

ON YOUR DVD

- REFRESH TIRED TRACK
- FIT A PHOTO BACKSCENE
- STATIC GRASS MAKEOVER

BRITISH RAILWAY MODELLING

BRM

AUGUST 2018

SHUNTER SUPERSTAR!



HELJAN CLASS 07 REVIEWED

SCENERY SPECIAL

PRACTICAL POINTERS TO HELP YOU
ACHIEVE LAYOUT PERFECTION



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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Scenic modelling on a budget. This month Howard and Phil get to grips with renovating our recently acquired project layout, but without spending the earth. Watch as they refresh and weather the track, relocate buildings, expertly apply static grass and other features, and then narrowly avoid disaster while measuring up the backscene...



**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

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PRACTICAL BRM

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On your DVD...
Howard Smith and
Phil Parker give our new
layout project a scenic
makeover



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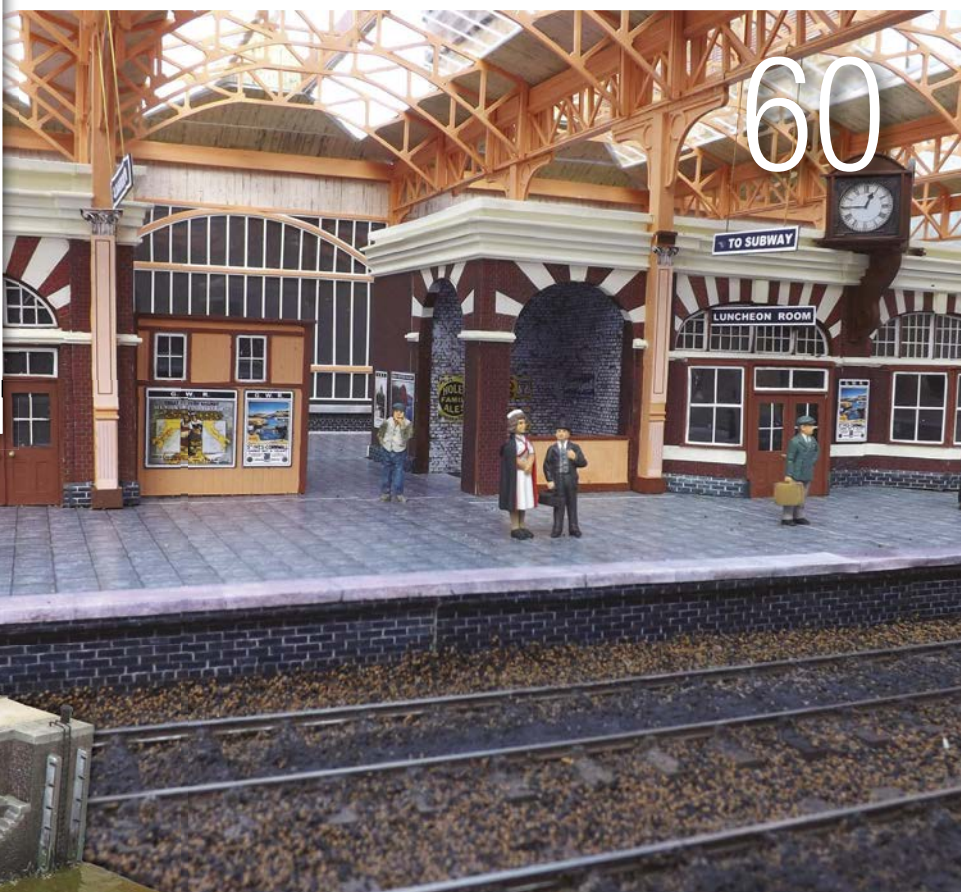


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44



60

DIGITAL CONTENT

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Cobalt-S Levers

Over 140mm high, Cobalt-S levers are very comfortable to use and look really good when painted like the real thing.

Brass numbers and cast "top trims" are included with them to add to the realism.

These brass levers ooze quality. Each of the 3 switches have 24k gold contacts for a very long life.

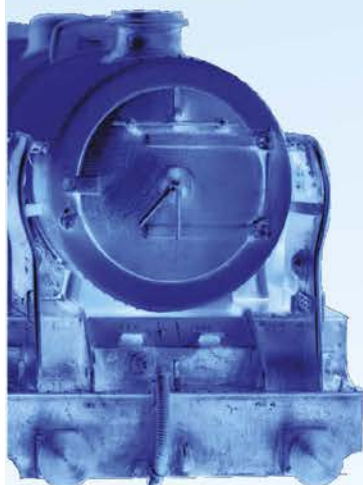
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Hello all,
Scenery – all but the most vacant layouts require it, but what does it entail for you, and does it really have to be limited to the greenery? What about the buildings, assorted railway ephemera and all the other bits and bobs that help to backdrop and contextualise your layouts? We've broadened the definition along these lines in this issue, with practical features about refreshing your track, making a convincing stream and adapting telegraph pole kits and correctly planting them. We also have a selection of your own scenic endeavours and a quartet of layouts for your perusal – some more overtly verdant than others. Oh, and this month's DVD is entirely dedicated to scenery, as Howard and Phil get to grips with a newly acquired project layout.

Moving on, and I really must encourage you to check out the digital edition of the magazine. As if the paper copy in your hands was not already chock full of great content, useful information and tantalising images, it all comes alive in the electronic version. Aside from all the usual good stuff, there's a bonus layout, two additional trackplans, all the photos that we couldn't fit into the print edition and extra video content to boot. Last month's digital magazine was our biggest ever at 240 pages, which is nearly 100 over the printed edition! See www.pocketmags.com/brm for more details, and make

sure you sign up for our totally free newsletter at 'www.world-of-railways.co.uk/brm'.

In other news, our cakebox competition is now coming to an end. There is a wealth of brilliant entries on RMweb, but only a few have taken the bold step of putting themselves forward for consideration so far. A shame, as there's the opportunity to win a £75 prize courtesy of our friends at Humbrol, plus a bonus bundle courtesy of us that will be tailored to your modelling needs. You've got to be in it to win it, as they say, so aspiring cakebox engineers are asked for up to 200 words and three photos to be sent to 'cakeboxchallenge@warnersgroup.co.uk'. The competition closes on October 12, whereupon it will be too late to win the spoils.

Otherwise, it's been another busy month on the show front, with the ever excellent DEMU at Burton and another grand day out at the Great Central Railway – the latter thankfully not affected by punishingly hot temperatures this year. Next on the list for yours truly is the International N Gauge Show on September 8-9. I hope to see some of you there, but the BRM team are bound to be out and about at other shows in the meantime.

Finally, it seems that the prices quoted in last month's Stirling Single review did not take account of the £50 deposit required. Apologies for that, although the locomotive itself remains a stunning bargain at any price. Even so, a mighty, forehead-slapping *doh!* is probably in order... ■

Andy



MANAGING EDITOR | Andy McVittie

BRM

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Steam locos

- H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat) £99
H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 "No.1" in Burnley Corporation Gas Department blue (Hat) £99
- H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest (Hat) £99
- H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat) £99
- H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) £99
- H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (Hat) £99
- H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 "WTT" in lined green (Hat) £99
- H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat) £99
- H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) £99
- H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) £99
R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor) £139.50
H415 Class 140x 0-4-2T 1432 BR Lined green late crest - Heavily weathered (DJ) £99
- H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99
- 31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) £84.96
- 32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR green Churchward tender (Bac) £97.71
32-826A Class 2MT 2-6-0 built 46400 BR lined black early emblem (Bac) £123.21
- 31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) BARGAIN £69

- 31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) BARGAIN £72
- R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) BARGAIN £82
- 32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac) £97.71
- 4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green shirtbutton emblem (Hel) £154
- 4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel) NEW £154
- 4783 Class 47xx 2-8-0 'Night Owl' 4706 in BR black early emblem (Hel) £154
- 4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel) NEW £154
- H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) £99
- R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) (RRP £94.99) BARGAIN £62
- R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) BARGAIN £58
- 31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £97.71
- R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor) £80
31-636A Class 64xx 0-6-0PT pannier tank 6422 BR black early emblem (Bac) £94.96
- 31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS crimson (Bac) (RRP £164.95) BARGAIN £104

- R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 "Nederland Line" in BR green early emblem (Hor) £157
- R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN £82
- R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) BARGAIN £82
R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor) £131
- 32-858 Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £169.96
- R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £110.99) BARGAIN £55
- R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) £108
- R3080 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) BARGAIN £68
- 31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN £121
- R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99) BARGAIN £129
- R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) BARGAIN £94
- R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) BARGAIN £87
- R3588 Class B17 4-6-0 2864 "Liverpool" in LNER green - Railroad Range (Hor) £76.50
- R3004 Class B17 4-6-0 61631 "Seribry Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) BARGAIN £79
31-138 Class D1 1/2 4-4-0 62082 "Haystoun of Bucklaw" in BR black early emblem (Bac) (RRP £139.95) BARGAIN £99
35-077 Class E4 Brighton tank 0-6-2 32550 in BR black early emblem (Bac) (RRP £109.95) BARGAIN £80
- R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100
- R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) BARGAIN £109
R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99
- R3208 Class V Schools 4-4-0 30915 "Brighton" in BR Black early emblem (Hor) (RRP £139.99) BARGAIN £89

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R9291 Thomas and Friends 4-6-2 No.4 Gordon the big blue engine (Hor) ... £94

32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) £144.46

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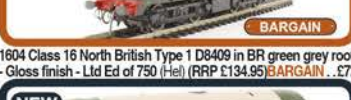
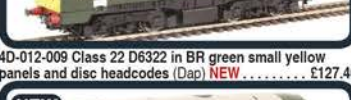
R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) ... £132



1409 Class 14 D9531 in BR green - as preserved (Hel) ... £110



1509 Class 15 D8204 in BR green numbers on front & rear (Hel) ... £94

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** ... £7240-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap) **NEW** ... £127.4640-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes (Dap) **NEW** ... £127.4640-012-006 Class 22 D6327 in BR blue small yellow panels and headcode boxes (Dap) **NEW** ... £127.46

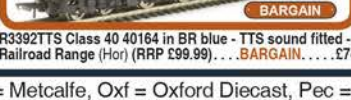
2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) ... £110



R3583TTS Class 37/0 37401 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) ... £88



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



32-370 Class 37/4 37405 in DRS Compass blue (Bac) ... £117

32-389 Class 37/4 37421 in Colas Rail (Bac) ... £135.96

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) ... **BARGAIN** ... £74R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) ... **BARGAIN** ... £39

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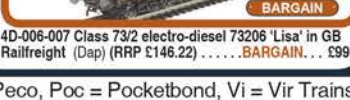
32-753DS Class 57/0 57007 'Freightliner Bond' in Freightliner green - DCC sound fitted (Bac) ... £203.96

5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) ... **BARGAIN** ... £995826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) ... **BARGAIN** ... £965824 Class 58 58030 in EWS red and gold (Hel) (RRP £125) ... **BARGAIN** ... £995825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) ... **BARGAIN** ... £99

R3572 Class 60 60087 'CLIC Sargent' in Colas Rail Freight orange/black (Hor) ... £149

R3481 Class 67 67025 'Western Star' in EWS (Hor) (RRP £159.99) ... **BARGAIN** ... £99

40-006-000 Class 68 68008 'Avenger' in Direct Rail Services compass - DCC sound fitted (Dap) ... £254.96



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) ... £64

40-006-000 Class 73/1 73102 'Airtour Suisse' in Intercity executive (Dap) (RRP £140.22) ... **BARGAIN** ... £99OLIV002 Class 73/2 73205 'Jeanette' in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** ... £9940-006-007 Class 73/2 electro-diesel 73206 'Lisa' in GB Railfreight (Dap) (RRP £146.22) ... **BARGAIN** ... £99

Prices valid until 15/08/18

All prices correct
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4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155).....**BARGAIN**.....£129

Electric locos



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160).....**BARGAIN**.....£124



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**.....£129



7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165)**BARGAIN** £129



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**.....£129



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**.....£129



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165).....**BARGAIN**.....£129



R3480 Class 92 92016 "Brahm's" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99).....**BARGAIN**.....£52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95).....**BARGAIN**.....£74



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (Hel) (RRP £139.95)**BARGAIN** £74



9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) (RRP £139.95).....**BARGAIN**.....£74



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95).....**BARGAIN**.....£74



9005 Metropolitan Bo-Bo electric 19 in Metropolitan (Hel) (RRP £139.95).....**BARGAIN**.....£74



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) (RRP £139.95).....**BARGAIN**.....£74

HSTs



R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor).....£199



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor).....£246

DMUs

4D-009-HAT01 Class 121 single car DMU Bubblecar 120 in GWR 150' chocolate and cream - Hatton's limited edition (Dap).....£129.95

4D-009-HAT03 Class 121 single car DMU Bubblecar 960011 in Railtrack blue and green - Hatton's limited edition (Dap).....£129.95



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95)**BARGAIN** £59



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



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



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95)**BARGAIN**.....£59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac).....£297.46



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



4D-011-004D Streamlined Railcar 8 in GWR lined chocolate and cream Twin Cities crest - DCC Fitted (Dap).....£142.70

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25).....**BARGAIN**.....£82

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B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap).....£54

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R1151 Caledonian Belle transet 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99)**BARGAIN** £45



R1176 Class 373 "Eurostar" Train Set (Hor) (RRP £169.99).....**BARGAIN**.....£55

R9283 Thomas the Tank Engine starter Train Set (Hor).....£35

Train sets - digital

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor).....£130



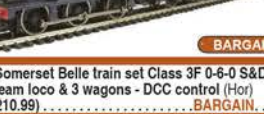
R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99).....**BARGAIN**.....£250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99).....**BARGAIN**.....£170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99).....**BARGAIN**.....£130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99).....**BARGAIN**.....£199



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39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac).....£55.21



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39-577 Hawksworth A38 Auto-trailer W237W in BR unlined crimson (Bac) (RRP £68.95).....**BARGAIN**.....£49



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R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99).....**BARGAIN**.....£17

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R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) **NEW**.....£60

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NEW



OR763RM002B Mk3a RFM Restaurant First Modular 10242 in Intercity Swallow (Ox) **NEW**.....£29



34-385 Thompson 3rd class corridor in LNER teak (Bac).....£46.71



34-435 Thompson composite brake in LNER teak (Bac).....£46.71



34-410 Thompson composite corridor in LNER teak (Bac).....£46.71



34-485 Thompson first Corridor in LNER Teak (Bac).....£46.71

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R6422 12 ton van 2006 LNER grey - Railroad Romance (Hor) (RRP £10.99)**BARGAIN** £5



4F-034-110 21-ton hopper - "Pilkington Brothers, St Helens" (Dap) **NEW**.....£11.50



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ICI004A ICI Hopper wagon 19093 in battleship grey body, underframes & bogies PHV TOPS panel (no backing). 1973 - 1992 (Oxf) £24



ICI005B ICI Hopper wagon 19090 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf) £24



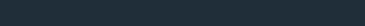
ICI002A ICI Hopper wagon 3284 in mid grey body, underframes & bogies. 1945 - 1950s (Oxf) £24



R6849 KFA container wagon Tiphook Pal 'DAL' and 'Gensler' containers (Hor) £29.50



4F-025-006 MJA mineral & aggregates twin bogie box wagon 502005 and 502006 in Freightliner green (Dap) £42.50



4F-025-005 MJA mineral & aggregates twin bogie box wagon 502019 and 502020 in Freightliner green (Dap) £42.50



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R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87

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R8243 Surface Mounted point motor (Hor) £8.50

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PO313 Double track brick built engine shed - card kit (Met) NEW £19.50

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £199



LK-55 76ft Well type turntable (Pec) £41



R083 Box of 6 Buffer Stop (Hor) £9.50



R083 Single (Hor) £1.80



R070 Electrically Operated Turntable (Hor) £64



FL106 Steam shed depot clutter detail (Hor) NEW £9.50

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £25

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general

CG228 Poultry shed (Hor) NEW £14.50

Man-made scenic structure - non-railway

SS394 Garage clutter detail (Hor) NEW £9.50

Grass, Ground, Lichen, Hedges & Foliage

GM179 Static Grass - Forest Floor - 30g bag (Gau) NEW £3.50

People - civil

36-408 12 x Seated Coach Passengers (Bac) £11.50

36-047 Locomotive staff x 6 (Bac) £8.46

People - military

A00727V Pack of WW1 British Infantry - Airfix Classics range - plastic kit (Air) NEW £4.50

A00728V Pack of WW1 French Infantry - Airfix Classics range - plastic kit (Air) NEW £4.50

A00726V Pack of WW1 German Infantry - Airfix Classics range - plastic kit (Air) NEW £4.50

A00731V Pack of WW1 Royal House Artillery - Airfix Classics range - plastic kit (Air) NEW £4.50

A00729V Pack of WW1 U.S. Infantry - Airfix Classics range - plastic kit (Air) NEW £4.50

Track - Code 100 Setrack

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

R8090 Pack of 24 (Hor) £79

R601 Box of 24 Double Straight (Hor) £47

R601 Single (Hor) £2

R8072 Left Hand Standard Point (Hor) £9.50

R8073 Right hand curved point (Hor) £3.70

R8073 Right hand curved point (Hor) £3.70

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R8073 Right hand curved point (Hor) £3.70

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £3.50

ST-204 Setrack Quad Straight (670mm) (Pec) £76

ST-204 Box of 24 (Pec) £3

R621 Single 970mm length of flexible track (Hor) £66

R621 Pack of 24 (Hor) £66

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

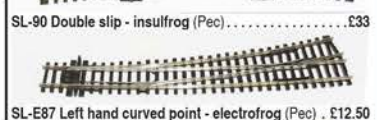


SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3



SL-E99 3 way medium radius point - electrofrog (Pec) £27



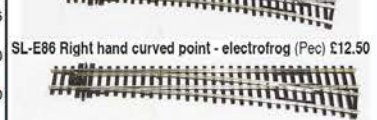
SL-99 3 way medium radius point - insulfrog (Pec) £27



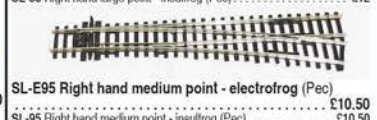
SL-90 Double slip - insulfrog (Pec) £33



SL-E87 Left hand curved point - electrofrog (Pec) £12.50



SL-E89 Left hand large point - electrofrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50



SL-96 Left hand medium point - insulfrog (Pec) £10.50



SL-E92 Left hand small point - electrofrog (Pec) £9.50



SL-92 Left hand small point - insulfrog (Pec) £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50



SL-E88 Right hand large point - electrofrog (Pec) £12



SL-88 Right hand large point - insulfrog (Pec) £12

SL-E95 Right hand medium point - electrofrog (Pec) £10.50

SL-95 Right hand medium point - insulfrog (Pec) £10.50

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

SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £100

SL-108F Single (Pec) £4



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £82

SL-102F Single (Pec) £3.30



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) £29

SL-E190 Finescale double slip - electrofrog (Pec) £38

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

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

SL-E186 Finescale left hand medium point - electrofrog (Pec) £11.50

SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50

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) £10.50

SL-U1189 Left hand large radius bullhead rail point - unitfrog (Pec) £26

SL-U1188 Right hand large radius bullhead rail point - unitfrog (Pec) £26

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16'4") (Pec) £10

Railway publications

NEW

R8156 Homby book of track plans - 14th Edition (Hor) NEW £9.50

Visit

www.hattons.co.uk/new

for all new releases

Buses



UK6501 ADL Enviro400 MMC - "Go Ahead London" (Nor) £48

NEW



UK6502 ADL Enviro400 MMC - "National Express West Midlands" (Nor) NEW £48

NEW



76COM007 Commer Commando Skyways (Oxt) NEW £14

Cars

NEW



76SET51 3-piece Rolls Royce set (Oxt) NEW £17

NEW



76TR6002 Triumph TR6 Signal Red (Oxt) NEW £4.50

Commercial vehicles

NEW



76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" (Oxt) NEW £13

OR76ROR004 Land Rover Defender 110 possible rail wheels - "Aquarius Rail Technology" - non-motorised (Oxt) NEW £6.50

76LAN180006 Land Rover Series 1 80" Hard Top - RAC (Oxt) NEW £4.50



76LO001 Leyland Octopus trailer - "Tesco" (Oxt) £13

76MM060 Morris 1000 Van British Railways (Oxt) NEW £4.50



76J4001 Morris J4 van - "Royal Mail" (Oxt) £5.50

Farming & Construction



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxt) £19.50

Military ground vehicles

76BD023 Bedford OVD 110 Scottish Infantry Div UK 1943 (Oxt) NEW £11

76DS006 Dingo Scout Car 5th RTR - 4th Arm.Brig - 7th Arm.Div. Libya 1942 (Oxt) NEW £4.50

76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943 (Oxt) £11

Tools



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

N Gauge

Steam locos



372-310 Class 21C1 Merchant Navy 4-6-2 35024 "East Asiatic Company" BR blue early emblem (Gra) (RRP £169.95) BARGAIN £119



372-030 Class 4073 Castle 4-6-0 5044 "Earl of Dunraven" in GWR lined green (Gra) £118.96



372-032 Class 4073 Castle 4-6-0 5070 "Sir Daniel Gooch" in BR lined green late crest (Gra) £118.96



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

372-579 Class 6P Robtull Royal Scot 4-6-0 46122 'Royal Ulster Riflemen' in BR green late crest, heavy weathered (Gra) £127.46



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) £144.46

372-933 Class N 2-6-0 810 in SECR grey (Gra) £106.21



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) £144.46

Steam train packs



2S-011-005D Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green (as preserved) four Gresley teak coaches in maroon - DCC & light bar fitted (Dap) £220.64

Diesel locos

2D-012-001 Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (RRP £136.89) BARGAIN £99



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



2D-022-006S Class 68 68007 "Valiant" in Scotrail - DCC Sound fitted (Dap) £242.72

DMUs



370-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Gra) £339.96

Train sets - digital



370-048 The Highlander Digital Train Set Class 37/4 in BR large loco blue and two Mk2 coaches in "Kyle Line" green and cream (Gra) £229.46

Coaches



2P-012-675 Maunsell brake composite S6574 in BR crimson and cream (Dap) NEW £24.23

2P-012-653 Maunsell brake third S3225 BR crimson and cream (Dap) NEW £24.23

2P-012-654 Maunsell brake third S3231 BR crimson and cream (Dap) NEW £24.23

2P-012-551 Pack of three Maunsell coaches - Set 392 - brake third, compartment third and brake third in BR green (Dap) £70.13

NEW



2P-012-800 Pack of three Maunsell coaches - Set 398 - brake third, compartment third and compartment third in BR crimson and cream (Dap) NEW £70.13

Wagons

2F-013-051 4-wheel gunpowder van 299039 in LMS (Dap) NEW £8.50

2F-013-052 4-wheel gunpowder van 299039 LMS - weathered (Dap) NEW £9.50



2F-017-025 7-plank open wagon - "Bairds and Dalmellington Ltd" - weathered (Dap) NEW £9

Model railway spares

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £20

SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

Buildings - general



PN181 Service station petrol pumps - card kit (Met) NEW £10

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60

ST-15 No.2 radius double curve (Pec) £1.80

ST-6 Setrack left hand point insulating (Pec) £8.50

ST-5 Setrack right hand point insulating (Pec) £8.50

Track - Code 80 Streamline



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

SL-300 Single (Pec) £3

SL-E396 Left hand medium point electrofrog (Pec) £9.50

SL-E395 Right hand medium point electrofrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3

SL-E390F Finescale double slip electrofrog (Pec) £38

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

SL-E396F Finescale left hand medium point unitfrog (Pec) £10

SL-E392F Finescale left hand small point electrofrog (Pec) £9.50

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

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

SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

SL-E383F Finescale scissors crossover electrofrog (Pec) £63

Buses

379-502 Bristol VRT Midland General (Gra) (RRP £9.95) BARGAIN £4

NNR005 New London Routemaster - "Propercom" (Oxt) NEW £8.50

Cars

NCT006 Citroen 2CV Charleston Two Tons Grey (Oxt) NEW £4

NCOR002 Cortina MkIII Daytona Yellow (Oxt) NEW £4

NMGB002 MGB Roadster Pale Primrose (Oxt) NEW £4

Commercial vehicles



NSHL03TK Scania Highline tanker - "Eddie Stobart" (Oxt) NEW £12

NTCAB005 Scania 1 Cab Tipper - "Timinelly" (Oxt) NEW £12

Military ground vehicles

NDSC002 Daimler Dingo 10th Mounted Rifles (Oxt) NEW £4

OO9 Narrow Gauge

Track - Code 80 Streamline

SL-400 1 yard lengths of OO9 narrow gauge flexible track worn wooden sleepers (Pec) £3.50

SL-400 Box of 25 (Pec) £83

O Gauge (1:43 Scale)

Steam locos



7S-026-005D Class 3F "Jinty" 0-6-0T 47501 in BR black "BRITISH RAILWAYS" lettering - DCC sound fitted (Dap) £340



7S-026-004U Class 3F "Jinty" 0-6-0T in BR black late crest - unnumbered (Dap) £191.25



7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green (Dap) £199.75



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75



7S-007-001S Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem - DCC sound fitted (Dap) £357.60



7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) £340



7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) £467.50



7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest (Dap) £340



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) £199.75



7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) NEW £357.60



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75



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 542 "Dipynhill" in LB&SCR marsh, umber brown (Dap) £191.25

Diesel locos



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25



7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) £340



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



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) **BARGAIN**...£360



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) (RRP £599) **BARGAIN**...£360



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) **BARGAIN**...£340



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN**...£340



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) **BARGAIN**...£470



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN**...£390

Coaches



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) **BARGAIN**...£170



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325) **BARGAIN**...£180



4953 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325) **BARGAIN**...£190



4994 Mk1 GUV full brake in BR green (Hel) (RRP £325) **BARGAIN**...£190

Wagons



1050 100xx OOA in BR bauxite - early (Hel) (RRP £84.95) **BARGAIN**...£39



1051 100xx OOA in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN**...£39



1053 100xx OOA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN**...£39



1052 100xx OOA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN**...£39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) **BARGAIN**...£39



7F-030-002 16-ton steel mineral wagon Diagram 108 B68921 in BR bauxite (Dap) **BARGAIN**...£38.25



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN**...£39



1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95) **BARGAIN**...£39



1004 4-wheel Class B tank in Mobil Charrington red (Hel) (RRP £84.95) **BARGAIN**...£39



1005 4-wheel Class B tank Mobil Charrington red (Hel) (RRP £84.95) **BARGAIN**...£39



1006 4-wheel Class B tank United Molasses brown (Hel) (RRP £84.95) **BARGAIN**...£39



7F-080-029 8 plank open wagon - 'Enoch Haythorne, Heckmondwike' (Dap) **NEW**...£39



5053 Bogie covered IWB Cargowagon 2797589 - 'GB-Continent' (Hel) (RRP £189) **BARGAIN**...£89



5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN**...£89



5052 Bogie covered IWB Cargowagon 2797609 in silver and blue (Hel) (RRP £189) **BARGAIN**...£89



5151 Bogie flat IWB Cargowagon 4647026 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN**...£89

5153 Bogie flat IWB Cargowagon 4647039 in Corus Rail - weathered (Hel) (RRP £189) **BARGAIN**...£89

5150 Bogie flat IWB Cargowagon 4647044 silver and blue (Hel) (RRP £189) **BARGAIN**...£89

H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) **BARGAIN**...£85

H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 War Department (GWR) (Hat) **BARGAIN**...£85

1051 100xx OOA in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN**...£39

1053 100xx OOA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN**...£39

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EMPIRE MILLS

The Model Railway Club's layout currently presents a Cornish clay-drying scene. Beyond that, a series of interchangeable modules enables a multitude of options...





Factfile

Layout name: Empire Mills
Scale/gauge: 4mm/EM
Size: 12ft x 2ft 6in
Era/region: Various
Location: Various
Layout type: goods-only branch terminus
Power/control: DC/DCC
Words: Ben Weiner, Tom Cunningham
Photography: Andy York



About five years ago a group of like-minded club members decided to take the lessons of a series of modelling demonstrations at our Thursday evening club nights and combine them on a new layout project. The team came up with the idea of building the layout in two parts: firstly a permanent 'core', with structural strength and carrying most of the track, and secondly a set of interchangeable modules making up the back half of the layout, which can reflect different periods, locations and industries.

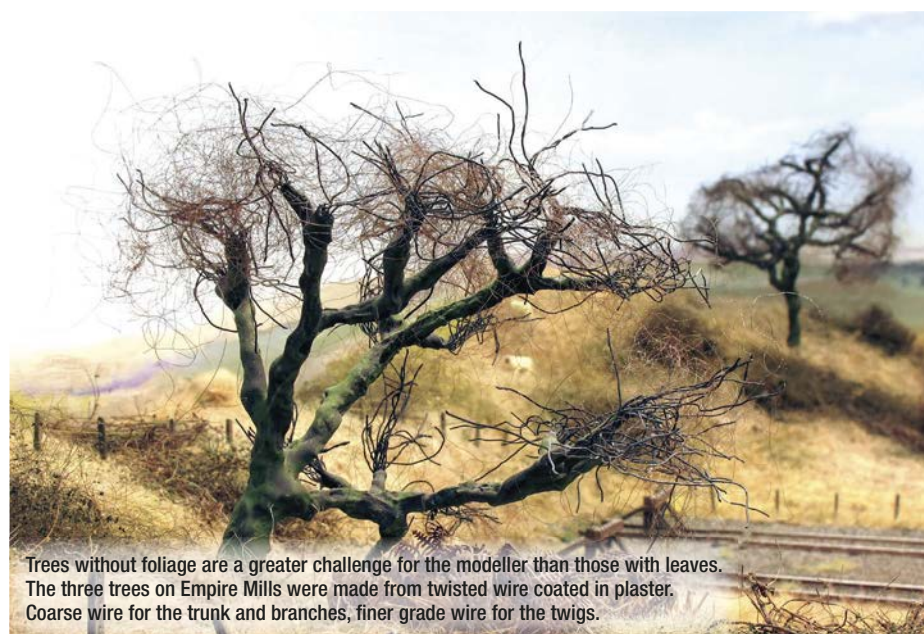
As far as we know this is quite uncommon, and for a small club layout it makes a lot of sense. A complete layout exists as soon as there is track and scenery on all the boards, but with a minimum of work there can be an alternative configuration, with its own track plan that reflects a different rail-connected industry and is served by stock from different eras or a different regional railway company.

The layout is presented to the public totally enclosed at the sides, the back and the top, within a full-length 'proscenium arch' that gives it a real presence. Because it is totally enclosed, there is complete control over lighting, which is with warm white LED strips.

The overall length is eight feet plus a four foot fiddle yard space. The layout is set at the end of a goods-only branch. To support the inherent flexibility, there is no signalling to designate the area or date. The season is late autumn, with grass and foliage dying back. At the rear, on the lift-out modules, is a private siding for a china clay works. Here the dried clay is dumped from high loading 'wharfs' into wagons to be taken to the docks for movement onwards. This theme clearly ties the current layout to Cornwall, reflecting the interests of the original team.

With the potential for considerable variety, it would be reasonable to expect that there would already be at least one alternative configuration. But so far the only modules that have been completed are those for the china clay works, with the clay dries, as shown in these pictures. For a small layout, it's been a bit of a journey to get to where we are today with some lessons learnt along the way as you'll see.

The layout as originally designed is on three open frame four-foot boards which are 2ft 6in deep. A module board is placed on each main board, so two are needed to form any one of the variant themes. The



Trees without foliage are a greater challenge for the modeller than those with leaves. The three trees on Empire Mills were made from twisted wire coated in plaster. Coarse wire for the trunk and branches, finer grade wire for the twigs.



The permanent way gangers' hut is a study in modelling small structures effectively. The finish on the walls and roof includes subtle weathering which both brings out texture detail and beds it into the scenery. In the background is the smaller of the two clay dries.

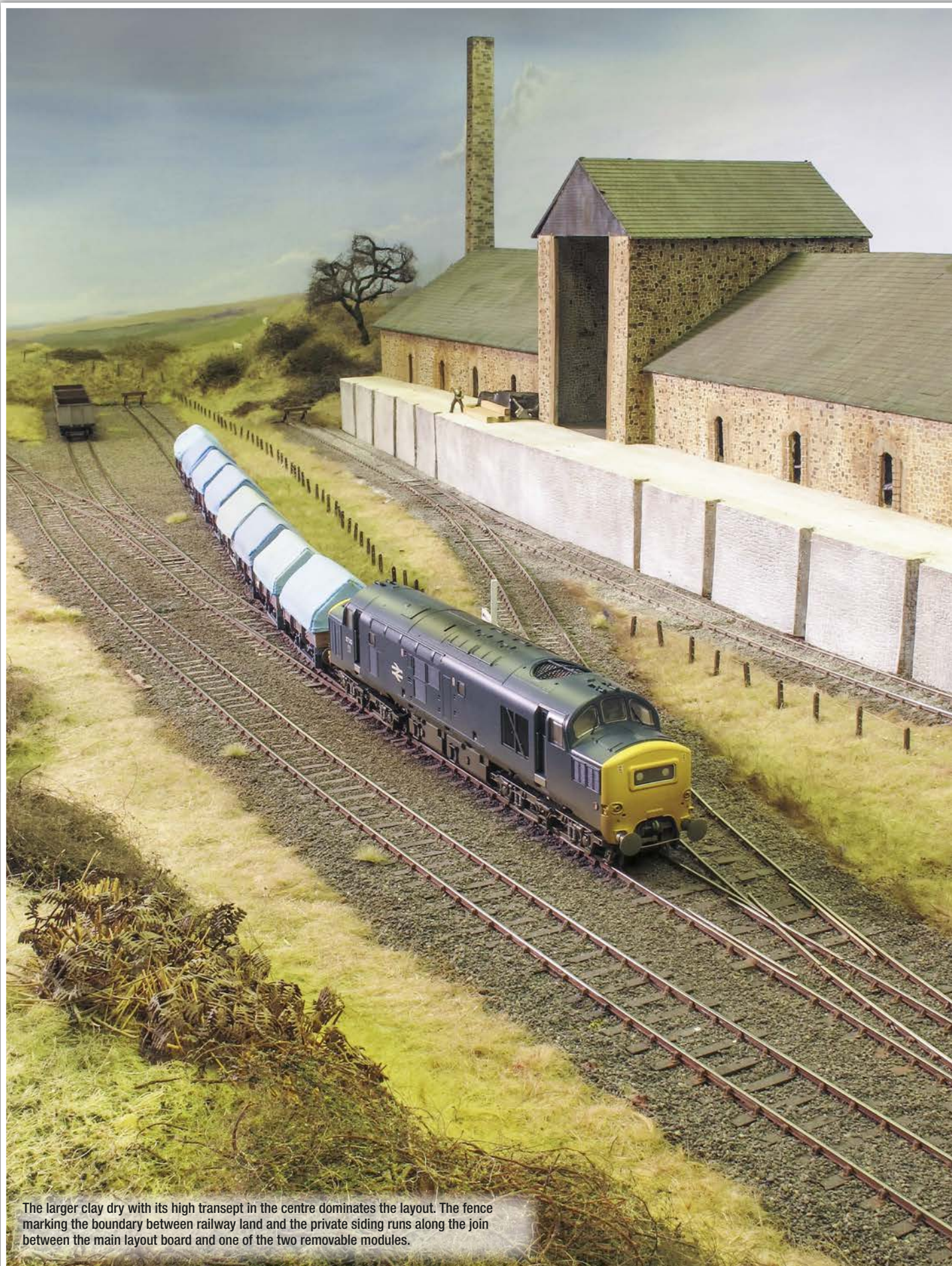
*Read more...
See page 66 for
more on
Permanent Way
huts.*

baseboards were built by Mike Randall (of Copenhagen Fields fame) to allow for the modules to be changed over. They are open frame, and both lightweight and extremely rigid. One of the requirements was that board joins should allow tracks to cross at right angles to the joint. So, while the main boards can be conventional rectangles with tracks crossing pretty much on the straight, the modules have irregular shapes that relate strongly to the trackwork they carry. Whilst this should make board joints more reliable and less jarring on the eye, it does mean that the module boards can't be transported within the main boards that they belong to. This increases the volume of the layout when it's packed up for the road. The 2ft 6in depth

of the boards adds pleasing perspective to the layout, but means that they are 1in too deep for the largest car we have access to and are a tight fit through the door into the layout room. Small things make a difference.

Tracklaying

Originally, the track was designed in Templot, and first time around it was built with Code 75 rail on wooden sleepers which were dyed to suggest their original creosoting and the effects of weather. Exactoscale chairs were glued to the sleepers with butanone. The track was built on cartridge paper away from the layout and the ballast was glued to the paper before the chairs and rails were applied. The whole construction was then



The larger clay dry with its high transept in the centre dominates the layout. The fence marking the boundary between railway land and the private siding runs along the join between the main layout board and one of the two removable modules.

37142 departs for the main line with its loaded china clay train. Note that if you decide to run a fence made from plastic posts and fishing line along the front of a layout you should be prepared to put in lots of time to mend it!



A mixed-goods service arrives with empty clayhoods in the reception road. This is a great viewpoint at the front of the layout, where you can almost feel your feet getting wet from standing in the damp grass at the lineside.



Moving back in time a few years, we see former GWR 0-6-0 'Pannier' No. 3759 handling empty coal wagons that have come down the branch. In this view the considerable height of the wharf in the china clay works is apparent.



transferred onto camping foam that had been glued to the baseboards.

This trackwork looked superb but over time some problems appeared. Firstly there was insufficient rail protection at the baseboard joints; despite careful handling inevitably there were a couple of occasions when the ends were damaged. And when they got damaged, it became apparent that the chairs pinged off the sleepers more easily than had been expected. That could have been fixed, but we were getting vertical movement in the track and especially in the points. As you would expect, these issues were the cause of frequent derailments.

Investigation showed something was not well in the combination of materials and adhesives used in the track construction, resulting in both separation and voiding of the foam. It was reluctantly decided that it would be easier to lift and relay the track rather than attempting repairs. So we did just that, using C&L flexitrack and standard chairs and sleepers for the points with some soldered copper-clad reinforcing sleepers to hold them rigid. Where rails cross board joints they are now protected by being soldered to brass screws. This more robust approach characterises much of the recent

work and has led to much more reliable running. We left as much scenery as we could in place, which complicated the process of tracklaying considerably.

Structures and scenery

The clay dry buildings are the most prominent feature of the current layout. In particular, the larger of the two dries, which has a symmetrical design. With a core of Foamex board, this was constructed by Chris Pratchett and is based on a 1930s building at Carlyon near St Austell. External walls are of random pattern stone, with dressed stone chimneys. Both are from Slater's Plastikard, painted with enamels and weathered with artist's oils. The roof slates are laser-cut self-adhesive paper from the York Modelrail range, painted with Precision Paints and weathered with oils.

China clay was produced in different grades and our model allows for the production of a coarse and still quite watery grade that's basically shovelled into wagons to be turned into porcelain. The finer grades are filtered and then packed in barrels or bags, and need to be kept dry. The interior of the transept is as yet unfinished; it would probably include some of the equipment needed to produce and pack these products.

The majority of the scenery represents the relatively thin and infertile Cornish soil. It was constructed on a base of high-density foam, which was then given form with crumpled newspaper and covered with sheet newspaper and plaster. The soil mainly supports rather sickly winter grass, effectively depicted using carpet underlay and small amounts of foam scatter. Bramble clumps are from horsehair and patches of ferns are from etches. Everything was bedded in with a very light application of 'track dirt' from an airbrush.

The muted winter colours aren't modelled that often, and the subtlety of the colours and detail is perhaps the greatest success of 'Empire Mills'; it was done with a light touch that forms a convincing surrounding to the railway features. The two buildings on the current modules bed well into it. Along with the proscenium arch it forms a harmonious whole.

Control and wiring

The layout has to be front operated and the original control arrangements made that difficult, despite the modest track plan. Wiring is frequently a personal part of modelling – what is an entirely logical system of sections and colours to one person is akin

'Pannier' No. 3759 simmers as it awaits the return of a crew. EM gauge wheels have a finer profile than typical OO, helping considerably to enhance realism. This heavily weathered Bachmann 'Pannier' has Ultrascale wheels and drop-in replacements, which make conversion to EM straightforward, especially for steam locomotives.



to a cryptic crossword to another. Relaying the track somehow confused the wiring (or the wirer) and, combining this with our desire to make operating a little easier, we bit the bullet and have now designed, built and cabled a new control panel to make the operation easier and the layout more resilient.

The current team's stock is DC, but we've allowed for DCC operation in the wiring and there's a simple plug-swap to make the change. Points are operated by a mixture of Tortoise and Cobalt motors (the latter where space is constrained) and uncouplers are electromagnets from Wizard Models, enabling either Sprat & Winkle or Alex Jackson couplings.

The electromagnets cannot be left energised for more than a short time, so

the appropriate uncoupler is selected by a rotary switch on the control panel. This, in theory, makes uncoupling a fluid and well-integrated part of the operation; we just need to get truly slick in locating the uncoupling locations, and also at fettling and maintaining the couplings in good order to avoid intervention by the 'hand of God'!

From cassettes to turntables

The fiddle yard was originally a flat surface that used cassettes built on foam board with aluminium L section for tracks. Although cassettes are used very effectively by exhibition layouts (including on our club O gauge layout 'Happisburgh Goods'), the use of foam board soon proved to have been a mistake. So we replaced them with a four-road turntable that means much of the stock

can stay on the rails and effectively on the layout throughout a show.

The turntable, the work of John Jesson, is an ingenious design. It's considerably longer than the board carrying it is deep, so when the layout is set up an overhanging extension piece is screwed to the board, extending the running surface for the end bearings and enabling it to rotate 360 degrees. It can be used as a sector plate without this piece, which is helpful in the room where it's normally erected.

The tracks on the turntable are from brass strip radiused in a bending tool. This form of construction makes it a bit easier to get vehicles on the rails. Power for the turntable can only be delivered to one track at a time, using a selector switch colour-coded to the tracks which (in the four-foot) are painted in



four distinctive colours. The operator must also hold down a push-to-make switch to energise the rails. A pair of circular contact strips feed power from the approach track through phosphor bronze sliding contacts, and these are wired so that as the turntable passes the half-way point of rotation the polarity is switched and hence the direction of travel, relative to the layout, is maintained.

Panniers and diesel hydraulics

Rolling stock varies depending on the members operating, but it is currently earlier BR with pannier tanks and seven-plank wagons, or early 70s with a variety of Class 08, 25 or diesel hydraulics shuffling clayhods. We also assume that there is other industry on the branch, and other wagons seen include a variety of fitted vans. ■

Meet the modellers...

Following the initial build, most of the original team have moved away from London and stepped back, which could have meant that the layout was never finished. But we were fortunate that some newer members with an interest in EM, and some old hands, have stepped into the void to move the layout forward. We've preserved the original concept of the layout, and have worked to improve reliability and interest for the viewer whilst allowing us to run the stock in the period we model.

Since putting together this report, The MRC's EM Gauge team has begun work on its next project, which will take us from Cornwall to the London docks. We want to continue encouraging interest in EM and we are building a layout that has a more intense operational level. Details are on the Club's website at www.themrc.org.uk



Next month

If it's supposed to be grim up North, nobody told Karl Crowther, whose layout 'Hebble Vale Goods' is a veritable symphony in stonework. See it in the September issue of BRM out August 16.

BRITISH RAILWAY MODELLING

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With scenery added, the scene comes alive – especially with the addition of the two tree trunks to look like some local children had built a bridge across the stream for fun.

It's all these little ideas taken from real life that can make your model look even more realistic.

How to...

MAKE A FLOWING STREAM DIORAMA

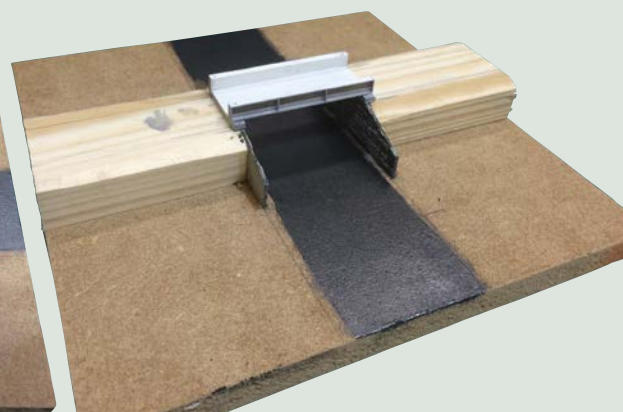
Kevin Phare's cakeboxes are great examples of modelling in any scale. Here's how he made the babbling brook in his latest effort, the aptly-named 'Cold!'

Water is everywhere, we are surrounded by it and it is the necessity of life. In model form, though, it can appear daunting to recreate.

No British model railway looks totally complete without some form of water on display, whether that be a river, stream, lake, garden pond or even just a puddle. When designing my latest Cakebox Challenge I decided that a small stream would form the centrepiece, so here is my simple method for making one that gives the feel of a rivulet meandering through the countryside and disappearing into the distance.

The first thing is to decide the time of year you're depicting, as the colour of the water will appear to vary through the seasons and the type of light falling on it will change its appearance. In my case January was elected, which explains why the following diorama is called 'Cold!' ■

1»



The base for my Cakebox Challenge is 10mm MDF. When painted it gives a slightly rough texture that was ideal for what I needed to catch both the light and feel of movement.

After deciding the rough course of the stream, the base was painted in Vallejo Gunmetal Grey which, when viewed with light reflecting off it, gave a lovely cold shiny feel.

Four coats were applied to give a dense finish, and the paint was left to dry.

The railway embankment is 50 x 25mm planed softwood and the bridge retaining wall is from the Wills range of random stonework, which I decided to paint now as I reasoned it would be easier to do than later when the scenery was in place. The railway bridge is scratch-built from plastic and the support plinths are balsa wood.

2»



The next stage is to imitate moving water. Basically, this is ordinary PVA adhesive, but I would recommend using the stronger product called PVA Building Adhesive rather than the lighter craft versions.

Using a wide brush, the glue was added to the stream in a dabbing movement – do not brush it on, as you won't achieve the rippling effect you are after. Be careful not to go over earlier sections because you can form bubbles and unnatural ridges in the glue, especially when it has started to set.

5»



The whole edge was sealed with PVA glue to prevent it from delaminating later when the scenery adhesive was added. It was then painted with Vallejo Flat Earth.

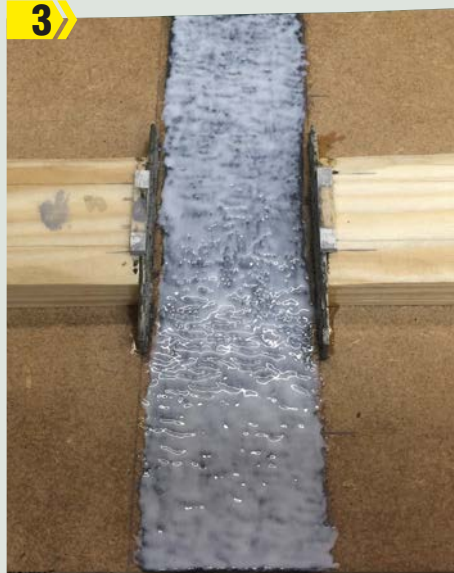
8»



Once everything is dry, the detailing of the stream begins. Random rocks are laid to give the effect of being washed down by the water over many years. Also, to further improve the appearance, a few sagebrush branches are added as if washed up against the stones. Before starting, it is a good idea to decide the flow of the stream and then look online at pictures of small streams and rivers for inspiration.

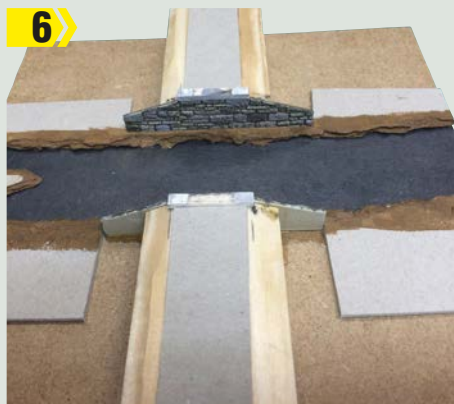
The rocks I use are from the Treemendous range called 'Limestone Scree' in grey. They are coarse grade ground cork of different shades and sizes. The next stage is the fiddly bit, which is individually selecting and placing them in the stream.

3»



I applied three coats of PVA, allowing the previous one to dry thoroughly overnight beforehand. If you start too early in the process the newer coat will sometimes reactivate the previous coat, which spoils the effect.

6»



The banks were added to the base, cut around the retaining wall and laid to give the line of the stream. I also decided to form a little island because even at this stage, I had in the back of my mind the idea of a tree trunk bridge spanning across.

Uneven bank edges can be formed with very little effort, giving wonderful underscored areas and recesses highlighted by shadows.

9»



4»



For the stream banks I used 2mm greyboard cut into 50mm wide strips for ease of handling, and to the length of the base with the water's edge marked out in pencil. I then folded over and bent the section along this line. The cakebox base is only 8in long, and I found that this was probably the longest length the card could be bent without distorting. If longer sections are required, just cut shorter lengths of card and butt them together.

Bending the board backwards and forwards, I was able to form a tear line, which I basically ripped apart. This gave a wonderful rough bank effect, which was further enhanced by ripping layers off the top to give an uneven surface.

7»



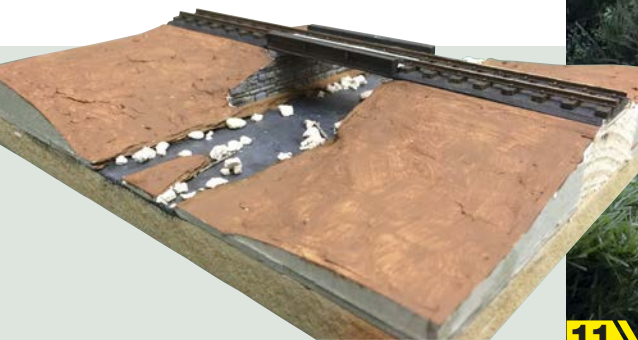
Another three coats of PVA were added to the stream, being careful not to get the glue all over the card banks. A small detailing brush was used to apply the glue by the bank, again using a dabbing movement.

Be patient at this time, because the more layers you add the better the surface will look. This technique works up to the point where additional layers will start to flatten the surface. I have found that six layers is usually acceptable and still provides the effect I'm after.

Using long-nosed pliers, each stone was picked up, dabbed in PVA and placed on the stream. I was careful not to get the glue everywhere and placed them in a realistic setting – online photographs are a good guide for this stage.

A few tree branches have been added from my collection of sagebrush odds and ends. Again, bear in mind the flow of the stream and you can see where the branches look like they have flowed along and got caught by the rocks. Be careful not to block the stream, otherwise you will end up making a dam!

PRACTICAL BRM



The railway track and bridge are removable, which allows me to work on the stream and scenery more easily.

12»



The rocks, though different shades, were too 'white' for me. I applied a wash of Roof Dirt from the Lifecolor range to reduce the starkness and highlight the ridges/unevenness of each rock.

I have also painted some Vallejo Olive Green to the tops of some of the flatter rocks to look like moss growth.

14»



This harbour uses a version of the methods used for Cold! although with a different base colour of shades of brown/blue/green. The PVA was applied with a wider 1 in brush and the glue dabbed in a line across the base to give a continuous ripple effect working backwards and forwards across the board working back towards myself.



11»

This early picture shows how, by moving the board to catch the light, the effect of moving, dark and cold water can be modelled easily by just using 'dabbed on' PVA glue.

Static grass has been added to the water's edge. However, leave the bank clear in some places to indicate bare earth, which would be visible where the flow of the water has prevented vegetation growth. To these bare areas I applied some Tremendous earth powder to give a more uneven natural surface.



13»

Other effects can be made easily. For example, the main brook on my layout 'Little Muddle' is just a piece of Perspex painted with a dirty green/brown mix on the underside. The banks are modelled using fibreboard in this instance, as I wanted taller banks.

Once fully assembled, and perhaps more appropriate to the title of the diorama, Cold! is treated to a light snow shower.



Next Issue

We show you how to build a resin and brass V2 kit, and much more in our skills issue, on-sale August 16

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INBOX

Q&A
LETTERS
PROJECTS

SHOWTIME

As an individual modeller not associated with any club, I exhibited my layout 'Pen-Gos' a couple of years ago at the SECC in Glasgow. Interesting as it is to read that many of the audience would like to see more running, which I agree would be great for everyone, please bear in mind that those of us trying to put on a show, do so with little help from anyone else. As I found out after the second day, the constant standing and concentration needed to run trains is extremely exhausting, and you just have to call a stop at some point. Industrial action has caused a cancellation to your trains, the driver is off for tea.

Rob Watts

TRADITIONAL HABITS

I toddle off every month to my local newsagent to get my copy of **BRM**, then off to meet my friends at the model shop (Locoshed, Manchester) and talk about the hobby and buy some stuff. I have every copy and every DVD since time immemorial of **BRM**.

John Critchley



KEEP IN TOUCH

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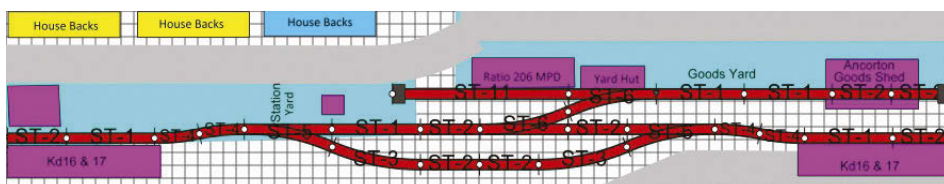
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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

PROJECT SHUNTING LAYOUT



My desire was to create a layout small enough to sit on a coffee table that's simple and enjoyable to run. The philosophy behind the design is to include passenger and freight operations on a baseboard measuring 37in x 7in. To cover these parameters, it has to be in N gauge.

Control will be DCC using Itrain Software and a DR5000 Controller. I also want to bring forward its construction into the 21st century and enable my finished article to be lifted by one boring old OAP. The baseboard is by Grainge & Hodder. To date, I have the trackwork laid in a dummy run (courtesy of Anyrail) and some building construction has commenced. So far, so good - hopefully progress will continue.

Ridley Nichol

FAST AND FURIOUS?

I've been watching **BRM** DVDs recently and find one special deviation from reality, the speed of models on layouts. An episode concerning trams showed a model representation of tramways with the trams travelling at speeds which never existed in reality. The normal speed of a tram in the streets was barely 10 mph, although I admit this a recollection of the 1940s when I travelled on them in Manchester. Even when they travelled on special lines off the streets they still didn't go very fast. They were used as a form of mass transport and were very effective. When they were removed, the few trams required to take the pupils of the grammar school into the city had to be replaced by an enormous fleet of buses. Because of their construction with very wide entrances (and exits) trams could load and unload passengers very quickly. They were a very efficient way of moving large numbers of people in the inner-city areas where even today average speeds are very low.

C. Goodwyn, Cambridge

Your opinion

We are always interested to receive your letters, hear your comments and see pictures of your layouts - send them to **BRM**, Warners Group Publications, West Street, Bourne, PE10 9PH.



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YOUR SCENIC PROJECTS

NOT SHEEPISH



'Mutton' is the intermediate station on the former L&SWR branch line to Lyme Regis. This is the former signal box at the station which was reduced to a ground frame when the signalling was removed in 1930. The ground frame is a modified Bachmann model, reduced in height and repainted.

Static grass from WWS was enhanced with additional flowers, cobbled together from a variety of sources. Leaves are from Greenscene. Weathering is carried out using weathering powders sealed with matt varnish. Track is Peco Code 75, painted and weathered using Humbrol acrylic paint and weathering powders.

The buffer stop is a modified Peco rail-built example with wooden buffer beam from suitably sized strip wood. The lamp is scratch-built from copper pipe, a paperclip, a piece of foil from a bottle of prosecco and various beads from my daughter's toy box.

Rob Gunstone

DESERT LANDSCAPE

I am a member of the model railway club 'Rails Miniatures de la Boucle' of Gennevilliers near Paris. I wanted to recreate a slice of Morocco in 1918 in OO9 scale to honour the end of WW1.

I took photographs of the desert in Tunisia and Morocco for inspiration. I cut and shaped some polystyrene foamboard with knives and a belt sander to carve and create negative relief which helped create interest in the layout composition.

I painted the soil and tracks with acrylic paints, the same colour as the sand. I made a mistake because the colour of dry sand and the colour of sand fixed with PVA glue isn't the same, it's darker. We learn more from our mistakes though. I created rocks from Woodland Scenics rock moulds with plaster, then painted them with four different washes and added weathering powder.

The sand and small rocks came from the side of a road in Provence, washed by the rain. The very fine particles were ideal. I sieved the sand to get different grain sizes, then covered the layout with sand and pebbles. With a vaporizer, I wet it with water, then with a pipette, I dropped the traditional mixture of water (50%), wood glue (50%) and a drop of washing up liquid. Once dry, I glued tufts of grass of various sizes, shapes and colours from different brands to break the monotony. I also added some cacti and I planted my palms with wood glue.

A large part of the layout is the palm grove. During my holidays, I collected trunk and palm samples to produce the trees. I need almost 75 palm trees. It's possible to find photo-etched palm trees, but they're very expensive (15€ each) and not always exact in terms of colour and trunk texture. I found various palm trees in plastic with crisp details and at an unbeatable price, from different species and in different sizes from various suppliers. From 20 different models, I was able to build unique palm trees by modifying the trunk, shortening it or bending it with a hot air gun. I added weathering powders on the foliage and on the trunk too to simulate the desert dust.

Frank Combe, Paris



YOUR SCENIC PROJECTS

SCENERY FOR GRASSINGTON MOOR



Hellifield shed Ivatt 2MT tank 41206 waits to depart for Skipton with a local two coach passenger train.

Grassington Moor is my first true scenic model railway layout. I initially had grand dreams of modelling a station on the Settle & Carlisle Railway, but space dictated otherwise, so I considered a terminus to fiddle yard design. Scenery was made from papier-mâché and the quarry rock face from filler. Woodland Scenics flock was used for grass and the trees are homemade.

Stone walls are made from filler cast in a rubber mould made by my father. Careful positioning of the rubber mould while the filler dries allowed the walls to adhere to the contours of the landscape.

The walls are one of the features that give the

layout a true Yorkshire Dales feel. Buildings are a mixture of scratch and kit-built. The station building is constructed from Slater's Plastikard and microstrip. I created a set of plans from photographs of the location and those in model magazines of layouts based on Grassington.

Most of the small huts scattered around the layout are scratch-built and taken from photographs of the real thing or transposed from those in the Grassington area. One of the quarry huts is based on a shed seen in a photograph of Skipton north yard. The signal box is a Ratio kit with interior and the goods shed is a second-hand Peco kit. People,

cars and general clutter are from many sources, but I find Preiser and Fleetline figures particularly well-detailed.

Whilst railway modelling continues to change with the introduction of new technology, it still allows people to enjoy the hobby in whatever manner they wish. I really enjoy visiting railway exhibitions and seeing how other modellers overcome different challenges and produce new layouts of ever varying concepts. It's a wonderful hobby and I hope it continues to thrive.

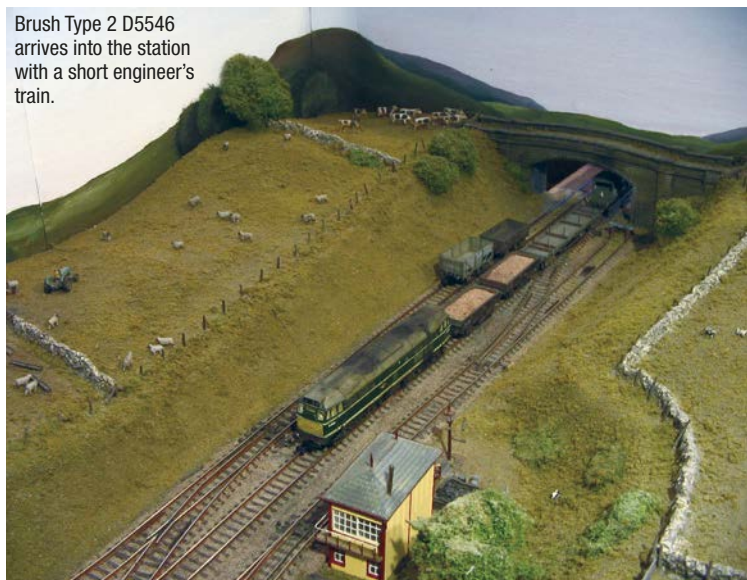
Martin Orme, Isle of Wight



'Grassington Moor' measures 69in x 20in.



Brush Type 2 D5546 arrives into the station with a short engineer's train.



JENCASTER

I have been constructing 'Jencaster' since early 2013 and it occupies an area 14ft x 8ft. As part of a re-building project, I decided I wanted a local garage/workshop to fit into a cutting in the hillside. After some research, the Scalescenes downloadable kit was perfect for the job.

The kit was printed off on a laser printer and mounted on 1mm and 2mm thick grey board using Pritt Stick. I cut out the shapes using a Stanley knife and went through at least five blades on this kit. Sharp blades are essential when cutting through thick card, as well as using multiple cuts, rather than attempting to slice through the card in one go.

The kit went together extremely well and I used Evo-stick Impact adhesive which allows time to adjust the parts. I added additional detail such as guttering/downpipes from Plastruct/Evergreen styrene materials, signage relevant to the area and era, and lots of internal detail.

Ian Lancaster



THE MARLOW DONKEY

I was approached by my client and presented with an O gauge pannier tank, autococh and length of Peco track and asked if I could build a scenic replica of a halt somewhere on the Henley to Marlow line which he travelled on as a child and had fond memories of. The little train was known as 'The Marlow Donkey'. The challenge was the severe limit on dimensions of 910mm long by 300mm wide so that it would fit on a particular shelf in his home.

The biggest issue was getting a sense of depth into the scene. I resolved this with an inverted slope behind the embankment, allowing foliage and trees along the top to be positioned away from the backdrop and creating an illusion of depth. The photographic backscene I chose was in-keeping with the location I was modelling and the bluish hues created atmospheric perspective that enhanced the impression of distance.

The construction used conventional techniques to form the gradients and ground cover. The model incorporates working lights for the crossing lamp standard, semaphore signal, front lamp and firebox flicker for the locomotive and interior lighting and tail lamp for the coach, all operated via a rotary dimmer. With the lights off in the room the effect is very atmospheric. The whole is enclosed in a custom-made acrylic case with a mahogany base.

Chris Smithers



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DEEPING LANE

An accomplished modeller in his own right, for his next project Stephen Mullen decided to buy a layout and modify it to suit his needs.



Factfile

Layout name: Deeping Lane
Scale/gauge: OO
Size: 6ft 7in by 1ft 6in
Era/region: 1980s/Early 1990s
Layout type: End to End
Power/control: Lenz DCC/Roco Multimaus
Words: Stephen Mullen
Photography: Tony Wright

'Deeping Lane' is a compact layout, hence its small and minimalist trackplan. Key to its functionality is the three-way point at the entrance to the yard. CCTV cameras, signage and a metal-clad shed add a flare of modernism.

Many times I've been asked the question, "Why buy a layout?" Well, it was never my intention to. I had been very happy building my first layout, and had already started building my second when I purchased 'Deeping Lane Depot'.

It was on RMWeb where I first saw it. In his thread, Little Layout Company boss, Neil Mason, documented its construction and subsequent exhibition visits. I'm the Exhibition Manager for the Boston Model Railway Society and therefore I'm always on the lookout for local layouts to appear. As Neil was based nearby, I contacted him via RMWeb and booked the layout to appear at the 2012 show.

Unfortunately, a few months before the show Neil told me that the layout would have to pull out of appearing. It was being sold because he had a child due and therefore would no longer have the space to store it. In what you could say was a moment of madness, I asked him how much he wanted for the layout. The rest is history.

After purchasing it, the first thing I needed to do was fit new legs. Neil had previously used trestles, which weren't included in the sale. I have two sets of legs that are standardised for my other two layouts. One set was adjusted with different bolt holes to

fit 'Deeping Lane'. New holes were needed because the baseboard side members are much smaller on Deeping. The layout attended the Boston show as planned in pretty much the same state as I'd bought it.

Rewiring, Why?

Following the show I embarked on a full rewire. There was nothing majorly wrong with the existing wiring, but I felt it didn't meet my needs. I have my own way of wiring and, by carrying out the rewire, I now know where all the wires go to. This means that if there are any issues at an exhibition I'm able to trace the fault quickly.

I carefully removed the roof of one of the low-relief buildings and mounted replacement centre off switches in the backscene. I also fitted a CDU unit to provide more positive point control. As all the rest of the wiring was coming out I also redid the DCC Bus, despite there being nothing wrong with it. It was just easier to remove all the wiring and start with a clean slate.

There are now no wires connecting between the main board and fiddle yard. The track power is transmitted though fishplates, which are slid back onto the rails when the boards are separated. When brought together it's a simple task of sliding the fishplates onto

Class 37 heaven. Still lingering in BR blue, 37254 poses with 37154 in Railfreight colours, whilst arriving on scene is 37698 *Coedbach* in coal sub-sector livery. Note the passing 0-6-OST 'Austerity' on the heritage line.





I have my own way of wiring and, by carrying out the rewire, I now know where all the wires go

their adjacent rail to provide the electrical and physical connection.

The final change was the relaying of the fiddle yard track work. This originally consisted of a single siding and I fitted a 'Y' Point. This means that a locomotive can be ready to come on scene as soon as one leaves. I believe in the mantra of keeping something moving at a show and this little change helps



For diesel fans, nothing quite beats a free-lance depot scene for displaying a variety of motive power. On shed is 60062, 31233 and 58048. Interior shed lighting makes for atmospheric shots in low-light situations for amateur photographers.

to achieve this. I also now use Peco Loco Lifts in the fiddle yard, which also allow the fast changing of locomotives.

Adding a Fuelling Point

One thing that puzzled me about Deeping Lane was the lack of a fuelling point. As a small depot it seems logical that the first locomotives would need is fuel. When

picking up the layout Neil mentioned that it had been his intention to have a fuelling point, but it got in the way of people viewing the layout. As my replacement legs are shorter than Neil's trestles, so is its viewing height. So, I decided to put my own mark on the layout by adding the fuelling point.

The fuelling point is a Knightwing kit, which has been modified by the addition of

an Express Models lighting kit. The lighting is often a talking point at shows because it has developed an intermittent fault in which the LED's flicker randomly. I've attempted to rectify this, but it's actually quite effective in replicating a flickering fluorescent tube. The number of people who ask how the flicker is done is quite surprising!

The area where the fuel point is situated used to be a car park. Between this and the siding there was a security fence from the Wills stable. Rather than lose the car park completely, I've kept a short piece of it to retain somewhere for the depot staff to park their cars. The fence was removed and then some reused to fence the smaller area.

Between the baseboard edge and the fuelling point I added further hard standing using thick card. This was painted the same colour as the fuel point. Alongside there is a Bachmann Scenecraft storage tank. Whilst there isn't pipework on the rear of this I still often park a fuel tank wagon in the end of the siding to simulate a delivery.

Finally, additional greenery from Woodland Scenics was added around the fuel point and to the rest of the layout in places to help the new additions blend in properly with what Neil had used previously.

Operation

As should be true for all exhibition layouts, the aim is to keep something moving at all times. For some time 'Deeping Lane' was run on an 'ad-hoc' basis, with operators just doing as they pleased. However, I soon came to realise that there were parts of the layout not being used effectively. Locomotives would be parked at the back of rear siding and never moved.

I therefore toyed with a sequence, locomotives coming on shed would go to the fuel point first, move to the locomotive shed, then work along the rear siding before going off-scene. This increased movements from the rear siding, but it soon became boring and repetitive for the operators.

It was then that I found out about a card system used by fellow modeller Ben Adlington on his layout 'Emsworth'. After he explained it to me I've started using a similar system for 'Deeping Lane', having modified it slightly.

The cards each have a move printed on them, there are the same number of 'On Scene' moves as there are 'Off Shed' moves. 'On shed' moves tend to be either to the fuel point or maintenance shed. There's also a move for bringing the fuel tank wagon on scene. 'Off Scene' moves just tell the operator

LAYOUT FOCUS

to bring a locomotive off shed or take the fuel tank wagon. There's also two special cards for a snowplough test run and arrival of an Inspection saloon.

In addition to the cards there is also a 'General Arrangement' board. This dictates to the operator which locomotive is next due off shed and what order they are due off shed. It also tells the operator which locomotive is due on shed and in what order they will be arriving.

Locomotives entering the maintenance shed or going on the fuel point must stay there for two further moves. Similarly, the snowploughs and inspectors stay on shed for two moves before going off shed. Again these moves are dictated by the board.

In practice this system has been very successful in increasing operator engagement. It provides them with a puzzle to complete the requested moves. It often pays to plan ahead in keeping the locomotives in the back road in the correct order. So the next locomotive moving off shed is the first in the queue.

Quite often one of two things happens. Either the layout is filled with locomotives so there is no space to move or it completely empties the shed into the fiddle yard. Often you can be praying for a 'Loco off Shed' card only to get the Inspectors saloon!

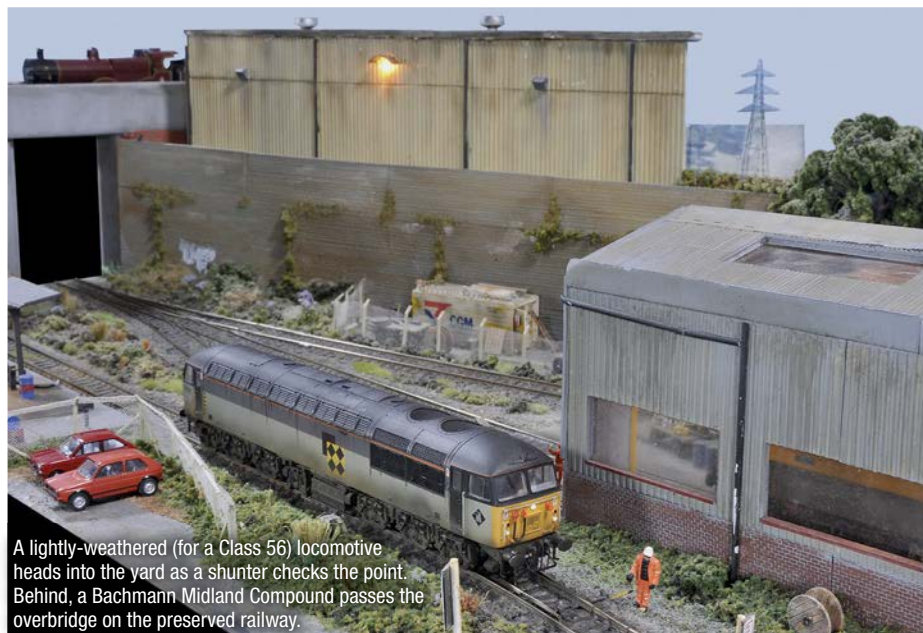
Was it worth it?

