

**BRITAIN'S No.1
MODEL RAILWAY MAGAZINE**

FEBRUARY 2025 £5.95

AT THE HEART OF THE HOBBY

VOLUME 76 No 892

RAILWAY MODELLER

Locomotion

*New Hornby model celebrates
200 years of train travel*



Model Rail Scotland 2025

Previewing this year's model
railway extravaganza in Glasgow

Putting the brakes on!

Solving the problem of
runaway wagons

Heyside

Journeying along the
Oldham Loop line in O

Expanding the fleet

Ideas for increasing
locomotive variety in TT:120

Crafting cottages

Adapting a Wills kit
for a Welsh narrow
gauge project
in OO9



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Reviewed inside ...

NBL Warship new from EFE Rail in N
LNER 'Coronation' coaches from Hornby in OO
BR 12-ton Palvan from Bachmann Branchline in OO



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RAILWAY MODELLER

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SLE395 - Medium Radius Right Hand Point.....	£14.40
SLE396 - Medium Radius Left Hand Point.....	£14.40
SLE397 - Medium Radius Y Point.....	£14.40

N Gauge Code 55 Finescale Points

SLE380F - Electrofrog Single Slip.....	£53.60
SLE386F - Electrofrog Scissors.....	£88.80
SLE386F - Electrofrog Curved Right Hand Point.....	£16.80
SLE387F - Electrofrog Curved Left Hand Point.....	£16.80
SLE388F - Electrofrog Large Radius Right Hand Point.....	£16.80
SLE389F - Electrofrog Large Radius Left Hand Point.....	£16.80
SLE390F - Electrofrog Double Slip.....	£55.20
SLE391F - Electrofrog Small Radius Right.....	£14.25
SLE392F - Electrofrog Small Radius Left Hand.....	£14.25
SLE393F - Electrofrog Short Crossing.....	£14.25
SLE394F - Electrofrog Long Crossing.....	£15.60
SLU395F - Unifrog Medium Radius Right Hand Point.....	£15.20
SLU396F - Unifrog Medium Radius Left Hand Point.....	£15.20
SLE397F - Electrofrog Medium Radius Y Point.....	£16.00
SLE399F - Asymmetric 3 Way Point.....	£42.00

N Gauge Fishplates

SL310 - Code 80 & Code 55 Metal Fishplates Pack Of 24.....	£3.45
SL311 - Code 80 & Code 55 Insulated Fishplates Pack Of 12.....	£3.15
PLB2 - Code 80 & Code 55 Metal Fishplates With Soldered Wires 4 Pairs.....	£7.60

N Gauge Setrack

ST1 - Standard Straight.....	£1.80
ST2 - Short Straight.....	£1.55
ST3 - First Radius Standard Curve.....	£1.85
ST4 - First Radius Half Curve.....	£1.50
ST5 - Right Hand Standard Point.....	£12.00
ST6 - Left Hand Standard Point.....	£12.00
ST8 - Steeper Built Buffer Stop.....	£2.20
ST9 - Power Clip.....	£3.20
ST10 - Standard Straight With Wires.....	£5.25
ST11 - Double Straight.....	£2.35
ST12 - First Radius Double Curve.....	£2.35
ST14 - Second Radius Standard Curve.....	£2.25
ST15 - Second Radius Double Curve.....	£3.00
ST16 - Third Radius Standard Curve.....	£2.60
ST17 - Third Radius Double Curve.....	£3.45
ST18 - Fourth Radius Standard Curve.....	£3.00
ST19 - Fourth Radius Double Curve.....	£3.75
ST44 - Right Hand Curved Point.....	£20.00
ST45 - Left Hand Curved Point.....	£20.00
ST3001 - Pack of 8 Standard Straights (ST1).....	£14.20
ST3002 - Pack Of 4 Short Straights (ST2).....	£5.80
ST3003 - Pack of 8 First Radius Standard Curves (ST3).....	£14.20
ST3004 - Pack Of 4 First Radius Half Curve (ST4).....	£5.80
ST3011 - Pack Of 8 Double Straights (ST11).....	£18.25
ST3012 - Pack Of 4 First Radius Double Curve (ST12).....	£9.85
ST3014 - Pack Of 8 Second Radius Standard Curve (ST14).....	£17.45

ST3015 - Pack Of 4 Second Radius Double Curve (ST15).....	£11.45
ST3016 - Pack Of 8 Third Radius Standard Curves (ST16).....	£20.40
ST3017 - Pack Of 4 Third Radius Double Curves (ST17).....	£13.60
ST3018 - Pack Of 8 Fourth Radius Standard Curve (ST18).....	£23.80
ST3019 - Pack Of 4 Fourth Radius Double Curve (ST19).....	£14.85

N Gauge Buildings & Accessories

NB3 - Signal Box.....	£14.70
NB5 - Engine Shed.....	£5.05
NB6 - Goods Shed.....	£3.45
NB7 - Subway Staircase.....	£7.35
NB9 - Small Bungalow.....	£3.40
NB12 - Country Station Building.....	£18.80
NB14 - House & Extension.....	£18.00
NB16 - Platform shelter.....	£16.25
NB26 - Platform Edging Brick.....	£4.00
NB27 - Platform Edging Concrete.....	£4.00
NB28 - Platform Edging Stone.....	£4.00
NB29 - Modern Platform Seating.....	£7.15
NB31 - Single Track Tunnel Mouth.....	£5.70
NB32 - Double Track Tunnel Mouth.....	£6.15
NB34 - Single Road Bridge Sides.....	£6.15
NB38 - Truss Girder Bridge Sides.....	£4.60
NB39 - Plate Girder Bridge Sides.....	£4.60
NB40 - Stone Walling Sheets.....	£5.05
NB44 - Brick Walling Blue.....	£3.90
NB45 - Flexible Field Fencing.....	£4.00
NB46 - Gates & Stiles.....	£4.00
NB50 - Level Crossing Gates.....	£5.00
NB51 - Crossing Barriers.....	£4.60
NB55 - Turntable Kit.....	£20.40
NB56F - Inspection Pit.....	£8.00
NB66 - Platform Edging Ramps Brick.....	£3.35
NB67 - Platform Edging Ramps Stone.....	£3.35
NB68 - Platform Edging Ramps Concrete.....	£3.35
NB80 - Train Shed.....	£16.60



N Gauge Building & Accessories Kits

202 - Cattle Dock.....	£20.20
203 - Engine Shed.....	£17.60
204 - Station Building.....	£26.00
205 - Station Building Canopy.....	£5.80
206 - Locomotive Serving Depot.....	£20.65
207 - GWR Station Train Shed.....	£20.65
208 - Apex Platform Canopy.....	£11.15
209 - Straight Platform Sections.....	£6.25
210 - Platform Ramps (2 per pack).....	£6.25
211 - Telegraph Poles (10 per pack).....	£6.25
212 - Water Crane & Fire Devil.....	£10.60
213 - Station/Street Lamps (4 pack).....	£6.65
214 - Yard Crane.....	£6.65
215 - Square Water Tower.....	£11.05
216 - Linedside Fencing White.....	£5.80
217 - Linedside Fencing Wood Brown.....	£5.80
218 - Signal Laddering Etched Brass.....	£5.80
219 - Concrete Fencing.....	£5.80
220 - Stone Goods Shed.....	£17.60
221 - Pallets Sacks Barrels.....	£5.50
222 - Concrete Footbridge.....	£10.90
223 - GWR Wooden Signal Box.....	£17.60
224 - Signal Box Interior.....	£7.65
225 - Flat Roof Platform Canopy.....	£11.05
226 - Pump House/Boiler House.....	£17.45
227 - Weighbridge Hut.....	£8.40
228 - Oil Depot.....	£9.25
229 - Coal Depot.....	£9.25
230 - Round Water Tower.....	£9.25
231 - Carriage Shed.....	£17.60
232 - Coal/Builders Merchant.....	£17.60
233 - Loading Gauge.....	£5.80
234 - Level Crossing With Gates.....	£11.05
235 - Level Crossing with Barriers.....	£11.05
236 - Midland Signal Box.....	£17.60
237 - 2 Linedside Huts.....	£11.05
238 - 2 Concrete Huts.....	£8.40
239 - Retaining Wall (350mm).....	£12.25
240 - Steel Truss Bridge With Stone.....	£20.20
241 - Steel Truss Span.....	£18.40
242 - 2 Steel Trestles.....	£11.80
243 - GWR Station Fencing White.....	£6.80
244 - GWR Trackside Fencing White.....	£6.80
245 - GWR Spear Fencing Black.....	£6.80
246 - GWR Spear Fencing Black.....	£6.80
247 - Coaling Tower.....	£27.20
248 - Modular Covered Footbridge.....	£24.45
250 - Remote Control.....	£5.05
251 - Three Arch Viaduct.....	£27.05
252 - Extra Arch & Pier.....	£11.80
253 - River/Canal Bridge.....	£11.80
254 - Two Stone Piers.....	£11.80
255 - Water Trough.....	£9.60
256 - Large Water Tower.....	£17.60
257 - Relay Boxes.....	£8.40

258 - Concrete Trunking.....	£6.80
260 - Home or Distant Lower Quadrant Signal.....	£5.05
262 - Junction or Bracket Home or Distant Signal.....	£7.45
270 - Home or Distant Upper Quadrant Signal.....	£4.80
271 - Pratt Truss Gantry.....	£5.05
280 - Modern Palisade Fencing & Gate.....	£7.20
281 - Modern Palisade Fencing.....	£7.20
300 - Gutters & Drainpipes.....	£6.00
301 - Brick Walling.....	£6.00
302 - Coarse Stone.....	£6.00
303 - Paving Slabs/Crazy Paving.....	£6.00
304 - Wood Planking.....	£6.00
305 - Slate Roofing.....	£6.00
306 - Tile Roofing.....	£6.00
307 - Chimneys.....	£6.00
308 - Flagstones.....	£6.00
309 - Industrial Windows.....	£6.00
310 - Domestic Windows.....	£6.00
311 - Doors.....	£6.00
312 - Corrugated Sheet.....	£6.00
313 - Roughcast Walling.....	£6.00
314 - Industrial Chimneys & Fittings.....	£6.00
315 - Oil Tanks.....	£6.00
316 - Coal Statches.....	£6.00
317 - Corrugated Roof.....	£6.00



N Gauge People & Animals

379-301 - Police & Security Staff.....	£13.95
379-305 - Station Passengers Sitting.....	£13.95
379-306 - Shopping Figures.....	£13.95
379-307 - Steam Locomotive Staff.....	£13.95
379-312 - Civil Engineers.....	£13.95
379-315 - 1960/70s Standing Station Passengers.....	£13.95
379-320 - 1950s Train Crew.....	£13.95
379-320 - 12 Seated Coach Passengers (With no legs for fitting in coaches).....	£16.95
379-318 - 1960/70s Station Staff.....	£13.95
379-324 - 1940/50s Arable Farming Figures.....	£13.95
379-328 - 1960/70s Urban Workers.....	£13.95
379-330 - 1960/70 Linedside Workers.....	£13.95
379-340 - Horses.....	£13.95
379-342 - Pigs.....	£13.95
379-343 - Sheep.....	£13.95



N Gauge Ready Made Resin Buildings

42-0068B - March Station Canopy Red.....	£23.76
42-0068R - March Station Canopy Red.....	£23.76
42-0090B - Small Industrial Unit Blue.....	£21.21
42-0090G - Small Industrial Unit Grey.....	£21.21
42-0137G - Wigmore Provender Store Green.....	£27.16
42-0137R - Wigmore Provender Store Red.....	£27.16
42-0146B - Oast House.....	£29.71
42-0146G - Oast House Green.....	£29.71
42-0065B - March Station Waiting Room Blue.....	£42.46
42-0065R - March Station Waiting Room Red.....	£42.46
42-0157B - Two Road Stone Engine Shed Blue.....	£59.46
42-0157R - Two Road Stone Engine Shed Red.....	£59.46
42-017B - Modern Servicing Depot Blue.....	£67.96
42-017R - Modern Servicing Depot Red.....	£67.96
42-545 - Tarpaulin Covered Wagon Loads.....	£11.00

1D Backscenes

N Gauge Photographic Backscenes

ID208ANP - Hills And Dales Set A Premium.....	£14.25
ID208NA - Hills & Dales Set A.....	£13.05
ID208NB - Hills & Dales Set B.....	£13.05
ID235N - Bavaria.....	£14.39



N Gauge Motorised Signals

2L-001-004 - GW Round Post Distant Signal.....	£32.15
2L-001-005 - GW Bracket Home Signal Short Post On Right.....	£61.60
2L-001-005 - GW Bracket Home Signal Short Post On Left.....	£61.60

2L-002-001 - LMS Home Signal.....	£32.15
2L-003-001 - SR Lattice Home Signal.....	£36.95
2L-003-002 SR Lattice Distant Signal.....	£36.95
2L-003-003 - SR Rail Built Home Signal.....	£36.72
2L-003-004 - SR Rail Built Distant Signal.....	£36.72



N Gauge Card Kits

PN103 - Red Brick Terraced Houses.....	£9.35
PN104 - Terraced Houses Stone.....	£9.35
PN110 - Platform Kit.....	£10.20
PN116 - Corner Shop Red Brick.....	£10.20
PN117 - Corner Shop Stone.....	£10.20
PN128 - Coaching Inn.....	£9.35
PN133 - Signal Box.....	£8.50
PN135 - Stone Platform.....	£10.20
PN136 - Footbridge.....	£10.20
PN137 - Country Station.....	£12.75
PN140 - Red Brick Viaduct.....	£11.05
PN141 - Stone Viaduct.....	£11.05
PN142 - Tunnel Entrances.....	£8.50
PN143 - Tunnel Entrance Single Track.....	£7.65
PN144 - Retaining Wall Stone.....	£9.80
PN145 - Retaining Wall Red Brick.....	£12.35
PN146 - Railway Bridge Red Brick.....	£12.35
PN147 - Railway Bridge Stone.....	£12.35
PN148 - Tapered Retaining Wall Red Brick.....	£9.80
PN148 - Tapered Retaining Wall Stone.....	£9.80
PN150 - Manor Farm.....	£8.50
PN153 - Village School.....	£9.80
PN154 - Village Shop & Café.....	£8.50
PN155 - Workers Cottages.....	£10.20
PN157 - Garden Cottage.....	£7.25
PN158 - Gardeners Cottage.....	£7.25
PN159 - Crofters Cottage.....	£7.25
PN167 - Town End Cottage.....	£10.65
PN170 - Low Relief Cinema.....	£7.65
PN174 - Brick Terraced House Fronts.....	£7.65
PN175 - Stone Terraced House Fronts.....	£7.65
PN176 - Low Relief Red Brick Terraced House Backs.....	£7.65
PN177 - Low Relief Stone Terraced House Backs.....	£7.65
PN179 - Low Relief Department Store.....	£11.90
PN181 - Service Station.....	£9.35
PN182 - Warehouse.....	£10.20
PN183 - Small Factory.....	£10.20
PN184 - Boiler House & Factory Entrance.....	£11.90
PN185 - Industrial Unit.....	£7.65
PN186 - Ramshackle Workshop.....	£10.20
PN187 - Old Factory.....	£11.90
PN188 - Brewery.....	£11.05
PN189 - Fire Station.....	£10.65
PN190 - Low relief Timber-Framed Shop.....	£7.65
PN191 - Castle Gatehouse.....	£13.60
PN192 - Watch Tower.....	£5.95
PN193 - Castle Curtain Walls.....	£7.65
PN194 - Castle Hall.....	£12.75
PN195 - Castle Stone Sheets.....	£4.95
PN196 - Castle Bridge.....	£6.80
PN810 - Picnic Tables.....	£4.70
PN814 - Greenhouse.....	£4.25
PN815 - Nissen Hut.....	£4.90
PN816 - Platform Underpass.....	£4.70
PN817 - Platform Kiosk.....	£4.70
PN820 - Pillboxes.....	£4.25
PN821 - Pavilion.....	£5.10
PN830 - Market Stalls.....	£4.70
PN841 - Water Wheel.....	£4.70
PN900 - Red Brick Sheets.....	£5.10
PN901 - Cut Stonework Style M1.....	£5.10
PN902 - Mixed Stonework.....	£5.10
PN903 - Paving & Cobblestone Sheets.....	£5.10
PN904 - Old Mill Stone Sheets.....	£5.10
PN912 - Country Goods Shed.....	£11.50
PN913 - Double Track Engine Shed.....	£14.45
PN920 - Mainline Booking Hall.....	£18.70
PN921 - Parcel Offices.....	£14.45
PN922 - Island Platform Building.....	£13.60
PN923 - Modern Platform Shelter.....	£7.25
PN926 - Parish Church.....	£11.90
PN931 - Engine Shed Single Track Red Brick.....	£9.80
PN932 - Engine Shed Single Track Stone.....	£9.80
PN933 - Settle & Carlisle Railway Station.....	£13.60
PN934 - Settle & Carlisle Station Shelter.....	£7.25
PN935 - Settle & Carlisle Station Masters House.....	£10.20
PN936 - Settle Carlisle Station Goods Shed.....	£15.30
PN937 - Settle & Carlisle Double Track Engine Shed.....	£14.45
PN940 - Platform Canopy.....	£14.05
PN951 - Manor Farm Buildings.....	£9.35
PN960 - Tower Block Card Kit.....	£10.65
PN961 - Modern Retail Unit.....	£10.65
PN962 - Municipal Building.....	£11.05
PN971 - Low Relief Bank & Shop.....	£8.95
PN972 - Low Relief Pub & Shops.....	£8.95
PN973 - Low Relief Georgian Town House.....	£7.65
PN974 - Low Relief Shop Front.....	£7.65
PN975 - Hotel Wednesday.....	£8.50
PN980 - Railway Arches.....	£8.50
PN991 - Old Mill Chimney Stack.....	£5.95

OO-9 Track & Buildings

PECO

OO-9 Code 80 Electrofrog Points

SL-E491 - Small Radius Right Hand Point.....	£14.25
SL-E492 - Small Radius Left Hand Point.....	£14.25
SL-E495 - Medium Radius Right Hand Point.....	£16.25
SL-E496 - Medium Radius Left Hand Point.....	£16.25
SL-E497 - Medium Radius Y Point.....	£14.10

OO-9 Setrack

ST-401 - Pack Of 8 Standard Straights.....	£18.80
ST-403 - Pack Of 8 First Radius Standard Curves.....	£20.00
ST-405 - Right Hand Insulfrog Point.....	£14.40
ST-406 - Left Hand Insulfrog Point.....	£14.40
ST-411 - Pack Of 4 Double Straights.....	£17.60
ST-412 - Pack Of 4 First Radius Double Curves.....	£18.00
ST-413 - Standard Straight With Wires Soldered on.....	£10.55

Postage and Packing
£4.00 per order
£7.50 next day delivery

Exclusions and restrictions apply. Some items
also incur extra postage
(Sundials Board and Long Lengths
Off track) please ask for details

CHEL TENHAM
MODEL CENTRE

www.cheltenhammodelcentre.com

All prices and stock levels correct at time of going to
press (E&OE). Any delivery dates are taken from the
manufacturer and are subject to change without notice
due to situations beyond their or our control.

Available For Pre Order Due For Release In 2025 (hopefully)

Locomotive Stock Boxes

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

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

Length 330mm, Depth 48mm, Width 62mm

4 of any colour large stock box for £16.10

Medium - Suitable for larger tank engines
and medium sized diesels (class 20s,
25s etc).....£3.50

Length 220mm, Depth 48mm, Width 62mm

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

Length 157mm, Depth 48mm, Width 62mm

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

Ballast

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

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

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

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

Cork Sheeting

1/32" (1mm) Thick - £4.00 each
2 for £7.00

1/8" (3mm) Thick - £8.35 each
2 for £15.00

4mm Thick - £12.99 each
2 for £23.00

Each roll measures 36" x 24" (3ft x 2ft)

Approx

Electrics

Grain of Wheat Bulbs

12v Bulbs

Available in Clear, Red, Yellow, Green or Amber
Packs of 10.....£4.50

Layout Wire

Suitable for point motors, power feeds &
more.

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

Red/Black/Blue/Green/Yellow/Brown/White
.....£9.00 a roll

.....Or any two 100 metre reels for.....£16.99

Same colours available in
10 metre rolls.....£2.00 each

20 metre rolls.....£3.00 each

Toggle Switches

SMT1 Single Pole Single Throw, (On-
Off).....£1.50

4 x SMT1.....£4.99

SMT2 Single Pole Double Throw (On-
On).....£1.20

4 x SMT2.....£4.50

SMT3 Single Pole Double Throw, Centre Off,
(On-Off-On).....£1.65

3 x SMT3.....£4.50

SMT4 Double Pole Double Throw (On-On)
.....£1.60

4 x SMT4.....£5.40

SMT5 Double Pole Double Throw
(On-Off-On).....£2.00

4 x SMT5.....£7.01

SMT6 Point Toggle Switches.....£2.00

4 x SMT6.....£7.01

Push to Make Switches Red or
Black.....70p Each

Mod Roc

Mod-Roc (Plaster Of Paris
Bandage).....£3.60

Each roll is 15cm x 270cm

approx.)

Lima OO Traction Tyres

Sold in packs of 10

2074351 - Large.....£5.00
(Suitable for GW King, Class 20, Class 26, Class
27, Class 31, Class 37, Class 40, Class 44, Class
59, Class 60, Class 66, Warship, Western, Class
86 & Class 87 Electrics)

2074352 - Small.....£5.00
(Suitable for GW Railcar, HST Power Cars, Class
101 DMU, Class 50, Class 73, Class 117 DMU,
Class 156 DMU, Deltic)

OO Gauge B-Set Coaches -
Due Early 2025



946001 - GW Diagram E140 B Set Coaches
No.6977 And 6778 Bodmin Branch No.2
GWR Shitbutton.....£152.95



946002 - GW Diagram E140 B Set Coaches
No.6523 & 6524 In GW Inter-War
Livery.....£152.95



946003 - GW Diagram E140 B Set
Coaches No.6365 And 6366 BR
Crimson.....£152.95



946004 - GW Diagram E140 B Set
Coaches No.6534 And 6555 Bristol
Division No.49 BR Crimson.....£152.95



946005 - GW Diagram E140 B Set
Coaches No.W6989W And W6990W
BR Maroon With Lining.....£152.95



946006 - GW Diagram E140 B Set
Coaches No.W6455W And W6456W
BR Maroon.....£152.95



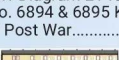
946008 - GW Diagram E140 B Set
Coaches Nos. 6453 & 6454
Kingsbridge Branch No.2 GW Wartime
Brown.....£152.95



946009 - GW Diagram E140 B Set
Coaches No.6409 & 6410 GW Wartime
Brown.....£152.95



946010 - GW Diagram E140 B Set
Coaches No.6894 & 6895 Kingham
Branch GW Post War.....£152.95



946011 - GW Diagram E140 B Set
Coaches W6999 & W7000 BR
Chocolate & Cream.....£152.95

HORNEY

OO Gauge LNER J13s - Due
2025



R30365 - GNR J13 0-6-0 Tank 1257 GNR
Green.....£157.49



R30366 - LNER J52 0-6-0 Tank 4425 LNER
Black.....£157.49



R30367 - LNER J52 0-6-0 Tank 68873 BR
Black Early Crest.....£157.49

accurascale

OO Gauge Class 37s - Due End
Of 2025



ACC3151 - Class 37 37408 'Loch
Rannoch' EWS.....£189.99

ACC3160DCC - Class 37 37408 'Loch
Rannoch' EWS DCC Sound Fitted.....£289.99



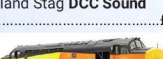
ACC3152 - Class 37 37414 BR Railfreight
Construction Sector.....£189.99

ACC3161DCC - Class 37 37414 BR
Railfreight Construction Sector DCC
Sound Fitted.....£289.99



ACC3153 - Class 37 37420 'The Scottish
Hosteller' BR Large Logo Blue With
Highland Stag.....£189.99

ACC3162DCC - Class 37 37420 'The
Scottish Hosteller' BR Large Logo Blue
With Highland Stag DCC Sound
Fitted.....£289.99



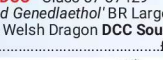
ACC3154 - Class 37 37421 Colas.....£189.99

ACC3163DCC - Class 37 37421 Colas
DCC Sound Fitted.....£289.99



ACC3155 - Class 37 37429 'Eisteddfod
Genedlaethol' BR Large Logo Blue With
Welsh Dragon.....£189.99

ACC3164DCC - Class 37 37429
'Eisteddfod Genedlaethol' BR Large Logo
Blue With Welsh Dragon DCC Sound
Fitted.....£289.99



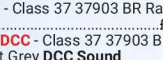
ACC3156 - Class 37 37902 'British Steel
Llanwern' BR Railfreight Metals
Sector.....£189.99

ACC3165DCC - Class 37 37902 'British
Steel Llanwern' BR Railfreight Metals
Sector DCC Sound Fitted.....£289.99



ACC3157 - Class 37 37903 BR Railfreight
Grey.....£189.99

ACC3166DCC - Class 37 37903 BR
Railfreight Grey DCC Sound
Fitted.....£289.99



ACC3158 - Class 37 37904 BR Railfreight
Grey.....£189.99

ACC3167DCC - Class 37 37904 BR
Railfreight Grey DCC Sound
Fitted.....£289.99



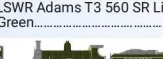
ACC3159 - Class 37 37905 BR Railfreight
Grey.....£189.99

ACC3168DCC - Class 37 37905 BR
Railfreight Grey DCC Sound
Fitted.....£289.99



ACC3160 - Class 37 37906 BR Railfreight
Grey.....£189.99

ACC3169DCC - Class 37 37906 BR
Railfreight Grey DCC Sound
Fitted.....£289.99



ACC3161 - Class 37 37907 BR Railfreight
Grey.....£189.99

ACC3170DCC - Class 37 37907 BR
Railfreight Grey DCC Sound
Fitted.....£289.99



ACC3171 - Class 37 37908 BR Railfreight
Grey.....£189.99

ACC3172DCC - Class 37 37908 BR
Railfreight Grey DCC Sound
Fitted.....£289.99

OO Gauge LNWR Coaches -
Due May 2025



39-860 - LNWR 50ft Arc Roof Tri-Composite
Corridor Coach LNWR Dark Claret And White
No.1082.....£93.46



39-870 - LNWR 50ft Arc Roof Third Corridor
Coach LNWR Dark Claret And White
No.2358.....£93.46

39-870A - LNWR 50ft Arc Roof Third Corridor
Coach LNWR Dark Claret And White
No.2374.....£93.46



39-880 - LNWR 50ft Arc Roof Brake
Composite Corridor Coach LNWR Dark Claret
And White No.1675.....£93.46



39-890 - LNWR 50ft Arc Roof Full Brake
Coach LNWR Dark Claret And White
No.2358.....£93.46

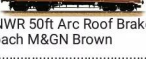


39-861 - LNWR 50ft Arc Roof Composite
Corridor Coach M&GN Brown
No.83006.....£84.96



39-871 - LNWR 50ft Arc Roof Third Corridor
Coach M&GN Brown No.81023.....£84.96

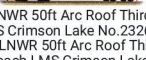
39-871A - LNWR 50ft Arc Roof Third Corridor
Coach M&GN Brown No.81040.....£84.96



39-881 - LNWR 50ft Arc Roof Brake Third
Corridor Coach M&GN Brown
No.82001.....£84.96

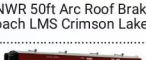


39-863 - LNWR 50ft Arc Roof Composite
Corridor Coach LMS Crimson Lake
No.4415.....£84.96



39-873 - LNWR 50ft Arc Roof Third Corridor
Coach LMS Crimson Lake No.2326.....£84.96

39-873A - LNWR 50ft Arc Roof Third
Corridor Coach LMS Crimson Lake
No.2334.....£84.96



39-883 - LNWR 50ft Arc Roof Brake Third
Corridor Coach LMS Crimson Lake
No.6080.....£84.96



39-893 - LNWR 50ft Arc Roof Full Brake LMS
Crimson Lake No.32505.....£84.96

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N Gauge LNER V2s - Due April
2025



372-610 - LNER V2 4791 LNER Lined
Green.....£186.96

372-610SF - LNER V2 4791 LNER Lined
Green DCC Sound Fitted.....£280.46



372-611 - LNER V2 4843 'Kings Own
Yorkshire Light Infantry' LNER Lined
Green.....£186.96

372-611SF - LNER V2 4843 'Kings Own
Yorkshire Light Infantry' LNER Lined
Green DCC Sound Fitted.....£280.46



372-612 - LNER V2 60845 BR Lined Black
Early Crest.....£186.96

372-612SF - LNER V2 60845 BR Lined
Black Early Crest DCC Sound
Fitted.....£280.46



372-613 - LNER V2 60964 'Durham Light
Infantry' BR Lined Green Late
Crest.....£186.96

372-613SF - LNER V2 60964 'Durham
Light Infantry' BR Lined Green Late Crest
DCC Sound Fitted.....£280.46



372-614 - LNER V2 60847 'St Peters
School' BR Lined Green Late
Crest.....£186.96

372-614SF - LNER V2 60847 'St Peters
School' BR Lined Green Late Crest DCC
Sound Fitted.....£280.46



N Gauge GW Manor - Due Q3
2025



2S-001-005 - GW Manor 4-6-0 7818
'Granville Manor' GW Green
Shitbutton.....£161.50

2S-001-006 - GW Manor 4-6-0 7814
'Fringford Manor' GW Green
Crest.....£161.50

2S-001-007 - GW Manor 4-6-0 7807
'Compton Manor' GW Green
G Crest W.....£161.50

2S-001-008 - GW Manor 4-6-0 7800
'Torquay Manor' BR Black Early
Crest.....£161.50

2S-001-009 - GW Manor 4-6-0 7810
'Draycott Manor' BR Green Early
Crest.....£161.50

2S-001-010 - GW Manor 4-6-0 7812
'Erlestoke Manor' BR Green Late
Crest.....£161.50

2S-001-011 - GW Manor 4-6-0 7808
'Cookham Manor' BR Green Late
Crest.....£161.50

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N Gauge J72s - Due 2025



2S-072-001 - LNER J72 0-6-0 2173 NER
Lined Green.....£119.00

2S-072-002 - LNER J72 0-6-0 2183 LNER Pre
War Black.....£119.00

2S-072-003 - LNER J72 0-6-0 8680 LNER
Post War Green.....£119.00

2S-072-004 - LNER J72 0-6-0 68723 BR
Black Early Crest.....£119.00

2S-072-005 - LNER J72 0-6-0 68745 BR
Black Early Crest.....£119.00

2S-072-006 - LNER J72 0-6-0 69007 BR
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2S-072-007 - LNER J72 0-6-0 68736 BR
Apple Green Late Crest.....£119.00

2S-072-008 - LNER J72 0-6-0 68736 BR
Apple Green NER And Late Crest As
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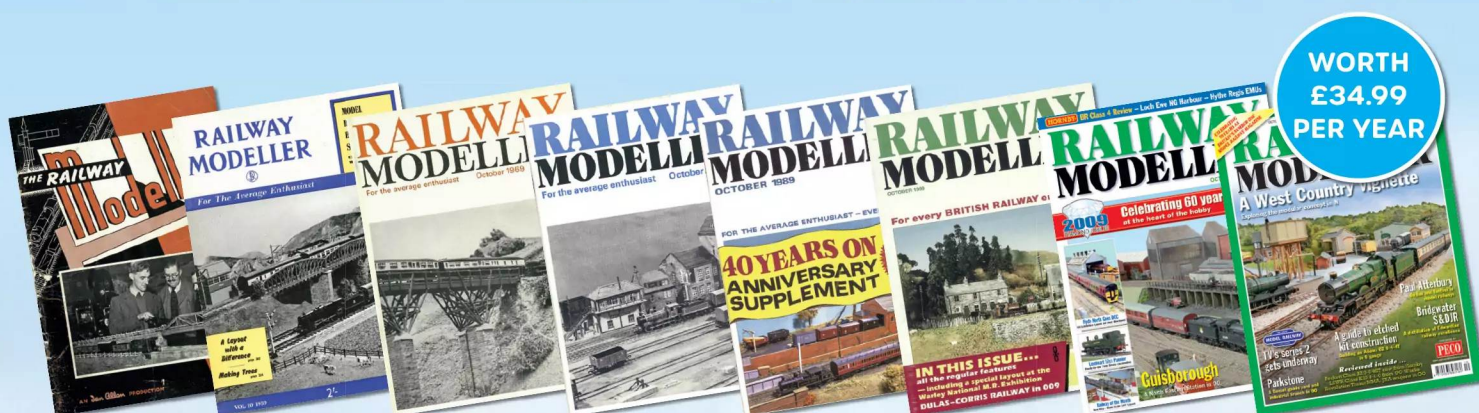
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Photo: Gwyndy Bank, a OO-9 model railway by Callum Willox.



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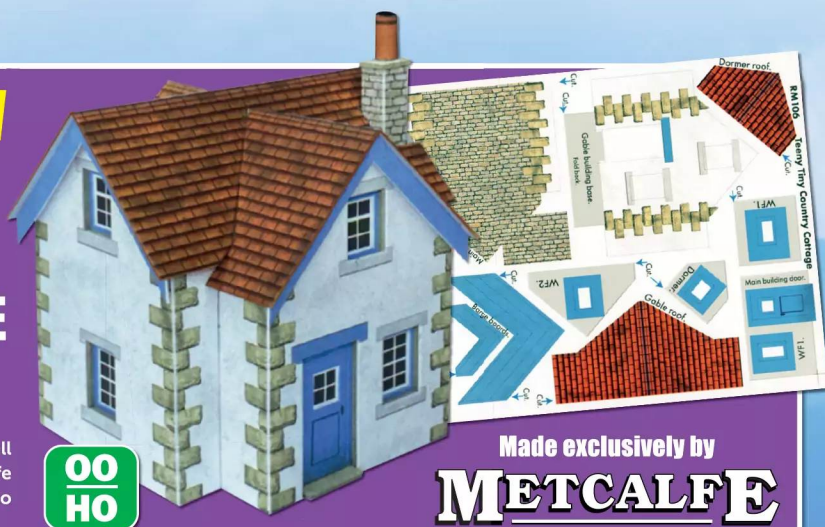
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N SCALE - GRAHAM FARISH

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FARISH**
by BACHMANN

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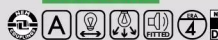
**SOUND
FITTED**



372-912SF LMS 10000 BR Black (Early Emblem)



STANDARD



372-912
LMS 10000 BR Black (Early Emblem)

**SOUND
FITTED**

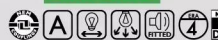
**SOUND
FITTED**



372-913F LMS 10001 BR Black (Early Emblem)



STANDARD



372-913
LMS 10001 BR Black (Early Emblem)

**SOUND
FITTED**

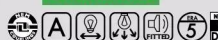
**SOUND
FITTED**



372-914SF LMS 10000 BR Green (Late Crest)



STANDARD



372-914
LMS 10000 BR Green (Late Crest)

**SOUND
FITTED**

**SOUND
FITTED**



372-915SF LMS 10001 BR Green (Late Crest)



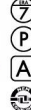
STANDARD



372-915
LMS 10001 BR Green (Late Crest)



374-965 BR Mk1 POT W80423
BR Blue & Grey (Royal Mail)



374-970A BR Mk1 NTX (Ex-POT)
80417 Royal Mail Letters



374-975 BR Mk1 NTX (Ex-POT)
80419 Royal Mail TPO



374-980 BR Mk1 NTA (Ex-POT)
80424 Royal Mail (EWS)



**ALSO
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374-965A BR Mk1 NTX (Ex-POT)
W80424 BR Blue & Grey (RM)

**ALSO
AVAILABLE**

374-970 BR Mk1 NTX (Ex-POT)
80420 Royal Mail Letters

**ALSO
AVAILABLE**

374-975A BR Mk1 NTX (Ex-POT)
80422 Royal Mail TPO

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374-980A BR Mk1 NTA (Ex-POT)
80421 Royal Mail (EWS)



374-710B BR MK2A TSO
W5316 BR Blue & Grey



374-953 BR MK2A FK W13465
BR Blue & Grey (InterCity)



374-714 BR MK2A TSO
5146 BR Scotrail



374-715 BR MK2A TSO
5239 WCR Maroon



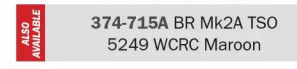
374-710C BR MK2A TSO
W5333 BR Blue & Grey



374-953A BR MK2A FK E13468
BR Blue & Grey (InterCity)



374-714A BR MK2A TSO
5152 BR Scotrail



374-715A BR MK2A TSO
5249 WCR Maroon



374-683 BR MK2A BSO
Network Rail Yellow



374-680C BR MK2A BSO
W9434 BR Blue & Grey



374-955 BR MK2A FK
13424 BR Scotrail



374-954 BR MK2A FK First Corridor
13440 WCR Maroon



374-681B BR MK2A BSO
9419 DRS Compass (Revised)



374-681C BR MK2A BSO 9428
DRS Compass (Revised)



374-886A LMS Stanier 50ft Full Brake
M30968M BR Crimson & Cream



374-889A LMS Stanier 50ft Full Brake
M31248M BR Maroon



374-785A BR Mk1 CCT
Covered Carriage Truck
M94321 BR Maroon



374-785B BR Mk1 CCT
Covered Carriage Truck
W94556 BR Maroon



374-645 BR Mk1 QPV
(Ex-CCT) DB977019 BR
Engineers Grey & Yellow



374-788A BR Mk1 NPV
(Ex-CCT) M94590
'Red Star' Express Parcels



374-420 SR NQV (Ex-CCT)
Covered Carriage Truck
S1751 BR Blue



374-786A BR Mk1 CCT
Covered Carriage Truck
M94170 Tartan Arrow



OO SCALE - BACHMANN BRANCHLINE

**BACHMANN
BRANCHLINE**



32-198 GWR 8750 Pannier Tank
3650 GWR Green (Shirtbutton)

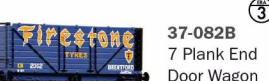
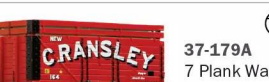


32-204A GWR 8750 Pannier Tank
8791 GWR Green (Great Western)



32-205B GWR 8750 Pannier Tank 9600
BR Lined Black (Early Emblem)



 39-860 LNWR 50ft Arc Roof Tri-Composite Corridor 1082 NWR Dark Claret & White	 39-870 LNWR 50ft Arc Roof Third Corridor 2358 LNWR Dark Claret & White	 39-861 LNWR 50ft Arc Roof Composite Corridor 83006 M&GN Brown	 39-871 LNWR 50ft Arc Roof Third Corridor 81023 M&GN Brown
 39-871A LNWR 50ft Arc Roof Third Corridor 81040 M&GN Brown	 39-881 LNWR 50ft Arc Roof Brake Third Corridor 82001 M&GN Brown	 39-803 BR MK1 BSO M9208 BR Blue & Grey	 39-804 BR MK1 BSOT Micro Buffet SC9000 BR Blue & Grey
 39-828 BR MK1 FO M3116 BR Blue & Grey	 39-828A BR MK1 FO E3080 BR Blue & Grey	 39-853 BR MK1 RB E1687 BR Blue & Grey	 37-082B 7 Plank End Door Wagon 2002 'Firestone Tyres' Blue
 37-082C 7 Plank End Door Wagon 2063 'Park Lane Wigan' Brown	 37-094 7 Plank End Door Wagon L.101 'Lister & Co. Ltd' Red	 37-101B 7 Plank Fixed End Wagon 15 'Charles Sinclair' Green	 37-112A 7 Plank Fixed End Wagon 26 'North Sea Coaling Co.' Red
 37-177A 7 Plank Wagon Coke Rails 1102 'Benzol & By-Products Ltd' Red	 37-179A 7 Plank Wagon with Coke Rails 164 'New C. Ransley' Red	 37-129A 8 Plank End Door Wagon 7861 'Stephenson Clarke & Assoc. London' Grey/Red	 37-136 8 Plank End Door Wagon 1055 'Manners' Red
 37-156A 8 Plank Fixed End Wagon 9 'Osborne & Son' Green	 37-158D 8 Plank Fixed End Wagon P322485 BR Grey (Early)	 37-482 1 Plank Wagon LMS Grey 209346 'Furniture Removal Service' Crimson Container	 37-482A 1 Plank Wagon LMS Grey 209343 'Furniture Removal Service' Crimson Container
 37-477D 1 Plank 'Lowfit' Wagon B450068 BR Bauxite (Early)	 37-477E 1 Plank 'Lowfit' Wagon B450071 BR Bauxite (Early)	 37-479B 1 Plank 'Lowfit' Wagon B450161 BR Bauxite (Late)	 37-479C 1 Plank 'Lowfit' Wagon B450166 BR Bauxite (Late)

OO SCALE - THOMAS & FRIENDS 3+



58810BE DUCK
with Moving Eyes



58820BE DAISY
with Moving Eyes



42447BE Terence
The Tractor



77012BE Ventilated Van
Sodor Fruit & Vegetable Co.



