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TRACTION



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40FT OF FUN!



HOW THIS CLUBROOM LAYOUT ENTERTAINS ITS MEMBERS

STEP-BY-STEP



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BRITISH RAILWAY MODELLING

BRM

MAY 2026

PICTURE PERFECT

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MAGNIFICENCE IN N



HEAD WEST TO THIS MIGHT-HAVE-BEEN LINE

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05

BUILT FOR... FREIGHT



3-pole
Skew
Wound
Motor



Finely
Printed
Detail



Accurately
Modelled



HM7000
Compatible
or Fitted

R30531/TXS	RailRoad: Freightliner Class 66 'Freightliner 60' 66601	21 PIN CONNECTION	DCC READY	DCC FITTED	HM	7000	TXS TRIPLEX SOUND
R30532/TXS	RailRoad: EWS Class 66 'Lafarge Charnwood' 66022	21 PIN CONNECTION	DCC READY	DCC FITTED	HM	7000	TXS TRIPLEX SOUND
R30533/TXS	RailRoad: Colas Class 66 'Louise 66790'	21 PIN CONNECTION	DCC READY	DCC FITTED	HM	7000	TXS TRIPLEX SOUND
R30534/TXS	RailRoad: GBRf Class 66 'HMS Argyll' 66775	21 PIN CONNECTION	DCC READY	DCC FITTED	HM	7000	TXS TRIPLEX SOUND

RAILROAD

For more information please visit your local Hornby stockist or go to www.hornby.com



Hornby Model Railways



hornby



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hornbymodelrailways

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted
 GWR/BR Railcar 19-33.....£550.00
 GWR/BR Parcels Railcar No.34.....£550.00
 GWR 1361 Early black chassis.....£525.00
 GWR/BR 1361 Late black chassis.....£525.00
 LY/LMS/BR Pug black.....£450.00
 LNER/BR J39 0-6-0 black.....£815.00
 GWR/BR 8750 Pannier black chassis.....£525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....£525.00
 GWR/BR 1361 0-6-0ST.....£695.00
 GWR/BR 8750 Pannier tank.....£695.00
 GWR/BR Razor Edge railcar.....£835.00
 GWR/BR Parcels railcar.....£810.00
 LNER/BR J39 0-6-0.....£950.00

GLADIATOR LOCO KITS

GL1 BR D10/11 4-4-0.....£450.00
 GL04 LNER CA Jersey Lily 4-4-2.....£450.00
 GL14 LNER / BR Q4 TINY 0-8-0.....£450.00
 GL16 LNER / BR Q11 0-8-0 TANK.....£400.00
 GL20 LMS/BR PRINCESS.....£595.00

GL21 LMS/BR ROYAL SCOT.....£525.00
 GL23 LMS/BR BRITISH LEGION.....£525.00
 GL24 LMS/BR ORIGINAL PATRIOT.....£525.00
 GL28 LMS/BR 2P 4-4-0.....£400.00
 GL31 LMS / BR Stanier Lemon 0-4-4T.....£375.00
 GL36 LBS&C/SR/BR H2 ATLANTIC.....£525.00
 GL44 LNR/LMS/BR COAL TANK 0-6-2.....£325.00
 GL48 LNR/LMS/Pansbottom Crane 0-4-2T.....£315.00
 GL50 LNER/BR 2-8-8-2 GARRATT.....£775.00
 GL57 LNER / BR L1 2-6-4.....£400.00
 GL58 LNER / BR B1 4-6-0.....£500.00
 GL59 LNER / BR K1 2-6-0.....£475.00
 GTR62 SR/BR Urie King Arthur.....£575.00
 GL70 SR / BR SCHOOLS 4-4-0.....£525.00
 GL76 SLMS/BR Hughes Crab 2-6-0.....£595.00
 FT5 LNER D171 & D172 4-4-0.....£400.00
 FT9 NER/LNER/BR G6/BTP 0-4-4T.....£300.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor
 TC1 Class 02 0-4-0 Diesel Shunter.....£250.00
 TC3 Andrew Barclay 0-4-0 Steam Shunter £280.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor
 TC2 LMS streamlined Coronation.....£725.00
 TC4 LMS/BR non streamlined Duchess.....£695.00
 TC5 LMS/BR de-streamlined Duchess.....£695.00
 TC6 LMS/BR Sir William Stanier.....£695.00
 TC7 LMS/BR Black Five 4-6-0.....£695.00
 TC14 LMS/BR Stanier 8F 2-8-0.....£695.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....£32.95
 LK705 Brick lineside hut.....£32.95
 LK709 Ground Level Signal Box.....£45.65
 LK710 Signal Box Interior Kit.....£35.25
 LK715 Brick Base Signal Box.....£64.35
 LK735 GWR Yard Crane.....£35.75
 LK741 GWR spear fencing.....£18.15
 LK742 GWR spear fencing ramps.....£18.15
 LK743 Field fencing and gates.....£17.10
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 LK762 MR/NER station seats (4).....£14.30
 LK763 SR/BR Station seats (4).....£14.30
 LK764 Bicycles (4).....£14.30
 LK765 Police Call Box.....£17.10
 LK790 GWR home or distant signal.....£31.15

SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwide.....£47.75
 7063 B.R. Standard Van.....£47.75
 7064 B.R. 12ton Standard/Flat Van.....£47.75
 7065 B.R. Meat Van.....£47.75
 7066 B.R. Insulated Van.....£47.75
 7067 B.R. 13 ton conflat 'A'.....£43.25
 7069 B.R. Lowrfit Wagon.....£43.25
 7070 B.R. 12 ton Palvan.....£47.75
 7071 B.R. 13 ton High Goods Wagon.....£43.25
 7033 LNER/BR 20T Brake Van.....£61.25
 7053 LNER/BR 20T Brake Van.....£61.25
 7C003 GWR/BR 6 wheel Siphon Dia 04.....£99.75
 7C030 GWR/BR 6 wheel Siphon Dia 05/06 £99.75
 7C020 SECR/SR/BR 4 wheel PLV/GUV.....£99.50
 7C021P SR/BR Bogie Van.....£157.00
 7C022 SR/BR 4 wheel BY.....£99.50

PECO WAGON KITS

W601 GWR Toad brake can.....£59.25
 W602 GWR Permanent Way brake.....£59.25
 W603 GWR 6 wheel brake.....£62.50
 W604 GWR 4 plank open.....£50.00
 W605 GWR Steel Open.....£50.00
 W606 GWR 10 ton Van.....£62.50
 W607 BR 16 ton Mineral wagon.....£62.50
 W608 BR 27 ton Iron Ore wagon.....£61.25
 W609 BR 20 ton Pig Iron wagon.....£61.25

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point.....£89.75
 SLE787BH Curved L/H Point.....£89.75
 SL700BH 12 yards flextrack.....£136.25
 SLE791BH Right Hand Point.....£73.25
 SLE792BH Left Hand Point.....£73.25
 SLE797BH Y Point.....£66.00
 SLE790BH Double Slip.....£148.00
 SLE794BH Long Crossing.....£81.00
 SL10 24 metal railjoiners.....£5.00
 SL11 12 insulated railjoiners.....£5.00
 SL740BH Buffer stop.....£4.60
 TP1 Long Track pins (15mm).....£3.50
 ST700 Box (8) 393mm straight.....£77.00
 ST725 Half circle 1028mm radius curves.....£82.50
 STU750BH R/H Setrack Point.....£66.75
 STU751BH L/H Setrack Point.....£66.75
 PL33 Microswitch.....£9.45
 PL19 Microswitch Housing (2).....£6.95
 PL80 Power Feed.....£10.95

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon.....£50.45
 PS15 BR 21 Ton Mineral wagon.....£50.45
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 PS17 BR 12 ton Pipe wagon.....£50.45
 PS23 GWR/BR 13 ton open wagon.....£50.45
 PS24 GWR/BR 12 ton unfitted van.....£50.45
 PS25 BR 24.5 ton mineral wagon.....£50.45
 PS26 GWR/BR 12 ton fitted van.....£50.45
 PS27 GWR/BR 12 ton open with tarp bar.....£50.45
 PS28 GWR/BR 12 ton plywood van.....£50.45
 PS29 GWR/BR Fruit van.....£50.45
 PS30 BR 16 ton mineral wagon.....£50.45
 PS31 BR 16 ton slope sided mineral.....£50.45
 PS32 BR 16 ton mineral (ex SNCF).....£50.45
 PS33 BR 8 Plank wooden mineral.....£50.45
 PS42 LMS/BR 12 ton open wagon.....£50.45
 PS45 LNER/BR 12 ton goods van.....£50.45
 PS46 LNER/BR 12 ton fruit van.....£50.45
 PS49 GWR/BR Mica van.....£50.45
 PS100 SR/BR Banana van.....£50.45
 PS101 SR/BR Meat van.....£50.45
 PS104 BR 21 ton coal hopper.....£50.45
 PS107 SR/BR Cattle truck.....£50.45
 PS112 LMS/BR Gunpowder van.....£50.45
 PS114 LMS/BR Banana van.....£50.45
 PS115 LNER/BR Brake Van.....£58.25
 PS116 LNER / BR 13T Hopper.....£52.25

TOWER COLLECTION

50 TON COLLECTION
 PS45 LNER/BR 12 ton goods van.....£50.45
 PS46 LNER/BR 12 ton fruit van.....£50.45
 PS49 GWR/BR Mica van.....£50.45
 PS100 SR/BR Banana van.....£50.45
 PS101 SR/BR Meat van.....£50.45
 PS104 BR 21 ton coal hopper.....£50.45
 PS107 SR/BR Cattle truck.....£50.45
 PS112 LMS/BR Gunpowder van.....£50.45
 PS114 LMS/BR Banana van.....£50.45
 PS115 LNER/BR Brake Van.....£58.25
 PS116 LNER / BR 13T Hopper.....£52.25

BACHMANN SCENECRAFT BUILDINGS

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SELLING FAST

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Six Liveries Available
 Analogue £339.15 DCC & Sound £441.15
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GETTING PRACTICAL

p46



p44 Building a stone wagon load

p46 Personalising a ready-to-plant public house

p50 Modelling Retaining Walls

p54 Repurposing a signal box

p57 Joining track on lifting sections

p60 Detailing and weathering our EXCLUSIVE Fireless

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REGULARS

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p112 Bristol show preview

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INSPIRING LAYOUTS



p20 Bournemouth East (OO)

This 40ft club layout has been providing running and operating entertainment for its members for over 15 years.



p86 Jeffrey Lane TMD (OO)

We return to this excellent layout, which has undergone two significant extensions, adding even more interest and entertainment.



p32 Chaddesley Corbett (N)

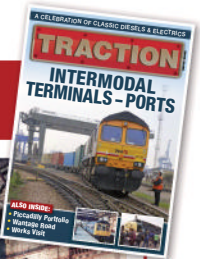
The discovery of an 1883 proposal involving the GWR, LNWR and the Midland, sowed the seeds for this might-have-been line.



p102 Chameleon Cuthbertsville (OO)

This professional photographer and lifelong locomotive fan embarked on a new project to help capture his trains on a global scale.

TRACTION



p78

p66 Exploring Intermodal Terminals: Ports

p74 A works visit to BREL Doncaster Works, plus BREL York Carriage Works Open Day

p78 A Piccadilly Portfolio

p82 Wantage Road: Before the Wires

LATEST REVIEWS



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p121 Hornby Dublo Prototype DELTIC

p124 Bachmann Class 66

p126 Rapido LNER Dynamometer Car

p128 Bachmann Class 13



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R1289M	Retro HST set.....	£152.99
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HORNBY TRACK

R083	Buffer Stop.....	£2.95
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R604	Curve 1st Radius.....	£2.85
R605	Double Curve 1st Rad.....	£3.90
R606	Curve 2nd Rad.....	£3.05
R607	Double Curve 2nd Rad.....	£3.90
R608	Curve 3rd Rad.....	£3.15
R609	Double Curve 3rd Rad.....	£3.90
R610	Short Straight.....	£2.00
R614	LH Diamond Crossing.....	£16.85
R615	RH Diamond Crossing.....	£16.85

R617	Uncoupling Ramp.....	£3.95
R618	Double Isolating Rail.....	£12.15
R620	Railer Uncoupler.....	£6.95
R628	Half Curve 3rd Rad.....	£2.80
R643	Half Curve 2nd Rad.....	£2.25
R8072	LH Point.....	£11.85
R8073	RH Point.....	£11.85
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R8075	RH Curved Point.....	£18.85
R8076	Y Point.....	£13.90
R8077	LH Express Point.....	£18.85
R8078	RH Express Point.....	£18.85
R8261	4th radius curve.....	£2.80
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R8262	4th rad. Double curve.....	£3.95

BACHMANN STEAM LOCOMOTIVES

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31-481	G2A BR Early.....	£114.70
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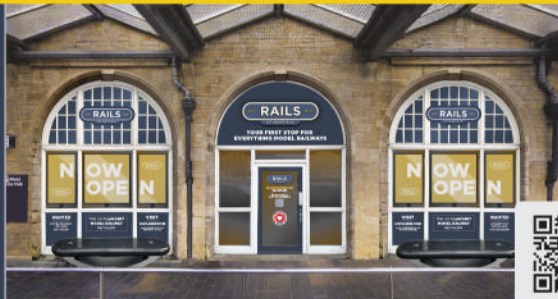
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T. Smart ★★★★★

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R. Smalley ★★★★★

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D. Ager ★★★★★

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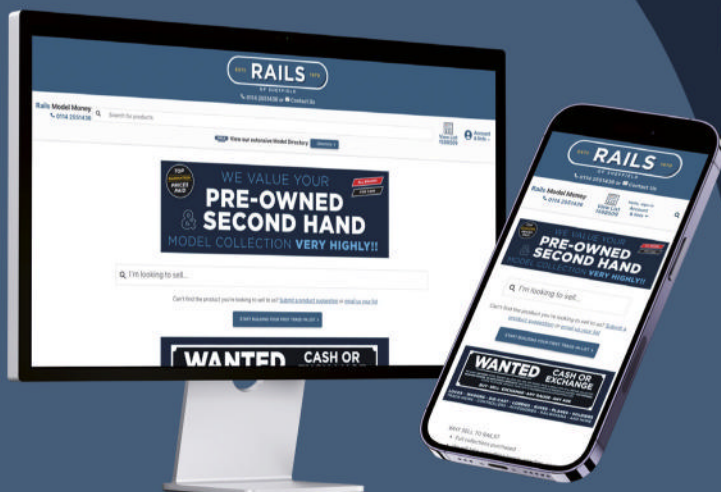
D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!

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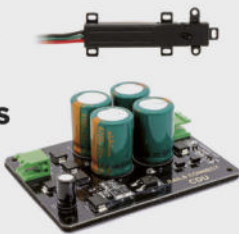


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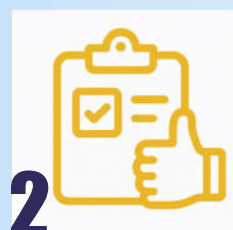
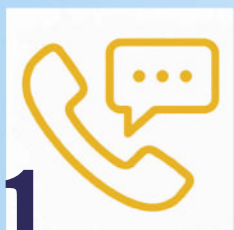
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The workshop is a separate building, can be attached to the shed at any position. Large enough to hold 2 full size tender engines. Also available in stone - see PO337 / PN937



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00 SCALE - PO337 £25.00 / N SCALE - PN937 £17.00

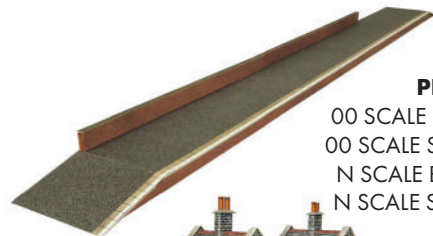
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00 SCALE - PO400 £6.50
N SCALE - PN816 £5.50

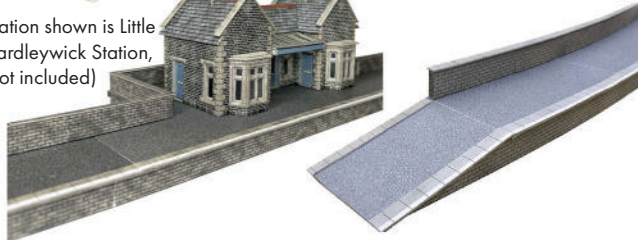


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00 SCALE Brick - PO216 £15.50
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Station shown is Little Cardleywick Station, (not included)



A choice of red brick or stone platforms, can be built into virtually any shape including Straight, Bay or Island. Image above demonstrates how you can construct the platform with a station building (station not included)



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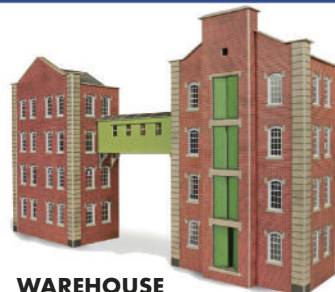
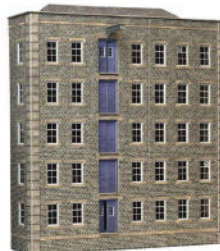
OLD FACTORY

00 SCALE - PO287 £18.00
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A lovely Old Factory that you can build as low relief building shown above, or a stand alone building shown right.



GRIMY OLD MILL

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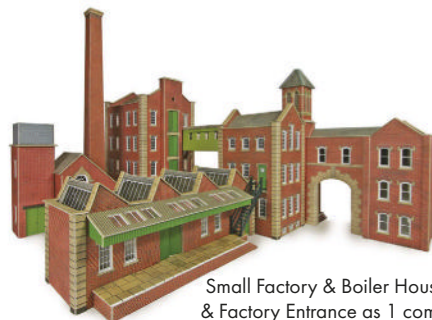
SMALL FACTORY

00 SCALE - PO283 £15.50
N SCALE - PN183 £12.00



RAMSHACKLE WORKSHOP

00 SCALE - PO286 £15.00
N SCALE - PN186 £12.50



Small Factory & Boiler House & Factory Entrance as 1 complex.



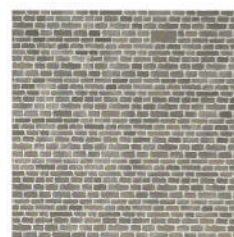
INDUSTRIAL UNIT

00 SCALE - PO285 £13.50
N SCALE - PN185 £9.00



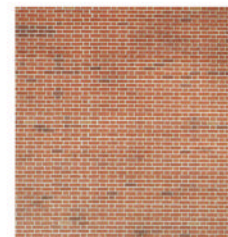
FIRE STATION

00 SCALE - PO289 £19.50 N SCALE - PN189 £12.50



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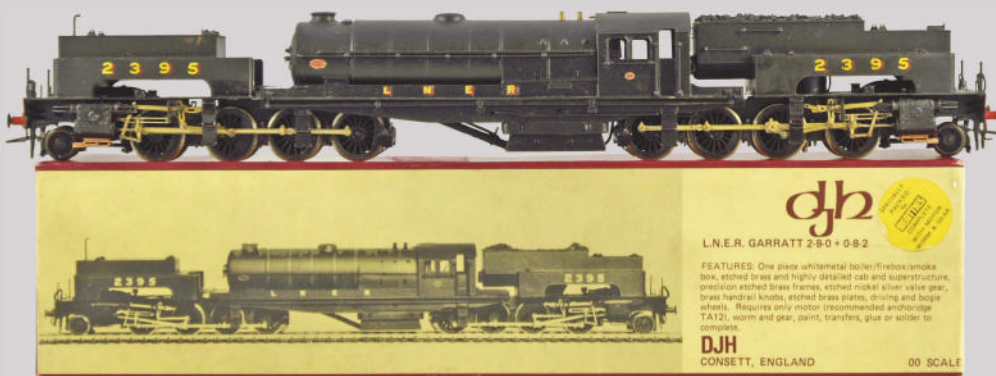
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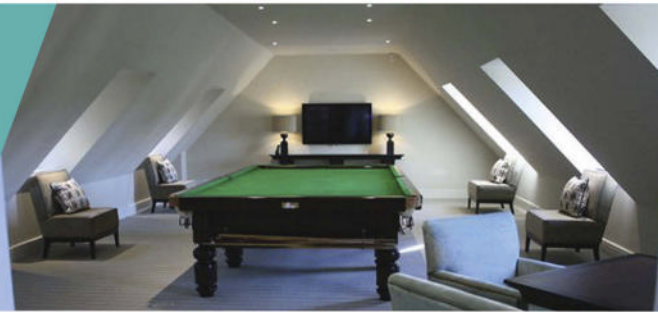


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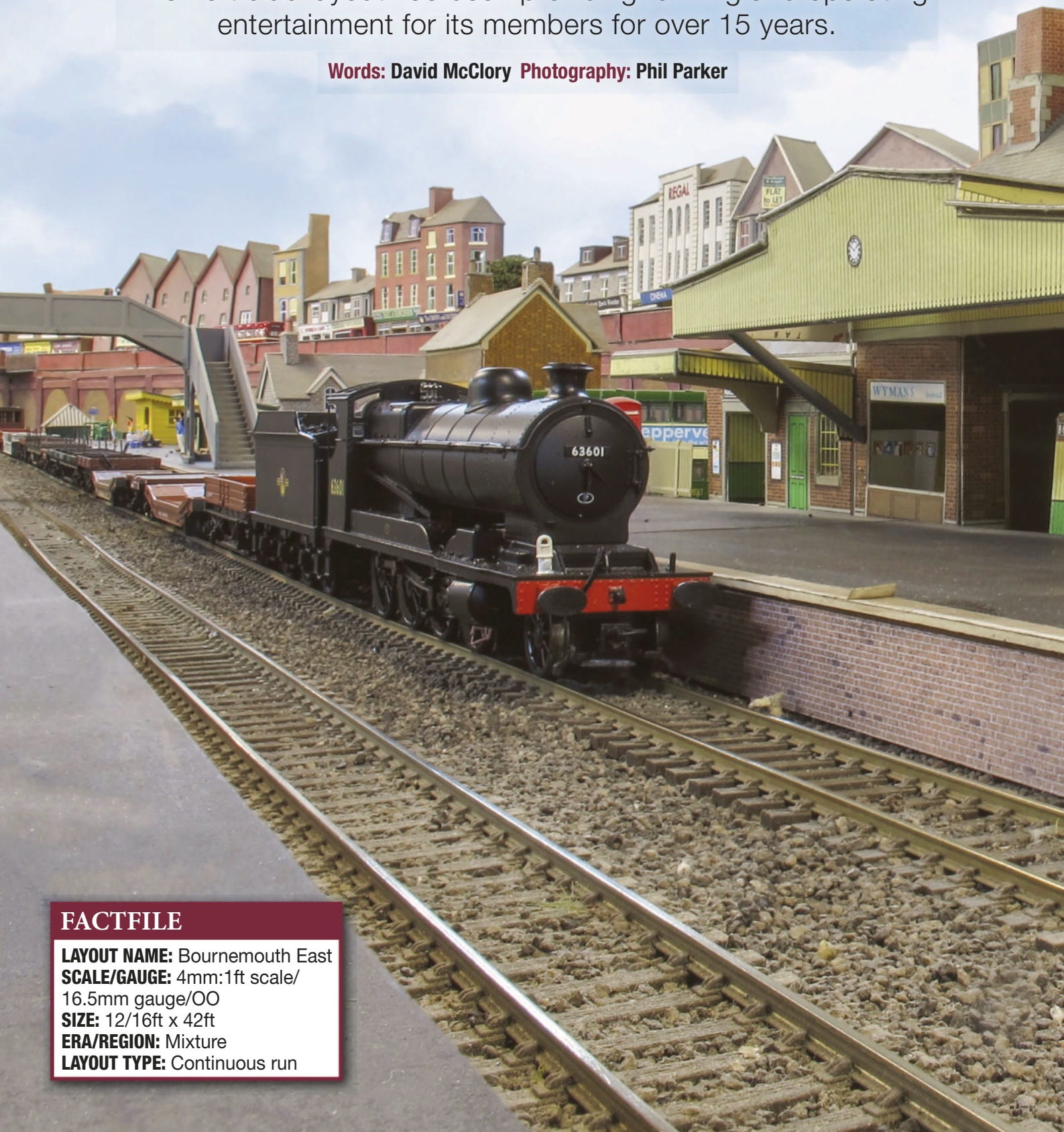


Unit O, The Maltings, Station Road,
Sawbridgeworth, Herts. CM21 9JX

CLUBROOM FUN

This 40ft club layout has been providing running and operating entertainment for its members for over 15 years.

Words: David McClory **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Bournemouth East
SCALE/GAUGE: 4mm:1ft scale/
16.5mm gauge/OO
SIZE: 12/16ft x 42ft
ERA/REGION: Mixture
LAYOUT TYPE: Continuous run

A Robinson Class 04 drifts through the station with empty flat wagons and bogie bolsters. The children on the right seem more interested in the exit - have they been promised an ice cream?



TOP RIGHT: A Western Region express accelerates past the signal cabin - fortunately, that PW hut is disused and the door has been stopped up from the inside...



MIDDLE RIGHT: A late-1960s scene and a passing Brush Type 4 diesel (Class 47) is dwarfed by the power station and associated cooling towers.



BELOW: The Hymek diesel hydraulic, rumbling to a halt to collect milk churns, has recently received full yellow ends but retains green livery for now. Dairy handling hasn't been modernised around these parts.

Bournemouth East' is a very big static layout. It was built in-situ and is intended for running scale-length trains, and it is a permanent feature of the South Coast MRC clubroom, being kept available for members' use at any time. We must say at the outset that it bears no resemblance to any past or present railway infrastructure to be found at its namesake nearby seaside resort - the layout's name merely reflects our club locality.

The layout is U-shaped with two independent running lines, which double back on themselves at the two ends of the U to give a very long continuous run in each direction. There are two large through stations, one on each side of the U, with engine and goods facilities in each station.

Grouping and BR 1950s/'60s trains tend to predominate and can usually be seen in operation during the regular club meetings, but as the layout is available for whatever stock members bring along, it's not set in any particular location or period. Normally, no time and place rules are imposed and almost anything on 16.5mm gauge could be seen, as long as it's within loading gauge. 'Bournemouth East' enables members to test their stock with prolonged running and, most importantly, to have fun. Recently, a blue-liveried Class 29 diesel hauling mixed blue/grey and maroon coaches was seen passing a GWR King at the head of a long rake of WR chocolate and cream Mk. 1 stock!

“Scenically, the absolute star of the layout is the power station. While not, of course, to scale it is still very large and the generating hall and cooling towers dominate one end of the layout...”





Maintenance issues

'Bournemouth East' was constructed in-situ at our clubroom, we think about 15 years ago - we can't be sure as none of the current membership was there at the time. This can present some difficulties locating and fixing the inevitable faults and snags as they arise, especially in the wiring. We have learned from bitter experience that when a short circuit occurs, we should thoroughly check the track for any pins or other metal objects before checking wiring!

The layout occupies a prime spot in the clubroom opposite the club's extensive G1 layout and, more importantly, adjacent to the tea point!

The plan shows the impressive size and scope of this layout; trains have something approaching 200ft of main line, so locomotives can really stretch their legs. There are no hidden storage yards, at each of the two (large) stations, there are several through or platform roads in each direction, and a layby loop can be found on the inner circuit at the front baseboards, so plenty of trains can be set up for running sessions. Shunting operations can also be conducted independently of the running lines. The club owns a quantity of locomotives and rolling stock, which is always kept ready on the layout, so while most operations are by members bringing their own stock,



ABOVE: Passing expresses, clean engines, the Princess Class heading an arriving London Midland Region service is still in that striking early BR blue livery, while the Lord Nelson departing wears a later coat of Brunswick green.

MIDDLE LEFT: The cows seem unperturbed by the train or power station as a Drummond M7 sedately passes their field - hauling tankers with the output of their morning trip to the milking parlour.



BOTTOM LEFT: The view from the station forecourt (on an overbridge above the platforms). A local passenger train can be glimpsed passing the parcels office.



ABOVE: Any young spotters who manage to sneak past the foreman's office are usually rewarded with a wide variety of motive power on shed. That English Electric Type 3 must be brand new (it's actually an early Triang-Hornby model but with two motor bogies, it will pull very long trains).

RIGHT: The origin of this little steeple cab electric loco is unknown, but it must be en route from overhaul back to the power station sidings. But (as yet...) once there, it won't find any overhead to supply the juice through the trolley pole.



there is always something available for visitors to try their hand at.

On such a large layout, we have been able to create a very varied scenic environment. There are extensive low-relief houses and shops on raised roads at each station, and a thriving town adjacent to the main goods yard. This includes a bus station, providing the local inhabitants with an integrated transport system.

On both the main straight sections of the layout, scenic breaks are provided as the double running lines enter into tunnels and are hidden from the two stations. This helps disguise the dumbbell shape of the circuits, but also means short and slow-running trains can seem to disappear for a while.

Scenically, the absolute star of the layout is the power station. While not, of course, to scale, it is still very large and the generating hall and cooling towers dominate one end of the layout and provide a very effective scenic break as trains run around and change direction.

Operational fun

There are separate control panels for each running line and the associated loops, and a further independent controller for the larger of the two goods and engine yards at the front of the layout; these are located at each end of the layout. The outer circuit can be run open as either analogue or digital control, this being selected by a simple switch on the control panel. The inner circuit is analogue-only at the present time; two panels are provided and trains can be 'driven' from either. The analogue transformers are old and very reliable Hammant and Morgan units (which are, of course, regularly PAT tested). A further analogue panel and controller is provided for the main goods and engine yard to allow shunting independently of main line running.

There are currently no crossovers between the two running circuits – this simplifies running analogue and digital trains simultaneously, but does restrict operation somewhat as trains cannot easily be terminated and reversed.

Track is Peco code 100 and nearly all turnouts are electrically-operated. There are a few yard points operated manually using truly ancient GEM manual point levers - these do give reliable and positive switching.



TOP LEFT: A Fowler 2-6-4 tank on a local passenger workings passes an Ivatt mogul out in the countryside. The Western Region has got its hands on the 2-6-0 - it's in green livery.



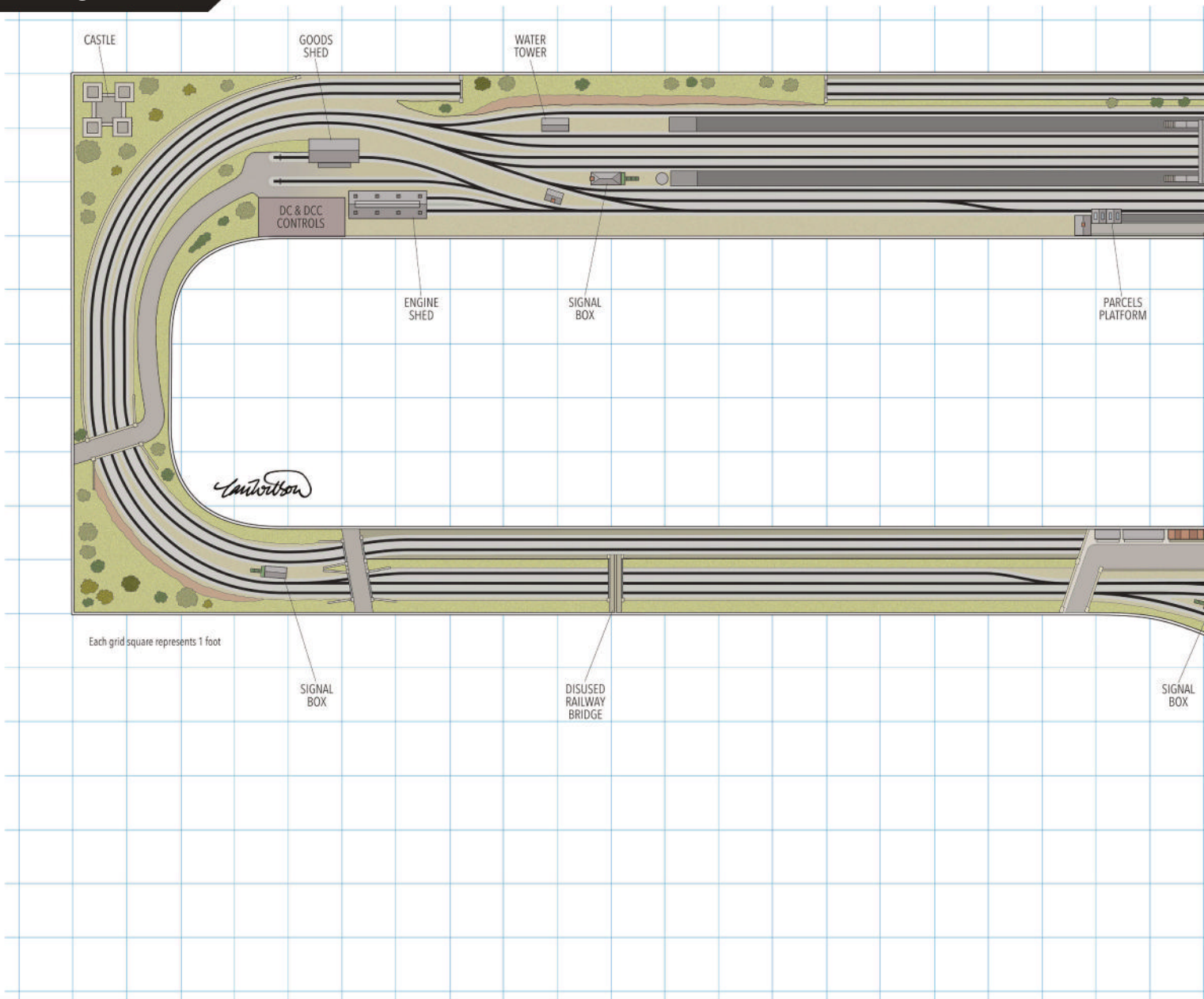
MIDDLE LEFT: A 1950s scene as an ex-GWR King races along - those 'blood and custard' BR coaches must be due for overhaul and repainting - the loco has already been fitted with a double chimney.