When you purchase a layout you will find there are things you don't like about it. Some of these you can change whilst others are so integral to the layout's construction you can't change them without rebuilding it entirely.

Overall I've enjoyed owning 'Deeping Lane' and do not regret buying it. I've often seen other layouts for sale since and would have purchased them if it weren't for a lack of space. If you want an easy way onto the exhibition circuit but can't seem to complete a layout, then buying one is certainly an option. Just be ready to accept what the original builder has done before you, but always look to put your own mark on the layout.

Thanks and Future Plans

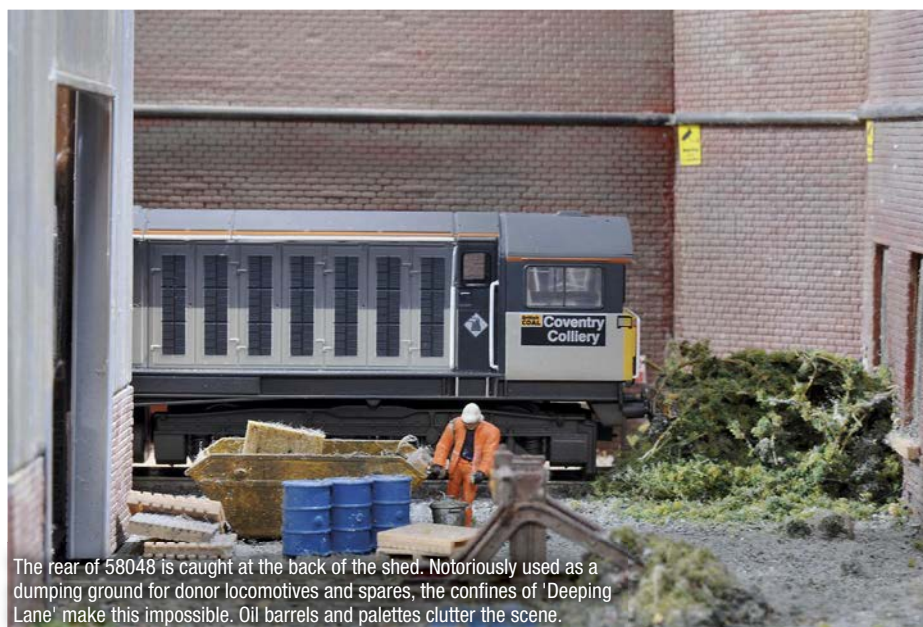
Firstly I must say thank you to Neil Mason for originally building the layout. He was very surprised to see it at the recent Spalding Exhibition despite its growing age. Thanks also to Ben Adlington for inspiring the operating system. Finally I must say thank you to those members of the Boston MRS who often come out to help me at shows,



A lightly-weathered (for a Class 56) locomotive heads into the yard as a shunter checks the point. Behind, a Bachmann Midland Compound passes the overbridge on the preserved railway.



Snowploughs are moved from store for maintenance. In charge are 37154 *Johnson Stevens Agencies* and 37261 *Caithness*, also in Railfreight Distribution livery.



The rear of 58048 is caught at the back of the shed. Notoriously used as a dumping ground for donor locomotives and spares, the confines of 'Deeping Lane' make this impossible. Oil barrels and pallets clutter the scene.



Railfreight Distribution 47365 departs as 31233 receives attention in the shed. A small cart stands at the entrance to the depot, used as a dumping ground it seems.

they know who they are. As for the future, one thing that I will need to do is replace the three-way point. It's already failed twice at shows and fortunately a drop of super glue has fixed the errant point blade. However it's the kingpin of the entire layout and therefore is showing its age.

I also want to add a few people around the fuel point, as it currently looks a little under populated compared to the rest of the layout. The other thing I want to do is cut down an old coach to put on the bridge. This would make posing locomotives look much more convincing than it does currently.

'Deeping Lane' doesn't have any exhibition bookings. It had a very busy 2017 so it looks like it's time for 'Bostcroft' to go out and about. However it's still available to visit shows, so I hope to have it out and about again soon. ■



An aerial view of the shed shows how a minimalist trackplan is often all that is required on a depot layout.



What we think...

Plainly a chap to keep an eye on, we rather liked Stephen's 'Bostcroft' layout, but were intrigued by his choice to purchase a layout for his next project. Credit to him for not just running it in its original, and doubtless perfectly respectable condition, though. Instead, in deciding to tailor the layout to suit his needs and tastes, he has made the layout his own. His project and transformation is rather similar to our new layout – turn to page 48 to see how Howard got started when he acquired our latest project.

Andy McVittie, Managing Editor

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A DOCKSIDE IN A CAKE BOX

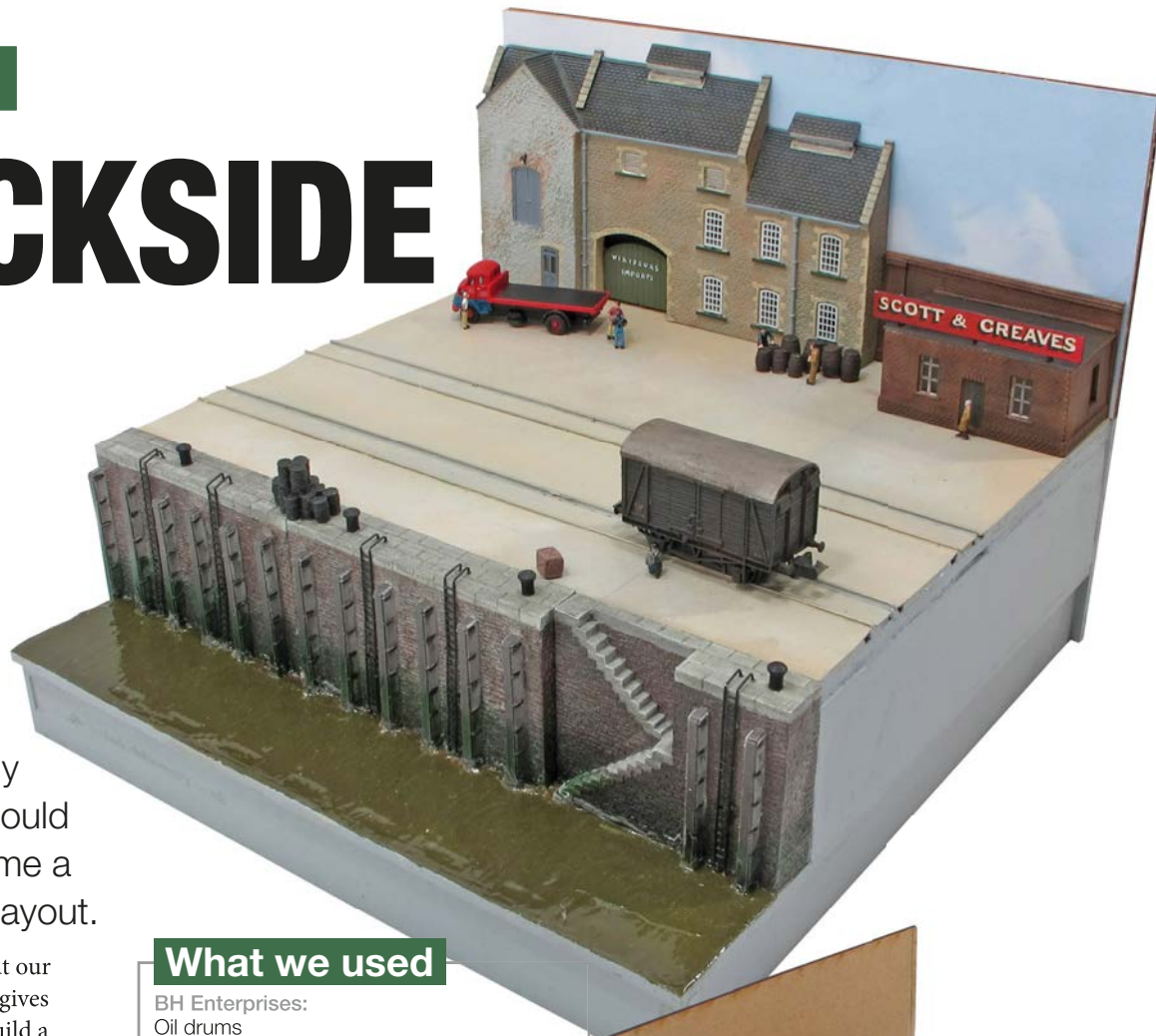
Phil Parker builds a tiny dockside scene that could be expanded to become a major section of your layout.

One of the great things about our Cakebox competition is it gives modellers the chance to build a little slice of a layout to test techniques and materials. This project is a perfect example. Using the Graham Farish Scenecraft quayside walls, I've built a little bit of a dockyard model, but as the walls are modular, building a longer model just means using more of them. The walls are also available in 4mm scale, so OO modellers could do the same thing.

Docks are great prototypes for railway models. There's loads of operating potential with wagons moving around and the occasional boat train of passenger stock. One problem is that boats are huge and not that easy to find in our scales, but if the quayside edge is close to the front of the layout, omitting them just means you can see the trains.

To allow road vehicles to move around freely, the track is normally buried in the surface with the tops of the rails raised slightly above the roadway to allow for track cleaning. We also have to contend with wider than prototypical flangeways, unless working in P4 or 2mm finescale.

The scene looks spacious, even though its footprint is tiny. This is partly because I've worked in N gauge, but I was pleasantly surprised just how large the model looks. There would be plenty of room for a few more road vehicles for a start, as most docks were pretty crowded places. ■



What we used

BH Enterprises:

Oil drums

Wooden barrels

Graham Farish Scenecraft:

42-219 – Low relief stone factory

42-568 – Quayside Walls

42-569 – Quayside walls with steps

Kestrel Designs:

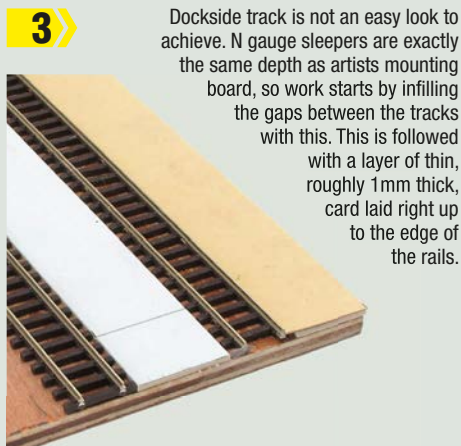
KD21 – Level crossing Keepers Cottage

Scalemodelscecery:

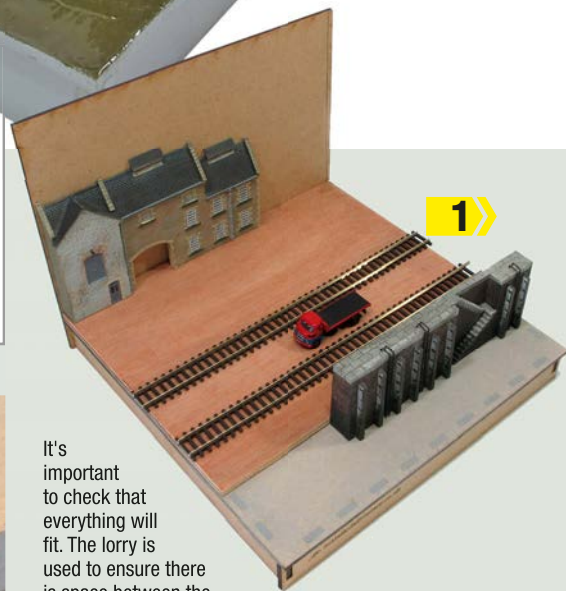
Small diorama baseboard



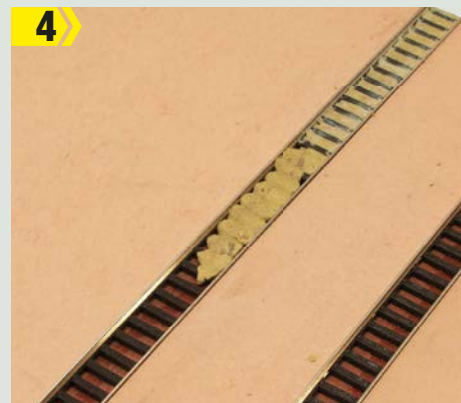
Using a Scalemodelscecery laser-cut base, there are slight indentations where parts slot into each other. Those that'll show where the water is, disappear under DIY wall filler.



Dockside track is not an easy look to achieve. N gauge sleepers are exactly the same depth as artists mounting board, so work starts by infilling the gaps between the tracks with this. This is followed with a layer of thin, roughly 1mm thick, card laid right up to the edge of the rails.

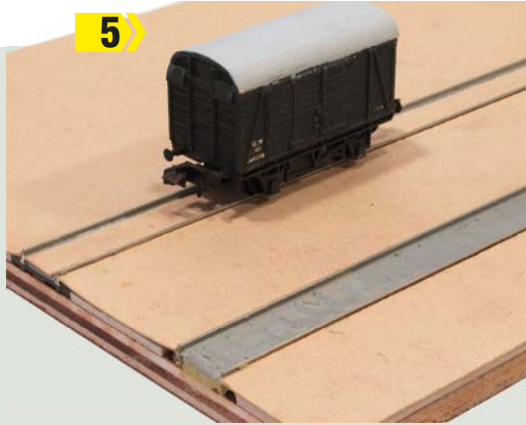


It's important to check that everything will fit. The lorry is used to ensure there is space between the tracks and also that it can be driven out of the warehouse without hitting a train.



A big problem in N is that the flangeways required will allow viewers to see the sleepers in the track. I'm filling these with Milliput pushed into place and then smoothed with a wet finger. Clean the rail sides out with a small screwdriver before the filler sets.

5



Once dry, the filler is painted a concrete colour before being covered with a strip of card. To allow for free running, this needs to be 7mm wide on the straight and narrower on curves. Always test the running with the longest wheelbase model you plan to operate. It's also worth checking that the rail tops are clear of the card for track cleaning.

8



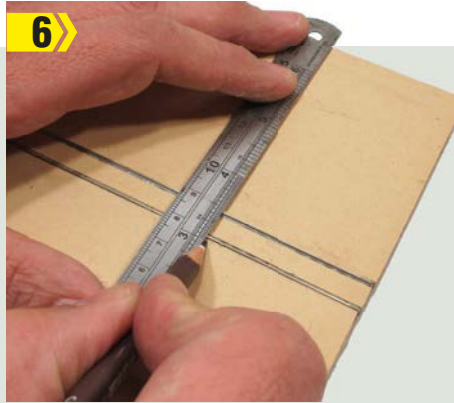
Dockside water is usually a green/brown shade. Woodland Scenics Olive Drab water undercoat is ideal for a tiny area such as this. If more water was being modelled, I'd mix a little dark grey in as we move away from the edge to simulate extra depth.

11



I need to shorten one of the walls, as three of them is slightly longer than the official Cakebox baseboard. Careful work with a fine saw does the job, and the resin cuts very cleanly.

6



I'm modelling a concrete base, as it's quicker than scribing cobbles. In real life the mix is poured in sections, so I draw a thin brown line across the board with a brown pencil crayon to replicate the join between two panels.

9



The dock surface needs support and, while I could cut some plywood or MDF to do this, foamboard is much easier to slice with a sharp knife. It's essential to measure this so the top of the roadway is flush with the top of the resin walls.

12

Looking through my stash of materials, I used some leftover Gaugemaster backscene to cover the back board. If this hadn't been available, I'd just have printed off a sky photograph. It's not worth buying a backscene for such a small space.

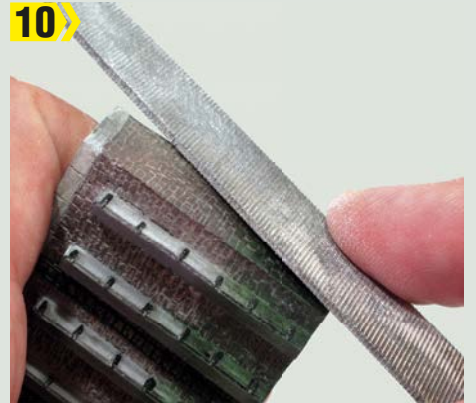


7



Painting concrete isn't easy. Blending several colours is essential because the real thing is a mix of shades depending on how much dirt and wear it's exposed to. Pheonix Precision paints new and weathered concrete (P958 and 959) are an obvious start, but Humbrol 121 and 147 are useful too. Splodge the paint on with a sponge, working over areas several times. If you are quick, the colours blend giving a natural effect.

10



Scenecraft quayside walls are nicely detailed and painted but the sides often aren't perfectly flat. This isn't a problem normally, but when they need to be butted up against each other, gaps appear. A little work with a coarse file or abrasive on the areas that will be hidden cures this, but wear a dust mask while working.

PRACTICAL BRM



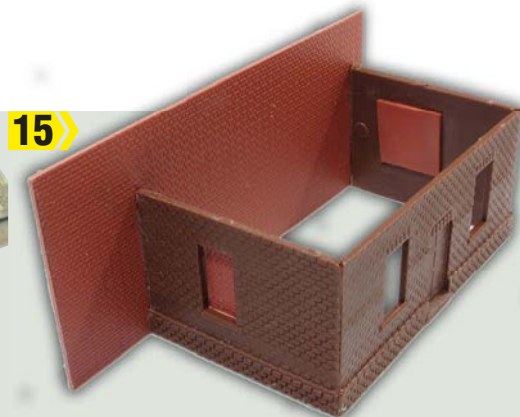
Once the walls are glued, a couple of coats of Woodland Scenics Water Waves provides a suitably wet look to the dock. I apply it with a glue spreader and smooth it out by gently drawing a wet brush across the surface.



Disaster! While the glue holding the walls dried, one of them moved slightly. I don't know how this happened, but by the time I spotted it the glue was set hard. To cover the step, a stack of oil drums are fixed in place – no-one will notice.



We don't want to see through the archway in the stone factory, so I've made up a pair of gates using some plastic sheet scribed to represent planks. Drawing around the edge of a shot glass gives a good match for the curve of the doorway.



As the warehouse is shorter than the baseboard, a short section of wall is made up from Slaters embossed Plastikard. The small building in front is made up from parts of a Kestrel Designs crossing keepers house.

16»

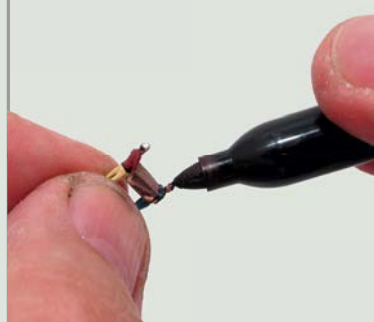


The supplied bollards are dipped in glue and fixed in place at regular intervals along the top edge.



A Base Toys lorry needed nothing more than a coat of matt varnish to be ready for the scene. Figures come from the Woodland Scenics pre-painted range.

Expert Advice



Some of the figures used are from the Bachmann America range and wear shiny silver hard hats. British workers in the steam era wouldn't be seen sporting this sort of headgear, so all the hats are coloured in using a marker pen. It's easier to do a neat job this way than using paint, even if the colours are a bit limited.



Why didn't I use plaster for the inlaid track?

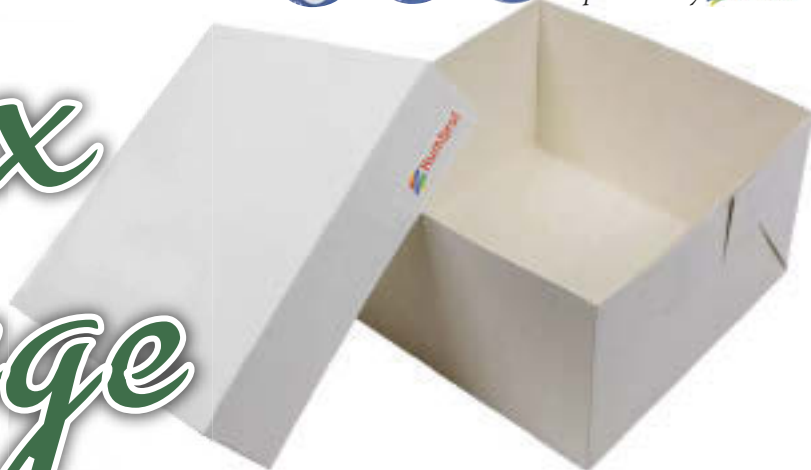


My first attempt at inlaid track used a mix of plaster and black powder paint carefully poured over the board. A couple of layers of masking tape around the edges stopped it flooding the workbench very successfully.

Once dry, an hour's worth of sanding produced a smooth top surface level with the top of the rails. If I want to run a loco, these will need to be cleaned so the surface has to be slightly below the tops and when I tried to carve this away accurately, the plaster started to break up. Although plaster looks good, the card was simply a lot faster and much less messy.



Cakebox Challenge



BRM CAKEBOX COMPETITION – PRIZES ANNOUNCED

There's still time to enter our cakebox competition, but not very much of it since the contest closes on October 12. The concept of creating a railway diorama to fit within a simple 8in x 8in x 6in cardboard box really does seem to have resonated with the RMweb community – at present there are six pages chock-full of brilliant entries, a few of which we feature once again for your delectation today. Do please swing by the dedicated section on RMweb to see the rest.

In the meantime, Humbrol, which has sponsored the competition throughout, has revealed a glimpse of some of the prizes coming to the winning entry. Here's a selection of what they can look forward to:



- A pack of Palpo detail brushes
- A pack of Stipple brushes
- Ten acrylic paints
- Five washes
- Five weathering powders



It's a highly useful bundle, indeed, and it's worth a whopping £75 at retail. However, we'll match that with a prize package of equal value. It'll be expertly curated by us and tailored to suit the winner's railway modelling requirements.

To be in with a chance of winning not only this contest, but the admiration and respect of your cakebox modelling peers, all we need is up to 200 words of description and three images of your 'box. All entries should be sent to cakeboxchallenge@warnersgroup.co.uk.

That's really all there is to it, so get those entries in as soon as your fingers can type. Judging will take place after the competition closes and the winning entry will be announced in our January edition. Good luck!



How to...

REFRESH YOUR TRACK

The track on this month's DVD scenic layout project is in need of improvement. Howard Smith shares his weathering techniques used to disguise and give the permanent way a more realistic appearance.

It's no secret that railway modelling has become a costlier hobby of late. Rising prices haven't gone unnoticed on our forum RMweb, with regular postings on the subject, further evidenced by emails and letters I've received. It's mostly new RTR models and rolling stock that's subject to this change however, and great bargains can still be had if you're penny-wise and seeking further afield.

The second-hand market offers a wealth of wallet-friendly opportunities. We've tackled the subject of second-hand wagons and locomotives many a time – a few improvements on a budget and you have some layout-ready models, worthy of today's standards. But a second-hand layout?

A few months ago, I thought it was time we put an end to this and began the search for a suitable candidate. With the aim of proving that anyone can have an exhibition-worthy layout, I began looking on auction websites and forums. Many were basic trainsets, overpriced by optimistic sellers hoping to make a return on their investment – not something we were looking to get

involved with, especially the amount of work required on some.

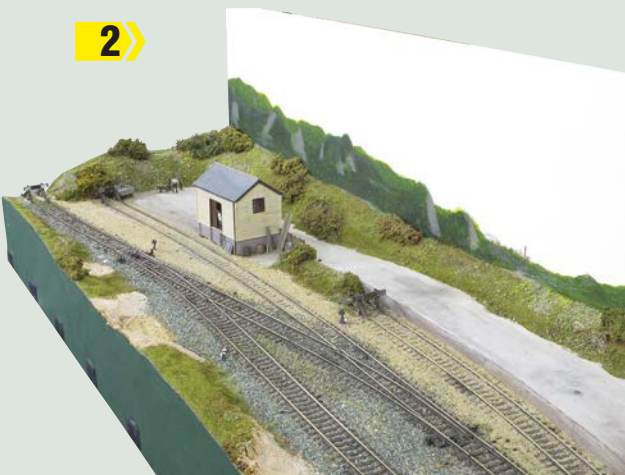
This led to us acquiring a layout based on a trackplan by Roy Link dating from 1978. You'll see how we transformed the layout scenically on this month's DVD, but I've kept the filming of the trackwork improvements brief for the purpose of this article. The trackplan on 'The Art of Compromise' as it's known is deliberately simple, keeping our workload very reasonable for a quick turnaround. Like most layouts of its time, track is Peco Code 100 with rails a little clunky-looking, not quite as good as the modern-day Code 75, so it needs some careful disguising. The track is carefully laid, an important factor when buying a layout – if it wasn't it would beg the question 'why bother second-hand?' in the first place.

Ballasting of the tracks wasn't bad either, much to our relief, requiring only a few improvements. All told, this layout has been a boon scenically. There's nothing we've done to the 'Art of Compromise' that couldn't be done by the average modeller over a weekend. Let's get started... ■



Fairly typical of many layouts, the track on 'The Art of Compromise' is too clean for my liking, but it has been laid well. Ballast doesn't extend beyond the edge of sleepers enough and those clunky point switches must go.

2»



The existing ballast has been laid well but can be further improved with chinchilla sand for the sidings and DCC Concepts Legacy Ballast (a mixture of colours used) to fill gaps between sleepers.

3»



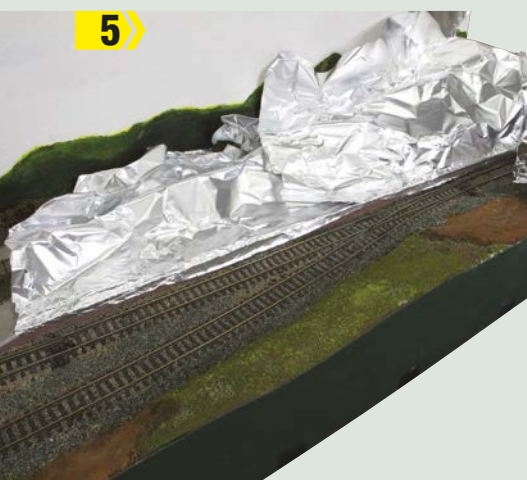
A spray bottle with water dampens down the surface of the ballast before a dilute mixture of PVA and water is applied with a pipette. Allow to dry overnight.

4»



Weathering track is a messy task, so mask the rest of your layout. We've used tinfoil, but cling film, masking tape, paper or newspaper would work equally well if you're careful.

5»



The station surface is kept clean because it's likely to get swept on a regular basis. This too is masked with tinfoil.

6»



This is part of Lifecolor's Rail Weathering set – a few other colours thrown in for the mix too. I can't find fault with these ready-to-use fast-drying acrylic paints. They remove the hassle of mixing your own colours if you don't feel confident.

7»



I'm airbrushing the track for uniformity of colour, so I'm diluting the paints at a ratio of 50% with Lifecolor Acrylic thinners. Water would be a good substitute if you don't have a bottle of this to hand.

8»



The airbrush I'm using is a CM-C from Iwata, not the cheapest, but for this sort of job any airbrush will do – remember to practice on scrap paper before you let loose and avoid overfilling the cup.

9»



Starting with Lifecolor (UA723) Weathered Black, the bridge is the first to be treated to a smoky residue effect.

10»



Wearing a twin filter spray mask, work starts in the middle of the layout, working outwards. Using the same Lifecolor (UA723) Weathered Black, it's the colour of the Chinchilla sand that I'm looking to change

PRACTICAL BRM

11»



No sooner has the Weathered Black been applied and I'm swapping to spray rails and chairs with UA720 Track Dirt. This colour if used subtly and carefully along rails with a steady hand gives a good rusty appearance. The airbrush trigger is adjusted to produce a fine spray pattern.

12»



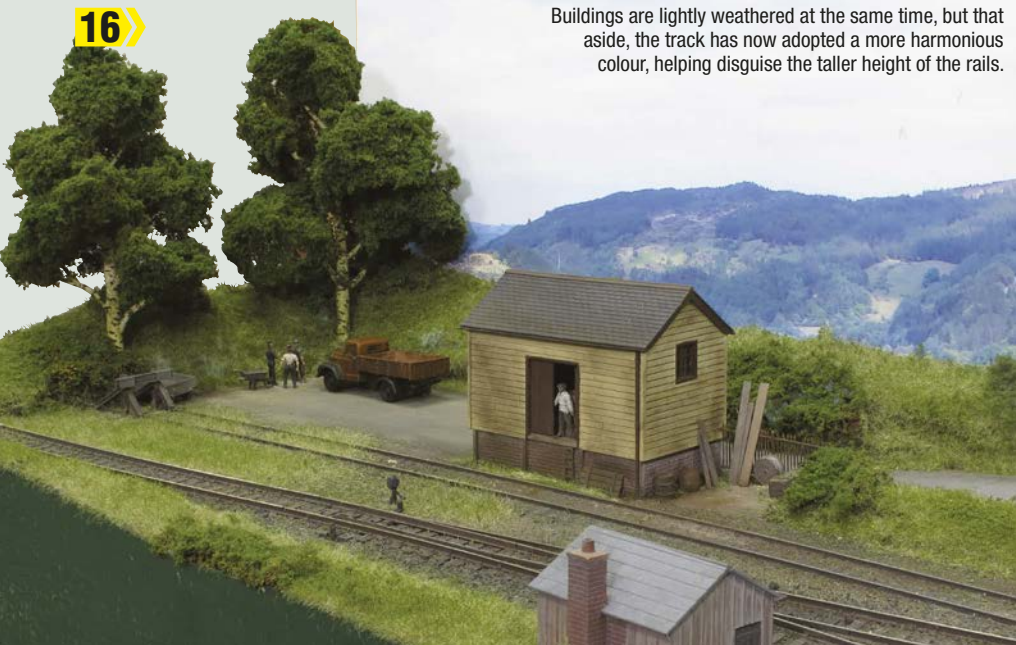
The centre of the tracks is treated to a faint application of Lifecolor (UA719) Frame Dirt. This is a good representation of an accumulation of track dirt, though on such a quiet branch line its application must be limited.

13»



Don't forget the bufferstops. Painted the same colour as the rails, there are three on our little layout which are easily improved, rapidly and with very little effort.

16»



Buildings are lightly weathered at the same time, but that aside, the track has now adopted a more harmonious colour, helping disguise the taller height of the rails.



Top Tip

With track ballasted and static grass applied, the track is in dire need of a vacuum to remove stray fibres. Clean the rail tops first because some track rubbers are prone to leave small deposits as they're cut by the sharp edges of point blades and rail joints. Peco points rely on contact between point blades and closure rails via a small metal contact which should be masked before weathering.

14»



Avoid over-weathering the track because it'll dry to a different colour. If you're unsure, come back to it the next day with fresh eyes. The rail tops are cleaned, before the track is vacuumed.

15»



Phil static grassed the layout, adding a little to the sidings at the same time for variety. It's unlikely these would see much traffic, either way, we felt the grass and weeds would add to its scenic charm.



Stay safe

Always wear a mask when spraying – one with the correct rating for fume vapour protection. Some paints used in modelling contain Chromate, a highly toxic substance. Whilst acrylic paints are safer, you certainly don't want to breathe in the vapours.



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A GWR station terminus is a 'cliche' in the world of model railways, but Dave Westwood's layout doesn't follow set rules and has plenty to entertain. Arriving in the station is GWR 4-6-0 'Manor' No. 7822 *Foxcote Manor*.

ELMFIELD

N Gauge is appreciated for the scenic opportunities it can afford. However, Dave Westwood's Black Country layout is also packed with characterful cameos and childhood memories...



Factfile

Layout name: Elmfield
Scale/gauge: 2mm/N
Size: 8ft x 18in
Era/region: late 1950s/early 1960s
Location: West Midlands
Layout type: Station and exchange sidings
Power/control: DC/Cab control
Words: David Westwood
Photography: Tony Wright

LAYOUT FOCUS

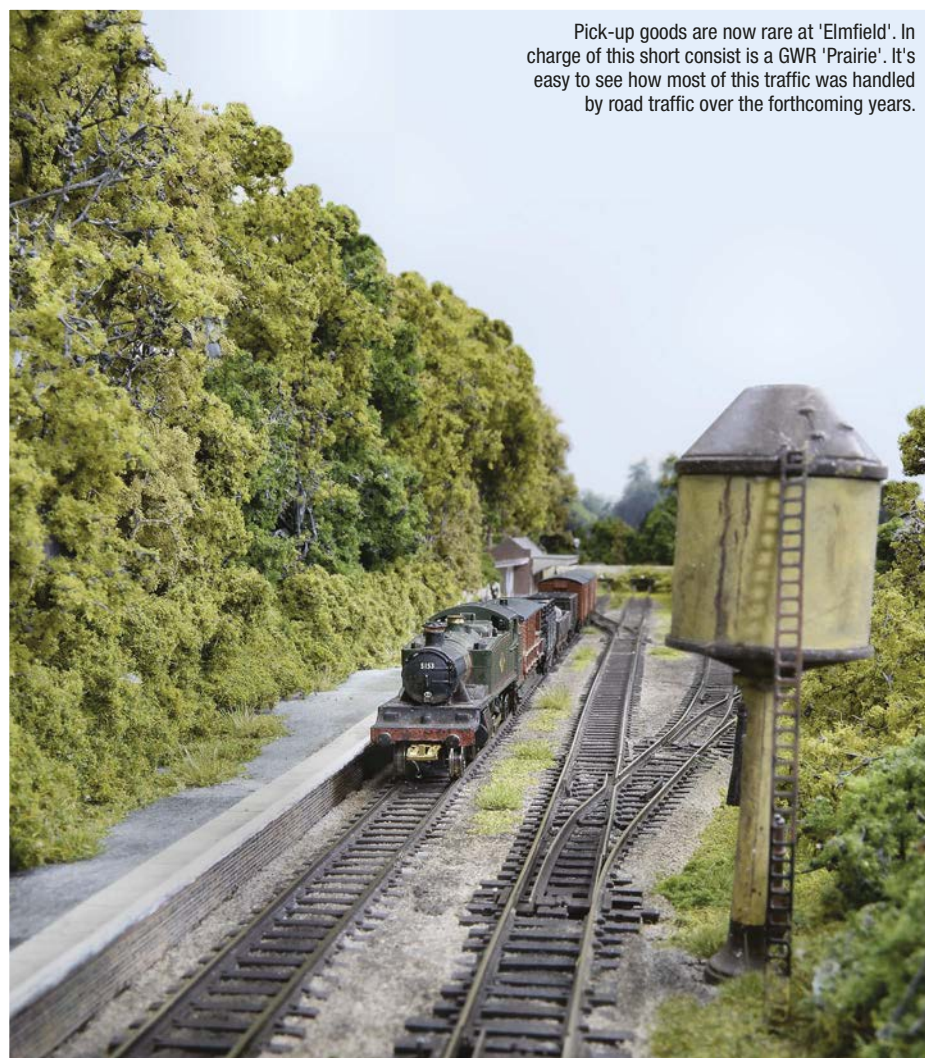
Although I now live in Leicestershire I was born and brought up in the Black Country and have never forgotten my early train-spotting days in the late-50s early-60s. First at Old Hill, then Stourbridge, and eventually Snow Hill in Birmingham. I did also make the occasional visit to New Street, but by this time was already a confirmed Western Region fan. While I enjoyed seeing the 'Kings' and 'Castles' on the express services, it was always the more mundane workhorses I was attracted to. The 'Panniers', 'Prairies' and 56XX class 0-6-2Ts were what I mainly saw in those early years, particularly at Stourbridge, and I always wanted to try to recreate something of what I remembered from then. 'Elmfield' is that attempt, but hopefully without too much influence from the rose tinted glasses.

Before I start on a layout I have to have some kind of history in mind, albeit fictional, but based on fact, so the story is that 'Elmfield' is a small town in north Worcestershire on the edge of the Black Country. It kept itself very much to itself until coal was discovered in the early 19th century and was then dragged kicking and screaming into the industrial revolution by the arrival, first of the canal, and then by the railway in the 1880s. The coal ran out in the 1920s, but by then large deposits of fireclay had been found, and the production of firebricks and clay water pipes became the main industry. Other businesses began to move to the town and as its population grew and the town expanded, it became absorbed into the greater Black Country area. Regular passenger services ran to Birmingham and Wolverhampton via Stourbridge, and there was a healthy amount of varied goods traffic as well as the firebricks and pipes.

The model depicts the station and exchange sidings in the early 1960s before the Beeching axe removed the passenger services in 1964. The use of firebricks and clay pipes was also in severe decline and goods traffic ceased completely on the closure of the works in 1967.

The station track plan is based on Shipston on Stour with the addition of the works exchange sidings, and the history on what actually happened in large parts of the Black Country, but not anywhere specific.

I started researching the various industries I might include. Mining had gone by the period I wanted to model and so had most of the ironworks, but a chance discovery of a book called 'Brickyards of the Black Country



Pick-up goods are now rare at 'Elmfield'. In charge of this short consist is a GWR 'Prairie'. It's easy to see how most of this traffic was handled by road traffic over the forthcoming years.



'Prairie' No. 5153 makes light work of the few wagons in the yard before it returns with its 'pick-up goods'.



GWR 'Pannier' 0-6-0 No. 6412 prepares to depart the station as the signal is pulled.

– A Forgotten History' by John Cooksey provided the answer. This had a wealth of information and photographs of them in their heyday and, more importantly to me, of their decline.

Baseboards and track

The layout is made up of two baseboards, each 4ft x 1ft 8in, constructed of 50mm foam insulation board with a softwood frame topped with wood fibre insulation, and is very light but solid. The boards are aligned with brass dowels and sockets, and are held together by captive screws. Legs are integral to the boards and are fitted with height adjusters.

The track is Peco code 55 ballasted with genuine granite chippings and fixed in the usual manner with 50/50 PVA and water solution, having been previously dampened with a fine spray. A word of warning if you use real stone as ballast – make sure that if it has not been pre-washed, you wash it well, because the dust it contains will cause any liquid to just run off and not penetrate.

The rails have been painted with a rust colour and the ballast has been given a wash

Idling in the station, W55021 (later Class 121) with whiskers is a light form of motive power, but one that prolonged the lives of many secondary routes around the country.



The driver of GWR 0-6-0 'Pannier' 6412 makes use of the station facilities.



A rake of 'empties' depart from the clayworks behind an unidentified 2-6-0 Ivatt 2MT. The narrow gauge system to the right is now out of use.

of grot and weathered where locomotives would stand. The exchange sidings were sprayed with soot black weathering dye and powders brushed in where spillages from the wagons would have happened.

The points are operated by the wire-in-tube method, with mini slider switches to change frog polarity so as not to rely on the point blades for electrical continuity.

Electrics

This is standard DC with one Modelux controller on each board wired for cab control, so that either can operate the whole layout or two locomotives can be in operation at the same time. The layout is divided up into several sections controlled by two-way centre off switches. There are dead sections at the end of all the fiddle yard roads to enable locomotives to be isolated while another is brought on to the train. This avoids the unnecessary handling of the stock.

Scenery

One of the things that I always remember was the amount of undergrowth and scrubby bushes that covered the derelict areas where I grew up. That's where we went blackberry picking, so I have tried to include some of that as well as an abandoned canal basin, of which there were many. These were always a magnet for children to play around, so I decided to include a group along with all the usual detritus that ended up there – a sunken barge, tyres, barrel, old bike, etc. As well as the children by the canal basin, there are other small cameos dotted around – a porter chatting to a passenger, a coalman filling sacks and a man answering a call of nature. Small scenes like these are important on small layouts where trains are not constantly moving in order to maintain viewers' interest. After all, many of the visitors to exhibitions are not necessarily railway enthusiasts.

The trees and bushes are mainly Woodland Scenics Fine Leaf Foliage, some lichen covered with various scatters and a few home-made on wire armatures. I do get a lot of comments about the amount of trees, but my answer is always that you can't have enough of them. Woodland Scenics also provided the majority of the other scenic materials except for the assorted grass tufts and the reeds in the canal, which are from Howards Scenic Supplies.

The landscape is created from the same foam as the baseboards and can be cut with a craft knife or a saw without making an awful mess. It is then covered by Polyfilla that has been mixed with brown emulsion, (so if minor damage occurs you don't have a white patch showing) and then various scatters are applied using PVA. All scenery covered with scatter materials, including trees, are then given a good spray of the cheapest, stickiest hairspray I can find.

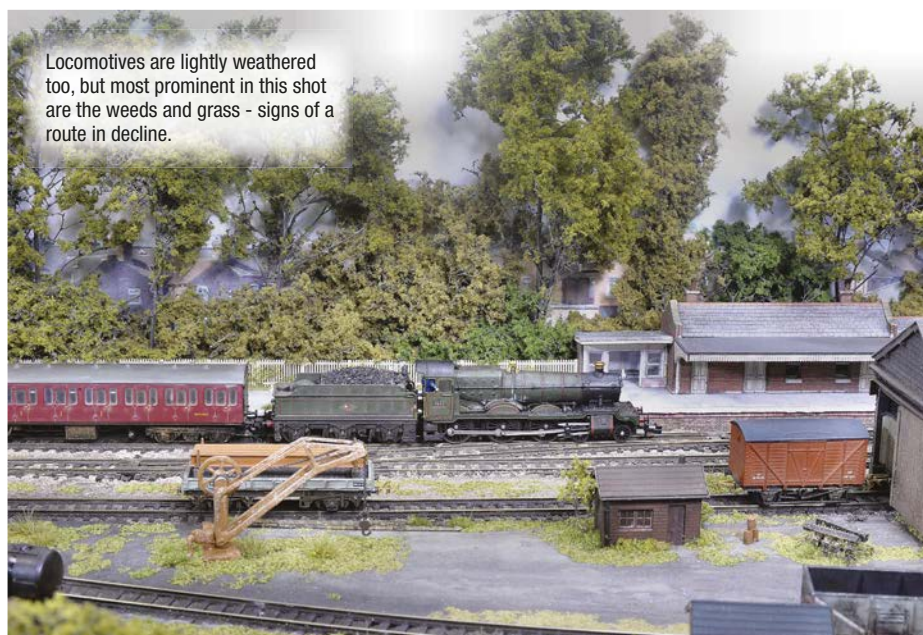
Roads are mainly made from card, painted with black gloss, and scouring powder (or talcum) sprinkled on while still wet and then brushed off almost immediately. With a bit of practice you can replicate the variations you get in real road surfaces and using weathering powders will further enhance the look.

Buildings

The station building, platform, local hauliers garage (a former engine shed) and signal box are Scalescenes kits, and their excellent products were also used to make the bridges



A short rake of subtly weathered suburbans arrive in the station behind GWR 4-6-0 'Manor' No. 7822 *Foxcote Manor*.



Locomotives are lightly weathered too, but most prominent in this shot are the weeds and grass - signs of a route in decline.

and the scratch-built low-relief factories. Except for the goods shed, which is from the Bachmann Scenecraft range, the rest have been picked up second-hand from exhibitions over the years. All have been weathered and distressed to fit in with the general air of neglect.

Locomotives and stock

These are from the usual sources – Dapol, Farish and Peco, plus N Gauge Society kits. The notable exception is the Ruston 48DS shunter, which was built by one of my regular operators, Hugh Griffiths, from a B H Enterprises kit.

All the stock has been weathered, after first getting a coat of matt varnish, with either acrylics and/or weathering powders.

One of the most common questions I get asked at exhibitions is about the MBD couplings on the goods wagons. These have a delay feature, meaning you can uncouple and then a latch drops down and prevents recoupling while you push the wagon to where you want it. This cuts down on the number of electromagnets needed which are placed in strategic locations around the layout.

Operation

At exhibitions I do not operate to a timetable (although one does exist) but to a simple sequence that takes approximately an hour to complete. Local passenger services to Stourbridge, Wolverhampton and Birmingham alternate with the daily pick-up

goods and one train of empty wagons to the brickyard with full ones leaving. These are dealt with by the works Ruston shunter, which also makes occasional forays to the station yard to refuel.

I have really enjoyed trying to recreate a little bit of my childhood memories and, hopefully, the atmosphere of a railway and area at the end of an era. Judging by some of the comments at exhibitions it has also stirred memories for some of the visitors, which is very gratifying.

I would like to thank those members of Syston MRS who have helped me at exhibitions, John Malpus, Mike Collins, Gary Tabener, Hugh Griffiths and Chris Leach but just as important, my partner Cheryl and the wives of the above for allowing 'the boys' out to play trains. ■

Meet the modeller...



I have been interested in railways for as long as I can remember, starting with having the Thomas the Tank Engine stories read to me at a very early age. When I was about seven years old I was given some of the Lone Star push-along die-cast range, and spent many happy hours creating my own little railway world on the living room carpet. Eventually I moved to the electric version and, as better track and stock began to appear in what was now called N gauge, built my first proper model in a back bedroom in my early

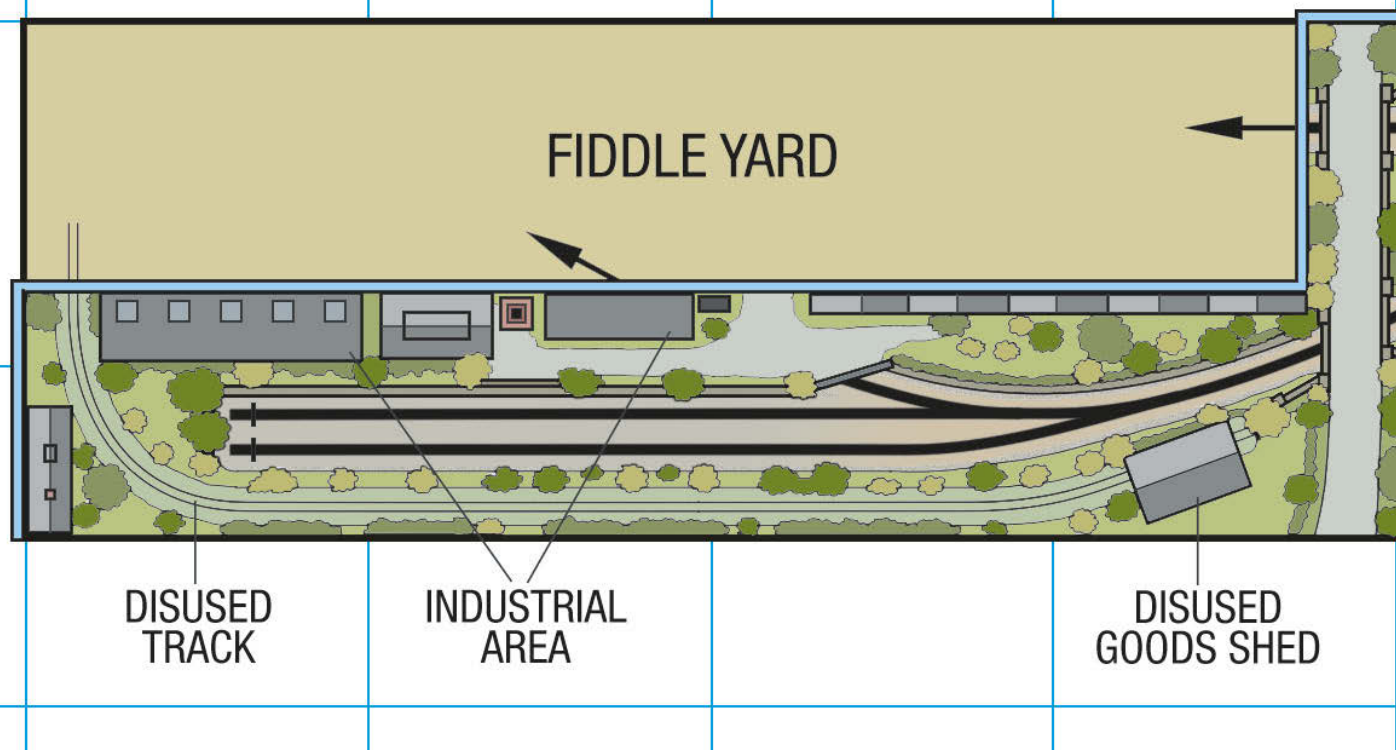
teens. Unfortunately, in my late teens, a house move meant I no longer had access to a spare room. And then marriage, divorce and several more moves meant that in the next twenty five years I started several layouts but never completed any.

A move to Leicestershire in the early 1990s and the eventual vacation of the spare bedroom, when my partners' son went to university, gave me the chance to build a small end-to-end layout. Eventually, I gained sole use of the room and was able to embark on a small 4ft x 2ft Christmas diorama at the request of my partner. This then became my first exhibition layout when I joined Syston Model Railway Society and was asked to take it to their 2004 show. I had never thought about exhibiting but with the help and support from club members I now have two layouts that regularly attend exhibitions.

Trackplan

ELMFIELD

Each grid square represents 1 foot



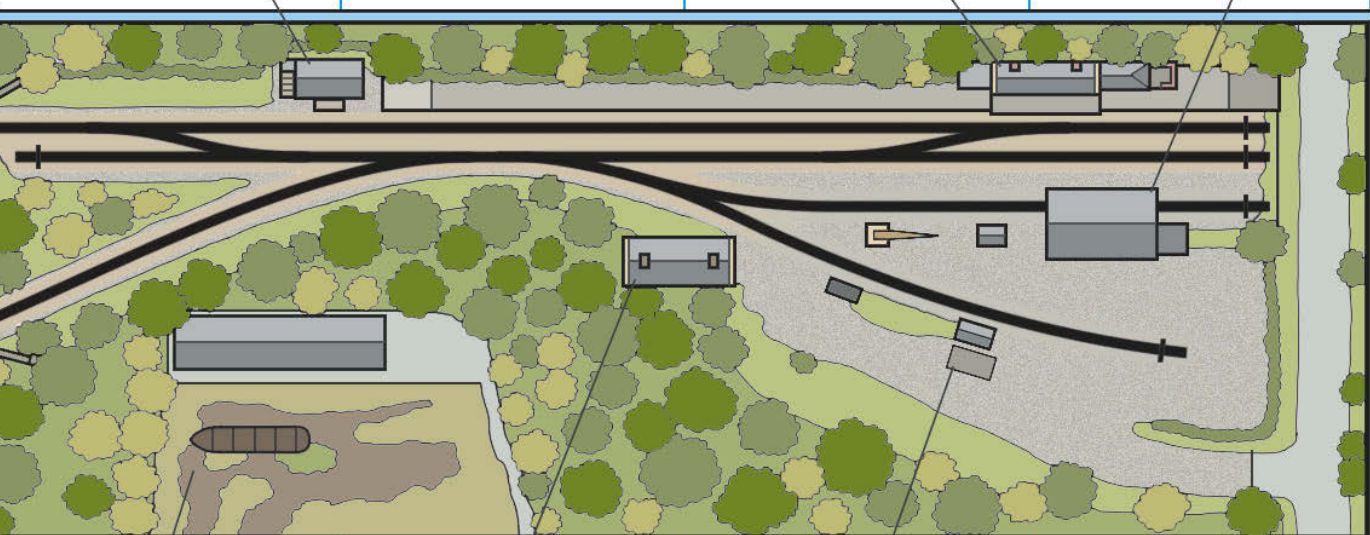
For a scenery special issue, it seems fitting that we shine a light on the foliage of this layout - one of its key traits, behind which, a glimpse of houses on a backscene can be made.



SIGNAL
BOX

STATION
BUILDING

GOODS
SHED



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UP
CANAL
BASIN

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LOCO
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BIRMINGHAM SNOW HILL IN 7MM

Building a diorama of such a recognisable and architecturally-complex location is a tall order, but Peter's efforts make a worthwhile scenic backdrop for photography or display of locomotives.

Birmingham Snow Hill station has been built, rebuilt and somewhat sidelined in favour of New Street. Here, professional model maker Peter Smith restores it to its former GWR glory - proof that scenery isn't always about trees...

I build model railways for a living and I'm not often surprised by what I get asked to build. Even so, I was a bit taken aback when I was approached with a view to building Birmingham Snow Hill in 0 gauge! It was a big station, built on a sloping site and with a complex roof over the platforms.

It wasn't as bad as it might have been, though; this was to be a non-working diorama and would only be of part of the station, mainly platform 7 for the length of the overall roof. It still ended up being sixteen feet long and three feet wide, on four baseboards designed to be viewed from the front through openings in a wooden fascia.

The trick is to break a model like this down into sections, otherwise it's just overwhelming. Fortunately, there are

plenty of pictures of the station and several drawings, one of which gave me the all-important distance between the roof support pillars. From that I was able to work out everything else, which gave me the final size of the diorama.

The model only shows what is at track level and above, and just doing that was complicated enough. The roof was designed with coverings over the platforms. An open area over the main line tracks allowed smoke to escape and girders crossing the station at 34 ft intervals supported the weight of the roof. The roof support dimensions were crucial - with those I was able to do the drawings for the parts I needed laser-cut, which was mainly the roof girders and the valancing. Julie at York Modelmaking was brilliant, as usual, and the laser-cut plastic

parts really made the model possible.

While I was waiting for the parts to arrive I was able to begin work on the baseboards and platforms, and construct the platform buildings which, as ever, were standard structures with no two alike! Because they all looked similar it took me a while to work out which one went where. A series of articles in Great Western Journal helped enormously.

The following pictures show the sequence of construction: ■

See more

Peter Smith's incredible model of Birmingham Snow Hill will be at the Steam in Swindon exhibition on September 8 - 9. See www.steam-museum.org.uk for more details



The buildings were made separately because it was easier to work on them like that. The shell is 2mm thick plastic sheet onto which the detail was added using plastic sheet and strip. I covered this with building papers which I produce myself, in this case specifically for the model because it used very distinctive glazed dark red bricks. The upright supports for the roof girders are lengths of Plastruct tube and are integral with the building. The book stall and shop had to be included as part of the structure.



The platform was made using stripwood 25mm high onto which a piece of 3mm thick clear polystyrene sheet was glued. I stuck the building to this, covered the platform with printed paper for the flagstones and edging stones.

The cross girders are the largest size produced by Plastruct but they are still too small and, in hindsight, I wish I'd had these laser-cut too. I added lengths of plastic strip to make them look more like the Snow Hill girders.



the trick is to break a model like this down into sections, otherwise it's just overwhelming



The building was finished before being attached to the platform.

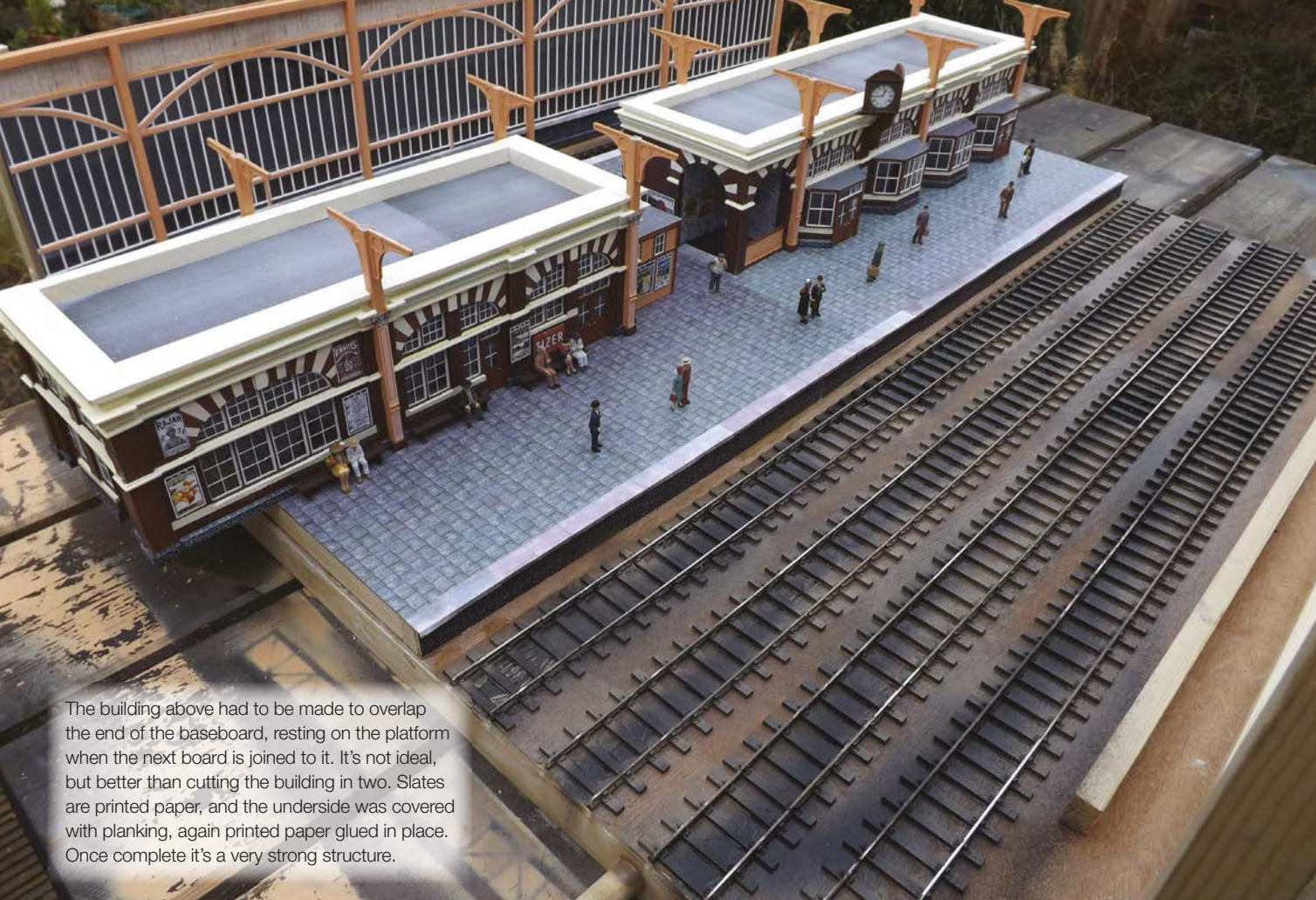


The platform was stuck to the baseboard with PVA, the rear glazed screen built and stuck in place, backed with black card, and then the roof was gradually built up a girder at a time.



The roof was glazed on the prototype so I used the 3mm thick clear plastic sheet again which is rigid and stays flat. I used stripwood for the louvred sections, which look surprisingly effective.

The girders were painted in GWR light stone (Tamiya Flat Flesh), and the track was ballasted; the final job was to complete the roof over the platform.

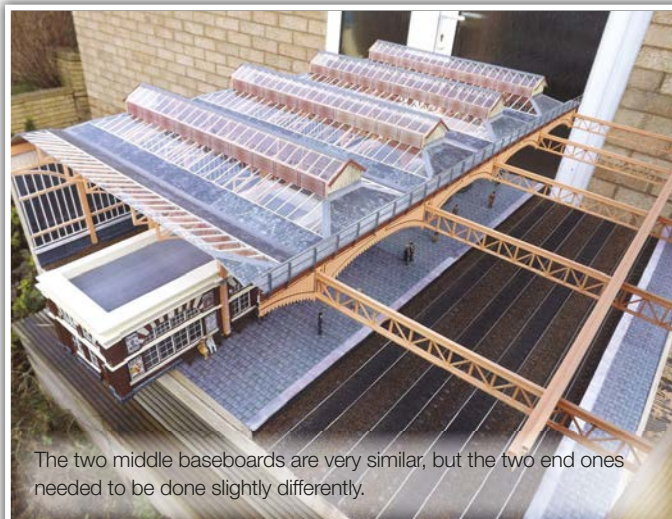


The building above had to be made to overlap the end of the baseboard, resting on the platform when the next board is joined to it. It's not ideal, but better than cutting the building in two. Slates are printed paper, and the underside was covered with planking, again printed paper glued in place. Once complete it's a very strong structure.

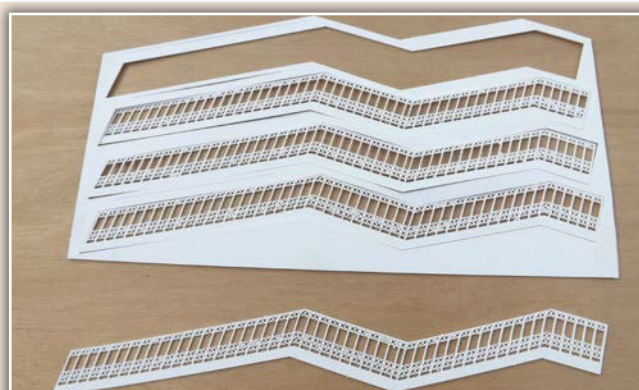
I'm not often surprised by what I get asked to build, but I was a bit taken aback when I was approached with a view to building Birmingham Snow Hill in 0 gauge!



The end of the station had a flight of steps leading to the higher level where the booking hall was with access to the outside world. The very ornate bannisters were laser-cut by York Modelmaking for me.



The two middle baseboards are very similar, but the two end ones needed to be done slightly differently.



Without the laser-cut parts in Rowmark it would have been very difficult to model Snow Hill.



This is the end of the station once it was finished, with a wooden smoke hood over the track on Platform 12.



The finished section either side of the subway, showing the ornate clock over the refreshment rooms. This has printed paper dials because no working clocks small enough could be found. I have printed a variety of dials showing the departure times of all the express trains to Paddington so the times can be varied with a piece of paper and a little Blu-tak.

The figures are by Omen Miniatures and Detailed Miniatures and really add to the atmosphere. The period is around 1930, and the posters and adverts are all correct for this time period although when the diorama is taken to shows the period of the trains posed on it will span the 1910 to 1960 period at different times.

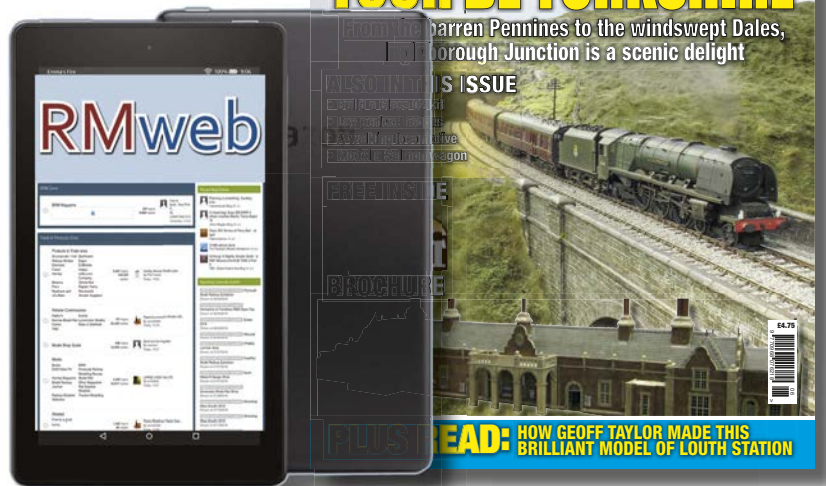
Station signage and figures in period costumes add a touch of authenticity to the scene, and its painting was quite involved with lined posts and intricate windows and brickwork.



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A typical SR cast concrete lineside hut, still standing today north of the former Junction at Hardham on the Mid Sussex Line, between Pulborough and Arundel Hardham, West Sussex. ANDY GRANT

CAST TO LAST

Railway historian, Daisy Robinson explains how concrete became a standard means of protecting the railway workforce and tools from the British weather and why many can still be found today.

On how many rail journeys have we gazed out through drizzle splattered windows on that daily weekday commute and noticed an occasional small, single story building, disused and abandoned by all but the weeds and the local graffiti artists.

These once important railway buildings hark back to an early time of industry and manual labour - automation was a thing of the future.

Lineside permanent way (P-Way) and fog huts once formed a network of similar pre-fabricated buildings that ran the length of the railway. Once in daily use, the fact that many remain in-situ is testimony to their solid construction. The encroachment of brambles and nettles has made access to many almost impossible to all but the most determined.

FOG HUTS

Fog huts (like small guard sentry boxes) are now rare, but they once provided shelter for

the 'fog man', a vital role in the steam-powered railway heyday. The fog man observed signals when visibility was poor because fogs and 'smogs' were prevalent when most homes and industries relied on coal, so poor visibility was a common occurrence in larger conurbations. His role would be to place a detonator on the running rails when a signal changed, the explosion providing the locomotive crew with a warning that the signal ahead was 'at danger'.

PERMANENT WAY HUTS

Rails, sleepers, ballast and structures that made up the track on the railway had to be laid, but more importantly, well-maintained. This was a continuous and ongoing task for 'platelayers', who were often described as the backbone of the railway.

Usually working in gangs of around eight men under the watchful eye of a leading 'Ganger', Platelayers, or Gangers were each assigned a length of track for which they were solely responsible. It required inspection twice

a day, general maintenance of track, fences and culverts with faults repaired – even items lost by a careless commuter retrieved, lest it lead to an accident.

One would expect that a role responsible for keeping trains on the track would receive recognition and suitable remuneration, alas from the earliest days of working railways, the Ganger's working conditions were the poorest of any railway employee. They worked long hours in all conditions and their promotional prospects were limited. Each gang only required one Gang Leader and the possibility of rising to an Inspector was minimal.

The one luxury (if it can be called that) afforded to our industrious Platelayer, was a hut, often housing a small stove and the very basic amenities of a table and chairs. These small single-story buildings were located approximately two or three miles apart and acted as a safe store for tools and as a brief resting place to 'brew up' and escape the worst of the weather.



A group of platelayers armed with tools for vegetation clearance pose for the camera at Blackford in the 1930s. The rake, hoe, spade and scythe would be stored in the small hut, seen to the left.

P-Way huts varied greatly in style, size, and of course construction between railway companies. Some of these variations, particularly in the early days would be due to location and regional availability of materials, however post-war, these 'last men standing' are almost exclusively pre-fabricated and made from a poured concrete, typically 'ferro-concrete', a mix of Portland cement surrounding a matrix of steel bars and wire mesh.

Some, like the pre-fabricated buildings would consist of ferro-concrete posts with asbestos panels slotted into grooves to create a semi-permanent building with the abilities of movement and re-location should the need arise. Others, such as those on the Southern Railway were created with permanence in mind and the walls were constructed using ferro-concrete planks slotted between supporting posts.

CONCRETE LEGACY

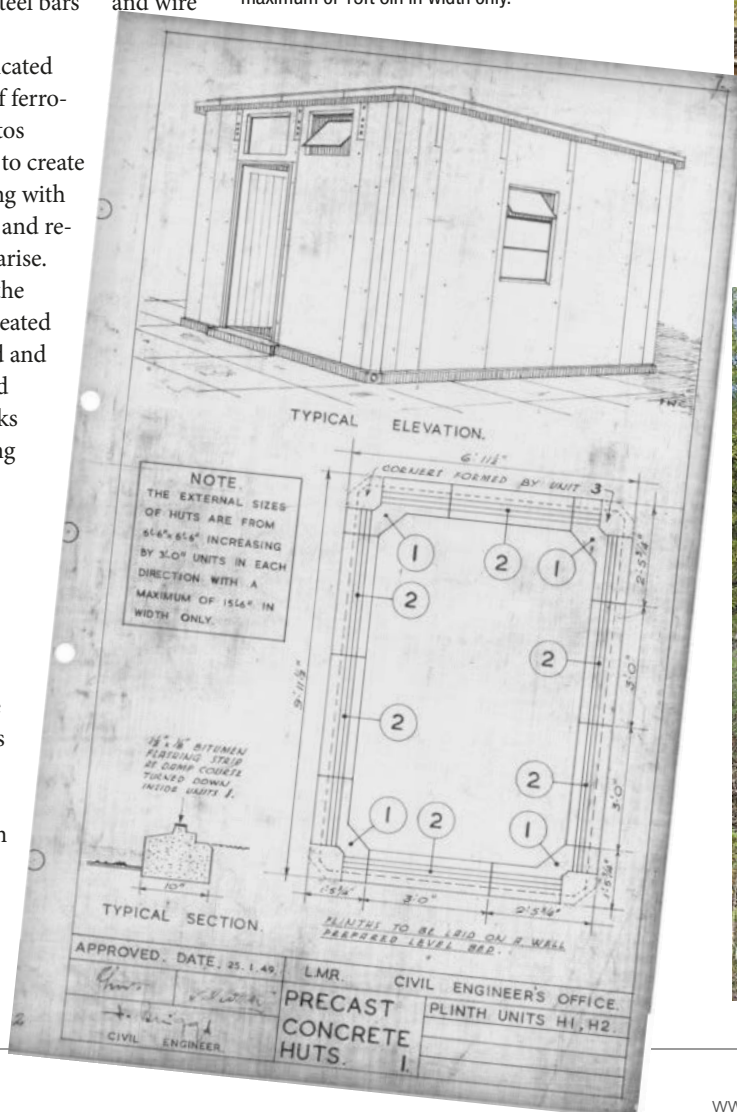
Concrete had been developed prior to the advent of the railway, its creation another thing we have to thank the Romans for, and one of the finest examples of Roman architecture, the Pantheon in Rome contains a 42m diameter dome of poured concrete, however the development of ferro-concrete prior to the

Great War and its mass production, not only for railways, but also domestically was the biggest lasting legacy of William Marriot, commonly known as the 'Father of the M&GN'.

Developed at the railways own concrete works in Melton Constable, Norfolk, this material with such increased tensile strength due to the steel and mesh inserts, became the most famous export from the works and was used widely for building posts, lamp posts, sign posts, sleepers, signal boxes, chairs and benches, water troughs and of course post-war for emergency housing as a result of the bombings.

Although concrete development and production has moved on since William Marriot's time, the root of all modern concrete products have ferro-concrete in their history, which could well explain why the humble P-Way hut still stands, forlornly exposed to the elements, but determinedly providing us with the lasting legacy from the Melton Constable and other concrete works. ■

A January 1949 plan for a London Midland Region pre-cast concrete hut, showing the various elevations. The note states that its external sizes are from 6ft 6in square, increasing by 3ft modular units in each direction with a maximum of 15ft 6in in width only.



Three views of an LNER-style modular concrete hut near Garsdale on the Settle to Carlisle line. Note the uprights, into which the concrete panels are slotted - even the chimney base is made of cast concrete. The minimalist design with a felt roof is an ideal candidate for modelling.





WASH DAY

Phil Parker thinks even the mundane can make an interesting model, as he demonstrates with this scene using a BRM subscription gift and Skytrex building.

If I'm honest, putting together detailed scenes on a layout is by far my favourite part of our hobby. Fiddling around with tiny details, not in a rivet counting way but with a bit of art and loads of creativity, is the best way to pass a few hours.

