

**ON YOUR
DVD**



BRITISH RAILWAY MODELLING

BRM

**THE DREAM
OF STEAM**



JUNE 2017

**GREAT LAYOUTS
THAT RELIVE THE
HISTORY OF
OUR RAILWAYS**

**VOPAK
TERMINAL
- A TWISTED
TRIUMPH IN
OO**

WE SHOW YOU HOW...

- Urban building masterclass
- Build a beer barrel wagon
- Model a filthy coal yard
- Paint laser-cut brickwork
- Detail a DJM Hunslet 'J94'



TRIED & TESTED: HELJAN'S NEW CLASS 45 • DJM BALLAST WAGON



**WOODLAND
SCENICS®**

Water System



Woodland Scenics have worked hard to produce an entire system of water products to help modellers create their own custom water scenes. Nineteen new products join Realistic Water (WC1211) and Water Effects (WC1212) to make a complete Water System! Please click on the YouTube logo on our homepage for tutorial videos!

Water Undercoats

Add colour and seal your water base all at once with Water Undercoats.



Deep Blue
WCW4530



Navy Blue
WCW4531



Hunter Green
WCW4532



Moss Green
WCW4533



Olive Drab
WCW4534



Yellow Silt
WCW4535

Deep Pour Water™ & Realistic Water™

Use Deep Pour Water to create submerged scenes and depth with one pour. Customize Deep Pour Water with other Water System products. Realistic Water models still or slow-moving water, such as ponds, rivers, lakes and more.

Deep Pour Water™ - Clear
WCW4510

Deep Pour Water™ - Murky
WCW4511

Realistic Water™
WC1211

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Water Tints add colour to water products while achieving authentic depths and shallows.



Navy Blue
WCW4519



Turquoise
WCW4520



Moss Green
WCW4521



Sage Green
WCW4522



Olive Drab
WCW4523



Yellow Silt
WCW4524



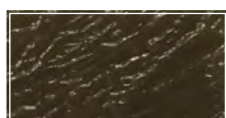
Murky
WCW4525

Surface Water, Whitewater Highlight & Dust Dabber™

Model splashes, waves and movement with Surface Waters. Use White Water Highlight to accent details of your water feature.



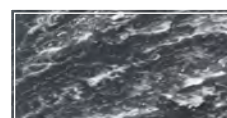
Water Effects™
WC1212



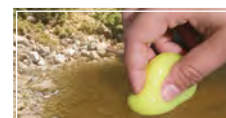
Water Ripples
WCW4515



Water Waves
WCW4516



White Water Highlight
WCW4529



Dust Dabber™
WCW4529



Please visit www.bachmann.co.uk to view tutorial videos
Model, Collect & Create

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R.T.R in unpainted brass/factory painted

GWR/BR King.....	£900.00
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
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Fully assembled in unpainted brass
GWR/BR Collett D127 brake 3rd..... £235.00

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L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
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GWR/BR King 4-6-0.....	from £1260.00
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GWR/BR Parcels railcar.....	£810.00
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LMS/BR Original Patriot.....	£1650.00
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Over 100 R-T-R locos available off the shelf

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GTR21 LMS/BR Rebuilt Royal Scot.....	£345.00
GTR24 LMS/BR Original Patriot.....	£345.00
GTR25 LMS/BR Rebuilt Patriot.....	£345.00
GTR28 LMS/BR 2P 4-4-0.....	£315.00
GTR31 LMS/BR Lemon 4-4-4T.....	£235.00
GTR44 LNW/LMS/BR Coal Tank 0-6-2T.....	£225.00
GTR48 LNW/LMS Crane Tank.....	£205.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£595.00
GTR53 LMS/BR 8F 2-8-0 & rivetted tender.....	£345.00

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JKL6 G.W.R. Dean Goods 0-6-0.....	£295.00
JKL7 SEC/RS/BR C Class 0-6-0.....	£295.00
JKL11 LMS/BR Long Fire Box Black Five.....	£345.00

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GW2 GWR/BR 14x Autotank.....	£175.00
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TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

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TC7 LMS/BR Black Five 4-6-0.....	£525.00
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K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£575.00
K326 B.R. Class 03 complete kit.....	£395.00
K336 LNER/B.R. Peppercorn A2.....	£535.00
K338 LNER/B.R. G5 0-4-0T.....	£395.00
K340 B.R. Class 14 complete kit.....	£395.00
K344 NEW LNER/BR Hunt Class 4-4-0.....	£475.00
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LK735 GWR Yard Crane.....	£20.50
LK741 GWR spear fencing.....	£10.50
LK 742 GWR spear fencing ramps.....	£10.50
LK743 Field fencing and gates.....	£9.45
LK745 Telegraph Poles (4).....	£6.00
LK749 Loading Gauges (2).....	£11.85
LK750 Single track level crossing gates.....	£19.25
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LK759 Platform lamps (4).....	£8.35
LK760 Telephone boxes (2).....	£8.35
LK761 GWR Station seats (4).....	£7.90
LK762 MR/NER station seats (4).....	£7.90
LK763 SR/BR Station seats.....	£7.90
LK764 Bicycles (8).....	£7.90
LK790 GWR home or distant signal.....	£17.75

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7062 B.R. 12ton Vanwide.....	£37.50
7063 B.R. Standard Van.....	£37.50
7064 B.R. 12ton Standard/Flat Van.....	£37.50
7065 B.R. Meat Van.....	£37.50
7066 B.R. Insulated Van.....	£37.50
7067 B.R. 13 ton conflat 'A'.....	£33.75
7069 B.R. Lowfrt Wagon.....	£33.25
7070 B.R. 12 ton Palvan.....	£37.50
7071 B.R. 13 ton High Goods Wagon.....	£33.25

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W601 GWR Told brake can.....	£38.75
W602 GWR Permanent Way brake.....	£38.75
W603 GWR 6 wheel brake.....	£40.50
W604 GWR 4 plank open.....	£32.50
W605 GWR Steel Open.....	£32.50
W606 GWR 10 ton Van.....	£39.75
W607 BR 16 ton Mineral wagon.....	£40.50
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SLE786BH Curved R/H Point.....	£52.25
SLE787BH Curved L/H Point.....	£52.25
SL700BH 12 yards flexitrack.....	£76.95
SLE791BH Right Hand Point.....	£41.95
SLE792BH Left Hand Point.....	£41.95
SLE797BH Y Point.....	£41.95
SLE790BH Double Slip.....	£87.95
SL10 24 metal railjoiners.....	£2.65
SL11 12 insulated railjoiners.....	£2.65
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TP1 Long Track pins (15mm).....	£3.25
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NEW Setrack R/H Point.....	TBA
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H1 L.M.S. loco and coach.....	£20.00
H2 L.M.S. yellow loco and coach.....	£20.00
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H3A L.M.S. coach lining.....	£20.00
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H4A L.N.E.R. black loco and Gill Sands.....	£20.00
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H24 MR/SD/LY/LTR/MGN loco & coach.....	£21.00
H25 B.R. pre-TOPS wagon numbers etc.....	£18.50
H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
H31 Pullman crests, names and numbers.....	£21.00
H32 Pullman lining.....	£18.50
H40 G.N.R. coach lettering.....	£21.00

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PS17 BR 12 ton Pipe wagon.....	£32.85
PS23 GWR/BR 13 ton open wagon.....	£32.85
PS24 GWR/BR 12 ton unfitted van.....	£32.85
PS25 BR 24.5 ton mineral wagon.....	£32.85
PS26 GWR/BR 12 ton fitted van.....	£32.85
PS27 GWR/BR 12 ton open with tarp bar.....	£32.85
PS28 GWR/BR 12 ton plywood van.....	£32.85
PS29 GWR/BR Fruit van.....	£32.85
PS30 BR 16 ton mineral wagon.....	£32.85
PS31 BR 16 ton slope sided mineral.....	£32.85
PS32 BR 16 ton mineral (ex SNCF).....	£32.85
PS33 BR 8 Plank wooden mineral.....	£32.85
PS42 LMS/BR 12 ton open wagon.....	£32.85
PS45 LNER/BR 12 ton goods van.....	£32.85
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PS49 GWR/BR Mica van.....	£32.85
PS100 SR/BR Banana van.....	£32.85
PS101 SR/BR Meat van.....	£32.85
PS104 BR 21 ton coal hopper.....	£32.85
PS106 SR/BR Cattle truck.....	£32.85
PS112 GWR/BR Gunpowder van.....	£32.85
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Any six for £164.50 saving 25% off RRP

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47040 Diesel Refuelling Point.....	£39.95
47047 Hampton Hill Platelayers Hut.....	£24.95
47203 Low Relief Corner Shop.....	£25.95
47004 Provender Store.....	Special offer £30.00
47009 Single Engine Shed.....	Special offer £60.00
47036 Sectional Lineside Hut.....	£20.50

DAPOL R-T-R TERRIERS

G.W.R. green Portishead.....	
L.B.S.C. Marsh union Gipsyhill.....	
S.R. green Fishbourne.....	
BR late crest black 32636.....	
RRP £225.00 OUR PRICE £189.00	
Sound fitted RRP £410.70 OUR PRICE £345.00	

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Fully finished superb quality with interior details and lights.	
Single cars (3 types) B.R. Maroon.....	RRP £265.00 OUR PRICE £225.00
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List Price £399.00 OUR PRICE £340.00	
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Choice of B.R. or G.W.R. Liveries	
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NEW DAPOL 57XX LOW CAB PANNIER

Available in a range of G.W.R. and B.R. liveries plus London Transport red	
RRP £235.00 OUR PRICE £199.75	
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B.R. Open Wagons (various)	
RRP £45.00 OUR PRICE £38.50	
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A range of approx 100 private owner and company wagons 5, 7 and 8 plank	
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RRP £80.60 OUR PRICE £70.00	
See our website for details	

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Early or late LMS S.D.J.R. British Railways or late B.R. available numbered or un-numbered	
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Any of the above sound fitted	
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Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.	
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Sound fitted RRP £650.00 OUR PRICE £552.50	
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Lined forest green	
RRP £299.00 OUR PRICE £225.00	
OR FITTED WITH DCC SOUND £375.00	

IXION FOWLER

0-4-0 DIESEL SHUNTER	
GWR No1 lined green	
or private owner plain green	
RRP £299.00 OUR PRICE £225.00	

HELJAN CLASS 128 PARCELS RAILCAR

6 Versions	
See website for details	
RRP £579.00 OUR PRICE £460.00	
Available mid 2017 Reserve yours now	

NEW HELJAN CLASS 121

Passenger Railcar	
Available in a range of liveries from Cats Whiskers to N.S.E	
RRP £579.00 OUR PRICE £460.00	
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3 Car D.M.U.	
Available in a range of liveries from Cats Whiskers to N.S.E	
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Choice of blue or green liveries	
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HJ6101 6106 G.W.R.	
HJ6102 6114 B.R. unlined black	
HJ6103 6111 B.R. unlined green	
HJ6104 6132 B.R. lined green	
HJ6120 un-numbered Great Western	
HJ6121 un-numbered B.R. unlined black	
HJ6122 un-numbered B.R. unlined green	
HJ6123 un-numbered B.R. lined green	
HJ6124 5184 Great Western	
HJ6125 4144 B.R. unlined black	
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See our website for full details	

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6 versions from original green to later blue	
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HJ2592 B.R. Green with chevrons late	
HJ2593 B.R. Blue with chevrons	
HJ2594 CEGB Yellow	
HJ2595 NCB Green	
HJ2596 Industrial Maroon	
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HELJAN READY TO RUN WAGONS

Class B tankers 4 types	
VAA vans 4 types	
OAA open wagons 5 types	
RRP £84.95 OUR PRICE £70.00	
Mix and match any ten for £65.00 each	

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Green with yellow ends	
Blue with yellow ends	
Blue large logo	
Dutch livery	
Railfreight 3 versions	
RRP £599.00 OUR PRICE £475.00	

HELJAN CLASS 40

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PRACTICAL BRM

34 PAINTING LASER-CUT BRICKWORK
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Phil's fondness for a brew or two is only outshone by his insatiable appetite for modelling. Here, he cleverly manages to combine both.

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Making BRM is busy work, but we still find time to enjoy the modelling hobby. Here's what we've been up to recently.

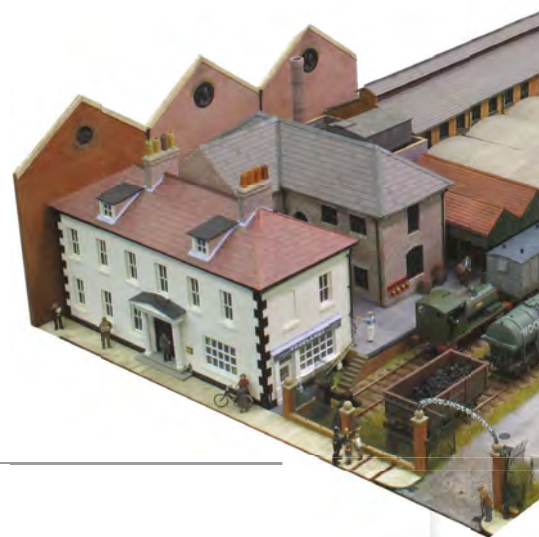
146 TAIL LAMP
Phil Parker mulls the benefits of other modelling disciplines and has some big news to announce.

BRM

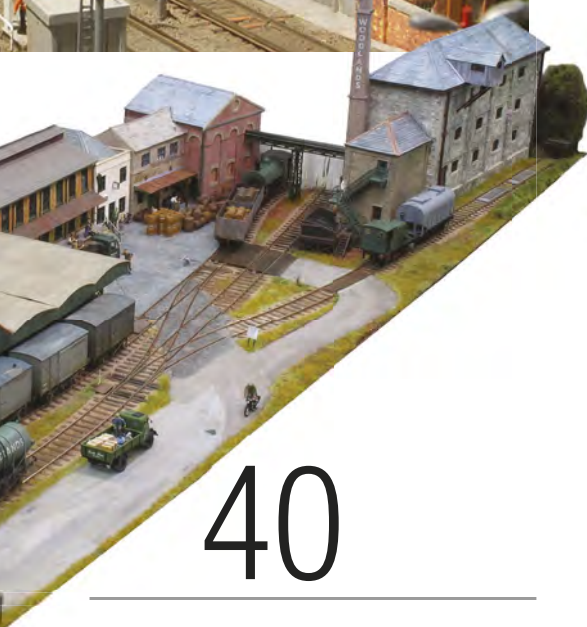
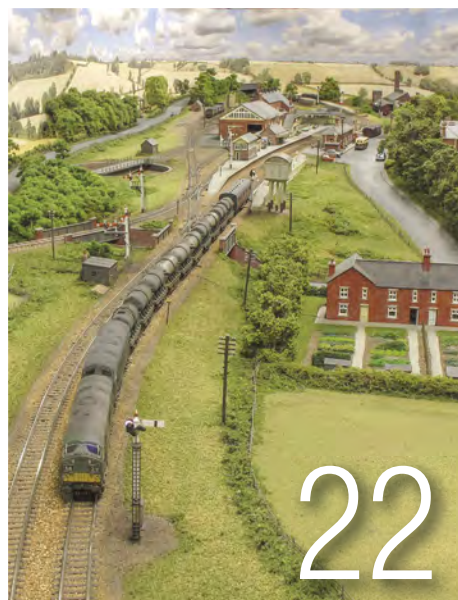
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W www.brm-magazine.co.uk



On this month's **BRM TV DVD**: 'Vale of Oxbury', Phil weathers die-cast vehicles and we hear what might be loudest DCC sound yet.



BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

We explore the picturesque countryside in our layout of the month 'Vale of Oxbury'. In the studio, we interview Steve Brammer from Merlin DCC to hear the very latest in cutting-edge DCC sound technology. Plus, discover diecast vehicle weathering techniques.



**TELL US WHAT YOU
THINK OF THIS
MONTH'S DVD**

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)



PLAY

Alpha Central



It just does NOT get any easier than this!

Cobalt Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box!

It's so simple instructions could read "Unpack-Plug in-Change points"

Alpha Central can be connected directly to any model NCE system - however the other brands are not forgotten. Alpha central will work well with any DCC system at all if used in combination with the very clever Alpha-Box, with the combination adding 5A of clean power AND full digital accessory control to the most basic of starter sets. With Alpha-Box it improves the power & performance of basic systems such as Prodigy & Prodigy Express. They also add the luxury of almost wire-free manual control-panel operation to systems from EZ Command to Z21 or ECoS.

Multiple Alpha-Central units can be linked together to control up 2000+ Accessories and addressing your Accessory decoders becomes incredibly simple once you have installed Cobalt Alpha in ANY of its forms as your DCC control interface.

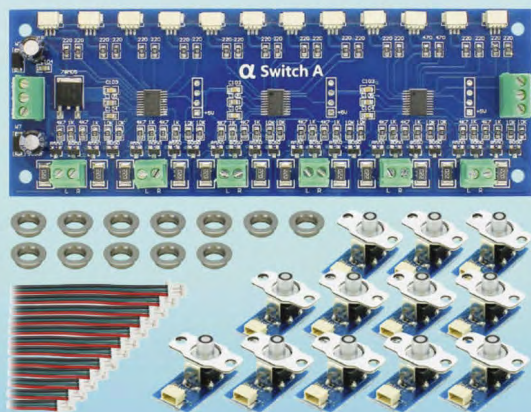
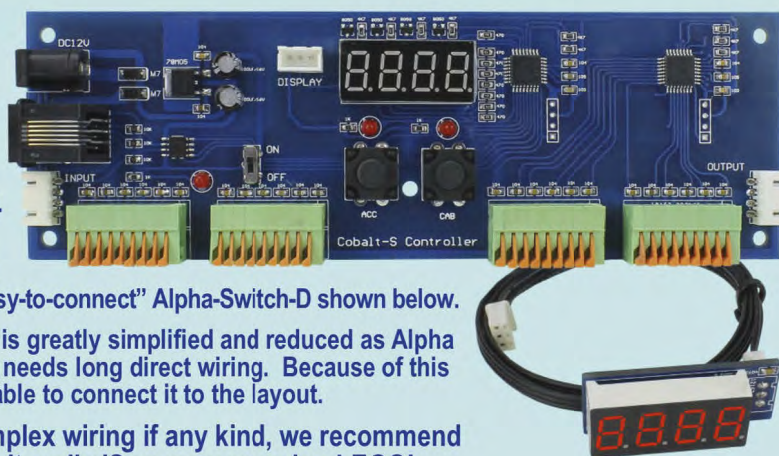
Alpha

The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal.

Cobalt Alpha allows you to connect ANY form of switch from "Stud and Probe" to a simple push-button. Alpha is of course also ideally suited for Cobalt-S Levers and the sophisticated, "Easy-to-connect" Alpha-Switch-D shown below.

No matter what choice you make for your switches, the wiring is greatly simplified and reduced as Alpha will digitise all of the switch commands, meaning that nothing needs long direct wiring. Because of this your ENTIRE Control panel could then need as little as ONE cable to connect it to the layout.

For quality "Mimic" panels without soldering and no complex wiring if any kind, we recommend that you take a look at Cobalt Alpha and Alpha-Switch-D. It really IS as easy as using LEGO!



Alpha-Switch-D

Cobalt Alpha-Switch-D is a sophisticated but super-easy to install switching system for Mimic panel control of DCC Accessories.

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DCC thinking outside the square
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This has been a busy month for me, modelling wise. In the first instance, I'm making my first bona fide railway model. After much debate with the **BRM** crew it was decided that I should tackle a card kit; these being fairly commonplace on a great many layouts. We picked an engine shed on the same basis, but also because it looked like a relatively straightforward build for a rank amateur like me. What we'll put inside the shed is a matter of further discussion, but that's a conversation I look forward to having. In the meantime, you'll find the results of my initial efforts on page 60.

I've been filling up on inspiration otherwise. Firstly at the Garden Railway show in Peterborough, where I was lightly poisoned by the noxious fumes of methylated spirits that powered the majority of locos on display. The similarities between model and garden varieties of the hobby were plain to see, though, even if a couple of exhibitors laughingly demeaned our discipline as nothing more than playing with 'electric mice'. I'll let that one slide for the time being, but I'll be having words with Phil Parker if he starts with that kind of talk when he takes the reins of Garden Rail this summer – see page 146 for more about that.

The Spalding Model Engineering show was similarly enlightening. Model locos of all varieties were very much on display, albeit larger than those usually seen in **BRM** and wholly scratch-built. I was struck by the quality of some of the other models on display too. The boats in particular were stunning in terms of their details and finish, and I wonder what lessons we might learn in those regards. That might be a question for polymath Phil P, since (heresy alert) he also models boats as well as trains.

I had a very enjoyable afternoon at the Luton Model railway Club

exhibition. This was by no means as the big regional shows, but it was sizeable enough that there was plenty to see, yet small enough that I could chat to the exhibitors and attendees more easily. I also picked up several useful leads that I hope to explore in the months to come. Watch this space.

Next, an apology to Jeff Moston, whose 'Mozzerdale' layout we featured last month. Not only did we call him 'Geoff' in the article, but we said his layout was OO Gauge when it was actually N. Larger publications than our modest mag make bigger mistakes more frequently, but it still isn't good enough. We will certainly try harder to check the facts in the future.

But back to this issue, which leads with the stunningly realised and assuredly diminutive 'Vale of Oxbury'. Even smaller in stature is 'Melbridge Box Co., in which Phil discovers just how

much he can fit into two small box files. We have four more layouts besides, but a special note for 'Woodlands Brewery' since that was my first **BRM** interview. We're big on practicals, as usual, with plenty to keep you busy in the month ahead – Phil and Andy feature heavily this month, with Michael Russell, who details a Hunslet and builds an utterly convincing coal yard. Perhaps best of all, we get an urban building masterclass from N gauge authority Grahame Hedges too.

With all of that and a whole lot more in store, we'd better get on with it. I mean, what do you think we do all day – *play trains?* ■



Andy

MANAGING EDITOR | Andy McVittie

BRM

BRM JUNE ISSUE ON SALE
MAY 25 - SEE P145

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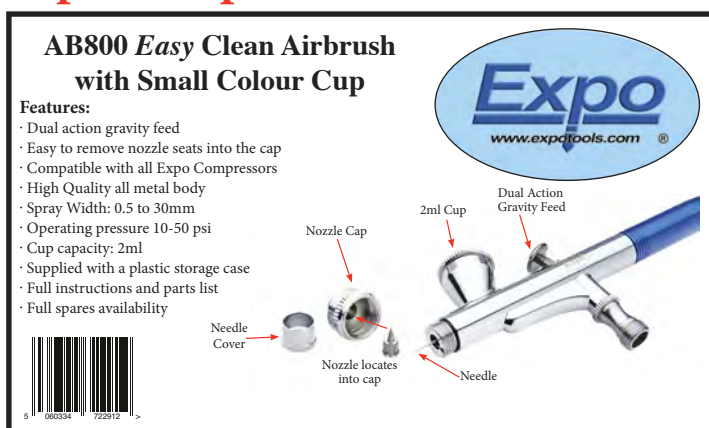
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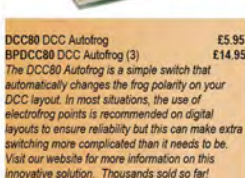
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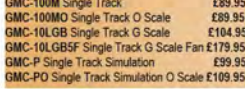
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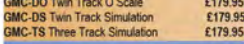
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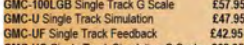
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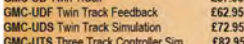
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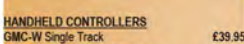
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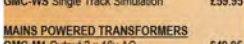
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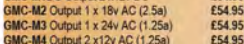
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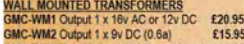
GMC-U Single Track Simulation £42.95



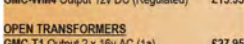
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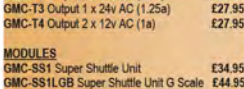
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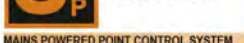
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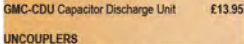
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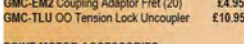
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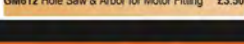
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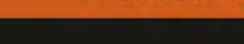
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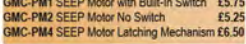


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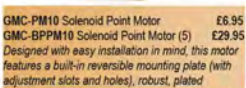
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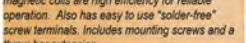
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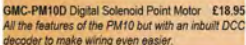
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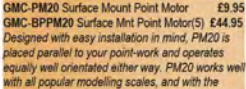
GMC-PM20 Surface Mount Point Motor £9.95



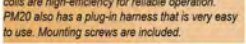
GMC-BPPM20 Surface Mount Point Motor (5) £44.95



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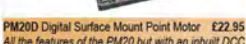
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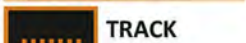
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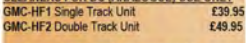
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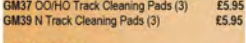
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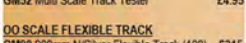
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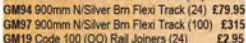
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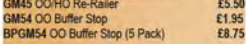
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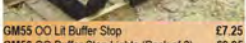
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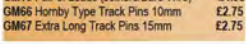
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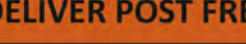
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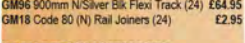


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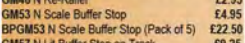


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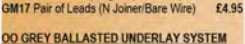
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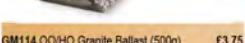
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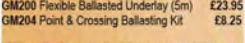
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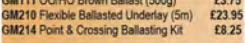
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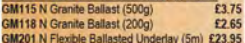
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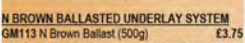
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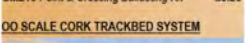
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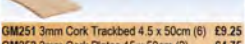
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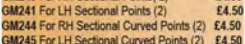
OO GREY BALLASTED UNDERLAY SYSTEM



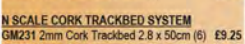
GM114 OO/HO Granite Ballast (500g) £3.75



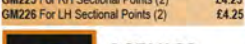
GM117 OO/HO Granite Ballast (200g) £2.65



GM200 Flexible Ballasted Underlay (5m) £23.95



GM204 Point & Crossing Ballasting Kit £8.25



OO BROWN BALLASTED UNDERLAY SYSTEM



GM111 OO/HO Brown Ballast (500g) £3.75



GM120 Flexible Ballasted Underlay (5m) £23.95



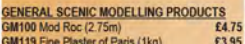
GM214 Point & Crossing Ballasting Kit £8.25



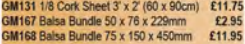
N GREY BALLASTED UNDERLAY SYSTEM



GM115 N Granite Ballast (500g) £3.75



GM118 N Granite Ballast (200g) £2.65



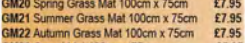
GM201 N Flexible Ballasted Underlay (5m) £23.95



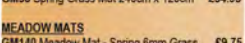
GM205 N Point & Crossing Ballasting Kit £8.25



N BROWN BALLASTED UNDERLAY SYSTEM



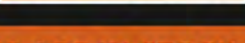
GM113 N Brown Ballast (500g) £3.75



GM211 N Flexible Ballasted Underlay (5m) £23.95



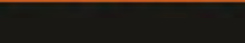
GM215 Point & Crossing Ballasting Kit £8.25



OO SCALE CORK TRACKBED SYSTEM



GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25



GM252 3mm Cork Plates 15 x 50cm (2) £4.75

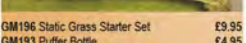
STATIC GRASS SYSTEM



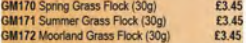
GM196 Static Grass Starter Set £9.95



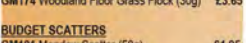
GM193 Puffer Bottle £4.95



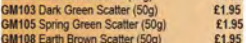
GM170 Spring Grass Flock (30g) £3.45



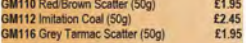
GM171 Summer Grass Flock (30g) £3.45



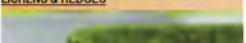
GM172 Moorland Grass Flock (30g) £3.45



GM173 Meadow Grass Flock (30g) £3.45



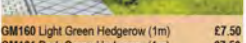
GM174 Woodland Floor Grass Flock (30g) £3.45



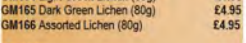
BUDGET SCATTERS



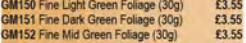
GM101 Meadow Scatter (50g) £1.95



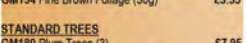
GM102 Mid Green Scatter (50g) £1.95



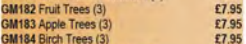
GM103 Dark Green Scatter (50g) £1.95



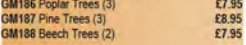
GM105 Spring Green Scatter (50g) £1.95



GM108 Earth Brown Scatter (50g) £1.95



GM109 Black Scatter (50g) £1.95



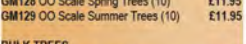
GM110 Red Brown Scatter (50g) £1.95



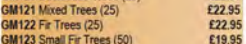
GM112 Imitation Coal (50g) £2.45



GM116 Grey Tarmac Scatter (50g) £1.95



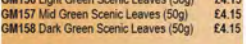
LICHENS & HEDGES



GM160 Light Green Hedgerow (1m) £7.50



GM161 Dark Green Hedgerow (1m) £7.50



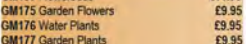
GM164 Light Green Lichen (80g) £4.95



GM165 Dark Green Lichen (80g) £4.95



GM166 Assorted Lichen (80g) £4.95



FOLIAGE



GM150 Fine Light Green Foliage (30g) £3.55

STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95



N GAUGE PLASTIC KITS

GMKD01 House £4.75
GMKD02 Shop £4.75
GMKD03 Bungalow £4.00
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £5.75
GMKD10 Island Platform with Flat Canopy £9.50
GMKD11 Flat Canopy £9.50
GMKD12 Small Signal Box £7.00
GMKD13 Farm Rail Fencing Brown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Posts £3.50
GMKD15 Windows Doors & Guttering £4.75
GMKD16 Platforms £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £3.50
GMKD24 Water Tower £4.25
GMKD25 Corner Shop £5.50
GMKD26 Corner Pub £5.50
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £9.25
GMKD39 Modern Industrial Unit £5.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £8.50
GMKD1000 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

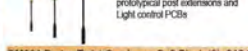
GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

LIGHTING

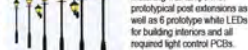
DO SCALE LAMPS & LIGHTING



Fine 4mm scale lamps with prototypical post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Green (3) £13.95
GM808 Taper Post Gas Lamp LMS Maroon (3) £13.95
GM809 Taper Post Gas Lamp GWR Stone (3) £13.95
GM810 Taper Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 Taper Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck SR/BR Green (2) £13.95
GM821 W/Mounted Swan Neck LMS Maroon (2) £13.95
GM822 W/Mounted Swan Neck LMS Mm (2) £13.95
GM823 W/Mounted Swan Neck GWR Stone (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Green (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM829 Modern Sgl Head Adjustable Lamp (4) £15.95
GM830 Modern DBI Head Adjustable Lamp (3) £13.95

DO SCALE VALUE PACKS LAMPS & LIGHTING



Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp BR/SR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp BR/SR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM870 Modern Sgl Head Adjustable Height £32.95
GM880 Modern DBI Head Adjustable Height £19.95

LIGHTING ACCESSORIES

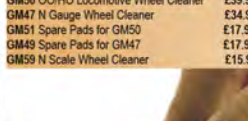
GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS



MODEL RAILWAY MAINTENANCE

GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95



GM560 OO Scale Wheel Cleaner £19.95
GM561 Precision Lubricator £4.75
GM567 Superfine Oil Pen w/Teflon Particles £6.25
GM568 Electrical Contact Oil Pen £9.95

TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £5.95
GM611 Sawset 1 w/ Scalpel Handle £10.95
GM613 Trim-away Knife £3.95
GM614 Stainless Steel Scalpel & Blades £5.95
GM615 Plastic Scalpel & Blades £5.95
GM616 Disposable Knife Set (3) £1.95
GM617 Pick-Up Tool £6.95
GM618 Magnifier Tweezers £4.25



GM620 Flexible Model Sanders (3) £2.95
GM621 Locking forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £4.95
GM630 Screw Top Mandrels (3) £4.75
GM631 Slitting Discs (10) & Mandrel £5.50
GM632 Budget Needle File Set £6.25



GM633 Glass Fibre Pencil 4mm £4.75
GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £9.95
GM636 3mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £5.95
GM638 Cutting Brooches 0.6-2.0 £16.50
GM639 150mm (6") Steel Rule £3.95
GM640 Archimedian Drill Stock £6.95
GM641 HSS Jbbers Drills 0.5 (5) £3.95
GM642 HSS Jbbers Drills 0.8 (5) £3.95
GM643 HSS Jbbers Drills 1.0 (5) £3.95
GM644 HSS Jbbers Drills 1.2 (5) £3.95
GM645 HSS Jbbers Drills 1.5 (5) £3.95
GM646 HSS Jbbers Drills 1.8 (5) £3.95
GM647 HSS Jbbers Drills 2.0 (5) £3.95
GM648 Microbox HSS Twist Drill Bits 0.3-1.6 £10.95
GM649 Microbox HSS Jbbers Drills 0.3 (5) £3.95
GM650 HSS Jbbers Drills 0.5 (5) £3.95
GM651 HSS Jbbers Drills 0.8 (5) £3.95
GM652 HSS Jbbers Drills 1.0 (5) £3.95
GM653 HSS Jbbers Drills 1.2 (5) £3.95
GM654 HSS Jbbers Drills 1.5 (5) £3.95



GM657 Five in One Angle Gauge & Tool £9.95
GM660 Pick N Place Twin Pack £4.95
GM664 Economy Spray/Plastic Cutter £4.95
GM666 Clip On Magnifying Eye Glass £9.95
GM669 Pin Pusher with Depth Stop £10.95
GM670 Deluxe Paintbrush Set £12.95
GM683 Soft Grip Knife Set with Blades £6.95
GM684 Spare Blades for GM683 £1.50
GM593 Value Model Railway Drill £9.95
GM694 Mains Powered Value Drill £16.95
GM695 Model Railway Screwdriver Set £4.95
GM696 Masking Tape 6mm x 18m (2) £2.25
GM697 Masking Tape 10mm x 18m (2) £2.95
GM698 Masking Tape 16mm x 18m (1) £2.95

RAZOR SAWS

GM671 4 in 1 Saw Set £19.95
GM672 Razor Saw Superfine £11.95
GM674 Razor Saw Fine £11.95
GM675 Razor Saw Medium £11.95
GM676 Aluminum Mite Box £16.95
GM677 Fine Woodcraft Saw £11.95
GM678 Flush Cutting Saw £15.95
GM679 Universal Razor Saw £12.95

SOLDERING STATION

GM661 Complete Soldering Station £29.95
GM662 Spare Tip £2.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £16.95
GM681 25W 230V Soldering Iron £17.95
GM682 40W 230V Soldering Iron £19.95
GM685 15W No 6 Tip £3.95
GM686 15W No 8 Tip £3.95
GM687 25W No 6 Tip £3.95
GM688 25W No 7 Tip £3.95
GM689 25W No 8 Tip £3.95
GM690 40W No 6 Tip £3.95
GM691 40W No 7 Tip £3.95
GM692 40W No 8 Tip £3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.45
GM02 Solder 180 degrees (20g) £4.15
GM03 White Metal Flux £6.25
GM04 Brass Flux £6.25
GM05 Non Acid Safety Flux £6.50
GM06 Solder Wire 145 Degrees £4.95
GM069 Desoldering Pump £3.95

ELECTRICS

SWITCHES

GM501 Slide Switch DPDT £1.70
GM502 Slide Switch DPDT (C/off) £1.70
GM503 Toggle Switch SPST £2.35
GM504 Toggle Switch SPST £2.65
GM505 Mini-Toggle DPDT (C/off) £3.15
GM506 Mini-Toggle DPDT £2.75
GM507 Mini-Toggle SPST £2.45
GM508 Mini-Toggle SPDT £2.45
GM509 Mini-Toggle SPDT (C/off) £2.45
GM510 Mini-Toggle for Point Motors £2.70
GM511 Mini-Toggle for G Point Motors £3.65
GM512 Push to Break Black (5) £5.95
GM513 Push to Make Black (5) £2.85
GM514 Push to Make Blue (5) £2.85
GM515 Push to Make Green (5) £2.85
GM516 Push to Make Red (5) £2.85
GM517 Push to Make White (5) £2.85
GM518 Push to Make Yellow (3) £2.85
GM519 Rotary Switch 1 Pole 12 Way £3.75
GM520 Rotary Switch 2 Pole 6 Way £3.75
GM521 Rotary Switch 3 Pole 4 Way £3.75
GM522 Rotary Switch 4 Pole 3 Way £3.75
BPM501 Slide Switch DPDT (25) £12.95
BPM502 Slide Switch DPDT (C/off) (25) £12.95
BPM503 Toggle Switch SPST (25) £34.95
BPM504 Toggle Switch SPST (25) £42.95
BPM505 Mini-Toggle DPDT (C/off) (25) £44.95
BPM506 Mini-Toggle DPDT (25) £42.95
BPM507 Mini-Toggle SPST (25) £34.95
BPM508 Mini-Toggle SPDT (25) £34.95
BPM509 Mini-Toggle SPDT (C/off) (25) £34.95
BPM510 Mini-Toggle for Point Motors (25) £44.95
BPM511 Push to Make Black (25) £9.95
BPM512 Push to Make Blue (25) £9.95
BPM513 Push to Make Green (25) £9.95
BPM514 Push to Make Red (25) £9.95
BPM515 Push to Make White (25) £9.95
BPM516 Push to Make Yellow (25) £9.95

WIRE

GM098B Twinned Wire Red/Black (10m) £5.95
GM10 Wire Red/Black/Green (10m of each) £5.95
GM11BK Wire Black 7 x 0.2mm (10m) £2.15
GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
GM11BN Wire Brown 7 x 0.2mm (10m) £2.15
GM11GN Wire Green 7 x 0.2mm (10m) £2.15
GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
GM11IO Wire Orange 7 x 0.2mm (10m) £2.15
GM11IP Wire Pink 7 x 0.2mm (10m) £2.15
GM11PP Wire Purple 7 x 0.2mm (10m) £2.15
GM11IR Wire Red 7 x 0.2mm (10m) £2.15
GM11IW Wire White 7 x 0.2mm (10m) £2.15
GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
BPM11BK Black Wire 7 x 0.2mm (100m) £7.95
BPM11BL Blue Wire 7 x 0.2mm (100m) £7.95
BPM11BN Brown Wire 7 x 0.2mm (100m) £7.95
BPM11GN Green Wire 7 x 0.2mm (100m) £7.95
BPM11IO Orange Wire 7 x 0.2mm (100m) £7.95
BPM11IP Pink Wire 7 x 0.2mm (100m) £7.95
BPM11IR Red Wire 7 x 0.2mm (100m) £7.95
BPM11IW White Wire 7 x 0.2mm (100m) £7.95
BPM11Y Yellow Wire 7 x 0.2mm (100m) £7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire) £4.65
GM14 Crimped Pin Terminals (6) £2.95
GM15 Ring Terminals (6) £1.95
GM16 Pair Connecting Leads (Pin/Pin) £4.95
GM28 Crocodile Clips Red/Black Pair £1.75
GM28K Knob for Rotary Switches & Pots £2.85
GM40 1.5a Rectifier £4.95
GM41 Thermal Cut-Out 1 Amp £3.95
GM42 Thermal Cut-Out 2.5 Amp £3.95
GM43 1a Diodes for PCU1 & SS1 (20) £2.45
GM75 PS6 6-Way Din Plug/Socket £3.15
GM77 12-Way Poly Terminal Block £1.95
GM79 2.1mm Socket for WM1 Transformer £1.95
GM89 Pack of 5 Amp Fuses (5) £2.75

LIGHTING

GM61 Micro LED White (4) £7.95
GM62 Micro LED Red (4) £7.95
GM63 Micro LED Blue (4) £7.95
GM64 Micro LED Orange (4) £7.95
GM69 Grain of Wheat Bulb 12v Yellow (5) £3.95
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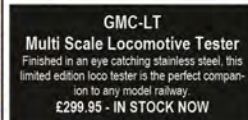


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Country Station also available in 00:
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NEW FROM METCALFE: N Workers Cottages: PN155 - £9.99

NEW: N Workers Cottages. Two complete sets of cottages and outbuildings make up this attractive kit. Based on the Settle Carlisle Railway Workers Cottages, this design lends itself to many uses be it railway, agricultural or industrial.



PN155

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The Corner Shop comes with a
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PO264



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PO261

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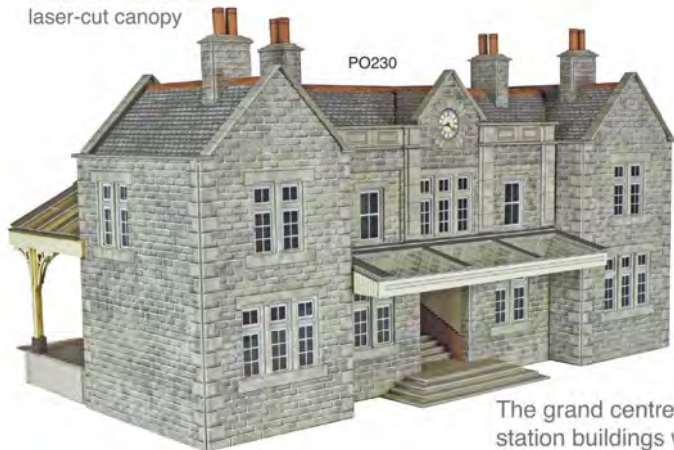
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NEW RELEASE

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PO517



00 Mini Kits

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PO501

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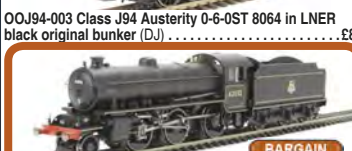
R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) ... £136

R3447 Class B17 4-6-0 2842 "Kilvestone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99) **BARGAIN** £99R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (RRP £131.99) **BARGAIN** £74

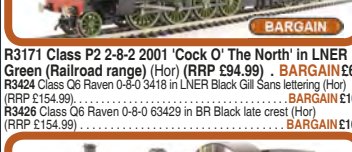
R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) £66

35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80
31-480 Class G2A Super D 0-8-0 9376 LMS black tender back cab (Bac) £101.9631-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) . £203.96
R3414 Class J15 0-6-0 5444 in LNER Black (Hor) (RRP £126.49) **BARGAIN** £79R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49) **BARGAIN** £75R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76J9403 Class J94 0-6-0 58012 in BR black late crest - lightly weathered - Ltd Ed of 250 (DJ) £99
OOJ94-002 Class J94 Austerity 0-6-0 58061 in 'British Railways' black original bunker (DJ) £82

OOJ94-003 Class J94 Austerity 0-6-0 58061 in LNER black original bunker (DJ) £82

R3424A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82R3423B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (RRP £154.99) **BARGAIN** £89

R3440 Class P2 2-8-2 2001 "Cock O' The North" in LNER apple green - gloss finish (Hor) £122.50

R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black Gill Sans lettering (Hor) (RRP £154.99) **BARGAIN** £105
R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £105R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) (RRP £154.99) **BARGAIN** £105R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £104R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (Hor) (RRP £134.99) **BARGAIN** £74
R3208 Class V Schools 4-4-0 30915 "Brighton" in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £105
R3586 Class V Schools 4-4-0 30935 "Sevenoaks" in BR green early emblem - Railroad Range (Hor) **NEW** £81R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) £69.50
R3584 Exdustrial 0-4-0 Godfrey & Mitchell Coal Merchants "No.9" (Hor) **NEW** £2835-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) **NEW** £101.96
32-360A Standard Class 4MT 2-6-4T 80104 BR lined black late crest (Bac) £110.46
32-353 Standard Class 4MT 2-6-4T 80135 BR green late crest (Als Preserved) (Bac) £110.46
31-119 Standard Class 4MT 4-6-0 75035 BR black late crest - weathered (Bac) £135.9632-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £89

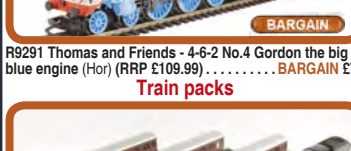
32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



R3500 The Sir Nigel Gresley Collection (Hor) £480

R3289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) (RRP £87.99) **BARGAIN** £60
R3288 Thomas and Friends - 0-4-0ST No.6 Percy the small engine (Hor) (RRP £39.99) **BARGAIN** £29
R3287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) **BARGAIN** £31R3290 Thomas and Friends - 2-6-0 No.5 James the red engine (Hor) (RRP £82.49) **BARGAIN** £55R3292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) (RRP £98.99) **BARGAIN** £65R3291 Thomas and Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) (RRP £109.99) **BARGAIN** £722660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £592661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61

30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490

R3400 Golden Arrow Last Steam Run Train Pack Rebuilt "West Country" 4-6-2 34100 "Appledore" in BR green and three Pullman coaches - Ltd Ed (Hor) £253
R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** £30R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) **BARGAIN** £195
30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145

R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) **BARGAIN** £85

R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118

1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £721604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72
32-038DS Class 20 20124 in BR blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46
32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) £98.212660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £592661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61

Prices valid until 21/06/17

All prices correct
when going to press.
Errors excepted.



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (RRP £119.95) **BARGAIN** £61
2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2665 Class 26/0 diesel D5312 in BR green - weathered (Hel) (RRP £129.95) **BARGAIN** £65



2663 Class 26/0 diesel D5317 in BR green small yellow panels (Hel) (RRP £119.95) **BARGAIN** £61
3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) £101



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) £101



3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) £101
32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £117.26



32-788 Class 37/0 37284 in BR blue (Bac) £117.26



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26



32-376A Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Bac) **NEW** £123.21
32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) £101.96



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39
32-069 Class 43 Warship D841 'Roebuck' in BR green (Bac) £127.46



31-661DS Class 47/3 47346 in BR Civil Engineers 'Dutch' - DCC sound fitted (Bac) £203.95



31-662 Class 47/3 47359 in BR Railfreight Metals sector triple grey (Bac) **NEW** £114.71



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



31-654 Class 47/4 47576 'Kings Lynn' in original Network SouthEast (Bac) £114.71



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40
4D-003-004 Class 52 D1058 'Western Nobleman' BR blue full yellow panel (Dap) £109



4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap) £109



5310 Class 53 D0280 'Falcon' in original lime green and brown - Ltd Ed (Hel) £125
5312 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) £125
32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) £212.46



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) (RRP £65.99) **BARGAIN** £41



32-764 Class 57/3 57305 'Northern Princess' in DRS Northern Belle (Bac) £131.71
32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac) £131.71



32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) £132



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) (RRP £98.99) **BARGAIN** £59



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104
R3481 Class 67 67025 'Western Star' EWS (Hor) (RRP £159.99) **BARGAIN** £110



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) ... £123.72
4D-022-003D Class 68 68010 in Chiltern Railways - DCC Fitted (Dap) ... £143.17



4D-022-004 Class 68 68014 in Chiltern Railways (Dap) ... £123.72
4D-006-006S Class 73 73138 in civil engineers 'dutch' - DCC sound (Dap) £239



4000 Hawker Siddeley Brush HS4000 'Kestrel' prototype diesel electric loco (Hel) £150



32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon (Bac) £67.96

Electric locos

7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £160
7700 Class 77 EM2 Woodhead electric 27000 'Electra' in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) £165
7704 Class 77 EM2 Woodhead electric 27001 'Ariadne' in BR green - Ltd Ed for Olivias Trains (Hel) £165
7703 Class 77 EM2 Woodhead electric 27002 'Aurora' in BR black - Ltd Ed for Olivias Trains (Hel) £165
7705 Class 77 EM2 Woodhead electric 27003 'Diana' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



7701 Class 77 EM2 Woodhead electric E27005 'Minerva' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** £79
9007 Metropolitan Bo-Bo electric 11 'George Romney' London Transport maroon (Hel) £108
9008 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in Metropolitan (As currently preserved) (Hel) £108

DMUs

32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) £135.96



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (RRP £119.95) **BARGAIN** £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN** £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (RRP £129.95) **BARGAIN** £59
32-515A Derby Lightweight 2 Car DMU BR green half yellow ends (Bac) £123.21

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) £254.96

DEMUS

31-238A Class 205 'Thumper' in BR blue - weathered (Bac) **NEW** £203.96



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56

Train sets - analogue



R1183 'Master of the Glens' Train Set Class P2 2-8-2 'Cock O' The North' in LNER green and three LNER teak coaches (Hor) (RRP £184.99) **BARGAIN** £110



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £35



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130
R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150
30-170 Thames Clyde Express Midland Compound 1000; 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) **BARGAIN** £45

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £230



R1126 Mixed Freight DCC digital train set Class 06 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) £165

Opening Hours

Store: 09:00 - 17:00 Mon - Sun

07:30 - 18:30 Mon - Sat
09:00 - 17:00 SunR1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) **BARGAIN** £11530-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70
R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

Coaches



39-576 BR Haworth Auto Trailer Maroon (Bac) . £58.61

R4765 Collett corridor brake third (left hand) W4936W in BR maroon (Hor) **NEW** . £38R4764 Collett corridor brake third (right hand) W4935W in BR maroon (Hor) **NEW** . £38R4766 Collett corridor composite (left hand) W6138W in BR maroon (Hor) **NEW** . £38R4767 Collett corridor composite (right hand) W6137W in BR maroon (Hor) **NEW** . £38R4763 Collett corridor third class W5147W in BR maroon (Hor) **NEW** . £38R4131C ex-LMS 68' 12-wheel restaurant car M232M in BR maroon (Hor) **NEW** . £38
R4516B Gresley non-vestibled suburban third class 21022 LNER teak (Hor) £40

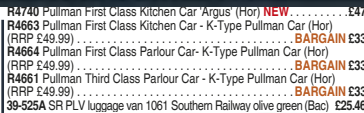
39-580 Haworth Auto-trailer in W231W in BR chocolate & cream - as preserved (Bac) . £59.46



39-578 Haworth Auto-trailer in W234W in BR crimson & cream (Bac) . £59.46



R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) . £70

39-271D Mk1 GUV general utility van M8623 in BR Maroon (Bac) £33.96
39-282 Mk1 Pullman FK first class kitchen "Robin" under & cream - lights (Bac) £59.46
39-500 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) . £36.50
39-500 Pack of 4 (Bac) (RRP £171.80) **BARGAIN** £136
34-604C Mk1 suburban S second M46057 BR maroon passenger figures (Bac) £33.96
R4595 Mk3 TGS trailer guard second E44037 in BR blue & grey - lights (Hor) (RRP £35.49) **BARGAIN** £20R4740 Pullman First Class Kitchen Car 'Argus' (Hor) **NEW** . £47
R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33
R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33
39-525A SR PLV luggage van 1061 Southern Railway olive green (Bac) £25.46

39-530 SR PMV parcels van S1151S in BR green black ends (Bac) . £25.46



34-461 Thompson 3rd class brake corridor in BR crimson and cream (Bac) . £46.71



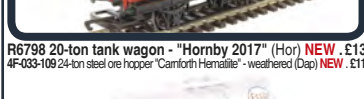
34-363 Thompson 3rd Class corridor in BR crimson & cream (Bac) . £46.71



34-436 Thompson composite brake in BR crimson and cream (Bac) . £46.71

34-411 Thompson composite corridor in BR crimson and cream (Bac) **NEW** . £46.7134-486 Thompson first corridor in BR crimson and cream (Bac) . £46.71
R4574A Thompson non-corridor brake third 87019 in LNER teak (Hor) £38

Wagons

37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) . £11.01
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) . £12.71R6798 20-ton tank wagon - 'Hornby 2017' (Hor) **NEW** . £13
4F-033-109 24-ton steel ore hopper 'Camforth' (Hornby) - weathered (Dap) **NEW** . £111150 4-wheel A tank 3274 in Esso silver Esso Petroleum lettering (Hel) . £20.50
1150 Pack of 4 (Hel) (RRP £99.80) **BARGAIN** . £76
37-326C 90 Tonne JGA Boole Hopper in RMC - weathered (Bac) . £36.51R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack (Hor) . £46.50
R6773 BR Ferry Van VIX 2380 251.5 in BR Railfreight (Hor) . £19R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) . £83

R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) . £83
33-306D ex-GWR Toad brake van W35894 in BR grey (Bac) **NEW** £12.71
R6801 ex-LMS 20t brake van M730587 in BR bauxite (Hor) **NEW** . £17
38-006D HEA hopper wagon 361303 BR Railfreight red & grey - weathered (Bac) . £21.21
4F-010-002 JNA Falcon Network Rail NLU29023 (Dap) . £20R6795 Lowmac well wagon B904567 in BR bauxite load - Railroad Range (Hor) . £8
R6791 OTA timber wagon in blue parallel stanchions (Hor) **NEW** . £22
R6792 OTA timber wagon in EWS maroon tapered stanchions (Hor) **NEW** . £22
R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £18.99) **BARGAIN** £151170 Pack of four 4-wheel A tanks in Nomix-Chipman weedkiller train (Hel) . £75
4F-044-004 Pack of two FEA-B container wagons Freightliner - 640011 and 640012 (Dap) . £314F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap) . £23.80
R6804 Three plank open wagon 'Field and Mackay, Ludlow' (Hor) **NEW** . £11R6805 Three plank open wagon 'Granomac, Crigton' (Hor) **NEW** . £11
R6806 Three plank open wagon in GWR bauxite (Hor) **NEW** . £11
R6807 Three plank open wagon in NE grey (Hor) **NEW** . £11

DCC accessory decoders

R6247 DCC accessory decoder (for points and motors) (Hor) . £40

DCC controllers

DCC accessories

Point motors

R6214 DCC Elite unit digital controller (Hor) . £205

Lighting equipment

Cables & Wires

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) . £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) . £2
GM50 Locomotive wheel cleaner (Gau) . £32
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) . £220
44-000-007 Pack of 5 wagon weights for Dapol 10', 11' and 12' wagon chassis' (Dap) **NEW** . £2.85
R6100 Pack of ten Split spoked wheels (Hor) **NEW** . £13

Buildings - railways

LK-20X Double length overall arched station roof (Pec) . £21
P0322 Island Platform Building canopy - card kit (Met) . £17

44-0033 Two Lane Engine Shed (Bac) . £84.96

LK-55 76t Well type turntable (Pec) . £39

R083 Box of 6 Buffer Stop (Hor) . £9.50

R083 Single (Hor) . £1.80

R334 Double-track station platform canopy (Hor) . £19



R070 Electrically Operated Turntable (Hor) . £64

R514 Platform Canopy x 2 (Hor) . £12
R460 Straight Platform (Hor) . £544-0061 Twin Track footbridge (Bac) **NEW** . £53.51

Signals

DS1 One Touch two aspect signal (red/green) - DCC fitted (Tra) . £22
4L-001-003 Signal - Motorised, Round post GWR home (Dap) . £22
4L-003-003 Signal - motorised, SR ladder home (Dap) . £22

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) . £13



44-202 Low Relief Front Terraced Houses. (Bac) . £20.36

Man-made scenic structure - non-railway

44-583 Two market stalls (Bac) **NEW** . £22.91

Bridges, Tunnels & Walls

R660 Elevated sideworks (320mm length) (Hor) . £19
R6008 Grand suspension bridge (Hor) . £39

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) . £14.41

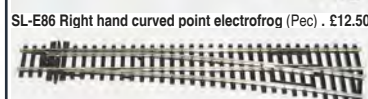
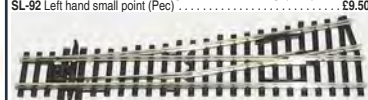
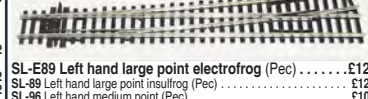
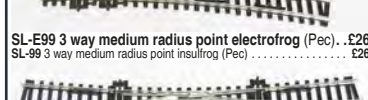
People - civil

36-408 12 x Seated Coach Passengers (Bac) . £10.16
36-047 Locomotive staff x 6 (Bac) . £5.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pec) . £14
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) . £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) . £9
ST-235 Setrack No.4 Radius Standard Curve. No 'double' version produced - use 16 to form a circle (Pec) . £2
ST-204 Setrack Quad Straight (670mm) (Pec) . £3.50
ST-204 Box of 24 (Pec) . £76

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) . £66
SL-100 Single (Pec) . £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) . £3
SL-102 Pack of 25 (Pec) . £70SL-E88 Right hand large point electrofrog (Pec) . £12
SL-95 Right hand medium point (Pec) . £10

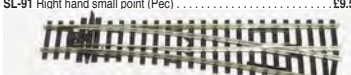
Visit

www.hattons.co.uk/new

for all new releases



SL-E95 Right hand medium point electrofrog (Pec) ... £10



SL-E91 Right hand small point electrofrog (Pec) ... £9.50

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) ... £4.50

SL-108F Box of 25 (Pec) ... £100



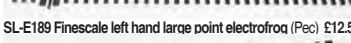
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ... £72

SL-100F Single (Pec) ... £3

SL-E199 3 way Finescale medium radius point electrofrog (Pec) ... £28

SL-E1095 Code 75 Medium Radius Concrete sleeper turnout R/H (Pec) £12.50

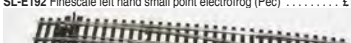
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) ... £37



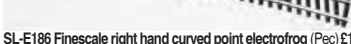
SL-E187 Finescale left hand curved point electrofrog (Pec) £13



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



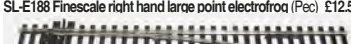
SL-E196 Finescale left hand medium point electrofrog (Pec) £11.50



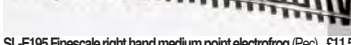
SL-E192 Finescale left hand small point electrofrog (Pec) ... £10



SL-E186 Finescale right hand curved point electrofrog (Pec) £13



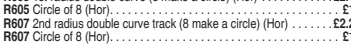
SL-E188 Finescale right hand large point electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point electrofrog (Pec) ... £10



Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) ... £3.50

R8090 Pack of 24 (Hor) ... £79

R605 1st radius double curve (8 make a circle) (Hor) ... £2.40

R605 Circle of 8 (Hor) ... £2.25

R607 2nd radius double curve track (8 make a circle) (Hor) ... £18

R607 Circle of 8 (Hor) ... £2.60

R609 3rd radius double curve track (8 make a circle) (Hor) ... £20

R609 Circle of 8 (Hor) ... £2.60

R8262 Double 4th radius curve (8 make a circle) (Hor) ... £3

R601 Double Straight (Hor) ... £2.10

R601 Box of 24 (Hor) ... £47

R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R605, 1 x R8083 (Hor) ... £24

