* featured in RM October issue. Several layouts in Scalefour Southeast section built to P4 standards, namely *Ouse Wharf, Ruyton Road, Yard No.2* and *Sandsifters*. 2mm Association Roadshow will attend with at least three layouts built to 2mm finescale track & wheel standards. Continental layouts include *Central Alonzo (HO)*, featured in CONTINENTAL MODELLER, September 2023) and *Svanda NSB (HO)*, featured in CM February 2017). Plus demos and trade stands.
Email: enquiries@uckfieldmrc.co.uk
Website: www.uckfieldmrc.co.uk

Saturday 19 & Sunday 20 October

WARRINGTON, Cheshire

Event: Warrington Model Railway Exhibition.
Organiser: Warrington Model Railway Club.
Venue: Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £1.00.
Amenities: ample free parking, level access. Refreshments available.
Features: 15 layouts in a variety of scales, plus demonstrations and trade stands.
Contact: 01925 815092.
Website: www.warringtonmodelrail.co.uk
Facebook: www.facebook.com/WarringtonModelRailwayClub/

Sunday 20 October

NORTH BRISTOL, South Gloucestershire

Organiser: Sodbury Vale Model Railway Club.
Venue: Lyde Green Community Centre, Thistle Close, Emmersons Green, Bristol, BS16 7GN.
Open: 1000-1600
Admission: adults £3.00, acpd U16s free.
Amenities: on main bus route and close to Lyde Green Park and Ride. Disability parking and access. Refreshments available.
Features: layouts, trade support, interactive demonstrations, 'how to' displays, local MRC stands, societies, preservation/heritage society stands.
Contact: club secretary Steve Douglas.
Email: sodburyvalemrc@gmail.com
Website: www.sodburyvalemrc.co.uk

Sunday 20 October

POOLE, Dorset

Organiser: Poole & District Model Railway Society. Sponsor Model Railway Solutions.
Venue: Poole Grammar School, Gravel Hill, Poole, Dorset BH17 9JU.
Open: 1000-1630
Admission: adults £8.00, children (12-16) £5.00 (payment by cash or card at door).
Amenities: free car park, light refreshments.

Features: four halls of working layouts in various scales, including the return of OO gauge *Bournemouth West* (October RAILWAY MODELLER Railway of the Month), which is being premiered at the show for the first time since a change in ownership. Other layouts: *Lower Exbury (P4); Kinmundy, Upbech St Mary (EM); Brassingdale, Children's Layout, Fareford Depot, Fareport Wharf (OO); l'ad That (OO 3-rail); Sandy Shores (OO9); Coconut Grove (HO, North American); Falschezahne (HOe, German); Brockleigh, Sturminster Newton (N); Sarah's Falls (N, North American)*. Plus demos and traders.
Email: Steve Cope & Derek Orchard via pdmrs.exhibition@yahoo.com
Website: www.pdmrs.com

Saturday 26 October

ABERYSTWYTH, Ceredigion

Event: Aberystwyth Small Model Railway Exhibition.
Organiser: Vale of Rheidol Railway.
Venue: Museum Building, VORR Station, Park Avenue, Aberystwyth, Ceredigion SY23 1PG.
Open: 0900-1600
Admission: adults £5.00, children £3.00. Pre-booking for tickets (Engine Shed tickets) is available via www.rheidolrailway.co.uk
Amenities: VORR station parking available. Site is wheelchair accessible. Layouts will be displayed between the full-sized locomotive and carriage exhibits. Hot drinks & light snacks available in the railway shop. VORR trains to Devil's Bridge will be departing Aberystwyth at 1000 & 1400.
Features: layouts including, in larger scales: *Interactive 16mm Inglenook Layout*, 16mm narrow gauge displays by Simon Reeves (45mm gauge VORR) and Neil Phillips (32mm gauge Brecon Mountain Railway); *Castle Bank Sidings* (7mm scale Glasgow suburbs); *Hulme End* (17.5mm gauge Leek & Manifold Railway); *Whiteoak Light Railway* (O-16.5 with a Kentish setting); and *Afon Adit* (O9 gold mine scene). Other scales: *Ffarquar Branch* (late Rev W Awdry's original Thomas layout on show courtesy of the Talyllyn Railway), *Llandyfai* (South Wales in ATW era), *Knott-on-Wye* (all OO); *Bron Aberffrwd* (based on the VORR), *Little Himalayan Railway* (both OO9); *Arley, Shunting Layout, Bottom Hole, Earleshill* (all N).
Email: info@rheidolrailway.co.uk
Website: www.rheidolrailway.co.uk
Facebook: www.facebook.com/rheidolrailway/?locale=en_GB

Saturday 26 October

HIGHBRIDGE, Somerset

Event: 14th Vintage Hornby Train Show.
Organiser: Bristol & Somerset Group, Hornby Railway Collectors Association.
Venue: The King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.
Open: 1000-1600
Admission: adults £5.00 (cash only), acpd children free.
Amenities: free car parking, level site and wheelchair friendly. Refreshments available.
Features: Hornby Dublo three-rail & two-rail layouts, plus vintage O gauge tinplate clockwork and electric from Hornby and other makes. Trade stands new and second-hand.
Website: www.somersethrca.org.uk

Saturday 26 October

NARROW GAUGE NOW

MANSFIELD, Nottinghamshire

Organiser: East Midlands NG Modellers Group.
Venue: Portland College, Nottingham Road, Harlow Wood, Mansfield NG18 4TJ.
Open: 1000-1600
Admission: adults £10.00, accompanied children free.
Amenities: Free car parking, disabled friendly venue, refreshments.
Features: 25 layouts, incl *Salthaven Quay Wheal Ponder, Bobs Yard (NG7/O-16.5); Bunny Mine and Mill (O-14); 5.5mm Modular Group (5.5mm scale); Bruckless, Glenties (OO0n3); Bardsea Quay, Bridges (OO9/EM); Ashgate, Beddgelert Junction, Byr-a-cyrllog, Devil's Bridge, Hiraeth, Manthorpe Sands, Melin Dolrhyd, Port William, Staines Barn (OO9)*. Plus demos, layout planning and design clinic, and 15 trade stands.
Email: narrowgaugenow@hotmail.com

Website: www.narrowgaugenow.uk
Facebook: www.facebook.com/groups/3052081245086394

Saturday 26 October
STANNINGTON, Northumberland
Event: Workshop Wise 2024.
Organiser: North East & Borders EM Gauge Society (EMGS) Area Group.
Venue: Stannington Village Hall, Main Street, Stannington, Northumberland NE61 6EL.
Open: 1000-1600
Admission: £5.00 per person and includes complimentary cup of tea or coffee.
Amenities: slide show by Dave Dunn offering entertainment plus area to chat to like-minded modellers. Cafe serving bacon butties and other home-made produce.
Features: primarily aimed at finescale modelers but welcoming all, event incl. 4 model layouts: *Trowland* (S, North Norfolk); *Skeetsmere* (EM, Mid-Suffolk); *Castle Caereinion* (finescale 009, Welshpool & Llanfair Railway); *Pit Hill* (2mm finescale, 1960s rope-worked incline). Many skills demonstrations plus trade stands.
Contact: 07941 157811.
Website: https://emgs.org/events/

Saturday 26 October
WICKFORD, Essex
Event: 45th Anniversary Basildon Model Railway Exhibition.
Organiser: Basildon Model Railway Club.
Venue: Wick Community Centre, Silva Island Way, Wickford, Essex SS12 9NR.
Open: 1000-1700
Admission: adults £8.00, seniors £5.00, children £5.00, family (2+2) £20.00.
Amenities: large on-site car park and venue is served by buses No.13, 13A & 14. Wickford rail station is 1.5 miles away. Hall is wheelchair-friendly. Refreshments available.
Features: over 15 layouts in two halls plus trade stands.
Email: info@basildon-mrc.org.uk
Website: www.basildon-mrc.org.uk/bmrcshow
Facebook: www.facebook.com/basildon-mrc1979/

Saturday 26 & Sunday 27 October
ABERDEEN, City of Aberdeen
Organiser: Aberdeen Model Railway Club.
Venue: Curl Aberdeen, Eday Walk, Aberdeen, Aberdeenshire AB15 6LN.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children £4.00, family £20.00, U3s free.
Amenities: free parking or regular buses run along the Lang Stracht from the city centre: First Bus No.23 and Stagecoach Nos.X14 & 218. Disabled-friendly venue. Refreshments.
Features: layouts in a variety of scales and gauges. Trade and society stands.
Facebook: www.facebook.com/AberdeenModelRailwayClub

Saturday 26 & Sunday 27 October
BROADSTAIRS, Kent
Event: Autumn Model Railway Exhibition.
Organiser: Crampton Tower Museum.
Venue: Crampton Tower Museum, The Broadway, Broadstairs, Kent CT10 2AB.
Open: both days 1000-1600
Admission: adults £4.00, children £2.00, family (2+2) £10.00.
Amenities: family-friendly museum on engineering, transport & local history. St Peters Park Road car park (2 mins walk) is free on Sats. Tower has winding stairs, but rest is accessible to wheelchair users incl. toilets.
Features: six visiting layouts will join the museum's six permanent displays. Plus sales and book stands. Museum shop.
Website: www.cramptontower.co.uk
Facebook: www.facebook.com/crampton-towermuseum/

Saturday 26 & Sunday 27 October
CHELTENHAM, Gloucestershire
Event: Autumn Model Railway Exhibition.
Organiser: Cheltenham Great Western Modellers Group.
Venue: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham,

Glos GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, children £2.00, family (2+2) £12.00. Cash only – raising funds for the Alzheimer's Society.
Amenities: on bus route D from town and station to Windermere Road. Disabled access.
Features: layouts incl: *Barwick Green*, *St Oswalds* (O); *Orfe Quay* (EM), *Blaendare Road*, *Bristol Harbour*, *Orchard Road TMD*, *Thomas – drive yourself* (OO); *Bridge Street*, *Calderbridge* (N); plus *The Coal Yard*, *Westwood Bunker* and dioramas modelling display & trade support.
Contact: 01242 517788.
Website: www.cheltmodrail.org.uk

Saturday 26 & Sunday 27 October
GREAT BRITISH MODEL RAILWAY SHOW
GAYDON, Warwickshire
Organiser: Paul Appleton & GBMRS Team in conjunction with Leamington & Warwick MRS.
Venue: British Motor Museum, Banbury Road, Gaydon, Lighthorne Heath, Warwick CV35 OBJ.
Open: Saturday 1000-1700
Sunday 1000-1600
(earlier entry of 0930 with advance tickets)
Admission: adults £19.00, concessions £17.00, children £10.00, family £44.00 , U5s free (discount to adults £16.00, conc £14.00, etc if bought in advance by 2100 on Friday 25 October at www.britishmotormuseum.co.uk/whats-on/great-british-model-railway-show
Amenities: by car, easy access from M40 Jct 12. Free courtesy bus from Leamington Spa rail station on Sat only. Entry includes unlimited access to the extensive motor museum displays. Museum has full disabled access & lifts. Also Café 21 serving refreshments.
Features: 40 layouts incl: *Thomas Trackway* (G); 82G, *Central Works*, *Lapping Works*, *Pawson's Pickles*, *Streeton Way Sidings* (O); *Heart of England – Modular*, *Melinau'r Abaty* (O-16.5); *Blackhawk House* (on30); *Bunkers Lane* (O9); *Chollerford*, *Cottleston*, *Duxbury*, *Eastgate Harbour*, *Edgworth*, *Euston Junction*, *Holywell*, *Humphrey Road Sidings*, *Modular Layout*, *Spirit of Shap*, *Wimborne* (OO); *Lower Hanworth* (OO/OO9); *Bear Creek*, *Beijiao*, *Wolfstatt* (HO); *Angst-Lesspork*, *Bond Lane*, *Spirit of Welshpool*, *Wantage Tramway*, *Welford Coppice* (OO9); *Ulvaryd* (HOe); *Exebridge*, *Vintage TT* (TT); *Abbotsford*, *Burshaw North Western* (N); *Micro Layouts* (various); *Bachmann Layout*, *Hornby Layout*. Plus 10 demos & trade stands.
Contact: 01507 524496.
Website: https://gbmrs.com
Facebook: www.facebook.com/GBMRSshow/

Saturday 26 & Sunday 27 October
LEEDS MRS ANNUAL EXHIBITION
LEEDS, West Yorkshire
Organiser: Leeds Model Railway Society.
Venue: Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 9NA.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00,acpd U16s free.
Amenities: ample free parking. Accessible parking spaces for Blue Badge holders are available in the short stay zone of the visitor car park. Lunches/refreshments available.
Features: 20 layouts incl: *B A Cooke*, *Osbaldwick*, *Woodhill Goods*, *St James* (O); *Megantic* (On2); *Culm* (P4); *Crioch* (EM); *Chapel-en-le-Frith*, *Edenbridge Town*, *Harefield*, *RAF Kidbrooke*, *Renewable Railways*, *The Warren* (OO); *Gusslingen*, *Nordhafen* (HO); *Tri-ang TT*; *York* (2mmFS), *Headingley*, *Annerley*, *Billingham* (N).
Website: www.leedsmrs.org
Facebook: www.facebook.com/Leedsmodelrailwaysociety

Saturday 26 & Sunday 27 October
POLLOKSHAW, Glasgow
Event: Cathcart Model Railway Exhibition.
Organiser: Clydesdale Model Railway Club.
Venue: Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE. (https://w3w.co/things.eggs.edit).
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £6.50, concessions £6.00, children £3.00, family (2+2) £15.00.
Amenities: venue is a short walk from Pollokshaws West or Shawlands railway stations or use bus services First Nos.3, 57 or 57A and McGill's No.3.
Features: layouts incl: *Cedesfeld* (O); *Corkerhill Tramway*, *Dibden Park*, *Glenmore*, *Larkfield*, *Lockdown Lane*, *Park Road TMD*, *Possil Halt*, *Shieldinch*, *Studio Tours* (OO); *Charlottesville*, *Dalgie Hill* (HO); *Glenmore*, *Tuerland – drive yourself* (N). Trade stands.
Contact: Bryan Crossan, 07876 346329.
Website: www.clydesidemrc.com/about-1

Saturday 26 & Sunday 27 October
RAIL-EX TAUNTON
TAUNTON, Somerset
Organiser: Somerset RMC.
Venue: Taunton School, Staplegrove Road, Taunton TA2 6AD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £15.00, seniors £13.00, acpd U16s free.
Amenities: free on-site parking, level access to all halls, refreshments and full restaurant catering available.
Features: 30 layouts incl: *Addison Road*, *Allerby*, *Netherwood Sidings*, *Weekend Yard* (O); *Alstone Quay* (O-16.5); *East Lynn Quay* (S); *Brixcombe*, *Wantage Tramway* (P4); *Bethesda Sidings*, *Box Yard*, *Canton East*, *Ewe*, *Fairwood Junction*, *Graigmerthyr*, *Lydbrook Dean*, *Middleton Top*, *Old Oxendale Sidings*, *Portishead TMD*, *Ropley* (Railway of the Month in RM May issue), *Rossiter Rise*, *Tees Yard Wagon Repair Depot* (OO); *Snoreweed* (OO/OO9); *Blackmoor* (featured in this RM issue), *Brakinrools Mine & Village*, *Coedwigaeth Pentre*, *Penmachno*, *Queenie's Cottage*, *Pant-y-Llyn* (OO9); *Norge*, *Kostritzer* (HO); *Porcupine Creek* (HOn3); *Kyle of Lochalsh* (2mm Finescale); *Hatch End*, *Bevois Park & St Denys*, *Dorcross Bay*, *Moor Boxes*, *Little Ashton*, *Tregellion Quay Power Station*, *Edgware Tube*, *Wegberk & Arsbeck* (N) plus trade support.
Website: www.railextaunton.uk
Facebook: www.facebook.com/railextaunton/

Sunday 27 October
REEPHAM, Norfolk
Event: Whitwell & Reepham Station Annual Model Railway Show 2024.
Organiser: Whitwell & Reepham Railway.
Venue: The Sidings Function Room, Whitwell & Reepham Station, Whitwell Road, Reepham, Norfolk NR10 4GA.
Open: 1030-1630
Admission: £3.00 (acpd U14s free).
Amenities: station has parking. Mainly level site with ramp or step access to some areas. Disabled toilets. Refreshments.
Features: various layouts in N, OO and O plus trade support.
Contact: Rob Ewles, 01603 871694.
Email: robertewles79@gmail.com
Website: www.whitwellstation.com

Sunday 27 October
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: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

Saturday 2 November
NEWBURY, Berkshire
Event: Newbury Model Railway Exhibition.
Organiser: Newbury Model Railway Club.
Venue: St Bartholomew's School, Buckingham Road, Newbury, RG14 6JP.
Open: 1000-1630
Admission: adults £7.00, children £3.50, family £17.50.
Amenities: free parking. Wheelchair friendly venue. Refreshments available.