The scene I've built here could be seen across Britain – a man washing his car. As vehicle ownership became more common in the late 1950s, the man of the house would proudly spend his Sunday morning cleaning his pride and joy. Launched in 1961, the Cooper was the more powerful version of the original Mini. It quickly became the 'must have' transport for celebrities, but was still available to the man in the street. 19,000 Cooper S types, the version modelled by Corgi and used here, were sold.

The contrast between the 'modern' car and the old, pre-fabricated house is marked and deliberate. Our homeowner obviously isn't house-proud, the lawn is scruffy and there aren't any flowers or much evidence of gardening. In fact the only concession to brightening up the outdoor estate is a garden gnome!

Washing hanging on a line was an incredibly common sight years ago too. In many parts of the country, you'd be able to tell which day of the week it was by the amount of clothes on lines. These are quite

hard to produce in model form, but tea towels are easy enough and add more colour and detail to the model garden.

Around the edge of the model is a post and netting fence based on the ones I remember as a child. Steel angle is set in concrete. Wire netting is then fixed to this with ties to each post. Maybe it was nice and neat when first installed, but I always remember the netting sagging and having sharp bits sticking out.

The mesh itself was a bargain, as it came from a dress making material stall. It is not your normal supplier for model railway materials, but it pays to keep your eyes open for things that can be used in a way the designer hadn't intended. I believe the stuff I used is called 'tulle' and it can easily be found online if you don't have a handy shop.

Not a huge scene, this project took me around three days working on and off. There was quite a bit of waiting around for paint and glue to dry, so I went away and did other things. I'd say a week of evenings would be enough. If you need an estate of prefabs, you could produce quite a few in that time, although detailing would take a bit longer. As I said at the start, this isn't a pretty scene, but hopefully it's an interesting one. Something to look at on a layout beyond the lineside fence. ■

What we used

Corgi
VA02538 - Mini Cooper S
(model given away as a BRM subs offer at shows)

S&D Models
www.sanddmodels.co.uk
AB53 – Garden gnome
F6 – Left hand gate
OF225 – Man cleaning car

Skytrex
www.ogauge.co.uk
7/182 -1940s Pre-Fab Bungalow



Skytrex's kit is cast in resin with a whitened metal chimney. Some of the windows have a little moulding flash over the inside, but it's quickly removed with a sharp knife.



Cast in a single-sided mould, the parts aren't perfectly flat on the back. Fearing that this might cause problems, a few minutes work with some 120 grit sandpaper in a power sander smooths things off.



Concrete is not a single colour and the surface should have some texture. I paint each side in Phoenix Precision Paints P958 'Weathered Concrete' enamel and pat the same company's P989 'New Concrete' colour all over using a small piece of sponge.



The simplest way of glazing would be to stick sheets of plastic behind the frames, but I felt that this would look odd. Several hours of cutting individual panes to size and fixing them in place with Deluxe Materials Glue'n'Glaze is required, but the effect is worth it.



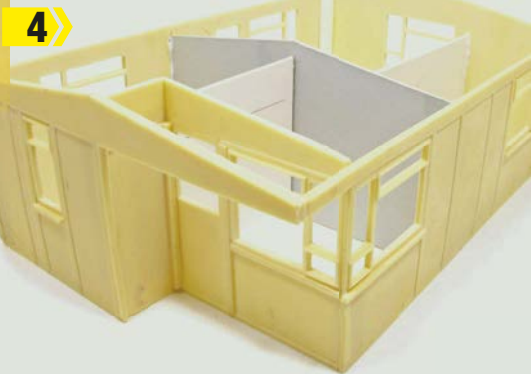
There's not a lot of material in each corner for the glue joint. If you use epoxy, this won't be a problem, but I prefer superglue, so fixed a length of plastic to the sides and then glued the ends in place.



To add a more subtle texture, cheap talcum powder is worked into the surface with a bristly paintbrush.



Fencing is steel angles set into the ground, represented in 7mm scale by using plastic angle glued into holes drilled into the baseboard. Mine is 26mm above the board top and not all the posts are perfectly vertical, but then they never were in real life either. The angled sections at the ends are essential for both prototype and model as the netting is under slight tension. You could use metal section for this for a finer appearance.



A pet hate of mine is being able to see through buildings when there should be walls in the way. Although I don't intend to fit out the interior, walls made from cardboard are put in place. Once the roof is fitted, I'll spray the inside with matt black paint.



Some of the windows are covered with tissue paper to represent net curtains. Others have coloured curtains, which I acquire by cutting out photographs from newspapers.



For mesh, I'm using some tulle bought from a haberdashers. Cut into strips, and glue one end to a post with superglue. Let this dry, then pull it gently so it stays flat and glue to the post at the other end. Once dry, a few dots of glue on intermediate posts hold it in place.

Spray painting is essential if the mesh isn't to be blocked. Randomly blasting matt black and sleeper grime around did the job nicely. Work quickly and not too close so the colours mix on the model. I made sure the baseboard was coated too, as a base for later scenic work.

12»



Having the drive beside the front door seems more natural to me, and I don't fancy building another fence.

14»



The car owner is supplied in several pieces, so his arms and head can be attached with hands touching the bodywork. Superglue works perfectly, but dry fit the parts first to ensure the spigots fit into the holes in the shoulders. Once dry, he's ready for painting, which we'll cover in a future issue of **BRM**.

13»



An hour with a scribe, knife, paintbrush and track pin for a knob, adds a door into the right place. The scribing is slightly wobbly. The job would have been easier if I'd realised I needed to do this before fixing the building together.

15»



The car is a Corgi diecast model supplied in a high gloss finish. A coat of matt varnish over three-quarters of it dulls the gloss, but I leave it where the bodywork is supposed to be wet. A little weathering powder rubbed into the panel lines with a wet finger makes the dirty side look like it needs a wash.

16»



The garden is going to need a lot of 3ft by 2ft slabs and these start life as a sheet of card painted with the same concrete colours as the building. Once dry, the individual slabs are cut out then shuffled so the slight colour variations are mixed up.

18»

I paint more PVA around the slabs and sprinkle Woodland Scenics 'Fine Turf' scatter material around, pressing it into the glue. I then tip the excess off.

17»



Slabs are laid reasonably neatly on to a thin layer of PVA glue. The card can curl up, but some weight holds it in place – be careful not to apply too much glue as it will ooze out and stick the weights down as well as the card. These steel offcuts cost 50p each at a model engineering show.



The lawn is a mix of 3mm long mid-green and beige static grass, applied thinly over the baseboard. I don't want a well-cared for patch, an effect enhanced by the dark paint on the board showing through. Around the posts and the paved area by the door, some 6mm fibres are blown in where the mover can't reach.



Houses of this era need a bunker for coal and most were made of concrete panels. A quick check online shows they are around 1m high, long and wide. My version is slightly wider than scale, as this looked better. I cut the parts out of plastic sheet, then added Microstrip detailing.



The clothes line is supported on metal poles copied from my next door neighbour's garden. Both are a scale six feet high made from 1.5mm diameter plastic tube. The cross pieces are more rod, fitted through holes drilled in the top. Holding round things is easier if you have a drill chuck or pin vice to hand.

Handy Hint

People tend to think that superglue dries instantly, but when you want it to, the stuff can seem to take forever. Sometimes, simply blowing on the glue joint is enough, as cyanoacrylate is an acrylic resin that sets in contact with water, so the moisture in your breath should speed things up.

If this isn't enough, then you need a 'kicker'. This is usually sold in a spray can or atomising pump bottle. Mist the kicker on your superglue joint and it sets instantly. This accompanied by a nasty smell and the glue turns slightly yellow. The resulting joint won't be as strong as a normal joint, but sometimes fast setting is more important than mechanical strength.



Using beige button thread, I tie the clothes line to the poles, ensuring my knots don't come undone. Thread doesn't behave like rope unfortunately, tending to wiggle through the air rather than sag, but wiping superglue along it will harden the thread and fix it into a shape. This makes it shiny, so some matt varnish is required too.



Raiding the kitchen drawer for tea towels, I photographed them hanging on a line. I printed them on paper and hung them on the line with glue. Make sure you don't use a tea towel featuring modern pictures on a steam era layout, of course.

Skytrex Model Railways



O gauge model kits cast in resin and white



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YOU CAN DOWNLOAD
THE PDF TO PRINT
YOUR OWN 7MM
SCALE TEA
TOWLES



CLICK
HERE



Print your own, 7mm scale Tea Towels



To use, print on normal paper at 100%.

Cut each towel out and hang on your washing line with all-purpose clear glue.





The making of...

KENSINGTON ADDISON ROAD

Modular platform canopies were designed and laser-cut from plywood, with LED gas lamps built by Graham Barker. Columns were CNC-machined and the characteristic LNWR fencing etched in brass - both to our own drawings. A 1921 Austin 'Heavy' tourer waits alongside.

During the ten years we have been working on 'Kensington Addison Road', new construction methods have been developed and become more accessible. This has allowed us to improve the quality of our models, including casting, photo-etching, laser-cutting and 3-D printing. This has been especially important for us, then, as many of the models on the layout have lots of repeated components.

Grant Alderson of Twickenham & District MRC explains the modelling techniques used by the team building this exhibition layout, as featured in our July 2018 issue.

without laser-cutting, using a craft knife would have required more than 14,000 cuts for twenty-eight canopy modules

BASEBOARDS

We have applied the principles of 'monocoque' construction in making the baseboards. We have used 6mm ply for the top and bottom surfaces and 9mm ply for the sides and ends.

An important property of this system is that rigidity is unaffected by cutting out holes, which allows access for wiring and operating mechanisms for turnouts and signals.

Club member, Brandon Evans, recommended using a router, which greatly speeded up the process. Two hours later we had accurately routed the holes in all bottom surfaces of the baseboards.

Extra strength was provided by 6mm ply cross members with holes drilled for cables to facilitate under board wiring. All adjoining faces are fixed with wood glue and, where necessary, reinforced with fillets of wood.



Brandon Evans



Using a template simplifies routing. The router bit is plunged through the ply lower surface and is then guided around the inside border of the template.



A view showing the construction of a baseboard using monocoque principles. Rigidity is achieved once the baseboard top is glued down.



This view of a core baseboard shows how the sides extend below the lower surface to allow the legs to fold up out of the way when stored. Before construction, a thick centre line was drawn beneath track. This has been a great help when installing the wiring.

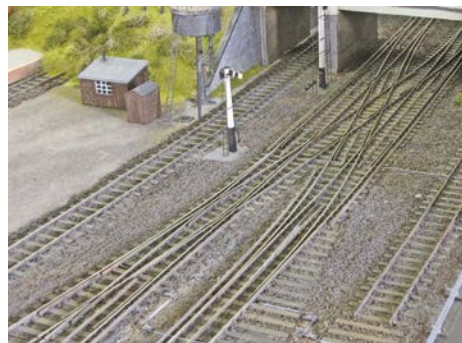
TRACKWORK

Ewen Croweller, an EM modeller, joined our club and jumped at the opportunity to construct the pointwork for Addison Road. He used C&L components, but this time there was the challenge of building a scissors crossover, two single slips and two tandem turnouts. Sadly, Ewen passed away in 2014, but he is fondly remembered every time we run trains over his trackwork.

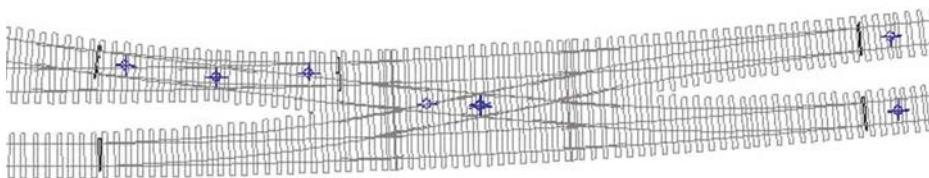
Creating accurate scale plans of complex pointwork has been made possible with the development of the free online tool 'Templot', which enables the creation of model railway track constructions in any gauge. See templot.com for more information.



Ewen Croweller



This track was constructed on top of a 32mm gauge printout of the 'Templot' plan.



This Templot plan of the curved double track at the south end, incorporates a modified scissors crossing but one turnout is replaced by a single slip allowing trains to arrive and depart from the track leading to the bay platforms

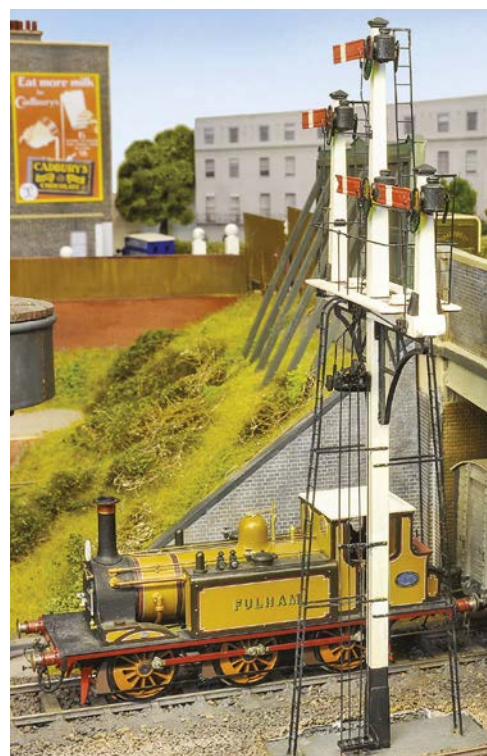
SIGNALS

Club member Pat Haynes volunteered to make the signals, even though he had not made any before. His inspiration was 'A Pictorial Record of LNWR Signals' by Richard Foster (OPC, 1982), which describes standard LNWR practice in great detail. We have plenty of photos of signals at the station in the 1920s that helped Pat incorporate deviations from the standards. The signals are largely scratch-built, but Pat used parts from Model Signal Engineering and Scale Signal Supply where they match his needs. The signals are operated by servo motors and switched using MERG operating controllers. They are lit by grain of rice bulbs.



Pat Haynes

This is one of three bracket signals built by Pat Haynes. The top central arm is the Advance Station Starter and the left-hand arm is the home signal for the junction to Warwick Road goods depot, immediately south of the road bridge. The right-hand distant arm, in tandem with the advance starter, relates to Earl's Court Junction about a quarter of a mile further south.





In the space between the up and down main lines were runs of point rodding with signal wires suspended on brackets above them, topped off in some places by a timber walkway. Pay Haynes was responsible for this and the distinctive LNWR ground signals.

ELECTRICAL CONTROLS

Just as track laying was nearing completion in 2011, Steve Waterfield told us that MERG had started making kits available for the modules required for their new 'CBUS' system. We were apprehensive about undertaking a lot of soldering small electronic components but we were joined by a Gauge O modeller, Keith Parkin, who volunteered to solder all the CBUS modules and construct a control panel.

The major saving of CBUS is having just two data bus wires from the 47-lever control panel instead of one from each lever using standard DC methods. There is also a considerable reduction in the number of electrical connections between baseboards.

To supplement the MERG modules, Steve added relays that only provide track power to routes set by the signal box, thus removing the need for all the section switches that are normally required with DC wiring.

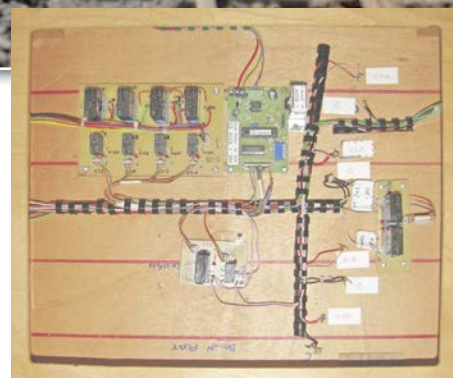


Keith Parkin

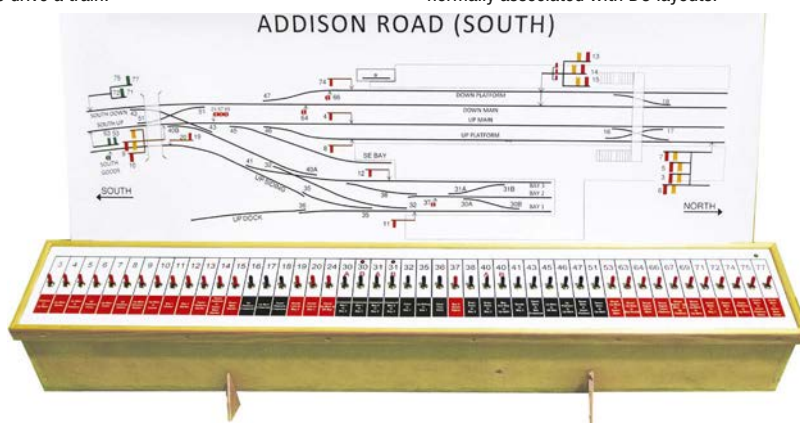


Steve Waterfield

BELOW: The control panel (built by Keith Parkin) in the style of a signal box lever frame has a MERG module that converts inputs from all the switches into 'signals' that are transmitted throughout the layout on a two-wire 'data bus'. Under board modules then switch the appropriate turnouts and signals which in turn, via relays, provide power to drive a train.



ABOVE: The green 'ACC8' is a MERG module that can send signals to the relays on the three printed circuit boards to provide power to track sections according to the settings of turnouts and signals. This avoids the need for a control panel with section switches that are normally associated with DC layouts.



STATION BUILDINGS

The up and down station buildings are typical LNWR pre-fabricated wooden structures. Constructing these was very much a group project, involving seven members.

Firstly, Grant Alderson produced a dimensioned photograph based on a 1935 photo. This was superimposed onto the front face of a cuboid and created in 'SketchUp' (see www.sketchup.com) using a procedure for removing the perspective from a photo. Peter Warren then incorporated these into full plans for the station buildings using CAD software. The superstructures were built by

Ewen Crossweller and Keith Parkin.

Next came the task of producing 21 window and door frameworks, each with up to 26 rectangles to cut out within four layers of sheet material. John Harding made a master from Evergreen styrene strips and we had the other 20 cast in resin. Pat Haynes made and fitted guttering and drain pipes and Mike Robinson added the roof tiles.



John Harding



Posters help date the layout in the mid-1920s and come from sites on the internet. (The telephone box shown here is a post-1935 K6 version - oops!)



Window and door master made of 'Evergreen' styrene strips used to make a mould for producing resin castings.



Down station building under construction.



Dimensioned photograph of the down station booking hall.

CANOPIES

The north end of the layout is dominated by the tops of sawtooth canopies, so it was important that we modelled these as accurately as possible.

Based on plans from the National Archives at Kew, Peter Warren spent many hours producing CAD drawings of the component parts. He then prepared the artwork for a kit of parts to send to a laser-cutting service.

Without laser-cutting, cutting individual components using a craft knife would have required over 500 cuts per module making a total of over 14,000 cuts for twenty-eight modules! Peter's time in producing the kit, was rewarded when half a dozen members each took a few kits home and they were all completed within a fortnight.

Graham Barker used his engineering skills to make frameworks to hold the canopy

modules using square section brass tube that he cut and drilled before soldering together. The columns were screwed into the platforms making it a very rigid structure. Graham then made the LNWR-style lamps that hang beneath the canopies. Sadly, Graham passed away two years ago. He had been a club member for twenty years.

Finally, Mike Robinson fixed cardboard strips of roof slates to both the canopies and station buildings, and added flaunching around the station building's chimney breasts.



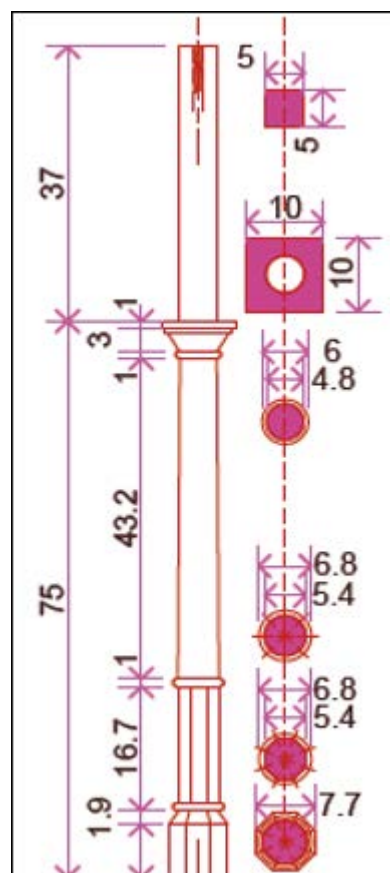
Mike Robinson



Graham Barker



The tops of the canopies dominate this view of the station buildings, so it was important that they were modelled as accurately as possible.



Plan for CNC machining and one of the 28 columns to support the canopy.



Positioned centrally at the front of the layout, it was important that we created an accurate scale model of the Down Main signal box. Our model of the 'South' box is a laser-cut 'kit' designed and built by Peter Warren.



Peter Warren

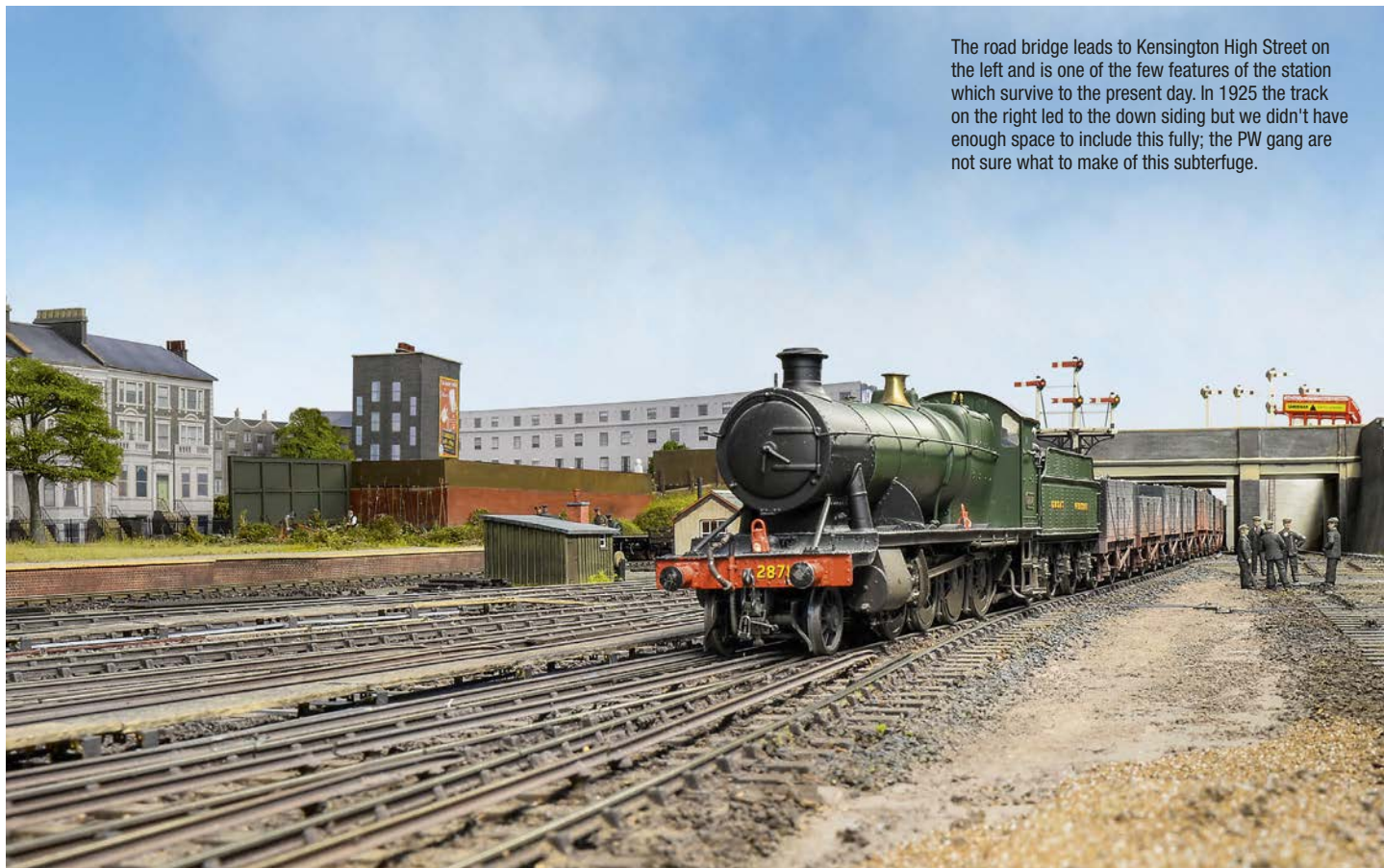
SIGNAL BOX

The signal box was built by Peter Warren, our group leader. The brick bonding is mostly a variant of English bond called 'English Garden Wall Bond', which instead of alternating courses (rows) of stretchers (fronts) and headers (ends) has three rows of stretchers to every row of headers.

As laser cutting is a 2D technology, Peter prepared three layers for each side of the box plus another for rear windows. He also prepared plans for a bracketed walkway around the windows, stairs and landing and an outside toilet on the landing. It was completed with plastic gutters, brass rod pipework and chimney and etched nameplates.

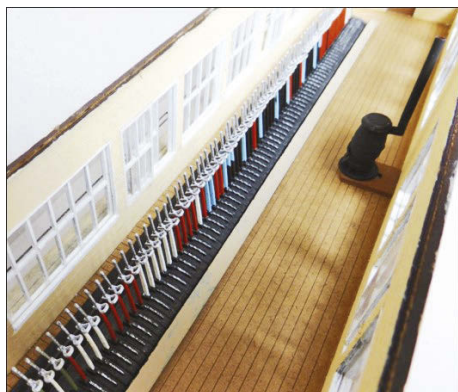
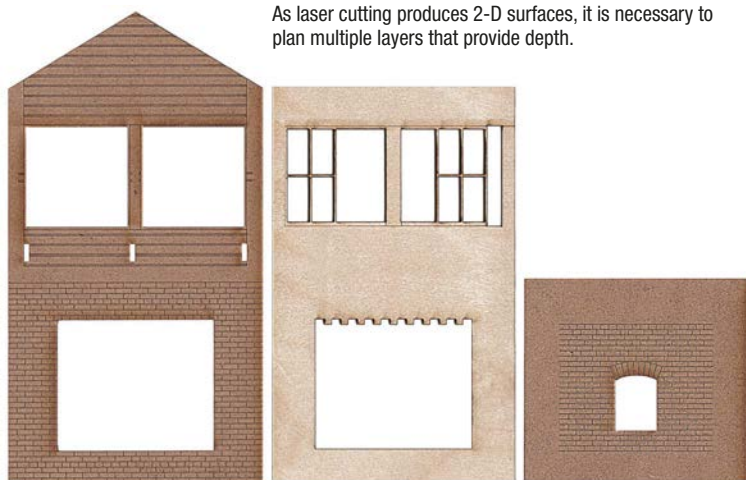
Peter also drew CAD plans for the LNWR distinctive style of signal lever with stirrup catch handles, and had 80 3D printed for inside the box.





The road bridge leads to Kensington High Street on the left and is one of the few features of the station which survive to the present day. In 1925 the track on the right led to the down siding but we didn't have enough space to include this fully; the PW gang are not sure what to make of this subterfuge.

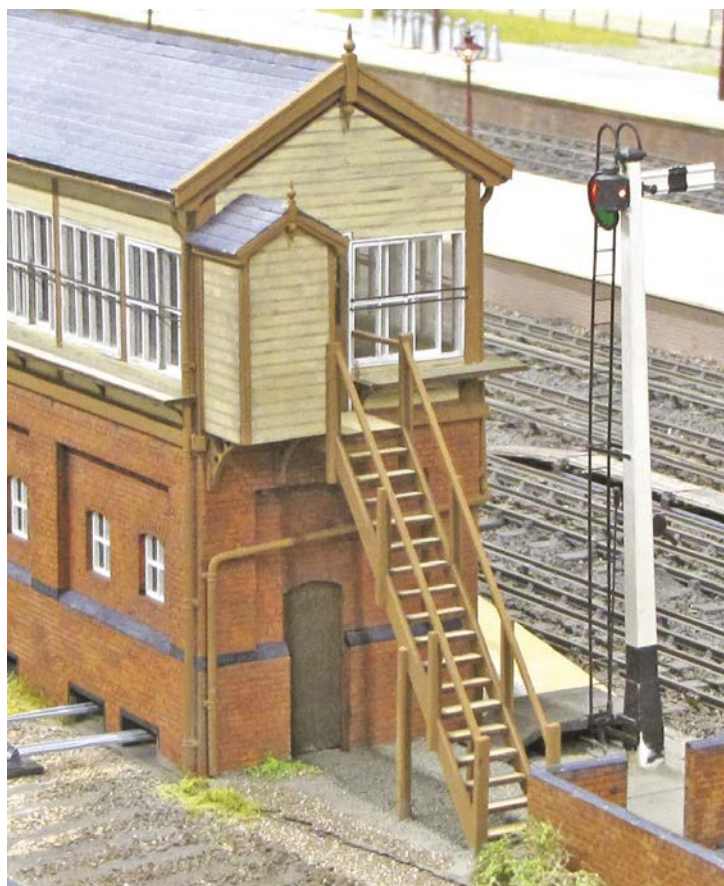
As laser cutting produces 2-D surfaces, it is necessary to plan multiple layers that provide depth.



There is no assembly required for each lever. Once painted, eighty 3-D levers were quickly installed inside the signal box.



This enlarged image of individual 3-D printed levers reveals the 'lumpy' quality available five years ago.



The LWNR type four signal boxes had an 'outside toilet' at the top of the stairs and a coal bunker at the foot of the stairs for the stove fire to keep the box warm.





Still in LB&SCR livery, 'J2' 4-6-2T stands in the SE bay ready to take over a southbound train from the LMS. Reputedly the fastest locomotive on the LB&SCR, *Bessborough* was unique in being fitted with Walschaerts valve gear. The model was built and painted by Peter Warren. The fogman's hut is another standard LNWR design, built in the USA from styrene by John Harding.

TERRACE HOUSES

We needed to model some 50 house fronts. As these are at the very back of the layout, the inclusion of small details such as window sills and door panels was no more lifelike than a flat photograph. However, a flat photograph could not properly portray larger items, such as bay windows, front stairs and chimney breasts, so these items needed a 3-D structure.

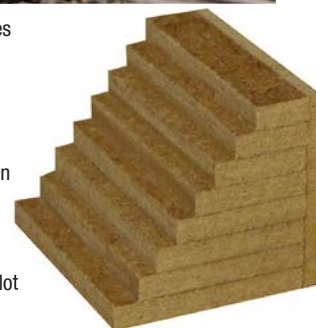
Grant Alderson started by making half-relief structures using MDF with glued softwood reinforcement between surfaces. The house fronts are created in photo editing software (Adobe Photoshop Elements) using three layers that can be superimposed. All photographs are squared up – for example, brick courses need to be horizontal.

The rear layer, common to all 50 houses, is sooty brickwork. The front layer is for grey stucco and paintwork. In the 1920s the two most common colours for exterior painting were green and brown, so there are alternative layers for these and each of these has versions with different styles of front door. The middle layer has photographs of curtains and blinds behind glass and this is where lots of changes were made. The house fronts were then saved as .JPG files and printed in colour on an A3 printer. These were later fixed to the fronts of the MDF structures referred to above using spraymount.

Prints of bay windows were created in the same way, but with only layers for curtains and stucco/paintwork. These were mounted on trapezoidal shaped formers made from balsa wood covered with thick cardboard.

The stairs to the front door were made by Keith Parkin using strips of 3mm MDF. He also made formers for the chimney breast on the south terrace, which had printed brickwork wrappers added. These were topped off with 3-D printed chimneys.

RIGHT: As all the houses have the same type of stairs, long lengths of 3mm MDF were cut into decreasing width strips. These were glued together and then cut to width.



BELOW: 3-D printed chimney pots saved a lot of time compared with handmade models.

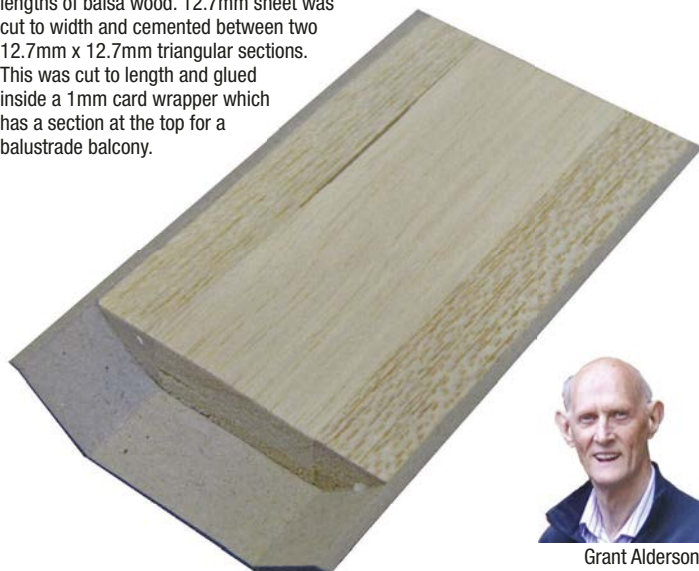




Layers used in photo editing software to produce the house fronts for the south terrace in Russell Road.

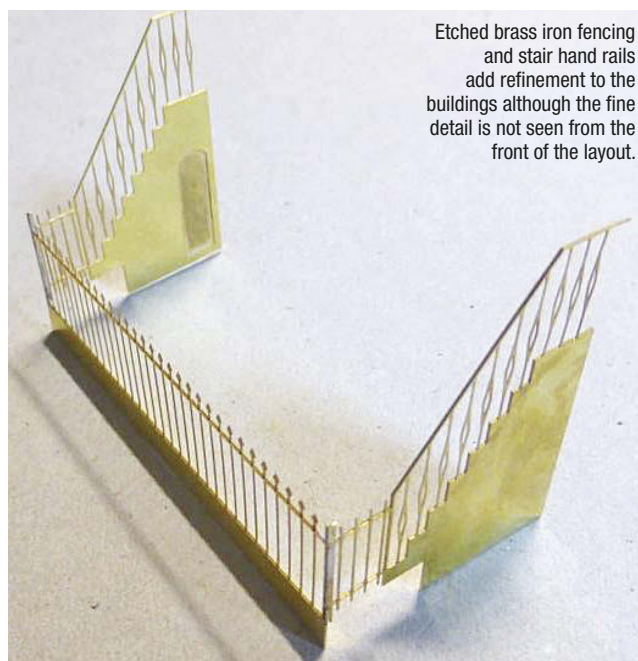


Bay window formers were made from 1m long lengths of balsa wood. 12.7mm sheet was cut to width and cemented between two 12.7mm x 12.7mm triangular sections. This was cut to length and glued inside a 1mm card wrapper which has a section at the top for a balustrade balcony.



Grant Alderson

The South Terrace with 3-D bays, stairs and fencing greatly improve the flat printed fronts.



Final reflections...

So, what do we conclude from our first attempt at creating a real location? Foremost, it was worth making detailed plans and finding sources of information, especially photos, to give us confidence that we would be able to complete our project. Secondly, it greatly helped that members of the group were willing to embrace new techniques and materials that allowed us to produce more accurate and detailed models. It has taken longer than we expected, but none of us wanted to accept lower standards just to finish it as quickly as possible.

There is a feeling of immense pride in being part of a team that is close to completing an accurate scale depiction of the real Kensington Addison Road as it was in the mid-1920s, even though very few other people will know whether we have got it right!

BRITISH RAILWAY MODELLING

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What we used

Dapol: Telegraph poles

Ratio: Telegraph poles

Express Models: twin arm telegraph poles and separate insulators

Humbrol:

RC415 Pullman umber brown matt

RC401 Dirty Black Matt

22 White Gloss

87 Steel Grey Matt

53 Gunmetal Metallic

E Z Line fine green

0.3mm Jewellers aluminium wire

Milliput

Staples, superglue, 40 thou. plastic microstrip, electrical wire, steps cut from

How to...

IMPROVE YOUR TELEGRAPH POLES

Modeller Paul Kirkup shares his advice for getting the best results from unassuming plastic telegraph poles, and the correct placement thereof.

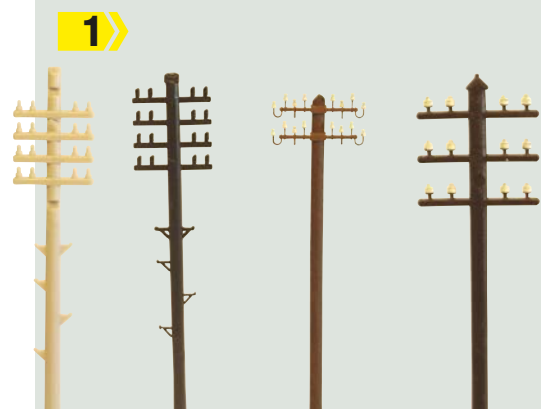
Until the rationalisation and de-staffing of branch lines in the 1960s, telegraph poles were an integral part of the railway scene. Who remembers being almost hypnotised by the regular rise and fall of the wires as you gazed out of your comfortable carriage window, accompanied by the rhythmic noise from the rail joints?

Adding telegraph poles and wires to a layout set in an era when they would have been part of the scene adds scale, height and an extra dose of realism. Instead of planting

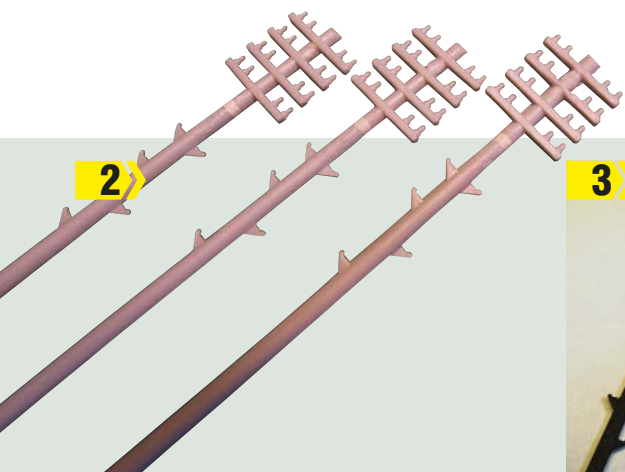
them straight from the packet, with a little effort you can easily add more detail to ready-to-use poles and make them reflect their location on your layout more correctly.

Dapol (ex-Airfix) plastic moulded poles, and the highly-detailed Express Models poles can be modified, customised and painted to achieve an individual appearance.

Although I've concentrated on Dapol poles here, the same techniques can equally apply, with slight modification, to those made by Ratio as well. ■



These are ready made models. From the left – Dapol, Ratio, Express Models and Peco. The Dapol kit comes with extra arms if you need them, and Express Models makes a range of poles with different numbers of arms. I've used the two-armed model and their separately available insulators.



2

For a branch line, only a few wires are needed, so I've cut the top of these Dapol poles off at the rebate in the moulding. The lower rebate has been filled with Milliput and filed smooth.

3



For a busier route I've added the two extra arms to the Dapol pole on the left. These are painted with a mixture of Wilko 'Java Bean' and black Acrylic paint.

4



A big improvement is simply to paint the moulded insulators white, and the edges of the step irons Humbrol Matt 87 to represent galvanizing.

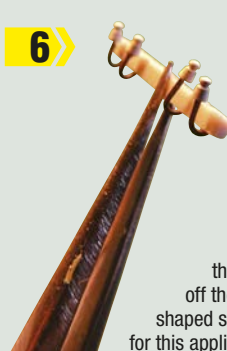
Where the arms needed support to prevent misaligned wires, metal strapping called combiners, or braces, was used. This is one arrangement. I painted some 0.3mm jewellers aluminium wire grey and superglued short lengths to the cross arms.

5



Where the telephone lines needed to branch off to serve another pole route, or building, cross arms were fitted at 90 degrees. I've filed rebates in the pole for these.

6



Using the extra cross arm provided by Dapol, I've cut away the moulded insulators, and superglued in some of the 'J' shaped insulators I cut off the Express Models pole. 'J' shaped spindles were commonly used for this application.

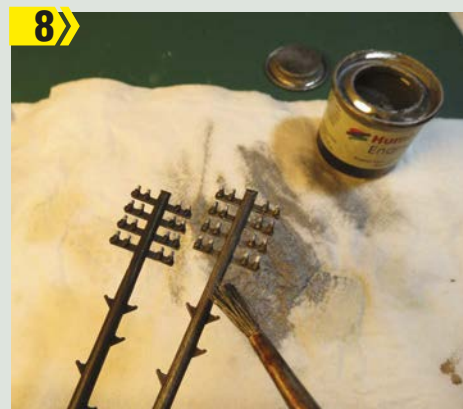
7



Insulators are quite large, so to 'beef up' the moulded ones on another pole I cut 1.5mm long lengths of white strand electrical hook-up wire. For Ratio poles, thinner, single-strand wire with a diameter of around 1mm over the insulation is about right.

Before adding the 'insulators' the spindle moulding was painted grey.

8



Although newly creosoted poles are dark brown, in a year or two the wood weathers to a silvery-grey. I replicated this by dry brushing with Humbrol Metallic 53 'Gunmetal'. The side of the pole facing north could have some green/light brown added to represent lichen and moss growth.

9



Express Models poles are much finer, using what appears to be an etched fret for the cross arms. I removed the 'J' spindle insulators for plain pole routes, it looked too 'fussy'. I saved these for reuse.

10



As with one of the Dapol poles, I added a cross arm at 90 degrees to the others. For this one I used a piece of 0.040 x 0.040in microstrip, drilled four holes 0.5mm diameter and reused some of the previously removed 'J' insulators, before attaching the arm with superglue.

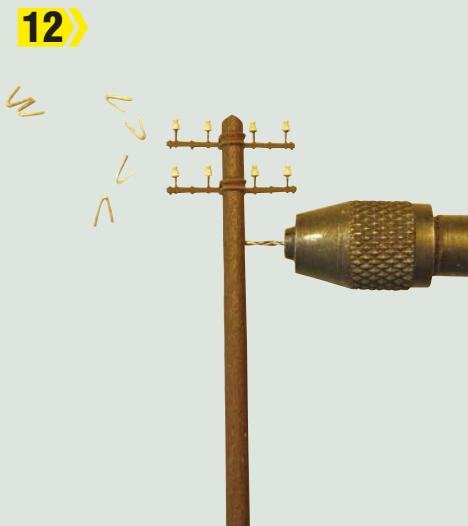
11



Detailed they may be, but no step irons are fitted. I tried fitting these two ways. For this pole I cut off the finely moulded steps from a Ratio pole and used superglue to attach them to the Express Models pole.

I also tried making my own step irons from No. 10, or 'Bambi' staples.

12



I marked out and drilled the pole with a 0.65mm drill and attached them with superglue. Although I made them as small as I could, they are still a bit large.

High Wire Act

Thanks to Paul Kirkup for directing our attentions to the website of the 'Telegraph Pole Appreciation Society', where you'll find useful prototype pics (check out 'Pole of the Month'), pole society ephemera in a dedicated shop and no small amount of wry humour. See www.telegraphpoleappreciationsociety.org for more.

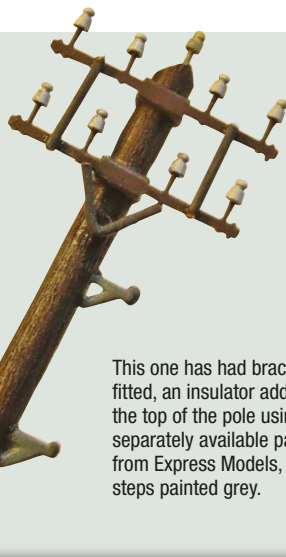
PRACTICAL BRM

13»



The completed pole with the arm painted brown and the steps grey.

14»



This one has had braces fitted, an insulator added to the top of the pole using the separately available parts from Express Models, and the steps painted grey.

16»



Once the poles have been 'wired', you can add staying wires to help keep the pole vertical. These should include a representation of the stay tensioner, which can be made from a piece of thin wire, folded in half and painted. The stay wires themselves can be made from thin grey cotton, or E Z Line.



Add some grass or weeds to the bottom of the pole, and your layout's telegraph system is all set to send and receive messages!

15»



After 'planting' the poles on a layout, 'wires' can be added. I used fine, green E Z Line, a thin, elastic thread. The 'wire' is glued to an insulator at one end of the run with a tiny drop of superglue applied with a cocktail stick.



Telegraph poles are predominantly wooden structures, there's still a surprising amount of metal hardware used throughout. Each pole has its own distinguishing features too, making them ideal modelling subjects for customisation. Ideal for adding alongside your branch or main lines.

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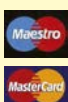


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PENMAENPOOL

Professional modelmaker **Geoff Taylor** introduces his new layout, a scenic masterpiece set on the Ruabon to Barmouth route in BR steam days.



Factfile

Layout name: 4mm:1ft scale, 16.5mm

Scale/gauge: OO

Size: C

Era/region: BR Western Region 1948-63,
BR(LMR) 1963-65

Location: Merionethshire

Layout type: End-to-end section of a larger
layout

Power/control: 12V DC analogue

Words: Geoff Taylor

Photography: Andy York



One of the key factors for Geoff was to ensure that ready-to-run models could be used wherever possible. As it turned out, much of what he needed was available or released during the layout's construction. A Bachmann Ivatt 2MT 2-6-0 rolls along the water's edge towards Penmaenpool platform with a local train formed of BR MK1 stock.



BR 4MT 4-6-0s were the largest locomotives seen on the line. No. 75033 eases across the approach to the toll bridge with a Barmouth-bound express.

Penmaenpool station is only a part of my 'work in progress' layout, which also includes Barmouth Junction, Dolgelley goods yard and a long scenic section. The real station closed in 1965 and was situated on the line from Ruabon to Barmouth in former Great Western territory. The section from Dolgelley to Barmouth was built by the Cambrian Railways before being absorbed by the GWR. Although BR Western Region took over in 1948, the line was managed by the London Midland Region from 1963 until closure. It was mostly single track, except at some stations along the route, where there were two platforms and passing loops. Along the route were many reverse curves and from Dolgelley (the name used by the railway - the town is now referred to by its Welsh name, Dolgellau), the track hugged the side of the River Wnion and then the Mawddach up to the estuary mouth at Barmouth Junction. With this proximity to the water, the many bridges and embankments had to be strengthened from time to time and eventually forced an earlier than planned closure of the line.

ATTRACTIVE SETTING

Penmaenpool had a rather attractive station building and unlike most stations, it wasn't attached to a platform, but was totally separate. To get to the Up platform, passengers had to cross the tracks and a small road. For the Down platform, they had to cross the road and then a siding to get to the platform. There was a very small goods shed, a signalbox and surprisingly, a two-road locomotive shed.

A very nice looking toll bridge crossed the river at this point and the road from it went right across the line between the station building and platform. Another feature was the 'George Hotel', situated very close to the track, further adding to the marvellous setting. This hotel had the main road running right behind at roof level with the ground rising very steeply from that. So all in all, a fantastic scene that just cried out for a model to be made of it.

The largest locomotives used on the line were ex-GWR 'Manor' 4-6-0s and BR Standard 4MT 4-6-0s. A variety of smaller locomotives was also seen on the line, such as GWR 43XX 2-6-0s, 'Collett Goods',

Collett 58XX 0-4-2Ts, 'Dukedogs', 74XX Panniers, Ivatt 2MT 2-6-0s, BR Standard 3MT 2-6-2Ts, 4MT 2-6-4Ts and 4MT 2-6-0s amongst others. Diesel railcars were seen from the late-1950s, especially in the summer months, working excursions from industrial towns in the Potteries and the Midlands. Although the stock is mainly Bachmann with a few Hornby models, I



A hotel guest looks on as kitbuilt 'Dukedog' No. 9022 passes.



Ex-GWR 45XX No. 4569 is in charge of a short pick-up goods heading for Dolgelly. Lush greenery, exquisitely made by Geoff, envelops the line and the attractive timber-built locomotive shed.



do have a very nice 'Dukedog', built from a kit by Jonathan Matthews well before the Bachmann model came out.

Before I decided to build 'Penmaenpool', I looked at what rolling stock was needed and was pleasantly surprised that Bachmann and Hornby could supply most of the locomotives and coaching stock for the route. In fact, even more of the items I originally wanted have appeared in RTR form over the last few years. For me, this was essential as I only really make models of buildings and scenery and don't build locomotives or stock. Everyone is good at something and for me, it is architectural modelling. The only locomotive I've built was an LMS 'Mogul', a very long time ago. It never ran properly and I suppose I got a bit discouraged and never bothered again.

FRESH CHALLENGE

I've always liked the scenic side of model

railways and so it was this that I carried on with over the years. Many years later I took it up full-time and have never looked back. I had the trains so all I had to do was make the buildings and construct the scenics! I should add that I have weathered the stock, so at least I have not just taken them out of the box and put them on the layout!

This is the first layout I have built which is a model of a real station with nothing added to it. Other layouts that I've built have been made up to suit, so this was a different challenge for me. There are a few compromises, due to lack of space, but essentially things are in the right place and hopefully, it is recognisable as such. I could have built it to scale, but I chose to put other scenics in the space as well making the layout more interesting to operate. Also, it's the first layout I've ever modelled in the BR period.

I chose the entire period until the line closed because I wanted the variation in locomotives and coaching stock. I like most locomotives, especially GWR ones, but I won't run anything that didn't visit the line, so a 'King' is definitely out! Of course, when the session sequence is not in progress, I can run anything I like. Friends have brought over some of their locomotives and even a Southern Region electric has been seen!

PERMANENT WAY

Anyone who has built a layout knows there are many different aspects to building it and one of the main items is the trackwork. Fortunately my good friend John Bailey made the points for the other parts of the layout and 'Penmaenpool' was the last section to be built. He made them, using Templot software, nickel-silver rail, individual chairs and I was more than pleased with the result.

Ask the expert...

Q What's your solution for couplings that are both reliable in operation and discreet?



A Couplings are a problem for model railways and I've yet to see the perfect one! A variety of couplings are to be seen on the layout and Kadees have been used at either end of all my rakes of coaching stock. I have used the bar couplings supplied with Bachmann Mk 1s for the intermediate connections within sets. Sprat & Winkle couplings have been used for goods wagons that need shunting, but I haven't had a 100% success rate with them yet.

Geoff Taylor

to keep the weight down a bit. Also, the boards had to be designed and built to lift off in case of a problem underneath.

There are three boards making up 'Penmaenpool'. Each uses brass dowels and clips to keep everything together. All wiring, motors and servos are on a level with the station, covered by the steep sided groundwork.

Connectors for the wiring have been used to bridge the baseboard joints, which makes it easier to undo in order to remove the boards if the need arises. All this means that it is quite portable and at one stage, I did briefly consider taking it out to shows. I decided against that, but if I move house, I can at least save 'Penmaenpool', but not most of the rest of the larger layout.

SCENIC SPLENDOUR

Where necessary, I use kits and other items from the vast range of bits and pieces now available and for 'Penmaenpool' I used the nice loading gauge kit, token apparatus kit and interior signal box kit from Ratio, as well as telegraph poles. The seat legs and locomotive and coach lamps were made by Alan Buttler of Modelu. Other items that were bought include the road vehicles and I was pleased to get a Ford Anglia, my first car after passing my test. The Bedford OB coach



I used SMP plain track on the rest of the layout and was going to use that on 'Penmaenpool' too, but John had other ideas! He planned to make all the points using the same method with ply sleepers, so suggested I making the plain track in the same manner. This was very time consuming, but the end result was worth the extra effort. Under his guidance, I managed to make the track and I think it looks great. For my fairly small model of Penmaenpool station, this method was definitely better, but I don't think I would have built a larger layout in the same way.

For the ballast, I used two different shades of Woodlands Scenics stone (see page 98), brushed in place, sprayed with water and a few drops of washing-up liquid and then I dropped diluted PVA all over and left it to set for 24 hours. There will be a few areas where the glue hasn't quite got to all of the ballast, but just keep following the same

method until it looks OK. It is a tedious job, but for me, if done a little at a time, it's the best method. A very diluted matt black was applied afterwards to weather the stone, highlighting where locomotives rest with oil stains. Away from the scenic sections, I used Peco Code 75 track for both points and plain track. This also includes the three storage yards which form the rest of the layout. Points are operated by Tortoise motors linked to LEDs on the control panel showing which way they are set.

QUALITY BASEBOARDS

The baseboards were built using good quality plywood. A lot of thought went into their design, as underneath 'Penmaenpool' is one of my storage yards. No point motors or loose wiring could be allowed to hang down. There are actually two boards to each section, because the track is on an embankment. Holes were cut in the frames

LAYOUT FOCUS

'Collett Goods' No. 2251 heads for Barmouth.



Geoff's exceptional eye for architectural detail is evident in this view of the toll bridge and its associated buildings.



00
GAUGE

was given to me by Geoff Kent and is the sort that actually would have been seen in the area on sightseeing tours.

The signals were made by Tony Geary. They all combine bits acquired from kits with added scratchbuilt parts. For the first time ever, I have fully working signals and ground signals. These are operated by servos and switched by levers on the control panel.

Much thought was given to the hillside above the layout, as all the electrics had to be above the baseboard, so this had to be designed to fit over each motor and all the wiring. It also had to be removable to ensure access to everything. There are in fact seven separate scenic sections, which run the length of the layout. One section needs to be lifted out first before the others. MDF was used to make the boxes and then in-filled with insulation material and covered in Woodland Scenics ground cover of various colours.

My trees are Seamoss, sprayed in brown and grey, coated in spray glue and cheap hairspray and then covered in texture, also from Woodland Scenics.

I thought about making my trees individually, but when I realised how many would be needed, I decided a quicker way was necessary.

The backscene is plywood, primed and painted using acrylics. Other parts of my layout were painted by an artist, but for



Surprisingly for such a small station, Penmaenpool boasted a two-road locomotive shed. Part 2 of this article next month will focus on the layout's buildings.



how did they do that?

For the river I considered materials and varnishes I'd used before, but because of its reasonably large area I needed to get it looking good. I experimented with various materials and also did a small test piece using acrylic sheet to see if that would work. I soon realised that this was going to be the best option, so then had to work out how to go about it.

Firstly I created a river bed with a grass and muddy bank. I painted the bed matt black first, followed with browns and dark greens and then put PVA all over and sprinkled on very fine sand, weathering powder and small pieces of slate. This of course obliterated the bits I'd painted, so I shouldn't have bothered!

I wanted the water to look as if it came halfway up the bank and so placed a small wood former around the area for the acrylic sheet to sit on. The bed was constructed as a slope up to this former. My next job was to prepare the clear acrylic sheet, by painting very thin washes of blue, grey and green acrylics and browns on the underside, followed by matt and satin varnish. The top of the sheet was also painted very slightly, but using more varnish.

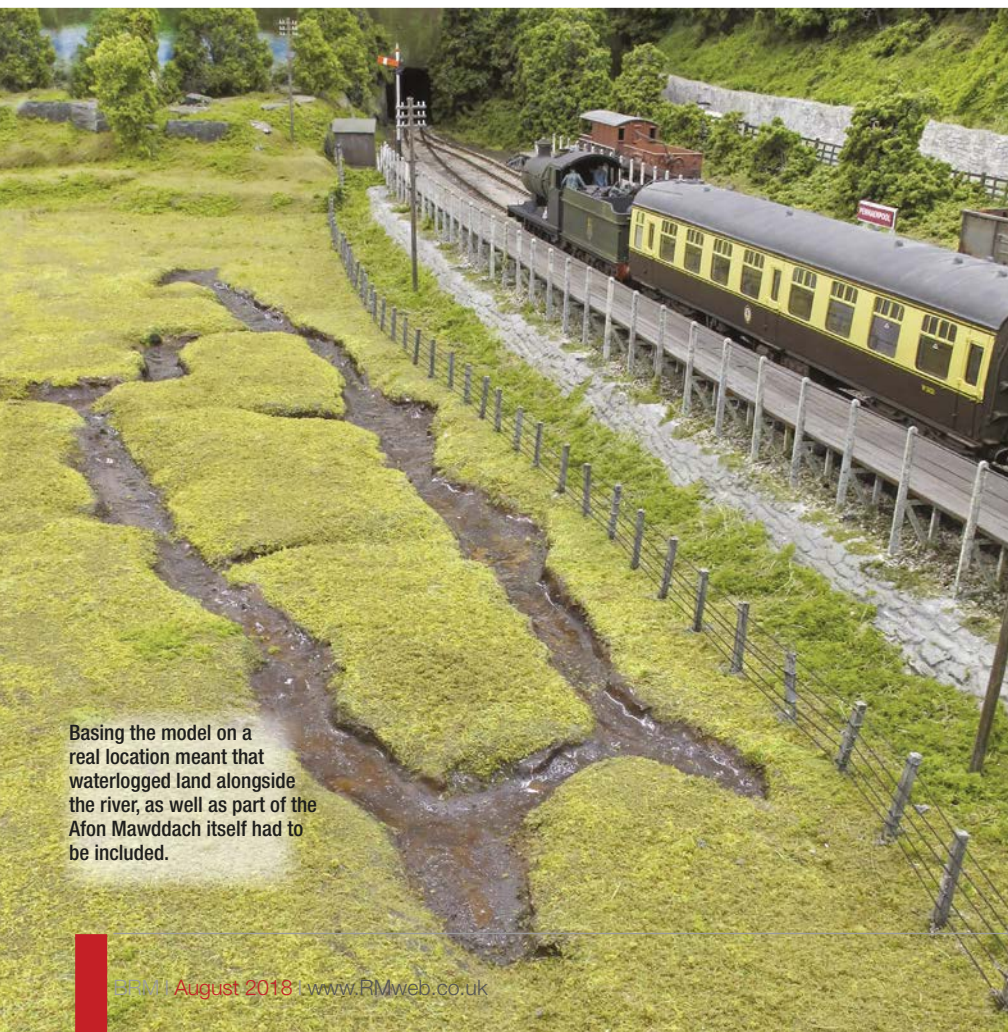
PVA glue was applied to the formers and the acrylic sheet carefully placed and weighted down. The rest of the bank could now be created, using the same sand, powders and slate, making sure that it looked as if the bank went right through the water. It was really make-or-break time, as I had



An interesting challenge was to model part of the river bank exposed by the falling tide.

never tried this method before, but I was pleasantly surprised at the result. The bank itself is made up by tearing up pieces of insulation board and glueing them down, which leaves rough edges. These were painted in browns, before the final scenic grass

was added. More pieces of slate, sand and weathering powder was used to get the desired effect.



Basing the model on a real location meant that waterlogged land alongside the river, as well as part of the Afon Mawddach itself had to be included.

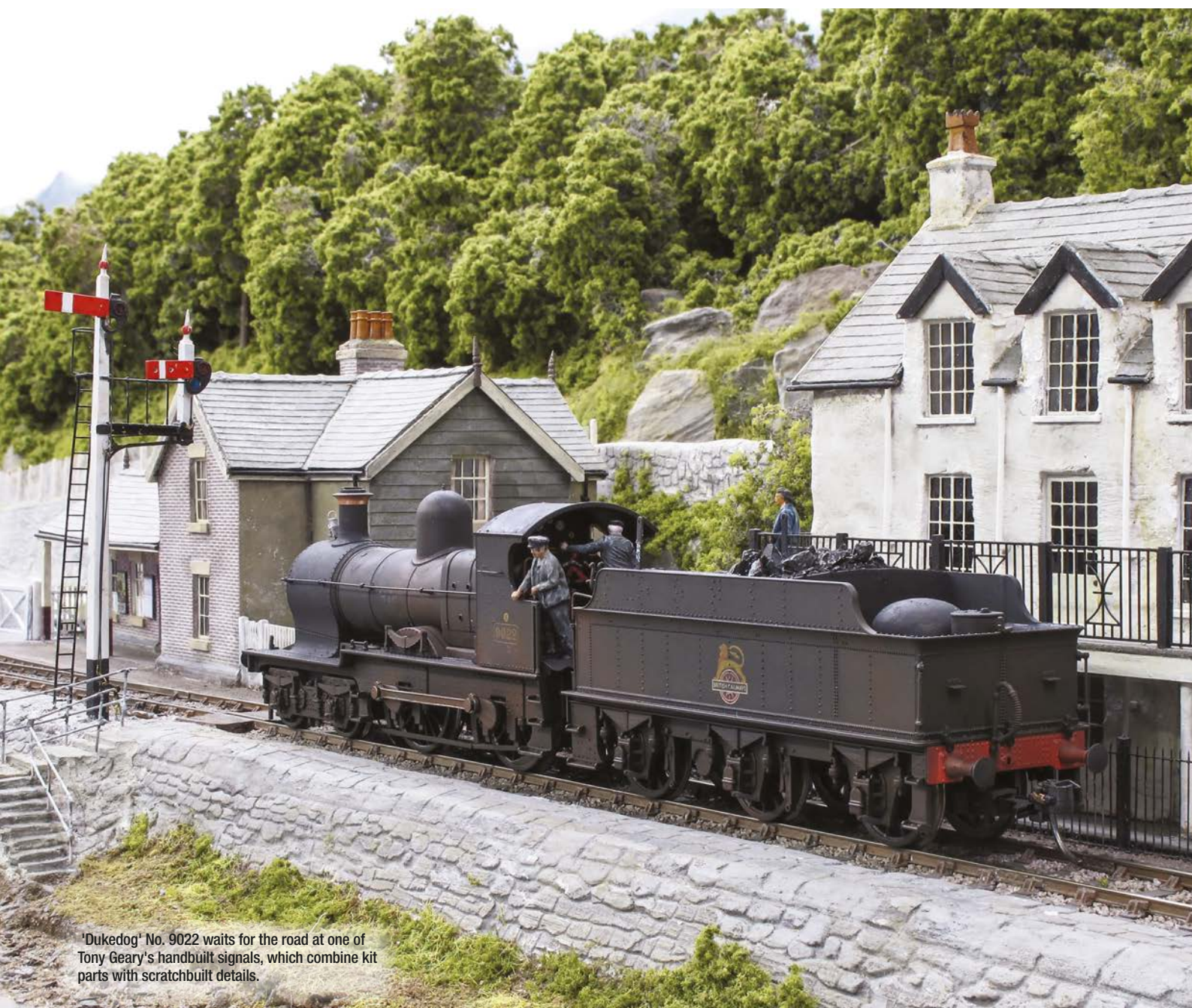
'Penmaenpool', I thought I would have a go myself. If it went pear-shaped, I would have to get someone else to do it properly. However, after making some rough outlines and putting paint to board,

I hopefully have a scene that is convincing. I've asked friends to be quite blunt and tell me if it's rubbish, but so far, no one has! Perhaps they think if they did, they wouldn't be invited back!

OPERATING SEQUENCE

My control panel was drawn on a computer and then sent to a sign printer, who printed it onto a thin metal sheet coated with plastic on both sides. I made a wooden surround and drilled holes for switches and the LEDs. The panel has been wired with a connector, so it can be removed if necessary. I was going to make a proper lever frame, but it would have been a bit vulnerable in the place it is situated, so small switches were used instead.

Trains run to a sequence, based on BR period timetables that I've acquired. But, bearing in mind that the service was fairly sparse, I have added a few more moves to make operating sessions more enjoyable. I



'Dukedog' No. 9022 waits for the road at one of Tony Geary's handbuilt signals, which combine kit parts with scratchbuilt details.

have a screen to show what the next move is and each page is changed on a laptop. The good thing about this is that the operators never know what their next move is!

Previously I had a card system, which was OK, but it caused some bad moves, because it was possible to get ahead of what was supposed to be happening. John Elliott came up with the screen idea. I had been looking for an alternative to the card system and when I saw him use it on his 'Bradfield Gloucester Square' layout, I realised it was just what I wanted. He came over to see the layout and offered to use my card information to make the sequence for the screens. I have since added things to the sequence and made it even better.

Apart from the two-coach shuttle, which works back-and-forth from Barmouth to Dolgelley a few times a day, all other trains are only seen once out and once back. The whole sequence takes approximately six hours, so if you operate it for a few hours, you won't see the same train again.

This has been a very nice project to make and it gives me enormous enjoyment when operating with others. I would like to give a big thanks to all my friends who helped make 'Penmaenpool' what you see now. There are small details which still need to be added, but it is more or less finished. Of course, 'Penmaenpool' is only one part of the layout, so you may see the rest in **BRM** later when it is finished.

Thanks also to Tony Geary for helping with some of the wiring, making locomotives and stock work better and of course, those lovely semaphore signals.

When I first started the layout, my friend John Bailey helped me enormously with the original wiring, point making, showing me how to make plain track, helping with making the baseboards and various other things, such as making a Comet Models chassis for a GWR 'Manor' 4-6-0. Sadly, he passed away at the beginning of 2015, so he never saw the finished layout. He is greatly missed, but there is a lot of John about, every time I look at 'Penmaenpool'. ■



Making your own trees is a great way to develop your skills and scenic creativity, as Michael Russell explains with a 'deluxe' tree for his municipal park diorama.

Fir trees are grown by the million to satisfy the needs of the paper industry and the Christmas tree market; they are also surprisingly common in household gardens and municipal parks. Because their trunks tend to be straight and erect, they are comparatively easy to make in model form. If you are planning to mass produce them, carry out the same step on each tree before you move to the next step. These instructions catalogue the creation of a 'deluxe' detailed tree. You can scale down the instructions to expedite building trees for the back of your layout where less detail is needed. For example, leave out the stages adding artificial hair and bark to the tree to save time and materials. ■

SHOPPING LIST

MATERIALS

- 1 Paintbrush (trunk)
- 1 Cocktail stick
- 1 0.3mm wire
- 1 Cyano glue
- 1 Superglue activator spray
- 1 Artificial hair
- 1 PVA glue
- 1 Acrylic paint
- 1 Hairspray
- 1 Static grass fibres
- 1 Dried tea leaves
- 1 Wood filler powder (Polyfilla)

- 1 Enamel paint
- 1 Matt spray varnish

TOOLS

- 1 Razor saw
- 1 Small hand drill
- 1 Drill bits
- 1 Wire snips
- 1 Barber's scissors
- 1 Mixing dishes
- 1 Spatula
- 1 Modellers' paintbrushes
- 1 Static grass applicator
- 1 Airbrush

How to...

MAKE A FIR TREE



Use a paintbrush for the trunk that is the approximate size of the finished tree. Cheap ones from a pound shop with a plastic or wooden handle will suffice.



Start by removing the ferrule and bristles with a razor saw. Invest in a mitre box, which will give you a safer, straighter cut.



Drill a 2mm hole and glue in a cocktail stick to use as a handle whilst you work on the tree. You can also retain this as an anchor when planting.



Twist 0.3mm wire to form the apex of the tree and superglue it into another 2mm hole drilled at the other end. Add some glue to stop the wire unravelling.



Start adding branches by drilling 0.6mm holes in the trunk. Drill a hole, turn the trunk through 90 degrees and drill a second just below the first.



Pass three wires through each hole and spread them out in a fan shape that is pleasing to the eye. Fix in place with superglue.



Wind artificial hair once round each branch, forming a pattern like a spider's web. Superglue each point of contact and use a spray activator to set the glue.



Now take barber's scissors and snip the hair at the midpoint between each branch. Also trim the needles so that they shorten towards the tip of each branch.



Repeat the last four steps, adding more branches until you have reached the lower reaches of the trunk. By now you should have a dense network of branches.

KITS FOR QUICK AND EASY TREES

If you're just getting started in scenic modelling, Woodland Scenics produces 'learning kits' which can help you develop various skills, including the making of trees. As well as being relatively simple, these kits offer a cost-effective and quick way to produce large numbers of trees. Ben Jones used pack TR1113, Realistic Tree Kit, which contains 24 coniferous tree armatures and a bag of dark green clump foliage. The process is as follows, or see brmm.ag/WoodlandScenics for a short video clip.

1. The plastic armatures need toning down. Spray with brown and grey aerosols, followed by a coat of matt varnish.
2. Twist the armatures to spread out the branches.
3. Coat the branches in PVA glue and leave for 15 minutes until the glue becomes tacky.
4. Put all the clumping foliage in a bowl and simply dip in your tacky tree armature. On removal, you will have a tree!
5. Shake off any excess, or add more foliage and finish off with a sprinkle of WS 'fine turf' to vary the colour and texture.



10»



Now paint on a mix of PVA and filler starting at the top and working down. You can add some suitable acrylic paint to pre-tone the mix if you wish.

12»



Add highlights to the trunk by dry-brushing with a light colour. I used Lifecolor acrylic UA705. Lifecolor paints are available in many shades from airbrushes.com.

14»



Add the needles. Spray the tree with hairspray (avoiding the trunk) and use static grass and an applicator. I used Jarvis summer mix (JHG2) for my needles.

11»



Before the bark mix dries, sprinkle on dried tea leaves to give the trunk a more realistic texture. Now leave the tree to dry completely.

13»



To bulk out the twigs, add some static grass. I used Noch 07101 (beige 6mm fibres). Use cheap hairspray as an adhesive and spray from the top or bottom.



Trim the branches to shape to remove any bits that don't look right and give a better overall shape. Hairdressers' scissors are best for this.

MICHAEL'S 6 TOP TIPS FOR ABOREAL SUCCESS

1. When adding static grass to a tree, do so in front of a window. The light will show up the fibres as they fall so you get some idea of the coverage
2. Britain is a damp place and branches and trunks are a darker green than you probably realise
3. My bark mix is made from PVA glue and wood filler such as Polyfilla. Add sufficient filler to the glue so that the mix doesn't run when you apply it to the model
4. Ensure that you have excellent light for your modelling. Work next to a window, in a conservatory or a greenhouse. If the weather is decent then take your modelling outside
5. Ensure there is adequate ventilation. Place any items that are drying in another room so you reduce your exposure to fumes
6. Model trees will acquire dust and are difficult to clean. Cover your layout with a sheet when it's not in use.



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W www.gaugemaster.com

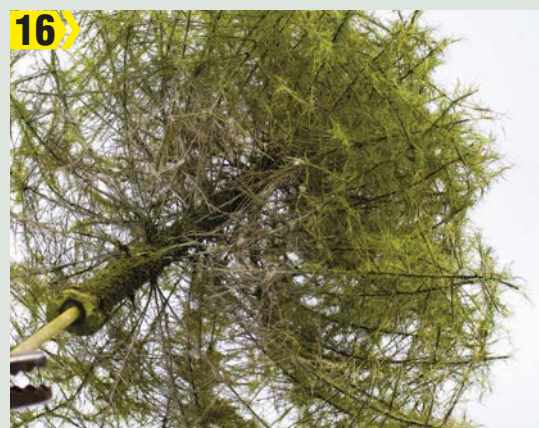
LIFECOLOR PAINTS
T 01903 767800
W www.airbrushes.com

15



Tie the colours in with a blast of green from an airbrush. I used Humbrol 150. Concentrate on the trunk and visible branches that the needles haven't covered fully.

16



The needles on the inside of a tree like this are mostly dead. Spray a light brown colour up the centre of the tree to represent these. I used Humbrol No. 250.