R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) ... £22.50

R8074 Left hand curved point (Hor) ... £14

R8072 Left hand Standard Point (Hor) ... £9

R603 Long Straight (Hor) ... £3

36-603 Long straight track nickel silver (same as R603) (Bac) ... £2.16

36-603 Box of 10 (Bac) (RRP £34) ... BARGAIN ... £24.80

R8075 Right hand curved point (Hor) ... £14

R8078 Right hand Express point (Hor) ... £14.50

R8073 Right hand Standard Point (Hor) ... £9

ST-100 Setrack Starter Track Set - Second Radius (Pec) ... £57

R621 Single 970mm length of flexible track (Hor) ... £3

R621 Pack of 24 (Hor) ... £66

R600 Standard Straight (Hor) ... £1.35

R600 Box of 24 (Hor) ... £31

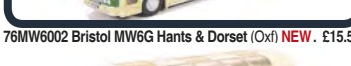
Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) ... £19.50

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16" 4") (Pec) ... £9.50

R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) ... £9

Buses



76MW6002 Bristol MW6G Hants & Dorset (Oxf) NEW. £15.50



76MW6001 Bristol MW6G Royal Blue (Oxf) ... £16

NEW



12122 Harrington Cavalier 'Southdown' (EFE) NEW. £29.33

NEW



76PAN005 Plaxton Panorama Sheffield United Tours (Oxf) NEW. £15.50

Cars

76SET55 5 Piece Land Rover Set (Oxf) NEW. £25

76JCK75001 Jaguar C-X75 Silver (Oxf) NEW. £5

76JFP001 Jaguar F-PACE Ultimate Black (Oxf) NEW. £5

76JFT001 Jaguar F-Type Project 7 British Racing Green (Oxf) NEW. £5

76JXE001 Jaguar XE Italian Red (Oxf) NEW. £5

76VX002 Vauxhall Astra MkII Red (Oxf) NEW. £4.50

Commercial vehicles

76CA028 Bedford CA Van RAC (Oxf) NEW. £5

76FT027 Ford Transit SWB Medium Roof JCB (Oxf) NEW. £4.50

NEW



76FCR002 Fowler B6 Crane Wolverhampton Wanderer (Oxf) NEW. £14

76FB001 Fowler BB1 16hp Ploughing Engine No.15145 Rusty Dorsel (Oxf) £14.50

76KRS006 Konecranes Reach Stackers Maritime Transport (Oxf) NEW £21

76LAN2016 Land Rover Series II LWB Canvas JCB (Oxf) NEW. £4.50



76SHL01ST Scania Highline Nootboom 3 Axle Semi Low Loader Stobart Rail (Oxf) ... £21.50

Military ground vehicles

NEW



76QLR002 Bedford QLR 79th Armoured Division NWE 1944 (Oxf) NEW. £11.50

76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £21.50

NEW



76TRF003 Thompson Refueller RAF (Oxf) NEW. £9

Public Service vehicles

76REG007 AEC Regent Pump Escape Cardiff City Fire Service (Oxf) NEW £15.50

Tools

SL-43 Loco Lift and storage unit (Pec) ... £12

N Gauge

Steam locos



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest (Gra) ... £135.96

NEW



372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) NEW. £118.96

25-010-002D Class 49xx Hall steam loco 4914 'Cranmore Hall' in BR lined green late crest. DCC fitted (Dap) ... £111

NEW



372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) ... £93.46

NEW



372-752 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) ... £97.71

372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96



372-139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) ... £118.96

25-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) ... £82

25-007-010D Class 57xx Pannier 0-6-0 6700 in GWR green shiributton emblem - DCC Fitted (Dap) ... £82



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) ... £80.71



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Lined Black early emblem (Gra) ... £80.71

25-010-002D Class 6800 4-6-0 6802 'Bampton Grange' in GWR green 'G' & W' lettering, DCC Fitted (Dap) ... £119



372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) ... £135.96



372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) ... £135.96

25-011-003 Class A3 4-6-2 60103 'Flying Scotsman' BR blue early emblem (Dap) ... £124.38

372-079 Class B1 4-6-0 1040 'Rooder' in LNER lined black (Gra) ... £110.46

372-401 Class J39 0-6-0T 64960 BR black early emblem & flat sided tender (Gra) ... £80.71

Train packs



370-430 'Capital Connection' Network SouthEast train pack (Gra) ... £178.46

25-011-001D Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) £220.64



25-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap) ... £198.90

25-011-004D Class A3 4-6-2 60103 'Flying Scotsman' in BR green early emblem four Gresley teak coaches in crimson & cream liver (Dap) £220.64



370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) ... £118.96

Diesel locos

372-978 Class 24 24061 BR Blue Yellow Ends (Gra) ... £84.96



372-980 Class 24 97201 'Experiment' in BR Research RTC red & blue - weathered (Gra) NEW. £110.46



372-976A Class 24 D5031 in BR green (Gra) NEW. £101.96

371-110 Class 31 5826 in BR Green Full Yellow Ends (Gra) ... £100.26

2D-018-004D Class 35 Hymek D7024 BR green - weathered DCC Fitted (Dap) ... £103



371-166 Class 37/4 37406 'The Saltire Society' in Railfreight Distribution (Gra) ... £89.21

371-168 Class 37/5 37506 Railfreight Red Stripe Liver (Gra) ... £89.21

371-287 Class 55 Deltic 55005 'The Prince of Wales' Own Regiment of Yorkshire in BR Blue (Gra) ... £93.46

371-396 Class 68/9 66731 'InterhubGB' in GBRI Liver (Gra) ... £89.21



2D-010-007 Class 67 67005 'Queen's Messenger' in Royal Train claret DB logos (Dap) NEW. £104.67

2D-010-007D Class 67 67005 'Queen's Messenger' in Royal Train claret DB logos - DCC fitted (Dap) NEW. £126.42



2D-010-005 Class 67 67010 in Caledonian Sleeper blue (Dap) NEW. £104.67

2D-010-005D Class 67 67010 Caledonian Sleeper blue - DCC fitted (Dap) NEW. £126.42



2D-010-004 Class 67 67014 'Thomas Telford' in Wrexham and Shropshire (Dap) NEW. £104.67

2D-010-004D Class 67 67014 'Thomas Telford' in Wrexham and Shropshire - DCC fitted (Dap) NEW. £126.42

2D-010-005D Class 67 67015 DB Schenker red - DCC fitted (Dap) NEW. £126.42

371-636 Class 70 PowerHaul 70003 Freightliner (Gra) (RRP £119.95) ... BARGAIN ... £82.50

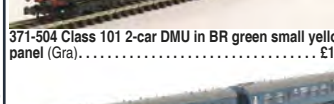


371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (RRP £119.95) ... BARGAIN. £82.50

DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) ... £144.46



371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) ... £229.46

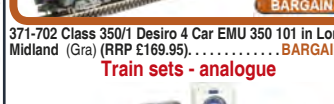
371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) ... £144.46

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) ... BARGAIN £99

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) ... £169.96

Coaches



374-044 BR Mark 1 BG in Royal Mail Letters (Gra) ... £25.46



374-193 BR Mark 1 BSK in Network SouthEast (Gra) NEW. £25.46



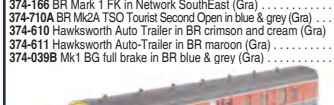
374-166 BR Mark 1 FK in Network SouthEast (Gra) ... £25.46

374-10A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) ... £25.46

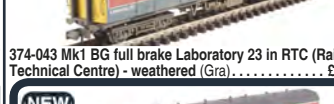
374-610 Hawksworth Auto Trailer in BR crimson and cream (Gra) ... £29.71

374-611 Hawksworth Auto-Trailer in BR maroon (Gra) ... £29.71

374-039B Mk1 BG full brake in BR blue & grey (Gra) ... £24.61



374-043 Mk1 BG full brake Laboratory 23 in RTC (Railway Technical Centre) - weathered (Gra) ... £28.01



374-195 Mk1 BSK brake second corridor Laboratory 12 in RTC (Railway Technical Centre) - weathered (Gra) NEW. £28.01



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)

Wagons

373-235 Bulk grain bogie hopper wagon 'Traffic Services' - weathered (Gra) £36.51
 377-652 MGA 'Mini Monsterbox' EWS buffers (Gra) £19

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.75
 SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Track - Code 80 Settrack

ST-11 Double straight track (Pec) £1.50
 ST-17 N Settrack No3 radius double curve (8 form a circle).
 298.5mm/11.75" radius (Pec) £2
 ST-15 No.2 radius double curve (Pec) £2



ST-6 Settrack left hand point insulfrog (Pec) £8.50
 ST-5 Settrack right hand point insulfrog (Pec) £8.50
 ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
 SL-300 Pack of 25 (Pec) £64



SL-E396 Left hand medium point electrofrog (Pec) £9
 SL-396 Left hand medium point insulfrog (Pec) £9
 SL-E395 Right hand medium point electrofrog (Pec) £9



SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible
 Wooden Sleeper track (Pec) £3
 SL-300F Pack of 30 (Pec) £84
 SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
 SL-302F Pack of 30 (Pec) £91
 SL-E399F 3-way finescale turnout (Pec) £28
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
 SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E392F Finescale left hand small point electrofrog (Pec) £9



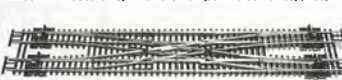
SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9



SL-E383F Finescale scissors crossover electrofrog (Pec) £61

Buses

NPP005 Panorama 1 Sheffield United Tours (Oxf) NEW £6.50

Commercial vehicles



NSHL01ST Scania Highline Nootboom 3 axle Semi Low
 Loader Stobart Rail (Oxf) £11.50

Public Service vehicles

NBEO003 Bedford J1 Ambulance Dublin (Oxf) NEW £4.50
 NLAN188010 Land Rover Series 1 Rover Fire Brigade (Oxf) NEW £3.50

O Gauge (1:43 Scale)

Steam locos

7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern
 Railway green (Dap) £191.25



7S-010-009 Class A1X 'Terrier' 0-6-0T 643 "Gipsyhill" in
 LB&SCR marsh umber brown (Dap) £191.25



7S-010-009 Class A1X 'Terrier' 0-6-0T 643 "Gipsyhill" in
 LB&SCR marsh umber brown (Dap) £191.25

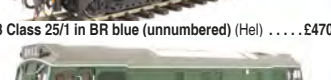
Diesel locos



7D-008-002 Class 08 shunter D3045 in BR blue wasp
 stripes (Dap) £199.95



2553 Class 25/1 in BR blue (unnumbered) (Hel) £470



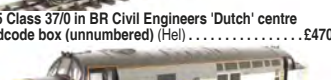
2551 Class 25/1 in BR green small yellow warning panels
 (unnumbered) (Hel) £470



3715 Class 37/0 in BR Civil Engineers 'Dutch' centre
 headcode box (unnumbered) (Hel) £470



3716 Class 37/0 in BR Railfreight coal sector triple grey
 centre headcode box (unnumbered) (Hel) £470



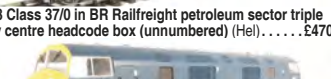
3718 Class 37/0 in BR Railfreight petroleum sector triple
 grey centre headcode box (unnumbered) (Hel) £470



4205 Class 42 Warship 829 "Magpie" in BR blue (Hel) £550



4503 Class 45 'Peak' in BR blue black bufferbeams -
 unnumbered (Hel) NEW £550



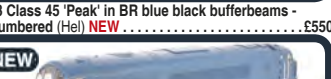
4505 Class 45 'Peak' in BR early blue red bufferbeams -
 unnumbered (Hel) NEW £550



4502 Class 45 'Peak' in BR green small yellow panels and green roof -
 unnumbered (Hel) NEW £550



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



8890 AC Cars Railbus W79976 in BR light green speed whiskers (Hel) £400



7F-031-003 6-wheel milk tanker in 'Milk Marketing Board' (Dap) £62
 7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) £62
 4376 BR green DB93239 - Dogfish (Hel) £79



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



4377 BR green DB93608 - Dogfish (Hel) £79



SL-700BH 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel
 Silver Rail) (Pec) £6.50
 SL-700BH Box of 12 (Pec) £75

DMUs

Wagons



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



6002 Class 60 diesel in EWS (Supplied un-numbered
 separate waterside numbers, sector emblems and, a
 selection of nameplates.) (Hel) £499



SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85
 SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41
 ST-725 Settrack Bullhead 2nd radius standard curve 410mm (16") radius
 1020mm (40.5"). 16 make a circle (Pec) £6
 SL-E797BH Y Point bullhead rail & electrofrog (Pec) £41

Cars

43AMD82002 Aston Martin DB2 Mid DHC Dark British Racing Green (Oxf) NEW £20
 43AH1005 Austin Healey 100 BN1 (Roof down) Carmine Red (Oxf) NEW £20
 VA01316 Austin Mini Se7en Deluxe, Farina Grey, The 4th Oldest
 Surviving Mini (Cor) NEW £22
 VA02624 Hillman Imp Mk2 Super, Grasshopper Metallic (Cor) NEW £24
 VA07006 Sunbeam Alpine Green XRW302 (Cor) NEW £25



43VF002 Vauxhall Frenza 1800SL Flamenco Red (Oxf) NEW £18.60

G Scale

Steam locos

91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £219

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller
 Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69
 Q Quadruple 4 circuit power controller (Gau) £130

Analogue point control



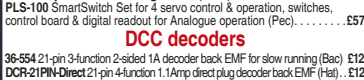
CDU Capacitor Discharge Unit (Gau) £11
 PL-100 SmartSwitch Set for 4 servo control & operation, switches,
 control board & digital readout for Analogue operation (Pec) £57

DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12
 DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £12
 DCR-21PIN-Direct Box of 5 (Hat) £57
 DCR-21PIN-Direct Box of 10 (Hat) £110



36-557 Pack of 5 21-pin E-Z Command 4-function 1A
 decoder back EMF (Bac) (RRP £92.50) BARGAIN £70
 36-557 Single (Bac) £14.50



36-557 Pack of 5 21-pin E-Z Command 4-function 1A
 decoder back EMF (Bac) (RRP £92.50) BARGAIN £70
 36-557 Single (Bac) £14.50



36-557 Pack of 5 21-pin E-Z Command 4-function 1A
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 36-557 Single (Bac) £14.50



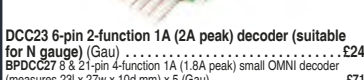
36-557 Pack of 5 21-pin E-Z Command 4-function 1A
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 decoder back EMF (Bac) (RRP £92.50) BARGAIN £70
 36-557 Single (Bac) £14.50



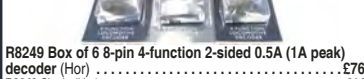
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DCC controllers

36-504RC Dynamis Ultima® DCC System Evaluation RailController
 Software (Bac) £240



520-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



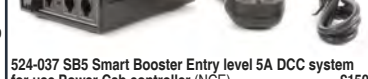
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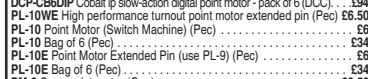
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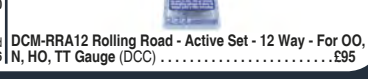
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On your DVD...

See 'Vale of Oxbury' on this month's **BRM TV DVD**



The engagement with the viewing public is what makes all the effort worthwhile. We enjoy the conversations and questions about the layout's construction, its operation and the trains that we run

VALE OF OXBURY

All things must pass, but as steam gives way to diesel in the mid-1960s the rolling Oxfordshire countryside is still as pretty as a picture.

This layout was always going to represent a ubiquitous Western Region Junction station and be set in an imagined part of Oxfordshire, with rolling hills as a backdrop on a fine summer's day. The timeline is mid-1960s, when a great change took place on the railways with the transition from the declining steam classes to the rise of the diesels. Variety was indeed the spice of life. On the main line – express and passenger trains provided a mix of livery colours; parcel trains saw prototypes from all regions and the freight featured both block trains of coal, oil and stone along with mixed goods trains. To contrast this, a branch line, with operation befitting its slower pace, sees the villages south of Oxbury served with short passenger trains and a pick-up goods going into the yard.

INSPIRATIONS

I am a devout N gauge modeller, but I'm quite comfortable admiring layouts in other scales. You can learn so much from observing what is effective and chatting to the owners to discover how they have gone about something. I then think how it can be adapted into my preferred scale.

Trains in the countryside are a major draw for me, so Pendon Museum's layout 'The Vale Scene' and Tim Venton's 'Clutton' are major inspirations. Likewise, 'Kingsbridge Regis (Wencomb line)' on RMWeb has a consistent quality of scenics. Western Region weathered stock and the buildings all combine to make a lovely model railway.

In N gauge, John Birkett-Smith's 'Totnes' ticks every box, and the scenic depth with realistic trees, hedges and colours of the landscape are the perfect backdrop to a great model railway.

EXHIBITIONS

The layout was always planned for exhibition use, and so I could run my growing collection of Western Region stock in prototypical length trains that would have been seen in Oxfordshire in the early- to mid-1960s. I am a solo layout builder, but I reach out to friends for ideas, inspiration and feedback. The build time was four years and Vale of Oxbury has now visited eight exhibitions in three years, including venues like Warley, **BRM** Doncaster and smaller local shows. It has been to the International N Gauge Show twice.

Taking a layout to exhibitions is always an interesting project management exercise, both physically and mentally. I rely on an excellent team of operators to help – the usual crew being Nick, Mike & Neil.

The layout is made up of three 4ft by 4ft sections and is transported around the country in a hired van. It is set up and operational in under 45 minutes and taken down in a similar time. You are on your feet all day, so having an evening out to enjoy the local beers with a meal gives the crew time to put the world of model railways to rights before retiring to re-charge batteries for the next day's work.

Being an exhibitor is a somewhat hybrid role, as both a museum curator and a 'performer'. The operators have to put on a show, running the trains but also telling the story and explaining what is going on.

The engagement with the viewing public is what makes all the effort worthwhile. We enjoy the conversations and questions about the layout's construction, its operation and the trains that we run. As such, I'm using this article to share some of the frequent comments we receive along with some additional context.

Factfile

Layout name: Vale of Oxbury
Scale/Gauge: N
Size: 12ft x 4ft including fiddle yards
Era/Region: BR Western Region 1960s
Location: Imagined part of Oxfordshire
Layout Type: Exhibition
Words: Carl Woodward
Photography: Andy York



THE TEN MOST COMMENTED ASPECTS OF THE LAYOUT

SCENERY AND BACKSCENE

The scenic depth of the layout is 3ft (the average N gauge layout is 2ft deep), and together with the curved backscene at 1ft high, the impact is significant. The backscene was sourced from eBay. It is a digitally-produced photograph of the South Oxfordshire landscape, so is ideal for my plans. I was then able to evolve the landscape, trees and colours for my layout to get the best possible transition from landform to backscene. On this layout the backscene came first.

TRACK PLAN – REAL LOCATION?

I wanted a simple prototypical track plan with the countryside taking centre stage. I looked at numerous period station track plans in reference books and was attracted to South Brent in West Devon, featuring a busy main line, a branch line running into the station and a small goods yard for shunting. The goods loop siding where a long coal train can be held at a signal always gains attention. The plan was later evolved to include a small engine shed and dairy siding.

SCALE LENGTH TRAINS AND OPERATIONAL REALISM

The locos and rolling stock would all have been seen in the region in the 1960s, and the majority of trains that run are based from photographs in books of the period. We do not run to a timetable, but aim to have train movements on the go to entertain the viewers. We run a mix of express passengers with a Western pulling a rake of ten Mk. 1 carriages; inter-regional parcels and shorter stopping passengers with suburban coaches. The freight features a mix of long block trains and shorter mixed freights – 45 coal wagons creeping behind a well-worn War Department 'Austerity' is popular.

WEATHERED ROLLING STOCK

It's important to have weathered stock and very grimy steamers, as this was when steam was coming to an end. The few that have had a bit of a clean make for variety. All stock has been professionally weathered by Tom from

CF Locos. Some have been renamed and numbered to reference my family heritage. I have a photo of my grandfather driving 4088 *Dartmouth Castle* and my stepdad did the electrical fitting on D1014 *Western Leviathan* – both proudly run on this layout.

PEOPLE AND VEHICLES

The cars on the layout are mostly by Oxford Diecast – deliberately a few, as photos from the period show just that. Viewers often comment "I had a Morris Traveller that colour", you then get a story about when it broke down. Few people used country stations but there were always staff around.

All quiet on the lines at 'Vale of Oxbury'. The photographic backscene seamlessly blends into the landscaping, so you truly get the feel of being in the countryside on a summer's day.



LAYOUT FOCUS BR Western Region 1960s

Your eyes are drawn down the road as a ex-GWR 'Hall' 4-6-0 No. 4951 *Pendeford Hall* passes over the scratch-built bridge on a stopping passenger service.



The driver and fireman chat before their next turn with 0-6-0T 'Pannier' No. 6417. The locomotive is grimy and rust-stained, and waits in front of the single track shed based on Kingham, Oxon.



My figures are Graham Farish, and I do smile when the three trainspotters are pointed out on the platform.

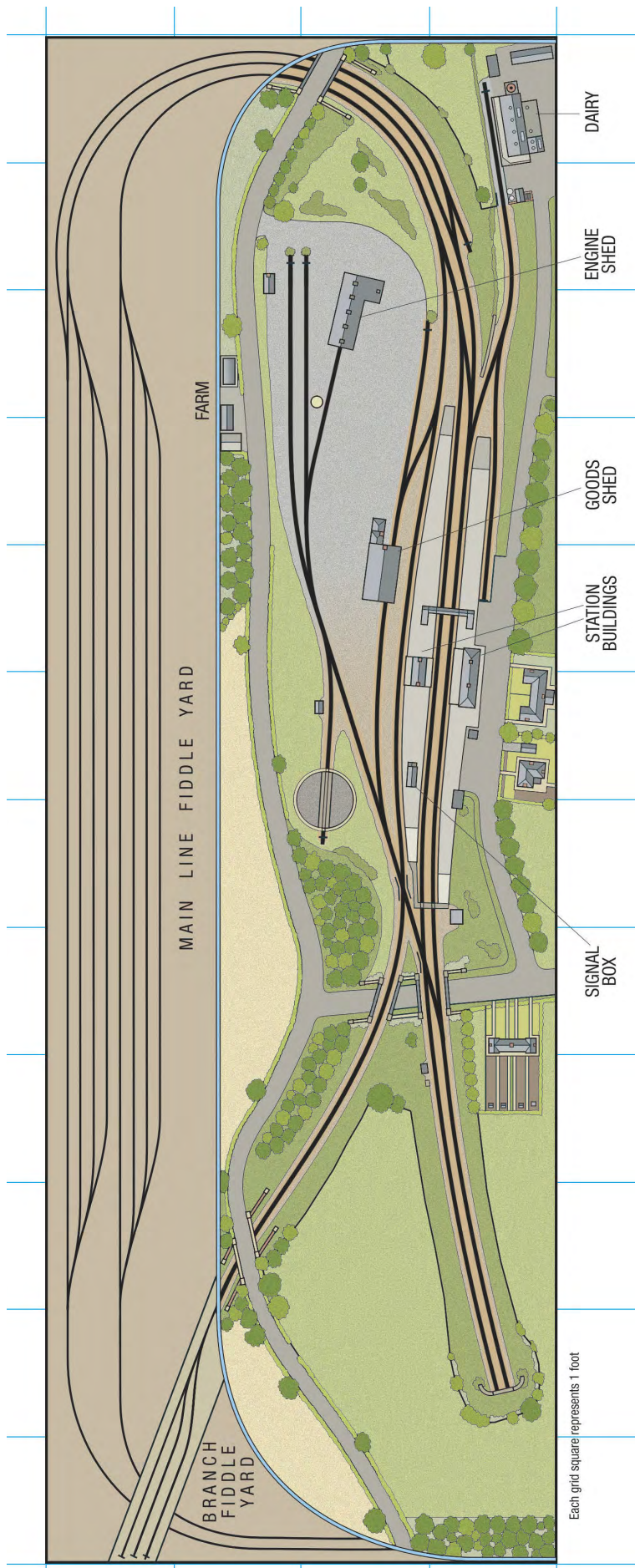
BUILDINGS

All the buildings are Great Western Railway prototypes. The main station building is a Timecast kit and the signal box a bashed Ratio kit with brick base and detailed inside. The footbridge is a laser-cut wood kit from Osbournes. My favourite building is Wallingford Dairy, which still needs more work to detail it further.

TRACK AND INFRASTRUCTURE

The track is Peco code 55, with rail-sides airbrushed using Railmatch Acrylics. The tunnel entrance is built using plastic sheet, with retaining sidewalls glued to the inside curve of a spray can lid. The double road under the bridge was based on Tiverton, and

VALE OF OXBURY





slightly adapted for my situation. Working home signals are Dapol, weathered with cut-down bases. I now have two non-working junction signals; a kit-bash of Dapol, Ratio and MSE parts, again all weathered. Something that is not noticed, but I was keen to include, is the lineside ballast bins.

TREES, HEDGES AND FENCING

There are over 100 trees, all etched brass. Foliage has been changed using Woodland Scenics products and fine scatter. The row of larger trees at the front deliberately obscures the view of the station to add interest for the viewer. Hedges can detract from the layout and I was keen to find a better solution. Inspiration came from a company called Hedgerow Scenics; I cut down and enhanced their 4mm scale hedges and was really pleased with their impact. Another tricky feature in N Gauge is fencing; I needed a lot of lineside fencing and at the time nothing existed to meet my needs. I commissioned N'tastic to produce etch nickel silver frets, which was an expensive but superb solution. These can now be obtained from Peedie Models.

CONTROLS

DCC has been around a number of years but it's really coming into its own in N gauge, with DCC-ready locomotives and sound-fitted starting to appear. I started out with a basic NCE Powercab set up, which is great value for money and expandable.

WD Austerity No. 90566 slowly pulls a loaded coal train of 16T wagons from the relief siding and passes 3836 taking empty 22T wagons. Prototypical rakes of individually weathered wagons showcase N Gauge at its best.





Hear Andy York's thoughts on Vale of Oxbury





BR 2MT Ivatt No. 46251 has collected its passengers and is ready to depart. The GWR station buildings and covered footbridge hark back to wealthier times for the railway.



For better operational interest I ended up wanting three handheld controllers – up mainline, down mainline and one for the branch and yard. I then upgraded to the larger 5A Power- Pro unit, purchased two more handsets to accommodate this and retained the original Powercab handset. It's been a reliable system and three of my operating crew have since converted to DCC and invested in an NCE kit. When time allows at shows we are very happy to let people try it out; they pick it up very quickly – the only issue that can catch them out is the deceleration characteristics of some locomotives. I now run six sound locomotives; a 'Western', 'Warship', 'Hymek', Class 47, Class 37 and the latest – a Dapol 'Hall' converted by YouChoos. They all gain

much interest as people aren't used to them in N Gauge.

THE FIDDLE YARD

It tickles me when people like to watch the movements in the fiddle yard. It has 11 tracks and typically holds 16 different trains. I have extended it twice and remodelled it to accommodate longer trains. The points are traditionally operated with a mimic board and center off switches. When operating, one of us is the designated signal man to release the trains as each operator calls on tracks one to 11 to move. I wish it was bigger, but that will have to be another day and a different layout. So here's a tip; spend as much time planning the fiddle yard as the main part of your layout. ■



Meet the builder

I have a strong family connection to the railways, with a grandfather who was a locomotive driver and my stepdad was an electrical fitter in the works. My career did not follow a railway path. After school I worked for a bank, and 34 years on I'm the Director in the agriculture division. I returned to the hobby 20 years ago and focused on N gauge. I built my first exhibition layout in 2005; 'Oxbury Town', which was a Western Region urban setting in the transition era. This was sold in 2009 to make way for 'Vale of Oxbury', which was first exhibited in 2013. In the warmer months the railway takes a back seat and I get to take my '69 MGB Roadster out.



INBOX

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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.



DO WE NOTICE?

That's an interesting challenge from Iain Farquharson in the April issue, 'do we appreciate the work put into the scenery?'

Those who appreciate the work are more likely to be those that know because they build things themselves, and those that are inquisitive enough to ask how it was done, but we can all appreciate a great creation when we see it and simply enjoy it for what it is, much as anything in life.

I attend exhibitions as a visitor and as an exhibitor with the East Bedfordshire Model Railway Society to hear from both sides of the fence. In my experience, we are rarely challenged about any aspect of the layouts, but there is always interest in the buildings, the trains, the scenery and the backscene – "What is it?", "How did you do it?", "Is it scratch-built?" We're glad to share our knowledge.

I've heard only a few denigrating comments and I put that down to the nature of people, rather than a lack of understanding of the efforts required to complete a model railway. If I see something which impresses, I usually make an effort to show my appreciation. It takes all sorts but, just occasionally, a thick skin!

Alan Cooper, Bedfordshire

A SIGNAL BOX NO MORE

Thank you for a lovely show at the London Festival of Railway Modelling, I really enjoyed it. With reference to the signal box build in the May edition of **BRM**, here's a photograph of the last steam locomotive to pass Banbury South signal box before it was demolished - LMS Princess Class No. 46201 *Princess Elizabeth*. It was running with a support coach to Bristol Temple Meads. It'll mean a lot if you can publish it. I have photographs from inside the signal box as I luckily got into it a few days before it closed.



Christopher Bradshaw, Banbury



FOAM BASEBOARDS

Reading reports of problems with track on baseboards I'd like to add my findings on the problems.

There are several factors in making a baseboard for a model railway. The space you have, the location of the layout, the cash you wish to spend, the materials you choose & whether you construct it yourself or have it made. After attending exhibitions, some of the traditional materials seem over the top for a model railway and I often hear "my carpentry skills aren't good".

Baseline Baseboards use Styrofoam for the tops, not to be confused with Polystyrene. The main difference is its weight. As a direct comparison, Styrofoam weighs 33kg / m³ vs. 672kg / m³ for birch ply. Its supports don't need to be heavy duty, it isn't affected by damp and can be easily worked with basic tools, craft knives and saws.

The lightweight boards are useful for exhibition layouts and can be made portable. This example can be seen in the museum at Bexhill-on-Sea, Sussex. The track, rolling stock and other parts were donated to the museum by Eddy Izzard the comedian, also born in Bexhill from his childhood model railway.

Rod Palmer, Baseline Baseboards, 01435 831577



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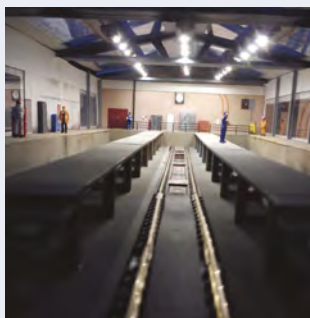


CREWE HYBRID

I am a subscriber to **BRM** and am very impressed with the magazine content and layout.

Here are images of my static layout 'Crewe Cut', based on Crewe Station. It's a 00 gauge 12' x 8' continuous run DC layout on two levels with Peco Code 100 track and Peco point motors. The era is early to mid-1970s and I run mainly BR blue stock, though some BR green and transitional liveries feature. I've attempted to model one end of Crewe Station with a hybrid of features from the prototype - part of the diesel depot, Crewe Junction South 'box, the station canopies and its frontage. I've used Dapol catenary masts with scratch-built gantries. I've also scratch-built a Crown Court as a cameo on the layout which is based on Birmingham Crown Court where I regularly appear as a barrister.

Alistair Redford



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Send us your Letters



How to...

PAINT LASER-CUT BRICKWORK

Colouring bricks with pencils seemed simple enough for Phil Parker, until he tried some laser-cut ones and found that his usual methods wouldn't work...

Last month I mentioned that finishing the brickwork was a challenge – the laser-cut surface is very sharp and accurate, but too smooth for me to use my usual pencil crayon colouring technique. I've encountered this problem before with laser-cut bricks. Back then I just showed the model unpainted and hid it at the back of the cupboard. Now it was time to come up with a solution.

At first I dry-brushed the brick faces with enamel. It worked, but lots of paint was picked up in the mortar lines.

Next, I ran a thinned mortar colour along the grooves. However, by the time the colour is thin enough to flow, there's hardly any pigment in it.

The final method was partly inspired by my friend Chris Mead. After painting the buildings with enamel, he scrapes wall

filler over them. First impressions weren't good, but I found that by applying paint and removing as much as possible I ended up with a good looking result.

Experimentation is all part of the fun. Certain methods work for some people, but if you are struggling, don't give up, just change the way you are doing things. Very few mistakes can't be rectified and a good coat of weathering hides many mistakes! ■

Shopping list

Humbrol Enamel 70 (brick) and 118 (Matt Tan)
Humbrol Dark Earth and Smoke Weathering Powders
Beige emulsion paint



Experimentation is all part of the fun. Certain methods work for some people, but if you are struggling, don't give up, just change the way you are doing things.



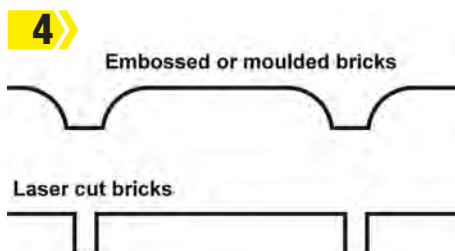
Regular BRM readers will have seen me colouring bricks by painting them with a base colour of Humbrol 121 enamel and rubbing pencil crayons over the faces. It's a quick and easy method. As long as you have a selection of brown pencils you'll get the colour and variation of tones seen on the real thing.



Try to work weathering powders into the nooks and crannies. You can see the difference on the main building compared to the others structures.



Trying the pencil trick on laser-cut brickwork just produces a huge mess. You can't see the mortar lines between the bricks.



I think the problem is down to the shape of the model bricks. Embossed or moulded bricks have curved faces whereas the laser-cut versions are very sharp. Mortar gaps between the bricks appear smaller and deeper. Brick faces on the laser cut material seem a lot smoother.



Using a paper towel, wipe the emulsion paint from the brick surfaces, pushing it down into the gaps.



Leave the emulsion a few minutes so it's touch-dry, then polish the brick faces with a moist (not damp) sponge. The colour will come through strongly as you work.



Once everything is fully dry - leave it overnight if possible - work weathering powders in with a stiff brush. I find Dark Earth and Smoke from the Humbrol range are all I need, although some green around the base to represent rising damp looks nice on really decrepit structures.



After a lot of experimenting, I painted with bricks with enamel, aiming for a less than perfect finish. Once dry, beige emulsion paint from a matchpot is scraped over the surface to fill up the mortar lines. Work on a small area at a time, so the emulsion can't dry before moving to the next stage.

Expert tip!

If possible, experiment on scrap material. If not, start on the side furthest away from the viewer so no-one spots your mistakes. Having said this, weathering powders liberally applied cover a multitude of sins.



THE MELBRIDGE BOX COMPANY

Never a man to be compartmentalised, Phil Parker finds that he can squeeze a great deal into a pair of unassuming office box files.



The layout lives in a pair of standard office box files. The only giveaway to the contents are the 5-pin DIN sockets on the outside.

"How about a competition to see who can build a layout in a box file?" I foolishly asked at the Double O Gauge Association annual meeting.

We were discussing how to celebrate the association's tenth birthday at the time. Back in the early noughties, layout building competitions were all the rage. Earlier still, the Scalefour Society had run one, as had the Diesel and Electric Modellers United (DEMU) group. Since encouraging members to build model railway layouts is part of DOGA's *raison d'être*, it made sense.

Of course, someone had to run the competition. Since it was my idea, that 'someone' was going to be me.

One advantage of being in charge was that I got to set the rules. They were simple enough. Each model had to include some OO gauge track and fit within a standard A4 box file, or at least several temporarily joined together. Modifications to the box were limited and you had to be able to shut the lid.

Building a layout inside a common item of office stationery is a bit of a gimmick, but at least it would keep the space, time and money required for each entry down,

while hopefully encouraging innovation and imagination.

Basically, we knew if the job looked too time-consuming or expensive, no-one would enter. Since we'd already booked extra space at Warley for all the layouts that would be a little embarrassing.

Innovation is all very well but I thought it would pay me to prove the idea was possible, so the first layout ought to be built by me. I wasn't going to enter it in the competition; this was to be decided by members voting, so entries need to be anonymous, but an appearance in the pages of the society's in-house magazine might stir up some interest.

THE PLAN

In OO, a box file doesn't provide an awful lot of space. The traditional bucolic branch line station certainly wasn't going to fit for a start. I needed a prototype railway crammed into a small space. In my mind, that meant something industrial. One of those lines found in factories creeping between the buildings.

SMP hand-built trackwork was chosen for a couple of reasons. Firstly, you can make it to fit the site. Plans for tight Y-points were available and I knew to fit the site

they would need to be as short as possible. Secondly, I'm a cheapskate, and I knew all the track could be made for the price of a single PECO point.

Point plans were photocopied and tried in place. I knew the layout would require a couple of fiddle yards and I had allowed for this in the rules – my guess, which turned out to be correct, was that everyone else would need the same facility. Even then, a pair of points producing a Z-shaped plan was the best that I could squeeze in. Not much, but enough for the layout to operate a little bit.

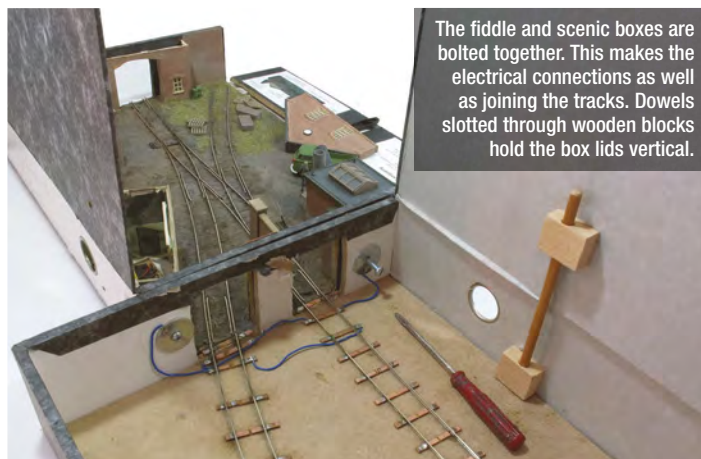
I raised the track up by laying it on 2mm thick MDF. This strengthened the cardboard face of the box file and, with some slots cut in, it gave me the space to run some brass strips under the sleepers for point operation. More slots routed electrical wires. Holes were cut for permanent magnets for the Sprat & Winkle couplings. A quick test showed that all was well and I could move on to the fun stuff.

NOW FOR SOME MODELLING

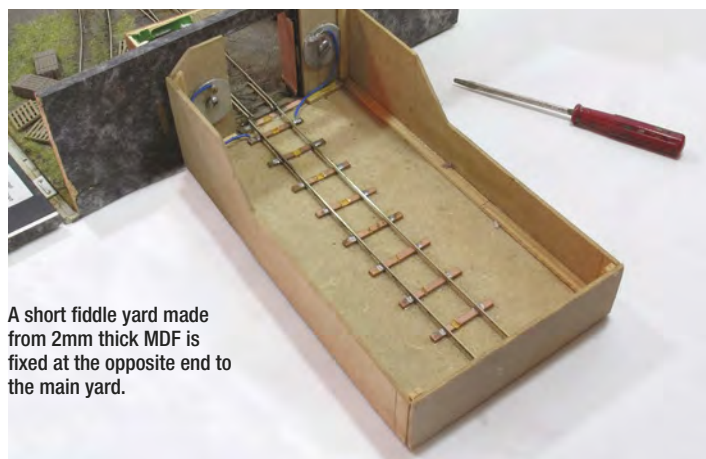
Cast your mind back over a decade and you'll remember that ready to use buildings were non-existent. Plastic kits weren't much



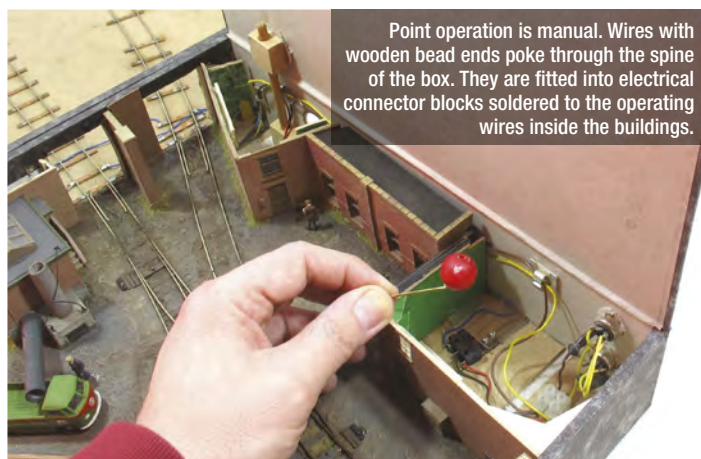
The buildings, fiddle yard and essential bits live inside the boxes for storage and transit.



The fiddle and scenic boxes are bolted together. This makes the electrical connections as well as joining the tracks. Dowels slotted through wooden blocks hold the box lids vertical.



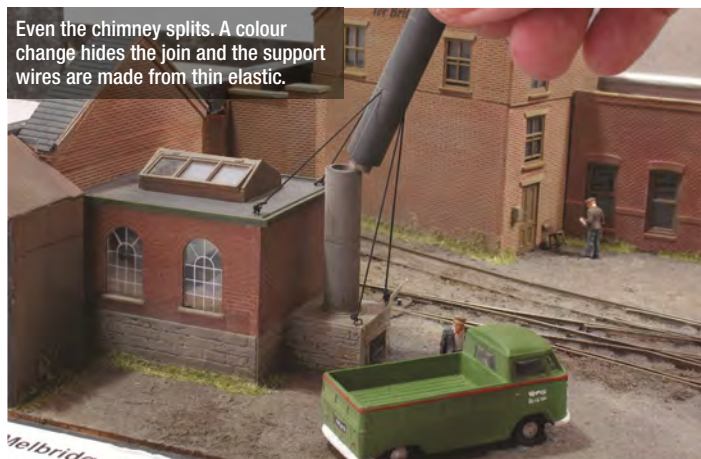
A short fiddle yard made from 2mm thick MDF is fixed at the opposite end to the main yard.



Point operation is manual. Wires with wooden bead ends poke through the spine of the box. They are fitted into electrical connector blocks soldered to the operating wires inside the buildings.



The upper floors of each building slot into place.



Even the chimney splits. A colour change hides the join and the support wires are made from thin elastic.



A transformer and Gaugemaster handheld controller plug into the DIN sockets at the back of the layout.

LAYOUT FOCUS

more common, although the Ratio boiler house was an ideal candidate for my model.

Fortunately, with so little space to fill, scratch-building most of the structures wasn't going to be a problem. To start with I built some mock-ups using cereal box card to see how everything fitted together. These sat around for several days so I could see how the scene fitted together. I moved things around and made a few modifications, but eventually settled on a scene that looked nice and balanced.

With the exception of the boiler house and a much-bashed American kit, the buildings are Daler board card shells clad with Slater's Plastikard. To comply with the rules, the upper floors can be detached and lines of decorative bricks hide the joins.

There were some practical considerations affecting the designs. At the back of the layout the buildings have to be wide enough to contain point operating mechanisms and power sockets. One has to be tall enough to hide a piece of dowel that keeps the box lid up while on display.

Very little space is left for other scenery, so I kept things simple. Ground cover is sawdust left over from sanding a wooden floor. Once fixed with thinned PVA, some washes of brown paint gave it a nice mucky colour. Electrostatic grass puffed between the sleepers of the siding and around the building bases adds colour.

Finally a few oil drums, ladders and a few figures, plus a repainted Husky toy VW complete the detailing. It's important not to overdo this as the results might appear too busy.

CLOSING THE BOX

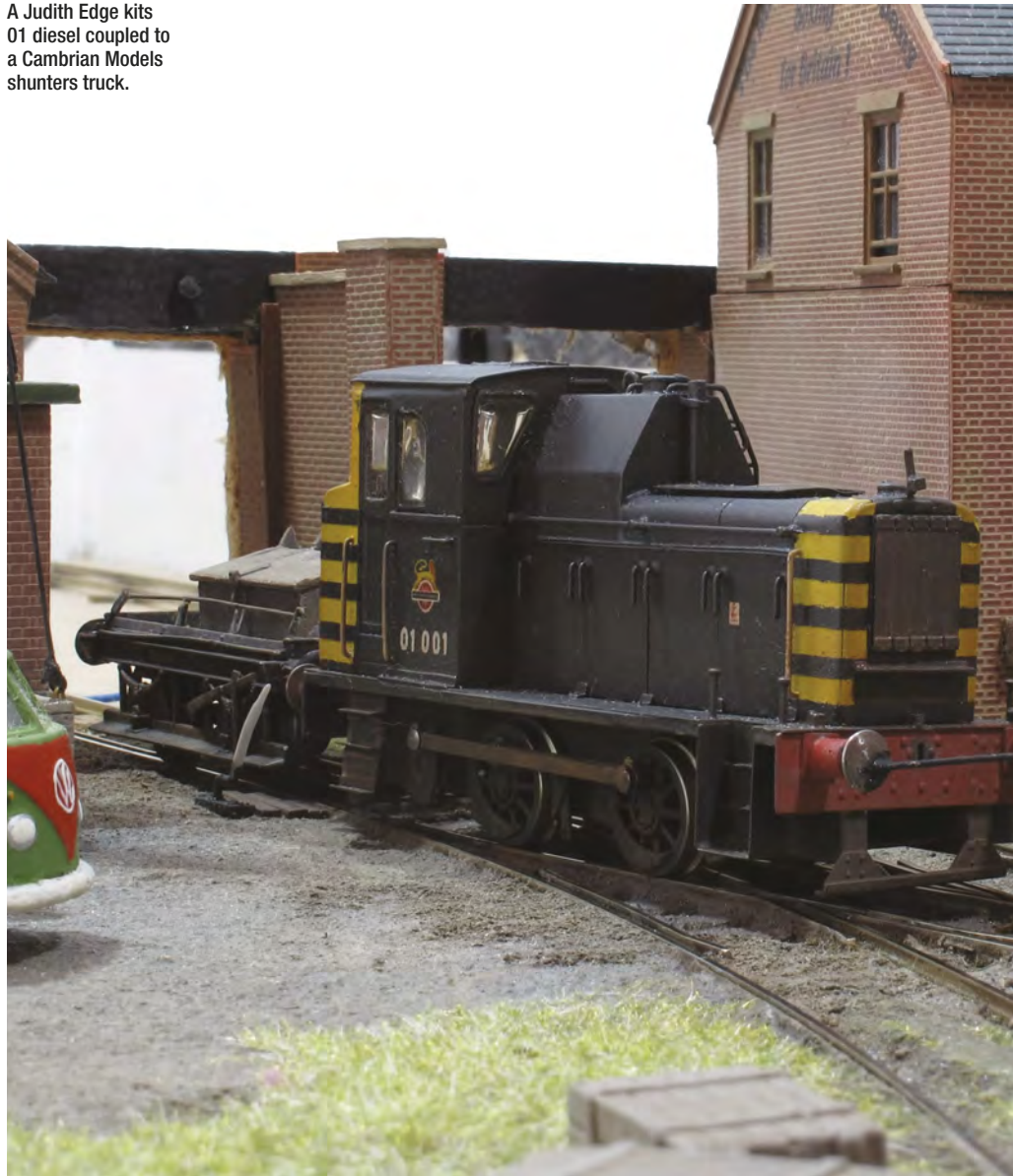
I'm very pleased with my little model. It lives on a bookshelf and, while I don't operate the layout very much, it has served as a photographic backdrop for many other models over the years.

The competition was a success, with several other layouts and dioramas built for the deadline. More have followed since.

As a modeller, most of the fun in this hobby comes from making things rather than playing trains, so a micro project is perfect. Progress is swift and the model was finished before I lost interest and wanted to do something new. I'd certainly recommend doing something like this to anyone. It takes a bit of imagination, but every technique is the same as you'd use on a larger project.

At least if anything doesn't work, you've not wasted much time or money. ■

A Judith Edge kits 01 diesel coupled to a Cambrian Models shunters truck.



You don't want big locos on a layout this small, this Ruston 48DS is the perfect size.

“Ground cover is sawdust left over from sanding a wooden floor. Once fixed with thinned PVA, some washes of brown paint gave it a nice mucky colour.”



Small steam locos are also a good fit, my 1361 class is built from a K's kit rescued from a club second hand stall.



Web link

The Double O Gauge Association
www.doubleogauge.com

Expert Tip

Building a micro layout can actually be more complicated than a more traditional model. You'll need to do a lot more scratch-building and modification for the buildings and scenery to fit everything in. While this adds to the challenge, it also adds to the satisfaction with the end result.

WOODLANDS BREWERY

David Carr has worked in the design industry for many years, and has a natural eye for detail. Indeed, his neat layout is full of intriguing little scenarios.

Factfile

Layout name: Woodlands Brewery
 Scale/gauge: 0
 Size: 8ft x 2ft 6in
 Era/region: 1950s to '60s
 Location: Studio
 Layout type: Fiddle yard to goods yard
 Words: David Carr, Andy McVittie
 Photography: Phil Parker



It was Phil Parker who first suggested that I might 'like' to interview Woodlands Brewery owner, David Carr, rather than relying on him to provide his own words. To this day, I wonder if Phil was gently trying to induct me into the world of railway modelling, but the few hours spent in David's company were pleasant and he was a genial host who was eager to discuss his layout and share stories about his extensive design career.

Only lightly briefed beforehand (perhaps another ploy in Phil's efforts to initiate me) we began with what I thought might be a

sensible question.

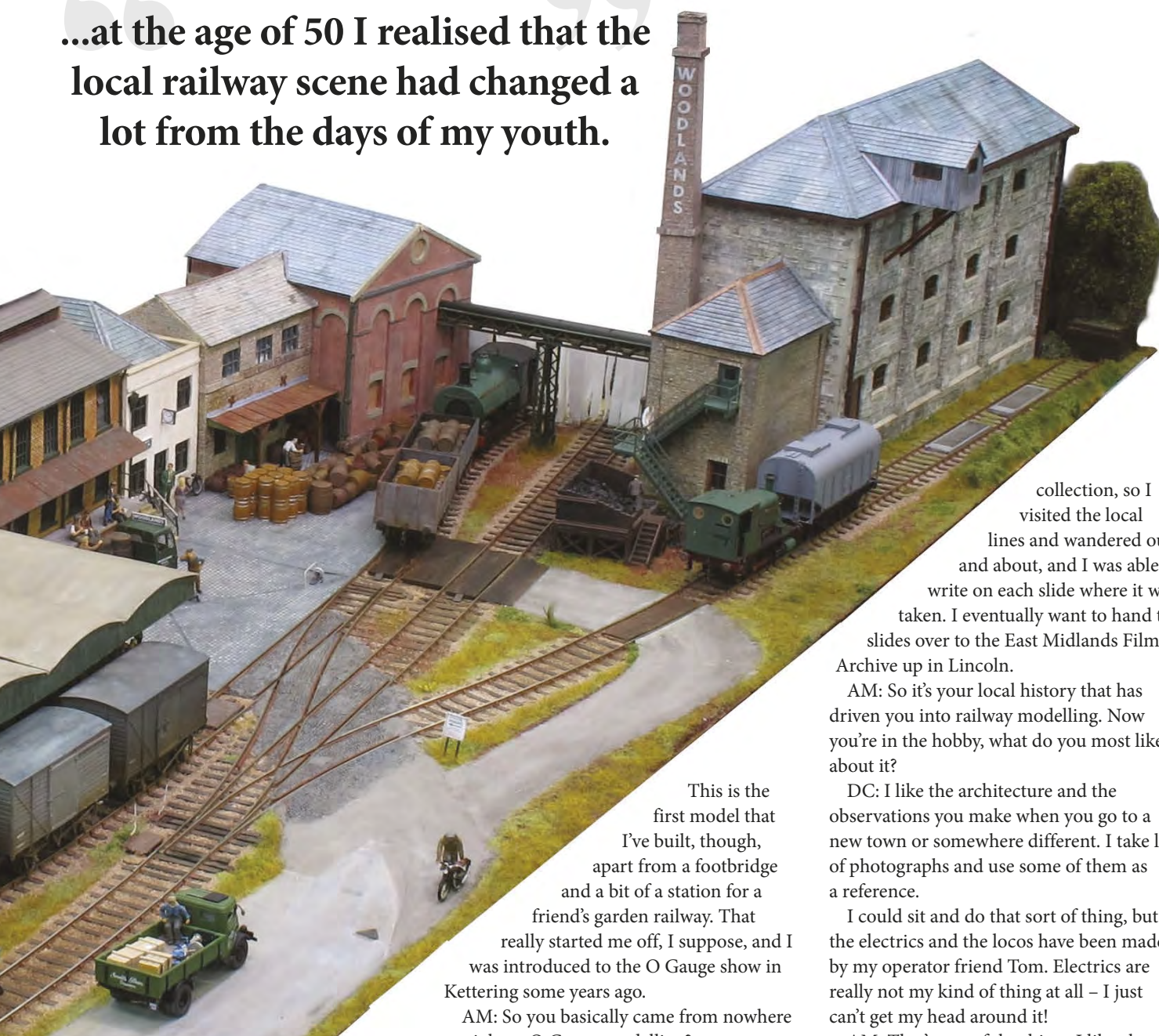
Here we go then:

AM: Okay, so let's start with talking about this history of this fantastic layout and what your inspiration was?

DC: It was an idea from the master of model making, Gordon Gravett, and I've



...at the age of 50 I realised that the local railway scene had changed a lot from the days of my youth.



altered it slightly. I looked at lots of websites for brewery buildings inspiration and locos. I like the little 0-4-0s that are predominant on this layout. Some are missing actually, because there were problems at the last exhibition. Anyway, Gordon Gravett was the inspiration – he has produced quite a few books for Wild Swan and magazine articles where he revealed various techniques, such as how to make puddles and road surfaces, which is how those came into the model.

This is the first model that I've built, though, apart from a footbridge and a bit of a station for a friend's garden railway. That really started me off, I suppose, and I was introduced to the O Gauge show in Kettering some years ago.

AM: So you basically came from nowhere straight to O Gauge modelling?

DC: Yes, and at the age of 50 I realised that the local railway scene had changed a lot from the days of my youth. Being a bit of a local historian, I took a load of photographs and I inherited eight metres of slides if you put them all back to back.

AM (incredulously, and getting slightly sidetracked): *Eight metres!?*

DC: Yes, eight metres of 35mm slides from a railway enthusiast in Wellingborough, and not one of them had any indication of its location. This same guy gave me some railway magazines and, like a lot of railway photographers, he had used the same vantage points to take his photographs. I realised there were a few gaps in his

collection, so I visited the local lines and wandered out and about, and I was able to write on each slide where it was taken. I eventually want to hand the slides over to the East Midlands Film Archive up in Lincoln.

AM: So it's your local history that has driven you into railway modelling. Now you're in the hobby, what do you most like about it?

DC: I like the architecture and the observations you make when you go to a new town or somewhere different. I take lots of photographs and use some of them as a reference.

I could sit and do that sort of thing, but the electrics and the locos have been made by my operator friend Tom. Electrics are really not my kind of thing at all – I just can't get my head around it!

AM: That's one of the things I like about railway modelling; that it brings together so many different disciplines. As a former design consultant, then, what do you bring to this layout?

DC: Well, I did an apprenticeship in a card manufacturing company where we had to make a lot of samples. That gave me the feeling for cardboard, and I suppose that's where cardboard modelling comes into it.

AM: Okay, can you perhaps describe this scene for our readers?

DC: This is based between the 50s and 60s. So you have beer wagons and vans with ventilated sides that kept the ale cool as it travelled. The grain would come into the maltings in sacks and be hoisted up.

2



The operation of Woodlands Brewery begins with the depiction of raw materials arriving at the yard, with barrels of ale despatched at the end of the brewing process. If only it were more real than that...

The brewery process started at the top of the building and everything worked its way down. The boiler house was used to heat the floor when they laid the barley out, but it also provided hot water to the bottling plant, which is off scene really. I've filled the space with a cooperage, and there's a yard office where the time is 10:10. They're having their tea break...

AM: Yes, there certainly seems to be a lot of interesting things going on here.

DC: Well, this guy's just been for a job interview and his bike has packed up. A company is just delivering some machinery parts for the brewing process, and it all concludes on the left with what used to be the head office. The boss stands on the front steps, a couple of ladies are having a chat and you can even read that it's a registered office. A chap is selling papers at the end, and one guy is walking away reading the latest news. There are a couple of kids in trouble with the police there, and they're saying "it ain't me mister", but you can see that he's got a catapult around his back.

The figures are mostly from Phoenix Model Developments, and I had to modify some of them to fit the scene. Brian Marlow from Phoenix was my mentor in Wellingborough Model Railway Club, and we became friends.

AM: So what is it about the period of the 50s and 60s and O Gauge modelling that

appealed to you?

DC: I suppose it's what I knew, really. I was never into blue diesels, or anything like that, and it wasn't until I was in my fifties that I started realising that things on the railways had changed an awful lot.

In exhibiting the layout at the O Gauge

3



4

A scene out of David Carr's childhood, perhaps? Woodlands Brewery is filled with characterful little scenarios such as this, however.



show, I was staggered at the positive responses we've received. We've tried to introduce the layout to kids, and we let them have a go because we felt that the O Gauge Guild is all older guys and no-one younger seems to be taking O Gauge on. But these kids came along to the show with their grandparents – never their parents, funnily enough – and they loved it, and picked it up just like that.

AM: How long did it take you to put all this together, then?

DC: I think it would be a maximum of two years. I started with sorting out a track plan to fit in 8' by 2'6".

AM: Did you build it with Exhibition in mind?

DC: It was for my own pleasure, really, but I thought if I'm going to do it I'd like somebody to see it. And that's why it was designed to fit in the back of my Zafira estate!

AM: I also read that it takes two people to operate this?

DC: It does, because (jokingly) I don't

5



I was quite impressed by the cobbles on David's layout, but he was rather more modest in his appraisal, and explained how he'd made a tool to create several at a time. His technique is very effective nonetheless.