77041BE S.C.Ruffey
Open Wagon

OO9 SCALE - BACHMANN NARROW GAUGE



394-100 Ffestiniog Railway 'Tin Car'
Saloon Third No. 119 Ffestiniog Railway
Crimson & Cream



394-100A Ffestiniog Railway 'Tin Car'
Saloon Third No. 120 Ffestiniog Railway
Crimson & Cream



394-101 Ffestiniog Railway 'Tin Car'
Saloon Third No. 119 Ffestiniog Railway
Maroon



394-101A Ffestiniog Railway 'Tin Car'
Saloon Third No. 120 Ffestiniog Railway
Maroon



394-076 Ffestiniog Railway Curly Roof
Van No.1 Ffestiniog Railway Lined Plum



394-080 Ffestiniog Railway Brake Third
No. 10 Ffestiniog Railway Green & Red



394-081 Ffestiniog Railway Brake Third
No. 2 Ffestiniog Railway Yellow & Crimson



394-085 Ffestiniog Railway Brake Third
No. 8 Crimson & Cream

BACHMANN
NARROW GAUGE

N SCALE - SCENECRAFT



42-0137G

Wigmore Provender
Store Green

Also Available
42-0137R - Wigmore
Provender Store Red



42-0146G

Oast House Green

Also Available
42-0146B - Oast House Brown



42-0068R

March Station
Canopy Red

Also Available
42-0068B - March Station
Canopy Blue



42-0065R

March Station
Waiting Room Red

Also Available
42-0065B - March Station
Waiting Room Blue



42-0066R

March Station
Ticket Office Red

Also Available
42-0066B - March Station
Ticket Office Blue



42-0067R

March Station
Facilities and Stores Red

Also Available
42-0067B - March Station
Facilities and Stores Blue



42-545

Tarpaulin
Wagon Loads
(x4)



42-0090B

Small Industrial
Unit Blue

Also Available
42-0090G - Small
Industrial Unit Grey



42-0074

Wroxham Signal Box Brown
& Cream

Also Available
42-0074W - Wroxham Signal Box
White & Green



42-0157B

Two Road Stone Shed Blue

Also Available
42-0157R - Two Road
Engine Shed



42-017B

Modern Servicing Depot Blue

Also Available
42-017R - Modern Servicing Depot Red



44-1002C

Thatched Tavern
Brown and Cream

Also Available
44-1002W - Thatched Tavern
Black and White



44-1003G

Snodland Signal Box Green

Also Available
44-1003B - Snodland Signal Box Brown



44-1005R

Station Buffet Red

Also Available
44-1005G - Station Buffet Green



44-1007B

Narrow Gauge Stone
Shed & Store Black

Also Available
44-1007G - Narrow Gauge
Stone Shed & Store Green



44-1004B

Narrow Gauge Corrugated
Platform Shelter & Office
Chocolate

Also Available
44-1004G - Narrow Gauge Corrugated
Platform Shelter & Office Green



44-0223B

Low Relief Town
Garage & Sales Blue

Also Available
44-0223R - Low Relief
Town Garage & Sales Red



44-0222G

Low Relief Department
Store Green

Also Available
44-0222R - Low Relief
Department Store Red



44-0539B

Wooden Bus Stop Brown

Also Available
44-0539G - Wooden Bus Stop Green



44-1006G

Bus & Coach Station Green

Also Available
44-1006R - Bus & Coach Station Red



44-0538

Slate Walling and Gate

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E84523 Class 41 'Warship' Disc
Headcode D601 'Ark Royal' BR Green
(Late Crest)



E84524 Class 41 'Warship' Headcode
Box D602 'Bulldog' BR Blue
(Small Yellow Panels)



E84525 Class 41 'Warship' Box
Headcode D602 'Bulldog'
BR Green (Small Yellow Panels)



E84526 Class 41 'Warship' Disc
Headcode D601 'Ark Royal' BR Green
(Small Yellow Panels)



E84527 Class 41 'Warship'
Disc Headcode D604 'Cossack'
BR Green (Late Crest)



E82000 SR Bulleid Booster 20001
BR Green



E87050 Plasser 12T YOB Diesel-Hydraulic
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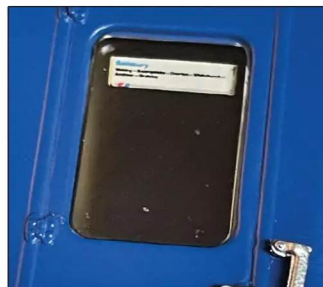
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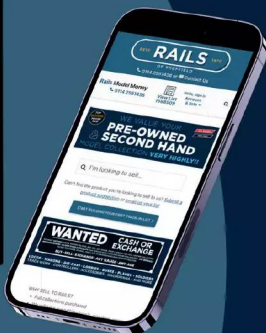
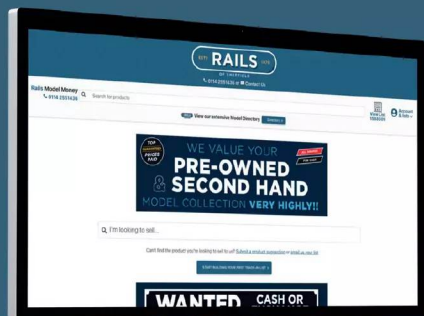


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larger collections

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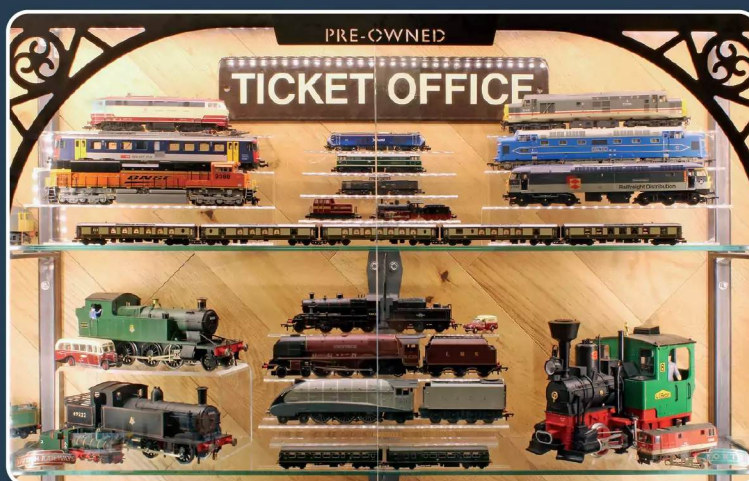
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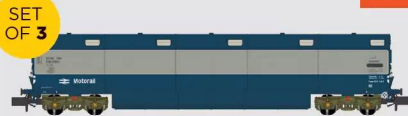
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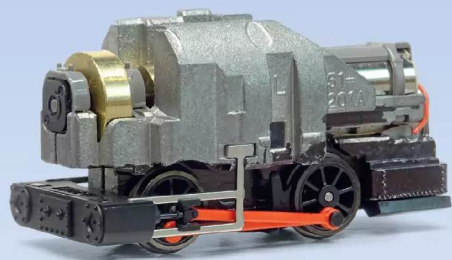
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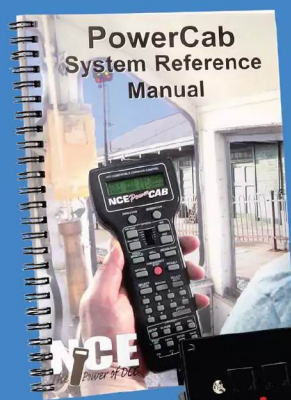
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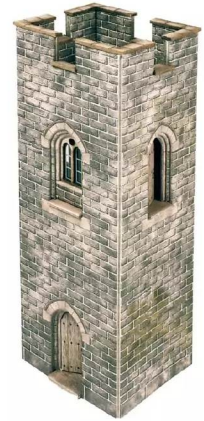


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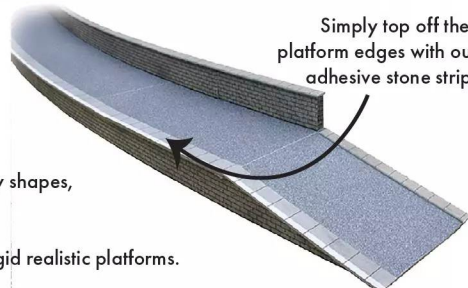


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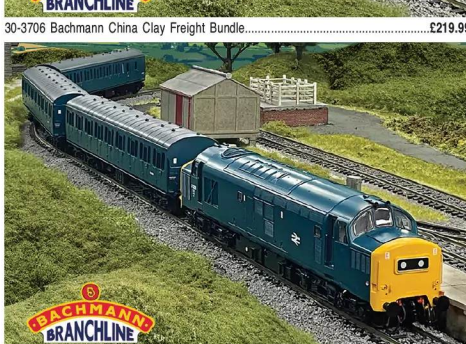
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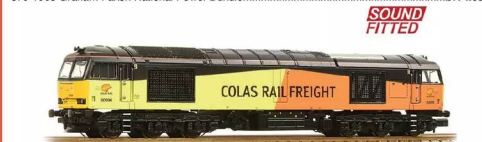


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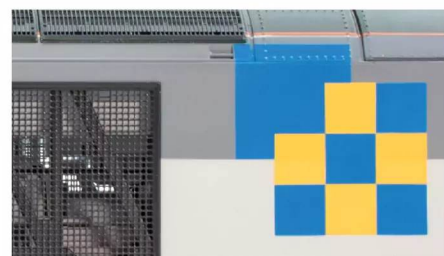
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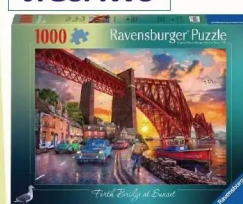


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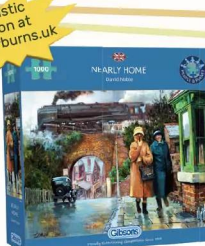
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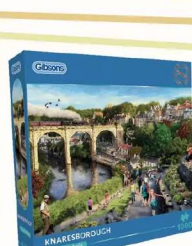
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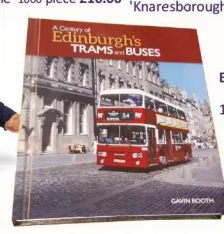
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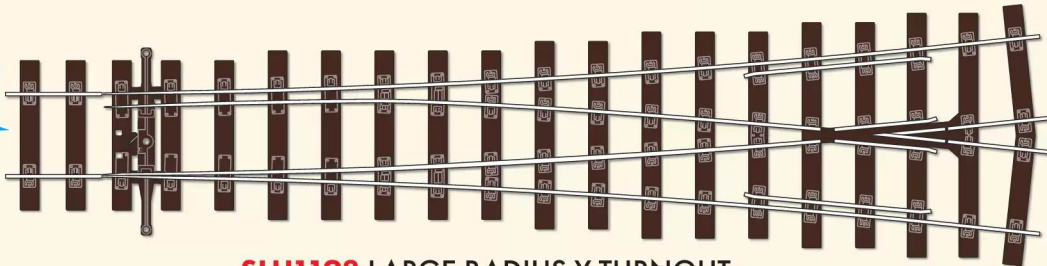
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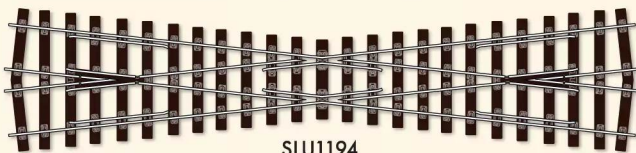
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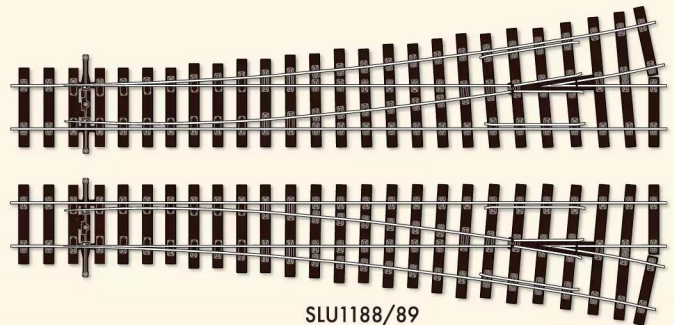
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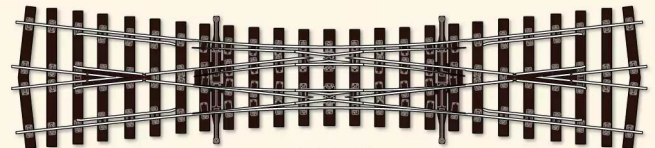
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We welcome submissions on all aspects of railway modelling, be they about completed layouts, plans or suggestions; constructional articles; model making hints, tips and general advice; encouragement for beginners; prototype features; opinions and views; 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.

In both cases, please remember to include your full name, address and contact details with your correspondence.

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Welcome

Harmony in the hobby?

I hope the New Year has started well for all of our valued readers, contributors and advertisers. The publication of this, the first issue of RAILWAY MODELLER to hit the shelves in 2025, raises the curtain on what promises to be a year-long celebration marking 200 years since the birth of the passenger-carrying railway. And what better way to kick things off than by shining a spotlight on the locomotive that will be at the heart of this bicentenary commemoration – No.1 Locomotion, which hauled the opening train on the Stockton & Darlington Railway on 27 September 1825. Accordingly, the brand new Hornby model of this pioneering locomotive headlines this month's product review pages, and also takes centre stage on the cover. This, we hope, serves as an appetiser for the exciting content – themed around this anniversary – that we have planned for upcoming issues.

Hornby will itself be in the spotlight in early January, with the manufacturer poised to roll out its 2025 programme of new models on 14 January. We'll be sharing all the highlights on our website on this date (head to www.pecopublications.co.uk), with further coverage in our March edition, on sale from 13 February.

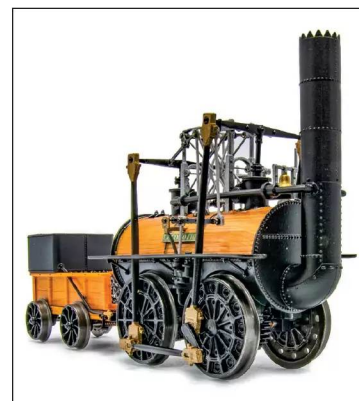
The manufacturer's recent announcement of an all-new J52 in OO (see News, RM January) has provoked much discussion across the hobby, this project duplicating OO models of the same prototype that are already being developed by Rapido Trains UK. However, as explained in that news piece, the two manufacturers are working together to ensure that there is no risk of overlap with the number/livery combinations being produced. This spirit of co-operation is not just beneficial to the manufacturers concerned, but also to modellers, who will now be presented with a wider array of models from which to choose.

Although rare, examples of co-operation between model manufacturers are nothing new (this being distinct from collaborations between manufacturers and retailers, of which there have been many). The recent venture between Peco and Kato to produce Ffestiniog Railway England locomotives in OO9 is a prime example, whilst an item in this month's news pages reports on an OO gauge wagon being produced jointly by Heljan and Irish Railway Models. This leads me to wonder: are we starting to see signs of greater harmony in the hobby, with manufacturers proactively working together to release products that are complementary, rather than conflicting? I certainly hope so, because a prospering model railway industry is essential for the continued health of our hobby.

Have you entered the RAILWAY MODELLER Cup competition?

There is still time to vote for your three favourite articles (from those published in 2024) in the 72nd RAILWAY MODELLER Cup competition. Entries received will be entered into a prize draw competition, for which there's £1,000 worth of fantastic prizes to be won. The closing date for entries is 31 January 2025 – see p141 for full details. Good luck!

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



The brand new OO gauge ready-to-run model of No.1 Locomotion from Hornby.
Photo: Craig Tiley



Craig Tiley Editor

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tiley



Heyside

RICHARD LAMBERT describes the background to this imagined main line station, which is set on the Oldham Loop line between Manchester Victoria and Rochdale, in former Lancashire & Yorkshire Railway territory.

I suppose, like a lot of modellers, my interest in railways and model railways was inherited from my father, from an early gift of a Tri-ang Railways 'Nellie' goods set, to holidays which always seemed to involve close proximity to the main line, whether watching Westerns and Warships round the curve at Dawlish Warren or Deltics on the East Coast Main Line. However, my real interest was in building things: planes, tanks, warships – the more complicated the better – and railways took a back seat, while never disappearing.

It was only in my early teens that I decided I wanted to do something different, and bought a K's 'Dean Goods' whitemetal kit in a sale and three Ratio Midland coaches. I hadn't a clue what I was doing; it was glued together in a couple of days and ran up and down the floor in a passable manner, at least once I had worked out what 'quartering' meant. However, move it did, and I found it far more interesting than my static models. This was followed by a K's *Tre Pol and Pen*, and I worked my way

through Nu-Cast, DJH and M&L kits, learning how to solder, and honing my building skills.

A move to O gauge – eventually!

I remember going to a small Birmingham show in the late 1970s, and being absolutely entranced by an O gauge locomotive, a Stanier Pacific in red. It was fantastic – and big. I started to investigate what locomotive kits were available in 7mm scale and was very disappointed. There was next to nothing, and what there was seemed to be of a quality and with a level of detail that was less than what I was used to in 4mm scale. I wasn't prepared to spend more and get less for my money, and therefore a move to 7mm was put on hold.

However, two things eventually happened that led me to move from 4mm scale to 7mm scale. The first of these was the release of the Vulcan Model Engineering B4 dock tank, which was a complete kit that was every bit up to the quality I wanted; and a visit to the Gauge O Guild

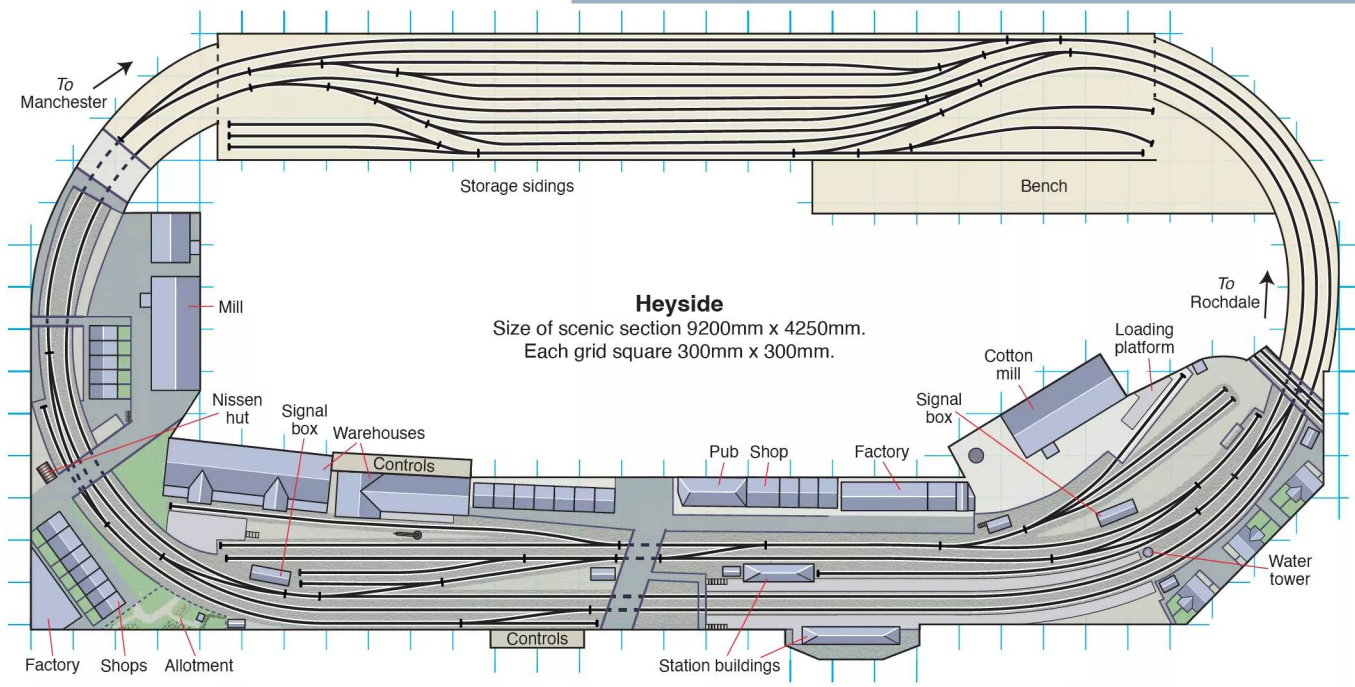
Left

A 'Peak' diesel heads towards Manchester, while a Stanier 2-6-4T approaches with a stopping train, and a Midland Railway 'Half-Cab' 0-6-0T shunts the goods yard.

Right

'Black Five' No.45231 passes through the station with a coal train, while a Cravens Diesel Multiple Unit waits in the bay platform with a branch line service.





show at the Perdisswell Leisure Centre in Worcester. I had no idea so much was available. I joined the Gauge O Guild there and then, and never looked back.

Time and place

There is a great deal of serendipity involved in how I arrived at the time period, geographical setting and track plan for the layout.

The time period is easy: BR from the mid-1950s to the early 1960s. It's always what I had been interested in, especially the LMS and BR Standard locomotives.

As far as layouts go, I have never been a layout builder, much preferring to build locomotives and needing little more than a test track. However, I bought a semi-derelict barn with an undercroft that had a 32' x 15' usable space, and for the first time had somewhere to put a meaningful O gauge layout. Various plans were looked at, but I saw an advert for Trevor Smith's *Heyside* which was for sale at the Wigan show in December 2008. I was already aware of the layout from model railway publications, and there was a link to lots of photographs online. What struck me was the quality of the buildings, and the urban nature of the layout. I agreed his price, and went up to Wigan to collect.

Heyside is a real location, although a station was never built there. It is situated north-east of Manchester between the former stations of Royton Junction and Shaw & Compton on the route between Manchester Victoria and Rochdale via Oldham. The original layout presented a double track main line, plus a branch line to a bay platform. Although a goods yard had been modelled, it was not operational – instead, rolling stock was 'staged' on the various sidings.

The railway infrastructure immediately identified the ex-Lancashire & Yorkshire Railway origins and set the railway clearly in BR days. Since I essentially wanted a test track for my locos, I was happy to retain the 'roundy-roundy' theme, but wanted to provide more operational interest for exhibitions and at home when our group (composed of friends who share an interest in O gauge) is together. At this stage, I knew next to nothing about the L&YR, and so commenced a steep, and very rewarding, learning curve.



Below
Stanier Mogul No.42960 hauls a train of mineral wagons in the Rochdale direction.

Constructional details

Of the baseboards acquired, all but four were stripped of usable items and disposed of. Those retained comprised the station area, and entry to and exit from the yards. The two new scenic boards on the curve to the left of the station, together with all the new hidden sidings boards, were constructed from 8mm Nordic birch ply, located using alignment dowels and bolted together.

It was only once all the boards were built that the track layout could be finalised. It sounds odd to say that, but the whole concept was predicated on fitting the four retained boards in the layout room and allowing for a minimum of 6' radius curves to take the running lines round to the fiddle yard. The new boards had been built to the maximum manageable size, and we had what we had as far as space went for the yards.

In conjunction with a couple of friends who were going to assist with the rebuild, the decision was made to

hand-build all points to 31.5mm gauge, and to have a Digital Command Control system. The former gives much smoother running than standard 32mm pointwork, also enabling a better flow to suit the location, while the latter, in our experience, gives much smoother control to the locomotives.

Buildings

The original layout had some very fine urban and industrial buildings. It was principally for this reason that it was purchased, and they present a most imposing backdrop. Every effort has been made to relocate any building displaced from the original layout. The intention was to build the layout using the existing buildings and, once that was complete, examine all the buildings to see how they could be improved. Inspiration has been taken



from the books by Jeffrey Wells on the Oldham Loop and structures from Werneth, Shaw and Royton can be seen. Given the industrial nature of the location, there are few green areas anywhere on the layout.

An operational goods yard was a priority, and accordingly the opportunity was taken to completely remodel it. To the left of the station the goods yard has been rebuilt and a goods loop constructed just beyond the platform end. The yard has acquired an end loading dock, and the area between the main sidings has been laid with setts and longitudinal sleepers adjacent to the rails in typical L&YR fashion.

The huge goods warehouse is modelled on the structure located at Royton Junction. To the left of it are

two rows of workers' cottages. These are typical of the area and have been relocated on either side of the main line cutting, inspired by the east end of Glodwick Road station, and add yet more height to the layout. A road bridge and footpath mask the inevitable scenic break with the line plunging into twin single bore tunnels modelled on Farnworth east portal.

The station buildings and platforms have remained almost unchanged, although the footbridges to the platforms have been changed for the more typical L&YR lattice type based on those at Werneth. Etches were produced for the footbridges and with the creation of the goods loop, the distinctive two-doll signal at Werneth could be mounted on the footbridge over the running

Below
Parallel-boilered Fowler
Patriot 4-6-0 No.45515
Caernarvon meets rebuilt
classmate No.45531
Sir Frederick Harrison.



Right

Two men in the allotment pause in their work to watch the Patriot pass with an express.

Below right

Two essential commodities being delivered for the local households: coal and milk!



lines. The parachute water tank has also been relocated to provide improved sighting of the new signal gantry.

To the right of the station, a new coal yard and factory siding with loading ramp has been built. A small locomotive servicing point has been incorporated, modelled on the facility that used to be at Oldham Werneth. The rail overbridge has been modelled on that at the top of Hunt's Bank Incline, 1½ miles from Victoria station.

Almost every model railway has its compromises, and it is often difficult to locate signals properly. *Heyside* is no exception but, to ensure the signalling reflects the prototype as closely as possible, the assistance of a Network Rail signaller was obtained. The main line has a mixture of L&Y and LMS signals with L&Y structures modified to upper quadrant operation. The gantry at the coal yard end of the layout, modelled on that at Victoria East Junction signal box, is built in wood, just like its prototype, and features signals for both directions, plus a calling-on arm to facilitate shunting. In the goods yard are examples of L&YR lower quadrant signals, each one being modelled faithfully from examples illustrated in the aforementioned Jeffrey Wells books.

The original buildings had a ply shell, with a scribed stone Depron (an extruded polystyrene foam product) covering and plasticard windows. Brick-built structures such as the goods warehouse used Slater's embossed brick Plastikard. The problem that needed addressing, once the railway side was complete, was that the buildings along most of the backscene were low-relief. Apart from this leading to some very odd views from







Above
A fitted freight train of containers and vans passes Heyside signal box behind Stanier 8F 2-8-0 No.48750.

Right
Fowler 2P 4-4-0 No.40671 enters the station with a stopping train, while a surviving Lancashire & Yorkshire Railway 0-6-0ST shunts the yard.

Left
An MGA parked on the forecourt of Heyside station.



certain angles, they just didn't have the depth I was looking for, so they were all rebuilt. The facades were retained pretty much as they were, but the roofs were rebuilt to allow for both sides to be modelled, which meant that new full-depth sides needed to be constructed, and roads and walls extended. In particular, it meant that chimneys could be added, which changed the roof profile enormously. The chimneys were laser-cut from MDF and new strips of slates laser-cut from thick paper. Chimney pots, collectors, guttering and brackets were added from the Modelu range, and we had new laser-cut sash and other windows made to our requirements. The remodelled factory to the right of the station required hundreds of industrial windows. The internal structure and flooring of the mill is fully modelled, awaiting detailing. We also produced a few 'X' and 'H' aerials, and they are fitted with all the wire strapping and corner protectors.

We eventually decided that the mill we had spent so much time on should really have been in brick, rather than stone, so we built another one to the same footprint. This was from card with Slater's embossed brick Plastikard. The first one was too good to dispose of, so it was relocated to the left-hand side of the layout behind the goods warehouse, and the groundworks rebuilt to provide road access. There was now much greater depth to the layout.

Interiors were the next thing to work on, and this is work in progress. The pub has been fully detailed and lighting installed. So too with the signal boxes and the semi-detached houses on the outside of the layout. Interior furnishings are generally from 1:48 scale doll's house ranges, but more is becoming available to 1:43.5 scale. There is much more to do, especially as there is nowhere near enough clutter in the railway environs. The allotments are due an overhaul, but that is the nature of a layout – there are always things to improve on.

Operation

The layout has a double track main line plus branch line, with the trains stored in hidden sidings; five loops for each main line plus five sidings for the branch line. DCC control is used with a preponderance of sound-equipped locomotives. Steam and diesel locomotives, plus Diesel Multiple Units, can be seen in operation.



L&YR survivors can be seen shunting and handling some lighter trains. Heavier trains are hauled by the larger steam and diesel locomotives.

Left
Dieselisation has begun, with 'Peak' D34 in charge of another fitted freight.

Motive power

Every effort has been made to run only locomotives appropriate to the line. Again, the Jeffrey Wells books have been the guide, so an immaculate Princess Royal or A3 Pacific will not be seen. Most locomotives have been weathered to varying degrees but, given the proximity of the area to Crewe and Horwich works, the occasional ex-works machine could turn up. Duplication of locomotive types has been encouraged.

Shunting the yards is normally carried out by ex-L&Y saddle tanks or a former Midland Railway 1F 0-6-0T. Local services will use ex-L&Y 2-4-2Ts, LMS or BR Standard 2MT 2-6-2Ts and 4MT 2-6-4Ts. Coal trains are headed by an 'Austin Seven' 0-8-0, L&Y 'A Class' 0-6-0s or Stanier Moguls. Semi-fasts will have rebuilt or original Patriots, Jubilees or 'Black Fives', while the parcels and fitted goods may have 8Fs, Britannias, 'Black Fives' or even a B1 on occasions.

The diesel revolution is just starting to oust the steam locos in the form of 350hp shunters, English Electric Types 1 and 3, Sulzer Type 2s and 'Peak' Type 4s, while

The station has a regular stopping service from and to Manchester – these trains are presumed to run to Rochdale, Bury and Bolton, as well as 'circle' trains to Manchester via Castleton.

There are a number of semi-fast services which do not stop at the station. These trains are for destinations such as Southport via Bolton and Wigan, Blackpool via Bolton and Preston as well as to destinations across the Pennines. To facilitate the latter, it is assumed there was a triangular junction to the east of Rochdale to accommodate these trains. The branch line enjoys a frequent connecting service with trains operated by motor-fitted locomotives and coaches, augmented by Diesel Multiple Units.

In keeping with the industrial nature of the area, freight trains are a major feature.



Below
Stanier 2-6-4T No.42548 slows for the station with its suburban train, while Midland 1F 0-6-0T No.41804 sorts unfitted mineral wagons and vans in the yard.

Cravens DMUs operate some services. The ex-LMS Co-Co No.10001 also makes an appearance occasionally.

Rolling stock

Suburban trains ranging from two- to four-coach sets can be seen, as can a variety of standard BR and LMS types, plus ex-MR and even ex-London & North Western Railway types. Main line stock is mainly formed of ex-LMS and BR Mk.I coaches, although occasional Gresley and Thompson vehicles appear. Liveries are the standard maroon, with occasional vehicles sporting the earlier crimson & cream.

All types of freight vehicles are to be found. Mineral trains run frequently and the goods yard has periods of quite intensive shunting. The Heyside area produces a variety of merchandise, necessitating the frequent exchange of wagons to the factories and warehouses grouped around the station. There is also interchange with the branch line and significant parcels traffic.

Exhibiting

Heyside was always an exhibition layout. This was borne in mind at every stage during the building work, and we

tried to make sure that everything was constructed to be as robust as possible, especially the electrics. The layout needs five operators at any one time: one person on the control panel, route setting and working the signals; one operator for each of the Up and Down lines; one for the yards, which are operated from the front of the layout, and interfacing with the public; and one for the branch and bay platform traffic. At shows, of course, this means 10 operators to allow for breaks.

Teamwork

Although *Heyside* is my layout, I relinquished control many moons ago, and it would be remiss of me not to acknowledge that a model railway of this size and complexity requires a team with many skills, including electrics, DCC, lighting, signalling, laser-cutting, CNC machining, building construction, scenic work and many others.

Everyone has been very generous with their time, and above all else, it has been a wonderful period in my life to have been part of such a group. As with any layout, it is consistently evolving and the finish line remains some way off.



What to see at Model Rail Scotland

The SEC in Glasgow – 21, 22 & 23 February 2025

Scotland's largest annual model railway exhibition is once again set to welcome thousands of visitors when the doors open for this year's event, which will be taking place over three days in February at the Scottish Event Campus in Glasgow.

Organised by the Association of Model Railway Societies in Scotland (AMRSS), the three-day railway modelling extravaganza is this year being supported by Peco, Accurascale, Bachmann Collectors Club, Heljan, Hornby Hobbies and Kato. (AMRSS Ltd is a not-for-profit company, the roots of which can be traced back to 1966.)

Show highlights

There will be a total of 52 working layouts in action for visitors to enjoy, these covering a wide variety of scales and gauges, and representing British and overseas prototypes. See the event listing in our Societies & Clubs pages (starting on p163) for full details of the layouts booked to attend.

Many of the layouts on display have featured in the pages of RAILWAY MODELLER,



including *Bury Thorn Tar Works* (O – December 2014), *Colinton* (P4 – March 2011), *Eden Road TMD* (OO – November 2019), *Glebe Street* (O – July 2023), *Lammermuir* (N – March 2021) and *Longmorn* (OO – November 2022).

In addition, there are two former RM Cup winning layouts, in the shape of *York*

▲ **Georgemas Junction** will be one of two layouts paying tribute to the late modeller George Woodcock. Photo: Ray Lightfoot

(2FS – April 2023) and *The Summit* (O – April 2016).

There is also *Back 'ut Shed* (OO), which is featured in this issue on p130, and *Dounreay*, an HO model by Alan Monk that will be described next month.

The event will include a tribute to the late George Woodcock, who passed away in 2023. He was an ardent ambassador of Model Rail Scotland. Two of the many OO layouts that he constructed will be at the show – *Georgemas Junction* (RM February 2011) and *Towcester* (RM February 2019).

Trade support

In addition to the presence of the six aforementioned show supporters, the exhibition will include other leading manufacturers of ready-to-run models, including Cavalex Models, Ellis Clark Trains, Rapido Trains UK and Revolution Trains. This year's event will also see Oxford Diecast making a welcome return to the show.

Supporting these will be a large number of specialist trade stands, scale-specific organisations and practical modelling



Model Rail Scotland

▲ A BR steam and diesel transition scene on the N gauge layout *Lammermuir*. Photo Arran Aird

demonstrations. In addition, there will be a number of society stands dedicated to the railways of Scotland, including the Caledonian Railway Association, the Friends of the West Highland Railway, the Great North of Scotland Railway Association and the Highland Railway Society.

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

To assist visitors with planning their time at the exhibition, the organisers have made a floor plan available to download via the website.

Early admission with advance tickets

Details of admission prices are given in the adjacent panel; tickets are also available to purchase on arrival. It should be noted that multiple day tickets are not available. (The Scottish Event Campus is a cash-free venue, although the Model Rail Scotland ticket desk will accept cash as well as credit/debit card and Apple pay/Google pay cashless payments.)

Advance e-tickets can be purchased via the event website. Although the prices are the same, advance ticket holders will be able to enter the show 30 minutes earlier on each day.

Pre-printed advance tickets can also be purchased, but for this option there is an additional booking charge per order.

Getting to the show

The position of the Scottish Event Campus on the edge of Glasgow city centre makes visiting Model Rail Scotland very convenient by rail, road – or even by air! The SEC has its own dedicated railway



▲ The suburbs of Glasgow in 7mm with Glebe Street, a layout constructed by members of Elgin MRC. Photo: Steve Flint

station – Exhibition Centre – allowing easy access from the city centre (including train connections via Glasgow Central) and suburbs. Exhibition Centre station is a 5-10 minute walk from Hall 3.

In addition, the Glasgow Subway provides connections from 15 points across the city (the St Enoch stop is a few minutes walk from Central station for onward transfer to the SEC).

To further assist visitors, the organisers will once again be providing a circular vintage bus service between the SEC, Glasgow Central and Queen Street stations in the city centre. (Full details of this service will be published on the Model Rail Scotland website prior to the show.)

For those travelling by car, the postcode is G3 8GS. The SEC is just off junction 19 of the M8, with multi-storey parking available. (From J19, join the westbound A814 Clydeside Expressway and then take the cut-off for the campus. Turn left at traffic lights and take the right lane to access the multi-storey parking.) The car park is located less than 500m from Hall 3 and has designated disabled blue badge parking bays. The car park tariff is £12.00 for up to 12 hours.

For those travelling by car to the SEC via the city centre, note that there is the Glasgow City Centre Low Emission Zone – motorists are advised to

check their route and vehicle compliance beforehand.

Glasgow Airport is located eight miles west of the city and can be reached on domestic flights from airports around the United Kingdom.

For further details about travelling to the venue and public transport links, refer to the SEC website:

www.sec.co.uk

Key information – at a glance

Venue:

Hall 3 Scottish Event Campus,
Exhibition Way, Glasgow G3 8YW
www.sec.co.uk

Dates:

21-23 February 2025

Opening times:

Friday 1030* – 1800
Saturday 1030* – 1800
Sunday 1030* – 1700
(*1000 for advance ticket holders)

Single day admission prices:

Adults **£17.00**
Children **£5.00**
(Ages 5-16 years, must be accompanied by an adult. Children aged under five are admitted free.)
Family **£35.00**
(Two adults and up to two children)

Keep up to date:

Website:
www.modelrail-scotland.co.uk
Facebook: @ModelRailScotland
Instagram: @modelrailscotland
X (Twitter): @ModelRailSEC



◀ The large 00 model depicting the Longmorn distillery complex in Morayshire. Photo: Ian Lamb

Helston reimagined

DAVE HOWSAM planned a new version of his first layout – a fictional Great Western Railway branch line in OO, named *Porthleven* – which ended up resembling, somewhat more closely, the real station in Cornwall that originally inspired it.

Layout photography by Craig Tiley



After disposing of my last two exhibition layouts, based on Swiss prototypes, and having a semi-permanent Swiss HO layout fully functioning in the railway room, my thoughts turned to what I could build to exhibit. There was an ideal location for a layout over an exposed fiddle yard (the other two being hidden) which would give me a width of up to 18" and a total

length of just over 10' 9". Furthermore, I could create a storage space under the HO model to slide in what I envisaged to be two scenic sections.

Having found a suitable home for a layout and a place to store it conveniently, my thoughts turned to what was to be represented on the model. I was keen to try and build an updated version of my very first layout,

started in 1965, and based on a fictional extension of the Helston branch in Cornwall, called *Porthleven* (featured in the July 1967 *RAILWAY MODELLER*, and winner of the RM Cup competition for that year). Ready-to-run locomotives were available for the line to be depicted and were a vast improvement on those offered over 50 years ago, particularly in running qualities.

All change for... Helston?

Just as I was ready to plan *Porthleven*, Bachmann produced a cast resin OO model of the engine shed at Helston. Well, I could still use that for *Porthleven* and it would be in keeping for the line. I then found that Rail Model did a laser-cut kit of Helston signal box in OO. That could be useful too, I thought, and it would be different from the plastic kits



available. Next, I noticed the same manufacturer did Helston station building in 7mm scale. When I contacted them, Andy Pearce kindly agreed to make a laser-cut kit for me in 4mm, and he produced the correct coursed stone inserts on the walls, instead of the random stone normally supplied with the 7mm kit. Suddenly, the new *Porthleven* was becoming a more authentic Helston – or was it?

Track plans were drawn and redrawn. I had quite a bit of information from my original research in the 1960s, including the photocopied plan of Helston provided by the archive at Paddington, articles from *Model Railway News* by Pat English and his subsequent correspondence with me, the books on the branch by G H Anthony and Stanley C Jenkins, and my own photos taken in 1963. I knew I could not reduce the track plan of Helston to recreate it in OO in the space I had available, so a compromise was made, and I

▲ A quieter moment as the Pressed Steel Co. (Class 121) diesel railcar, forming a Porthleven service, awaits the arrival of the connecting train from Gwinear Road.

▶ The real Helston, photographed by the author in 1963. The siding on the left was for serpentine stone traffic.



decided to use all the main buildings at Helston but not necessarily in the right locations! After nearly 60 years, I would finally have my interpretation of Helston, even though it would be nothing like Keith Gowan's wonderfully accurate 3mm scale model now in Helston Museum.

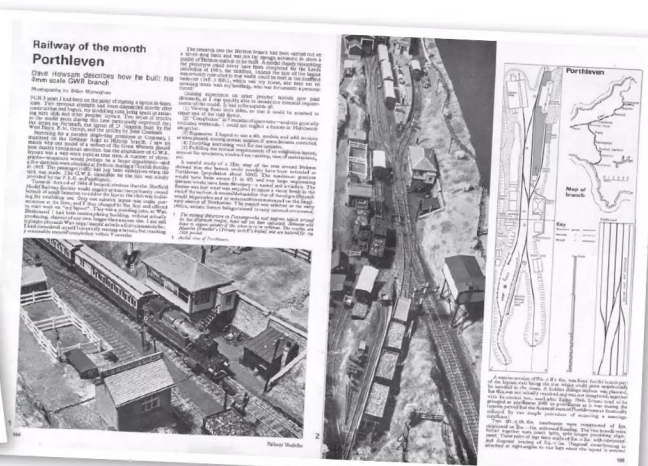
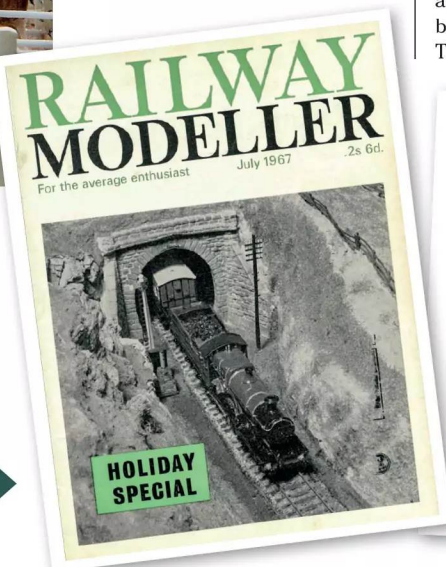
I needed to keep the loading bay siding as this was an important feature of the station, being used for cattle for the abattoir and the loading of broccoli, among other things. The goods shed was just a dead

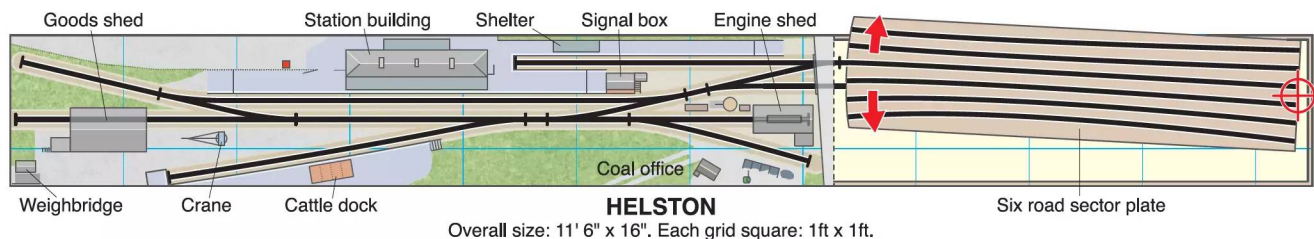
end, whereas the prototype was situated on a loop along with the coal merchant's facilities. This meant I was missing a loop, which would severely limit the type of shunting I could do, but I could live with this. The serpentine rock siding was omitted and is imagined to be a little further down the branch towards Porthleven. The engine shed was moved to the front, along with a coal siding.

One passenger train in and out would make a boring exhibition display, so a bay

▲ North British Type 2 diesel-hydraulic D6308 pulls into the station with a Brake Second and Composite. A photo of two similar coaches crossing Cober Viaduct appears in Stanley C Jenkins' book *The Helston Branch*.

▶ The author's first layout was *Porthleven*, which was featured in the July 1967 issue of *RAILWAY MODELLER*.





▲ The fiddle yard sector plate looking towards the station. The four left-hand tracks purport to be from/to Gwinear Road and the two on the right feed the imaginary branch to Porthleven and The Lizard. The shortened Peco Loco Lift is in place to accept the loco of the incoming passenger train. All steam locos on the line travelled chimney first in the direction of Gwinear Road. Spare stock on the shelf allows the branch goods to return with a different set of wagons and loads.

platform, a little like the one at Churston, was inserted with a separate exit purporting to be the line to The Lizard via Porthleven, though it would have needed some hefty engineering works to pass over the Loe lake.

Construction

The two scenic baseboards would total 7' 3" by 16" so that when not in use, both could be stored on wooden brackets under one of the HO layout boards. A cutting list was drawn out, and a full sheet of 9mm birch ply soon became a baseboard kit when cut by the timber merchant. When assembled, this produced baseboards with 3/4" sides and

ends for the 9mm ply tops (deep enough to allow the use of Cobalt point motors). A centre cross brace was fitted, but only screwed in at first so cut-outs could be made for transporting the legs. A third baseboard was to carry a six-road sector plate. The scenic centre board has two sets of legs, giving a viewing height of 42". A similar leg was made for the second scenic board and one for the fiddle yard, but these legs simply screwed in. Baseboards were joined with M6 bolts into M6 T nuts and located accurately by brass dowels. The baseboards were then covered with 1/16" cork sheet.

I already had some completed OO SMP Scaleway plastic-based





▲ Helston station building, made from a Rail Model laser-cut kit. With the mail dropped off ready for the next passenger train, the post box, in the wall, must be emptied before the Royal Mail van can proceed with its next pick-up.

The guard's van from the afternoon goods train has been positioned behind the goods shed before the yard is shunted. Cattle, the shunter and wheel tapper wait patiently for the cattle wagons to be set down in the loading bay.



point kits, and the remainder needed were made and the same manufacturer's bullhead track was glued down. Where necessary, cuts were made in the cork to allow for Wills point rodding to be added later. Platform faces of stripwood were created and faced with stone plasticard. The platforms were covered with suitable plastic sheet. I made a plan of the platforms noting where

cross braces and screws were, so that fittings could be added on the platforms without encountering difficulties or breaking too many fine drills. Wills stone paving was used to top the platform.

Buildings

It had been decided to model the line in 1953 and in 1963 (ignoring the withdrawal of the passenger service in 1962). That

▲ The AC Cars railbus awaits its afternoon passengers in the bay.

way, I could have two different sets of stock and locomotives without needing to change any buildings. The Bachmann engine shed had a lean-to building

A lull in activities in the goods yard, except for the porter cleaning the weighbridge windows. The goods shed is a heavily modified Ratio kit.



The afternoon goods arriving in the loop. On shed, another '4575' 2-6-2T has taken on water before being reunited with its 'B' set. '4500s' were much more common on the Helston branch than the '4575s' with sloping tanks – though No.5541, hauling the goods, was among the '4575s' that were recorded on the line.



added, like the prototype, the doors were fixed open and the inside was given a bit of detail. The signal box was made up and an interior was fitted using mainly the Springside kit.

The station building took some time to complete, but it did produce a model I was really pleased with. It's also quite robust, which is just as well because, try as I might, I could not design the platform so that the building was not over the baseboard join, and thus it has

to be carried to exhibitions separately. The goods shed started life as the Ratio model and was given a fully fitted interior including a crane; the arched rail entrance and exit were made straight; the roof light was dispensed with; an extra office building was added with swing doors fitted at that end; and the building was depicted with random stone. It does have four windows instead of three, but that cannot be seen when viewing from the front.

The shelter on the bay platform was made from plastic sheet from photos of the one at Nancegollan. The coal office and weighbridge building (complete with interior) are both adapted kits. We won't go into the debate regarding the positioning of coal staithes. Helston gasworks had four wagons of its own, but since there was no direct connection to the railway, coal must have been transported from the siding by road. A 3½" extension at the goods shed end was deemed worthwhile to allow more run-round room, and this nestles in a box with the station building for transportation.