Seal the tree by spraying all over with a generous coat of matt varnish. This will keep the needles and static grass fibres in place.



PRACTICAL BRM

How to...

CREATE REALISTIC LINESIDE SCENERY

Simon George explains how he is bringing a typical British winter look to his O gauge layout

It's a fact that should you wish to set your layout in anything other than the height of summer - or an Alpine winter - there is little available commercially to give a realistic result. Here in 'Blighty' we spend at least a third of the year having to put up with damp, cold and generally miserable weather, yet most of us don't really consider modelling in anything other than the summer months.

However, as I'd spent many weeks as a child in the early-1980s perched on a fence in the bitter cold at the real Heaton Lodge Junction, or getting well and truly soaked while 'spotting, I couldn't imagine setting my O gauge model in any other conditions than how I remembered it.

This presented a few challenges; primarily the lack of materials from the usual scenic suppliers. In this article for BRM's 'Scenery Special' I'll describe some of the numerous techniques and materials with which I've experimented over the last couple of years (prior to Heaton Lodge's ongoing construction), to achieve the authentic 'feel' so vital to a finished model.

STATIC GRASS

Achieving stunning results with static grass is really not too difficult but there are a couple of benchmark steps during the process that must be included (and are often missed) for a spectacular result.

I can't speak highly enough of Giles Favell's video tutorials on static grass application on YouTube, or indeed Gordon Gravett's fantastic book *Modelling Grassland and Landscape Detailing* (published by Wild Swan) which has become something of a 'bible' to me.

Colour, like water, is almost impossible to scale down and last winter I proved this to myself by going to the trouble of taking a selection of grasses from the real Heaton Lodge Junction and having them scanned in a colour spectrometer machine to give a Pantone reference - a calibrated shade in the form of a code.

That was then used to obtain paint mixed to order in a local DIY store which I then sprayed on to bleached static grass. Result? The colour was way too bright on the model! Toning down the shades by three or four times, I ended up somewhere near what the eye interprets as extremely realistic.

After experimenting with a huge range of shades and makes available commercially, I settled for a combination of 60% MiniNatur



Bare trees are essential for a winter scene in northern England and can be made by adding DAS modelling clay to wire armatures.

'Late Fall' and 40% Noch Wilde Grass in beige mixed together.

Varying this combination over the length of the model really gives super results. It is vital to liberally sprinkle either sieved or dried real earth, or better still 'Treemendus' 'Earth Powder' super silt, which is available commercially online. To fix everything, I simply use neat PVA and then spray the finished article with lots of cheap matt varnish acquired via eBay to really seal it in.

MiniNatur products are becoming hard to obtain in the UK but the German company offers delivery direct to the UK via its own website and payment via PayPal.

Grass, especially in winter, does not grow to uniform lengths. To mimic this I lay a piece of card with large random holes over the finished grass. Give the holes with the

SHOPPING LIST

MATERIALS

- I Humbrol No. 5 Dark Admiralty Grey (Gloss)
- I Green and brown gloss
- I Steel metallic shade
- I Gloss varnish
- I Talcum Powder
- I Sheet of plywood (approx 3/4mm)
- I Sheet of card (available from Hobbycraft etc)
- I Superglue or hot glue gun
- I Etched drain covers or grates available commercially in most scales
- I Shellac sealant
- I DAS air-drying clay
- I Sheet of Perspex (for puddles)
- I Dark weathering powders

TOOLS

- I Craft Knife
- I Steel ruler
- I Various weights or better still, clamps





Still running as a six-car set, a Class 124 Trans-Pennine DMU heads towards Mirfield on a wintry March 14 1967. SIMON GEORGE COLLECTION



Pebbles were randomly placed to give a natural 'lumpiness' to the ground before PVA glue and grass were added.

grass poking through a good spray with the cheap matt varnish and repeat the process of laying static grass again. Sprinkle on a bit of Woodland Scenics 'Burnt Turf' fine flock on this longer grass and *voila!* You'll have grass to be truly proud of!

I should point out that I rarely lay static grass on a flat surface either. After spreading PVA on the area to be covered I often sprinkle small pebbles onto the surface of the glue. After making sure the pebbles are well and truly covered too, only then will I start the grassing process. This gives the tufts and undulating effect seen often with real ground cover.

If I was modelling the height of summer I would only tweak the shade combinations mentioned above. Subtlety in colour is absolutely the key to successful static grass in my opinion.

ROAD CONSTRUCTION

Roads are often left to the last minute and not really given enough consideration, in my humble opinion, but a little more time in the civil engineering department can yield

Ask the expert

Q How did you manage to model the dead leaves that collect at the lineside, and the spidery brambles that are so often seen alongside railway lines in the winter months?

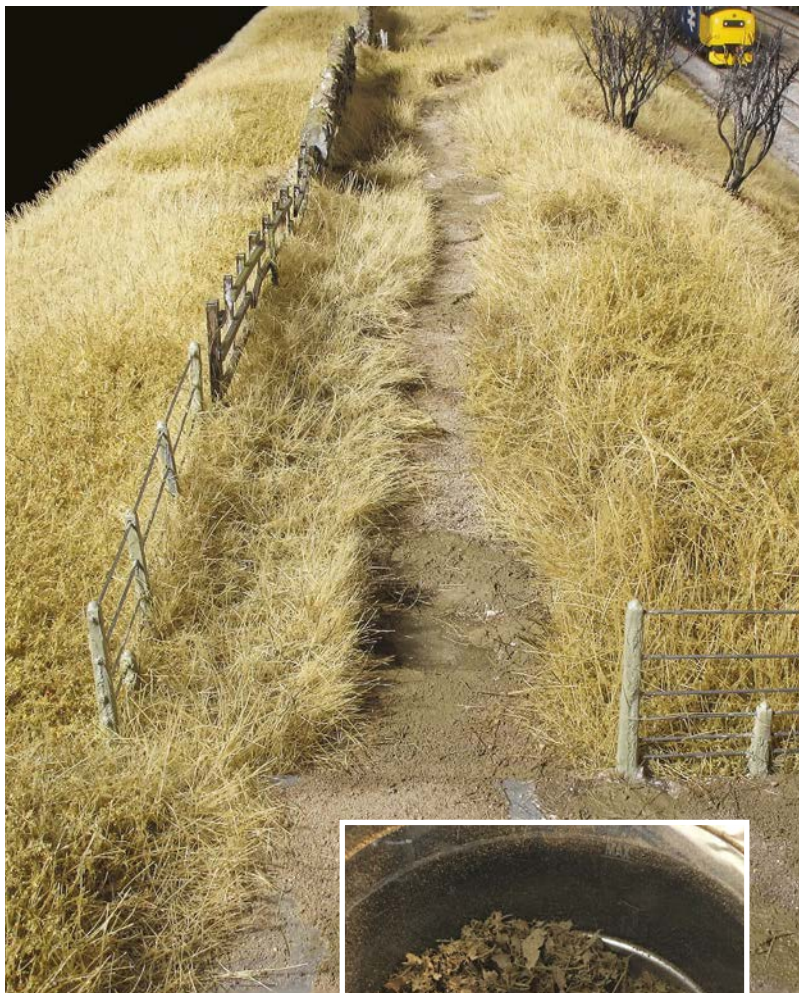
A A December at Heaton Lodge Junction sees mountains of dead leaves filling the exposed and broken concrete trunking as well as coarse clumps of brambles that could easily grow to head height.

Such sights are common on motorway embankments as well as railway linesides and I'd racked my brains for months, trying to use dried tea leaves and goodness know what else to get the correct look for both the above. It was all to no avail.

Walking the dog up a country lane one November morning, I filled a carrier bag with real dead leaves, just on a hunch, and discovered that by stripping the leaf off the spine and sticking the result in a cheap coffee grinder for 20-30 seconds (depending on what gauge you model in) the result perfectly reproduces real dead leaves - because of course that's exactly what it is!

Sprinkling this beside and into concrete trunking and securing with dilute PVA once again gives a cracking result and leaves the viewer in no doubt as to what it is.

I don't really get on with rubberised horsehair for the brambles, finding it a tad too coarse for my liking. I use Postiche - real hair in a sort of a plait which can be teased out. It's available from suppliers such as Green Scene. To finish it off, grind the same leaf material for another ten seconds or so to produce an even finer powder, sprinkle it on the matt varnish soaked Postiche and the result should be exactly what you are looking for.



PRACTICAL BRM

spectacular results. Don't forget if you intend to exhibit your layout a well-laid road will attract as much attention as well-laid track.

Once again Gordon Gravett's book was extremely useful here; it has one of the most detailed step-by-step guides to achieving a stunning result - a technique I've modified slightly to suit the winter setting of 'Heaton Lodge Junction'.

Cut - preferably with a jigsaw - the shape of your road from the plywood sheet. Use the plywood road as a template to make the same shape from card using the craft knife. Cut a thin strip of plywood or thick card (around 2-3mm thick) and glue down the middle of the full length of the plywood road to form a camber. Place the card shaped road

over the plywood road and glue down at the edges using superglue or a hot glue gun. Next, paint the card road with the Shellac to seal it.

After the shellac has dried, paint it neat with Humbrol No. 5 Dark Admiralty Grey. To add further texture, sprinkle talc liberally over the whole road while it is still wet, and leave to dry overnight.

Once it's dry cut around the grates and manhole covers with a knife a hole in the (card) road and random holes around 5-10mm (depending on your scale) at the edges of the road to replicate puddles where water gathers in depressions.

Prime and then paint the grates a metallic colour and leave to dry. Paint random bits of

Perspex 2-3cm square (broken off the sheet with pliers) a grey green shade on one side and leave to dry.

Insert the grates and 'puddles' into the pre-cut holes and fill in the depth difference with the road surface with a small amount of clay.

Once it has dried, touch in the clay with a little more Humbrol No. 5, then brush the road with dark weathering powders repeatedly to tone everything down.

If you really get the road building bug, mark out 'T' shaped 'trenches' with a craft knife and ruler at random, paint a slightly darker shade with a fine paintbrush before sprinkling on the talc to replicate areas that have been dug up and relaid by contractors. ■



Two British classics: a Ford Capri provides a warm place for a bit of train spotting as a Class 40 rumbles past. Note the attention to detail in the road surface and layby. ANDY YORK



LEFT: Cheap matt varnish can be used to fix static grass in place.



Scruffy trees, piles of dead leaves and brambles help to create the right look for a neglected corner by the railway. ANDY YORK

Heading back to the Yorkshire coalfield with empty MGR wagons, 56127 passes the remodelled junction on March 8 1986.
M McNICHOLAS



DAPOL 'B4' FIRST LOOK & NEW MODEL UPDATE



This month sees Dapol's 'B4' 0-4-0T arrive with stockists in a choice of five liveries.

Initially spread across the London and South Western's docklands, particularly around Plymouth area, the L&SWR 'B4' Class became synonymous with Southampton after the Railway took over ownership of the docks. A variety of cab styles can be found in reference images, but Dapol's models have the later cab style apart from 'Normandy' which is depicted as preserved. Many of the class featured names of Channel Islands or ports in Brittany and Normandy served by sailings from the docks. The initial twenty Adams' designed fleet was increased by a batch of five Drummond K14/B4 locomotives with Drummond-style chimney and a cab roof with a more pronounced curvature. Dapol's models are of the first batch of 20.

The locomotives had heavy workloads during WW2 and rather than face substantial rebuild costs, the Southern Railway took the opportunity to buy surplus USA S100 tanks which saw several B4 locomotives sold off into industry including five to Stewarts & Lloyd for use at their Bilston steelworks.

Dapol's B4 measures 99mm in length and 45mm in height with a short wheelbase of 27.5mm making it ideal for tight curvature dockyards and industrial scenes.

Locomotives produced are: Southern black with sunshine lettering 'Normandy' - as preserved (ref: 4S-018-001), L&SWR Southampton docks chocolate brown 'Caen' 90 (ref: 4S-018-002), lined southern black 88 (ref: 4S-018-003), BR early crest as 30080 (ref: 4S-018-004) or late crest as 30096 (4S-018-005). A Dapol Collectors Club exclusive in L&SWR lined green as No. 91 (ref: 4S-018-006) is also being produced.

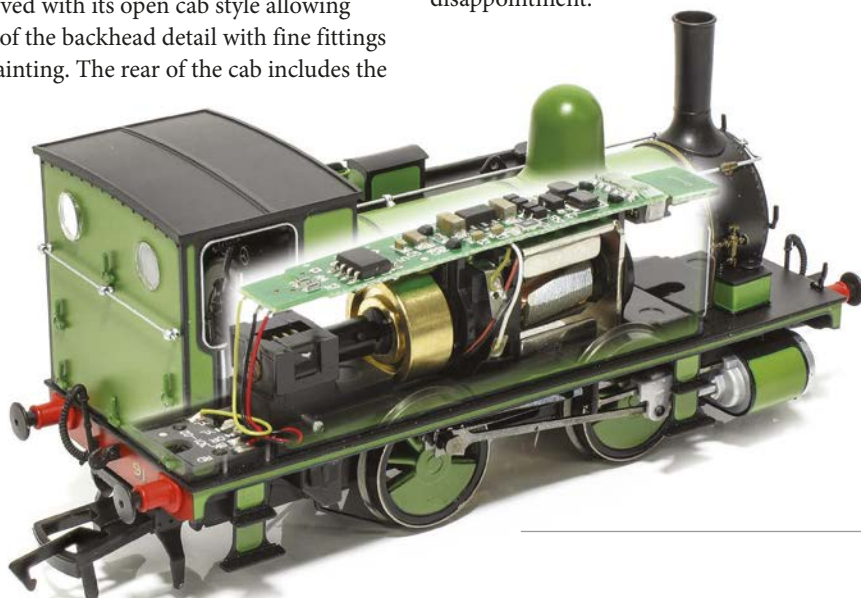
Different buffer styles are catered for – the L&SWR version is fitted with smaller-headed buffers with a centre dimple, the chimney is of a fluted style alluding to an earlier style.

Also seen is a model of 'Normandy' as preserved with its open cab style allowing views of the backhead detail with fine fittings and painting. The rear of the cab includes the

awkward looking circular bite out of the arc on the fireman's side which was necessary to comfortably rotate the brake winding handle.

Dapol includes a pair of replacement couplings for the NEM socket, buffer-beam valances and detailing, headcode destination transfers and cosmetic screw couplings. Models have been produced in DCC-ready guise with a 6-pin socket or DCC-fitted and models feature a firebox glow.

At 92g, and suitable for first radius curves and eras two to five, these models are proving popular and several DCC-ready variations are selling out with retailers, so ordering now (RRP £110.00) is recommended to avoid disappointment.





Model: O Gauge Five-Plank Coal Wagon
Expected: Q3 2018
Features: Sprung buffers and couplings, compensation beam, RCH 1887-specification, made in UK



Model: O Gauge Seven-Plank Coal Wagon
Expected: Q3 2018
Features: Sprung buffers and couplings, axle boxes and brake shoes embossed with 'Gloucester' wording



Model: O Gauge 45XX 2-6-2 'Prairie' (Lionheart)
Expected: Q3 2018
Features: Front and pony truck operated on a cam system, sprung buffers and couplings, backhead detail



Model: O Gauge Mk1 Coaches (Lionheart)
Expected: Q3 2018
Features: Sprung buffers and couplings, brake gear on both sides, Lionheart close coupling mechanism and corridor connector, capable of negotiating R2 curves, diecast bogie frames, under-frame detailing. 90 versions in total.



Model: O Gauge Lime Van
Expected: Q3 2018
Features: Sprung buffers and couplings, brake gear on both sides, compensation beam, made in UK



Drivers End



Guards End

Model: O Gauge Class 121 DMU
Expected: Q4 2018
Features: Three different buffer, exhaust and chassis types, interior detailing and DCC sound option



Model: N HIA Limestone Hopper
Expected: Q3-Q4 2018
Features: NEM pockets with self-centring couplings



Drivers End



Guards End

Model: O Gauge Class 122 DMU
Expected: Q4 2018
Features: Three different buffer, exhaust and chassis types, interior detailing and DCC sound option



Model: OO Gauge 'Turbot'
Expected: Q3 2018
Features: Sprung buffers, interior floor, door and stanchion details. End step and lamp bracket detail



Model: O Gauge Salt Van
Expected: Q3 2018
Features: Sprung buffers and couplings, brake gear on both sides, compensation beam, made in UK



Model: O Gauge Y1/Y3 Sentinel Shunter
Expected: End Q3 - Start Q4 2018
Features: Glowing fire light effect, sprung buffers and couplings and DCC sound option

PCV WAGONS 'IN PROGRESS' SAYS ACCURASCALE

Accurascale is to produce models of the Associated Portland Cement Manufacturers (APCM) Cemflo/PCV wagons in OO gauge. A total of 285 of these bulk cement wagons were constructed for APCM between 1961 and 1965. When introduced, they carried the company's Blue Circle Cement branding. The models are to be the manufacturers second ready-to-run wagon, following the recent release of its recent HUO wagon.

The first lot of wagons were built by the Gloucester Railway Carriage & Wagon Company, the later batch and chosen prototype being manufactured by Metropolitan-Cammell. The wagons were known for their use on cement trains from Cliffe, near Gravesend in Kent, to Uddingston on the outskirts of Glasgow. The trains of over 30 wagons were often hauled by pairs of BRCW Type 3 (Class 33) diesels of BR's Southern Region as far as York. With reversals required as it made its way around London, the trains were notable for having a brake van at either end.

Cemflo wagons were also used to haul cement from Holborough Cement Works in Kent's Medway Valley to Widnes in Lancashire. By 1969, the Cemflo fleet migrated north, where they handled traffic from Eastgate in Durham, Hope in the Peak District and Oxwellmains works near Dunbar in Scotland. Cemflos from Eastgate served Grangemouth

and the APCM terminal at Sunderland South Dock, while the wagons assigned to Hope served Dewsbury and Widnes. Meanwhile, Cemflos from Oxwellmains carried cement to Aberdeen, Dundee, Grangemouth, and Uddingston. Class 25s, 26s, 27s, 31s, 33s, 37s, 40s, 45s, 47s, 9Fs and A4s were observed hauling Cemflos during their time in service, until the last example of the Cemflo fleet was withdrawn in 1988.

A Met-Cammell-built example survives on the Darlington Railway, from which Accurascale conducted a survey of the wagon earlier this year and would like to thank the society for facilitating the surveying of the prototype.

CAD work is complete and tooling will shortly commence. The manufacturer is to produce seven packs of three wagons in pre-TOPS condition and six packs in TOPS guise. A single wagon pack is also to be offered in both pre-TOPS and TOPS condition. Delivery is anticipated for late October 2018 for pre-TOPS, and December 2018 for TOPS packs. Triple packs are to retail for £73.95, or £25.95 for single wagons. Customers who pre-order a pre-TOPS and TOPS rake from the Accurascale website before stock arrives are to receive a single wagon at no extra cost. Read **BRM** for further updates.

W www.accurascale.co.uk

INTERNATIONAL N GAUGE SHOW

The largest annual gathering of N gauge layouts and traders is set to take place on September 8 and 9, as Warwickshire Event Centre near Leamington Spa welcomes the International N Gauge Show. Visitors can expect over 30 layouts ranging from modern image, steam, and continental to American layouts, supported by society displays and demonstrations.

Doors open at 10.00 both days, closing at 17.00 on Saturday and 16.00 on Sunday (last admission one hour before closing). Book your tickets today on its website.

W www.ngaugeshow.co.uk



TV STAR OPENS NEW LINE AT PENDON

Antiquarian and author, Paul Atterbury formally opened the new 'Bristol Line' at Pendon Museum, witnessed by an invited audience representing local organisations, museums and volunteers involved with the Trusts' work.

To much applause following the cutting of the tape on June 27, the 'Bristolian' express was the first train to run across the tracks in the 'London' direction.

Pendon Museum is renowned for its detailed 1:76 scale models used to represent life and transport as it was in the Vale of White Horse – between Abingdon and Swindon – during the 1930s.

The museum trust is to celebrate a double milestone in its 64th year, with the opening of the new line and Museum Accreditation status. To see the new exhibit, visit the museum on High St, Long Wittenham, Abingdon OX14 4QD

W www.pendonmuseum.com



HORNBY PROGRESS REPORT

An update was shared with visitors to the Hornby website this month via its 'Engine Shed' blog. It's J36 Class locomotive last seen in February as an early EP has been shown by means of another sample, this time with a die-cast metal body. Hornby has reported that its team is pleased with the model which is expected to head to the decoration sample stage soon. Images show the body, dome, front bufferbeam and rear steps to be integral with the body for strength, supported by injection-moulded chimney, cab roof sheet and backhead detail. Wire handrails supported by plastic handrail knobs and an etched-brass reverser also feature.

Its Streamlined Princess has gained another EP, this time with the correct tender, but Hornby has indicated that the project is still at an early stage with areas require further attention. Decoration samples are awaited.

Decoration samples of its Rebuilt 'Patriots' (R3614) *Rhyl* and (R3633) *E. Tootal Broadhurst* are said to be pleasing and progressing, with a further sample of its 153368 (R3662) in GWR livery looking quite pleasing. Soon to head into production are the final samples of the SR (R4816) and BR (R4817) Maunsell 59ft Kitchen/Dining Firsts. For monthly updates on Hornby models, see its Hornby Engine Shed blog and BRM.

W www.hornby.com



Early engineering prototype of forthcoming 0-6-0 'J36' locomotive.



'Rebuilt' 4-6-0 'Patriots' (R3614) *Rhyl* above (R3633) and *E. Tootal Broadhurst*, below.



153368 (R3662) in GWR livery said to be a firm favourite with the team at Sandwich.



Above and below: 'Maunsell' 59ft Kitchen/Dining Firsts.



Streamlined Princess EP with correct tender.



HELJAN CLASS 50s – FIRST EP UNVEILED

Cover has broken on Heljan's forthcoming Class 50 locomotive in O gauge with sight of a first EP. Heljan is being assisted by The Fifty Fund from initial research to the development stage. The manufacturer has made clear that the EP is subject to change and areas are subject to improvement.

Release dates for the model are expected to be announced soon and models will carry an SRP of £699.00. Six versions are being produced for general sale through Heljan stockists: rail blue un-numbered (ref: 4020), large logo blue (ref: 4021), original Network Southeast (ref: 4022), revised Network SouthEast (ref: 4023), GW150 50007 *Sir Edward Elgar* (ref: 4024) and Railfreight 50149 (ref: 4025)

Two limited edition exclusives for Hatton's Model Railways (Departmental blue 50008 and Dutch 50015) are also being produced. Rail blue, large logo and



Handbrake chains are represented with intricate copper chain. End detail and the locomotives overall shape are pleasing.

Network Southeast variants are being produced un-numbered but numbering to your chosen locomotive will be possible through many of the specialists and certain Heljan retailers. Contact your local Heljan retailer for more information. V

Heljan is to attend the Severn Valley Railway's Class 50 Golden Jubilee Gala on October 4-6, where it hopes to have more developed samples on display. See both websites for further details.

W www.heljan.dk



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

BRISTOL LINE OPENING

Paul Atterbury officiatly opens the Bristol line at Penon Museum.



EXCLUSIVE

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



PLAY



SEEN AT DEMU...

N GAUGE SOCIETY HUNSLÉT 0-6-0: FIRST LOOK

A first EP of the N Gauge Society's (NGS) exclusive and first powered model, the Hunslet industrial 0-6-0 shunter was on show at the DEMU show at Burton-on-Trent on June 2/3. Many of these locomotives were built from the 1960s onwards and saw use in collieries, steel works, refineries, quarries, paper mills and industrial locations. The last locomotive was built in 1988 for Caledonian Paper in Irvine and 23 survive in industrial use.

The DCC-ready model has low gearing for smooth running, NMRA standard wheels and NEM coupler sockets. The society is planning to fit prototype-specific models with working roof-mounted flashing amber warning lights, bonnet details and handrail variations.

Prices are to be confirmed but expected to be in the region of £75. Visit its website to pre-order and place a £20 deposit, or become a member of the society and receive a £5.00 discount.

W www.ngsjoin.com



Made from clear acrylic plastic, the new model's cab glazing should appear flush as a result. Brass buffers make a solid affair, whilst the flashing roof light on certain models is set to impress.

HATTON'S PROTOTYPES NEW LIVERIES FOR 'P' CLASS



First EP of Railhead Treatment Train FEA-F wagon with modules.



A 3-D print of Hatton's forthcoming Class 66.



Hatton's SECR 'P' Class made available in four new liveries based on customer feedback.

Model railway retailer and manufacturer Hatton's has received the first EP of its railhead treatment train (RHTT) FEA-F wagon, comprising of a wagon chassis, with each module used to create the finished wagons. On show at DEMU was a sample from the tooling, displaying the intricately-detailed modules and fine etched handrails and grilles.

The diecast chassis provides plenty of weight. Hatton's is currently using the EP to evaluate accuracy, ensuring that details are correctly placed. Running, coupling and ease of use tests are taking place, with particular attention to the adding and removal of modules.

Hatton's has confirmed it is still on target for a release in November with pre-orders to be placed on its website.

A 3D print of its Class 66 was on show, displaying an impressive level of attention to detail on the lower bodyside and bogie pipework and cables. The model is being manufactured in 31 different guises, visit its website for more information.

In other news, Hatton's SECR 'P' Class is to be made available in four new liveries. Based on customer feedback, two more SECR lined green and BR liveried locomotives will be added to the original line-up, SE&CR full lined green with polished brass dome and safety valve (ref: H4-P-015-27) and BR black with early emblem (ref: H4-P-016-31556), both issued with new running numbers. Two Railway Operating Division (ROD) locomotives depicting 5027 (ref: H4-P-013) and 5753 (ref: H4-P-014) are to be issued in ROD green. Production sample locomotives have been approved, soon to be evaluated by the team. To place your pre-order, visit its website.

W www.hattons.co.uk

REGIONAL EXCLUSIVE CLASS 37

A split-headcode Class 37/0 is to be produced exclusively for Bachmann retailers inside the M25 area by the manufacturer. Suitable for modellers of the 1987-1993 period, the locomotive is one of a number of forthcoming regional sales exclusives from Bachmann, which are to be sold in model shops within areas where their prototype counterparts worked.

The chosen locomotive, 37104 (formerly D6804) entered traffic in January 1963, gaining its TOPS number in 1974. In 1987, the locomotive was one of four to receive the new three-tone grey livery and Railfreight parent mark. While allocated to Stratford TMD in London's East End from 1987 to 1989, the locomotive carried the depot's bodyside 'Cockney Sparrow' mascot. 37104 was later moved to the engineering fleet, being re-painted into engineers yellow/grey in 1993, and withdrawn in 2000.

Available late 2018, exclusive to the following retailers: Addlestone Model Centre, Bentall's of Kingston, Ian Allan of London, Invicta Model Rail of Sidcup, Jane's Trains of London, Kent Garden Railways of St. Mary Cray, London Transport Museum, Northfields Model Shop of London, Past Present Toys of London, Richardson's of Feltham and Roneo Models of Hornchurch.

W www.bachmann.co.uk



CLASS 50 EXCLUSIVES FROM KERNOW

Hornby's Class 50 is to be issued in two exclusive liveries for Kernow Model Rail Centre. Large logo liveried 50010 *Monarch* (R3272) with a blue roof will join 50007 *Sir Edward Elgar* (R3273) in GW150 livery. The two unique liveries came as Landore-based 50010 was repainted with a blue roof because of a lack of grey paint and The Great Western's 150th anniversary saw 50007 repainted into GWR lined green in 1984.

Taking us back to sunny summers in the South-West in the mid-1980s, both models are a limited edition of 350, supplied with a numbered certificate and etched nameplates. Supplied with screw-link couplings fitted, the detailing pack includes bufferbeam hoses and tension lock couplings. Prices are £169.99 for the 8-pin DCC-ready model and £289.99 for DCC sound-fitted models.

W www.kernowmodelrailcentre.com



MINERVA COMPLETES DELIVERY OF GWR 0-6-0PTs

The final stage of Minerva's GWR 57XX/8750 0-6-0 'Pannier' programme is complete as models of the riveted GWR 57XX 'Panniers' arrive with the manufacturer. Built for the GWR by external contractors including Armstrong Whitworth, W G Bagnall, Beyer Peacock & Co, Kerr Stuart, Yorkshire Engine Company and North British, the riveted 'Panniers' were part of the early lots of 57XXs.

Specification includes livery and top-feed variants as with previous releases. A DCC sound option employs

a ZIMO MX645R decoder loaded with an exclusive sound project designed by Paul Chatter.

Minerva customers can receive a 50% discount on numberplates from Narrow Planet and a 20% discount on specially commissioned crew figures, lamps and oil cans from ModelU. See inside model boxes for details. Prices are DC: £265.00, DCC: £320.00 and DCC sound-fitted: £390.00. Available directly from Minerva Models.

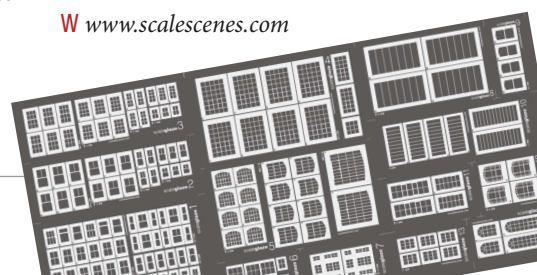
W www.minervamodelrailways.co.uk

SCALEGLAZE – NEW FROM SCALESCENES

Launched by Scalescenes, the download and 'print your own kit' specialist, Scaleglaze is a new range of N and OO gauge glazing for buildings. The white window frames in varying styles are screen-printed onto 100 micron (0.1mm) 100 gsm clear film. The manufacturer intends Scaleglaze to be a simple cost-effective alternative

to the cut-out and printable windows currently supplied with all Scalescenes kits. The range can be adapted for scratch-builds too.

W www.scalescenes.com



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PECO 15FT 'TYPE C' TANK WAGONS - HEREFORD MODEL CENTRE EXCLUSIVE

Hereford Model Centre has commissioned six N gauge 15ft tank wagons in Shell/BP livery, three of which are weathered. Depicted are nos. 5170 (NR-P987A), 5175 (NR-P987B) and 5177 (NR-P987C) in pristine livery and no. 5169 (NR-P987DW), no. 5172 (NR-P987EW) and no. 5178 (NR-P987FW) with a weathered finish. Visit the model shop or order online.

Prices Pristine £13.45 or three for £39.60
Weathered £14.25, or three for £42.00. All six for £79.50
W www.herefordmodels.com

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IRISH RAILWAY MODELS (PACK E) TWO-AXLE CEMENT WAGONS - THREE PACK

The latest livery applied to Irish Railway Models two-axle cement wagons sees tan/grey colours with the introduction of 'multi-pack E' and running numbers 25111VB, 25086VB and 25097VB. Wagons are fitted with NEM couplings, etched steel factory-fitted walkways, ladders and factory-fitted detail parts. Buyers can fit the discharge pipework supplied if desired. Individual lettering, logos and codes are present for authenticity. See more on its website.

Price RRP €125.00

W www.irishrailwaymodels.com



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BACHMANN BRANCHLINE (38-046) 31 TONNE OBA OPEN WAGON RAILFREIGHT DISTRIBUTION

Continuing its theme of Railfreight releases from last year, this month sees the refreshing yellow ends and two-tone grey of Railfreight Distribution applied to its 31T OBA. Carrying the depot logo of Carlisle Currock, as carried by numerous wagon types of the era allocated or maintained by the workshops operated by Train Load Freight, it's an ideal pairing with its forthcoming OCA dropside open in the same livery due this winter (38-054), or its 29T sliding door VDA (38-147) or 46T VGA (37-604A) available today from stockists.

Price RRP £24.95

W www.bachmann.co.uk



BACHMANN (32-381L) 37419 DB SCHENKER - TRAINS4U MODEL SHOP EXCLUSIVE

In 2009, following the buyout of EWS by DB, 37419 and 37670 were repainted into the bright red of the operator from EWS colours. Unveiled to the press outside the paintshop at Toton, the two locomotives attracted great attention and featured - as expected - in the railway press, but both failed soon after however. Now repaired and in DRS livery, 37419 continues in service but 37670 is now at Leicester depot, minus bogies as a source of spares. The model is also available weathered from the shop - enquire when ordering. See our unboxing video of this model in the digital edition of BRM.

Price £159.95

W www.trains4u.com



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DAPOL MJA 'TWINS' FREIGHTLINER HEAVY HAUL LIVERY

Block train workings are a must for current scene modellers looking for authentic mainline action. This new pairing from Dapol representing wagon numbers 502045 and 502046 in Freightliner's green with 'heavy haul' branding are a great example. Seen carrying a variety of aggregate loads - even scrap rails between Crewe and Aldwarke, the permanently coupled wagon pairs have been known to operate with HHAs, but most often in single type block rakes. Suitable for post-2003 era layouts, though from 2015 onwards, most were painted into GBRF blue.

Price £37.95

W www.dapol.co.uk



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

UNBOXING: OXFORD RAIL 'JANUS'
0-6-6 9 (Port of London Authority)W

Oxford Rail's Yorkshire Engine Company 'Janus' 0-6-0 shunter gains a new livery, but what do Howard and Phil make of it? See the latest models reviewed in BRM, download your digital copy today from



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Price £8.90

W www.railtec-models.com



JOHN DAY MODELS (RDS10) HEREFORD CATTLE SCENE

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Cows are curious animals - fact. Perhaps this grouping from John Day models would make a good diorama if placed at a field gate entrance. Commissioned for John Day Models using the expertise of a sculptor, the six cows are cast in white metal, ready to be painted and added to your scene.

Price £6.99

W www.johndaymodels.webplus.net



PETERS SPARES WHEELS, TRACTION TYRES AND MOTOR BUSH REPLACEMENTS

Peters Spares carries a large stock of 00 gauge hard-to-source spare parts for most of the popular wheel sizes, motors and gears as used by Lima, Hornby and Bachmann amongst others. New in-stock with the shop are packs of 14.1mm solid disc coach wheels (PS84), 12.6mm three-hole wagon and coach wheels (PS82) and 12.6mm eight-spoked wagon wheels (PS83). All are supplied as pairs on a 25.6mm long, 2mm diameter pin-point axles, with one wheel live allowing pickups to be fitted if desired. Packs of 10 traction tyres for Lima wheels large (L1-1505-00), small (L1-1504-00) and Hornby (X8461, X8029 and S8318) and a replacement Hornby carbon brush and springs (PS66) is also available.

Price Wheels: £3.00, Lima Traction tyres £5.99, Hornby Traction tyres £8.18, Springs and bushes £2.99

W www.petersspares.com

N AND 00



PREISER (10692) LEISURE TIME AT THE LAKE, NOCH (36021) FIRE BRIGADE AND 15726 BROWN-WHITE COW PACKS

Layouts can look quite dull without the odd figure or animal. Gaugemaster has a wealth of figures, animals and accessories for your dioramas in scales from Z to G, for all likely scenarios. From a farm to the beach, or even a house fire, the latest arrivals with the retailer will add interest to those otherwise everyday scenes. Modellers in 00 gauge may choose from its pack of seven brown and white cows, or beach scene with family day-trippers supplied with a variety of accessories, from sandcastles to oars, an inflatable boat, and swimming ring. Children are supplied with armbands and even an inflatable swan.

Price Preiser 10692 £17.00, Noch 36021 £12.00, Noch 15726 £11.00

W www.gaugemaster.com

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WILDER AQUALINE (AL06, AL10, AL08) REACTIVATABLE ACRYLIC PAINTS

Recently introduced with Airbrushes.com are water-based acrylic paints that can be reactivated at any point when weathering. The Aqualine range of products from Wilder are non-toxic, dry quickly to a matt finish and can be over-painted with enamels. The paints are quite thick, allowing them to be thinned if used through an airbrush, or used 'neat' as-is with a paintbrush, providing good coverage. Combine the acrylics with other Aqualine colours, such as Textured Earth or Gunpowder pigments to alter colours and texture. The three samples pictured are ideal for weathering track, see the full range on its website.

Price £3.90 each

W www.airbrushes.com

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GAUGEMASTER (GM416) FORDHAMPTON PLAY PARK

The Fordhampton range of kits comprise the ideal step for the railway modeller looking to progress from a card kit to something a little more involved. This, its Play Park, offers a selection of swings and slides for children to play on, all modelled on the typical prototypes seen at parks and communal woodlands, made from logs. A variety of benches, a climbing frame, a carousel, tree house, wooden static play train, swings and see-saw are all provided, requiring the most basic of skills to assemble. Watch us build a Fordhampton kit on next month's DVD.

Price £12.25

W www.gaugemaster.com



00 FERRO TRAIN (ZRS0710-G) MODERN GRAFFITI TRANSFER PACK

Stuck for ideas on your modern layout? Perhaps 'Banksy' graffiti is the missing scenic element... Granted, it's not seen everywhere, but most cities and larger towns have at least one area which is visited on a regular basis by those armed with rattle cans. Sold as a 00 gauge pack, the four 'pieces' could perhaps be placed on an over bridge or tunnel, the side of a hopper wagon or abandoned building?

Price €8.00

W www.ferro-train.com



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KIBRI (38531) GANTRY LOADING CRANE

Perhaps you're planning to model a dockyard, small container port or scrapyard? If not, perhaps this plastic kit from Kibri might change your mind. Made from injection-moulded plastic, it's a sturdy structure that can be made to work if modified and fitted with motors. Supplied inside the box is a selection of ball bearing weights, string and transfers. Watch our unboxing video of this kit on our YouTube channel.

Price £48.64

W www.goldenvalleyhobbies.com

N/00/0



ALL-COMPONENTS HH5/00 HAND-HELD CONTROLLER

This feedback 12V handheld controller with a directional switch is manufactured by All Components, specialists in all the electronic essentials the railway modeller needs. It is fitted with an overload protection and LED indication for overload and output, though a power unit is required such as its MT1. Supplied with a 2m lead of cable, an extension cable (HH5/0) can be purchased in 1m (£1.00) or 2m (£3.00) lengths if required.

Price £49.95

W www.allcomponentsltd.co.uk

GAUGEMASTER (GM179)

STATIC GRASS/FLOCK FOREST FLOOR

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If you're looking to create the illusion of a wooded area or forest, this 30g static grass and flock pack might be of interest. With 4-5mm light green fibres to represent grass, miniature ground foam to represent undergrowth and representation of leaves, use with a static grass applicator or puffer bottle for best effect around the base of your trees or bushes.

Price £3.95

W www.gaugemaster.com



SKYTREX MODEL RAILWAYS (4A/012) METAL OIL DRUMS

00

Cast in white-metal, this 10-pack of oil drums are the perfect addition to a refuelling point, fuel depot, motive power depot, garage or even as a wagon or vehicle load. Supplied ready to paint, choose from your favourite petroleum company colours of your modelling period, or paint in rusty shades for the complete neglected effect.

Price £3

W www.skytrexmodelrailways.com



S-KITS (BU14) U.I.C. OVAL BUFFERS

00

Looking for a set of aftermarket buffers for your wagon project or RTR modification? S Kits has a selection of small wagon fittings including buffers, amongst which, these of the U.I.C.-type. In addition to these, S kits (along with JPG and Loch Tat models) has a selection of brake fittings, hand wheels, more than 35 lineside kits, a range of wagon kits and nine conversion kits for RTR models. To request a catalogue, send an email to the address below.

Price £1.95

E info@shrapnel@btinternet.com



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

UNBOXING: KIBRI (38531)
GANTRY CRANE

Join Howard and Phil for the unboxing of this plastic crane kit from Kibri, available via GoldenValleyHobbies.com.



EXCLUSIVE

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



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BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

UNBOXING: SCALEMODELSCENERY
OHLE CATENARY MAST

Howard and Phil examine the latest range of laser-cut Overhead Line Electrification (OHLE) 'Catenary' masts from ScaleModelScenery.

www.scalemodelscenery.com

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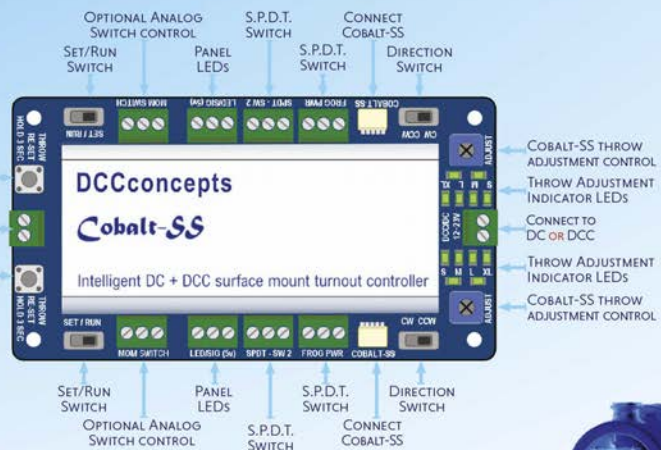
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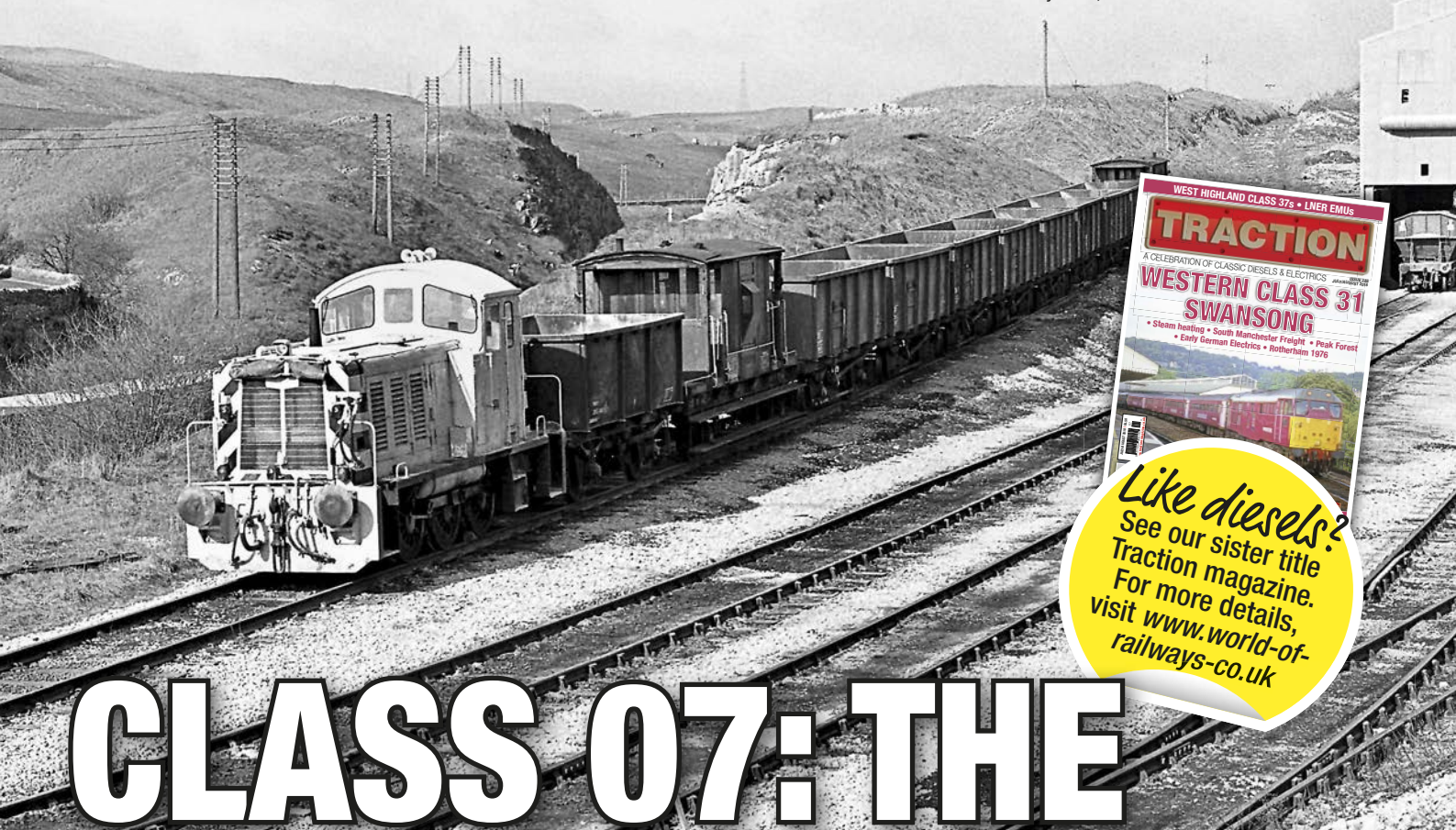
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Pictures of Class 07s working in industry aren't unknown, but neither are they especially common. 07001 shunts a rake of hopper wagons at Peak Forest on March 2, 1980. The locomotive was based here from May 1978, but was out of use by 1986, then sold to HNRC. RAIL PHOTOPRINTS



CLASS 07: THE STYLISH SHUNTER

The small batch of 14 Ruston & Hornsby 0-6-0 Class 07 shunters were built to work at Southampton Docks and later provided many years of industrial and heritage use. Pip Dunn provides a guide to their history.

The dawn of diesel technology was initially centered on small shunting locomotives, so much so such that during the 1940s and 1950s there was a plethora of different designs offered from a variety of manufacturers.

By the late 1950s, having evaluated and ordered various fleets, the nationalised British Railways plumped for two main types – the ‘standard’ diesel electric shunter and the smaller diesel mechanical type. In essence, these went on to become the Class 08 and 03s respectively, but even then, there were many variations.

There were, however, a few bespoke operations for which neither were ideally

suited, and one of those was the myriad of lines in the Southampton Docks area. Here, a shunter lighter than a Class 08 with a shorter wheelbase, but with more power than a Class 03 was needed.

The solution came in a small batch of 14 diesel electric 0-6-0 locomotives built by Ruston and Hornsby at its Lincoln factory. They were a stylish, centre cab locomotive, which afforded much better visibility for the crew and had platforms at the end to allow a shunter to ride on the locomotive without having to get in and out of the cab. Back then, getting on and off a moving diesel shunter was part and parcel of the job and not deemed a health and safety risk.

Early days

The 14 locomotives, numbered D2985-98, were all delivered through the summer of 1962. They wore BR green with wasp stripes and had the BR carriage symbol on their cabsides.

They were ordered to replace the ex-Southern Railway USA 0-6-0 tank steam locomotives that had worked the docks since the late 1940s and allocated to 711, the code for the Southampton Old Docks shed. In September 1963, all moved to 701, Southampton New Dock shed. They would marshal trains and shunt wagons associated with freight and passengers to the large vessels that sailed from the port.



Southampton Western Docks on July 12, 1970. The additional cabinet added to the solebar to house the exhausters for the air brakes as seen on 2987. Behind is classmate D2996. These locomotives became 07003 and 07012 respectively. RAIL PHOTOPRINTS

The locomotives which became Class 07s under TOPS, were delivered with vacuum train brakes only, but in the late-1960s, as rolling stock changed, there was a need to fit dual brakes for some locomotives. It was therefore decided to fit air brakes to D2985/87/89/93/95/97.

The late 1960s saw the class change from BR green to BR blue, with 2992 thought to be the first in August 1968 and 2994 being the last in January 1973, though the majority were repainted in 1969.

The locos ran without the 'D' prefixes on their numbers in BR blue, although D2988/92/98 emerged from repainting still retaining their 'D' prefix, the only blue Class 07s to run as such.

In 1973, all were allocated five-digit TOPS numbers, 07001-014. However, May 6, 1973 saw the first locomotives in the fleet laid up when vacuum-braked D2988/91/92/98 were all withdrawn, so they didn't take up their allocated 07004/007/008/014 numbers.

However, 07001-003/005/006/009-013 gained their new numbers with 07003 the first in October 1973 followed by 07002/013 in December, 07001/006/009/011 in January 1974, 07005 in February and 07010/012 in April 1974. Of these 07001/003/005/009/011/013 were dual braked while 07002/006/010/012

remained vacuum-braked only.

As traffic declined at Southampton Docks, so did the workload for the remaining 07s. D2985/98 moved to Eastleigh – 70D – in July 1964, followed by the remainder of the class, D2986-97, in January 1966.

Their work remained relatively unchanged until October 1975, when 07010/012/013 were

reallocated to Bournemouth, followed by 07006 in March 1976. Of these, 07006 was withdrawn as a Bournemouth locomotive while the other three returned to Eastleigh in October 1976 to eke out their final days.

After the first four withdrawals in 1973, on October 4 1976, 07003/009/010 were condemned, the former two being

Detail differences

The main detail differences in the BR era were the aforementioned dual braking of six locomotives. This meant fitting an air tank on the left-hand side in front of the cab on the long nose section. On the opposite side were two pipes which extended over the bonnet and the housing for the exhausters at the front of the bonnet were also extended out on this side. At the same time, these six locomotives were given duplicate air and main reservoir pipes at waist-level to shunt EMU stock.

Liveries didn't change much other than the transition from green to blue. The green livery featured red bufferbeams and thin lining across

the top of the sides. Wasp stripes were applied from new and these extended around the side of the noses, and at No. 1 end, the longer bonnet, these extended quite a way around the side of the nose. Cab roofs were grey.

The locomotives had two air horns mounted on the cab roof, one facing each way, while each nose end had the standard SR arrangement of six white lamps. Handles above each bufferbeam with wide steps allowed shunters to ride on the outside of the locomotives.

The cabs had great visibility with three front windows, a window in each cab door and a cabside window. The exhaust was a conical design at No. 1 end.

dual-braked locomotives. This left half the class, 07001/002/005/006/011-013, to linger until July 2, 1977 when they too were condemned, after a working career of just 15 years.

Life after BR

Having massively over ordered diesel shunters combined with a contraction in the work they were intended for, BR had a glut of surplus locomotives by the late-1960s and set about selling many to industrial users.

Although the Class 07s hung about longer in the BR fleet, when they were withdrawn in the mid-1970s there were still buyers for the locomotives. Of the first quartet to be withdrawn, the four locomotives that didn't gain TOPS numbers, D2988 was the first to be disposed of, being broken up at BREL's Eastleigh works in April 1974. BREL scrapped D2992 and D2998 in August 1976, but D2991 was retained as a works shunter.

Of the next batch of three withdrawals, all were sold for use in industry as did the final seven survivors which all found new homes in the private sector.

07001 was overhauled and moved to Peakstone Ltd in Derbyshire on May 30, 1978. It was sold to HNRC in 1989, which hired the locomotives to Mayer Perry at Snailwell from April 1993 to October 1997. It was hired again to Creative Logistics at Salford from March 2001 to July 2009 when it was returned to Barrow Hill. 07001 was offered for sale in December 2012 by HNRC, and was duly purchased by the Heritage Shunters.

07002/006/012 were sold to Powell Duffryn Fuels and 07002/006 were sent to work at Coed Bach Disposal Point in April 1978. Both were later scrapped on site in 1982 and 1984.

07012 went to Cwm Mawr Disposal Point in April 1978 and Coed Bach in 1982. It survived long enough for HNRC to buy the locomotive in December 1992, which moved it to Meadowhall and then Barrow Hill. In January 2009 it moved to the Appleby Frodingham Railway Preservation site and has been returned to traffic in its BR blue and TOPS guise.

07003 was moved to British Industrial Sand (BIS) at Oakamoor in Staffordshire in October 1978, but it was eventually broken up in May 1985.

Resco Railways bought 07005/010/011/013 in June, 1978 and overhauled the locomotives at Woolwich. The former then moved to ICI Wilton in July, 1979. HNRC acquired the locomotive in December 2000 and it was moved to Shackerstone in September 2003. It was sold for restoration at the Great Central Railway, where it has remained since May 2008.



Viewed from the other end are the same two locomotives. Nearest, 2996, has a shunter's pole across the top of its bufferbeam, which is a much simpler layout because it is vacuum-braked only. The additional white waist-level pipes on 2987 can be seen. RAIL PHOTOPRINTS

07010 initially went to the Mid Hants Railway in August 1978, then was packed off to the West Somerset Railway two years later. In March 1994 it was moved to the Avon Valley Railway where it was restored to use. After a spell in green as D2994, it's now in BR blue as 07010.

07011 went from Woolwich to ICI at Billingham in March, 1979, then to ICI at Wilton in September, 1980. In May, 1996 it was sold to St. Leonards Railway Engineering, where it remains.

07013 moved to Dow Chemicals in October 1978 and saw industrial use until it was secured by HNRC in August 1994. It is now at the East Lancashire railway pending restoration.

One by one, the Class 07s became redundant as the companies they were working for moved away from rail operations. However, most were sold for preservation and 07001/005/010/012/013 are classed as preserved, although just 07001/010/012 currently work and 07005/013 are a long way off running, while 07007/011 are in use in industry.

Two remain in industrial use. D2991 was retained at Eastleigh Works before being 'preserved' in 1988. When the site was sold, it was inherited by Arlington Fleet Services. It has even gone so far as to renumber the locomotive 07007; the number it should have carried if it had lasted in traffic for at least another year with BR. So in September 2007 the 11th Class 07s gained its TOPS number, some 33 years after the last renumbering. 07007 visited the Swanage Railway for a diesel event in 2008.

07011 is also regarded as an industrial locomotive and used as a depot shunter at St. Leonards.

The fate of 07009 was intriguing. In March, 1977 it was taken to Shipbreakers of Queenborough, then exported to Trieste. It was used by Atilio Rossi in Rome and scrapped in May 1997.

The class was a success, and it was changing traffic patterns that led to them becoming non-standard and withdrawn. Seven of the fleet remain intact, 55 years after they emerged - a testament to how good they are. ■

Although looking quite smart, the restoration of 07013 was cosmetic and the locomotive was some way off running again. It has since left Peak Rail and is now waiting a rebuild at the East Lancashire Railway. PIP DUNN



HELJAN RUSTON & HORNSBY 0-6-0 CLASS 07



FACT FILE

I MANUFACTURER Heljan
 I CATALOGUE REF 2912 -
 07001 in Peakstone yellow
 I PRICE RRP £139.95
 I WORDS AND
 I PHOTOGRAPHS
 Andy York

The containerisation of shipping was a major contribution to the short service life of the first Southampton Docks diesel shunters. Gone were the days of loading short wheelbase vans on the dockside, as the larger ships docked at terminals further up the River Test or other ports. With it came an end to a long line of small and interesting shunters serving the port from small 0-4-0 tanks to B4, E2 and 'USA' tanks.

The 14 Ruston & Hornsby manufactured locomotives, with their 275HP Paxman engines, took over from the 'USA' tanks in 1962. Seemingly they didn't like travelling too far and saw most of their service life at Eastleigh in the yard and works. They were delivered in an unusual (for locomotives) Southern Region multiple unit green similar to those outshopped from Lancing works, with red and white lining and a coaching-stock British Railways roundel, before repainting into BR corporate blue from 1967 onwards. Around this time some of the class started to receive a significant visual modification, with the addition of high-level cables for coupling to the similar height pipes on EMU and TC stock.

I have felt that we have been overdue a model of the 07 to modern standards after living with Craftsman etched kits and Silver Fox resin bodies on Bachmann split chassis. Heljan's model is certainly better shaped than the two previous kit options. Some comments suggested that the base of the chassis looked a little raised compared to the real locomotive, but this is not

The simple all-yellow Peakstone livery highlights the wealth of detail which Heljan has achieved, with their model accommodating later details such as the high-level cable connections and additional equipment boxes. The flush-glazing effect is probably the best that we have seen on a model, including a very finely printed rubber surround.

unduly noticeable in use and could easily be resolved with a couple of 2mm square plastic strip painted black to bring the apparent level right down to the base of the bufferbeam.

The model bristles with detail, with fine execution of the distinctive lamps, grilles, panels, underframe detail, pipes and conduits. As this model represents one in industrial usage it carries the later-fitted high-level brake piping, which adds even more detail. The connecting rods are jointed at the centre axle, but provide a solid drive, and the air-tanks include piping into the depths of the chassis. An area of the model that impresses is the bufferbeams with the brake piping detailing pack fitted, a busy area, but the tension lock couplings can be fitted into the NEM socket without having to omit too much detail. If you don't use tension lock couplings, blanking plates are supplied in the pack as a push-fit into the socket. The softly-sprung steel buffers look just right. I've run digital callipers over every given measurement and it's all accurate.

I chose this model specifically for its industrial potential. The density of the yellow finish is commendable and the sharpness of the edges of the



The side elevation of the model highlights that the bottom of the chassis could have been taken a little lower, but this is easy for the modeller to address.



The model features a decorated cab interior with control panel and will benefit from the addition of a crew. The detailing pack includes brake piping and an infill panel for customers who remove the tension-lock couplings. Discs showing the targets of workings for BR-liveried dock shunters are included too.

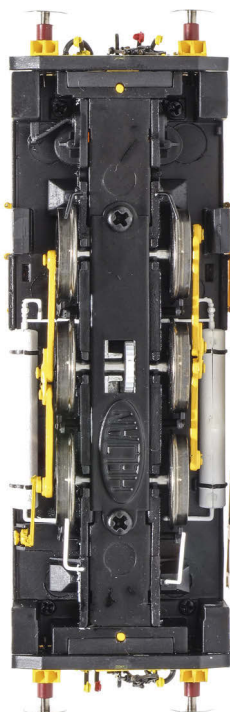
wasp stripes is nothing short of faultless. The Ruston/AEI makers plates are very finely printed too, looking good enough to have been an etched-plate fit. The flush-glazing effect is as good as any I have ever seen, achieved by the centre cab section being a clear acetate component with a paint finish over it. The air horns mounted on the cab roof are plastic parts and a little fragile at the thin end, I may raid the parts bin to look for some brass ones.

Another fine part is the radiator grille, an etched part fitted behind the moulded frontage. Until I fit a decoder I am not sure which lights can be controlled, but in DC usage it does have the attribute of showing a forward marker and a red tail lamp lit in the direction of motion and nothing at the rear, apparently common in shunting moves.

It's fairly straightforward to gain access to the inside of the model, remove the two screws at the front of the underside. A 6-pin decoder can then be fitted to the socket above the motor. With a little dexterity it should be possible to fit a sugarcube speaker into the cavity in the chassis beneath the shorter bonnet and wire this beneath the cab floor.

If you'd like the model to pull a heavy-loaded boat train into your dockyard it shouldn't be a problem - I've had thirteen Mk1 coaches behind it. It handled them with complete ease, thanks to a mass just under 200g and its all-wheel drive.

All in all, I would say this is one of Heljan's best 4mm scale products in a while and I recommend it without reservation. ■



datafile

i BASICS

Manufacturer: Heljan A/S

Catalogue Refs:

2900 - D2985 in BR green with wasp stripes
2901 - D2990 in BR green with wasp stripes
2902 - D2992 in BR blue with wasp stripes
2903 - 07010 in BR blue with wasp stripes
2910 - 2993 in BR blue with wasp stripes and air brakes
2911 - 07005 in BR blue with wasp stripes and air brakes
2912 - 07001 in Peakstone yellow
2913 - 07003 in British Industrial Sand livery

RRP: £139.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 5 to 7 plus industrial and preservation

Company/Operator: BR(S)

Weight: 198g

Body: Plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension lock

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: 3 Pole

DCC Provision: 6-pin DCC socket

Pick-ups: wiper contact to rear of wheel faces

Lighting: directional marker and tail lamps

Drive System: geared drive to centre axle

Flywheel: n/a

Traction tyres: n/a

🔧 SERVICING

Body Removal: Centre screws, remove cab and long bonnet

Lubrication: See accompanying instructions

Packaging: Foam trays within cardboard outer

Spares/warranty: Heljan A/S

📏 VITAL STATISTICS

Length (over buffers)	26' 9.5"	107mm	107mm
Height (to guard's roof)	12' 10"	48mm	48mm
Width over body	8'6"	34mm	34mm
Wheel diameter	3'6"	14mm	14mm
Wheel Back-to-Backs	14.4mm	-	-

BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

HELJAN CLASS 07

Andy York casts an eye over Heljan's latest arrival - a class of locomotive designed to work at Southampton Docks, but which later provided many years of industrial service.



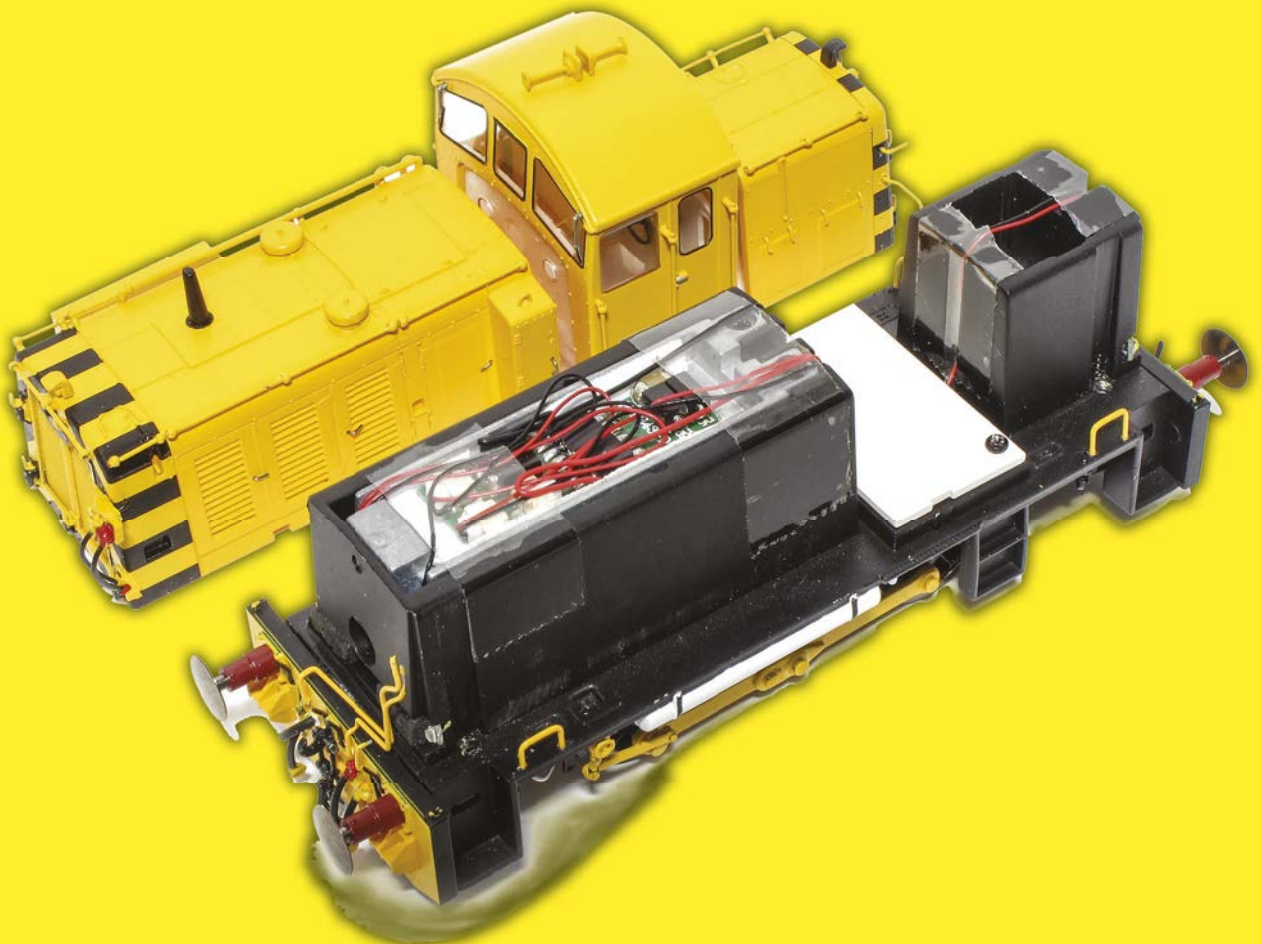
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content)

EXCLUSIVE



PLAY



CAVALEX MODELS 51T PGA AGGREGATE HOPPER WAGON



In the June issue of **BRM** we looked at crowdfunded models and this fine model is a product of just such an initiative, with two modellers, Cavan Milward and Alex Perkins, bringing their talents together to design and produce a model to 21st century standards of a distinctive and well-travelled prototype. We have had chance to take a close look at the livery sample models before going into full production.

The first PGA wagons emerged in the blue diesel period of the late-1970s and evolved in detail and livery form through sectorisation and privatisation. The fleet of 88 wagons working from the loading sidings at the huge quarry at Mountsorrel in Leicestershire to transport granite aggregates to locations in east Anglia, the South-East and the West. The wagons could be found behind most freight types, including double-headed Class 20 and 25s through to Class 66 locomotives in the privatised era.

Designed here in Britain with the CAD work by Cav, the immediate impressions of the model are of a high-quality piece with finesse and fine detail. The sharp edge of the upper hopper sides is something that immediately catches the eye and draws attention to the detailed interior, with the hoppers modelled all the way down to the discharge area. There is a circular cross-member portrayed, which reduced deformation of the sides under load. The walkway grille areas on the end of each wagon are also particularly fine and the plastic handrails and ladders to the end are well-captured. The solebars of the model are cast zinc to bring some low-down weight to the model adding to their stability in running, and I must say they run superbly; the buffers are not sprung but unless engaging wagons in slow-speed shunting I think it is often a superfluous feature. The axle-supporting framing and suspension unit is a separate part, with open areas between the axlebox and springing rather than a solid-backed part.

Final decoration adjustments are to be made, but Cavalex's PGAs are soon ready to be produced. It's quite remarkable that this accuracy and level of detail can be achieved by a new entrant to the RTR market.



We commended the Accurascale HUGO hopper wagon for its underframe detail and the Cavalex wagon is arguably even more detailed, with some exceptionally fine piping relating to the discharge equipment and the chute panels capturing the framework edges and the threaded-screw mechanism for the chutes accurately portrayed.

By their own admission Cav and Alex still have some issues to address for the production run; the green 'L' in Lafarge should be a touch lighter, the axleboxes need additional tampon-print passes to give the density of yellow sought and some print registration issues on the solebar are to be improved. When produced, the chassis will be a satin black overall rather than the glossed finish which was used to print upon with the sample. Overall this does not look like a mass-produced model and has more of an appearance of well-made quality kit of metal components. I really do like it.

Provision has been made for finescale EM and P4 modellers, with alternative brake-gear provided and

FACT FILE

I MODEL 51T PG012A
Aggregate hopper wagon –
Redland and Lafarge liveries
I PRICE RRP £30.00
I WORDS and
PHOTOGRAPHS
Andy York



The internal shaping of the hopper is quite straightforward but well-captured; adding a full stone load could potentially add a lot of weight!

Running stability is helped by zinc die-cast solebars. Additional paint passes on the yellow areas are planned to improve the density of colour.



other liveries and detail variations are planned for future releases.

The crowdfunders who have helped this project take off benefitted from a lower price of £27 per wagon but provision has been made to make further stocks of the model available from Trains 4U in Peterborough, C&M Models in Carlisle, John Dutfield of Chelmsford and Colletts Models of Exmouth and it is hoped that the models will arrive around September.

Cavalex have just announced that they are undertaking preliminary work to produce the PGA wagon in 2mm scale and they have also announced that they are to produce a couple of larger wagon projects - Procor-built 100T TEA tank wagons from the 1980s and BBA steel carriers in 4mm scale.

Cav and Alex have documented the development journey on RMweb and they are happy to discuss their new products with readers. We are certainly seeing very interesting developments this year, with new entrants setting benchmarks in design and production quality disrupting what we have long viewed as the norm within the hobby. There has long been the opportunity for hobbyists to produce items, more normally in kit form, but there is almost a democratisation of the hobby in progress where, if a hobbyist can arrange finance and establish a link with a production facility in China and project manage the process, we get to see finished models produced rather than kits. Cav and Alex are to be congratulated on such a high-quality model as their first entry into the marketplace and I look forward to seeing them succeed. ■

NEM coupling pockets have lateral movement with a spring to return them to the centre position. This results in less movement and force in the coupling interface when traversing tight radius curves and pointwork.



RAILS LIMITED NER DYNAMOMETER CAR



So far, 2018 seems to be turning into a vintage year for some very special models, which are upping the standards of the very best ready-to-run locomotives and rolling stock. This month, a rather special carriage enters the market, with the release of the North Eastern Railway-built Dynamometer Car.

Marking the 126mph world steam speed record set by *Mallard* on 03 July 1938, Rails of Sheffield has commissioned a high-specification model through Rapido Trains with which the NER Dynamometer Car, as preserved in the National Railway Museum, is synonymous and frequently displayed with No. 4468. The model is produced in two variations, one numbered as LNER 23591 and a second, as per our review sample, as No. 905202, which played an integral part in the locomotive exchange trials of 1948.

On that day eighty years ago, the carriage was to record the speed achieved. However, dynamometer cars purposes were more usually to record power and efficiency data, with more mundane traction giving useful information to railway operators. It was with this aim that the former NER carriage was used within the exchange trials to compare the efficiency and performance of rival designs. On the former LNER routes the car was used behind 'Royal Scot', 'Duchess', 'Merchant Navy' and 'King' class locomotives, representing express passenger workings and 'West Country', 'Black Five' and 'Modified Halls' in mixed traffic roles plus 8F, 28xx, LNER O1 and O7 and 'Austerity' 2-8-0 and 2-10-0 designs on freight workings. Additionally, the car was used on exchange trial trains on the Southern Region with a further range of motive power. Therefore, there seems to be many justifiable opportunities to take the model for a run behind a variety of locomotives in this livery.

The first impression of the model is the quality finish, with a rich variety of tones to the teak effect. In extreme close-up it can be seen how this superb finish was achieved, with microscopic dots of varying size and density over a base colour giving a seemingly



Representation of the aged teak sides is highly convincing. Its match with the Indian Red paintwork makes an attractive model.

infinite degree of variation. The overall effect is of an aged teak rather than an ex-works finish, as seen in photographs of the time. At normal viewing distances the dots aren't discernible and I think this is the best factory-produced interpretation we have seen of a teak carriage. The mid-side duckets are a separate inlay that capture the extrusion well. I'd assume the smoothed side would have faced forwards on speed runs given the LNER's predilection for streamlining. The roof finish is a very pale grey. White was apparently the original painting specification, although this quickly became engrained with dirt and would have looked closer to the grey as the car is now on display. Lightly-sprung buffers finish off the ends of the carriage.

Detail is sublime, with acid-etched glazing panels in the clerestory roof windows, separate parts for all handrails and handles, and the best representation of corridor connectors I have seen. The ends of the carriage bristle with detail, including etched-brass window protection grilles. The Indian Red finish to the solebars brings out the rivet and bolt-head detail and the underside captures all of the equipment boxes, braking gear, conduits and piping. Sitting upon excellent representations of Gresley bogies that were utilised from a 1928 overhaul, one of the most significant features of the model is the measuring wheel picked out in pale colours with a brass-coloured axlebox. This is a fixed feature and does not make contact with the rail head.