LAYOUT FOCUS

know what I'm doing!

AM: So two years to build this, but is there anything you'd like to or improve or change?

DC: I don't think I'd use printed paper again because it's susceptible to damage. For an exhibition layout, there are lots of things that could have been better – the barrel-making process required lots of staves, which are not represented here. I could have had a few hop bags about too. I also think I'd make some more traditional malting buildings if I built this again.

AM: When this layout is on display, then, what's your usual routine?

DC: We make it up as we go along (laughs). Basically we start off with two or three wagons with a loco that comes out, takes them off onto the turntable and into the storage sidings and hooks up to different coloured wagons while it's there. Then we swap it over with the grain wagon and we've gone right from the 50s to the 60s.

AM: You've talked a bit about what you might have changed, but do you think what have you learned in making this layout?

DC: I've learned a lot. If I was to start again I'd have a different approach. I would have put the track on cork to give me a shoulder to the ballast. That might have made it quieter to run. I think I'd try to be more precise too – I probably haven't been accurate enough on this model with the squareness and the measurements of things.

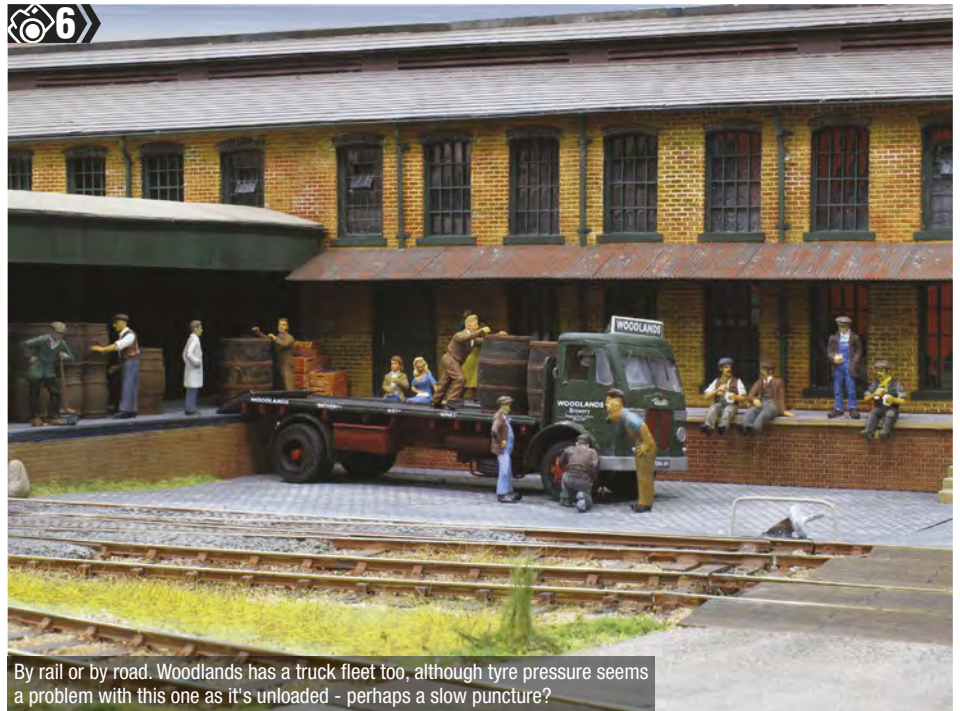
AM: And what advice would you impart to beginner modellers as a consequence of your own experiences.

DC: Well, observation is very important. Look at details such as how roofs work on old buildings compared to new. It's the first thing you might see on a layout, and perhaps the last as you walk away. Also think about using a more robust material than thin card. These models are laminated and still required a lot of bracing.

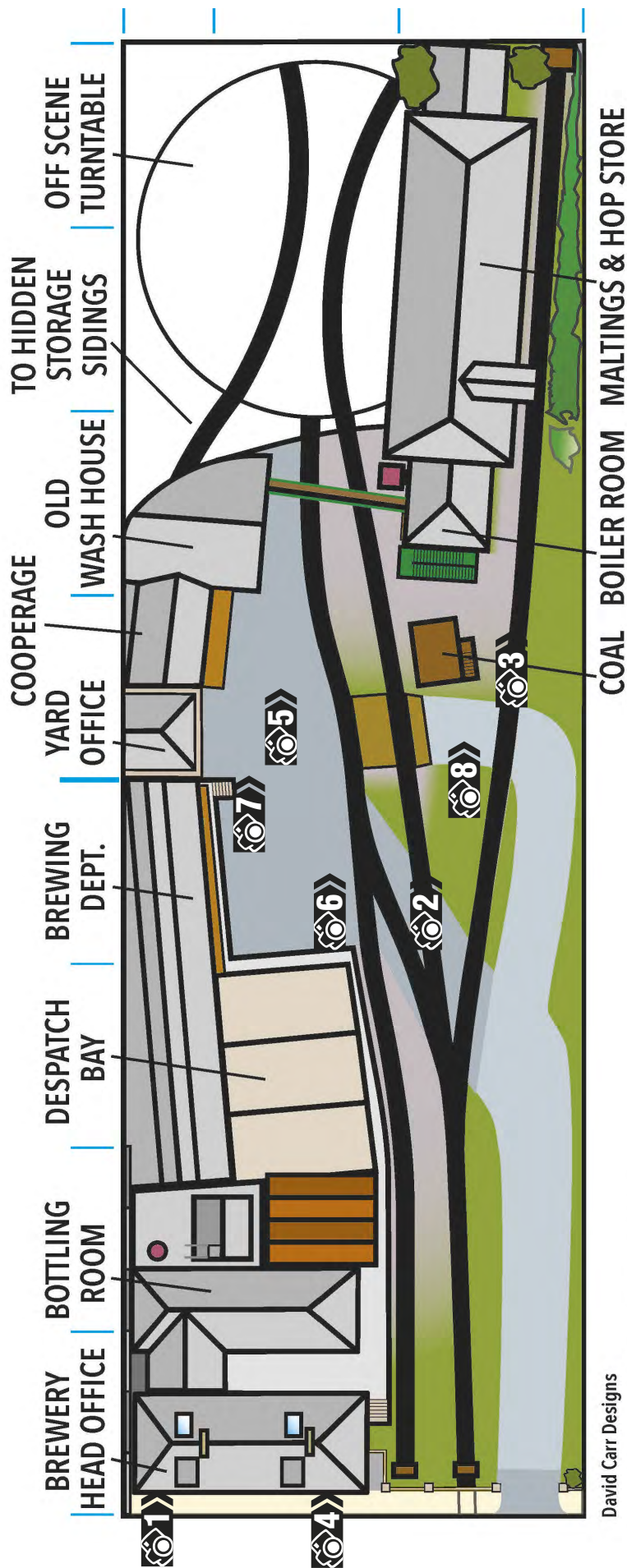
AM: Overall, you must be very proud of Woodlands Brewery?

DC: Since I had all those favourable comments at the O Gauge show, yeah, I suppose I am. As a first attempt I'm pleased with it.

As well he might be. David was largely modest about his achievements, but there's a real sense of character within his layout. Moreover, Woodlands brewery is a great advert for O Gauge modelling and it proves that even novice modellers can produce some fabulous results. And that, apart from a welcome cuppa and a quick lesson in Northamptonshire dialect, was that. ■



WOODLANDS BREWERY



David Carr Designs

TWO BASEBOARDS EACH 4ft X 2ft 6ins

LOADING BARRELS

Rules – They should make things a lot simpler thought Phil Parker. Not a chance...

Our feature on 'Woodlands Brewery' in this issue inspired me to have a look at how barrels were transported by rail. I foolishly assumed that, as I owned a set of the official British Transport Commission guides for staff loading wagons, all I needed to do was follow these and the job would be simple.

If only it were. You see, the official guide doesn't take into account the different sizes of both barrels and wagons. Squeezing exact numbers inside is almost impossible. In real life there must have been a lot of local knowledge with staff experience being as important as 'the book'.

This is borne out by looking at photos. The tiny numbers I can find showing barrel transport seem at odds with the descriptions and diagrams. There's a lot of rope involved for a start. In an effort to keep the loads from moving around in transit, which was potentially disastrous if wooden barrels bashed against each other, miles of the stuff was strung around them. Elsewhere, straw pads would be used to fill gaps and keep barrels sat on their sides from rolling around.

You might be thinking that barrels equal beer and wine, but they were used for much more in the past – creosote, oil, tar, paraffin and even vinegar have travelled this way. Even a single barrel in a wagon is prototypical, although it would be both tied in place and wedged into position with other goods if possible. There's plenty of excuses to use them on any layout. ■



Prototype Inspiration



B12 4-6-0 No. 61507 climbs through Glen Fiddich from Craigellachie, with an up goods loaded with whisky in barrels in 1951. In accordance with the rules, the barrels are loaded on their ends and secured in position with ropes. RAIL ARCHIVE STEPHENSON

Shopping list

SLATERS

www.slatersplastikard.com

7027 – MR 8 Ton Five Plank Wagon, Side Door

7A22 – 7mm scale barrels. 10 per pack

4A22 – 4mm scale barrels. 10 per pack

7. CASKS, TINS, DRUMS, ETC.—RETURNED EMPTY—continued.

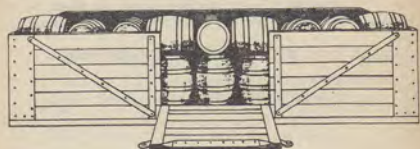
(ii) Loading of casks.

Note.—Care must be taken to avoid contamination of beer and vinegar casks by oil, creosote, etc. as this would render them useless for refilling.

(a) Returned empty casks must *not* be loaded end to end, either on their bilges or upright one tier upon another, as such loading may lead to the end of one cask knocking in the end of another.

Casks must *not* be dropped on or over the rave of the wagon. They must be carefully stowed by hand, the first tier being placed upright on the floor of the wagon and the second tier loaded on their bilges in such a position that they do not lie end to end (see diagram 1).

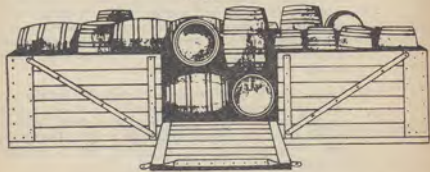
Diagram 1.



BILGE TO BILGE AND/OR BILGE TO CHIMB.

An alternative method of loading casks of varying sizes is indicated in diagram 2:—

Diagram 2.



BILGE TO BILGE AND/OR BILGE TO CHIMB.

All loads of these empties in open wagons must be made so that the top tier is sufficiently below the rave of the wagon to ensure safe transit.

6

The 1957 BR guide – Instructions for handling and loading specified traffics, provides a couple of illustrations for the loading of empty casks. Like most official information this isn't actually that useful, as modellers first have to find casks that fit in the wagon as neatly as drawn.

7



My wagon has moulded hooks on the solebar, which are replaced with bent brass wires glued in place. Linen thread is tied to them and run over the tops of the barrels. Superglue makes fixing them much easier than tying tiny knots. A wash of weathering ink gives the thread a bit of age.

Did you know?

Barrels came in different sizes, each with a specific name. Here's a selection...

Butt – 108 gallons – 50 inches tall
Hogshead – 54 gallons – 37 inches tall
Barrel – 36 gallons – 15 ½ inches tall
Firkin – 9 gallons – 18 inches tall

1



Slaters produce barrels in two scales. The larger are 7mm scale – 18.5mm tall and 14mm diameter. 4mm modellers get 11mm tall and 8.5 diameter. Both are technically 'barrels' in their respective scales, but you can also use the larger one as a 'Butt' in 4mm scale.

3



It's easy to save some money here, as the larger barrels are moulded in two halves. Cut a sheet of plastic slightly smaller than the wagon floor and stick the half barrels on top.

5



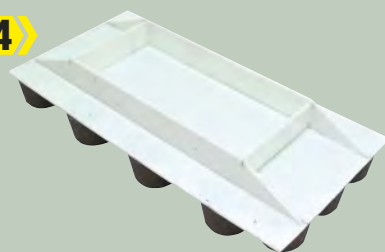
A photo showing barrels loaded at a docks provided this arrangement in 4mm scale. Mounted on plastic, some of the barrels needed their sides sanding a little to fit, but once everything is painted no-one will spot it.

2



The simplest way to load barrels is simply to stand them on their chimbs (the flat end). Our 7mm wagon will hold 24 barrels this way.

4



Underneath, a couple of strips 9mm tall will support the load at the correct height. Taper the ends to make removal easier.

6



According to the official instructions larger barrels were 'to be loaded on their bilges, lengthways along both sides of the wagon. They must be securely roped over the sides of the wagon.' Basically, laid end to end on their sides supported by lengths of wood, which are made from cut-down matchsticks.

Modern barrels

Of course, wooden barrels have long been consigned to history as far as rail transport goes. Now, beer is moved in aluminium kegs loaded onto pallets.

In the May 2014 issue of **BRM**, we visited the brewery museum at Burton-on-Trent to have a look at its extensive N gauge model of the railway lines that crossed the town to serve the local industry. I spotted these barrels stacked ready for transport.

Ten Commandments (www.cast-in-stone.co.uk) produce beer kegs cast in whitemetal. Representing aluminium, they don't even need to be painted before placing on the layout. I've added one of the same firms pallets, as you don't move this sort of load without a fork lift truck nowadays.



Wagon Build

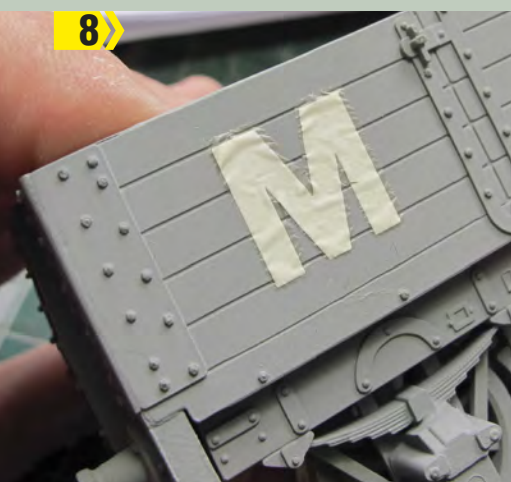
To demonstrate barrel loading, I needed some suitable wagons. In OO, a couple of old GWR 5 planks were to hand, but I had nothing suitable for O gauge. Not to worry, while I was ordering packs of barrels from Slaters, its kit for a five plank Midland Railway 8 Ton wagon looked perfect - some clicks later it was on its way. If you've not built a wagon kit in O gauge before, there are a few differences from smaller scales. There's nothing difficult and even allowing for drying time, three evenings' work will add another item of stock to your fleet. Prototype details can be found in R.J.Essary's *Midland Wagons Volume One*, although the supplied instructions will provide all the information most people will require. ■



Starting with the underframe, a representation of the prototypes framing is fitted under the floor using the alignment tabs. Next the solebars are fitted making sure the curved plates above the axles slope down. If they appear to smile at you when the wagon is on its wheels, you've fitted them the wrong way up.



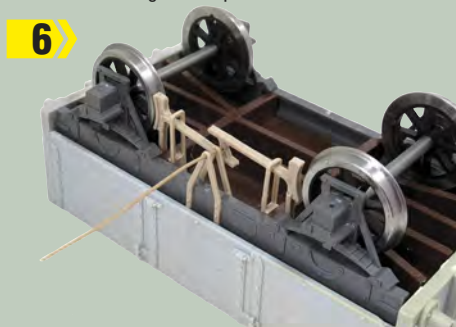
O gauge wagons don't run on pinpoint bearings like OO gauge ones. A much deeper 'top hat' bearing is used into which the axle is fitted before the W iron is glued inside the solebar. Check the wheels rotate freely and the model stands flat before the glue hardens and adjustment is impossible.



All the main components are moulded in plastic apart from the wheels, bearings, buffer shanks and couplings. These last two include some tiny springs and are best kept in their bags until you need them, or they will make an escape bid for the darkest corner of the modelling bench.

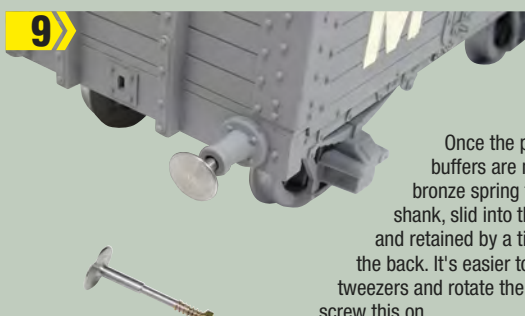


Inside the body, there isn't any representation of the plank lines. For a loaded wagon, these will normally be covered up but as I want this to run empty sometimes, I scribed them using an Olfa plastic cutter.



Hook the brake shoes and hangers through the safety loops and then glue under the chassis. A 0.9mm drill bit will clean out all the holes so plastic rod can be threaded through. Early wagons were only fitted with shoes and a handle on one side, although this changed later so check the date you are modelling.

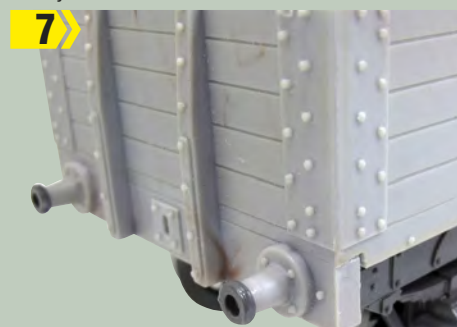
Painting was nothing more than a spray of Humbrol 64 light grey. Waterslide transfers for the lettering were fitted and to make sure they fit, Microscale Micro sol was washed over them. Half an hour later, a spray of matt varnish should have sealed everything in place. Alas, the large letters bubbled up. I patted three of them down, but one was beyond saving so I had to replace it from an old set.



Once the paint is dry, the buffers are made up. A tiny bronze spring fits over the steel shank, slid into the plastic body and retained by a tiny brass nut on the back. It's easier to hold this with tweezers and rotate the buffer head to screw this on.



Fit the ends and let them dry. Test fit the sides in case a few strokes of a sanding stick are needed for perfect corners. Once glued in place, just round these off a little so they look like bent metal.



An easy part to miss off is the collar on the end of each buffer body. This needs to be positioned accurately or the shank won't fit through the whole thing later on.

10



Coupling hooks are cast metal and needed a little filing to fit the hole in the buffer beam. Rather than paint, I dipped them in some chemical blackening for colour as this won't wear off in use.

11



Freshly painted, the wagon looked far too clean and it was difficult to see all the nuts and bolts. A wash of Citadel Nuln Oil, a weathering ink, darkened the plank lines and around the underframe details. I'll use powders to lightly weather the model but at the moment, it's satisfyingly close to the official photos in Essery's book.



SLATER'S PLASTIKARD

Gearbox/Motor Units

Old Road, Darley Dale, Matlock,
Derbyshire, DE4 2ER
Tel: 01629 734053; Fax: 01629 732235



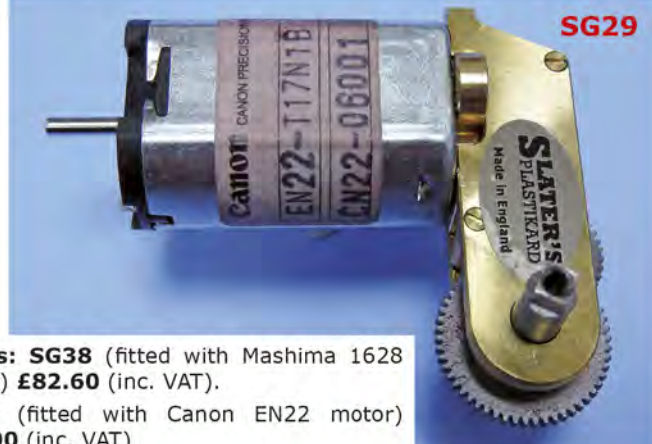
We make a large range of gearbox/motor units for electrically driven locomotives in scales from OO/EM/P4 through to Gauge O, Gauge 1 and Gauge 3. All use high quality spur and helical gears and have accurate and rigid CNC machined gearcases. They are much more efficient than traditional worm-and-wormwheel drives, and there is never a problem with accurate gear meshing.

Illustrated below are our two newest units, intended for smaller O Gauge locomotives, using the standard $\frac{3}{16}$ in axle. Scale drawings of these and all our gearbox/motor units can be downloaded from our web site.

SG38



SG29



Prices: SG38 (fitted with Mashima 1628 motor) £82.60 (inc. VAT).

SG29 (fitted with Canon EN22 motor) £90.00 (inc. VAT)

www.slatersplastikard.com

Improve a...

DJ MODELS HUNSLET J94

Michael Russell refines the details on this colourful 1960s National Coal Board stalwart.



Shopping list

Shopping list
Small screwdriver
Tweezers
0.020in plastic sheet
Pencil
Compass cutter
Rolling ruler
Bill Bedford Handrail jig
Pin vice drill and 0.5mm drill bit
Super glue
File

The DJ Models austerity saddletank has many good features, including an excellent rendition of the wheels, but like many mass-produced models it contains more compromises than a fine-scale modeller would like. Some simple changes can improve the model without the need for major surgery.

The model I worked on is the limited edition version of Hunslet 3889, NCB No. 65 which incorporates a ladder, a pipe from the dome to the cab and a Kylpor exhaust. The changes listed here are applicable to most versions of this design, but consult pictures of your chosen prototype to look for detail differences. ■

1 Disassembly



If fitted, pull the ladders away from the saddletank. If it doesn't come away easily, then use some Deluxe Materials Glue Buster on the joins first, although be aware that this may damage your paintwork.

2



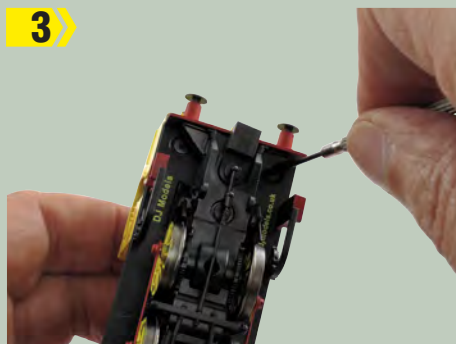
Undo and safely store the screw in the chimney.

4



Using tweezers, pull the two levers out of their holes in the cab – they aren't glued.

3



Undo and remove the two screws under the coal bunker. Mine were very hard to remove. To avoid damaging the threads, you need to apply enough downward pressure to stop the blade riding up out of the hole. Hold the model in a cloth between your thighs and push down on the screwdriver and then turn it with some pliers. Be very careful that the screwdriver doesn't slip and injure you.

5



The cab grips the firebox by means of two tabs – pulling and slightly twisting at the same time will free this from the rest of the loco.

Fitting out the smokebox

1»



Pull the smokebox front away (easy as it's held in place by two small magnets) and trace the outline onto 20 thou plastic sheet three times.

2»



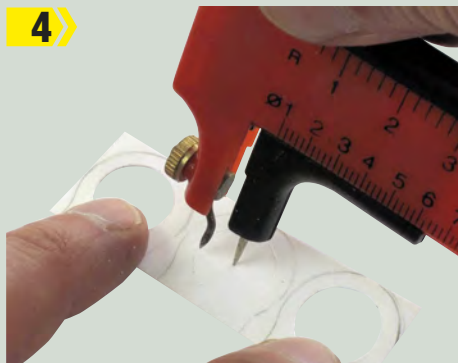
Cut the smokebox front away and use a pin to mark the centre of the space vacated. Now drill through with a 0.45mm drill.

3»



Now place the smokebox front over each of the marks you made earlier and drill a hole through to mark the centre of the smokebox door.

4»



Using a compass cutter, cut out a hole 13.7mm in diameter in each of the new smokebox fronts using the centre hole already drilled. Now cut out the new smokebox fronts and glue them together. Leave to dry for a few days. Retain one of the cut outs for a later stage of the build.

5»



Make the tubeplate up using 3 layers of 20 thou plastic sheet cut out using a compass cutter set at 15.5mm and 18.7mm. Don't worry about being too accurate with this, it will need fettling to fit and any small imperfections can be covered over with filler when it is fitted. The picture shows the two new parts made next to the original smokebox door.

6»



Mark the tubeplate out by marking horizontal lines 1mm apart using a pencil and rolling ruler.

7»



Use the pencil lines and a Bill Bedford handrail jig to mark out the position of the tubes and drill 0.5mm holes.

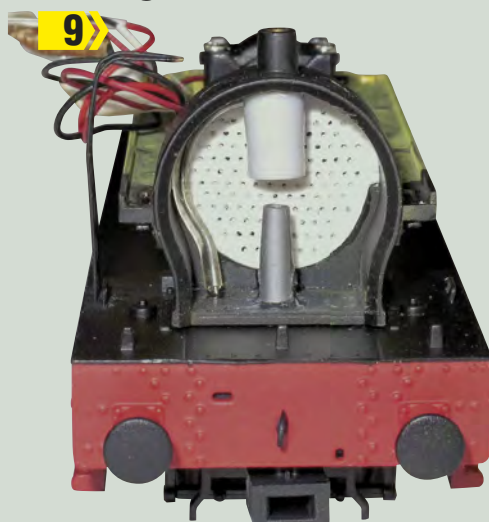


Cut the two magnets and their plastic holders out of the smokebox interior. Doing so will reveal a screw that holds the smokebox to the chassis and if this comes loose as a result of this operation, add a drop of super glue to hold it in place.



To make the blastpipe, turn a 3mm piece of kit sprue in a drill. Taper with a file and fix in place. The blastpipe needs to come about halfway up the smokebox. Make the lower, internal part of the chimney cowl the same way. Different locos had assorted blastpipe arrangements, but don't get too hung up with the exact appearance. They were modified in service and many were non-standard.

Fitting out the smokebox (continued)



Stick the tubeplate, the blastpipe and petticoat in place and add the smokebox front. Use filler to cover any gaps.



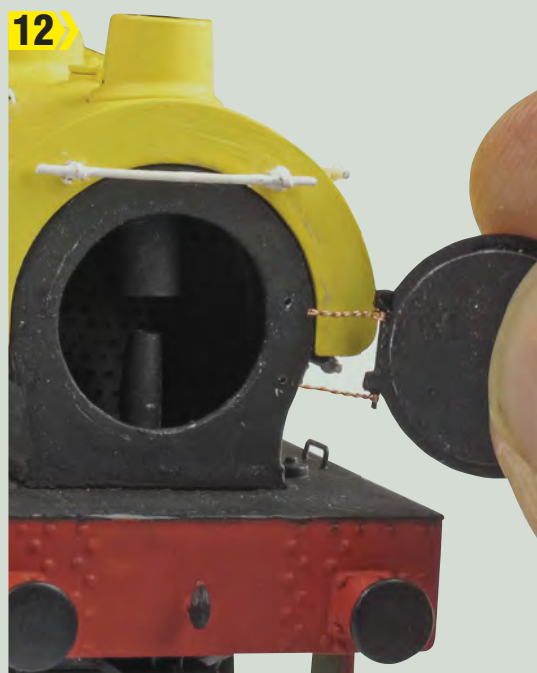
Cut the original smokebox down with a knife so that just the door remains. Reduce the thickness using wet and dry sandpaper and a circular motion. Progress from coarse to fine paper until the smokedoor door rim is the outer edge. Also cut away the door pin so that just the hinges remain.



This is the interior of the smokebox of 'Brussels'. This loco has a stovepipe chimney, but seems to be fitted with a Kylpor exhaust, although the 2nd stage exhaust splitters is missing, as it was in many locos. Note the pattern of the smoketubes.



Take one of the saved pieces of the cut out from the new smokebox front and stick this on the reverse of the smokebox door. Use a 0.45mm drill bit to align the pieces centrally. This hole also allows you to easily refit the smokebox dart in position.



The smokebox door drops into place and you can then mark and drill the position of the brackets on the smokebox front. Glue in place being careful not to gum up the hinges. When painting the hinges, spray them – don't use a brush. Refit the dart. Drill the hinges with a 0.45mm drill and add a pin made from 0.45mm brass rod. Now add the hinge brackets using approximately 0.16mm copper wire. Wrap this around the pin three times and then twist the two ends together and cut to about 4mm long. You need a bracket beneath each of the two hinges – don't glue in place!

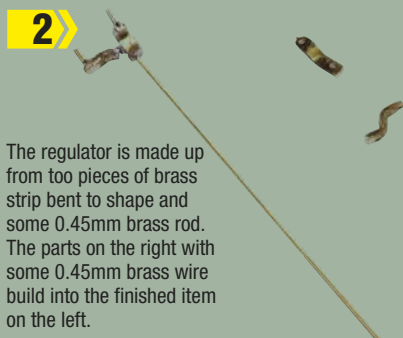
Improving the cab



Lever the cab floor away from the chassis. You will probably need to use some Glue Buster here.



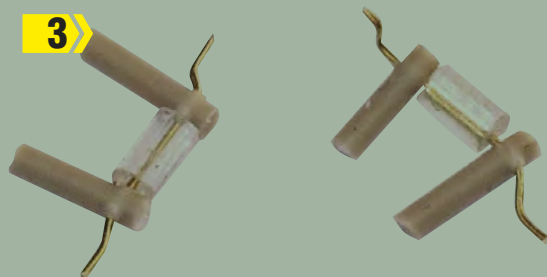
Refit the cab interior back on the chassis. I also chose to replace the injector wheels – these are from the Mainly Trains range, part MT227



The regulator is made up from two pieces of brass strip bent to shape and some 0.45mm brass rod. The parts on the right with some 0.45mm brass wire build into the finished item on the left.



Add some plastic sheet to represent the coal hole in the bunker. I also levered out all the clear plastic in the cab and discarded it. The rear spectacle glass doesn't need replacing and you can use Deluxe Materials Glue 'n' Glaze to replace the ones in the front of the cab as the final step after weathering.



The water sight gauges are made from 0.33 brass rod, 0.8mm plastic rod and some clear plastic sheave from some old speaker wire.



I drilled and filed out the door on the back of the cab. I replaced the door with a new piece of plastic sheet set ajar and refitted the original lamp bracket.

7



Lever out the plastic representation of the coal, undo the screw and take out the weight. You can now add a heavier material, such as lead shot, and display a low coal level without sacrificing weight.

Paint the inside of the cab white and dirty it before reassembly. For more on detailing locomotive cabs, see my article in the November 2012 issue of BRM.

Need help?

For useful help and advice with practical projects, ask our forum members. Visit www.rmweb.co.uk



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LAYOUT FOCUS

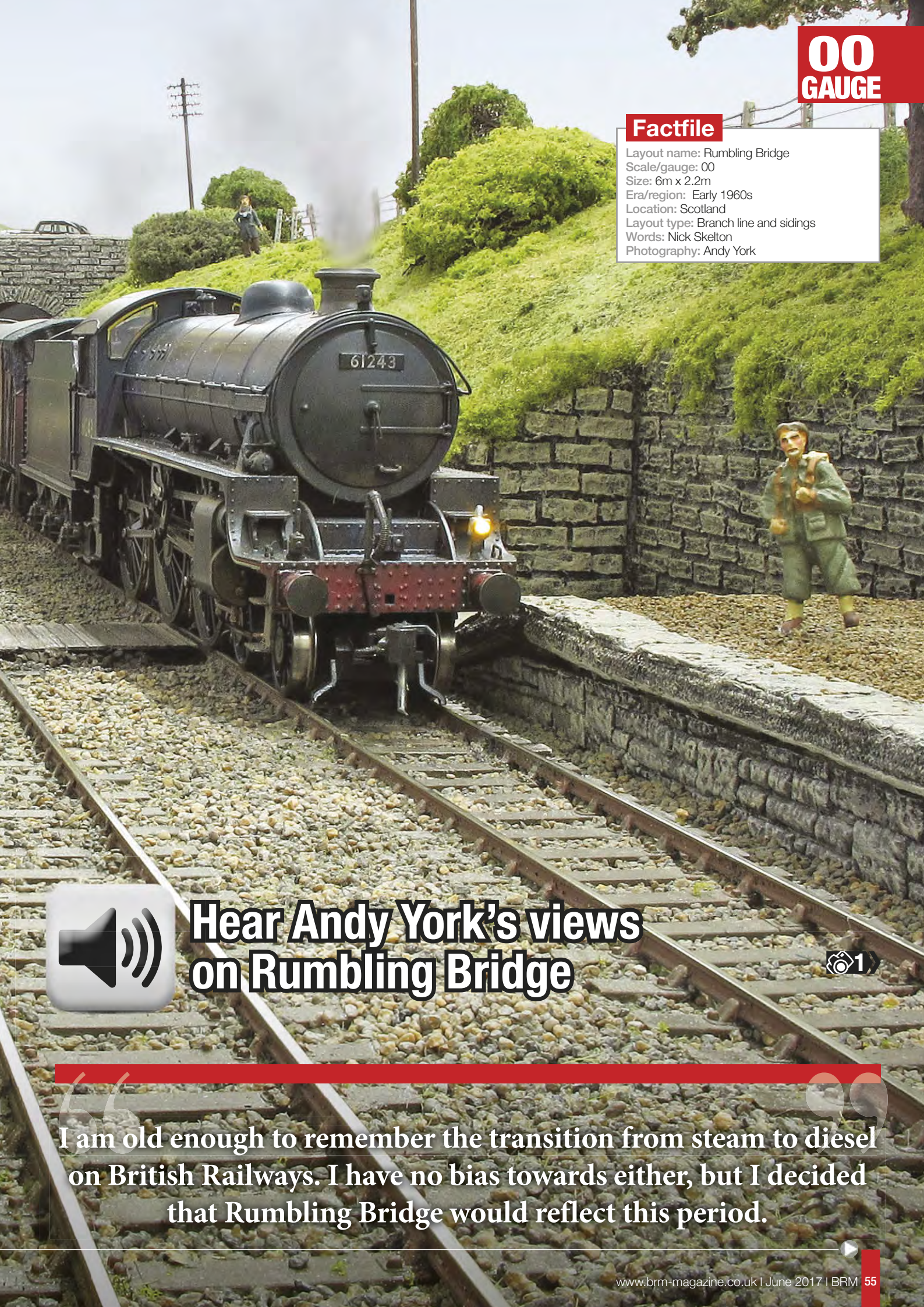
A weathered Hornby 'B1' No. 61243 passes over the station barrow crossing. Grime on the surrounding stonework and missing render on the station building exposing its brickwork is indicative of a station in decline.

RUMBLING BRIDGE

Age and experience are easy companions, and work together brilliantly in this layout depicting a period of transition on an old Scottish line.

Factfile

Layout name: Rumbling Bridge
Scale/gauge: 00
Size: 6m x 2.2m
Era/region: Early 1960s
Location: Scotland
Layout type: Branch line and sidings
Words: Nick Skelton
Photography: Andy York



Hear Andy York's views on Rumbling Bridge



I am old enough to remember the transition from steam to diesel on British Railways. I have no bias towards either, but I decided that Rumbling Bridge would reflect this period.

Like so many older modellers, my youth was littered with failed projects. Layouts that were too ambitious often fell by the wayside, usually because of the frustration involved in not being able to run trains within a reasonable length of time.

Advancing years has allowed more leisure time and the benefit of experience, resulting in a return to the hobby and the decision to join my local club, Scarborough and District Railway Modellers.

I was duly inspired by what I saw and met several kindred souls, who later helped in making my modelling dreams a reality.

My first attempt at a layout was the West Highland Line station, Ardlui, which was too large to erect at home and, embarrassingly, occupied rather too much space in the clubroom. However, it got me onto the show circuit, and a smaller end-to-end layout called 'St Cyrus' soon followed. This was a simpler affair, and shunting in the modest goods yard gave me hours of enjoyment.

It was while operating and exhibiting St Cyrus that work started on 'Rumbling Bridge'.

Keen students of geography may have noted that my layouts have a common theme – they are all Scottish-based. Much inspiration was drawn from the books of Ian Futers, which provide workable track plans and potted histories of the subject. I am old enough to remember the transition from steam to diesel on British Railways. I have no bias towards either, but I decided that Rumbling Bridge would reflect this period.

The prototype was originally situated on the Devon Valley line between Alloa and Kinross Junction on the old main line between Edinburgh and Perth. The village of Rumbling Bridge is named after a structure spanning a deep gorge in the River Devon – in spite it causes loose rocks in the river bed to make a rumbling noise. The Devon Valley line itself, like so many others, never really lived up to expectations and eventually closed in the early 1960s, the Scottish Region

seemingly anticipating the approach of Dr. Richard Beeching and throwing in the towel early.

Prior to commencing construction I made a site visit to the location. The four-hour drive was worthwhile, although little remains of the railway infrastructure in the Rumbling Bridge area. Further south the line is maintained as a footpath and cycle way, and I gained a good feel for the area.

As I wanted the project to progress rapidly I contacted White Rose Model Works which constructed the baseboards – 12' for the main scenic section and 3' either end for the fiddle yards. The whole baseboard area was covered on cork enabling buildings to be planted into the surface. Buildings on the layout are scratch-built from card and plastic, with frequent reference to images available in books and on the internet. The buildings are relatively simple affairs and I attempted to give them an air of neglect, which I am sure pervaded prior to closure.

The signal box was constructed from a single image. The prototype was unusual as it was situated high on a grass embankment



on the southern approach to the station, presumably to give the signalman a view of trains approaching over a road bridge. But who knows why was this deemed necessary on a low speed branch line? Such is the elevation of the signal box that the point rodding emerges from the locking room at a height necessitating a framework for the point rodding to pass over. I have attempted to replicate this.

The brickwork was stuck to the structure using individual bricks. At this point fellow club members Roland Wood and Ian Harper were of great assistance with all matters electric. The layout uses a basic but reliable Lenz DCC System, with up to four handsets available for the operators to use.

One problem with DCC is that in the event of an electrical short caused by a train approaching incorrectly set pointwork the whole layout can shut down. This is perhaps not noticeable to the casual observer were it not for the sound of locomotives shutting down and then going through their start up sequences when the short is eradicated and power restored. To counter this devices

known as PM42s were installed, which restrict the shut down to one of four zones on the layout.

A control panel is built with LED indication of point settings. Incorporated into the control box is a locomotive programming track, which enables decoder settings to be adjusted on site. Point operation is analogue and Marcway Models live frog points are used, driven by Cobalt point motors. Track is finescale SMP, purchased in 3' flexible lengths. The track needs handling with care during laying, but is well worth the effort. Being DCC there are no track joiners, and each section is wired separately into the track feed. With the simple track layout wired it was possible to run trains within months of construction commencing, and scenic work could then begin in earnest.

Although I never considered it during construction, a comment has been made that the layout is unusual in portraying a station in a cutting, and the audience is obliged to look down into the station area.

Signalling is semaphore and is expertly constructed by Mick Nicholson. The scenery is built from a timber framework infilled with polystyrene and covered in the time-honoured way with Plaster of Paris bandage soaked in PVA glue, which is messy but fun. Static grass is used, with shading introduced using scatter materials. The bushes are horsehair with foliage mat stretched over it. The stone walls were my first venture into modelling with air-dried clay. Two methods were used, scribing the pattern into the dried material or making individual stones and sticking them together with PVA. Trees are scratch-built with reference to the book and methods used by Gordon Gravett. The trees have recently been upgraded in an attempt to provide better examples. Let's call them a work in progress.



LAYOUT FOCUS

Rolling stock is mostly off the shelf, although some wagons are kit-built. It was researched with reference to published photographs and the internet. Most is weathered and/or re-numbered as appropriate.

The choice of venue enables trains of a realistic length to be run and, of course, the steam to diesel transition period enables railbus and diesel multiple units to be operated.

The back scene on the layout was painted by club member Richard Bannister, whose previously unknown artistic talents were unleashed with some acrylics. The layout is populated by about twenty five figures from the Dart Castings range. Club member Geoff Britton paints these, at the same time pretending that he does not like doing it!

The figures are set into various cameos of life, such as the lady berating the sleeping porter and the workers idling the day away.

ON THE ROAD

Rumbling Bridge has now attended some 35 exhibitions in just four years on the show circuit, and bookings extend to 2019.

The layout is transportable in four boxes. Their robust construction has undoubtedly prevented damage. I have had tremendous fun exhibiting the layout from Perth in

the north to Folkestone in the south. It is operated by two people and can be erected and running in 45 minutes from arrival at the exhibition hall.

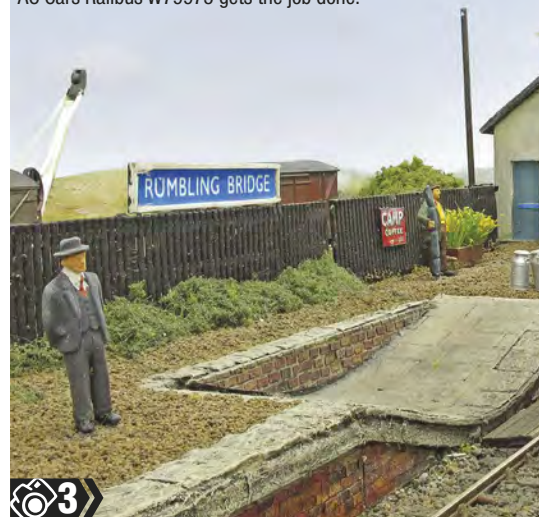
At Perth I encountered an ex-railway employee who had worked in the goods yard at Rumbling Bridge. His comments and memories that the layout triggered made its construction worthwhile.

Rumbling Bridge continues to operate reliably, with only two point failures in what must have been thousands of switchings – Network Rail would be jealous of the signal reliability!

Keeping the layout on the road is time consuming, as small items do get damaged, which requires the layout to be erected in the clubroom for repair. The layout is usually built and tested before each show, with rolling stock wheels cleaned on each occasion it is used. The fiddle yard at each end means that every train has to be run round, multiple units excepted. We endeavour to run as many different prototypical formations as possible. Rolling stock is updated as and when suitable items are released by the manufacturers.

Thanks are due to the committee and members of Scarborough and District Railway Modellers for their unswerving support both moral and practical. ■

Passenger services are humble without glamour – AC Cars Railbus W79975 gets the job done.

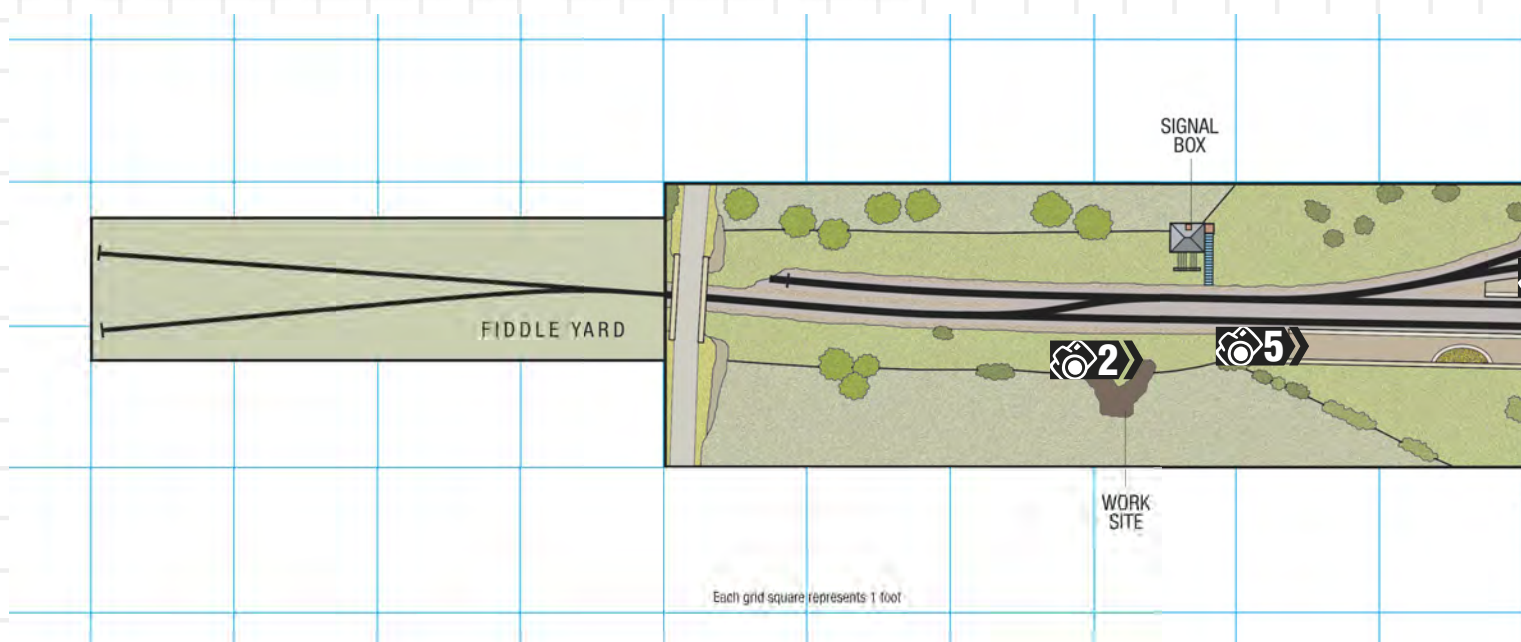


A Land Rover is a useful tool used by the Post Office to negotiate the rural and sometimes muddy country lanes.



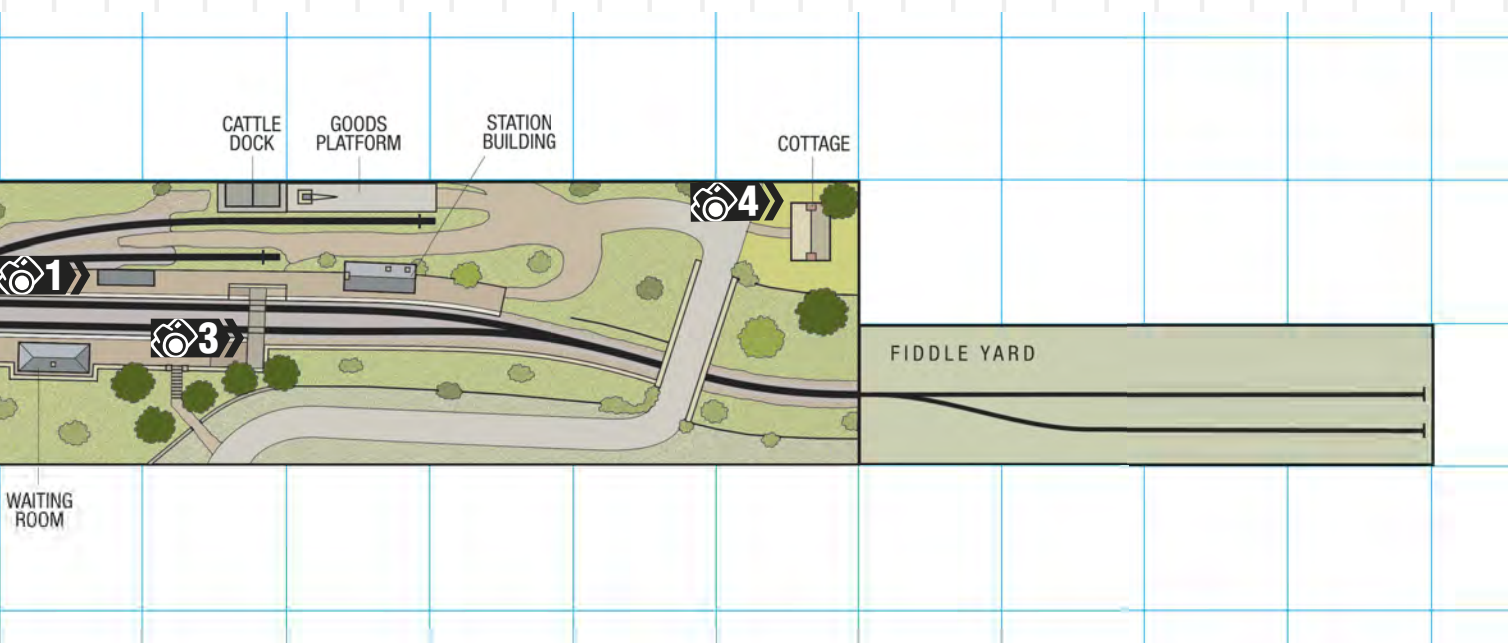
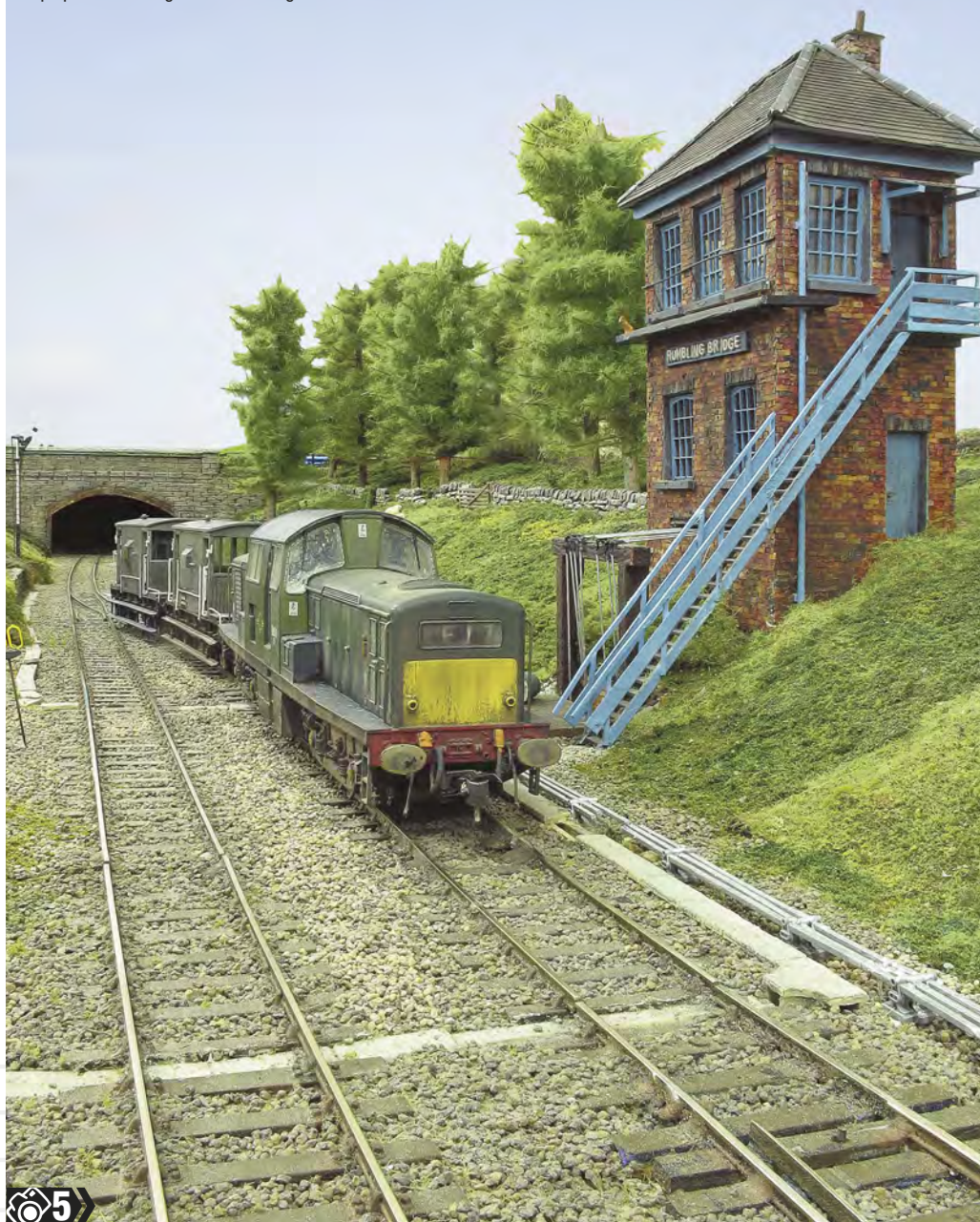
Trackplan

RUMBLING BRIDGE





Hoping to arrive at its destination without fault is an unidentified Clayton Type 1, in charge of the repositioning of a pair of LNER 20 Ton brakevans. Alongside is the impressive elevated signalbox whose steps provide the signalman with a good workout routine.





ANDY BUILDS A CARD KIT

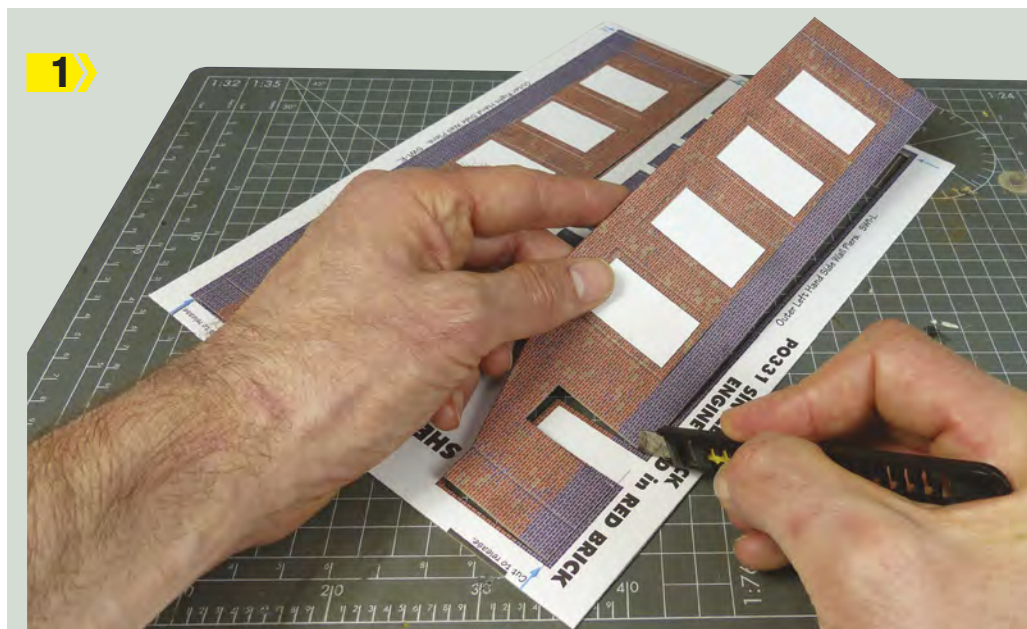
Shopping list

Metcalfe Single Track Engine Shed - £15.99
 Deluxe Materials 'Rocket' card glue - £6.15
 Metal Rule or reliable straight edge
 Black watercolour paint
 Grey and terracotta paint to shade wood and brickwork edges
 Craft knife
 Cutting mat

Card kits are the staple of railway layouts nationwide, but how will **BRM**'s modelling novice Editor fare in his first attempt to build one?

The **BRM** crew chose a 00 gauge Metcalfe 'Single Track Engine Shed' kit for me to build. It seems to be more straightforward than the other kits I've seen, which the team will build up in coming issues. However, we all thought this might be a reliably commonplace item to begin with.

Opening the package reveals a handful of stiff part-cut cards, a sheet of plastic glazing and several pages of well-illustrated instructions. My confidence is high, as I begin cutting...



Metcalfe generally leaves only one edge of every shape attached to the carrier sheet, so it only takes a few passes with a craft knife to remove each piece. Pay attention to the instructions printed on the carrier at this point though, as certain pieces will need to be manually numbered. All the bits are then set aside in neat piles.

I'm fairly pleased with my effort overall, and quite in the mood to take on something more challenging soon. Meantime, if I've been able to build a model like this, well, anyone can...

2»



Where cutting with a craft knife allows for linear accuracy, cutting the glazing out freehand with scissors seems like a wholly inaccurate endeavour. I took my time, and the individual panes eventually squared up precisely with their frames. The wall assemblies they fit into are quite substantial when built up.

3»



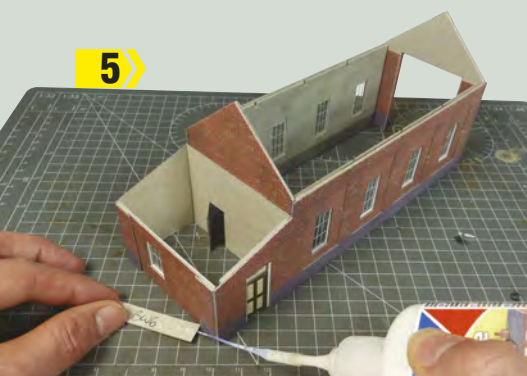
I'm beginning to appreciate which parts need to be glued first and to where. The instructions were perfectly clear on this point, but I was too hasty to begin with. The front and rear gable walls come together easily, though.

4»



Fixing the front, rear and side walls together, the model is already starting to look like the finished product. The side walls are made up of several layers, so I used the weightiest tome in BRM's library to make sure everything was kept nice and flat while the glue dried.

5»



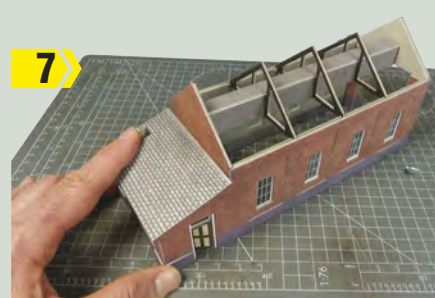
I'm starting to get cocky – the workshop door assembly was a cinch to make, and it fitted exactly where it was supposed to. The model feels quite solid now.

6»



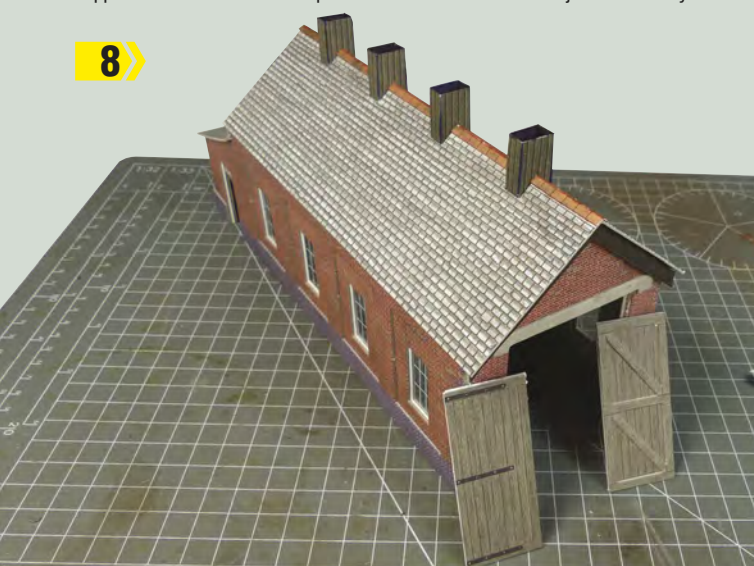
I'm glad that I numbered the base wall pieces earlier, as I might have ended up with a pile of anonymous pieces of card otherwise. The basic shed frame is complete, so it's time to add the workshop roof. The fine tip applicator is really useful in allowing me to draw fine lines of glue just where they're needed.

