75 YEARS OF RAILWAY MODELLER

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RAILWAY MODELLER

Diesels in the snow

Shades of the 1980s on *Moors View*

75 YEARS

Hornby – made in the UK?

Assembling a ready-to-run locomotive at the firm's Margate headquarters

Heavy Freight

Modelling Tyne Dock iron ore traffic in N

Hadley Wood

A classic London station – suggested for TT:120

Reviewed inside ...

Accurascale Class 31/1 & Mk.I suburbans in OO
BR Propelling Control Vehicle from EFE Rail in OO
BR OAA wagons from Rapido Trains UK for N gauge

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RAILWAY MODELLER

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December 2024 vol 75 No.890

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Railway of the Month
In the first half of a two-part feature, Tim Chapman describes how he recreated one of the Somerset & Dorset Joint Railway's most important locations in OO gauge, complete with its unusual operational practices.

942 **Hadley Wood**
Plan of the Month
A classic East Coast Main Line location suggested for the 1960s BR steam era in TT:120, with a plan for a garage-based system drawn by Steve Croucher and accompanying notes by Craig Tiley.

944 **Heavy metal!**
Project of the Month
Ian Cairns revived memories of 1960s Tyne Dock-Consett iron ore trains by modelling this 9F-hauled formation in N gauge.

948 **A magical winter wonderland**
Don Hesketh describes this small yet eye-catching N gauge model, created in conjunction with his wife Caroline, which seeks to appeal to exhibition visitors of all ages. Readers can see it at the Manchester Model Railway Society Christmas show this December.

950 **Making a start in 009 – part 3**
Chris Ford continues the construction of his Ffestiniog Railway-inspired layout, this month turning his attention to the bridges, tunnels and the distinctive slate walls.

955 **From the Archive**
Following the celebration of the 75th anniversary of RAILWAY MODELLER, we present a new regular feature, in which Toby Jennings delves into the RM Digital Archive to look back at issues from 75, 50 and 25 years ago.

956 **North Cornwall Brewery**
As a result of his long-held affection for model railway shows, which can be traced back to visits to Central Hall with his eldest brother in the 1960s, Malcolm Briggs set out to create a portable OO gauge layout specifically for exhibition use, for which presentation was a key consideration.

962 **Richmond engine shed**
Scale Drawings
Peter Brown presents scale drawings for this still extant structure in North Yorkshire, a shortened version of which he constructed for his N gauge layout based on this former branch terminus station, which was featured in our August 2024 issue.

965 **Hunslet Engine Co. part 4**
Andy Ross brings us up to speed with some recent developments on his herculean project to recreate the Hunslet works in Leeds in 7mm scale.

RAILWAY MODELLING *Explored*

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

977 Oxforth East
At just eight years of age, Tommy Morley is already taking his OO gauge layout to exhibitions, as his father Peter explains.

980 Building your card kit
Callum Willcox shows how to build the complimentary Metcalfe Models card kit for a small country cottage, which is enclosed with printed copies of this issue.

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984 Atley's railway
Nine-year-old Atley Lawton had the help of his grandfather when building his very own OO gauge model railway, despite them living hundreds of miles apart.

WHAT'S ON THE COVER

970 Talking Points
Topical issues from the world of railway modelling. This month, Jenny Kirk assembles the first Hornby locomotive to be made in the firm's Margate factory for 30 years, and asks whether it would be possible to move production back to the UK.

972 Diesels in the snow
This spectacular N gauge exhibition layout, *Moors View* by Paul Holwill, was first featured in the January 2022 issue of Railway Modeller. Here we make a return visit, for which the time frame has been brought forward by a few decades to portray the 1980s diesel era.

985 Bill Stott, 1944-2024
A tribute to the prolific cartoonist whose work was featured regularly in Railway Modeller, and who passed away on 25 August.

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988 New Product Reviews
The highlights of this month's reviews are the BR Class 31 diesel in OO gauge from Accurascale, the matching BR Mk.I suburban coaches from the same firm, and the OO gauge 'Realism of Steam' A3 4-6-2 with steam generator from Hornby. We also look at the Hornby Skaledale Great Western Railway 'Dunster' engine shed, the OO BR NAA PCV from EFE and N BR OAA wagon from Rapido Trains UK, and new liveries on the N gauge BR 12-ton Vanfits from Peco.

996 Book Reviews

997 News
Heljan announces all-new Class 42 Warship diesel-hydraulic in OO gauge, plus a new run of Class A and B tankers; first glimpse of War Department 2-10-0 in OO from Clark Railworks; new London Midland & Scottish Railway 12-ton vans in OO from Rapido Trains UK; decorated samples of Cavalex Models Class 60 in OO; preview of Manchester Christmas model railway show; Bachmann reveals LNWR 50' arc roof bogie coaches, D600 Warship samples in N, and new 009 Ffestiniog Railway 'Tin Cars' and 'Curly Roof Van'; engineering samples of Dapol OO gauge GWR '517' and '1400' 0-4-2Ts and CAD designs for N gauge J72; new container flats in O gauge from Dapol and in OO from Accurascale; festive wagons for N and 009 from Peco; and much more…

1007 Societies & Clubs
The biggest and best guide to the exhibition scene.

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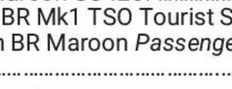

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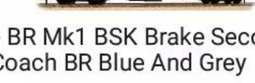

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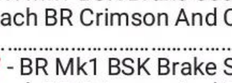

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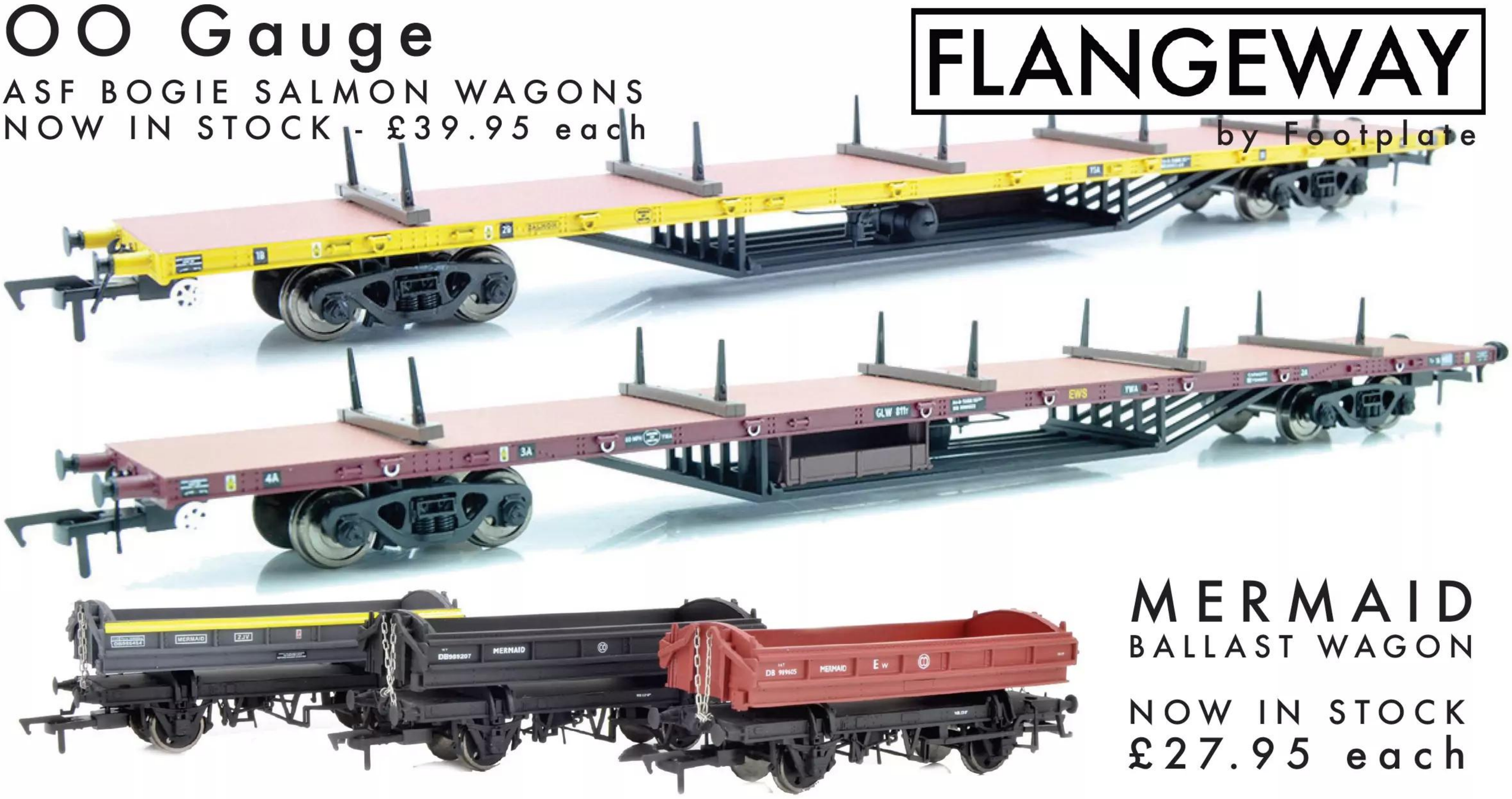

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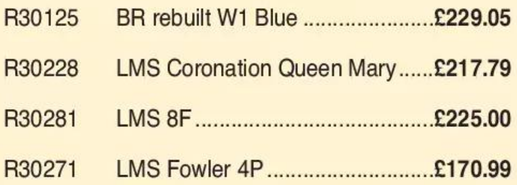

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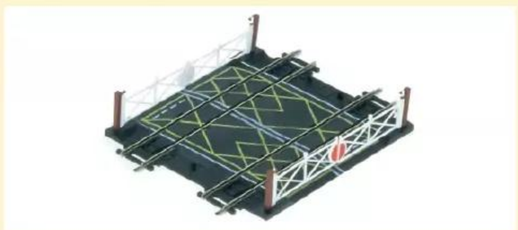

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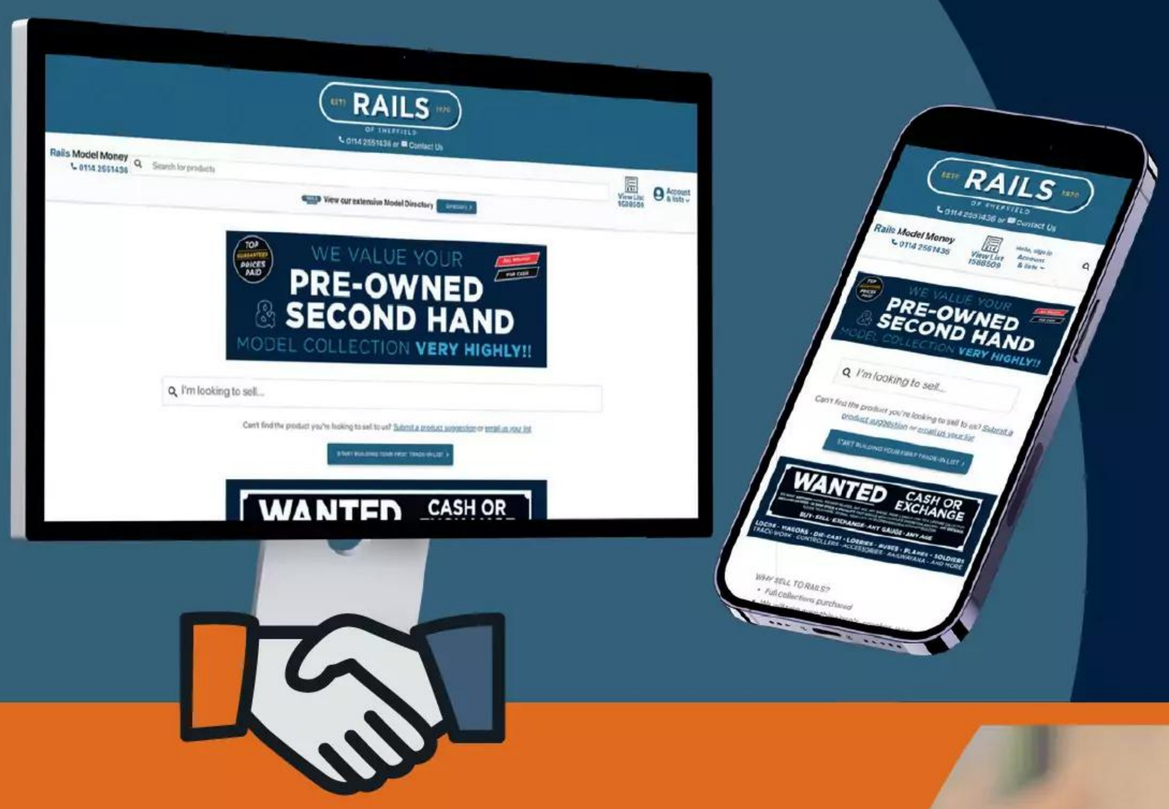

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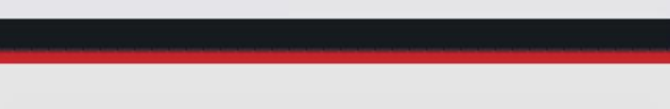

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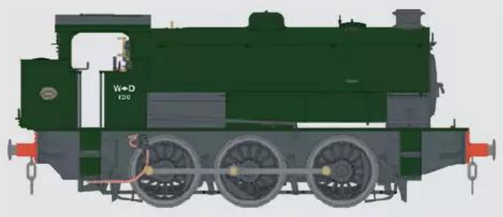

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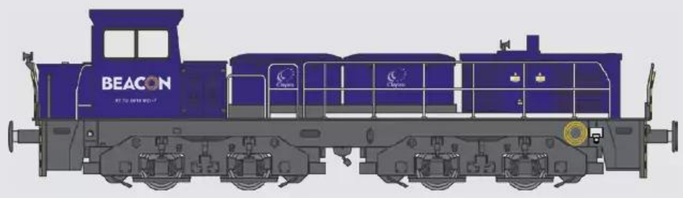

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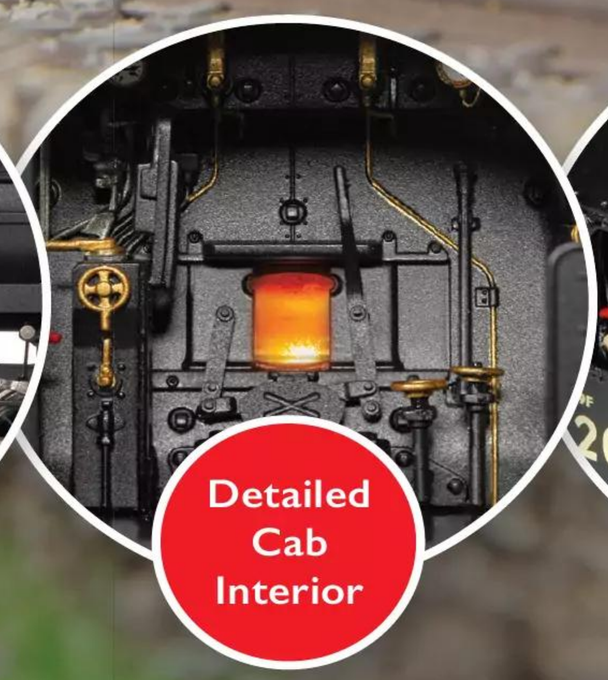

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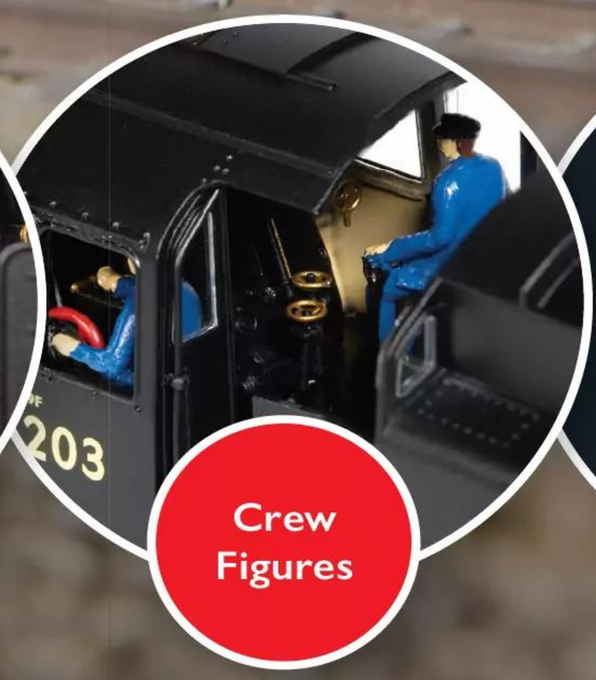

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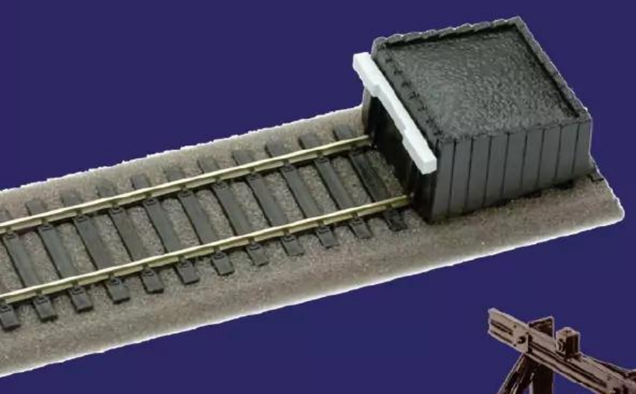

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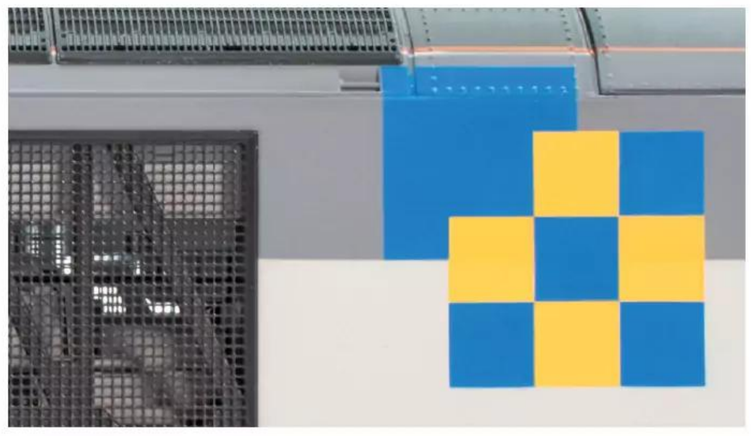

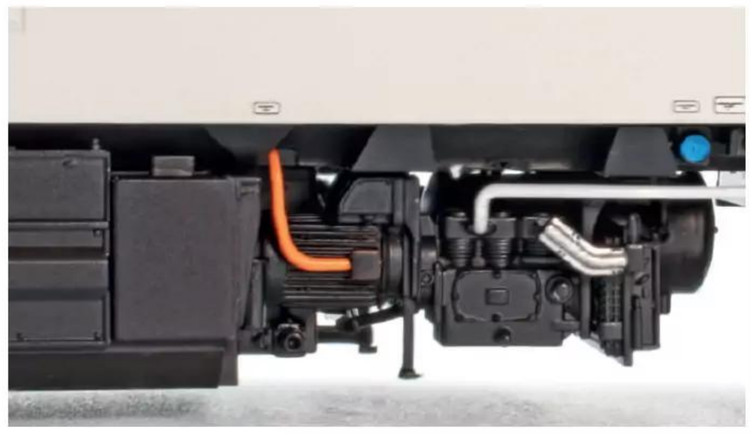

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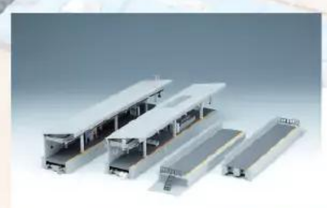

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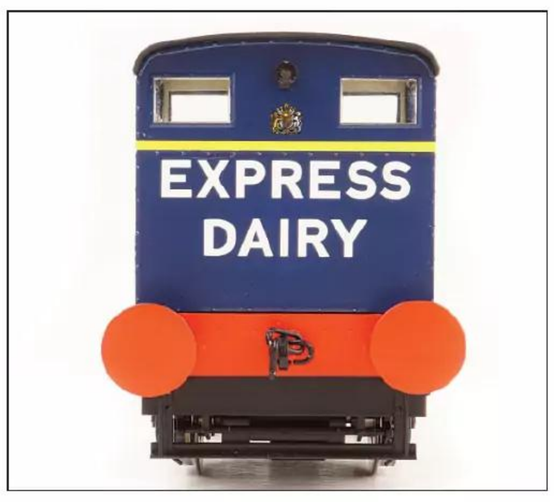

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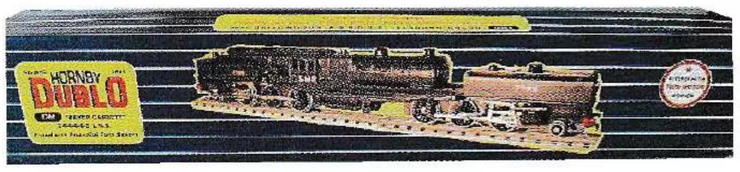

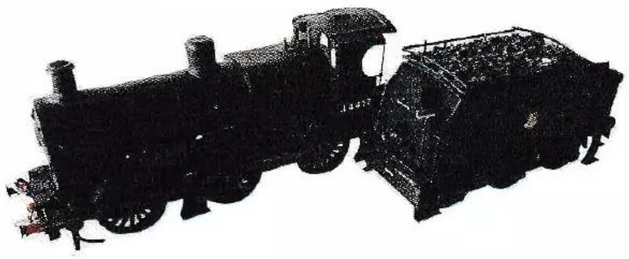

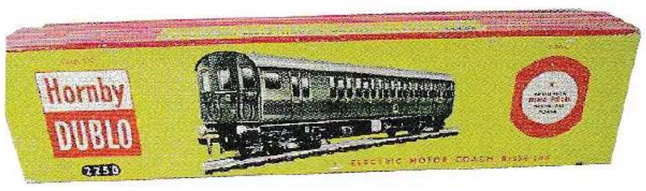

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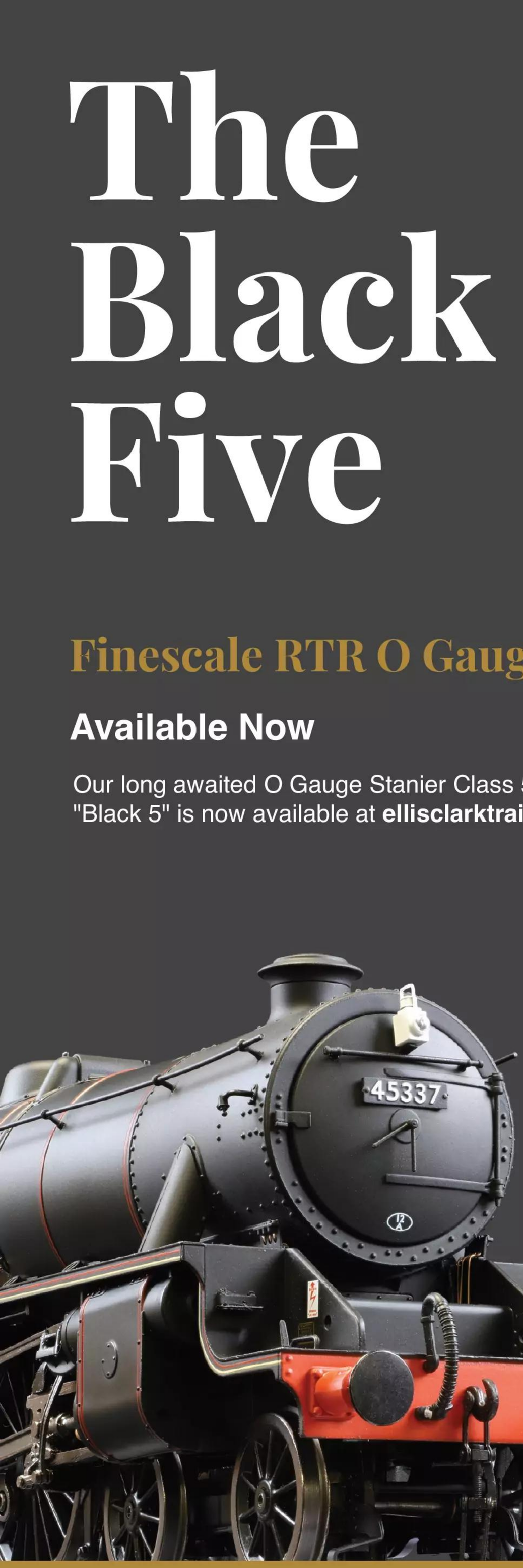

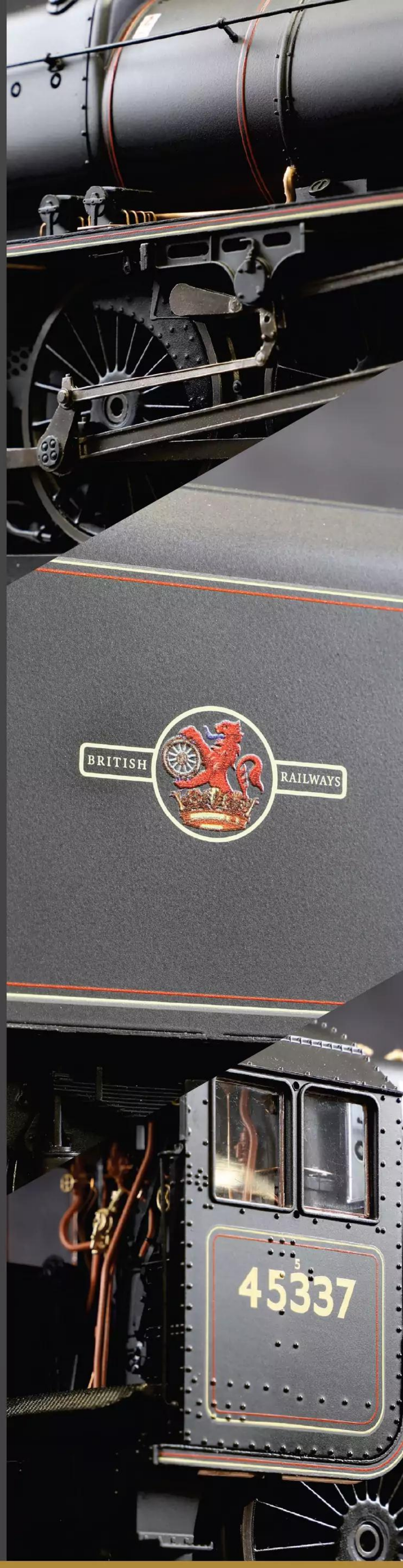

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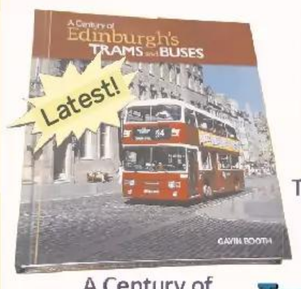

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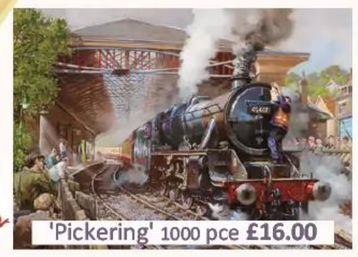

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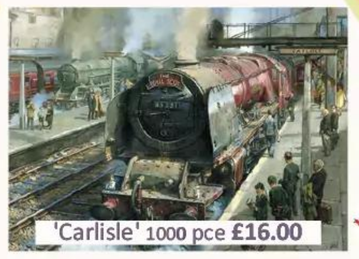

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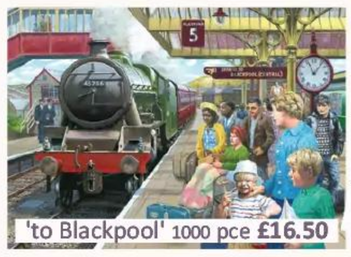

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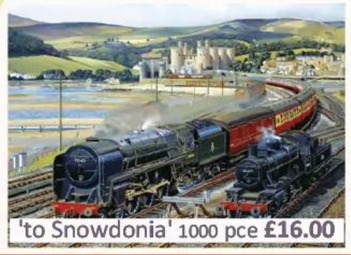

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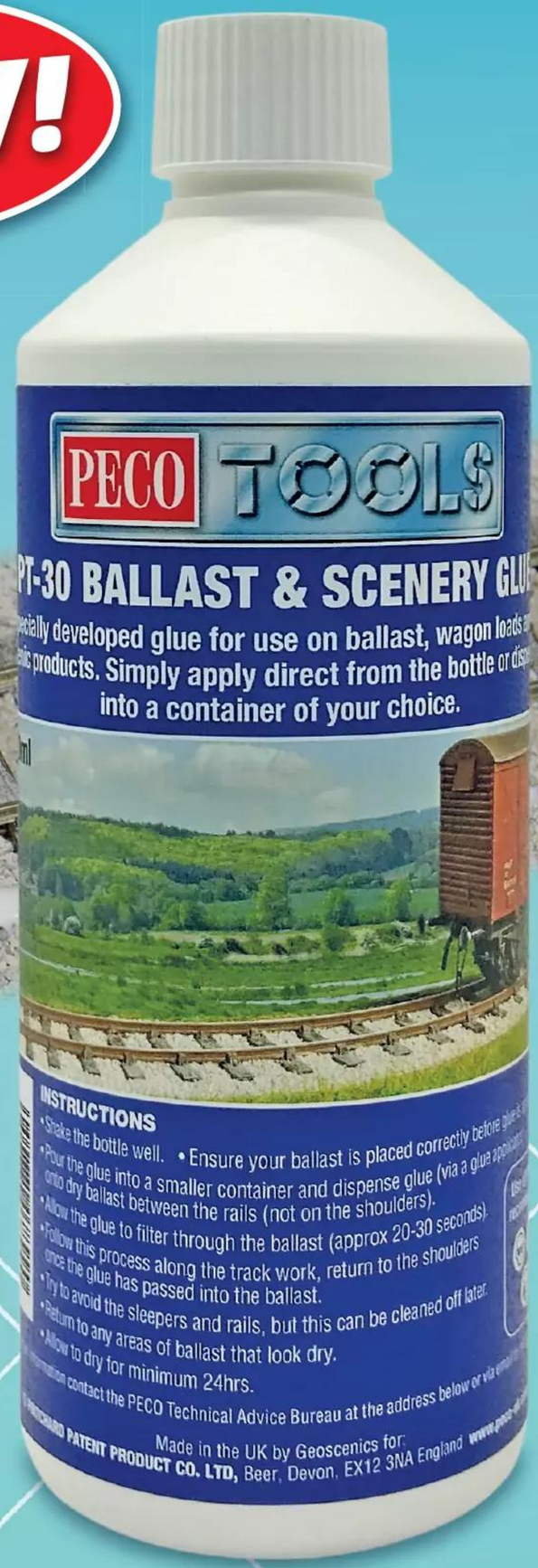

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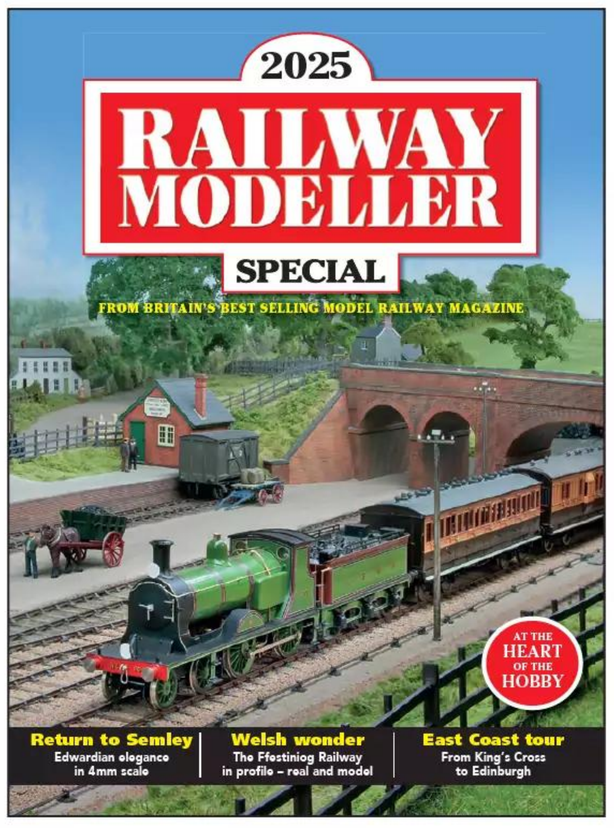
Welcome

The year ahead



The 2025 Railway Modeller Special will be on sale from 20 November – just in time for Christmas!

Although November has barely begun as I write this, the publication of the December issue always prompts us to start looking to the year ahead. 2025 is already shaping up to be a year to remember, with planning well under way for celebratory events to mark 200 years since the opening of the Stockton & Darlington Railway, an event that signified the birth of the modern railway. The centrepiece of these celebrations will be the planned running of the No.1 *Locomotion* replica on sections of the original S&DR route over three days in September (coinciding with the exact anniversary of the opening), but there will be plenty to mark the occasion in model form as well. This will include the forthcoming 00 gauge versions of No.1 *Locomotion* from Hornby, together with special coverage and content in Railway Modeller during the course of the year.

Aside from S&DR200, we have lots of exciting plans in store for Railway Modeller for what will be our 76th volume, starting with the January issue, which will signal the launch of our 72nd RM Cup competition. There will be £1,000 worth of prizes up for grabs as part of the prize draw, so why not start giving some thought now as to what articles from those published in 2024 you will be voting for? Full details about how to enter will be published in next month's issue.

2025 Railway Modeller Special

Talk of 2025 brings us neatly to a mention of our 2025 Railway Modeller Special, which will be on sale from 20 November priced £9.99 – just in time for readers to enjoy over the upcoming festive period, and perhaps serving as a useful stocking filler. Featuring new and previously unpublished material, this 124-page publication is packed full of exciting features including a journey along the East Coast Main Line in model form; an in-depth look at the Ffestiniog Railway and how to recreate it in 009; a return visit to Martin Finney's exquisite 4mm model of Semley; models of 'might-have-been' steam locomotives; and much more. You can purchase your copy from selected W H Smith outlets, via all Peco stockists and direct from Peco. Existing RM subscribers are eligible to purchase the publication at the reduced price of just £7.99, by ordering direct over the phone on 01297 626203.

Finally, thank you to all those who have contacted us with words of appreciation for the 2025 calendar that was given free with printed copies of the November issue. For those who may not have realised already, this calendar is in fact a 13-month production with extra pages for December 2024, which means there's no need to wait until the start of the new year before hanging it on your model railway room wall…

Craig Tiley Editor

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

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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Karl Crowther

The hub of the Somerset & Dorset Joint Railway in OO

Templecombe Lower

In the first half of a two-part feature, **TIM CHAPMAN** describes how he recreated one of the S&D's most important locations, complete with its unusual operational practices.

A single platform on the Salisbury to Exeter main line serves the small Somerset town of Templecombe and the beautiful Blackmore Vale. But this station was a buzzing junction until 1966 when the Somerset & Dorset line fell to Beeching's axe. This Bath to Bournemouth route crossed under the Southern Railway main line at a right angle, but a north to west connecting spur enabled S&D passenger trains to call at Platform 3 at the main Upper station and freight to be exchanged.

This article explores why I chose to model part of Templecombe, how I designed the layout and, briefly, the trains that ran there. Part two, next month, will home in on specific details, including its operation.

The inspiration

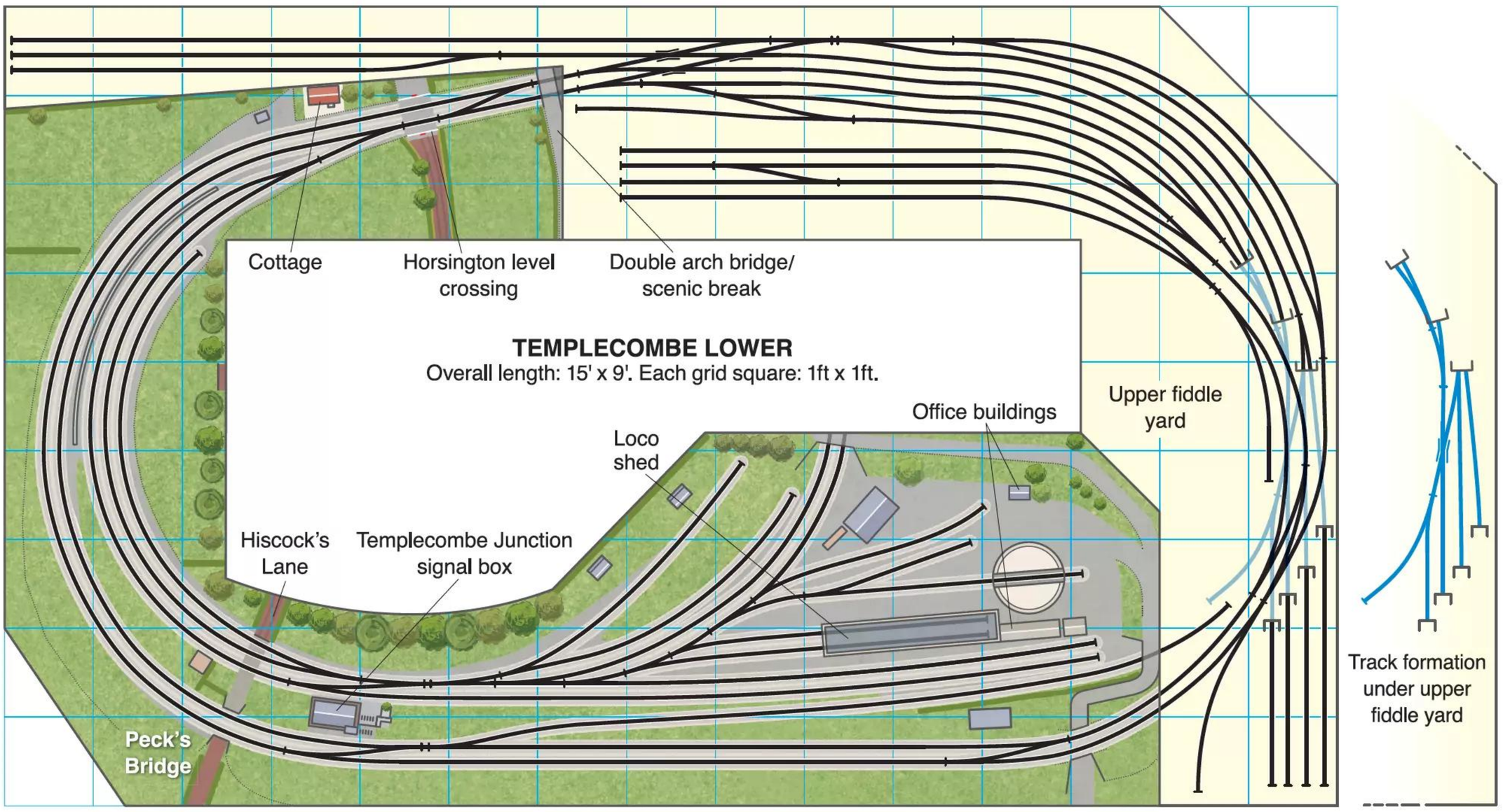
Templecombe was the focal point of the S&D system. Many of its passenger and freight trains started or terminated there. As well as local services between Bournemouth and Bath, and some Highbridge branch trains, there was the daily 'Pines Express' from Manchester. Summer Saturdays saw a steady stream of holiday expresses from the North and the Midlands until they and the 'Pines' were rerouted in 1962. The motive power depot provided traction for many of the local trains, with Bath depot supplying most of the rest along with some engines from Bournemouth and Eastleigh.

The S&D has always fascinated railway enthusiasts with its unique character, typified perhaps by the great variety of motive power. Templecombe shed in BR days had London Midland, Western and Southern locomotive allocations, as well as BR Standard classes. Coaches came not just from those three regions but from the Eastern as well. It would not be rare for a local passenger service to comprise Southern Region green coaches hauled by a Midland locomotive and piloted at Templecombe by a Great Western engine! I had the good fortune to make many journeys on the S&D, including

Opposite top
Johnson 1P 0-4-4T No.58072 departs north with the 8.20am to Evercreech Junction, from where it will later head on to Highbridge after waiting for connections.

Left
Fowler 4F 0-6-0 No.44560 pilots a train up the spur line to the Upper station. The train engine on the rear is Fowler 2P 4-4-0 No.40563.

Right
No.92220 *Evening Star* passes No.2 Junction with the 9.03am Bristol to Bournemouth. This 9F hauled S&D trains in the summers of 1962 and 1963. The raised signal indicates that it will be heading for Templecombe Upper station rather than continuing non-stop down the single line to Stalbridge.

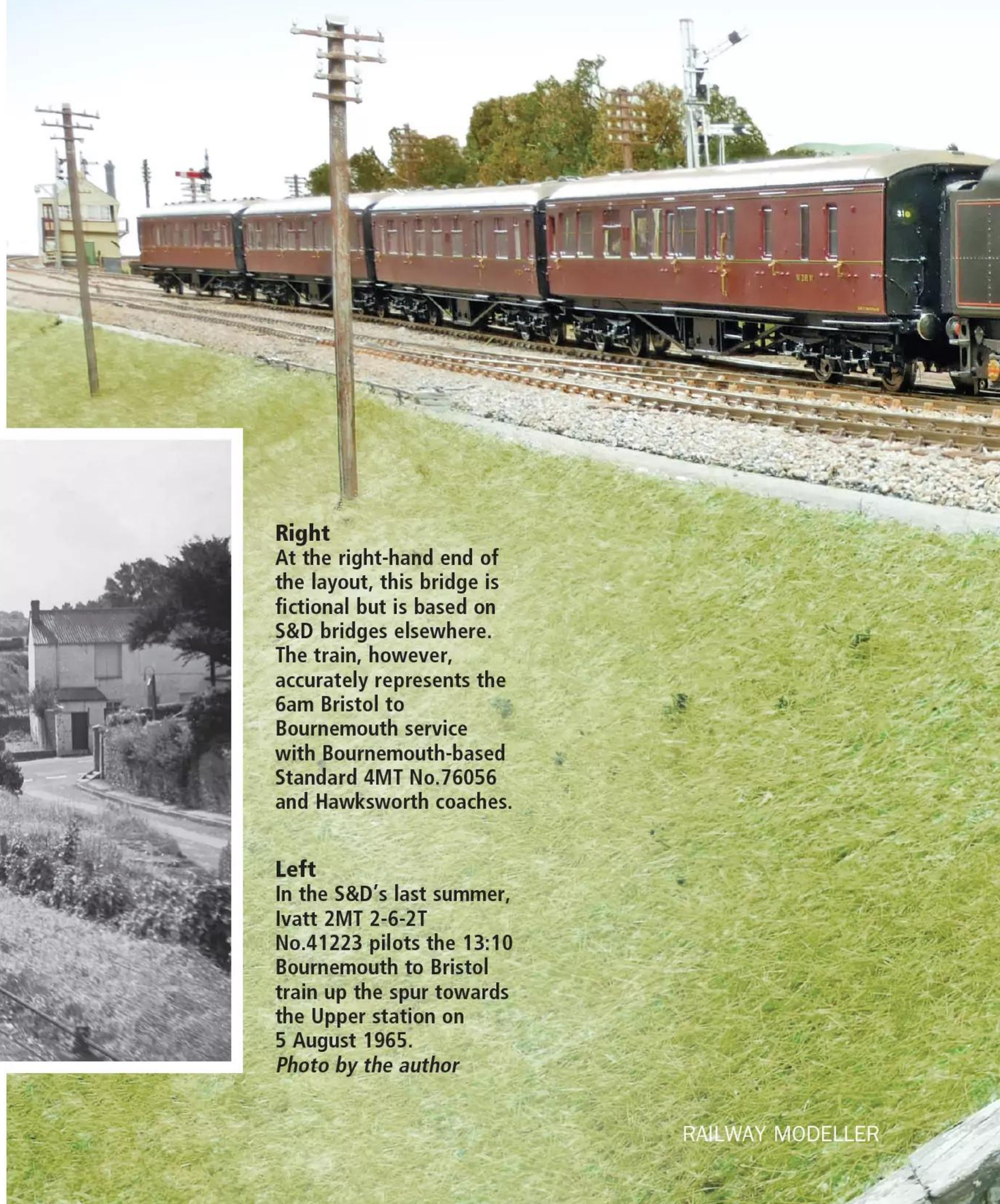


several when I made time to see what went on at Templecombe for myself.

I was not aware of any exhibited layout of Templecombe, so I was hoping to change that. Within the space constraints of our loft at home, I reckoned there was room for a model based on just some of the most interesting Templecombe locations, but without having to recreate everything that was there. To help at exhibitions, information panels with photos along the layout's front show where compression, compromises and omissions have been made.

How to model Templecombe?

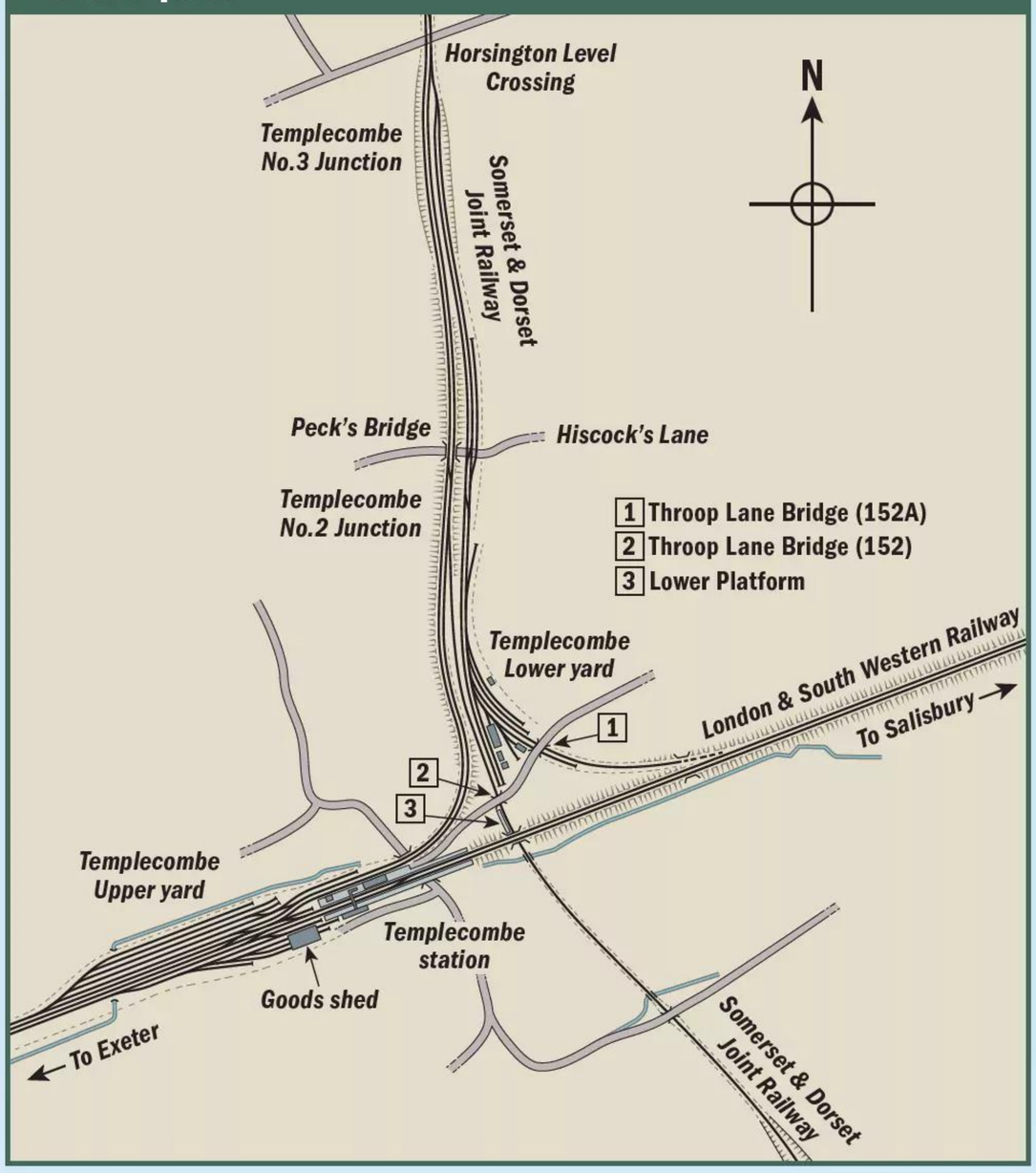
How was *Templecombe Lower* conceived and what did it need to achieve? Right from the start, the layout had to accommodate the very unusual pilot loco workings and the amazing 9.05am departure where Up and Down trains left with their rear coaches coupled together. Most S&D trains were hauled by the pilot to or from the Upper station half a mile along the connecting spur to or



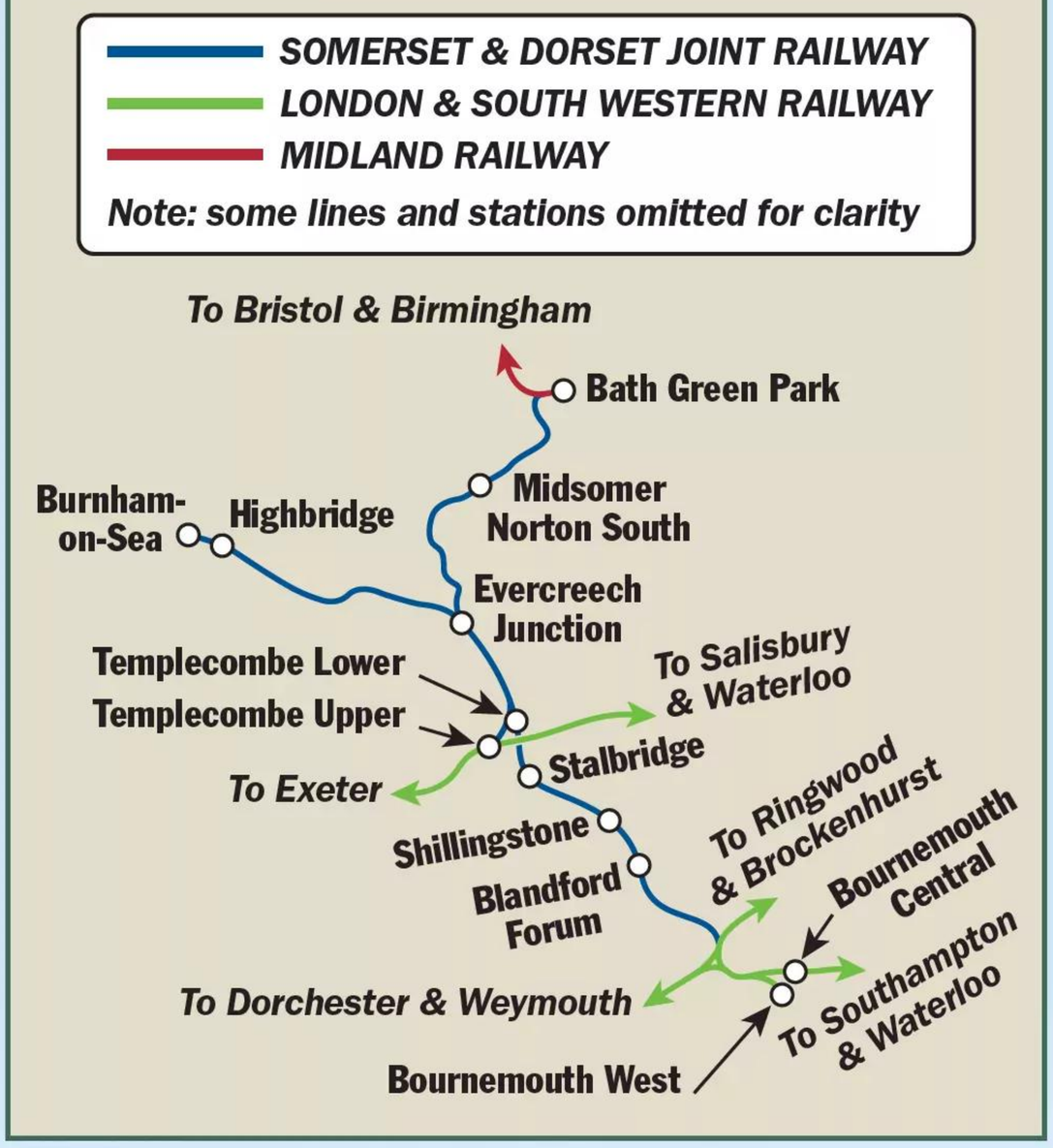
Right
At the right-hand end of the layout, this bridge is fictional but is based on S&D bridges elsewhere. The train, however, accurately represents the 6am Bristol to Bournemouth service with Bournemouth-based Standard 4MT No.76056 and Hawksworth coaches.

Left
In the S&D's last summer, Ivatt 2MT 2-6-2T No.41223 pilots the 13:10 Bournemouth to Bristol train up the spur towards the Upper station on 5 August 1965.
Photo by the author

Track plan



Location map



from No.2 Junction, where the main line from Bournemouth met the spur. There was no loft room (nor sufficient life expectancy!) to model the Upper station and Southern Region main line, but the other end of the piloting operation just beyond No.2 Junction could be managed in the space available, the setting being a double track main line with fields and trees on either side. Unsuspecting passengers used to be dismayed when their train stopped in the middle of nowhere and then, after a wait, set off again in the opposite direction!

Left
Taken within seconds of the archive photo on the previous spread, this shot shows the train engine, BR Standard 4MT 4-6-0 No.75079 – now preserved and under restoration from Barry scrapyard condition at the Mid-Hants Railway. *Photo by the author*

Above
2P No.40563 approaches No.2 Junction with the 5.30pm train from Bournemouth. 4F No.44560 waits at the signal before reversing on to the back of the 2P's coaches and piloting the train back to the Upper station.

Right
Fowler S&D 7F No.53810 brings a southbound freight under the double arch bridge that forms the scenic break at the back of the layout. The bridge is modelled on the one near Horsington, a short distance beyond No.3 Junction, which still carries a minor road to this day, though there is no public access to the former trackbed.

Below
A view over the loco shed that was seen from trains heading north from the Upper station. The tracks under the bridge in the distance were part of the original connection between the S&D and the LSWR main line. It was severed in 1870 when the north to west spur was opened, though the tracks up to and beyond the bridge continued to exist as sidings until closure in 1966.

Almost a mile further north there was No.3 Junction, where tracks from the loco shed and lower goods yard connected with the main line. This junction, a quirk of Templecombe's complex early history, offered further operational variety for the model at the end of long curves to the back of the layout but still viewable from end-on. A model of the nearby twin arch Horsington overbridge provides a scenic break, beyond which are 13 storage sidings, some of which are through tracks enabling continuous running. Siding lengths are tailored to the lengths of S&D trains; most local passenger trains have three coaches, perhaps with vans, and Highbridge trains are shorter. Longer sidings house the 'Pines Express' and freights.

All of this is crammed into 15' x 9' – the maximum our loft could take alongside my son's drum kit! From the start I fancied *Templecombe Lower* could make an interesting exhibition layout, so made it transportable just in case I ever managed to achieve that standard. This was just a fantasy until hints from members of Shipley Model Railway Society and the Northern Group of the Somerset & Dorset Railway Trust helped me to get there.

To enable trolley stacking, most boards are 80cm wide. Lengths vary up to 150cm. The exception is the wider board with the loco shed; 80cm width would have cut the adjacent turntable in half! For transit, this board sits above the trolley stacks.

Operations and stock

Trains, buildings and signals are from the late 1950s and early 1960s period, roughly the last decade of the S&D's life. I travelled extensively on it in the 1960s armed with camera and notebook. To revive those days at exhibitions, the layout runs operational sequences from a weekday morning as seen from the lineside, starting with a Midland 4F or 2P on the 7am local to Bath and ending with a Standard Class 4 4-6-0 on the 11.40am semi-fast from Bournemouth. The sequence is complex, with over 50 movements, within which pilots are used on six passenger and two freight trains. Templecombe's signalmen must have had to really keep their wits about them – and the same applies to the layout's operators today. It would have been great to run to a summer Saturday schedule with lots of 12-coach holiday trains,

Below
Bath shed's Standard Class 5MT No.73050 approaches No.3 Junction with the 9.05am Templecombe to Bath service.

Left
To the right of the shed there were office buildings behind the sidings where locos temporarily out of use were kept. The line nearest the camera is the single track main line to Stalbridge. Lack of space here meant that there was no room for the original Dorset Central Railway station.

