SEASON'S GREETINGS FROM BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

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RAILWAY MODELLER



Sir Rod Stewart on "The greatest hobby in the world"

Sir Rod Stewart

Join us as we visit the magnificent layout created by this rock star modeller

Also inside ...

Lancaster in 00

A pre-Grouping portrayal of this West Coast Main Line station

Southwark Bridge

A Minories-inspired London scheme in N

Quarry Hunslet makeover

Giving a Bachmann model the work-worn look in 7mm

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RAILWAY MODELLER

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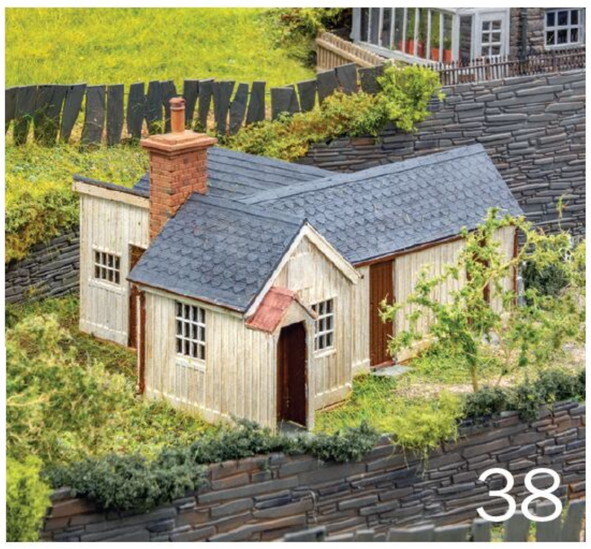














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75 RM Cup Competition
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86 Societies & Clubs
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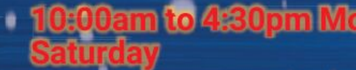


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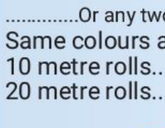
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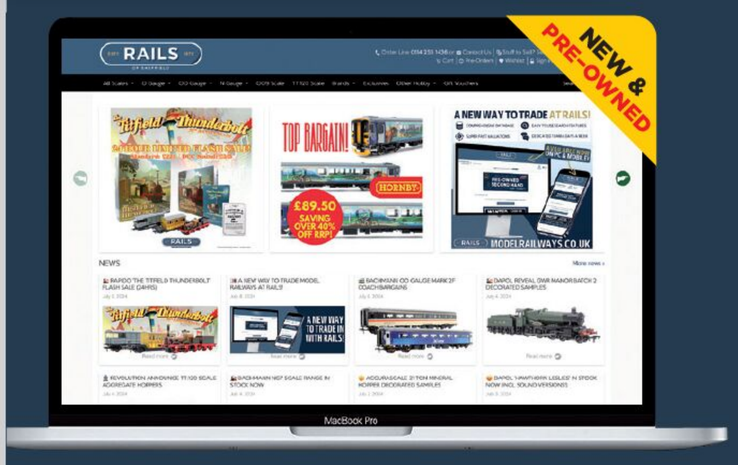
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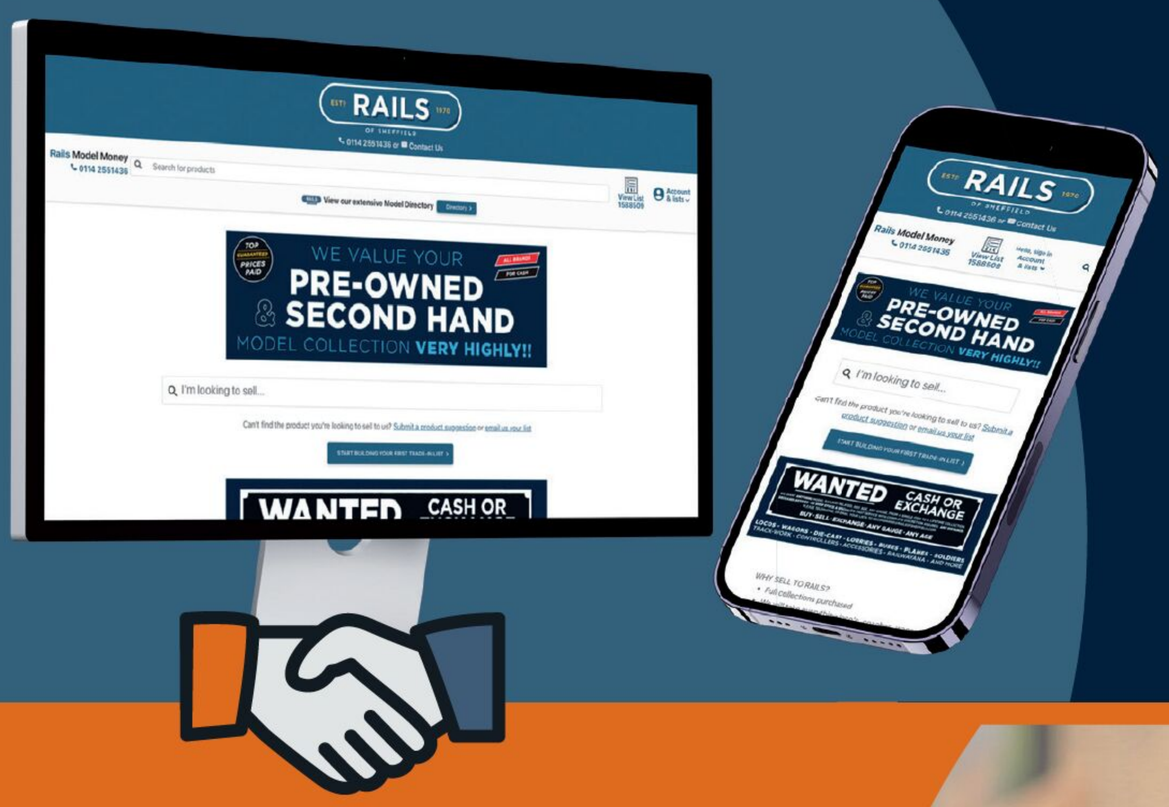
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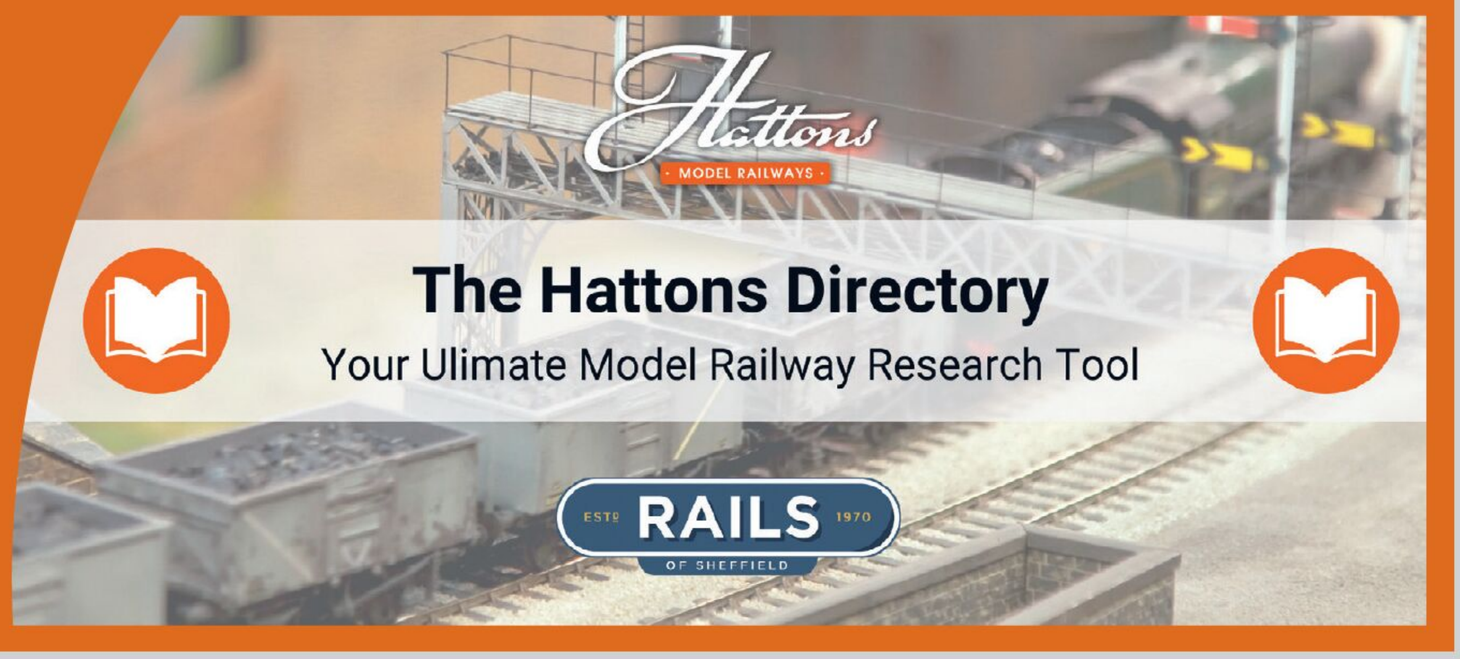
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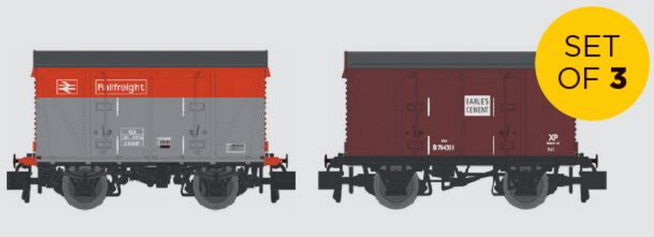
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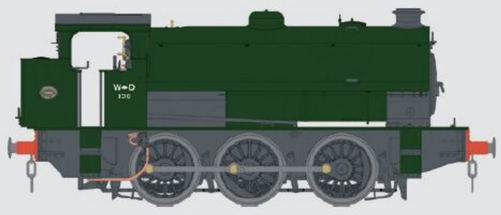
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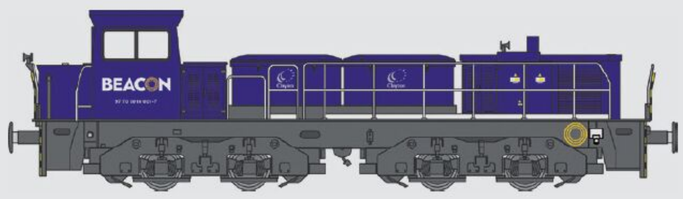
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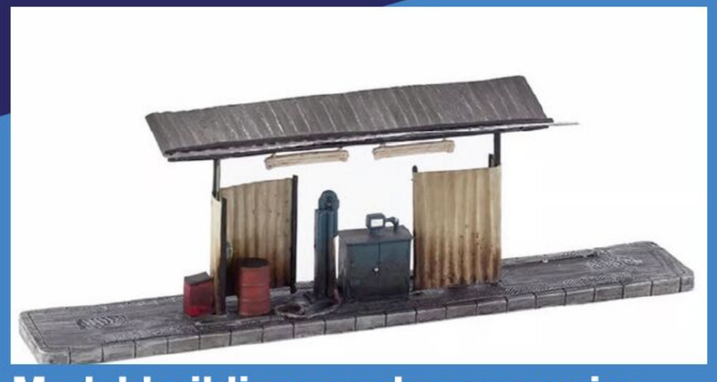
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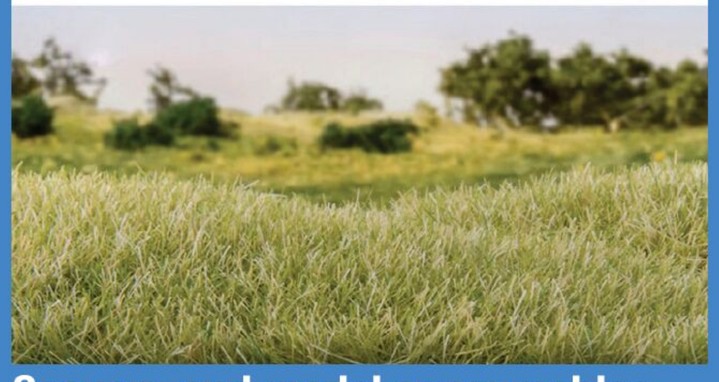
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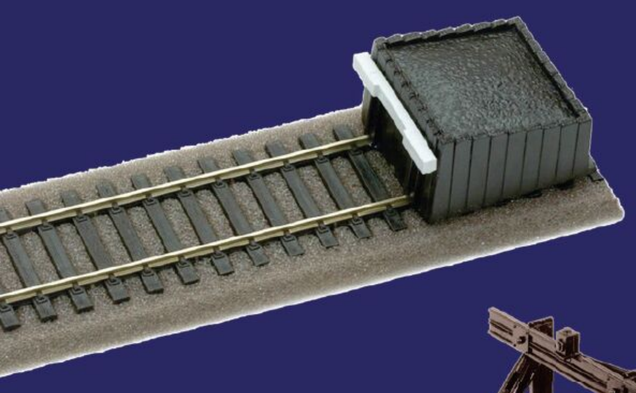


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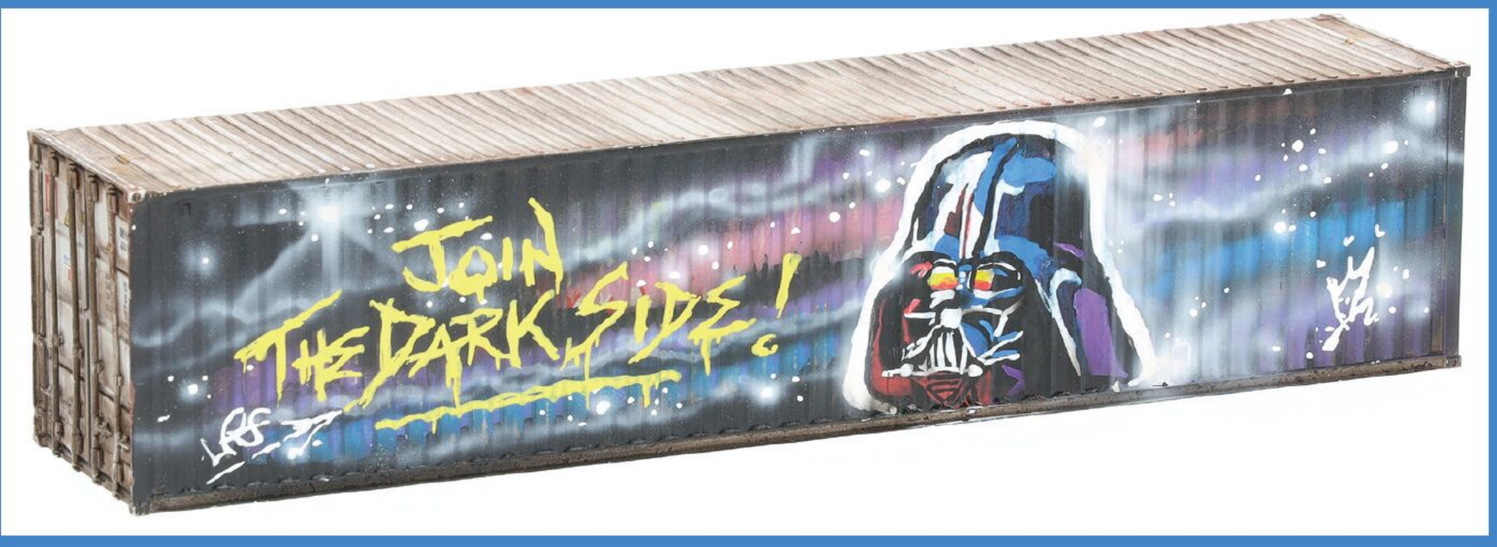
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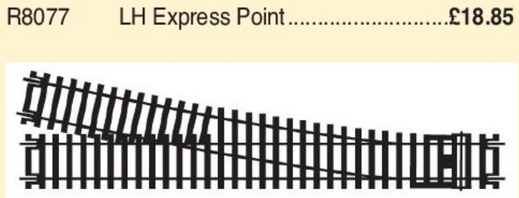
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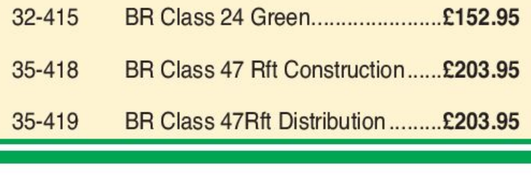


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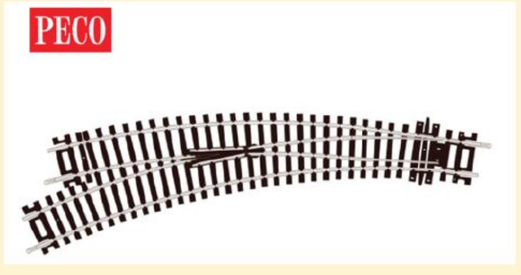
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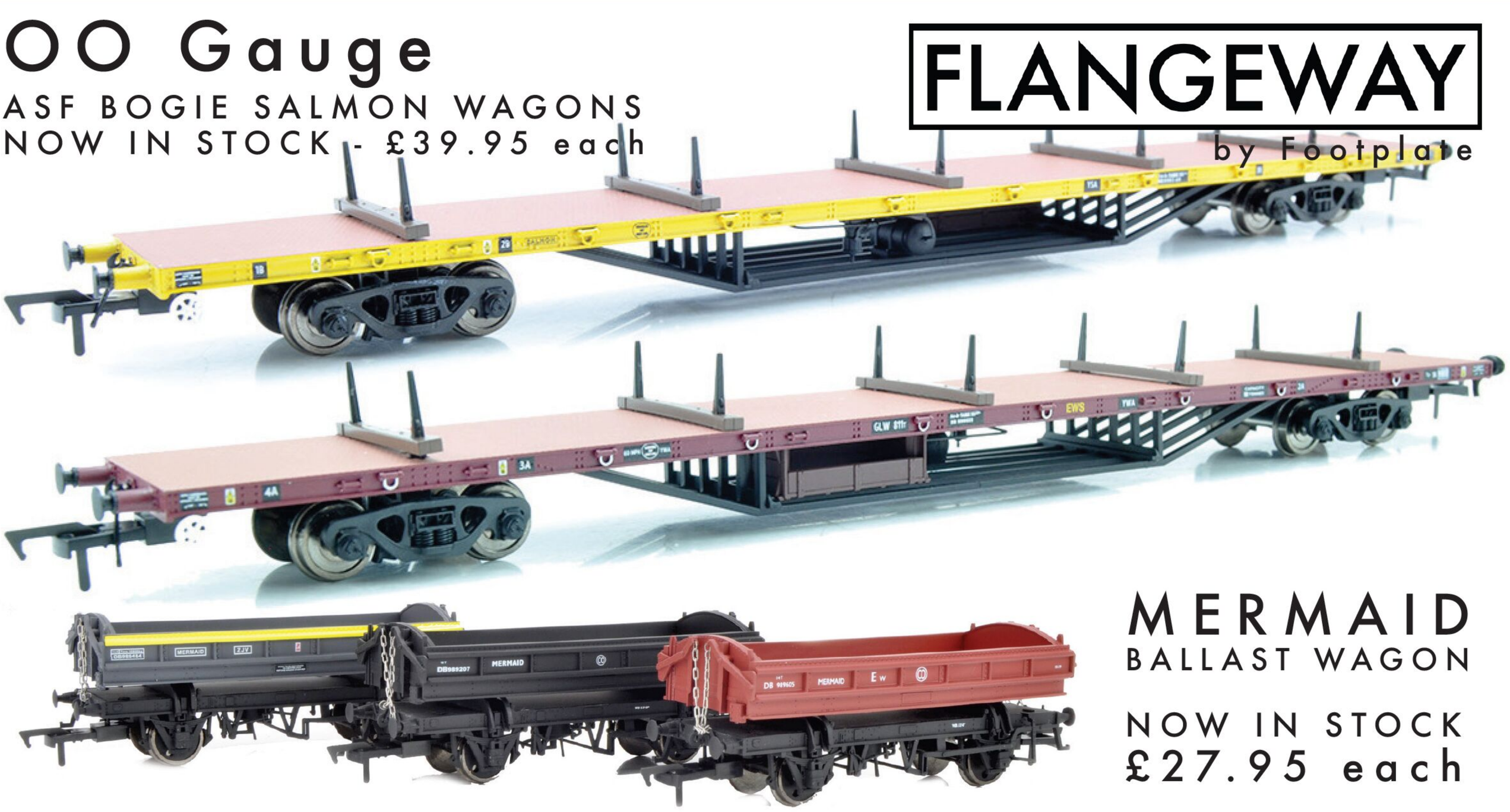
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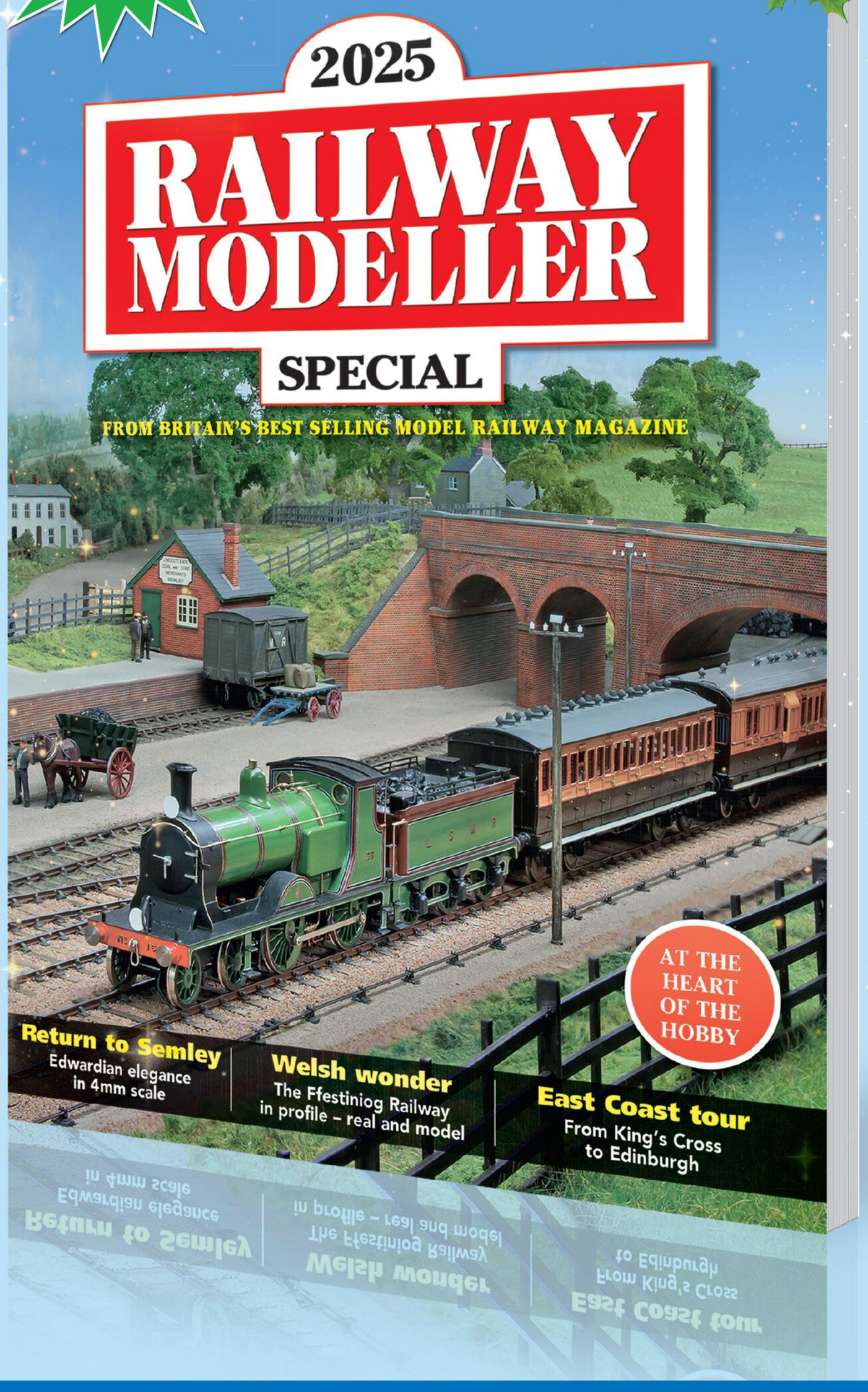
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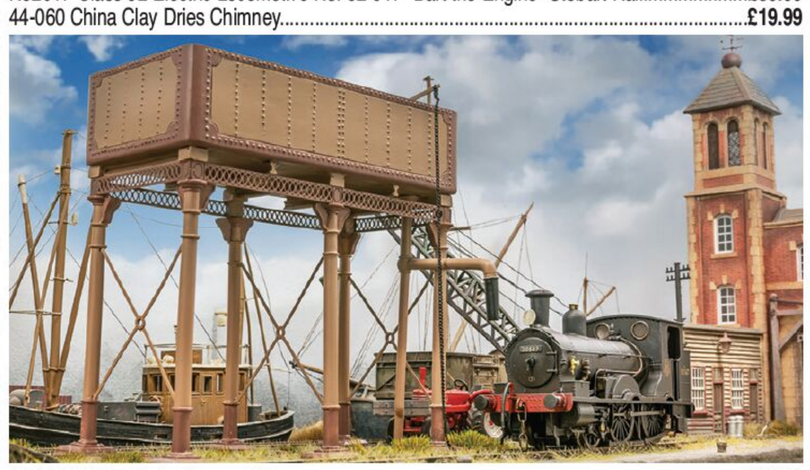
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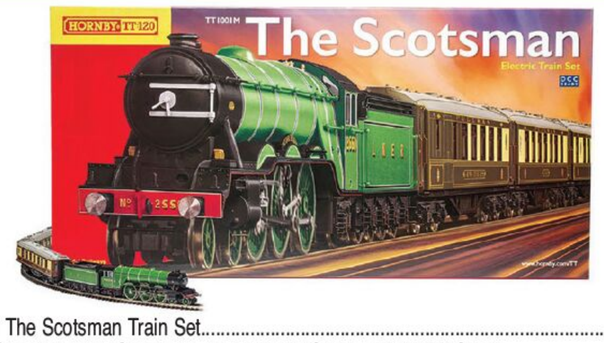
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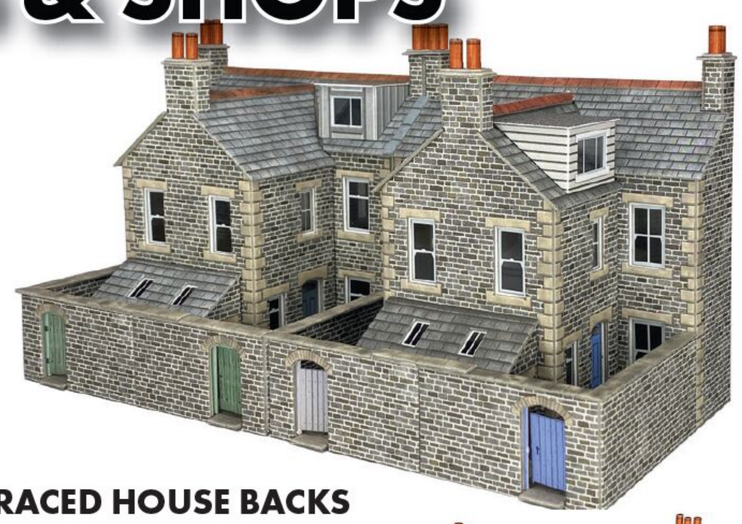
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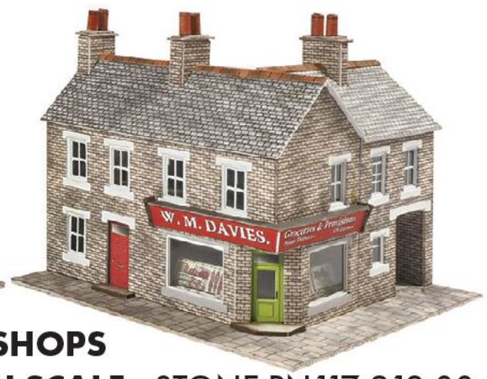




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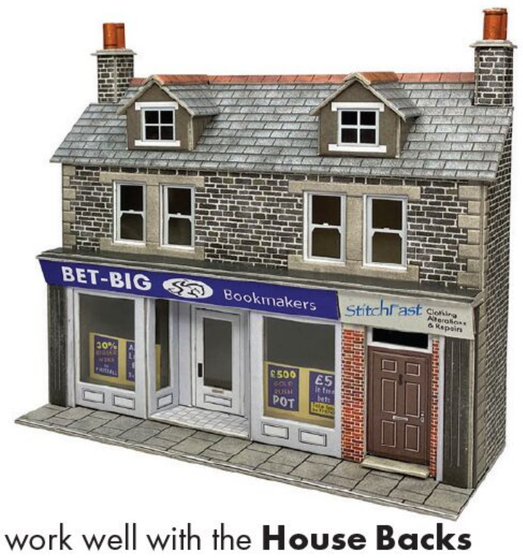




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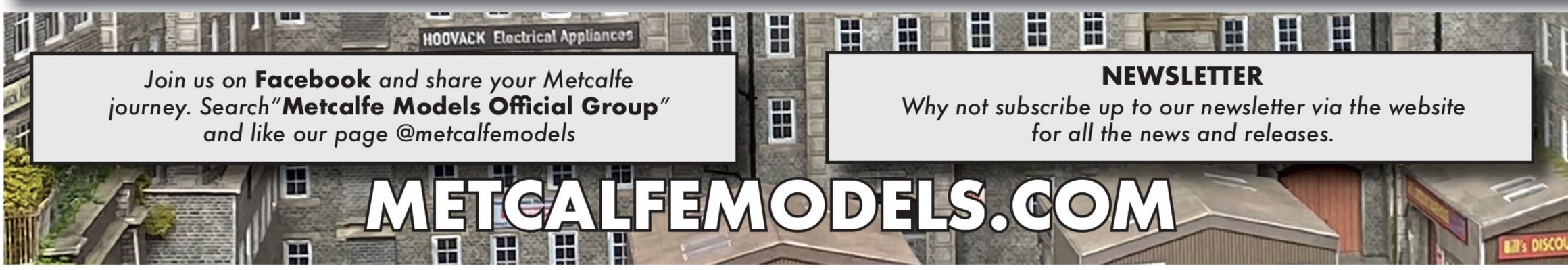






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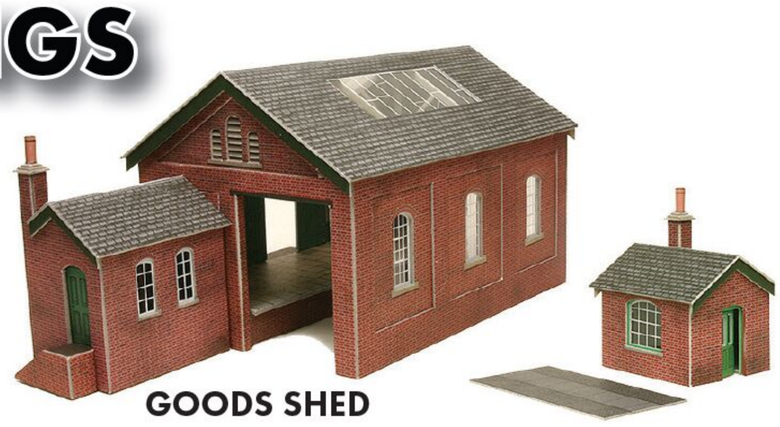
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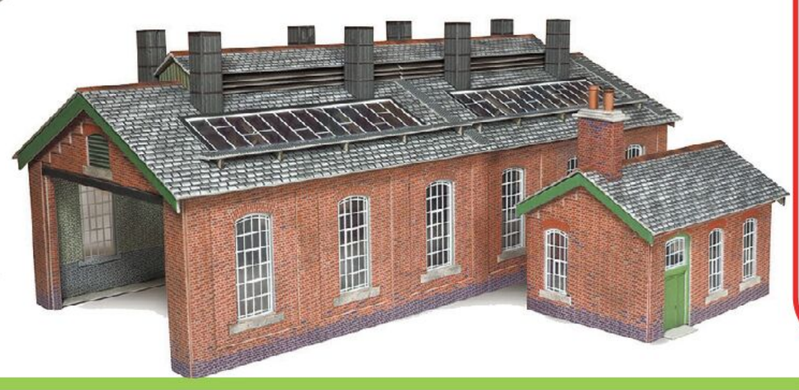


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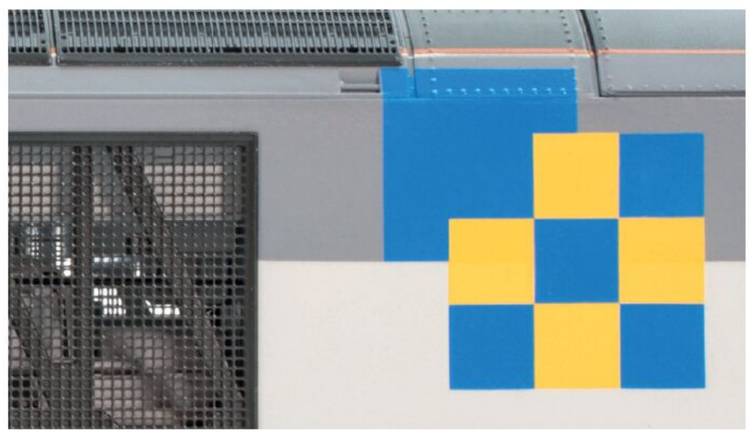
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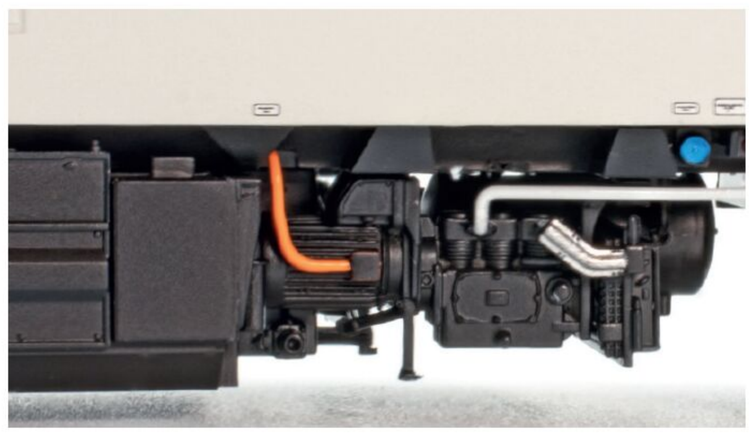
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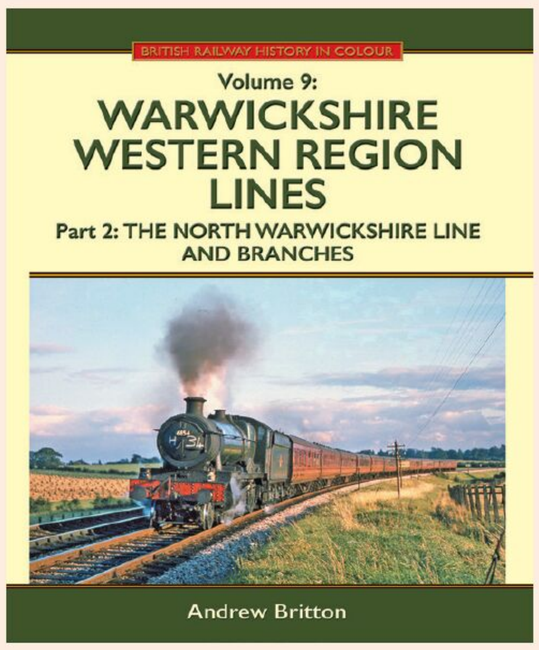
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The North Warwickshire Line, between Tyseley Junction and Bearley Junction, where it joined the line from Hatton to Stratford-upon-Avon, was opened for traffic in 1908. At Stratford, it joined the newly doubled 'branch' from Honeybourne, the doubling having been carried out in conjunction with the GWR's other new main line between Cheltenham and Honeybourne. As such, this new route from Cheltenham to Birmingham was to be the last main line opened in Britain, up until the completion of the first section of High Speed 1 in 2003. It gave the GWR a fast competing route to the Midland's main line between Cheltenham and Birmingham, via the Lickey Incline, always something of a bottleneck in steam days with many ascending trains needing banking assistance. However, the GWR North Warwickshire Line also required the use of banking and pilot engines between Stratford and Wilmcote, and often on to the summit of the route at Earlswood Lakes. British Railways closed the route south of Stratford in 1976, following an accident which damaged the track at Winchcombe, but the line had been run down for many years prior to that. South of Stratford the track was eventually ripped up, although a two-mile stub remains at Honeybourne serving the old MoD depot at Long Marston, which is now a Rail Innovation Centre. North of Stratford, however, has fared much better, the only loss since GWR days being that of the Alcester Branch, the last section of which was closed in 1951. Bearley Junction to Hatton has been singled but remains in use, whilst the North Warwickshire Line, of which Stratford is the terminus, survived run down and two closure attempts, but is now thriving. Moor Street, the new station opened by the GWR in 1908 to serve the line, has also risen like a phoenix after being closed in 1987, with its original GWR buildings now beautifully restored to use. Although largely a commuter route today, the North Warwickshire has been given something of a heritage makeover and many of the stations retain their GWR architecture. However, within these pages, author Andrew Britton takes us back to a time when they were still in all their glory, during the the final decade of WR steam – when heavy freight trains, summer Saturday holiday expresses and local 'stoppers' all intermingled – and into the early years of dieselisation, with DMUs taking over many North Warwickshire Line services from the late 1950s. All set against a backdrop of the land of William Shakespeare, amidst what was still then wonderfully unspoilt Middle England countryside and all in glorious colour!

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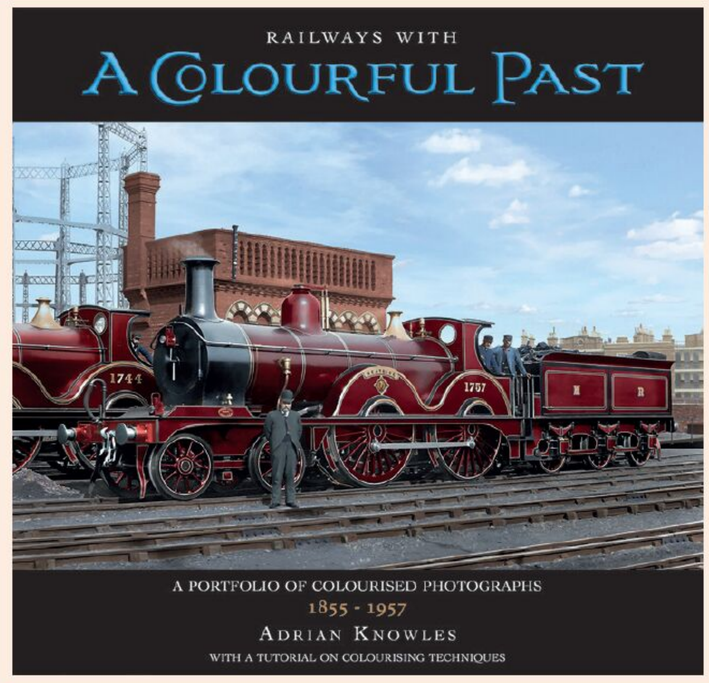
A PORTFOLIO OF COLOURISED PHOTOGRAPHS 1855 - 1957 ADRIAN KNOWLES

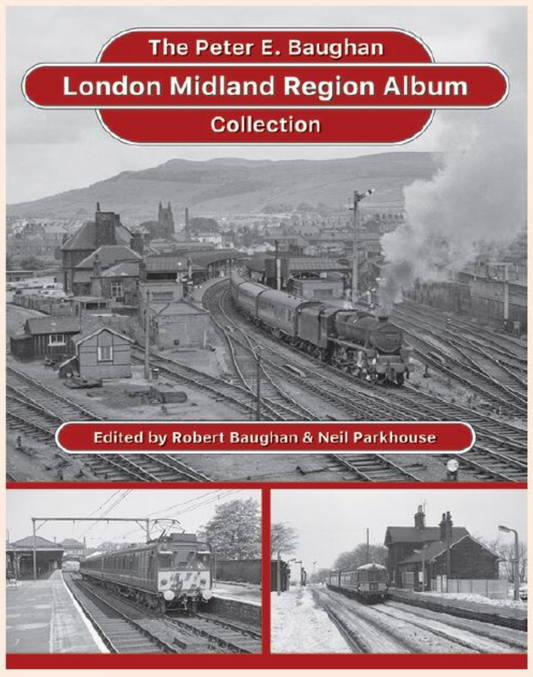
The first commercially viable photographic colour process, the Autochrome, only came to the market in 1907 meaning that many of the earlier rich and elaborate railway liveries were never photographed in colour. Even in later years, colour film was extremely slow and very expensive, causing the majority of photographers to continue working mainly in black and white right into the 1950s. Many of the earlier images were captured in stunning detail on glass plate negatives, so to release these and later photographs from their monochrome past the author has used digital technologies and manual skill to restore the beauty of the original scenes, most of which have not been seen in colour for a century or more.

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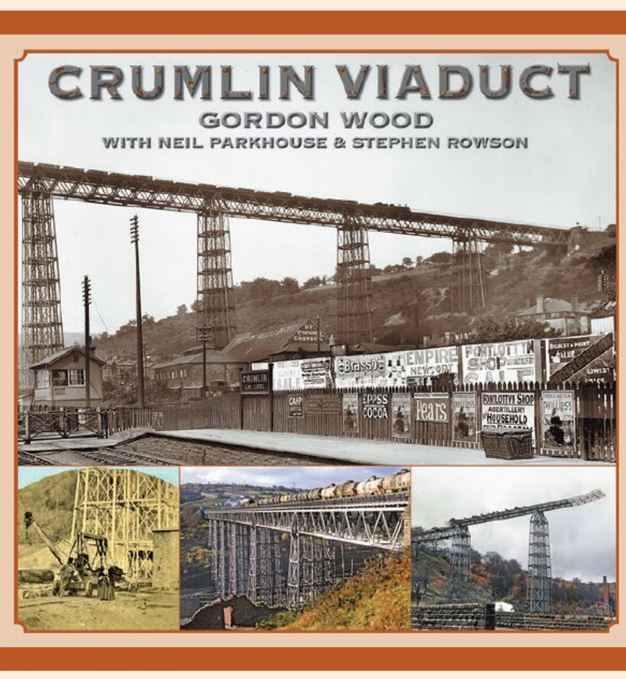
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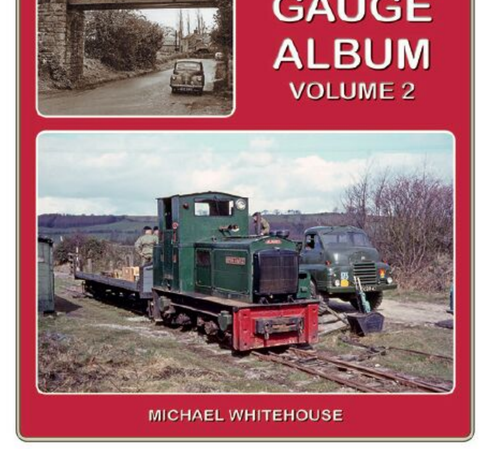
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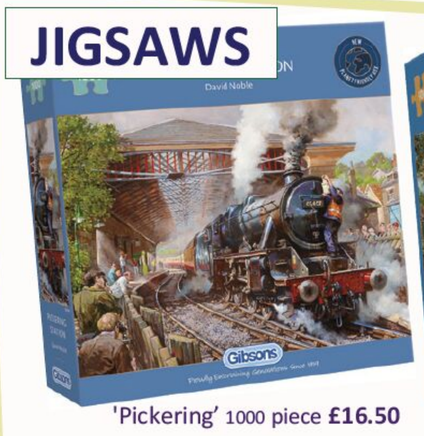


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Welcome

Thank you, Sir Rod!



A photo of yours truly with Sir Rod and his layout, taken during our recent visit. ***Photo: Andrew Burnham***

It is always a wonderful privilege to visit modellers in their homes around the UK when photographing layouts for Railway Modeller. Quite often, these model railways are permanent fixtures, perhaps only seen by a handful of people, and therefore being afforded the opportunity to see them 'in the flesh' is always something that I feel is rather special.

However, despite having photographed scores of home-based layouts over the years, entering the railway room belonging to Sir Rod Stewart was unlike anything that I had experienced before. When my colleague Andrew Burnham (Editor of Continental Modeller) and I were recently invited to his UK home, the renowned rock star had just finished a mammoth rebuild of his vast HO model railway, having shipped it all the way across the world from his Los Angeles residence. The sight of this 1:87 scale recreation of 1940s North America was truly breathtaking.

Whilst Sir Rod had employed professional modelmakers to assist with certain elements (such as the baseboards, tracklaying and control systems), a staggering amount of what we saw on the layout was his own work. Nearly all of the buildings, including numerous skyscrapers towering right up to the ceiling, had been created by Sir Rod alone, these representing three decades worth of painstaking modelmaking – much of which he carried out in hotel rooms whilst performing on tour around the world.

It gives us great pleasure to kick off the 76th volume of Railway Modeller by sharing with you Sir Rod's model railway empire, in this, our 891st issue. As you will read in our exclusive interview (starting on p18), Sir Rod is incredibly passionate about his pastime. Not only that, he is a tremendous ambassador for our hobby who continues to do much to encourage and inspire the next generation of modellers. Thank you, Sir Rod.

And if you want to discover more about Sir Rod's *Grand Street & Three Rivers Railroad* – with different photos to those used in our feature – then make sure you pick up a copy of the January edition of our sister magazine, Continental Modeller, on sale from 19 December.

Railway Modeller Cup competition

With this issue we are launching the 72nd Railway Modeller Cup competition. As in previous years, we are inviting you, the readers, to vote for your three favourite articles (in order of preference) from those that were published in Railway Modeller during the course of 2024. Entries received will be entered into a prize draw competition, for which there's £1,000 worth of prizes to be won. See p75 for full details – the closing date for entries is 31 January 2025 and the winners will be announced in the April issue. Good luck!

And finally, from everyone at Railway Modeller, we hope all of our valued readers, advertisers and contributors enjoy a happy and prosperous New Year.



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 X (formerly Twitter): @RailwayModeller

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We welcome submissions on all aspects of railway modelling, be they about completed layouts, plans or suggestions; constructional articles; model making hints, tips and general advice; encouragement for beginners; prototype features; opinions and views; product news and Society & Club news. In the first instance please email us with a summary of your ideas and a few sample photographs, or send by post (on a USB memory stick, CD-R or as hard copy) to our headquarters address – see above.
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CONTINENTAL MODELLER
Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Geoff Helliwell

A North West main line station in 00

Lancaster

JON CHAMBERLAIN describes how he set about building this pre-Grouping depiction of a classic West Coast Main Line station in his garage.

I have always hankered after a layout based on Lancaster. When you go through the station, beneath the castle and cross the Carlisle Bridge over the River Lune, you know you're in the North. I drew many impressive track plans, including the branches to Glasson Dock and Lancaster Green Ayre, but they would never fit in my 5m square garage without unacceptable curves and gradients. I ultimately settled on a variation of Roy Link's Mainline plan in RAILWAY MODELLER January 1979 with its four tracks between the platforms. The island platform had to be omitted which means I've finished with a model inspired by, rather than of, Lancaster. The layout is a folded figure of eight, giving a long continuous run to exercise my ever-growing collection of stock. There are five Up and Down loops hidden behind the marshalling yard. More storage sidings would improve operation, but it is a balance with the radii of the visible curves.

Our house was supposed to be a downsizing after the children had left home. We went for a house with an integral double garage and a door to the kitchen. No going up to the loft or down the garden to the shed. My wife and I can talk if she's in the kitchen. The end result was the same size as the family home. They just don't build two-bedroom houses with integral double garages.

Baseboards

A level baseboard framework was made from 75 x 12mm ply and gradients were built up on that using 3mm hardboard gradient profiles, with a top of 3mm ply overlaid with ½" fibre insulation board, which takes track pins and screws easily and can be cut with a Stanley knife. For years I used to use the insulation board alone, but it sags after a year or two, requiring packing under the track – very prototypical, but more difficult when the ballast has been consolidated with PVA glue. My computer-designed baseboards resulted in a continuous 1 in 153 gradient, but somehow there is an area in the hidden sidings where some locomotives struggle with longer trains. Maybe I'll investigate one day, or maybe I'll just use more powerful locos on those tracks.



Left
Problem Class 2-2-2 *Alfred Paget* (London Road Models) and Improved Precedent 2-4-0 *Lucknow* (Bachmann) double heading a Down express.

Right
The Down side station building. The gables and the three arches are the original Lancaster & Carlisle Railway station.

Scenery and trackwork

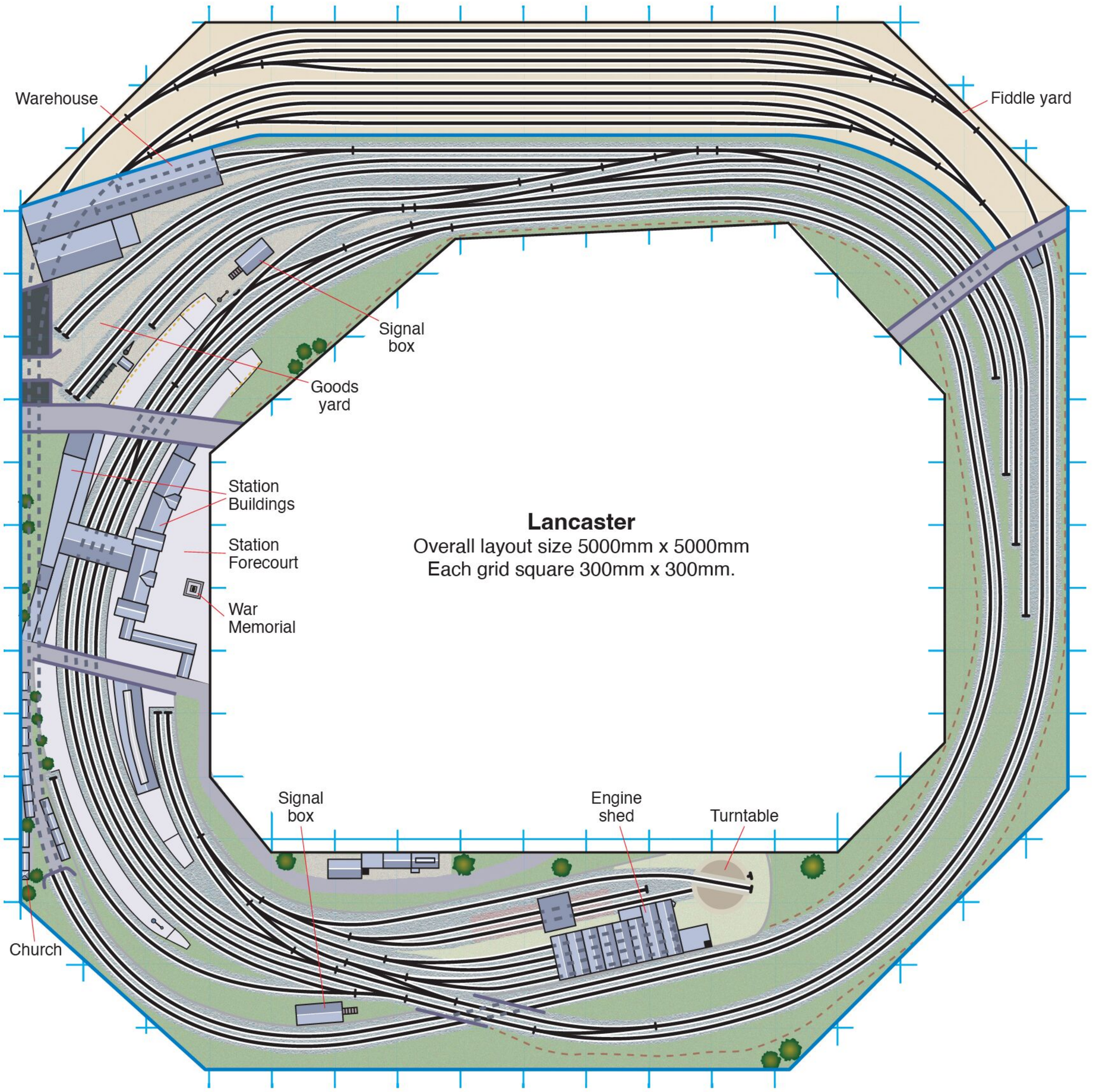
The landscape is made from expanded polystyrene shaped with a hot wire tool and covered with an earth mix of 50% Alabastine, 50% fine sawdust and burnt umber powder paint. Alabastine is made by the makers of Polyfilla, but it does not suddenly go off – you can keep adding water to it. Professionals use it for plaster repairs. Grass is then 50% fine white sand, 50% dry Polyfilla and yellow powder paint with a small amount of blue added. You sieve it over the wet earth mix which allows any number of subtle variations and amendments. This was the 'zip' method described by David Jenkinson.

Photographic iD Backscenes sheets attached to the railway room walls, 20mm clear of the modelled landscape, have added a whole new dimension.

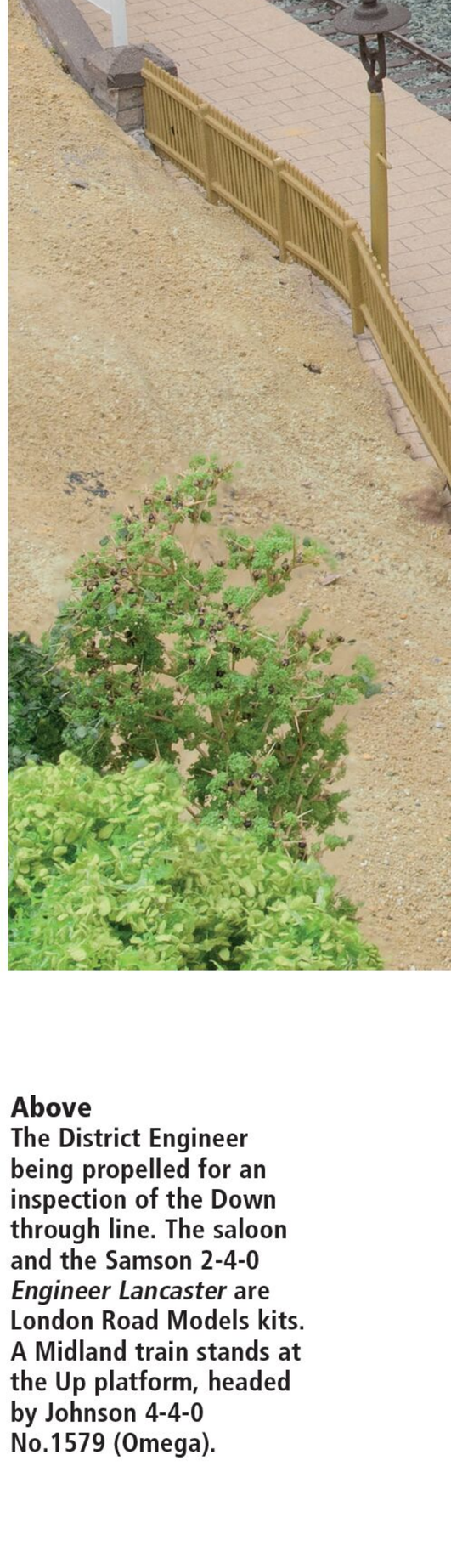
D&S post and rail fencing is about the best I've used, because it has individual whitemetal posts and plastic rails, and can be installed on any gradient. Unfortunately, it's no longer available; I wonder where the masters are? Michael Clark's telegraph poles are superb, but do take a lot more dedication than Ratio ones.

Track is SMP code 75 with phosphor bronze rail. Phosphor bronze does not need the rail sides painting. The top hardly looks any different to steel when it is burnished, but the best thing about it is that even when it's dirty, trains still run smoothly. Rail cleaning becomes an optional job for appearance's sake.

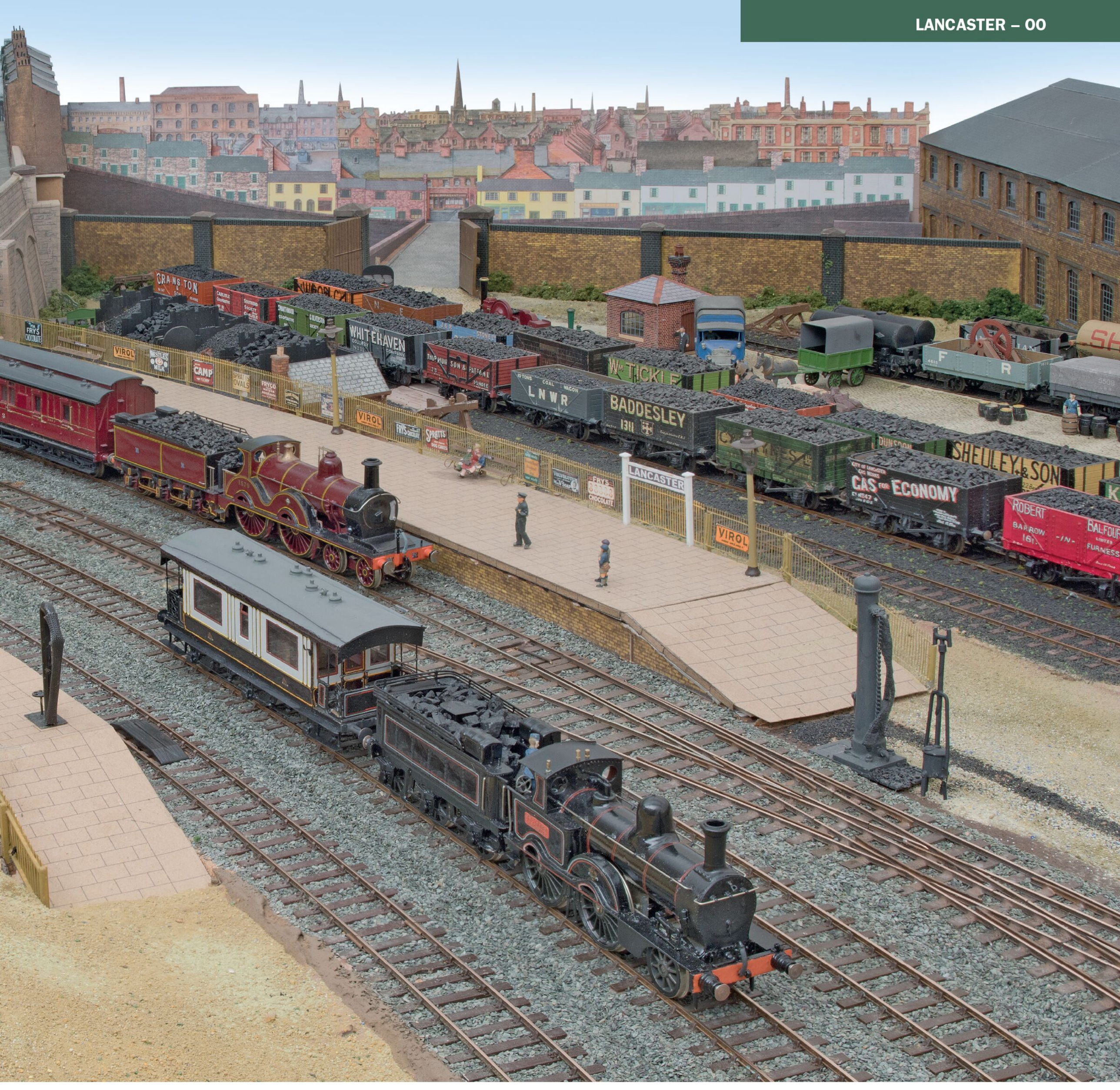




Lancaster
Overall layout size 5000mm x 5000mm
Each grid square 300mm x 300mm.



Above
The District Engineer being propelled for an inspection of the Down through line. The saloon and the Samson 2-4-0 *Engineer Lancaster* are London Road Models kits. A Midland train stands at the Up platform, headed by Johnson 4-4-0 No.1579 (Omega).



I started using SMP points back in the 1950s but soon moved to rail soldered to copper clad sleepers. Nowadays I draw the track layout on computer using Turbocad, pointwork is enlarged, and rail and sleeper details added. I then print it off, pin it to the fibre board and build the track on it.

The running lines are laid on cork strip stuck down with Copydex, and ballasted with fine granite and PVA diluted with washing-up liquid added. Two half-width strips, obtainable ready cut, meant I could retain the drawn centreline. For pre-wetting, I found a refillable aerosol that I think was sold as a cooking tool. The propellant is air, compressed by pumping the top.

Sidings are laid directly on the fibre insulation baseboard with Woodland Scenics ash ballast, with a bit of green scatter mixed in to represent weeds. I thought leaving out the cork would save time, but it was a mistake as running is much more noisy, and it was more work as the siding baseboards had to be set 3mm higher. All points on the running lines and in the hidden sidings are operated by Fulgurex motors – very nice and positive! The six microswitches can be used for crossing polarity changing, route setting and indicator lights. Each of the 10 loops in the hidden sidings is set by the position of a rotary switch, and spare contacts show that all points are set and IRDOTs (for infrared train detection) show which track is occupied.

Points in the loco depot and goods yard are operated mechanically by levers on the edge of the baseboard, which makes me feel more intimately in control. The

Left
Furness Railway 'Seagull' 4-4-0 No.123 (a Dragon Models kit) waits in Platform 5 with a train for Barrow, while an Up goods passes behind 19" Goods 4-6-0 No.1350 (Brassmasters). The District Engineer's saloon is in Platform 2.

levers I have used are Gauge 3, so not at all fiddly. They are models of London & North Western Railway throw-over levers cast in brass by Mike Williams. The crossing polarity is changed by a contact soldered to the stretcher bar and a wire running over the sleepers; a very simple, very effective method that I learned from SMP points 60 years ago.

Couplings and signals

Having gone through the gamut of Hornby Dublo buckeye, MTK brass tension-lock, Dapol and B&B, couplings are tension-lock (mostly Bachmann). B&B were brilliant and I should probably have stuck with them for goods wagons, but I wanted to use the same couplings for everything and the loop could not lift to uncouple under-corridor connections. Alex Jackson is the serious modellers' choice, but propelling relies on buffer contact and even the largest tail-chaser layout has curves far too sharp to avoid buffer locking. Big advantages of a circular layout are that, when seen from the operating well, trains all appear more close coupled and you don't notice that the gauge is only 4' 1½".