7»



Metcalfe's advice to add spots of glue to the backs of the pre-folded roof trusses is well heeded. The big book is drafted in again to make sure they don't open up while the glue dries. The trusses slide into notches on the smoke duct and the whole assembly locks into place on the side walls.

8»



It was a minor faff to paint the insides of the chimneys black and even more so to glue together the card spacers that stiffen them. I made a bit of a mess in my attempt to get everything square. The main shed roof is added now, but the tiny ridge tiles require a metal rule (or sturdy fingernail) to fold them to shape. It's easy to over-glue these pieces, as I discovered.

9»



The workshop chimney is little more than a roll of paper – and I had to do the rolling – but it looks passable in place. Good job there were two in the pack, though, as I spoiled my first attempt. Now I just needed to add the lintels and sills to the widows, each fixed with a small dab of glue – and presto! One quite spiffing and eminently plonkable engine shed!

So there it is, my first piece of railway modelling. It was tricky in the parts that required a steady hand or a deft touch with the glue applicator, but I didn't make too much of a mess. I'm fairly pleased with my effort overall, and quite in the mood to take on something more challenging soon. Meantime, if I've been able to build a model like this, well, anyone can...



HEATON LODGE

In building signal gantries for his 'Heaton Lodge' layout, Simon George thought it best to seek expert advice.

Until the late 1960s Heaton Lodge Junction sported an impressive display of multiple ex- L&Y and LNWR semaphore signals, but all were swept away in BR's remodelling of the junction in 1970. This simplified the track layout, but multiple new circuits and colour light signalling were brought online, all controlled by Healey Mills power box located eight miles to the east.

Modelling the signals created the challenge of replicating the two large BR-designed gantries. Being familiar with their construction, I decided another site visit was in order. One early morning last year saw me taking photographs and guesstimating the dimensions. Luckily, Network Rail track workers were nearby and kindly offered to take my tape measure and record every dimension of the gantry– even the walkway!

Armed with these measurements, I approached Matt Turner of Absolute Aspects, manufacturers of many model

colour-light signal configurations. Matt is also a regular driver of Class 66 locomotives and, with his corresponding in-depth knowledge of signalling, he was also able to decipher an official BR diagram of the Junction that I found online. This enabled me to locate the positions of other signals. It was later decided that he'd build the gantries from brass rod. The price estimate of £700 each worked in my favour, given the months spent in construction, but the results speak for themselves. PH Designs supplied the beautifully etched walkways.

I weathered the gantries applying dirty black from Precision Paints very lightly - the rust and moss are applied using weathering dyes from Model Mates.

Operation will be via DCC. A Heathcote Electronics MAS sequencer will make the light show a default green until a train passes, then signals go through a timed sequence from red to single yellow, double yellow and green. ■





Watch more...

0
GAUGE

The Car's the star

Simon co-founded a supercar driving experience company based in the Midlands called 6th Gear Experience ten years ago - his other passion being Italian supercars (especially classics). He couldn't afford one so found a way of generating enough income to do so. He's often amazed that when you dig a bit deeper, car enthusiasts often admit to a passion for steam or diesel.

Much of the upstairs offices at his work are filled with trestles above which rest various sections of Heaton Lodge. If not in the office, everyone knows where to find him.

Although a class 40 wouldn't take kindly to be taken round a race circuit, he'd like to own one. One of his long-term goals is to change the unfairly negative image the love of model railways often projects.

Like many modellers he's dabbled in various scales for years on and off, but never completed a layout. As a teenager in the mid-1980s it was N gauge, set in the 1960s, followed by EM gauge set in the same era. His passion is scenic detailing, but ironically he's never got to this stage on any layout he's started!

Spending so long as a youngster at Heaton Lodge Junction he's harbored a desire to recreate it. Not one to do things by halves, Simon plumped for O gauge because of the visual impact and because Heljan, Dapol and others are making life easier for modellers in this scale with their models, especially from the early diesel era.



VOPAK TERMINAL

A triumph of twisted pipework, this industrial scene is all the more remarkable for the random bits and pieces that make up its central feature.



Factfile

Layout name Vopak Terminal
Scale/gauge O0
Size 12ft x 2ft
Era contemporary
Location Cadoxton, Barry
Layout type diorama
Power/Control DCC (NCE Powercab)
Words Paul Rolley
Photography Andy York

Exploiting the height (or 'z' axis) of any layout is often overlooked - not here. The pipework of 'Vopak Terminal' runs alongside, above and higher still behind 60040 as it runs 'light engine' to collect a rake of wagons.

Situated on the eastern end of Barry docks, around 15 miles west of Cardiff, is the Dow Corning processing plant. The plant lies to the left of the Vale of Glamorgan line on its route to Bridgend, with the nearest station being Cadoxton.

Using silica to create various industrial and electronic-based products, the raw materials and the required chemicals are received by rail on a daily container that runs from Alexandra Dock Junction (ADJ) yard near Newport. Various containerised chemicals in spider tanks and 'tanktainers', together with 20ft green unbranded 'bulkainers' and normal 20ft and 40ft boxes run to the plant where they are unloaded on a purpose-built tarmac apron by a large blue reach stacker. These materials have origins on the continent, from Germany and around the Alps, and are shipped via DB workings to the Channel Tunnel and to the UK.

Situated adjacent to the Dow plant is the former Vopak tank farm, the postal address being the Windmill Terminal (by which the layout is also known) with its discharge and handling facility located on the nearby dockside, receiving regular shipments of chemicals from various Stolt ocean tankers for movement onward to locations across the UK.

As I do not want to fall foul of any litigation around using corporate names as the basis for my layout 'Vopak Windmill Terminal' has been used as its working title. For the last few years I have been a regular visitor to the ABP docks at Barry in the course of my employment, and have taken every opportunity to picture and study the

...plastic tubes were placed into the frame as distillation towers and then swapped about as extra modelling items came to hand to create the illusion of a plant. Items like an air freshener refill, electrical conduit, felt pen tops, bobbins and a talcum bottle puffer

rail movements of the DB Schenker Class 66s and the now withdrawn activities of the Class 08/09 shunter once stabled on the dockside behind the Rank Hovis Grain store (now demolished) and the Stolt ships.

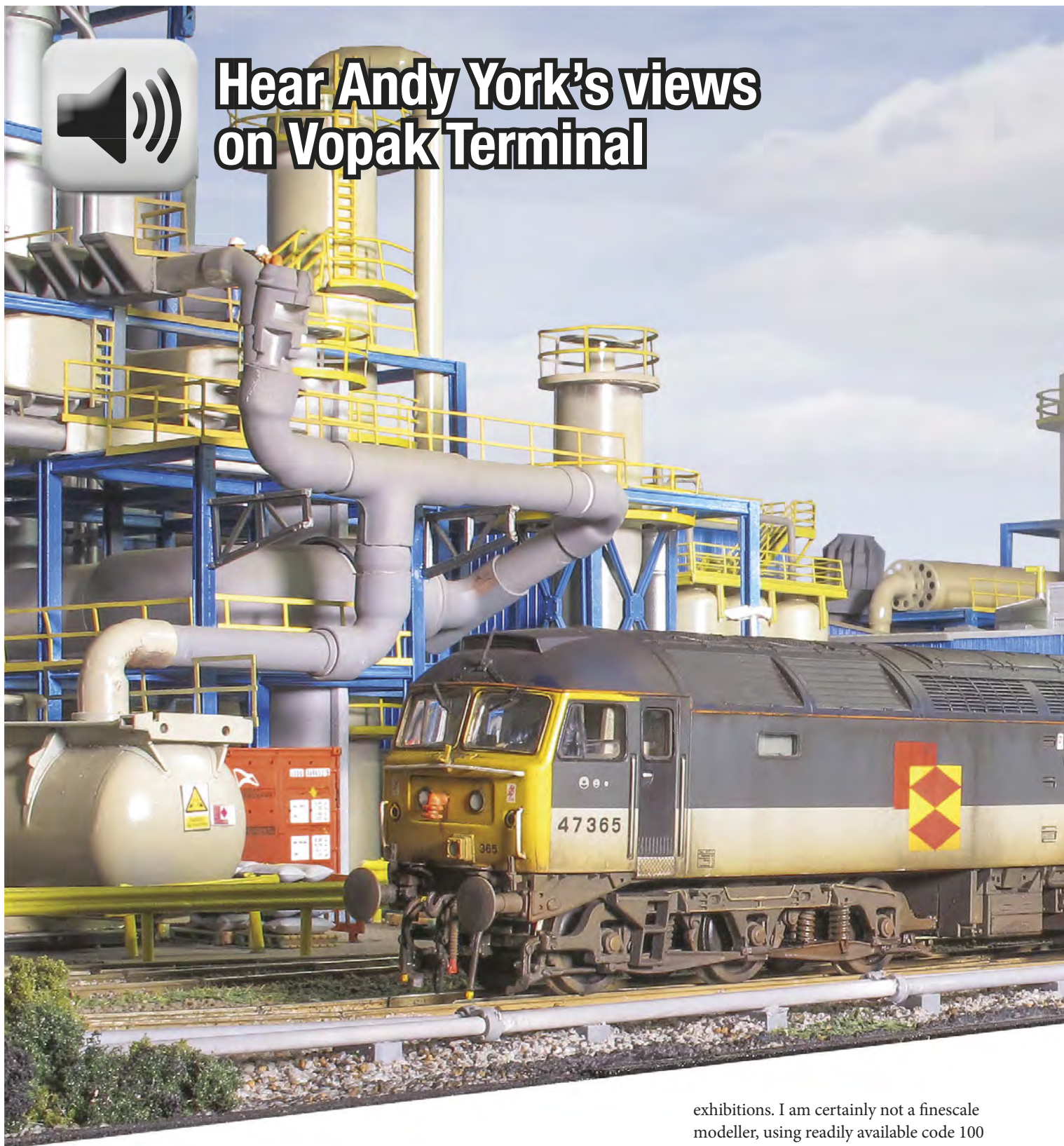
The fascination with the location is the ease of access to photograph the ships,

and trains as they cross the dockside, and then to watch the train be broken on part of the derelict dock side and get shunted by the mainline loco into short sections to access the container terminal. Running to the dock around 0900 most mornings, the train returns to ADJ late morning/early



Meet the Modeller

I used to spot trains as a youth, but didn't really begin railway modelling until ten years ago, when my children were old enough and I had a bit more room to myself. I was a bit too energetic at first, and tried to fit too much into too small a space. This 00 gauge layout was unnamed and was never finished. My first exhibited layout 'Ranelagh Bridge' was built on the back of a door, but I was criticised for using spaghetti for the scaffolding, which was deemed to be non-scale. I was now hooked, though, and several other layouts followed, including 'Vopak Terminal'. I'm building a Channel Tunnel scene called 'Adit A2' next. But more about that soon.



Hear Andy York's views on Vopak Terminal

afternoon. The plant previously received a once-monthly delivery of around three or four Polybulk wagons. These would be cut individually into the train at ADJ and then removed during shunting at the dockside and propelled directly into the plant down a private siding. The plant has used a Trackmobile to undertake manoeuvres in

their premises and images appear on Flickr.

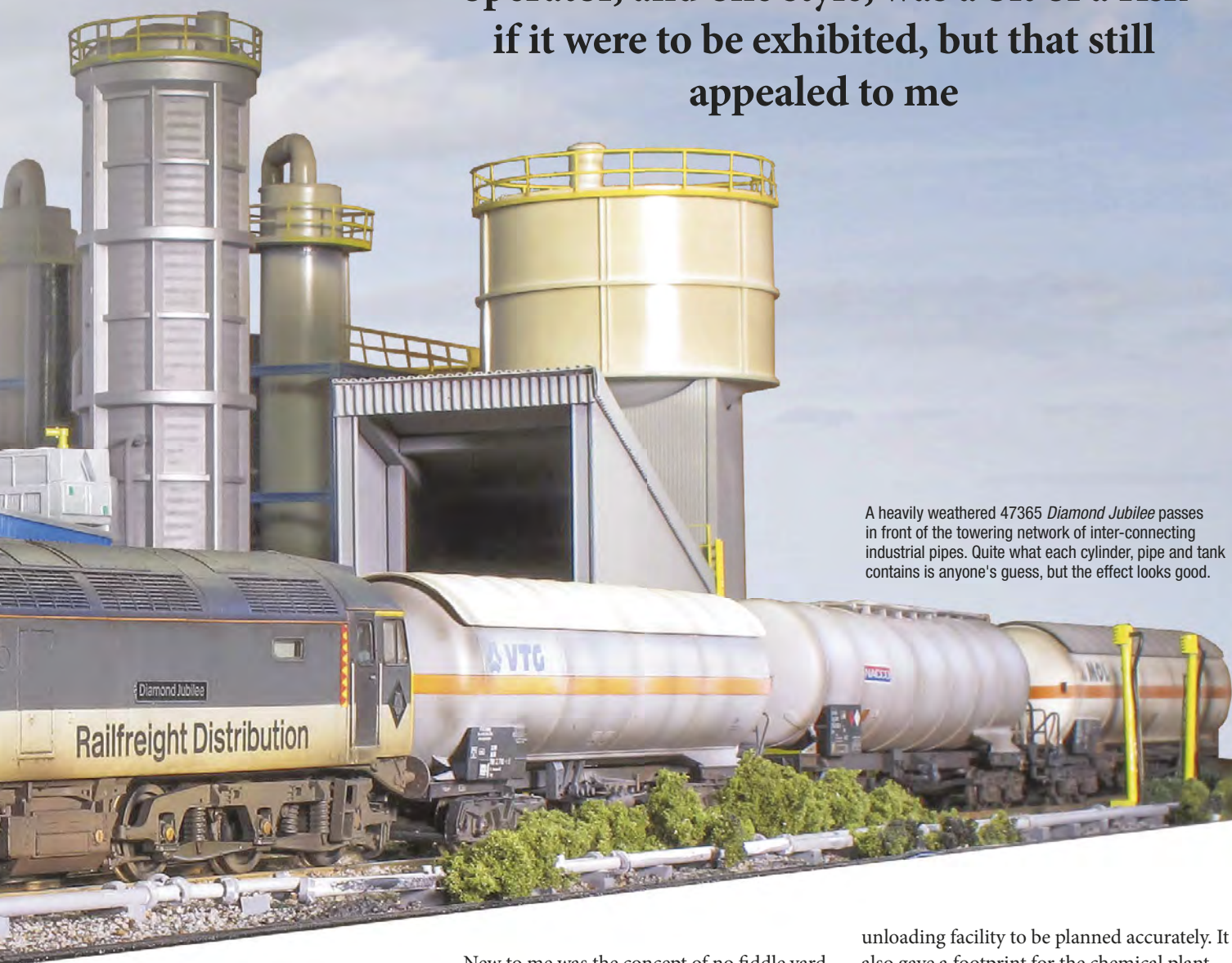
The track plan for the layout (the Dow discharge facility inside the plant) and general area were obtained from Google Earth, and from my own observations and comprehensive photograph collection.

I have been building layouts for around seven years, typically building one a year, and have been lucky to have them all attend

exhibitions. I am certainly not a finescale modeller, using readily available code 100 Peco track and ready-to-run motive power, having it only weathered prior to running on the layouts. I use kits and happily adapt household items into modelling items.

I describe myself as an impressionist modeller, with the intention to create a model to entertain the public for around four-five minutes before they move on to another exhibit. Generally my models are

... to model an industrial location that receives only one train a day, from one operator, and one style, was a bit of a risk if it were to be exhibited, but that still appealed to me



A heavily weathered 47365 *Diamond Jubilee* passes in front of the towering network of inter-connecting industrial pipes. Quite what each cylinder, pipe and tank contains is anyone's guess, but the effect looks good.

obscure, dioramas, self-contained tail-chasers, shunting puzzles etc. So to model an industrial location that receives only one train a day, from one operator, and one style, was a bit of a risk if it were to be exhibited, but that still appealed to me.

I had recently installed a new loft hatch into my home and the new layout was designed to fit through this opening. Following a typical three-section baseboard layout, each 4ft x 2ft, I already had the support trestles, frame and curtain cloth from previous layouts for a 12ft x 2ft display.

New to me was the concept of no fiddle yard boards to the ends, and a full 12ft scenic section and the use of scenic view blocks along the layout front edge. Things which help break up the boredom of limited rolling stock.

Built from 6mm and 9mm ply framing, the layout comprises two end boxes (baseboards) and a mid-section which has a front pelmet that bolts onto the front of each end board to create a rigid box with an open scenic section.

The layout was planned on an AutoCad package and a track plan was printed out to scale. This allowed the roadways and

unloading facility to be planned accurately. It also gave a footprint for the chemical plant.

Track was laid onto 6mm foamboard and superglued down, and all wiring and Cobalt Digital point motors were installed. In the meantime the tanktainers were sourced from C-Rail and assembled and weathered. The the chemical plant construction was avoided for the time being.

Stock was acquired for the container frets (Bachmann) and re-sprayed green to maroon. And the chemical plant was dodged again. The roadways were created from Scalescenes downloadable printed sheets, and a substantial amount of Knightwing security fencing was erected and weathered.



Snaking its way through the undergrowth and weeds of the site is DBS 60040 *The Territorial Army Centenary* in promotional maroon 'Army' livery. The houses on the backscene locate the scene in its urban environment.

THE CHEMICAL PLANT

Styrene tube was ordered online from Everest, an eBay shop in china that delivered bundles of various small dia. 500mm long tubes. These were cut to length and Knightwing pipe flanges attached. The elevated pipeway was constructed from photos and detailed, along with the CJ Contracts minibus hire business.

You guessed it, I didn't have a clue about the building of the chemical plant and distillation towers, which would be one of the focal points of the layout. Still I plodded on with other elements, I took the company 7.5 tonne Ford Cargo truck onto the dock one Sunday and climbed onto the roof and set up my camera. I took around 15 images of the skyline over Cadoxton to create the back scene image. Printed by a local stationary company and glued to the backboard with photomount, the layout is instantly recognisable to locals, (alas Stacey's house from 'Gavin and Stacey' is just out of shot.)

Meeting up with Barrie Jones, a fellow

modeller from Newport at a swapmeet, he handed me a typical railway modeller's plastic bag full of scrap plastic elements. Ranging from homemade cement silos, HO gas tanks, fax paper tubes, and lots of odds and sods, this bag of junk formed the basic plant insides. Images of other chemical plants showed that the pipework and distillation processes are contained within a steel skeletal framework with lots of walkways, beams and columns.

Whilst walking around the swapmeet a trader was offering a Walthers Cornerstone HO 1800s skyscraper kit in HO. It was perfect. Three were sourced, constructed and painted in the vague corporate colours of Dow Corning. (Turquoise and Beige). These were then placed on my office desk next to my computer. Here, over a few weeks, fax paper plastic tubes were placed into the frame as distillation towers and then swapped about as extra modelling items came to hand to create the illusion of a plant. Items like an air freshener refill, electrical

conduit, felt pen tops, bobbins and a talcum bottle puffer. Pegs, upside down Hornby TEA tanks, old co-axial aerial connectors, Tipex tops, toothpaste tops, Ikea furniture connectors, a water filter, copper tube and straws also feature.

Initially these items were placed in-situ, and a photo was taken when it looked convincing. Then it was dismantled and the items sprayed grey to mask their true identity, and weathered. Pipework was added and sat in curtain runners to act as expansion rollers. And the plant took shape. Laser-cut handrails from thin card and round platform walkways for the towers were sourced, as were the orange pedestrian barriers from my pal Wattsy.

The plant was placed onto the layout and fixed down. It had to be able to be turned upside down to exit through the loft hatch, so two bottles of superglue were used to hold all items in place. Ballast was used to blend the groundwork and plant the structure in place. I found a grey decorative sand in Ikea



Salvage what you can. Air freshener refills, electrical conduit, felt pen tops, bobbins and a talcum bottle puffer are just some of the items Paul Rolley used to create the pipework.

Obscurity pleases Paul, as witnessed with this road-rail vehicle - the 'trackmobile', responsible for hauling wagons around the facility.



that was very reasonably priced and is a great-looking ballast alternative.

Bushes are from Woodland Scenics, and the brambles are my creation from teased out wirewool, brown spray paint, spraymount glue, scatter leaves and hairspray to fix. All from a Pound Shop.

The layout has appeared at over a dozen shows, but is pencilled-in to be sold following the DEMU show at Burton on Trent Town Hall on June 3 / 4. I'm led to believe the new owner intends to carry on exhibiting the layout with extra boards added. Great news there.

Details will be placed on the RMweb thread, where you can also follow the build in detail and read the evolution of the layout name. Thanks to Andy York for his patience with the thread on RMweb. Also to my brother Brian (see 'Rosamund Street' on RMweb), Barrie Jones for his continuing supply of bits, and to Simon Watts for his detailing of parts around the plant. ■



What we think

'Vopak Terminal' is a memorable layout and it always makes an impression on viewers. I know nothing about the chemical works and what's right and what's wrong, but it looks very plausible – it's incredible what Paul has achieved with everyday materials. Maybe knowing less about a layout allows us to enjoy it more? If we know locomotives or stations in detail we mentally compare what we know with what we see in model form to evaluate the modeller's efforts. In this sense, not knowing what a chemical plant looks like gives me the freedom to say "I really like that and it's cleverly achieved". Paul has constructed some very imaginative layouts over the years and I look forward to see what he produces next.



Just one of the cityscape scenes from 'Stoney Lane Depot'. All photos courtesy of Grahame Hedges.

MODEL URBAN BUILDINGS

A keen eye and a little creative licence can help to bring your cityscape to life. N Gauge modeller Grahame Hedges discusses the building blocks.

Model railway layouts often depict scenes that are awash with pastoral greenery. Yet rarely do you see cityscapes modelled to the same extent. There are some wonderful exceptions, of course, but the truth is that urban centres provide the heartbeat of the country, and the railways within them are exciting and busy places in comparison.

MODELLING

I scratch-build structures for several reasons. Firstly, they can be made to represent actual buildings. Secondly, this ensures the buildings are unique. Thirdly, modelling is enjoyable and making things saves money. Finally, scratch-building is not as difficult

as people assume and there are numerous ways to work your way up before tackling a complex structure.

I have plans for a model railway project that will feature an extensive urban scene, but it requires that I move house. Therefore, I'm restricted to making buildings for it. As mostly free-standing models, they can be placed and adjusted slightly as necessary later.

The buildings and structures need to reflect a real location. Space is usually at a premium, so an element of compression is often required. One tower block scales out at over two feet tall, but a little reduction probably won't be noticeable to the casual observer.

Shopping list

- 1.5mm mounting card
- Styrene strips and sheets
- Cutting mat
- Grey primer
- Craft knife
- Super glue

COMPRESSION

Compression and simplification are vital in making the buildings less complex to create. Forced perspective is difficult to achieve on a layout, as everything around that building needs to be made to the smaller scale. As such, I believe that forced perspective is best left to the backscene, where effects such as transitioning from 3-D to 2-D, low relief and trompe l'oeil can be used.

I tend to start by sketching the building so that I have an idea of its shape and size. Then I simplify the building and make it a little smaller by leaving out a run of windows or reducing the distance between architectural features. If I think the building is too tall, the height of each storey can be reduced a little. However, the aim is to retain the style and presence of the original building.

Building construction

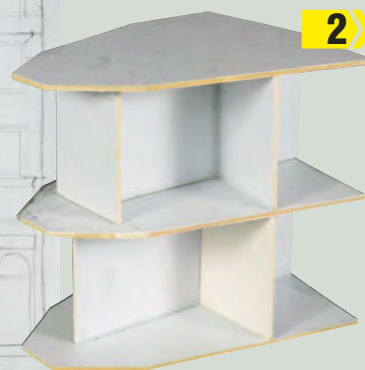
I tend to make an internal framework of 1.5mm card for the floors and internal walls. The card is superglued together, which soaks in and hardens allowing the edges to be filed. Here are two examples of those I've constructed. First is a triangular shaped building that was located at the bottom of London Bridge Road. This was the original London Bridge Underground station entrance, but it fell out of use. Both it, and New London Bridge House, have since been demolished to make way for the Baby Shard complex.



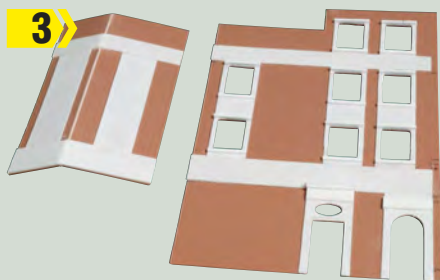
Forced perspective is difficult to achieve on a layout, as everything around that building, within a defined zone, needs to be made to the smaller scale.



I started by sketching the building, and planning the model scale size to get an idea of what was required. You'll notice that I've already left out one column of windows in order to allow a little compression.



The framework was built from card with three identical floors and internal walls to hold them apart. These were glued in place ensuring the outside edges lined up to enable the outside walls to be hung on. Under the bottom floor is some 2mm styrene strip to allow the walls to pass down below the pavement and accommodate the slight slope.



Next was to cut the brick walls from embossed plastic card and decorate them with styrene strip to represent cornices, pillars and sills. They needed to be completed before attaching to the framework, as once glued in place there would be no access from behind.



I often check the fit and look to ensure the overall effect is what I'm hoping to achieve. Here are the plastic card walls just placed in position but not fixed or glued in place.



Adding the architectural details for the main walls is now complete...



...and they are given a coat of grey primer. Note that I'm holding the front wall section in place, as until it is painted and glazed it can't be fixed in position. A start has also been made on the lower colonnaded section.



The colonnaded section is now completed and has started to be painted. The ventilation grilles were made from Evergreen siding with a strip surround.



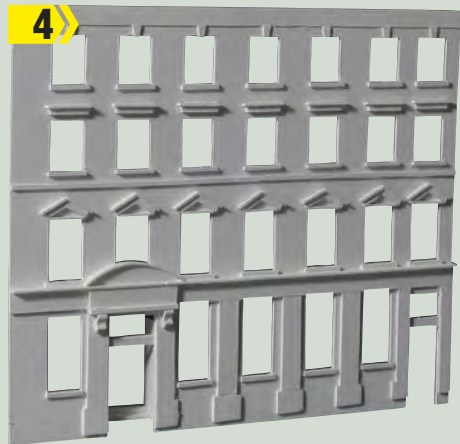
The windows were made and added and the walls glued in place. Then the brickwork was toned down and weathered – perhaps too much.

PRACTICAL BRM

The second building is known as Bank Chambers, which is just on the south side of London Bridge. It became the first ever NatWest bank in 1970, although it is now a pub. However, it is on a tricky two level site, with the road at the front higher and on a slope up to the bridge over the Thames.



I sketched my plan and character drawings, then cut the floors from mounting card. Being a six storey building there's one for the ground floor, one each for the second and fourth floors and one for the roof.



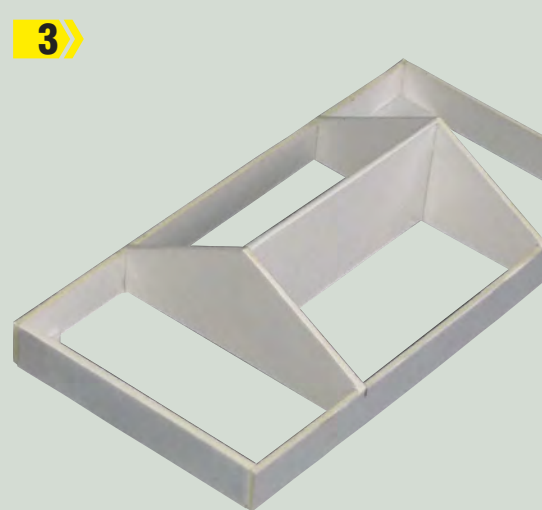
The window and door walls were cut to size and the apertures cut out. Then the architectural details were added from styrene strip and the walls were given a dusting of white primer.



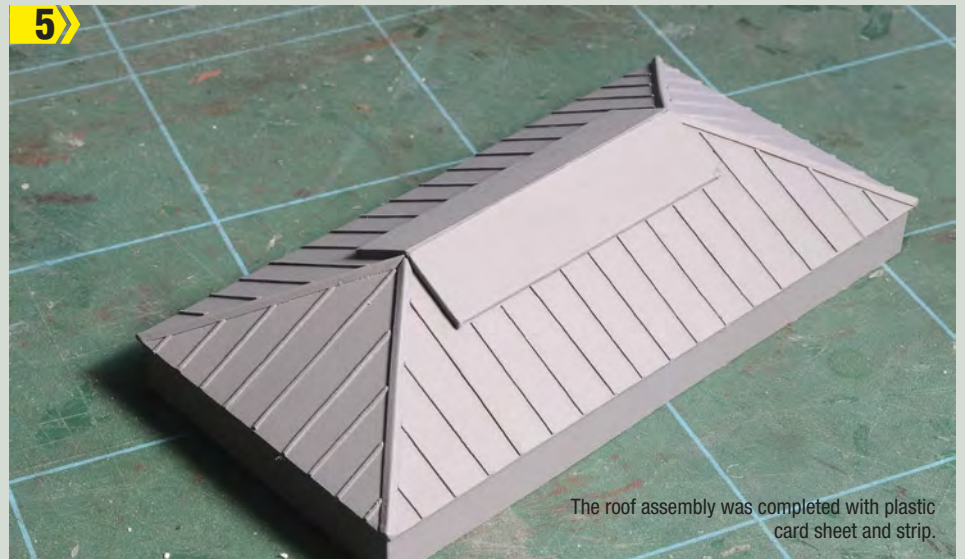
I'm holding the walls in place to test the fit. They've had a white top coat of paint and a little weathering. Plus a start has been made on making and adding the doors and windows.



The framework was made using the floors and the rear windowless walls from card. Some strengthening fillets and internal walls were also added.



The pitched roof frame was made from card as a separate assembly.



The roof assembly was completed with plastic card sheet and strip.



Finally, all the windows are in place and the walls are completed. The front wall is glued on, although slightly askew. It's not quite finished but that'll be it for the time being.

Low relief

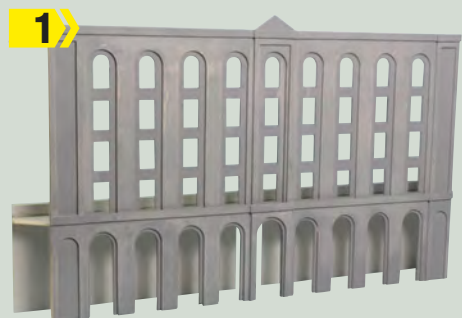
Low relief buildings are constructed with forward facing elevations and reduced depth sides. They can help in the transition from the 3D model to the 2D backscene.

Low relief buildings do tend to encourage rather repetitive and regimented features, but it is possible to mitigate their negative points. Firstly, ensure the depth of the building is a little more than just cursory or minimal. Try to include the highest point of the building as part of the model, so that the far side roof surface is sloping down towards

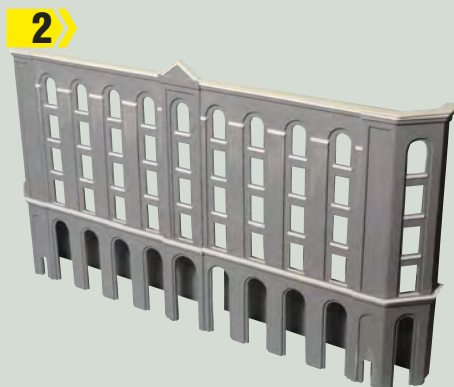
the back-scene. That way the truncated or missing parts will be less apparent to the viewer.

Secondly, avoid having the back-scene board cutting through the roof ridge, especially where it is at an angle. Obviously, with flat roofs and where you are representing the gable end of a building, that can't be done. Finally, try to disguise the joint of the building with the back-scene so that it doesn't appear abrupt. A tree or bush can help in this respect.

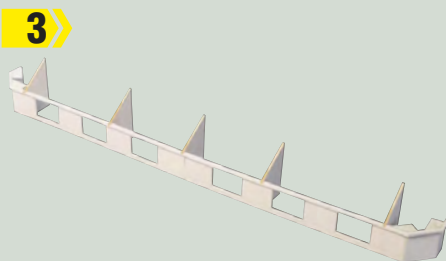
Low relief buildings do tend to encourage rather repetitive and regimented features, but it is possible to mitigate their negative points.



The main frontage is made from several layers of card, cut and laminated together. I give the structures a dusting of grey primer at various stages as it helps seal the card and to more easily spot any area that require a bit of correction – either some filler or filing.



After the angled sides were added the architectural details were applied from styrene strip.



The top roof located modern apartments were made as a separate assembly.



The main colour was added from an acrylic car aerosol with details picked out by brush. The window frames are from the Scene Setters range.

LAYOUT FOCUS

ROLLESTON-ON-DOVE

Based on a long defunct branch line, this layout became the precursor to a community restoration project.



**Hear Andy York's
thoughts on**

Factfile

Layout name: Rolleston-on-Dove
Scale/gauge: 4mm:1ft / EM gauge
Size: 18ft x 2ft
Era/region: North Staffs 1920s to BR 1960s
Location: East Staffordshire
Layout type: End to end
Words: Clive Baker
Photography: Andy York

The line finally closed on May 6th 1968, some five years before the author became a resident of Rolleston, but his memories of observing the station remain vivid to this day.

To celebrate the Millennium, the residents of Rolleston-on-Dove staged an exhibition to commemorate the previous 100 years, and a diorama depicting the village's railway station formed part of that event.

Its builder had hoped that the model would jog the memories of one-time rail travellers; the station having closed in 1949 and the line in 1968. It became the Jinny Nature Trail in 1985. Anxious that this vital amenity would be forgotten, he returned the diorama to a garden shed where it gathered years of dust and cobwebs.

By 2007 it had been developed into a working model, and it was extended to include platforms, a booking hall, a waiting shelter and everything that comprised Rolleston-on-Dove station and its complex point-work.

The buildings are based on the prototypes, with reference sourced from the few photographs found. Side and end elevations were generated and used as blueprints for the construction using various thicknesses and embossed patterns of styrene sheet.

GOING PUBLIC

The Rolleston 'Community Day' event is staged each summer, where any local project can be demonstrated. The author took advantage and occupied a whole classroom complete with a projector, which beamed a PowerPoint presentation in a loop.

The shining sun attracted many visitors to the outdoor activities, but the model





still interested many people. One comment triggered the next chapter that eventually became the 'Rolleston-on-Dove Station Heritage Group'. Observing the movement of trains, a gentleman enquired "Where actually is this?" Pointing to the access road to the goods yard, the author explained that it represented the current path to the Jinny Nature Trail. "Oh, I walk my dog along there every day, I didn't realise it had been a station" he said. "Where do you live?" I enquired, to which he replied. "Station Road".

PROTOTYPE HISTORY

The Burton Branch of the North Staffordshire Railway (NSR), opened in 1848, linking Stoke-on-Trent with Burton-upon-Trent. Said to have been refreshed by the ale brewed at a neighbouring farmhouse, the navvies completed the work in just a year. The new line crossed what became Station Road by an iron bridge. Running powers were granted by the Midland Railway (MR), which enabled the 'Knotty', as it was affectionately known, to enter Burton station via North Staffs Junction.

Rolleston Station was not opened until 1894. The name was soon changed to Rolleston-on-Dove to avoid confusion with Rolleston Junction on the Nottingham – Lincoln line. The track layout was modified

in 1899 to include additional point-work allowing easier access to the dock. The station was some distance from the village at the request of the Mosley family resident at Rolleston Hall, but houses were soon built adjacent to the station to accommodate the village's first commuters.

The line passed to London Midland Scottish (LMS) in 1924, although trains taking the Great Northern Railway (GNR) route operated under the London North Eastern Railway (LNER) banner. Following nationalisation in 1947, trains ex GNR/LNER remained distinctive in appearance. On closure, the loop and sidings were removed immediately, but the booking hall and shelter remained derelict until the mid-sixties. The line finally closed on May 6th 1968, some five years before the author became a resident of Rolleston, but his memories of observing the station remain vivid to this day.

TRAFFIC

The Tutbury Jinny, which formed the greater part of passenger working in the period, is represented to satisfy three different periods: The 1948 version consisting of Johnson 0-4-4 tank locomotive, 58080 with one non corridor carriage and ex LMS auto trailer, a post 1953 formation with Standard 2-6-2 tank locomotive, 84007. Also a 1920s set,

scratch-built, consisting of ex NSR 'B' class 2-4-0, 1447 in early LMS livery.

Beer traffic played a large part of the daily Burton to York working, usually hauled by ex LNER 'B1' class, 4-6-0's or 'K3' class, 2-6-0's. Mixed goods trains were a common sight too.

CHANGING TIMES

Recalling the conversation with the dog walker, and examining the reference material collected from a number of sources, the author felt the need to inform the public of a facility that had changed the lifestyle and raised the expectations of so many people residing in the catchment area of Rolleston-on-Dove station.

Having been active in the graphics and illustration industry since leaving school, he prepared a 3-D virtual model of the station complex. Armed with a map of the local rail network and some period photographs, his idea was to turn the station site into a heritage location, with the remains of platforms and any other relevant items restored with illustrated signage giving information about the old railway.

"It's a great idea, we'll let you know". A more positive reply could not have been expected, since not everybody is interested in railways.

Shortly after that meeting, the real model went public at an exhibition in Burton upon



Trent Town Hall. By the time of its second appearance, some pre-grouping NSR rolling stock had been constructed, which enabled the operators to add interest to operations. The accompanying PowerPoint presentation was updated, which provoked more interest and raised the author's determination to fulfil his proposed project.

A YEAR OF OPPORTUNITY

The re-invented Rolleston-on-Dove made its public debut at the first Weston on Trent exhibition. However, the most significant event for the project occurred when the author received an invitation to address the Rolleston Engineering and Transport Society (TREATS). The outcome proved to be vital, as the society adopted the project the following year, and provided the manpower to remove many years' worth of vegetation. This has revealed the foundations of buildings, track components, the signal post base complete with counter-weight and a gradient sign.

On November 1st 2014, 120 years after the first train stopped at Rolleston station, the Chairs from Rolleston and Stretton Parish Councils, the Mayor and Mayoress of East Staffordshire Borough Council and the Member of Parliament for Burton upon Trent stood on the reinstated southbound platform. Meanwhile, over 100 local residents, including pupils of the village

"Oh, I walk my dog along there every day, I didn't realise it had been a station," he said. "Where do you live?" I enquired, to which he replied. "Station Road"





primary school, Brownies and Guides who had assisted with the project, and railway enthusiasts looked-on from the then to be renovated northbound platform, as the VIP guests unveiled a replica station name board.

Following the ceremony, the guest of honour, a gentleman who had spent his childhood residing in one of the three railway houses that adjoin the station site, toured the site with the author. Able to give answers to many questions that had puzzled the Heritage Group, he recalled how a farmer from neighbouring land had purchased a herd of Jersey cows that had been delivered by rail and off-loaded into the cattle pens prior to herding to its new home. An early plan of the site had indicated a store shed positioned close to the goods yard gates, but no reference to its appearance had ever been discovered. "Oh yes, it was similar in construction to the booking hall with double doors," he replied. Before the model appeared at a show the following year, the store shed had been constructed and added.

UP-TO-DATE

Approaching the site from Station Road today, the man with his dog will be left with no doubt that a station had existed. He would note a sign describing the whole station complex, including a map showing the one-time surrounding rail network,

an overhead view of the track plan and associated structures, and photographs of trains passing through.

Having climbed the slope to the start of the Jinny Nature Trail he will be confronted with two re-instated platform ramps, the replica station running-in board angled to give passengers a clear indication of their whereabouts and another large sign showing how the original station would have appeared from that viewpoint. On further investigation he will find a plaque mounted on the wall of the southbound platform giving details of the 26-lever McKenzie and Holland signal cabin once sited close-by.

A short distance along the southbound platform, he can take a break; sit on the replica bench with the word ROLLESTON carved into the seat-back, and he can imagine awaiting the arrival of the Tutbury Jinny. Along from his bench are two surviving platform gardens, which are now memorials to the fallen of two World Wars. He can then cross the wildflower meadow, where the rails used to be laid, to the northbound platform, and examine the footprint of the booking hall with its accompanying signage with a cutaway illustration showing the situation and appearance of the four rooms and their furnishings.

Another sign shows how the station would have appeared from that viewpoint.

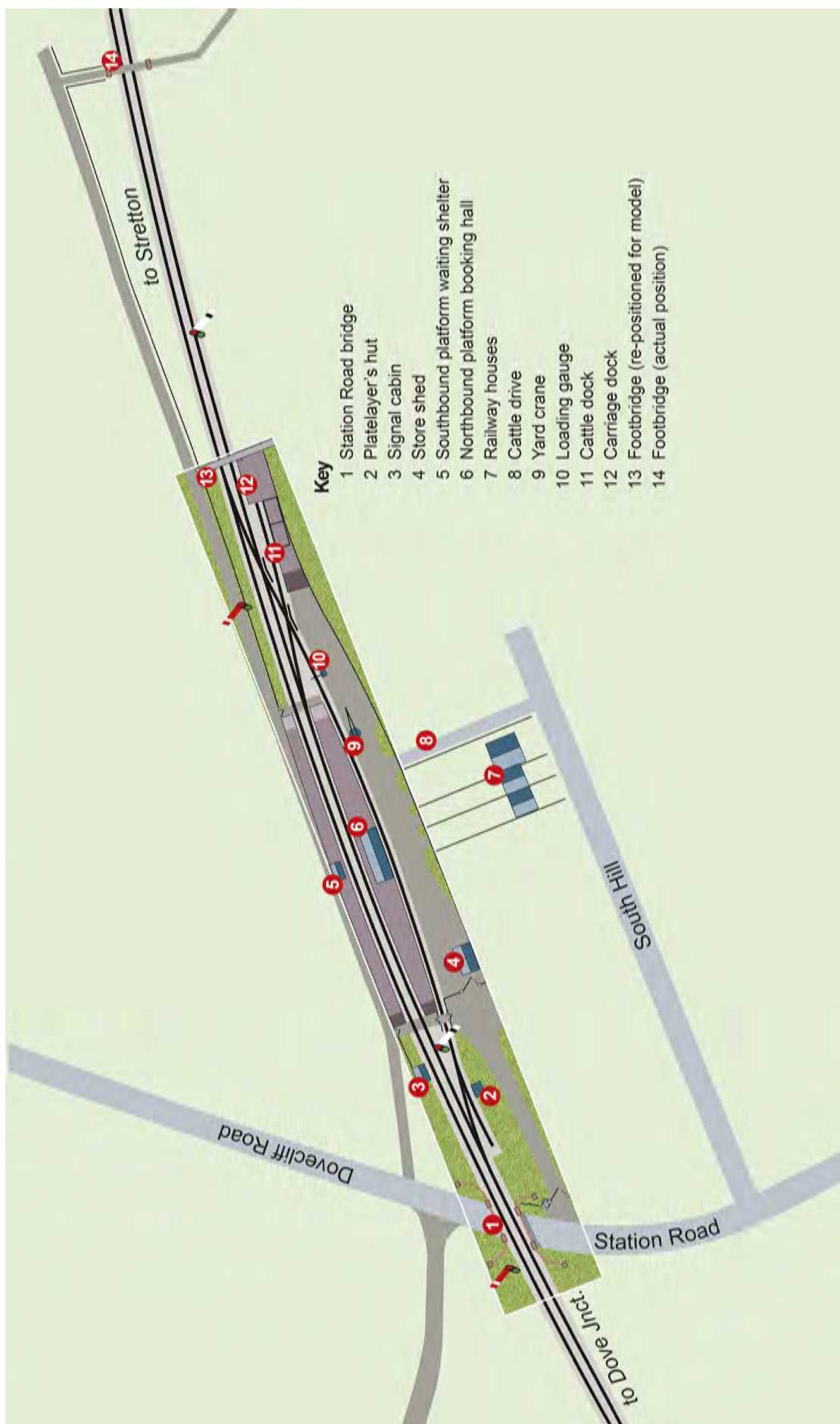
Continuing along the Jinny Trail the man would note the remains of the cattle/carriage dock together with the repaired original buffer stop complete with an adjoining short section of bullhead rail – all buried under soil and ballast until late 2015. Before passing between the brick pillars that once supported a footbridge, a glance to the left will reveal a renovated gradient sign indicating level track southwards and 1-in-300 gradient towards Rolleston.

At the time of writing Rolleston-on-Dove is going through pre-show checks. Even though everything worked well at a previous outing, thorough testing is carried-out before each public appearance. Later in the year there will be opportunities to see the layout in operation at the Model Tram and Railway Exhibition at the Crich Tramway Village on August 19/20 and the Great Haywood Model Railway Exhibition on October 21/22.

For readers who prefer the real thing, the station site is always open, but on Sunday June 25, members of the Station Heritage Group will be in attendance with a display of documents, photographs and memorabilia, ready to welcome and show visitors a small, but significant remnant of this North Staffordshire Railway.

To discover more about this model that turned into a bigger picture, visit our website www.rolleston-on-dove-station.co.uk ■

ROLLESTON ON DOVE





Create a...

COAL YARD

It's a dirty job, but somebody's got to do it. Modelling expert Michael Russell creates a filthily familiar steam age scene in remarkable detail.

Materials used

Balsa wood
Coal, fire ash
Insulation foam
Static grass
PVA glue
Car screen cleaner
Assorted acrylic paints
Indian Ink
Evergreen 4mm H Column

Tools required

Ruler
Knife
Flat bladed screwdriver
An old toothbrush
Hand drill and bit (3mm)
Flat needle file
Set square
Razor saw
Contact adhesive
Hammer
Pestle and mortar, kitchen sieve, tea strainer
Static grass applicator

For many years coal was the primary fuel used in the British Isles.

Once the railways had arrived they became the principal carriers of coal and it wasn't surprising when railway yards became the primary distribution points for local coal supplies. Even after 1958, when road transport had taken over the bulk of regional as well as local deliveries, the railway yards continued to be the main distribution points, since that is where the coal merchants had continued to be located. There are good reasons to include a coal yard on your layout, and it is an appropriate feature right up to eras 5 and perhaps 6.

Coal drops are a little more complicated to build and require some forethought, but ground level coal bays/bins are easily accommodated, even in an existing design. Here is an easy way to build them using modest modelling skills.

Making the Sleepers and bay components

The starting point for this project is some balsa wood. This piece measures 21.5cm x 7.5cm diameter 3mm. Cut the piece into strips the length of a railway sleeper, which is about 32mm x 4mm in 4mm scale. Make sure the grain runs along the sleeper. You can make them shorter to represent sleepers buried in the earth.



Coal drops are a little more complicated to build, but ground level coal bays and bins are easily accommodated, even in an existing design



Using a flat bladed screwdriver, make a depression about 4mm from the end of each sleeper to represent where the chairs would have been. Line the sleepers into a row and go down the row. Turn the row through 180 degrees and repeat. Using a pin, go down the row of sleepers and make the holes where the chair bolts would have gone – two on the outside and one on the inside.



Mix a weak wash of Indian ink and water in the ratio of 20 to 1: Apply to the sleepers and leave to dry. When dry, add some more of the mixture – for variety, don't be too precise.

Hints and tips

- Make it look used. Age the bins due to usage and running repairs.
- Don't be too neat and tidy. Scatter coal where it may have been accidentally spilled.
- Don't neglect to portray the growing of moss and algae on surfaces, particularly wood. Most models neglect this feature which is prevalent in a damp climate like Britain.
- Use a coal mix containing a greater proportion of dust to represent a bay stocking a lower grade product.



I made some girder end supports from Evergreen 4mm H Column cut to 32mm lengths. I painted these a brick red colour, then flicked various acrylic rust tones at them to add variety. An old toothbrush is ideal for this task.

Constructing the yard



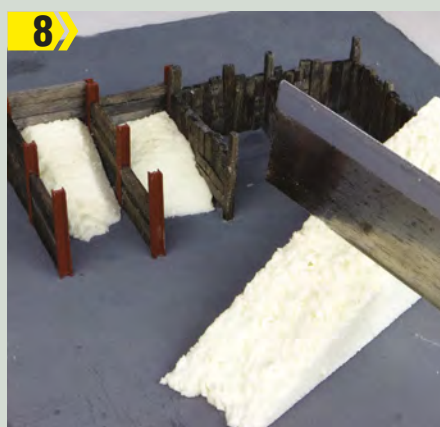
Start by firmly affixing a corner post. I drilled a 3mm hole and filed it to a rectangle shape using a needle file to get the shape of the sleeper end. Add sleepers next to the corner post using PVA-type glue. I used a Fast Tack product and aligned the sleepers using a set-square.



Continue adding parts to form the bays. Don't worry about being too neat; the posts would have become distorted with use. You can add some horizontal pieces to represent patches/repairs as shown in the photograph.



The more robust bays are formed by gluing six or seven sleepers together and then sandwiching them between the prepared H girder ends. Stick them in place just like the other bays.



The coal piles start life as extruded insulation foam. Measure the width of each bay and cut out a wedge shape. Use a saw with small teeth, such as a razor saw.



Paint the foam using a thick mixture of black acrylic paint and leave to dry. Stick the foam into position using a contact adhesive. You can temporarily deform the foam by giving it a squeeze if it is a tight fit in the bays.



Crush some coal with a hammer (wear eye protection) and a pestle and mortar. Sieve out the large pieces and a tea strainer to remove dust. Do the same with some ash from a coal fire. Sprinkle the scatter over the yard and coal piles. Spray with a wetting agent, such as car screen cleaner, then again with a 50/50 mix of water and PVA. Leave until dry. Finish by dry-brushing some green acrylic paint onto any woodwork, particularly around the top of the bins away from coal dust.



Ideas to...

MAKE BETTER BACKSCENES



Andy York looks at how we might better set the scene on our layouts. Don't just go for an off the peg solution, he says, but make something that suits your part of the railway world.

It's fair to say that the worst kind of backscene is no backscene at all. Perhaps your mind's eye can screen out the rest of the world behind the baseboard. However, if you have an exhibition layout, something is very definitely better than nothing. Even at home, some kind of backscene would be better than the floral curtains or the bookshelves...

PLAIN BACKSCENES

If you are not artistic, or you don't wish to go the expense of a bespoke backscene, even plain-painted boards or a roll are better than nothing. Some layouts feature simple neutral sky tones, which can be



If you are not artistic, or you don't wish to go the expense of a bespoke backscene, even plain-painted boards or roll are better than nothing.

useful for urban environments with spaces between buildings. This is preferable to something that might not look right from the perspective of the viewer.

A can of a pale blue spray paint and a white primer works well, but maybe experiment on a large piece of paper first. Try to use paler tones at the bottom of the scene graduating to darker shades at the top to give a sense of distance.

PRE-PRINTED BACKSCENES

There are some very good ready-made backscenes – Gaugemaster stocks a wide range to suit different environments and various scales. An 8ft length starts around the £8 mark, but think about how you will join the sheets and what to mount them onto. I suggest using a spray glue, which allows the paper to be re-positioned. Always start at one end and use a cloth to smooth the paper down onto the boards so that you don't get ugly bubbles and wrinkles in the sky!

ARTISTRY

Why not have a go at painting your own backscene? It's not as difficult as you may think, as a lot can be achieved with emulsion paint and big brushes for the sky and sponge and brushwork for vegetation. **BRM** August 2015 (See pocketmags.com/BRM) includes

numerous tutorials, hints and tips from someone I regard highly in backscene art – Ron North of the High Wycombe & District Model Railway Society.

USING PHOTOGRAPHS

There's nothing better than a backscene that is readily identifiable with the location being modelled. If you are not great with a paintbrush it may be worth tackling it from a more technical perspective and making your own photographic backscene. This certainly worked on the **BRM/RMweb** project layout 'Black Country Blues', with many people saying "I know where that is!" Here are a few tips to get you started:

- A bright but overcast day can often give good results, but strong or low sunlight can give awkward shadows to deal with.
- What season do you want the backscene to represent? There's no point in taking a series of pictures in winter if all your trees on the layout are in full leaf, for example.
- Consider the extreme left and right positions of the scene you want to capture and take your photos when the light is behind you.
- Work out the exposures needed to correctly capture each frame of the scene. Choose the most appropriate exposure that you can use for the whole scene without changing it.



'RAF Habbaniya (Iraq) in 1941' moves from 1:32 scale in the foreground to 1:700 at the rear just 3ft away. The layout is beautifully framed in a sandbag, with a timber viewing aperture.

Ron North's 'Sheerness' backscene makes great use of a low horizon and big skies to give the feel of flatlands around an estuary.





- Mount the camera on a tripod to ensure that all of the shots are level and the horizon lines up as accurately as possible.
- Zoom in as much as you can, but try to include the upper and lower limits of the scene to capture as much detail as possible.
- Manually focus on a fixed distance with a narrow aperture (i.e. a high F-number) to gain the best depth-of-field. All of the scene needs to be in focus.
- Use a shutter-release cable, or the camera's timer, to minimize any vibration or movement. This will reduce the risk of blurring, which is especially important at long zoom lengths.
- Take the first shot on the left and include what will be just 'off-scene' as a reference point. It can always be cropped out later.
- Move the camera to the right in stages, overlapping the previous shot by about fifty percent. This is so that the software stands the best chance of aligning the pictures.
- Take the final shot on the right to include what will be just 'off-scene'. Once again, this can be cropped out later.
- Re-take all those shots again, just so you have some spare frames if needed. It's easier to do this now rather than having to return on another day.
- Re-take the scene with slightly different exposures – a little under and a little over, to make sure you have enough back-up shots. This might also reveal a little more detail in the sky or landscape.

STITCHING IMAGES

Once you have your pictures transfer them to the computer. You'll need some software to blend them together. Microsoft's Image Composite Editor is free to download – just search for Microsoft ICE.

The software compares all of the images and blends them together giving you the base panorama. After that you will need some image editing software to crop the image, adjust brightness, colour saturation and sharpness. Adobe Photoshop is the industry standard, but free alternatives such as GNU Image Manipulation Program (also known as GIMP) are easy to download and install.

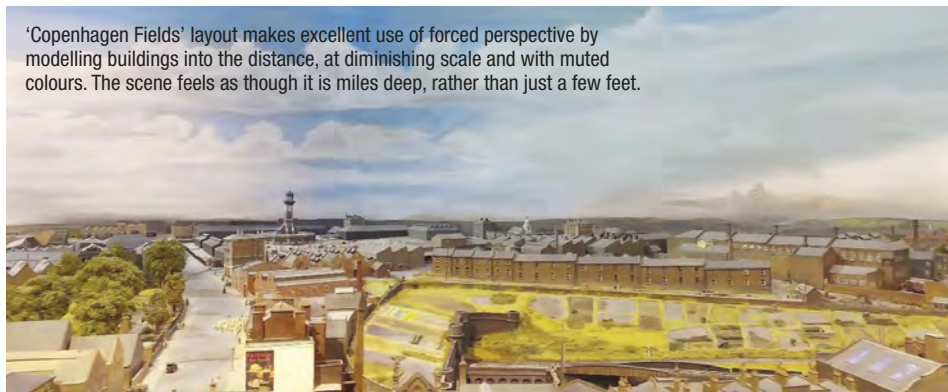
If you have the digital version of this issue I have made a video to demonstrate the following steps:

- Create a blank image of the size of the backscene you want to make, such as the overall length plus the depth of the two ends of the layout.

FORCED PERSPECTIVE



'Copenhagen Fields' layout makes excellent use of forced perspective by modelling buildings into the distance, at diminishing scale and with muted colours. The scene feels as though it is miles deep, rather than just a few feet.



- Import your saved panorama into this and re-size it to the dimensions of the backscene. Don't worry about what's outside the scope at the top and bottom, just concentrate on what is visible across the width of the scene.
- Adjust the exposure, colour balance and sharpness to suit.
- Drop in additional layers to haze or subdue the backscene. You don't want it too vivid if you are trying to suggest distance.
- Adjust the horizon height to suit what will look best with your layout, and the height it is to be viewed from – but don't make

the backscene horizon too high!

- Edit out elements that are obtrusive or incongruous.
- Consider the sort of material you want the backscene printing onto; paper to stick to backboards or a vinyl which can be unrolled and hung for exhibition usage.
- Phone around some printers to get prices for printing the scene.

If you want to try the process of stitching a backscene together with Microsoft ICE and image editing software we have provided some files for you to play with – see rmweb.co.uk/photobackscene ■

Selling your model railways?

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



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Postcards from the ECCLESBOURNE VALLEY RAILWAY

Summer is here and many of us will be enjoying days on preserved railways. The locomotives are the stars of the show, but what else inspires features on our layouts?

On a recent trip to the Ecclesbourne Valley Railway, I snapped a few details that might prove useful to modellers. Many will cost mere pennies to model and yet add that little bit of life that all good model railways have.



Blast marks

At 1 in 27, the incline to Ravenstor is the steepest on any heritage railway. Where the line passes under a stone bridge you can see where the soot and smoke from the chimneys of hardworking engines have blasted skyward. You don't need an incline to model this feature though, as every bridge, tunnel mouth and shed doorway in steam days became mucky in the same way. Modelling this is simple with a bit of weathering powder – Humbrol 'Smoke' is perfect, using a small, stiff brush.



Crossing gate

Traditional level crossings opened by a keeper were a common feature on steam railways, but have been replaced by automatic barriers on the modern line. Crossings have long been popular with modellers, and many manufacturers produce them. These tend to just have the rail and road gates. To complete the scene you need to add suitable fencing alongside the road. ScaleModelScenery sell some nice laser-cut fence that matches this perfectly.

Trap Points

Railway safety demands that the running line is protected from trains accidentally moving on to it by sets of trap points. Often found at the end of loops, they are normally set to derail the train to stop crashes, but most modellers will leave them set closed as shown here. Operation is normally controlled from a signal box, but until these are installed at Ecclesbourne, a lever next to them does the job.