Right
Fowler 3F 0-6-0 No.43218 brings a freight from Evercreech Junction through No.2 Junction. The guard's van is over Peck's bridge which carried the main lines over Hiscock's Lane.

but we'd have had to extend our loft to make room for the extra sidings!

Locomotive models are ready-to-run from Bachmann and Hornby, which have favoured S&D modellers with several choices of S&D-allocated engines, such as Standard Class 5s and Ivatt 2-6-2 tanks. Loco numbers have been changed where necessary and weathering added in some cases. Ready-to-run coaches have been selected carefully to replicate those that ran on particular S&D trains. Wagons also are selected from photos in S&D books.

Templecombe today

What's still to be seen today of the area I've modelled? Not very much! The main survivors are the engine shed and office buildings, now dwarfed within the large Thales industrial site and barely visible from public areas. The parapets of the two bridges on Throop Road adjacent to Thales are still there. So too is the bridge near Horsington used as my scenic break, but there's no public access to any of the former track areas.

A hard-fought campaign led to Templecombe station on the South Western main line being reopened in 1983 and it is thriving today. The brilliant restoration projects at Midsomer Norton and Shillingstone, and the nearby Gartell Light Railway, see trains on the S&D again, but will the S&D return to Templecombe? Not in my lifetime I'm sure!

Next month, we will take a more detailed look at aspects of the layout itself, such as track, buildings, scenery, signals – and working Whitaker single line tablet apparatus.

Below
The engine shed area in its later days. Standard Class 4MT No.75073 was being prepared for the 16.15 Templecombe to Bath train whilst Ivatt 2-6-2T No.41208 headed a line of stored locos. *Photo by the author*

Upcoming exhibitions

Templecombe Lower is due to appear at the Christmas Model Railway Show in Manchester on 14 & 15 December; for details, see Societies & Clubs or visit: **www.mmrs.co.uk/exhibition/**

The layout is then booked for the Somerset & Dorset Railway Trust exhibition in genuine S&D territory at Edington in January 2025.

Plan of the Month

Hadley Wood

A classic East Coast Main Line location suggested for the 1960s BR steam era in TT:120, with a plan for a garage-based system drawn by **STEVE CROUCHER**. *Accompanying notes by* **CRAIG TILEY**.

Northbound expresses are still getting into their stride as they pass through the suburban station of Hadley Wood, situated just 10½ miles north of King's Cross. What a spectacle it must have been for waiting commuters back in the early 1960s, with Gresley Pacifics battling hard on the 1 in 200 climb to Potters Bar as they forged their way north with expresses bound for Scotland's capital. (It is interesting to note that a regular commuter during London & North Eastern Railway days was the company's Chief Mechanical Engineer Sir Nigel Gresley, who resided at Hadley Wood between 1923 and 1929.)

Opened in 1885 by the Great Northern Railway and originally double track, the station was completely rebuilt in 1959 when the section of line through it was quadrupled. The new arrangement comprised a central island platform serving the two fast lines, with platforms on either side of the formation for the two slow lines. The platforms were reached via a footbridge spanning the four tracks, with the station entrance being situated on the road bridge (Crescent West/East) that crosses the line at the south end of the site.

The electrification of the route in the 1980s gave the station a markedly different appearance, but the layout remains today otherwise largely unchanged from its post-1959 condition, although the central island platforms are no longer in use.

In model form

The station is nestled in a 1,350' long cutting, bookended by the portals of Hadley North and Hadley South tunnels. Its relatively compact size would allow a scale depiction of the station to be achieved in just under 18' in OO (with the tunnel mouths acting as convenient scenic breaks), although the adjoining off-scene elements required for such a scheme would make for a considerably longer total layout length.

Therefore, for a home-based scheme, it is better suited to modelling in a smaller scale, with TT:120 proposed here to exploit the Gresley A3 and A4 Pacifics (plus accompanying BR Mk.I and Pullman stock, together with planned Gresley coaches) available from Hornby.

Trackwork for TT:120 is available in the Peco and Hornby ranges. The key structures would have to be scratch-built, but there is scope for cross-scaling N gauge scenic accessories and materials to suit.

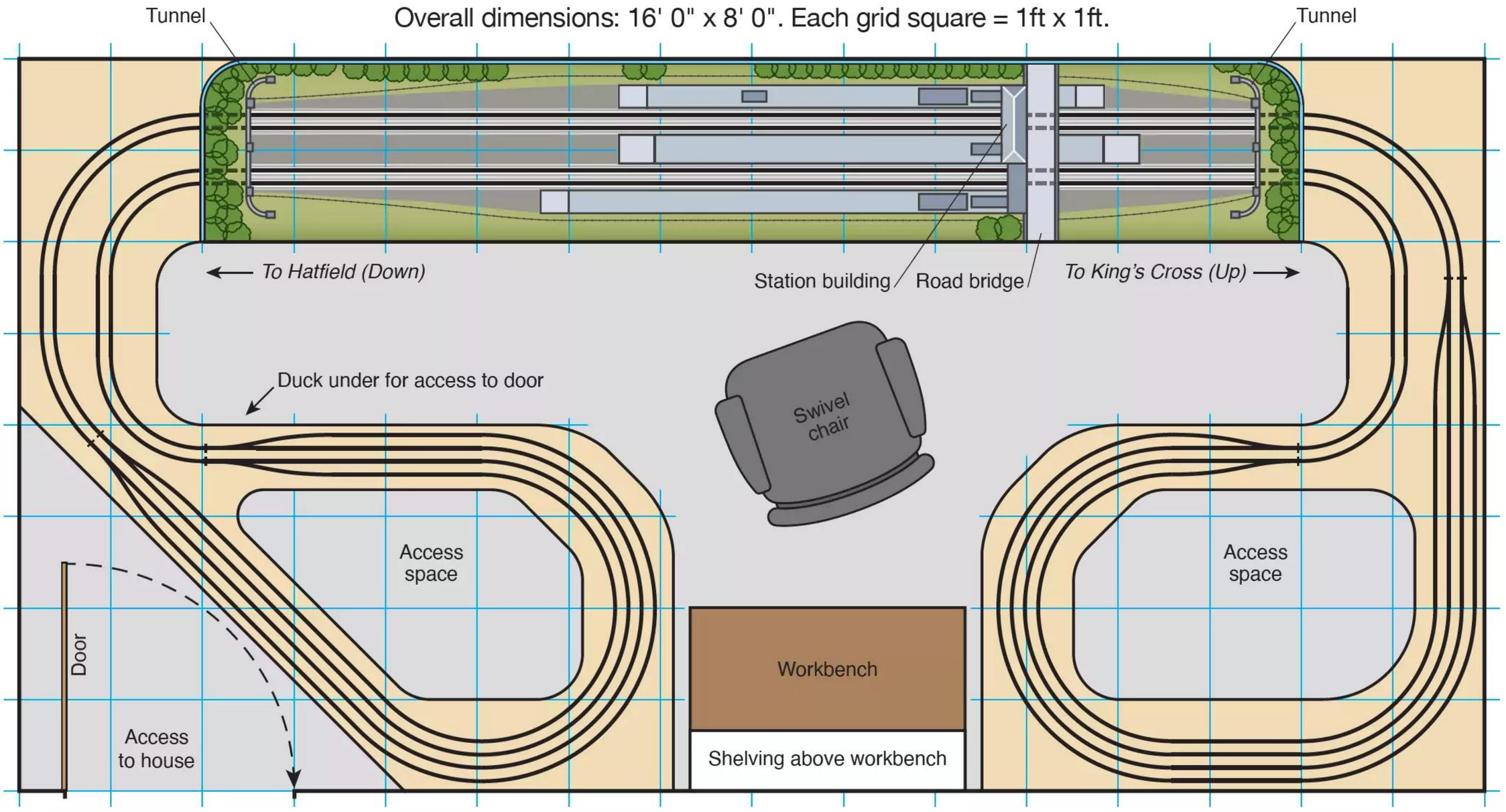
Notes on the plan

The plan presented here occupies a footprint of 16' x 8' to suit the dimensions of a standard UK garage. The scenic section measures 12' x 2' and is therefore pretty much to scale, with the central island platform closely matching the c.600' length of the prototype. Incidentally, a very useful 1:1250 scale Ordnance Survey map of the station site is available online from the National Library of Scotland: **https://maps.nls.uk/view/144873784**

Curves on the off-scene areas are a minimum of 310mm/12" radius, while track centres are 43mm. It is often suggested that train lengths should be no

Gresley A3 Pacific No.60039 *Sandwich* heads through Hadley Wood on the Down Fast with a northbound Pullman service in August 1961.
Photo: Rail Photoprints

HADLEY WOOD



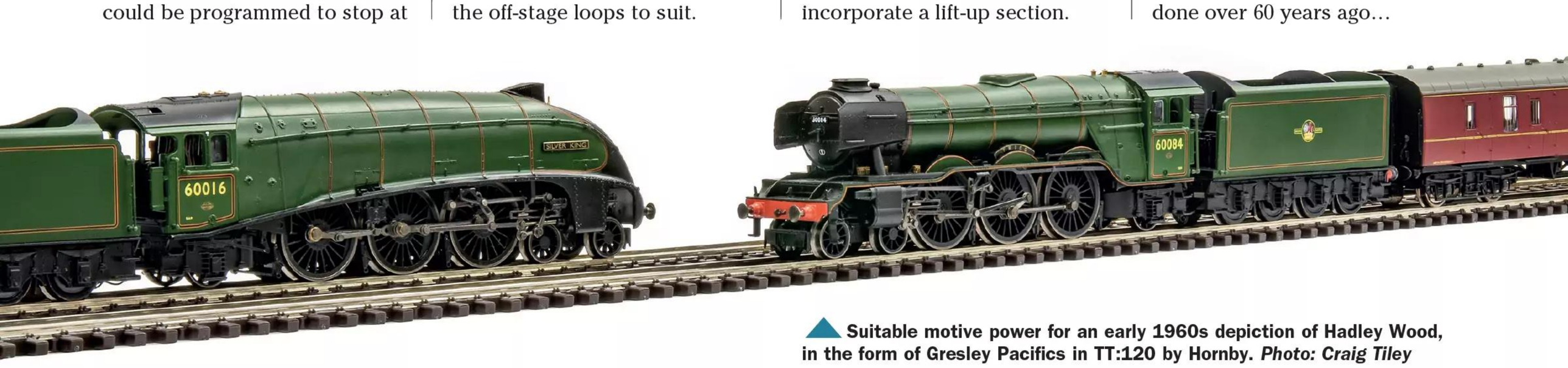
Hauling a rake of BR Mk.I coaches in maroon livery, Gresley A4 Pacific No.60034 *Lord Faringdon* passes Hadley Wood on the Down Fast with the 3pm King's Cross-Newcastle express in June 1963.
Photo: Colour-Rail

longer than one third of the scenic section. This equates to maximum train lengths of seven coaches (based on BR Mk.I stock), which would allow up to three trains to be stored in each off-stage loop.

As drawn, the design of the extensive off-scene areas is geared towards the automatic operation of trains using Digital Command Control, in conjunction with suitable computer software such as iTrain. The trains would be programmed to shuffle along the off-stage loops as those at the front depart, while local trains could be programmed to stop at the station. Trains could also be operated manually if desired, of course. Analogue control could be used instead of DCC, with section breaks and switches in the off-stage loops to suit.

A 'duck under' is suggested for access to the operating area; alternatively, a completely different solution for the off-scene area could be devised to incorporate a lift-up section.

If fully automated operation is adopted, the layout would be ideal for sitting back and watching the trains go by, just as those commuters would have done over 60 years ago…



Suitable motive power for an early 1960s depiction of Hadley Wood, in the form of Gresley Pacifics in TT:120 by Hornby. *Photo: Craig Tiley*

Heavy metal!

IAN CAIRNS *revived memories of 1960s Tyne Dock-Consett iron ore trains by modelling this 9F-hauled formation in N gauge.*

Model photography by the author

From the early 1950s to 1974, imported iron ore was transported by BR from the newly upgraded riverside quay at Tyne Dock, near Newcastle, to the large steelworks at Consett in County Durham, a distance of just over 26 miles via the normal route.

These trains were steam hauled until 1966, when diesel traction took over, and continued until the Tyne Dock Terminal closed in March 1974. The steelworks continued to be served by ore trains from Redcar until 1980 when the steelworks closed. (Further details of these trains were described in the Plan of the Month article that was published in the June 2021 edition of RAILWAY MODELLER.)

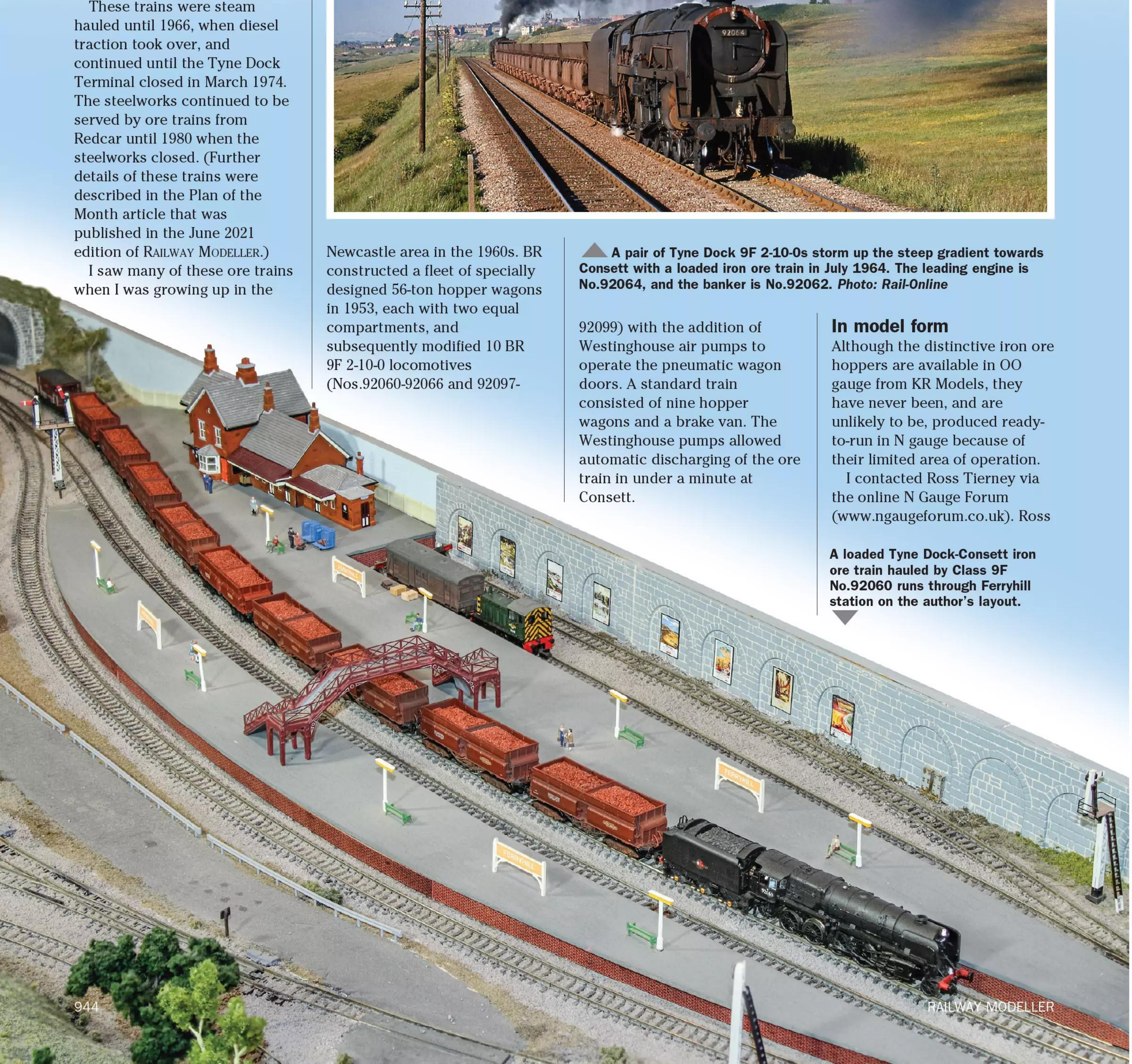
I saw many of these ore trains when I was growing up in the Newcastle area in the 1960s. BR constructed a fleet of specially designed 56-ton hopper wagons in 1953, each with two equal compartments, and subsequently modified 10 BR 9F 2-10-0 locomotives (Nos.92060-92066 and 92097-92099) with the addition of Westinghouse air pumps to operate the pneumatic wagon doors. A standard train consisted of nine hopper wagons and a brake van. The Westinghouse pumps allowed automatic discharging of the ore train in under a minute at Consett.

A pair of Tyne Dock 9F 2-10-0s storm up the steep gradient towards Consett with a loaded iron ore train in July 1964. The leading engine is No.92064, and the banker is No.92062. ***Photo: Rail-Online***

In model form

Although the distinctive iron ore hoppers are available in OO gauge from KR Models, they have never been, and are unlikely to be, produced ready-to-run in N gauge because of their limited area of operation.

I contacted Ross Tierney via the online N Gauge Forum (www.ngaugeforum.co.uk). Ross



A loaded Tyne Dock-Consett iron ore train hauled by Class 9F No.92060 runs through Ferryhill station on the author's layout.

is a prolific 3D-print designer, and I suggested he might want to consider developing an N gauge print for the Tyne Dock-Consett iron ore hoppers and make them available to forum members. To my surprise and delight, he agreed to do this!

The 3D-print

As soon as the print became available, I ordered a set of nine wagons from Ross. To say that I was impressed when I received them is an understatement.

I was amazed at how many separate items were included in addition to the body and bogies. The kit included bogie mounts, NEM pockets, buffer heads, wheels (albeit for static display only), M2 8mm bolts and nuts (for fitting the bogies), drawhooks, and two different thicknesses of wire to 'spring' the couplings vertically. Ross included extras of some of the more delicate parts as they are quite fragile.

Ross prints his own designs and I was gratified to see that the resin prints were sharp and free of print lines. In fact, after simply washing in warm soapy water, the prints are ready for assembly and painting (Photo 1).

Test build

I decided that I was going to do a test build of one wagon, to learn the best way to proceed, and then incorporate any lessons learned in the production batch of the eight additional wagons. This strategy worked well and I learned a lot from the test build. This first wagon, in ex-works condition, is shown in Photo 2.

The following notes summarise my experience of the test build and helped me determine the best way to complete the full rake of wagons.

The prototype had 2' 9" diameter wheels which scale out at 5.65mm in 1:148 (N gauge). The printed wheels included with the kit are only for static display purposes so I used Greenwich 5.6mm diameter solid metal wheels available from Dundas Models (ref.DW60 for a two-axle pack or ref.DW61 for a 10-axle pack).

To avoid any possibility of wheel flanges rubbing on the underside of the body, I glued small fibre washers on the bogie mounting holes to act as spacers. These washers are made by Kadee (ref.208) and have a thickness of 0.015" (Photo 3).

Ross has developed an innovative method for 'springing' the couplers using wire, but I found this very fiddly to install and, as the bogies are free to rotate, I did not think it was necessary. Instead, I just glued the coupling pockets directly onto the bogies and this has proven successful in operation.

The resin buffer heads are designed to fit into the unique buffer housings on the wagon body, but they are very fragile, so I fitted these last when everything else was completed to avoid accidentally knocking them off during masking, painting, and adding decals. I subsequently discovered that Peco sells brass buffer heads (ref.NR-90), which are much stronger, and I used these for the production batch.

When painting, I used masking tape to cover the wagon body and painted the underframe matt black using an aerosol spray (Tamiya ref.TS-6). Because the underframe is very detailed (Photo 4), using an aerosol spray or an airbrush makes getting uniform coverage quicker and easier than brush painting.

The handles of the safety door lock levers located at each end of the wagon are very fragile. I broke the end off one handle when I removed the masking tape from the test build model, but I was more careful with the production batch and no further damage was caused on the remaining wagons.

The underframe was then masked, again using masking tape, but masking the bufferbeams was difficult because of the protruding buffer housings. Therefore, on the production batch I used Maskol masking fluid, which was much easier and worked well.

Because I live in California, matching BR paint colours is sometimes very difficult (especially when using aerosol sprays which I prefer) as shipping paint from the UK is no longer permitted. After several false starts, I used an aerosol spray from Tru-Color Paint – gloss oxide brown (ref.TCP-4012) for the main body colour.

Decals are from Railtec Transfers (ref.4338) and the wagons were finished with two coats of matt varnish.

The prototype wagons were fitted with three hoses at each end; two for opening and closing the air-operated wagon doors and a vacuum hose for braking. Photos of the prototype show a larger and a smaller hose mounted above the bufferbeam and the vacuum hose hanging below the bufferbeam. I found the perfect solution for the two hoses mounted above the bufferbeam, as Peter's Spares sells Peco Collett locomotive and tender vacuum pipes (ref.30007B/C) consisting of one smaller hose and one larger hose. I drilled small holes in the

1

The test build for one of the iron ore bogie hoppers, constructed from 3D-printed parts and shown here prior to painting.

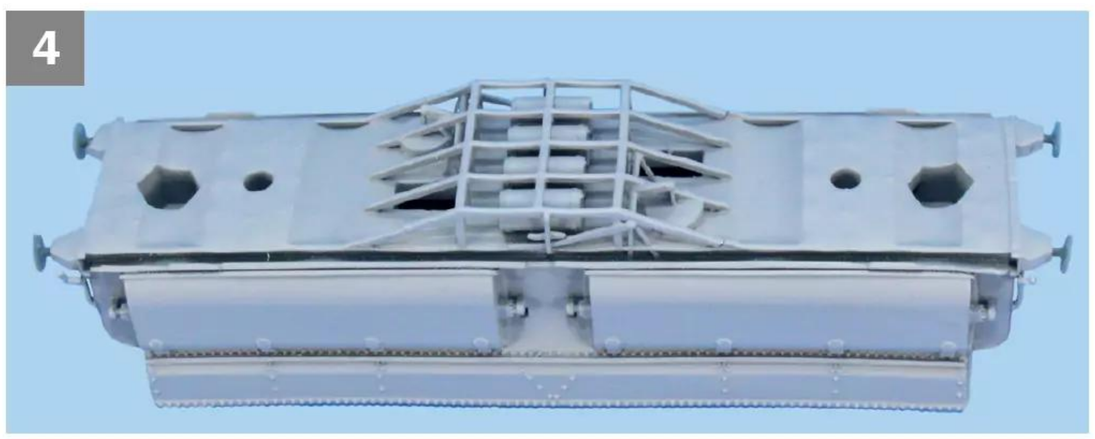
2

The first of the wagons in ex-works condition. This test build was kept pristine; the rest of the rake was weathered.

3

The underside of one of the hoppers, showing the small fibre washers used as spacers on the bogie mounting holes.

4



The underframe of the test build prior to painting. The fragile buffers were replaced on the production batch with brass ones.

bufferbeam and installed the two hoses either side of the drawhook. No attempt was made to install the vacuum hose that hangs below the bufferbeam, as this would have fouled the coupling.

Batch production

Following successful runs of the first model on my layout *Ferryhill* (see RM June 2023), I began the batch production of the remaining eight wagons. Thanks to the lessons learned from the test build, assembly and painting of the batch went very smoothly.

Upon completion, and after test running all nine wagons together, I decided to make two additional modifications:

1) The 3D-printed kit includes two standard NEM couplings. My layout is a double track continuous run with Peco second radius curves on the inner circuit. I realised that I could reduce the gap between wagons by installing a short NEM coupling available from Graham Farish (ref.379-402) at one end of the wagon and coupling the wagons standard-to-short throughout the train. This works very well and looks more realistic. One point to be aware of is that the safety door lock handles located on each end of the wagon must all be located on the same side of the train. This was so that the train guard could easily check that the door lock handles were in the correct position. This means that if using standard-to-short NEM couplings, each wagon must be orientated correctly so that the levers are all on the same side. The safety door lock handle is shown extending from near the middle of the end of the wagon to behind the left-hand buffer in Photo 5.

2) Although the wagons run very smoothly, they are very light, weighing only 11g each. I decided that I wanted to run my iron ore train fully loaded, so I made loads for each compartment using Woodland Scenics fine iron ore ballast (ref.B70). I also constructed additional weights using lead sheet. The loads and additional weights are shown in Photo 6.

Each lead weight (two per wagon) consists of a 25mm x 14mm piece of lead sheet bent into a right-angled 'V' shape so it fits over the sloped central divider in each compartment. If running the wagons unloaded, this weight cannot be seen easily after painting it the same as the body colour.

5

An end view showing the safety door lock handle that extends from near the centre to behind the left-hand buffer.

The final weight of each wagon is 19g. Although this might be considered on the high side for an N gauge wagon, trains only consist of 10 wagons including a brake van, so the total load is not unreasonable. The added weight enables the wagons to run over the Peco code 80 pointwork and various 'S' curves on my layout smoothly and without any problems.

Although the completed models look very good in their pristine livery, they do not look realistic as the real wagons were generally filthy in operation. In fact, it was often impossible to determine if the prototype wagons had any markings on the body sides at all. It is possible, in later years, that the 'IRON ORE' and 'BRITISH RAILWAYS' markings were not replaced after visits to the workshops as contemporary photos taken in the mid-1960s fail to show them clearly.

However, I think these markings make the wagons look more interesting, so I decided to add them to all the wagons – although I did heavily weather the eight wagons in the production batch using black

6

The iron ore loads made from Woodland Scenics ballast, and (right) the lead weights sprayed the same colour as the wagon bodies.

A 9F blasts away from South Pelaw Junction with a loaded iron ore train in the 1960s, turning onto the deviation line to Annfield Plain via Beamish. The South Pelaw Group's EM gauge exhibition layout of this location was the Railway of the Month in our July 2024 issue. *Photo: Rail-Online*

The production batch of hoppers were all finished in heavily weathered condition. Note the two different lengths of coupling.

7

and rust weathering powders to the point where these markings are barely discernible!

A weathered example is shown in Photo 7. I kept the test build model in pristine condition to represent an ex-works wagon, thus providing a nice contrast in the train.

Locomotives

Prior to the assignment of the Riddles 9F 2-10-0 locomotives to the Tyne Dock-Consett iron ore trains, British Railways primarily used ex-North Eastern Railway Q7 0-8-0s and Thompson O1 2-8-0s, all equipped with Westinghouse air pumps. As my layout is set in the North East of England during the period 1955-1968, I wanted to use a 9F to haul my train as these were the locomotives I remember seeing on this service during my trainspotting days.

Several years ago, I purchased a Dapol 9F with a BR1B tender and this has always been a good runner. Prior to the acquisition of the iron ore hoppers, I had modified this loco by adding Westinghouse air pumps (formerly available from Etched Pixels on Shapeways) mid-way along the running plate and renumbering it to No.92060, one of the 10 9Fs allocated to Tyne Dock shed and assigned the iron ore trains (Photo 8). Now it had a train to pull!

When fully loaded the total weight of a nine-wagon train was 774 tons excluding the brake van. Because the normal route of the loaded trains included steep gradients, even a 9F was not powerful enough to haul the train, so a banker was required over a part of the route. This could be another 9F or a War Department Austerity 2-8-0. In later years, diesel locomotives were often used for the banking work. Graham Farish by Bachmann produces many of the locos used for banking these trains, so a prototypical train can easily be assembled. However, the gradients on my layout are much more modest and no banker is required.

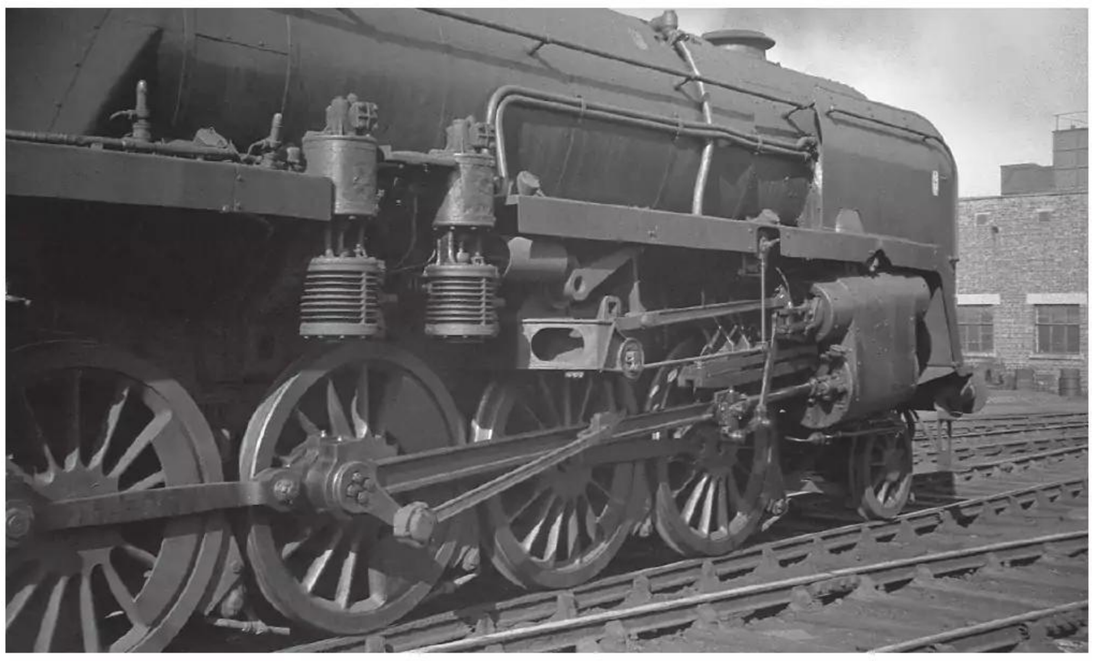
Following the end of steam haulage, pairs of Sulzer Type 2s (modified with pneumatic pumps) took over the iron ore trains, providing another type of motive power that can be replicated in N gauge. Photos from the period show that a brake van was no longer included in these diesel-hauled trains.

1974 was a year of great change for these iron ore trains; the Sulzer Type 2s were replaced by double-headed English Electric Type 3s, the 56-ton iron ore hoppers were replaced by 100-ton PTA bogie wagons, and the trains ran from Redcar to Consett until the steelworks closed.

An ambition realised

This has been a very interesting project and has fulfilled a long-term ambition of mine. I have been able to add a unique train to my running sessions that was a feature of the geographical area and time period in which my layout is set. It also gave me the opportunity to enhance my weathering skills.

My thanks go to Ross Tierney of the N Gauge Forum for producing such high-quality 3D-prints following my optimistic suggestion to him, and to Steve Bell of Railtec Transfers, who agreed to my request to shrink down the required decals to 2mm scale from larger scales and make them available in his Railtec range of decals.



A close-up of the air pumps on an unidentified 9F at Tyne Dock shed in the 1960s; the windows in the background are those of the shed canteen. ***Photo: Rail-Online***

Further reading

Plan of the Month, Railway Modeller, June 2021.

Steam Memories: 1950s-1960s – Tyne Dock-Consett **by David Dunn. Booklaw Publications, 2017.**

Railways Remembered: North East England **by Martin Jenkins and Charles Roberts. Crécy Publishing, 2023.**

South Pelaw Junction: RM July 2024 and www.southpelawjunction.co.uk

Supplier information

N Gauge Forum
www.ngaugeforum.co.uk

Dundas Models
www.dundasmodels.co.uk

Peco
www.peco-uk.com

Railtec Transfers
www.railtec-models.com

8

A Dapol BR 9F model was adapted with the addition of running plate-mounted Westinghouse pumps and renumbered as No.92060.

A snow-covered scene in N

A magical winter wonderland

***DON HESKETH** describes this small yet eye-catching model, created in conjunction with his wife Caroline, which seeks to appeal to exhibition visitors of all ages. Readers can see it at the Manchester Model Railway Society Christmas show this December.*

Photography by the author

I have been creating and exhibiting N gauge layouts for many years and, since our retirement, my wife Caroline has also become involved in my railway modelling activities.

A few years ago, inspired by a number of small portable models that we had seen at shows, we constructed a winter scene layout on which children could drive the train. This portrayed a village in the snow at Christmas time, was built on half of an old pasting table, and contained many items to look for. This proved to be very popular wherever we took it, and we were frequently asked what we were going to do next…

Measuring just 4' x 3', the layout comprises a simple oval of Setrack, which is operated using Digital Command Control. All the buildings are illuminated.

Several suggestions were made, including a set-up inspired by the Harry Potter films. Being fans of the franchise, we decided to give it a go.

A Graham Farish (by Bachmann) rebuilt Royal Scot 4-6-0 and BR Mk.I coaches provide a representation of the 'Hogwarts Express' as featured in the films.

Constructing the model

Rummaging through my store of scrap timber, we found a suitable piece of 9mm ply

measuring 4' x 3' and used this as the starting point. The ease with which this can be slipped into the back of the car was of paramount importance, and indeed we can set up at shows within minutes of arriving.

The actual railway part is just a simple oval of Peco Setrack, pinned to the baseboard and ballasted to suit. The front of the layout contains our take on Hogsmeade station, with a magical lake in close proximity carrying boats with first year students across to our interpretation of Hogwarts Castle.

The castle itself is the dominant feature, and sits high over the layout on a polystyrene base with the track running beneath. It can be lifted off to allow cleaning of the rails below. The actual building started life as an industrial mill, which was modified heavily to form the shell of the castle. The turrets and dormers were formed from scrap card and either hand-painted or covered in stone paper before fixing in place.

We have a willow tree that was kindly 3D-printed by Caroline's brother, to which we added horsehair and a Ford Anglia, of course! The other trees are either readily available commercial models picked up second-hand, or have been hand-built with seafoam and lichen on twisted wire formers.

The backscenes were painted by Caroline and have been designed to blend into the diorama to give the impression of distance.

Scouring round the second-hand stands at shows, we were fortunate to find some suitably sized continental chalet buildings. We were able to adapt these into some of the buildings in the village. All of them have had new roofs made from strips of plasticard and topped with Gothic style chimneys.

All the other buildings were scratch-built from card. The smoke coming out of the chimneys is actually the stuffing used in cuddly toys.

The train from the film is represented with a Graham Farish rebuilt Royal Scot 4-6-0 (yes, we know it should be a Hall, but it serves as a close approximation!), and the carriages have been fitted with motion sensitive interior lights.

Despite the small size of N gauge figures, the characters they depict are easy to recognise, which is due to Caroline's meticulous care in adapting them.

We hand out a check list at shows for visitors to find the characters. This has proved very popular – and not just with the younger visitors!

A covering of snow

The model wasn't snow covered to begin with – this was a later addition after it had made its debut on the exhibition circuit. Our previous snow-covered layout used snow that was made from a mixture of cheap white gloss paint and talcum powder, which was mixed up into a paste, applied liberally and then topped with a layer of Woodland Scenics snow scatter. A sprinkling of glitter in places gave the impression of frost.

The figures on the layout were painted by Caroline to represent different characters from the films. There is no doubt as to what time of the year the layout depicts...

However, because this layout was finished with full scenery, we had the not to be underestimated task of covering up all the greenery and adding snow to the roofs. Difficulties arose with the green showing through; we tried several different ways to stop this, finally using white enamel paint as a base coat and then applying the snow mixture, created as previously, on top. Mounds were made to give the impression of the snow being driven by the wind and not just being a flat layer.

After applying the snow coating the track was cleaned thoroughly again.

Control and lighting

The layout is DCC controlled, purely because our static home layout is also digital. We have put lights into the majority of the buildings by running two strips of copper tape under the baseboard, these connecting to a 12V dc supply, with dropper wires from the lights connecting to the copper strips. Grain of wheat bulbs have been used, although the greenhouses are fitted with lights that change colour to suggest magic working on the plants. The underside of the board was then boxed in to prevent any damage whilst the layout is in transit.

We set out to produce a simple yet fun layout that will entertain show visitors wherever it is taken. Hopefully it will also serve to demonstrate what can be achieved in a small space, and perhaps inspire others to have a go.

See it at the Manchester Christmas Model Railway Show

The layout is booked to make its exhibition debut as a snow covered scene at the Manchester Model Railway Society annual exhibition on 14 & 15 December 2024. For further information, refer to the entry in Societies & Clubs, or go to: www.mmrs.co.uk

The castle is the main scenic feature on the layout and started life as a model of an industrial mill, modified heavily to suit.

Welsh narrow gauge in 4mm

PART 3

Making a start in 009

CHRIS FORD *continues the construction of his Ffestiniog Railway-inspired layout, this month turning his attention to the bridges, tunnels and the distinctive slate retaining walls.*

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

Parts one and two of this series (RM October and November) chronicled the construction of the layout baseboards, together with the laying of the trackwork and installation of electrical wiring for 12V dc analogue control, and fitting wire-in-tube point tiebar mechanisms. Now we move on to the main civil engineering features – namely the bridges and slate retaining walls.

As explained in part one, the overall intention with the layout was to achieve a stepped feel to the scene being modelled, with tunnel exits and over and under bridges. This created some additional challenges with the construction of the layout, which was only added to by me wanting to force the loading gauge clearances down to the bare minimum to accentuate the small Ffestiniog rolling stock.

As a consequence, this next stage of the build required a lot of checking and re-checking with a pair of Peco 'Bowsider' coaches (I considered these models would have the largest overhang that would potentially collide with bits of scenery). Believe me, I've squeezed these clearances down to some eye-watering close shaves in places, but that's exactly what the real thing does with stock running right up against lumpy bits of North Wales.

And so, to the civil engineering itself…

The overbridge

1

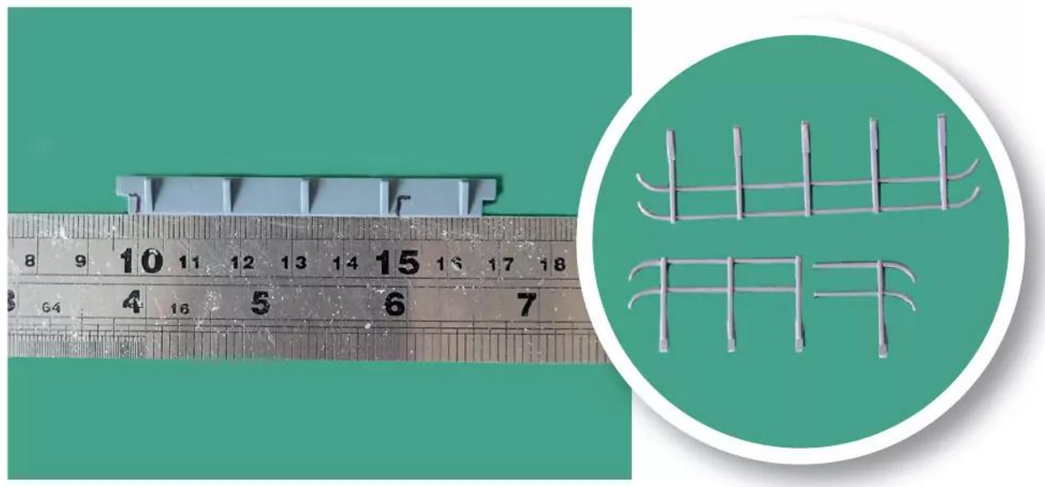
To my mind the Wills ref.SS28 occupation bridge kit is one of the best in the range, purely because it is so adaptable – there haven't been too many layouts that I've built that haven't used at least part of it somewhere, often just the girders and railings. Here the whole kit has been used with some generous slimming down. In this shot the side walls were set up with some scrap sprue to see how tight I could set the clearances.

2

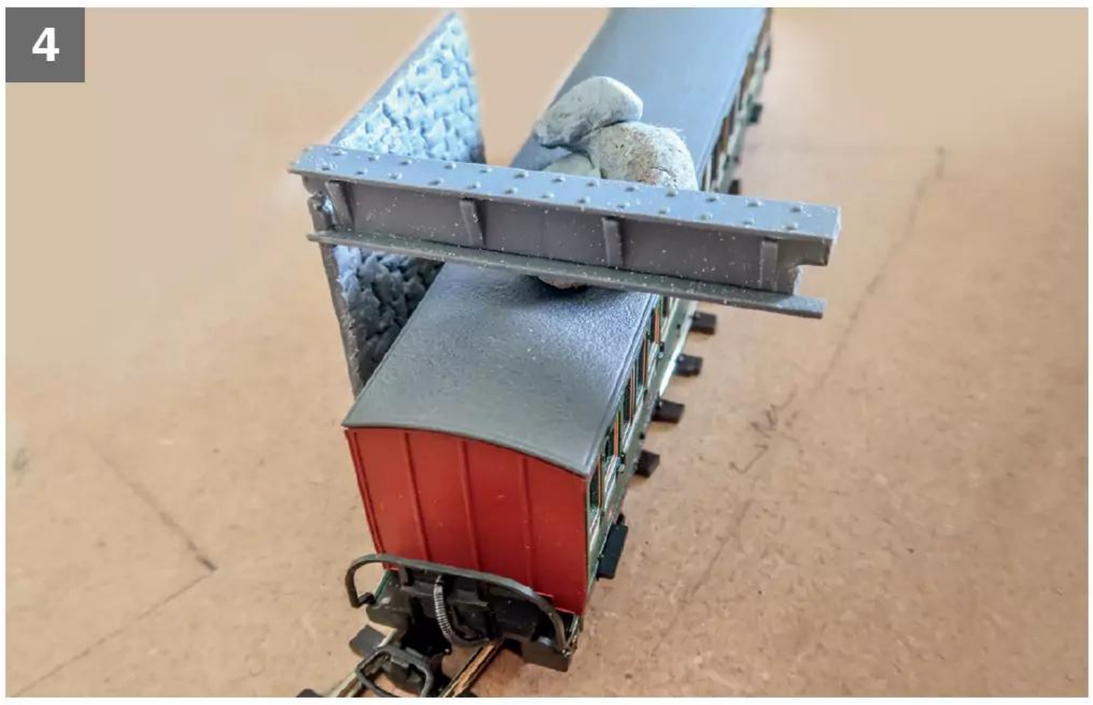
Bravely, I elected to reduce the height by 4mm, chopping this from the side buttress walls. I did remove a similar amount from the wings, but this can be omitted. It should be noted, if there is any chance that you will be running non-Ffestiniog stock, then don't do this! Talyllyn stock will cope, but even a Peco Glyn Valley Tramway loco will lose its chimney at this height. If you want to run Lynton & Barnstaple stock then raising the height will certainly be required.

3

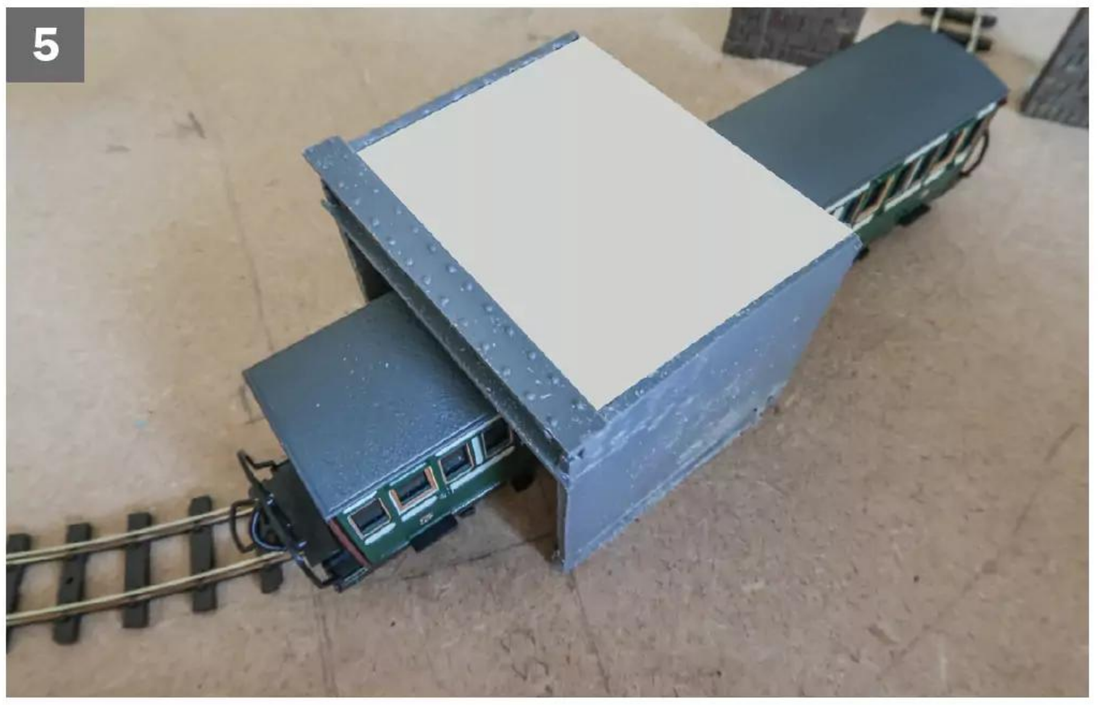
I judged the minimum width to be 50mm, which is set by the girder pieces and will work over the 9" radius Setrack. The girder was trimmed as marked here to retain the equal distance between handrail brackets. Note also, this will be too narrow for the longer L&B coaches – retain the original width if you may wish to run these models on your layout. The inset photo shows how the handrails were cut to match as shown.



A broadside view of the station, with Double Fairlie *Earl of Merioneth* (Bachmann) departing, clearly showing the stepped scenery and extensive use of Wills slate walling sheets.



The modified parts were mocked up with Blu-Tack® before fixing them together. Note that only the vertical plate of the girder has been cut in.

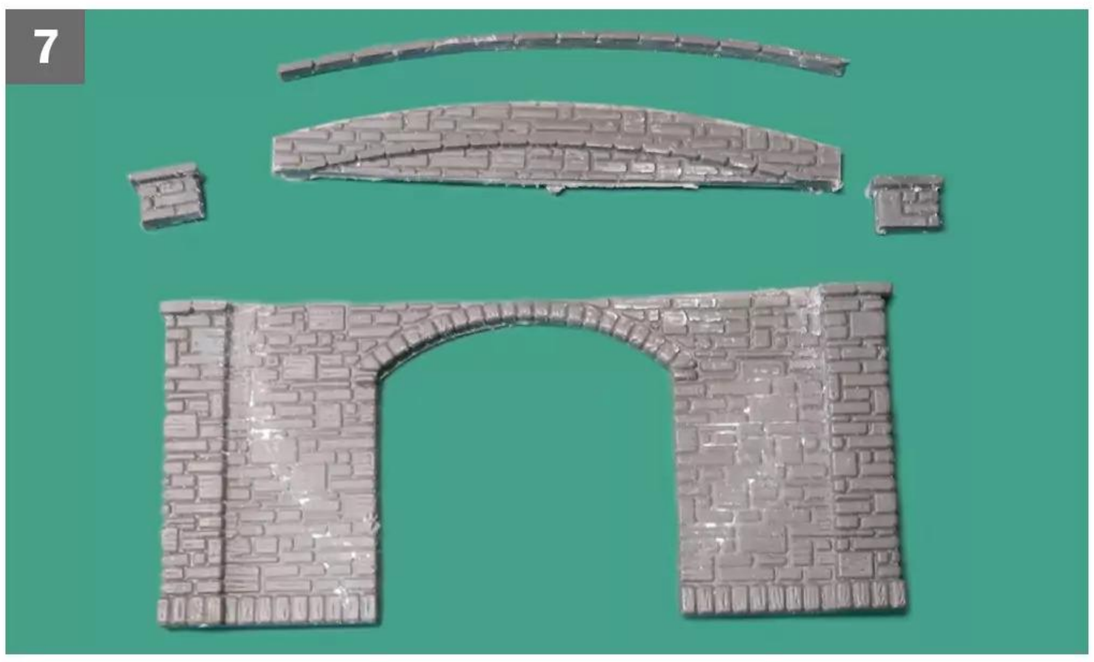


Here the bridge has been assembled with a false floor to ensure the structure is square. This is just cut from scrap card.

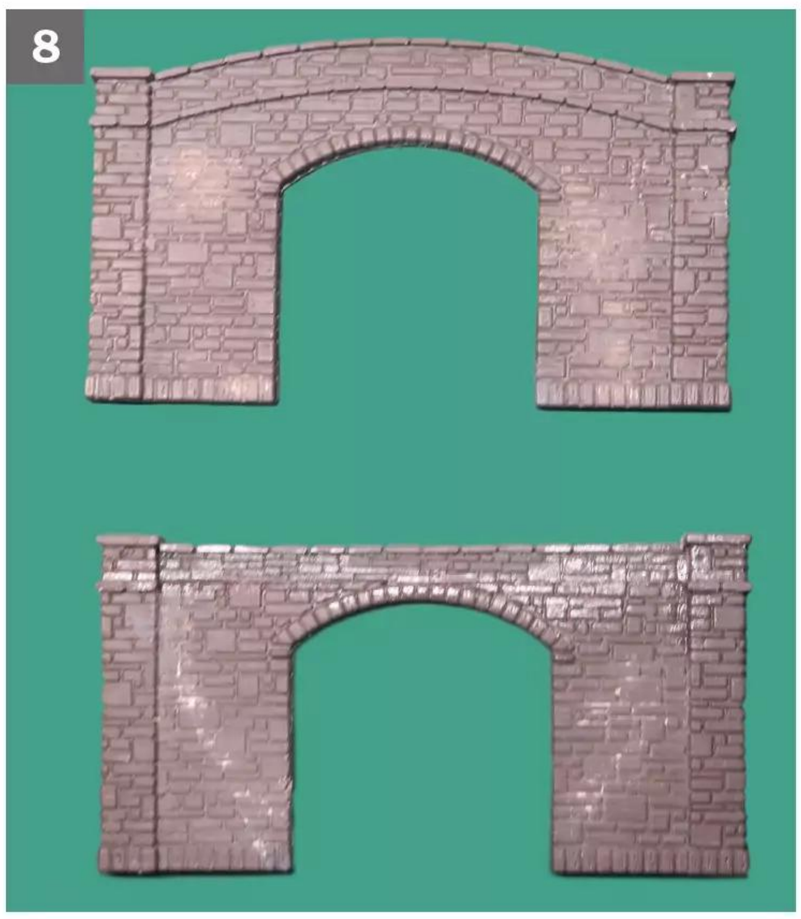
The finished structure after painting. The right-hand wings were left off as long retaining walling will be added later. This is just one way to adapt this kit and it's always worth keeping one or two in the drawer to chop up for different settings.

The completed overbridge, pictured in this view of the finished layout. The slate fencing will be described in a future issue.

The tunnel mouths

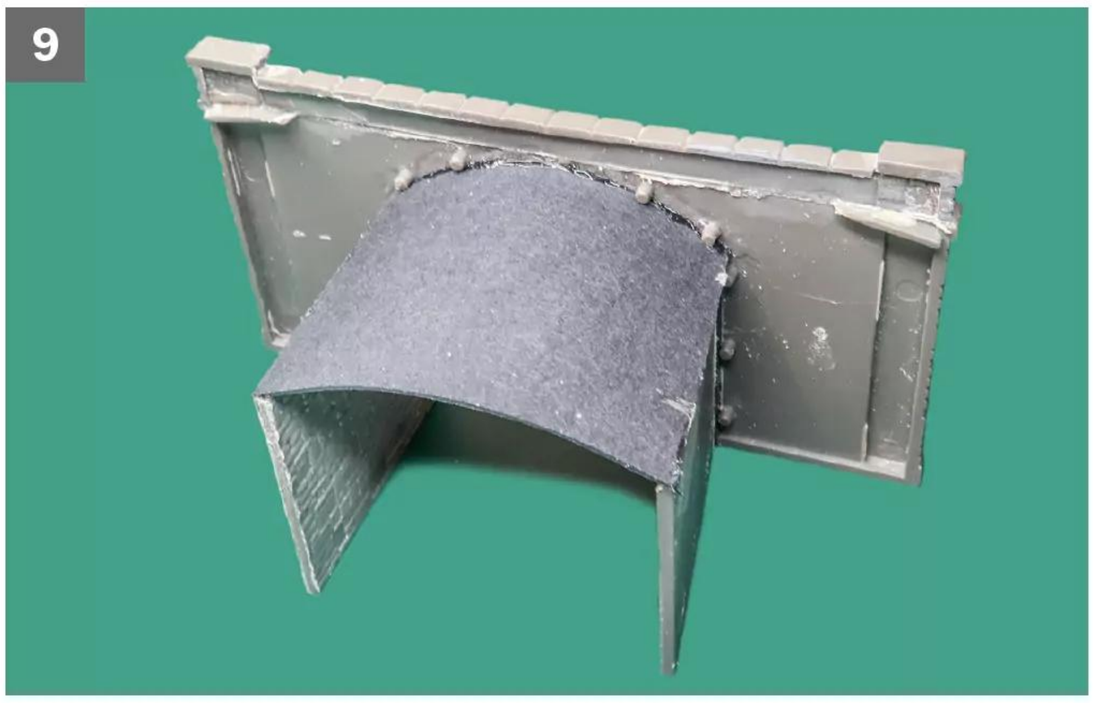


For the tunnel mouths, I embarked upon one of my frequent exercises in cross-scaling, here using a Peco N gauge bridge sides kit as the basis (ref.NB-33). This is not without precedent, as Dick Wyatt used the exact same items back in the 1970s for his classic 009 layout *Dovey Valley Railway*. I've taken it one step further and butchered the parts. The top section is cut off and the capping removed using a series of light cuts.



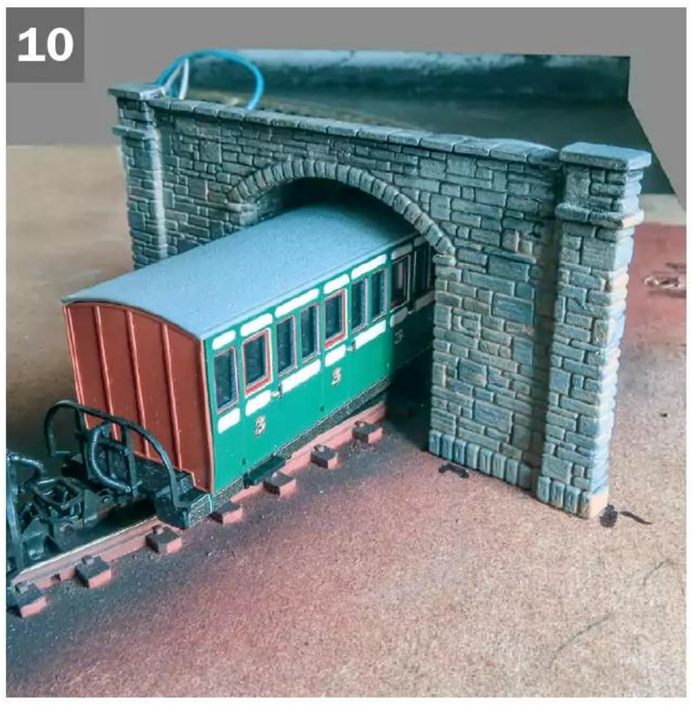
Here the parts have been cleaned up and reassembled in this 'compare and contrast' shot showing the change from N gauge humped-back bridge (top), to 009 tunnel mouth (bottom).

9



In order to add some depth, the matching Peco N gauge walling (ref.NB-40) has been used to create a suggestion that the tunnel is deeper than 3mm by adding two short sides, and a roof from black card.

10



The clearances are deliberately tight and careful positioning is needed to get the clearance required here, using a Peco 'Bowsider' coach. The final position is marked on the baseboard with a felt-tipped pen. This (and all the walling on the layout) was painted with a mix of Humbrol acrylic: No.29 Earth, No.67 Tank grey and No.62 Orange.