Features: 15 layouts plus trade & society stands and demonstrations.
Contact: Paul Leonard, 07590 429643.
Website: www.newburymrc.co.uk

Saturday 2 November
ROCHDALE, Greater Manchester
Organiser: Heywood Model Railway Group.
Venue: Masonic Hall Ballroom, 1 Richard St, Rochdale OL11 1DU.
Open: 1000-1700
Admission: adults £5.00, children £3.00 Family (2+<3 children) £10.00.
Amenities: on-site and nearby parking, wheelchair access, bus and Metrolink stops and railway station nearby. Refreshments.
Features: 12+ layouts in two halls and one large room including British, Continental and USA outline N, OO, OO9, HO, O and G Gauge. From vintage O gauge clockwork to DCC with EROS control. Layouts include: *Austin's G Gauge*; *Club O gauge*; *Wintermans Road*, *Knapford (Thomas theme)*, *Shed 40D* (OO); *Costaguana* (OO9); *Yellowthreads Treat*, *Saxony* (both HO tram layouts); *Smallville* (HOe); *Millhouses*, *Dunster Dairies*, *Coyote Creek* (N). Plus trade support.
Email: phil.evans@sky.com
phil.delnon@myphone.coop
Website: https://www.hmrg.net/

Saturday 2 November
ROWLEY REGIS, West Midlands
Event: St Paul's Church Model Train Exhibition.
Organiser: St Paul's Church, Blackheath.
Venue: St. Paul's Church Hall, Vicarage Street, Rowley Regis, West Mids B62 8HX.
Open: 1000-1600
Admission: adults £4.00, children £4.00, families (2+2) £13.00. Proceeds for the work of the church.
Amenities: limited on-site parking, some street parking and 2 hours free parking at nearby Sainsbury's (5-min walk away). Rowley Regis railway station is close by. Disabled facilities. Hot and cold refreshments available.
Features: 16 layouts, trade support.
Contact: Kevin Gwinnett, 07854 376561.
Email: kevindean@talktalk.net

Saturday 2 November
SEAFORD, East Sussex
Event: Newhaven & District MRC Show.
Organiser: Newhaven & District MRC.
Venue: Seaford Baptist Church, Belgrave Road, Seaford, East Sussex BN25 2EE.
Open: 1000-1700
Admission: adult £6.00, acpd U16s free.
Amenities: on-street parking. If travelling on Brighton & Hove Buses routes 12 & 12A from Brighton and Eastbourne alight at Seaford British Legion. Southern Rail trains to Seaford and short walk to show.
Features: layouts in most scales, trade stands and refreshments.
Website: www.newhavendmrc.com

Saturday 2 November
SHEFFIELD, South Yorkshire
Event: Open Day & Mini Exhibition.
Organiser: Sheffield Model Railway Enthusiasts.
Venue: Carterknowle Methodist Church Sunday Schoolrooms, Edgedale Road, Sheffield S7 2BQ.
Open: 1000-1630
Admission: adults £3.00, acpd U16s free.
Amenities: only street parking is available but buses 97 & 98 (to Totley), 75 (to Jordanthorpe) 76 & 87 (to Low Edges) all stop on Abbeydale Road opposite the church where the club is based. Note clubroom is accessed by two flights of stairs, so regrettably there is no disabled access. However, refreshments are available on the ground floor.
Features: around 7 layouts of various gauges, scales and sizes. Also club sales stand.
Contact: Kevin Rayworth, 07768 513880.
Website: www.sheffieldmodelrailway-enthusiasts.com

Saturday 2 & Sunday 3 November
ELGIN, Moray
Event: Elgin Model Fair.
Organiser: Elgin Model Railway Club.

Venue: Elgin Town Hall, Elgin, Moray, IV30 1UL.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: adults £8.00; children £4.00; family (max 2+2) £20.00; U5s free.
Amenities: Disabled access. Refreshments and club sales.
Features: layouts incl: *Ashgrove Sidings, Castle Morris, Leven Station, Glendhar, The American Railroad, Thomas* plus more. Also other forms of modelling and hobbies, including aircraft, military, motors and boats. Also trade, hobby & society stands.
Email: enquiries@elginmodelrailwayclub.co.uk

Saturday 2 & Sunday 3 November GRAVESEND, Kent
Organiser: Gravesend Railway Enthusiasts Society (GRES).
Venue: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: adults £5.00, U16s free.
Amenities: free parking on site, with venue close to the main A2 route between London and North Kent. Northfleet is also well linked to major railway stations and local Gravesend/Ebbsfleet bus services. Venue is fully accessible. Hot & cold food & drinks available plus roast dinners on Sunday.
Features: at least 15 layouts, including: *Locomotive Scrapyard, Gravesend West* and children's layout *Windmill Hill*. Also demonstrations and society stands.
Contact: George Marcar, 07821 254232.
Website: www.gres.org.uk

Saturday 2 & Sunday 3 November COPENHAGEN FIELDS AT 40 ISLINGTON, London
Organiser: The Model Railway Club (MRC).
Venue: Keen House, 4 Calshot Street, London N1 9DA.
Open: both days 1000-1600.
Admission: £12.00 per person to any of the 50-minute time slots on Saturday & Sunday. A limited number of tickets will be available at the door, but booking in advance online is recommended.
Amenities: those booking online will receive a copy of an illustrated commemorative *Copenhagen Fields* booklet.
Features: to celebrate *Copenhagen Fields'* 40th birthday, MRC is offering people a chance to get a personal viewing of the layout fully up and running under exhibition conditions. There will be no front barriers and visitors can get behind the scenes, even under them, to see how the layout is built, as well as the modelling techniques used, from photo etching to 3D-printing. Several other London layouts will be on show too including two new club projects, *Orchard Wharf (London Docks)* in EM, and *Bow Junction (NLR)* in S7. The 2mm Scale Association will also be in attendance.
Website: www.themodelrailwayclub.org/shop/events/cf-at-40/

Saturday 2 & Sunday 3 November NEWPORT, Isle of Wight
Event: Wight Rail 2024.
Organiser: Wight Model Railway Group.
Venue: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight PO30 2DX.
Open: both days 1000-1600
Admission: adults £6.00, acpd U16s free.
Amenities: venue is on Southern Vectis Bus routes 5 Newport-East Cowes and 9 Newport-Ryde (via Fairlee). Refreshments provided by the Pullman Belles.
Features: event in memory of Dave Drury featuring local and visiting layouts from N gauge to Gauge 1, static exhibits, traders and a club stall.
Contact: Tim Fuller (Events Co-ordinator) - 07477 511063 or 01983 884512.
Website: www.wightmodelrailwaygroup.co.uk
Facebook: www.facebook.com/groups/1299813037664095/

Saturday 2 & Sunday 3 November SPALDING, Lincolnshire
Event: Spalding Model Railway Exhibition.

Organiser: Spalding Model Railway Club.
Venue: Springfields Events Centre, Camel Gate, Spalding PE12 6ET (next to the Outlet Shopping Centre, off A16/A151 roundabout).
Open: Saturday 1000-1700
 Sunday 1000-1630
 (0930 admission both days for advance ticket holders, wheelchair & disabled only).
Admission: adults £12.00 (advance £11.00), acpd U16s free.
Amenities: free parking. By rail, Saturday only hourly service between Lincoln & Peterborough calls at Spalding station, then walk to bus station, which is also served by buses from Peterborough 7 days a week. Bus 505 runs from bus station to Kings Lynn, calling at Springfields Outlet Shopping Centre. Free show guide. Restaurant available.
Features: layouts incl: *Bankfield Road, Blowers Green Wagon Repair Yard, Whaplode (O); Ashdan Junction, Ballymungret (Locomotive Depot), Dublingham Good Station, Kirkby Stephen West, Loch Dour, Loch Syd, Morfrail, Measham, No Place, Northbridge, Southgate Park, Sutton Bank TMD, Whaplode Vintage Train Group, Wickham Market (OO); Baileys Wharf, Nibley Knoll, Quarry End (OO9); Kamiak Falls, Zeedijk NS, Zlata Vychod (HO); Moos (HO/HOe); Buxton, Los Tanimals, North Road, Small N Working (N)*, demonstrations and traders.
Website: www.spaldingmrc.co.uk
Facebook: www.facebook.com/spaldingmrc

Saturday 2 & Sunday 3 November WEYMOUTH, Dorset
Organiser: Weymouth Model Railway Association Annual Exhibition 2024.
Venue: Weymouth College, Cranford Avenue, Weymouth, Dorset DT4 7LQ.
Open: Saturday 1000-1630
 Sunday 1000-1600
Admission: adults £7.00, children £2.00, family (2+2) £15.00.
Amenities: free parking, and venue is a 20-min walk from Weymouth rail station and is served by Stagecoach, First Group and Dalmory bus routes 2, 4, 10, X12, X51 and X54. Venue is fully accessible. Full catering throughout event (including Sunday roasts).
Features: 30-plus exhibits, with layouts incl: *Chard Junction, Connaught Road, Holcombe (O); Axford, Barton St David, Church Hope, Claires Trams, Dibs Yard, Fleet Lane MPD, Merridale, Piddle Regis, Terance Downs, Thomas and Friends (OO); Craig-Yn-Hesg, Tittlesworth (OO9); Falschezähne (HOe display); Benbridge, Brookfield Park & Daleside Mills IND Park, WMRA In Progress layout (N); also Bournemouth Yellow Buses and London High Road and Truck Cameos*; in addition: Peco, Meccano, MERG (Model Electronic Railway Group) displays plus demos on 'Weathering with watercolours' and 'Robert's train repairs'. Also around 10 traders.
Website: www.weymouthmra.org.uk
Facebook: www.facebook.com/WeymouthModelRailway/

Sunday 3 November POOL & REDRUTH, Cornwall
Event: Cornwall Model Railway Exhibition.
Organiser: Cornwall O Gauge Group.
Venue: Carn Brea Leisure Centre, Station Road, Pool, Redruth TR15 3QS.
Open: 1000-1600
Admission: adults £7.00, families £10.00.
Amenities: free on-site parking, disabled access, show guide and refreshments.
Features: multi-gauge exhibition with a wide variety of layouts and displays. Plus trade stands.
Email: exhibition@cornwall0gauge.org.uk
Website: www.cornwall0gauge.org.uk/site/index.php/exhibition
Facebook: www.facebook.com/Cornwall0gauge/

Sunday 3 November SELBY, North Yorkshire
Organiser: Grandad's Train Shop.
Venue: Selby Superbowl, Unit 1, Bawtry Road, Selby YO8 8NA (behind the Jet filling station).

Open: 1000-1600
Admission: adults £2.00.
Amenities: free parking, refreshments.
Features: over 10 layouts. Event sponsored by Grandad's Train Shop & Selby Superbowl. All profits to go to Parkinsons Charity.
Contact: Nick, 07754 401209
Email: show@selbymodelrailway.co.uk

Saturday 9 November HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4, River Street, Heywood OL10 4AB.
Open: 1000-1600
Admission: £3.00 per adult, acpd children free.
Amenities: free parking, wheelchair access. Refreshments available.
Features: open day for club test tracks in N, OO9, OO and O gauge. Run your own locos. Plus club shop.
Website: https://www.hmrg.net/

Saturday 9 November HUTTON CRANSWICK, East Yorkshire
Organiser: Hutton Cranswick Model Railway Group.
Venue: Foreman's Car Showroom, Station garage, Hutton Cranswick YO25 9QY.
Open: 1000-1700
Admission: £3.00 entry; to raise funds towards the running of the village fete.
Amenities: venue is beside Hutton Cranswick station on Yorkshire Coast Line north of Beverley. Bring & buy and refreshments available. Event has been arranged as a thank you to Janet Foreman for allowing the group to use showroom space and her community van for transporting layouts.
Features: 8 layouts, incl: *Grafty Green* (7mm Weald of Kent); *Queens Road TMD* (featured in this issue of RM), *North Milford* (OO 1962 West Yorkshire), *West Street Station* (OO modern day Yorkshire); *Cherry Tree Halt* (OO9); *Scrayingham* (OO9 1960s North Yorkshire).
Email: David Wellington, yorkshire.wellies@btinternet.com

Saturday 9 November SOLIHULL, West Midlands
Event: Solihull MRC 2024.
Organiser: Solihull Model Railway Circle, St Marys Church Hall & 3rd Solihull St Mary Scout Hall.
Venue: St Marys Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN.
Open: 1000-1630
Admission: adults £5.00, children £3.00, family (2+2) £15.00.
Amenities: venue is 15 minutes from M42 J6. Free parking available. Bus 72 services to Hobs Moat Road stop in front of the nearby ice rink. Buses 60, X1 & X2 stop at the nearby Wheatsheaf, A45 Coventry Road.
Features: layouts including: *Bricks in Motion* (1:40 scale); *Avonbridge, Bell End (O); A Remote Depot (EM); A Scottish Branch, Illie Town (OO); Bond Lane (OO9); Grange Aggregates, Maun Valley, BNSF Metra Chicagoland (N)*. Plus trade and society stands.
Website: www.solihullmrc.org/exhibition24.html
Facebook: www.facebook.com/Solihullmrc.org/

Saturday 9 November WHITSTABLE, Kent
Organiser: East Kent Model Railway Society (Whitstable).
Venue: Swalecliffe & Chestfield Community Centre, 19 St Johns Road, Swalecliffe, Whitstable CT5 2QU.
Open: 1000 to 1600
Admission: adults £5.00, acpd U16s free.
Amenities: 5 mins walk from Chestfield & Swalecliffe station. Buses between Herne Bay and Whitstable stop right outside the community centre. If driving, park sensibly on nearby roads. Easy level access for mobility impaired visitors. Light refreshments on sale.
Features: 15 exhibitors, with layouts on show including *Walmington, Spring Bank* (both by Adam Ellender), *Churn Road* (narrow gauge by Nigel & Bob Pryor), *Nebo Junction* (by River MRC), and *Swanage* (by Paul Edwards). Plus five traders. The club

will be selling the last of its limited edition OO gauge coal wagons, marked Watson & Co. of Birchington, commissioned from Dapol in support of EKMRS club funds.
Email: ekmrswhitstable@gmail.com
Facebook: www.facebook.com/EKMRSWhitstable/

Saturday 9 & Sunday 10 November ASHFORD, Kent
Event: Open Weekend.
Organiser: Ashford Model Railway Club.
Venue: Willesborough Windmill Barn, Mill Lane, Ashford TN24 0QG.
Open: both days 1000-1600
Admission: free.
Amenities: free parking (note: disabled parking ONLY off Mill Lane). Free lucky dip for all visitors. Refreshments available.
Features: at least four working layouts and club sales. Chance to see what the club does and to chat with members, watch the trains, see demonstrations and watch the new show layout being built.
Contact: 07874 212188.
Email: info@ashfordmrc.co.uk
Website: info@ashfordmrc.co.uk
Facebook: www.facebook.com/AMRCKent/

Saturday 9 & Sunday 10 November BARNLEY, South Yorkshire
Event: Barnsley Model Railway Club Exhibition.
Venue: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX.
Open: Saturday 1000-1700
 Sunday 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: on-site free parking. Elsecar station on Sheffield-Barnsley line is 1½ miles from venue, which is served by Stagecoach bus routes 2 & 66 from Barnsley Bus Station. Good disabled access with venue all on ground level. Hot and cold drinks and cold snacks available.
Features: layouts including: *Seabury Town (O); Axmouth, Alsop & Sons Slate Ltd, Birchwood, Lambria Sidings, Tunnstone Quarry (OO); Glenties (OOOn3); Angst-Lesspork (OO9); Tyskie-Wielkopolska (HO); Bad Teiming, Bsc Attercliffe Works (N)*. Also *Prime Cereals, Irgendwohn Im Allgäu, Izzie Factory, Merg* and *Un-named Layout*. Plus trade stands.
Contact: 077 7480 6487.
Facebook: www.facebook.com/BarnsleyModelRailwayClub/

Saturday 9 & Sunday 10 November CREWE, Cheshire
Organiser: Alsager Railway Association.
Venue: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD.
Open: Saturday 1000-1700
 To be formally opened by Pete Waterman.
 Sunday 1000-1600
Admission: adults £9.00, acpd children free.
Amenities: if travelling by car, entrance to the show is via the A530 only. Ample free parking and disabled access. Light refreshments available.
Features: layouts including: *Hassell Harbour Bridge (O); St Margaret's Wharf (O-16.5/NG7); Gresty Bridge, Morfrail, Newchapel/Goldenhill, Smethurst Junction, Stumbleton Castle, Wardwood (OO); Blush (12mm gauge); Brinklow, Coketown, Falahill, Nazareth Portland (USA), Smalldale Quarry, Tanners Hill, Thirlmere (N)*. Plus trade and society stands.
Contact: 0774 708 7050.
Email: jrfrcox93@gmail.com
Website: www.alsagerailwayassociation.co.uk/exhibition_diary.html
Facebook: www.facebook.com/events/legends/alsager-railway-association-model-railway-exhibition-2024/995620989025024/

Saturday 9 & Sunday 10 November TYNESIDE 2024 MODEL RAILWAY EXHIBITION NEWCASTLE UPON TYNE, Tyne & Wear
Organiser: Newcastle & District MRS.
Venue: Jesmond Park Academy, Newton Road, Heaton, Newcastle upon Tyne NE7 7DP.
Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, acpd children free.
Amenities: free car parking at school with overflow parking signposted. Nearest Metro stations are South Gosforth and Four Lane Ends, both half a mile away. No.38 bus runs to and from Central Station & Freeman Hospital every 10 mins. Services 18A and 52 also pass the school. Venue has full disabled access. Food available all day.
Features: layouts including: *Arun Quay, Bankgate Sidings, Hyde Lane, Kirtley Bridge* (O); *Blakey Rigg* (Gauge S); *Eccleston, Trerice* (S4); *Rosedale East, South Pelaw, West End Drift* (EM); *Grantham, Mutton, Sawlesdon Lane* (OO); *Neuburg 2013* (HOM); *The Enchanted Forest*, (OO9); *Fence Houses* (2mm finescale); *Barton Road, Richmond* (N). Plus demos and trade support covering many aspects of the hobby.
Contact: 07941 157811.
Website: www.newcastlemodelrailway.org.uk
Facebook: www.facebook.com/p/Newcastle-and-district-model-railway-society-100064457871758/

Saturday 9 & Sunday 10 November TOLWORTH, Surrey

Event: Tolworth Showtrain 2024.
Organiser: Hampton Court Model Railway Society.
Venue: Tolworth Recreation Centre, Fullers Way North, Tolworth Surrey KT6 7LQ.
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £9.00, children £3.00, family (2+2) £19.00 (cash or card accepted). Special Sunday deal: 1 child admitted free with every paying adult.
Amenities: free parking on site. Alternatively travel by rail to Surbiton station, then use free bus service; or use local buses (71, 465, K1, K4) to Hook Roundabout, a 5-min walk.
Features: layouts incl: *Northport Quay* (7mm scale, 36.75mm gauge Irish); *Kinmundy, Lochty* (EM); *Bigbury-on-Sea, Brief Encounter, Compass Point, Dillmouth, Edward's Junction & Thomas End, Elbow Lane, Folly Lane; Loughborough Midland, Ropley, Shepherds Well, Trinity Dock Street Bridge, Wimborne* (OO); *Wisteria Collop* (OO9); *Kaninchenbau* (HO, Austria); *Los Tanimals, Lochtern Quay, Wantage Tramway* (OO9); *Drws-y-Nant* (2mm finescale); *Cynon Valley, Forrestone* (N). Also specialist tuition in 'Scenic Modelling', 'Soldering', 'EMU building' and 'Weathering' and trade stands.
Email: exhibitionmanager@hamptoncourtmrs.com
Website: www.hamptoncourtmrs.co.uk
Facebook: www.facebook.com/HCMRS

Saturday 9 & Sunday 10 November WINCANTON, Somerset

Event: Wincanton Model Railway Exhibition.
Venue: King Arthurs School, West Hill, Wincanton, Somerset BA9 9BX.
Open: Saturday 1000-1630
Sunday 1000-1600