Below
The District Engineer sitting in his saloon in Platform 2. Fortuitously, the 1960s GEM hydraulic buffer stops proved to be a match for the prototype! 'Cauliflower' 0-6-0 No.9 (a Lytchett Manor GEM kit) is about to pass under West Road Bridge with an Up goods.



Right
Glimpsed between the bridges, the Problem Class and Improved Precedent pass the 19" Goods.

Uncoupling is with Herkat uncouplers, which I think are no longer available in the UK, but are easily bought online from continental model shops. They work with a solenoid that I power from a lead-acid gel battery. Even smoothed, rectified ac made them buzz violently.

Signals are Ratio/Peco LNWR with MSE etched arms and built-up ladders. They are operated by servos controlled by GF boards with 'bounce'. The posts are mounted on a length of plastic tube that is a sliding fit in a piece of 13mm tube fitted into the baseboard. The servos are fitted to the bottom of the fixed tube, and the signal can then be slid in and the operating wire hooked into the servo. The signals all work remotely from the operating position, but I'm afraid they don't control the trains. When a train passes a signal at danger it's not so much a SPAD as a SNPOIT (signal not pulled off in time).

I admire people who design every last detail of their layouts before starting anything, but I want to see my trains running from day one. I'm afraid I'm more of a train player and want to run my stock collection as soon as possible. The track was pinned down, wired and tested bit by bit. Once one circuit was complete, I could sit happily and watch trains plodding or speeding round. Cutting out sections to insert points, one at a time as I completed them, came later.

The track was laid before I was able to spend a day at Lancaster. Having omitted the prototype island platform, I spaced the fast lines with a 'six foot' and the platform loops with a 'ten foot'. When I came to model the most unusual double footbridge, I found that was wrong, and I had to provide two supports rather than one between the fast lines.

Buildings and features

I am a great fan of 1.3mm mount board, which I used for all the scratch-built structures and for stiffening the Bilteezi-based ones. Having spent a day photographing and measuring Lancaster station, I made a Turbocad drawing, which is reasonably accurate except that the Down side had to be on a curve and the single storey 1899 extension had to be shortened considerably. On the upside, I was helped by the 1899 drawings of the station enlargement kindly found for me by the National Railway Museum. The London & North Western Railway economised by omitting the battlements and turrets shown on the drawing and I didn't recognise it originally.


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Left
Claughton 4-6-0 *Holland-Hibbert* (a DJH kit) slows with an Up postal train passing under a Down train of empty wagons.

Right
Bowen-Cooke 0-8-2T No.2277 (a Jidenco kit) on the turntable.



Below
Lancaster steam shed with (left to right): Precursor Tank 4-4-2T No.1536 (London Road Models), Greater Britain 2-2-2-2 Compound *Richard Moon* (London Road Models), SDX 0-6-0 No.3137 (M&L), Coal Tank 0-6-2T No.1054 (Bachmann), Dreadnought 2-2-2-0 Compound *City of London* (M&L) and Jubilee 4-4-0 *Iron Duke* (London Road Models).

The stonework is Superquick paper. The large goods shed is made from 14(!) Bilteezi engine shed sheets, partly to obscure the entrance to the hidden sidings. It is freelance, but is in the approximate position of the original terminus of the Lancaster & Preston Junction Railway, which remained as a goods depot until 1967.

The loco shed is four Prototype kits and the coal stage was made using the same brickwork. The turntable is Heljan and aligns itself. For some reason, having the power to the track and the turntable motor caused the table to turn quite unexpectedly, even though the supplies are from separate transformers. I now use a rotary switch and don't have them both on together.

I had some GEM hydraulic buffer stops from the 1960s and used these in the north-facing bay platforms. To my amazement, when I got to Lancaster, I found that the buffers in Platforms 1 & 2 are exactly that.

Carlisle Bridge over the Lune has been replaced by a 1950s Master Models bridge (that I've had from new) over the main line further south. I don't know when they were last made, but they're almost indestructible and are still regularly available second-hand.

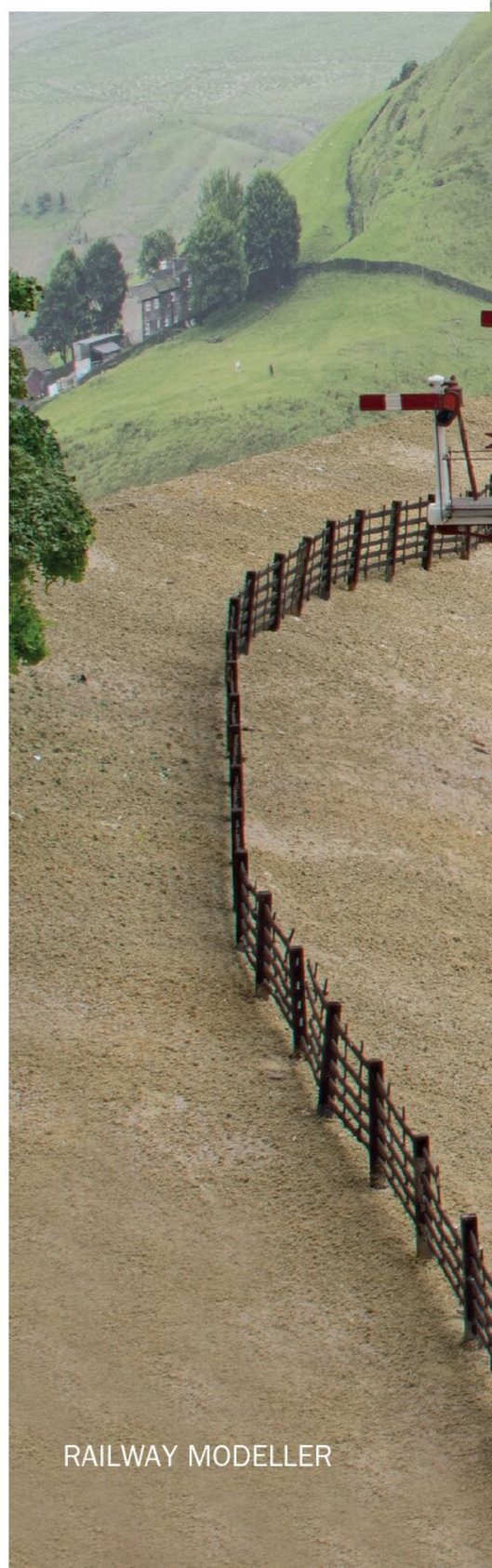


Most of the buildings behind the station are generic kits either from Scalescenes or the internet. They are built in 3, 2 and 1mm scales. The Priory Church and the castle are made from photographs I took of each elevation, corrected by free software for the oblique angles of the shots.

Operation

For years I've used H&M controllers but they were getting very long in the tooth, so I treated myself to a Morley four track controller which is also centre off; that seems intuitive to me. Hand-held extensions are located by the loco depot and marshalling yard.





Left
George V 4-4-0 *Wolfhound* (Brassmasters) on a Down through passenger train including fish and milk vans.

Bottom far left
Lancaster goods yard has been repositioned on the layout from Ashton Road nearer to the Castle station.

Below
Wolfhound on its Down passenger train passes an Up goods headed by 19" Goods 4-6-0 No.1350. Both trains are on the same 'main line', the layout being a 'folded figure of eight' formation.

Of course I should be using Digital Command Control, but the number of locos I have would break the bank to fit chips to all of them, and of course as they were not made with DCC in mind, not all of them would have taken a decoder anyway. Sound is all very well but to my mind it falls rather flat without visibly escaping steam.

Locomotives and stock

My collection of locos and rolling stock has been growing steadily since 1953 when I started with Hornby Dublo three-rail. There are a few items going back that far, although I hope you wouldn't recognise them. I developed a policy of painting everything in its original livery and, at least as far as goods stock was concerned, made no effort to separate pre- and post-Grouping. Now, due to the size of the collection and the restricted siding space, I have to run pre-Grouping or London Midland & Scottish, the only difference to the layout being the road vehicles on the station forecourt.

Locos range from 1950s Hornby Dublo to 2023 etched brass kits. The Hornby 2-6-4T still runs with its original motor (they were built to last!), though with Hamblings and Romford wheels, and a Wills Stanier body. Pacific *Duchess of Montrose* has been reborn as *Duchess of Sutherland* and very recently fitted with a High Level coreless motor. It can now pull a seven-coach train of heavy brass Comet 12-wheel sleeping cars with ease! My daughter found me a number of kits that had been abandoned by the original owners, which I have enjoyed bringing to life. Where they came from I've never found out. My favourite is a beautiful model of a Midland Railway Johnson 4-4-0, an Omega kit. I believe it was the only loco kit they made; a real shame. I did have trouble with the chassis, but it now runs like a dream.

The oldest coaches are a two-coach push-pull set. They are wooden-bodied Ratio kits on CCW compensated bogies (with Gibson wheels). There are examples of many more modern kits of LNWR, Midland, Furness and LMS coaches up to 1939.

Goods stock starts with Hornby tinplate examples that have had planking glued on and which certainly don't offend me. I hope you'd not realise their origin. Again, both kits and scratch-built items date from the last 60-odd years.

Content for many years to come

Operation does not, I'm afraid, follow strict prototype practice; it is watching whatever I want, running round. Shunting is making up new trains from the stock in the goods yard and marshalling yard. The restriction is having only five hidden storage roads in each direction.

My main pleasure in model railways is making things. I doubt I shall make another layout, but building new rolling stock in the living room will keep me happy for many years to come. I am very lucky that my wife, Kay, long ago understood that a house without a railway room could never be called a home.



Plan of the Month

Southwark Bridge

For his fictional London terminus station in N, **GRAHAM BRIDGE** *turned to a classic C J Freezer track plan –* Minories*, which was first published in* Railway Modeller *in April 1957.*

Photography by Andrew Burnham

The railways running into London from the south and east were interesting in the 19th century. The South Eastern Railway Company and the Croydon Company were charged excessive fees to access London Bridge station by the London & Greenwich Railway Company. This gave rise to the Bricklayer's Arms branch.

The London, Chatham & Dover Railway also had its eyes on the City and built a line to Blackfriars Bridge, later extended to Holborn Viaduct. The short platforms were due to the tight confines of the station site and trains splitting at Herne Hill on the London-bound journeys.

Later, the South Eastern Railway built a station at Cannon Street. That line was extended to Charing Cross, initially with trains reversing at Cannon Street.

My version of history

The line to Blackfriars Bridge was actually built further to the east and was called Southwark Bridge. London-bound trains still divided at Herne Hill. A later extension to Charing Cross was built, requiring trains to reverse at Southwark Bridge, but it was not a success. The reversals were brought to an abrupt halt during a World War II bombing raid. This made two of the five platforms at Southwark Bridge redundant, but they discovered a new lease of life for parcels and newspaper trains.

The model

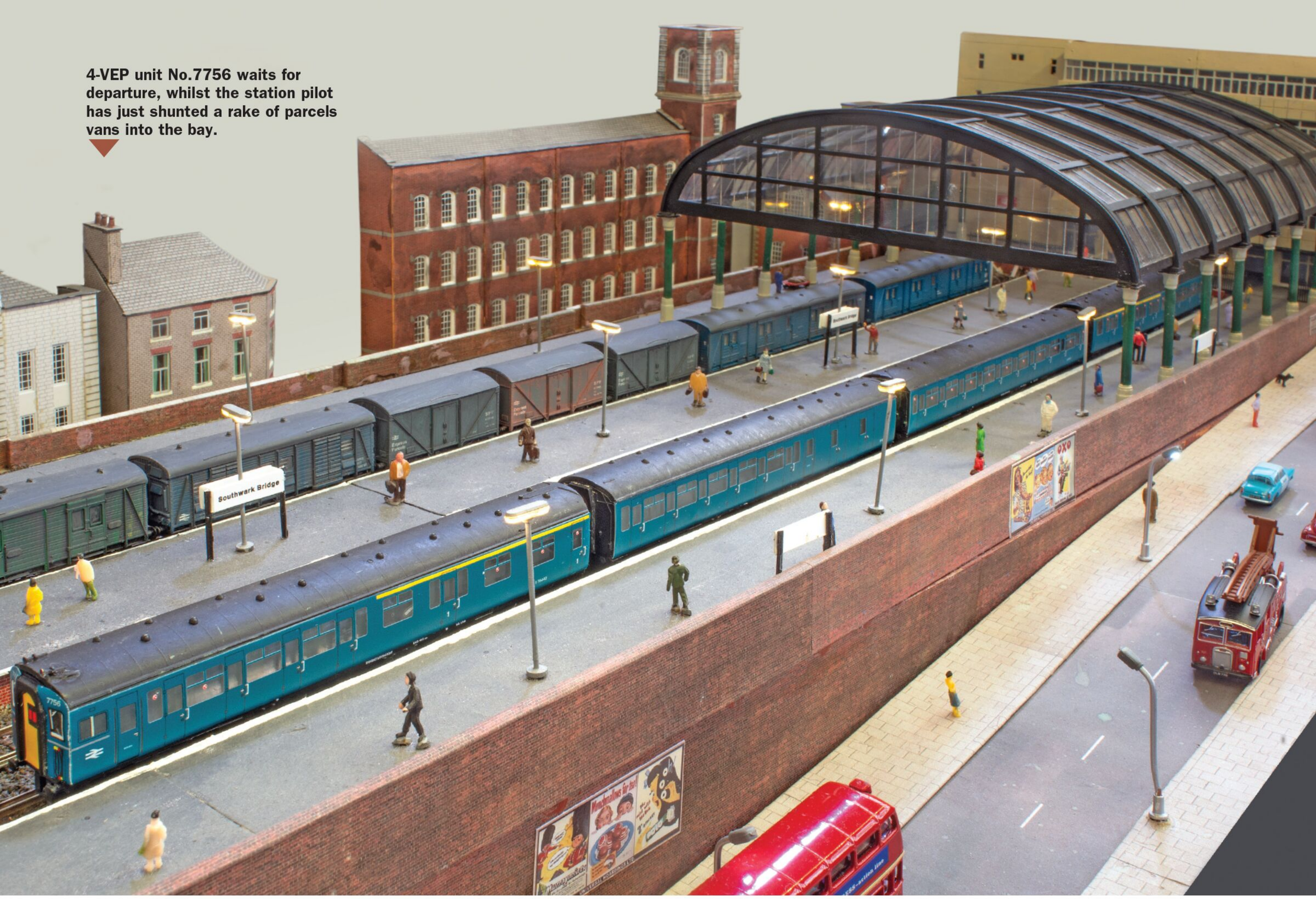
It's funny how life can take an unexpected turn. For all of my modelling life, I have modelled Great Western Railway country layouts. Having grown up in Bermondsey between the Bricklayer's Arms branch and the main line into London Bridge, I'd always fancied building a Southern Electric layout, but never got round to it.

Then, one club night (at Tonbridge Model Railway



Birmingham RC&W Type 3 D6539 approaches the terminus, while a Graham Farish 4-CEP Electric Multiple Unit departs.

4-VEP unit No.7756 waits for departure, whilst the station pilot has just shunted a rake of parcels vans into the bay.





Club), two Digital Command Control fitted Graham Farish 4-CEP Electric Multiple Units became available, and I couldn't resist. Suddenly an 'over the arches' layout seemed possible, and the classic C J Freezer track plan *Minories* seemed to lend itself nicely. I had the perfect incentive.

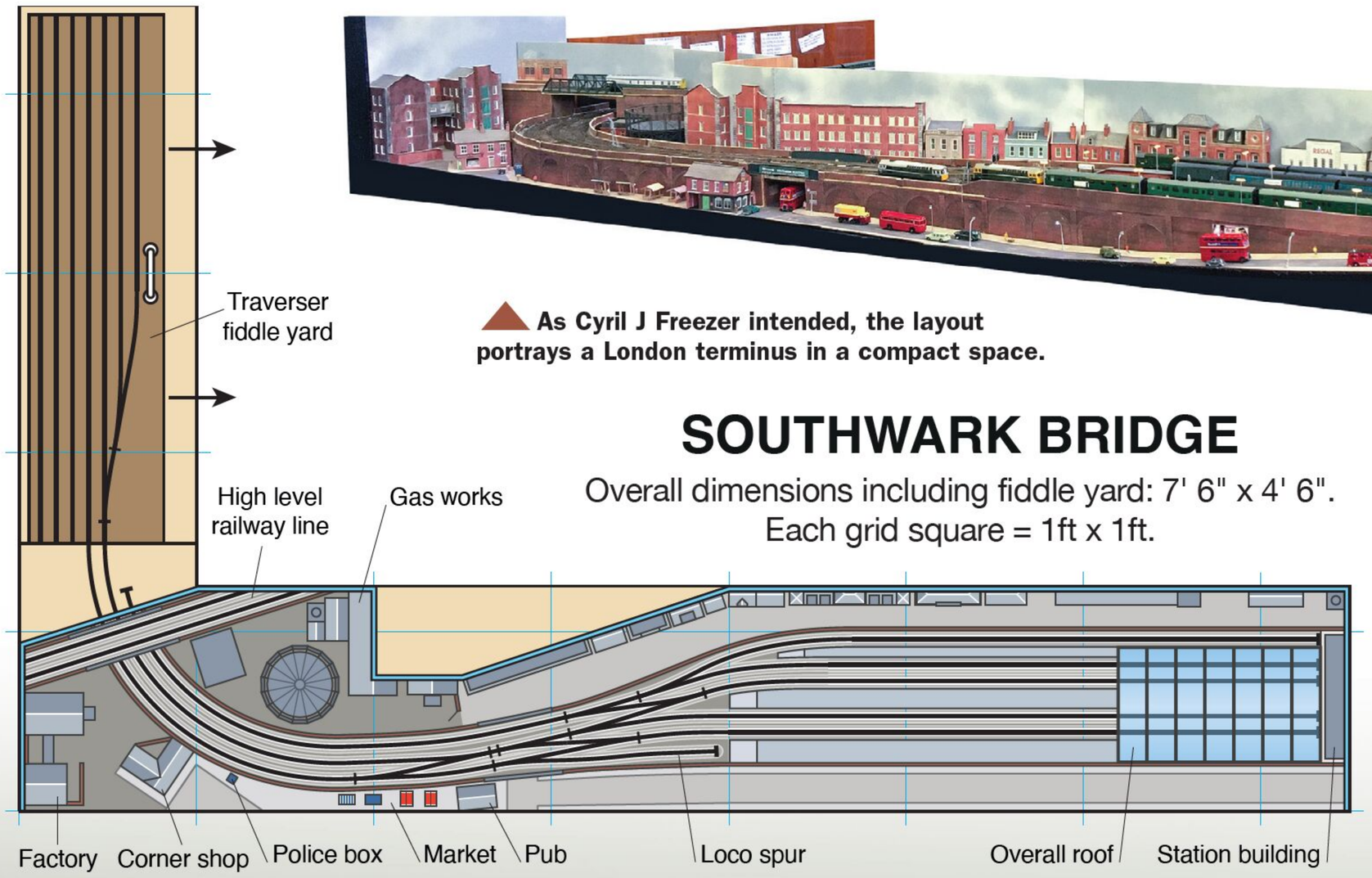
Having tried and failed to use computer-based track layout software, I went back to the tried and tested method of lining paper, pen and pencil. Various measurements were taken to ensure everything that I intended to run would fit. Eventually we arrived at three boards in an 'L' shape,

Southern Railway signage survives to point the way to the station as 08 856 crosses the bridge.





As Cyril J Freezer intended, the layout portrays a London terminus in a compact space.



SOUTHWARK BRIDGE

Overall dimensions including fiddle yard: 7' 6" x 4' 6".
Each grid square = 1ft x 1ft.

measuring 7' 6" long by 4' 6" deep. The main central board is home to all of the complicated wiring of the station throat.

As this was (hopefully) going to be an exhibition layout, transportation was also an important consideration. The solution was for the station and fiddle yard baseboards to fit together to form a box. Once placed in the car, the station throat board located securely on top of the box – until I replaced my Ford Focus estate with a newer model and discovered the roof was around an inch lower! The main board now sits alongside the boxed boards. Note to self: always carry a tape measure!

Construction is the usual method of timber framing with a plywood top. Thinner plywood was used for the sides of the arches – the curve in the arch walls being achieved using steam from a boiling kettle, a skill I learnt from my dad making model boats. Inter-baseboard location is via the familiar brass dowels, ensuring a perfect fit every time.

Cork was then laid all over the trackbed area, with Peco code 55 trackwork being utilised throughout. Care was taken to ensure there was room to fit point motors (SEEP in this case). Everything was now fully tested. Point control is accomplished using single push buttons which set the entire route via a diode matrix.

I then set about building a control panel to house the push buttons for the point motors and switches for the signals; the latter are the excellent CR Signals. Unfortunately, due to the orientation of the platforms,

Another BRC&W Type 3 (Class 33), D6561, is stabled in the locomotive spur, while another 4-EPB approaches the station.

the fact that the signals work is not immediately obvious to the casual viewer. Fortunately, for the operator, this means a Signal Passed At Danger or a signal left 'off' (a wrong side failure?) is not such a glaring error!

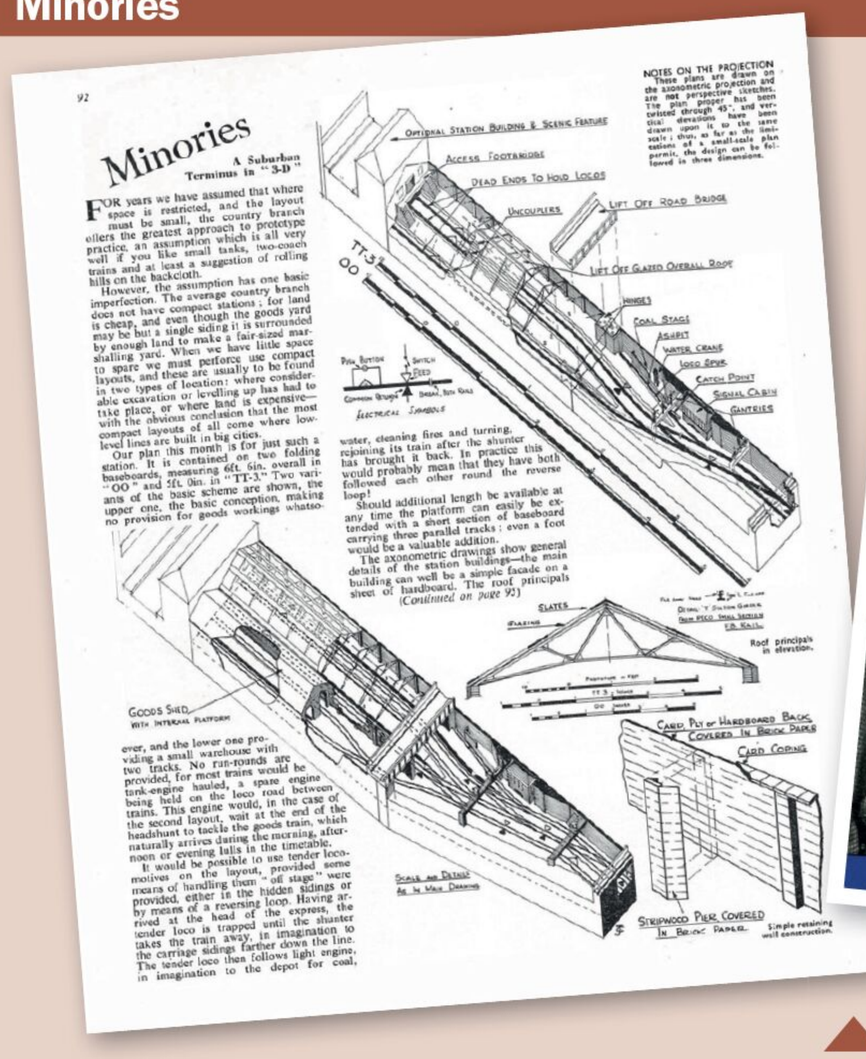
Arches, roads and pavements were constructed using the Scalescenes downloadable kits. Cutting the actual arches takes some time, but the good news is that, having downloaded it, you can simply print another sheet if you get it wrong.

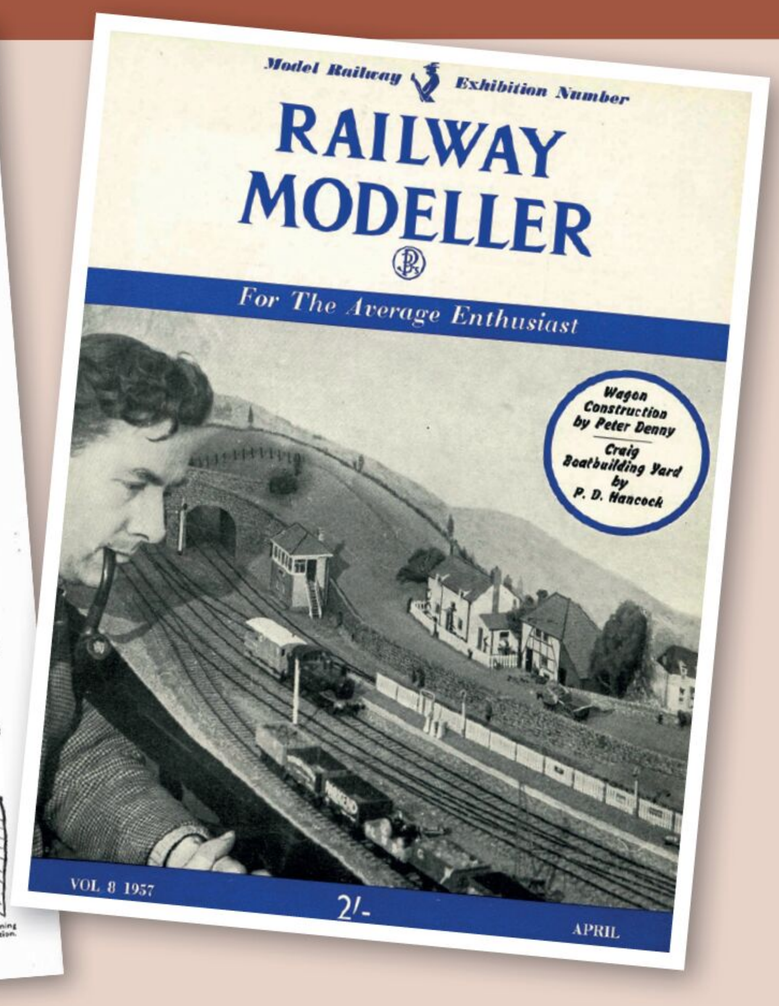
With the exception of the gasometer (Modelux) and the station building (Outland), the buildings are all Metcalfe. Some are straight low-relief buildings. Others 'became' low-relief after a lot of cutting.

The Metcalfe platforms are painted to make them more realistic. The overall roof is a Peco OO kit. Yes, you read that correctly. Omitting the extension pieces gives it the 'right' height. Track cleaning and transportation were considerations, so the roof has been made to be easily removed. Each corner pillar was fixed to the roof. The bottom of each pillar fits into a hole drilled into the platform and base. The hole was then sleeved with a short piece of copper tube glued into place at the platform and baseboard. The other pillars were then glued onto the platforms, the result being that



Minories





▲ **The original *Minories* article, in the April 1957 issue of RM.**

As then Railway Modeller Editor Cyril J Freezer pointed out when he presented his *Minories* plan in the April 1957 issue, the popularity of the country branch line among modellers is rather based on a misconception. Many assume that such a branch terminus equals a compact layout, but this was often far from the truth: with land being cheaper in rural areas, even a goods yard with only one or two sidings could be quite expansive.

It is in large cities, where land is much more expensive, that the truly compact termini can be found, and this provides the inspiration for *Minories*. Although Cyril does not say so explicitly, it seems possible that he might have had the real London terminus of Moorgate in mind – making the recent Accurascale and Bachmann Class 31 diesels, Accurascale BR Mk.I suburban coaches, and the forthcoming Gresley Quad-Art sets from Ellis Clark Trains, the perfect stock for *Minories*.

Designed to fit into a scenic section of 6' 6" in OO gauge, two versions of the plan were suggested: one with just three passenger platforms, and a slightly wider alternative with a goods shed. In both cases, a locomotive spur, complete with ashpit, coal stage and water crane, was provided for the station pilot engine, necessitated by the deliberate omission of run-round facilities at the buffer stop end.

The design was made even more compact, and potentially portable, by the inclusion of hinges to fold the layout in half for storage and transport – the hinges being hidden under a removable road bridge (see Gavin Thrum's *Great Moor Street*, in RM April 2015).

To mark the 50th anniversary of the plan, then Editor Steve Flint provided updated versions in Plan of the Month in the August 2007 issue. These remained faithful to the original, but slightly adjusted the length to take account of the Peco Streamline pointwork that had become available in the intervening years.

As Steve pointed out on this occasion, not only is this an ideal layout for a restricted space, but it doesn't even restrict you to one railway or BR region. The original plan envisaged that the glazed overall roof should be removable, to allow access for track cleaning and to deal with derailments – but if the signal box and station running in boards were also removable, these could be swapped to represent different railway companies, regions or even periods, each with appropriate locomotives and stock.

the roof sits nicely in exactly the same place every time. The station building is the result of taking two Outland kits and an awful lot of cutting.

Having installed the colour light signals, I decided to install working street and platform lamps with limited illumination in some of the buildings. As supplied, I found all of the lights and signals too bright. I therefore experimented with various resistor values until I achieved what I feel is more realistic. I'm afraid at this point the child in me got the better of me and yes, there is a police box (Tardis) with its light flashing.

Display lighting is via warm white LED strips, supplemented with RGB LED lighting. I am still experimenting with these. They enable you to vary the 'weather' so it either looks cold or warm as you wish. I have recently added sound – no, not DCC sound, but a few free sound files downloaded onto an old mobile phone and played through even older computer speakers.

The hidden sidings comprise a single board supported on two drawer runners to construct a traverser. To secure the traverser so the tracks line up correctly, a workable solution using soldered tubing and brass rodding seems to be withstanding the test of time.

Operation

This is my first venture into DCC. Because it is impossible

(for me) to read the locomotive numbers, I have come up with an identification system based on class/colour/roof detail and produced cards for each class. These sit in holders above the hidden sidings and station. Control is via a standard Prodigy Advance.

Coupling and uncoupling is all via the Dapol Easi-Shunt system, which works well. It is important to plan where the magnets are located. I have also included magnets in the hidden sidings to assist with removing locos as required.

I don't operate to a set pattern. I find it more interesting to paint yourself into a corner and then have to work out how to fix it using properly signalled moves without resorting to the 'hand from the sky'. I quickly discovered that it was easy to forget a locomotive at the station building end of the platforms. To avoid this, I followed prototype practice and made some reminder appliances. They are nothing more than the outside of one red biro which has been cut into short lengths. They fit nicely over the signal switches just as they would sit on signal levers in real life.

Stock is the standard Southern Region slam-door diesel and diesel-electric you would normally expect to see, plus the occasional Brighton Belle on a diversion. Apart from the Farish 4-CEPs, the other EMUs and a DEMU are based on Farish Mk.I carriages, stripped to reveal a bare shell and with Electra Graphics vinyls applied. Motive power is via shortened Farish Class 158 or 170 motor units. The Class 08s were very unreliable until I fitted stay-alive capacitors. They fit just behind the radiator, and these locos are now a joy to use.



As with the *Minories* plan, incoming locomotives, such as D6571 seen here, must be released by the station pilot.

Exhibition use

The layout was formally launched at the 2019 Tonbridge MRC Exhibition. At the time of writing, it has attended 15 exhibitions, with more booked; the next is in Southampton in January (see panel). To find out where else to see us, visit: **https://southwarkbridge.wixsite.com/ngauge**

Urban dwelling

This is my first urban scene layout and, compared to a country scene, I've found it quite a challenge. As my skills develop, I hope to replace the buildings with scratch-built models showing something more like what you would see in South London. But that's for the future.

See it at Southampton

Southwark Bridge is one of the layouts booked to appear at the Southampton Model Railway Exhibition, organised by Southampton Model Railway Society, on 25 & 26 January 2025. For further details see Societies & Clubs.

D6561 prepares for departure with a parcels train, alongside a Hampshire diesel-electric unit.

Scale Drawings

Richmond signal box

PETER BROWN *presents scale drawings for another of the structures he has modelled on his N gauge branch terminus layout, which was featured in our August 2024 issue.*

Drawings at 2mm/ft



The signal box at Richmond was a variation of the standard North Eastern Railway (Southern Division) type. It was extended around 1900 and provided with a continuous front window. Access to the walkway from the head of the stairs was provided by a fold-down platform hinged against the wall. There was a separate small building to house a water closet.

The drawings published here were prepared using measurements taken from drawings in Ken Hoole's book *North-Eastern Branch Termini* (ISBN 0-86093-219-2).

As with my other structures on the layout (see articles for the station building and engine shed in RM June and December 2024 respectively), a cutting schedule was prepared from my elevation drawings, this being supplied to Stoneybridge Structures for laser-cutting of the parts. For such a small building, a remarkable number of components were needed. The windows were cut from thin card and the walls from Rowmark™, a harder form of styrene that is suitable for laser-cutting. The brickwork to the first floor is cantilevered out over the ground floor, and this was replicated with an extra layer of Rowmark™. The main windows were cut so as to provide two layers, to represent the sliding windows typical of signal boxes everywhere.

Brickpaper for the signal box was made using a photograph of real bricks. Technically, the bond of the bricks in the photograph I used was incorrect, being English Garden Wall bond, and the bricks on the model are slightly oversized, but the impression given from a distance works as the eye sees what it expects to see. To make the brickpaper, the photograph was imported into 2D Computer Aided Design software, reduced to just overscale to maintain definition of the bricks, and then copied and pasted to form an A4 sheet for printing. The obvious pattern repeats that you get at A4 are not evident once the window and door openings are cut out. The photocopy of the brickpaper was sprayed with matt varnish to remove the sheen of the printing.

The walkway was made from mounting board. The uprights of the railings were track pins pushed through pre-drilled holes and the handrails were made from 0.33mm nickel silver rod superglued to the pin heads. The excess length of track pin was snipped off below the walkway. The external staircase was constructed using Plastruct Styrene Stair rail (ref.90691) and Plastruct Styrene Stairs (ref.90661). Gutters and downpipes were added using the Ratio kit (ref.300) and finally the Richmond nameboards were added, cut from a photocopy of the scale elevations.



The signalman at Richmond arrives at the box to start his shift, on Peter Brown's model of the North Yorkshire terminus.

A RAILWAY MODELLER SPECIAL FEATURE



GRAND STREET & THREE RIVERS RAILROAD

Sir Rod Stewart – bringing it home

When we first welcomed **SIR ROD STEWART** to the pages of RAILWAY MODELLER in the December 2019 issue, the renowned rock star hinted that his vast HO model railroad could be relocated from Los Angeles to his UK home. A little over five years on, Sir Rod has invited us back to his English country estate to reveal the culmination of this huge undertaking.

Words and photography by Craig Tiley

The magnificent model railroad that Sir Rod Stewart has painstakingly constructed over the last three decades is unlike any other. With an imposing cityscape of skyscrapers standing several feet high, a main running line totalling in excess of 900', and thousands of small details and figures filling every square foot of baseboard, this 1:87 scale North American model is, quite simply, stunning.

RAILWAY MODELLER was first invited to meet with Sir Rod at his UK home in 2019. On that occasion we discussed his lifelong love of model railways, his memories of the full-size railways around his childhood home in North London, and what inspired him to embark on a project to recreate the railroads of 1940s America in HO. What we didn't see during that visit was the layout itself. Why? Because it was located more than 5,000 miles away in the rock star's Los Angeles residence.

However, Sir Rod revealed in that December 2019 interview how he was considering bringing *Grand Street & Three Rivers Railroad* over to the UK. In summer 2024, and after a huge amount of work, Sir Rod's vision had become a reality: the layout was up and running at his home here in England.

Soon after, RAILWAY MODELLER was given an opportunity to make a return visit and see for ourselves the reconstructed layout in its new location, during which the photos that accompany this article were taken. We were also able to catch up with the man himself and discover more about his passion for the hobby – including an ambitious project to make this already vast layout even bigger...

In conversation with Sir Rod

Sir Rod maintains a hectic lifestyle and a very busy schedule – even in his 79th year – and time is precious. He arrives through the door at one end of his vast railway room to meet us, and we make our way to a seating area situated in one corner. Wearing a green hoodie emblazoned with Celtic branding (Sir Rod's favourite football team), he remarks that he has just finished a session in the gym and will soon be heading over to the football pitch to meet his son.

"I've got to knock a few free kicks in!" he jokes.

We begin our conversation by discussing the rebuilt layout. Although it appears finished, certainly in terms of the scenery, Sir Rod reveals that there are still things that he plans to do:

"I'm not happy with the lights – we've really got to work on that. We're going to add some uplights on some of the buildings and skyscrapers. Then we're going to have thunder and lightning, everything but rain put in for effects!"

Opening page
Sir Rod is a prolific modeller – nearly all of the structures visible in this panoramic view of Three Rivers City are his work, constructed either from scratch or by adapting kits, over the past 30 years.

Right
With more space available for the layout in the UK, the Three Rivers City station part of the model has been much expanded from its LA condition. The EL (elevated) line is a new addition, from ITLA Scale Models.


STATION HOTEL
RIVERS 23344
RIVERS CITY
NEW YORK CENTRAL
MASURY
PAINTS-VARNISHES
A STAGE FULL OF BEAUTIFUL GIRLS
Mobil

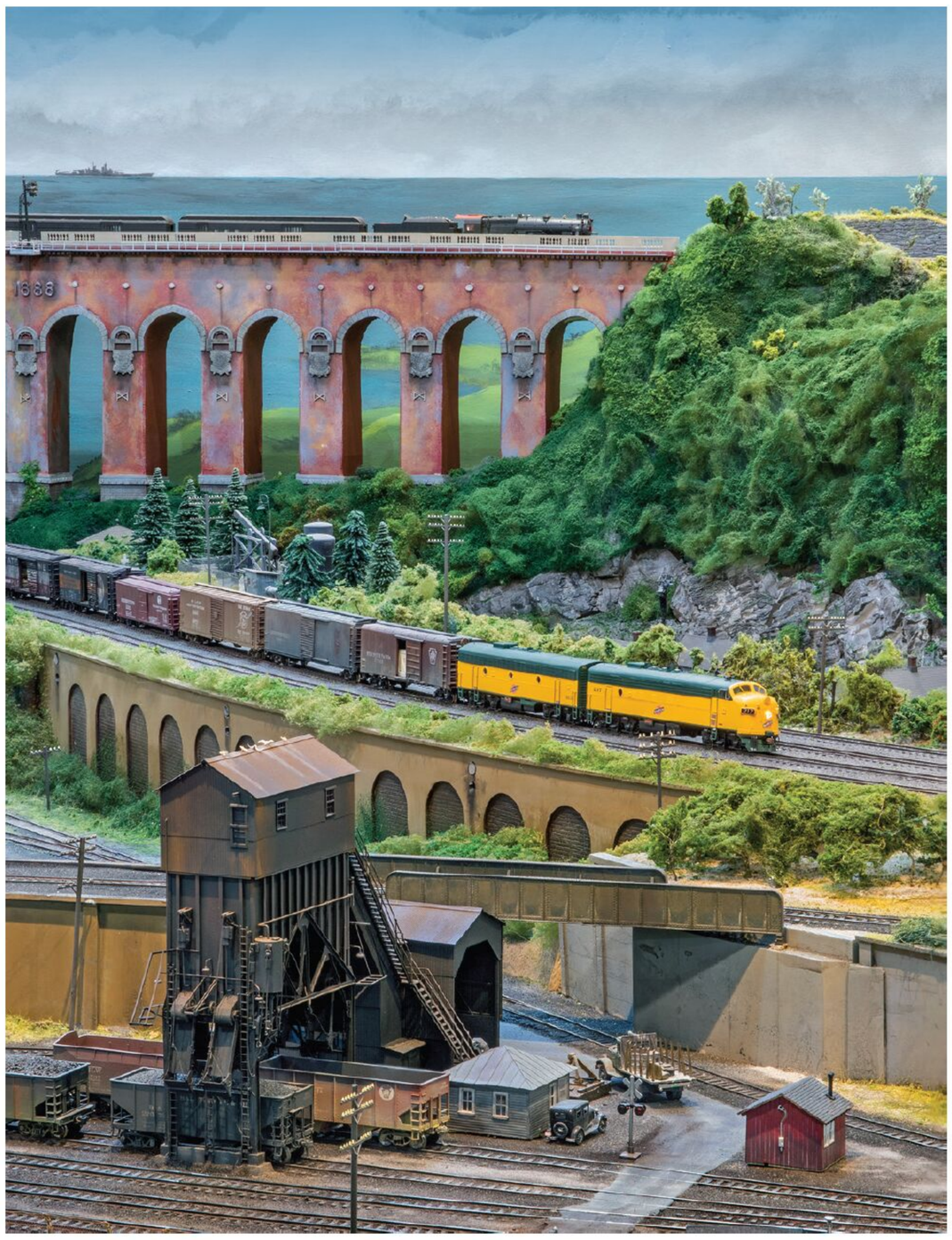
GRAND STREET & THREE RIVERS RAILROAD



Left
There is a huge amount of detail on the layout. But, like a theatre set, most of these buildings have plain backs.

Above
The layout lighting can be changed to depict different times of the day, including sunrise, sunset and night-time.

Right
This 4' viaduct, recently finished by Sir Rod whilst on tour, was built in two sections.



Below
A train of war material heads towards the camera, with the premises of Celtic Coal & Steel visible on the skyline.

And as well as the special lighting effects, including sunrise, sunset and night-time modes, there are other ambient sound effects on the layout.

"That's fun when it's all on. There's a school yard with all the kids screaming, shouting and hollering. Then you've got cars, traffic jams and then there's bells for the church. And there's noises from the ironworks."

He laughs: "It gets on your nerves after twenty minutes though!"

Automated running

Sir Rod next explains how the operation of the layout is also an area where he is seeking further refinement:

"On the old layout [in Los Angeles] when I designed the track, which is not unlike what I've got here, we had double slips, Y crossings, everything – because it looked great. But of course they cause derailments, you know, eventually. So what I'd like is to run the trains for half an hour without derailments or anything going wrong. We're getting close to perfection."

Helping Sir Rod with this aim is James Hudson of DCC Train Automation, who is responsible for equipping the layout with a new Digital Command Control system and a means of computer-based automated operation. James has used iTrain software, integrated with LoDi-Digital hardware, to provide full block control and divide the layout into 10 power management districts. The system has been designed to ensure that if a short circuit occurs in one section, the rest of the layout remains operational. Once the issue is resolved, the system automatically resets, resuming normal operation.

In concert with this, James is installing a LoDi light control system, which will be used to run a pre-programmed sequence for the aforementioned lighting effects on the layout. It is also planned to integrate all the street lights into the system.

Sir Rod continues: "At the moment when we're running trains we really need more than one person. Eventually there'll be a switch and I'll turn it on and it'll all go. They're going to put a screen in for us around the back so we can see if there's any collisions or anything that's come off the rails."

The layout is much altered from its LA condition. There have been various scenic alterations and numerous smaller additions, including a card model of a church, presented to Sir Rod by Jools Holland, another renowned musician with a passion for model railways (whose layout was featured in the January 2019 edition of RAILWAY MODELLER).

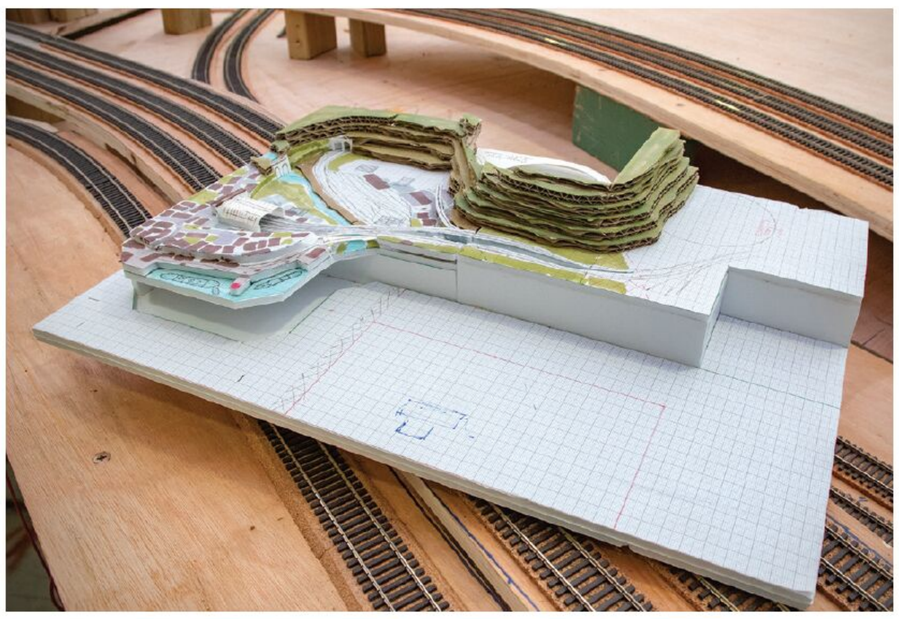
Sir Rod explains: "He wasn't using it. Like me, I've got loads of buildings here that I make but don't use. And he said, 'yeah, take it'. He's a good lad Jools."

GRAND STREET & THREE RIVERS RAILROAD



Above
A passenger train heads for the layout's staging yard. Behind is the diesel shop and locomotive shed, whilst in the right foreground is an extensive model of a chemical works.





Top
Sir Rod Stewart and professional modelmaker Paul Wells discuss aspects of the new extension.

Above
Paul created this small-scale mock-up for the extension, based on Sir Rod's concept. The track is Peco HO code 83.

Extending the layout

Just across from where we're sat, modelmaker Paul Wells (of Vernacular Miniatures) is busy working on a new and substantial extension to the already 62' long layout. The original staging yard (a non-scenic area with train storage loops) has been removed, with new baseboards joining the existing layout at this point. Measuring in the region of 28' x 15', the new extension incorporates around 650' of Peco HO code 83 track. I ask Sir Rod about his vision for this mammoth addition to the layout:

"I gave Paul an idea of what I wanted and then he refined it. He's put in the docks which we're going to have some big ships in – really big ships. I'd like to have had the *Queen Mary* but that would've been several feet long! We're also going to have a through station, which will look like a terminal [terminus]. Trains will stop and look like they've come to the end of their journey – then they'll disappear and go back round the loop again."

Sir Rod then mentions how the extension will pay homage to the American railroad modeller who provided much of the inspiration for his own modelling:

"There's going to be one part dedicated to George Sellios, who really is a lovely fella. I went to see his layout, we had long discussions about modelling."

Even at this early stage, it is clear that the new part of the layout will be just as impressive as the original sections brought over from LA. As well as the docks and station terminal, the extension is also planned to include a marshalling yard, wood mill, mining area and lots of mountainous terrain. It is a tantalising prospect, and one that we hope to be able to see during a future visit and report on in RAILWAY MODELLER. I make this suggestion to Sir Rod.

"This time next year, you're on. Just before Christmas we'll have a lot of it done, but it won't be finished. I think it'll take three years."

The next few years certainly promise to be a busy time for Sir Rod and his modelmaking. I am curious to know whether he dedicates more time to modelling now that the layout is in the UK, compared to when it was in America?

"No, it's about the same. I would say I spend, on average, four or five hours a day, if I can. Even if there's twenty minutes I go over to my workshop. In twenty minutes I can get quite a lot done. And it's really taken over my life somewhat. In a wonderful way."

Pausing momentarily, Sir Rod reflects: "When I walk into my workshop it's like entering the gates of heaven for me. It's just, ahhh... this is my time."

A modelmaking paradise

At this point Sir Rod leads us out of the layout room and across the grounds of his estate to this workshop, which comprises two separate rooms dedicated to his modelmaking. It is a veritable modeller's paradise: the walls are filled with tools; on the floor are purpose-built storage racks packed with stripwood of all lengths and profiles; and all around are shelves stacked high with unmade plastic kits and models in boxes. In the centre is a

Left
Sir Rod's railway room is furnished with exhibition lighting, air conditioning and carpeted floors. This view shows the extent of the original, rebuilt layout from LA: the new extension joins this to the left of the camera position. Note the airship!



Above
Many of the signs on the layout pay tribute to Sir Rod's friends and family members, such as this model of 'The Ron Wood Guitar Co'.

Right
Sir Rod at his worktable in his dedicated modelling workshop. Under construction are models that will be used on the new extension.

Left
The locomotives and stock used on the layout are from various suppliers. The Chicago & North Western RR FP7A + F7B seen here are Athearn Genesis models.

substantial worktable, on which are some part-made structures being made for the new extension.

"I'm working on all the new buildings that will be down at the new harbour: factories, ironworks, steelworks." He pauses. "But no more skyscrapers!"

Sir Rod explains how everything is either scratch-built or adapted from kits. "Nothing's recognisable on my layout."

He continues: "I've got to put backs on my buildings now, which is killing me. It adds a lot of time to the build. A lot of the buildings [on the original part of the layout] haven't got any backs on them... you'd never see them. Most have got dates on them, going back to '92, '93."

Reference to the dates on some of Sir Rod's skyscrapers is a reminder of just how much of his life has been devoted to railway modelling, and American outline in particular. But what about British outline? Is there any prospect of such a project?

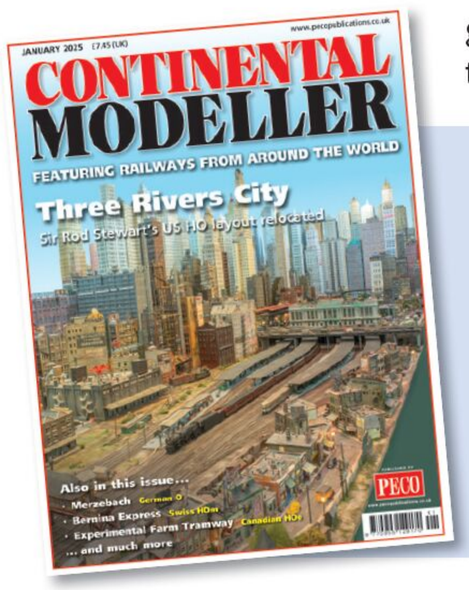
"It's too late in the game now," Sir Rod concedes.

But he follows up this comment by describing a British outline OO gauge layout that he did embark upon in 1972, when he bought a large property in Ascot. The railway ran through three bedrooms and he even knocked holes through the walls for the trains to run through!

He recalls: "It never got finished. I was so busy and I didn't get any help with it. It was just too much for me. But you know, I still have a lot of the rolling stock. I tend to give it away to young kids – to keep the hobby going."

The greatest hobby in the world!

Sir Rod's generosity and encouragement towards the next generation of railway modellers is evidence of the huge affection that he has for the hobby.



See more of Sir Rod's incredible layout

There is a detailed description of how Sir Rod's vast HO scale empire was relocated in the January 2025 edition of our sister title, CONTINENTAL MODELLER, which is on sale from 19 December. Illustrated with a different set of layout photos to those published here, printed copies are available to purchase from selected W H Smith outlets and some independent newsagents, via Peco stockists or direct from the Peco website: www.peco-uk.com



"There was a time I hid away from it. Because I thought railway modelling and rock 'n' roll don't go together and I was sort of embarrassed. But I'm not anymore. I'm proud of it."

And what does it mean to Sir Rod to be on the cover of RAILWAY MODELLER for a second time?

"It's a wonderful privilege. It's my life's work. I mean, obviously my music is my main life's work, but this is definitely a second."

All too soon it is time to draw our conversation to a close. I invite Sir Rod to have the final word, summing up his passion for railway modelling:

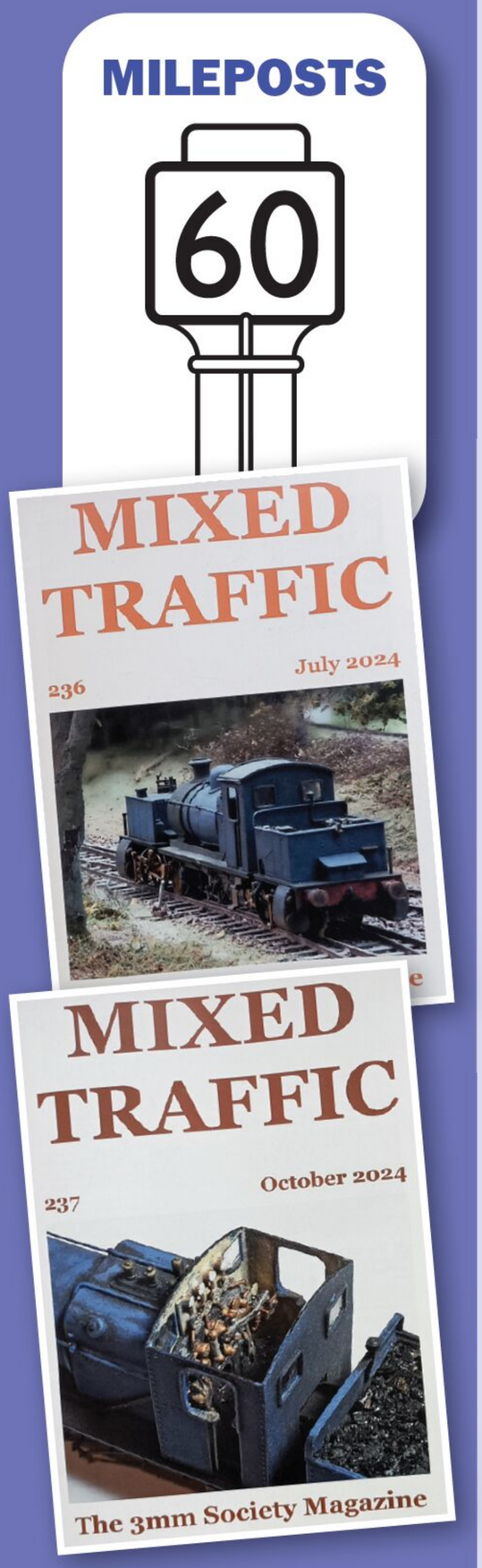
"It's the greatest hobby in the world. It really is – it's just bloody brilliant. I love it!"

Acknowledgements

In addition to Sir Rod's work and those individuals mentioned already, the layout features contributions from Imagine That Laser Art (ITLA, itlascalemodels.com) and Custom Model Railroads (cmrtrain.com).

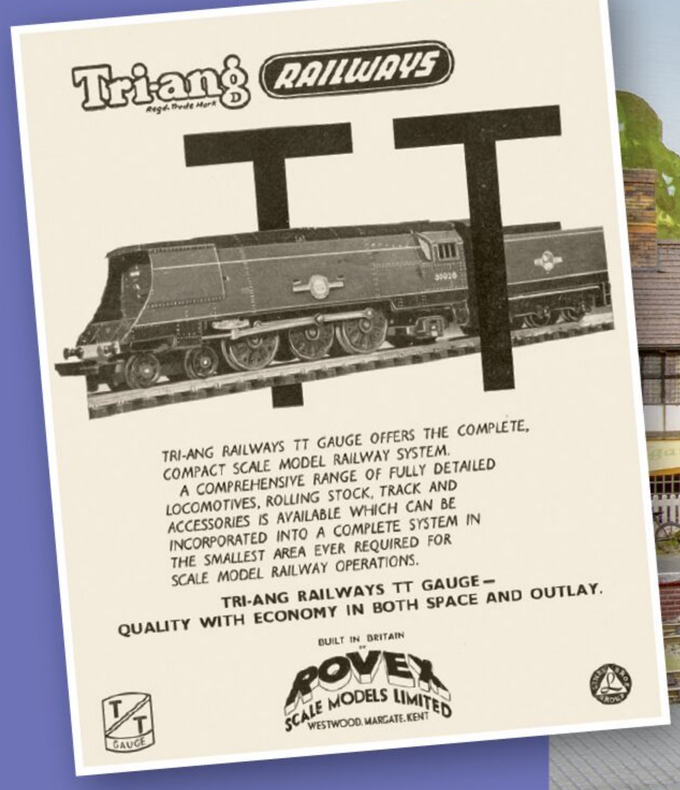
Sir Rod also wants to thank Ritchie Grover (woodwork); Warren Cady, house manager; and Oliver Lancaster – all have been instrumental in bringing this project alive.

Additional information courtesy of Eric White (Editor, Model Railroader) and Mike Cartabiano (Durango DCC). Article prepared with the assistance of Andrew Burnham (Editor, CONTINENTAL MODELLER).



Members of the society receive printed copies of *Mixed Traffic*, an A5-size publication that includes articles, trade news and event information.

An advert for the Tri-ang Railways TT system that was published in the December 1959 issue of RAILWAY MODELLER.



The 3mm Society at 60

2025 sees this organisation celebrate its Diamond Anniversary and the remarkable survival of what is undoubtedly a minority scale, but one that has a loyal following, as 3mm Society Chairman MARTIN GENTLE explains.



Chipping Compton* by Bob Brown was built to 12mm gauge and depicts an imagined BR Western Region branch line terminus (see RM December 2016). *Photo: Craig Tiley

Throughout its existence, the 3mm Society has sought to support everyone working in the scale, whether they use Tri-ang TT equipment or aspire to finescale standards, and no matter what their skill level or specific interest. Some members work to 14.2mm gauge finescale, others to 12mm gauge, whilst one or two even model Great Western broad gauge or Irish 5' 3". The only constant is the scale. But, with so many superb models now available ready-to-run in mainstream modelling scales, why would anyone choose to model in 3mm?

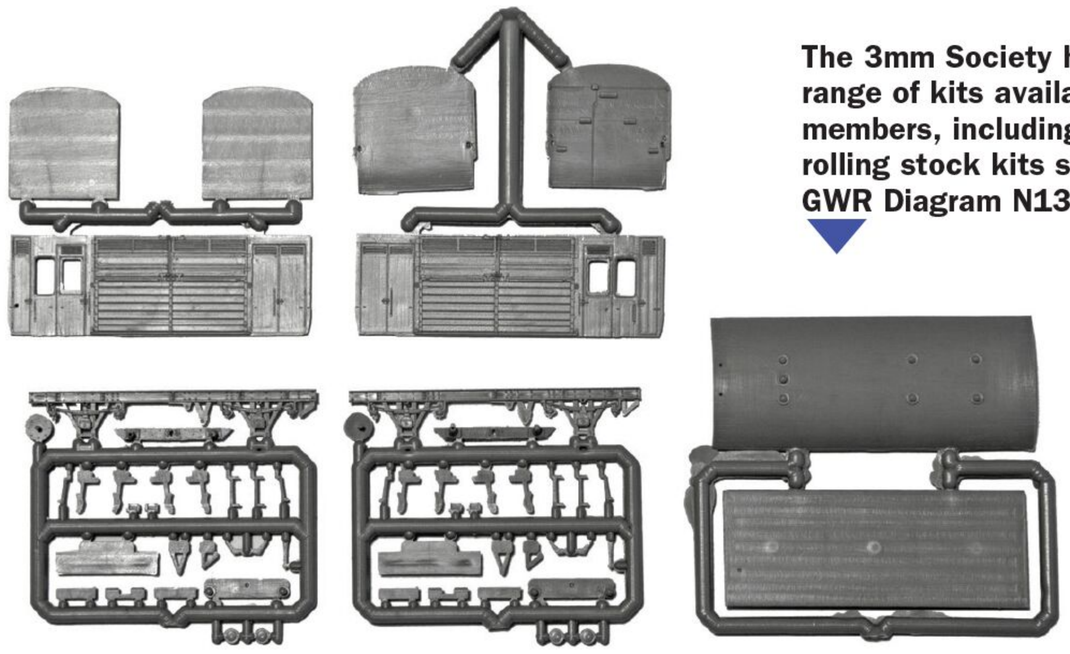
Firstly, we appeal to those modellers who actually want to make something – we are a 'builder's scale'. After all, there is no possibility that the model you have just built in 3mm will appear as a new R-T-R item. The Society provides everything that members need to build models, whilst also working to ensure that 3mm remains a viable option for those who choose to adopt it.

The Society has created its own range of 3mm products. The current product catalogue has over 1,000 items. There are kits for locomotives, coaches, wagons, wheels of all sizes, track, scenery items – in fact everything to build a 3mm layout.

Secondly, 3mm is different. It is big enough to allow lots of detail, yet small enough to make effective use of a small space – or dramatic use of a large one. Society members' layouts, such as those that have been featured in RAILWAY MODELLER, are invariably popular with exhibition-goers. It is often seen as the ideal size – halfway between 2mm and 4mm.

Thirdly, at a time when there is much comment about the price of new R-T-R models, the Society second-hand shop has a huge range of stock from original boxed Tri-ang TT items to pre-owned finescale items, all at significantly lower prices than you find in the mainstream

Mike Corp constructed *Heybridge Wharf*, a 3mm scale model of an East Anglian light railway, to 14.2mm gauge. It was featured in the October 2023 RM. *Photo: Craig Tiley*



The 3mm Society has a vast range of kits available to members, including plastic rolling stock kits such as this GWR Diagram N13 horsebox.



An article showing how to build one of these kits was published in the February 2018 issue. *Photos: Craig Tiley*

scales. When new members see what is available, they are amazed!

Society origins

3mm scale was born when Tri-ang TT Railways was launched in the UK in 1957. The scale was 3mm:ft and the gauge was 12mm. Yes, that was a compromise – but no different from the 16.5mm gauge compromise that existed in OO and which remains today.

The 3mm Society was formed in February 1965; by 1970 it had grown to 300 members, whilst area groups had been formed and a quarterly magazine and newsletter were being distributed to members. The magazine was called *Mixed Traffic* and included members' layouts, construction articles and news relating to 3mm scale. That mixture continues today.