BELOW: An unusually clean Stanier 8F drifts along the main line 'light engine with brake van' on its way to another freight turn - or perhaps after their last one of the day and the crew is heading home for tea.

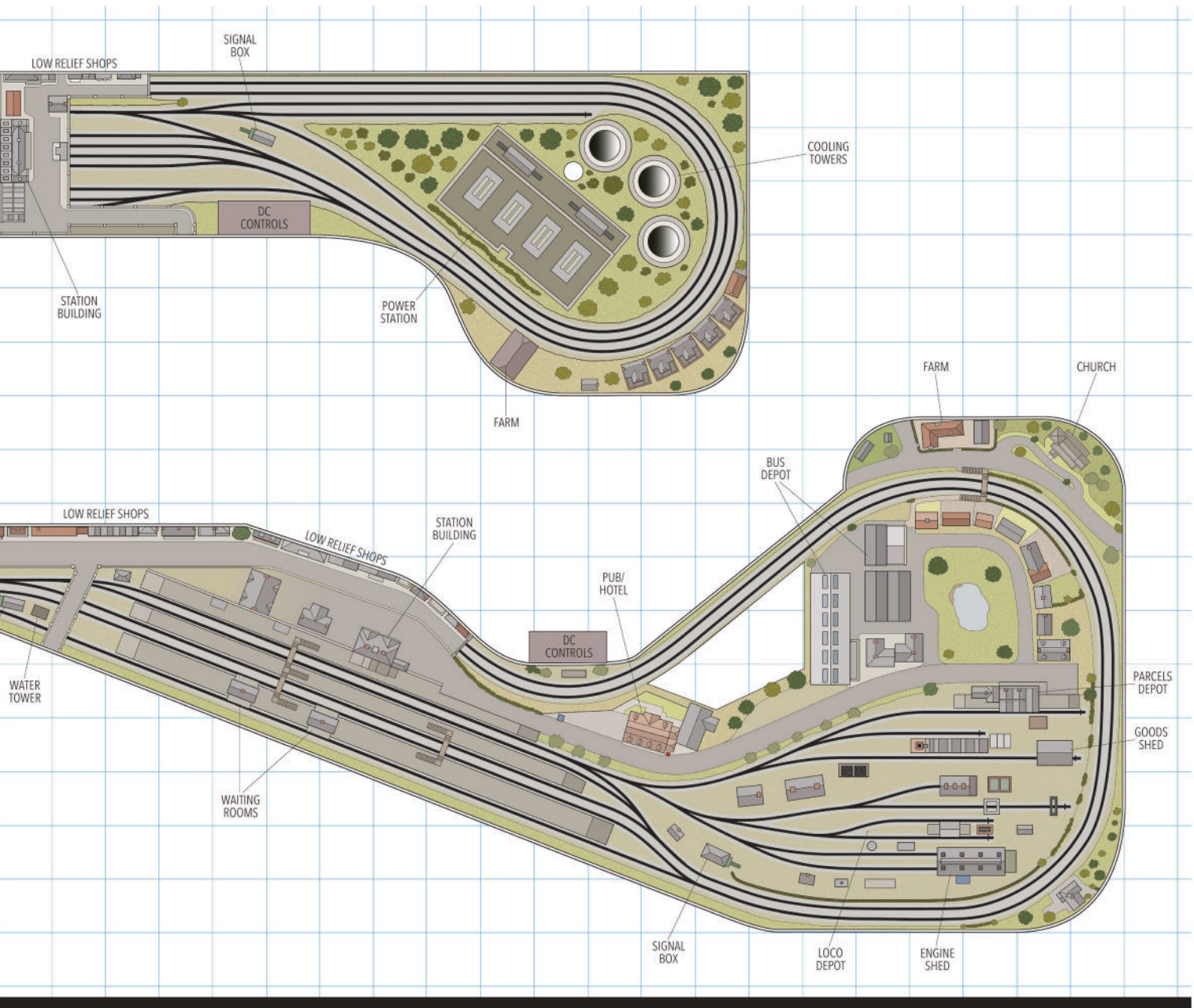
“ The plan shows the impressive size and scope of this layout; trains have something approaching 200ft of main line, so locomotives can really stretch their legs. ”



TRACKPLAN



The O4 - handling a string of empties - has been put into the loop to allow a faster train to overtake; hopefully, the crew will have time for a mug of tea while they are waiting.



The Princess is waiting for the 'right away' after making a connecting stop and champing at the bit to start - they will be off as soon as the train, on the adjoining platform, has departed.



ABOVE: A venerable Hornby Dublo Co-Bo (with added detail) makes a station stop with a semi-fast working while an ex-GWR railcar passes on the through road. Over on the other line, a Drummond 700 Class (an old BEC model) waits to leave with a local service.

MIDDLE RIGHT: A 'Hymek' pulls away with a parcels working; the signal box staff work very smartly here, they have already returned the starter to danger. In the background, a green Class 47 is entering the tunnel.

BOTTOM RIGHT: All seems quiet in the goods yard and parcels depot - it must be a Sunday morning.



Signals are manual at present and are currently an eclectic mix of old upper- and lower-quadrants from Hornby Dublo, Crescent, Playcraft and Tri-ang. We know many are overscale but used for practicality, as we have found that more detailed plastic signals are very vulnerable to damage on a layout with open access to all members. It is hoped that at least the signals are correctly sited.

Future plans

As in many clubs, relatively few members undertake most of the construction work on our layouts. We are currently building a new OO gauge terminus layout and so have limited time and resources for major work on 'Bournemouth East'. In the immediate future, we are concentrating on scenic work; platform canopies are in hand to protect our miniature passengers from the elements, and makeovers and minor repairs to buildings are proceeding.

'Bournemouth East' is starting to show its age and the need for running repairs is becoming more common. The analogue wiring is complex and the layout would really benefit from a complete rewire and the installation of new control panels, allowing for digital and analogue operation over the whole layout. A tip for other clubs building a large permanent layout would be to keep clear notes and plans for future members, especially of wiring!



LEFT: An aerial view of one of the two return loops shows just how large the power station is, and the two passing trains below look very small from this angle. Inside the two running lines is a further loop to take deliveries of coal for the furnaces.

BELOW: The district civil engineer has left some permanent way wagons in the loco yard and blocked in that pair of Jinty tank engines. They must be under repair, but the GWR Prairie has refilled its tanks and is ready for the road.

We would also like to install prototypically correct trailing crossovers at each end of the two stations and provide operating signals. Colour lights signals would look very effective and, if integrated with the points, they would be a real help to operators who can be quite some distance from their trains. But, like for many, time is not our friend, and we will make the changes needed when we can find the time among other club commitments. ■

“ A tip for other clubs building a large permanent layout would be to keep clear notes and plans for future members, especially of wiring! ”



EDITOR'S COMMENT

This issue marks the start of a special four-issue run featuring a DVD (or video link for subscribers) following the build of a new layout project in collaboration with the talented 'That Model Railway Guy', Josef Pitura-Riley.

We are very excited to be working with Josef, and we hope you find this series entertaining and maybe even inspiring for your next project. Whether you are new to the hobby or looking for some helpful tips, this build will provide lots of fantastic guidance for building a model railway.

Across the videos, Josef will take you through the build process, including scenics, trackwork, buildings and much more. This month focuses on the first steps, with track-laying, baseboard construction and design all covered.

And after you have watched the series, the good news is that you will be able to see the layout for yourself at The National Festival of Railway Modelling in November. We will be sharing more details about our flagship event in the coming months, so stay tuned.

We asked Josef to produce an industrial layout that would be an ideal testing run for our new limited-edition Fireless, which are available to buy now in both DCC-Ready and DCC-Sound forms at www.brmm.ag/locomotives. In this issue, Phil Parker is also demonstrating how you can elevate our Fireless further with weathering and detailing; check it out on page 60.

We hope you enjoy the video. For those subscribers who do not receive the exclusive videos each month, make sure you get in touch at brm@warnersgroup.co.uk so we can get you added to the mailing list. We would hate for you to miss out.

Debbie Wood

WEEKEND PLANS...

Bristol Model Railway Exhibition

One of the West's leading model railway shows, this year, the event will feature 30+ high-quality layouts across multiple scales and gauges, plus 40+ retailers, clubs and societies, specialist traders, live demonstrations and expert advice. It's a must-visit event for model railway enthusiasts of all ages and experience levels.

DATE: May 1-3rd, 2026



Stamford Model Railway Show

One of Lincolnshire's top shows returns again this year, hosted at Stamford Welland Academy and organised by the Market Deeping MRC. This two-day show delivers plenty of railway entertainment for visitors, including close to 28 layouts and numerous traders.

DATE: May 9-10th, 2026

The Leicester Model Railway Group Open Days

Held at its clubroom at Main Street, Cossington, LE12 7RR, on Sunday and Monday, May 24th and 25th, 2026, between the hours of 11am and 5pm, there will be at least four of the club layouts and the test track in operation. The cost of a passport for the event is £7.50, although the clubroom is open for donations.

DATE: May 24-25th, 2026

Sleaford Model Railway Exhibition

The Sleaford and District Model Railway Club will host this one-day show at St George's Academy in Sleaford. Visitors can expect 15 layouts, a variety of traders and free parking. Doors are open 10am until 4pm and entry costs £8, with children under 12 being free.

DATE: Saturday, May 30th, 2026

Fenland Classic Vehicle Show

As part of this year's packed show at Ramsey Rural Museum in Huntingdon, the Fens Model Railway Club has organised a Model Railway Exhibition Room with a minimum of 25 layouts. Also, at the show will be static steam engines, historical re-enactments, live entertainment, animal petting area and so much more.

DATE: Sunday, May 31st, 2026

HAPPY BIRTHDAY

It's the S Scale Model Railway Society 80th Anniversary in 2026 and to celebrate, the club will be attending a number of exhibitions, including:

- 19th April: RMWeb South-West Area Group, Taunton, featuring 'Nancarrow Junction'
- 23rd - 24th May: RAILEX at the Stoke Mandeville Stadium, Aylesbury, featuring 'Arcadia', 'Blakey Rigg', 'East Lynn' and 'Trowland', plus the Society's demonstration stands, displays of S Scale modelling and our Parts Department
- 6th - 7th June - Craven Arms show at Ludlow Racecourse featuring 'Emwell'
- 11th - 12th July - Exe MRS show in Exeter, featuring 'Nancarrow Junction'
- 17th - 18th October - Uckfield Model Railway Show, featuring 'Grove Ferry Junction' and 'Flintcombe'
- 12th - 13th December - Manchester Model Railway Exhibition featuring 'Trowland'

The S Scale Model Railway Society was formed in 1946 to promote the scale and assist modellers who enjoy building in S. We have a wide range of parts including wagon, coach and locomotive wheels, a Bullhead track system of nickel silver rail, plastic chairs and plywood sleepers, plus a complete kit for a RCH wagon and parts for a Manning Wardle 'T' Class. Many of our members enjoy scratch-building, while others have embraced all the new 3D design and printing technologies. We are always keen to share our skills and knowledge with new members.

Membership costs £30 per annum and brings access to our parts, a regular Gazette and two meetings (usually in the South and North), where we display our models and have a sociable time, usually with a sit-down meal.

Paul Greene, Chairman SSMRS

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AREA 51

In a secluded location deep in a Scottish glen, where nobody goes and nobody looks, is a top-secret military installation. This facility is known as AREA 51 ½ UFO Research Centre.

The main objective in constructing this quirky layout is for fun, entertainment and to make use of redundant items left from our many previous projects.

Construction began at the end of February 2025. We decided to add an upper-level main line station. Building at the upper level led to the construction of a high street. Rummaging through our vast hoard of stuff included part-built and broken kits, bits of plastic, etc., ideal for scratch-building and kit-bashing. Various premises and buildings appeared. A UFO research facility would not be complete without UFOs. Yet another rummage produced an old fibre optic table lamp and some broken smoke detectors. These, with a paintbrush and a few electronic gadgets, make excellent UFOs. Most of the buildings are complete with lighting and interior fittings. On close inspection, you will see working thermometers in the radar station building, an actual film being shown in the cinema and more. Sound effects add to the appeal of this model.



Amusing cameo scenes have been included, such as a man on an extremely long ladder and people incorrectly handling toxic waste. There is a road accident with a car driver catapulted through the windscreen, a police officer gardening and cutting grass, etc.

Trains run randomly, timetables and prototypical operations do not figure high on our priority list. Most of the locos and rolling stock are in the main scratch-built and/or modified in some way.

Dave & Pete Matthews



ON STAGE

Everyone remembers the terrible vandalism of the Market Deeping Exhibition in 2019, which made mainstream media and raised significant money through donations. Now, the story is set for the stage, as Nottingham Playhouse presents The Market Deeping Model Railway Club.



Nottingham playwright William Ivory (*The Great Escaper*, *Made in Dagenham*, *Common As Muck*) brings warmth and wit to this comedy of high-stakes drama in a small-town setting – celebrating community, friendship, and British eccentricity.

Available to watch from July 6th to July 25th, tickets for the show cost from £14.50. A post-show Q&A will also be hosted on July 14th.

While this play is inspired by real events, characters, names and events have been fictionalised for the purposes of the play.

SWIMMING POOL

I was shown a copy of BRM October 2025, in which Chris Mead had put a very detailed model of a swimming pool. You may be interested to know that I have also got this model and have had it for 25 years. I brought it in Germany as a static kit and originally just set it up as such. Since then, I have incorporated it into several models and taken it to many local exhibitions, raising a significant amount

of money for Cat Protection. Last year, we raised £520. I have made my swimmers move, too.

David Canning

BRM Says: Excellent work, David, and moving swimmers, too! Keep up the great work for Cat Protection. I am sure there are many cats out there who are incredibly grateful for your model.



ABANDONED TRACKS

The discovery of an 1883 proposal involving the GWR, LNWR and the Midland, sowed the seeds for this picturesque might-have-been line.

Words: David Westwood **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Chaddesley Corbett
SCALE/GAUGE: 2mm:1ft/9mm/N
SIZE: 10ft x 2ft 3in
ERA/REGION: Era 5/BR Western
LAYOUT TYPE: Continuous run

Collett 0-6-0 2294 heads along the branch to Belbroughton with a mixed goods. The loaded sand wagons have been tripped from Belbroughton and will be added to the pick-up goods from Bromsgrove.



TOP RIGHT: A Midland Red bus stops to pick up a passenger in front of the row of cottages. The latter is a Scalescenes kit, which has had Redutex roofing slates added and also ratio guttering and downpipes.



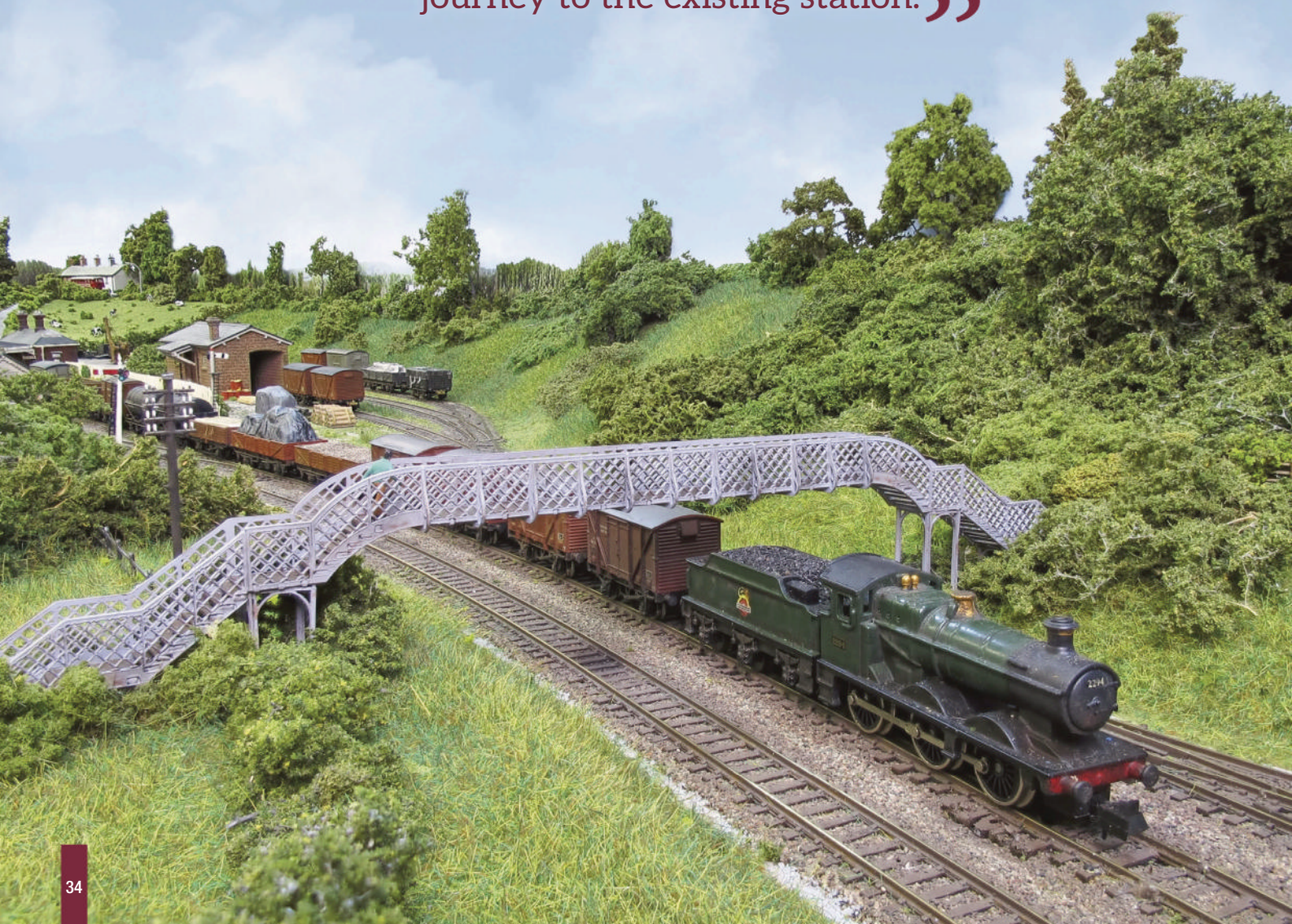
MIDDLE RIGHT: Trees and bushes feature heavily on the layout. All are handmade using seafoam armatures covered with various scatters.



BELOW: 2294 on a through freight passing under the footbridge, which is an excellent kit from York Modelmaking. Static grass was used extensively in various shades and lengths to create the overgrown look of the embankments.

With my previous layout, 'Burdock' (BRM April 2024) now established on the exhibition circuit, I decided it was time to start another project. I was born in Halesowen in the West Midlands and have always been interested in the history of the railways of the Black Country and the surrounding area. In *The Railways of Stourbridge* by Clive Butcher, I found that there had been a proposal in 1883 to build a line from the GWR at Kidderminster to the LNWR at Hampton in Arden. This would have gone via Chaddesley Corbett, Bromsgrove, Redditch and Henley in Arden, with a branch northwards from Chaddesley Corbett and a connection to the Midland at Bromsgrove. A station was planned in Bromsgrove town itself, thereby saving the residents the one-and-a-half-mile journey to the existing station. As this proposal would have involved the agreement of the GWR, LNWR and the Midland, I can see why it never happened, although it would have proved a useful route avoiding the Lickey incline. It did, however, give me an idea for a layout by assuming the line was actually built.

“ A station was planned in Bromsgrove town itself, thereby saving the residents the one-and-a-half-mile journey to the existing station. ”





Imagined history

Chaddesley Corbett seemed like a good choice because of the branch northward, which would have gone close to Belbroughton and would give extra operational possibilities. I have assumed that the branch only ever got as far as there, but sand deposits in the area could have generated plenty of traffic. Also, Belbroughton was the centre of scythe manufacture (the last mill closed in 1967) and other farming products, which would have meant raw materials going in and finished goods coming out. This would have provided more income and, along with a regular passenger service, could have made it viable.

By the period modelled, the early 1960s, it is likely that only sand traffic would have still existed and the passenger service reduced to a railcar.

If constructed, no doubt the backers would have had high hopes for the success of the venture. However, I suspect that the line would have never been more than a rural cross-country branch, providing local passenger and goods services and would have inevitably closed following the Beeching review.



ABOVE: 15XX Class 1508 on a local passenger from Bromsgrove to Kidderminster. The loco was scratch-built for me on a Dapol small prairie chassis. The road bridge is another Scalescenes kit.

MIDDLE LEFT: One of several cameos that help to bring a layout to life. Here, a carpenter is repairing a broken stile while a farmworker cycles past. The sawhorses by the rear of the van were 3D printed by one of our club members.

BOTTOM LEFT: The Belbroughton branch "Bubble Car" W55021, which shuttles to and from Kidderminster.



ABOVE: 1508 approaching the station with a “B” set and CCT. Signals are non-working at present and are a mixture of PD Marsh Models and Ratio, with MSE arms and etched brass ladders added.

MIDDLE RIGHT: 57XX Class pannier 5759 shunting the yard. The goods shed is from the Farish range of ready-to-plant buildings.

BOTTOM RIGHT: The local coal merchant seems to have abandoned loading his lorry, presumably to get a cup of tea. The wagon door was carefully cut out of the wagon side and glued in the open position.



Construction highlights

The baseboard is constructed of 9mm ply with 100mm x 13mm softwood framing. The layout is in three sections, each 1m x 700mm, supported on slot-in H-frame legs with adjustable feet. The centre section is self-supporting with the outer sections piggy-backed off it. Brass dowels ensure everything lines up correctly and the boards are joined together using captive nuts and screws. I have used this method with all my exhibition layouts and it has proved to be robust and reliable. For transport, the two end sections are boxed together and the centre section has its own box.

The station is set amongst farmland, assuming, as often happened, that it would have been built a little way away from the place it served. The actual track layout is not based on anywhere specific, but I wanted as near-scale-length platforms as possible, so I spent some time researching various books of station plans of the GWR. Eventually, I settled on Bourton on the Water, being about the right size for what I had in mind and used those dimensions for ‘Chaddesley’. I know the goods yard looks a little over the top for such a small station, but given the assumed branch traffic in its heyday, I don’t think it’s unreasonable.

The landscape is created using the tried-and-tested method of polystyrene blocks carved to shape with a hot wire cutter and covered with earth coloured filler. Fine scatter is then applied, followed by WWScenics static grasses of varying lengths and colours. Trees again follow my normal practice of using sea foam armatures sprayed with grey Plasticote for extra strength and then various grades of scatter fixed with WWScenics foliage glue. Several layers are applied using different shades and then liberally sprayed with hairspray to finish.

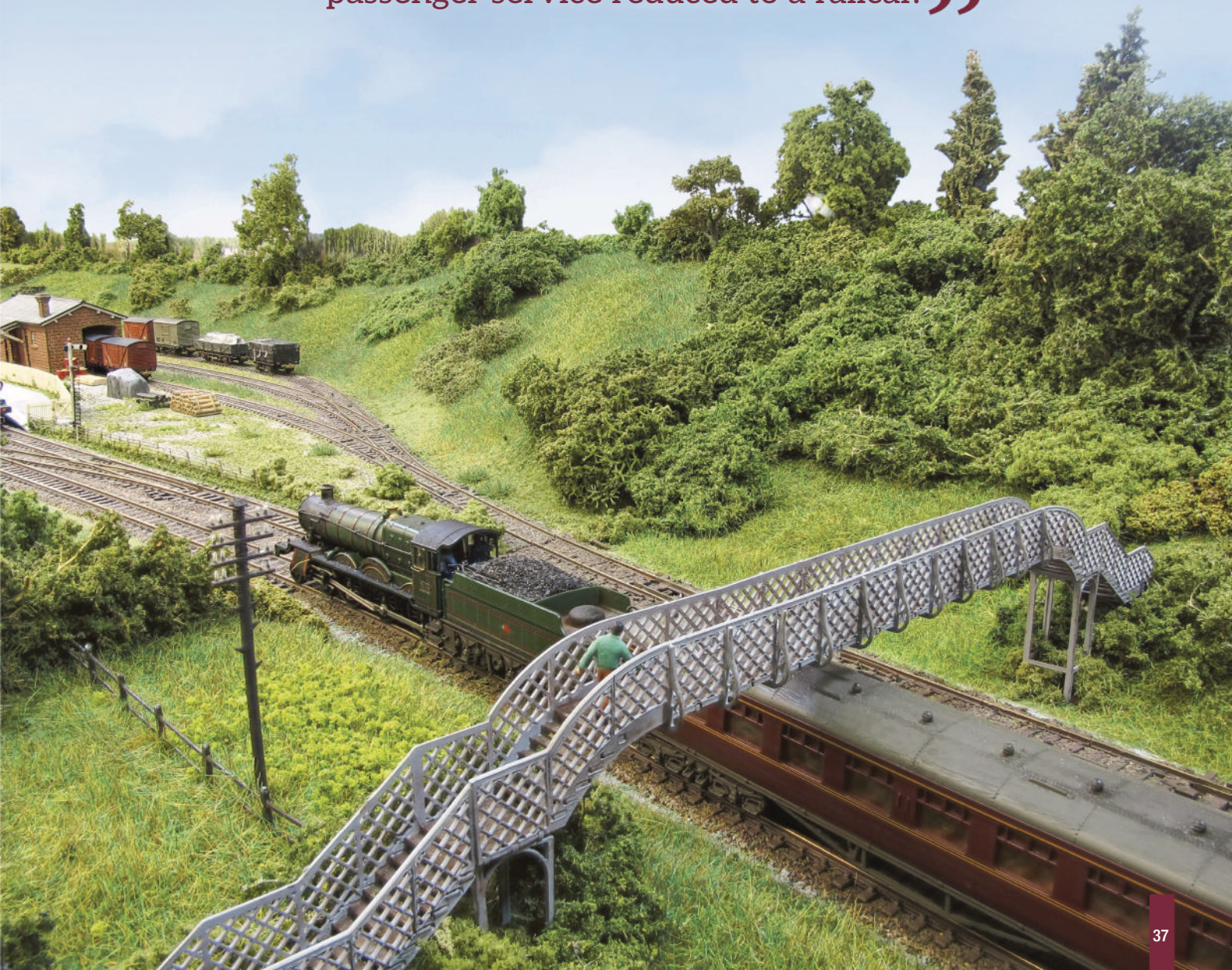
The track is Peco code 55 ballasted with extra fine granite fixed with the usual 50/50 PVA and water mix. I know most people find this a bit of a chore, but I find it quite therapeutic, and when painted and weathered, enhances the appearance no end. One important point when using granite ballast is to make sure it has been washed to remove the dust and that you wet it with a fine spray before applying any adhesive. This helps the PVA/water mix spread evenly through the ballast.



TOP LEFT: Another view of the footbridge, which had to be adapted to fit the different heights of the embankments.

BELOW: Manor Class 4-6-0 7800 *Torquay Manor* hurries through on an empty stock working of Collett coaches.

“By the period modelled, the early 1960s, it is likely that only sand traffic would have still existed and the passenger service reduced to a railcar.”





0-6-0 pannier 6412 on a short coal train on route to one of the gas works along the line.

ABOVE: 0-6-0 pannier 6412 on a short coal train on route to one of the gas works along the line.

MIDDLE RIGHT: Another pannier, this time, 3709 passes the signal box with a load of stone. Station fencing is from Ratio, platform bases and edging are from Scalescenes.



BOTTOM RIGHT: Large prairie 2-6-2T 6135 and pannier 1503 cross at Chaddesley. The station is deliberately set in a rural location, which was frequently the case with cross-country branch lines, as they were often some distance from the place they served.



The station building, goods shed, signal box and engine shed (Townscene, Farish, Liddle End and Ratio) have all been recycled from previous layouts. The cottages, road bridge and platform bases are from the Scalescenes range of download and print kits.

They have all been weathered and the cottages have had Redutex roofing, Ratio guttering and downpipes added. The footbridge is an excellent laser-cut kit from York Modelmaking and was a dream to put together.

Early exhibition success

Rolling stock comes from the usual sources: Farish, Dapol, Peco and some N Gauge Society kits, and all have been weathered and given loads as appropriate. Locomotives come from the same suppliers, with the exception of the 15XX Pannier. This was scratch-built for me by Hugh Griffiths, one of my regular operators and fellow Syston MRS members. I know this engine is unlikely to have been used on this line, but I have always had a soft spot for Panniers, and it means I now have one of each variant.



About the Modeller

Name: David Westwood

Age: 75

Number of years modelling: Over 60

Name of first layout: Don't know if it ever had one. I'd have been 13 or 14 at the time.

Favourite era/region: All my layouts are based around my stock, so BR Western region, late-'50s/early-'60s

Favourite locomotive: Anything GWR or Western Region

I was born and brought up in the West Midlands but have lived in Leicestershire for the past 34 years. I have been interested in railways for as long as I can remember and spent many happy hours trainspotting at Snow Hill or New Street in Birmingham.

I have always modelled in N, having started out with Lone Star and developed as more and better products became available. I only started exhibiting after moving to Leicestershire and joining Syston MRS, of which I am secretary. I am also a member of the N Gauge Society.

I don't currently have any plans to build another layout owing to arthritis in my hands, but I'm not short of ideas, so you never know.



TOP LEFT:

The parcels railcar towing a van must mean there's a big delivery for someone along the route.



MIDDLE LEFT:

The engine shed is home to the branch loco 0-6-0 pannier 5759. Its duties include the sand trip workings and occasional goods to and from Belbroughton and shunting the yard. The shed itself is a slightly altered Ratio kit.



BELOW LEFT:

The sand, having been collected by the pick-up goods 5759, can now head up the branch with the coal that was dropped off for Belbroughton.

BELOW:

0-6-2T 5633 waits at the home signal before being allowed to proceed with its load of bricks.





ABOVE: The young lady on the station seat seems indifferent to the arrival of the branch passenger. Presumably, she is waiting for the Bromsgrove train.

MIDDLE RIGHT: More of 5759 at work in the yard. Shunting is hands-free using MBD couplings and electromagnets under the track.

BOTTOM RIGHT: The parcels train has to wait until a service from the opposite direction clears the section.



Control is DC with two controllers and is wired for cab control, so two trains can be in operation at the same time. My main aim is to have something moving at all times, as this is what most people have come to see. I discovered on a previous layout that as soon as you stop running on the main line to carry out shunting, your audience tends to drift away. There is a 7-road fiddle yard with 4 split in half, making it possible to have up to 11 different trains available. The control panel is mounted above the central section of the fiddle yard and inter-board connections, made with 25-way D connectors.

Points are operated using Peco point motors powered by point motor drivers with built-in frog switching. Switches on the control panel indicate the route selected for each point. In order to shunt the yard hands-free, MBD couplings have been fitted to some of the stock. These are activated by electromagnets under the track and have a delay feature, which prevents re-coupling and enables the operator to push wagons into any position.

While in theory one person can operate 'Chaddesley', at exhibitions, two are needed, plus another to answer questions, so if you see us, don't be afraid to ask. We are always happy to help with queries, pass on advice, or just talk railways.

'Chaddesley' is in its early days as an exhibition layout, so I expect it to be around for some time to come and, apart from routine maintenance, is more or less complete.

Final words

Thanks to my partner, Cheryl, for putting up with my disappearances to play trains around the country and my friends from Syston MRC (Hugh Griffiths, Mike Collins, Gary Tabener, Alistair McLennan and Michael Whiteman) for their help at exhibitions. ■



TOP LEFT: Large prairie 2-6-2T 6135 exits the tunnel at the Kidderminster end of the station with a local passenger service.

BELOW: 7800 *Torquay Manor* passes through, being completely ignored by the porter about to open the store. Maybe he is going to get the tools to tackle the weeds growing around the base of the fencing.

“ I discovered on a previous layout that as soon as you stop running on the main line to carry out shunting, your audience tends to drift away. ”





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Getting Practical with...

