

AND THE WINNERS ARE... BRMA RESULTS INSIDE!

BRITISH RAILWAY MODELLING

BRM

SPRING 2019

MODELLING
THE SEASONS...
SPRING

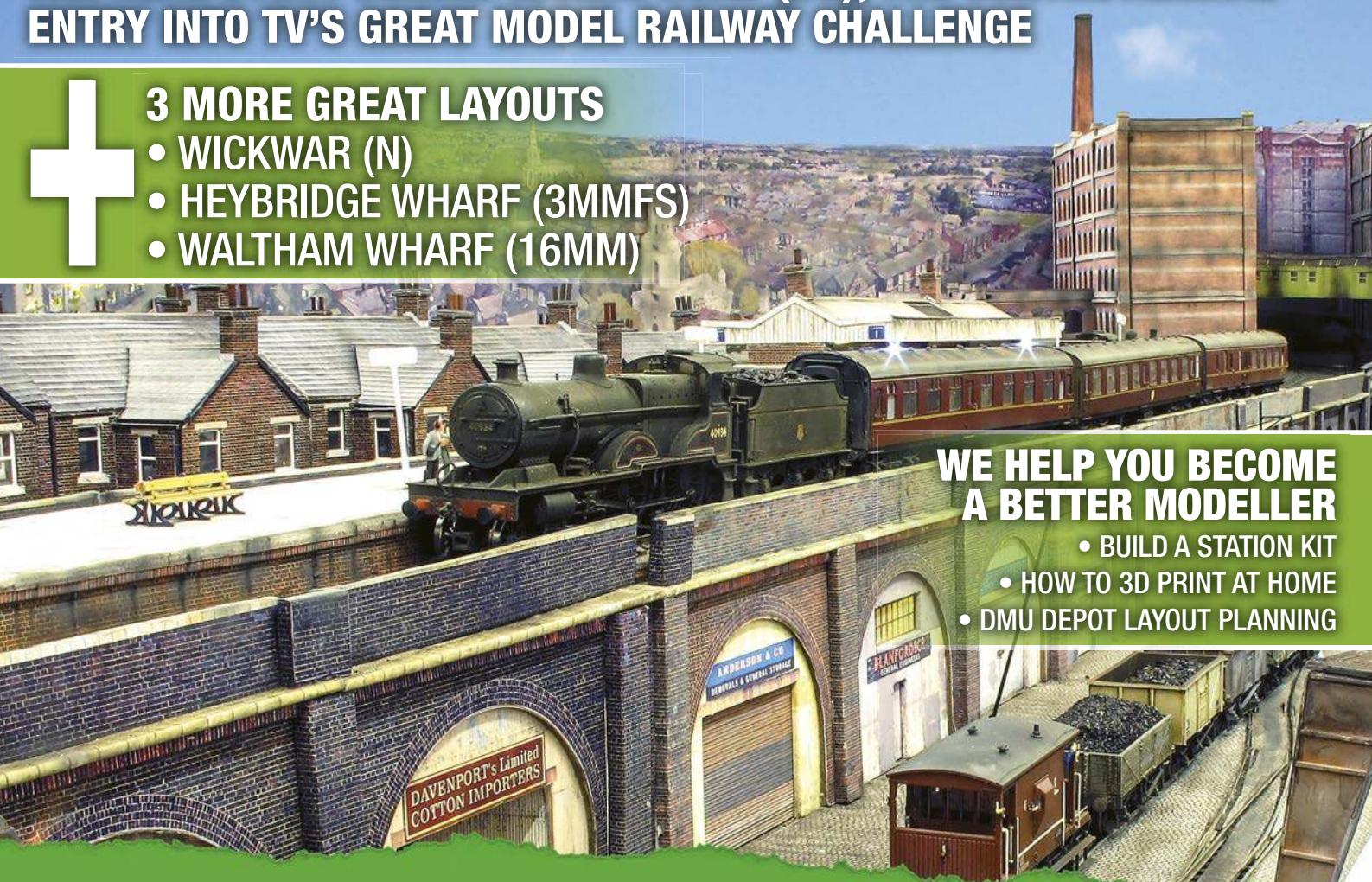


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- WALTHAM WHARF (16MM)



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4" - 5"	3/pk	WTR3535
5" - 6"	2/pk	WTR3536
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BRMTV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Join us for an episode of detailed modelling - from our N gauge layout of the month, 'Wickwar', to the larger 16mm scale layout 'Waltham Wharf' - both provide great entertainment at shows. Plus, Howard Smith visits Great Eastern Models for its DCC day.



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MONTH'S DVD

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AND GET INVOLVED IN
THE CONVERSATION.



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



PLAY

LAYOUTS

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76 **HEYBRIDGE WHARF (3MMFS)** Society support proved vital in the building of this beautiful east coast scene.

86 **WALTHAM WHARF (16MM)** A small scene in a large scale makes this layout a highly-detailed gem.

PRACTICAL BRM

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44 **THE BILLY BOOKCASE LAYOUTS: PART ONE** Phil Parker finds a solution to a new series of compact BRM project layouts in the most unlikely of places.

62 **HOW TO UPCYCLE YOUR WAGONS** Many an old wagon can be improved on a budget. Here's how...

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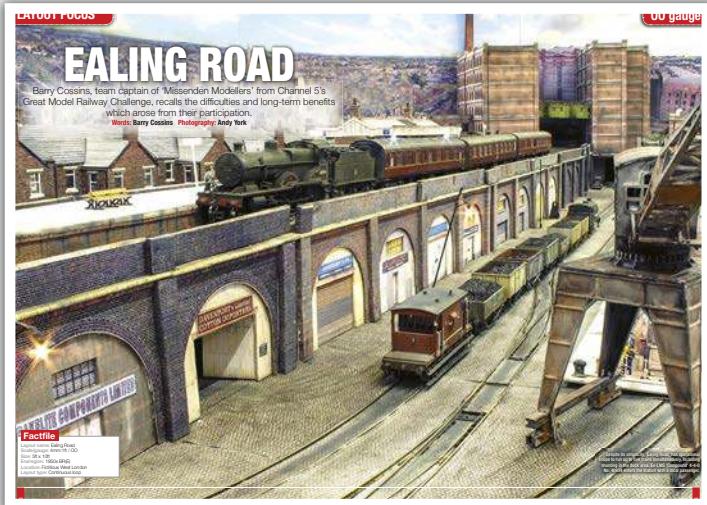
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146 **TAIL LAMP: DAVID HAARHAUS** Bachmann's MD calls for an industry-wide collaboration to encourage new entrants to the hobby.



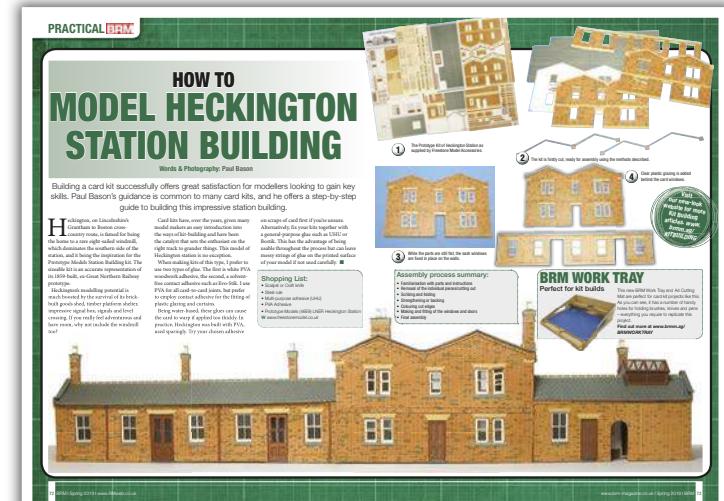
Built by members of Missenden Railway Modellers for Channel 5's Great Model Railway Challenge, this London-themed creation found itself in a grey area of the rulebook.

48



Looking to add an instant splash of colour to your layout? Michael Russell shows how with his spring scene creation.

36



Building a card kit successfully is satisfying for modellers looking to gain key skills. Paul Bason offers a step-by-step guide to building this impressive station building.

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GAUGEMASTER Spotlight

Analogue Control



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Welcome

'Decoupage? What's that then?' asked one of my good modelling friends. He's a very talented builder of finescale locomotives but his knowledge of lesser-known Far Eastern crafts showed that every day's a school day for us all in this hobby. At the same time, the extremists of social media were hammering out the word 'cheats' when the Missenden Modellers team took the rulebook of Channel 5's 'Great Model Railway Challenge' and took a Formula 1 style look at where they could gain a head-start in the time-constrained layout-build with Ealing Road (pages 48-53).

They weren't cheats of course. They had checked with the production team but there was a little naivety on both sides as to what a pre-constructed item might constitute. I think the producers imagined a small row of terraced houses rather than a whole neighbourhood which the team rocked up with. TV editors love a bit of controversy and can weave marvels in the edit to craft a storyline which may be slightly different from what actually took place. And so the television series got off to a flying start with pride before a fall, a small amount of flouncing, team bravado and, most importantly, a reaction from the audience. The rest is history and even though they were side-lined by the judges, the Missenden team played an important part in the

success that the programme became.

So, what is decoupage? It's one of the time-consuming skills that the Missenden team brought to their portrayal of North London which you can read about in this issue and see in the flesh at the London Festival of Railway Modelling at Alexandra Palace on 23/24 March.

In this issue it's a pleasure to recognise the efforts of the mainstream manufacturers within our hobby with the results of the British Model Railway Awards (pages 100-101). Last year was an interesting one with some categories seeing more entrants than ever before. We also saw new names carrying away some honours, showing that start-ups and commissioners can fight for the affections of buyers on equal terms with our established, 'dependable' brands.

I am sure Phil wouldn't mind me saying he's most comfortable with traditional hands-on skills, so it's interesting to see his take on the rise of 3D print technology and get to grips with setting up a budget printer (pages 84-85), often a starting point for those dipping their toe in the water. He's wise enough to know when something's a good idea and when it's easier the old-fashioned way. ■



RMWEB EDITOR | Andy York

Phil Parker

You know when you visit a show and think: 'That might be the best looking N gauge layout I've seen'? Well, one thing that makes it better is when Andy York says: "Todmorden Midland is going to be in the magazine in a couple of months." Great stuff, even better than the sausage batch I had!



Howard Smith

Wow, it's been busy! This issue sees another instalment of layout planning plus wagon conversions, scenery, model construction, four great layouts and Phil's new project layout. I hope you like the balance of subjects. If you have a project you're working on, drop me a line and share your work – I'd love to see it!



Ruth Jamieson

After a very busy weekend at Doncaster, which is one of my favourites, we can now look forward to the stunning Alexandra Palace. Here's hoping the weather's as good as the last couple of years and we can sit and enjoy the amazing views over London in the sun for a while.



Amie Carter

After enjoying a long weekend at the Festival of Railway Modelling in Doncaster this month, I am now looking forward to meeting our readers at Alexandra Palace. Don't miss our email newsletter going out on March 15th with information about the show. To sign up go to www.brmm.ag/enelettersignup



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Bachmann Departmental Indicator Discs with Deluxe Weathering by TMC
Was £229.96 **NOW £202.99**



3437 Heljan D6558

Class 33/0 Locomotive D6558 BR Blue Weathered by TMC

Was £176.95 **NOW £169.60**



3439 Heljan 33009

Class 33/0 33009 Dutch Livery with Deluxe Weathering by TMC

Was £196.96 **NOW £189.76**



32-815RJ Bachmann 47805

Class 47 John Scott DRS Compass DCC Sound Plates Fitted & TMC Weathered

Was £329.95 **NOW £306.76**



371-470 Farish Class 37/0

Graham Farish 37068 Grainflow Distribution S/Headcode Deluxe Weathered by TMC
Was £179.95 **NOW £160.50**



371-384A Farish Class 66

66111 EWS with Extra Detail Weathering by TMC
Was £164.95 **NOW £144.76**



371-386 Farish Class 66

66416 Freightliner Powerhaul with Extra Detail Weathering by TMC
Was £164.95 **NOW £144.76**



R3634 Hornby Lord Nelson

Class no.851 Sir Francis Drake Real Coal & Extra Detail Weathering by TMC
Was £214.99 **NOW £197.99**



R3623 Hornby 6221

Princess Coronation Queen Elizabeth (Era 3) Real Coal & Weathered by TMC
Was £229.99 **NOW £210.99**



R3622 Hornby J36 65311

J36 Class 0-6-0 Haig (Era 4) BR E/Emb Real Coal & Weathered by TMC
Was £179.99 **NOW £165.99**



OR76DG006 Dean Goods

Oxford Rail Steam Locomotive War Department 101 Weathered by TMC
Was £149.95 **NOW £137.99**



OR76N7001 GER K85 (N7)

Oxford Rail Steam Locomotive 1002 Real Coal, Extra Detail TMC Weathering
Was £154.96 **NOW £143.99**



4781 Heljan Night Owl

Class 47XX 4705 GWR Green Real Coal & Weathered by TMC
Was £239.95 **NOW £229.96**



4782 Heljan Night Owl

Class 47XX 2-8-0 4707 GWR Green Real Coal & Weathered by TMC
Was £239.95 **NOW £229.96**

We Stock the Full Range of Bachmann, Hornby and Graham Farish in off the Shelf TMC Weathered Condition! Also Available Pristine all at Discount Prices.



372-481 Farish Jubilee
45572 Eire BR Lined Green L/Crest
Nameplates Fitted & Weathered by TMC
Was £174.95 **NOW £154.00**



372-182 Princess Coronation
Graham Farish Class 46235 City of Birmingham Extra Detail TMC Weathering
Was £194.95 **NOW £170.26**



372-139 Farish Class 5
45206 BR Lined Black E/Emb Extra Detail Weathering by TMC
Was £159.95 **NOW £140.50**



372-062 Farish Midland 4F
43875 BR Black E/Emb Johnson Tender Weathered by TMC
Was £149.95 **NOW £131.99**



372-312 Farish Merchant Navy
35028 Clan Line BR Green L/Crest Real Coal & Extra Detail Weathering by TMC
Was £217.45 **NOW £191.96**



38-061A Bachmann MEA
45T glw MEA Open Box Wagon Mainline Blue Extra Detail Weathering by TMC
Was £32.95 **NOW £29.10**



33-435C Bachmann SSA
51 Tonne SSA Scrap Wagon SR Blue & Grey with Deluxe Weathering by TMC
Was £33.20 **NOW £29.50**



37-552C Bachmann 46T POA
Mineral Wagon ARC TIGER with Deluxe Weathering by TMC
Was £33.20 **NOW £29.50**



38-775 Bachmann Tank Wagon
Class A 14 Ton Anchor-Mounted Benzene with Deluxe Weathering by TMC
Was £32.45 **NOW £28.96**



37-576C Bachmann TTA
45 Ton TTA Tank Wagon Esso Grey with Deluxe Weathering by TMC
Was £34.96 **NOW £31.10**



R3555 Sir William A. Stanier
Hornby 46256 Princess Coronation (Modified) Real Coal & TMC Weathered
Was £244.99 **NOW £213.95**



38-826Z Bachmann Twin Pack
Double Bolster Freight Grey Livery M726282/E286444 Deluxe Weathering
Our Price £66.49



38-855Z Bachmann
Plate Wagon Freight Grey E239992 with Extra Detail Weathering by TMC
Our Price £31.95



38-854Z Bachmann Twin pack
Plate Wagon Freight Grey B930287/M496695 Deluxe Weathering by TMC
Our Price £66.49



38-626 Bachmann FFA
BR Freightliner Inner Container Flat ISO Containers Extra Detail Weathering
Was £61.20 **NOW £53.75**



38-628 Bachmann FFA
Freightliner Inner Container Flat Maritime Containers Extra Detail Weathering
Was £61.20 **NOW £53.75**



38-627 Bachmann FGA
Freightliner Outer Container Flats(x2) Maritime Containers Deluxe Weathering
Was £127.45 **NOW £112.50**

www.themodelcentre.com



THIS MONTH AT

Compiled between 10th January 2019 and 11th February 2019

Hattons
• MODEL RAILWAYS •

Latest News



Dapol OO Gauge Class 68

The latest batch of Class 68s are now in stock from Dapol. Don't miss out and order yours today.

www.hattons.co.uk/tmah1



Hattons O Gauge Class A3

We have now received the first painted samples of our forthcoming Class A3 locos in O Gauge. See hi-res images online.

www.hattons.co.uk/tmah2



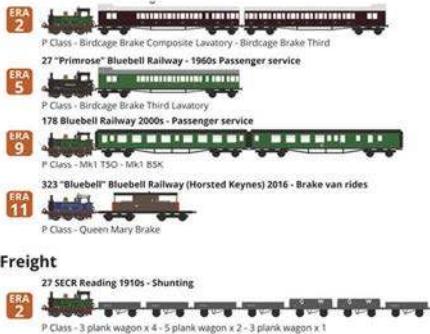
Hattons Original RHTT & FEA

Our Rail Head Treatment Train and FEA intermodal wagons are now en route to the UK with delivery expected in March.

www.hattons.co.uk/tmah3

NEW: Formation Diagrams

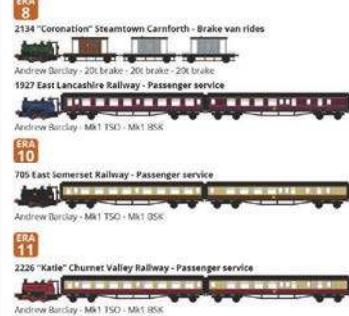
SECR P Class - 1st Feb 2019



Discover prototypical formations for the SECR P Class from their build date in the early 1900s right up to present day preserved examples.

www.hattons.co.uk/tmah4

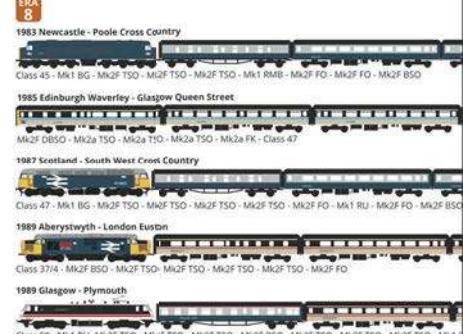
Andrew Barclay - 31st Jan 2019



Andrew Barclay Sons & Co. were famed for producing some of the most numerous steam locomotives for industrial use both in the UK. See example formations online.

www.hattons.co.uk/tmah5

Mk2F Coach - 30th Jan 2019



British Rail Mk2F coaches have been used all around the country since being built in the 1970s. Take a look at formations ranging from the 80s up until the current day.

www.hattons.co.uk/tmah6

Top 5 Best Sellers



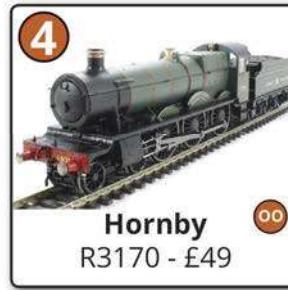
Oxford Rail 00
OR76N7001 - £87



Heljan 00
9954 - £209.95



Dapol 00
4D-022-014 - £131.71



Hornby 00
R3170 - £49



Hornby 00
R3623 - £171

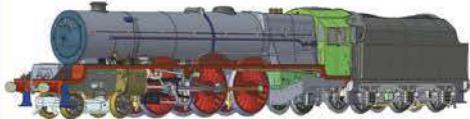
Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY 2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

LMS Princess Royal 4-6-2

Pre-order from £171. DCC-fitted £184.50
Due in Stock November 2019



R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

Class A1/A1X Terrier 0-6-0T

Pre-order from £81. DCC-fitted £99
Due in Stock May 2019



R3767 32655 in BR black with early emblem
R3768 32636 in BR black with late crest
R3780 655 "Stepney" in LBSCR improved engine green
R3781 5 "Rolvenden" in Kent and East Sussex Railway blue
R3782 751 in South Eastern and Chatham Railway green
R3783 2662 in Southern Railway olive green

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock July to September 2019



R3719 4154 in GWR green

R3721 6110 in GWR green

R3723 6145 in BR black with early emblem

R3725 4160 in BR lined green with late crest

4wDM Ruston 48DS

Pre-order for £72.
Due in Stock July 2019



R3704 269595 in pale green

R3705 458957 in John Dewar and Sons red

R3706 Army 802 in War Department green

R3707 "Queen Anne" in Longmorn Distillery livery

Class B2 Peckett 0-6-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock April 2019



R3693 No.4 "Sherwood" in Sherwood Colliery lined green

R3694 "Westminster" in Associated Portland Cement green

R3695 1455 in National Coal Board lined blue

Mk3 Sliding Door coaches

Pre-order for £31.50.

Due in Stock June to November 2019



36 versions now available to pre-order. Liveries include: GWR, ScotRail and Cross Country. Numerous vehicle types available to allow prototypical formations.

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 50

Pre-order from £123.21
Due in Stock: March 2019



2D-002-000 D406 in BR blue - unrefurbished
2D-002-001 50043 in BR blue - unrefurbished
2D-002-002 50040 "Leviathan" in BR large logo blue
2D-002-003 50037 "Illustrious" in original Network SouthEast livery

Class 68

Pre-order from £108.79
Due in Stock: June 2019

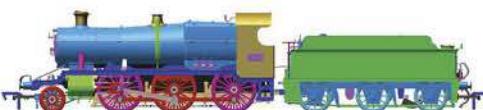


2D-010-008 67006 "Royal Sovereign" in Royal Trail livery
2D-010-009 67027 "Charlotte" in Colas Rail Freight livery
2D-010-010 67021 in Belmond British Pullman umber and cream
2D-010-010 67029 "Royal Diamond" in DB silver

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: TBC



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Melis" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

Pre-order from £148.75
Due in Stock: June 2019



7S-005-001 42 in LNER black
7S-005-002 68163 in LNER black

7S-005-003 7164 in LMS black

7S-005-004 7160 in LMS black

7S-005-005 68164 in BR black with early emblem

7S-005-006 2 "Isebrook" in GWR green

7S-005-007 14 in National Coal Board livery

BR Mark 1 coaches

Pre-order for £169.15
Due in Stock: July 2019



BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.

All codes start 7P-001-XXX

Pre-orders accepted
via credit or debit card only

Pre-order prices subject to manufacturer RRP.

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



OO Gauge (1:76 Scale)

Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set (Hor) £184



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat) £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) BARGAIN £89



J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Exclusive to Hattons (DJ) (RRP £95.50) BARGAIN £69



R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (RRP £28.49) BARGAIN £17



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99) BARGAIN £16



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors club limited edition (Hor) (RRP £24.99) BARGAIN £16



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99) BARGAIN £74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) (RRP £99) BARGAIN £74



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) (RRP £99.95) BARGAIN £66



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) (RRP £114.95) BARGAIN £78



OR76DG006 Class 2301 'Dean Goods' 101 in War Department black (Oxf) £96



BARGAIN

32-176 Class 5MT Crab 2-6-0 42765 in BR lined black early emblem (Bac) (RRP £144.95) BARGAIN £106



BARGAIN

31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £184.95) BARGAIN £107



BARGAIN

R3517 Class 7P 'Royal Scot' 4-6-0 6108 'Seaforth Highlander' in LMS black - "The Final Day" special edition (Hor) (RRP £189.99) BARGAIN £139



BARGAIN

R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) £144



BARGAIN

R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (Hor) £184.50



BARGAIN

R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) £184.50



BARGAIN

R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 'Queen Elizabeth' in LMS coronation blue (Hor) £171



NEW

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (Hor) NEW £171



NEW

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (Hor) NEW £171



NEW

R3642 Class 8P Princess Coronation 4-6-2 46232 'Duchess of Montrose' in BR green early emblem (Hor) NEW £171



NEW

R3555 Class 8P Princess Coronation 4-6-2 46256 'Sir William Stanier F.R.S.' in BR maroon (Hor) £189



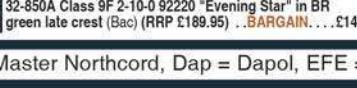
BARGAIN

32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) (RRP £159.95) BARGAIN £108



BARGAIN

32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) (RRP £159.95) BARGAIN £110



BARGAIN

OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £87



BARGAIN

31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN £111



BARGAIN

R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99) BARGAIN £120



BARGAIN

R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - as preserved - TTS Sound fitted (Hor) £187



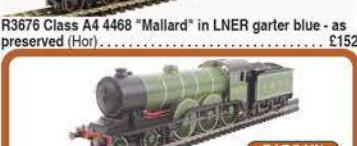
BARGAIN

R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) £116



BARGAIN

R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor) £149



BARGAIN

R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) (RRP £159.99) BARGAIN £122



BARGAIN

31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (Bac) £161.46



BARGAIN

R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) £126



BARGAIN

R3243A Class K1 2-6-0 62027 in BR Black late crest (Hor) (RRP £129.99) BARGAIN £82



BARGAIN

R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) £153



BARGAIN

32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) (RRP £159.95) BARGAIN £108



BARGAIN

OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £87

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R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) £144



3911 Class O/2 Tango 2-8-0 63954 in early British Railways black stepped tender (Hor) (RRP £184.95) **BARGAIN** £84



31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac) £98



3528 Class 35 'Hymek' D7004 in BR blue small yellow panels (Hor) **NEW** £110.46



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) **NEW** £131.71
4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) (RRP £205.55) **BARGAIN** £206



3922 Class O/2 Tango 2-8-0 63975 in BR black late crest flush tender (Hor) (RRP £184.95) **BARGAIN** £84



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) £144



3526 Class 35 'Hymek' D7015 in BR green no yellow ends (Hor) **NEW** £110.46



4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) **NEW** £131.71



3923 Class O/2 Tango 2-8-0 63982 in BR black late crest flush tender (Hor) (RRP £184.95) **BARGAIN** £84



R3500 The Sir Nigel Gresley Collection (Hor) (RRP £549.99) **BARGAIN** £474



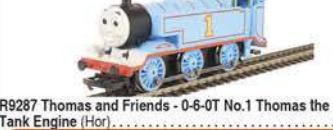
3527 Class 35 'Hymek' D7088 in BR green small yellow panels (Hor) **NEW** £110.46



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) **NEW** £131.71



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor) £90



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) £36



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hor) £110.46



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95) **BARGAIN** £133



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN** £59



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) (RRP £169.95) **BARGAIN** £115



32-790 Class 37/0 37049 "Imperial" in Railfreight Coal Sector triple grey (Bac) £135.96



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £60



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £59



2903 Class 07 shunter 07010 in BR blue Wasp stripes (Hor) (RRP £139) **BARGAIN** £101



32-392 Class 37/5 37688 "Kingmoor TMD" in Direct Rail Services compass blue (Bac) £135.96



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £84



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £139



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £34.50



32-993 Type 27 Wickham Trolley and trailer MPP007 in BR engineers yellow wasp stripes (Bac) (RRP £79.95) **BARGAIN** £55



R3359 ex-GWR Class 101 0-4-0 393 'Rothery Industries' - Railroad Range (Hor) (RRP £34.99) **BARGAIN** £16



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN** £71



R3653 Class 50 50040 "Leviathan" in BR large logo blue (Hor) £144



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) **BARGAIN** £229



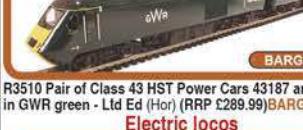
R3360 Freelance 0-4-0T 87 "Mosley Tarmacadam" in black - Railroad Range (Hor) (RRP £34.99) **BARGAIN** £16



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hor) £110.46



513 Class 53 D0280 "Falcon" in revised lime green and brown - Ltd Ed (Hor) (RRP £125) **BARGAIN** £72



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £246



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) (RRP £119.95) **BARGAIN** £87



3417 Class 33/0 D6504 in BR green (Hor) £118.96



R3666 Class 59/0 59004 "Paul A. Hammond" in Yeoman Aggregates - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £64



007-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) **BARGAIN** £99



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99



3446 Class 33/1 D6580 in BR green small yellow ends (Hor) £118.96



R3657 Class 60 60070 "John Loundon McAdam" in LoadHaul triple grey (Hor) **NEW** £162



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hor) (RRP £165) **BARGAIN** £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) £99



3530 Class 35 'Hymek' 35017 "Williton" in Civil Engineers Dutch - as preserved (Hor) **NEW** £110.46



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) (RRP £144.95) **BARGAIN** £113



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hor) (RRP £165) **BARGAIN** £99

Prices valid until 27/03/19

All prices correct
when going to press.
Errors excepted.

