

MODELLING MATTERS

by Roger Tuke

Another Modelling Matters and a real mix of new products, members' models and projects, as well as general modelling news that I've gleaned from attending exhibitions.

I've managed both of the excellent Erith and Tonbridge shows early this year, but sadly I didn't manage to make the Chesham show due to health issues and write this just after a very busy day at The London Festival of Railway Modelling at Alexandra Palace. It's also been positive to receive more members' submissions on their modelling projects, great to meet up with many at exhibitions and its much appreciated to hear the kind words said about these articles and *Underground News* generally.

So, trade news first. Accurascale have announced their OO Scale London Transport pannier tank locomotives. These are models of L91 and L94, both retailing at £139.99, with DCC sound fitted models of the same two locos at £239.99. These are the result of scanning of one of the real examples in preservation and should therefore reflect this manufacturer's excellent reputation for getting the detail correct.



Next up is 4RailDCC. Following what appeared in *Underground News* No.759, I've had the pleasure of meeting up with Dan a couple of times since and he released images of their next release on their website in January of a four-car CO-CP Stock, to follow on from the original A Stock. Sadly, however, since given the negative reaction mainly to the prices charged for what I still believe are excellent CAD designed and 3D printed models, let alone minor criticism that the A Stock didn't include door rubbers or transfers, (both subsequently now rectified), he has decided to close the limited company, as sales are just not enough to cover operational costs.

It appears that too many out there want an injection moulded model quality for this price for, let's be clear, what are low-demand models. Injection moulding would need an outlay from a manufacturer of between £30,000-£50,000 per model. This is just not realistic for small traders and sadly the majority don't seem willing to fork out around £700 for a four-car set, which just about covers the costs involved for small low run 3D printed hand finished ready to run model like Dan has made available.

Despite all this, he continues to make models for himself and a few very satisfied customers and can be reached through me if anyone is interested in his models. He has recently shared images of completed refurbished A Stock, C Stock (*Below, Left*), and 1983 Tube Stock (*Below, Right*) rakes and I've seen CAD images of several other Stocks that he has drawn.

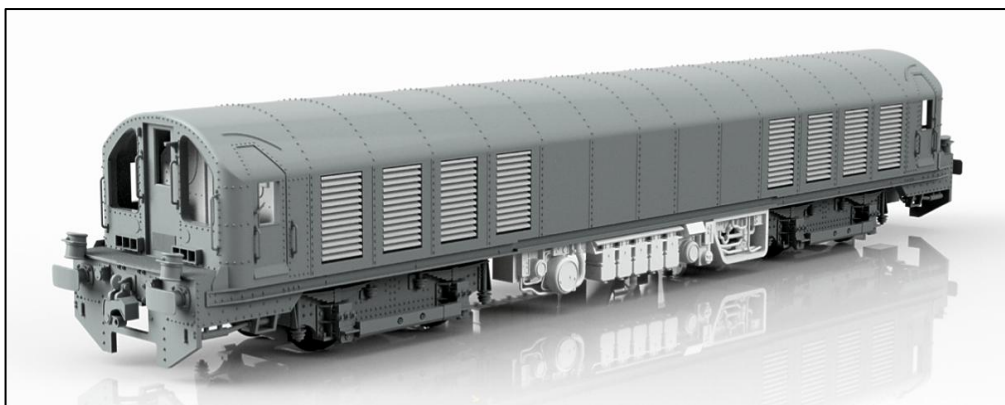


Opposite: The four-car model of the CO/CP Stock, depicted on the District Line

Photos: Dan Floyd



Phoenix Precision have finally got their first OO Gauge Radley Models kits ready to launch. These are real mixed media kits; first up are full 1st, full 3rd and brake 3rd Metropolitan Dreadnought coaches. I've made up a brake 3rd to assist with instructions and completeness of kits and was very happy with the result and how well it went together. The sides, ends and bogies are white metal, same as from the Radley/Harrow Model Shop days, with new 3D printed chassis, roof and seating units, with some injection moulded underfloor items, complete together with wire for underfloor trussing and glazing sheets. I understand the next release being prepared is F 'tank' Stock.



Following on from the picture of 12A Models' potential battery loco kit that appeared in *Underground News* No.757, our new Treasurer has been in touch to share another modeller's work in progress also on an OO Gauge Battery Loco kit that has appeared on RM Web, namely by an Alex R.