TOOL of the MONTH

Got a practical question?
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Leather punch

OK, we don't use much leather in our modelling, but if you need holes in flat material, or little disks made from Plastikard, cardboard, or very thin metal, then this is a handy device to have in your toolbox. Recently, I needed some 2mm diameter clear discs for a project, and I couldn't think of how else I would have produced them. The swivel head allows you to make 2, 2.5, 3, 3.5, 4 and 4.5mm holes and discs, so it's very flexible and easy to use.



Ask Phil

What is a Capacitor Discharge Unit?

If you use solenoid point motors, such as those produced by Peco, Seep and Gaugemaster, among others, they are activated by a burst of electricity. You can just connect them to the 16V AC output from a controller, but putting a CDU in the circuit lets it store power, which is then released in a large burst when required. This gives each motor more "oomph" and makes it more reliable. You only need one CDU for the entire layout, too, making it a cheap upgrade to your wiring.

New on the workbench

Static T gauge trains

Spotted on the DoubleM Models (www.facebook.com/doublemmodels) stand, some nicely 3D-printed T gauge trains. Three different designs are available and each comes with a loco and two or three coaches. I don't model in T gauge, but wondered if they could be turned into 4mm scale model engineers' locomotives. A couple of Hornby figures suggest that the idea might work, and if you fancy something bigger, how about O gauge figures holding Gauge 1 trains?





Michael Campbell



Michael Russell



Phil Parker



Ben Bucki

Building a stone wagon load

The new OO RTR wagons from Bryngaer, reviewed in February's issue, cry out for a suitable load, but what to model? Phil Parker posed the question on RMweb, and one of the more interesting suggestions was stone blocks, complete with a photo showing Corsham stone sidings in pre-grouping days...



1 I start by weathering the wagon. Everything is dry-brushed, and then the inside receives a wash of dark brown to highlight the plank lines. This looked a bit severe, but a damp cotton bud cleaned things up again. Finally, a sprinkle of talcum powder for that dusty look.



2 To make stones, I create a simple mould using Plastikard and fill it with DIY wall filler. A blob of the same material is a standby, in case the moulding process doesn't work as well as I hope. Plaster of Paris would be better, but I didn't have any to hand.



3 Released from the mould and sanded with a fine abrasive, the stones are washed with thinned Humbrol Pale Stone enamel (121) and dusted with talc. I cut some stones from the blob using a sharp knife, which worked as well as the moulded versions.



4 Looking at prototype photos, the wagons carried some large lumps of stone, and the blocks weren't tied down, so that's how I have modelled the load. I found a suggestion of straw packed around the edges and used static fibre grass to replicate this.

Getting Practical



The Red Lion



Michael Campbell

READY-TO-PLANT buildings are a quick and convenient way of creating scenes on a layout. However, spending a little time adding detail and setting them into the scene is well worthwhile. This pub by Hornby is a fine model, but close inspection reveals some points for improvement,

and it can be personalised further by rebranding. I chose a popular name, "The Red Lion", but you could choose one personal to you, or perhaps one appropriate to its intended location. Some thought into the surroundings sets the context of the scene, too. Will it be a town centre pub, or a country roadside pub? The building could also be positioned in different ways depending on the size and shape of the space on your layout.

WHAT YOU NEED

Bachmann

Commercial lid skips

Commodore Studio

Picnic benches

Hornby

Scaledale The Rose & Crown Pub

Humbrol

Clearfix

Metcalfe

Tarmac builder sheets
Children's play area

Scale Scenery and Figures

People and half kegs

Slaters

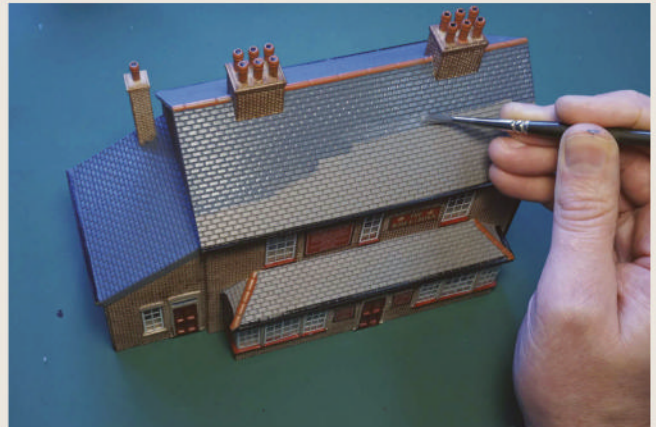
Random stone sheet

Other

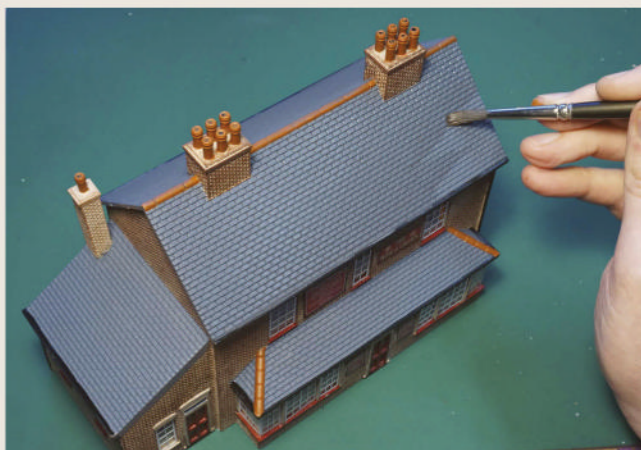
Black card or foamboard, plastic sheet, microstrip, modelling knife or scalpel, steel rule, drill, tweezers, PVA, contact adhesive, superglue, plastic solvent, acrylic paints and masking tape.



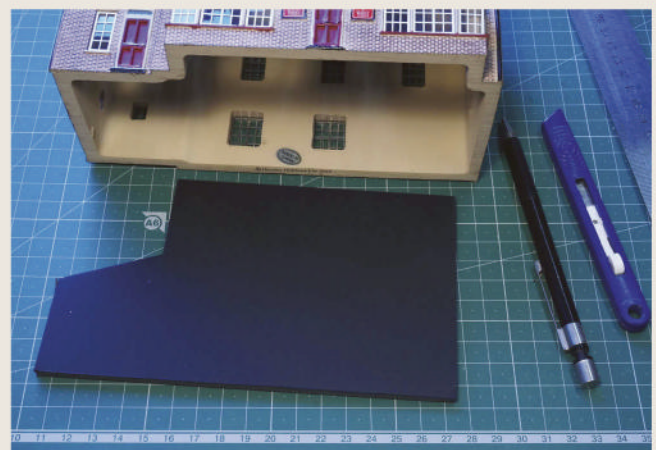
1 My model had a window fitted badly, showing up in the way it reflected light. I carefully removed it with a scalpel, trimmed back excess resin and glue from the recess it is supposed to fit in, and then refixed it with Humbrol Clearfix (PVA would also work).



2 The roof looked rather bland compared to the brickwork. I painted over it with a slightly darker blue-grey acrylic. I also carefully touched up the ridge tiles and chimneys, the painting of which didn't bear close inspection as supplied.



3 A dark acrylic wash was then used to emphasise the relief of the slates. Apply thin and quickly, and repeat as desired. I used two coats. Roofs of model buildings are very visible, so this simple task really makes a difference.



4 Another simple but effective change is to prevent being able to look inside, or even right through, an empty interior. I cut a piece of black foamboard to fit in the centre of the building (black card or paper would do) and fixed it with PVA.



5 I made up a signboard to cover the "Rose and Crown" sign, cut from 0.5mm plastic sheet and framed with microstrip. I found a nice hanging sign in my useful bits, a whitemetal casting from Langley, I think, which had been primed.

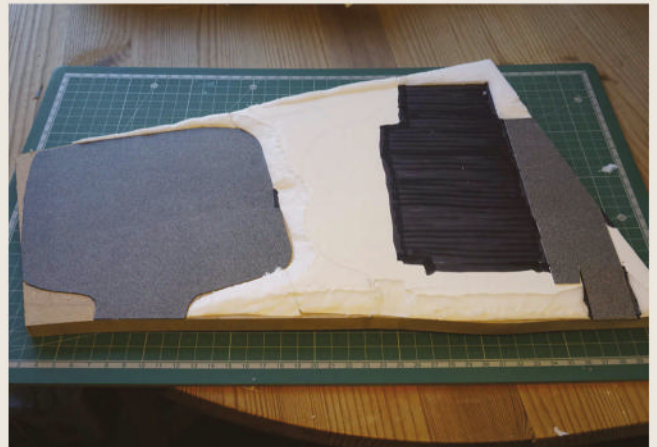


6 New signage was drawn in Microsoft Word, which allows objects to be dimensioned, using images found on the internet. I printed a selection of slightly different sizes around the measurement, and used those that fitted best, fixing them to the signs with PVA.

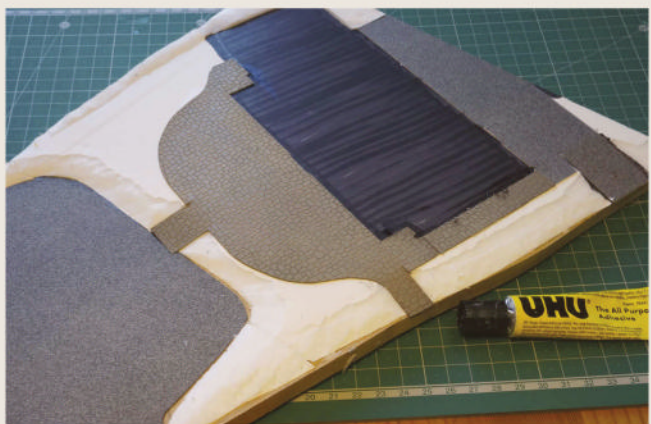
Getting Practical



7 The plastic sign was fixed over the original with contact adhesive. The hanging sign required a hole to be drilled into the wall and was then fixed in place with superglue.



8 I used Metcalfe tarmac-effect card for the car park and rear yard. To add interest, I raised the ground under the pub with 5mm foamboard, carved to a slope down to the car park. The footprint of the pub was coloured black with a marker.



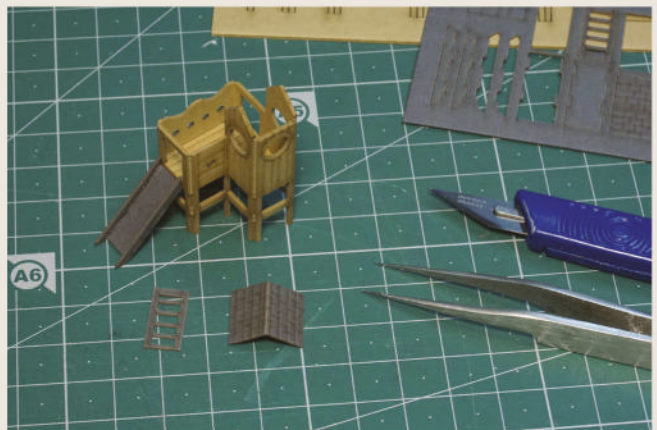
9 I cut a patio and paths from Slater's embossed plastic "random stone", which makes good crazy paving. This was trimmed to fit close to the building, ensuring there was no gap where the building meets the ground, then stuck down with contact adhesive.



10 Car park lines were marked out with masking tape – the card template was cut to a standard space size (yes, I Googled it!). White or yellow acrylic paint was stippled on with a sponge and, when tacky, the masking tape peeled away.



11 Every pub needs garden seating. I found these delightful laser-cut picnic benches by Commodore Studio while at the National Festival of Railway Modelling at the NEC. After assembly with a little PVA, they were painted with shades of beige and grey.



12 A good pub garden keeps kids entertained, too. This play equipment from a Metcalfe kit is ideal; it's laser-cut from card and assembled with PVA. I chose to paint this in bright colours, as they often are, making it a feature of the scene.



13 These drinking, smoking, and playing folks (and dog) are from Scale Scenery and Figures, as are the half kegs. They were primed and painted with acrylics before being removed from their supports.



14 The playground was placed on brown scatter and the benches arranged. I printed a disabled parking sign, soaked it in superglue, painted it aluminium on the rear and stuck it to paperclip wire. Grass hides paving and building edges.



15 Round the back, the empty kegs are awaiting collection. A pair of commercial bins by Bachmann were given a dirty wash, and a distressed and broken old picnic bench completes the non-public side.



16 The details around the pub give it life. I've set my model in modern times with the car park and playground, but with appropriate signage, figures and setting, it could equally be placed in an earlier era.

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Getting Practical

Somewhere in the West Midlands, in the 2010s... I wanted to give the impression of a slightly run-down branch line that had once been considerably more prosperous and heavily-engineered when it was constructed. The huge walls have become neglected and weed-infested, and blank canvases for the bored local teens...

Building Retaining Walls



Ben Bucki

YOU HAVE to hand it to our railway-building ancestors; they did a thorough job of resculpting hillsides or digging out deep cuttings through which to run their trains. These structures stand as a testament

to the quality of the engineering used at the time; the chasm leading into Leeds from the North, or the brick-lined trough through the Jewellery Quarter that feeds the ex-GWR lines into Birmingham Snow Hill, or the heavily-engineered structure that drops down into Liverpool Lime Street are awe-inspiring in their scale. Then there's the Yorkstone shelves of the old Great Northern lines from Halifax to Queensbury, Bradford, and Keighley, where massive walls had to be created to squeeze the tracks through the towns and valleys of West Yorkshire, or the similar structures that did the same job in the challenging terrain of the South Wales valleys.

On model railways, the use of such structures allows the modeller to have varied heights and depths to the land, a handy aid to realism without needing massive amounts of space to model the wide slopes of a whole hillside. A number of manufacturers offer retaining walls in their ranges, from a variety of materials; card, plastic, resin and brass. The ready-to-plant resin walls by Hornby are impressive, nicely moulded and decent representations of the real thing, and come in a variety of designs. And nice as they are, they benefit from a bit of detailing; colour washes, weathering and repainting, drainage pipes, or signs of water ingress and limescale staining, inspection covers, etc. And for lines set in the modern day, cable runs (especially for lines set in London, like the Tube) and the scourges of the modern-day railway scene; plants growing through cracks, fly-tipped litter and graffiti.

WHAT YOU NEED

Citadel Acrylics

Mournfang Brown, Abaddon Black, White Scar, Flash Gitz Yellow, Fenrisian Grey, Leadbelcher, Nuln Oil (wash), Agrax Earthshade (wash), Garaghaks Sewer (wash)

Hornby

High-Level Stepped Retaining Walls (Engineers' Blue Brick)
Flocks and scatter

Slaters

Plastikard offcuts (L-shaped and U-shaped channel and 1mm-thick sheet).

Woodland Scenics

Flock, scatter and bushes

Other

Superglue, liquid polystyrene, coping saw, hacksaw, razor saw, files (various), craft knife, scalpel (sizes 11 and 21 blades), hot glue gun and glue, vacuum cleaner, G-clamps (various), gloves and face masks.

PROTOTYPES

Retaining walls are a common feature of the railway, and can be incorporated in various ways into our model layouts. These walls are a good way of raising the land for a corner-scene or along a backscene, framing the modelled area, or hiding where tracks exit the layout to hidden sidings or staging areas without needing to model the deep, sweeping sides of an open cutting.



A stone-lined, sunken path might add a bit of interest and save the space needed for slope-sided cuttings. This is Keighley, West Yorkshire, where a stream has been culverted and turned into a path (with quite low head-height under the old bridges).



Keighley again, and some characteristically large and imposing stone walls supporting the railway as it climbs out of town. Setting a railway up above baseboard height on something like this would really add visual interest to a layout, and the choice of material (colour of stone, brickwork, concrete) would help set the locale and timeframe.



This would be a challenge to model, maybe needing brick sheet in either card or thin Plastikard. This is Llangollen Station, where the sweeping, sloped curves of the brick retaining walls at the western end of the station make for an unusual but eye-catching feature.



Something a bit gritty and urban; Dudley Port, West Midlands, and a huge, heavy-duty brick-faced wall carrying the main line and a canal over the road. Of particular interest are the limescale deposits and water staining, and the graffiti, which must have been a hell of a job for a precariously-dangling artist.



The Glaslyn Pass in North Wales has some particularly massive stone walls around the tunnels at the southern end of the pass, holding back the hillsides. It's quite the engineering achievement for what ended up being a lightly-used railway, but speaks volumes of the effort needed to build it.



Rural and narrow gauge again, this time on the Ffestiniog at Penrhyndeudraeth. Again, materials suggest the location; the use of slate nails down the where, and also note the interesting spread of the greenery over the structure.

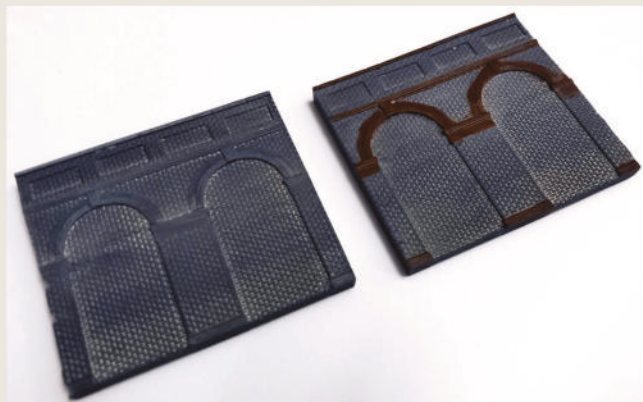
Getting Practical



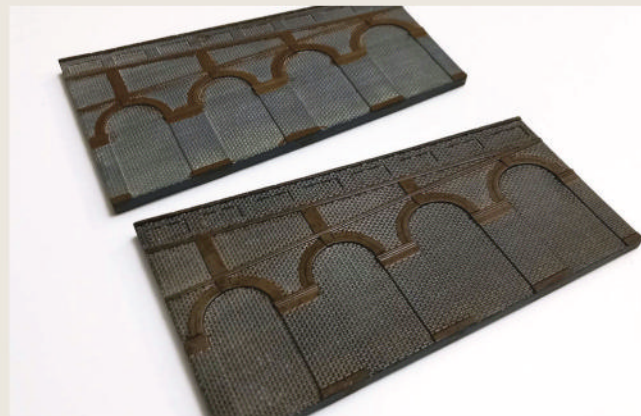
1 Straight out of the box, the Hornby retaining walls are good quality, and perfectly usable as they are. That said, like most ready-to-plant buildings, a few personalising touches can help set the scene of a layout. In my case, this would involve some cutting and modifying, and adding details and greenery to the basic walls.



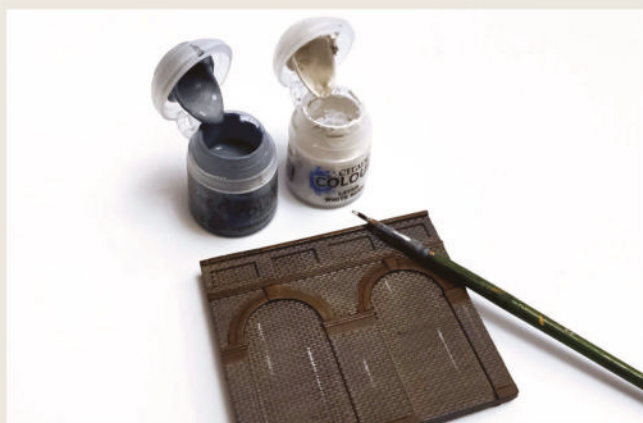
2 The dust created during cutting resin is extremely dangerous if breathed in; I had a vacuum running, my workspace well-ventilated, and I had a facemask on. Afterwards, all the tools were rinsed and cleaned, and the area hoovered up before thoroughly washing my hands. Better to be safe than sorry.



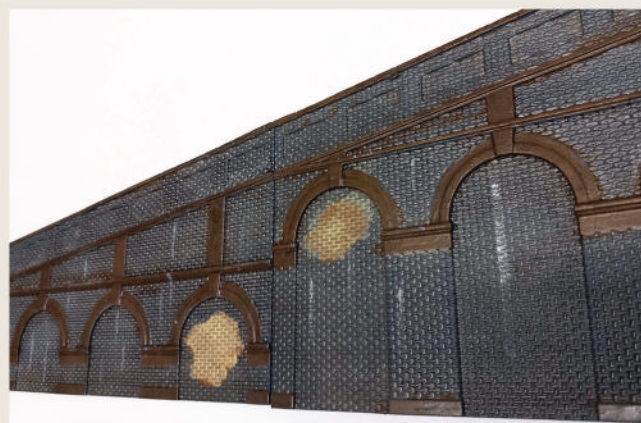
3 I started by giving the raised details a coat of paint to help them stand out; it was a slightly rough job, but then I'd be giving the whole thing a heavy weathering and multiple washes to help blend it all together anyway, so it didn't need to be too painstakingly neat.



4 I gave the walls a first wash of watered-down acrylics to bring out some of the details in the brickwork and darken the mortar courses. I wanted to aim for a somewhat smoke-stained atmosphere to this old line, after generations of steam locomotives and the chimneys of the surrounding industrial area.



5 The next stage was to add some limescale staining - looking at real brick retaining walls around the West Midlands, this seems to be a common feature, and was represented by dry-brushing thin streaks with white and pale grey acrylics.



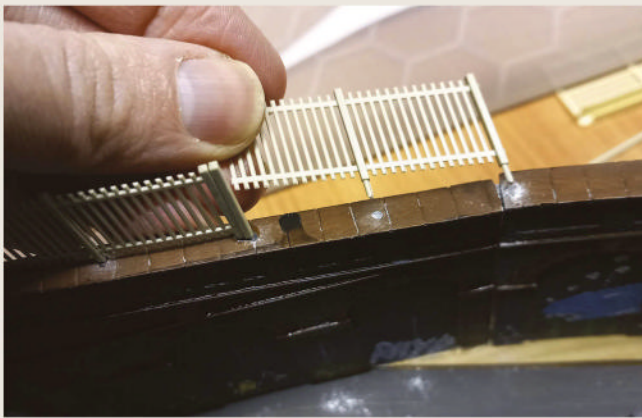
6 Another feature I wanted to replicate was patched brickwork (after, again, seeing similar on a wall in Wolverhampton). The 'new' bricks were picked out in a pale brown, and a wash of light colour was run into the mortar courses, to make them stand out from the smoke-stained surroundings.



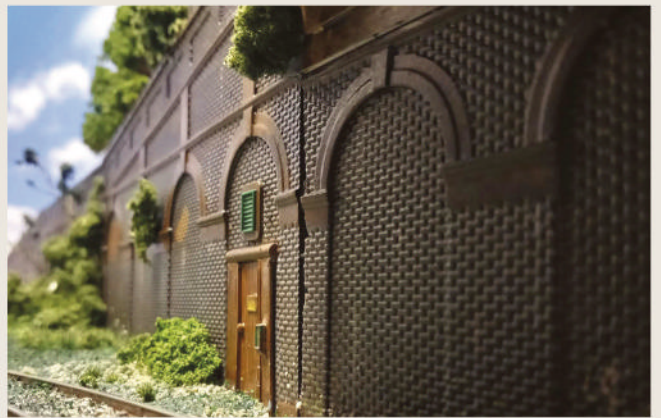
7 With the layout set in the 2010s, I wanted some graffiti on the walls. I had toyed with 'official' pieces, the sorts of large murals you sometimes get at modern stations, but changed my mind to keep it as something more nefarious.



8 Who isn't intrigued by a mysterious door? I raided the spares box and used various scraps of Plastikard, a vent and key box from a Ratio N gauge building, and the door from a Dapol engine shed. It was all fitted by cutting a slot into the resin wall to stop it sitting too proud above the brickwork.



9 A late decision was to add a representation of modern security fences; while there are commercial mouldings available, I found some odd lengths of ratio fences in a scrapbox at Frizinghall Models. I drilled some holes in the parapets to take the locating pegs; again, exercising caution when cutting into the resin.



10 The mystery door; electrical substation? Store cupboard? Permanent-way hut? Entrance to a secret base for a paramilitary monster-hunting organisation? Just a little thing to add a bit of interest and help break up an otherwise long stretch of relatively plain brickwork.



11 Nature likes to reclaim anything man-made, and cracks in the brickwork end up sprouting greenery even in carefully-maintained structures. I wish I'd had some ferns to hand, but settled for representations of moss and small bushes, with some algae staining where water has seeped through.



12 Alongside graffiti, I added fly-tipped rubbish. Some repainted Peco mailbags became bin liners, and odds from the spares box represented builders' waste. After the detailing was complete, another wash of various watered-down brown and black acrylics was made to bring it all together.

Getting Practical



Old dog, new tricks... the railway might be long-closed, but the signal box, which once controlled the level crossing at Hawk Lane, still commands a prime view over the estuary of the River Hallie. With new windows and a bird hide built into the old locking room, it makes a great place to view the wildlife.

Repurposing a signal box



Ben Bucki

THE RATIONALISATION of the British railway network from the 1960s and the modernisation of the remainder has seen the demolition of much traditional railway infrastructure. However, the essential safety

purpose of signal boxes saw many survive long into the age of computer-controlled systems, the majority only recently being rendered redundant. While some now stand derelict and vandalised, many more have been repurposed as private dwellings, holiday homes, galleries, museums (both railway and otherwise), tearooms and more.

This laser-cut kit by Pop Up Models is of the Rogart 'box up in Scotland, now serving as holiday accommodation. It was tempting to model the signal box in its current state, but while I was visiting family in Wales, I ended up passing the former Cambrian Railways signal box at Penmaenpool, which, after closure, had been repurposed as a wildlife-viewing facility and bird-hide for the RSPB, overlooking the Afon Mawddach. Sadly, on my visit, the site appeared to be closed down, the 'box scaffolded over and boarded up, but I thought it would nevertheless be ideal inspiration for something a little different for this build.

WHAT YOU NEED

Citadel Acrylics

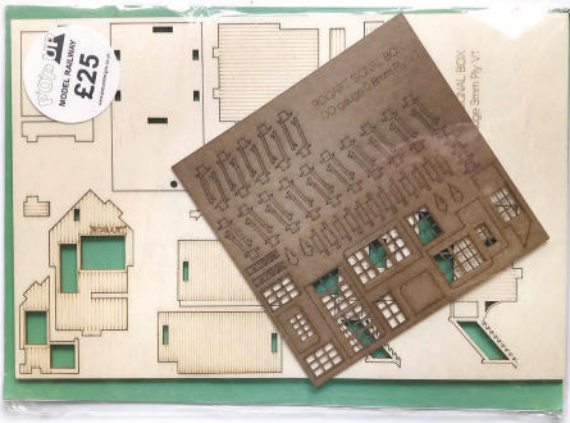
White Scar, Fenrisian Grey, Abaddon Black, Macragge Blue, Iron Hands Steel, Mournfang Brown, Nuln Oil

Pop-Up Models

Rogart Signal Box kit

Other

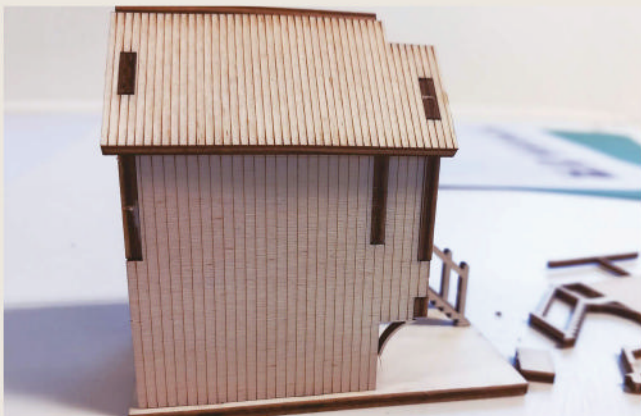
Plasticote-brand spray undercoat grey and dark brown, razor saw, craft knife, scalpel (size 10), steel rule, scissors, needle-nose pliers, 'Sharpie' black permanent marker, Expo 50g Card Glue, superglue, clear 1mm plastic (from packaging), Evergreen Channel no.265 and 263, Plastruct 90604 3.2mm tube, embossed roof-slate effect Plastikard sheet (from scrap).



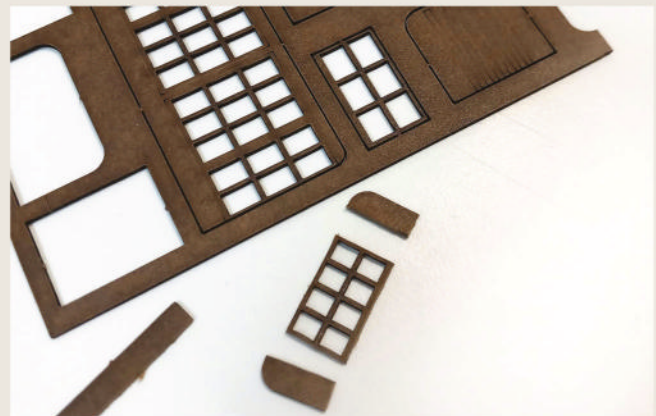
1 The kit comes as a fret of parts in 3mm ply, with a separate thin fret for the windows. All cut very neatly; they just need careful removal with a fine blade. The ply components benefited from a light sanding to smooth down the remains of the tabs which held them to the fret.



2 Whenever I build a laser-cut kit, I like to do a dry-run assembly to identify any problems. In this case, one tab on the end opposite the steps had a little sliver of wood that needed to be trimmed away, otherwise, it went together very well.



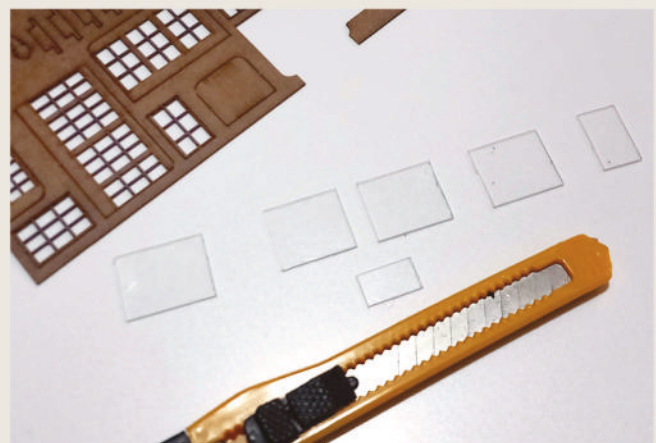
3 I started planning the modifications I was going to make; the inspiration, Penmaenpool, has an extra set of windows cut into the back wall looking out over the estuary. This 'box having a similar, plain back, so I thought I'd do the same and add a large picture window on the top floor.



4 The kit has multiple options for doing the windows: left unglazed or with the frames stuck on the rear of the walls, or with glazing stuck on the inside and the frames filling the apertures (there are lines marked on the windows to help you cut them out for this).

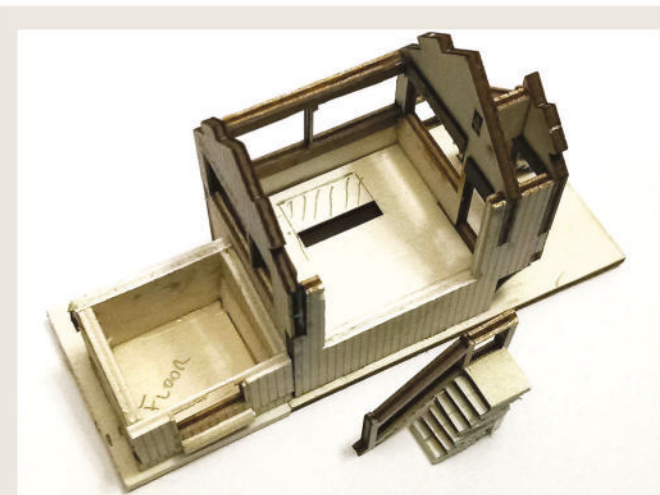


5 I chose the latter option, but given how much of the interior would be on show, I didn't want big sheets of clear plastic covering the inside walls. I carefully measured the apertures and cut the windows to size, from some spare clear plastic.

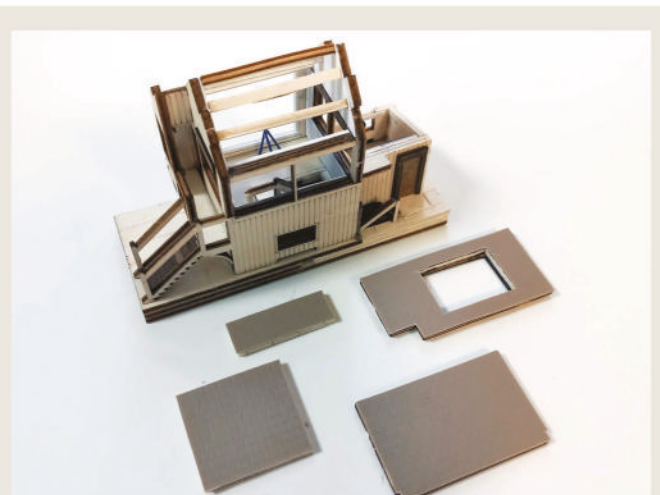


6 To fit the glazing, I trimmed scrap pieces from the window sprue and made strips that the glazing could sit against inside. These could, in turn, be hidden by internal wall cladding when the 'box was properly assembled.