Final details

Suitable road vehicles were sourced for the periods modelled, including Royal Navy vehicles for HMS *Seahawk*, the naval air base close by, and buses which I assumed now serve the eastern villages of the peninsula. I could find no

evidence of BR totems being used at the station, and the lights were of the cast concrete variety. I'd decided that, as I was modelling the line in summer, lighting in the buildings and station lamps would not be needed. I did light the interior of the signal box but when it was fitted, after the roof was attached firmly, I managed to blow the LED. The GWR wooden fencing was replaced by 1953 with chain-link and I have replicated this, although I omitted the hoardings which were a feature, but difficult to find details of and to fit into the space I had available.

A GWR signal appears on the bay platform as it was made for me over 50 years ago, and is a copy of the prototype one which was located just before the bridge. I didn't have room to fit it in correctly there, so opted to place it on the platform, even though it is too tall. A Dapol bracket signal completes the semaphore signals, and non-working ground signals have been added.

Figures are Monty's Models from Dart Castings, fixed by



◀ The Western National bus awaits the train before departing on its new route to the eastern villages of The Lizard.



from trains, and locos travel chimney first to Gwinear Road as on the prototype. It was necessary to add a 4" extension to allow for the loco to have room to run onto the stock at the station end. Couplings are small hook and bar with the hook removed at the station end. Electric solenoid uncouplers are second-hand Repa and work well with a home-made clear plastic top, only one hole needing to be drilled in the baseboard. At other locations, tufts of grass, mounted slightly off-centre, are used to uncouple in sidings.

A sequence timetable is used at exhibitions to try to make sure there is always train movement. Branch line passenger trains alternate between auto trains and railcars for variety, and two 'B' sets (with additional loads) provide the service to and from Gwinear Road for each era. The main goods service is in the hands of

Looking down the layout from the coal yard, D6312 (which hauled the last passenger train on the prototype line) awaits departure to Gwinear Road.

'Dukedog' 4-4-0 No.9022 in 1953 mode, reverting to a '4500' 2-6-2T in the 1963 period when 'D6300' North British Type 2 diesel-hydraulics were in charge of passenger trains.

Stock is ready-to-run from Bachmann, Hornby, Rapido Trains UK, Airfix, Dapol, Heljan and Oxford Rail, nearly all weathered, much of it professionally.

Acknowledgements

My grateful thanks to all those who have helped me at exhibitions; without their assistance, I would not be able to exhibit *Helston*.

See it at Chapel-en-le-Frith

Helston is due to appear at the New Mills & District Railway Modellers Exhibition on Saturday & Sunday 15 & 16 February at Chapel-en-le-Frith Leisure Centre SK23 0TQ. For details, see Societies & Clubs or visit: www.nmdrm.co.uk

using 4mm wire in the leg and a 4.5mm hole at the desired location, with a smear of superglue on the wire.

Operations and stock

Helston can be operated from the front at home, but it is controlled from the back at exhibitions. The small control panel is permanently wired but travels under the baseboard to exhibitions. Analogue control is used.

The sector plate was designed so that two of the six roads fed the Porthleven/Lizard branch and four fed the line to Gwinear Road. This means whatever goes down the branch must come back into the station. Shortened old-style Peco Loco Lifts are used to remove locos



“ – I decided to use all the main buildings at Helston but not necessarily in the right locations! – ”

Dave Howsam



Making a start in 009

Continuing with the creation of his Ffestiniog Railway-inspired layout, this month **CHRIS FORD** describes how he constructed the row of cottages that forms the main scenic feature on the finished model.



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

Last month I completed some of the smaller structures that feature on this layout project, all of which represented straightforward builds of plastic and laser-cut kits from the Wills and Peco ranges respectively.

With an eye on leading the novice builder through a series of techniques (from kit construction through to scratch-building), the final structure model to be completed is the row of cottages destined for the rear of the layout.

At its heart, this utilises the Wills Craftsman Series kit (ref.CK-21 Semi-detached Stone Cottages). This series of kits can be seen as a useful stepping stone for those who perhaps have completed a few kits, but wish to try their hand at creating something from scratch. Accordingly, the Craftsman kits are supplied with quantities of Wills moulded plastic builder sheets, from which the roof and wall parts (and apertures) need to be cut by the modeller. Guide lines and/or templates are provided. It is as close as you can get to scratch-building without using purely raw materials.

My thinking was that, if you can handle the station building



▲ The cottages that form the subject of this article, seen in position at the back of the layout, inspired by Penrhyndeudraeth.

modifications described in part four of this series, then it is a very small step to this.

To create the finished model illustrated here, I used one ref.CK-21 kit and adapted it to create a row of four dwellings.

I also used additional parts from the following Wills accessories: ref.SS24 Conservatory & Garden Seat;



ref.SS86 Windows, Doors, Gates & Porch; ref.SSMP200 Coarse Stone sheet pack; and ref.SSMP203 Slates sheet pack.

▲ Kits and accessories from the Wills range were used, centred on the ref.CK-21 Craftsman Series kit for stone cottages.

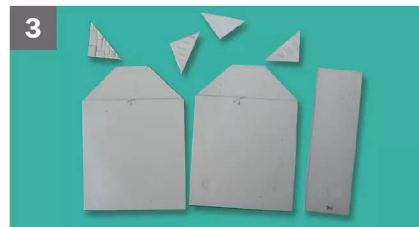
Constructing the cottages



The kit parts as supplied. Note that full instructions are included, as well as a booklet that covers the techniques and tools required.



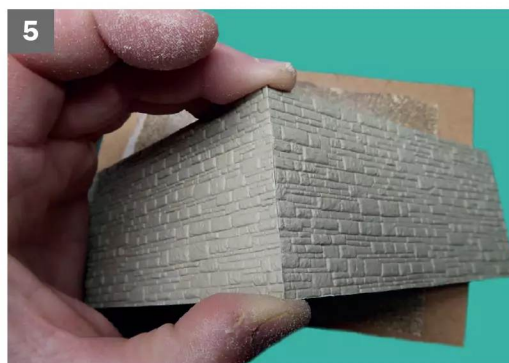
I stuck fairly closely to the recommended measurements in the instructions. Here, the two gable end walls are marked out on a single sheet. Note that the design makes use of a full height sheet, and the chimney stack sits on top of what appears to be a shortfall at the apex.



The parts cut out, having used a score-bend-cut technique. The 'T' is for top. This is to remind me which way the sheet is oriented. Likewise, the 'W' identifies the waste. These might only be simple pencil marks, but they significantly reduce the chance of making a mistake.



4 All the corner joints are 'mitred' using a home-made sanding board. This will of course keep your fingernails short as well!



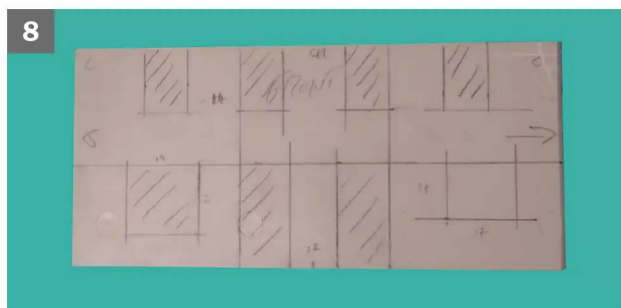
5 Testing the corner joins. The stone courses will not always line up well, but once they are joined, the eye can be fooled with some well-placed re-working with a triangular file.



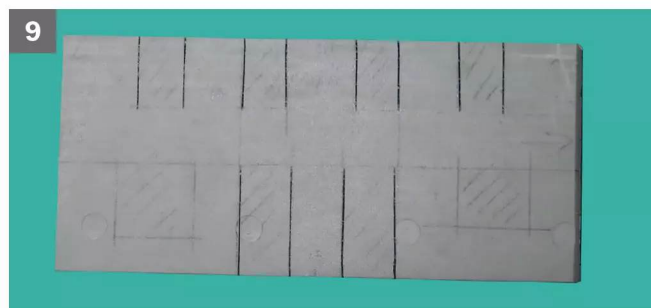
6 The two back wall pieces are generated from the extra pack of stone sheet. These are welded with solvent and have a strengthening piece (from the scrap box) added to keep everything firm. Note, once again, my notes in pencil on the rear of each sheet.



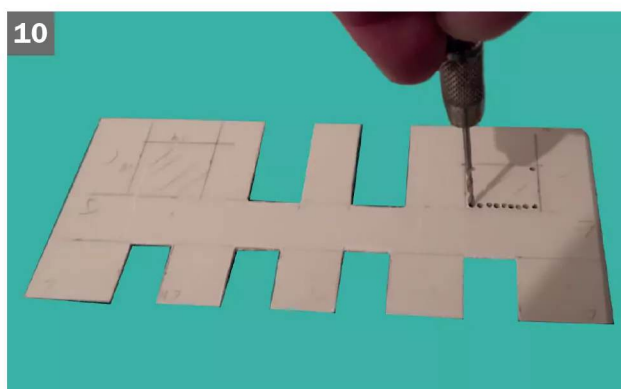
7 Here the windows and doors are laid out to establish the rough positions. This is the entire set included with the Craftsman kit, which consists of front and back doors. For visual consistency, I later decided to use two replacement front doors (from ref.SS86) and the back door mouldings went into the spares box. Having a few similar packs in stock gives you the flexibility to chop and change.



8 One of the front pieces prior to cutting out. Note how pencil marks are to the fore again. The arrow denotes the mitred corner edge, and the 'J' the joint with the other half of the front wall.



9 With the apertures marked out, the first job was to make vertical cuts with a razor saw. Note that the design of the kit has the tops of the first floor windows disappearing under the eaves.



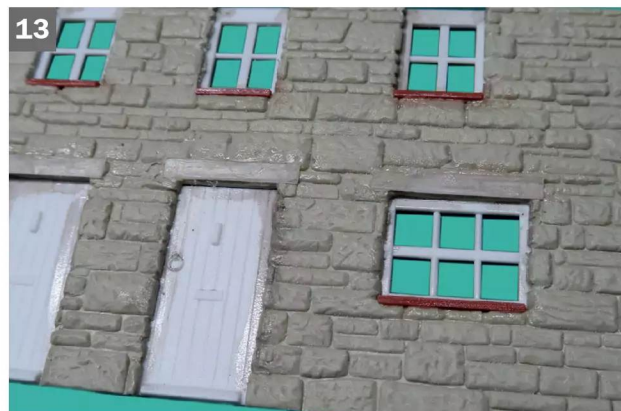
10 The edges of the window apertures and the tops of the doorways were cut using a 'drill and cut' method, in each case filing the resultant rough edge back to the marked line once the centre waste section had been removed.



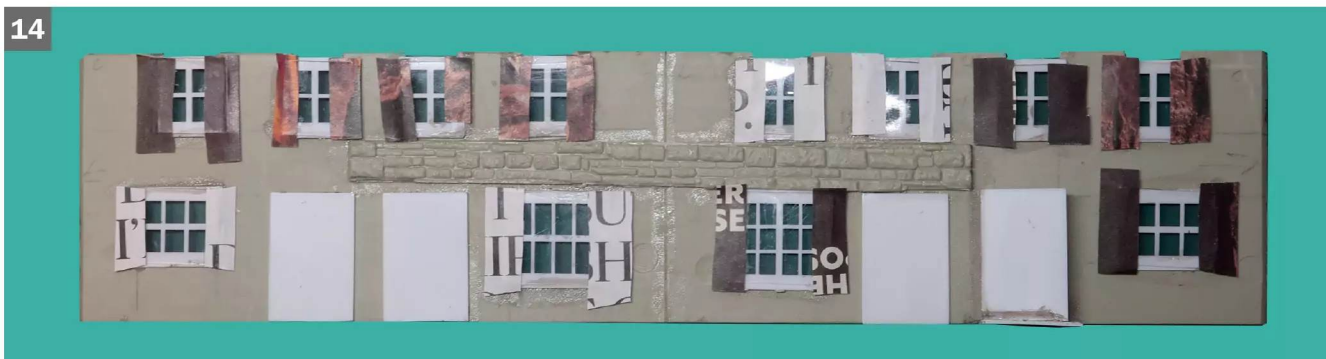
11 With the windows and doors fixed in place, window cills were cut to length using the plastic strip on the gutters sprue.



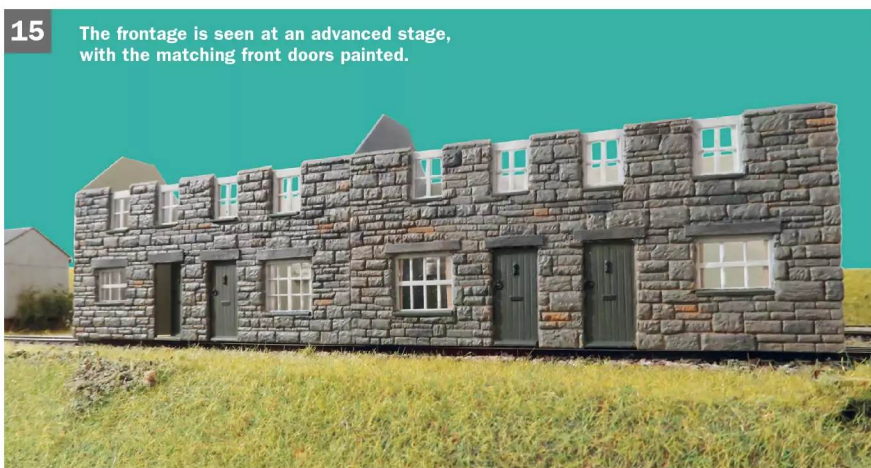
12 In order to create a small cameo scene later on, one of the doors was fixed in an open position, with a small piece of internal floor added from one of the redundant door canopy pieces.



13 With the cills added, lintels were made up for the ground floor apertures using some clear plastic sheet.



14 After glazing, and to add a human element, curtains were set behind the windows. These are just suitable plain colour pieces cut from magazines.



15 The frontage is seen at an advanced stage, with the matching front doors painted.



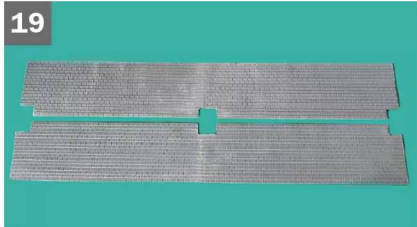
16 One of the major deviations from the instructions concerned the height of the chimneys. Rather than modelling the full-height stacks suggested, I instead used the measurements for the top section and created shorter stacks, these sitting on top of the end wall and a central dividing wall.



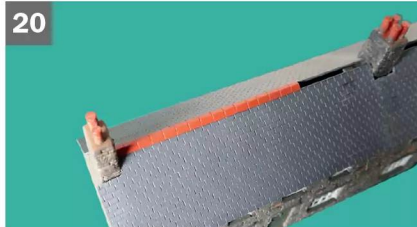
17 The roof sections were made up (each measuring 131mm x 40mm). More notes are evident on the parts, this time 'J' for joint and 'F' denoting a shallow feathered edge at the ends and foot, whilst 'M' is for a mitre (of c.45°) at the top edge.



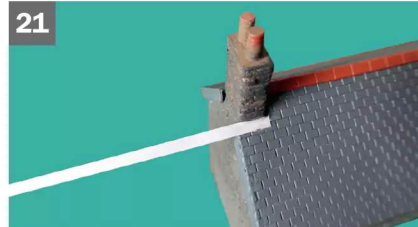
18 One of the completed 'end wall' stacks, with a tongue from scrap plastic with which to attach it firmly to the inside of the wall.



The assembled front and back roof sections, with cut-outs for the chimney stacks.



With the stacks fitted to the end walls and the central support wall, the roof sections could next be slotted on and the ridge pieces added. Note the slot required to allow these to sit level.



The gaps around the stacks had paper 'lead flashing' applied. These were held in position and a wash of solvent added to fix. They were then trimmed when set. Bargeboards were also fitted at this point.



Rainwater goods were added from the guttering sprue. Notice that these mask the fact that the window openings have no top edge.



To reduce some of the symmetry, a conservatory (from Wills kit ref.SS24) was assembled and fixed to one end. The pots inside are plastic tubes with Woodland Scenics coarse foliage added. The kit is a little too long, but this was masked with undergrowth later in the build.



The finished cottages with Bronwyn waiting for the absent postman. This is just one kit with extra walling for the back and centre supports, and extra roof sections. The possibilities for more customisation and details are endless.



Two views of the completed row of cottages *in situ* on the finished layout. Double Fairlie 0-4-4-0T *Merddin Emrys* (a ready-to-run Bachmann model) is seen departing with a passenger train for Porthmadog. The leading coach is a Peco 'Bowsider' - also a ready-to-run model.

Next month

In the concluding part of this series, Chris adds the finishing touches to the layout scenery.

Previous articles

- Part 1 - Baseboards - Oct 24
- Part 2 - Track & wiring - Nov 24
- Part 3 - Basic scenery - Dec 24
- Part 4 - Key structures - Jan 25

A journey in model form along the Ffestiniog Railway

From coast to quarry

The Ffestiniog Railway has been the subject of many layouts over the years in 4mm and 7mm scales, and as the line prepares to mark some momentous anniversaries in the coming year, **SIMON ARTYMIUK** takes readers on a journey through layouts inspired by its scenic route.

Photography as credited



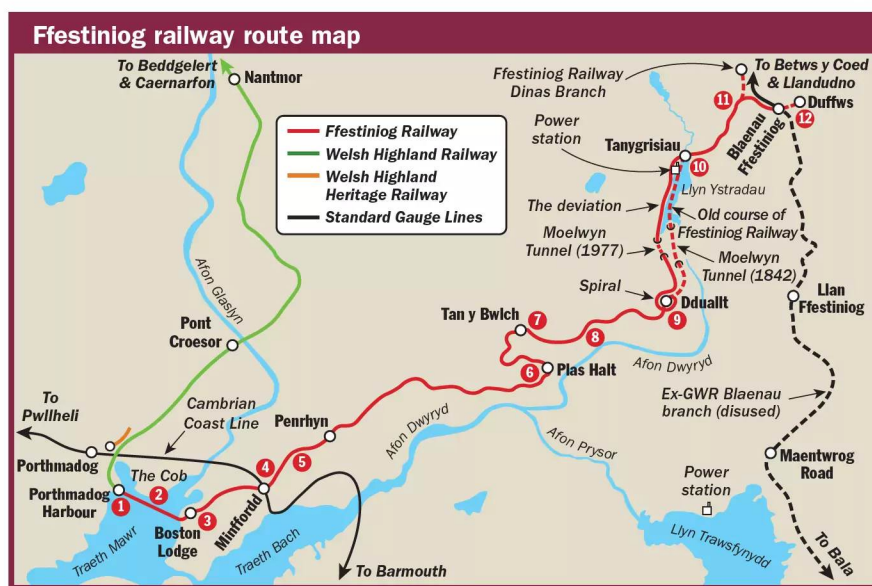
▲ Double Fairlie Livingston Thompson steams away from Porthmadog Harbour station along the Cob, past the old Britannia Foundry, in a scene on Nick Welch's 009 layout Festiniog 1926.
Photo: Nick Welch, courtesy RCL Publications

The Ffestiniog Railway is this year marking its 70th anniversary as a preserved passenger-carrying railway.

Following nine years of closure and complete dereliction, its 1955 reawakening saw it become only the second line in the world to be run by a preservation society, after the Talyllyn Railway became the first in 1951.

To celebrate the FR's achievements in the years since, and its long and eventful history (to be commemorated in June as part of the national Railway 200 events marking the bicentenary of public railways), we here take a journey along the FR in model form, featuring just some of the many layouts inspired by this scenic and innovative North Wales narrow gauge railway.

We start our journey at Porthmadog (originally called Port Madoc and later Portmadoc), a harbour town founded 200 years ago in 1825. That was 15 years after the damming of the Afon Glaslyn, and its mile-wide Traeth Mawr estuary, through



construction of a great embankment known as the Cob, caused the river to carve out a new, deeper channel suitable for ships. The town's subsequent development led to it becoming a new, safer loading point for the slate being mined up in the nearby Moelwyn mountains at Blaenau Ffestiniog, where we end our 'model journey'.

◀ The terminus of the main FR line at Harbour station was connected to the ship sides by a series of tramways running along the quays, portrayed in 009 by Nick Welch on his Festiniog 1926 layout. Here, Baldwin 2-4-0DM Moelwyn, a former First World War diesel tractor purchased by the FR in 1925, pulls away from the quayside to negotiate the Britannia Bridge section leading to Harbour station.
Photo: Nick Welch, courtesy RCL Publications



▲ Here, in the Edwardian era, are the platform and main buildings of Porthmadog Harbour station on the 009 layout *Portmadoc to Duffws*, built by Peter Kazer and featured in the January 1981 issue of *RAILWAY MODELLER*. The 1886 Boston Lodge-built Double Fairlie *Livingston Thompson* prepares to depart, while in the sidings is a gravity train of wagons loaded with slates. Photo: Brian Monaghan

Moving forward in time again, now to the later preservation era, David Malton has encapsulated in 4mm scale the view that passengers gain of the railway's varied motive power, standing in the sheds and yard at Boston Lodge Works, as their train swings around the sharp curve at the end of the Cob. Photo: David Malton

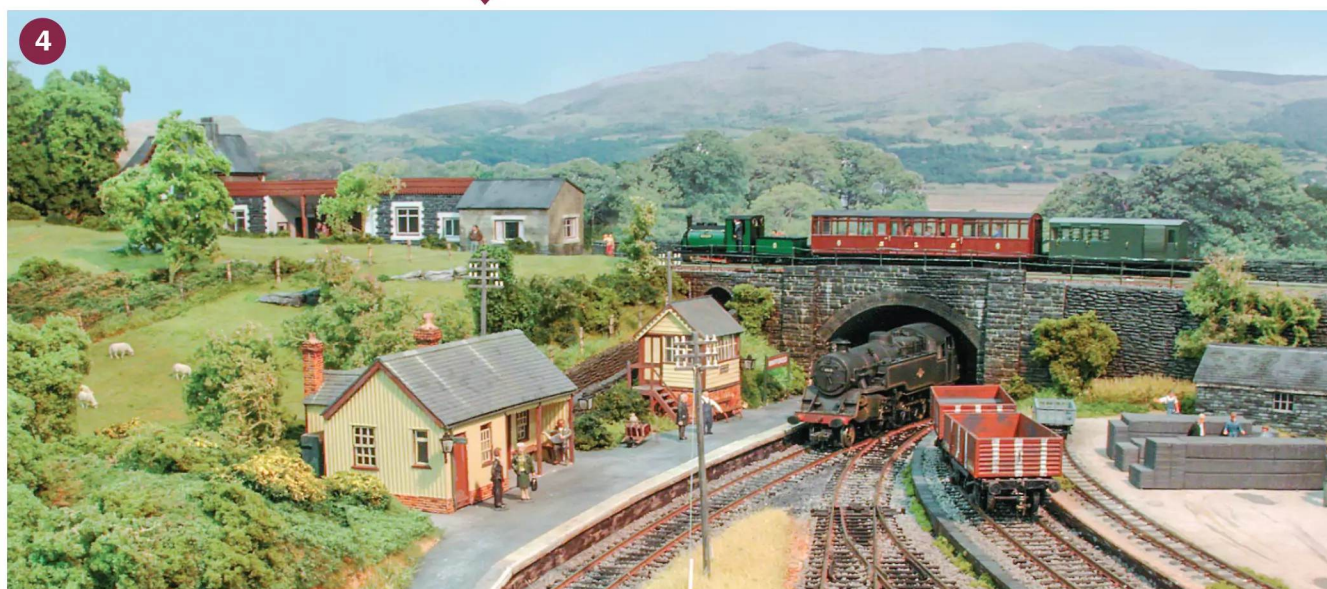
This burgeoning slate industry – together with the demand for roofing material created by the booming cities, towns, mills and factories of the Industrial Revolution – led to the construction in 1832-36 of the Ffestiniog Railway (originally spelt with just one 'F' in



▲ The Cob has also been well represented on Stuart Whitehouse's 009 pastiche of the *Ffestiniog Railway* (RM January 2021), this time fast-forwarding to the 1960s early preservation era with the Garraway green-liveried *Livingston Thompson* (now renamed *Earl of Merioneth*) hauling carriages in green & ivory livery. Photo: Stuart Whitehouse



▲ A mile beyond Boston Lodge, the FR crosses over the standard gauge Cambrian Coast Line by an arched bridge at Minffordd station. Here the location has been modelled in 4mm scale by Mike Perrin on his *Minffordd Yard* layout, as it was in the 1960s. Small England loco *Prince* and train enter the FR station on the upper level, whilst a BR Standard 4MT 2-6-4T arrives at the standard gauge station below. Photo: Andrew Burnham



5



▲ A short way beyond Minffordd, the FR runs along a narrow stone embankment with a bridge over a minor road, known as Gwyndy Bank – here seen with a preservation era heritage train crossing it, hauled by ex-Penrhyn Quarry Railway 2-4-0ST+T *Blanche*, as portrayed in model form by RAILWAY MODELLER features writer Callum Willcox (see RM November 2023). Photo: Callum Willcox

6



▲ In the stretch of the Dwyryd Valley above Penrhyndeudraeth, the modern FR runs for some miles through woodland, while clinging to mountainside slopes high above the valley floor. At around the sixth milepost, the line swings around the very sharp Tyler's Curve, partly in a deep rock cutting, and then passes through a request halt opened in 1963 to serve the then Snowdonia National Park visitor centre at Plas Tan y Bwlch. Here a heritage train is pictured at this location on Jon Potley's layout *Plas Halt* (RM May 2018). Photo: Andrew Burnham

Seven-and-a-half miles from Porthmadog, after running around three sides of a side valley, while climbing through a long horseshoe series of curves, trains reach the picturesque Tan y Bwlch station. Here it is modelled in 009 in the 1990s-2000s era by Nigel Smith; the layout featured in the February 2015 RM issue. A Down train, hauled by Double Fairlie *Merddin Emrys*, passes an Up train double headed by Small Englands *Prince* and *Palmerston*. Photo: Ray Lightfoot



the Act of Parliament) as a horse and gravity 1' 11½" gauge line carrying this traffic from the Blaenau mines and quarries to the slate schooners at the harbour quays.

Continuing growth in traffic led in 1863 to the introduction of steam, a pioneering development on such a narrow gauge, followed by passenger trains in 1865 and the introduction of the first of the line's famous Double Fairlie locomotives in 1869. These innovations drew the attention of the world's engineers to the line and led to the development of narrow gauge railways elsewhere. Under Charles Easton Spooner, the company secretary and engineer, the line then pioneered the use of bogie carriages in Britain in the 1870s, as well as building two Double Fairlies at its own Boston Lodge Works in 1879 and 1886.

After reaching its peak in the early 1900s, the slate industry began a long decline which accelerated following the First World War, leading to the railway becoming more dependent on summer tourist traffic. Hopes in this direction led to the FR involving itself in a project to complete a north-south narrow gauge line through the heart of Snowdonia. This Welsh Highland Railway, making use of the routes of two older lines as well as building new track sections, was completed in 1923. However, the opening of the new rail link coincided with the emergence of faster and more convenient road competition which took much of its trade away. Despite the FR bailing it out by leasing it in 1934, the WHR lasted only 14 years before complete closure came in 1937.

Two years later, the advent of the Second World War led to the FR suspending its own passenger services and then, with the slate trade dwindling further, it closed completely in 1946. Eight years of abandonment and dereliction then followed before, from 1954, a remarkable set of circumstances led to the line's revival and gradual rebuilding – including construction, by volunteer labour, of a three-mile deviation incorporating a spiral and tunnel in mountainous, rocky terrain after part of the trackbed was



▲ Beyond Tan y Bwlch the FR negotiates a narrow mountainside ledge at Tafarntrip, before passing through Garnedd Tunnel, shown here on Nick Welch's Festiniog 1926 layout. Photo: Nick Welch, courtesy RCL Publications



▲ Returning to more recent times, years of volunteer effort in the 1960s-70s saw the revived FR building a spiral and higher deviation line from Dduallt station, this to enable it to bypass a CEBG hydro-electric pumped storage reservoir that had flooded the trackbed near Tanygrisiau. The spiral, captured here on David and Robert Waller's 009 layout *Dduallt* (RM October 1996), was a novelty when it first opened, but now has served the FR for over 40 years. Photo: Len Weal



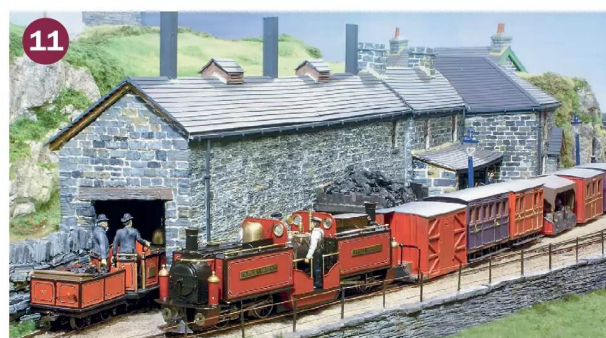
▲ Revisiting the upper end of the line in the late Victorian era, a 'top shunter' Large England locomotive, still with open cab and front spectacle plate, shunts slate wagons along high stone embankments and past quarrymen's cottages, clinging to the rocky slopes on Trevor Hughes' *Tanygrisiau* layout in S scale. Photo: Peco Studio

flooded by a hydro-electric scheme. The goal of reinstating services to Blaenau Ffestiniog was achieved in 1982 and since then the FR has grown into one of Britain's premier heritage railways, with recent achievements

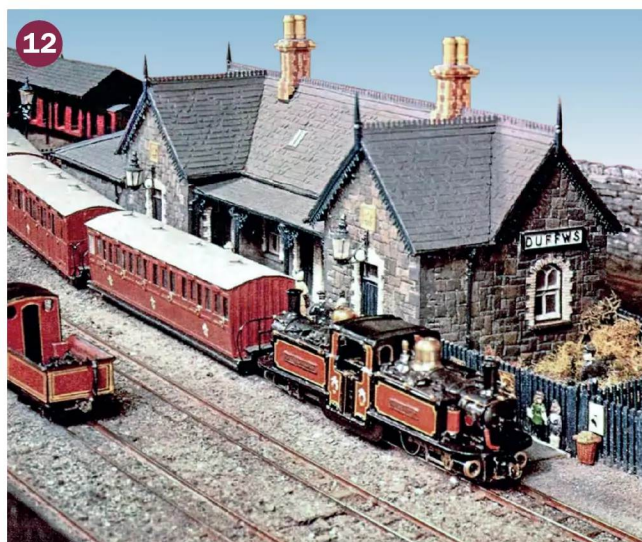
including building a number of new locomotives at its Boston Lodge Works, and not only reinstating the Welsh Highland Railway but also extending it for a further three miles to Gwynedd's county town of Caernarfon to create the '40-mile Railway'.

For details of the special events the Festiniog & Welsh Highland Railways will be holding in June to celebrate this year of anniversaries (Early Bird tickets for which are due to go on sale on January 1) visit the railway's website:

www.festrail.co.uk



▲ Now turning back the clock to the year when the FR received its first Double Fairlie, *Little Wonder*, from maker George England of New Cross, London, we see that locomotive leaving Dinas station with a train of the line's original four-wheel 'Bug Box' and Ashbury coaches, while Small England *Mountaineer* heads into the locomotive shed on *Dinas 1869* by Paul Holmes. This model in 0-14, portraying the original pre-1870 Blaenau terminus, featured in the June 2010 issue of *RAILWAY MODELLER*. Photo: Steve Flint

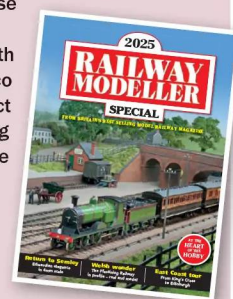


▲ Journey's end at the later terminus of Duffws station, Blaenau Ffestiniog, in the 1890s, as represented in 009 on Peter Kazer's *Portmadoc to Duffws* layout. The prototype station, located at the foot of the Bowydd Quarry incline, opened in 1866 but finally closed in 1931, with passenger trains then terminating just across the road at the nearby Great Western Railway interchange station. Photo: Brian Monaghan

Further reading about the FR

You can find out more about the rise and fall, and rise again, of the Festiniog Railway, as well as ideas on how to model it, in the 2025 *RAILWAY MODELLER SPECIAL*, on sale now priced £9.99.

You can purchase your copy from selected W H Smith outlets, via all Peco stockists and direct from Peco. Existing RM subscribers are eligible to purchase the publication at the reduced price of just £7.99, by ordering direct over the phone on 01297 626203.

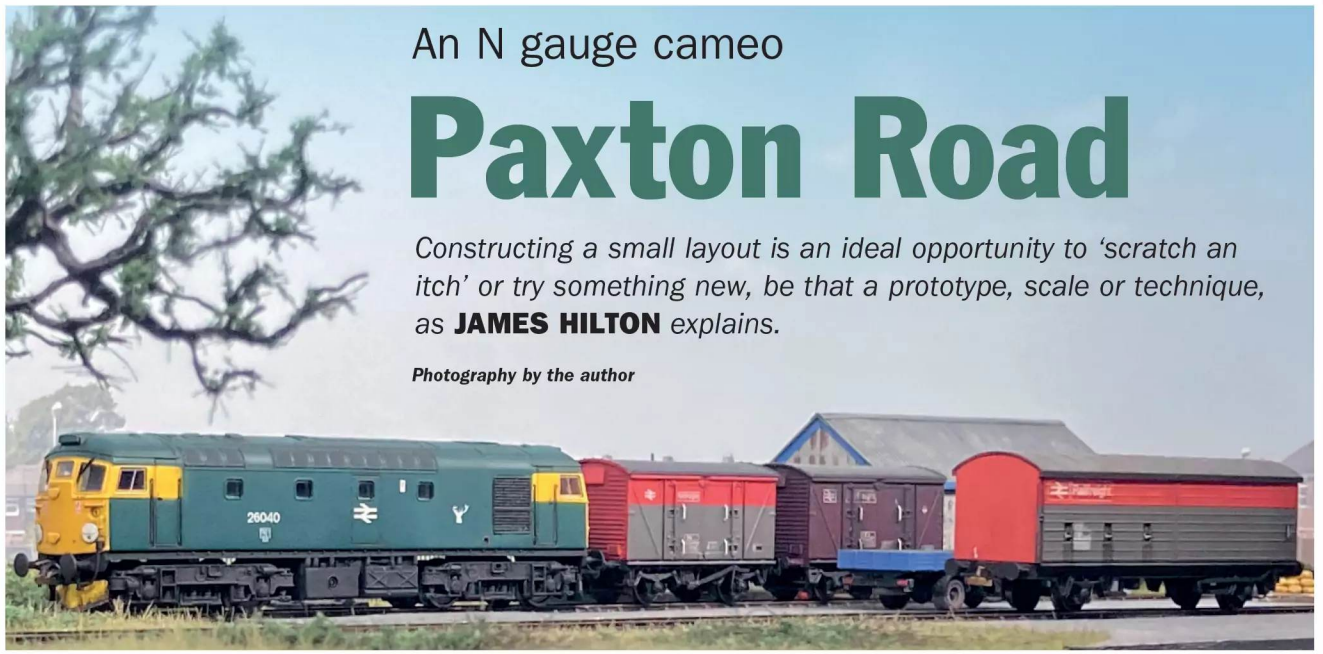


An N gauge cameo

Paxton Road

Constructing a small layout is an ideal opportunity to 'scratch an itch' or try something new, be that a prototype, scale or technique, as **JAMES HILTON** explains.

Photography by the author



Throughout my life I have built model railways covering a wide variety of prototypes, periods, scales and gauges. My earliest memories of trains are not of those that ran past the bottom of the garden, nor those that I saw during visits to preserved railways. No, my earliest memories are of the model railways built by my father.

These were not train sets, but plausible depictions of fictional places – villages connected by rails, waiting for me to dream up names and timetables. One month it might be modern era with a brand new Hornby Pacer on the branch and a Lima Class 33 on stone hoppers on the main line. A few weeks later, the modern stock would be boxed away, and instead Airfix and Mainline Great Western Railway models would be hauling pick-up goods trains, branch passenger trains and expresses.

I was blessed too by having a best friend who also loved model railways, having a massive but less scenic set-up in his garage. We'd spend hours running scale length trains on his bare boards, but found equal pleasure running caricatured services on my

▲ A Railfreight-liveried Class 26 (a Dapol model) arrives from Thornton yard for a trip working, collecting cement empties (Graham Farish 'Metalair' PCAs).

▲ In the time machine to the north of Scotland, and we find an Inverness-based Class 26 shunting whisky in Crown Lock VEAs whilst a VAA awaits unloading in the yard.



▲ One thing that is constant through the ages on Paxton Road is the humble Class 08. In this up to the minute scene, an RSS example (a Graham Farish model), on loan to Hilton Mears, is shunting a polyhalite wagon (modified from an EFE example) in the North East.

own real slice of little England. Model railways first, prototype second.

That said, I found quiet contemplative relaxation in the numerous prototype books I could get from my local library. Usually these 'modern image' books would be BR blue diesels rather than the Sectorisation

era I witnessed on the railway, but there were exceptions. Two favourites, *BR Traction in Colour 2* by Paul Shannon and *Motive Power Review* by Rex Kennedy, were regular loans and the images they contained were recreated in model form, their influence etched into my memory.





▲ **Sulzer power!** A pair of Graham Farish Type 2s are stabled on the layout. Even when not operating, the lights are often left on to allow me to enjoy views like this throughout the day.

A chance find

It was a few years ago, in the second-hand book section of the 80072 charity shop at Carrog, on the Llangollen Railway, that I was stopped in my tracks. There, on the shelf, was a copy of the very bible that I studied as a child but had long forgotten... *Motive Power Review*. The Class 89 on the cover instantly took me back to those innocent days of youth. This was the first of a few 'nostalgic' book purchases over the next couple of months.

Around the same time, I found myself looking closely at the possibilities of British N gauge and began collecting a few 'new tooling' Graham Farish models. These tiny but well detailed miniatures perfectly captured the prototypes, evoking images I remember from the Speedlink era. Thoughts of a compact way to visualise these memories in model form developed into the concept behind *Paxton Road*.

Operational fulfilment

I build models with feeling, first and foremost – but those with an element of mindful operation are always more successful. This pointless scheme would, at first glance, appear to be dull and lacking interest, but it has endured for several years now. I even spent two days operating it at an



exhibition last year, with the space-saving sector fiddle stick enabling fulfilling shunting to take place.

At just 500mm long, this really is a very small model railway. Its cameo form uses the traditional framing of a baseboard in reverse, so that the backscene and ends become structural elements, resisting twist and increasing rigidity in the thin base. Constructed from 6mm MDF and hardboard, the result is a lightweight yet neat presentation, its narrow and low window encouraging you to view the models from eye level, increasing their realism and putting you trackside in those operating sessions.

The realism is a mix of fidelity and restricted colouring. N gauge requires neat modelling – there is no escaping that – but combined with the British Finescale code 40 bullhead track, the results can be difficult to discern from OO gauge.

Operation (and appearance) is enhanced by the use of DG couplings, which allow hands-free operation using positionable permanent magnets buried under the track in small boxes within the base of the layout, operated by push rods that protrude from the front. Structures are all scratch-built; some using embossed materials, others paper overlays. The road bridge (utilising Peco girders) is a nod to those layouts of my youth.

Over the past 18 months, I have collected a vast array of stock from major suppliers, including Dapol, Graham Farish, Peco,

▲ **Seen in its entirety,** the layout may only be 500mm on the outside, but it's a whole miniature world inside the box.

Realtrack Models and Revolution Trains – yet none of this remains as it comes, as all are fitted with DG couplings and weathered using the same palette of colours as the layout itself. Motive power is usually a Class 08 (Graham Farish) of which I seem to have accumulated five examples! These robust, smooth and characterful little shunters shuffle in and out smoothly on dc control, the theatre of their outside coupling rods adding to the experience of both watching and curating the shunting experience.

A blank canvas

The layout has been a great success. Despite it being 'complete', I am far from finished. Period and location agnostic, its two parallel tracks can one moment be Bristol in the 1980s, and Scotland in the early 1990s the next. What others may consider to be its limitations are all elements I have found to be strengths; its compact size, its blank canvas, its ease of use and accessibility – it gets used every week and enjoyed in every moment.

▼ **The mix of architecture with the older corrugated stores and sheds along the back of the layout contrast with the cement silo towards the front. All these were scratch-built specifically for their locations. A Graham Farish 08 shunts a TTA chemical tank wagon.**



Putting the brakes on – addressing the problems with free-running rolling stock

Master modeller Gordon Gravett, whose 7mm layout *Arun Quay* won the 2019 RAILWAY MODELLER Cup, discusses his experiences of building items of rolling stock for exhibition use, and why having free-running wheelsets is not always desirable.



When I think back to my early Tri-ang trains, I was always frustrated by the lack of pulling power of any of the locomotives. Glueing lumps of lead in the bodies of the engines helped, but not that much. With the benefit of hindsight, I can now think of at least two very good reasons for this, apparent, lack of power; for a start, my layout was a typical train set oval and, as such, relied on sharp curves to keep it within a 6' x 4' baseboard, and pulling any stock around tight curves needs far more power than hauling it along a straight track. The second reason was the rolling resistance of the wheels and axles, owing to a lack of bearings (the axle ends simply sat in holes in the plastic mouldings). The old plastic wheels, together with a layer of gunge from the rails wrapped around the treads, didn't help either!

As my modelling experience grew and I started to build stock from kits, I was surprised at the difference in running qualities between various manufacturers' products. I always thought that Peco was ahead of the game with its 'Wonderful Wagons' range and the lovely

▲ *Arun Quay*, the 7mm scale Sussex quayside scene modelled by Gordon & Maggie Gravett, which was described in the April 2019 issue.

free running provided by nylon suspension and pin-point axle ends. At the same time, many wheelsets were still using round-ended axles and, if they were running in whitmetal or plastic 'holes', there was little improvement over the old Tri-ang stock. Pin-point axles were definitely the way to go and, when I think back to (my) early reading in magazines, others were well ahead of my thinking – I recall one author insisting that all his stock had to run freely down a 1 in 100 gradient.

Free-running stock is now the norm in all scales and the benefits are immediately appreciated, especially if the wheels have metal tyres – which further reduce the rolling resistance over plastic ones. Together with the increased haulage power of most ready-to-run locomotives – I believe there are exceptions – trains of a realistic length are now a regular sight on many larger layouts. And, even if

space is not so plentiful, it is still very satisfying to see wagons and carriages rolling so smoothly and effortlessly.

This utopia can have a downside though, especially if baseboards are not perfectly flat and level. I experienced just such a situation on our previous *Pempoul* layout (French metre gauge running on 18.2mm gauge track – see the April 2008 edition of *CONTINENTAL MODELLER*) when a slight dip (sag!) in the baseboard surface – and track – led to uncoupled wagons taking off on their own when being shunted. It was all very gentle and looked quite natural, but was far from ideal.

Moving on to my O gauge layout *Arun Quay* (see *RM* April 2019), this was designed intentionally to include a 1 in 50 gradient on the approach track leading down to the harbour scene. It seemed natural to descend towards a port and this was reflected in both the ground levels and the railway and, in my mind, added to the overall atmosphere of the scene. Shunting was always intended to be carried out on the flat quayside lines but, with the (very) contrived and restrictive track plan, there are times when parking a wagon on the approach track is very convenient. This, however, was not possible with free-running wagons – they just rolled back down the gradient!

My stock is all fitted with sprung buffers but, with very free-running bearings, there can also be a tendency, especially when being propelled, for wagons to bounce to and fro off the buffers. O gauge wagons are fairly weighty, but the effect can be even more pronounced in smaller scales where the stock is so much lighter. Apart from looking unnatural, this bouncing can also be detrimental to the use of some delayed-action uncoupling systems, whereby an uncoupled wagon that is ‘bounced’ forward can occasionally re-couple. This can certainly affect the action of my preferred Alex Jackson couplings. It didn’t happen often but, just occasionally, could catch you out. I have also seen situations with other automatic coupling systems where, on trying to couple up, the stock is so free-running it is simply pushed along and a deliberate ‘shove’ has had to be applied for the hooks or loops to engage as needed.

Putting the brakes on

So, maybe, this ideal of ultra free-running stock needed to be revisited – and, for *Arun Quay*, it would also help to restrain wagons on the incline. The actual answer seemed quite simple, something to bear on the wheel or axle to offer just enough rolling resistance. I chose the axle and was quite surprised how hard (in my case) a phosphor bronze strip had to press on the axle to have much effect! Applying the ‘brake’ to the tyre of a wheel might have been more effective, but not so easy to administer. However, by trial and error, I can now park any wagon on the gradient without it rolling away, and it has also resolved the ‘hunting’ tendency when being propelled.