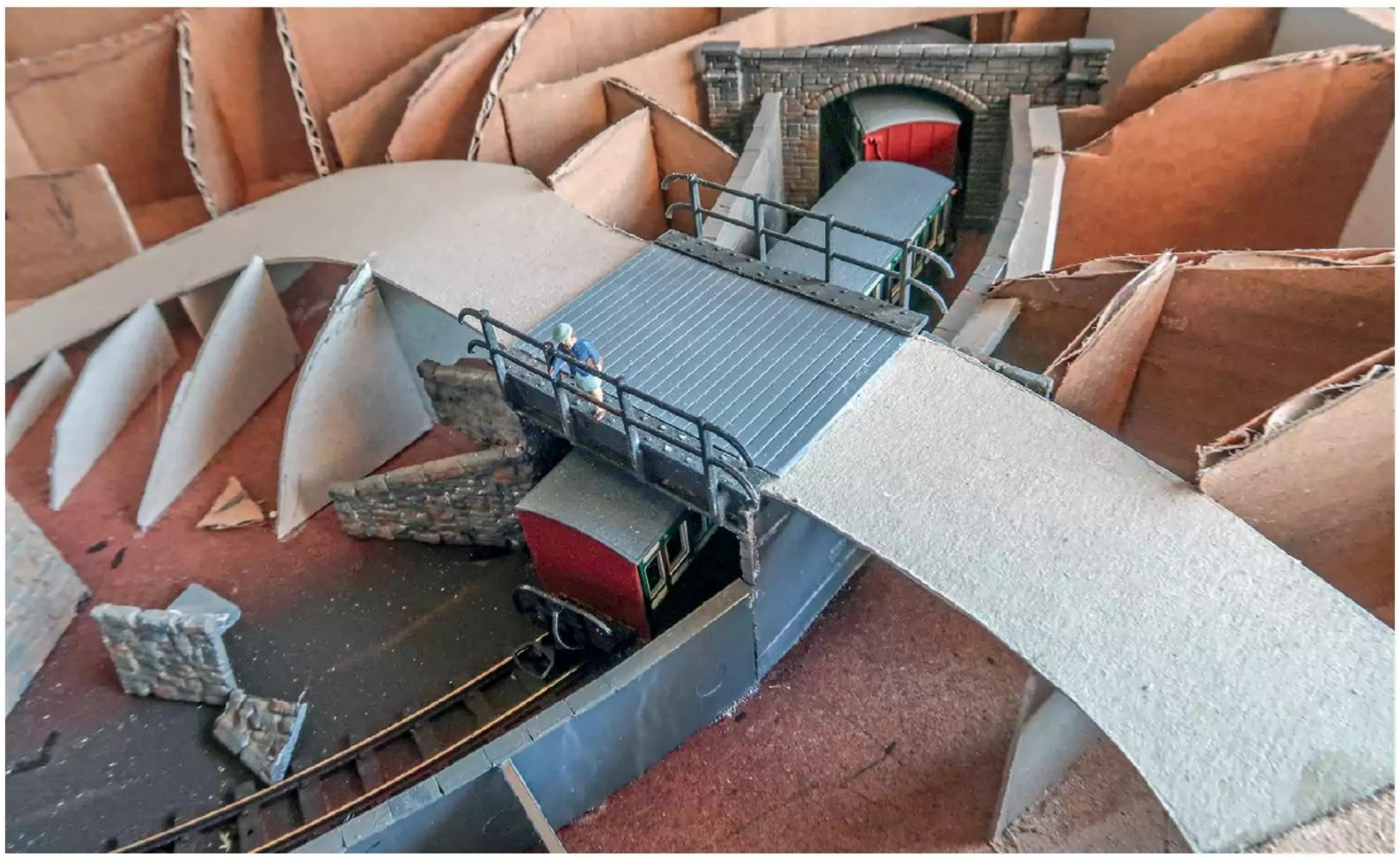
11

Walling was added along the front edge of the line and between the bridge and the tunnel mouth. I used whichever matched the situation best: here the N gauge sheet forms the infill area and the Wills slate walling (ref.SSMP232) the front section. Note the reinforcing pieces across the rear of the joins and also the front fascia board already in place.

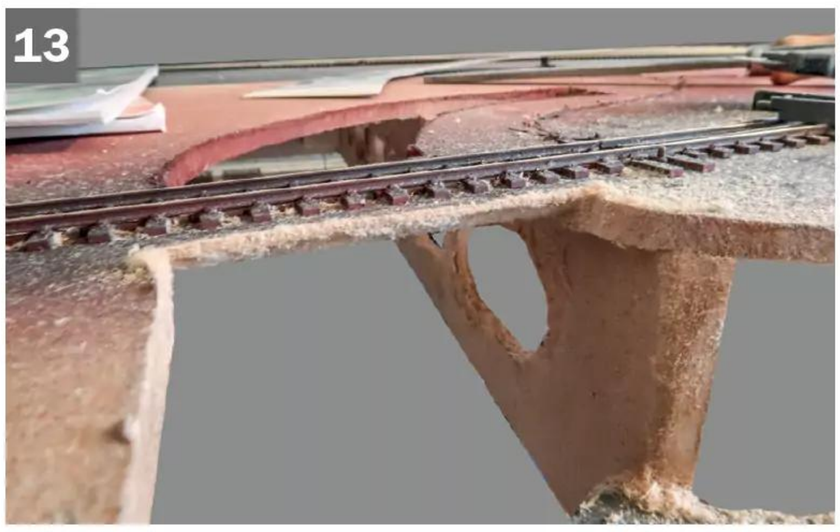
▲ One of the two tunnel mouths that feature on the finished layout, showing how well suited repurposed N gauge items can be for 009.

12

I worked in a very non-linear fashion throughout the build, so apologies for a little leapfrogging of subject. Here, in order to get the road bridge surface complete, I worked up the surrounding scenic profiles from packing card and then added the steep curved road surface from some grey stationery card. Getting the front fascia board and the profiles in first was a necessity to establish the correct heights. The final bridge deck is a floor piece left over from the Wills Wayside Station Building kit (ref.SS67), which will be covered in a future instalment.

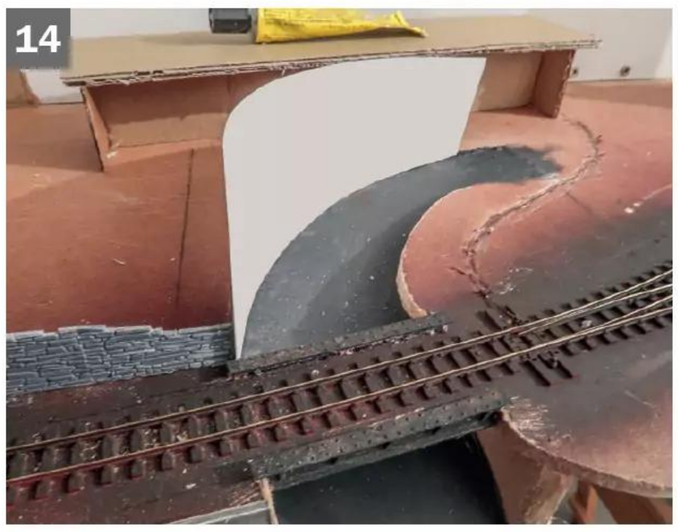


13



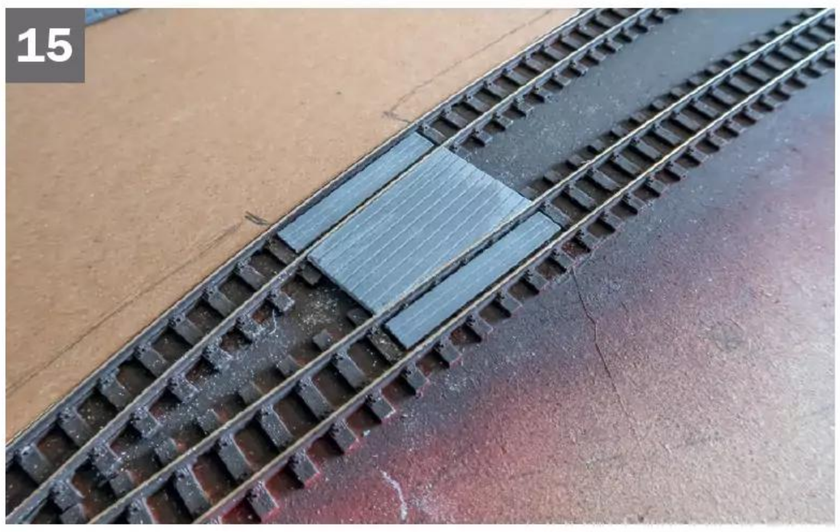
Although some basic shape for the underbridge area was created when constructing the baseboards, an amount of trimming and filing was needed once the track was in place. Note that the 6mm MDF has been filed back at an angle to accommodate the girder of the Wills bridge kit.

14



There is quite a lot going on here: firstly, the bridge girders have been cut in and painted. These were left like this for a while to avoid reaching over and breaking the handrails. Secondly, Wills slate walling (ref.SSMP232) is slowly being added to the left. Note this has been 'stepped' and detailed to give the impression of poor maintenance. Thirdly, the curving and rising thick card road surface has been added and a former for the wall has been fabricated. This shape was transferred to the Wills slate walling, which could then be cut to shape accurately.

15



Moving to the right of the previous photo, a barrow crossing was added, again using a floor piece from the Wills wayside station building kit. The open area was laid out using cereal packet card. The lip to the crossing has been marked out and the sections either side removed.

16

The area top-left of the underbridge was developed with packing card, with three raised areas for the barn (already loosely *in situ*), a lower central area for the station cottage and garden, and a narrow higher platform for the workers' cottages beyond at the rear. Most of this was fabricated using recycled material from delivery boxes, fixed in place with UHU. All the curves in the plastic walling sections were formed to shape by hand.

17

The ground level platform sections were cut roughly to size from thick card. Using a soft pencil, the surface of the near running rail was coated with graphite, with the card then lined up and laid over it. This left a very faint guide line. A new line was drawn 5mm inward of this to allow for the sleeper ends. A cut was then made along this new line to create the platform edge (*inset*).

The finished layout, showing the barrow crossing and platform surface described here. Fencing is from the Ratio range, whilst the loco is the Peco/Kato model of England 0-4-0ST+T *Princess*.

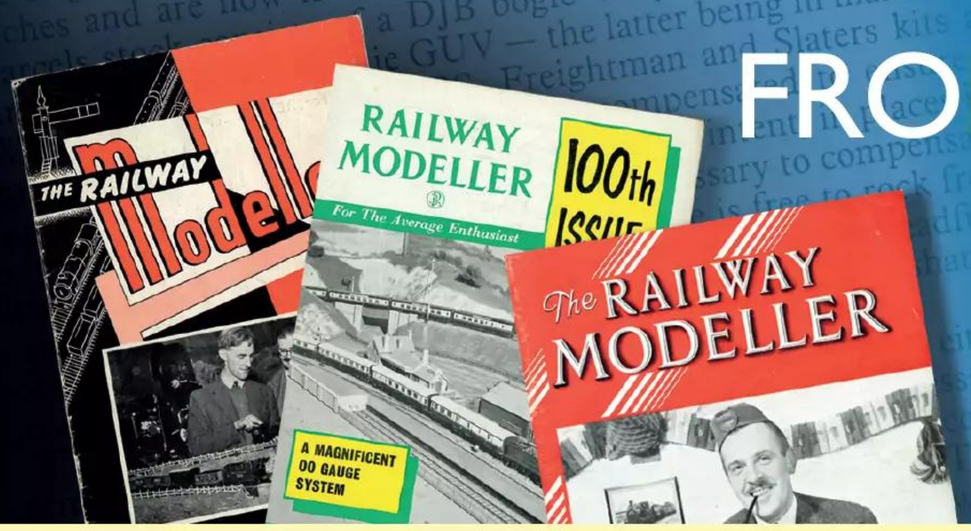
18

With the platform surface composed of two opposing curved edges, cutting the card to the precise shape required some care and patience. The final part of the platform (the ramp) was made using a further piece of card and feathered at the end down to baseboard level. These were later coated with Peco fine ballast.

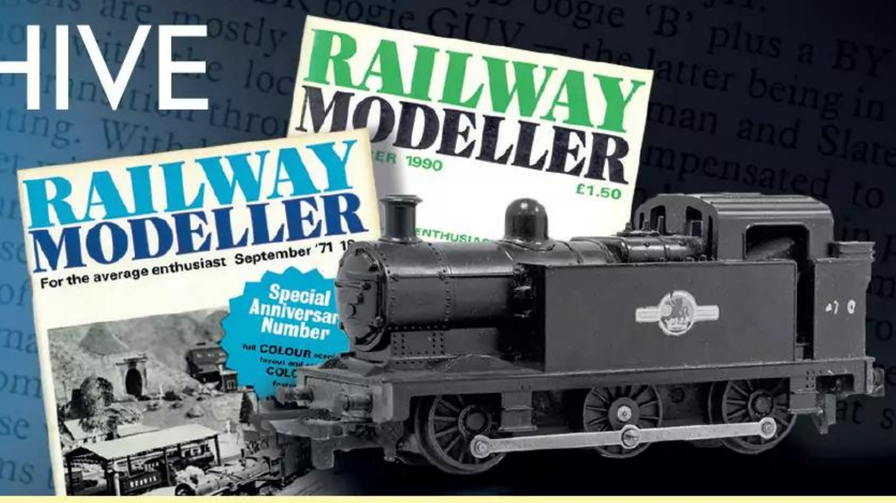
Next month

In part four of this series, Chris makes a start on constructing the buildings featured on the layout.

FROM THE ARCHIVE



A look back at RAILWAY MODELLER from 75, 50 and 25 years ago...



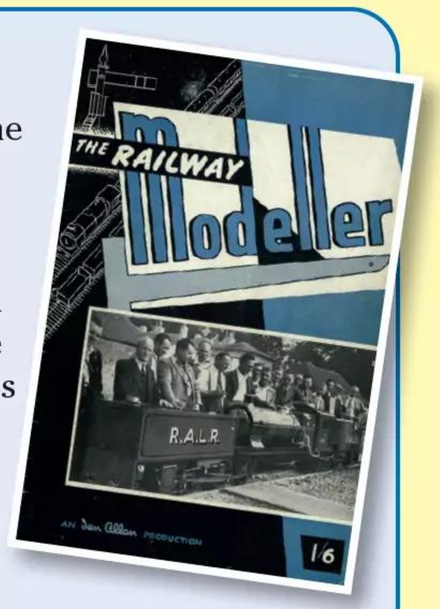
Following the celebration of the 75th anniversary of RAILWAY MODELLER, we present a new regular feature, in which **TOBY JENNINGS** *delves into the RM Digital Archive to look back at issues from 75, 50 and 25 years ago.*

75 years ago: December 1949-January 1950

On page 992 of this latest issue, you will find a review of a new Hornby OO gauge A3 Pacific with a steam generator. But the advert inside the front cover of the second issue of RAILWAY MODELLER reminds us that such extras have been seen long before in the hobby: Leeds Model Loco Co. Ltd is touting "something really new" in the form of a smoke-producing locomotive, with synchronised puffs.

In the 'Ten minute model' article, the suggestion to "fill in the open spaces", with details such as the featured lineside telephone box, and guidance on how to scratch-build this item, is still good advice today… but the instruction to "get the newness off" its black and white striped sign by "smoking it with a lighted cigarette" perhaps less so! (Did that ever really become a recognised weathering technique?)

The main layout article covers the *Sunholme Model Railway*, an O gauge, garden-based, London & North Eastern Railway-outline system designed by the author and a fellow enthusiast when they were prisoners of war held by the Italians in North Africa in 1942. With construction commencing in the summer of 1946, all its baseboards were salvaged material from buildings bombed in the Blitz!



50 years ago: December 1974

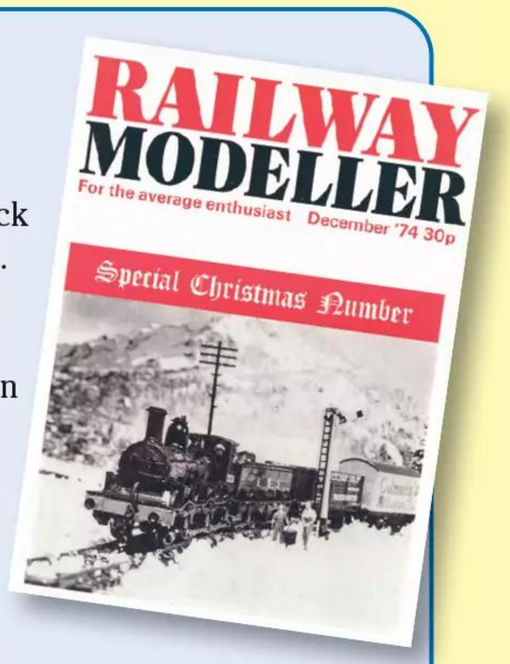
Strikes, rampant inflation, the economy in the doldrums, the cost of living going through the roof. Sounds familiar? No, we're not talking about 2024 – this was 1974 – but even then, there were no fears for the future of the hobby; quite the opposite in fact. Cyril J Freezer wrote in the December editorial:

"Despite all the troubles (or perhaps because of them!) interest in railway modelling has never been higher. More people than ever before are turning to the hobby and finding out the fun there is in building and operating a railway system in miniature. No doubt much of the pleasure arises because we can create a tiny country where we don't actually live, a small community where we set the rules, where things work out, in the main, as we want them to."

Those who took up the hobby then, as now, faced the challenge of fitting their layout into their home, but the Railway of the Month offers one solution: hinging it to the wall. The author's advice on how to do this is invaluable and thorough – so much so that there is relatively little about the layout, but it's a Great Western Railway, single track country line on an 8' x 4' 9" board.

Plan of the Month is a classic Cyril J Freezer diagram for a similar single track continuous run in just under 10' x 5', while a second plan models Criccieth, on the Cambrian Coast line.

Ironically, while the GWR remains a popular subject, many modellers today would instead choose to set their miniature world in the BR blue diesel era of… 1974.

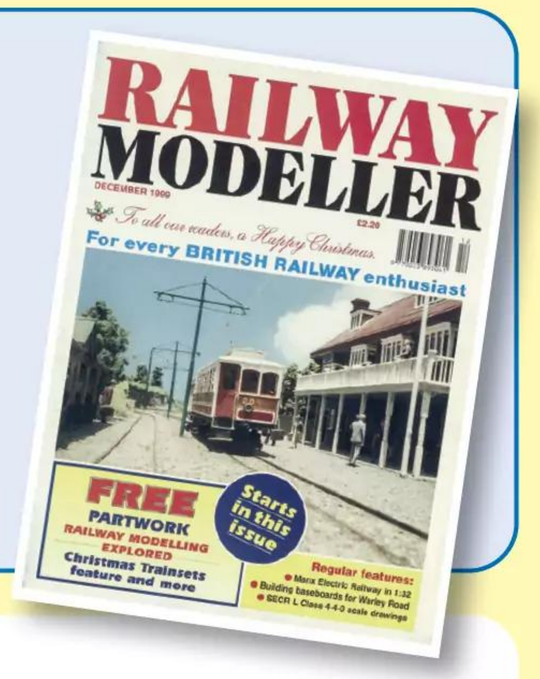


25 years ago: December 1999

This issue marks the first appearance of Railway Modelling Explored – then a pull-out part work derived from the Peco 'Shows You How' booklets, and today a regular section in the magazine (see pages 980-984), providing advice for beginners.

Railway of the Month is a 1:32 scale model of the Manx Electric Railway, which was an early exponent of the 'drive it yourself' concept, with exhibition visitors allowed to operate it. Pictured on the centre spread is an equally impressive exhibition layout – *Dewsbury Midland* by the Manchester Model Railway Society.

Constructional articles include a magnificent 4mm scale model of Conwy bridge on the North Wales Coast line (for a layout that was Railway of the Month in July 2016), while the Plan of the Month suggests the Derwent Valley Light Railway in the 1970s – combining a private freight line, BR diesels and preserved steam.



RAILWAY MODELLER Digital Archive

The full RM Digital Archive is available to subscribers, details for which can be found on page 68a.

A layout designed for exhibitions in OO

North Cornwall Brewery

Photography by Geoff Helliwell

As a result of his long-held affection for model railway shows, which can be traced back to visits to Central Hall with his eldest brother in the 1960s, **MALCOLM BRIGGS** *set out to create a portable layout specifically for exhibition use, for which presentation was a key consideration.*

The North Cornwall Brewery yard is a hive of activity, with the firm's own Hunslet Austerity 0-6-0ST and ex-South Eastern & Chatham Railway P Class 0-6-0T hard at work.

Modelled in 4mm scale, *North Cornwall Brewery* is a fictional layout set in the Camelford area. It was specifically designed as an exhibition layout and lives between shows in its own, purpose-built storage and transportation crate. Being an exhibition layout means that certain aspects of the presentation were specially created, and I shall discuss these first because many of them are applicable to home-based layouts as well.

When we take the layout to exhibitions, I never operate it, but sit out at the front and engage with the visitors, which seems to enhance their enjoyment of the layout. In other words, we put on a bit of a show for them. In turn, they talk to me about various aspects of the layout and ask me questions about it. Often, I will take them around the back to see how it works. People seem to appreciate being let into the secrets as well as hearing about the aspects that caused me the most problems. The second aspect I will therefore look at is those things that visitors ask about or comment upon most regularly.

Brewery workers load barrels onto one of the company's flatbed trucks – a Thames Trader, manufactured by Ford between 1957 and 1965.

Putting on a show

When designing a layout to appeal to people, there are various things you can do to make them visually attractive. The interesting thing here is what I know as 'dwell time.' How long do people stand and look at any one layout when there are often many to see? Is there enough happening to keep their interest, or are they sufficiently interested in the details to enjoy these whilst waiting for the next train?

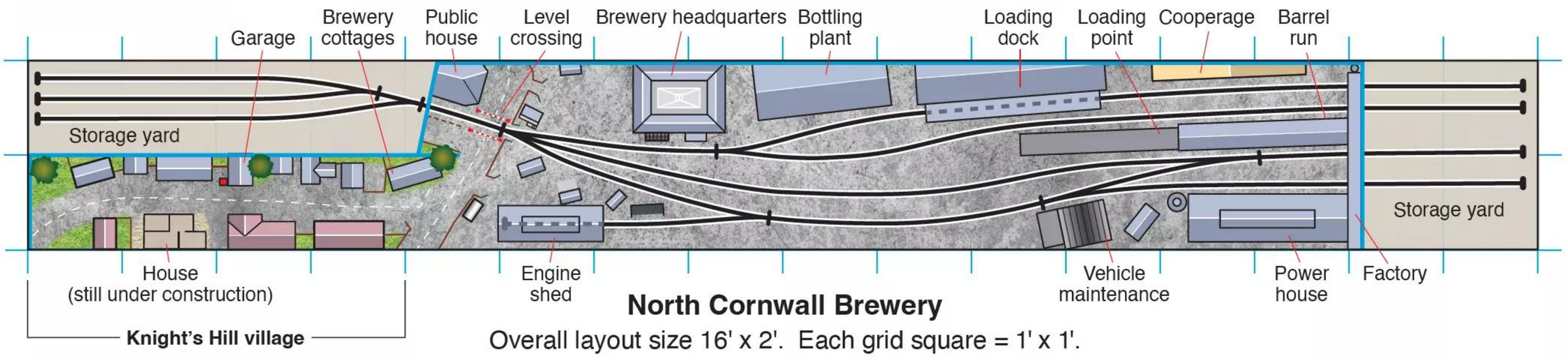
I'm always intrigued by people who look over briefly and then walk straight past. I've given up trying to spot the ones who will do that, and I'd love to ask them why it doesn't grab them. But then I do it when I am at shows – there are some layouts which do not appeal by virtue of scale, subject matter or even period, and yet… good modelling is good modelling, whatever the subject, and if I am impressed at the overall first impression, I will linger and enjoy. So what are the things that attract me and how did I build them into *North Cornwall Brewery*?

Firstly, I need to say that I am taking the track layout as a given. I designed something that I thought would give enough operational interest to keep us amused for a whole weekend, without any passenger traffic (apart from a diesel railcar bringing the workers in and taking them home at the two ends of the day). A single track crosses a level crossing and splits into four roads which all go to the opposite fiddle yard. It also contains a loop and a small engine shed.

Like most layouts, where track is laid, the ground has to be as level as we can make it, so I dedicated about a third of the whole layout to the non-railway part (the village) which rises and falls to give a visual focus. This area actually hides the fiddle yard, but is an appealing counter-balance to the grimy brewery area.

The issue of lighting is very important to me – partly because I like to be able to see a layout clearly with ageing eyes, but mainly because I believe that relying on ambient lighting in either an exhibition or home environment is asking for trouble, and layouts that do this are often in pools of darkness. It can also be inconsistent to where the layout was built and this leads to changes of colour. So I like to be in complete control of the lighting, and this means blocking out as much of the ambient light as possible.

The layout has an overall roof made of lightweight corrugated card formed into the shape of a classic London terminus roof – think of Paddington for example. This is supported on lightweight aluminium angle and it extends 100mm in front of the layout edge. Lighting is from four LED strips and



North Cornwall Brewery

Overall layout size 16' x 2'. Each grid square = 1' x 1'.

How the layout is presented at shows, complete with a separate display stand. ***Photo: author***

the outer one is in front of the layout, thus preventing shadows on the edge facing the viewing public, which is very common. It's all an Iain Rice design, and there are two warm white strips, one cool white and one blue. Dimmers on the different colours enable us to mix the lights to give different degrees of colour, and thus can represent a dull day, a sunny day or even night-time. The darkest mode really pulls people into the layout – partly because all the street lights work, but also because every building is lit.

The aluminium angle also supports a nameboard, which is painted in the same green shade as the company livery and with vinyl lettering in the same typeface, which I had printed by a local graphics company

A Drummond Class 700 'Black Motor' 0-6-0 arrives with a goods train, including a consignment of timber, while the brewery's Austerity is refuelled at the coaling stage.

quite inexpensively. Supporting this, the layout has a front cloth screening the legs. This is in a neutral shade with the layout name printed on it in the company style. It is weighted at the bottom with poles set in pockets and fitted to the layout with Velcro. It was very expensive to have printed and was a bit of a luxury. To be honest, I'm not sure it has much impact, as the layout is usually mobbed by people and so you can't see my lovely printed screen because of their legs!

At the end of the layout are two professional display stands on which we put various things, like magazines where the layout has featured or a 'bottle of beer from the brewery', which usually gets a lot of comments. The display stands were left over from the company I owned before I retired and I would not have bought such things specifically for the layout, but as I've got them, I may as well use them.

Normally I eschew the organiser-provided barriers for a simple piece of barrier tape strung between the two display units, so that people can get closer to the layout.

Finally, I have the fiddle yards concealed behind two box units with the company brand on them, and a colour-matching curved edge on the front of the boards to complete the viewing frame.

But perhaps the most important aspect is making sure the layout will work, and work well. It is always erected before every show and the track is cleaned scrupulously – not easy with inset track but a combination of sandpaper, cotton buds with fluid and glass fibre brushes gets us there. All wheels are cleaned and engines are given a good run on the rolling road. You still can't guarantee 100% perfect running, but it's as close as we can make it.

When I'm going through all this preparation, I always find myself asking "Why do I do this?" After all, I have to erect the layout, connect it all up, clean, test and rectify any faults (caused by the shaking around in the back of a van coming back from the last show) and clean track and wheels. And then I have to pack it all away again, just to move it and put it all up a few days later at the event. But as soon as the exhibition opens I remember why I do it. Engaging with the visitors and hearing nice comments is very rewarding, and the camaraderie amongst the crew is definitely worth the time investment!

Questions often asked

Turning now to what the visitors say to me, this falls into two types: questions and statements. So let's deal with the questions first:

Is it a real place?
No, it's a complete work of fiction but it's based on a brewery at Tisbury, Dorset and all the buildings are based on real buildings; just not necessarily from Cornwall.

A Maunsell N Class 2-6-0 (a Bachmann model) draws out of the yard with a rake of vans laden with beer.

How did you do the inset track?
Painfully and slowly! It's Peco Streamline code 75 track with Slater's embossed brickwork fixed onto cork outside the track and to the sleepers inside the track. I laid the plastic onto the track once I had coated the rails in black felt tip pen ink, and this showed me where to cut it to clear the rails. Unfortunately the cork expands at a different rate to the plastic and cracks appear in it like an earthquake, so that has to be filled and resprayed every so often.

How did you do the telephone lines?
It's EZ line – a stretchable polymer (from America) which means if you catch it while track cleaning, it doesn't break or pull the poles down. It is stuck up with superglue and I have to use a magnifying glass to put it up. I still manage to stick it to me more often than the telegraph poles.

How do the automatic uncouplers work?
They are a real cheat. Small sections of the infill paving are mounted on two nails which

in turn go into a piece of wood through which a rod passes, which sticks out of the side of the baseboard. Push the rod down and the paving goes up. All the operator has to do is position the train accurately over the piece of paving, and the mechanism is practically invisible.

How have you done the lighting?
The overhead lighting is explained above, but the building lighting and street lights are all either yellow LEDs or grain of wheat/rice bulbs. It is important to remember that lights were very yellow in the 1960s – either incandescent or even gas. The only white lights are the fluorescent lights in the 'new' factory. Each one has a resistor wired in series or a dimmer on it. Or both! I get very cross when I see bright white LEDs on layouts set before about 2010, especially when inline resistors are so cheap to buy and easy to install.

How did you get your road vehicles looking so realistic? Where are they from?
They are from all the usual suppliers like Matchbox, Oxford, Budget and Pocket Money Toys, but some of the small lorries have scratch-built bodies. All the company vehicles have been resprayed in the company green with logos from bespoke transfers I had made. All the other vehicles have at least had their body taken off and sprayed with matt varnish. Another pet hate of mine is shiny model cars! In addition, they have been lightly weathered, had drivers fitted if they should have them, while some of the parked ones have had their wheels turned to look as if they have pulled into their place. The numberplates are all Devon or Cornwall plates and every vehicle has a period-correct, photo-reduced tax disc!

Three delivery drivers buy a snack at the refreshment van, while the police have stopped an errant motorist on the main road.

Comments often made

Turning now to the statements or comments I receive, I'm going to cover these in the order that they most frequently occur.

I've never seen a part-built house on a layout before.
I know there are a number of layouts on the exhibition circuit that have this feature, but it's not common. Mine is scratch-built and there is a level of detail on there that makes it stand out from, say, a Kibri kit. It's also

One of the unusual cameo scenes on the layout is this partially constructed house, which is scratch-built.

right at the front of the layout and the eye tends to spot it. I built a couple of real houses in the 2000s so I wanted to make it look as realistic as possible. The thing that people of a certain age tend to comment on is the way in which door frames were built into the structure and were always propped up by a plank! Ironically, the building beside it – the half-timbered one – was probably the most difficult to make, following the Pendon tradition of hand-scribed card, but it rarely gets a mention. It actually sat in a box for 20 years between starting and finishing, whilst I acquired sufficient skills to complete it.

The backscenes are really convincing.
Despite what many people ask, they are photographs, not painted, but I have a thing about the range of fantastic photographic backdrops available now – generally they are too vivid and too much in focus. If that meadow or hill or building is meant to be hundreds of feet away, the human eye would not see it in so much detail and the colour would be much more muted. I spent days trawling the internet for suitable images with the right perspective and then used software to remove all the modern details and give them an artistic effect that made them less sharp. I am glad I saved the files, because I may have to reprint and replace them in due course, as the inkjet colours are beginning to fade.

The cameos are fascinating.
I don't generally like to have figures of people in mid-motion. I'd rather have them standing around with a mug of builder's tea, chatting to someone. I particularly like the three delivery drivers who have stopped on their way out for a sausage butty at the refreshment van. One is carrying barrels; one lager in kegs and the other crates of beer bottles; just for variety. The lady leaning on her broom watching the police stop an errant motorist gets a lot of comment, but I think it's the pink fluffy slippers that draw the eye!

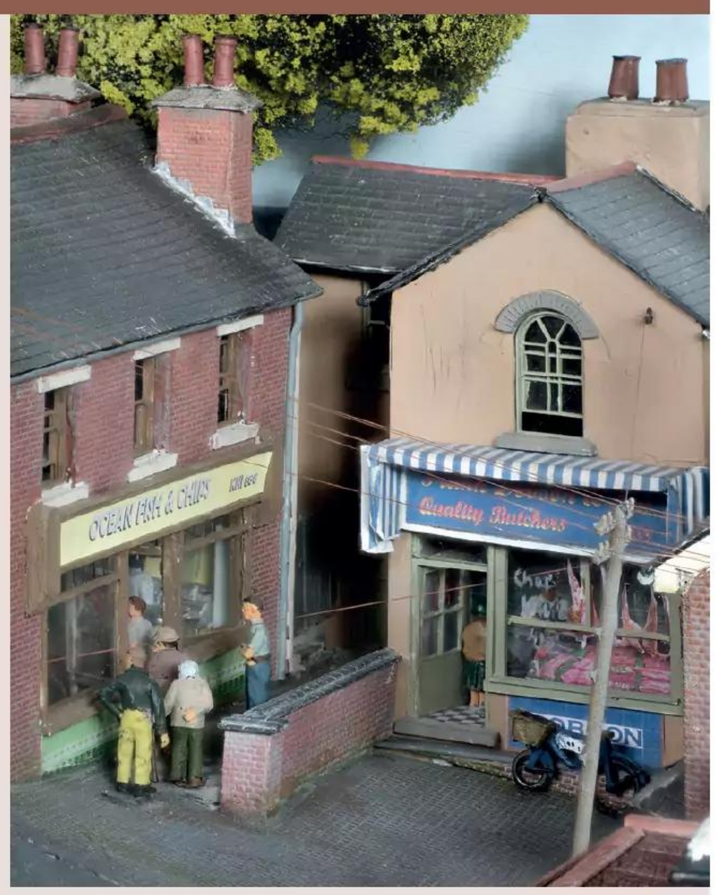
There's so much detail – every time you look, you see something else!
That's my speciality, I think. The stock is all ready-to-run, although it's all been detailed and weathered. The track isn't hand-built and I don't make my own people. What I have got is an eye for sufficient detail to make it interesting but without overloading the scene. Many of the details go unnoticed, unless I draw people's attention to them, like the pig in the back garden of the brewery cottages or the family feeding the ducks right at the end of the layout. Many people comment on the garage and the man underneath the car. What they don't know is that he is my father – that's how I remember him from when I was a child: just a pair of legs sticking out from under an old motor!

The composition of the layout makes you look into all the different areas.
That was intentional. There are buildings at the front of the layout which draw your eye in but block the view, so you see it as a series of different pictures. The factory, for example, is laid out in its different activities – brewing, barrel-making, power provision and despatch. It's all very logical and based around how the complex developed over 100 years, but also gives a series of invisible frames to the observer. No space is wasted and yet it feels spacious. The village falls away to the horizon and this draws the eye to the back. The ground lowers at one end for the corrugated iron church which people spot just as they are about to leave and this draws them in again. It's an old stage trick to keep interest as long as possible.

A tribute to George Iliffe Stokes

When I was quite young, I used to read my eldest brother's copies of RAILWAY MODELLER over and over again. One of the many names that jumped out at me was George Iliffe Stokes. His trees and buildings were often featured in the magazine by the then editor, Cyril J Freezer. I remember being fascinated by a newsagent's he modelled by the name of T Hanson, if I remember correctly. You can find a picture of it on the web (supposedly once it had closed and was in an estate agent's hands), if you go to the page dedicated to George on Malcolm Mitchell's A Shop website: www.swindonworks.weebly.com

But the picture I cannot find, that appeared in RM, is one of a queue of people outside a fish and chip shop. I think it may have even been on one of the magazine's covers in the mid-1960s, but I always promised myself that I would one day emulate the great master with that scene. And if you look carefully on the left of the square, next to the butcher's, you might just be able to spot it. Thanks George, and thanks RAILWAY MODELLER for inspiring me a lifetime ago – I like to think I'm treading in George's footsteps…



Customers queue up outside the fish and chip shop, a scene inspired by a picture in RM.

Words of thanks

Thanks to everyone who stops by the layout at exhibitions and spends some time in my imaginary world. I thoroughly enjoy chatting to people and, hopefully, inspiring them. That's what we modellers do.

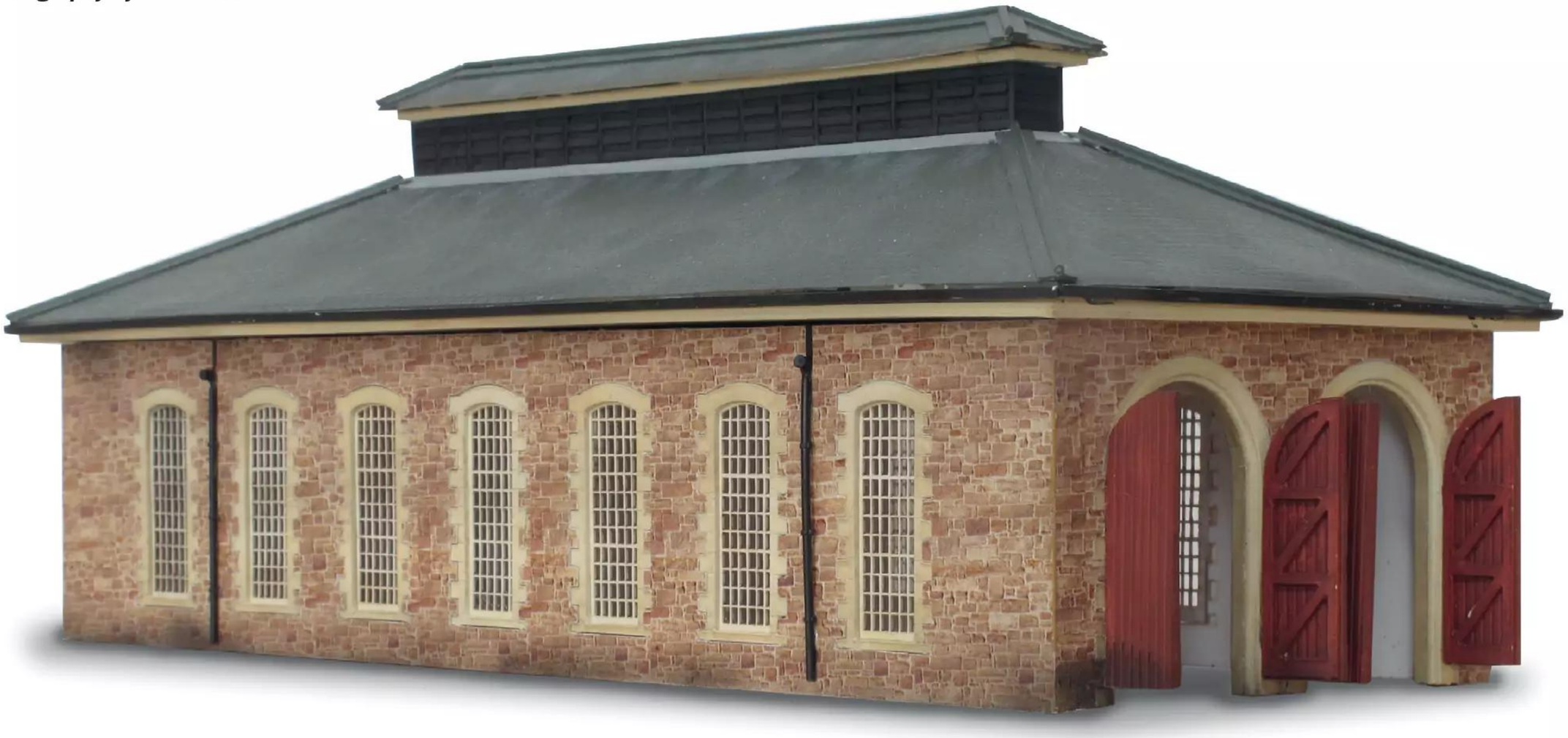
Finally, I need to thank the team who turn out with me for a fun weekend, twice a year. They are drawn from Bryan Marlow, Ian Nuttall, Mark Horley, Derek Young, Malcolm Pinkney and Richard Scott. Thanks, guys; I couldn't do it without you.

All the buildings are illuminated, with yellow LEDs or grain of wheat/rice bulbs to give the correct period appearance.

Richmond engine shed

PETER BROWN *presents scale drawings for this still extant structure in North Yorkshire, a shortened version of which he constructed for his N gauge layout based on this former branch terminus station, which was featured in our August 2024 issue.*

Photography by the author

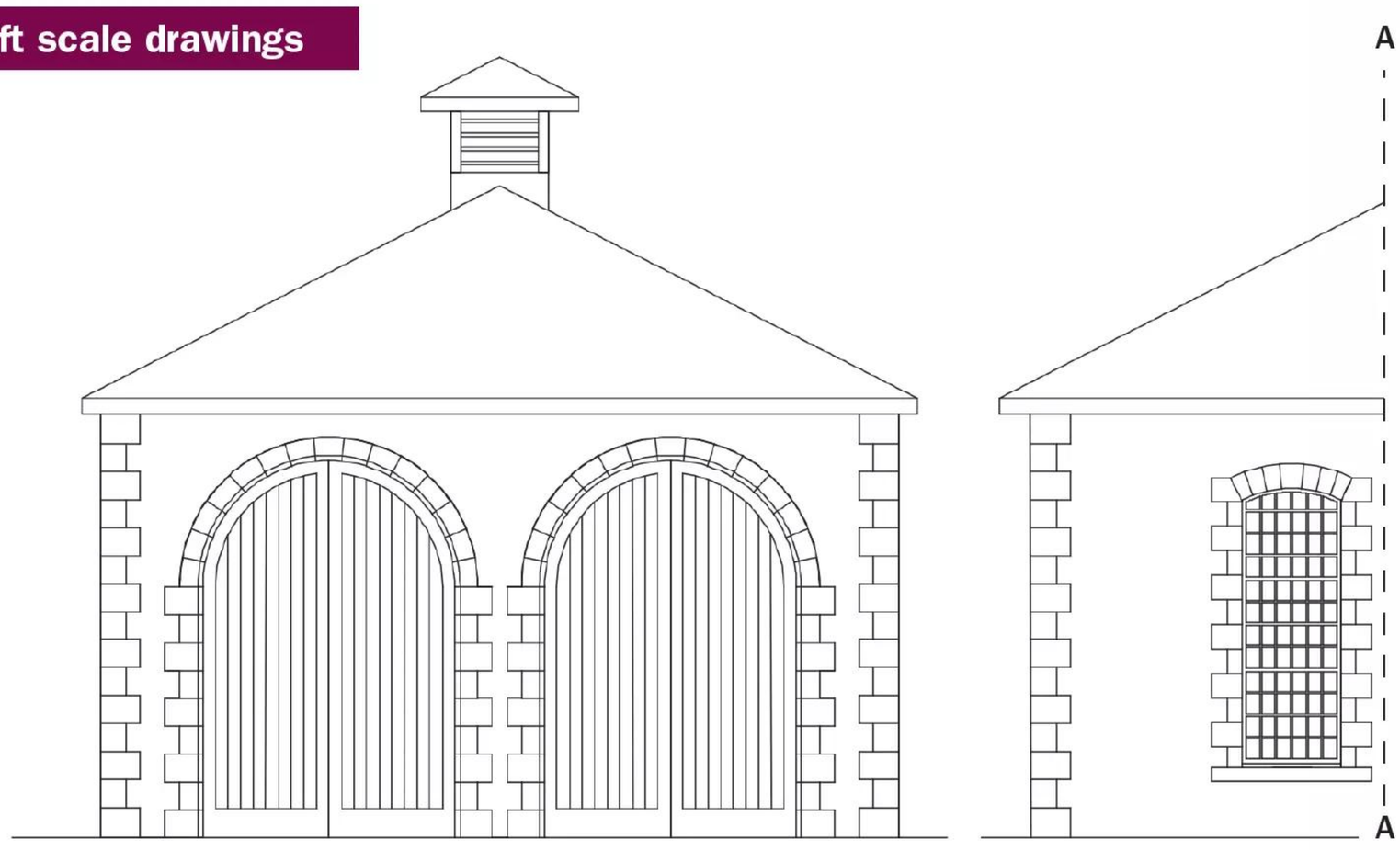


The completed 2mm:ft model, ready for installation on the author's N gauge layout, based on Richmond. The model is slightly shorter than the real structure (with one fewer side windows.)

The engine shed at Richmond was erected at the same time as the station building in 1846 and was designed by the same architect – G T Andrews from York. Whereas the station was designed in the style of mock Gothic, the engine shed has Romanesque half-round arches over the tracks and arched lintels over the windows. Because space was at a premium on the site chosen for the station, very unusually, access to one of the sets of coal drops was through the shed.

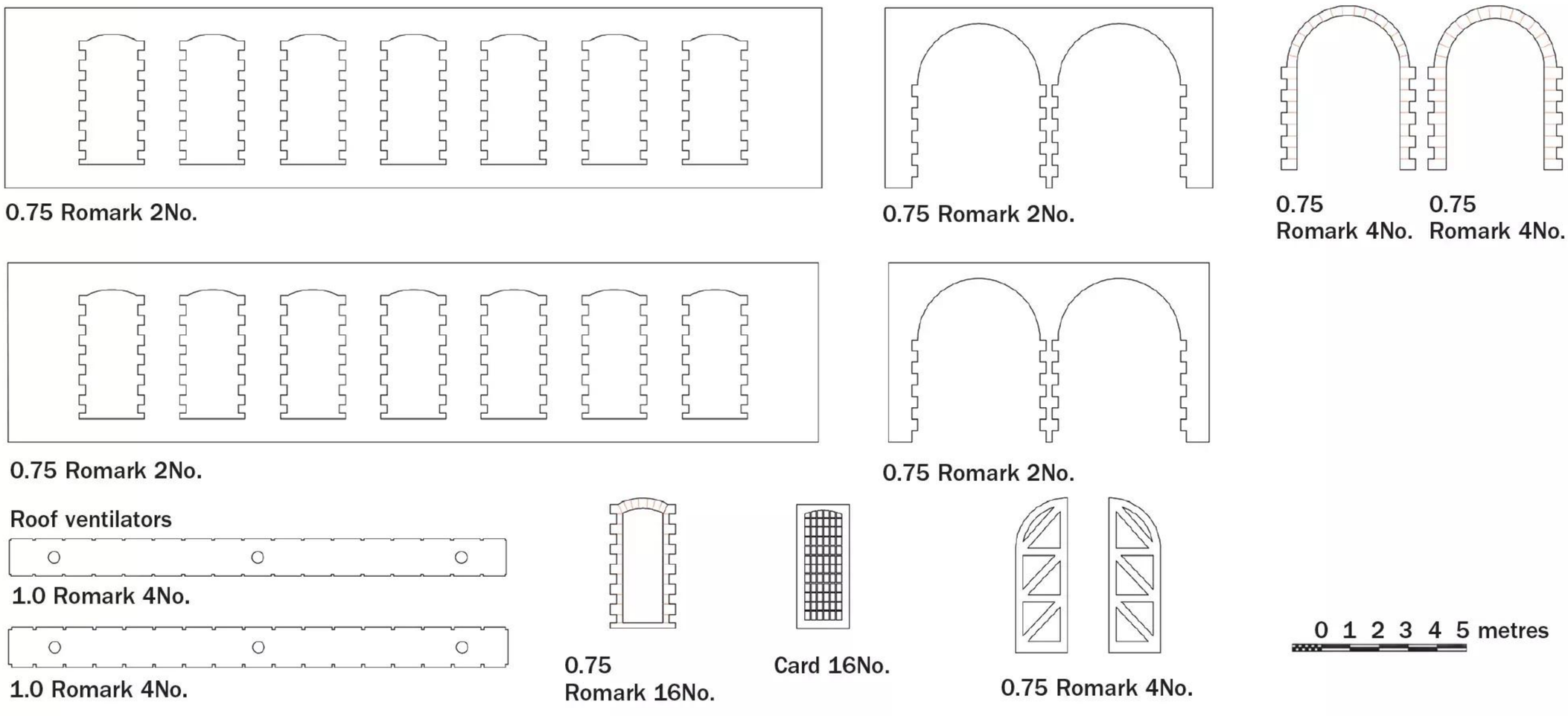
In Ken Hoole's book *North-Eastern Branch Termini* (ISBN 0 86093 219 2) the shed is described as near-identical to the one at Whitby but is the only building for which there are no drawings in the section about Richmond. For the illustrated drawings, I took the overall dimensions from an Ordnance Survey plan and

2mm:ft scale drawings



North & South elevations

Fig.1



The cutting schedule for producing the laser-cut components (not reproduced at actual size).

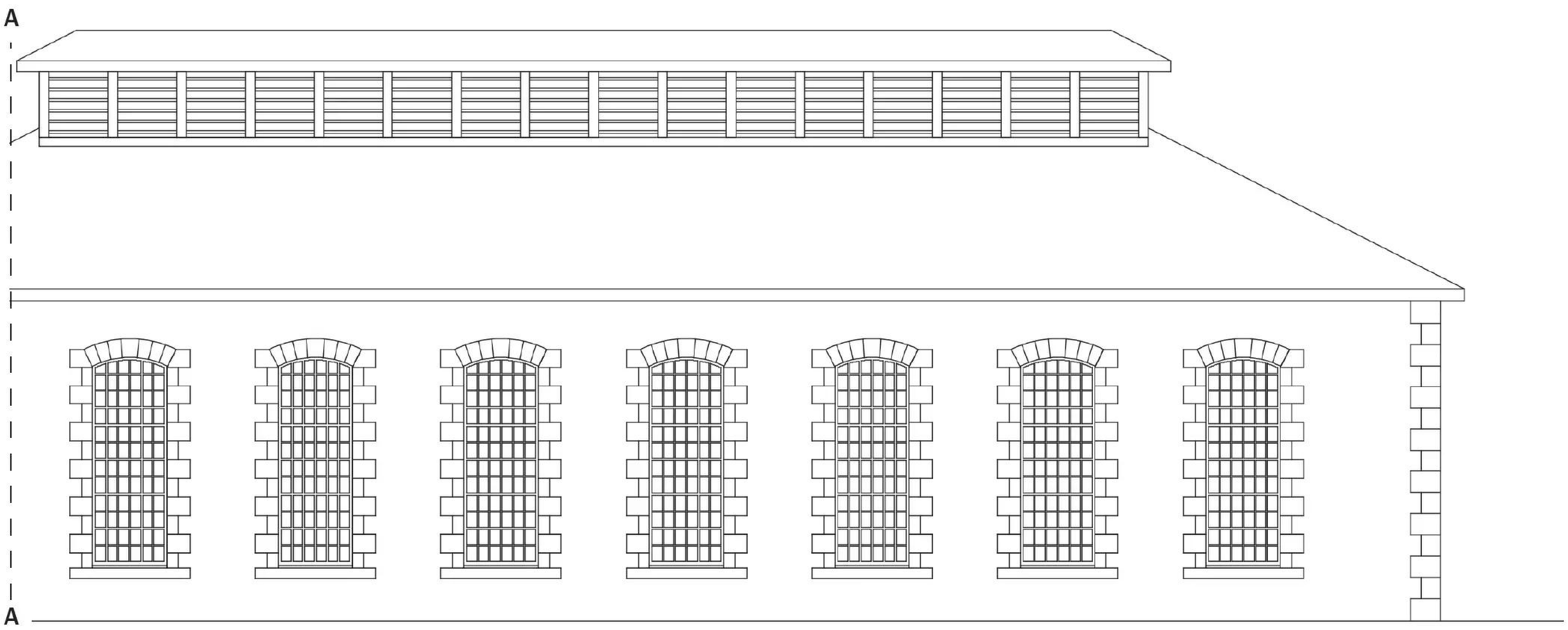
prepared the elevations from photographs.

When I modelled the shed based on these drawings, I discovered the door openings were not big enough to take any of my N gauge locomotives, and I had to have the gable elevations and the doors laser-cut again with larger doors, speculating that the size of the openings must have been a problem on the shed itself when locomotives grew in size from those of the mid-19th century. From early on, one half of the shed was used to stable horses. As can be seen from contemporary photographs, the other doorway was brutally and inelegantly enlarged with a concrete lintel installed to make better access to the coal cells. When the building was conserved and restored, the original semi-circular arched doors were reinstated. For the purposes of the illustrated drawings here, I have shown them with the larger doors needed for railway modelling.

Making the model

Due to space constraints, my model of the engine shed was made one bay shorter. The digital drawing was manipulated to create a cutting schedule (Fig.1) for laser-cutting by Stoneybridge Structures; red lines denote etching and black lines a cut.

Included in the cutting were the roof vent louvres. In larger scales, louvres probably need to be modelled in more detail, but for N gauge all that is necessary is to give an indication of



East & West elevations

The completed model *in situ* on the layout. On shed are Gresley J39 0-6-0 No.64841 and Fairburn 2-6-4T No.42073 (both models are Graham Farish by Bachmann).

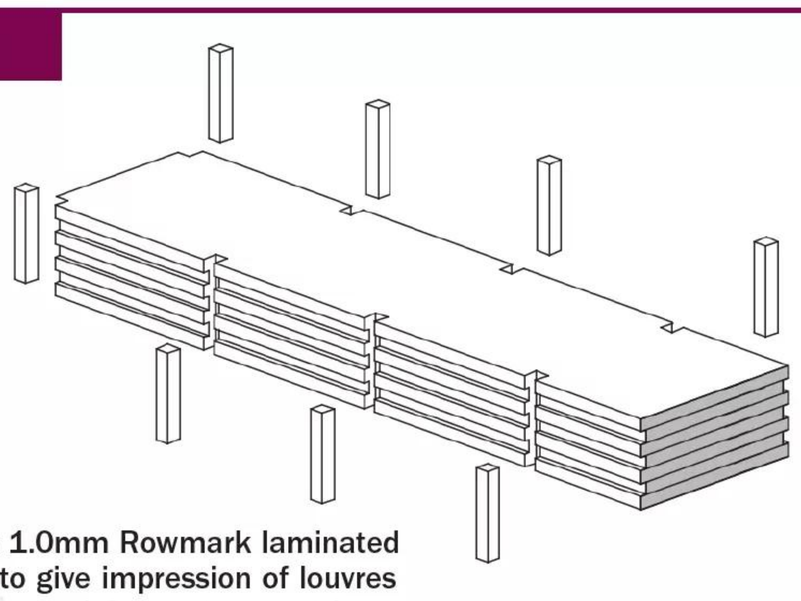
to support the Slater's Plastikard roof (ref.0442) – see Fig.4. To create the doors, the laser-cut door profiles were attached to Slater's Plastikard 1mm Spaced Planking (ref.0432). The building was completed with Ratio Guttering & Downpipes (ref.300) and then weathered.

Past articles on *Richmond*

Richmond station building (Scale Drawings) – RM June 2024

Richmond (layout article) – RM August 2024

Fig.2



Laser-cut 1.0mm Rowmark laminated together to give impression of louvres with 1.0mm x 1.0mm styrene strips to provide uprights.

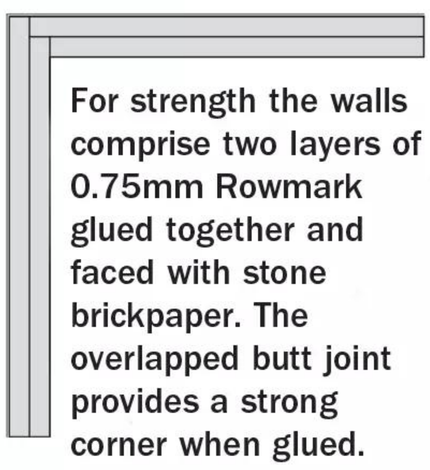
louvres and my solution is shown in Fig.2.

The walls were formed with two layers of 0.75mm Rowmark for stiffness and for the offset butt joints at the corners (Fig.3). The windows are assembled with the card window frame glued to the stone surround and backed with clear styrene. The assembled component is pushed gently into place in the wall from behind, with a fit that is tight enough not to need gluing.

The stone 'brickpaper' was made from photographs of the stone on the station building. Two such photos were imported into a Computer Aided Design drawing and reduced to near scale. I found they needed to be slightly overscale because at true scale the stones lack definition. (I use CAD software for this as it is easier to reduce the image to a defined scale than in photo imaging software.) The images were aligned and duplicated until they filled an A4 sheet and were printed on a laser photocopier. On an A4 sheet you do get pattern repeats in the stonework, but these are not noticeable when the windows are cut out.

The roof was made from Daler mountboard with profiled struts

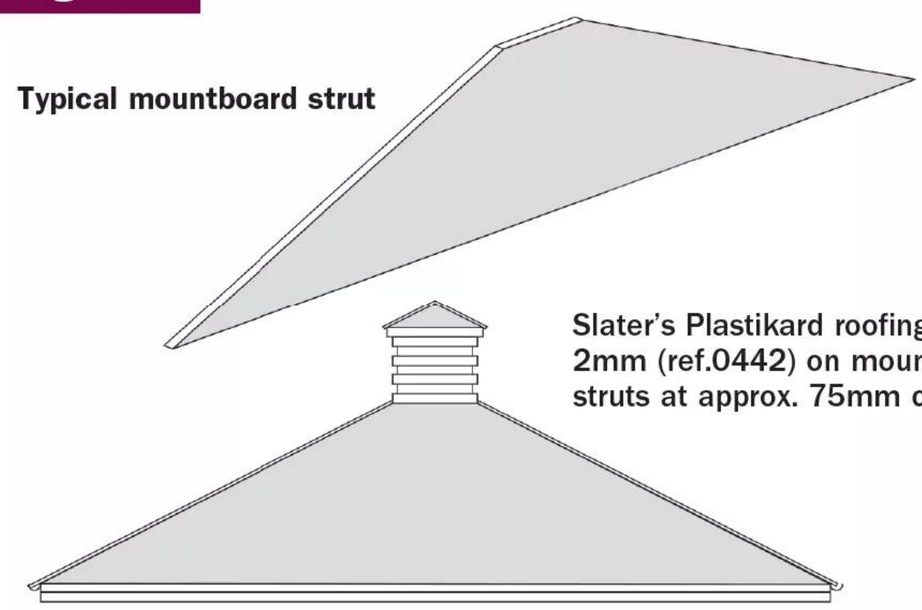
Fig.3



For strength the walls comprise two layers of 0.75mm Rowmark glued together and faced with stone brickpaper. The overlapped butt joint provides a strong corner when glued.