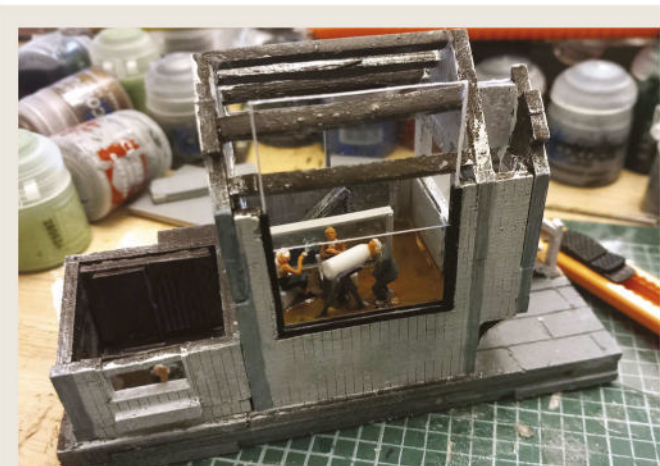
Getting Practical



7 The 'box came with a spare side, and the section I'd trimmed out for the picture window gave me extra material as well. I used these and scrap from the fret to construct a bird-hide on one end. By using matching materials, I thought I could imply this was originally a lean-to or the locking room. More scrap and spare parts were used to assemble a new internal staircase.



8 I thought the roof, etched to represent corrugated metal, was the weakest part of the kit and I decided to clad it in embossed Plastikard to represent tiles instead. A quick test showed the interior was a bit gloomy, so as an alternative to adding an LED light, I cut a skylight into the roof on the rear side.



9 I experimented with fitting the large window by using U-section plastic channel to create a frame, then, when the interior was completed, I slid a pane of clear acrylic into it. The signal box was painted by dry-brushing over a coat of grey primer and dark brown acrylic as a base layer.



10 Nearly done - drainpipes and gutters were added from more U-shaped plastic section, helping to disguise a couple of joint-lines. Signage was home-designed, the 'box getting a suitably wildlife-esque name. Finally, it was weathered quite heavily to represent an old structure in a slightly exposed spot.

CONCLUSION

From the abandoned level crossing, looking down the reclaimed trackbed of the old railway, the 'box provides a bit of shelter for the wildlife-watchers, and somewhere for the passing cyclists and hikers on the abandoned line to break their journey.

The kit was primarily made from laser-cut ply that went together nicely; it also proved quite easy to customise and modify. Quite a lot of thought had gone into the design, allowing for different skill levels (such as with the multiple options for adding the windows). While I've modified mine to be something non-railway, the methods I've used can be easily employed to create a personalised building for use through a variety of eras.





Joining track on lifting sections

TOP TIP

Use a contact breaker on the track feeds, so that the lifting section automatically cuts off the power to the track when raised. This needs to cope with any locomotive stay-alive systems you have employed.



Michael Russell

FOR GOOD running when using a lifting section, it is vital that you have accuracy in track alignment. There is bound to be some give in any hinges, and temperature will also play a part, so it is best to provide a means of adjustment. I designed the joining sections to allow track adjustment in all three planes, as well as allowing the rails to slide so that a sensible gap can be maintained between the rail ends. The system is employed both at the hinge and far end of the lifting section, and so four joining pieces are required in total.

I have used Peco bullhead rail track, which allows for easy alignment as the rail joiners can be mounted inverted, although the principles outlined here will work for any track system.

WHAT YOU NEED

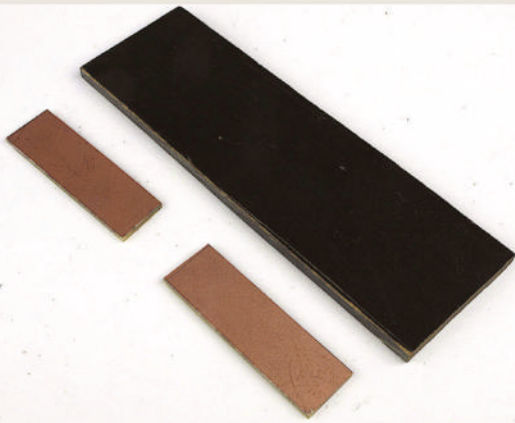
Peco
6' way gauge

Other
Paxolin or other non-conducting solid board, copper-clad laminate, self-tapping wood screws, Peco 6' way gauge, superglue, M3 screws, washers and threaded inserts, track and rail joiners, soldering iron, electrical solder, band or hacksaw, multimeter, centre punch, DIY knife, electric drill with bits to match screws, pozidrive screwdriver, small round file, face mask, gimlet.

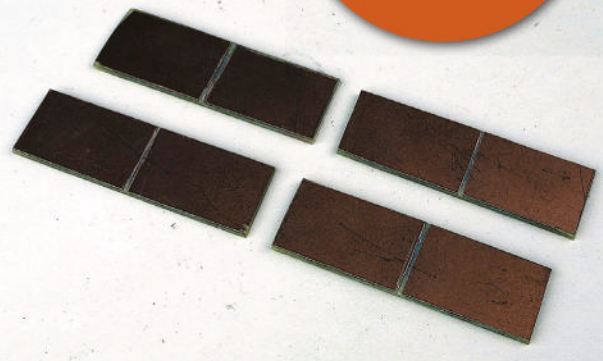
Getting Practical

TOP TIP

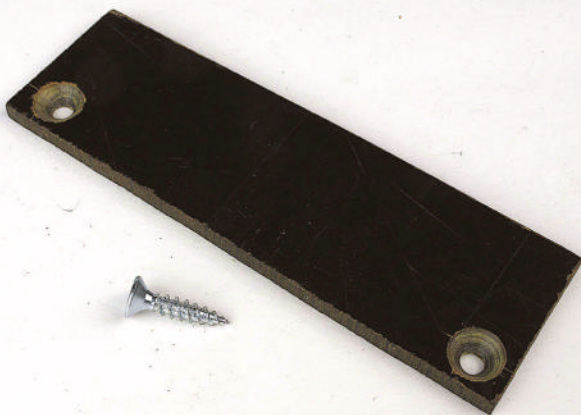
Unless you are very accurate, it pays to number the CCL parts to the bases so that you have no alignment problems later.



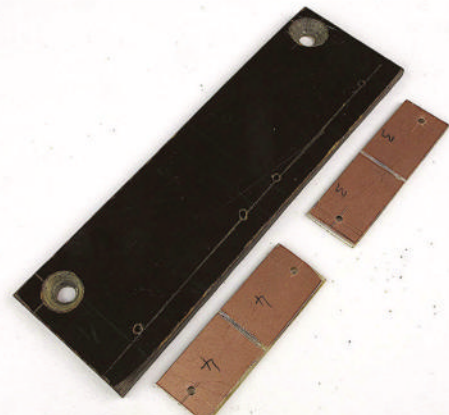
1 Use Paxolin, or another solid non-conducting material, as a base. Mine is 12mm across for a double-track connection, 4mm deep and the thickness matches my underlay. Cut two pieces of copper-clad laminate (CCL) with a band or hacksaw 15mm by 45mm.



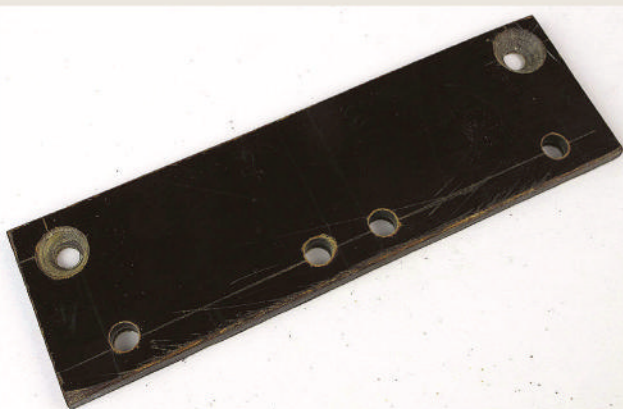
2 The CCL will form an electrical connection with the rails and so needs dividing into left and right sections that are electrically insulated from each other. Score two lines 1mm apart down the centre and peel the middle section away. Check using a multimeter.



3 So the bases can be fixed in place, drill two holes in the rear corners using a drill to match your screw size. I used 4.0 x 20 countersunk pozi self-tapping screws. Countersink the holes so that the screw heads are fully recessed.



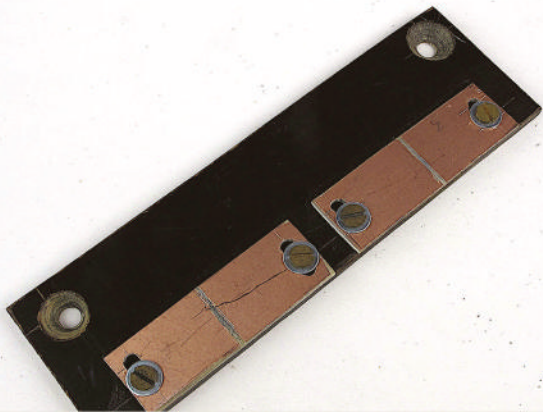
4 Mark a centre line down the middle of the CCL pieces and a line 6mm in from the edge of the bases. Use two pieces of your track and a 6" way gauge to align the CCL pieces, clamp in place and then drill 1mm holes to mark where the screws will go.



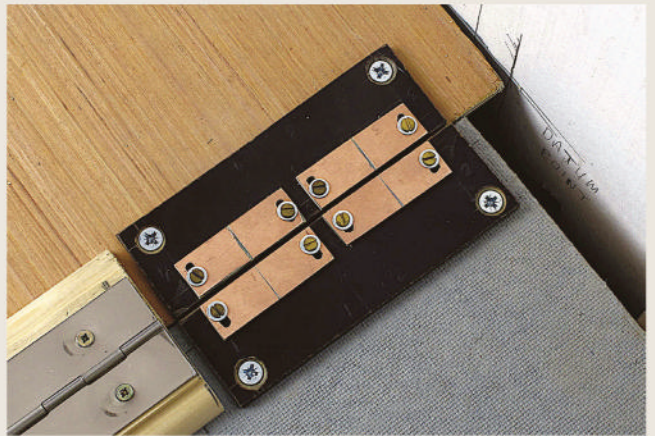
5 Enlarge the holes you made in the base to accept threaded inserts to match your bolt size. My holes are 5mm in diameter to match the M3 screws employed and the threaded insert depth should match your base depth, or you will need to file them down afterwards.



6 Enlarge the holes in the CCL pieces to match your screw size and then use a round file to enlarge them to form slots that will allow the pieces to slide forward or backwards. Wear a mask when making any dust.



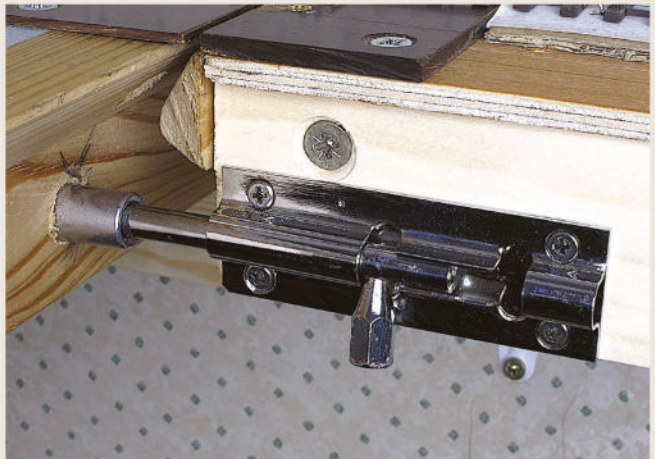
7 Fix the threaded inserts in place using superglue and, when dry, fit the CCL pieces in place with screws and washers. Adjust the CCL pieces so that they are flush with the base edges.



8 Align the plates with the baseboard edge and make a pilot hole with a gimlet where the fixing holes are located. Fix in place with a self-tapping screw. Adjust the gap between the CCL pieces to 1mm using a piece of plastic card as a spacer.



9 Use inverted rail joiners to align the track so that the lower rail joiners can be soldered to the CCL using electrical solder. Leave enough room for the inverted rail joiners to be slid out of the way so that the lifting section can be raised and the former removed.



10 Unless your boards are perfectly flat and your hinges perfectly aligned, you may find that it is useful to fit sliding locks to maintain the correct position for track alignment. This also adds a safeguard to prevent the lifting section being raised when trains are running.



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Detailing and weathering our EXCLUSIVE Fireless



Phil Parker

HOW DO you weather a locomotive that doesn't really get dirty?

Fireless locomotives are fascinating. Working much like a traditional steam engine with drive generated by pistons, the steam to power these is stored in a large reservoir – the big, round bit that looks like a boiler.

Rather than burning coal to heat the water, this is carried out somewhere on site, often as a by-product of a manufacturing process. The reservoir is charged up via a pipe, and then the locomotive can get to work. After four hours or so, it needs to be topped up.

The beauty of this system is that these locos are perfect for environments where sparks or burning coals would be dangerous – munitions manufacture, chemical works, paper mills and even docksides. Prototypes tended to last later

than traditional steam engines, with some making it into the 1990s. Several have been preserved, being charged from a traditional loco for demonstration purposes.

Rapido's model is a lovely piece of work, based on Andrew Barclay's most numerous fireless design, the Caledonia. Available in several liveries, I'm working on the BP version, an exclusive for World of Railways.

Since there isn't a chimney chucking filth out of the top of the locomotive, photos of these machines show them to be pretty clean, an overall coat of brown dirt, and sometimes white water stains from the dome being about as mucky as they get. It's easy to replicate with powders or an airbrush.

Along the way, I've dismantled the body, work that will need to be carried out if you convert a DC model to DCC, or want to change the chip inside. It's not difficult, but keep those tiny screws safe on the workbench.

WHAT YOU NEED

Citadel Acrylics
Agrax Earthshade

Humbrol
66 Olive Drab

ModelU
Andrew Barclay Fireless
Crew 11296

World of Railways
Andrew Barclay Fireless
locomotive in BP livery

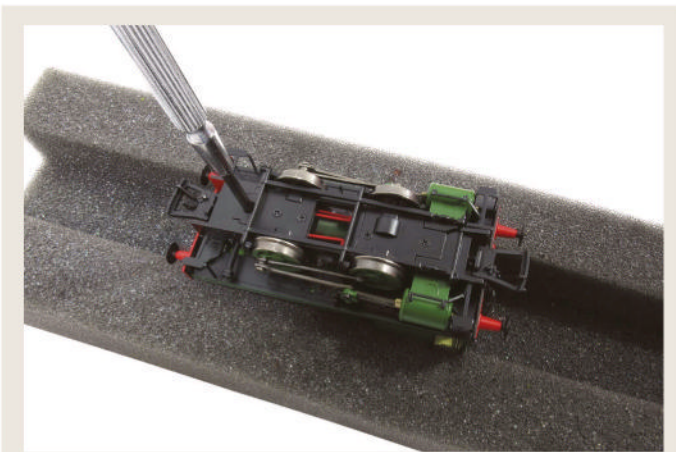
Other
Good quality miniature
screwdrivers, tweezers, Blu
Tack, brown, grey and white
weathering powders, soft
brush, matt spray varnish.



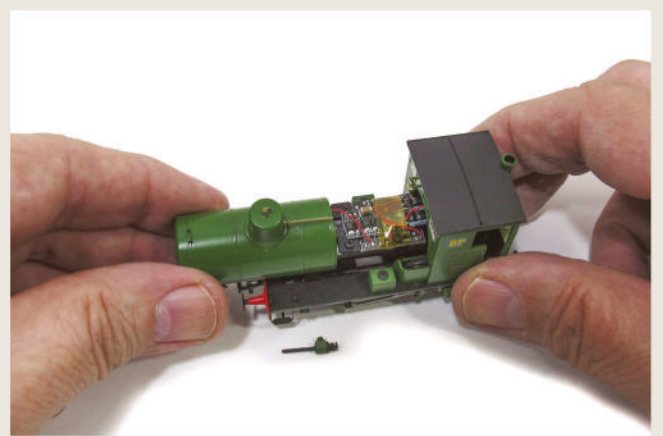
1 As well as the loco, in the box are some detailing parts: etched builder's plates, a couple of lamps, electric lights, cabside shutters, cab half doors, shutters with windows and full height doors with windows.



2 Most importantly, before carrying out any work on the loco, run it in for half an hour in each direction at different speeds. This will bed the gears in and ensure the model is working properly. You don't want to work on it, and then have to return the model for a fault.



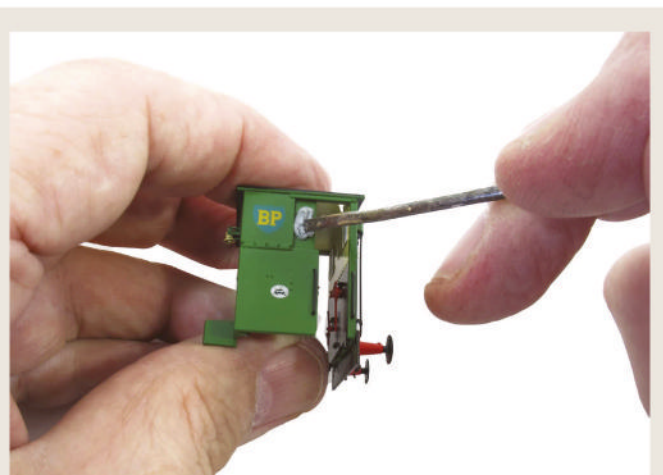
3 We're going to need to get inside the body. The first step is to undo the deeply buried cross-head screw towards the front of the model. All the screws are tiny, so find a safe place for them now.



4 The tank slides forward and has to be wiggled up, over the top of the bufferbeam and away from the loco. The pipe on the side should stay with the tank, but mine fell off. Not a problem, as it came away cleanly, to be re-glued later.



5 The cab is attached by really tiny cross-head screws under the footplate, and partially obscured by the slidebars. A tiny flathead screwdriver handled these. The cab then lifts up and away, again, with quite a bit of gentle wiggling.

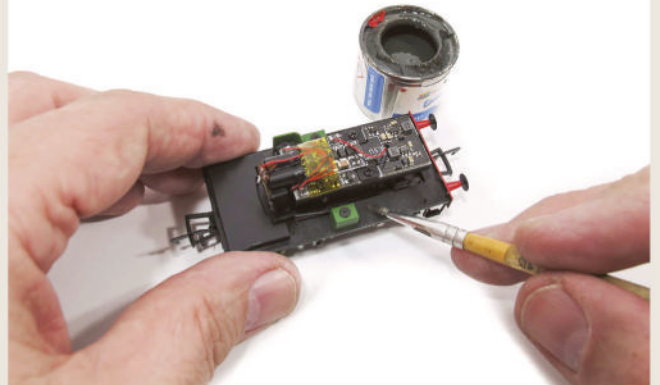


6 BP locos were fitted with cab shutters, but attaching them to the model is fiddly. I use a blob of Blu Tak on the end of a screwdriver to manoeuvre the parts, and Deluxe Materials Glue'n'Glaze to hold them in place.

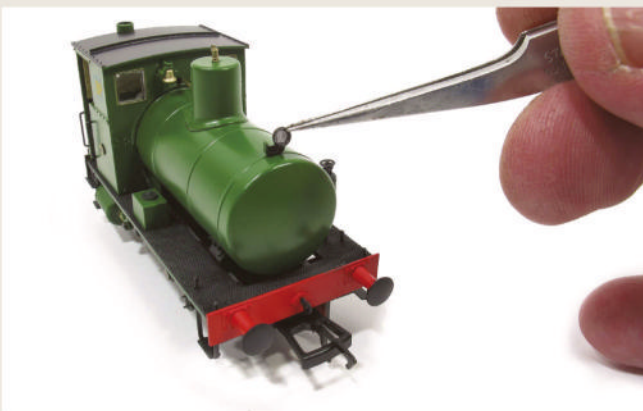
Getting Practical



7 Having the cab free improves access to the interior for weathering. These aren't dirty locos, and you can't see in anyway with the shutters fitted, so a brown wash was enough to tone down the red controls and cream interior.



8 Another benefit of the body being off is being able to dry-brush the textured footplate with some Humbrol Olive Drab (66) without worrying about the green paint. This little touch really highlights the level of detail on this model.



9 With the body back together, it's time to add some lights. Both lamps and electric lights are included, and brackets to fit them on are on the body. I've chosen the electric lights and fit them with a tiny bit of superglue. I tried PVA, as suggested, but they fell off.



10 Fireless locos don't generate dirt like traditional steam engines, so an overall heavy dusting of grey and brown weathering powders seems enough. They are applied liberally and then cleaned away with damp brushes and cotton buds. Repeat until happy with the level of filth.



11 This loco is likely to be handled quite a bit, so I want to give it a light spray of matt varnish to protect the powder finish. First, the windows are masked with Blu Tak. Put a small blob in the middle, and work it to the edges with tweezers.



12 All locos need a crew, and handily, ModelU produces one especially for this loco. Since I don't have any orange paint for the hi-viz, which would start to appear in the late-1960s, I mixed up a suitably dull shade from yellow and red.

Revolution trains

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66302

GBRf ex-DRS plain blue
Low emission with BMAC-2 lights

66701 'Whitemoor'

GBRf original with
First branding

66798

GBRf
ex-Rush Rail

66770

GBRf ex-Europorte
low emission

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66615

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66401

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ISSUE 309 | MAY 2026

INTERMODAL TERMINALS – PORTS



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INTERMODAL TERMINALS - PORTS

Paul Shannon examines the rail freight terminals serving deep-sea ports and other maritime facilities in the UK.



Forth Ports reopened its railhead at Grangemouth Docks in 1997 and EWS provided a daily service for intermodal traffic, making use of its Enterprise wagonload network to reach a variety of destinations. 37427 shunts KFA wagons at the railhead on July 16th, 1998, after working the 08:40 train from Mossend.

Today's intermodal network is strongly focused on deep-sea traffic, most of which is channelled through the east and south coast ports of Felixstowe, Southampton, or London Gateway. All three of these ports have well-developed rail facilities. The railway also still reaches port terminals at Tilbury, Liverpool (Seaforth), Teesport and Grangemouth. Ports that once handled rail-borne containers but no longer do so include Purfleet, Thamesport, Harwich and Holyhead.

Felixstowe

Superlatives are plentiful at Felixstowe. The port's three railheads - North, Central and South - form the busiest freight terminal complex in the country, with an average of 27 departures each weekday at the time of writing. The port itself was the first to gain purpose-built container facilities in the UK when it opened in 1967, largely thanks to its location being close to the main shipping lanes and ports of Northern Europe. Today Felixstowe, keeps its long-held position as the UK's busiest container port, handling some four

million 20ft equivalent units every year. Felixstowe was the place where the world's largest container ship, *MSC Loreto*, made its first UK call in 2023.

The earliest container trains to and from Felixstowe used an existing branch to the docks, which required a reversal at Felixstowe Town station. Operations became smoother when British Rail opened a direct curve avoiding the Town station in April 1970. The port's first purpose-built container railhead, now known as Felixstowe South, was commissioned in 1972. Traffic soon outgrew that terminal and a second terminal, originally named Felixstowe North, opened in May 1983. That terminal was reached by a spur from the docks branch, an arrangement that proved to be less than ideal because the spur conflicted with the internal dock road system. Therefore, an entirely new 1.4-mile branch line was built from Trimley to Felixstowe North, with its official opening held on March 2nd, 1987. Further growth at the port justified the building of a third container railhead in 2013, named Felixstowe North, at which point the existing Felixstowe North facility became Felixstowe Central.





Train movements to and from Felixstowe North (now Central) became much easier once the direct spur to Trimley was completed in 1987. 37154 and 37209 prepare to depart from Felixstowe North with the 19:43 Freightliner train to Coatbridge, on July 10th, 1989.



With two of the ship-to-shore cranes of Trinity terminal visible on the right, 66730 is about to leave Felixstowe North (now Central) with the 10:59 service to Hams Hall on April 7th, 2010. At that time, Felixstowe to Hams Hall was GB Railfreight's busiest intermodal route, with three daily trains in each direction.

Felixstowe South is the smallest of the three rail terminals, with three dead-end tracks serviced by two rail-mounted gantry cranes and two reach stackers. Each track can take 22 wagons. The lack of a run-round loop means that incoming trains have to be propelled into the terminal from Felixstowe Creek Sidings. Felixstowe Central and North terminals are still lumped together as 'Felixstowe North' on railway schedules because they share the same main-line access from Trimley. The Central terminal has six double-ended tracks serviced by two rail-mounted gantry cranes and two reach stackers, plus two further tracks that form a run-round loop. The loading sidings at Central can each hold up to 24 wagons. The new Felixstowe North consists of eight tracks, each capable of taking a full trainload of 30 wagons and spanned by five rail-mounted gantry cranes. A traverser at the far end of the terminal enables locomotives to run round, saving a lot of space compared with a conventional layout with seven sets of points.

Almost all the container trains to and from Felixstowe serve regional termini in the Midlands and North of England, where distances and volumes are well suited to rail. There is also one service to Coatbridge in Scotland, and a path exists for Wentloog in South Wales, although it is dormant at the time of writing. London is too close for rail transport to be viable. Seven of the 27 daily departures run from Felixstowe South and all of those are hauled by GB Railfreight. The remaining 20 services run from the Central or North terminals and are shared among the three operators GB Railfreight, Freightliner and DB Cargo. All main line trains are Class 66-hauled on the Felixstowe branch, but some Freightliner workings switch to electric traction at Ipswich yard for their onward journey via London. The case for electrifying the Felixstowe branch has been weakened by the prospect of bi-modal locomotives such as the GB Railfreight Class 99. Pilot locomotives are in use at the South and Central terminals, where some trains have to be split for loading and unloading.



66706 *Nene Valley* and 66707 *Sir Sam Fay* prepare to depart from Felixstowe South with the 11:00 to Doncaster on April 7th, 2010. 66707 would come off the train at Peterborough for routine maintenance. The First branding is a reminder that GB Railfreight was part of the First Group from 2003 to 2010.

The opening of London Gateway container port gave the Thames Haven branch a new lease of life. 70008 sets out from the port with the 12:57 to Crewe Basford Hall on July 25, 2014. The train would be split at Basford Hall into portions for Garston and Coatbridge.



London Gateway

The UK's newest container port has grown rapidly since it opened in November 2013 and is now the country's second busiest location for intermodal traffic, with 21 scheduled departures each weekday. Located alongside the freight-only Thames Haven branch, which had been mothballed since the last bitumen train left Coryton in 2008, London Gateway boasts six double-ended sidings each capable of taking a 35-wagon train and spanned by five rail-mounted gantry cranes. There are two further sidings between the loading area and the main running line. The port owner, DP World, announced in October 2024 that it was to build a second rail terminal, as well as two new shipping berths.

London Gateway has a track layout that is purpose-built for modern intermodal trains. Under normal circumstances, there is no requirement to split trains and no shunting is necessary. Main line locomotives have access to all sidings. There have been calls to electrify the 2.5-mile branch from Stanford-le-Hope to London Gateway and DP World has even offered to part-fund it, but, as with Felixstowe, the use of bi-modal traction might prove to be the best way forward, at least in the short term. Currently, 12 of the daily departures are operated by Freightliner, eight by GB Railfreight and one by DB Cargo. Most of the trains serve regional terminals in the Midlands and North of England, but Freightliner also operates one service to each of Coatbridge, Wentloog and Southampton.

Southampton

Despite falling behind London Gateway in terms of rail freight volume, Southampton is still a major source of deep-sea intermodal traffic. The first Freightliner presence in Southampton was Millbrook terminal, which opened in January 1968. Comprising three double-ended sidings spanned by two gantry cranes, Millbrook was originally designed for domestic rather than international traffic, but soon began to handle deep-sea business as containerisation took off at the port. The terminal's location on the north side of the main line was a drawback because containers needed to be moved between the port and the terminal on public roads. Its siding capacity was



In 1987, Southampton Millbrook Freightliner terminal handled three outward and four inward trains a day. Most of those trains also called at Southampton Maritime and there were additional local trip workings between the two termini. 47189 leaves Millbrook with the 18:06 departure to Stratford on August 18th, 1987.



57005 has just uncoupled from its wagons at Southampton Maritime after forming the 05:00 departure from Coatbridge on September 6th, 2000. At that time, the Class 57s were a useful stopgap measure while Freightliner awaited its new-build Class 66s.



47002 prepares to uncouple from its train at Southampton Maritime after arriving with the 13:50 service from Willesden on August 18th, 1987. At that time, rail was still able to compete with road for London area traffic from both Southampton and Felixstowe.

limited to 16 wagons. Millbrook still exists today but has no regular intermodal arrivals or departures; rather, the sidings are used for wagon storage and for the stabling of trains on the Southampton to Mountfield gypsum circuit.

The growth of container traffic through Southampton was so rapid that Freightliner opened its second terminal in the city in April 1972. Known as Southampton Maritime, the new terminal stood on land adjacent to the port, and containers could therefore be transported to and from the port by internal vehicles rather than over public roads. Southampton Maritime originally consisted of four double-ended sidings, each with the capacity for 24-wagon trains and serviced by two overhead gantry cranes.

By the late-1990s, the capacity of Southampton Maritime was being stretched to the limit. Freightliner extended the terminal by installing six single-ended sidings on the south side of the existing facility. As well as giving more flexibility for loading and unloading containers, the new sidings provided space for wagons awaiting repairs and for weekend stabling, which previously had required costly trip workings to and from Marchwood. Operations were further helped in 2021 by the creation of longer sidings at Redbridge, immediately west of Maritime, together with a direct connection between Maritime and Redbridge, which kept shunting movements clear of the main line.

Today, there are 14 scheduled departures from Southampton Maritime, of which 12 are hauled by Freightliner and two by DB Cargo. Class 66 haulage is the norm, although some Freightliner trains were Class 70-hauled until the recent separation of Freightliner's Intermodal and Heavy Haul businesses. The main markets served from Maritime are the Midlands and Northern England, but there are also daily Freightliner schedules to Coatbridge, Wentloog and London Gateway. All trains are booked to run via Eastleigh and Winchester, but when that route is blocked, they can be diverted via Romsey and the Laverstock curve.





The additional sidings at Maritime have provided useful capacity for sustained growth at the port. Freightliner's pilot loco 08530 shunts empty flats in the sidings on August 22nd, 2014. The two gantry cranes had been installed two years earlier, replacing those that dated back to the 1970s.

A separate intermodal terminal at Southampton Western Docks gave DB Cargo's predecessor, EWS, a foothold at the port in the early-2000s. Operated by Solent Stevedores, this terminal is much smaller than Southampton Maritime with just two tracks, plus a run-round loop, but it is well used by both DB Cargo and GB Railfreight, with a total of four scheduled departures each weekday, plus occasional specials for the Ministry of Defence. Solent Stevedores and Associated British Ports invested in lengthening the sidings and providing additional storage space at the terminal in 2024. The terminal has no fixed lifting equipment, but a train can be turned round in 90 minutes using mobile reach stackers.

Other ports

Tilbury gained its first Freightliner terminal in 1970. It was joined by the Northfleet Hope terminal, reached by a spur from the Freightliner facility, in 1978. Traffic to and from Tilbury thrived for



47372 stands at Millbrook after arriving with the 05:17 departure from Birmingham Lawley Street on September 6th, 2000. At that time, Millbrook still provided a useful overflow facility for Maritime, pending the provision of additional sidings at Maritime.

many years and included trainloads of imported Anchor butter to Swindon as well as various other deep-sea and European short-sea flows. However, the decline in deep-sea traffic in favour of short-sea crossings reduced the potential for regular high-volume trains to specific locations, and Freightliner closed its original terminal in 2017. The former Northfleet Hope facility lives on in the guise of London Container Terminal, producing a daily GB Railfreight service to Wakefield.

The former Tilbury Riverside passenger terminus was redeveloped as a freight terminal in the late-1990s and was busy for a time with both Freightliner and EWS services. However, it closed in 2019. Meanwhile, an entirely new freight complex known as Tilbury 2 joined the network in 2020. At the time of writing, it produces two daily intermodal trains to and from Daventry, hauled by Direct Rail Services, and until recently, there was a Freightliner service to and from Trafford Park. Tilbury 2 also generates some aggregate traffic.

Teesport intermodal terminal handles a mixture of traffic, including deep-sea containers from Felixstowe for distribution by road in the Teesside area. 66549 comes off the Teesport branch at Grangetown with the 09:31 departure to Felixstowe on April 2nd, 2025.





37048 and 37008 set out from the original Freightliner terminal at Tilbury with the 18:40 to Coatbridge on July 6, 1987. There were five daily Freightliner departures from Tilbury, one of which was a feeder service to Willesden for connections to terminals not directly served from Tilbury.