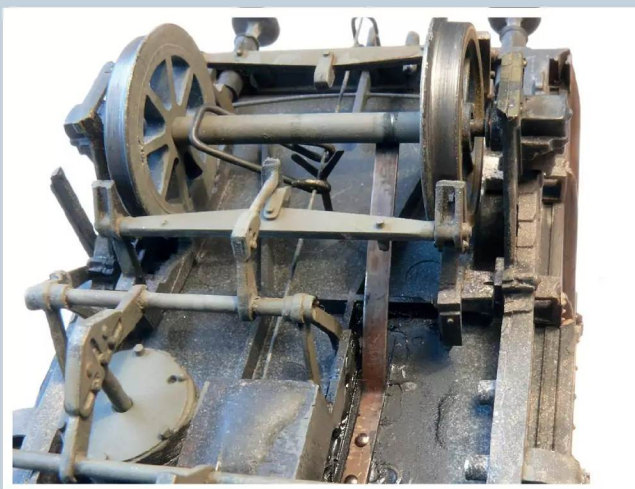
And, as I now find myself in a similar situation with a new French metre gauge layout, restraint has also been added to the (effectively 4mm scale EM) wagons that will, eventually, run on that. I am, though, pleased that all the wagons, in both scales, have been built to run freely and could, with no more effort than the wielding of a small pair of cutters, revert to extremely free-running again if ever I felt the need.

Having prided myself with the free-running of this stock, ‘putting the brakes on’ really seemed to go against the grain, but for a layout to work successfully, sometimes the pragmatic approach has to be weighed up against any quest for precision.

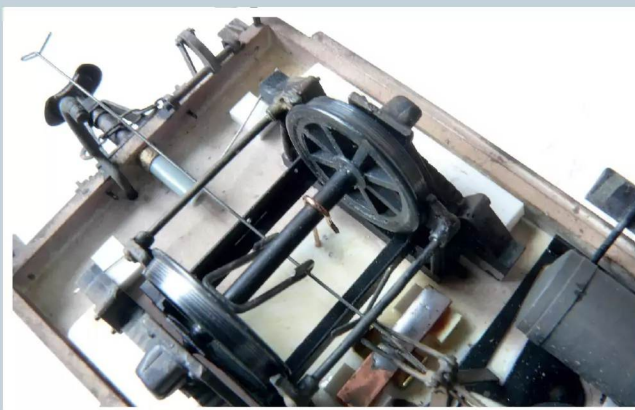
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▲ A pair of wagons standing on the 1 in 50 gradient on *Arun Quay*.



▲ The underside on an O gauge wagon, showing a phosphor bronze strip secured to the floor and bearing on the axle. Only light pressure is required to prevent the vehicle from bouncing off the buffers of an adjacent wagon and, maybe, a little more to restrain a vehicle on a gradient – arrived at through trial and error.



▲ With smaller scale vehicles, such as the EM wheelsets on my French metre gauge stock, I found I could not attain sufficient resistance from a piece of strip material on a small diameter axle. For these, I used phosphor bronze wire formed into a hook shape that wraps around the axle – again arrived at through trial and error. Note the Alex Jackson coupling. Photos by the author



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Quarry View

When part of another model didn't work out quite as planned, **MARK POLLARD** was left with a spare 4' x 16" baseboard – so he used it to create a suitable setting for his collection of O gauge industrial locomotives.

Photography by the author



This layout came about by accident! The woodwork was made to be part of an O gauge model I have of a roundhouse called *Old Elm Park*, but when I added the box on the front the turntable was too far back to view, so I was left with a 4' x 16" box... what to do with it? Fellow members at my local Marlow, Maidenhead & District Model Railway Club were interested that the roundhouse model was only 4' x 4', and I rose to the challenge to build an even smaller O gauge layout.

I have always had an interest in industrial steam locomotives, and the first locos I built

in O gauge were of industrial designs, but I did not have a suitable layout to display them on, so the *Quarry View* idea was born. I also thought I could prove that it is possible to build a small O gauge layout which is entertaining to operate.

Trackwork and scenery

With the Peco Setrack O gauge points, the track layout was planned, and the first thing built was the turntable from a Kitwood Hill Models kit; this saves a lot of space. The turntable is lined up by eye and controlled via a Gaugemaster panel-mounted controller.

▲ Hunslet 15" cylinder 0-6-0ST *Lady Sarah* is built from an 85A Models kit, while the red Kerr, Stuart Victory 0-6-0T is a ready-to-run locomotive from Minerva Model Railways.

The points are operated by Peco point motors. The trackwork is weathered to look suitably used around the shed area.

The idea is that the scene is of an industrial engine shed in a rural location, probably at a quarry in the Chiltern Hills, where locos are stabled between duties.

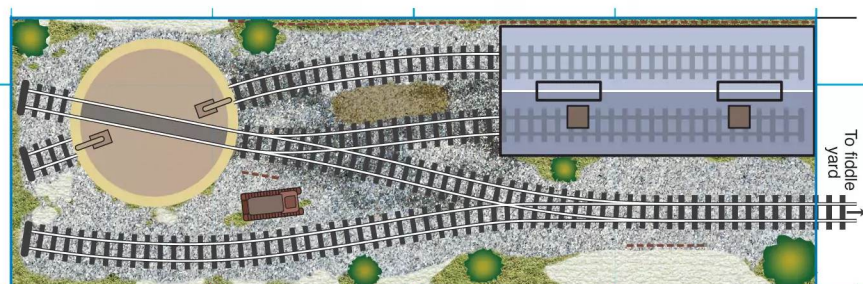
The track is ballasted in the traditional way with 50/50 water and PVA, and the rock



▲ A view of the whole scenic section of the layout: the entrance to the fiddle yard is on the right between the tree and the shed.

on the layout is real rock! As the model is so small it does not really add to the weight, and the layout can be transported in the boot of the car. It is self-contained with a hinged lid that has LED lighting, and the control panel is built into the side of the backscene. I use a Lenz Digital Command Control system, though I have not got round to fitting sound to any of my industrial locos.

The scenery is made from the usual supplies from Woodland Scenics, and most of the details are from the spares box.



Quarry View Scenic section 4' x 1'4", plus 1' long fiddle yard. Each grid square = 1' x 1'.

▼ The Planet diesel locomotive, built from a Taff Vale Models kit, can just squeeze onto the turntable with one wagon... though its buffers look as if they'll be very close to that fence!





▲ Manning Wardle 0-6-OST *Littleton No.5* is built from an Agenoria kit. The real locomotive, Works No.2018 of 1922, was a very large and powerful machine for its day, among the first industrial engines with 18" cylinders.



▲ Hudswell Clarke 0-6-OST No.6 is a ready-to-run model from Ixion, which has been detailed and weathered. A variety of wagons are used, from the author's collection and his other layout, *Old Elm Park*.

Fencing is made from stripwood, and the bulldozer is a Japanese WWII military model weathered and painted in a more work-like colour. The yard lamps all work with LEDs. Real coal is used, crushed up, and scrub etc is made with a static grass applicator.

Motive power

The locos are a mix of kit-built from Agenoria, Mercian and 85A kits, and a few ready-to-run models which are weathered and/or repainted. A few are also named after family members. I built the large saddle tank *Littleton No.5* many years ago as I used to see the loco running at the Avon Valley Railway; it is now in the overhaul queue.

The little Planet diesel loco, built from a Taff Vale Models kit, will fit on the turntable with a wagon... just... which adds an operational dimension of getting supplies or fuel into the shed. The whole layout is a shunting puzzle.



Small success story

The layout made use of a spare baseboard, gave me a quick working layout while also building a bigger project, and somewhere to

display my collection of industrial motive power, and has proven to be fun to operate along with showing what can be done in a small space.

▲ The lined blue Austerity 0-6-OST is a ready-to-run Bachmann Brassworks model.

I recently exhibited the layout at our club summer show, and was surprised how entertaining it was to operate through the days, shunting locos back and forth and moving a few wagons around. Many visitors were also interested in what can be built in a small space and the detail which can be added.

◀ A second Kerr, Stuart Victory Class 0-6-OT by Minerva Model Railways, in blue livery, is named after the author.

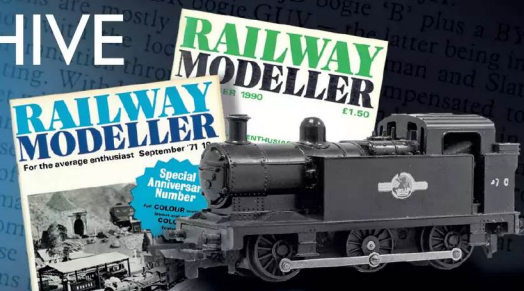
See it at Reading

Quarry View is booked to appear at the Kenavon Model Railway Exhibition in Reading on 22 February. For details, see Societies & Clubs or visit: <https://standingrichard.wixsite.com/kenavon>



FROM THE ARCHIVE

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



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

75 years ago: February-March 1950

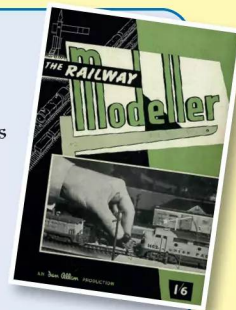
The very first page of this archive issue was an interesting coincidence, containing an advert for CCW wooden coach kits – two examples of which were the subject of the Comment piece by Rosie Taylor in our 75th anniversary issue in October, describing the fascinating process of building and conserving these artefacts from an age of ‘make do and mend’.

We saw another example of that era of modelling austerity in the previous archive issue (December 1949-January 1950), with a layout’s baseboards made of salvaged

material from blitzed buildings – but there’s even better to come in this issue. Among the models featured are a fine scratch-built O gauge London & North Western Railway ‘Bloomer’ 2-2-2 with a chimney made from a .303 cartridge case, and a small OO gauge exhibition layout with nothing especially remarkable about it... except that its points were changed “by magnets which were once used for releasing bombs from aircraft”!

The editorial comment, and another article titled ‘Some Suggested

Developments for 4mm Scale’, further underline just how far the hobby has advanced in over seven decades: we just take it for granted now that we can run any manufacturer’s models on the same track and couple them to any other firm’s items, but the editorial is calling for universal standards in track, couplings and wheels.



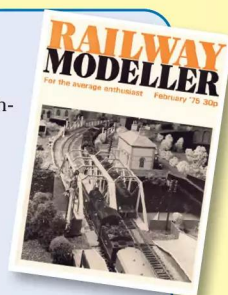
50 years ago: February 1975

When this issue was published, the British Railways steam era was less than a decade past, yet the Railway of the Month – *Wickford-on-Sea* in OO gauge – was then seen as a relatively rare example of a layout set in that period, so much so that the editorial comment asks why more modellers don’t choose it. Back then, the pre-Grouping and Big Four eras were the most popular choices, but Cyril J Freezer warns: “If some of our younger modellers don’t start seriously to reproduce early BR,

it could well get forgotten.” He need not have worried: it wouldn’t be too long before the nostalgia element did indeed see a shift in focus towards the nationalised steam era, though to underline the popularity of earlier subjects, the other main layout featured in this issue is *Totnes*, a Great Western Railway exhibition model in OO by the late Mike Cook.

Along with a varied selection of constructional articles – a scratch-built O gauge A3 Pacific, thatched cottages by

Allan Downes, making realistic rocks, and a scratch-built footbridge for the model *Bakewell* – a layout by Nicholas Freezer particularly stood out. His premise was that a branch of the Somerset & Dorset Joint Railway was constructed to none other than Seaton and Beer, home of Peco and RAILWAY MODELLER.



25 years ago: February 2000

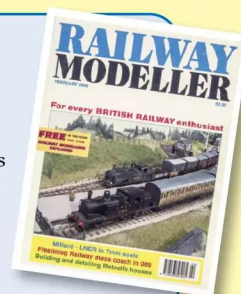
Narrow gauge mine railways seem to be something of a theme in this issue, with two layouts inspired by the subject: *Black Dog Mine*, in 7mm scale on 9mm gauge track to model a 15" gauge railway, and *Cwmdu*, depicting an underground mining scene in O-16.5. With the former in a space of just 3' x 1', and the latter in 3' x 2', both are what we would now describe as ‘Micro Marvels’.

The narrow gauge thread continues with guidance on tracklaying for such a line in a

garden setting, and the construction of the Ffestiniog Railway permanent way mess coach in OO9 by Rob Waller for the well-known layout *Dduallt* (see p115 of this current issue). Standard gauge topics of note are the Railway of the Month (*Milford*, a London & North Eastern Railway station set in the north east in O gauge) and the scratch-building of a Midland Railway American-built 2-6-0 in 7mm finescale.

The 1975 issue was published at a time when the railway network was contracting,

with branch line closures still taking place – but the Plan of the Month in this issue, for OO gauge, reflects changing times. Based on a freight-only line that has been reopened to passenger traffic, it is inspired by just such a route in Nottinghamshire, the Robin Hood Line from Nottingham to Mansfield and Worksop.



RAILWAY MODELLER Digital Archive

The full RM Digital Archive is available to subscribers, details for which can be found on page 8a.

Expanding the fleet

GARRY HALL explains how he used 3D-printed bodies and donor chassis from Hornby Gresley A1/A3 models to create locomotive classes that are not yet available in TT:120, examples of which are illustrated here, with accompanying drawings in 1:120 scale from the RM archive.

Photos by the author except where credited



Throughout my modelling career I have always enjoyed kit- and scratch-building in a variety of gauges, including N, TT (3mm:ft), OO and O.

When Hornby introduced its new TT:120 range in 2022 (see RM November that year), I already had a large 3mm layout (utilising mainly Tri-ang TT equipment) but bought a

'Scotsman' train set anyway, even though this was made to the slightly smaller scale of 2.54mm:ft. I was instantly taken by the quality of both the looks and running of the Gresley A1

▲ The author's model of Stanier 4MT 2-6-4T No.42444, posed at the head of a freight train on the Peco TT:120 demonstration layout. The locomotive utilises a 3D-printed body atop an adapted Hornby Gresley A1 chassis. Photo: Craig Tiley

(later A3) that was supplied. Soon after, I purchased the 'Easterner' train set, which included a Gresley A4 (my favourite class of locomotive) and also acquired a couple of second-hand Gresley A1s. It was then that I started to ponder the potential opportunities that these models presented...

Peppercorn A1s

The first idea that came to mind centred on a die-cast Corgi model of a Peppercorn A1 Pacific that I had bought previously for my 3mm layout, not having realised at the time that it was in fact manufactured to 1:120 scale.

The loco and tender bodies are metal castings, but very well



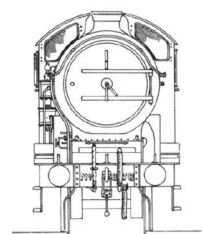
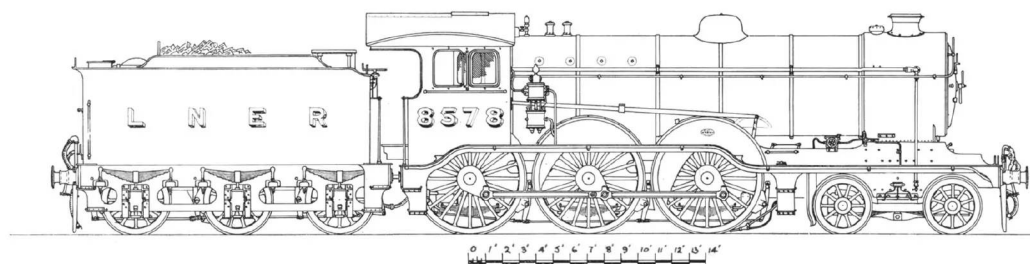
▲ All the models featured in this article utilise donor chassis from Hornby Gresley A1/A3s. The prototypes had a driving wheel diameter of 6' 8" and a coupled wheelbase of 7' 3" + 7' 3", with a distance between the rear driving wheelset and the trailing Cartazzi wheelset (diameter 3' 8") of 9' 6". The front bogie had wheels of 3' 2" diameter, with a 6' 3" wheelbase and a distance between the trailing bogie wheelset and leading driving axle of 5' 6". Photo: Callum Willcox



▲ **Peppercorn A1 4-6-2 No.60153 *Flamboyant* heads south at Grantham, circa 1960. Photo: Rail Photoprints**



▲ ***Flamboyant* in TT:120 scale, courtesy of a Hornby chassis, a die-cast Corgi body and some work by the author.**



detailed, so I decided to have a go at fitting the Hornby Gresley A1 chassis into it to create a working model. This required considerable use of my Dremel multi-tool to grind away a number of supports and locating points that were present inside the boiler. The result of this work provided a large enough opening to accommodate the chassis block and motor, but further work was needed on the rear end of the chassis block, removing material so that it would fit inside the firebox area of the body.

A little grinding was required on the tender body to fit this over the Hornby tender internals. The rear bufferbeam was also removed as the Hornby chassis already had one.

There was a small amount of compromise with the finished model, in that the cylinders are probably set a little too far back, and the motion bracket too low, but it looks the part.

My first Peppercorn A1 was finished in BR blue as new-build No.60163 *Tornado*, and was illustrated in the letters pages of the April 2023 issue. A second A1 followed, and illustrated here is my third, which I presented as No.60153 *Flamboyant* in lined BR green with late crest. I chose this particular example because the real version once took me from York to London in around 1962!

▲ **Drawn by Nick Campling, a B12/3 from the November 1972 RM, printed here at 1:120.**

The author's TT:120 model of a B12/3, finished as the sole surviving example – No.61572, preserved at the North Norfolk Railway.

B12 4-6-0

After this, I became really smitten with the idea of making locomotives that weren't yet available ready-to-run, and so bought a few second-hand Hornby Gresley A1 models.

I then spoke to Lenny at Lincoln Locos – a producer of 3mm scale 3D-printed bodies, of which I had many, and asked about the possibility of them being scaled down for TT:120. The answer was, "No problem, which ones do you want?"

Due to the A1 having 6' 8" diameter driving wheels, this limited the designs I could consider, but I ordered bodies for a B12 4-6-0 and a Lord Nelson 4-6-0. I determined that the B12 should be straightforward as it had no outside valve gear, whilst the Lord Nelson has similar valve gear to the Gresley Pacifics.

Being a 4-6-0, the B12 required the rear end of the A1 chassis cutting off and the motor 'hard wiring'. The Hornby model has pick-ups on the tender (where the blanking plate is situated),



with power taken from the loco wheels and directed first to the tender, before returning to the motor in the loco.

To make the change required, the wires to the motor contacts were unsoldered and the wires from the loco chassis cut from the loco/tender plug and soldered to the motor.

For the next changes that were required to the chassis, a process of trial and error was adopted. A start was made by cutting the chassis and/or grinding the body to enable the two to fit together. (It should be noted that a face mask is needed when grinding the resin, to prevent inhalation of the dust.) Thankfully the wheels were a very close match to the loco body splashers and it was not too long before the body was on the chassis. Due to the lower boiler top on the B12, as opposed to the A1, the body

was sitting a little high.

Therefore I removed the motor holding plate, with the body instead holding the motor in place. Despite this, the body was still slightly high, so a new bufferbeam was made from nickel silver and two brass buffers soldered on before fitting to the body. These buffers, as on all the models illustrated here, are Tri-ang TT Jinty ones, as I do not like whitmetal or plastic ones.

The 3D-printed tender had an internal chassis made from solid brass and fitted with old Jackson TT wheels. As with the majority of the 3D-printed tenders described in this article, clearance was an issue as they were designed for 3mm – not the closer-to-scale clearances of TT:120. For this reason, some of the models are without a centre tender wheelset, but I hope to resolve this in the future.



▲ Class doyen No.30850 *Lord Nelson* heads a lengthy northbound train of vacuum-fitted vans near Swaythling in June 1962, the year that it and all the remaining *Lord Nelsons* were withdrawn. Photo: Rail Photoprints

Lord Nelson

The *Lord Nelson* is similarly fitted with a 4-6-0 chassis and motor 'hot wired' in the same way as the B12. The cylinders are a little further back than they should be but, in my experience, it is nigh-on impossible to solder anything on the Hornby valve gear and, with it being delicate, I was not going to try acid fluxes etc. Furthermore, it would be harder to reposition the cylinders due to their fitting, so I elected to leave them as per the A1 chassis.

The front bogie had a new axle hole drilled further forward because it is a longer wheelbase than the A1. Jinty buffers again were fitted.

The tender print for this was supplied with the two bogies, which had slots into which the Jackson wheels dropped neatly. The 3D-printed parts can be brittle, and so two metal plates were made for the loco/tender coupling and tender/vehicle coupling, which were glued to the bogies to also help give some strength. These plates also had lengths of thin wire soldered to them, which were then used to hold the wheels in the axle slots.

Britannia Pacific

I was struggling to think of other options for locomotives with 6' 8"

A scale drawing for the BR Standard Class 7MT Pacific by Ian Beattie was published in the October 1994 issue. It is reproduced here at 1:120.

driving wheels, so decided to go even further down the compromise route and explore designs with smaller wheels.

Therefore, a Corgi static die-cast model of a BR Britannia Pacific was selected, and a similar process to that for the Peppercorn A1 was carried out. As the Cartazzi trailing truck is not correct for the Britannia class, this part of the Hornby moulding was cut off, and the



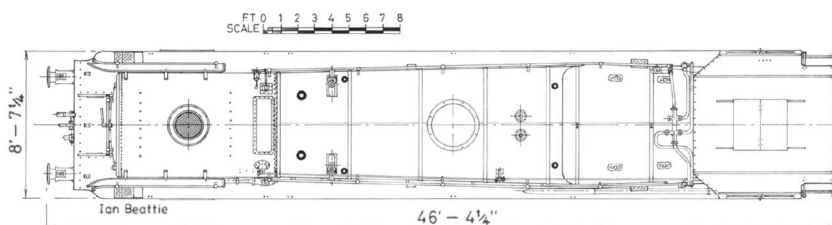
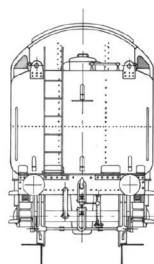
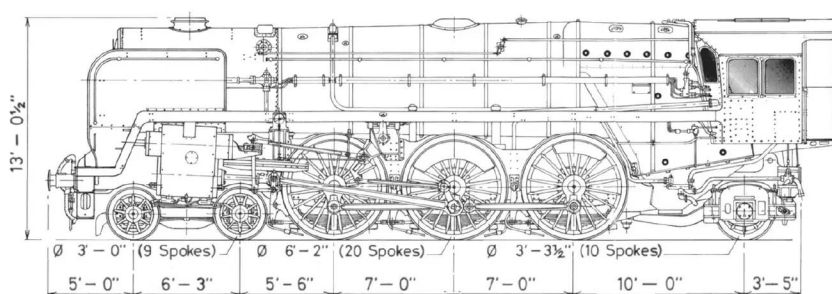
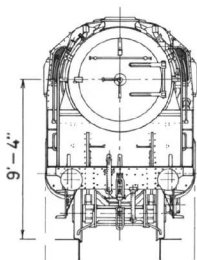
▲ *Lord Nelson* was modelled in TT:120 using a 3D-printed body from Lincoln Locos, with the tender and its bogies included, and the latter fitted with Jackson wheels.

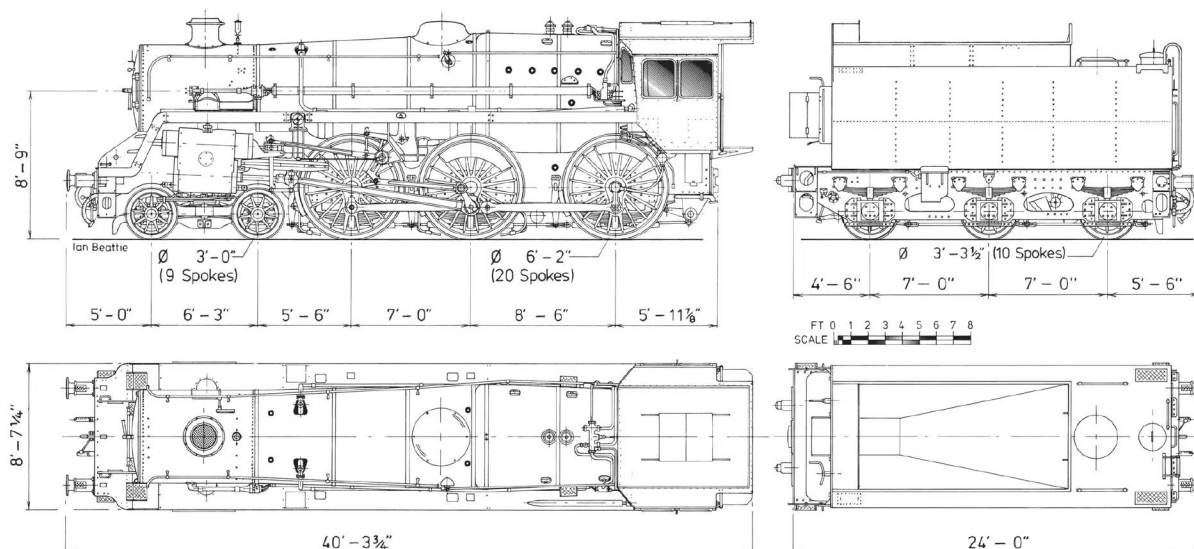
Corgi rear frames glued under the body.

The Britannia cylinders are higher and more inclined than those of the A1, so these were also removed. I wanted to use those from the Corgi model but they did not have any locating parts for the valve gear, so I decided to cut and file down the A1 cylinder block and then grind out some of the Corgi parts, before gluing these together.

The tender required the frames to be cut off – these being plastic under a die-cast body. After removing the imitation wheels, I reattached the remaining frame parts to a thick plastic interior lining glued inside the body. Again, a solid brass internal chassis was made.

The Britannia, with a die-cast Corgi body, depicts No.70008 *Black Prince*.





BR Standard 5MT

Lenny at Lincoln Locos informed me that he was producing designs for some of the BR Standard classes, including the 5MT 4-6-0. As this class had the same size driving wheels as the Britannia, and similar valve gear, I purchased a print. The chassis was cut down as per the previous models, and a set of Corgi Britannia/Hornby cylinders were fitted. A Corgi Britannia tender was used to complete the model. I managed to get away with just painting and lining the loco body, which was a close match to the tender.

Robinson A5

My next requests from Lincoln Locos were 1:120 prints for a Robinson A5 4-6-2T and Stanier 2-6-4T. The driving wheel diameters of these prototypes were 5' 7" and 5' 9" respectively, so this required a greater

▲ Scale drawings for the BR Standard Class 5MT 4-6-0 were prepared by Ian Beattie for the September 1989 edition of RM, published here at 1:120 scale.

degree of compromise with using the Hornby Gresley A1 chassis.

The A5, being a 4-6-2, required a trailing truck. Due to the construction of the Hornby chassis, the easiest solution was to use a small bracket with screw fitted into the chassis block where there was a hole, the wheel just being clipped into the bracket. As a result of the driving wheel size discrepancy, new lower bufferbeams were made and glued in place. The buffers used here are Tri-ang OO items, filed to an oval shape. Some material did need removing from the bunker and spectacle plate of the 3D print to allow the motor to fit.



▲ Sonic Models may have produced the Great Central Railway A5 in OO, with an N gauge version to follow, but this is probably the only way you'll be able to model the class in TT:120 for the foreseeable future...



▲ The BR Standard 5MT model recreates No.73052, which was a lifelong stalwart of the famous Somerset & Dorset line, spending its entire career allocated to Bath Green Park shed.

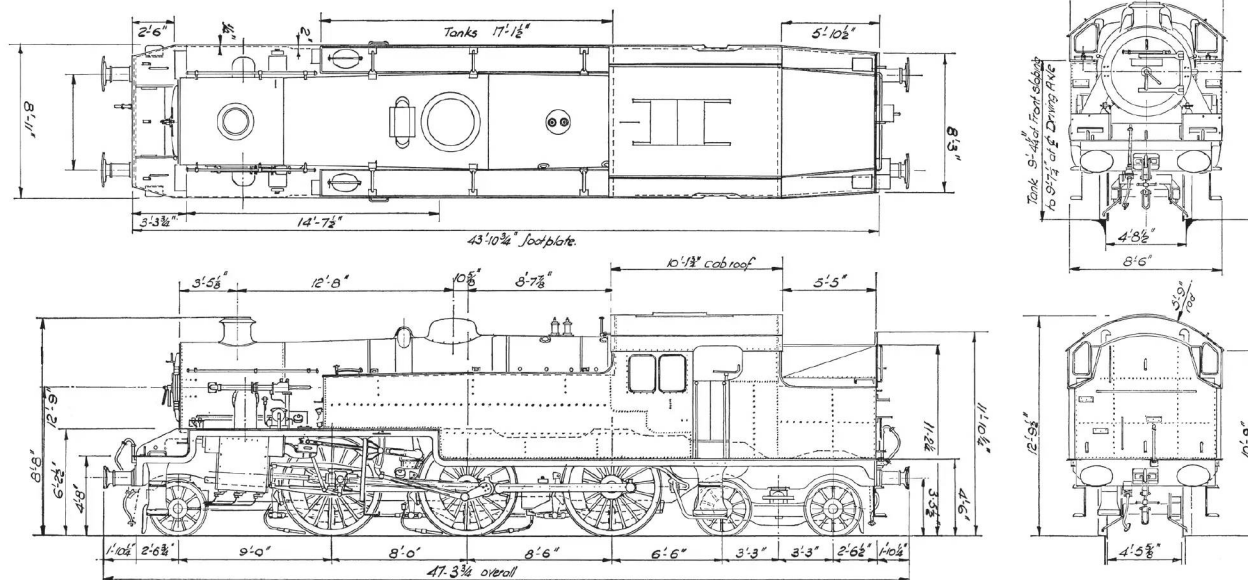
Stanier 4MT 2-6-4T

The Stanier 2-6-4T is a beautiful body print, with lots of rivet detail, and was going to be a nice model. As this has a leading pony truck, the easiest solution was to just remove the rear set

of bogie wheels on the Gresley A1 chassis, which works fine, but one day I do want to make a proper swinging pony truck. The rear bogie is a spare one that I purchased, with the mounting bracket cut and bent to suit,



▲ The subject of the author's model, No.69803, at Boston shed in October 1953. The class moved to areas such as Lincolnshire when newer engines took over their London suburban work. Photo: Rail-Online



then glued to the chassis block. I had to remove most of the motor holding plate, but managed to cut it such that a small amount remained to hold the motor in place at the cab end, with the 3D-printed body holding it in place at the other end. New lower bufferbeams were again made and the buffers for this were Tri-ang TT Jinty ones with some oval plates soldered on.

The Hornby Gresley Pacific models are not supplied with a front coupling, but it is easy to fit one by cutting the bogie shorter and gluing a Dapol fitting onto a plate, which in turn is glued to the base of the bogie. At the moment this locomotive has incorrect valve gear, as it retains the LNER single slidebar arrangement from the donor chassis, as opposed to the double slidebar

▲ Drawings by Bill Ibott for the Stanier 4MT 2-6-4T were included in the May 1966 edition. They are printed here at 1:120 scale.

▶ The author's model, finished in BR lined black livery with late crest as No.42444. With the body removed, the alterations made to the donor Hornby mechanism can be seen. Photo: Craig Tiley

type on the Stanier design. The model will have to remain incorrect until Hornby (or another manufacturer) makes something suitable, as the Hornby Duchess one will not fit. The return crank and eccentric rods were removed due to there being insufficient clearance under the side tanks.

Gresley V2

The next 3D print acquired was for a Gresley V2. The body did

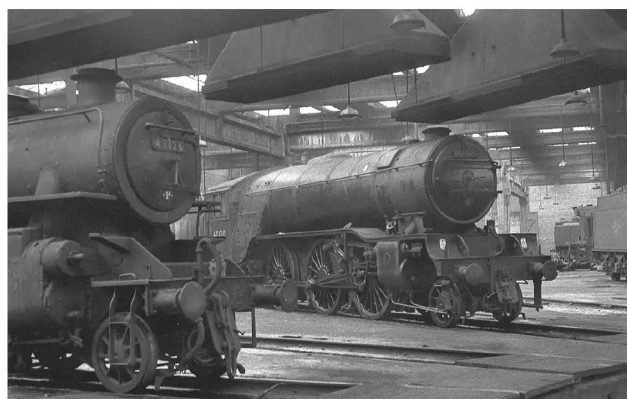


require cutting into the footplate, because of the larger wheels of the donor Gresley A1 chassis, but in reality the V2s did have a long flat splasher, so this provided a good excuse to fit a thin piece of brass along it to cover the cut-outs.

A slightly deeper bufferbeam was made, as per the previous models. Whilst the cylinders are close to being in the correct place, the wheelbase is too long, but there was no way I was going to try altering the Hornby drive mechanism, so I left them



▲ The 3D-printed body of the Gresley V2, fitted to a modified Hornby Gresley A1 Pacific chassis, and finished as No.60810 in BR lined green with late crest.



▲ The real No.60810, in the roundhouse at York shed along with Ivatt 4MT 2-6-0 No.43126 in May 1965. Both locomotives were based at York (50A) at the time. Photo: Rail Photoprints

as per the A1. The pony truck is the same as the Stanier tank, with the rear wheels removed from the bogie.

Peppercorn A2

Next was the Peppercorn A2, which, at the time, had recently been released by Lincoln Locos in 3mm. This was one of the easiest bodies to fit on the Hornby A1 chassis, with just a little taken out in the firebox area for the motor and rear chassis shape to fit, then slots cut into the footplate for the wheels and two chassis protrusions. These slots in the footplate do not go right through, so the footplate still looks intact from above.

The tender top is the Doncaster pattern with a lot of rivets, but this was a little too wide, so I cut the whole top in half lengthways, removing about 2mm, and then glued the two halves back together.

This fitted nicely over the Hornby tender chassis and internal electronics. I was so pleased with this model that I decided to get a second – I am an Eastern Region fan after all!

Royal Scot

I had spoken to Lenny about the possibility of 3D prints being developed for two London Midland & Scottish Railway 4-6-0s – a rebuilt Royal Scot and a Jubilee – to fit the chassis of the (then) soon-to-be-released Hornby Stanier Princess Coronation.

I was working on the assumption that Hornby would simply adapt the design of its Gresley A1 chassis to use on the 'Duchess', so I supplied Lenny with the dimensions to fit around the Gresley chassis and he got to work on the drawings.



▲ One of the easiest models to produce was the Peppercorn A2 Pacific, with a Lincoln Locos 3D-printed body on the Hornby Gresley A1 chassis, and finished as No.60535 *Hornets Beauty*.



▲ No.60535 *Hornets Beauty* outside its home shed of Haymarket in Edinburgh on 12 July 1953. The A2s were very similar to the Peppercorn A1s, except for smaller 6' 2" driving wheels. Photo: Rail Photoprints

The day arrived when the 'Duchess' was released. I bought one and, as soon as I took the body off, I realised my mistake. The chassis was nothing like that of the Gresley A1; it had a larger motor driving the rear axle instead of the centre axle.

The following day the 3D prints arrived for the rebuilt Royal Scot and I came up with an alternative plan. This was to use the Gresley A1 chassis, but substitute the cylinders and valve gear with those from the 'Duchess'. This involved a little cutting and grinding of the chassis front and, due to the connecting rod length, the cylinders are slightly further back than they should be, but again, compromises had to be made.

The front bogie wheelset was fitted in a new position further forward. The 'Scot' uses the 'Duchess' tender chassis, so everything below the footplate on the printed tender was cut off, then grinding and filing the inside of the tender body allowed the top to fit on the chassis. It did look a little low at first, so a 1mm strip was glued around the chassis top to lift the body slightly.

Finishing details

For all the models illustrated here, main livery colours were applied by airbrush using Brooklands green and black or Railmatch BR green.

Cabside numbers and smokebox numbers are from the Railtec TT:120 range. BR orange/

black/orange lining is from the Fox Transfers N gauge range, whilst a Railtec 3mm sheet was used for BR mixed traffic red/grey/cream lining.

Silver Tay Models (a seller on eBay) now produces 1:120 scale etched plates, so the Peppercorn A2 and Royal Scot will have these fitted in due course. These are really nice and have been used on my Hornby TT:120 A3s and A4s.

Described here are only some of the TT:120 models that I have created. I have more planned, including ideas for the chassis of the forthcoming Hornby J50 0-6-0T, so watch this space...

Supplier information

Lincoln Locos
www.lincoln-loco.co.uk

Fox Transfers
www.fox-transfers.co.uk

Railtec Transfers
www.railtec-models.com

Peter's Spares
www.petersspares.com

Other scale drawings

Gresley A1/A3
RM April 2006

Peppercorn A1
RM July 2023 (booklet)

Maunsell Lord Nelson
RM September 2023 (booklet)

Robinson A5 4-6-2T
RM January 2023

Gresley V2
RM May 2019

Peppercorn A2
RM July 2023 (booklet)



▲ The rebuilt Royal Scot involved fitting Hornby 'Duchess' cylinders and valve gear onto the A1 chassis. Finished as No.46145, it and the A2 will receive nameplates by Silver Tay Models.



▲ The prototype for the author's 'Scot' was No.46145 *The Duke of Wellington's Regt. (West Riding)*, pictured at Carlisle with the 'Thames-Clyde Express' on 25 October 1959. Photo: Rail-Online

A modern Traction Maintenance Depot

Back 'ut Shed

*Diesel depots are a common subject for compact layouts – but **CHRIS BURNAGE** has given his OO gauge example a slightly different viewpoint.*

Photography by Craig Tiley

It was April 2020 and the whole country was in Covid lockdown. I, like many others, was having plenty of spare time due to being furloughed from work. Normal activities were curtailed and I was looking around for something that would use the time positively. I came up with a plan to make a small layout from two fiddle yard baseboards that I had from a previously abandoned project.

A close-up of GB Railfreight 69 004, finished in pseudo-RTC (Railway Technical Centre) livery. The real locomotive (rebuilt from a Class 56) was unveiled in this guise in 2022.

Much of the depot paraphernalia and smaller scenic detailing was created using 3D-printed products from West Hill Wagon Works.





▲ 08 818 Molly, in debranded GBRf livery, shunts a single TTA wagon. Note the spare Class 08 radiators on the right.

The plan had to fulfil two main aims: to create enough movement to entertain myself operationally, and fit within the constraints of the spare bedroom, this being 10' x 8'.

Having looked at a number of ideas and prototypes, I settled on a layout designed around a depot. This is a very popular theme, but I decided to depict a depot from the rear rather than the front. This would create a different perspective, and options for plenty of scenic furniture and materials that would be lying around from years of work on locomotives and tend to be dumped.

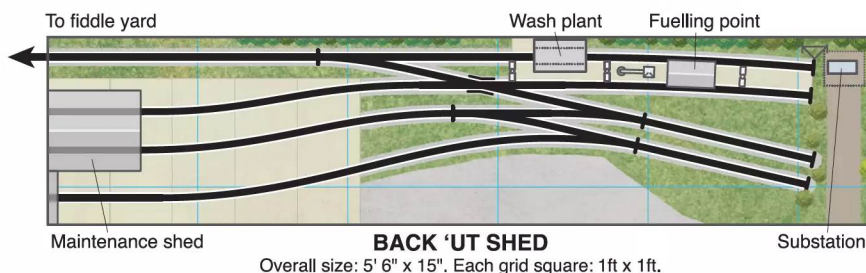
Baseboards and track

I used materials rescued from a skip (taken with permission) to construct two 4' x 15" boards. These comprised a box frame of 50mm x 25mm MDF, on which was screwed a 9mm MDF top. Although the use of MDF can cause issues with warping, being made from industrial grade materials the boards have proved to be very sturdy.

I used full-sized paper templates to map out the track plan. It became apparent very quickly that 4' was not enough but 8' was too large. In the end I decided to extend one board by 18". The final dimensions were 5' 6" x 15". This also meant it could fit in my car for exhibitions.

As you can see from the plan, there is one access and departure road entering from the

Wearing 'heritage' BR blue livery, GBRf Class 69 Co-Co 69 002 Bob Tiller CM&EE keeps company with 47 749. ▶



left of the board. The plan was to create as much movement as possible in a small area, and a double slip was incorporated so traffic can be released from both shed lines 1 and

2, and also from behind the shed off scene. The track plan meant that, although the layout is small, when operating you have to think through moves carefully to ensure



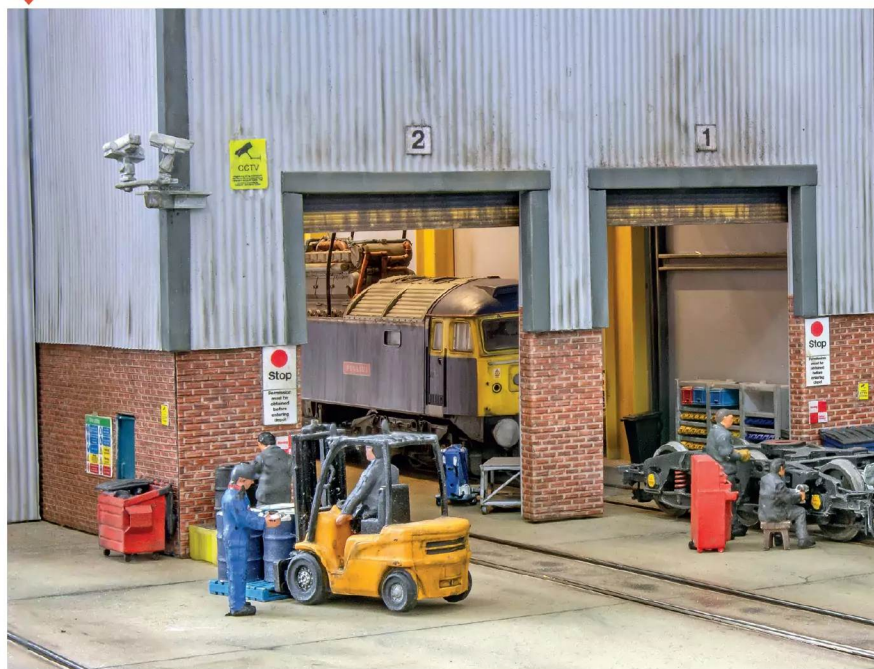


▲ The full extent of the scenic section, showing the compact nature of the layout and the effective photographic backscene.

locos can move around the depot without blocking in other locos. The buildings give access to the storage tracks where locos are hand shunted on and off the layout.

An MDF backboard, with a Gaugemaster industrial scene bonded onto it, creates an effective backdrop to the layout. One issue with such scenes is the hard bottom edge that can be prominent, and I took time to blend in the joint with bushes and other foliage to disguise it. The slight blurriness of the image also helps to create the illusion of distance.

The shed interior extends beyond the scenic section and into the off-scene storage area, with an engine being lifted from a Class 47.



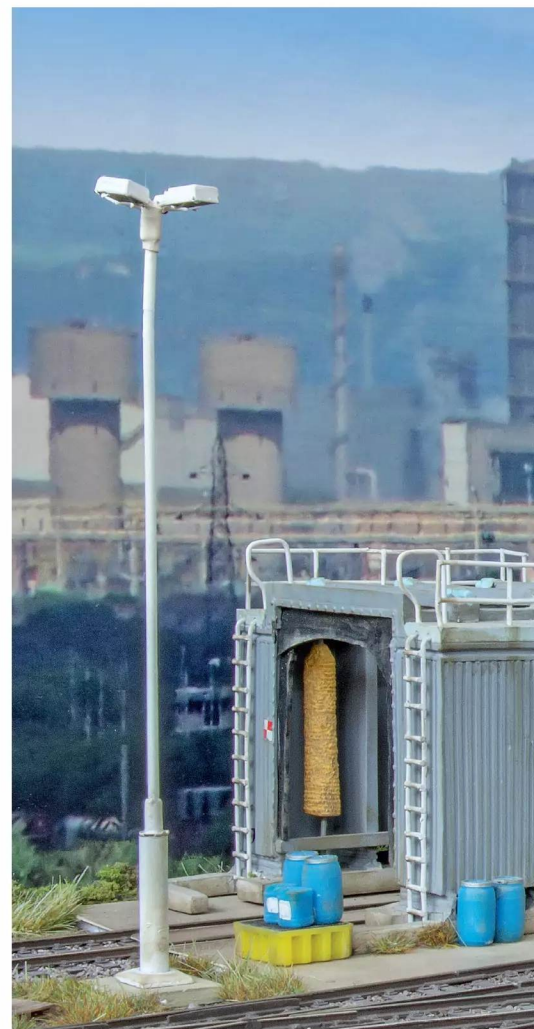
All trackwork is Peco code 75 with points powered by Tortoise motors and a switch decoder. This allows the points to be switched via my Gaugemaster MRC system. I am comfortable with many aspects of railway modelling, but when it comes to anything electrical I have in the past looked to others more knowledgeable. However, in lockdown access to others was not available. By the use of Facetime and other social media outlets I was able, with guidance, to wire all the layout myself.