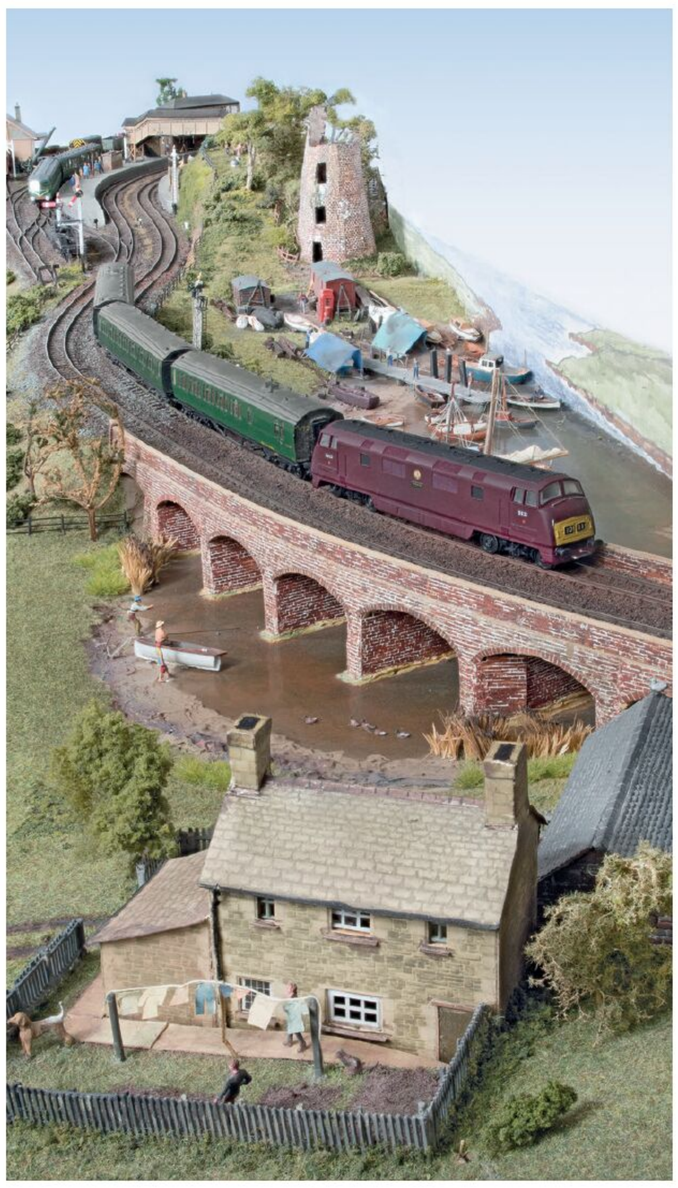
However, when Tri-ang ceased the production of TT in 1968, and without the support of a major manufacturer, the Society began looking at how to help members in a different way. Consequently, in 1970, there was a significant milestone in the Society's history when it produced its first three whitemetal wagon kits. It was just the beginning, as thereafter the Society shop became the go-to place for all things 3mm.

The reduction of 4mm etched kits to 3mm opened up the opportunity for a wide range of kits that would have otherwise not been possible. 3D-printing and laser-cutting have also now allowed small quantities to be produced of items that previously would also not have been viable. 3D-printing has also prompted an increase in trade support from small suppliers across the hobby who are able to offer products to 3mm modellers that they have already produced in other scales.

The launch of TT:120 has rekindled the interest in TT, although there does exist some confusion over the difference between the 'old TT' and TT:120. Had the chosen scale been 3mm:ft (1:101.6), this obviously would have been a major benefit for the 3mm Society. However, we don't regard TT:120 (1:120 scale on 12mm track) as any more of a threat than N or OO gauge.

The future

So, what does the future hold for 3mm scale and the 3mm Society? Like many model railway organisations, we have an ageing membership and, when I became Chairman in 2022, it was clear to me that unless we had a strategy to attract new members, the Society would face an inevitable decline.



Paul Hopkins' *Exebridge* (see RM January 2024) was originally constructed by 3mm stalwart Mervyn Turvey. *Photo: Geoff Helliwell*

To survive, it was essential to raise the profile of 3mm and the Society with the railway modelling public, by showcasing members' layouts in the model railway press – including Railway Modeller – and also by attending exhibitions with both layouts and the 3mm Society stand. We needed to show that 3mm was still active, and for the 60th anniversary in 2025, there will be pods of 3mm layouts at the York Show over Easter and the Stafford Railway Circle exhibition in September.

The Society also decided to promote itself actively as a 'builder's scale', which is one of the key benefits of modelling in 3mm scale. 3mm is a home for those modellers who want to make models that can provide a real sense of achievement – individuals who want to be able to say "I made that".

There will also be an increased focus on diesel era modelling, which has in part been made possible by Lincoln Locos, this firm producing a range of 3mm 3D-printed diesel bodies as well as motorised chassis for 12mm gauge. Unlike ready-to-run diesel models in the mainstream scales, these 3mm products still require detailing and painting, so there is a 'builder' element as well. The Society has commissioned a Class 66 (complete with chassis) from Lincoln Locos, that will be available to members as part of our anniversary celebrations.

For our 60th anniversary, we have decided to have a 'Celebration of 3mm Modelling' at the Society's 2025 AGM in May. We have asked members to produce a diorama depicting a scene any time from 1965 onwards and, as it's the diamond anniversary, the diorama must include some form of diamond. Former Railway Modeller editor Steve Flint has agreed to be our guest judge for the celebration.



Lincoln Locos produces 3D-printed bodies for diesel classes including this 24/0. Chassis can be built to order. *Photo: Lincoln Locos*

The 3mm Society

The 3mm Society website gives more information about the Society. If you would like to join, email the membership secretary:
membership@3mmsociety.org.uk

Useful website links:
www.3mmsociety.org.uk
www.lincoln-loco.co.uk
www.3smr.co.uk

Stedham Mill

With the 3mm Society celebrating its 60th anniversary this year (see Mileposts, p28), we present a fine example of modelling in this scale by **PAUL HOPKINS**.

Photography by Geoff Helliwell

I had been thinking for some time that my existing Southern Region layout wasn't giving the satisfaction it once was, and if I were building it again, it would have a different track plan with uniform baseboards and much improved electrics.

During 2020, when the country was deep in Covid lockdowns and all exhibitions were halted, I decided to start work and rebuild the layout. Shops were closed and although some were able to offer mail order, most of the supplies needed to build a model railway were not accessible, which meant that if I wanted to proceed, as much as possible had to be salvaged, or items used that I already had in my possession.

I had done a lot of research into the railways around the Midhurst area in West Sussex for a previous layout, and for this one, I would base it in roughly the same area and include the planned London, Brighton & South Coast Railway extension of the 1860s to connect to Haslemere. Although the line was never built, this model is an interpretation of what could have been. Centred around the planned intermediate station at Stedham, it

LB&SCR Atlantic No.32424 *Beachy Head* departs for Petersfield, while a South Eastern & Chatham Railway P Class 0-6-0T shunts the goods yard.

assumes the junction with the Petersfield branch was made at the station, rather than in open country nearer to Midhurst as planned. The extension is served by trains from the London end of the Portsmouth Direct line. The branch line retains a rural atmosphere with services to and from Petersfield, most of which are operated by pre-Grouping steam locomotives and rolling stock.

Planning

The track plan would have a fiddle yard at each end and incorporate a local branch line as well as a Southern Electric cross country line meeting up at a junction station. Various designs were considered, as well as prototype ex-LB&SCR stations, before settling on the current arrangement. The junction station would be the centrepiece of the layout, and I particularly wanted one that had a platform either side of the running line and a subway to connect the platforms. There were several stations in Sussex with that arrangement and parts of those would provide the basis for this layout.



An important, yet rarely modelled, detail for a Southern Region third-rail electrified line is a transformer station – located here between the diverging branch and main lines.

The electrical system would retain the analogue control and be able to be controlled from three operating positions along the layout. It would also be documented properly to assist in fault finding and enable changes to be incorporated with ease.

Baseboards and track

The six baseboards were reused from the previous layout; all have plywood tops on softwood frames and were modified to standard sizes, making storage and transportation easier. Work started on the two centre boards which had everything removed back to the bare baseboard; the other two scenic boards were able to retain some of their existing features and fit into the new design. They now measure 48" x 21" for four of the baseboards and an extra 3" in width on the two centre boards to contain hidden sidings and the main control panel. When erected, these make a layout that is 26' long.

The track and pointwork is handmade and was all salvaged from the previous layout, along with the point motors. The fiddle yards are simple five-track sector plates, with power connected by rotary switch. The tracks are lined up by eye; we rarely get



A Hampshire Diesel-Electric Multiple Unit departs for Petersfield over the non-electrified branch line.



derailments, which seems to surprise most people.

Buildings

The structures are scratch-built or have been adapted from kits to suit the various locations along the layout. The transformer station, so rarely seen on Southern Electric layouts, is a model of the prototype at Egham, and is located neatly in the V of the running lines to the west of the station. The station building is based on Groombridge with the canopies and subway from Christ's Hospital.

The station signal box is a model of a standard LB&SC design, the crossing keeper's hut is a model of one at Chichester, and the signal box controlling the bay and branch platforms is based on the original at Swanage. The goods yard is located off the branch line and takes some of the features from the station at Petworth; the yard shunter is usually a scratch-built C14 Class tank engine with a P Class tank operating at other times.

Road vehicles

It can be difficult to obtain road vehicles in this scale; several of the commercial vehicles are supplied by the 3mm Society, and cars are mostly resin from the Autosculpt range, selecting those vehicles that are closest to 1:100 scale. It is always worth looking on the second-hand tables at exhibitions, as some Budgie and Matchbox vehicles are the correct size and can be improved with replacement wheelsets, paint and glazing. The tree-lopper bus was originally a broken Matchbox vehicle, and there is a scale Austin A35 on the layout that was found in a Christmas cracker and, with some paint and varnish, is a good model.

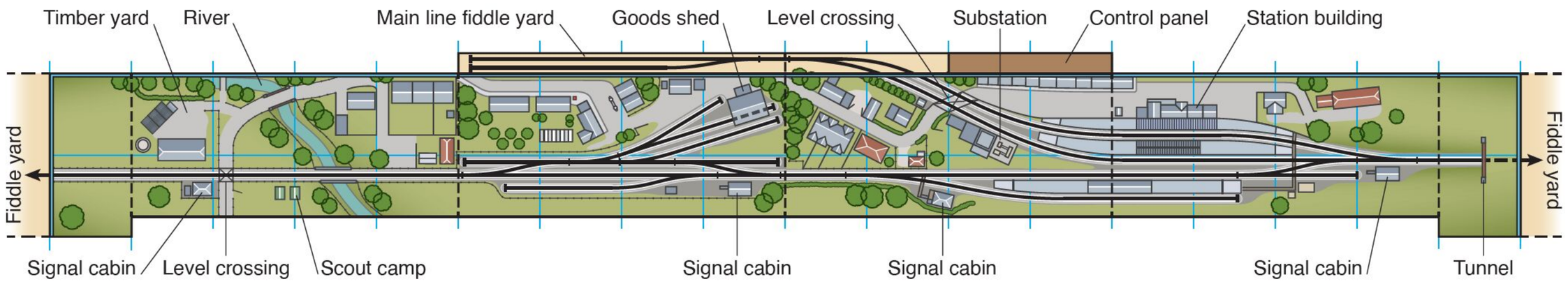
Railway vehicles

Locomotives and rolling stock used on the layout are typical of the locality and mostly from the Central Division of the Southern Region. The locomotives, multiple units and coaching stock are built from scratch or kits with a few modified Tri-ang items.

The branch line pull-push trains are hauled by M7, H, and D3 0-4-4 tank locomotives with coaches made from Roxey, Worsley Works and 3mm Society kits. The other passenger trains used on the branch

4-COR Electric Multiple Unit No.3127, reformed to include a Pullman car, departs for Haslemere, while 2-NOL EMU No.1814 has just arrived in the opposite platform.

Overall scenic dimensions: 18' 0" x 1' 9" (expanding to 2' 0"). Each grid square = 1ft x 1ft.





SECR Class 01 0-6-0 No.31258 heads a short parcels train over the level crossing by the woodyard. The level crossing gates are operational.

line are hauled by a variety of tank locomotives including BR Class 2, LB&SC E4 and SECR J classes, as well as Maunsell Moguls, a Brighton Atlantic and a Bulleid Pacific, all with complementary coaching stock. Freight trains include a pick-up goods as well as through workings, including an Army train, and a ballast train with bogie hoppers which can be hauled by Southern Q and Q1, C2X, C and 700 classes as well as S15 freight engines. Hampshire Diesel Multiple Units also operate along the branch.

The electrified main line is used by Electric Multiple Units, which include examples of the various types that operated on the Central Division. Apart from the 2-NOL which was made from a Roxey Mouldings kit, most are made from Worsley Works etches and kits and powered with a Halling HOm tram bogie modified to fit. It is possible to see SUB, BIL, HAL and LAV units on the stopping services with COR, CEP, CIG and PUL units on the longer distance trains. Parcels and freight on these routes are hauled by steam, original Bulleid electric locos or Class 33 diesels.

LB&SCR Class K 2-6-0 No.32341 brings a goods train off the branch, while SECR H Class 0-4-4T No. 31517 waits with a pull-push train.

Signalling and operations

The signals are positioned at prototypical locations on the layout and, where possible, are connected to points and operate as the points change. That approach does give some non-prototypical signal displays, but they do give an indication to the operators as to which route is set through the layout. The level crossing adjacent to the woodyard has a mechanical linkage to operate the gates, that also connects to the protecting signals either side of the crossing, and is linked to the track power supply, which is disconnected when the gates are open to road traffic to prevent train collisions with the gates.

Apart from the goods yard, which has a separate control position, there are three other control positions, and once switches are set the layout can be operated from any one of the three. Usual practice is two operators for the main tracks, with one

Modern steam power for the branch train, in the form of BR Standard 4MT 2-6-4T No.80146. The signal box is based on the original structure at Swanage.

operating the electrified main line from the central control point and another running the branch line from the fiddle yard position, each one operating the layout independently until the time comes to run a train the whole length of the layout along the branch line.

Along the line

A journey along the layout starting at the branch line fiddle yard would see Stedham being approached from the west, along the single track branch line. The train would appear on the first scenic board by going under a road bridge and footbridge, travelling alongside the woodyard with the Stedham Mill building in the distance on the northern side. The track crosses the road over the level crossing, then over the River Rother, passing the local market garden and the goods yard before arriving at the station at either of the through or bay platforms. The cross country electrified lines, leaving from the sidings at the rear of the layout, join from the north over the level crossing, passing the transformer station, before arriving at the double sided main platform. Outside the station, the Southdown buses and taxis wait in the forecourt to provide connecting services to outlying villages. All eastbound trains departing from the main or the branch lines, then cross the junction and enter the tunnel into the fiddle yard.

The H Class heads away from Stedham Mill with its pull-push train for Petersfield, while a Hampshire DEMU is stabled ready to follow with the next branch line service.

Upcoming exhibitions

The feedback received so far has been encouraging, and the layout is due to appear at two exhibitions in the coming weeks: the Bognor Regis show on 11 & 12 January, and the Southampton exhibition on 25 & 26 January. (See Societies & Clubs for details.)

LB&SCR 'Terrier' 0-6-0T No.32661 in a sylvan setting as it crosses the bridge over the River Rother.

The K Class is about to cover the washing with soot as it pulls away from the signal and into the station.

A mother and son wait at the bus stop outside a delightful little white timber cottage. Buildings are made from scratch or from kits.



A bijou narrow gauge scene in 7mm

Braich Goch Yard

Limited available space is no barrier to modelling in a larger scale, as **JEAN-LUC PINEAU** *demonstrates with this compact essay in 0-16.5.*



Baldwin Class 10-12-D 4-6-0PT No.737 arrives in the yard with a couple of vans. ***Photography by the author***

A holiday in Wales at an impressionable age was probably the catalyst: seeing the remains of the slate industry, and its railways around Corris, set me on the modelling path that has always led me back to 7mm narrow gauge.

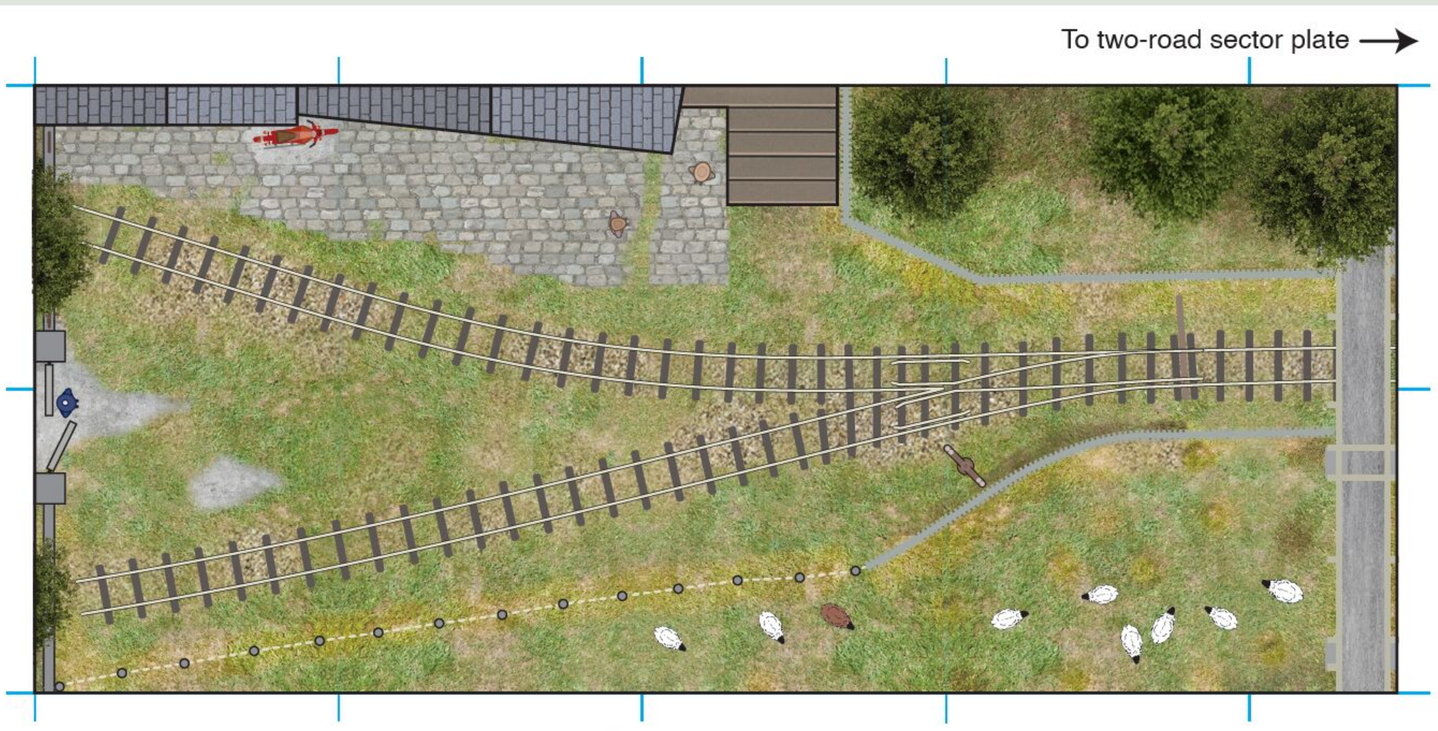
In many ways, it's an ideal scale for a micro layout. You can take advantage of the vast range of accessories now available in the comparatively large scale of 7mm, and yet, using tightly curved OO track, produce a reasonably realistic layout in a small space.

Over the years, I've exhibited a number of layouts, both my own, and with clubs. And having struggled with multiple baseboards, trestles and paraphernalia, I'm now making life easy for myself. Compact and bijou is my approach.

Concept

Braich Goch Yard was designed as a diorama in a box, rather than an operational layout in its own right. I should also say that there is nothing at all original in the concept – a quick trawl through the internet will reveal a host of very similar looking layouts.

I wanted to depict a scene that prompted a story with the placing of the figures. That suggested a certain period in time, and was undoubtedly Welsh in character. I also wanted to present the layout as a picture; framed, and lit so as to entice the viewer into the scene.



Braich Goch
Size of scenic section 720mm x 320mm. Each grid square 160mm x 160mm.

Baseboard and trackwork

The size of the layout was very much decided by the dimensions of an off-cut of 9mm plywood I had to hand. Measuring 72cm x 32cm, this was strengthened with a simple softwood frame on the underside.

The track plan, such that it is, was drawn directly onto the plywood. Copper clad sleepers were glued down, and code 75 rail soldered in place using gauges to create the track and single two-way point.

The point is controlled by wire-in-tube, connected to a single lever located in a recess under the scenery.

Scenic details

Contours of the ground were built up from polystyrene, covered in a mix of cheap plaster filler, white glue and black paint. The sides of the boxed layout were added at this

stage, to contain the scenery and provide a backscene.

The next job was to make the slate walling; a very distinctive part of the Welsh landscape. I did this initially by casting the slabs in plaster. This had all sorts of problems with them breaking up, so I changed to using Das modelling compound. This was rolled out, cut into slabs, dried, and then painted before assembling in layers to build the walls.

The upright slate blocks on the top of the walls are actually cardboard, chopped up and applied using tweezers.

The track was ballasted with a mix of all sorts of ballast granules and ash, blended into the rest of the layout with grass clumps and flock.

Bushes were made from bristles of a coco fibre broom dipped in glue and scenic scatter.

There are five trees on the layout, placed along the rear of the scene. These are augmented by more trees painted onto the backscene to give the impression of deep woodland. I hope they also hide the back corners of the layout.

The trees were made using copper earthing cable; stripped of its insulation, twisted together into a tree shape, and coated with filler glue and black paint. These, when dry, had polyfibre added to the branches, with scenic scatter to create foliage.

The low-relief buildings were constructed as an art board shell, then clad in plastic embossed sheet or stripwood. The planking was made from cardboard cereal packets.

I've weathered virtually everything on the layout to give a worn, slightly tatty look.

The figures are from the excellent S&D Phoenix range, and are placed to suggest some kind of shady goings-on, that have attracted the attention of a police constable, although admittedly, one of the Gilbert & Sullivan variety.

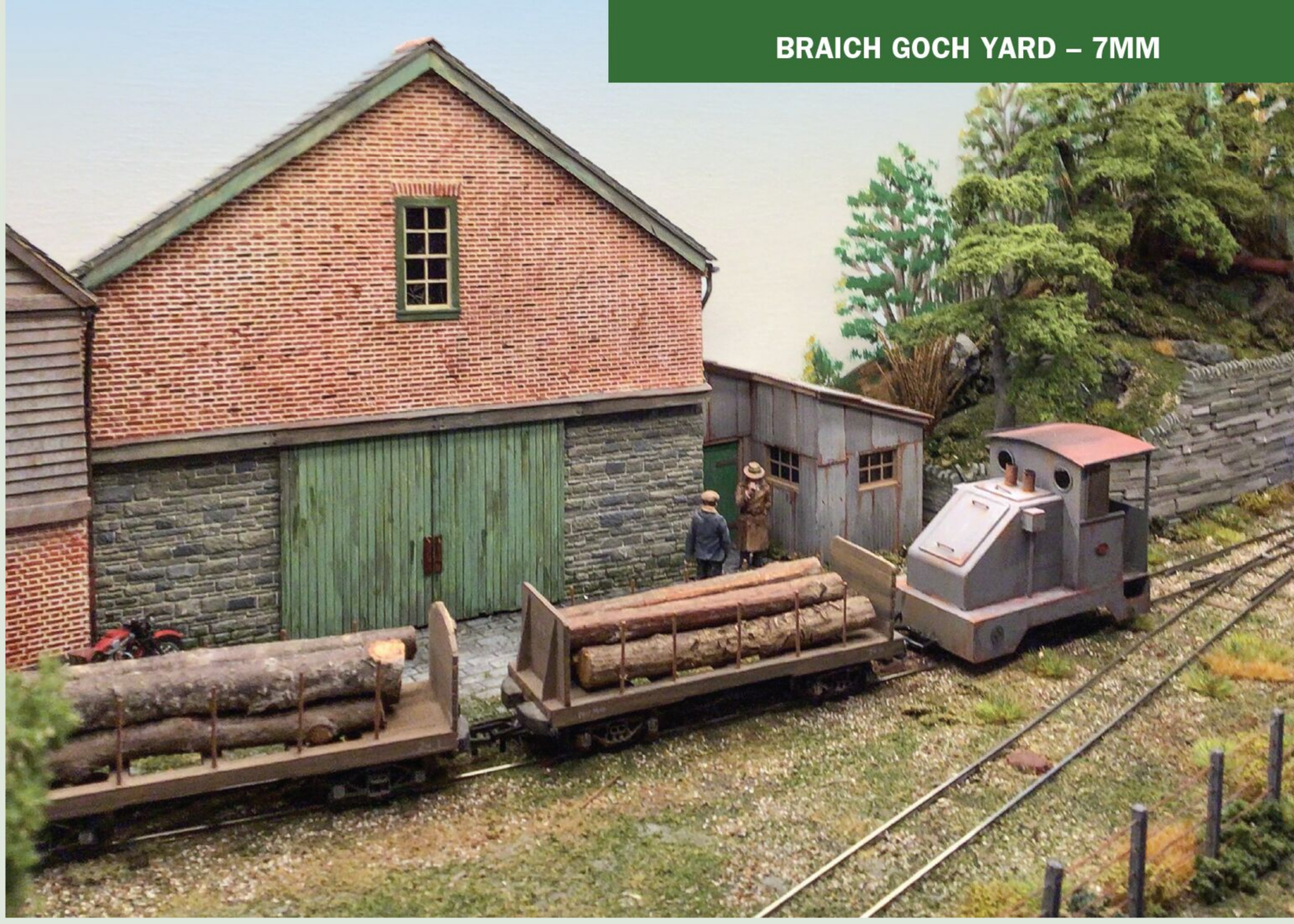
Rolling stock and operation

Obviously, on such a small layout, operation is very limited. The fiddle yard consists of a simple two-road sector plate, and is concealed by the name of the layout on a ply board on the front.

Basically, a locomotive shunts wagons onto the layout, uncouples them using magnets under the track, and then returns to the fiddle yard. Another loco then appears to collect them, and so on. Not exactly high excitement!

The wagons and vans are all scratch-built from plastic and stripwood. Some have compensated chassis using MJT rocker units. All stock has tension-lock couplings – overscale I know, but easier to operate at exhibitions and very forgiving on uneven track.

Locomotives are a wide variety that I have built over the years, nearly all running on home-brewed chassis. The usual performers are a Dick Kerr petrol tractor and a Kerr, Stuart diesel, although I also have a pair of Glyn Valley tram locomotives that have proven useful power.



A Kerr, Stuart diesel locomotive shunts a couple of bogie flat wagons loaded with logs. Figures are from the S&D Phoenix range.

Swift progress

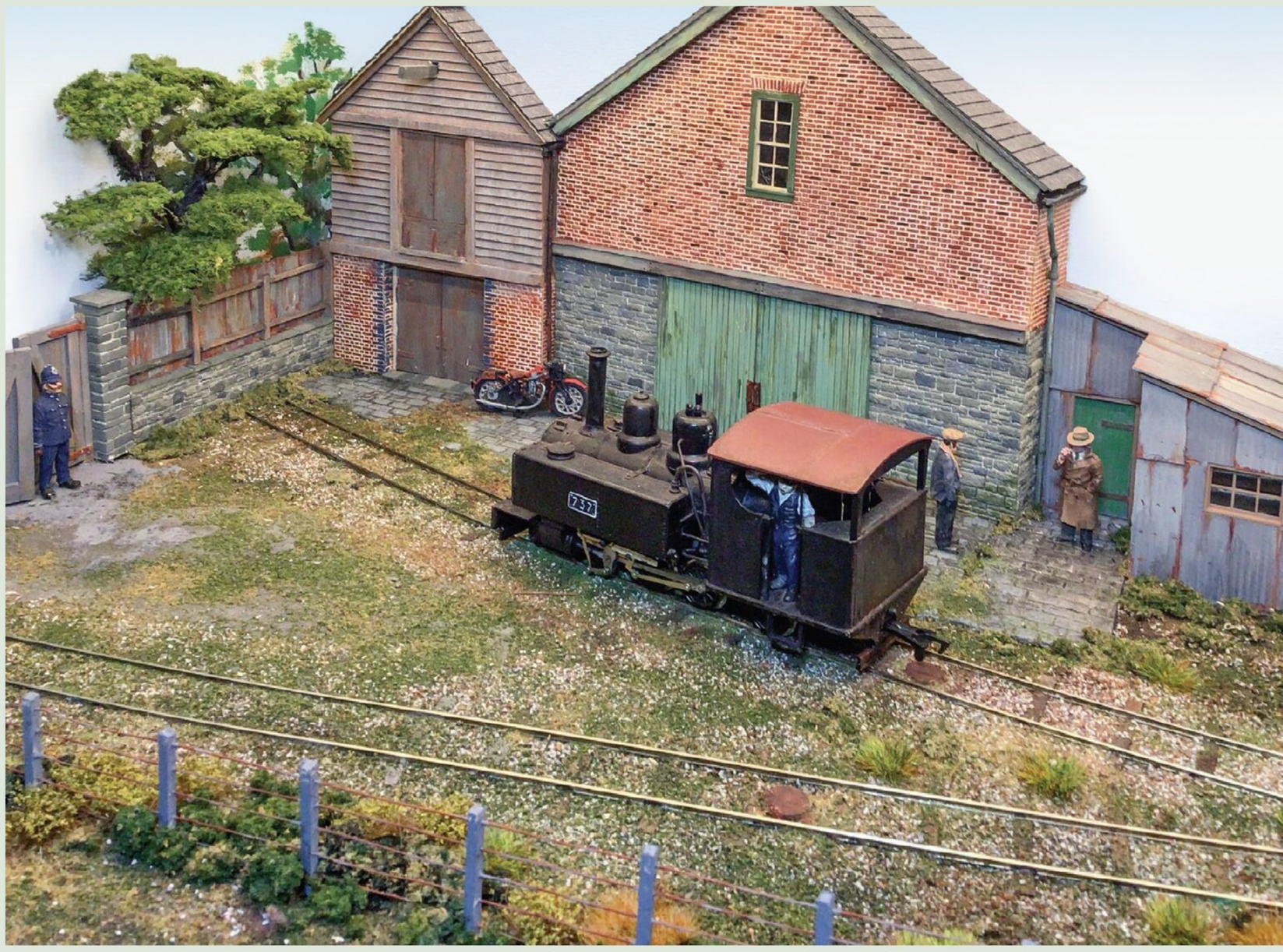
From start to finish, the layout only took about four months to complete, just working a few hours in the evening. It's amazing how much modelling can be achieved if you have little interest in television!

Admittedly, the finished model is tiny and the operation is limited. But it's easy to take to exhibitions and lives happily on a shelf at home. I'm very pleased with it. It satisfies the brief, which was to create a three-dimensional picture, with a bit of movement.

In closing, I would like to acknowledge the influence of the late Iain Rice and the late Bob Barlow, whose articles in the modelling press inspired me over the years. Also David Ward of East Grinstead Model Railway Club, whose Welsh narrow gauge layouts showed me a completely different way to make models.

Finally, I must thank my lovely Jenny, for putting up with half-built models on the dining table.

The yard is backed by these low-relief structures, scratch-built using art board and plastic embossed sheet or stripwood.



Welsh narrow gauge in 4mm

Making a start in 009

PART 4

Continuing with the creation of his Ffestiniog Railway-inspired layout, this month **CHRIS FORD** *completes a quartet of structures using kits from the Peco range.*

Constructional photos by the author
Finished layout photography by Craig Tiley



By the end of part three in this series of articles, last month, the layout build had reached the stage where the baseboards, trackwork, wiring and point tiebar mechanisms were all complete, with the main civil engineering features (tunnels, bridges and retaining walls) also in place.

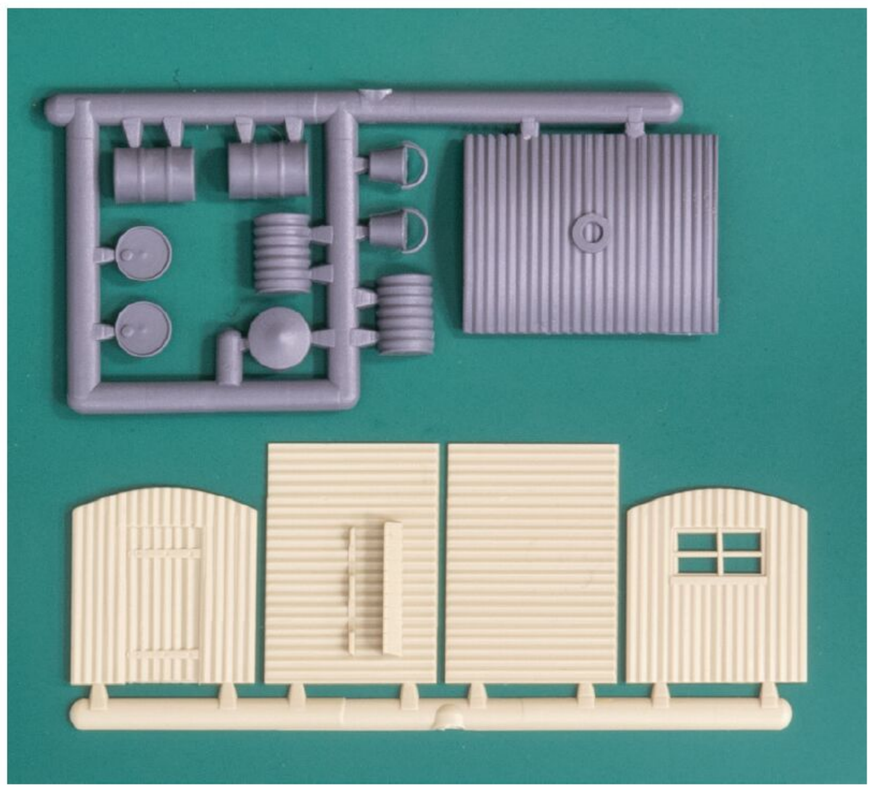
This month I tackle four of the structures for the layout, all built using kits from the Peco range. These comprise a lamp hut, water tower and station building (utilising plastic kits from the Wills range), together with a station cottage, for which a wooden laser-cut kit was repurposed to suit.

These models all represent fairly straightforward kit-building exercises, with only the minimum of tools and materials required for each. The skills and experience acquired through assembling kits such as these, provide a good foundation from which to progress to more involved structure builds, an example of which will form the subject of next month's article…

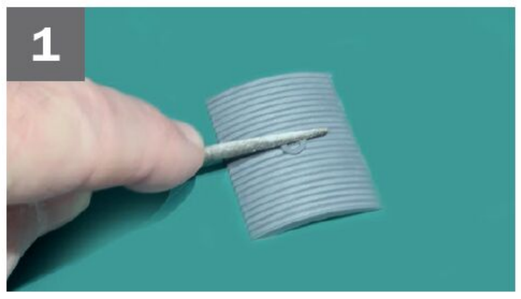
Peco/Kato England 0-4-0ST+T *Prince* approaches the station, with the Peco Tan y Bwlch building behind.

The lamp hut



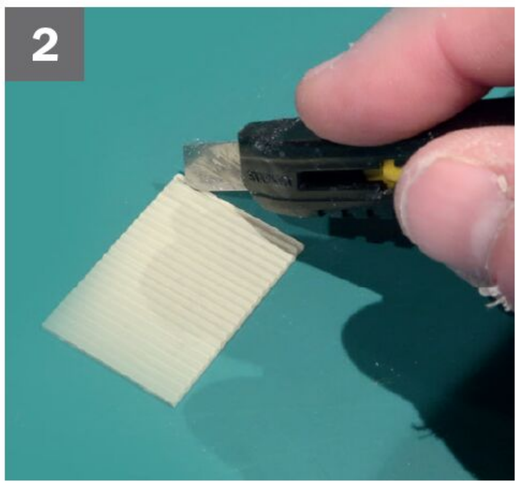






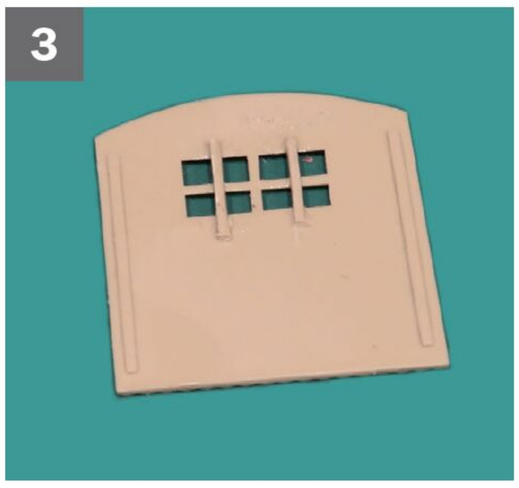
1

I have built a few of these long-lived kits (Wills ref.SS22) and there are two things to consider. The first is the slightly uncommon vent on the roof. They do/did exist, but are far outnumbered by examples without, so I elected to remove the vent. This is a simple enough task using a round or oval needle file and repeated light strokes until you are left with a plain corrugated moulding.



2

The second thing to consider is that the roof moulding as supplied provides little or no overhang. It's tricky to make this longer, but much easier to reduce each side of the hut by one corrugation.



3

A further modification I decided to make was to add two extra vertical window bars using lengths of 20thou (0.5mm) styrene strip.

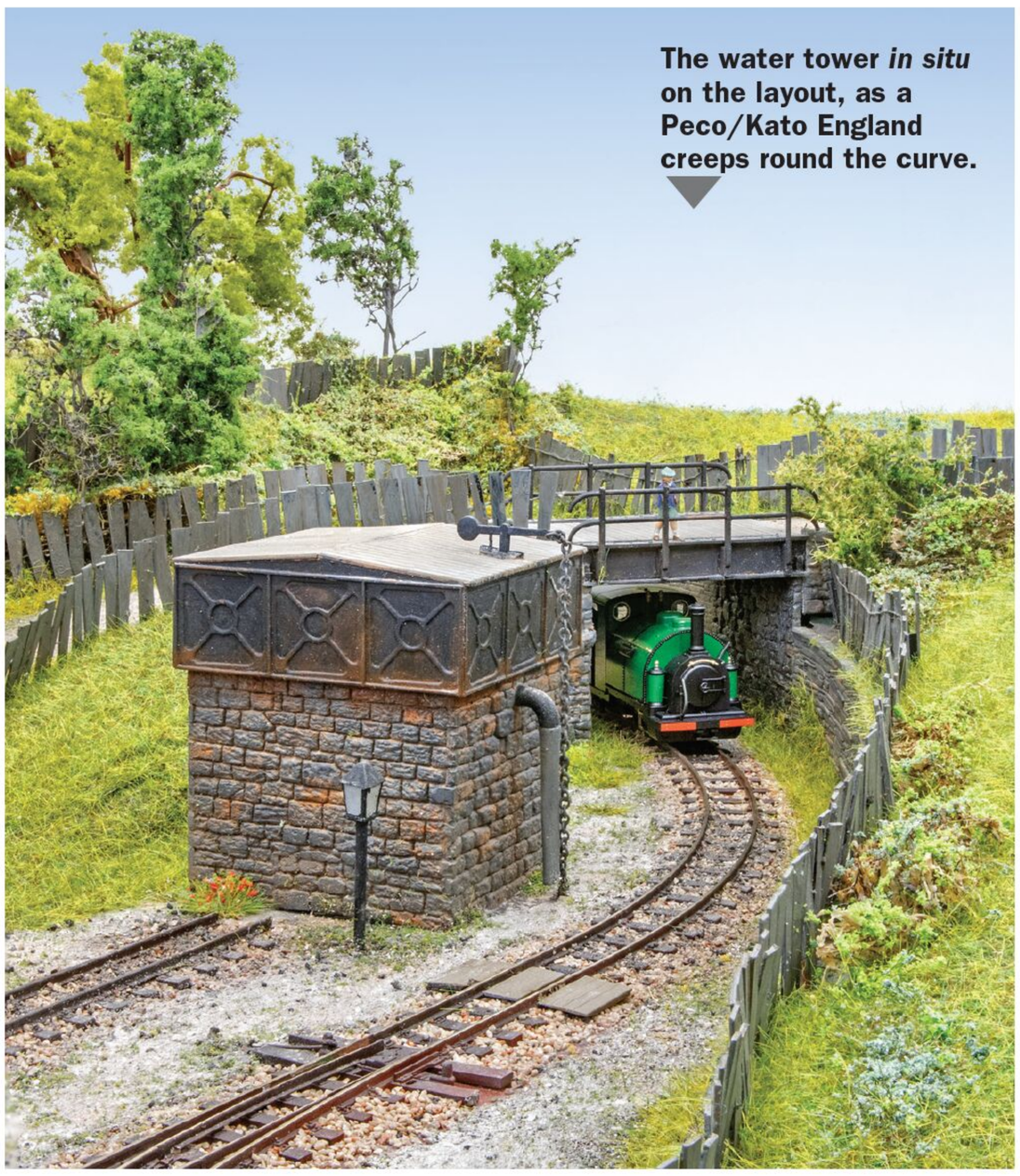


4

On some builds of this kit, I have also removed the fire bucket canopy in the same way as the roof vent, but here I left it as intended. The finished hut was painted cream & black, and given a wash of orange to suggest a little rust.

The water tower





The water tower *in situ* on the layout, as a Peco/Kato England creeps round the curve.



5

One divergence from the station site at Penrhyndeudraeth (which inspired the model) was to add a water tower, with the scene further up the line at Tan y Bwlch in mind. The Wills kit (ref.SS34) is of similar styling to the original tower, but of course is designed for standard gauge, so needs reducing in height accordingly. Firstly, the tank was constructed as per the instructions.



The stone base, that supports the tank, needed reducing to something more suited to narrow gauge. This simply consisted of removing the bottom four stone courses of the walls and putting the waste sections to one side.



Part of these waste pieces can be used to plug what remains of the doorways, cutting and shaping these parts with files and a sanding stick to match the stonework.

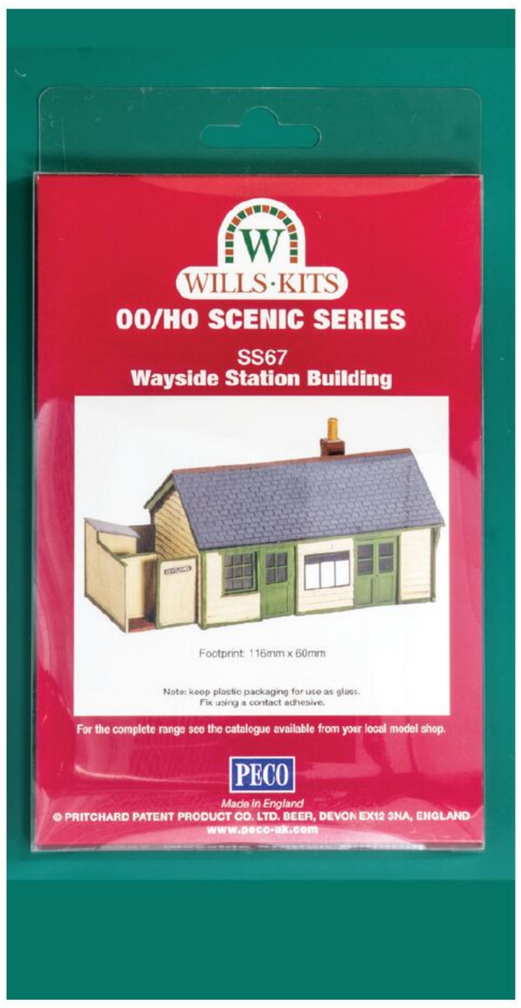


The four walls of the base could then be assembled, making sure all was square and checking the fit against the pre-built tank section.



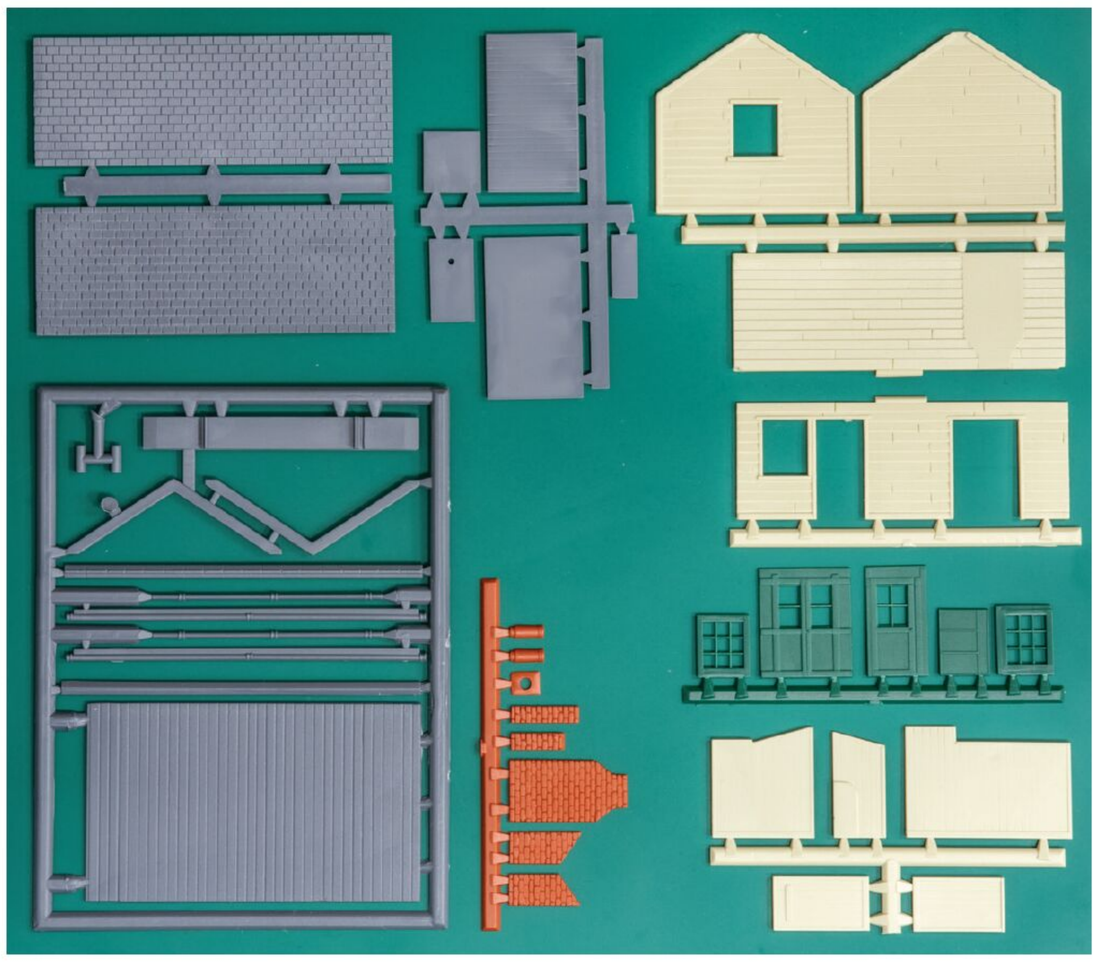
The tank was then fitted to the base, with the filler pipe and operating gear then added to complete the basic build.

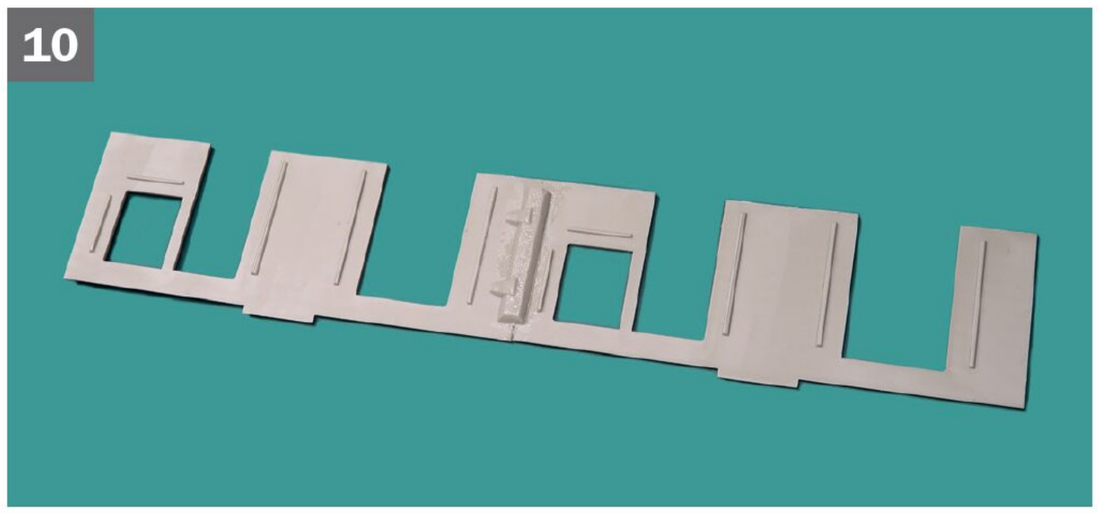
The station building





The completed station building – constructed from two Wills ref.SS67 Wayside Station Building kits – in place on the layout.





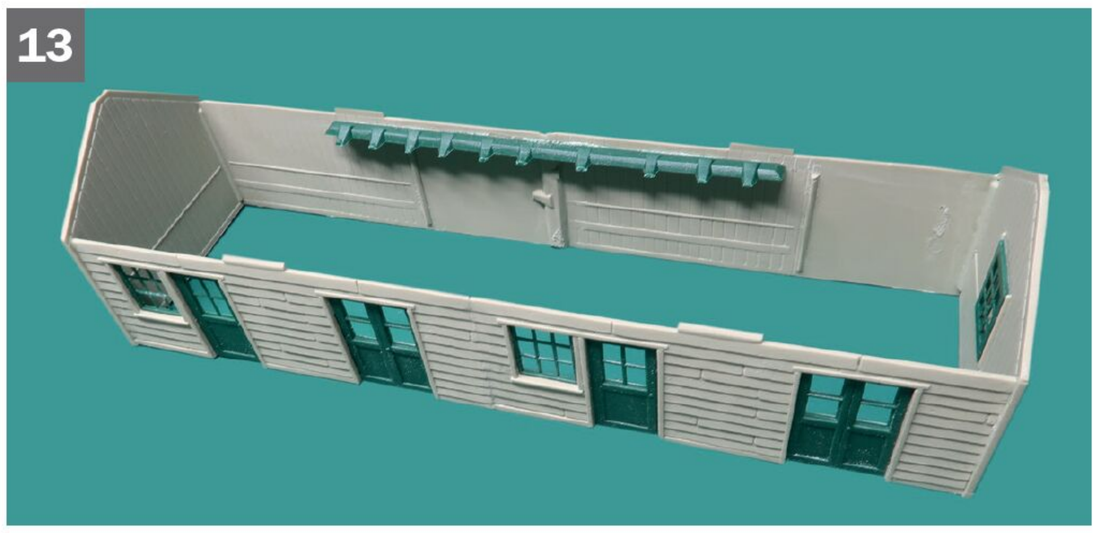
The station building at Penrhyndeudraeth is a classic light railway style structure, although it is longer than it appears in the usual narrow field of view. This, combined with the narrow site in both model and real terms, suggested that a long thin building was needed. A decision was made to use two Wills Wayside Station Building kits (ref.SS67) joined together. Here, the two front wall sections have been butted together with a short section of sprue from the kit acting as a reinforcement.



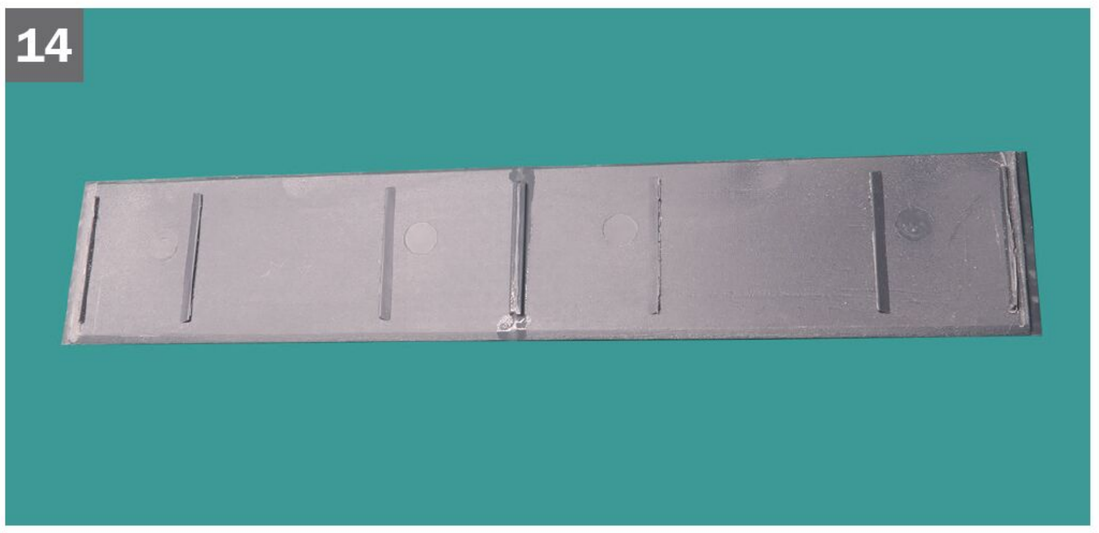
The rear walls were treated in a similar fashion, and all door and window units were added. I elected to have one plain end wall and one with a window.



A certain amount of 'curl' was detected, so after adding the end walls, more sprue was added lengthways to make the structure more rigid.



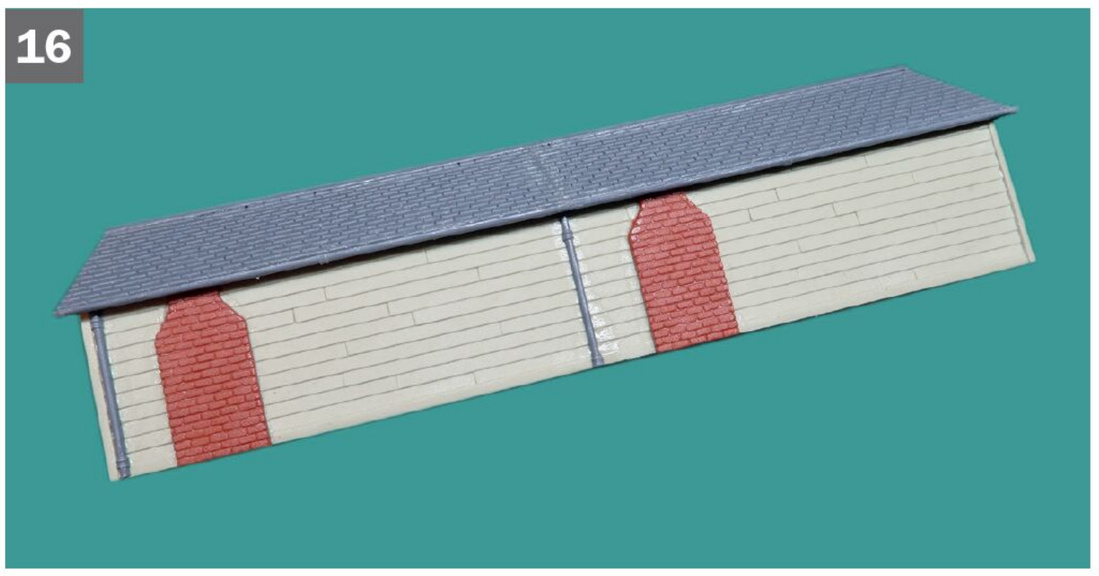
The completed shell. There was still an amount of flex in the building, but the floor piece had been used elsewhere and, as the station building would be firmly stuck down, and assuming that the roof would take out most of the flex, I elected not to add any more structural reinforcements.



In order to create a butt joint and to generate the correct overhang, each roof section had 2mm removed from one end. Extra care was taken to mark everything up clearly beforehand, making sure that the pairs were kept together and the fall of the slates was consistent with each pair.



Disguising the join in the roof is a challenge, and here it does look slightly rough, but painting will reduce its visibility on the finished model. The windows have been 'glazed' with black plasticard rather than clear, which does away with the need for internal detailing.



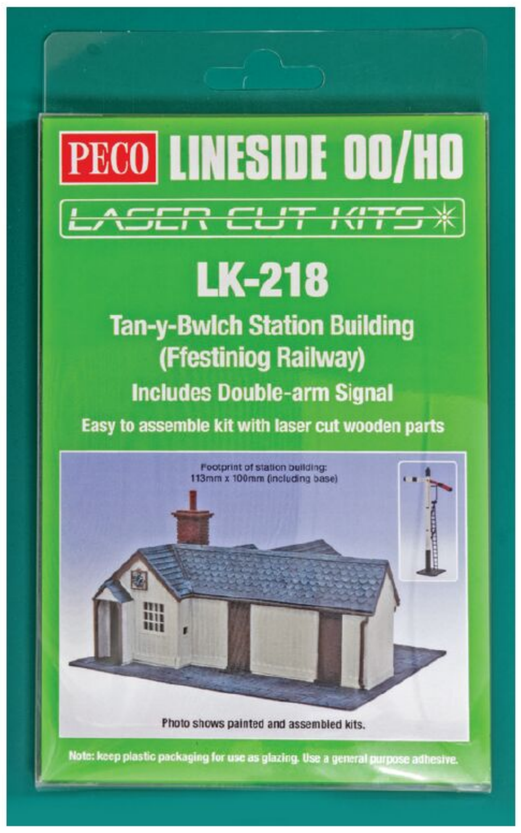
Rainwater goods and the dummy chimney pieces were added as per the instructions.



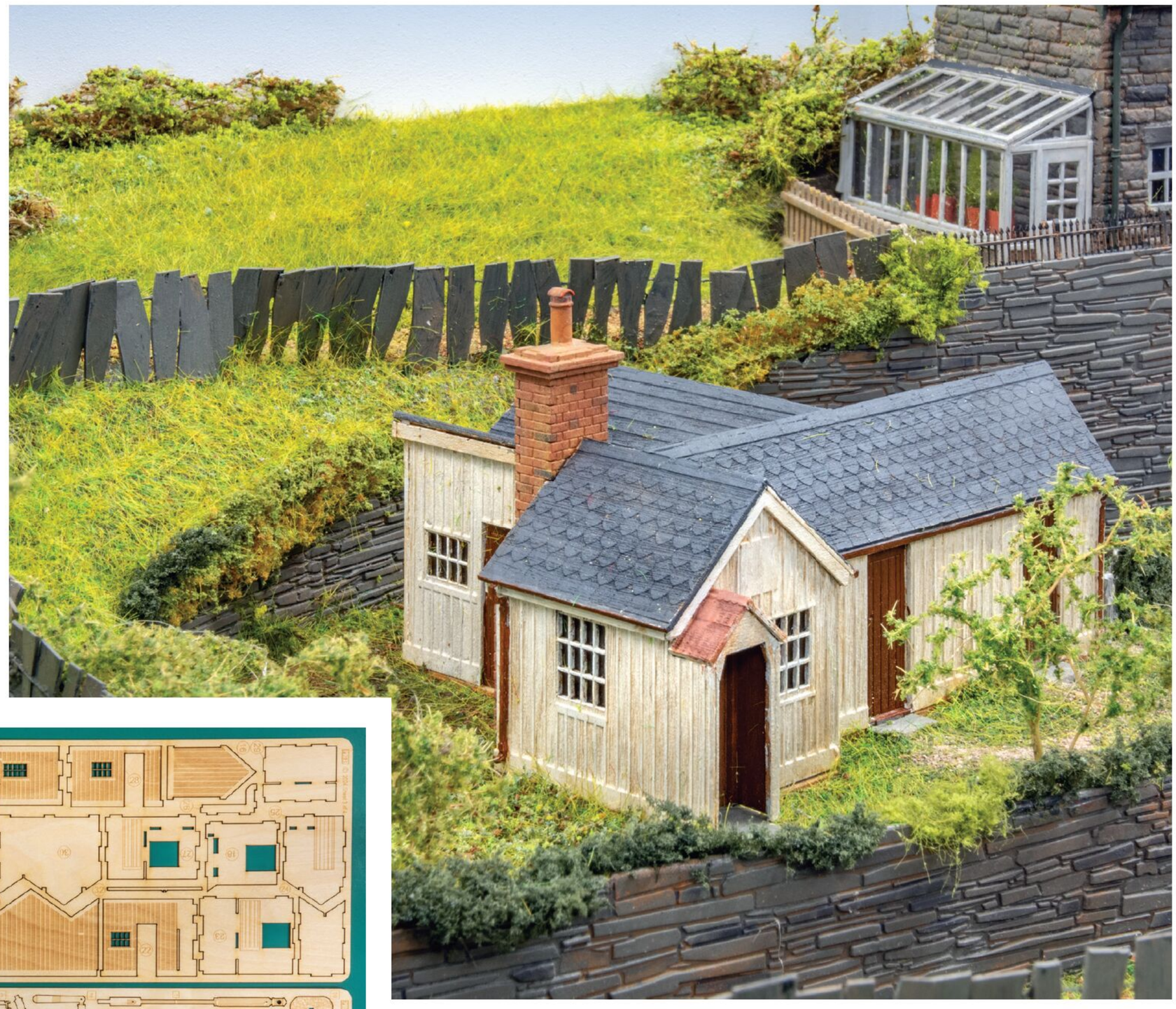
The two chimney stacks were made up and the mortar courses taken around the corners with a needle file.