Unbranded Freightliner loco 47193 leaves Seaforth container terminal with the 14:26 departure to Crewe Basford Hall on December 11, 1998. This train connected with the main Freightliner network at Basford Hall and could also convey Channel Tunnel traffic if required.

A more permanent intermodal terminal at Thamesport opened in March 1993, by which time some loading gauge enhancement had also been carried out on the main line. 47204 and 47361 have just arrived at the new terminal with the previous day's 23:33 departure from Leeds on July 22nd, 1998. At that time, there were three daily trains to and from Thamesport, but business declined in the 21st century and the rail terminal closed in 2013.

Seaforth intermodal terminal opened in 1979 to restore a rail freight presence in Liverpool Docks, targeting mainly deep-sea containers to and from North America. The project included laying two miles of new track and was part-funded by a Government Section 8 Grant. Over the years, Seaforth has been extended and modernised, but its throughput has fluctuated because of the challenge of filling regular trainloads to specific destinations that are far enough away. Freightliner withdrew from Seaforth in 2008 and the terminal then handled no general intermodal traffic until 2018, when DB Cargo launched a three-times-weekly service to and from Mossend. That service continues today. Freightliner returned to Seaforth in 2021, but the revival was short-lived. GB Railfreight introduced an intermodal service from Seaforth to East Midlands Gateway in 2020; it was later diverted to Hams Hall but now appears to have ceased altogether.

Teesport handles mainly European short-sea traffic. In 1998, it began dispatching trainloads of containerised pure terephthalic acid to Workington, connecting out of a sailing from Rotterdam. That flow continued until 2012. Direct Rail Services brought general intermodal traffic to Teesport in 2011, when it launched services to Grangemouth and Widnes. The Scottish axis has stood the test of time, and DB Cargo now runs a daily combined train for Teesport to Mossend and Grangemouth, while Direct Rail Services hauls a weekly service between Teesport and Coatbridge. The trans-Pennine route is a different matter, with several attempts having failed to attract a worthwhile volume of business. The Teesport terminal also doubles up as a local distribution railhead, catering particularly for the chemical industry.

The only Scottish port with an intermodal railhead is Grangemouth. The sidings at the railhead - not to be confused with those at the nearby domestic distribution terminal - were lengthened in 2021, but unfortunately see no traffic at the time of writing. Direct Rail Services ran a short-distance working between Grangemouth and Elderslie from 2004 until 2014, and used the port terminal for its Aberdeen train until that traffic switched to road in November 2021. A single train ran from the Port of Grangemouth in 2024 for publicity purposes.





Freightliner provided an interim terminal for the newly developing Thamesport in July 1991, using sidings belonging to the BP Isle of Grain refinery. The restricted loading gauge in North Kent meant that containers had to be conveyed on low-deck FLA wagons between Grain and Stratford, where they were transhipped to and from standard wagons for the trunk journey. Thomas Hill 0-6-0 diesel-hydraulic Kentish Maid waits while loading takes place at Grain on February 19th, 1992.



47106 leaves Holyhead container terminal with the 17:05 feeder service to Crewe Basford Hall on April 17th, 1985. At that time, Freightliner also operated trains from Holyhead to Birmingham Lawley Street, Stratford and Trafford Park. After the terminal closed, the ship-to-shore cranes visible above the locomotive were sold to Dublin Port.

Closed terminals

The trend towards concentrating rail freight on the busiest routes in order to ensure consistent loadings has led to the closure or mothballing of a few maritime intermodal terminals in recent decades. On the Thames estuary, the Cobelfret-owned port of Purfleet lost its Freightliner service for short-sea traffic in 2001 and now handles no rail freight at all. On the south side of the estuary, Thamesport dispatched its last container train in 2013, mainly as a result of a major shipping customer transferring its business elsewhere. The intermodal railhead at Harwich, which was once busy with short-sea traffic, now only functions as a weekend stabling location for Felixstowe trains. Two former intermodal terminals at Ipswich - Cliff Quay and Griffin Wharf - were lost from the network many years ago, although Griffin Wharf has been repurposed for aggregates traffic.

On the East Coast, both Immingham and Hull have generated intermodal traffic at various times, especially during the EWS era when the Enterprise network made small consignments possible. However, neither port has the potential for regular full-length intermodal trains today. The Enterprise network brought short-lived intermodal flows to several other port terminals, including Avonmouth, Newport, Swansea and Fratton (Portsmouth).

On the western side of the network, Freightliner opened its Holyhead terminal in 1970, catering for containers to and from Dublin and Belfast and including some land bridge traffic to and from mainland Europe. Freightliner had previously routed some Irish business via Heysham. The Britannia Bridge fire of May 1970 put the Holyhead terminal out of action soon after it opened and trains used a temporary railhead at Caernarfon until the bridge reopened in January 1972. Regular services to Holyhead then resumed, but the operation eventually became too costly and the terminal closed in March 1991. The Irish container trains were diverted first to Ellesmere Port and then to Seaforth before ceasing altogether in favour of road transport.

WORKS VISIT

Words and photography: **Andrew Overton**



The open days associated with the recent Railway 200 celebrations, with their pre-booked tickets and strict on-site control, perhaps cause older traction enthusiasts to reflect on the largely unfettered access they enjoyed on railway premises in less safety-conscious times. As well as visits to loco sheds, tours of railway workshops could be enjoyed, either sometimes at weekends or, more commonly, during organised open days held quite regularly in the BR era. As a young enthusiast, I was particularly fortunate in coming from

a railway family of some long-standing; my grandfather had worked at the BREL Doncaster Works, 'The Plant', and after retirement often went into the offices there to order and collect free travel tickets in the days before the self-completed travel card was introduced. If one of these visits coincided with the school holidays, he would ask if I wanted to come along and, seeing as he seemed to know just about everyone in the place, would then give me a conducted tour of the entire site, during which we often bumped into my father.

Enthusiasts wander amongst the tripping hazards during the July 28th, 1984, Doncaster Plant Open Day with nothing more than a bit of red and white tape to restrain them – not that that has stopped at least one individual from accessing a Class 40 cab beyond. From left to right, we see: 31216 – for ETS conversion to 31467; 40170 – cutting; 08618 – overhaul; 40169, 08105 & 40090 – cutting; 08745 – overhaul; 40158 – cutting. None of these locos exists today.





It was often quite impossible to get a clear photo of locos due to the crowds in those days, unlike today, with photographers shouting everyone else out of their way. Here we see 55016 *Gordon Highlander* at Doncaster Plant Open Day on July 28th, 1984, awaiting removal to Nene Valley Railway for component recovery after sale to Deltic 9000 Ltd. The loco was subsequently restored to operation instead.

In the 1980s, The Plant was extremely busy and, during these visits, I saw numerous Classes 56 and 58 under construction, locomotives of various classes undergoing major overhaul and, sadly, withdrawn locomotives being stripped for components and being cut up. Looking back today, it seems extraordinary that a young lad would just be allowed to tag along and wander around amongst extremely heavy industry, with welding, cutting and forging taking place among other tasks, not to mention locos being shunted about. The men engaged were often only too pleased to explain what they were doing, and I vividly remember to this day watching tyres being fitted to wheels on

37044 was giving demonstrations on the Load Bank at Doncaster Plant during the Open Day on July 28th, 1984. The loco does not appear to be in works for overhaul, load bank testing being carried out upon completion, so we can only assume it had been transferred to Doncaster due to some engine problem to be investigated and rectified. The loco was cut up in 2021.



31412 is undergoing heavy overhaul in the Erecting Shop at Doncaster Plant during the Open Day on July 28th, 1984, along with an unidentified Class 50. A sealed headlight has been fitted to the Class 31 as part of the work, and a refreshed EE 12SVT powerplant is in situ. I appear to have followed the example of the chap in front of me by climbing onto some suitable object to get a better shot. The 31 was cut up in 2006.

an arrangement that resembled a ring of gas-fired flames, which heated the horizontal tyre up before the wheel was lowered onto it. The only building we never accessed, for obvious reasons, was the Asbestos Shop where the offending material was removed from DMUs undergoing refurbishment in a sealed environment. The men working in there wore special suits and breathing apparatus, as well as being on enhanced wages. I was often asked by the shunter crews if I wanted a trip and would then disappear for a while on a cab ride around the works, before being delivered back to my grandfather a while later, he having usually found some old colleague nearby to yarn to.





A week prior to the 1984 Doncaster Plant Open Day, I was on site to see 08607 dragging 37100 on accommodation bogies to the Paint Shop during overhaul. The 37 latterly became 97301 for use with ERTMS, and after a later period as a spares donor, is now in private ownership at a site near Pontefract with a view to possible restoration. 08607 was cut up in 2007.

As well as these unofficial visits I also went around The Plant during official open days and, again, the almost complete lack of restrictions on the public regarding access seems amazing today. Included in my photos of Open Day visits are some taken in 1984 at BREL York Carriage Works, which always seemed a very odd place for an Open Day, and I believe it was only held there once. Several steam and diesel locomotives were brought in specially to bolster the carriage and multiple-unit exhibits.

The photos presented here were all taken on these visits and represent a snapshot in time never to be repeated. The York site is now a housing estate, as is the area of The Plant that once dealt with locomotives, with the wagon works area as well closing during 2025. Not that modern H&S legislation would allow a re-run of these scenes, even if they were still open to the public.

I would like to gratefully acknowledge the RCTS Locodata website for details of allocation and disposal, etc., dates.



Visitors to Doncaster Plant Open Day on July 28th, 1984, who were prepared to explore the extremities of the site were rewarded by the discovery of 08331, seen here outside the Asbestos Shop, which was at the north end of the site. It now resides at the Midland Railway Centre in preservation.



York Carriage Works Open Day on September 15th, 1984, sees 56134 in front of 56124 Blue Circle Cement. 56134 was virtually brand new, having been delivered from BREL Crewe to Gateshead TMD just six days earlier. Indeed, one might speculate that its delivery trip had been paused at York for the upcoming Open Day; it looks spotless. 56124 is happily still with us, but 56134 was cut up in 2010.



A brand new 58015 at York Carriage Works Open Day on September 15th, 1984, newly outshopped from BREL Doncaster and in transit to its first home depot of Toton. 56134 and 56124 stand behind with a new York-built Class 455 EMU in grey primer to the right. 58015 later worked in France and Spain, before being cut up in the latter country by February 2020.

A PICCADILLY PORTFOLIO

Words and photography: **David Ratcliffe**

The Manchester & Birmingham Railway, which was to become a constituent of the London North Western Railway in 1846, opened its northern terminus near London Road, Manchester, in 1840. This original station had only two platforms and soon became overcrowded following an agreement with the Sheffield, Ashton-Under-Lyne & Manchester Railway for it to also use London Road as the terminus of their line from Sheffield.

This line made a connection with the Manchester & Birmingham at Ardwick Junction, about half a mile south of London Road, but relations between the LNWR and the Manchester, Sheffield and Lincolnshire Railway (successor to the SA&MR) would subsequently deteriorate to such a degree that the station was partitioned under an Act of Parliament in 1859, with each company then providing its own stationmaster, booking office, clerks and porters.

During 1968, the seven EM2 Co-Co 1500v DC locomotives were withdrawn, with the remaining electrically-hauled passenger trains between Manchester and Sheffield then being handled by the final dozen EM1 Bo-Bos, which, like the EM2s, were fitted with steam-heating boilers; these workings ended in January 1970. In common with the EM2s, this group of EM1s also carried names from Greek legend and mythology, with E26054 *Pluto* (later 76054) pictured at Manchester Piccadilly in June 1968, 17 months before regular passenger workings via Woodhead ceased. The tracks visible behind platform one led to London Road goods depot, a scene much changed today. DAVID RATCLIFFE





This January 1983 view of what had been the Eastern Region side at Manchester Piccadilly sees a reconfigured four-car Class 123/124 Trans-Pennine unit waiting to leave platform 1 as the 12:45 to Cleethorpes via Sheffield. Platform 3 is occupied by a Gloucester Railway Carriage & Wagon Co. Class 100 two-car 'Lightweight' DMU set. This was due to form a service for Rose Hill via Bredbury while in platform 4, one of the eight LNER-designed three-car 1500v DC Class 506 EMU sets, which were introduced in 1954, has recently arrived from Glossop.

In 1862, a new station was built, with the MS&LR occupying the northern side, with its platforms being lettered, while those on the southern LNWR side were numbered; the LNWR further expanded its side of London Road station in 1881. The Manchester South Junction and Altrincham had also built their own platforms next to London Road in 1849, and during the 1881 expansion, these were modified and incorporated into the new layout.

The Railway Grouping of 1923 brought little change to London Road, with LNER workings operating from platforms A to C while LMSR services used platforms 1 and 3 to 7, there being no platform 2 at this period to the confusion of infrequent passengers. In 1931, the MSJ&A lines were equipped with 1500v DC overhead wires, while in 1954, six years after railway nationalisation, the former LNER platforms were also fitted

with 1500v DC catenary as part of the electrification of the Woodhead route to Sheffield.

Four years later, during the first phase in the modernisation of the WCML, a wholesale rebuild of the station was begun, and upon its completion in 1962, the station was renamed Manchester Piccadilly. This had a larger concourse along with a new booking office, waiting and refreshment facilities, while the track layout was modified to provide 14 platforms, now all numbered from north to south.

Perhaps more significantly, the new platforms 5 to 12 and the original M&B line to Crewe via Stockport, along with the Styal loop, were all electrified to the new 25kV AC standard, as was the Altrincham line between Manchester Piccadilly's new platforms 13 and 14 and Manchester Oxford Road. Unfortunately, passenger workings to Sheffield via



Although the final AL3 Bo-Bo electric had been intended to be E3305, it was chosen instead as a test bed for stepless voltage control and numbered E3100. Other than having ventilation louvres on the internal walkway side, rather than windows, E3100 looked much like the other AL3s built by English Electric and was photographed after arriving at Manchester Piccadilly with the 06:55 from London Euston on August 28th, 1962. D. Ratcliffe Collection



The last of the North British-built AL4s, 84010, is pictured at the buffers in Manchester Piccadilly on May 30th 1979. With no dedicated stabling siding for AL locomotives at the station, it was then commonplace to find one or more parked facing the concourse awaiting their next turn of duty; in this instance, the 19.08 parcels and mail train to Cardiff, which 84010 would haul as far as Crewe. DAVID RATCLIFFE



90008, one of the 25 Class 90 locomotives delivered in Inter-City Swallow livery, gets ready to depart from platform 9 at Manchester Piccadilly with a southbound express on May 5th, 1989. A lost notebook makes identifying this service tricky, but it was most likely the 13:30 to London Euston. DAVID RATCLIFFE



By the late-1980s, many of the local services from Manchester Piccadilly to New Mills and Rose Hill were operated by Class 108 Derby two-car DMUs. Chester-allocated set CH267, formed of Driving Motor Brake Second 51920 and Driving Trailer Composite 54276, had just arrived from New Mills Central when recorded in platform 2 on February 8th, 1989. DAVID RATCLIFFE



An unusual visitor to Manchester Piccadilly on April 27th, 1986, was large logo 56125, which is seen waiting to depart for Leeds with a track recording train. DAVID RATCLIFFE



On July 27th, 1984, some two months after being repainted in a unique dark grey large-logo livery, 87006 *City of Glasgow* was recorded at Manchester Piccadilly after arriving with the 10:55 from London Euston. DAVID RATCLIFFE



AL6 86206 *City of Stoke-on-Trent* waits to leave from Manchester Piccadilly platform 8 with the 13:12 to London Euston on April 12th, 1980. At the time, platforms 8 and 9 were used as the main departure roads for services to London. Introduced to traffic in October 1965 as E3184, this locomotive had been renumbered as 86206 following the fitting of Flexicoil suspension. DAVID RATCLIFFE



The Class 305/2 four-car EMUs had originally been built in 1960 for London Liverpool Street to Bishops Stortford and Hertford East services, but, in 1992, several were transferred to Manchester Longsight depot to replace Class 304 units. Repainted in Regional Railways livery, 305511 was recorded at Manchester Piccadilly shortly after arriving at platform 9 as the 15:40 service from Manchester Airport on September 18th, 1993. By this date, rail-borne parcels trains from the station were non-existent and the wide platform 10/11 looks particularly bare, while the out-of-view platform 12 had even lost its track. It is something of a contrast to today, with a Travelator now running the length of 10/11, giving access to platforms 13/14, while the track to platform 12 has been reinstated. DAVID RATCLIFFE



14 Class 90s received Railfreight Distribution livery, including 90033, which, after being restricted to 75mph and having its train heating isolated in 1991, was renumbered 90133. Here, the dedicated freight locomotive is seen gliding past platform 13 at Manchester Piccadilly on February 22nd, 1994, with the 13:03 SX Trafford Park West Sidings to Allerton via Crewe Basford Hall. Immediately behind the 90 is a pair of two-axle PCA powder wagons hired by Cerestar, which were carrying starch from their factory in the Trafford Park industrial estate to the paper mills at Sittingbourne, while the rest of the formation comprised a lengthy rake of empty Freightliner flats heading to Allerton for maintenance. DAVID RATCLIFFE

Woodhead were withdrawn in 1970, but suburban trains continued running to Glossop and Hadfield, with this line finally also being converted to 25kV AC in December 1984.

In 1992, the station vaults at Piccadilly were converted into a stop on the Manchester Metro system, while the main station underwent a major renovation on the eve of the city hosting the 2002 Commonwealth Games. This saw the concourse extended further, with modernised facilities and an arcade of shops provided for passengers, while all the platforms were resurfaced, with new lighting being installed. The access to the island platforms 13 and 14 was also improved.

My own acquaintance with Manchester Piccadilly began back in the early-1960s when, as a nipper, I would accompany my parents on our monthly visits to see my mother's brother and sisters who lived in Eccles. Crewe station, where we would change trains from Nantwich, followed by the high-speed run across the Cheshire plain were the highlights of these trips, but our arrival into Manchester's recently rebuilt station was also of note, especially as my dad and I were often able to cab the AL (AC Locomotive) that had just whisked us in seemingly no time to a five year old from Crewe!

A few years later, we also moved to the Manchester area and since then Piccadilly station has remained a place of considerable interest for this enthusiast, first with notebook and later with camera in hand.

WANTAGE ROAD: BEFORE THE WIRES

Words and photography: **Chris Cole**

Having spent my early years close to the East Coast Main Line, it was something of an upheaval when my employers persuaded me to move to south Oxfordshire. Instead of the familiar sight of a Deltic on an Anglo-Scottish express, I suddenly found myself beside the Great Western main line at Wantage Road just in time to see the early runs of the new InterCity 125s during the hot summer of 1976.

The practice of banking steam trains on steep gradients, and of push-pull running on single-track branch lines, was nothing new. The concept of a fixed power car on each end of a modern diesel formation was a clever development of that principle, and heralded a new era in high-speed train travel. Right from the start, the HSTs were an instant hit with passengers, and hence have continued in use for more than four decades. Now that most of them have been consigned to a prominent place in British Rail's history, I have been looking back through my old photos of HSTs and other classes at Wantage Road.

The GWR main line opened in stages, reaching Didcot in 1840 and Bristol a year later. Originally double track throughout (broad gauge until 1892), the Paddington to Didcot stretch was gradually widened to four lines over the next half century, and in 1932, relief lines were added between Wantage Road and Challow. Didcot became the junction for a second line to Oxford in 1844. Brunel had originally intended to locate the junction at

nearby Steventon, but objections from a local landowner forced him to change his plans. Hence, it was Didcot that developed into a major railway town instead. Further traffic was generated when the cross-country line to Newbury and Southampton opened from 1882, but that is now just a distant memory.

A station serving Wantage opened in 1846, being located on the northern boundary of Grove, a small village of just a few hundred residents at the time. As it was over two miles from the town of Wantage, a connecting service was provided in 1875 when the Wantage Tramway opened. Its single track ran alongside the main road (now the A338), and initially an assortment of motive power was trialled. Passenger traffic ended in 1925, but goods lingered until 1945, by which time the track had been badly damaged by heavy wartime road vehicles, and repair was not financially viable. A surviving steam loco, 1858-built George England & Co 0-4-0WT No 5 *Shannon* was put on display at Wantage Road station until that closed, and is now housed at Didcot Railway Centre as part of the National Collection.

The station buildings were demolished after closure in 1964, but the remains of the platforms were left in place. When I lived nearby in the late-1970s, the up platform was already overgrown, but the down platform was being used as vehicle access to a nearby house. The two relief lines had been removed, but were reinstated in the early 1990s to cope with the additional coal

Didcot power station dominates the horizon as the 10:45 Paddington to Cardiff passes Steventon. December 3rd, 1979.





No. 253017 (253009 on rear) passing Denchworth Road with the 10:45 Paddington to Cardiff. November 5th, 1977.



No. 47249 is hauling a coal train towards Didcot past the overgrown remains of the up platform at Wantage Road. October 27th, 1978.



An unidentified Class 47 runs beneath the old road bridge at Wantage Road station with a down empty MGR train returning from Didcot power station. April 1976.

traffic from Avonmouth Docks to Didcot Power Station.

Although the HSTs quickly took over the key services, I still saw a number of loco-hauled trains passing by on secondary duties, including the Class 50s transferred to the Western Region from the West Coast Main Line. A Class 47 sometimes appeared on a coal train to or from Didcot, whereas the early Class 56s seemed to be restricted to coal deliveries from the Midlands, and hence only seen on the Oxford line. In fact, my old notebook tells me that I saw my first couple of Class 56s in 1978 at Burton-on-Trent (56045) and York (56033).

Shortly before I moved away from the area I made a point of visiting Wantage Road to see No. 55022 *Royal Scots Grey* passing

through with the 'Deltic Venturer', one of the 'Farewell to the Deltic' railtours run by BR in the autumn of 1981. I heard later that the loco had suffered several failures in the preceding weeks, and had only returned to traffic a few days earlier after having a power unit replaced. It was the last time I saw a 'Deltic' on the main line.

More than 40 years later, the HSTs have also bid their farewells, and the local population in south Oxfordshire has increased substantially. This has resulted in the expansion of Didcot (Parkway) station, together with extensive parking for commuters, and prompted lengthy discussions about building a new station at Wantage Road, close to its original site. How this might fit in with the newly-electrified railway remains to be seen.



An unidentified Class 50 is passing Wantage Road station with a down express. September 18th, 1976.



No. 47497 is approaching Wantage Road with an up express. November 5th, 1977.



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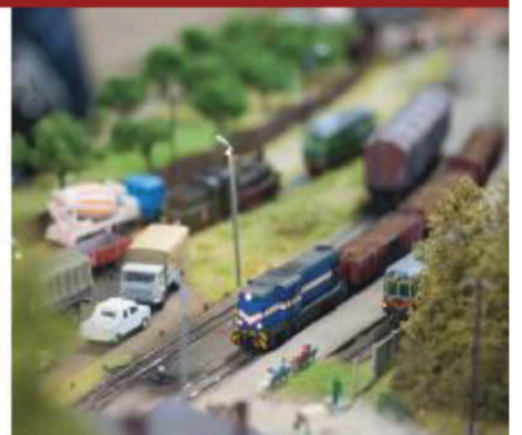
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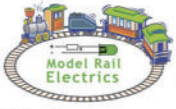
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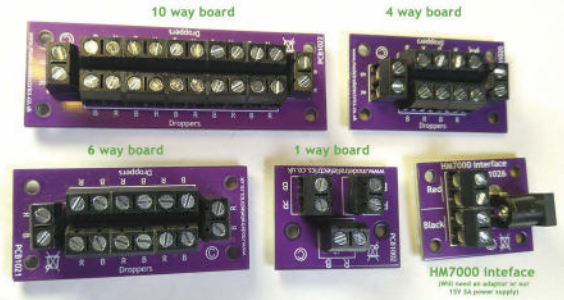


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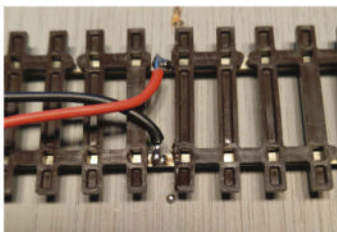
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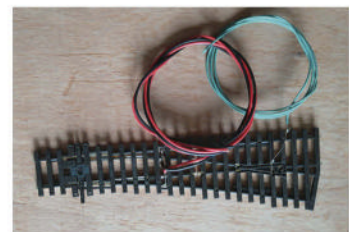


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37428 and 58028 take on fuel on Jeffrey Lane TMD, along with 47375, which is receiving maintenance. 86226 can just be seen at the back of the image, an electric loco that has been dragged onto the depot for attention.



EXPANDING IDEAS

We return to the excellent 'Jeffrey Lane', which has undergone two significant extensions, adding even more interest and entertainment, and is now seeking a new home.

Words: Brad Joyce **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Jeffrey Lane TMD
SCALE/GAUGE: 1:76 scale / 16.5mm gauge / OO
SIZE: 14ft x 6ft
ERA/REGION: 1995-2005/West Midlands
LAYOUT TYPE: Continuous loop with branchline and TMD

TOP RIGHT: A view from the countryside sees D3963 shunting a VGA wagon into the headshunt.



BOTTOM RIGHT: A close-up of the recycling bins on the Eddie Stobart depot, along with a skip that has seen better days.



BELOW: A peek through the security fence at the nuclear waste unloading crane as an FNA wagon is waiting to be unloaded before leaving the site by road.

Since 'Jeffrey Lane TMD' featured in BRM in Spring 2022, I have been busy building two extensions to the layout, which I shall focus on within this article.

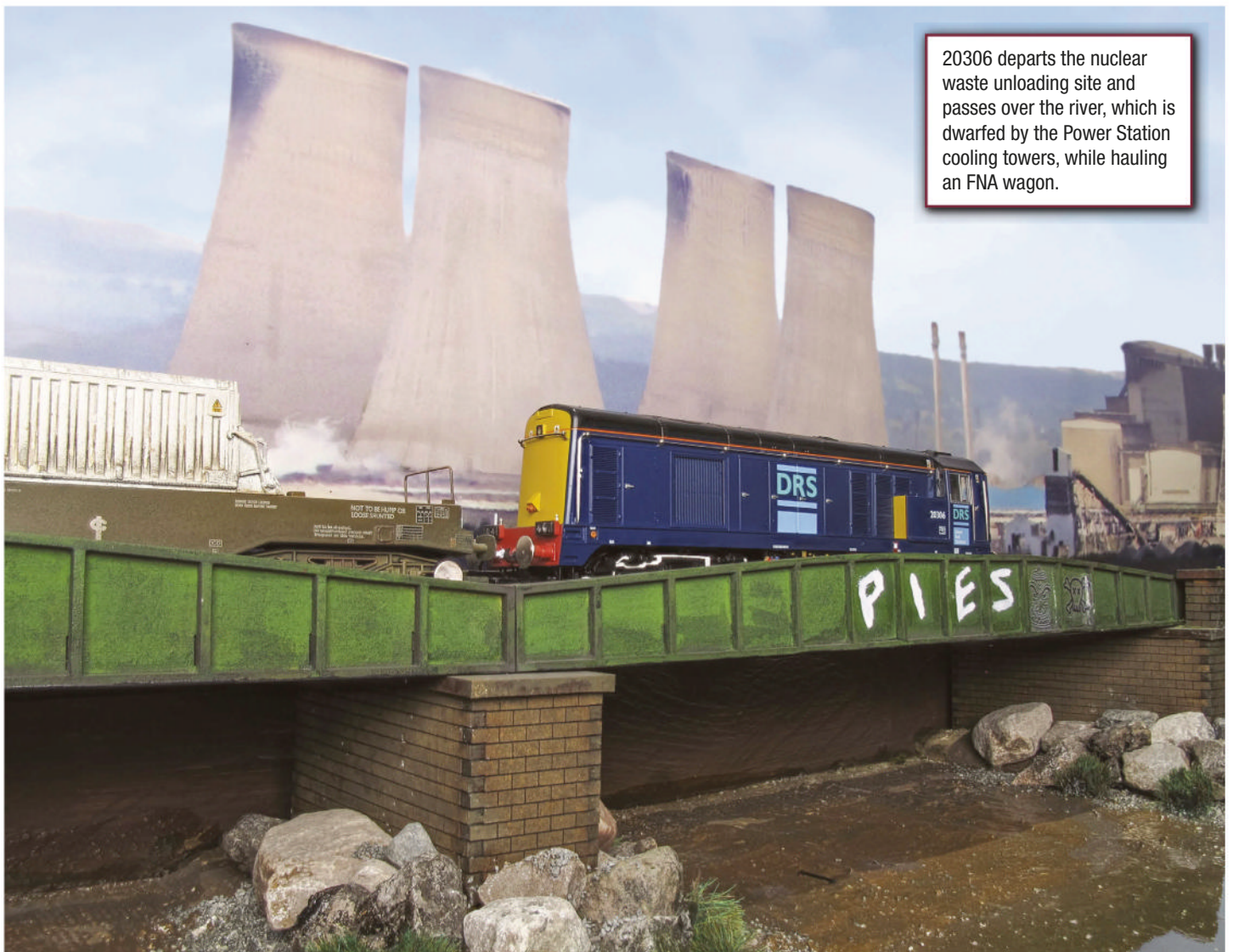
The layout has been a joy to construct and operate over the past five years, based on a main line passing a TMD, with a branch line to provide alternative routing for trains and several different points of interest. But I wanted something new without having to start all over again.

Nuclear waste site

The first extension is a nuclear waste unloading site; there is no specific name for this location, but this is a simple track design loosely based on Dungeness nuclear site in Kent. A single-track branch line diverts away from the fiddleyard into the new scenic section, which has been installed to provide a backdrop and also hide the fiddleyard out of view. The track passes under a farm lane bridge and immediately crosses a river, inspired by Caldew Bridge in Cumbria, so is painted dark green with added graffiti spelling 'Vote Pies', inspiration for this being from graffiti on a railway bridge on the M6 in Cheshire. The bridge is dwarfed by large power station cooling towers on the backscene, giving an industrial feel to the extension.

“The first extension is a nuclear waste unloading site; there is no specific name for this location but this is a simple track design loosely based on Dungeness nuclear site in Kent.”





20306 departs the nuclear waste unloading site and passes over the river, which is dwarfed by the Power Station cooling towers, while hauling an FNA wagon.

About the modeller

Name: Brad Joyce

Age: 39

Number of years modelling: Between ages 7-14, returning in 2020

Name of first layout: I had an N gauge layout in my bedroom when I was 10, but don't recall it having a name.

Favourite era/region: 1995-2005 West Midlands

Favourite locomotive: Class 37

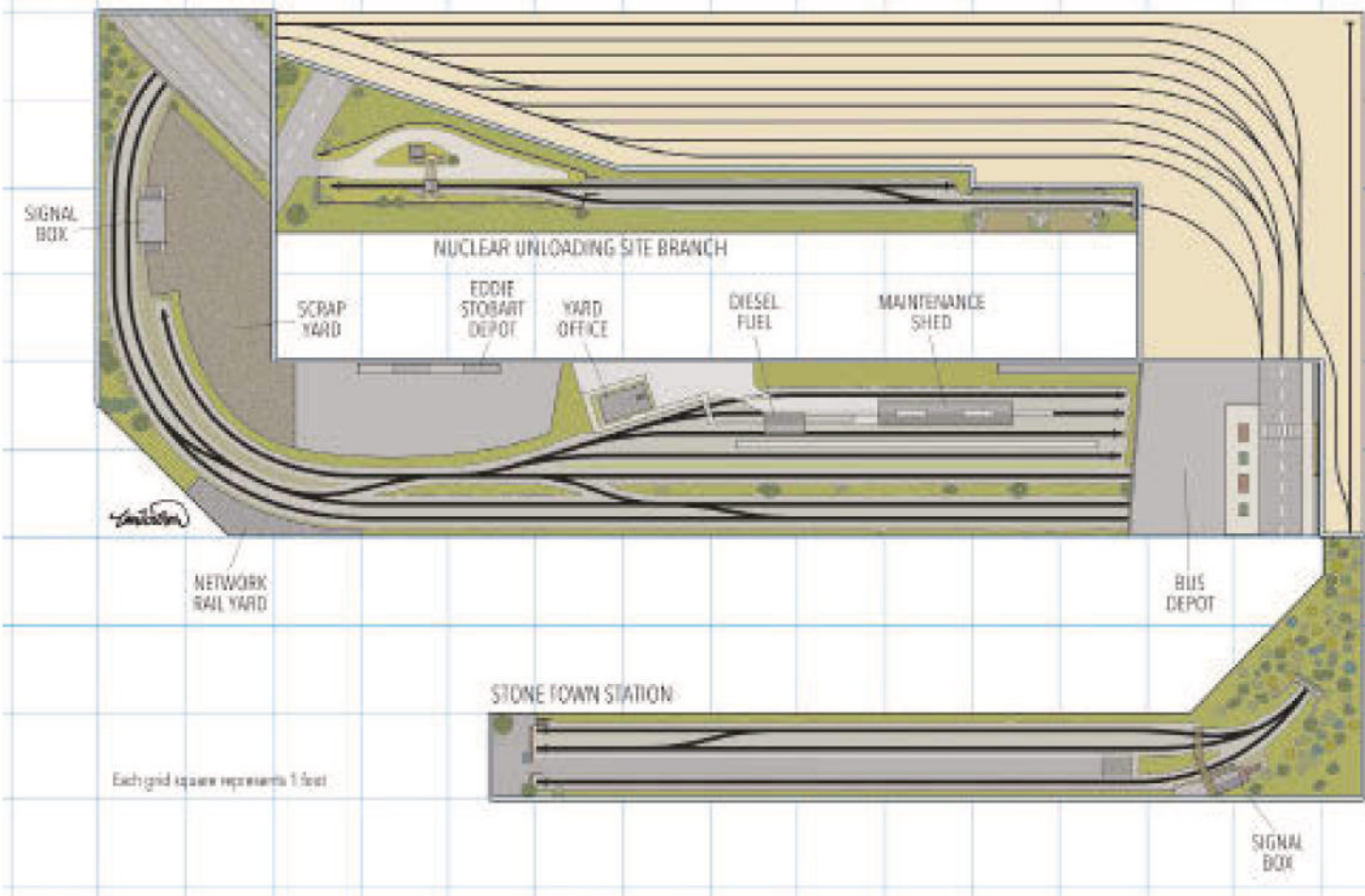


I live in Stone, Staffordshire and I have been interested in railways all my life. It started with my granddad taking me on the Severn Valley Railway as a child on day trips out across the UK railway network, trainspotting and taking photographs. I never lost the railway bug and my passion for the railways led to my career starting with Virgin Trains in 2008, now Avanti West Coast. In my spare time, I am interested in railway photography and I have been fortunate to have photographs published in popular railway magazines, including a few front covers. I decided to build a model railway at the start of 2020, shortly before the pandemic, and the lockdown actually provided me with time to build a layout in the spare room, with thanks to my understanding wife, Alice. I named the layout 'Jeffrey Lane' after my uncle, who suddenly passed away shortly after I started building the layout, and I wanted it to be named in his honour. There is a Facebook group for 'Jeffrey Lane' – search for 'Jeffrey Lane TMD OO gauge model railway'.