Buildings and scenics

All the buildings on the layout are scratch-built using foamboard offcuts from a sign company. My work means I visit many

GBRf Class 47/7 Co-Co 47 749 City of Truro, finished in 'heritage' BR blue livery, stands at the fuelling point. ►

businesses, and the opportunity to pick up useful and otherwise waste materials has helped me in my modelling. I have used Redutex textured sheets before and, although not cheap, the pre-coloured and textured surfaces enable realistic buildings





to be made quickly. Extensive use of Slater's corrugated sheet was also made. I custom-built the doors on sheds 1 and 2 so they would open and close. To keep things simple, I have used plastic channel and string to operate the doors.

I enjoy the painting, weathering and positioning of details and scenery. West Hill Wagon Works products have been used extensively in creating cameo scenes. The fuelling point was totally scratch-built, with the wash plant being a detailed Bachmann



“ – The plan was to create as much movement as possible in a small area – ”

Chris Burnage





▲ The wash plant is a detailed resin item from the Bachmann Scenecraft range.

Scenecraft product. The interesting cameo at the front of the depot, of spare parts and leftover oil and other cans, is made from West Hill Wagon Works items.

The many weeds you see on the layout were made by me using Woodland Scenics static grass applied to PVA dots on tracing paper. I laid the paper on a metal tray to help the static grass take hold. The bulk of the scrub and foliage is Woodland Scenics

products, with Peco fencing around the telecoms tower and the end of the yard.

One prominent feature of the layout is the use of concrete for the pads. These were made from plastic sheet on which layers of Rainbow Railways concrete paint were sprayed. The pads were then weathered carefully using fine pencil to create cracks, and weathering pastels and Tamiya products.

▲ A quintet of Class 69s, all of which the author created by modifying Class 56 donor models. The process will be explained in a future issue.

Time well spent

As a project it helped create a focus during lockdown, and I have something tangible to show for the time. I have learnt and developed new skills and am grateful to those suppliers who continued to trade during the lockdown, and all those who gave their advice freely.

I enjoy repainting and rebuilding locos, and now have many of the Class 69 diesels. The layout has proved to be an ideal opportunity to display these models not only at home but at exhibitions.

[Ed. In an upcoming issue Chris will describe how he adapted ready-to-run Class 56 models to create the fleet of Class 69s that are a hallmark of his layout.]

See it at Model Rail Scotland

Back 'ut Shed is due to attend the Model Rail Scotland exhibition at the Scottish Event Campus Glasgow on Friday 21, Saturday 22 & Sunday 23 February. For details, see page 100, Societies & Clubs (page 163), or visit: www.modelrail-scotland.co.uk

Model Rail Scotland





RAILWAY MODELLING *Explored*



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

THIS MONTH • A multi-level 1970s BR system in OO • Building an O-16.5 coach

Brindwood

Photography by the author

Like many railway modellers, my modelling career started when I was about nine or 10 years old, building lots of Airfix plastic kits.

I was not lucky enough to have a model railway as a child and 40-odd years ago, during a discussion with my father-in-law, I mentioned this to him. He replied: "Why don't you build a model railway for the new arrival?" He promptly gave me £200 to start. So, my journey began.

My first layout measured 4' x 2' and was housed in a spare bedroom on pulleys which raised it up to the ceiling when not in use. My next layout was built in the loft space, operated using a Hornby Zero 1 controller. Then, in 2007, we moved house. I had a discussion with my wife that my next layout needed to be in one of the bedrooms, as



GEOFF ABRAHAMS has set his extensive OO gauge layout in the 1970s BR blue diesel era, complete with a section of London Underground line, and preserved steam.



▲ Many of the lineside structures are plastic kits from the Peco stable, such as the grounded coach in the foreground (Ratio ref.501) and the Midland Railway signal box (Ratio re.536).

I was not getting any younger and would not manage to climb up to a loft in the long term.

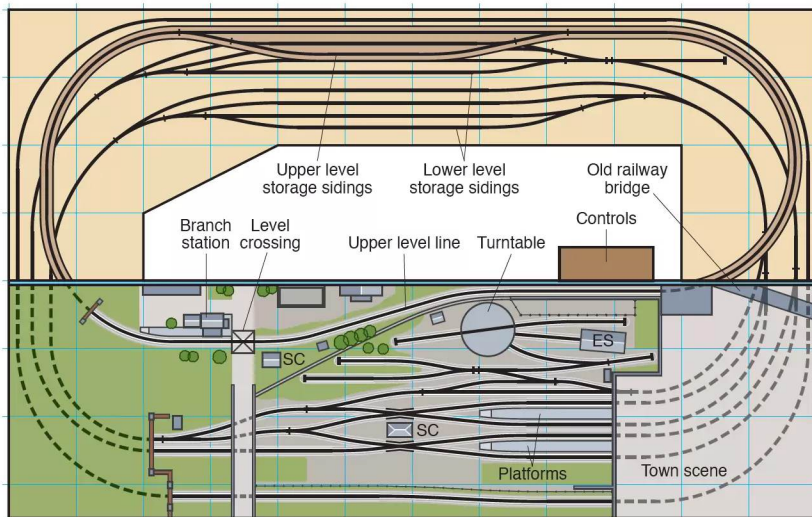
It turned out that the largest bedroom in the new house was not the one with the en-suite, so my wife kindly said I could use that one if I built some extra wardrobes in it first, which I duly did. This is where *Brindwood* resides. It's a fictitious location based in the North London suburbs. The name is derived from the road I grew up in as a child.

◀ Extensive use was made of Metcalfe Models card kits when creating the town scene. The road vehicles are proprietary models.



BRINDWOOD

Overall dimensions: 12' 0" x 7' 6". Each grid square = 1ft x 1ft.



for a long platform, so the main platforms run under the town scene to disguise their actual length.

Control

The layout is wired for Digital Command Control (except for the London Underground, which is 12V dc controlled by a Gaugemaster controller) and I use a first generation ESU ECoS controller for both locomotive and point control. In order to help with controlling the layout, the points are operated by one keystroke utilising the route facility on the ECoS controller.

There are two control positions; one in the centre of the layout and one at the front. For me to see the fiddle yard when the control is at the front, I have installed a CCTV camera pointing at the yard. I have also installed a mimic panel with LED lights showing the point positions. These are energised using microswitches attached to the point motors.

Scenery

The scenic hills have been created using polystyrene covered in plaster bandage, painted with Matt Dark Earth, then covered with various scatter materials and static grass. The static grass was, in the main, applied using the Green Scenes Grasstech unit, but for the tight corners I used an applicator which I made from a fly swatter and tea strainer. The trees are mainly Woodland Scenics with the addition of a couple of willows by Treemendus. The hedges are rubberised horsehair and polyfibre covered in scatter materials. The road surface is fine sandpaper painted matt tarmac and lightened by using a dusting of talcum powder. There

◀ An English Electric Class 20 Bo-Bo traverses one of the electrified lines with a rake of Private Owner wagons.

To rekindle his childhood memories of travelling by train, Geoff indulged in a solitary steam model for the layout – a Collett '5600' 0-6-2T.



Building Brindwood

Construction took 10 years of Sundays and one year of most days during lockdown. The overall size is 3.6m x 2.3m with a scenic area of 3.6m x 1.1m. The era is firmly the BR blue period of the early 1970s.

The baseboard construction is very traditional 9mm ply on 2" x 1" timber battens. The ply was then covered with cork floor tiles. The trackwork is Peco code 100 with Peco solenoid motors; the track was weathered using Humbrol Matt Rust and Phoenix Sleeper Grime paints. The ballast was applied with a 50/50 PVA and water mix.

The layout is tail-chasing. There are two main lines and one high level branch line, which all have their own fiddle yards. There is also a London Underground circuit.

I realised that I wanted to run some long passenger trains but did not have the room



are a couple of water features, a river and a canal, both utilising Deluxe Materials Aqua Magic water.

Over the whole layout there are lots of animals including squirrels on the fence, swans in the river, pigeons on roofs, sheep in the fields and a couple of dogs in the town scene.

Buildings and infrastructure

The signals are manufactured by Eckon and controlled via microswitches attached to the moving pin of the point motor.

The buildings are a mixture of Metcalfe, Wills, Ratio and scratch-building. The main station building is modelled on my local London Underground station frontage in North West London. All buildings are fitted out internally and lit. I have embellished the kits by adding some home-made TV aerials made from paper clips, and guttering and downpipes; a mixture of Ratio accessories and Plastruct and brass tube.

I am particularly proud of the loco repair shed, which is my biggest building made from scratch, and includes a welding simulator. The windows were supplied by York Modelling.

All the street and platform lights are operational and were supplied by Lights4u and Kytelights.

The vehicles are from the Oxford Diecast range, and the people are a mixture of Bachmann, Langley and Modelu.

The turntable is Peco, and is operated manually using some Meccano parts and gears. Eventually I will motorise it and employ an Arduino controller (programmed by my grandson).

Cameo scenes

My passion is not running the trains but building construction. As a retired electrical engineer, I have built in a number of animations and cameo scenes.

The working level crossing on the branch line uses Heathcote Electronics control. The same goes for the working car park barriers. The playground roundabout uses an old record player motor fed via a spare Hornby controller to manage the speed. The canteen grounded wagon is fitted with a Seuthe smoke generator, and the Belisha beacons are home-made using brass tube and beads for the lamp heads.

Within the market place, the record stall is displaying actual vinyl record covers which were scanned and scaled down.

To keep visitors interested, I have also installed a number of cameo scenes including the Tardis, Dr Who, K9, Daleks and a Cyberman, the 18th hole of the golf course (I am a keen golfer), an in-flight radio



▲ Multiple units of diesel (left) and third-rail electric (right) traction stand side by side at Brindwood station. The bridge behind disguises the truncated platforms.

controlled plane in the garden, a light being repaired on the platform and an irate car park attendant speaking to a driver who has broken the fence.

I decided to include a building site on the layout to pay homage to my 30 years in the construction industry.

Locomotives & stock

The rolling stock consists of a Bachmann Class 108 Diesel Multiple Unit, Class 416 EPB Electric Multiple Unit, Class 24, Class 42 Warship, Class 25 and Class 20 diesels, and a Class 08 diesel shunter. I also have a Dapol Class 121 railcar. All locos have sound decoders, and carriages are lit internally and populated with passengers.

As a child I remember going to Southend on a steam-hauled train, so I could not resist having one on the layout. It's a Collett '5600' fitted with a Seuthe smoke generator.

▲ To acknowledge his 30-year career in the building industry, Geoff included this detailed scenic cameo of a construction site.

During a holiday to Canada my wife and I travelled on the 'Rocky Mountaineer'. I couldn't resist buying an HO version at the on-board shop, and this makes an appearance on my layout from time to time.

LUL stock is converted EFE bought from the London Transport Museum and powered by Black Beetle motors. This was originally controlled by the Ecos controller, but I found that the motor control was very erratic and so converted everything back to dc. The LUL line is run automatically using Heathcote detection with two timed stops, one at the station and one in the fiddle yard.

Future plans

What next? At the start of the project, my wife said that it would be too much to make the whole layout scenic as I would never finish it (not that a layout is ever finished), so I just concentrated on the front section. With lockdown during Covid, I had more time to spend on modelling, so the front section was completed ahead of schedule. The plan now is to remove the backscene, reduce the size of the rear baseboard, remove the fiddle yard and then make the whole layout scenic.

However, this will have to wait until I finish my current project. I bought a 6' x 2' baseboard from Model Railway Solutions of Poole in Dorset, and I am building an N gauge layout set in the 1950s, located somewhere in the West Country. This layout will also include lots of cameos and a working roadway using the Magnorail system.

I would like to thank my wife for her patience, especially when we are on holiday, and I pop into a model shop to see if they may have something of interest!

RAILWAY MODELLING *Explored*

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

Constructing the Peco Penrhyn Quarry Workmen's Coach kit in O-16.5

CALLUM WILLCOX assembles the latest in a line of new narrow gauge laser-cut wood rolling stock kits in 7mm scale, which is supplied complete with wheels, brass bearings and couplings.

All model photography by the author



Laser-cut wood has become an increasingly popular alternative to card and plastic media for the production of model railway buildings and accessories, but what about rolling stock?

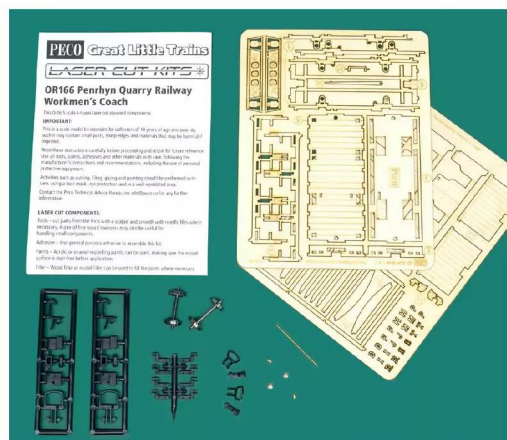
This new O-16.5 kit from Peco (ref. OR166) – one of a selection of new narrow gauge wagon kits from the Devon-based manufacturer – depicts one of the four-wheel Penrhyn Quarry workmen's open carriages,

which were constructed between 1879 and 1927 for the Penrhyn Quarry Railway to carry the workmen up to the slate workings. Several original examples are preserved, and numerous replicas have been constructed.

The kit – which consists of laser-cut wooden components – contains everything to create a complete functional model, including prototypical curly spoked wheelsets, brass bearings, wire and couplings. Optional parts

▲ The completed model – with a spot of light weathering – posed with Bachmann Quarry Hunslet 0-4-0ST No.780 Alice, which formed the subject of a Railway Modelling Explored article in the January 2025 issue.

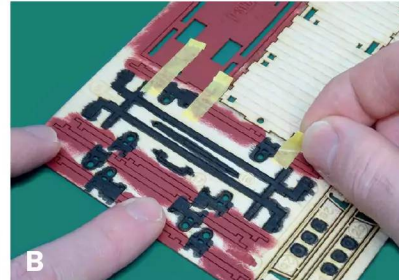
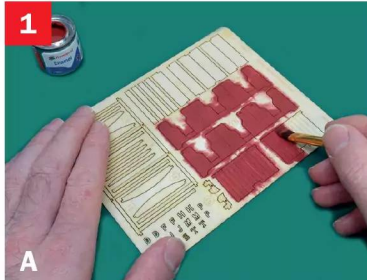
are also provided to allow for the Talylyn rebuild – with alternative frames and roof. Only a basic set of modelling tools, and a small selection of paints and washes, are required.



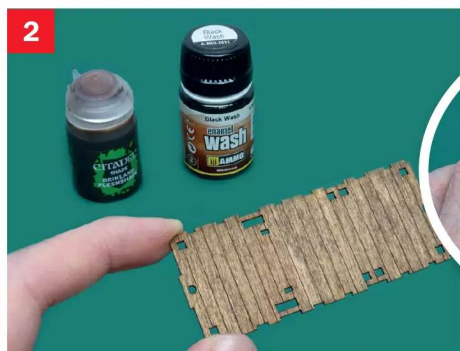
▲ The kit contains a full set of components, including wheelsets and bearings.

Constructing the model

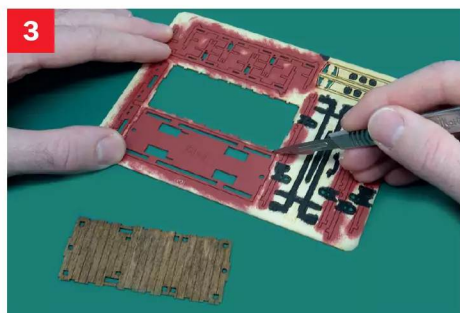
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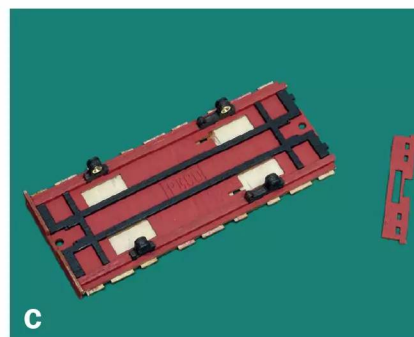
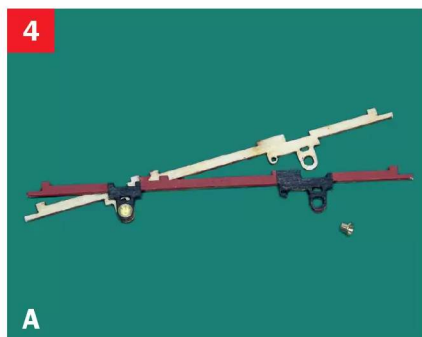
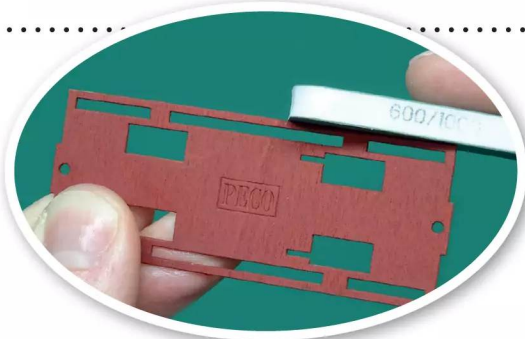
Painting was undertaken whilst the parts were still attached to the frets, making them much easier to handle. Using images of the prototypes for reference, the body components and frames received a coat of Humbrol No.73 Red Wine. Once this was cured, details such as the underframe, brake lever (including associated ironwork) and axlesboxes were picked out in black. Clean lines between the latter and the red of the frames were achieved with some careful masking (B).



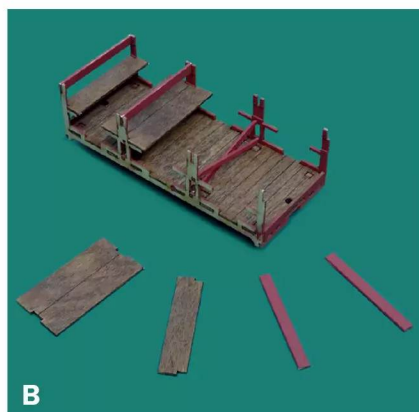
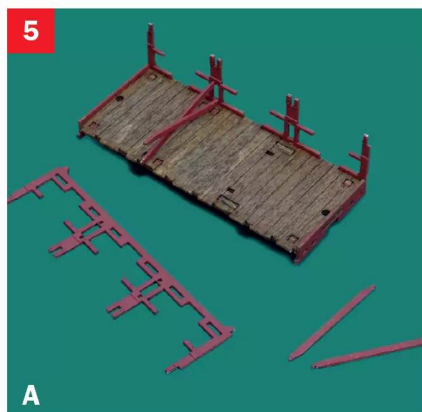
The unpainted wood finish of the coach floor, brake blocks and bench seats was replicated using a selection of washes. Each component first received a base coat of Reikland Fleshshade™ whilst still on the fret; this was applied in multiple thin layers until the desired effect was achieved, allowing for each layer to dry fully between applications (*inset*). Ageing/distress was added by means of a black wash. Once again, this was applied in several thin layers following the direction of the grain, with plank detail picked out individually to create natural variation.



The wooden laser-cut components are held to the fret via a number of small connecting tabs located around the outer edges. Each part was released by applying light pressure with the blade of a craft knife on these tabs, before cleaning the edges of the components with a fine sanding block or nail file (*inset*).



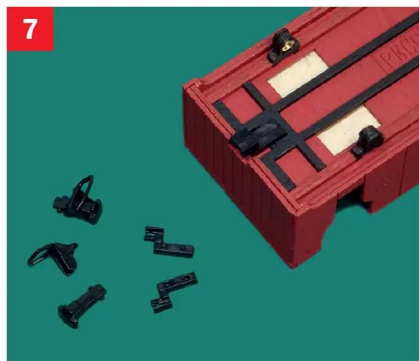
The assembly of the kit begins with the chassis, starting with the solebars, which are each formed from two halves (A). Once these were paired using Deluxe Rocket Card Glue, the brass bearings were inserted into the openings for the axleboxes and fixed with a small blob of superglue (cyanoacrylate); care must be taken to ensure each assembly is a mirror image of the other, with the bearings facing their opposite numbers. With the axlebox covers fitted, the solebars were attached to the base/floor section – a slot and tab arrangement ensuring the correct orientation of these assemblies (B). Finally, the underframe was placed between the frames and secured with the fitting of the end sections (C).



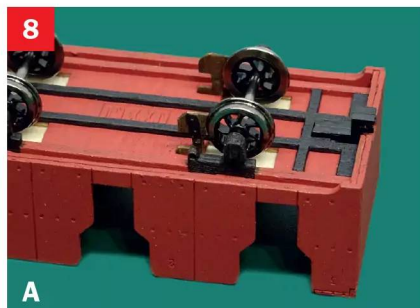
The installation of the bench seats starts with the bench supports, which attach to the sides of the chassis assembly. With one side secured (ensuring the detailed side faces inwards), the optional cross bracing was installed, before fitting the opposing side (A). Once these had cured, the bench tops were fitted, followed by the backrests – which slot neatly into the tops of the supports (B).



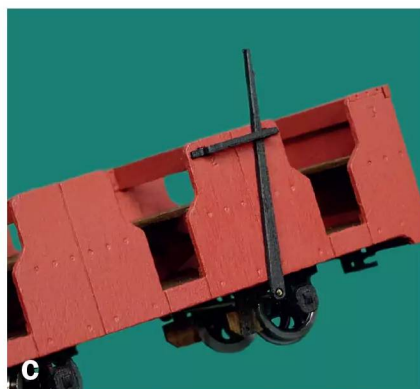
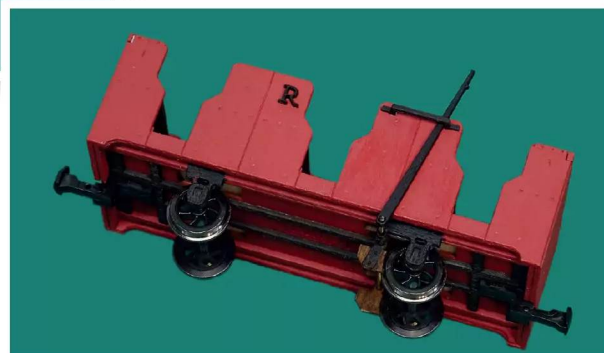
Prior to fitting the bodysides, the centres of the perforated square openings were removed from one of the side pieces, to allow for the fitting of the brake ratchet (*inset*). Starting with the end sections, the bodywork was fitted to the coach superstructure – ensuring the top edges were flush with the bench supports, and the aforementioned side piece with the perforations aligned at the end with the axlebox with the additional holes for the brake rod.



Two coupling options are provided: NEM 355 pockets with peg-and-loop style couplings, or NEM 362 pockets with traditional tension-lock couplings. For this build, I elected to fit the former, as the design (minus loop) is more in keeping with those fitted to the prototype. In difference to the instructions, these were fitted prior to the brake gear, as the fitting of the braking lever prevents the model from being laid flat on the work surface.



Penrhyn workmen's carriages had letters rather than numbers, with a selection of letters, representing those of surviving and replica examples, supplied with the kit (*inset*). Once painted, the chosen letters were removed carefully from the fret and attached to the side of the coach.



Assembly of the brake gear starts with the brake blocks, which slot neatly into openings within the coach floor; these being aligned carefully with the wheel treads to ensure free rolling (A). A small length of brass wire is supplied for the cross rod. Once cut to length, this was glued directly to the brake lever, ensuring the correct orientation of the lever detail (B), before being threaded through the locating holes in the frames/brakes and secured with the ratchet (C) – leaving the brake lever to move freely.



The finished coach, posed in a typical quarry setting with the Bachmann NG7 (0-16.5) model of Quarry Hunslet 0-4-0ST Alice. Though these saw employment at two different quarries, there is precedent for this pairing – with a replica of coach R preserved alongside the real Alice at the Bala Lake Railway.

£1000 WORTH OF PRIZES TO BE WON!

IN THE RM CUP PRIZE DRAW

HOW TO ENTER

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PUBLISHED IN RAILWAY MODELLER DURING 2024

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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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Articles in order of preference

Month

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2. _____
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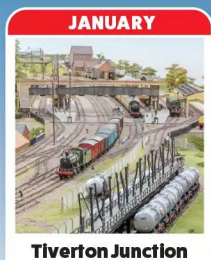
Please indicate your age range: ☐ under 30 ☐ 31-50 ☐ 51-70 ☐ over 70

Rules

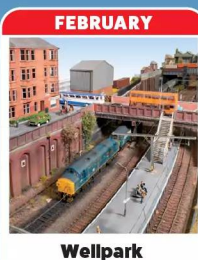
- Readers will decide who is to receive the 72nd RAILWAY MODELLER Cup by selecting in order of preference their three favourite articles published in RAILWAY MODELLER in 2024.
- All entries received will be entered into the prize draw and winners will be notified by post or email.
- Only one entry per person is allowed; suspected duplicated entries will be disqualified.
- Employees of Peco and their families are not eligible to enter.
- Illegible or muddled entries may be disqualified.
- The author of the article with the most votes will be presented with the 72nd RM Cup.
- 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.

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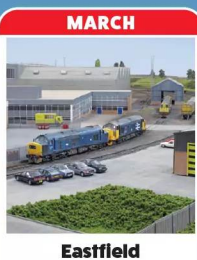
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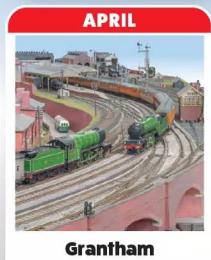
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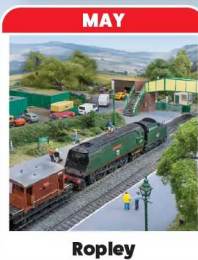
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Eastfield



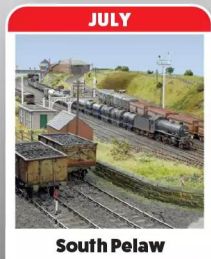
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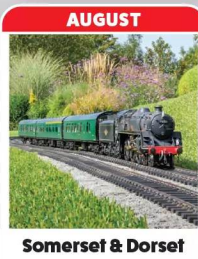
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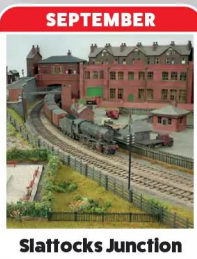
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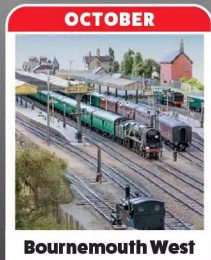
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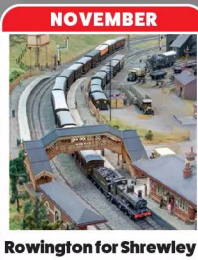
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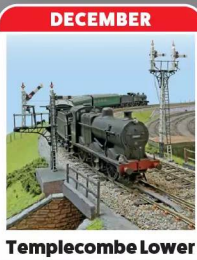
Slaffocks Junction



Bournemouth West



Rowington for Shrewley



Templecombe Lower

Readers' Letters

70 years of inspiration

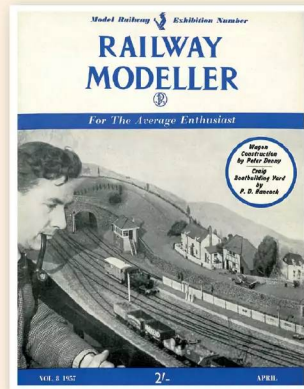
I was delighted to read the article on *Southwark Bridge* (Plan of the Month, RM January 2025) with its reference to the April 1957 edition. This was the first copy of *RAILWAY MODELLER* that I bought (at the age of 12). What an eye-opener and inspiration it proved to be, and an introduction to nearly 70 years of this great hobby!

Ken Payne's *The Tying Branch* showed me what a proper model railway looked like. It was EM gauge, stud contact, hand-built with sweeping curves, bespoke curved points and proper scenery.

Another inspiring model featured in that issue was a boat building yard by P D Hancock, which melded imagination with craftsmanship. It was based around a Tri-ang clockwork powered tug, on which he replaced the body with a hand-built one. This was intended for a nephew, but sadly, it proved to be unseaworthy – and capsized and sank on its maiden voyage.

Next up was an article by the Rev. Peter Denny about making Private Owner coal wagons using Hamblings printed card sides. Moreover, he also introduced me to proper railway working, with full coal wagons arriving and empty ones leaving. He built two bodies (one full and one empty), which he switched on the one chassis.

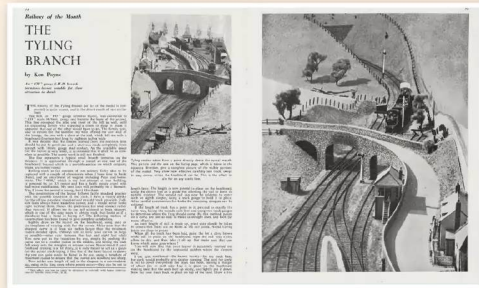
Finally, Cyril Freezer, long-term editor, proposed his *Minorities* plan, a concept which has endured through the decades since. This inner city station broke the



mould and cliché of branch line layouts. It had six points only but could switch trains in between three platforms from Up and Down lines. Its capacity for operation is formidable, especially in a steam age setting. I tried to build my own, very cut-down, version on a book shelf.

It amazes me that, after 70 years, I can trace my lifelong passion and interest in this grand hobby back to a single copy of *RAILWAY MODELLER*! Such was the influence that I latterly modelled in EM gauge (see *Boyne Hill*, RM July 2022) thanks to *The Tying Branch* and the Rev. Peter Denny's *Buckingham*.

KEN LAVEY



▲ *The Tying Branch* by Ken Payne, as described in the April 1957 Issue. The full article is available to subscribers on the RM Digital Archive.

What's the low-down on Lowmacs?

Many years ago I recall assembling an Airfix plastic kit for an OO gauge Lowmac wagon and its load of a JCB 3 backhoe/loading shovel. Parts for the Lowmac included four load-bearing protective covers that fitted above the buffers and shanks to extend the wheeltracks towards adjacent wagons, without imposing undue loads on the buffers themselves or the bufferbeam. I thought that provision made eminent sense.

However, these fittings don't appear to feature on any of the ready-to-run Lowmac models that have been reviewed recently in RM [Ed. See November 2024 and January 2025 issues], nor on my 1960s Homby Dublo Lowmac – a late production model with plastic couplings.

Is anyone able to confirm whether these fittings were specific provisions on a limited range of Lowmacs and, if so, which ones?

STEPHEN COOPER

Blasts from my railway past

Further to my *A blast from my railway past* article in the *RAILWAY MODELLER 2025 Special*, in the interests of accuracy I should point out three errors, none of which, however, detract from the overall picture at all:

i) The photo of my good self, which shows me in a good light, and not looking bad for approaching 80, has, as part of its caption, that the loco is a 4F. Not so, it is a Fowler 7F... the lack of splashers is the obvious give-away.

ii) Of the three photos of the Clifton College MRS buildings, I don't recognise the one on the lower right; totally alien, and certainly nothing to do with us. I don't wish to be claiming credit for something we didn't make.

iii) I mentioned Roger Ellis, and the onset of dementia. However, since writing the article, times had moved on, and, sadly, Roger is no longer with us; he was a great mate.

IAN NUTTALL

[Ed. My apologies for the errors. Corrections have been made to the digital version of the *Special*, which is available to purchase via Pocketmags. In response to each:

i) I should have spotted the 4F/7F mix-up, given that I did attempt to scratch-build an 'Austin Seven' many years ago, so I ought to know what they look like!

ii) There were three one-page Junior Modeller articles in the May 1981



▲ The photo of Ian with the 7F...



▲ ...which is finished as LMS No. 9517. The model is a Cotswold kit with a milled brass chassis, Mashima motor and High Level 108:1 gearbox. Both photos: Steve Flint

issue, presented on consecutive pages and numbered 1-3. However, only 1 and 2 are attributed to members of Clifton College MRS, not 3, which was included by mistake.

iii) It is very unfortunate that I neglected to update this reference in the text. An obituary for Roger was published in the April 2024 issue.

Engaging with visitors at exhibitions

A comment on *North Cornwall Brewery*, which appeared in the December issue of *RAILWAY MODELLER*.

I go along totally with the philosophy of the layout's builder, Malcolm Briggs, when he says that, as modellers, we are there to entertain the public at model railway exhibitions. We should be there to give exhibition visitors a theatrical performance with our layouts.

On our larger layout, which has five operators, we have one team member out front at all times, who engages with the visitors. He talks to them about the layout, its construction and the modelling techniques we have used. The other members of our operating team remain behind the layout backscene to run the trains.

With our other smaller cameo layout, which is operated by two people from the front, we find it to be more of a personal demonstration of the layout than the need to constantly run trains. Standing at the front of the layout, we have found we end up talking through how we achieved all the details on the model. Sometimes the running of trains takes second place.

Both layouts have scenics modelled to a high standard. We have found that many who view the larger layout linger for quite some time, just taking in the scenery, even when there are no trains running on the scenic section. Visitors seem to be happy to be held in the moment of just being there.

Of course, talking to the visitors at shows is not something for everyone. But we have found that by talking to modellers, and to those with little knowledge of our hobby, it does give them a bit more background to the layouts. And standing out front does get you remembered.

ALISDAIR MACDONALD



▲ A Bulfield Q1 arrives with a parcels train on Malcolm Briggs' OO layout, North Cornwall Brewery. Photo: Geoff Hellwell

Journeys through space and time with the RAILWAY MODELLER 2025 Special

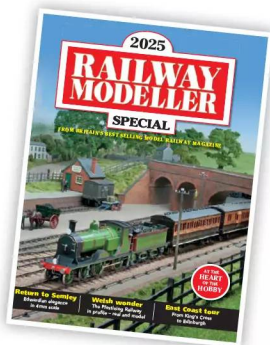
Many congratulations on the RAILWAY MODELLER 2025 Special, which I found on the bookstall at the best of all railway stations, Crewe.

I particularly enjoyed the journeys through time (200 years of history – in model form) and space (The East Coast Main Line). Indeed, I had already been collecting the RM articles on the various ECML models, and it is good to see them in summary form. I was very chuffed (to use a steam-age term) to find my Sandy layout (Railway of the Month, RM March 2021) included in this – thank you very much!

I have now completed the layout with a representation of the 'Flying Scotsman' 50th anniversary excursion, which ran on 11 September 1938 and was composed of Stirling Single No.1 plus a rake of six-wheel carriages. This is shown in the attached photo, along with the record-breaking Mallard plus dynamometer car, and (on the London & North Western Railway tracks) the London Midland & Scottish Railway experimental diesel railcar: past, present and future all in one day – so full of promise and yet destined to be eclipsed by the Second World War.



▲ Mallard and Stirling Single No.1 pass on Michael Bourke's layout Sandy.

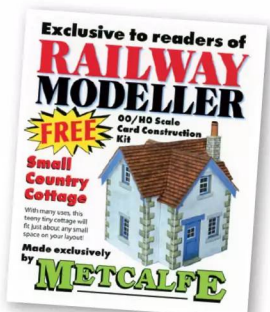


With best wishes for the ongoing success of your splendid magazine.

MICHAEL BOURKE

[Ed. Copies of the RAILWAY MODELLER 2025 Special are still available to purchase from selected WHSmith outlets, via all Peco stockists and direct from Peco. Existing RM subscribers are eligible to purchase the publication at the reduced price of just £7.99, by ordering direct over the phone on 01297 626203.]

Metcalf model maintenance...



Congratulations on a great magazine and the incredibly useful RM Digital Archive. A thank you also for the December 2024 free gift of a Metcalfe Models Country Cottage card kit. However, I feel that I should point out the need to properly maintain miniature properties: look what has happened to mine – I've only had it a couple of weeks!

PAUL CLARKE

Call for standard pantograph heights – readers' responses



▲ A Class 76 Bo-Bo electric 'under the wires' on Graham Clark's 7mm layout, inspired by the Woodhead Route. Photo: Steve Flint

I write in response to Dr Marshall's letter in the January RM (Call for standard pantograph heights).

I have modelled locomotives and layouts with OHLE (overhead line equipment) in both 4mm and 7mm scales (see *Netherwood Sidings*, RM January 2016), so feel qualified to comment.

The maximum height of the pantograph should correspond to the prototype. The Class 76 locos I modelled had to reach to 21' (147mm in 7mm, 84mm in 4mm), so Dr Marshall's measurements are a bit on the low side, though ac wires tended to not go quite so high as the Woodhead ones. As Dr Marshall points out, the upward pressure is the critical parameter. Ready-to-run models (in 4mm) generally have pressures that are far too high and this risks the pantograph head snagging on the incoming wire at trailing points.

I modelled electric locos in 4mm scale about 40 years ago when the only models available (the Hornby Class 86 and Lima Class 87) came fitted with awful representations of the pantograph. They had to be replaced with scratch-built or Sommerfeldt ones. I was impressed when Hornby modelled the cross-arm pantograph on its new Class 87, but it is non-working and made of plastic. It lets down an otherwise excellent model. Similarly, no manufacturer makes a decent Brecknell-Willis high speed pantograph.

I think the appeal to manufacturers should be to fit decent pantographs that look like the prototype and have a spring only strong enough to just lift the pantograph to its maximum scale height.

GRAHAM CLARK

Regarding Dr Marshall's letter in the January issue (on standards in OO for overhead wires, pantograph pressure and height), I think he is going in the wrong direction. From his letter, I discern that he regards the OHLE as a non-functioning piece of scenery. It ought not to be.

A model of an electric locomotive, which collects current through its pantograph, is as accurate as you can get. The issue should be about what standards apply to OHLE, and also the pantographs that work with that particular OHLE. And at this point, I

have to say (and I emphasise that I have no interest in the firm other than as a satisfied customer), that the German firm of Sommerfeldt perfected both some years ago.

In 1967, and after various trials, I abandoned conventional two-rail current collection and instead converted to a system with the overhead set to one polarity, both rails the other polarity. This has a number of benefits over two-rail, one being reliability. Furthermore, you can isolate a locomotive or railcar simply by pushing the pantograph down.

From my experience, track cleaning is seldom needed – I do it twice a year; the overhead wire, never. If you use a 'hard' (i.e. non-flexible) overhead wire, this serves to push the loco down on the track, giving better traction, current collection and stability. And there is also the occasional instance where you get a spark between wire and pantograph, which is most realistic!

Another realistic feature is the fact that the locomotive pantographs follow the wire height and go up and down as necessary. For instance, here in Hertfordshire, as the Great Northern trains run through the Welwyn tunnels, the pantographs are pushed well down. The same trains running across the flatlands east of Baldock have their pantographs at maximum height. The whole point of a pantograph is that it goes up and down.

In my opinion, we don't need new standards. If pantographs don't work, then replace them with ones that do. The OHLE on a layout may also benefit from being tweaked, or replaced. Snagging can be fixed with some work with a file. On my current loft layout, the track and OHLE were completed in 2004. Part of the testing routine was checking the overhead wire for snags, and then spending time with a file to smooth the joints until it worked perfectly.

Apart from seasonal expansion and contraction, when the odd soldered joint comes adrift and needs re-soldering, it's still going strong 20 years later.

JOHN NEILSON

NEW PRODUCT REVIEWS

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

S&DR No.1 *Locomotion* New from Hornby in OO

2025 marks the 200th anniversary of the birth of the 'modern' railways, with the opening of the world's first public line to convey both goods and passengers using steam locomotives – the Stockton & Darlington Railway – on 27 September 1825. To mark this momentous milestone, Hornby has developed what is believed to be the first ready-to-run model of S&DR 0-4-0 No.1 *Locomotion* in OO – plans for which were revealed in our February 2024 issue.

Two versions of this pioneering locomotive form the initial release. Supplied Digital Command Control ready, these depict *Locomotion* in circa 1857 condition following restoration for static display at Shildon Works – this model (ref.R30345) having been produced as a Hornby Collectors Club Exclusive – and as currently preserved (ref.R30346), sporting *Locomotion* nameplates and 1883 brass bell fitted above the crown of the boiler at its leading end. A sample of the latter was received for review.

Our sample in detail

Locomotion comes presented in a lavishly illustrated lidded box, inside which the locomotive itself is slotted

▲ Our sample depicts *Locomotion* in its current preserved condition.

within a plush foam insert, protected by a specially designed clear acrylic cradle; this splits in two to reveal the model, with the locomotive attached to a plinth by a single screw just below the firebox. (Note that the tender, whilst connected to the locomotive, is not attached to the plinth.) Two seated crew figures in period 19th century attire are provided: the driver modelled to assume the driving position atop the boiler/running plate, with the fireman (complete with shovel) to be seated within the tender.

Upon releasing it from the protective cradle, one can't help but be taken by the fidelity and intricacy of this model – which in many ways is just as

pioneering as the prototype it depicts! Construction of the model takes the form of injection-moulded plastic and cast metal parts, with extensive use made of the latter where possible; this includes (but is not limited to) the lower portion of the boiler, the tender frames, wheels, and much of the motion, including the supporting framework. This helps the locomotive and tender achieve an overall weight of 49g – an impressive figure considering its diminutive size.

Particularly notable are the ornate two-part cast iron wheels. These feature commendably fine (in OO terms) wheel profiles, which further enhance the overall look of the model, whilst still functioning admirably. True to the prototype, three of the wheels feature the same centre castings – with their crankpin sockets between the spokes – while the rear right-hand wheel is produced to a slightly different pattern, incorporating its crankpin socket into one of the spokes. It is believed that this wheel may be of an

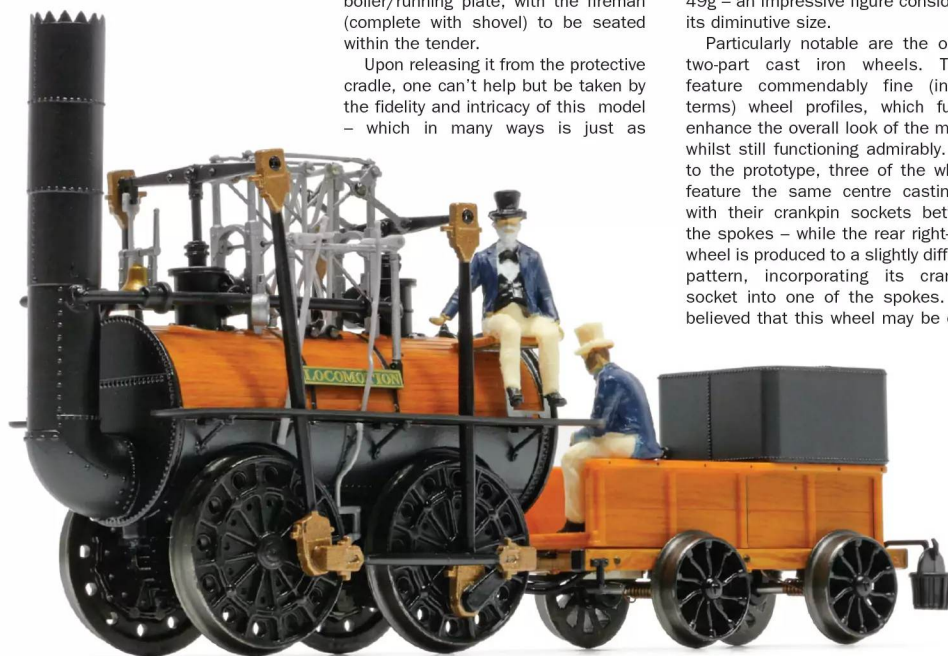
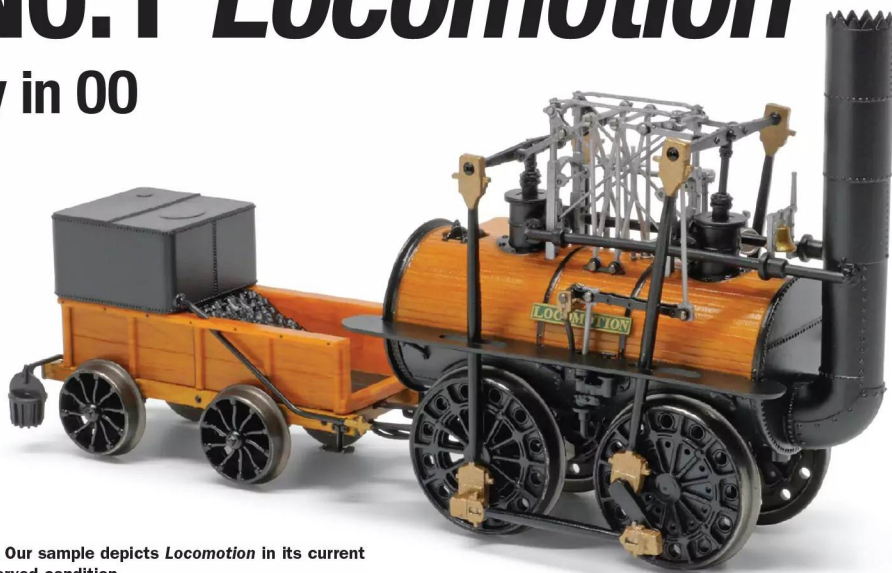
earlier pattern, fitted to the locomotive either during a repair in its working life, or as part of its restoration in 1856/57 for static display at Darlington North Road station.