Track Maintenance Vehicles



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144



R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) £144



R3480 Class 92 92016 "Brahms" 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... £64



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dep) (RRP £129.95) BARGAIN... £105



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dep) (RRP £145) BARGAIN... £109



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dep) (RRP £145) BARGAIN... £109



8920 Class 128 parcels DMU M55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) BARGAIN... £50



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

EMUs

R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) (RRP £379.95) BARGAIN... £322.96



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) (RRP £179.99) BARGAIN... £132

Train sets - analogue



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64



R1151 Caledonian Belle starter trainset 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) £118



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130



30-105 Midland Marvel Train Set Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46

R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) BARGAIN... £93



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



R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (Hor) (RRP £299.99) BARGAIN... £250



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



R4691B 57' non-corridor brake third M20752M in BR maroon (Hor) £45

R4695A 57' non-corridor composite M16987M in BR maroon (Hor) £45

R4696A 57' non-corridor third M11886M in BR maroon (Hor) £45



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) (RRP £64.95) BARGAIN... £45



R4660 Pullman Third Class Kitchen Car- K-Type Pullman Car (Hor) (RRP £49.99) BARGAIN... £30



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95) BARGAIN... £39.50

39-525A SR PLV luggage van 1061 in Southern Railway olive green (Bac) (RRP £39.95) BARGAIN... £25



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) BARGAIN... £10



34-385 Thompson 3rd class corridor in LNER teak (Bac) (RRP £54.95) BARGAIN... £41

Wagons



1153 4-wheel A tank 43297 in Esso grey 1980s Hazchem symbols (Hel) £21.21

1153 Pack of 4 (Hel) (RRP £90.80) BARGAIN... £76



R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor) NEW... £21



R6369 Breakdown crane in yellow (Hor) (RRP £25.99) BARGAIN... £11



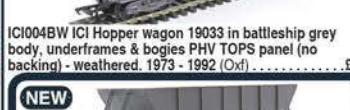
R6853 HEA hopper wagon 361188 in Railfreight red (Hor) NEW... £22.50



4F-026-013 HIA aggregate limestone hopper 369006 in Freightliner green (Dap) £22.52



4F-026-014 HIA aggregate limestone hopper 369012 Freightliner green (Dap) £22.52



ICI004BW ICI Hopper wagon 19033 in battleship grey body, underframes & bogies PHV TOPS panel (no backing) - weathered. 1973 - 1992 (Oxf) £25



ICI006CW ICI Hopper wagon 19052 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf) NEW... £25



ICI006DW ICI Hopper wagon 19110 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf) NEW... £25



ICI005CW ICI Hopper wagon 19116 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) £25



R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER bauxite (Hor) £19.80



R6834 LNER 20 ton 'Toad E' brake van E175712 in BR grey (Hor) £19.80



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) £15



07:30 - 18:30 Mon - Sat
09:00 - 17:00 Sun



OR76WW006B Warwell Sherman Tank - weathered (Oxf) £34



4F-043-003 YCV 'Turbo' bogie ballast wagon DB978309 in EWS maroon (Dap) £21.21

Digital controllers



R8214 DCC Elite unit digital controller (Hor) £215
R8213 DCC Select unit (boxed) (Hor) £198

Point motors

R8014 Mark 2 Point Motor (Hor) (RRP £9.99) BARGAIN £5



R8243 Surface mounted point motor (Hor) £8.50

Switches and levers



BARGAIN

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) BARGAIN £6

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £38

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £8

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways

R8000 Complete station kit platforms, fencing and station building (Hor) (RRP £29.99) BARGAIN £19.50

LK-20X Double length overall arched station roof (Pec) £22.50

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210
LK-55 7ft Well type turntable (Pec) £41



R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

LC-100 Catenary System Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Show You How Guide (Pec) £80

R636 Double track level crossing (Hor) (RRP £28.99) BARGAIN £14

Signals



BARGAIN

DCD-MGS-BR 2-aspect Red/White LMS and BR-style ground signal Alpha Mimic control board - Pack of 12 (DCC) (RRP £99.95) BARGAIN £69

4L-003-001 Signal - motorised, SR lattice home (Dap) £26.68

Trees

R7217 Acacia Tree (Hor) NEW £7

R7219 Beach Tree (Hor) NEW £9

R7204 Beach Trees (Hor) NEW £10

R7205 Birch Tree (Hor) NEW £10

R7206 Holly (Hor) NEW £7

R7202 Fruit Tree (Hor) NEW £10

R7198 Hobby Deciduous Trees (Hor) NEW £17.50

R7199 Hobby Fir Tree (Hor) NEW £17.50

R7201 Holly Mixed (Deciduous and Fir) Trees (Hor) NEW £17.50

R7211 Horse Chestnut Tree (Hor) NEW £8.50

R7222 Horse-Chestnut Tree (Hor) NEW £9

R7206 Large Fir Trees (Hor) NEW £10

R7210 Lime Tree (Hor) NEW £8.50

R7221 Lime Tree (Hor) NEW £9

R7223 Lime Tree (Hor) NEW £13.50

Opening Hours

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

0151 733 3655

07:30 - 18:30 Mon - Sat
09:00 - 17:00 Sun



07:30 - 18:30 Mon - Sat
09:00 - 17:00 Sun

R7225 Medium Nordic Fir Tree (Hor) NEW £7

R7209 Oak Tree (Hor) NEW £8.50

R7214 Pear Tree (Hor) NEW £7

R7216 Rowan Tree (with Berries) (Hor) NEW £7

R7207 Small Fir Tree (Hor) NEW £10

R7218 Tree (with Circular Bench) (Hor) NEW £8

R7224 Tree (with Tree House) (Hor) NEW £20

Grass, ground, lichen, hedges and foliage

PSG-67 Pack of 100 mm wild meadow grass tufts (Pec) NEW £4.50

People - civil

36-047 Locomotive staff x 6 (Bac) £8.50

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor) £2.50

R605 Circle of 8 (Hor) £18

R607 2nd radius double curve track (8 make a circle) (Hor) £2.50

R608 Circle of 12 (Hor) £18

R609 3rd radius double curve track (8 make a circle) (Hor) £2.60

R609 Circle of 8 (Hor) £20

ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18

R626 Double 4th radius curve (8 make a circle) (Hor) £18

R601 Double Straight (Hor) £18

R601 Box of 24 (Hor) £47

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 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £14

SL-108F Box of 25 (Pec) £100

SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £18

SL-102F Single (Pec) £30

PECO STREAMLINE HO/00 SCALE TRACKAGE SYSTEM

PECO STREAMLINE HO/00 SCALE TRACKAGE SYSTEM £18

SL-102 Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £18

SL-102 Single (Pec) £30

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £22

SL-100F Single (Pec) £30

SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29

SL-E199 3 way finescale medium radius point - insulfrog (Pec) £29

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

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

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

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

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

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

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

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

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

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

SL-E188 Finescale right hand curved point - electrofrog (Pec) £13

SL-E188 Finescale right hand curved point - insulfrog (Pec) £13

SL-E186 Finescale right hand large point - electrofrog (Pec) £12.50

SL-E186 Finescale right hand large point - insulfrog (Pec) £12.50

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

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

SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

SL-E191 Finescale right hand small point - insulfrog (Pec) £10.50

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

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

Track underlay

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

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

Buses

NEW

UK6507A ADL Enviro400 MMC - 'Bluestar' (Nor) NEW £51

UK6507B ADL Enviro400 MMC - 'Bluestar' (Nor) NEW £51

UK0062 ADL Enviro400 MMC - 'Reading Buses Greenline' (Nor) £51

UK6507A ADL Enviro400 MMC - 'Bluestar' (Nor) £51

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Visit

www.hattons.co.uk/new

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2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) £128.83



2S-008-005 Class A4 60022 "Mallard" in BR green early emblem (Dap) £122

Diesel locos



371-650A Class 57/3 57308 "Jeff Tracy" in Virgin Trains (Gra) £114.71



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

2D-022-007S Class 68 68001 "Evolution" DRS-DCC sound fitted (Dap) £242.72

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) £160.89

DMUs



2D-009-004 Class 121 'Bubble Car' DMU 121032 in Arriva Trains Wales (Dap) £114.04



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers (Dap) £114.04



ND116E Class 142 'Pacer' 2 car DMU 142021 in Tyne and Wear PTE (Dap) NEW £115.18



ND116C Class 142 'Pacer' 2 car DMU 142025 in Northern Spirit (Dap) NEW £115.18



ND116A Class 142 'Pacer' 2 car DMU 142065 in Northern Rail (Dap) NEW £115.18



ND116B Class 142 'Pacer' 2 car DMU 142081 in Regional Railways (Dap) NEW £115.18



ND116D Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales (Dap) NEW £115.18

Wagons

NP-43B 12 ton ventilated box van in BR Brown (Pec) NEW £7.50
NP-28B 20 ton brake van in BR Brown (Pec) NEW £8.50
NP-49E 20 ton brake van in BR brown (Pec) NEW £8.50
NP-28E 20 ton brake van in LNER blue (Pec) NEW £8.50
2F-071-055 7-plank open wagon "Blue Circle Cement" - weathered (Dap) NEW £9.50
NR-48M 20 ton brake van in LMS grey (Pec) NEW £8.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2

Bridges, Tunnels & Walls

NBR4B Pack of five viaduct piers - laser cut wood kit (Anc) NEW £18

Track - Code 80 Streamline

ST-11 Double straight track (Pec) £1.60
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50

Track - Code 80 Setrack

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-396 Left hand medium point electrofrog (Pec) £9.50

SL-396 Left hand medium point insulfrog (Pec) £9.50



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

SL-395 Right hand medium point insulfrog (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-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £91

SL-302F Single (Pec) £3.50



SL-387F Finescale curved double radius left hand point electrofrog (Pec) £11



SL-386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-390F Finescale double slip electrofrog (Pec) £38

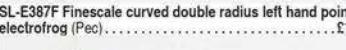


SL-389F Finescale left hand large point electrofrog (Pec) £11

SL-396F Finescale left hand medium point unifrog (Pec) £10

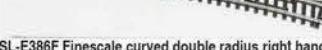


SL-392F Finescale left hand small point electrofrog (Pec) £9.50



SL-388F Finescale right hand large point electrofrog (Pec) £11

SL-395F Finescale right hand medium point unifrog (Pec) £10.50



SL-399F Finescale right hand small point electrofrog (Pec) £9.50



7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap) (RRP £400) £280

7S-004-003 GWR 59' Auto Coach in GWR chocolate and cream shirtbutton (Dap) (RRP £295) £170

Diesel locos



BARGAIN

7D-008-010 Class 08 shunter D3316 in BR blue (without ladder) (Dap) (RRP £225) £169

7D-008-010 Class 08 shunter in BR blue (without ladder) - unnumbered (Dap) (RRP £225) £157



BARGAIN

2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) £450



BARGAIN

2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) £427

2558 Class 25/3 in BR blue - unnumbered (Hel) £446.25

2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) £446.25



BARGAIN

2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



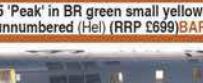
BARGAIN

4205 Class 42 Warship 829 "Magpie" in BR blue (Hel) (RRP £699) £495



BARGAIN

4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) (RRP £699) £520



BARGAIN

5288 Class 52 D1023 "Western Fusiler" in BR blue (Hel) (RRP £599) £470



BARGAIN

5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel) (RRP £599) £570



BARGAIN

5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) £509.15



BARGAIN

5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel) £509.15



BARGAIN

5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) £509.15



BARGAIN

8914 Class 128 parcels DMU W55991 in BR blue - weathered (Hel) (RRP £599) £425



BARGAIN

7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream crest - DCC sound and light bar fitted (Dap) (RRP £375) £280

7P-004-003 GWR 59' Auto Coach GWR chocolate and cream shirtbutton (Dap) (RRP £295) £170

Coaches



BARGAIN

7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap) (RRP £400) £280

7S-004-003 GWR 59' Auto Coach in GWR chocolate and cream shirtbutton (Dap) (RRP £295) £170



**UK P&P £4 per order
£2 per single diecast item**

**£7 guaranteed Next Day delivery
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4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325) **BARGAIN** £180



H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) **Track - Code 124 Bullhead Streamline**



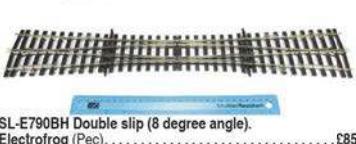
4953 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325) **BARGAIN** £141



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



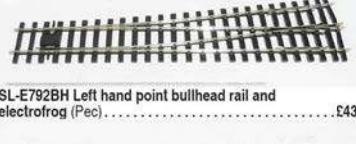
4954 Mk1 BG full brake in BR green (Hel) (RRP £325) **BARGAIN** £149



SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325) **BARGAIN** £147

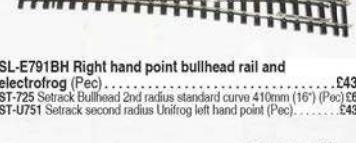


SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43

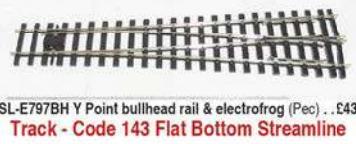


4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) **BARGAIN** £147

Wagons



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43



SL-E797BH Y Point bullhead rail & electrofrog (Pec) £43



SL-E791FB Finescale Right Hand Point With Flatbottom Rail. Electrofrog (Pec) £45



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN** £35



7F-200-004 20-ton standard brake van in BR bauxite (Dap) £67.96



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



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95) **BARGAIN** £35



5053 Bogie covered IWB Cargowagon 2797589 - "GB-Continent" (Hel) (RRP £189) **BARGAIN** £79



1050 OAA open wagon in BR bauxite (Hel) (RRP £84.95) **BARGAIN** £35

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34

D Double/Twin track power controller (Gau) £30

Q Quadruple 4 circuit power controller (Gau) £149

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) £40

Digital decoders

Imperium "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51

DCC-21Pin-Direct V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61

DCC-6Pin-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17

BPDC27 8 x 2-pin 4-function 1A (Gau) (measures 231 x 277 x 100mm) x 5 (Gau) £79

DCC-8PIN-Harness Mini 8-pin (harness) 2-function 1.1Amp small & thin (min) decoder back EMF (Hat) £16

DCC-8PIN-Harness Mini Box of 5 (Hat) £72

DCC-8PIN-Harness Mini Box of 10 (Hat) £128

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £12

(RRP £20.90) BARGAIN

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £17

R8248 Box of 6 (Hor) £16

DCC-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17

DCC-8PIN-Direct Box of 5 (Hat) £77

DCC-8PIN-Direct Box of 10 (Hat) £136

R8115 TTS DCC Sound Decoder 8 pin plug - Merchant Navy 4-4-2 steam loco (Hor) £38

Point motors



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £17

Point motors

DCC-CB11P Cobalt Ip slow-motion analogue point motor * 1 (DCC) £7

DCC-CB12P Cobalt Ip slow-motion analogue point motor - pack of 12 (DCC) £16

DCC-CB102 Cobalt Ip slow-motion analogue point motor - pack of 12 (DCC) £94

DCC-CB120MG Cobalt Omega slow-motion analogue point motor x 12 (DCC) £145

DCC-CB88-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £137

PL-10WE High performance turnout point motor extended pin (Pec) £7

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6

PM-2 Seep point motor (Gau) £4

PM-1 Seep point motor accessory switch (Gau) £5

PL-11 Side/surface mounted point motor (Pec) £8



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

Switches and levers

SL-14 Track Fixing Pins (Pec) £1.70

Accessories

SL-14 Track Fixing Pins (Pec) £1.70

Grass, ground, lichen, hedges and foliage

R7163 Flock - Dark Green (Hor) **NEW** £4

R7162 Flock - Medium Green (Hor) **NEW** £4

R7156 Flockage - Bright Green (Hor) **NEW** £4

R7160 Flockage - Dark Brown (Hor) **NEW** £4

R7158 Flockage - Dark Green (Hor) **NEW** £4

R7159 Flockage - Medium Brown (Hor) **NEW** £4

R7157 Flockage - Medium Green (Hor) **NEW** £4

R7155 Flockage - Dark Green (Hor) **NEW** £4

R7154 Flockage - Dark Green (Hor) **NEW** £4

R7153 Flockage - Dark Green (Hor) **NEW** £4

R7152 Flockage - Dark Green (Hor) **NEW** £4

R7151 Flockage - Leafy Middle Green (Hor) **NEW** £4

R7184 Flockage - Olive Green (Hor) **NEW** £4

R7185 Flockage - Wild Green (Hor) **NEW** £4

R7187 Flockage - Wild Dark Green (Hor) **NEW** £4

R7188 Flockage - Yellow Green Meadow (Hor) **NEW** £4

R7190 Flockage - Middle Green Meadow (Hor) **NEW** £4

R7228 Large Pine Tree (Hor) **NEW** £7

R7194 Lichen - Autumn Mix (Hor) **NEW** £3.20

R7193 Lichen - Green Mix (Hor) **NEW** £3.20

R7197 Lichen - Large Autumn Mix (Hor) **NEW** £6.50

R7195 Lichen - Large Green Mix (Hor) **NEW** £6.50

R7193 Lichen - Stone Grey (Hor) **NEW** £3.20

R7174 Scatter - Brown (Hor) **NEW** £2.50

R7176 Scatter - Dark Green (Hor) **NEW** £2.50

R7171 Scatter - Flower Meadow (Hor) **NEW** £2.50

R7175 Scatter - Grey (Hor) **NEW** £2.50

R7181 Static Grass - Alpine Meadow (with Boulders) 2.5mm (Hor) **NEW** £6.50

R7178 Static Grass - Grass Meadow, 2.5mm (Hor) **NEW** £3.20

R7180 Static Grass - Mixed Summer, 2.5mm (Hor) **NEW** £3.20

R7179 Static Grass - Ornamental Lawn, 2.5mm (Hor) **NEW** £3.20

R7177 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7192 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7191 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7190 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7189 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

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R7187 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

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R7165 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7164 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7163 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

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R7152 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7151 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7150 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7149 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7148 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7147 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7146 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7145 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7144 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7143 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7142 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7141 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7140 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7139 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7138 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7137 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7136 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

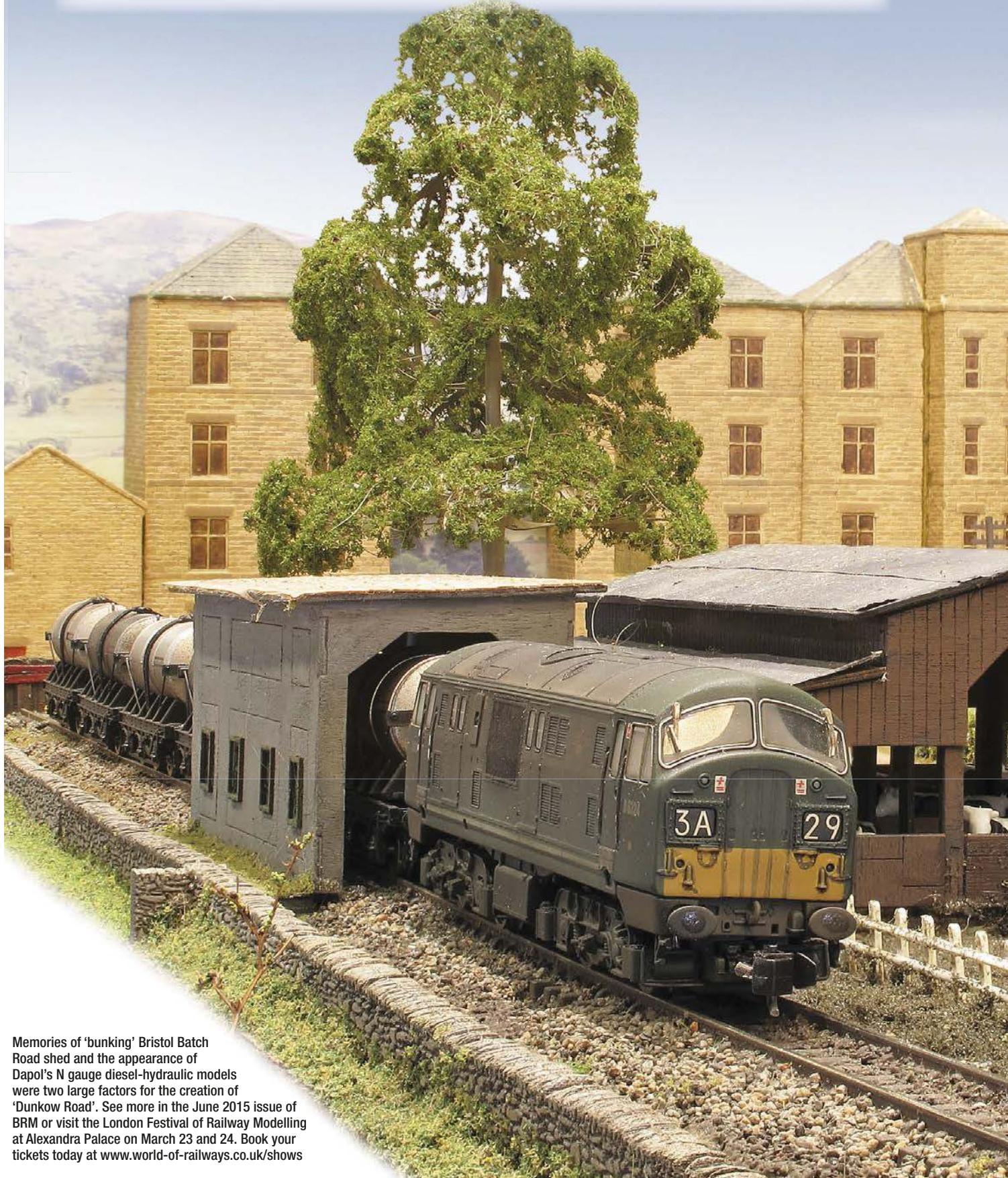
R7135 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

R7134 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

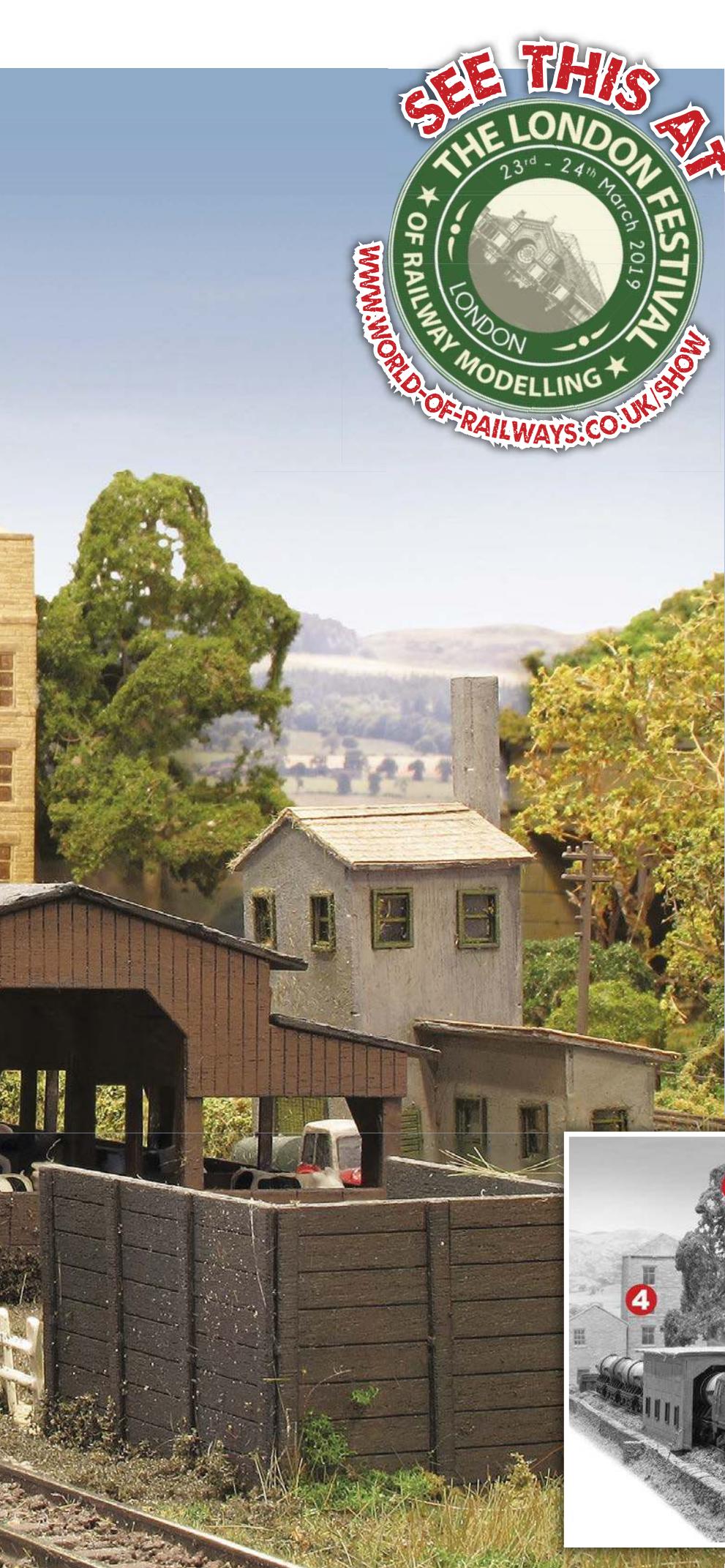
R7133 Static Grass - Spring Meadow, 2.5mm (Hor) **NEW** £3.20

DUNKOW ROAD

Andy Small had hopes for modelling German prototypes, but was steered back to Britain by members of the Alsager Model Railway Association.



Memories of 'bunking' Bristol Bath Road shed and the appearance of Dapol's N gauge diesel-hydraulic models were two large factors for the creation of 'Dunkow Road'. See more in the June 2015 issue of BRM or visit the London Festival of Railway Modelling at Alexandra Palace on March 23 and 24. Book your tickets today at www.world-of-railways.co.uk/shows



THE STARTER



GET THE LOOK

1 Peco Code 55 track, weathered with Phoenix Precision paints. The slightly chunkier Code 80 is used in the non-scenic areas, but where visible, the smaller rail section looks best and modern rolling stock will operate over it without modification.

2 Ballast is the finest grade sold by Greenscene. Made from crushed nuts rather than traditional granite, it doesn't change colour when fixed using diluted PVA glue, unlike stone.

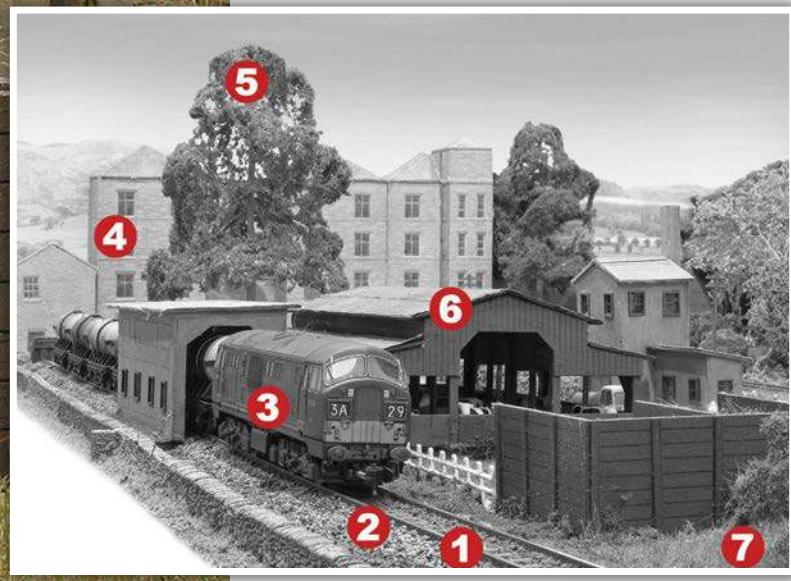
3 Dapol Class 22 diesel, fitted with Dapol Easi-Fit coupling system, operated by magnets under the track. As with all the rolling stock on the layout, the model has been weathered.

4 SD Mouldings four-storey mill warehouse. These cast-resin buildings are produced in short runs, but can still be found on the second-hand market.

5 Trees are either hand-made, or come from The Model Tree Shop. Either way, the trunks are made from twisted wire, and the foliage has been applied to scenic netting, teased out so that the tree doesn't look too solid.

6 P&D Marsh laser-cut Coates Manor Dairy kit. The kit was inspired by the original dairy farm of the Royal Agricultural College, Cirencester, and includes the milking parlour, offices, various pens, silage clamps, slurry tanks, storage tanks, fencing, gates, cows, figures, churns and a wheelbarrow. Pretty comprehensive!

7 All the grass is applied using an electrostatic grass tool. Andy admits he fell in love with the system as soon as he saw it. Scenic materials from Auhagen and Woodland Scenics have been blended together to achieve the desired effects.





Factfile

Layout name: Wickwar
Scale/gauge: 2mm:1ft / N gauge
Size: 17ft x 3ft 6in
Era/region: BR Midland Region, early-1950s
Layout type: Continuous Loop

WICKWAR

This former station on the main line from Bristol to Birmingham sits adjacent to a site famed for brewing golden ales. Researching its history culminated in Farnham and District Model Railway Club's fabulous recreation.

Words: Noel Leaver **Photography:** Tony Wright



A train of fitted vans and containers passes through Wickwar station hauled by a Graham Farish 4-6-0 'Jubilee'. The train would have originated from Bristol or Avonmouth Docks - Fyffes banana trains often passed through Wickwar.

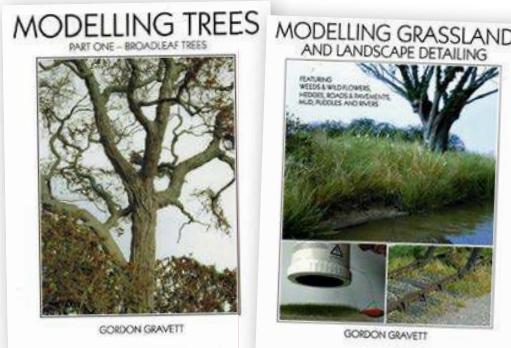
Perhaps the most common question we get at shows is "Is it a real place?" It is! Wickwar is a station on the secondary main line from Bristol to Birmingham, just north of Bristol Parkway, and though the station closed in 1965, the line is still busy. The railway was built as broad gauge in 1844 by an independent company under the guidance of Brunel. The GWR intended buying it, but the Midland offered more, so in 1845 it got a route to Bristol. The trains were Midland, then LMS, then BR(M). It was transferred to BR(W) in 1957, but the bulk of trains remained LMR.

We looked at nearly 50 locations before deciding to model Wickwar station and goods yard in the early-1950s. We then had to answer the question: what parts should we model, and from what angle? We made a paper model of the area about 2ft long and this convinced us to abandon our original idea of having the railway at the front, and view the line from the other side, with the railway at the back. We chose to compress the ends of the model slightly, so the end boards are only about 2/3 scale length, while keeping the centre two boards exactly to scale.

Ex-LMS 8F 2-8-0 No. 48067 passes the standard pre-fabricated Midland signal box. The 'box' is lit and features an interior from a Ratio kit.



A Bristol-Bradford express hauled by ex-LMS 4-6-0 'Jubilee' No. 45730. The first coach is of post-war Stanier design with a circular porthole toilet window.



See Gordon Gravett's scenic books at www.ianallanpublishing.com

Archive history

In planning the layout, we visited Wickwar several times, taking photographs from every angle. We met with the local council, several local residents, and the brewery - all of whom were very helpful. We collected photographs from everywhere we could: books, collections, websites, postcards, and photographs given to us by locals: we have photographs of most of the railway, but for some areas, views are missing. We have no good view of the goods yard, for instance. We used aerial photographs, both current and post-WW2 - these often show areas not covered by other photographs. We have many maps, including LMS and BR track



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ROAD SYSTEM
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A Graham Farish ex-GWR 4-6-0 'Castle' heads a Western Region train into the tunnel. Guarding the entrance is the only colour light signal on the line used to improve visibility against the embankment behind. Western trains usually used the ex-GWR line on the far side of the Severn, but a few were sent this way to maintain driver knowledge for when it was used for diversions.

plans, and we got details of the trains from photographs, working timetables, carriage workings, and train logs, recorded by enthusiasts in the 1950s.