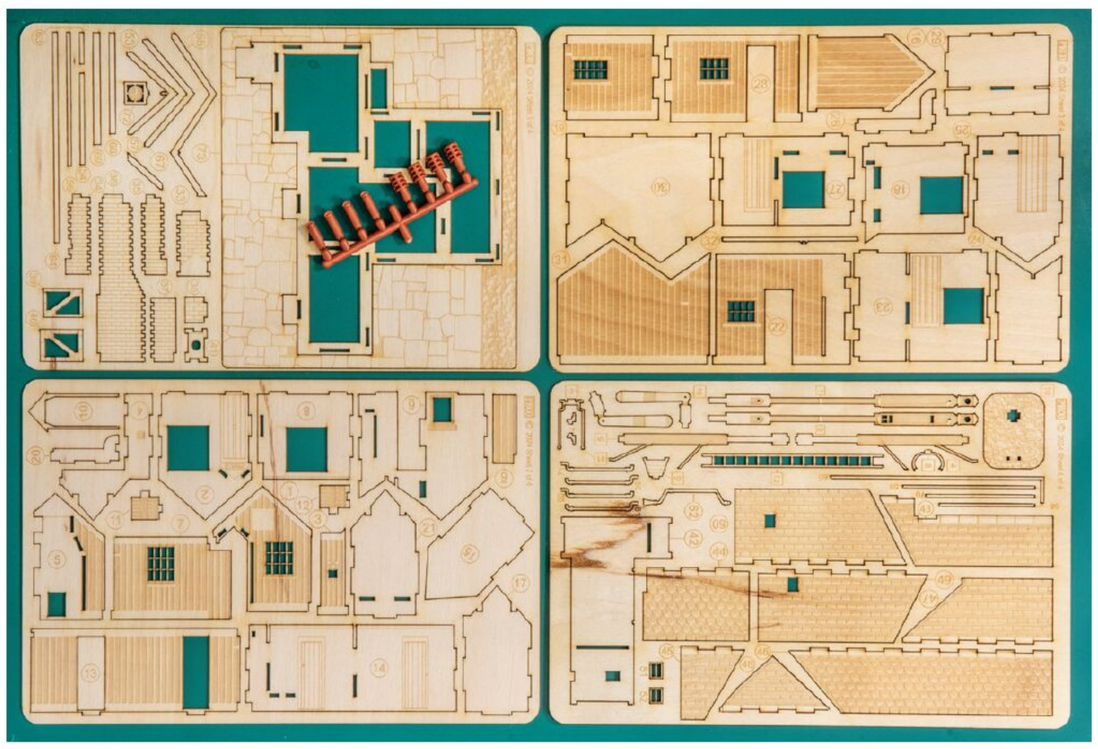
18 The completed station building before light weathering was undertaken. The main colours are from the Games Workshop acrylic range – Bleached Bone and Morfang Brown, which were the closest that I had in stock to replicate the earlier Ffestiniog colours.





The Peco Tan-y-Bwlch station building kit (ref.LK218) looks equally good when used as a small cottage.

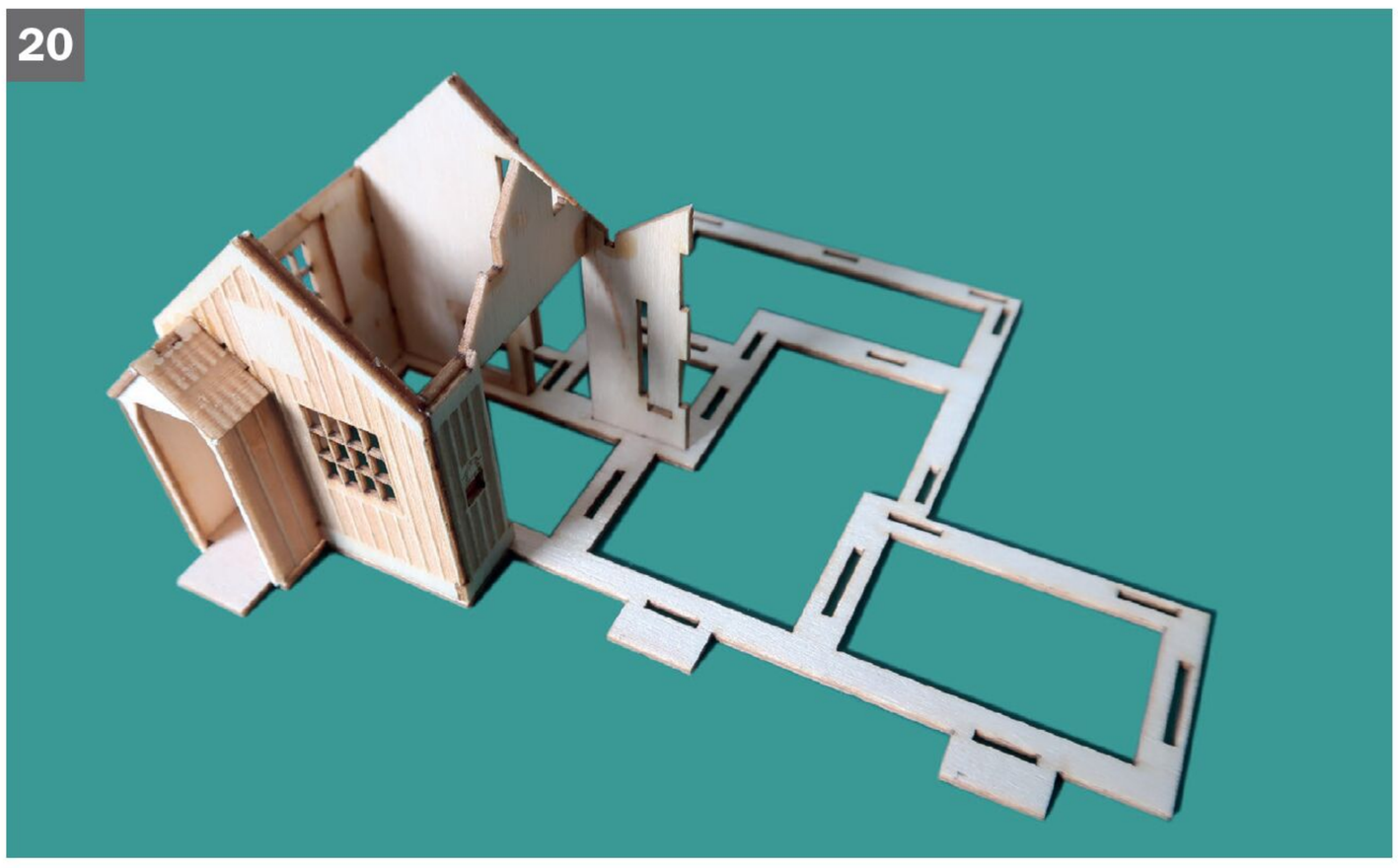




Fairly early on during this layout project, the Peco Tan-y-Bwlch Station Building kit (ref.LK218) became available. This was a 'must include' item, but the station area had already been planned and laid out. This kit was just too deep front-to-back to fit the given area. However, some shuffling of scenic items created some space on the other side of the tracks, where it could now function as a station cottage.

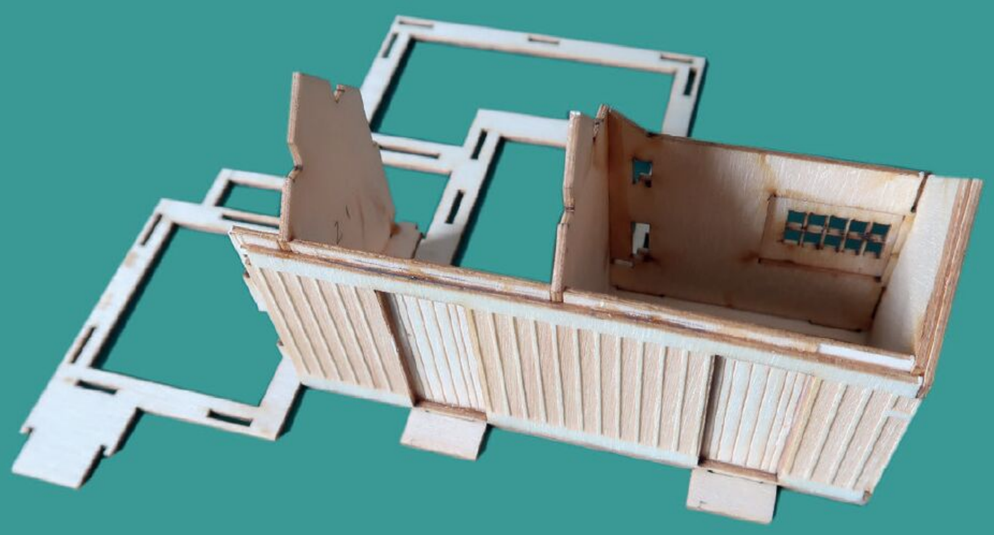


The instructions supplied with this kit are comprehensive, presented as a series of easy-to-follow exploded diagrams. What I did do, however, was number, on the rear, quite a lot of the parts as they were taken off the frets.



Getting the floor piece out first is a prerequisite, as this acts as a construction jig. All the individual sections of the building are built up as separate units and tested against the floor.

21



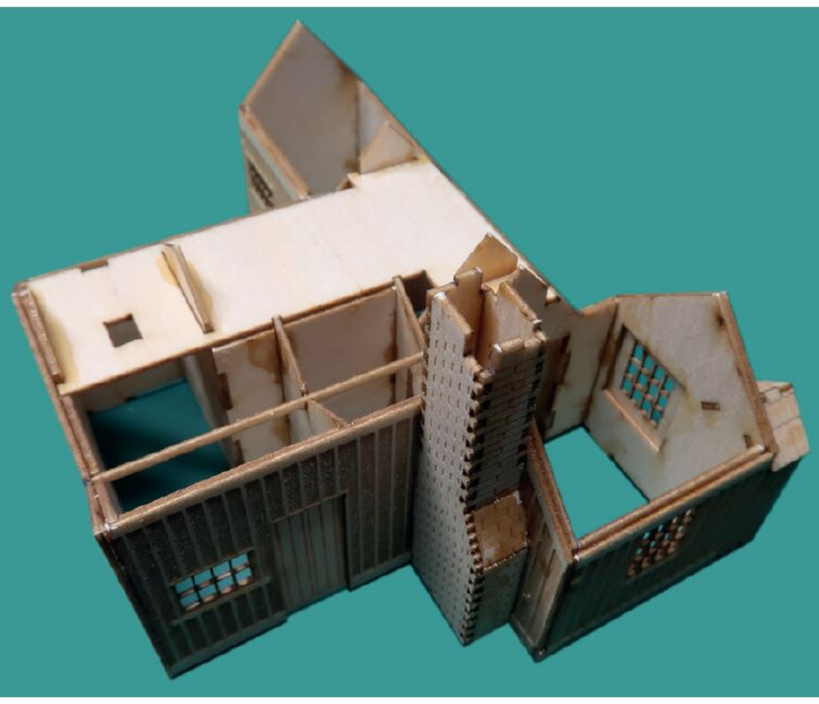
Here the second unit is built up and tested. At this point I also tried it against the first unit to make sure all was well.

22



With the front of the building assembled, the rear section could be worked on. Note, none of this is fixed to the floor as yet – the units are just there to check the fit.

23



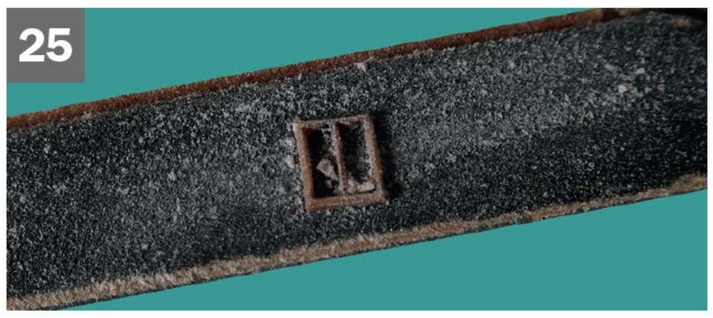
The chimney is an interesting fit. One side is plugged in and then the stack is swept around in a curve to plug into the other side. Clever stuff!

24



With the wall sections done, the roof pieces could be added. I had been a little sloppy in the wall building in places, so there was a small amount of 'encouragement' needed to get everything into place. Accuracy is key here.

25



The fanlight piece seemed a little thick, so I thinned it out with a fingertip on a sanding stick, reducing its depth by at least half.

Next month

In part five of this series, Chris builds the row of cottages that forms the main scenic feature on the finished layout.

Previous articles

Part 1 – Baseboards – Oct 24
Part 2 – Track & wiring – Nov 24
Part 3 – Basic scenery – Dec 24

26



The station cottage now painted to match the station building and in place on the as-yet-undeveloped garden area. I left the clock piece off as it looked slightly ostentatious for the kit's alternative use as a simple dwelling.

A modeller's experience of using a hybrid 12V dc & DCC system

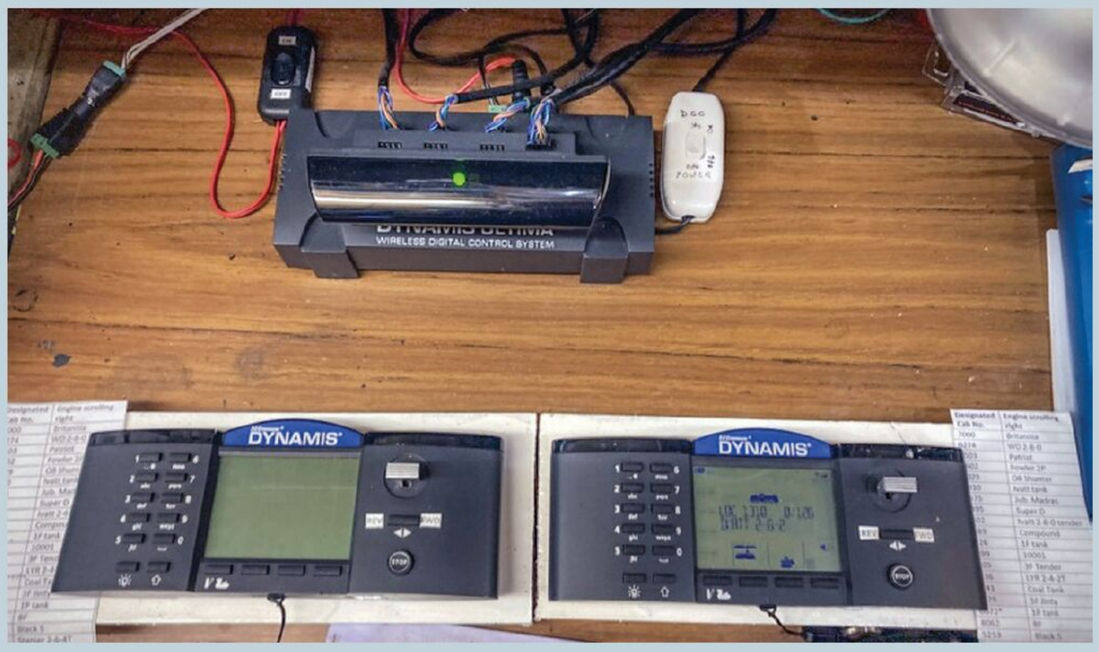
The Talking Points feature in the July 2023 issue explored the steps Owen Edis had taken to reinvigorate his long-established analogue OO gauge layout, *Robertstown*, by adding provision for digital operation and sound. Here Owen brings us up to speed with some further developments.

It is likely that many modellers with established analogue 12V dc layouts are at a time of life where to start afresh, with a new layout running under Digital Command Control, would be an undertaking they could be reluctant to embark upon. Hence, why I penned my previous article to share my experience of installing DCC into an established dc layout that gave the rewarding benefit of sound. Now, 18 months on from that first article, what follows is a summary of some of the developments that have taken place during the interim.

New controllers

At the end of the previous article I mentioned about having invested in some new control equipment – a Bachmann Dynamis Ultima. I have found this system extremely easy to use in most respects. For example, locomotives are designated by the last digits of their cabside numbers as their digital addresses – easy. However, switching between trains requires six button presses, which makes it a little lengthy to switch control between trains when more than one is running – a built-in toggle switch on the Dynamis controller would have been a useful additional feature! I have largely overcome this by buying another controller, so that I can run separate trains on each. That is not to say that other trains cannot be run at the same time on different tracks/circuits under control from one of the dc Gaugemaster handheld cab controllers. But then to have more than two trains with steam sounds in my railway room running at the same time, could get rather noisy!

Robertstown* was first featured in RAILWAY MODELLER in the March 2015 issue, originally configured only for analogue operation. Owen now uses a hybrid 12V dc & DCC system, with sound. *Photo: Steve Flint



Owen uses two Dynamis controllers to provide an easier means of running two trains simultaneously. *Photo (and above right) by the author*

The photo of the two controllers (above) shows them mounted on painted pieces of wood. Although the controllers have a detachable safety strap, I have found that placing them where you want them, with some stability, was more easily achieved by attaching them to a wooden block with a small lump of Blu Tack®. Either side of the controllers I have a sequenced list of the locos, so I can swiftly toggle to the loco I want without having to enter its four-digit number every time.

Test track

A DCC recommendation is to have a separate isolated test track for programming/adjusting Configuration Variables (CVs) as required. This is to avoid possible effects programming might have on other locos on the layout.

My layout comprises 37 independent sections that can be individually switched between four Cabs (A to D) and Off. To provide a test track section, I used the Robertstown depot turntable approach loop section. This is handy as it lies above one of the control panels. Using the test track outlet from the Dynamis base unit, I fed these leads to the unused 'Off' pole of this loop section's five-way switch. I included an in-line 'On/Off' switch from the base unit test track outlet socket (the black switch shown at the left side of the base unit in the aforementioned photo). Incidentally, the white switch on the right is an in-line 'On/Off' switch for the main DCC feed to the track via the dc/DCC master switch. I can thus use this piece of track to make CV adjustments independently from the rest of the layout.

Although adjusting CVs is an important feature of DCC, providing enthusiasts with programming flexibility, my dealings with the retailer Olivia's Trains of Sheffield, which has installed sound on all but one of my models, have discouraged me from making changes myself. Any model I send to them has sounds installed that are appropriate for that model, with the loco address set to the last four digits of the cab number. Likewise for my two early BR era diesels that also feature programmable head and tail lights.

Infrared receivers

Another aspect of running the Dynamis system that I have needed to consider, is the potential loss of infrared signal in different operating positions in my long and narrow railway room. To overcome this, I have bought, relatively inexpensively, some extra infrared receivers, which I have placed in strategic operating positions around the room.

"– The enjoyment of the added feature of sound keeps me running trains up in my railway room most days –"

Owen Edis





Additional infrared receivers have been installed to safeguard against any potential loss of signal in Owen's long and narrow railway room.

With some of these receivers, I have extended the leads to the base unit using six-pin DIN plugs and sockets. Bachmann suggests a maximum eight-metre extension is permissible.

Hidden isolated sections

Anyone familiar with my original article about *Robertstown* in its as-built 12V dc analogue format (RM March 2015) might remember the large number of hidden sidings that required train presence and direction indicators to glow on the mimic panel. My fear with DCC was that this simple circuit, that works well with dc, would not work with DCC. I am pleasantly surprised to find that it does, providing one is quick to shut off the supply via the section switch, or use the controller 'Stop' button, as soon as one detects a presence by the lamp glow. Speed is necessary, otherwise the train will overrun the hidden section!

Cautions

Although this is a worthwhile development, a word of warning. Today's advanced DCC sound chips will run under DCC or dc control, but the latter is obviously somewhat functionally restricted. However, applying DCC power directly to dc locos is something to be avoided, as with some motors the continuous 16V ac supply can damage them irreparably. So, I maintain strict observance in keeping dc locos electrically isolated when running hybrid operations.

My previous Talking Points article described how all high frequency electronic rail cleaning units were totally switched out for DCC, by means of a multi-pole two-way switch, in order to prevent damaging the decoders in DCC locos. To further avoid any such possibility, the cleaning units need to be switched out whenever DCC locos are on the layout, unless such locos are confined to sections specifically switched only to DCC. Because I installed the cleaning units originally via in-line power supply switches, I have more ways than one of protecting DCC locos and their decoders.

Further developments

Since my first article, I have had further models from my large stud of locomotives fitted with sound by Olivia's Trains. This retailer has been most helpful and I now have 18 steam locos and two diesels with sound, which for my layout is really more than sufficient.

With so many locomotives, it can be difficult to remember which ones are dc and which ones have decoders. To provide a quick visual indicator, chipped locos carry white headlamps, whilst analogue ones carry black.

An extra dimension

All in all, my venture into DCC sound has added an extra dimension to 'playing trains' and has provided greater enjoyment of my railway. The fitting of quality decoders and speakers is not something I felt I could manage myself, but with good and helpful service from Olivia's Trains, I now have a large variety of loco sounds to bring *Robertstown* alive. Installing DCC sound is to be wholly recommended.

Watch a video of Owen's layout

A short video showing Owen's layout running with DCC sound can be viewed by following this link: bit.ly/RobertstownSoundRM

The hub of the Somerset & Dorset Joint Railway

Templecombe Lower

To conclude the feature on his OO gauge S&D layout, **TIM CHAPMAN** *focuses on some of its details, including a working model of the Whitaker single line tablet apparatus.*

Layout photography by Karl Crowther



In last month's 'Railway of the Month' article, I told why I chose to model Templecombe Lower and how the overall design of the layout evolved. This time, I home in on some of the details.

Track

All track is OO code 75 bullhead rail except for a few fiddle yard sidings. SMP is used where visible. 18 of the 21 visible points were hand-built using Templot prints, EM Society ply sleepers and plastic chairs glued with butanone. An assembly jig was used for making the frogs, along with files and plenty of elbow grease! Construction of these points was the start of the whole project at least 15 years ago. I have been keeping an eye on the gluing, but with very few exceptions, everything has stayed fixed and (touch wood!) trains still run through them OK.

Templot prints were also used for laying out smooth curves on the main lines and for the longer shed area sidings. Main lines are laid on Woodland Scenics chamfered foam underlay which gives very quiet running.

Both BR 4MT No.75005 and Ivatt 2MT No.41243 were allocated to Templecombe in the 1960s. Well done Bachmann for saving me having to renumber these engines, and for its fine S&D 7Fs!

Main line ballast is a mix of grey and buff in line with colour pictures of the original; ballast for the shed approach tracks is 2mm scale grey. Peco points are used in the fiddle yard.

Buildings & scenery

The locomotive shed area was on the edge of the town in a mainly rural setting. Models of the buildings are all scratch-built. The shed is the centrepiece and is modelled to full size. Its walls are Scalescenes sheet TX01 (red brick) glued onto foamboard mounted on a base of brass L-section to give strength and dimensional stability. York Railway Modelling made the window frames from bespoke drawings and photos (and also for

The 5.30pm from Bournemouth, which was brought up to Templecombe No.2 Junction by 2P No.40563, is hauled back up the spur line towards the Upper station by 4F No.44560.



The real Templecombe shed, pictured on 4 August 1962 as BR Standard 3MT 2-6-2T No.82002 arrives with a local train from Bournemouth. *Photo: Rail Photoprints*

the smaller buildings). The roof was a complex structure with four separate lines of asbestos panels aligned to keep rain out but allowing smoke to escape. I used Wills corrugated asbestos sheets from the Scenic Series Materials range. It was a struggle to work out, from usually very dark photos taken inside the shed, how the panels were supported. So I hope my network of beams – brass cross members with plastic strip above – is near enough; it is not prominent when seen from the edge of the layout, but shows up well when internal lighting is on, as do the inside details.

The signal box at No.2 Junction was larger and more complex than most other boxes on the S&D, being accessible from both the main lines on the embankment and from the shed approach lines at the lower level. This made modelling a complex task too. Its windows varied in size; for the frames I cut sticky labels into narrow strips laid on clear styrene sheet.

The layout's appearance is enhanced by many interesting details based on photographs. The turntable, from the London Road Models 50' Cowans Sheldon kit, is true to the size of the original. The S&D 7Fs were just too long to be turned, so they used to work tender first to or from Evercreech Junction 10 miles to the north; this, of course, is demonstrated on the layout. Telegraph poles and lamps between



The signal box at No.2 Junction was extended in 1933 to take over control at No.3 Junction and at the approach to the Upper station when small signal boxes were closed there.







Fowler S&D 7F 2-8-0 No.53806 brings fertiliser vans from Blandford onto No.2 Junction at the end of the single line section from Stalbridge. The 'falling man' tablet collector has just done that from the extended apparatus on the side of the 7F's tender and is in its lying position in this photo. Whilst this happened in real life to protect trains on single line sections, it's much too small to happen at 1:76 scale, though the 'falling man' is raised remotely whenever trains approach from Stalbridge *(inset)*. One of the layout's operators has to judge the correct moment to lower it; this can be tricky!

them make prominent features. There are 27 telegraph poles, all true to the originals; their brass crossarms come from a mould which Springside Models made for me many years ago, and kebab sticks were used for their poles. Distinctive tall lamps around the loco shed are also accurate.

Whitaker tablet apparatus

No.2 Junction was the northern end of the single track section from Stalbridge, for which tablets were delivered and collected by Whitaker tablet apparatus.

Alfred Whitaker was Locomotive Superintendent of the S&D from 1889 to 1911. His apparatus was used at all the S&D's single line sections, and on some other railways. Three different types were needed at No.2 Junction – one for Up (northbound) trains and two for Down trains. Up trains delivered tablets to a 'falling man' collector in a vertical

Standard 5MT 4-6-0 No.73050 and 9F *Evening Star* pass at No.3 Junction.



position which fell to horizontal on the impact of the tablet arriving. This collector was located at the crossover between the double tracks from the Upper station, and so had to rest out of the way of other passing trains that didn't need a tablet. Down trains heading non-stop towards Stalbridge either approached from the Bath direction on the Down line, or came over the crossover from the Up line having been hauled by a pilot loco from the Upper station. The latter also needed a 'falling man' which, when out of use, had to be out of the way of other passing trains, but a slimmer design was needed for the space available. Trains coming from the Bath direction caught their tablets from the more common form of apparatus seen at most of the other single line sections. Steve Duckworth of the Somerset & Dorset Railway Trust Northern Area Group made the three remarkable and unique models of these collectors/deliverers. One of them, for the Up trains, is linked by servo to point and signal route setting.



Templecombe on 15 August 1959: in the foreground are Midland 2P No.40537, 3F 0-6-0 No.43248, LMS 3F 0-6-0T No.47542 and GWR 0-6-0PT No.3765. Behind are 7F No.53805 and LMS 2P No.40563. ***Photo: Rail Photoprints***

Signals

Richard Dunning, also of the Northern Area Group, made the signals from kits and components, mostly from Wizard Models/MSE, each one a faithful representation of its original. The two pairs of junction home signals near the signal box look very striking. All signals are operated by servos controlled by a pair of GF Controls eight-way modules. MSE Retford servo mounts enable easy removal for transport, with the minimum size of baseboard hole. A special feature made by Richard is the automated revealing of the letter 'C' under the calling-on signal for pilot locos about to attach to the rear of Up trains from the Stalbridge direction.

Scenery

Hanging basket liner made a good base for grass fields, trimmed in places and with scatter to add variety. Hedges were simply made by using tweezers to prise out strands from basket liner strips and then adding scatter here too. For most tree trunks and main branches, I used dead heather stalks collected on walks (it gets you funny looks!) and also hebe from the garden (covered in PVA glue to prevent brittleness). To these I glued seafoam twigs and scatter, and used these by themselves for smaller trees and shrubs. Embankments are made from



The Down 'Pines Express' behind West Country No.34108 *Wincanton* heads down the single track main line past the loco shed on its journey from Manchester to Bournemouth. The 'Pines' did not include a stop at Templecombe, so avoided a piloted reversal.

stronger types of packing case card covered in grass mat and static grasses.

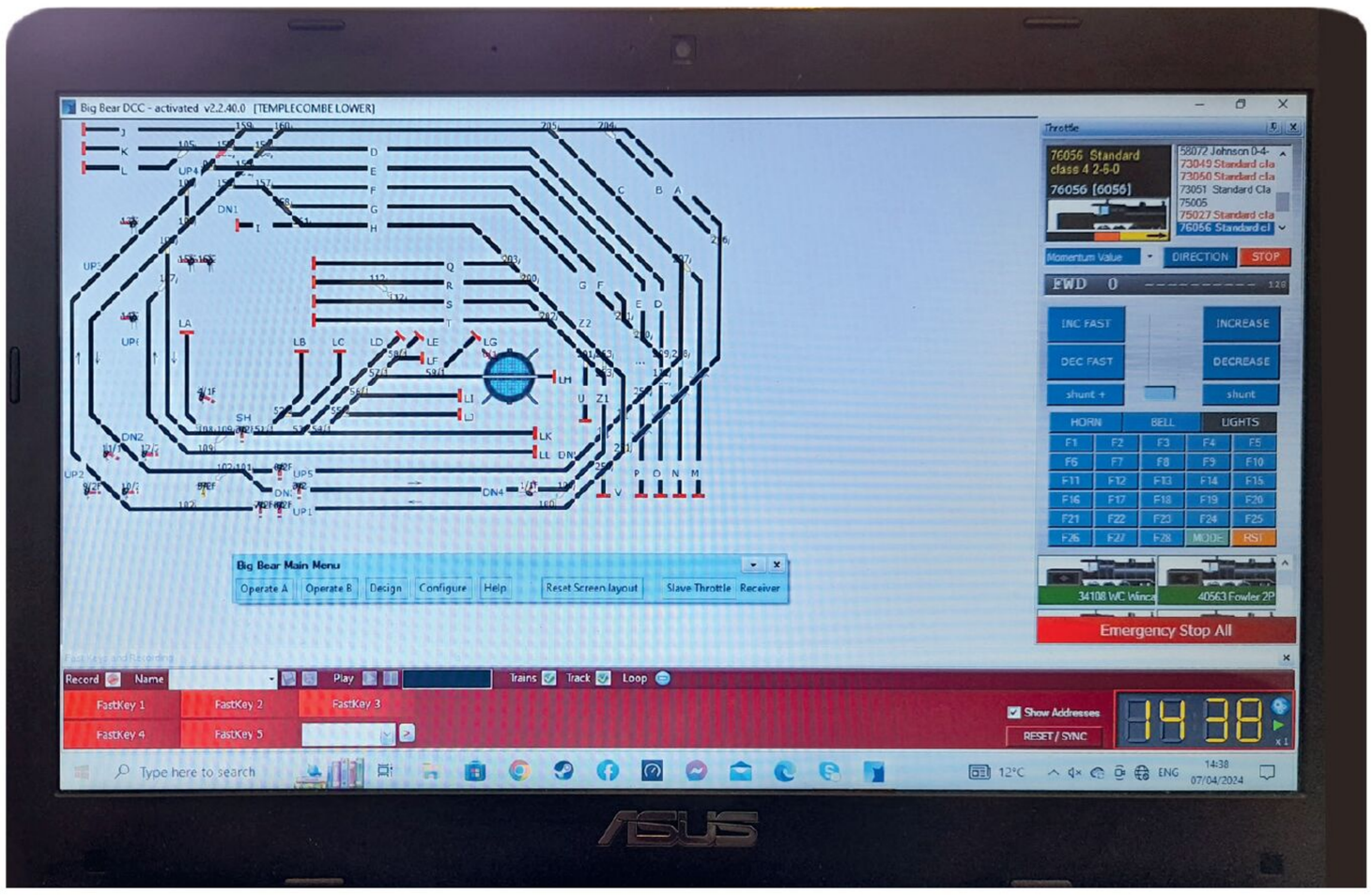
Control systems

Trains are operated by Digital Command Control using Powercab and Powerpro throttles from NCE, and also the Big Bear Model Rail Controller on a laptop computer linked to the Powercab by an NCE USB interface. At exhibitions Big Bear is used primarily for route setting, but at home, when gaps between trains don't matter, I can also use it for throttles and to operate points and signals individually.

Points are changed by several motor types. For fiddle yard sidings, a variety of solenoid motor types have been DCC enabled using five Megapoints six-way modules. Peco, Hornby and SEEP point motors were chosen according to the space available for mounting, and a team of six Hammant & Morgan motors I've had for decades still thump away reliably at the back! DCC Concepts Cobalt motors are used for most of the visible points, and there is one Tortoise motor.

When route setting, Big Bear checks first which signals must be at danger, sets the points next, then lastly sets the correct signals to 'off' and raises the 'falling man' if the train is coming from Stalbridge. Seeing the appropriate signal rise to the 'off' position is a reassuring sign to operators that they can proceed with the next train in the programmed sequence.

Six, or preferably seven, members of the Somerset & Dorset Railway Trust Northern Area Group make up the operating team at exhibitions, with three 'drivers' using the



The layout is operated digitally by the Big Bear Model Rail Controller on a laptop computer, which can set routes and signals automatically.

throttles and one 'signalman' using the laptops at any one time.

Exhibition information

Comments at exhibitions have included, "that would never have happened!" But they did, so a computer monitor slide display explains what's going on and which trains are running. The monitor is paired with a small laptop next to the Big Bear laptop; slides are changed by the route setter. An information panel extends along the layout front.

Lessons learnt

So, what have I learnt from building *Templecombe Lower* which might be of interest to others? Well, if you want to build a layout based on an actual location, you need to do lots of research and be prepared to scratch-build the main structures. As well as some pictures I took myself, I use my long shelf of S&D books with photos of Templecombe flagged, and I keep a watch on social media.

Using DCC and a route setting system such as Big Bear makes a big difference at exhibitions by greatly reducing the gaps between trains appearing. I look back at the now redundant stud and probe control panel that I made for the fiddle yard points with its maze of wiring, and think how much time I could have saved by converting to DCC earlier.

What would I have done differently? I have to keep a constant watch on rail joins between the nine main boards. If starting again I would have used metal dowels from the word go. A 2mm version would be much easier for exhibition transport and setting up. So would lighter baseboard materials – shifting everything down and then back up two flights of stairs from our loft is no mean feat for ageing bodies!

Credits

I've already mentioned Richard's signals, Steve's Whitaker apparatus, and members of the Northern Area Group of the Somerset & Dorset Railway Trust for their support over many years, and now for transport and operating at exhibitions, but I'm indebted to many others. My artistic daughter Louise painted the backscenes, showing the Southern Region main line, the tall water tower near where the lines cross and the Blackmore Vale countryside towards the distant hills around Buckhorn Weston. Duncan Chandler provided me with elevations for the loco shed and the office buildings. Chris Osment was a great help with information and photos of signals, and Ian Matthews showed me his Templecombe photo collection. Ex-firemen Keith Barrett and Bruce Briant have helped with various details. My local shop Millennium Models of Morley, just two miles away, has been supportive since the very start.

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 Somerset & Dorset Railway Trust exhibition at Edington, stated last issue to be in January 2025, has now been rescheduled to July 2025, with the layout line-up to be confirmed.

Midland Railway Johnson 1P 0-4-4T No.58072 departs along the spur from the Upper station with the 8.20am local train to Evercreech Junction. It is crossing Peck's bridge which carried the main lines over Hiscock's Lane.

Why do we do it...?

Hunslet Engine Co. workshops reborn – part 5

Having outlined the latest developments with this ambitious 7mm scale project in the December issue, **ANDY ROSS** *explains how he embraced 3D-printing and laser-cutting technologies to progress the key constructional aspects.*

Model photography by the author

I had been considering buying a 3D-printer. Several members in our club (Leeds Model Railway Society) had taken the plunge, and between them owned several different types, but I had held back. One of my biggest barriers was the 3D Computer Aided Design software that is needed to create the designs for printing.

Years ago, I learned how to draw in 2D using CAD as part of my professional work. I used to create the programs for Computer Numerical Control profile machines for gas and plasma cutters, and eventually laser-cutting, and obviously used this to design etches for the structure and locomotives seen in the previous articles.

I had downloaded a couple of free and demo versions of 3D CAD software and I just could not get my head around it. In the end I plumped for a 3D programme called Fusion 360, which is from the same company as the 2D software I was used to. I watched a short tutorial on YouTube, and all of a sudden, it just clicked. I am not saying I am now an expert, but I can draw sufficiently to produce all I need for printing.

Investing in a 3D-printer

Knowing I could now draw items in 3D, I invested in the region of £350 in a resin printer and all the other things you need, such as a wash and cure station. I am not going to go into all the ins and outs of 3D-printing here – to be honest I am not 100% sure how the resin ones work, other than it is all done with lights (and maybe magic!).

Within hours of starting to set it up, I had produced my first test part, and was then able to attempt the production of some bespoke locomotive parts. You do need to allow time for some trial and error. You can read a lot about adjusting the settings, but all I have done is use the supplied settings in the software that comes with the printer. The only thing I have done is to experiment with the angle at which I place the parts on the build plate. Printing at an angle does give the best results, but what angle exactly is where the trial and error comes in.

I started with some small simple items including brake gear hangers and brake blocks for the Ministry of Defence loco (Figs.1 and 2). I found myself getting carried away and before too long I had drawn all the brake gear components. Originally these were to be just used to fill stillages and pallets to lie around the workshop. But I then thought, what if I put them all together and fit them to the loco? I thought about putting some clearance in the holes etc. on the cross beams and pull rods, but then thought about printing the whole assembly in one. This way I could set the spacings of the cross beams to the drawing (Fig.3).

It was suggested that this might be too fragile as the rods come out printed at just over 1mm diameter. But they have now been on the model for



An MoD locomotive is carried high on the cranes as it is moved down the workshop for wheeling.

Fig.1



Fig.2



Fig.3





An MoD locomotive with 3D-printed brakegear. The buffers, marker light units, air filter top hat and fuel tank fillers have also been 3D-printed.



The printed gearbox is seen mounted to the wheelsets, ready for wheeling.

almost a year and are still intact (photo 1).

There is also the added advantage that, even if the brake blocks touch the wheels, none of it is conductive. (How many of us have spent hours in the past looking for that intermittent short that turns out to be a rogue bit of brake gear?)

With time, my drawing skills have improved, which has enabled far more complex items to come off the printer for several locos. One of the most complex is the representation of the Hunslet Mk.IV type final drive gearbox. Long before I had bought the printer, I had drawn this up as a 2D etch and it had taken hours to put together. This was used for the wheeling as detailed in part 3. It was OK, but was heavy and sometimes, if it did not go in quite square, it would drop out when lifting after wheeling. (It is only held in place with magnets after wheeling.)

So it was drawn in 3D (Fig.4) to produce the model illustrated in photo 2, and this was then mounted to the axle. Since then it has never dropped out. You will also note it allowed for a lot more detail to be included, such as the microswitches on the top of the gearbox.

The thing about 3D-printing, as with any other process, is to avoid the temptation to use it for everything. On saying that, the process is, in comparison to

Fig.4



others, really quick, so it is sometimes worth having a go. I did this with the cab for the Snowdon locomotive.
I thickened up the sides, roof etc. and it did come out OK. But it is very fragile and already has several cracks. So with this, I have gone back to the tried and tested etched nickel silver construction.

What you will see in the general views looking down the layout (photos 3 and 4) is the vast amount of items that have

Various gauge wheelsets are seen in different stages of assembly – with the parts all shown straight off the 3D-printer and unpainted. The yellow pump trolleys were downloaded files that I rescaled and printed. The stillages are not printed; these are etched nickel silver, soldered up.





This view shows just how much the 3D-printer has helped to speed the project up. All the grey items are printed (yes, they all need painting). The engines are downloaded designs that have been rescaled and printed. Unfortunately, most of what you can get online is too modern, so at some point I am going to draw up some Gardner and Rolls-Royce engines.

been 3D-printed, especially for the wheel shop.

Laser-cutting

As well as the main structure, there are also all the other aspects of the buildings. The steel structure was sheeted and glazed, and had brick walls along the bottom at various heights. At the side of the test track there is a brick lean-to that leads into a higher section with the main toilets. This then connected to an office section that fed out to Jack Lane. The section of layout stops at the back of this office section.

The lean-to section was the first real test of the laser-cutter. The bridge section will eventually receive steel panelling and a corrugated roof, to be added using plastic sheet. The tower section will be clad in plastic corrugated sheet. The size of the panels means there will be joins, but these will be positioned behind the downpipes.

In the past I have used the traditional method of plasticard and embossed brick plastic for these areas. This would be OK if the site had the same brick bond, but as the site developed this changed. Furthermore, in some areas windows have been bricked up with different size bricks, and the same has applied where sections have been added. Obviously, we could have just ignored this and probably no one would have noticed…

Over the last few years we have seen several manufacturers producing building kits from laser-cut plywood and MDF. These are relatively simple to assemble, and the laser process makes them very accurate.

By chance I came across diode laser-cutting machines on an online auction site. To be honest, I was not sure if these would have the same results. They were also open framed, and you had to build and set them up, which made me question the accuracy. However, I thought it would be worth looking on one of the manufacturers' own websites to see if there was anything better.

A company called XTool also made a fully enclosed unit called an M1 with a 10W laser. This had a bed about A3 size and



could cut up to 6mm plywood and other materials. The one drawback is it cannot cut anything clear as the laser just passes through. At well over £1,000 it is considerably cheaper than the CO^2 machines many manufacturers were using, but I still thought that investing in this was going to take some justification.

However, I managed to find a complete kit for sale online for £750. I was, as you would imagine, sceptical, but I did some checking and took the plunge. The following day it arrived as described. Within an hour of opening the box and downloading the software to create the programme files, I was cutting sample test pieces.

Within 24 hours I had drawn a test piece with some brickwork and all looked good. It was much better being able to do this myself, as any errors could be corrected and re-cut in no time.

As with the 3D-printer, my skills using the laser-cutting software developed with time. It's also crucial to determine what is the best material for the job. To date I have found MDF gives a better scored brick finish than plywood as there is no grain to contend with. But ply is far stronger and better for internal structures.

On saying that, plywood is quicker to cut, so this was used for the buildings next to the test track, which are the results of my first trial runs (photo 5). However, they give a good representation of what the finished buildings will look like. These will be re-cut in MDF in due course, and the window apertures may also change as I experiment with both the laser-cutter and the 3D-printer for the window frames.

One area of the model that has come out well thanks to the laser-cutter is the internal roof panelling (photo 6). By cutting different thickness panels and layering them up, this has come out far better than expected.

The other thing the laser-cutter has proved good for is the wood block floor. This uses the engraving feature of the laser. It's designed for producing pictures on different surfaces for the crafting market. But it's also quite easy to design a random grid and then, using various colours in the software, it engraves to different levels,

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The internal roof structure visible above the north light steelwork.

creating a slightly uneven floor. Over the years a lot of the block floor has been replaced with concrete, but some areas around the pit and most of the walkway areas were still block up until the shop was reconfigured for the 323 project. Some trial areas of flooring can be seen in the accompanying photos.

Show experience

By the time the project was exhibited at the 2024 York Easter Show, the display included the fiddle yard, which enabled locos to be run up the yard, with the mock-ups of the external structures in place. I had also motorised the second MoD loco prior to this event, so this could be shown being lifted off the stands and dropped onto the test track for testing. The art was to get the hook back in the shackles just using the cranes – without recourse to a helping hand. (Although, to be fair, even on the real thing we always manhandled the shackles!)

The wheeling process continues to entertain (photo 7). At the moment it is just myself and Peter Kirmond who are passed out to drive the cranes, especially for the double lifts – made more awkward by the pit where this was carried out being at an angle to the shop. The wheeling can still present its challenges and does not always go to plan. What is pleasing is

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An MoD loco is seen all lined up and ready to lower onto its wheelsets.

that we are creating scenes that can, to a degree, mirror some of the original archive photos (photos 8 and 9).

The next big hurdle

There is one big thing missing from the layout – paint! As much as I have been dreading this, it has come to a stage where it has to be done.

Painting will need to be carried out in stages with the main metal structure being first to be tackled. This will be a big job for several reasons, the biggest issue being the fact that the steelwork is more than one colour.

As is evident in the colour photos of the original works (see previous articles), the columns are blue, the crane tracks are orange and above the tracks the roof structure is off-white. I will also need to remove the doors and wall panels that have, at this stage, been fitted temporarily.

I am currently determining the best way to paint all the brickwork, as it varies so much in colour due to different ages and types of bricks. I am sure the painting on its own will justify another article in the future.

Thoughts to date

This is, as I have said in the past, a massive undertaking and even though it has taken years to get where I am today, I am still glad I started it. I must say I have to thank exhibition managers who have allowed me to display the project in all its stages to date, as a work in progress. It has generated a lot of interest, and it provides me with the motivation to keep going.

There is still lots to do, both on the structure of the layout, and for the internal scenes.

I am planning a large manipulator for the boiler shop, whilst there will be a wheel press and other pieces of equipment for the wheel shop – not to mention more than a metre's worth of benches that need to be assembled!

I also must thank my wife, Jill, for putting up with it for all these years and for helping – Jill has painted all the figures in the photos and is painting other detail parts as well. She also made the drapes for the layout. As mentioned, I must also thank Peter Kirmond for making the baseboards and supporting me with the project over the years.

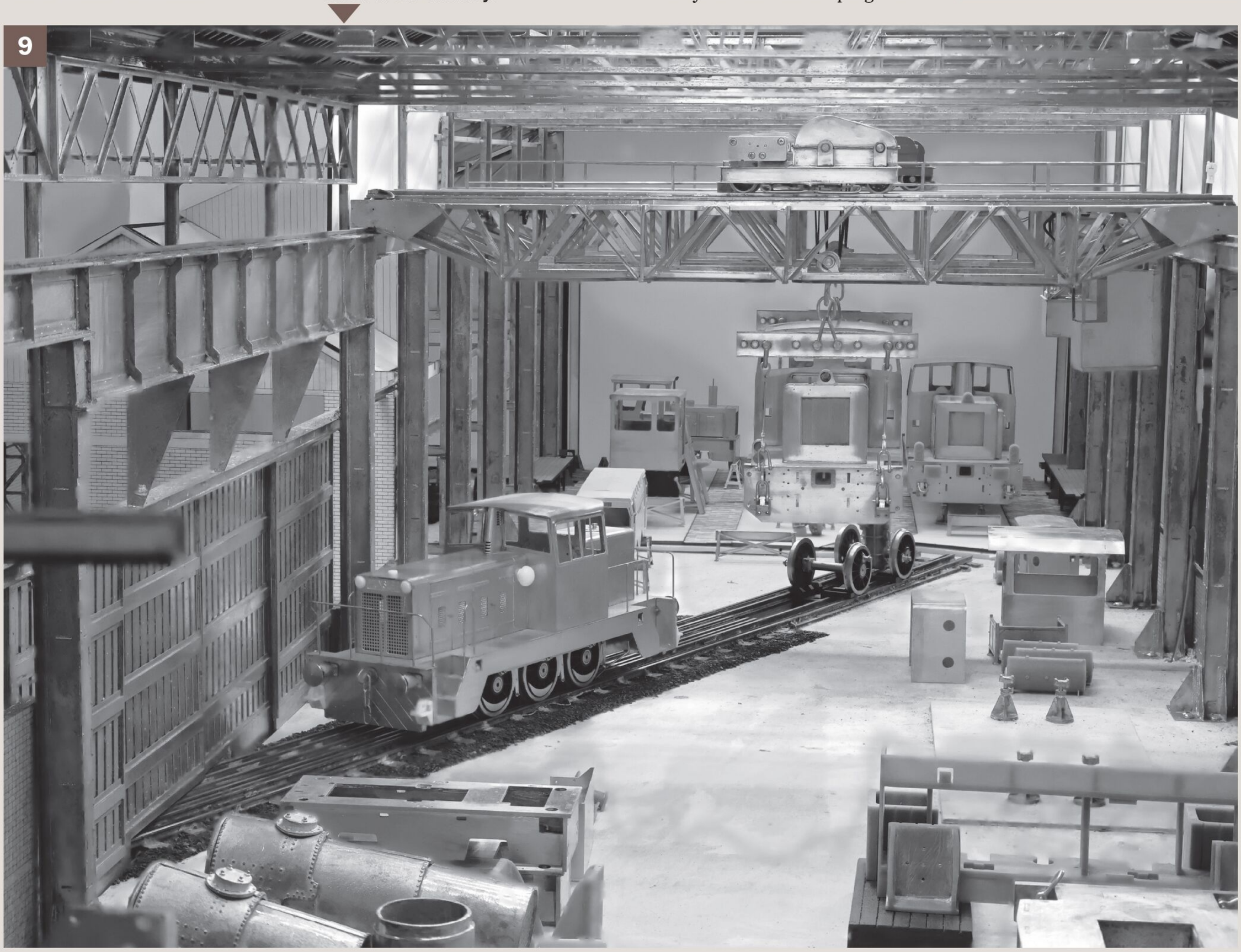
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The erecting shop in 1969 with locomotives being built for export to Sri Lanka. Most of these locomotives are still in use today. *Photo: author's collection*

Taken from a similar position to photo 8, this monochrome view of the model shows a locomotive in production and a 388hp example stood in the doorway.

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Previous articles

Part 1 – Layout concept
RM May 2019

Part 2 – Initial construction
RM June 2019

Part 3 – Working cranes
RM May 2021

Part 4 – Track and baseboards
RM December 2024

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



RAILWAY MODELLING *Explored*



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

THIS MONTH • A preserved line in N • Weathering an NG7 loco • A Peco diorama kit

The Snowdrop Line

COLIN EATON *and his father Andy have created this busy main line station and preserved railway in N gauge.*

Photography by the author

My dad and I first got into N gauge model railways at the end of 2003. The layout you see here is our second; it is a fictional location called Eaton Garden Village, set somewhere in the UK, which has a main line station and a branch line that comes off at the station, which is called the Snowdrop Line and is now a preserved railway.

We started planning this one at the very end of 2020 and started building at the beginning of 2021, so it took us just over three years to get to where we are now; we are still trying to come up with more details we can add, but we are nearly finished.

The layout and its stock

The board is 2m long and 1.2m wide, with 25m of track and 250m of wiring. We are still using dc control, while all the points at the front of the layout are powered and the fiddle yard points are manual.

Due to a lack of room, we made the layout so it can be put away when not in use, so it has a lid and wheels.

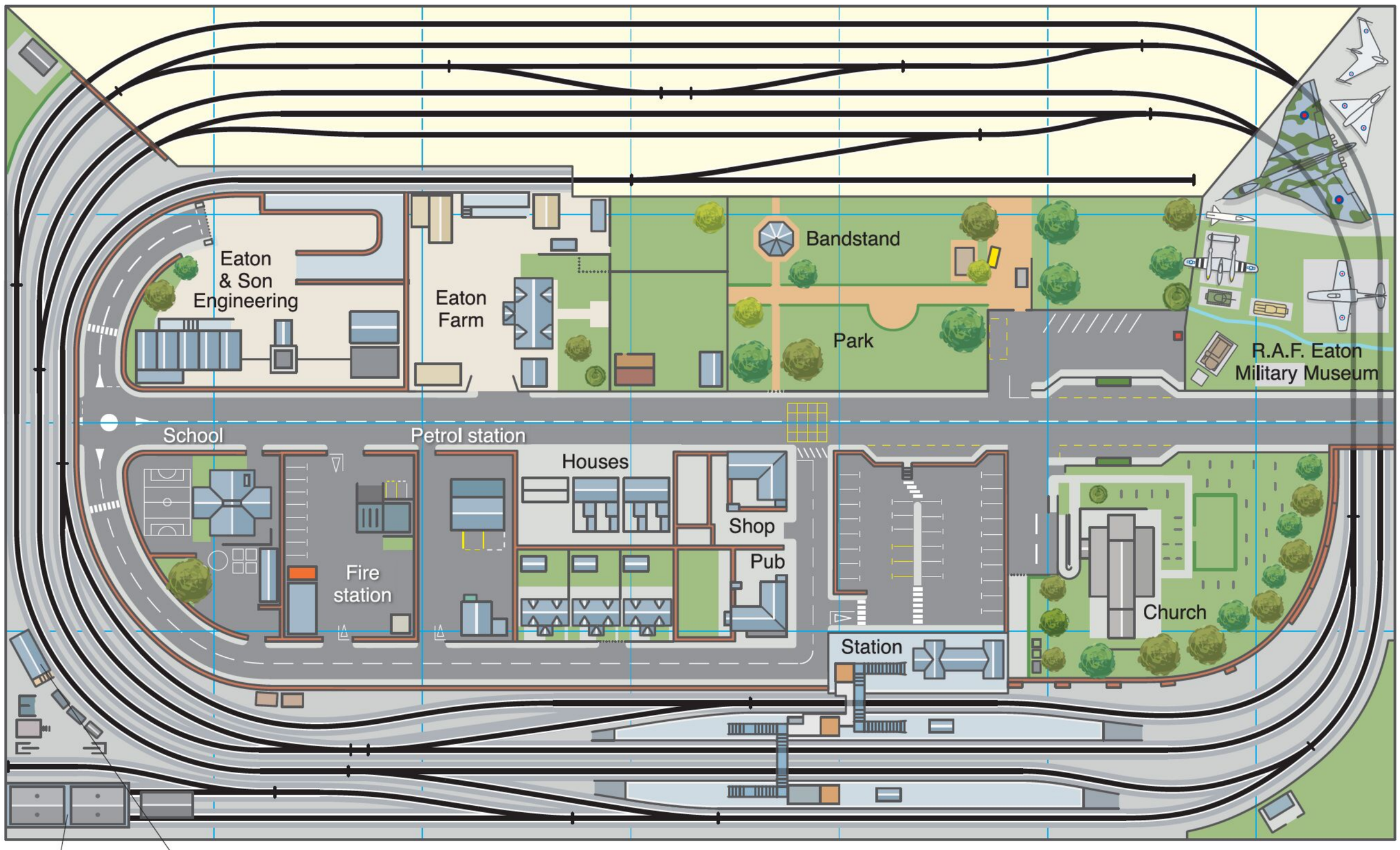
Our village is set in the present day, but we don't have a fixed era or country for the locomotives we run. Over the last 21 years, we have built up a good collection of 116 locos in total, including steam engines, diesels and electrics, from Britain, America, Canada, Japan and Europe. We have a total of 223 wagons and coaches, ranging from British to American, Japanese, and European. We have a large range of different vehicles from different companies, which we haven't



The author, Colin Eaton, pictured with his father, Andy.



A general view of the layout, showing the busy townscape and the main line station with the interchange for the preserved Snowdrop Line. Track is Peco, with third and fourth radius curves.



THE SNOWDROP LINE (EATON GARDEN VILLAGE)

Overall size: 2m x 1.2m. Each grid square: 30cm x 30cm.

glued down so we can move them around to make the layout look different.

Buildings

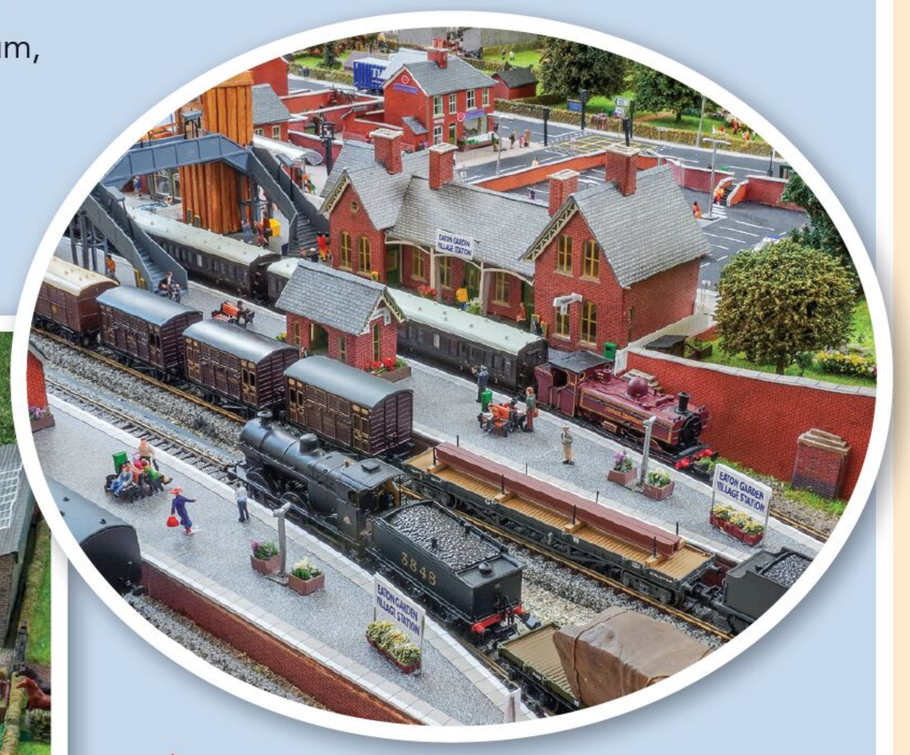
All the buildings, street lights, bus stops, and telephone boxes have working lights. We also have working warning lights outside the fire station, and working traffic lights at the junction by the shop. The street, warning and traffic lights were all handmade by Dad.

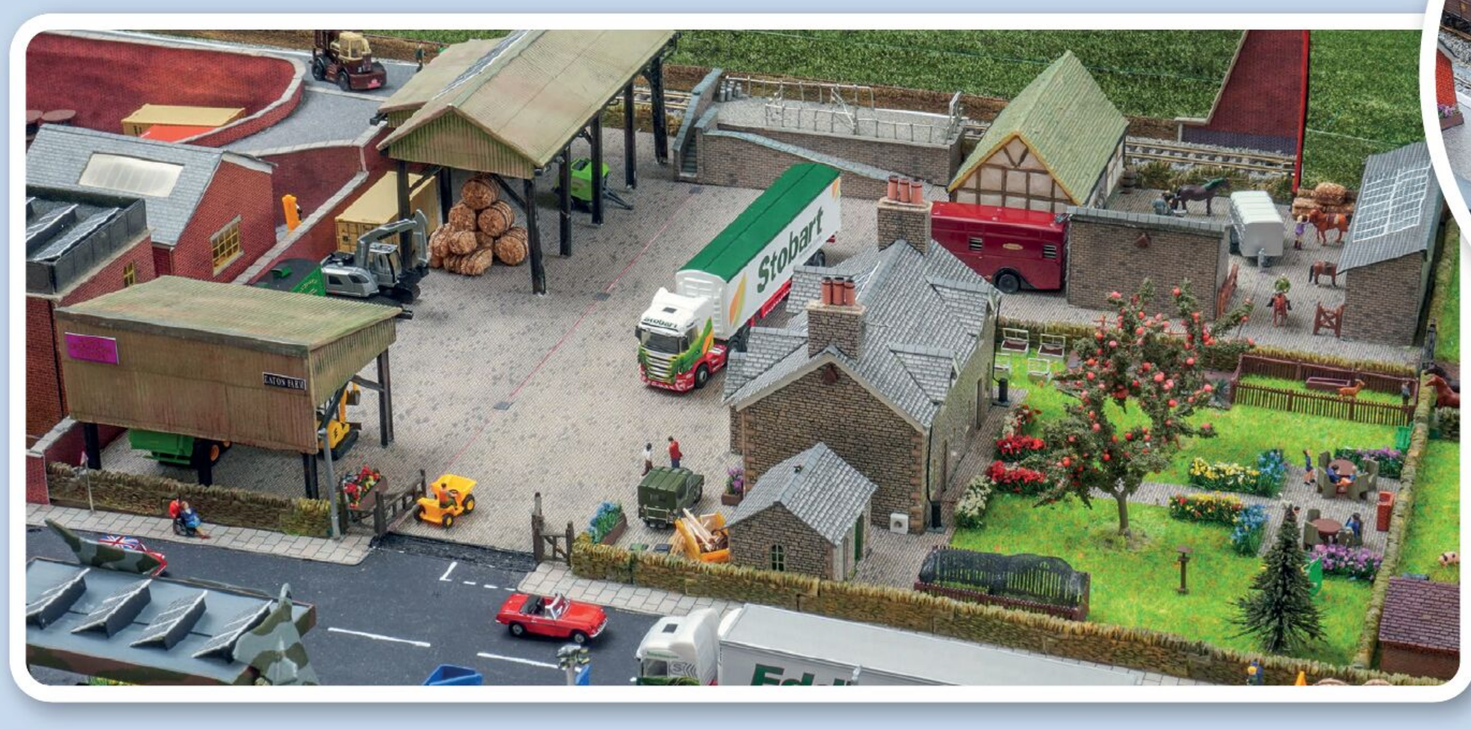
Nearly all the buildings are pre-printed card kits we have put together, but some buildings have been handmade, such as the two big barns, the stable blocks at the farm, the toilet block and bandstand in the park, the car sales building and the petrol station at the garage area. We have tried to add as many details as we can, nearly all of which are handmade, including the allotments, pub garden, and memorial garden at the church. Smaller details we have added are TV aerials, solar panels, an air source heat pump, car park and home car chargers, bins, grit boxes, washing on the washing lines, garden chairs, internet boxes, drains, bird boxes, bird tables, dog houses, defibrillators, blankets for people to sit on in the park and museum, zebra crossing poles, vegetables for the two allotments, a flagpole on the church and more.

We thought it was important to make our village up to date, so we have added wheelchairs and mobility scooters around the layout, and wheelchair ramps and lifts at the station.

A population of over 400

We have ended up with just over 400 people on our layout and have tried to set up little dioramas, from the fire crew training to road works on the front road, hikers getting ready





▲ A gala event on the Snowdrop Line with demonstration goods trains in action, including one carrying First World War tanks.

◀ Modern road vehicles abound, all of which can be moved as required: a Stobart lorry collects produce from Eaton Farm.

for a walk, kids playing in the school playground, horses having their shoes changed at the stable block, a wedding at the church with a photographer taking pictures, animals on the farm loading bay on plastic sheets so we can change them, a greenhouse with tools in the farmer's garden, a scarecrow in the shop's allotment and some others.

We have added a lot of animals, with a range of different livestock for the farm, and some wildlife and a few cats and dogs around the layout.

Finishing touches

Luckily, we found a company that would print signage, which allowed us to name our businesses, buildings, and roads.

We have a range of model military vehicles and planes for the RAF Eaton Military Museum, which we can move around to keep the museum looking different.

All the road markings, car park spaces, disabled bays and electric car charging bays were done by making stencils and then painting the gaps.

It was important to us to add grass, trees, and flowers, to make it look a nicer village. We also have a small wild area with some deer, in which the rocks are small stones we got from our garden.

Just for fun

We thought it is important to have a bit of fun with the model, so we have got some Daleks, a Tardis, a Rancor and some other TV and film related items that we can put on the layout. There is also a Platform 9¾ sign on the station. Dad also made a Christmas train with a few wagons and Father Christmas standing in the brake van at the back.

We have set up a Facebook page and a YouTube channel, which shows more photos and videos of our layout:

www.facebook.com/groups/1024860858150764

www.youtube.com/channel/UC6hf9tUOy-BTNtfg5IKrCfA



An air-smoothed Merchant Navy meets A3 *Flying Scotsman* and a Longmoor Military Railway Austerity 2-8-0. Most of the longer straight sections are formed of Peco flexible track.



The Eaton Garden Village fire brigade are on a training exercise as Class 04, 28 and 66 diesels pass with freight trains. A Class 03, 24 and 20 are stabled on the diesel depot behind.