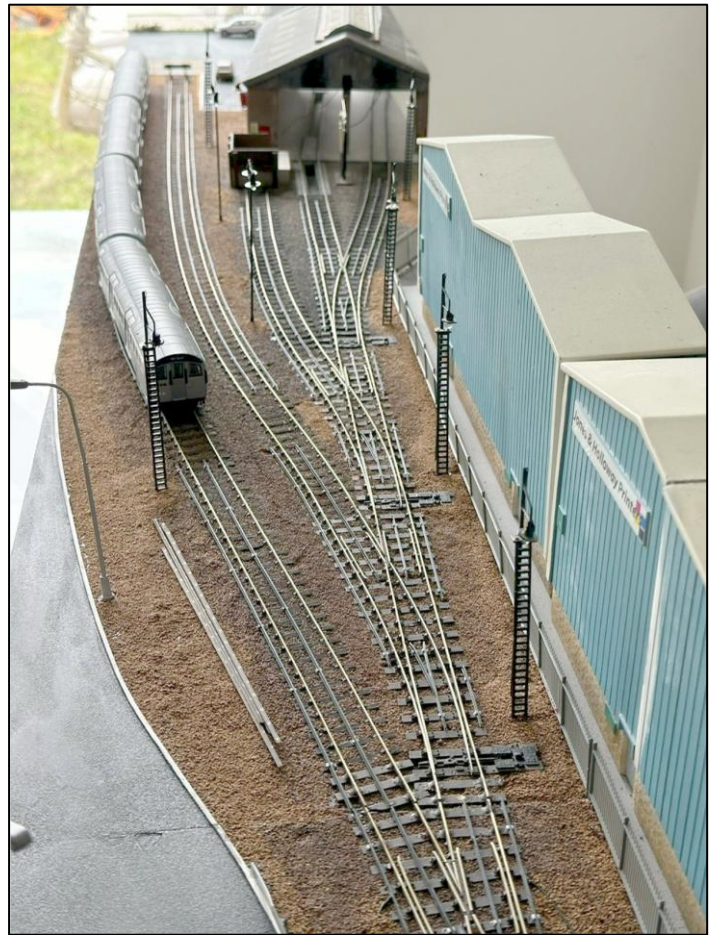
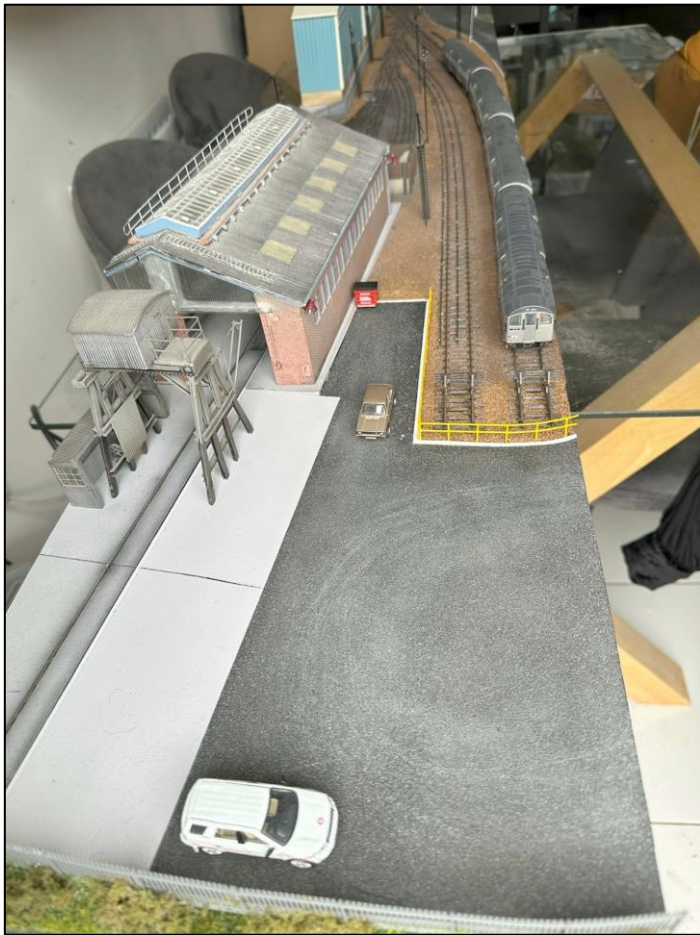
I also just happened to see an N Gauge resin Battery Loco body shell advertised on eBay by Parkwood (or woodpark88) that is selling for £25. There seems there's great interest in this prototype, read on to see yet more news on battery locomotives below.