The wooden cladding which adorns the boiler barrel is defined with a pleasing varnished wood grain finish, with this level of decoration extending to the tender body and frames. Metalwork – including individual bolts – is picked out neatly in black, and the cranks and boiler fittings in brass, with much of the upper workings finished a dull metallic grey. The fine printing of the separately fitted *Locomotion* nameplate, which adorns the boiler barrel, is also worthy of mention.

In a difference from the firm's models of *Rocket* (see Reviews, RM September 2020) and *Lion* (Reviews, RM February 2023) – which both feature a peg and moulded chain system – *Locomotion* is supplied with no fewer than three coupling options, which clip in place of the fire bucket arm on the rear of the tender. The first of these is a magnetic chain, allowing the model to be paired with appropriate S&DR rolling stock produced by other manufacturers; the second is an NEM adaptor chain, for coupling to stock equipped with NEM pockets; with the third and final option designed to be compatible with the firm's range of Liverpool & Manchester Railway stock. An additional mounting point is located under the front of the boiler, facilitating the fitting of front couplings.

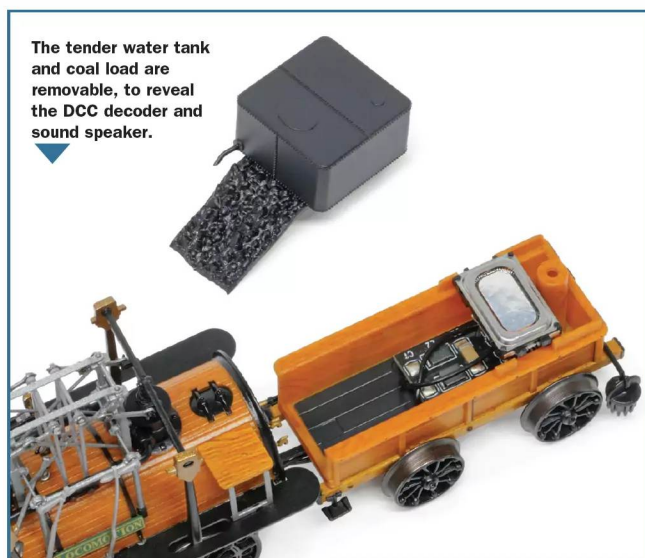
Mechanism and performance

The model is equipped with a three-pole motor, housed within the boiler barrel, providing drive to both coupled





Different couplings are provided, allowing the locomotive to be attached to period stock by Hornby and other manufacturers.



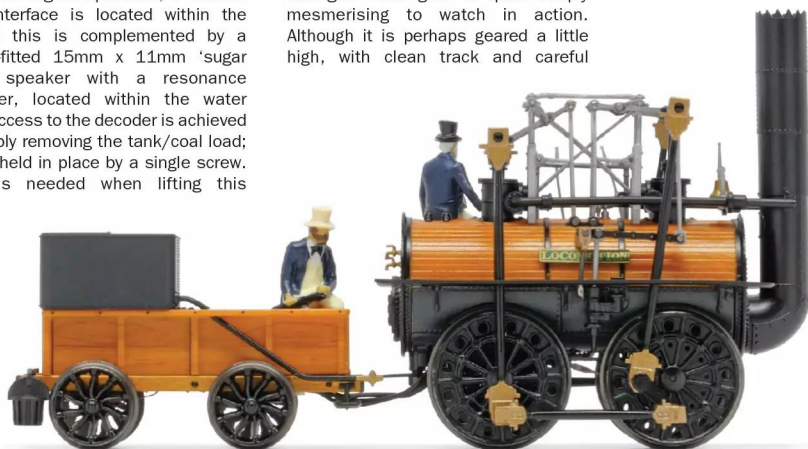
The tender water tank and coal load are removable, to reveal the DCC decoder and sound speaker.

axles. Electrical pick-up is arranged such that current is collected from one wheel on each wheelset via fine copper wire, wound around the axle. The locomotive and tender are electrically connected by four wires with a plug and socket connection, the two units being coupled together with a non-adjustable drawbar.

For those wishing to equip the model for digital operation, a Next18 DCC interface is located within the tender; this is complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker with a resonance chamber, located within the water tank. Access to the decoder is achieved by simply removing the tank/coal load; this is held in place by a single screw. Care is needed when lifting this

assembly clear, to avoid damaging the wire for the speaker. It should be noted that the firm's current iteration of Bluetooth-enabled HM7000 sound decoders are too large to fit the model.

The locomotive is designed for use on track with curves down to first radius. Though hesitant at first, our sample proved to be a capable performer – and the vertical motion and gab valve gear is quite simply mesmerising to watch in action. Although it is perhaps geared a little high, with clean track and careful



PROTOTYPE VIEW S&DR No.1 Locomotion



Locomotion displayed on its plinth at Darlington station, photographed on 29 August 1975. Photo: The Transport Treasury

Prototype information

In 1821, a Parliamentary bill was passed to allow the construction of the Stockton & Darlington Railway – a public railway of 25 miles connecting collieries near Shildon with Darlington and the dockside staithes in Stockton-on-Tees, County Durham.

Built in 1825, No.1 was the first of two steam locomotives ordered from Robert Stephenson & Company of Newcastle-upon-Tyne for use on the route – the first steam locomotives produced by a commercial builder. Originally named *Active*, and driven by George Stephenson himself, it officially opened the route on 27 September 1825. The train – consisting of 34 vehicles, loaded with goods and nearly 700 passengers – came to about 80 tons and was reported to have reached speeds of up to 12mph.

As coal traffic grew more locomotives were ordered, and following the arrival of the fifth locomotive of similar design in March 1827, company records began referring to the engines by numbers allocated in the order of their delivery – with *Active* thus referred to as No.1 thereafter. The earliest written reference to the name *Locomotion* was in July 1833 of that year, though no evidence has been found to indicate when nameplates were fitted.

On 1 July 1828, No.1 suffered a boiler explosion, killing its driver. Following a major rebuild it returned to traffic later that year, and continued on and off in service until 1851, when it was purchased by Joseph Pease & Partners and converted into a stationary boiler for operating a pumping engine at Roddymoor Colliery, South Durham.

Its historic significance was recognised as early as 1856/7, when the locomotive was restored at Shildon Works and placed on a pedestal outside Darlington North Road station. Displayed at various other locations since, and briefly returned to steam for the S&DR Golden Jubilee in September 1875, it is now at the Locomotion museum in Shildon. A working replica was constructed for the S&DR 150th anniversary in 1975.

running the reported 12mph top speed of the prototype can be achieved.

Whilst this is not a conventional model, out of curiosity we decided to perform a quick haulage test; with *Locomotion* proving capable of hauling just one Pullman car round the Pecorama loft layout, with its 1 in 48

gradients and 3' radius curves. This compares favourably with the estimate of an 80-ton load which the prototype hauled on the opening day of the S&DR in 1825, taking into account that line's much flatter gradient profile!

Do the Locomotion

With the announcement that the renovated 1975 replica of *Locomotion* is set to return to the national network later this year, the possibility arises that modellers could run these well-appointed pioneering era models alongside the likes of some of the firm's present-day traction – such as the LNER Class 801/2 Azuma bi-modal units – thus bookending 200 years of rail travel.

Sample supplied by

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

PRICE
Ref.R30346 – £184.99

LNER 'Coronation' coaches new from Hornby



Arguably the headline act of the Hornby 2022 programme of new coaching stock (see news, RM February 2022), was the plan to model the prestigious 1937 London & North Eastern Railway 'Coronation' Art Deco streamlined express train formation in OO, from brand new tooling.

Hornby developed a comprehensive tooling suite to cover the full nine-coach formation – including the 'Beavertail' observation saloon. Each of the four two-car articulated units are supplied as twin packs, comprising Brake Third & Kitchen Third; twin Open Firsts; Open Third & Kitchen Third; Open Third & Brake Third – with the 'Beavertail' as a stand-alone item. The running numbers of these models form what is designated in the publication *LNER Carriages* by Michael Harris as set No.102, with a 'Beavertail' which depicts No.1719.

Our samples in detail

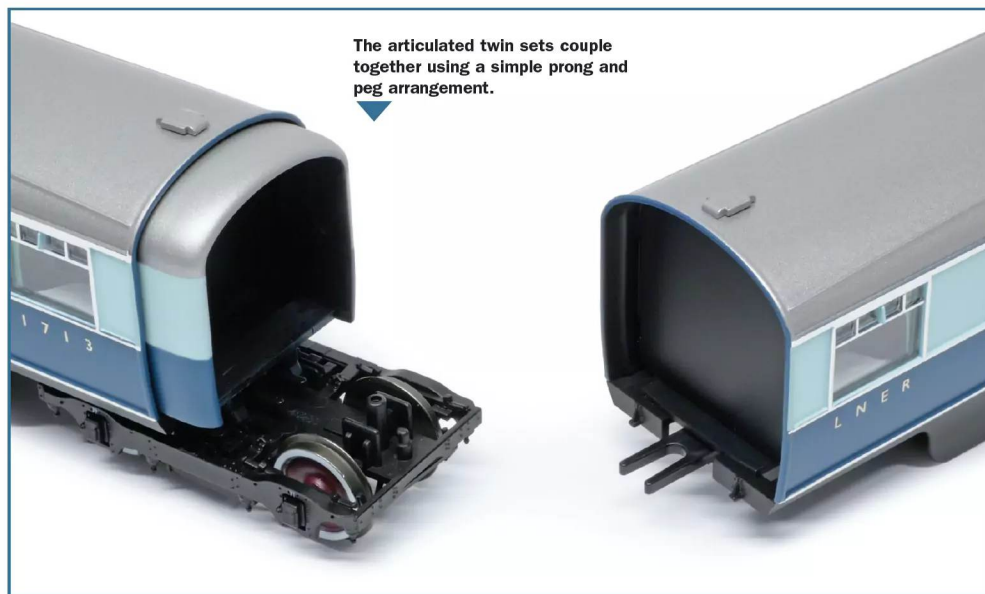
The coaches are presented in an attractive 'lidded' presentation box, finished in a blue colour scheme which draws inspiration from the luxury train, with the models cradled in foam inserts. The models are all of moulded plastic construction, decorated with separately fitted wire grabrails (formed from a mixture of metal and plastic); metal door fittings, together with metal buffers (not sprung, with the exception

of those at the tail end of the observation car); and painted metal wheelsets, with Indian red centres and white rims. Detailing is excellent, with particular attention paid across the various coach types to cater for the different arrangements of roof and

underframe furniture – even though much of the latter is obscured by the streamlining skirts!

Decoration of the vehicles is, quite simply, exquisite. The lavish Garter blue and Marlborough blue livery (as advised by the British Colour Council in

celebration of King George VI's coronation) has been captured faithfully; this two-tone scheme is complemented by stainless steel trim lines, lettering and numbers, with the roofs sprayed aluminium silver. These highly polished and reflective metallic



The articulated twin sets couple together using a simple prong and peg arrangement.



The 'Beavertail' observation car features working tail lamps. Two were carried on the prototypes because the oil lamps were prone to blowing out in the slipstream over the streamlined end!



details have been replicated using a combination of processes, with self-adhesive etching used for the Gill Sans typeface lettering and numbers, and hot foiling utilised for the trim – a first for the manufacturer. The mouldings for the latter appear to have been made more prominent to meet the minimum thickness for the technique; these being noticeably more flush with the body on the prototype.

The interior decor of the train was just as extravagant as the exterior, encompassing the Art Deco fashion of the period. Upholstery was described as 'uncut fawn moquette'; the carpets were green, and the interior walls decorated in two shades of grey-green 'Rexine' vinyl separated by an anodised aluminium fret. Attempts to replicate this level of opulence are particularly evident in the observation car interior, with depictions of wooden panelling –

complete with varnished wood grain finish – and renditions of the ornate Art Deco mouldings above the saloon partition. Most impressive, however, are the individually fitted armchairs and sofa, which have been separately decorated using another method new to Homby: hydro dipping. This process involves dunking parts into a bath topped with a floating film of the decoration, the film in turn wrapping itself around the parts to create the intricate stitched pattern.

The interiors of the articulated units are somewhat more modestly finished, but feature crisply moulded recreations of the seating arrangements (including tables complete with renditions of hinged leaves), separately fitted etched metal luggage racks and green moquette curtains.

Two coupling systems have been utilised: the first is a prong and peg

PROTOTYPE VIEW LNER 'Coronation'



▲ The 'Coronation' streamlined express, with 'Beavertail' observation car No.1729 bringing up the rear. Photo: Rail Archive Stephenson

Prototype information

Introduced during the streamline era of the 1930s – widely regarded as the golden age of luxurious rail travel in Britain – the 'Coronation' was the latest in a line of high-speed express services launched by the LNER on its East Coast Main Line route between London and Edinburgh. One train was run in each direction each day, the Down service departing King's Cross for Edinburgh at 4.00pm, and the Up working leaving Edinburgh at 4.30pm, with an average journey time of around six hours between the termini. Motive power was usually provided by A4 Class locomotives, liveried to match the rest of the train.

The formation was a rake of four specially designed two-car articulated sets: Third Brake/Third (Diagram 231), Third/Kitchen Third (Dia.230), Twin Open First (Dia.229) and Kitchen Third/Brake Third (Dia.228). These were of similar design and construction to the successful 'Silver Jubilee' stock – comprising teak-framed, steel-panelled bodies, carried on welded underframes – with principal changes including improved sound insulation and double-glazed windows. At the tail of the set was the equally bespoke 'Beavertail' observation saloon (Dia.232), which ran with the formation other than in the winter, when the short period of daylight precluded the views. In total, three sets of coaches were constructed, plus two observation cars; two sets used for the 'Coronation' services, with the third in reserve for maintenance cover, as well as the 'West Riding Limited' to Leeds.

The first working of the 'Coronation' took place on 5 July 1937, the very same day as the inaugural run of the 'Coronation Scot', operated by the LNER's West Coast rival, the London Midland & Scottish Railway. Despite this, the 'Coronation' proved profitable, running until 31 August 1939 – when all streamlined services were ordered to cease with the onset of WWII – with the coaches placed into storage, except for a few test runs to ensure the sets were serviceable.

The stock returned to service in 1948, but with plans to reinstate the 'Coronation' having fallen through, they were put to use on other East Coast workings, as well as the 'Master Cutler' and trains between Manchester and Cleethorpes, and occasionally appearing north of Edinburgh. Over time, the streamlined underframe skirting was removed, as were the solebar fairings from some of the articulated sets, while some also received additional side doors following a fire near Huntingdon in 1951; the last of the vehicles being withdrawn from service in 1964.

The two observation saloons continued in use on the West Highland line until the end of the 1967 summer season, both having been restyled in 1959 with a more angular profile for improved viewing. Both have survived into preservation: No.1719 remains in rebuilt condition, and is based at the Great Central Railway but currently on loan to the Strathspey Railway, while No.1729 has been faithfully restored to its original 'Coronation' condition and is in the One:One Collection at the former Hornby factory in Margate.

arrangement used between the two halves of the articulated units – this being a simple rest fit – with the outer ends sporting conventional NEM pockets, these being sprung with a

good degree of sideways articulation. Slimline tension-lock couplers are fitted as standard; however, a set of alternative magnetic close couplings and semi-permanent close coupling





The opulent finish of the prototype train has been replicated beautifully, including the stainless steel trim.

The coaches feature magnetic ends, and optional vestibule connection covers are supplied with the brake vehicles for operation without the 'Beavertail'.



bars – both designed to look like buckeye couplings – are supplied as part of the accompanying accessory bag with each coach, along with headstock pipework.

An innovative feature is the interchangeable magnetic coach ends, which are held securely in place by small magnets. This system allows for the traditional corridor connections to be removed in favour of the streamlined option, which simulates the rubber fairings fitted between vehicles. A pair of vestibule connection covers are also provided, with one of these supplied with the leading and trailing vehicles (R40223 and R40226), adorned with 'CORONATION' lettering in silver, which can be fitted to the corridor connections at the leading and tail ends of the train (if running without the observation car); these being a snug clip fit.

The metal wheelsets, with pin-point axle ends, are mounted in current collection strips, with the outer bogies powering LED strips; these (and the tail lamps on the observation car)

illuminate when power is applied to the track under 12V dc operation, or constantly when using digital control. Each coach is equipped with a stay-alive system, keeping the lighting operational when power is interrupted.

Crowning glory

For many enthusiasts, the 'Coronation' symbolises the pinnacle of luxury rail travel – its striking and opulent styling encapsulating the feel of the period, and leaving a lasting impression, despite its relatively short service life. Hornby should be commended for bringing to market an accurate recreation of the complete train, which is sure to prove popular with modellers. Could there be scope for versions of these vehicles presented in their post-WWII condition, with liveries including BR carmine & cream, and BR maroon?



Samples supplied by

HORNBY HOBBIES Ltd,
Westwood, Margate,
Kent CT9 4JX

PRICES

Ref.R40223/4/5/6 – £149.99
per twin pack
Ref.R40227 observation car –
£81.99

▲ The stock includes interior lighting, consisting of LED strips powered from the bogies, with a stay-alive system.

It was announced in our December 2024 issue that Bachmann Europe plc was to produce models of the North British Locomotive Company Type 4/ D600 Warship Class diesel-hydraulics in N gauge under its EFE Rail brand.

The models, which have been produced from all-new tooling, follow the 4mm scale release produced by Kernow Model Rail Centre (see Reviews, RM May 2019), catering for the five-strong class in both their as-built form with disc headcodes, and with later alterations including two-character headcode boxes and modified bodyside grilles.

Supplied Digital Command Control ready, the initial release covers six versions, depicting these pioneering diesel-hydraulic locomotives during specific points in their service careers: (ref.E84522) D600 *Active* with split headcode boxes in BR blue with full yellow ends; (ref.E84523) D601 *Ark Royal* with headcode discs in BR green with late crests; (ref.E84524) D602 *Bulldog* with split headcode boxes in BR blue with small yellow panels; (ref.E84525) D602 *Bulldog* with split headcode boxes in BR green with small yellow panels; (ref.E84526) D601 *Ark Royal* with headcode discs in BR green with small yellow panels; and (ref.E84527) D604 *Cossack* with headcode discs in BR green with late crests.

Our sample in detail

For review we received a sample of ref.E84523, presented as D601 *Ark Royal* in BR green with late crests. This iteration of D601 features headcode discs and original horizontal louvres, representing the period from new to circa 1962, when it received modified mesh bodyside grilles with vertical vanes. It was in this condition that D601 became the first diesel locomotive to haul the 'Cornish Riviera Express' non-stop from Paddington to Plymouth, on 16 June 1958.

Livery application is to a high standard, with clean breaks between the main body colours. Printed details such as the running numbers and BR late crests are crisp and clear, as are the printed renditions of the cast nameplates, which exhibit a convincing metallic finish. Particularly worthy of note are the cabside North British Locomotive Company builder's plates, which are legible under a glass!

Construction of the model consists of an injection-moulded bodyside atop



A centrally mounted coreless motor provides drive to both bogies.



a die-cast metal chassis, tipping the scales at 108g. Much of the bodywork detail is formed as part of this moulding, with the exception of the cab door handrails and nose-end grab handles, which are separate metal wire fittings. The cooling fan intakes and plethora of bodyside grilles are also part of the body moulding, although these details exhibit a convincing sense of depth. Buffer heads are plastic and not sprung.

The bogies – which are moulded plastic assemblies – are adorned with crisp representations of the coil and opposing leaf spring suspension. True to the prototype, the wheels are spoked, and the centre 3' 3½" wheels

of the A1A-A1A arrangement are noticeably smaller than their 3' 7" driven counterparts. Knuckle couplings are fitted as standard, within bogie-mounted NEM pockets.

Supplied as a pack of optional separate parts is a complement of bufferbeam details, with sufficient items to decorate both ends: open and folded headcode discs; vacuum, steam heat, and control air pipes; end steps; and a pair of decorative screw-link couplings. Also provided are four etched 'Cornish Riviera' headboards.

Mechanism & lighting functions

The body and chassis are held together by four friction clips (two each side),

located just inboard of the cab doors. The chassis comprises a metal casting, housed within which is a centrally mounted coreless twin-shaft motor providing drive to the outer axles on each bogie; the centre axles are not powered, as per the prototype, making the model a true A1A-A1A. Current is collected from all driven wheels.

A printed circuit board, equipped with a Next18 decoder interface, sits atop the chassis casting behind the cab at the A end. Provision is made for an 8mm x 12mm 'sugar cube' speaker within the detachable chassis-mounted fuel tanks.

The model is equipped with directional headcode disc and tail lights, and cab lighting, which illuminate in the direction of travel; 12V dc users can extinguish cab and tail lights by means of two microswitches which are also located atop the PCB. On DCC, lighting functions are: F0 – directional lights (on/off) and F1 – directional tail lights (on/off). Cab lights can be controlled independently using function F3 and function F4.

Western pioneers in N

EFE is to be highly commended for bringing these pioneering diesel-hydraulics to the N gauge market, with Bachmann offering an array of rolling stock suited to Western Region operations, including Hawksworth and Mk.I coaches, in addition to a wide variety of freight and parcels stock – all of which are available under the Graham Farish brand.



Sample supplied by

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

PRICE
Ref.E84523 – £174.95



British Rail Class 45 'Peak' from Heljan

It was first revealed in our November 2022 issue that Heljan was to make a new production run of its Derby/Sulzer Type 4 (British Rail Class 45) diesel locomotives in O – with this latest model focusing on rebuilt examples of the Class 45/0s (with steam heating) and Class 45/1s (Electric Train Heating) with 'sealed beam' nose ends; the latter with the option of high-intensity headlights as fitted in the late 1980s.

Supplied Digital Command Control ready, the initial run comprises two BR blue 45/0s: 45 004 *Royal Irish Fusilier* (ref.4521) and 45 033 *Sirius* (ref.4522) – the latter with Tinsley painted names and weathered finish; and three ETH 45/1s, 45 144 *Royal Signals* (ref.4526) in BR blue, 45 110 *Medusa* in weathered BR blue with orange cantrail stripe and high-intensity headlights (ref.4528) and 45 106 in BR railtour green with high-intensity headlight (ref.4529). Un-numbered versions of the 45/0 and 45/1 in BR blue (the latter with or without high-intensity headlights) are also available.

Our sample in detail

For review we received ref.4528, presented as 45 110 in weathered BR blue with high-intensity headlights; the model depicting the locomotive in its final years of service sporting orange cantrail stripe, anti-glare black bonnet patches (both of which were applied to only a handful of 'Peaks') and unofficial



painted Tinsley names. According to *The 'Peaks' – Second Series*, compiled by A. Wyn Hobson, Tinsley depot staff began applying unofficial names to the remaining Class 45s in May 1987, with 45 110 receiving the name *Medusa* some time around this period; an identity which it carried until being withdrawn from traffic on 27 July 1988.

This colour scheme has been completed to a high standard. Printed

details such as the British Rail double arrows, running numbers and overhead warning flashes have all been applied crisply, extending to the fine renditions of the hand-painted Tinsley Depot embellishments, including *Medusa* names, white rose of Yorkshire sporting Tinsley Depot code, and the depot's former 41A shedplate. While the cantrail stripe appears somewhat thick at first glance, photographs show that

it is similar to the stripe on the real locomotive.

This is all further enhanced by the factory weathering, with a convincing build-up of track grime around the lower body sides and nose ends; various tones having been used to give a convincing natural look.

The model is supplied mounted on a wooden plinth, factory-fitted with full bufferbeam pipework and working screw couplings at both ends. The only optional details supplied are a pair of lower bodyside grilles; however, these details are not suitable for 45 110 in this condition, the model already being equipped with the correct plated covers.

On the whole, Heljan has captured the look of these imposing machines well. The plastic body mouldings bristle with separately fitted metal and plastic details, including etched metal grille covers, grabrails, lamp irons (though some of these fine details had become detached in transit on our sample) and body lifting brackets. Buffer heads are



Retooled BRCW Type 2 from Heljan

The Heljan Birmingham Railway Carriage & Wagon Type 2/British Rail Class 26 Bo-Bo has been a staple of the manufacturer's OO range for the best part of 20 years. The model has now received a major retool, with the latest release encompassing numerous updates – including a redesigned and upgraded chassis with factory-fitted speakers and a 21-pin Digital Command Control interface, enhanced lighting functions, and refined body profile and bogie detail. The tooling suite caters for several body options: as-built Class 26/1 with tablet catcher and recess; unrefurbished locos with tablet catcher recess plated over; and refurbished dual-braked locos with air tank cradle between bogies; as well as Inverness examples equipped with twin headlights.

Our sample in detail

For review we received a sample of ref.2641, depicting as-built Class 26/1 D5333 in BR green with small yellow panels. The livery exhibits a good standard of finish, with clean breaks between the main body colours; this is further complemented by the white body band, which adorns the circumference of the mid-body, and white cab window surrounds. The BR late crests and running numbers have been printed crisply, along with a legible works plate (though strangely, this is only applied to one side), overhead warning flashes and painted gauges on the water tank.

The model consists of a cast metal chassis, with a moulded plastic bodyside detailed with separately fitted components, including fine metal



grabrails and etched metal grilles; the latter affording a view of the internal cosmetic fan detail. The buffer heads are plastic (but sprung), with the bufferbeams fully furnished with all pipework and details as standard (including functional screw couplings).

Below the driver's side windows at each end are recesses for the Whitaker-

style tablet catchers, which are supplied as separate items for the modeller to fit.

The nose ends sport printed renditions of the gangway doors; whilst the overall appearance of this feature is convincing from a normal viewing distance, it may prove a challenge to weather this area realistically with no relief to the detail.

The commendably flush cab glazing affords a view of the cab interior detail,



A roof panel provides access to the decoder.

plastic, but sprung, and are presented with a suitable build-up of 'grease' to complement the overall weathered finish.

Visible through the roof grille is the operating cooling fan, powered by its own individual motor.

The cab glazing is flush, whilst the cab interiors are well furnished, with renditions of the desk controls and bulkhead detail; this can also be appraised through the half-open driver's side windows at either end.

The locomotive body is well seated atop the bogies, resulting in a commendably small gap between the bogie-mounted bufferbeams and the undersides of the nose ends. The bogies take the form of plastic mouldings, and exhibit an impressive level of depth and detail. Steps, speedometer drive and sanding gear are separate fittings, with the latter correctly mounted only at the leading ends of each bogie (though locating holes appear to be present at the opposing ends). Mouldings of the suspension and axleboxes are clean and crisp; the latter are each complete with the maker's stamp 'B.R. TIMKEN - MADE IN ENGLAND'.

Mechanism and performance

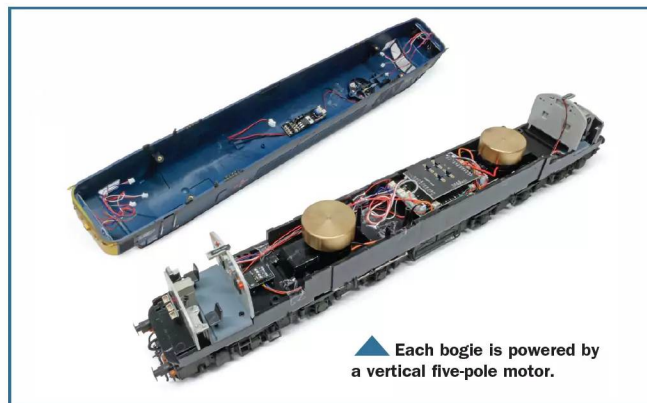
Detaching the body is straightforward, requiring the removal of four screws,

two behind each bogie. However, care is needed when lifting the bodysell clear of the chassis, to avoid damaging the wires that connect to the fan and lighting assemblies; these are simple plug and socket connections - three at each end for the headlight assemblies and one for the fan unit.

The chassis itself comprises a substantial metal casting, with the overall model tipping the scales at a hefty 3,091g. Atop each bogie is a vertically mounted five-pole motor - each equipped with a large brass flywheel - providing drive to the outer two wheelsets on each bogie.

Brass bearings are present on the driven axles, with power also collected from these wheelsets via wiper pickups. As per the prototype, the leading wheels are unpowered and pivot within the bogie frames on their own sprung pony trucks.

A printed circuit board sits atop the chassis casting and is equipped with a 'plug and play' interface - which is compatible with the ESU LokSound V5 XL decoder (ref.58515). Whilst this installation sounds simple on paper, two pins must be removed prior to fitting; details of this process can be found in the model's instruction manual. Mounting points for an ESU



Each bogie is powered by a vertical five-pole motor.

(ref.54678) smoke unit are located within the main body, but there is no specific allowance for a speaker; however, there appears to be sufficient space within the body cavity to house the necessary items.

The sealed beam marker lights and high-intensity headlights illuminate according to the direction of travel under 12V dc, as do the cab interiors; these can be switched on and off independently via a bank of four switches located just behind the bulkhead at the No.2 end - access to which requires the removal of the bodysell. All lighting functions can be operated independently via digital control.

The model was smooth under power on analogue control. The mechanism was audible but not obtrusively so, even when, at a higher voltage, the roof fan had kicked in. Unfortunately, we were not able to evaluate the haulage potential of the model. Recommended minimum radius is 1,524mm.

Sample loaned by

HELJAN A/S

PRICE
Ref.4528 - £689.00

which is furnished with period-appropriate features; the control desks are presented in black with silver trim, and dials are picked out on the gauges. Also present is a partial rendition of the bulkhead; however, the lower portion has been compromised to accommodate the gear towers on each bogie.

On the subject of the bogies, these also take the form of plastic mouldings, each adorned with crisp representations of the suspension, together with separately fitted steps, pipework and speedometer drive. Whilst this area has seen some improvement, the bogie assemblies still retain much moulded, rather than separate, detailing.

Accompanying the model is an extensive accessory bag, comprising prototype-specific details for the modeller to fit; our sample including (but not limited to) open and folded headcode discs, etched horn covers and optional three-piece snowploughs, as well as the aforementioned renditions of the tablet catchers. There are also renditions of the outer bogie stretcher frames, though it should be noted that the fitting of these details would necessitate the removal of the NEM coupling pockets. Two slimline tension-lock couplings are also provided - however, some of the factory-fitted details may need to be removed,

depending upon the minimum track radii on which the model will be operated.

Mechanism and performance

The redesigned chassis, by and large, is mechanically similar to the previous release, with all axles driven via shafts and gear towers by a large centrally-mounted motor, equipped with two flywheels.

Provision for DCC is via a new printed circuit board with 21-pin decoder interface, mounted above the motor. Access for this is gained by a detachable access panel in the roof, which is a clip-fit; this is disengaged by running a fingernail under the No.1 end, although on our sample, the clip did not then hold it back in place firmly.

One major aspect of the upgrade was the proposed inclusion of two factory-fitted 15mm x 11mm 'sugar cube' speakers. However, due to an error during assembly at the factory, these speakers are absent from the first batch of models - despite being mentioned on the packaging and covering literature. We queried this with Heljan, and were advised that this issue will be rectified for future releases. It should be noted that the housings for the speakers are present, giving the option for those willing to fit their own.

Lighting functions under 12V dc can be controlled by a bank of five microswitches, next to the decoder

interface. These comprise: switch SW1 - No.1 end tail lights (on/off); SW2 - No.2 end tail lights (on/off); SW3 - No.1 cab lights (on/off); SW4 - No.2 cab lights (on/off); and SW5 - engine room lights (on/off).

The bodysell is secured to the chassis by means of four lugs (two each side), located above the rear of each bogie; it must be noted that the multiple control cables must be detached prior to lifting clear of the chassis.

Tipping the scales at 417g, on test the Class 26 was capable of hauling 19 Pullman cars with ease around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.



The chassis has a new 21-pin DCC decoder interface.

Sample supplied by

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

UK office for spares and retailer
returns - Gaugemaster House,
Ford Road, Arundel,
West Sussex BN18 0BN.
www.gaugemaster.com

PRICE
Ref.2641 - £209.00.

Following hot on the heels of the Ffestiniog Railway 'Tin Car' bogie coaches (see reviews, RM January 2025), Bachmann has received its latest item of FR rolling stock in 009 – the Passenger Brake Third. Produced from all-new tooling, plans for these models were first announced at the Ffestiniog & Welsh Highland Railways Bygones event in October (see news, RM December 2024), with liveries subsequently revealed as part of the firm's Winter quarterly announcements (see news, RM January 2025).

The real vehicle was one of three bogie luggage vans constructed by Brown, Marshall & Co. between 1873 and 1876. Originally outshopped as Van 2, in 1920/1 it was completely rebuilt with a new body incorporating two passenger compartments. Following the revival of the railway in the early 1950s, it was renumbered as Carriage 10 and put to use on works trains. In 1991, the van was restored for passenger use, and it is currently one of the oldest operational bogie vehicles on the FR – now officially numbered as Van 10.

Three versions of the van in its rebuilt form have been released: (ref.394-080) Van 10 in 1930s Colonel Stephens era FR green with red ends; (ref.394-081) Van 2 in FR 'Jazz Train' yellow with crimson beading and ends; and (ref.394-085) in fictional crimson & cream with the running number 8 – examples of which are illustrated here.

The tooling, to all intents and purposes, depicts the van following its 1991 rebuild, featuring additional dampers to the sides of each bogie, and minus window bars; more specifically post-1993, when the brake gear was moved to allow for the guard's door to open fully.

Construction of the model consists of an injection-moulded bodyshell atop a die-cast metal chassis, tipping the scales at 36g. Door handrails are formed from fine metal wire – each standing proud of the body, picked out in black. Also worthy of note is the door knob on the guard's door at the balcony end, which also appears to be a separate fitting.

Glazing affords a clear view of the well-furnished interior, which features decorated renditions of the passenger seating arrangements and brake wheel in the guard's compartment. Access to facilitate the installation of suitable

passenger figures is achieved by removing four small screws, located at the corner of each bogie; once these are removed, the van body lifts off easily, leaving the floor and seats in place.

The die-cast metal chassis sports fine renditions of the footboards and balcony railings, whilst below the solebar are fine depictions of the queen posts and truss rods, along with a partial representation of the braking system – all of which are formed from separately fitted plastic mouldings. The centrally mounted vacuum pipes are also present; however, these have been modelled with the pipe hanging loose, rather than on the plug.

...Colonel Stephens era green & red...

All vehicles ride on post-1991 rebuild bogies (featuring additional dampers), equipped with chemically blackened curly spoked metal wheelsets, with pin-point axle ends. Whilst correct for the FR green example, which depicts Van 10 in its current preserved form (and technically the fictional crimson & cream guise), these are incorrect for the van in its 'Jazz Train' condition. Peg-and-loop couplers are fitted as standard, housed within self-centring NEM pockets attached to the underside of the chassis casting. Minimum radius is not quoted, but the coach easily negotiated 9" (first radius) curves.

Livery application is to a high standard, with a pleasing richness to

each colour scheme; this being no more evident than on Van 2 with its dazzling yellow & crimson livery, complete with precisely painted crimson beading and white window surrounds. Lettering, running numbers and markings are clean and crisp, particularly the finely printed Third Class markings on the passenger compartment doors, and 'NO SMOKING' labels within the glazing (where appropriate).

These well-appointed vans are certain to prove popular with fans of the FR, providing a much-needed brake vehicle for the plethora of FR carriages now available in ready-to-run form, including those from Peco.

Bachmann is also set to offer an example of the van in original 'Curly Roof' form, with a model of the 2004 replica – Van 1 – in all-over purple-brown with gold lining. We look forward to casting our eye over this version of the model in due course.

Sample supplied by

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

PRICE
£59.95 each



▲ The Bachmann Ffestiniog Railway Passenger Brake Third in 'Jazz Train' yellow & crimson...



...Colonel Stephens era green & red...



▲ ...and fictional crimson & cream with the running number 8.

New and improved seven-plank wagons in TT:120



Peco has released three further Private Owner liveries for its new ready-to-run seven-plank wagon models in TT:120 scale.

These latest releases have received a number of improvements since our initial review – which can be seen in our January 2024 issue – including revised NEM pockets/couplings and spoked wheelsets with metal tyres (where appropriate); with these improvements being rolled out across the entire range.

The first of the new wagons is presented in the black livery of J.W. Davison (Idle) with LNER

lettering and running number 15 in white (ref.TTR7021P).

The second bears the characteristic black livery of London Brick Company and Forders Ltd, with white lettering and the 'Phorpres' bricklayer motif (ref.TTR7022P). Completing the trio is a version in the black livery of The Lothian Coal Co Ltd, Newbattle, with white lettering and adorned with thistle motif (ref.TTR7023P).

These wagons are now available from Peco stockists, with further liveries and examples to follow soon.



▲ The wagons now feature revised NEM pockets and metal tyres.

▲ A trio of new Private Owner liveries for the new TT:120 scale from Peco.

Samples supplied by

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

PRICES
£19.90 each

Ffestiniog 'Bowsider' coaches in new liveries in 009



▲ Ffestiniog Railway 'Bowsider' coaches in maroon & cream livery...



▲ ...and the green & red colour scheme of the Colonel Stephens era.

Peco has produced its latest suite of ready-to-run Ffestiniog Railway 'Bowsider' bogie Composite coaches in 009 – a full review of which can be seen in our February 2024 issue.

The models, depicting Nos.17, 18, 19 and 20, will each be available in Colonel Stephens green & red – a livery adopted by the Ffestiniog and Welsh Highland railways during the 1930s, and until recently carried by No.20 – as well as FR maroon & cream, carried from the late 1980s to the mid-2000s. The models illustrated are Nos.18 & 20 in the former colour scheme, and Nos.17 & 19 in the latter.

Printed details – including the lettering and running numbers – are applied crisply. Especially noteworthy are the

door-mounted enamel First and Third class designations (on the Colonel Stephens green & red livery) and intricate Ffestiniog Railway monograms which adorn the bodysides of the maroon & cream examples.

As with previous releases, the coaches are fitted with detachable clip-fit ref.GR-102 couplings, and wheelsets consist of spoked plastic centres and pin-point axles, with metal tyres.

Roofs can be removed easily for the addition of suitable passenger figures.

These coaches will be available from Peco stockists, priced at £62.50 each.

Samples supplied by

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

PRICES
See text

From the very start of the 1950s, British Railways began to recognise that there was a shift towards the use of wooden pallets for the conveyance of goods, these being loaded and unloaded by forklift trucks. However, traditional covered wagons (with side door openings of only c.5') were not suited to handling palletised freight, so a new type of wagon was needed.

Prior to BR introducing its own design of pallet van, experimental versions were constructed that were adapted from existing pre-Nationalisation vehicles. First, the London Midland Region converted three ex-London Midland & Scottish Railway Diagram 1897 unfitted vans in 1950, these being equipped with a central pair of sliding doors on each side, providing an opening of 8' 6" (an arrangement that would later be seen with the BR Vanwides and VEAs). Secondly, in 1953, the Western Region adapted 176 of its Dia.V21 9' wheelbase wagons to become Dia.V40 pallet vans (note the retention of the Great Western Railway diagram designation) with a set of folding doors on the left-hand end of each side, giving an opening of 8' 5".

It was the Western Region door arrangement that BR perpetuated with its own design (Dia.1/211), for which orders for 2,388 were placed between 1954 and 1961. Vacuum fitted and with a 10' wheelbase (to enable running as part of fast fitted freight services), these 12-ton Palvans were constructed with bodies of plywood sheet and side doors that sported substantial external bracing, this giving the vehicles a markedly different appearance to the standard BR van design with which they shared the same 17' 6" length over headstocks.

There were notable detail differences between the various Lots of Dia.1/211 Palvans constructed. Early examples were equipped with Morton four-shoe brake gear and oil axleboxes, whilst later builds had eight-shoe clasp brakes, and some had roller bearings. Buffer and wheel patterns also varied.

From their introduction, the Palvans were allocated to specific users, most carrying 'RETURN TO...' lettering to this



effect. The majority of commodities carried were for the food industry.

At the time of their introduction, the Palvans were unusual for a BR van in having auxiliary rubber suspension, which provided additional springing. However, the ride quality of the vans was soon discovered to be poor, this leading to a number of derailments, one of which caused a fatality. The maximum permitted speed was limited to 40mph whilst improvements to the springing were sought, but these proved ineffective, prompting the speed to be limited further, to 25mph.

This restriction on their operating speed rendered the vehicles all but useless for their intended operation, this leading to mass withdrawals and large numbers being demoted to internal use. (By way of contrast, the shock van versions of the BR Palvan proved much more successful.)

Intriguingly, despite the known problems with the design, the War Department ordered 70 Palvans in 1963, which were to the Dia.1/211 design but through-piped rather than vacuum fitted.

Given that the remaining BR Palvan fleet was relatively new, further refinements to the springing were undertaken in the late 1960s and early 1970s, this time with greater success, and a few were even subsequently equipped with air brakes. However, by this time, the focus of BR wagon building had already switched to long-wheelbase air-braked stock, which included new designs for palletised traffic.

A small number of Palvans were sold for use in Scotland by Johnnie Walker

Whisky, these lasting into the 1980s. Many were also sold for internal use with the Ministry of Defence, these supplementing the aforementioned 1960s-built WD examples. Their longevity in private and internal use led to a large number of Palvans entering preservation.

In 4mm scale, the Dia.1/211 Palvan was the subject of a K's whitmetal kit in the 1960s, introduced when the real wagons were still in BR traffic, whilst a plastic kit was released by Parkside Dundas in 1999 (now part of the Peco range, ref.PC65).

Somewhat surprisingly, no OO gauge ready-to-run model of a Dia.1/211 Palvan (or its LMR and WR forebears for that matter) had been available prior to Bachmann Branchline revealing its suite of products, which were announced in the news pages of our May 2024 issue.

The tooling caters for detail variations between the build batches, including the different brake gear, axlebox, buffer and wheel patterns, as outlined earlier. Largely comprising plastic mouldings, the body has separate door holding brackets, chalk boards and advertising boards (where appropriate). Metal fittings extend to the wheels, wire grab handles on the doors, door catches and safety loops (the latter on versions with eight-shoe clasp brakes).

Six versions have been produced as part of the first set of releases. These comprise two in early BR bauxite with Morton brake gear, two in later BR bauxite (one weathered) with eight-shoe clasp brakes, and two in Johnnie Walker Whisky green livery with Morton brake gear.

For review we received a sample of model ref.38-952A, which is finished as B782042 (built in 1960/1 as part of Lot 3310) in weathered BR bauxite with eight-shoe clasp brake gear, roller bearings and Oleo buffers. Supplied separately for the modeller to fit, if desired, are pairs of vacuum pipes and moulded one-piece instantan couplings. Fitting these (the latter in particular) requires removal of the factory-fitted tension-lock couplings, and plain hooks from the headstocks. Buffers are moulded and not sprung.

The model has captured the appearance of the prototype extremely well, with much fine detailing present, particularly where the door fittings are concerned. The door catches (including those bracketed off each end) are

particularly fine, whilst underframe detailing is equally impressive.

One minor observation would be that the wire grab handles on the doors appear to stand slightly prouder from the bodyside than they ought to, when compared to views of the real thing.

A small compromise has been made on the brake gear: the outermost set of yokes on each wheelset has had the centre section cranked down to pass around the mounting block for the tension-lock coupling. The mounting blocks themselves are separate mouldings, held in place by screws, and can be removed if an alternative coupling system is being fitted.

The livery application is very good, with crisp separation between the black, bauxite and grey parts. Lettering is sharp – even 'WOLVERTON' on the solebar-mounted builder's plate is legible under a glass. Lettering on each side reads 'RETURN TO BATCHELORS SIDING ASHFORD KENT' – this serving a food factory that opened in 1957.