Visitors admire the exhibits at the RAF Eaton Military Museum, including Sherman and Churchill tanks, and Vulcan bomber XH558.



Freight trains new and old, on the main line hauled by a Class 92, and on the Snowdrop Line behind a Clayton Type 1 (Class 17).

Enhancing a narrow gauge Quarry Hunslet

CALLUM WILLCOX *describes how he added a realistic work-worn finish to the recently released Quarry Hunslet 0-4-0ST in O-16.5 from Bachmann.*



Photography by the author

It was first reported in our June 2024 issue that Bachmann Europe was to enter the British 7mm narrow gauge market, with models of the Quarry Hunslet 0-4-0ST – a locomotive synonymous with the Welsh slate industry. Titled NG7 by Bachmann, this new range of narrow gauge models, produced at 1:43.5/7mm scale, run on 16.5mm narrow gauge track (as manufactured by Peco), with the model and accompanying rolling stock reviewed in our July 2024 issue.

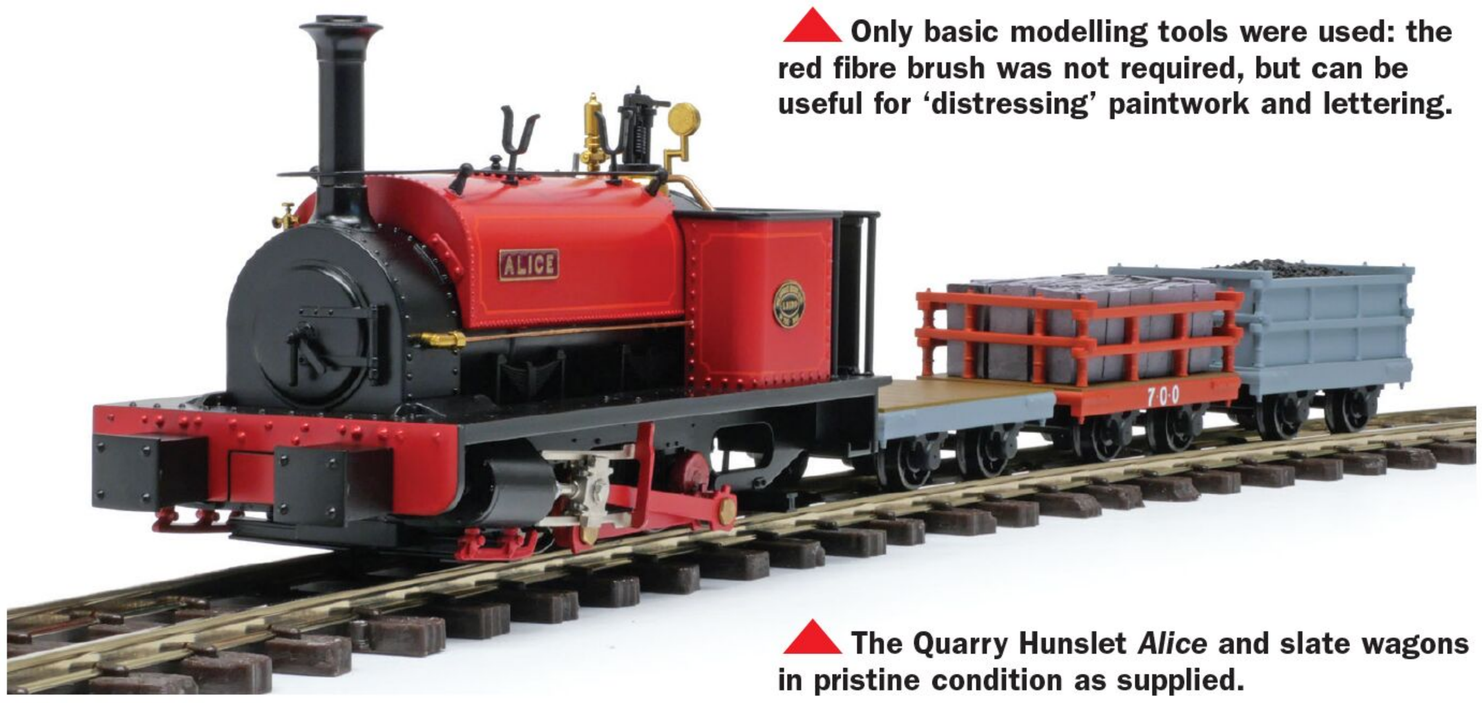
Both open and enclosed cab examples of the locomotives form the initial release, based on those that ran from the 1880s at the Penrhyn, Dinorwic and Pen-yr-Orsedd quarries in northern Eryri/Snowdonia, all of which have fortunately been preserved. However, the pristine finish of these well-appointed models is a far cry from the work-worn appearance these rugged little workhorses typically exhibited in traffic.

To demonstrate what's involved, for the project described here I have chosen to backdate a model of preserved Quarry Hunslet 0-4-0ST No.780 *Alice* (ref.71-025), to replicate how the locomotive would have looked whilst in traffic at Dinorwic Quarry – circa 1950. Carefully studying photographs of the real machine, enhancements undertaken on the model illustrated here included simulating the day-to-day wear and build-up of slate dust these locomotives received whilst operating in these often unforgiving work environments; the addition of real coal and suitable crew figures to the footplate; plus replicating some of the bespoke details these locomotives received whilst in service. The work required only the minimum of modelling tools and materials, and was completed over the course of just a couple of evenings.

Weathering, a crew, and other details bring the Bachmann Quarry Hunslet to life.



Only basic modelling tools were used: the red fibre brush was not required, but can be useful for 'distressing' paintwork and lettering.



The Quarry Hunslet *Alice* and slate wagons in pristine condition as supplied.

One of the small Hunslet 0-4-0STs that were synonymous with Dinorwic Quarry in North Wales for many years: *George B*, pictured still hard at work in June 1961. *Photo: Ron Fisher*



Enhancing the model

1



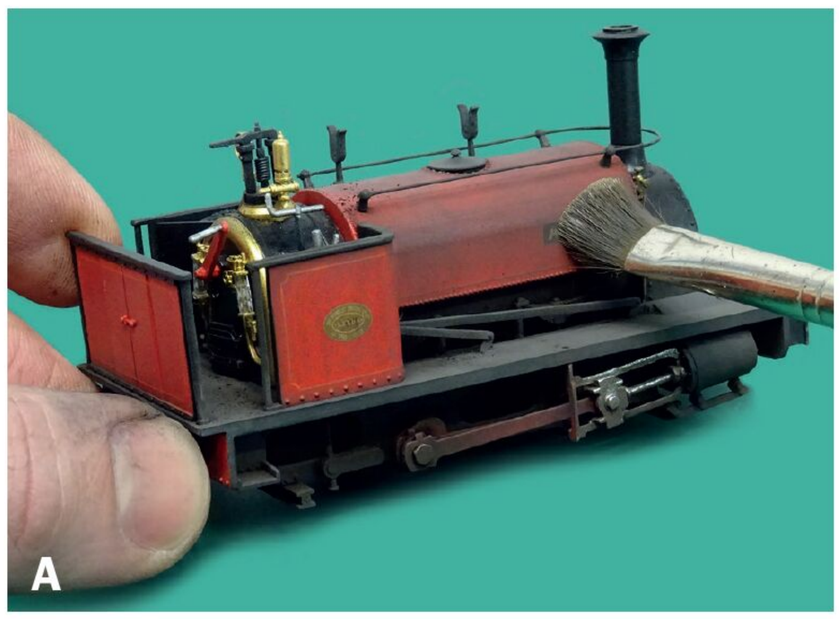
Prior to weathering, the model was given a quick pass of Humbrol Acrylic No.49 Matt Varnish spray; this helps tone down the overall factory finish, whilst providing a 'key' for the application of weathering powders.

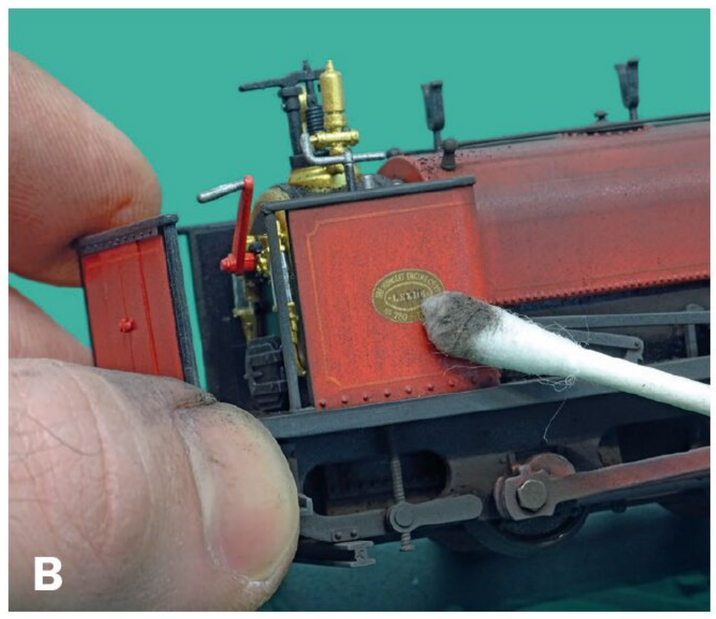
2 Starting below the running plate, the frames, wheels and motion were treated with a combination of Humbrol Smoke and Black weathering powders – replicating the build-up of slate dust and general grime that would naturally appear in this area. This effect was built up gradually in layers – sealing between applications – until the desired coverage was achieved (A). This was further enhanced with rust highlights, which were applied to details such as the inner frames and firebox. This was achieved using a palette of Light, Medium and Dark Rust powders, blended together carefully on the surface to create a natural rusty look (B).





3 Using images of the prototype as references, light dustings of Smoke and Black were applied to the tank and cab panels in a downward motion using a large soft brush (A), before the majority was wiped off using the cotton bud (B). This process not only leaves powders where dirt deposits would form naturally – such as around raised metalwork and rivet detail – but also helps to produce natural streaking, whilst giving parts of the paintwork an almost polished look, as if cleaned at some point with an oily rag.



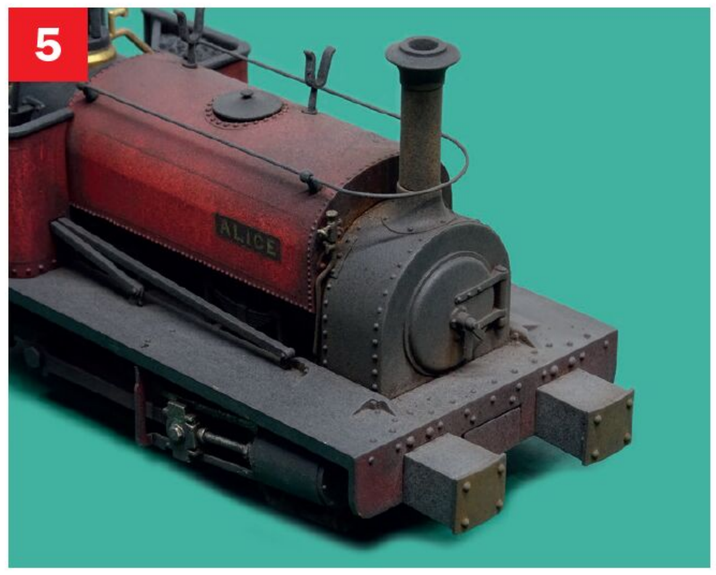


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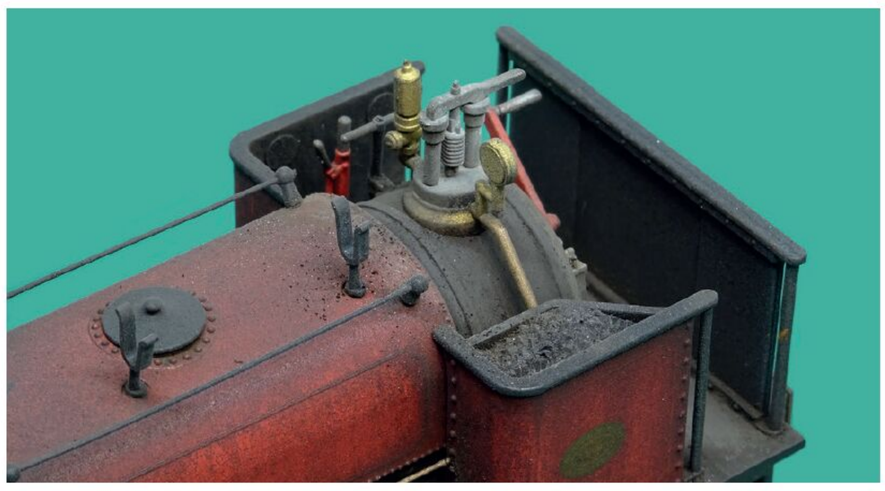
After an initial coat of Black and Smoke weathering powders, various tones and shades of Rust were dabbed onto the smokebox with a stiff brush – simulating general wear and heat blistering that would often occur in this area; this being particularly prominent around the chimney and lower portion of the smokebox door. Ash deposits, which often build up during cleaning of the smokebox, were achieved with generous applications of Smoke powder applied directly to the running plate; this was built up in layers until the desired effect was achieved.

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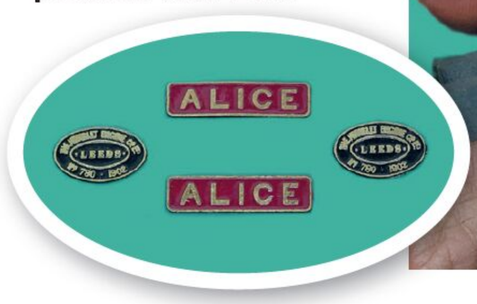


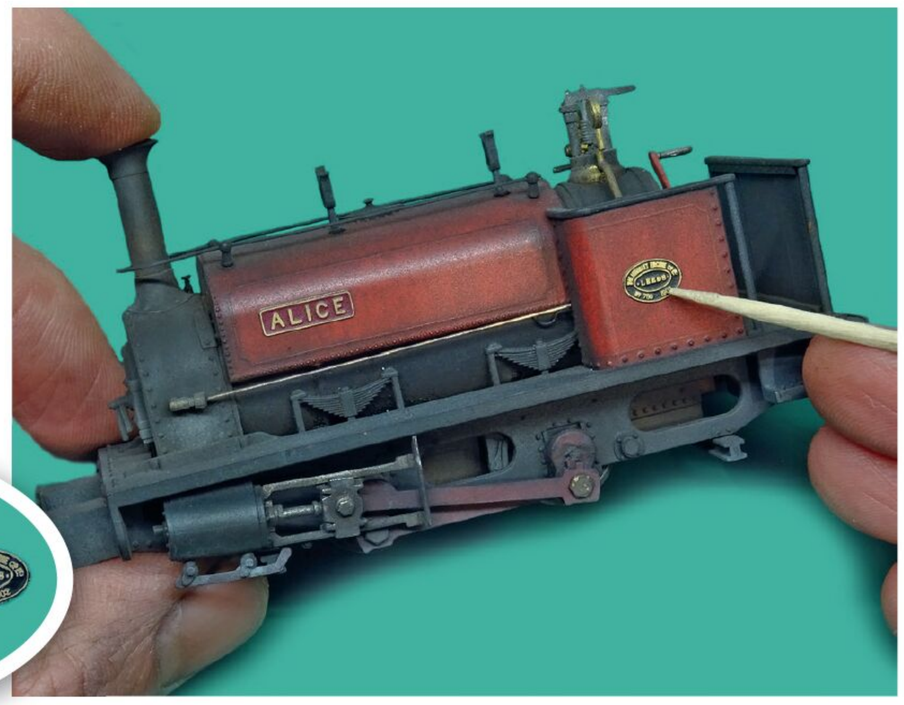
A blend of Smoke and Grey powders were used to give the wooden dumb buffers some natural colour. This was followed by the plated metal faces, which received a similar rust treatment to the lower portion of the firebox.

6 The safety valves received a light dusting of pale/medium grey weathering powder to simulate the build-up of limescale. This effect was also implemented on other areas of the pipework, including the cylinder drain pipes and blower supply.

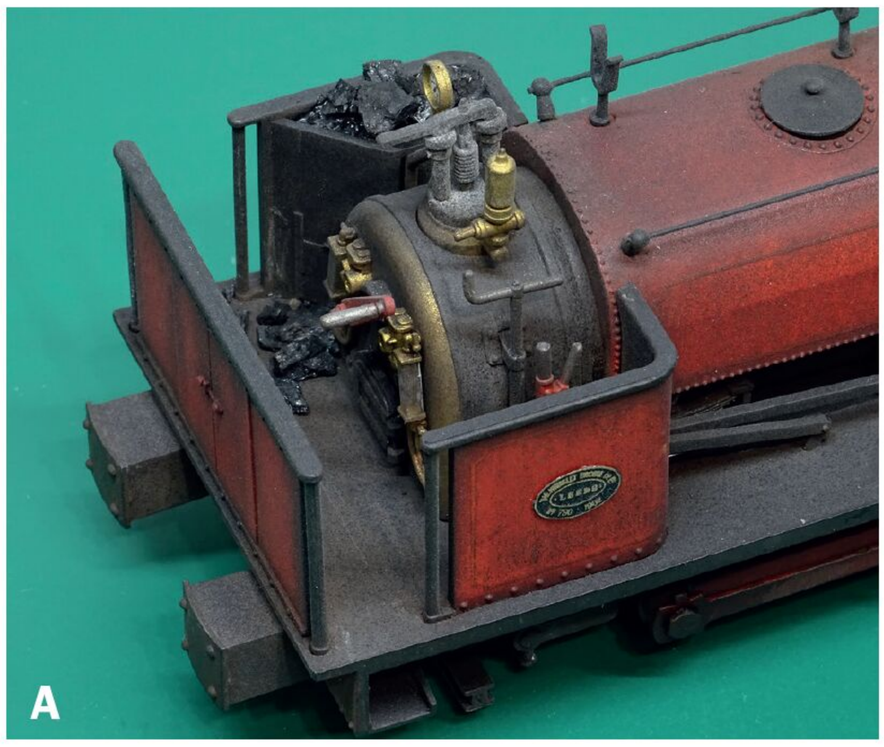


7 With the weathering complete, the supplied etched name and builder's plates were added. The overall shine of these fittings was toned back with a quick pass of matt varnish, before being glued lightly into position with PVA.



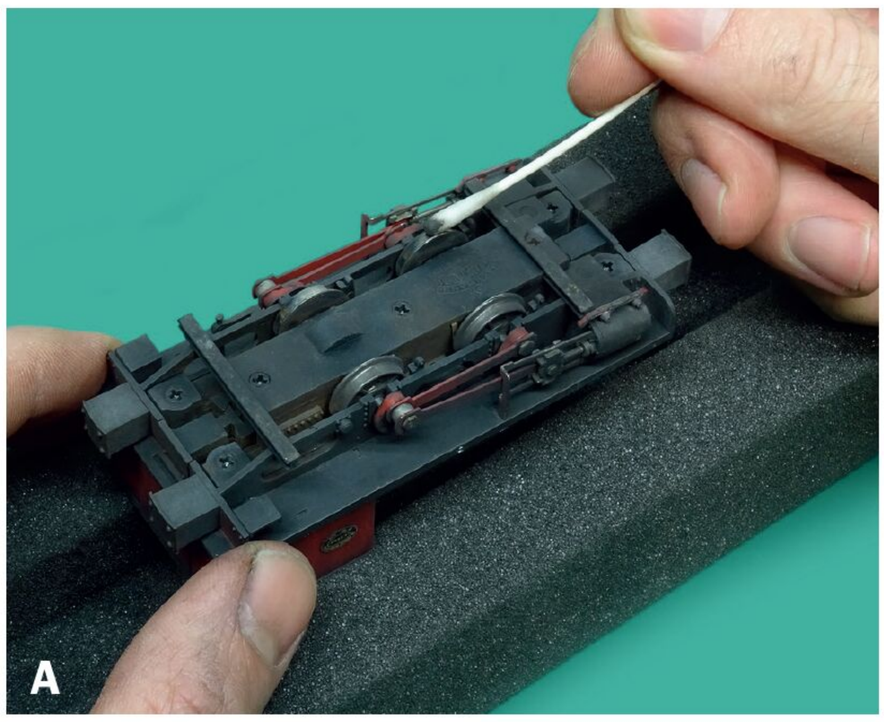


8 The moulded plastic coal load was covered with various grades of real crushed coal, with a few lumps also placed on the footplate and running plate to simulate spillages from the coal space (A). To stop loose coal falling off the footplate, crews often positioned a piece of slate across the cab opening on the bunker side. This interesting practice has been recreated using an off-cut of plasticard, suitably shaped, sanded, painted, and weathered to suit (B).


A


B

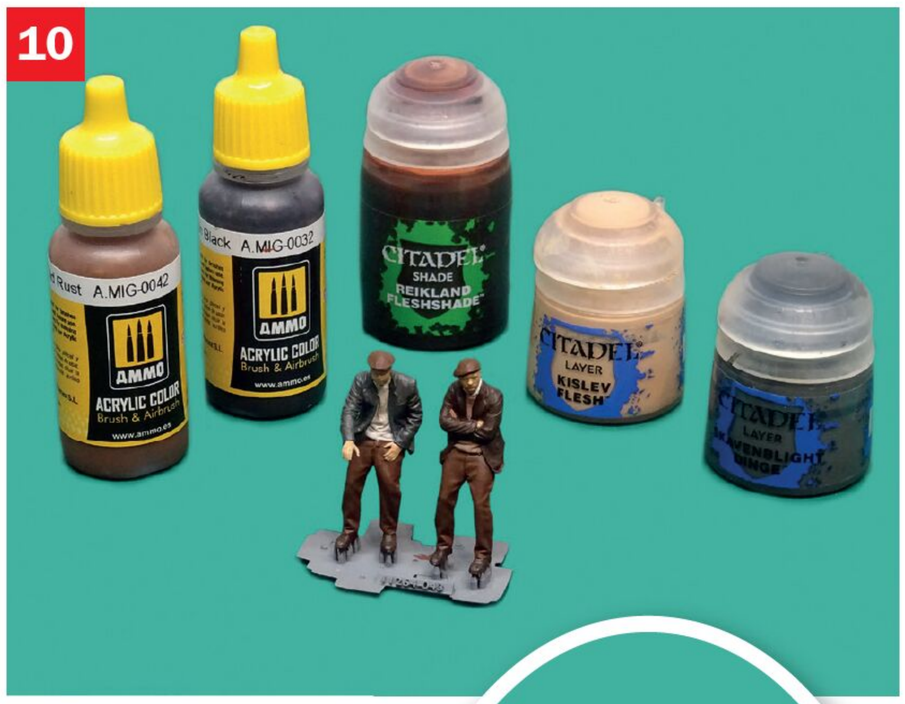
9 Prior to re-entering traffic, the model was first given a quick clean and service. Overspray from the weathering process was removed from the wheel treads and electrical contacts using a cotton bud moistened with isopropyl alcohol (A), with the moving components – such as the motion – lubricated with a small amount of oil (B).


A



B

10





Suitable crew figures were sourced from Modelu, with the firm offering several specific Quarry Hunslet crew packs in the scale. The unpainted figures were primed with grey aerosol, before being painted by hand with suitable colours from the Citadel and Ammo by Mig acrylic ranges. Once cured, a light wash of Reikland Fleshshade™ was added to bring out the detail.

11 The finished model with the crew positioned on the footplate. Note the presence of the planks resting over the tops of the front buffers. This seemed to be a common feature amongst Dinorwic Hunslets, sometimes appearing to be made from wood, and other times metal. If anyone knows what these planks/bars were used for, drop us a letter!





Building a Peco Mini Diorama

RAILWAY MODELLER Editor **CRAIG TILEY** *set his 12-year-old daughter the challenge of building one of these new kits, intended for children as an introduction to modelmaking, which she was able to complete with only a small amount of help.*

Recently released by Peco are kits derived from the established Kato Circus concept of mini dioramas. Inspiration for the designs of the two new kits (ref.MD1 Rainbow Garden and ref.MD2 Much Natter Station) was taken from the Beer Heights Light Railway – the 7¼" gauge miniature line here at Pecorama in Devon.

The idea is that a single kit (which includes a curved section of Kato 9mm gauge track) can be built as a stand-alone model, or multiple kits can be joined together to create a longer system. Intended for use with OO9 models, eight of the kits can be connected together to form a complete circle.

In addition to the diorama, each pack contains a set of stickers, and an illustrated story book, featuring the characters Bruno & Nell and their adventures at Pecorama.

The kits are available from Peco stockists – see the manufacturer's website for more information: **www.peco-uk.com**



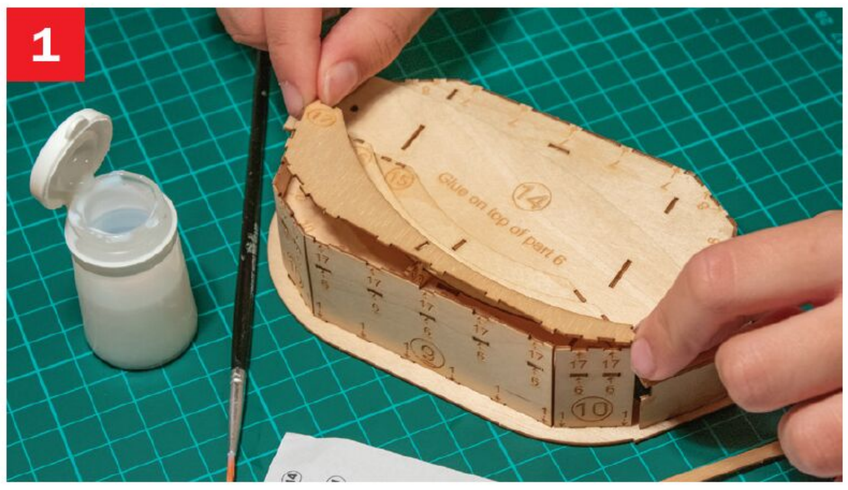
Comprising laser-cut wood parts for the base, each kit also includes printed artwork overlays, scenic materials, and a small pot of PVA glue. Only scissors and a fine brush (for applying the glue) are required.

Building the Rainbow Garden kit

In Amelie's words



1



First of all, I pushed the wooden parts out of the sheets and then I used PVA glue to join everything together. A fine paintbrush was best for putting the glue on the edges of the pieces. I found some of the smaller parts a bit tricky to connect, but my dad was able to help me.

2



Adding the track to the base was a bit difficult as I needed to use screws to hold it in place. Because of how small the screws were, my dad helped me with this part. Once the track was added, I glued the paper overlays to the sides of the base (I cut them out using scissors).

3



This stage was my favourite part. As shown in the picture, I bent the flowerbed strips around the base to estimate the length necessary for the flowers. I also used scissors to cut the excess pieces off.



Amelie shows off the finished model.
Photography by the author

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.

All change at *Fintonagh*



Former Clogher Valley railcar No.1, now County Donegal Railway No.10, on the turntable. ***All photographs: David Holman***

It was a nice surprise to see my 7mm scale Irish narrow gauge layout *Fintonagh* in the RAILWAY MODELLER calendar. I feel very honoured to be in such good company, and well done to that photographer, of course. *[Ed. The layout originally appeared in the June 2020 issue.]*

Things will be changing on *Fintonagh* in the next few months. Nothing drastic with the layout, but stock is slowly being changed to the County Donegal and Londonderry & Lough Swilly railways.

Clogher Valley Railway railcar No.1, seen in the calendar, became Donegal No.10, while the Atkinson Walker tractor was rebuilt to *Phoenix*, of course. Both received small changes, plus a repaint, while the unit, though it never ran on the Donegal, now looks rather dapper in that line's colours.

I've also built one of the Swilly (Barclay) 4-6-0Ts. Worsley Works does a set of etches for the body, while Roger Cromblehome kindly sent me a Computer Aided Design drawing for the chassis. The latter caused all sorts of problems as I initially followed conventional wisdom by trying to build a set of inside frames, but eventually realised Roger's approach of just going with outside ones would work best. The wheels, axles and outside cranks were another challenge! I eventually settled on Gibson's, with Slater's cranks. Hopefully, when I have a go at one of the Pacific tanks, things will be easier, though there will be no 4-8-0 or 4-8-4T as they are just too big.

The overall idea is to adapt the layout to represent a Donegal or Swilly branch from Letterkenny to Rathmelton. Some of the central backscene will be changed, but otherwise much will stay the same.

DAVID HOLMAN



County Donegal diesel shunting tractor *Phoenix*, rebuilt from a Clogher Valley steam tram locomotive.



One of the Barclay 4-6-0Ts built for the Letterkenny & Burtonport Extension Railway.

Digital vs analogue

I was disappointed to see, in the December Plan of the Month article, the implication that Digital Command Control is far superior to analogue. The article stated that you can arrange DCC to automatically pull up trains in the storage sidings, but that with analogue you'd have to do it manually. Systems have been around for years, such as Heathcote Electronics Infra Red Detection Of Trains, that allow automatic pulling up of trains on layouts using analogue control.

I am not against digital control, but there are pros and cons to both digital and analogue control systems, and as a general model railway magazine you should not be biased towards any one system, but report fairly on all options.

MARTIN ELSON

[Ed. I can assure readers that RAILWAY MODELLER is supportive of all methods of layout control, and we frequently publish articles covering topics relating to both digital and analogue, as well as others such as radio control.]

Thanks for the cottage kit

I was delighted with the complimentary card kit provided with the December edition of RM. It was fun to make and sits nicely beside the Railway Worker's Cottage (also by Metcalfe) on my layout. As I guessed that a house of this size may not have an indoor bathroom, I have thoughtfully added outdoor facilities, and as my layout is based in the West Highlands of Scotland, I have called it Tigh Beag (Gaelic for Small House). Thanks for a great kit, and I look forward to more in future.

ANDREW SHARPLES



Bringing old models back to life



The 1950s Gaiety model of an N2 – incorrectly numbered 46917, a London & North Western Railway 0-6-2T! ***Photograph: Mark Wyer***

I thoroughly enjoyed the Comment piece from Rosie Taylor in the October edition of RM. It was really encouraging to hear about her developing new skills, such as low temperature soldering, to complete the challenge of building, and improving, those two old Gresley coach kits. The result really captures the essence of the prototypes at the end of LNER days. What better material could there be for a wooden-bodied carriage than wood?

I built some plastic Kirk coaches in the 1980s and have revisited them a few times since, replacing the original turned brass (Cavendish?) buffers with prototypical cast versions from Comet etc. I guess these, like me, are 'vintage' by now.

Talking 'vintage', last year I picked up an N2 locomotive in an antiques emporium. The label gave a price of £12 and stated "not working". Up for a challenge, I couldn't leave the little loco on the shelf. If I couldn't get it running, then £12 would easily cover the Romford wheelsets that it sports.

I spent a happy couple of hours, first working out how to remove the robust scratch-built mechanism (by removing the buffers), then cleaning and lubricating it.

The big old motor ran fine and, after some work with a soldering iron, the pick-ups were reunited with the rear of the driving wheel tyres. The loco now runs fine – even on code 75 Streamline track – if a bit noisily.

Some searching online showed that the loco body is an early 1950s Gaiety product, die-cast by J V Murcott, complete with an incorrect ex-LMS number. I've also obtained a few old wooden-bodied Wonderful Wagons that look the part behind it. However, matched with Rosie's CCW Gresley coaches, the Hornby R2981 London Olympics 1948 Train Pack could be recreated in genuine 1950s form! When I finally get a layout established, I won't be adverse to some 'heritage' running sessions.

Best wishes for your 75th anniversary and keep up the good work!

MARK WYER

As one who is trying to sympathetically restore an O gauge Leeds Model suburban coach, (with tin roof, wood body and paper printed detail lithos) this article was like a breath of fresh air. I'd love to see more photos of what must have been a fascinating journey through a bygone era of modelling (which I can somewhat recall, being a child of the 1950s and 1960s!). Thank you for a lovely article.

STEVE GOSTELOW

Call for standard pantograph heights

In recent years, modellers wishing to model the 25kv ac electrified railway in OO have benefited greatly from the availability of high quality electric locomotives and multiple units. In addition, there has been a growing availability of Overhead Line Equipment (masts, booms, catenary, registration arms) from Dapol, Peco, Scale Model Scenery and West Hill Wagon Works.

However, I have found that the height of the pantograph heads from the top of the rail vary considerably from one manufacturer to another, between locomotive classes even when from the same manufacturer, and even from one example of the same class of locomotive to another from the same manufacturer. This makes arriving at an optimal height for the contact wire problematic.

Here are some of the measurements I have found from the top of Peco code 75 rail to the contact wire: Accurascale 92 043 – 74mm; Bachmann 90 019 – 74mm; Bachmann 90 042 – 68mm; Heljan 86 605 – 69mm; Heljan 86 416 – 78mm; Hornby 87 019 – 70mm; Bachmann Class 350 EMU – 75mm. Older locomotives, such as the Lima Class 92, I have measured at 70mm. Even when the pan height can be adjusted through CV changes for the servo operation, I have found that it is not always possible to achieve a close match between different locomotives.

Another factor is that different locomotives come with varying upward pressures on the contact wire – the strongest of these can be quite problematic. Locomotives with very light upward pressure, such as some of the Hornby Class 92s, pose fewer problems, but still have a tendency to snag on the contact wire if there is any unevenness where the droppers meet the contact.

I suggest that the optimal height would see the pan head running ever so slightly under the OHLE, not detectable from a viewing position but with a very slight gap to avoid possible snagging which could do some damage to both pan and catenary.

Railway modelling already benefits from common standards. Is it not about time that there was a common standard for the height of the top of the pantograph above the top of the rail? And a common agreement on upward pressures would also be welcome.

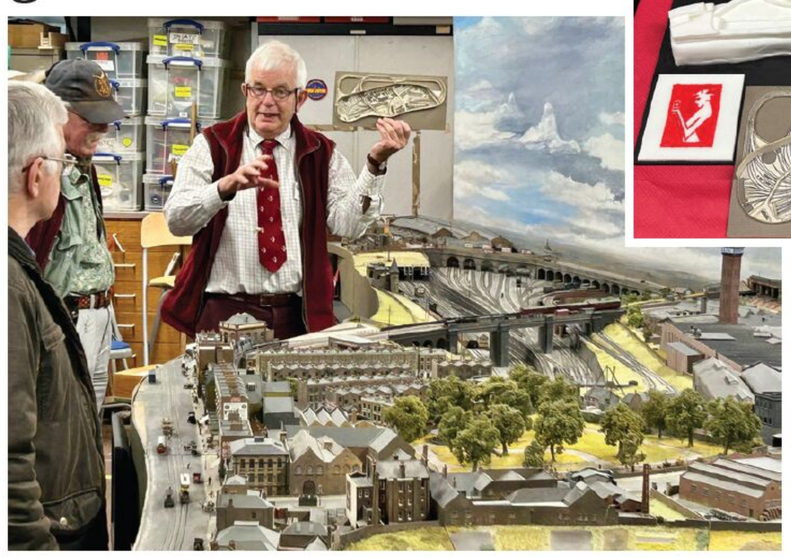
DR BRIAN MARSHALL

40 years of Copenhagen Fields

We had a wonderful weekend celebrating *Copenhagen Fields* at 40 (see RM November 2024). Over 220 visitors had a really close look at *CF* and the other attractions at Keen House.

A suitably shaped birthday cake was made and consumed at the Saturday night party: a model of the model of the model; with bubbles to accompany it. Here's to the 50th celebrations!

TIMOTHY WATSON





'Railway modelling' with a difference: a cake in the shape of *Copenhagen Fields*! *Photograph: Timothy Watson*

It was interesting to see the latest update of the Model Railway Club's 2mm layout of part of North London. Of special interest to me was the Potato Warehouses.

According to family legend, my great (possibly even great great) grandfather – Herbert Nottingham Vinsen if I recall correctly – was the head of the potato department of the Great Northern Railway. A framed official photo of the GNR King's Cross Goods clerical staff 1922 hangs on our kitchen wall. My father did point out the family member many years ago, but which one he is in the photo I can, sadly, no longer recall.

I know when they were redeveloping the King's Cross area a while back, some of the debris went by train to the landfill site at Calvert, Buckinghamshire. It was probably a completely different part of the site, but it would be ironic if I signalled the trains which were transporting the remains of his workplace for disposal!

DAVID VINSEN

9F No.92203 – before preservation



9F No.92203 suitably decorated for the last iron ore train to Summers steelworks on 6 November 1967.

I thought readers might be interested in my two photos of 9F No.92203, as reviewed in the October RAILWAY MODELLER (see Reviews).

The first shows No.92203 approaching Bidston station with the last steam-hauled iron ore train from Bidston Dock to John Summers steelworks on 6 November 1967. On this occasion, Sir John Summers was at the regulator to celebrate the end of steam working from Birkenhead shed.

The second picture shows the train passing through Bidston station island platform, showing the name Summers on the wagon side.



The 9F heads away into history with the Summers-branded bogie iron ore hoppers. *Photos: Dave Southern*

DAVE SOUTHERN

Severn Valley O Gauge Get Together success

Everyone seemed to have had a good time at the Severn Valley Railway O Gauge Get Together exhibition on 19 & 20 October; they have all said that they want to return again for next year. Ticket numbers were in the region of 1,400, with Saturday following tradition and being much busier than the Sunday.

We managed to pass on over £1,800 to the SVR Resilience Fund from the proceeds of our raffle, which was generously supported by Dapol and Ellis Clark Trains, who provided the star prizes, and donations from several other traders and locomotive groups.



The exclusive O gauge Burwarton Coal & Trading Co. wagon available from the Severn Valley Railway.

We have a few remaining examples of our exclusive Burwarton wagons still for sale for SVR funds, at £56.95 collected from Kidderminster or £60.00 with postage and packing included. Contact: **Harry.Bradley@SVRLive.com**

NICK WILLCOX

Snippets...

Crossing cameo

The picture of the level crossing at West Dean on page 863 of the November issue reminded me of an incident that occurred on my wedding day in 1962. The church is located up the hill behind the signal box. The bride's home was to the left on the other side of the crossing. As the bridal car approached the crossing, they found the gates closed against them for a shunting operation. The engine driver, on spotting the car, leaned out and shouted: "Sorry love, don't worry, we won't be long." The bride arrived at the church later than expected but much to my relief.

MIKE FORD

Bridge bash!

What a pleasure to see a model of my old stamping ground (*Macclesfield Hibel Road*, November 2024). I've already seen the model in person, and a fine one it is, but the writer already knows my one comment on verisimilitude. A double deck bus on Hibel Road? Never in this world – it'd be an open topper once it went under Gas Road bridge! All 10' of it. The North Western Road Car Co only ran single deckers up Hibel Road at that time.

ROBERT BRACEGIRDLE PHF

Special thanks

What a joy to see the RM Special back after a five-year gap. I've ordered mine and hope to be able to read it over the Christmas break, when we shall be enjoying some sun, we hope, in the Canaries! Thanks to all at RM and Peco for another fabulous year, and I am looking forward to more in 2025; keep up the good work.

DAVID BECK

Consett info

Just a quick note to say the 1964 *Trains Annual* has an excellent article and photos on the Consett ore trains (modelled in the December issue). It is still available on eBay and in second-hand book shops.

PETER OSBORNE

Cornish cuisine

I enjoyed reading about *North Cornwall Brewery* (RM December 2024). But, just a little quibble. Bearing in mind it is set in the 1950s/early 1960s and deep into Cornwall, there is no way the three delivery drivers would have purchased a sausage butty. Those of us born and bred in or very near Cornwall would never have heard of such food. No, we would have bought either fish and chips (the fish probably pollack), or, more likely, pasties.

COLIN JAMES

NER H (LNER Y7) 0-4-0T

New from Rapido Trains UK in 00





It was first reported in our January 2023 issue that Rapido Trains UK was to produce ready-to-run models of the North Eastern Railway H Class/London & North Eastern Railway Y7 0-4-0T in 00. Tooling for this all-new model has been developed to cater for numerous detail permutations within the class of 24 locomotives, constructed over four batches between 1888 and 1923.

Supplied Digital Command Control ready or DCC sound-fitted, nine versions form the initial release, covering NER Saxony green (including preserved example No.1310); NER lined black; Darlington Works guise; LNER black and wartime black; National Coal Board livery; and No.68089 in British Railways black – the latter being one of two that survived into BR service and the only example fitted with vacuum brakes in service.

In addition to the standard models, an exclusive model has been produced as a joint venture between Locomotion Models and Rails of Sheffield, presented as No.898 in experimental NER blue – released under the Railway Icons brand.

Our sample in detail

Our sample represents one of the two surviving class members – No.1310 (ref.932002) in NER simplified Saxony green. One of the second batch of 10 locomotives constructed at Gateshead Works for the NER in 1891, it was withdrawn by the LNER at Tyne Dock in 1931 and sold to Robert Frazer & Sons, Hebburn-on-Tyne. It was then auctioned to Pelaw Main Collieries Limited, County Durham, in 1933, becoming one of two Y7s to work the colliery system (the other being No.900).

Following nationalisation of the coal mining industry, it became NCB (Durham Area) No.64 and, in 1959, was dispatched – alongside a fellow Y7, No.1308 – to the Bowes Railway, working at Ravensworth Ann Colliery, where it received a cut-down chimney. Its last NCB days were spent at Watergate Colliery on the Tanfield branch where, following the closure of the colliery in 1964, it was promptly acquired by the Steam Power Trust '65 group – arriving at the Middleton Railway in June 1965.

In 2019, it was discovered that the boiler of No.1310 was placed on the frames of No.900 during overhaul at Ouston E workshops in 1950. Under the normal convention of identifying a locomotive by its frames, it would have been numbered 900, but on this occasion this did not happen. The locomotive was subsequently fitted with a new boiler in August 1951, and little of the original No.1310 remained thereafter (the frames being scrapped circa 1956). It could therefore be argued that the locomotive preserved is in fact No.900!

To all intents and purposes, the model depicts No.1310 in its current preserved form (c.2011 to present). Features specific to this model include parallel buffer shanks with round buffer heads, plain smokebox with wheel type handle, Ramsbottom safety valve casing, bell-shaped whistle, and vacuum brakes – the latter being fitted following preservation.

Construction comprises die-cast metal for the chassis block and lower portion of the boiler, with injection-moulded plastic accounting for much of the upper works – including the side tanks, running plate, cab, and upper portion of the boiler. Overall weight is 94g, despite its diminutive size.

One minor detraction is a seam between the two parts of the boiler, just behind the smokebox. On closer inspection there also appears to be a noticeable tooling witness mark extending onto the smokebox itself; however, we cannot fathom what tooling variation (if any) this would be for.



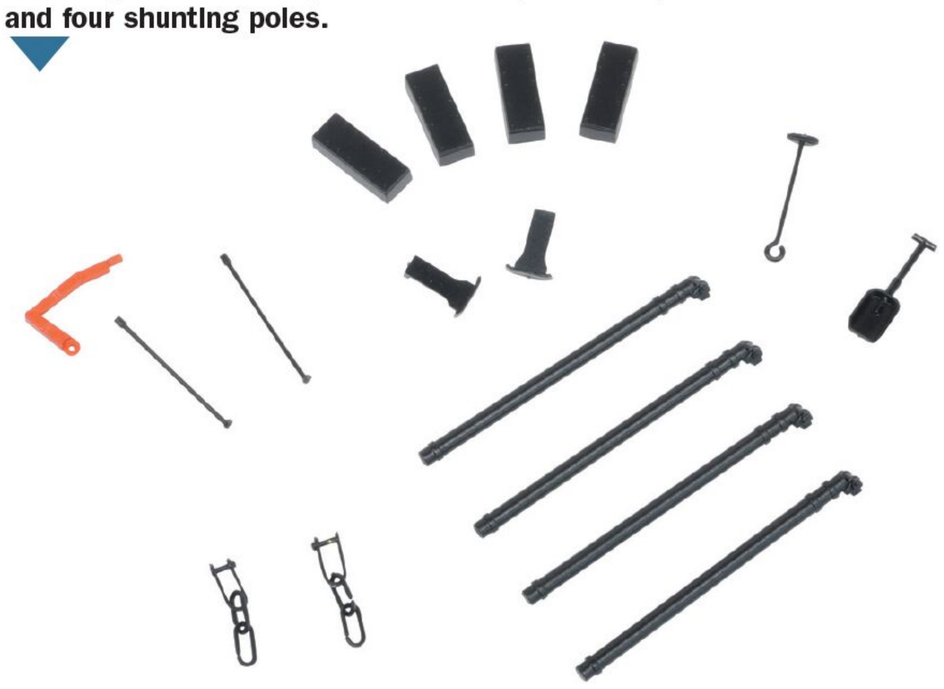
The body tooling bristles with fine separately fitted details, including lamp irons, whistle and clack valves. Handrails are predominantly plastic, whilst buffer heads are turned metal and sprung. Most impressive is the representation of the inside motion, which is clearly visible through the cut-outs in the frames and below the boiler (between the tanks and smokebox); although non-functional, the effect adds a truly convincing sense of depth to the lower workings of the locomotive. There are also commendably fine depictions of the sanding equipment and braking apparatus – all of which have been separately fitted.

Despite its compact nature, the footplate has certainly not been overlooked. The firebox backhead displays a comprehensive array of copper pipework, brass handles and burnished controls, all of which can be appreciated fully as a result of the generous opening at the rear, with the majority of these details being separate fittings. The glazed 'porthole' style windows feature depictions of the brass frames, complete with bolt detail and latches. Unfortunately, no firebox glow is present – despite this feature being mentioned in the covering literature.

As supplied, the model has short dovetail-fitted slimline tension-lock couplings. These can be swapped out for the optional scale three-link coupling chains provided as part of the extensive accessory bag; these are attached to the coupling hook on the model by means of tiny securing pins. Whilst faithful to the prototype, we found the fitting of these details to be nigh-on-impossible, as the opening on the hook was too small for the pin. Other optional fittings include dumb buffers, tank handrails, front steps,



The model is supplied with optional fittings, including dumb buffers, tank handrails, front steps and four shunting poles.



brake linkage, fireman's tools (shovel and fire iron) and four shunting poles; the latter known to have been fitted to Nos.986 and 1303 for moving wagons on adjacent tracks at Tyne Dock.

The simplified Saxony green colour scheme features a pleasing satin finish throughout, with the smokebox area exhibiting a noticeable flatter appearance to the rest of the black paintwork. Neatly rendered black and white lining extends to the bufferbeams and driving wheels, all of which has been executed with finesse – with no visible blemishes or fuzziness. Crisply applied is the gold leaf NER lettering and numbers, complete with red, white & black shadowing.

Mechanism and performance

The model is equipped with a flywheel-fitted coreless motor, housed within the forward half of the boiler barrel/smokebox, providing drive to the rear coupled axle. Current is collected via plunger pick-ups from all wheels – all of which feature brass bearings.

Provision is included for digital operation, in the form of a Next18 DCC interface, concealed within the water tank on the fireman's side. The printed circuit board is on a short length of wire, which allows the assembly to be lifted out of its housing in the chassis casting – facilitating the removal of the blanking plate and fitting of a suitable decoder. This is complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker, in the opposite tank.

The mechanism and decoder interface are accessed by removing four screws (two each side), at the corners of the side tanks. An additional body clip, just above the cylinders on the underside of the chassis, can be disengaged with a flat-headed screwdriver.

On test, the model proved to be a smooth and quiet runner through the speed ranges. In haulage tests, it managed seven Pullman cars around the Pecorama loft layout, with 1 in 48 gradients and 3' radius curves.

Little gems

With their long service careers, attractive colour schemes and 'cute', compact design, it's clear to see why Rapido chose these gems as the basis of a ready-to-run release. The model also sets the bar for subsequent 0-4-0 projects from the firm, such as the Andrew Barclay fireless and Bagnall Port of Par 'twins' – both of which are set to be even smaller!



PROTOTYPE VIEW NER H Class 0-4-0T



Preserved H Class No.1310 at Marley Hill shed during a visit to the Tanfield Railway on 8 September 2012. *Photo: Gordon Edgar*

Prototype information

Designed by Wilson Worsdell, the NER H Class 0-4-0T (later classified Y7 by the London & North Eastern Railway) was introduced in 1888 for dockside shunting work. The design combined a 3' 8" diameter boiler with a short 6' wheelbase, resulting in a compact locomotive with an impressive tractive effort of 11,041lb, which could easily navigate tight curves and poor-quality track commonly found on dockside systems. The class proved a success, with the initial six locomotives joined by a further 10 in 1891 and three in 1897, with another five examples constructed under LNER auspices following the Grouping in 1923 – some 35 years after the original engines were introduced!

Their role as dock shunters saw them chiefly allocated to sheds in the North East, such as Alexandra Docks and Dairycoates in Hull, and Tyne Dock in South Shields. However, some class members ventured much further afield, with reported allocations including St Margaret's shed and Leith docks in Scotland, and as far south as Stratford and Neasden, as well as being employed as yard shunters at Gateshead and Darlington Works.

In the late 1920s, the Great Depression led to a reduction in dock work, resulting in 16 locomotives from the first two batches being withdrawn between 1929 and 1932 – nine of which were sold to industrial users. Following the outbreak of war in 1939, several Y7s were commandeered to help with the war effort; examples went on loan to the Ministry of Works at Shrawardine near Shrewsbury, the Admiralty at Kyle of Lochalsh and the Royal Arsenal at Woolwich.

Two passed into British Railways ownership in 1948: No.68088 (formerly No.985) finished up on departmental duties at Stratford, before being sold to the National Coal Board in 1952; while No.68089 (No.986) worked the last passenger trains on the North Sunderland Railway until the line closed in 1951, ending its days on contract work on Morecambe promenade.

Two examples have been preserved; No.985 (BR No.68088) based at the Mid-Suffolk Light Railway and No.1310 at the Middleton Railway.

Sample supplied by

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Unit 3, Clinton Business Centre,
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Plasser 12-ton crane from EFE Rail

New from EFE Rail are the first ready-to-run models of the Plasser 12-ton General Purpose Crane in OO – plans for which were revealed in the summer quarterly product announcements by Bachmann Europe plc (see news, RM July 2024).

Introduced by Plasser in 1978, 25 of these self-propelled hydraulic cranes were built, and received the code YOB under the British Rail Total Operations Processing System. Used countrywide – primarily at track relaying work sites – the cranes would be transported to the sites within engineering trains, but being self-propelled, they were able to move around the site and even perform light shunting work during engineering possessions. Their compact nature allowed them to be used whilst an adjacent line remained open to traffic, thanks to the crane having no tail swing when in operation. Some remain in service today, whilst many have proven to be invaluable tools in the preservation scene.

Three versions form the initial release: ref.E87047, representing 12T



Though non-operational, the model will be an essential piece of plant for BR diesel era layouts.

YOB Diesel-Hydraulic Crane DRP81522 in BR Departmental yellow; ref.87048, finished as DRP81513, also in yellow; and ref.87049, depicting DRP81523 in Jarvis/Fastline maroon, equipped with jib support. Another (ref.E87050) was added as part of the Bachmann Winter 2024 product announcements (see news), to be presented as DRP81519 in Balfour Beatty white & blue.



We received a sample of ref.E87047 for review, presented as DRP81522 in BR Departmental yellow with red lettering and BR double arrows – portraying the vehicle as it looked between 1979 and 1990. The real machine is currently preserved at the Swindon & Cricklade Railway – having recently been returned to a similar colour scheme.

From the get-go it's worth stating that these models are non-functional and un-motorised, with the crane itself modelled in the stowed position. What is immediately clear, however, is the quality of finish and fidelity to the prototypes; from the various deck top equipment, to the renditions of the lifting cables (formed from fine metal wire) which have been shaped cleverly to emphasise the weight of the cables when not under tension; though part of the cabling appears to be absent from the smaller drum on the right side of the telescopic jib.

The majority of the components are moulded plastic, although some items – such as the curved grabrail towards the front end of the vehicle, and the commendably fine windscreen wipers – are etched metal fittings. Grabrails are formed from a mixture of metal wire and durable fine plastic, with the latter also used for the various hydraulic conduits depicted throughout. Though not functional, marker lights and the jib

Ffestiniog Railway 'Tin Car' coach from Bachmann



The Bachmann narrow gauge range of ready-to-run rolling stock has been increased with the arrival of models of the Ffestiniog Railway 'Tin Car' bogie coaches in 009 – with production models revealed during the Ffestiniog & Welsh Highland Railways Bygones event in October (see news, RM December 2024).

Built to provide additional corridor coach passenger train capacity while allowing the older historic items of rolling stock to be used more sparingly, the 'Tin Cars' used second-hand bogie underframes from the Isle of Man Railway. Built between 1909-26, 10 of these underframes were purchased by the FR, with the company removing the truss rods to allow for bogies with smaller wheels to be fitted, and building its own steel coach bodies – creating a total of six modern passenger vehicles.

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 rebuilt for departmental use, while two each have gone to the Golden Valley Light Railway in Derbyshire and the Moseley Railway Trust in Staffordshire.

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 – with the crimson & cream version featuring additional seats in place of the toilet cubicle.

For review we received a sample of (ref.394-101) Saloon Third/Toilet No.119 in Cherry Red; the real vehicle entered service in 1980 and is one of the examples now preserved at the Golden Valley Light Railway. The tooling – to all intents and purposes – depicts No.119 after it left the Ffestiniog in 2014, resulting in a number of compromises having to be made in order to produce the coach in FR condition. The most notable of these is the air braking apparatus, which was fitted at the GVLR in 2016 – the vehicle up until this point having been vacuum fitted for operation on the FR! The bodysides also lack the distinctive vertical ribs below the window line – a prominent feature of this particular vehicle during this period.

Construction of the model consists of an injection-moulded bodyshell atop a die-cast metal chassis, tipping the scale at 47g. Details – such as the reservation board clips, door handrails and latches – are formed as part of the body moulding, with the corridor connections, inter-vehicle cables and roof-mounted toilet ventilator produced as separate fittings.

The large panoramic windows afford a clear view of the well-furnished interior, which features decorated renditions of the seating, the table arrangements and the lavatory cubicle. Worthy of note are the finely printed 'NO SMOKING' labels, presented in the shape of a Double Fairlie locomotive. Access to facilitate the installation of suitable passenger figures is achieved by unclipping the bodyshell from the chassis; though we found this to be an extremely tight fit.

spotlamp are individually glazed. A large orange oil drum is positioned next to the lifting gear, whilst two jerry cans are stowed away neatly at the rear; the latter clearly labelled 'WATER'. A pair of decorative screw couplings and bufferbeam pipework are supplied as separate accessories, which have been fitted here for photography.

The Gloucester pattern bogies are equipped with free-rolling metal disc wheelsets with white rims and pin-point axle ends; the wheels are perhaps slightly on the shiny side and would certainly benefit from the centres being painted black. NEM pockets housing slimline tension-lock couplings are mounted in sprung brackets attached to the underside of the floor, each with a good degree of sideways articulation.

The crane tips the scales at 137g – there being a substantial metal weight fixed inside the chassis/underframe equipment, resulting in an extremely stable ride.

The operator's cab is furnished with a depiction of the control desk, with many of the instruments picked out in appropriate colours. Whilst the overall shape and look of the cab is well replicated, a notable discrepancy in this area is the absence of the right side cab window which overlooks the jib. The same is also true of the distinctive 'V' cut at the tip of the jib itself.

The crane is adorned with numerous small printed details, with crisp renditions of the lettering, BR double arrows, various data panels and plethora of warning markings.

The application of these details is very good for the most part, although it was noted that the 'CRANE SWINGS – KEEP WELL CLEAR' markings on the rear of the counterweight were slightly translucent, allowing the black and yellow wasp stripe detail underneath to show through.

On-track plant and engineering trains in general are always a popular modelling subject, with these General Purpose Cranes ticking both boxes. These cranes were often accompanied by a runner or tool van; a notable example being 22½-ton Tube wagon DB732251, which was modified as a runner for DRP81509. With a Tube wagon already in the Bachmann range, perhaps this livery could be the subject of a future release…?



▲ **The numerous markings are well reproduced for the most part.**

Sample supplied by

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

PRICE
£89.95

Below the solebar are renditions of the aforementioned GVLR air braking system, including the brake reservoir and associated pull rods – all of which are separately fitted. Air pipe stanchions are supplied in a small accessory bag for the modeller to fit if desired (as illustrated here), though one can't help but feel that providing a pair of optional vacuum pipes might improve the FR appearance of the model.

The vehicle rides on the correct FR pattern bogies (these having since been replaced by South African bogies during conversion to air braking), equipped with chemically blackened metal wheelsets with pin-point axle ends. Peg-and-loop couplers are fitted as standard, housed in bogie-mounted self-centring NEM pockets. Minimum radius is not quoted, but the coach easily negotiated 9" (first radius) curves.

The FR Cherry Red livery has been well applied, with clean breaks between the grey roofline and black ends. The FR monograms and third class markings are applied crisply – the latter finished in gold leaf with red, black & white drop shadow. Details such as the door handles are picked out neatly in brass – though these fittings appear to have been chrome during the period depicted, whilst the bottoms of the doors lack the painted black kick boards.

Despite their shortcomings, these coaches will no doubt prove popular with fans of the FR. Could this open the floodgates for further preservation era stock, such as the 'Barns' and 'Super Barns'? Time will tell…





Sample supplied by

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

PRICE
Ref.394-101 – £64.95

Ruston & Hornsby 48DS from Heljan





It was revealed in our September 2023 issue that the Danish manufacturer Heljan was to produce an O gauge model of the Ruston & Hornsby 48DS four-wheel diesel-mechanical shunter from all-new tooling.

In all, some 204 examples of this tiny machine were turned out of the Ruston & Hornsby plant in Lincoln between 1941 and 1967. The locomotives could deliver 48 horsepower – hence the designation, for 48hp Diesel Shunter. They were intended for light duties, and with a length over buffers of less than 14' and a weight of seven tons, they were ideally suited to light industrial users. There was even a flameproofed sub-class for use in areas such as petrol stores. Transmission from the four-cylinder engine was via roller chains. As well as standard gauge locomotives, versions were supplied for metre gauge, 5' 6" gauge and other systems.

Five versions form the initial release: these comprise R&H factory lined green with open cab (ref.9030); yellow with wasp stripes and enclosed cab (ref.9032); DS1169 in BR Southern Region green with open cab (ref.9035); *Sir William McAlpine* in dark green with enclosed cab (ref.9037); and Express Dairies blue with open cab (ref.9038).



Our sample in detail

For review we received a sample of ref.9030 in R&H factory lined green. The application of this smart colour scheme is second to none; the rich Ruston green complemented by crisp renditions of the white lining applied to the cab sides and bonnet. Bufferbeams are red, with the faces of the buffer heads finished in a polished metallic silver. The radiator sports a separately fitted Ruston plate, whilst the cabsides are adorned with exquisite renditions of the ornate R&H monogram.

The Heljan tooling suite caters for both the open and enclosed cab variants of the 48DS, with detail variations including standard or deep bufferbeams, with or without derail beams; our open cab example sports standard bufferbeams with derail beams. Construction makes extensive use of die-cast metal, which is not only utilised for the chassis block, but also the cab (with the exception of the roof), bonnet and running plate – giving this small shunter an impressive overall weight of 350g! Bufferbeams are formed from injection-moulded plastic, as are the large buffer heads, which are not sprung. Functional three-link couplings are fitted as standard.

The early style of semi-open cab affords a clear view of the interior. True to the prototype, this area is rather sparse, but what is present has been replicated faithfully, the most notable being the commendably fine renditions of the three main control levers. However, the loco's mechanism does protrude somewhat into the cab. Front and rear glazing is flush, with the riveted frames picked out in black.

Other separately fitted details include cab handrails (formed from fine metal wire), exhaust, fuel and radiator filler caps and sandbox lids. Below the frames are continuations of the sanding equipment, brake assemblies (complete with brake shoes set in line with the wheel treads), as well as a cosmetic depiction of the roller chain transmission

25-ton Lowmac from Clark Railworks



Our samples in BR bauxite and SatLink red & yellow.

It came as a complete surprise when the North Yorkshire-based retailer and manufacturer Ellis Clark Trains revealed its London & North Eastern Railway/ London Midland & Scottish Railway 25-ton Lowmac machine wagon in OO (see news, RM December 2024). Sold under the Clark Railworks banner, the model is also significant as the firm's first ready-to-run item of rolling stock to be released in OO.

The wagon's ancestry can be traced back to the Great Central 'MAC N' 20-ton implement truck, with a revised version of the design – Diagram 143 'MAC NV' – adopted by the LNER in 1938. With the outbreak of the Second World War and the necessity to transport increasingly heavy loads, a refined design was introduced, capable of carrying up to 25 tons; this was achieved by replacing the 12" x 6" main longitudinal sections with 14" x 6" equivalents. The end result was the Dia.173 'MAC PV' implement truck – later reclassified as 'Lowmac EP'.

The first batch of 60 vehicles was completed by Shildon Wagon Works in 1944, with the wagons rolled out just in time to assist with the heavy freight traffic that was heading to the South Coast in preparation for the liberation of Europe. 30 wagons went to the LMS and the LNER retained 30, with two further batches of 25 later ordered by the LNER, taking the Shildon-built quota up to 110. Following Nationalisation, a further 38 examples – built to Dia.2/242 – were constructed under British Railways by P & W Maclellan in 1950, with many vehicles lasting in departmental service well into the early 2000s.

No fewer than 13 versions form the initial release – covering liveries from the original 1944 batch to those sporting modern engineering guises, as well as preserved examples, including LNER red oxide, LMS grey, BR bauxite (with both Eastern and Midland Region running numbers), BR olive green and various departmental colour schemes.

We received a pair of samples for review: ref.C3003B, presented as E278494 – an Eastern Region example in BR bauxite with painted-over LNER cast numberplate; and ref.C3010A, depicting KDE263282 in SatLink red & yellow, which is preserved at the Eden Valley Railway.