Admission: adults £7.00, concessions £6.00.
Amenities: parking available on site with, where possible, reserved blue badge parking. Only low steps to negotiate for access and lift is available within building. Catering and refreshments available.
Features: around 18 layouts incl: 4-road test track from Sedgemoor O Gauge Group (O); *North Cornwall Brewery, Shillingford* (based on Shillingstone S&DJR), *Robridge, Buckleigh* (OO); *St Wick* (N) plus three or four small space layouts.
Contact: 07970 113 270.
Facebook: www.facebook.com/winkyrail/

Saturday 16 November ENGINE 24: NARROW GAUGE IN NORTH EAST JARROW, Tyne & Wear

Organiser: Tyne-Tees 009 Area Group.
Venue: Primrose Community Centre, Lambton Terrace, Jarrow NE32 5QY.
Open: 1000-1600
Admission: adults £5.00, family £8.00.
Amenities: free parking, disabled access.
Features: over 10 layouts including *The Wharf, Castle Caereinion, Tan-Y-Alt, Pont Gelert, Woodbrook, Llantrevelyn* and *Friston*

Dean and others in 009 & HOF. Plus demonstrations, traders and a society stand.
Contact: 07791 352752.
Email: peterhogarth846@gmail.com

Saturday 16 November NEWPORT, Gwent

Organiser: N Gauge Society – Newport, South Wales Group.
Venue: Christchurch Centre, BT Compound, Old Malpas Road, Newport NP20 5PP.
Open: 1000-1600
Admission: adults £5.00, children and N Gauge Society members free.
Amenities: car parking, disabled access, toilets. Refreshments available.
Features: 10 layouts plus trade support.
Contact: Edward Farms, 07383 822451.
Facebook: www.facebook.com/NGaugeNewportSouthWales/

Saturday 16 November PORTSMOUTH, Hampshire

Organiser: South Hants Model Railway Club.
Venue: Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT.
Open: 1030-1630
Admission: adults £7.00, acpd children free.
Amenities: free car parking at school, near-by Ocean Park shopping complex (check time restrictions) & municipal car park 5 mins walk away. By rail, Hillsea station is a 15-min walk away. By bus, Firstbus route 2 and Stagecoach route 21 run to Copythorn Road (nr Star & Garter traffic lights) a 15-min walk away. Also on-site catering.
Features: layouts including: *Longwood Edge, Clinkerford, Trerice, Wantage Tramway* (P4); *Brighton East, Portserra* (EM); *Oak Road, Penmaenbach* (OO); *Rodmell Green* (OO9); *Friedrichstrasse* (HO); *Kyle of Lochalsh* (2mm scale); *Moors View* (N). Plus demonstrations and trade & society stands.
Email: exhibition@shmr.org.uk
Website: www.shmr.org.uk/exhibition/
Facebook: www.facebook.com/shmr/

Saturday 16 November RETFORD, Nottinghamshire

Organiser: Bassetlaw Railway Society.
Venue: Elms Hotel, London Road, Retford DN22 7DX.
Open: 1000-1600
Admission: adults £5.00, acpd U16s free.
Amenities: free parking, disabled access.
Features: over 11 layouts, plus trade and society stands.
Contact: 07768 347456.
Email: rjf451@outlook.com
Website: www.bassetlawrailwaysociety.org

Saturday 16 & Sunday 17 November BRIGHTON, East Sussex

Event: 44th Annual Model Railway Exhibition.
Organiser: Brighton Model Railway Club.
Venue: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton, BN1 8TA.
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £5.00, seniors £4.00, children £3.00, family (2+2) £12.00.
Amenities: Free parking on site & in adjacent streets. Nearest stations: Preston Park and London Road. Bus routes 5, 5A and 52 pass close by, with Route 5B a longer walk. Teas, coffees, home-made cakes, sandwiches and snacks available.
Features: layouts incl: *Loftus Road* – post-Privatisation West London; *Marley Potts* – BR transition-era Sunderland; *Summer Springs* – BR transition-era (OO); *Westhay* – set in Wales (OO9); *Hanton Tarrent* – BR/SR Littlehampton area (3mm scale); *Lyme Regis* – Dorset branch (N). Also Brighton and Hove Society of Model Locomotive Engineers and Meccano displays. Trade and society stands incl Volks Electric Railway Association and Brighton Tram 53 group.
Contact: Club Secretary, 01273 771929.
Website: www.brightonmrc.wordpress.com

Saturday 16 & Sunday 17 November FALKIRK, Central Lowlands

Event: Falkirk Model Railway Exhibition 2024.

Organiser: Falkirk Model Railway Club.
Venue: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth FK3 0EE.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, children £4.00 (U6 free), family ticket (2+2) £18.00. Admission prices have been held for the third year running.
Amenities: car park (off Inchyra Road, easily accessible from M9 Jct.5) plus free on-street parking. Free classic bus link to the Falkirk railway stations. Disabled access, cafeteria serving hot and cold food.
Features: over 30 layouts and 20 trade stands (free show guide available).
Email: malcolmbaird97@gmail.com (Exhibition Manager)
Website: www.falkirkmrc.com
Facebook: www.facebook.com/FalkirkModelRailwayExhibition/

Saturday 16 & Sunday 17 November HAYLE, Cornwall

Event: Winter Model Railway Exhibition.
Organiser: Hayle Railway Modellers Club.
Venue: Hayle Day Care Centre, Commercial Road, Hayle TR27 4DE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £5.00, acpd U14s free.
Amenities: on site parking with pay and display. Tea, coffee and cake will be available.
Features: many layouts covering most of the scales and eras. Plus traders.
Contact: Martin Scane, 07977 550051.
Website: www.haylerail.co.uk/exhibitions
Facebook: www.facebook.com/haylemrc1993/

Saturday 16 & Sunday 17 November NOTTINGHAM, Nottinghamshire

Event: Nottingham MRS Autumn Show
Organiser: Nottingham MRS.
Venue: Richard Herrod Centre, Foxhill Road, Carlton, Nottingham NG4 1RL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: free parking, level access. Refreshments available.
Features: 10-plus layouts incl: *Netherwood Sidings* (featured in Jan 2016 RM), *Box Street* (O); *Wilford Road, London Road, Orgreave* (OO); *Marmagne, Kostritzer* (HO); *Colwyn Bay Goods* (2mm Finescale). Plus trade support & demonstrations.
Email: exhibadmin@nottingham-modelrailway.org.uk
Website: www.nottingham-modelrailway.org.uk
Facebook: www.facebook.com/NottinghamMRS

Saturday 16 & Sunday 17 November THORNBURY, Bristol & South Glos

Event: Thornbury & South Glos MRC Model Railway Exhibition.
Organiser: Thornbury & South Gloucestershire Model Railway Club.
Venue: Turnberries Community Centre, Bath Road, Thornbury, Bristol BS35 2BB.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00; child aged 5-16 £3.00; family (2+2) £18.00.
Amenities: free parking in car park opposite, fully accessible building. Refreshments.
Features: 20 layouts, including *Rowington for Shrewley* (featured as Railway of the Month in this issue of RAILWAY MODELLER), and trade support.
Website: www.tsgmrc.co.uk

Saturday 16 & Sunday 17 November WORKINGTON, Cumbria

Event: Workington Model Railway Exhibition 2024 incorporating Scaleforum Cumberland.
Organiser: Solrail Ltd with assistance of the West Cumberland Guild of Model Engineers.
Venue: Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, accompanied children (5-16) free or £1.00 if unaccompanied.

Amenities: free parking and easy, ground level access. Spacious modern venue and large screen presentations. Refreshments.
Features: layouts including: *Chop-it-up Lumber Co* (Gn15); *Londonderry Sidings, Why 'O' Why* (O); *Llareggub Wharf* (O-16.5); *Burntisland* (S4); *Clatterbridge, Masbury Junction, Morfrail, Thomas the Tank Engine, Tarrung Neville, Overground, Underground* (OO); *Canal Brewery Wharf, Gargrave, High Stamley* (OO9); *Alston* (N); *Hakuho* (Z). Plus demos including Trainsimulator 2025 and O gauge ready to run products. Also Scaleforum Cumberland demonstrations in OO, EM and S4 gauges, as well as talking to members. In addition, the show will feature numerous trade and society stands.
Contact: Philip Tuer, 01228 522118.
Email: Philip@steamale.co.uk
Website: www.sites.google.com/view/solrail/2024-exhibition
Facebook: www.facebook.com/groups/1692763001043538/

Sunday 17 November BARRY, Vale of Glamorgan

Event: Model Railways Exhibition Day.
Organiser: Barry & Penarth Model Railway Club.
Venue: Highlight Park Community Centre, Stirling Road, Barry CF62 8NX.
Open: 1030-1630
Admission: adults £4.00, children (5-16) £2.00, U5s free (payment also accepted by contactless card).
Amenities: venue can be found near the town's Tesco store. Wheelchair accessible. Light refreshments available.
Features: layouts in most scales plus trade stands.
Email: exhibitions@bpmrc.club
Website: www.bpmrc.club/events/november-exhibition-2022/
Facebook: www.facebook.com/BarryandPenarthModelRailwayClub/

Saturday 23 November EATON BRAY, Bedfordshire

Event: Steam in Beds.
Organiser: Beds 16mm Narrow Gauge Modellers.
Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, Nr Dunstable, LU6 2DJ.
Open: 1000-1600
Admission: adults £6.00, acpd children under 16 free.
Amenities: free parking, wheelchair access to most exhibits. Refreshments all day, credit cards accepted.
Features: three layouts running live steam 16mm scale locos, 15 traders supporting 16mm modellers.
Contact: Chris Pretty, 07919 554409.
Email: c.pretty0301@btinternet.com
Website: www.bag16mm.org.uk
Facebook: www.facebook.com/p/Bedfordshire-16mm-Modellers-100067912922046/

Saturday 23 November GUILDFORD, Surrey

Event: trade day.
Organiser: Guildford O Gauge Group.
Venue: Spectrum Leisure Complex, Parkway, Guildford GU1 1UP.
Open: 1000-1600
Admission: adults £8.00.
Amenities: ample free parking (1000+) and light refreshments, meals and bar.
Features: 35-plus trade stands. A large test track for two- and three-rail and coarse scale. Club layouts on display. Bring and buy stand.
Website: https://www.gogg.co.uk/home.html

Saturday 23 November LLANDUDNO, Conwy

Event: Model Railway Exhibition in aid of Parkinsons UK.
Organiser: Deganwy Railway Modellers.
Venue: Craig y Don Community Centre, Queens Road, Llandudno, LL30 1TE.
Open: 1000-1600
Admission: adults £5.00, juniors £2.50, U5s free.

Amenities: Parking available, as well as disabled access and refreshments.

Features: 15 layouts including: *St Margarets Wharf* (7mm); *Dunnington, Oakford Lane, Tain, Kilburn* (OO); *The Early Morning Milk Train – Emmett, Tan Yr Allt* (OO9); *Boston & Maine, Bradley, Mill Houses, Winter Wonderland* (N). Plus demonstrations and trade support.

Contact: Rob, 07736 374 529

or Andrew, 07702 588 667.

Email: coastlinepope@outlook.com

Saturday 23 & Sunday 24 November SCUNTHORPE, North Lincolnshire

Organiser: Scunthorpe & District Model Railway Club Annual Show.

Venue: Sunshine Hall, Ashby, Scunthorpe, North Lincolnshire DN16 2JU.

Open: Saturday 1000-1700

Sunday 0930-1600

Admission: £2.50 per person.

Amenities: free parking, refreshments.

Features: 12 layouts, traders & exhibitors.

Website: www.sdmrc.uk/show.shtml

Sunday 24 November

BROCKENHURST, Hampshire

Organiser: New Forest Model Railway Society.

Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.

Open: 1000-1630

Admission: adults £7.00, acpd U18s free.

Amenities: free parking, and venue is approx 10 mins walk from Brockenhurst station via gate from Up side car park. Full wheelchair access except for the stage. Refreshments.

Features: Open day showing club layouts and members' layouts, allowing visitors to see what society members do and to ask questions and discuss modelling topics. Also trade stands and displays.

Email: nfmrs@yahoo.com

Website: www.nfmrs.org

Saturday 30 November

RAINHILL, Merseyside

Event: Christmas Model Railway Show.

Organiser: Rainhill Model Railway Club.

Venue: Main Hall, Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU.

(Note: use of venue to be confirmed so check 'UK Model Shops Directory' or facebook.com/rainhillmrc nearer the exhibition date).

Open: 1000-1700

Admission: adults £5.00, children £6.00 (includes a visit to and gift from Santa).

Amenities: parking, and Rainhill rail station is a few minutes walk from hall. Full disabled access to all areas. Full refreshment service. All children have the opportunity to visit Santa and receive a gift.

Additional attraction this year: free entry to the Merseyside & Southwest Lancashire OO9 Group Narrow Gauge Show also taking place that day at the same venue (see below). Two shows for one ticket.

Features: family themed show utilising mainly Club and Club members' layouts in various scales plus trade support and club shop.

Contact: Brian Davis, 01925 226266.

Email: brianandertondavis@gmail.com

Website: www.rainhillmrc.org.uk

Saturday 30 November

RAINHILL, Merseyside

Event: Rainhill Narrow Gauge Show.

Organiser: Merseyside & Southwest Lancashire OO9 Group.

Venue: The Teak Room, Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU.

Open: 1000-1700

Admission: adults £5.00, children £6.00. Additional attraction this year: free entry to the Rainhill Model Railway Club Christmas Show (see above). Two shows for one ticket.

Amenities: parking, and Rainhill rail station is a few minutes' walk from hall. Hot & cold refreshments.

Features: narrow gauge layouts plus 'shows you how' demonstration stands.

Website: www.009society.com/news/exhibitions-events/

MEETINGS

Thursday 10 October – 1930

Locomotive Club of Great Britain (LCGB) St Albans Branch

An Evening of Vintage Railway Films presented by Frank Banfield.

Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE.

Entry: voluntary donation of £4.00 towards costs of running the meeting.

Amenities: Refreshments available during interval.

Contact: murray.eckett@gmail.com

Friday 11 October – 1900

Stephenson Locomotive Society

A Photographic Journey During One Man's Career On The Railways In The UK From 1944-1977 – Part 1: 1944 To 1961.

Photos by Alan Clothier, presentation by Malcolm Paul.

Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.

Entry: Collection is taken to cover costs.

Website: www.slsnewcastle.org.uk

Monday 14 October – 1930

Lincoln Railway Society

1960s Scottish Miscellany by Michael Clemens.

Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.

Entry: non-members £4.00.

Contact: 01522 698085, grahamlightfoot1948@gmail.com

Tuesday 15 October – 1400

Stephenson Locomotive Society

The Summit Tunnel Fire by Alan Halfpenny.

Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.

Entry: Collection is taken to cover costs.

Contact: 01429 270591

Thursday 17 October – 1930

Marlow & District Railway Society

'Pendon Museum – Oxfordshire's Amazing Secret' by Chris Webber.

Venue: Bourne End Community Centre, Wake-man 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.

Monday 21 October – 1930

Plymouth Railway Circle

'Narrow Gauge Panorama' by James Waite.

Venue: St Edwards (RC) Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.

Entry: members £1.00, non-members £2.00.

Website:

www.plymouthrailwaycircle.weebly.com

Saturday 26 October – 2000

Gauge O Guild

Dan Evason: Painting & Weathering figures and buildings.

Venue: On Zoom.

Entry: Members free, non-members £2.00.

Contact: Register at www.gaugeoguild.com

Saturday 26 October – 1930

March & District Model Railway Club

Club Open Day.

Venue: St.Marys Church, Wisbech Road, Westry, March, PE15 OBA.

Details: Following committee changes, a 2025 exhibition won't now be held. Instead this Club Open Day will be held in conjunction with St Mary's Church, in both the Church Hall (M&DMRC clubroom) and adjacent church, with displays and refreshments. Details on club website.

Website: www.mdmrc.net

Sunday 27 October – 1000-1600

Guildford O Gauge Group

Autumn Open Day.

Venue: Normandy Village Hall, Manor Fruit Farm, Glaziers Lane, Normandy, Surrey GU3 2DT.

Entry: £4.00.

Amenities: free parking. Light snacks & drinks.

Features: 9 traders and 5 layouts, incl test track.

Website: www.gogg.co.uk/home.html

Monday 4 November – 1930

Plymouth Railway Circle

AGM followed by 'A Look Back to the 1970s' by the Society President.

Venue: St Edwards (RC) Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.

Entry: members £1.00, non-members £2.00.

Website:

www.plymouthrailwaycircle.weebly.com

Tuesday 5 November – 2000-2200

The Enfield Transport Circle (TETC)

'The 2024 Bob Todd Tribute Presentation' by Kenneth Crane of TETC – 20th Anniversary Meeting (Illustrated).

Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.

Entry: £6.00 donation on entry (visitors' first visit is free).

Website: www.tetc.chessck.co.uk/Meetings

Monday 11 November – 1930

Lincoln Railway Society

AGM & Photography Competition.

Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.

Entry: non-members £4.00.

Contact: 01522 698085, grahamlightfoot1948@gmail.com

Tuesday 12 November – 1930

Wells Railway Fraternity

Railway Engineering in Chippenham – an Industrial & Social History by Mark Glover.

Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.

Entry: £4.00 for non-members.

Website: www.railwells.com

Thursday 14 November – 1930

Locomotive Club of Great Britain (LCGB) St Albans Branch

Bulleid's Other Locomotives by Colin Boocock.

Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE.

Entry: voluntary donation of £4.00 towards costs of running the meeting.

Amenities: Refreshments available during interval.

Contact: murray.eckett@gmail.com

Thursday 14 November – 1930

South East Essex Railway Society

Test-Track night – N, TT, OO, O and 1 – help to set-up from 1900 welcome.

Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, SS9 1NB.

Contact: seers.rail@gmail.com

Website:

www.seers-rail.org/programme.html

Monday 18 November – 1930

Plymouth Railway Circle

'Standard and Narrow Gauge Steam and Diesel in Sicily, France and Argentina' by Chris James.

Venue: St Edwards (RC) Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.

Entry: members £1.00, non-members £2.00.

Website:

www.plymouthrailwaycircle.weebly.com

Thursday 21 November – 1930

Marlow & District Railway Society

'Working on the Railway' by Mike Romans.

Venue: Bourne End Community Centre, Wake-man 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 28 November – 2000

South East Essex Railway Society

Night of the 'Dusty Bins' – facts, photo gallery, memories and the future of the class – presentation by member Lydia Clary.

Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, SS9 1NB.