Point lever

Points in shunting yards were usually controlled by levers beside each one. The shunter would run around operating them as well as uncoupling and coupling wagons. There were several designs, but this clearly shows how the lever is connected to the tiebar via an angle crank. Knightwing make something very similar in both OO and N scales.



Gradient Markers

Wherever the gradient changes, a sign is placed beside the track to inform the locomotive crew. The arms show levels either side of the post. Both concrete and cast iron versions were made. Modellers in OO gauge will find these in Hornby accessory packs or from many casting suppliers, or you could make your own with scraps of plastic sheet.



Lamp

Platform lamps usually had the name of the station painted on the glass, a practice that started with glass lamps and carried on well into the 1970s. Gaugemaster makes working lamps of a very similar design, although you'd need to add your own name using print-your-own waterslide transfers.



Weighbridge back and front

Old and worn out buildings were replaced with modern structures like this boxy weighbridge. The windows are painted over and the door is a modern domestic one. You can certainly see enough to try scratch-building something similar for your layout.

Sleeper wall

What to do with sleepers? How about building them into a retaining wall? This is an easy way to use up leftovers. Make sure you add some random bits of greenery poking out between each one.



Gabion wall

Modern retaining walls are made from Gabion cages filled with rocks. As far as I am aware, no-one makes models of these, but a little bit of ingenuity ought to solve this. Try covering a balsa cube with PVA and dipping it in over-scale ballast. Etched mesh could be used to cover it, but might be too coarse. Try very fine net curtain material instead.



Platelayer's hut

Permanent way gangs used platelayers huts found at intervals along the lines they were responsible for. Not all were the sort of neat and tidy structures we tend to set on our layouts. On the prototype, all sorts of ad-hoc repairs took place, so we should see many more dilapidated versions like this.

Sleeper steps

Ecclesbourne volunteers replace 400 wooden sleepers a year. That's a lot of spare woodwork, so they try to find other uses for it. These steps are neat and could be easily modelled with more track laying leftovers.



Random Bits

Preserved railways like to decorate the scene with random vintage pieces, such as luggage, boxes, trolleys and churns. Beware – most of the time they'll be placed to look nice, not where they would have been in steam days. Milk churns, for example, tend to congregate where the van into which they would be loaded will stop. Take some photographs to get an idea what you are looking for, but rely on contemporary images to work out where to put them.

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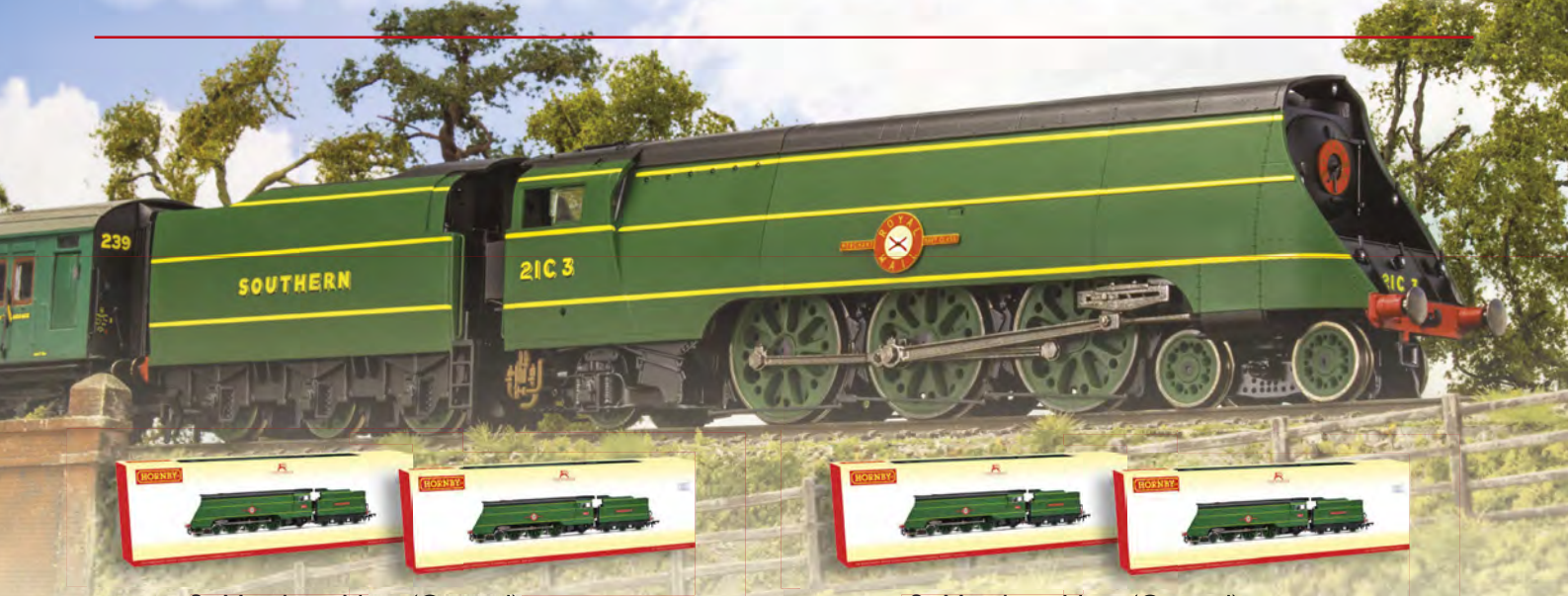


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By DCCconcepts



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The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty Ltd. Our products are also distributed in the UK by Gaugemaster Controls Ltd.

REVOLUTION TRAINS PROGRESS REPORT



British leader in N gauge crowd-funded projects, Revolution Trains, has received samples of its N gauge Class B tank wagon. Never before available as an N gauge model, it has previously been the subject of the popular Airfix plastic kit in OO gauge.

Images revealed show the variant with revised chassis and modified suspension, but the manufacturer is also offering the wagon as built. The wagons feature finely moulded plastic parts, with many separately fitted details, etched ladders and catwalks, brass buffers and NEM couplers in kinematic body-mounted sockets. The models are being assessed by design engineers before heading into production.

Livery artwork is now almost completed for the six proposed variants - Esso, Regent, Texaco and plain black, as well as Mobil/Charrington red and United Molasses brown/blue.

The model is Revolution's first to reach production aimed at the popular transition era, having previously concentrated on more modern prototypes and is available to pre-order now via its website for £19.50 each or in triple packs with different running numbers, at £58.50.

When introduced in the 1950s - after being jointly developed by wagon builders Charles Roberts and Esso - the wagons revolutionised the speed and quantity of fuel transported by the railway. It was also the last design to feature a tank barrel on cradles above the chassis; subsequent designs feature

a 'monobloc' construction in which the barrel is more integrally mounted.

Revolution Trains is to produce models to cover pre-orders only. With the order book expected to close in June or July, registering without obligation is advised to avoid missing the deadline. The manufacturer anticipates that the model will be available from its retail partners C&M Models, Collett's, Kernow Model Rail Centre and Trains4U.

In other news, Revolution Trains' Class 92 electric locomotive has reached tooling. Images revealed show the beginnings of the roof with raised cabs at each end and central pantograph. Fine detail has yet to be added using spark erosion techniques. A fully-assembled sample of the locomotive is set to appear at the International N Gauge Show at Leamington on September 9 and 10.

Mouldings have been approved for its KFA wagon and once livery samples are finalised it is expecting to close the order book for this model in June.



Models of its Pendolino unit are in production and delivery is expected during this summer, meanwhile its Class 321 is still at the CAD stage.

Revolution Trains also announced it is to announce a new model at the DEMU Showcase exhibition held at Burton-on-Trent on June 3 and 4, alongside moulded parts from its Class 92 tooling.

To place orders or for further information, visit its website.

W www.revolutiontrains.com



Revolution Trains' Class 321 EMU will offer modellers of the post-1988 era an entire train seen around electrified London Midland and Scottish routes.

MYSTERY BUS MODEL TEASED

➤ Rapido Trains' lauded model of a 'Fishbowl' Bus (below) surely punched a few tickets across the pond, what with its steerable front wheels, impressive interior detailing and working lighting. Now the company is turning its attentions to the UK market with its first 1/76 scale British bus model, which will be announced at a specially convened 3D Scanning Event at the Transport Museum Wythall on July 16.

Rapido will be doing a 3D scan of a real classic British double-decker bus in order to ensure that the model matches the actual shape precisely. Rapido MD Jason Shron will also be in attendance to answer questions about the model, the modelling process, and the history of the Canadian firm.

Classic Birmingham City Transport and Midland Red buses will be operating throughout the day and rides are complimentary to all visitors, who will also receive complimentary badges and other Rapido goodies. Complimentary tea and coffee will also be provided.

Meanwhile Rapido has provided this



teasing silhouette, which rather suggests that this mystery bus might be a Routemaster. Those interested in finding out are advised to head to www.rapidouk.com/rapido-bus-3d-scanning-event ASAP.



HORNBY SAMPLES PREVIEWED

Currently setting the Twitter-sphere alight (a bit), Hornby has just posted the first images of decoration samples of the two BR 4-6-0 Standard Class 4MTs that it is planning to reintroduce later this year, and which we re-present for your offline enjoyment.

Built in the early '50s these locos saw service on the London Midland, Southern and Western region lines until their eventual withdrawal in 1968. Only a handful survive into the 21st Century on preserved railways. The release is pencilled in for October, but both the

Early BR black and Late BR green versions can be pre-ordered right now for £169.99. Head to www.hornby.com for further information.



OSBORNS LITTLE SHUNTER

➤ Devon-based Osborns models sells a great many railway goods, but specialises in N gauge stock – and even smaller scale items, if that's your bag. This time around it's the former, though, with the announcement of a new N gauge Great Western Railway 'Shunters Truck'. Delivered in a fetching shade of all-over grey that's just begging for a repaint and weathering, this unprepossessing unit can be yours for just £14.95 plus postage. See www.osbornsmodels.com for more details.



BRAKE VAN INCOMING

Etch kits require patience and a deft touch with the soldering iron, yet the satisfaction in having produced something almost from scratch is worth the effort.

This new 7mm scale Highland Railway Brake Van from Lochgormkits seems well within the abilities of even modest modellers, though. These vans were first liveried in the HR oxide with black ironwork, white roofs and black end steps. Also known as 'Klondyke Brake', too few have survived to the present day.

The kit requires itself requires wheels, transfers and paint to complete, all available from Lochgorm too. The basic price is £50.00 plus postage. See www.lochgormkits.co.uk for more.



DAPOL 0 GAUGE JINTY DEBUTS

If your appetite for images of engineering prototypes is not already sated, fill up on pics of Dapol's forthcoming 0 gauge Fowler 3F Jinty.

It's flat grey for now, but proposed liveries are: Early and Late LMS, S&D Blue, Late BR, 'British Railways', 47383 BR Early crest (for members of the Dapol Collectors Club), 16410 as preserved (DCC Supplies Exclusive). Only a limited number of each variant will be manufactured.

Other highlights include a compensated die-cast-chassis, sprung metal buffers, removable cab roof, a high level of separately applied details and a flickering light effect. All powered by Dapol's reliable motor and gearbox assembly. Push Pull variants will also be available.

The Jinty is scheduled to launch in the third quarter, and is thus presumably not one of the models culled as a result of Dapol's recently publicised Brexit woes. Prices are listed as £225 for the DC/DCC Ready version and £400 with DCC sound fitted. See www.dapol.co.uk for more, or keep an eye on your favourite retailers.



PANNIER TANK PROTOTYPE

The first images of Minerva's forthcoming 0 gauge GWR 8750 0-6-0 pannier tank locomotive have been unveiled.

As an engineering prototype, some features are bound to change as the design is refined. For instance, the balancing pipe between the tanks is missing while Minerva works out how it will be fitted to the model. The locomotive apparently runs well on PECO Setrack curves, though, and each loco will include a voucher giving a 50% discount off the Narrow Planet price for

suitable GWR and BR plates.

The locos will be available with or without top-feed and in GWR green and British Railways black liveries. The steps on the front of the tanks (old and new styles) and the bunker, toolboxes, short and long whistle shields, bufferbeam and valence vacuum and steam pipes, cab roof handrail, toolboxes and ATS box will be supplied loose for the owner to fit as required. The bucket (with working handle) and fire-irons will also be included.

Delivery is resolutely on target for July 2017, with prices at £265 for DC, £320 DCC fitted and £390 with DCC sound fitted. The loco, in all its iterations, is only available from Minerva Model Railways or at selected model railway shows. There's more information at www.minervamodelrailways.co.uk with pre-orders presumably opening up soon.



This month's **OXFORD** New Releases

1:72



Bell P-39 Airacobra I 601 -
County of London Sqn.
AC071 1:72



DH88 Comet - CS-AAJ
"Salazar", Portugal
72COM005 1:72



Hawker Hurricane MkI, 11 Group
6 OTU, Sutton Bridge, 1940
AC069 1:72



Airspeed Oxford AS.10, PH185,
778 Squadron, Fleet Air Arm
72A0002 1:72

1:43



Austin Healey 100 BN1
(Roof down) - Carmine Red
AH1005 1:43



Aston Martin DB2 MkIII DHC -
Dark British Racing Green
AMDB2002 1:43



Vauxhall Fireza 1800SL -
Flamenco Red
VF002 1:43

1:76



Land Rover Series II
LWB Canvas - JCB
76LAN2016 1:76



Ford Transit SWB
Medium Roof - JCB
76FT027 1:76



Bristol MW6G -
Hants & Dorset
76MW6002 1:76



Plaxton Panorama -
Sheffield United Tours
76PAN005 1:76



Bedford CA Van - RAC
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Bedford QLR 79th Armoured
Division NWE 1944
76QLR002 1:76



AEC Regent Pump Escape -
Cardiff City Fire Service
76REG007 1:76



Thompson Refueller - RAF
76TRF003 1:76



Fowler B6 Crane -
Wolverhampton Wanderer
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Jaguar C-X75 -
Silver
76JCX75001 1:76



Jaguar F-PACE -
Ultimate Black
76JFP001 1:76



Jaguar F-Type
Project 7 - BRG
76JFT001 1:76



Jaguar XE -
Italian Racing Red
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Vauxhall Astra MkII
GTE - Carmine Red
76VX002 1:76

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Land Rover S1 88" -
Rover Fire Brigade
NLAN188010 1:148



Panorama 1 -
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NPP005 1:148



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GRAHAM FARISH 372-033DS 'CASTLE' NO. 5029 NUNNEY CASTLE

Hot on the heels of last month's glowing review of the new Castle Class locomotive from Graham Farish arrives sound-fitted *Nunney Castle* with stockists. Depicted in lined GWR green in its 'as preserved condition' when restored in the late 1980s, its details vary from No. 5041 seen last month with its tapered Collett buffers - this model has the later parallel type. Other changes include a different smokebox door without cast numberplate and tooling changes for the inside cylinders. Fitted with a Next 18 sound decoder and sugar cube speaker inside the tender, its sound project includes six different whistle sounds, automatic coasting and deceleration sounds, injector sounds, safety valves and randomised sounds when operating on analogue DC layouts. Following restoration, No. 5029 has seen use on various specials along former GWR and Western Region lines from London Paddington and further afield making this a good addition for steam enthusiasts modelling the 1980s onwards.

Price Castle Class No. 5029 (372-033DS) RRP £219.95

W www.bachmann.co.uk

GRAHAM FARISH 377-376A 20T 'TOAD' BRAKE VAN BR GREY WEATHERED

Sporting a factory-applied heavily weathered look, this is one of three liveries being applied to the Graham Farish N Gauge 20 Ton 'Toad' Brake Van - others being GWR grey with large 'GW' lettering and the vibrant all-over BR departmental yellow. Allocated to Newton Abbot, with 'not in common use' markings, it depicts W35894, effectively a weathered version in N gauge of the same vehicle it produced in OO gauge as part of its Branchline range (33-306D). Ideal for 1950s and 1960s departmental trains or with rakes of China Clay wagons.

Price RRP £20.95

W www.kernowmodelrailcentre.com

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BACHMANN 33-179B 10 TON SALT WAGON WEATHERED

Bachmann's 10 Ton salt wagon sees a re-release with two new private owner liveries ideal for modellers of the 'Big Four' 1923-1947 (Era 3). Both are weathered, with individually-painted planks representing previous repairs. Painted in faded Shaka Salt blue livery the wagon carries the running number 168 (33-179B). Also available in ICI brown livery (33-186) with white lettering - both ideal additions to trains from the Midlands and north west to towns and cities nationwide.

Price RRP £16.95

W www.bachmann.co.uk

TMC 39-526Z EX-SOUTHERN PMV CYCLE VAN (WEATHERED)

The Model Centre (TMC) has released its limited edition weathered Southern Region four-wheeled cycle vans with a choice of three weathered finishes. Produced for the model retailer by Bachmann, TMC has applied its in-house custom finish skills to offer modellers ready-to-run weathered options with a choice of light, medium or (as-depicted) heavily grimy finish using several different shades of paint.

Price RRP £41.95

W www.themodelcentre.com

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32-233 3F SDJR Blue	£62.00
32-508 5MT BR Green	£104.55
32-828A Ivatt 2MT BR Green	£89.20
31-626A 3F BR Black Early	£76.45
32-880 Fairburn LMS	£106.20
32-882 Fairburn BR Late	£106.20
31-461A C Class SR Black	£106.20
31-462A C Class BR Early	£106.20
31-433 Midland Class 1F LMS	£81.55
31-434 Midland Class 1F BR	£81.55
31-003A Robinson LNER	£110.45
31-004A Robinson BR Early	£118.95
31-435 1F BR Early	£81.55
31-480 G2A LMS	£101.95

31-481 G2A BR Early	£114.70
31-119 BR Class 4MT Black	£135.95
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31-614 BR Late V3	£110.45
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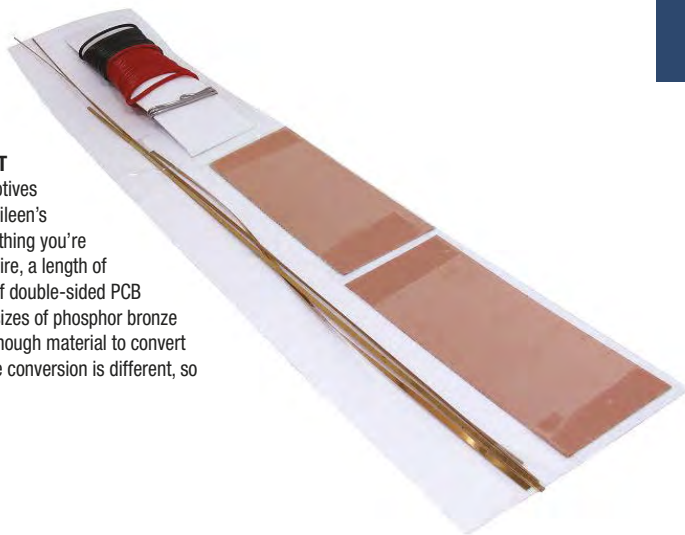
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EILEEN'S EMPORIUM PICKUP KIT

Improve the running of older locomotives with this electrical pickup kit from Eileen's Emporium. The pack contains everything you're likely to need, with two colours of wire, a length of solder, two 63mm x 25mm pieces of double-sided PCB board and four lengths of different sizes of phosphor bronze strip and wire. One pack contains enough material to convert a few locomotives. Every locomotive conversion is different, so instructions aren't included.

Price £6.00

W www.eileensemporium.com



MARSH LANE MODELS DLOS SHUNTING POLE

Three-link couplings can be challenging at the best of times when operating a layout, particularly in an exhibition environment. The DLOS Shunting Pole from Marsh Lane Models makes life easier. The pen-sized tool has a bright warm-white LED turned on by a button and the additional brass rod has a shielded small but strong magnet at the end. The brass rod and magnet can be slid along the barrel to give the optimum length for uncoupling items. Also available with a larger magnet for larger scales.

Price £14.00

W www.marshlanemodels.co.uk

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GAUGEMASTER GMC-LT MULTI SCALE LOCOMOTIVE TESTER

Finished in an eye-catching stainless-steel, Gaugemaster's Limited Edition GMC-LT Locomotive Tester is a good companion to your model railway. Its adjustable running bars can accommodate rollers to suit N, 00 and EM gauges to test, run-in or measure the amperage of locomotives. Eight rollers are included to accommodate most models, with additional rollers available for the GMC-LT from DCC Concepts' rolling road range, available separately from Gaugemaster. Use as a single track controller running from the 12v DC output and measure the power consumption via its ammeter. Accessories can be powered via its 16v AC output.

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N/00



00 BUSCH 59937 MOBILE TOILETS WITH STEPS

This wheeled wooden toilet cabin manufactured by Busch is now in stock with online retailers Golden Valley Hobbies. Resting on a plastic chassis its body is laser-cut from wood with printed overlays. Its germanic origins with 'WC-Toilette' wording can easily be hidden with a touch of white paint to make this vehicle with steps suitable for a festival or large public event.

Price £17.60

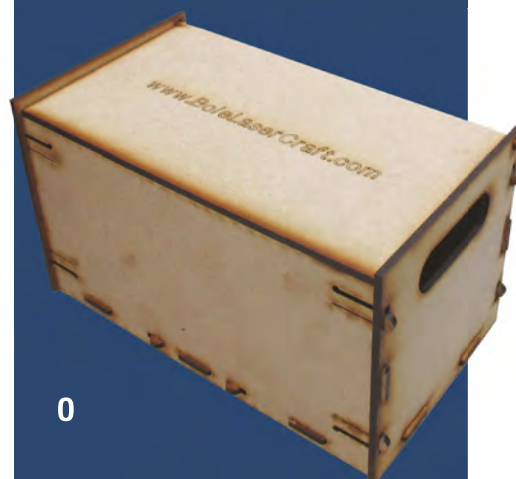
W www.goldenvalleyhobbies.com

POPPY'S WOODTECH PLIER RACK KIT

If you spend half the time at your workbench looking for tools, you'll find this plier and cutter rack invaluable. Laser-cut from 3mm thick MDF, the parts slot together tightly to provide an 87mm long support, 90mm above whatever surface it is sat on. Its three legs prevent rocking on uneven surfaces.

Price £5.00

W www.poppyswoodtech.co.uk



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BOLE LASERCRAFT CARRY CASE

Carry and store your locomotives and rolling stock safely with this strong and easy-to-assemble laser-cut box suitable from Bole Laser Craft. Suitable for a small O Gauge locomotive, its internal dimensions are 198mm x 100mm x 104mm. Larger sizes are available. Cut from 3mm thick MDF, its clever design locks together without needing glue. Access is gained via a hinged lid and end openings facilitate transport.

Price £5.00

W www.bolelasercraft.com

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HELJAN SULZER TYPE 4 / CLASS 45

A versatile mixed-traffic locomotive, the 127 Sulzer Type 4s (later classified Class 45s under TOPS) were built between 1960 and 1962 at British Railways' Derby and Crewe Works. Their main area of operation when introduced was replacing steam on the Midland Main Line and the West Coast, but following electrification of the West Coast Main Line in 1975 and arrival of the HSTs to the Midland Main Line route in 1982, the Class were largely displaced finding work on freight and passenger trains along secondary routes nationwide.

Few modifications were carried out on the Class over its lifetime compared to many other post-modernisation diesel-electric locomotives. The most noteworthy change was the creation of a sub-class of fifty members fitted with electric train heat (ETH) in place of their steam-heat boilers for use on passenger services from St. Pancras to Nottingham, Derby and Sheffield.

After many years of largely trouble-free service, withdrawals of the Class 45s commenced in 1977 and completed in 1989. Their heavy weight and four-axle bogie design worked largely against them, combined with problems with cracking of the bogie frames.

THE MODEL

Heljan's O Gauge model represents the batch fitted with split-centre headcode boxes (non-ETH fitted) and kindly sent for review by the manufacturer is its model



FACT FILE

I MODEL Heljan A/S
45051 Class 45 BR Blue
early, yellow ends and red
bufferbeams

I PRICE RRP £699.00

**I WORDS AND
PHOTOGRAPHS**

Howard Smith



The cab bulkhead sports an intricate display of individually painted and faithfully represented components - pipes, a bell, notices.

in BR blue with small yellow warning panels.

Suitable for the 1967 to 1970 period in this guise, other liveries available are BR green without yellow warning panels (HJ4500), BR green with small yellow ends, grey roof, bodyside stripe and grille (HJ4501), BR green with small yellow warning panels and green roof (HJ4502), BR blue with yellow ends and black bufferbeams (HJ4503) and its factory weathered version of the latter (HJ4504).

As per standard Heljan practice, numbering and lettering must be carried out by owners or alternatively use the services of one of the many reputable retailers offering this service for an additional charge.

Included with the model is an accessory bag containing inner bogie sanding gear, plates for covering the boiler access and its bodyside steps and lamp brackets. What more could you ask for?

A STERLING EFFORT

The bodyside looks every part a Class 45, but memory serves as a poor consultant compared to the many photographs available, so I set out, determined to find



Heljan has done well to capture the attractive, yet distinctive nose of the Class 45 with this model. Behind the glazing of the split headcode box lurks the train reporting number, the train type codes 1F16 denoting a freight not fitted with continuous brake, and 1S64 - a code used on expresses to Scotland.

perhaps something amiss. I struggled. Alignment of windows, doors, panels, grilles and roof details all compare admirably to the prototypical location of their counterparts.

Re-using bogie tooling from its Class 40 locomotive has made its production more economical and speedier. There were few visual problems with these bogies previously, so seeing them re-appear under a new bodyshell seems a wise move from the manufacturer. As expected, on the bufferbeam of these are sprung couplings and sprung buffers. A vacuum pipe, train heat pipe and air pipes - in true Heljan style - are all present and beautifully moulded, although a slight criticism is in the accuracy of the painting of these. The overspray could be improved upon.

The underframe is complemented by battery boxes and six air tanks fully represented with inter-connecting white pipework. It could have chosen to represent the outer two, but full marks to Heljan for the extra detail. Underframe pipework continues at the No. 2 end of the locomotive with an emergency stop housing carefully moulded, painted white with outer



Adjacent to the drivers door is the works plate. Only just visible is the lettering 'Derby built 1961'. The drivers cab windows are partially lowered too, ideal for a 'waving arm'.

edges picked out in red. Other underframe detail includes bogie supports and boiler access steps.

DIFFERENT PACKAGING

Heljan has changed its style of packaging for this model. The wide blue box with foam inserts has been replaced with a slimline equivalent. Inside, the locomotive is secured to a piece of hardboard using two bolts to its underframe. Our review sample arrived damaged in the box - the sturdy bolts were bent as they entered the locomotive which made their removal difficult. More surprising still, yet puzzling, was how they'd managed to rip through the hardboard, allowing the locomotive more free





movement than desirable inside its packaging. An inner-end bogie stretcher was broken, luckily plastic glue makes a quick repair.

At 476mm in length, the model oozes presence. Running over track, it clunks across rail joints with a satisfying sound.

PERFORMANCE

If a total weight of 2,967g, combined with two 12 volt motors that power four axles doesn't provide enough traction, then send me a photograph of what you're attempting to haul - it must be interesting. Make no mistake, from lengthy freights to fully-loaded passenger trains, this locomotive should haul all without problem. Bearing in mind the 1-Co-Co-1 wheel arrangement, expecting this locomotive to negotiate short points and tight track curvature akin to that on docks and industrial sidings is an unrealistic challenge which may lead to potential running problems.

QUALITY CONTROL

Turning the wheels on this locomotive by hand to discover which were powered revealed our sample was oddly a three-wheel drive. Removing the mismatching screws retaining the keeper plate on the offending bogie revealed a mashed gear. How this happened without the locomotive running for a length of time is a mystery. We hope this is an isolated case and our sample is a factory sample sent for review.

Read past reviews of Heljan diesels when new and most had little quirks that buyers had to accept. This release lacks these and sales are reportedly proving very popular – get one while you still can. ■

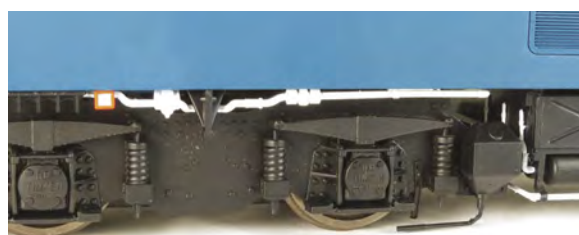
FURTHER INFORMATION

Looking for information on withdrawals and liveries? Visit these websites:

www.brmm.ag/SulzerInfo
www.tower-models.com



Yes, the bright red roof fan rotates. Some weathering is required though.



Springs, axlebox 'BR TIMKEN Made in England' lettering, bright white pipework and sandpipes - just some of the features to look forward to.

datafile

i BASICS

Manufacturer: Heljan A/S

Catalogue Refs:

45051 Class 45 BR Blue early, yellow ends and red bufferbeams

RRP £699.00

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: 6 and preservation

Company/Operator: British Rail

Region: Midland/Western

Weight: 2967g

Body: Plastic

Chassis: Die-cast metal and plastic



ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: 5-pole motor (x2)

DCC Provision: DCC-ready

Pick-ups: Brass wiper collectors to all driving wheels

Drive System: Worm and gear with gear train leading to driven axles

Flywheel: None

Traction tyres: None



SERVICING

Body Removal: Small screws underneath body

Lubrication: Greased nylon gear train

Packaging: Fibreboard inside card box with foam retainers

Instructions: Exploded diagram sheet for maintenance



BRANOR SYSTEMS CAMERA TRUCK

Filming your model railway just got more exciting with this 3-D printed camera truck. Branor Systems has 3-D printed its own custom wagon with underframe and van bodyshell, into which it has inserted a small integrated circuit board with discreet camera. You'll be able to record an entire journey around your layout at driver's eye level.

The left-hand side of the wagon allows access to the USB port for charging and data access and a Micro SD memory card slot, whilst the wagon roof has two buttons, one to switch it on, the other to record. An LED light indicates the status of the camera truck - on/off, or recording.

The 120 degree 'fisheye' lens of the camera offers better coverage to the left and right of the running line and a slight distortion around the image edges is a small price to pay for capturing more of your layout with each pass. The camera resolution is 1280 x 720 pixels, full HD at 1920 x 1080 not being available, but in operation this didn't appear to impact image quality as much as the lens size which



produces a grainy effect. Sound is recorded via its microphone and with up to 20 minutes of on-board battery charge, you can now record your OO gauge layout and those of your friends from a different perspective. ■

FACT FILE

I MODEL HDV Camtruck
I PRICE RRP £89.00
I AVAILABILITY
www.branor.co.uk
I WORDS AND PHOTOGRAPHS
 Howard Smith



IRISH RAILWAY MODELS BALLAST HOPPER WAGON

These 20 tonne four-wheeled ballast wagons were introduced to CIE's network in 1972 and were seen working over the Córas Iompair Éireann / Iarnród Éireann / Irish Rail network until withdrawal in 2013.

Operated in rakes with a ballast plough van at each end from quarry to permanent way work sites the steel-bodied wagons replaced pre-nationalisation wooden-bodied and bogie wagons. The hopper wagon has two separate compartments discharged through bottom-opening chutes, each operated by the large handwheels to one side of the wagon.

The models are available directly from Irish Railway Models' website in three packs. Initially three differently numbered sets were made available.

Initial impressions are very good with a quality finish and high standard of decoration. Examination of the model and comparison with photographs of the real wagons show that every detail has been well captured. The solid vertical metal hornblock plates are thicker because of the plastic material used, aside from that, it looks excellent.

The model is supplied with OO (16.5mm) gauge wheelsets but provision is made for finescale modellers to re-gauge the wagon to 21mm (Irish railways are of 5'3" gauge). This is achieved by paring back the moulded collar between the wheelset and the axlebox.

A removable ballast load with two metal weights beneath is included with cut-outs to reveal the internal wagon compartment divider. With the load removed the internal bracing struts are evident - they'd benefit from glue to secure them.

It's great to see a ready-to-run wagon specifically for the Irish market. I look forward to seeing the distinctive bulbous cement wagon from Irish Railway Models.

FACT FILE

I MODEL IRM1001 - SET#1
I PRICE €119.95 (set of three)
I WORDS AND PHOTOGRAPHS
 Andy York

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Click here for a 360 degree video





The origins of the Mermaid ballast wagon go back to 1930, when the Great Western commissioned Metropolitan Cammell to produce 239 wagons. The side-tipping action enabled a more efficient delivery of ballast to sites where required. The design obviously found general favour, as a further 400 wagons were produced, again by Metropolitan Cammell for British Railways, and it is this later design with vacuum braking and revised buffers that DJModels has chosen to produce. The wagons had a long life with some lasting into the 1990s, which was long enough to see some receive 'Dutch' engineers grey / yellow livery.

Our review model is in early British Railways all-over black livery with pale straw lettering; a livery still seen through to the 1970s, and the inclusion of electrification flashes on the end of this model will date it towards the end of this livery. The model features a moulded ballast load with a variety of stone tones visible. The ballast load is removable and features a metal weight on the underside allowing it to be removed with a magnet whilst on a layout.

The thickness of the sides and ends of the body are quite fine, whilst the correct depth of the panel strengthening on the sides is well replicated. Inside, all of the rivets and bolt heads are captured, as are the numerous rivets on the tops of the wagon sides. It really is very fine detail. The lever arms on the ends of the wagon are separate components, but the chains are

FACT FILE

MODEL DJM-N-RS-

100010C ZJO DW100048

PRICE RRP £19.95

WORDS AND
PHOTOGRAPHS

Andy York

a moulded representation rather than actual chain. At sensible viewing distances this isn't really an issue, but the finescale modeller may wish to replace them if they can find some fine chain.

Where the model steps into a different league is in the underframe and its detailing. The underframe shows plenty of daylight through the frames and trussing, which is a very identifiable feature of the real wagons. The frame sides and the associated braking components have excellent definition and depth.

A wealth of detail is captured with the vacuum cylinder and the brake mechanisms; on a 4mm scale model this would be very good, on a 2mm scale model it is exceptional. Sadly, it will be rarely seen whilst operating on layouts, but it's strangely satisfying to know it's there! The transverse rod connecting the V-hangers was loose on the review sample, so it may be worth checking and dabbing a spot of superglue behind the V-hangers to secure it.

The Achilles heel of any N gauge stock is the coupling. When viewed in magnification, as these images are, it's visually obtrusive and also a little slack in height with some twisting on our review sample.

I would say that this is the finest 4-wheeled N gauge wagon we have seen to date, and it is sure to be popular with modellers. More p-way wagons are planned by DJModels for the future, including a 'Shark' ballast plough brake van and a 'Turbot' bogie ballast wagon. ■



Click here for a 360 degree video

DJMODELS ZJO/ZJV 'MERMAID' BALLAST WAGON



OPTIONS:

Black with Straw lettering

DJM-N-RS-100010A ZJO DW100022

DJM-N-RS-100010B ZJO DW100045

DJM-N-RS-100010C ZJO DW100048

DJM-N-RS-100010D ZJO DW100051

Indian Red

DJM-N-RS-100011A ZJV DB989176

DJM-N-RS-100011B ZJV DB989228

Olive Green

DJM-N-RS-100012A ZJV DB989014

DJM-N-RS-100012B ZJV DB989088

DJM-N-RS-100012C ZJV DB989089

DJM-N-RS-100012D ZJV DB989153

Engineers Grey / Yellow 'Dutch'

DJM-N-RS-100013A ZJV DB989097

DJM-N-RS-100013B ZJV DB989117

DJM-N-RS-100013C ZJV DB989466

DJM-N-RS-100013D ZJV DB989484



datafile

BASICS

Manufacturer: DJModels

Catalogue Refs:

DJM-N-RS-100010C ZJO DW100048

RRP: £19.95

Gauge/scale: 9mm gauge, 1:148 scale N

Era: 4 onwards

Company/Operator: BR

Region: All

Weight: 7g

Body: Plastic

Chassis: Plastic

Minimum Curve Radius: 371mm (R1)

Couplings: Rapido

Accessories: n/a

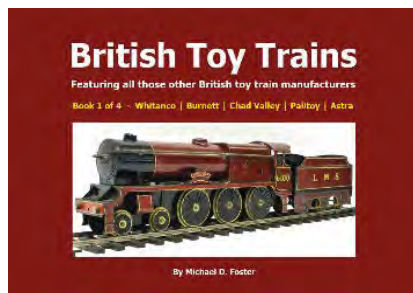
VITAL STATISTICS

Dimension	Model
Length (over buffers)	50.3mm
Height	17.6mm
Width	17.5mm
Wheel diameter (over flanges)	6.75mm
Wheel Back-to-Backs	7.5 mm

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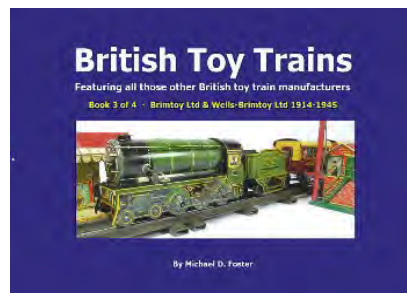
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This is a unique opportunity to take a trip behind the majestic steam locomotive, the Union of South Africa which will be running on the heritage Nene Valley Railway exclusively for Just Go! Holidays customers on Tuesday 19th September. Built in 1937, and briefly named Osprey during the 1980s and 1990s, this iconic locomotive is one of only six surviving Gresley A4s.

- ✓ Return coach travel from a network of nationwide pickup locations
- ✓ 2 nights dinner, bed and breakfast at our selected hotel
- ✓ Union of South Africa steam train journey on the Nene Valley Railway
- ✓ Visit to Cambridge

Tour Date: Monday 18th September 2017

Book Now!
Our heritage train
tours sell out fast!

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All our holidays are fully bonded. All tours offered subject to availability. Terms and Conditions apply, visit www.justgoholidays.com. Errors and omissions excepted. All prices shown are per person and based on two people sharing a double/twin room. Single supplements apply. Calls to 08 numbers will cost 7 pence per minute plus your phone company's access charge. Calls from mobiles may vary.



Get out more in *Life*



VARIOUS – AMBERLEY

We have seven new books from Amberley this month. *Industrial Locomotives & Railways of London & the Northern Home Counties* by Gordon Edgar (£19.99) looks at the locomotives and lines serving the capital and regions to the north from the 1950s onwards. There's much modelling inspiration to be had here, and plenty of general nostalgia besides.

A quartet of titles priced at £14.99 next. Andrew Walker's *East Midlands Traction* is one for fans of diesels, with nearly 200 largely colour images and informative captions throughout. Roy F. Burrows' *The Midland Railway through the Eyes of a Collector* is an entertaining review of just some of the author's renowned collection – what it lacks in locos it more than makes up in Midland Railway minutiae. *The Woodhead Route* by Anthony Dawson celebrates the iconic Manchester – Sheffield line from its faltering steam beginnings to its ultimate electrification. A little wordier than usual, the author still finds space for the station

cat! There's more to Allen Jackson's *Signalling and Signal Boxes along the SE&CR Routes* than the title suggests, telling tale of the uneasy alliance between rivals that more or less culminated in the cross-channel ferry. Needless to say there's an abundance of signals and signal boxes too.

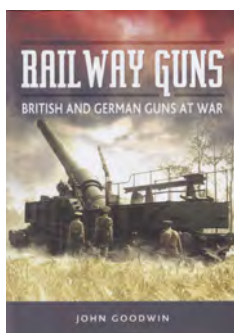
Charlie Verrall's *Steam around Basingstoke and Salisbury* (£12.99) is also more expansive than indicated, given that both 'burgs were pivotal points on the original London & South Western Railway. There's a pleasing quality to the monochrome images, which are collated in strict chronological order. Finally, *The Sixties Railway* by Greg Morse is priced at £8.99 and punches well for its modest size in illustrating the last days of steam and the inexorable march towards a new era of diesel-power. Some great pics in this one.

Price £various **W** www.amberley-books.com

RAILWAY GUNS – BRITISH AND GERMAN GUNS AT WAR, JOHN GOODWIN, PEN AND SWORD BOOKS LTD.

Where big guns had once been the preserve of massive warships, by the time of the Second World War, when long range guns weighed as much as 250 tons, rail transport was very much the order of the day. Fortunately, John Goodwin's book is nowhere near as cumbersome, covering this subject in a fairly brisk and eminently digestible manner. Fascinating photographs and images complete the recapping of this dark chapter.

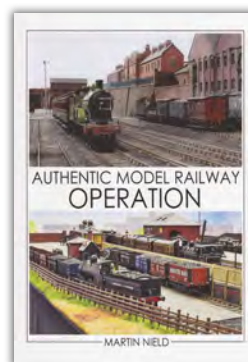
Price £19.99 **W** www.pen-and-sword.co.uk



AUTHENTIC MODEL RAILWAY OPERATION, MARTIN NIELD, WILD SWAN BOOKS

The pursuit of authenticity informs much activity within the model railway hobby. The key to enhanced enjoyment lies in the reproduction of real-world train operations, though, as Martin Nield's book explains. This begins with analysing traffic requirements, moving through realistic track plans, working timetables and train formations, and all leading to more accurate movements. Thus there's plenty here to enlighten even casual participants.

Price £13.95 **W** www.titfield.co.uk

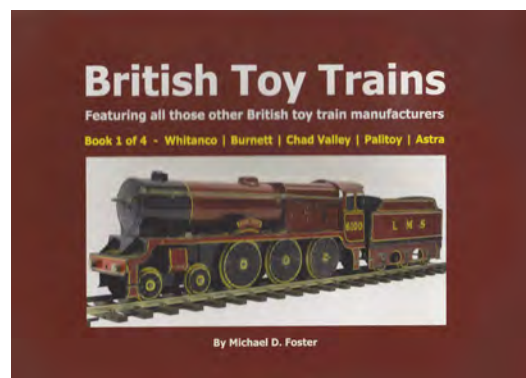
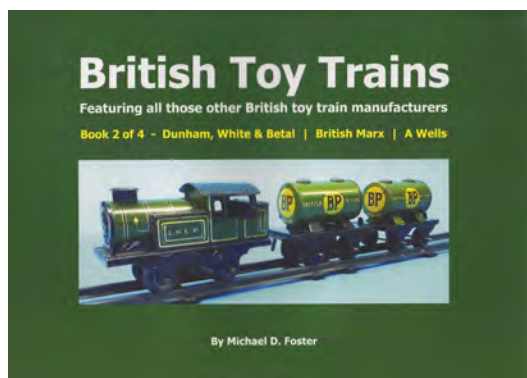


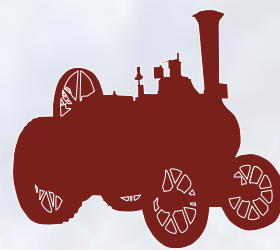
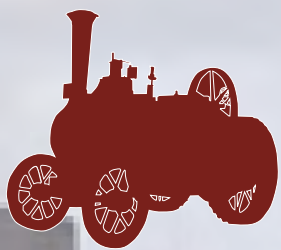
BRITISH TOY TRAINS, MICHAEL D. FOSTER

Michael D. Foster's British Toy Trains series certainly deserves your attention. Lavishly illustrated, volume one concentrates on Whitanco, Burnett, Chad Valley, Palitoy and Astra models; while book two looks at the best of Dunham, White & Betal, British Marx and A Wells. Two further volumes are planned, but all are worth tracking down through specialist model railway retailers.

Price £18 (£24 for Vol. 3)

W mdfoster@hotmail.co.uk





Vintage Steam Rallies



Steam is very much part of our industrial and cultural heritage, its engines having powered industry, transport, agriculture, the military and even entertainment. With all of that in mind, vintage steam fairs are a grand day out indeed, featuring the sights, sounds and characteristic odours of beautifully restored steam-powered machinery in fully working condition. There's nothing quite like it, and vintage steam fairs are guaranteed fun for the whole family. Here's a selection of the best and brightest events taking place across the country over the coming weeks and months. Enjoy!



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23rd & 24th September 2017

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- Site open to view steam raising from 08.00
- Amerton Works & Running Shed open for behind-the-scenes tours
- Extensive model stationary engine & railway display
- Railway Book sale & History display in Chartley GN Waiting Room
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WEALD OF KENT STEAM RALLY

5TH & 6TH AUGUST 2017



Arena Events throughout the day
Traction Engines • Steam Rollers • Showman's Engines
Ploughing Engines • Stationary Engines
Threshing Machine • Stone Crusher • Saw Bench
Scale Steam Engines • Passenger Carrying Scale Steam Railway

Old Time Fun Fair

Veteran & Vintage Cars and Motorcycles • Tractors & Horticultural
Historic Commercial and Military Vehicles

Beer Tent • Food Stalls • Side Shows and Stalls

Air Displays • Falconry Displays

FREE PARKING ON SITE

10.00am - 6.00pm

Adults £8:00 • Senior Citizen £5:00 • Children £2:00

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E-mail: trystanjoness.cwe@gmail.com



Summer Events at Bressingham Steam Museum:
Garden Railway Show: Saturday 12th August
Steam in Miniature: Sat 12th & Sun 13th August
Model Railway Show: Sunday 3rd September

www.bressingham.co.uk Bressingham Steam Museum,
Tel: 01379686900 Low Road, Diss, Norfolk, IP22 2AA



FANTASTIC EVENTS FOR ALL THE FAMILY IN 2017

ASHLEY HALL TRACTION ENGINE RALLY

27th 28th 29th May

Ashley Hall Showground, Ashley, Hale,
Altrincham, Cheshire, WA14 3QA

CHESHIRE STEAM FAIR

8th & 9th July

Daresbury, Warrington, Cheshire, WA4 4AG

WHITBY TRACTION ENGINE RALLY

4th 5th 6th August

Hawsker Lane, Whitby, YO22 4JR

ASTLE PARK TRACTION ENGINE RALLY

12th & 13th August

Astle Park, Chelford, Cheshire, SK11 9AD

THE STEAM FAIR AT HAREWOOD HOUSE

2nd & 3rd September

Harewood House, Harewood, Leeds, LS17 9LQ

Tel: 01751
200839

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EVENTS

EXHIBITIONS

MAY 27 - MAY 28

Railx 2017 Model Railway

Exhibition Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Buck HP21 9PP

Opening Times:

Saturday 1030 - 1730

Sunday 1000 - 1700

Prices: Adult £9.00

Child £5.00 Family £20.00 (2+3)

T: 01296 437475

JUNE 03

G1MRA 70th Anniversary Show

The Fosse, Radford Semele, Leamington Spa CV31 1XN

Opening Times:

Saturday 1000 - 1700

Prices: Member £10.00

Non Member £12.00 Child under 16

must be accompanied by an Adult

W: www.g1mra.com

JUNE 3 - JUNE 4

Chatham Exhibition

Victory Academy, Magpie Hall Rd, Chatham, Kent ME4 5JB

Opening Times: Saturday 1000 -

1700 Sunday 1000 - 1600

Prices: Adult £6

Accompanied children under 16 free

T: 07552 777718

Shildon Model Railway Club Open

Exhibition The N R M At Shildon,

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the August issue
is July 20

Suitable for disabled visitors.

Dale Road Trading Estate Dale Road
Shildon, Co Durham DL42RE

Opening Times:

Sat/Sun 1000 - 1700

T: 07780 975208

JUNE 10

7mm Narrow Gauge Model

Railway Exhibition Burton Town Hall, King Edward Place, Burton-on-Trent. Staffs DE14 2EB

Opening Times:

Saturday 1030 - 1630

Prices: Adults £5.00 Members

£3.00 Partners / Child Free

T: 01753 677709

JUNE 24 - JUNE 25

Perth Model Railway Exhibition

Glover Street Perth, Perth and Kinross PH2 0TH

Opening Times: Saturday 1000 -

1730 Sunday 1000 - 1700

Prices: Adult £7.00 Child £3.50

Family £17.00 (2+2)

T: 07588 754959

Bluebell Railway Model Railway

Exhibition Bluebell Railway, Sheffield Park Station, East Sussex TN22 3QL

Opening Times: Saturday 1000 -

1700 Sunday 1000 - 1600

T: 01825 720800

W: www.bluebell-railway.com

JULY 01

Beaconsfield Model Railway

Exhibition The Beaconsfield School, Wattleton Road Beaconsfield, Buckinghamshire HP9 1SJ

Opening Times:

Saturday 1030 - 1700

Prices: Adults £5.00 Children £2.50

Wheelchair Users: Free

T: 01753 677709

TRAIN & TOY FAIRS

MAY 28

SRP Toy Fairs - Herne Bay

Kings Hall, Beacon Hill, Herne Bay, Kent CT6 6BA

Opening Times: Sunday 1000 -

1400 **Prices:** Adult £2.00

Child Free **T:** 0773 9998012

MAY 30

SRP Toy & Train Fair - Tonbridge

The Angel Centre, Angel Lane,
Tonbridge, Kent TN9 1SF

Opening Times:

Tuesday 1800 - 2000

Prices: Adult £1.50 Child Free

T: 0773 9998012

JUNE 01

Joe Lock Toy & Train Fair -

Theydon Bois Village Hall Coppice

Row Theydon Bois Epping, Essex

CM16 7ER **Opening Times:**

Thursday 1900 - 2100

Prices: Admission £1.00

T: 07866 641215

JUNE 03

Toy & Train Fair - Chester

The Cheshire County Sports Club,

Plas Newton Lane, Chester, Cheshire

CH2 1PR **Opening Times:** Saturday

1030 - 1430

Prices: Admission £2.00

T: 01270 652773 Tony Oakes

Ray Heard Train & Toy Fairs -

Exeter Matford Centre, Matford

Park Road Bus. Park Marsh Barton

Trading Estate, Exeter,

Devon EX2 8FD

Opening Times:

Saturday 1000 - 1530

Prices: Admission £2.00

T: 01823 480097

JUNE 04

SRP Toy Fairs - Colchester

Langham Community Centre, School Road, Langham, Colchester, Essex

CO4 5PA

Opening Times: Sunday 1000 -

1400 **Prices:** Adult £2.00 Child Free

T: 0773 9998012

Barry Stockton Train & Toy

Collectors Fairs - Haydock Park

The Exhibition Centre, Haydock

Park Racecourse, Warrington Road

Newton-le-Willows, Merseyside

WA12 0HQ **Opening Times:**

Sunday 1030 - 1430

Prices: Adult £2.00 Child £0.50

T: 0151 334 3362

JUNE 10

Barry Stockton Train & Toy

Collectors Fairs NEW VENUE

Hulme Hall, Port Sunlight, Wirral,

Merseyside CH62 5DH

Opening Times:

Saturday 1030 - 1530

Prices: Adult £4.50 Child £1.00

T: 0151 334 3362

JUNE 11

SRP Fairs - Rayleigh

Sweyne Park School, Sir Walter Raleigh Drive,

Rayleigh, Essex SS6 9BZ

Opening Times: Sunday 1000 -

1400 **Prices:** Adult £2.00 Child Free

T: 0773 9998012

JUNE 17

Jim Corr Toy & Train Fair -

Gateshead International Stadium,

Neilson Road, Gateshead, Tyne &

Wear NE10 0EF

Opening Times:

Saturday 1000 - 1500

Prices: Adult £3.00 Senior £2.00

Child £2.00 **T:** 07504035955

Alresford Festival of Toy Trains

25th Anniversary Perins School,

Pound Hill, Alresford, Hampshire

SO24 9BS

Opening Times:

Saturday 1030 - 1630

T: 01962 733475

JUNE 18

SRP Toy Fairs - Worthing

Charmandean Centre, Forest Road,

Worthing, West Sussex BN14 9HS

Opening Times:

Sunday 1000 - 1400

Prices: Adult £2.00 Child Free

T: 0773 9998012

JUNE 25

SRP Toy Fairs - Orpington

Crofton Halls, Station Road, Orpington, Kent

BR6 8PR

Opening Times:

Sunday 1000 - 1400

Prices: Adult £2.00 Child Free

T: 0773 9998012

JULY 1 - JULY 2

Locomotion - Toy Fair

The National

Railways Museum, Shildon, Shildon,

Co Durham DL4 1PQ

Opening Times:

Saturday & Sunday

T: 01535 642367

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Mobile: 07969 535 699
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10am-5pm Saturday

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Model events at Locomotion

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10.00am to 5.00pm

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Model Railway Exhibition
3rd & 4th June

Toy Fair 1st & 2nd July

Modelmania
5th & 6th August

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Diecast Model Railways Collectables

For event and trading information

Contact: Stuart 01535 642367 or Laurence 07966 333605

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OPENING HOURS: SATURDAY: 10-00AM - 5-00PM

SUNDAY: 10-00AM - 4-00PM

ENTRY PRICES: ADULT = £6.00

CHILDREN UNDER 16 ARE FREE

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SEE REVERSE FOR MAP AND TRAVEL INFORMATION



The Big Big Show

SATURDAY 3RD JUNE 2017

10AM – 5PM

Gauge 1 Model Railway Association's 70th
Anniversary Show
To be held at the

Warwickshire Exhibition Centre,
The Fosse, CV31 1XN

In conjunction with:

The Gauge 3 Society, 16mm Association with Mwch Grumblyn
16mm Association & G Scale Society: Timpdon Real Steam
16mm on 32mm track, Bassett Lowke Society with Gauge 1 display

Gauge 1 Layouts include:

Dobson Bridge

Surrey Oval

Stanley Midland

Tinplate exhibition track

Studleigh Gauge 1 stud contact

St.Petroc. 2 rail electric

Trade Stands

2 x 45min talks by Adrian Johnstone of the Surrey Group

Refreshments in house

Admission £10.00 Members

£12.00 Non Members

Children under 16 free but must be accompanied by an adult



www.g1mra.com

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Squires will be exhibiting at the following shows in 2017 – Diary updated as bookings are confirmed.

June 3 DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD** Sat 10 - 4.00.

June 3/4 DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant

June 3/4 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm.
Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!! :-)

June 10/11 GLASGOW, O Gauge Model Railway Exh, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE** Sat 10 - 4 Sun 11 - 4 *Free Parking, Close to Railway Stations*

June 24/25 PERTH Model Railway Exh, Dewars Ice Rink, Perth, **PH2 0TH** Sat 10-5.30, Sun 10-5

July 1/2 - GUILDFORD 50th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey, GU1 1TU Sat 10 - 6pm Sun 10 - 5pm

July 9 - CARN BREA West Cornwall Model Railway Group's, Model Railway Exhibition, Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall. TR15 3QS, Saturday 10-4.30

July 29/30 - NORTH SHIELDS RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10 - 5, Sunday 10 - 4.30.

Aug 5/6 SOUTHWOLD Waveney Valley Model Railway Exh, St Felix School, Southwold, **IP18 6SD** Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking**

Aug 12 BEXHILL, Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex **TN40 1SE** Sat 10 - 5pm. *Plenty of FREE Car Parking on site*

Aug 12/13 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.

Sept 9/10 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY Sat/Sun 10 - 5 Tel 01793 466646, Email enquiries: steammuseum@swindon.gov.uk

Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**.
Modern Venue with easy access & FREE car parking. Sat 10-5/Sun 10-4

Sept 23/24 - HALIFAX Model Railway Exh, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Sept 23/24 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Oct 7/8 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30.

Oct 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ**. Sat 10-5.30, Sun 10-5.

Oct 7/8 - SWANSEA Model Railway Exh, presented by Swansea Railway Modellers Group, Swansea Leisure Centre, Oystermouth Road, Maritime Quarter, Swansea **SA1 3ST** Sat 10-5, Sun 10-4.

Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30

Oct 21 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **PO19 8AE**. 10-5.

Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10-4

Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30

Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **

Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exh", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 Sun 10-4
Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!

Nov 11/12 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET, Sat 10-5/Sun 9.30-4.30.

Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)

Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energius Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.

Nov 25/26 - BIRMINGHAM Warley National Model Railway Exh Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. **50th Exh** Advance Ticket Holders gain entry 9.15am both days.

EXHIBITIONS & SHOWS IN 2018

Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL Model Railway Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk

Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5.