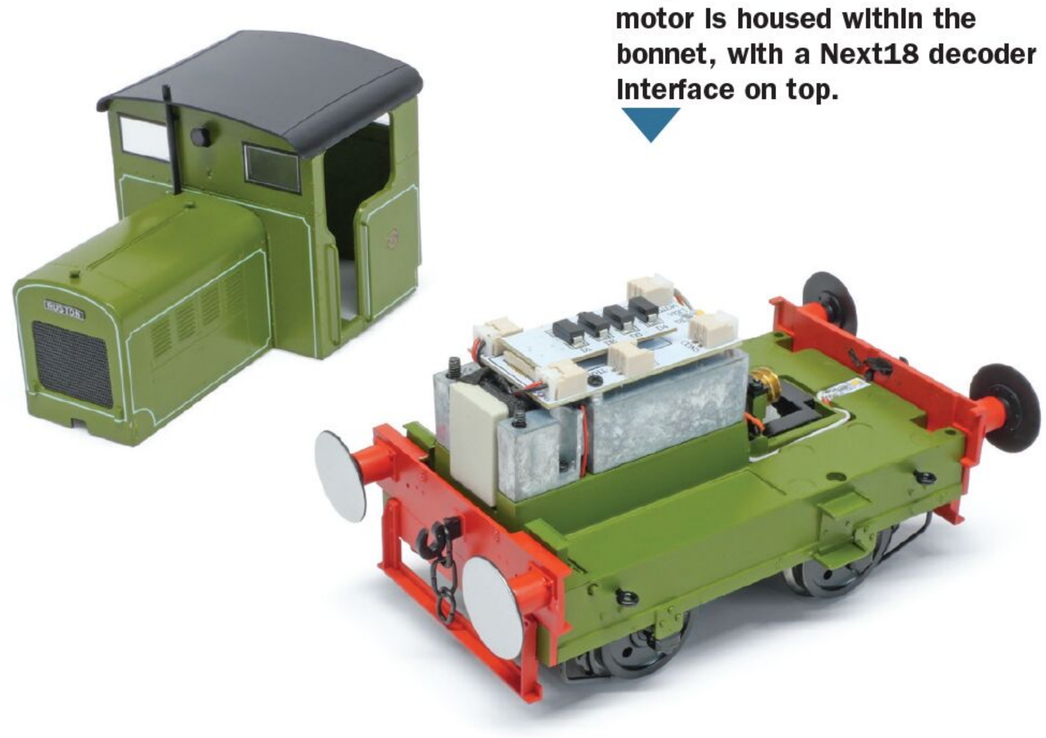
Each model is presented in a stylish mint green & ivory card box decorated with the firm's branding, the model

– though only one is depicted. Four lifting eyelets are supplied in a small accessory bag for the modeller to fit; these having been fitted to the side frames for photography.

Mechanism and performance

Removal of the body is straightforward, requiring only the removal of four screws; the bonnet and cab can then be lifted gently away from the chassis. The model is equipped with a flywheel fitted five-pole motor housed within the bonnet, with drive to both axles through a well-concealed gear chain – which does well to preserve the open profile of the prototype between the wheels. Current is collected from all wheels via wiper pick-ups directly above the wheel treads. All axles have brass bearings.

Supplied for 12V dc use, a Next18 decoder interface is located atop the motor for those wishing to equip the model for digital operation. Provision for sound is by means of a factory-fitted 15mm x 11mm 'sugar cube' speaker and chamber located directly behind the etched mesh radiator grille.



A flywheel fitted five-pole motor is housed within the bonnet, with a Next18 decoder interface on top.



In operation the mechanism is near-silent, with the model performing smoothly through the speed range – with a commendable slow speed crawl that befits the shunting pedigree of the real machines. Headlamps – mounted on the front and rear of the cab – illuminate in the direction of travel when power is applied; under digital operation these can be toggled on and off using control function F0.

Micro Marvels

Heljan truly has knocked the ball out of the park with these well appointed diminutive diesels, which offer a stark contrast to the firm's usual large main line traction. Their small size and competitive price make the Rustons a compelling entry point for those looking to get into the scale. In short, we can certainly see these locomotives being the catalyst for many O gauge micro layouts…

Sample loaned by

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

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

PRICE
Ref.9330 – £199.00

being stowed neatly within a foam insert. An extensive accessory pack – comprising slimline NEM tension-lock couplings, air pipes, vacuum cylinders, decorative screw-link couplings and replacement brake yoke and shoe assemblies (correctly spaced for EM/P4 wheelsets) – is supplied, along with clear step-by-step instructions provided in the form of a well-presented pamphlet, which also features notes on the history of the prototypes.

Weighing in at 53g, construction takes the form of die-cast metal for the entirety of the wagon frames (excluding the exposed tops of the central beams, which are depicted as part of the decoration process), with injection-moulded plastic utilised for the wooden deck and the majority of the underframe detail. Buffer heads are metal and sprung, whilst the chemically blackened wheelsets are metal and fitted within brass bearings.

The models are adorned with many fine separate plastic and etched metal components, including lamp irons, brake levers, coupling hooks and solebar-mounted label clips. Most impressive are the tie-down eyelets, which are formed from brass and fitted individually. The cast number/builder's plates appear to also be separate fittings, but these lack the embossed lettering and numbers which would still be visible, despite being painted over.

Underframes are remarkably well detailed, with full renditions of the braking apparatus, which is clearly visible when viewing the models at track level; this includes the vacuum pipe which runs the full length of the vehicle (formed from metal wire), and brake shoes (which are correctly in line with the wheel treads). Particularly worthy of note are the pre-fitted vacuum pipes, the hoses of which are formed from flexible rubber; the same is also true of the optional air pipes.

As supplied, the model is equipped with self-centring NEM coupling pockets attached to the underside of the deck. These can be swapped out for the aforementioned full renditions of the vacuum cylinders.

Livery application on the vehicles is top-notch. Both exhibit a clean metallic-like sheen, with the wooden decks finished in a dark natural wood colour with a noticeable flatter finish. Some minor fuzziness between the red & yellow of the SatLink colour scheme was observed; however, we feel this is somewhat justified due to the position of where the colours meet. Lettering, running numbers and markings are clean and crisp, extending to the printing of the smaller details on the vehicle frames – such as the hand-chalked markings on the S&T example – while details such as the handbrake handles and lamp irons are picked out neatly in white.

Models are in stock and ready to order direct from the manufacturer's website, or from selected Clark Railworks stockists – including Rails of Sheffield and The Model Centre.



The underframe features full brake gear detail.

Samples supplied by

ELLIS CLARK TRAINS,
Unit 2 Toller Court,
Shortbank Road, Skipton,
North Yorkshire BD23 2HG
www.ellisclarktrains.co.uk

PRICE
£40.00 each

New modelling tools from Peco

The Peco Tools range has been expanded with a wide selection of new modelling tools and accessories.

First up are several cutters and pliers, starting with two sets of Xuron® track cutters: Professional track cutters (ref.PT500) and Vertical track cutters (ref.PT501), both £22.95. Complementing these are the Plastic sprue cutter (ref.PT505, £6.75) and Snipe nose pliers (ref.PT506, £12.75) – for general purpose use.

The Pin vice with swivel top priced £8.75 (ref.PT508) and Drill bit set (ref.PT560, £7.95) are the ideal tools for precision drill work such as adding locating holes to trackwork: the latter comprising five bits in sizes from 0.5mm to 2.5mm. Sticking with the theme of tracklaying, there is the Pin pusher (ref.PT509, £4.95) – ideal for inserting track pins.

There is a trio of knives: the 9mm Snap-off knife with 10 spare blades (ref.PT510, £4.95); Scalpel handle & five #10A scalpel blades (ref.PT511, £7.95); and Craft knife with soft grip handle, #11 blade and magnetic end (ref.PT514, £7.75). Two packs of replacement blades are also available, each with five blades: #10A scalpel blades (ref.PT512) and #11 craft knife blades (ref.PT513), both £4.95. For a suitable cutting surface, there is the A4 cutting mat (ref.PT540, £7.95).

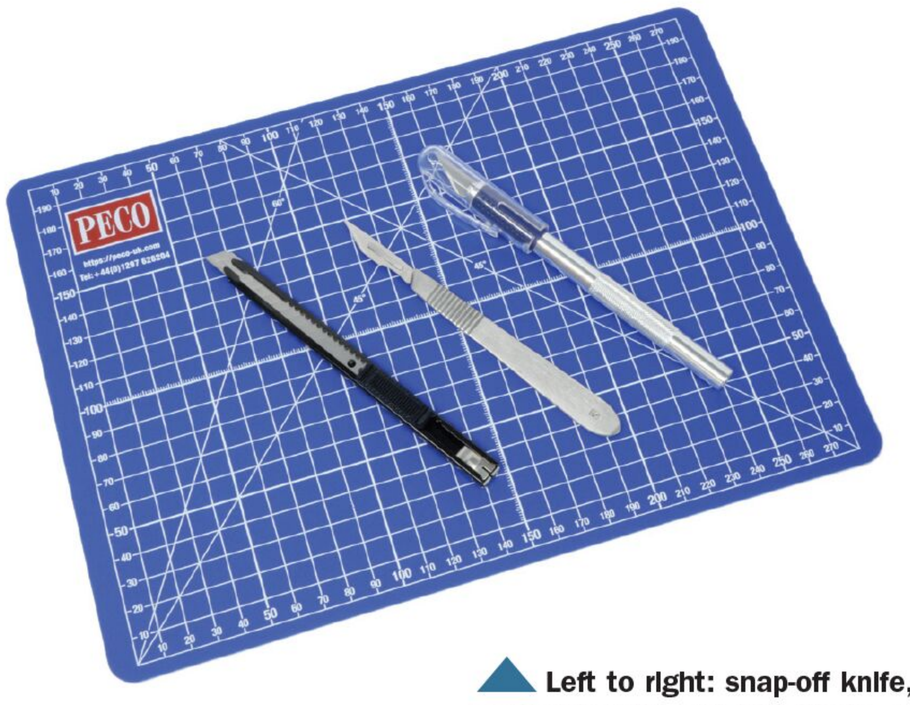
For precision work there are the Fine tweezers (ref.PT515, £4.75), whilst no tool set is complete without a set of screwdrivers (ref.PT530, £7.75). Supplied in a sturdy case, the set comprises 10 flat/Phillips head screwdrivers, plus a pair of tweezers.

Finally, there is the Engineer's square 3" (ref.PT550, £10.75) and Needle file set (ref.PT570, £13.75), comprising six round, flat and angled files in a neat case.



Clockwise from top left: Professional and vertical Xuron track cutters, snipe nose pliers and the plastic sprue cutter.

Left to right: pin vice with swivel top, drill bit set, and pin pusher.



Left to right: snap-off knife, scalpel handle and 10A blade, and soft-grip craft knife, on cutting mat.



Clockwise from top left: screwdriver set, needle file set, 3" engineer's square and fine tweezers.



PT30 Ballast & Scenery Glue

To complement the Peco Scene range of ballast materials, Peco has developed a specially formulated Ballast & Scenery Glue – adhering ballast, stones and basing materials to your model railway landscapes.

Unlike the traditional technique of watered-down PVA, this ready-to-use glue is to be applied directly to dry ballast, where, after initially sitting on the surface of the ballast, it will work its way down into the granules. After a minimum of 24 hours, the glue will have dried and hardened, fixing the ballast firmly in place, although – as is commonplace when ballasting – some small areas may need more glue application.

Priced £13.50 and supplied in a 500ml bottle with a screw top, a full step-by-step guide on the use and application of the glue can be seen on the PECO TV YouTube channel.

The new Peco Ballast & Scenery Glue comes in a 500ml bottle with a screw top.

Samples supplied by

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

PRICES
See text

BP/Shell 10-ton tank wagon from Hornby

TT:120





Hornby has delivered a further livery variant of its 10-ton tank wagon in TT:120, an example of which we first reviewed in our July 2023 issue. This latest version carries the red and silver colour scheme of Shell-Mex and BP Ltd, with the running number SM1061.

In 1932 petroleum companies Royal Dutch Shell and BP merged their UK operations to form Shell-Mex and BP Ltd, which led to joint branding on items including rolling stock. The model accordingly features green BP branding on one side and red Shell lettering on the other.

Two liveries in one: the wagon carries Shell branding on one side…

The branding, along with the numerous markings and lettering present on the model, has been applied neatly. The solebar is adorned with a number of intricate builder's and company plates, all of which are fully legible; the main builder's plate located to the right of the vee-hanger reads: 'G.R. TURNER LTD. BUILDERS LANGLEY MILL, ENGLAND. 1925'.

Published sources appear to show a discrepancy between the model and the real vehicle, however: SM1061 is documented as a 14T Class A tank with a barrel diameter in the region of 6' 7" (compared to the 5' 8" barrel on the model), although the company did operate tankers of the smaller size, some of which were still in service during the early 1960s.

Nonetheless, this attractive model is sure to prove popular with post-war era modellers in the scale. This, combined with the growing range of period goods vehicles, further emphasises the desire for a suitable steam-era freight locomotive or tank engine…

…and BP lettering on the other, replicating Shell-Mex and BP livery.

Sample supplied by

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

PRICE
Ref.TT6028 – £28.99

S&DJR Prussian Blue 2P & 4F from Hornby

00



Two long-established London Midland & Scottish Railway favourites – the Fowler 2P Class 4-4-0 and 4F Class 0-6-0 – have returned to the Hornby range, both sporting the attractive Prussian Blue livery of the Somerset & Dorset Joint Railway, examples of which are illustrated here. Initially announced as part of the firm's 2023 product range, the releases follow the firm's suite of S&DJR generic four- and six-wheel coaches, reviewed in our August 2023 issue.

The ancestry of both models can be traced back the best part of half a century, with the 2P appearing initially in late 1984 under the Palitoy Mainline brand (having been reviewed in the December RAILWAY MODELLER of that year), and the tooling for the 4F having been released originally by Airfix back in 1978 (see reviews, December 1978), both models having joined the Hornby range in 1998. In 2012, both received a mechanical upgrade with the Ringfield tender drive units replaced by a locomotive drive mechanism; incorporating a five-pole motor, all-wheel pick-up, and eight-pin Digital Command Control decoder interface located within the tender.

These two latest incarnations of these venerable Fowler designs depict S&DJR locomotives Nos.46 and 61 respectively. No.46 was one of three Fowler 2Ps constructed at Derby and arriving at Highbridge on the S&DJR in July 1928. Just before the arrival of Stanier 'Black Fives' on the route during the late 1930s, the locomotive – now No.635 under the LMS numbering scheme – was transferred to Gloucester in 1937. Following Nationalisation, it received the BR number 40635, with its last reported allocation being Llandudno Junction in October 1958, where it was withdrawn from traffic in 1961, and it was scrapped at Cashmore's in 1963. To all intents and purposes, the Hornby model depicts No.46 as delivered to the S&DJR in July 1928, squarely placing it between this date and 1930 when it gained its LMS number – though whether the locomotive ever had blue wheels remains to be seen.

No.61 was one of five 4F 0-6-0s built for the S&DJR by Armstrong Whitworth & Co. Ltd in 1922. The locomotive would spend the entirety of its working life on the route, becoming No.4561 under the LMS and subsequently No.44561 in October 1949 following Nationalisation. It was finally withdrawn from traffic on 5 April 1962, after a service life of 40 years, and scrapped the following month. Naturally, Hornby has had to take liberties with the 4F tooling; the real machine having been right-hand drive (not left-hand drive as modelled), and paired with a Deeley 3,500-gallon tender – as opposed to the Fowler 3,500-gallon tender which is depicted. It is also worth noting that the class never carried the Prussian Blue colour scheme in service, though one can't deny it does suit the locomotives well.

With the release of these models, and recent announcements from Rapido Trains UK, it's safe to say

The tooling dates from the 1970s and 1980s, but still stands up reasonably well in today's ready-to-run range.

modellers of the Somerset & Dorset Joint Railway have never had it so good! The longevity of the tooling certainly stands as a testament to the popularity of both classes, but it's down to the discerning modeller to decide whether these models represent value for money…

Samples supplied by

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

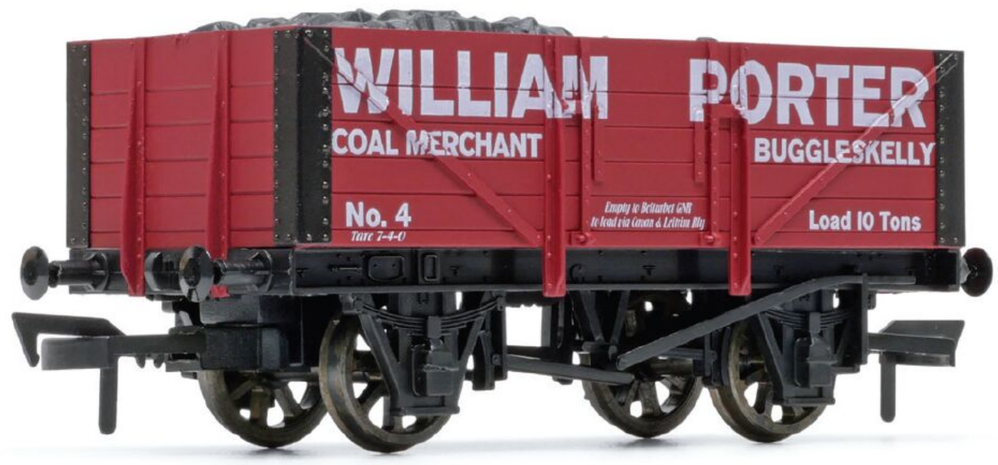
PRICE
£154.99 each

Dapol wagon for Bagnall Locomotive Group

00

The Bagnall Locomotive Group has received its latest limited edition wagon commission in OO from Dapol, all the proceeds from which will go towards the continued operation of the group's Bagnall Austerity 0-6-0ST No.2746 *The Duke* – which has recently re-entered traffic on the Ecclesbourne Valley Railway.

The 10' wheelbase five-plank Private Owner wagon – which is fitted with metal spoked wheelsets, removable coal load and slimline tension-lock couplings, mounted in NEM pockets – takes inspiration from the classic 1937 Will Hay film *Oh, Mr Porter!*, presented in the fictitious livery of 'William Porter Coal Merchants, Buggleskelly', finished in a red colour scheme with white lettering.



This characterful wagon is limited to 200 examples at £16.00 each (P&P £4.50 for up to four wagons).

Orders can be placed via email (sleepermonster@yahoo.com) with payment by PayPal, or by post with cheques made payable to 'T J Oaks' and sent to the address below.

Sample loaned by

BAGNALL LOCOMOTIVE GROUP
13 Trenchard Drive, Buxton,
Derbyshire SK17 9JY

PRICE
See text

New crew packs from Modelu

Multi Scale



▲ Crew for the EFE Rail Austerity 0-6-0ST...



▲ ...the Dapol Hawthorn Leslie 0-4-0ST...



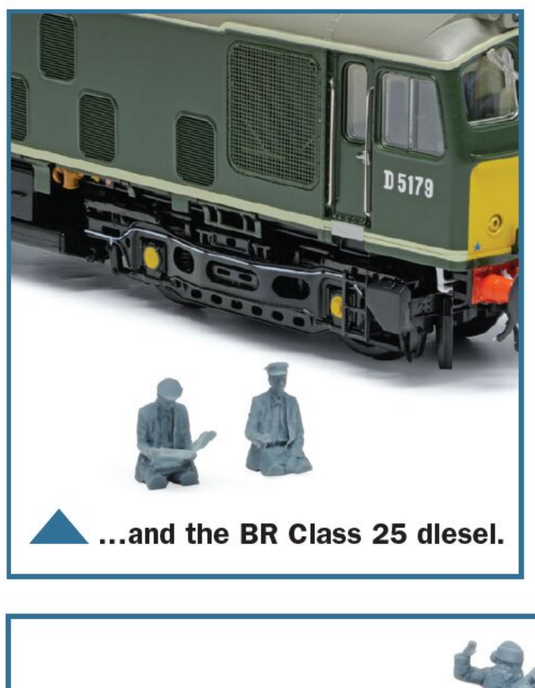
▲ ...the Metropolitan Railway E Class...

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

First up, we have a selection of industrial locomotive crew packs, starting with sets of figures in 4mm (ref.11261-076 & ref.11262-076) tailored for the new Hawthorn Leslie 0-4-0ST from Dapol (see reviews, RM October 2024). Available in a choice of Pack 1 (ref.11261) or Pack 2 (ref.11262), each comprises a driver and fireman figure posed in positions suited for both open and closed cab variants of the locomotive – priced £7.95 each.

Continuing with the theme of industrial-specific figures, Modelu has produced a pair of Austerity 0-6-0ST crew packs (ref.11254 & ref.11255) – suitable for the OO gauge models produced by EFE Rail – priced £7.95, with examples replicated in 7mm (priced £12.95) ideal for populating the forthcoming O gauge models produced by Dapol. In addition to the industrial crews, a pair of figures (ref.11253) have been produced in BR overalls – suited for the locomotive's London & North Eastern Railway counterpart, the J94 – also priced £7.95 (4mm) and £12.95 (7mm).

Also pictured here are samples of the firm's Metropolitan Railway E Class 0-4-4T ('Met 1') crew packs in 4mm – produced for the recently released OO models from Rapido Trains UK (see reviews, October 2024). Two packs are available; the first (ref.11237) catering for the locomotives during service with London Transport, while the second (ref.10230) is tailored for 'Met 1's preserved/main line career – with the driver sporting an LT beanie hat and the fireman wearing a hi-vis vest. Both are priced at £7.95.



▲ ...and the BR Class 25 diesel.

Two British Rail Class 25 crew packs have also been produced, each comprising a driver and secondman. Available in a choice of 1960s clothing (ref.10231) or 1970s/1980s attire (ref.10232), these 4mm scale figures are ideal for populating OO models from the likes of Bachmann Europe, Heljan and Sutton's Locomotive Works – priced £7.95 per pack. Examples replicated in 7mm (priced £12.95) would no doubt look the part in the O gauge model produced by Heljan.

Festive figures and accessories

Modelu has got into the festive spirit with a range of new figures and accessories, samples produced in 4mm/OO being illustrated here.

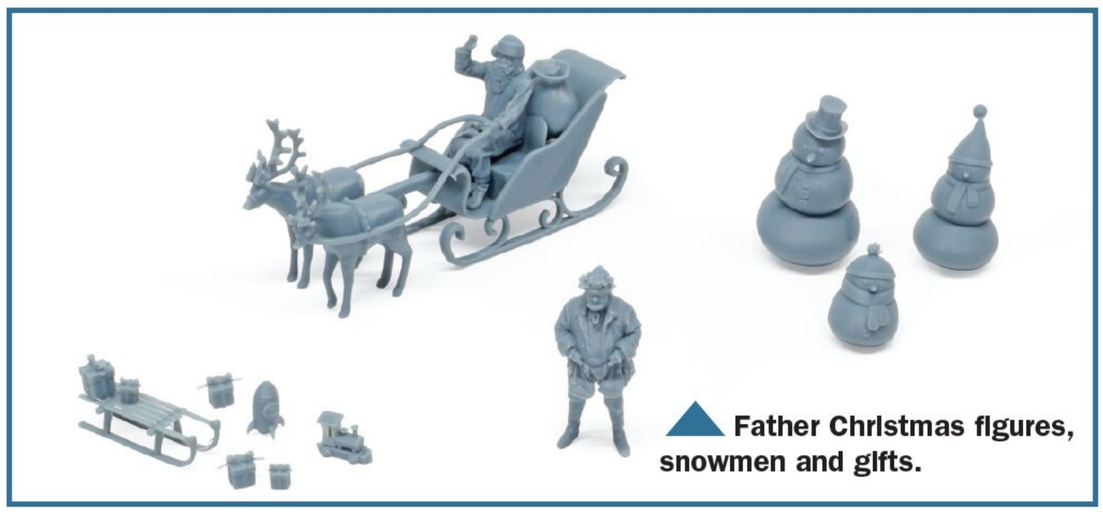
First up, we have a pack of Christmas Presents (ref.0216), comprising a child's sled, several wrapped presents, a toy rocket and train – priced £4.95. Complementing these gifts is the Christmas Sleigh (ref.0217), consisting of two reindeer pulling a sleigh complete with a figure of Father Christmas and a sack of presents – priced £11.95.

No snow scene is complete without snowmen, and for this Modelu has produced the ref.0218 snowmen pack, which features a family of snowmen figures. Priced £7.95, the figures feature different scarves, hats and buttons, complete with carrot (not real) noses!

Finally, there is the Victorian Father Christmas figure (ref.1519). Priced £4.95, this figure complements the firm's growing range of Victorian town and country folk.

All figures are supplied unpainted in a grey-coloured material and require painting.

The full range of Modelu 3D-printed figures and accessories can be seen on the firm's website, together with details of how to order. A custom scanning service is also available by prior arrangement.



▲ Father Christmas figures, snowmen and gifts.

Samples supplied by

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

PRICES
See text

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Photograph for illustrative purposes only

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*(Which must be an approved Peco stockist but not exclusively for Peco products)**

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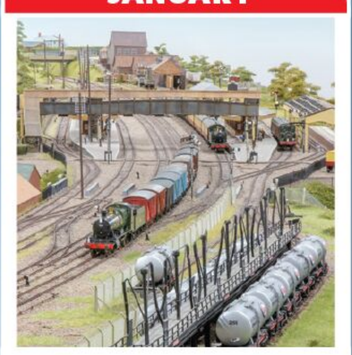
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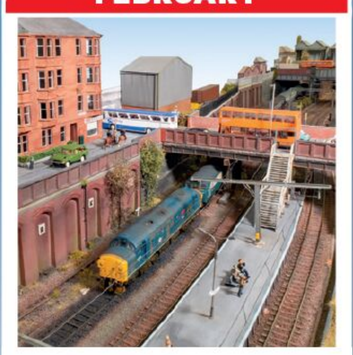
All articles are eligible, but to help you recall your favourites, we have illustrated below all 12 RAILWAYS OF THE MONTH from 2024.

JANUARY



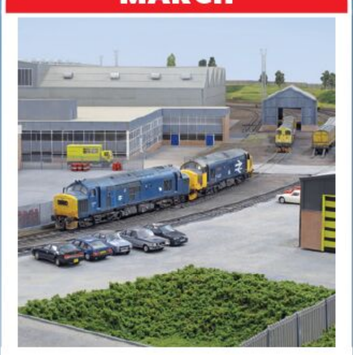
Tiverton Junction

FEBRUARY



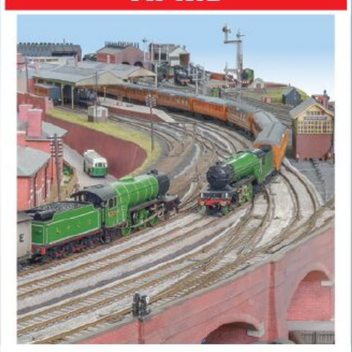
Wellpark

MARCH



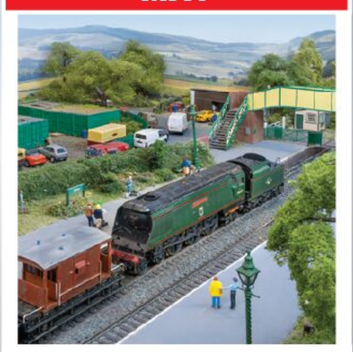
Eastfield

APRIL



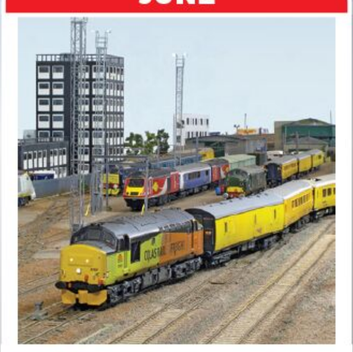
Grantham

MAY



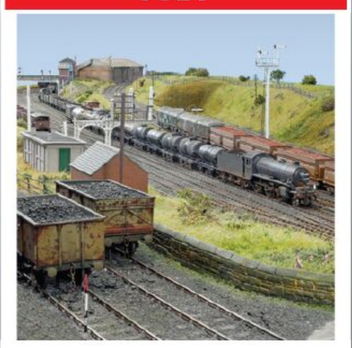
Ropley

JUNE



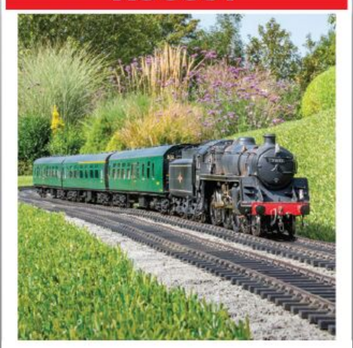
Deadmans Lane

JULY



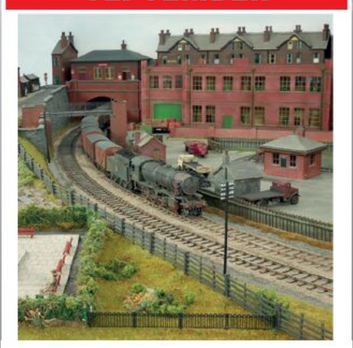
South Pelaw

AUGUST



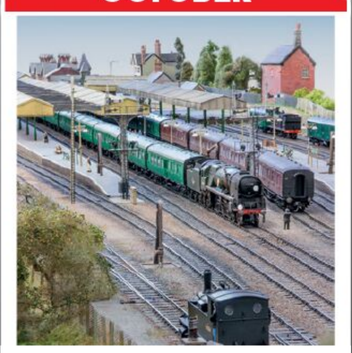
Somerset & Dorset

SEPTEMBER



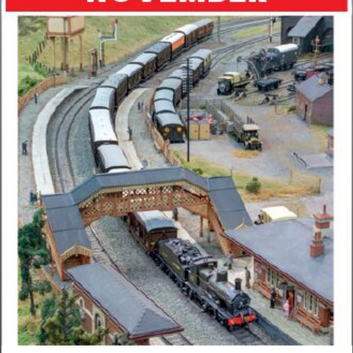
Slattocks Junction

OCTOBER



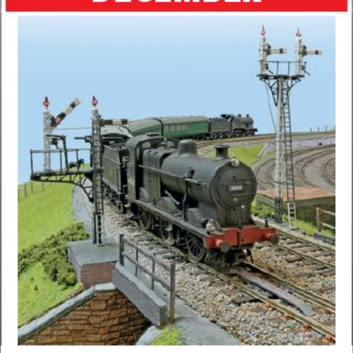
Bournemouth West

NOVEMBER



Rowington for Shrewley

DECEMBER



Templecombe Lower

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CLOSING DATE for the prize draw is 31 January 2025.
The draw for all prizes will be made from all entries received.
Winners will be announced in the April RAILWAY MODELLER. The author of the article with the most votes will be presented with the 72nd RM Cup.

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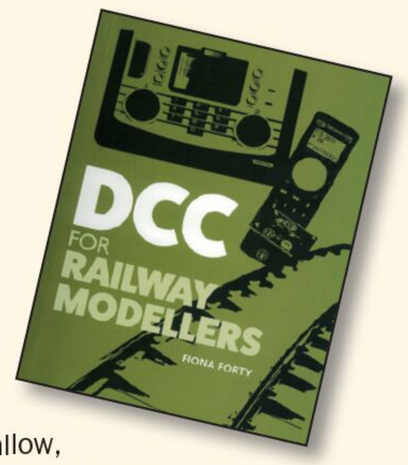
Rules

1. Readers will decide who is to receive the 72nd RAILWAY MODELLER Cup by selecting in order of preference their three favourite articles published in RAILWAY MODELLER in 2024.
2. All entries received will be entered into the prize draw and winners will be notified by post or email.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. The author of the article with the most votes will be presented with the 72nd RM Cup.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

**Based on current retail value of products chosen*

Book Reviews

DCC for Railway Modellers Fiona Forty



DCC (Digital Command Control) is a standard for a system to operate model railways, amongst other things enabling more than one locomotive to be operated independently on the same section of track. There can be much more to it, and this book aims to provide practical help for both the novice and the experienced modeller.

Fiona Forty and her husband Andy will be well-known as the owners of DCC Supplies, and they have been training modellers for some years on subjects relating to DCC as well as more general modelling topics.

The book claims to be written in layman's terms and aims to provide an in-depth overview informed by the author's extensive knowledge.

The material is presented in 12 chapters:

– a history of Digital Command Control and the National Model Railroad Association
– Digital Command Control – what is it?
– common misconceptions and myths
– wiring the layout
– track design
– the basics of wiring and soldering
– locomotive maintenance
– the basics of DCC systems
– locomotive decoders – DCC and DCC sound
– fitting decoders
– accessory decoders
– general troubleshooting

There is a lengthy appendix of mostly technical data, in several sections – three and a half pages of NMRA manufacturer codes; a page of decoder factory reset values (which is not comprehensive, and does not explain why Soundtraxx and TCS are listed twice with different data); a guide to bit values in CV29; a function mapping chart; and 12 pages of decoder selection charts, by manufacturer, giving number of functions, power capacity, and dimensions. This admits it cannot be comprehensive – older models are no longer available (though may still be found) and it does not include function-only or sound decoders. It would surely have been better to suggest consulting current manufacturer information.

The work is rounded off with a glossary of more than six pages. The book is completed with a one-page index.

The text is generally clear and the information imparted correct and useful, but there is nothing about Railcom (bar a couple of brief references), detection, track occupancy, and linking a DCC system to a computer track plan program. It might be argued that these topics would go beyond the strict definition of DCC, but if so, there is a lot in the book that similarly fails that test: the whole of the track design and scenery section (14 pages), except for the short mention of return loops and whether separate sections (power districts) are desirable or necessary; the whole of the maintenance section, not least the six pages on how a real steam engine works (with a bit about diesels); and the elementary physics which prefaces the soldering section. There are also a number of typographical slips, more or less significant.

The many illustrations have been drawn from disparate sources, often manufacturers' catalogues or advertising, none credited, and the result is a lack of consistent style, which does not assist comprehension. Some have text as part of the image, so there are different typefaces and sizes. Some are reproduced rather larger than the originals should allow, so the image is not sharp. Photographic quality varies. A few could be misleading as they contradict the text: for example, the illustration on p127, although clearly representative, nevertheless implies accessories can be connected with a single wire, and the illustration on p108 shows the meter connected in parallel while the text clearly states it should be in series (to measure current). Not all the illustrations are specifically relevant to DCC, and a few are repeated in different sections. There are several pictures of an American logging layout (scale/gauge not mentioned), mainly in the scenery section, but only the uncaptioned back cover photo suggests it is operated with DCC.

In summary, the essential information in this book may be worthwhile, but the presentation does it no favours. There is quite a lot not strictly relevant to DCC. It would have benefited from critical editing and proofreading by someone who understood the subject, and more sympathetic page design.

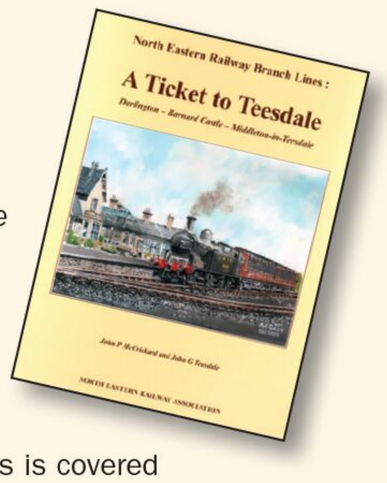
AB

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246mm x 189mm, 164pp
Softback, £19.99 ISBN 978 0 71984 384 6

A Ticket to Teesdale Darlington – Barnard Castle – Middleton-in-Teesdale

John P McCrickard & John G Teasdale



Barnard Castle has been in the public eye of late, but lesser known was its role as the centre point and foundation for a triangle of lines to the west of Darlington. *A Ticket to Teesdale* will help to redress the balance somewhat with a fine account of these lines.

Considering the geographical position, it is not surprising that there was quite an amount of involvement with the Stockton & Darlington Railway, though it was not the instigator. Seeing a start point for a new route westwards, its involvement waxed and waned slightly, and this is covered fully in the initial chapter. The account of this follows the expected format of many published railway histories, detailing the shenanigans and minor political and business push and pull. This is well documented here, but doesn't fall into the trap of getting too detailed and full of courtroom texts which can lose all but the most dedicated reader. Chapter two covers the more useful line description from Darlington to Middleton in a station-by-station format. This provides just enough information, and is supported fully with photographs and a small amount of anecdotal material.

Signalling and train operation are covered fully; much more than similar volumes, and this is meat and gravy for the modeller often over-blessed with history, but lacking real operating information. This expands into two sections on passenger and goods operation, the latter describing the many goods yards, industrial sidings and concerns served by the railway. Again, this is highly useful and is often missing from rail history books. There are plenty of timetables included, the route section includes period track plans, and there is an excellent set of building drawings along the way. The book wraps up with three appendices, the third of which presents a full set of signal diagrams for each station/yard.

This may well be just the book you need if you are stuck in a modelling rut or are looking for a new project away from the norm. There is enough ready-to-run in OO gauge at least with the G5, J72 and Met-Camm Diesel Multiple Units available, and the photos and descriptions contained here cry out to be modelled. If you were to make the jump, then this book would provide almost all the information you would need to produce a layout, especially if the well-photographed later periods were chosen. It's worth purchasing even if you have only a passing interest, but will certainly wean you away from Great Western branches!

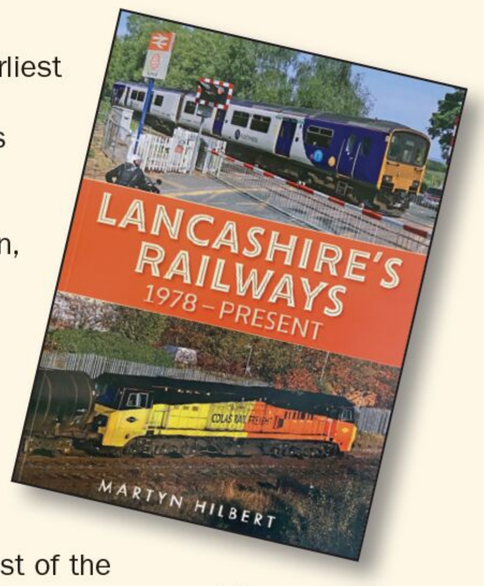
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Lancashire's Railways 1978-present

Martyn Hilbert



Having hosted some of the country's earliest railways, and gone on to become an industrial powerhouse, Lancashire packs a fascinating and diverse network into its 1,189 square miles. For diesel-era modellers looking up north for inspiration, this photographic album will provide a good starting point.

It tours the county from north to south, starting at Grange-over-Sands (now in Cumbria but once in Lancashire) and Carnforth, and finishing up, appropriately enough, at the historic location of Rainhill on the Liverpool & Manchester Railway. Most of the pictures are of the national network, but some preserved lines (most notably the East Lancashire Railway), the Blackpool Tramway, and a handful of industrial locations, are also covered.

The author clearly has an eye for a picture, and his photographs, by and large, are very good; while most are fairly conventional, there are a few different angles, incorporating nearby items of historic and/or railway interest in well-composed scenes. There are just a handful which, perhaps through no fault of his own, seem to have been cropped unsympathetically – a classic 1991 scene of a High Speed Train in InterCity Swallow livery at Preston is a case in point, the caption also referring to two Class 47s but with one almost cut out of the picture.

The book lives up to the sub-title of '1978-present' with a good selection of images from the tail end of the 1970s, the 1980s and the 1990s, though these are outnumbered heavily by scenes from the 21st century. But that's not a criticism, exactly, just an observation – for even the shots from the early 2000s, depicting such things as English Welsh & Scottish Railway-liveried Class 47s, are now historic in their own right. Above all else, then, it's a good record of how much one area's railways have changed in a relatively short period.

TJ

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NEWS FROM RAILWAY MODELLER

JANUARY 2025

Accurascale reveals Austerity 0-6-0ST in 00

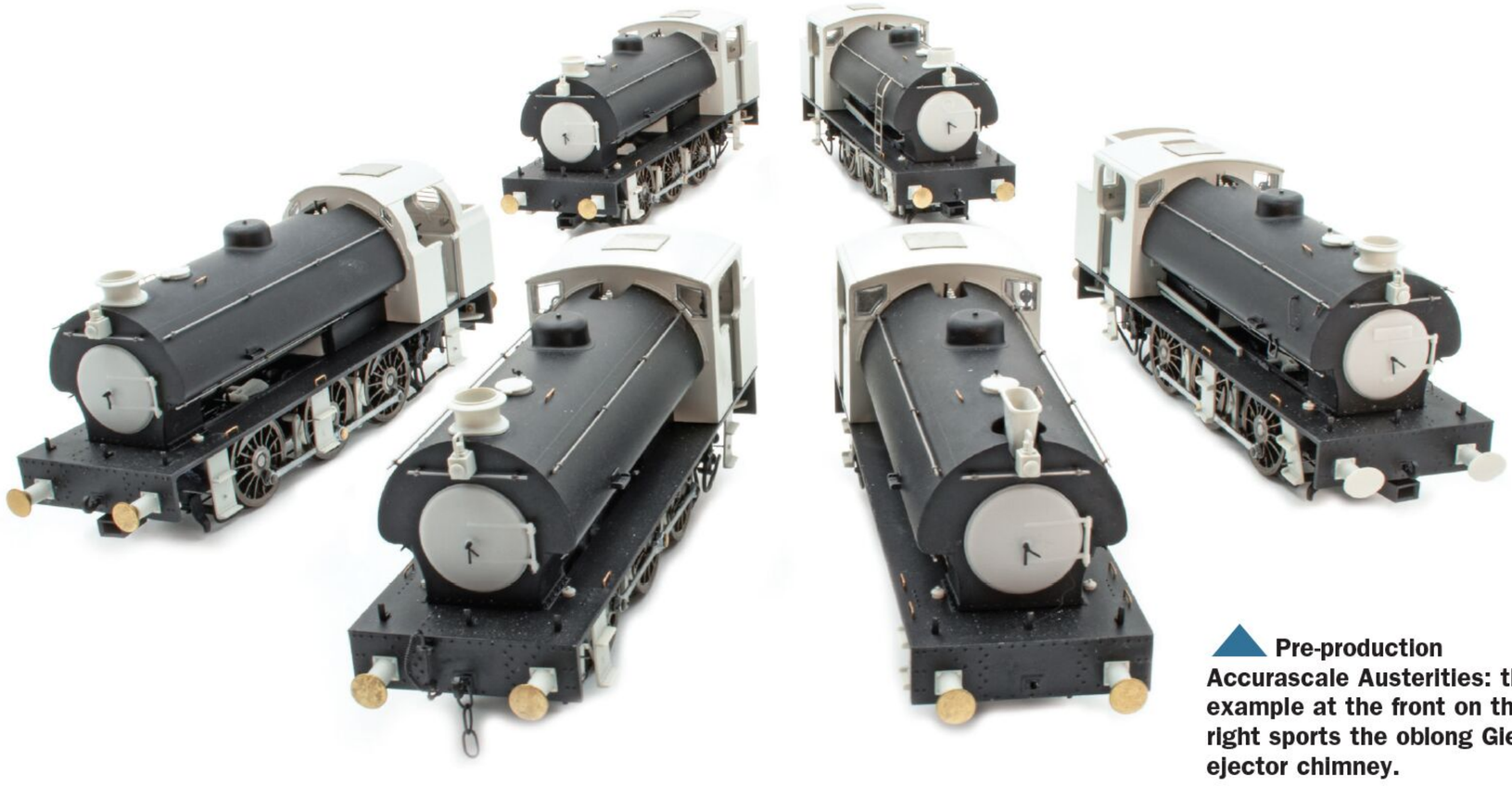
The latest project in OO from Accurascale will be a range of models of Hunslet Austerity 0-6-0 saddle tank locomotives in a variety of liveries.

The first examples of the class were built by the Leeds manufacturer in 1943 for the Ministry of Supply, and in total around 485 were built, with construction of many outsourced to various private builders.

While the first locos were sent to the Longmoor Military Railway and the Shropshire & Montgomeryshire Railway (where vacuum brakes were fitted for passenger working), others were employed in army depots and shunting yards the length and breadth of the Allied Forces rail network.

After the war, 75 were purchased by the London & North Eastern Railway and were classified as J94s, with some retaining their War Department 'Desert Sand' livery with 'LNER' lettering applied, and these locomotives subsequently passed to the nationalised British Railways. A much greater number were purchased by the National Coal Board, serving at sites up and down the country, and the Ministry of Defence retained 90 locomotives. Some Austerities survived in industrial use until the 1980s and today 60 examples are preserved.





▲ **Pre-production Accurascale Austerities: the example at the front on the right sports the oblong Giesl ejector chimney.**

Given that the prototypes were designed to haul heavy loads, Accurascale says its models have been designed to do the same, with the benefit of a weight of nearly 250g, and a powerful coreless motor with flywheel geared for slow speed running, backed up by a stay-alive power bank. Other features include pre-fitted twin speakers for sound-fitted versions, and firebox flicker effect. A magnetic removable smokebox door will allow access to the Next18 Digital Command Control decoder slot mounted in the smokebox.

The manufacturer is also covering most modifications since the introduction of the class, with LNER modifications to the bunkers and tank steps, the NCB and Hunslet draughting changes, the cut-down cabs of the NCB locomotives working on the Lambton system in County Durham, and preservation era modifications.

The versions planned are ref.ACC3099 United Steel Company No.18 in lined maroon; ref.ACC3100 BR No.68025 in unlined black with early emblem; ref. ACC3101 No.8008 in original Ministry of Supply 'Desert Sand' livery but with LNER lettering and numbers on the tank sides; ref.AC3106 *Glendower* in NCB South Wales unlined dark green with red name and number plates and coupling rods, and white 'visibility stripes' front and rear; ref.ACC3107 NCB North East No.59 in plain black with yellow lettering; and ref.ACC3018 NCB North West *Warrior* in a crimson livery with straw lining, and black & yellow striped bufferbeams front and rear.

Accurascale expects to receive decorated samples in early 2025, with delivery of finished models to retailers expected in the second quarter of 2026. The RRP for the standard models is £149.95, and for the DCC sound-fitted versions the RRP is £249.95.

www.accurascale.com

Hornby unveils new tooling GNR J13/LNER J52 in 00

Hornby has announced a new tooling range of Great Northern Railway Class J13 (later London & North Eastern Railway Class J52) 0-6-0ST locomotives in OO gauge.

The GNR introduced the J13 Class in 1897 as a development of the J14 0-6-0ST designed by Patrick Stirling. Designed by Stirling's successor, Henry Ivatt, the J13s had a domed boiler of greater diameter and a total of 85 were built, mostly at the GNR's own Doncaster Works, but construction of others was contracted out to Robert Stephenson & Co. and Sharp Stewart. The J14s were subsequently rebuilt by both the GNR and LNER to become additional J13s, and when the LNER reclassified the resulting 137 locomotives as Class J52, the rebuilt Stirling engines were classified as J52/1, and the Ivatt locos as J52/2.

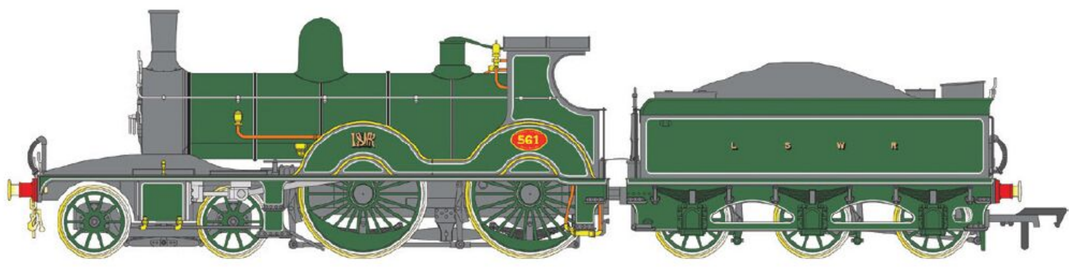
Three livery versions are to be produced: J13 No.1257, with earlier-style safety valve cowling, in GNR apple green with black & white lining and red-shaded gold lettering and numerals (model ref. R30365); J52 No.4225 in LNER plain black with red-shaded lettering and numerals, and with a builder's plate on the bunker sides (ref.R30366); and J52 No.68873 in British Railways plain black with early emblem, with its number in white numerals on the larger-capacity bunker sides, and with later-type safety valves and injectors (ref.R30367). Only DCC ready versions have been announced so far by Hornby, and the models have an RRP of £174.99 and an expected delivery date of summer 2025. As can be seen elsewhere in this RM News section, Rapido Trains UK has also reached the pre-production stage with models of its Class J13/J52 in OO, but the two manufacturers have communicated with each other to avoid as far as possible the duplication of particular numbered and liveried locomotives.



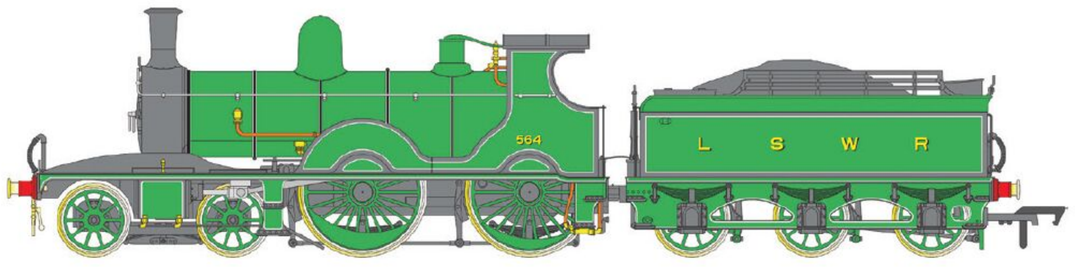
▲ **A pre-production sample of the all-new Hornby J52 0-6-0ST.**

https://uk.hornby.com

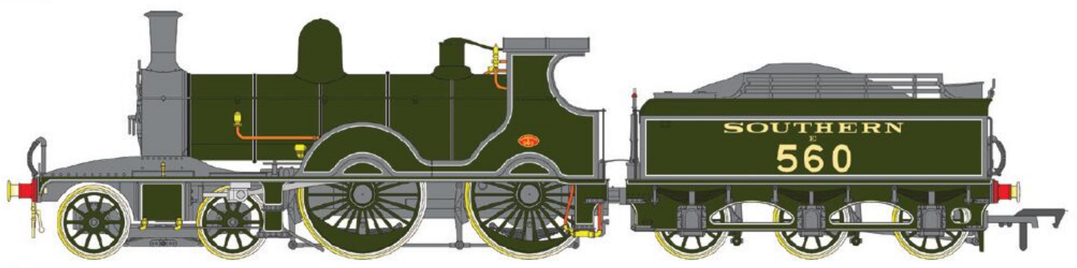
Exclusive sound-fitted Adams T3 from Kernow in 00



T3 No.561 in LSWR Pea green...



...No.564 in LSWR Urie green...



...and No.560 in Southern Railway Olive green.

Kernow Model Rail Centre has announced it has commissioned exclusive sound-fitted versions of the EFE Rail London & South Western Railway Adams T3 4-4-0 steam locomotives, as first revealed by Bachmann at its Collectors Club Members Day in September, and subsequently reported in the November issue of RAILWAY MODELLER.

The sound-fitted versions to be made available through KMRC include a Zimo sound decoder, with stay-alives fitted. The sounds, recorded using Swanage Railway resident T3 No.563, have been produced for KMRC by YouChoos.

The livery versions (recently confirmed by Bachmann) are: ref.E85019SF No.561 in LSWR Adams Pea green in original condition with Adams boiler, Adams chimney, cab beading, equalising beam suspension, fluted coupling rods and tender with coal rails.

Next comes ref.E85023SF No.564 in LSWR Urie green livery lettered 'LSWR', the final iteration of LSWR green – and with Drummond chimney and smokebox door, no cabside beading, traditional spring hanger suspension, fluted coupling rods and tender with coal rails.

Then come Southern Railway versions with ref.E85024SF No.560 in SR lined Olive green livery – with Drummond chimney and smokebox door, no cabside beading, traditional spring hanger suspension, fluted coupling rods and a single whistle.

Next is ref.E85025SF No.558 in SR lined Olive green livery – with Drummond boiler, chimney and smokebox door, traditional spring hanger suspension, plain coupling rods and a single whistle.

Finally there is model ref.E85030SF No.563 as preserved in LSWR Drummond green livery, with Adams boiler, chimney and smokebox door, cab beading, equalising beam suspension, double whistle and fluted coupling rods.

The models are priced at £289.99 and are available to pre-order online or at both Kernow Model Rail Centre branches. For more details and to order, visit:
www.kernowmodelrailcentre.com

Tickets are now on sale for Model Rail Scotland

Advance tickets are now on sale for the Model Rail Scotland exhibition at the Scottish Event Campus, in Exhibition Way, Glasgow G3 8YW, on Friday 21, Saturday 22 & Sunday 23 February 2025.

Organised by the Association of Model Railway Societies in Scotland and supported by RAILWAY MODELLER, Peco, Hornby, Graham Farish, Accurascale, Irish Model Railways and Bachmann, the show will feature over 50 layouts from G to N, with many like *The Summit (Drapers Sidings)*, an O gauge layout built by Yeovil Model Railway Group in Somerset, and *Back 'ut Shed*, an OO gauge layout by Chris Burnage, making their first appearance in Scotland.

The show organisers say they are particularly pleased to have two of the late George Woodcock's layouts participating, namely *Georgemas Junction* (in OO and now belonging to Peter Taylor) and *Towcester* (also in OO and being exhibited by Neal Mansell) as George was an ardent ambassador of Model Rail Scotland and never missed an opportunity to tell people about how it was an event not to be missed.

The organisers will also be acknowledging the sterling work carried out by the late Jim Grieve during his tenure as Publicity Manager, by naming the show's best in show award the Jim Grieve Memorial Trophy as a fitting tribute to Jim, who always appreciated a well modelled railway irrespective of scale, era or setting.

The show's management team is also pleased to advise that Heljan and Kato Europe have come on board as show supporters, Oxford Diecast will be returning to the show after an absence of a few years, and there are several new quality trade exhibitors signing up for the event.

A vintage bus service will connect the venue with Glasgow Central and Queen Street stations. The show's opening times are 10:30-18:00 on Friday & Saturday, and 10:30-17:00 on Sunday. Tickets are priced at £17.00 for adults, £5.00 for children and £35.00 for families (2+2) and can be purchased in advance from the website:
www.modelrail-scotland.co.uk



Back 'ut Shed in OO gauge. *Photo: Craig Tiley*

Lyndon Davies receives British Toy & Hobby Association Special Recognition Award

Lyndon Davies, Oxford Diecast founder and former Hornby board member and Chairman, was presented with the British Toy & Hobby Association Special Recognition Award at the National Festival of Railway Modelling, held at the NEC, Birmingham on Saturday 23 November.

The award recognises loyalty, long service, commitment, and dedication by individuals within the toy industry.

Lyndon received a specially commissioned trophy from the BTHA, presented to him by BTHA Director General, Roland Earl and BTHA Council Member Tim Mulhall, in the company of others who have been alongside him during his career, and members of his family.

Lyndon's attendance at the NEC event came a year after he was taken ill following the 2023 Warley Show. He underwent a heart operation soon after, but unfortunately suffered a brain injury. Despite recovering from this (including learning to walk and talk again), he has lost his eyesight. Therefore, Oxford Diecast was fundraising for the RNIB at the NEC, with individuals – including Lyndon – taking turns to ride an exercise bike on the manufacturer's stand throughout the Saturday of the event.

A link to a JustGiving page can be found on the blog section of the Oxford Diecast website:
www.oxforddiecast.co.uk
[Ed. On behalf of all of our readers and advertisers, we send our congratulations to Lyndon on receiving this prestigious award, and wish him well as he continues his recovery.]



Lyndon Davies (second from right) is joined (from left to right) by BTHA Director General, Roland Earl; Lyndon's grandson, Zyan: Lyndon's daughter and Oxford Diecast Managing Director, Eloise Davies; and BTHA Council Member, Tim Mulhall. *Photo: Craig Tiley*

Peco launches new narrow gauge wagon kits in 0-16.5



Narrow gauge wagon kits in 0-16.5.

Reflecting the increased popularity of 7mm scale 0-16.5 narrow gauge following the recent advent of the Bachmann 'NG7' range of Quarry Hunslet locomotives, slate wagons and accompanying buildings, Peco has introduced a new selection of laser-cut wood wagon kits in its 'Great Little Trains' range.

Two of the samples received so far are based on prototypes that ran on the 2' 4½" gauge Glyn Valley Tramway, from Chirk to Glyn Ceiriog in Denbighshire. This operated as a horse tramway from 1873 but then was rebuilt as a steam-operated line from the mid-1880s, opening to freight in 1888 and then to passengers in 1891. Motive power was initially provided by three distinctive Beyer Peacock 0-4-2Ts with tramway 'skirts' and then also by a Baldwin ex-WD Class 10-12-D 4-6-0PT from 1921. Increasing road competition and declining quarry traffic led to passenger services ending in 1933 and then the tramway closing in 1935.

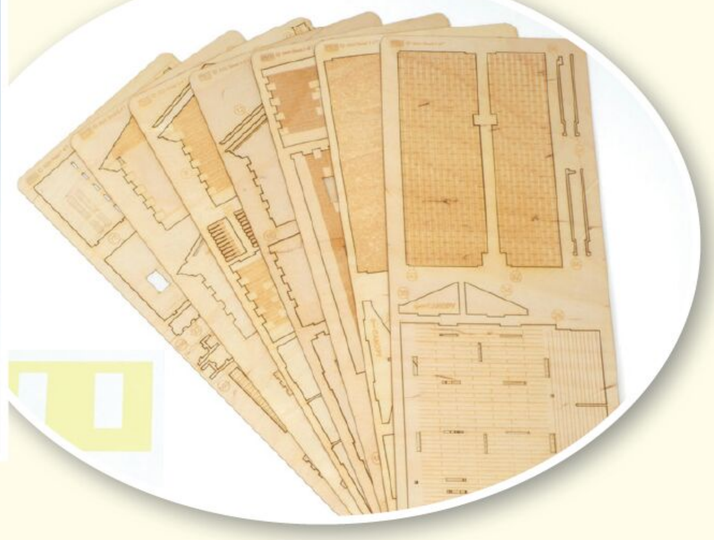
Laser Cut Kit ref.OR161 Glyn Valley Open Wagons (3) contains the wood sections needed to create three GVR wagons together with the necessary metal wheels, brass bearings and plastic couplings, and the parts just require painting and assembly by the purchaser. Interestingly, The New Glyn Valley Tramway & Industrial Heritage Trust is currently building full-size replicas of wagons of this type, as well as a static representation of the line's Baldwin 4-6-0PT. This wagons kit is priced at £39.95.

Meanwhile, kit ref.OR167 Glyn Valley Tramway Brake Van also contains the laser-cut wood sections to make a characterful van for which metal wheels, brass bearings and plastic couplings are also provided – and as an additional nod to the environment, the purchaser is advised to retain the clear plastic part of the kit packaging to 'recycle' as the van's glazing. In both cases a general purpose adhesive is needed for assembly. This kit is priced at £19.95.

Also added to the Great Little Trains laser-cut kits range in 0-16.5 is model ref.OR165 V-Skip Side Tip Wagons (3), this time a freelance group of three wagons representing a type common in many roadstone, ore and ballast quarries. As well as laser-cut wood parts for the tipper sections and frames, the kit includes metal wheels, brass bearings and plastic couplings, and will again require painting as well as assembly by the purchaser using general purpose adhesive. This kit has an RRP of £34.95.



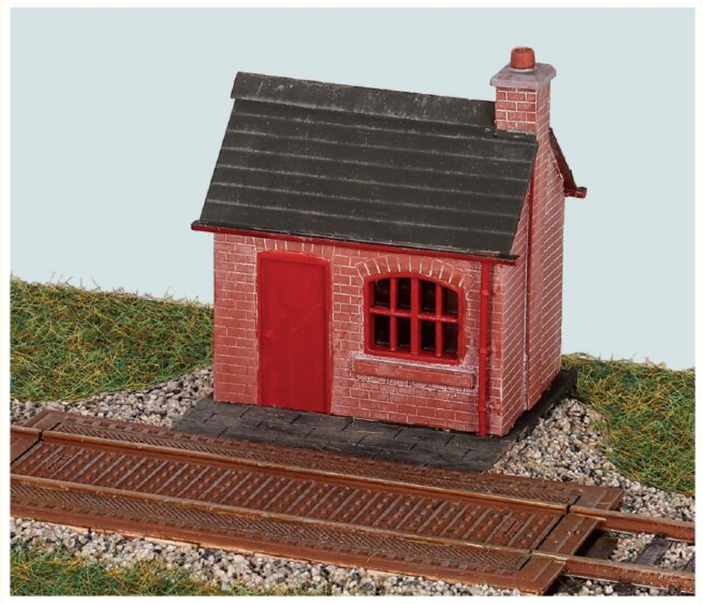
West Bay station building in 4mm scale.



GWR station building in OO

New in the Peco Lineside range of model building kits is another laser-cut offering: ref.LK217 GWR Station Building (Based on West Bay). This portrays a small stone-built branch line station building which was built as the terminus for an extension to the GWR Bridport branch, opened in 1884 to serve the picturesque Dorset harbour of West Bay with the aim of encouraging holiday traffic. In the event the branch extension to Bridport West Bay closed to passengers as early as 1930 – unlike the Maiden Newton to Bridport section, which was served by passenger trains until 1975 – and finally to goods traffic in 1962. However, the attractive station building survived to be restored in 1995, since when it has seen periodic use as a café.

The kit includes detailed laser-cut parts to make the building and its platform canopy, as well as additional plastic mouldings to make the building's prominent and elegant chimneys. The building only requires assembly and painting by the purchaser, with the clear plastic part of the kit packaging again needing to be retained to make suitable window and door glazing. An image on the packaging shows how effective installation of lighting in the building can be, but the modeller will need to source the necessary fittings separately. The RRP for this kit is £24.95.



Ratio kit for a Railway Wagon Weighbridge in OO

Combining both moulded plastic parts and laser-cut wooden ones is another building kit for modellers in OO, this time from Ratio Plastic Models, for a Railway Wagon Weighbridge (ref.555). Such installations, comprising a large balance plate with track laid across it and a small building containing the scales, were a feature of many railway goods yards.

This kit comprises parts to make a brick-built, slate-roofed building along with a representation of the balance plate to form around a Peco Setrack ref.ST202 Short Straight section, also included with the kit.

Again, the purchaser will need to paint and assemble the building and balance plate, with contact adhesive recommended for bonding, and to use some of the clear plastic parts of the packaging as glazing in the weighbridge building.