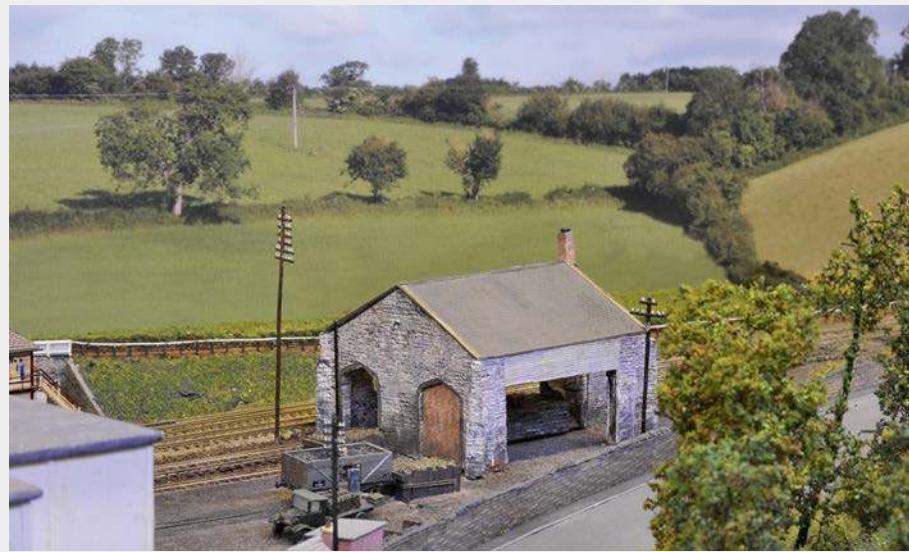
Wiring Marvel

The layout is essentially two independent ovals of track that can run as analogue or DCC – we normally run the Gloucester direction in analogue and the Bristol direction DCC to cater for different members' stock. The most important part of the control system concerns the two fiddle yards which have three roads, each divided into four to six equal length sections. When the circuits detect that the section ahead of a stored train is empty, it moves the train forward. The train behind can then proceed, eventually creating space at the back of the road for the train just sent out. A train may occupy one, two or more sections, so trains of different lengths are stored efficiently.

MERG Train On Track Indicators (TOTI)

detect a small current passing between the rails through the wheels/axles to tell when a section is occupied. Locomotives and illuminated carriages pass a current already, in other cases a few axles at the end of the train have had resistors added across them. We have found three axles at the rear of each train are needed for reliability – at exhibitions we now can go for an entire day without a crash! Further advantages are that if a train uncouples, the following train is stopped from running into it, and we use the information about where trains are to operate the signals automatically.

AUTHENTIC ARCHITECTURE



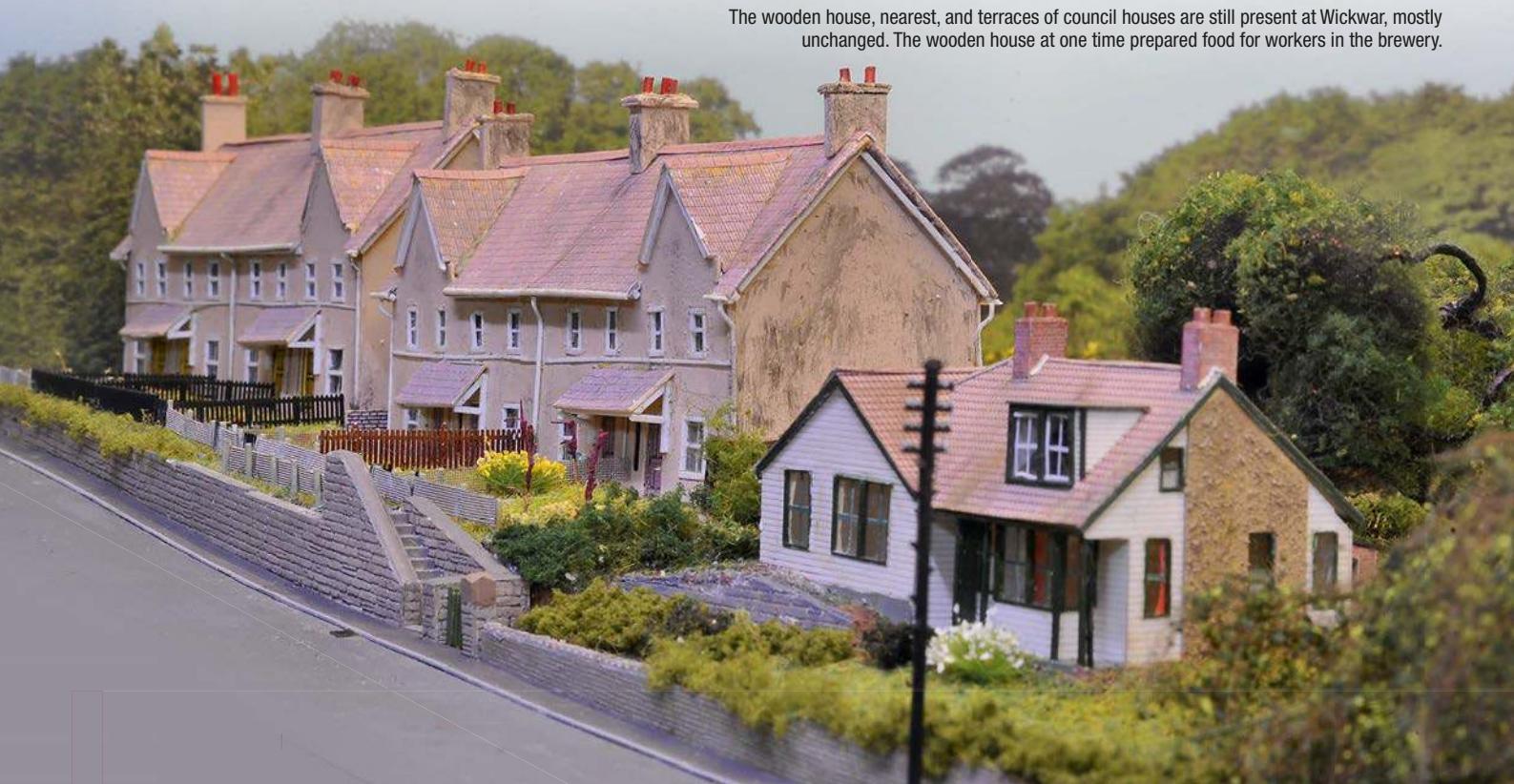
The goods shed, of standard design for the line. Space was so tight, so vehicles had to drive through the shed to access the siding on the far side. We never found a photograph of the coal merchant's area, so it is partly guesswork. Perhaps readers know of a period photograph of this area?



Greg takes note of the height of the much over-grown arch bridge with a foot measuring stick.

The main station building and goods shed were designed by Brunel and are similar to other stations on the line, however because of the tight space, the station was a one-off design. The model is based on a drawing in Peter Smith's book, *An Historical Survey of the Midland in Gloucestershire*. The Station Hotel opposite, the cottages further along, and the Stationmaster's house were all built at the same time as the station and are still there today, so we could base the models on photographs. In the 1950s, the station hotel was a café, much frequented by bikers. It is now a private house and the stable has been converted into another house. All the buildings on the layout are scratch-built, with the work shared among four members.

The wooden house, nearest, and terraces of council houses are still present at Wickwar, mostly unchanged. The wooden house at one time prepared food for workers in the brewery.



WICKWAR BREWERY



The bottling plant was rebuilt 1952-4 in two phases – we have modelled it after the first phase, with the old buildings remaining in the foreground.

The brewery was built at the same time as the railway, replacing two breweries whose water supply had been cut by the tunnel. The model is from photographs of the building, squared-up and resized in Adobe Photoshop, then printed and stuck onto card. In 1924, it became a cider works, hence several piles of apples on the model. It closed in the early-1970s, but in 1990, the Wickwar Brewing Company started in the old cooperage – the brick building opposite – and has been so successful it has moved into the main brewery and continued to expand. The company has been very helpful, finding old plans of the brewery, sending us crates of beer, and inviting us to exhibit the layout in the brewery at a special open day to commemorate 50 years since the last passenger train. The bottling plant was rebuilt between 1952 and 1954, and we depict it after the first half of the rebuilding. The buildings the other side of the brewery burnt down in the late-1960s and were replaced by a concrete structure.



Rooftop access of Wickwar Brewing Company's buildings allowed better views before construction of the model began.



The team exhibiting Wickwar inside the Brewery during an open day.



We use servos with MERG mounts and electronics to operate points, signals, and to control the road system. Everything is linked together using the MERG CBUS system which reduces wiring and gives flexibility to locate controls on any panel.

We intended doing shunting of the small yard, but never have - there was only one goods train a day that stopped, and to 'run around' wagons, it had to block both lines. As any shunting would be largely hidden from viewers and operators by the brewery, we prefer to keep trains running in a continuous loop at exhibitions.

Construction Solution

The baseboards are lightweight construction from Styrofoam beams with lightweight Okoume ply - as used for boat building - glued each side. They are open frame with more foam inside as the base of the scenery. The foam is covered with Sculptamold, a fantastic material for forming a thin hard surface over foam because it sticks to anything and is lightweight. It's available from most art shops and a £10 bag covered most of Wickwar.

The Sculptamold was painted brown or green and static grass or flock was added, blending it with the colours on the backscene at the back to hide the join.

Ex-LMS 'Jubilee' 4-6-0 heads a van train past the signals which are operated automatically from the train on track detectors. The trains depart 'off-scene' through a flap in the backscene, which is back-lit to avoid a shadow.

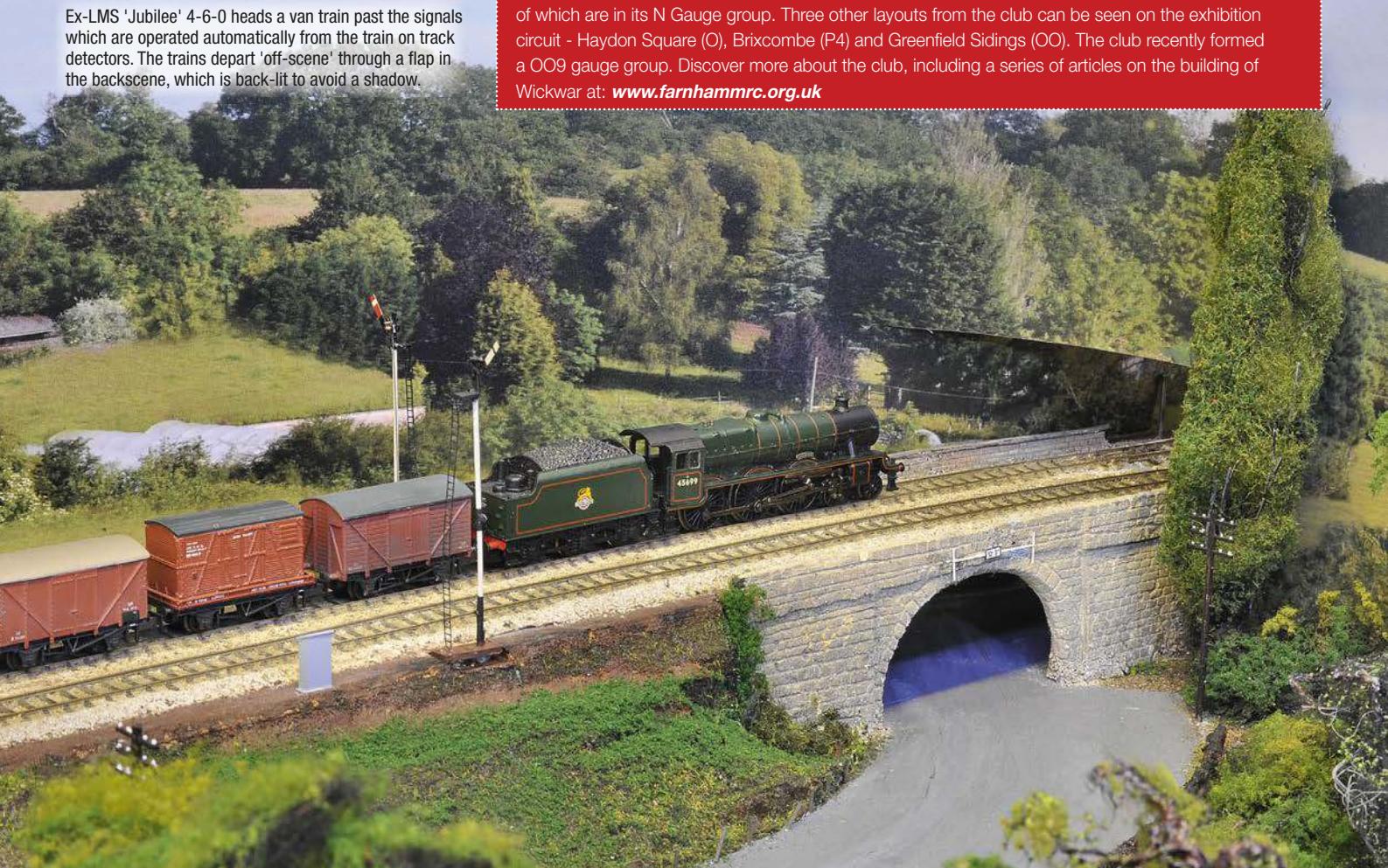
UNDER CONSTRUCTION



A photograph showing Wickwar in its early days. The beams and trackbed were made from 1cm 'Styrofoam' as seen. Blocks of Styrofoam are in place as the basis of the scenery, yet to be carved to the correct contours. Some of the track and wiring is in place, and at the far end, the first black-and-white trial of a backscene can be seen. Note the diagonal bracing.

DID YOU KNOW?

Farnham and District Model Railway Club has a permanent room in Farnham and 60 members, 16 of which are in its N Gauge group. Three other layouts from the club can be seen on the exhibition circuit - Haydon Square (O), Brixcombe (P4) and Greenfield Sidings (OO). The club recently formed a OO9 gauge group. Discover more about the club, including a series of articles on the building of Wickwar at: www.farnhammrc.org.uk



PROTOTYPE INSPIRATION

The small boy on the left is Greg, one of our team, photographed by his family on Wickwar station platform in the early-1950s. The top two feet of this part of the platform was recessed a few inches to give clearance for locomotives using the crossover - the white line in the brickwork is the bottom of the recess.



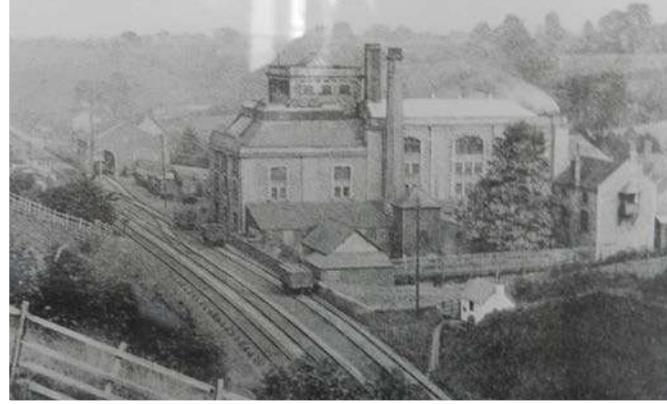
Ex-LMS 'Black 5' 4-6-0 No. 45260 heads towards Gloucester as it approaches Wickwar with a good head of steam on a passenger service. JOHN SMITH



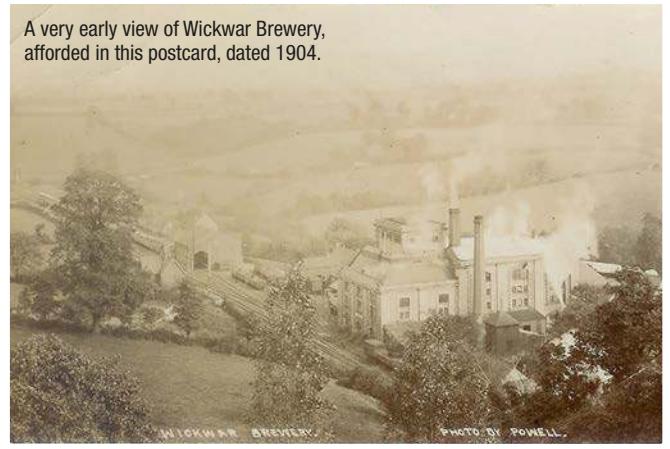
A unidentifiable and very dirty ex-GWR 4-6-0 'Grange' heads towards Bristol. Note the mix of stock. The tall concrete post at the end of the platform had an oil lamp fitted each night to illuminate the foot crossing - the post is still in place today.



A circa. 1900 view of the line and sidings serving the brewery at Wickwar.



A very early view of Wickwar Brewery, afforded in this postcard, dated 1904.





An inter-regional express hauled by a Graham Farish BR Standard Class 5 passes The Railway Hotel in the foreground, by this time a café used by bikers.

ROLLING STOCK

We aim to show a typical selection of trains that were common on the line. All were hauled by tender locomotives. Diesels only appeared at the end of the 1950s, but without DMUs present. Locomotives are mainly LMS, and all types were present except the 'Pacifc', principally 'Jubilees', 'Black Fives', 'Compounds', 3Fs and 4Fs. A lot of the trains were long-distance expresses, for example Bristol-Newcastle TPO, Bournemouth-Manchester *Pines Express*, Bradford-Penzance *Cornishman* and Bradford-Painton *Devonian*. Other trains are local passenger trains, fast freights, and a few slow goods, though coal trains mainly used the GWR line on the other side of the Severn. Most stock is ready-to-run, with kit-built additions where needed, for example, the LMS TPO coaches, a 12-wheel buffet car, or an un-rebuilt 'Patriot'.

The Little Avon river was created using a two-part yacht varnish, over a carefully-modelled and painted river bed with its steep banks. Trees were made after studying Gordon Gravett's two books, with armatures of twisted copper wire and canopies made from a variety of net-based foliage. The criterion for all the trees on the layout was based on a desire for a variety of shapes, sizes and colours. Commercial foam pieces were added liberally as undergrowth and bushes.

Moving Vehicles

After we started the layout, we realised the road along the front was ideal for moving vehicles. The only option at the time was the Faller system which has self-powered vehicles that follow an iron wire, laid below the road surface. A magnetically-operated switch in each vehicle allows it to be stopped by under-board magnets, moved into position by servos.

The vehicles seen are all modern German ones, so we had to find and fit suitable alternative bodies, mainly from Oxford Diecast. The laying of the wire is critical

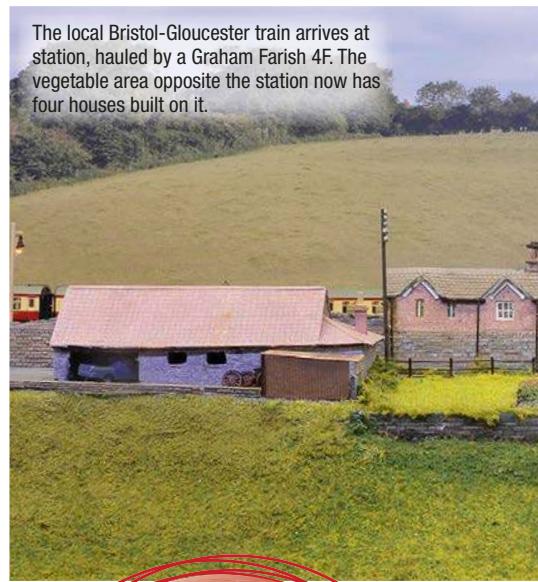
– slightly too deep or sticking up can cause vehicles to go wrong, and it has taken time to get working reliably. We have extended the basic loop with a diversion for lorries into the brewery yard and added a lady who sticks out her arm to stop the bus.

Recently we have used Tomytec chassis for coaches – these are similar to the Faller system, but needed the steering magnet adjusting upwards to run reliably on the Faller road. In places we needed to remove some bumps. These mechanisms will only fit in a large coach, so we still need the Faller system for lorries.

Lights, Camera, Action

Wickwar is lit using LED strips – two 'cool' white and one 'warm' white above, about 9in in front of the layout and angled at 45 degrees. We also use two warm white strips over the centre to reduce shadows. By switching off all, except one cool white strip in front, we get a convincing moonlight effect that shows the lights we have in some buildings and trains. By the time you read this, we hope to be able to change between the two smoothly, using an Arduino and

The local Bristol-Gloucester train arrives at station, hauled by a Graham Farish 4F. The vegetable area opposite the station now has four houses built on it.



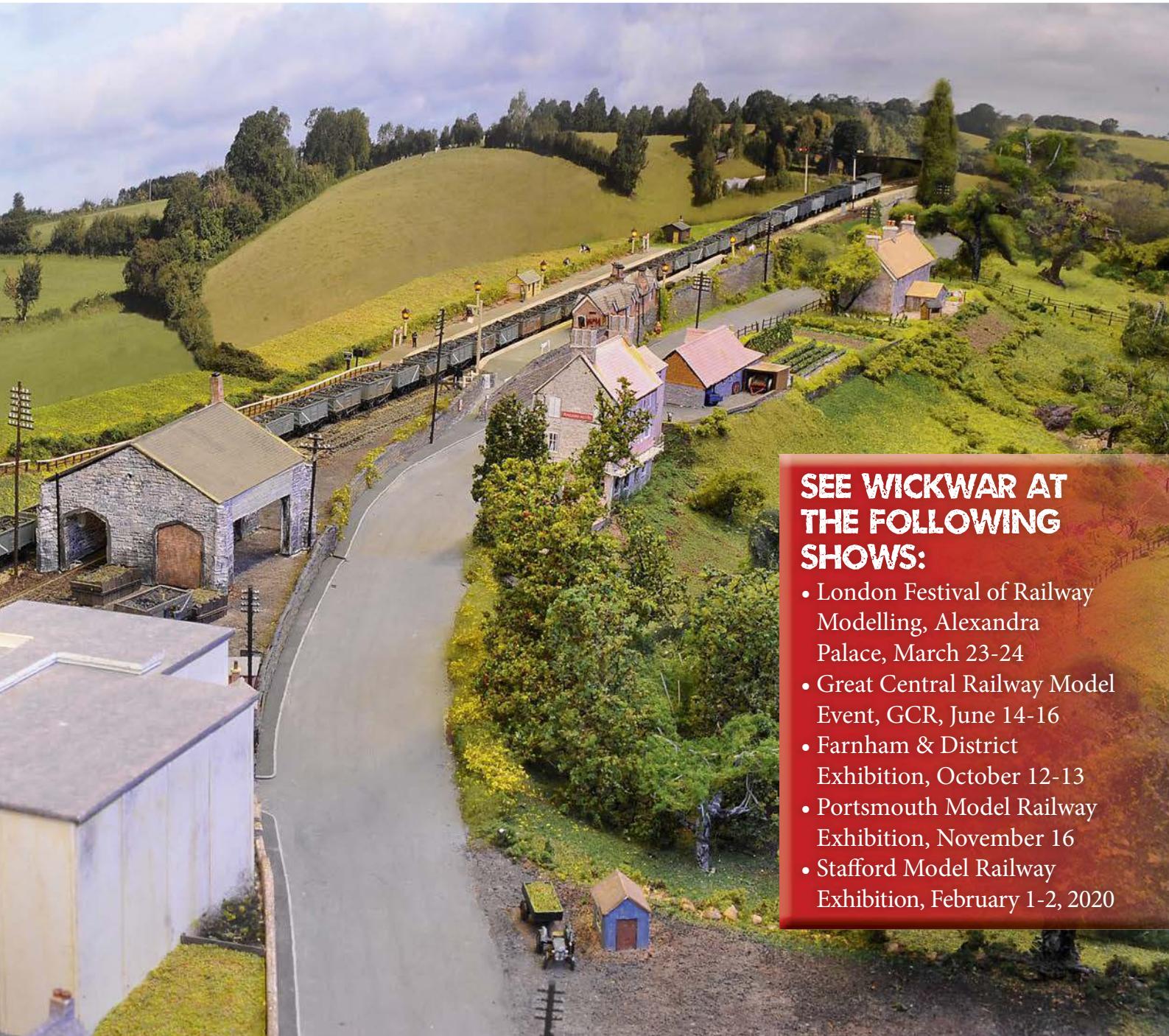
WARLEY WINNER

The Wickwar team was awarded the Andy Calvert Memorial Trophy at the Warley NEC show in 2018 for the best N Gauge layout in the show.





A local four-coach Bristol to Gloucester train is lead by a Graham Farish 4F. Four coaches is all the platform would accommodate. Behind is the stationmaster's house, with a path leading to the station and another to the goods shed.



SEE WICKWAR AT THE FOLLOWING SHOWS:

- London Festival of Railway Modelling, Alexandra Palace, March 23-24
- Great Central Railway Model Event, GCR, June 14-16
- Farnham & District Exhibition, October 12-13
- Portsmouth Model Railway Exhibition, November 16
- Stafford Model Railway Exhibition, February 1-2, 2020

MOSFETs for control. The head and tail lights on trains are pre-wired surface-mount LEDs, bought online for 25p each.

We have six video cameras, four hidden on the layout and one over each end of the fiddle yard. The ones on the layout give people looking at the layout a different view, while the ones on the fiddle yard are useful to operators who can't see much of the fiddle yard from the front because of the high backscene.

On the road

We have about nine members prepared to attend shows requiring an overnight stay, with some happy to turn up for a day or to help at local shows. We limit exhibitions to six or seven a year, with a few weeks between each - a mix of venues local and distant. We try to have six people at each show, but we don't operate to a firm schedule. The team members switch places and do the tasks they enjoy most - two operators, two people answering questions out front or on our demonstration stand adjacent, one sorting out potential problems, and one off-duty. ■

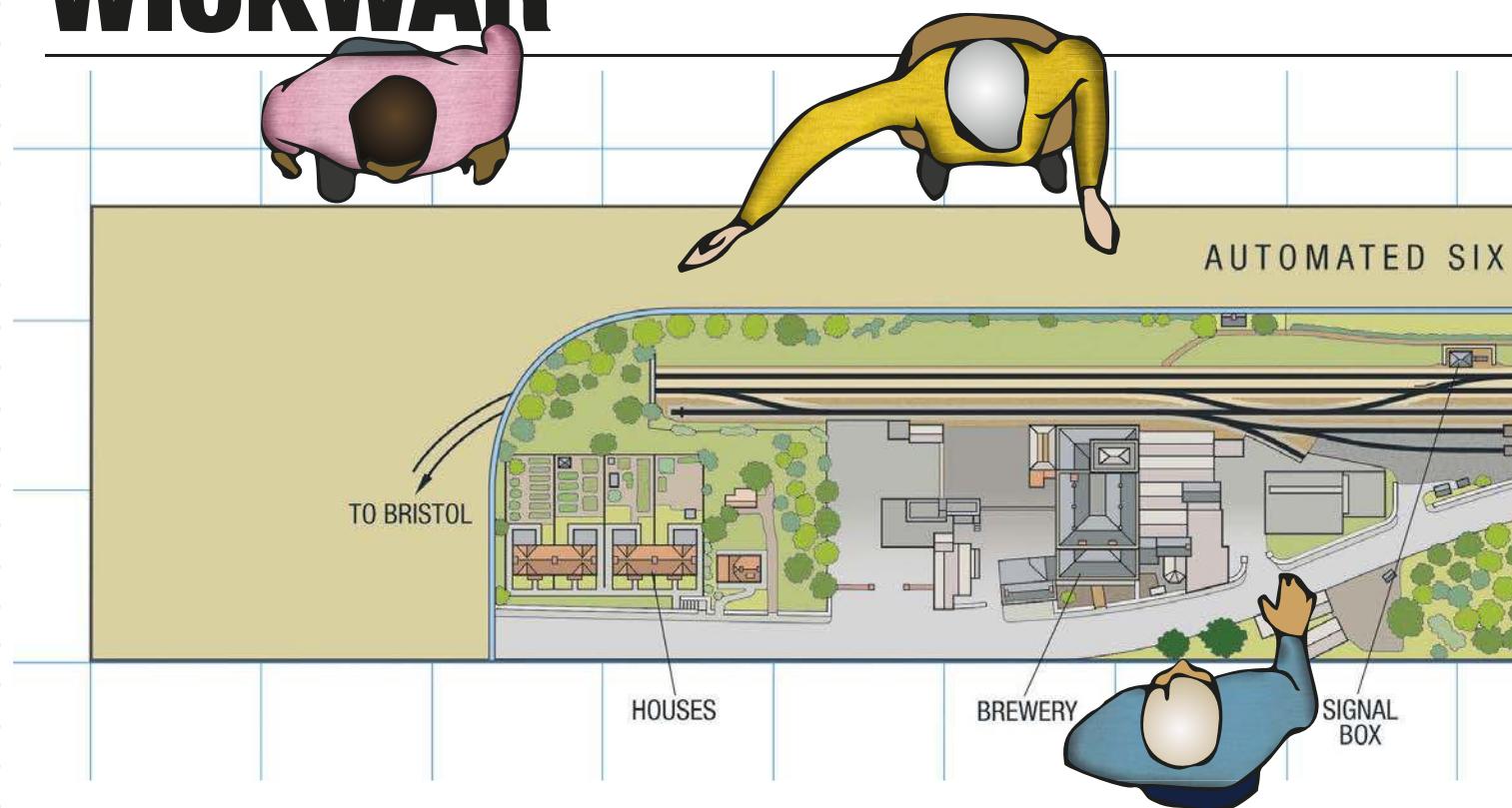


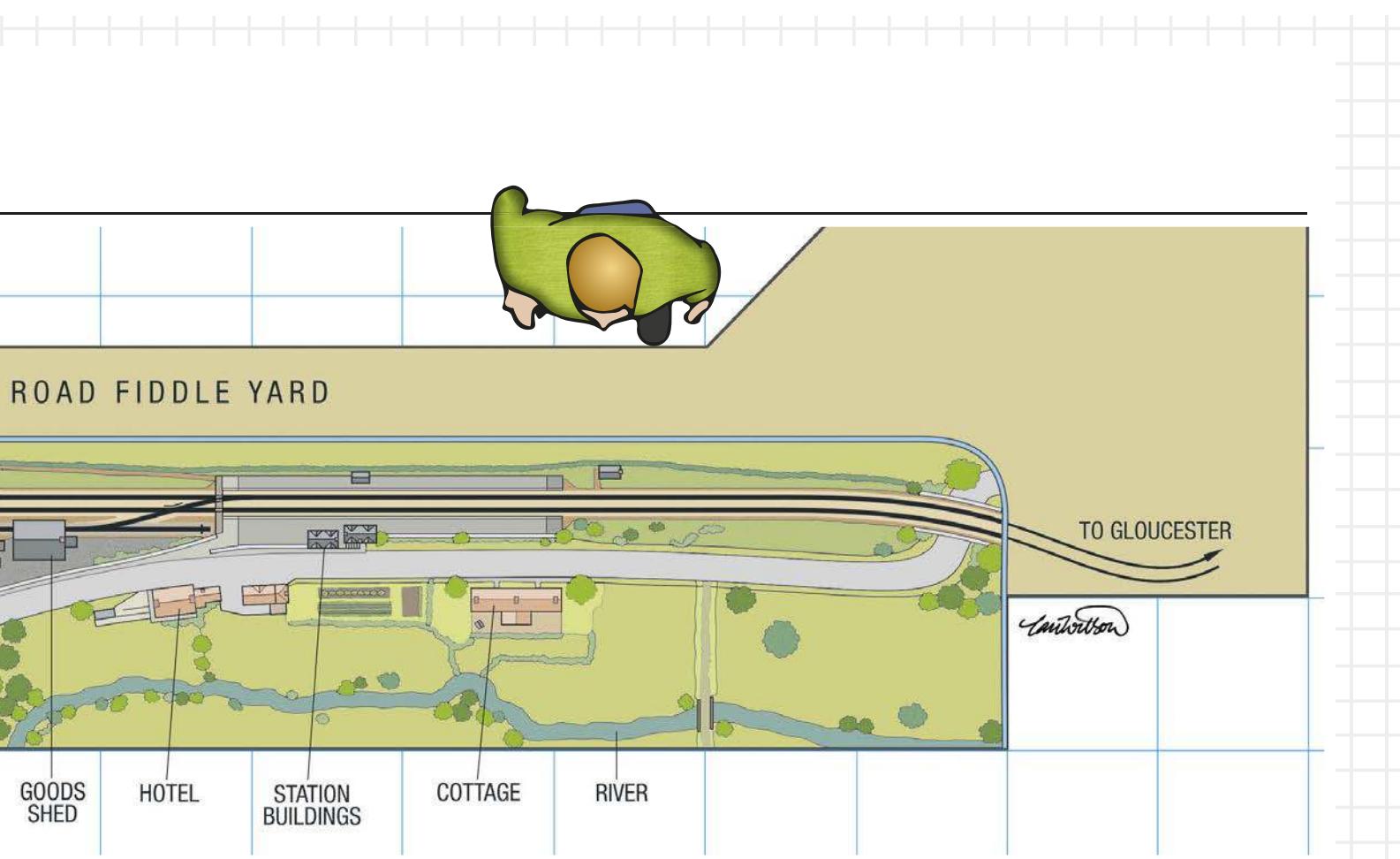
BACKSCENE

The backscene is removable and rolls up for storage. This has proved far better than having it permanently attached to the boards. It means it can be as high as we want, without increasing the size of the boards. It has no joins, is relatively cheap and is easy to replace if damaged. Damage is less likely because we don't need to put it up when working on the layout in the clubroom. We took a series of photographs walking along the opposite side of the valley, stitched them together in Photoshop, then stretched and extended them to match the model. It was printed onto self-adhesive vinyl and stuck onto 1mm 'Foamex' board professionally – most companies that print large display banners can do this, the cost was about £150 inclusive.