Plan of corners

Fig.4



Section through roof

The former two-road engine shed is still standing and now Grade II listed. It has been adapted for use as a commercial premises and is occupied currently by a health centre. Photos of the stonework of the station building were used to create printed wall coverings for the model.

Why do we do it...?

Hunslet Engine Co. workshops reborn – part 4

Having chronicled the early stages of this herculean 7mm scale project in the May & June 2019, and May 2021, issues of RAILWAY MODELLER, **ANDY ROSS** *brings us up to speed with some recent developments.*

Model photography by the author

With the doors open this reveals a large view into the workshop. The 388hp standard Hunslet model (loaned from Mike Edge) is the prototype Judith Edge Kit. The Berne gauge locomotive behind it is noticeably wider. Another is in the background with the cranes attached, ready for a lift.

A considerable amount of progress has been made on this project since the last article, the most impactful being the building of the baseboards which has enabled so much of the model to finally come together.

That last article ended with the next major challenge being to fabricate the erecting shop's huge sliding doors and a means to make them work.

To be fair, by the time I started my employment at Hunslet, the door had been altered to a roller shutter and a large inverted porch type assembly built into the works – as can be seen in photo 1. However, there would have been several issues with doing this arrangement:

1) It would have been hard to make this work and hide any kind of drive without it being visible on the inside of the shop.

2) It would lock the timescale of the layout to a very small period.

3) It does not give sufficient views into the workshop.

Taking all the above into consideration, it was obvious that the sliding doors would be the best option, as once these are opened right back, there is a massive aperture for people to see through.

So, how could I make these doors work? There are two panels on each side, and the closing door will need to push and pull the outer door into place as can be seen in photos 2 and 3.

A rebuilt Hudswell Clarke for Shotton Steel works on test. *Photo: author's collection*

You can see the door structure jutting into the shop at the top right of the photo. The chap working in the doorway of the Tyne & Wear Metro car is me when I was in my 20s, around 40 years ago. *Photo: author's collection*

A standard 60hp loco outside the doors. ***Photo: author's collection***

The doors in reality are 'mandrolic' (pushed and pulled open manually). So, how to drive them? What was needed was some sort of leadscrew and guides. Searching for these online came up with drives for 3D printer tables. These come in various sizes and are not expensive. Therefore, the orders were placed, and within two weeks they had found their way from China.

Several days were spent looking at the options for setting this all up and designing the doors themselves. The real doors were made up from sheeting panels and riveted together. To create this shape, I built them up from several layers of etch. This created another unforeseen issue, which I will explain anon.

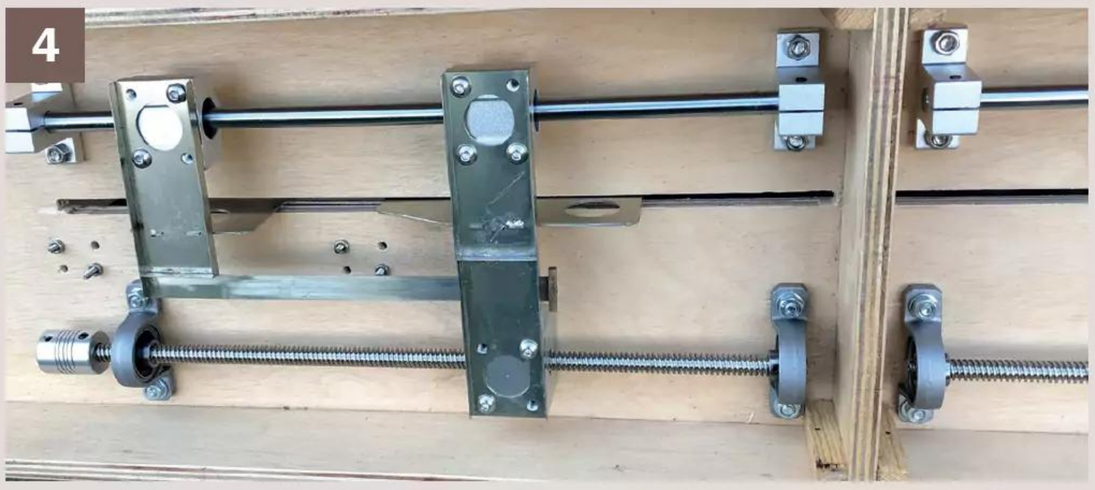
Once this was all drawn out, I needed to prove it all worked, as all the holes for mounting the bars and leadscrews would need to go into the proper baseboard as it was built – and there would be no room for errors. However, as I was developing this, it was clear I needed to set this all up on a temporary baseboard (as I had done previously with the initial structure to prove the cranes). My good friend Ken Nelson offered to knock up the baseboard, and I plotted a full-size drawing of the baseboard top that had all the holes for the columns and mechanism brackets.

I assembled all the structure that goes around the door on this board (photo 4).

Trial and error: I thought I could get away with just one guide rod – in theory it should work, but theory isn't practice! The offset weight of the doors and the play in the linear bearings made them sag, and this caused the whole thing to snag up. So I went back online to buy some more guide blocks and two extra guide rods. This also meant I had to redesign the etched sections that tie all the mechanisms together.

The test board was also too narrow, so Ken made another board, again with all the holes etc. pre-drilled. This proved more successful and was duplicated on the layout baseboard when constructed.

Photo 5 shows how each side of the door is a separate mechanism and the bars are arranged so, as the inner door closes, it picks up the outer door and pulls that along until the inner door reaches the centre of the opening. When it



The original test board for the door mechanism. This is for one pair of doors – the motor still needs fitting to the coupling.

The drives fitted to the main baseboard with the doors fitted.

opens, the inner door moves first until it meets the outer door beam, and this is then pushed until both doors get to the fully open position.

The tops of the doors run in a double channel formed from etches, which also included the main beam which fits to the structure. This stops them leaning and – all being well – snagging and jerking.

The drive comes from two right-angle drive motor gearbox units which I found online and are exactly the right size to fit flush under the baseboards. They are connected using a flexible coupling.

At the moment they are just controlled by a dc controller with a selector switch, so only one works at a time. I was going to put decoders on each one and control them digitally, but I think this will be more problematic than keeping them independent on a dc supply.

The doors themselves provided another problem and in the end a bit of lateral thinking was required. The snag was that each door is made up of several layers, some of which are half etched to create the corrugated appearance of the originals. I thought that by using my big 100W soldering iron, I would be able to solder all these layers together… how wrong I was! As soon as I started with the heat, all the different layers started expanding at different rates and it was just impossible to keep flat. I let it cool down and hoped the panels would go back but no, nothing worked. So what now?

Upon hearing my frustration, my better half Jill asked why I could not glue them together; this had not crossed my mind, so I stood back and gave it some thought. The only issue I could see would be how to achieve an even spread across such big surfaces. I then had another thought; what about double-sided tape? That might work, but it would be tricky getting it on just the places I needed and not causing bumps by overlapping it. The solution was a trip to a major arts and crafts supplier, where I obtained some A5-size double-sided sheets. These would go on in one piece and, because they had backing paper on both sides, I could fit one side and then cut through the apertures, and remove the excess that was not required. My only concern was that these might start to delaminate over time, but so far, they have not moved at all.

The doors (photos 6, 7 and 8) were proven on the mock-up board and were taken to a

You will also notice at the bottom of the doors there is a slot – this is to go around the track going through the doors. All being well, from the front of the layout, you will not see the slots at the bottom, and it will look like the doors are just above rail level.

A Ministry of Defence 320hp locomotive, parked outside the doors installed on the layout.

couple of shows as part of my demonstration, but with the arrival of the baseboards it was time to transfer the drive system to the baseboard.

The coming together of all the trials

For many years I have been building components for the structure, proving features such as cranes and sliding doors, and producing part-built locomotives for the internal scene. There comes a point when everything you need to prove is done and you have to move on to the next stage, and this was the design and building of baseboards.

I am not really into woodwork and I have always relied on friends to build my baseboards. This time it was my good friend Peter Kirmond. Peter broke off building his 2mm finescale masterpiece *York [Ed. Winner of the 2023 RM Cup and Railway of the Month in the April 2023 issue]* for a weekend in November 2022 to build the two baseboards which will form the scenic part of the layout.

I collected these in early December 2022. At this stage, Peter had only built the boards, as we were still considering what type of legs to have. In the meantime, I purchased some adjustable trestles to set up and start building the layout.

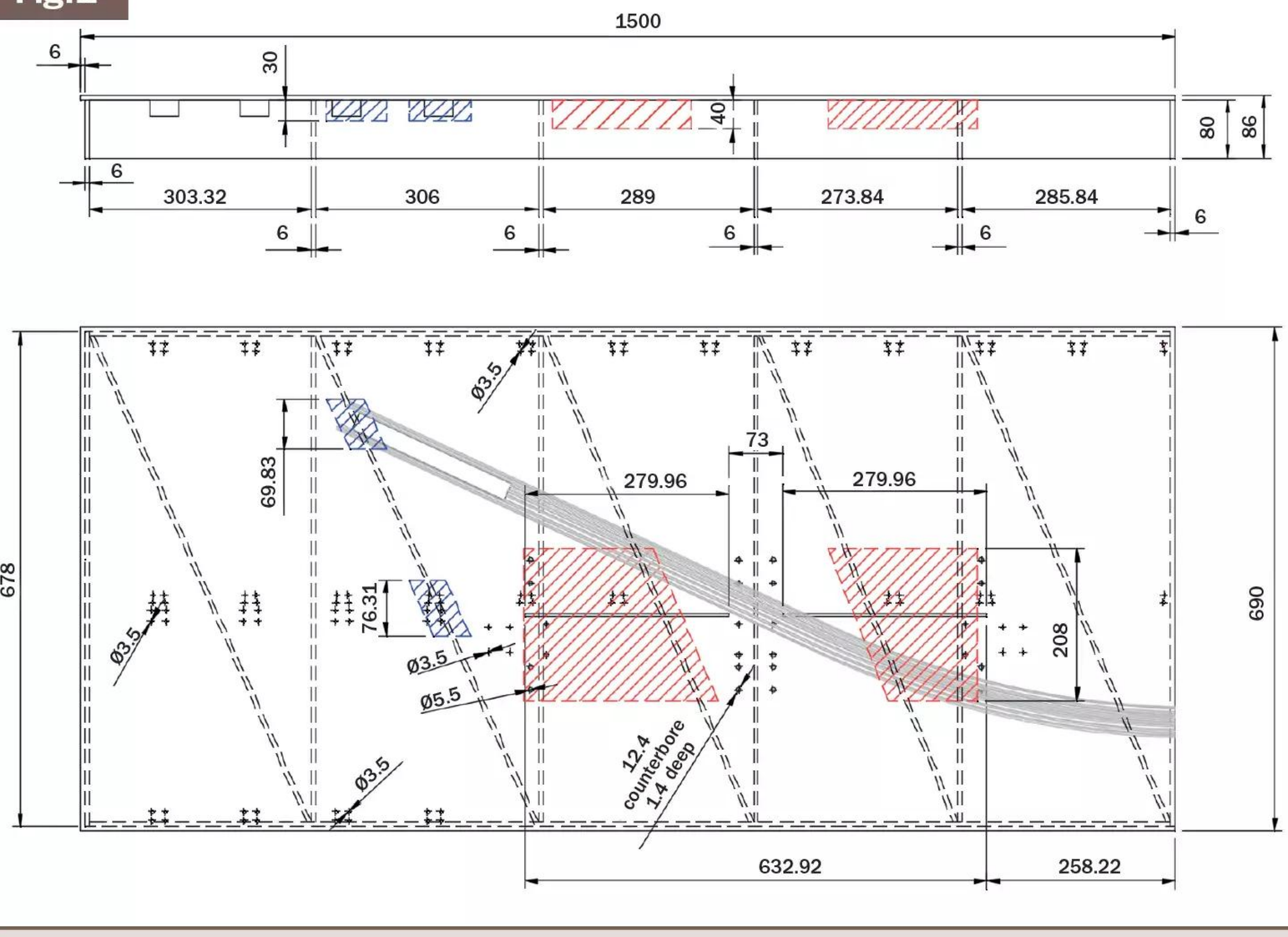
The boards themselves are built from 6mm ply with various cross braces – at the joint this is laminated up to 10mm. This is very stiff and would become more rigid when the main structure was added and all soldered up.

I had provided Peter with full-size drawings of the baseboard (Fig.1) showing the position of all the slots and holes – Peter included all the slots for the pit and the sliding doors, the counter bored holes and cut-outs in the bracing for the door mechanism described above.

Baseboard legs and fiddle yard board

At some point, the board was going to need some legs, but these were going to have to wait, as Peter was busy getting *York* ready for its first show at its namesake city in Easter 2023.

Fig.1



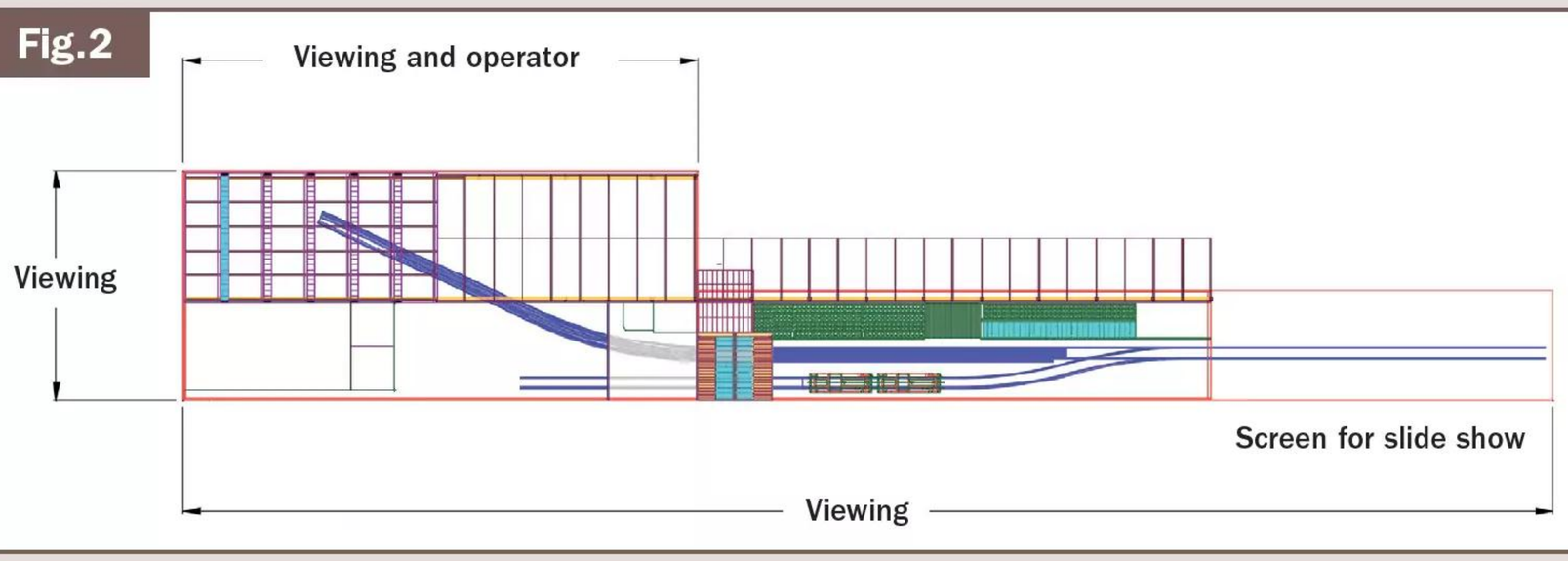
A couple of months after, Peter visited Leeds with a set of legs ready to be installed on the layout. These were in fact the original legs for *York*; he was not happy with them and had come up with an alternative design, but the originals were just right for my project. The layout is set quite high, but this is to force people to look down the layout as if they are in the workshop or looking down the test track.

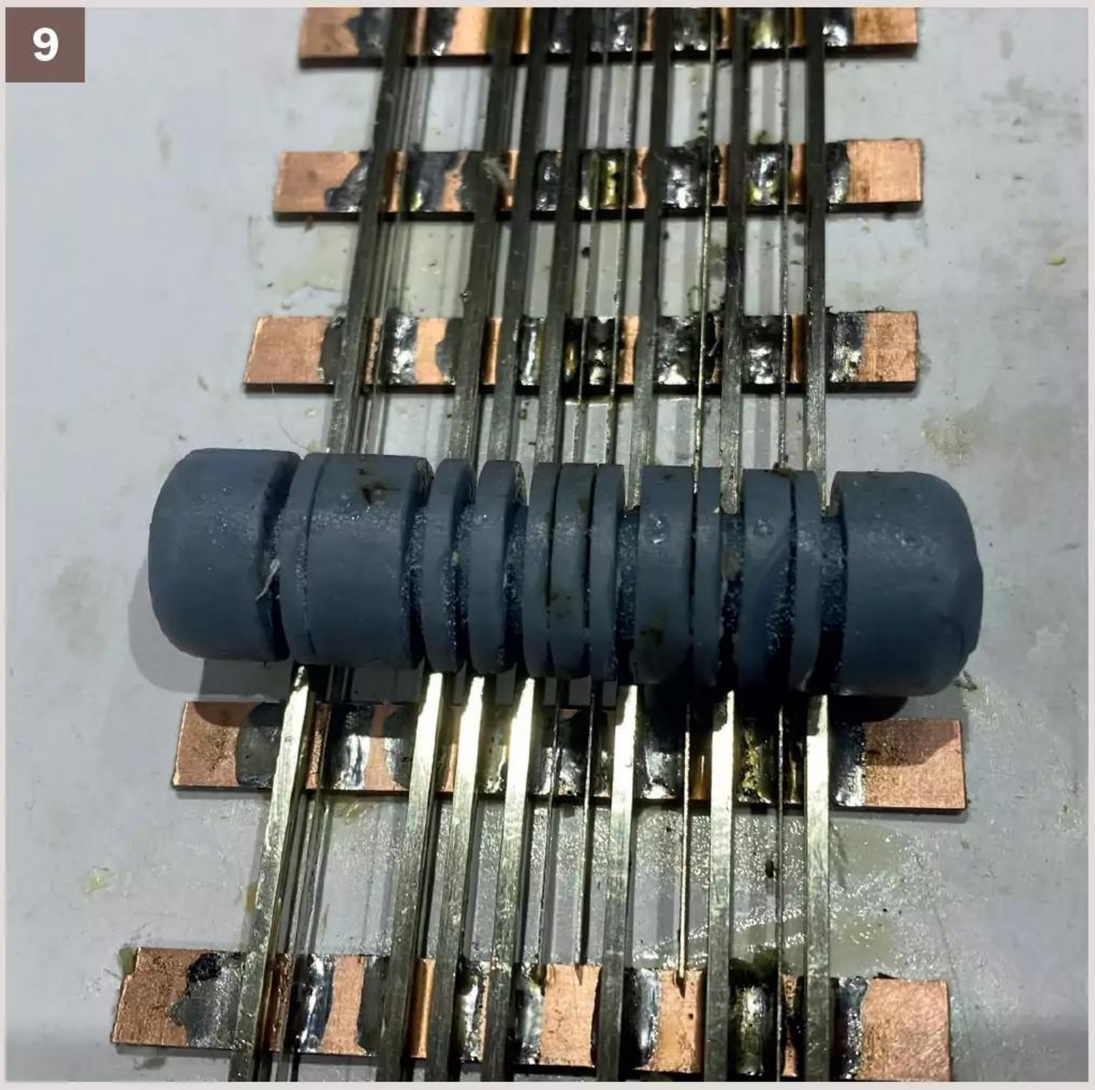
Peter has also made the fiddle yard board. This is very basic and is literally just a straight section of track to run the odd loco and wagon off scene. It is also where I have mounted a digital picture frame which shows a slide show of original photos from the site. This makes the complete layout 4m long (Fig.2).

Multi-gauge track

Once all the holes had been

Fig.2





Multi-gauge track and gauge.

drilled and the leadscrews etc. for the doors were mounted to the main board, the narrow board was connected and it was time to lay the track. When I say 'lay the track', I mean build it in place. Years ago, I built the only point in the yard and, to prove it can be done, the first few inches of the multi-gauge test track.

I was concerned that I would not be able to get the soldering iron access to solder all the rails in place. Other than for the standard gauge, I did not have a track gauge available, and had set the position of the rails using vernier callipers when building the short section, but now there was about two metres to do, and it was to go around a corner.

Therefore, in the summer of 2022 I bought a 3D printer and it has made a big difference to the project (some of which is detailed below). I had the idea to print some track gauges (photo 9), which made building the track so much easier, especially fitting the strips that go between some of the rails. For information, the original multi-gauge track comprised every gauge in the world except 5' 3". My version has been slightly adjusted to accept some model railway gauges.

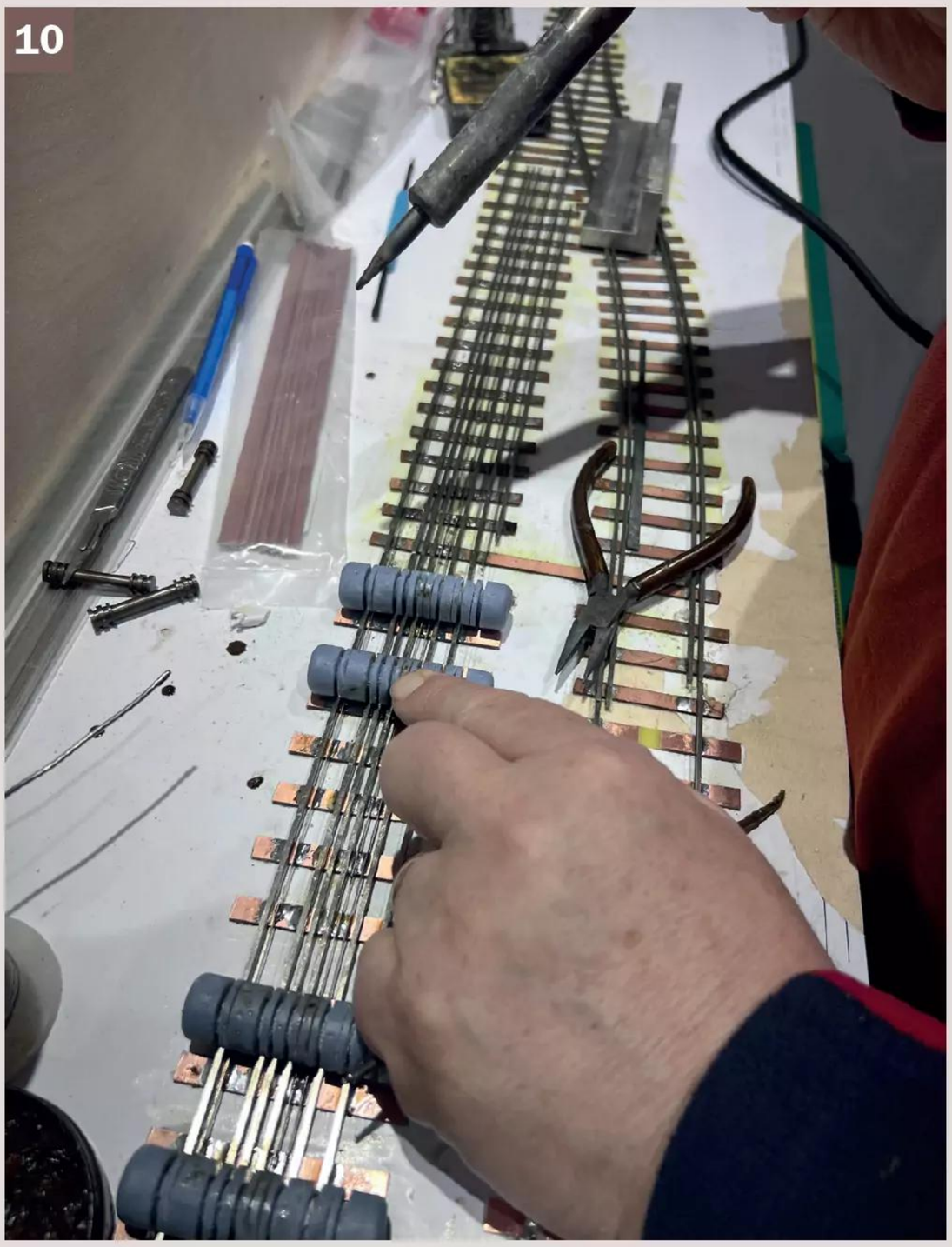
I picked the boards up in the December. However, the only place I can assemble the layout is in the concrete garage in the garden, and this is not a good place to be in the winter. To reduce the amount of time I spent in the cold, my very accommodating wife Jill gave me a concession to bring the narrow baseboard into the warm, and the use of the breakfast bar to lay the first section of track (photo 10). Unfortunately, I couldn't avoid having to return to the garage to lay the track across the baseboard joint.

At the moment the track is only ballasted (photo 11) to help keep it in position. As you can see from the photos, it is concreted around the test track with cobble setts down the siding and in the rest of the yard (photo 12).

The track all built in place and ballasted.

The structure

Once the track was laid, it was time to erect the structure and transfer the pre-built sections



The first section of multi-gauge track coming together. Note the 3D-printed track gauges.

One of the first Standard locomotives to be delivered to the National Coal Board, 311hp 0-6-0DH NCB No.502. *Photo: author's collection*

Various gauge locomotives on the test track including a standard gauge Ministry of Defence 0-4-0, a 2' gauge 28hp mines loco for British Coal and a 2' 6" gauge 100hp mines loco for Devco in Canada. The Hunslet Class 05 (parked in the sidings to the left) is a sound-fitted ready-to-run model by Heljan. Note the laser-cut building walls, which will be described in the next instalment.

from the temporary boards onto the main one, install the doors and set up the crane tracks. Again, I got to do some of this in the warm with another concession to use the breakfast counter.

The basic structure went together really quickly (photo 14), and in February 2023 I took the main board to the Warley club open day. This was the first of several shows where I took this board as a demonstration stand. With each show I had managed to add a bit more detail, including the addition of the wheel shop framework, the remainder of the North light frames and the boiler shop roof trusses and purlins.

The structure coming together during the summer of 2023.

Coming up in part 5

In the next instalment, Andy will explain how 3D printing and laser-cutting has been used to progress key constructional aspects of the project.

Previous articles

Part 1 – Layout concept
RM May 2019

Part 2 – Initial construction
RM June 2019

Part 3 – Working cranes
RM May 2021

All previous issues of RAILWAY MODELLER *are available to view by subscribers on the RM Digital Archive.*

Assembling a ready-to-run steam locomotive – how hard can it be?

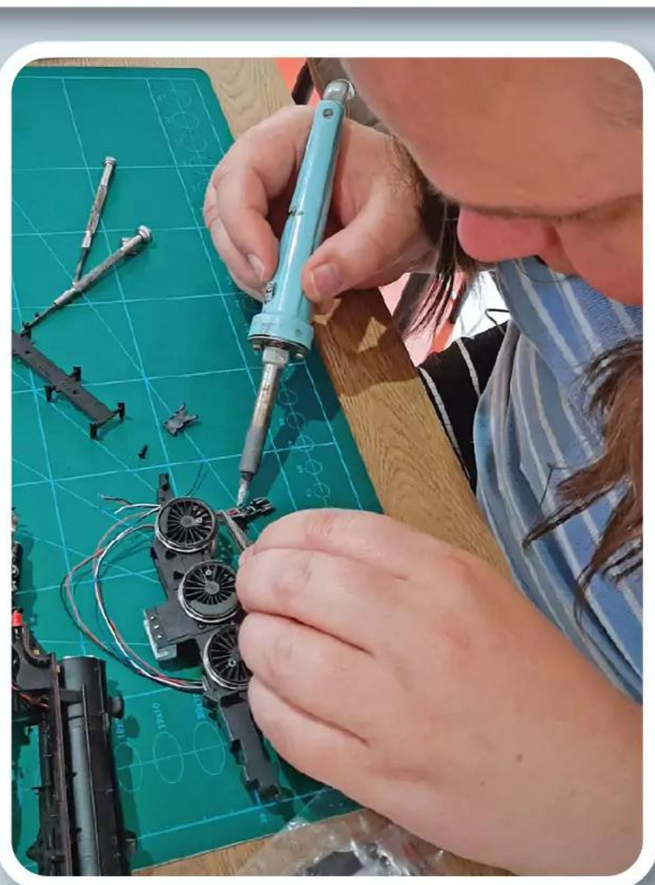
What would it take to mass-produce ready-to-run locomotives here in the UK whilst maintaining the high standard of detail to which we have become accustomed? And how would this affect prices? Jenny Kirk considered these questions whilst attempting to assemble a Hornby Stanier 'Black Five' 4-6-0 from its hundreds of component parts.

Jenny's completed model, which has the distinction of being the first Hornby locomotive to be assembled at the manufacturer's Margate site for 30 years! Samples of the new-tooling 'Black Five' were reviewed in the June and August 2024 issues of RAILWAY MODELLER.
Photo: Jenny Kirk

Recently I was invited to the Hornby headquarters in Kent to film a video for my YouTube channel and discover just how difficult it is to assemble one of the firm's newly-tooled Stanier 'Black Five' 4-6-0 models in OO. Some vocal members of the hobby seem to think that moving production back to the UK from China would be easy, and I wanted to put that assumption to the test. Hornby kindly agreed to supply the model in component form and for me to film the assembly process.

The last locomotive to have been assembled in the UK at the manufacturer's Margate site rolled off the production line in the 1990s, and a lot has changed since then. So it was quite a challenge to be tasked with assembling the first Hornby locomotive at Margate in nearly 30 years!

I was presented with a complete set of parts to build a working model of No.45157 *The Glasgow Highlander* (ref.30226). The factory had painted and decorated all the pieces, and provided a couple of assemblies, such as the wheels and the slidebars, that needed specialist jigs. Everything else was untouched.



Assembling the many small components requires a high level of skill and dexterity. Jenny is seen here in the process of soldering some of the electrical connections for the locomotive wiring.
Photo: Phil Morley

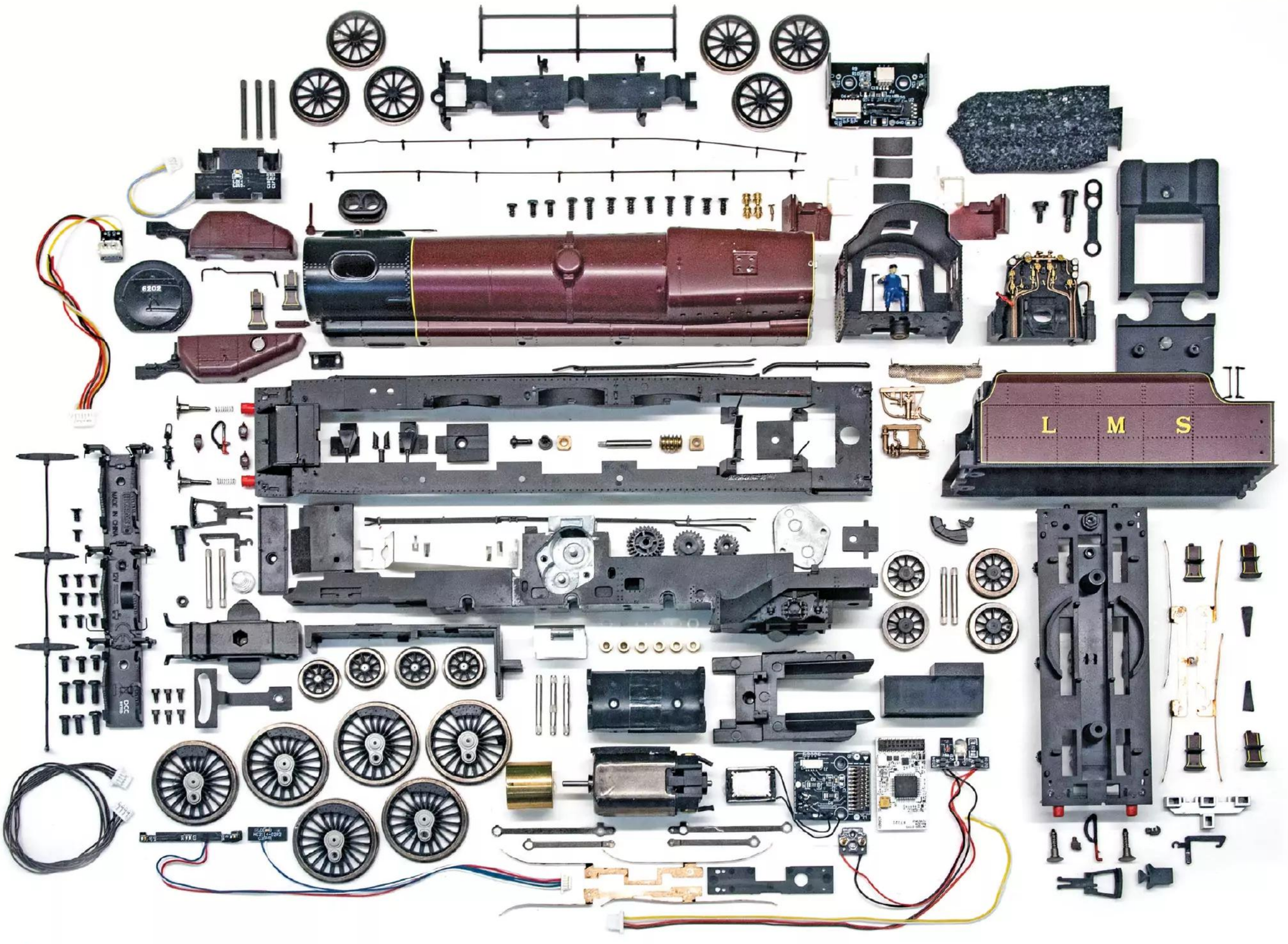
Starting with the tender

This isn't an Airfix kit – there aren't instructions. I had exploded Computer Aided Design images and the help of the model's designer, Phil Morley, but it was very much a voyage into the unknown. I started with the tender, on Phil's advice. The amount of parts was mind-numbing; some of the detail pieces are so small they need a magnifying glass to handle. So much had to be put together using precise amounts of glue – too much would mar the finish, too little and the parts would fall off. A lot of thought had to go into the order of assembly, too.

I quickly realised this was harder than expected. Assembling the wiring, including the push-fit connector between loco and tender, proved especially challenging. I quickly found a new sense of awe and admiration for the Chinese workers who put together not one, but potentially thousands of these models. I couldn't help but admire the attention to detail – this was a far cry from the models that Hornby made 30 years ago.

By lunch, I had a tender but a few gremlins had already crept into the wiring and the extremely delicate rear lamp. If I thought the tender was hard, the locomotive was another thing altogether. Imagine climbing a hill, then climbing a mountain.

Phil was of immense help, but it was still a tough job. On several occasions I had to resort to the original CAD files to find a way of



Not the hundreds of separate components that go into a Hornby 'Black Five', but another Stanier six-coupled tender locomotive by the manufacturer – the Turbomotive (see reviews, RM December 2023). ***Photo: Craig Tiley (inset: Callum Willcox)***

getting the bits to fit together; such is the tight space available to fit everything. Wires had to run in exactly the right place without getting pinched or blocking something else. Before I knew it, the first day was over and the chassis was barely finished.

Electrical gremlins

On day two, I started early. Any thoughts of this being a quick and easy job were firmly banished. Come lunchtime I had what looked like a 'Black Five' and tender, even if there was still a worrying amount of detail parts still to add.

We tested the model on a test track. A disappointing dead short manifested itself. Back to the table to try and work out what had gone wrong.

The connector between locomotive and tender proved to be particularly troublesome and it was here that two pairs of wires had been transposed in the connector. It was not the easiest job to free them off and change them over. It still took until the end of day two to get what looked like a complete running loco. Even with extra time back at home figuring out the gremlins, it took another day to get a mostly finished and reliably running locomotive.

My finished model isn't perfect. There is a limp when it runs forward and the lights only sometimes work. DCC fitted, it runs off an eight-pin decoder (using a 21- to eight-pin converter), but shorts if a 21-pin decoder is plugged in direct. Also, there is a pile of parts left, and I have no idea where they are supposed to go, despite much detective work.

A new appreciation

What did I learn? Certainly a new appreciation for the Chinese workers who do this day in, day out. I also have great respect for Phil Morley, the designer of the model, and his skills to make such a masterpiece in miniature possible.

But as for the practicality of building these models back at the Margate factory? It's not impossible to assemble them there – I proved that – and if I did a second one, it would be quicker. I might even do it 100% right and not have bits left over! But this isn't minimum wage work – far from it. It requires huge concentration and care throughout the entire process and is incredibly mentally taxing. Attracting a premium skilled wage, a workforce could probably be found and trained, but the cost of your model would increase astronomically to cover it.

Watch a video of the assembly process

A video showing the build is available to view on Jenny's YouTube channel: www.youtube.com/@JenniferEKirk

A wintertime vista in N

Diesels in the snow

This spectacular exhibition layout, Moors View *by* **PAUL HOLWILL***, was first featured in the January 2022 issue of* RAILWAY MODELLER*. Here we make a return visit, for which the time frame has been brought forward by a few decades to portray the 1980s diesel era.*

Photography by Craig Tiley

For its first appearance in the January 2022 issue of RAILWAY MODELLER, *Moors View* portrayed the mid-1950s period with trains hauled by BR steam locomotives.

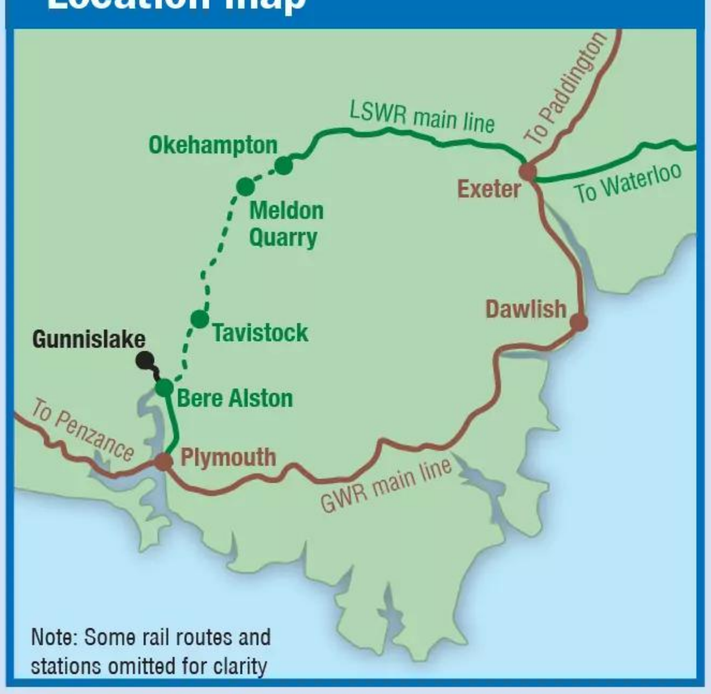
When I first thought of the concept of *Moors View*, I knew that I wanted to incorporate some flexibility with what could be run and for it to be, to a degree, era neutral (i.e. a layout that would suit mid-1950s steam through to late 1980s diesels).

As the intention was to exhibit the layout when complete, I knew that this flexibility would also enable us to offer something for everyone, with a change of period possible during the course of a two-day show. Rotating the stock at an exhibition also helps to maintain the interest of the operators!

As a child of the 1980s, it was seeing and hearing Class 37s and 50s that got me hooked on railways, so running diesels from this era was a must, notwithstanding the fact that my best friend Nick and good friend Roly are both also diesel enthusiasts.

Class 50 Co-Co 50 044 *Exeter* powers towards Tavistock North with a diverted Western Region passenger service bound for Penzance. Except for the road vehicles, all scenic details on the layout remain unchanged regardless of the period being depicted.

Location map



A Class 33 departs with a parcels train. The station is inspired by Okehampton, with the railway buildings being a mixture of out-of-the-box resin models, Peco plastic kits and some which were scratch-built using balsa covered with embossed plasticard.

A pair of Class 33 Bo-Bos, 33 030 and 33 102, work a ballast train from Meldon to Dawlish via Plymouth. The footbridge is from the Ratio range (ref.222).

Network SouthEast-liveried 47 581 *Great Eastern* heads a Plymouth-Waterloo service. The nine-arch viaduct that forms the centrepiece on the layout was constructed using plastic kits from the Ratio range. The riverbed was painted black with real stones added before using Woodland Scenics Deep Pour Water.

Layout details – at a glance

Gauge: N
Format: Double track continuous run
Size: 2,200 x 1,050mm (overall)
Track: Peco Streamline code 55 (scenic)
Peco Streamline code 80 (non-scenic)
Control: DCC (NCE Power Cab UK)

For a detailed account of the construction of the layout, refer to the January 2022 edition of RAILWAY MODELLER. This can be viewed on the RM Digital Archive, access to which is free for subscribers.

Moors View depicts a fictional station scene on the former London & South Western Railway Exeter-Plymouth main line route, situated somewhere between Lydford and Tavistock North. This line closed as a through route in 1967, although a section remained in use from Exeter as far as Meldon Quarry for ballast traffic, and from Plymouth to Bere Alston (and on to Gunnislake) for passenger traffic. Therefore some poetic licence was required to support the portrayal of through services after this date.

“– As a child of the 1980s, it was seeing and hearing Class 37s and 50s that got me hooked on railways –”

Paul Holwill

Just supposing…

The back story I have devised is that the famous section of sea wall at Dawlish (on the Western Region main line route between Exeter and Plymouth) has been breached by heavy storms, making it impassable. All services have therefore been diverted via the ex-LSWR route. Meanwhile, Dartmoor has been hit by heavy snowfall, which is not uncommon, even these days, and the Permanent Way workers have been out to keep the line open.

All motive power is prototypical, as we know what ran during this period from Exeter-Waterloo and Paddington-Penzance. The only exception is my son George's RTC-liveried Class 24.

On a two-day show we tend to start in the mid-1950s, ending day one with Westerns and Warships in the late 1960s/early 1970s. Then on day two we run early 1980s and end in c.1990. Between my friends and I, we now have well over 60 locos to choose from – far more than we can realistically use, but we do our best!

A show of success

It's always good to see the reaction of the public at exhibitions, and I have received nothing but kind comments from the events that we have attended to date.

A very special thanks to my friends Nick and Roly. Without their valuable help operating, I would not be able to exhibit the layout.

If you are a show organiser and would like to invite *Moors View* to attend your exhibition, please contact me by email at: **paholwill72@gmail.com**

Dutch-liveried 37 138 works a train from Meldon Quarry as two more Class 37s (including out of period 37 558, which was named *Avro Vulcan XH558* in 2016) head towards Exeter on a snowplough working.

A diverted Western Region High Speed Train speeds through the snow on its way to London Paddington. The illuminated carriages (operated by Digital Command Control), together with the signals and signal box interior, all combine to create a scene with a very festive feel.

See it at Portsmouth show

Moors View is booked to attend the South Hants Model Railway Club exhibition at Admiral Lord Nelson School (PO3 5XT) on Saturday 16 November 2024. See Societies & Clubs for more details or go to: **www.shmrc.org.uk**

RAILWAY MODELLING *Explored*

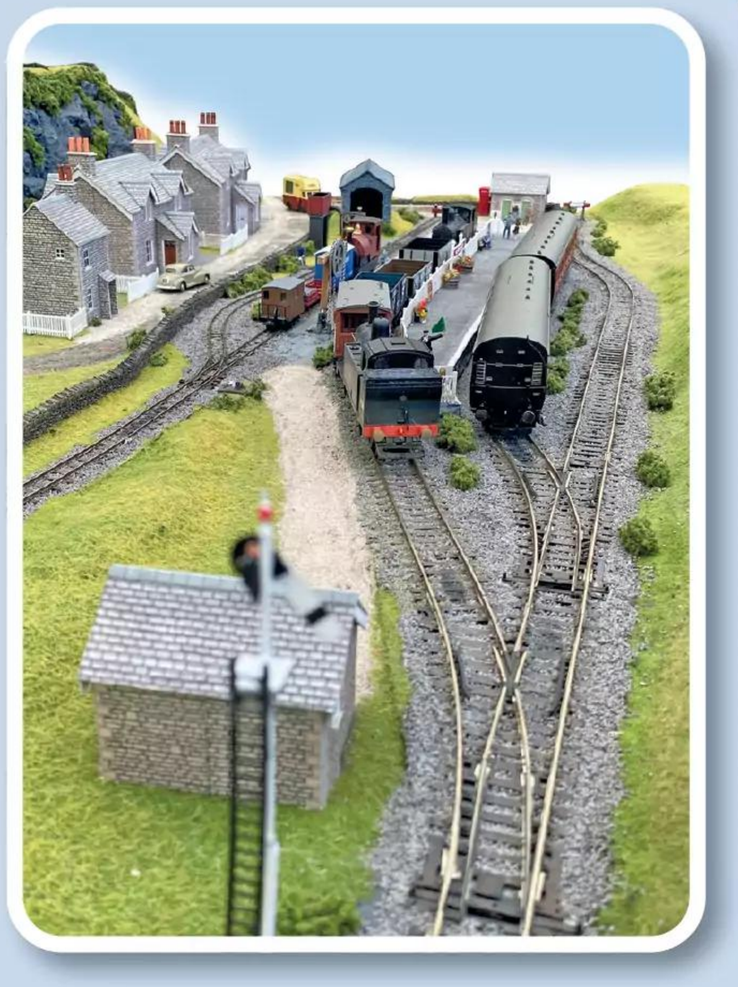
Projects, hints and tips for beginners from Railway Modeller readers and staff

THIS MONTH • **4mm layouts from eight and nine year olds** • **Build your free kit**

Oxforth East

At just eight years of age, **TOMMY MORLEY** *has not only started out in railway modelling, but is already taking his layout to exhibitions, as his father Peter explains.*

Photos supplied by Peter Morley



A Hornby 'Jinty' 0-6-0T prepares to shunt a goods train, to release a Bachmann London & North Western Railway Coal Tank.

It all started innocently enough. Like many other two-year-olds, Tommy was gifted a wooden railway for his second birthday – enough track to circle the living room floor, a tunnel or two, and a small selection of engines.

Fast forward five years, and Tommy was exhibiting at his very first model railway show and holding his own in conversations with fellow exhibitors and visitors alike. It has been quite the journey!

Oxforth East has been a labour of love. It was clear from an early age that Tommy had a passion for trains. Yes, he enjoyed Thomas the Tank Engine, but it was more than that. People would ask him what his favourite character was, and he would instead tell them his favourite wheel arrangement. He was four at the time.

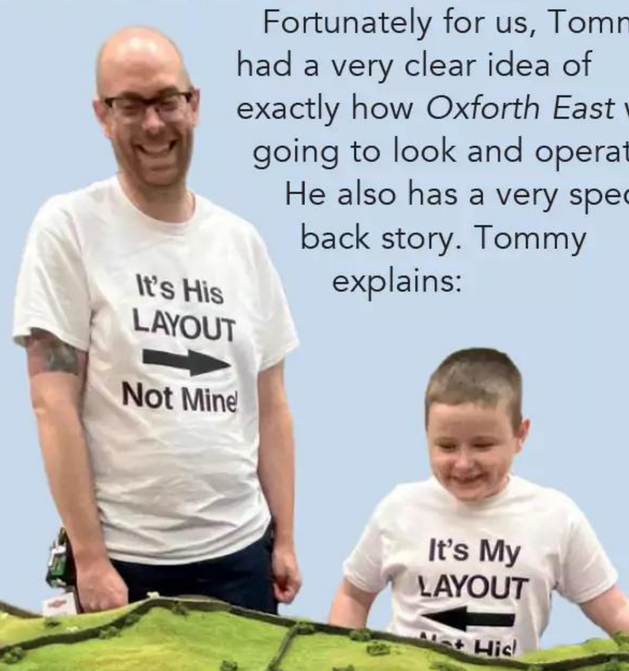
So, when Tommy took an interest in model railways, we knew it was only a matter of time before we would be getting our hands dirty (so to speak). The only problem was, this was completely new territory for us as parents.

Two gauges

Following a visit to the Narrow Gauge North exhibition in Leeds, Tommy became fascinated with OO9, and was particularly taken by Richard Pike's *Lockden* layout *[Ed. See RM April 2021]*. Inspired by this, Tommy decided he wanted *Oxforth East* to feature both OO gauge and OO9 track.

Fortunately for us, Tommy had a very clear idea of exactly how *Oxforth East* was going to look and operate.

He also has a very specific back story. Tommy explains:



A view of the entire layout, with Tommy and his father Peter clearly enjoying its operation.

"Oxforth East is a fictional town in North Wales – the layout is set in the summer of 1952. The line was originally built to bring empty trucks from Porthmadog to be filled with slate from Picton Quarry, and then transferred to the main line by the Picton Slate Railway. In 1948 when BR took over the

line from the London Midland & Scottish Railway, they changed the goods line and loop into a single track siding – as you see on the layout.

"In 1910 – when the Picton Slate Railway opened – their sheds were at Picton Quarry, but in 1926 a landslide partially demolished them, so they built an additional small shed at Oxforth East."

With the details established, we agreed to begin work, but Tommy was very clear – yes, he would need help, but this was going to be his project. His brainchild. His railway. And he was going to exhibit it.

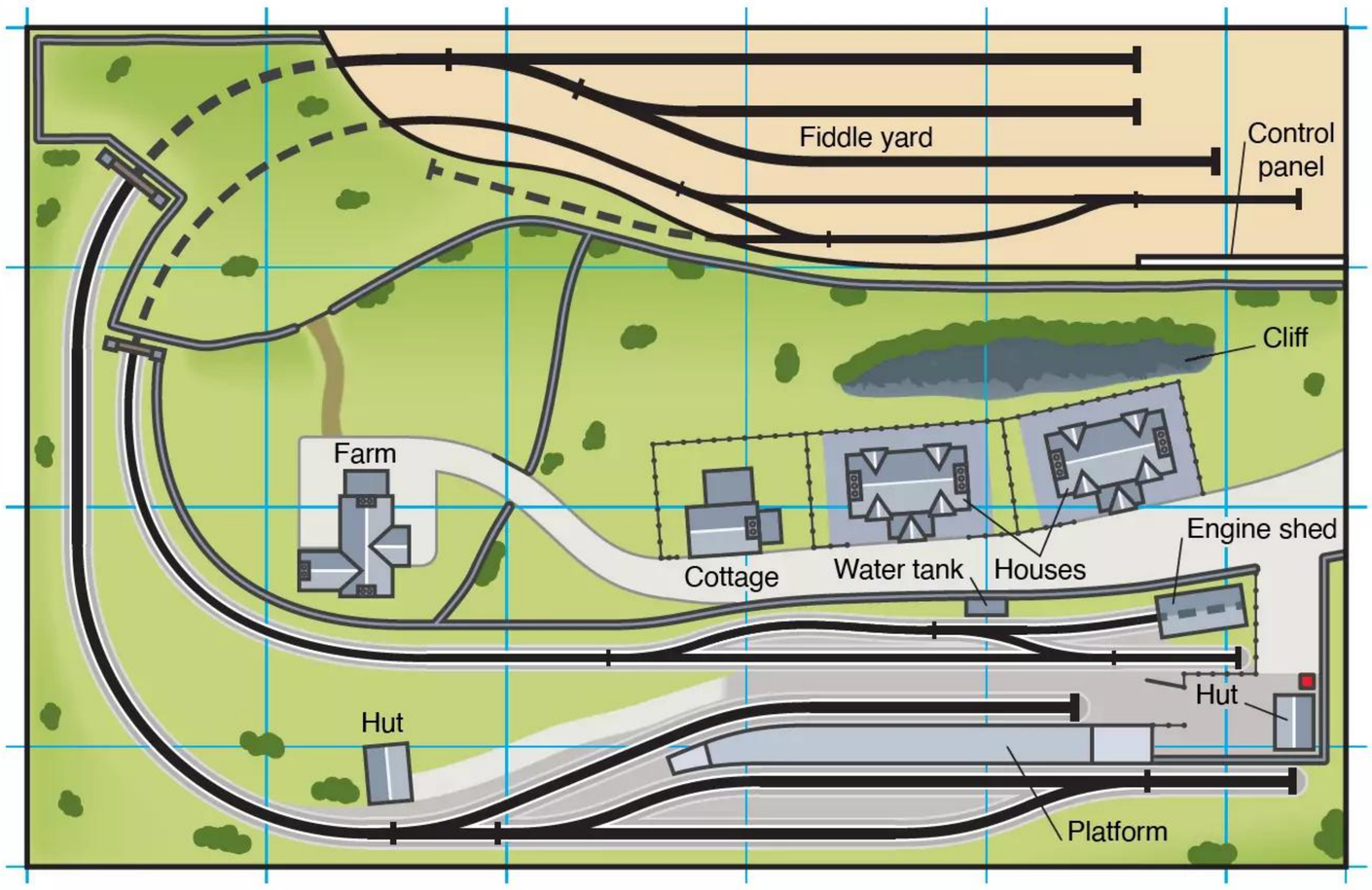
Learning quickly

We have always encouraged Tommy in his interest, but it was exactly that – *his* interest. We had no prior knowledge or experience and we had always 'learnt on the job' – keeping ourselves one step ahead so we could answer his questions and (very happily) facilitating visits to heritage railways most weekends – but this was going to be different. We couldn't wing this. The only problem was that neither of us had modelling skills or experience of this. We did attempt to join our local model railway club, but because of his age, they said Tommy was too young to join. In the end, we turned to YouTube for a crash course in modelling.

Tommy used some software on our PC to design the initial track layout, and whilst there were a couple of minor revisions along the way, the layout is largely in line with its original imagining.

Whilst laying the track was a simple process, Tommy was adamant that he did not want the 'hand from the sky' appearing on his layout, and therefore we would need automatic uncoupling. Initial attempts to use a spring-loaded uncoupling ramp proved unsuccessful, as one of Tommy's favourite locomotives has such a low clearance that it kept getting stuck on the ramp. After a lot of time searching and experimenting

The interchange at Oxforth East between the standard gauge line and the narrow gauge Picton Slate Railway.



unsuccessfully with magnets, we eventually stumbled upon the Gaugemaster electromagnetic uncouplers, which whilst slightly noisy, did the job perfectly for the OO track. Tommy decided that this approach was not right for the OO9 uncoupling, and after further research, we settled on the Greenwich coupling system with some magnets embedded between the sleepers. Making and fitting these coupling hooks was incredibly fiddly, but they work really well.

The green locomotive is a 3D-printed kit, purchased from Matt Ditch Photography, on a Kato 11-109 chassis.

Attention to detail

All the buildings on the layout are either Metcalfe Models kits or 3D-printed plastic. All of the techniques for the scenery were learnt by watching tutorials on That Model Railway Guy's YouTube channel. Surprisingly, Tommy wasn't particularly keen on the messy modelling, but he is an absolute whizz with the static grass machine!

Tommy was involved in each and every step of making *Oxforth East*, from measuring up the baseboard, to ballasting the track, shaping the scenery, and constructing the platform. Tommy says: "Doing the static grass was very satisfying, and positioning the sheep on the hillside was nice. I really liked laying the road (a Geoscenics kit) and positioning the dry-stone walling."

Tommy was very particular about where all of the buildings and figures were placed. "My favourite part of the finished layout is the station running in board, and I really like the little crane on the narrow gauge loading dock."