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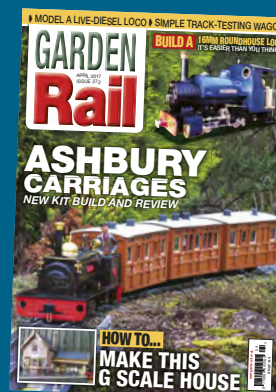
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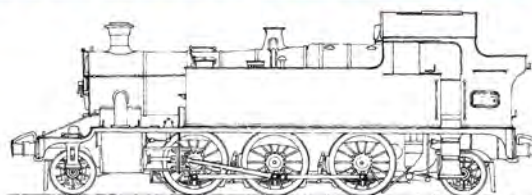


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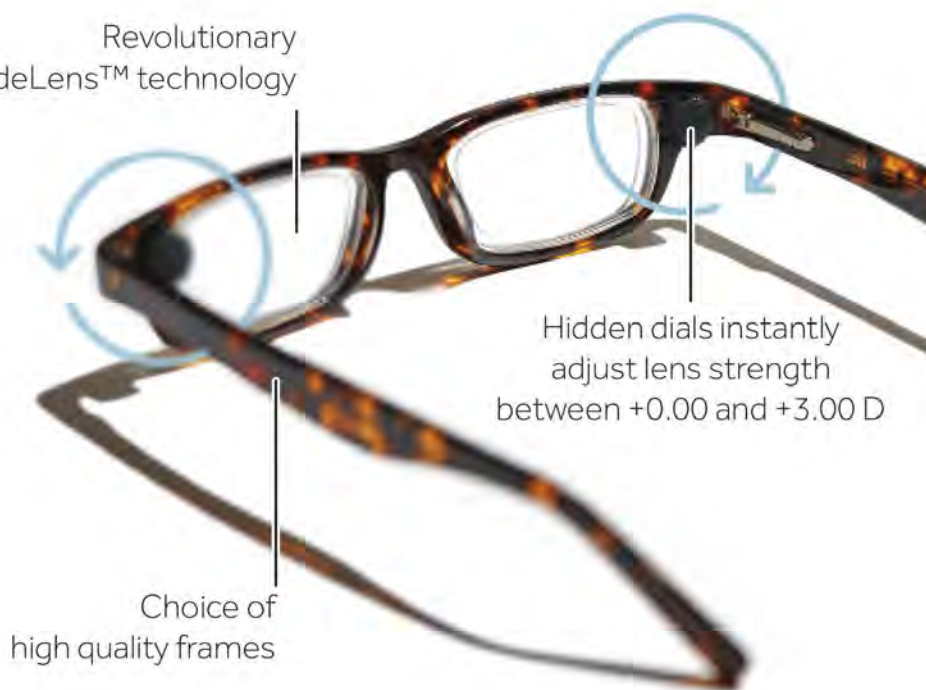
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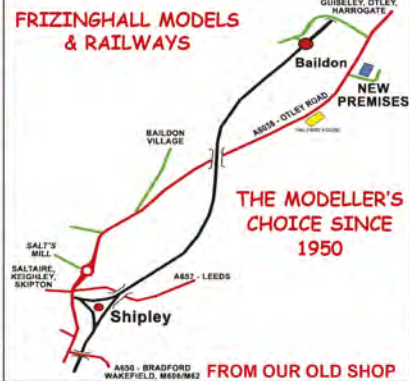
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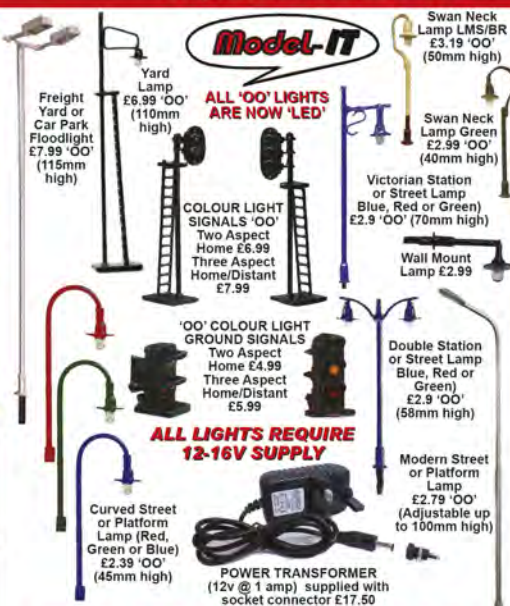


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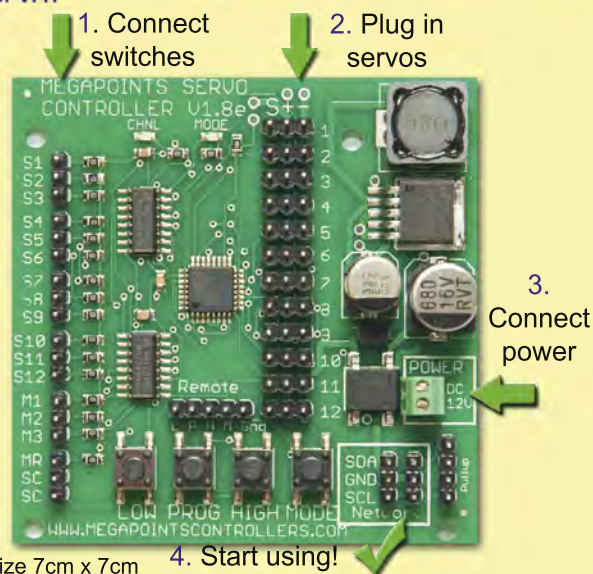
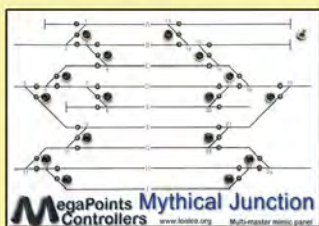
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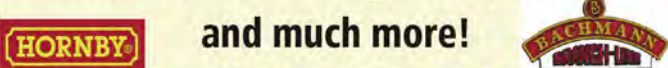
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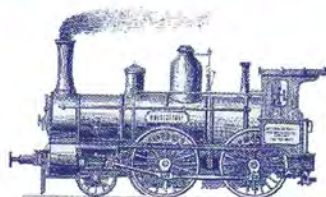
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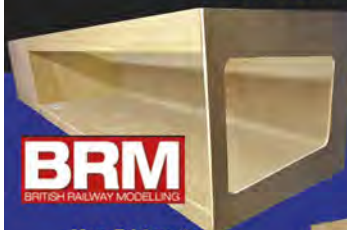
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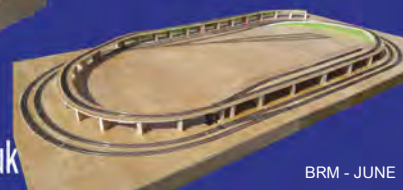
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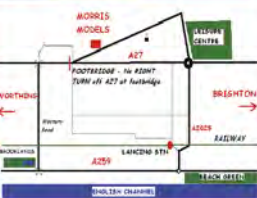
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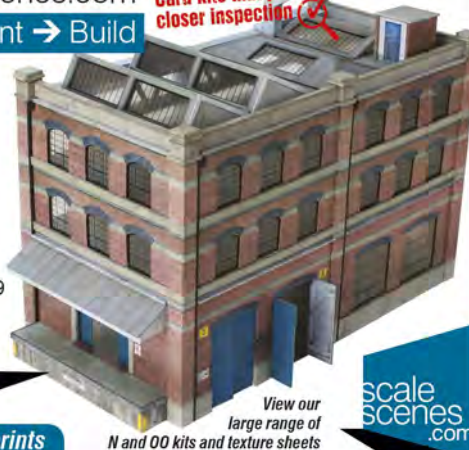
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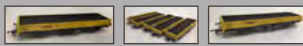
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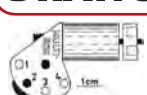
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OUR MODELLING MONTH...

The first in what may yet become a regular feature, we look at what the **BRM** team have been up to in the few spare moments they've not been making this month's magazine...

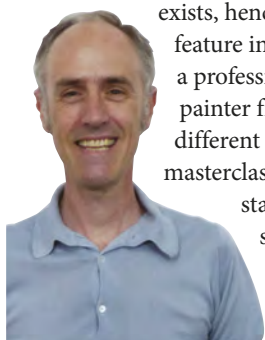
Andy McVittie

My railway modelling achievements have doubled recently, in that I have now taken on the grand total of *two* projects. Well, more like one and a bit, since a tiny patch of static grass doesn't really count for much. The Engine Shed card kit, on page 60, was a more substantial undertaking.

Otherwise, I've been racking up the miles again, all in the name of spreading the **BRM** message and broadening my modelling awareness overall. First at the Garden Railway show in Peterborough, which was an enlightening if somewhat noxious experience, with the meths-powered outdoor locomotives running indoors all day. Some nice layouts there too, including the slate mine-themed 'Melin LLechi', which we'll certainly try to feature in a forthcoming issue.

A little less deleterious, the Spalding Model Engineering show opened my eyes to the similarities between modelling disciplines. The incredible Arun-class Lifeboat and stunning model of the Midway aircraft carrier were particularly worthy of note. I'm all for sharing good practice wherever it

exists, hence a forthcoming feature in which we invite a professional figure painter from an entirely different market to give us a masterclass. That's just for starters, although we still have a wealth of talent a little closer to home to cover too.



Andy York

I don't seem to have got any modelling of substance done this month at all. However,

I have seen some interesting layouts and projects. Clive Baker's 'Rolleston-on-Dove' is such a case, which is the story of how a diorama for a village fair grew

to become an exhibition layout and trigger a community endeavour to reclaim and restore the station site; something I think is possibly unique.

A few days ago I had the pleasure to photograph 'Kirtley Bridge', for next month's issue. A beautiful early spring morning in Settle and Carlisle country with the last of the daffodils, new-born lambs and barely a cloud in the sky. Some days I love my job!

As the layout was just a few miles from DCC Concepts' new UK base, I dropped in for a cuppa and a chat and I did get to see



Phil Parker

Easter means a trip to the York model railway show. I've been a regular since the days when the show was located in the city centre.



Now at the racecourse, there was the usual high quality mix of layouts and trade. York always seems to have a special atmosphere. It's still very much a modeller's show, but the mix of layouts means there will be something for everyone.

My friend Chris Mead brought 'Overlord'. His 'Brown's Ice Cream' building was modelled on a real building used by the military during the war. They bricked up the large windows but left the sign in place. Chris struggled to work out how to model this, but ModelRailwayScenery.com supplied custom laser-cut letters to complete the building.

Older readers may remember Derek Naylor's 'Aire Valley' railway from the 1960s. One of the first models built in 4mm narrow gauge, the 009 society was showing some of his original rolling stock. As we look forward to new RTR locomotives later this year, we can see just how much the hobby has changed.



some new products under development. I can't say too much at this stage, but one of these is an absolute cracker and not something we have had available to us as modellers before unless we are adept at micro-surgery and have the patience of a saint and the vocabulary of a fish-wife.

It's now time for me to start packing the car up for a trip down to Taunton for our RMweb Members' Day. It's one of the most enjoyable days of the modelling year for me and, hopefully, it will raise a few quid for charity.

It was a pleasure to award the winners of the Velocipede Challenge with a year's subscription to Engineering in Miniature magazine.

Howard Smith

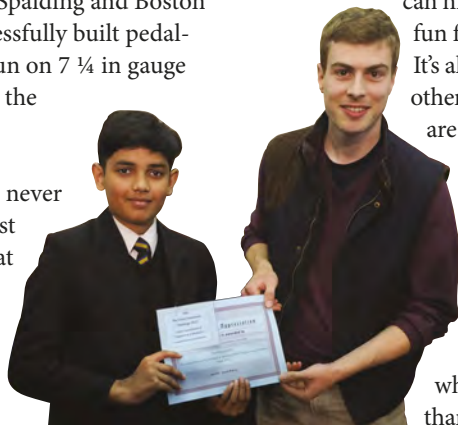
This month saw me attend the Spalding Model Engineering and Hobby Show, and I was given a guided tour by its organiser, David Webster - what a great event!

It was a pleasure to award the winners of the Velocipede Challenge with a year's subscription to Engineering in Miniature magazine. Teams from Spalding and Boston Grammar schools successfully built pedal-powered machines to run on 7 1/4 in gauge track - one from wood, the other tubular steel.

Each of these model engineering exhibitions never fails to amaze with a host of things to see, but what appealed to me over other exhibitions was the quantity of models that performed as intended over static

exhibits so commonly associated with such exhibitions.

From a virtual 3-D forge involving university students, a pool for boats that entertained children, track for live steam rides and traction engines giving tours of the local park, it was a brilliant event and one I can highly recommend as a fun family day out for all. It's always puzzled me why other engineering exhibitions are quite static - builders go to great lengths to engineer beautifully accurate valve gear on a locomotive only to leave it stationary on a table. Surely an electric-powered rolling road on which it could sit is better than nothing?



See Bob Hordern's pre-war O Gauge 'Kirtley Bridge' in the July issue of BRM, on-sale June 22.

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TAIL LAMP

Is there life outside of model railways? Some might perish the thought, but Phil Parker is bound to find out soon enough

Readers will know I've been part of the BRM team for four years and I've contributed to the magazine since the late 1990s (that makes me feel old!). Never happier than when up to my elbows in glue and solder, making models is in many ways my dream job.

Those who know me, or read my blog, realise that I like to stray from the true path of model railways into other areas sometimes. Model engineering, radio-controlled boats, classic cars, art exhibitions – if anyone has got their hands dirty creating something, the chances are I'll find it interesting.

Along the way I've marvelled at work that I couldn't hope to match and picked up inspiration for my own model making. There is the potential for some terrific crossover between all creative hobbies; something that I feel many railway modellers sometimes miss out on. When talking to people about shows I've visited they look blankly at me and say, "Were there

any model railways there?"

Probably not, I reply. "Oh well, I'm not interested then," is the response.

Their loss. Many of the items in my tool collection come from engineering shows, often at a quality and price you don't find at a 'proper' railway event.

This seems to be a very British phenomenon. I've visited a couple of large continental events with layouts and been as keen to watch the R/C trucks as I have to see the six foot Zeppelins flying overhead. It's all model making. The nearest we have in the UK is the late lamented Bright Modelworld exhibition, although the Alexandra Palace model engineering show comes close.

Never mind. All this experience hopefully stands me in good stead in some new roles I am taking on in a couple of months.

I will be taking over the Editor's chairs for two titles in the Warners portfolio – Garden Rail and Engineering in Miniature.

My interest in outdoor railway modelling stems from my teenage years scratch-building 16mm scale stock for a series of lines. I certainly learned from my mistakes, with many different attempts, including a series of temporary lines built to advertise our railway club exhibition in the local shopping centre.

Battery electrics were the order of the day and, thanks to Salford Models kits and the local model shop stocking cheap O gauge wheels, I stretched my meagre pocket money to produce a series of different locomotives.

Garden railway modellers seem to like homespun modelling that fits in with the sort of ramshackle railways that interest us. The 'make do and mend' attitude of a tiny Welsh line or industrial railway is very different from the shiny mainline copper-capped railway,

but then you never feel you own the GWR whereas you can be CME of 'The Rhubarb Line' in your flowerbed.

In engineering terms, I know I've a lot to learn, and am really looking forward to it. I'm the last generation that was taught any significant metalwork at school and that was only a term before we moved on to woodwork and technical drawing. I have built a steam engine, but it was a simple kit for a model boat with a soft-soldered boiler. Ride-on lines with serious engineering are something I doubt I'll ever aspire to but, fortunately, the hobby is so wide and varied that there really is something for everyone. Meanwhile, I recently suffered major laser-cutter envy while visiting one workshop...

Does this mean I'm leaving BRM? No, it just means that I'll be spreading myself around a lot more. I'll still be on the stand at Doncaster, Alexandra Palace, Peterborough and Warley, but I'll also be wandering around lots of other events as well.

It will mean we'll be benefiting from some of the crossover between the hobbies. BRM's news and reviews have always covered more than the standard RTR products and, all being well, we'll be able to bring you even more.

So, I'll be getting a break from the workbench and spending some of my time out in the sunshine, smelling the methylated spirits powering miniature steam engines. If you see me around, please say hello. ■



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7F-080-021 - 8 Plank - Stewarts & Lloyds 6305



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2D-019-007 - Class 43 HST Virgin East Coast 43311/43312
2D-019-008 - Class 43 HST GNER Blue 43106/43109
2D-019-009 - Class 43 HST GWR Green 43187/43188



2F-036-023 - Bulk Grain - GWR 42315



2F-036-024 - Bulk Grain - GWR 42315 Weathered



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4F-071-142 - 7 Plank - United 3154



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4F-038-107 - 20T Steel Mineral - Richard Thomas 23307 Weathered
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SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
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Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

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Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
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Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							

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Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Hitiachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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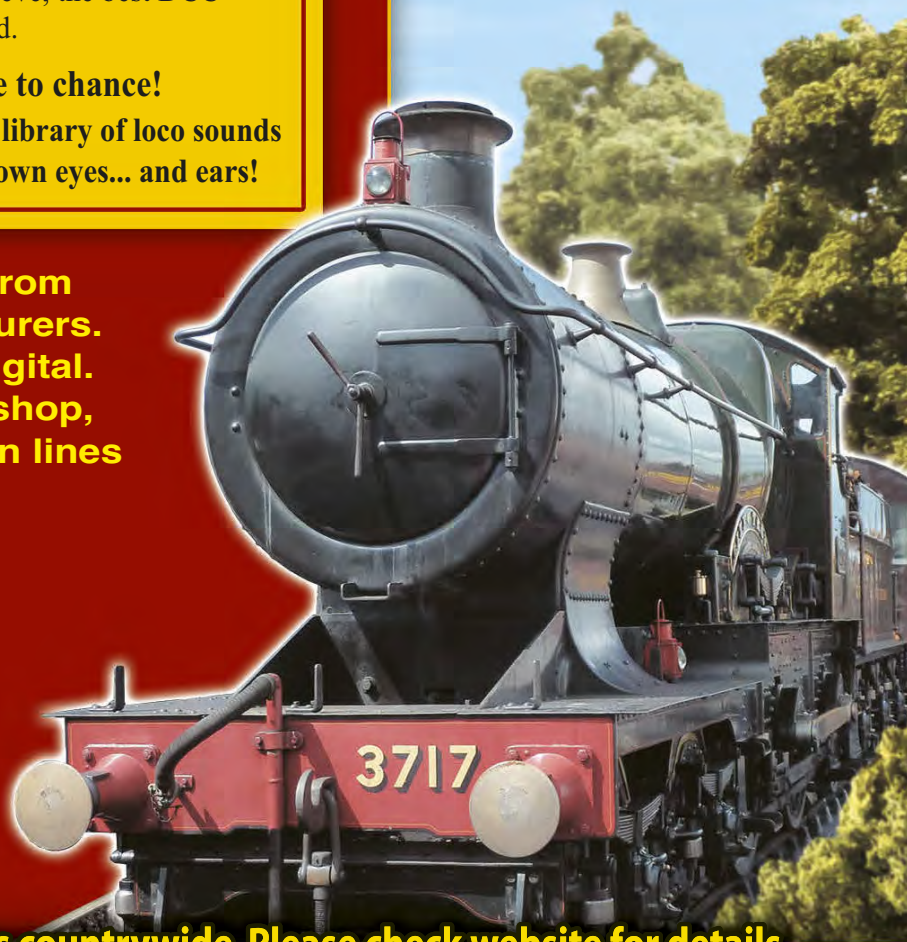
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Bob Dunn, Colin Boocock, David J. Hayes,
Gavin Morrison, Alex Fisher

Welcome to the May/June issue of **TRACTION**. I recently took the opportunity to travel on one of Arriva Trains Wales' locomotive hauled services between Chester and Holyhead. It's an experience that comes along all too rarely these days for the enthusiast. To hear a powerful diesel locomotive accelerate your train away from a station stop is a real treat. So, why not investigate the possibilities of locomotive haulage around Britain this summer?

Harking back to the days of locomotive haulage on the Waterloo to Exeter line, Jon Littlewood's article '**PERFORMANCE SURVEY: YEOVIL TO HONITON - THE TYPE 4 YEARS**' evokes the memories of those long gone days. Today's Class 159 DMUs may be more operationally efficient than a '47' or a '50' on Mark 2s but do rather lack the charisma!

Alex Fisher continues his series of articles about 'the first of the class' with '**D833, A LOCO HISTORY**'. The first of North British built 'Warships', *Panther*, is the subject of this article.

A type of locomotive that is currently returning to hauling passenger trains is, of course, the Class 73. However I doubt that Martin Axford, when he was '**PHOTOGRAPHING CLASS 73s ON THE CHANNEL ISLANDS BOAT TRAINS**', would have ever imagined that some of the '73s' would be hauling sleeping car trains in the Scottish Highlands thirty or so years later.

David J. Hayes returns with the second part of his article about the '**ALBION G.O.D.**' oil terminal in the West Midlands. This time he looks at traffic from the late 1970s until the 1990s.

The line to Kyle of Lochalsh has long fascinated readers but few have had the opportunity that Richard MacLennan had to travel in the cab of a Class 26, which he describes in '**FROM MORAY FIRTH TO ATLANTIC WILD**'.

'**LEEDS HOLBECK DEPOT**' has a long history, first as a steam shed, then rebuilt as a major diesel depot and now in use for track maintenance vehicles and DMU servicing. Gavin Morrison paid many visits to the depot in the diesel era and his selection of photographs shows its changing face over the years.

French railways have a long tradition of powerful electric locomotives, many of which fascinated Colin Boocock. In '**THE WEIRD AND NOT SO WONDERFUL**' he looks at a selection of these intriguing types that were to be found across The Channel.

Industrial locomotives don't often get much attention from enthusiasts but they were (and in some places still are) a vital part of railway operations. David Ratcliffe redresses the balance with his feature '**RUSTON & HORNSBY INDUSTRIALS**'.

Stephen

CALLING ALL RAILWAY MODELLERS

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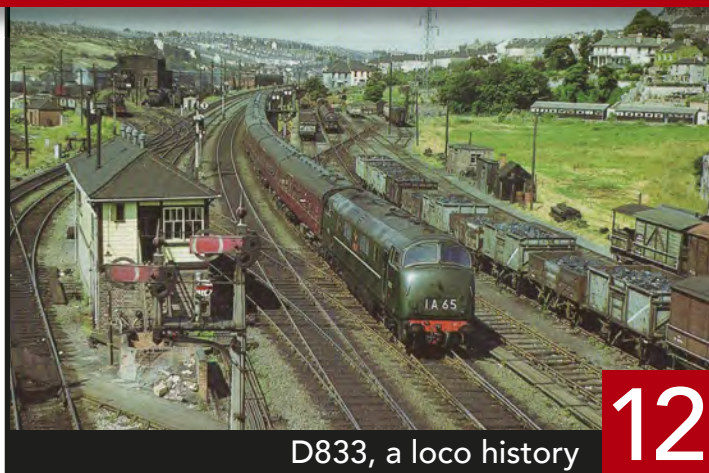
Have you a layout design that you think would make an interesting and achievable project for another modeller?

If so get in touch with the editor as we'd love to feature your work in **TRACTION MODELLING**.

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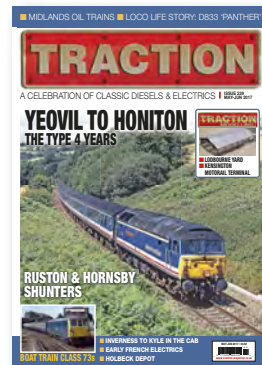
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The weird and not so wonderful: early French electric locomotives

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47716 approaches
Seaton Junction with the
13:46 Exeter to Waterloo
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1993. railphotoprints.
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Performance Survey: Yeovil to Honiton - The Type 4 years

Looking back to the time of locomotive haulage on the Waterloo to Exeter line, Jon Littlewood evokes the memories of those long gone days.

The glory days of this line belong to the steam era: the opulent 'Devon Belle' (1947-1954), for example, ran from Waterloo to Exeter with no advertised stops and then continued to Ilfracombe. It was frequently loaded with 13 heavy Pullman cars plus a rear observation car grossing nearly 600 tons. A change of the streamlined 'Merchant Navy' pacifics took place at Wilton just west of Salisbury. The 'Atlantic Coast Express' ('ACE') ran between 1926 and 1964 and was another celebrated limited stop express that did battle with this hilly route and loaded up to 13/ 500 tons (13 coaches: weight 500 tons) at peak periods. For these trains Axminster was not a station to be stopped at; it was to be stormed in preparation for the hard climb to Honiton tunnel although, due to the length and gradient of this climb, momentum alone was nothing like enough.

My time was with the Class 50s and if I could choose to relive some classic Class 50 action, then I might well choose the Yeovil to Honiton line sometime between 1981 and 1991.

The running west from Yeovil involved three successive climbs from a station stand, each quite different in character, whilst the descent through Chard Junction towards Axminster could often provide an enjoyable high speed interlude before the main event.

The line west of Salisbury was singled in 1967 with passing facilities retained at some of the stations, including Yeovil and Honiton. Between these two stations the 32 miles of single line was broken only by a passing loop at Chard. Yeovil Junction station enjoys a nice remote location with sidings and a large island platform which would see London and Exeter bound trains arrive and depart within minutes of each other on either side of the old up island platform. The station cafe would see a flurry of activity preceding the coincident arrival of these trains, but would then suffer a lull of nearly 2 hours (less at peak times). I can barely remember the cafe as it was in the 1980s, but

it was railway themed to some degree and was a pleasant place to kill a bit of time. In the days of steam, this station, which was one of three serving Yeovil, had its footbridge spanning the tracks to the other island platform and over the two through roads which saw express trains pass below at up to 85 mph.

Honiton Bank

With a Class 50, a vigorous start could be made from Yeovil for the 3 mile long climb past Sutton Bingham reservoir, where there used to be a small halt to serve the village, and thence up to an overbridge at Hardington where there was once a small milk siding. The restart from Crewkerne was memorable for its series of curves and the 1 in 80 gradient that takes the line to a summit half a mile beyond its short tunnel. Both these climbs would reveal a lot about the strength of a locomotive, but Honiton bank would have the last word on the matter. As David Clough said in his Railway World article of 1982, 'Honiton bank bears some comparison with the Tebay to Shap section in terms of the length and grade of the final section. It is in fact a bit longer but it is not exposed to the elements like Shap.'

Honiton bank has always been a classic climb for locomotive hauled trains. To be on board a train like the 'ACE' in the early 1960s, as it picked up speed through Axminster for the 7 mile climb to Honiton tunnel, must have been quite a thrill. Speeds of up to 100 mph in the dip after Axminster were recorded on those heavy trains which seems astonishing now. I have looked at many runs between Axminster and Honiton with rebuilt 'Merchant Navy' pacifics loaded from 11 to 13 carriages and it's impossible not to be impressed. The last westbound 'ACE' in 1964, with 35022 *Holland America Line*, took its 13/475 ton train through Yeovil at 78, Crewkerne 76, Axminster 81, Seaton Junction at 67 and into Honiton tunnel at almost 40 mph. A couple of days earlier 35029 was stopped at Axminster with 12/445

ABOVE: 10th July 1993: 47716 drops down from Honiton Tunnel as it approaches Seaton Junction with the 13:46 Exeter to Waterloo service. railphotoprints.co.uk - John Chalcraft

tons and then took its train into the tunnel at 37½ mph. A Class 47 or 50 diesel-electric could do no better than that!

Seaton Junction originally had its sidings and four tracks running between its main platforms. The two footbridges, which surprisingly remain intact, have always been a reminder of its scale, especially the western-most footbridge which spanned the Seaton branch line and platform.

For 25 years I have put off a thorough assessment of my collection of runs because of the notorious milepost irregularities on this line and a few concerns about the gradients. The milepost issues were not too difficult to resolve in the end and the combination of data from GPS analysis and dynamometer car test reports from 1955, provided the required certainty regarding gradients.

The Performance & Efficiency test of SR diesel electric 10203 was published in the form of BTC Test Bulletin No.16. This was, appropriately, part of the English Electric Class 40 design development with the 2000 HP version of the 16 cylinder SVT engine, later to run at 2700HP in the Class 50. The 1750HP version of this locomotive, 10202, was tested previously on this line and was reported in Test Bulletin No.9. The formulae from tests such as these are at the basis of the power calculations used for this article after adjustment for Mark 2 stock and better track quality.

The Class 50s spent eleven years on this line and were worked hard. The frequent stops and restarts and the jointed track made these workings fairly punishing and it should also be remembered that most of the diagrams involved a return trip over the Devon banks to stable and receive maintenance at Laira. Many informed people believe that the Waterloo to Exeter services literally shortened the life of the Class 50.



The Class 47 superseded the Class 50 until the end of locomotive haulage in summer 1993. We know that the Class 47 experiment showed no real benefits over the Class 50, other than on a cost per mile basis perhaps, but did they run well at the western end of the line? John Heaton has kindly provided data from most of the runs that he witnessed from the cab (more than 150 runs). They reflect my own experiences in as much as the average speed of his Class 50 sample entering Honiton tunnel is depressed somewhat by some fairly awful runs. However I have seen no Class 47 runs to equal the best of the Class 50, although it has to be said that there was a temporary speed restriction at the foot of the climb for most of 1992/93 when the Class 47 was in sole charge of services.

60mph at Honiton Tunnel

One of the objectives of this article was to look for a run that claimed a 60 mph entrance to Honiton tunnel with the standard load of 9 coaches. Such a run would have required at least 110% of rated output from a Class 47 or 50 and would certainly have occurred from time to time. To this end I simply scoured every source and have catalogued far more runs than I really needed. This has resulted in a sort of super-survey.

Most of my runs were in 1990/91 when the Class 50s were being run down, but it must be said that Laira depot did a good job with the survivors. Withdrawals enabled a supply of components that could be donated and although major item swappage never reached the levels lavished on the 'Deltics' in their last years, engines and main generators ('power units' when combined), traction motors and bogies were being moved around the fleet more than you might imagine.

ABOVE: 12th November 1988: 50042 Triumph heads the 09:10 Waterloo to Exeter past Seaton Junction on 12th November 1988. David Rostance

Table 1: Yeovil to Honiton									
	Date	Tue 30/07/1991		Sun 15/07/1990		Sat 21/04/1984		Sat 24/02/2007	
	Train	09:15 Waterloo-Ex		14:55 Waterloo-Ex		11:10 Waterloo-Ex		Waterloo-Okehampton	
	Locomotive	50033 Glorious'		50033 Glorious'		50034 Furious'		D1015 Champ'	
	Trailing load (tons)	8 mk2b: 258 / 266		9 mk2b: 289 / 297		9 mk2b: 289 / 310		10 mk1: 358 / 392	
M Ch		time	speed	time	speed	time	speed	time	speed
		m s	mph	m s	mph	m s	mph	m s	mph
122 51.0	YEovil JUNCTION	0: 00	-	0: 00	-	0: 00	-	0: 00	-
123 00.0	Milepost	0: 56	38.1	1: 06	35.8	0: 59	36.5	1: 43	34.3
124 71.0	Sutton Bingham (site of halt)	3: 09	60.0	3: 20	60.5	3: 15	59.0	4: 16	51.8
126 13.0	Kit Hill overbridge	4: 22	64.0	4: 33	64.5	4: 29	63.0	5: 41	54.7
128 20.0	Milepost					6: 09	86.0	7: 31	80.0
129 20.0	Milepost (minor summit)					6: 51	86.0	8: 16	78.4
130 20.0	Milepost (start of 1 in 80)	7: 21	88.0			7: 31	91.0	9: 01	84.5
131 34.0	CREWKERNE	unrecorded	-	9: 38	-	9: 03	-	9: 53	75.5
132 03.3	Crewkerne LC	1: 28	38.4	1: 42	34.8	1: 30	36.4	10: 25	68.7
132 38.5	] Crewkerne Tunnel E	2: 06		2: 23		2: 10		10: 49	64.4
132 47.8	] Crewkerne Tunnel E (205 yds)	2: 16	43.5 av	2: 33	42.4 av	2: 20	42.0 av	10: 55	63.4 av
133 00.0	Milepost (summit approach)	2: 48	48.5	3: 05	46.5	2: 53	45.0	11: 19	60.4
134 03.4	Hewish LC	3: 55	68.0	4: 12	68.0	4: 01	66.0	12: 16	72.0
135 48.0	Wayford Farm underbridge		86.0			5: 14	85.0	13: 26	83.0
139 32.0	Chard Junction	7: 39	90.0	Looped		7: 54	81.0	Looped	
141 56.0	Axe LC	9: 11	90.0			9: 33	86.0	4: 00	66.7
143 20.0	River Axe milepost	10: 14	88.0			10: 40	77.0	5: 16	80.0
144 45.0	AXMINSTER	11: 48	-	unrecorded	-	12: 23	-	6: 13	83.5
145 00.0	Milepost	1: 02	44.0	1: 15	40.7	1: 03	42.0	6: 33	81.8
146 20.0	Milepost - bottom of dip	2: 20	68.7	2: 35	68.2	2: 23	67.0	7: 31	75.8
147 40.0	Milepost	3: 26	66.5	3: 41	66.3	3: 31	65.0	8: 33	68.7
147 64.5	Seaton Junction (first footbridge)	3: 43	68.0	3: 58	67.8	3: 48	66.3	8: 49	69.0
148 00.0	Milepost (start of 1 in 80)	3: 53	68.7	4: 08	68.6	3: 58	67.0	8: 59	69.2
149 17.0	Colhayne Farm overbridge	4: 59	64.5	5: 14	65.0	5: 06	63.5	10: 08	60.0
150 15.0	Black Sands underbridge	5: 55	61.8	6: 09	62.0	6: 03	60.0	11: 09	54.0
151 40.0	Honiton Incline (site of SB)	7: 14	59.0	7: 28	59.1	7: 24	58.0	12: 42	49.4
152 12.0	Coomewater Road overbridge	7: 54	58.1	8: 08	58.6	8: 05	57.7	13: 30	48.0
152 45.3	] Honiton Tunnel E	8: 20	57.8	8: 33	58.3	8: 31	57.3	14: 01	47.6
153 26.4	] Honiton Tunnel W (1345 yds)			9: 20	58.6 av	9: 18	57.6 av	14: 57	49.0 av
153 40.0	Milepost Summit			9: 30		9: 29	/ sigs		/ sigs
154 60.0	HONITON	unrecorded	-	11: 26	-	12: 01	-	unrecorded	-

= full power



Table 1 starts with a detailed run from the last summer of Class 50 haulage in 1991. 50033 had been a strong performer the year previous after receiving an overhauled power unit at Old Oak in January 1990, but that power unit gave little more than twelve month's service before main bearing issues were discovered leading to a power unit exchange at Laira in April 1991. As such, 50033 with its donor engine was merely average at the time of this run. It was a brisk run though with fast starts and some 90 mph running wherever possible (the line limit was and still is 85mph). The best of the load 9 efforts equalled it on the climbs though.

The Class 50 should be at its best when starting and accelerating these moderate loads and that was always my perception when travelling behind them; they just felt like a good tool for the job in skilled hands. However, Honiton bank would force them to decelerate under full power which is where they sometimes suffer a little relative to other Type 4s. In this case though, the deceleration forced upon them was gradual and it didn't afflict

them too seriously. A poor climb was usually the consequence of a weak engine and not a deficiency under deceleration as such. In fact some '50s' were stellar in this domain, perhaps more so when they could comfortably stay above the speed of the field divert that occurs at about 60 mph. 50033 may have managed to do so on this occasion as it approached the tunnel, but it did lose a little more speed over the final mile than usual, so perhaps not.

After topping Hardington summit from Yeovil, it was possible to quickly hit 90 mph before the usual breaking point around milepost 130½. 50033 almost did so, then stormed out of Crewkerne and was doing nearly 50 mph at Hewish summit. It then held close to 90 all the way down to Axminster with no apparent caution going through Chard level crossing and the neighbouring Dairy Crest site which eventually closed in 2015.

Acceleration from Axminster with the river Axe nearby was usually brisk down the 1 in 240 gradient, and again 50033 made a very quick start. The line then rises from where today's Axminster loop west junction exists for the seven mile grind to the west end of Honiton tunnel, with only a brief respite through Seaton Junction where the gradient eases for a third of a mile. In steam days, the four track layout would allow an express to overtake a stopping train at this station. During that era, there was a small signal box/cabin about a mile before the tunnel entrance away from any signs of civilisation. There was a catch/refuge siding built into the south side embankment where trains could reverse and dwell if necessary. Few pictures seem to exist of this idyllic spot, probably because of its remoteness.

Although it would often appear that speed had stabilised over the final mile up to Honiton tunnel, it very rarely did so and any power calculation on that basis would create an over estimate. As the gradient eased to 1 in 132 in the tunnel, speed would recover very slowly and the average speed through the 1345 yards of its bore would usually be only a fraction above the speed on entry to it - assuming full power was maintained.

The second and third runs tabulated were my best with load 9 featuring 50033 again with a new power unit and 50034. The run with D1015 on railtour duty features a full power blast through Crewkerne and up to the Hewish summit, plus a near 100% representation of its type on Honiton bank. It was a shame about

the easing to 75 mph past the new Axminster loop west junction at the foot of the bank. Now try to imagine rebuilt Merchant Navy 35028 'Clan Line' in 1961 with 12/425 tons gross, going through Yeovil at almost 90 mph, topping Hardington and Crewkerne summits at 73 and 65 mph respectively, 104 in the dip after Axminster, 90 at Seaton Junction and 58 into Honiton tunnel. Apparently, that actually happened!

Tables 2 & 3: Over one hundred load 9 runs were reviewed for this study, the problem then being how to filter out 60% of them

Table 2: Axminster to Honiton Tunnel										
Power output: MP148 to 152%, 4,515 miles, height gain 295 ft = 1 in 80.8 grade										
Load 9										
Date	Loco	Seaton J FB1	MP148 max	Tunnel East portal min	ETH	RHP	% Of rated			
Theoretical best run		3: 37	69.5	8: 06	60.0		2320	111		
18/03/89	50003	3: 50	68.5	8: 27	58.0	✓	2305	110	F	
24/04/85	50050	3: 45	69.3	8: 16	59.3		2280	109		
09/01/86	50009	3: 47	69.0	8: 19	59.3		2275	109	I	
02/12/87	50048	3: 37	69.0	8: 14	58.0	✓	2270	109	I	
23/10/87	50028	3: 40	70.0	8: 17	58.0	✓	2255	108	F	
11/01/89	50003	3: 49	68.0	8: 29	57.7	✓	2235	107	P	
15/01/90	50033	3: 58	68.6	8: 33	58.3		2220	106	P	
10/06/89	50041	3: 53	68.0	8: 33	58.0	✓	2215	106	P	
07/05/88	50027	3: 56	68.3	8: 34	58.0		2205	106	F	
21/04/84	50034	3: 48	67.5	8: 31	57.3		2205	106		
25/05/89	50028	3: 47	68.0	8: 30	56.2		2190	105	P	
16/02/90	50002	3: 59	66.5	8: 46	56.5	✓	2180	105	P	
14/06/87	50002	4: 03	67.5	8: 46	57.0		2170	104	I	
17/01/90	50017	3: 47	68.5	8: 25	57.0		2155	103		
14/02/88	50050	4: 05	65.3	8: 55	54.8	✓	2145	103	F	
07/06/86	50050	3: 49	68.0	8: 31	57.0		2130	102		
03/04/84	50009	3: 46	68.0	8: 29	57.0		2130	102		
01/10/85	50036	3: 48	68.0	8: 31	56.0		2130	102		
06/05/87	50037	3: 49	67.5	8: 33	56.8		2130	102	I	
18/10/89	50043	3: 51	66.5	8: 39	55.5		2090	100	M	
29/04/86	50031	3: 51	66.5	8: 39	55.5		2090	100	I	
10/08/87	50044	3: 55	66.5	8: 44	55.5		2085	100	I	
11/06/88	50008	3: 55	66.5	8: 45	55.5		2075	100		
05/09/87	50046	3: 54	66.8	8: 45	54.6		2075	100	F	
05/10/88	47473	4: 05	66.5	8: 55	55.0		2060	99		
19/09/90	50028	4: 16	65.0	9: 12	54.2		2040	98		
14/08/87	50050	3: 56	66.0	8: 53	54.0		1990	95	F	
29/07/91	47710	4: 04	63.7	9: 11	51.8		1945	93		
16/06/90	50009	3: 56	64.5	9: 02	51.0		1905	91		
16/11/91	47708	4: 12	64.0	9: 22	51.5	✓	1895	91		
04/01/92	47705	4: 08	63.0	9: 27	50.0	✓	1835	88		
03/08/88	50043	4: 04	63.0	9: 24	50.0	✓	1820	87	F	
29/01/88	50015	4: 03	62.5	9: 25	50.0	✓	1810	87		
06/08/86	50012	4: 07	63.0	9: 28	50.0		1805	87		
17/06/87	50026	4: 09	60.0	9: 44	48.0		1745	84	F	
12/05/87	50012	4: 06	58.0	9: 49	46.0		1705	82		
21/03/86	50030	4: 22	58.0	10: 07	46.0		1690	81		
13/03/65	D802	5: 19	57.0	11: 01	46.0		1690	108		
sum/79	33004	4: 26	56.0	10: 48	41.0		1490	120		
27/09/80	33027	4: 30	56.0	10: 46	42.0		1385	112		
18/07/87	33008	4: 34	54.0	11: 28	36.0		1215	98		

* Most of the best runs took place within 12 months of the following events:

- R Refurbishment (Doncaster)
- I Intermediate overhaul (Doncaster)
- F Exam (Laira)
- P Overhauled engine or power unit installed
- M Main generator replaced



10th May 1991: 47702 Saint Cuthbert is seen leaving Yeovil Junction with a Waterloo to Exeter service. The turntable is prominent in the foreground. **Dave Higson**



ABOVE: 12th November 1988: 50041 *Bulwark* heads the 12:20 Exeter to Waterloo past the abandoned and dilapidated station at Seaton Junction. David Rostance

Table 3: Axminster to Honiton Tunnel										
Load 10										
Date	Loco	Seaton J FB1	MP148 max	Tunnel East portal min	ETH	RHP	% Of rated	*		
7/05/80	50025	3: 52	68.5	8: 26	58.5	2490	119	R		
7/7/82	50021	4: 06	65.5	9: 03	54.5	2245	108	R		
28/09/80	50017	4: 06	64.0	9: 14	51.0	2190	105	R		
23/06/92	47701	4: 15	63.5	9: 24	52.0	2060	99			
24/02/01	D1015	8: 49	69.2	14: 01	47.6	1955	98			
24/11/81	50043	4: 17	59.0	9: 57	47.0	1905	91	F		
Load 8										
31/07/91	D400	3: 44	71.0	8: 07	61.8	2200	106	P		
20/06/87	50048	3: 37	70.5	8: 02	61.0	2200	106	I		
12/06/81	50046	3: 38	70.5	8: 03	61.0	2175	104			
05/01/89	50003	3: 54	70.0	8: 23	60.0	2170	104	F		
21/07/88	50003	3: 57	70.0	8: 25	60.0	2150	103			
21/06/90	50043	3: 49	69.5	8: 19	60.0	2150	103	M		
21/11/87	50033	3: 42	69.5	8: 13	59.5	2150	103			
05/07/87	47093	3: 58	69.2	8: 30	59.8	2140	103			
28/07/91	50030	4: 01	69.5	8: 30	60.0	2125	102	P		
30/09/88	50002	3: 41	69.0	8: 15	59.0	2085	100			
28/07/91	47716	3: 58	68.7	8: 35	59.0	2045	98			
30/07/91	50033	3: 42	68.7	8: 19	58.0	2030	97	P		
25/04/92	47702	3: 56	65.5	8: 47	56.5	2005	96			
18/01/92	50033	3: 53	67.5	8: 38	56.5	2000	96			
28/08/86	33045	4: 20	57.0	10: 15	45.0	1460	118			
26/03/83	33054	4: 15	57.0	10: 21	43.0	1320	106			
13/07/85	33020	4: 27	56.0	10: 43	41.0	1255	101			
02/10/82	33019	4: 35	55.0	11: 13	39.0	1200	97			
Load 7										
12/04/91	D400	3: 30	75.0	7: 34	68.4	2295	110	P		
23/06/89	50002	3: 36	73.7	7: 50	64.5	2165	104	P		
10/01/88	50019	3: 41	72.7	7: 56	64.4	2155	103	P		
23/01/91	50029	3: 43	72.5	7: 59	64.0	2150	103			
18/08/89	50049	3: 34	72.5	7: 51	64.0	2120	102			
26/01/86	50030	3: 42	71.5	8: 02	63.0	2110	101			
06/02/92	50030	3: 45	71.0	8: 07	62.5	2095	100			
31/03/86	50031	3: 36	71.5	7: 57	62.5	2085	100	I		
20/06/87	50048	3: 39	71.0	8: 02	62.5	2035	98			
28/07/91	47714	3: 55	69.4	8: 21	62.0	2025	97			
31/07/91	47710	3: 56	69.0	8: 25	60.9	1985	95			
06/06/89	D824	4: 05	64.5	9: 08	52.5	1715	99			
Load 6										
30/04/91	D400	3: 27	78.5	7: 19	71.5	2235	107	P		
08/06/90	50043	3: 43	75.0	7: 46	68.1	2110	101	M		
05/10/91	47703	3: 40	74.0	7: 46	67.5	2085	100			
02/07/91	50033	3: 35	74.5	7: 39	67.0	2065	99			
31/05/91	50027	3: 34	74.0	7: 49	64.5	1910	92			
09/11/91	47712	3: 42	70.0	8: 07	62.5	1865	89			
25/10/85	33010	4: 02	62.0	9: 21	50.0	1270	102			

for publication. The bulk of the runs rated between 90% and 100% entering the tunnel at around 51-54mph mph – entirely acceptable for schedule adherence, but I have decided to show the top 20, the average and the truly awful. The load 6, 7 and 8 tables didn't need the same filtering and I suspect the load 6 and 7 runs are filtered at source to some extent because many timers, myself included, saw such loads as a very poor substitute for a proper load 9 and tried to avoid them. Only the best runs with load 6 would have been written up I believe! Although all things being equal, the average speed from Seaton Junction to the tunnel would usually be the best way to rank these runs, some account has to be made for older stock types, differing passenger load and ETH, so rail horsepower (RHP) estimation, as shown, is a better representation. There are also occasions when a locomotive is not opened out fully from the start and is a little slower than normal through Seaton Junction. My run with 50050 and nine coaches on 14th February 1988 (with the ETH on) was such an example and RHP is the only measure by which to rank this properly.

Celebrity Class 50s

Looking at the table of performances, it's notable that 'celebrity' Class 50 members should feature heavily as some of the strongest performers in the later years: 50050 in 1985 and 1986 and its re-emergence as D400 in early April 1991, 50033 after some fettling at Old Oak in 1990 and 50007 after its F exam.



10th May 1991: 50031 is at Yeovil Junction ready to depart for Waterloo. Dave Higson

Other high achievers were 50002/3/9/28/43/48 and 50. I was not surprised to see under-achievers: 50012 and 50015. The run with 50025 with load 10 was detailed in the 'The Hoover' magazine from May 1983 and may be a genuine example of a near 120% effort. It's hard to credit or discredit this run with so little additional detail but I would be surprised if the recorder, a Mr J Medley, counted an extra coach that wasn't there.

Of interest to me was the fine run in May 1988 with 50027 which, following its F exam in December 1987, would become the casualty of a dispute between Laira and Crewe regarding the quality of the overhauled engines that Crewe had provided. 50027 had a number of engine fitments after its F exam and I managed to sample it in February and August 1988 before finding it in stellar form at the end of September 1989 (see TRACTION 212). Its load 9 run in the table must have been shortly before its second power unit failed after less than 4 month's duty. Most of the better performances come from locomotives that were within a year of major overhaul and I have tried to indicate this in the penultimate column of each table (see key at the bottom of Table 3). Some locomotives would also show a marked improvement after the midpoint of their overhaul cycle.

50050/D400

The surprise from this survey is the emergence of 50050/D400 as a leader in almost every load table. This must, at least to some extent, be a coincidence. For example, no one actually timed one of the very best runs in this

survey – that of D400 with load 7, released just one week after being prepared to a very high standard by Laira TMD in April 1991. The whole run was, however, caught on good quality video and can be seen on Youtube. I contacted the videographer and did some checks on his videos before concluding that all the frames were present and that the clock speed was reliable. Although these trains were popular with enthusiasts in the final years, it would seem that relatively few people actually timed them and, but for this video, D400's superb performance on that day would have been lost to us.

I am a little surprised that D400 was out-shopped by Laira in this state of tune, for Laira was not renowned for that sort of thing. The later batch of F exams by Laira did produce some powerful locomotives though and even the earlier ones came good eventually, but 10%+ above rating was very rare. In the absence of a static resistive load bank test, D400's final set-up would have been conducted during or after a test run over the Devon banks. Perhaps a little extra performance was bestowed upon it to match its good looks. Three weeks later it seems its power had dropped slightly. Its run on that occasion, with a load 6 on 30th April 1991, was a real flyer though and a clear road into Honiton enabled the stop to be made in 9 minutes 40 seconds – a very rare sub-10 minute time with a locomotive that would better all but the very best 6-car Class 159 runs of today. Its power output remained at that level until the end of July when I sampled it with load 8.

In early August 1991, D400 had a main

generator failure which resulted in a long layoff and the replacement of both engine and generator. It was not quite the same after that, although it was a good reliable performer into the early part of 1992.

Other Class 50s that I'd like to spotlight are '003, '028 and '048. 50003 was the last of a series of seventeen members to receive a scheduled overhaul in the form of an F exam at Laira following the transfer of this responsibility from Doncaster at the end of 1986. 50003 was well looked after by Laira staff and this shows in its multiple entries at the top of the tables attached. I believe it ran reliably with the same power unit until withdrawal three years later having clocked 6900 TOPS hours.

50028 was released from its F-exam in September 1987. Its power unit (engine and main generator) had been overhauled at Crewe and set up in the carcass of 50011 which became resident there after its withdrawal. The engine lasted eight months before failure and Laira had to wait nearly five months for a replacement power unit such was the shortage at the time. Ian Horner's load 9 run with it shortly after its F exam saw it reach Honiton tunnel in the quickest time on record, despite the likely operation of electric train heating (ETH). The start from Axminster must have been something to behold because even the best load 8 couldn't better it.

50048 was the last to be out-shopped from Doncaster following an intermediate overhaul in March 1987. I sampled it at the end of that month and it was strong but sounded a little tight I thought. By late summer it had bedded in, sounded better and was giving about 2200-2250 RHP. ETH operation was verified during its very strong load 9 run. Its power unit lasted until November 1989 at which point it got an overhauled replacement that returned it to the same sort of form and which stayed in place until its withdrawal in summer 1991. 9,300 TOPS hours at 2000 per year was a good final innings.

The Class 47s

The bulk of the Class 47 sample suffered a persistent speed restriction where the west end of the new Axminster loop now exists but, taking this into account, their efforts on the bank are still mediocre. It seems that many of the '47/7s' that were drafted in were not perfect examples of their sub-class. 47714 did get an F exam at Old Oak, I understand, and was strong as a result, but it rarely strayed from the Thames Valley services. By all accounts the others were well maintained in Scotland before

YOUTUBE FILMS OF CLASS 50S ON HONITON BANK

For an appreciation of a good Class 50 effort on Honiton bank, I can recommend Allan Tebb's YouTube video of 50030 and load 8 on a dull day in July 1991 with its superb audio; just search: 'English Electric Class 50 Axminster' or go to: <https://goo.gl/OIWB85>

For D400's superb run on 12th April 1991, search: '50050 1V11'. or go to <https://goo.gl/ght6v9>





their transfer, but the nature of their intensive high speed duties had perhaps taken its toll.

When looking at the original fully populated load 9 (Table 2), I was struck by the range of performances, from 2300 RHP or 110% to little more than 80% of rated capacity. A weak locomotive was always a disappointment but, at the other end of the scale, the very top performers could be critically described as maladjusted to a level that was unnecessary and which we now know resulted in accelerated wear (main engine bearings and camshafts), premature damage (main generators and traction motors) and considerable expense. The Class 50 main generator in particular was highly stressed and it is not surprising that the weaker members of the Class 50, including those in the departmental sector, were often the ones that avoided major failure for the longest. The Class 47 generator operated at lower voltage (though higher current) and fared better as regards flashover.

A 100% effort should have been the ultimate reward and I was never disappointed but, of course, I'd swap it for the rarity and general kudos of a 110% effort, not least because that sort of power hike was pleasantly noticeable and because the locomotive concerned could be running at a slightly higher engine speed or with very healthy compression, both of which enhanced the V16's already very compelling soundtrack at full power.

What I recall most fondly about my time on this line was how appealingly rural it was. I always managed to get a seat right behind the locomotive, or at least in the first half of the leading TSO and, even without the top lights pulled open, the acoustics were always great. You can get a sense of this rural thrash on our preserved railways but at much reduced speed and limited duration. In contrast, speeds approaching 100 mph could actually be achieved on this line: I got close a few times and the quality of the ride was not at all alarming despite the presence of rail joints in some locations - Seaton Junction being one of them. A frisky load 7 or 8 would often be my favourite, although the added brake force of a load 9 may

have been preferred by most drivers.

The pleasure of timing these trains was for me at its height on the top half of Honiton bank when speed was falling gradually and I found myself rooting for the locomotive in its quest against gravity; for every mile that passed it would have to lift its train through 66 ft vertically. The division of power referenced to the crankshaft of a near 100% effort, like that of my run with 50046, would be close to the figures shown in the table below.

50046 estimated power break down on Honiton bank	
HP	
2670	BHP at the engine crankshaft (approx 99% of rated) - less 8% loss to generator energy conversion
2455	Electrical output from main and auxiliary generators - less 150 IP (varies) consumed by auxiliaries, controls, field excitation etc
2305	Electrical input to traction motors - less 10% to motor energy conversion
2075	Mechanical power at the wheels (RHP) - less 165HP to overcome tractive resistance of locomotive
1910	Work done at the locomotive's drawbar (DBHP) - less 390 HP to overcome tractive resistance of trailing load
1520	Work done against the gradient and to limit speed loss.

The variance in passenger load could amount to 15-20 tons at its extreme which would equate to about 60 HP in this calculation. Tractive resistance can be thought of as the resistance to motion of a wheeled vehicle and includes aerodynamic drag and the frictional resistance of wheel bearings and wheel flange track contact. This was ascertained many times from dynamometer car test measurements.

I regret that I didn't sample any locomotive hauled diversions over this route, but I can relay details of two fine Class 47 hauled runs in late 1988 aboard the 08:50 Glasgow to Penzance train with load 12 air-conditioned coaches. Both started at Yeovil and ran non-stop through Axminster reaching about 85 mph in the dip beyond. Speed was in the high 70s at Seaton Junction and about 47 mph at the tunnel entrance. Back on their booked route these trains were able to go through Taunton at 85+ mph, but would be doing mid-50s at Whiteball tunnel.

The work of the stalwart Class 33 should be acknowledged briefly and even though they were underpowered for this work, a good one was still capable of keeping the Class 50 schedule with load 7. They too were rather variable and a weak one on load 9 could be a bit tragic. In this survey however, I seem to have stumbled on a few exceptionally strong examples judged by their power outputs (see 33004). The 'Warships' struck a better balance of self-weight and available power for this route. The run shown with D802, with heavier Mark 1 stock of course, suffered a slow start from Axminster due to dragging brakes. This problem must have been resolved for it appears that D802 was closer to the 2200 BHP of its later brethren than its nominal 2000BHP.

Acknowledgements

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D833: a loco history

Alex Fisher traces the history of the first of the North British built 'Warships' which had a service life of just over eleven years.

After The Western Region (WR) had negotiated a licence with German manufacturers to scale down the German Federal Railway's 'V200' design to the UK loading gauge, the British Transport Commission (BTC) accepted the WR's proposal to build three pilot-scheme Type 4 diesel-hydraulic 'Warship' class locomotives Nos. D800-D802 in January 1956. The first of the trio was built in February 1957 and even before its introduction, with the BTC wishing to eliminate steam as quickly as possible, Swindon received an order for further examples Nos. D803-D832 and D866-D870. In July 1958 an additional order was placed for 33 locomotives to be built by the North British Locomotive company (NBL) in Glasgow. These were numbered D833-65 in the fleet and equipped with the same MAN L12V18/21B engines of 1,100bhp and Voith transmissions as fitted in the earlier D6300 class.

All the locomotives had a B-B wheel arrangement, and although the Swindon Works and NBL examples were given the TOPS designations Class 42 and 43 respectively, none actually carried such numbers. Thus under works number 27962, D833 *Panther* was delivered in June 17th 1960 and was technically the first of what would have been the Class 43.

After being observed on trial in June between Glasgow and Dumfries, it entered traffic on Wednesday July 6th 1960 and was allocated to Laira depot in Plymouth at the same time as D834, but left Laira for Newton Abbot in July 1961 after only a year based in Plymouth. Electrification warning flashes were fitted in October 1961 while at its new home of Newton Abbot. At the time this depot wasn't too well equipped to service diesels, but in 1962 the site was completely rebuilt for them. A daily servicing and fuelling point was built beside the old steam shed and the traverser table accessed Factory was rebuilt. It had four roads with servicing pits and cab level platforms giving enough space to repair eight locomotives at the same time. Its last steam locomotive (No. 4566) was outshopped in July 1966. Newton Abbot was supposed to have been the WR's main diesel locomotive depot in the West Country, but instead the honour befell Laira in Plymouth. Newton Abbot did however become the main servicing depot for the Class 42s and 43s and, although not concurrently, all of the NBL built Class 43s were allocated there at some point between D833's arrival and D865 coming in June 1965.

On August 25th 1962, D833 was involved in a collision when it was hauling the fourteen-coach 10:05 Paddington to Kingswear

TOP: 'Warship' D833 *Panther* near Laira in 1960. Laira shed is in the background of this interesting view with the remains of the Lee Moor tramway that crossed the main line on the level in front of the signal box. RIC Collection

passenger train. It had suffered problems with its Voith LT 306 transmission and came to a stand on the steeply rising Down line between Torquay and Gas House Siding. D833 had stopped in section with its last coach around 114 yards past Torquay signal box's Down Advanced Starting signal. Regulations dictate that a failed train should be protected by detonators but before the train's guard was able to lay full protection, a steam locomotive hauling the thirteen-coach 07:45 Paddington to Paignton passenger train passed the signal at danger and ran into the rear of D833's train.

The steam engine, 4932 *Hatherton Hall*, at the head of the 07:45 service, was a replacement for a diesel that itself had failed at Taunton and despite the train weighing 427 tons unladen and around 20 tons over the locomotive's permitted load, it was taken forward by the driver from Newton Abbot in order to avoid further delay. The steam driver and fireman were readying their locomotive for the 1 in 56 rising gradient that lay ahead and this distraction, along with a nearby person momentarily obscuring his view of the signal ahead, are attributed to why he drove past that signal at danger. When he saw the train in front, the steam driver did at least manage to reduce his train's speed from 15-20mph to roughly 10mph at the moment of impact.



D833 Panther is seen at Reading West on September 12th 1964. David Christie



ABOVE: D833 is seen running along the sea front at Dawlish with train 1M37 in summer 1966. On peak summer Saturdays 1M37 was the 11:25 Newquay to Wolverhampton so it is possible that this is the working seen here. Note the yellow waist height destination boards that were used by the Western Region at this time instead of roof mounted ones. Colourrail/ G Pratt

The collision caused the rear coach of D833's train to rise up off its bogies and its rear end came to rest on the front of the steam engine, its vestibule touching but undamaged by the smoke box door. The rear coach was buffer locked with the one in front and 18 passengers in them were slightly injured. The 07:45's front two coaches were also forced up off their bogies and buffer-locked. The front end of the second coach also drove in under the rear of the first as the two coaches telescoped together by roughly 3 feet. Five passengers in the front three coaches received minor injuries but no staff were injured. Luckily a passing doctor witnessed the collision and administered first aid before emergency services arrived within 12 minutes of the collision. A total of 23 people were injured and seven were taken to hospital, but all were discharged that afternoon.

The following month in September 1962,

D833 gained a small yellow warning panel and in the mid 1960s the NBL 'Warships' were common performers on the Exeter to Waterloo services and, despite their non standard nature and ultimate early withdrawal, figures for 1965 show that the class were covering far greater annual mileages than their Type 4 rivals, the Class 45s, 46s, 47s and 52s. Despite this, the NBL build of locomotives were seen as less reliable than their Swindon-built counterparts. Their exhaust manifolds had been built of mild steel and were prone to fracture. The conversion from metric to imperial had also compounded other build quality issues and thus the operating departments of WR tended to put the Class 43s on freight turns rather than passenger services. May 1965 found D833 waiting to go into Swindon Works of overhaul.