FACT FILE

MANUFACTURER RAPIDO TRAINS INC. FOR RAILS OF SHEFFIELD

MODEL Dynamometer V2 – 1948 Locomotive Exchange Trials

PRICE RRP £125.00

WORDS and PHOTOGRAPHS Andy York



A black magnetic wand with Rapido Trains emblem is included - use it to turn lights on and off via a reed-type switch, concealed in the roof.



Interior detail is impressive, not just on the number of objects, but the variety of colours used. Rails and Rapido Trains are to be commended.

The detailing pack includes brass etched grilles for the leading end of the car, plus dummy screw-link couplings and brake hoses if you're not using the tension-lock couplings. The interior is easily visible, so it was important for the team to represent the working office environment with desks, tables, dials and gauges picked out in white on the dividing walls. Bench seats are fitted to the saloon end and there's even a W.C. in the cubicle! The model features interior LED lighting, although with an innovation – a magnetic wand is supplied to turn the lights on and off (without the need for DCC) whilst the model is on the tracks and without the need to physically touch it. Simply wipe the wand above the centre of the roof to use it.

Aside from any justifications for actually running the superbly free-running model, I am sure many will be collected for a life in a display cabinet, maybe alongside *Mallard*? Yet again we see a significant leap forward in the finesse and quality of a benchmark model in 2018, and it's another feather in Rapido's cap following on from the magnificent Stirling Single for Locomotion Models. A quick check of the parts list shows that the model comprises 230 separate elements, and one wonders how much more detailed



a factory-produced item can become. For now, the model sits at the top of the quality league for a ready-to-run carriage and Rails of Sheffield is to be commended for commissioning this. ■



datafile

BASICS

Manufacturer: Rapido Trains Inc. for Rails of Sheffield

CATALOGUE REFS:

Dynamometer V1 – 1938 *Mallard* speed record

Dynamometer V2 – 1948 Locomotive Exchange Trials

RRP: £125.00

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 4 plus preservation

Company/Operator: NER, LNER, BR(E)

Weight: 138g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension lock

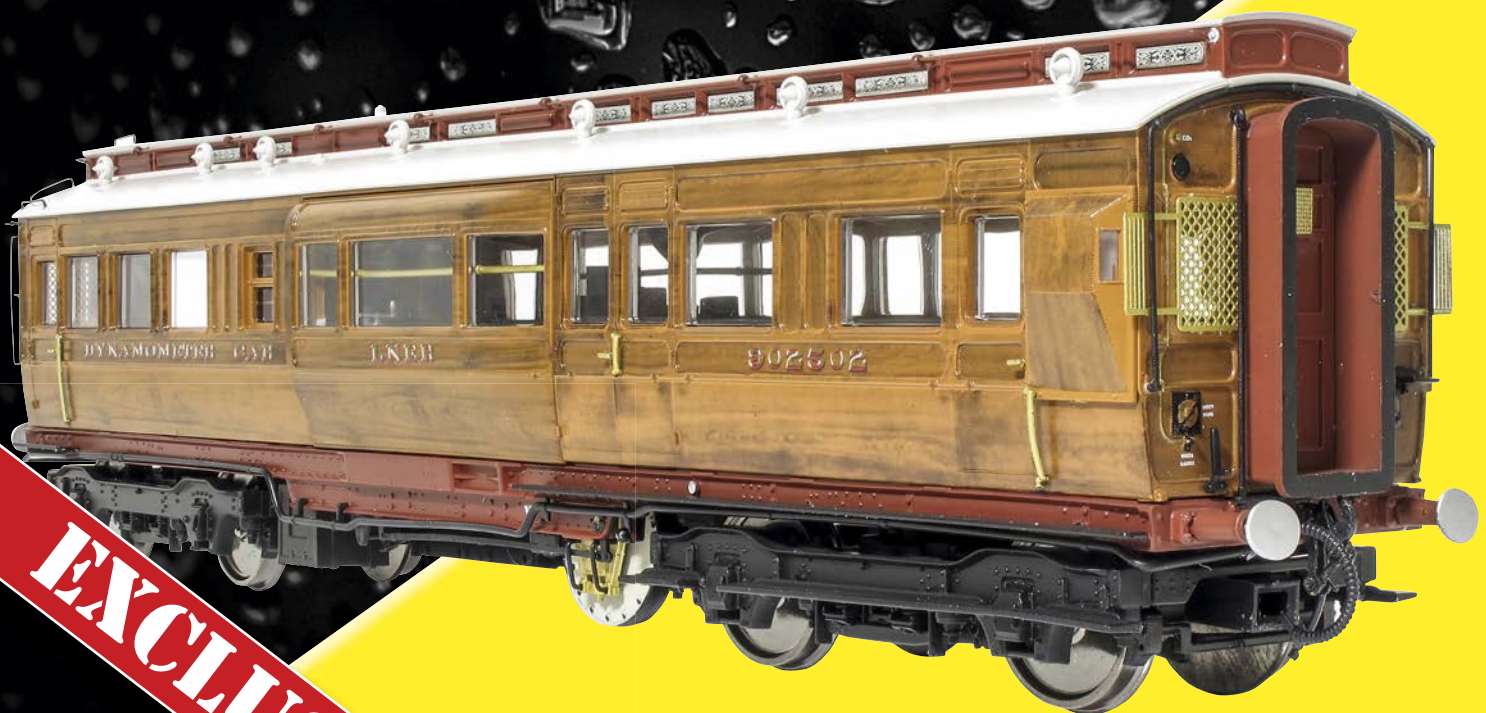
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RAILS OF SHEFFIELD'S DYNAMOMETER CAR

Could this be the most detailed RTR coach in OO gauge? Andy York finds out...



EXCLUSIVE

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PLAY



ACCURASCALE 24.5T HUO HOPPER WAGONS



An impressively hefty appearance, although livery options run to a single shade of grey. Numbering and lettering helps to distinguish the variations.

Back in **BRM** February 2018 I heaped praise on Irish Railway Models Cement Bubble wagons and pointed to their future in the UK market with their Accurascale brand and the expectancy of some interesting jumps forward in quality. I've not been disappointed as this model is, in my view, the best ready-to-run wagon we have had in 4mm scale.

Accurascale's origins are in the Irish market, with four enthusiasts combining their design and marketing skills with the financial and communication expertise required to make projects happen in a streamlined fashion. They only measured and photographed the prototype wagon in October 2017, completed the CAD work in-house, replicating the real wagon at 12in:1ft scale so it is dimensionally exact, then worked out where the tooling and production limitations were. Within seven months customers were receiving their models and the reaction has been extremely positive from everyone I have spoken to.

The 24.5T hopper was numerous and widespread, with 5,263 produced over 12 batches from 1954 to 1965 and lasting well into the 1980s. There were minor variations in batches and the models cover diagrams 1/148 and 1/154, which covered 3,426 of the wagons. Distinctive from many other hopper wagons, with the vertical steel section from solebar to the top of the wagon, they could be found worked as block trains of coal or coke or mixed in with other unfitted hoppers and larger mineral wagons. Wherever there was traffic from collieries and ports to power stations there was a chance these could be

found, and they were also used on limestone workings from Wirksworth, certainly to the ovens at Corby steelworks.

With mainstream manufacturers we normally see one numbered model in each of the main liveries but Accurascale has spoiled us, with packs of individually numbered wagons and slight variations in markings. There's little choice of basic livery with these wagons as they were all outshopped in unfitted grey, but close attention has been paid to numbering and lettering with small but significant variations between the packs. The first wagons delivered are in pre-TOPS HOP24 livery with five packs to choose from, each with three individually-numbered wagons. Next to be delivered are six different packs of individually numbered HUO-coded TOPS marked wagons and a pack of dark grey internal user wagons from Onllwyn opencast colliery near Port Talbot. There is also an exclusive pack for Rails of Sheffield of the first three wagons manufactured at Shildon, B333500, B333501 and B333502.

In discussing decoration differences, it is noted that the black panels for numbers and working information are not straight-edged but have been printed with slightly wavy and ragged edges to replicate the hand-painted style prevalent on such wagons. The printing on the panels is superb, with much of the lettering only visible under magnification.

Although weighing 28g, the wagons are very free-running. Internally, we can look down to the bottom of the hopper chutes, while beneath the wagon we see the mechanical discharging equipment and fine brake

FACT FILE

MANUFACTURER

Accurascale

MODEL BR 24.5T HOP24/

HUO Coal Hopper – Grey

pre TOPS - Packs D and E

PRICE £59.95 (set of 3)

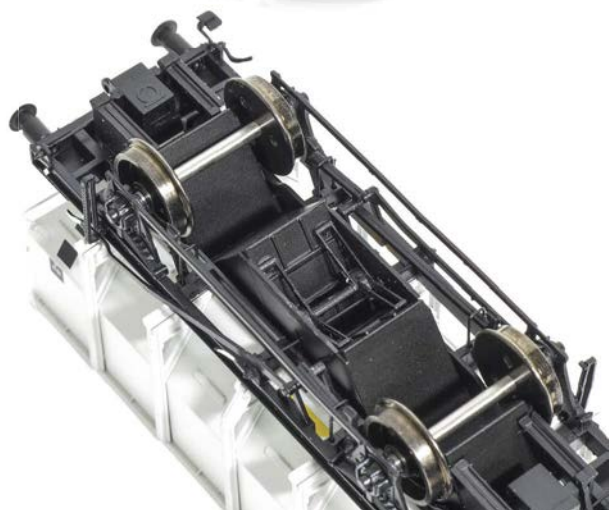
WORDS and

PHOTOGRAPHS

Andy York



Pack contain enough wagons for a small rake, but more is always better of course. Elsewhere, the underside allows the easy fit of EM or P4 wheelsets if required, and Accurascale's packaging befits model's quality.



rigging. Arguably, the underside is more interesting than the top-side, and good provision is made for anyone wishing to fit EM or P4 wheelsets – just shave back the round boss behind the axleboxes and squeeze the wheelsets in. The brake shoes are correctly positioned for scale wheels, which means they're set outwards for the OO gauge modeller. Another likable feature is the almost random angles of the white-tipped hopper discharge handles, which helps break up the uniformity of a rake.

The wire grab handles on the end of the wagon are of a fine wire, with a plastic vertical section at the right-hand side of the end. The buffers are lightly sprung and compress in shunting operations when the wagons are suitably loaded. This is where there are some variations between the wagons, with three types of buffers used – BR spindle, BR self-contained and OLEOs. This has spawned a very useful by-product, with packs of eight of each of the three styles of buffers available at £2.95 per pack via their website.

The wagons cry out to be weathered and we are already seeing some excellent renditions of such on RMweb where the Accurascale team has been active in communicating with customers, for which I applaud them. These are certainly interesting times, with new entrants to the marketplace exhibiting agility, standards above the mainstream, dialogue and good marketing skills, and at prices modellers should be comfortable with given the quality.

The pack contains enough for a short rake, but more wagons is always better of course. Elsewhere, the underside allows the easy fit of EM or P4 wheelsets if required, and Accurascale's packaging befits the quality of the model.



datafile

BASICS

Manufacturer: Accurascale

CATALOGUE REFS:

BR 24.5T HOP24/HUO Coal Hopper – Grey pre TOPS – Packs A to E - £59.95

BR 24.5T HOP24/HUO Coal Hopper – Post 1965 Grey TOPS – Packs F – K - £59.95

BR 24.5T HOP24/HUO Coal Hopper – Dark Grey – Onllwyn Colliery / Internal User – Pack L - £59.95

BR 24.5T HOP24/HUO Hopper Wagon Set B333500 B333501 & B333502 – exclusive to Rails - £69.95

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 5 to 8

Company/Operator: BR

Weight: 28g

Body: Plastic

Chassis: Plastic

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Warranty: 12 months – customer@accurascale.co.uk

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BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

ACCURASCALE AND CAVALEX HOPPER WAGONS

Two new manufacturers with two new hopper wagons... exciting times. But, are these new models any good?



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connection to stream video
content)

EXCLUSIVE



PLAY



REVOLUTION TRAINS 35T CLASS B TANK WAGON



It's surprising that no RTR manufacturer has tackled the 35T Class B tank wagon in N gauge until now. These wagons were used from the latter years of steam until the beginning of privatisation. Their use on traffic flows across the country saw them carry a multitude of liveries – thankfully, not all plain black – presenting a manufacturer with an ideal prototype to model and the majority of N gauge modellers a widespread and beneficial model. It still required crowd funding however – a sign of current market confidence?

British Railways' modernisation plan of 1955 set the scope for faster running, higher capacity wagons to cater for Britain's rapidly growing petroleum traffic – everybody wanted a car and the future of the railways wasn't powered by steam. The majority of its fleet consisted of 12T and 14T tank wagons, so working with the Esso Petroleum Company Limited, Charles Roberts Ltd. developed a higher capacity wagon of 35T. Load discharges were to be controlled by an internal rod and plug operated by a handwheel on top of the tank barrel, some 12ft 6in above rail level.

Designated Class A and Class B hundreds were built. As well as petroleum products they were also used for chemicals and molasses. From 1960, auxiliary suspension was introduced to improve on the Shoe suspension design for better running. Examples of Class B wagons remained in service into the 1990s and beyond for internal use.

Revolution Trains began gauging interest for a potential model in 2016. Luckily for modellers, the crowd-funded threshold was reached, with models delivered this month. From the box – a clear acrylic case with card sleeve into which the model is cocooned – detail abounds.

Apparent through the opening in the solebars are the two vacuum cylinders and brake gear. It's only upon flipping the model to examine its underside that it can be fully appreciated. Vacuum pipe, brake shaft, push rods and vee hangers – are all present, impressive for a OO gauge model, but above the call of duty on a wagon in this scale. Even the bottom discharge pipe with its twin valves has been modelled. Behind the design of this project we have ex-Bachmann/Graham

Etched side ladders and walkways are impressive, both areas unsuitable for conventional injection-moulding. These have been painstakingly applied by hand with their supports, Revolution Trains opting for a more labour-intensive process in favour of better detail.

From long block trains to smaller mixed-freights, look to pair these wagons with a Dapol '9F', Graham Farish '8F' or Stanier 'Black 5' or pairs of Graham Farish or Dapol BRCW Type 3s, or Graham Farish Sulzer Type 4s or EE Type 3s.

Farish design engineer Colin Allbright to thank.

Solebar detail is very good, perfected by turned metal buffers. Injection moulding methods and the exacting standards of modellers have come a long way in recent years. It's remarkable to think that solebar rivets are visible, at around 1/6mm in diameter – surely this must be pushing the boundaries of this technology? Wheels are smooth-running with almost invisible sideplay, allowing brake shoes to be placed closer to the wheels for a more accurate appearance. Discreet too is the coupling mechanism, conveniently sandwiched between the brake gear and the chassis. From above it's invisible, despite the open-framed nature of the chassis. Pulling the couplings from their NEM sockets make these wagons appear highly convincing if fitted with the separate buffer beam vacuum pipes included.

Revolution has hinted at producing Class A tank wagons if sales of this model prove popular. With such good looks as these, I can't wait to see them. ■

datafile

BASICS

Manufacturer: Revolution Trains

CATALOGUE REFS:

Mobil Charrington red, original suspension (single pack: 221, triple pack: 226, 228, 229) Esso black with original suspension (single pack: 3921, triple pack: 3976, 4211, 4249) Unbranded black with original suspension (single pack: 44222, triple pack: 44235, 44238, 44247) Regent black with revised suspension (single pack: 329, triple pack: 365, 404, 448) Texaco black with revised suspension (single pack: 47791, triple pack: 47837, 47888, 47900) United Molasses brown with revised suspension (single pack: 48052/UM251, triple pack: 48031/UM230, 48053/UM252, 48056/UM255)

Gauge/scale: 9mm gauge, 1:148 scale N

Era: 4 to 8 **Company/Operator:** BR **Weight:** 16g

Body: Injection-moulded plastic with etched details

Chassis: Injection-moulded plastic with etched details

Wheel Profile: RP25 **Couplings:** NEM close couplers

Accessories: Drawhooks, vacuum pipes and branding overlays where relevant

Supplier: Trains4U www.trains4u.com

FACT FILE

MANUFACTURER

Revolution Trains

MODEL 35T Class B tank wagon

PRICE Single: £26.95 Triple packs: £80.85

WORDS and PHOTOGRAPHS

Howard Smith



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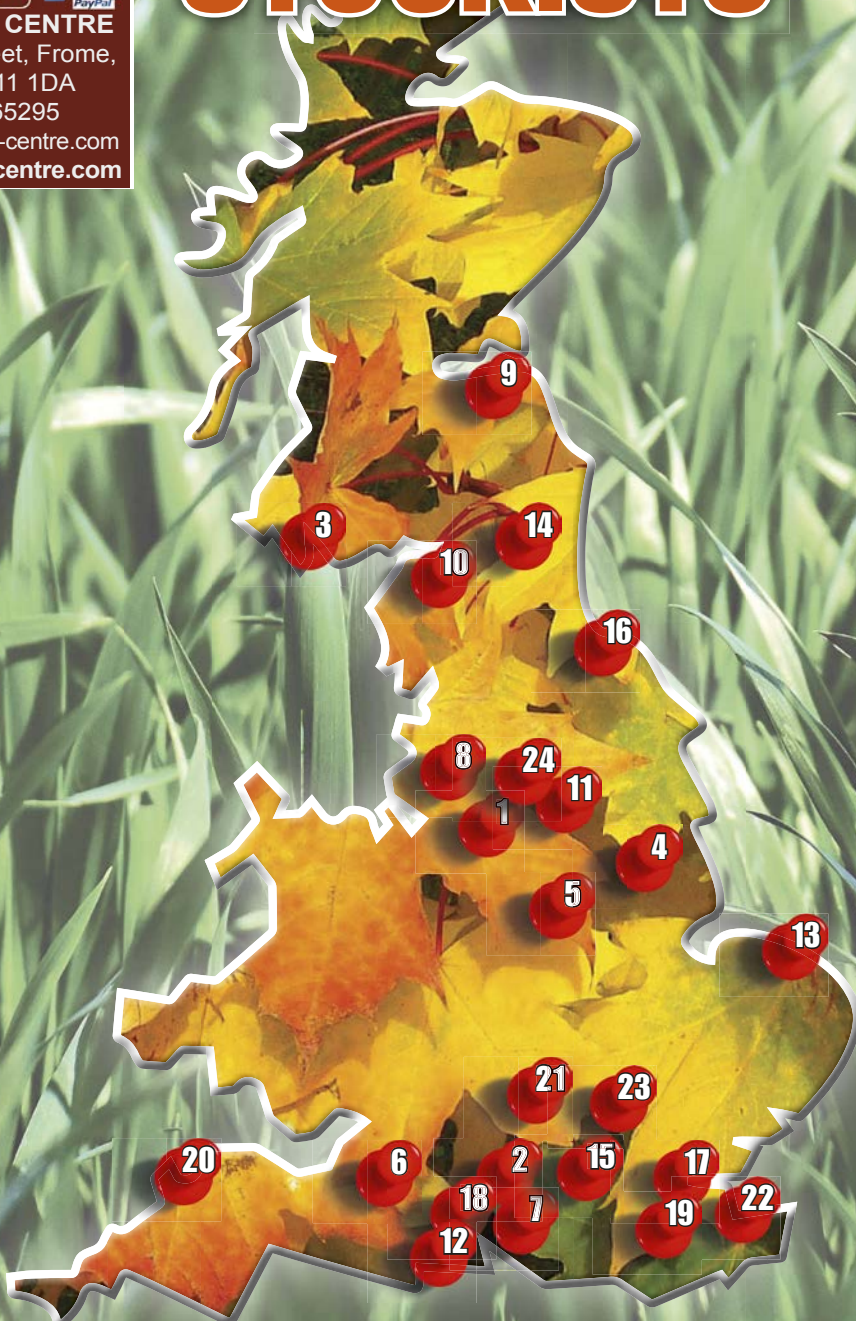
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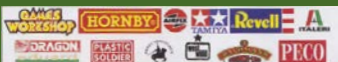
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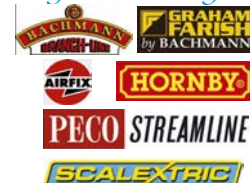
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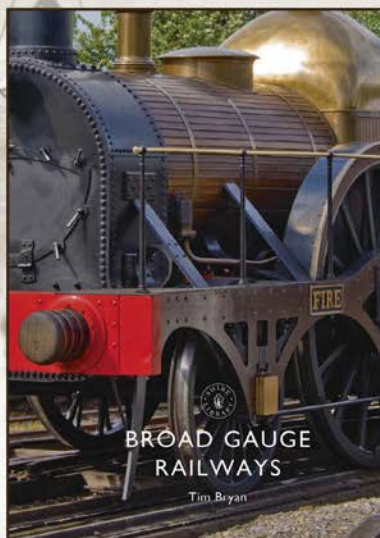
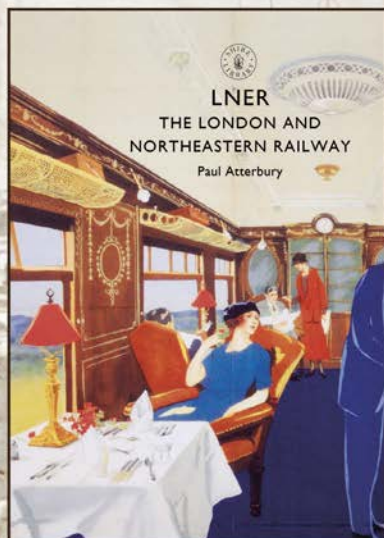
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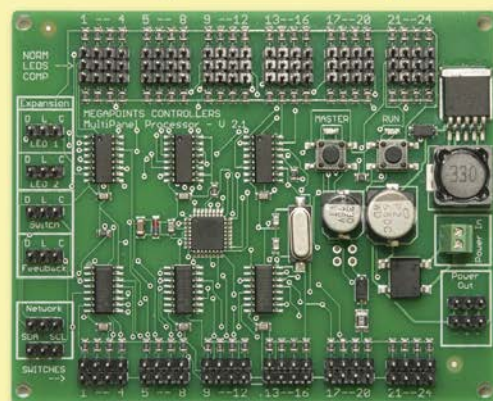
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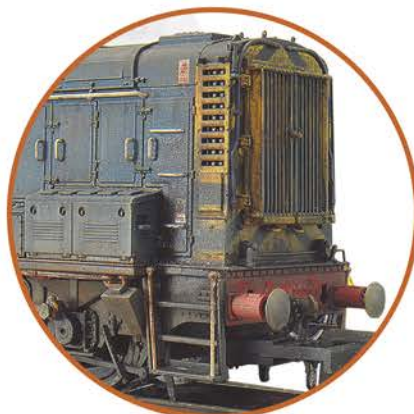


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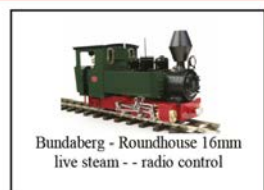
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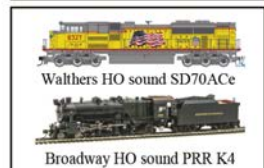
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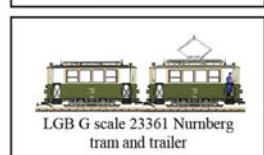


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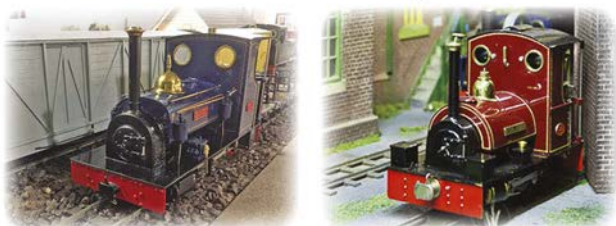
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EVENTS

EXHIBITIONS

JULY 28 - JULY 29

Stoke-on-Trent (Trent Vale) Model Railway Exhibition

St John's Primary School, Wheatly Avenue, Stoke-on-Trent, Staffordshire ST4 6SB
Opening Times: Saturday 1030 - 1700 Sunday 1030 - 1630 **Prices:** Adult £4.00 Child £2.00 (16 and under) Family £10.00 (2+2)

AUGUST 4

Pennine Model Railway Society 26th Model Railway Show

St Philips Community Centre, Briarlyn Road, Birchencliffe, Huddersfield

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.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for OCTOBER issue is August 13th

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HD3 3NL **Prices:** Adult £4.50 Under 16 Free
T: 07787 840672

AUGUST 4 - AUGUST 5

Southwold Model Railway Exhibition

Saint Felix School, IP18 6SD **Opening times:** Sat 1000-1700 Sun 1000-1630
Prices: Adult £7.00 12-17 £3.00 Under 12 Free
W: www.wvmrc.org.uk

Tinkers Park Model

Railways Plus Hadlow Down, East Sussex, TN22 4HS
Opening Times: 1000 - 1700
Prices: Adult £7.00 Child £2.00
W: www.tinkerspark.com

AUGUST 11 - AUGUST 12

Wessex Association Model railway Clubs Summer Exhibition

Torbay Leisure Centre, Penwill Way, Clennon Valley, Paignton, Devon TQ4 5JR **Opening Times:** Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £6.00
T: 01225 774440

AUGUST 18 - AUGUST 19

Carnforth Heritage Centre Model Weekend

The Heritage Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR **Opening Times:** 1000 - 1600 **Prices:** Adult £2.00 Children FREE
T: 07967 743126

Rotary Club of Ross-on-Wye Model Railway Exhibition

John Kyrle High School, Ledbury Road, Ross-on-Wye, Herefordshire HR9 7ET
Opening Times: 1000 - 1600
Prices: Adult £4.00 Child £3.00 Family (2+2) £10.00
T: 01594 543330

SEPTEMBER 8 - 9

The Railway Enthusiasts' Club 2018 Exhibition

Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA
Opening Times: Saturday 1030 - 1730 Sunday 1000 - 1700
Prices: Adult £8.00 Child £3.00 One accompanied child free
T: 01252 542574
W: www.recexhibition.org.uk

OTHER EVENTS

AUGUST 11

The East Anglia Garden Railway Show

Bressingham Steam Museum, Diss, Norfolk
Opening Times: Saturday 1030 - 1700
Prices: Admission £6.50
T: 01379 686900

TRAIN & TOY FAIRS

JULY 19

Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100 **Price:** £1.00
T: 07866 641215

JULY 28

Bluebell Railway - Toy & Rail Collectors' Fair Horsted Keynes Station, Station Approach, Horsted Keynes, Haywards Heath, West Sussex RH17 7BB
Opening Times: 1000 - 1600
T: 07866 641215

AUGUST 18

Ray Heard Model Railways - Exeter Train & Toy Fair The Matford Centre, Matford Park Road, Marsh Barton Ind Est, Exeter, Devon EX2 8FD
Opening Times: Saturday 1000 - 1500 **Prices:** Adults £2.00 **T:** 07717 278420

AUGUST 27

Bridgnorth Toy & Model Collectors Fair

Bridgnorth Leisure Centre, High Town, Bridgnorth, Shropshire WV16 4ER
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The Railway Enthusiasts' Club, PO Box 73, Farnborough, Hampshire GU14 8JG
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Website: www.recexhibition.org.uk
(Details correct at time of publication)



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**Squires will be exhibiting at the following shows in 2018 –
Diary updated as bookings are confirmed.**

July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10-5, Sun 10-4.30.

Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, **IP18 6SD** Sat 10 - 5pm Sunday 10-4.30pm. **Plenty of FREE Parking.**

Aug 11 - BEXHILL Model Rail Exh, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, **TN40 1SE** Sat 10 - 5pm *Plenty of FREE Car Parking on site!*

Aug 11/12 - SKIPTON M/Rail Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, **BD23 1UQ**, Sat 10-5, Sun 10-4. www.skiptonrailsoc.org.uk

Aug 25 - BOURNVILLE Model Railway Exhibition, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham, **B31 5ER**. 10.00am to 4.30pm

Sept 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.

Coming to Telford? - Why not try Sunday? - the show is less busy, - see more of the layouts AND a lot easier to get to our stand!!! :-)

Sept 8/9 - 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.

Coming to Steam at Swindon? - Why not try Sunday?? - the show is less busy, see more of the layouts AND a lot easier to get to our stand!!! :-)

Sept 15/16 - 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 22 - Bury St. Edmunds Model Railway Club Annual Exh, Thurston Sixth, Beyton Campus, Drinkstone Rd, Beyton, Bury St Edmunds, Suffolk **IP30 9AQ**. Sat 10 - 5

Sept 22/23 - HALIFAX Model Rail Exhibition, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Sept 29/30 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex **BN13 1LA** Sat 10-5, Sun 10-4

Oct 6/7 - SHILDON, M/Rail Exh Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm. *Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry

Oct 6/7 - FOLKESTONE, Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent **CT20 2DZ** Saturday 10-5.30, Sunday 10-5

Oct 6/7 - FAREHAM, Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire **PO16 7JU** Sat 10-5.30, Sun 10-4.3

Oct 13/14 - ALDERSHOT Farnham MRC 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30.

Oct 20 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **PO19 8AE**. 10-5.

Oct 20/21 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield. **TN22 1AE** Sat/Sun 10 - 5.

Oct 27/28 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4.

Oct 27/28 - 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. **Plenty of Free Parking**

Oct 27/28 - 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. **Enlarged Show**

Nov 3 - HIGH WYCOMBE - WYCRAIL 18 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks **HP12 4UD**. Saturday 10-5.

Nov 3/4 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**, Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.

Nov 3/4 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", 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 10 - IPSWICH Model Railway Exhibition, Rushmere Hall Primary School, Lanark Road, Ipswich, Suffolk **IP4 3EJ**, Saturday 10 - 5pm.

Nov 10/11 - TELFORD IPMS SCALE MODEL WORLD The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10-6, Sun 10-4 FREE Entry for IPMS Members.

Nov 16-18 - WAKEFIELD 57th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-5.30. Sun 10-4.30

Nov 17 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants **PO3 5XT**. 10-5 *Plenty of Free Parking*

Nov 17/18 - WORKINGTON Model Rail Show, University of Cumbria, Energun Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10 - 5, Sun 10 - 4. **5th Year at this NEW VENUE**

Nov 24/25 - BIRMINGHAM Warley National Model Railway Exhibition, Hall 5, NEC Birmingham **B40 1NT**. Sat 9.15 - 6pm, Sunday 9.15 - 5pm. www.warley-mrc.org.uk

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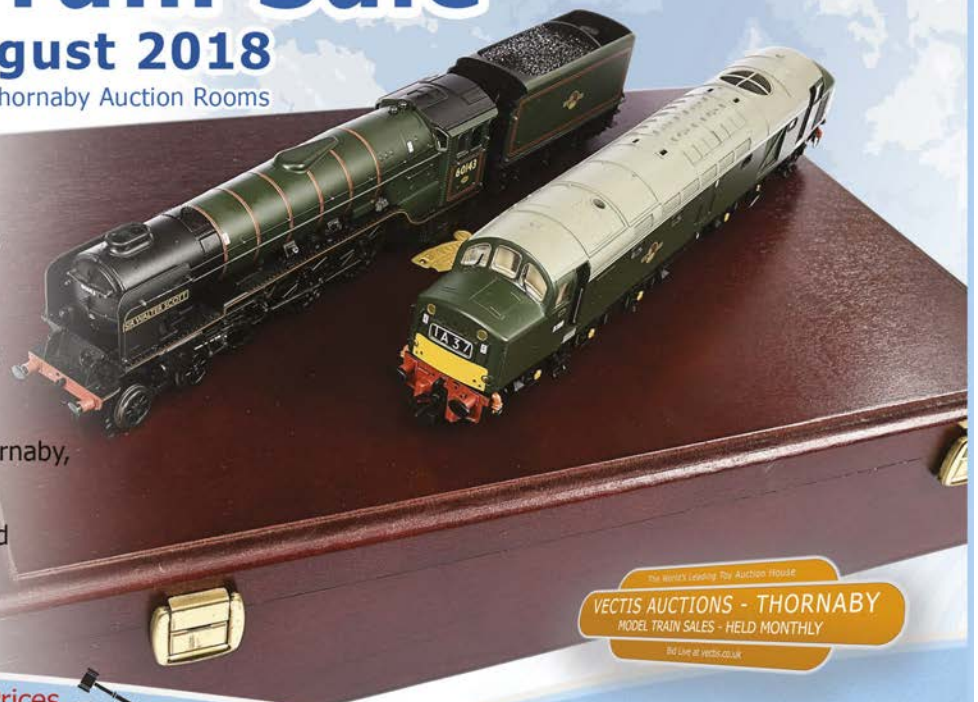
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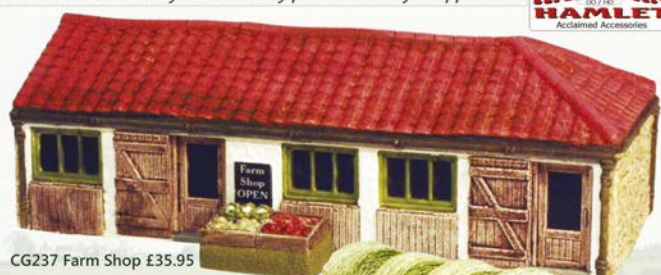
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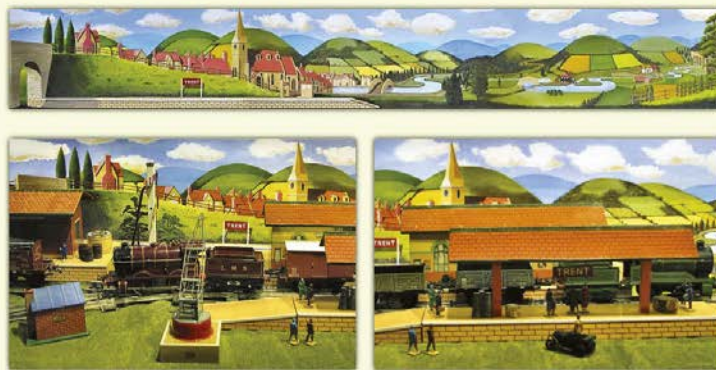
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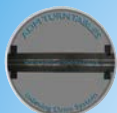
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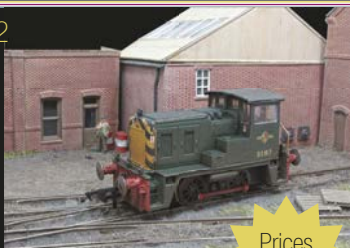


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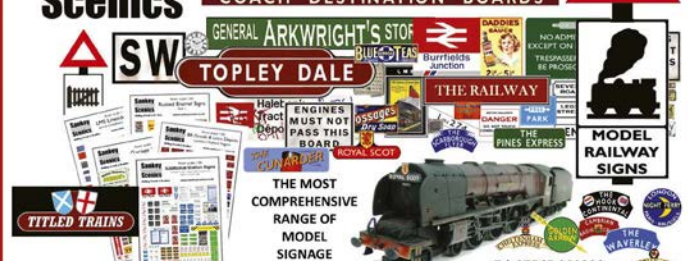


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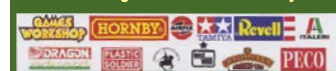
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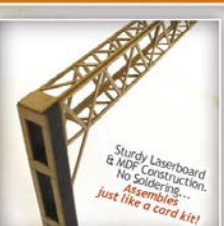
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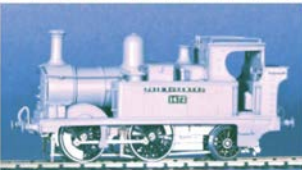
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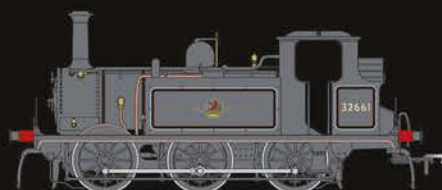
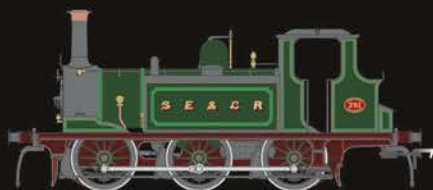
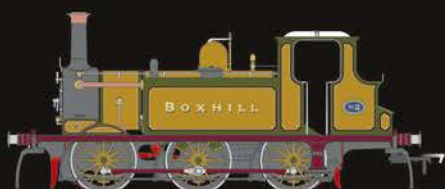
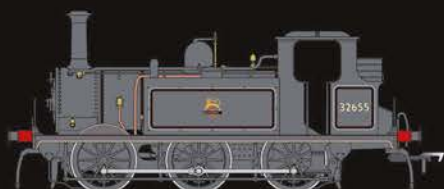
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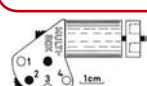
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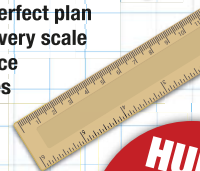
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# TAIL LAMP

Observe nature as you use trees and shrubs, says accomplished scenic modeller Kevin Phare. Join him as he rambles through scenery...

**M**ost people who have read the article on my OO layout 'Little Muddle' will know that the most important item to me is scenery. It's as important as railway infrastructure. In most instances more so, as it was there long before the railways were thought about. As such, the topography and supporting scenery should really have priority or at the very least be of equal importance.

Look at any picture that is found in any book, magazine or website of a railway passing through the countryside and what you see in abundance are trees, hedges, fields and grass. No matter what region it is, they all have one thing in common - the British countryside.

Are we scared of modelling nature on our layouts? There are far too many beautifully-modelled ones that have locomotives and rollingstock built to exacting standards only for them to pass through barren landscapes with little or no suitable scenery to support the railway.

Each element should support the other to make it appear as one unified model, with no one element being of more importance than the other.

It appears that many of us are happy to spend a small fortune on rolling stock, track and to some extent buildings, but not give scenery the same thought or consideration.

'Little Muddle' has over 360 trees of various sizes planted, from individual ones to large groups, and that is only on a small U-shaped layout measuring 210cm on each side. There's no excuse saying that your layout is too small or compact to include a lot of trees/shrubs.

Trees very rarely grow in isolation unless intentionally so, but tend to grow in groups increasing in quantity right up to forests. Why do many layouts have odd trees planted here and there? Plant in bulk is my mantra.

Grass is another issue for me. No one area of grass looks the same unless, of course, you're modelling a well-manicured area, such as a bowling green or lawns in a stately home.

Grass grows in nature unevenly and in different shades of green, so a railway embankment should look exactly like that.

One of the best products currently produced for model railways is static grass and the associated applicator, with now a vast range of shades and heights available. Why do we see just one length and colour of grass used on so many layouts?

A model railway can be made to look even more realistic if the surrounding scenery and topography mimics nature, or at the very least how the railway companies would have constructed it for real. Every item cost them vast sums of money, so they would not build a tunnel or deep cutting for the sake of it. Rather they would find a cheaper alternative route to circumnavigate the problem. Therefore, when designing your layout consider how it would have been built for real, because if it looks correct then

it will have a bigger impact on the visual appearance and realism of your layout.

We are spoilt for choice when you look at all the products available. However, going back to the 1970s, when I was first involved with exhibition layouts and the range was limited, trees could be plastic from the Britain's range. Even then, we planted them in bulk and altered them to change their size. Then, as now, quantity won, as it mimicked nature. Then there was grass flock, which was normally a fine/coarse powder from Peco or sawdust obtained from the local timber yard, sieved and then coloured with a suitable clothes dye.

Hopefully, my scenic ramblings will provide a spark to someone planning their layout and for the scenic elements to be treated as an important and integral part of that project.

Remember, build what you see and not what you think you see. I have followed this saying for years and recommend that it becomes the byword when planning, building and working on your layout. ■





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|  | Link                                                                           | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| SECR P Class 0-6-0T                                                               | <a href="http://hattons.co.uk/pclass">hattons.co.uk/pclass</a>                 | £99       | Sep 2017       |          |            |             |                   |               |               |          |
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|  | Link                                                           | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
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|  | Link                                                                   | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
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 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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ISSUE 246  
JULY/AUGUST 2018

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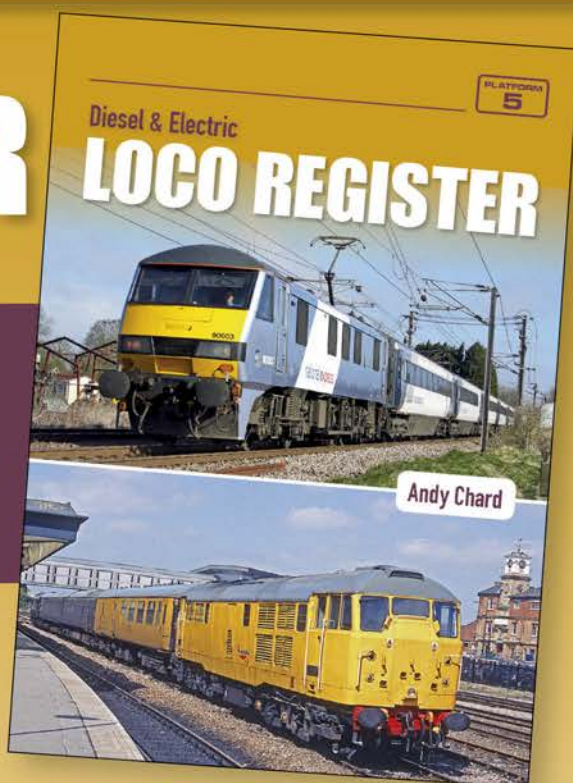
# LOCO REGISTER

By Andy Chard

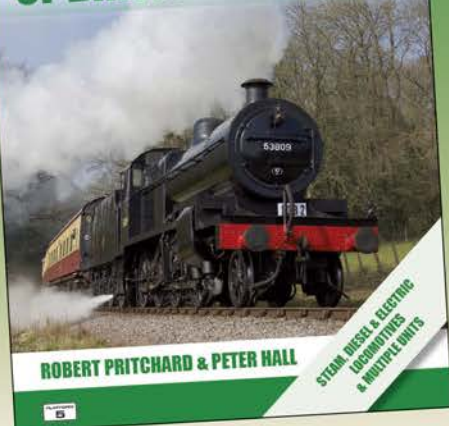
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# Welcome

One of my regrets is that I didn't experience the time when the Class 37s dominated the haulage of both passenger and freight trains on the West Highland Line. My first visit was in 1968, in the days of the North British and BRCW Type 2s, but by the time I made my second visit in 1990 the Class 156 'Sprinters' were firmly in control of most passenger services. Luckily, enthusiasts such as Martin Axford recorded on film the days of the Class 37s and his feature gives a vivid flavour of that time.

The humble electric multiple unit has often been ignored by enthusiasts, but the N.E.R. and L.N.E.R both adopted them enthusiastically for suburban services around Tyneside, and, later on, their lines out of Liverpool Street and Manchester, although their introduction into service there came in BR days. Quentin Williamson explains the development of these interesting and, for their time, advanced trains.

Many of us have fond memories of boarding a train of locomotive hauled carriages in winter with steam leaking from the pipes between vehicles. Bob Dunn tells us, "Yes, I worked on steam" as he explains what operating the steam heating system was like for the locomotive crews.

Glen Batten remembers the days when the Class 31s made an unexpected return to passenger haulage for Wessex Trains, which included the repainting of one of the '31s' in 'shocking pink'.

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David Ratcliffe returns with the second part of his article about freight traffic in Manchester. This time he looks at the railways of the south of the city.

Our photo feature highlights the area around Peak Forest, known best for its heavy stone traffic. Photographs by Gavin Morrison, John Ford and John Dedman give a taste of this location through the years.

Colin Boocock's travels with the RCTS took him to Germany and Austria in 1958. In those days many of the classic pre-war German electric locomotives could be seen operating in southern Germany and it is these intriguing types that are discussed in Colin's article.

Ian Harrison recalls the days of Britain's heavy industry in the Rotherham area in 1976. How Britain has changed in forty years!

In TRACTION MODELLING Simon George returns with a report on the development of his mammoth O Gauge project to replicate Heaton Lodge Junction. He has now found a home for the layout in the basement of an old woollen mill, whilst development work on the considerable amount of freight rolling stock needed is well underway.

At the opposite end of the scales, Andy Gibbs explains how he has developed a selection of suitable ferry wagons to operate trains on his N gauge layout Kensington Olympia.



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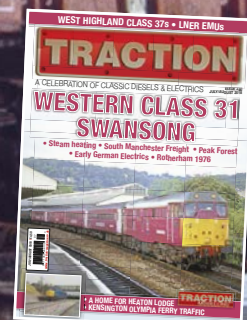
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31601 in Wessex Trains pink livery leaves Bath Spa with the 17:18 Weymouth to Bristol Temple Meads service on 15th July 2004. GLEN BATTEN





15th July 1986: 37403 'Isle of Mull' has arrived at Glasgow Queen Street with a train off the West Highland Line and awaits its next duty.

# Loco haulage to the West Highlands

Like many other enthusiasts Martin Axford was drawn to the West Highland Line with its dramatic landscape and Class 37 haulage. Here he recounts a visit in 1986.

When I planned a trip to Scotland in July 1986 it was carefully timetabled so that nearly all the scenic lines were covered. By this time Class 37/4s had already replaced Class 26s and 27s on these lines. Later, it became apparent that even this was under threat as BR stated their intention to get rid of loco-haulage completely.

On day one of the trip (14th July) I travelled from Swindon to Carlisle, leap-frogging my way up the WCML, calling at Warrington Bank Quay, Preston and Oxenholme to take photos. At Carlisle ticket office I bought a 'Freedom of Scotland' ticket for, I think, £38. After staying overnight at Carlisle youth hostel I was back at the station again the next morning (15th July) bright and early for my first bit of haulage interest.

47402 'Gateshead' was at the head of the 06:55 Preston to Glasgow Central via Kilmarnock and the GSW route. I didn't see

much of the scenery because it was pouring with rain but the weather had improved by the time we arrived at Glasgow Central. I made a hesitant first time transfer from Central to Queen Street stations where I took a few photos including a nice one of 37403 'Isle of Mull' at the buffer stops.

I then boarded the 12:20 Glasgow Queen Street to Oban and settled down for my first ride on the scenic West Highland Line behind 37424. The sometimes long stops at small island platform stations, often in the middle of nowhere, took some getting used to but the scenery was, of course, magnificent. The '37/4s' seemed very much at home and 37424 was well on top of the job.

After arrival at Oban I was a bit put out to find that the original station, with its fine overall roof, was out of use and had been replaced by a neat but quite small yellow-brick structure. Still it was nice to be able to photograph 37422 with the famous Oban



15th July 1986: 37422 stands at the buffer stops at Oban with McCaig's Tower, which was intended to resemble the Colosseum in Rome, on the hill in the background.





**ABOVE:** 15th July 1986: 'Mexican Bean' Class 104 DMUs Nos. 53424 and 53434 arrives at Oban with a short summer time working from Loch Awe to Oban.

'Colosseum', McCaig's Tower, on the hill in the background. Also photographed was 'Mexican Bean' Class 104 DMU with power cars Nos. 53424 and 53434 arriving from Loch Awe. A quick walk around Oban and something to eat was followed by the return run back up the line to Crianlarich behind 37424 with the 18:00 Oban to Glasgow Queen Street.

At Crianlarich I booked into the recently built youth hostel and then went out and photographed 37406 'Saltaire Society' leaving with the 18:20 Glasgow Queen Street to Oban. After a fish and chip supper I returned to the youth hostel and found I was sharing the small dormitory with a group of guys walking the 'West Highland Way' which parallels the railway line. I listened to some of their anecdotes later and decided that travelling to Mallaig by train was a lot easier!

The next morning (16th July) an early Mossend bound freight headed by 37407 'Loch Long' was photographed arriving at Crianlarich but then I had a long wait for the 05:50 Glasgow Queen Street to Mallaig. This train carried through sleepers for Fort William from the previous night's 21:00 from Euston and eventually arrived behind 37413, 70 minutes late.

Despite the damp misty weather, the combination of spectacular scenery and the sound effects from 37413 made it all worthwhile. Well known scenic delights like the Horseshoe Curve near Bridge of Orchy, Rannoch Moor and Ben Nevis all lived up to their reputation. Sadly, this feeling was dampened a little when we arrived at Fort

**BELOW:** 15th July 1986: 37424 awaits departure from Oban with the 18:00 Oban to Glasgow Queen Street.







ABOVE: 15th July 1986: 37406 'Saltire Society' is seen leaving Crianlarich with the 18:20 Glasgow Queen Street to Oban.

BELOW: 16th July 1986: An early morning Mossend bound freight pulls into Crianlarich headed by 37407 'Loch Long'.





William with its soulless modern buildings. It's not a very fitting end to what must be one of the 'Great Railway Journeys of the World'. After removal of the sleepers, the train continued on to Mallaig headed by 37410. By now, with the scenery continuing to impress, I was keen to leave the train somewhere to take a few scenic pictures: somewhere like Glenfinnan viaduct.

I studied the Great Britain Time Table and ascertained that I could spend time there and possibly get some decent scenic photos before travelling back to Crianlarich. So, after arrival at Mallaig I took one or two mediocre snaps of 37410 running-round and then got back on the train straight away for the return journey, getting off at Glenfinnan. I did the tourist thing at Glenfinnan and visited the 'Bonnie Prince Charlie' monument.

I can't remember what I had for lunch or even if I had it but I was in position at the appointed time to get a couple of very atmospheric views of 37410 crossing Glenfinnan viaduct with the 09:50 Glasgow Queen Street to Mallaig. An hour or so later, after walking up to the viaduct to have a closer look, I was back on the station waiting for 37410 again. By now the weather had



**ABOVE:** 16th July 1986: 37413 runs into Crianlarich with the 05:50 Glasgow Queen Street to Mallaig which conveys through sleeping cars off the previous night's 21:00 from Euston.

**BELOW:** 16th July 1986: An atmospheric view of 37410 crossing Glenfinnan viaduct with the 09:50 Glasgow Queen Street to Mallaig.







**ABOVE:** 16th July 1986: 37424 waits at Glenfinnan with a Mallaig bound train as 37410 arrives with the 15:50 Mallaig to Glasgow Queen Street.

**BELOW:** 16th July 1986: 37410 and heads the 15:50 Mallaig to Glasgow Queen Street train, including the Fort William to Euston sleeping cars, around the Horseshoe Curve near Bridge of Orchy.



**ABOVE:** 16th July 1986: 37410 and a rainbow are seen during shunt moves at Fort William.



brightened up a bit and I managed a nice view of the loco arriving at Glenfinnan with the 15:50 Mallaig to Glasgow Queen Street crossing 37424, which was waiting with a Mallaig bound train. By the time we arrived back at unlovely Fort William the sun was peeping through heavy rain-laden clouds. This produced a rainbow which appears in the photo of 37410 running-round.

The 15:50 from Mallaig had now become quite a substantial train and included two Mark 3 sleepers and a Mark 2 air-conditioned coach going through to Euston. After we departed Fort William I put the camera away and settled down to enjoy the scenic journey back to Crianlarich. Famous last words! The camera was out again as we progressed towards Tyndrum because the low sunlight produced a quality of light in the clean air which I had never seen before.

The result was a beautifully lit view of 37410 and the 1550 Mallaig to Glasgow Queen Street rounding Horseshoe Curve. Appropriately, this was the last West Highland photo of the trip. Next day it rained hard as I travelled back to Glasgow and on to Edinburgh for a couple of days photographing in the lowlands. Then I intended to go up to Inverness via Aberdeen and have a look at the Kyle of Lochalsh and Far North Lines, but that is another story.



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# The LNER and its electric multiple units

Electric multiple units began to come into their own during the grouping period from 1923 to 1948 and are mostly associated with the Southern Railway and London Transport, but the LNER used them too, with its first ones entering service 80 years ago, as Quentin Williamson explains.

**T**hese days EMUs can be seen all over the country, apart from Northern Ireland, and we take them for granted. Advances in electrical engineering at the end of the 19th century meant that they were a viable option for railways from the start of the last century. They were the cheapest trains to run, were becoming more reliable and, because they could be coupled together and driven by one man from either end, gave great operational flexibility.

When the London and North Eastern Railway was formed in 1923, one of its five main constituents, the North Eastern Railway, was already operating EMUs. They ran on the North Tyneside commuter

network from Newcastle out to Wallsend, Tynemouth, Whitley Bay and back to Newcastle by way of Gosforth. Some of the stock dated from 1904 but some had been built as recently as 1920. They worked using a third rail energised at 600V dc – the same system that became the Southern Railway standard. The LNER planned to electrify some of its suburban services from King's Cross and Liverpool Street but, although some of the articulated compartment train sets were designed with possible conversion to EMUs in mind, they never were converted because the LNER could not raise the capital needed for electrification for some time.

## New Tyneside EMUs

However, in 1934 the company began to electrify the South Tyneside suburban line from Newcastle to South Shields through Gateshead, Jarrow and Tyne Dock. The original NER EMUs were renovated and set to work on the South Tyneside route while new EMUs were built to work the North Tyneside suburban trains. The LNER did not go in for standardisation under its original Chief Mechanical Engineer, Sir Nigel Gresley, and the new EMUs demonstrated this. The fleet was made up from 64 two-car articulated trains of four types built by Metro-Cammell: 12 were a motor third and control trailer third; 16 were a luggage



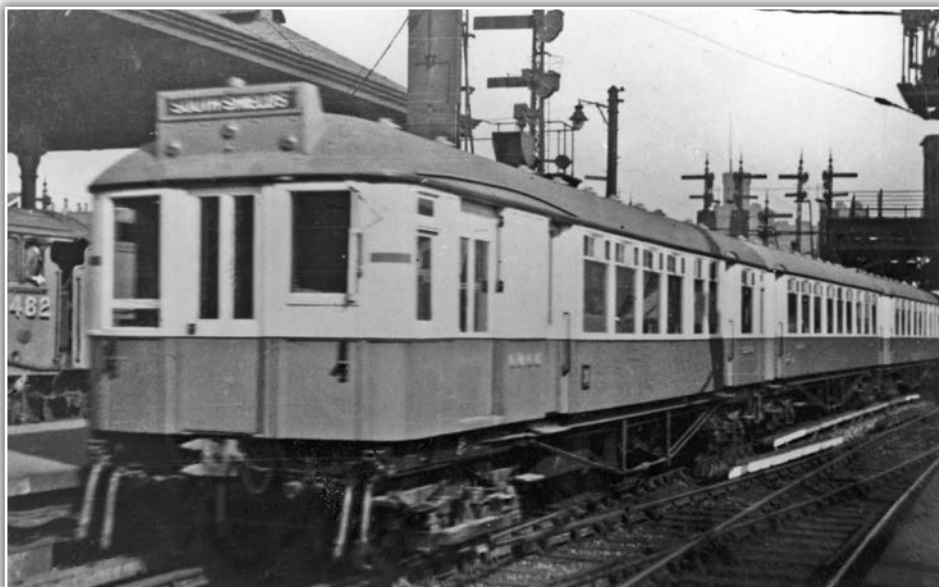


Seen at Church Lane crossing, near Ingatestone, 306038 is working a Chelmsford to Shenfield service on 4th October 1975. DAVID FORD

motor third and control trailer first; 18 were a motor third and a trailer third and lastly there were 18 more made up from a luggage motor third and a trailer first.

These could be made up into trains of up to eight carriages in any combination. Unlike most LNER carriages, they were all steel, and fitted with Alpax manually worked sliding doors at the carriage ends. Inside there were two open plan saloons which were fitted with bucket seats.

Each twin set was powered by two 216hp Crompton Parkinson traction motors and fitted with cowhead couplings and electro-pneumatic brakes. Although these arrangements were similar to the existing



A South Tyneside electric train is at platform 11 in Newcastle Central Station in 1938 working a South Shields train. It is made up of former North Eastern Railway vehicles that had been used on the North Tyneside lines and were refurbished by the LNER for the newly electrified line to South Shields. On the left is the cab of No. 4482 'Golden Eagle', one of the then new Gresley A4 Streamliners. In the background can be seen the castle. WALTER DENDY



One of the LNER built North Tyneside 2-Car EMUs No. 24178 is seen at Newcastle Central in this 1950 view. The North Tyneside electric trains operated out of the seven platform terminal part of the station at the east end. It appears to be in the Marlborough Blue and Quaker Grey divided by black lining. WALTER DENDY



A 2-car North Tyneside unit with No. E29313E leading is seen on October 1st 1963 at Tynemouth with a Whitley Bay train. RAIL-ONLINE





One of the two North Tyneside parcels units, No. E29468E, is at Tynemouth on October 1st 1963. RAIL-ONLINE

NER EMUs, they could not work in multiple with them. Power bogies were 8ft 6in long while the others were 8ft long. The central bogies were Gresley bolster bogies while the other trailing bogies were of the Fox type pre-grouping design. There were also two single-coach luggage motor thirds and two single-coach parcels vans which could work as locomotives and were fitted with ordinary screw couplings and buffers.

To the delight of enthusiasts, these trains were given a special EMU livery of red and cream, which replaced the fake teal standard livery which the former NER units had carried since grouping. The LNER sets had been meant to have domed driving cab ends but when delivered they were flat fronted. In 1941 all of the LNER's EMUs began to be repainted in a new EMU livery of Marlborough Blue below and Quaker Grey above the waistline, divided by black lining. It was similar to the British Rail blue and grey livery of the 1960s, although both colours were of a lighter shade.

The change was prompted by the Royal Air Force after set 24229/30 was destroyed by a bomb on 10th April 1941. The RAF felt that the red livery and arcing from the third rail made them stand out to enemy aeroplanes. For modellers Phoenix Paints produces Marlborough Blue (which was also used for the upper panels of the Coronation streamliner coaches) but not Quaker Grey.

Two of the units collided in 1951 at Newcastle Central station and were made into one set, but service reductions in 1963 allowed the withdrawal of 15 of the sets which had a driving cab at only one end. The remaining LNER trains were finally withdrawn

on 17th June 1967 when the electrification was removed on Tyneside. They were the last articulated passenger trains to run in the country until the Eurostar trains started running from Waterloo to Paris Gare du Nord on November 14th, 1994. None of the LNER Tyneside stock survives.

#### Overhead electrification

From 1935 the Government had pledged

£45 million on its New Works Programme which underwrote investment by the railways to stimulate the economy. Its Weir Committee report of 1927 had suggested that future electrification should be at 1500V dc delivered from overhead catenary wiring. The LNER decided to electrify two of its routes. The first was its main line from Manchester to Sheffield, together with the Glossop branch. The second was



Shortly after the inauguration of electric working out of Manchester London Road, an unidentified EMU runs in with a train from Glossop to Manchester in June 1954. JOHN FORD



for its suburban trains from Liverpool Street to Shenfield, where the Norwich line splits from the Southend Victoria branch. A shuttle service was planned from Fenchurch Street station to an interchange at Stratford with both the Shenfield trains and the Underground line to Ongar. The civil engineering work needed was substantial and was suspended on the outbreak of war in 1939.

The other EMUs designed by the LNER differed in most respects from the Tyneside sets. Only six of the EMUs had been built by then and none had its electrical equipment fitted. They were stored in a tunnel near Dukinfield during the war. This time the 100 EMUs ordered for the new schemes were similar in design.

They were three-car sets with a third class open motor coach with a diamond pantograph at one end, built by Metro-Cammell who also built the middle carriages. Four Crompton Parkinson 270hp motors were fitted to the Shenfield sets while the Manchester sets had four GEC 185hp motors instead. On the 92 Shenfield units the middle coach was all third class, while on the eight Manchester sets it had a first class and a third class saloon. The third class driving trailers were built by Birmingham Railway Carriage & Wagon Co. The trains were designed by Edward Thompson who decided against the usual Gresley outside framed bogies in favour of more traditional leaf spring inside framed bogies. These were rated for use at up to 75mph. In my experience these gave a lively ride, as I discovered on a trip from Colchester to Shenfield; and they were prone to hunting too. The editor remembers similar lively experiences on the Manchester to Glossop line.

The electrical control couplings on the end of the motor coach had female sockets, while the driving trailer carriages had cables with a male fitting which meant that units always had to be coupled the same way round. At least one of the EMUs was complete enough to be shown to the LNER directors at Marylebone station in 1946, painted in the blue and grey EMU livery. The trains were built under the direction of Arthur Peppercorn the final Chief Mechanical Engineer of the LNER and were the last EMUs built in this way before a central British Railways authority for rolling stock construction was set up.

By the time the trains entered service on 26th September 1949, the LNER had gone and they were turned out in Malachite Green. The doors were air worked, with sliding doors positioned 1/3 and 2/3 of the way down the passenger saloon, which is now standard practice. They could be worked all at once by the guard, or he could let passengers open them at stations by pressing a button in the vestibule. This only happened once in my experience, late in the evening on a cold and snowy day.

When I first became interested in railways I was surprised to find out that these LNER



**Unit 003 brings up the rear of a twelve-car rake forming a Liverpool Street to Gidea Park at Bethnal Green on 6th September 1960. The train is in BR green livery without yellow warning panels. COLOUR-RAIL**



**Generally the Glossop line services ran as three car trains but in the rush hours they were sometimes operated as a double set. With driving trailer No. M59605M at the rear, a pair of blue liveried Class 506 units leave Godley Junction with a service for Glossop and Hadfield in March 1983. RAILPHOTOPRINTS.CO.UK - COLLECTION**

sets were older than the old fashioned slam-door stock which was built by BR from 1956 onward, not least because the interiors of the LNER sets were smarter and had more comfortable seats.

Although the electrification had been done for it, the LNER's planned shuttle service from Fenchurch Street to Stratford was never laid on (and still never has been) and the bay platform for it at the new Stratford station remained derelict until it was taken over for the Docklands Light Railway. This left some of the EMUs spare so, when electrification

was extended to Chelmsford and Southend Victoria, while the latter was worked by Class 307s the spare LNER sets worked shuttle trains from Shenfield to Chelmsford.

The eight EMUs for the Manchester to Hadfield and Glossop (on the line to Sheffield) service did not enter service until 1954, but throughout their career some of them still had axle boxes lettered LNER. The Shenfield sets worked coupled in threes to give a nine-coach train, whereas the Manchester sets usually worked singly.

In 1957 trials were run with a view to





**ABOVE:** Awaiting a decision on its future, 306 017 is seen at the East Anglian Railway Museum at Wakes Colne on September 14th 2017. The spotlight was added to the driving trailer third of 306017 after preservation. The Manchester sets had a door in this coach from the drivers' cabs to the passenger saloon, but the Shenfield sets did not to increase seating capacity. Although built in 1948, one of the unit's axleboxes still carries the initials 'LNE'. **QUENTIN WILLIAMSON**

the units working from Manchester beyond Hadfield and all the way to Sheffield over the rest of the Woodhead route. However, there were concerns that the hard climbing necessary would cause the motors to overheat and there were concerns about gauging as they had quite wide footsteps.

#### Conversion for 25kV ac electrification

By 1959 the Government had decided that electrification should be at 25kV ac in future, with the exception of the Southern Region where third-rail electrification was widespread. This was tried out on the Colchester to Clacton branch with Class 302s and seemed to work well, so the existing electrification from Liverpool Street was to be converted to 25kV too. However, anxieties about some of the tight overhead clearances meant that some of the electrification was at 6.25 kV, with trains switching automatically between the two voltages.

The LNER sets had to be rebuilt to work on the new system. They needed to have a transformer and germanium rectifier fitted but there was not enough room for this in the motor coach, so the EMUs had to be rebuilt to accommodate the extra equipment and

a new Stone Faiveley pantograph fitted (in place of the original diamond shaped one) on the middle coach instead. The Manchester sets remained unaltered, save for the reclassification of the first class section as second class.

The first Class 306, as they were now called, was withdrawn in 1968 when unit 30 caught fire, and in 1974 the collision of one unit and a fire on car 65459 led to the two damaged units being combined as one with a spare driving motor car left over.

It was decided that having sections of overhead energised at 6.25 kV was not actually necessary and so it was altered to be 25kV throughout from October 1980. This meant that new Class 315 EMUs were ordered and began to replace the old LNER sets, which were withdrawn from passenger service during 1981. Some survived briefly for use at Christmas by the Royal Mail and one, 17, was restored at Ilford depot and repainted in Malachite Green. This had formed the middle unit of the opening train in 1949 and had conveyed Alfred Barnes, the Minister of Transport, and his party.

The Shenfield sets had remained in plain Rail Blue livery although the Manchester sets had been repainted in blue and grey. After

the closure of the Woodhead line beyond Hadfield in 1981, the Glossop line sets soldiered on until 1984 when the Hadfield and Glossop line was converted to 25kV and worked by spare Class 303 EMUs redeployed from Glasgow. Coincidentally, these units were fitted with Gresley bogies.

The last Manchester to Glossop unit was scrapped in August 1995 by Booths in Rotherham. All that remains is a severed driving end of a motor open brake second, M59404, which was been preserved at the Electric Railway Museum in Warwickshire, although this museum closed in October 2017.

The surviving Shenfield set is now owned by the National Railway Museum and was built in 1948. It can be seen at East Anglian Railway Museum in Wakes Colne in Essex, although its future there was uncertain at the time of writing. The Museum's Peter Martin worked on the Class 306s when they were in service and on 17 since it was preserved. Unfortunately it is not stabled at the platform face but is accessible to visitors when it serves at Father Christmas's grotto.





# Yes, I worked on steam

Bob Dunn describes an almost forgotten job on the railway; keeping the passengers warm in steam heated carriages.

“So what exactly does a secondman do?” asked my father. I explained that the role was to support the train driver: clean the cabs, make the tea, do what you are told and also to learn the job. He was not convinced that there was a job there at all and wanted me to work in the then booming car industry because, “That’s where the money and future is, son.”

“Oh, and we work the steam heating boiler and try to fix it if it fails.” I could almost hear him think, “Ah, something proper to do then, almost a man’s job.”

I began my seven week traction trainee’s course at Saltley on 28th April 1975. This involved learning rules and regulations appertaining to the safe working of trains. My instructor was Bert Scrivens who had been taken off driving duties due to ill health but was extremely knowledgeable. He also relished any opportunity to reminisce about ‘the good old days’. I was sixteen and listened intently and now, a little older, I also now reminisce about the ‘good old days’. In fact most railwaymen do. It gets in the blood you see.

With the rules and regulations hopefully confined to memory for ever I began a two week boiler training course with instructor John Sewell. Being very much a mixed traffic depot, Saltley had a multitude of booked

passenger work and excursions and, with vacuum braked Mark1 stock being the most prominent at this time, it would be my job to keep the passengers warm. The steam heating period ran from the start of the winter timetable in September to May. Exceptions to this were the myriad of Friday night overnight summer holiday trains to the South West, sleepers, overnight motorails and the TPO mail trains. These were all heated throughout the year.

## Boiler training

Three types of boiler had to be learned:

- the Spanners (found in the Class 31s with the Mark 1 version, higher numbered ‘46s’ and some ‘47s’ all with the Mark 3 version)
- the Stones (Class 45s, lower numbered ‘46s’, some ‘40s’, the majority of the ‘47s’ and the ‘Baby Stones’ on the Class 25)
- the Claytons (Class 37s, some ‘40s’ and some ‘47s’ including all of the original named ones)

After three days in the classroom learning all about Stones my first run out was on Thursday 15th May 1975 when we went with 1E10 (06:55 Gloucester to Leeds) from Birmingham New Street to Sheffield. The lower numbered and Laira allocated Class 46s had Stones boilers and so, with John’s tuition, I did what I had to do in the noisy depths of No 2 end of 46018 but was glad

47001 is seen on an express at Bristol Temple Meads on the 30th April 1977. It looks as though the second man has just topped up the locomotive’s boiler tank as the cab door is open and there is a pool of water near the end of the hose. 47001 was the replacement locomotive that the author describes after his ill fated journey to London in 1980. DAVE HIGSON

to get back into the cab enjoying the view. At Sheffield it was my job to put the bag on. For reasons unknown a bag is a pipe in railway parlance but only for vacuum and water.

So, with the loco at a stand the bag was connected, the bottom valve opened on the loco and then the main valve opened. A relic from the steam days on ‘45s’ and ‘46s’, and not now used, were the foot holes up the side of the loco where the secondman would climb to top up the boiler through the roof using the steam engine water column. On Class 47s this was pushed through a porthole in the side of the loco. Additionally, some Class 40s were fitted with water scoops so that the boiler could be topped up en-route while passing over water troughs. This equipment was still in situ but was obviously out of use on the examples of the class that I worked on. In an attempt to do away with the secondman, BR fitted class 47s with ‘Steam On’ and ‘Steam Off’ buttons in the cab. The idea was that a fitter would ready the boiler on the shed and all the driver had to do was press ‘On’ when coupled up and ‘Off’ prior to uncoupling. Boiler unreliability and union protests soon put paid to that idea although many locos were still fitted with these buttons into the 1980s.

Anyway, back to Sheffield, we’ll be late away with all this waffle. “Stand back,” shouted John, “just in case the bag comes



off". As much water as possible would be put in during station dwell time and the secondman taking the train forward would or should assist. Closing the bottom valve on the Class 45 or 46 was essential before the bag was removed otherwise one would get a face full of water as it was pumped up into the tank located at the top of the engine room.

This I forgot many years later at Bristol Temple Meads when my driver shouted, "Get that bloody bag off we're due away." To the amusement of those spotters on the adjacent platform (were you one of them?) I got soaked. When getting back in the cab he looked at me blankly and said, "Well, you won't do that again."

Our return working from Sheffield was with 1V88 Newcastle to Plymouth and this ran in with electric train heating (ETH) fitted 47443 so I just enjoyed the ride back to Brum.

After four days on the Stones we commenced three days training on the Clayton over at Tyseley where a converted inspection saloon contained a boiler for this very purpose. I found these boilers the most labour intensive and, what in these days, would be considered a health and safety nightmare.

To fire up the boiler the burner control valve was tentatively opened to allow fuel in to this monster. It was my job to ensure that the water in the sight glass never rose too far, all the time being pressed against it in the tight confines of the loco. The water drain valve had to be opened and then closed quickly as the water dropped. If you were too slow the low water cut out kicked in. The roar and vibration when it fired could loosen fillings! At this time Clayton's were banned from working under the overhead wires due to their spectacular ability to 'blow off'. The fear was that the rush of steam might damage the overhead line equipment but this instruction was later dropped and we would blow off to our hearts' content.

While waiting one morning to couple to the Glasgow to Bristol (1V56) sleeper in platform 5 at New St, the boiler blew. A plume of water and steam shot skywards and was carried by the wind over the wall into Navigation Street. The protests from those awaiting their bus could be heard above the crescendo of noise and heads popped over the wall to see what had caused this unwelcome warm shower. I heard tell of a fitter at Toton who had acquired a Clayton boiler during their run down and used it to heat his house. I trust that the pressure had been adjusted to prevent it blowing off!

