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*Don't Miss the International Model Railway Exhibition
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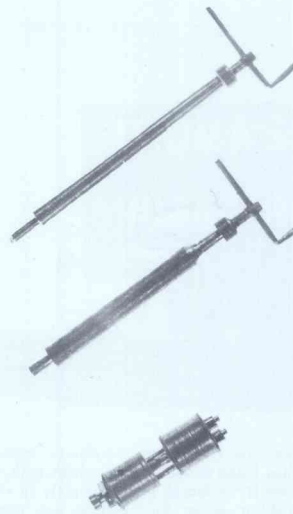
*PUBLISHED EIGHT TIMES PER YEAR
Catering for the finescale modeller
in the smaller scales (2mm to 7mm)*

**Special Enlarged
Issue**

oversize, lumpy castings or as a simplified travesty of the prototype's distinctive construction. The Westward version, machined in brass, is quite exquisite and well worth the 70p asking price. Next we turned to the GWR safety valves and topfeed, tall types for both small and large boilered engines. In both cases, we have turned brass valve trumpets slotted to slip neatly over the top feed plumbing — a lost wax brass casting in the case of the large unit, cast white-metal for the small. Large (catalogue No. W2) and small (W41) both cost £1.30. Also new are a pair of GWR tender brake standards (W50) at 80p the pair — nice and delicate they look, too — and a set of turned brass and steel tapered Collett buffers. These are sprung and appear very nice, but we haven't tried them yet. Cost: 95p the set.

DE WINTON SLATE WAGON, 4mm NG

One thing that any self-respecting Welsh narrow gauge line needs is slate wagons — hundreds of the blighters in the case of the Ffestiniog. Meridian Models' latest 4mm narrow gauge (9mm) kit covers the lesser known De Winton design for the Penrhyn, and is available singly and in handy five-packs. Major components are finely moulded in grey plastic, and the kits include curly spoke 6mm metal wheels and chain for scale couplers. Assembly is straightforward, if a little fiddly on account of the small size of the models; each wagon comes out at less than an inch long. On the *MRJ* sample, the moulded floor was aged before assembly by gouging-in grain with a craft knife, and nicks put into the edges to simulate splits in the plank ends. The brake lever needed packing out



Tender brake standards and the Westinghouse pump body from Westward's expanded range.

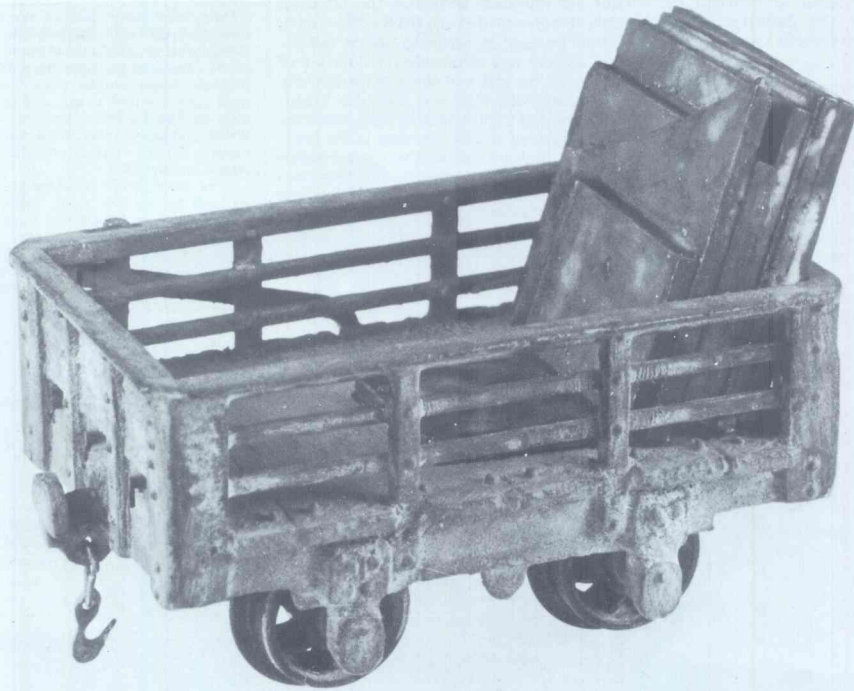
from the side with a small scrap of Plastikard for strength, though, and we also superglued a piece of brass shim onto the end to simulate the prototype's looped handle.

Meridian have made provision for fitting Bemo couplings, although these do show up badly when set against the vehicle's diminutive size. Ideally, the wagons should be run in semi-permanent rakes (hence the bulk pack, presumably) which would in turn allow prototypical close coupling. We would hesitate to use the chain provided — a wire staple hooking up under the next wagon's solebar would be more durable, retaining 009 standard loops just at the ends of rakes. To get that scale look, we used some fine wire and safety chain hooks from a PC Models 4mm screw link set, and topped everything off with some irregularly cut Plastikard slate slabs. Painted and weathered, it looked — as expected — a characteristic representation of these endearing prototypes.

The kit costs £2.30 for a single, £9.95 for five, from Meridian at 124 Blackheath Hill, London SE10 8AY.

RETAINING ARCH SYSTEM, 4mm

It has always been something of an enigma that the modeller of today, faced with the almost universal lack of layout space, has adopted as his preferred prototype the country station, or, more specifically, the branchline terminus (writes IAIN RICE). Leaving aside the notable exceptions, there is nothing about railways more unrestrained and sprawling than the branchline terminus. Even my local (and typical) example, Moretonhampstead, is not far short of three-quarters of a mile long — getting on for



Meridian's De Winton slate wagon, as modelled for Small Suppliers Forum by Francis Samish. It's actually less than an inch long.