With the model weighing in at 38g, the wheelsets are free-running, although some flash was noted around the outer edges of one of them. It was also observed that our sample did not sit level when placed on a glass surface. Further examination confirmed that the two axles were not parallel, suggesting a slight twist in the chassis assembly. Although the model appeared to run satisfactorily within the parameters of our limited testing, this issue may cause problems in normal layout use (not unlike the prototypes!).

Bachmann should be commended for bringing to market OO gauge ready-to-run models of the BR Palvan, and not before time. They are sure to prove popular with modellers, with MoD/WD livery versions bound to follow in the future. Whether Bachmann will eventually follow the Dia.1/211 with models of the Dia.219 Palvan Shocks, only time will tell...

Sample supplied by

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

PRICE
Ref.38-952A – £36.95



Shildon to Stockton – The Stockton & Darlington Railway

Roger R Darsley
& Dennis Lovett

Apart from the Great Western, the Stockton & Darlington must have had more text published about it than any other railway. Is there anything new to say? The answer to that is probably not, but in this case, we are considering completeness and by that I am referring to the excellent Middleton Press series which is now just into its fifth decade. The target for the series has seemingly become to cover every stretch of line in the British Isles (and beyond in some cases), so ignoring this section just because of its fame would be churlish.

The format will be familiar to most: a compact hardback volume, just shy of 100 pages, with one or two monochrome images per page supported by maps, and a potted history. The latter section which opens the book is quite compact, but manages to compress a complex amount of information into seven pages. Obviously, this does not go into great detail and steers neatly away from the possible clichés, instead concentrating more on the root reason for the line: the transport of coal from west of Shildon eastwards to the River Tees. The Stockton & Darlington moniker is rooted in the source of the investment money rather than the geographical positioning. Though it was designed initially as a pure coal carrier, a rudimentary passenger service was an early development and the text here explains this up to the current position.

The book proper starts at the Haggerleases branch, and takes the reader through the colliery lines before reaching the first railway town of Shildon. The wagon works (open until 1984) and the locomotive depot are covered, as is the modern Locomotion Museum and the new station site. The book then takes us through Newton Aycliffe with its ordnance depot and modern Hitachi works, before a brief visit to Darlington and its Bank Top station. Finally, it moves on through Yarm and Eaglescliffe toward Stockton. Again, this is quickly passed over and this is probably the strength of the book – it doesn't concentrate on the main named stations but what is around them, and the real reason why the line is there, not its well-known title.

Middleton Press has produced another fine volume, and one which would act as a fine primer for the history of this line which doesn't do a deep dive into the minutiae of the development. There are a number of very modifiable scenes within, and this will have an appeal for the industrial modeller as well as the new student of the S&DR. The maps are well placed throughout and give a good sense of positioning, making it easy for the reader to tie the points together, and it will surely encourage further research to be undertaken using the many heavyweight volumes on the subject.

Middleton Press
126a Camelsdale Road, Haslemere,
Surrey GU27 3RJ
Tel: 01730 813169
www.middletonpress.co.uk

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ISBN 978 1 910356 79 1

The Peaks – Classes 44/45/46 Simon Lilley

The 'Peaks' could be said to be the bridesmaids of British diesel locomotives; not quite the full glamour machines, always there in the background and somewhat taken for granted. This book won't exactly change that, but will tell you everything you need to know about this hard-working class trio.

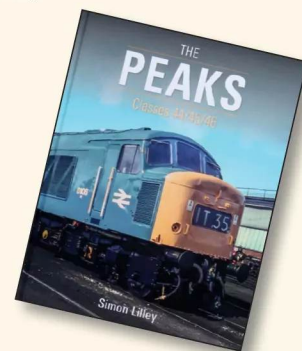
Like many of the classic machines, they came to the design table to fill the requirement for an all-purpose Type 4 (Class 3) locomotive that was happy on inter-regional express work and heavy coal traffic. They were wide-ranging through the North West and Midlands, even reaching the south coast. The book's first chapters cover the initial research and development, and the lengthy testing alongside Sulzer. This is quite text heavy, is very detailed and it is not until chapter five that the book opens up a little with the class entering service, with a full supporting set of colour and monochrome photos that clearly illustrate the detail differences.

In 1956 it was decided to name the initial class members and after much discussion the title 'Mountain class' was picked, with D1 being named *Scaffell Pike*

in 1958. 'Mountain' appears to have been quietly dropped and the three classes (whether named as such or not) have since been referred to as 'Peaks'. The shift to regimental names also being used didn't make a dent in this, nor the later unofficial home-applied naming of the machines based at Tinsley depot. Livery details are discussed in chapter seven including the delightful 'Economy Green', giving way to a large section on technical issues such as servicing and later modifications. This is again very in-depth, and the author has not skimped on presenting the fine detail.

The 1980s and 1990s are given separate chapters, which include further modifications and of course the period of withdrawal, the first in 1980. This leads into the predictable wrap-up chapter on preservation, and several appendices which break down all the previous information into tables, acting as a useful quick view guide.

This is an excellent book and there could be no complaints about the level of detail. It is not perhaps for those looking for a



pure photo album type volume, though there are over 200 images from prototype to disposal, so it is possible to treat it as a modelling detail book for the 'Peaks'. Probably the best book on the classes currently available.

CF

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www.crecy.co.uk

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Great Western Siphons John Lewis

Books on wagons are plentiful and are usually focused on a particular company's stock as a whole, or within a particular period. Less common are books that deal with one vehicle type within one company. The date and development ranges in this case are very wide and worthy of a single dedicated volume.

The main reason is that alone in the Big Four companies, the history of the Great Western Railway reached back beyond 1923 into the 19th century. This means that this book commences, after a fairly short introduction, with broad gauge vehicles and the first that were in use for dedicated milk traffic – dedicated in use, that is, having been converted for this from passenger stock. The Siphon B four-wheel wagons are discussed next, and are essentially a sub-group prior to the official diagram numbering, separated by their three lot numbers with a build date commencement of 1873.

From chapter three the ubiquitous six-wheel designs are covered, and from here the main bulk of the book cycles through the diagram numbers in (almost) numerical order from 01 to 062; 01 to 012 concurrently before a break until 062, 031 and 040. Each section breaks the diagram into lots as per the initial chapter, with build and condemned dates and any notes on brakes or subsequent modification.

All sections are supported fully by monochrome photographs and drawings, often reproductions of

the original general arrangement diagram sheets. Therein lies my single criticism: several of these are presented in quite a large scale and over a double spread. While this works as a piece of art and allows detailed study, the large book gives a deep gutter between pages and a portion of the drawing falls into this. For the modeller, this can make the drawings difficult to use.

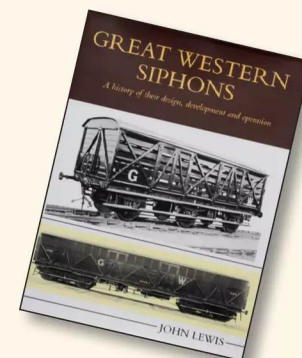
The six-wheel vans run up to Diagram 06, beyond which bogie vans were introduced, and the development of these up to Dia.062 is clearly presented, including the very familiar Dia.010 Siphon G as produced by Airfix some 40-plus years ago.

Although the descriptive format stays more or less rigid, a couple of re-used vehicles are illustrated, particularly those used for wartime traffic as stretcher vans and ward cars, and in 1945 as a mobile penicillin exhibition van.

Two chapters follow which cover liveries (open and closed vans), before those missing diagram numbers come into play with the specific milk train brake vans. This is almost worthy of a separate volume, and is modeller catnip with plenty of information about these under-modelled vehicles.

The remainder of the book looks at the actual traffic flows and details how much milk was transported, when and where, in a series of tables and reproduction documents.

Especially useful for the modeller is a chapter on train formations, laying out the order



in which milk train vehicles were marshalled and how they were added to passenger trains.

This is a colossal piece of work and produced to the very high standard which is expected of Wild Swan. The period photos, many from large format originals, are absolutely pin-sharp and aside from the single vehicle shots, there are many which show loading at depots and yards, giving a very rounded account of the business of rail-carried milk.

Aside from the drawing issue, this is as close to a perfect book as you will find and I recommend it not just to the GWR modeller, but to any student of British goods workings.

CF

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Railways Remembered: North East England Martin Jenkins & Charles Roberts

The eyes of the world will be on the North East this year, for the Railway 200 celebrations – and if, as a result, you are inspired to consider it as a modelling subject, this book will be a very good starting point.

First in a series of photographic albums titled 'Railways Remembered', it uses mainly unpublished pictures from the Online Transport Archive, together with images from the collections of several railway photographers – some well-known, such as Gavin Morrison and 'Master Neverers' Paul Riley and Gery Dixon, and several others of whom you may not have heard.

All are in colour, well reproduced on glossy paper and of superb quality, including those dating from relatively early in the era of widespread colour photography – such as a stunning July 1955 shot of an A1 on the diamond crossings at Newcastle. Most,

however, are from the final years of steam in the 1960s, together with a selection of BR blue diesels, multiple units and High Speed Trains captured in the 1970s.

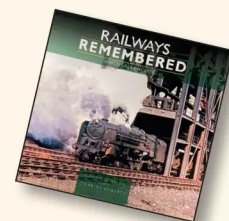
The region is covered comprehensively, including not only the main and branch lines, but its industrial networks including the Lambton and Bowes railways, and many other systems that are not so much in the enthusiast spotlight; the third-rail electrified Tyneside lines and their distinctive multiple units are particularly well documented. There is also a smattering of pictures from much more obscure industrial concerns – including the mighty oil-fired and articulated Sentinel 0-6-6-0 built for the Dorman Long steelworks, mentioned briefly in Scale Drawings in the June 2023 RAILWAY MODELLER – and a handful from the early years of railway preservation.

A couple of errors in the captions have escaped proofreading, including a Q6 0-8-0 that has been described as a K1, but overall, this is an outstanding book. The photographs are exquisite, and perfectly portray a whole industrial world that has now disappeared altogether or changed beyond all recognition.

TJ

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Changing Engines Michael Hollick

As the sub-title of this book by the London & North Western Railway Society states, it documents 'the transition from steam to diesel and electric traction in the Birmingham and Rugby Districts of the London Midland Region'. Such a volume may sound seriously specialist, and in many ways, it is – but some of the information it contains is so useful, it may well be worth picking up even if your modelling activities or plans don't lie in that part of the world.

Following a brief, but comprehensive, résumé of the area's railway history, and the organisation of its operations and motive power under the LMR, it begins the story of its dieselisation at the beginning, with the arrival of the first London Midland & Scottish Railway diesel shunters (the design that later became BR Class 11) in 1947. While enthusiasts may have wished to see steam continue, this chapter highlights one of the practical reasons why it had to go: by the 1960s, in areas like Birmingham with plenty of other industries, BR simply couldn't recruit enough staff to work on it.

Subsequent chapters deal with the introduction of main line diesels, the Diesel Multiple Units, electrification, the run-down of steam in the area, and the trials and tribulations that resulted from the

unreliability of the diesels: an official report in March 1963 highlighted that mileage rates per casualty of English Electric and Sulzer Type 4s were little more than half that of comparable steam engines, and concluded that apart from the EE Type 1s (Class 20s), their performance was 'variable but generally poor'.

Its usefulness to the modeller comes in many forms, some obvious, some less so. The track plan of Ryecroft DMU depot stood out as eminently modellable, with a reasonably compact layout and bridges on either side for scenic breaks, while one of the well-reproduced colour photographs shows that main line diesels were stabled there in 1966 while the new Bescot diesel depot was being built. There is masses of detail about operating practices and locomotive diagrams, which could provide useful pointers for anyone wishing to run their layout accurately, no matter where it is set; there is the tantalising might-have-been that part of the Oxford to Cambridge route, from Bletchley to Swanbourne marshalling yard, was authorised for electrification; and some of the photographs prove the maxim of 'a prototype for everything'. A steam-hauled train of 'Merry-Go-Round' coal hoppers? Yes, it happened, and here's the proof.

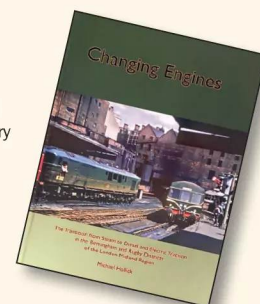
In similar vein, your railway knowledge will be broadened by many other historical snippets: contrary to common belief, for instance, the allocation of unique numbers to BR diesel classes pre-dated the introduction of the computerised Total Operations Processing System.

As we move ever further from the BR steam/diesel transition era, for those who still wish to model that period, it is gratifying that there are still researchers out there who are willing to document it in this much detail.

TJ

London & North Western Railway Society
www.lnwrs.org.uk

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Hardback, £30.00
ISBN 978 0 9570158 6 9



DVD Reviews

Paul Atterbury is a familiar face from his regular appearances on the BBC *Antiques Roadshow*. This twin-disc DVD set is the second produced by Railfilms with him as presenter, the previous one covering the Isle of Wight, but here we see him paying his first visit to the Isle of Man.

In Disc 1 the presenter, wearing his trademark striped blazer, boards the *Manannan* fast ferry in Liverpool for the crossing to Douglas, the Manx capital. We see interesting footage from the 1920s of visitors in the island's tourism heyday making the same crossing – and boarding the then already vintage rolling stock of the steam-operated Isle of Man Railway.

As we quickly learn, today's visitors will encounter the same carriages and locomotives as those tourists of a century ago, and we are also given an insight into the Victorian architectural heritage of Douglas, as well as the island's status as a self-governing crown dependency. Another difference with the situation 'across' (the UK is never called 'the mainland') is that the main heritage railways are nationalised – owned and run by the Isle of Man Government.

A large part of Disc 1 then focuses on the 3' gauge Isle of Man Steam Railway from Douglas to Port Erin, while celebrating the 150th anniversary of its opening in 1874. As well as the island's trademark Beyer Peacock 2-4-0T locomotives, we see the 1886-vintage Dubs of Glasgow-built ex-Manx Northern Railway 0-6-0T *Caledonia*. We are also taken on a tour of the now sadly closed lines to Peel, Ramsey and Foxdale. One evocative piece of footage shows the simultaneous departure from St John's of train portions for Peel and

Island Lines – The Isle of Man Presented by Paul Atterbury

Ramsey – with two passengers leaning out of their respective carriages and shaking hands across the gap between the moving trains!

There then follows a trip on the 3' gauge Manx Electric Railway to Groudle Glen, a section which opened in 1893. The beautifully maintained wooden-bodied MER tram and trailer fleet dates almost entirely from the 1890s, the MER being a pioneer of the 'interurban' type of electric tram system. Atterbury initially disembarks at Groudle (pronounced 'Growl-dle') to take us through the rocky ravine of woodland and waterfalls to the charming 2' gauge Groudle Glen Railway. Opened in 1896 to take tourists through the upper reaches of the glen and onto the sea cliffs, it was magnificently restored by members of the Isle of Man Steam Railway Supporters Association in the 1980s.

Disc 2 sees Paul Atterbury taking the MER onwards through country and coast to the former lead and zinc mining village and port of Laxey, starting point of the 3' 6" gauge Snaefell Mountain Railway, opened in 1895. A journey on this, the first mountain railway in the British Isles, then follows, showing the views to be had of the Laxey Valley and wider Manx landscape on the way up to the 2,036' summit.

Back at Laxey, we are also shown the 72' *Lady Isabella* waterwheel, designed in 1854 to extract water from local lead and zinc mines. Close by is another line operated by volunteers: the 19" gauge Laxey Mines Railway with its diminutive locomotives *Ant* and *Bee*,

replicas of originals that brought metal ore down to the washing floors. We are next taken along the remainder of the MER to Ramsey, where volunteers are gradually restoring the town's half-mile-long pier, home to yet another narrow gauge line that once brought visitors and their luggage to and from steamers docking at the pier head.

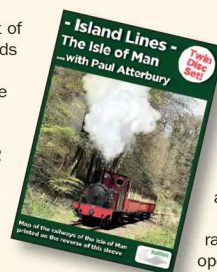
Atterbury takes a ride on that other rare survivor, the Douglas Horse Tramway, opened in 1876, and is offered a cab ride on the steam railway. We are also shown inside the railway museum at Port Erin: a note of poignancy here is that the visit features one of two interviews with dedicated Manx railway enthusiast Mike Buttell, who sadly passed away in 2024.

At the end of what is a great tribute to the Isle of Man railways, Paul Atterbury's closing remarks are that, in his opinion, the island railways are something so rare and valuable that they deserve World Heritage Status.

SA

Railfilms, available from TeleRail Ltd, The Royal Scot Suite, Carnforth Station Heritage Centre, Warton Road, Carnforth LA5 9TR, or tel 24hr Orderline on 01524 735774, or visit www.teleraill.co.uk

DVD total running time approx. 72 mins (Part 1/Disc 1 approx. 40 mins, Part 2/Disc 2 approx. 32 mins); £30.00 plus £2.00 p&p from above address, orderline or website.



Lionheart Trains reveals Ivatt 2-6-2T in O

Dapol, under its Lionheart Trains branding, has revealed pre-production samples of Ivatt Class 2-6-2T locomotive models in O gauge.

These engines were designed by H G Ivatt and constructed between 1946 and 1952 to replace older locomotives, with 10 built in the final years of the LMS and then 120 more by BR in the first four years of Nationalisation. They incorporated several labour-saving features such as hopper ashtrays and self-cleaning smokeboxes to improve operating economies.

During BR days they were allocated not only to the London Midland Region but also to the Southern and Western regions, and were equally at home hauling passenger or goods services. The last class member was withdrawn by BR in 1967, but four examples have survived into preservation.

The Lionheart Trains model incorporates full die-cast metal construction, die-cast wheels with metal tyres, a five-pole skew wound precision motor, sprung driving wheels and pony trucks, and live bearing pick-ups. The front and rear pony truck wheels are designed to operate on a cam system to allow the model to traverse 2nd radius (or 40.5"/1m radius) curves, and the locomotive also has die-cast pivoted coupling and connecting rods. There are two versions of smokebox door (one with extra lamp brackets for Southern Region locos) and an easily removable plastic cab roof, by means of small magnets, for adding a crew. Three versions of chimney are being modelled, as well as variations in guard irons on the frame or later on the pony truck.



Other touches are working cab doors in metal, full cab backhead detail, flickering firebox glow, wire handrails with stanchions in metal, sprung metal buffers and screw-link couplings. Both standard and motor-fitted variants are being modelled.

The planned livery versions comprise motor-fitted No.1205 in LMS plain black; motor-fitted No.41210 in lined black with 'BRITISH RAILWAYS' lettering; motor-fitted No.41272 in BR lined black with early emblem; standard No.41294 in BR lined black with early emblem;

Nos.41296 & 41315 in BR lined black with late crest; motor-fitted No.41215 in BR lined black with late crest; and No.41241 as preserved in Keighley & Worth Valley Railway crimson.

The RRP for Digital Command Control ready models will be £621.00, that for DCC fitted versions £656.00 and the price for DCC sound-fitted models will be £739.80, with delivery expected in the fourth quarter of 2025. For further details head to the Dapol website: www.dapol.co.uk/collections/lionheart-trains

Hornby shows off decorated J50 0-6-0Ts in TT:120



Hornby has shown progress with a trio of forthcoming new tooling locomotive projects that it has in development for TT:120 in OO. Heading these are factory decorated samples for its LNER J50 Class 0-6-0T in TT:120, plans for which were outlined in the May 2024 issue.

The models are being produced DCC ready with a six-pin socket and a three-pole motor. They also feature all-wheel pick-ups. Currently available to pre-order are J50 No.2793 in LNER unlined black – Era 3 (ref.TT3025M), No.68983 in British Railways unlined black with early emblem (ref.TT3024M) and No.68965 in BR unlined black with late crest (ref.TT3026M). The RRP is £149.99.

TT:120 Class 37 on the way

Also in development is an all-new TT:120 model of the BR Class 37, which was revealed as part of the planned phase 3 of the firm's initial launch of the scale in October 2023.

Decorated J50s in TT:120.

No specific details about the running numbers or livery variants of these models have been confirmed as yet, but it is known that they will have a five-pole motor, dual flywheel, all-wheel drive and pick-ups, directional lighting, illuminated headcodes, cab lighting and a Next18 Digital Command Control decoder socket. The models will be available

in DCC ready and DCC sound-fitted versions.

Hornby Dublo DP1 Deltic update

As for OO gauge models, in February 2023 RAILWAY MODELLER announced that Hornby would be adding a new model of the prototype English Electric DP1 Deltic diesel to the die-cast Hornby Dublo range. Now the manufacturer has revealed that this project is nearing completion. To be presented in the blue livery with white lining in which the prototype was outshopped by English Electric of Preston in 1955, and in which it is now preserved in the Locomotion museum at Shildon, Co. Durham, the model will also be available sound-fitted.

The model will feature a die-cast body, a 21-pin DCC decoder socket for digital operation, a five-pole motor with dual flywheels and dual bogie drive. Other features include working fans, cab and directional lighting, and a working nose

headlight. The latter feature was never installed on the real locomotive, although the mounting for a headlight had been included in the expectation of gaining export orders. However, the headlight on the model will be capable of being switched on and off.

The manufacturer says the Hornby Dublo model fills a gap in Hornby history, as the DP1 Deltic featured on the cover of its second edition catalogue in 1960 but never actually saw the light of day as a model at that time, unlike the BR Class 55 Deltic, which did receive a Hornby Dublo incarnation. The model has an RRP of £349.99 and is expected to arrive with retailers in winter 2025-26.

Hornby 2025 range

Full details of the manufacturer's plans for new OO gauge models in 2025 will be published in the March issue of RAILWAY MODELLER, on sale from 13 February. www.hornby.com



TT:120 Class 37 engineering sample.



Die-cast DP1 Deltic in OO.



Accurascale unveils Mirrlees engine fitted Class 37/9s in OO

Accurascale has announced a new run of its BR Class 37 diesels in OO, this time breaking new ground with models of the Class 37/9 variants which had their English Electric engines replaced in 1986-87 with Mirrlees Blackstone MB275T units from Hawker Siddeley. As well as these new engines in class members 37 901 to 37 904 being mated to a Brush BA1005A alternator, the Mirrlees unit with silencer was longer and taller than the unit it replaced, resulting in a new 'peaked' roof.

Although the Mirrlees engines provided impressive haulage capabilities and a good level of reliability, they were found to respond more slowly than the original engines, resulting in the Class 37/9 locomotives being nicknamed 'Slugs'.

As for the two class members, 37 905 and 37 906, which were fitted with Ruston RK270T engines from GEC Transportation, along with GEC G546AZ electrical equipment (also necessitating a revised roof to accommodate a new silencer layout), these are to be modelled by Accurascale at a later date.

The first release covers three of the Mirrlees examples over the full life of the sub-class, from original conversion, through their late Sectorisation period, to the present day. Accurascale advises that each of the three versions is unique, with different silencer configurations and nose side grilles depending on period.

Other details include working roof fans on both DCC ready and DCC sound versions, switchable tail lights (with right on, left on, and both on modes), revised bonnet-top doors, see-through radiator shutters with radiators behind, and engine room detail visible through the windows. In addition, a new range of



loco sounds has been recorded with assistance from Europhoenix and UK Rail Leasing.

Both of the BR grey livery versions – 37 902 *British Steel Llanwern* with yellow ends, and 37 903 marked Railfreight with yellow front and cabsides – will be available direct from Accurascale and through stockists, but 37 901 *Mirrlees Pioneer*, in Europhoenix grey with large red and white side logos and shallower yellow end

panels, will be an 'Accurascale Exclusive', with special presentation packaging and a limited edition certificate, and available only direct via the Accurascale website.

Pre-orders are now being taken. DCC ready locomotives will be priced at £189.99 and the DCC sound-fitted locomotives at £289.99, and delivery is anticipated to be in the fourth quarter of 2025.

www.accurascale.co.uk



Rapido receives Manning Wardle L Class engineering sample in OO



▲ Manning Wardle EP sample. Photo: Craig Tilley

Rapido Trains UK has revealed an engineering sample of its forthcoming range of Manning Wardle L Class 0-6-0ST locomotives in OO that was first announced in the RM October 2023 issue.

Rapido has been inspired to model the class by the fact that its General Manager, Andy Hardy, passed his steam locomotive driving test on *Matthew Murray*, an L Class built in 1903 and one of two residing on the Middleton Railway, a stone's throw from the former Manning Wardle Leeds factory. The model range will represent these diminutive locomotives – which were favoured by civil engineering contractors as well as working on several light railways – with either closed or open cab variations, as well as replicating numerous other detail differences. Individual differences are found in the cab design, cab steps, frames, wheels, buffers and bufferbeams, smokebox and smokebox doors, valves, tanks and backhead.

The Rapido L Class model will feature a smooth-running mechanism, a factory-installed speaker, NEM coupler pockets, and an ESU Next18 decoder socket. Optional parts will include vacuum pipes, coupling chains and dumb buffers. Both standard and sound-fitted variations are to be produced, with an RRP of £149.95 for the DCC ready models and £259.95 for the DCC sound-fitted locos.



▲ Tooling samples of the Dia.17 five-plank and...



▲ ...Dia.48 seven-plank Great Eastern open wagons.

Great Eastern open wagons in OO

The manufacturer has also announced that it will be expanding its selection of Great Eastern Railway models with a new range of general merchandise open wagons in OO.

The most numerous was the Diagram 17 high-sided open wagon, used primarily to transport coal. These were steel-framed, five-plank wagons with a 9' wheelbase, a set of doors on either side and an improved 10-ton load capacity. In total 12,050 examples were constructed between 1893 and 1903. Examples of the same design were built for the Lancashire, Derbyshire & East Coast Railway, which was absorbed into the Great Central Railway.

On the GER, capacity of these open wagons was increased with a new seven-plank design which became Diagram 48, with 1,300 being built up until summer 1913. In addition, 650 of the five-plank wagons were converted to Diagram 48 vehicles in 1904-11 – but retained differences apparent in the diagonal ironwork. Most of these wagons survived into LNER ownership, and 400 of them lasted past Nationalisation.

The Rapido model is to feature body tooling to cover Diagram 17 five-plank, Diagram 48 seven-plank and Diagram 48 seven-plank conversion variants. These wagons are available to pre-order priced £32.95.



▲ Livery renders of LB&SCR 8-ton vans.

LB&SCR 8-ton vans in 19 livery variants

Also new to the Rapido range in OO is a London Brighton & South Coast Railway 8-ton (Diagram 8) goods van. A total of 400 of these vehicles were built in 1878-1915. In SR ownership these vans became Diagram 1433, with several examples being sent in 1927 to the Isle of Wight. Three have survived into preservation (at the Bluebell Railway, Isle of Wight Railway and Chatham Dockyard).

The Rapido models are to be produced in 19 liveries along with variations in brakes, axleboxes and some versions with side steps fitted. These vans are available to pre-order priced £34.95. Refer to the manufacturer's website for further details:

www.rapidotrains.co.uk

More than 50 layouts and 130 exhibitors set to feature at Model Rail Scotland in Glasgow

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, Accurascale, Bachmann Collectors Club, Heljan, Hornby Hobbies and Kato, the show will feature over 50 layouts from G to N, with many like *The Summit*, 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 full list of British-outline layouts is as follows: *Bury, Thorn & Sons*, *Ceddesfield*, *Dalnotter Riverside*, *Deesyde*, *Glebe Street*, *Lockdown Lane*, *The Summit* (O); *Colinton*, *Garlieston 1900* (P4); *Dingmyre Works*, *Kyle of Macallan Locomotive Shed*, *Wharfside* (EM); *Abbey Cove*, *Back 'ut Shed*, *Beta-Dubh*, *Eden Road TMD*, *Georgemas Junction*, *Glendevon*, *Illie Town*, *Largoward*, *Life in Longmorn*, *Mailingpark West*, *Minehaven*, *Moirra Street Goods*, *Newsham Junction*, *Perceton Junction*, *Phoenix Lane*, *Stonelaw on Sea*, *Towcester*, *Trinity Dock Street Bridge*, *West Somerton* (OO); *Much Laughter Light Railway* (OO9); *Traction House Garage* (4mm); *Doumreay* (HO); *Uppingham* (3mm); *York* (2mm Finescale); *Carron Grove*, *Claremont*, *Edrom*, *Eli Wood*, *Lammermuir*, *Newcastle Triangle*, *Westertoun* (N). There will also be 130 exhibitor, society and trade stands.

The show's opening times are 10:30-18:00 on Friday & Saturday, and 10:30-17:00 on Sunday.

For further details about the show see the Societies & Clubs pages, and the Model Rail Scotland 2025 Preview feature in this issue (pages 100-101).

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

Lammermuir in N. Photo: Arran Aldr



First Deganwy Railway Modellers show boosts Parkinson's UK funds

On Saturday 23 November, despite atrocious weather conditions, over 400 people attended the first Deganwy Railway Modellers model railway exhibition, held in Llandudno in aid of Parkinson's UK.

A total of 17 layouts in a variety of gauges were on display and operated by exhibitors from many areas of North West England, along with local exhibitors and members of the N Gauge and OO9 societies.

Trade stands and demonstrations were also on view.

The organisers say the group's aim in running the exhibition was to try to get more young people involved in the hobby, and it was clear that many young people attending the event were very interested.

The model group says that, all in all, a really good day was had by everyone and £1,100 was raised for Parkinson's UK. Shown presenting the charity cheque to Keri McKie, Wales Community Fundraiser for Parkinson's UK, are Andrew Rogers, Rob Pope and Pete Latham, all of whom are Deganwy Railway Modellers members.



IRM and Heljan team up to produce Irish B Class oil tanker wagons in OO



Irish Railway Models (IRM) has revealed it has teamed up with Heljan to produce a run in OO of the former BR B Class oil tankers bought by Córas Iompair Éireann (CIÉ) in the late 1960s, regauged to 5' 3" and modified for Irish operations.

The converted wagons became synonymous with the Sligo oil trains running to the North West of the Irish Republic from North Wall, Dublin, at a stately pace of 35mph. The additional bracing fitted between the tank barrel and chassis on the prototype wagons has been replicated by IRM and Heljan. For over three decades until 2003, the services were operated as block trains, so IRM has commissioned Heljan to produce three packs of four wagons so modellers can replicate the Esso train running in block formation.

The three packs of four wagons mean that there are 12 differently numbered tank wagons available in what IRM advises is a strictly limited, one-off run. Each pack is priced at €169.99 (approximately £140.00 in sterling) and will only be available direct from the IRM and Accurascale websites, with delivery in this first quarter of 2025.

www.accurascale.com or www.irishrailwaymodels.com

Row of shops is latest in Scalescenes range of downloadable kits



The downloadable model card kits manufacturer Scalescenes has released a new kit accurately representing the 19th-century brick-built architecture of a small row of typical town shops.

The ref.T021a Row of Shops kit features modular construction and not only detailed shop fronts with a choice of brick colours – including red brick, brown brick, dark red brick and London brick – but also detailed backs and yards behind the various shops, perfect for representing the clutter and junk so often seen in such areas when viewed from a train window.

The kit, which is available for both OO and N gauge layouts, also includes:

- A choice of billboards, shop signs and interior details to suit all eras;
- The ability to easily create longer rows of buildings;
- A selection of paintings, rugs, curtains and blinds;
- Pre-shaped plywood sheets to represent boarded-up shop fronts;
- Interior wall, floor and ceiling detail;
- Optional exhaust ducting;
- A selection of different roof tiles;
- Fully illustrated instructions.

The kit is priced £7.99 and it, and the rest of the Scalescenes range of railway, dock and town buildings plus ships and boats, can be purchased and downloaded from the website, where detailed tips on what printer ink, paper and card to use and other download and construction instructions can also be found.

www.scalescenes.com

Fourdees announces Corris Railway bogie coach 'vari-kits' in 009



Narrow gauge model manufacturer Fourdees has revealed that it is producing an 009 'vari-kit' representing the original form of the Corris Railway bogie carriages, featuring two glazed-end saloons accessed from a central vestibule with access from one side only.

The manufacturer advises that although an original example, No.17, is well-known from the Talyllyn Railway, it was modified in the 1960s to ride higher on a completely new underframe, whereas the Fourdees 'vari-kit' carriages represent these vehicles as originally built by the Metropolitan Carriage & Wagon Works and now

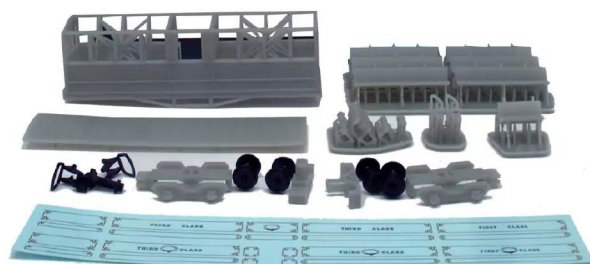


reproduced in replicas running on the revived section of the Corris Railway.

The 'vari-kit' comes with two buffer options – either Corris dumb buffers or Talyllyn Railway standard pattern ones – plus optional torpedo vents, optional carriage end vents, optional vacuum pipes and internal seating to make the vehicle either a full Third or a First/Third composite carriage.

In a first for a Fourdees kit, there is also a set of Endon Valley Custom decals replicating the elaborate style of lining for either of these full Third or First/Third composite options. The manufacturer adds that if the modeller were to buy two kits, then that would enable the creation of a full First plus full Third vehicle.

The initial run of kits, priced £49.99 including postage, is for a single vehicle which has end beading that is not quite prototypical, in order to suit decals originally produced for a very old Corris carriage kit by another manufacturer. But during the course of this year Fourdees intends to release more prototypically accurate



models of these coaches with custom-dimensioned transfers. When that happens, the coaches will be available in twin packs, similar to the Ffestiniog Railway carriage kits made by Fourdees, with a choice of either two standard Corris vehicles, or with one standard coach accompanied by one clerestory carriage. Decals will then be supplied to cover all passenger classifications.

Another twin pack will also provide a kit for carriage No.17 in its Talyllyn Railway form accompanied by original form Corris carriage No.18.

www.fourdees.co.uk

David Burnett 1954-2024

RAILWAY MODELLER has received the sad news of the death of David Burnett of Nailsea & District Model Railway Club. Douglas Richards writes:

It is with much regret to report that David Burnett suddenly passed away on Tuesday 22 October 2024, aged 70 years.

Dave (nickname 'Basil') was a founder member of Nailsea & District Model Railway Club and was still an active member. He was also a keen member of the EM Gauge Society.

He was well known amongst the model railway fraternity in the Bristol and South West area and was also for some years chairman of Nailsea MRC.

One of his most recent exhibition layouts in EM was *Great Swilling*, which featured in *RAILWAY MODELLER* not so long ago (RM July 2018 issue).

His most recent activity in the hobby was 3D printing, something he was beginning to master and enjoy.

He will be greatly missed by his family and friends but not forgotten.

Two visiting layouts in action to mark reopening of Pendon Museum for 2025 season

Following a short break over Christmas and after New Year, Pendon Museum, at Long Wittenham in Oxfordshire, will be re-opening fully on Saturday 1 and Sunday 2 February with a special exhibition of two visiting layouts for that one weekend only.

In addition to the resident layouts of *The Vale Scene*, *The Dartmoor Scene*, *The Sea Wall* and *Madder Valley Railway*, on display will be the OO gauge layouts *Much Murkle*, built by Nick Wood, and *Old Parrock*, built by Paul Rhodes and featured in the Micro Marvels section of the *RAILWAY MODELLER* September 2024 issue.

Anna Hepworth of Pendon Museum said of the visiting layouts: "Both are fantastic examples of the railway modelling hobby. Nick Wood's GWR *Much Murkle* layout represents a fictitious 1930s community in Herefordshire with a mix of scratch-built and kit-built content, all heavily modified and weathered with incredible detailing. Paul Rhodes' *Old Parrock* represents a small halt and coal yard on a fictitious railway line at the northern edge of Ashdown Forest, East Sussex, and is set in the pre-Grouping era when trains from both the London Brighton & South Coast Railway and South Eastern & Chatham Railway may be seen."

There is no additional cost for this exhibition and no need to book admission in advance. The museum will be open from the usual times of 11:00 with the last admission at 15:15.

For further details see the Societies & Clubs pages in this issue or visit: www.pendonmuseum.com



▲ *Old Parrock* in OO, as described in the September 2024 RM. Photo: Paul Rhodes

Club members refurbish Stockton & Darlington 1825 layout in time for Railway 200 celebrations

Members from Darlington Model Railway Club have volunteered to help bring back to its former glory the *Stockton & Darlington 1825* layout, built by past members 50 years ago for the Head of Steam Museum. It was featured in the September 1975 issue of *RAILWAY MODELLER* to mark the 150th anniversary of the opening of the first public railway to use steam traction.

Back in the 1970s the club was called the Americana MRC of Darlington and the layout covered the Stockton & Darlington Railway route from Shildon via Heighington, Darlington, Fighting Cocks, Eaglescliffe to Darlington, Stockton Quay with branches to Blackboy, Croft & Yarm and incorporating two passing loops.

Now, as the spotlight again falls on Darlington in this year of S&DR bicentenary commemorations, the layout has been renovated to a high standard at the former museum, which is now an attraction called Hopetown Darlington.

The gateway to this attraction is the Grade II*-listed The Goods Shed,

originally constructed in 1833 to handle freight in the early days of the S&DR, and is the earliest known surviving railway goods shed in the country. Now restored, it is home to a café, gift shop and a digital media experience, as well as the working model railway.

Other parts of the site include Grade II*-listed North Road Station Museum, where visitors can explore the story of Darlington's pioneering role in rail transport in the early 19th century. Next, the historic Carriage Works is a Grade II-listed building originally constructed in 1853. It hosts the Exhibition Hall, a venue for special events and visiting exhibitions. Also within the Carriage Works is The Stores, home to archives and artefacts not on permanent display. The Space (within The Stores) is an area specially designed for community exhibitions exploring Darlington and the town's railway heritage.

Also on the site is Darlington Locomotive Works, home to The A1 Steam Locomotive Trust, where visitors

can see live engineering in action via a high-level viewing gallery.

In addition, also open on certain days is the 1861 Shed (sometimes known as North Road Locomotive Works), which used to be a wagon repair shop but has been brought back into use as the new shared home for the Darlington Railway Preservation Society and the North Eastern Locomotive Preservation Group.

Close by is the Grade I-listed Skerne Bridge, the oldest railway bridge in the world still in continuous operation, which overlooks Skerne Bridge Car Park. The bridge famously carried No.1 *Locomotion* and its passengers across the River Skerne on 27 September 1825, in which form it features on the model layout – and the prototype bridge is still used today by local services on the Bishop Auckland to Saltburn line.

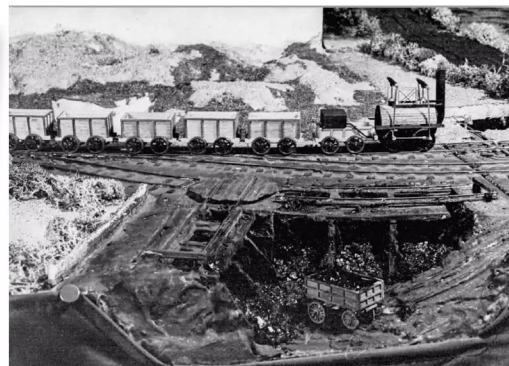
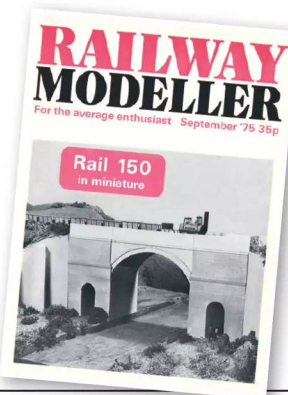
Also on the Hopetown site is Foundry Green, named after Hopetown Foundry – established in 1832 and which this year will host up to a predicted 5,000 visitors for outdoor commemorative events as



Members of Darlington MRC refurbishing the S&DR 1825 layout.

the Railway 200 programme of national celebrations take place.

www.hopetowndarlington.co.uk



New modern building kits, trees and animals available from Miniocity

A Paignton-based company has released a new range of contemporary card building kits, plus model trees and farm animals, for modellers in OO.

Spotting what they see as a gap in the market, the proprietors of Miniocity, husband and wife team Paul and Katie Baglin, have designed and manufactured an initial selection of four 4mm scale modern buildings as card kits. These comprise: Static Caravans, Modern Industrial Units, Modern Retail Units and Pavement Sections, with more new kits to follow in 2025.

Each kit is printed in full colour and mounted on 1mm greyboard, before being die-cut for ease of release for the modeller. Full colour, easy to use instructions are included with each kit, alongside an insert sheet for the windows and doors, where applicable. Paul and Katie

have tried to ensure the kits are as easy to construct as possible and say they will always gladly accept any feedback and ideas for new kits.

Alongside the new buildings kits, the Baglins have made available a limited range of animals and trees, also in 4mm scale, with some of the trees also being suitable for other scales. There is also a set of picnic tables with bench seating. As with the buildings kits range, the trees and figures are available to model shops at trade prices.

www.miniocity.co.uk



Modern Industrial units.



Static caravan.

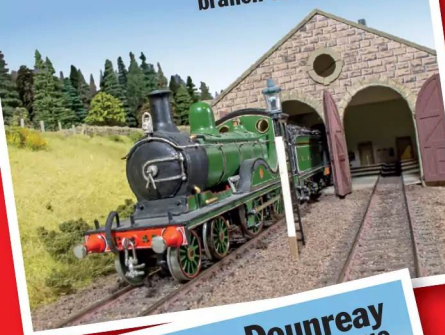


4mm scale trees.

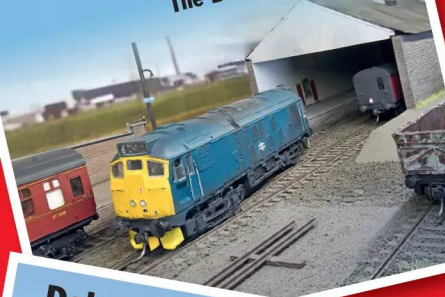
Coming next month

**March 2025 –
Out Thursday 13 Feb.**

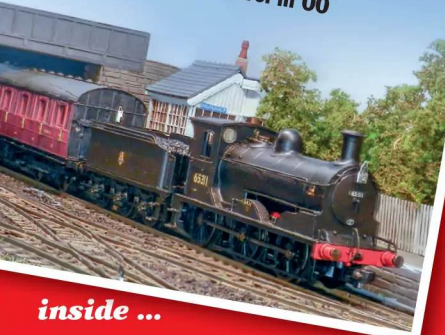
Dallas
A might-have-been Scottish
branch terminus in OO



Dounreay
The BR diesel era in HO



Dalmunach
A Speyside micro marvel in OO



inside ...

- **'JONES GOODS' PROFILE**
This class of Highland Railway 4-6-0s – drawn, described and reviewed in OO
- **FARINGDON**
An Oxfordshire branch terminus in P4
- **MAKING A START IN OO9**
Chris Ford adds the finishing touches to his narrow gauge layout build

**plus all the
regular features**

Signals maker Absolute Aspects reveals Ground Position Lights designs

Absolute Aspects, which specialises in producing model colour light signals handmade to order, has provided photos of its new Ground Position Lights which will be available for both 4mm and 7mm scale layouts.

The manufacturer uses brass, whitmetal and 3D-printed designs to create two-, three- and four-aspect signals with junction indicators and position lights using the latest LED technology. The company also accepts projects to build bespoke signals, including gantries to fit any layout and level of detail in N, OO and O. Among its specialities are Banner Repeaters, SPAD (Signals Passed at Danger) indicators and, in this case, Ground Position Signals.

Once existing stocks have been cleared – thought to be early in 2025 – the new Ground Position Lights will replace the older (R/W-W/W) and modern (R/R-W/W) style GPLs, combining them into one simple product. The different styles are dependent on which of the wires you power. The modeller simply needs to



power the following wire colours to light the following aspect(s): Blue – Common Negative; Red – R/R; White – W/W; Green – R/W.

The modeller first needs to connect the common negative wire on the signal (blue for original/modern GPL, or white for Limit of Shunt GPL) to the negative terminal on their 12V dc power supply. Then for an old style GPL, they need to connect the green and white wires, individually, to a positive 12V dc power supply via a switch or DCC decoder. However, for a modern style GPL, they need to connect the red and white wires, again individually, to those same power

sources. Finally, for a Limit Of Shunt GPL, they need to connect the red wire to a 12V dc power supply, again via a switch or DCC decoder.