Two days were allocated to the Spanner which were without doubt the least complicated of the three. To be pedantic it was only the Spanner that was actually a boiler. The other two were steam generators in that they produced steam as required. The Spanner stored steam in its dome and if this was sufficient it would sit there quietly apparently doing nothing.

So on Friday 23rd May off I went to Leamington to be passed out on all three boilers by Traction Inspector Barrett. This was quite a grilling as I had to explain how



**A familiar sight to all rail travellers in the past was the wisp of steam between locomotives and carriages. Here Gateshead depot's 46045 stands at Bristol Temple Meads with a North East to South West train on 29th November 1980. Today 46045 is preserved and its Spanner boiler can be seen in one of the other photographs in this article. DAVE HIGSON**

each one worked, identify all relevant valves, describe the preparation and disposal duties and fault finding and rectification.

Returning to Saltley for a few days riding out on the local trip jobs and a few days revision with Bert, it was on Thursday 12th June 1975 that I made my way up to New Street to be passed out as a secondman by Traction Inspector Allcock.

#### **Deserting the London Midland Region**

The following week I deserted the London Midland Region and started on the Western Region as a secondman in my home town of Bromsgrove on the Lickey Bankers where my newly attained boiler knowledge was of no use whatsoever. However, in an attempt to keep my hand in, any boiler fitted Class 37 that turned up for banking duties would have its Clayton boiler run up. This I did with 37187 on 26th November and 37186 which arrived for a stint on 17th December. This was supplemented by sister 37182 on 3rd January 1976 and the boiler fitted duo worked together for a few days up the bank. Incidentally the grade of secondman was renamed driver's assistant on 1st January 1976 although for ever and a day the term secondman was still used by us.

#### **Back to the Midland to become a 'seagull'**

The call of the main line was too strong to ignore and on 8th March 1976 I was back at Saltley and had a three day boiler review again with John Sewell. Four days later and I had my first boiler duty on a passenger service when, with driver Dave Beattie, we worked 1O17 from New Street to Oxford with a Clayton on 47063 doing what it was supposed to. We returned with Spanner fitted 47143 on 1M09. Later in March on the 30th I worked, for a short period of time anyway, one of the Baby Stones on a Class 25. Travelling to Worcester Shrub Hill Harry Leese and myself picked up 25066 and worked back mid-morning via Bromsgrove with a three coach 2M98, this being due to a DMU shortage.

However, all was not well and the station

staff at Droitwich drew our attention to the black smoke billowing from the loco. With steam on the gauge a look in the boiler room immediately revealed the problem. The top of the boiler was glowing red indicating that the brick arch within the boiler dome had collapsed. Operation of the emergency shut down switch in the cab did exactly that. I had better luck with these sturdy workhorses a week later however when on 7th April, and with driver Ray Smith, we came back from Gloucester to Landor Street junction, Saltley with 25222 and 25054 on 1Z96.

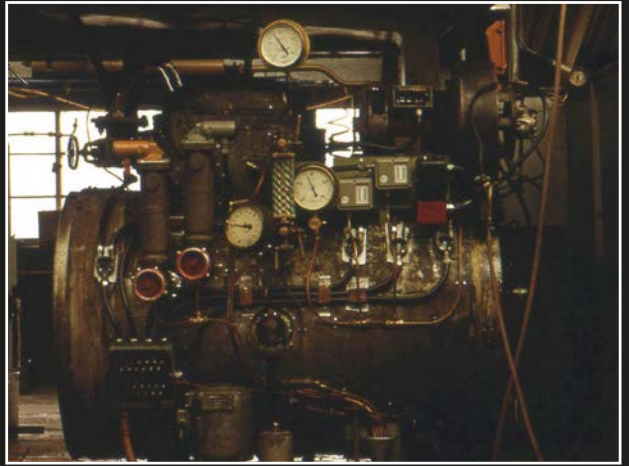
On Wednesday 22nd March 1978 I booked on at 20:00, again with driver Harry Lease, for a special to Basingstoke. We pootled over to Moor Street with 25132 but on arrival its lack of steam heating equipment rendered it no good for the job. Someone in Control had cocked up there. So back to Saltley we went where 25220 was ready and waiting for us with boiler simmering nicely. Obviously the controller had made a valiant attempt to redeem himself and had rung through to the shed foreman who had scrambled the shed men. So, for a second time we coupled up and off we went with 1Z57 the BR exhibition train. Upon arrival in the early hours of the morning it was shunted into the Down yard at Basingstoke and we came back light to the shed.

An unusual high speed run with a Class 25 was had on Sunday 3rd January 1982. 45065 working 1V04 had suffered a boiler failure en-route from Derby so 25083 was tucked in behind it to supply steam heat from New St to Bristol. Heating ten Mark 1 coaches was a tall order for the Baby Stones boiler but it did its best and, although firing almost continuously all the way, never gave up. To assist the '45' and to try and make up a little time my driver, John Cunningham, thrashed the little Sulzer for all it was worth up to line speed (about 90 mph). The combination of two Sulzers on full power climbing through the tunnels out of New St was most enjoyable. As ever, at high speed, the ride was fine on these little locos that spent most of their time bouncing around at lower speeds. The only problem





Things are always cramped in the locomotives as shown in this view of a Spanner boiler on preserved 46045. BOB DUNN



A Spanner Mark 3 is seen at Derby Works. NEVILLE SLOPER



A Stones boiler is seen at Derby Works. NEVILLE SLOPER

we had was fumes from the Class 45 entering the cab.

As my experience grew it became apparent that these devices were rather unreliable, although preparing them correctly and shutting them down in the correct manner could have a positive effect. This applied especially to the Stones. At a point prior to the train's terminating point our job was to close the steam valve to the train and shut the boiler down correctly as Stones had to have all remaining steam 'blown down' and then the boiler filled with water for the next user. This took some time in the engineroom of a still working loco and I am aware a common malpractice was to simply operate the in cab emergency shut down switch.

Saltley shed around 05.00 in the morning would be extremely atmospheric with secondmen busying themselves getting their boilers ready and steam rising all around. You could tell who had a Clayton by a sudden whoosh and a column of steam rising from amongst the gaggle of locos. A good practice would be to open the cock on the buffer beam and allow water that had collected from previous use to run out. A considerable amount could be emitted and if left would

have a drastic effect on the passage of steam into the train. Shunters would also do this with the stock. When working well with 60 psi on the clock I still maintain that there was no more snug a place than the compartment of a Mark1 coach.

With the majority of Saltley's NE/SW express work being dominated by Class 45s and 46s, we became extremely conversant with the Stones and Spanners. The Paddington trains turned up with Western Region '47s' and the Newcastle to Pooles could appear with '47s' from near and far. Meanwhile the Birmingham to Norwich service changed to Class 31 haulage in 1977 with their reliable Spanner Mk1s. My first trip on the latter was on 10th October 1977 with 31319 out on 1E64 to Leicester and 31251 back on 1M88.

Occasional forays to London with our Class 45s would occur and it was on the night of 27th January 1977 that driver Alan Ledger, myself and 45006 ran from Curzon Street to Marylebone with the newspaper empties as a result of problems with the West Coast. We departed with 1L19 to Coventry and the Stones made light work of the fourteen coach train. This was heated due to staff

on board sorting the papers. Unusually our afternoon Paddington service (1V48) was worked by 45064 on Saturday 23rd April 1977 and driver Tom Wootton and I went onto Ranelagh Bridge for boiler water before returning home with 1M16 via High Wycombe. Although this was my one and only time at Ranelagh Bridge, and having seen the simple move on and off this stabling point, this visit was to have consequences a few years later.

#### Incidents

Being intuitive fellows, ways and means of coaxing a boiler into life that perhaps should be left alone, were devised. On the Stones the control switch was turned to 'Fill' to add water to the tubes. When full 'Fire' was selected and atomised diesel fuel sprayed into the top of the boiler and was ignited by a spark plug. Simple. However, if it failed to fire one of the sight glasses could be removed and a lighted piece of paper dropped in at arm's length while you quickly turned and ran away. Important note; don't leave it on 'Fill' while diagnosing the fault as the boiler is filling with diesel.

This was sadly forgotten by one of our



heroes. The paper did indeed ignite the spray which heated and then ignited the pool of diesel. The resultant explosion not only blew the top off the boiler but also the roof of the Class 45 while it was sitting in the East Dock at New Street waiting to back onto a Poole to Newcastle. The roof struck the overhead wires and shorted them out with an enormous spark and crack that brought the station to a stand. Amazingly, the secondman was uninjured and, although in shock, he was able to diagnose the fault and suggest a course of action to his wide eyed driver. "The boiler's f\*\*\*ked and we need another engine." The chips in the concrete above where the loco stood are still there.

The evening of Thursday 13th January 1977 brought with it a heavy fall of snow across the West Midlands which soon began to impact on train services and although point cleaning gangs were out they could only cover small areas. Another method now consigned to history was for the driver, secondman and guard (but not together of course) to relieve themselves in the point blades. Look, it could get you back home okay. So, myself and Terry Dugard were called out to man 47013 while the fitters attached a steam lance to both ends. This ingenious device was bolted to the buffer beam and coupled to the steam pipe. A blast pipe pointed down to rail level on each side and off we set blasting the snow from the many sets of points around Bromford, Castle Bromwich, Water Orton, Daw Mill, Whitacre and Sutton Park.

My time working the Clayton boilers on Class 37s at Bromsgrove was not wasted as on 5th March 1979 our loco off Gloucester shed to work 1E70 to Derby was 37043. This train could turn up anything as the southbound loco working was a freight. The Derby secondman did not sign Claytons so I carried on to Sheffield. Two years later on the 2nd May I was secondmanning Joe Carlton on 1V62 (Derby to Plymouth) from New Street. Unusually it ran in with 37188 at the helm but no sign of steam. Disappointingly I could not get it going and we dumped it on the shed at Gloucester to be replaced on 1V67 by the more normal 47086. However I was to be on 37188 again twelve months later when, on the late evening of 9th May 1982, it coupled up at New Street together with 37178 on a very late running 1Z47 'Skirl o' the Pipes' rail tour. The Bristol driver's mate had bailed out so I went with it to Temple Meads with steam flowing nicely.

The introduction of the HST on the Western Region in the late 1970s and later the Eastern Region brought with it a cascade of ETH fitted locomotive onto our services. Consequently boiler use began to diminish although turns were still double manned between September and May in case a steam heated loco turned up. Indeed the union negotiated a boiler review for all secondmen at Saltley and I had mine on 3rd October 1978.

I passed out for driving in April 1980 and became a relief driver which meant I was still a secondman unless a driving turn became

vacant. It was left to the individual to sign the routes that they felt comfortable with and having had some superb drivers who taught me here, there and everywhere I felt comfortable with signing the same.

#### **Trouble up north.**

Saltley only had two booked passenger jobs to York, these being Friday only relief turns. However, we picked up a tremendous amount of excursions, especially over the summer season. On Tuesday 12th August 1980 myself and secondman Hugh Jones booked on at 14:20 to travel to York and bring the engine off the shed for 1Z24 Scarborough to Treherbert. I have mentioned in other articles that us kids from the south were not very welcome in t'north as we were considered not old enough to drive trains. However, I had been brought up by the best and knew how to hold my ground whilst maintaining my composure.

Canton based 47104 was our allocated loco and was returning with the train that it had worked north. It soon became evident that all was not well as, when walking through the engine room, the internal lights were going bright and dim as the engine ticked over. I asked Hugh to select direction and take a small amount of power whereupon the engine room light flashing was accentuated as was the front marker and cab lights. A look at the battery ammeter revealed that it was all over the place. It was a classic case of an auto voltage regulator (AVR) fault. This vital piece of equipment maintains the auxiliary generator voltage output at 110 irrespective of the speed of rotation. This 110 volts is for battery charging and running all lights and auxiliary equipment including exhausters, compressors and the triple pump. So off to the depot foreman I went to explain my predicament. However, it transpired that he knew all about it and it was on its way back to its home depot for attention.

Even the foreman fitter had looked at it and he had okayed it. "Fine then," I replied, "I shall fill in the repair book and if the foreman fitter can sign it off as okay then I shall be off." Not unreasonable I thought. Yet again I heard someone mumble about bits of kids from the Midlands and the depot foreman said that no one was available to sign it off and that he had nothing else so I had to take it. I stood my ground and refused to take the loco. After all, it would be us walking for assistance when the AVR packed up completely or boiled the batteries dry. A reluctant phone call was made to York Control. "You'll have to have the loco coming in from Scarborough," I was told. "It's supposed to be local trips only but there's nowt else."

Walking over the station with dignity intact we were rather surprised to see an extremely tatty 46049 pull in. I recall that some '46s' had been stored out of use in 1980 but were reinstated to assist with running summer services and I believe that this was one of them. The York driver explained that appearances were deceptive and she was in

fact a good 'un but he did wish us luck. Being in No 2 end and, as it was a chilly night and we were a conscientious crew, Hugh decided to put the boiler on, a Spanner. While he busied himself and with time in hand as we were not changing locos, I flicked through the repair book. One entry read, sight glass missing from boiler end. This sight glass had to be looked into when the boiler fired to ensure that the swirlyflow (spiralling flames) were operating correctly. The fitters had simply written 'boiler isolated' but as Hugh was soon to discover, nothing had actually been done to it to prevent its use.

I heard the customary chunka, chunka, chunka of the water pump and shouted, "Don't turn!" too late. It burst into life with the normal shudder accompanied by a not so normal loud scream. I dashed in to see Hugh pinned against the side of the loco with a flame shooting between his legs and burning into the loco side so I quickly tripped the circuit breakers to shut it down. Thank goodness he had not been peering into it. Anyhow, he soon recovered and we elected to drop the metal flap over the spy hole and this rebounded the flame back into the boiler. It worked fine all the way back to Landor Street and she was indeed a good 'un and with 12 on for 403 tons we arrived 6 minutes early with a tale to tell. And the loco? Well it soldiered on until December 1983.

#### **A day up the smoke.**

Four months later on Saturday 8th December 1980 I was the driver on 1Z26 from Paddington. My secondman was good friend Andy Ritchie and we elected to travel to London earlier than booked and have a day out. We were booked to fetch the loco off Ranelagh Bridge into the station and I had been booked to this turn in preference to others as I had signed the stabling point after my visit there in 1977.

On arrival at Paddington we dumped our bags in the messroom on platform 1 and I mentioned to the foreman that I actually needed a conductor into the station and was it okay if we weren't there when the loco was brought back into Paddington. He agreed and off we went. Well, being a young shy lad brought up in the quiet market town of Bromsgrove, the things I saw in Soho were life changing and we only just had enough time to get back to Paddington before departure.

Andy raced to get the bags while I relieved the extremely un-jovial Old Oak driver. He too muttered something about bloody kids and that he had refused to put the boiler on (quite rightly actually as he was a driver). So off we went right time at 18.38 with 47012. Luckily the boiler was our end and Andy disappeared to get it going. He was gone a while and despite my repeated glances across to the steam gauge it disappointingly still showed zero. He emerged to shout (you do that after having been in there a while with the loco on full power) that he could not get it going. Noisy it indeed was in there, but spare a thought for our colleagues on Class 52s and 55s where the boiler was located





**On 10th May 1979 Saltley secondman Mike McClelland gets wet as the boiler water tank overflows on platform 5 at Bristol Temple Meads while his driver Charlie Fletcher finds it rather amusing. Mike is closing the main valve and will close the bottom valve on the loco before removing the pipe. This was an important fact I forgot to my cost on one occasion at Bristol. NEVILLE SLOPER**



**A pair of Class 31s in the form of 31238 and 31189 generate a fair head of steam before departure with a Birmingham to Norwich service at New Street on October 29th 1981. JEFF NICHOLLS**

between both engines.

We had eleven on and it was a chilly evening so I stopped in the middle road at Reading to request a replacement loco. After a while the answer came back that they had none but one was at Didcot. So off we sped. The foreman met us in the station at Didcot at 19.25 and explained that he had started up 47001 and got the boiler going but had no drivers to do the shunt. Not to worry, Andy and myself did the move between us. At 19.42, and rather pleased with ourselves, we were on the move with steam warming our passengers at last. We pulled into Oxford against a red signal at 19.55 and I was perplexed as to why.

Andy came back laughing. Our train was a Women's Institute charter and, being cold, some had taken it upon themselves to visit the buffet on the platform at Didcot for a hot drink but never told anyone. As we had been

so quick they got left behind. At 20:06 we had our missing passengers back on board as they had been put on a DMU which dropped in behind us. Nothing was ever said and the fact that we would have found the boiler fault had we gone to Ranelagh Bridge was thankfully missed.

Trips outside our normal sphere of operations were not unusual with boilers and, in TRACTION 227, I described my trip 'Past the Iron Curtain' to Plymouth on 26th March 1979. In addition to that I made it to Swansea with 47147 on Saturday 20th February 1982 as my efforts to keep my Welsh passengers warm knew no bounds. Expecting an overnight in Swansea I was thwarted as they had held the 20:42 last London for me and a taxi took me from Paddington to Euston for the last train to Birmingham. Even so I booked off after a most profitable and enjoyable fourteen hours on duty.

### **The end of steam.**

The arrival of the Class 50s on our patch in 1981, together with the cascade of ETH fitted Class 45/1s off the Midland Main Line saw further reductions in steam heating with some previously fitted locos now having 'NB' (No Boiler) stencilled on the cab side to indicate that the boiler was isolated. Due to this, once preciously held top link express work started to be rostered single manned including, in 1982, the prestigious afternoon Paddington (1V48 Up and 1M16 Down and via High Wycombe). A year later '31/4s' began to appear on the Birmingham to Norwich services, my first being 31423 on 1E62 on 31st March 1983.

It was in 1984 when I had my final secondmanning turn with boilers and what a day it was too. Booking on at a most sociable 08:33 on Saturday 31st March myself and driver Ron Gardner walked up to Landor Street to relieve 1Z38 with 47152 and worked to Crewe and back on the cushions. On arrival back at Saltley I was asked if I would secondman Bunny Kemp on 1V17 to Paddington. Happy to oblige I walked back at Ealing Broadway to shut the boiler down as I had done many times before. On arrival on the blocks at Paddington I closed the air cocks and got Bunny to ease up, so that the shunter could uncouple and he then shut her down. I didn't know it then but I would never work a boiler again.

Booking off fifteen hours later, which not unusual back then, I thought no more of it. Two weeks later I was registered as a driver and continued to work steam heated trains from the left hand seat with my secondman in charge of that side of things. It was in the early hours of Friday 13th September 1985 that I worked my last steam heated train, this being in the shape of 45007 with 1V46 (postal) from Derby to New Street. This train did not convey TPO vehicles but did have Post Office staff on board so was always heated.

I was most fortunate that I had been registered as a driver for the melee that followed for those not so fortunate was extremely unsettling. In addition to single manning on passenger trains, agreement was negotiated for single manning of light locos. This coincided with the introduction of the trainmen's concept where those who had started their careers on the footplate were trained as guards. The politics involved there are immense and not for discussion here. Safe to say that a lot of very proud, professional railwaymen felt that their hearts had been ripped out. But that's progress they say.

My inspiration for writing this article was the discovery of a Spanner Mk3 in the carriage works at Kidderminster on the Severn Valley Railway. Purchased from Crewe this came off a Class 47 and is used regularly to steam test stock. Also, discovering that Class 46 46045 (D182) still had a functioning Spanner during its visit to the 2016 Diesel Gala on the SVR brought all these memories flooding back.





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# A home for Heaton Lodge

The future home for Heaton Lodge Junction will be in this West Yorkshire mill basement. The timber framework will contain an office and workshop, whilst the layout will run to the right of this structure before curving round the pillars at the end and returning to the left of the office and workshop area.



Simon George continues his description of the enormous O Scale layout that he is building based on Heaton Lodge Junction.

Whilst I enjoy wielding an airbrush, spraying oil based paints has taken on a new slant recently in the form of the refurbishment of an old mill basement which will shortly become home to Heaton Lodge Junction. When construction began a couple of years ago I, typically, gave little thought as to where a nearly 200ft long layout would actually live, the spare room being a tad too small you understand. Since it became obvious that the first idea of a large industrial unit was way beyond my budget I'd been wringing my hands in despair until recently.

They say fortune favours the brave, although I'd say it was more luck that had me happen accidentally upon an old mill basement to let. This was literally just three miles from my house in Wakefield.

Since the access inside was relatively restricted it had lain empty for a number of years. However the potential was obvious and given it was just 3 ft longer than the completed 182ft layout will be it is, literally, made to measure. So modelling has temporarily gone out of the window for the next three months as I prepare and spray the walls, ceiling and cast iron columns pure white. The floor (all 10,000 sq ft of it) is about to get the paint treatment too and with the addition of some LED panel lights I think I might end up moving in myself!

TTA Tanks



In the meantime I've just finished construction of the first batch of 15 Just Like The Real Thing TTA tanks; another 10 will make a full train of 25. When pulled by a Class 56 these will represent 6E20, a regular 1980's working between Glazebrook and Haverton Hill.

Regular readers may recall that the real location of Heaton Lodge is on a 1:137 gradient heading west. This has been built into the model so eventually the furthestmost western end will be approximately 12 cms higher than the east. Since I'm aiming to run prototypical 30ft long heavy freight trains in both directions, it's vital that all rolling stock is as free running as possible.

For that reason I decided to experimentally fit these TTAs with M&M Models' miniature roller bearings. These require the axle box to be opened up to 4mm to accept the

bearings which are secured with a tiny dab of superglue. The difference is marked as all the tanks now roll slowly down the gradient.

Running long and heavy trains in 7mm brings with it some possible issues, one of which is the strength of the couplings. Experiments with the standard screwlinks demonstrated they would not take the strain of a train weighing about as much as a Labrador dog so it looks like Kadees might be the way forward. Failing that I'll probably make my own hook and loop type with brass wire.

On another subject Train Tech supply battery powered miniature speakers which play sounds via an SD card. I'm planning to fit every 10 tanks with this set up under the chassis to replicate flange squeal and the odd thump from a flat spotted wheel.



### TEA Tanks

The 100 ton bogie tanks were a common sight in the 1980s passing through Heaton Lodge to and from refineries in Cheshire and East Yorkshire. Often branded in the then ICI Petrochemical & Plastics Division livery, in 7mm scale they are only offered as a kit by one manufacturer: in my opinion, this model does have some shortcomings.

With this in mind and given the TEAs are so vital to portraying the location accurately, I commissioned PH Designs to design and produce a brand new highly detailed etched brass and resin kit. The CAD drawings are now complete and it shouldn't be too long before I can get my hands on an example. Twenty or so of these in a rake will be extremely heavy so it goes without saying free running will be essential even if they have two Heljan Class 37s at the front.

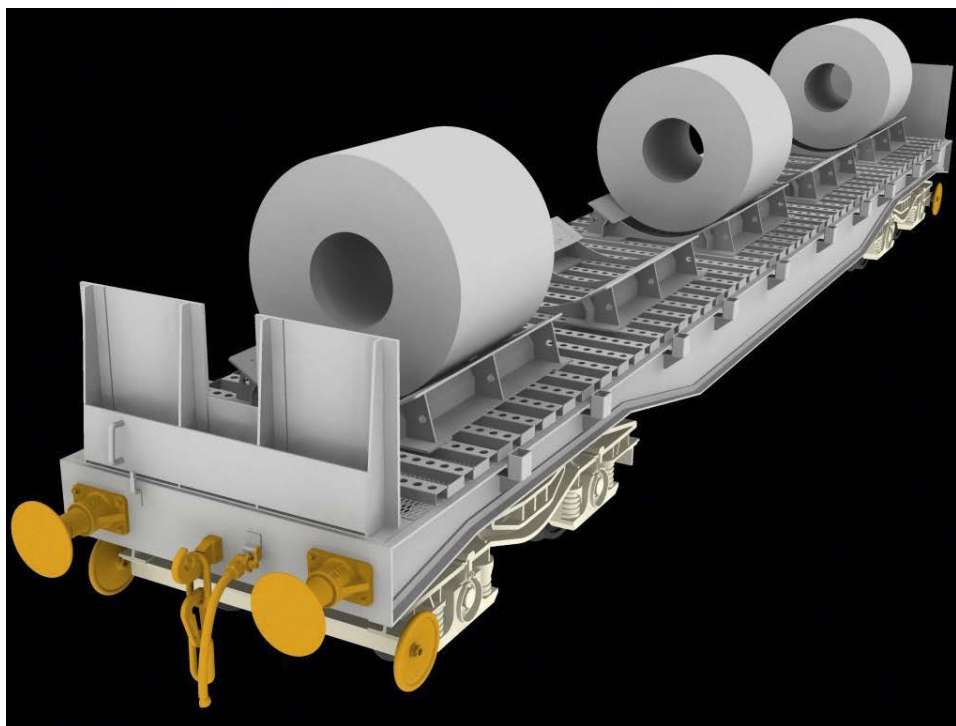
### BBA Steel Wagons w

Another common sight at Heaton Lodge used to be these BBA steel wagons which are also going to be produced in kit form by PH Designs.

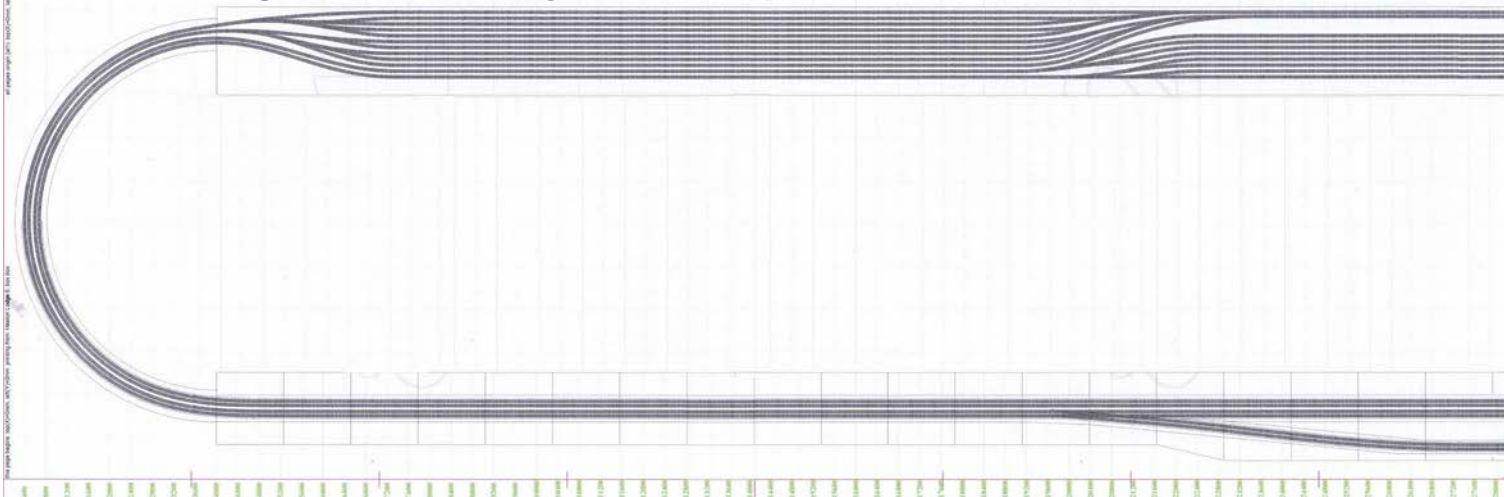
### Special Features

Right from the outset I've been determined to build into Heaton Lodge a series of realistic features such as moving people and the odd moving vehicle. The south side of Heaton Lodge is framed by a high embankment for much of its total length, on top of which runs long stretches of stone walling (actually made from plaster moulds).

I decided it might be possible to run a bicycle chain via two sprockets driven from a 6v motor behind the wall at a scale 3mph. Onto the chain I'm planning to solder a miniature linear servo (a servo which has a shaft that moves slowly up and down) which in turn will have glued to it half a figure of a hiker complete with rucksack. The slow up and down movement will, I'm hoping, combined with the horizontal movement of the chain, represent a walker making their way slowly behind the wall along the top of the bank and disappearing behind a suitably



## Heaton Lodge Junction layout track plan







Situated between the tracks at the 1970 built Heaton Lodge Junction North is this gas compound which fed the point heaters. The area between the tracks was always full of water, rubbish and the usual railway junk.

located tree. I haven't perfected it yet but I'm almost there! Incidentally Modelu is a relatively new company manufacturing figures from computer scans of real people. Their figures are, to my eye, some of the best available and will be used for the aforementioned feature.

#### Steam Charters

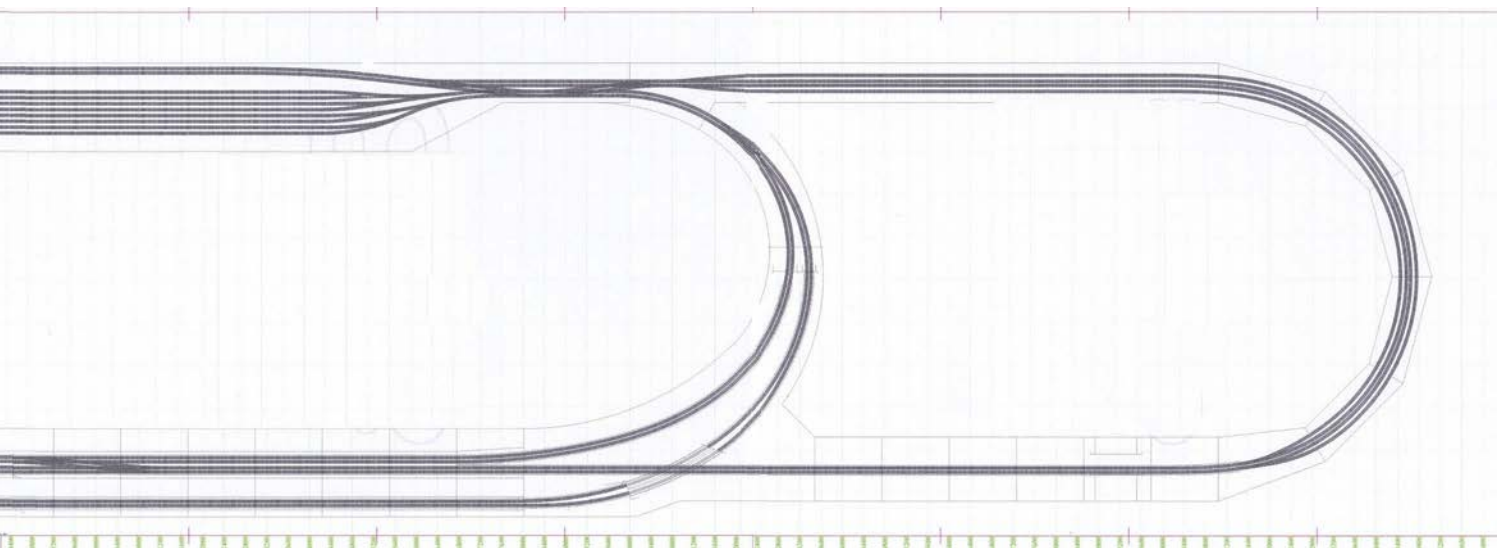
Back in the early to mid 1980s 9F Class 2-10-0 "Evening Star" was on the mainline for various charters throughout the UK. A highly detailed ready to run version of the loco is available off the shelf and although expensive is a magnificent model.

However, I struggle with the fact model 'kettles' obviously don't emit steam and feel this is critical to the overall effect. Live steam is out of the question as I feel the lack of accurate control will constrain things.

With this in mind I'm planning to enlist a model engineer to construct a miniature tank (I've already made a clay version) which will locate under the boiler of the model. Into this will slot a heating element powered from a 9v battery to pressurise the tank to around 20psi. This should be enough to produce a prototypical plume of steam from some miniature safety valves which, via copper tubes, may also be able to be routed to the cylinders. There's no end to the possibilities here since why not portray steam from the steam heated coaches too! Watch this space..

#### Train Announcement Boards

In the future, when Heaton Lodge Junction is taken to exhibitions, it will have to operate to a fast moving timetable. Since some of the routes will conflict with other train movements on the model, each of the four main running lines will have their own operator and signaller. When a train is ready to leave the hidden fiddle yard the route will be checked and cleared before the train proceeds out onto the main line. Around five full length trains can be stored in loops connected to each of the four main lines. Certain trains I plan to label 'special trains' or trains of particular interest, and these





will be announced on a train announcement board mounted above the model at each end, in much the same way as is seen on station platform monitors nationwide.

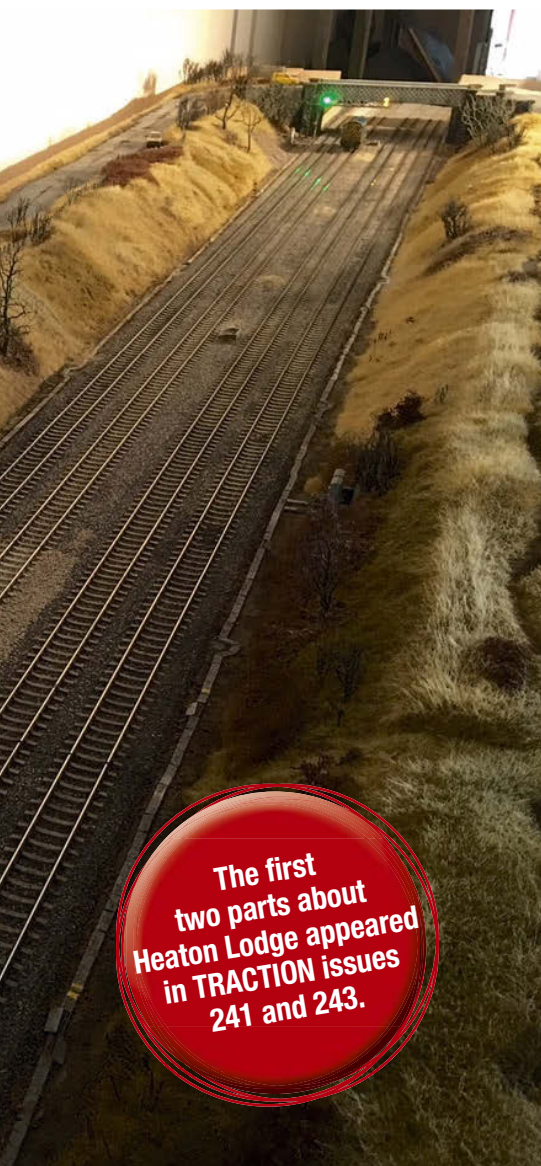
For example, the well known Newcastle to Manchester (Red Bank) newspaper empties will, on the model, usually consist of 20 vans almost always double headed. This will be timed to pass every couple of hours heading west at 11:23, 13:23 and 15:23. The boards will describe the type of train, its expected arrival time and what locomotives are in charge. Likewise, an 80 wagon goods train consisting of 16T mineral empties and headed by a Class 40 heading east will also be announced. The aim is to let the viewing public know what is going to be appearing and when.

### Going Forward

Right now I'm planning that the completed 75ft of Heaton Lodge, which currently resides in sections at work, will move to the basement by the end of March on one of the company's articulated trucks. Once finished and the 75ft has become 182 ft (x 2 - that's the viewing side and the fiddle yard of the same length) - 2 articulated trucks will be needed and a smaller 7.5 tonner to transport the lighting, backscene and rolling stock. Fortunately I've got an HGV Class 1 licence! More updates soon..



Three frames awaiting collection from White Rose Modelworks (who manufacture them) into which the track cassettes are fitted. These cassettes can be angled very slightly to represent the different gradients present at the real location. The frame furthest away is the most recent and shows how the frames widen to almost 6ft.



The first two parts about Heaton Lodge appeared in TRACTION issues 241 and 243.



LEFT: Looking along just a small portion of the layout as the four track main line stretches into the distance.

ABOVE: This is the storm water culvert on the north side of the junction. The culvert mouth is DAS clay carved and coloured with watercolours. The bars on the mouth are sections of brass rod and the water by Woodland Scenics called 'deep pour water'.



The background of the entire advertisement is a dense, overlapping collage of numerous tablet devices. Each tablet screen displays a different issue of the 'Traction' magazine. The covers feature various railway-themed images, including steam locomotives, modern electric trains, and industrial railway scenes. The 'Traction' logo is prominently displayed on each cover in a red, stylized font. The tablets are arranged in a way that creates a sense of depth and repetition, emphasizing the digital nature of the subscription being advertised.

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## Ferry traffic for Kensington Olympia

In this issue we take another look at the layout that Andy Gibbs is building in N scale of Kensington Olympia. One of the things that attracted him to this location was the huge variety of traffic that could be modelled.

In the 1980s there was still plenty of freight traffic to and from the train ferry at Dover. The 1979-80 working timetable shows:

6038: the 21:44 Trafford Park to Dover

6056: the 19:52 Hunslet to Dover

6088: the 21:40 Willesden to Dover

In the opposite direction there were similar return workings. There is a bit of an issue, in whatever scale you model, due to the lack of suitable rolling stock. In British N Gauge the only available ready to run ferry vehicles are the Dapol bogie van and telescopic hood wagon plus the recent addition of the Farish Polybulk wagons.

International traffic seemed to consist mainly of lots of 4 wheel vans from different countries plus a selection of tank wagons in various shapes, sizes and colours. In addition to the RTR stock a few kits are available. Mill Lane Sidings do a kit of the ubiquitous BR ferry van that makes into a decent model with the addition of the detailing kit from Etched Pixels, decals from Railtec and some hard work. There is also an expensive 3D printed German 4 wheeled ferry van and flat wagon available through Shapeways, as well as an N Gauge Society conversion kit for the Farish TTA which turns it into a chemical tanker.

### Transfesa vans

I have several Arnold wagons that can act as







stand ins until something better is available but decided I'd like to build some 'accurate' ferry vans. I had acquired some ex trainset Fleischmann vans through DM Toys in Germany that cost around a fiver each. The chassis wheelbase scaled out close enough to model the Transfesa ferry vans that could be seen all over the country.

Using plans from BR vehicle diagram book I was able to adjust the body dimensions to fit the Fleischmann chassis. I built one of the three vans with end doors, the other two just have side doors. The body is built from Evergreen 2040 plasticard over a 20 thou former and various Evergreen plastic strip. Door handles are from BLMA and handrails are made from brass wire. The ventilation hatches are made by Etched Pixels and intended for the BR ferry van kit as are the ferry anchoring points.

Paint is from spray cans with Halfords white primer for the roof, and for the bodysides Fiat Capri blue. Underframe details are added using an air tank from a US coach underframe kit whilst etched brass ladders and plastic strip for the handbrakes complete the detailing.

No decals are available for the Transfesa vans, other than an HO set from a model shop in Spain, so I had to find a suitable substitute. The Transfesa logo is basically a red circle with stump arms like an LT roundel. Using my computer I resized some red letter 'Os' and some dashes and then printed them on decal paper. The Transfesa lettering was produced in the same way. Fox transfers do a generic set of decals for international vehicles so this was used for the anchors and data panels. Railtec have also started to produce a set of decals for the VIX ferry vans so these will be used on the unfinished van.





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Additional 'Water' wagon with 3 water modules - £59

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H4-RHTT-004



'Sandite' with 2 wagons and sandite modules - weathered - £126

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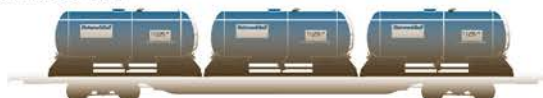
H4-RHTT-005



'Water Jet' with 2 wagons and water jetting modules - weathered - £126

Due  
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H4-RHTT-006



Additional 'Water' wagon with 3 water modules - weathered - £63

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To keep up to date on all the latest news regarding this project, visit:  
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**H4-FEAS-007** FEA-S wagon 640931 in TransPlant yellow

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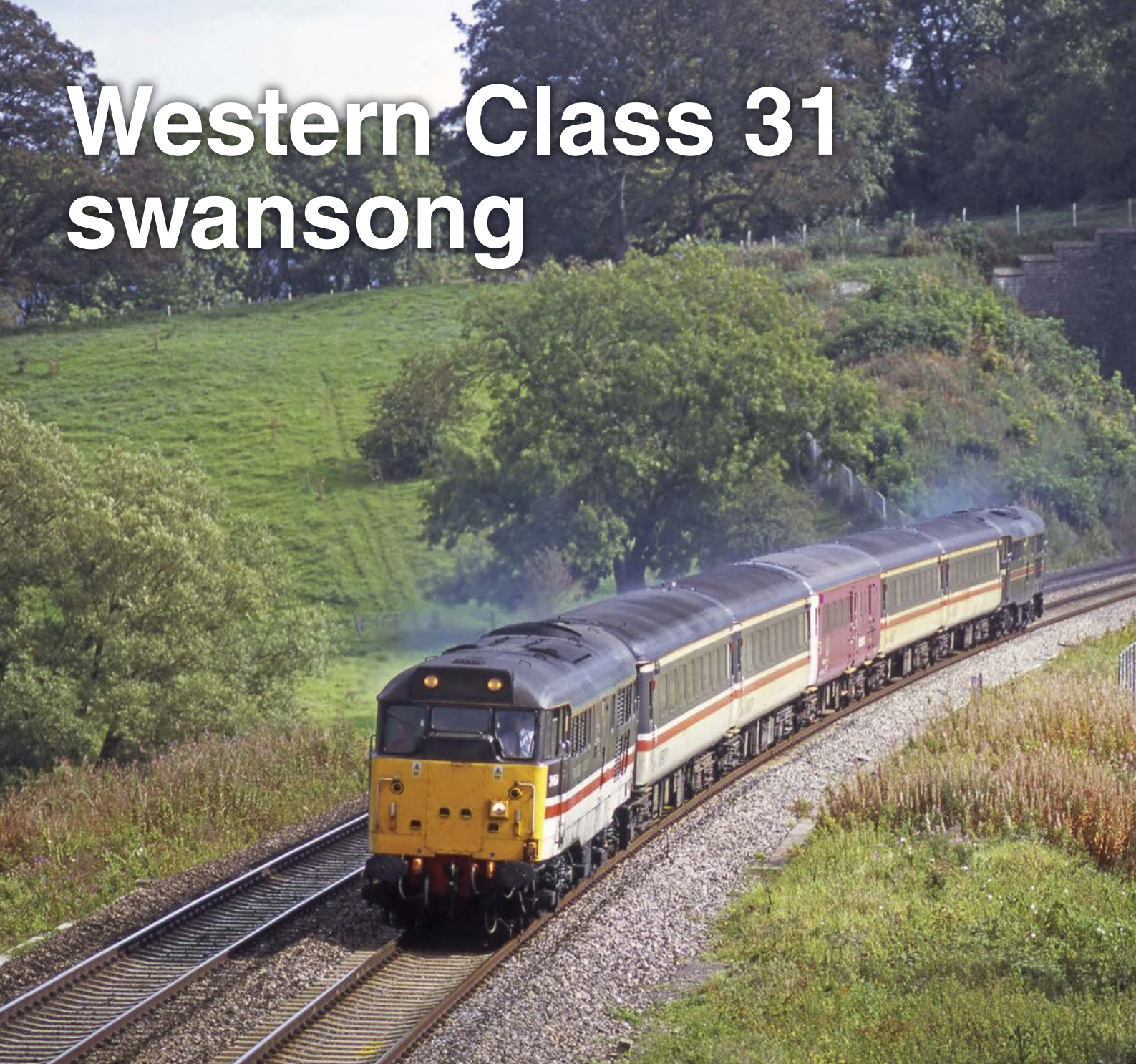
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To keep up to date on all the latest new regarding this project, visit:

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# Western Class 31 swansong



Glen Batten looks back at the surprising return of Class 31s to scheduled passenger workings in the early 2000s.

One of the most surprising 'come back acts' to follow privatisation in the 1990s was the return to scheduled passenger service of Class 31s by the newly formed Wessex Trains operator between 2002 and 2005. Already some 45 years old, and often regarded as overweight and under powered, the venerable 'Brush Type 2s' were surprising survivors. Built for the Eastern Region and firmly associated particularly with the Great Eastern and Great Northern routes, many will also have fond memories of their passenger days on the Western Region of BR in the 1970s and '80s, including Exeter to Paignton locals along the famous Dawlish sea wall, the Barnstaple branch, Bristol to Weymouth and the demanding Cardiff to

Portsmouth inter-regionals along the scenic Avon and Wylfe valleys. The '31s' were progressively dislodged from these services by Class 33s, themselves displaced from the Waterloo to Exeter route by Class 50s, from May 1980. As the decade progressed, 'Sprinterisation' saw off the remaining Class 31 passenger turns, the units supplemented with Class 37s where necessary. After a welcome but brief return at the end of the decade on summer Saturday Liverpool and Manchester holiday services to Paignton, the curtain seemed finally to have come down on the Class 31s' Western passenger career.

#### Wessex Trains Class 31s

So what brought about the return of the '31s'

to passenger work more than a decade later? In a word: privatisation. The original 'Wales and West' franchise, created in 1996, was split in 2001, with a new 'Wessex' franchise covering West Country local services plus the Cardiff to Portsmouth and Bristol to Weymouth routes. The new operator, branded as 'Wessex Trains', inherited a fleet of Class 150, 153 and 2-car Class 158 DMUs which were barely enough to cover normal weekday services in a period of rising demand. The region had always experienced significant peaks in passenger numbers driven by summer Saturday seaside travel but this was now exacerbated by sporting events at Cardiff's new Millennium Stadium and the advent of major music festivals. The





A 31454 and 31128 partnership was still working the Weymouth diagram on 11th September 2004 and the pair are seen emerging from Twerton Tunnel, near Bath, with the 11:56 Weymouth to Bristol Temple Meads service.

operator had received criticism for gross overcrowding, with press reports of families being left behind on platforms instead of enjoying their day on the beach. Something had to be done! In BR days, the situation might have been managed through planned cascades or refurbishments of older rolling stock or weekend deployment of freight locomotives and older coaching stock. Now, the onus was very much on individual train operating companies to find solutions with the rolling stock leasing firms, or suffer the consequent reputational damage.

A similar crisis had been experienced by Silverlink in resourcing the Bedford to Bletchley branch when first-generation DMUs became life expired before replacement



The 'Wessex' franchise began in October 2001 and Fragonset Class 31s and Mark 2 coaches were deployed on services to Weymouth the following summer. On Saturday 24th August 2002, 31459 was captured in an idyllic setting at Brewham in Somerset leading the 09:30 Westbury to Weymouth service. 31190, which was not fitted with electric train heating (ETH) equipment, was on the rear.



During 2003, Wessex Class 31 operations were largely confined to a Fridays only Cardiff to Brighton and return diagram but the summer 2004 and 2005 timetables saw them serve Weymouth once again. On 21st August 2004, 31128 was captured at Cole near Bruton with the 11:56 Weymouth to Bristol Temple Meads service. InterCity liveried 31454 was on the rear. The centre coach had been repainted in the Wessex Trains pink livery.

'Sprinters' became available. This was resolved in 1999 and 2000 when 'spot-hire' provider Fragonset supplied a pair of former EWS Class 31s to 'top-and-tail' a couple of Mark 2 coaches. The concept, scaled-up as necessary, clearly offered the possibility of some relief for Wessex Trains and, from 2002 until the end of the franchise in March 2006, the operator hired, as required, a number of Class 31s from Fragonset (FM Rail from 2005), together with rakes of up to five Mark 2 air-conditioned coaches. These provided much needed capacity, operating on Bristol to Weymouth summer services and busy Fridays only Cardiff to Brighton services, bringing the Type 2s back to routes they last saw in the early 1980s. As well as

offering greater capacity on these services, the locomotive hauled sets also released DMUs to relieve overcrowding elsewhere. Despite some issues with reliability and timekeeping, the trains were popular with users and two of the locomotives were given appropriate names: 'The Heart of Wessex' for InterCity liveried 31454 and 'The Mayor of Casterbridge' (after the Thomas Hardy 'Wessex' novel) for 31601, the only loco to be painted in the Wessex Trains pink livery. The two strong 31/6 sub-class (31601 and 31602) was created in 1999 from non-ETH Class 31/1s (31186 and 31191, respectively). The conversion involved fitting the locos with ETH through wiring and control equipment, enabling the crew to





**31454 'The Heart of Wessex' approaches Maiden Newton in Dorset with the 14:40 Bristol Temple Meads to Weymouth service on 3rd September, 2005. All five coaches, plus 31601 at the rear, were in Wessex Trains pink livery. A second set of Mark 2s remained in InterCity colours, but some mixing inevitably took place.**

control, and in emergency isolate, the ETH power supplied by a Class 31/4 at the rear of the train. Other locos used remained in Fragonset's black livery. Five Mark 2 coaches were also painted pink and branded for the Heart of Wessex Rail Partnership, which had done much to support and promote the Bristol to Weymouth route.

#### **Festival specials**

The Class 31 sets were also used to ferry crowds between Swindon and Castle Cary for the Glastonbury Music Festival, and between Bristol Temple Meads and Weston-Super-Mare for Channel 4's 'T4 on the Beach' music events. In addition, and less predictably, they were occasionally substituted for DMUs on other routes, releasing units to strengthen Bristol to Cardiff services for major sporting fixtures. Ever enterprising, Wessex Trains even used the '31s' for a Bristol to Weymouth 'Santa Shopping Special', complete with Father Christmas and complimentary mince pies for passengers!

Use of the Class 31s to Weymouth and Brighton finally ceased when, in April 2006, the Wessex franchise was absorbed, along with Thames Valley commuter services, into the new 'Greater Western' franchise which had already been won by First Group. First did not renew the Class 31 contract, and FM Rail went into administration in late 2006, the four Class 31s and Mark 2 coaches passing to ECT Mainline Rail.

#### **Butlins Express**

But the story of Class 31s on former Western Region scheduled passenger services was not quite over. In 2007, Victor Westlink Rail (which had inherited FM Rail's

operating licence) and ECT Mainline Rail entered an agreement with the preserved West Somerset Railway which saw 31454, 31452 and a set of InterCity liveried Mark 2s employed on an 'open access' summer only through service between Bristol Temple Meads and Minehead. Known as the 'Butlins Express', the service operated on Fridays, Saturdays and Mondays from 20th July until 27th August 2007, allowing holidaymakers to avoid switching to a bus or taxi at Taunton, and providing Minehead residents with a through train to Taunton and back. Although deemed successful, patronage was disappointing, perhaps due to inadequate advertising, and the operation was not repeated. So ended a most welcome encore for a true classic of vintage diesel traction.

Since then, despite gaining additional DMUs, First Group continued to struggle with seasonal capacity issues, not least on the increasingly popular Bristol to Weymouth route. Like its predecessor, the operator turned to locomotive haulage, but this time with more modern Class 67s and former Virgin Cross Country Mark 2s, but that's a story for a future date!

**Before lineside trees blocked the view, one of Dorset's finest railway vantage points was this hill above the former Upwey Wishing Well Halt, overlooking the steep climb (1 in 50 at this point) from Weymouth to Bincombe Tunnels. Making steady progress on the gradient, 31601 leads the 17:16 departure from the resort to Bristol Temple Meads on 3rd September 2005. 31454 is visible on the rear.**







The scenic Wylfe Valley line, skirting Salisbury Plain between Westbury and Wilton Junction, was familiar territory for Class 31s in the 1970s until displaced on the Cardiff to Portsmouth inter-regional route by Class 33s. More than two decades later, the Type 2s were to return to the line on passenger services, albeit in top-and-tail formation, and operating a single Fridays only Cardiff to Brighton and return diagram. They occasionally worked other diagrams to free up DMUs for sporting events at Cardiff's Millennium Stadium and we had a Six Nations Wales versus Ireland match to thank for the sight of 31459 'Cerberus' and 31601 'The Mayor of Casterbridge' at Great Wishford, powering the 11:27 Southampton to Westbury service on Saturday 19th March, 2005. (For the record, Wales beat Ireland 32-20!)



Wessex Trains also utilised the Class 31s for extra workings laid on for the annual Glastonbury Music Festival at Worthy Farm. 31601 (leading) and 31452 were captured at Broughton Gifford, on the singled Thingley Junction (Chippenham) to Bradford Junction (Trowbridge) line, powering a Swindon to Castle Cary shuttle on a fine Thursday 24 June, 2004. Headlining acts at that year's festival included Oasis, Paul McCartney and Morrissey. The fine weather depicted here was not to last: heavy rain on the Saturday ensured post event trains fully justified their 'muddex' nickname!



Another event served by the Wessex Class 31 sets was the Channel 4 'T4 on the Beach' music festival held for several years at Weston-super-Mare on the Somerset coast. On Sunday 19th June 2005, 31601 passes Long Ashton near Bristol with a Weston-super-Mare to Bristol Temple Meads shuttle. 31454 was on the rear.



ABOVE: 31601 calls at the delightfully rural Freshford Station after a spring shower on 21st May 2005 while heading the 14:40 Bristol Temple Meads to Weymouth service.



LEFT: The Wessex franchise became part of Greater Western in 2006 and use of FM Rail Class 31s was promptly discontinued. However, the story of Class 31 traction on former Western Region scheduled passenger services was not quite over. In the summer of 2007, FM Rail's successors reached agreement with the West Somerset Railway and Network Rail to operate 'open access' services between Bristol Temple Meads to Minehead, principally for the benefit of visitors to the resort's holiday camp. On 11th August 2007, 31454 passes Creech St Michael near Taunton with 1Z39, the 14:06 Bristol to Minehead 'Butlins Express'. 31452 was on the rear of the five InterCity liveried Mark 2 coaches.



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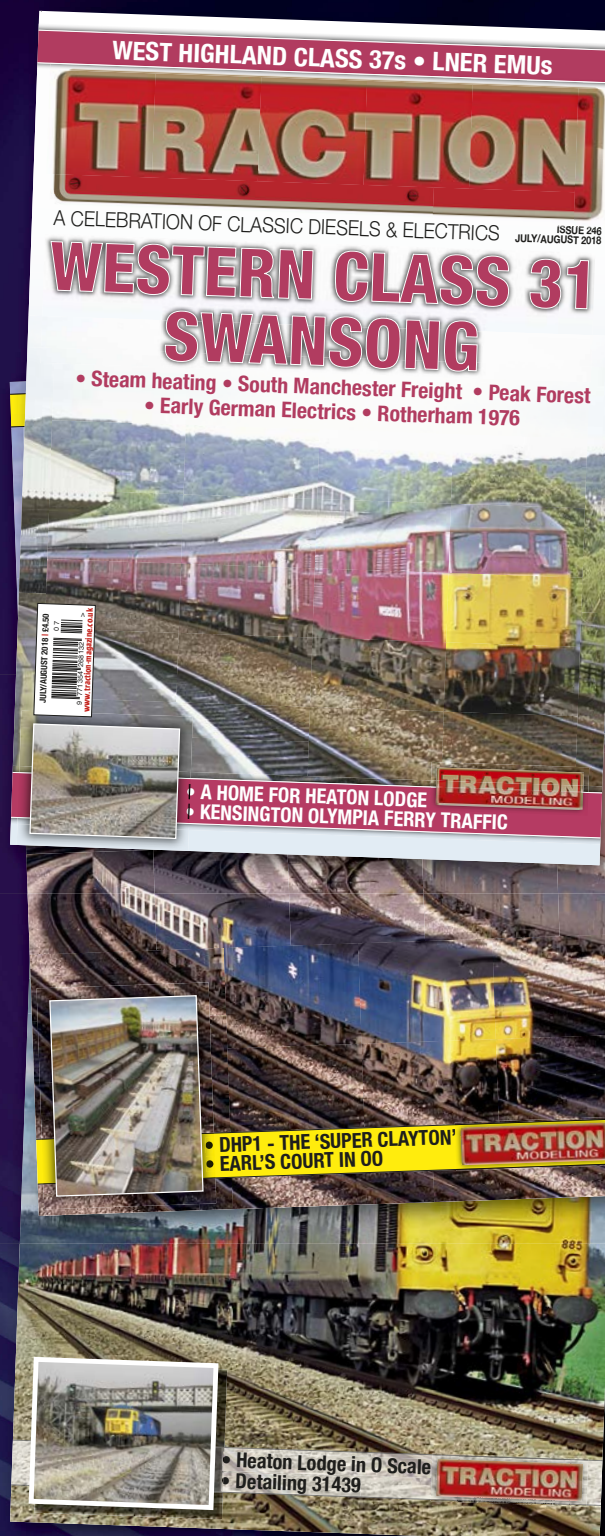
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# Freight around South Manchester

In TRACTION 245 David Ratcliffe looked at local freight traffic in north Manchester in the 1980s. In this article his focus shifts to the railways of the south side of the city.

Freight traffic remained fairly buoyant in South Manchester during the 1980s and, after the Woodhead route closed in July 1981, most Trans-Pennine freights were simply diverted to run via either the Calder Valley or Standedge lines. The marshalling of wagonload freight in south Manchester was switched from Dewsnap Sidings, near Guide Bridge, to the yard at Ashburys some three miles to the west. At the same time Guide Bridge's Dog Lane coal depot also closed but Guide Bridge ballast sidings, and the adjacent on-track plant depot, remained open as the main centre for engineers' traffic in the Manchester area with a single Class 08 from Longsight TMD outstationed there. A further two of Longsight's Class 08s could be found at Ashburys, where one was used to shunt the yard, while the other acted as the local trip pilot working between Ashburys and Ardwick West freight depot, Ashton Road wagon shops, and the Johnson & Nephew private siding at Beswick.

## Ardwick

Ardwick West, opened by the Manchester, Sheffield & Lincolnshire Railway in the 1840s, had become the last remaining BR operated general freight depot in the city when Oldham Road freight depot was closed in 1980. Consequently, it handled a diverse

range of commodities including cement, both bagged and bulk, lubricating oil, petfood, plastics and starch.

Until the mid 1980s Ardwick West also received vanloads of imported fruit and vegetables from the Continent while, following the closure of Bolton NCL depot in August 1984, it also became the destination for the occasional ferry van loaded with boxed dyestuffs which were destined to the remaining textile mills in south Lancashire.

A more regular traffic to Ardwick comprised tank wagons of carbon dioxide, from either ICI's chemical works at Billingham or the Scottish Grain Distillery at Cameron Bridge, the CO<sub>2</sub> being transferred at Ardwick into road tankers for delivery to breweries and soft drinks manufacturers across the north west of England.

However, the decline in demand for domestic coal traffic saw traffic to the Powell Duffryn Fuels coal concentration depot at Ardwick's Kobo Sidings cease in July 1983.

## Stockport area

In the following year the NCB coal depot at Stockport also received its last railborne deliveries. When added to the loss of traffic from the Cadbury Schweppes and Lowton Metals sidings at Stockport Georges Road, this left the town devoid of any local freight.

In 1983 there were two afternoon freights between Ashburys and Warrington Arpley including 6F45, the 13:50 departure from Ashburys, seen here when running as 8F45 due to its fascinating mix of vacuum and air-braked stock. It is approaching Stockport behind Class 37 No. 37140 on 30th May 1983. Prominent in the formation is a single-jib crane with its attendant mess van, an ex-GWR Toad, while also in the train were three loaded Grampus, a BR Presflo, and a 45 ton Shell tank. Towards the rear can be seen two ferry vans en route from Manchester International Freight Terminal to the Continent, as well as a VTG telescopic-roof ferry van which would have been carrying steel billet from Ardwick West freight depot for a customer in Italy. The billets were loaded to Ardwick from GKN's plant at Brymbo, near Wrexham, since GKN's private siding could not accept bogie vehicles.

However, just outside Stockport at Reddish South the Standard Wagon Company's original works remained open for the maintenance of privately owned wagons, while the Tilcon terminal at Portwood Drops, on the remains of the Stockport Tiviot Dale line, continued to receive a daily train of roadstone from Tunstead Quarry.

To the south of Stockport, the line from New Mills South Junction to Skelton East Junction remained busy with up to four daily limestone trains running between Tunstead and the ICI soda ash works in Northwich, while that line also gave access to the Blue Circle Cement sidings at Northenden.

In addition to a daily block train of Portland cement from Hope Cement Works, the cement terminal at Northenden was also served by an occasional trip from Ashburys yard, conveying wagons of sulphate resisting cement that had originated from BCC's Eastgate Works in Durham. The suburb of Northenden was also the location for





**Not all wagonload freights were well loaded and one service noted for its dearth of traffic was the short-lived 7M60, 12:46 Speedlink from Ashburys to Toton Old Bank Sidings. Often powered by a Class 58, 7M60 is pictured passing Guide Bridge behind No. 58011 on 24th April 1985 with just a single open wagon, loaded with new brake blocks for Derby Loco Works, in tow.**

the second of Greater Manchester's rail served refuse treatment plants which, having opened in 1982, despatched a trainload of refuse containers six days a week to the Wimpey Waste Management disposal site at Appley Bridge, west of Wigan.

#### Manchester Ship Canal

Reached via Skelton West Junction the line from Partington Junction, which served the Shell Chemicals Partington plant and the CEGB's Carrington Power Station on the south bank of the Manchester Ship Canal, was still in use, although the line beyond Partington Junction, across the canal to Glazebrook East Junction, was taken out of use in 1983. In the early 1980s up to nine MGR coal trains ran from Bickershaw Colliery each week to Carrington Power Station but, as the decade progressed, traffic gradually tailed off with the power station finally closing in 1991.

For a few years in the mid 1980s there was also outbound fuel oil traffic from the CEGB's oil berth at Partington, the fuel oil having arrived in coastal tanker up the Ship Canal. The nearby Shell plant also saw tank traffic with a block train of propylene arriving at Partington twice a week from the BP Chemicals Baglan Bay Works. Shell used the propylene to produce propylene oxide but this working ceased in 1993 with the run down of the works at Baglan Bay.

On the opposite bank of the canal the rundown of Irlam Steelworks, together with the cessation in 1981 of the last of the coal, soda ash, and pitch traffic, all of which had previously been transshipped from rail to boats on the Ship Canal at Partington North Tip, left the sidings at Glazebrook with just the petroleum traffic to the nearby British Tar Products oil terminal. This comprised a thrice weekly train of motor spirit from ICI Haverton Hill, as well as the occasional trainload of fuel oil from either Gulf's

Waterston Refinery, near Milford Haven, or the Shell refinery at Stanlow.

#### Trafford Park

Returning towards the centre of Manchester, alongside the former Cheshire Lines Committee's Manchester to Liverpool main line, were the extensive sidings at Trafford Park which served both Manchester International Freight Terminal (MIFT) and Trafford Park Freightliner terminal, as well as acting as an exchange point for traffic to and from the Manchester Ship Canal Railway's Barton Dock branch and the last few rail served customers within the Trafford Park industrial estate.

Opened by British Rail in the 1960s, MIFT was one of several international freight terminals designed to improve the handling of cross-Channel traffic and was equipped with bonded warehousing and five transit sheds. The commodities handled at MIFT included detergents, domestic appliances, paper, textiles and wine, although its traffic had begun to decline by the late 1980s



**ABOVE:** Local freights could also vary considerably in length but another working to rarely feature more than a couple of wagons was 6T86, the occasional afternoon Ashburys to Northenden trip, seen here leaving Ashburys behind a Class 47 on 14th June 1985. The single PCA wagon was loaded with sulphate resisting cement from Eastgate. To avoid the need for the locomotive to run round the train en route, freights heading towards Stockport from Ashburys would follow a circuitous route through east Manchester, running via Ashburys West Junction, Phillips Park No.2 Junction, Baguley Fold Junction, Ashton Moss North and South Junctions, Crowthorne Junction, Denton Junction, and Heaton Norris Junction.

**BELOW:** In the 1980s Ashburys was the hub for wagonload freight trips in the Manchester area. Class 31 No. 31301 passes the station at the head of the return trip from Heywood on 24th April 1985.







In the 1980s the furthest trip freight to originate from Manchester's Ashburys Yard was a daily out-and-back working to Peak Forest, Buxton, and Hindlow. Class 37 No. 37092 is seen heading through Guide Bridge, running some two hours early, with the return working from Hindlow on 10th May 1985. The single air-braked van immediately behind the locomotive was used to transfer CM&EE spares between the TMDs at Longsight and Buxton, while the rest of the consist comprised two empty tanks returning from Buxton TMD and three covered hopper wagons carrying glassworks limestone from the Steetley Minerals quarry at Hindlow. Although Guide Bridge still retained an engineers yard and on-track plant depot closure of the Woodhead route had resulted in the removal or disconnection of many tracks in the area.



On 12th September 1985 Class 08 No. 08673 was photographed when propelling a selection of vacuum-braked wagons past the station en route to the nearby Ashton Road Wagon Shops.



as more and more goods were carried in containers.

In contrast, the neighbouring Freightliner terminal remained busy with daily container trains to Felixstowe, Holyhead, Southampton and Stockton, while following the closure of the smaller Freightliner terminal at Longsight in 1987, it also gained additional services to Glasgow and Willesden. Furthermore, located at the end of the Manchester Ship Canal Railway's Barton Dock branch was Containerbase, a privately operated terminal which had been opened by Overseas Containers Ltd. in 1969. This also despatched a container train to Southampton six days a week, while a working to Tilbury had been introduced in 1978.

#### Barton Dock Branch

The MSC's Barton Dock branch also handled traffic from the Kellogg's breakfast cereals factory at Park Road but, unfortunately, the daily train to Willesden, which conveyed portions for distribution depots at Crawley and Hatfield, ceased to run in 1984. A year earlier, traffic from the last two rail served customers within the Trafford Park industrial estate (the Corn Products Co. and British Steel's wheelset works) had also ended. However, after remaining dormant for six years, parts of the estate's rail network were returned to use in 1989 by the Trafford Park Estate Co. when scrap metal began to be railed from Norton's scrapyards to Allied Steel & Wire in Cardiff, while starch was despatched from the Cerestar (formerly Corn Products Co.) factory on Trafford Park Road to several paper mills in Scotland and Kent. Unfortunately this revival would prove to be relatively short-lived with the estate's rail system closing for good in the year 2000.

**Class 37 No. 37029 passes through Ashburys with 6E46, the 12:45 Glazebrook to Haverton Hill discharged motor spirit tanks, on 18th July 1986. At this time 6E46 was routed between Throstle Nest Junction and Gorton Junction via the Fallowfield Loop, thus enabling it to approach Ashburys West Junction in a westerly direction before continuing on, via Phillips Park No.1 Junction and Brewery Junction, to gain the Calder Valley line.**



**By the late 1980s the Manchester Ship Canal Railway's 4WDH 255 bhp Sentinels were used to haul the container trains along the Barton Dock branch as far as Trafford Park West Sidings where BR traction would take over. DH24 waits to leave Containerbase with loaded wagons for Tilbury in October 1989.**







**ABOVE:** The Trafford Park Estate Co. purchased a couple of Class 08 locomotives to work their traffic between the industrial estate and Trafford Park Sidings. In November 1989 No. 08669 heads through 'The Park' with a starch wagon which was eventually destined for the Wiggins Teape paper mill at Corpach.

**BELOW:** By 1985 the regular Trafford Park to Stockton Freightliner had been withdrawn but an occasional special would still run such as this working seen heading east through Guide Bridge behind a Class 47 on 10th April 1985.







Photographs of the 'Midland Pullman' taken in the Peak District, on its run between Manchester Central and London St. Pancras, are quite rare as normally the train was only seen running southbound in the early morning and northbound in the evening. On this occasion the train is seen heading north at Peak Forest on what is believed to be Saturday 27th April 1963 whilst working a northbound special. JOHN FORD

# Rails through Peak Forest

Until 1968 the railway through Peak Forest was the main line between Derby and Manchester with through trains from London St. Pancras as well as much through freight traffic. Following closure of the section north of Matlock, this once important line became freight only to serve the quarries around Peak Forest and the Buxton area. Hundreds of thousands of tons of limestone were quarried in this part of the Peak District and shipped out by train to destinations all over Britain. To this day the line remains extremely busy with thirty or forty trains passing through Peak Forest every day. The photos give a flavour of the changing operations from the 1960s through to the early years of the 21st century.



'Peak' No. D80 is passing Peak Forest station with a St. Pancras to Manchester Central express on 28th January 1967. The line through the Peak District from Derby to Manchester closed as a through route in June 1968 so express trains like this were living on borrowed time. Peak Forest station closed on 6th March 1967, just a couple of months after this photograph was taken, when local services were withdrawn. The station building was subsequently taken over by the permanent way section and used as an office and depot. However, nearly thirty years later, the PW staff were required to vacate the building when the freight train crew from Buxton depot were re-located to the building as the centre of operations for Trainload Freight Northwest and subsequently EWS. GAVIN MORRISON





No. 40109 stands alongside Peak Forest South signal box on 3rd July 1979. A signal box had opened here before 1877, but was replaced in 1891 and again, with the one in view here, in 1925. The box was reframed in July 1974 and still stands today working absolute block to Great Rocks Junction in the south and to Chinley power signal box in the north.  
GAVIN MORRISON



No. 40185 has just arrived at Peak Forest South signal box on 3rd July 1979. It is believed to be 06:45 Carterhouse Junction (near Widnes) to Topley Pike empty stone train.  
GAVIN MORRISON





ABOVE: On a beautiful July evening the train crew on the Class 25 have time to relax in the evening sun as 37211 opens up with the Tunstead to Margam loaded service on 3rd July 1979. GAVIN MORRISON



47316 runs downhill through the former Peak Forest station on 8th July 1987 with a train of cement wagons, including two bogie Clyde Cement vehicles. JOHN DEDMAN





On 8th July 1987 No. 45007 runs downhill from Dove Holes Tunnel into Peak Forest with a Northwich to Tunstead empty limestone train. The wagons are the bogie hoppers built for ICI and carried the company's initials on raised metal letters in the centre of the body. JOHN DEDMAN

No. 60044, one of only three Class 60s to receive Mainline blue livery, is seen in this view looking north from the road bridge at Peak Forest, as it slowly draws its train forward a wagon at a time during the loading process on 9th June 2006. GAVIN MORRISON



Gridlock at Peak Forest! The photographer is looking north towards the former Peak Forest station. On the left is the 18.05 Dowlow to Ashburys, whilst in the middle is No. 60094 shunting former National Power wagons and behind is No. 60010 with an arrival from Ely. The date is 8th September 2006. GAVIN MORRISON





The prime German electric express type before the Second World War was the Class E18. After the war the class ended up on both sides of the German border as well as in Austria. The ones working in East Germany were painted dark green with a red underframe whilst the West German ones were painted in the express

locomotive colours of dark blue with black underframes. The Austrian examples were originally painted in green but later in the striking orange and cream livery adopted in the 1980s. Here we see DB 1-Do-1 No. E18 18 preparing to depart from München Hauptbahnhof (Munich main station) on 7th September 1958.