Exhibition experiences

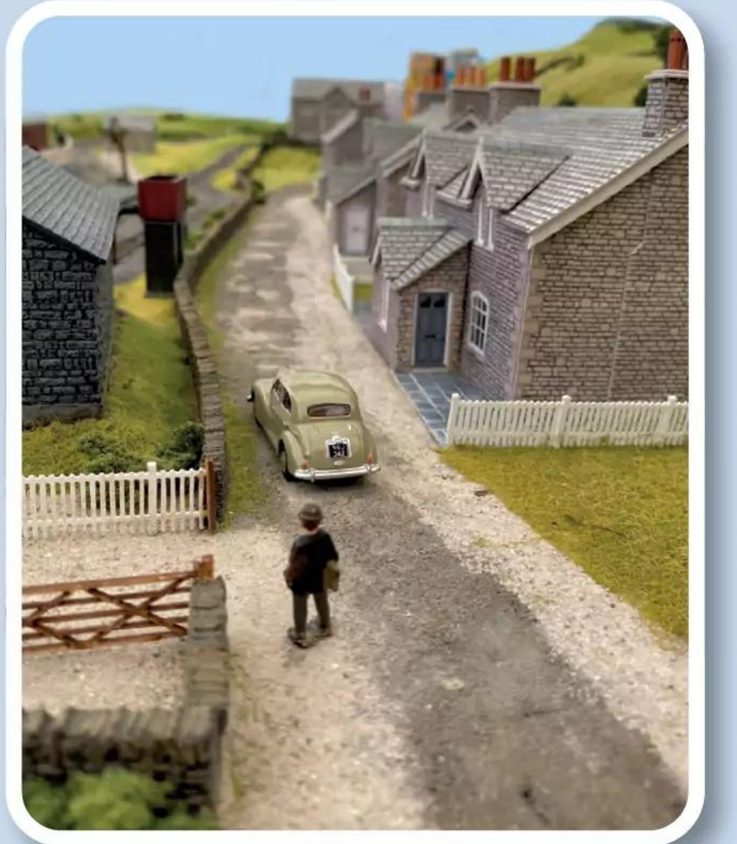
Following its successful debut at the Middleton Railway exhibition, *Oxforth East* has also appeared at the Keighley Model Railway Club show, and Tommy is keen to evolve the layout with the addition of a signal box and water tower. He also has plans to expand the trackwork with some additional sidings.

When visiting railways or exhibitions, people often assumed we – the adults – were the enthusiasts and Tommy was the hanger-on. Whilst we undoubtedly enjoy a railway, we frequently had to redirect questions to Tommy, explaining that he is the expert and we are the taxi service. The ensuing conversations could be vigorous, animated and hilarious in equal measures. To counter this, Tommy and his grandmother concocted a plan to have T-shirts printed that would explain proper ownership of *Oxforth East*. It seems to have done the trick!

We have been struck by the sense of community we have found in the model railway world. We owe a particular debt of gratitude to the volunteers at the Middleton Railway, who seem to engage and encourage their junior cohort so brilliantly. Rather than see age as a barrier, it is treated as an opportunity here – a way in which to ensure that knowledge and skills are passed on and imaginations ignited. They encouraged, advised, and guided us through our very first model railway exhibition, and it was a joy to exhibit with them.

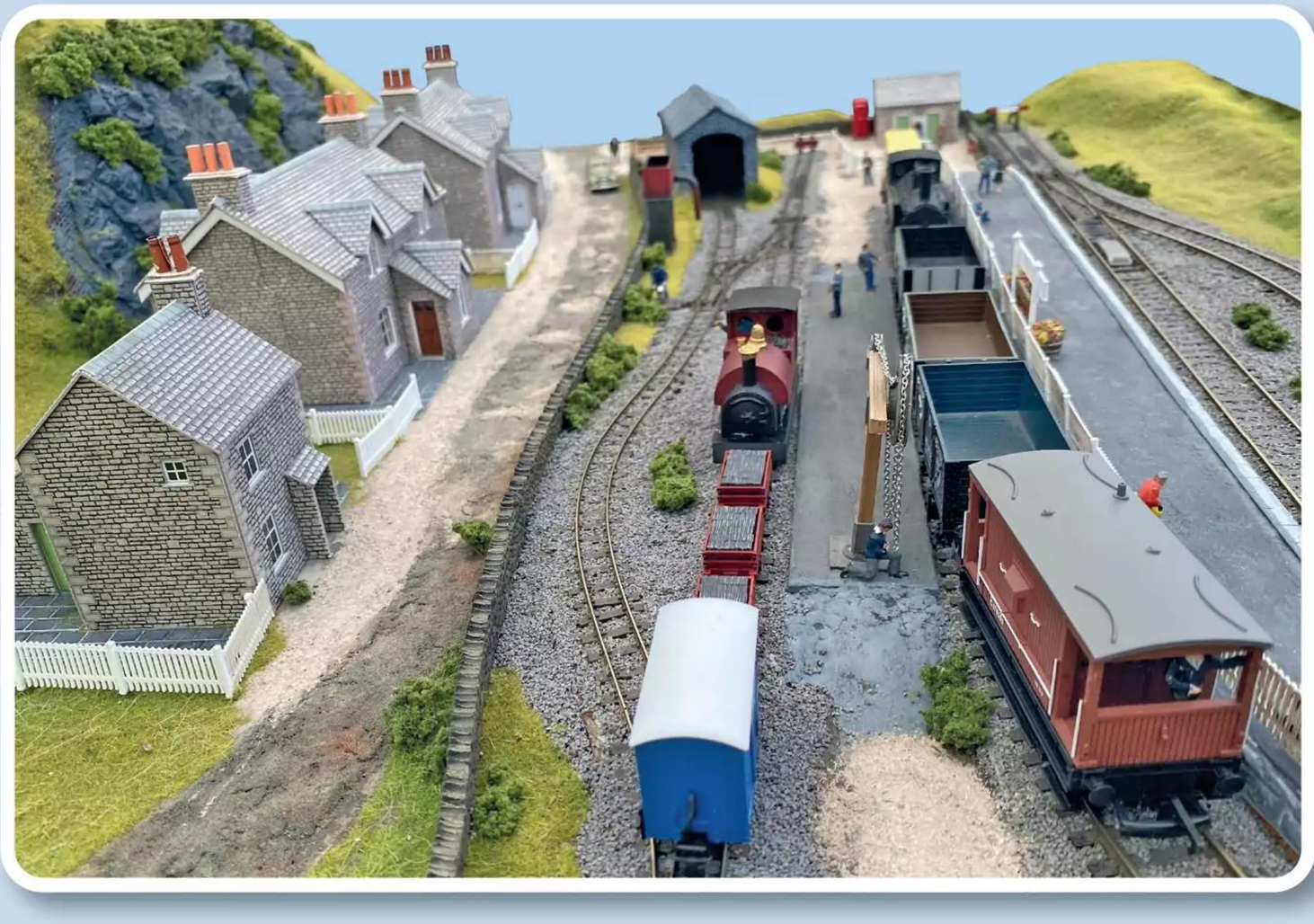
As a family, we have learnt a few things along our short modelling journey. Firstly, having a deadline to work to was very helpful. Secondly, the resources available to help the novice modeller are truly remarkable. But above all, we learnt that age is inconsequential when there is the imagination and drive to create something joyous. As we frequently tell Tommy, some people go their whole life without finding their passion. He is very lucky he has found his so early.

The Coal Tank moves out of the siding. Former LNWR lines in Wales were among the last stamping grounds for these venerable Webb 0-6-2Ts in the 1950s.



Tommy particularly enjoyed laying the road, which is made from a Geoscenics kit.

Another load of slate is delivered to Oxforth East. Setrack was used for the standard gauge, and flexible track on the 009 section.



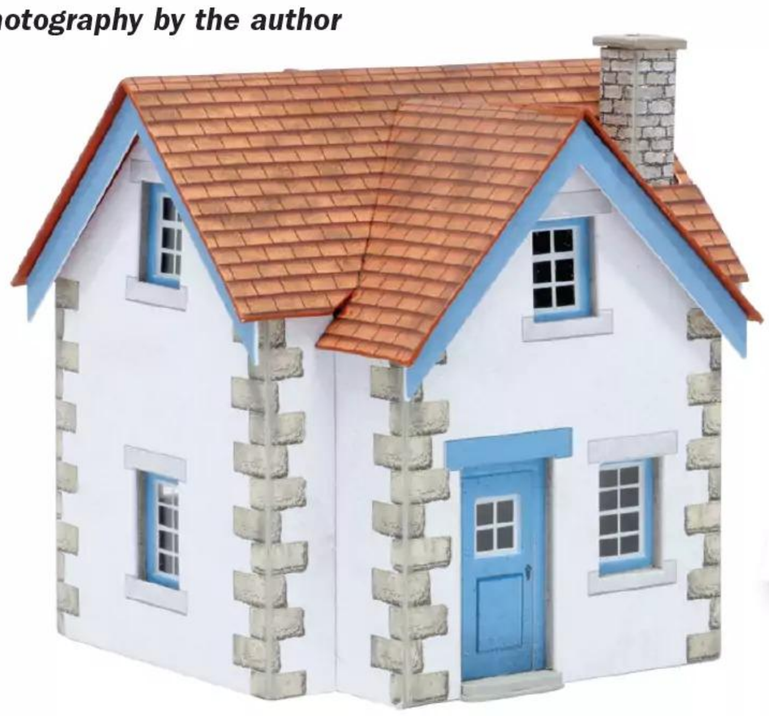
Specially printed T-shirts leave exhibition visitors in no doubt as to who is the owner of the layout!

BRITISH
OXFORTH EAST
RAILWAYS

How to build your complimentary card kit

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

Photography by the author



▲ **The completed model.**

▲ **The contents of the free kit.**

The subject of the latest complimentary kit from Metcalfe Models represents a small country cottage – drawing inspiration from numerous quaint structures up and down the country.

Supplied in 4mm, this kit is ideal for new entrants to the hobby or those wishing to embark on a first kit-building project. The kit – which comprises printed pre-cut card components – contains everything required to complete a finished model, with only a basic set of modelling tools needed. If constructed as intended, the end result will be a perfectly satisfying structure. However, there is plenty of scope for personalisation of the model if desired, including fitting gutters and drainpipes (using Ratio kit ref.538) and covering the roof with laser-cut tile strips from Scale Model Scenery.

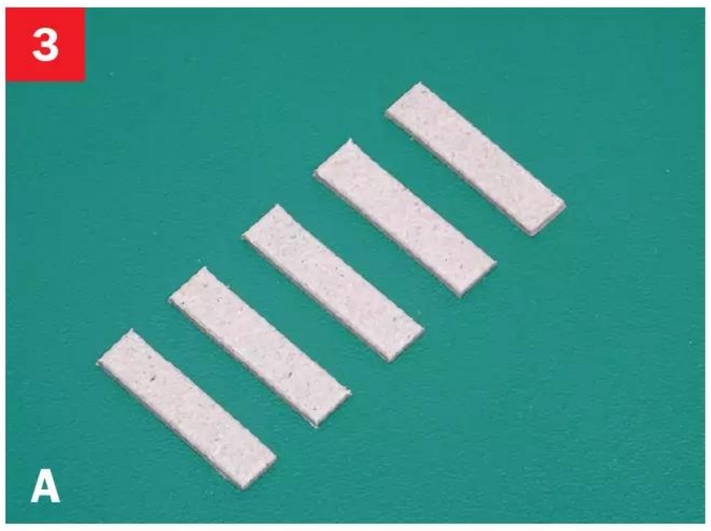
Constructing your kit

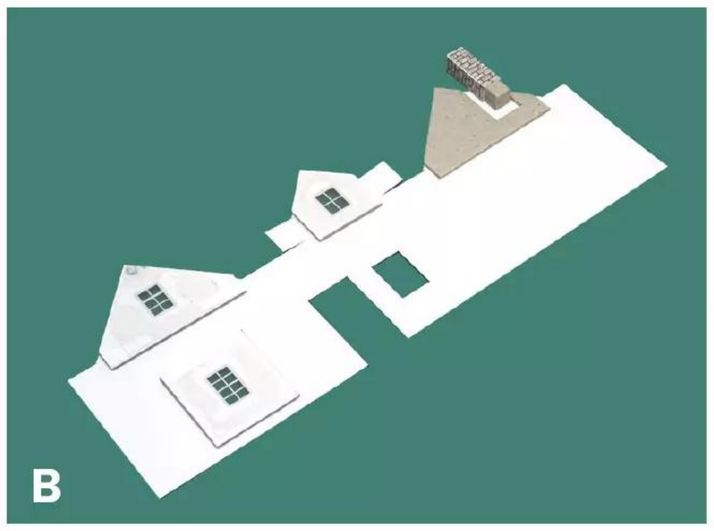
1

The first task is to cut the glazing pieces for the windows from the clear sheet (*inset*) and fix these to the backs of the respective frames (with the matt printed side of the glazing showing through the aperture). Use small spots of glue to attach the glazing and take care not to mark the areas that will be visible on the completed model. A similar process was used for the fitting of the card spacers – with all bar the Main Building Door assembly requiring these.

2

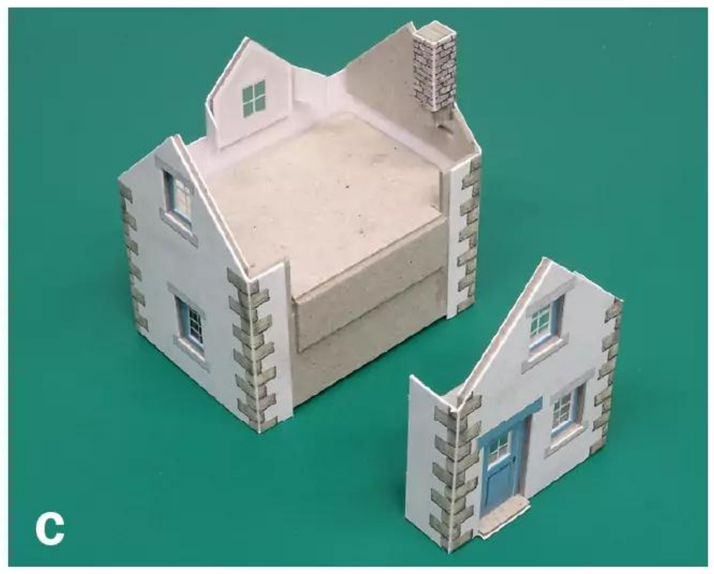
Assembly of the structure centres around the main frame, which is formed from sturdy grey card. Using a flat surface (such as a cutting mat), the front of the frame was folded at a 90° angle, before fixing the Main Building Door to the inside wall (A). With the window and door in place, the rest of the box-shaped frame was folded, this being formed by gluing the tab provided to the back wall (B).





The chimney is formed by gluing together five card spacers to create a solid block (A), around which the chimney stack is wrapped – the latter being part of the outer walls of the main building. This was followed by the fitting of the internal end wall strengthener, along with the windows (B), which were glued to the reverse side of the corresponding openings (C).

Once again using a flat surface, the outer walls were glued to the main superstructure, starting with the front wall. Care was needed to ensure the bottom edges of the walls sat flush, with both the window and door correctly aligned (A). The end walls were then folded around and fixed to the rear of the main frame, to form the main structure (B).



Assembly of the gable starts with the folding and fitting of the inner frame (A), followed by the gable door assembly. With the first floor affixed atop the inner frames (B), the gable window was next glued in place – taking care to ensure the top edges were flush and the window frame aligned with the opening. Once cured, the complete sub-assembly was attached to the main structure, ensuring that the outer walls met flush at the corners (C).

The roof is supported by an inner card strengthener: this was test fitted prior to gluing – checking the positioning and ensuring an even overhang around the tops of the supporting walls (A). Once affixed, the printed terracotta tile overlay could be added. The process was repeated for the gable and dormer roof sections (B).

The model benefits from having any exposed card edges touched up with paint. DecoArt Amish Grey and Smoke acrylics were mixed to create a close match to the colour of the stonework; this was carefully brushed onto the exposed edges using a fine-pointed brush. This process was repeated for the roof, with the eaves and soffits painted to suit (*inset*); I found ref.0041 Dark Rust from AMMO by Mig to be a good match.

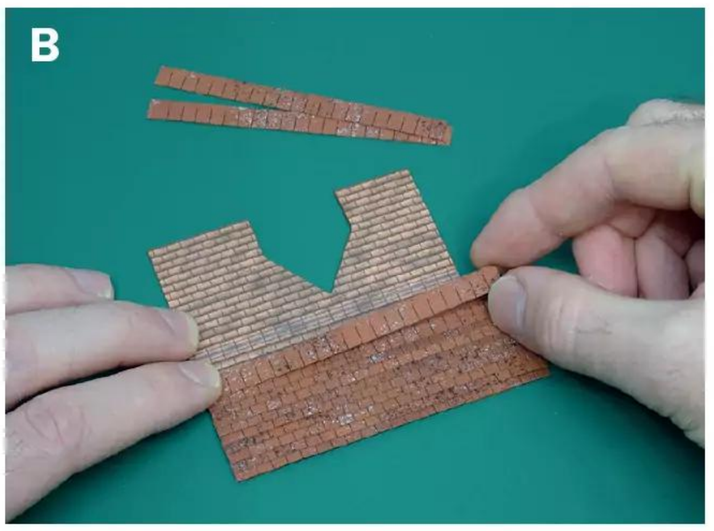
The bargeboards fit directly against the exposed ends of the inner roof strengtheners; these are a standard size with the exception of the one for the dormer, which is considerably smaller.

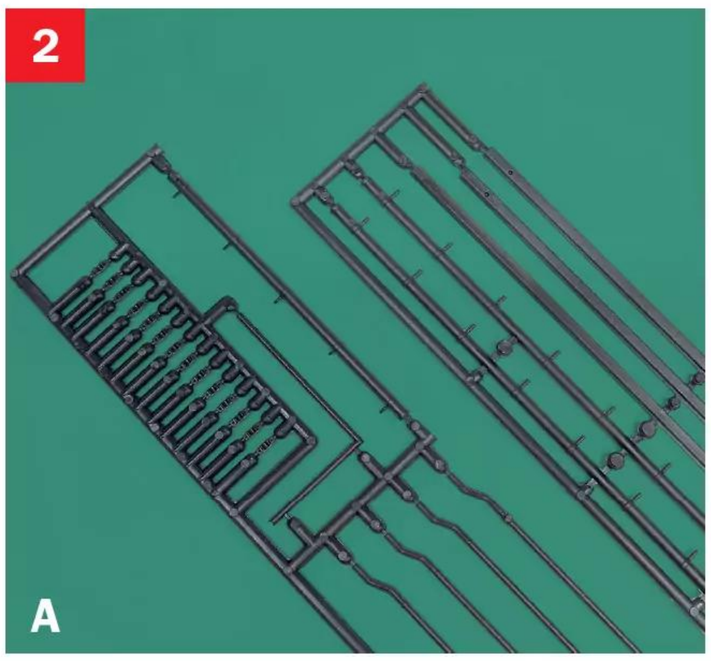
The final addition is the chimney capping stone. I opted to cut a square opening in this piece, to represent an example without a pot. Alternatively, a printed chimney pot (as per the packaging artwork) can be downloaded from the Metcalfe Models website (www.metcalfemodels.com), along with larger versions of the supplied instructions.

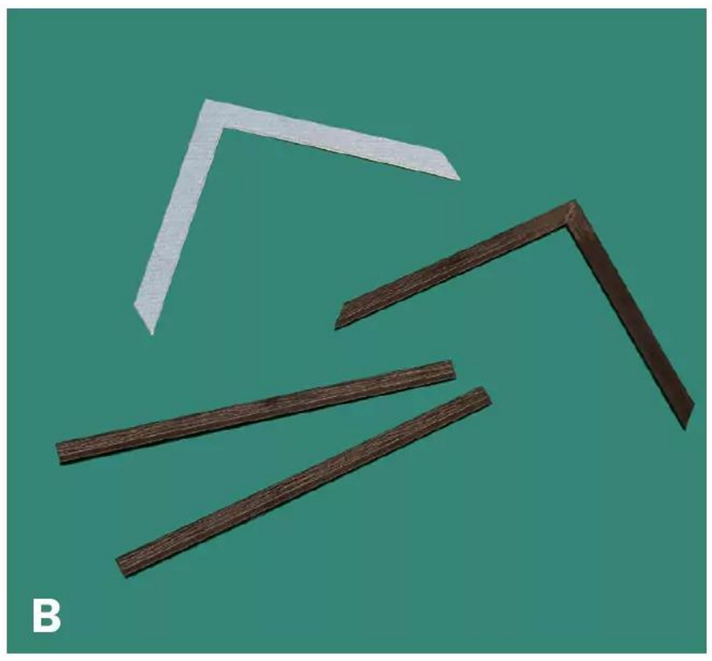
Personalising your kit

The kit is ripe for customisation and further detailing, as demonstrated here.

Pre-weathered laser-cut Terracotta Roof Tiles from Scale Model Scenery (ref.LX418-00) are an excellent addition to simulate the appearance of tiles that have been applied individually (A). Starting from the bottom edge, each strip was laid such that it overlapped the upper part of the strip beneath, using the supplied roof pieces as a base (B). Once cured, the edges were trimmed to suit (C).



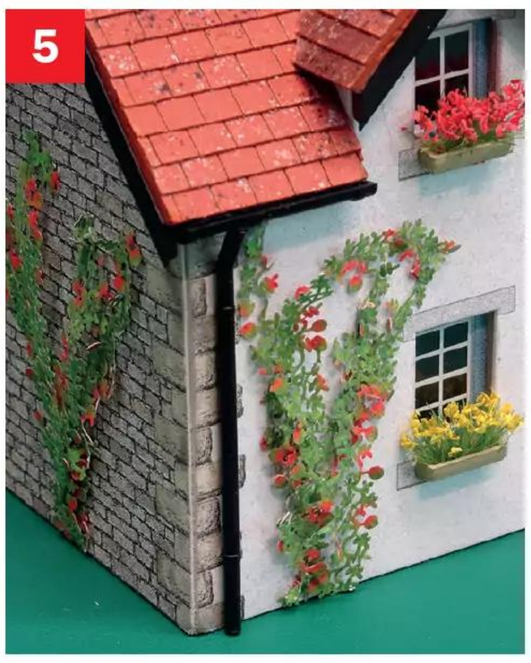




As with previous builds, I elected to add guttering and downpipes – sourced from parts in the Ratio kit (ref.538). Optional bargeboards are also provided as part of this detailing pack and have been used here (A). These were cut and shaped using the original card examples as templates (B), before painting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

In a similar manner to the bargeboards, guttering and downpipes were cut to the length required and painted prior to fitting. Mounting points for the gutters were marked and drilled using a 1.1mm bit (*inset*), with the parts attached to the structure using spots of contact adhesive.

An alternative chimney pot was sourced from Modelu, with a spare (ref.2960-076) crown top design suitably modified to look more in keeping with the quaint nature of the structure. This was primed and painted with Humbrol No.121 Pale Stone and suitably weathered, before being attached atop the capping stone. Lead flashing around the base of the chimney was created using parts of the paper envelope in which the tiles arrived; this was painted and weathered, before cutting into fine strips for fitting.

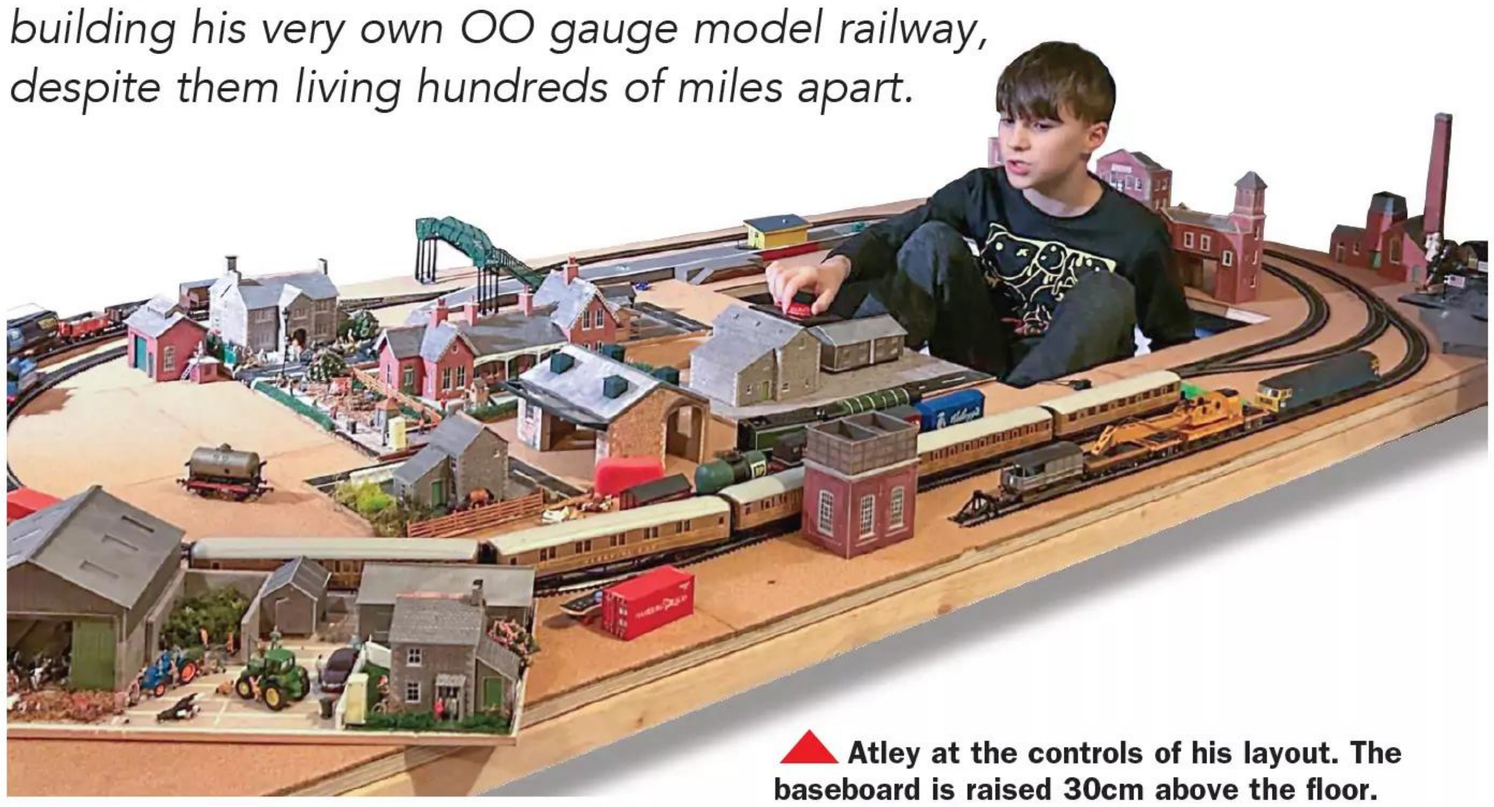


A quintessential feature of any picture-postcard cottage has to be a floral display. For this, window boxes (ref.14009) and climbing roses (ref.14118) were sourced from Noch (*inset*). The roses – formed from layers of laser-cut paper – were teased and shaped to give a natural and varied look, before being attached directly to the cottage walls with a spot of contact adhesive (applied at strategic locations), while the window boxes were glued carefully to the sills below each window.

The completed cottage ready for placement on a layout. The addition of the floral details certainly brings this charming little model to life.

Atley's railway

Nine-year-old **ATLEY LAWTON** *had the help of his grandfather when building his very own OO gauge model railway, despite them living hundreds of miles apart.*



Atley at the controls of his layout. The baseboard is raised 30cm above the floor.

Photography by the author

My layout is called *Lochton*, because it sounds Scottish. It is in the corner of my bedroom, on a 2.4m x 1.2m baseboard of 12mm plywood, covered with cork matting. The baseboard is on legs about 30cm off the floor (which allows the carpet underneath to be vacuumed). At one end of the baseboard, I have two shelves on the wall, which I use for the storage of rolling stock and other items.

In the middle of the layout, I have an operating seat made up of cushions on the floor. This allows me to reach and see any part of the baseboard, especially the side along the wall at the back of the layout.

I have a Hornby controller which has a single 12V dc output. But as I have two circuits of track, I have been able to connect the wires from both of the tracks together, so that I can run two trains at once. (The wires are the opposite way round for each track, so that the two trains run in different directions.)

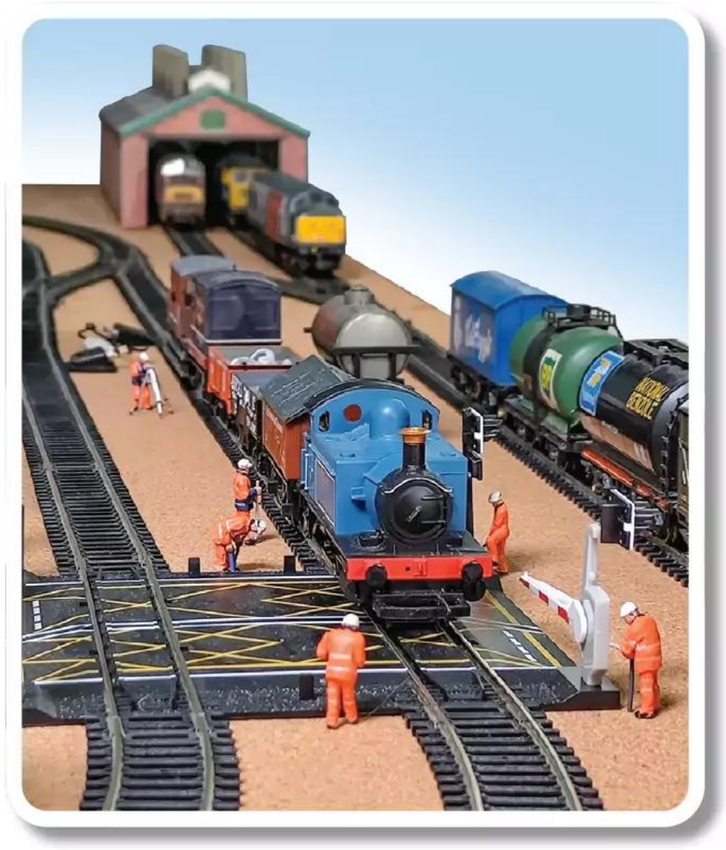
The layout includes a village station, signal box, farm, school and park, as well as a few houses and factories. There is also a level crossing for cars, and a footbridge for pedestrians. The buildings are not fixed in place, so I can rearrange them as I wish.

My granddad gave me some Tacky Wax, which is really good for placing people and animals, as it allows me to move them around when I want.

My two favourite locomotive models are *Flying Scotsman*, which I like to see racing by with its Gresley carriages, and 0-4-0T No.391 which runs slowly and fits with the smaller goods wagons on my railway.

In the future, I hope to be able to run two trains independently of each other. I would also like to take my model railway to an exhibition, to show others what you can achieve in only one year!

Atley's favourite locomotive model is his Hornby version of No.4472 *Flying Scotsman*.



For freight duties and shunting, Atley uses this Hornby 0-4-0T, No.391.

Granddad's contribution...

Chris Lawton writes:

Atley has wanted to have his own model railway for some years now, and his ambition was certainly spurred on by his seeing my layout here in Somerset. This is perhaps not surprising as my layout has its own room in the house, on a circuit that is 14' x 10', digital, and set in the 1960s with a mix of diesel and steam.

Once his parents judged Atley to be old enough to be responsible for running trains, they bought him a Hornby starter pack last year. My contribution came in the form of building the baseboard and acting as a planning consultant in between occasional family trips over to Northern Ireland to offer practical help, especially with layout suggestions. The present layout is very much driven by Atley's desire for a twin-track railway, but initially we had a single-track circuit with a long passing loop; in effect another half a circuit.

We have occasional discussions over the phone about some of the more detailed aspects, such as wiring, locomotive faults and short-circuit rectification.

Atley was delighted with a small pack of Tacky Wax that I gave him earlier this year, so ever more people are now appearing around the town and at the station!

In memorium

Bill Stott 1944-2024

Over the course of the past decade or so, RAILWAY MODELLER has regularly featured the work of this prolific cartoonist. Following the sad news of Bill's passing on 25 August 2024, we present this tribute, illustrated with a selection of our favourite cartoons from past issues.

Bill Stott died in August 2024, and is survived by his wife Sheila and son Nick.

Ed. Our condolences to Bill's friends and family. Our thanks to the Chris Beetles Gallery for providing the words for this obituary.

Bill Stott was one of the best-known of contemporary cartoonists, and his humour can be considered alongside fellow Merseyside draughtsmen, Bill Tidy, Mike Williams, and Norman Thelwell.

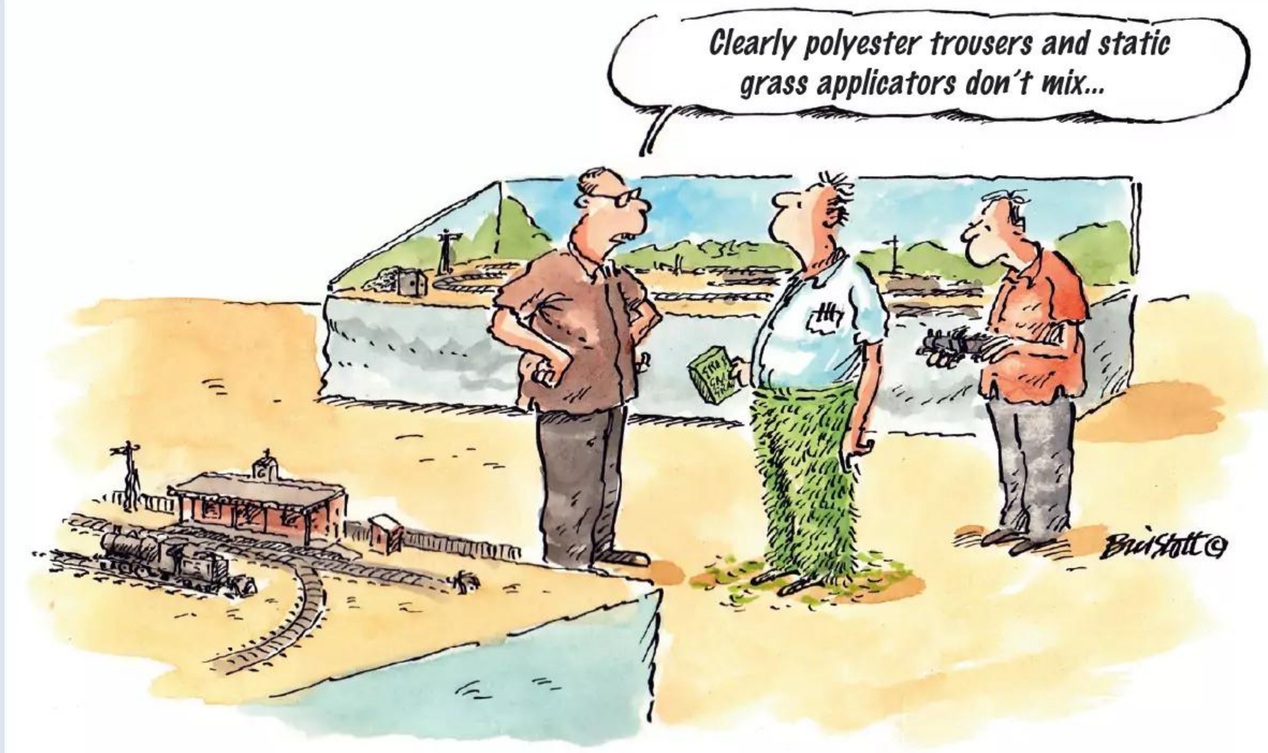
Bill was born in Preston, Lancashire, and attended the local art college. He then studied in Liverpool, later settling there to work as an art teacher and HM Inspector of Schools. Whilst working as a teacher, he had his first cartoon published in *Punch* in the late 1970s, thereby launching his career as a cartoonist. In the years that followed, his work appeared regularly in national newspapers and publications such as *Private Eye*, *The Automobile*, *Classic Car Buyer* and *Saga Magazine*. He also produced calendars of his work as well as a wide range of books including *The Crazy World of…* series.

Carried by his belief that 'the public love cartoons', Bill was a founder member of the Professional Cartoonists' Organisation (PCO), which brought together the Cartoonists' Guild and the Europe-based Federation of Cartoonists' Association (FECO). He was an early Editor of *Foghorn*, the PCO magazine. When it moved online and became *The Pangolin* in 2012, Bill continued contributing alongside fellow cartoonist Cathy Simpson.

In April 2014, Bill was on the organising committee for the annual Shrewsbury International Cartoon Festival and the same year was involved in the Herne Bay Cartoon Festival. His work was published in *Financial World* and *The Oldie*. He served as chair of the Professional Cartoonists' Organisation, stepping down in 2018. Alongside drawing cartoons, he was a keen painter throughout his life.

"You're wasting your time, mate – there was no Sunday service on this branch in 1957"

"No, sorry, it just isn't big enough..."



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.

Silk purses from sows' ears

The cover photo on the October RM, with the GWR Dean Single and Armstrong 4-4-0 to the fore, both adapted from old Tri-ang *Lord of the Isles* models, prompted me to send these photos of two models from my own collection.

Both locomotives were rebuilt by a very talented modeller and dear friend of mine, Ian Collins from Hemel Hempstead, who died earlier this year. The Dean Single and Maunsell L1 were both former Tri-ang 'wrecks', which Ian rebuilt.

Both now have Hornby Mk.VII style motors (inexpensive Chinese equivalents), the model of *Flying Dutchman* being paired with a modified 'Dean Goods' tender body, whilst the L1 has a South Eastern Finecast Q class tender – that and just plain old fashioned DIY modelling skills we learnt decades ago starting at school. For example, the lining on the L1 is simply coloured PVC tape sliced thin with a craft knife blade.

The restored Tri-ang Dean Single... *Photograph: Simon James*

Ian had a collection of well over 100 locos, all of which, bar a couple of presents from his wife, came from either the junk bin of his local model shop or cheap purchases at exhibitions. He considered that most of his locos cost less than £25, transforming each into a silk purse from a sow's ear.

SIMON JAMES

...and the Maunsell L1 Class 4-4-0. *Photograph: Simon James*

Memories of Bournemouth West

Your article on *Bournemouth West* (RM October) brought back a particular memory of long ago for me.

In October 1951, aged eight, I went with my parents for a holiday at Boscombe. We went by train from Leicester Central, via Rugby Central, Banbury, Oxford and Reading to Bournemouth West, a long-gone route.

The return journey started at Bournemouth West, and while waiting for our train I remember standing and looking in awe at a magnificent, shining, dark green locomotive on an adjacent platform: No.70004 *William Shakespeare*; my first sight of one of the new BR Standard Britannia class locomotives. She was probably no more than six months old at that time. Whether going to London or taking the Somerset & Dorset route I don't know, but it is something I still remember even 73 years later.

As a memento of this, I have on my N gauge layout at home my own Britannia, a picture of which is attached.

I enjoy reading RM each month, and send my congratulations on your 75th anniversary.

RICHARD TANSER

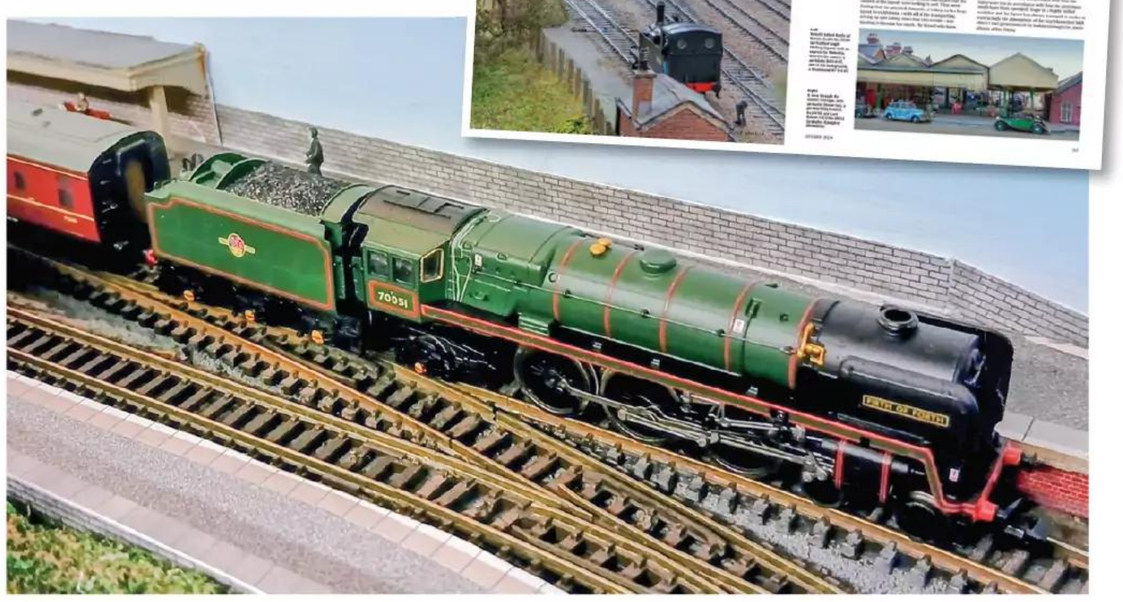
[Ed. The locomotive would have been going to London – Britannias were not permitted to run over the S&D.]

Railway of the Month

Southern Region steam in 00

Bournemouth West

KEVIN BARET



Don Froud – a stalwart of Gauge 1 railway modelling

I was delighted to see my father's *Combe Down* Gauge 1 garden railway featured as the illustration for August in the 2025 RAILWAY MODELLER calendar, which was given free with the November issue.

I have to advise that Dad passed away peacefully at home on 7 October 2020, aged 95. He very much enjoyed the two occasions when RAILWAY MODELLER visited the line and he ensured everything was shipshape and Bristol fashion. Dad was of course thrilled to see his work in print – even more so when a friend recounted that they had seen a copy of the magazine in Australia!

He was born on 9 September 1925 in Bristol and his love of railways and the Great Western Railway in particular, arose from his trainspotting at Ashley Hill station on Filton Bank in the 1930s. He would recall cycling out to Badminton to see the afternoon 'Bristolian' returning to London, full pelt behind a Castle – forever after his favourite class of locomotive.

In February 1941, aged 15, he signed up to the Royal Naval Artificer Training Establishment at HMS Fisgard, Torpoint, Cornwall. His trade was to be fitter and turner, and with two years spent training in each discipline, he learnt and perfected skills that not only served him in his naval career, but later in his hobbies.

He joined his first ship at Scapa Flow in December 1944 and so began a period of over 10 years at sea, ultimately becoming Chief ERA with the rank of Chief Petty Officer. He visited more than 30 countries across the globe and during this period my grandmother would send him copies of *Model Engineer*.

In the issue dated 28 October 1948, editor J N Maskelyne described a GWR 2½" gauge layout by A P Whatley as an object lesson in how to arrange a model railway without spoiling a lovely garden. Thus was born the inspiration for Dad's garden railway.

His introduction to Gauge 1 came on viewing the Gauge 1 Model Railway Association (G1MRA) layout at the 1970 Easter MRC Exhibition held at the Central Hall, Westminster. He saw the practicalities of providing 'live steam' within a relatively small garden and immediately joined the Association.

In 1976, he purchased 220 yards of rail, although it was to be some years before they were laid! On retirement his efforts were thrown into completing the project.

He also built a model of a GWR '1366' 0-6-0PT to his own design and won first prize at the 1994 Midlands Model Engineer Exhibition, and was commended for it being 'superbly constructed and detailed'.

He completed a beautiful rake of GWR coaches and goods wagons to similar standards as well as the many other station buildings, furniture, fittings etc.

He was one of the founding members of the G1MRA Bristol Group established in 1993, and for a period of nearly 30 years the Combe Down Railway hosted regular steam-ups. These were not only enjoyed thoroughly by those who came from near and far to run their locos, but also the wives, partners and the casual attendees who appreciated the ambience he had created.

He was always generous in sharing his experiences of modelling in Gauge 1, with contributions to RAILWAY MODELLER appearing in the August 2007 and August 2015 editions.

Don Froud with his garden railway. *Photograph: John Froud*

His principal reward was to think that others might be inspired as he had been by an article seen nearly 60 years before. I am honoured that with my own small contributions he always described his creation as a 'father and son railway'.

There were many other pastimes he enjoyed: a love of music, walking, photography and watercolour painting, and we were delighted to be able to share memories of these with the congregation who attended a service of thanksgiving for his life, held in Bath on 21 October 2020.

JOHN FROUD

Bridge of Weir postscript – 20 years on!

Your readers may be interested in these photographs of my model of Bridge of Weir station (see RM December 2004) as it existed in Renfrewshire, Scotland, during the mid-1960s.

In my 2004 article I featured a Down platform waiting room and receiving bin for mail ejected from passing TPOs. The former structure was conjectural, and I stated that if ever I were to come across a photograph of the original, I would build a replacement for it. Subsequently, I did, and therefore I have rebuilt the waiting room.

I have also discovered that the mail receiving bin was occupying a site on which a brick Air Raid Precautions signal box was in reality located. I have, therefore, removed the receiving bin and replaced it with the excellent ARP signal box download and print kit by Scalescenes, which is a close match to the original. I have added a heavily modified Hornby semaphore signal based on the one that stood at this site.

All this work necessitated realigning the trackwork forming the entrance to the goods yard, and a new point and trap point have also been added. I have also installed a crossover that existed at this location.

The scene pictured is set in October 1964. The head-to-head A4 meeting is of Aberdeen Ferryhill-based No.60009 *Union of South Africa* (which came into Glasgow Buchanan Street station that morning with the Up 'Bon Accord'), operating a cattle train, and Glasgow St. Rollox-based No.60010 *Dominion of Canada*, working a special boat train, to and from Princes Pier terminus respectively (which necessitated traversing a steep gradient into and out of Greenock). This of course represents a 'might-have-been' scenario; to the best of my knowledge A4s never actually ran to Princes Pier from Glasgow. However, occasional use of A4s on this route, given their power and ability to handle tight curves, was not beyond the bounds of possibility, given that 14 of these locomotives were allocated exclusively to Scotland during 1963-1966 to work goods and passenger trains on the Glasgow-Aberdeen route.

The other photograph shows the ARP signal box with Stanier Class 5 4-6-0 No.45190 on a goods train out of Princes Pier headed towards Glasgow, meeting a BR Derby Class 114 Diesel Multiple Unit (terminating at Kilmacolm). The newly installed colour light signal is not yet operational.

J CAMERON MILLAR

Consecutively numbered A4 Pacifics Nos.60009 and 60010 meet at Bridge of Weir station, with the new Down side waiting room visible. ***Photograph: J Cameron Millar***

The newly installed semaphore signal, controlled from the new ARP signal box, is cleared for 'Black Five' No.45190 to depart for Glasgow. ***Photograph: J Cameron Millar***

Snippets...

A simple track cleaning solution

I can reach most of my layout conventionally, but the far track on my lower level is just out of reach. Therefore, I devised the device pictured to aid track cleaning. A spring back clip screwed to the piece of wood holds a Peco track rubber and you can vary the angle at which the rubber sits. The other end has a cotton handkerchief clipped in place so 99% isopropyl alcohol can be applied to the cloth, to provide an additional means of cleaning the track.

ALEC BROWN

South Croydon show support sought

Back in 2019 I organised a one-day model railway show as a charity event in conjunction with a local club at a church in South Croydon. I am now looking ahead to 2025 and would like to repeat what was a very successful show with excellent footfall at the same church hall, most probably in late September, and would be interested to hear from any railway modellers and traders willing to support this venture in principle. If any readers wish to offer their support, or want to find out more, please contact me by email.

CHRISTOPHER DEAN
Email: tinkerscorner@aol.com

John Bridger and his RAILWAY MODELLER legacy

Thank you for publishing my comment about the special 75th anniversary subscribers' cover in the letters pages of the November RM.

The October cover reminded me that it was John Bridger who, working for Peco founder Sydney Pritchard, designed the format of the front cover back in the 1970s, which in a real sense still exists today.

Back in 1978 my parents moved to Seaton and found that they had some delightful neighbours in John and Lyn Bridger. Whilst Lyn worked at the Seaton library, John was a graphic artist at Peco and as a jobbing modeller myself we became firm friends.

John worked for Sydney Pritchard for two periods, and was himself a highly talented railway modeller and later a creator of the most marvellous Meccano models of fairground stands, which appeared at the annual exhibition in Skegness. He had trained as a graphic artist and worked for British Railways, the London shop Gamages, and also ran his own model shop in North Wales during his career prior to joining Peco for the second time.

Whilst at Peco I believe that he created the artwork for the Wonderful Wagons series and other projects outside the work he did for RAILWAY MODELLER.

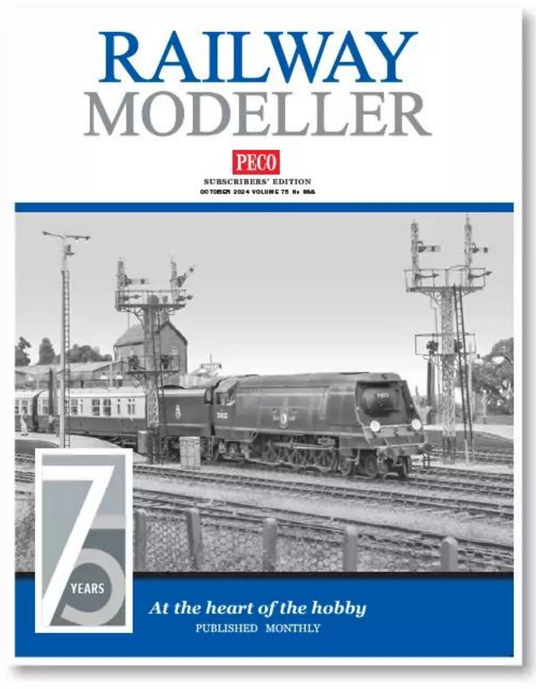
He told me that Sydney Pritchard was not terribly keen on the use of computers, so he went out and bought himself an Apple Mac. Mr Pritchard gave him a task which with pen and paper would have taken a few days. He took it home and submitted the completed task the following morning. It convinced Mr P that computers could produce the magazine much more efficiently and computers were purchased for the company.

John was also a very keen cyclist and when the miniature railway at Pecorama was completed, he was asked to push his bike around the railway so that the total distance could be measured! He was also called upon to do the various safety signs which were placed around the track.

On retirement he built a wonderful model of Hawkhurst and many more Meccano fairground models.

He was also the editor of the 7mm Narrow Gauge Association magazine, which under his stewardship was a wonderful example of outstanding graphic design.

John and Lyn moved to North Wales so that Lyn could be closer to her family and it was there that he died, a shock to all of us who knew him and valued his companionship and admired his talent. I was therefore personally delighted to see the black & white cover of the 75th anniversary edition – a lasting mark of his talent that he used to create such a long-lived format for the cover of a wonderful magazine, that so many of us in the hobby regularly read and enjoy.



Congratulations too for the gentle evolution of the contents, which is clearly maintaining the character and quality of a national treasure for the modelling community.

GODFREY GLYN OBE

British Rail Class 31/1

All-new from Accurascale in 00

It was first revealed in our April 2022 issue that Accurascale was to release what it claimed would be "the definitive model" of the Brush Type 2/British Rail Class 30/31 A1A-A1A diesel-electric in 00 gauge.

The initial releases comprise no fewer than 20 versions, with the tooling covering nearly all the detail variations of this large and long-lived class – including the original locomotives with the Mirrlees JVS12T engine (Total Operations Processing System Class 30), and their subsequent rebuilds with English Electric 12SVT power units (31/0 and 31/1), as well as later sub-classes, 31/4 (with Electric Train Heating) and 31/5 (departmental locomotives with ETH removed). Digital Command Control ready or DCC factory sound-fitted options are available on all models, with the exception of the two Mirrlees-equipped Class 30s – however, a sound upgrade package (ref.ACC2718) has since been made available for these locomotives.

Liveries produced include original BR green, a plethora of BR corporate blue guises and Sectorisation colours – such as Railfreight, Regional Railways and 'Dutch' civil engineers, together with a variety of post-Privatisation schemes – including English Welsh & Scottish Railway and Network Rail. Two retailer exclusives have also been produced: 31 413 *Severn Valley Railway* in BR two-tone blue for the Sheffield-based retailer Rails of Sheffield, and the Locomotion Models exclusive 31/0 31 018 in BR blue, which forms part of the National Collection.

Our sample in detail

For review we received a sound-fitted sample of 31/1 31 248 in BR blue (ref.ACC2745-31248DCC). Originally numbered D5676 when new in December 1960, the locomotive was initially allocated to Finsbury Park – working peak-hour Monday-Friday suburban services in and out of the capital. Reclassified as a Class 31/1 in August 1966 after receiving its English Electric power unit, it was transferred to Immingham in March 1967, where it received Whitaker-style tablet catchers – fitted for working the High Dyke iron ore branch – and later its BR TOPS number 31 248. In March 1974 the locomotive returned to Finsbury Park, during which time it had its tablet catcher removed – though the recessed cab doors were retained – and gained modified headcode boxes with 'domino' marker lights. After a brief stint at Thornaby in February 1978 (during which its London Underground trip-cock equipment was removed), the locomotive returned to Immingham in November 1978. Its final allocation was to Tinsley in May 1988, by which time it had lost its recessed cab doors and had gained the Railfreight grey colour scheme. Following withdrawal from traffic, it was finally cut up by T J Thomson and Son Ltd, Stockton, in March 2000.

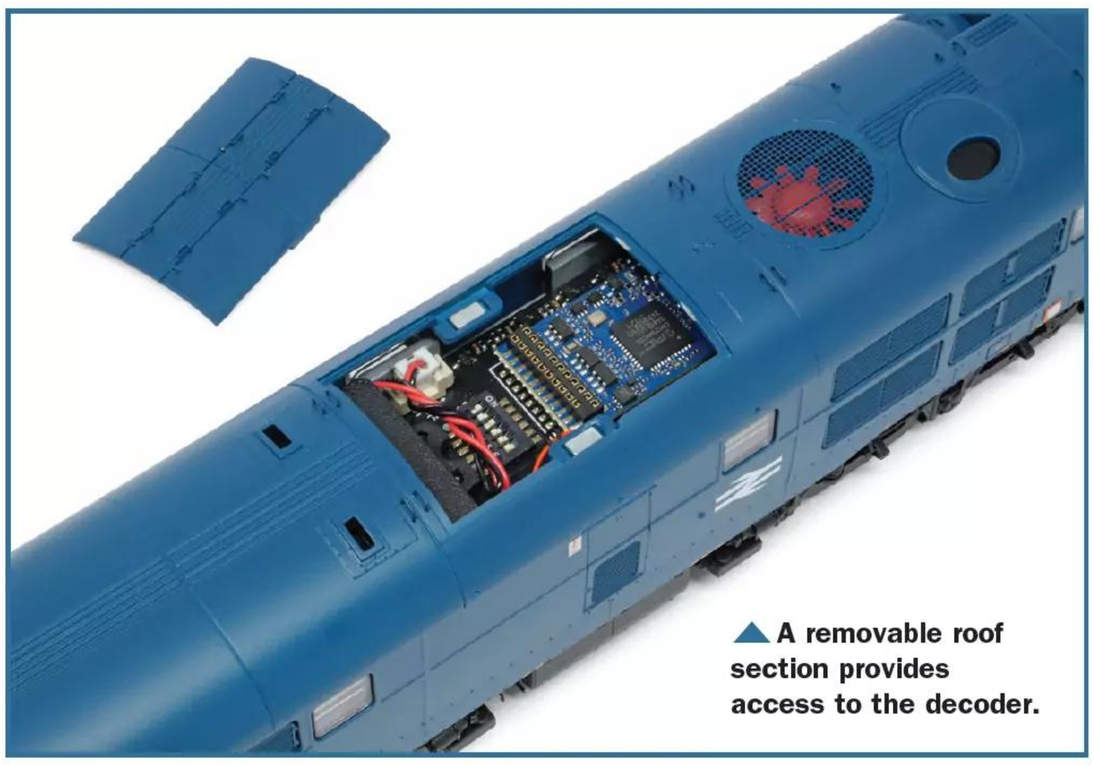
Cross-referencing images of the prototype with www.brdatabase.com, the Accurascale model appears to be correct for the period between July 1975, when the locomotive had its tablet catcher removed following its return to Finsbury Park, and August 1976 when it gained its 'domino' headcodes.

Presented in a substantial card box, inside the model is cradled in plastic 'ice cube' style packaging within a foam insert. As well as the usual operation and maintenance paperwork, there is a lavishly illustrated booklet, presented in the style of a BR locomotive operating guidebook – complete with historical notes and accounts of the real machines. Optional self-adhesive four-character headcodes are also supplied, allowing the user to swap the pre-fitted train description for their own personal preference; a handy guide sheet, listing various combinations for all the BR regions, accompanies this.