Updated instructions are included with each product and the new signals will only be available in Common Cathode/Negative polarity. All GPLs come fitted with resistors and can be powered directly with a 12 Volt dc power supply; you can also power GPLs via a compatible DCC signal decoder.

The 7mm scale GPLs will be priced £45.00 each and the 4mm scale GPLs at £30.00 each. For further details visit: <https://absoluteaspects.com>

BR Lines is now under new management as Farish 'N' Spares

After 43 years of trading as BR Lines and being involved with the brand of Graham Farish, Bob Russell has decided it is time to retire – not before time, in his wife Margaret's opinion!

Bob has sold the business as a going concern to Lee Palmer, of LP Rails and Repairs Ltd, who he has known for 25 years, and it is now trading under the name Farish 'N' Spares.

Bob explains: "Four years ago, Lee took on the repair side of the business. He has been successful following in my footsteps and doing a great job. He will take over the sales of spares as well as the servicing of locos, etc. I would like to wish Lee and his wife Jane every success with this new venture. They are eager to get cracking with it and determined to keep the standard and service at the top of their agenda. In addition, he offers a chip and sound card fitting service.

"I would like to mention all the support, advice and assistance I have had from publications and model clubs when we have travelled around the country to their rail exhibitions, selling items to members and the public for their hobby. Bachmann has been excellent over the years and has

accepted my retirement and transfer of the business to LP Rails. For those customers who require spares and repairs, you can continue to get support from Lee. Customers have been loyal over the many years. I wish them all good health and happiness in the future. The Farish 'N' Spares website will be operated in the same manner as before my retirement, with the exception of you paying LP Rails through the website instead of BR Lines."

For his part, Lee Palmer says of taking over the business: "I have always carried out my own repairs and fitted DCC into my models. I worked at Bachmann Europe for two years in the Service Department repairing and servicing mostly N gauge models, but worked on OO ones as well. I pride myself on giving a friendly professional service, providing help and support to modellers as needed. As well as servicing and repairing, I also fit non-sound and sound decoders subject to the suitability of the model."

Lee's contact details are as follows: LP Rails and Repairs Ltd, 48 Hedington Way, West Knighton, Leicester LE2 6HF; telephone 0116 2121741; email LPRAILS20@gmail.com; website:

www.farishnspares.co.uk

Product Development Engineer Louis joins Revolution Trains team

Revolution Trains has announced that CAD designer Louis Spurgin is joining the company as Product Development Engineer.

He becomes the fifth full-time member of the Revolution team, alongside Directors Mike Hale and Ben Ando, Designer Mike Buick and Customer Services Manager Simon Veasey.

Louis graduated from Nottingham Trent University in 2021 and joins Revolution after spending three years at Hornby, where he was responsible for the design of several models including the LMS Princess Coronation Class steam locomotives in TT:120 and the TTA tank wagon in both OO and

TT:120, plus the upcoming BR Class 37 and 31 locomotives in TT:120.

In his new role Louis will be helping to develop new products as well as maintaining a high standard of production with current models.

Louis said of his new role: "I am delighted and excited to join the guys from Revolution, having been impressed with their models and hearing good things about them. Being part of a much smaller team brings its challenges, but also the opportunity to take greater responsibility for individual projects, while refining my existing CAD design skills and playing a bigger role in product selection and research."

Ben Ando said:

"Louis is young and full of ideas. We've been impressed with his 3D design skills, and he has considerable experience in TT:120 which is an area of the hobby we are exploring."

Louis is currently designing a completely new locomotive and wagon for Revolution, and it is anticipated that he will be helping to man the firm's stand at Model Rail Scotland in Glasgow in February – for further details of that show see the Societies & Clubs pages and other news items in this RM issue.

www.revolutiontrains.com



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.

APRIL 2025 issue deadline: FEBRUARY 1st

LIVE EVENTS

Saturday 11 January

BEAMINSTER, Dorset

Organiser: Bridport & District MRC.

Venue: The Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF.

Open: 1000-1600

Admission: adults £5.00, under-16s £3.00, accompanied children free. (Card accepted).

Amenities: full disabled access, car park nearby and light refreshments all day.

Features: 20 layouts, demonstrations and trade stands.

Contact: Ken Banks, 07484 213267.

Email: kenbanksrailway@gmail.com

Facebook: www.facebook.com/groups/1926159614193211/

Saturday 11 January

HEYWOOD, Lancashire

Event: Open Day.

Organiser: Heywood Model Railway Group.

Venue: Unit 4, River Street, Heywood, Lancashire OL10 4AB.

Open: 1000-1600

Admission: adults £3.00, acpd children free.

Amenities: free parking, wheelchair access. Refreshments available.

Features: open day for club test tracks in N, OO9, OO and O gauge. Run your own locos. Plus club shop.

Website: <https://www.hmrg.net/>

Saturday 11 January

ILTON, Somerset

Event: SWOONs Open Day.

Organiser: South West OO9 Modellers.

Venue: Merryfield Hall, Iilton, Somerset TA19 9HG.

Open: 1000-1600

Admission: £3.00 per person.

Amenities: venue has car parking & disabled access. Refreshments available.

Features: a range of OO9 and narrow gauge layouts plus an OO9 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 facilities for disabled people and a disabled toilet. Refreshments available.

Features: layouts including: *Egdean SR*, *Templegate Goods* (O); *Express Daisy Sidings* (EM); *MMDMRC layout* (OO) plus *club kiddies' layout*; *Mynydd y Ddraig* (OO9); *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: julliansaxtonmmdmrc@btinternet.com

Website: www.mmdmrc.org.uk

Facebook: www.facebook.com/marlow-maidenheaddistrictmodrailwayclub/

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. Cash & card payments are accepted throughout the exhibition.

Amenities: venue has free 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: around 17 layouts including: *Aldington Central*, *Brilles End GWR*, *Brief Encounter Monochrome*, *Fareford Depot*, *NCB Houses Fence*, *Oldhaven*, *Rossiter Rise*, *The Lady Killers* (OO); *Fursdale* (OO9); *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

UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.

Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.

Open: 1000-1600

Admission: Free but donations welcome.

Amenities: garden centre with parking located close to junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.

Features: *Tiverton Junction* (30' long OO gauge model) with early 1960s era trains operating on this open day, and *Soldor*, home to a little blue engine, driven by visitors. Plus club layouts.

Website: www.cvmrc.co.uk

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/special-events.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 U16s free, unacpd children £4.00, families £10.00. Tickets can be purchased in advance via the society website.

Amenities: there is plenty of parking available in adjacent Sibson Road and Wanlip Road. Venue location what3words ref is caked.bought.lance.

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: 07948 419664.

Email: systonmodelrailway@gmx.co.uk

Website: www.systonmrs.org.uk

Facebook: www.facebook.com/systonmrs

Saturday 18 & Sunday 19 January

CANTERBURY, Kent

Event: Canterbury Model Railway Exhibition.

Organiser: City of Canterbury MRS.

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* (OO Finescale); *Asham Cement Works*, *Llanfair Caereinion* (OO9); *Obbekær* (P87); *Barnwood* (N). 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 RAILWAY 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 sat nav). There is free car parking on site.

Southampton & District Transport Heritage Trust (www.sadtht.co.uk) will be providing an approximately 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 Bluestair Route 2 (Southampton – Eastleigh – Fair Oak) from Eastleigh station, stops in Derby Road near Tennyson Road; and Bluestair 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*, *Poiss Road Canal Basin*, *Staindrop* (O); *Heston Wharf*, *Longwood Edge*, *Trelice* (P4); *Express Daisy Sidings*, *Kinnmundy*, *St Holdens* (EM); *Brankstone*, *Shap*, *Tintagel Road* (OO); *Devil's Bridge*, *Sandy Shores* (OO9); *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.southamptonmodelrailway.society.co.uk

Saturday 25 & Sunday 26 January

THAMESMEAD MODEL RAILWAY EXHIBITION

ERITH, South East London

Organiser: Erith Model Railway Society.

Venue: Harris Garrard Academy, Yarmton 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.



▲ *Brief Encounter*, in monochrome, will appear at the Bognor Regis and Erith exhibitions in January, and Princes Risborough in February. Photo: Andrew Burnham

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.

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 Hare* (Modular Layout), *Ospringe* (St Peter's) & *Water Lane*, *Quarry Falls*, *Relham*, *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/?_rd

Saturday 25 & Sunday 26 January **IRVINE, North Ayrshire**

Event: Kilmarnock & District Model Railway Club Exhibition 2025.

Organiser: Kilmarnock & District MRC.

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 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 **PONTEFRAC, West Yorkshire**

Event: Model Railway Show.

Organiser: Normanton & Pontefract Railway Modellers Society.

Venue: Pontefract Racecourse, Park Road, Pontefract WF8 4QD.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00, acpd U16s free (card payment accepted).

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, demonstrations, trade support and club sales stand.

Facebook: www.facebook.com/p/Normanton-and-Pontefract-RMS/

Sunday 26 January **UFFCULME, Devon**

Organiser: Culm Valley Model Railway Club.

Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.

Open: 1000-1600

Admission: free but donations welcome.

Amenities: garden centre with parking located close to junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.

Features: *Tiverton Junction* (30' long OO gauge model) with 60 years of steam and diesel traction operating on this open day, and *Soldor*, home to a little blue engine, driven by visitors. Plus club layouts.

Website: www.cvmrc.co.uk

Saturday 1 February **HILLINGDON, London**

Event: Test Track Open Day.

Organiser: Hillingdon Railway Modellers.

Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF.

Open: 1000-1500

Admission: £6.00 entry.

Amenities: nearest rail station is West Drayton (12 minutes walk) or take local bus services 222, 350, U1, U3 & U5. Refreshments will be available all day

Features: take along your O, OO or N gauge locos and trains to run on the club's three test tracks – dc and DCC are available, but sorry, no live steam. Test Track Open Day is not an exhibition, but a chance to meet fellow modellers and try out your models. Expert help is on hand from knowledgeable club members if you have any problems with your models, and the club welcomes new members should you wish to join.

Contact: Peter, 020 8368 4090.

Website:

www.hillingdonrailwaymodellers.co.uk

Saturday 1 February **SHIREHAMPTON, Bristol**

Event: Shirehampton MRC Annual Model Rail Exhibition

Organiser: Shirehampton Model Railway Club.

Venue: Shirehampton Model Hall, Station Road, Shirehampton, Bristol BS11 9TU.

Open: 1000-1630

Admission: adults £5.00, family (4 members) £7.00 (payment by cash only).

Amenities: tea and coffee available.

Features: six layouts plus trade support.

Contact: Phil Sanders, 01275 842035.

Email: shirehamptonmrc@gmail.com

Website: https://shirehamptonmrc.com

Facebook: www.facebook.com/ShirehamptonMRC/?locale=en_GB

Saturday 1 February **SOUTHAMPTON, Hampshire**

Event: Southampton Toy Fair

Organiser: Ron Lines.

Venue: St. James Road Methodist Church, St James Road, Shirley, Southampton SO15 5HE.

Open: 1000-1330 (last admission 1300)

Admission: adults £2.00, U12s free.

Amenities: free parking available as well as on street parking. Café on site.

Features: sale of model trains, vehicles and other collectibles.

Contact: 02380 772 681.

Website: www.ronlines.com/southampton-toy-fair.html

Saturday 1 & Sunday 2 February **ALTON, Hampshire**

Event: Alton Model Railway Group Exhibition.

Organiser: Alton Model Railway Group.

Venue: Eggars School, London Road, Alton, Hampshire GU34 4EQ.

Open: Saturday 1030-1700

Sunday 1030-1600

Admission: adults £8.00, acpd U16s free.

Amenities: free vintage bus from Alton railway station, extended free parking, large area for disabled drivers near entrance, wheelchair access to all areas with help available, hot and cold refreshments.

Features: layouts including: *Lower Exbury*, *Rolvenden* (P4); *Sundown Lane* (EM); *Lockdown Sidings*, *Redbridge Wharf*, *Rookery Lane* (OO); *Woodbury Wharf* (OO9); *Kleine Abula* (HO); *Wykeham* (N); plus trade & society stands and demonstrations.

Contact: Mark Pretious, 07508 613690.

Website: www.febex.co.uk

Saturday 1 & Sunday 2 February **KENDAL, Cumbria**

Event: Kendal Model Railway Exhibition 2025.

Organiser: Kendal Model Railway Club.

Venue: Kendal Leisure Centre, Burton Rd, Kendal LA9 7HX.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.50, children 6-18 £2.50.

Amenities: there is a small charge of £3.00 for car parking all day, available from the Leisure Centre reception desk (card payments only). Blue badge holders are not exempt



▲ **Old Parrock**, depicting East Sussex in OO gauge, will be one of two guest layouts at the reopening of Pendon Museum for the 2025 season. Photo: Paul Rhodes

unless it is a local badge. Light refreshments are available from the Leisure Centre café.

Features: layouts including: *Wolfe Low* (O); *Dalehead*, *Eastgate*, *Fen Marsh TMD*, *Middleton Road* (OO); *Studio Tours* (OO/OO9 Harry Potter themed); *Glenfies* (OO/3 County Donegal); *Simba Market* (OO9 Darjeeling); *Delyn-y-Coed* (3mm TT); *Annerley*, *Falahill* (N) plus *Isle of Sodor* Thomas type layout. Also demonstrations and other displays, as well as trade and society stands.

Contact: Ian Conway, 01539 733844.

Website: www.kendalmrc.org

Saturday 1 & Sunday 2 February **LONG WITTENHAM, Oxfordshire**

Event: Museum reopening for 2025 season.

Organiser: Pendon Museum.

Venue: Pendon Museum, High Street, Long Wittenham, Abingdon OX14 4QD.

Open: both days 1100-1600 (with last entry at 1515).

Admission: adults £8.00, over 60s £7.00, children aged 5-16 £6.00, under-5s free, family groups (2+2) £24.00. Free entry for Individual or Family Friends of Pendon.

Amenities: small free car park. Limited public transport. First floor *Madder Valley Railway* and *Dartmoor Gallery* is fully accessible with disabled parking space and accessible toilet – view for young children and wheelchair users is restricted but periscopes available. Second floor with *Vale Gallery* is on a ramp, with stairlift. Shop and light refreshments.

Features: to celebrate the reopening of Pendon Museum for the 2025 season after a short break, in addition to the resident model railways there will be a special exhibition of two visiting layouts for one weekend only. On display will be the layouts *Much Murkile*, by Nick Wood, portraying a fictitious 1930s community in Herefordshire with a mix of scratch-built and kit-built content, all heavily modified and weathered with much detailing; and *Old Parrock* by Paul Rhodes (featured in the RM September 2024 issue), representing a small halt and coal yard on a fictitious line at the northern edge of the Ashdown Forest in East Sussex, and set in the pre-Grouping era when trains from both the LBSCR and SECR could be seen. Both layouts are fine examples of the railway modelling hobby. There is no additional cost for this exhibition and no need to book admission in advance.

Email: info@pendonmuseum.com

Website: www.pendonmuseum.com

Facebook: www.facebook.com/pendonmuseum/?locale=en_GB

Sunday 2 February **HALIFAX, West Yorkshire**

Event: Club Room Open Day.

Organiser: Halifax Model Railway Club Ltd.

Venue: 2-4 Deal Street, Halifax HX1 1QE.

Open: 1000-1600

Admission: adults £3.50, family £6.00, concessions £2.50.

Amenities: there is plenty of car parking nearby but, unfortunately, there is no disabled access available at present. Refreshments are available all day, with lunch served from

1200-1400.

Features: 10 layouts in N, OO9, OO and O plus trade stand.

Email:

halifaxmodelrailwayclubltd@gmail.com (club secretary)

Website:

www.halifaxmodelrailwayclubltd.co.uk

Saturday 8 February **HEYWOOD, Lancashire**

Event: Open Day.

Organiser: Heywood Model Railway Group.

Venue: Unit 4, River Street, Heywood, Lancashire OL10 4AB.

Open: 1000-1600

Admission: £3.00 per adult, acpd children free.

Amenities: free parking, wheelchair access. Refreshments available.

Features: open day for club test tracks in N, OO9, OO and O gauge. Run your own locos. Plus club shop.

Website: https://www.hmrg.net/

Saturday 8 & Sunday 9 February **TEMPLECOMBE, Somerset**

Event: Gartell Light Railway 19th Annual Exhibition.

Organisers: Cale Rail and Gartell Light Railway.

Venue: Gartell Light Railway, Common Lane, Yeston, nr Templecombe, Somerset BA8 0NB.

Open: both days 1000-1600

Admission: adults £6.00, children £1.00.

Amenities: large free car park. Disabled access to most areas of the site. Refreshments available at Pines Buffet. Train service operating on the GLR 2' gauge (subject to additional charge and availability). Railway shop.

Features: 10-plus layouts and 3 trade stands.

Contact: 07970 13270.

Website: www.newglr.weebly.com

Facebook: www.facebook.com/Calerail/?locale=en_GB

Sunday 9 February **UFFCULME, Devon**

Organiser: Culm Valley Model Railway Club.

Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.

Open: 1000-1600

Admission: Free but donations welcome.

Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.

Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.

Website: www.cvmrc.co.uk

Friday 14 & Saturday 15 February **MODEL RAIL 2025** **SOUTH SHIELDS, Tyne & Wear**

Organiser: The Salvation Army, South Shields.

Venue: The Salvation Army, Wawn Street, South Shields, Tyne & Wear NE33 4EB.

Open: Friday 1300-2000

Saturday 1000-1700

Admission: adults £5.00, U16s free (please



▲ **The Summit, a Settle & Carlisle-inspired model in O gauge, is one of the layouts booked for Model Rail Scotland in Glasgow in February. Photo: Steve Flint**

note this is a cash-only venue – exhibition helps to raise funds to enable the Salvation Army to carry out community work in the local area).

Amenities: this is a disabled-friendly event with level access to all areas of the building. Refreshments available for purchase in the café with a range of food and drinks.

Features: layouts in different scales and sizes that will interest all ages, including a battery-operated layout that youngsters can operate. Plus traders selling model railway accessories and equipment.

Contact: 0191 455 3710.

Email: south.shields@salvationarmy.org.uk

Saturday 15 February TONBRIDGE, Kent

Event: Tonbridge Model Railway Exhibition.

Organiser: Tonbridge Model Railway Club.

Venue: The Angel Leisure Centre, Angel Lane, Tonbridge, Kent TN9 1SF.

Open: 1000-1700

Admission: adults £8.00, children (10-16) £1.00, children under 10 free (payment can be by cash or card).

Amenities: there are a number of car parks nearby (charges apply) or venue is a five-minute walk from Tonbridge railway station and a short walk from High Street bus stops. Venue has disabled parking spaces close to the entrance for disabled badge holders, automatic entrance doors, lifts and level access making it accessible for wheelchairs. Light refreshments available.

Features: around 20 working layouts, including: Gas Street Yard, Holmshurst, Oakley Lane, Westerham (O); Bedlam Brewery (O-16.5); Wantage Tramway, Wheel Elizabeth (P4); Janes' Creek (EM); Albert Street Parcels, Berwick Town, Collingwood, Holden Lane, Wellbridge (OO); 1914-1918 Winter in France (OO9); Cessy-en-bois, Kamlack Falls (HO); Penworth, St Saviour Street (2mm Finescale); Brinklow, Cedar Canyon Junction, Kingsnorth (N) plus trade support.

Contact: Jon Gettons, 01959 523840.

Email: tonbridgemrc@yahoo.co.uk

Website: www.tonbridgemrc.com

Facebook: www.facebook.com/events/angel-centre/tonbridge-model-railway-exhibition-2025/152225958664749/

Saturday 15 & Sunday 16 February CHAPEL-EN-LE-FRITH, Derbyshire

Event: New Mills and District Railway Modellers (NMDRM) 49th Annual exhibition.

Organiser: New Mills and District Railway Modellers (NMDRM).

Venue: Chapel-en-le-Frith Leisure Centre, Derbyshire SK23 0TQ.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £8.00, acpd U16s free (cash or cards accepted).

Amenities: free on-site parking at Leisure Centre/School. Chapel-en-le-Frith station, on the Manchester to Buxton line, is half a mile away (note there is no bus link). Exhibition is all on ground floor with disabled access (toilets/wide doors etc).

Features: 22 layouts, including *Helston* featured in this RAILWAY MODELLER issue, plus

six demonstrations, six traders & four society stands.

Email: exhibition@nmdrm.co.uk

Website: www.nmdrm.co.uk

Saturday 15 & Sunday 16 February HIGHBRIDGE, Somerset

Event: Annual O-Gauge Model Railway Exhibition.

Organiser: The Sedgemoor Gauge-O-Group.

Venue: The King Alfred School & Academy, Burnham Road, Highbridge, Somerset TA9 3EE.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults £7.00, acpd children under 14 free.

Amenities: free car parking, level site, refreshments available.

Features: eight layouts plus trade stands.

Contact: Paul Cox, 07813 014722.

Website: www.gaugeoguild.com/news/news_details.aspx?id=3159

Facebook: https://www.facebook.com/groups/925593368340302/

Saturday 15 & Sunday 16 February WESTON-SUPER-MARE, North Somerset

Event: Weston-Super-Mare Model Railway Show 2025.

Organiser: Burnham MRC.

Venue: Priory Community School, Queens Way, Weston-Super-Mare BS22 6BP.

Open: 1000-1600

Admission: adults £8.00, acpd children free.

Amenities: free parking, step-free access and light catering.

Features: 24 layouts plus 12 trade stands.

Website: www.bdmrc.co.uk

Sunday 16 February OLDBURY, West Midlands

Event: 'Warley at Home' Winter Open Day.

Organiser: Warley Model Railway Club.

Venue: The Clubrooms, Unit 1F Pearsall Drive, Oldbury, West Midlands B69 2RA.

Open: 1100-1600

Admission: free, but donations welcome.

Amenities: extensive library with borrow and reference sections, free tea & coffee facilities.

Features: the annual winter open day of the Warley Club, featuring working layouts in all the popular scales, layouts under construction, the Club library, demonstrations, a members' bring & buy stand and the opportunity to see the facilities available to members, and meet with members within our home clubroom.

Website: www.warley-mrc.org.uk

Friday 21, Saturday 22 & Sunday 23 February MODEL RAIL SCOTLAND 2025 GLASGOW

Organiser: AMRSS Ltd.

Venue: Hall 3, Scottish Event Campus, Exhibition Way, Glasgow G3 8YW.

Open: Friday & Saturday 1030-1800

Sunday 1030-1700

Admission: adults £17.00, U16s £5.00 and families (2+2) £35.00. Tickets can be

purchased in advance from the website.

Amenities: the SEC has a multi-storey car park run by Glasgow City Council, with charges for up to one hour's parking priced at £5.50 & for 1-12 hours £11.00. A vintage bus service will connect the venue with Glasgow Central and Queen Street stations – see website for details. Every hall in the SEC Centre is at ground level, making events easily accessible for wheelchair users. There are food and drink outlets at the SEC.

Features: over 50 layouts including: German Mainline (G); Arcadia Pennsylvania Terminal [US outline], Bury, Thorn & Sons, Ceddesfield, Dainotter Riverside, Deesyde, Glebe Street, Lockdown Lane, The Summit (O); Colinton, Garlieston 1900 (P4); Dingmyre Works, Kyle of Macallan Locomotive Shed, Wharfedale (EM); Abbey Cove, Back 'ut Shed, Beta-Dubh, Eden Road TMD, Georgemas Junction, Glendevon, Illie Town, Largoward, Life in Longmorn, Mallingpark West, Minehaven, Moira Street Goods, Newsham Junction, Perceton Junction, Phoenix Lane, Stonelaw on Sea, Towcester, Trinity Dock Street Bridge, West Somerton (OO); Much Laughter Light Railway (OO9); Traction House Garage (4mm); Dounreay [Scottish outline], Bryford County Terminal [US outline], Charlottesville [US railways], Mallecombe [French outline], Port Kembla [Australian Railways], Shuri Koya [Japanese outline], Wolfstätt [Austrian Railways] (HO); Uppingham (3mm); York (2mm Finescale); Calla Fountain Crossing [USA outline], Carron Grove, Claremont, Edrom, Eli Wood, Lammermuir, Newcastle Triangle, Westertown (N). Plus many trade and society stands.

Contact: 07879 511403.

Website: www.modelrail-scotland.co.uk

Facebook: www.facebook.com/ModelRailScotland/?locale=en_GB

Saturday 22 February FALMOUTH, Cornwall

Event: Falmouth Society of Railway Modellers Open Day.

Organiser: Falmouth Society of Railway Modellers.

Venue: St Mary's Catholic Church Hall, Killigrew Street, Falmouth, Cornwall TR11 3PR.

Open: 1000-1600

Admission: entry is free.

Amenities: free parking & disabled access. Refreshments available.

Features: 6 layouts in various gauges plus society sales stand.

Contact: 01326 319922.

Email: tedschofield@talktalk.net

Website: http://fsrm.weebly.com

Saturday 22 February RISEX 2025 MODEL RAILWAY EXHIBITION PRINCES RISBOROUGH, Buckinghamshire

Organiser: Risborough & District MRC.

Venue: Wades Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX.

Open: 1000-1700

Admission: adults £7.00, children (5-17) £1.00.

Amenities: disabled access, light refreshments.

Features: local layouts including: Burton Bradstock (EM); Astonbury Junction, Brief Encounter by Dawn Quest, Mothecombe, Pacific Crossing [Birkenhead] (OO); Achaiaj [Himalayan], Quarry Lane End (OO9). Plus traders, club stand, second-hand stall, society stands and expert demonstrations.

Email: risexmanager@rdmrc.org.uk

Website: www.rdmrc.org.uk

Saturday 22 February READING, Berkshire

Event: Kenavon (East Reading) Model Railway Exhibition.

Organiser: Kenavon Railway Society in support of the Cholsey & Wallingford Railway.

Venue: The Warehouse, 1a Cumberland Road, Reading RG1 3LB.

Open: 1000-1630

Admission: adults £4.50, seniors £4.00, children £2.50, families £10.00.

Amenities: there is limited parking in the church car park off Norwood Road, or alternatively pay & display parking is available at the Hope & Bear Inn on King's Road, or up to 3 hours' free parking at Palmer Park (10 mins walk away). Venue is on the following bus

routes: Nos.4, X4 from Reading/Wokingham/Bracknell; Nos.13, 14 from Reading/Woodley; No.17 from Tilehurst, Reading and Earley; Nos. 127/128/129 from Reading/Woodley/Maidenhead; No.702 from Reading/Bracknell/Slough/London; No.850 from Reading/Twyford/Henley/Marlow/Wycombe; Rail Air 1 from Reading/Heathrow. Venue is fully wheelchair accessible. Refreshments available.

Features: 20 layouts including: Quarry View (O – featured in this issue of RAILWAY MODELLER); Horsebridge Wharf (EM); Albert Road, Black Fen, Earledean [GWR], Egham Hill, Rossiter Rise [London Underground], Wallingford [preservation] (OO); Selbourne (OO9); Criel Place [French], Potomac Street [USA], San Rocco [Italian] (HO); Castle Hill, Los Animals [American] (N). Plus trade support.

Website: https://standingrichard.wixsite.com/kenavon/exhibition-copy

Saturday 22 & Sunday 23 February TENTERDEN, Kent

Event: 2025 Tenterden Model Railway Exhibition.

Organiser: Ashford Model Railway Club.

Venue: Homewood School, Ashford Road, Tenterden TN30 6LT.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.00, children £3.00, concessions £5.00, family of four £15.00, under-5s free.

Amenities: free parking with disabled access. Refreshments available.

Features: two halls of layouts, trade stands.

Email: info@ashfordmrc.co.uk

Website: www.ashfordmrc.co.uk

Saturday 22 & Sunday 23 February YORK, North Yorkshire

Event: York Against Cancer Model Railway Show.

Organiser: Ebor Group of Railway Modellers.

Venue: Holy Trinity Church Hall, Melrosegate, Heworth, York YO31 0RP.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £4.00, children £1.00, U5s free.

Amenities: on-street parking nearby & limited disabled access. Toilets. Refreshments available, courtesy of the York Against Cancer charity team.

Features: eight layouts in various gauges, including a children's interactive OO gauge layout with design by Paul Lunn. Also demonstrations, trade stands and Ebor Group of Railway Modellers shop.

Contact: show manager John Farrall by email address below.

Email: farrall59@btinternet.com

Facebook: https://www.facebook.com/events/486811333001943/?ref_source=NEWS_FEED&rd

Sunday 23 February HEANOR, Derbyshire

Event: Ilkeston (Woodside) Model Railway Club 20th Annual Show.

Organiser: Ilkeston (Woodside) MRC.

Venue: Heanor Miners Welfare, Ilkeston Road, Heanor, Derbyshire DE75 7DT.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free.

Amenities: free car parking, disabled access to all areas. Café available.

Features: selection of layouts, including Freya Lane, Linwood Lane (OO); Stamford East (N) and self-drive Thomas & Friends layout in OO, along with club stall and trade support. Free model magazines available.

Contact: 07930 909571.

Website: www.ilkestonwoodsidesmrc.co.uk

Sunday 23 February UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.

Venue: Old Well Garden Centre, Waterfoot Cross, Uffculme, Cullompton EX15 3ES.

Open: 1000-1600

Admission: Free but donations welcome.

Amenities: garden centre with parking located close to Junc 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.

Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.co.uk

MEETINGS

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

Thursday 9 January – 1330

Stephenson Locomotive Society
Deltics On Parade – Photographs Of English Electric's Finest Between King's Cross And Berwick by Trevor Ermel.
Venue: The Conference Room, 1st floor, (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Entry: free. Visitors welcome.
Website: www.slsnewcastle.org.uk

Saturday 11 January – 1400

Stephenson Locomotive Society
'Were Two Great Western Railway Locomotives The Same?' by Gerry Nichols.
Venue: Kidderminster Railway Museum, adjoining Severn Valley Railway station, DY10 1QX.
Entry: free. Visitors welcome.
Contact: 01597 824408.

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

Tuesday 14 January – 1930

Wells Railway Fraternity
'My 1960s negatives' by Richard Blunden, followed by 'The Listowel & Ballybunion Railway' by Malcolm Dowson.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: £4.00 for non-members.
Contact: Andrew Tucker, 01749 830695.
Website: www.railwells.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.

Saturday 18 January – 1400

Stephenson Locomotive Society
'Carriage Cleaners: Hidden From History' by Julia Winterson.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Entry: free. Visitors welcome.
Contact: 0161 442 6178.

Tuesday 21 January – 1400

Stephenson Locomotive Society
'Beamish Transport & Restoration' by



Paul Jarman.

Venue: Langdon Square Community Centre, Coulby Newham, North Yorkshire TS8 0TF.
Entry: free. Visitors welcome.
Contact: 01429 270591.

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

Tuesday 4 February – 2000

The Enfield Transport Circle (TETC)
'The GN, LNER & BR Hertford Loop', illustrated presentation, with 35mm slides, by David Dent of Lowewood Museum Trust, Hoddesdon, Herts.
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>

Friday 7 February – 1900

Stephenson Locomotive Society
'Great Central Reunification' by Tom Ingall.
Venue: Newport Community Hub, Union Street, Middlesbrough TS1 5NQ.
Entry: free. Visitors welcome.
Contact: 01429 270591.

Saturday 8 February – 1400

Stephenson Locomotive Society
Centre Annual General Meeting, followed by members' presentations.
Venue: Kidderminster Railway Museum, adjoining SVR station. DY10 1QX.
Entry: AGM is members only.
Contact: 01597 824408.

Tuesday 11 February – 1930

Wells Railway Fraternity
'The History of Hatton's 1946-2024' by Richard Davies.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: £4.00 for non-members.
Contact: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Wednesday 12 February – 1915

Stephenson Locomotive Society
'Lanky to the Long Drag' by David Bousfield.
Venue: Abbott Hall Social Centre, Dowker Lane, Kendal, Cumbria LA9 4DN.
Entry: free. Visitors welcome.
Contact: 01539 562041.
Email: greystack@tiscali.co.uk

Thursday 13 February – 1930

Lincoln Railway Society
'On The Lines of Duty (Part 1 - UK & Europe)' by Alan Stennett.
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 13 February – 1930

South East Essex Railway Society
Test Track night – N, TT, OO, O and 1 – help

Also attending Model Rail Scotland will be this 2mm finescale model of York station, which won the 2023 RAILWAY MODELLER Cup competition. Photo: Peter Kilmord

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

Friday 14 Friday – 1900

Stephenson Locomotive Society
Centre Annual General Meeting.
Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Entry: AGM is members only.
Website: www.slsnewcastle.org.uk

Saturday 15 February – 1400

Stephenson Locomotive Society
'Flying Scotsman in America – a family affair and a coming of age' by Richard Hinchcliffe.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Entry: free. Visitors welcome.
Contact: 0161 442 6178.

Tuesday 18 February – 1400

Stephenson Locomotive Society
'BR In Transition 1957-1975 (Part 2)' by John Clayton.
Venue: Langdon Square Community Centre, Coulby Newham, North Yorkshire TS8 0TF.
Entry: free. Visitors welcome.
Contact: 01429 270591.

Thursday 20 February – 1930

Marlow & District Railway Society
'India – Part 1' by Peter Robins.
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 27 February – 1930

South East Essex Railway Society
Members' Photographic Evening – a chance to share photos and videos with the society.
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 the 1st and 3rd Thursday of each month at White Waltham airfield, Berkshire. New members of all skill levels welcome. Email: djac@calderwoodhan.com or andi.welch1@gmail.com

Group for anyone interested in railway modelling and/or railways meets in **Bubwith Lelure 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 the 2nd Friday of each month from 1900-2000. The test track can run both fine and coarse scale two or three-rail, dc or DCC rolling stock. See Gauge O Guild website or email: mikeh.reeves@tiscali.co.uk

Haverfordwest Model Railway Club, 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 the 3rd Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be 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. Call 07796 130295.

Poole and District Model Railway Society has opened a larger clubroom off Poole High Street. Includes OO gauge Sterte Bay (under construction), British/American N gauge layout and OO & N test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Tuesdays 1900-2200. See www.pdmrs.com

Romley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romley Methodist Church. Wide range of layouts in N to O gauge. See mmclub.com or contact mmrhonsec@yahoo.com

Seaton Carew Model Railway Club welcomes new members. The club meets on the third Saturday of every month at the Salvation Army Hall, Park Road, Hartlepool TS26 9HT from 1200-1700 with OO and N gauge layouts and test tracks. All are welcome (although under 16s should be accompanied by an adult), so come along and enjoy a chat and a coffee. Visit www.seatoncarewmrc.byethehost8.com or email contact.scmrc@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

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THE COLUMNS OF GREAT BRITAIN'S
BEST SELLING MODEL RAILWAY MAGAZINE

See order form on page 45a 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.jimmccgeown.co.uk or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 - afternoons only.

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. Email: Bob@zetlandmodelrailways.co.uk

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

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 OO 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 ROUNDAABOUT, 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 O-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, Triang. 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. Telephone: 01302 371 623, mobile: 07526 768 178. Email: anoraksanonynm@googlegmail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

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 0RL. 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: 07511 899314. Email: gambiacat@tiscali.co.uk

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. Contact Roger: telephone 01225 360 037, mobile: 07752 222 645. Email: rogersmith200@hotmail.com

WANTED - Model railways. Single items, whole collections. Locos, rolling stock, accessories. Anything considered. Call Rick. 07708 654 824.

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!!

Private Sales

LIMITED EDITION - Commonwealth of Australia, only 1,000 were produced. This set of 3 locos, all being the A4 class is in absolutely mint condition, in a beautiful wooden box - very hard to come by now. Asking price £450 plus P+P. Telephone GARY: 07932 052 918 - Ramsgate, Kent.

O GAUGE LAYOUT - NEW ASH WORKS, complete but without stock, featured in Railway Modeller 2025 Special, £950. For details contact 01225 938454 or dennis.higgins@talktalk.net

N GAUGE EXHIBITION PORTABLE LAYOUT - (Firefield Hill) for sale (4' x 2') DC. Engine Depot contains 1/4 roundhouse, electric turntable & points, loco sound card, control panel and includes transformer & hand control. Photos & details on request. Last exhibition 15/16 February Chapel en le Frith. Contact henrykuk@hotmail.co.uk 07895 055 321.

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 ELECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares - will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk

MODEL RAILWAY ITEMS SOUGHT BY PRIVATE COLLECTOR, any gauge, any make, any size collection considered, will travel to view and pay cash on collection. Email: preferred Jamestant@yahoo.com or telephone 07769335772 leave a message and I will call you back.

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

January 2025

19 January (Sun) 10am - 2pm

LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA.

Adults (16+) £3.50, Seniors £3, accompanied children free. Catering and Free Parking.

J & J Fairs.

Tel: 01522 880 383 www.i-jwebbtovfairs.com
jandjfairs@gmail.com

19 January (Sun) 10am-2pm

POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.

Telephone Colin on 01279 301 407 or Joe 07866 641 215.

26 January (Sun) 10.30am-2.30pm

HULME HALL, 23 Bolton Rd, Port Sunlight CH62 5DH.

For bookings contact DAVID on 07967 681 080
jacko17356@icloud.com

26 January (Sun) 10am - 2pm

SPALDING, Springfields Events & Conference

Centre, Camelgate, Spalding, PE12 6ET. Adults £3.50, Seniors £3, accompanied children free.

Catering and Free Parking. J & J Fairs.

Tel: 01522 880 383 www.i-jwebbtovfairs.com
jandjfairs@gmail.com

Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

1 February (Sat) 10am-2.30pm

ENFIELD TOY & TRANSPORT BAZAAR, St Stephens Church Hall, EN1 2EY.

Buses 329 and W8 stop right outside. Ten mins from Bush Hill Park Station. Bus & Rail Models, books, photos, DVD's, vinyl, maps, timetables, tickets, memorabilia. Open 10.00-14.30. Admission £3 u16 free with adult. No dogs.

Tel: 07949356706 e-mail: tbazaars@btinternet.com

2 February (Sun) 9.45am-1.15pm

RAYLEIGH ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and free car parking. SRP TOYFAIRS.

Tel: 07498 912 091 or 0773 999 8012.

www.srptoyfairst1.co.uk

6 February (Thurs) 7pm-9pm

THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.

Tel: 07866 641 215.

11 February (Tue) 6.30pm - 8.30pm

HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1.

stevedevizes@aol.com 07732 330 305.

15 February (Sat) 9am-2.30pm

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Further details, telephone: 01869 347 489

www.toytraincollectorsfairs.com

16 February (Sun) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £5, Seniors £4.50, Children £1.

Tel: 01604 846 688 www.bpfairs.com

22 February (Sat) 10am-2pm

DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Utttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. Contact: PETER STANTON.

Tel: 07798 858 532.

Email: peterstanton1000@gmail.com

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www.srptoyfairst1.co.uk

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Telephone: PHIL COOPER for bookings on: 01787

372 559 or BILL BOURNE on: 01787 280 452.

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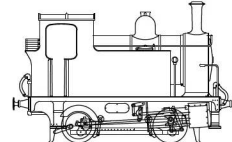
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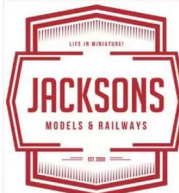


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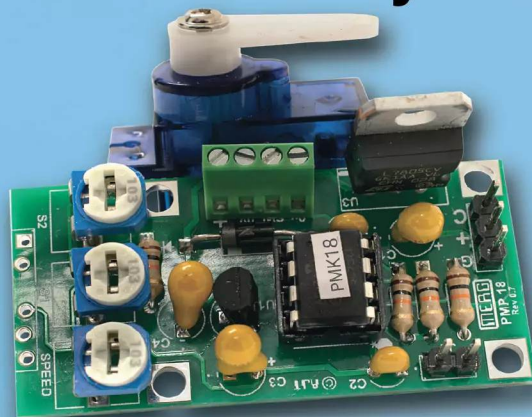
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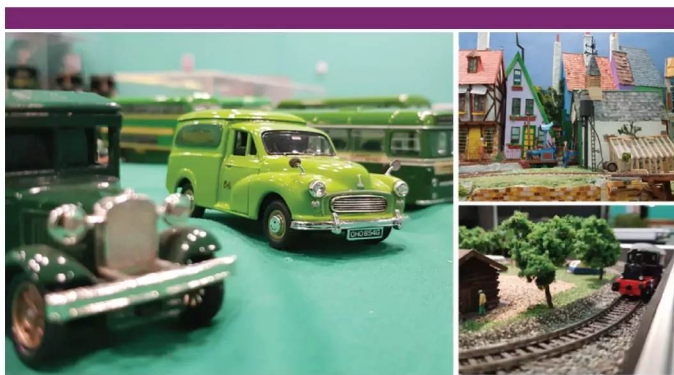
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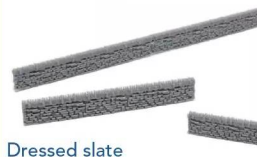


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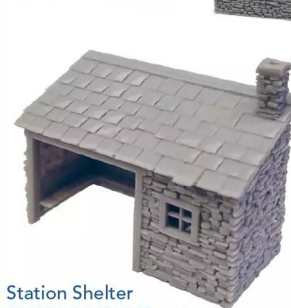
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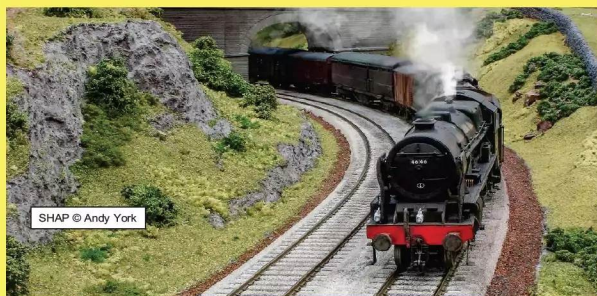
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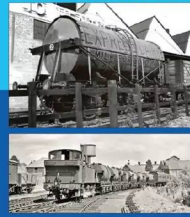
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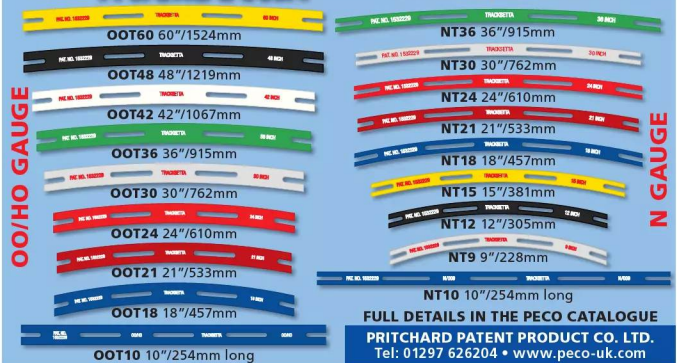
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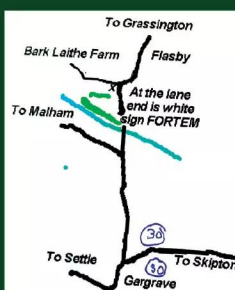
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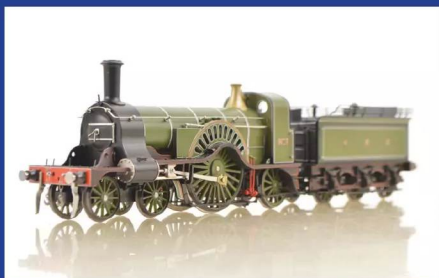
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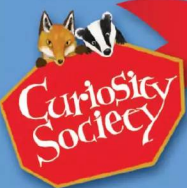
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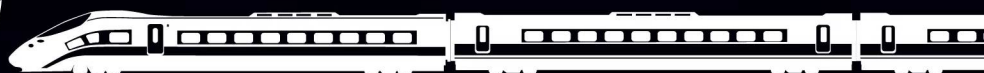
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We also meet the team at Ellis Clark Trains and find out about the future plans for this enterprising model railway business; take a tour around Cockshute – a 1970s diesel and electric depot in OO; look at a selection of models based on steam locomotive designs that never left the drawing board; and much more besides – enjoy!

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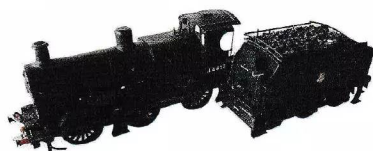
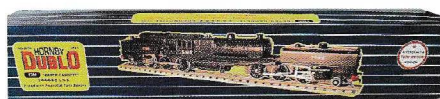
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E24 (new 28-pin)
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KATO EM13
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Unlimited 'stay-alive'

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'stay-alive' connection

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