As to members getting in touch, thank you to Peter Davis for sharing three pictures of his and his late father's O Gauge Met. modelling dating from many years ago now (*Below*), hopefully he is going to share some words on these later, in the meantime here are a few lovely pictures.

So sorry I didn't manage to get to Chesham and meet up, my duff knee just wouldn't allow it!



The Chesham exhibition also had Underground Eric's layout Harefield Road on display, now with an extra 4ft added. He has also shared with me some photos of his new Depot scene. These are shown opposite, along with two views of Harefield Road.



Ian Harrod has been in touch to share images of his Q Stock, Shapeways 3D printed OO Gauge bodies with scratch built chassis and bogies. These include a Q27 DM, Q31 DM, Q31 Trailer and a Q35 Trailer. More images may be seen overleaf.





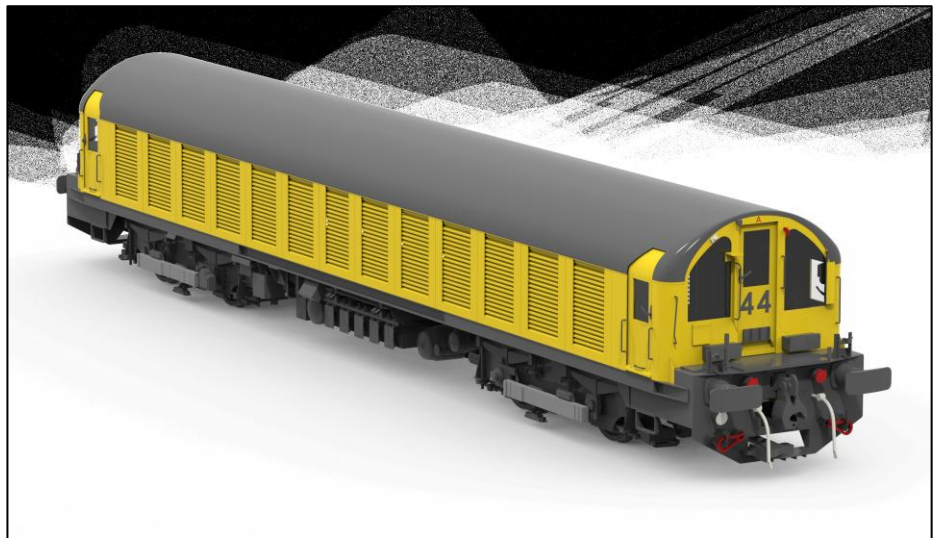


My own OO Gauge Overground Class 378 is now complete (*Left*) thanks to sourcing Shawplan Extreme Etchings windscreen wipers, a Heljan spare part Class 86 Brecknell Willis pantograph from Gaugemaster and finding someone to do Overground roundel transfers, although I cut up Modelmaster transfer sheets for the numbers and used Fox overhead warning signs.

Happy to put anyone interested in touch for similar roundel transfers.

So on to Alexandra Palace show news. Well, actually let's start on the Wednesday morning before the big weekend. Revolution Trains finally announced their production of a ready to run OO Gauge 1974 BREL built (L44-L54) Battery Loco, complete with intention to produce GP and RW wagons to accompany them. This announcement included CAD drawings showing four potential liveries and details; maroon as when new, yellow post 1983, the later blue sides livery carried by this batch and yellow post refurbishment condition with the larger cabs and no side cab doors. Included were also photos of several real examples, including L44 in green as painted for the Upminster open day in 1990 and L50 with maroon sides done shortly after, together with a YouTube film of the Revolution directors aboard an engineering train delivering rail at night from Neasden to the Regent's Park Bakerloo area. Revolution Trains have, to my own knowledge, been working on a model of this prototype for at least two years and had scanned an example at Ruislip with full co-operation from LU and prepared CAD drawings ready for production. The statement had said ordering would open shortly for an expected delivery in autumn 2026. This announcement generated massive amount of messages that day into my WhatsApp and inbox.