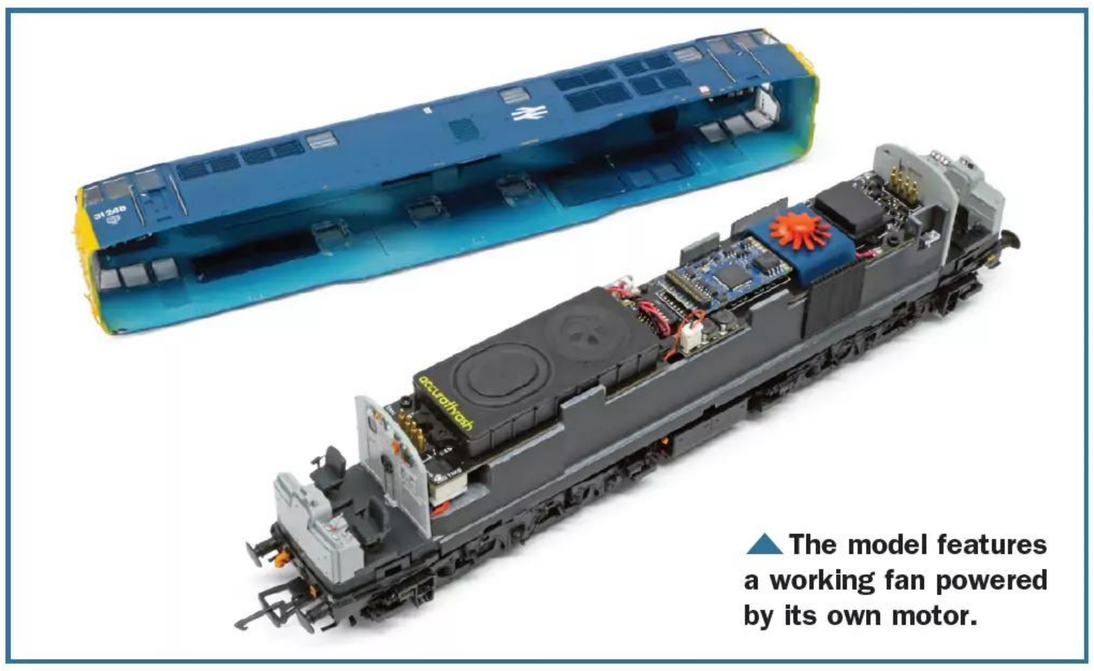
Features specific to 31 248 during this period (to name a few) include: original body with full bufferbeam cowling (mid-section supplied as part of the accessory pack); steam heat boiler port (including associated water filler hatch and bodyside steps); recessed cab doors (minus tablet catcher apparatus); and trip-cock gear – as denoted by the operating lever on the side of the bufferbeam cowling on the secondman's side. The nose ends sport gangway doors and original windscreens with washer jet covers fitted, together with glazed four-character headcode boxes – the No.1 end displaying the code 2B73, and the No.2 end 8M39. Buffer heads are plastic, but sprung.

Further details are supplied for the modeller to fit if desired, the pack with our sample comprising: dummy screw couplings; bufferbeam pipes (air, main reservoir, air brake, steam heat and vacuum); multiple working cables; horn guards; bufferbeam cowling mid-section; and optional three-piece snowplough (the latter supplied as two versions; one as a single moulding and the other in three parts). All details appropriate to 31 248 have been fitted to the No.1 end for photography.

The plastic injection-moulded body bristles with separately fitted details, such as lamp irons and windscreen wipers – formed from a combination of plastic and etched metal. Grabrails for the most part are formed from fine metal wire and fitted separately, as are the plethora of roof panel lifting rings; though a row of these fittings have been omitted from two of the access panels at the No.2 end. The slatted grilles (with the exception of the small central intake) are modelled in full depth; these having been produced



▲ A removable roof section provides access to the decoder.



▲ The model features a working fan powered by its own motor.

PROTOTYPE VIEW BR Class 31

▲ 31 248, almost in the condition depicted by our sample but now fitted with 'domino' headcodes, at the entrance to Harrogate yard with a local trip freight working on 6 September 1976. *Photo: Rail Photoprints*

Prototype information

No fewer than 263 of these locomotives were constructed between 1957 and 1962, erected at the Brush Works in Loughborough. The design featured an A1A-A1A wheel arrangement, which incorporated two powered axles and a non-powered centre axle to spread the load. From new, all locomotives were fitted with a Mirrlees JVS12T engine which developed 1,250bhp; however, following the discovery of metal fatigue in the power units in 1964, all were eventually replaced by an English Electric 12SVT producing 1,470bhp. Under the British Rail numerical classification system, locomotives fitted with the original power units were classified as 30, while those re-engined became Class 31.

Initially allocated to the Eastern Region from new with North Eastern depots later gaining allocations, by the early 1970s increasing numbers had joined the Western Region – replacing ageing diesel-hydraulics, with a sizeable number replacing Class 25s on the London Midland by 1988. Although never allocated to the other two regions, they could be seen on the Southern on inter-regional passenger and cross-London freight services.

During the 1980s, a major refurbishment programme was carried out on most 31/1s and 31/4s, extending their operational lives well into the mid-1990s, when the majority of withdrawals took place. Despite this, a small number continued into the 21st century, with Network Rail and a handful of smaller operators. Following the withdrawal of the NR fleet in 2017, one main line-registered example remains in traffic today – 31 128, operated by Nemesis Rail – with around 30 preserved.

from separately fitted mouldings. This is also true of the water filler access steps.

A distinctive feature of 31 248 and other High Dyke branch 31s is the recess in the driver's side cab door for the Whitaker-style tablet catchers. This detail has been captured faithfully for the most part, with crisp mouldings of the mounting points for the apparatus, which had been removed by this point in the locomotive's career. However, the doors appear to be equipped with droplight windows (noted by the presence of aluminium catches at the top of the glazing); in reality these were standard fixed panes, as the recess obstructed the fitting of droplights.

Peering through the commendably flush cab glazing affords a clear view of the well-furnished interiors. Complete with period features, details include fully decorated control desks with dials which illuminate when the model is under power. The cab bulkheads are particularly impressive, adorned as they are with a wealth of finely printed safety notices.

The Commonwealth design bogies exhibit a very impressive level of complexity, with the swung and sprung bolster system – complete with coil and opposing leaf springs – captured faithfully. One minor discrepancy in this area is the presence of a single hole in the centre of each equalising beam; these appear to have been intended as blind locating points for the leaf spring components on the reverse side assemblies, but have inadvertently been pressed fully through the moulding.

True to the prototype, the centre 3' 1½" wheelsets of the A1A-A1A arrangement are notably smaller than their 3' 7" driven counterparts. Measured with a micrometer, the centre wheels came out slightly overscale at 13.00mm, whilst the outer wheels are 14.12mm – this being ever so marginally underscale.

The corporate BR blue colour scheme exhibits an eggshell (not quite matt, not quite satin) finish, with clean breaks between the main body colours. Printed details such as the BR double arrows and overhead warning flashes have been applied crisply, extending to the cabside data panels which are fully legible under a glass.

Mechanism and performance

Removal of the body is a simple job, requiring only the unclipping of six securing clips – three each side. Once disengaged, the body can then be lifted clear.

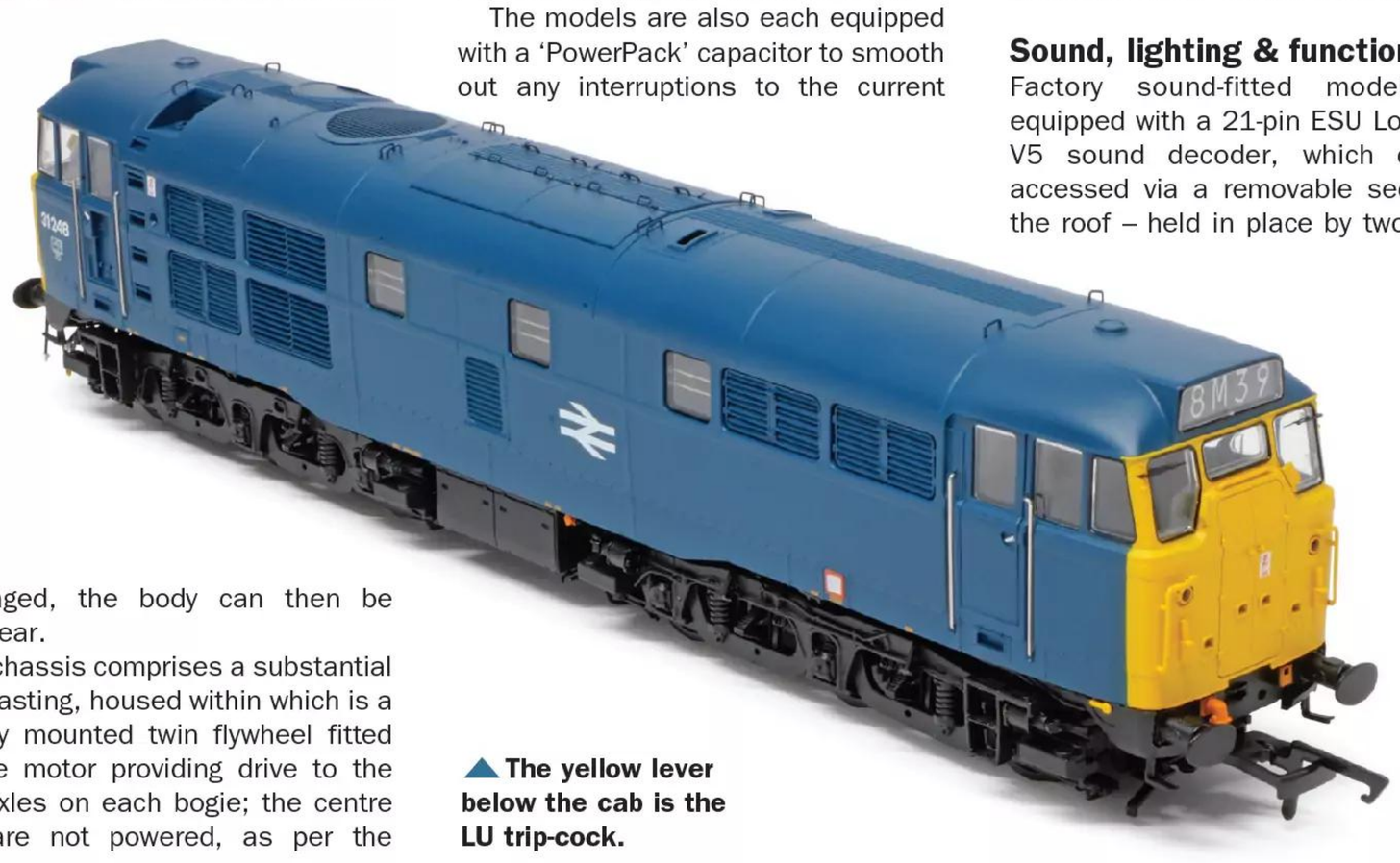
The chassis comprises a substantial metal casting, housed within which is a centrally mounted twin flywheel fitted five-pole motor providing drive to the outer axles on each bogie; the centre axles are not powered, as per the prototype – making the model a true A1A-A1A. Power is picked up from all wheels through current collecting strips which are formed neatly into the frames. The bogies have also been designed with provision for re-gauging, with the firm's drop-in wheelsets: EM/18.2mm gauge (ref.ACC2058) or P4/18.83mm gauge (ref.ACC2059).

The models are also each equipped with a 'PowerPack' capacitor to smooth out any interruptions to the current collection. (This feature is also fitted as standard in DCC ready examples, to cater for interruptions to a 12V dc supply.)

Tipping the scales at 451g, on test the Class 31 was capable of hauling 18 Pullman cars with ease around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

Sound, lighting & functionality

Factory sound-fitted models are equipped with a 21-pin ESU LokSound V5 sound decoder, which can be accessed via a removable section of the roof – held in place by two strong



▲ The yellow lever below the cab is the LU trip-cock.

▲ As illustrated in the main pictures, the new Mk.I suburban coaches make a perfect match with the Class 31.

magnets. The decoder comes pre-loaded with a sound project produced specially for the Accurascale 31, incorporating no fewer than 24 control, lighting and sound functions. Sounds are emitted though a powerful dual speaker system, comprising a 15mm x 11mm 'sugar cube' and 'Accurathrash' bass speaker. (The latter is only fitted to factory sound-fitted examples.)

The model incorporates built-in Hall sensors, which automatically activate flange squeal when entering curves under a certain radius. (This sound can also be toggled manually using function F11.) Other functions include a drive hold feature that enables the engine speed to be increased or decreased whilst the model is maintaining a set speed, and heavy train mode, which replicates the locomotive working under load and increases inertia.

Visible through the commendably fine roof grille is the operating cooling fan (a first for the firm), powered by its own individual coreless motor. Synchronised with the sound project, this operates automatically depending on how the engine is driven. The fan also functions under 12V dc when power is applied.

In addition to the aforementioned illuminated control desk, the model comes pre-programmed with an extensive list of lighting configurations for prototypical operation, including independently controllable left/right tail lights at both ends. For 12V dc users, it is understood that a limited range of lighting functions can be controlled via a bank of switches on the DCC socket blanking plate. Due to the complex lighting arrangements, an additional separate bank of switches is incorporated into the printed circuit board, which are to be adjusted if a non-ESU decoder is fitted; these switches are factory-set to the correct settings for DCC ready and DCC sound-fitted examples (paperwork covering these settings is provided).

BR Mk.I suburban coaches

Also new from Accurascale, and received in tandem with the Class 31, are examples of the firm's first suite of British Railways Mk.I suburban coaches, plans for which were first announced in our August 2022 issue.

Representing non-gangwayed stock built on 56' 11" underframes between 1954 and 1956, the tooling covers two types never offered previously in ready-to-run form – the Composite Lavatory (CL) and Second Lavatory Open (SLO), in addition to the Third Open (TO), Third (T), Second (S), Brake Second (BS) and Brake Third (BT) designs.

No fewer than 37 versions presented across six colour schemes form the initial tranche of releases, with several vehicles forming accurate sets; including the last locomotive-hauled non-gangway stock suburban service – comprising SLO E48009, CL E43003, BS E43359, CL E43043, SLO E48006, S E46108 and S E46147 – which ran from King's Cross to Royston on Friday 30 September 1977.

For review we received a trio of samples, sporting the corporate blue colour scheme with brown underframes: CL E43003 (ref.ACC2344-E43003), SLO E48009 (ref.ACC2360-E48009), and S E46101 (ref.ACC2361-E46101).

After releasing the models from their packing, what is immediately clear is the quality of finish and fidelity to the prototypes; from the corrosion repairs present along the lower body edges of the CL and SLO (formed as part of the body tooling), to the legible white markings on the bogie frames. The flat Rail Blue colour scheme closely matches that of the Class 31.

Construction of each vehicle centres around a die-cast metal chassis with a plastic bodyshell, detailed with separately fitted plastic and etched metal parts. There are commendably fine representations of the door handrails and handles – each standing proud of the body, picked out in brass. Carriage ends are adorned with fine depictions of the lamp irons, steps, lighting control cables, water feed pipes (where applicable) and passenger communication gear – complete with tell tales – all of which are separately fitted. Handrails are formed from fine metal wire, while buffer heads are metal and sprung.

The level of underframe detail is also impressive, with fine depictions of the truss rodding, brake pipes, brake pull rods and various pipework. Undoubtedly, one of the stand-out features has to be the BR1 bogies which bristle with fine detail, with full-relief representations of the leaf and coil springs, axlebox covers, rivet detail and brake shoes (correctly in line with the wheel treads). Continuations of the brake pull rods (separate to the main assembly on the chassis) allow the bogies to pivot freely and negotiate second radius curves, but with a convincing 'unbroken' appearance on straight track.

▲ Alternative semi-permanent couplings are formed of clear plastic.

▲ A close-up of the tablet catcher recess in the cab door.

The NEM pockets housing the slimline tension-lock couplings are mounted in brackets attached to the underside of the floor, which are sprung and have a degree of sideways articulation. Alternative semi-permanent close couplings – in the form of a solid clear plastic drawbar – are supplied as part of the accompanying accessory bag, along with screw-link couplings and headstock pipework.

The blackened metal wheelsets, with pin-point axle ends, are mounted in current collection strips formed into the bogies, powering LED strips; these illuminate when power is applied to the track under 12V dc operation or constantly when using digital control. Current is transferred to the light bar by means of four contact tabs (two at each end); on all three of our samples we found at least one of these tabs to not be making contact – resulting in the lights not initially working. An impressive stay-alive system keeps the lighting operational even when power is interrupted – our sample remaining illuminated for a good minute or so after being removed from the rails! A magnetic switch underneath the centre portion of the roof enables the lighting to be extinguished if desired; this function can be operated via the supplied magnetic wand tool, which is to be waved over the roof.

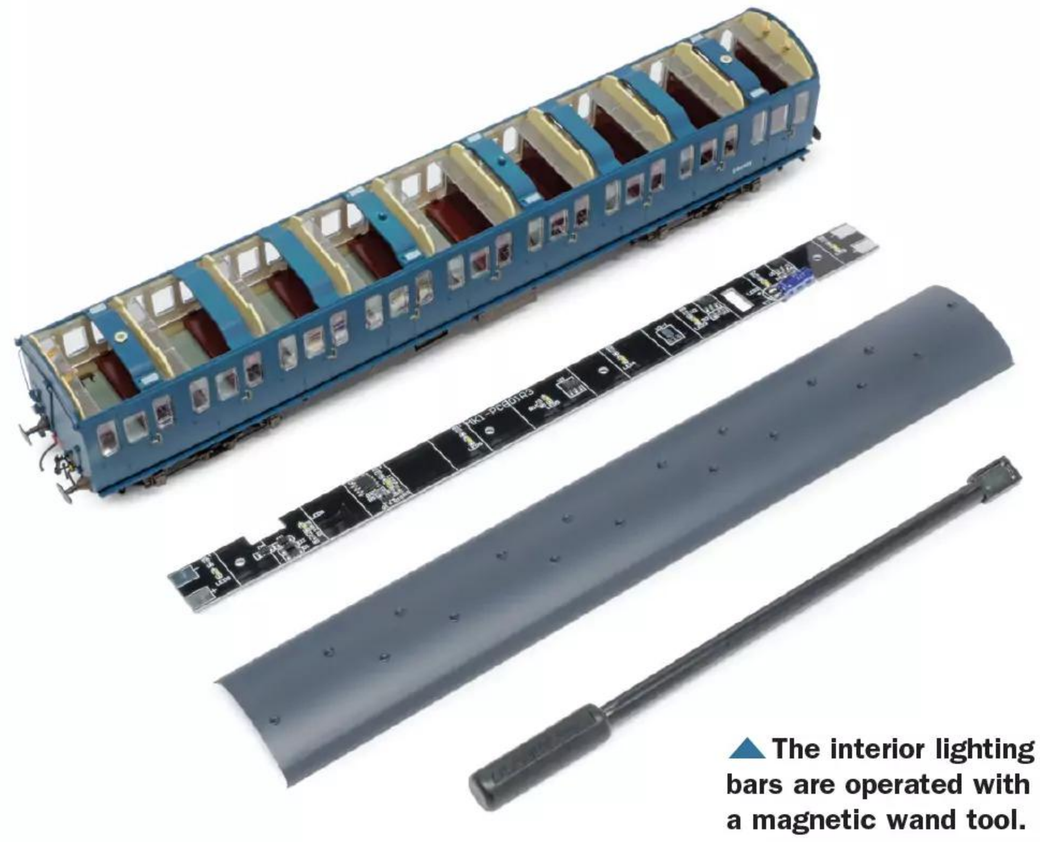
All vehicles are equipped with removable magnetic roofs; however, this feature is not fully accessible on the CL and SLO due to the positioning of the water feed pipes, the firm instead advising the complete removal of the bodyshell to gain access to the interior. (It should be noted that the aforementioned light bar also needs to be removed; this being held in place by two screws.)

Each vehicle boasts fully detailed compartment interiors, complete with crisply moulded renditions of the seating arrangements (which are suitably decorated dependent on class), separately fitted etched metal luggage racks, and representations of toilets in the lavatory compartments. Particularly worthy of note are the finely printed period framed artworks/maps/posters and mirrors which adorn the compartment walls!

Peddling on

Class 31 aficionados will undoubtedly be delighted with the manufacturer's rendition of these prolific machines. If some of the minor observations detailed here are addressed for future production runs, then this would make what is already a very good model, even better. These locomotives, combined with the suite of matching Mk.I suburban stock, allow for the formation of prototypical King's Cross suburban services – which were a staple of the capital until 1977.

It should be noted that the manufacturer has now delivered allocations of models to customers who placed pre-orders. However, at the time of writing remaining stocks were available from selected Accurascale retailers (see the firm's website for a list of stockists).



▲ The interior lighting bars are operated with a magnetic wand tool.

▲ The interiors are illuminated with an authentic-looking yellow glow.

Samples supplied by

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

PRICES
Ref.ACC2745-31248DCC (Class 31) – £269.99

Refs.ACC2344-E43003/ ACC2360-E48009/ ACC2361-E46101 (Mk.I suburban stock) – £74.95 each

Realism of Steam LNER Class A3 4-6-2 from Hornby

It was first heralded in our February 2022 issue that Hornby was to develop an all-new steam effect and sound system, which was to be incorporated into a number of its latest steam-outline releases. Dubbed 'Realism of Steam', the system is the firm's latest advancement in Digital Command Control technology; converting water into vapour, which is emitted through the chimney, synchronised with the speed and DCC sound function of a model.

Three models were announced as part of the initial launch: new-build Gresley P2/1 2-8-2 No.2007 *Prince of Wales* in London & North Eastern Railway lined green (ref.R3983SS); LNER Gresley A3 4-6-2 No.60103 *Flying Scotsman* in BR lined green with early emblem (ref.R3991SS); and London Midland & Scottish Railway Class 5MT 4-6-0 No.44726 in BR lined black with late crests (ref.R30225SS). A further variant of the Gresley P2 was added as part of the manufacturer's 2024 catalogue, in the shape of No.2002 *Earl Marischal* in lined LNER green livery with Walschaerts valve gear and additional smoke deflectors (ref.R30350SS), along with an example of the experimental LNER W1 Class 'Hush-Hush' 4-6-4, No.10000 in its original pre-1936 form, presented in LNER lead grey (ref.R30352SS).

Our sample in detail

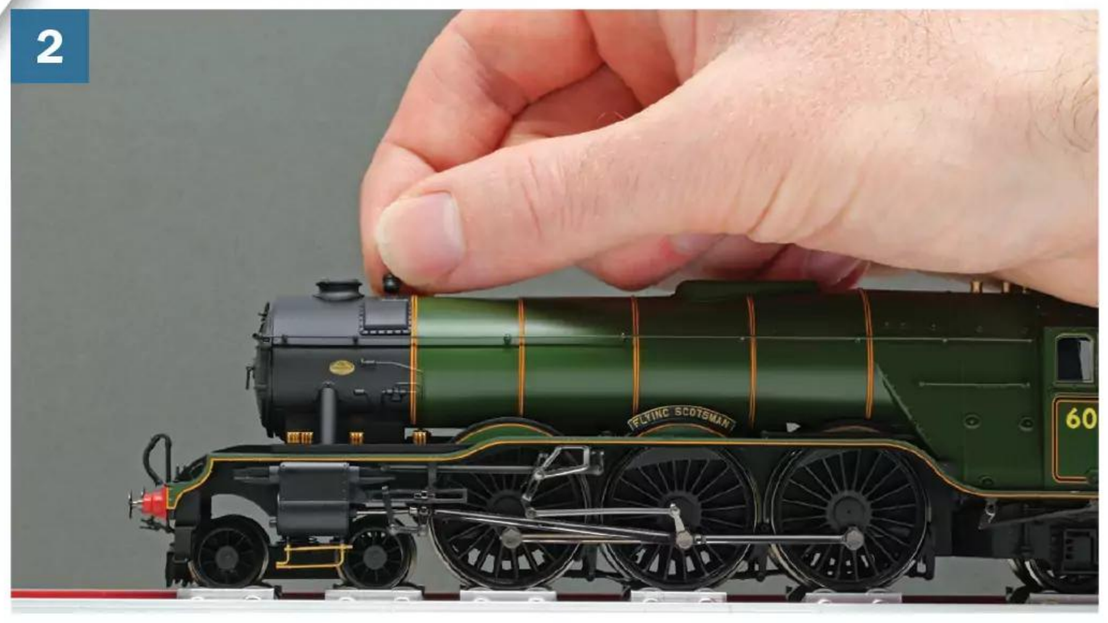
For review we received a sample of A3 No.60103 *Flying Scotsman* in BR lined green with early emblems, single chimney and 5,000-gallon non-corridor tender (ref.R3991SS). The construction of the model largely mirrors that of the standard A1/A3 release which was reviewed in full in our July 2022 issue, comprising cast metal chassis and running plate with five-pole motor, sprung metal buffers, posable cab roof ventilators and firebox glow. Cylinder drain pipes, front steps, dummy screw-link couplings, locomotive brake rigging, flanged rear Cartazzi truck wheelset and optional NEM slimline tension-lock coupling (complete with guard iron detail) are supplied as extra parts, along with decorated crew figures.

However, the *tour de force* is of course the all-new steam effect and sound system, with the generator unit/reservoir located within the smokebox/boiler area. Two additional items are supplied for this feature; the most important being a fine-tipped pipette for filling the generator reservoir with water, whilst a natural clay sachet is provided – presumably for absorbing excess moisture from the packing, if the locomotive is being stored after use. The model now also boasts a 21-pin decoder interface and factory-fitted resonance chamber with 15mm x 11mm 'sugar cube' speaker. Realism of Steam models (as per our sample) come equipped with the firm's Bluetooth-enabled HM7000 decoder – which can be 'paired' with the Hornby HM7000 smart phone app.

Preparation and operation

Using the provided pipette, 3ml of water was decanted into the reservoir. No specification is given for what type

▲ A fine-tipped pipette is provided to fill the generator reservoir with water, through the snifting valve behind the chimney (inset).



▲ The snifting valve itself is removed to access the filler cap, and can then be pushed back into place; be careful not to lose this very small part!

Hornby Skaledale GWR Loan Act engine shed

One of the most popular buildings in the old Hornby range was Dunster station, based on the station building now preserved as part of the West Somerset Railway. Hornby has returned to this prototype for its latest Skaledale range of ready-to-plant resin structures; with both Dunster's station building and goods shed having been replicated in 4mm scale.

Also included as part of the 'Dunster' range is this Great Western Railway-style two-road engine shed (ref.R7394) – although the real station has never featured such a building! The design of this all-new model draws heavily on those constructed during the 1930s under the 1929 Guaranteed Loans Act – similar to the structure at Didcot Railway Centre.

The shed – which measures approximately 307mm (L) x 181mm (W) x 132mm (H) – comes pre-painted, complete with glazed windows which are adorned with separately fitted etched framework. The corrugated asbestos and red brick supports are suitably weathered, whilst details such

of water is best for the unit; in our tests we used water straight from the tap, as the local supply is relatively soft. (Filtered water may be preferable for those living in hard water areas.) The reservoir is accessed via a small filling cap cleverly disguised as the snifting valve, positioned directly behind the chimney. Caution must be exercised when removing and storing this fitting; we found it to be an extremely tight fit, and due to its size, easy to misplace (no spare is provided). Care also must be taken when filling to avoid spilling excess water onto the model. Once filled the cap was replaced.

The system uses a 'wick' that, once saturated with water from the reservoir, supplies it to the ultrasonic device (the metal component that can be seen through the chimney) which in turn creates the steam effect. This is initiated by activating function F1 on your DCC controller or HM7000 app; F1 also being the main sound function. If running the model for the first time, additional time may be required before the system becomes saturated enough to start operating; we found this to take around five to ten minutes, depending on how dry the 'wick' is prior to use. (The covering literature also states that an additional 1ml of water may help with this process.)

Initial results on a rolling road were most impressive. With sound functions activated and the locomotive standing idle, wisps of vapour start rising from the chimney – simulating a locomotive simmering away awaiting its next duty. However, this effect truly comes into its own once in motion, with plumes of vapour emitted, synchronised with the sounds of the locomotive – with the correct six exhaust beats per wheel revolution, as per the real three-cylinder machine. This impeccable timing is achieved by means of a hidden slotted 'Daisy Wheel' mounted on the rear coupled axle; this triggering a photo-interrupter sensor, which in turn relays information to the decoder and generator to create a perfectly synchronised exhaust effect.

Occasionally during operating, the chimney may become clogged with water droplets. If this happens, Hornby recommends inserting a small piece of tissue into the opening to absorb any excess moisture. However, we found using the tip of the pipette to break the surface tension of the droplet to be just as good. Prior to maintenance or storage, the reservoir must be emptied to avoid any damage or leaks.

Hornby has advised that an average running time of around 30 minutes can be achieved on one fill, and we found this to be close to the mark.

The model also features a glowing firebox.

The locomotive in action on a rolling road: the puffs of steam are synchronised with the sounds of its three-cylinder exhaust beat.

All smoke, no mirrors?

This outstanding new feature truly lives up to its name; offering probably one of the most convincing electronically produced 'steam effects' currently available in a ready-to-run British steam-outline model. There have been concerns raised by some that the fine mist produced by the unit may in time affect lineside scenery or structures. Only time will tell if this proves to be the case; however, it's worth bearing in mind that *Bournemouth West* (see Railway of the Month, RM October 2024) has been using an advanced water system for a number of years, with no major issues to report.

Sample supplied by

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

PRICE
Ref.R3991SS – £319.99

as the fascias and metalwork above the shed openings are painted burgundy – once again similar to the structure at Didcot. Supplied separately for the user to fit are four wooden doors, enough to decorate one end of the shed only. Like other sheds in the Skaledale range, the interior is undecorated; however, there is plenty of scope to personalise it with custom interiors and lighting.

The detailed roof, complete with smoke vents.

Sample supplied by

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

PRICE
Ref.R7394 – £54.99

Res NAA Propelling Control Vehicle from EFE Rail

00

New from EFE Rail are the first ready-to-run 00 gauge models of the Rail express systems NAA Propelling Control Vehicle – plans for which were recently revealed as part of the latest quarterly product announcements by Bachmann Europe plc (see news, October 2024 issue).

The first PCVs were built in 1993 as British Rail sought to improve efficiencies on mail trains, removing the need for multiple locomotives to service mail trains at Royal Mail hubs, in particular the planned Railnet Hub terminal at Willesden. Two prototypes were made by converting redundant driving cars from Class 307 Electric Multiple Units, and after extensive trials, 41 PCVs were outshopped by Hunslet-Barclay during 1994-96.

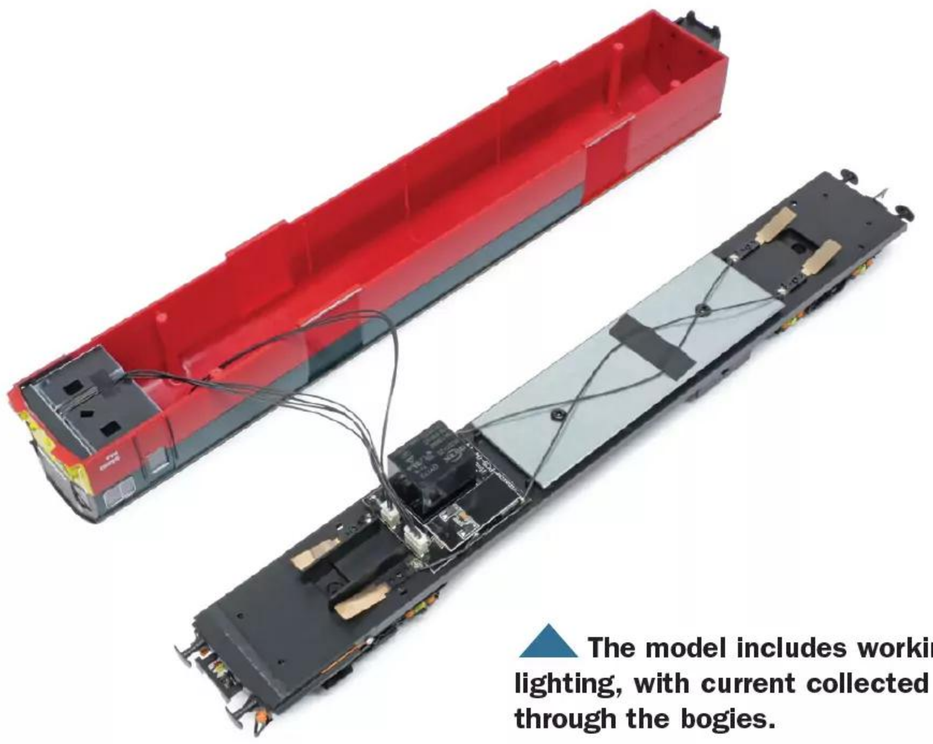
Fitted with RCH push-pull equipment, the vehicles ran in conjunction with General Utility Vans (GUVs) and Brake Gangwayed Mk.Is (BGs) and were hauled by locos such as Class 47s and 90s. Once a terminal was reached, the driver could control the loco from the PCV to release the train from a siding or buffer stop. The entire fleet was initially allocated to Rail express systems before passing to English Welsh & Scottish Railway ownership in 1996. They became redundant at the end of 2003 with the end of EWS-operated Royal Mail services.

The initial release comprises four versions: No.94344 in Rail express systems livery with light blue flashes and Royal Mail insignia (ref.E86016); No.94308 in Rail express systems (debranded) livery with Royal Mail insignia (ref.E86017); No.94320 in Rail express systems (debranded) livery minus insignia (ref.E86018); and No.94340 in weathered Rail express systems livery with light blue flashes and Royal Mail insignia (ref.E86020).

For review we received a sample of ref.E86018, finished as No.94320 in debranded Rail express systems livery minus Royal Mail insignia. The striking red & grey colour scheme is applied straight and level throughout, with no notable bleed or imperfections. This is also true of the fine orange cantrail stripe which neatly adorns the roofline. Renditions of the vehicle numbering, data panels and warning markings are crisp and clear – the majority of these fine printed details being legible under a glass.

Tipping the scales at 139g, the model comprises plastic mouldings for the most part, extensively detailed with separately fitted plastic and etched metal parts. Buffer heads are plastic, but sprung. NEM pockets which house the slimline tension-lock couplings are mounted in sprung brackets attached to the underside of the floor – each with a good degree of sideways articulation – though we found these to be a little stiff on our example, especially when propelling.

The look of these distinctive vehicles has been commendably well captured, with features such as the plated bodyside windows and roller shutter doors replicated faithfully; the former a raised part of the body tooling. The cab end sports RCH push-pull jumper cables, Electric Train Heating connections and WIPAC light clusters – all of which were installed as part of the conversion process – with the majority of these being separate fittings. Grabrails for the most part are formed from fine metal wire, while the lamp irons appear to be etched. The windscreens feature extremely fine etched wipers, whilst a representation of the cab interior is visible through the windows; the control desk presented in blue, with dials picked out.



The model includes working lighting, with current collected through the bogies.

This level of detail extends to the B5 bogies, which feature fine depictions of the primary and secondary suspension, and brake blocks which are in line with the wheel treads; the leading bogie also features fine renditions of the speedometer and cab access steps – both of which are fitted separately.

Additional details supplied for the modeller to fit include decorative buckeye couplings in the 'dropped' position, and bufferbeam pipework (yellow air pipes and red air brake pipes); fitting the former requires the removal of the tension-lock couplings and pre-fitted drawhooks.

The model is equipped with working lighting, including directional lights at the cab end which can be switched between day and night mode using the two switches on the underframe (located just behind the leading bogie). Current is collected directly from the rails through the metal wheelsets with pin-point axle ends, which are seated in brass contact strips formed into the bogie assemblies.

Under Digital Command Control operation, lighting functions can be controlled via a Next18 decoder, with digital users able to enjoy the addition of a cab light (function F1), as well as the ability to toggle between day and night modes remotely (function F2). Access to the Next18 decoder interface is achieved by removing the bodyshell, which is held in place by four screws (two at each end) behind the bogies.

To coincide with the release of the new PCV, Bachmann has re-released a selection of complementary models – the BR Mk.I NEX (ex-Brake Gangwayed) and BR Mk.I NOX (ex-General Utility Van) – sporting the Rail express systems colour scheme. These, combined with previously released vehicles, allow for the creation of prototypical train formations in model form.

The distinctive Rail express systems red & grey livery has been reproduced well.

Sample supplied by

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

PRICE
£74.95 each

New products from the PECO group of companies

Branded 12-ton Vanfits from Peco in N

Peco has released further liveries for its all-new ready-to-run 12-ton ventilated Vanfit models in N gauge – full reviews of which were published in our May 2024 issue.

These four new colourful releases pay homage to previous models in the Peco Quality Line range, with the vans sporting the fictional colour schemes of popular household brands; these being previously applied to the original insulated vans, with the artwork updated and refined for these newer models.

The first wears the dark grey livery of Bass Brewery (Burton-on-Trent) with white lettering (ref.NR2002P). Carrying the running number 14, the model will complement the previous release (ref.NR-P131) which is numbered 13.

The first in a trio of yellow vans is ref.NR2003P, bearing the distinctive colour scheme of Blue Circle Portland Cement, sporting a grey roof and black solebar. This wagon carries the running number 178, with the ornate blue return marking reading 'Return to Southam Road Hasbury G.W.R'.

The second (ref.NR2004P) depicts a planked-sided vehicle in the bold guise of Colman's Mustard (complete with bull motif), with white roof and yellow solebar.

Finally, ref.NR2005P is presented in the classic livery of Fyffes Bananas with orange roof and black solebar. The origins of this livery in the Peco range can be traced back over 50 years, with ref.NR-P140 still forming part of the line-up today!

These wagons are now available from Peco stockists, at £18.50 each.

Samples supplied by

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

PRICES
See text

BR OAA wagon from Rapido Trains UK

N

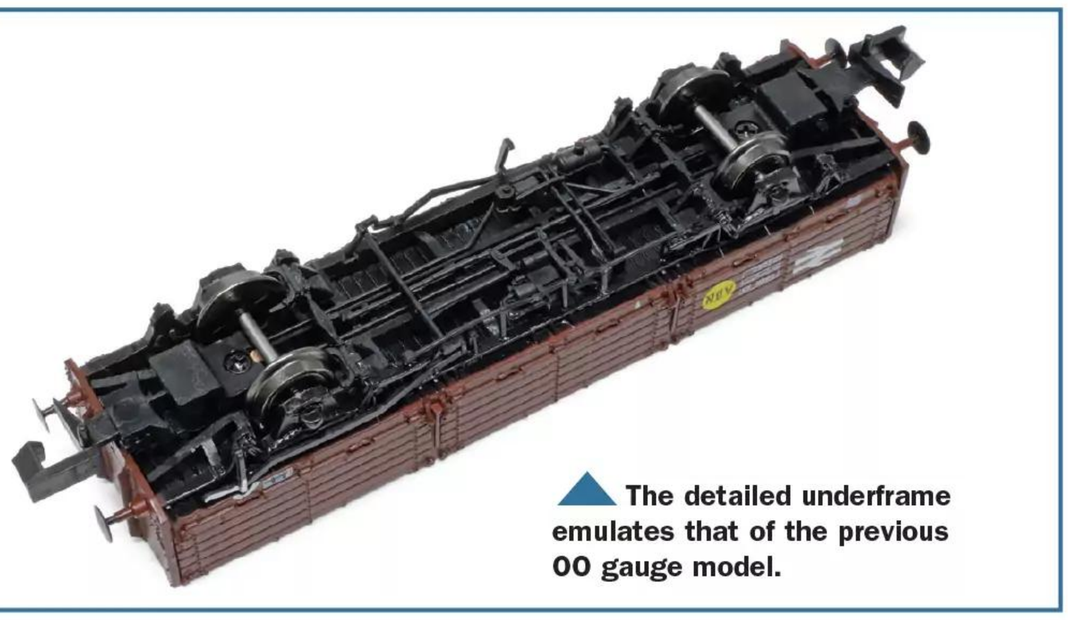
Rapido Trains UK has scaled down another of its existing 00 models to N gauge: the British Rail Diagram 1/191 OAA 45-ton open wagon. Produced as triple packs, plans for the project were first revealed in our January 2023 issue, with a review of the 00 gauge release in our February 2024 issue.

Six triple packs are being offered, in a choice of BR bauxite, Railfreight, Civil Link Departmental and English Welsh & Scottish Railway colour schemes. Each vehicle features its own unique running number, allowing for longer formations to be created. A seventh pack – presented in BR bauxite with 'Corpach Pool' lettering – has been produced exclusively for the Linlithgow-based retailer Rainbow Railways.

Received and illustrated here is an example of OAA Triple Pack ref.956001, presented in BR bauxite with ABN yellow spots; the models supplied in a neat lidded card box, cushioned within a foam insert. Detail and appearance closely mirror their larger 4mm scale counterpart; construction taking the form largely of injection-moulded plastic, with the metal weight designed cleverly as the planked wooden deck.

The free-rolling disc wheelsets – with pin-point axle ends and complete with disc brake detail – are metal, as are the buffer heads. NEM knuckle couplings are fitted as standard, housed within removable sprung kinematic sockets attached to the underside of the chassis by a single screw.

A stand-out feature of the 00 gauge model was its remarkably detailed underframe, with efforts made to replicate this level of detail in N. Renditions of the air braking system, including the air reservoir, associated pipework, brake pull rods and brake callipers, are all present – formed from study plastic mouldings. Each model is supplied with control, and fast-charge air hoses, along with decorative screw couplings; however, only enough pipework is provided to detail one end.



▲ **The detailed underframe emulates that of the previous 00 gauge model.**

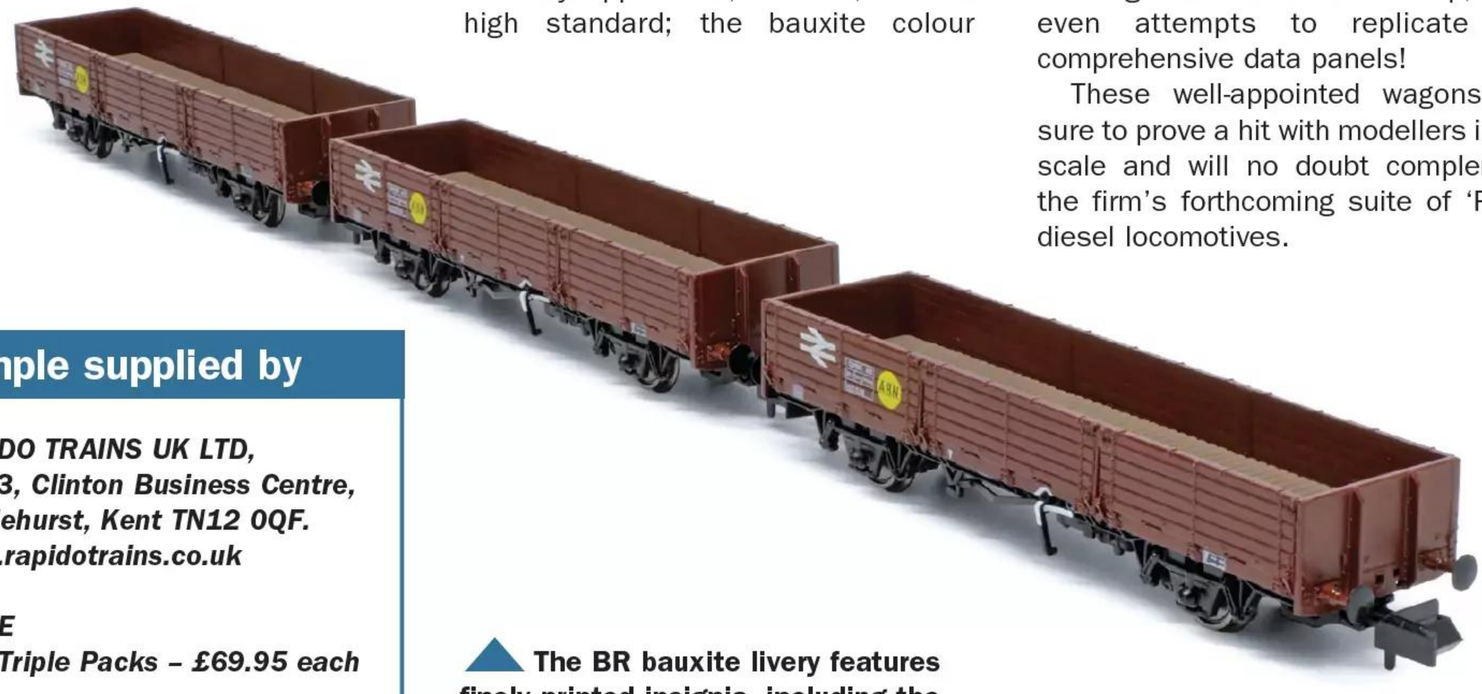
Livery application, as ever, is to a high standard; the bauxite colour scheme exhibiting a pleasing richness on each example, with the interior plank detail finished in a natural wood brown. Lettering, running numbers and markings are clean and crisp, with even attempts to replicate the comprehensive data panels!

These well-appointed wagons are sure to prove a hit with modellers in the scale and will no doubt complement the firm's forthcoming suite of 'Peak' diesel locomotives.

Sample supplied by

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

PRICE
OAA Triple Packs – £69.95 each

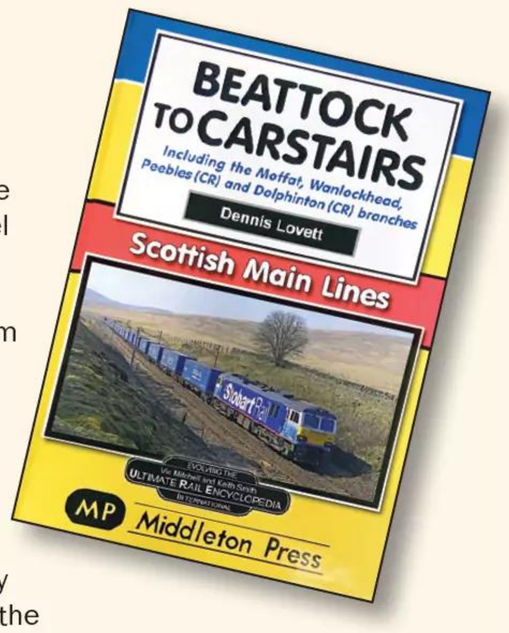


▲ **The BR bauxite livery features finely printed insignia, including the data panels.**

Book Reviews

Beattock to Carstairs

Dennis Lovett



Carstairs seems a good choice for those wishing to model the Scottish section of the West Coast Main Line, at least in the diesel and electric era. A search of the RAILWAY MODELLER Digital Archive showed that it's been our Railway of the Month twice in 4mm scale: one built by Nottingham (Bulwell) Model Railway Society (RM March 2007) and the other by J S Haworth (RM February 1989). The latter, housed in a garage and set in 1984, showed its advantages: a relatively compact track layout that could be shoehorned into 16' x 8', but with plenty of operational interest, not least thanks to the sleeper trains dividing for Glasgow and Edinburgh.

The reviewer was searching for it to see if anyone's modelled it in steam days: no such layout was found, though it might be possible in N gauge or TT:120, but if you're considering it in any era, this book will be a useful first stop for reference.

In the established style of Middleton Press photographic albums, it takes the reader north to Carstairs from the famous location of Beattock and its bank; though its sub-title 'Including the Moffat, Wanlockhead, Peebles (CR) and Dolphinton (CR) branches' shows that it is not just about the WCML, but a full guide to the railways of this part of the Scottish Lowlands. There is in fact even more, for it also includes four temporary contractors' railways built to serve the construction of reservoirs; one of which, the Talla Railway, could form the basis of a 'might-have-been' branch line, for the local residents wanted the Caledonian Railway to take it over and run a passenger service, but were refused.

Clear maps, track plans and gradient profiles are provided, along with a potted but comprehensive history of the area's railways, setting out their sometimes convoluted story – such as why the town of Dolphinton, with a population of just 260, ended up with two separate end-on stations. If you haven't got room for Carstairs, one of these – and Wanlockhead, terminus of the highest adhesion-worked railway in Britain – stood out as a couple of promising track plans for a small space…

TJ

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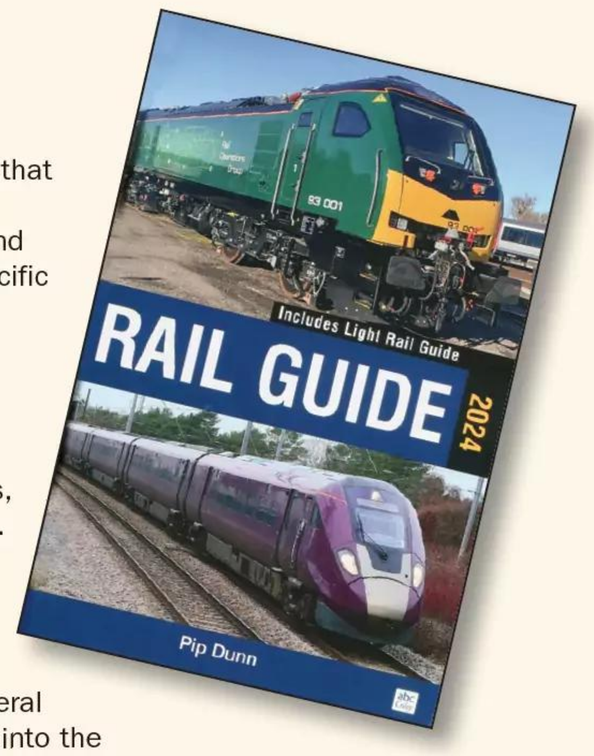
Rail Guide 2024

Pip Dunn



The passage of time is not just marked by Christmas and birthdays, but the realisation that the new abc Rail Guide has been published. These have been around since the 1940s and small spotter's guides still exist for type-specific subjects such as Diesel Multiple Units or departmental stock. However, this weighty book includes just about everything, fully supported by beautifully reproduced colour photographs. Included are the fleets of the Train Operating Companies, freight operators, private operators, hire companies and so on. The book kicks off with a guide for watching and spotting; basically, be careful, don't break the law and don't stand on the line. A summary of changes from the 2023 publication is then included, followed by several pages of stock specifications before moving into the main listings.

If you've not picked up one of these books for a few years, the first notable aspect is that locomotives are very much shunted into second place with the first and largest section being passenger units. These are split into operating company sub-sections with no regard for power source. Locomotives from private concerns in both main line operators and preservation are covered (with the exception of non-main line preserved steam). Also included are the fleets of light rail units such as the Sheffield system, Tyne & Wear, the Docklands Light Railway and the Blackpool tram system. Channel Tunnel fleets are included, as is a new section on repurposed vehicles such as railhead treatment trains, which glides into the extensive section on maintenance trains. Non-steam preservation fleets are covered fully, although steam does raise its head with a section on main line cleared locomotives. London Underground stock is covered, although there is a glaring lack of photos here. As with previous volumes, the book wraps up with the 5' 3" gauge Northern Ireland system fleets and several pages of appendices.

At 400 pages the guide is quite weighty and is not really pocket size for use in the field. Far better to use the hand size paperback, more specific list books on the platform and keep this on the shelf for home reference. What this book presents is an overview of the breadth of what the British system has to offer the enthusiast. Aside from the usual buyers of this type of book, it would also be highly recommended for people who are fond of saying that there is nothing to see on the rail system, for where this book scores, is its comprehensive nature. There are a few surprises and it surely proves that there is still plenty to see if you take the time to look.

CF

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

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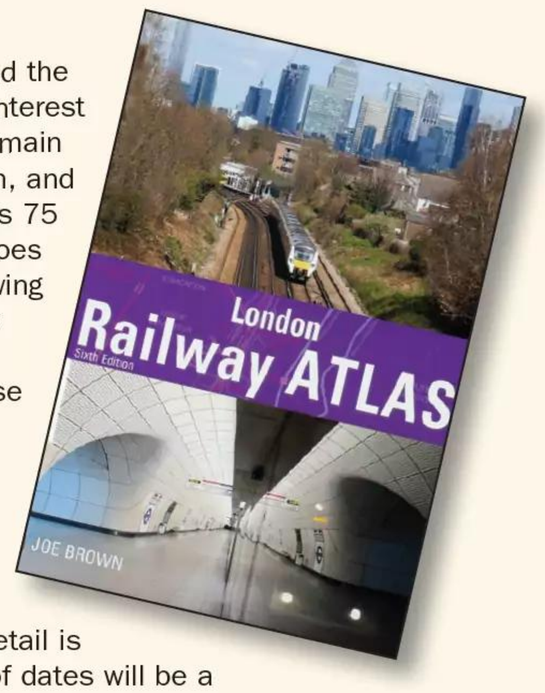
London Railway Atlas – Sixth Edition Joe Brown



Rail atlases have been around for a long time, but can be a little low quality. This isn't: the sixth edition of the London Atlas has been keenly awaited, takes in recent changes such as the Elizabeth Line and the Overground extension, and does not disappoint.

The format is simple, and if you are familiar with a standard road atlas, is easy to approach. After a lengthy introduction, and a necessarily equally full list of abbreviations and explanations, the book proper opens with an overview spread type map with the area laid out and split into pages giving a quick reference, once again very much in road map style. In simple terms, the area covered is that inside the M25, although there are a couple of excursions outside of this, notably eastwards along the Thames estuary. The following 96 map sheets are an amazing piece of work, and it would be simplest to take two as examples to explain: Sheets 1 & 2 cover the far Western reach out to Chesham. The main map across both pages covers Watford Junction and Bushey, extending left to Chorleywood with the Chesham line in a box above. The lines are surrounded by simple sans script text in black and red, giving opening and closing dates for both passenger and goods services, alteration dates and the line opening company, in this case the Metropolitan. Also featured are small blocks of potted history to give a quick background of the line. No roads are marked, but some placement reference is indicated with rivers and county boundaries. Some quite minor lines are included, and on this first page the 2' gauge Colne Valley Waterworks line is marked, as is the even smaller Watford Miniature Railway.

Moving on to the other end of the density scale, Sheet 26 shows the central London termini area. This (visually zig-zagging down the page) starts at Archway, Tufnell Park and Caledonian Road before hitting the main 'north of the river' stations of Euston, St Pancras and King's Cross, while Blackfriars and Cannon Street just peep over the bottom of the page. The detail is incredible, and added to the aforementioned features are Crossrail and the mass of underground lines, as well as related interest points such as the Western District Office. The main sections here have a pale grey box around them, and for King's Cross the reader is directed to Sheets 75 and 76 for an even greater detail level, which goes right down to coal drops and beer hoists! Following the map sheets is a 60-page alphabetical index of all stations and features with, once again, opening and closing dates and some quite dense notes for almost all.

This is an incredible book and the level of skill in all aspects of its production is quite breathtaking. Because of the nature of the multi-company composition, it will appeal to all enthusiasts regardless of any company preference. For the modeller, the track layout detail is invaluable, and for the historian, the inclusion of dates will be a useful fact-checker.

CF

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NEWS FROM RAILWAY MODELLER

DECEMBER 2024

Heljan announces launch of all-new Class 42 Warships in OO

Heljan has announced it is producing models of the Swindon-built Class 42 Warship diesel-hydraulic locomotive in OO, five livery versions of which will be available for general release and a further four of which will be exclusive limited editions available through Rails of Sheffield.

The Danish manufacturer advises that engineering samples have been received, as illustrated here. Livery artwork has been approved and it is expected that production will begin in mid-2025. All of the models will be offered in a Digital Command Control ready version with easy-to-access 21-pin decoder interface, or with DCC sound fitted. Standard features of these models will include: a five-pole motor driving all axles plus twin brass flywheels and all-wheel pick-up; cab interior and engine room lights plus illuminated headcode blinds; factory-fitted twin speakers on all models; etched grilles and interior engine room detail; interchangeable bufferbeam skirts (full and partial) plus separately fitted bufferbeam details according to loco, livery and period, including original and later style multiple working equipment.

In addition, the models available exclusively from Rails will replicate the feature fitted to D800-D812 when they were delivered, of nose-mounted frames carrying GWR steam era style train reporting numbers. These will be presented as a set of magnetic plates allowing customers to add their own authentic train headcodes as required.

The versions of Class 42s in the first batch of models for general release will be: D808 *Centaur* in BR green with full yellow ends; D821 *Greyhound* in BR maroon with small yellow end panels; D831 *Monarch* in BR blue with small yellow end panels; D868 *Zephyr* in BR blue with full yellow ends and with twin arrows logo; and D826 *Jupiter* in BR green with small yellow end panels. The models available exclusively from Rails will be: D800 *Sir Brian Robertson* and D802 *Formidable* in all-over BR green with nose-mounted magnetic reporting number frames; and D812 *Royal Naval Reserve 1859-1959* and D804 *Avenger* in BR green with small yellow end panels and reporting number frames.

The Suggested Retail Price (SRP) for the DCC ready locomotives is £219.00 and the SRP for DCC sound-fitted versions is £319.00. For those pre-ordering the exclusive models for Rails, a £30.00 deposit is required up front. Delivery of all the Class 42 models is expected in the fourth quarter of 2025.

▲ Warship engineering sample.

▲ B tanks (top) and A tanks in Esso liveries, and Henderson's B tank (right).

35-ton A/B tanks in a range of liveries covering both variants.

The majority of these wagons are being supplied in quad packs, allowing modellers to build up authentic freight trains comprising vehicles with different running numbers and prototypical livery variations.