# Early German electrics

Colin Boocock first visited Germany in 1958 on his way to Austria by train. Some iconic early electric locomotives were on view at that time. A couple of these classes appeared in Austria as well.

I was on a tour organised by the Railway Travel & Correspondence Society in 1958 to Austria by rail and we entered Germany from the Netherlands after an engine change at Venlo. German electrification at that time was centred on Bavaria and Baden-Württemberg, with München (Munich) and Stuttgart being main focal points. Our train to the south had steam traction until it reversed in the then terminus station at Ludwigshafen, where a new Bo-Bo electric locomotive of Class E10 was coupled on the other end of the train for onward movement to Munich. By the following year, the wires were up and in use as far north as Köln (Cologne), so fast was Deutsche Bundesbahn (DB) installing its 15kV 16 2/3 Hz ac electrification.

New DB carriages in the 1950s still had drop windows in the compartments and along the side corridors, so it was relatively easy to photograph the unfamiliar (to us) locomotives and multiple units that we saw during this trip.



DB's Co-Co freight locomotive 193 005, one of the first batch of the E93 series introduced in 1933, was seen at Ulm Hauptbahnhof in the summer of 1970. DB painted both the E93 and E94 classes in green with black bogies.



### Express passenger locomotives

However, this article looks at the locomotives that had been introduced before the 1950s. Between the wars, traffic in the south to and across the Alps was heavy, and the design of the larger electric locomotives reflected that. The stars of the passenger fleet were the 55 examples of Class E18 semi-streamlined 1Do1s that had been introduced in 1935. These 4,075bhp locomotives resembled contemporary French and Swiss machines. They rode on four frame-mounted motored axles flanked by one carrying axle under each end cab. Each of the four axles was motor driven. The E18 class had a top speed of 93mph. A further four locomotives of the same basic type but more powerful (4,985bhp), with a top speed of 112mph, were the Class E19s. The last example of these classes was withdrawn in 1988. Six E18s are preserved, at Augsburg, Koblenz Lützel, Glachau, Gemünden am Main, Dresden and Nürnberg (Nuremberg).

### Freight locomotives

For heavy freight DB had a fleet of old-fashioned-looking Co-Cos with the central equipment compartment flanked by driving cabs set so far back from the ends that there was room for more equipment in low compartments over the bogies. These locomotives had deep section main frames. The class was first seen in 1933 and has erroneously been called 'crocodiles' by many enthusiasts. In fact, a traditional crocodile electric locomotive was mounted on two bogies with the driven wheels coupled by outside coupling rods, something that the Swiss managed to keep in service for many decades, as did the Austrians. The German Co-Cos were Classes E93 and E94, the former of 2,965bhp and the latter 4,025bhp. There were 18 E93s, and 173 E94s. A more powerful version classified E94.5 appeared in 1954 and could develop 5,950bhp. The maximum speeds of these classes were: E93 44mph, E94 56mph and E94.5 63mph. The last E94 was withdrawn in 1992. At least ten of these large machines are preserved, together with one in Austria.

### Political Changes

Hitler's Germany annexed Austria in 1938 and subsequently Austrian railways were absorbed into the Deutsche Reichsbahn (DR). Some electric locomotives of DR types were transferred to work in Austria, including eight E18s and 47 E94s. After the war, the newly-formed Austrian Federal Railways (ÖBB) brought these locomotives into their own classification system. The E18s became Class 1018 and worked over the Westbahn from Vienna whilst the E94s became Class 1020. The latter worked mainly over the steeply-graded Arlberg main line through the Alps with some lasting until 1995. The last 1018 was withdrawn in 1982 with No. 1018 05 being preserved as an official Museumslok.

The end of the war brought changes inside Germany, too. What was known for a while as the Russian sector ended up



The DR renumbered the E94s in the 254 series and painted them green with red bogies. No. 254 056 was on display at Halle in May 1995, and shows the deeper side frames adopted for the majority of this type. The 'V' on the cabside denotes the vorder or leading cab. The one at the other end was marked 'H' for hinter or rear cab. Across the border, DB had numbered the cabs '1' and '2' respectively.

behind the 'iron curtain' and gave itself the name Deutsche Demokratische Republik (DDR), becoming part of communist eastern Europe. The British, French and American sectors grouped together and became the Bundesrepublik Deutschland (BRD - German Federal Republic). The railways in the DDR retained their pre-war designation Deutsche Reichsbahn (DR), whereas those in the west became the Deutsche Bundesbahn (German Federal Railway - DB). This article centres mainly on the old electric locomotives working on DB in their last years. These were the ones I saw during five visits between 1958 to 1968, plus the odd sighting of E94s into the 1980s, and one or two preserved oddities seen at exhibitions in later years.

### Older passenger locomotives

Apart from the E18s, there were earlier 1-Do-1 locomotives working in Bavaria and Baden-Württemberg that preceded the E18s, known, not surprisingly, as E16 and E17. Of the same basic layout as the E18s, there had been no attempt at streamlining or improving their appearance, so the older locomotives were distinctly angular in outline. Class E16 began as Bavarian Railways Class ES1 in 1926. The electric traction equipment was supplied by Brown Boveri and used the Büchli system of drive from the motors to the wheels. This had the drive gears on one side of the locomotive shrouded, while on the other side nothing of the drive was visible. Each subsequent



An early Bavarian express passenger electric 1Bo-Bo1 was Class E16, epitomised by No. E16 20 that was photographed outside München Hauptbahnhof on 7th September 1958. This side showed no sign of the Büchli drives from the motors to the wheelsets; these were prominent on the other side of the locomotive. All of these older passenger electric locomotives were painted green with black running gear. (Ed. Regular readers will be familiar with the appearance of the Büchli drives from the recent articles about Swiss locomotives in TRACTION).





Seen at Stuttgart Hauptbahnhof on 20th August 1959 was 1-Do-1 electric No. E17 112. This class was the forerunner of the highly successful E18 series.



A development of Class E17, but for lighter express passenger services, was the Class E04 1-Co-1, the prototype of which, DR No. E04 01 (numbered at the other end 204 001) was exhibited at Halle in May 1995. Note the apparently 'missing' third driving axle. As the class was intended for lighter duties one driven wheelset was simply omitted without altering the positions of the remaining three driving axles!



Introduced in 1924, 29 of these E32 1-C-1 jackshaft-driven electric locomotives were built for light passenger services. No. 132 011 was still in use at München Hauptbahnhof in summer 1970, on empty stock workings and shunting.

series of the class raised the power output compared with its predecessor. Nos. E16 01 to 10 were 3,140bhp (one hour rating); E16 11 to 17 3,460bhp; and E16 18 to 21 3,948bhp. They worked largely within the German state of Bavaria, centred on Munich. The last E16 (or 116 as they had become in DB's computerised classification system from 1968) was withdrawn in 1980, but four are preserved, E16 03 at Koblenz Lützel, E16 07 at Freilassing, E16 08 at Darmstadt, and E16 09 at Augsburg.

Class E17 came out in 1928 for mixed traffic use in southern Germany. These 38 locomotives were also 1Do1s, delivering 3,750bhp power with a top speed of 75mph. The E17s were also box-like in appearance but with a small equipment compartment protruding below the front cab windscreens. An express version with the same basic layout less one motored axle and with a top speed of 93mph, Class E04, was introduced in 1933 with 23 examples being built. The only one of Class E04 that I saw in operation was in north Germany in 1968. The E17s survived until the last was finally withdrawn in 1980. At least one E17 is preserved as is one E04.

DB Bo+Bo No. E44 118 calls at Würzburg Hauptbahnhof on 19 October 1962 with a local train made up entirely of six-wheeled stock. In the computer era, DB renumbered these useful locomotives as Class 144 and on DR they became Class 244. Both DB and DR painted their E44s in green with the DB locomotives having black bogies and the DR ones red.

### Mixed traffic locomotives

A common type in southern Germany that did not spread into Austria was the Class E44 Bo+Bo medium sized mixed traffic electric locomotive that was introduced in 1932. I describe them as Bo+Bo rather than Bo-Bo because the bogie frames were coupled together and traction forces were entirely taken through the bogie frames and not the locomotive underframe. The buffers and drawgear were on the bogie frame headstocks. A total of 181 were built, plus nine that were classified E44.5 as a modified type. All had power output of 2,950bhp. These locomotives would turn up at most locations in southern and central Germany where electrification held sway. They would work local or branch passenger trains, often formed of sets of six-wheeled coaches, or would be involved in pick-up freight work.

They had a top speed of 56mph. The last disappeared in 1993 apart from those held for preservation of which 13 survive.

Other, even older electric locomotive and multiple unit types existed in Germany, but I did not see many of them in operation. Preserved examples that I have photographed at shows and exhibitions are included among the illustrations, with extended captions giving some information about them.

After the division of Germany into the BRD in the west and the DDR in the east, the two railways, DB and DR, followed parallel but different design philosophies for more modern locomotive building. With the editor's permission, these newer creations can be the subject of a future article in TRACTION. It's also interesting to realise which country's designs came out on top after re-unification.







ABOVE: The exhibition at Halle depot in May 1995 included some preserved and really rare old-timers such as this 1B-B1 machine, No. E 77 10. Of 2,520bhp, these locomotives were introduced in 1924 and had Swiss electric motors driving a jackshaft in each bogie, using connecting and coupling rods to drive the wheels. The body was in three sections, allowing it to slightly articulate to ease forces on curves. There was an equivalent heavy freight design of 1926 laid out as a C-C, which lasted in service on DB until the 1970s, one of which, No. 191 099, is preserved.



LEFT: Preserved No. E 95 02, a two-section locomotive of 1Co+Co1 wheel arrangement seen at Halle in May 1995, was one of a class of six locomotives built in 1927 for heavy freight work in the industrial area in Silesia (now part of Poland). Of 3,725bhp, they weighed 138.5 metric tonnes, and the last was withdrawn in 1969.

## Number systems

When the DDR separated from the rest of Germany, its railways (DR) made certain for several decades that its locomotive number series would be complementary to and not overlap that used on DB. By 1968 the railways were moving towards computer-based number systems which did not use letters in the class designations. By this time any thought of reunifying Germany looked impossible, and DB and DR felt confident in using different series for their new numbers. DB numbered their diesel classes from 200 upwards and electrics in the 100 series, whereas DR did precisely the opposite, their diesels being 100 upwards and electric locomotives 200 upwards. Generally, the number that had followed the 'E' in electric locomotive numbers remained the same, except all were stretched out to three digits, numbers below 100 receiving an initial zero; thus DB's No. E18 18 became 118 018, a number once allocated to a DR diesel locomotive. In East Germany, No. E18 31 became 218 031, a number within a DB diesel hydraulic series. It was worse with steam traction. DR 4-6-2 No. 01 012 was computer-renumbered 01 2012; in the West, DB 4-6-2 01 1012 became 012 012, with only the space between the class and running numbers differentiating it from its DR neighbour. Just imagine the confusion when the two railways reunified after 1993!

The E94s in eastern Germany became Class 254. Maybe an erudite reader can explain why this was – I cannot find a suitable reference.



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The elevated viewpoint of Coronation Road bridge at the south end of Masborough station reveals the Midland Railway architecture in all its glory. 40002 has the road for the Sheffield line with a load of empty cement wagons bound for Earles Sidings on the Hope Valley line. Over on the northbound fast lines a Cross Country service to York has stopped; clearly the steam heating boiler of the Class 47 is working hard on this June day!



# Rotherham in 1976

Back in 1976 Rotherham Masborough station was still open for passenger services. Today trains call at nearby Central although freight and express trains still pass through the derelict platforms non-stop. Ian Harrison's notes and photographs are a reminder of how it was just over forty years ago.

Rotherham is a large town situated along the Don Valley adjacent to Sheffield and the area is famed for steel making. Its railways were built primarily by two competing companies, the Midland Railway and the Great Central Railway, with both providing parallel main lines, each with its own station and numerous freight yards. The Great Central station was Rotherham Central, a simple two platformed station refurbished in late British Rail days to replace the much larger four platformed Midland station at Rotherham Masborough.

At the time of my visit on Thursday 3rd June 1976, Masborough was still open for business and had Inter City trains calling on their way from Sheffield to Leeds and the North East. Freight traffic was still prolific in 1976 with both through services and local yard transfers. The locomotives were, of course, all in Corporate Blue and, on the occasion of my visit, examples of Classes 20/ 25/ 31/ 37/ 40/ 45/ 46 and 47 were all seen.

In addition there was a collection of Class 08s stabled in the down yard at Masborough: these were 08022, 08033, 08076, 08386 and 08460. It is possible that some of these were in store as this location had been used to store withdrawn former Midland Railway 0-6-0 tank locomotives from Canklow and



20054 and 20061 are seen trundling along the Great Central line at Greasborough with a train of hoppers, probably carrying coke.





**25129 is heading for the 'Old Road' as it passes Masborough with a southbound mixed freight.**

Staveley sheds during the 1960s. There were local scrapyards nearby, including that of Messrs Booths of Rotherham which lies between the two routes and is still breaking-up locomotives, wagons and coaches to this day.

On that day in June 1976, I had arrived at Rotherham Masborough station and spent around six hours both at Masborough and at locations on the Great Central lines. I photographed what came along, although inevitably I missed some trains whilst walking between locations.

At the time the photographs were taken, there was a junction at the south end of the platforms of Masborough station with the four tracks to Sheffield curving away to the west, whilst four tracks headed straight ahead towards Barrow Hill and Chesterfield, along what is known as the 'Old Road'. This was the original main line before the route via Sheffield was built. At the north end of the station the four tracks continued toward Swinton and Mexborough.

Today both routes have been reduced to double tracks while most sidings and yards have been removed. The Midland and Great Central lines have been linked by a single track section of line which diverges from the Midland line just on the Sheffield side of Masborough and burrows under the 'Old

Road' before joining the Great Central line. Local DMU services use the chord to reach Rotherham Central and then regain the main lines to the north at Aldwarke Junction.

Steel is still made in the area but at lower levels. In 1976 the semaphore signalling

remained, but today all signalling is by multiple aspect colour lights. These were controlled from Sheffield power signal box until this function was transferred recently to the new York signalling centre.

**31107 is passing the yards at Rotherham Main with a northbound mixed freight. A Class 47 is in the yard at the head of a train of 16 ton mineral wagons loaded with what appears to be scrap metal. The amount of heavy industry in the Rotherham area is obvious in this view.**





| Masborough Station                                                                                                                                                                                                                                                                                        |      |                                                      | Masborough Station continued                                       |      |                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------------------------------------------------------|--------------------------------------------------------------------|------|--------------------------------------------|
| 45019                                                                                                                                                                                                                                                                                                     | 1Z54 | Southbound excursion - 'Old Road'                    | 46013                                                              | 1S.. | Inter City to Edinburgh                    |
| 47107                                                                                                                                                                                                                                                                                                     | 1E.. | Inter City to Newcastle                              | 31107                                                              | 7J.. | Southbound local trip freight - 'Old Road' |
| 45067                                                                                                                                                                                                                                                                                                     | 1V.. | Inter City to Bristol                                | 20175                                                              | 0J00 | Southbound light engine - 'Old Road'       |
| 45149                                                                                                                                                                                                                                                                                                     | 1E.. | Inter City to Leeds                                  | 25129                                                              | 7M.. | Southbound mixed freight - 'Old Road'      |
| 40073                                                                                                                                                                                                                                                                                                     | 8M.. | Southbound mixed freight - 'Old Road'                | 47217                                                              | 6E.. | Northbound oil tanks - 'Old Road'          |
| 37167                                                                                                                                                                                                                                                                                                     | 6M.. | Southbound oil Tanks - Sheffield line                |                                                                    |      |                                            |
| 47151                                                                                                                                                                                                                                                                                                     | 1E.. | Inter City to York                                   | <b>Great Central Lines between Rotherham Main and Greasborough</b> |      |                                            |
| 40002                                                                                                                                                                                                                                                                                                     | 6M.. | Southbound cement to Earles Sidings - Sheffield line | 31107                                                              | 8J.. | Northbound ( seen earlier)                 |
| 40007                                                                                                                                                                                                                                                                                                     | 8M.. | Southbound freight - 'Old Road'                      | 37136 + 37103                                                      | 6J.. | Southbound MGR                             |
| 31276                                                                                                                                                                                                                                                                                                     | 8M.. | Southbound mixed freight - 'Old Road'                | 20028 + 20031                                                      | 0M00 | Southbound light engines                   |
| 45022                                                                                                                                                                                                                                                                                                     | 1M.. | Leeds to St Pancras Inter City                       | 45029                                                              | 0E00 | Northbound light engine                    |
| 47107                                                                                                                                                                                                                                                                                                     | 1M.. | Inter City for Birmingham                            | 37125                                                              | 8M.. | Southbound mixed freight                   |
| 31154                                                                                                                                                                                                                                                                                                     | 8E.. | Northbound freight – into down loop;                 | 20054 + 20061                                                      | 8J00 | Southbound local trip freight              |
| <p>Note by this time the displaying of headcodes had been discontinued but the following can be assumed:</p> <p>M - London Midland Region;</p> <p>E - Eastern and North Eastern areas</p> <p>J - local destinations within the Sheffield area.</p> <p>S - Scottish Region.</p> <p>V - Western Region.</p> |      |                                                      |                                                                    |      |                                            |



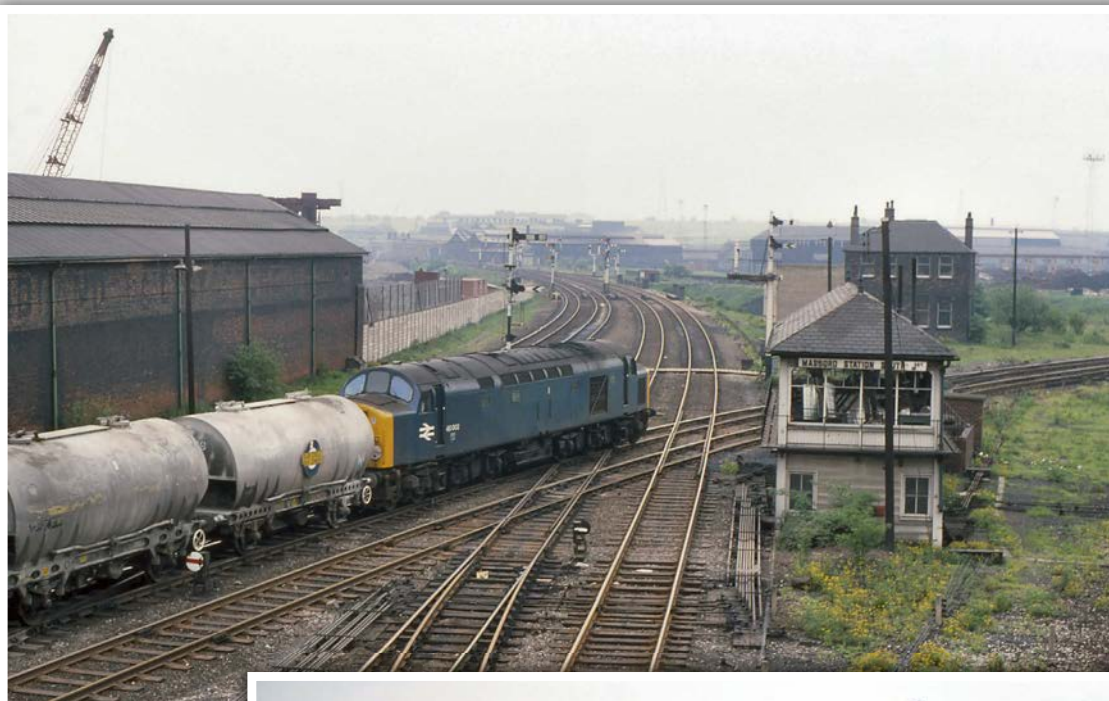
31276 appears from the north at Masborough with a short southbound train of what appear to be coke hoppers. The distant signal hasn't yet been 'pulled off' so it looks as though the train is going to be stopped at the junction at the south end of the station before it heads off down the 'Old Road'.



47151 runs into Masborough with a Cross Country service to York. The junction signal on the platform is another former Midland Railway timber post signal, although it has lost its pointed Midland metal finials which have been replaced with wooden caps. The crossover which this signal protects is visible in the foreground.

*All photographs were taken on 3rd June 1976 by the author.*





40002 takes its train of Blue Circle cement wagons across the junction at the south end of Masborough. Viewed from Coronation Road bridge, the scene is full of interest. Along the building on the left are the fading letters 'MIDLAND RAILWAY WAREHOUSE', whilst the Midland signal box with its named board 'MASBORO STATION SOUTH JCT' is still in use (note the abbreviation of Masborough). The four tracks of the 'Old Road' curve away under an impressive selection of signals, including a former Midland junction signal with its original timber post and cast iron bracket.

An unexpected working was this special passenger working (headcode 1Z54) behind 45019 which is heading down the 'Old Road'. This would almost certainly be one of the 'Merrymaker' special day excursion trains that BR ran in the 1970s. In the same week the Doncaster Division ran 'Merrymakers' from Retford to Ashburys (for Belle Vue Zoo) and from Cleethorpes to Weston-super-Mare. Over on the left is a Cross Country train bound for Newcastle. The signalling at this end of the station is particularly interesting, with a platform level junction signal that protects the crossover between the Down Slow and the Up Slow lines, as well as the main junction signal with its associated distant signals.



47107 rounds the curve from the Sheffield direction with a Cross Country train to Newcastle. The locomotive was seen later in the day so possibly it only worked this train as far as York. The size of Masborough signal box with its four bays is an indication of how many levers the box had. It opened in 1903 and closed in 1979 as a result of the Sheffield area resignalling scheme. Over to the right are Masborough yards which at this time provided work for at least two Class 08s. In the distance are scrap yards and steel mills that stretch as far as the eye can see.





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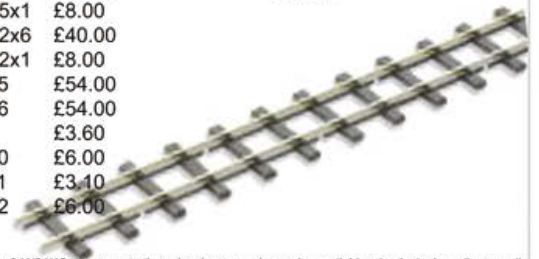
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# GARDEN Rail

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Next Month: Based on an LGB Stainz, Simon Atkinson tells us how he built this superb model of the Tallyllyn Railway's "Douglas"



# VIEW FROM THE END OF THE PLATFORM



I've been on my travels and come back for a birthday

Those who read our sister magazine **British Railway Modelling** will know that at the end of last year, I was challenged to build a model railway to take to The Great British Train Show in Canada. Fortunately, this didn't need to be a large scale project – dragging a OO model through airports is bad enough, imagine lugging something G scale through customs!

While at the show, I managed to spend a little time photographing the test track belonging to the wonderfully named Wednesday Night Water Boilers and Golden Horseshoe Live Steamers. Chuck Lawrence and friends put on

a great show with 16mm and G scale trains puttering around for the two days and entertaining the crowds.

According to the show programme, "When daylight hours permit, accompanied by good food and drink, they perform the weekly steam-up ritual with their trains on the various members' layouts, which are generally within 30km radius of Oakville."

You won't be surprised that the guys were very friendly and happy to chat about their trains, some of which I've photographed here plus a model from the Canadian Modelling Association for Meccano & Allied Systems stand.

Being a railway modeller is a great

way to meet people if you find yourself in a strange land. We all talk the same language and are interested in each others hobby.

## GARDEN RAIL IS 25!

While I was away, an e-mail arrived from David Joy, founding editor of **Garden Rail** letting me know that this publication has reached its quarter century, something I hadn't realised. The magazine has been through several hands over the years, but according to our latest sales figures, goes from strength to strength.

On page 62, David takes us back to the days before the first issue and explains how the publication you hold in your hands came to be. I'm proud to be carrying on the tradition he started back in 1993.

25 years is a long time in model railways, but I think this month we bring you something not seen in **GR** before – a permanent layout built from Lego. Far from a gimmick, this is a serious layout that operates all year round and is exceptionally well built. The track may be some of the best ballasted I've seen outdoors for a start.

Finally, with our anniversary year ahead, next month also sees the launch of a new competition to win a silver controller from Helmsman Model Rail. See you in issue 287!







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# Building an alpine railway through the garden, brick by brick

Is Lego just for kids? Varda Furrer proves that it can be used for a serious garden railway.

As a child, many of us played with the legendary bricks from Denmark. Almost as many of us quit playing Lego one day and switched to other interests and hobbies. I certainly did, switching to scale railway

modelling, the bricks all but forgotten.

Many years later, on an autumn day in 2012, my mum told me to have a look at those few dusty boxes in the attic, and decide whether I might take them to my place. I didn't turn up for

dinner and she later found me up there, sitting inside an impressive heap of bricks, discovering and sorting...

Thus ended my "dark ages" away from Lego. I became an Adult Friend Of Lego, or AFOL for short.

Since a very early age, I was mostly into trains, and less into dolls. My older sisters already had some wooden railways and Lego to play with, so it was only natural that also I got into trains. Soon I began to rebuild those first sets, more and more inspired by the Rhaetian railway (RhB), which became very popular during the early 1980s, as quite affordable scale models came onto the market.

During the pre-Internet era, my family and friends provided me with surplus magazines or catalogues, which inspired me to recreate these trains in Lego. In those days, I enjoyed neither



Top: RhB Class 9920 climbs hauling a tourist passenger train.

Left: RhB Class 162 passes through Cavaglia station.





Ge Re4/4 621 clings to the side of a mountain.

the budget nor were there the variety of bricks available to really build realistic models. One day, the interest was gone, and I put the completed vehicles into those storage boxes.

When I held those dusty leftovers in my hands again some 25 years later, I spontaneously decided to rebuild some of them, using the range of bricks

available nowadays. There were new building techniques to learn, that have become possible since those earlier days e.g. “SNOT”, standing for “studs not on top”, a method of connecting bricks sideways or head first.

To start with, I returned to the 12 Volt system which was in use when I was a kid. However, the

possibilities were quite limited, as the vehicles tended to stand high on their undercarriage and had quite low tractive power. The rebuilds grew considerably in size and weight compared to the usual Lego play trains. It also became quite clear that an indoor layout on the living room floor is very sizeable (and painful when stepping on a track



RhB Class 36 railcar.



The shed area. All the building bricks are glued together to survive weather and cats.

in the dark). The larger vehicles clearly demanded larger curves. This was not possible using the old rails.

One hot summer day in 2015, I had a crazy idea, possibly the result of a heatwave and cold beer. I just went into the garden and began digging.

My initial plan was to build some sort of a simple loop of track for those larger vehicles.

On second thoughts, I decided to make it some sort of a permanent installation, inspired by my first Lego layout based on RhB prototypes. I'd also replant the area as an alpine garden, as gardening is another of my main interests.

I soon managed to obtain the first few batches of compatible third-party track material, allowing much larger curves and gave up on compatibility with the narrow standard curves.

My vehicles require a minimum radius greater than 80 cm, in contrast to the Lego standard radius of only 32 cm. Such tracks are currently available from BrickTracks, 4Dbrix or TrixBrix. However, I've still built all points from scratch, using single rails from these manufacturers, but there is a good chance that similar points will be available from the shelf in the near future.

I rebuilt the rolling stock once again to scale after prototype plans and photographs. A target scale of 1:42.2 was chosen, because it matched well with the window size of standardised passenger carriages. Although the RhB runs on metre gauge, I decided to retain the Lego standard gauge of 38 mm, in order to ensure compatibility with



older and off-the-shelf rolling stock, as well as with vehicles other people might bring in for a ride.

I did not really plan anything, but early into construction, I decided to recreate a freelance impression of the south incline of the Bernina line. This of course is another old love of mine, since I have already built a large number of scale models in 1:87 (HO).

Because the Lego infrared remote control was not suitable for outdoor operation, I've equipped the engines with standard RC receivers, throttles and rechargeable Lithium polymer batteries from the local modelling shop. With ample power supply onboard now, the Lego "power functions" motors and gears proved powerful enough for pulling scale length trains up the inclines that amount up to 7%. The magnetic couplers could not cope with such pulling power, but this was an easy fix: just put a Neodymium disk magnet between two couplers, and this increases the grab by orders of magnitude.

As a foundation for the tracks, I am using concrete slabs from the DIY centre, which are designed for lawn borders or for paving. It turned out to be necessary to keep them in place using gritting material and a reinforced layer

of mortar underneath, otherwise the winter frost would eventually rip open the joints. As a consequence, in case of Lego (or similar) track, which comes in short segments, track joints nearby will also rip open. However it takes a huge gap in these joints to jeopardise operation.

Because of those many joints and the large temperature differences throughout the year in Switzerland, I had to glue all the tracks onto the substructure, using silicon based construction glue ("Fix-All" or similar). This glue is very flexible, yet holds everything firmly in place without damaging the plastic rails.

I've used grey O gauge limestone ballast, glued into place using diluted polyvinyl acetate dispersion binder from the paint shop. This is also very weatherproof and does not harm the plastic parts either. In fact, the tracks then prove to be quite safe to step on.

If any repairs are required, it is easy to remove parts of the track and trackbed by means of a scraper, without destroying the tracks. Any repairs on the plastic itself can be performed using organic solvent, e.g. acetone, which instantly welds together these ABS parts very firmly. The plastic – ABS – is actually very durable outdoors and so are most of the incorporated dyes. There certainly is some fading and yellowing going on and eventually parts may become somewhat brittle. However, compared to any other plastics used for garden railway models, Lego can really cope very well.

Some fading of the mostly bright colours after a few summers provides a more realistic look but this summer, I am going to try out some UV protection coatings, which should help a longer term conservation of the buildings. The vehicles of course, only stay outside during operation days.



Refridgerated goods wagon.





The models live outside all year round and experience some real Swiss weather.



Above: All track is hand made using aftermarket parts. Left: Plan view of the layout.

Below: An RhB freight train including the characteristic domed cement wagons.

Inset: Inside the shed, we find a rotary snowplough.



Many of the structures are quite large and easily consume ten thousands of Lego bricks.

This of course is quite costly, and still is quite time-demanding to build, so the buildings are being recreated quite slowly when weather's bad, and literally – brick by brick. Because all buildings stay outdoors all year, I glued them together using acetone otherwise, the weather (and cats!) would gradually dismantle them.

The water pump for the reservoir lake and the little river circuit are powered by my own small solar power plant, which is located in the middle of the garden at the upper end of Cavaglia station.



A few words about the line itself. The station of Poschiavo is at the lower end of the line. It is the largest installation, also featuring the depot and maintenance structures. It is accompanied by some of the prototype buildings that lie in proximity of the railway station, as well as a compact recreation of the iconic village square, depicting already a distinctive Italian flair (under construction).

From Poschiavo, the line enters a more or less permanent incline towards the crossing station at Cavaglia. In between are three tunnels and three bridges, as well as a full loop, passing over the line itself.

The crossing station of Cavaglia already shows a much more Alpine flair, also in regard to the vegetation and the increasingly rustic and rugged style of the buildings. This initially was the end of my garden line.

By 2018, I obtained much more garden space, and thus the line towards Alp Grüm can be recreated. The new part of the layout will be larger than the existing section and will require some considerable building up of the terrain.



Track is laid in O gauge limestone ballast giving a realistic appearance.

The line will ascend up a wild river valley, negotiating avalanche galleries, bridges and spiral tunnels, in order to eventually reach at Alp Grüm station, after several more curves.

The landscape will feature many more Alpine plants (they are all marked with these yellow labels, approx. 200 species so far), as well as a little pond, deep enough to remain filled all year round and hopefully to be home for some little endemic fish.

So, there is much to be done, but the layout has already become very popular within my village. Many passers-by

come across during the lovely season, as the hiking trail mount Niesen goes right past the garden border, offering a prime view of the whole layout. ■

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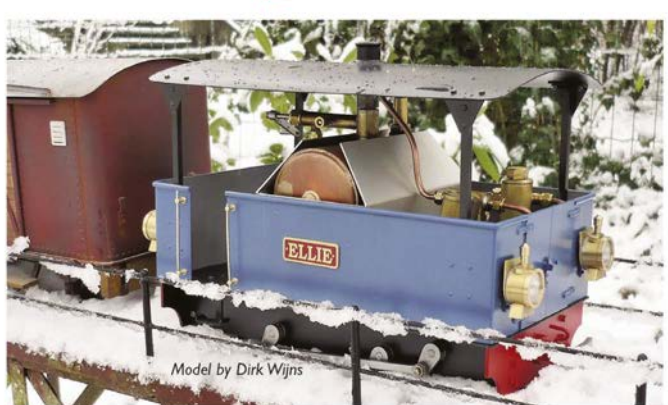


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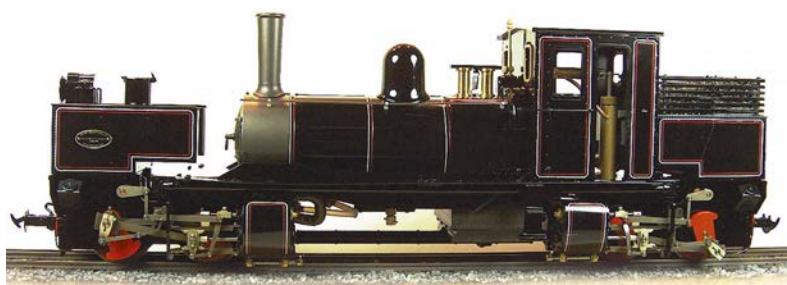
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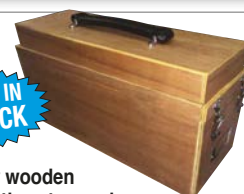
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# On Demonstrating At A Show

Prolific demonstrator, Brian Dominic encourages us all to get out there and encourage others to take up our hobby.

Most of the time, I do as many of you do at a show, take a loco and a rake of stock to run on somebody else's layout, or I take one of my small layouts. Sometimes though, I like to present a demonstration showing how I go about building kits, usually of inexpensive wagons. There are good reasons for selecting these: they are usually relatively simple, it's possible to build quite a few in a weekend (the record is 4 so far) and they are something that a visitor can aspire to build themselves.

There are two possible approaches to doing this:

You can either define very carefully what tools, materials and techniques you are going to use to build your kits, and take absolutely the bare minimum of tools and materials to be able to accomplish this. However, this approach runs the risk of coming to a grinding halt when you haven't got the tool/glue/bit of wire you suddenly and unexpectedly need to finish the job or get yourself out of a hole.

The other way, and the one I chose, is to take most of your workshop so you don't run into problems. The only difficulty with this latter approach is

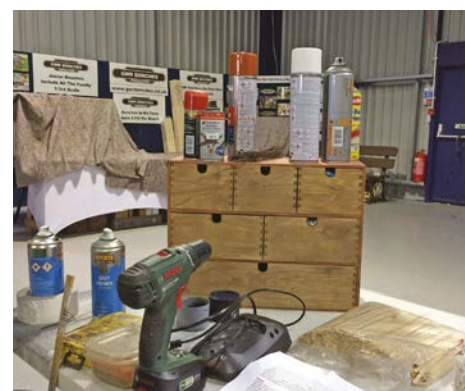


It does all fit in the car! Note the small heater for use in cold venues. It's useful, but check that the organisers are happy for you to plug it in, not all are.

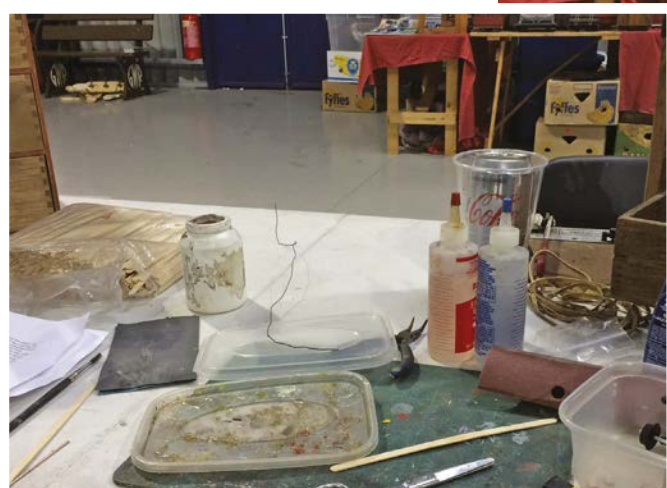
Below: My workbench during the show. Working from left to right: paint, bits and spray paints.

that you have to virtually dismantle said workshop to pack it all in the car and it takes up a lot of room. It also takes some time to set up, but I end up with something like the setup I have at home, with everything to hand just as I like it. It's also a talking point – you can

The Moore & Wright tool chest with little bits and glues on top. Being able to hide sharp tools away while you nip off for a comfort break is important.



The (so-called) "working area."







Sweeties for the punters.



Built this weekend.....

Right: Please take these home with you! We all need "useful" pots for small objects, but I seem to have too many of them...

The fruits of one Saturday afternoon labours.

to have a wagon with sweeties for the children (and adults!) to pick at – I find mini-eggs work well.

Naturally, there's always 16mm Association publicity material available: membership leaflets, bookmarks. These latter come in handy for the youngsters, as does the Children's' Challenge – a Phil Sharples Small Welsh Coal Wagon (for carrying small Welsh coal) which will assemble without glue. The challenge is to assemble the kit without instructions. It's eminently do-able, once the child (or its parent) has worked out which order the three layers of the underframe go in, and how the vertical stakes hold it all together. This doesn't HAVE to be "just for children": I've had a new Association member try his hand

show people how you store your "little bits of things" like pins and screws (I use little jam jars) and tell them where you can buy the megabag of coffee stirring sticks I keep.

You've also got to remember that you're there to entertain, so be prepared to talk to people – explain what you're doing and have little things for them to see.

The "current build" board on Sunday morning.

I run a "Current Build" board, with either an example of what I'm building, or a picture, or an unbuilt kit, so people can see what I'm up to. I also display what I've already built. It's a nice gesture



Go on – have a go!



The Current Build is THIS

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at it as he'd intended to scratch-build all his stock – he hadn't realised how easy building a kit could be!

Doing this also puts my working methods on view: I'm a great believer in those plastic boxes that Chinese meals come in – I'll use them to store unpacked kits, and when I'm building a kit, I keep the bits I don't yet need in one, to save them being scattered hither and yon all over the table. It's also useful to see whether or not you've done it right – there shouldn't be any bits left over! ■

Above: The start of a Harecroft Birkhill Fireclay Mine Hutch – notice the "other bits" in the box

Right: The axleboxes that came with the kit (which I didn't need) went in the FTGH box and duly disappeared. (FTGH? = Free To Good Home).



Axleboxes and springs for a HGLW "Gordon" loco – the MDLR's fitter always gets one wrong!



The body benefits from an SLR Models detailing kit – exhaust, air filter and horns, all for a fiver!



The body on the chassis – the real buffer beams (as distinct from the chassis end plates) were painted separately and added later at home. All built at a show.





# A pair of Sixteen Mills Freelance “Spooner type” Private Carriages

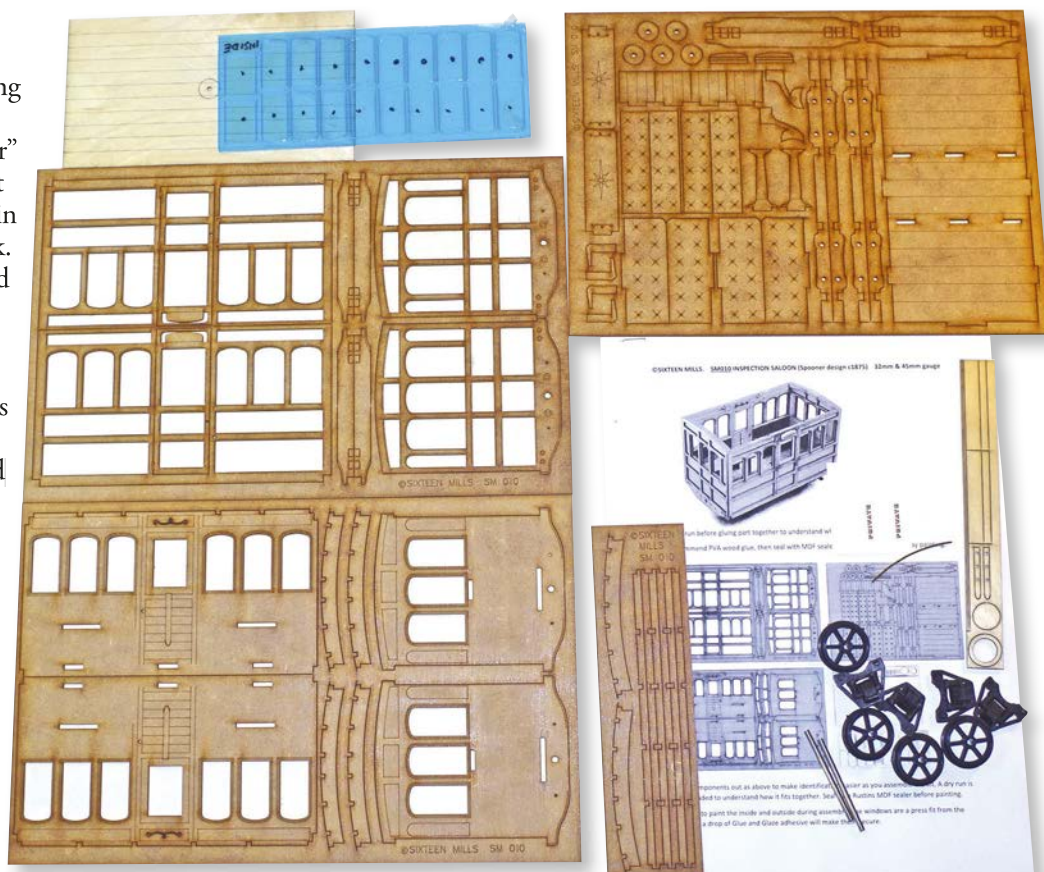
Mike Barton adds a pair of 4 wheel coaches to his GVT fleet.



The finished pair of carriages

The range of interesting and unusual rolling stock kits being produced by Sixteen Mills includes a pair of delightful “Spooner” type carriages of freelance design that I thought might go well with my train of Glyn Valley Tramway rolling stock. SM010 is an open carriage that could be an inspection coach, or a private “picnic” / family coach and SM009 is a two compartment carriage that would perhaps be ideal as a Director’s saloon or for separate Ladies and Gents compartments. When I placed my order, these coaches were still in development so the kits described here may differ slightly from production versions.

Each kit comprises four sheets of parts fabricated from good quality MDF plus a piece of thin plywood for the roof, rain strips, steps and internal droplight straps for the doors. The quality of the laser cutting was very good with crisp, sharp cut lines and with plenty of lovely detail engraved into the parts



The set of parts for SM010 Inspection Saloon





Weights wrapped in cling film were used to ensure the sides were square



The two compartment carriage body ready for painting

during the laser cutting process.

The two compartment carriage is 153mm long (excluding the buffers) and the open saloon 162mm, both coaches are 89mm wide. Kits are complete apart from centre buffer couplings, I used IP Engineering's small white metal version, and also door handles, although I gather the latter will be included in the production kits.

A set of brake shoes and step support irons are included on the MDF sheets. Brass wire is included to make grab handles, but I decided to use some cast brass ones from Brandbright instead.

The glazing for each kit comes as a sheet of acrylic with the windows cut out to be a push fit into the window frame openings and with protective coverings on both sides which is marked to show the inside face. This is apparently because the windows are cut with a slight bevel edge to assist the fit when pushed into

place from the inside of the coach.

Included with both kits were a set of "Private" transfers.

One or two of the construction steps appeared to be missing from the comprehensive instructions, but I'm sure this is something that will be corrected prior to the general release.

Wheels and axle boxes as supplied are made by Binnie, however, my preference was to utilise Slaters' curly spoked GVT wheels in this instance, to match with other stock. The kit includes MDF parts to fabricate roof lamp tops, but as I had several spare white metal castings of small lamp tops similar to the GVT style, I decided to use these instead.

Both kits employ a tab and slot method of assembly and the instructions and build sequences are broadly similar for each. The pieces were straightforward to cut out from the sheets, following which the retaining points were cleaned up

easily with a few strokes with fine sandpaper. The tabs and slots have good precision and this

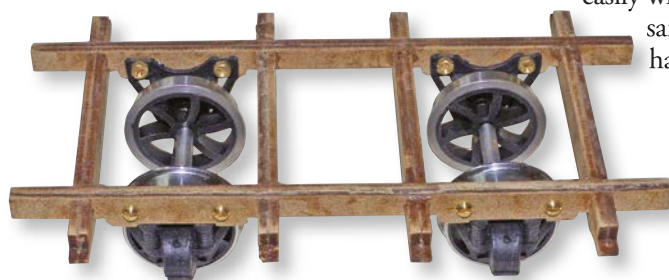
helps to ensure the parts are built true and square as the construction proceeds.

It is recommended in the instructions that a dry run of the construction sequence be carried out, and because the parts lock together mechanically as they are added this is surprisingly easy to do.

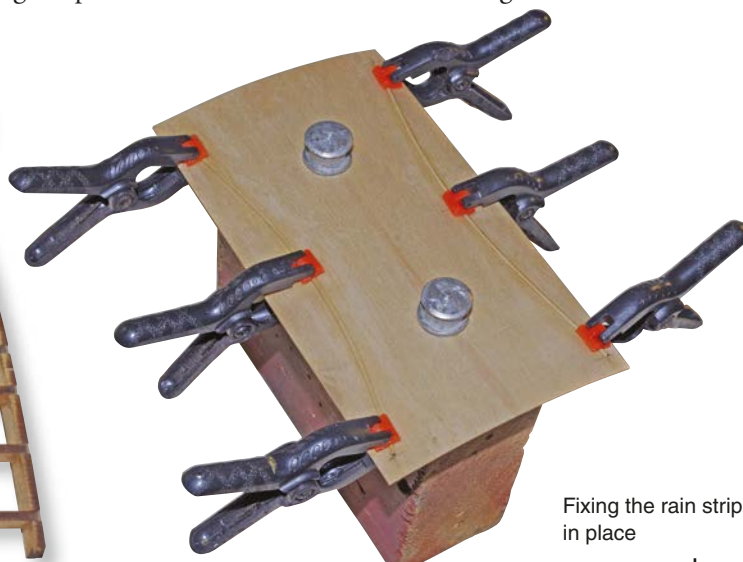
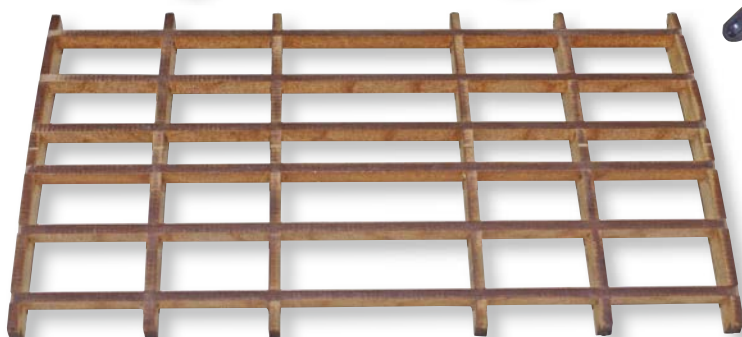
The sides and ends are essentially symmetrical so it is very important to check they are built the right way round, as the laser cutting produces some very nice internal detailing. This sound obvious, but mistakes are easy to make: the detail should be facing inwards when the box for the body is assembled.

PVA wood glue is recommended for making the kit but for added strength I used epoxy resin for the chassis members and the roof covering.

The seats and partition of the two compartment carriage have tabs that are to be mated with the slots in both of the sides and also the floor, and so fitting these after building the basic box would be impossible. The instructions recommend fitting these before either



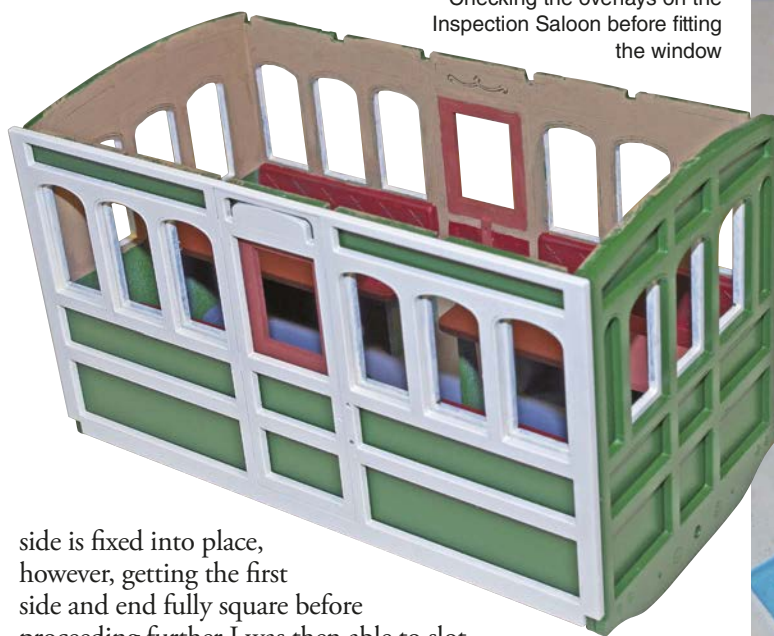
Chassis and roof structures



Fixing the rain strips in place



Checking the overlays on the Inspection Saloon before fitting the window



side is fixed into place, however, getting the first side and end fully square before proceeding further I was then able to slot the seat supports carefully into the fixed side and the floor.

All the slots in the sides and ends are arranged so that they are hidden when the outer overlay, which has the beading detail on it is fitted.

I didn't find any instructions with regard to the interior door window straps which are cut into the thin plywood sheet and trying to position them in the correct place after building the body was rather tricky. I suggest these are glued inside the carriage before building the body.

The steps are fabricated from two pieces to create a rear upstand to each step board and in lieu of instructions, I positioned the steps irons so they would receive support from the chassis cross members.

Solebars are each assembled from two strips of MDF glued together using clamps to ensure they line up. The axle boxes are then fitted into their positions, for which holes are provided along with recessed sections of the correct dimensions for location.

I decided to attach the axleboxes with 8BA nuts and bolts in case any adjustments were needed. The bearings supplied with my chosen Slaters wheels are a good fit into the Binnie axle box bearings.

Care was taken whilst gluing the sub-chassis members together to ensure the axles were turning freely while everything was held square and flat. The brake shoes are glued onto the underside of the floor, and the chassis needs to be fixed before these can be manoeuvred into place, however, I decided to leave the chassis members off until after painting.

The instructions didn't go into detail



Fitting the glazing into the windows

about either the painting or fitting the outer beading overlays into place. Sixteen Mills advise painting the body before fixing the overlays because pushing the windows in would be made easier without the beading there, as they may then be pressed from the inside with the body lying on a flat surface to ensure they end up flush with the face of the body. Painting the beadings separately enable them to be easily given a different colour, but the job of gluing the beadings into place at the end needed to be done carefully for a neat finish. The instructions hint at painting the interior and exterior as the build progresses. The laser cutting of these kits produces some very fine detail on the inside surfaces and, as there are windows all round, it is worth taking some time to on the interiors.

The roof structure is made from a set of curved supports which are connected by several longitudinal members locking together to form a rigid framework, and which is then covered with the plywood sheet. The finished roof is quite rigid and, if required, it may be made to be removable using a small pin at each gable end to hold it firmly in place on the carriage.

I applied two coats of MDF sealer and then a suitable primer/undercoat before applying the finishing coats in my chosen colours. After painting the body shell, the fixed window frames were picked out in white so as to replicate the GVT style of livery and the droplights were painted to represent mahogany. I had a part sheet of IP Engineering's Dickie's Decals for the GVT left over from another project and so decided to use some of these instead of

the "Private" transfers that came with the kits. These were fixed in place before the windows were fitted so that I could apply a spray coat of satin lacquer to seal them.

I used Zap called "Formula 560 Canopy Glue" to retain the window glazing. The laser cutting of the window panes leaves a small connecting tab at the corners to prevent the panes falling out of the sheet of acrylic. I needed to ease some of the panes slightly by rubbing the edges onto a sheet on fine sand paper, whilst carefully maintaining the bevelled edges and ensuring that I didn't take too much material off. A small brush was used to apply the glue to the frames before pressing each pane into place from the inside. Glazing installed, the outer overlays were then carefully glued into place. The outer overlays for the open saloon carriage are handed and I found the useful identifying features to be the holes provided for the door handles: if the wrong overlay is tried in position the hole for the door handle on the inner face will end up on the side of the door which has the hinges on the outside.

Although slightly smaller than, for example, the IP Engineering coaches, I think they look acceptable with my other GVT rolling stock and represent a "might have been" addition to the train. ■

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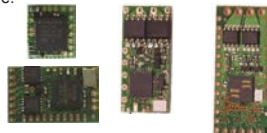
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# Circumstances

Paul Fletcher ponders on the ways our modelling changes over the years



The romantic find of a disused viaduct in a garden.

**M**any years ago, I knew this good old boy, called Frank from Mid Devon.

He was in his eighties and had amassed a large collection of O gauge stuff.

When I knew him his layout was built into a big barn of a shed and extended outside into a jungle. The shed leaked and the scenery was badly effected by damp.

Outside the line was almost unusable due to brambles that were growing over the track. He was a jolly sort of chap. We took him to shows where we enjoyed each other's company, even though some of the conversations were a little one-sided due to his hearing difficulties.

Unfortunately none of us lived near enough to help him maintain his railway. In a way it was sad to see a man's life long hobby fall apart, but the visits to the shows brought him to life.

Recently I had the pleasure of visiting an abandoned garden line in West Devon. For years after her husband died his wife Molly operated the line on

anniversaries and at Christmas, until the repair work was beyond her capabilities.

She wants to get the line running again for her grandchildren, so I gave her Tom Hussey's card for the professional help of Platform 3 Models. In time the romantic remains of the disused viaduct might have trains running across it again. The viaduct in particular opened up a whole parcel of nostalgia for me, because in the early sixties I spent many a wonderful

afternoon wandering the abandoned track beds of redundant branch lines in South Devon wondering what it would be like if trains ran along the courses again.

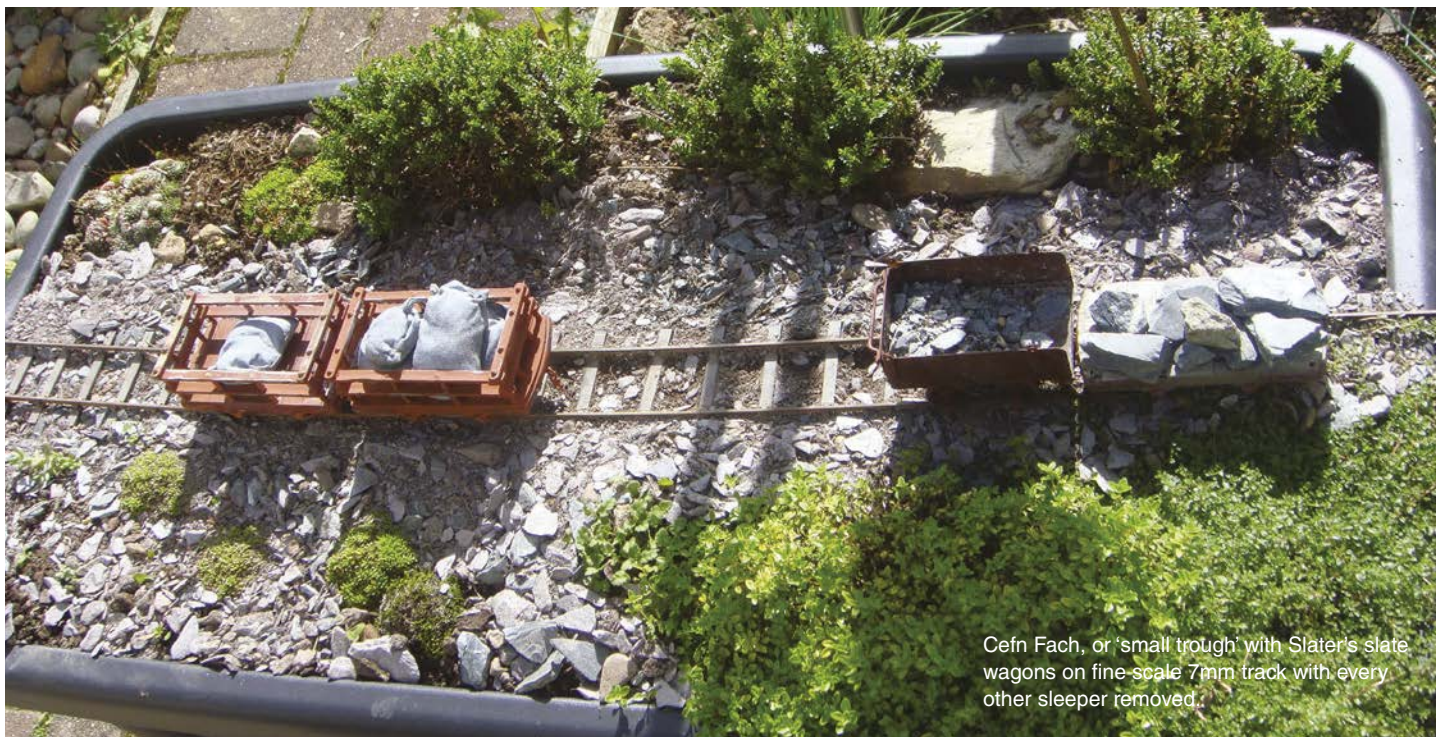
Recently I was unable to get out into the garden for eight months and the *Lonicera nitida* went rampant, so it led me to consider ways of having a garden railway suited to future circumstances.

Firstly I experimented with a plant trough. This was very short and basically



Once the gardener got stuck in the railway was revealed. Gardeners are in high demand around here and I secured him because he was interested in the railway.





Cefn Fach, or 'small trough' with Slater's slate wagons on fine scale 7mm track with every other sleeper removed.

was only useful for displaying wagons, but I did enjoy sitting in the sun pruning the plant growth.

I tried it with 32mm gauge slate wagons on fine scale 7mm track with alternate sleepers removed. Then 45mm 7/8ths mine tubs. easily replaced the 32mm gauge This lead me to set about creating an indoor set up to run a track powered tram - a sort of 'Tramway preservation meets the Eden Project'

I do not easily relate to visualising pencil and paper designs so bought two shallow trays and a few cacti from the garden centre and set them up on the work bench. A Snake Ridge Lumber Co. Model T rail truck fitted in neatly with the scene.

Incidentally I weathered and modified this one off model and immediately

devalued it by several hundreds of pounds on the collectors' market. A reprise of the time I sprayed a 7mm scale post office van black for an exhibition layout, only to reap the total dismay on the face of an avid collector who informed me that it was one of the early short runs and manufactured in Portugal and would have been worth a whole bag of shillings in pristine condition.

Born in the late forties I grew up with grime and added realism to models by heavy weathering for more than forty years. I now notice that squeaky clean steam locomotives are the norm, especially on the Vale of Rheidol.

My friend Barry once asked me what locomotive would I display on the mantle-piece once my garden railway

days were over. Easy, I now have a Slater's Rough Pup under construction for display purpose only because I drove quarry Hunslets in the 80s, but have just bought a rake of Hudsons and slate wagons to run at exhibitions on the layout planned to be built by my friend Patrick.

I suspect soon that the HVR could be dismantled and sold. This might seem sad, but it will be a relief not to have to maintain it. So it seems to me that when you are full of vigour go out and build your garden empire, enjoy it, but don't let the pleasure of it turn to despair when it becomes a millstone.

I will still be taking my stuff to Buckfastleigh on the South Devon Railway for a run. It is such a pleasure to share trains in good company. I spent a life time building and modifying train stuff to run and always destroyed the original boxes to spite the collector. I see the irony now that I will probably become a collector myself. Ah, just to sit and admire. ■



## Garden Rail Resource

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The trough with the Model T rail truck.



# Getting the G scale street scene right

While our main interest might be railways, roads form an important part of many layouts. Steve Gravett looks at ways to get them looking right.

Every so often you see the most glorious garden railway display spoilt because some crucial details that add to realism have been omitted.

My favourite gripe is a passenger train with no passengers, followed by diesels and steam engines with no drivers!

Once you have your garden railway running smoothly it's good to focus on the location; be it a countryside, street scene or industrial setting and make it appear realistic.

I am going to describe how I have found it possible to make a realistic street scene to enhance my garden railways, which requires no skill, and thus might appeal to those lacking DIY skills like myself. ■

Below: Grass verges and gardens. The next purchase some artificial turf from a supermarket or your local garden center. Cut it to size to fit alongside the road. If you arrange the slates accordingly you can build in curves according to your preferences. A good all-weather glue will be necessary to attach the grass securely to the roadway.



Left: The Roadway. Start by deciding where your roads are going. The best material I have found is to acquire some roof slates; they are the correct texture and will last indefinitely, if you do not stand on them. Decide where you want the road to run and arrange the slates accordingly.



Below: Place the road in position. Cut the artificial grass to fit around any immovable objects, in this case my garden clock, and securely stick the cut edges to the slates. The clock looks like the sort of thing you see in small town centres so I decided to work around rather than relocate it.



Position the main buildings. With the grass firmly glued in place, you can the start to arrange and space the various houses and buildings you have acquired. In my case the street includes several houses and a school. Normally, The weight of the buildings, whether concrete or fiberglass will hold the edges of the grass not glued to the road securely in place.





Above: Animals add interest. If you want to get the family interested in your layout, add a few animals. Kids love spotting the horses but you don't have to stop there. If your line is set in America, all sorts of beasts can be found wandering around including bears. Models made of plastic are really common and will survive living outdoors all year round. Just check the scale compared to your model humans.

Road vehicles. Look around for your road vehicles as they can come from some surprising sources. This tipper, seen on the Hambleden Valley Railway, is from the Emhar range of plastic kits distributed by Pocketbond but there are loads of robust diecast models available, often designed as toys.



Refreshment time. A little humour is never out of place! With so many figures available from the trade, the occasional "special" will make your visitors laugh and encourage them to look harder at the rest of the model. Don't forget, if they will be living outside, you'll need to fix them firmly in place so they survive the wind and wandering local cats.



Populating the street scene. Now comes the fun part, bringing the scene alive. Add persons in the garden, cars in the drive or on the roadway, to make things look busy. This is a job that can take quite a while, you pick up the detail parts here and there from both specialist trade and car boot sales.



Barbara Martin

*'... to get rid of bright shiny stuff maskup with newspaper and spray it dirty black .....*



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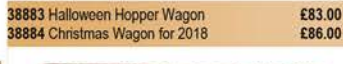
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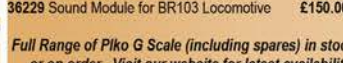
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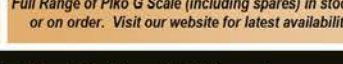
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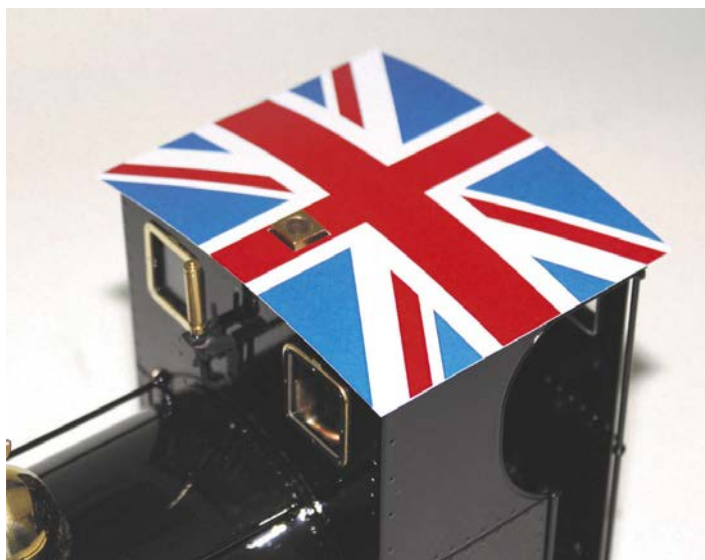
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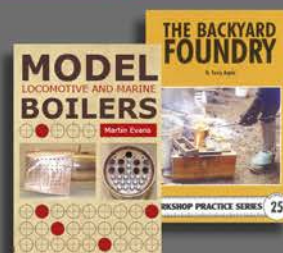


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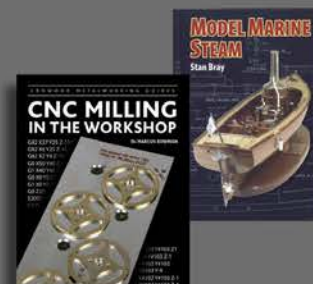
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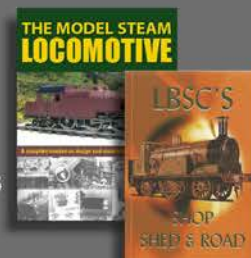


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# Customising Newqida coaches



What can you do with the cheapest G scale RTR bogie coaches on the market? Eric Upton has the recipe to turn them into something special.

## INGREDIENTS

- Six Newqida coaches from East Coast Railway.
- Dining table sets plus table and wall lights. (Search 1/24 scale dolls house furniture on the Internet, including 'posh' lighting).
- Halfords aerosol cans – grey, white and red primer.
- Trimline tapes.
- Two guards duckets from Swift Sixteen
- Metal wheels

## METHOD

- Sit and stare at the coaches, deciding what is to happen to them. Decide that you want a restaurant and buffet coaches plus four coaches for first, second and third classes.
- Remove all coach bogies and replace plastic wheels with steel (insulated) as they may run on both track power and behind live steam.
- Unscrew and remove coach bodies, place chassis to one side.
- Remove coach roofs carefully. They are a 'tag' fit and too much replacing and removing can strain the tags until they break and then roof fixing becomes an issue (don't ask)!

- Unscrew and remove coach seats.
- Spring out windows and their surrounds.
- Glue the duckets over the rearmost window on both sides of one coach body (restaurant).
- For the rearmost three windows of another coach (buffet) place plastic sheet behind the windows up to toplight level and fill the appropriate voids with your white plastic putty of choice. Use several layers rather than one thick layer to aid drying time.
- When dry sort out your windows as you will have to butcher them to fit the toplights.



All the models feature interior detail and lighting.





Despite being G scale, the coaches look fine behind a 16mm scale locomotive.



- Mask up and start spray painting, remembering to leave adequate drying time between rubbing down and further coats. Don't forget the end balcony doors. I chose black for roofs, white or cream for topside and burgundy for below the waist.
- Don't forget the window frames. I chose to use burgundy to match the lower panels of the coaches.
- Between coats, check for blemishes and fill as necessary, especially the kitchen windows.
- While waiting for the coach bodies to dry, spray paint the seats in your chosen colours. At least those that you are going to re-use.
- Your choice, if you wish, spray paint the chassis also. I didn't, just because I am lazy.
- Once you have the paint job completed to your satisfaction, time to line out using the Trimline tapes. I used a 6mm black to cover the join between paint colours and then overlaid a 4mm yellow.
- You then discover that the kitchen windows don't have a bottom frame. So, back to Halfords for a touch up package to match the burgundy!
- For the four "standard" coaches, re-assembly is the reverse process to dismantling, installing lighting of your choice.
- For the restaurant and buffet coaches, I installed a partition between the passenger compartments and the kitchen/guard quarters.
- Then it is a case of placing the tables and chairs, marking their positions on the floor before removing them to install the table lights.
- Having recorded the positions of the tables, it's time to install the wall lights remembering to take the cables down to the floor and drilling through both coach floor and chassis to allow cable runs.
- Replace tables and drop the cables to the floor again drilling to take the cable run.
- At all stages, keep checking that the lights are working as, once the coach is reassembled, sorting out lighting issues becomes very difficult. Again, don't ask!
- By this stage, you might wish to source your passengers. I chose to populate the 'standard' coaches with a bulk purchase of seated figures from China.
- For the restaurant, buffet and first class carriages, I chose to source some better quality figures from such as LGB and Preiser. I was fortunate to pick up a bulk quantity via the auction of a deceased collector's estate.
- Place your figures appropriately. I also purchased some of the then recently introduced Bachmann figures as stewards.
- My one issue was sourcing a chef. In the end, I dressed myself as one and was 3D scanned.
- Once re-assembly is complete, apart from attaching the coach bogies, turn the whole assembly over and complete the cable runs for the lighting.
- For the 'standard' coaches I used warm yellow LEDs connected to a two AA, switched battery box.
- For the restaurant and buffet coaches, the doll's house lighting requires a 12 volt supply. This can be achieved by using eight 1.5 volt batteries. Currently, these are AA but as the holders are so bulky (and heavy); I am considering changing to AAA batteries. Also, I haven't switched these; I just attach and detach the battery terminals when required.
- Last job, transfers. Now, unless you have access to a particular type of printer, your average home inkjet cannot produce white! You will have to source these commercially. A little expensive but well worth it!



It can be a lengthy process, customising these coaches but I found it a worthwhile and educational project. Now, where did I put those other six coaches for customising to Pullman stock? ■

## Garden Rail Resource

**East Coast Railway**  
www.gscale.co.uk

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www.swiftsixteen.co.uk

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# The Little Big Railway Gets Bigger



John Rogers extends his outdoor micro layout without taking over the garden

In **Garden Rail Issues 273-275** I described my 16mm scale outdoor micro layout. At the time, my plan was to run my locos on this for instant gratification, and to take them down to the local-ish Model Engineering track

for extended runs. It's a fair journey by bus and Shanks' Pony, but I felt it was worth the effort.