Contact: seers.rail@gmail.com

Website:

www.seers-rail.org/programme.html

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge

Modellers meet on the first Sunday of the month from 1030–1600 at Eaton Bray Village Hall, near Dunstable. New members welcome. Two layouts for 16mm live steam and electric locos in 32mm and 45mm gauges. Go along, visit www.bag16mm.org.uk or email membership@bag16mm.org.uk

Berkshire N Gauge Society meets at 1900 on 1st and 3rd Thursday of each month at White Waltham airfield, Berkshire. New members of all skill levels welcome. Email: djac@calderwoodhan.com or andi.welch1@gmail.com

Group for anyone interested in railway modelling and/or railways meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on last Monday of each month. Email: steve.grantham1@btinternet.com

East Sussex Gauge O Group – Interested in modelling O gauge or 7mm narrow gauge? This group's meetings at Pett Village Hall (just outside Hastings) are held on 2nd Friday of each month from 1900-2000. The test track can run both fine and coarse scale two or three-rail, dc or DCC rolling stock. See Gauge O Guild website or email mikeh.reeves@tiscali.co.uk

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 can attend meetings or join. www.facebook.com/groups/1448793075977538/ or email wordpress@pmrc.welshbrook.com

Launceston Model Railway Group holds drop-in meetings on 3rd Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be accompanied. O, OO and N layouts in dc and DCC. 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 has opened a larger clubroom off Poole High Street. Includes OO gauge *Sterte Bay* (under construction), British/American N gauge layout and OO & N test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Tuesdays 1900-2200. See www.pdmrs.com

Romley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romley Methodist Church. Wide range of layouts from N to O gauge. See rmmclub.com or contact: rmmhonsec@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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Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR Tel: 01492 518 709, keith@clwydmodels.co.uk

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

SWANAGE MODEL RAILROADING CENTRE - N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. Other times by appointment please, call John on 07956 973 072.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 - afternoons only.

NEW WEBSITE: www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email Bob@zetlandmodelrailways.co.uk

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway

Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

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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.

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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.

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MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786 email: sjmodels@tiscali.co.uk website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

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WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

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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*

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 11th November from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. To include Hornby, Bachmann, nice collection of O gauge locos by ACE, Bassett-Lowke etc – plus a nice selection of diecast models. Our buyers premium 16% plus Easylive charges. *For further information please visit our website www.uktoyauctions.com. Phone 01270 652773, 07484 670385.*

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FIA TRAINS LMS 10000 NUMBER 180 OF 200 MANUFACTURED IN OO GAUGE.

I purchased this but too scared to run it on my raised layout so is unused with original box and all inserts. Cost was £500 but open to offers. I also have OO Works Wainwright 0-4-4 Ex SECR. Again, not run as too scared on raised layout. Open to offers on that too. Can view in Brighton. *Ask for a picture to view. iec1949@outlook.com*

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

RAILWAY PHOTOGRAPHS - original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or Email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274. Mobile: 07767 356 890. Email: simonecull06@tiscali.co.uk*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274. Mobile: 07767 356 890. Email: simonecull06@tiscali.co.uk*

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email preferred Jamestant@yahoo.com or telephone 07769 335772 leave a message and I will call you back.*

WANTED – HORNBY R3443, FLYING SCOTSMAN, 60103 BR livery, Double chimney, German deflectors, Corridor tender. Analogue. Purchaser in NZ. *Email Ribble@xtra.co.nz*

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.

October 2024

20 October (Sun) 10am-2pm IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting. *Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.*

27 October (Sun) 10.00am - 2.00pm SWINDON TOY AND TRAIN COLLECTORS FAIR, Grange Leisure Centre, Grange Drive Swindon SN3 4JY. Cafe and free parking. *Telephone: 07732 330 305, 01380 725 322, stevedevizes@aol.com*

November 2024

2 November (Sat) 10.30am-3pm CARMARTHEN TOY AND TRAIN SALE.

Bronwydd Hall SA33 6BE. Adult £2.00, under 15 free. Teas and light snacks, free Parking on site. Presented by WEST WALES RAILWAY MODELLERS *Details phone: 01269 267 877.*

2 November (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*

3 November (Sun) 10.30am-2pm HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS. *Tel: 01270 652 773 & 07825 631 323.*

3 November(Sun) 9.45pm-1.15pm MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Refreshments on site and free car parking. SRP TOYFAIRS. *Tel: 0773 999 8012 www.srpoyfairs1.co.uk*

9 November *(now Saturday) 10.30am-2.30pm OXFORD**, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains, 'OO' Trains, Tinsplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking. *Further details, telephone: 01869 347 489 www.toytraincollectorsfairs.com*

10 November(Sun) 10.30am-2.30pm LLANELLI/LLANGENNECH TOY & TRAIN SALE. Llangennech Community Centre, Llangennech, Nr Llanelli, Carmar. SA14 8TH. One mile from J48 of M4. 45 tables. Parking, Cafe. *Email: pauldean020658@gmail.com Tel: 07807 038 161.*

10 November (Sun) 10.00am - 2.00pm
POOLE TOY AND TRAIN FAIR, Poole Grammar School, Gravel Hill BH17 9JU. Refreshments and free parking.
 Telephone: 07732 330 305, 01380 725 322, stevedevizes@aol.com

10 November (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.
 Tel: 07498 912 091 or 0773 999 8012 www.srptoyfairs1.co.uk

10 November (Sun) 10am - 2pm
ST IVES, One Leisure, Burgess Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU. Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs.
 Tel: 01522 880 383 www.j-jwebbtoyfairs.com
jandifairs@virginmedia.com

10 November (Sun) 10.30am-3pm
WALSALL WOOD - Oak Park Active Living Centre, Coppice Road, Walsall Wood, Details: Transtar Promotions.
 Tel: 01922 643 385.

12 November (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.

16 November (Sat) 10.30am-3pm
SANDOWN PARK - 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £7.50, Senior Citizens £7, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show.
 Tel: 01604 846 688 www.bpfairs.com

17 November (Sun) 10.30am-3pm
MEGA MALVERN - THREE COUNTIES SHOWGROUND WR13 6NW. 200 Stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS.
 Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

17 November (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.

17 November (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
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17 November (Sun) 9.45am-1.15pm
WORTHING - NEW VENUE - THE CHARMENDEN CENTRE, Forest Road, Worthing, West Sussex, BN14 9HS. SRP TOYFAIRS.
 Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

23 November (Sat) 10.30am-2.30pm
EXETER MATFORD TOY AND TRAIN COLLECTORS FAIR, EX2 8FD. One mile from the M5. Up to 200 stalls selling model railway items, obsolete and new. Refreshments and free parking. BULLDOG FAIRS.
 Tel: 07379 578 083 info@bulldogfairs.com
www.bulldogfairs.com

23 November (Sat) 10.00am-2pm
BRISTOL TOY & TRAIN FAIR. BAWA Health and Leisure Centre, Southmead Road, Bristol, BS34 7RG, (close to M4 and M5). BUY*SELL*EXCHANGE. Ample free parking, café, 60 tables. Many top dealers.

Admission £2.00. Enquiries to FELIX FAIRS.
 Tel: 07928407034 or email: felixfairs@outlook.com
www.felixfairs.com

24 November (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

24 November (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

30 November (Sat) 10.30am-2pm
LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS.
 Tel: 01270 652 773 & 07825 631 323.

December 2024

27 December every year - 10.30am to 3.30pm
LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £3, concessions £2.50, Accompanied Children £1.00.
 Contact: Jim/Vicci Ricketts. Tel: 01492 517004.
 Email: vicci.rickettsltd@gmail.com proceeds to Llandudno Transport Festival.

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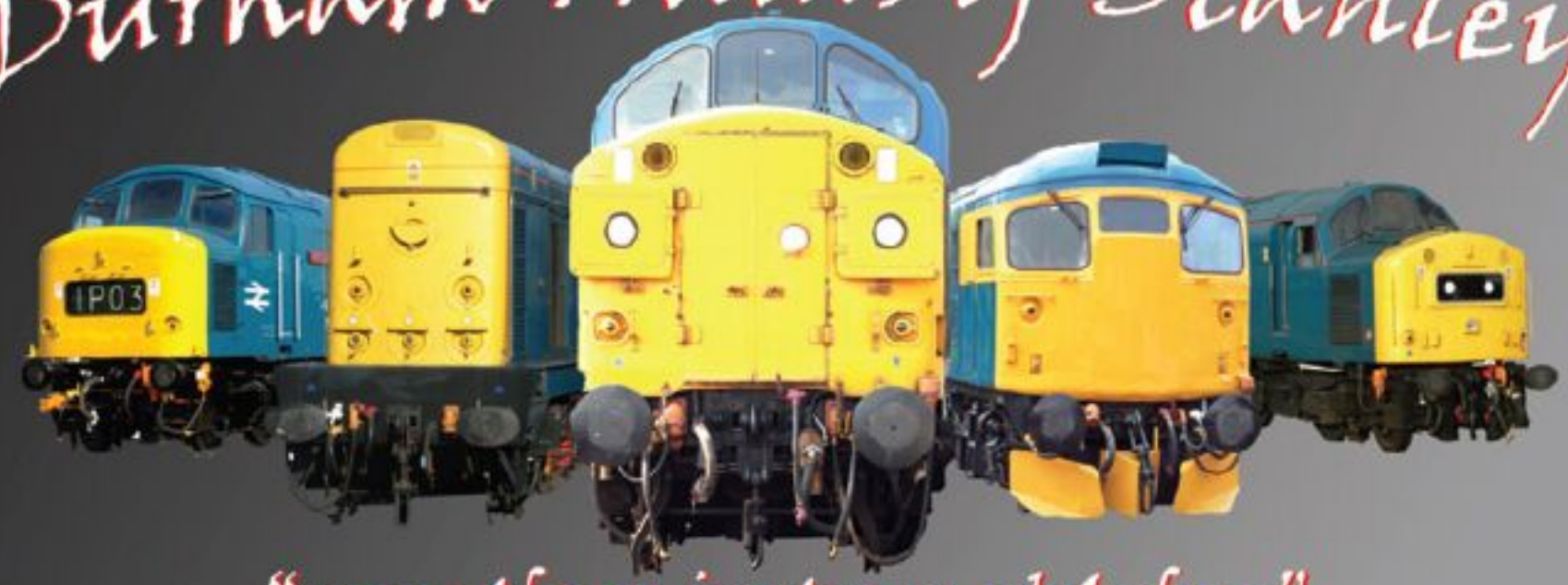


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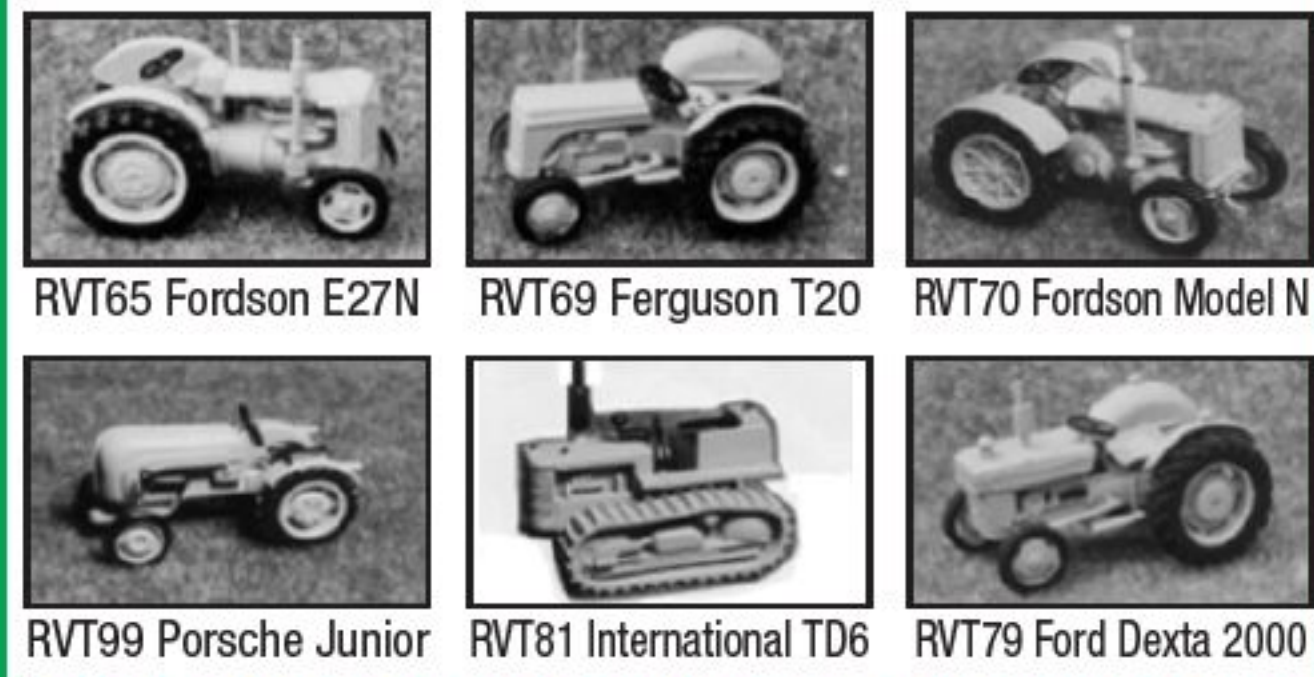
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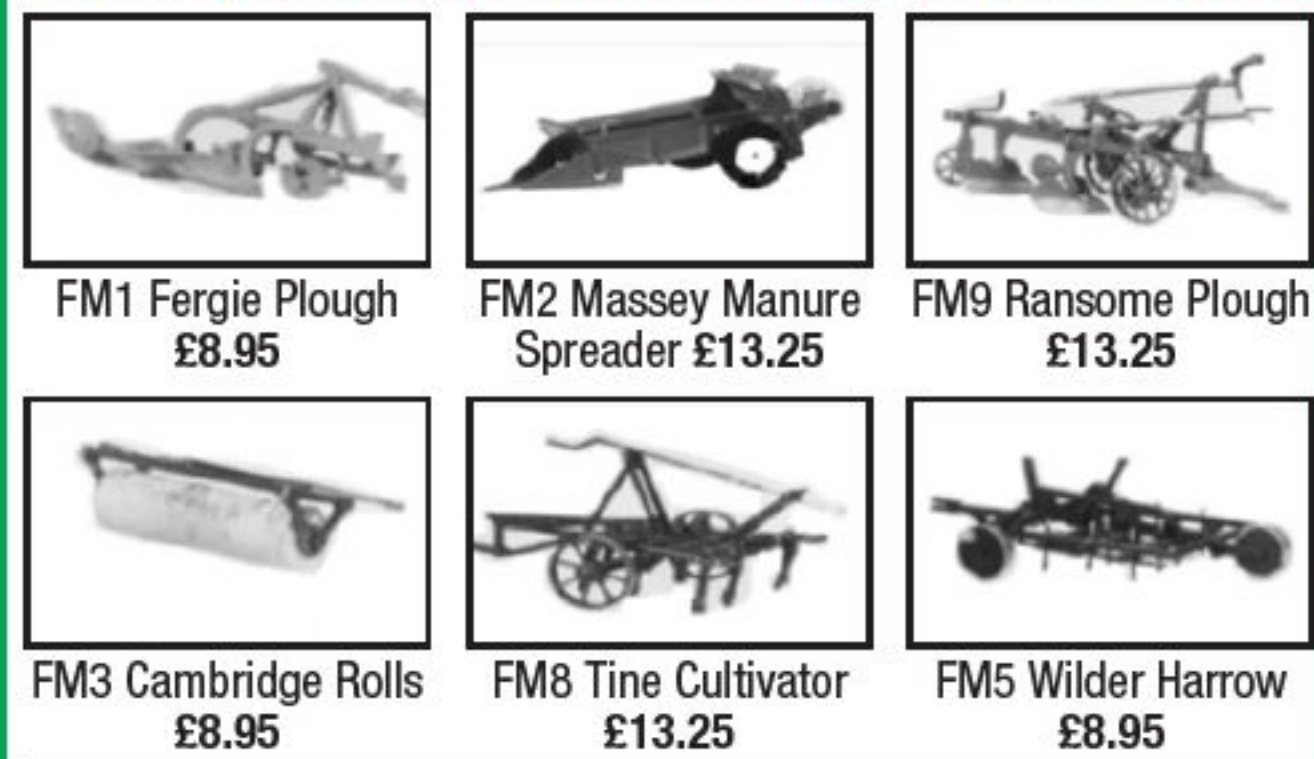