There is also one solo B tank wagon, No.384, being offered for general release in ICI blue & orange livery – and another being produced exclusively for Rails of Sheffield in an orange 'Henderson's Relish' colour scheme celebrating a product manufactured in the store's home city for 140 years since 1885.

The choice of liveries being supplied in the packs are: B tank wagons Nos.3301/3303/3329/3331 in Esso branded black; B tanks Nos.370/375/404/441 in Regent Oil branded black; B tanks Nos.200/209/236/237 in Fina black; B tanks Nos.48559/48591/48617/48623 in TSV Molasses branded grey; A tanks Nos.3200/3201/3202/3203 in Esso red & silver with full branding; A tanks Nos.4022/4088/4305/4306 in Esso grey & red; and A tanks Nos. 43237/44282/44283/44292 in Esso grey & red with Hazchem panels.

The wagon packs have an SRP of £109.00 per pack, while the solo ICI liveried and Rails exclusive 'Henderson's Relish' branded B wagons have an SRP of £29.95 each (with the latter also coming with a 31ml bottle of relish!).

www.heljan.co.uk
www.railsofsheffield.com

New run of 35-ton A/B tank wagons in OO

Heljan has also announced that it will be producing a new run of its OO gauge

Decorated samples of new tooling Class 24s in O

Heljan has revealed the first factory decorated samples of its all-new model of the BR Class 24 in O, which was first revealed in the January 2024 issue of RAILWAY MODELLER and is expected to be released in the second quarter of 2025.

Heljan is developing not just a Class 24/0, but also the later Class 24/1s

▲ Class 24 in RTC blue & red...

▲ ...and original BR green livery.

and Scottish Region '24/1s' with twin headlights. The 'skinhead' Class 24/0s will arrive first, in six authentic BR era liveries, with five Class 24/1s to follow later.

Although Heljan has produced Class 24s previously, the new models feature all-new body tooling with authentic variations between the different sub-types, bespoke bogie and underframe parts, detailed cab interiors and variations including bodies with original skirts or skirts removed, Scottish Region tablet catcher equipment, different roof panel and fuel/water tank arrangements, original or revised sandboxes and twin car style headlights fitted to Class 24/1s based at Inverness in the 1970s.

Other features will include authentic drilled-out wheels and bogie equalising beams, cab lights, sprung buffers, etched grilles, separately fitted handrails and pipe runs, separate headcode discs, etched metal step covers and boiler grille cover plates.

These 'new generation' models also feature a plug-and-play DCC decoder interface (requiring an ESU Loksound XL decoder), powered roof fan, six separately switchable light functions and a twin motor/flywheel chassis with all-wheel drive. The quoted RRP for the DCC ready and DCC sound ready versions is £649.00 for standard versions and £669.00 for weathered models.

www.heljan.co.uk

First glimpse of Clark Railworks WD 2-10-0 Austerity in 00

Clark Railworks has revealed images of an undecorated sample of its forthcoming War Department 2-10-0 – its first venture into OO gauge. Plans for the model were first announced in the January 2024 news pages.

The models are set to feature a die-cast boiler, smokebox and chassis; firebox glow; a high quality coreless motor; separately fitted cab backhead detailing; details specific to particular prototypes; separate fire irons included; brass bearings fitted to all axles; articulating sprung screw-link couplings as well as fully removable front and rear tension-lock couplings; and sprung buffers.

Planned liveries are: No.73755 in WD khaki green, No.600 *Gordon* in Longmoor Military Railway blue, No.90766 in plain BR black, Nos.90751 & 90775 *The Royal Norfolk Regiment* in BR black with early emblem, Nos.90755, 90763 & 90767 in BR black with later crest, and No.3672 *Dame Vera Lynn* as preserved in WD green.

The expected RRP of these models is £295.00 for DCC ready examples, while the RRP for DCC sound-fitted examples has yet to be announced but is likely to be in the £395.00 to £425.00 range. Delivery of the first batch is expected to be in the fourth quarter of 2025.

Maker's first OO wagons represent LNER/BR Lowmacs

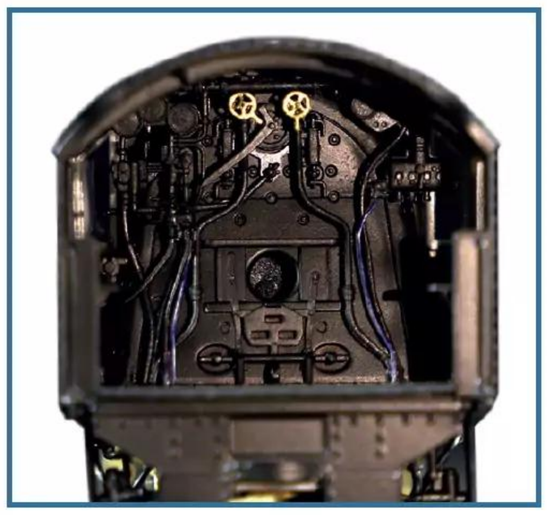
Clark Railworks has also announced the release of its first 4mm scale/OO gauge wagons: the London & North Eastern Railway/BR Lowmacs.

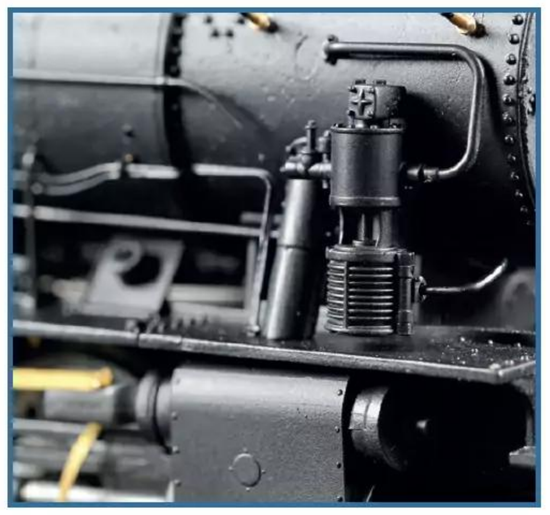
Such wagons were born out of the necessity of enabling loads such as bulky machinery and vehicles to sit lower while being carried by rail so they could clear bridges and tunnels on Britain's restricted loading gauge network.

However, it was the demands of war that led to their ultimate evolution in the form of the LNER Diagram 173 variant – the vehicles that the Clark Railworks models depict. Constructed at Shildon in 1944, their 25-ton capacity enabled them to transport large military vehicles.

After the war, so useful were these Lowmac wagons in transporting awkward loads, that British Railways ordered an identical batch (known as Diagram 242/2 and also being modelled by Clark Railworks) in 1950. Serving the construction industry and agriculture as well as the needs of the railway itself, more often than not post-war Lowmacs would be marshalled singly or as pairs in mixed freight trains. Many soldiered on into the 1990s, with a few entering the modern Privatisation era, primarily for moving heavy components around train manufacturers' premises. Many vehicles today enjoy a quieter life in preservation.

The models feature a fully detailed die-cast frame plus end fittings and pipework,

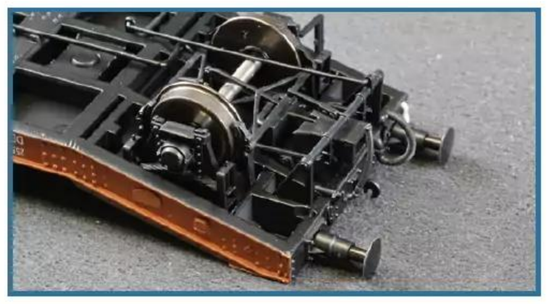




as well as an NEM pocket combined with vacuum cylinder, replaceable with a fully detailed cylinder.

They also have sprung metal buffers and optional EM brake shoes, supplied in a detail pack. They also incorporate etched brass detail parts, separately fitted etched brass tie-down rings and brass bearings with pin-point axles within a detailed chassis.

The models are priced at £40.00 each and are available now. A sample was received during the preparation of this issue and will be reviewed next month. For more details and to order, visit: **www.clarkrailworks.com**



Cavalex shows off first pre-production samples of Class 60 in OO

Cavalex Models has received pre-production samples of its 4mm scale Class 60 project (reported in the July 2024 RM) from the factory ahead of the production stage.

Cavalex says all variants of the 60 are being tooled, to accurately cover all 100 locomotives produced between the delivery of 60 001 in June 1989 and the present-day operations of the fleet.

The project will see the release of Class 60s in configurations and liveries that have not been available before in this scale.

The models feature an injection-moulded body with etched grilles. Other details include full-depth cabs with fully painted and printed interiors, including separately fitted controls, and the exteriors have separately fitted handrails and metal buffers.

Lighting features are designed to be as per the prototypes, as are the bogie and underframe details.

The models also feature a five-pole motor with twin flywheels and DCC sound options including flange squeal. They have a 21-pin DCC socket accessible through a removable roof panel.

The liveries in which the models are to be produced include the initial Sectorisation era grey liveries for Coal, Construction, Petroleum and Metals; Loadhaul and English Welsh & Scottish Railway; and the current colour schemes of DB Cargo, Colas Rail Freight, GB Railfreight, Cappagh Group and DC Rail.

www.cavalexmodels.com

Rapido reveals LMS D1663 and D1832A 12-ton vans in OO

Rapido Trains UK has released images of London Midland & Scottish Railway Diagram 1663 and Dia.1832A 12-ton vans it is producing in OO gauge, with 23 different versions and tooling variants covering different eras and prototypes with and without ventilators.

The vans were part of a large-scale modernisation programme which the LMS undertook, having inherited a varied host of ageing goods rolling stock after the 1923 Grouping. Production of the 9' wheelbase Diagram 1663 12-ton vans began in 1924 and 850 such wagons were produced over the course of two years. These new vans featured sliding doors, corrugated steel ends and external steel cross braces at one end.

These features were subsequently replicated in the Diagram 1832A 12-ton vans, 3,450 of which were built between 1929 and 1931. However, these later vans also featured a single ventilator bonnet at both ends and different headstocks and buffers. Some variants also had roof vents and the added ventilation allowed a wider variety of freight traffic to be carried. Many of these vans survived well into the Nationalisation era, with some in departmental use into the 1970s.

The Rapido models will feature separately fitted parts such as grab handles, full external and underframe details, brass bearings, disc or spoked wheels depending on prototype, and NEM coupling pockets. The liveries will include LMS pre-1936 grey, LMS post-1936 bauxite, BR London Midland Region grey, BR (LMR) bauxite and BR Departmental black.

Dia.1663 van in LMS grey...

...and post-1936 LMS bauxite.

At the time of going to press, Rapido was expecting tooling samples in the first quarter of 2025 and the models are available to pre-order at £32.95 each.

Firsts and full brakes added to 'Evolution' first batch

Rapido Trains UK has also announced that it will be adding non-corridor First and non-corridor full brake variants to its forthcoming OO gauge 48' 'Evolution' pre-Grouping bogie carriages, as detailed in the November issue.

The additional coach variants will mostly echo the tooling choices, liveries, roof styles, and detailing of the previously announced Batch 1 versions.

The 'Evolution' coaches, including the latest variants, are currently in tooling but are available to pre-order, with the previously quoted expected price per coach being £69.95 and the price for three-coach packs quoted as £199.95.

www.rapidotrains.co.uk

Great Western Railway full brake (top) and Midland Railway First.

EXHIBITION FOCUS

Manchester Christmas show to highlight D-Day 80th anniversary

A highlight of The Christmas Model Railway Show Manchester this year, organised by Manchester Model Railway Society (MMRS) and taking place on Saturday 14 & Sunday 15 December, will be a dedicated themed area commemorating the 80th anniversary of the D-Day landings.

The show venue will be The Sugden Sports Centre, Sidney Street, Manchester M1 7HB and show-goers are being encouraged to book tickets in advance by an earlier Saturday entry time of 09:45 plus a lower entrance fee of £11.50. This compares with an on-the-day entry time of 10:30 and entrance fee of £14.00.

Meanwhile, Sunday attendance is being encouraged by both a lower advanced tickets fee of £10.00 and a lower on-the-door ticket price of £12.00. Once again, advance tickets entry time is 09:45 compared to 10:30 for tickets bought on the day. Closing times are 17:30 on Saturday and 16:30 on Sunday.

D-Day, on 6 June 1944, saw the largest seaborne invasion in history and led eventually to Allied victory in the Second World War. The special themed D-Day 80th Anniversary area will aim to mark the immense efforts of the railways and railway employees throughout the war.

As well as seven model railway layouts (including Kevin Cartwright's O gauge layout *Stodmarsh*, which appeared in the RM August issue), the themed area will feature a display by the Military Railway Study Group, military models and information on specific aspects of railway operation during the Second World War, such as Operation Pied Piper, 'The Jellicoe Express' (aka 'The Misery') and ambulance trains.

The other layouts to be found in this section will be: *Limoges* (SM32 Occupied France); *Overlord*, *Parsley Hay Junction* (OO); *Dienw*, *St Etienne-en-Caux* (009); *Aston Magna*, and *Hartley Poole Too* (N).

An American military convoy crosses the bridge over the railway on the O gauge layout *Stodmarsh*, set just before D-Day. *Photo: Craig Tiley*

There will also be tributes paid to Driver Benjamin Gimbert and Fireman James Nightall, both of whom were awarded the George Cross (the latter posthumously) for their actions preventing catastrophic damage at Soham station just four days before D-Day.

As it is a show taking place so close to Christmas, there are special features for families with children. Every child can enter the show's annual quiz – and one lucky child will win a model railway featuring a locomotive, rolling stock, track and a controller. There is also an exhibition layout from a little blue engine's Island of Sodor for youngsters to operate. The show will also feature many trade and society stands and demonstrators.

Another feature of the show is that as well as light meals and hot and cold drinks being available on sale, there will be a dining area for visitors bringing their own food and passes available for people who want to exit to visit local eateries and then come back into the show.

For further details see the Societies & Clubs pages of this magazine or go to: **www.mmrs.co.uk/exhibition/**

For details on booking advance tickets see: **www.ticketebo.co.uk/manchester-model-railway-society/the-christmas-model-railway-show-manchester-2024**

A BR Class 25 on *Norman Colliery*. *Photo: Tony Wright*

Bachmann to produce LNWR 50' coaches in OO

▲ Pre-production samples of the Bachmann LNWR arc roof Composite, Brake Composite and Full Brake coaches (clockwise from top left) in OO gauge.

Bachmann Europe plc has revealed a new suite of models covering the London & North Western Railway 50' arc roof coaches in OO as part of its Branchline range.

The LNWR began building corridor coaches during the 1890s as part of the 'corridor revolution'. The Bachmann models have drawn upon the expertise of the London & North Western Railway Society and the Midland & Great Northern Circle. Four diagrams make up the range, comprising Diagram 138 (Tri-) Composite, Dia.268 Third, Dia.316 Brake Composite/Third and Dia.377 Full Brake – the latter being a scale six inches wider than its counterparts, as per the prototype.

The tooling suite allows the vehicles to be modelled in any guise throughout their working lives. The real vehicles were constructed with wood panelled bodies, which are replicated in miniature with injection mouldings. Ventilators above each window and door on the bodysides are separately fitted to allow the full and ornate LNWR livery to be applied.

Door handles are brass etchings which are then added individually, along with the ornate grab handles aside each passenger door – luggage compartment handles are also fitted separately. Each of the handrails applied to the model is produced in formed brass wire.

The corridor gangways are also separately fitted and lead to the corridor door, which is similarly detailed and comes complete with flush glazing. Turned brass buffers add the finishing touches in this area.

On their roofs the models have separately fitted turtle ventilators, up to 16 depending on the coach type, and turned brass toilet fillers. As-built vehicles with their gas lighting have turned brass gas light tops, along with finely moulded gas pipework interlinking each gas light and extending to the end of each coach. A second tooling set for each vehicle allows coaches to be modelled with their gas lighting removed.

Inside each coach, along with the separate wire handrails along the corridor side windows, seating and compartment partitions are replicated, including compartment doors with hinge and handle detailing – even the toilet and hand basin are reproduced in the toilet compartments.

The project is said to be at an advanced stage of development, and at the time of this issue going to press, further details were due to be revealed in the Winter British Railway Announcements in November.

▲ D600 Warships in N gauge.

D600 Warship locomotives in N

The manufacturer has also revealed undecorated samples of N gauge models of the Class 41 D600 Warship locomotives it will be producing for its EFE Rail range.

The models have been developed from the OO gauge version produced by Kernow Model Rail Centre (see Reviews, RM May 2019), but the EFE Rail models are being produced with two body styles depicting either the locos as built with disc headcodes, or as later altered to having a pair of two-character headcode boxes mounted either side of the nose, and with modified side grilles. Details include separate metal handrails at the ends and alongside each cab door, while bufferbeam pipework and headcode discs will be provided where relevant for optional fitting.

With these models, drive is provided by a coreless motor connected to both bogies, plus gearing to the outer wheelsets on each bogie in true A1A-A1A style, and with electrical pick-ups from all driven wheels. The wheels are spoked, a feature of the prototype D600s. Other features include directional lighting, along with cab lights which shine a spotlight on the detailed cab interiors. Switches will be provided for dc users to turn lighting functions on and off, while for DCC users these can be controlled by digital functions of the Next18 interface. Space is also being allowed within the battery box moulding for anyone wishing to fit a speaker to add sound to their model. Further details about these models are expected in the Bachmann Winter 2024 British Railway Announcements.

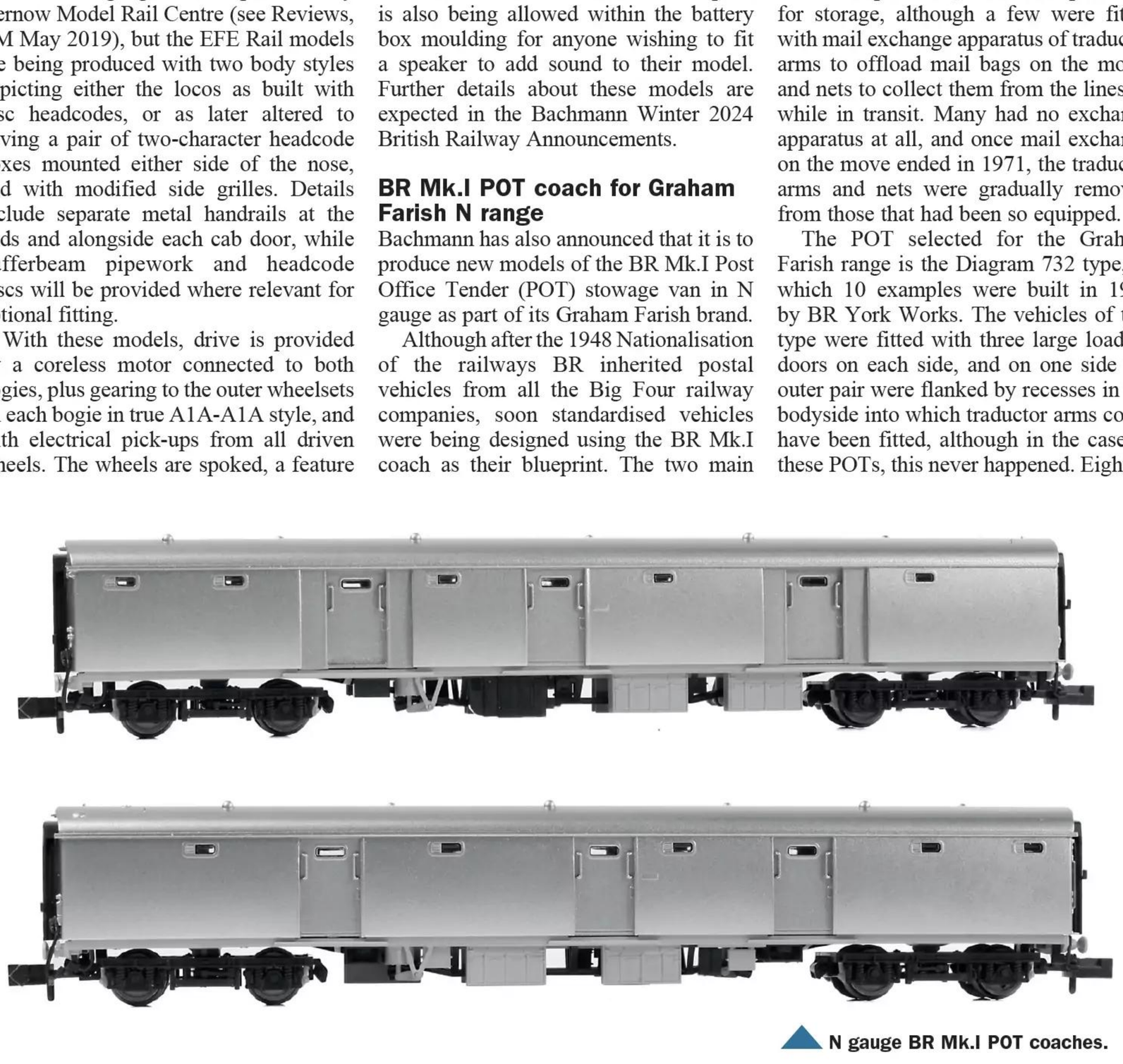
BR Mk.I POT coach for Graham Farish N range

Bachmann has also announced that it is to produce new models of the BR Mk.I Post Office Tender (POT) stowage van in N gauge as part of its Graham Farish brand.

Although after the 1948 Nationalisation of the railways BR inherited postal vehicles from all the Big Four railway companies, soon standardised vehicles were being designed using the BR Mk.I coach as their blueprint. The two main types were Post Office Sorting Vans (POS) and Post Office Tenders (POT), with nine different diagrams of the former and eight of the latter being constructed by various builders.

POT vehicles, only two versions and limited numbers of which included a brake compartment, were used primarily for storage, although a few were fitted with mail exchange apparatus of traductor arms to offload mail bags on the move, and nets to collect them from the lineside while in transit. Many had no exchange apparatus at all, and once mail exchange on the move ended in 1971, the traductor arms and nets were gradually removed from those that had been so equipped.

The POT selected for the Graham Farish range is the Diagram 732 type, of which 10 examples were built in 1968 by BR York Works. The vehicles of this type were fitted with three large loading doors on each side, and on one side the outer pair were flanked by recesses in the bodyside into which traductor arms could have been fitted, although in the case of these POTs, this never happened. Eight of



▲ N gauge BR Mk.I POT coaches.

▲ **009 Ffestiniog Railway 'Tin Cars' in Cherry Red and crimson & cream liveries.**

these vehicles remained in traffic until the final Travelling Post Offices ran in 2004, while one was withdrawn in 2003 and the other a decade previously. Two have been preserved.

The models will be equipped with metal wheelsets for smooth running, and standard N couplings fitted into NEM pockets mounted on close-coupling mechanisms.

Liveries and identities of the first vehicles to be released will be revealed in the Winter British Railway Announcements.

FR 009 'Tin Cars' launched at Bygones event

The Ffestiniog & Welsh Highland Railways Bygones event in October saw Bachmann making two product announcements for its Narrow Gauge OO9 range. The first to be unveiled were production models of the FR's own 1970s-80s 'Tin Car' coaches Nos.119 and 120, which were launched at the event.

The 'Tin Cars' were employed principally on the FR, but also saw occasional use on the restored Welsh Highland Railway. However, by 2018 all had been withdrawn from service with the company favouring the Lynton & Barnstaple-inspired 'Barn' coaches and the more recently built 'Super Barns' which are now the mainstay of modern service trains on the FR. Of the six 'Tin Cars', one was scrapped in 2005 and its underframe reused under a 'Barn' coach, another has recently been completely rebuilt for departmental use, and two each have gone to the Golden Valley Light Railway in Derbyshire and the Moseley Railway Trust in Staffordshire.

The Bachmann OO9 models have injection-moulded bodyshells with an integral roof, complete with roof panel ribs and toilet ventilator where applicable, and an integral solebar with rivet detailing and footsteps. There are ventilator grilles above each droplight window and other details include door knobs, grab handles and reservation board clips.

Flush glazing is found on the sides and at each end, where separate corridor connections and inter-vehicle cables have been fitted. Inside the vehicle is a decorated interior, complete with tables, chairs and even a toilet and basin in the toilet cubicle (where applicable). The underframe of the model replicates the metal frames of the prototype and includes a separately fitted brake cylinder and linkage. The bogies are true to the FR prototype, and have separate brake shoes as well as NEM coupling pockets into which standard OO9 couplings are fitted.

Other details include 'No smoking' signs on the windows – either triangular or shaped like the outline of a Double Fairlie and incorporating bilingual Welsh and English wording.

The initial models represent 'Tin Cars' Nos.119 and 120, with each coach available in either the original Cherry Red livery or the later crimson & cream colour scheme. Both vehicles were built as third class saloons with a toilet compartment, but No.120 had its toilet removed as part of an overhaul in 2010 – so the crimson & cream version has additional seats in place of the toilet cubicle. A review will appear in the next issue of RM.

The models are available exclusively from the Ffestiniog Railway at a price of £64.95 each, with every sale contributing to the line's continued operation. They are available to purchase now directly from the F&WHR's Porthmadog Harbour and Caernarfon station shops, or from:
www.festrail.co.uk/shop

FR 009 'Curly Roofed' Van announced

Also revealed at the F&WHR Bygones weekend were undecorated samples of models based on three bogie luggage vans which entered traffic with the FR between 1873 and 1876.

Known at the time as 'Turtle Roof Vans' owing to their uniquely shaped roofs, they are now commonly termed 'Curly Roof Vans'. Of the three original vans, numbered 1-3, No.1 was broken up in 1921 and No.3 suffered the same fate in 1955. Van No.2, however, was rebuilt in 1920/1, receiving a new body which incorporated two third class passenger compartments. In this form Van No.2 was later renumbered to No.10 and is in traffic today.

In 2004 a replica of Van No.1 was built and recreates the wide handrails with curved side rails fitted to the guard's platform on the original. First turned out in all-over purple-brown lined in gold, an overhaul at Boston Lodge this year saw it emerging in October in a version of the original 1870s livery of purple-brown with top side panels in ivory lined in gold.

Bachmann has produced models of both the original (or replica) 'Curly Roof Van' design, with panelled sides, and of the rebuilt passenger compartments Van No.2/No.10 with matchboard sides.

The models comprise an injection-moulded bodyshell with integral roof and prominent separately fitted duckets. The grab handles found on the brake third are formed from metal wire and fitted separately too.

The body is mounted onto a die-cast metal underframe, with engraved planking on the guard's platform and rivet detail along the solebar and at either end. The handrail at the guard's end includes both the wider and narrower design of handrail fitted over time, along with the vacuum pipe support bracket and vacuum pipes at either end. Within the guard's compartment a handbrake wheel is fitted, whilst the brake third model also features seat and partition details within the passenger compartments and separate step boards attached to the solebar.

Each model runs on a pair of bogies with moulded axleboxes and suspension alongside separate brake blocks. Profiled metal wheelsets with curved spoke wheels are employed, and standard OO9 couplings are fitted into NEM coupling pockets, which are mounted to the underframe.

▲ **The FR van with original 'Curly Roof' and curved handrails...**

▲ **...and with the flatter roof, passenger compartments and straight handrails.**

Details of the first models to be produced from this new suite of tooling will be revealed in the Winter 2024 British Railway Announcements in November, ahead of their anticipated arrival before the end of the year.

Scenecraft OO9 range proceeds donated to FR

The F&WHR Bygones Weekend also saw Richard Proudman of Bachmann Europe plc taking the opportunity to present the railway with a cheque for £2,000, raised from the sale of Scenecraft models depicting various Ffestiniog Railway structures and designed for OO9 modellers.

The various stone buildings of Porthmadog Harbour station were the first to be produced in 4mm scale at the end of 2022. More recently, the range has been expanded with models of Harbour station goods shed, Boston Lodge blacksmiths & wagon workshop, Boston Lodge engine shed and Minffordd waiting room, and it is from the sales of these four models that Bachmann has been able to raise £2,000 to help support the FR's continued operation.

The range has recently been further expanded with models of buildings at Tan y Bwlch station.
www.bachmann.co.uk

▲ **Richard Proudman, Rail Brand Manager for Bachmann Europe plc (*left*), pictured presenting Osian Hughes, Marketing Manager for the Ffestiniog & Welsh Highland Railways, with a cheque for £2,000 in front of the former Porthmadog Harbour station goods shed which now houses Spooner's Café and Bar.**

Dapol receives samples of GWR '517' and '4800/5800' 0-4-2Ts in 00

Dapol has received engineering prototype samples of the OO gauge Great Western Railway Class '517' and Class '4800', '1400' and '5800' 0-4-2T locomotive models which were announced in the July RM News section.

The samples of the Class '517s' are of both the open cab and early closed cab versions, plus the later closed cab version as redesigned by Charles Collett in 1924.

It has been decided that an additional model portraying No.539 in lined GWR green with black frames and an open cab is to be added to the originally announced versions. Other planned liveries for the Class '517' models include No.202 (a changed number from that announced originally) with open cab in lined GWR green with red frames.

Undecorated samples of the later generation 0-4-2Ts have two footplate styles to represent the '4800' and '5800' classes, with one or two footsteps on the front, plus there are bunker steps for the post-1936 examples.

The design team are currently reviewing and testing the samples whilst artwork is being finalised to allow the factory to produce decorated samples.

The Recommended Retail Prices of the models are stated as £140.00 for DCC ready versions, £175.00 for DCC fitted locomotives and £250.00 for DCC sound versions.

Engineering prototypes of the OO gauge Dapol GWR '517' (left) and '1400' 0-4-2 tank engines.

CAD designs revealed for North Eastern J72 in N

Dapol has released Computer Aided Design images of its North Eastern Railway Class E1/London & North Eastern Railway Class J72 0-6-0T locomotives in N gauge.

First built in 1898 as a smaller wheeled shunting variant of the successful J71 class, the J72 continued to be built, with minor changes, over the next 53 years by the NER, LNER and British Railways.

In 1937 two of the class were fitted with vacuum braking to work as carriage shunters and more followed from 1947 onwards, eventually leading to 41 class members being so fitted. Several of the vacuum brake fitted locomotives were repainted in lined passenger liveries by both the LNER and BR for use as station pilots.

The 113 members of the class all continued in service until the first locomotive was withdrawn in 1958, and the last was withdrawn from normal service in 1964.

However, two were transferred to Departmental stock, one lasting in this role until 1967. One member of the class, No.69023, is preserved.

Dapol says, given the very small size of the model, many of the larger components, such as the footplate, chassis and tanks, are die-cast to ensure a good weight for adhesion. The centre driving wheels will be sprung and the coreless motor will be fitted with a flywheel. The blackened nickel-plated driving wheels will run in brass bearings and the models will have split frames for live bearing pick-up from all six wheels.

Details will include tapered buffers and wheel and handle smokebox door locking for NER era versions, and Group Standard buffers plus two handle style smokebox door locking for LNER and BR versions, with locos of the latter era also having smokebox numberplates. Other details include Ross 'pop' safety valves or NER 'trumpet' safety valve cover.

There will be provision for a Next18 decoder in the cab with access for the decoder fitting via four screws.

CAD image of the N gauge J72 0-6-0T.

The proposed liveries are: No.2173 in NER lined green, No.2183 in LNER pre-war unlined black, No.8680 in LNER post-war lined green, Nos.68723 & 68745 in BR black with early crest, No.69007 in BR black with late crest, No.68736 in BR lined apple green station pilot livery with late crest, and No.69023 as preserved in lined apple green with NER and late BR crests.

The expected Recommended Retail Price for the DCC ready models is £140.00.

PFA/KFA container flats in O

At the Severn Valley Railway O Gauge Get Together 2024 in October, Dapol revealed that it is producing PFA and KFA container flats in O, for which CAD images were available.

The KFA wagons, originally designated PFA, were built from 1987/88 by Rautaruukki in Finland for Tiphook, with the eventual fleet totalling over 200 wagons. The first batch ran on Gloucester GPS bogies, while the later ones were on VNH-1 bogies. Some of the first jobs they undertook were as steel beam carriers, or as transporters of low height containers moving contaminated spoil from Chatham.

Later duties involved intermodal, 'Binliner' services and aluminium ingot transportation. Currently they are in use with Freightliner, DB Cargo, GB Railfreight and Network Rail, with the latter using them in railhead treatment trains, weedkilling operations and in long-welded rail trains.

The models are designed to represent both the vehicles fitted with GPS and VNH-1 bogies, and are compatible with Dapol O gauge 20', 40' and 40' HC containers. The models are also fitted with a Lenz-style pocket so modellers can connect them more easily without always having to use the scale couplings. This also allows them to go around tighter curves than if they were using just the scale couplings.

Livery variations will include: Tiphook yellow GPS bogies with blue body; Tiphook blue GPS bogies plus blue body; Network Rail yellow GPS bogies plus black body; Tiphook blue VNH-1 bogies plus blue body; Tiphook black VNH-1 bogies with blue body; and refurbished blue sides on body mounted on black VNH-1 bogies.

The Recommended Retail Price of these vehicles is expected to be £80.00 each.

Laser-cut low-relief card building kits for O

Also announced at the SVR O Gauge Get Together was the first of a new range of laser-cut low-relief card building kits due to be marketed under the brand name Kitmaster Genesis.

The kits will be laser-cut from fine self-coloured card and will include all the necessary injection-moulded or 3D-printed accessory parts (including glazing) to complete the given model. Where appropriate the models will also be supplied with printed interior decoration, so all the purchaser will need to complete the building is glue.

The first of the kits to be revealed are Low Relief Factory End (Doors & Hoist) (ref.7B-005-001), which is based on an industrial building in Keighley, West Yorkshire. The completed building will have posable/movable doors and a size of 302mm x 90mm x 285mm. This kit will be priced £50.00.

The second kit to be revealed is the Low Relief Stone Factory End (Doors only) (ref:7B-005-002) and is also based on a building in Keighley in West Yorkshire's Worth Valley. As well as moveable doors, the completed model will have a size of 282.5mm x 90mm x 292mm and the kit will be priced £45.00.

www.dapol.co.uk

The low relief factory end with doors and hoist.

O gauge PFA container wagon.

The latest news from the PECO group of companies

Peco festive wagons for N and 009

Peco has announced two specially liveried wagons for Christmas in N gauge and 009.

Both carry suitably festive red, white and green colour schemes (inspired by Christmas jumper designs!), with the 009 wagon (*left*) being based on the Lynton & Barnstaple Railway box van, and the N gauge example (*right*) on the BR standard 12-ton Vanfit. Both carry the wording 'HAND WASH ONLY'.

Both are available to order from Peco stockists, with the 009 wagon (ref.GR911) retailing at £29.95 and the N gauge van (ref.NR2011XM) at £19.95.

www.peco-uk.com

Warley MRC jubilant after first Statfold event

The new look Warley Model Railway Show, run in conjunction with the Statfold Narrow Gauge Museum Trust, has been hailed as a success, with visitor numbers expected to be towards the top end of the organisers' expectations.

The event, held at the Statfold Country Park near Tamworth on October 12 & 13, pulled in enthusiasts and families from across the Midlands and beyond to enjoy model and full-size railway attractions.

Nigel Smith, who led the organising team from the Warley Club, said that he was absolutely delighted with the outcome. "We knew this was to be a more easy-going and congenial event than those we ran at the NEC, and it fully met with all our expectations."

The tradition of inviting the Mayor of Sandwell (the borough in which the Warley Club headquarters is located) to present an award for 'Best in Show' was retained.

This year was judged by Mayor Syeda Khartun MBE who said that it was a very difficult choice to make. Hence, as well as selecting the best in show, she also awarded three highly commended accolades to other layouts which appealed.

The Best in Show award went to *Borrington by the Sea* created by Andy Hudson, and highly commended awards to *Worcester South Quay* by Alan Searle, *Small World* layouts by Julian Cockshott and *Bond Lane*, with its dramatic sky effects produced on a TV screen and created by the Limbrick family.

The club wishes to thank sponsors Bachmann Europe plc and Peco for their support. Next year's show has been earmarked for 11 & 12 October 2025 and further details will be revealed in due course.

Syeda Khartun presents Andy Hudson with the Best in Show award for *Borrington by the Sea*.

Highly Commended awards went to Alan Searle for *Worcester South Quay*...

...and to the Limbrick family for their layout *Bond Lane*, with weather effects on a TV screen.

Also on display was *Inver*, Railway of the Month in the August 1999 RM. *All photos: Steve Flint*

John Francis Dutfield

We regret to report the passing of John Dutfield on Thursday 16 May 2024, aged 85 years.

John was one of the founder members of the Chelmsford & District Model Railway Club, building on his interest in railways. His working life was spent with the banking industry, in what is now known as National Westminster though it was Williams & Glyn's at the time.

Originally from Yorkshire, he and his wife, Christine, lived in Essex for many decades raising their daughter and son. John was also a lay preacher and divided his time across a number of Essex parishes and their churches. John's interest in model railways led to his founding John Dutfield Model Railways in his spare time, firstly attending swapmeets and then exhibitions – as well as supplying items to local club members.

In time John decided to take retirement from banking and open a retail outlet. Space was rented within a local Sub Post Office, with the first trade representatives arriving from Tasma Products and Peco at almost at the same time. It was soon obvious that more help would be required to run the shop and attend events. John was aware in a very short time that larger premises were needed, which led to the present location. More help was also required on a day-to-day basis, rather than relying on friends, family and club members. Heather Wilkinson started out helping part-time with the book-keeping, eventually becoming a junior partner.

When John decided to retire fully in around 2010, Ken and Heather Wilkinson purchased the business, keeping the business name as it had become well known and highly regarded within the hobby.

John is survived by his wife Christine, daughter Steph and son Nick, and many grandchildren.

John Dutfield behind the counter in the model shop that still bears his name.

In brief

Diesels at Pendon

Pendon Museum in Long Wittenham, Oxfordshire, is to hold another special running weekend featuring trains not usually seen on its sea wall exhibit, including a Western diesel-hydraulic and High Speed Train. Taking place on Saturday 7 & Sunday 8 December (the last weekend that the museum is open before closing for the winter period), no pre-booking is necessary and the museum will be open from 11:00, with last entry at 15:15. For further details, including admission prices, see the Societies & Clubs pages or go to:
www.pendonmuseum.com

Newport open day omission

Unfortunately, details of the Newport Model Railway Society open day, which was planned to take place on Sunday 10 November, were omitted from the Societies & Clubs pages of our November issue. Our apologies to the NMRS for this oversight. The event was due to be held at Shaftesbury Community Centre, Evans Street, Newport, NP20 5LD (open 10:30-16:30) with eight layouts either complete or shown under construction. For more details about the Society, go to:
www.newportmrs.wales

Plymouth model railway show postponement

The first Plymouth Model Railway Show, organised jointly by the Plym Valley Railway Association and Chris' Crafts & Model Railways, has been postponed (this news arriving too late to give notice in our previous issue). Originally scheduled for the weekend of 9 & 10 November, the event is now planned to take place on Sunday 2 March 2025. Further details will be published nearer the time.

SLS Kidderminster meetings correction

The Stephenson Locomotive Society (SLS) has advised that in information sent out regarding its meetings to be held in Kidderminster in November and December – which included a presentation on the railways of Worcestershire by Chris Wilkinson on Saturday 9 November, and Christmas festivities to take place on Saturday 14 December, both at Kidderminster Railway Museum, adjoining the Severn Valley Railway station (DY10 1QX) and both at 14:00 – the contact telephone number was printed incorrectly. The correct number is 01597 824408.

FCA container wagon twin packs in OO

FCA container flat wagons.

Class 37/4 in BR large logo blue...

...and Colas Rail Freight colours.

Accurascale has revealed it is to produce FCA flat wagons as the latest addition to its range of OO gauge freight vehicles, complete with a selection of appropriate containers.

Built to carry bulk container traffic such as 'binliners' (with three 20' compaction rubbish containers carried per wagon) and containerised coal, flyash, lime and steel, as well as shipping containers, the 400 FCA 60' flats are configured as 'twins' with a bar coupler semi-permanently connecting the wagons. Outshopped by Thrall Europa, York, in 2000/1, they were initially rated at 60mph with a 1,023mm deck height, but subsequent modifications have uprated the fleet to 75mph and have also seen them being fitted with smaller wheels to accommodate 'high cube' containers (FXA) or run as three-car units (FQA).

The first run of models sees the wagons combined with either 20' West London 'binliner' or 20' MoD ammunition containers, but can also be configured to carry a range of different-sized modules or boxes.

The models feature a cast metal frame with plastic, wire and etched metal details, sprung buffers, flexible air pipes cast from rubber and NACO bogies with rotating axleboxes. The bogies also have full inner frame detail and brake shoes with rigging, and separately-added elements include locking bars and operating equipment on the containers.

The Accurascale Exclusive FCAs are anticipated to arrive in stock in the fourth quarter of 2025, and are available direct only via the manufacturer's website. The FCA packs will each feature two wagon flats and six containers per pack.

The price will be £129.99 per twin pack with discounts available when buying in multiple.

New Class 37/4s in OO

Accurascale has announced that its latest run of Class 37 locomotive models in OO will represent members of the Class 37/4 sub-class. The initial batch will comprise five locomotives: 37 408 *Loch Rannoch* in EWS maroon & gold livery; 37 414 in Railfreight Construction livery; 37 420 *The Scottish Hosteller* in BR large logo blue with West Highland stag; 37 421 in Colas Rail livery; and 37 429 *Eisteddfod Genedlaethol* in BR large logo blue with Welsh dragon. All will be offered in DCC ready and DCC sound-fitted formats, with the former priced at £189.99 and the DCC sound-fitted locos at £289.99. The models are available to pre-order with delivery expected in the fourth quarter of 2025.
www.accurascale.com

NIR DL Class Hunslets in OO

Irish Railway Models, sister company to Accurascale, has revealed it is producing models of Northern Ireland Railways DL Class Hunslet diesel locomotives in OO.

The three locomotives, all named after birds of prey, were introduced in 1970 when the still embryonic NIR set out to improve the Dublin-Belfast 'Enterprise' service.

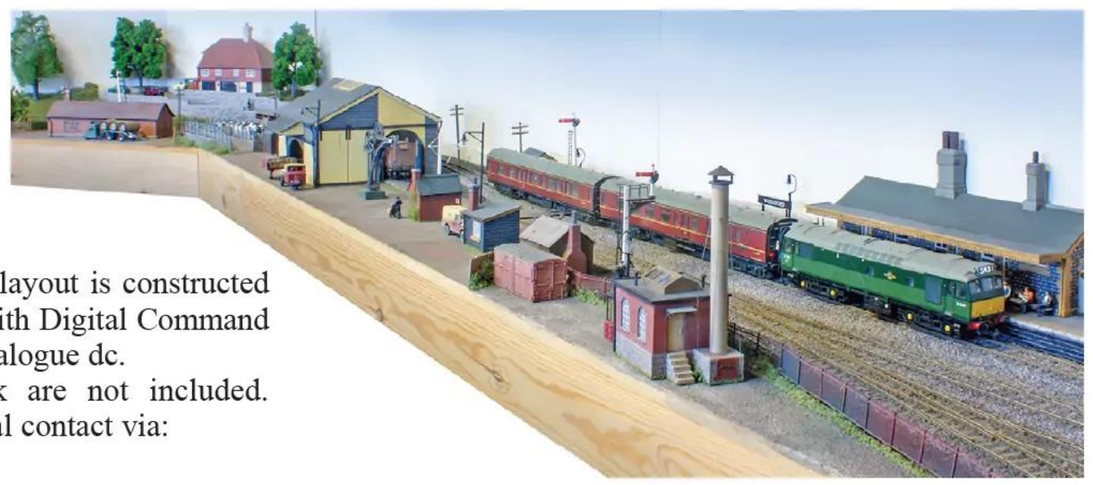
Designed by the Hunslet Engine Company of Leeds, construction of Nos.101 *Eagle*, 102 *Falcon* and 103 *Merlin* was contracted out to British Rail Engineering Limited at Doncaster. They also hauled other services such as Sunday excursion trains to Portrush, as well as spoil trains to an oil terminal construction site at Cloghan Point. Today, No.102 *Falcon* is the sole survivor of the trio at the Ulster Folk & Transport Museum at Cultra, Belfast.

The models are to be supplied DCC sound ready or DCC sound-fitted and feature a lighting package including cab lighting, and day and night configurations. Other features include a die-cast metal chassis, with ABS plastic body; a centrally mounted, twin flywheel five-pole motor, driving both sets of axles, with all-wheel pick-up; and a helical gearbox for maximum performance and slow speed running. The bogies have brake blocks fitted and aligned with wheel centres for OO gauge, and the die-cast underframe has all cylinders, battery boxes, cabinets and piping applied separately plus NEM pockets at both ends, fitted via full kinetic couplings. The models are designed to work with the ESU Loksound V5 21-pin decoder, with easy access via a removable roof panel.

The quoted prices are £219.99/€259.95 for DCC ready versions and £319.99/€379.95 for DCC sound-fitted models, and delivery is anticipated to be in the fourth quarter of 2025.
www.irishrailwaymodels.com

NIR DL Class Hunslet diesels.

New home sought for Widdiford layout



As a consequence of the untimely passing of Peter Martin (see News, RM November), his widow is keen that his layouts should go to appreciative owners.

In particular, a new home is sought for the OO layout *Widdiford*, which was featured in the May 2019 issue. This compact 9' x 7' L-shaped 11" wide shelf layout is constructed to a high standard and was built for use with Digital Command Control (DCC) but could be adapted to analogue dc.

Control equipment and rolling stock are not included. Interested parties are invited to make initial contact via:
cm-editor@btconnect.com

Kenneth (Ken) Ball

Karen Crosland writes:
It is with great sadness that I must report that my father Kenneth Ball (Ken) passed away on 15 September at the age of 94. He was the last surviving founder member of the Macclesfield Model Railway Group and an avid railway enthusiast and modeller through and through.

His demonstration stand at exhibitions was always popular, especially among the younger visitors who were always encouraged to have a go, under his watchful eye.

He was a prolific artist in various materials all his life and this was reflected in the many hundreds of buildings he was commissioned to create for people worldwide over this time – the last one he made only a couple of years ago was a scale model of his granddaughter's wedding church.

His life was consumed by all things railways over the years, with his late wife Margaret often referring to herself as a model railway widow; and he would often be away at one of the many shows around. He loved it; he never lost the passion for the hobby even when his age and joints failed him and he could no longer hold a brush to paint – it was a passion he talked about with his

daughter's partner only a few weeks before he died.

If any readers have any stories to share, the family would love to hear from them. They plan to put together a portfolio on his life and would be happy to receive any stories or photos; email: karen.crosland47@gmail.com

He will be sadly missed by all his family and friends. Ken always hoped the models he made for various people around the country would continue to raise a smile, a conversation or two and to keep the passion alive.

RIP Ken.

Rapido Railex event in Maidstone draws over 1,000 visitors

Rapido Trains UK has hailed as a success its Rapido Railex event held in Maidstone, Kent, over the weekend of Friday 27 & Saturday 28 September. The two days saw a grand total of 1,050 people of all ages coming through the door.

Recent announcements by Rapido were among the biggest talking points, and there were various engineering and 3D-printed samples on display for many of the models being developed by the manufacturer in OO and N.

The show was also the maiden run for the firm's customised wagon livery service. Working hand in hand with The Wagon Yard, staff managed to take a large number of orders for bespoke wagons over the weekend. In addition, live 3D scanning was being carried out by Modelu.

Rapido Trains UK wishes to thank all of those who took part and made the event such a success. The company is considering holding a similar event at the same time next year.

www.rapidotrains.co.uk

Samples of Ivor the Engine and O1 Class 0-6-0s. ***All photos: Callum Willcox***

Shop News

West Midlands retailer closes its doors after more than a century

Alan Turner of Warley MRC presents Malcolm and Katy, two of the team at A Oakes, with an award for their shop's 120 years of service.

The retailer A Oakes World of Model Trains, of Rood End in the West Midlands, has closed its doors after 120 years of trading.

In 1905, a row of terraced houses were built around the corner of Vicarage Road and Tat Bank Road in the Langley area of Oldbury, in Sandwell. They were built by the Oakes family with one of them turned into a shop for a member of the family to sell clothing. Over the years, the business developed into one of the country's first true department stores, adding other elements of clothing, funeral ware and, in due course, toys.

From occupying just one house, the business gradually took over the four properties on Vicarage Road and the layout of interior walls was amended to provide a warren of sales and stock rooms. A working model layout was built upstairs, and many local young people gained their interest in model railways there.

The model shop was always willing to buy in the trains that customers wanted, and was also keen to take in customers' redundant items and resell to them the latest models. The shop kept up with all the latest brands and did so right to the end.

When Warley Model Railway Club first organised a big exhibition, Oakes was one of the first traders to come on board, and then attended every year for all but the post-Covid Warley Shows.

The Oakes New Year Sales to clear out-of-date stock became well known in themselves. Following the pandemic, a valiant effort was made by staff to keep the retailer's traditions going, and to keep serving modellers. However, as the time for current proprietor Robert Oakes to retire approached, the difficult decision was made to close, with last trading taking place on Saturday 7 September, 2024.

But even then the Oakes team went out with a bang, with considerable bargains making up for the three-year lack of traditional end of year sales and prompting many of those attending to ask if things could not continue.

Robert and the rest of the shop's staff wish to thank all of their customers, past and present, who have supported them over the years.

[Ed. Our thanks to A Oakes World of Model Trains for the many years of support to the hobby and to Railway Modeller. *We wish Robert and his team the very best for the future.]*

Club congratulates Bob Aherns on organising his 50th exhibition

The Bridport & District Model Railway Club in Dorset reports that it recently held a very successful exhibition, its 24th, at Colfox Academy. There were over 40 exhibits and a number of traders.

With the very high standard of layouts, judging was difficult and Ron Randall, with his *Shillingsford* digital OO gauge layout, scraped through to win the Best in Show award. Other exhibits were Douglas Beazer with the story of the West Bay branch line, and Chris Challis with his *Cheddar SDJR* layout.

But the real star was Bob Aherns, who celebrated organising his 50th show. It was always Bob's wish to get to 50 shows and he is now stepping down as exhibition manager, with Ken Banks taking over.

The club would like to express its great thanks to Bob for all his work over so many years, and to wish him a happy retirement. That is until the next AGM, when everyone is sure Bob will take on another role! Pictured is Bob as he

received a small gift of thanks from the club members.

The club meets on Tuesday nights at Askerwell Village Hall (19:00-21:00), where members have exhibition layouts and a four-gauge (O, OO, OO9 and N) test track running both analogue and digital systems. New members are always welcome.

Coming next month

Jan. 2025 –

Out Thursday 12 Dec.

inside ...

- **MAKING A START IN 009**
  Chris Ford continues the construction of his Ffestiniog-inspired 4mm layout
- **HUNSLET ENGINE WORKS**
  Andy Ross continues his account of recent progress on this 7mm project
- **RM CUP COMPETITION**
  £1,000 worth of prizes to be won!

plus all the regular features ....

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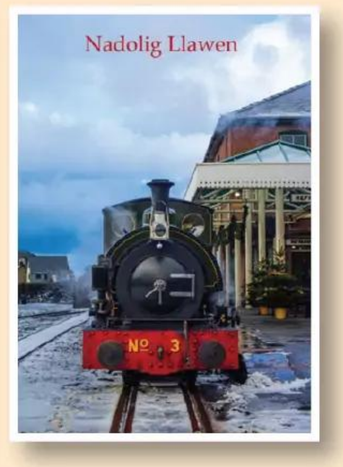
Cards & Calendars 2024

Talyllyn Railway

The Talyllyn Railway has revealed details of both its 2025 calendar and 2024 Christmas cards.

The calendar is presented in a folded A3 landscape format, with the pictures displayed at A4 size and comprising a mixture of seasonal photographic shots of various locations along the line – featuring all of the railway's six steam locos plus one of its diesels.



There are also two introductory pages giving a map and list of the stations served, plus a wider illustrated description of the Tywyn, Aberdyfi, Barmouth and Dolgellau area. The calendar months and days of the week are written bilingually in Welsh and English.

The Christmas card is illustrated with a head-on view of ex-Corris Railway Falcon 0-4-2ST No.3 *Sir Haydn* standing in Tywyn Wharf station. The festive greetings inside are again bilingual. The calendar is available at a price of £8.00 plus £3.95 P&P, while the Christmas cards are available in packs of five at a cost of £3.95, again plus £3.95 P&P. Credit card details can be taken over the phone by calling 01654 711012, or these items can be ordered through the railway's online shop at:
www.talyllyn.co.uk

Corris Railway

The Corris Railway's Christmas card this year features a painting by artist Michael Huber of the line's new-build Falcon 0-4-2ST locomotive No.10 in a frosty landscape between Maespoeth and Corris village.

The festive greeting inside is written bilingually in English and Welsh.

The cards are available in packs of five and are priced at £5.00 per pack plus £1.00 P&P, but if purchasing four or more packs, postage is free.

All proceeds from the sale of these cards will go towards the rebuilding of the Corris Railway, which is currently constructing a new roadside embankment south of Maespoeth to enable the line to progress further.

Orders should be sent to: John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY. Cheques should be made payable to 'Corris Railway'.
www.corris.co.uk

Volks Electric Railway

The Volks Electric Railway Association (VERA) has revealed details of its new Christmas card, all proceeds from the sale of which will go towards the restoration of Southend Car No.9.

The design features Car No.9 against a backdrop of the sheds at Halfway, Madeira Terrace and the Regency buildings of Brighton's Kemp Town. The card has been designed for VERA by local Sussex artist Michael Cruickshank.

The cards are A5-size, and are available in packs of five. Inside they include a festive greeting, and there is some further information about Car No.9 on the reverse. Priced £5.00 per pack, the cost of P&P is available on application. For further information email Phil Hamerton:
membership.vera@gmail.com

Welshpool & Llanfair Light Railway

New from the WLLR is an A6-sized card featuring a painting by Jonathan Clay showing the railway's recently restored Franco-Belge 0-8-0T *Sir Drefaldwyn* and visiting Austrian U Class 0-6-2T *Zillertal*. The card is available in packs of five priced £3.50 plus £2.95 P&P for any number of packs (or £6.00 P&P overseas). Orders can be made by post at: W&LLR Christmas Cards (MDLR), 7 Sutherland Grove, Perton, South Staffs WV6 7PA, with cheques made payable to 'W&L Sales'. Orders can also be placed via the website.

Also available is an A4 format 2025 calendar (folding out to A3) with each month featuring a full-colour photograph taken around the railway. Packs of the 2022 and 2023 Christmas cards are also still available. **www.wllr.org.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.