Trackplan

WICKWAR





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HOW TO... CREATE A SPRING SCENE

Words & Photography: Michael Russell

Looking to add an instant splash of colour to your layout?
Michael Russell shows how with his spring scene creation.



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The majority of layouts that I see are based sometime in the summer. This is unrealistic of course as the start of summer looks quite different to the end of summer. Also it is quite a boring time of year – many landscape photographers put their cameras away for the summer!

Of course, I can understand this fixation as we all like to think back to those halcyon, sun-filled summers of our childhood. However, it would be nice to see other seasons portrayed on our model railways. This isn't as difficult as you might think as only one or two signature features can easily set the time of year. I like to look at a

model railway and be able to tell the season to within a few weeks. Although the leaves on the trees can set the season to within six months, other vegetation, such as flowers, can narrow it down much further.

There are many off-the-shelf kits available to help you model the seasons with little effort, so really there is no excuse. This article looks at modelling spring using kits and parts that you can easily obtain and build without spending vast sums or diverting too much attention from what is probably your main interest, the railway itself. It pays to do so, as your effort will stand out from the crowd and you will model in a more holistic fashion with no obvious weak points. ■

SHOPPING LIST

- Busch (1318) Grass Mat
- Busch (7046) Brown Scatter
- Busch (9782) Tulips
- Busch (6060) HO bushes
- Busch (6141 and 6142) HO Pine Trees
- Peco (ST-290) Platform System
- Peco (LK-25) Platform Seats
- Ratio Station Fencing (431), Ratio lamps (453)

*available from Golden Valley Hobbies

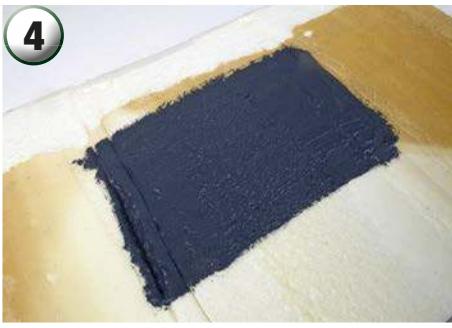
THE GRASS SLOPE



You can make the underlying support for the grass slope using any one of a variety of techniques. I used extruded foam as it is light and easy to form using a knife. It is also a lot less messy than expanded polystyrene.



Using a grass mat is the easiest and cleanest way of getting a grassed area. This one from Busch (1318) is of very good quality. To avoid too uniform a look, the grass has a nice variety of shades and is firmly attached – you won't get any shed hairs with this product!



Paint the area where the station sign is to go using an earth or grey emulsion. Dry-brush some contrasting colour to achieve a mottled effect – I used Burnt Umber acrylic paint.



Fix the grass mat to the slope using PVA. Don't forget to remove the backing from the mat first and to weigh it down evenly overnight whilst the glue sets.



I cut a piece out of the mat for the station sign. Just use a very sharp knife and a ruler. Print out the station name on paper first to get the size of the space right. See Making Station Sign section.

DAFFODILS

See how to make daffodils in my article in BRM April 2013. Download it now! www.brmm.ag/BRMdigi



MAKING THE TULIPS



There are 60 tulips supplied in the Busch 9782 kit. Don't make one tulip at a time (except for test purposes) otherwise it will take you much longer than necessary to complete the task of making them all.



Cut off the protective lattice from each of the five stalk sprues because these get in the way.



Line up the stalk sprues and then go down the length of each with a knife cutting out each stalk as you pass along. You will find it easier if you hold the top of each stalk down as you do so.



Put a blob of cyanoacrylate (superglue) on a piece of card.



Now take one stalk at a time in your tweezers, dip the end in the glue and then press home into a flower in the flower sprue. Keep the distance between the items small to minimise movement. When you are completing a repetitive task this makes quite a difference.



When the glue is dry, take a flower sprue and cut down each flower along one side. Now cut along the other side to free that row of flowers. Rotate the sprue through 90 degrees and do the same again. After four repetitions all the flowers will be released.

7

Don't portray tulips flowering in grassy areas. For a variety of reasons, this is improbable as they are unlikely to repeat flower in such a location.



Mount the flowers on the stands provided or store in a tray, such as these that come with mince pies, so that you don't lose them before planting.



MAKING THE PLATFORM



The platform is made from readily available kits: Peco Platform System ST-290, Peco platform seats LK-25, Ratio lamps 453 and Ratio Station Fencing 431. These kits are easy to work with because they're strong, need little cleaning and are flexible.



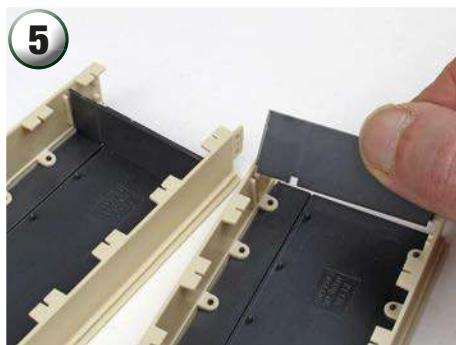
First remove the sprue from the end of each platform surface. Make several light passes with a knife and then bend to break along the score.



A few light passes with a file are enough to tidy up the cut ends.



The platform surface and width can be any one of four sizes. If you wish to reduce the width, score in the appropriate place and bend to break. Do this for the spacers as well as each platform piece.



With the platform face upside down, press the side walls into place and then slot the spacers into place using the grooves at either end. Now add Liquid Poly Cement to hold it all together.



Join the platform pieces together using the tabs provided and glue with Liquid Poly cement.



Mask off the edge stones using decorating masking tape, and paint with white enamel paint. Do this for any edging stones that will be facing track.



Add the self-adhesive facing to the platform sides. Stagger the pieces so that the platform join is less obvious. You can use stone or brick-embossed plastic card for the facing if you want a better finish.



Drill holes for the station fence and glue in place using Poly Cement.



The Ratio swan-neck lamp kit is simple to make. Attach the collar to the post and make up the light units from the lamp heads and glasses. You will find the swan-neck fit into the post and the head much better if you pre-drill with 0.6mm holes. I omitted the base part.



Add platform accessories. Glue the Peco benches in place with cyanoacrylate or Poly Cement. Station lighting is attached using the same glue, but with a pre-drilled hole.

MAKING THE STATION SIGN



The stones are made from air-drying clay. Roll a piece out to a uniform depth and then cut the stones out using a knife and ruler. If you don't measure these, and just use your eye, then they will be slightly different sizes. When dry, paint with white acrylic paint.



Create and print out the sign using word processor software and a simple font – this will help you with alignment. I used the Calibri font size 72. Cut out the letters with a sharp knife.



Stipple PVA through the letter gaps and press the stones into place.

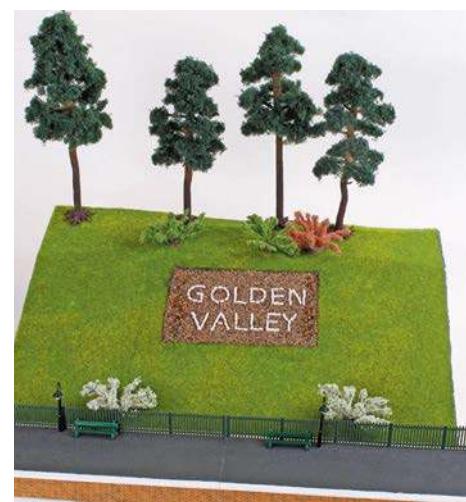
PLANTING THE VEGETATION



The ground cover is Busch brown micro scatter material held in place with PVA glue.



Plant the tulips by making a hole with a pin first, then dip the end into PVA and then plant in the hole.



The diorama is complete. Tree roots can be disguised if required with a little static grass, and foliage changed with scenic flocks if desired to change hues. With so many layouts set in the height of summer because of the colours of the grass and trees used, it's a shame that spring is an overlooked season because it's so colourful. I hope this article has been useful and gives you a few ideas to convert your scenery to spring. If your scenery is tired-looking, rather than replace with like-for-like, why not change the season too?



Since the trees are mass-produced and come from the same mould, they are pretty much identical. To make this less noticeable, ensure that you rotate them in relation to each other when planting so that the curves in the trunks aren't repeated. Using trees from more than one kit also helps with this issue.



The trees and bushes have pre-formed bases and can be glued in place with PVA or contact adhesive. If you are using a foam base then you might like to add a cocktail stick for extra strength. Ensure the roots lie flat to the contours of the ground by carefully bending them as necessary.

INBOX

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

SKILLS DAY

The EM Gauge Society (EMGS) and Scalefour Society are to hold a free modelling skills day on Saturday March 9, 2019 at Low Port Centre, 1 Blackness Road, Linlithgow, West Lothian, EH49 7HZ. The first event of its type organised by the two societies in Scotland will be an informal, but informative gathering of modellers. The EMGS involvement is funded by the bequest of Chris Kedgley, former Chairman of the EM Gauge Society and active member of the Scalefour Society who passed away in June 2013.

Linlithgow is an attractive historic town on the Lochside, almost midway between Glasgow and Edinburgh, with good access from all directions. The Skills Day 2019 in Linlithgow will feature a dozen experienced modellers demonstrating a range of skills, and four layouts will show some of these in practice.

For more details, visit either of the two societies websites:

W www.emgs.org or scalefour.org



BACHMANN TRANSFORMATIONS



I've been RTR 'kit-bashing', so here are some photographs of a Bachmann 04, converted into a Q4 and a Bachmann K3 altered to a K5. The Q4 conversion took a lot of time. I shortened the running plate, made the firebox square with Plastikard, changed the dome for a

larger one, changed the wheel covers by removing and shaping the metal for the centre pair and adding the rears. I also cut down the tender top and added rails that I had spare from a Millholme Q1 tank kit which was on the motion brass fret. I'm looking for a better chimney.

The K5 conversion was easier, starting with the K3 and fitting cylinders from a B1. I cut an older Bachmann B1 body down for the front end. The K3 running plate at the front was cut down and the B1 front end was bonded together.

I've two more models in mind for which I'm collecting locomotives and parts. It takes time but once complete and the results are good it's a great feeling.

Paul Welch, Chesterfield



SHORT 'N' SWEET



Here is my son's compact O gauge micro layout Wyken Yard. It was exhibited at Warley and Peterborough shows last year and can be seen at the Leamington show on March 2/3. Justin and I have been volunteering on the Talyllyn Railway for 35 years in various operational capacities – from Controllers to Guards, Stationmasters or Booking Clerks. My wife is a Station Mistress, so it's a family occupation! When I lived in Leamington, I founded the club and recall Phil Parker visiting as a young schoolboy with his dad!

Nigel Adams

ERRATUM

In Tony Stratford's article 'The evolution of making model trains' last month, we attributed the PCA wagons in one of the captions to Cavalex models. This is incorrect, the PCAs being a product of Accurascale. The PGA and forthcoming BBA wagons are correctly attributed to Cavalex Models. We apologise to both manufacturers for the confusion.



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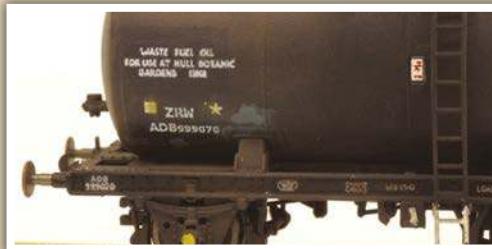
RMweb.co.uk

PRINTING IN WHITE

Following recent correspondence within the inbox pages of **BRM** regarding the production of home-made transfers, in particular, printing white lettering, I thought you might find the following of interest. As an N gauge modeller, the availability of transfers for certain projects is frequently an issue and can often result in bringing a project to a halt. The ability to produce my own designs on occasions is something that's been high on my agenda for some time.

I had previously successfully printed black and coloured designs using an ink-jet printer on transfer sheets from 'Crafty Computer Paper' – however, the holy grail of being able to produce white lettering was until recently a pipe dream. Crafty Computer Paper seems to have ceased trading and it was whilst trying to find further transfer sheet stock that I stumbled across a German-based company called Ghost www.ghost-white-toner.com

Ghost offers a range of white toner cartridges for laser printers, where you make your designs in black, swap your normal black (K) cartridge for the Ghost white cartridge, adjust a few printer settings, then print what is black on the computer screen in white toner onto its Waterslide Decal Foil. The foil offered has a pale blue background to assist with viewing your creations, and the carrier film is commendably thin (Ghost states 7 microns). An informative instruction booklet was supplied with the cartridge.



The photographs illustrate what I achieved on my first attempt and include cruel enlargements which show the limitations. Remember, these are N gauge – note how reasonably the smaller characters stand up against the manufacturer-printed markings towards the centre of the sole-bar. It's quite possible that further improvements could be made with different printer settings and trial and error.

The cartridges that Ghost produce vary widely in price depending on the size/yield and what model of printer is being used. I was in the market to replace an old and costly to run ink-jet, I was able to pick the best combination by sourcing a suitable laser printer from a UK-based online retailer, and then ordered a white toner cartridge to suit.

The combination came in at around £400 which sounds a lot, but is cheaper than I previously thought possible and can be partly offset by the fact that toner doesn't evaporate, so you don't need to replace ink at regular intervals, regardless of usage.

Tony Buckton

ABOUT TOWN

I have been railway modelling all my life and have built several layouts and had a hand in many club layouts. I had been looking for a new challenge, so acquired a commercial showcase, housing a rudimentary model depicting a regeneration project of a shopping street on the edge of a town centre. It took a long while to motivate myself, but it was just the start of a long journey of over ten years to create something quite different to the usual railway layout. I stripped out the contents and started designing 'Upper Oreful Street'.

The street is typical of somewhere in London on the transition between overhead and conduit power. The buildings are replicas taken from around the country to create something which would have existed in the 1930s and 1940s.

I took time researching through books, illustrations at museums and online. Gradually, I built up a library of photographs and ideas. Finally, I decided on having trams and vehicles travelling down the main street with overhead wires and two side streets – one of which has the conduit system, an exchange area between overhead wire and conduit with part terminus feature, bus and tram stops, and working traffic signals. Other features evolved as detailed design progressed. At one of the tram stops, the passengers at the stop appear to get on the tram.

David Groves



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WEST HILL WAGON WORKS IN OO

One of the most overlooked and busiest sectors of British Railways was operations from the National Coal Board, providing power throughout Britain. Inspiration for the layout started out when I was a younger boy, with my father working at the Derby Technical Centre and often visiting my late step-grandfather's work at Burton Wagon Works. This is a OO gauge fictional layout that mimics many small wagon maintenance workshops that were located throughout Britain. Due to the relentless work schedule of Merry-Go-Round trains and heavy use, these wagons often required repairs to stuck hopper doors, or damage on the door-gear from the 'Daleks', used to open and close the hopper doors.

The main wagon workshop utilises Peco inspection pits, modified with lighting by drilling out small holes for micro LEDs. The concrete effect floor was created using general household filler and Plastikard that was trimmed neatly allowing wheel flange clearance. The Peco Code 100 trackwork was ballasted with standard grey fine stone, and black coal-dust added in varying degrees before weathering. Cable trunking, cabinets and lineside details were also weathered.

DCC control is used, and because this is an exhibition layout, we use wireless handsets to give us freedom to move around at shows. The Gaugemaster Prodigy Advance 2 system has proved very reliable and easy to use. Most of our locomotives use Lenz decoders because they give us great reliability and super-smooth running.

Measuring 10ft x 2ft, the simplicity of connecting and taking the layout apart was important; the main control panel is removable with two simple connections. This panel has all controls for signals, track and lighting power, and the 12 point motors with illuminated push buttons to show simple routing. The simplicity of the connections is helped by using DCC Concepts' Cobalt point motor system which makes wiring point motors simple because each has only two wires.

The choice of materials for the scenery and buildings on the layout was key, because the layout is being kept in a garage that varies of temperature and humidity, and the layout is transported to shows throughout the year. Most buildings are robust Bachmann Scenecraft or Hornby Skaledale items, with our own modifications including lighting, weathering, painting and interior detail. Buildings are removable by lifting straight off and we have used objects including pallets and shelving to ensure they return to the correct position. This is important because copper tape is used to provide electrical contacts for lighting between the baseboard and building.

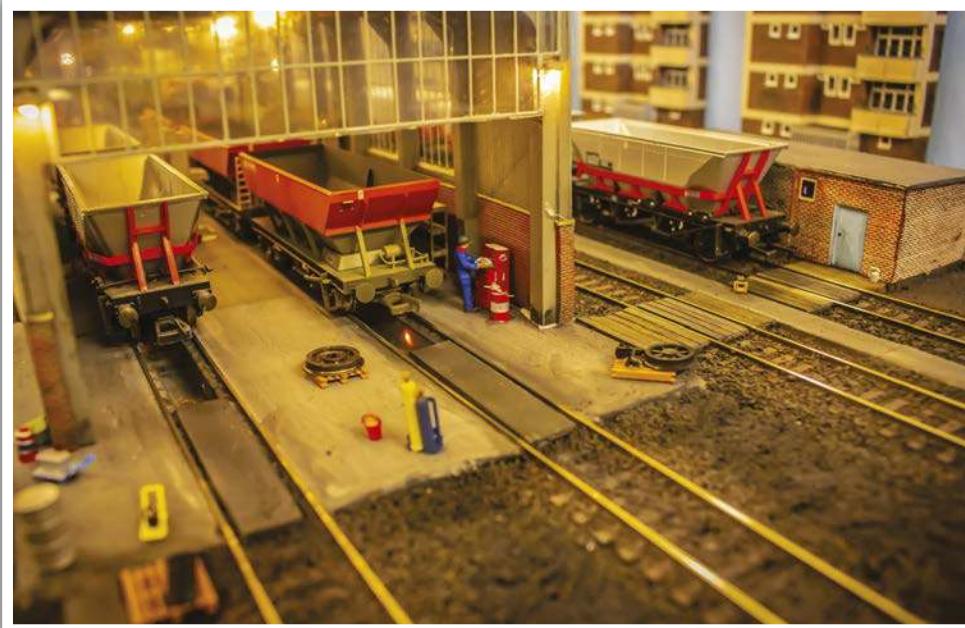


Most of our rolling stock has been weathered and many incorporate sound and lighting features. Locomotives and wagons enter the layout from two tunnel portals at the rear of the layout, with storage sidings enabling us to keep our layout running smoothly. All locomotives and rolling stock use standard narrow tension-lock couplings, however hooks on the locomotives are removed to make uncoupling much easier when we are showing the layout. Diesel locomotives range from BR green and blue through to sectorisation liveries, coupled with respective rolling stock to enable varying sequences depicting operation from late-1960s with 16T mineral wagons, into the era of Merry-Go-Round trains right through to the demise of MGA wagons in the late-1990s.

The general operation of the layout consists of a small branch line to the rear onto which small rakes of wagons are brought onto the layout. Arriving wagons are collected by a shunting locomotive for transfer to the holding sidings, being pulled back up the head shunt to clear the branch line. Locomotives can also be stabled at the small depot on the layout. Wagons are moved as required from the holding sidings into the workshops for repairs. Once completed, the wagons are returned to the holding sidings and coupled into short rakes and shunted back to the branch, ready for dispatch by an awaiting locomotive. Find out more at: www.facebook.com/WestHillWagonWorks

Chris Bowers





THE BILLY BOOKCASE LAYOUTS

PART 1

Words & Photography: Phil Parker

Struggling to find space around the house for even the smallest of layouts? Phil Parker has a solution, in the shape of a bookcase...

Railway modelling is a hobby that offers something for everyone. For many people, the attraction is the locomotives. They are the stars of the show and sit resplendent in a display cabinet, or perform on a simple layout which is little more than a length of track with few scenic features to distract the eye.

Others, like me, are more interested in building a complete scene. The number of rivets on a bufferbeam doesn't worry us, but the right colour of roof tiles might.

The trouble with building lots of layouts is that you need plenty of space. If you are lucky enough to own a barn for your hobby, that's great, but most of us don't. This probably explains why more and more of us are attracted to building micro layouts.

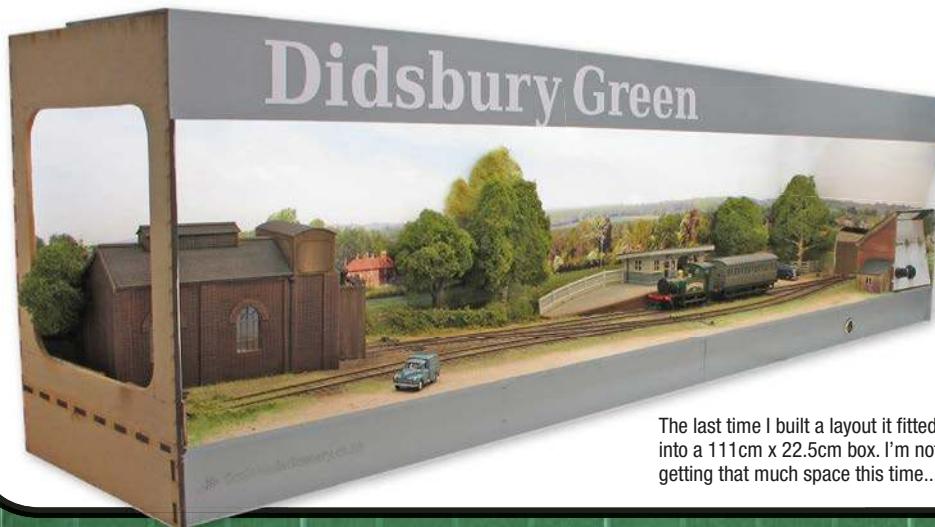
According to the Internet, a micro layout is a model railway smaller than four feet by two feet in OO and N. Scales of O gauge and above are allowed six feet in length. The question is, can you have fun building a model in this space?

Regular BRM readers will know that I've built several layouts smaller than this over the years. Last time I was aiming to take the model on an aeroplane for a trip to Australia and before this I've built models to fit in various boxes.

When discussing the next project, I struggled to decide which scale to work in. OO is the most popular, and the one readers will be most familiar with. On the other hand, interest in 009 is growing thanks to all the new RTR models on sale. How about N



A Billy Bookcase. These are available in different heights. We're going for a three shelf version, but if you want more layouts, perhaps something taller would be more suitable? Or you could put layouts on the top and books on the lower levels. (Photo: Ikea)



gauge? I've not built what you might call a 'proper' layout in the scale ever. Decisions, decisions...

The thing is, small layouts come with a big benefit – they don't take long to build. So, instead of spending time trying to make a decision, why not work in all three scales? A trio of layouts, even small ones, still take up space. How to house them in a normal home?

Flicking through an Ikea catalogue, a perfect piece of furniture leapt out – the Billy Bookcase. Billy isn't big – the space on

TOP TIP

Designing a layout isn't something that you should be expected to do in five minutes. Think about how you'll operate it - will it be interesting enough? Where will you park trains when not in use? Is a fiddleyard really necessary? Several sketches might be required before you find the ideal plan.



the shelves is 76cm by 26cm, but even on the shortest version you do get three of them, one for each scale I'm planning to work in.

Asking around, it seems that I'm one of the few people not to own a Billy already. If they are that popular then it's obvious most homes can find space for one. Therefore, if I can build a layout on a shelf, most homes have space for a model railway!

OO gauge

Perhaps it's not surprising that I'm not the first person to have spotted the possibilities of these bookcases. There is a thread on RMweb from 2012 discussing possibilities. A couple of people made it to the track laying stage while others appear to have got no further than planning.

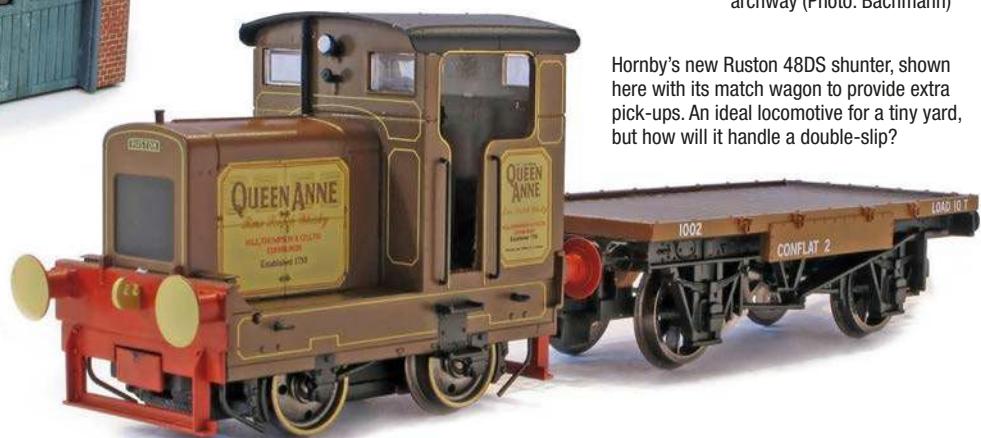
One of these, Andrew Young, known as 'cornamuse' on the forum, has produced a couple of really nice-looking plans using Anyrail track planning software. I immediately liked the look of both of them as they offer quite a bit of operating potential in a tiny space.

In OO, such a tiny space demands a suitable industrial setting. Internal lines within factories tend to be the only prototypes where you find really cramped trackwork like this. Railway companies generally had more ground available, especially in the countryside.

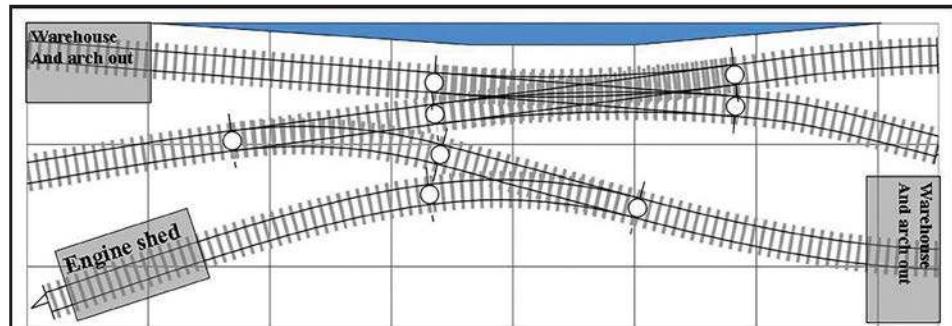


Petite Properties has also introduced some industrial building kits in the last year such as this one, Harper's Yard.

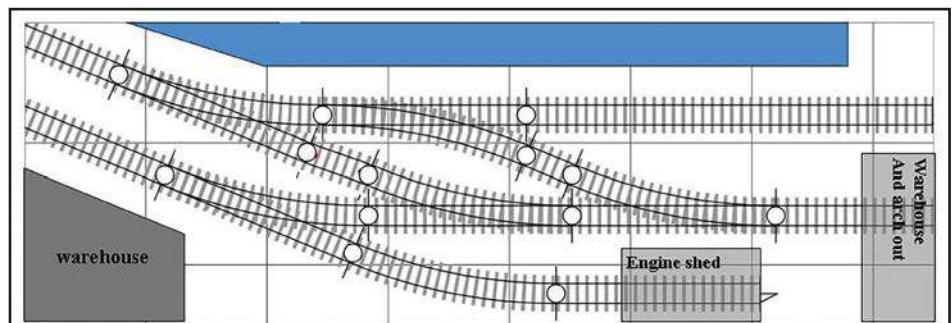
Bachmann's industrial range of Scenecraft buildings should be perfect for the OO layout, with a bit of modification of course. Looking at the 44-0086 Industrial Gate House, I can't be the only person who would love to see a small loco running through that archway (Photo: Bachmann)



Hornby's new Ruston 48DS shunter, shown here with its match wagon to provide extra pick-ups. An ideal locomotive for a tiny yard, but how will it handle a double-slip?



The trackplan drawn up by RMweb member, Andrew Young, looks nicely complicated and offers reasonable operational potential. We might have to consider chain shunting to make best use of some of the sidings, though.