The use of Class 45s, 46s and 47s on North East to South West services west of Bristol increased whilst Class 33s were introduced on

the Exeter to Waterloo services. Laird's Class 52s also took over many of the type's former passenger and freight workings. However, the low axle weight of the 'Warships' meant that they were more suited to branch line working on milk trains such as the daily service to Kensington in the days before Class 25s took over the diagrams.

D840 worked through Bescot on 15th August 1967 with a train of oil tankers, possibly deputising for a 'Hymek' Type 3 loco. It is possible it was being employed on crew training duties from Tyseley depot which had received D833 for that purpose at the beginning of August when D833 was loaned to Bescot depot. On September 6th 1967, D833 worked the 07:20 Birmingham to Paddington, replacing a failed Class 47; this was the first reported 'Warship' hauled train on the London to Birmingham service since 1965.

In March 1969 D833 was stored at Old Oak Common while still wearing its shabby green livery. It moved to Swindon Works in June and after an overhaul or at least some remedial work, it was reinstated back to traffic at Old Oak Common. D833 was seen at Crewe North stabling point on a summer Saturday in 1969 after working a Swansea to Manchester service.

Although all of the NBL 'Warships' originally wore BR green livery, D833 was repainted into BR blue by September 1969. Others to carry BR blue were D834-7/9/41-7/9-65. D833 was also one of the class to run without D prefixes to its cabside numbers, along with 834/5/9/31/36/51-8/61/2/5.

While based at Old Oak it was noted on a very snowy March 7th 1970 at Worcester Shrub Hill having presumably worked the 09:15 from London Paddington. It was then noted passing Adlestrop working the 1A50 14:15 Worcester to Paddington. It was reallocated to Newton



Abbot in October 1970. The 7th November found the locomotive at Cardiff Canton's open day. On Saturday April 3rd 1971, 833 was noted at Plymouth whilst in May it was seen at Dawlish on an eastbound freight train. As can be seen in one of the photographs in this article, 833 failed at Whiteball with a water pump problem whilst working the 08:30 Paignton to Weymouth special on the 18th July 1971.

On Saturday August 7th 1971 *Panther* was seen residing at a very full Old Oak Common depot. These flurries of activity were to be 833's last as it was stored again for a final time in September 1971. October 3rd 1971 saw D833's life come to an end when it was officially withdrawn. On October 23rd it was noted at St. Phillips Marsh, Bristol together with many of its classmates which were either stored or withdrawn. 1972 is remembered as the year of the nationwide strike by Britain's miners and in the February the Secretary for Trade and Industry, John Davies, told the House of Commons that the government was ordering a massive shutdown of Britain's industry. He added that, "Many, many people, perhaps millions, will be laid off."

D833 had languished in a deteriorating state for over a year by this point and against a backdrop of economic and social uncertainty, it was quietly broken up at Swindon in February 1972.



SOURCES

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Part Seven, Dorchester, St Petroc
InfoPublishing, Cornwall

The following websites were used in the compilation of this article:

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<http://www.brdatabase.info>
http://www.railwaysarchive.co.uk/documents/MoT_Torquay1962.pdf
http://rmweb.co.uk/photos/Class_43_liveries_BRM_review.pdf



TOP LEFT: The first of the NBL 'Warships' has only a little over three months before withdrawal when seen at Exeter on the 5th June 1971 with 803 *Albion* for company. *Rail Online*

MIDDLE LEFT: On the 18th July 1971 833 disgraced itself whilst heading 1230, the 08:30 Paignton to Weymouth excursion, after suffering a water pump failure at Whiteball and is seen awaiting assistance at Taunton. 'Hymek' No. 7001 eventually turned up and assisted to Westbury where another 'Warship', D824, took over. *John Medley/ Railphotoprints.co.uk*

BOTTOM LEFT: The clocks show 12:20 and 833 has just arrived at Plymouth with the Saturdays only 1A24, the 10.25 Newquay to Paddington in 1970 or 1971. The train was due to arrive at 12:15 and leave at 12:30 after a locomotive change, probably to a Brush Type 4. *Railphotoprints.co.uk/ the late Alan H. Bryant ARPS*

Photographing Class 73s on the Channel Islands Boat Trains

Martin Axford was fascinated by the simple outline of these distinctive Southern Region electro-diesel locomotives and often went out specially to photograph them hauling the Channel Islands Boat Trains to Weymouth.

By the time I started taking train photographs in 1979 there were only two main line locomotive types left in service on BR's Southern Region, the Class 33 diesels and the unusual Class 73 electro-diesels. My interest in things 'Southern' had been sparked by the fact that both my parents were from Kent so I felt a certain family centred loyalty. Visits to my grandparents living in Maidstone sometimes resulted in visits to local stations so I could cross off a few EMU numbers but on one occasion, sitting on an old Southern Railway seat on Maidstone West station with granddad, a Class 73 quietly pulled-up on the centre road.

My 12 year-old eyes drank in the simple but elegant lines of a unique machine, I had never been so close to one before and I was impressed: it was so clean! At that time, in the early 1970s, trainspotting at Wootton Bassett Junction meant a procession of filthy 'Westerns' and Class 47s except for one occasion when a sparkling clean Class 33, 6543, cantered past light engine. I was the only witness to this and at that time it was rare to see one on WR metals so fellow local spotters didn't believe me.

That was probably a year or two after seeing the Class 73 at Maidstone West. A few years later in the mid 1970s the 'Westerns' were replaced by Class 50s and for a few years I lost interest but after starting work in the late '70s I bought a camera. My interest in photography developed to the point where I needed something more interesting than people to photograph so, having a model railway, it was only natural that I started to photograph trains. Around that time, despite the disappearance of the 'Westerns' and other unique WR hydraulic types, things started improving.

Former Eastern Region Class 31s took over the Portsmouth to Bristol service from the inadequate 3H DEMUs whilst a few years later Class 33s took over and became the mainstay of the line until 1989. The '33s' have always been my favourite BR type although the Class 73s ran them a close second. However they were much more difficult to photograph as they were more commonly seen working freight trains and, in pre-internet days, it was quite difficult to get information about freight workings.

This made the idea of photographing passenger trains more attractive because timings were all in the Great Britain Timetable (GBTT). Most passenger workings on the SR were worked by EMUs but there were a few jewels in the crown. The Waterloo to Exeter line was worked by Class 33s and later the Class 50s. Then there were the cross-country workings which brought an assortment of Class 47s and later on HSTs to the South Coast. I have already

14th August 1982: 73113 passing Clapham Jn with the 07:23 Weymouth Quay to Waterloo. Note that the third vehicle is an air conditioned Mark 2 first class coach.



17th July 1983: 73104 has just passed Clapham Junction with the 09:54 Waterloo to Weymouth Quay.



17th June 1984: 73125 is approaching Clapham Junction with the 09:54 Waterloo to Weymouth Quay.





ABOVE TOP: 29th May 1982: 73138 is just south of Micheldever with the 09:54 Waterloo - Weymouth Quay.

ABOVE MIDDLE: 18th June 1983: 73112 heads the 15:30 Weymouth Quay to Waterloo through the New Forest at Matley Heath. The first class coach in the centre of the train is one of the early Mark 2 non air-conditioned vehicles.

ABOVE BOTTOM: 17th June 1984: 73118 dashes through Weybridge with the 06:00 Weymouth Quay to Waterloo.

TOP RIGHT: 21st August 1982: 73141 leaving Basingstoke with the 06:00 Weymouth Quay to Waterloo.

RIGHT: 25th July 1985: 73123 *Gatwick Express* in InterCity livery is seen passing St Denys with the 09:40 Waterloo - Weymouth Quay.

mentioned class 31s and 33s on the Portsmouth to Bristol line.

Class 73s did have a handful of overnight newspaper or mail trains which always included one or two Mark1 passenger coaches. These ran from the SR's London termini to various places on the SR but the only daytime workings were the Channel Island Boat Trains connecting London Waterloo with the ferries to Guernsey and Jersey that docked at Weymouth. These trains were well known for running through the harbour side streets of Weymouth before arriving at the quayside, thus providing a unique spectacle for bucket & spaders and enthusiasts.

At first I was obsessed with getting decent photos of Class 33s. This sometimes meant going to Weymouth to photograph them on the quayside with the 'Boat Train' but references to '73s' working the train from Waterloo to Bournemouth in magazines got me interested in getting photos of them at places like Basingstoke, Micheldever and in the London area. I drove down to Basingstoke one day after work, specifically to photograph the up afternoon working (fuel was unbelievably cheap in those days!) and was disappointed. It had a Class 33 on the front and was one of the few times I was unhappy about photographing a '33'! Actually this proved to be the exception rather than the rule and for a few years through the 1980s I often drove to somewhere in Hampshire on a sunny spring or summer day for '73' Boat Train photos.

After the 'Orient Express' started running with Class 73 haulage from Victoria to Folkestone in 1982 it became a very regular habit of mine to travel to London to photograph it on a Sunday. Sometimes I would buy a special weekend only day return from Swindon to Paddington costing £14, travelling up on an HST and travelling back on the 14:00 Sundays only Paddington to Swansea which was always a rake of Mark 2s headed by a Class 47.

But more often than not I would drive to Basingstoke, leave the car there and use my Young Person's Railcard to travel to Waterloo on the up early morning 'Boat Train' behind a Class 73. This meant photos of the '73' arriving at Basingstoke, and more photos of another heading the return working, somewhere in south west London. That was, of course, before going across London to photograph the main event, usually 73142 *Broadlands* complete with the handsome square headboard, leaving Victoria with the 'Orient Express'. Perhaps these photos will form the basis of another article.

As the years passed it became easier to get good photos of '73s', firstly with the start of the 'Orient Express' and then, of course, with 'Gatwick Express'. In connection with this, check out the photo of 73113 passing Clapham Junction with the 07:23 Weymouth Quay to Waterloo on 14th August 1982. Air-conditioned coach transfers for use on 'Gat-Ex' had obviously already started by this time.

Later still, in the late 1980s, Class 73s were used to individually replace 4REP power cars as these were withdrawn. Before scrapping the REPs had their power equipment removed and rebuilt for use in the new Mark 3 based Class 442 EMUs for the Waterloo to Bournemouth and Weymouth line. This created lots of photo

opportunities with visits to many places used in my older 'Boat Train' photos, although somehow it wasn't the same. Often the REP replacement '73' was on the back of a train of TCs, pushing. (Ed: The 3TCs and 4TCs were the unpowered sets of Mark 1 coaches used on trains out of Waterloo in conjunction with the powered 4REP units or Class 33 and 73 locomotives.) The '73s' were often now in a newer livery, as many had been repainted in either 'Large Logo' or the new 'InterCity' liveries. They looked good but I always preferred the plain BR blue with yellow ends.

The accompanying photos were all taken during the 1980s of the Channel Islands Boat Train at various locations, I always felt that, despite the train's Great Western origins, Class 73 haulage gave it a unique 'Southern' character which I found very appealing. Sometimes I travelled to locations used by well known steam photographers and was surprised at how little many places had changed, often the only change would be the replacement of semaphore signals by colour lights. At a certain point in the mid 1980s I stopped going out regularly to photograph the train. This might be because at the time I thought it had been assimilated into the main 4REP service pattern using TCs. The 'Boat Train' continued as a loco-hauled train with its mixed Mark 1s and Mark 2s until at least 1985/86.

In late 1989, Class 33s stopped working the Portsmouth to Bristol line trains and Waterloo to Salisbury trains not long after that so, because of my obsession with them, my attention switched to photographing '33s' on freight workings in the London area and on the Channel Tunnel freight workings in Kent. Of course I still saw and photographed '73s' in my wanderings but my one-time deliberate habit of going out to photograph the 'Boat Train' had stopped. The unique sight of a blue and yellow '73' on a rake of blue and grey coaches traversing the South Western main line had gone, and something so very Southern had also gone.





ALBION G.O.D. Part 2

David J Hayes continues his article about operations at this West Midlands oil terminal with the emphasis on the period from the late 1970s onwards.

The mid-1970s onwards

Although Waterston refinery in South West Wales near Milford Haven, Pembrokeshire, was a regular and long-standing consistent supplier of oil/petroleum traffic to the Albion Gulf Oil Depot (G.O.D.), the terminal also received regular block tanker trains from Lindsey refinery, Immingham, during the 1970s and beyond. These travelled via the Princes End line to access the Stour Valley ('Stour') main line at Tipton and were booked for banking assistance from Wednesbury. This was usually provided by the Class 25 assisting/pilot engine (0T06) to be found stationed at Great Bridge as described in part one of this article.

Many of the Albion-bound workings using the Princes End line ran as inter-regional specials, with headcodes such as 6Z34, 6Z35, 6Z74 and 6Z79 appearing in the Wednesbury No. 1 Signal Box train register during the period covering September 1976 to January 1977. These appeared alongside the conventional headcodes of 6M34 and 6M41, the latter back then a weekly (MO) conditional working time table (WTT) train from Immingham (Lindsey). One working even ran as a 6X44 exceptional load (shown as 'EXLO' in the train register).

TABLE ONE: Albion G.O.D. Train Plan October 1976

Train	Service Details	Albion G.O.D.
6M50	19:05 MWFO (Class 47) COY ex-Cardiff	Arr. 00:42 TThSO
6M50	15:15 TThO (Class 47) COY ex-Waterston	Arr. 00:42 WFO
6V64	01:55 TWFO (Class 47) ETY COY to Cardiff (balance of 6M50)	Dep. 01:55 TWFO
6V64	01:55 ThSO (Class 47) ETY COY to Waterston (balance of 6M50)	Dep. 01:55 ThSO
6M41	05:00 MO (Class 47) COY ex-Immingham	Arr. 10:10 MO
6E54	17:13 MO (Class 47) ETY COY to Immingham (balance of 6M41)	Dep. 17:13 MO

ABBREVIATIONS: COY (Company train); ETY (Empties).

	Mon	Tue	Wed	Thu	Fri	Sat	Total
Number of Trains	2	2	2	2	2	2	12
Loaded	1	1	1	1	1	1	6
Empty	1	1	1	1	1	1	6

One of the more frequent specials at this time was 6Z44, which is believed to have originated from the Immingham area (possibly Lindsey). This train, together with 6M41, was a prime candidate for banking assistance from Wednesbury to Princes End by the Great Bridge Class 25 pilot/assisting engine.

Both 6M41 and 6Z44 appear to have been regular Class 47 duties, although 6Z44 also produced Classes 31 (in pairs), 45 and 46. An instruction in the WTT stated that 6M41, which was shown as having a loaded working time table tonnage (WTTT) of 1,260t, was to be assisted from Wednesbury to Princes End by nothing less powerful than a Class 25 locomotive.

Table One tabulates the booked Albion G.O.D. train plan as of October 1976, with arrivals at this time originating from Cardiff, Immingham and Waterston. Those from South Wales had a loaded WTTT of 1,100t and were routed via the North & West Welsh Marches line as were the return empties.



TABLE TWO: Sample of Albion G.O.D. trains via Princes End

Date	Train	Loco	Wednesbury	Banking Engine
Mon 18/10/76	6M41	47038	10:12-10:14	25145
Thur 21/10/76	6Z44	47043	Pass 07:57	25327
Mon 8/11/76	6M41	47220	Pass 10:47	N/R
Thur 11/11/76	6Z44	47311	Pass 07:24	20044
Thur 18/11/76	6Z44	46049	15:33-16:00	Unknown
Mon 29/11/76	6M41	47222	Pass 09:52	N/R
Thur 2/12/76	6Z44	31201 + 31181	Pass 07:59	25280
Mon 20/12/76	6M41	47036	10:18-10:29	25143
Wed 22/12/76	6Z44	47247	12:07-12:43	08901
Thur 23/12/76	6Z44	45069	13:07-13:12	N/R
Thur 6/1/77	6Z44	47044	17:02-17:28	25273
Mon 10/1/77	6M41	47219	09:47-09:58	25273

NOTES: 6M41, the 05:00 MO (Class 47) COY Immingham to Albion G.O.D. (arr. 10:10 MO). N/R = not required

Table Two is a sample of Albion G.O.D. workings travelling via Princes End as shown in the Wednesbury train register for October 1976 to January 1977, the entries of which also included locomotive details for the trains and associated banking engines where applicable. As will be seen a Class 20 (No. 20044) was used for one banking turn and even a Class 08 (No. 08901) was pressed into use on one occasion due the non-availability of a suitable main line locomotive!



TOP LEFT: Wednesday 15th April 1992: Seen taking the Walsall line from Bescot, 37521 and 37162 make a fine double act at 17:06 atop 6V32, the very late running 11:05 WFO empty COY from Albion G.O.D. to Waterston. These services had reverted to travelling via the North & West route again by summer 1992. The lines in the foreground lead to/ from the Bescot Curve connection to/from the Dudley line and were once used by these empty Albion to Waterston oil workings back in the late 1960s and early 1970s. *Andy Williams.*

LEFT: Tuesday 16th August 1988: Run-round complete, 31299 and 31201 now wait for a path on to the Stour Valley main line from Wolverhampton at 17:03 with their Albion-bound block tanker train. Such workings could also be held in the Up Loop at Watery Lane (between Tipton and Dudley Port), about a mile or so short of their final destination. *David J. Hayes.*

TABLE THREE: Albion G.O.D. Train Plan May 1978

Train	Service Details	Albion G.O.D.
6E92	00:05 TThSO ETY COY to Immingham (balance of 6M67)	Dep. 00:05 TThSO
6M50	15:10 SSuX COY ex-Waterston	Arr. 00:42 MSuX
6V64	01:55 MSuX ETY COY to Waterston (balance of 6M50)	Dep. 01:55 MSuX
6M41	03:04 SSuX COY ex-Lindsey	Arr. 07:32 SSuX
6E91	14:05 SSuX ETY COY to Immingham (balance of 6M41)	Dep. 14:05 SSuX
6M67	14:00 MWFO COY ex-Lindsey	Arr. 19:18 MWFO

ABBREVIATIONS: COY (Company train); ETY (Empties).

	Mon	Tue	Wed	Thu	Fri	Sat	Total
Number Of Trains	3	5	5	5	5	3	26
Loaded	2	2	3	2	3	1	13
Empty	1	3	2	3	2	2	13

The booked service frequency between Immingham and Albion, as per the WTT, did see a significant upturn by the late 1970s as indicated in Table Three for May 1978, with services from Lindsey outnumbering those from Waterston for a while. Such workings from Lindsey were later routed via the Pleck Junction to Darlaston Junction line and Wolverhampton High Level (run-round) following the closure of the Princes End line in April 1981. In fact, this re-routing had actually preceded the Princes End line's closure. For the last five or six months of its operation, the Princes End route could only be traversed in one direction, this being from Bloomfield Junction, on the Stour Valley, towards Wednesbury. The triangular junction with the 'Stour' had also been rationalized, the connection previously used by Albion-bound trains having, by this time, now been taken out of use (an article on the Princes End line appeared in TRACTION 213 & 214).



LEFT: Tuesday 16th August 1988: This picture is aimed towards the railway modeller as I think it shows to good effect both the wagon detail and barrel staining so common with oil tank wagons (note also the slight indentations on the tank barrel). 31201 and 31299 prepare to run-round their Albion-bound train (at 16:56) at Wolverhampton. The service is most likely an additional special originating from Immingham (Lindsey) and would have travelled via the Sutton Park line and the 'Pleck-Darlo' chord. Such a working in the past would have travelled via Wednesbury and the Princes End line (closed April 1981). David J. Hayes

Table Four details the Albion G.O.D. train plan as of March 1984. The terminal at this time was taking eleven loaded trains per week; eight from Waterston, all routed via the Welsh Marches line, and one each from Ripple Lane, Stanlow and Teesport. Those from Ripple Lane and Teesport travelled via Walsall and the Pleck Junction to Darlaston Junction line, thus requiring a run-round at Wolverhampton station in order to access the 'Stour'. It's perhaps worth mentioning that loaded trains from South Wales to Albion also travelled via this same inward routing for a while, having tackled the Lickey incline (no doubt with banking assistance) and travelled over the Sutton Park line.

As an example of how traffic patterns could change during the course of the same year, the Albion weekly train plan as of October 1984 saw the number of loaded trains serving the terminal increased to 14 as follows: ten from Waterston (6M50/6M27 Mon-Sat with two arriving most weekdays) and two each from Ripple Lane (6M77 WFO, believed to be ex-Purfleet) and Stanlow (6G43 MThO); the weekly Tuesday service from Teesport (6M75) had been suspended in the July.

Although Lindsey, Stanlow and Waterston were major players in the supply of oil/petroleum traffic to Albion G.O.D. (not forgetting Ellesmere Port mentioned in Part One), the Albion terminal was also supplied from several other locations over the years, some of which have already been mentioned, such as Cardiff and Teesport; others have included Herbrandston, Port Clarence and Purfleet (trains from the latter could also start from Ripple Lane Yard in East London). Some of these workings, however, were relatively short-term in nature, often lasting for just several months at a time rather than years.

It will have been noted that some Albion-bound trains started their journey to the West Midlands from Ripple Lane Yard, which was once an important staging point for block tanker train traffic originating from various refineries located in Essex (e.g. Coryton, Purfleet and Thames Haven). Other locations used for recessing Albion trains (loads and/or returning empties) were Llandeilo Junction and Margam Yard.

TABLE FOUR: Albion G.O.D. Train Plan March 1984

Train	Service Details	Albion G.O.D.
6M50	15:30 SSuX COY ex-Waterston	Arr. 00:55 MSuX
6V64	02:10 MSSuX ETY COY to Waterston (balance of 6M50)	Dep. 02:10 MSSuX
6V64	02:10 SO ETY COY to Margam or Llandeilo Jn. (bal' of 6M50)	Dep. 02:10 SO
6M27	02:45 TWThO COY ex-Waterston	Arr. 10:30 TWThO
6V34	12:20 TWThO ETY COY to Waaterston (balance of 6M27)	Dep. 12:20 TWThO
6M77	07:43 WO COY ex-Ripple Lane	Arr. 15:55 WO
0Z00	16:10 WO LD to Bescot LHS (arr. 16:48 WO); off 6M77	Dep. 16:10 WO
6M75	11:15 TO COY ex-Teesport	Arr. 19:34 TO
6G43	15:54 ThO COY ex-Stanlow	Arr. 19:34 ThO
0Z00	20:10 TO LD to Bescot LHS (arr. 20:36 TO); off 6M75	Dep. 20:10 TO
0Z00	20:10 ThO LD to Bescot LHS (arr. 20:36 ThO); off 6G43	Dep. 20:10 ThO
0E58	19:54 WO LD ex-Bescot LHS; for 7E58	Arr. 20:21 WO
7E58	21:05 WO ETY to Ripple Lane (balance of 6M77)	Dep. 21:05 WO
0E76	22:35 TO LD ex-Bescot LHS; for 7E76	Arr. 23:04 TO
0F68	22:35 ThO LD ex-Bescot LHS; for 7F68	Arr. 23:04 ThO
7E76	23:47 TO ETY COY to Teesport (balance of 6M75)	Dep. 23:47 TO
7F68	23:47 ThO ETY COY to Stanlow (balance of 6G43)	Dep. 23:47 ThO

ABBREVIATIONS: COY (Company train); ETY (Empties); LD (Light Diesel movement); LHS (Locomotive Holding Sidings)

	Mon	Tue	Wed	Thu	Fri	Sat	Total
Number of Trains	3	5	5	5	5	3	26
Loaded	2	2	3	2	3	1	13
Empty	1	3	2	3	2	2	13



Slip working and other operating practices

The usual method of working at Albion G.O.D., especially with the Waterston workings, was known as slip working, where the locomotive(s) off a loaded inbound would depart an hour or so later (after the train crew had taken their personal needs break) with the discharged empties from an earlier arrival. There were of course the exceptions to this. The motive power of trains from Lindsey, Port Clarence, Purfleet, Ripple Lane, Stanlow and Teesport, for instance, would most often retire to Bescot for servicing or stabling while the tank wagons were being discharged, prior to working the return empties from Albion several hours later. Back in the 1960s, the electric locomotives engaged on the Ellesmere Port workings would stable at Bescot or Wolverhampton High Level.

Sometimes arrangements were made for a raft of empties to be removed from one of the discharge sidings at Albion to free up space at the terminal for the next loaded arrival. Such an occurrence took place on Wednesday 20th September 1989 when Petroleum sub-sector Class 37 No. 37888 Petrolea was observed at around 17:30 removing a string of empty tank wagons and proceeded to work them to Bescot Yard as trip 6T39, which I believe was a spare diagram back then. The locomotive was being utilized during its 'layover' time, having worked into the West Midlands with a Ripple Lane to Four Ashes Trainload Petroleum sector service. Indeed, it was not unknown for a loaded

Albion-bound train to be 'looped' at Watery Lane for quite a lengthy period of time while space was made available at the terminal to accommodate the train!

Some of the information contained in the articles I compile is gleaned from reading interesting comments made on media forums by enthusiasts, modellers and even railway personnel themselves. For example, an interesting thread on the RMweb mentioned that the wagons making up the Waterston to Albion workings could sometimes be formed of a mixed consist of bogie tank wagons and two-axle four-wheelers, which was fine as both types when loaded could still travel at Class 6 timings (i.e. 60mph max). However, certain two-axle type tank wagons were limited to 45mph running when discharged, so a mixed empty consist including 60mph bogie tanks would have to be restricted to Class 7 running (45mph max). As can be seen in Table Three, there were several empty departures from Albion G.O.D. running as Class 7 services as of March 1984, namely those returning to Ripple Lane (7E58), Stanlow (7F68) and Teesport (7E76).

Albion G.O.D. was also connected by pipeline from the Waterston refinery. This was used for supplying some of the less viscous oil or petroleum products, presumably lighter oils and motor spirit etc. The heavier, thicker oil products, however, were usually transported by rail from Waterston as this was a more efficient means of supplying the terminal than using

ABOVE: Friday 24th August 1990: This pairing of 37215 and 37350 make for a fine sight speeding towards Stoke Works Junction (south of Bromsgrove) at the head of 6V32, the 11:05 WFO Albion G.O.D. to Waterston empties. Paul Dorney.

the pipeline, which would probably have to be flushed clean after each use to avoid product contamination.

The final years

By the 1990s, the workings to Albion G.O.D. were operating under the aegis of the Trainload Petroleum sector, one of the four Trainload Freight sub-divisions launched in October 1987 at an event staged at Ripple Lane (the others were Coal, Construction and Metals together with the Railfreight Distribution and little seen Railfreight General liveries). The weekly train plan for Albion by then was less intense than that seen in previous years/decades and, as of May 1990, consisted of just three loaded trains per week: one from Stanlow and two from Waterston (see Table Four). Trains from Waterston at this time were booked via Bromsgrove, the Sutton Park line, Pleck Junction to Darlaston Junction and Wolverhampton station (run-round). As per usual, all the empties returned via the Soho Loop and Bescot, those for Waterston retracing their inward route from Pleck Junction.

TABLE FIVE: Albion G.O.D. Train Plan May 1990

Train	Service Details	Albion G.O.D.
6M18	17:25 TThO COY ex-Waterston	Arr. 02:46 WFO
6V32	11:05 WFO ETY COY to Waterston (balance of 6M18)	Dep. 11:02 WFO
6G43	07:19 MO COY ex-Stanlow	Arr. 11:12 MO
7F68	15:57 MO ETY COY to Stanlow (balance of 6G43)	Dep. 15:57 MO

ABBREVIATIONS: COY (Company train); ETY (Empties).

	Mon	Tue	Wed	Thu	Fri	Total
Number of Trains	2	Nil	2	Nil	2	6
Loaded	1	Nil	1	Nil	1	3
Empty	1	Nil	1	Nil	1	3

Apart from some timing changes, the weekly service pattern shown in Table Five remained pretty much constant for about year or so. As of autumn 1991, Albion was being served by just two trains per week from Waterston, a far cry from the early 1970s when as many as 25 trainloads per week were booked to arrive at the terminal from this one refinery alone!

It is quite possible that additional specials ran to Albion as well during the early 1990s. What is believed to have been such a working was observed late morning during a visit I made to Tipton station (to photograph an empty steel train from Wolverhampton Steel Terminal if I recall correctly) on Friday 5th December 1990 when 47290 passed through at about 11:10 with a short consist of just five bogie tank wagons: possibly this was an extra from Stanlow.

During this period of the early 1990s, the oil workings between Waterston and Albion were beginning to appear again with a pair of Class 37s at the helm, rekindling memories of the late 1960s and early 1970s. The loaded and empty trains that were routed via the Sutton Park line later reverted to the Welsh Marches line. However, engineering works on the N&W axis during summer 1992 saw at least one Albion empties routed via the Dudley line when, on the afternoon of Friday 31st July, 37072 and 37280 were sent this way with 6V32, the 14:06 WFO from Albion G.O.D., again very reminiscent of the

late 1960s and early 1970s.

When the geographically spread pre-privatisation freight companies LoadHaul, Mainline Freight and Transrail appeared on the scene in 1994, the workings between Waterston and Albion came under the aegis of Transrail. By now service frequency had risen and, as of summer 1994, equated to five trains per week from Waterston, albeit still a long way short of the traffic volumes of the late 1960s and early 1970s. Haulage was now booked for a Class 60.

Unfortunately, Transrail's association with the Albion traffic was all too brief. Rail deliveries ceased in July 1994 and the terminal was demolished in 1999. The Waterston oil refinery itself (opened by Gulf in August 1968 and acquired by Chevron in 1984) closed in December 1997, just short of its thirtieth anniversary.

The Albion site today

After more than a decade of being a large expanse of unused wasteland, the former Albion G.O.D. site today is now home to a huge £17m recycling plant managed by EMR (European Metal Recycling): its construction began in February 2012. The new facility recycles metals, plastics etc. recovered from scrapped road vehicles and can process some 350,000 tonnes of waste per year.

The rail connection with the 'Stour' at Albion is still in situ but there appear to be no rail sidings

serving the new EMR facility, although they may well have been included in the initial planning application to satisfy the requirements of planning permission being granted (it's possible sidings may be installed at a later date as some construction work at the EMR site appeared to be still on-going as of September 2016).

However, despite EMR being a pro-rail organization, with a number of rail-served sites up and down the country, the installation of any such sidings at EMR's Albion location to comply with planning regulations wouldn't necessarily be any guarantee of rail traffic being generated, not immediately anyway if, indeed, ever at all (e.g. as per the huge distribution warehouse railheads at Prologis Park, Coventry, and Marks & Spencer, Castle Donington).

And finally...

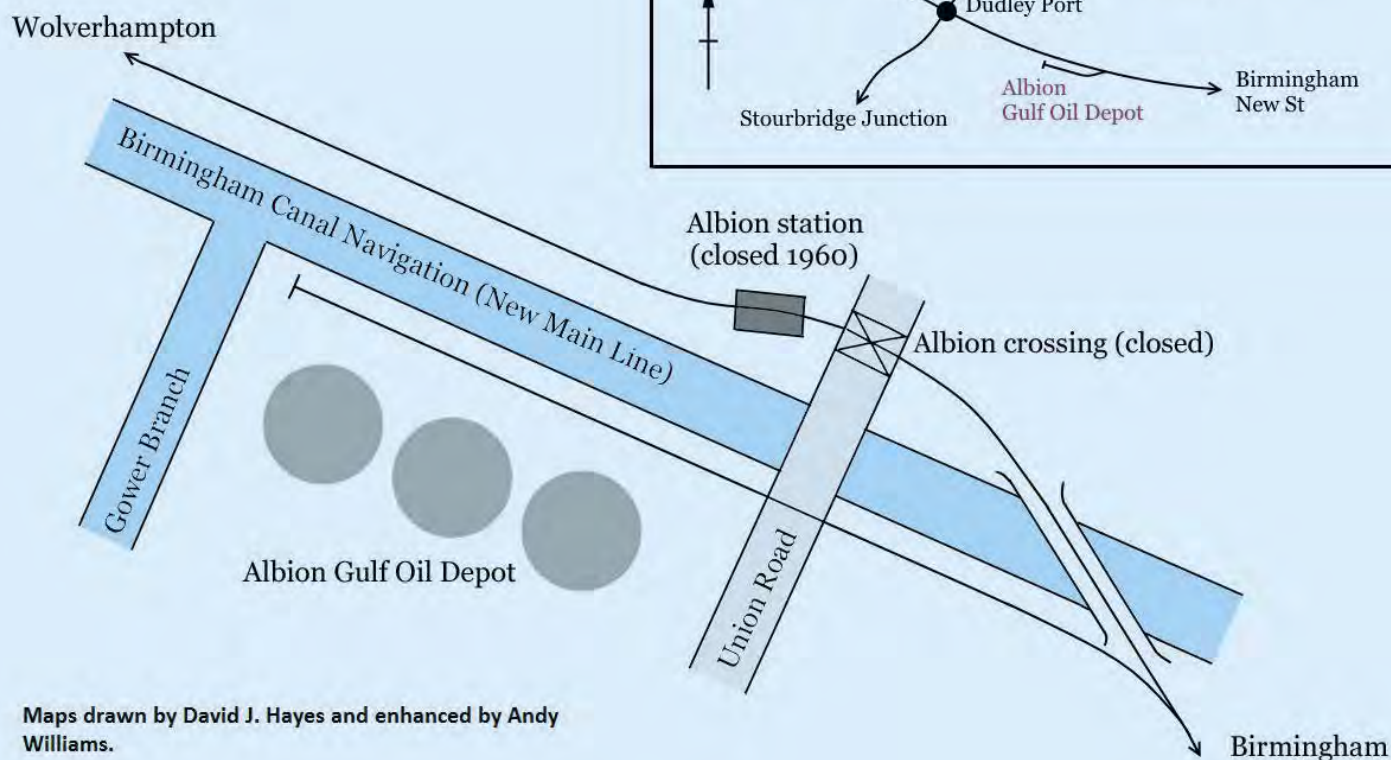
The variety of motive power visiting the Albion G.O.D. during its thirty-one years of railway activity is known to have included Classes 31, 37, 45, 46, 47 and 60, not forgetting steam and electric locomotives back in the 1960s. It is quite possible that Classes 25, 40 and 56 may have also made visits to the terminal as well at various times. Even a Class 50 is said to have worked to Albion on at least one occasion during the 1980s with a train from Waterston after the booked Class 47 failed at Hereford! More 'info', please, anyone?

The oil and petroleum traffic from Waterston to Albion G.O.D., especially during the 1970s, was probably producing the heaviest trains working into the Black Country at that time and were one of the more notable freights to be seen operating in the area.

The demise of the Albion traffic in 1994 was yet another sad realisation of the ever shrinking number of freight terminals and rail-served industrial locations remaining active in the Black Country region during the 1990s, and a sobering reminder of what rail-borne business has been lost over the years. However, thanks to the time portal that is TRACTION, and the superb Black Country Blues model railway layout (see TRACTION 234 and 235), we can at least still enjoy a good visual appreciation of what rail freight operations were once like in this once



Main map and insert - circa 1970 (not to scale)



Maps drawn by David J. Hayes and enhanced by Andy Williams.

heavily industrialised area, especially during the heady 1970s era.

Acknowledgements: Once again, I would like to take this opportunity to thank Andy Williams for his valuable assistance with this article (Andy's Bescot Plus website is well worth a visit) together with David Wilson, Ned Williams and Paul Dorney for their generosity in providing additional photographic material to illustrate it. Cheers Gents.



LEFT: Wednesday 5th December 1990: Hauling what is believed to be an additional special to Albion G.O.D., 47290 approaches Tipton station at 11:09 with an unusually short formation of just five bogie tank wagons, possibly an extra from Stanlow. *David J. Hayes.*

MIDDLE: Friday 31st July 1992: Diverted due to engineering work on the Welsh Marches line at Onibury involving a bridge replacement, 37072 and 37280 growl their way past the Severn Valley Railway headquarters at Kidderminster with 6V32, the 14:06 WFO empty COY train from Albion G.O.D. to Waterston. The service, formed of 11 bogie tank wagons, had travelled via Dudley, rekindling memories of when these services were booked this way back in the late 1960s and early 1970s. *Paul Dorney.*

BELOW: Wednesday 20th September 1989: Petroleum sector liveried 37888 Petrolea approaches Sandwell & Dudley station at 17:39 with the 6T39 Albion G.O.D. to Bescot empty tanks trip diagram as described in the article. Note the Ripple Lane Depot flaming torch emblem. Sandwell & Dudley opened in May 1984 on the site of Oldbury station (formerly Oldbury & Bromford Lane). *David J. Hayes.*



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TRACTION MODELLING

Lodbourne Yard

David Aldridge has built this extensive O Gauge layout in Cyprus to remind him of when he lived in the UK. The layout is used to showcase his extensive collection of diesel locomotives. DCC control and sound is a major theme for this layout.

A bit of history

Up to 1958 Lodbourne Green Station was a shared branch terminus for what was and still is just a largish village acting as a railhead. It was actually built by the LSWR during the First World War to facilitate troop movements to the western end of Salisbury Plain. There was also lucrative milk and farm traffic to be had.

In the early 1920s the Great Western Railway extended their branch line again for milk and other farm traffic by bridging what is known as Lodbourne Marsh through which the small Lodbourne runs. Their purpose in doing this was to build a large goods shed for local collection and distribution - an opportunity the then Southern Railway overlooked.

Both railway companies enjoyed a fair amount of military passenger traffic but the GWR also conveyed a lot of vehicle traffic to a barracks further back up their line, which made that branch more profitable.

Before Dr. Beeching came on the scene, the SR had ceased all passenger traffic, whilst the GWR still operated four trains a day with a B set and various 0-6-0 tanks. Inevitably, in 1958 their passenger services, which were losing British Railways money, got the axe.

Both branches still had traffic carrying milk

tanks and farm implements so the lines were never taken up. This business eventually dwindled away. The former GWR goods shed was taken over by the district civil engineer for a time up to the 1980s because Lodbourne Junction, as it became known, gave easy access to the Western Region and the Southern Region line from Salisbury to Exeter.

By the late 1980s British Rail were looking for a site for a diesel refuelling facility and an overflow locomotive servicing works. The advent of privatisation raised the priority of this project and by the early 1990s the old station platforms had gone, the district civil engineer was turfed out of the goods shed which was demolished and remodelled as a refuelling depot.

The old station trackwork was replaced by the new repair facility and the access and adjacent lines re-laid. By the time all this was done Transrail had come into being as one of the three new freight companies but, of course, the dust had hardly settled before Ed Burkhardt had acquired almost everything in sight freight-wise for the English, Welsh & Scottish Railway (EWS)!

So this is the background to Lodbourne Yard in O Scale: the layout did, in fact, start its previous life some 30 years ago as the

passenger version described above.

The depot

The two road traction maintenance depot (TMD) building has one road devoted to a wheel lathe and a servicing area for brake, axle and bogie work. This is used on a three shift system by EWS locomotives and Rail Express Systems (RES) postal vehicles.

The other road has a full length lighted pit and carries out whatever gets thrown at it. It was originally intended that it should specialise in electrical issues and traction motor repairs, but EWS changed all that. The depot staff can carry out A and some B exams but have sometimes to turn to anything. Now in the late 1990s that will change because the advent of Class 66s will eliminate a lot of the emergency type work on thirty and forty year old diesel locomotives.

At the side of the depot is an old Enparts 12

TOP: InterCity liveried power car 43025 Exeter is at Lodbourne for the fitting of new wheel tyres.

BOTTOM: 47572 and 47759, both in RES red and black livery, are at the refuelling point.







TOP LEFT: 37671 Tre Pol and Pen is berthed on the refuelling point.

BOTTOM LEFT: 56100, in Loadhaul livery, is a long way from its normal home in the North East as it undergoes an exam.

ABOVE: A Class 31 is ready to take out a weekend engineering train.

BELOW: A view over the marsh.

ton van and an old tank wagon used for waste oil.

The refuelling area

As with the depot anything including contracted refuelling of DMUs can turn up at this facility. There are two refuelling roads and a separate road for TTA and TTB tanks which are tripped in usually three times a week off a Fawley to Plymouth service. Most locomotives

for refuelling come in across the Marsh on the ex-WR line with the occasional visitor in from the Southern line. Most repair jobs from the works get fuelled and watered as needed before release and departure.

Other workings

Network Rail stable odd bits of stock on one of the centre roads plus three locomotives – usually two Class 33s and a Class 31. These are woken up on Friday nights and usually return in the early hours of Monday mornings after working weekend engineering trains. They are refuelled during the week as needed. Network Rail contractors vehicles are often a common site in the refueller parking area

On Friday afternoons a rake of three VGAs from Fitzgerald Lighting in Bodmin spend the weekend waiting to be attached to an Enterprise service to a customer in Scotland.

Occasionally surplus postal vehicles are stored at the back of the depot, but usually

they arrive in dribs and drabs for wheelflat damage to be dealt with on the wheel lathe and the replacement of brake blocks.

The layout infrastructure

The trackwork is a mixture of handmade and Peco track all using the same code of rail. All the turnouts are hand built and are operated exclusively by Tortoise motors with stronger wire than supplied, as handmade point work needs a bit more grunt.

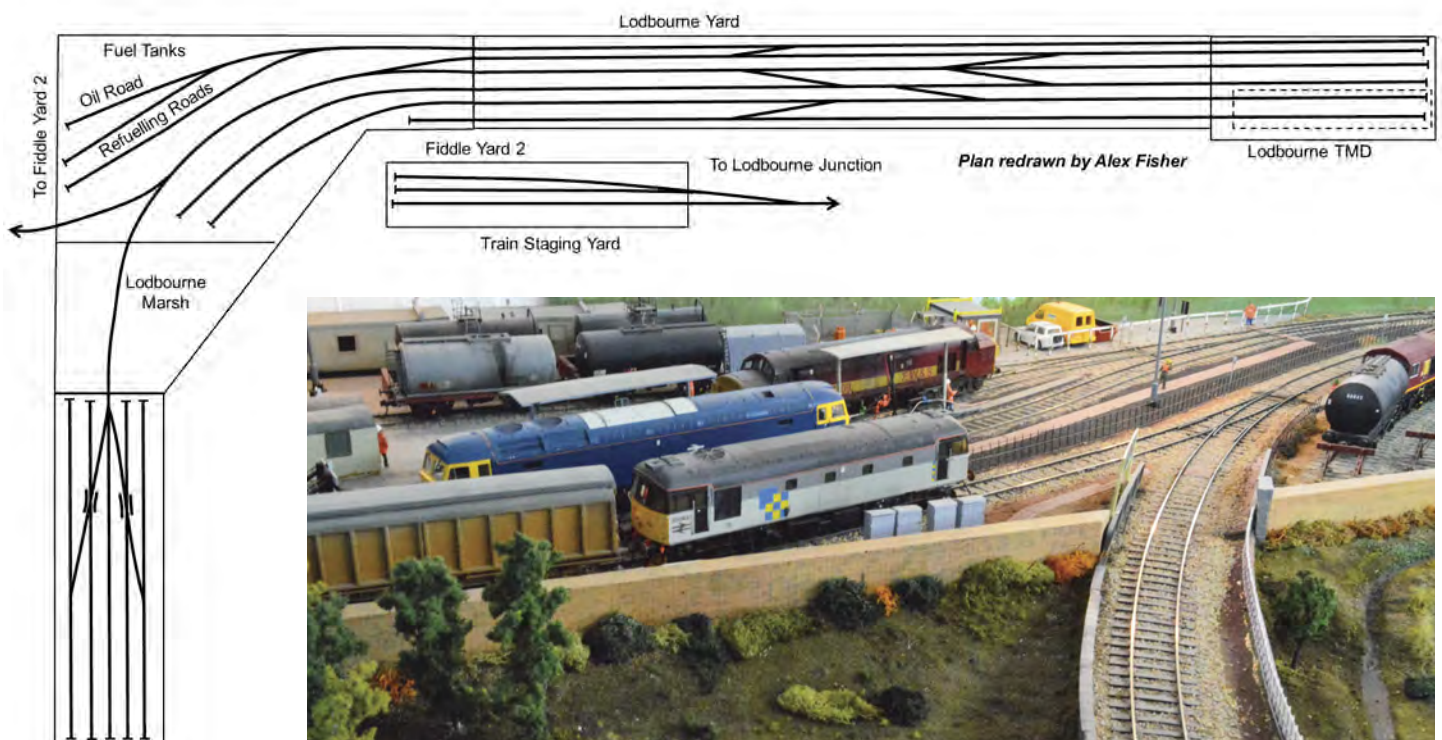
The layout is totally DCC using Digitrax kit throughout. I started in DCC as long ago as 1992 when Marklin and Motorola brought out sound decoders for Marklin Gauge 1 engines. German V200s with two motors starting up one after the other was really a "Wow" in those days.

The points are operated by point decoders linked through the Digitrax Loconet system to a DCS 200 controller. Hand held throttles communicate with a UR92 infra-red/radio receiver so I can operate the layout from almost anywhere.

I am sure that by now most modellers have an understanding of how DCC works in contrast to DC and there is an increasing number who, like our group here in Cyprus, are totally DCC. Suffice it to say that all the locomotives and DMUs are fitted with decoders and increasingly these are becoming sound decoders. DCC is expensive to set up and probably prohibitively so if you have a large DC set-up. But DCC lends itself to new layout startups where one can invest as the wallet allows.

If you are seriously modelling, however loosely, a prototype or prototypical operation, lights are a must and working signals can be engineered as you build.

I wish more serious modellers had a deeper understanding of how the real railway works before they get too far down the line with a new layout. Modelling should cover the infrastructure and operation as well as just





the engines. Former railway personnel have an advantage in this respect, but it might be worth obtaining a railway rule book and some working timetables for your chosen subject.

The Models

The models illustrated here are largely built from kits because, in the final two decades of the 20th Century, that is more or less all we had in O scale. These kits are still available today but increasingly new manufacturers have started to provide some very good ready to run versions of these every day diesel locomotives running on BR from the late 1950s onwards.

Already in the smaller scales in the UK, US and on the Continent there is little need to build a kit because almost everything you need is, or has been, available in ready to run form. Thus the craft of kit building is slowly dying and in O scale one can see that at some time in the future the need to spend 100 to 200 hundred hours building a fully operational, painted kit will largely disappear.

Running the Railway

On this layout the plan is to have as many of the fiddle yard roads as practical filled with engines ready to visit the scenic area on a rotation basis. There can be constant entertainment with locos arriving and leaving the refuelling area on a timetabled basis. Most movements are, of necessity, slow and scale speeds of 10 -15 mph are usually the order of the day, together with movement of the fuel tankers. A second operator can take care of the works visits and the other train movements described earlier.

All locomotives for the refueller and TMD are fitted with scale screw link couplers as they are not required to move anything. Those assigned to other duties are fitted with O scale Kadee couplers which enable realistic shunting moves.

Both the works and refueller areas are equipped with high mast yard lights which together with loco lights enable a very effective after dark operating session. It is fascinatingly realistic to hear the sound of locomotives and horns 'off stage' as they enter and depart the night time scene.

The layout is still very much under development and as yet I have not set up routes within the Digitrax DCS200 and point decoders. When I have done this I hope night time operation will be even more enjoyable. Layouts continue to be developed and added



to with new features. We often see a new scene here and there which can add yet more character to the layout. Lodbourn Yard is definitely in this category.

Railway modelling in Cyprus

In Cyprus we railway modellers are a rare breed. Railway modelling is largely unheard of here partly because there are no railways. The British Government closed down the Cyprus Government Railway around 1954. There are no model shops in Cyprus unless you fly model aircraft.

The Southern Cyprus Model Railway Society, based in the Central and Western parts of the island, is very short of members but welcomes

modellers visiting on holiday. We have four other active model railway layouts in OO and HO American besides this one and all are DCC operated. If you want to use your holiday to learn something of DCC we will be pleased to see you.

Our next diesel based project will be an N scale venture using Kato Unitrack which has built in point motors which is a big plus in that scale!

SOUTHERN CYPRUS MODEL RAILWAY SOCIETY - CONTACTS

Modellers holidaying or moving to Cyprus can contact the Southern Cyprus MRS as follows:

Jim Phillips (Chairman) Limassol area
00357 99763187

Terry Vincent, Pissouri area 00357
96346854

David Aldridge (Secretary) Paphos area
00357 96516263

Email: david@aldridge.net

TOP: Two 'Dutch liveried' weekend workers, 33002 and 31154, are seen stabled during the week.

MIDDLE: An overhead view of the refuelling point.



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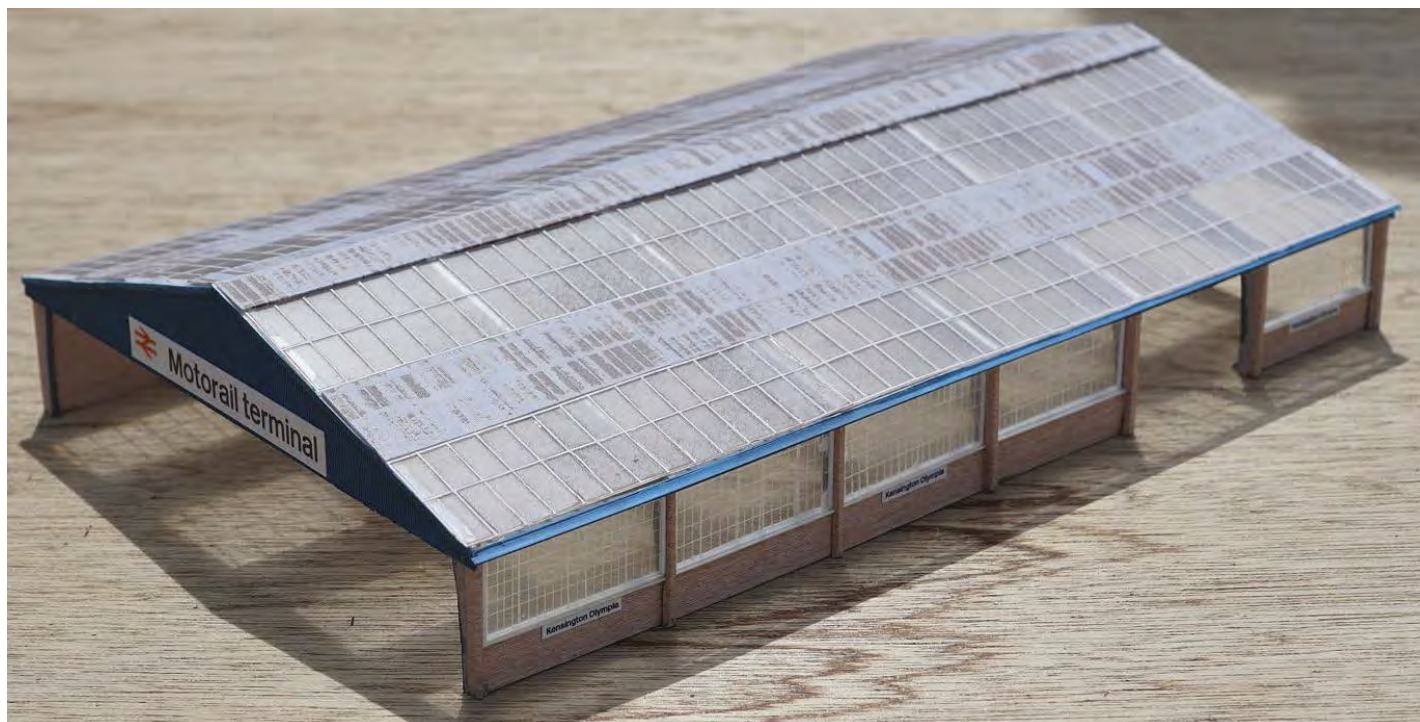
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Kensington Olympia - The carflat earth society

Part 3

by Andy Gibbs

Andy Gibbs describes how he constructed another of the key buildings for his N Gauge Kensington Olympia layout.

When building a layout that is based on a real location you do end up making a rod for your own back. Distinctive buildings can't really be substituted with 'stand ins' and Kensington Olympia is no exception. One of the most distinctive buildings was the Motorail terminal shed itself. The building is still there and is largely intact with the track areas filled in and is now used as a carpark; it's still called Olympia Motorail parking. It was built as a covered holding area for cars prior to them being loaded on to the trains. Four sidings, to hold the carflats, extended from the end of the building. There were concrete ramps at each bufferstop to get the cars on to the

wagons. When the double deck cartics were used a temporary ramp built from scaffolding was built to access the top deck.

The building consists of 11 concrete uprights with roof trusses. These are mainly filled in by bays of brickwork, full height on the western side, and part glazed on the eastern side. Four bays are currently open and have no brickwork. Originally this was three all at the northern end of the building. This was to allow cars to gain access to the platform for loading. For the model I reduced the number of bays to 6 with 7 trusses and just one open bay.

Construction is largely plasticard with 60 thou used for the trusses. These are then

covered in a concrete render finish produced by Scalescenes and downloaded and printed onto an A4 label before being mounted on the truss. The two outside trusses are covered in a corrugated plasticard which will later be painted. Each bay of brickwork is again a Scalescenes download printed on to a label and stuck on to plasticard. The brickwork is

BELOW LEFT: The wall facing away from the railway is of solid brick with no openings.

BELOW RIGHT: The building has been shortened and has five wall panels with one open for vehicles to access the interior.

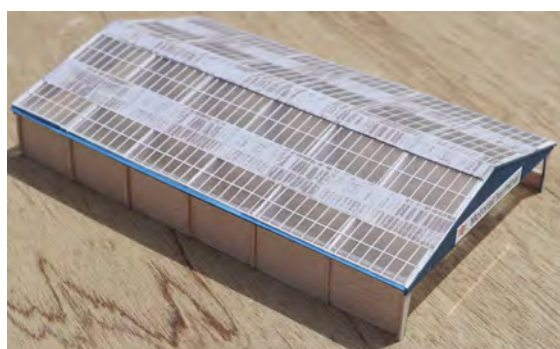


Diagram illustrating the cross-section of a roof structure, showing the following layers and dimensions (from left to right):

- 30mm Glazed
- 24mm Corrugated
- 30mm Glazed
- 12mm Corrugated
- 12mm Corrugated
- 30mm Glazed
- 24mm Corrugated
- 30mm Glazed

The total width of the roof section is 2400mm.

Technical drawing of a roof structure. The drawing shows a gable roof with a height of 30mm and a width of 170mm. The roof is supported by a base structure with rounded corners. The dimensions are indicated by red arrows and labels: 30mm for the height and 170mm for the width.

Window panes:
2 x 3mm
(5-5-2-5-5)

Corrugated	
Glazed	
Corrugated	
Glazed	



A photograph of the building as it is today can be found by using this shortened URL typed into your browser:
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- H4-WW-007** Diamond frame bogies M360329 in BR Gulf red
- H4-WW-008** Diamond frame bogies in BR black with S&T branding and steel/rail carriers
- H4-WW-009** Diamond frame bogies in BR Olive green 'ELECTRIFICATION' and steel/rail carriers
- H4-WW-010** Diamond frame bogies in BR brown with steel/rail carriers - weathered
- H4-WW-011** Diamond frame bogies DM748343 in BR grey with bolster deck conversion
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- H4-WW-013** Diamond frame bogies ADRW96501 in BR engineers yellow
- H4-WW-014** Gloucester GPS bogies MODA95511 in MOD 1970s olive
- H4-WW-015** Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered
- H4-WW-016** Gloucester GPS bogies MODA95539 in MOD 1990s olive
- H4-WW-017** Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered
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From Moray Firth to Atlantic Wild

Richard MacLennan travels in the cab of a Class 26 from Inverness to Kyle of Lochalsh.



We were about to climb into the warm and welcoming cab of a Class 26 locomotive at the business end of the 06:55 passenger and mail train from Inverness to the Kyle of Lochalsh. It was February 1981 and a hard penetrating frost had the Highland Capital in its icy grasp.

The steady tick-over beat of the idling locomotive provided an almost hypnotic lullaby as the sound reverberated off the surrounding buildings. The first warm fingers of heat were forcing their way through the three-coach train and the hiss of escaping steam from the numerous nooks and crannies added to the unmistakable feel of a different way of doing things.

A quick look was taken at the front of the locomotive and we noted the pin prick dots of light from the marker discs over each buffer; the car type main headlights were not fitted to this particular class member and, even if they were, they would be switched off until passing under the Longman Road Bridge a few seconds after departure. This was to avoid dazzling the driver of the resident Class 08 who was busy collecting the seating coaches and sleeping cars from the internal Scottish overnight service from Glasgow and Edinburgh in platform 6 and tripping them the short distance to the carriage servicing sheds.

We climbed aboard and were immediately struck by the warmth of the cab as this type of locomotive had some of the best cab heaters

on British Rail. The wall of heat greeting us was certainly a testament to the view that no better machine had ever existed in respect of performance and creature comforts for the routes north and west of Inverness.

As we were in number 2 cab this placed the small but efficient Stones vapour steam heating generator directly behind us. We could hear the hum of the water pump and the intermittent roar of the burner and its associated smells as steam pressure built up to the maximum of 40 psi throughout the whole length of the short train.

Ten minutes before departure the guard arrived with information on the train itself: there are three vehicles weighing 105 tons and there are passengers aboard for the request stops at Loch Luichart and Duncraig. Any others will be advised to the crew either by hand signal from the guards van or from passengers themselves who may wish to join at any of the remaining halts. Finally, and all importantly, a small bundle of newspapers was given to us. These were for the signal men at Grave, Achnasheen, Strathcarron and Kyle, with the remainder for the footplate mess room at Kyle. Stations before Dingwall would be taken care of by the crew of the 06:15 to Wick.

At around 06:53 the Rose Street signaller arrived with the single line token for the short mile and a half section to Clachnaharry and, with the starting signal already cleared, lift off

was imminent. At exactly 06:55 the tip from the guard was given and the power handle of the little engine nudged gently open to get the train underway. As we straightened out past the site of the harbour branch, the large brass handle was fully opened and the timeless Sulzer rasp echoed out over the empty streets and frost covered roof tops. Speed got no higher than 40mph as, after passing 'Clach Park', the home of Clachnacudden Football Club, the brakes came on for the 8mph restriction over the canal bridge ahead.