The single track continues past the headshunt and enters a run-round loop alongside a shunters' cabin, suitably graffitied once again, and a foot crossing. The track then enters the nuclear unloading site, which also has road access, as does the site at Dungeness. Both this and the unloading site are modelled to be as similar to Dungeness as possible, complete with lifting crane painted yellow as per research photos from the '90s. Rolling stock used on this section is primarily DRS-liveried Class 20 and Class 37 locomotives with nuclear waste FNA wagons, exactly the same as those that carry nuclear waste on the UK rail network. Trains can be operated either in double-headed formation, which requires the use of the runround facility, or top and tail mode, which enables trains to arrive and depart without running round the wagons; again, both these formations are common on DRS-operated nuclear waste trains in the UK. The headshunt allows me to store either redundant wagons or locos that may have failed/waiting for further assistance, and also the opportunity to be photographed.

Buildings used are a Bachmann Scenecraft roadbridge and shunters' hut and a lifting crane from a Peco kit (I found this very fiddly to make and would have preferred it if Bachmann Scenecraft did a ready-made product to save the hassle).

TRACKPLAN



TOP RIGHT: A close-up view of the storage facilities within the nuclear waste site, which consists of a 20ft shipping container and various products from Scale Model Scenery.



BOTTOM RIGHT: A redundant MFA wagon occupies the headshunt on the nuclear waste branch containing various ballast sacks.



The staff messroom is a Scale Model Scenery kit and the river bridge is from Kolat Creations. Research showed me the line into Dungeness was heavily overgrown, obviously due to its location and frequency of trains, therefore, this is the look I wanted to create, which gave me the opportunity to try static grass for the first time, and I was thoroughly impressed with the impression it gives. Equipment and products to create this are provided by WWScenics, although other brands are available. Finally, the trees and bushes are made from seafoam, adding clumps of foliage and spraying with various shades of green.

I chose to model a nuclear waste unloading site for a number of reasons. First of all, I already had the stock with Bachmann Class 20s and 37s alongside the FNA wagons. I had also seen various examples of nuclear waste layouts modelled online and, like the real railway, they are relatively small areas, so the possibility of modelling something like this wouldn't take up too much extra space.

The extension is DCC-operated and measures 10ft by 6inches, but I have used some free space that was on the fiddle yard boards as the trackplan shows. The track is Peco flexi track and I opted for Peco set track points as they are smaller and more common in areas such as this, where there is no high-speed running.

The points and semaphore signal on this extension, like the rest of the layout, are manually-controlled. Benefits include there being no need to install point motors but it does, however, mean I have to operate the points myself, and the signal remains at danger at all times, so technically trains pass a signal at danger when departing the scene, but it's a model remember, not the real thing.

I enjoy viewing this extension and taking photos and videos for my social media channels as the trains run at slow speeds. This gives a variety of sounds, including shutting down and starting up, and operational interest with running locos round. There are also many angles to film and photograph the layout, from passing over the river to entering/ departing the unloading site. I hope it keeps the viewer entertained.

Just like 'Jeffrey Lane', this extension is based between 1995-2005, with the locos, liveries and stock to match that period, which remind me of nuclear trains I would photograph when I was younger, both on the Lickey Incline and in and around Stafford. Sadly, DRS no longer uses Class 20s and 37s and instead use the modern Class 68s or 88s, so it's an opportunity for me to relive my youth. This site also provides me with options to run test trains, saloon coaches and any engineering trains that are visiting.



TOP LEFT: 20306 passes the starting signal to proceed onto the main line after departing the nuclear waste site with an empty FNA wagon.

MIDDLE LEFT: 58028 and 47375 stabled on Jeffrey Lane TMD. A forklift with containers of coolant can be seen in front of the locos.



BELOW: A busy scene at Stone Town station with BR blue and grey class 108 DMU 53959 and 54243 preparing to depart next to 37419 in ex-works condition, hauling an EWS saloon special, and Class 121 W55027 sporting BR green livery stabled in the headshunt.

“ Sadly, DRS no longer use Class 20s and 37s and instead use the modern Class 68s or 88s, so it's an opportunity for me to relive my youth. ”





ABOVE: A heritage feel to Stone Town station as the Class 108 and 121 occupy the station.

MIDDLE RIGHT: 150202 departs Stone Town station with a local Centro service.

BOTTOM RIGHT: Another view of 150202 departing Stone Town station.



Stone Town station

The second extension was built shortly after the nuclear unloading site, as I felt there was still scope for expansion and a station was the missing part of the jigsaw. As there was still room on the right-hand side of the spare room, I calculated that baseboards could be mounted on brackets 1ft wide and 10ft in length, which would allow for a station to be built suitable to accommodate full-length trains. This time, a branch line diverts away from the fiddle yard from the outer track and the single branch line emerges from a tunnel mouth passing Stone Town signal box before entering the Stone Town station, named after the town in which I live. Stone Town station has two platforms and a run-round loop and headshunt.

Stone Town station is again based between 1995-2005, but I do have DMUs that might have been withdrawn prior to this, which are used on the layout. As a child, I recall Class 37 locomotives hauling Mk. 1 and Mk. 2s on the North Wales route from Birmingham to Holyhead, so Stone Town is based on a small station terminus served by both loco-hauled trains and DMUs, Holyhead possibly being the closest equivalent. The beauty of Stone Town

is that I can get away with running various eras; semaphore signals indicate the station is set in the '90s, but could easily be before or, even possibly, be a preserved railway heritage terminus, although the ticket barriers might not make that authentic.

The extension is DCC-operated, but with manually operated points and semaphore signals that are positioned at the end of the platform. The track is Peco flexitrack and points are a mixture of setrack and large points. The platform itself is built using MDF, which is approx. 6ft in length and allows five and six-carriage trains to be accommodated. Other buildings on this section, such as the signal box and platform waiting room, are Bachmann Scenecraft products. The extension is 10ft in length by 1ft and the challenge I have faced as a result is I've yet again reduced the space in which to operate and view the layout, meaning I have to do plenty of ducking and diving under baseboards to change points and couple/uncouple locos and stock - something I will definitely consider if I were to build another layout. I have paid extra attention to detail, as I try to on all areas of 'Jeffrey Lane', with litter and rubbish provided by ScaleModelScenery surrounding the buffer stops, and trackside wiring being mounted along from the signal box to sets of points and signals on this part of the layout.



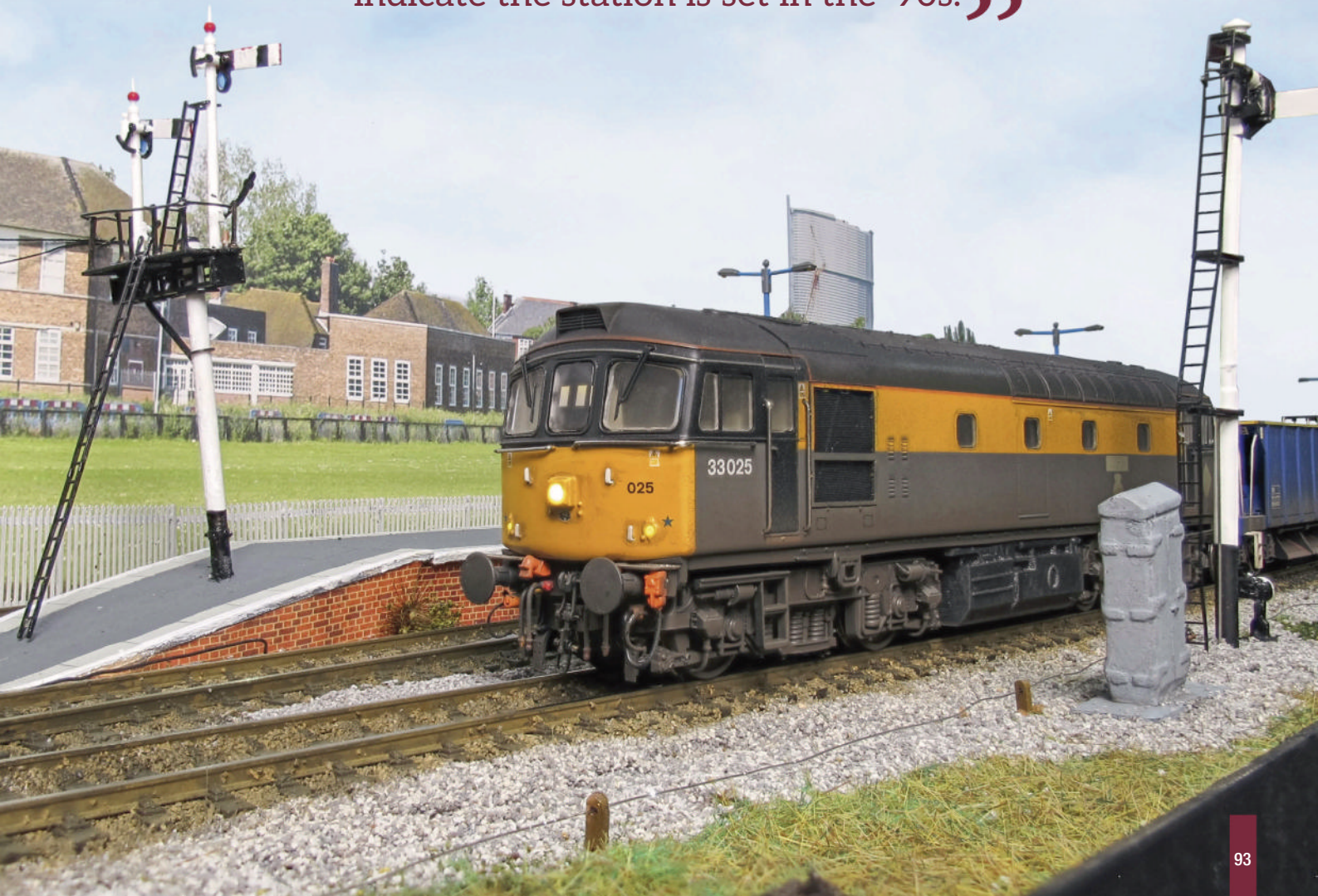
TOP LEFT:
58028, 47375 and 47976 are stabled on Jeffrey Lane TMD.

MIDDLE LEFT:
A close-up of Smith's Builder's portacabin with site supervisor George having a chat with owner Wilf.

BELOW:
33025 prepares to depart the run-round loop at Stone station with a rake of Seacows after visiting for weekend engineering works.



“The beauty of Stone Town is that I can get away with running various eras, semaphore signals indicate the station is set in the '90s.”





ABOVE: Centro-liveried 150202 arrives at Stone Town station with a local passenger service, seen passing Stone Town signal box.

MIDDLE RIGHT: 37412 and 37411 have arrived on Jeffrey Lane TMD for servicing and refuelling. 50008 can just be seen behind being prepared for railtour duties.



BOTTOM RIGHT: A view of the High Street from the bus station, a busy scene with shoppers, with some popular shops from the late-'90s on show.



There wasn't any particular layout or location that inspired me, although I did have terminus stations such as Holyhead and Lowestoft in my mind when designing the station, both of which I have visited when travelling behind Class 47-hauled trains when I was younger. The majority of model railways on the circuit have a station, therefore, I felt it only right that I have a station on 'Jeffrey Lane'. Like the nuclear unloading site, I feel a station offers interest to viewers. With trains arriving and departing, it provides a chance to view them arriving into a station away from the main line. During constructing Stone Town station, I must admit I was caught in two minds whether to model a preserved line terminus or main line, and I fear I've actually modelled something in the middle due to my indecisiveness. That being said, a range of locomotives and stock can be used and it allows for great videography and photography with the slow running speeds, engines to be started up and shut down, or run at slower speeds. I also wanted an area where I can display coaching stock, as it cannot be seen when stabled in the fiddle yard. The TMD on the main section can accommodate locos, but this Stone Town can house various coaches and DMUs.

Final thoughts

Since 'Jeffrey Lane' last appeared in BRM in 2022, I have become father to two boys. I do hope the boys show interest as they grow older and share many happy memories that model railways can create, just like I did with my granddad, because it was down to him for my love and passion for both model railways and real railways. Sadly, he passed away earlier this year, but his legacy lives on, and operating 'Jeffrey Lane' is a sweet reminder of the times we spent together and the times I hope to enjoy in the future with my children.

I feel I have done as much as I can now with 'Jeffrey Lane TMD'. Space in the spare room is limited and time available to work on anything related is limited due to family commitments. I would like to possibly start a new project from scratch at some point in the future, with input from my boys once they are older. I have thought about selling 'Jeffrey Lane', as it would be hard to break up and start again, so I'd rather it go to a good home, but it would take somebody with the vision and know-how to take on the project of removal and relocation. If any readers would be interested in rehoming 'Jeffrey Lane', please contact the team at the magazine, who can put you in touch with me. ■



TOP LEFT: 37254 emerges from the tunnel while being used on route learning duties on the nuclear waste branch.



MIDDLE LEFT: Another High Street scene, a range of PMT-liveried buses can be seen, commonly used in the Potteries and Staffordshire in the 1990s and early-2000s.

BELOW: 37422 awaits the signal from the branch to proceed onto the main line alongside some Network Rail ballast sacks that have been left over by P-way staff.

“ If any readers would be interested in rehoming 'Jeffrey Lane', please contact the team at the magazine, who can put you in touch with me. ”



EAST COAST PEPPERCORNS

By J Crosse

With the approaching demise of steam power, many spotters roamed far and wide in search of those elusive last few locomotives needed to complete the ever-shrinking listings in their Ian Allan abc. While most of the 'missing' numbers tended to be goods engines, for those based in the south, the continued listing of a small number of Pacific types, mainly allocated north of the Scottish border, led to the sale of a goodly number of All-Line railovers to facilitate reasonably priced travel over long distances to see, photograph and travel behind those machines. While the Gresley A4s were a particular target, Dundee had become the home of the last three

Peppercorn-designed A2s, 60528/30/2, the final one of which was not condemned until December 1966. Those travelling north early in 1966 via the East Coast Main Line to get to Scotland might also have noted the last of the look-alike A1 design north of York, where 60145 clung to life until June. The demise of these four engines and the A4s left the Southern Bulleids and the BR Standard Britannias as the only examples of the Pacific design operating on British Railways, this despite the fact that the East Coast route from Kings Cross through to Aberdeen had at one time more Pacifics available to cover its duties than all of the other lines combined, those being 60001-162 and 60500-39 of classes A1-A4 (with various sub classes of the first two).

The prototype for the proposed Thompson A1 was a supposed rebuild of Gresley A1 4470. Although little of the original is thought to have been used, the choice of the engine for such treatment was heavily criticised at the time, but the product was A1/1 (as later designated) 60113 *Great Northern*, which is seen here at York in 1957. Colour-Rail.com



A H Peppercorn had but a brief reign as Chief Mechanical Engineer of the London North Eastern Railway (LNER), taking over the post from Edward Thompson in mid-1946 and ceasing having control over locomotive provision in December 1947, with the advent of British Railways on January 1st, 1948, and indeed the story of his A1 and A2 designs was very much rooted in the policy of Thompson who had taken over in 1941 from Nigel Gresley. He sought to standardise designs following the plethora of classes that had gone before, this also being seen in the other three railway companies who chose to have designs of similar dimensions and layout but varying wheel sizes to suit a range of duties. Thus, the A1 type with 6' 8" driving wheels was intended for express passenger duties, while the A2 had wheels of just 6' 2" diameter, which he felt were required for mixed traffic work and to cover the more arduous duties on the route to Aberdeen. The fact that both designs merited 8P status for a time under British Railways implied that both would be suitable for express work, but the full classification of 8P/7F for the A2s and 8P/6F for the A1s was the giveaway. Other than the driving wheel diameters, the A1s and A2s were very similar, but the smaller driving wheels gave the A2s the edge in respect of tractive effort at 40,430lb compared to the A1 at 37,400lb.

Thompson was constrained in the number of engines that could be built by the wartime availability of materials, and as far as the A1s were concerned, he had only been able to test the concept by rebuilding the

first Gresley Pacific 4470, to produce his prototype 4470/113 *Great Northern*. The choice of that particular locomotive for rebuilding did nothing to endear him to Gresley fans. The 'rebuild' apparently in reality used very few of the components from 4470, with the frames being new, while the boiler design was that used on the Gresley A4s. Three cylinders of 19"x 26" dimensions were provided with Walschaerts valve gear, while retaining the driving wheel diameter of 6' 8". The rebuild was completed in September 1945 and authority was gained in 1946 for 15 more of the type to be constructed, but before that had started, Peppercorn had come to office and new plans evolved, meaning that the design of 113 was not perpetuated.

Work on the A1 design had taken a back seat to that of the A2 in the Thompson era, and the story there was a little more complex. The LNER was well known for its classes with numerous 'sub class' variations and ultimately, there were four under the A2 umbrella. The first of these to appear was designated A2/2 with the engines being another Gresley rebuild, this time from his P2 2-8-2 design.

The new design was seen as an alternative to building any further A4s, P1,s or P2s, and the engines would carry out duties currently performed by the B7 and B16 4-6-0s and the V2 2-6-2s. The shortened P2 boiler was used, but with the working pressure reduced from 250lb/sq in to 225lb/sq. in. Due to the need to reuse as much as possible of the donor engines, the A2/2s had a very ungainly appearance, with their outside cylinders placed behind the





With all of the A1s disposed of for scrap, the only way that one could be enjoyed in the preservation world was to build it from scratch. Initially, there was much scepticism, but enthusiasts are a very determined bunch and in due course the new A1 60163 *Tornado* emerged and is seen here at Edinburgh Waverley on March 1st, 2009. It is interesting to note that the new engine has already been in existence longer than any of the original locomotives. **P Chancellor/Colour-Rail.com**

bogie, while the inside cylinder, that drove on the front coupled axle, was well forward. Problems with clearances for the live steam pipes resulted in a reduced boiler length, while the smokebox was extended. With the design complete by August 1942, the rebuilding of 2005 took place in 1943, with 2001-4/6 following in 1944. The LNER undertook two renumbering schemes, with 990-5 being allocated before changing to 501-6 and thus in BR times 60501-6.

The next development saw a proposal to build a Pacific version of the very successful V2 2-6-2s and indeed the order replaced that for V2s. The locos were built at Darlington. The front end design looked very similar to that employed on 2005, but the boiler design was that used on the V2 but with a 5lb/sq in increase to 225. These were, however, completely new locomotives and were designated A2/1 and were numbered 3696-9, with completion between May 1944 and January 1945. As built, all worked with 6-wheel tenders, but by 1949 were paired with the 8-wheel design (*Highland Chieftain* receiving the repaired tender from the A4 destroyed during the War at York). Via the various renumberings, they morphed into 60507-10 in BR times.

Having considered the ten engines as prototypes, Thompson then put forward his design for the 'standard' A2 as it was at first designated, but later became known as the A2/3. 30 locomotives were authorised in 1944, with the design being based on the A2/2. The driving wheel size was still, however, 6'2" and the boiler pressure 250lb/sq in. Construction did not start until May 1946, almost coinciding with the demise of Thompson, and just 15 were built by September 1947, at which point Mr Peppercorn had intervened. The engines were numbered 500/11-24.

It would seem that some within the LNER were less than impressed with Thompson's designs and the Doncaster drawing office had started work on a modification of the existing A2s, which saw the outside cylinders moved to the conventional position over the bogie as opposed

to behind it. Various other minor changes were made and the decision taken that the remaining 15 authorised engines be built to the new design, which was designated as A2. However, design work continued and a new boiler design was proposed, which used thinner steel incorporating 2% nickel. The intended double chimney and Kylchap blastpipe arrangement was also dispensed with. With construction not starting until late in 1947, British Railways would soon intervene and, with further orders placed, the build would have totalled 35 of the new design. As it was, just 15 were completed before the balance was cancelled, and of the 15, just one entered traffic under LNER auspices. The numbers carried when new were 525/6, E527-31 and 60532-9.



Before launching the new design of A2 (later A2/3), Thompson built two batches of prototypes. The first six were rebuilt from the Gresley P2 2-8-2s, while the second batch were new builds but based on the popular V2 2-6-2. However, both designs featured what many considered to be an ugly front-end design, with the outside cylinders behind the bogie as seen on 60509 at Haymarket shed in May 1959.

Colour-Rail.com

The basic dimensions of the class were three 19"x26" cylinders, 10" piston valves with Walschaerts valve gear. 6' 2" driving wheel diameter, leading wheels at 3'2" and trailing wheels 3'8". The boiler pressure was 250lb/sq in and the engine weight 101t 0cwt. It was coupled to an 8-wheel tender weighing in at 60t 7cwt when full. The abandonment of the double chimney and Kylchap equipment led to concerns over compromised performance, and belatedly the features reappeared on 60539 as built with 60526/9/32/3/8 being so modified in 1949. The initial design simply had a beading or rim around the top of the chimney, but all were later replaced by a lipped design. The boiler as fitted was designated as type 118, but was interchangeable with type 117, and both designs appeared on the A2s, distinguishable by the streamlined-shaped dome on the 118 compared to a circular design on the 117, the dome on the latter being placed one cladding band further forward.

Unsurprisingly, the names carried by the A2s were those of racehorses, except for the first, which was named *A H Peppercorn* at Marylebone on December 18th, 1947. The liveries for the 15 were varied at the outset. As noted, 525/6 had LNER numbers and also LNER tender lettering on Apple Green paintwork, as did the whole batch initially, although the other 13 carried British Railways on the tender in full. 527 carried an E prefix in front of its number, but 529-31 had it above the cabside number. 60532/3 had their BR numbers painted on the bufferbeam, while 60534-9 had cast front numberplates in the non-Gill sans style. In due course, all acquired the standard BR pattern front plate. Despite their BR 8P power classification, the class was not deemed worthy to carry the new BR blue and all went directly to the standard green starting in 1949.

Perhaps, as the class was intended for duties where more pulling power was required, the majority spent little time allocated south of Doncaster. 525 was new to Doncaster shed in December 1947, but had migrated to Aberdeen in August 1949 and stayed there for the duration, while York was home to 526 for all of its life, bar eight months. Other York engines soon moved permanently north of the border, as did the first three allocated to Gateshead. However, 60538 stayed there for much of its life before gravitating in 1960 to Heaton, where it joined resident 60539. Both ended their days at Tweedmouth. 60530 started out at Kings Cross, but was in Scotland by 1950, with the same trajectory seeing 60536/7, new to Copley Hill, moving north in late 1949. Just 60533 defied the odds, spending its whole life with numerous re-allocations around the New England, Grantham and Copley Hill triangle. The Eastern Region withdrew most of its examples at the end of 1962, with just 60533 lasting until June 1963. It was, however, the aforementioned trio of 60528/30/2 that made it



Many enthusiasts went to Scotland to track down the last A2s, including 60532 *Blue Peter*. However, in August 1966, the engine appeared 'south of the Thames' when it was brought down to work a railtour. Unfortunately, its performance on the day might best be described as abysmal. However, it was in excellent external condition, as seen in this view taken at Nine Elms shed on August 15th. Colour-Rail.com



60535 was one of the majority of A2s that were fitted with a single chimney and she's seen at Perth in July 1951, carrying BR green livery. Note the electric lights with which the class was fitted. Colour-Rail.com



Modelling the A1s in their early years can be a bit of a minefield. 60123 works the *Flying Scotsman* on May 12th, 1950. It still has the beaded/rimless chimney and carries BR blue but is not named. That event would occur two months later but it would continue in blue until December 1952, being one of the last members of the class to go into BR green. G H Hunt/Colour-Rail.com

right through to 1966 before the end came. That said, of course, one lived on, that being 60532 *Blue Peter*, by that time, a film star being associated with the popular television programme. It was purchased from BR in 1968 and has subsequently had what can best be described as an interesting main line career with 2025 seeing it return there once more in an entirely fictitious British Railways blue livery.

Turning to the Peppercorn A1 design, we need to go back to the Thompson era, as it was he who promoted the building of the A1s and design work was underway in 1945, and indeed 16 engines were authorised very much based on A1/1 113 but with a new boiler as employed on the A2/3s.

More were authorised in May 1946, but it seems that prevarication was the order of the day in the design office to leave finalisation of the design until after the departure of Thompson. At this time, there were suggestions that the class should be streamlined, but that got no further despite numerous drawings being prepared. It was not until October 1947 that the frame drawings finally appeared, these then following very much those of the A2 design and employing the same 118 boiler. Having been authorised since late 1945, it was eight months into the BR era that 60114 finally left Doncaster Works in August 1948.



60532 in its latest incarnation, as it never ran in BR service carrying blue livery. Hidden away is the fact that it is now air brake-fitted, among other modifications needed to allow it to work on the modern railway. It was on test at Arley on the Severn Valley Railway with a rake of Caledonian sleeper coaches in tow on March 28th, 2024.

P Chancellor/Colour-Rail.com

49 were constructed, with 60114-29 and 60153-62 at Doncaster and 60130-52 at Darlington. The first two batches were delivered concurrently, with the final Doncaster batch following from August to December 1949. Other than the 6' 8" driving wheels, there were few differences to the A2s, but the A1s were around 3t heavier and the overall length increased by almost 2'.

One difference between the A2 and the A1 build was that all A1s had a double chimney from the outset, this initially being of the beaded design but later changed to the lipped type (60158-62 being so equipped from new). However, for the modeller, the early life of the A1s could be a bit of a minefield as, as well as the chimney being modified, the liveries changed and, unlike the A2s, all except one received names after entering traffic. The names on the A1s were a mixed bag of racehorses, characters associated with Scotland, with some carried previously, plus a smattering of LNER worthies among others. The one formal naming was that of 60114 as *W. P. Allen*, a trade union official. It was April 1950 before the next loco was named, that being 60133 in April 1950, and it was July 1952 before the final naming took place, that being of 60156. Initial deliveries carried the traditional LNER green but with British Railways tender lettering and BR numbers. All of 60130-52 carried LNER green, as did 60114-26, but 60127-9 /53-62 carried the new blue livery. 60127 was alone in having lined out cylinders and even that was omitted on repaint in 1950. The whole class was painted blue by mid-June 1951. This state of affairs lasted just three months before 60149 appeared in the new BR green livery. The final engine in blue was 60160, which went into works in February 1953. On the green and blue engines, there were variations in the font used for both cabside and smokebox numberplates. Also, when new, the smokebox numberplates were quite high up and were later moved downwards. To confuse matters still further, the initial paint scheme used cream for the lettering and numbering except for 60130-45, which employed 'old gold'. Once into BR green, standardisation eventually came to the class.



The first Peppercorn A1 60114 *W. P. Allen* is in as-built condition, apparently on display at Doncaster in 1948. H M Lane/Colour-Rail.com



The Peppercorn A2s reverted to 'common practice' by having the cylinders placed between the bogie wheels to give a more pleasing design that also caused fewer maintenance issues, as some failings of the Thompson product could be designed out. Here we see 531 at York in Apple Green with British Railways lettering in 1949. E Sanderson/Colour-Rail.com

The A1s were allocated across the LNER from the outset at all of the expected main line sheds until dieselisation led to some 'alternative' allocations being employed, such as Tweedmouth, Ardsley, Neville Hill, St Margarets, York and Darlington. None was allocated north of Edinburgh, but the move of five members to Neville Hill saw them find employment over the Settle & Carlisle line running through to Glasgow. Those at Haymarket were cosseted and had regular drivers, with duties taking them as far north as Aberdeen, but they very rarely ventured south of Newcastle. One unusual allocation is worthy of mention, that being of 60152/60/1 to Polmadie, in 1951-3, where they had regular duties over the West Coast Main Line to Crewe. The A1s at Darlington only arrived there when the final A3s departed, that class being employed for a number of years as the main line standby, spending hours simmering at the shed awaiting a call to relieve an engine in trouble. The 'last man standing' was 60145 in June 1966, having only arrived at Darlington in January of that year. 60123 had been the first withdrawal back in October 1962, being an accident victim, but that was only a month ahead of the more general condemnation programme starting.

The class appears to have been well regarded and over the years worked the most demanding of duties including, the *Flying Scotsman* and were the first line of backup for an A4 failure. No doubt, when built, they were thought of as being a replacement for the then ageing A3s. However, the latter enjoyed a renaissance when fitted with a double chimney, and the East Coast Main Line enjoyed the temporary luxury of having in excess of 160 front-line engines at its disposal. However, with an average life of around 15 years, they did not build a large enthusiast fan base and none survived to attract a preservation attempt. However, hindsight is a wonderful thing and some deplored the fact years later that, while there were representatives of classes A2, A3 and A4 in preservation, there was a void that needed to be filled, this eventually being done with the construction of the completely new build 60163 *Tornado*. The designers back in the 1940s almost certainly had no idea what a computer was, or ultimately what it could do, but not only did computer-aided design assist in the building of 60163, but to allow it to operate on the main line, some computer equipment is built into it. Somehow it seems doubtful, however, that it will ever operate in driverless mode. ■



The A1s allocated to Haymarket were always kept extremely clean by their regular crews and one of their number was 60162 *Saint Johnstown*, the final class member, seen at its home shed. Note the red-backed nameplate and burnished smokebox hinges. Colour-Rail.com



60123 met an untimely end following a derailment at Offord in early September as seen here. It was taken to Doncaster works and condemned the following month. H G Hentley/Colour-Rail.com

BR green first appeared on the class in August 1951 and, by the year end, 17 class members were so adorned. One such was 60121 seen at York in 1952. It had by this time also exchanged its rimless chimney for what was to become the standard lipped variety. R S Greenwood/Color-Rail.com



Ivatt Princess Coronation Class exits the gentle curve next to ice-capped Scottish peaks.



FACTFILE

LAYOUT NAME: Chameleon Cuthbertsville
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 4ft x 2ft
ERA/REGION: Era 3-11/Worldwide
LAYOUT TYPE: End to end

LOCATION SWAPPING

This professional photographer and lifelong locomotive fan embarked on a new project to help capture his trains on a global scale.

Words & Photography: Darnell Ibrahim



TOP RIGHT:

Late afternoon run for Class 60061 pulling loaded MGR coal wagons.



MIDDLE RIGHT:

Here we clearly see the unique structure of Bibloc track used throughout France, perfectly suited for this original TGV PSE.