An alternative plan for the space by 'cornamuse'. This one includes a run-round loop which will make operation easier.

Industrial models are very much my sort of thing, but until relatively recently, have required lots and lots of scratch-building. Not any more. Bachmann's range of ready-to-use industrial buildings look to be just what I need for this project. I'll supplement these with some kits from Petite Properties. It will be interesting to see how well the two can be combined so you can't tell where they came from.

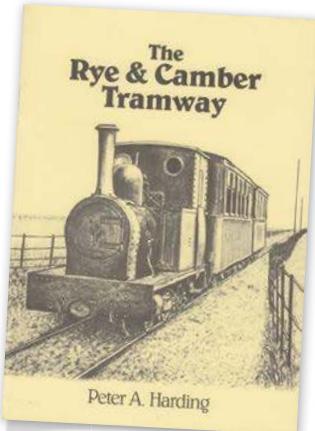
As far as rolling stock is concerned, we are better served than we were a few years ago. Hornby offer a W4 0-4-0ST Peckett already and there is a chance the newly announced B2 0-6-0ST version will also fit once it arrives later this year. The 48DS diesel shunter is great for using with micro layouts, too. Hatton's Andrew Barclay 0-4-0ST would also work well so we'll give all these a try.

DC or DCC? I'm a bit of a traditionalist so I'll start with DC. I don't think that I've ever used a double-slip on a layout before so that's going to be an adventure with electrics. Let's not get too adventurous straight away! Having said this, I can see that some sound would be nice, perhaps even with extra background noises to suggest a bigger factory beyond the boundary of the layout edges.

009 gauge

If we are going industrial in OO, I feel that the narrow gauge model should provide a contrast with plenty of greenery. I'm also keen to avoid the trap of building a main line station, but with narrow gauge track. If a town could justify a large and complex station, the chances are there would be enough traffic to support a standard gauge line. On the continent, complex narrow gauge was much more common, but this is British railway modelling.

From Bachmann's 009 range, 'Peggy' operated on the Ashover Light Railway, but with a little history re-write, we'll move it to our line.



Inspiration has come from Peter Harding's history of the Rye & Camber Tramway.

One line that has always appealed to me is the 3ft gauge Rye and Camber Tramway in Sussex. Part of Colonel Stephen's empire of branch lines, it was an idiosyncratic little railway whose primary traffic consisted of golfers and day-trippers. Goods traffic was mainly sand for the MOD during WW2, and two years after the cessation of hostilities, the line closed.

Taking Rye station as my inspiration, my initial plan looks like it can be squeezed into the confines of the shelf. Once I lay things out full-size, I suspect that we might lose one of the rear sidings as they run perilously close to the backscene, and if the main traffic is passengers, little in the way of goods facilities will be required.

As far as rolling stock goes, a Bachmann Baldwin will be perfect. On the shelf, I have a fully-lined 'Peggy', the most attractive livery the company currently produces. It's quite a lot larger than the R&C locomotives, but Col. Stephens was well-known for buying up second-hand motive power as well as moving it around his empire. Who's

to say he didn't decide 'Peggy' should move from the Ashover light railway?

We'll need a couple of coaches and, again, these will come from other railways so I'll be looking at the 009 kit world to see how hard they are to build. Those small bogies might be a challenge for my fat fingers.

All this suggests that the layout should be an attractive, possibly even slightly chocolate-box scene. Plenty of grass and trees on an undulating landscape are the order of the day, along with a photographic backscene.

N gauge

Completing the trio, I'm keen to build an N gauge model to see how the smaller scale makes better use of the space. In theory, we ought to be able to fit a lot more model on the shelf, but I don't want something crammed with trackwork.

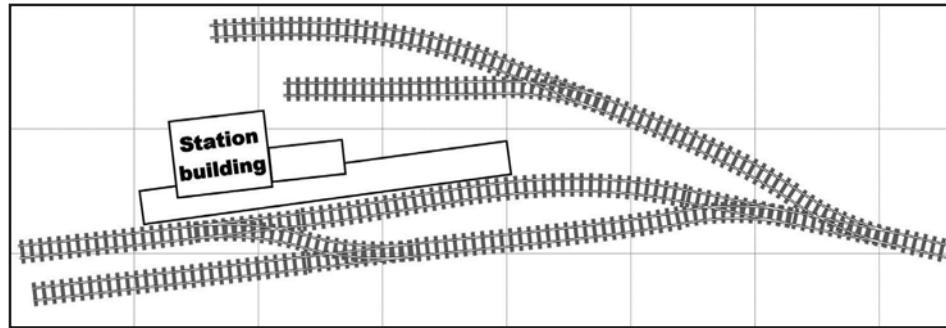
So, I'm throwing down a challenge to N gauge modellers via RMweb. We have a shelf, how would you fill it?

I'll have a look at the plans, pick the one that I like best and build it. As far as the design goes, we don't have a lot of N gauge stock so something operable with a single locomotive would be perfect. Any era and any prototype will be considered but the stock at least, must be available ready-to-run.

Big plans

I'll be building all these layouts during 2019 and serialising them in **BRM** as well as posting extra photos on RMweb. As we've done with other layouts, we'll open threads to discuss them as I go along so everyone can be involved. All being well, at our Peterborough show in December, I'll be packing a bookcase and three small model railways in the back of my car. ■

Next month... Baseboards



Based on Rye's narrow gauge station, our basic plan for the layout. In theory, the run-round loop will accommodate a pair of bogie coaches. We'll know for sure when the track is laid out.

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EALING ROAD

Barry Cossins, team captain of 'Missenden Modellers' from Channel 5's Great Model Railway Challenge, recalls the difficulties and long-term benefits which arose from their participation.

Words: Barry Cossins **Photography: Andy York**



Factfile

Layout name: Ealing Road
Scale/gauge: 4mm:1ft / OO
Size: 5ft x 10ft
Era/region: 1950s BR(E)
Location: Fictitious West London
Layout type: Continuous loop



Despite its simplicity, 'Ealing Road' has operational scope to run up to five trains simultaneously, including shunting in the dock area. Ex-LMS 'Compound' 4-4-0 No. 40934 enters the station with a local passenger.

I had heard about the Great Model Railway Challenge (GMRC) through my Club - the Risborough and District MRC. I was sceptical about the idea and concerned it wasn't a serious attempt to promote the hobby, but I was intrigued. Later, I received an email from a former tutor of Missenden Abbey Railway Modellers (MARM) who'd asked if I knew about the 'Great model railway bake-off'? He suggested I'd be a good team captain, told me where filming would take place and a host of other details that weren't yet public information. I did some research and came to the view that perhaps it might be fun and a chance to demonstrate some of the many

interesting tools and techniques I had learnt at Missenden Abbey Railway Modellers.

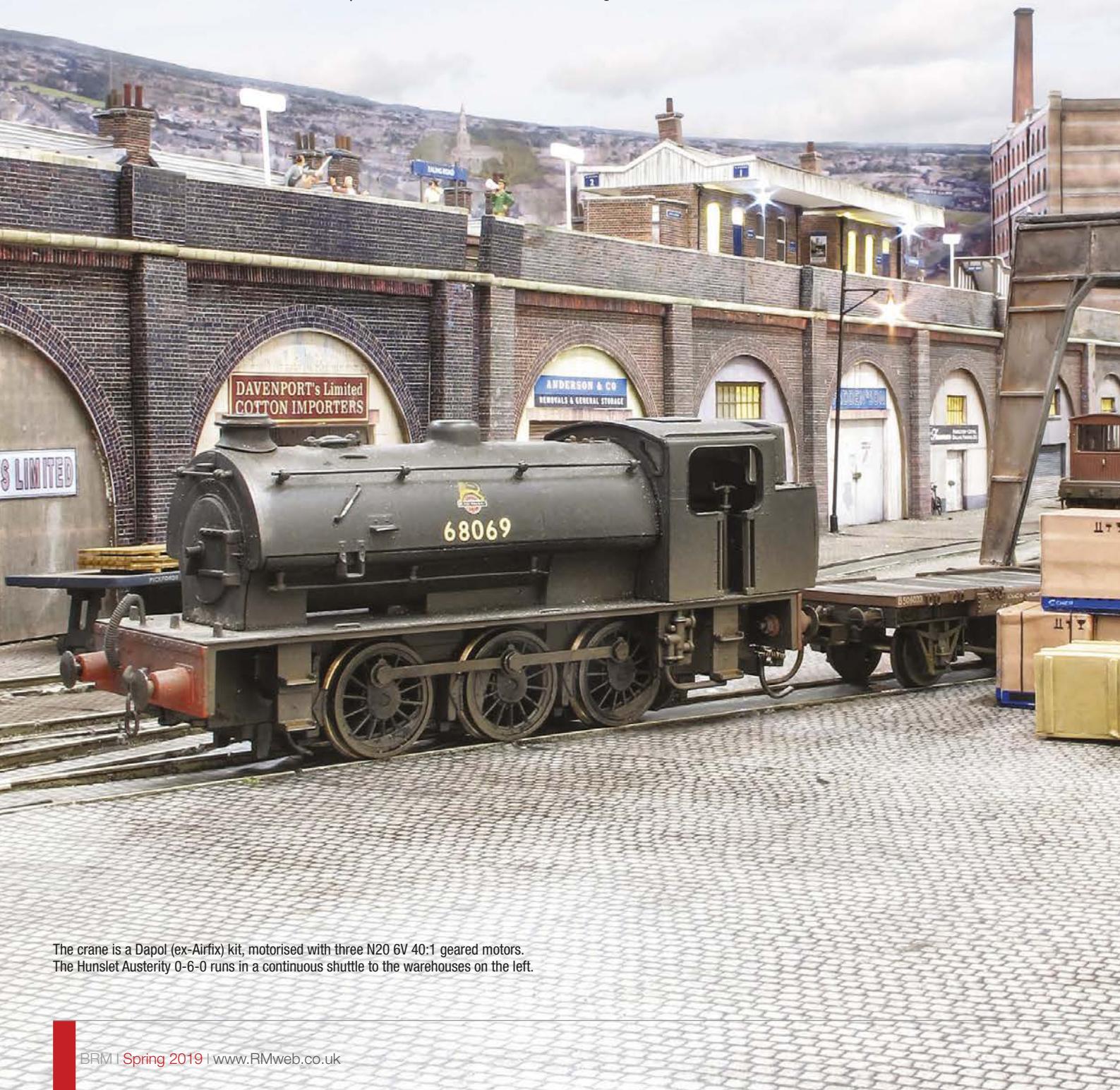
Imagine my surprise when out of the blue I got an email from the production company asking me to form a team! Chris Langdon, organiser of Missenden Abbey Railway Modellers had seen Knickerbockerglory, the production company, and was convinced this was a brilliant opportunity to promote our hobby. He helped me assemble a team.

Initially we were a disparate bunch. Some of us knew one or two others and I knew three of the others. We are now all firm friends and I was blessed to have found myself with a team of talented modellers with a mixture of skills and specialities.

Settling on a theme

The guidelines, rules and briefing documentation arrived and we had to work to a theme of 'The Movies'. The more animation, height, light, sound and as many trains moving as possible, the better. We were also told it would be great if we had something like an exploding volcano, for example!

We were expecting something more conventional, like 'country branch line', but spent a few days mulling possibilities, such as 'Bridge on the River Kwai' with an exploding bridge, but could we model palm



The crane is a Dapol (ex-Airfix) kit, motorised with three N20 6V 40:1 geared motors.
The Hunslet Austerity 0-6-0 runs in a continuous shuttle to the warehouses on the left.



trees and did we have suitable rolling stock? 'Back to the Future', 'Brief Encounter', 'The Railway Children', 'Dr Zhivago' and even 'The Titfield Thunderbolt'. All of these, we felt, were one-trick-wonders that would have to be based around a single scene or moment.

We found a list of the top 100 British films of all-time, amongst which were a host of Ealing Studio films. We all agreed to use a medley of several, rather than one. 'Ealing Road' designed itself because 'Whisky Galore' and 'The Maggie' needed a dock,

'The Lady Killers' needed the Copenhagen Fields cutting and 'Passport to Pimlico' needed bombed out buildings in London.

We produced a track plan, a detailed synopsis of the layout and themes, along with sketches of our proposal. The producer fell in love with the idea of flying pigs!

The build

From the outset, the plan was ambitious and the team kept coming up with ideas. We simplified the track plan to make it operationally simple and to push the

Missenden Modellers

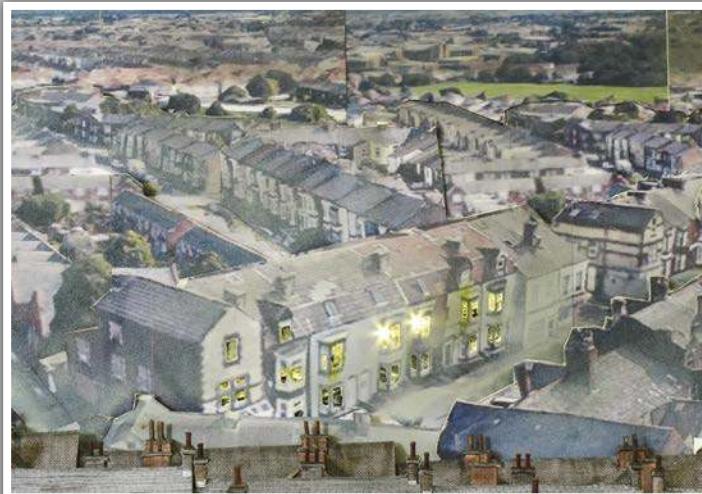
Missenden Modellers is a group of railway modellers that arrange three events a year at Missenden Abbey in Buckinghamshire. There are two weekends and a summer event. The idea is that you can attend a course from a host of railway modelling-related subjects to either learn or improve a skillset. I discovered them five years ago when I took up the hobby and it's through these courses that I've become the modeller I am today. That, and a lot of practice.



The effect we were looking for was a forest of roof tops and chimneys, behind the raised station, over the viaduct, stretching away to the horizon.



The team's 'four favourites' on 'Ealing Road'



1. The Backscene

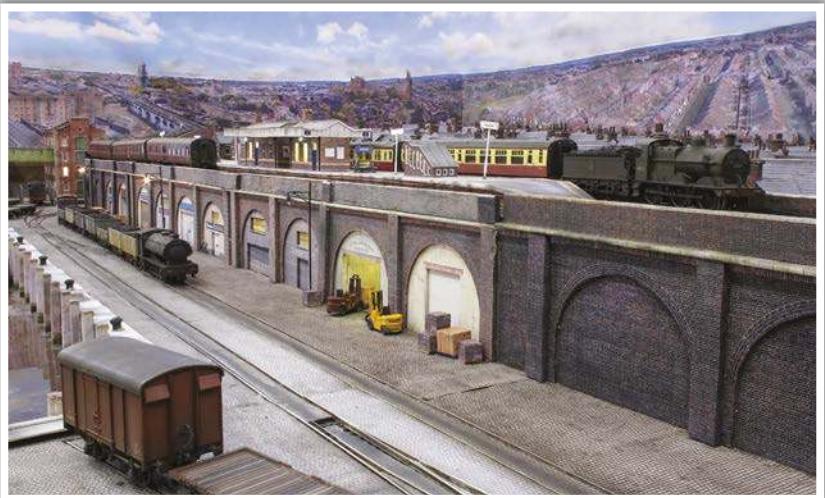
For many layouts, the backscene is an after-thought. With forced perspective, it's an integral part of the design - a 2D image that morphs seamlessly into a 3D model. It's made using flexible MDF and is 2ft high and 16ft long. Created using Google Maps, the limitation is that the view is only something fairly current. It will include lots of modern buildings that wouldn't have been there in the 1950s. The closely-packed Victorian slum terraces of London's East End suffered terribly during the war and not enough survives today for a backscene. Liverpool, however, is better preserved and we found a large area of unbroken terraces in Hartlepool that we felt would substitute for those in London. Into this we blended churches from the East End of London so the horizon would be a recognisable field of spires and landmarks.

Paul Bambrick, a tutor at MARM, is the master of 3D backscenes. We incorporated a simpler and quicker version of his techniques by creating a backscene with multiple layers, each spaced forward with a layer of 5mm foamboard. To do this one needs a continuous section of backscene with lots of roof lines or hill tops that can be cut as horizons.

2. The Dock

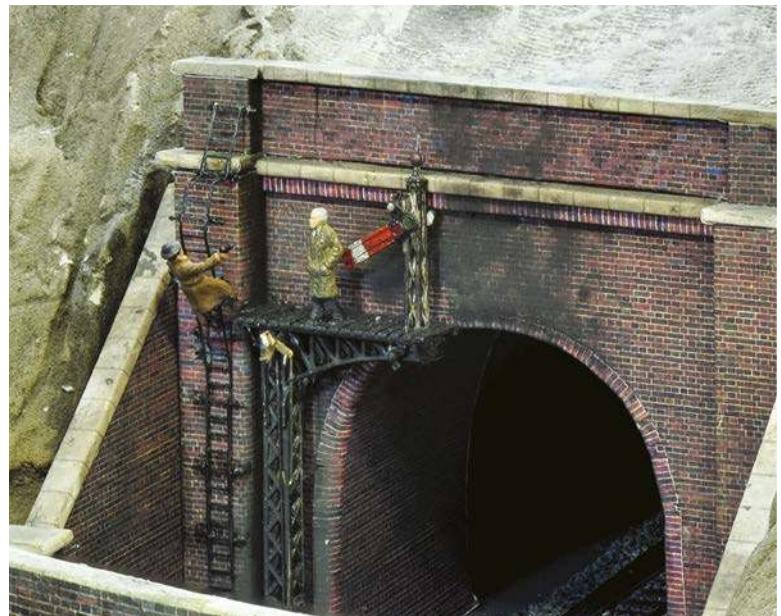
The dock was one of the six pre-builds with animation. Both the derricks on the larger ship SS *Cabinet Minister* work. This was made using a series of small motors and servos to make the derricks function properly. It was based on a Scalescenes model, but with extensive modification and scratch-building around the original. It's a great piece of modelling and adds height and interest to the foreground. The dockside crane was built from a Dapol kit, modified to make it function. It has three motors with gearboxes inside the cab.

The crane and the ships were always part of the design, even before we got the film theme. They add high foreground detail through which people have to look to see the rest of the layout. This tricks the eye away from focusing on the railway, and makes the railway look like part of the landscape. It was fortuitous that they fitted so well with the scene from the film 'The Maggie'.



3. Special Effects

'Ealing Road' is packed with special effects. A Faller lorry runs along the road from the back and along the quayside into a warehouse. Buildings all over the layout, including the backscene, are lit. The lights in the station flicker realistically. There is a plethora of sound effects from The Ladykillers rehearsing their string quartet, seagulls calling at the docks, glass bottles breaking and even the sound of a piano being dropped.



4. The Weathering

We were trying to capture the essence of the London Docks of the 1950s, as depicted in many films of the period including several Ealing comedies. It was a world of closely-packed houses, bathed in smog and soot that was rapidly disappearing, even then! Archive photographs show just how dirty and grimy everything was.



The low water level to the front, and viaduct behind gives 'Ealing Road' three levels of height, with lots of high foreground details to distract the eye. Add to this the sound effects of seagulls and dock machinery, and it could be real.

backscene as far back as possible. There were long discussions with Knickerbockerglory about the rules, in particular, the six pre-built items and what was allowed before the filming. The judges, apparently, never saw any of the documentation we provided and came to a view that what we had done was excessive. It was at odds with what we had thought to be permissible. In other words, we were sunk before we really started.

We planned all of the build in detail, each team member was given an area of responsibility and thought through each stage of the build. Andrew Hicks made the backscene and the docks, John Couchman the station and overall foreground, Rob Thomas the electronics, Andrew Thompson the weathering and Simon Roberts the first three rows of terraced houses.

The buildings are nearly all kits from Scalescenes, which, for a small fee, you can download, print and mount on different thicknesses of card. It became clear very quickly that the only way to build everything in the available time was to get all the card cut. Simon had access to a laser-cutter and we also laser-cut the viaduct arches, pillars and parapets.

We had a chance of completing everything

Public Auction

We were very fortunate in that Hemel Hempstead MRS had some spare space and very kindly offered to host the layout while we worked on it and while it is being exhibited. Our plan is to display the layout at exhibitions over the next year, until the next series of the show is broadcast and we become yesterday's news, at which point it will be publicly auctioned for charity, in aid of the National Autistic Society.

The rebuilt 'Passport to Pimlico' bomb crater amid the ruins of Miramont House (to the left) and with the terraced steps for the houses of Miramont Place to the right.



LAYOUT FOCUS



The canal leads the eye towards Mrs. Lopsided's house, on the hill behind the tunnel mouth. Those familiar with 'The Ladykillers' will recognise the view towards St Pancras on the backscene – as seen through the front door of the house in the film.

- Simon set up a 'Gantt' chart and oversaw progress. We were told on a number of occasions by Knickerbocker that we were the most organised team in the competition, but we needed to be given what we had decided to do.

On a budget

We set out to demonstrate some of the tools and techniques that are available to modellers today - many of which are cheap. We also wanted to produce something that was innovative and different, showing the hobby in a new light, to use methods and materials that anybody could copy. We think we achieved these aims in lots of ways. Most of the electronic tricks we have, the sound modules and the flickering fluorescent lights on the station use electronics that only cost a few pounds. Lights in the backscene are from LED rolls at £5 each.

What happened on GMRC?

We lost because we were judged to have broken one of the rules on pre-building. This is partly a matter of interpretation because all of our plans were agreed, in detail, in advance with the production team and we had asked for clarification that we were within that rule. The judges decided differently and we agreed amicably, that it would be wrong for us to win under those circumstances, so we decided to proceed with the build as designed and accept the consequences. In the end, the right team won. 'Strangers on a Model Train' produced a superb layout starting from empty baseboards and their victory was well-deserved. The rest was down to editing to make the show into more of a pantomime with us as villains.

Post-show

We only had an hour to dismantle at Fawley, and the layout had been put together very quickly given only 24 hours of work time, so things were ripped apart and wires cut. Taking it to exhibitions after the show was a more appropriate goal, which meant a lot of things had to be repaired, rebuilt or built properly to replace compromises that had been necessary to meet the 24-hour production deadline.

The first priority was for the layout to be assembled, disassembled and stored properly. This meant rewiring it and rebuilding the terrace roads into chunks of a manageable size. Then, we had to rebuild both scenic ends of the layout,

where the hillside on the left had been damaged and the warehouses on the right partly destroyed. Added to which we had never really completed the bomb crater area from 'Passport to Pimlico' anything near satisfactorily. The ships and crane had to be rewired and the masts on the SS *Cabinet Minister* were replaced. What took three days to build has taken six months to rebuild, but that is a more realistic timeframe and we've had fun. We've been asked if we would repeat the experience,

and how do we feel about losing? Firstly, taking part was never about winning, it was all about promoting the hobby and having some fun and to a lesser extent, seeing how good a layout you could build in a short amount of time. This was an entirely new concept for a TV programme. The production company knew nothing about railway modelling, so the rules evolved as time went by. We'd do it again because it's great fun, though takes quite a commitment of time. ■



Viewed from above, the forced perspective effect can be seen, with the ground rising as the buildings get progressively smaller towards the rear.

Meet the team

From left to right...

John Couchman – Simon Roberts – Rob Thomas – Barry Cossins – Andrew Thompson – Andrew Hicks



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

MISSENDEN

Take a look behind the scenes as Missenden Railway Modellers setup their OO gauge layout 'Ealing Road' from this month's magazine. Discover what it was like taking part in the Great Model Railway Challenge competition and the challenges the team encountered.

EXCLUSIVE

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



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Have you ever wondered about your job? Is it all you hoped for? Take heart, for at the London Toy Fair there were a lot of people dressed-up in a giant foam costume and then sent out to the public to promote the new Star Wars movie. I was there to promote the new model movie being screened around by their minders. I decided that I was having a much better day.

My task was to see the Solo booth at the Oxford Diecast and Oxford Rail ranges who always make their annual announcements at the event.

I also planned to drop-in on the Hornby stand. I know we have seen it's news already, but you never know if there might be a surprise in store. As it turns out, there was...

Phil Parker

BRM Express editor

Oxford announcements

Very few of us don't have a product from the Oxford range on our layouts. Even if you don't have any of the railway range, there is almost certain to be one of the many diecast vehicles sitting on your model roads. We take a look at the latest announcements and check-up on models in the news. The shops with an exclusive interview with the man in charge of the railway range, Scott Rhodes.

[Read the latest news](#)



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BRM News

The latest news from the model railway world includes: the new Oxford Class 66 samples from Hornby, an industrial water tank kit from ScaleModelScenery, DMR API-P update and Revolution Train Stargate samples. Hornby also featured a set we hadn't seen before on its Toy Fair stand.

[Read here](#)

The Lancashire & Yorkshire Railway Society

See us at Doncaster!
Saturday 9th & Sunday 10th February

Bachmann Interviews

The Bachmann roadshow continues and in Leicester, Andy York catches up with a few people attending the event. He chats to Brian, Model engineer extraordinaire, and Oliver who is responsible for the viennes we see on the products and finishes up with a chat with the guys from his local model shop to find out what they think about the new models.

[Watch the video](#)

RMwebbers discuss Oxford Rail and Diecast releases

Oxford Diecast releases on average one model every day of the year. No magazine can keep up with this, but the crack team on RMwebbers are always on the ball and bring you the latest news on their layouts. They also like to chat about the railway range. If you want to find some rolling stock for your new N7 for example, they are already looking into the options.

[Head to RMweb](#)

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Build a card stone cottage

A few months ago, copies of Bill on the newsstand came with a free Metalcard card kit instead of the usual DVD. Models built from this kit have appeared all over Facebook with loads of people putting their own stamp on the model.

If you fancy having a go, follow our guide.

[How to build your card kit](#)



Phil's Blog - Cake Box Challenge Progress Report

I'm back out on the road. This time it's a trip to the Cheltenham Flyover exhibition held in Steerage where I find some cracking layouts, including a prototype that I never thought would interest me, but it does. A week later and it's back to London for the model engineering exhibition at the Alexandra Palace. There's much more to this show than greasy little action, in fact it's one of the most varied shows in the country.

[Read Phil's Blog](#)



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The free email newsletter that rings you news, interviews, practical features and more.

WHAT'S IN IT? In past issues, we've brought you:



VIDEO: Simon Kohler from Hornby.



VIDEO: Richard Proudman from Bachmann.

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This month, we're giving away four locomotives, to four lucky winners. To win one of the prizes, simply answer the following question correctly and we'll pick four lucky winners at random. To enter, visit our website WWW.BRMM.AG/SPRING19COMP You could win one of these four locomotives...

In which year was Hornby Hobbies Ltd. founded? **1900, 1901, 1980, 1981?**

Prize 1 LMS, Princess Coronation Class, 4-6-2, 6241 'City of Edinburgh' - Era 3 (R3681) Worth £204.99



No. 6241 Duchess of Edinburgh was built streamlined at Crewe and entered traffic at Camden on April 13, 1940, paired with tender 9804. The streamlined casing was removed on February 2, 1947 whilst the locomotive was still at Camden, a shed where it spent the majority of its working life. In storage between November 1962 and February 1963, then again between October 1963 and March 1964, No. 6241 Duchess of Edinburgh was withdrawn in September 1964.

Prize 2 LMS Caledonian Blue, Princess Coronation Class, 4-6-2, 6221 Queen Elizabeth - Era 3 (R3623) Worth £189.99



The original streamlined shape of the Coronation class arose from tests conducted by the LMS Research Department on Sir William Stanier's previous development of the 'Princess Royal' class locomotives. Stanier was said to be ambivalent about the economic value of streamlining, but was aware of the publicity value that such a design would generate.

No. 6221 Queen Elizabeth was the second of the class to be built, leaving Crewe Works in June 1937 for Camden Shed and covering just under 31,000 miles that year, compared to nearly 68000 in 1938.

Prize 3 BR Class 87 No. 87035 Robert Burns - Era 7 (R3580) Worth £170.99



The Class 87 locomotive design resulted from a requirement for a more powerful mixed traffic electrical locomotive by British Rail, needed to cope with the route gradients of the West Coast Main Line between Weaver Junction and Glasgow. Electrification had been newly authorised over this section in 1970 and was scheduled for completion by May 1974, leaving little time to design a completely new locomotive from scratch and so British Rail decided to base the new class on the existing Class 86 locomotives.

Prize 4 SR 'Lord Nelson' Class 4-6-0 No.851 Sir Francis Drake - Era 3 (R3634) Worth £169.99

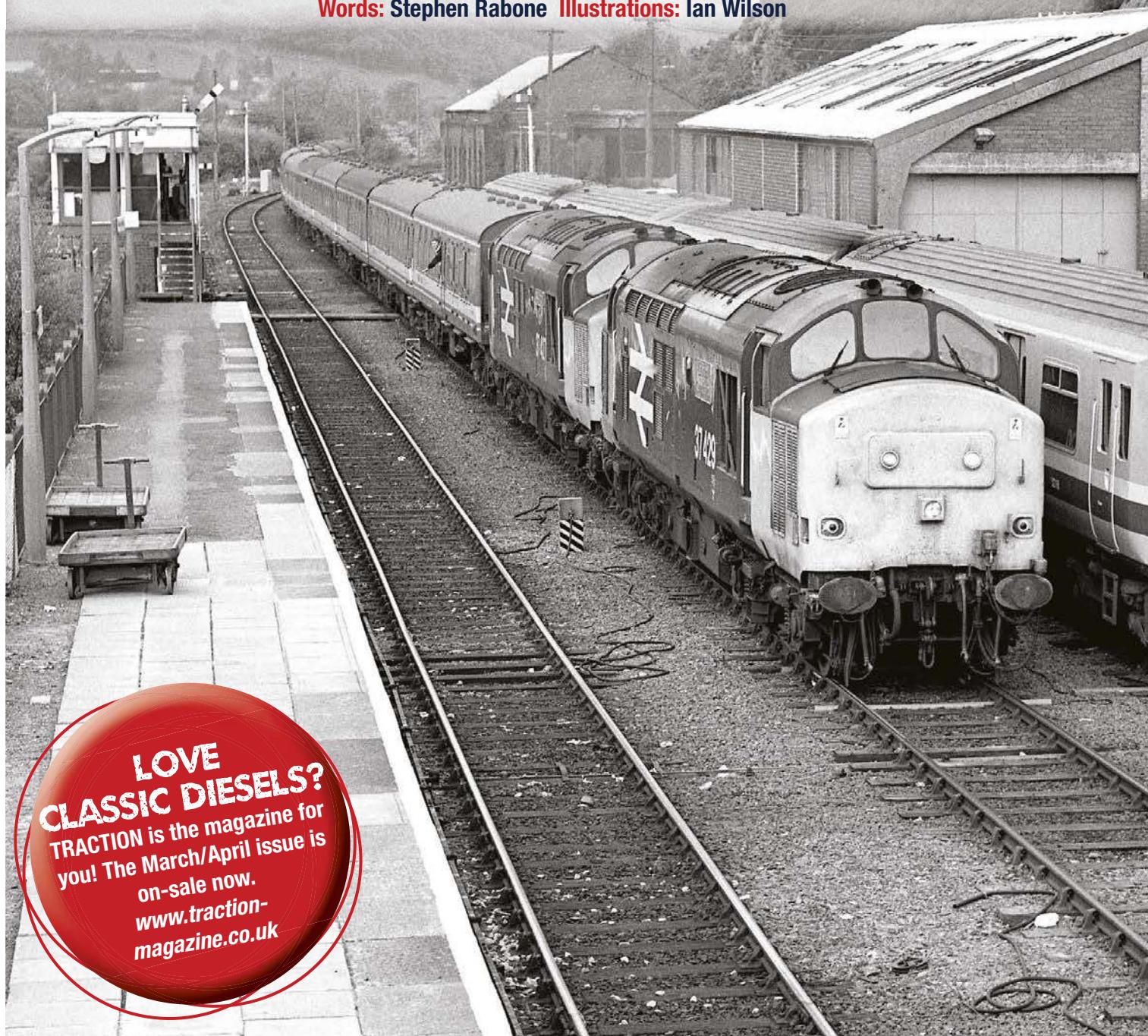


To cope with greater express passenger traffic on the Southern Railway in the early years of Grouping, Richard Maunsell, the Chief Mechanical Officer, needed a locomotive that was more powerful than the King Arthur class, but one that would still conform to the various gauging and weight issues within the region and still be capable of hauling 500T trains at a speed of 55mph. The new Lord Nelson design had to fit within the profile of the King Arthur class. Maunsell altered the positions of the cranks on the Lord Nelson design to give eight exhaust pulses per revolution, rather than four.