What changed my mind? The increasing level of testing and paperwork required for public running,

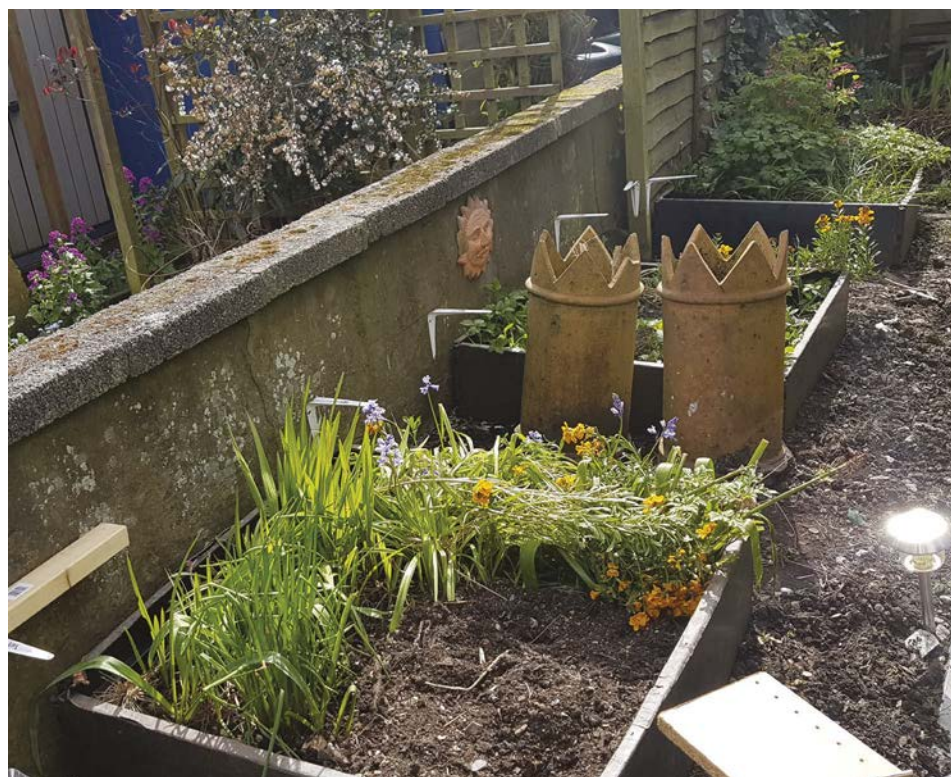
"Rosetta" wiggling a passenger train over the link board. The second coach is my longest vehicle, and she's happy.

laid out in the latest agreement between the 16mm Association and the Model Engineering fraternity. I decided it was time to extend my garden line to give me a decent length of run at home rather than jump through more hoops.

## WHAT CONSTRAINTS WERE THERE?

My wife, bless her, was happy as long as it wasn't too obtrusive and didn't interfere with her raised beds. I thoroughly agreed; my philosophy, is that it should be a garden with a railway and not vice versa. My previous line, at ground level, snaked through the foliage to look part of the garden. Although raised the extension would be unobtrusive against a wall and behind the greenery. I was determined that the line would be suitable for operating without too much bending. I was also determined that it would be suitable for continuous running.

A line of brackets, and the territory to be covered. Are those Victorian Gothic cooling towers?







Building the board to link the extension to main layout.

## PLANNING

As with the original layout, planning was done using ancient software versions of WinRail (for the track) and SketchUp software (for the supports). What I wanted to create was a deck on which the Faller e-train track could be laid.

I would use the same Foamex-type expanded PVC foam as I had for the buildings on the original board. The 10mm thick black version of this is strong, but not rigid. Nevertheless, once it has been cut to size, it can be formed into rigid sections by gluing on side members. The boards would be supported on brackets screwed into the wall dividing my garden from my neighbours, and by plastic pipe hammered in to the ground where the line diverged from the wall.

Plan A was single track with a return loop at the far end, but the more I thought of having to trek down the garden to sort out derailments on the points, the less I liked it. Plan B had double track out and back, with a balloon return loop at the far end. The final Plan C was to have as few points as possible, with none facing the normal clockwise direction of travel. My experience is that steam locos prefer this arrangement. Electric hamsters are less fussy...

The SketchUp software gave me a picture of the proposed line that could be passed to She Who Must Be Obeyed for her approval, which it received. It also gave me drawings for the components of the track base, from which they could be cut out.

## BUILDING THE BASE

Because the dividing wall was dead level apart from a 12mm step, measurements were made from the bottom of the coping stones. This worked surprisingly well in practice.

At first, I tried gluing the brackets to the wall, because drilling holes for wall plugs, a couple of feet off the ground, is what we bodgellers call a bar steward job, possibly because it requires a stiff drink afterwards. Since the glue was a total disaster, it was down on hands and knees with the masonry drill, anyway...

You'll notice that I used the passive voice when describing the cutting-out. This was because I did not intend to do the job myself. Cutting 2,440 mm (eight-foot) lengths of thick

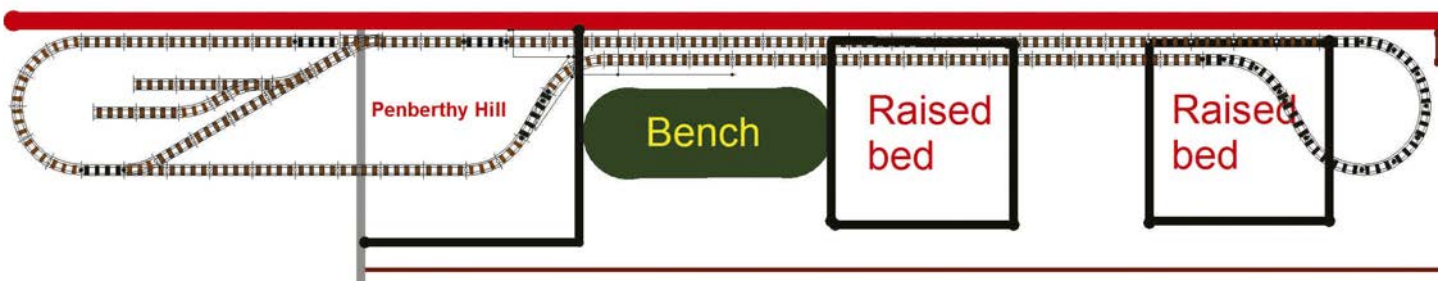
plastic to exact width is no trivial task. Fortunately, there is a company called Simply Plastics that will do this for you, and it is a pleasure to deal with. I'm not going to give a list of materials, because every project is different, but the main double track would rest on 2,400 x 250 mm sheets, made into girders by gluing on two 2,440 x 50 mm strips edgewise as reinforcement.

The glue I used was Stelmax 1985, which is powerful stuff, but very nasty indeed. Read and follow the instructions if you're going to use it, they really are important, but this stuff is the business. I had to remove a recently-added location tab, and bent a substantial screwdriver through a right angle. Eventually the plastic failed before the bond. Essentially, it's a solvent that dissolves both sides of the bond into a single substance. I used a similar method in making the base for the return loop, although a last-minute design change resulted in an extra piece being cut to size and added.

The base components are linked with tabs, glued on to the one part and drilled in the other to take 4mm brass bolts and wing nuts or, in more inaccessible places, large Pozi-drive screws. Actually, the whole thing fits



Building a main straight board.







Above: The loop and diagonal boards tapped for support and bolted in.

Right: An historic moment - first steam on the extension with Number 11 "Hedgehog".

together like a 3D jigsaw and the result is reassuringly solid. The intricate bit here is the interface between the extension and the original board, where the double track diverges to link into the original circuit. Much of this was cut by hand, which involves cutting a deep groove with a Stanley knife and snapping off a portion. This is much easier if you're taking off a substantial chunk to give you leverage; taking off a thin slice may need cutting right through.

## THE TRACK

As on the original board, this is all Faller e-Train brass track. I love this stuff, but it's becoming increasingly difficult to

get. The length of the extension had me scrambling for straight sections where and when I could get hold of them. The normal source of supply is German eBay, but this seems to be drying up, particularly where straight track is concerned. This is because much of the stuff available comes from breaking up sets, which always have much curved track and little straight. For the balloon loop, I had originally planned to use R2 (code 3817) track, with 490mm / 19" radius, but changed this to R1 (code 3816) 360mm / 14", for compactness, as on the original board

Plan B had points diverging from the original circuit to connect with the extension. Plan C, the current plan, has these replaced by plain track, breaking the original circuit and giving a smoother run. This was subject to review, as the base allowed for either option, but this proved very satisfactory.

When I was satisfied with the design,

the track was nailed down with 12mm (1/2 inch) brass panel pins. Foamex is happy with these and wood screws, which is nice. In my experience, it's also resistant to sunlight, although this should not be a problem, with the base only exposed to direct sunlight for about 5% of the day at most.

I hadn't really thought about the total length, but some simple maths tells me that there are 20 metres of track in the main circuit, or 65 feet in real money. This is just under a quarter of a mile in 16mm scale, which is an achievement for a line that takes up so little space.

## RUNNING

Once everything was assembled and a test train run, I discovered that the new track was perfectly level, but higher than the original main board. This caused severe gradients which gave problems running live steam. It didn't bother my electric hamsters, but nothing much seems to! It was fairly easy to raise the main board by inserting battens underneath, and the slightly higher running surface is actually an advantage.

The next excitement was that the wooden boards forming the curves on the original layout simply wouldn't lay flat enough for coaches to run through reliably when connected to the extension. The answer was to build a linking board similar to that for the return loop, also connected by tabs and bolts. I had just enough foamboard left over to do this, but it worked like magic. The board may look a bit wide for the amount of track, but I was determined that it wouldn't twist. So far, it hasn't.

Once this was done, I experimented with running my little steam dragons.



View from garden with the boards installed showing how they don't overwhelm it.





View from conservatory. There is a railway there, honest.

First, “Hedgehog”, aka The Thing, a geared single-cylinder beast by Wilescot out of Meccano. She was fine once I’d sorted out the not inconsiderable clearances she needs. She chunters and clanks around at a sensible pace and will pull a house down.

I had to get the gradients right for my little quarry Hunslet No.32 “Hereward The Wake”. Tiny cylinders, and any real gradient, meant opening the regulator to the point where it set off like a scalded cat on the level. Her road-holding is quite astounding, probably due to her short wheelbase. I wouldn’t have believed a loco could traverse 14” radius curves at such a speed! A bit more bodging of the main board level sorted this nicely and she trots round very prettily for the ten minutes or so that her boiler and gas tank last.

My Roundhouse Bertie, No.34 “Rosette”, is a different kettle of steam. Much heavier than No.32 and with a

longer wheelbase, she had real problems with the return loop until I aligned the track more carefully and pinned it down. Now, by adjusting gas valve and regulator, I can get her to run down to the loop at the far end, wait while she raises steam, self-start, and return for another lap.

A word about this - those who run with radio control may only be aware of the regulator. In fact, when tail-chasing, the gas valve is more crucial. Get it right, and you’ll give the beast enough power to trot round without doing anything silly. Even nicer if she will self-start, in which case you can give her just a little less than she needs and let her (and you) take a breather. This is pretty well what I had in mind when I formed the idea of the extension.

Now, I can sit by Penberthy Hill station, despatch a train, and watch the steam plume and listen for the chuff (or clank, in the case of the Thing) as it

makes its way back though the foliage and wiggles into the station. I hope some of my pictures give an idea of the pleasure to be had. For me, this has been a total success, and well worth the effort.

## WHAT DID I LEARN FROM THIS PROJECT?

- 1 More planning, less work. I spent a couple of weeks planning and measuring, but the track base was laid down in three frantic days, excluding the time wasted in trying to glue brackets to the wall and watching them fall off.
- 2 If you can, get someone else to do it. Getting the major components cut to size was a huge saver of time and aggravation. Highly recommended, if not particularly cheap. Use thick rubber gloves when dealing with solvent adhesives and apply them outdoors. I tried using plastic “examination” gloves and they simply dissolved on contact. Yes, I know they’re awkward, but you’re only issued with one pair of hands – and lungs.
- 3 I already knew it, but this project proved it in spades; watching the trains go by (OK, tail-chasing) really makes you learn to drive your locos. It’s what I want to do, and I find it incredibly relaxing. Who knows; by the time this goes to print, we may have had weather suitable for doing this without six layers of clothing...

## THANKS

First, to Liz Rogers, for her support and encouragement. Once again, this project had her total backing, which makes a real difference. Consulting her as to the final appearance was a real help. Next, all those on the 16mm Association and Garden Railway Facebook groups who gave me help and encouragement. ■

## Garden Rail Resource

### Simply Plastics

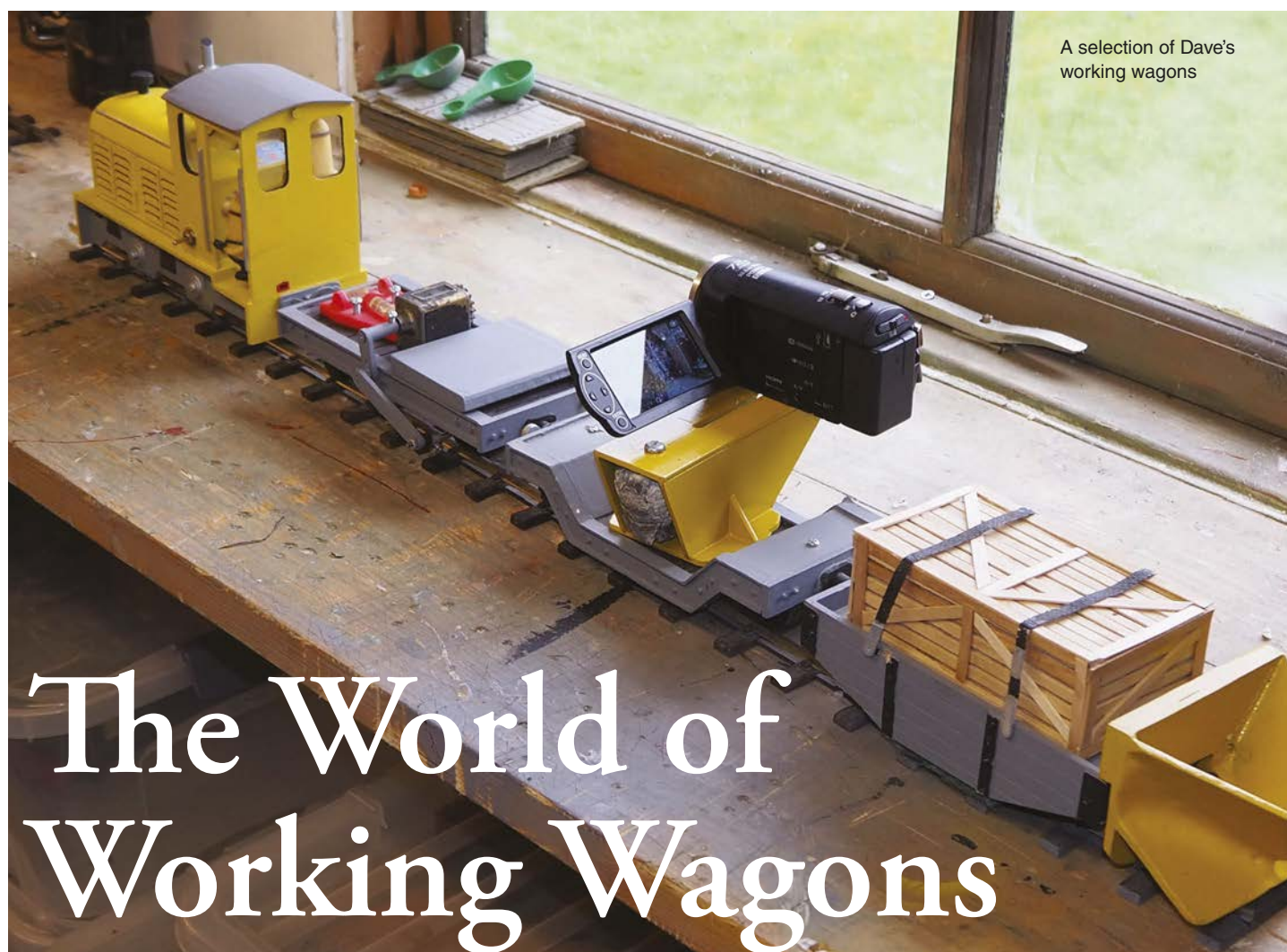
Unit B1, Commerce Way, Colchester,  
Essex CO2 8HH  
[www.simplyplastics.com](http://www.simplyplastics.com)

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The main board. “Hereward The Wake” awaits refuelling. Notice the battens used to raise the level.





A selection of Dave's working wagons

# The World of Working Wagons

Dave Skertchly discovers that a range of working wagons are an essential aid to keeping the tracks open for the summer specials.

**I**t rained and it rained and it rained. It seemed that never in my 64, or was it 65 years, had it rained so much. I flicked through Facebook

posts, envying garden railway modelling friends from California and New Zealand who would be enjoying summer weather, while I was stuck

indoors or splashing to the bottom of the garden in rubber boots.

Passing time I idly flicked through my folder of this year's projects and realised that very few of the new wagons are scale models, indeed most are rather peculiar functional lash ups. Suddenly it dawned on me that this is one of the joys of garden railways, let me explain:-

The one almost unique aspect of our railways is that they exist in a real and realistically unpredictable environment. Our lines experience real floods, droughts, landslides, rain, hail and snow. They even experience disasters of biblical proportion such as the annual spring "plague of frogs" and events worthy of science fiction such as "The Invasion of the Rampant Bluebells".

Our railways subside, bridges collapse,

Our Garden Railways have a natural unpredictable environment including the infamous leaves on the line.





embankments are undermined by plants and by critters, trees drop the wrong kind of leaves, tracks and points ice up. A whole host of unpredictable problems, many common with the full size must be faced up to and dealt with.

To most of us keeping our railways running all year round is one of the great challenges and pleasures of the hobby. Running those picturesque tourist trains on the Vale of Weedol Tramway for the delight of family, friends, visitors and enthusiast alike is the outcome of many hours of hard work and dedication by the Permanent Way Gang at Lost'n Bodge Works, i.e. me. So while the crews of the steamers and tourist trains spend the winter roasting their nuts on the brazier in Lost'n Bodge Works the rest of us have to get out there and keep the wheels of industry turning.

I started to look at my working wagons analytically. Every example had one or more real world tasks to carry out, each one contributing towards me keeping the tracks open. There didn't seem to be a pattern. As each problem was encountered a wagon was made or modified. So to share my interest with you I looked instead at the tasks which my wagons perform.

The most obvious working wagon is the ubiquitous track cleaner. We would all like a wagon which would shift and ingest those falling leaves and in particular those wretched sycamore seeds and pine needles. Some claim to have achieved this but I have my doubts.

There are some weird and wonderful track cleaners, it seems to be an area of endless inventiveness. For those with a budget the top of the range must be the amazing integrated LGB track cleaner.



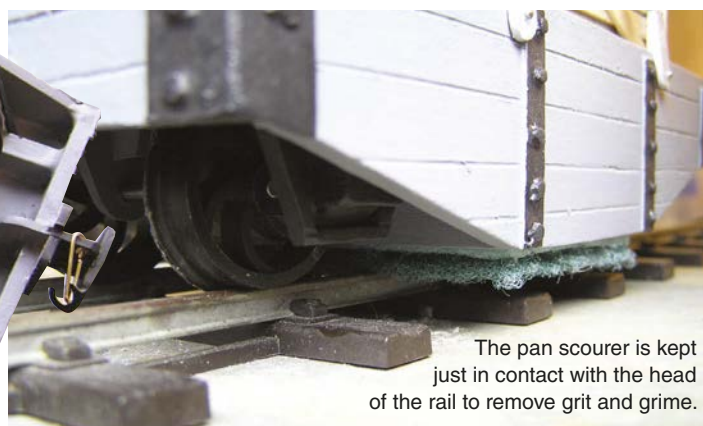
The dedicated garden Rail enthusiasts keep their lines open despite snow drifts and a frozen harbour.



A line up of working wagons clear of the line at Lost'n Bodge works



The simple track cleaning wagon uses a pan scourer to clean the rails. In icy weather the sponge can be soaked in de-icing fluid.



The pan scourer is kept just in contact with the head of the rail to remove grit and grime.



For myself I am satisfied with my rather neat home-made wagon which comprises a Wilco pan scourer mounted in a rather neat modification of a Welsh Highland Coal wagon. Every morning when the Vale of Weedol Tramway is running the cleaning vehicle will be shunted round the track by the simple robust works shunter (see **Garden Rail 284**). I don't use additives except for soaking the sponge in de-icer for winter track clearing, but some resort to extreme measures such as dripping paraffin on the tracks, just don't drop a cigarette-end near it.

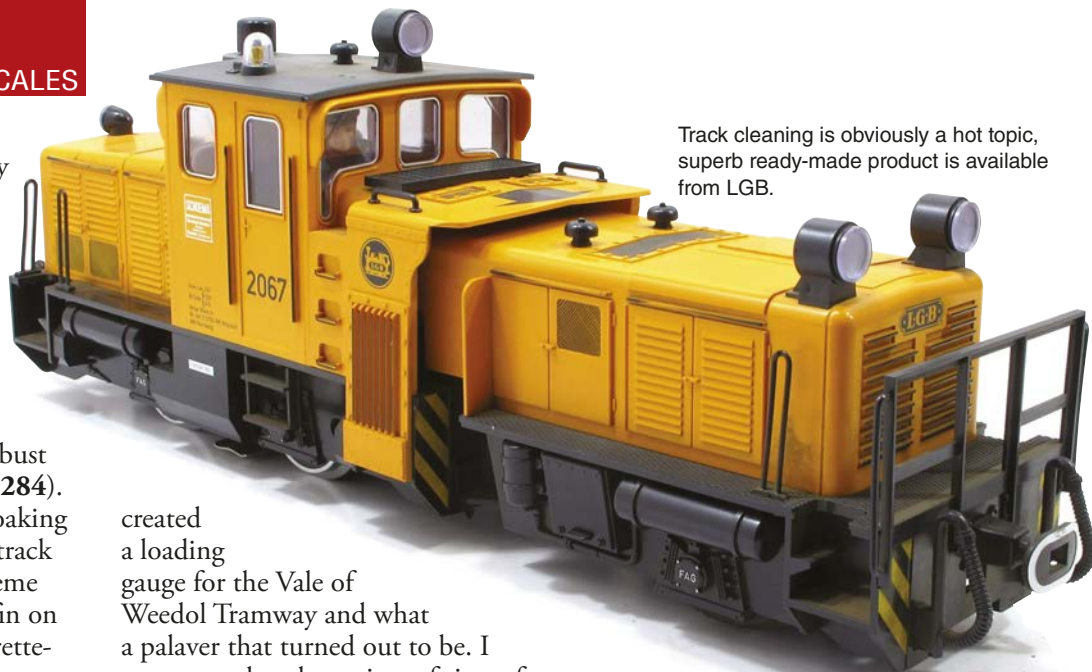
The second task is track maintenance. Setting and maintaining the track level is important if reliable running is to be achieved. I built a simple 4 wheel flattie with a quite long wheel base and the wheels and chassis carefully aligned. I installed an inexpensive 2 axis spirit level from Wilco. I did find that the spirit level needed to be carefully adjusted so a section of carefully flattened reference track was made which can be levelled before final adjustments to the wagon.

Timpdon models produce a very nice kit version which includes an adjustable loading gauge. Suitably inspired I

created a loading gauge for the Vale of Weedol Tramway and what a palaver that turned out to be. I was amazed at the variety of sizes of my carriage and locomotive stock and worse still the dangerous practices of drivers and passengers leaning out over the tracks. Even when I thought I had the template correctly sized I checked my 40 year old 4 wheel stock and found that the clerestory coach would not fit. A universal template has now been made which can be fitted to the track checker for civil engineering work or the track cleaner for weekly plant clearing.

I do wonder when a garden rail Genius will come up with an automated ballast cleaner and track alignment train, we can but hope!

Track cleaning is obviously a hot topic, superb ready-made product is available from LGB.



John Rogers claims that this contraption will capture and shred leaves.



There are lots of creative ideas for track cleaning, some more practical than others. Mike Wakefield's experimental design.



Tim Furber designed a truck based on an old Mamod boiler to drip paraffin onto the tracks



Timpdon Models supply a track setting wagon with a loading gauge. (Photo: Timpdon Models)



Track setting and ballasting is a key issue. My track setting and ballasting wagon has a calibrated rail to ensure accuracy of the two spirit levels.

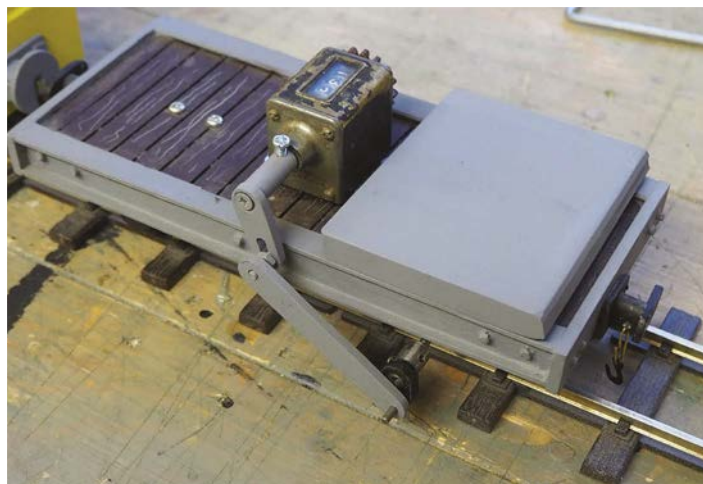


Another fascinating aspect is measurement of track length and train speed. I made a rather peculiar mechanical counter linked to a Binnie crank, the whole lot being fitted to the measuring wagon. It requires calculation but it transpires that the Vale of Weedol Tramway is exactly 24 metres long (a scale 0.29 miles) and trains travel at a scale 14mph. On reflection it would have been so much easier to buy a custom designed electronic kit such as that supplied by Bole Laser Craft.

The third task is snow clearance. Snow ploughs seem to be a favourite area. There are some fab kits such as that by Swift Sixteen and even complete snow ploughs by many suppliers including LGB. Most of us tinkers like to make our own to test our own pet theories. Mine fits on the front of the track cleaning waggon and indeed stays there all year since it seems quite good at pushing the odd twig off the line and preventing a derailment. What is amazing is the shear power required to clear snow drifts and I must confess

The mechanical counter is connected to a Binnie crank to count wheel rotations which enable Dave to calculate speed and distance.

Inset: The mechanical counter in detail including cranks and substantial ballast weight held to the wagon with Velcro.



Above: My home-made loading gauge which is fitted to the track measuring wagon seems to be invaluable for rail setting on the rock embankments below Mt Bludfreezin.





The snow plough in action on the embankment near Llatidos Junction



Below: There are lots of commercial offering like this one from Aristocraft.



The snow plough blade bolts onto the front of the track cleaning wagon, and tends to be left in place since it is able to shift small sticks preventing a potential derailment.

Right: LGB's snowplough uses the same basic loco as the track cleaning locomotive.



to helping mine out with a prod from a stick particularly in the deep snow drifts which accumulate in the cutting between Beddwedda and Rainbow Rock.

Finally another strange vehicle is my camera wagon. It has been designed to

mount a camcorder or iPhone at model eye level so that shots can be taken as though from the window of the train. Other cinematic effects and angles include viewing the locomotive from head on and live action in the cab which can be achieved. The truck can be towed or shunted using an extension pole to best position the camera for framing and focus. To me this is a fascinating aspect

of garden railways and maybe the editor, if he is in a good mood, might just indulge me with space to tell you more of my video secrets?

So as I sit on my rustic park bench outside the Sheep Shearers arms I

Perchance to dream, maybe integrated track maintenance wagons such as these non-functioning ones made by Tom Underdown may yet become reality





Designed to film a train as though leaning out of the carriage the camera wagon supports a small video camera. A whole load of interesting angles are possible including filming the inside of the cab in motion.

can sip at my 15th pint of fine Auld Phagbutt as the tourist trains trundle past towed by Penelope or Duncan the steamers. I can take pride in the smooth running of the Vale of Weedol Tramway and can reflect that across the world fellow garden Rail enthusiasts are likewise enjoying the challenge of garden Railways in a real world environment, with their own critters and own unique problems. In my mind's eye I can start to see specially designed trains to ballast the tracks and clear the vegetation just like those on the full size railway - perchance to dream. ■



Substitute the camera support and filming with an iPhone is possible.

Left: Another interesting angle is from the front of the train looking backwards at the locomotive in action



## Garden Rail Resource

### Bole Laser Craft

Yew Tree House, South Street, Bole, Retford, Nottinghamshire, DN22 9EJ  
www.bolelasercraft.com

### Timpdon Models

2 Curzon Drive, Timperley, Altrincham, Cheshire, WA15 7SY  
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See this and more at: [www.timpdonmodels.co.uk](http://www.timpdonmodels.co.uk)



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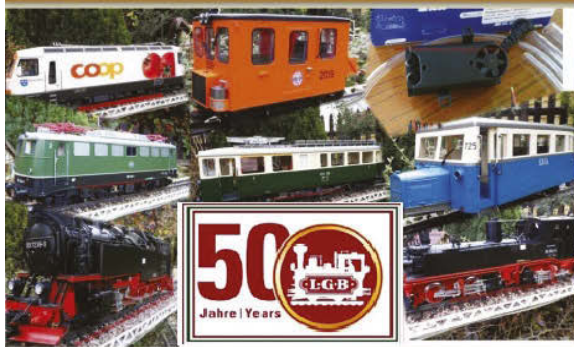
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# Roundhouse Engineering

## “Merseysider” 0-4-0 battery electric diesel



Built in 1964 by Ruston & Hornsby for the the Park Gate steelworks in Rotherham, ‘Merseysider’ is a 0-4-0 diesel electric locomotive acquired by the Tallylyn Railway in 1969 and given the number 8 in the stock list. During it’s time in Wales, the locomotive received a new superstructure. It was sold by the line in 2016.

Roundhouse’s model is a faithful recreation of the prototype. The metal bodywork is well detailed with all the louvres, handrails and bolt-heads on the footplate in place whilst retaining the ruggedness that outdoor operation demands.

The cab roof is removable for access to the on/off switch and charging socket for the built-in 7.2v cells. Access to these is easy, yet they are kept away from dirt and rain, partly thanks to the glazed windows.

Models are supplied ready fitted with 2.4Ghz radio control, a manual option isn’t available but I’m not sure this is going to worry many people. This is a scale model and wouldn’t be enhanced by switches sticking out of the sides.

On the test model, the handset is a car type with trigger for forward and reverse and side wheel for speed control. These can be a bit of a love or hate format. For a locomotive, they work fine and despite being more used to the two

sticks version, I quickly got the hang of it. The speed wheel is sprung so you do need to keep hold of it or the model will stop. If you turn the controller off while the loco is moving it will continue at the speed you have set, fine on an continuous run but on an end to end layout, personally, I might look at a different style of transmitter.

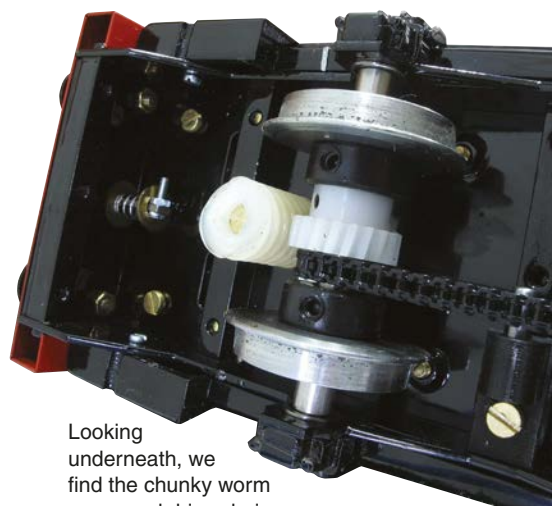
Reguageable between 32 and 45mm by undoing Allen bolts on the wheels and using the supplied gauge, the tests were carried out on 32mm at Barley Pit Works. A quick run without a load proved the model has an impressive turn of speed, but will happily run at the prototypes more normal fast walking







Removing the roof gives access to the on/off switch and charging socket.



Looking underneath, we find the chunky worm gears and drive chain.

pace. The battery was supplied charged, and in half an hour of testing, it showed no sign of running down. Drive is exceptionally smooth, with no stuttering or cogging.

Looking underneath, power transmission from the motor is via a chunky worm gear with the wheels connected via chains. No guard is fitted so it will be worth owners cleaning dirt, bits of plant and dead insects out as part of the maintenance regime.

Haulage power is excellent. Everything we hung on the back it pulled and there was obviously power to spare. The weight and grip from the four-wheel drive chassis means it could be a rescue locomotive capable to moving reasonable trains.

Lights and sound were built in on the test model, the later operating at a pleasantly realistic volume. Imagine you are seeing the prototype from a distance and you get the idea. The horn isn't too blaring either – practical but to annoying, even in the hands of a big kid who insists on sounding it all the time.

Since this is a review, I suppose I ought to be picky. The bezels on the lights are a bit prominent and the front

grille too recessed compared to photos. Apart from that, nothing to complain about.

When the model was first announced, the estimated price of around £1000 was a bit of a shock. Now confirmed at £875 for the sound version or £755 for the non-sound, it's still not the cheapest four wheel diesel outline model out there, but, this is a model offering the quality Roundhouse are known for.

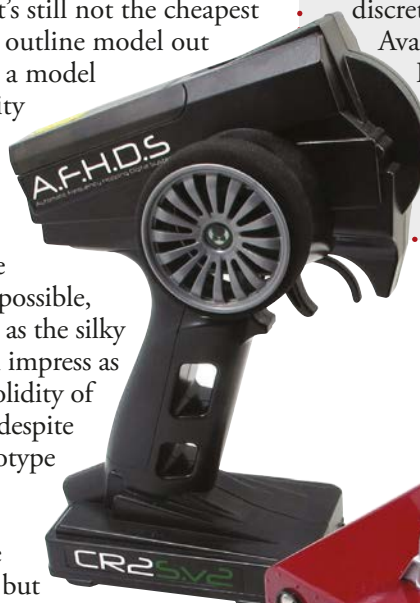
I'd recommend prospective purchasers handle the model and if possible, try operating one as the silky smooth drive will impress as will the general solidity of the construction despite the accurate prototype outline. Colours are the standard Roundhouse range and well applied, but I look forward to seeing this model out-shopped by a lining expert in the prototype colours really setting this fine machine off. ■

## TECHNICAL SPECIFICATIONS

Length over buffers: 229.50mm  
Width: 91.50mm  
Height from railhead: 132.50mm  
Sealed 6 NiMh AA cells (7.2 volts)  
Soundcard with diesel engine and horn effects  
Working headlights  
2.4GHz radio control as standard  
Smart charger  
Worm gear drive  
Chain drive to rear axle  
Regaugable between 32mm and 45mm  
4 Axle bearings  
Removable roof  
On/off switch situated in cab  
Onboard charging port  
Glazed cab windows  
Comes with both prototypical buffers and Roundhouse centre buffers to be fitted at customer discretion.

Available in any Standard Roundhouse Colour

Price: £875 (sound version) or £755 (non-sound)



The test loco was supplied with a car type controller.



The full-sized "Merseysider" at the Talylyn railway. (Photo: David Mitchell)

## Garden Rail Resource

**Roundhouse Engineering Co Ltd**  
Unit 6-10 Churchill Business Park,  
Churchill Road, Wheatley, Doncaster,  
DN1 2TF  
[www.roundhouse-eng.com](http://www.roundhouse-eng.com)

**Please mention Garden Rail when contacting suppliers.**



# Roundhouse Engineering

## “Clarence” 0-4-0 steam tram



Based on steam trams found in both the UK and on the continent at the turn of the last century, ‘Clarence’ is a freelance design 0-4-0 locomotive.

As a newcomer to steam locomotive operation, I’ll admit to being a little nervous when Roundhouse handed their latest model over to me for review. With limited experience, what would I do if there was a problem? Would I be able to tell if there was anything awry? What would happen if I broke it?

Steam trams are something you either love or hate. If they appeal to you then this is a good one. There’s enough detail,

but nothing that will be knocked off. On the roof, the condensing gear is a little rudimentary and I suspect some people will look at joining the pipework up for a more authentic appearance but there is a healthy after-market in detailing parts that I’m sure will supply something suitable.

The black and colour livery is nice enough, but on the prototypes, complex decoration isn’t uncommon and it will be interesting to see how owner chose to personalise their models in the future.

Opening up the locomotive by removing the roof (it clips into place when the roof ribs are lined up with the

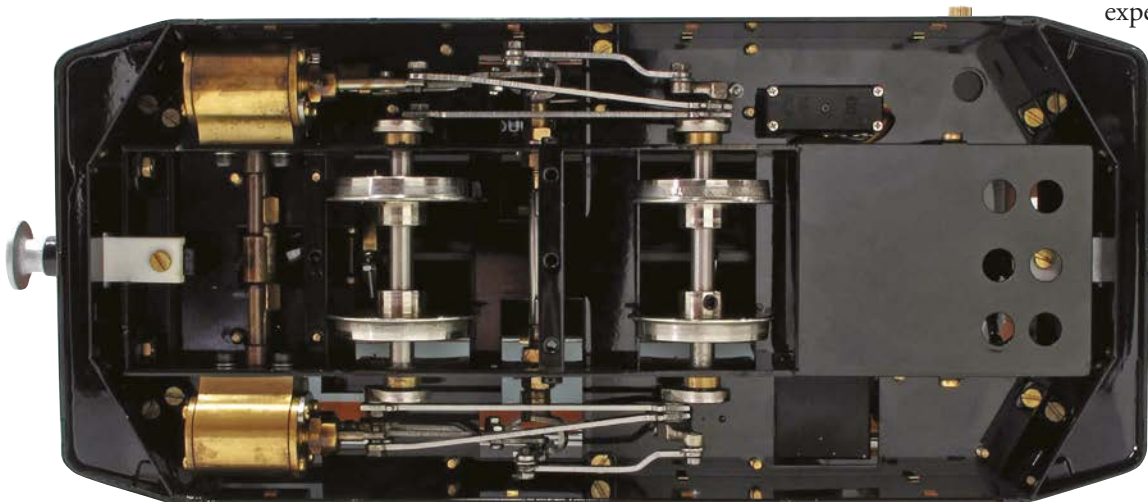
slots in the top of the bodywork) access to the insides is probably better than in a conventional steam engine cab. The metal bodywork is strong, but would bend if roughly handled by a careless owner.

Following the instructions to the letter, I filled the lubricator, gas tank and boiler. Then oiled around underneath. A quick test of the radio control showed I needed to fit some AA batteries and the cell holder is found in a tank on the left hand side under a metal plate.

Placed on supports under the buffer beams, the first quick test saw steam raised and everything operating as I’d expect. A couple of days later,

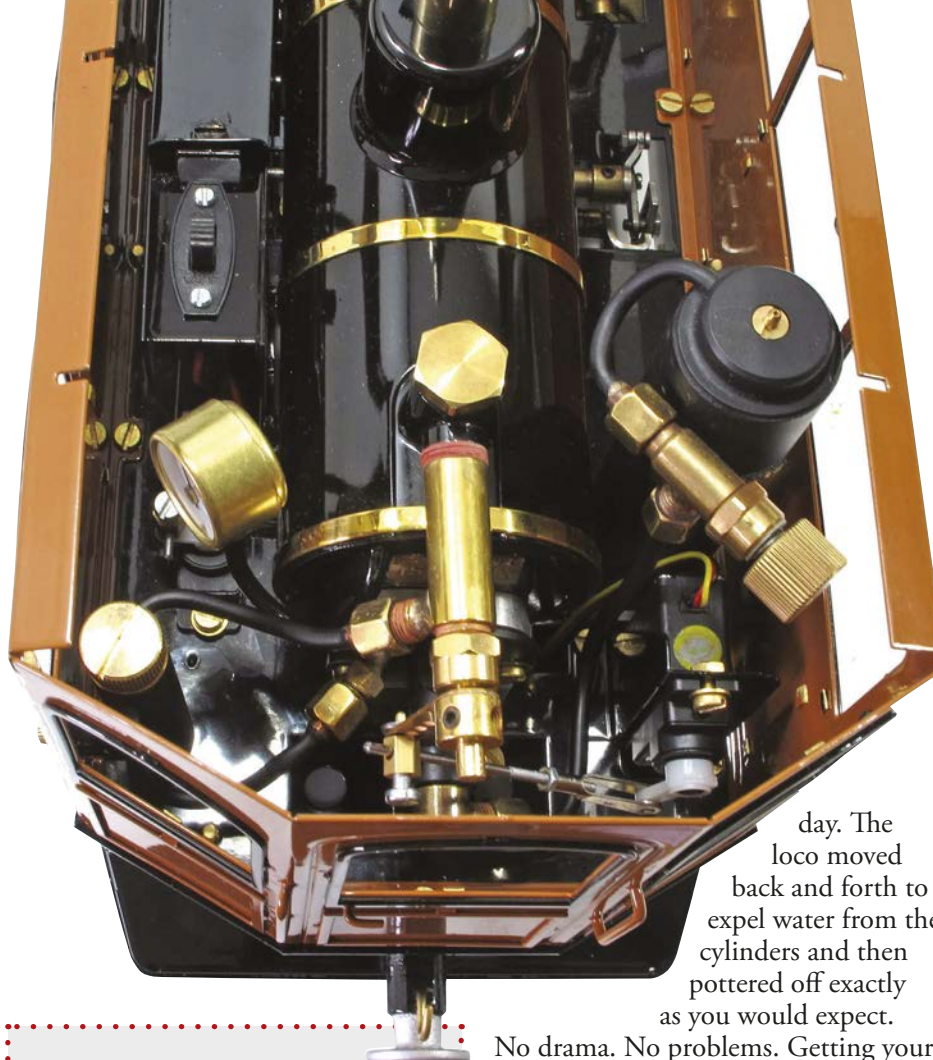
I moved to the Barley Pit Works test track for a proper running session.

From cold, the boiler pressure was sufficient for movement after 4 minutes on a warm



Looking under the tram, we see the simplified Walschaerts and regaugeable wheels. For the test, these were set to 32mm.





## TECHNICAL SPECIFICATIONS

Internal gas firing using the 'FG' type burner.

0-4-0 outside framed chassis with two double acting slide valve cylinders operated by simplified Walschaerts type valve gear.

Fitted with exhaust enhancer.

Controls fitted as standard are :- steam regulator, safety valve, pressure gauge, displacement lubricator, gas regulator and reversing gear.

Dimensions (loading gauge) are :- length 305mm over buffers, width 130mm, height 176mm, weight 395Kg (with r/c).

Available with either 2.4 GHz Radio control or manual control.

The wheels are adjustable between 32mm and 45mm gauge.

Also available with insulated wheels.

Comes with two cast loco lamps and advertising decals to be fitted at the customers discretion.

Removable roof.

Available in any Standard Roundhouse Colour.

Price  
£1700 radio control  
£1565 manual control.

day. The loco moved back and forth to expel water from the cylinders and then potted off exactly as you would expect.

No drama. No problems. Getting your fingers in to the gas control is a little fiddly, but there's no need to take the roof off to adjust it. Fitting a driver could be interesting though as there's no floor for him to stand on.

After a couple of circuits light engine, we hooked up a train and we off. Care was required on the regulator as this model has a surprising turn of speed if you aren't careful. You might describe the running as "nippy" with plenty of acceleration. Power was more than adequate for the 18 axle test train, I'd expect to add plenty more without worry.

The loco rarely sounded like it was working hard, even re-starting the train on tight curves. Talking of sound, the "exhaust enhancer" was doing its job, the

The tram body allows for better access than most conventional locomotive cabs. Radio control batteries are under the plate on the left of the photo with on/off switch. Moving to the left, we have the pressure gauge, lubricator reservoir, regulator with boiler fill above this, servo, gas jet adjustment and gas tank.

chuff is a very pleasant putter.

20 minutes later, the gas ran out but after allowing the model to cool for refuelling and topping up the boiler, we were quickly off again. At this point, I was still being careful and I'm sure there is more to learn. Without a water gauge, the correct, graduated syringe for boiler fills is essential to ensure sufficient water has been supplied.

Watching Internet forums, the advice given to new owners looking for a steam engine is, "If you can afford it, go for a Roundhouse model", and having run "Clarence", grudgingly handed it back to the factory and seen the way locomotives are assembled and run in, I can see why. By the time a model is sent out, the hand-assembly has been thoroughly checked at every stage.

From a reviewers point of view, this is a terrible model – it does everything you want without no fuss or trouble. Build quality is very high. That doesn't make for an interesting write-up, but does provide the owner with a model they will be proud of and enjoy running, especially for beginners. ■

## Garden Rail Resource

### Roundhouse Engineering Co Ltd

Unit 6-10 Churchill Business Park,  
Churchill Road, Wheatley, Doncaster,  
DN1 2TF

[www.roundhouse-eng.com](http://www.roundhouse-eng.com)

**Please mention Garden Rail  
when contacting suppliers.**

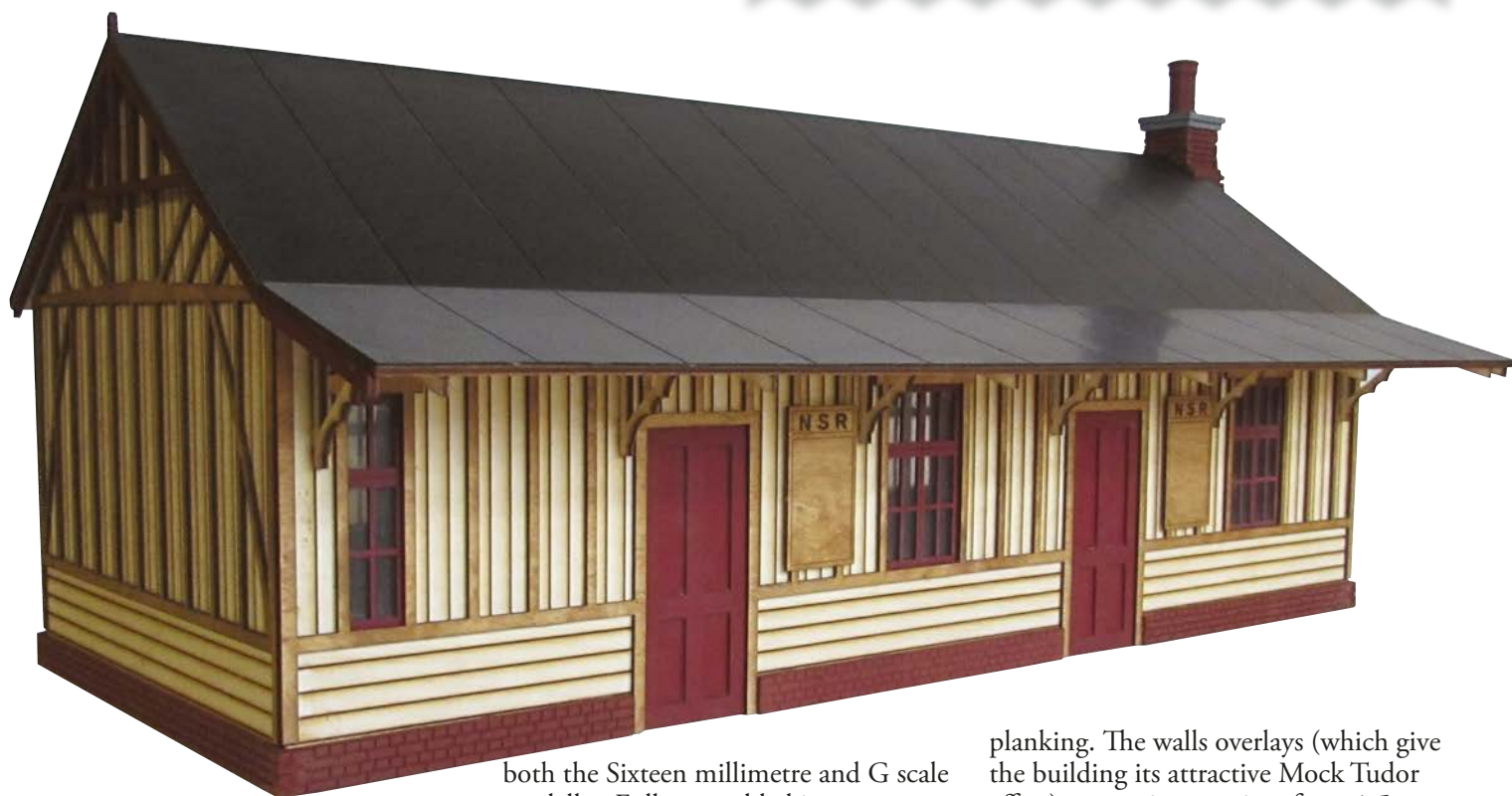


In operation, the pressure gauge can clearly be seen through the large, unglazed windows.



# From the Works

Trade information on new products for the garden railway modeller...  
If you are a trader with any new product, then contact [phil.parker@warnersgroup.co.uk](mailto:phil.parker@warnersgroup.co.uk)  
Please mention **Garden Rail** when contacting suppliers



## BOLE LASER CRAFT

### Hulme End Station building

The latest model in Bole Laser Craft's "Buildings and Lineside" range is the very impressive Hulme End Station.

Hulme End was the main (northern) terminus of the Leek and Manifold railway in Staffordshire and the railway's main operation centre. The company directors originally wanted to extend the railway north to the town of Longnor, so Hulme End was laid out as a "through station" rather than a terminus.

However, the extension never materialised so Hulme End continued to be the line's terminus until the line's closure in 1934. The station building still exists as a visitors centre on the "Manifold Trail" cycle way.

This laser cut kit is in 1/20 scale making it suitable for

both the Sixteen millimetre and G scale modeller. Fully assembled it measures 62 cm long; 32 cm wide and 29 cm tall (to the top of the 3D printed chimney pot).

All walls are 3mm thick, laser cut birch plywood with engraved

planking. The walls overlays (which give the building its attractive Mock Tudor affect) are cut in one piece from 1.5mm birch plywood, so the modeller doesn't have to glue dozens of thin strips in place.

The large brick chimney at the station masters office end of the building; which is such a striking feature of the prototype; is laser cut from over a dozen pieces of ply and are engraved with hundreds of individual bricks.

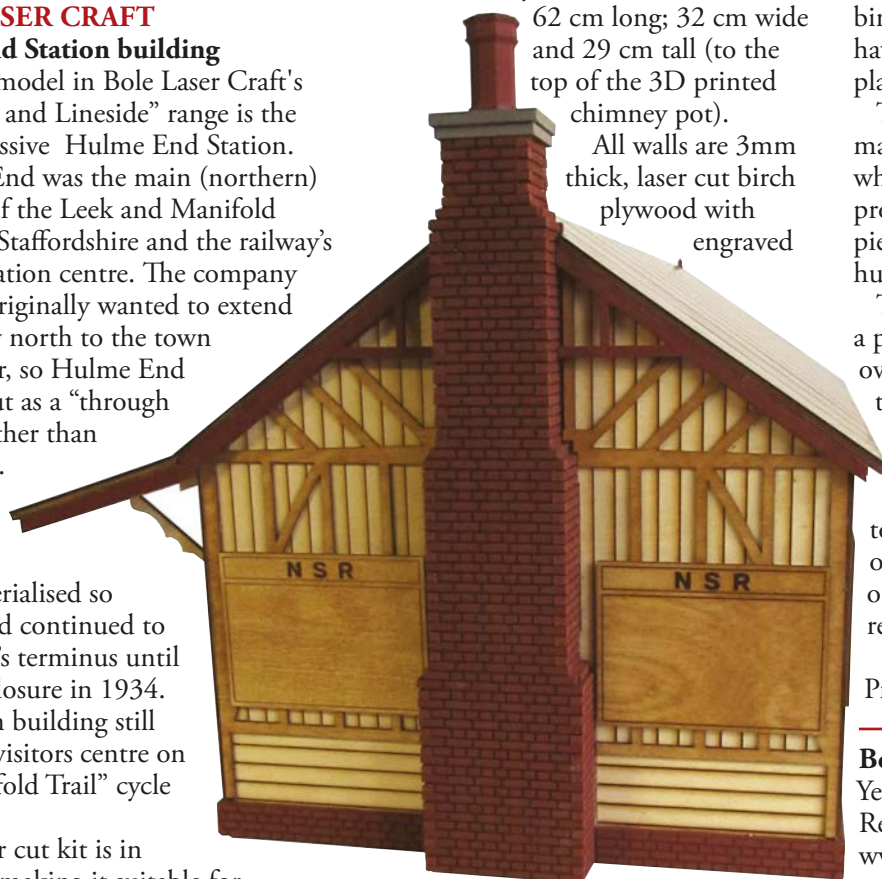
The main roof is 3mm plywood with a pre-cut and engraved "HIPS" roof overlay simulating the zinc sheeting of the original.

Obviously being wood, the kit will need thorough painting or varnishing if the modeller intends to leave it outside in the rain. Use of waterproof woodworking glue or epoxy resin adhesive is also recommended.

Price £90 + £6 post and packaging

### Bole Laser Craft

Yew Tree House, South Street, Bole, Retford, Nottinghamshire, DN22 9EJ  
[www.bolelascraft.com](http://www.bolelascraft.com)





## THE LINESIDE HUT

### FR Bogie Coach No 19 / 20 - 16mm

Line Side Hut's latest offering is the iconic Ffestiniog railways coach No19 of Gloucester carriage and wagon works of 1880, the striking bowsided shape of this carriage makes it a very eye-catching coach, the burgundy and Ivory Livery only serves to add to the natural beauty.

The Coach is all wood construction with all pieces ready cut, the interior of the coach is as detailed as the out using real fabrics including carpets for the floor, to complete the plush luxury of First class of the day.

The base kit is priced at £119 for coach No19, Coach no.20 which

has different designations is priced at £120.

A pack of transfers consisting designations for each coach and the FR crests, is included within the base coach price; however, the lamp tops and buffers are sold in separate packs for £15. Wheels and bogies are not supplied with this kit but are sold separately.

To assist with the build there is a separate Jig kit to aid getting the trade mark bow sides correct, or if you're feeling adventurous it's possible to build without it.

### Quarryman's coach – 16mm

The Spooners Closed Quarryman's is based on the photograph taken by Bleasdale of No 9. These matchboard coaches were carried on pine framed chassis with coil sprung axle boxes and ran closed coupled in groups of four.

This model has accurate spaced matchboard planks although these coaches weren't built to a uniform size as the width varied.

Glazed windows (acrylic windows on the models) and separate window frames with bars on the windows were to protect against rock fall, adding up to a very distinctive coach.

Extra support has been added to the buffers to help with knocks and bumps.

The kit comes without wheels and is priced at £27.50

Axle boxes and buffers are left to the builder to supply, however a chassis kit is available separately for this kit.

### The Lineside Hut

43 Rope Lane, Winstaston, Crewe, Cheshire, CW2 6RB  
[www.thelinesidehut.co.uk](http://www.thelinesidehut.co.uk)





### BARLEY PIT WORKS

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- Colours available: Dark Green, Maroon, Stained Wood, Darjeeling Blue.
- Other colours available upon request.

Please allow up to 8 weeks for delivery as these are built to order.

Manual: £400, RC: £475

#### Barley Pit Works

18 Armson Rd, Exhall, Coventry CV7 9BU

[www.barleypitworks.com](http://www.barleypitworks.com)



### KIPPO MODELS

#### Resin hut kit

One of the smaller manufacturers in our hobby is Eddy Hughes. His latest resin building kits is based on a weigh bridge hut based on a prototype.

Supplied as a kit of parts to be assembled and painted, the joints are rebated for easy assembly and will require filling with mortar/filler to finish.

1:22.5 scale, the finished model is 20cm along on the front. As the real hut had a tall door, this one is 11cm tall.

Price: £40 including free postage in the UK.

#### Kippo Models

Website coming soon.

[eddy250r@hotmail.com](mailto:eddy250r@hotmail.com)





## MAGNETIC RACING LTD

### 1/32nd buildings

While aimed at the slot car racing world, Magnetic Racing Ltd produce several laser cut MDF models in their range which would be useful to railway modellers.

One that caught my eye was this first aid hut which costs only £18, and could easily become an anonymous brick building, unless your model people are especially accident-prone, in which case, keep the red crosses! Construction involves making an inner box using tessellated parts and then skinning this with a parts etched with a brick finish.

The completed model is 108mm wide x 138mm deep x 105mm high.



Magnetic Racing Ltd  
[www.magneticracing.com](http://www.magneticracing.com)



## SKYTREX

### 1/32nd Oil drums

Following on from their Gauge 3 drums, Skytrex have now produced the same items for Gauge 1 modellers. Both plain and ribbed sided drums ready to paint cast in resin.

Price: £5.50 per pack of 6 pieces

### Skytrex (2013) Ltd

Unit 1, Charnwood Business Park, North Road  
Loughborough United Kingdom LE11 1LE  
[www.skytrexmodelrailways.com](http://www.skytrexmodelrailways.com)



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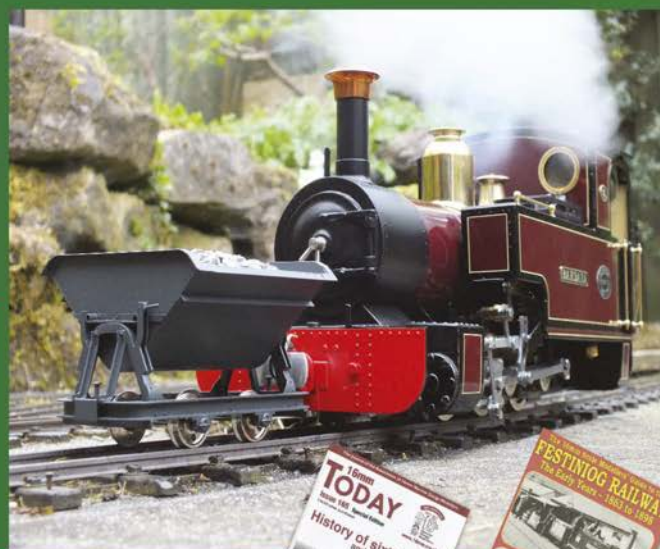


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[railsofsheffield](https://www.tiktok.com/railsofsheffield)





# Photos from G-Rail

G-Rail moved from Stafford to Nottingham this year, the editor's camera caught a few of the exhibits.



There is something imposing about a big, American diesel locomotive.



The raffle prizes were impressive. Someone was going home with an LGB Rhaetia!



Above: Can you believe this entry in the modelling competition was once a Bachmann "Thomas"?



Above: Some lovely weathering on show on Inglaterra by Chris Worby.



Right: Charlie Fox-Wilson's Broke Brick Mountain.



Left: Plenty of old friends enjoyed meeting up for a chat, even on the layouts.



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3D printed samples shown

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- H7-A3-002** 4472 "Flying Scotsman" in LNER Grass green
- H7-A3-003** 2745 "Captain Cuttle" in LNER black
- H7-A3-004** 60072 "Sunstar" in BR Express blue
- H7-A3-005** 60035 "Windsor Lad" in BR green with early crest
- H7-A3-006** 60077 "The White Knight" in BR green with late crest
- H7-A3-007** 60103 "Flying Scotsman" in BR green with late crest



### Class A4 4-6-2 - £750

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- H7-A4-004** 4489 "Dominion of Canada" in LNER Garter blue
- H7-A4-005** 4464 "Bittern" in LNER Garter blue
- H7-A4-006** 60007 "Sir Nigel Gresley" in BR express blue
- H7-A4-007** 60012 "Commonwealth of Australia" in BR green with early crest
- H7-A4-008** 60009 "Union of South Africa" in BR green with late crest
- H7-A4-009** 60008 "Dwight D Eisenhower" in BR green with late crest



For more information check out our website at: [www.hattons.co.uk/recordbreakers](http://www.hattons.co.uk/recordbreakers)





Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor:  
[phil.parker@warnersgroup.co.uk](mailto:phil.parker@warnersgroup.co.uk)  
 or post to The Editor, **Garden Rail Magazine**,  
 Warners Midlands, West Street, Bourne,  
 Lincolnshire, PE10 9PH

## TESCO TRAIN

You were asking about use of this set.

I removed the motor bogie, converted the model to G1/45mm track and turned it in to a SR 1BIL EMU.

The litho sides come from a G1MRA member in Henley on Thames, and the 3D printed EMU ends from a G1MRA member in Canada.

I later replaced the G1 bogie with an O gauge version and now it is used by the grand children and next door's 4 year old son.

**John Perkin**



| Scale Conversion Chart |                           |                              |
|------------------------|---------------------------|------------------------------|
| 7/8th,s Scale 1/13.7   | 22.5mm = 1 Foot/12 inches | for 2 Foot gauge Rly,s. N/G. |
| full size to scale     | full size to scale        | Full size to scale           |
| 1 inch = 1.875 mm      | 1 inch = 1.875 mm         | 1 Foot = 22.5 mm             |
| 15/16th = 1.75 mm      | 2 inches = 3.75 mm        | 2 feet = 45 mm               |
| 7/8th = 1.64 mm        | 3 inches = 5.625 mm       | 3 feet = 67.5 mm             |
| 13/16th = 1.52 mm      | 4 inches = 7.5 mm         | 4 feet = 90 mm               |
| 3/4 in. = 1.40 mm      | 5 inches = 9.375 mm       | 5 feet = 112.5 mm            |
| 11/16th = 1.289 mm     | 6 inches = 11.25 mm       | 6 feet = 135 mm              |
| 5/8th = 1.17 mm        | 7 inches = 13.125 mm      | 7 feet = 157.5 mm            |
| 9/16th = 1.054 mm      | 8 inches = 15 mm          | 8 feet = 180 mm              |
| 1/2 in. = 0.9375 mm    | 9 inches = 16.875 mm      | 9 feet = 202.5 mm            |
| 7/16th = 0.820 mm      | 10 inches = 18.75 mm      | 10 feet = 225 mm             |
| 3/8th = 0.703 mm       | 11 inches = 20.625 mm     | 20 feet = 450 mm             |
| 5/16th = 0.585 mm      | 12 inches = 22.5 mm       | 30 feet = 675 mm             |
| 1/4 in. = 0.46 mm      |                           | 40 feet = 900 mm             |
| 3/16 in. = 0.35 mm     |                           | 50 feet = 1125 mm            |
| 1/8th. = 0.23 mm       |                           | 60 feet = 1350 mm            |
| 1/16th. = 0.117        |                           | 70 feet = 1575 mm            |
|                        |                           | 80 feet = 1800 mm            |
|                        |                           | 90 feet = 2025 mm            |
|                        |                           | 100 feet = 2250 mm           |

## 7/8TH SCALE

I have just read the article on P.14 of Issue 286 by Steve Dean where he gives the scale as 22mm = 1ft.

I recently had a conversation with Si Harris of Model Earth Design regarding the Scale/ Gauge for 7/8th, and he said he uses 22.5 mm to the foot for 45 mm gauge, so I have done a conversion chart based on this .

**John Denbury**

## OPEN DAYS

Very interesting and timely article in the June Garden Rail about Open Days.

From experience I know that parking is often a problem, and a sore point. But long before liaising with local authorities and the police (Primary considerations box) I would recommend talking with neighbours, and inviting them along.

**Mike Gray**, Louth, Lincs (up the end of a congested cul-de-sac!)

## WANTED - JOHN PERKIN "WAGTAIL"

I am a member of the Stafford & district Model Engineering Society. As some of you may be aware the late John Prescott was from the Stafford area and I would like to purchase a John Prescott 16mm Wagtail Loco and Tender to run on the Societies newly installed track.

If you know of a suitable model, please contact me on 01952 812189

**Malcolm Evans**





## GARGOYLES

Graham Colover is certainly not alone in being repelled in the invasion of grotesque 16mm figures on the market. I feel, however, that a lot of the problem is in the painting. I find the most repulsive are the way the pupils are always way over scale for the eyes - looking like they've had a bit too many happy pills.

There are many good articles on figure painting in several magazine back copies. One of our local O gauge group members, who actually paints

wargaming figures and also paints his figures for his own railway, gave an interesting talk to the group once, and gave two very useful pieces of advice; one was that 'it's only paint' (meaning if you cock it up, you can paint over it) and secondly, 'don't paint the eyes'. I have found that both pieces of advice work well.

I also carry a 16mm rule with me whenever I go shopping, because I manage to pick up quite a lot of figures of the correct size in charity shops etc.

In reply to another letter, I would like to suggest that Peter Godfrey joins

the Hornby Owners' Club. I happen to know that quite a few of their members operate out in the garden, normally using the old Bonds 'O' Gauge wooden sleepere track which can be bought quite cheaply second hand, most of which has third rail for electric pickup.

**Shirley de-Groome**

*Editor: Another option for eye-painting are photo-realistic eye transfers sold to military modellers. I have a sheet and they are a little disconcerting to look at...*

## DIARY DATES

**Date:** 16th June 2018

**Event:** Accucraft (UK) Ltd open day

**Venue:** Unit 4, Long Meadow Industrial Estate, Pontrilas, Herefordshire, HR2 0UA

**Web:** [www.accucraft.uk.com](http://www.accucraft.uk.com)

**Exhibitors:** Following the success of last year's open day and sale we have decided to run one again this year with an emphasis on clearing out old stock lines to make room for new inventory. We will have factory seconds, damaged items and test samples to sell, as well as many 'end of line' items. This stock will be offered for sale on a 'first come, first served' basis without prior reservation and will include 'open box' locomotives, rolling stock and track components as well as sundry 'kits of parts' with potential for re-assembly! As they say, "everything must go!". Additional trade support from: Swift Sixteen, Model Earth Design & Talisman Brass Castings and Blackcat Bridges among others. We will be running Accucraft locomotives in 1:13.7, 1:19, 1:20.3 and 1:32 scales. Opening times are 10:30hrs to 16:00hrs and there will be an on site café offering refreshments and light lunches.

**Date:** 16th & 17th June 2018

**Event:** Mere Model Railway Exhibition.

**Venue:** Mere Lecture Hall, Salisbury Street, Mere, Wilts BA12 6HA.

**Times:** 10.am to 4.00pm both days.

**Admission:** Adults £4.00. Children under 12 free if accompanied by an adult.

**Organiser:** T.Snook. 01747 861977

**Web:** [www.meremodellerrailway.co.uk](http://www.meremodellerrailway.co.uk)

**Exhibitors:** See website for full details.

**Additional info:** Free parking available. Disabled access.

**Date:** 1st and 2nd September

**Event:** Hollycombe Steam in the Country Model Weekend

**Venue:** Hollycombe Steam in the Country GU30 7LP

**Times:** 11:00 to 17:00 (Rides operate from 12:30)

**Web:** <https://www.hollycombe.co.uk/>

**Exhibitors:** Hampshire Area Groups of the Association of 16mm Narrow Gauge Modellers modular layout will be operating. Other exhibits include miniature traction engines, fairground models and toy steam.

**Additional info:** Free car parking, refreshments

**Date:** 1st and 2nd September 2018

**Event:** Llanfair Garden Railway Show

**Venue:** Llanfair Careinion Leisure Centre, SY21 0HW

**Times:** Sat 10am-5pm Sun 10am-4pm

**Exhibitors:** Layouts in 16mm and G scale. 40+ Traders. Refreshments. Free parking. Free bus from Welshpool & Llanfair Railway gala.

**Date:** 9 September 2018

**Event:** White Horse Model Engineering and Garden Railway Show

**Venue:** White Horse Country Park, Coach Road, Westbury, Wiltshire, BA13 4LX

**Organiser:** West Wiltshire Society of Model Engineers

**Web:** [www.wwsme.org.uk](http://www.wwsme.org.uk) , [www.whitehorseshow.org](http://www.whitehorseshow.org)

**Times:** 10am - 4pm

**Admission:** £5.00, children under 16 free

**Exhibitors:** See website for full details

**Additional info:** Free parking, refreshments, bar, engineering society displays, train (5 inch gauge) and traction engine rides

All events are published in good faith. Please check with the organisers before travelling a significant distance as Garden Rail can't be responsible for changes or cancellations. To submit and event for publication, please e-mail [phil.parker@warnersgroup.co.uk](mailto:phil.parker@warnersgroup.co.uk)

## SUBMISSION NOTES

Garden Rail welcomes articles submitted via posted disc, e-mail, Dropbox (or other large file sending system on-line). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication are included. Send to [phil.parker@warnersgroup.co.uk](mailto:phil.parker@warnersgroup.co.uk) or to the contact address on the Contents page.

Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos should be included as part of the submission. You must own copyright to any material submitted.



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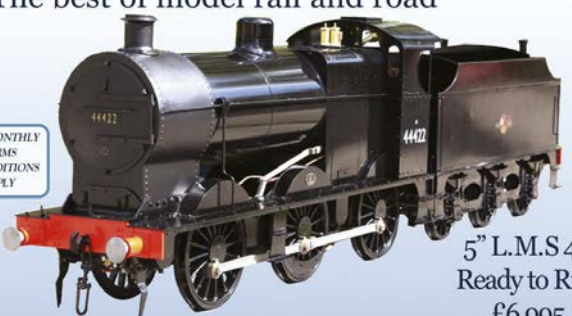


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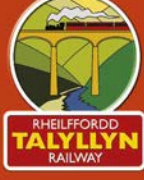
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# Our Silver Jubilee

David Joy, founding editor of *Garden Rail*, celebrates our 25th birthday.

When I launched **Garden Rail** in July 1993 I doubted whether it would last a year let alone expand in great style to achieve its silver jubilee. There was many an anxious moment 25 years ago.

Having had a garden railway since 1980, the need for a regularly published magazine was clear. It was well before the age of the Internet and obtaining practical information was frustrating in the extreme.

True, the 16mm Association and the G Scale Society both had their own magazines, but what was lacking was a product independent of any manufacturer, retailer or society. One day I was with one of the hobby's pioneers, Michael Adamson of Garden Railway Specialists (GRS), who took the same view. He put me in touch with another enthusiast, Trevor Ridley, who was planning to produce just such a publication.

It was soon agreed that he would design the new bi-monthly magazine and I would edit and publish it. That was the easy bit. There is an old adage

that publishing a product is relatively easy but selling it is much harder. Obtaining contributions was not difficult but setting up distribution of printed copies to trade outlets was a nightmare. In the end we went ahead with determined optimism and bravely printed 5,000 copies of issue number one. It had 52 pages, compared with 64 today, and was priced at £2.85. This is the equivalent of over £5 in present-day money, so readers of a larger magazine are now getting a bargain!

There were no subscribers but at least strong support from advertisers proved the need for **Garden Rail**. Apart from GRS they included Roundhouse Engineering – another pioneer who still takes space in our pages. The verdict of the magazine trade was anxiously awaited and it was a great relief when a three-star 'good product' rating was received.

The first issue had scarcely made its appearance when it proved possible to absorb the only other UK rival – *Garden Railway World*. Its frequency of

publication was erratic in the extreme, but it will be remembered by readers of a certain age for its highly individual editorship by the late Tom Cooper. The merger brought with it almost a thousand subscribers and triggered steady progress that was soon to culminate in monthly publication.

Then as now, content strove to cater for all comers using many different gauges and scales. Columns destined not to withstand the test of time included those on gardening, a Letter from America on the US scene, and prototype narrow gauge. This last was superseded by the launch of our sister magazine *Narrow Gauge World* in 1999.

I have long since retreated to the sidelines and the days when **Garden Rail** was a cottage industry belong firmly to the past. Yet it has been wonderful to watch the steady progress of the magazine in a way that definitely represents evolution rather than the dangers of revolution. Long may it continue as the 300th issue approaches.

Happy silver jubilee! ■





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