The Davis and Metcalfe brake valve on a Class 26 was very noisy and filled our ears with a loud wooshing sound making speech impossible as the vacuum in the train pipe was destroyed and the train speed reduced. The bridge over the Caledonian Canal was built by the Highland Railway Company in 1862 and passing over it made a sound that would make you think that, despite the train only travelling at 8mph, it was about to collapse underneath you.

First token exchange

The first token exchange was made successfully and we now had permission to proceed to Lentrane and the next crossing point. As soon as the locomotive had passed the Clachnaharry Inn, the power came on hard for the 1:150 climb to Bunchrew. Running alongside the deserted A9 road we discussed why an old fishing boat had been moored at the mouth



of the canal. Apparently it had been there for most of the year and unbeknown to us would remain at anchor for the next 18 months before mysteriously disappearing, destination unknown. The tide was high and the first fingers of daylight were spreading onto the sea and Black Isle, as numerous sea birds swooped and wheeled in search of breakfast.

Bunchrew automatic open level crossing carried a 25mph speed limit, so again the brakes went on as we observed the crossing lights operating and the white proving light illuminate to allow the driver authority to proceed. As it was after 07:00 the driver was allowed to give a long blast on the horn as an additional warning to road users of the imminent arrival of 200 tons of moving metal. There were rule book restrictions on horn use between 23:00 and 07:00. Another burst of power had us moving along at 60mph before a further slowing to 10mph for the exchange of tokens with the signalman at Lentrane.

Following a cold blast as the cab window slid open, the heavy leather pouch really slammed against the outside door before being hauled aboard for the run to the first stop at Muir of Ord. The Sulzer snarl was again unleashed into the morning air as we scampered along one of the faster sections with 70mph being attained either side of the bridge over the River Beauly. We passed the site of the former station which was closed in 1960 but reopened in 2002 as

LEFT: 5345 is seen entering Achnasheen on the morning train from Kyle of Lochalsh on March 10th 1973. The steam heating boiler in the locomotive is obviously working well. Some snow patches linger on the slopes of the 550m high Carn Beag. Gavin Morrison

TOP LEFT: The view from the cab as the train passes the 35 and a quarter milepost which is just beyond Luib Summit at the head of Glen Carron. Just out of sight is the old Glen Carron Lodge platform. Richard MacLennan

TOP RIGHT: Seen from the train 26035 accelerates over Achterneed level crossing, west of Dingwall, in August 1984. Richard MacLennan

ABOVE LEFT: 26034 approaches Garve station on the 17:10 Kyle of Lochalsh to Inverness on 19th July 1983. On the left of the picture, 26032 is waiting for the road with the 17:55 Inverness to Kyle. After 25 years working from Inverness depot 26034 was transferred away in 1985 to Haymarket, and then, 18 months later, to Eastfield. It was withdrawn from Eastfield with collision damage in September 1989. 26032 was withdrawn in February 1995 and was scrapped by MC Processors in Glasgow in February 1995. Lewis Bevan

ABOVE RIGHT: 26044 near Stromeferry with the 11.10 from Kyle of Lochalsh on 20 July 1983. 26044, an Inverness loco since February 1961, was withdrawn in January 1984 after running into a snowdrift near Blair Atholl (which caused an electrical fire) while on snowplough duty. Lewis Bevan

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Muir of Ord

After running uphill and past the golf course and the malting siding we glided to a halt in the reopened station at the Muir of Ord a little after 20 minutes since leaving Inverness. No passengers boarded or alighted but some mail bags and newspapers were off loaded

to make the stop worthwhile. The aroma of baking pies and bread from the nearby Forbes bakery awoke our taste buds and reminded everyone that breakfast in Kyle was still several hours away. After another exchange of tokens at the signal box adjacent to the former junction for the Fortrose branch, it was downhill at 70mph through dense woodland before once again meeting the A9 near Conon Mains Farm. Another river crossing and the



former station site at Conon Bridge followed, although we had to slow to 40 mph for the speed restricted bridge over the salmon rich Conon River.

With 19 miles covered and some brisk station work completed at Dingwall (or Inverpeffer as it was originally known) we were now about to enter the Kyle line proper as we branched away from the Far North line just after leaving the station at Dingwall North. With another token on board, this time for the 12 mile run to Garve, the 'Road to the Isles' was ours. It was amazing to think that less than 10 years earlier the route had still been under the threat of closure and only through vigorous campaigning was the line kept open with final confirmation of the line's future coming on August 19th 1974. We trundled over a couple of open level crossings at Dingwall, keeping the speed down to 20mph, before running at 40mph along the valley floor to Fodderty with the hills of the Cats Back and Knockfarrel towering above us. We slowed for the 20 mph bridge over the A834 along with the River Peffrey as we passed the site of the former

junction for the short Strathpeffer branch that closed in 1951.

We were now on the testing climb to the Raven's Rock and for the first time since leaving Inverness, as we climbed away from the valley floor, it felt as if our small engine was fighting a losing battle with gravity as the 1:50 climb to the 460 foot summit bit hard. With the hills of the Heights of Fodderty and Achterneed closing in on the right, the reverberating sound of a hard working engine became all consuming, as the Type 2 did all that was asked of it.

The crossing at the site of Achterneed station had a severe speed restriction due to road users having restricted view of approaching trains. On such a fierce gradient no brake application was needed and by an early closing of the power handle, speed reduced nicely to the line's limit of 10mph. Another good tooting and parping on the locomotives horn was undertaken before another frenzied burst of power took us into the thick woodlands and the uninhabited ravine ever nearer the line's summit a few miles ahead.

Raven's Rock

The Raven's Rock is a huge slab of granite which at some point in the 1800s had a single track rail line blasted through the middle of it, no doubt mostly by hand by our Victorian forefathers. The rock is visible from many miles in every direction but due to its lack of road access is rarely visited by man. The next six miles are all downhill and we were advised to look out for wild cats and red deer, both of which could be found in the dense forests surrounding the area.

We rocked and rolled downhill at 45mph passing the remote cottage at Rogie before joining up with the A835 road along the shores of Loch Garve and onwards towards the village of the same name. Despite its size, Garve was always busy as it served as a railhead for large areas of the West Coast out towards Ullapool and several of the islands, including Lewis and Harris, which were reached by steamer from Ullapool.

The train sat patiently for many minutes as several bags of mail, parcels and newspapers were off loaded into mail vans and the post



bus for onward transit into even more remote communities. After what seemed like an age, and with the Garve to Achnasheen token safely on board, we were away again. The 1:50 climb began right at the end of the platform and went on relentlessly for over two miles to the 429 foot summit of Corriemuille. The Munro, Ben Wyvis sat proudly off to the right, its 3250 foot summit lost in the morning mist and the smaller Cnoc nah Lolaire likewise to our left. With the sliding window open the Sulzer snarl bounced off the trees and rocks either side of us, as the reliable engine dug in for the climb. The cab was filled with fresh clean mountain air with a hint of moss and pine from the numerous forestry plantations in the area; just what we needed after such an early start to help revitalise and reinvigorate the sleepyheads up front.

We crested Corriemuille at 30 mph before plunging down the other side as we twisted this way and that through dense patches of silver birch and towards the first encounter with Loch Luichart. When the valley was flooded as part of one of the 1960s hydro-electric

schemes, the whole railway had to be moved to a new alignment, including the building of a new railway station. Water is fed by gravity from Loch Glascarnoch 826 feet up in the hills to drive the giant turbines and help generate around 30 Mw of hydroelectricity. The old alignment is under about 15 feet of water but puts in an occasional appearance in times such as the summer drought of 1976. Today we had a passenger to drop off and a couple to collect at the small out of the way hamlet of Lochluichart, before powering out of the station and rumbling over the iron bridge at the west end of the loch.

Another short punchy climb followed with the little engine snarling its way ever westwards and across the peat moors in the shadow of Sgurr Mor and across the next water course at Loch a' Chuillin and through a further hamlet, this time at Achnanalt. After passing through the station at 20mph, with no custom whatsoever, we galloped across the flat lands towards Achnasheen. With the River Bran and A832 all fighting for space in the pass, we were never far from river or road as we bucked and

TOP LEFT: 26024 Inverness with the evening train for Kyle of Lochalsh on 31st May 1978.
www.railphotoprints.co.uk - John Chalcraft

TOP RIGHT: The driver's control desk of a Class 26. Richard MacLennan

ABOVE RIGHT: 26040 skirts Loch Carron near Stromeferry with a short engineers' train on 20 July 1983. The train has just passed through the rockfall shelter which was built to protect the road and railway from frequent blockages. Lewis Bevan

swayed at 50mph, racing the few cars out and about at this time of day.

Achnasheen rush hour

On the approach to Achnasheen, we could see the first train of the day heading east waiting patiently for our arrival, its Class 26 idling. The steam from the train heating shrouded the red post van from Kinlochewe as it awaited the arrival of the mails and sundries from our train. With precision braking the brake van on our



train was brought to a halt opposite the post van. No doubt contrary to all rules and regulations, the mail was thrown out of the off side of the train and into the waiting arms of the postie who was standing track side at the end of the platform ramp.

The number of the Class 26 was missed as train crews exchanged waves and a few out of season tourists or rail enthusiasts pointed their expensive cameras at the little locomotive. The single line token was ready and waiting for our departure to Strathcarron, but the eastbound train would have to depart second. Its token for the section to Garve had to be put back through the machine by the hard working signaller, whose rush hour would be over by 08:30.

With its fuel and boiler water tank now emptying, the little locomotive took on a gentle rock as it waited to be unleashed on the climb to the line's summit at the Luib. This is the watershed of the River Bran and River Carron, both of which rise in the vicinity of Loch Scaven, with the Bran flowing east and ultimately to the North Sea and the Carron west to the Atlantic. As we attacked the climb with a noisy gusto, we could see that the snow line of the mountains

would almost be at rail level before the 646 foot summit was reached. This was exactly what we had come to see, steam heat, snow and some of the most stunning scenery this world has to offer any rail traveller.

Downhill to the sea

The summit was taken at a rather nippy 40 mph before the downhill plunge of the line through Glen Carron to the sea. We switched left, right, left again, up a short hump before passing another deserted request stop at Achnashellach. This former private station built for Viscount Hill is more popular in summer months with hill walkers using it as the entry or exit point for the Torridon hills to the north. (Ed. I've used it many times for this purpose, much to the bemusement of the other passengers!)

The distant signal for the level crossing gates at Balmacara on the shores of Loch Dughail was at caution, making us crawl up to the gates only to find they were closed to road users and the crossing keeper sheepishly exhibiting a green hand signal. After giving said keeper some abuse on the high tone of the Type 2's horn we were off again and hit the highest speed since

leaving Dingwall with the train briefly touching 55 mph on the long straight before Strathcarron and the final call of any significant importance before Kyle.

Another pile of mail bags appeared on the platform as the mails for the Applecross peninsula came off here, as did some boxes of food and such like for the local village shop. With no more passing loops ahead, we took possession of the token for Kyle and one of the most iconic rail journeys in the world along the shores of Loch Carron. With the line speed from Strathcarron west no more than 35 mph, and much of it at 25 mph, the few passengers were certainly getting their money's worth. We headed past Attadale, through the rockfall shelter by the loch and then onwards to Stromeferry (no ferry at Stromeferry these days) to the next stop at the small station serving the girls' boarding school at Duncraig.

After departing the tiny platform at the base of the rock with the castle on top we climbed round Plockton harbour and into the station of this small village. During the brief stop the steam heating boiler was switched off as this would allow any residual steam to be purged out of the system before the locomotive was uncoupled from the train at its destination. The little engine departed Plockton with its customary racket and no doubt rattled a few windows in the row of bungalows just beyond the end of the platform as, once again, we headed into open countryside and into one of the most expensive pieces of railway ever built in the UK at £20,000 per mile or almost £3,000,000 at today's prices.

The line was literally blasted out of solid rock as thousands of tons of dynamite was brought in to open up the road to Kyle. In fact the final ten miles took almost four years to complete. The first through train from Inverness to Kyle ran on November 2nd 1897 and was driven by John MacPherson of Inverness shed. The lineside from here on was thick with rhododendron





bushes. We rounded Durnish Bay and in doing so got our first glimpse of the inner sound with the islands of Skye, Scalpay, Longay, Pabay and Raasay beyond; their mountain peaks hidden in the clouds.

We picked up a couple of locals at Durnish, no doubt heading to Kyle for the weekly shop. A final burst of power took us past Erbusaig and Badicaul and on to the final destination of Kyle of Lochalsh. After surrendering the single line token and, of course, the last newspaper to the signal man we came to a majestic halt in platform 1 with the engine proudly staring out over the sea to Skye. A job well done, on time, the mails delivered, communities served and a way of life maintained that at the time looked as if it would go on for ever.

OPPOSITE TOP LEFT: 26032 skirts Loch Carron with the 11:10 from Kyle to Inverness on 19th July 1983. *Lewis Bevan*

OPPOSITE BOTTOM LEFT: 26032 at Kyle of Lochalsh station after arrival with the 17.55 from Inverness on 18th July 1983. *Lewis Bevan*

THIS PAGE TOP RIGHT: 26035 stands at Kyle of Lochalsh with the 11:10 to Inverness on 18th July 1983. Before the opening of the Skye Bridge in 1995, the ferry crossing between Kyle of Lochalsh and Kyleakin formed the main access to the island of Skye (which can be seen in the background of this picture). 26035 survives in preservation, at the Caledonian Railway at Brechin. *Lewis Bevan*

THIS PAGE BOTTOM RIGHT: Although the Kyle line was still worked by Class 26s in July 1983 Class 37 locos had already taken over some workings on the Far North line and would soon start to appear on trains to Kyle of Lochalsh. Here is 37261 at Inverness on 19th July 1983 with the 17:40 to Wick and Thurso. *Lewis Bevan*



Leeds Holbeck depot

Leeds Holbeck has a long history and in earlier years was a magnet for railway enthusiasts. Gavin Morrison paid many visits to the depot in the diesel era and his selection of photographs shows its changing face over the years.

Holbeck locomotive shed in Leeds was opened by the Midland Railway in 1868. In 1875 the MR coded the shed No.28. Under the LMS it became 20A whilst in British Railways' days the North Eastern Region allocated it the shed code 55A.

The first diesel shunters allocated to Holbeck arrived in 1958 followed by main line locomotives in 1960. Until the end of steam in October 1967 Holbeck had a mixed steam and diesel allocation.

As BR planned to allocate a large number of diesel locomotives to Holbeck it was decided to rebuild some of the existing buildings. The Nos. 1 and 2 machine shops were rebuilt with concrete and glazed roofs. Three tracks were built on raised steel structures with pits for the staff to work underneath locomotives. Concrete walkways were built on either side of the tracks to give access to the cabs. A travelling crane was installed within the building and a wheel lathe. Various other buildings were built to allow

ancillary maintenance tasks to take place. The usual fuelling facilities were provided in a covered gallery supplied from three storage tanks. The work was completed by the end of 1962.

Shortly after the end of steam in 1967 Holbeck's allocation was eighty-two locomotives made up of seventeen Class 03 and 08 shunters, nine Class 24s, twenty-four Class 25s, twenty Class 45s, ten Class 46s and two Class 47s.

Class 03 - allocated to Holbeck between 1964 and 1972

Class 04 - allocated to Holbeck between 1958 and 1967

Class 05 - allocated to Holbeck for short period in 1960

Class 08 - allocated to Holbeck between 1963 and 1990

Class 24 - allocated to Holbeck between 1967 and 1971

Class 25 - allocated to Holbeck between 1963 and 1974

Class 31 - allocated to Holbeck between 1971 and 1980

Class 45 - allocated to Holbeck between 1960 and 1978

Class 46 - allocated to Holbeck between 1967 and 1973

Class 47 - allocated to Holbeck between 1964 and 1977

The final mainline diesel locomotive to be allocated to Holbeck was 31234 which left in January 1980. However, since losing its locomotive allocation, Holbeck has continued in railway use as a base for track maintenance vehicles and the stabling and light servicing of DMUs used in the West Yorkshire area.

RECOMMENDED READING

<http://www.derbysulzers.com/holbeck.html>





1: A brand new Clayton Type 1 No. D8502 is seen on its delivery run to Scotland on the 5th October 1962. The building in the background is the steam shed roundhouse.

2: A stranger on the depot at Holbeck is Metrovick No. D5705 which was en-route to Derby Works on September 21st 1963. Note the 12E (Barrow-in-Furness) shed code on the buffer beam.

3: A study in front ends. 'Peaks' D30 and D55 in the yard. Note the M on D55 which indicates it is allocated to the Midlands Lines pool. In the background an English Electric Type 3 displays the headcode 1M41. This was for the previous evening's 21:50 York to Aberystwyth mail train which was worked by an Eastern Region locomotive as far as Leeds at this time. The date is March 10th 1967

4: Shortly before the end of steam at Holbeck 'Deltic' No. D9005 is seen visiting the depot on August 15th 1967. Leeds Central station had closed in May and all trains to King's Cross now used Leeds City station so 'Deltics' became a common sight between workings. The old steam coaling plant dominates the background, whilst the diesel fuelling point can be seen behind the locomotive with the fuel tanks on the right.

5: Permanent Way machines and special liveried 31327 *Phillips Imperial* dominate the scene. Note the small crest under the nameplate which carries the wording 'Phillips Petroleum 66'. Also in view are 31229 and 47284. In the background is the viaduct that originally used to carry the former LNWR Leeds to Manchester line. The date is 13th September 1987.

6: 140001, the prototype for the Class 141s and ultimately the 'Pacer' classes, was dumped on the depot for a long time before eventually passing into preservation at the Keith and Dufftown Railway. It is seen at Holbeck on August 7th 1990.

7: Inter-City liveried 47625 is parked outside the maintenance depot on the 20th September 1990. This is the building which was rebuilt in 1962 from the former machine shops.



8: For a time Class 25 No. D7672 *Tamworth Castle* was based at Holbeck supposedly for the benefit of apprentices. It was actually maintained and fully restored by members of the staff in their spare time. It eventually worked specials on the main line and then passed into preservation. It is seen in the depot at night on March 29th 1991.

9: Network SouthEast liveried 47572 *County of Norfolk* is seen in the snow outside the servicing building and with the now demolished Kays mail order building in the background.

10: Seven different liveries can be seen in this photograph taken on April 28th 1991. In the far background there are two Class 08s in BR blue. Beyond the washing plant is a Class 47/0 No. 47150 in Rfd livery and two Class 31/1s (Nos. 31184 and 31215) in large logo grey. Over to the left is a Class 31/5 No. 31547 in departmental livery, a Class 47/4 No. 47582 in Network SouthEast colours and a Class 37/4 No. 37422 in Metals Sector livery. In the foreground D7672 *Tamworth Castle* is in BR two-tone green colours.





The weird and not so wonderful

Colin Boocock remembers some of the weird-looking electric locomotives that roamed French rails before the modern age.

Weird and not so wonderful' may seem a disrespectful title for an article about old French electric locomotives, but I have never been a fan of French styling of engineering products, at least not until the handsome BB-9200 and BB-16000 classes emerged, when I had to change my mind. The electric locomotives that French railways operated before and during the second world war included some which cannot be said to be visually attractive in any sense. In this author's opinion, surprisingly, some

of the locomotive classes on which there was no attempt at styling actually emerge as the more attractive visually!

This article covers the older electric locomotives that the author saw in France in the early 1960s and later. It is not completely comprehensive, but the range illustrated is typical of what was on view. Of the direct current (dc) locomotives described here, the pre-war locomotive types were replaced on SNCF in the 1950s and 1960s by the

monomoteur classes that can still be seen in France today. The French dc lines were and are all pressed at 1,500Volts and current is delivered through overhead wires. This article also covers the odd-looking ac electric locomotives that populated the first 25kV ac main line electrification, namely that between Valenciennes and Thionville.

Paris-Orléans giants

The PO railway had electrified its main lines



All photographs by Colin Boocock

ABOVE LEFT: Thirteen locomotives of the same class were supplied to SNCF for the PO line from 1938 to 1943, but with streamlined ends, presumably for visual rather than aerodynamic effect. No. 2D2-5544 was awaiting its next duty on shed at Paris Ivry on 31st August 1963. You either like it, or you don't!

ABOVE: The Chemin de Fer du Midi (Southern Railway) received 24 2-Do-2 express passenger electrics from 1932, some with CEF electric traction equipment and others with traction from AEG. No. 2D2-5008, a plain-looking machine capable of delivering 3,900 bhp, was hiding just inside Ivry depot in Paris in summer 1963.

to the south-west early. Thus it needed dc electric locomotives to work heavy passenger trains at speeds up to 140km/h and freight trains of varying weights and lengths. The railway settled on two basic types, a heavy 2-Do-2 design for express passenger work and small Bo-Bos for freight. The 2 Do-2s had four powered axles, each with its own large traction motor fitted in the locomotive frame and driving the wheels through either an Alsthom or a Büchli flexible drive. Because of the weight of these monstrous machines (120 to 140 tonnes) each locomotive had a four-wheeled carrying bogie at each end, leaving only 72 to 80 tonnes weight available for adhesion. The heavy locomotive mass was partly due to the need for electrical equipment that could produce relatively high power, about 4,200 to 4,800 brake horse power (bhp) being the achievement. Apart from some 1926 prototypes, the locomotives that I saw at Ivry depot in Paris during a visit in 1963 had been supplied to PO and SNCF from 1932 to 1942, variously by Alsthom and Fives-Lille, the latter using electric traction equipment from CEM.

MAIN IMAGE: The ultimate development of the French 2-Do-2 express passenger locomotive design was SNCF's Class 2D2-9101, built from 1950 for the electrification of the PLM main line. No. 2D2-9109 had been relegated to freight duty by 25th June 1983 and was photographed passing Melun in the southern Paris suburbs with a southbound fast mixed freight.

FAR LEFT BOTTOM: A standard 1930s express electric locomotive from the P.O. railway before the stylists got at it, SNCF No. 2D2-5504 was one of 35 2-Do-2s built in 1933-1935 for service on the Paris-Orléans main line. At 4,230 bhp they were powerful for their day, had a top speed of 130km/h, later modified to 140km/h, and they weighed in at 137 tonnes. Together with two prototypes built as early as 1926, and semi-streamlined batches built 1938 to 1943 for SNCF (see next picture), the class eventually totalled 50 locomotives. These were quite handsome, in my eyes.

TOP RIGHT: The 2D2-5301 series were presumably intended for mixed traffic duties because of their lower top speed of 100km/h. Delivered to SNCF by Alsthom in 1942 they were a development of the PO express passenger type. However, unlike the other 2-Do-2 types which had four body-mounted traction motors, the 2D2-53XX series had just two large motors, each one driving two axles. The four 'portholes' in the equipment room sides had also been used on the État series of locomotives and pre-date the use of this feature on the SNCF 2D2-9101 series. No. 2D2-5302 was at Ivry on 31st August 1963.

BOTTOM RIGHT: Emerging in 1937, the 22 examples of the État Railway 2-Do-2s were basically similar to the PO classes, capable of exerting 4,230 bhp and with a top speed of 140km/h. They lasted on main line passenger work until the 1960s. No. 2D2-5403 was ready to haul the morning express to Quimper in Brittany at Paris Montparnasse station on 1st September 1963.

A total of 75 of these locomotives had been built for service in France. By the time of my visit they were uniformly painted in SNCF dark green livery with no decoration.

More from the État

The État railway, later to become the Région Ouest of SNCF, had a fleet of 23 similar machines dating from 1937. These were also 2-Do-2s, numbered by the État from 501 to 523 and swiftly renumbered by SNCF as 2D2-5401 to 5422 (I have no idea what happened to the one whose number dropped from the list.) They were built by Fives-Lille with CEM electrical equipment and weighed in at 130 tonnes. With 4,230 bhp one-hour rated output, their maximum running speed was 140km/h. These were more handsome locomotives than any of the PO ones (apart perhaps from the earliest, unstreamlined 5501 series). In all other respects they were a manufacturer's standard solution to the French need for heavy express passenger electric locomotives, and were identical in concept to the PO locomotives.

The État Class 2D2-5401 locomotives worked very heavy express trains from Paris Montparnasse to Le Mans. I remember counting loads of 18 to 20 carriages on trains on this route during a visit to Brittany in 1963. These prodigious loads of around 800 tonnes were taken forward to Rennes and beyond to

Quimper and Brest by 241P and 141P steam locomotives. It is all quite different now.

SNCF's derivative

When the SNCF began to advance electrification of the PLM main line south from Paris Gare de Lyon, it chose a similar design of electric locomotive for its premier express train haulage. The 2D2-9101 class was a more neatly styled version but used the same basic layout with four large traction motors attached to the locomotive frame. Introduced in 1950, 35 locomotives were built and they lasted into the 1980s, though latterly on fast freight workings. They were rated at 5,550 bhp on a one-hour basis and at 144 tonnes were the heaviest of the French 2-Do-2 breed. They were supplied by Fives-Lille/CEM and had Büchli flexible drives from the motors to the wheels. These were the locomotives to be seen on SNCF advertising material for the famous Paris-Nice 'Mistral' train. They were painted in SNCF's new lighter green, almost turquoise colour, and had stainless 'go faster' flashes.

The 2D2-9101 class were displaced from the leading passenger work quite quickly by the more modern Co-Co CC7101 class. I was lucky to see one of the 2 Do 2s still working on a PLM main line freight in the Paris outer suburbs in 1983.





Freight power

It was not the intention that the early 2-Do-2s would spend their lives on freight because that duty was intended to be the preserve of a range of small four-axle, bogie electric locomotives. There were several designs of these Bo-Bos or Bo+Bos, most of which were introduced in the 1920s and 1930s. With typical French railway conservatism, all of them appeared as plain box-shaped machines with two bogies (of various designs) but each with four traction motors. The motors were nose-suspended, that is each traction motor was hinged on one side to a bogie frame cross-member and on the other supported along a sleeve bearing around the axle it was driving. Thus the un-sprung mass was greater than with the flexible drives we have discussed before, but this was of less import on slow speed locomotives. None of the Bo-Bo designs built for the PO or the État had a road speed higher than 105km/h and most were set just for 90km/h. The Midi (Southern Railway) and the SNCF after nationalisation in 1938 chose to use coupled bogies with the drawgear and buffers on the bogies. This is why I use the classification Bo+Bo for these locomotives.

The Bo-Bos were able to output between 1,800 and 2,420 bhp and weighed between 72 and 80 tonnes (the same adhesion weight as their bigger passenger counterparts described earlier). For much of their duties they were coupled in multiple pairs and could be seen on main line freights in this formation, or singly on lighter goods, parcels trains or pick-up workings. Surprisingly even these plain-looking machines lasted into the 1960s. The photographs show some of their visual characteristics.

The Chemin de Fer du Midi (Southern Railway) also had a fleet of old Bo+Bos for

TOP: Bo-Bo No. BB-154 leads a classmate stabled at the depot at Ivry-sur-Seine in southern Paris in summer 1963. The class dated from 1924 and was built for the Paris-Orléans Railway for mixed traffic work, mainly freight due to their low maximum speed of 90km/h. These locomotives individually could exert 1,900 bhp.

MIDDLE: Built by Alstom as late as 1946 to 1948, this SNCF series was a Bo+Bo with the buffer beams fixed to the bogie frames as on early Midi Railway locomotives. The bogie frames were coupled together, which must have done nothing to improve the ride for the locomotive crew! This arrangement was so that traction forces would not pass through the body underframe. Seen standing at Ivry depot, when in use No. BB-332 could manage 1,800 bhp with a 70km/h top speed, not very ambitious for its time.

BOTTOM: From 1949 the SNCF received 171 Bo+Bos of Class BB-8101 which were much more powerful, capable of 3,190 bhp with a top speed of 105km/h. No. BB-8225 was seen passing Melun with an northbound tank car train on 25th June 1983.

RIGHT: A centre-cab design of Bo-Bo for shunting stands at Paris Ivry depot on 31st August 1963. No. BB-1285 was a former PO example.



freight totalling around 275 locomotives. In addition to these were 90 very similar locomotives, also with double-cab bodies, that were limited to 50 or 60km/h and were useful only for shunting and short distance transfer work.

There were sundry other classes of electric locomotive for shunting. One type that was a PO design was a centre-cab Bo-Bo that surely drew its ancestry from locomotives built for heavy industry. More outstanding was the crocodile group of Class CC-1101, another PO centre-cab design for heavy freight yard work. These were C C locomotives with their wheelsets coupled by outside coupling rods and fly-cranks. Dating from 1938, to me these were shrinking violets: I never got close enough to photograph one.

More for SNCF

The old freight Bo-Bos and Bo+Bos were obviously a useful group of designs and SNCF developed the type further. The Class BB-8101 emerged in 1949 and eventually 171 examples were built. These were 92 tonnes machines with a more useful 3,190 bhp output and a maximum speed of 105km/h. Some of these locomotives were still in use until withdrawn finally in 2003.

It is interesting to note that the older of the two basic pre-war electric locomotive concepts, the freight Bo-Bo, Bo+Bo, which had evolved into such a useful locomotive as the BB8101 class, would later be developed further by SNCF into a standard group of modern B-B mixed-traffic classes in the late 1950s, whereas the heavy passenger locomotives with their unwieldy 2-Do-2 layout would eventually bite

the dust in the face of the lighter and much more efficient competition in the form of monomoteur C-C and B-B machines.

The ac revolution

In the early 1950s SNCF embarked on its pioneering change to the use of 25kV alternating current (ac) traction. The route chosen for the probationary section was the heavily-trafficked corridor between the coal mines of the Saar area, Strasbourg and the Alsace-Lorraine steelworks, much later extending to the English Channel coast at Dunkerque and to Switzerland at Basle. A fleet of Bo-Bo and Co-Co electric locomotives was designed and built that embodied several different concepts for comparative working. The Bo-Bos were intended as mixed traffic



locomotives with a top speed of 120km/h and the Co-Cos were for heavy freight haulage at a maximum speed of 60km/h.

For reasons which have never been clear to me, all these classes were built in a centre-cab configuration, making them appear already old-fashioned however useful such an arrangement may have been in the freight network on which they worked. This feature made them look odd, and has endeared them to railway enthusiasts and modellers ever since!

These classes were variously equipped with either ac traction motors or with dc motors using current that had been rectified by various methods. Rectification was by mercury-arc rectifiers, or by large rotary converters, or later by what were then primitive solid state devices. The two main class groups however had a common external appearance, apart from the obviously longer length of the big Co-Cos.

Eventually two main classes remained after the less successful experiments had been concluded, both surviving classes having dc traction motors receiving rectified current. The Bo-Bos of Class 12000 were the last to survive in France, together with a handful of Class 14000 Co-Cos. All have now been withdrawn, the last at the end of the 1990s.

Do not be deceived! The 83tonne Bo-Bos were of 3,600 bhp having to tackle heavy express passenger trains as well as mixed freight. Yet the larger 125tonne Co-Cos were only of 2,490 bhp. This was quite enough to move their heavy loads because they had six large traction motors and their top speed, and therefore required power output, was not so high. The Class CC-14000 locomotives worked mainly of hopper wagons, and also handled some of the steel output to stocking points and the ports.

When built, the centre-cab Bo-Bos were liveried in SNCF's light green/turquoise colour with grey valances and the Co-Cos were dark green. As the Bo-Bos drifted to freight-only diagrams they, too, ended up in dark green livery.

Interestingly, in 1958-1959 the Class BB-12000 type was copied for sale to Luxembourg Railways (CFL). CFL's Class 3600 Bo-Bos were the last of this group of designs to be withdrawn, finishing their days in 2006 on morning and evening commuter trains at Luxembourg City.



TOP LEFT: Of the 25kV ac centre-cab Bo-Bos built for SNCF's Valenciennes-Thionville electrification, the BB-13000 class were tried with single-phase ac traction motors using transformed current distributed through slip-rings. No. BB-13024 was photographed leaving Longuyon with a local passenger train on 29th August 1963.

TOP RIGHT: The length of the 25kV ac Co-Co locomotives belied their power. At only 2,490 bhp they were nonetheless heavy haulage machines with high tractive effort. No. CC-14195 was photographed on 29th August 1963 passing through Longuyon with a heavy northbound train of loaded iron ore hopper wagons of diverse shapes and sizes.

MIDDLE: This side view of CC-14154 at Longuyon illustrates the apparently long length of these freight machines. Their appearance is deceptive in part, because of the low height of the long end noses that cover the equipment compartments. The author sees little advantage in this layout; a twin-cab locomotive with a full size body would have more room for equipment, and give the driver a better view ahead.

BOTTOM: Luxembourg Railways (CFL) took delivery in 1958-1959 of a batch of twenty 25kV ac Bo-Bos similar to the SNCF BB-12000 series. Bo-Bo No. 3610 was still very active when photographed arriving at Bettembourg with the 16:45 train from Athus to Luxembourg City on 1st April 2004. These were the last of all the old locomotives in this article to remain in service, the end not coming until 2006.

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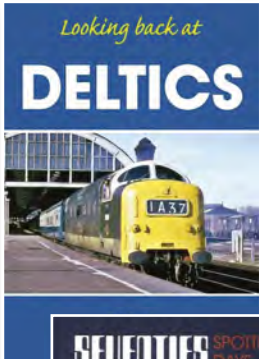
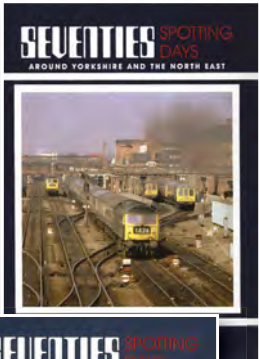
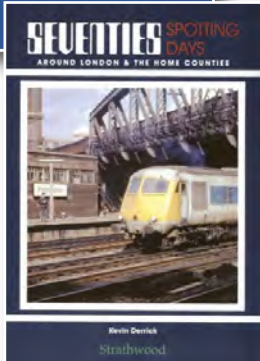
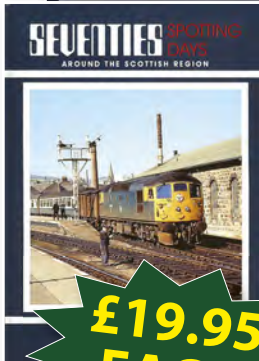
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Ruston & Hornsby Industrials

Industrial locomotives don't often get a great deal of attention from enthusiasts but, especially in the past, they were a vital part of railway operations. David Ratcliffe attempts to redress the balance with this feature about the Ruston & Hornsby shunting locomotives.

2



Formed in 1918, with the amalgamation of Ruston Proctor & Co. of Lincoln and Richard Hornsby & Sons of Grantham, the engineering firm of Ruston & Hornsby went into locomotive production in the 1930s. Locomotive building

then continued at Boultham Works in Lincoln for over thirty years but, following English Electric's takeover of the company in 1966, production of the Ruston & Hornsby designs was curtailed and finally ended in 1969.



1: One of Ruston & Hornsby's most successful designs was the 7½ ton, 48bhp chain-driven four-wheel diesel mechanical Class 48DS introduced in 1937. At only 13ft 7in long, with a 5ft 2in wheelbase, these diminutive locomotives were powered by a Ruston four-cylinder 4VRHL engine and proved popular at locations where only light occasional shunting duties were required. Some 204 locomotives were eventually built with customers including British Acheson Electrodes, City of Salford Gasworks, H.J. Heinz, Laporte Titanium, and the Wigan Wagon Co. However, by the 1990s, only a handful remained in industrial use including Charles, works No. RH417889, pictured here at Washwood Heath in October 1995. Built in 1958 for the Yorkshire Brick Co. it had subsequently been acquired by Trackwork Ltd. of Doncaster who were busy relaying a part of Washwood Heath marshalling yard.

2: The demand for a more powerful locomotive saw Ruston & Hornsby develop its 88bhp Class 88DS 4wDM design of which 254 were built between 1938 and 1967. Fitted with a four-cylinder Ruston 4VPHL engine they were 20ft 6in long with a 5ft 9in wheelbase and had 3ft diameter wheels compared to the 2ft 6in wheels fitted to the Class 48DS. Initially weighing 17 tons, later increased to 20 tons, 88DS owners included the Associated Ethyl Co., Dowlow Line & Stone, and the Rossendale Solid Fuel Co. Several were purchased by both the Admiralty and the Air Ministry while the last of the class went to Tarmac Roadstone at Hayes & Harlington. Built in 1956 for Marblaegis Ltd's Rushcliffe plaster works at East Leake, Notts, works No. RH398616 was sold to Trackwork Ltd. of Doncaster in 1994.

Photographed at Washwood Heath in April 1995 by 2015 it had been preserved at the Epping Ongar Railway in Essex.

3: Introduced in 1946 the 165DS Class was Ruston's first diesel-mechanical type with coupled-wheels driven from a jackshaft and was available as either a 28 ton 0-4-ODM or 30 ton 0-6-ODM. Both variants had 3ft 2in diameter wheels and 124 were built, the majority as 0-4-ODMs, and owners included British Titan Products, Imperial Chemical Industries, Mobil Oil, and Tunnel Cement. British Titan Products (later known as Tioxide UK Ltd.) purchased three 165DS locomotives between 1951 and 1957 to handle the shunting at their Pyewipe chemical works on the outskirts of Grimsby. Some 22ft 1in in length, with a 5ft 9in wheelbase, and powered by a 165bhp Ruston VPH engine Tioxide's No.6, works No. RH414303/built 1957, awaits its next turn of duty at Grimsby in March 1991. Withdrawn by Tioxide in 1998, No.6 was later moved to the Lincolnshire Wolds Rly. at Ludborough.

4: Introduced in 1950, Class 165DE was similar to Class 165DS but with diesel-electric transmission. In all 164 were built with owners including the Associated Portland Cement Co., Rowntree-Mackintosh, and the South of Scotland Electricity Board. Developed in collaboration with British Thomson-Houston Ltd. of Rugby, who supplied the electrical equipment, five were sold to British Railways as their PWM650 departmental class. The type also proved very popular with Scottish iron and steel producers such as Clyde Alloy Steel, Fulwood Foundry, and the Lanarkshire Steel Co., while no fewer than 38 could be found

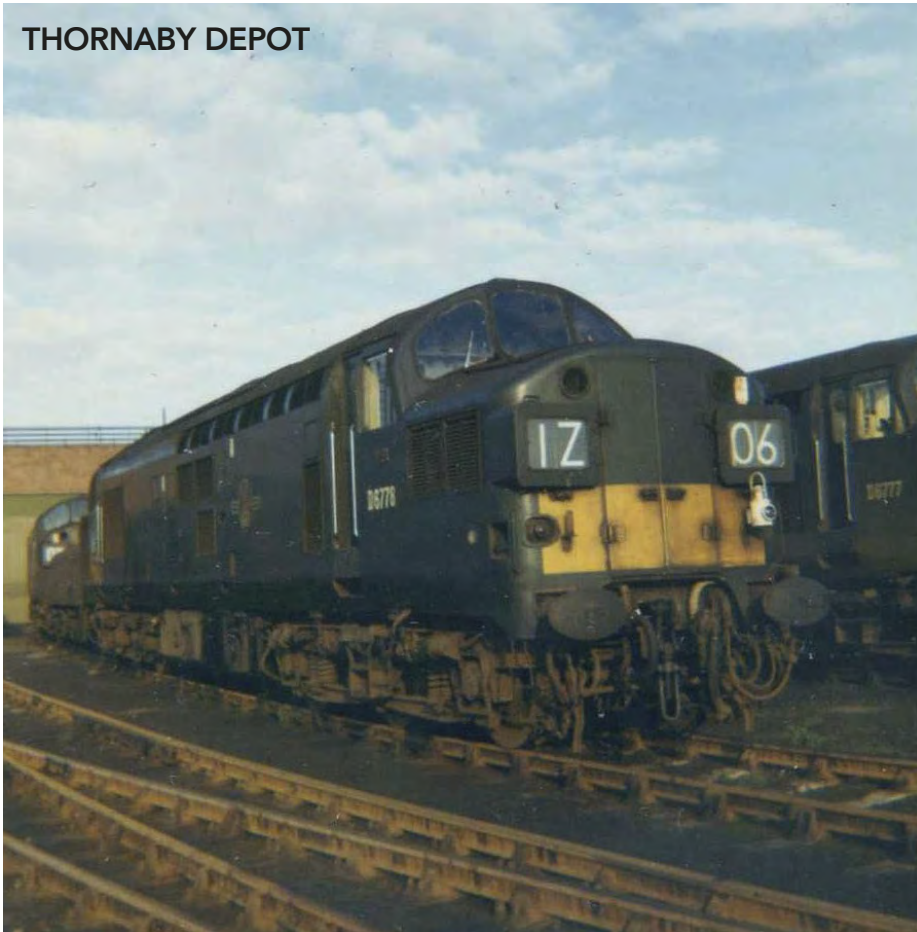
working for Colvilles Ltd. at their various works in Cambuslang, Motherwell and Tollcross. Previously based at the Clyde Iron Works in Tollcross number C.I.W.4, works No. RH423659/ built 1958, was one of several industrials found parked out of use at British Steel's Hardendale Quarry, Shap, in May 1992.

5: In 1959 Ruston & Hornsby introduced a new 287bhp 0-6-0DH diesel hydraulic design powered by a Ruston-Paxman Type 6RPH engine. Some 47 of these Class LSSH locomotives were built with 18 being sold to the army for shunting duties at stores and ordnance depots across the country. Weighing 42 tons they had 3ft 6in wheels and a wheelbase of 8ft 8in. Army No. 430 (previously Army 8224), works No. RH466621/built 1961, had originally been based at Donnington Central Ordnance Depot, but after subsequent spells at Shoeburyness Proof & Experimental Establishment, Moreton-on-Lugg COD, and Dean Hill Royal Naval Armament Depot, it was recorded at Bicester Base Ordnance Depot in April 1995.

Ruston&Hornsby 6

Another new design was the 192bhp 0-4-ODE LPSE diesel-electric class weighing 24 tons. The revised body styling featured a raked bonnet and larger cab windows for improved visibility but only a handful were built before production of the Ruston & Hornsby range ended. Locomotive No. P.V.142, works No. RH544997/ built 1969, is pictured at the Rutland Rly. Museum, Cottesmore, in August 1996 having previously worked at the Hays Chemical (formerly BP Chemicals) Elworth Works, near Sandbach.

THORNABY DEPOT



As an ex maintenance supervisor (I finally ending up as a production engineer) retiring in September 2007 after spending my whole 45 year working life at Thornaby. I looked forward to reading about the depot in *TRACTION* 237. Can I point out a few things in regard to Thornaby's brief history.

Thornaby was chosen during 1965 to do complete engine changes on all the North Eastern Region allocated Clayton Type 1s (the new engines had cast iron blocks instead of aluminium alloy).

A minor point in terminology is that the article says that the 'Thornaby tool van gangs were summoned to assist in' the re-railing of the 08 snowplough. The tool van gangs never assisted anyone at anytime; they did the job. I was the supervisor in charge of the tool vans at that time and wrote the report. I attach a photograph of the snowplough before we started re-railing it.

There is no mention in the article of the molten metal trains that ran from Redcar steel works to Consett for several months from August 1969 which utilised double headed Type 3s.

The Class 20s were brought to Thornaby to work trains from the quarry at Redmire and potash trains in pairs and all gained the distinctive red stripe footplates and several

were named after the owners, potash mine and Redmire quarry. It wasn't easy fitting the long plates as they were too big for the cab sides and had to be fastened to the footplate edge at the front away from the fuel tanks built into the footplates..

When Darlington diesel depot closed in the mid 1980s, Thornaby's roads 11 to 14 were fitted out with raised gantries and all the facilities to service DMUs. These roads were then used to service Class 101 DMUs at night and repair wagons during the day for several years. Later we also looked after Class 142s and 143s. Whilst these were all Gosforth units, we ended up doing some exam work, major repairs and engine changes in the main shed. Luckily several Darlington staff had transferred to Thornaby so we didn't have a



The Thornaby tool van gang prepare to rerail snowplough ADB966509 (originally D3069) in early 1976 on the Esk Valley Line between Middlesbrough and Battersby.

skill shortage for this! I'm not sure when that arrangement stopped and Gosforth or Heaton took over.

The depots maintenance facilities were not severely curtailed at all in 1992, in fact up to September 2007 it was as fully capable as it ever had been. Whilst Thornaby could then be considered an outstation of Toton it maintained Class 60 and Class 66 locos up to E exam level and still continued to do wheelset or traction motor changes along with heavy repairs to engines, generators and body work up to the end of 2007. Heavy work and exams was also undertaken on Class 37s, 47s and 56s which Toton deigned to send to us.

D6700 (then 37350) was given a full body makeover and repaint to as near as possible original condition in mid-1998 utilising parts from scrap '37s' to again be D6700 prior to going to York Museum for naming NRM NATIONAL RAILWAY MUSEUM on 11th September 1998.

Thornaby was the only depot except for Toton to be used to convert all the Class 66 locos to drop buckeye couplers and due to the expertise gained, also fitted the special couplers used on the Lickey banker '66s'.

After a decision was taken in the late 1990s to scrap the underfloor wheel lathe, this was quickly reversed due to Toton's inability to deal with all the work within the company. The wheel lathe was then given an overhaul to allow it to cover work accruing in the northern part of the country. This lathe had been installed in the early 1980s.

Using the wheel drops, Thornaby was chosen to re-wheel all the Class 59s and also re-wheel the Class 66s sent to France. Wheel drops were a lot quicker than lifting the body off the bogies. It wasn't unknown for a wheelset or motor on a Class 66 to be changed by two men in less than two hours.

Bob Willis, Teesside

I read the article about Thornaby (51L) depot with interest as I visited there on 7th May 1967 as part of a week long trek to visit as many of the remaining steam depots as we could manage. I attach a photo of D6776 outside Thornaby depot. The locomotives recorded on depot at 6.30am were :

D238/42
D2306/7/16/31
D3137/8/9/41/4/6/7/8/50/1
D5151/6/7/66/3/4/7/8/71
D6755/6/9/60/3/4/6/9/70/1/2/3/6/7/8
D6873/96 (All above 51L).
D24 (55A - Leeds Holbeck)
D8310/1/2 (50A - York)

Chris Weavers by email

NORTH BRITISH TYPE 2s

The picture of D6107 on page 15 of TRACTION 237 is of interest because the type only operated in the King's Cross area for about a year. However, it was taken in the summer of 1959 - not 1958 as stated in the caption.

The NBL Type 2 diesel electrics were delivered new to Hornsey in the early months of 1959 (D6107 itself during week ending 28th March) and remained until they were despatched north with alacrity from the end of February 1960, when the King's Cross area's main batch of new Brush Type 2s began arriving at the rate of two a week.

Their departure was greeted with great relief by railwaymen and passengers alike! To answer the author's query, they were intended for the Scottish Region but the first ten were diverted to help launch the suburban dieselisation - as were the first 20 BRCW Type 2s (later Class 26), also destined for Scotland. The latter followed the NBL diesels north from mid-April 1960 onwards.

It is actually Hadley Wood North Tunnel which the train is exiting, just before passing through Hadley Wood station. The train is an outer suburban stopping service from Cambridge, or perhaps Baldock or Royston. Only two of the five visible coaches are Gresley designs, as the first and fifth are BR Mark 1s and the fourth is a Thompson LNER compartment first. What is unusual is that, at this end of the standard outer suburban six-coach set, a BR Mark 1 BG van is substituting for the rostered brake second.

Incidentally, the text of the article repeats an error made all the way through an article in TRACTION 233. One of the references to Hornsey depot is mis-spelt as 'Hornsea' - which used to be the end of a branch line north of Hull!

David Percival, Knebworth, Herts

I enjoyed Nevill Fickling's article on the N.B. Type 2s in TRACTION 237. My first visit to Scotland was on a two day coach trip with the Worcester Loco Society on 7th/8th January 1967. We did all sheds from Carlisle up to Dundee and Perth, although we didn't visit St Rollox Works. We only saw 14 of them; some would have been in works but where were all the rest? For the record this is what we saw:

Eastfield, 6101, 6103, 6104, 6115, 6117, 6124, 6131, 6135, 6137
Grangemouth, 6110, 6126
Stirling, 6119
Perth 6136
Dundee, 6112.

My next visit to Scotland was on a 7 day Railrover starting on Sunday 23rd July 1967. On this trip we saw 53 out of 58. The ones we didn't see were 6100, 6110, 6112, 6117 and 6124. Of these I had seen the last four

on my previous visit, so I now only needed 6100 to clear the class. I had obtained permits for all sheds plus Inverurie Works but couldn't visit St Rollox Works as it was Glasgow holiday weeks and the works was closed. I have since found out that 6100 was in St Rollox Works at the time.

The location of the 53 seen that week were as follows:

- Queen St Station, 6102, 6111, 6115
- Eastfield, 6101, 6103, 6105, 6107, 6116, 6119, 6121, 6122, 6130, 6133, 6135, 6136
- Kipps (old steam shed), 6118, 6120, 6125, 6127, (all stored)
- Fort William 6106
- Perth 6123, 6141, 6147, 6148, 6157 (the last five stored)
- Ferryhill 6150
- Kittybrewster, 6134, 6140, 6152, (6134/52 stored)
- Inverurie Works, 6104, 6108, 6109, 6113, 6114, 6126, 6129, 6131, 6132, 6137, 6146, 6155
- Keith (old steam shed) 6128, 6138, 6139, 6149, 6153, 6156, (all stored)
- Elgin, (old steam shed) 6142, 6143, 6144, 6151, 6154, (all stored).

I had another Scottish Rover in August 1968 and saw 6100 on Eastfield on 18th, so finally clearing the class. Just a correction to Neville's list of rebuilt locos, 6134 was not rebuilt but 6132 was.

My next Scottish Rover was in August 1972 and on 17th August we visited St Rollox Works where all 20 remaining 61xxs were noted dumped around the works, but this throws up a question. According to two different publications: 'Allocation History of Diesel and Electric Locos' by Roger Harris and 'Diesel and Electrics for Scrap' by Ashley Butlin, both show 6108 as cut up by McWilliam of Shettleston in June 1971 and 6106, 6112, 6116, 6129 and 6131 as cut up in Glasgow Works between May and July 1972.

I have checked with a friend who was with me on that trip, who still has his spotting books, and he confirms that he also has all 20 locos logged so those six locos were not cut up before 17th August 1972 as they were still dumped in Glasgow Works on that date.

Steve Horner, Droitwich

The feature about the NBL Type 2s was an interesting reprise. I particularly liked the photo on the Buchan branch, which must be quite rare.

This was, though, only half the story because there were two classes of NBL Type 2. The original order from BR was for six diesel-hydraulic versions for the Western Region. The decision to order the diesel-electric version was specifically to enable a comparison between the two transmission types in otherwise identical locomotives.

No one seems to comment about the diesel hydraulic variants. BR's plan to compare the two was never pursued, perhaps because the diesel hydraulic examples fared better and this did not suit the views of BR's CM&EE on hydraulic drive.

On the WR, the NBL Type 2s were popular with crews, in Cornwall at least. Withdrawal came as suitable traffic disappeared and Class 25s became spare on other regions.

A blanket criticism of the NBL Type 2s only considers half of the story. The question is why those in Scotland were problematic, whilst those on the WR were not so bad.

At least Paxman got useful service experience with its Ventura engine and this no doubt helped in developing its Valenta unit.

David Clough by email

SOUTH WALES FREIGHT

Gavin Morrison's picture of the Freightliner passing Newport's Alexandra Dock Junction Yard might be the Pengam to Coatbridge service, which was booked via the Welsh Marches line and diagrammed for electric haulage from Crewe. The Seawheel portion at the front of the train could well be conveying South Wales produced steel coil for export. Such business was known to be exported through Ipswich Docks where the Seawheel sets were reloaded with a backload of imported steel coils destined for the Round Oak terminal in the Black Country (see TPO in TRACTION 235).

The picture of the two Class 37/9s making for Ebbw Vale have a number of high-capacity ferry vans in tow, which I believe are IWB types. These may well be empty and are for loading with tinplate traffic, possibly for export via the Channel Tunnel. Such wagons, however, were also used for a domestic movement of tinplate from South Wales to the Metal Box Company at Worcester and were usually detached from a Round Oak-bound steel service (see image in TRACTION 222, page 21).

As readers are no doubt well aware, tinplate traffic from South Wales plants - of which there used to be three: Ebbw Vale (closed 2002), Trostre (still open) and Velindre (closed 1989) - was once conveyed in wagonload consignments using the Speedlink network to various Metal Box locations during the 1980s. Destinations back then included Aintree, Carlisle, Sutton-in-Ashfield, Westhoughton, Wisbech and Worcester.

D.J.Hayes Wednesbury

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PLYMOUTH TO PENZANCE

Author: Roger Geach

Price: £20.00

ISBN: 9780995566507

Publisher: www.ypdbooks.com

The West of England main line has traditionally offered rich pickings for the modern traction enthusiast, being associated with diesel hydraulic power since the Western Region introduced the North British D600 locomotives in 1958.

Growing up in the South West, Roger Geach has been photographing trains in the region from 1967 onwards and many of the images found in his self-published hardback volume were taken by him over the following decade, with a few more recent examples included for good measure. Roger found some great lineside locations from which to photograph the trains back in those days, some of which would prove difficult to repeat today as a result of the spread of luxuriant lineside vegetation and forestation.

The photographic journey begins at Plymouth and works its way west to Penzance, pausing at all the main stations plus some interesting, less well known viewpoints along the way. In addition to his own photographs, Roger has included contributions from the likes of Doug Nicholls and Bernard Mills, while Neil Phillips adds some personal insight about Truro.

From the diesel hydraulic era through the diesel electric dominated years post 1977 right up to the current day, the variety of locomotives, HST sets, diesel multiple units, railcars (plus a few preserved steam-hauled railtours) to be found here is quite revealing. The broader range of traffic to be found in Cornwall just a few years ago is also very noticeable. DB

THE ZTR RECORDINGS

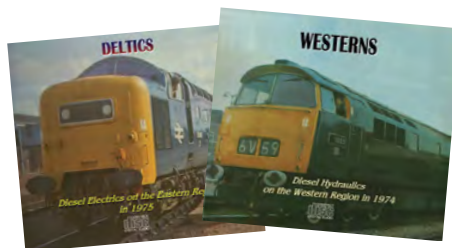
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In 1972, Nigel Fletcher and Rob Woodward of hit-making pop band Lieutenant Pigeon



persuaded Decca Records that they should bring out LP records featuring diesel locomotives to augment the Argo catalogue of steam recordings.

Eventually the company agreed to let them bring out an album of what they termed 'blue boxes' and the result was 'Westerns', ZTR 141, that featured Class 52s recorded at locations including Hemerdon Bank, Leamington Spa, Reading, Taunton and Teignmouth. The recordings neatly encapsulated the glorious sound of the 'Westerns' at a time when diesel hydraulic power was on the decline on the Western Region. At first it didn't look like being much of a seller, but that was to change when Lieutenant Pigeon gave the LP a plug while appearing on the Bay City Rollers' Shang-a-Lang TV programme – and sales took off!

The next obvious choice of traction for the second album was 'Deltics', ZTR 145, that came out in 1975 and featured Class 55s – plus Classes 31, 37, 40, 45 and 47 – at places including Berwick, Burton Coggles, Finsbury Park, Grantham, Peterborough, and York.

The third and final LP to appear was 'Diesels in the Highlands', ZTR 147, released in 1976 and recorded on the Highland Main Line featuring Classes 25, 26, 40, 47 and a Class 120 DMU.

In recent years, original copies of the records have exchanged hands for big money, especially 'Westerns'. While Argo Records are no more, Nigel and Rob recently digitally re-mastered all the tracks from the original three albums and have produced a limited edition three CD set that is available via the Lieutenant Pigeon website. DB

RAILS THROUGH NORTH KERRY - LIMERICK TO TRALEE AND BRANCHES

Price: £16.00

ISBN 9781780731056

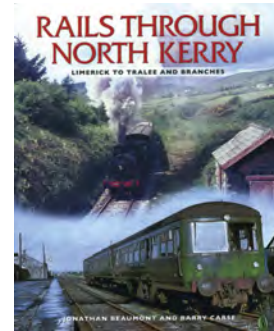
Author: Jonathan Beaumont and Barry Carse

Publisher: Colourpoint

For many years the railways of the Republic of Ireland fascinated enthusiasts, because of the blend of ancient infrastructure and modern motive power. This book illustrates that contradiction. Many of the lines in south west Ireland lost their passenger services by the 1960s but continued to see freight traffic, in

many cases with quite significant volumes. The lines covered in this book are the North Kerry line between Limerick and Tralee and the branches off it to Fenit, Castleisland, Foynes, Castlemungret and Charleville.

This 143 page soft back book contains a wealth of colour photographs (with a handful of B&W images) taken from the 1960s through to the 1980s. Almost all types of CIE DMUs and diesel locomotives are shown with all the images also showing the landscape and railway infrastructure. A small number of the final steam workings are also included. The captions are extensive and contain a wealth of detailed information about how the railway worked at this time. The quality of photographs is excellent with each image being reproduced at just under a half page in size. The book also contains a few track plans and timetable extracts. Highly recommended. SRa



RAILS ACROSS EUROPE : EASTERN AND SOUTHERN EUROPE

Price: £25.00

ISBN 9781473844322

Author: David Cable

Publisher: Pen and Sword Transport

RAILS ACROSS EUROPE : NORTHERN AND WESTERN EUROPE

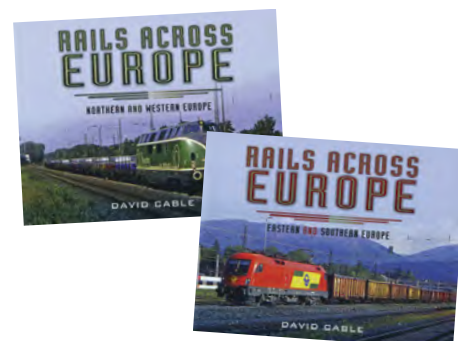
Price: £25.00

ISBN 9781473844285

Author: David Cable

Publisher: Pen and Sword Transport

Both of these hard back books follow a similar format with about 240 full page colour photos of locomotives and multiple units covering a wide range of locations and dates within each country (including the UK and Ireland) mainly taken from the 1980s onwards. The photos generally show the full train within its surroundings, with relatively few being just loco portraits. Captions are brief but informative although some photos are undated. MW



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