Imagine the utter disappointment the next morning when I realised I'd already received a large amount of communication even before I had woken, all drawing my attention to the fact that they've cancelled this model. Late on the very day of the announcement they had updated their press release to say; "the fastest cancellation in model history, they have halted their plans at this time". This was because, following their announcement, they had learned that another



company have already been given a licence to produce these models. This had not been mentioned before during licensing discussions, but clearly put Revolution in a difficult position. They had no desire to infringe on a licence". Whilst all information and images were taken down from the previous day's initial announcement, a full page advert was seen in Model Rail and inside the rear cover of the London Festival of Railway Modelling show guide. I have worked out who the other manufacturer is who hasn't yet progressed this model by the process of elimination, as Underground Eric and I between us personally know all of the other model manufacturers well. Hopefully a model can still be rescued from this unfortunate situation, especially as the wagons had never been made before other than a very limited run wagon kits for the GP from Radley Models a decade ago. Coming so soon after the 4RailDDC statement, despite the interest I now know exists out there for Underground modelling first hand, which was also very evident spending a short time at the Revolution stand at Alexandra Palace witnessing people coming up with the show guide advert in hand, this was devastating and depressing news.

After that the Alexandra Palace show could only get better. Another cracking exhibition was enjoyed which appeared busier this year especially on the Saturday morning. Once I'd enjoyed driving some model trams, the Street Level Models/Thanet Loco Works stand was visited where Charlie Connor had available new 3D printed ready to run models of both a Metropolitan Railway 10-ton brake van for £35 and a LT flat wagon for £40 (*Right*).

Arun Sharma on the DEMU demonstration stand had his latest O Gauge models. An assembled, painted and almost completed Q35 Stock trailer, complete with printed



paper covered moquette seating! Also, a four part print ready for a 1938 Tube Stock DM.



It was good to finally meet Adrian Garner on the MRC demonstration stand with his City & South London Railway loco as appeared in *Underground News* No.759 and three padded cell coaches together with the start of his King William Street station diorama on which to show off his very impressive modelling (*Opposite, Bottom*).

Lastly, the MRC had its wonderful Copenhagen Fields 2mmFS layout on display showing that impressive recreation of the area north of King's Cross, with crowds three deep all day.



I managed to catch up with the layout lead Tim Watson briefly whilst busy working at a bench behind the great layout where he showed me images of the etches of 1906 Hungarian built Great Northern, Piccadilly Brompton & Railway Gate Stock driving motor and trailers that had been produced. This is after I had shared with him drawings of the prototype last autumn and hopefully, will one day be seen running under the layout between York Road and Caledonian Road stations.

As an Alexandra Palace post script, whilst behind Copenhagen Fields, I met a MRC member and Underground modeller Alex Davis and he informed that a 2mm 2024 Tube Stock as a work in progress model had been running around the test tracks at Keen House. He has subsequently shared a photo with me, but unfortunately not the modeller's name. Very happy to include in the next *Modelling Matters*.

Left and Below: *Although there were no LT layouts at the Alexandra Palace exhibition on Saturday 15 March, an exhibit was this scratch-built three-car Pre-1938 Tube Stock train of 1931 Stock at the Gauge 1 Guild stand.*

Unless it was a different model, your Editor recalls seeing this running at the Model Railway Exhibition at the Central Hall, Westminster, in the late-1950s, and much later still, static in a display cabinet at the Model Railway Club in Keen House, near King's Cross.