This kit has an RRP of £11.95.

www.peco-uk.com



Wagon weighbridge in OO.

Bachmann Winter Announcements begin with a steam era focus



‘Super D’ 0-8-0 in LNWR black.



‘1532’ 0-4-4T in MR Crimson Lake.

The Bachmann Winter 2024 British Railway Announcements saw the culmination of six new tooling projects that were unveiled during the Autumn, alongside other models which are returning to the range with new liveries, features and identities.

Midland, LNWR and GWR steam locomotives in OO

In OO, the Bachmann Branchline range features a number of steam locomotive models, beginning with new versions of the London & North Western Railway G2 and G2A 0-8-0 tender locomotives, 60 of which were built at Crewe Works in 1921-22. These locomotives will be produced in both standard and Sound Fitted versions, and in LNWR plain black with red cabside numberplates (ref.31-482SF & ref.31-482) or in BR black with cabside numerals and later crest (ref.31-479ASF & ref.31-479A).

The Midland Railway Class ‘1532’ (1P) is also returning, with new liveries for the Midland Railway, London Midland & Scottish Railway, and British Railways, showcasing these characterful machines throughout their working lives. Produced in MR lined Crimson Lake (with both standard and Sound Fitted versions) will be locomotives No.1718 (ref.31-740BSF & ref.31-740B) and No.1725 (ref.31-740ASF & ref.31-740A).

The locomotives available in unlined LMS black will be No.1370 (ref.31-741ASF Sound Fitted & ref.31-741A standard) and No.1295 (ref.31-741BSF Sound Fitted & ref.31-741B standard), while BR lined black livery versions include Nos.58051 (ref.31-742ASF & ref.31-742A) and 58056 (ref.31-742BSF & ref.31-742B) with early emblem, and Nos.58066 (ref.31-743SF & ref.31-743) and 58040 (ref.31-743ASF & ref.31-743A) with ‘BRITISH RAILWAYS’ lettering on their tanks.

The trio of new Great Western Railway releases begins with the Class ‘4575’ Prairie tanks, with No.5542 in GWR green with ‘shirtbutton’ GWR roundel on the tanks (ref.32-141) and No.4584 in BR unlined black with early emblem (ref.32-137B). As for the Class ‘8750’ pannier tanks, No.3650 is being produced in GWR green with ‘shirtbutton’ roundel on the tanks (ref.32-198) while No.8791 is also in green but with ‘Great Western’ on the tanks (ref.32-204A). No.9600, meanwhile, appears in BR lined black with early emblem (ref.32-205B).



‘4575’ No.5542 as preserved.

Last of the GWR tank locomotives in the Winter Announcements are ‘5600’ Class 0-6-2Ts, with No.5684 in green with ‘GWR’ lettering on the tanks (ref.32-084A), and No.6619 in BR plain black with early emblem (ref.32-085A).

In the OO gauge EFE Rail range announcements, as well as the LSWR T3 locomotives discussed elsewhere in these pages, and to be produced in exclusive versions for Kernow Model Rail Centre, there is a new version of the Southern Railway Booster locomotive No.20001 in BR green livery with later crest (ref.E82000), and the Plasser 12-ton YOB Diesel-Hydraulic Crane in Balfour Beatty livery (ref.87050).

Liveries for LNWR 50' arc roof coaches in OO

Livery details have been provided for the new LNWR 50' arc roof coaches announced in the RM December issue. Appearing in LNWR Dark Lake & white will be Tri-Composite Corridor No.1082 (ref.39-860), Third Corridor No.2358 (ref.39-870), Third Corridor No.2374 (ref.39-870A), Brake Composite Corridor No.1675 (ref.39-880) and Full Brake No.8082 (ref.39-890).

In LMS Crimson Lake livery will be Composite Corridor No.4415 (ref.39-863), Third Corridor No.2326 (ref.39-873), Third Corridor No.2334 (ref.39-873A), Brake Third Corridor No.6080 (ref.39-883) and Full Brake No.32505 (ref.39-893).



‘5600’ No.5684 in GWR green.



EFE Rail Bulleid ‘Booster’ in BR green.

Four versions of these carriages (but not the full brake, as the system did not use them) will also appear in Midland & Great Northern Railway brown livery – a joint railway concern that remained in existence until 1936, latterly run by both the LMS and LNER, mainly using the latter’s locomotives but a mixture of rolling stock. The models appearing in the brown livery will be Composite Corridor No.83006 (ref.39-861), Third Corridors No.81023 & 81040 (ref.39-871 & ref.39-871A respectively) and Brake Third Corridor No.82001 (ref.39-881).

New carriage releases for the British Rail era include five Mk.I coach versions in blue & grey livery, including Brake



LNWR Brake Composite Corridor No.1675.



Mk.I Brake Second Open with micro-buffet.

Second Open (BSO) No.M9208 (ref.39-803), Brake Second Open Micro Buffet (BSOT) No.SC9000 (ref.39-804), First Opens (FOs) Nos.M3116 and E13080 (ref.39-828 & ref.39-828A) and Restaurant Buffet (RB) No.E1687 (ref.39-853).

Representing the current scene, joining the Branchline range will be the Class 438 4-TC four-car multiple unit set No.428 in London Transport lined maroon (ref.36-645). The prototype operates on the main line on railtours, charters and at heritage railway special events.

Liveries revealed for D600 Warships in N

In N, the EFE Rail Class 41 D600 Warship locomotives (see News, RM December 2024) were due to arrive at the time of this RAILWAY MODELLER issue going to press. Six models make up the launch offering, depicting the locomotives in their as-built condition through to their final years after having been modified with new ends, new grilles and, in the case of two examples (ref.E84524 & ref.E84522), painted in BR corporate blue livery as an additional offering to those in original all-over green (ref.E84523 & ref.E84527) and slightly later green with front yellow panels (ref.E84525 & ref.E84526).

Joining the Warship is the Mk.I POT (Post Office Tender), which will be produced in four liveries (ref.374-965 & ref.374-965A in BR blue & grey, ref.374-970 & ref.374-970A in Royal Mail Letters red, ref.374-975 & ref.374-975A in Royal Mail TPO red, and ref.374-980 & ref.374-980A in Royal Mail (EWS) red), each with a choice of two running numbers, spanning the full career of the prototypes, from their introduction in 1968 to the end of the Travelling Post Office in 2004.

Other pioneering diesels that feature are the LMS 'Twins', Nos.10000 and 10001, with new versions joining the range depicting the pair in early BR black livery with early emblems (ref.372-912SF & ref.372-913SF Sound Fitted versions, and 372-912 & ref.372-913 standard models) and later in their careers, after returning to the London Midland Region from the Southern and now decorated in BR green with late crests (372-914SF & ref.372-915SF Sound Fitted versions, and ref.372-914 & 372-915 standard models).



LNWR Brake Third Corridor in M&GN brown.



Warship D601 *Ark Royal* in N gauge, in BR green.



N gauge Warship D600 *Active* in BR blue.

New versions of the Mk.IIa coaches, CCTs and Stanier full brakes will also be available.

Scenecraft buildings for N gauge modellers

New N gauge additions to the Scenecraft range of buildings focus on the East of England, among the highlights being models of March Station Waiting Room (ref.42-0065R & ref.42-0065B), Ticket Office (ref.42-0066R & ref.42-0066B), Facilities & Stores building (ref.42-0067R & ref.42-0067B) and Canopy (ref.42-0068R & ref.42-0068B), each with red or light blue doors or ironwork, and Wroxham Signal Box in brown & cream (ref.42-0074) or white & green (ref.42-0074W).

009 Ffestiniog Railway 'Curly Roof' Van liveries revealed

As reported in the December 2024 issue of RM, the Ffestiniog Railway Bygones Weekend in October saw the announcement that Bachmann would be producing OO9 models of the FR 'Curly Roof' Van and its rebuilt version, the Brake Third composite. The liveries have now been revealed as all-over plum/purple-brown for the 'Curly Roof' version (ref.394-076) and a choice of either 1920s yellow livery with crimson beading and ends (ref.394-081), 1930s Colonel Stephens era all over dark green with brick red ends (ref.394-080) or the current standard FR crimson & cream livery (ref.394-085) for the Brake Thirds with flatter roof profile.

New Scenecraft buildings for 009 & OO modellers

New Scenecraft buildings for 4mm scale narrow gauge modellers are Narrow Gauge (OO9) Stone Shed and Store Green (ref.44-1007G) or Narrow Gauge (OO9) Stone Shed and Store Black (ref.44-1007B). These models feature etched metal window frames with glazing, making them suitable for the installation of internal lighting. These buildings, which combine a single road shed with bowed slate roof and a small workshop building attached behind, were expected to arrive with retailers in December-January.

Also new are corrugated iron type station shelter models reminiscent of those on the Vale of Rheidol and Welsh Highland railways: Narrow Gauge (OO9) Corrugated Platform Shelter and Office Chocolate (ref.44-1004B) or Narrow Gauge (OO9) Corrugated Platform Shelter and Office Green (ref.44-100G). Many smaller stations, particularly on light railways, once featured combined open-fronted platform shelters with booking offices attached, so while intended to be used by modellers in OO9, these buildings could also be suitable for some standard gauge OO layouts. Again, these models feature etched metal window frames with glazing suitable for lighting.



Corrugated Iron platform shelter.



Narrow gauge stone shed & store.

Other additions to the Scenecraft range in 4mm scale include low relief models of a Department Store with green or red fascia over the ground floor shop windows (ref.44-0222G & ref.44-0222R) and a Town Garage with blue or red frontage panels (ref.44-0223B & ref.44-0223R). Full relief models depict a Thatched Tavern with brown or black and white half-timbering (ref.44-100C & ref.44-1002W), Snodland Signal Box in either a brown & white or green & white scheme (ref.44-1003B & ref.44-1003G), a Station Buffet with either red or green front panelling (ref.44-100R & ref.44-1005G), a Bus & Coach Station with green or red window framing and panelling (ref.44-1006G & ref.44-1006R) and a Wooden Bus Stop shelter in either brown or green (ref.44-0539B & ref.44-0539G).

Models marking 85 years of the Bedford OB bus

The final pair of Scenecraft buildings listed above would be particularly suited to use alongside the new EFE Road models depicting the Bedford OB bus in six different liveries to mark 85 years since the first examples rolled off the production line. Model ref.E20141 is in the bright red livery of Margo's of Bexleyheath, Kent; model ref.E20142 is in the white livery of Whiteway of Waenfawr, North Wales; model ref. E20143 is in the all-over blue of Tours (Isle of Man) Douglas; model ref. E20144 is in the cream & orange scheme of Mulleys Motorways Ixworth, West Sussex; model ref.E20145 is in the green and white of Stark's of Dunbar, near Edinburgh; and model ref:E20146 is in the white livery with green details of 'The Mountain Goat Windermere' in the Lake District. All of these EFE Road Bedford OB bus models feature the added detail of wing mirrors for the first time.

www.bachmann.co.uk



FR 'Curly Roof' van in purple-brown.



1920s yellow with crimson beading and ends.



Colonel Stephens era green with brick red ends.



FR crimson & cream livery.

In brief

Bound RM volumes

Readers who wish to have their 2024 issues of RAILWAY MODELLER stitched and case bound, complete with index, should make their orders prior to Friday 21 March 2025. Binding is priced at £70.00 without the covers and advertisements, or £75.00 to include the covers and advertisements (both prices including VAT and P&P). Please remove all unwanted pages before sending the volume to:

Peco Publications & Publicity Ltd
Underleys, Beer, Seaton, Devon
EX12 3NA

3D-printed wagon kits in 4mm

A new range of 4mm scale 3D-printed finescale wagons is now available from a new company, DR3D.

At present the range consists of Great Western Railway standard and broad gauge wagons, including one-, two- and three-plank examples.

Also being produced are ex-Cornish Mineral Railways iron-bodied china clay tippler wagons and the Diagram S7 bar-sided fish wagon, which were in service in the pre-Grouping period and, in some cases, much later.

The philosophy is to make a finescale approach as easy as possible to achieve and, to this end, while the prints are not complete kits – they are aids to simple scratch-building – the instructions provide advice on parts, such as W-irons and buffer heads, needed to complete the wagons. Also provided is advice on the tools a novice scratch-builder might need.

The manufacturer says that currently in development are more wagons, as well as six-wheeled and bogie coaching stock for both standard gauge and broad gauge.

www.DR3D.uk

Port Wynnstay Models has closed

Porthmadog-based retailer and 7mm scale specialist Port Wynnstay Models has closed.

Paul Martin, of EDM Models, on behalf of proprietor Phil Traxson, tells us that Phil took on Port Wynnstay Models in 1996, reopening it in 1997, and slowly increased the range of models available. But now, having reached his 77th birthday, he has decided it is time to get on with the layouts he himself is building.

At the time of writing, the 7mm scale standard gauge and 7mm narrow gauge Ffestiniog Railway and Welsh Highland Railway stock have found a new home with Andrew Corser at 422 Modelmaking. There will be an intermission whilst production moves from Porthmadog to East Yorkshire and it is likely that Andrew will publicise when the items are available again. At present there is no news on the future of items not covered in the sale to 422.

Prototype HSDT power car showcased by Locomotion Models

Locomotion Models, the official model shop of the National Railway Museum, has received production samples of the first model it has commissioned as part of its Railway Icons brand formed in partnership with retailer Rails of Sheffield: the prototype High Speed Diesel Train power car 41 001 (later 43 001), which is now part of the National Collection. This model in OO, first announced in the August 2023 RM issue, has been produced exclusively for Railway Icons by Bachmann Europe plc.



Prototype HSDT power car.

The prototype HSDT, classified as British Rail Class 252, was designed at the Railway Technical Centre in Derby and built at British Rail Engineering Limited at Crewe Works in 1972, with the accompanying Mk.III coaches constructed at BREL Derby Litchurch Lane. After extensive trials on the Western Region, the production versions of the trains (with redesigned cab fronts), entered service in 1976 under the branding InterCity 125 and became the now familiar HSTs.

The model has features including a die-cast metal chassis block, a five-pole, twin shaft motor with two flywheels providing drive to both bogies, all axle drive, electrical pick-up from all wheels, separate metal bearings fitted to each axle, separately applied metal detail parts, including grab handles, windscreen wipers, lamp bracket and ETH cables, and directional lighting, including headlights, marker lights and tail lights.

DCC ready models are priced at £199.99, and DCC sound-fitted versions at £309.95, with a £30.00 deposit payable on pre-orders. At the time of writing, delivery was expected in late December or early January.

www.locomotionmodels.com/railway-icons/prototype-high-speed-diesel-train-power-car-no-41001/

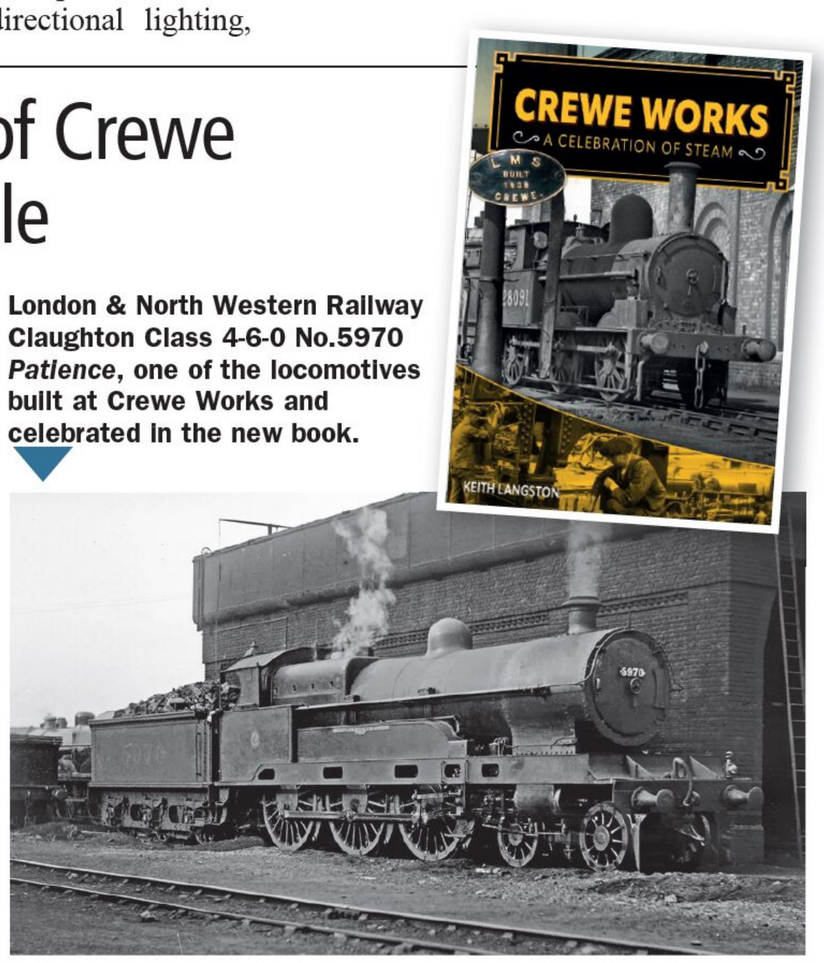
Book examines long history of Crewe Works, its locos and social role

One hundred and fifteen years separated the date of the first steam locomotive being constructed at Crewe Works – No.32 *Tamerlane* on 10 March 1843 – and completion of the 7,331st and last, BR 9F No.92250, in December 1958, and a new book has been published as a tribute to the thousands of people employed there during that time.

Crewe Works – A Celebration of Steam, written by Cheshire-based photo journalist and lifelong rail enthusiast Keith Langston and published by Mortons Media Books, is an exploration of this rich heritage. It contains not only more than 350 locomotive images in both black & white and colour – many being published for the first time – but also a timeline of the steam classes built at Crewe and those appearing in the BR January 1948 stocklist. Also covered are BR Standard Class locos built at Crewe post-1951.

The book, which is published under the Gresley Books imprint (ISBN: 9781911704188), has 200 pages and is priced at £39.99.

www.mortonsbooks.co.uk



London & North Western Railway Claughton Class 4-6-0 No.5970 *Patience*, one of the locomotives built at Crewe Works and celebrated in the new book.

Mervyn Turvey



It is with great sadness that we report the passing of Mervyn Turvey on 1 October. Paul Hopkins, who took over and adapted one of Mervyn's layouts to create Exebridge *(see January 2024 RM) has written the following tribute:*

Mervyn Turvey was an accomplished modeller and a devotee of 3mm scale modelling, having joined the 3mm Society early on with a membership number of 286. He made a number of layouts in the scale, with most sharing the name of *Alston*.

He attended exhibitions around the country with his layouts and had articles published in the model press. He also appeared on TV, and as far as is known he was the only person ever to get a 3mm layout to be part of the story line in a TV drama: an episode of *Midsomer Murders* in which a character was a railway modeller.

Mervyn was a major contributor to the South Downs & Solent Group of the 3mm Society, and his skills and innovation were second to none, helping to encourage others to participate and enjoy the hobby. He could achieve things that many of us wouldn't try.

His knowledge of the real railways extended back many years, as aptly recorded in the many photographs he took, many of those being published in the railway magazines of the day. He was also a 'modern image' contributor to the Middleton Press publications, and it is unusual to pick up one of the books covering the southern area of the country and not find a Mervyn Turvey photograph included in it.

Mervyn was very well connected to those involved in the various organisations in the hobby and the various railway activities, resulting in him always knowing where steam specials or unusual trains would be, and arranging to visit the location to view them.

He had a particular passion for the Isle of Purbeck, often recounting many stories of being there, and he was a shareholder of the Swanage Railway from its inception. He visited it frequently and also provided regular updates to 3mm Society members on the activities and aspirations of that organisation.

His influence on the society's activities will continue despite him not being with us in person, and our thoughts are with his family and friends at this time.

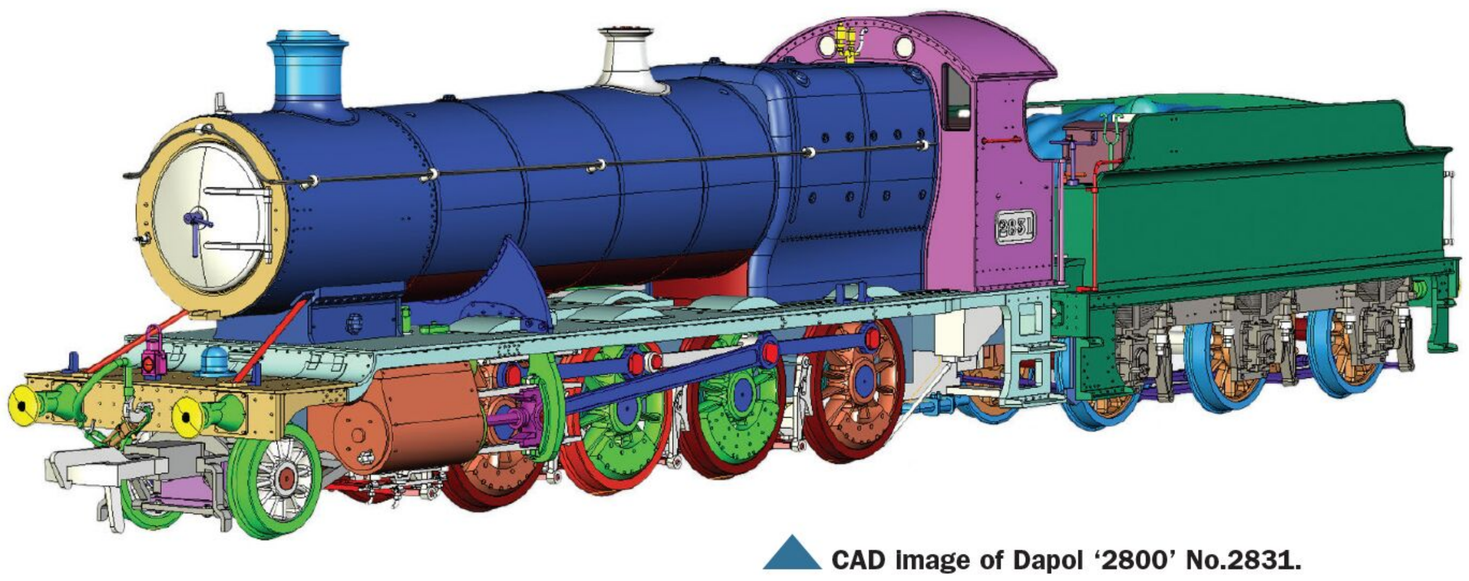
Dapol previews CAD images of GWR '2800'/'2884' 2-8-0s in OO

Dapol has released Computer Aided Design images of the models (first revealed in RM News in July 2023) that it is developing of GWR '2800' and '2884' Class 2-8-0 tender locomotives in association with The 2874 Trust, which is working to restore a surviving example.

Dapol says its models of these locomotives will build on many of the developments used in its GWR Moguls (see RM Reviews in the January 2021 issue), including a slide-in printed circuit board in the boiler for tool-free DCC fitting through the smokebox door, 'sugar cube' speaker enclosure for DCC sound models, and conductive drawbar providing tender wheel pick-up and connections for a high bass speaker.

The models will have a die-cast compensated chassis, detailed cab interior and a front pony truck that is both sprung and operates on a cam so the model will negotiate second radius curves with ease. Other details being incorporated, based on the prototype designs, are Churchward top feed boiler, original and later boiler support/motion bracket, Churchward (vertical drop) and Collett (curved drop) footplate versions, Churchward (tapered) and Collett (straight) sprung buffer versions, smokeboxes with inside or outside steam pipes, and GWR or BR smokebox doors with separately added numberplate.

There will also be variations in cab design, with some models sporting a Churchward cab with porthole windows at the apex of the cab front, and others later era Collett cabs with side windows. Tenders will also vary according to prototype, with some models having a smooth sided tender with a longitudinal vacuum reservoir, and others a riveted tender with reservoir in a transverse position on the tender underside. The locomotive and tender will have electrical pick-up on all driving and tender wheels and other features will include firebox glow (synchronised with the sound in DCC sound models) and a slow speed mechanism with high torque motor.



CAD image of Dapol '2800' No.2831.

Livery versions will include: Nos. 2804, 2831 & 2854 in GWR green with 'GREAT WESTERN' tender lettering and inside steam pipes as well as a straight-sided chimney and large boiler cradle, plus No.2804 will have a straight footplate at the front of the locomotive while all other versions have a curved one; No.2884 in GWR green with shirtbutton logo with outside steam pipes, straight chimney and small boiler cradle; No.3819 in GWR green with 'GWR' tender side lettering and outside steam pipes, tapered chimney plus small boiler cradle; No.3802 in British Railways black with early emblem, outside steam pipes, tapered chimney and small boiler cradle; No.2851 in BR black with late crest, outside steam pipes, tapered chimney and large boiler cradle; and No.2874 in GWR green with 'GREAT WESTERN' lettering plus inside steam pipes, straight chimney and large boiler cradle.

Although the release date for these models has not yet been finalised, the expected RRP for DCC ready models is £189.99, that for DCC fitted versions is £224.99 and for sound-fitted models it is £299.99.

www.dapol.co.uk

Fourdees announces suite of OO9 Bagnall 0-4-0 saddle tank kits

Fourdees has released a suite of Bagnall 0-4-0ST industrial locomotives as 3D-printed kits in OO9, for use with the Bachmann 'Percy' chassis.

Bagnalls of Stafford produced many small industrial locomotives, the mainstay being its 0-4-0ST design which formed the basis for both large and small machines.

Fourdees has taken inspiration from six prototypes to create a fleet of locomotives that, while not exactly to scale, are proportioned appropriately for the donor mechanism and capture the character of these much-loved machines.

The *Basil* (ref.41-381K) model is inspired by *Sybil* which ran at Dinorwic Quarry at Llanberis in North Wales, with squat chimney and saddle, and a fully open cab. Similarly, *Stafford* (ref.41-382K) takes its cue from *Isabel*, with saddle-mounted sandbox and water valve control rods (for the injectors) and visible steam pipes from the valve chests.

Nixie (ref.41-383K) is inspired by the well-known *Pixie* which ran on the Reverend Teddy Boston's Cadeby Light Railway in Leicestershire, and has a minimal frame cab, safety valve shroud, and fully open cab rear. *Dot* (ref.41-384K) is similar, but with a lower cab panel similar to that of *Wendy*, built for the Dorothea Slate Quarry in the Nantlle Valley near Penygroes, south of Caernarfon.

Jerry (ref.41-385K) takes details from *Sir Tom*, currently at the Threlkeld Quarry and Mining Museum in the Lake District, with partial front cab sheet and dumb buffers. Finally, *Frank* (ref.41-386K) takes a hint of inspiration from *Skinner* on the Penrhyn Quarry Railway in Eryri/Snowdonia, in that it is the only model with a traditional cab front with spectacles.



Bagnall 0-4-0STs from Fourdees.

As with other recent releases from Fourdees, the distinctive circular firebox backhead is a separate piece for ease of painting. Given the donor mechanism to be used, all are designed with a representation of Bagnall-Price valve gear linkages. Dummy chassis are included as standard with the kits, as are lamps that can be fitted to the irons if desired.

Production models will feature a small upgrade to the ones in the photographs shown here, in that an NEM coupling pocket (and stub coupler) is included so alternative couplings can be more easily fitted if desired. The kits are £29.99 each.

www.fourdees.co.uk

York-based Model Railway Magic Ltd buys The Model Tree Shop

Model Railway Magic Ltd, based in York and led by Ian Miller, has announced the acquisition of The Model Tree Shop, a business founded by Steven, Sarajane and Alexander Bird that has been manufacturing trees and landscaping materials for model railways in various scales since 2005.

As part of the transition to its new ownership, The Model Tree Shop will join forces with Model Railway Magic Ltd online Kato supplier, Train Trax, to help ensure the same level of easy online access and product range for customers.

www.themodeltreeshop.co.uk

The latest news from the PECO group of companies

Beer Heights workshops refurbished ahead of 50th anniversary year

On 19 November 2024, Beer Heights Light Railway steam locomotive No.9 *Claudine* became the first to enter the newly refurbished engineering premises at the Pecorama railways and gardens attraction above the picturesque coastal village of Beer in East Devon.

2025 will see celebrations marking the 50th anniversary of the BHLR. Having served as the principal locomotive maintenance workshop since the 7¼" gauge miniature railway was opened as part of Pecorama in 1975, the engineering building has now benefited from a complete refit, including brand new lighting throughout.

No.9, which was constructed in the BHLR workshops and completed in 2005, will itself be celebrating 20 years of operation in 2025 and is now undergoing a full overhaul in the refurbished building.

The work has all been carried out in readiness for the 2025 Pecorama season, which will see a number of events taking place to celebrate half a century of the BHLR carrying passengers around the hilltop site, with its panoramic views over Lyme Bay.

Further details of the 50th anniversary events will be revealed in RAILWAY MODELLER and elsewhere in the coming months.

www.pecorama.co.uk



Seen with Beer Heights Light Railway locomotive No.9 *Claudine* in the refurbished workshops are, from left, Chief Engineer Callum Darraugh and members of the BHLR team Carolyn Nation and Clive Bartram (front).

Bachmann Trains USA shows images of 0-4-2ST *Talyllyn* in 009

Bachmann Trains USA has revealed images of liveried production samples of its forthcoming OO9 (HOn30 in US parlance) models of Talyllyn Railway namesake veteran 0-4-2ST locomotive No.1 *Talyllyn*, of 1864 vintage.

The 2' 3" gauge Talyllyn Railway ordered two locomotives of very different designs from Fletcher, Jennings & Co. of Whitehaven that served as the line's only motive power right from its opening in 1865 until it became the world's preservation pioneer in 1951.

The first of the two locomotives, No.1 *Talyllyn*, was built originally as a short wheelbase, open-cab 0-4-0ST but its long rear overhang led to its rapid conversion by Fletcher, Jennings to an 0-4-2ST, with a distinctive wrap-over cab also being added at the TR Tywyn Pendre Works. Unusually, the new trailing axle was fixed rigidly to the frame rather than being pivoted in a truck, resulting in an overall wheelbase of 8', and a fixed trailing axle is also a feature of the Bachmann Trains models of *Talyllyn*.

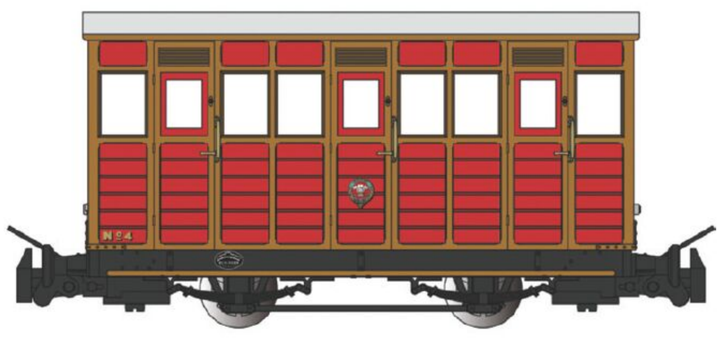
The models are an adaptation (with a smokebox door rather than a face!) of one produced in the Thomas & Friends range of the Reverend Wilbert Awdry's Railway Series character *Skarloey,* directly inspired by *Talyllyn*. Versions are in three of the liveries *Talyllyn* has carried in preservation: TR standard green lined yellow and black, red with panels marked out in double lining, and black lined in red and white – but not the Great Eastern blue livery in which the loco recently emerged from overhaul.



0-4-2ST *Talyllyn* in lined green...



...and lined black livery.



Talyllyn four-wheeled coach.

The models feature die-cast metal construction, blackened machined metal wheels and international style hook and loop couplings, and have a UK RRP of £149.25. Various UK retailers are advertising these models on their websites, and delivery is expected in January or February.

Also to be produced by Bachmann Trains USA are original TR Brown, Marshalls & Co. four-wheel carriages Nos.1 & 2 and Lancaster Wagon Co. four-wheel carriage No.4, again adaptations of Thomas & Friends range models, but this time replacing Skarloey Railway blue & cream with the TR's red livery with light brown beading. No RRP is available yet for these models but delivery is anticipated by UK stockists in April or May. Details can be found at:

https://shop.bachmanntrains.com

Richard Glover

RAILWAY MODELLER has received the sad news of the passing of Richard Glover, a skilled modeller and one of the organisers of the ExpoNG exhibitions. Fellow narrow gauge modeller Chris O'Donoghue has written the following tribute:

Richard Glover was such an integral part of the team that organised the much-missed narrow gauge exhibition that ran annually for nearly 40 years, that some have referred to him as 'Mr ExpoNG'. Sadly, we lost this unassuming and skilled modeller at the beginning of October 2024, aged 80.

Spending most of his life in Croydon, he graduated from the University of Surrey, first working as a technician in the NHS, before going on to hold a senior position for the Medical & Healthcare Regulatory Authority.

But mostly we will remember him for his seminal layout, *Pagham Harbour*. Anyone who helped operate it, or any of his other layouts for that matter, couldn't help but be impressed by the faultless running and the superbly engineered turntable fiddle yards. These were so well known that he was asked to run a clinic at the 2013 Kegworth exhibition. Rather than confine his words of wisdom to a seated audience, he took them on a tour of the show, explaining different approaches to fiddle yards.

Pagham Harbour started as a modest layout but before long was extended. It was suggested that there should be a 'Glover's Law', stating that, despite the builder's original intention to keep it small, a layout will almost invariably have an extension of some kind built onto it. I think this could apply to any number of us.

Two of his layouts, *Sand Point* (RM May 2019), and *Moorside* (RM February 2019), started out small for very good reasons. Apparently, each was built so he could move them about one-handed, after he had a hip replaced. Even so, each was a little gem.

As well as being an inspirational modeller, Richard was always willing to offer advice and help to anyone who asked. Whether it was a simple query or something more technical, he could be relied upon to make intelligent and useful suggestions.

Richard was also a lifelong fan of sci-fi and fantasy novels. For a bedtime treat he would read his son, Ian, extracts from Terry Pratchett's books. This mild-mannered, gentle man will be much missed by Ian, his wife Helen, and by the narrow gauge modelling community as a whole.

Lyme Regis branch layout is now on view in new premises

An OO gauge model of the Axminster-Lyme Regis branch has gone back on public display in new premises in Axminster, East Devon.

As reported in the July 2024 issue, the group 'For the Love of a Railway', which initially constructed the *Lyme Billy* layout in the window of a former restaurant in the town centre, had to move it to a new home at 6 St George's, Chard Street, Axminster EX13 5DL.

The group is already achieving its aim of inspiring a younger generation: performing the official opening on October 26, alongside Axminster Mayor Jill Farrow and former Lyme Regis branch fireman Terry Guppy, was regular visitor Tom Davis, aged three. Also recently recruited as a volunteer was teenage railway modeller Matthew Preston, whose first layout was built for him by his grandfather when he was just five.

The opening event was followed with a talk by railway historian Colin Divall in the town's George Hotel on the evening of 5 November, titled '*Lyme Billy: Did Beeching Get It Wrong?*' comparing the reasons behind the closures of the Lyme Regis and Bridport branches in 1965 and 1975 respectively. The audience of 50, with around 40 more online, was "way beyond our expectations," said the group's secretary Barrie Hedges, and more such events are planned. The new premises are open to the public from 10:00-15:00 on Saturdays and Thursdays.

Since that opening event, another model railway portraying the town in steam days, the *Axminster's Railway* layout, has been moved by the group into the Community Waffle House, on the first floor of Trinity House, Trinity Square, Axminster EX13 5AP.



Kate Yarwood, Tom Davis, Axminster mayor Jill Farrow, and Terry Guppy at the reopening of the Lyme branch layout.

The group says of this second model that what started as a request for a modest refresh of the previous layout ultimately turned into a total rebuild. The new model has a double main line track, so visitors can see main line trains passing both ways through Axminster station, which also has the bay platform and early stage of the old branch to Lyme Regis. Also there in model form is the town centre sitting high above, with some exquisitely modelled buildings, included terraced houses.

Further details can be found at:
www.fortheloveofarailway.co.uk

Rapido Trains UK reveals pre-production samples of GNR J52 in 00

Rapido Trains UK has received pre-production samples of its Great Northern Railway J52 0-6-0ST in OO as announced in the January 2024 issue.

The J52/2 (originally GNR J13) model will feature a factory-installed speaker, Next18 decoder socket and glowing firebox. It will be available at £164.95, or £279.95 with DCC sound fitted.

The versions announced by Rapido are J13s No.1210 in GNR green and No.1234 in GNR grey; J52/2s No.1228 and No.4226 in L&NER black lined red, No.4217 in LNER plain black with shaded lettering and No.8832 in NE plain black; and BR J52/2 versions are No.68817 in black with 'BRITISH RAILWAYS' lettering, Nos.68838 & 68832 in unlined black with early emblem, No.2 in unlined black with early emblem and Departmental markings on the bunker sides, and No.68846 in lined black with late crest – as well as No.1247 in GNR green as running in the 1960s.

There are also exclusive versions for Locomotion Models and Rails of Sheffield. The Locomotion Models J52 will be finished as preserved National Collection example No.1247



in GNR lined green, with slight differences to the standard Rapido model of the same locomotive as initially restored in the 1960s. The Rails of Sheffield model, meanwhile, will depict J52/2 No.68845 in Doncaster Works Yard Departmental black livery with appropriate labelling in large letters on the tank sides.

The models are available to pre-order and are expected to arrive in late 2025.

www.rapidotrains.co.uk
www.locomotionmodels.com
www.railsofsheffield.com

And finally... something fittingly festive!

Reader John Parry, of Sleaford in Lincolnshire, has written to RAILWAY MODELLER about his O-16.5 Christmas novelty layout, which is housed in an old bathroom cabinet measuring just 15" high, 10" wide and 7½" deep. The track circle has a less than 3" radius curve which the engine manages easily while carrying Father Christmas.



The front is a picture mount and the layout uses a cut-down Bachmann 'Underground Ernie' vehicle acquired discounted for less than £5.00 (this range was based on a British computer-animated TV series featuring underground train characters). The tree is a living plant and is the sort sold in supermarkets as a table decoration. It sits in a plant pot with a plastic bowl underneath to prevent leakage when it is watered.

Lighting is supplied by an IKEA cupboard light and from the headlight on the engine. John says that the layout, completed with the help and encouragement of Sleaford & District MRC members, needs some more 'snow' added, but when the model was first revealed at Christmas in a darkened room to his grandchildren their reaction was a resounding "wow".

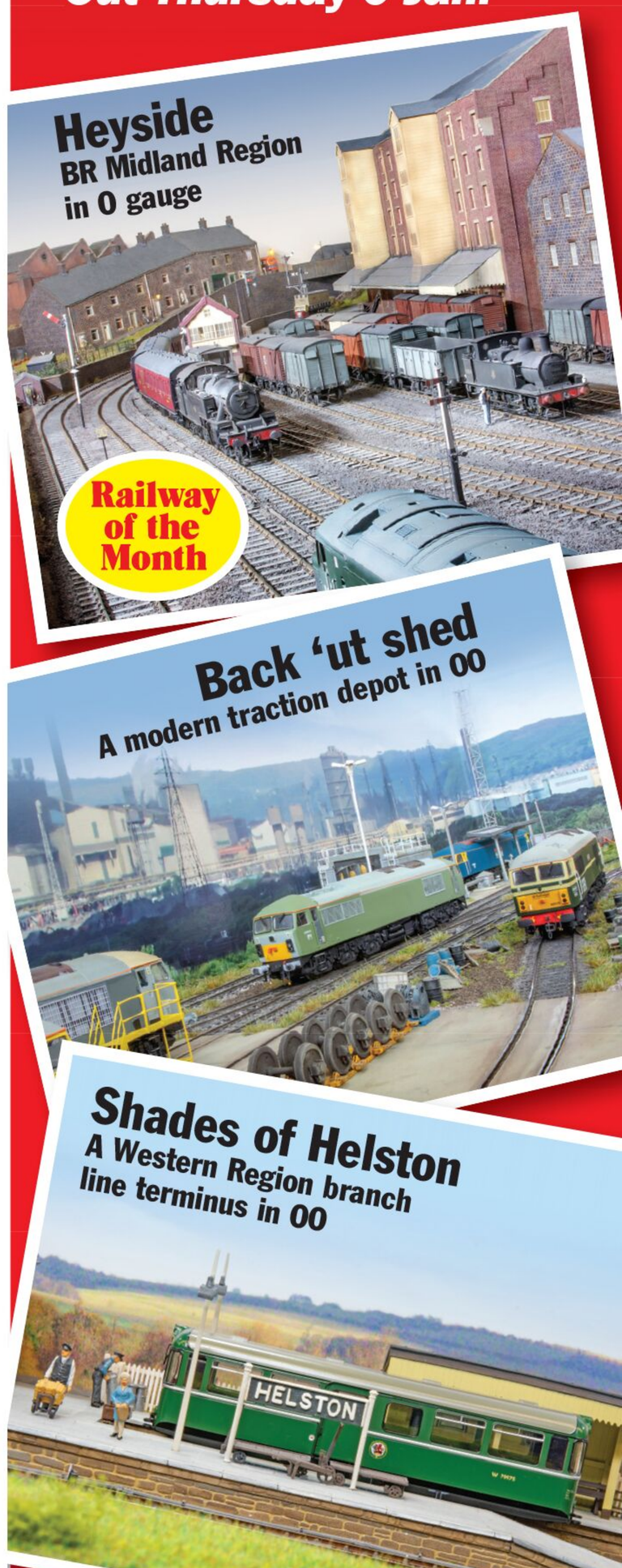
John adds that he is pleased with the backscene. His first attempt was painting the backing light grey but then a church friend, Wendy Oldershaw, painted a far more suitable and realistic scene.

Season's greetings and Happy New Year to all.

Coming next month

February 2025

Out Thursday 9 Jan.



inside ...

- **LOCO VARIETY IN TT:120**
  Adapting Hornby models to create other steam locomotive classes
- **MAKING A START IN 009**
  Chris Ford builds a row of cottages
- **MODEL RAIL SCOTLAND 2025**
  All you need to know about the biggest model show in Scotland

plus all the regular features ....

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to **clubs@railwaymodeller.co.uk** are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

MARCH 2025 issue deadline: JANUARY 1st

LIVE EVENTS

Saturday 14 December
HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4, River Street, Heywood, Lancashire OL10 4AB.
Open: 1000-1600
Admission: £3.00 per adult, accompanied children free.
Amenities: free parking, wheelchair access. Refreshments available.
Features: open day for club test tracks in N, 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.

Lockerbie* in OO will attend the December Manchester show. *Photo: Arran Aird



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 lines, Piccadilly. By car, the venue is easily reached by any of the city's arterial routes. However, the one way system around the venue is complex with a vigorously enforced bus-only scheme on Oxford Road. There is also no on-site parking (except for Blue Badge holders), so organisers urge visitors to consider using one of the 79 Park-and-Ride schemes operated by Transport for Greater Manchester – see 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 – 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, plus four other layouts whose owners allow trustworthy children to operate the controls. Two areas where parents and children can take a rest: *Junior Junction* in the entrance lobby and *Toytown Terminus* in a section of the catering area in Hall D. 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, Lockerbie, Oulton TMD, Rainy City* [tram layout], *Templecombe Lower* (OO); *Glenties* (OOn3 Irish); *Lynnbach* (009 Welsh); *Modbury* (2mm Finescale); *Hogwarts at Christmas* (featured in the December 2024 issue), *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 the 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 2024 – 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 https://www.wtm360.co.uk/making-tracks-1690377730-pete-waterman-making-tracks-2024.html
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, incl 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 *Making Tracks* layout portraying the West Coast Main Line. Four-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. Cafe available.
Features: 17 layouts, incl: *G Gauge Freerunners* (G); *Gamma Silo Rotatory* (On30); *Asham Cement Works, Bletchinghurst, Brief Encounter Monochrome* [featured in November RAILWAY MODELLER issue], *Cider Mill, Essex Brick, Little Totston, Little Narrow, The Ladykillers* (OO); Hadlow Model Railway Club's *Not Another GWR Branch Line set in the 50s Exhibition Layout* (OO/N); *Plugstreet, Stilbarton: Farm Rise* [featured in July RM issue] (009); *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, Somerset, 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-min walk from Maidstone West rail station and buses; or 20-min walk from Maidstone East rail 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 support.
Contact: 01732 840787.
Email: midkentgroup@outlook.com
Facebook: www.facebook.com/profile.php?id=61554307059754

Saturday 4 & Sunday 5 January
FROME, Somerset
Event: Frome Model Railway Exhibition 2025.
Organiser: Wessex Association of Model Railway Clubs.
Venue: Cheese & Grain, Market Yard, Frome, Somerset BA11 1BE.
Open: Saturday 1000-1600
Sunday 1000-1600
Admission: adults £6.00, children free.
Amenities: Cheese and Grain is served by the Mendip Council-owned 360-space The Cattle Market car park directly outside the

venue. Charging hours are 9.00-18.00 Monday-Sunday (£2.00 all day on Sundays). Step-free access from the car park to the venue is available plus 21 dedicated disabled parking spaces. Frome railway station, served by GWR, is a 20-min walk away, while the nearest bus stop in Market Place is a 5-min walk. The venue has ramped access to the front door and both the venue café/bar and main hall are on a flat floor, with a wheelchair-accessible toilet at the front of the building. The venue has a café/bar serving food and drink.
Features: numerous layouts plus sales stands.
Website: http://wamrc.co.uk/exhibitions
Facebook: www.facebook.com/WAOMRC/?locale=en_GB

Saturday 11 January
ILTON, Somerset
Event: SWOONs Open Day.
Organiser: South West 009 Modellers (SWOONs).
Venue: Merryfield Hall, Ilton, Somerset TA19 9HG.
Open: 1000-1600
Admission: £3.00 per person.
Amenities: venue has car parking & disabled access. Refreshments available.
Features: a range of 009 and narrow gauge layouts plus an 009 Sales Stand.
Email: Geoff Bowyer, treasurer@009society. com
Website: www.009society.com/news/exhibitions-events/

Saturday 11 January
MAIDENHEAD, Berkshire
Event: Annual Winter Exhibition.
Organiser: Marlow, Maidenhead & District Model Railway Club.
Venue: Cox Green Community Centre, 51, Highfield Lane, Cox Green, Maidenhead, SL6 4EU.
Open: 1000-1630
Admission: adults £6.00, children 5-14 £3.00, U5s free. Family (2+2 or more children) £15.00.
Amenities: free limited car parking on site. The community centre has disabled facilities including a disabled toilet, and refreshments will be available.
Features: layouts including: *Egdean SR, Templegate Goods* (O); *Express Daisy Sidings* (EM); *MMDMRC layout* (OO) plus *club kiddies' layout*; *Mynydd y Ddraig* (009); *Klein Schmalitz, Xertigny-les-bains* (HO), *Whitmoor* (N); plus *Funville Children's Layout*. Also Model Figure Painting Demonstration with Richard Marks, and trade & society stands.
Email: juliansaxtonmmdmrc@btinternet.com
Website: www.mmdmrc.org.uk
Facebook: www.facebook.com/marlow-maidenheaddistrictmodelrailwayclub/

Saturday 11 January
RAINFORD, Merseyside
Event: Narrow Gauge Group Gathering.
Organiser: Merseyside & South West Lancs NG Group.
Venue: Corpus Christi Hall, Alfred Street, Rainford, Merseyside WA11 8BY.
Open: doors open at 1230.
Admission: free – all welcome.
Amenities: free parking, disabled access & light refreshments available.
Features: narrow gauge layouts, shows you how stands & trade stand.
Contact: 01744 25361.
Website: www.009society.com/news/exhibitions-events/

Saturday 11 & Sunday 12 January
BOGNOR REGIS, West Sussex
Event: Annual Model Railway Exhibition.
Organiser: Bognor Regis Model Railway Club & BRMRC Ltd.
Venue: Felpham Community College, Felpham Way, Bognor Regis, West Sussex PO22 8EL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £3.00, U6s free.
Amenities: venue has on-site parking & disabled access. Nearest rail station is Bognor Regis, then take Stagecoach No.700 bus, running from Chichester to Littlehampton – Downview Road is the closest stop to the show venue. Refreshments available.
Features: 17 layouts including: *Aldington Central, Brailes End GWR, Brief Encounter Monochrome, Fareford Depot, NCB Houses Fence, Oldhaven, Rossiter Rise, The Lady Killers* (OO); *Fursdale* (009); *Stedham Mill* (3mm); *Consall Forge, Heathcote Lane, Kinlochlaggen, Mini N Gauge Modules* (N). Plus ride-on miniature railway (£1.00) and numerous trade stands.
Website: www.brmrc.org.uk www.ticketsource.co.uk/whats-on/bognor-regis
Facebook: www.facebook.com/bognorregismrc/

Sunday 12 January
WITHAM, Essex
Event: Witham Model Railway Exhibition.
Organiser: Mid Kent Model Railway Group & hosted by Dakota Dibben.
Venue: Witham Public Hall, Collingwood Rd, Witham, Essex CM8 2DY.
Open: 1000-1600
Admission: adults £6.00, children £1.00 and families £14.00.
Amenities: venue has parking and disabled access. Refreshments available.
Features: around 20 model railway exhibits set alongside trade stands.
Email: info@dakotadibben.co.uk
Website: https://withampublichall.co.uk/specialevents.html
Facebook: www.facebook.com/WithamModelRailwayShow/

Saturday 18 & Sunday 19 January
BIRSTALL, Leicestershire
Event: Model Railway Show & Open Weekend for Leicester
Organiser: Syston Model Railway Society.
Venue: Birstall Social Club, 16-18 Wanlip Lane, Birstall, near Leicester LE4 4JS.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £5.00, acpd U15s free, unacpd children £4.00, families £10.00.
Amenities: parking is adjacent in Sibson Road and Wanlip Road.
Features: combined model railway exhibition & open day organised by Syston MRS with 12 layouts in various gauges, two of which have featured in national magazines. Also a demonstration on card modelling and trade stands plus a chance to visit the enlarged club rooms to see progress on the 26' OO gauge club layout *Grimley Heath*. Also on view will be club layouts *Horse Cove* (N) and *Vale of Tranmer* (OO). The club is looking for new members to enjoy its larger facilities with something for all the family including a bar.
Contact: Chris Leach, 0116 2605760.
Website: www.systonmrs.org.uk

Saturday 18 & Sunday 19 January
CANTERBURY, Kent
Event: Canterbury Model Railway Exhibition.
Organiser: City of Canterbury Model Railway Society.
Venue: St Anselm's School, Old Dover Road, Canterbury, Kent CT1 3EN.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, children (5-15) £1.00. (Card or cash payments are available. All children under 12 must be accompanied by a responsible adult).
Amenities: visitor parking is at the New Dover Road Park and Ride site next door or on streets nearby. Only limited disabled parking is available on site but disabled access is available to both halls. Regular Stagecoach buses Nos.12, 15, 16, 17 & 89 pass the school. Hot and cold refreshments available (cash only).
Features: around 13 layouts including: *Arnold Layne* (O); *Albert Street Parcels* (EM); *Copper Wort & Co, Jane's Creek, Rossiter Rise, Nonington Quay, Shepherdswell EKR, Two Bridges Up Siding* (OO); *The Victory* (4mm Finescale); *Asham Cement Works, Llanfair Caereinion* (009); *Obbekær* (P87); *Barnwood* (N). Plus modelling demonstrations & advice as well as trade & society stands. Also ride-on trains outside courtesy of Canterbury and District Model Engineering Society (weather permitting).
Contact: Jeremy Kennett, 07443 658102 evenings only.
Email: ccmrs.shows@gmail.com
Website: www.ccmrs.co.uk
Facebook: www.facebook.com/ccmrs1/?locale=en_GB#

Saturday 25 & Sunday 26 January
SOUTHAMPTON MODEL RLY EXHIBITION
EASTLEIGH, Hampshire
Organiser: Southampton Model Railway Society.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, accompanied children free.
Amenities: Barton Peveril College is about 1½ miles from M3 Jct 13 or M27 Jct 5 and will be AA signed from shortly after the junctions (use SO50 5BX for SatNav). There is free car parking on site. The Southampton & District Transport Heritage Trust (website www.sadtht.co.uk) will be providing an approx half-hourly free bus service between Eastleigh and Southampton Airport Parkway stations and the venue – or both stations are 25 mins walk away. Other service buses available are Bluestar Route 2 (Southampton-Eastleigh-Fair Oak) from Eastleigh station, stops in Derby Road near Tennyson Road; and Bluestar Route 5, (Eastleigh to Romsey, Saturday only, two-hourly) from Eastleigh station, stops outside the college. There is disabled access to all areas of the exhibition. Hot & cold refreshments available.
Features: layouts including: *Danbee*, *Possil Road Canal Basin, Staindrop* (O); *Hepton Wharf, Longwood Edge, Trerice* (P4); *Express Daisy Sidings*, *Kinmundy, St Holdens* (EM); *Brankstone*, *Shap*, *Tintagel Road* (OO); *Devil's Bridge, Sandy Shores* (009); *Stedham Mill* (3mm); *Modbury* (2mm finescale); *Bowmarsh Town, Southwark Bridge* (N); *Kleinstadt* (Z Swiss); plus 'Kids' Corner' layouts *Lego World*, *'Hands-on' Children's Layout* (Southampton MRS Thomas & Friends themed set-up). Plus demonstrations on DCC & Computer Control, Weathering, 3D Printing, Etched Kit Construction, and Airbrushing. Also numerous trade and society stands.
Website: www.southamptonmodelrailwaysociety.co.uk

Saturday 25 & Sunday 26 January
THAMESMEAD MODEL RLWY EXHIBITION
ERITH, South East London
Organiser: Erith Model Railway Society.
Venue: Harris Garrard Academy, Yarnton Way, Thamesmead, Erith DA18 4DW.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £9.00, acpd 5-16s £1.00.
Amenities: free exhibition guide available. Venue has large free on-site car park. Nearest rail station is Abbey Wood, 10-15-mins walk away and served by Southeastern, Thameslink & Elizabeth Line services – catch either the 180 or B11 bus from the station stop C to the venue. Transport for London bus services Nos.180, 401 & B11 stop outside the venue, and Nos.177, 229, 244, 301, 469 & 472 stop on the nearby A2041. Exhibition is all on one floor and fully accessible, and the venue has a disabled toilet. Refreshment area offers hot food & drinks and has plenty of seating. Charity raffle in aid of the Association of Bexley Charities '78.



Stedham Mill in 3mm, featured on page 30. ***Photo: Geoff Hellwell***



Barnwood* in N, appearing at the Canterbury show. *Photo: Paul Bason

Features: up to 30 layouts incl: *Smithfield* (O); *Janes' Creek* (EM); *Brief Encounter Monochrome, Cato Cove, Cicely Bridge TMD, Great Tey, Hengist Road, Hope Sidings, Locomotive Graveyard, London Road Sidings, Mount Wise, Old Oxendale Sidings, Riverside TMD, Summer Springs On The New Cut, Tbc (Wilmington Grammar School), Tedburn St. Mary* (OO); *Somewhere In France, Willows Green* (OO9); *Vine Street Riverside* (HO); *Moos* (HO/HOe); *Crumbling Edge, Lisworth Bay, Little Ashton, N E Where (Modular Layout), Ospringe (St Peter's) & Water Lane, Quarry Falls, Rellham, Rocky Mountain Rails* (N), plus demonstrations including Gauge 1 Wagon Building, as well as trade support & society stands.
Contact: Paul Plummer, 07736 560956.
Facebook: www.facebook.com/groups/944711410190204/?_rdr

Saturday 25 & Sunday 26 January
IRVINE, North Ayrshire
Event: Kilmarnock & District Model Railway Club Exhibition 2025.
Organiser: Kilmarnock & District Model Railway Club.
Venue: Scottish Maritime Museum, Linthouse Building, Harbour Rd, Irvine KA12 8BT.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, concessions £5.00, U16s free.
Amenities: venue has ample free parking and has disabled access. Food and beverage outlets available with a number of options close by. Entry to the exhibition also includes free access to the Maritime Museum exhibits.
Features: layouts, model displays, traders.
Website: www.kilmarnockmrc.com
Facebook: www.facebook.com/KDMRC71

Saturday 25 & Sunday 26 January
PONTEFRACT, West Yorkshire
Event: Model Railway Show.
Organiser: Normanton & Pontefract Railway Modellers Society.
Venue: New College, Park Lane, Pontefract WF8 4QR.
Open: Saturday 1000-1700
Sunday 1000-1630
(Card payment accepted)
Admission: adults £10.00, acpd U16s free.
Amenities: venue is sited next to the racecourse, accessed from M62 Jct 32. Disabled access. Refreshments available via the Racecourse's catering facility.
Features: more than 20 layouts plus demonstrations, trade support and club sales stand.
Facebook: www.facebook.com/p/Normanton-and-Pontefract-RMS/

Southwark Bridge, featured on page 12.
Photo: Andrew Burnham

'The Mills Railway Year 2024' by Bernard Mills.



MEETINGS

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

Saturday 14 December – 1400
Stephenson Locomotive Society
Christmas Festivities.
Venue: Kidderminster Railway Museum, adjoining SVR station. DY10 1QX.
Details from: 01597 824408

Monday 16 December – 1930
Plymouth Railway Circle
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.

Thursday 2 January – 1930
Lutterworth Railway Society
Slides: 'Merry Go Round Expansion' by Bob Newitt & Ian Collinson.
Venue: The Pavilion, Recreation Ground, Coventry Road, Lutterworth LE17 4RB.
Entry: £2.00 members, £5.00 non-members.
Website: www.lutterworthrailwaysociety.co.uk
Contact: Alan Bilton, 01455 207996 or 07771 756013.

Tuesday 7 January – 2000
The Enfield Transport Circle (TETC)
'The History & Development of Engines. Part 3 (Illustrated)' by Peter Moore & Kenneth Crane of TETC.
Venue: First Floor Meeting Room, Enfield Drill Hall, Sports Club, 1 Old Park Avenue, Enfield, Essex EN2 6PJ.
Entry: £6.00 donation fee but visitors' first visit is free. £1.50 fee for refreshments.
Website: https://tetc.chessck.co.uk

Thursday 9 January – 1930
South East Essex Railway Society
Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
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 13 January – 1930
Lincoln Railway Society
East German Railways 36 Years On by Graham Lightfoot.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: £4.00.
Contact: Publicity Member, 01522 698085
Email: grahamlightfoot1948@gmail.com

Thursday 16 January – 1930
Lutterworth Railway Society
'Midland Main Line Reflections' by Phil Linsey.
Venue: The Pavilion, Recreation Ground, Coventry Road, Lutterworth LE17 4RB.
Entry: £2.00 members, £5.00 non-members.
Website: www.lutterworthrailwaysociety.co.uk
Contact: Alan Bilton, 01455 207996 or 07771 756013.

Thursday 16 January – 1930
Marlow & District Railway Society
'Didcot Railway Centre – Developments' by Alan Price.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or on Zoom.
Entry: free for members or £3.00 for non-members.
Website: www.mdrs.org.uk
Contact: Martin Stoolman, 07954 849390.

Thursday 23 January – 2000
South East Essex Railway Society
'Steam tours in the 1960s', a presentation by Chairman Peter Sedge.
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

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge Modellers meet on the first Sunday of the month 1030-1600 at Eaton Bray Village Hall, near Dunstable. New members welcome. Two layouts for 16mm live steam and electric locos in 32mm and 45mm gauges. Go along, visit www.bag16mm.org.uk or email membership@bag16mm.org.uk

Berkshire N Gauge Society meets at 1900 on 1st and 3rd Thursday of each month at White Waltham airfield, Berkshire. New members of all skill levels welcome.
Email: djac@calderwoodhan.com or andi.welch1@gmail.com

Group for anyone interested in railway modelling and/or railways meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on last Monday of each month.
Email: steve.grantham1@btinternet.com

East Sussex Gauge O Group – Interested in modelling O gauge or 7mm narrow gauge? This group's meetings at Pett Village Hall (just outside Hastings) are held on 2nd Friday of each month from 1900-2000. The test track can run both fine and coarse scale two or three-rail, dc or DCC rolling stock. See Gauge O Guild website or email mikeh.reeves@tiscali.co.uk

Haverfordwest Model Railway Club, formerly the Pembrokeshire Model Railway Club, meets weekly on Wednesdays at 1915 upstairs at the Haverfordwest Menshed, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Modellers can attend meetings or join. www.facebook.com/groups/1448793075977538/ or email wordpress@pmrc.welshbrook.com

Launceston Model Railway Group holds drop-in meetings on 3rd Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be acpd. O, OO and N layouts in dc and DCC. Refreshments and a chat. Call 07974 893172 or email Alan & Sally Barriball at: furzepark@hotmail.com

Leyland Model Railway Club meets at Hillthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except Monday bank holidays) 1900-2200. Layouts in OO and N plus others under construction. For details call 07796 130295.

Poole and District Model Railway Society has opened a larger clubroom off Poole High Street. Includes OO gauge *Sterte Bay* (under construction), British/American N gauge layout and OO & N test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Tuesdays 1900-2200. See www.pdmrs.com

Romiley Methodist Railway Modellers meet from 1400 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. Drop in for a chat and a coffee and see the club's OO and N gauge layouts. For further 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

Opportunity Yours

Classified Advertisements

TO BUY, SELL OR EXCHANGE THROUGH THE COLUMNS OF GREAT BRITAIN'S BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 41a for advertising rates and conditions

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped, self-addressed envelope.
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. Tel: 01297 20580*. Please see website for prices.