FEBRUARY 2025 issue deadline: December 1st

LIVE EVENTS

Saturday 16 November
BOOTLE, Merseyside
Event: LAWLOGG Show.
Organiser: Liverpool and West Lancs O Gauge Group (LAWLOGG).
Venue: 1st Floor, St. Monica's Parish Centre, Stewart Avenue, Bootle L20 9JD.
Open: 1000-1600
Admission: free but donations welcomed.
Amenities: free parking on site and nearby (alongside park). Public transport nearby (see website for details). Tea/coffee available.
Features: *Fernhill Junction* (large twin track main line loop with branch), *Dunball-St Monica's* (long branch line spiral), *Ballan Road* (late 1950s rural loop and branch), *Test Track* (quad loop for 3-rail, 2-rail, dc and DCC). Visitors are welcome to bring along locos & stock to run. A small demo rig from the Merseyside Area Group of MERG should also be on display.
Website: www.lawlogg.uk/visit/
Facebook: www.facebook.com/lawlogg

Saturday 16 November
ENGINE 24: NARROW GAUGE IN THE 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 Yr Allt, 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, nearby Ocean Park shopping complex (check time restrictions) & municipal car park 5 mins walk away. By rail, Hillsea station is 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, Portskerra* (EM); *Oak Road, Penmaenbach* (OO); *Rodmell Green* (009); *Friedrichstrasse* (HO); *Kyle of Lochalsh* (2mm scale); *Moors View* (N). Plus demonstrations and trade & society stands.
Email: exhibition@shmrc.org.uk
Website: www.shmrc.org.uk/exhibition/
Facebook: www.facebook.com/shmrc/

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 (009); *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 Assoc. 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, child £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, accessible from M9 Jct. 5) plus free on-street parking. Free classic bus link to the Falkirk railway stations. Disabled access. Hot and cold food.
Features: over 30 layouts and 20 trade stands (free show guide available).
Email: malcolmbaird97@gmail.com
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 (Secretary), 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; children 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 November RM, 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, acpd 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 incl: *Chop-it-up Lumber Co.* (Gn15); *Londonderry Sidings, Why 'O' Why* (O); *Llareggub Wharf* (0-16.5); *Burntisland* (S4); *Clatterbridge, Masbury Junction, Morfrail, Thomas the Tank Engine, Tarrung Nevillel, Overground, Underground* (OO); *Canal Brewery Wharf, Gargrave, High Stamley* (009); *Alston* (N); *Hakuho* (Z). Plus demos including Train Simulator 2025 and O gauge ready-to-run products. Also Scaleforum Cumberland demos in OO, EM and S4 gauges. Trade 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 MRC.
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 U16s 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: Guildford Trade Show.
Organiser: Guildford O Gauge Group.
Venue: Spectrum Leisure Complex, Parkway, Guildford, Surrey GU1 1UP.
Open: 1000-1600
Admission: adults £8.00.
Amenities: ample free parking (1000-plus cars). Nearest bus stop is Elgin Gardens on the No.6 bus from Friary Bus Station. Follow Stoke Park Cycle Path from bus stop to venue. Light refreshments, meals and bar available.
Features: club layouts on display plus a large test track for 2- or 3-rail and coarse scale. Also around 35 trade stands and a large Bring & Buy stand.
Website: www.gogg.co.uk/tradeshow.html
Facebook: www.facebook.com/groups/325807073206930/

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 – Emett, Tan Yr Allt* (009); *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
THE NATIONAL FESTIVAL OF RAILWAY MODELLING 2024
BIRMINGHAM, West Midlands
Organiser: Warners Exhibitions.
Venue: National Exhibition Centre, Pendigo Way, Birmingham, West Midlands B40 1NT.
Open: Saturday 1000-1700
Sunday 1000-1630
(Note: 0930 entry both days if pre-booked).
Admission: if pre-booked, adults £20.00 (includes a discount on car parking pre-booked via the NEC website only). U16s free with a fee-paying adult (up to maximum

of two children per adult).
Pre-book tickets at www.eventbrite.co.uk/e/the-national-festival-of-railway-modelling-2024-tickets-921380242107?aff=rmwebm24
If tickets are bought on the day: adults £25.00 (no car park discount on usual £18.95 fee), U16s free with a fee-paying adult (up to max of two children per adult).
If a visitor requires a full-time companion, a companion's ticket is offered but supporting documents will need to be emailed to exhibit@warnersgroup.co.uk prior to the show. Note no dogs are permitted apart from official guide/assistance dogs.
Amenities: parking managed by NEC – note fee and pre-booked discount information above. Access from adjacent Birmingham International rail station. For other travel info see www.thenec.co.uk/visitors
Full disabled access around the venue. Snacks and hot/cold drinks available.
Features: 60-plus layouts. Also many trade and society stands. Other features include a ride-on miniature train.
Website: www.thenec.co.uk/whats-on/the-national-festival-of-railway-modelling/

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: new venue now confirmed: Rainhill High School, Warrington Road, Rainhill, Merseyside L35 6NY.
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 009 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 009 Group.
Venue: Rainhill High School, Warrington Road, Rainhill, Merseyside L35 6NY.
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. Hot & cold refreshments.
Features: narrow gauge layouts plus 'shows you how' demonstration stands.
Website: www.009society.com/news/exhibitions-events/

Saturday 30 November & Sunday 1 December

OSWALDTWISTLE, Lancashire
Organiser: Blackburn & East Lancs MRS.
Venue: Oswaldtwistle Mills Business Centre, end of Pickup Street, Oswaldtwistle, Lancashire BB5 0EY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, acpd U16s free, family (2+2) £8.00.
Amenities: free parking, disabled access, light refreshments.
Features: layouts including: *Arcadia Pennsylvania, Hill Port Goods* (O); *Bryn Crug Sidings* (0-16.5); *Bankfield* [DCC], *Newbury Mills, Edgworth, Something Different* (OO); *Bradley, Cajon Pass, Coketown, Ruloe Junction* (N). Plus demonstrations, trade stands and open invitation to view the clubroom (upstairs).
Email: belmrs2019@gmail.com
Website: www.belmrs.com/2024-exhibition

Sunday 1 December

GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: limited accessibility for disabled.
Features: open day with O gauge East Coast Main Line layout in operation.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 7 December

TICKENHAM, Somerset
Organiser: Nailsea & District Model Railway Club Open Day.
Venue: 205 Clevedon Road, Tickenham, Somerset BS21 6RX.
Open: 1000-1600
Admission: adults £5.00, children (5-16) £2.00 (no concessions or family tickets).
Amenities: free parking on site.
Features: club layouts include *Norton Vale* (OO), *Portishead TMD* (OO DCC Sound), *Morella Light Railway* (009).
Website: www.nailsea-district-mrc.co.uk
Facebook: www.facebook.com/nailseamrc

Saturday 7 December

WIGAN, Greater Manchester
Organiser: Gauge O Guild Winter Show.
Venue: Robin Park Leisure Centre, Loire Drive, Newtown, Wigan WN5 0UL.
Open: 1000-1600
(Advance ticket entry at 0930)
Admission: advance tickets: £10.00 members, £15.00 non-members. On the door entry: £12.00 members, £17.00 non-members. Ticket admits purchaser, their partner and their children aged under 16. For advance tickets see www.gaugeoguild.com/onlinesales/ticketsales.aspx
Amenities: venue is 10 mins from M6/M58 interchange and 15 mins from the M61. Also 15 mins walk from Wigan rail station.
Features: O gauge layouts plus demonstrations and trade and society stands.
Website: www.gaugeoguild.com

Saturday 7 & Sunday 8 December

LONG WITTENHAM, Oxfordshire
Organiser: Pendon Museum.
Venue: Pendon Museum, High Street, Long Wittenham, Abingdon OX14 4QD.
Open: both days 1100-1600 (with last entry at 1515).
Admission: adults £8.00, over 60s £7.00, children aged 5-16 £6.00, under-5s free, family groups (2+2) £24.00. Free entry for Individual or Family Friends of Pendon.
Amenities: small free car park. Limited public transport. First floor *Madder Valley Railway* and *Dartmoor Gallery* is fully accessible with disabled parking space and accessible toilet – view for young children and wheelchair users is restricted but periscopes available. Second floor with *Vale Gallery* is on a ramp, with stairlift. Shop and light refreshments.
Features: in a re-run of July's 70th anniversary event, and as a festive celebration prior to the museum's winter closure period, special trains from a variety of eras will operate under the banner 'GWR Then and Now' on the *Sea Wall* layout, to show rail transport from 1930 to present day. (See News section).
Email: info@pendonmuseum.com
Website: www.pendonmuseum.com
Facebook: www.facebook.com/pendonmuseum/?locale=en_GB

Saturday 7 & Sunday 8 December

NORTH SHIELDS, Tyne & Wear
Event: Blyth and Tyne Model Railway Christmas Open Weekend.
Organiser: Blyth & Tyne Model Railway Society.
Venue: Redpath House (above Asda), 40 Saville Street, North Shields NE30 1NT.
Open: both days 1000-1600
Admission: adults £3.00, U16s free.
Amenities: 125 yds from Metro station, on street parking and multistorey car park opposite. Disabled access.
Features: 20-plus layouts along with trade stalls. Refreshments available.
Website: www.btmrs.co.uk
Facebook: www.facebook.com/BTMRS

Saturday 7 & Sunday 8 December

PAISLEY, Renfrewshire
Event: Paisley Model Railway Show 2024.
Organiser: Renfrewshire Model Railway Club.
Venue: The Paisley Centre, Causeyside Street, Paisley PA1 1UQ.
Open: Saturday 1000-1700
Sunday 1100-1700
Amenities: a modern multistorey car park is just a couple of hundred metres from the centre's New Street entrance. Paisley Gilmour Street station is located 200m away whilst Paisley Canal Street is 5 mins walk. Various bus routes serve the area with the closest stops located on High Street.
Features: over 35 layouts, including several never before seen in Scotland. Over 12 trade stands plus a wide selection of modelling clubs, societies and groups.
Email: info@renfrewshiremrc.co.uk
Website: www.renfrewshiremrc.co.uk
Facebook: www.facebook.com/renfrewshiremrc/

Saturday 14 December

HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4, River Street, Heywood OL10 4AB.
Open: 1000-1600
Admission: adults £3.00, acpd children free.
Amenities: free parking, wheelchair access. Refreshments available.
Features: open day for club test tracks in N, 009, OO and O gauge. Run your own locos. Plus club shop.
Website: https://www.hmrg.net/

Saturday 14 & Sunday 15 December

THE CHRISTMAS MODEL RAILWAY SHOW MANCHESTER 2024
MANCHESTER, Greater Manchester
Organiser: Manchester Model Railway Society.
Venue: The Sugden Sports Centre, Sidney Street, Manchester M1 7HB (what3words: whites.jacket.ranks).
Open: for advance ticket holders:
Saturday 0945-1730
Sunday 0945-1630
(Book via www.ticketebo.co.uk/manchester-model-railway-society/the-christmas-model-railway-show-manchester-2024).
If not pre-booked, tickets go on sale on the door at an increased rate at 1030 each day.
Admission: advance tickets bought on website (no booking fees) up until 13 December: Saturday: adults £11.50, acpd children free. Sunday: adults £10.00, acpd children free.
Tickets bought on the door on the day: Saturday – adults £14.00, acpd children free. Sunday – adults £12.00, acpd children free. Note: max 3 children per adult. Free entry for carers accompanying a disabled adult with a ticket.
Getting there: by rail, nearest station is Manchester Oxford Road (650m walk), preferable to Manchester Piccadilly (1000m walk). Around 34 local bus routes are also available. By tram, the nearest stop is St Peter's Square, or if using the Bury or Ashton-under-Lyne routes, Piccadilly. By car, the venue is easily reached by any of the city's arterial routes. However, there is no on-site parking (except for Blue Badge holders), so visitors should consider using one of the Park-and-Ride schemes operated by Transport for Greater Manchester – https://tfgm.com/public-transport/park-and-ride
Amenities: main hall has step-free access. Hot and cold drinks and light meals available. Also a dining space for visitors who bring their own food, and passes will be available for those wishing to use one of the numerous fast food outlets near the venue.
For families with children: every child can enter the show's annual quiz. There is also an exhibition layout from a little blue engine's *Island of Sodor* for youngsters to operate. Two areas where parents and children can take a rest: there will be plenty of drawing materials and simple games to use.
Features: layouts in the main section including: *Crindau Pull* (S7); *Glasshouse Loan, Grange Lane, Newcroft, Norman Colliery* (O); *Whiteoak Light Railway* (O-16.5); *Blakey Rigg* (S); *Boston Frodsham* (P4); *Hogsmead on Sodor, Hogwarts at Christmas, Lockerbie, Oulton TMD, Rainy City* [tram layout], *Templecombe Lower* (OO); *Glenties* (OOn3 Irish); *Lynnbach* (009 Welsh); *Modbury* (2mm Finescale); *Newvaddon Parkway, Staly Vegas* (N). In addition, a D-Day 80th Anniversary area will feature the following: *Limoges* (SM32 Occupied France); *Stodmarsh* (O – featured in RM August 2024 issue); *Overlord, Parsley Hay Junction* (OO); *Dienw, St Etienne-en-Caux* (009); *Aston Magna, Hartley Poole Too* (N). The D-Day 80 section also features two displays of military models plus an information area on the work of the railways during the Second World War. Plus the exhibition as a whole will feature demonstrations and a wide range of trade & society stands.
Email: exhibition@mmrs.co.uk
Website: www.mmrs.co.uk/exhibition/

Saturday 14 December to Sunday 5 January 2025

PETE WATERMAN'S MAKING TRACKS FOR CHRISTMAS
SANDIWAY, Cheshire
Organiser: Pete Waterman & the Railnuts.
Venue: Cheshire Outdoors, Blakemere Village, Sandiway, Cheshire CW8 2EB.
Open: daily except Christmas Day and Boxing Day 1030-1630 (last entry time).
Book visit day and time on the website wtm360.co.uk/making tracks -1690377730.
Admission: adults £6.00, children (6-14) £2.00, children aged 5 and under free. Note: sorry, no dogs allowed.
Amenities: located in the Cheshire Outdoors Group area at Blakemere Village Craft Centre, near Northwich. Easily accessible by car from M56 Jct 10 then A49 towards Whitchurch, or M6 Jct 19, then A556 towards Chester. On-site parking for over 150 vehicles, including coaches. Cuddington railway station is less than a mile away on the direct line to Manchester, Knutsford and Chester. Also on site is Christmas at the Magical Woodland, featuring Mr & Mrs Claus, festive lights, sounds and interactive entertainments – book separately via: www.magical woodland.com/christmas
Features: Pete Waterman & the Railnuts team are returning to Cheshire Outdoors with their record-breaking *Making Tracks: Up To The Junction* layout, measuring 208' by 14' and portraying the West Coast Main Line from Hillmorton Junction (Rugby) to Bushey. Since last year, 100' of new scenery has been added. 4-track main line totals 64' long using Peco track. Chance to try driving trains yourself incl.

interactive elements for children and adults.
Website: www.makingtracks.uk
Facebook: www.facebook.com/makingtracksmodeltrains

Sunday 15 December
WOOLWICH, South East London
Organiser: Dawn Quest, Model Railway Quest.
Venue: Shrewsbury House & Gardens, Bushmoor Cres, Shooters Hill, Woolwich, SE18 3EG.
Open: 1000-1600
Admission: adults £7.00, child/OAP £5.00, family £15.00, wheelchair users £2.00, TFL/National Rail staff £5.00, MRQ Members £4.00.
Amenities: free on-street and venue parking. Café available.
Features: 17 layouts, incl: *G Gauge Freerunners* (G); *Gamma Silo Rotatory* (On30); *Brief Encounter - Monochrome* [featured in November RAILWAY MODELLER issue] *Asham Cement Works, Bletchinghurst, Cider Mill, Essex Brick, Little Totston, Little Narrow, The Ladykillers* (OO); Hadlow Model Railway Club *Not Another GWR Branch Line set in the '50s Exhibition Layout* (OO/N); *Plugstreet, Stilbarton: Farm Rise* [featured in July RM issue] (OO9); *Los Tanimals* (HO); *Parkers Halt and Sidings* (TT); *Blakemoor Vale, Small n Working* (N); *Careys Sugar Cane* (American N); *Ruffage Road* (Z). Trade stands.
Website: www.modelrailwayquest.com
Facebook: www.facebook.com/modelrailwayquest/

Saturday 21 December
HERNE, Kent
Event: Herne Bay Model Railway Exhibition.
Organiser: East Kent Model Railway Society (Whitstable).
Venue: Herne Centre, School Lane, Herne CT6 7AP.
Open: 1000-1600
Admission: adults £5.00, acpd U16s free.
Amenities: pay & display parking (run by Canterbury City Council) at the venue. Frequent buses from Canterbury to Herne Bay stop close by. Light refreshments available.
Features: 12 layouts plus trade support.
Email: ekmrswhitstable@gmail.com
Facebook: www.facebook.com/EKMRSWhitstable

Saturday 28 December
CONWY, North Wales
Organiser: N Gauge Society North Wales Group.
Venue: St Marys Church Hall, Rose Hill Street, Conwy LL32 8LD.
Open: 1000-1700
Admission: adults £6.00, children over 6 £1.50, children under 6 free entry.
Amenities: refreshments, subject to availability.
Features: around 8-10 layouts, mainly in N.
Contact: Gareth Minords, 01248 680547 or 07796640131.
Email: spreeweldharz@hotmail.com

Saturday 28 December
WEST CAMEL, Somerset
Event: Christmas Model Railway Exhibition.
Organiser: West Camel Model Railway Society.
Venue: Davis Hall, West Camel BA22 7QX.
Open: 1000-1500
Admission: adults £5.00, juniors free.
Amenities: full disabled access. Light refreshments available.
Features: 8 layouts plus trade stands.
Email: charliebishop@hotmail.co.uk
Facebook: www.facebook.com/p/West-Camel-Model-Railway-Society-100082175319229/

Saturday 28 & Sunday 29 December
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: both days 1330-1730 (last entry 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: limited accessibility for disabled.
Features: open day with O gauge East Coast Main Line layout in operation.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website:
www.gainsboroughmodelrailway.co.uk

Saturday 28 & Sunday 29 December
MAIDSTONE, Kent
Event: Maidstone & Mid Kent Model Railway Exhibition.
Organiser: Mid Kent Group.
Venue: Lockmeadow Market Hall, Baker Road, Maidstone, Kent ME16 8LW.
Open: both days 1000-1600
Admission: adults £7.00, children £2.00.
Amenities: 5-min drive from M20 with pay & display parking; or 5 mins walk from Maidstone West railway station and buses; or 20 mins walk from Maidstone East railway station. Wheelchair-friendly venue. Refreshments available.
Features: 20 layouts incl: *Queen Charlotte Dock* (O); *Beckwick, Hobbs Hill* (Railway of the Month March 2014 RM), *St Mellion* (OO); *Small-N-Working, Upperton, Waledale* (N) and also *Invicta, Lagar & Lime Works, Garden of England*, *Fun Fair at the Village* and *Children's Have a Go* layout. Plus trade.
Contact: 01732 840787.
Email: midkentgroup@outlook.com
Facebook: www.facebook.com/profile.php?id=61554307059754

MEETINGS

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 in interval.
Contact: murray.eckett@gmail.com

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

Tuesday 19 November – 1400
Stephenson Locomotive Society
'Steam Around Darlington' by Chris Nettleton.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesborough TS8 0TF.
Website: www.stephensonloco.org.uk

Thursday 21 November – 1930
Marlow & District Railway Society
'Working on the Railway' by Mike Romans.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: members free, non-members £3.00.
Contact: visit www.mdrs.org.uk or telephone Martin Stoolman on 07954 849390.

Thursday 28 November – 2000
South East Essex Railway Society
'Night of the Dusty Bins' – facts, photo gallery, memories and the future of the class – presented by SEERS member Lydia Clary.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Monday 2 December – 1930
Plymouth Railway Circle
'Sir Robert Reid - British Railways' Greatest Leader' by Jim Collins.
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 3 December – 2000-2200
The Enfield Transport Circle (TETC)
'The Liberation Line' by Christian Wolmar, transport author & broadcaster (Illustrated).
Venue: 1st Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, EN2 6PJ.
Entry: £6.00 donation (visitors' first visit free).
Website: www.tetc.chessck.co.uk/Meetings

Thursday 5 December – 1800
South East Essex Railway Society
Christmas Social.
Venue: The Elms PH, London Road, Leigh on Sea, Essex SS9 3ND.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 6 December – 1900
Stephenson Locomotive Society
Lost Stations Between Stockton & Redcar by Michael Thompson.
Venue: Newport Community Hub, Union Street, Middlesborough TS1 5NQ.
Website: www.stephensonloco.org.uk

Saturday 7 December – 1400
Stephenson Locomotive Society
'A British Industrial Giant: The Story of BR Engineering Limited' by Richard Marks.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Website: www.stephensonloco.org.uk

Monday 9 December – 1930
Lincoln Railway Society
'George Hinchcliffe & Flying Scotsman*' by Graeme Wade.*
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: non members welcome, fee £4.00.
Contact: 01522 698085 or email: grahamlightfoot1948@gmail.com

Tuesday 10 December – 1930
Wells Railway Fraternity
AGM followed by quiz with questions set by last year's winner, Andy Ball.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: £4.00 for non-members.
Website: www.railwells.com

Thursday 12 December – 1930
Locomotive Club of Great Britain (LCGB) St Albans Branch
'Edward Thompson CME' by Simon Martin.
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 in interval.
Contact: murray.eckett@gmail.com

Thursday 12 December – 1930
South East Essex Railway Society
Mince pies and Test-Track night – N, TT, OO, O and 1. Help with setting up from 1900 welcome.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Monday 16 December – 1930
Plymouth Railway Circle
'The Mills Railway Year 2024' by Bernard Mills.
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 17 December – 1400
Stephenson Locomotive Society
'Rails Across The North Riding (Part 3)' by Richard Barber.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesborough TS8 0TF.
Website: www.stephensonloco.org.uk

Thursday 19 December – 1930
Marlow & District Railway Society
'Steam Variety in Northern China' by Peter Robins.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: members free, non-members £3.00.
Contact: visit www.mdrs.org.uk or telephone Martin Stoolman on 07954 849390.

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 locomotives in 32mm and 45mm gauges. Go along, visit the website at www.bag16mm.org.uk or email: membership@bag16mm.org.uk

Berkshire N Gauge Society meets at 1900 on the 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 the 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 the 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 meets weekly on Wednesdays at 1915 at the Haverfordwest Menshed, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Modellers can attend meetings or join. Email: wordpress@pmrc.welshbrook.com

Launceston Model Railway Group holds drop-in meetings on 3rd Saturday of each month, from 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 gauge 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. Call 07796 130295.

Poole and District Model Railway Society has opened a larger clubroom off Poole High Street. Includes OO gauge layout *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

Romiley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romiley Methodist Church. Wide range of layouts in N to O gauge. See rmrmclub.com or contact: rmrmhonsec@yahoo.com

Seaton Carew Model Railway Club welcomes new members. The club meets on the 3rd Saturday of each month at the Salvation Army Hall, Park Road, Hartlepool TS26 9HT from 1200-1700. All ages welcome, but please note children under 16 must be accompanied by an adult. OO and N gauge layouts. For details see: www.seatoncarewmrc.byethehost8.com Email details: contact.smrc@gmail.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.

MIDDLETON PRESS Published on 14 December SETTLE TO CARLISLE THE BRANCH TO HAWES Recently Published - BLUEBELL RAILWAY MANCHESTER TO LIVERPOOL Albums FROM £19.95 each + P&P MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. *Middleton Press, 126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ Tel: 01730 813169 Email: sales@middletonpress.co.uk www.middletonpress.co.uk*

Trade Services

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See www.aardstorm-models.com.

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MINIATURE BUILDINGS SCRATCH BUILT, 4MM SCALE IN CARD/PLASTIC. Commissions undertaken. *JON SAYERS (Modelmaker), telephone: 0117 9510 663.*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

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THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no

object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

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www.railsofsheffield.com

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

Private

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GREAT BURDEN is FOR SALE. Award winning N Gauge exhibition layout. Featured in Railway Modeller February 2017. Double track main line with double track branch, oil depot, goods yard and quarry. Size is 25 x 3 ft with 6 road 24 train automated fiddle yard. Includes Gaugemaster controllers, lighting pelmets and trestles. £1500 ono. *Email: treasurer.nprms@gmail.com Tel: 07592 119215*

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*

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MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email: preferred Jamestant@yahoo.com or telephone 07769 335772 leave a message and I will call you back.*

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Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

November 2024

30 November (Sat) 10am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. *Contact: PETER STANTON.*
Tel: 07798 858 532.
Email: peterstanton1000@gmail.com

December 2024

1 December (Sun) 10.30am-3pm
BOLTON STADIUM – MORE THAN 250 STALLS.
The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4.50, Senior Citizens £4, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

1 December (Sun) 10am - 1pm
LOSTWITHIEL TOY FAIR, Lostwithiel Community Centre PL22 0HE
Admission £2 per Adult, U16 Free.
Free Parking & Refreshments
Email: auctionfindssouthwest@gmail.com

1 December (Sun) 10.30am-3pm
SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS.
Tel: 07379 578 083 info@bulldogfairs.com

5 December (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

7 December (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

8 December (Sun) 10.30am-2.30pm
BRECON – Brecon Market Hall, 4 Market Street, Brecon LD3 9DA
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

8 December (Sun) 10.30am-3pm
COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

8 December (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.

8 December (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.
Tel: 01823 480 097.
Email: rayheard66@btinternet.com

10 December (Tue) 6.30pm - 8.30pm
HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1.
stevedevizes@aol.com 07732 330 305.

15 December (Sun) 10.30am-2.30pm
HULME HALL, 23 Bolton Rd, Port Sunlight CH62 5DH.
For bookings contact DAVID on 07967 681 080 or ALAN 07904 777 605 jacko17356@icloud.com

15 December (Sun) 10am - 2pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA. Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking.
J & J Fairs.
Tel: 01522 880 383
www.j-jwebbtoyfairs.com
jandjfairs@virginmedia.com

15 December (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.
Tel: 0773 999 8012 or 07498 912 091
www.srptoyfairs1.co.uk

17 December (Tues) 6.30pm-8.30pm
ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry.
stevedevizes@aol.com
Tel: 07732 330 305.

22 December (Sun) 9.45am-1.15pm
DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012
www.srptoyfairs1.co.uk

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.rickettsltf@gmail.com proceeds to Llandudno Transport Festival.

27 December (Fri) 10.30am-3pm
NEC BIRMINGHAM 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £10, Senior Citizens £9.50, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toyfair.
Tel: 01604 846 688 www.bpfairs.com

27 December (Fri) 9.45am-1.15pm
RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012
www.srptoyfairs1.co.uk

28 December (Sat) 9.45am-1.15pm
WORTHING – NEW VENUE - THE CHARMENDEAN CENTRE, Forest Road, Worthing, West Sussex, BN14 9HS. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

29 December (Sun) 10.30am-3pm
STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4.50, Seniors £4, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

30 December (Mon) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £5, Seniors £4.50, Children £1.
Tel: 01604 846 688 www.bpfairs.com

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RM Classified Advertisement Order Form — last date for receiving copy for February 2025 issue is 11th November.
Please insert the following advertisement under the section headed: .....

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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE
All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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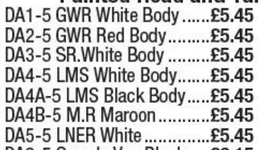

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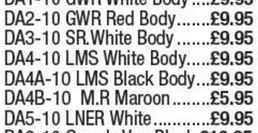

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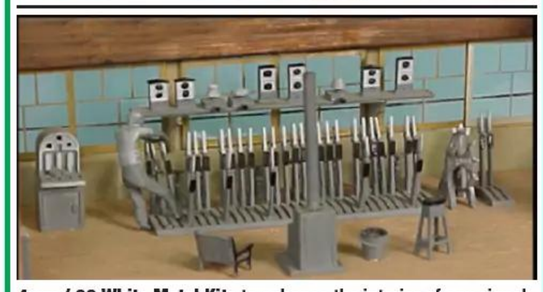

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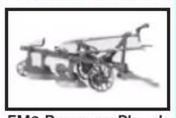

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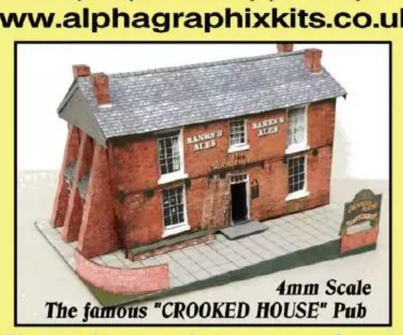

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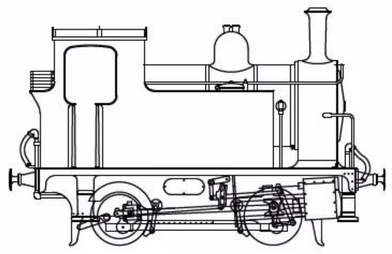

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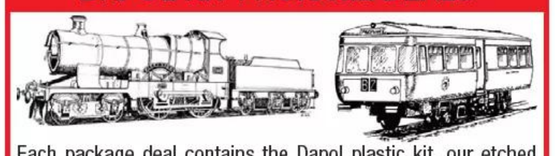

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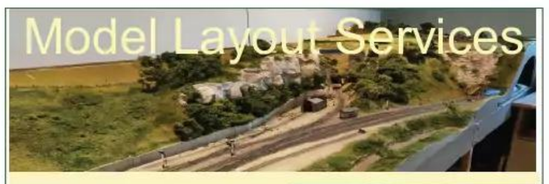

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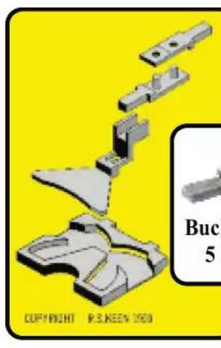

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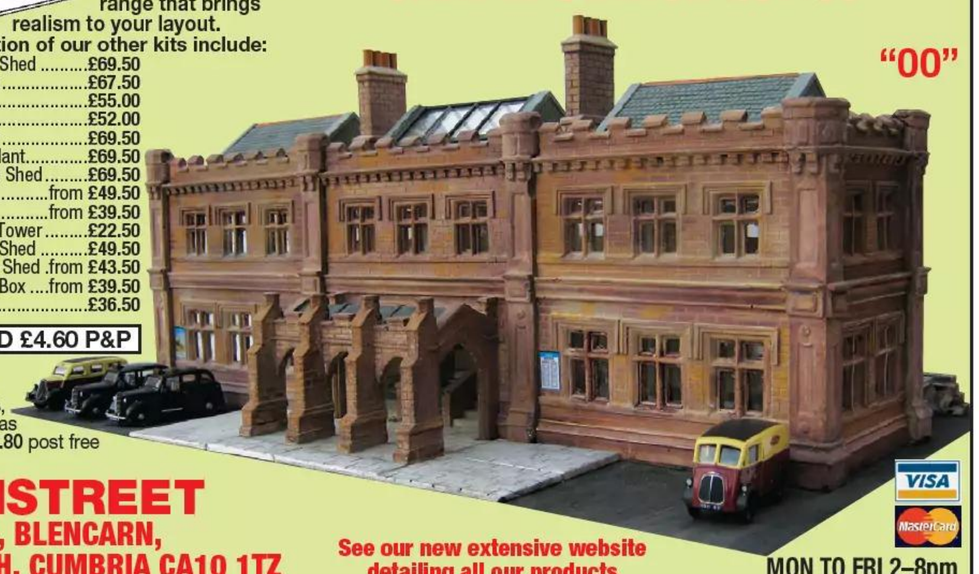

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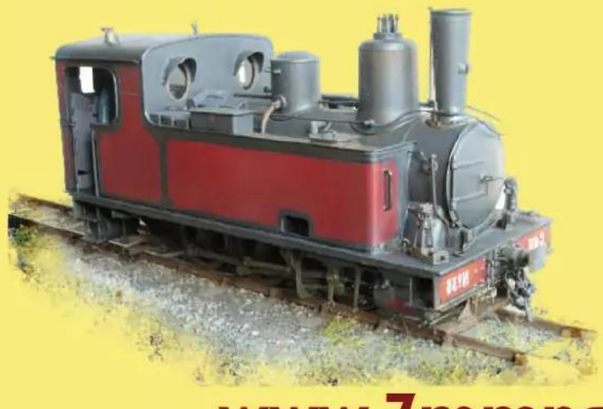

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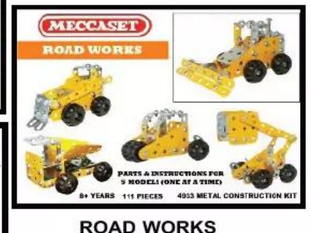

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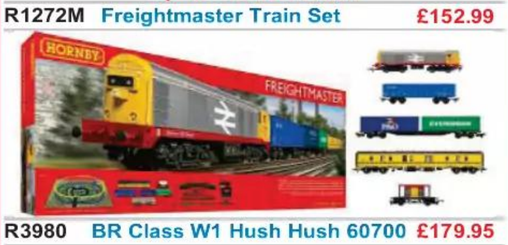

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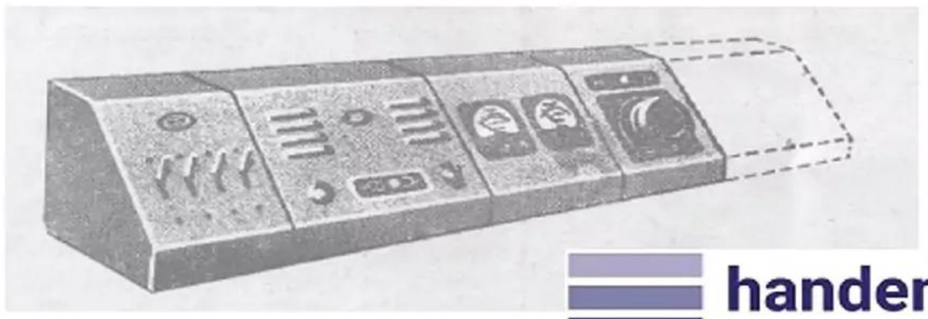

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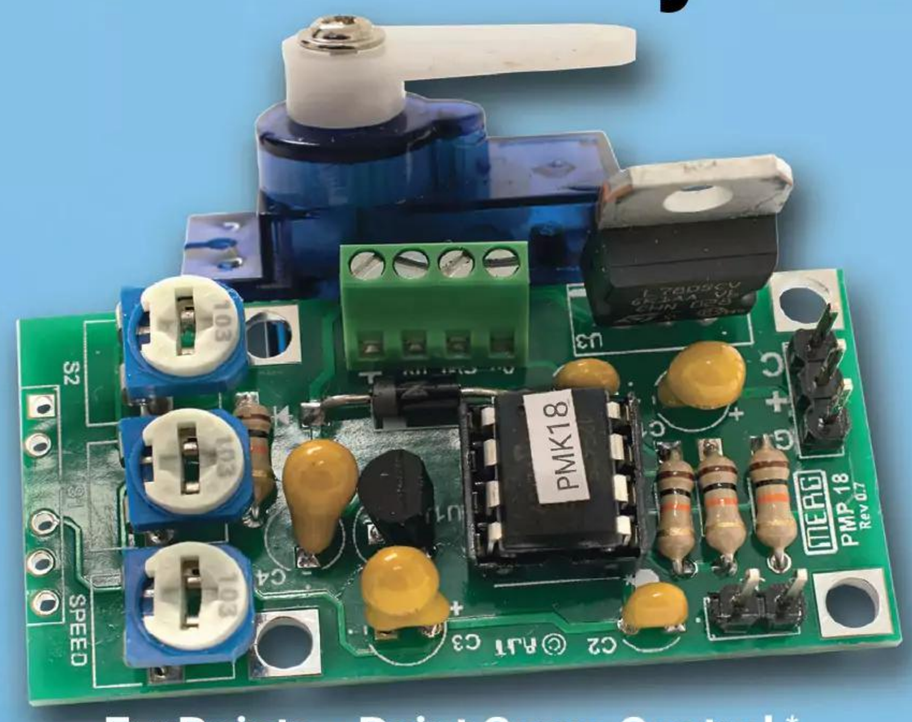

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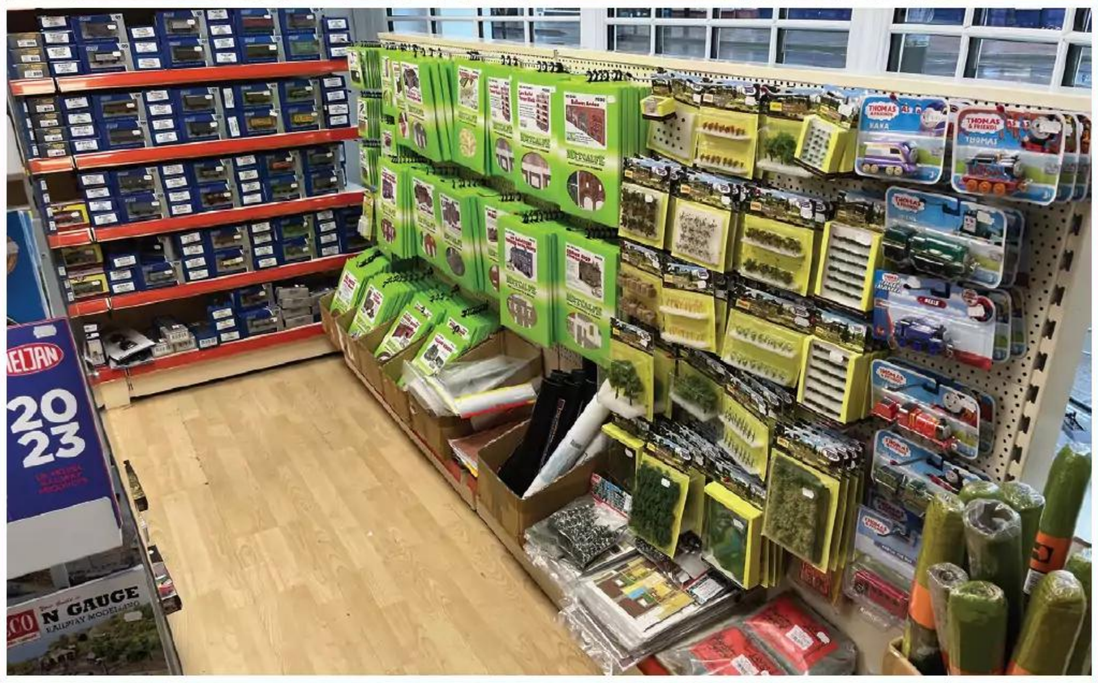

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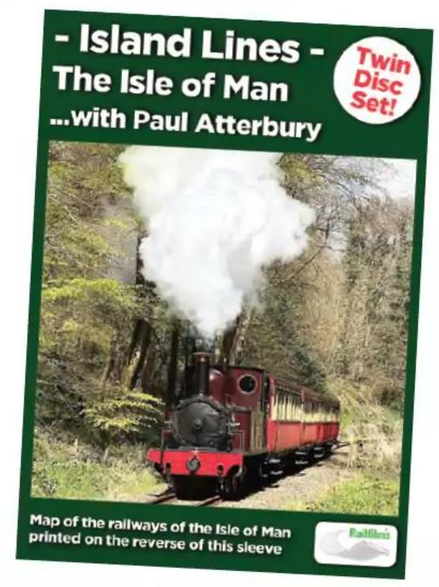

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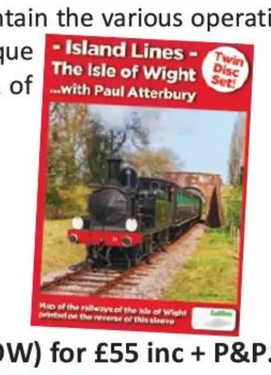

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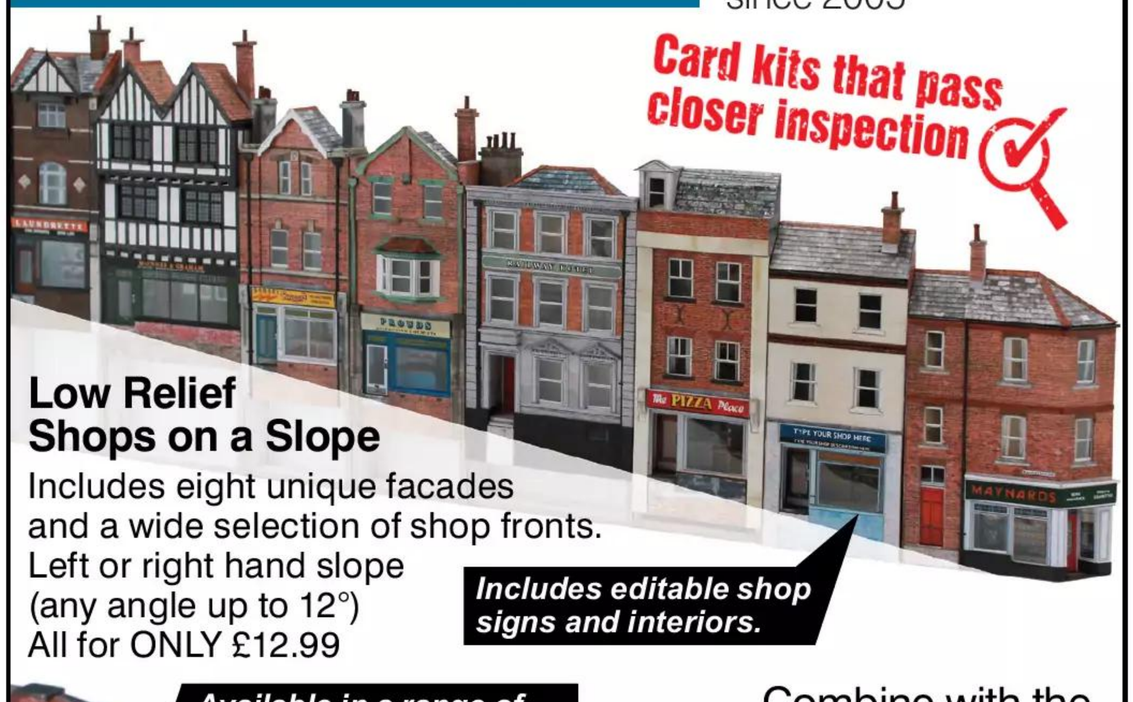

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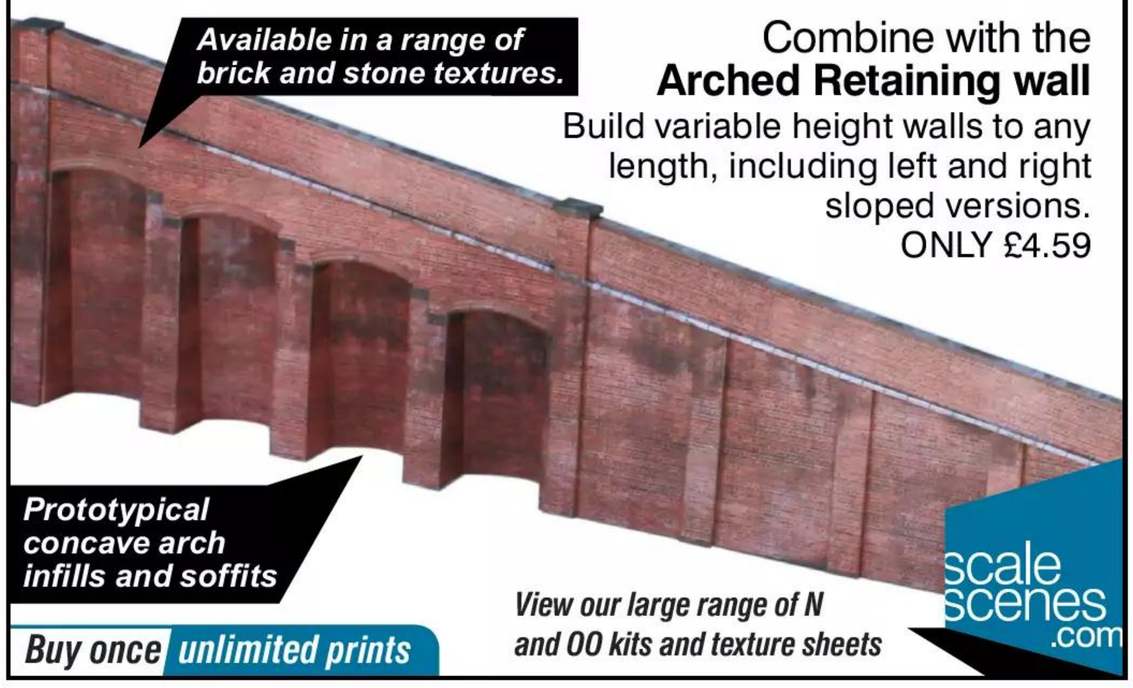

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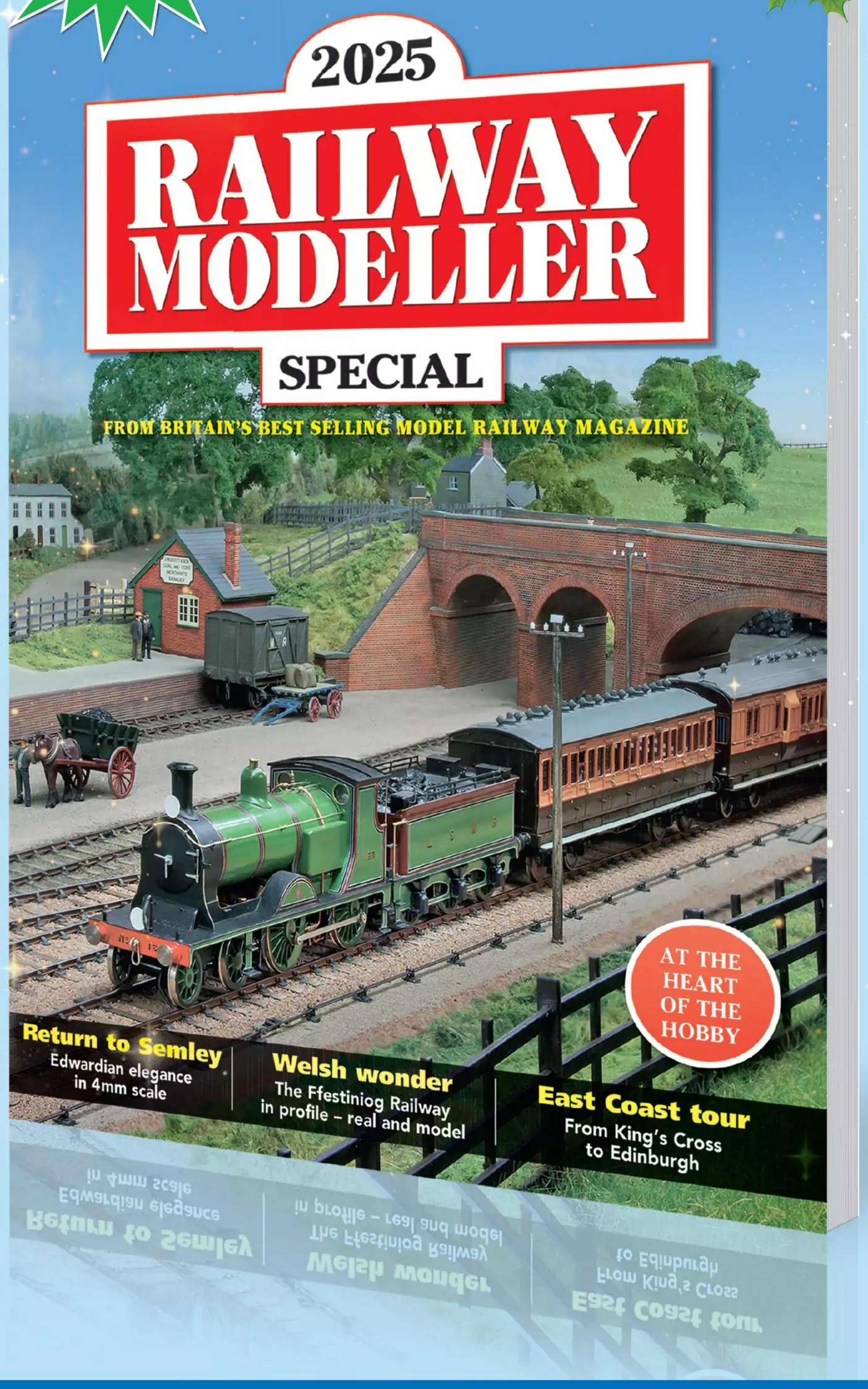

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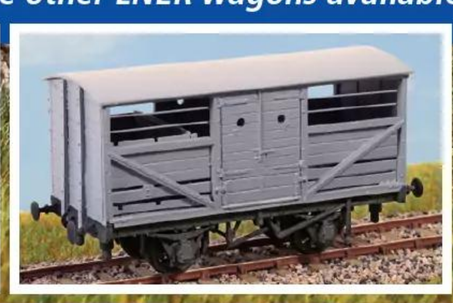

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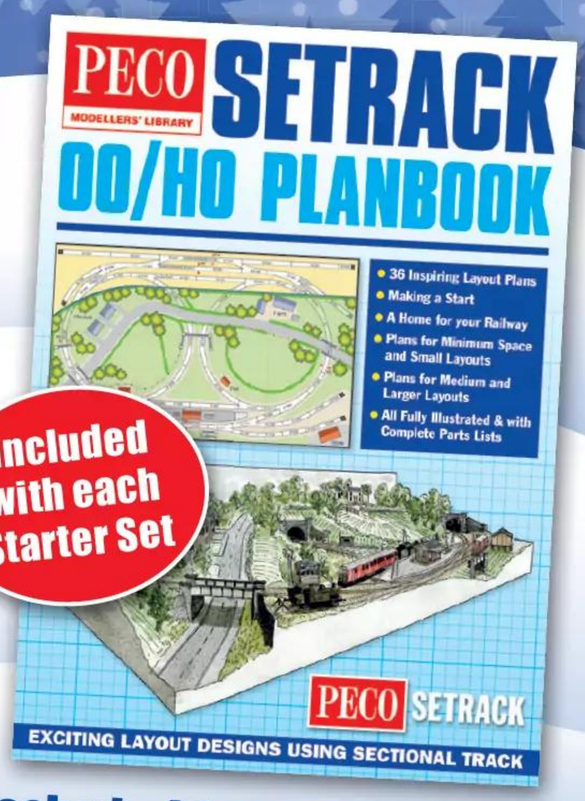

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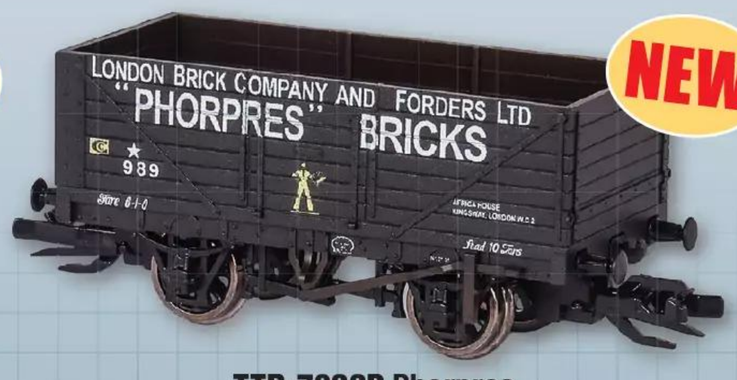

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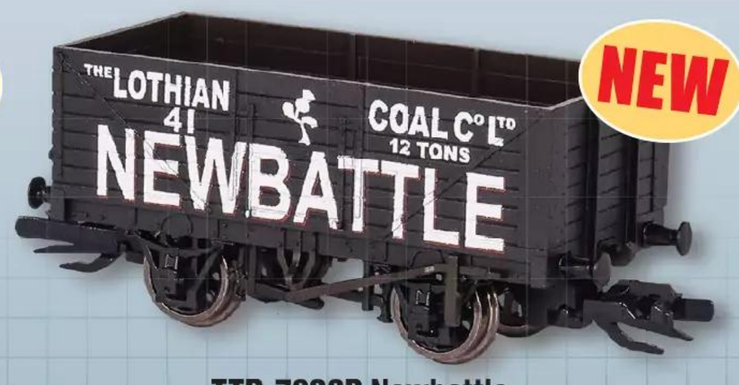

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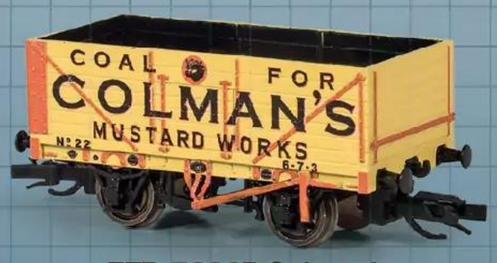

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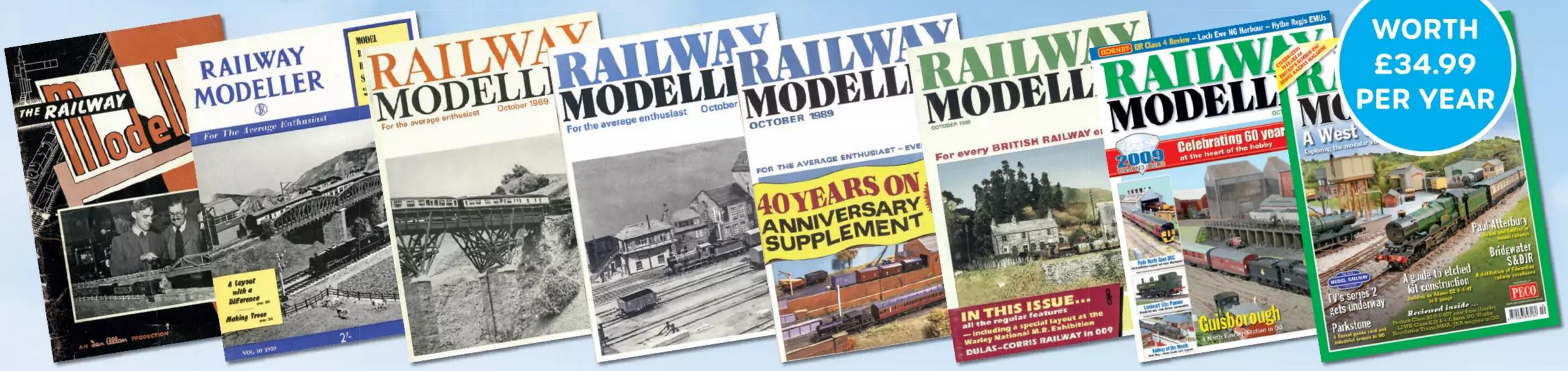

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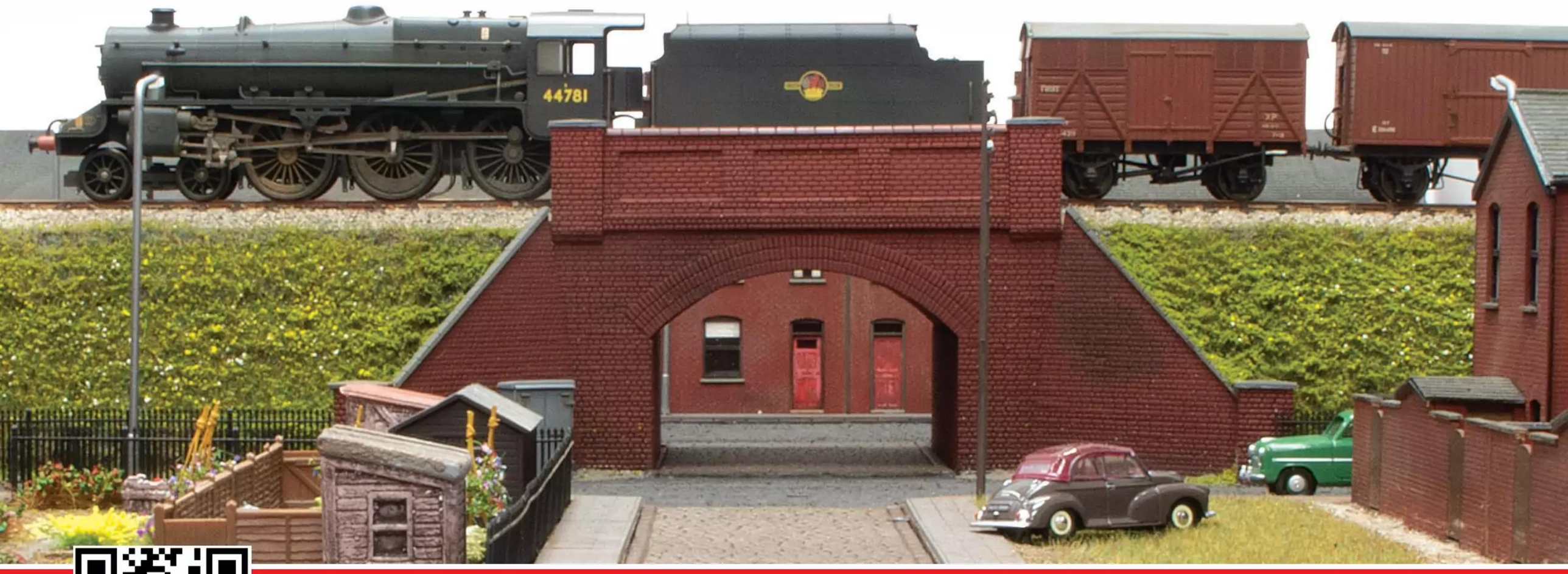

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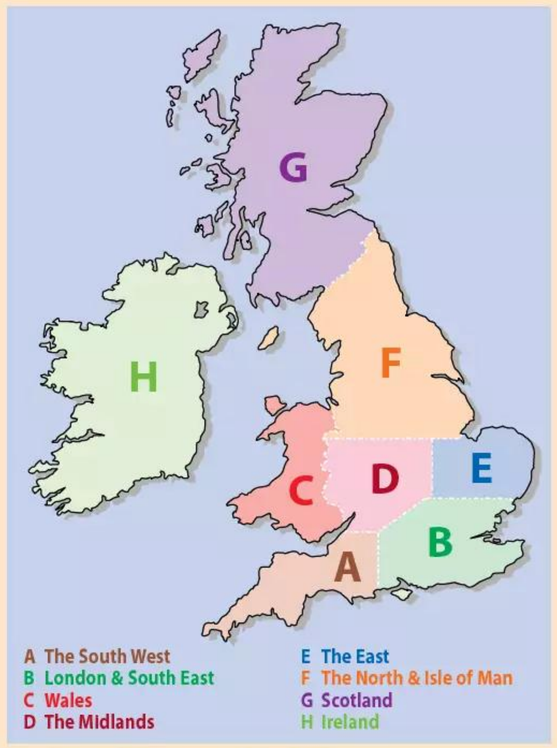

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GMC-DS	Twin Track Controller with Simulation
GMC-TS	Three Track Controller with Simulation

Panel Mounted Controllers

Orange text shows transformer required

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