Both photos: Keith Ward

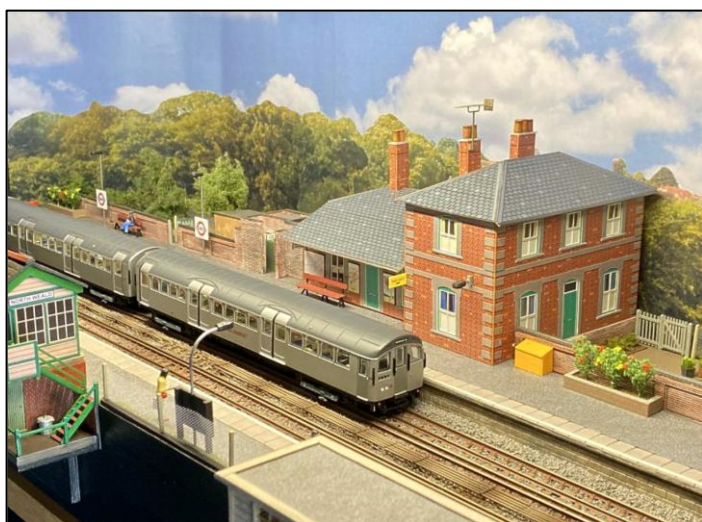
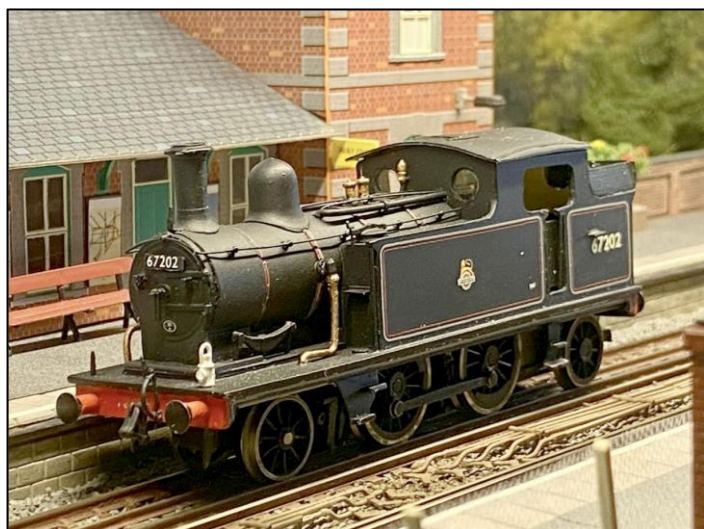


NORTH WEALD DIORAMA – TOP OF PAGE

We are pleased to feature a diorama of North Weald station, built by Ian Allington. The model features just the station area and various views of different stocks and trains are depicted below.

- *The main station building on the eastbound side.*
- *Close up of the access to the ticket hall and way out.*

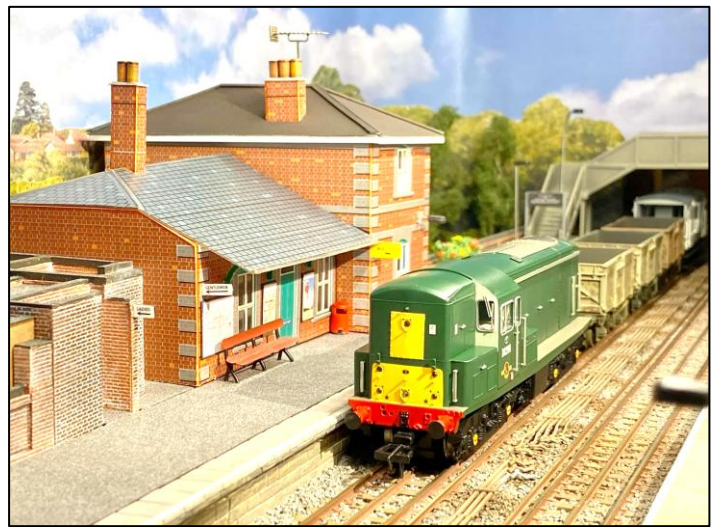
- Class F5 2-4-2T loco simulating British Railways days.
- When Met. Railway class E steam loco No.1 visited the EOR in 2013.
- 1938 Tube Stock in the eastbound platform. Just one three-car unit in its own right operated the Epping-Ongar shuttle between November 1957 and May 1960, which deputised for a 1935 Stock.
- Also in the eastbound platform, 1962 Tube Stock.





Above: (Left) When Ruislip Depot replaced the London Transport transfers with Underground roundels, the former London Transport 'shadow' remained on some cars, as depicted on this 1962 Tube Stock model.

Above: (Right) The Heritage liveried train of 1959 Tube Stock.



Above: (Left and Right) Freight continued on the Ongar line until April 1966 although North Weald goods yard closed in January 1964. After steam, class 15 diesels were used. .

Left: What could have been, but wasn't – 1992 Tube Stock, although four separate tests trips with the then new stock (three eight-car, one four-car) took place in the summer and autumn 1993, but no passengers were ever carried on the new stock between Epping and Ongar.

All North Weald photos: Ian Allington