Trade Services

DECALS AND 3D-PRINTED COMPONENTS FOR LOCOS, ROLLING STOCK, SIGNALS AND BUILDINGS. Scales 2mm to 16mm. Plus fully custom decal and component (3D-printed and etched metal) design and production service. *See www.aardstorm-models.com.*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957. Email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

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.*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Tel: 01302 371 623, mobile: 07526 768 178. Email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, Email: footplate@btconnect.com*

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436. 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: 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: Tel: 01225 360 037, Mobile: 07752 222 645.*
Email: rogersmith200@hotmail.com

Business for Sale

FOR SALE DUE TO RETIREMENT - DEXTER'S COVE. Range of laser cut and 3d printed kits, accessories, and figures are for sale, around 100 items. All cad files, laser and 3d printer files plus registered trademark. Around £750. *Email: or call for details 07468 882403 andy-ross@live.co.uk*

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

FOUR BEDROOM SEMI-DETACHED HOUSE FOR SALE IN BISHOP'S CLEEVE, CHELTENHAM. Located in quiet cul-de-sac, convenient for local shops and schools, Includes 32' tandem garage, one bedroom 16' x 10', garden backs onto Gloucestershire and Warwickshire Railway. Guide price £349,000. *For further details tel. 01242 674267.*

Private Sales

FOR SALE - 00 gauge 4mm fine scale layout based on the Great Western in the 1930s: 'KINGSFERRY'. 'Railway Of The Month' in Railway Modeller February 2021, and August 2021. Scenic section 4.3m (14ft). Includes a selection of locos and rolling stock. Would make an ideal club or exhibition layout (whereby it would be seen and appreciated by the wider public!). Owner converting to 0 gauge and needs the space. Located near Castle Cary Somerset. *Contact: Allan Howles Tel: 07790 773273 or Email: allanhowles@gmail.com*

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

RAILWAY PHOTOGRAPHS - original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274. Mobile: 07767 356 890. Email: simonecull06@tiscali.co.uk*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel: 01302 481274. Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk*

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. *Email: preferred Jamestant@yahoo.com or telephone 07769335772 leave a message and I will call you back.*

WANTED – HORNBY R2907 THE DAYS OF RED AND GOLD. L.M.S MAROON AND GOLD BOXED SET. *Telephone: 01536 515 919.*

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.

December 2024

27 December every year - 10.30am to 3.30pm

LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £3, concessions £2.50, Accompanied Children £1.00. *Contact: Jim/Vicci Ricketts. Tel: 01492 517004 email. vicci.rickettsltf@gmail.com proceeds to Llandudno Transport Festival.*

January 2025

1 January (Wed) 10am-2pm

EAST MIDLANDS (Newark), The Lady Eastwood

Centre, The Showground, Newark, NG24 2NY. Adults £5, Seniors £4.50. Accompanied Children Free. Catering and Free Parking. J & J Fairs
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com

5 January (Sun) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Refreshments on site and free car parking. SRP TOYFAIRS.
Tel: 0773 999 8012 www.srptoyfairs1.co.uk

5 January (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

11 January (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS.
Tel: 01522 880 383 email: jandjfairs@gmail.com

12 January (Sun) 9.45am-1.15pm
***NEW EVENT - BROMLEY - Bromley High School*,** Blackbrook Ln, BR1 2TW, 3 miles from the old Crofton Halls event, Orpington.
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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.
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www.ivanhoe-mrs.co.uk

14 January (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 Tel: 07732 330 305.

19 January (Sun) 10.30am-3pm
BUXTON – 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3.50, Senior Citizens £3, Children £1. Many stalls full of OO and O gauge trains.
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19 January (Sun) 9.45am-1.15pm
TENDERDEN, HOMEWOOD SCHOOL – NEW EVENT Ashford Rd, Tenderden, Kent TN30 6LT (entrance to school is next to fire Station) SRP TOYFAIRS.
Tel: 0773 999 8012
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February 2025

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All copy is subject to our approval. We reserve the right to request amendments.
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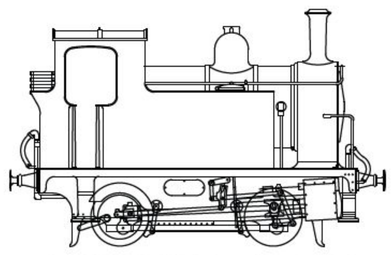
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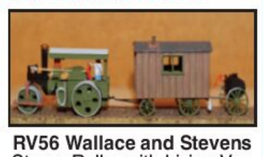
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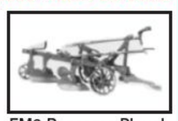
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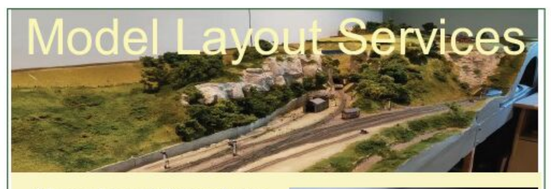
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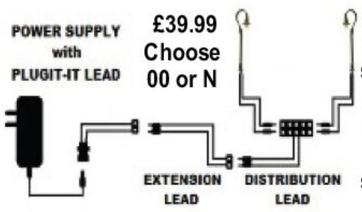
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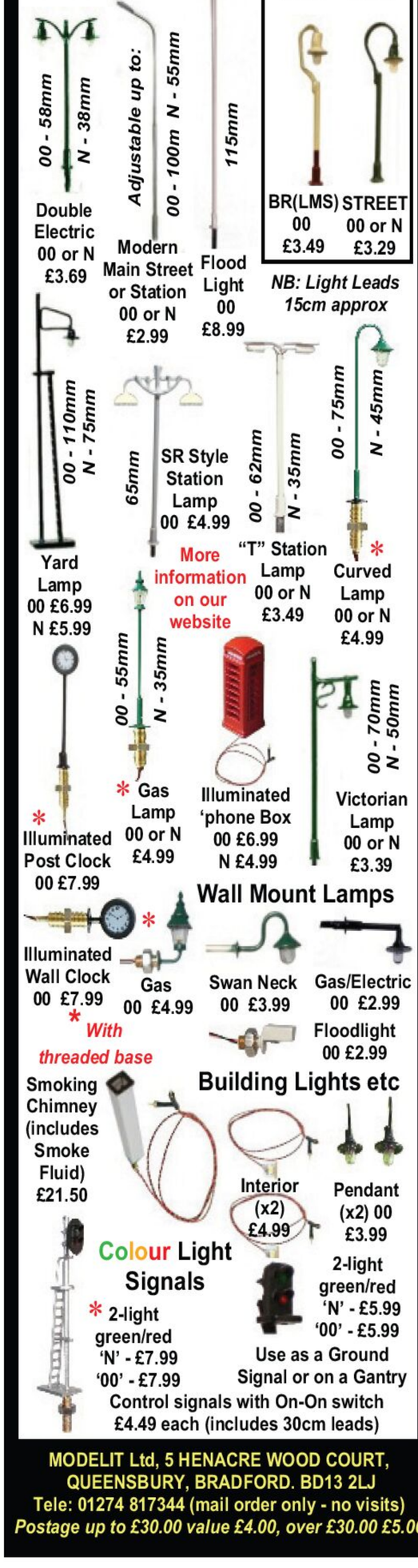
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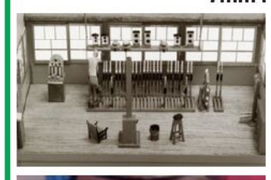
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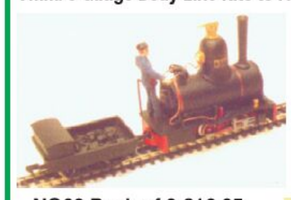


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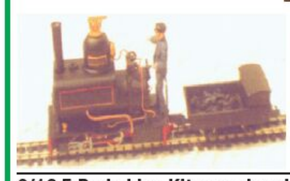
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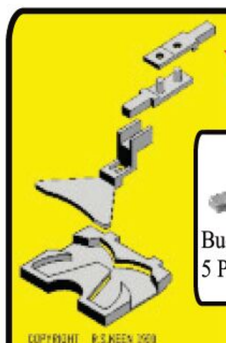
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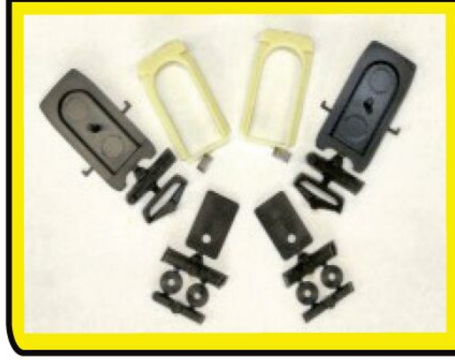
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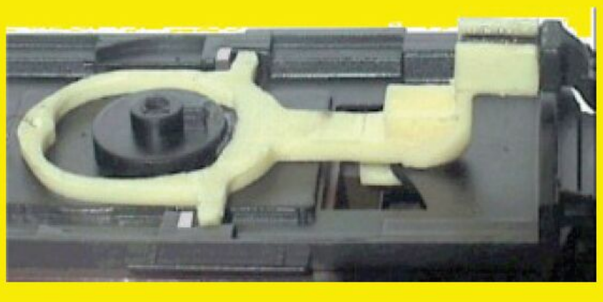
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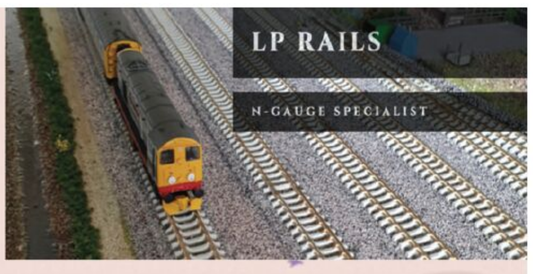
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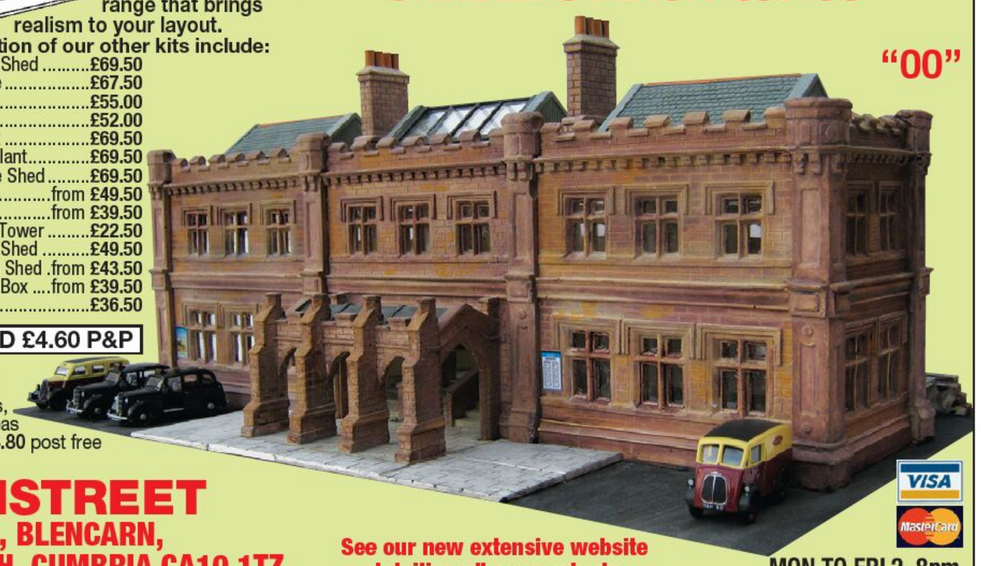
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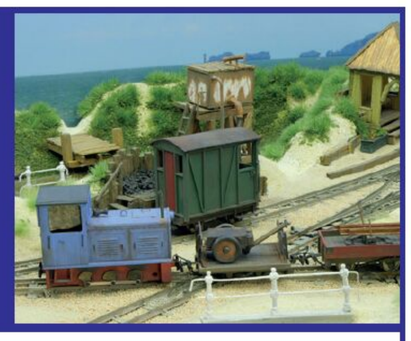


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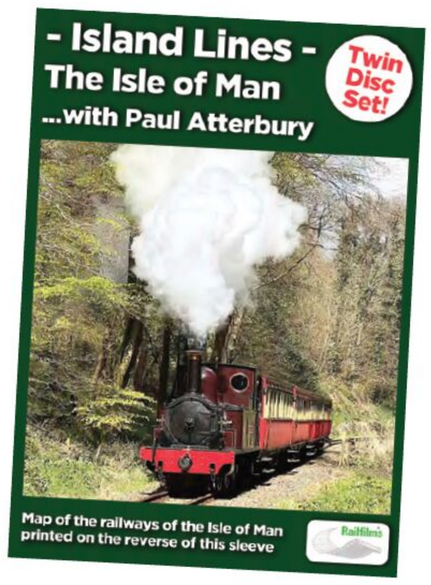
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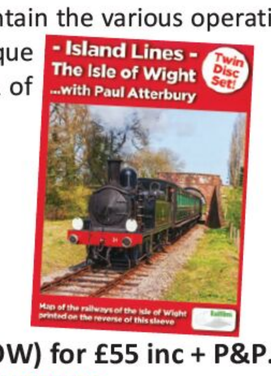
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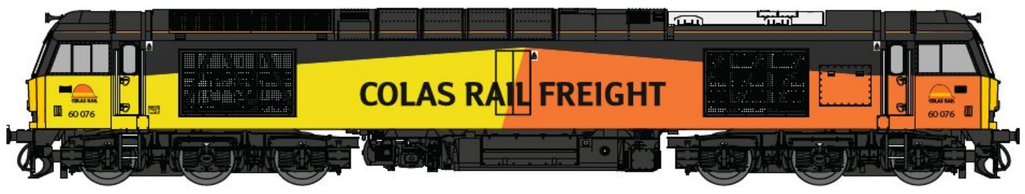
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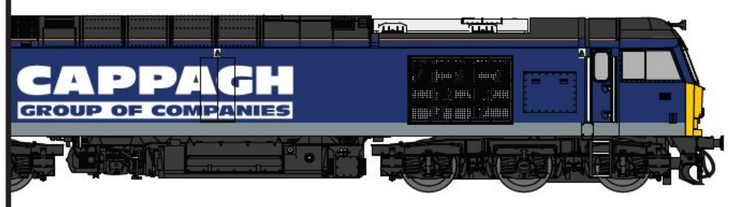
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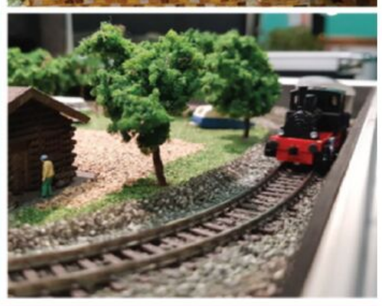
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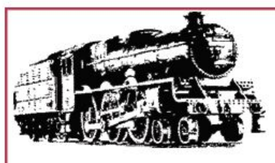
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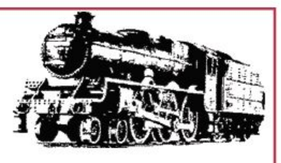
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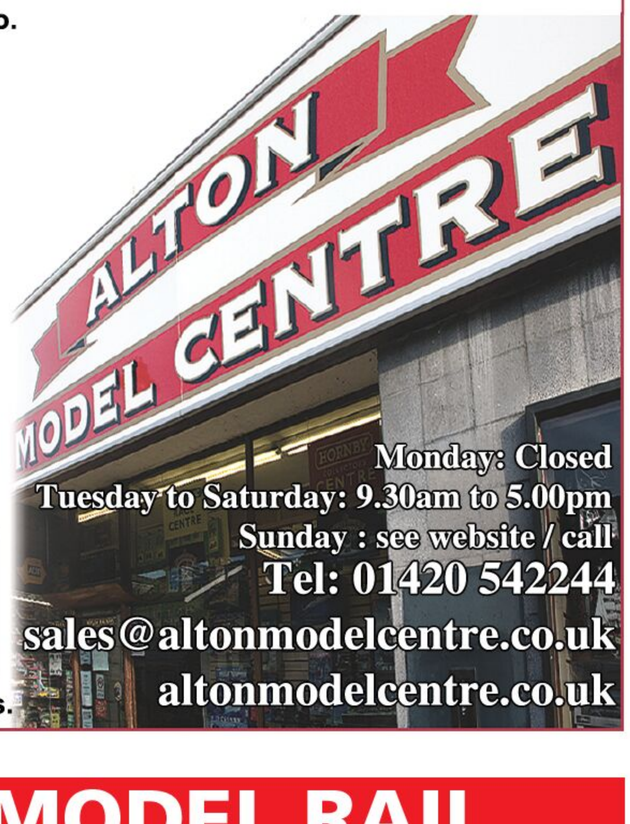
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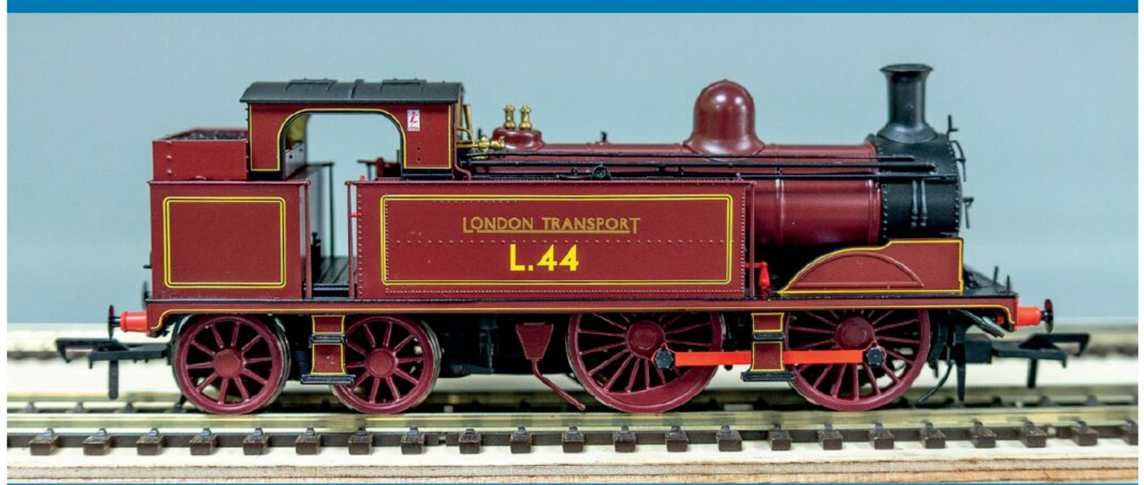
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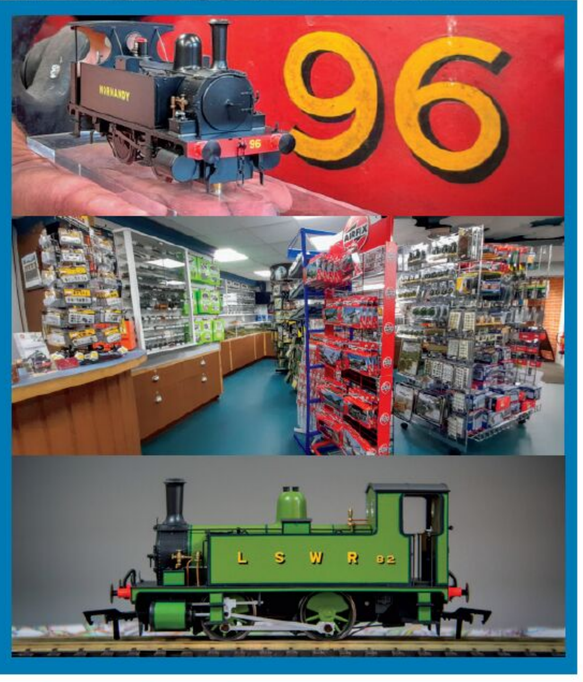
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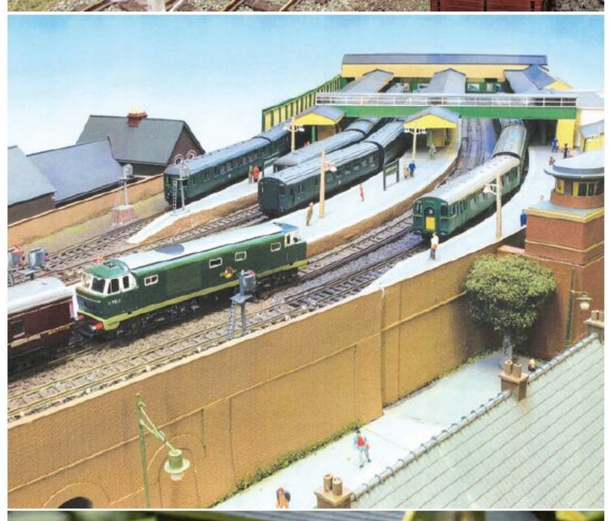
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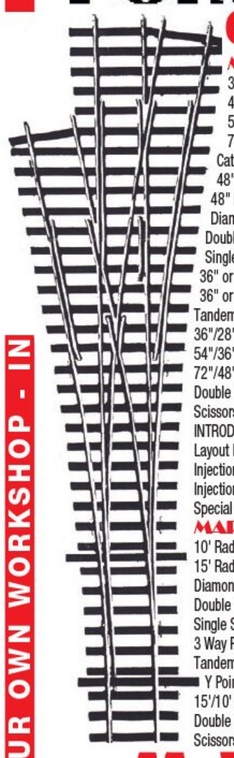


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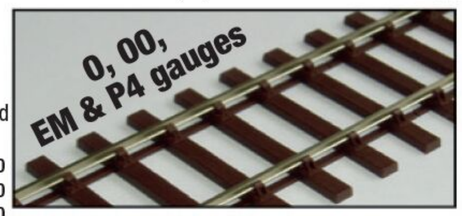
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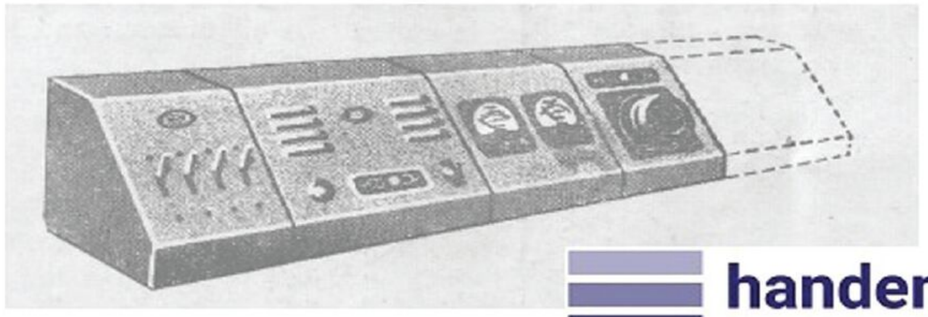
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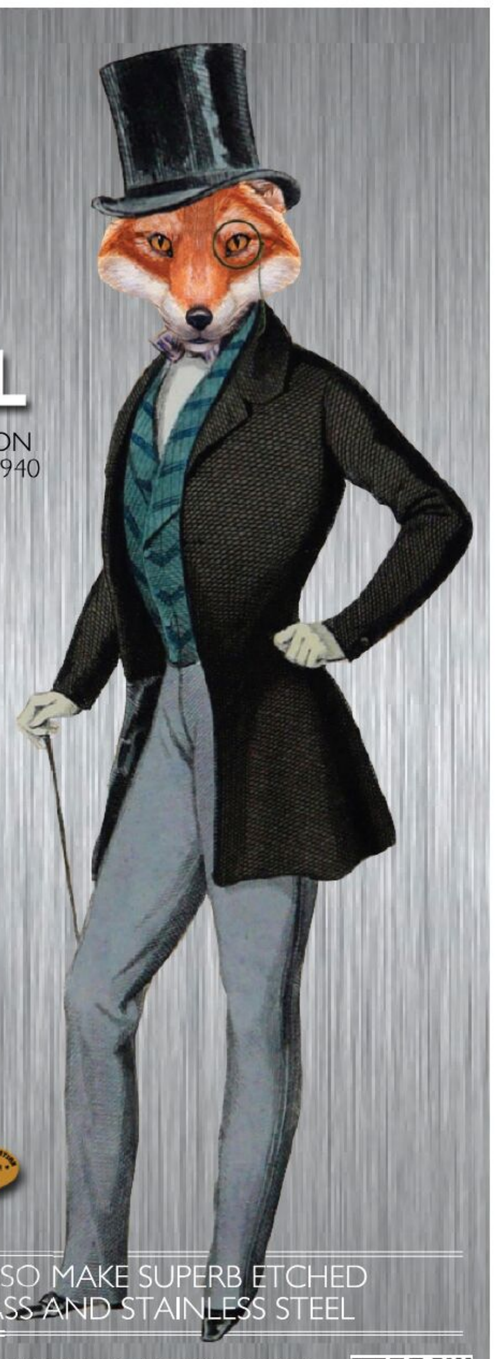
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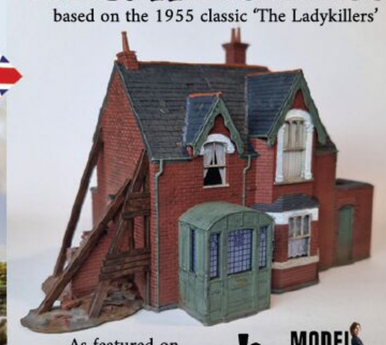


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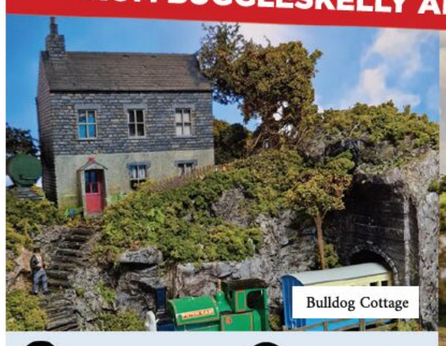


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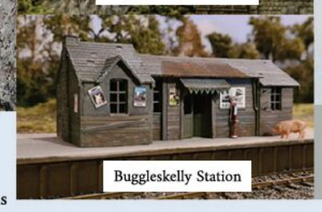
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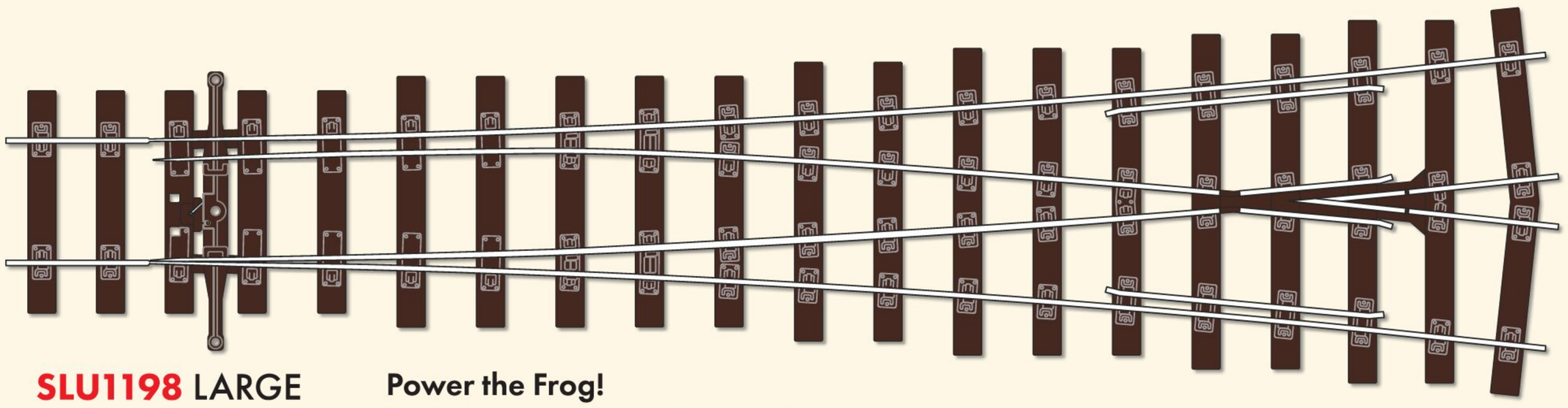
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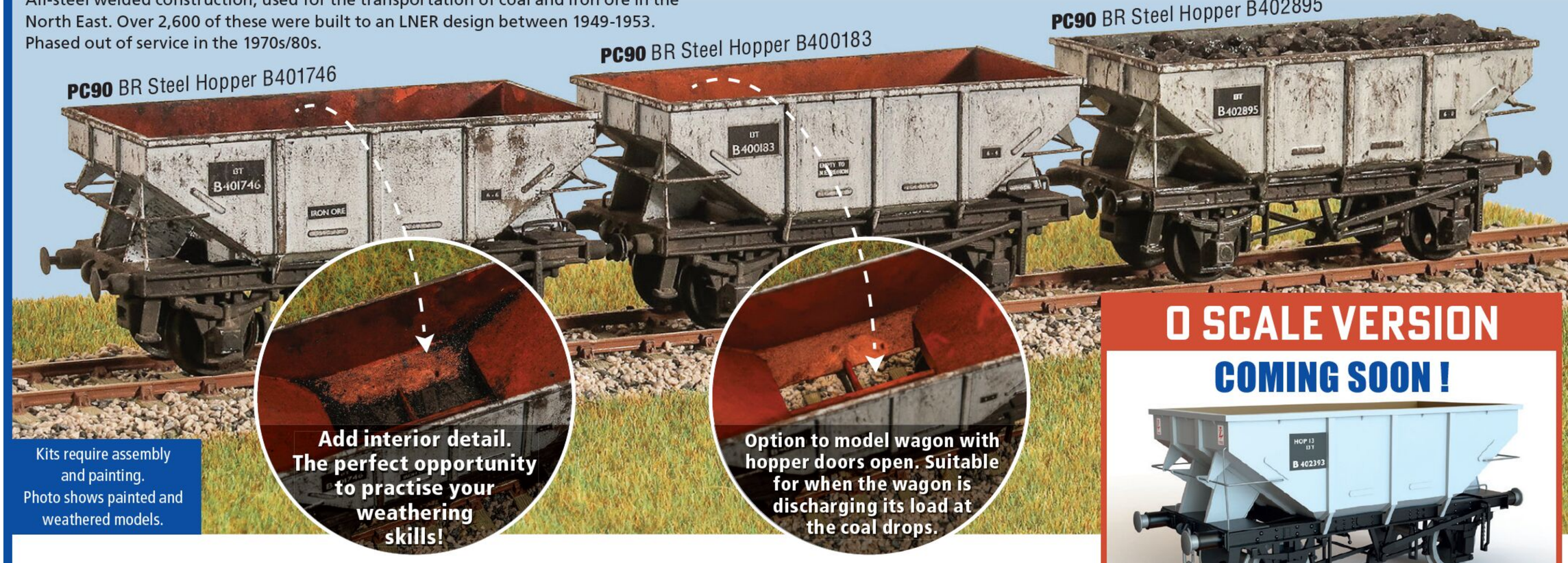
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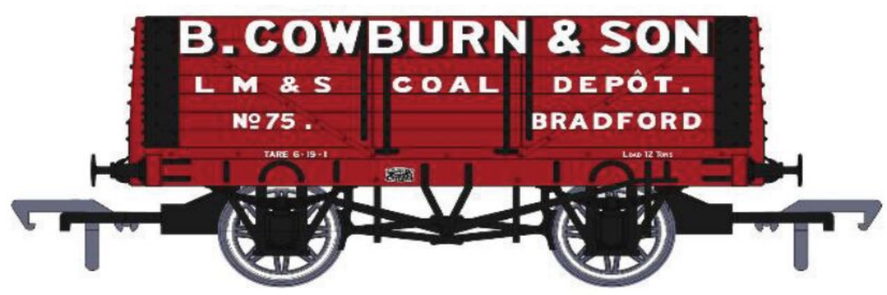
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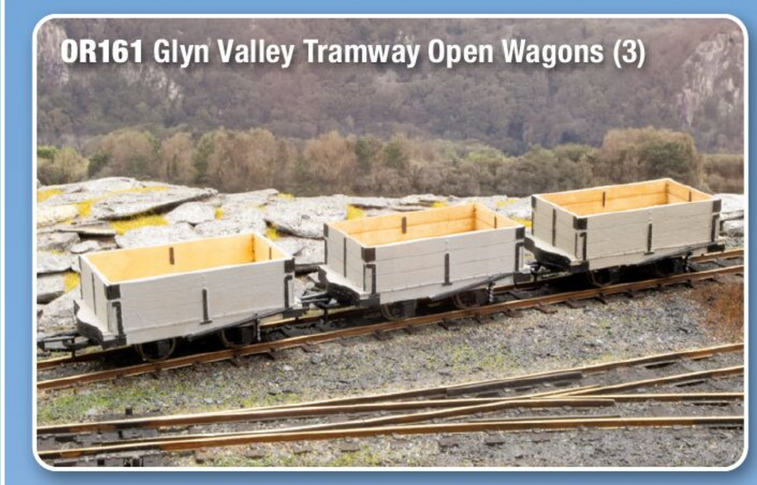


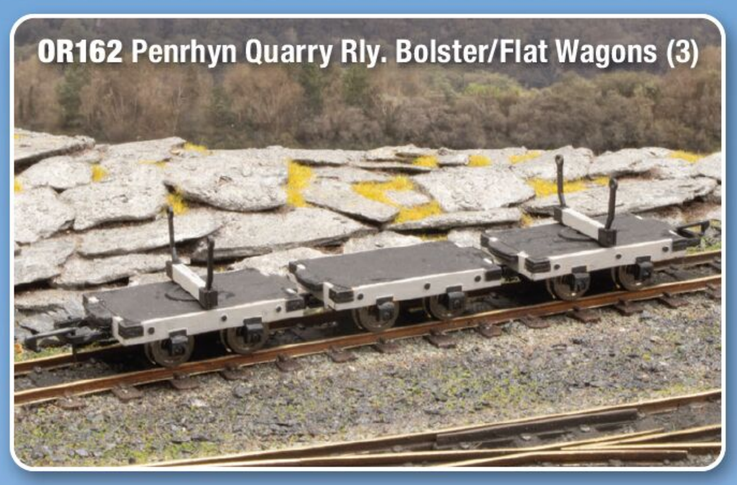
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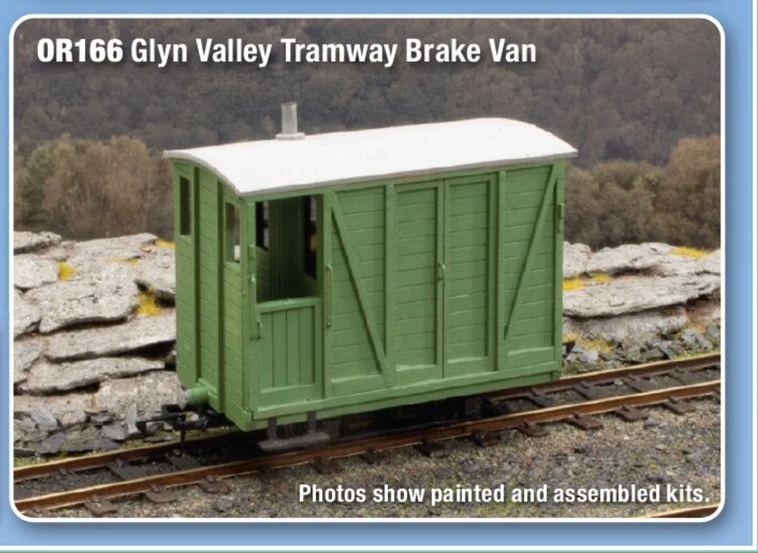








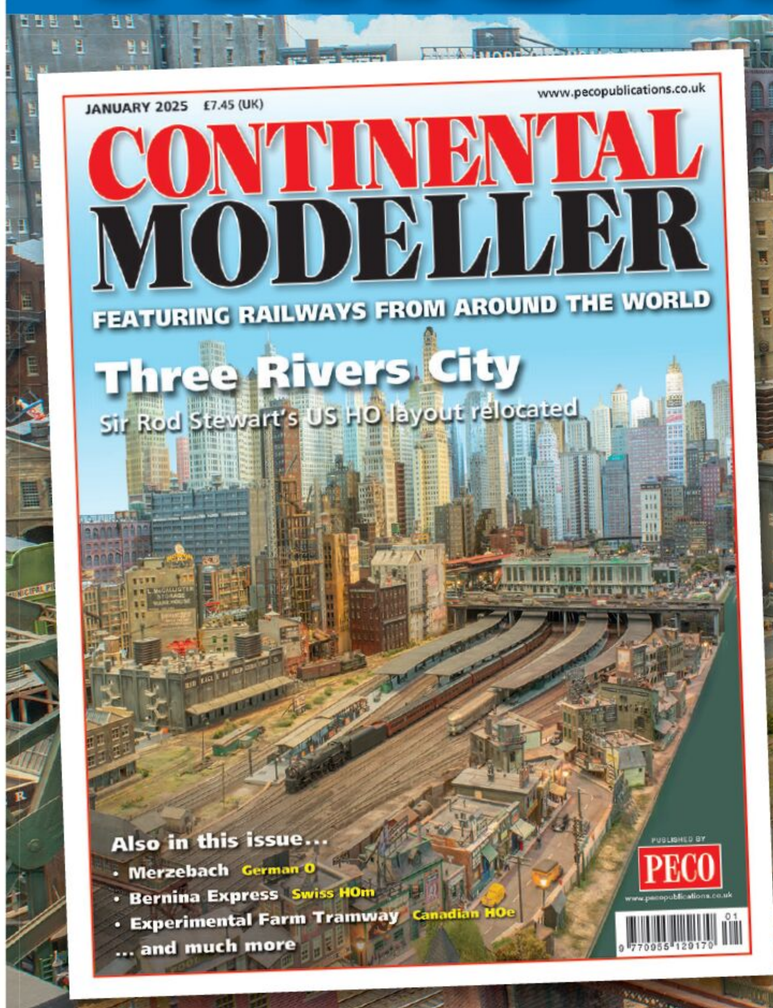




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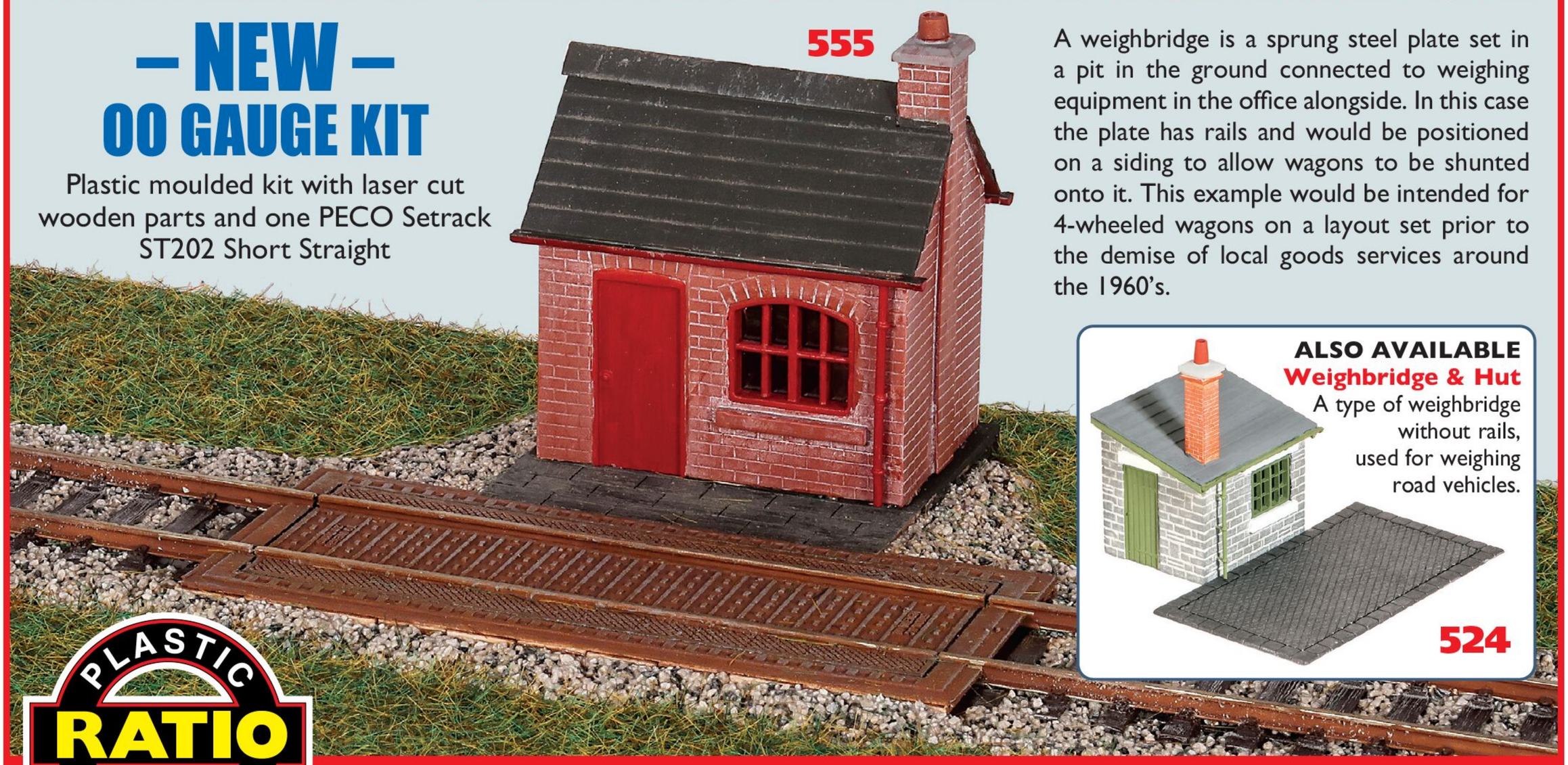
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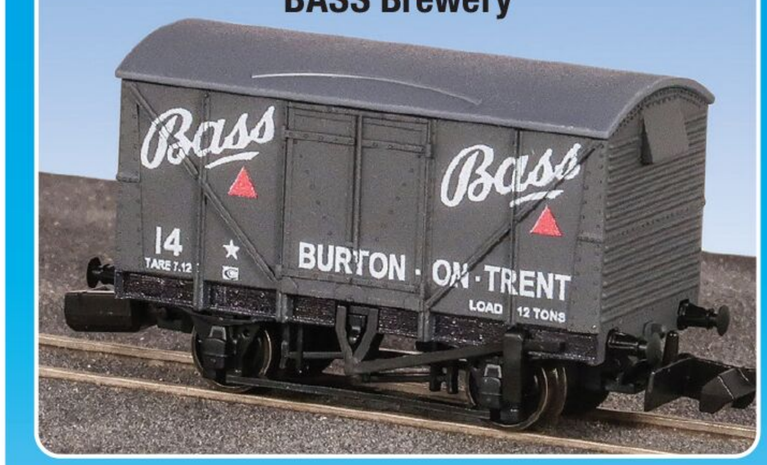
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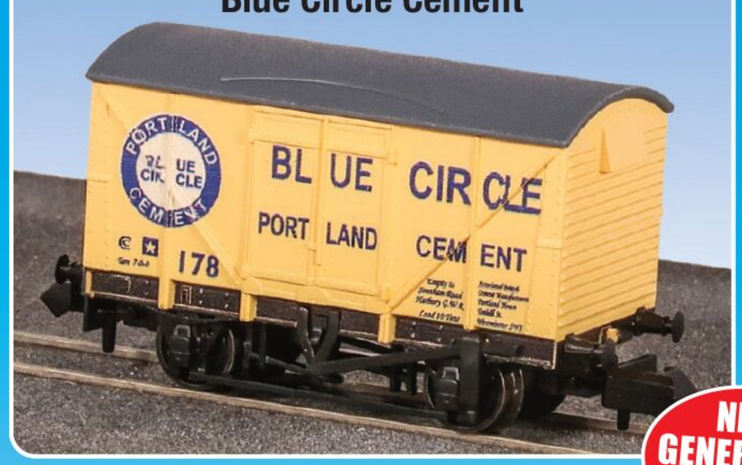
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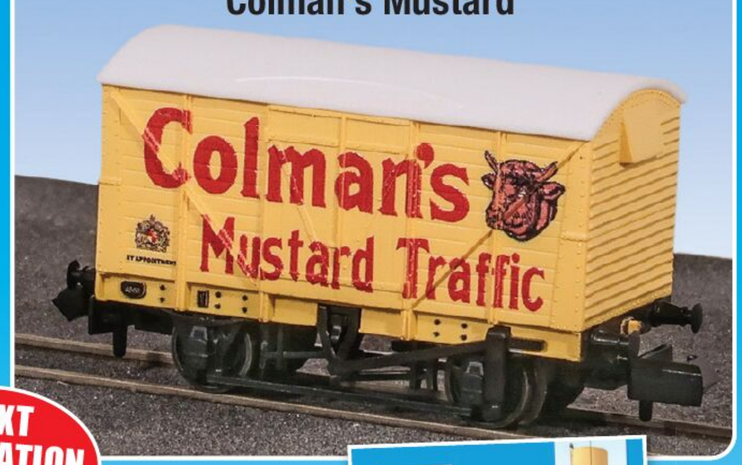
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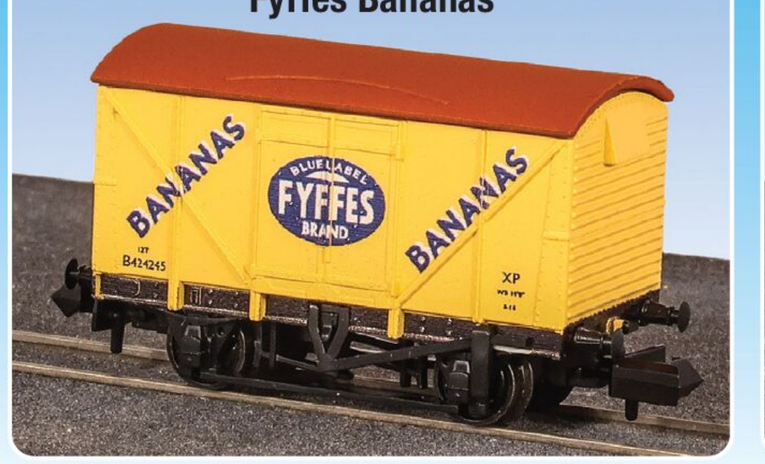


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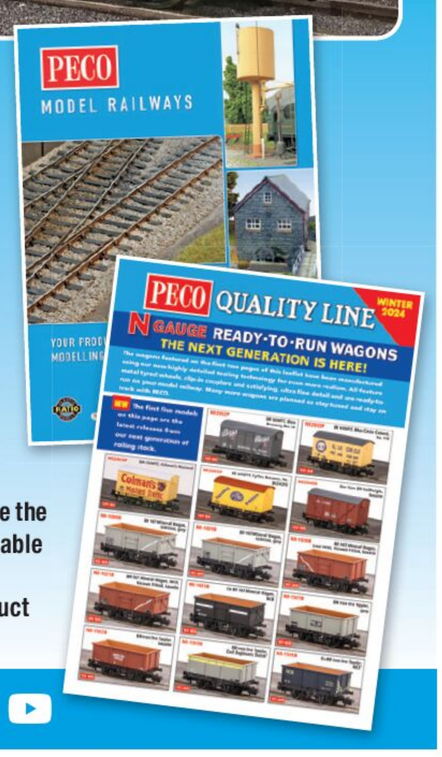


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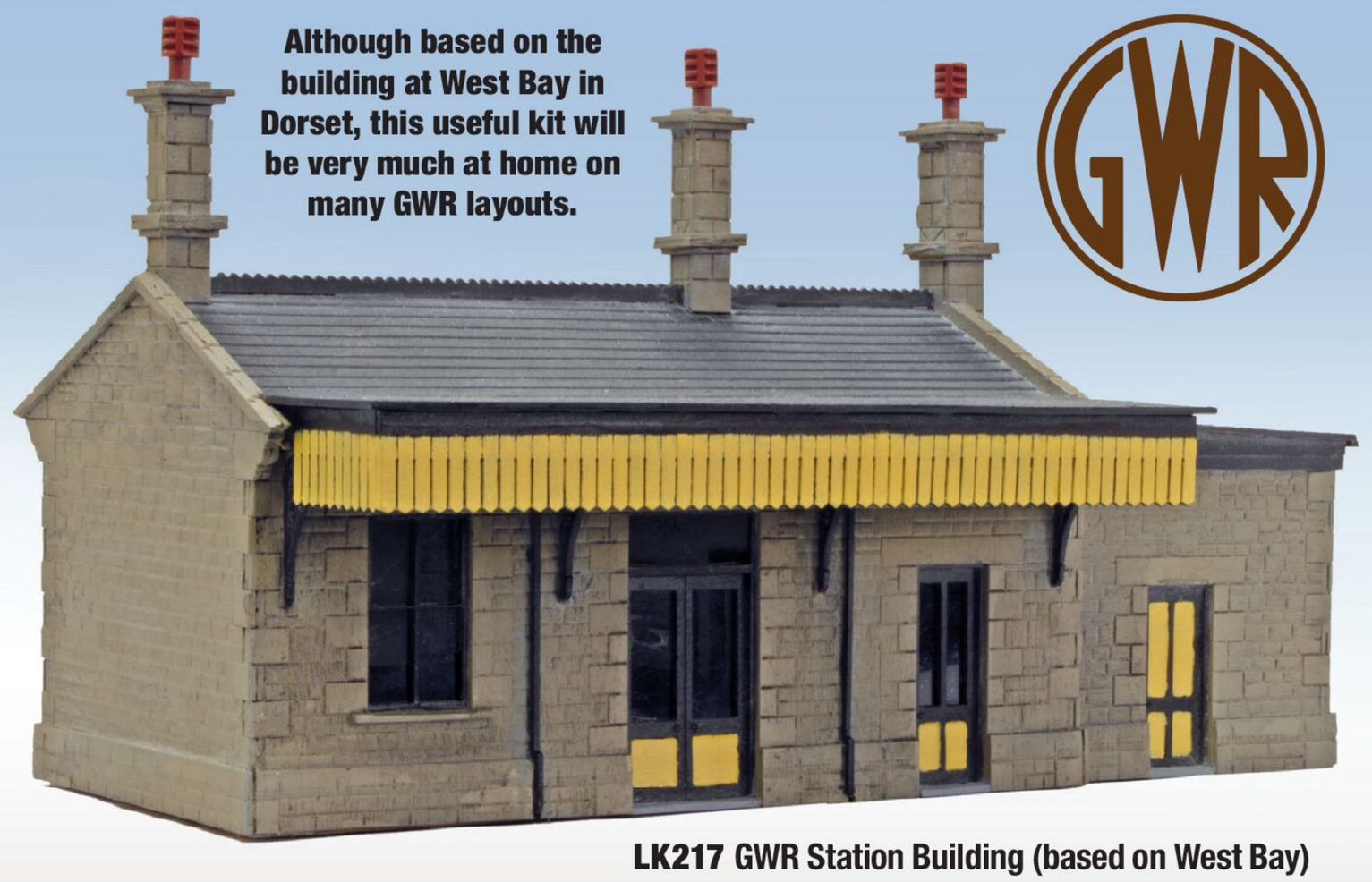
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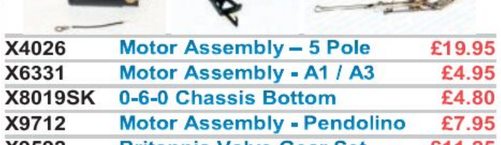
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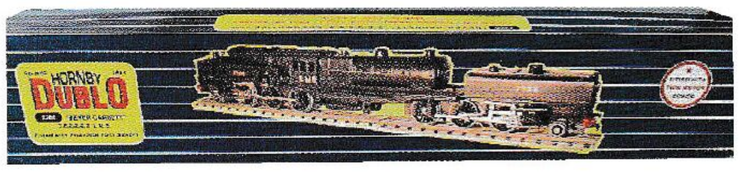
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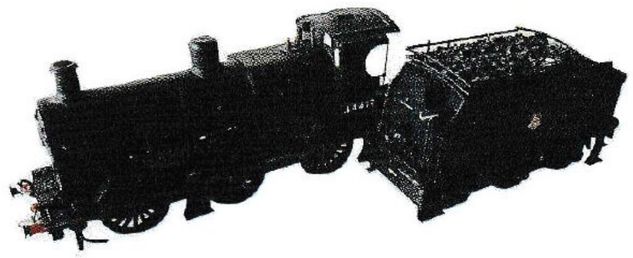
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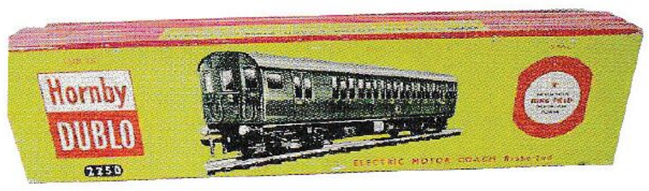
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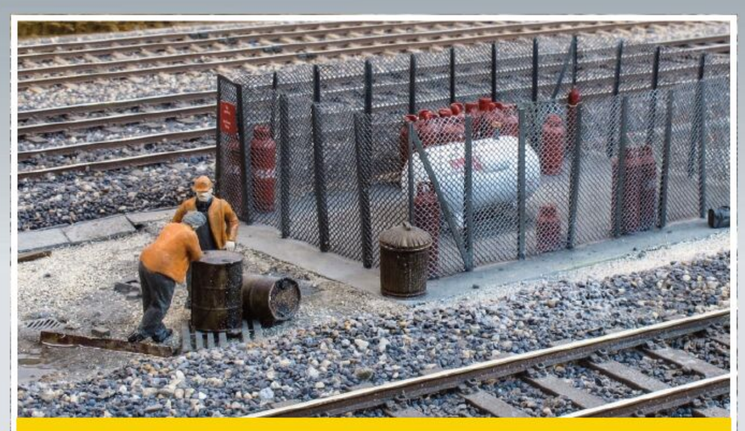
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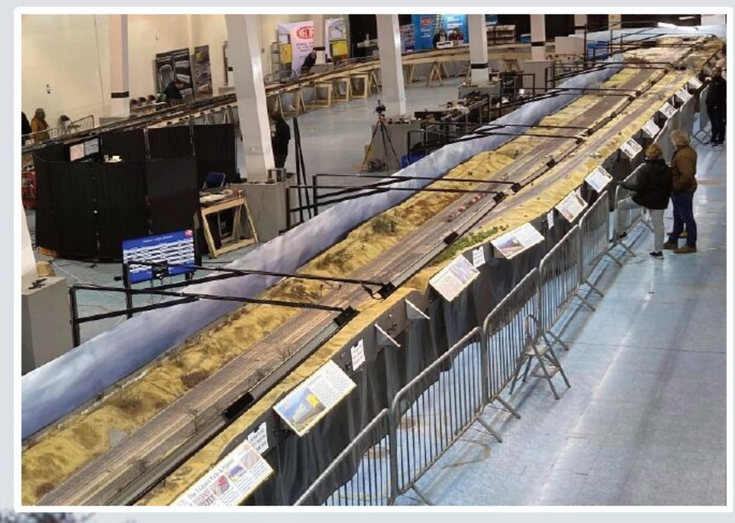
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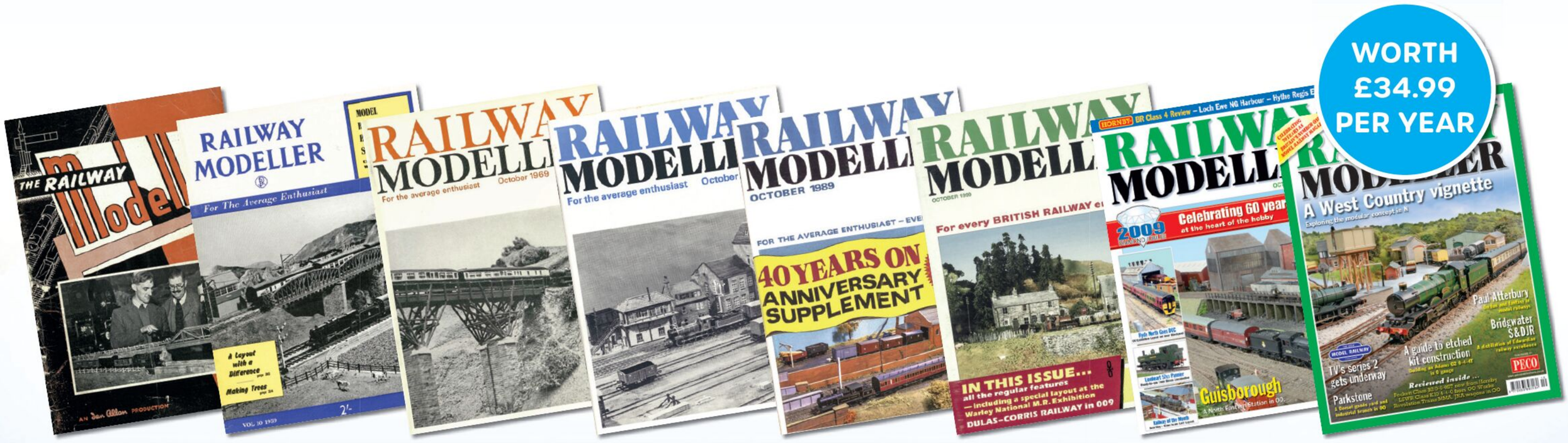
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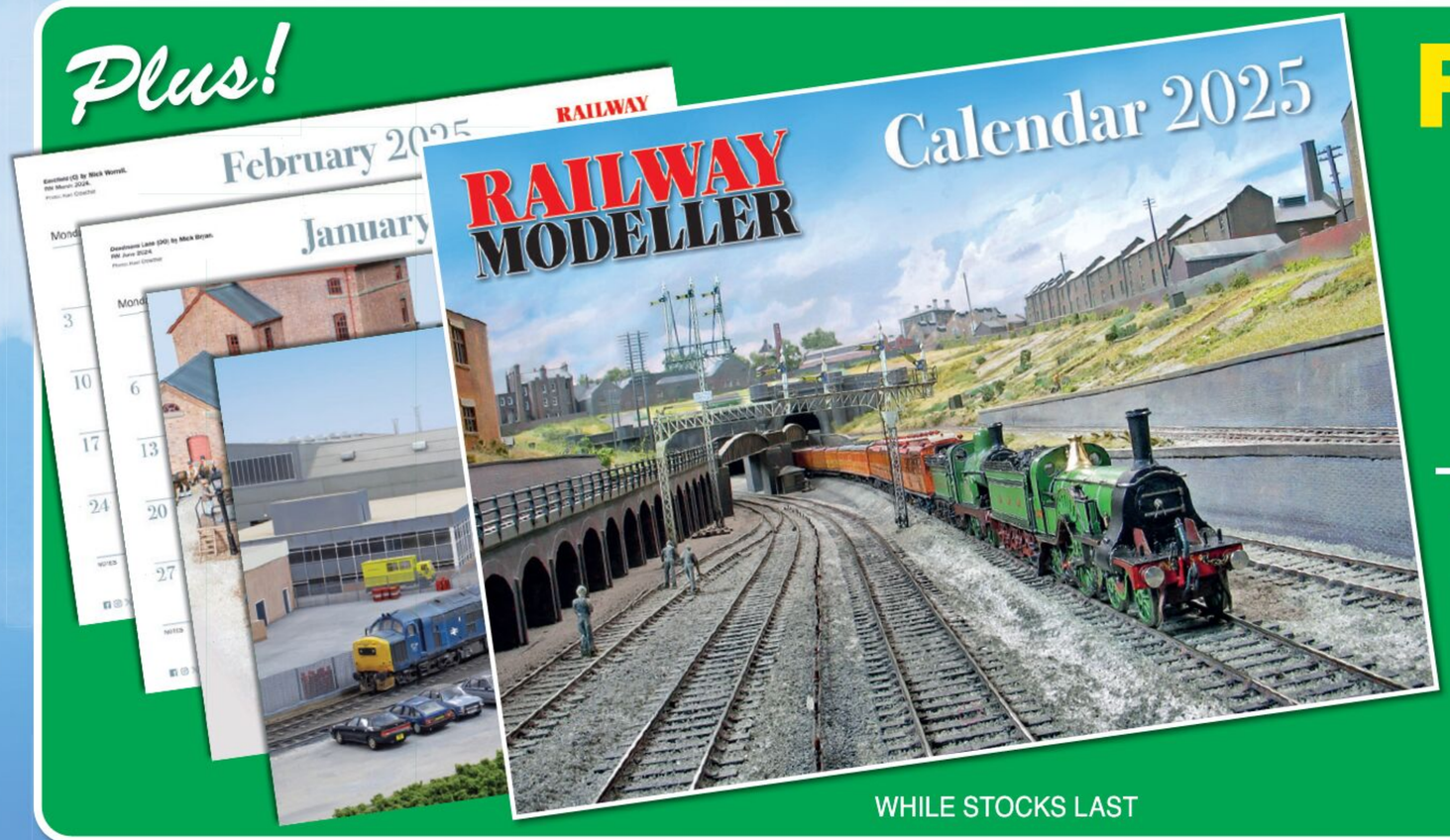
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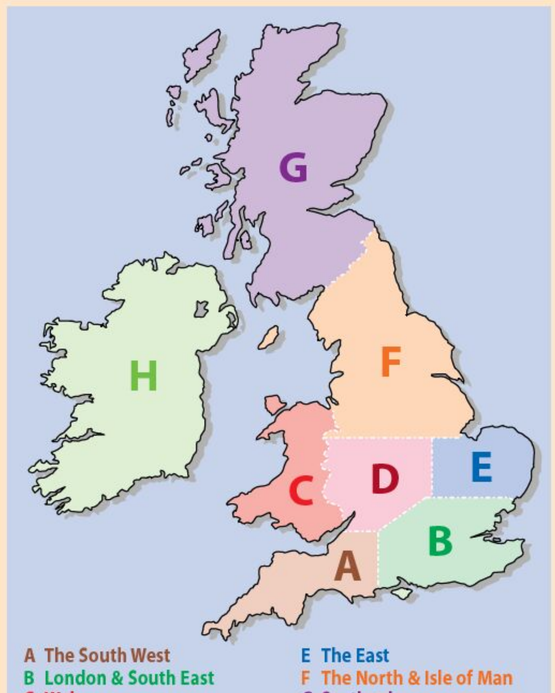
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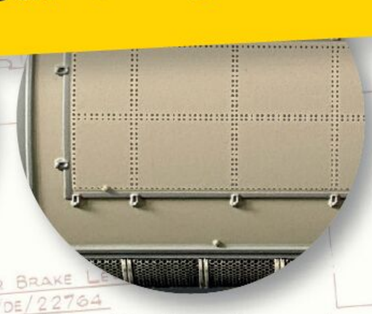
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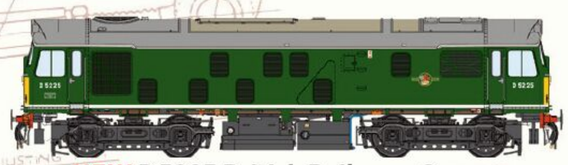
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