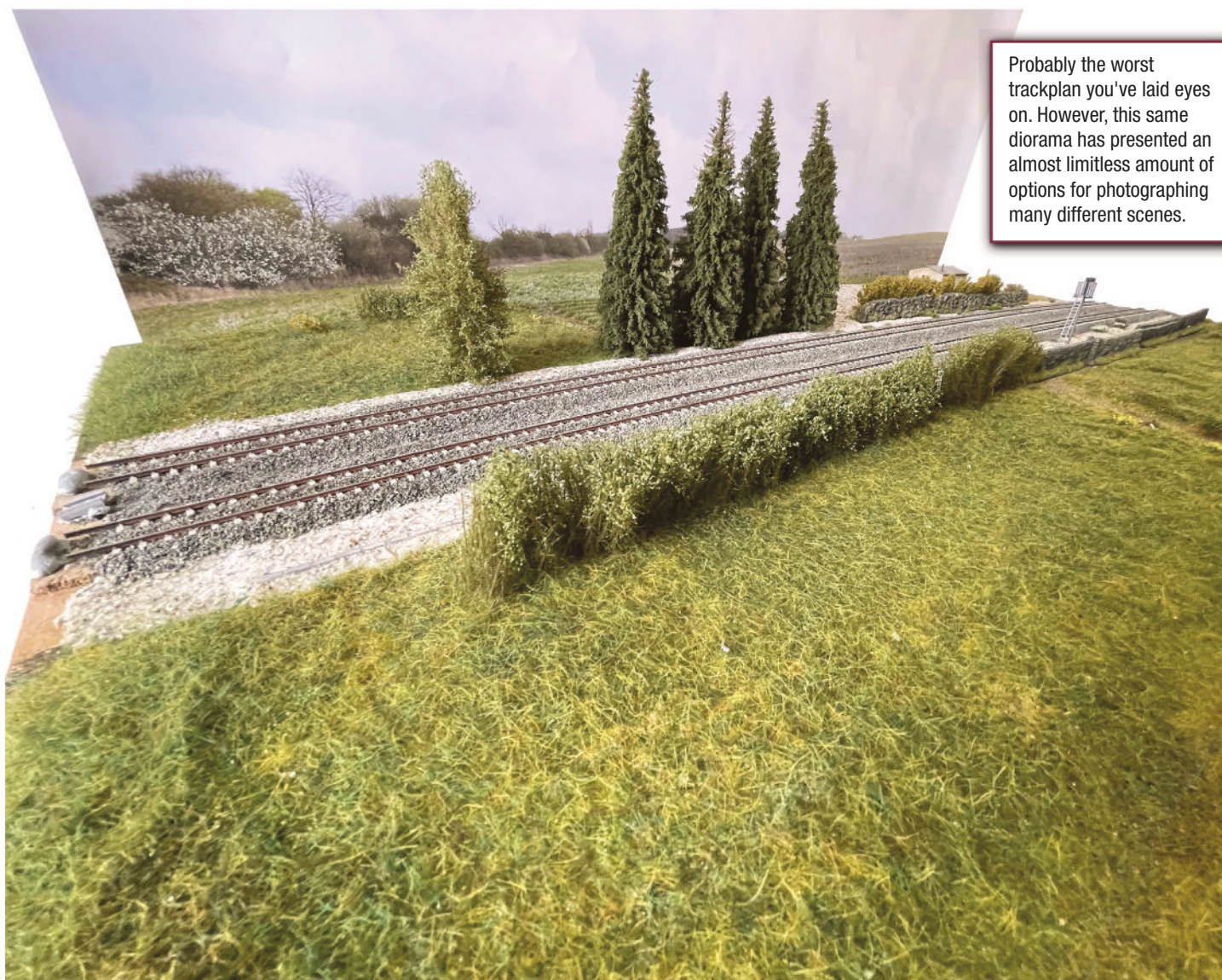
BELOW: Shooting scenes at such low angles affords you the ability to hide clutter or joining points behind objects such as this lineside wall and workers' cottage.

My small diorama, called 'Chameleon Cuthbertsville', measures only 1200mm x 600mm and was deliberately made to look sparse in scenery for two reasons. Firstly, because it's a semi-modular diorama, where it was hugely important for me to have the ability to easily swap out scenery such as trees, buildings and even catenary. Photography for the diorama was by far the biggest priority for me. Second reason was because it is loosely based on French high-speed lines, which mostly have unremarkable, dull scenery.

Even though I am fully British, I have a very diverse range of stock, which spans many countries across the world, with different eras. I started out just wanting to model French high-speed railways, as that was always my main passion. but fairly quickly, I started to learn the art of trickery and smokescreens through photography. To be very clear, when I use words trickery and smokescreens, I mean this in the practical sense of actual modelling, not via the use of Photoshop or AI, which I will elaborate on later. Because of my diverse stock, naturally, I have matching scenery and buildings native to the UK, Japan, America, Germany, France, etc.

“ If there's one part of the diorama that I'm most pleased with, it's the unique track that I've laid for it and I'm equally as happy with the fine ballast used as it looks quite realistic in look and scale. ”





Probably the worst trackplan you've laid eyes on. However, this same diorama has presented an almost limitless amount of options for photographing many different scenes.

Building 'Chameleon Cuthbertsville', or 'CC' for short, was my first 'serious' attempt at modelling. As a lifelong fan of trains since the early-'80s, I chose to make my diorama basically for one reason. Just before the Covid lockdown of 2020, I had planned to get serious about taking photos of trains in real life, not just here in the UK, but abroad, too. Obviously, because of Covid, most of us were homebound, including myself, so I made the decision to buy more new model trains, build a diorama for photographic purposes and create my own world. I'm no stranger to cameras, as my day job is an events photographer with quite a number of years under my belt.

Size constraints

I live in London and you don't exactly get much space for your money. The two rooms I rent out in my apartment are no exception. My "office", or to the point, model railway room is absolutely tiny. It's probably the size of a large cardboard box! Joking aside, it's very small and very limiting and I couldn't dream of having even a modestly-sized continuous run layout in my current place, so a small diorama was the only option.

About the modeller

Name: Darnell Ibrahim

Age: 45

Number of years

modelling: 5

Name of your first

layout: Chameleon
Cuthbertsville

Favourite era/region:

Early 90s worldwide

Favourite locomotive:

Class 373 Eurostar



My passion for trains started around infant school time in the early-'80s, where I had dozens of real-life Class 37s passing by close to where I lived in Forest Gate, East London. This passion really kicked off when my cousin (Leon Bell) offered me his Hornby HST train set in 1985, as he never had any real interest for it. What also followed was the countless number of times that my mother took me on train journeys to visit family/friends, etc. My fate was sealed from there!

The beauty of not being tied to one particular era means that one can create unique but still realistic scenes such as this.



Because of said small space, it is difficult and challenging when photographing my diorama. This is because my goal is to try and capture many different and unique scenes with the hope of not being a “one-trick pony”.

Only the track, ballast and static grass appear in basically all of my photos, everything else constantly gets swapped out for different scenes, such as fences, signals, relay boxes, oil storage tanks, retaining walls, etc. The beauty of ‘CC’ being semi-modular is having the ability to always switch things up with the scenery, meaning that I can photograph a wider range of stock. You know what they say, variety is the spice of life!

If there’s one part of the diorama I’m most pleased with, it’s the unique track that I’ve laid for it and I’m equally happy with the fine ballast used, as it looks quite realistic in look and scale. To elaborate on my railway track of choice, I used Bibloc Sleeper from Peco, which is native mainly to French high-speed lines and HS1 here in the UK. It took a very long time to incorporate and weather this track with ballast because, by nature of real high-speed lines for safety and ride quality, the lines have to be almost perfectly aligned. As proud as I was of adding the



MIDDLE LEFT: ‘Tug’ number 061 pulling coal-loaded MGRs near some oil storage tanks of Plymouth.



BOTTOM LEFT: SRPS Raitours are in full swing! 37409 with some well looked after maroon Mk. 1s.

RIGHT: Class 37 thrash is legendary! The folks renting out the nearby estate holiday home might not be so thrilled by the 107 sound!



track in a realistic manner, it also had a negative effect of limiting what kind of stock I could use for taking photos of my trains.

Because Bibloc track is so distinctive, this meant, for example, I couldn't photograph my Japanese stock unless I shot pretty much only from low angles to disguise the nature of the track, showing mostly just the rails. Similarly, I have to be careful what buildings I add to 'Chameleon Cuthbertsville', it doesn't make much sense having a Scottish croft house on the diorama when I have 320km/h Japanese E5 Shinkansen bullet trains on track!

Picture perfect

As alluded to earlier, I very quickly started learning the art of trickery through photographs. Every final image that I present to the world is basically one giant smokescreen. Everything you see on my diorama is strategically placed and I prefer to shoot down low or near eye level because most people, including myself, view real trains at or around eye level the vast majority of the time. One object or another, such as a tree or building, is always hiding something out of view, which is also influenced by the angles I choose to shoot from. Lighting is the number one priority as it's the most difficult to get right, then I'll try and find a good composition, which will often involve moving around trees, buildings, bushes, etc.

If there's one tip I would give to other modellers out there who are wanting to get a bit more serious with photographing or videoing their layouts, if possible, and if you haven't done so already, consider upgrading and getting the biggest and tallest backscene you can.

“The beauty of 'CC' being semi-modular is having the ability to always switch things up with the scenery...”





I have dozens of backscenes at my disposal that I use on the fly for photographing my setup. All my backscenes are actual pictures I took in real life, printed large to A0 size. It's very important to note that these backscenes should always be printed on matte, or non-glossy paper/card. Why, you might ask? Whether you use external flash lights or/with natural light, any light hitting your backscene in a photo that isn't printed matte or matte-like, such as satin or gloss, will reflect the light hitting it and will wash out the image, making it obvious that you're using a backscene!

Another tip I would give to folk who like photographing or taking videos of their layout, shoot down low more often! I say this purely because 9/10 times, your layout will look more realistic. Sure, I sound biased because I favour this method heavily, however, think realistically, when you shoot mostly from above, unless you have one of the top five best model railway layouts in the world in very favourable lighting conditions and space, it'll most likely look like you're shooting/filming a train set instead of the incredible sprawling model railway layout that took you many years to build.



ABOVE: Class 89 *Badger* glides past the tail end of Crewe in the soft autumn morning light. Preparations are made for this Intercity charter with white roof Mk. 1s.



MIDDLE LEFT: EST 13 French steamer. A beautiful locomotive normally seen pulling the Edelweiss Pullman Express in the 1930s.

BOTTOM LEFT: Cornwall-bound Class 66 190 with some 109 grimy JIA Nacco wagons.

TOP RIGHT: A very difficult scene to dress. The higher up you shoot, the easier it is to find flaws. Frecciarossa 1000 Italian bullet train on the French Sud-Est high-speed line.



MIDDLE RIGHT: The photographer hides behind bushes near the signal box while Black 5 number 5047 pauses and waits for the all clear.



BELOW: Lineside bushes and trees once again hide all clutter to make the image free from distractions. Icing on the cake is the large A0 printed backscene to cover most of the sky and small areas of the mountain.

Reflections

In the age of the internet, we have access to lots of extremely talented modellers, many of whom I take inspiration from all the time. Probably the most notable mentions include Markus Huber (YouTube/Instagram name: Planet Monday), this guy is the official photographer/videographer for German model railway manufacturer Roco, Chris Nevard, RMWeb veteran JonathonAG, Sandford East, Kazuaki Kitaoka, Pelle Keld Søbørg, Goetre Fawr TMD and NSE Latchmere. I could name tons more and I know I've forgotten some names. What I've learned from these incredible modellers is their sheer attention to detail. These guys keep me on my toes and make me work harder to become a better modeller.

If I were restarting this project, the one thing I would change is actually one of the things I'm most proud of... the railway track used. As mentioned, Bibloc track is unique - unique in fact that it hinders the angles where I can shoot my various stock. For all my French TGV trains (and German ICE), Bibloc is perfect, but I cannot really photograph my beastly American Union Pacific 844 steam loco from an elevated position because of the track. This also applies to my Japanese bullet trains and most of my UK stock. The next diorama I build (whenever that may be) will definitely feature more traditional track, so I can (hopefully) get away with more stuff. ■

“What I've learned from these incredible modellers is their sheer attention to detail. These guys keep me on my toes and make me work harder to become a better modeller.”



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Key information

Dates: May 1-3rd, 2026

Opening times:

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Saturday: 10:00am-5:00pm (9:30am pre-books)

Sunday: 10:00am-4:30pm (9:30am pre-books)

Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB

First Bus operates a T1 service; a short walk (15-20 minutes) from Parkway station. This service runs every 30 minutes on a Saturday, and hourly on a Sunday. The journey time is under 30 minutes.

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Adult: £15.00 (£14.00 in advance) Child (5-16): £7.00

Family (2 adults, 3 children): £35.00 Under 5: FREE Plus, advance ticket holders can get into the show 30 minutes early!



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- Elmore - EM
- Ewe - OO
- Felalyn - OO9
- Frecclesham - O
- Greenford Broadway - N
- Kidingme - OO
- Kingsbridge - OO
- Kingsbury - O
- Leysdown - P4
- Lintor Town - OO
- Lisworth Bay - N
- Mauch Chunk PA - HO
- Minehead Port & Pier
- Museum of Transport - OO
- New Mexico - HO
- Orestone Quay - OO
- Pothole City - N
- Roundtrees Sidings 2 - EM
- Shap - OO
- St. Glacier - HO
- St. Kenvince - OO
- Staindrop - O
- Streatwell Green - OO
- Trinity Dock Street Bridge - OO
- Upwey Junction - OO
- Westcliffe - EM
- Wotton - EM

*List is subject to change

Ewe



Kingsbury



Leysdown

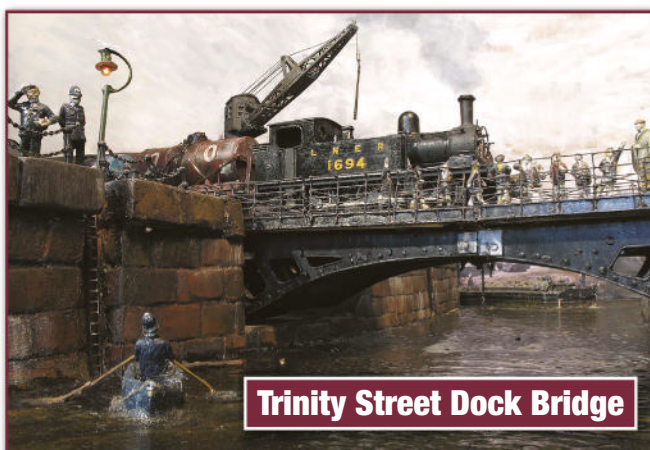


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- YouChoos
- World of Railways/BRM

Lisworth Bay



Trinity Street Dock Bridge

THE LATEST HEADLINES

Accurascale acquires Heljan

Accurascale has announced the acquisition of renowned model railway manufacturer Heljan, marking the beginning of an exciting new chapter for one of the hobby's most respected and innovative brands.

Under Accurascale ownership, Heljan UK will move to a direct-to-consumer sales model, with all UK sales taking place exclusively via the Heljan UK website.

Heljan's Danish range will continue to be available through retail networks in mainland Europe. That range will see expansion in the coming years, as will all new models incorporating new levels of detail, features and fidelity in line with Accurascale's approach.

As part of this launch:

- OO gauge locomotives will be priced from £99.95, with selected lines at £49.95
- O gauge locomotives will be priced from £299.95, with selected lines below this figure
- TT Powered Models will be priced from £124.94 and will receive further investment through new models
- New customer sign-ups will get 10% off their first order

The Heljan website will offer the same customer benefits as Accurascale, including:

- 3% cashback in loyalty points when customers register an account
- Free UK shipping on orders over £100
- Bundle discounts on wagons and coaches where applicable

Modellers who have previously pre-ordered forthcoming Heljan models that are in development, such as the Class 42 Warship, Class 44 and Class 86 in OO, Class 24 in O gauge and Class 55 and Class 122 'Bubble Cars' in TT will

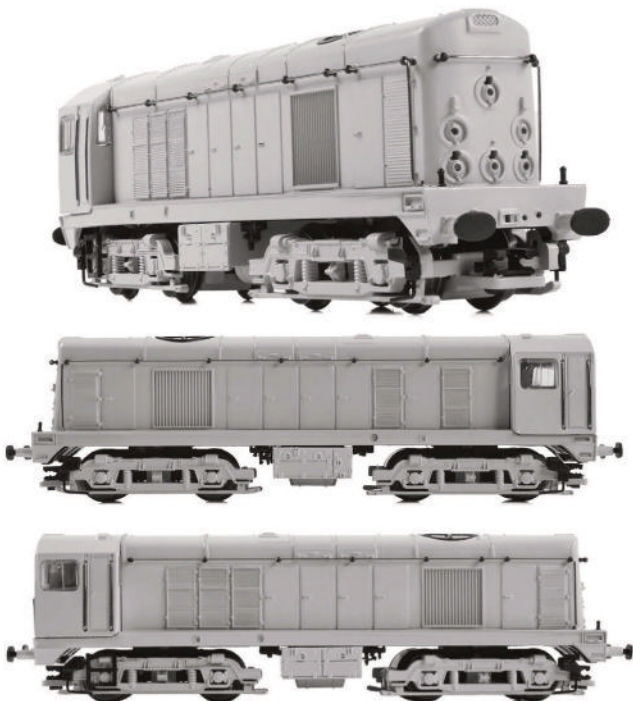


now have to pre-order direct on the Heljan UK website, but with a reduced price point. This will be the case for all new Heljan British outline releases going forward, and it will see a growth of models in stock over the coming weeks and months.

Customers looking to pre-order the forthcoming Class 153 and 155 DMUs in OO gauge can now pre-order those on the Accurascale website, as they will now join the Accurascale range.

The Heljan name will continue, building on its 70-year heritage of serving the hobby market with innovative, robust, and reliable models.

Graham Farish update Class 20/0



Bachmann has revealed new tooling and upgraded chassis technology for its N gauge Class 20/0, introducing sound-fitted models for the first time alongside expanded bodysheet variations, representing Scottish-built locomotives.

The update combines newly developed tooling to represent locomotives originally allocated to Scotland with a redesigned chassis that enables integrated sound capability. These changes expand both the visual accuracy and technical specification of the long-running model.

The initial release programme focuses on locomotives associated with the Scottish allocation and includes a range of historically accurate finishes:

- BR Green: Two models, including one fitted with a tablet catcher
- BR Blue: Two models retaining cab side recesses
- BR Railfreight *Red Stripe*: Two models with plated recesses but retaining larger cab side windows

Each model features authentic paint application using BR and TOC specification colours, with tampo printing used for logos, numbering, and text.

The upgraded Graham Farish Class 20/0 models are scheduled for delivery in late 2026.

- Standard models: £169.95
- Sound-fitted models: £279.95

Hornby reveals new locomotives

Hornby announced three new running numbers and liveries for OO gauge locomotives for last month's Model Rail Scotland exhibition.

All three locomotives have direct connections north of the border, enabling modellers and railway enthusiasts to celebrate Scotland on OO gauge model railways anywhere.

R30464 - ScotRail Class 43 HST Bo-Bo Train Pack

Scotland took several of these classic high-speed trains, modernised the passenger experience, and gave them a new role under the ScotRail *Inter7City* brand. 43128 and 43135 are currently stabled at Haymarket and can be seen operating around Scotland.

The train pack contains a power and a dummy car, and is also available in a TXS sound-fitted version.

Expected December 2026, prices are £394.99 (DCC-Ready) and £449.99 (TXS Sound-Fitted).

R30534 - RailRoad GBRf Class 66 HMS Argyll 66775

The locomotive 66091 was named *HMS Argyll* in the early 2000s, during its time with English, Welsh & Scottish Railway. Although it isn't based in Scotland, it can be seen north of the border on freight workings and still carries the name.

The Railroad model will be available in both DCC-Ready and TXS sound versions at RRP



of £94.99 and £149.99 respectively, with availability from April 2026.

R30560SS - SR Merchant Navy Class Cunard White Star Line 21C4 - Steam Generator

SR Merchant Navy class locomotive 21C4 *Cunard White Star* has direct links to Scotland through its namesake, the Cunard-White Star shipping line, which had its roots and major operations in Glasgow. The locomotive was named by Sir Percy Bates, chairman of the company, on January 1, 1942. 21C4, later numbered 35004, was built in 1941 at Eastleigh Works and served the Southern Railway.

The model is expected in June 2026 and will only be available with DCC sound and steam generator pre-fitted at an RRP of £364.99.



Accurascale unveils Scottish Class 37 Pair

The first of the two new releases depicts 37403 *Ben Cruachan* in the retro British Railways green livery applied in February 1994 to mark the centenary of the West Highland Line.

Produced in partnership with the SRPS, the model represents one of the best-known Scottish Class 37s in one of its most recognisable liveries.

The second release, produced in collaboration with Rainbow Railways, covers 37716 in Direct Rail Services' blue Compass "fade" livery, representing the Class 37/7 during its later UK career following repatriation from Spain and restoration for service with DRS.

Both models will be supplied in bespoke branded packaging, while 37403 will also include a full set of etched nameplates and plaques alongside printed versions.

The two models continue the upgraded tooling standard introduced on the previous third run of Accurascale's Class 37 range, including operating roof fan synchronised to the DCC sound file, also functional on DC, refined bonnet top doors and upgraded grilles.

Accurascale states that the combination of substantial mass and all-wheel drive is intended to deliver smooth running, strong haulage capability and secure roadholding.

The model of 37716 also incorporates new tooling to reflect the prototype's distinctive Heavyweight specification.

Accurascale has confirmed that pricing for the two new releases remains unchanged from the previous run.

The models are priced at:

- £189.95 for the DC/DCC-ready version
- £289.96 for the DCC sound-fitted version

Delivery is scheduled for Q2 2027, alongside the next run of Accurascale's Class 37 range.



Rapido unveils *The Railway Children* train pack

Rapido Trains UK announces a fully licensed OO gauge *The Railway Children* train pack, combining the *Green Dragon*, GNSR coaches and film-inspired accessories.

The pack is fully licensed by Studiocanal and is currently in tooling, with pre-orders now open via Rapido Trains UK and its official retailers.

The coaches feature styling consistent with that seen on screen, including round-topped doors and period detailing.

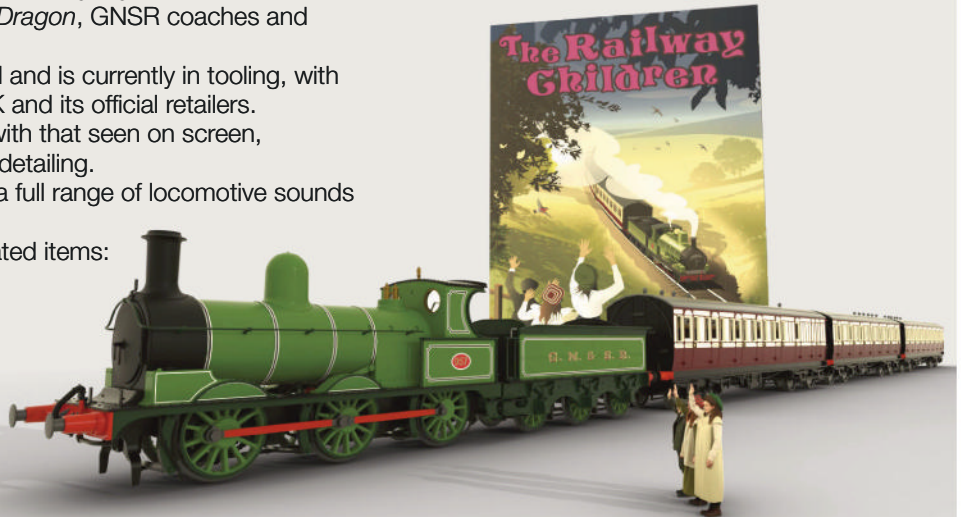
DCC sound-fitted versions also include a full range of locomotive sounds alongside dialogue from the original film.

The set also includes a range of film-related items:

- Colour 3D-printed figures of Bobbie, Phyllis and Peter
- Great Northern and Southern Railway poster and tickets
- Art print of the *Green Dragon* by Jonathan Clay

The new train pack is available in two configurations:

- DCC-Ready: RRP £439.95
- DCC Sound-Fitted: RRP £549.95



Accurascale announces London Underground-inspired Class 66 pair

Following the successful delivery of the second production run of its award-winning Class 66 locomotive models, Accurascale has announced the first releases from its next batch.

The initial models comprise a pair of Accurascale Exclusive locomotives depicting GB Railfreight locomotives finished in liveries inspired by the London Underground, officially licensed by Transport for London.

Locomotives 66718 and 66721 represent two notable prototypes within the modern British freight fleet. Their release previews a wider range of Class 66 models, due to be revealed in the coming weeks.

The two locomotives selected for the exclusive models both carry distinctive designs developed in collaboration with the London Transport Museum.

Pricing remains unchanged from the previous production run.

The Class 66 models will be available at £179.95 for DC/DCC-Ready versions and £279.95 for DCC sound-fitted versions.



Orders include free UK postage and packaging as well as a 3% cashback reward issued as loyalty points.

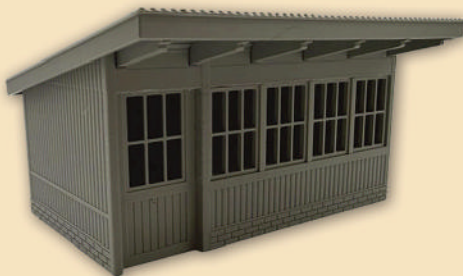
Both locomotives will be available worldwide and will be sold exclusively through the Accurascale website. Each model will be presented in special, exclusive packaging.

Delivery of the exclusive models is currently expected in mid-2027, with a more precise schedule to be announced alongside the revelation of the wider production range in the coming weeks.

New waiting shelter in O

Atkitz's latest West Highland Railway model, based on the prototype at Glenfinnan, is now available as a construction kit. 3D-printed in grey plastic, allowing the modeller to paint into their desired colour scheme, the construction is designed to be straightforward using plastic weld or superglue.

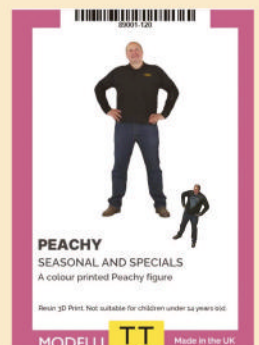
Priced at £20 plus £2.95 postage and packing, the new building is available direct from www.atkitz.co.uk.



Peachy celebrates TT:120 in colour

To celebrate the 3rd channel anniversary of TT:120 YouTuber Peachy and for his efforts in promoting the scale, TMC has commissioned a full-colour 3D-printed figure from Modelu. In addition, a limited edition TT:120 Peachy & Son No.3 7-plank open wagon is being produced by Peco in Bauxite Brown, and there is a re-release of Peachy & Son No.1 & 2 along with No.3 in a very limited triple pack.

The Modelu figure will be in stock at £6.95 from 1st of March, and the Peco wagons are expected in mid-April at £22.99 and £68.97 respectively.



Dapol announces GWR corridor Toplight coaches

Dapol has opened expressions of interest for a proposed range of GWR corridor Toplight coaches in OO gauge, covering multiple diagrams and liveries from 1914 through to BR ownership.

Initial details of a proposed range have been revealed, and Dapol is inviting expressions of interest to assess demand before committing to production.

The manufacturer states that production quantities, should the project proceed, will be aligned closely with the level of interest received. At this stage, provisional CAD renders and artwork have been prepared and are undergoing final refinements following design review and feedback to the factory.

All CAD images and artwork are currently for illustrative purposes and remain subject to change.

Dapol proposes a total of seven liveries spanning GWR and early BR periods:

- GWR Lined Crimson Lake (1914)
- GWR Lined Chocolate & Cream (1925)
- GWR Chocolate & Cream Twin Cities (1930)
- GWR Chocolate & Cream Roundel (1935)
- GWR All Brown Twin Cities (1940)
- GWR Chocolate & Cream Great Western (1947)
- BR Crimson & Cream



Each livery is planned across a range of vehicle types, including All Third, Composite (left- and right-hand), and Brake Third (left- and right-hand) variants.

The proposed models cover the following diagrams:

- All Third – Diagram C32/35
- Composite – Diagram E98 (left- and right-hand)
- Brake Third – Diagram D56 (left- and right-hand)

A guide price of £80.00 per coach has been indicated.

Dapol is currently accepting expressions of interest, with updates expected approximately every two weeks or at key stages of development.

Progression to production will be dependent on the level of interest received.

Rapido announces L&Y Class 25

Rapido Trains UK has announced its first Lancashire & Yorkshire Railway locomotive in OO gauge with the launch of the Class 25 'Ironclad' 0-6-0. The new range comprises 12 versions, representing the class across its working life from pre-grouping service through to British Railways ownership and preservation.

The models are currently in tooling, with pre-orders now open via Rapido Trains UK and its official retailers.

The range reflects the longevity and varied service of the Class 25, with liveries including:

- Lined black (post-1890)
- Lined goods livery (post-1901)
- Lined passenger livery (post-1913)
- LMS livery (with both tender and cabside numbering variations)
- British Railways (sans serif lettering)
- British Railways early crest
- Preservation liveries, including L&Y No.957 preserved condition

Rapido states that the model will feature a combination of diecast metal and injection moulded construction, with a focus on detail and performance.

The Rapido Trains UK OO Gauge L&Y Class 25 'Ironclad' 0-6-0 is available in two configurations:

- DCC-Ready: RRP £219.95
- DCC Sound-Fitted: RRP £329.95

All versions are currently in tooling, with the order book open through Rapido Trains UK and its network of official retailers.



3DK releases downloadable Fish and Chips

Card kit specialist 3DK has announced a new Fish & Chip shop to complement its range of authentic, downloadable, model railway buildings.

Designed using photographs of traditional Fish and Chip shops found in many towns across Britain, it can be sized to construct a realistic-looking building in OO, TT120, or N gauge. Once purchased, the model can be printed and built as many times as the user wishes, costing £3.95.

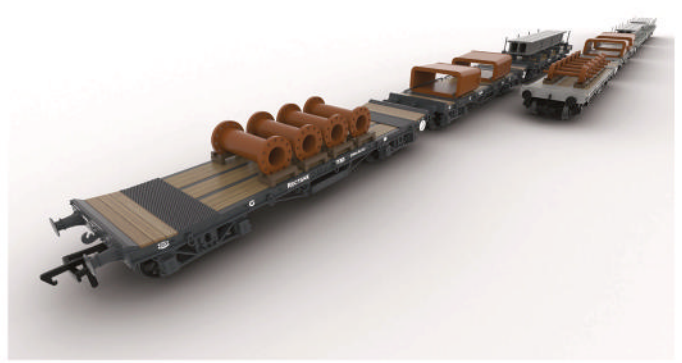
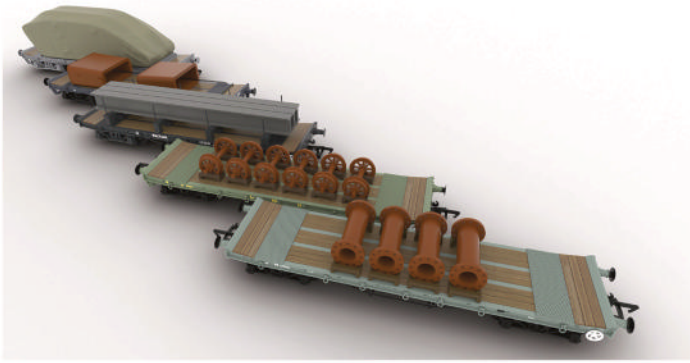


Modelu releases TT:120 crews in colour

3D scanning and print specialist, Modelu, has announced a range of colour-printed figures, designed to fit TT:120 diesel locomotives. The figures complement the large range of figures and detailing products available in multiple scales that customers can paint themselves.

Available from the Modelu website, RRP is £11.95 per crew pack.





Rapido reveals WD 35T Rectank bogie wagons

The WD 35T Rectank bogie wagon is a distinctive heavy-duty vehicle originally developed by the War Department during the First World War. The release encompasses 19 individual versions, representing a wide range of operators and eras from wartime service through to British Railways and industrial use.

The OO models are currently in the tooling stage and cover a broad spectrum of historically accurate liveries and ownerships, including:

- War Department grey (with tank loads)
- LNWR grey
- GWR grey, including 1940s examples
- LNER grey (including post-1936 variants)
- LMS grey

- British Railways grey
- Longmoor Military Railway green
- Army green
- Industrial black (GKN)

Each livery is paired with an appropriate load configuration, such as moulds, girders on bolsters, pipes, or wheels. The announced range comprises 19 SKUs, although two entries (985008 and 985009) are listed with identical descriptions.

The Rapido Trains UK OO Gauge WD 35T Rectank bogie wagon is priced at £54.95. All versions are currently in tooling, and the order book is open through Rapido Trains UK and its network of official retailers.



Dapol announces Stroudley 4-Wheel LSWR Coaches

Dapol has revealed decorated samples of its forthcoming O Gauge Stroudley four-wheel coaches in London & South Western Railway livery. Five models are expected to reach retailers towards the end of May 2026.

Dapol is producing a range of Stroudley four-wheel coaches representing suburban stock built during the late 19th century. The models depict vehicles constructed in significant numbers at Nine Elms Works from the 1870s through to the 1880s, with many of the later builds remaining in service into the early 20th century.

The range will include four coach types: All Third, All First, Composite and Brake Third, with multiple running numbers proposed.