MACHYNLLETH DMU DEPOT

Stephen Rabone, Editor of Traction Magazine, demonstrates how your next layout project could stand apart from the crowd, as he draws inspiration from this Welsh servicing depot for Diesel Multiple Units.

Words: Stephen Rabone **Illustrations: Ian Wilson**



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On May 21 1988, 37429 and 37427 arrive at Machynlleth with the 09:40 Euston to Aberystwyth, whilst a four-car Class 150 in original Regional Railways livery stands in the loop alongside the depot.

GAVIN MORRISON

When most modellers think about a layout based on a diesel depot, they imagine a modern structure which has been designed specifically for the job of servicing locomotives efficiently. Unfortunately, this has a habit of producing rather bland layouts which are often indistinguishable from each other or, perhaps worse, too perfect and visually sterile.

Cambrian location

In the early days of diesel power in Britain, many former steam sheds were adapted for the new motive power with, it has to be said, varying degrees of success. Casting around for a suitable prototype to represent this era, I remembered that Machynlleth on the Cambrian line from Shrewsbury to Aberystwyth and Pwllheli had a steam shed that became home for diesel multiple units (DMUs).

For many years the somewhat decrepit shed building, part of it roofless, housed a varied collection of DMUs and the odd locomotive. In recent years, Arriva Trains Wales has established a new maintenance depot here for its Class 158s used on the Cambrian, and the old steam shed has been incorporated into the new track layout. However, the following suggestion is intended to convey the atmosphere of that rather run-down period between the end of steam and post-privatisation modernity.

Historical features

Photographs of Machynlleth in the early diesel-era show a two-road steam shed at the east end, with a three-track roofless area at the west end. Exit lines at either end of the shed lead to a loop by the side of the main line. The two through-shed roads were used for storing and servicing the DMUs, whilst the shorter stub track at the east end often housed a locomotive. A remnant of the steam-era in the form of a turntable pit could also be found at this end, as well as several sidings. One of the most obvious features of the shed was that it was backed by a cliff and steep hillside, thus giving an interesting backdrop on a layout. ■

Missed Parts 1 & 2?

This is the third instalment of Stephen Rabone's diesel depot layout planning articles.

Download parts 1 and 2 at

www.pocketmags.com/traction-magazine

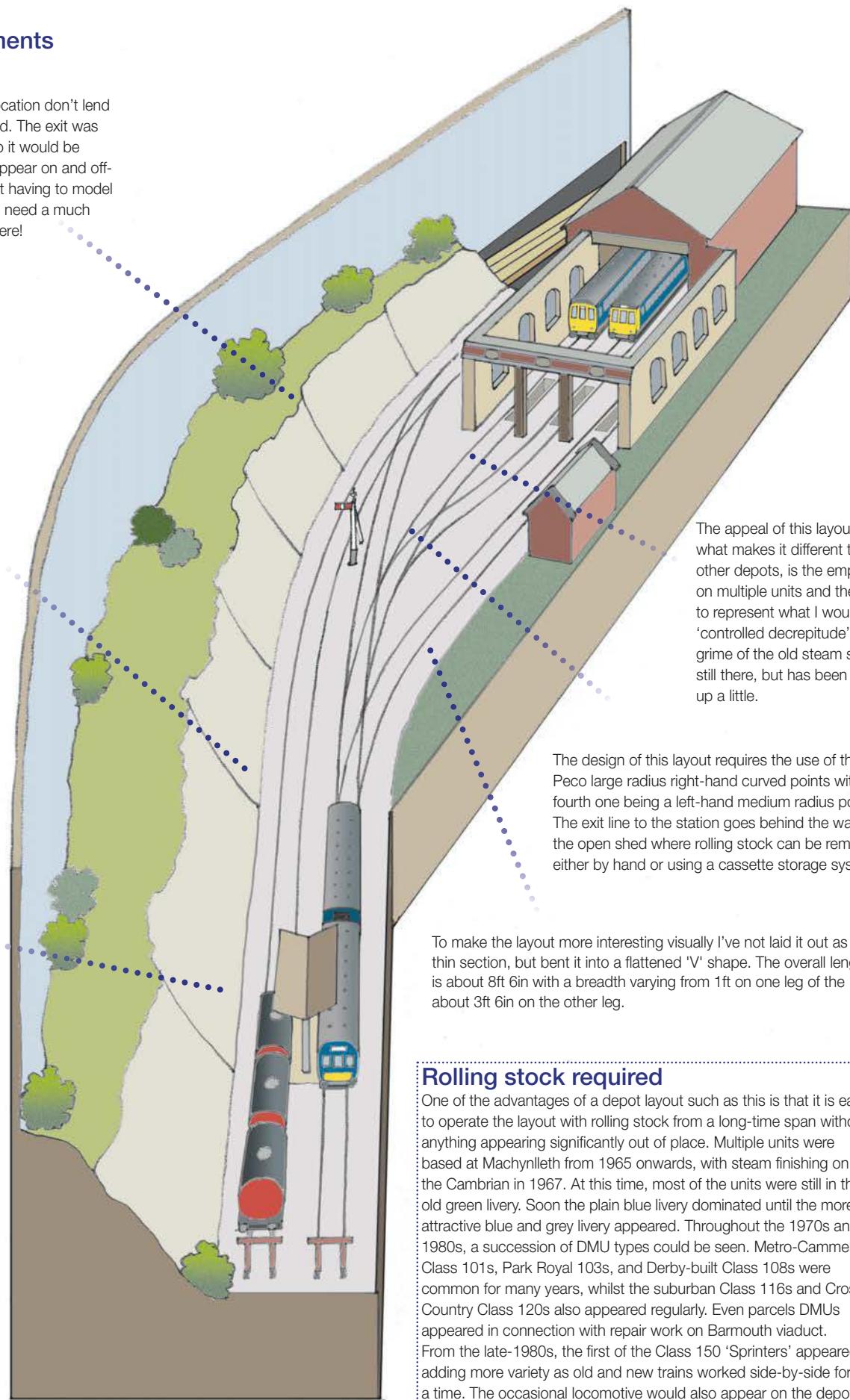
LAYOUT PLANNING

Logical amendments

Various aspects of the real location don't lend themselves to being modelled. The exit was directly onto the main line, so it would be difficult for multiple units to appear on and off-stage in a logical way without having to model the entire station. This would need a much larger space than available here!

The trick to making this plan work was to place the cliff behind the exit line to the station and imagine that the station lay just off to the right-hand side of the hill.

Next to the shed headshunt - which needs to be long enough for a three car DMU - is a siding for fuelling the multiple units. Behind this, and continuing around the track towards the shed, is the cliff face.



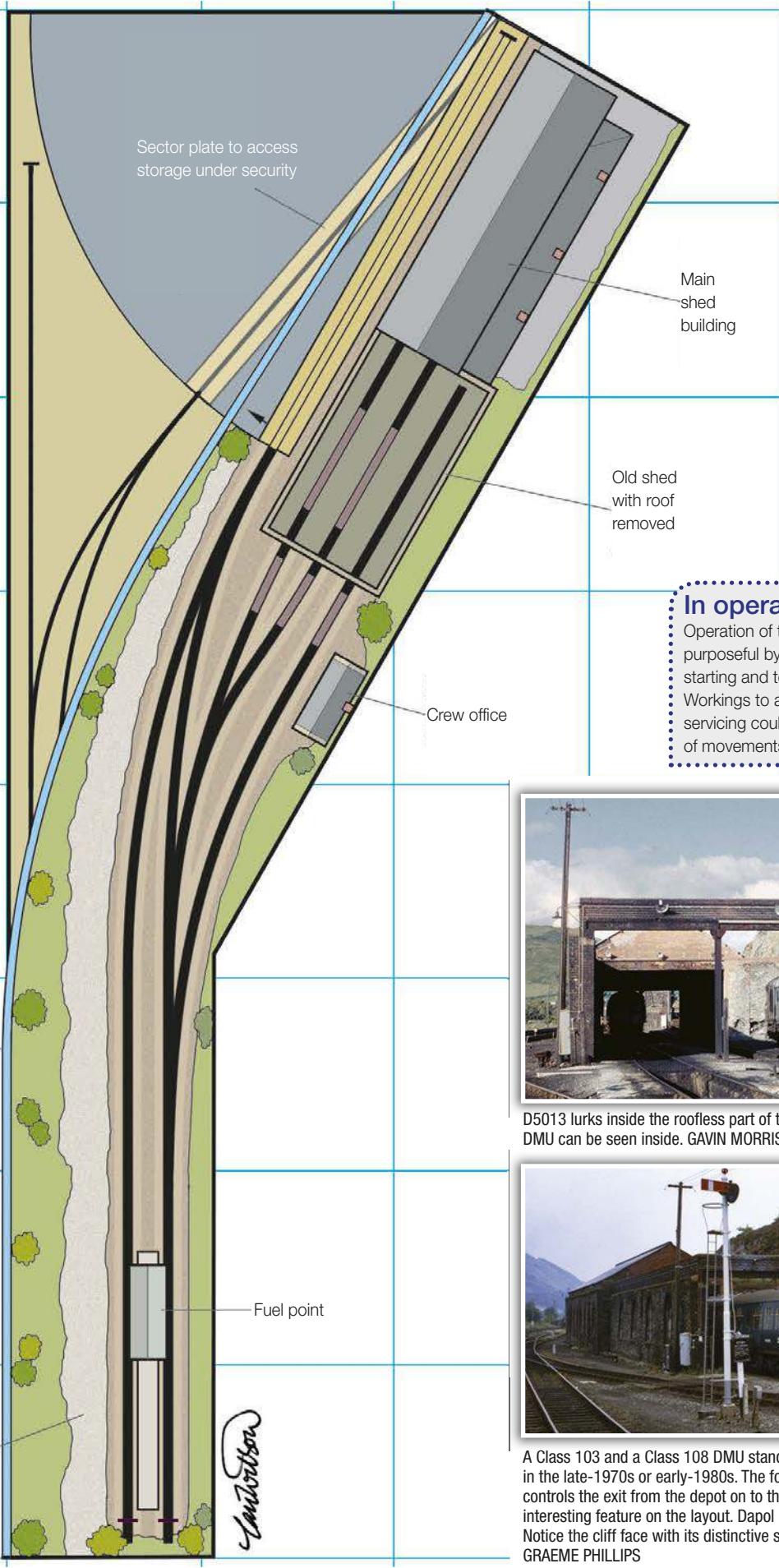
The appeal of this layout, and what makes it different to many other depots, is the emphasis on multiple units and the need to represent what I would call 'controlled decrepitude' - the grime of the old steam shed is still there, but has been tidied up a little.

The design of this layout requires the use of three Peco large radius right-hand curved points with the fourth one being a left-hand medium radius point. The exit line to the station goes behind the walls of the open shed where rolling stock can be removed either by hand or using a cassette storage system.

To make the layout more interesting visually I've not laid it out as a long thin section, but bent it into a flattened 'V' shape. The overall length is about 8ft 6in with a breadth varying from 1ft on one leg of the 'V' to about 3ft 6in on the other leg.

Rolling stock required

One of the advantages of a depot layout such as this is that it is easy to operate the layout with rolling stock from a long-time span without anything appearing significantly out of place. Multiple units were based at Machynlleth from 1965 onwards, with steam finishing on the Cambrian in 1967. At this time, most of the units were still in the old green livery. Soon the plain blue livery dominated until the more attractive blue and grey livery appeared. Throughout the 1970s and 1980s, a succession of DMU types could be seen. Metro-Cammell Class 101s, Park Royal 103s, and Derby-built Class 108s were common for many years, whilst the suburban Class 116s and Cross-Country Class 120s also appeared regularly. Even parcels DMUs appeared in connection with repair work on Barmouth viaduct. From the late-1980s, the first of the Class 150 'Sprinters' appeared, adding more variety as old and new trains worked side-by-side for a time. The occasional locomotive would also appear on the depot with Class 24s, 25s and 37s all known to have paid visits.



Coming soon to BRM...

Industrial ideas

Do you own a small industrial locomotive? Would you like to run it in its correct surroundings? Are you looking to build a layout with an industrial theme that stands out from the crowd? If the answer is yes to any of the above, you'll like the next series of industrial layout designs created by Ian Wilson for **BRM**.

Covering a selection of recently-released small industrial locomotives, we've curated experts to create a selection of inspired layouts to fire the imagination for your next layout project.

In operation

Operation of the layout could be made more purposeful by creating a schedule of trains starting and terminating at the nearby station. Workings to and from the depot for fuelling or servicing could then be simulated in a sequence of movements.



D5013 lurks inside the roofless part of the steam shed at Machynlleth, whilst a DMU can be seen inside. GAVIN MORRISON



A Class 103 and a Class 108 DMU stand outside Machynlleth Depot sometime in the late-1970s or early-1980s. The former Great Western Railway signal controls the exit from the depot on to the main line and would make an interesting feature on the layout. Dapol make a suitable operational model. Notice the cliff face with its distinctive strata which cries out to be modelled. GRAEME PHILLIPS

HOW TO... UPCYCLE YOUR WAGONS

Words & Photography: Michael Russell

BEFORE...



With so much second-hand stock on the market, upcycling a wagon is an economical way of improving your stock as well as being great fun too.

Michael Russell shows you how.

There are several programmes on television looking at upcycling household items to give them a new lease of life. This is economical and makes good sense from an environmental point of view, too. When I go to railway exhibitions, I see at least as much older second-hand stock for sale as new items. So, I decided to have a go at upcycling

AFTER...



a model freight wagon from the 1970s-1980s to see if it could fit in with the high standards of modern model railway equipment. The item I have chosen is a Playcraft 24.5T mineral wagon, however, the techniques could be applied to much of the older stock that is freely available.

The first thing to do is to look at the item of stock and decide what needs updating; it

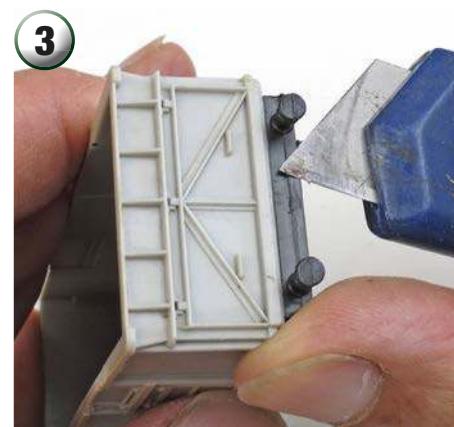
is helpful to make a list. The first thing with this wagon that is an issue is that the wheels are made of plastic. This isn't a good idea and they will need upgrading. The braking system is particularly poorly represented, the buffer heads are undersize and the couplings are incompatible with modern stock. They are also unpainted. Now we know what needs to be done, let's get started.



Second-hand items are often quite dirty. Lever out the wheels and undo the screws holding the couplings in place. Now gently wash the item in soapy water, brushing into all the corners, and allow to dry.



Remove the raised detail starting with a knife and then moving to a coarse file, then a fine file and finally fine grit paper.



Remove flash and seam lines from the body and chassis using a knife and files.



Remove all the brake gear except for the 'V' hangers and the brake levers using a pair of side cutters. File the remaining cut parts away smooth. Save the brake shoes as you'll be using them again.



The brake levers are very thick so I decided to whittle them down using a knife. You may find it easier to remove them and fit a new piece of strip instead.



Many of my second-hand trucks have buffers missing. File the remnants of the old buffer away and then fit a new item using plastic rod or sprue left over from a kit.



If you wish to fit new couplings then remove the old fittings using a rotary milling tool. Use a slow speed and work slowly to minimise production of toxic fumes. Work in a well ventilated area for this operation.



You will want to fit a coupling hook, no matter which coupling system you actually use to couple your trains. I made my own from scrap brass, but couplings are available from Slaters, Romford, 51L, Dart Castings, W&T and Alan Gibson.



Glue NEM mounting blocks from Parkside Dundas in place using Liquid Poly. To get the spacing correct, fit the coupling pocket and ensure that it is level with the buffer beam.



Fit larger buffer heads. Stamp these out from thin plastic card using a 5mm hollow punch. File the old buffer head flat first and then round the new buffer faces after fitting.



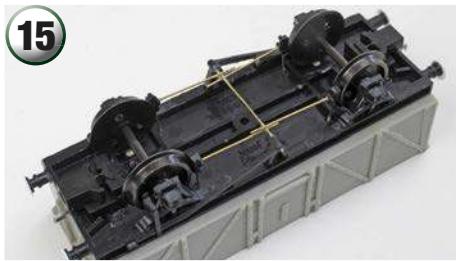
Drill 0.45mm holes in each 'V' hanger and thread through a piece of 0.45mm brass rod. Secure with cyanoacrylate.



Cut the brake blocks out from the brake gear you previously removed. Drill two holes in each and glue in 0.45mm brass rod of lengths 20mm and 10mm as shown. Note that these fittings are handed – drill where the cuts were made.



Fit the new wheels in place and check that they turn freely. If not, then adjust the fit using DCC Concepts' bearing reamers.



Glue the brake linkage in place on the floor and to the transverse member between the 'V' hangers. Note how one linkage goes under the transverse shaft and the other above. Ensure to leave enough clearance for the wheels to turn freely.



Use a rotary tool to clean up any brass rod protruding on the inside of the wagon.



Using 0.45mm brass rod and pliers, bend up some door stops, one for each door, and fit in place with cyanoacrylate after drilling a suitable hole.



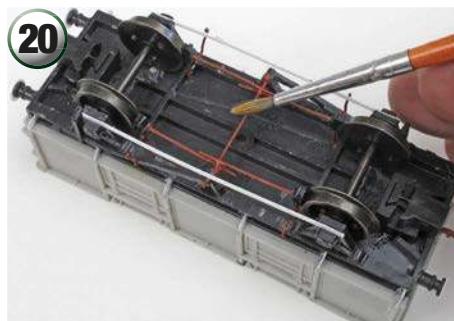
Using 0.25mm plastic card, cut out pieces 1mm x 52mm and glue below the axleboxes. You will have to file off a small amount of rivet detail to get a good surface for adhesion.



Drill two 0.45mm holes in the floor of the wagon so that the brake blocks will fit in line with the wheels.



Using 0.25mm plastic card, make up 12 pieces to finish off the verticals on the bodysides. These need to be 2mm x 3.5mm in size. You need to cut off one corner and cut out a rectangle to account for the shape of the solebar. Fill in any small gaps with filler.



Undercoat the metal parts with a primer applied with a brush.



Spray or brush the body with grey paint (Humbrol 87) and the chassis with black (Humbrol 33). I like to spray the inside with a darker grey (Humbrol 67). Paint the buffer heads with Humbrol MetalCote Steel (27003) and polish when dry.



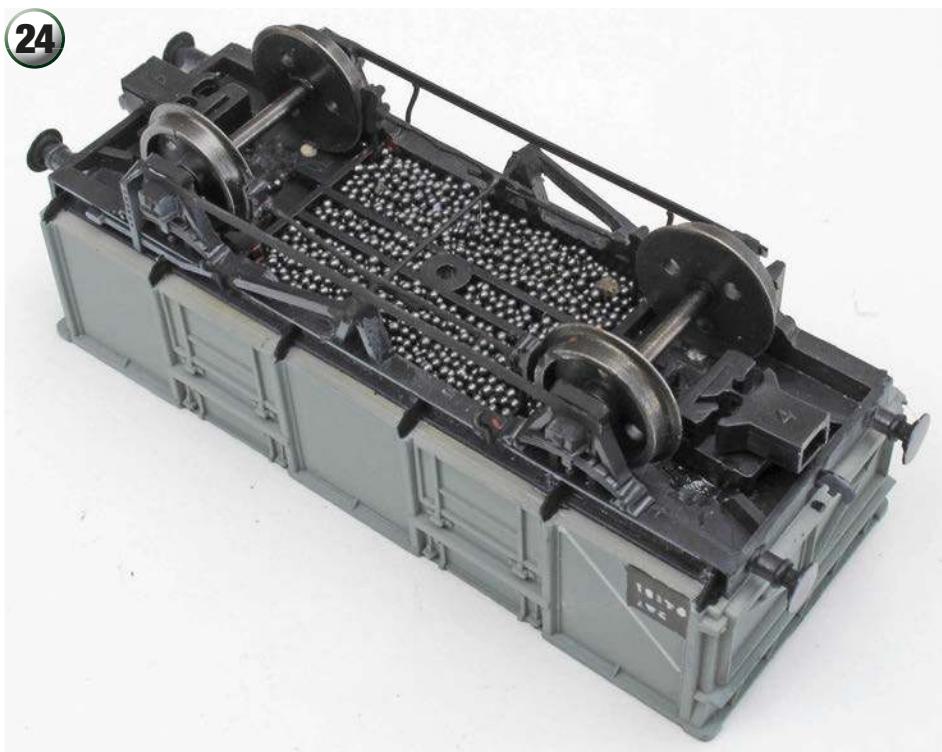
Add masking tape and stripes with an airbrush and white paint, or use a bow pen. To get these in the right place, remember that the stripes denote where the end doors are located.



Mask and add black data panels using black paint. When dry, apply lettering using a cocktail stick and white paint.

Conclusion

I think the upgraded wagons are quite capable of holding their own against modern rolling stock. I could have gone further and replaced the brake 'V' hangers and the hand brake levers and you may like to upgrade those items if you wish. If you're just starting out on your modelling journey then this is a good project to tackle as mineral wagons like this do not require a high quality finish – in fact you



Glue lead balls to the underside of the wagon with either superglue or epoxy. Work over a tray to catch errant lead pieces. Avoid using PVA adhesive or the mixture will expand over time and break the model.

could distress the bodywork quite a bit and it would fit in with a prototype example as they had a hard life. If you haven't got much time then the quickest way to improve them is to paint them – bare plastic really doesn't look right at all. I would also strongly recommend that you weather these wagons to finish them off and you can find out how to do so in the July 2017 issue of **BRM** (download this issue: www.brmm.ag/BRMdigi). ■

*Have you transformed
a wagon on a budget?
Share your photographs
with us. Find our details
on page 40.*



BR 24.5T TWO-AXLE MINERAL WAGON

Wagon historian, Paul Bartlett, shares essential modelling information for those looking to detail these versatile hoppers.

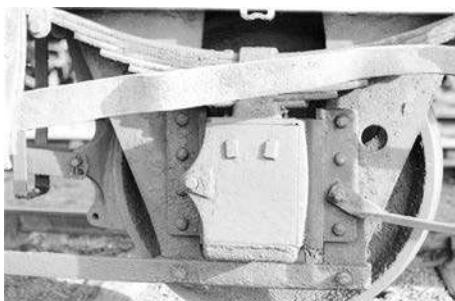
Words & Photography: Paul Bartlett

The first 24.5T wagons appeared from Shildon works during 1953 and were a new design from the Standards Stock Committee as none of the pre-Nationalisation companies had a similar large wagon. The noticeable difference to other wagons was the height - the body was 6ft 1/2in, sitting 3ft 10 7/16in above rail, including a 10in solebar. They had a capacity of 1,028 cubic ft. The side and end door were standardised with the 16T and 21T mineral wagons, but the door over the side door had to be deeper and these wagons were, therefore, unique. Another difference was that the vertical web reinforcements above the door sloped inwards towards the channel top.

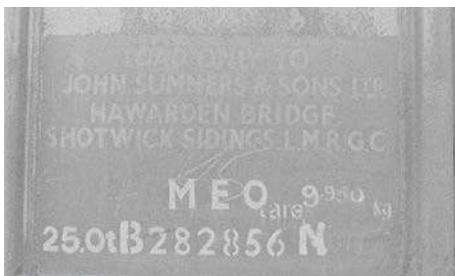
Building continued until 1962 and all were unfitted with a long-link brake rigging on a 12ft wheelbase, the wagon being 21ft 6in over headstocks. After 2,150 were built up to 1956, there was a hiatus, until a further



Seen at Wellingborough on April 16, 1981 is B282371, a 24.5T MEO mineral wagon built to diagram 1-118 in lot 3244 at Ashford in 1958. It carries a 'Load only to CEGB Power Station Keadby GC' inscription. PAUL BARTLETT



W-iron and axlebox detail in this shot of B282088. The diagram 1-115 wagon built to lot 2600 at Shildon in 1955 was seen condemned at Wellingborough on February 6, 1982. PAUL BARTLETT



A close view of the inscriptions on B282856N, pictured at Wellingborough July 18, 1981. PAUL BARTLETT

1,245 were built between 1959 and 1962. Despite this long period of construction, changes were small with only two diagrams being produced - those built up to 1956 were diagram 1/115 with plain bearings and conventional spindle webbed buffers. Those built after 1959 were allocated diagram 1/118 and had roller bearings and self-contained buffers. Although there was little variation in these wagons, a few have been observed with pressed steel doors - all seen have had both side doors the same. A common alteration was to have the side doors plated over and NO DOORS written on the side. These were for tippler unloading.

The wagons were introduced to increase the capacity of movement to the large coal-fired electricity generating stations which were being built throughout the 1950s. They were usually written for consignment to named power stations and Cambridge Customs Transfers sheet BL100 provides

transfers for eight different route writings. Its sheet BL162 contains the yellow triangles used to visually distinguish these from smaller wagons. Similarly, from the 1960s the numbers were suffixed with N. The wagons were given the distinguishing code of MEO on TOPS from 1973, however, the 'merry-go-round' HAA hoppers had become numerous and replaced most of these wagons operating to the power stations.

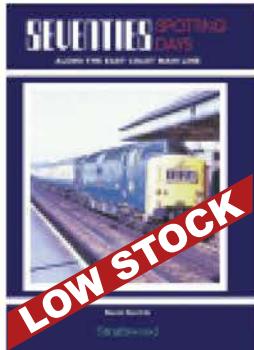
The MEOs could then be observed in domestic coal use, in small numbers or individually. Being unfitted, they weren't suitable for the 1980s railway and were all condemned by 1982, with movement to scrapyards in South East England briefly bringing them to areas which had rarely seen them as coal wagons. ■

FURTHER READING

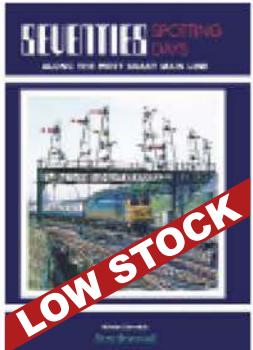
See page 185 of *An illustrated history of BR wagons, Volume 1* published by Oxford Publishing Company in 1985.