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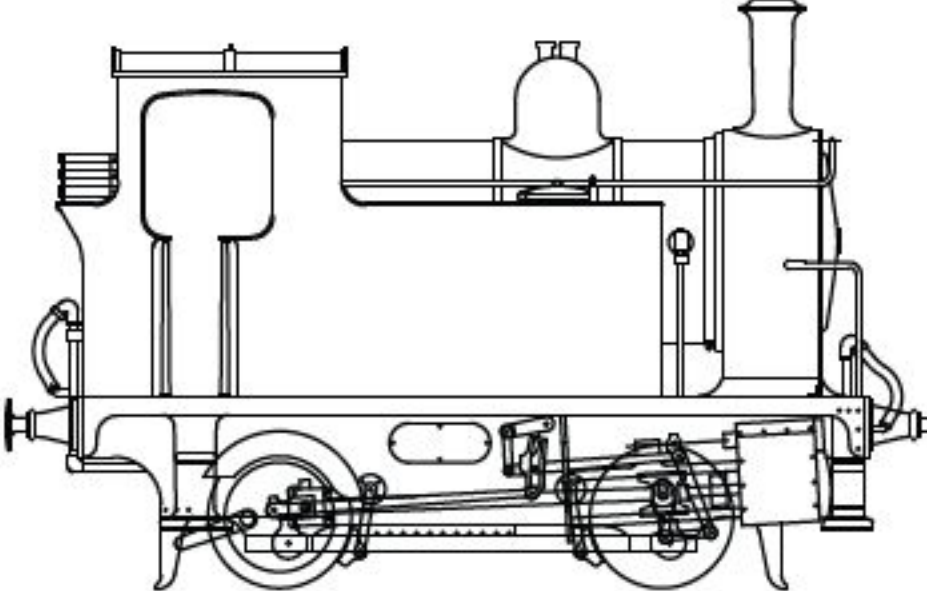
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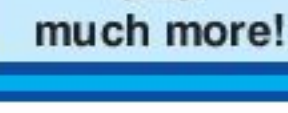
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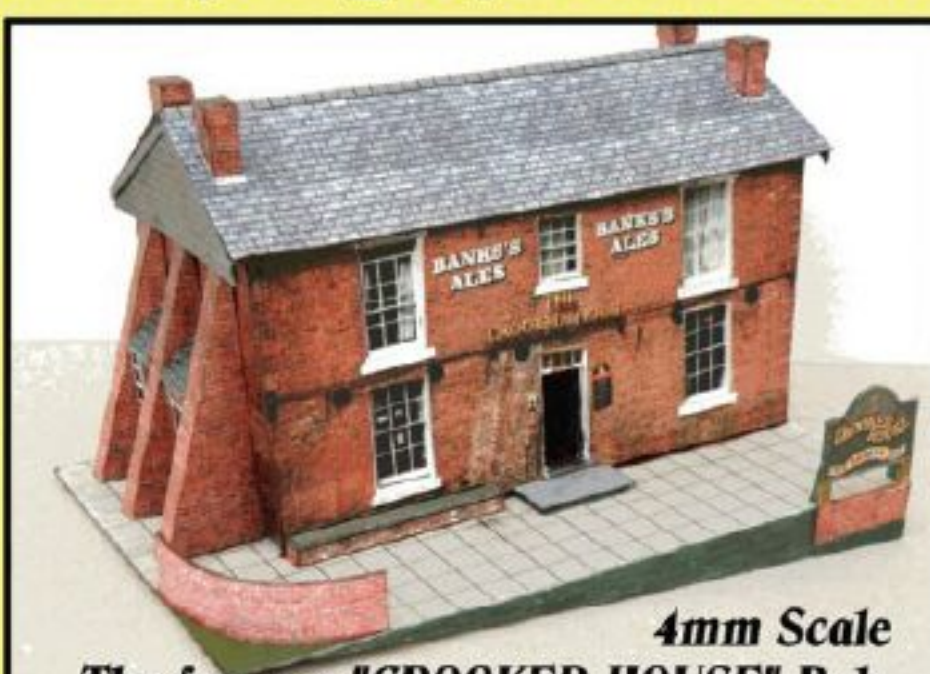
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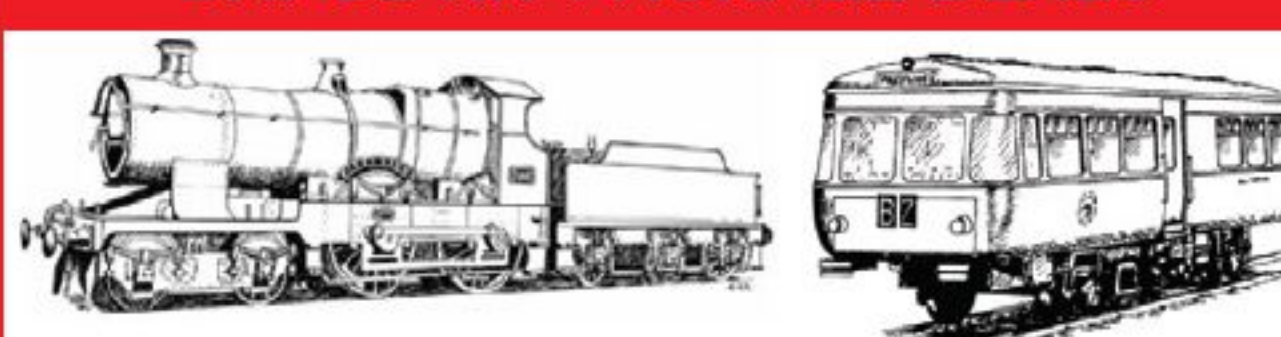
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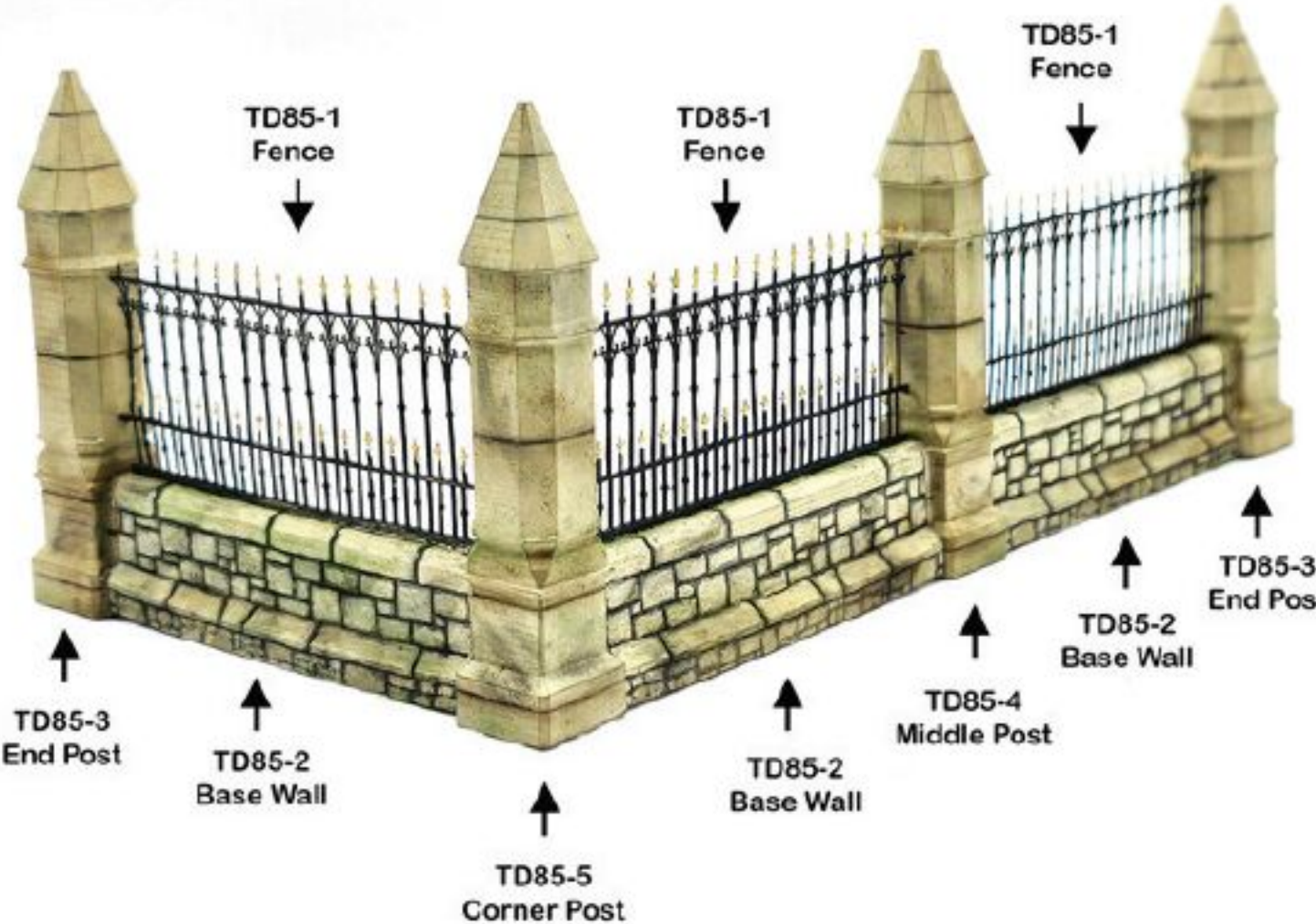
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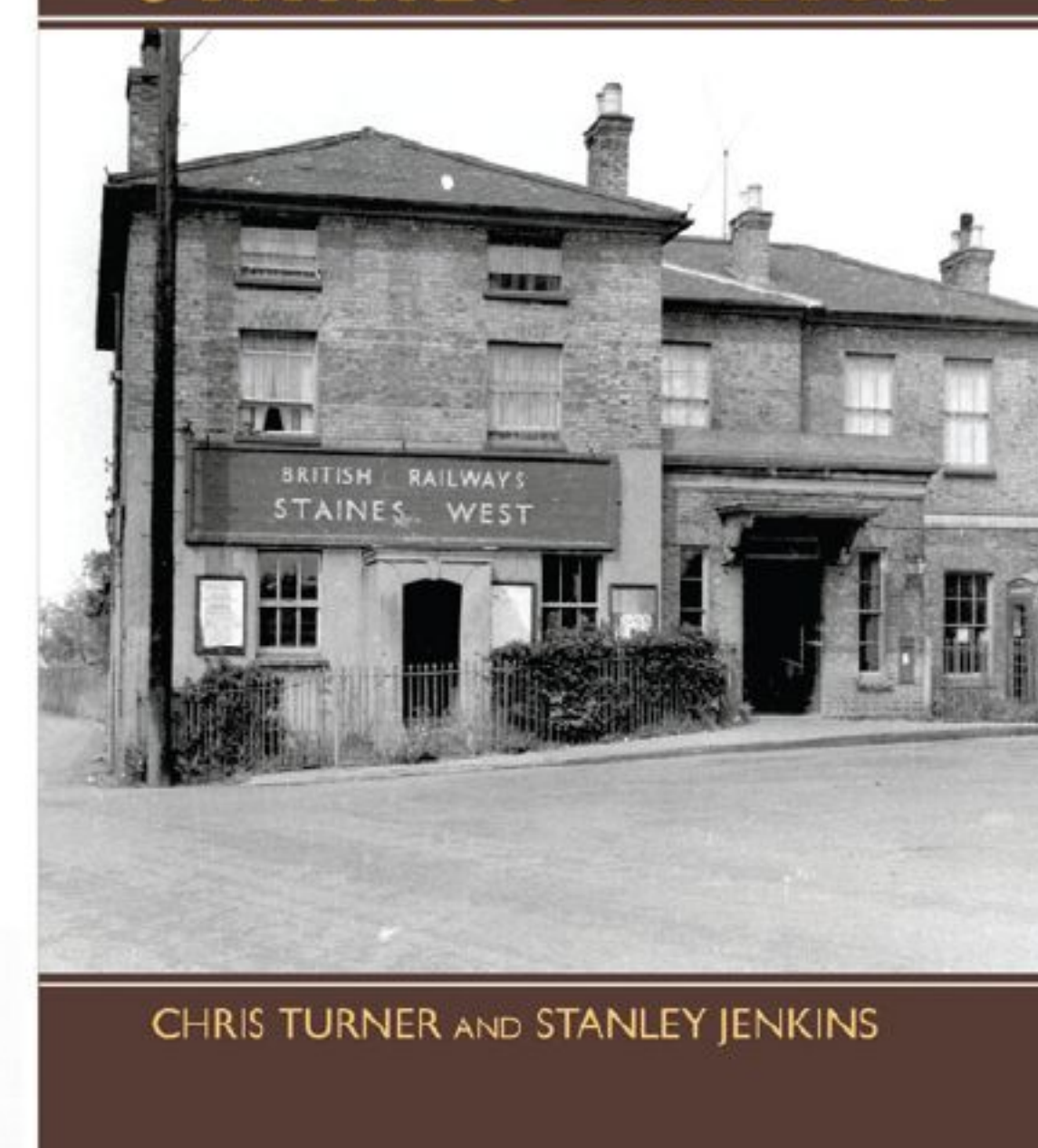
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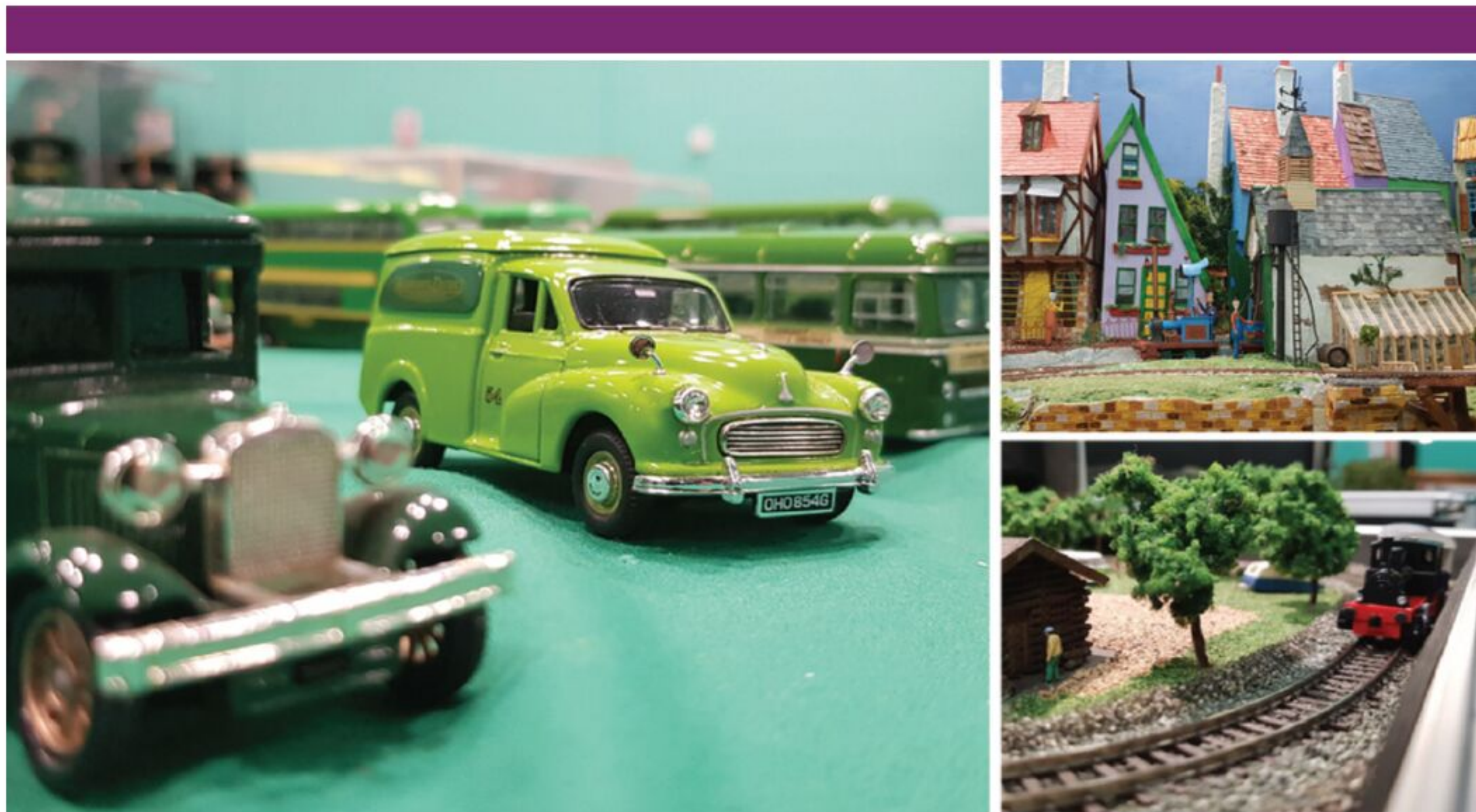
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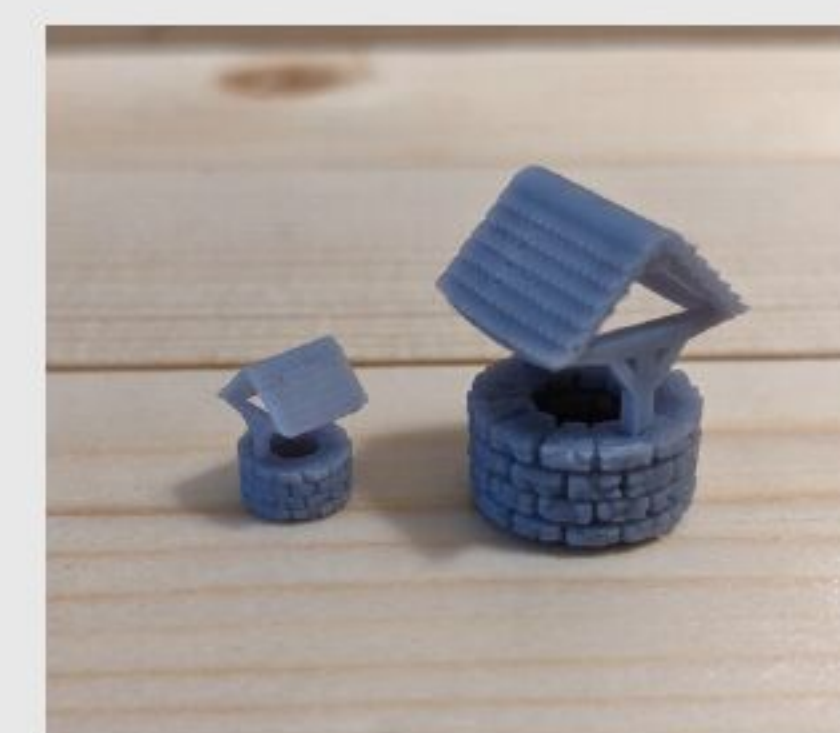
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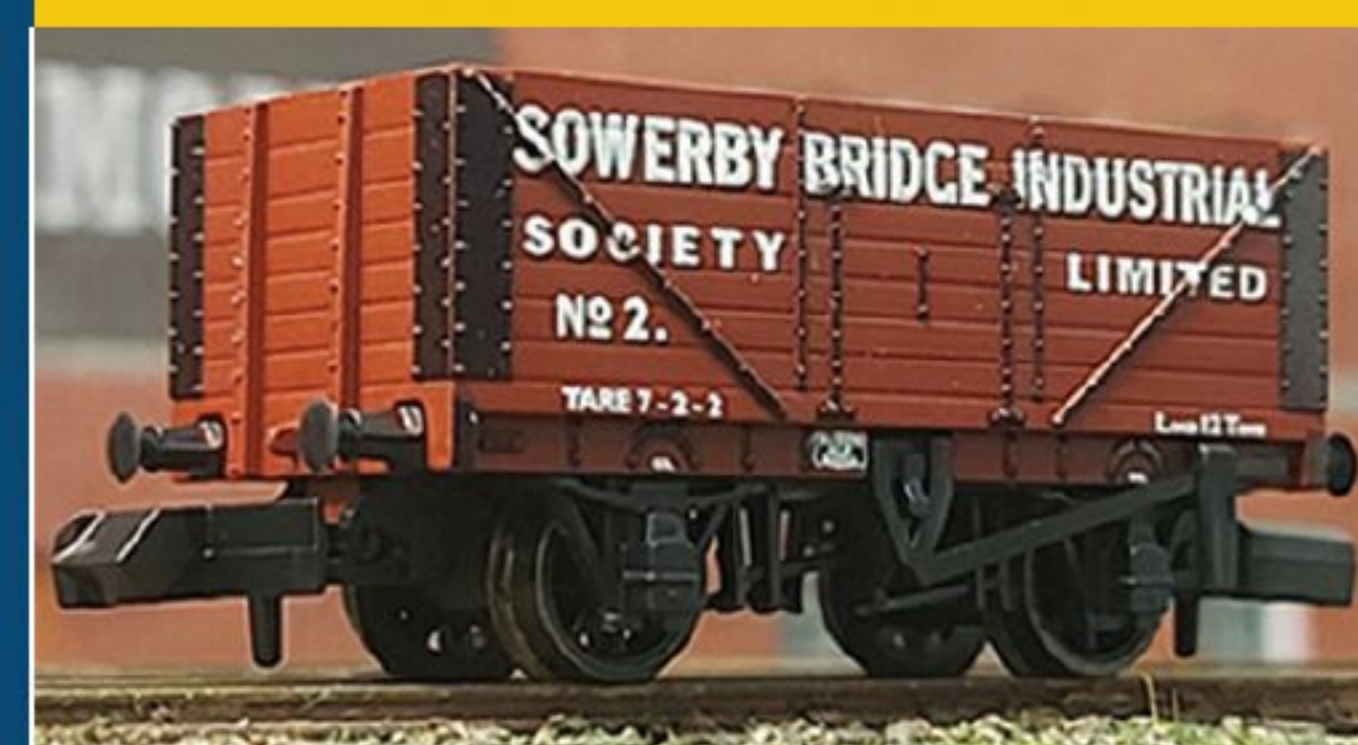
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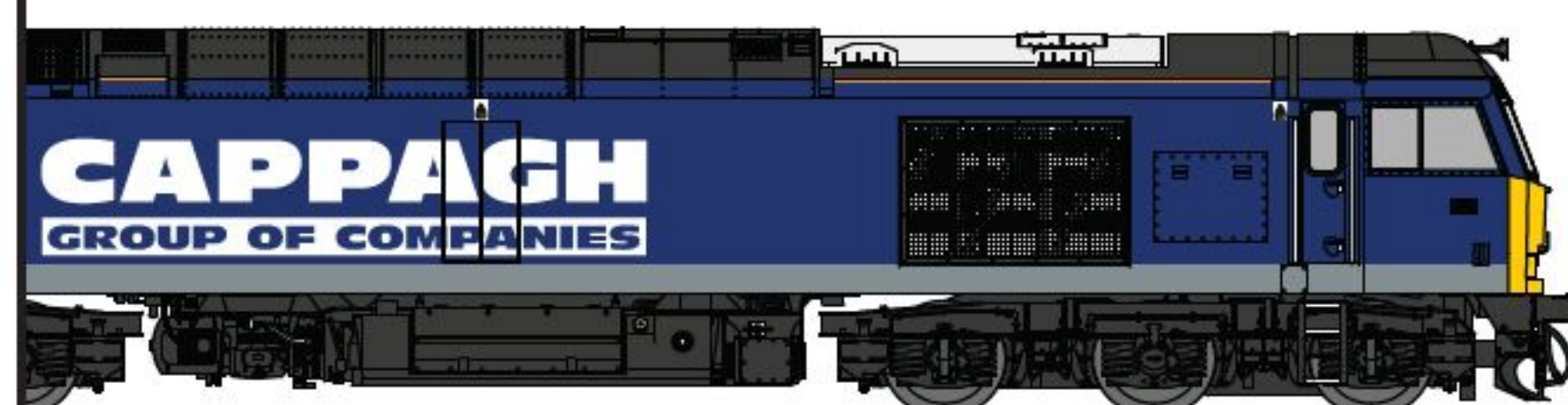
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The industrial part of the programme visits the NCB at Norton Hill Colliery at Midsomer Norton, the Waterside Complex in Ayrshire and Baddesley Colliery in Warwickshire where we see the Garratt "William Francis". Finally, we visit two ironstone lines at Wroxton and Irchester.