The models are specified with a number of detailed features intended to enhance running performance and appearance. Versions are planned in three configurations: standard unfitted models, lightbar-equipped models for DC operation, and DCC lightbar-fitted versions.



Recommended retail prices are listed as:

- Unfitted version: £127.02
- Lightbar fitted: £155.89
- DCC lightbar fitted: £190.52

Dapol advises that the models are currently undergoing final adjustments, with the range expected to arrive in shops towards the end of May 2026.



00



1955 - present day

£££

349.99-404.99

REVIEWS

Hornby Dublo Prototype DELTIC



**Tony
Wright**



As supplied, straight from the box. Impressive indeed!

Is it really 71 years ago that the remarkable prototype for this remarkable model first appeared from English Electric's Dick Kerr works in Preston? Its building was speculative, the design work beginning in 1951, with three engines being ordered from Napier (two for the loco and one spare). It was the shape of these 18-cylinder, two-stroke, high-speed engines that gave the loco its eventual name, their being the same shape as the Greek letter 'D'. They gave the

loco an incredible power-to-weight ratio, and, at 3,330hp, it was the most powerful single-unit diesel in the world at the time, and remained so for many years. The speculation included the hope that the type would sell worldwide (hence the prominent headlamps at each end), but orders came to nought from abroad. That said, it took the visionary Gerry Fiennes to order 22 production Deltics for the ECML, on which they served with distinction for 20 years. They were lighter than the prototype and also completely

within the loading gauges, necessitated by the prototype's tendency to demolish platform edges in some locations. DELTIC started its BR career in late 1955 on the Midland Region of BR, hauling expresses mainly between Euston and Liverpool Lime Street. However, with electrification on that route progressing, she had no future, so, in early 1959, she went to the ECML, working expresses between Kings Cross and Doncaster (further north she clipped platforms at Darlington, Newcastle and Manors – hence this restriction). She set

A 'low view' adds even more 'presence' to this remarkable model.





Now in service on 'Little Bytham' hauling the Down White Rose - a regular job for the prototype.

new standards of speed and power until March 1961, when a badly damaged engine caused her withdrawal and return to EE. EE tidied her up and, in 1963, presented her to the Science Museum in London. Today, she spends her time on display between the NRM in York and at Shildon. I saw her first at Hartford, between Weaver Junction and Crewe, then several times at Retford on the ECML, though she was never a 'cop' because she wasn't listed in any of my contemporary Ian Allan abs. For a comprehensive history of her life, I recommend Irwell's *Diesel Dawn 1 - Deltics*, by Gavin Glenister and (guess who?) Tony Wright!

DP1 DELTIC has proved a popular model down the years, starting (I suppose) with the Kitmaster iteration of the early-'60s. Folk motorised this with K's, Romford, Hamblings and/or Kirdon products, until the Lima production Deltic appeared, and many folk fitted Lima's chassis underneath the Kitmaster DP1 (yours truly included). Both products are still available, but now

from Dapol and Hornby. Bachmann raised the bar with its DP1 in conjunction with the NRM, and there have been several runs. Loveless produced an amazing DELTIC in brass in O Gauge.

So why yet another DP1? With its iconic Hornby Dublo branding, I think Hornby has identified a market for this magnificent, premium-priced model; that being aimed at collectors. Unlike any 'competitors', it's mainly die-cast in metal (heavy metal!), though it's not the die-cast of old Hornby Dublo - those lumpen slabs of Mazak in the main, though capable of being 'improved'. No, this new model is representative of the finest examples of the metal caster's art. It's incredibly crisp and astonishingly well-finished. It checks out almost exactly against all the drawings and information at my disposal. I say 'almost' because a compromise has been made regarding the ride height above the bogies. In order to get round train set curves, RTR makers of diesel- and electric-outline locos have to compromise,

otherwise, the bogie wheels foul the lower body panels. Lima, Accurascale (on their production Deltics) and Bachmann adopted smaller-than-scale wheel diameters (in Bachmann's case, having the outer wheels' flanges finer as well). Hornby has taken a different approach; in that the firm has fitted 'scale-sized' bogie wheels, meaning that the body has to be raised higher to give clearance. In fairness, this is only really noticeable in direct comparison with a Bachmann equivalent, the buffers on which are at the right height. This can be seen on the comparative photograph below. However, on a layout, doing in model form what DP1 did full-sized, who can tell?

Attention to detail is staggering, with many separately-fitted items. The livery application is exquisite, though I can find only one picture showing red rims and rears to the buffers; a picture taken at the Battersea Wharf rolling stock exhibition in 1957. The bang plate protecting the AWS is also painted red in this image, as is the



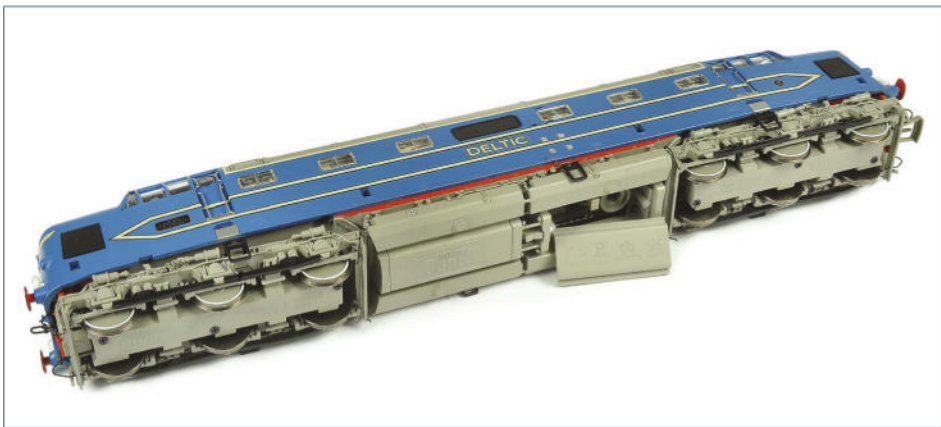
A comparison with a Bachmann equivalent (left) shows the difference in ride heights.

coupling. Since the model represents the loco in 1955 condition, was that the case then? Or as she is now in preservation? Even the black edges to the speed whiskers and 'go-faster' stripes on the flanks are present, with not the slightest trace of 'bleed'. All the windows are finely flush-glazed and there's a driver in one of the cabs.

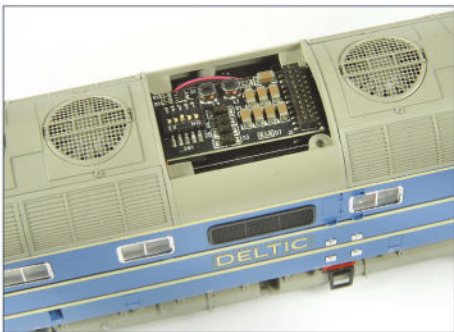
Four steam-age oil lamps are present – two with white 'lights' and two with red. On an express, the two white ones would be present at the front, with none at the rear adjacent to the leading carriage. Even if the loco were running light engine, only *one* red light would be displayed. Illuminated lamps are carried – white in the direction

of travel, with red at the rear, though these can be switched off if required. Other lights include those on the control consoles and in the engine room. These, like the directional lights and the prominent nose headlamps (never used by BR), can be switched on or off via the switches accessed by removing a central panel in the roof. Removal of this roof panel also gives access to the 21-pin decoder for full DCC operation. The roof fans also work.

The performance of this loco is truly remarkable. Though I didn't look inside (the instructions don't recommend it!), it must be fitted with a very powerful motor, driving all six axles. On test on my 'Little Bytham',



Clip-in sections (held in place by magnets) cover the fixing points for the model in transit.



Light switches and decoder are in the roof, revealed by removing the magnetically-fixed cover.



What wonderfully-nostalgic packaging.



Adding the bufferbeam detail certainly enhances the realism.

FACTFILE

Model (Review item in bold):
R30297 Hornby Dublo: BR -
English Electric - DP1 'Deltic'
- c.1955

R30420 Hornby Dublo - BR -
 English Electric DP1 - 'Deltic' NRM
 Preserved

Construction: Mainly Diecast

Weight: 950g

Era: 1955-present day

Price: £349.99-£404.99

Minimum curves: Radius 2

Accessories: Display track,
 etched nameplates, lamps and
 lamp brackets, bufferbeam
 detailing and scale couplings

WHAT WE LIKE

- ✓ Incredible performance
- ✓ Superb construction
- ✓ Exquisite livery-application
- ✓ General accuracy

I was not able to find out just how much it would pull. Not because the loco struggled, but after more than 32 carriages (a mixture of metal kit-builds and modified RTR), the rake became unstable on the 180-degree end curves, with the leading cars wanting to collapse inwards! I'd speculate that over 50 bogies could be taken with ease. It must be the heaviest RTR OO loco I've ever examined.

Standard tension-lock couplings are fitted in NEM pockets, though a full bag of detailing bits is supplied, too. This includes etched plates (which I didn't fit), extra lamps and brackets (why?), and scale shackles, pipes and bang plates (which I did fit, at one end). These latter fitments might cause interference on tight curves, but none was experienced on 'Little Bytham's' 3' minimum end radii. Naturally, in trying to fit the (very delicate) bufferbeam pipes, one pinged into oblivion. By the way, I'm told by some that by adding any extra bits (usually by using glue), the value to collectors is reduced.

In conclusion, a truly outstanding model. It could well be that most will be sold to collectors and either live in glass cases (a display bit of track is provided) or be never taken out of their boxes (substantial boxes, with a truly retro Hornby Dublo image of DELTIC at Doncaster on the lid). That would be a pity because the performance of this incredible machine needs to be seen and appreciated.



Bachmann Class 66



Steven Draper

Bachmann has really captured the confident, angular stance of the Class 66 very well.

1998 marked the beginning of a new era for freight haulage on Britain's railways as classic British traction, much loved by enthusiasts, was gradually replaced by regular workings by something entirely new: the General Motors (later EMD) Class 66.

Based on the earlier Class 59 design, the new locomotive featured a long, slab-sided body and compact, angular cabs at each end, complete with large rectangular windscreens and the distinctive overhanging hood, unfamiliar on most British locomotives. The new face of UK freight had a noticeably "overseas" appearance, the result of fitting a proven North American powertrain within a body profile adapted to Britain's restrictive loading gauge.

Nicknamed "Sheds," the 480 imported locomotives quickly established themselves at

the head of almost every type of heavy freight service, demonstrating confidence, purpose and rugged reliability across the UK rail freight network.

With a wide range of operator liveries, special colour schemes and named locomotives, the Class 66 has given manufacturers the perfect modelling subject.

Bachmann's previous model first appeared in 2005 and proved popular, collectable and well-received by modellers. However, advances in manufacturing techniques and onboard **electronics** meant that a fully re-engineered and completely new model was announced in April 2025, with examples arriving in December.

For review, the DCC Plux22 ready version in DRS blue immediately highlights the fabulous standard of decoration that most

manufacturers now achieve almost routinely. Logos and graphics unique to the full-size 66304 are reproduced perfectly in miniature.

A diecast chassis with separate main frames provides the substantial 600g backbone for the detailed injection-moulded plastic body shell, which captures the purposeful angles, cab windows and impressively fine radiator grilles extremely well. Numerous **separately-fitted** plastic and metal components contribute to a high level of detail, while quality control appears excellent, with nothing feeling overly fragile during careful handling.

Clear glazing provides an excellent view into the detailed cab, while fine etched grilles allow realistic glimpses into and through the loco. The bogie screw head is visible; however, some self-modelled or third-party representations of the internal equipment would hide it.



The etched grilles are particularly fine.



Excellent decoration and depth to the paint finish.



Detailed bogies and a wealth of external pipework is modelled.



The magnetic access to the DCC area is well executed.



Power is supplied to all six axles.



Ideal for hauling all sorts of modern freight.

FACTFILE

Model (Review item in bold):

50-000 - EWS - 66015,
 50-000A - EWS - 66096,
 50-001 - Freightliner Green 66515,
 50-002 - Freightliner Green 66606,
 50-003 - GBRf Europorte - 66761
 - *Wensleydale Railway Association*
 50-003A - GBRf Europorte - 66777
 - *Annette*
 50-004 - Colas Rail Freight 66847
 - *Terry Baker*
 50-004A - Colas Rail Freight, 66850
 - *David Maidment OBE*

50-009 - DRS Compass (Small Logo) - 66304

50-010 - DRS Compass (Small Logo) - 66422 - *Max Joule 1958-1999*
 50-011 - Freightliner 60 1965-2025 Orange - 66501 - *Spirit of 65 - Celebrating 60 Years of Freightliner*
 50-012 - Freightliner 60 1965-2025 Green - 66601

Construction: Diecast chassis, plastic body, etched and plastic separate components

Weight: 592g

Era: 1998 onwards

Price: £229.95-£369.95

Minimum curves: Radius 2

Accessories: Swapable buffer beams, Cosmetic screw-link couplings and bufferbeam pipework

WHAT WE LIKE

- ✓ Livery application and decoration
- ✓ Very smooth running
- ✓ Cab and overall detailing

DC lighting function switches and DCC sockets can be accessed through a cleverly concealed magnetic lift-off roof panel.

Swappable bufferbeams allow full detailing to be displayed on a non-coupled end, with two small screws holding it in place. A bag of pipework and connectors is also provided for the modeller to install as desired.

The HTCR Bogies are particularly well-detailed, including the retainer chain and rotating axle ends, while the characteristic external pipe runs are finely represented and, like the rest of the model, will take weathering effects well.

Electrical pick-up is from all wheels and a five-pole motor with twin flywheels drives all six axles. Running straight from the box was smooth and assured, enjoying excellent low-speed control and enough tractive effort to pull realistic loads on level layouts.

Modern image modellers are once again presented with an excellent model, and with a tooling suite allowing many variations, elevates Bachmann's Class 66 into the leading pack.

Rapido LNER Dynamometer Car



Tony
Wright



Interior lighting is subtle and sensitive - exactly what's required.

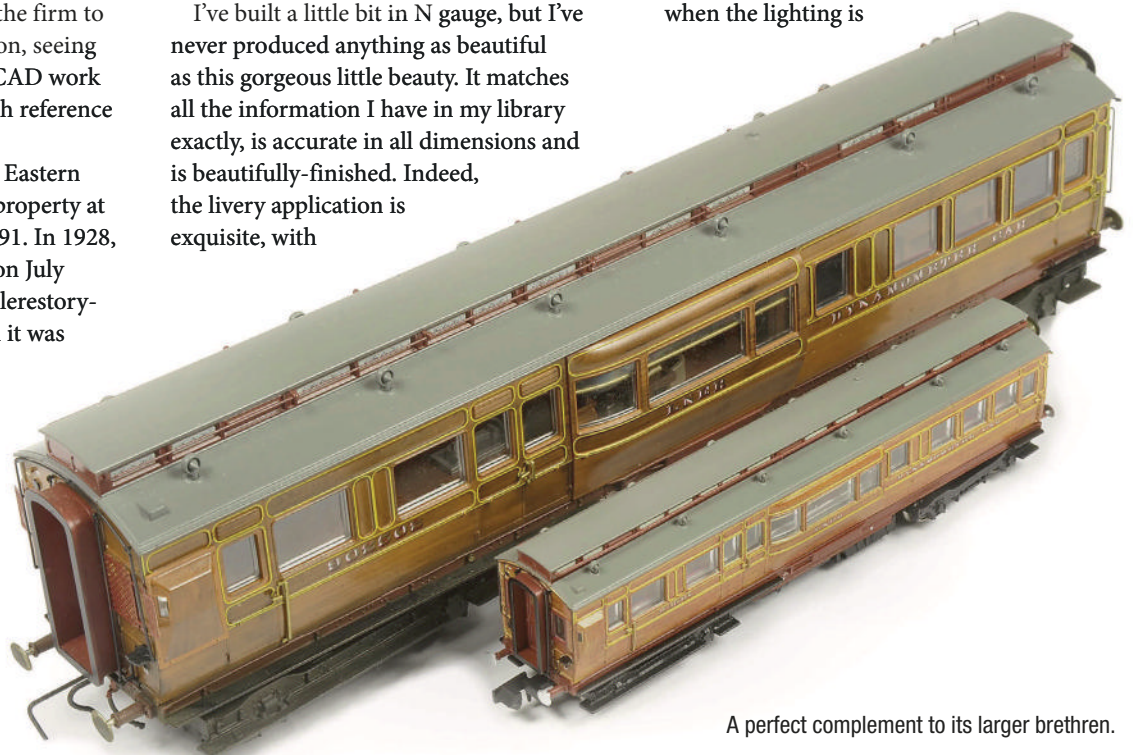
I reviewed Rapido's OO Gauge LNER Dynamometer Car in BRM a little time ago, commenting on what a superlative item of rolling stock it was. It makes perfect sense for the firm to now produce an N Gauge version, seeing that much of the research and CAD work will have already been done with reference to its larger cousin.

Built originally for the North Eastern Railway, it became the LNER's property at the Grouping in 1923 as No. 3591. In 1928, it was renumbered 23591, and on July 3rd, 1938, it became the fastest clerestory-roofed carriage in history when it was coupled behind *Mallard's* tender to record (with great accuracy) the fastest steam run of all time. After post-War use in the 1948 BR Exchanges and for assessing Bulleid's Leader Class, it's now preserved as part of the National Collection. The model presented for review is in its condition on that famous summer afternoon

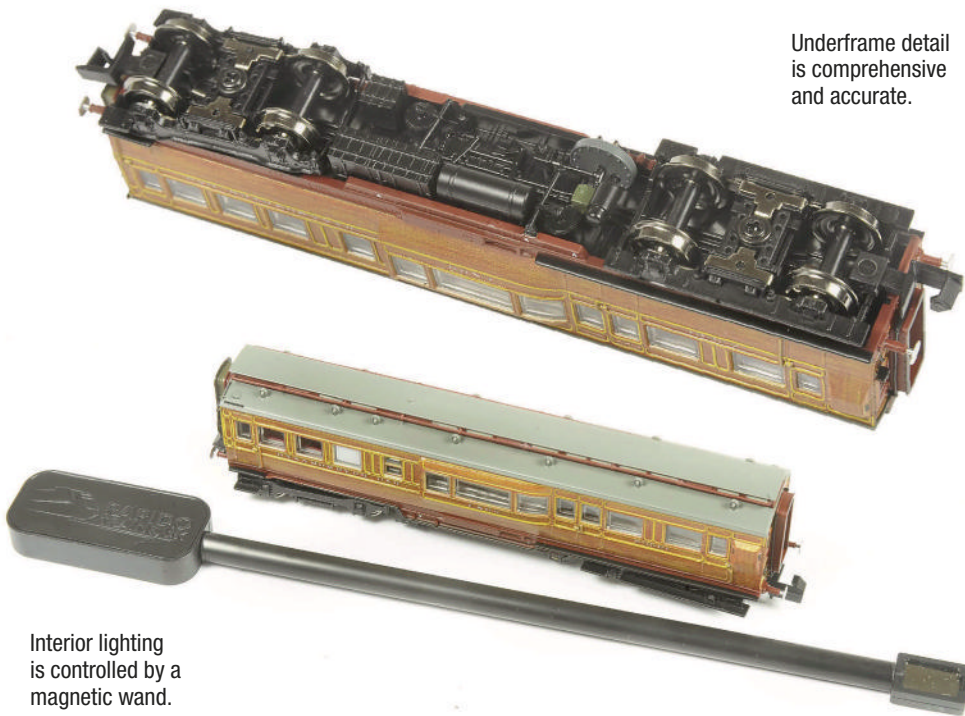
in 1938, numbered 23591. After the War, it was renumbered to 902502 (1946), then E 902502 (1949). Other models representing these are also available.

I've built a little bit in N gauge, but I've never produced anything as beautiful as this gorgeous little beauty. It matches all the information I have in my library exactly, is accurate in all dimensions and is beautifully-finished. Indeed, the livery application is exquisite, with

realistic teak-effect panelling and crisp lining, numerals and letters. The glazing is commendably flush, revealing a full interior – even more-revealed when the lighting is



A perfect complement to its larger brethren.



Underframe detail is comprehensive and accurate.

Interior lighting is controlled by a magnetic wand.



Window guards are fitted, but only on one end.



The recording wheel doesn't quite touch the rail.



As accurate an N gauge carriage as I've ever seen.

FACTFILE

Models (Review item in bold):

RTC Dynamometer Car No.DB99502
BR Lined Maroon Dynamometer Car E902502

LNER Dynamometer Car No.23591 (Mallard Record Run Condition)

BR Dynamometer Car No.E902502 (Post 1949)
LNER Dynamometer Car No.902502 (Post 1946)

Construction: All plastic with metal wheels

Weight: 20g

Era: 1928-1946

Price: £99.99

Minimum curves: Radius 2

WHAT WE LIKE

- ✓ Overall accuracy
- ✓ Standard of finish
- ✓ Level of detail

activated by passing the magnetic 'wand' over the model. Many of the details are separately fitted, but are robust enough to enable handling without risk of damage. Speaking of detail, though the end mesh window protectors are present at the 'towing' end of the car, they're missing on the 'towed' end – the end immediately behind the tender, where they'd be more likely to be needed. On the 4mm version, the protectors are provided for both ends (though they have to be fitted by the purchaser, unlike on the N gauge version where everything is factory-fitted). Standard N Gauge couplings are present, and the model rides smoothly on concentric metal wheels. All in all, a superb addition to the range of ready-to-run N gauge rolling stock.

Bachmann Class 13



Bachmann's new 'super gronk' as delivered in BR green.

With Bachmann having recently introduced a completely new tooled class 08/09, it comes as little surprise that the Class 13 is added to its stable. The 'supergronks' were converted from six 08 shunters at Darlington works in 1965 to create three master and slave units. They were built specifically for the opening of the new marshalling yard at Tinsley, near Sheffield, in 1965, where they were used to push wagons up the 'hump' and would then be released to be sorted by gravity, automated wheel retarders and a series of control towers. The flexibility provided by using a pair of 08s, as opposed to a single, larger locomotive, was to avoid the danger of grounding on the hump.

The donor 08s received numerous modifications, including the removal of the cab on the slave unit, deeper, heavy buffer beams to improve adhesion, multi-working equipment to enable both units to be worked from a single cab and radio for communications with the control towers.

The 13s only ever received two liveries, BR green (as offered for review) and BR blue, in both pre- and post-TOPS numbering. The units were originally marshalled cab to cab, hence the wasp stripes at both ends of the master unit, but this was quickly changed to both units facing the same way to improve crew visibility.

The wagon-load traffic that Tinsley was designed for declined steadily through the 1970s, and 13002 was withdrawn in 1981. The hump yard was closed in December

1984, 13001 and 13003 heading for the cutter's torch shortly after.

The models are based on the firm's recently introduced 08/09 with a host of additional tooling. The slave unit has had the cab removed and there are additional antenna related to the radio control and multi-working as well as modified lighting. The deeper, thicker bufferbeams have been faithfully reproduced and the accessory pack contains a wealth of additional parts, including blanking plates for those who wish to fit scale couplings. There are multiple pipes and cables for both the outer ends and for connecting the two units, the fitting of which is covered in the instruction booklet provided. Livery application, as expected, is excellent, the wasp stripes being particularly sharp.



The Class 13 is being put through its paces on 'Little Bytham', demonstrating no shortage of haulage capacity.



The underside of the slave unit shows one of the two fully functioning chassis on the loco.



Cab end view of master and slave units.



Roof panels removed to reveal the DCC sockets and microswitches for independent control of the lights in DC mode.

FACTFILE

**Factfile (Review item in bold):
Class 13 D4502 BR Green (Wasp
Stripes) Diesel Locomotive**

Class 13 13003 BR Blue Diesel
Locomotive

Construction: Diecast chassis,
plastic body with metal components

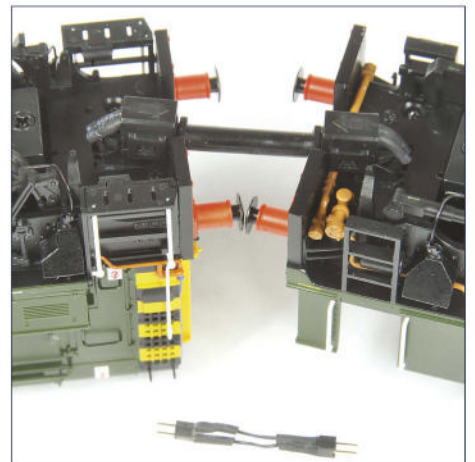
Weight: 407g

Era: 1965-1984

Price: £399.95-£569.95

Minimum curves: Radius 2

Accessories: Numerous cosmetic
buffer beam details, dummy couplings
and functional electrical connector



Close-up view of the physical coupling bar between master and slave with the electrical connection, required for full DCC functionality, alongside.

Running-wise, the units were smooth, quiet and controllable, having the same 5 pole motor, flywheel, Plus22 DCC socket and stay-alive as the 08s. Despite essentially being two identical mechanisms, they were very slightly out of sync, although it had no bearing on their performance and I suspect would disappear with a little running-in. Access to the DCC socket and the micro switches to control the lights in DC mode is very conveniently housed under the removable roof panel. There is an electrical connector between the two units, which ensures full functionality in DCC mode.

The Class 13s are a very niche model. Only three ever existed and, the odd trip to the works or the occasional railtour aside, were very geographically restricted in their use. That said, these are excellent models and I'm sure many modellers will happily apply Rule 1! Highly recommended.

WHAT WE LIKE

- ✓ Easy DCC socket access
- ✓ Sprung buffers
- ✓ Livery application

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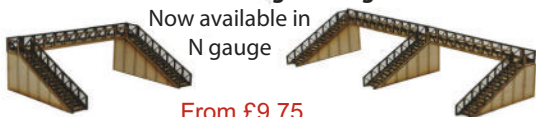


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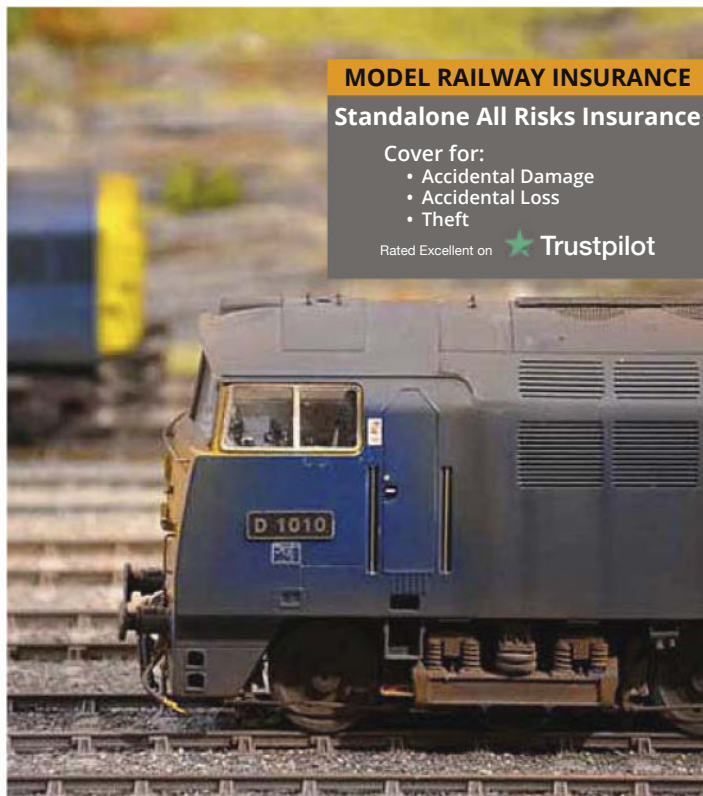
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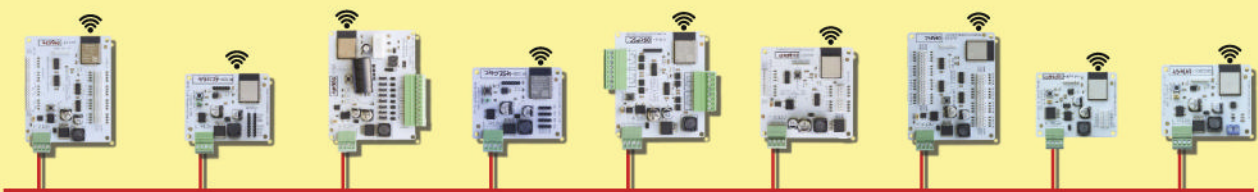
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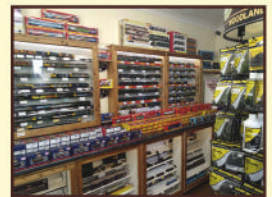
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Buffer Stop

This month in pictures



Malcolm Briggs presents Phil with a bottle of North Cornwall Brewery beer, a thank you for the photos that appeared in our November 2025 edition.



Debbie's son, Thomas, says this looks like the most boring ride at Butlins Skegness.



Steven learnt all about smokeboxes while volunteering at the South Devon Railway.



This is clever. A Hornby 0-4-0 chassis remotored with a cheap N20 geared power unit, so super-slow running.



It's not always the big layouts that catch the eye. At ABrail, we really liked the tiny Rye Sands built by William Lloyd.



Phil's on the beach with his latest model, a 4mm scale Volks Electric Railway car.

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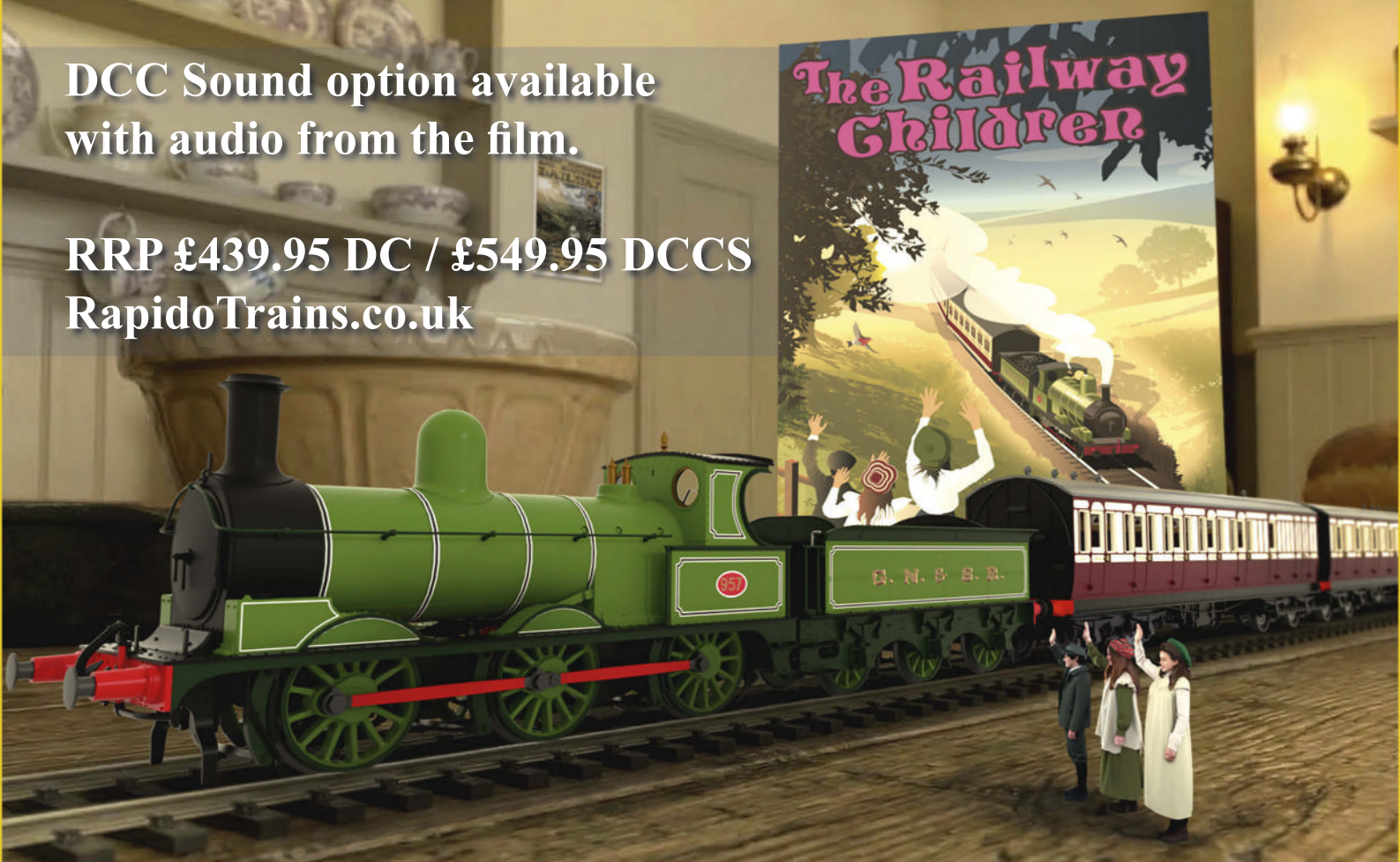
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