STRATHWOOD

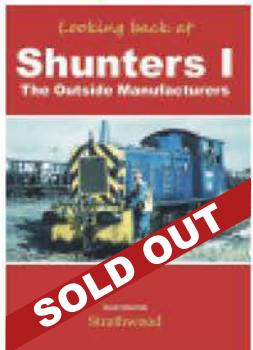
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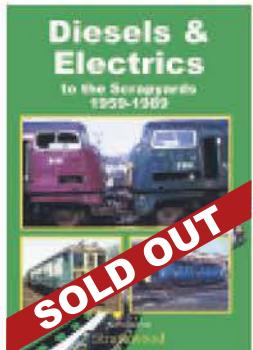
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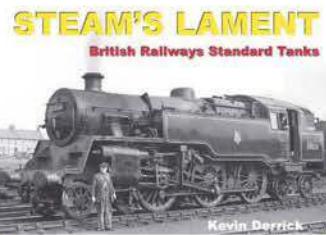
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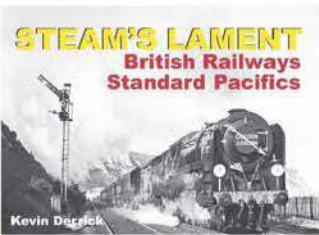
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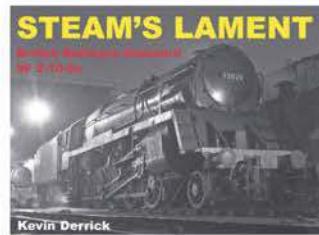
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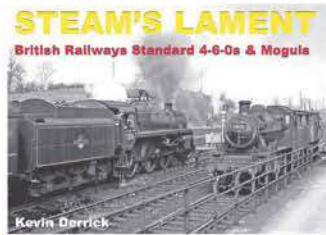
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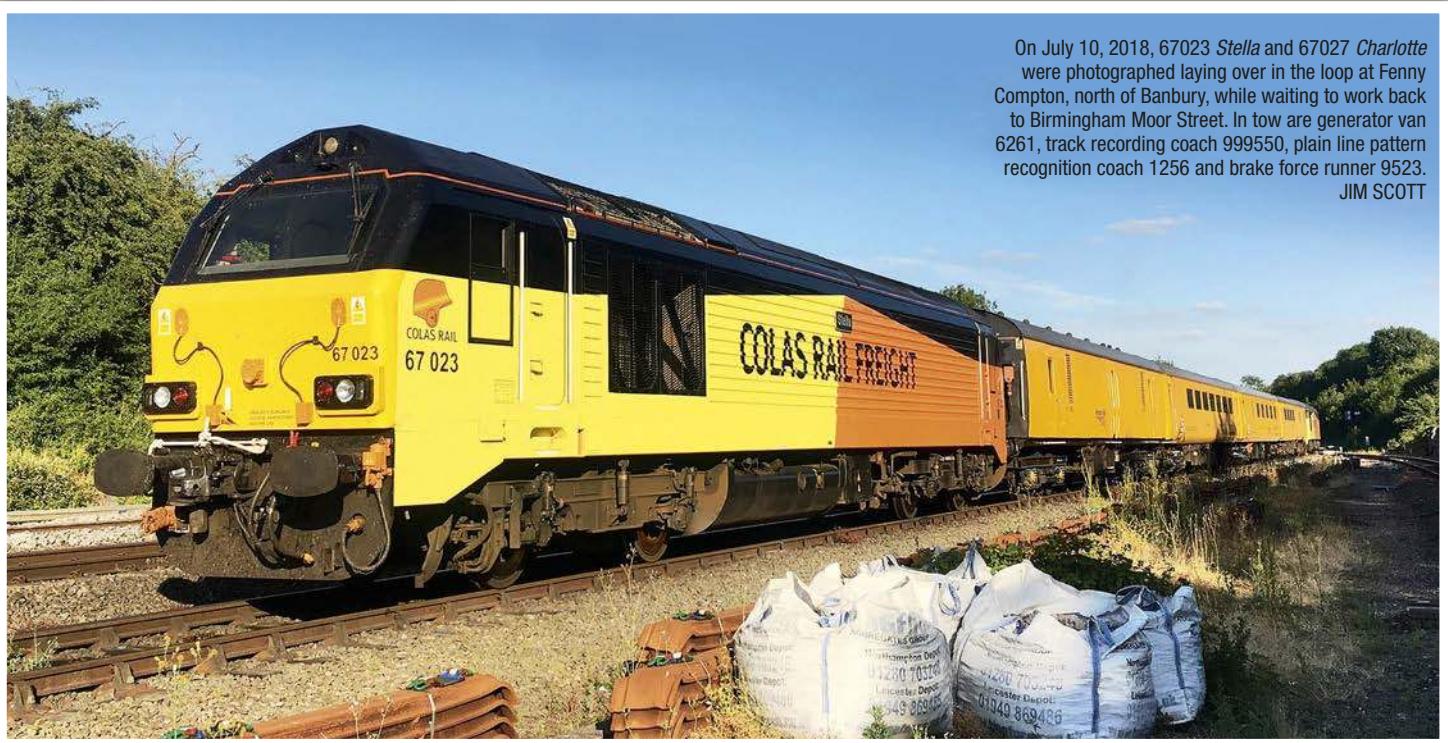
COLAS RAIL CLASS 67S

Hornby's OO gauge Class 67 is now with retailers in Colas Rail colours. Simon Bendall explains the operations of these colourful locomotives.

Words: Simon Bendall Illustration: Gareth Bayer

On their second day of RHTT operation on the Midland Main Line, 67023 and 67027 power through Cossington on October 1, 2018, with the 3J93 11.53 West Hampstead North Junction to Toton. Two months later, their colourful paintwork was largely buried beneath a layer of grime. BILL ATKINSON





On July 10, 2018, 67023 *Stella* and 67027 *Charlotte* were photographed laying over in the loop at Fenny Compton, north of Banbury, while waiting to work back to Birmingham Moor Street. In tow are generator van 6261, track recording coach 999550, plain line pattern recognition coach 1256 and brake force runner 9523.

JIM SCOTT



It was late 2016 when news first filtered out that Colas Rail was in discussions with DB Cargo over the acquisition of two Class 67s for use on Network Rail's infrastructure monitoring trains. Colas had taken over the operation of the yellow-painted test trains in September, 2015, with motive power mainly coming in the form of Class 37s. However, the company lacked any locomotives capable of sustained 100mph operation, which was an issue when testing called for high-speed running to examine pantograph or overhead line performance for example. On the occasions when a locomotive-hauled set was used for these tests as opposed to the New Measurement Train (NMT) HST, a Class 67 had to be hired from DB.

The talks duly resulted in the outright sale of two of the Spanish-built locomotives, 67023 and 67027, joining the Colas fleet in the first week of 2017. Both had latterly been in store, 67023 since September 2016, while its partner had not worked since April 2015. As such, two months of repairs and preparations were required at Toton depot, this culminating in the application of the distinctive orange, yellow and black livery.

Released into traffic from the start of March 2017, a small number of shakedown and training runs were initially performed, this including sandwiching some of Network Rail's Mk.3b DVTs to provide a load. The duo hauled their first 'proper' test train on March 21, working from Derby to Tyseley

by way of Leicester, Stratford-upon-Avon, Coventry and Birmingham Moor Street. By the end of the month, they had toured a large part of the country, and were seen as far afield as Swansea, Bath, Paddington, Sheffield, Hull, Glasgow and Aberdeen.

Across the UK

This wide sphere of operation on Network Rail test trains has continued over the past two years, although the Colas duo are by no means 'go anywhere' locomotives. For instance, much of the erstwhile Southern Region has been very rare ground for them as is East Anglia, the West Country and the extremities of Wales and Scotland. In some cases, these areas have only been visited when the NMT was unavailable. This deployment is not hugely surprising though, as having been partly bought for their speed, it is the primary inter-city routes and adjoining secondary lines where the Class 67s are most useful.

In much the same vein, 67023 and 67027 have only been found on certain types of Network Rail test train. They haven't worked with the structure gauging train, any of the ultrasonic test units or their accompanying modified Mk.2f DBSOs - now known as 'remote train operating vehicles' in Network Rail parlance.

Instead, the Class 67s have most commonly partnered with a combination of vehicles converted from air-conditioned Mk.2 coaches, these including the four

plain line pattern recognition (PLPR) test vehicles of 1256, 5981, 72631 and 72639, electrification measurement vehicle 977983, radio survey coach 977997, track inspection coach 977974 and, far less regularly, purpose-built track recording coach 999550. Another frequent companion is much-modified Mk.1 overhead line test coach 975091 *Mentor*.

Until very recently, these formations were made of four coaches, including two or sometimes three of the above-mentioned primary test vehicles. The rest of the consist would typically include a converted Mk.1 generator van from the 6260-64 series and a brake force runner, drawn either from Mk.2 'air-con' BSOs 9481, 9516 and 9523, former Great Western Motorail vans 96604/06/08/09 or ex-Royal train Mk.2 support coach 977969.

However, at the very end of 2018, 67023 and 67027 were briefly noted out and about in November with a three-coach formation. In December, they were touring parts of Scotland with just two vehicles, the latter being 72639 and 977974. As well as giving a very short formation suitable for the most space-starved modellers, this was the first time the Colas locomotives had been noted paired with less than four Network Rail coaches, beyond the very occasional empty stock transfer.

Other workings

During June 2017, both locomotives were named after female employees, 67023 becoming *Stella* while 67027 was christened *Charlotte*. While the two have generally been inseparable ever since, a brief period in early December 2017 saw 67027 stopped for repairs at Toton with DB providing Arriva blue-liveried 67002 as a replacement for a couple of days. Formed either end of a Network Rail set, the mismatched duo of 67002 and 67023 worked the northern section of the West Coast Main Line before visiting Glasgow, Aberdeen and Edinburgh. Less than a day later, they were noted arriving at Euston on a Crewe to Derby working.

Away from Network Rail test trains, the use of the Colas 67s was initially very limited with only the occasional ad-hoc working cropping up. For example, October 2017 saw a pair of HST barrier coaches retrieved from store at Barry, these being moved to Derby for use as additional brake force runners. That same month saw a nocturnal working of a Railvac machine from Toton to Manton Junction, south of Oakham - the locomotives working in 'top and tail' formation.

One of the most notable outings came in February 2018, when the duo worked a ballast train from Crewe Basford Hall to Liverpool Lime Street. Formed almost entirely of JNA 'Falcon' wagons, it was the sort of working that can provide inspiration



Colas Rail Class 67 formations

Locomotive: Class 67 No. 67027 Colas Rail **Coaches:** DVTs 82111, 82145, 82129 **Locomotive:** Class 67 No. 67023 Colas Rail **Working:** Derby RTC-Crewe **Date:** March 2017

Locomotive: Class 67 No. 67027 Charlotte Colas Rail **Coaches:** Generator van 6264, Electrification measurement vehicle 977983, PLPR test coach 5981, Brake force runner 9523 **Locomotive:** Class 67 No. 67023 Stella Colas Rail **Working:** Derby RTC-Derby RTC via St Pancras **Date:** August 2017

Locomotive: Class 67 No. 67023 Stella Colas Rail **Coaches:** HST barriers 6392 & 6397 **Locomotive:** Class 67 No. 67027 Charlotte Colas Rail **Working:** Barry-Derby RTC **Date:** October 2017

Locomotive: Class 67 No. 67023 Stella Colas Rail **Coaches:** Generator van 6263, Track inspection coach 977974, PLPR test coach 72639, Brake force runner 96606 **Locomotive:** Class 67 No. 67002 Arriva blue **Working:** Derby RTC-Edinburgh via Glasgow Central & Aberdeen **Date:** December 2017

Locomotive: Class 67 No. 67023 Stella Colas Rail **Wagons:** JNA x5, MLA, JNA x4 **Locomotive:** Class 67 No. 67027 Charlotte Colas Rail **Working:** Crewe Basford Hall-Liverpool Lime Street **Date:** February 2018

Locomotive: Class 67 No. 67023 Stella Colas Rail **Coaches:** Mentor 975091, PLPR test coach 72631, Radio survey coach 977997, Brake force runner 9481 **Locomotive:** Class 67 No. 67027 Charlotte Colas Rail **Working:** Reading-Paignton via Newbury and Penzance **Date:** June 2018

Locomotive: Class 67 No. 67023 Stella Colas Rail **Wagons:** FEA x2 **Locomotive:** Class 67 No. 67027 Charlotte Colas Rail **Working:** West Hampstead-Toton via Midland Main Line **Date:** October 2018

Locomotive: Class 67 No. 67027 Charlotte Colas Rail **Coaches:** Track inspection coach 977974, PLPR test coach 72639 **Locomotive:** Class 67 No. 67023 Stella Colas Rail **Working:** Carlisle-Mossend via Kilmarnock and Edinburgh **Date:** December 2018

TRAIN FORMATION GRAPHICS BY GARETH BAYER



for modellers looking to use Hornby's model. Another occurrence of note came in August 2018, when 67023 made a solo and rare visit to the Great Eastern as it hauled one of the original white-painted Windhoff Multi-Purpose Vehicle overhead wiring trains from Crewe to Chelmsford.

The most-prolonged period of non-test train work took place in the autumn of 2018 with Colas Rail having won the contract to power that season's railhead treatment train over the Midland Main Line. Operating from Toton, 67023 and 67027 were tasked with the duty, the diagram running to West Hampstead in North London and also including a deviation to Nuneaton. The RHTT ran from the very end of September to early December, by which time the locomotives were in a filthy state. During this time, some test-train outings were covered by sister locomotives hired from DB, but for a few days in late November, Colas Class 70s were deployed on the RHTT to allow the General Motors pair to work a test train on the East Coast Main Line, still in full 'brown grot' livery!

(ABOVE) A spotless 67027 is pictured on March 8, 2017, as it leads the 5Z67 10.13 Derby RTC-Peterborough past Cromwell, between Newark and Retford. This was the very first outing for the duo under Colas ownership, the test run being routed via Barrow Hill and Swinton. Heading up the formation is overhead line test coach 975091 *Mentor* followed by PLPR vehicle 72639, radio survey coach 977997 and brake force runner 9481. It would be another three months before the locomotives gained their nameplates. BILL ATKINSON



(ABOVE) With the floodlights at Crewe Basford Hall ablaze, 67023 *Stella* awaits departure with the 6C67 ballast working to Liverpool Lime Street on February 3, 2018, with its regular companion just visible on the rear. Predominantly formed of Network Rail-liveried JNA 'Falcons' with a solitary EWS maroon MLA towards the middle, this was the first time that the Colas Class 67s had worked such a train. They returned to Crewe the following day double-headed. JIM SCOTT

In miniature

With the Network Rail test-train fleet encompassing bespoke conversions, there is unfortunately little available in ready-to-run form in OO gauge. However, with the Hornby Mk.2e and newly released Bachmann Mk.2f coaches, the donor vehicles are all available to modify and repaint. PH Designs offers etched conversion parts for radio survey coach 977997 and track recording coach 999550 while it has previously produced an etched kit for the former Motorail vans, although this is seemingly now discontinued.

Britannia Pacific Models has recently released overhead line test coach *Mentor* as a fully finished model in Network Rail yellow, although the correct post-2014 version is scheduled as a future project. The initial training runs for the Colas 67s can be recreated using Kernow Model Rail Centre's limited edition of the Hornby Mk.3b DVT in Network Rail yellow.

With Dapol offering the JNA 'Falcon' ballast wagons in 4mm, forming a suitable ballast train is an easier proposition, as is the railhead treatment train when Hatton's model arrives in a few months' time. For those that can't wait for the latter, there is also the etched FEA kit and resin RHTT modules offered by S Kits. ■

HOW TO MODEL HECKINGTON STATION BUILDING

Words & Photography: Paul Bason

Building a card kit successfully offers great satisfaction for modellers looking to gain key skills. Paul Bason's guidance is common to many card kits, and he offers a step-by-step guide to building this impressive station building.

Heckington, on Lincolnshire's Grantham to Boston cross-country route, is famed for being the home to a rare eight-sailed windmill, which dominates the southern side of the station, and it being the inspiration for the Prototype Models Station Building kit. The sizeable kit is an accurate representation of its 1859-built, ex-Great Northern Railway prototype.

Heckington's modelling potential is much boosted by the survival of its brick-built goods shed, timber platform shelter, impressive signal box, signals and level crossing. If you really feel adventurous and have room, why not include the windmill too?

Card kits have, over the years, given many model makers an easy introduction into the ways of kit-building and have been the catalyst that sets the enthusiast on the right track to grander things. This model of Heckington station is no exception.

When making kits of this type, I prefer to use two types of glue. The first is white PVA woodwork adhesive, the second, a solvent-free contact adhesive such as Evo-Stik. I use PVA for all card-to-card joints, but prefer to employ contact adhesive for the fitting of plastic glazing and curtains.

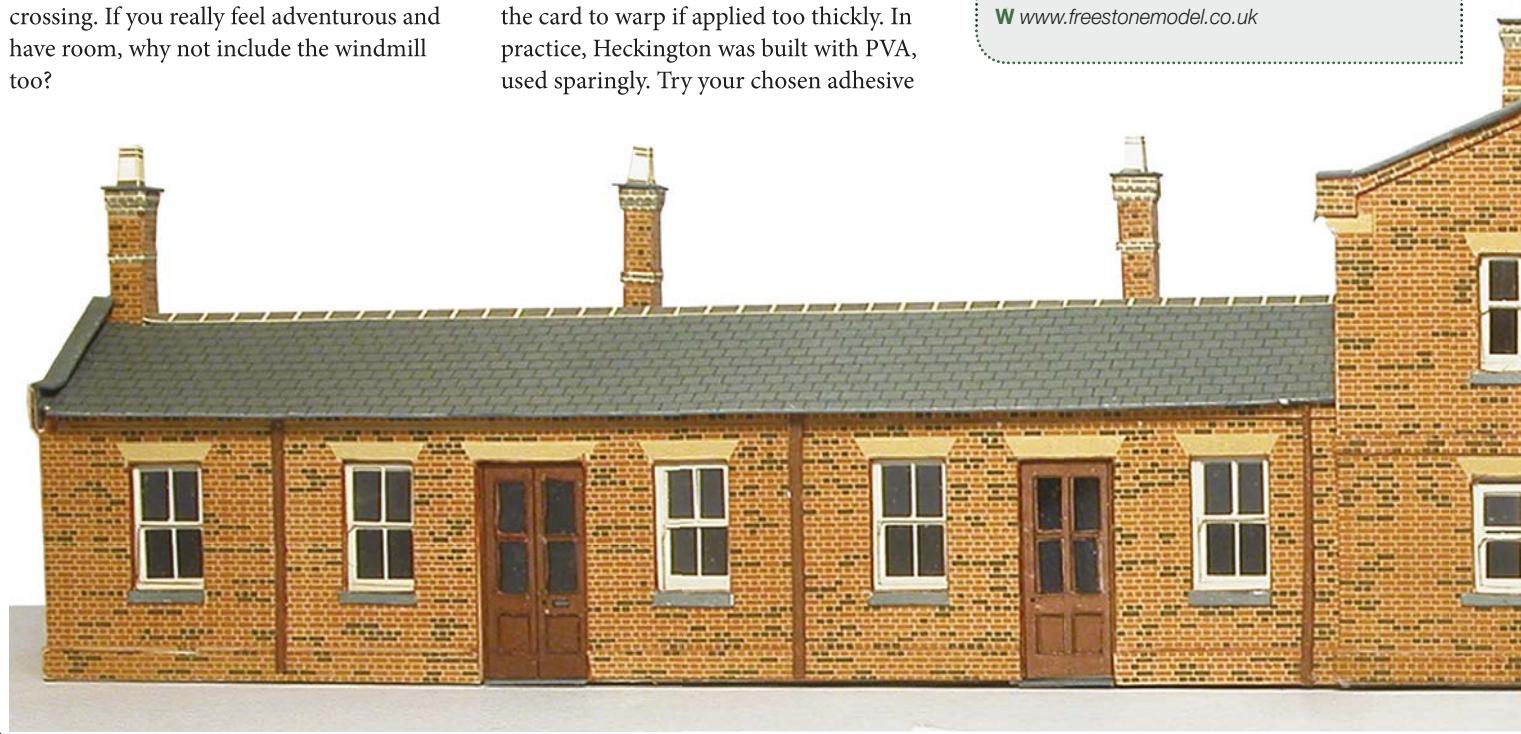
Being water-based, these glues can cause the card to warp if applied too thickly. In practice, Heckington was built with PVA, used sparingly. Try your chosen adhesive

on scraps of card first if you're unsure. Alternatively, fix your kits together with a general-purpose glue such as UHU or Bostik. This has the advantage of being usable throughout the process but can leave messy strings of glue on the printed surface of your model if not used carefully. ■

Shopping List:

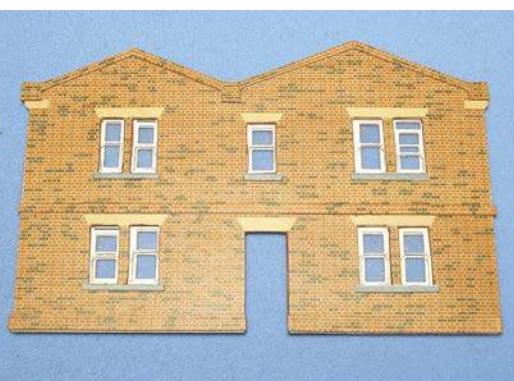
- Scalpel or Craft knife
- Steel rule
- Multi-purpose adhesive (UHU)
- PVA Adhesive
- Prototype Models (46E9) LNER Heckington Station

W www.freestonemodel.co.uk





1 The Prototype Kit of Heckington Station as supplied by Freestone Model Accessories.



3 While the parts are still flat, the sash windows are fixed in place on the walls.

2 The kit is firstly cut, ready for assembly using the methods described.



4 Clear plastic glazing is added behind the card windows.

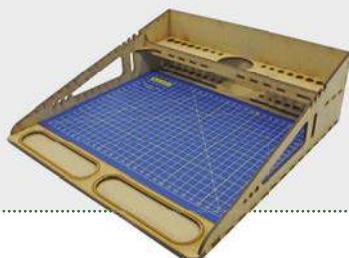
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Assembly process summary:

- Familiarisation with parts and instructions
- Removal of the individual pieces/cutting out
- Scribing and folding
- Strengthening or backing
- Colouring cut edges
- Making and fitting of the windows and doors
- Final assembly

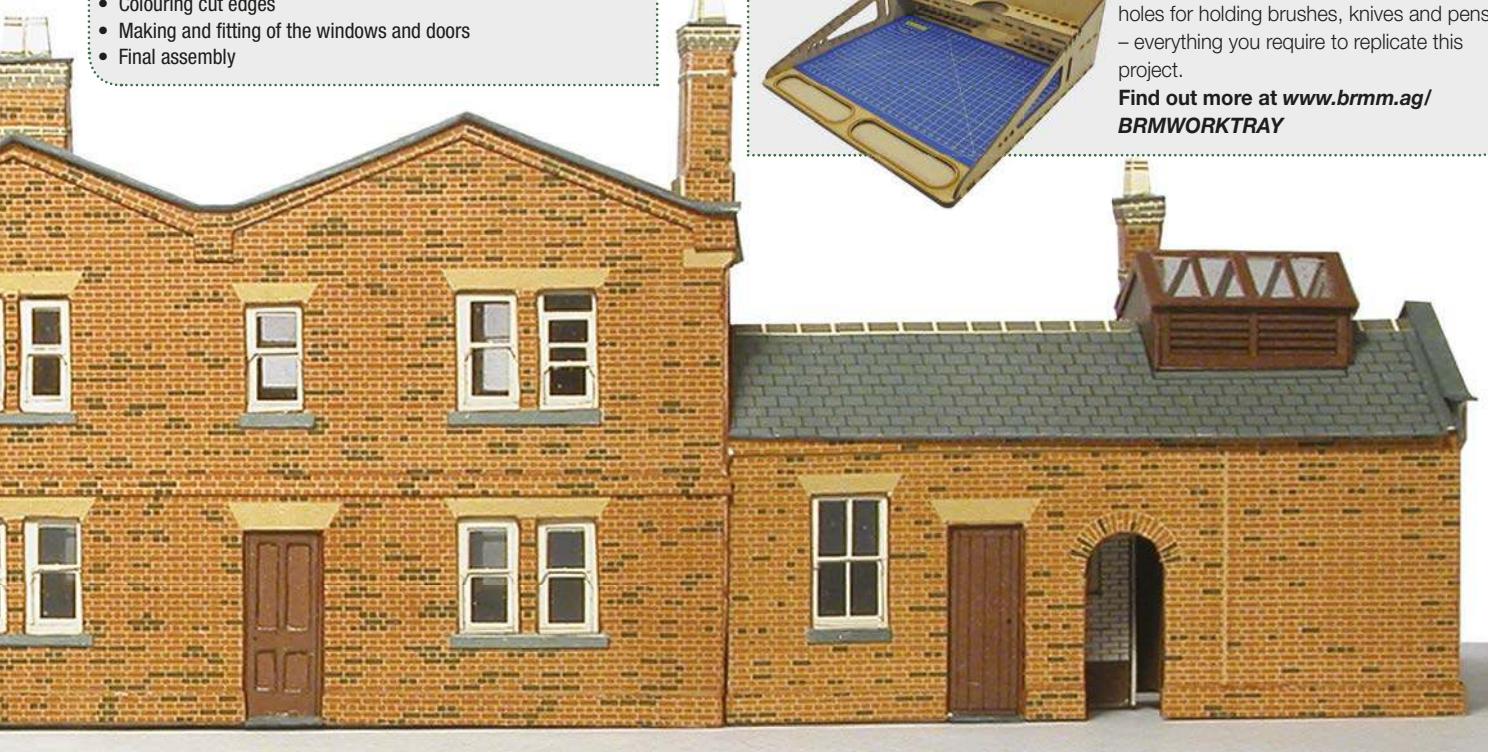
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Perfect for kit builds



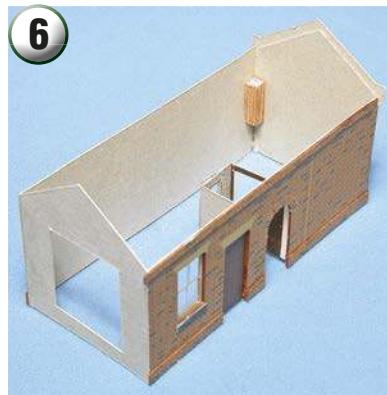
This new BRM Work Tray and A4 Cutting Mat are perfect for card kit projects like this. As you can see, it has a number of handy holes for holding brushes, knives and pens – everything you require to replicate this project.

Find out more at [www.brmm.ag/
BRMWORKTRAY](http://www.brmm.ag/BRMWORKTRAY)





Two of the side walls are glued at right angles to the rear wall. Small wooden blocks provide strength and keep things square as the glue dries.



The smaller single storey wing is made up in isolation ready for attachment to the main structure.



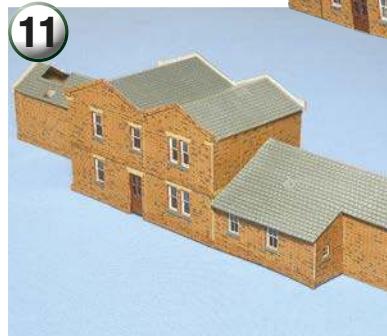
The second, larger single storey wing is made the same way. It is fixed to the main part of the building and is supplemented by the addition of internal walls made from scraps of thick mounting card.



The basic structure is complete and ready for the fitting of the roof.



With additional strengthening added to the small wing, it is fixed to the end of the two-storey section which is fitted with its front wall.



Looking more like a station building, the basic roof is ready for final detailing.



The ridges, chimneys and downpipes are added, along with coping stones to the tops of the walls.



As the roof slopes are added, the white unprinted card is left exposed at the edges. To improve this, colour them by carefully using matching felt-tipped pens or crayons.

The Heckington Station Railway & Heritage Museum is housed in the original 1859 Heckington Railway station buildings, which have been restored to their former glory having been saved from British Rail demolition by Heckington Village Trust in 1975.

The General Waiting Room contains a selection of local history and heritage displays, a GNR fireplace, ticket window and sales counter.

In the adjoining Ticket Office are numerous railway artefacts ranging from station names boards, railway uniforms, cast iron warning signs, railway lamps, and railway models, as well as ticket office equipment with ticket racks, Edmondson ticket stamp and railway office furniture.



The prototype kit's inspiration seen from the level crossing.



Heckington's station approach.



The main building showing more recent alterations.



An overall view with the main building, a platform shelter, level crossing and signal box.

HEYBRIDGE WHARF

Mike Corp, Membership Secretary for the Three Millimetre Society, has a passion for light railways. His homage to the lines skirting the east coast commenced with a competition.

Words: Mike Corp **Photography: Phil Parker**



Factfile

Layout name: Heybridge Wharf
Scale/gauge: 3mm:1ft / 14.2mm gauge
Size: 6ft x 1ft 10in
Era/region: 1950s BR(E)
Location: East Anglia
Layout type: Fiddleyard to sidings

See
Heybridge Wharf
in 2019 at:
York April 20/21/22
Spalding November 2/3
Warley November 23/24



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Ex-LNER Y1 Sentinel No. 68150 shunts a tar wagon. The locomotive had a service life of almost 30 years. Allocated to 50C Selby on June 19, 1954, it would remain in service for a further five years.

Like many railway modellers, my start in this great hobby was a train set - the Tri-ang one in OO gauge with a 'Jinty' and some wagons, followed by a Tri-ang Blue Pullman for the following year's Christmas present. All ran on an 8ft x 4ft baseboard built by my father - great fun!

Visiting the Bristol Show held in the Victoria Rooms in the 1960s, a more realistic model railway was desired, but lack of room meant a re-think. Having a liking of narrow gauge, 009 gauge was then modelled, but at that time things didn't run very well. Life catches up with you, and all was sold.

Returning to the hobby some years ago, and now owning a house of my own, with a large garage, I was looking to start modelling again, so why did I choose to model in 3mm scale? There were several reasons, but the most overwhelming one is what I constantly hear at nearly every exhibition I attend from the public - "that's the best scale ever produced - it's not too big and not too small".

Anniversary event

I first started with second hand Tri-ang items and gradually progressed to making kits in plastic and white metal and finally learning to solder, putting etched kits together, which I think is most rewarding, especially when I know one of the large manufacturers won't bring a ready-to-run one out in the next month, well not yet anyway!

My first layout, 'West Harptree', featured in the January 2000 issue of **BRM**, visited 117 exhibitions and was a good learning curve. This was sold and a start was made on a large permanent layout in 12mm gauge, now housed in the railway room converted from the large garage. Whilst building this, the 50th anniversary of the 3mm Society, 1965-2015, was looming and a 50-something challenge was announced to celebrate this event, where members could produce anything, so long as it had something pertaining to the number '50'.