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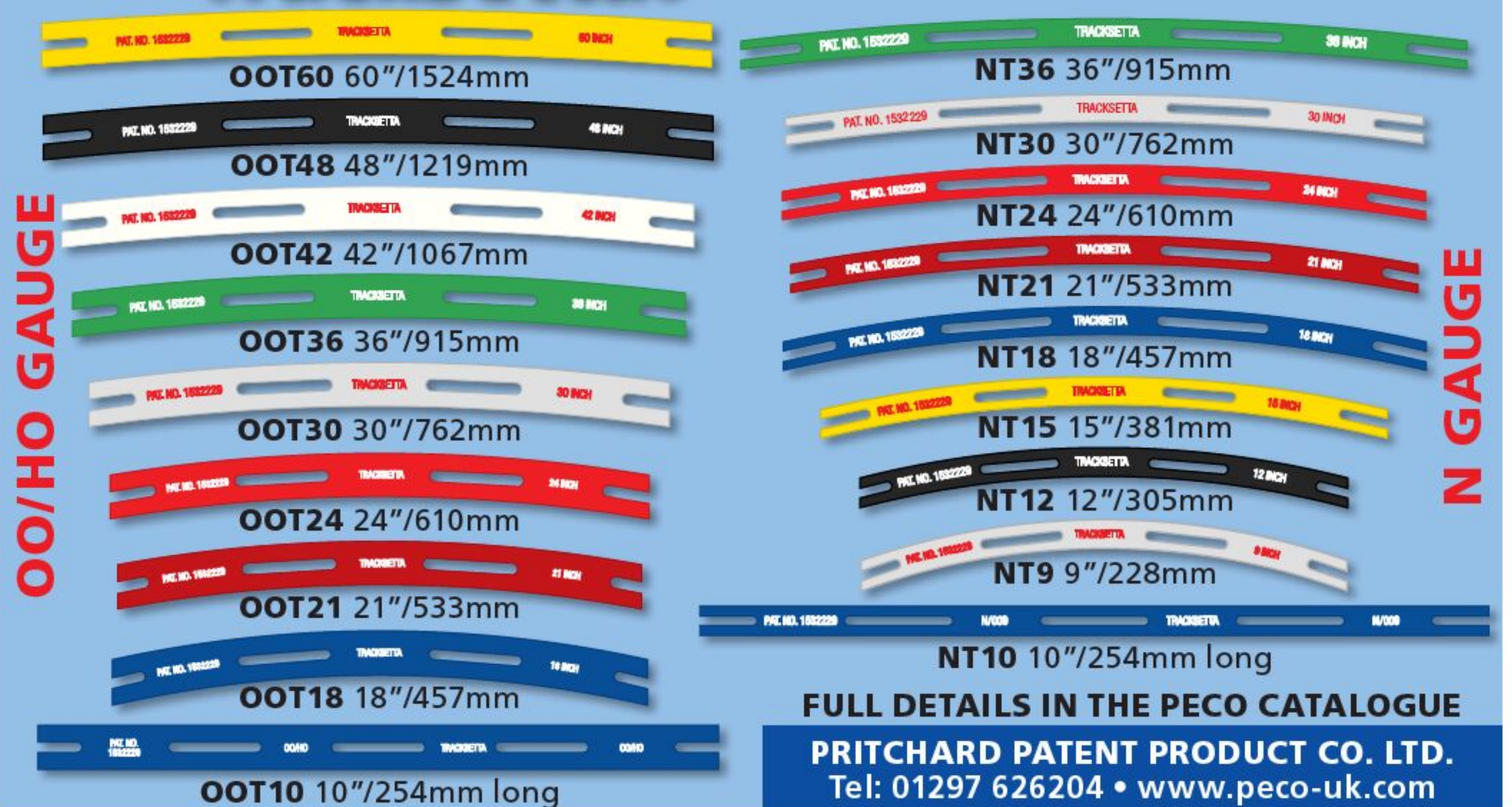
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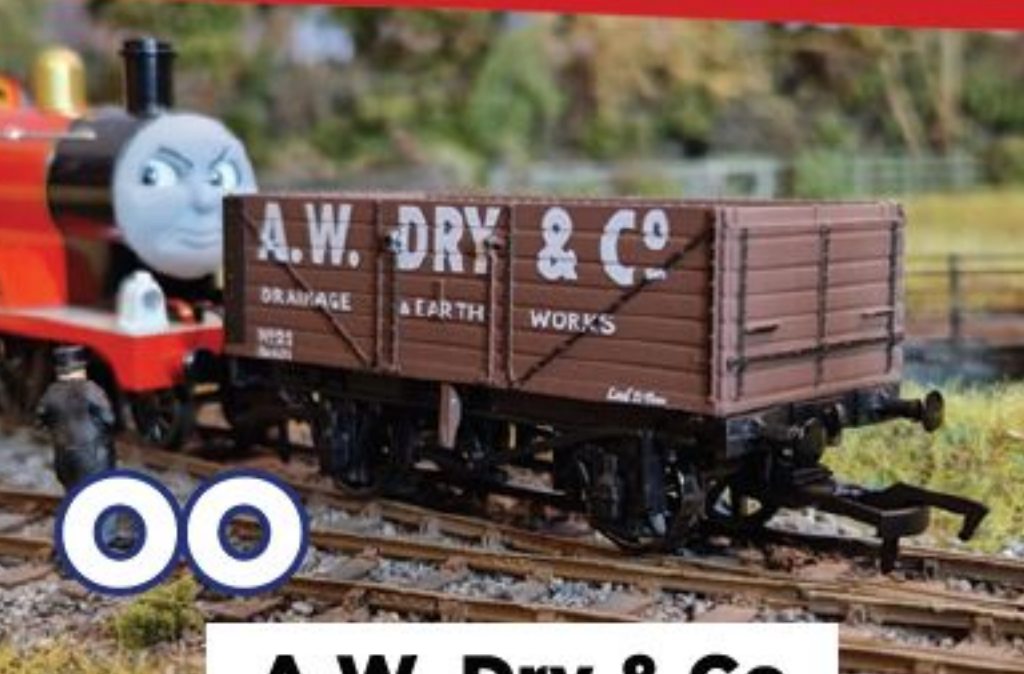



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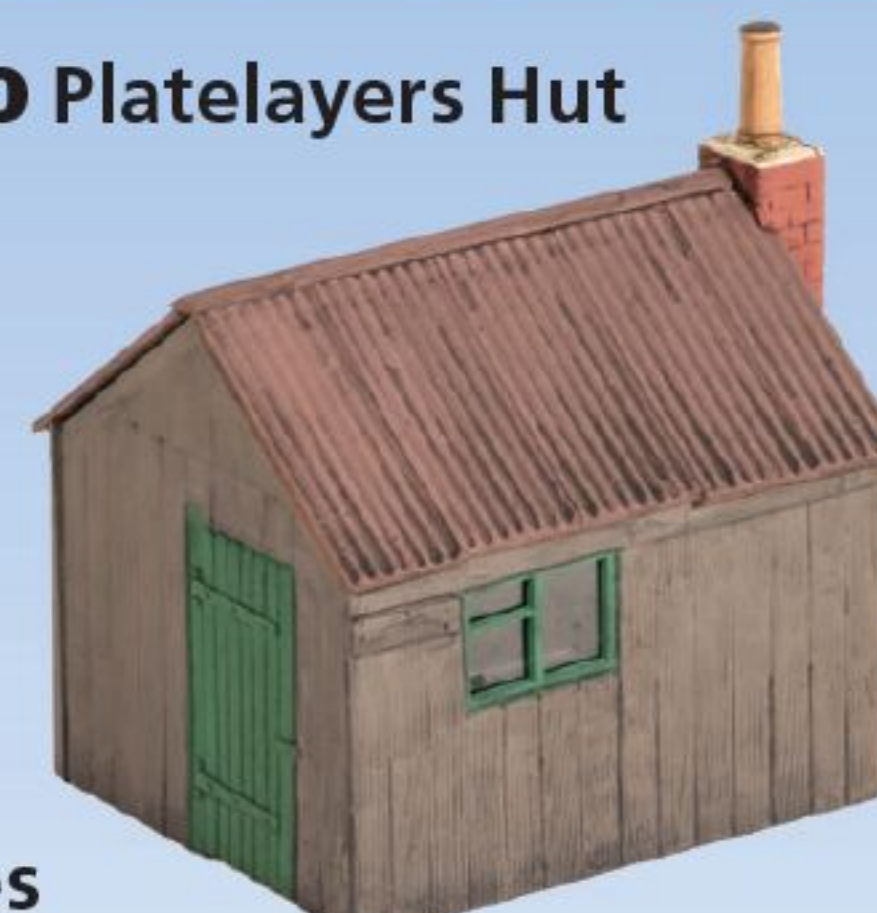


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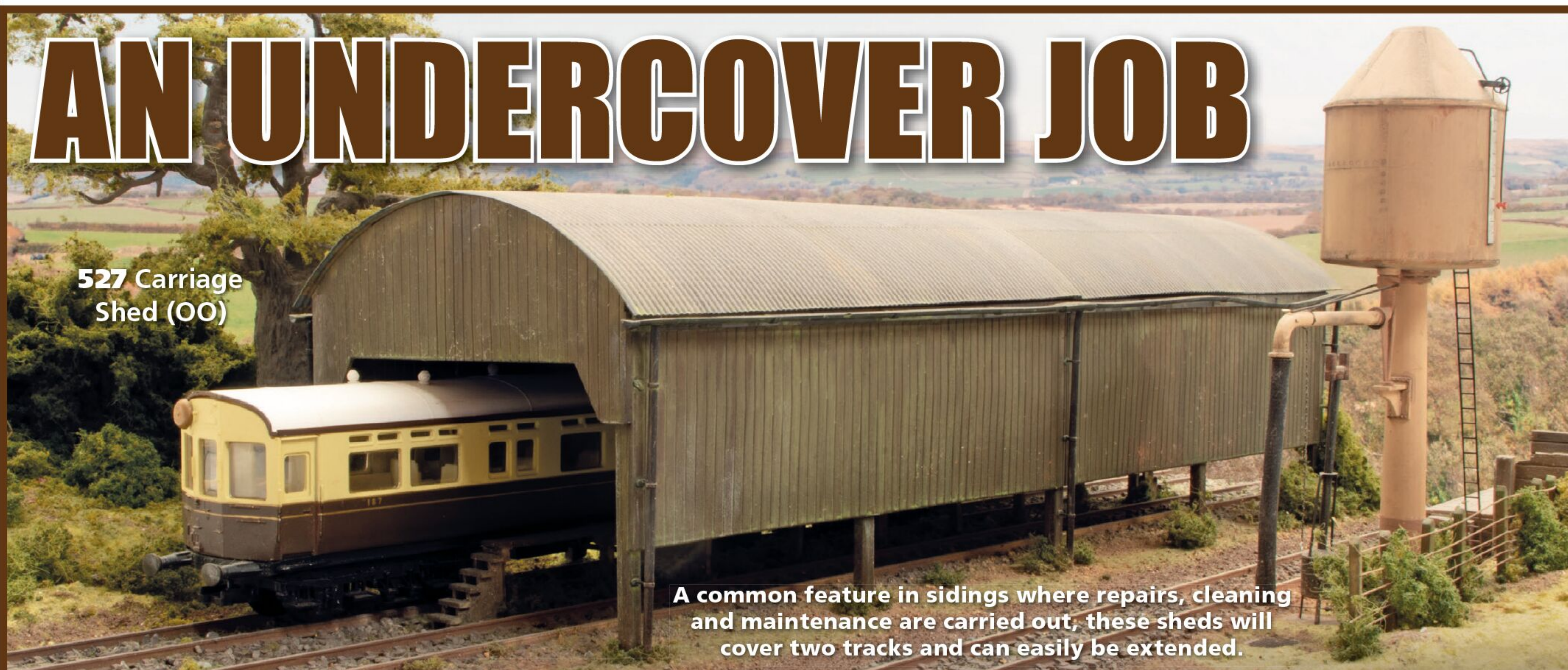
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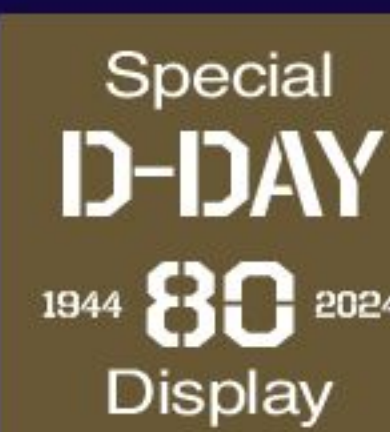
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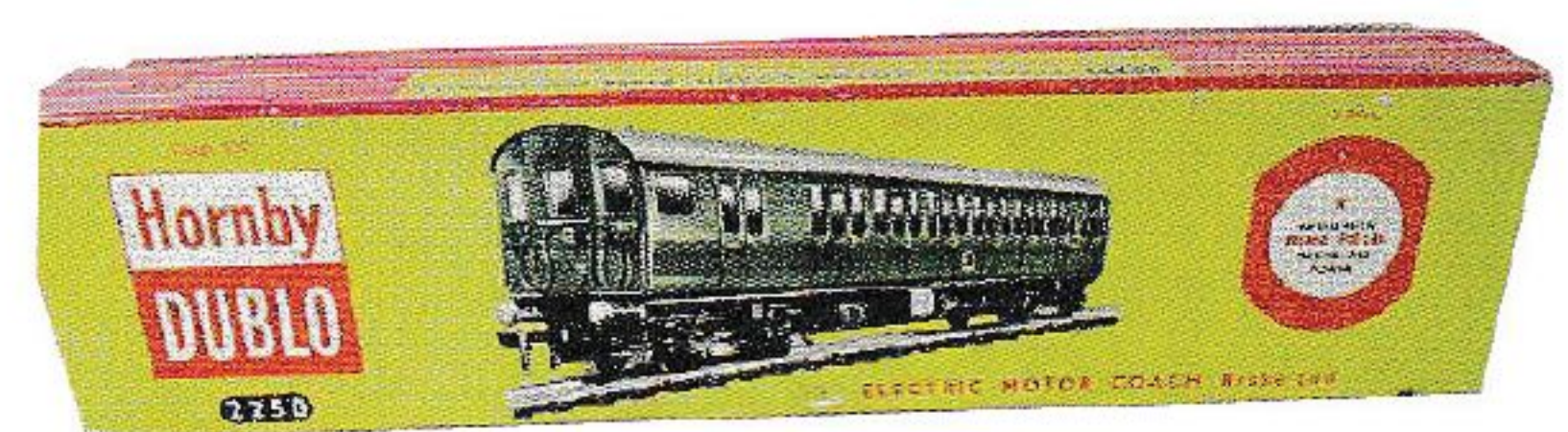
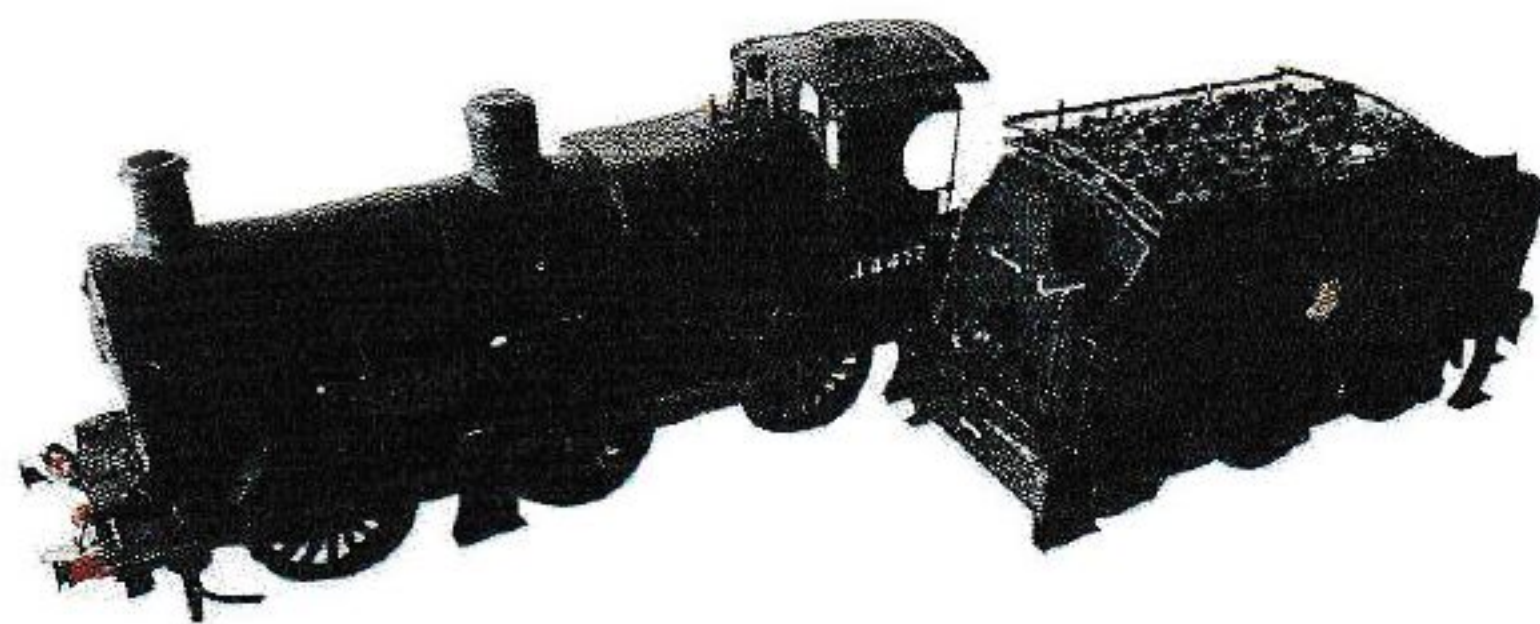
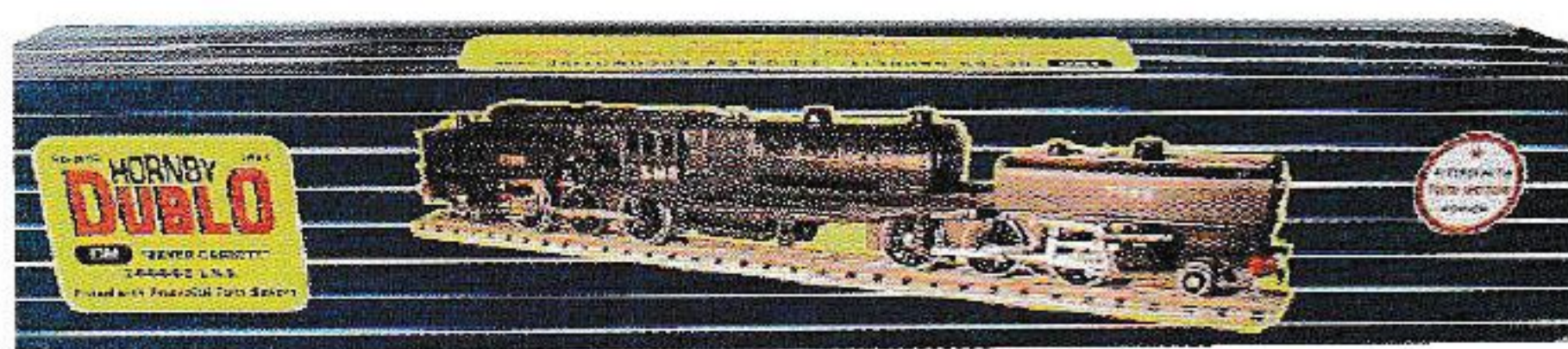
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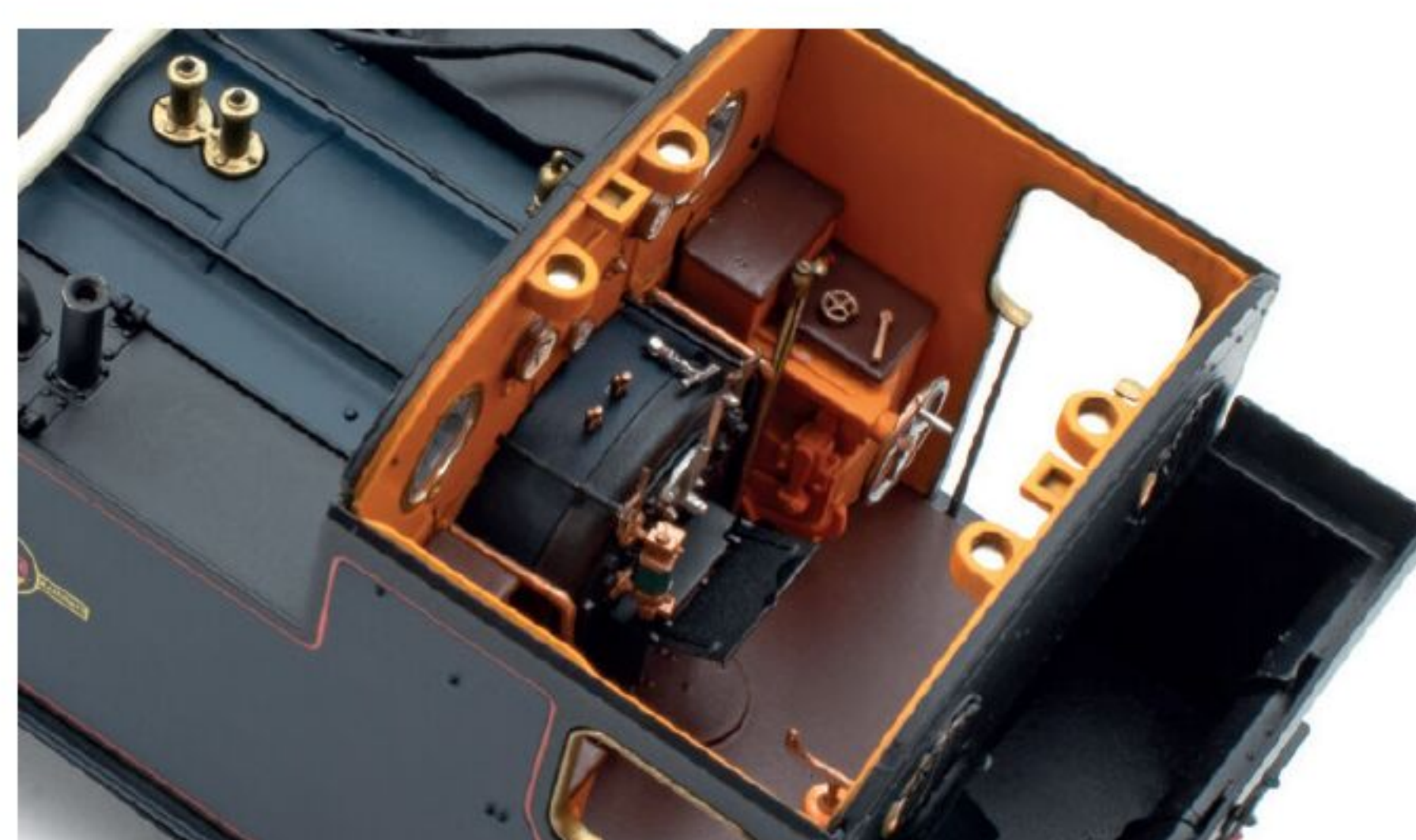
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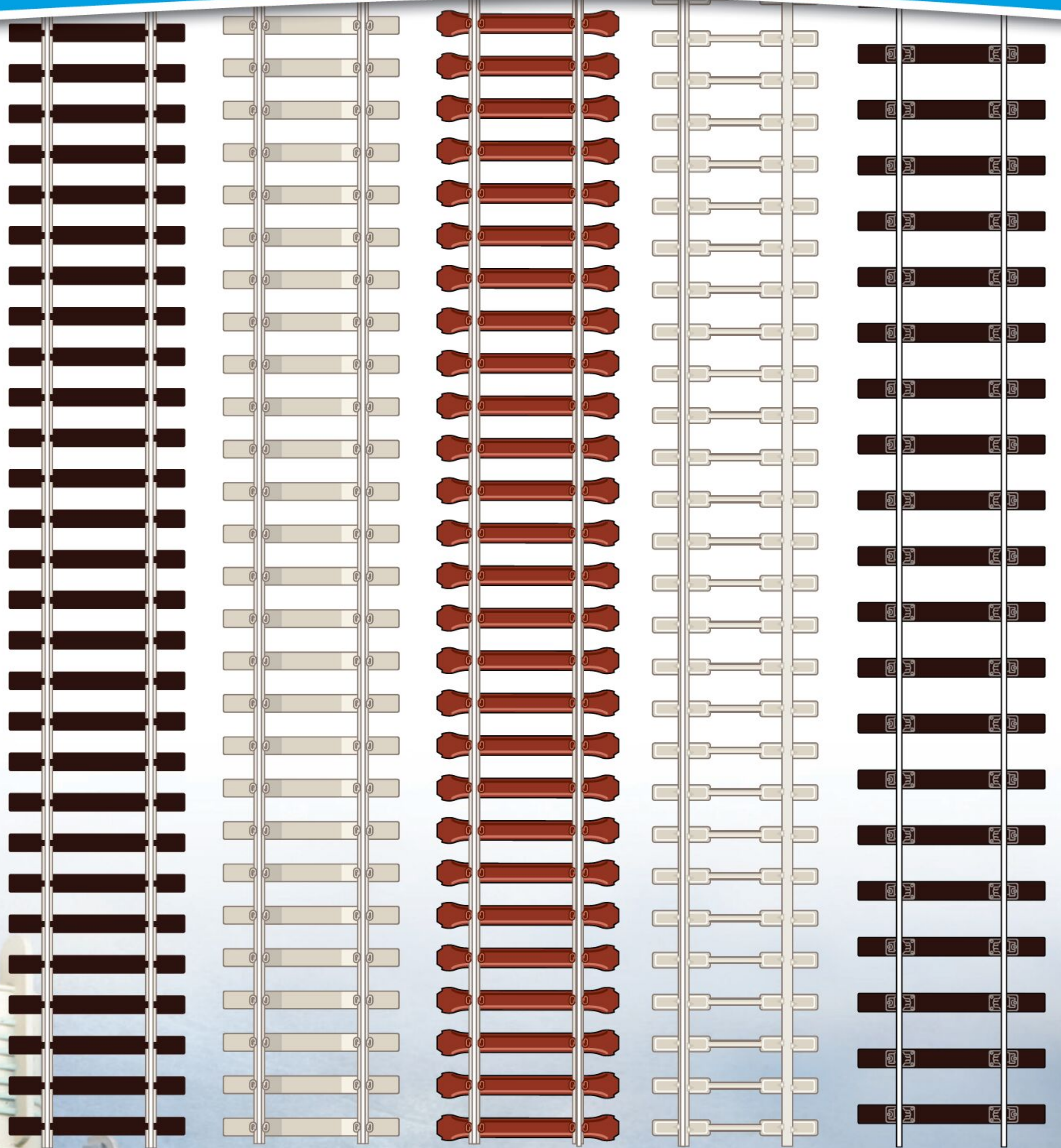
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The Track System for 'all' modellers

The Fine Scale Track System popular all over the world. Choose between bullhead wooden sleeper track or flat bottom flexible track in a choice of four sleeper types. Plus, there is also a great range of turnouts, crossings and accessories.

For full details of the Code 75 range see the PECO Product & Modelling Guide.



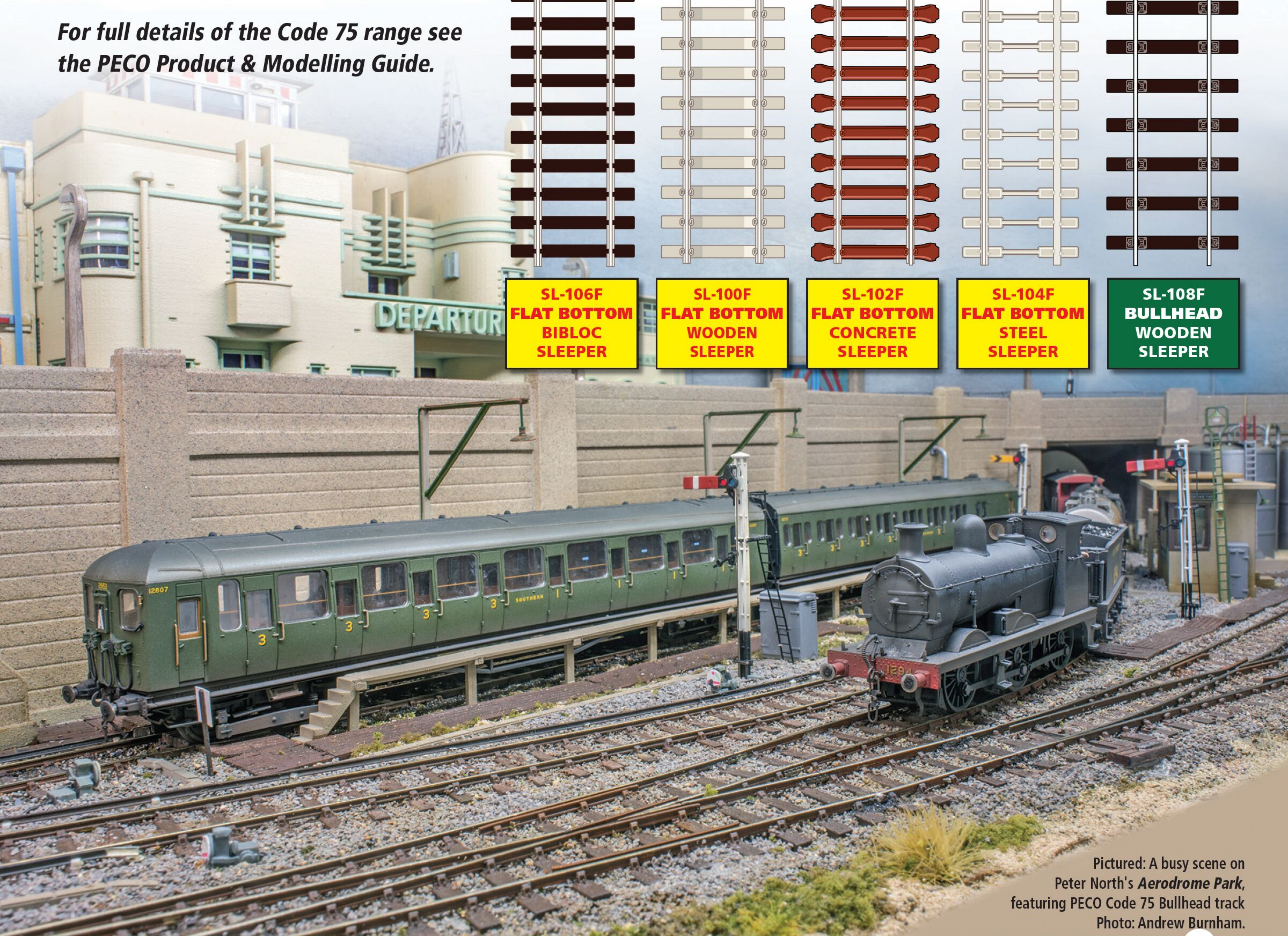
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FLAT BOTTOM
BIBLOC
SLEEPER**

**SL-100F
FLAT BOTTOM
WOODEN
SLEEPER**

**SL-102F
FLAT BOTTOM
CONCRETE
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**SL-104F
FLAT BOTTOM
STEEL
SLEEPER**

**SL-108F
BULLHEAD
WOODEN
SLEEPER**



Pictured: A busy scene on Peter North's *Aerodrome Park*, featuring PECO Code 75 Bullhead track
Photo: Andrew Burnham.

A

accurascale, Irish Railway Models
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A C Models, Eastleigh, Hants **B**48a

The Airbrush Company65a

AirFramed Bespoke Glass Display Cases
www.airframed.co.uk45a

Alphagraphix (M)49a

Alton Model Centre **B**48a

B

Bachmann6a, 7a, 8a & 9a

Branchlines (M)49a

Buggleskelly60a

Bure Valley Models, Aylsham, Norfolk
www.burevalleymodels.com66a

C

Caistor Loco, Lincs **F**.....46a

Cheltenham Model Centre **A**4a & 5a

Church Street Models, Basingstoke
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Clark Railworks33a

C & L Finescale Track Building Systems
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C&M Models, Carlisle
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Compass Miniature Railways45a

Connoisseur Models *www.jimmcgeown.com* **C**..46a

D

The Double O Gauge Association47a

Dundas Models, Fife *www.dundasmodels.co.uk*...49a

Durham Trains of Stanley **F**.....45a

John Dutfield, Chelmsford **B**45a

E

East Somerset Models **A**.....45a

Judith Edge Kits46a

EKM48a

Ellis Clark Trains
www.ellisclarktrains.com.....70a & 71a

ESR Electronic Components Ltd, North Shields
www.esr.co.uk49a

F

Features2a & 3a

Footplate30a & 31a

Fox Transfers (M)54a

Frizinghall Models & Railways
www.modelrailshop.co.uk43a

G

Gaugemaster *www.gaugemaster.com* **B**
.....34a & OBC

Great British Model Railway Show57a

Golden Valley Hobbies
www.goldenvalleyhobbies.com **B**.....49a

Grandad’s Train Shop, Snaith, East Yorkshire
www.grandadstoyshop.co.uk.....47a

The Grange54a

H

H & A Models (M).....45a

Hampshire Models, Basingstoke
www.hampshiremodels.co.uk50a

Handem UK53a

Harburn Hobbies.....37a

Heljan *www.heljan.dk*12a

Hereford Model Centre **D**28a

The Hobby Goblin, Burslem, Stoke-on-Trent **D** .47a

Hornby Hobbies29a

Howes Models/Railmatch Paints, Kidlington **D**..50a

I

Invicta Model Rail, Sidcup, Kent **B**.....54a

Items Mail Order (M).....49a

Ivo Peters59a

J

Jacksons Models & Railways47a

The Junction Box *www.thejunctionbox.net*61a

Junction 2047a

K

Keen Systems (M)45a

Kent Garden Railways, St. Mary Cray **B**.....50a

Kernow Model Rail Centre, Camborne
www.kernowmodelrailcentre.com **A**
.....26a & 27a

Ian Kirk.....45a

KJB Models36a

L

Langley Models **B**55a

Leeds Model Railway Exhibition.....48a

Lendons of Cardiff *www.lendons.co.uk* **C**.....48a

Little Jem Products (M).....46a

Littleworth Models.....62a

Locomotion Models63a

The Loco Shop60a

Lord & Butler.....52a

LP Rails.....51a

M

Maidstone & Mid-Kent Model Railway Exhibition.49a

Malc’s Models, Ilkeston **D**57a

Manchester Model Railway Show66a

Marcway Models & Hobbies, Sheffield **F**.....46a

MDN Designs56a

Metcalfe Models & Toys (M)18a & 19a

Micromotors.....51a

Millennium Models, Morley, Leeds **F**47a

Milnsbridge Models47a

Minerva Models
www.minervamodelrailways.co.uk44a

Minster Auctions58a

MKN Digital *www.mkn-digital-train-repairs.com* ...51a

Modelit Ltd *www.modelitltd.co.uk*.....52a

Model Layout Services
www.modellayoutservices.co.uk46a

Model Shop, Portsmouth **A**.....46a

MonkBar Model Shop, York **F**56a

Morley Controllers
www.morleycontrollers.com **F**55a

N

Narrow Planet52a

New Modellers Shop.....63a

N Gauge Society52a

O

The 009 Society55a

Osborn’s Models, Bideford
www.osbornsmodels.com **A**51a

P

Parr’s Lowestoft **E**47a

Bob Pearman Books (M) *pearman-books.com* **E**45a

PECORAMA Shop62a

PECO Streamline73a

PECO Tools.....38a

PECO Warley Exhibition64a

PECO WWScenics.....35a

Pennine Models65a

Peters Spares, Middlesbrough **F**.....54a

Phoenix Precision Paints Ltd
www.phoenix-paints.co.uk.....58a

Planet Industrials.....52a

R

Rail-Ex Taunton56a

Rails, Sheffield *www.railssheffield.co.uk* **F**
.....13a, 14a, 15a, 16a, 17a & 48a

Railway Conductor.....53a

Railway Modeller Subscriptions.....10a & 11a

Railway Scenics *www.railwayscenics.com*.....45a

The Railway Shop, Blaenavon **C**.....47a

Rainbow Railways58a

Rapido Trains25a

Ratio64a

RECREATION21 *www.rue-d-etopal.com*47a

Rhuddlan Models.....45a

Richardsons, Feltham, Middlesex
www.richardsons-retail.co.uk **B**.....47a

Ron Lines Model Railways, Southampton **B**.....58a

Doug Roseaman49a

Roxey Mouldings (M)47a

S

Santiago Models.....53a

S & J Models69a

Scalescenies.com59a

Sharge UK57a

7mm Narrow Gauge Association.....52a

Signal Box, Anstey **D**.....52a

Signals Model Shop, Somerset **A**47a

Simon’s Trains, Devon
www.anythingnarrowgauge.co.uk **A**51a

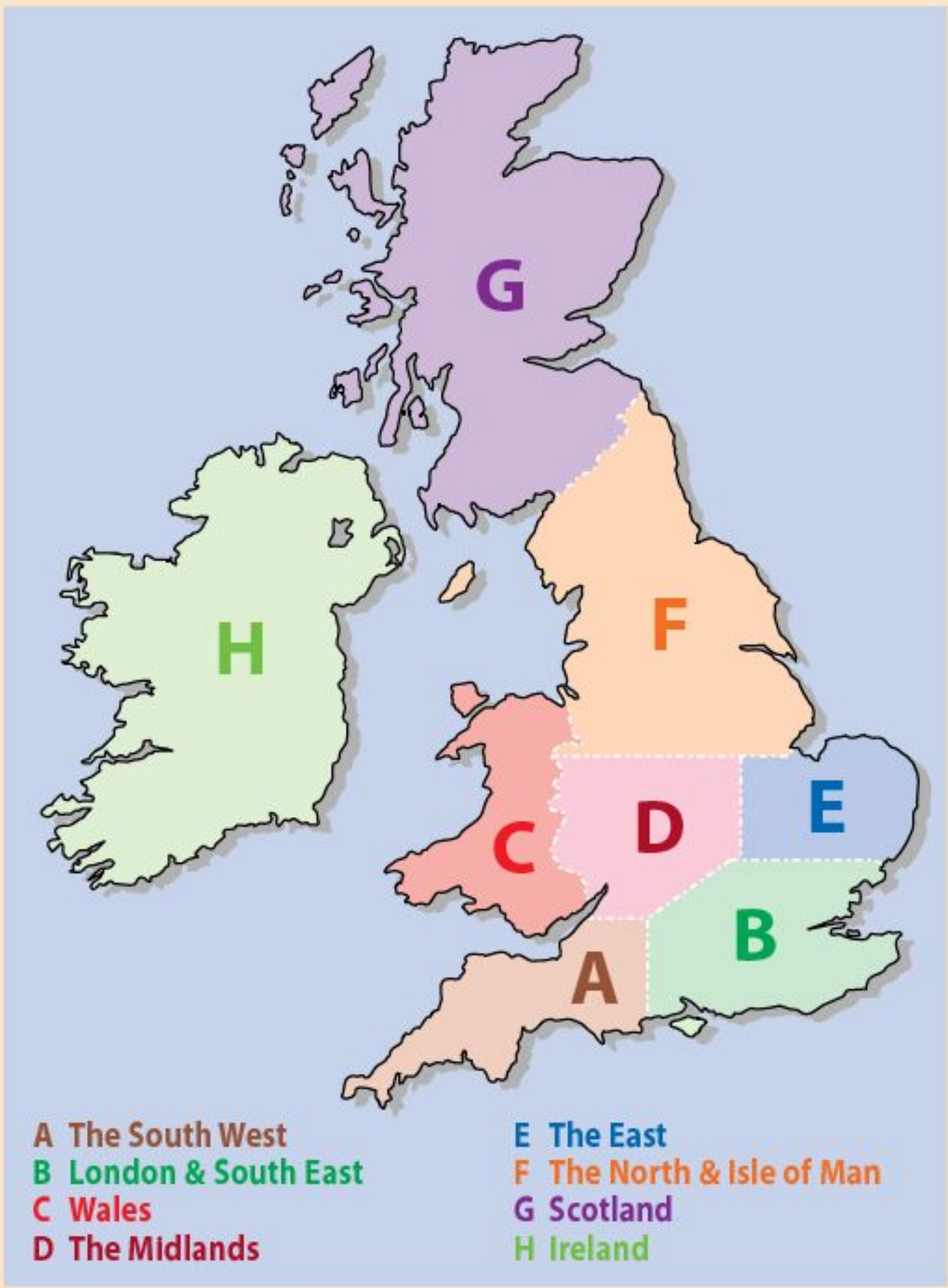
Smart Models51a

Spalding Model Railway Exhibition.....50a

Sports & Model Shop, Dingwall, Scotland **G**47a

Springside Models
www.springsidemodels.com.....46a & 47a

Staines Branch Book53a



Stockton Modeller47a

Sunningwell Command Control
www.scc4dcc.co.uk50a

Sussex Model Centre.....59a

John Sutton Models.....50a

Sutton’s Locomotive Workshop/ZIMO
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Thunderbolt Models.....52a

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Trainsporters.....60a

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U

Upstairs Downstairs, Isle of Wight
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W

Wagon & Carriage Works
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Waltons of Altrincham **F**56a

Warners National Festival of Railway Modelling ..68a

Warwick & Warwick Auctioneers & Valuers **D**...67a

White Rose Model Works **F**44a

Wills61a

Wizard Models (M) *www.wizardmodels.ltd*48a

WM Collectables.....49a

Weymouth Model Railway Exhibition.....53a

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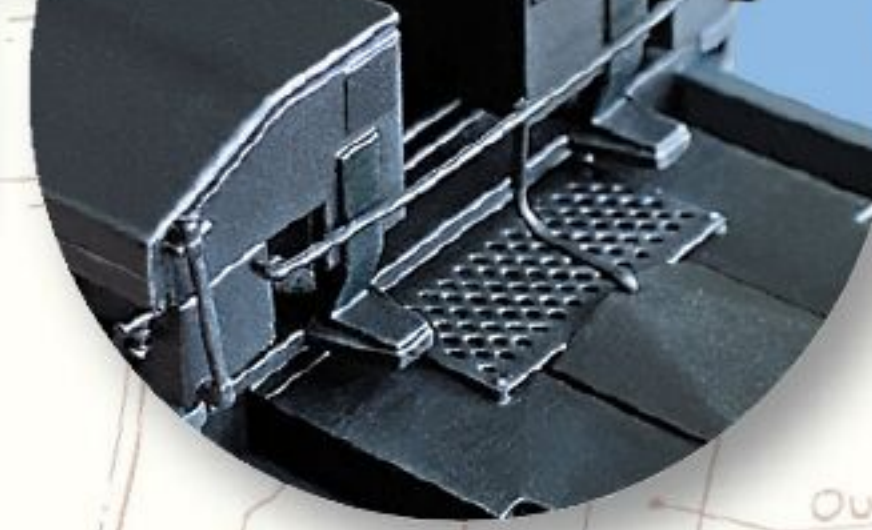
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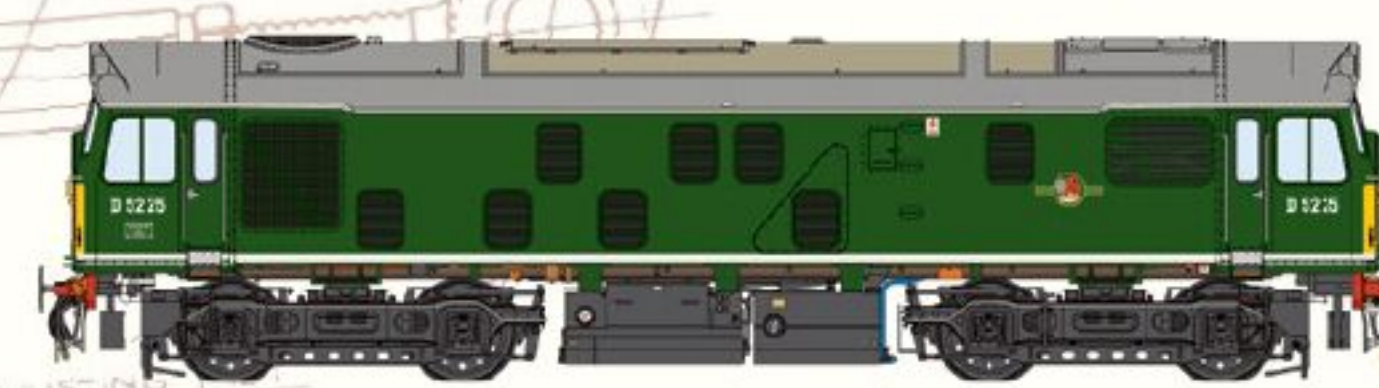
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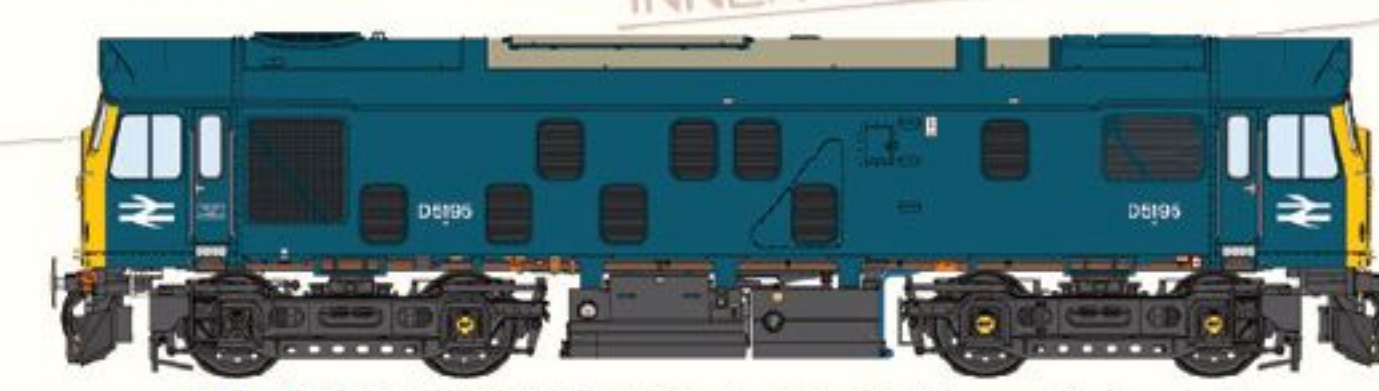
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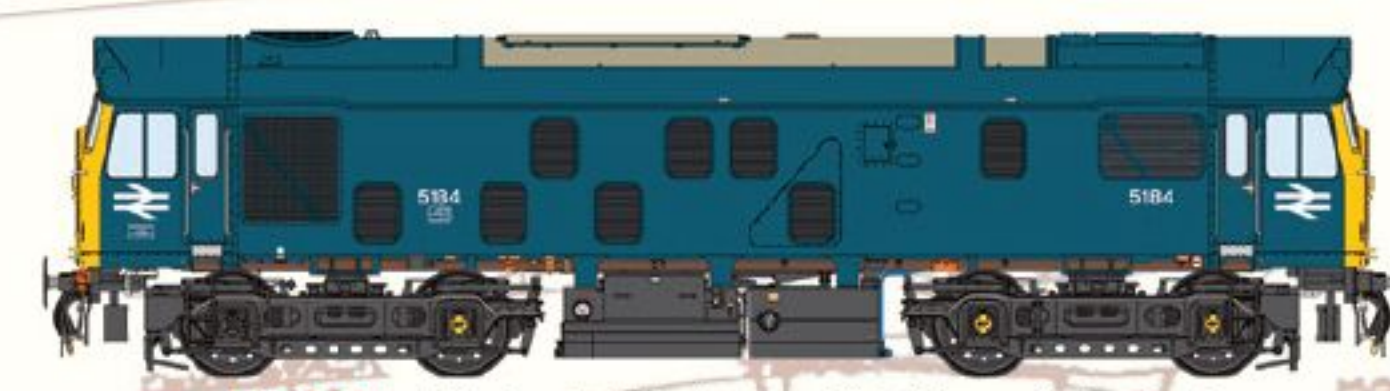
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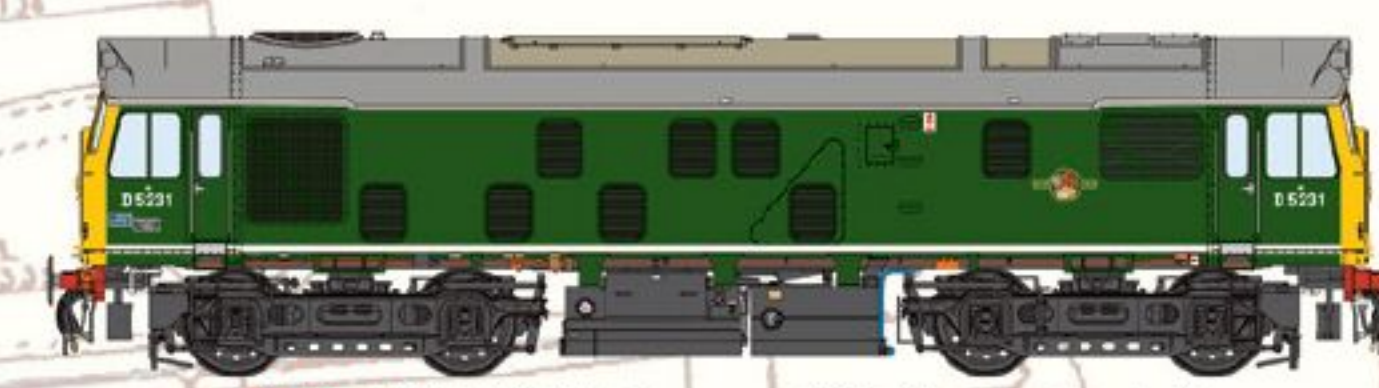
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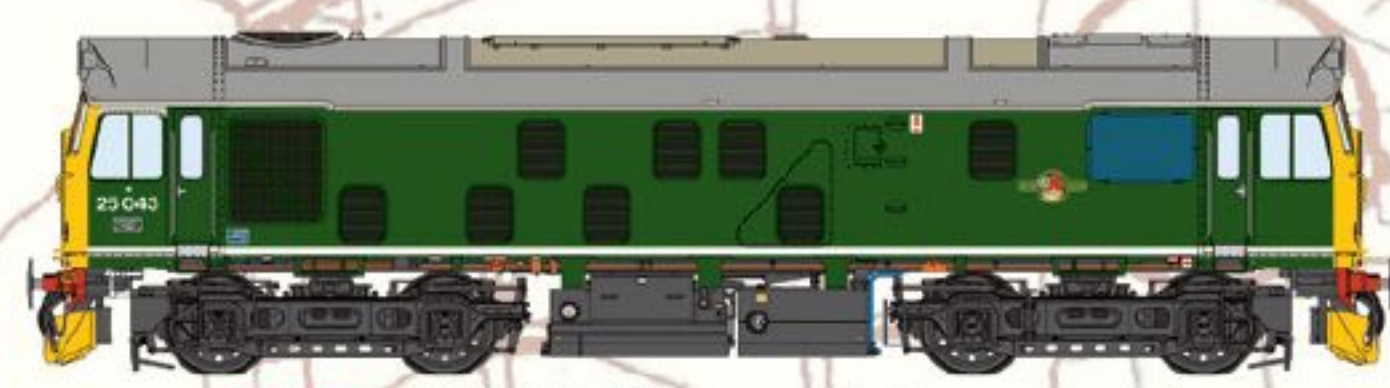
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