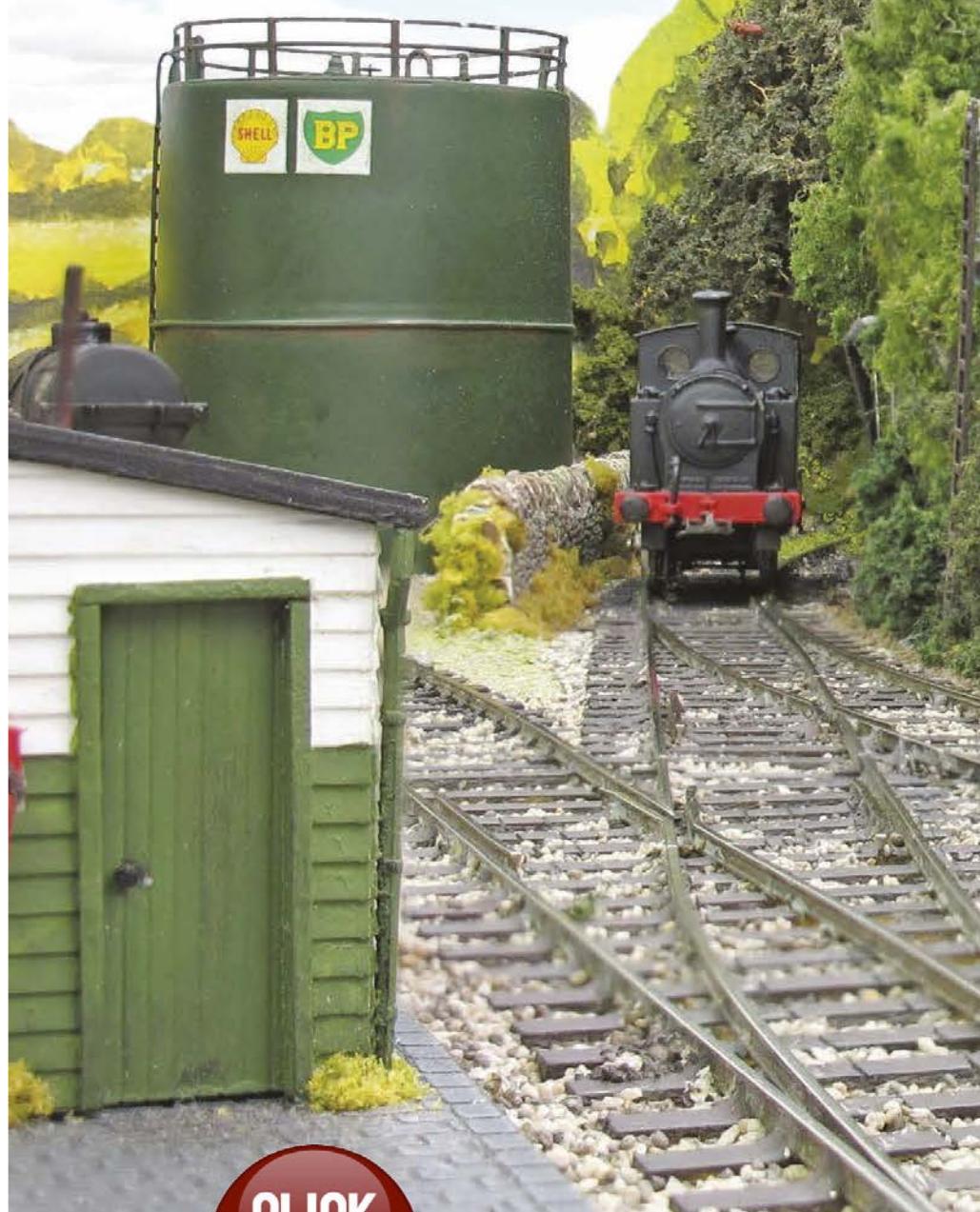
A small cameo layout was envisaged for this event, this being 50in x 50cm wide, not counting the fiddle yard. I also wanted to have a go at fine scale standards with a track gauge of 14.2mm and to operate it from the front by one person.

Archetypal influence

I have always had a liking for light railways, where trains appear, squeezed between two buildings, then travel along a bit of road to suddenly disappear between other buildings. Prototype inspiration for this came from

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“
that's the best scale ever produced - it's not
too big and not too small



Spot the difference? This cruel shot illustrates the difference between the track with chairs (right) and a hand-built point, made by soldering rail to Paxolin strip. Note the cuts across the surface of the sleepers on this which creates a gap to prevent a short circuit between the two rails.

KEY DETAILS



The Stationmaster helps two passengers with their luggage - his dog is having a more relaxed day by the fire buckets.

High Street Buildings

These are from the Biltzeez card kits, the original 3mm range and some recently scaled down, with permission from Jerry Freestone of Freestone Models. Two kits were used for each building so they can be super-detailed. First, the parts were cut out and stuck to 1.5mm-thick card. The windows and doors were cut out and stuck on the back of the 1.5mm card, giving the relief required. The windows are the original kit parts, painted with acrylic gloss varnish to give the look of glazing. What spoils most card kits are the corners, door and window surrounds. These were painted to match the original colours with water

colours. The detailing mostly concerns the roofs where each course of tiles was cut into strips and applied, overlapping each course, hence two kits are required. The roofs of the two cottages at the end of the street have their thatch replaced with stone tiles and the corrugated roof on the station garage has a roof from the scrap box of an old HO gauge continental kit. Its shop window also has been detailed with a push bike and miscellaneous oil cans for sale. A detail not often modelled is the shop blind, which was a common site in the 1950s. The church in the corner has its roof made from Wills 4mm slate sheets and its windows are from the Langley range, cut to suit.

the Wantage Tramway, Wisbech and Upwell Tramway and the North Sunderland Railway to mention a few, all well-documented in various books and magazine articles, especially Railway By-lines from Irwell Press.

Two layouts also inspired me, 'The East Suffolk railway', especially 'Orford Maltings' by Iain Rice and 'East Lynn', in S scale, by Trevor Nunn. I also had an Artitec model of a Dutch barge and a half-relief building based on the warehouses at Woodbridge, Suffolk. An inland wharf, somewhere in Suffolk, was envisaged, connected to the main line by a light railway. I liked the name 'Heybridge', from Heybridge Basin in Essex, which sounded 'East Coastish'.

Strategic design

'Heybridge Wharf' is fictitious and depicts the Heybridge Light Railway sometime in the early-1950s, with a junction somewhere off the Great Eastern main line, leading to the first station on the line which is

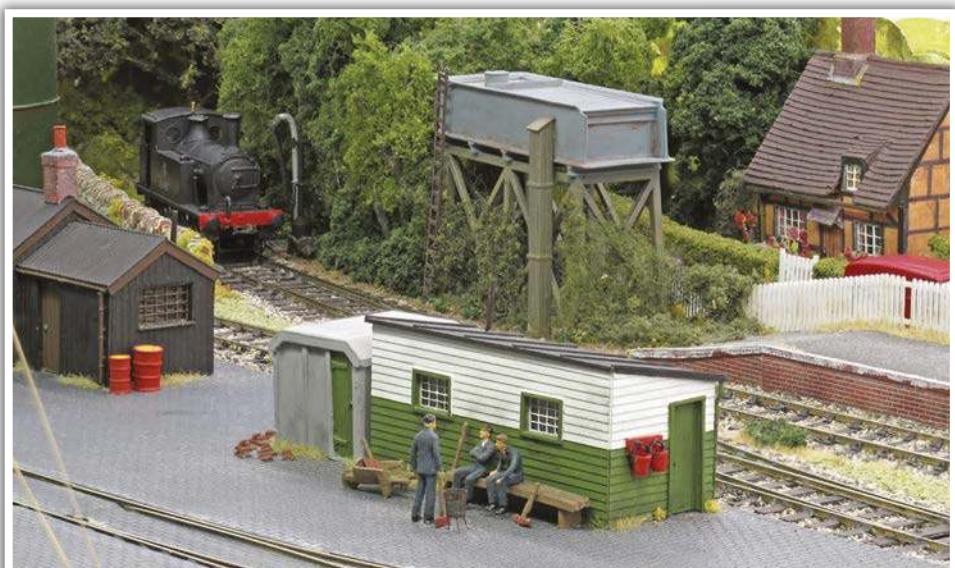
travel along the tramway are permitted - locomotives with skirts and the Sentinel and the tramway coaches, plus freight stock. The rest must terminate at 'Heybridge Wharf'. The line to the main line junction enters the layout from the fiddle yard between the church and the gas works, whilst the tramway between the gas works and the brewery carries on to Heybridge Town, the other exit to the fiddle yard. No schedule is run and for a small compact layout it soon taxes the brain. Time spent operating at exhibitions simply zooms by.

Portability and resources

For the main structure of the layout, I wanted it to be as light as possible and therefore opted to build the main base structure from 6mm ply with the back, side and the front arch from 3mm ply. The cross-bracing for the track bed has holes cut in it to save weight. To help carry it, a piece of wardrobe rail was secured across the top to act as a handle and it is illuminated by two fluorescent tubes. A fold-down fiddle yard extends the length to 6ft and the cassette method is used. A shelving unit is bolted to the rear for the storage of the stock on the cassettes. The layout sits on two 'A' frames, also made from 6mm ply, which places the track level at 54in from the ground.

The track plan was designed around points I already had from a previous layout, which I never built. To add interest in operation, I wanted as many sidings as possible, without making the layout look as though it was full of track. Track is from the 3mm Society with hand-built points, using

Heybridge Wharf. It then carries on via the street tramway to its terminus at Heybridge Town. Only trains that are passed to



Workers down tools for a quick break outside the hut, whilst an ex-LNER Y7 follows suit as it pauses for water beside the crane. Oil drums and redundant rail chairs add a little clutter beside the permanent way hut.

PCB sleepers with Code 60 bullhead rail, glued to 2mm self-adhesive foam, obtainable from HobbyCraft as Fabfoam. Points are operated by Hoffman slow-acting point motors, using toggle switches which are on a small panel that mimics the track plan. The panel is attached to the front of the layout by bolts and wing nuts, and has push-button switches that operate the electro magnets for uncoupling. Operation comes from a hand-held Kent Panel controller and is analogue.

Swift build

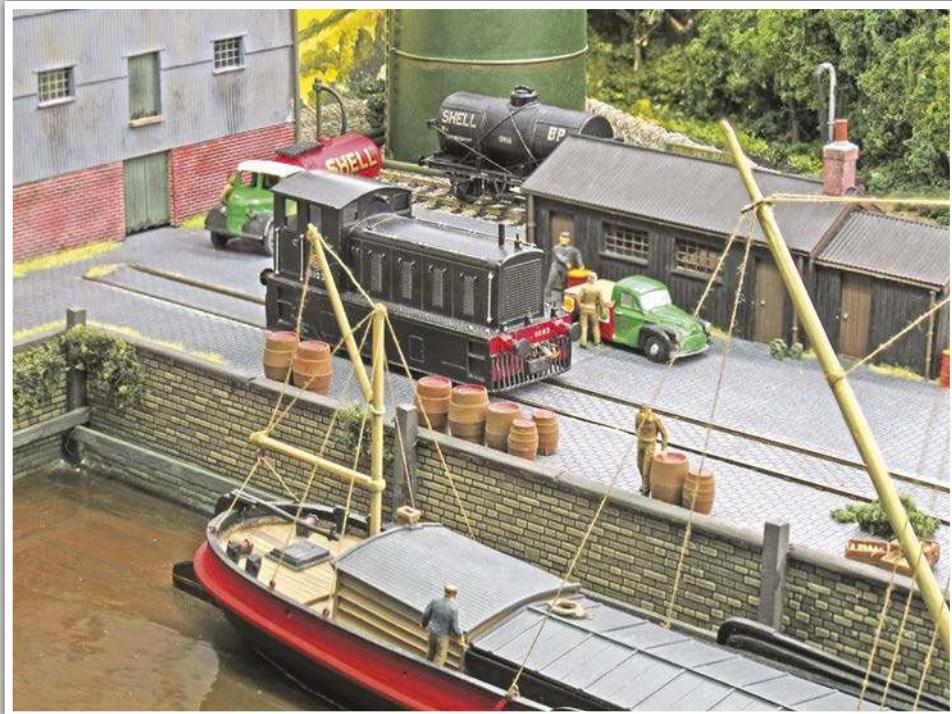
There was a tight timescale of 18 months in which to build the layout before the 2015 AGM, where entries would be exhibited, so I opted to use Bilteezi kits for the buildings along the High Street. The remainder are scratch-built from plastic sheet and are based on prototypes. The station building is from the Selsey Tramway, Colly Tobbold brewery is based on those of the old Oakhill brewery in the Mendips, and the goods shed on the wharf is from the Tanat Valley Railway.

Water, for the steam locomotives, is obtainable from the water crane and tower, which is an old tender tank above a base made from wooden beams, all from the Wisbech and Upwell Tramway. The gas works building, which separates the two lines going into the fiddle yard, isn't based on any building in particular, but was designed to fit the space and act as a view blocker for the exits to the fiddle yard.

The siding beside the warehouse was originally for a coal merchant, but looking at a photograph of a fuel depot built during the Second World War, which was small, got me thinking. It would be better, because full tank wagons coming in and empties going out can't be identified. But, what to use for the tank? An old pepper pot! The depot may not be strictly prototypical, but it serves its purpose. This leaves the small buildings on the wharf, the one used for the offices of Shell, BP is based on the bothy from Machynlleth shed (see page 58) and the permanent way hut is from a photograph of a colliery building in Railway Bylines.

Décor and products

There isn't much room left for scenery. Some of the trees are made from sea moss, whilst those disguising the road run off are from the Bachmann Scenecraft range, with scatter and static grass from Green Scenes. The backscene is made from the Bilteezi Country Scenes range, glued to plywood which had



Drewry Car Co. 0-6-0 No. 11103 (later D2203) was allocated to March (31B) from new on July 19, 1952, though a month later it was transferred to Yarmouth Vauxhall (32E). Here, it awaits its driver for the change of shift.

KEY DETAILS

Murky Water

The most often-asked question at exhibitions is "how did you create the realistic water?" "By luck", is the answer. The bed of the water is a sheet of unsanded plywood. Before any painting commenced, a template for the hull of the barge was made from 1.5mm card and pinned down where the barge would eventually be positioned. This would prevent paint or varnish getting on the barge. The plywood was painted green which looked awful, then a murky brown colour with acrylic paints, made of

previously been painted with white emulsion with a little blue dabbed in. I would have liked to have had produced a better one, but the time restraints precluded this. The road and platform surfaces are made from very fine wet and dry paper, wiped over with an old half inch paint brush, whilst the people, barrels, wild life and fences are from various sources, mostly the 3mm Society.

Road vehicles are from various war gamers, Autosculpt and the 3mm Society. The Shell BP tanker has a cast cab and chassis from the 3mm Society, whilst the tank is a squashed plastic ticket roll centre with 4mm scale transfers from Road Transport Images. The Dennis Paxman flatbed is a pre-production 3D print from the late- David Finney. The Artitec Models Dutch barge has been converted to resemble



dark earth, black and a touch of weathered wood. This let some of the original green show through which gave a pleasing effect. Three coats of yacht varnish, bought from a pound shop were applied.

a Thames barge. Full rigging was envisaged, until I saw a plan of this and hence it now has a diesel engine!

The other reason for choosing a layout based on a light railway in Suffolk is that I already had built a collection of rolling stock which could be used. These were mostly etched kits from our shop, Finney and Smith (F&S), now no longer trading, and were displayed on our stand at various exhibitions. Most of these kits are now sold by the 3mm Society.

Society support

A common comment heard at shows is "lovely scale, but you can't get anything for it now" – wrong! To model in 3mm scale, joining the 3mm Society is a must. It has a shop which stocks more items than any



The small scale 2ft 6in diameter wheels of the ex-LNER Y1 are apparent in this shot as it tackles a rake of three wagons. In the distance, the church tower mingles with the tree line of the backscene to create a quaint scene.

scale society. These range from a handrail knob to a complete locomotive kit, and a large selection of plastic kits for freight stock from Cambrian and Parkside, now made by Peco. Coach kits and selected scenic items are stocked, too. For those worried about quartering steam locomotive driving wheels, there is a large selection of self-quartering wheels in 12mm gauge. Not only does the Society sell new items, it has a non-Tri-ang

used shop and a Tri-ang used shop too, with prices well-below those of a certain online auction site, but you can only buy these if you're a member.

You can also join an Area Group with local like-minded 3mm modellers and there are up to three open meetings a year, as well as the AGM where the three shops attend as well as other 3mm specialist shops. Next year, 2020, is our 55th anniversary and an

Locomotive roster on 'Heybridge Wharf'

Drewry 204hp diesel Class 04 - Worsley Works body on a BullAnt chassis

Sentinel 0-4-0 Y1 - F&S (Oldbury Models) body on a BullAnt chassis

LNER 0-6-0 J79 - F&S (Connoisseur Models), High Level gearbox, Mashima 1015 motor, F&S B-Spoke wheels

LNER 0-6-0 J67 - F&S (Connoisseur Models), High Level gearbox, Mashima 1015 motor, 3mm Society Wheels

LNER 0-4-0 Y7 - F&S (Connoisseur Models), High Level gearbox, Mashima 1015 motor, F&S B-Spoke wheels

LNER 0-4-0 tram Y6 - F&S (Connoisseur Models) body on a BullAnt chassis

Hunslet 403hp DH - F&S (Judith Edge Models), High Level gearbox, Mashima 1015 motor, 3mm Society wheels (used as a fun locomotive at the end of exhibitions, named Toby with Shell BP livery)

KEY DETAILS

Heybridge Mills warehouse

The warehouse is based on the warehouse next to the Tide Mill at Woodbridge in Suffolk. It was visited on the way to a show and I was struck with the warehouse next to the mill. The warehouse has now been converted into apartments, clad with clapper board. On looking at old photographs online, the warehouse was originally clad with sheets of corrugated iron. The model was made before the layout, with the main structure from 1.5mm card with measurements taken from the photographs from my visit. The walls were covered with 4mm scale Slater's corrugated iron, cut into strips to represent 8ft sheets in 3mm scale. Being 4mm scale, it's a bit chunky, but still looks the part. The cladded walls stand on a brick base. These are made from plastic brick sheet, made for the 3mm Society by Slater's, whilst the doors are



from its planked range. The windows are etchings backed with clear plastic card, representing the glazing. The 4mm sheet corrugated iron was used

exhibition is being planned at the Grange Leisure Centre in Swindon on September 12, where a large selection of 3mm layouts will be on display. So, if you're thinking about modelling in 3mm, be it fine scale or with used Tri-ang stock to make a small layout on a budget, it's a good time to join. I would like to thank Dennis Snook, and the late David Finney for helping me operate at some of the exhibitions. ■

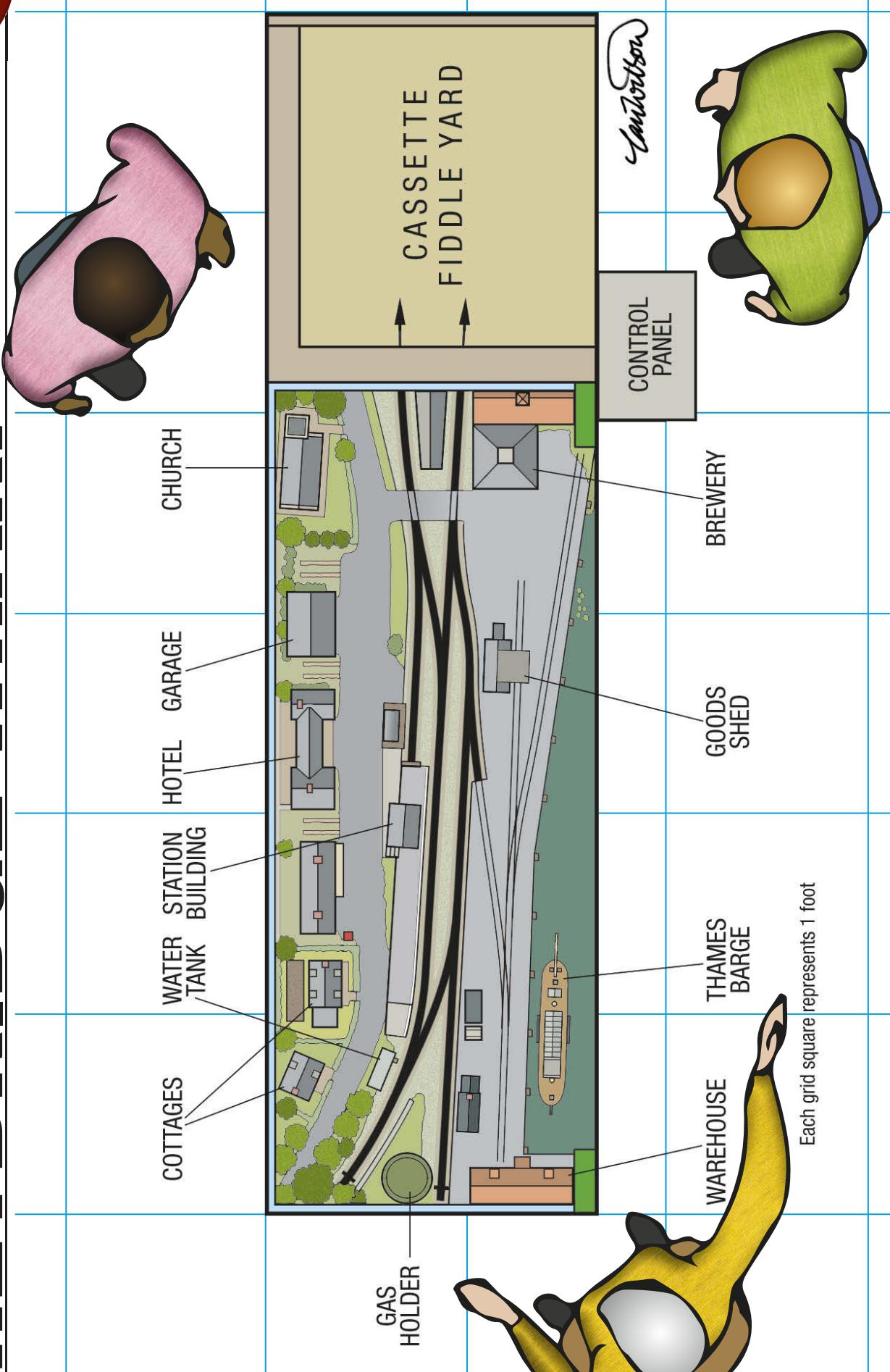
for the pantile roof, this time cut in overlapping strips and painted a light brick colour. The name was added with rub-on letter transfers.

HEYBRIDGE WHARF

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3mm Scale

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HOW TO 3D PRINT AT HOME

Words & Photography: Phil Parker

PART 2

Phil Parker continues his experience with 3D printing, using his budget machine to print useful models.

None of the BRM team was impressed with the models I made last month with my borrowed printer. It was clever, but if I want something that doesn't look like it fell out of a Christmas cracker, more research was required.

Someone once said that if the only tool you have is a hammer, every problem looks like a nail. My tool is far more adaptable, so in theory it should be able to adopt plenty of tasks. I just needed to find the ones best-suited to its abilities. With this in mind, I headed back on-line to download more project files... ■

Project 1 – A Nissen hut

Model buildings seem to offer possibilities for cheap 3D printing. The surface finish doesn't matter as much as it does for rolling stock. The Nissen hut model I've found is designed for HO (3.5mm:1ft) modellers, but can be re-scaled if required.

Nissen Hut download: www.thingiverse.com/thing:3144796



The curved parts are printed vertically, a clever move because it saves having to build a support structure inside. This is a separate file to the other parts, so you can print as many as you need.



All parts are printed. They must be separated from the pad surrounds that help them stick to the printer bed. In most cases, these are pulled free, but some cleaning with a knife and abrasive stick finishes the job.



Most paint will stick to PLA well, but I'm blasting the model with a mixture of grey and red oxide primers to give it colour and better part fit.



A thin coat of olive drab enamel lets the rusty primer show through. More rust dry-brushed and finished with a dark brown-thinned paint wash makes the model ready for the layout.

CONCLUSION: A nice model. The finish is slightly rough, like the real thing. The ability to print as many curved parts as you like is a benefit. As well as longer buildings, you could model the components arriving on site.

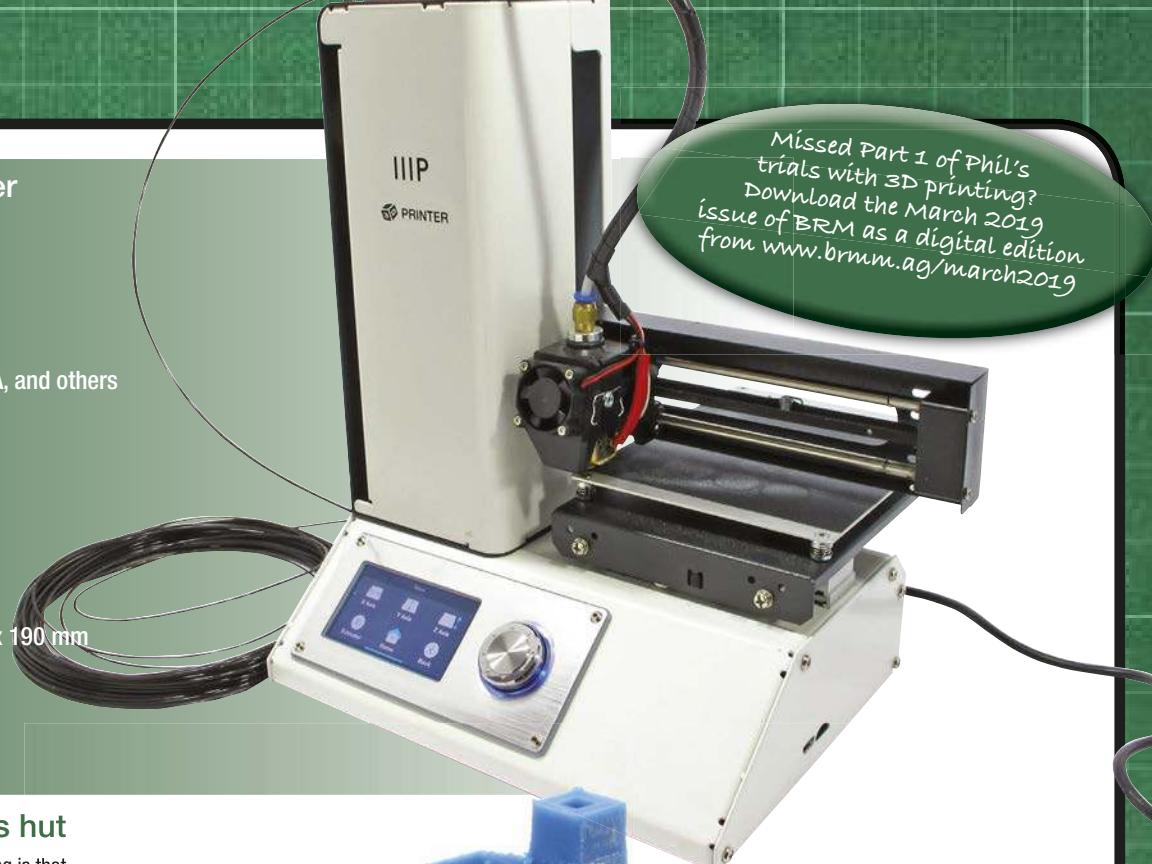
Monoprice IIP 3D Printer

Specification:

Extruder Type - Single Extruder
Printing Technology - FDM
Supported Filament Size - 1.75mm
Supported Filament Types - ABS, PLA, and others
Max Extruder Temperature - 250°C
Max Platform Temperature - 60°C
Nozzle Diameter - 0.4mm
Max Printing Speed - 55mm/sec
Layer Resolution - 0.1mm
Build Area - 120 x 120 x 120 mm
Build Volume - 1728 cc
Dimensions (H x W x D) - 343 x 287 x 190 mm
Weight - 4.5 kg

Price: £189.99

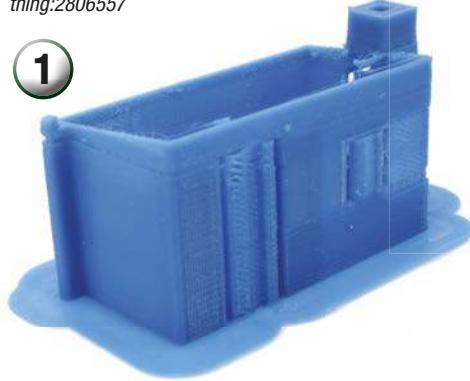
W: www.monoprice.uk



Project 2 – A platelayer's hut

One of the biggest-selling points of 3D printing is that you can re-scale models to suit. I'm taking a 7mm scale hut and re-sizing it to 3mm scale. Admittedly, I'm trying for 4mm and have my numbers wrong, but this proves the point. Modellers working in the more unusual scales now have access to many things without having to scratch-build everything.

Worker's hut download: www.thingiverse.com/thing:2806557



The hut is made from several different parts, each downloaded separately. I'm printing the main body, but for some reason, the roof won't print. You can see that there is quite a lot of support material in the door and window apertures. This is easily cut out with a sharp knife leaving accurate openings.

4 Painted, the model looks OK for 3mm:1ft scale. It would possibly have been better to use the printed window because my glazing bars aren't perfect.

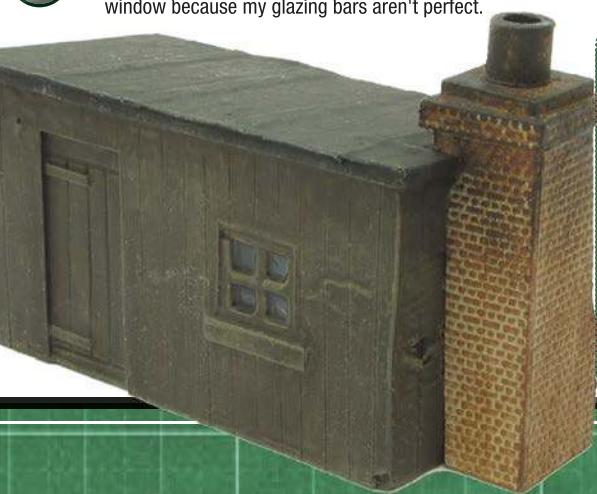


The wall surface is plain and in real life would be vertical planks. I'm sanding it as smooth as possible using mild abrasives, then scribing the plank lines. This works fine on the ends and sides, but the front appears softer because of the printing process and the scribe goes through. Normally, I'd detail the walls on a flat surface.



An idea from Howard is to use the basic print as a carcase, to be clad with PlastiKard. I do this for the chimney, sticking it with lashings of plastic solvent. On the front, I scribe 0.010in thick plastic sheet and glue it to the front, covering the holes. The door is more scribed plastic and the window is made from Microstrip. Both could be printed, but I'm making them myself.

CONCLUSION: The idea of printing a building carcase and adding surface detail works, but I can scratch-build this faster than I can print it – the body took more than an hour to print on the machine!



Phil's view

For more serious modelling, the trick is to play to the technology's strengths. My Nissen hut is brilliant and would be a fiddly build. I could make one from scratch, but bending the sheet would be tricky and time consuming. There is a kit available, but the vacuum-formed roof isn't the easiest thing in the world to deal with either, and the printed version is stronger.

The models can be produced in any scale, your only limitation is the size of your printer freeing up the modeller from having to 'fit in' with what the trade provides. That could be a boon to those working in 3mm, 5.5mm or S scale. But, conventional scratch-building can do all this too, and sometimes faster than using a printer as the hut shows. A mixture of traditional and printed parts is probably the ultimate solution. If you take time to learn how to draw up your models to print, the combination is very potent.

"But you used the wrong type of printer", I hear 3D-print enthusiasts cry. There are other options out there and the better, but more expensive resin-type machines can rival plastic moulding, but a basic machine can be fun – and this is a good machine.

BRM TV

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3D PRINTING

Are you interested in 3D printing? Find out what developments are taking place with the technology as Phil Parker and Andy York wander around the TCT show – an annual event held at the NEC and dedicated to 3D printing.

EXCLUSIVE

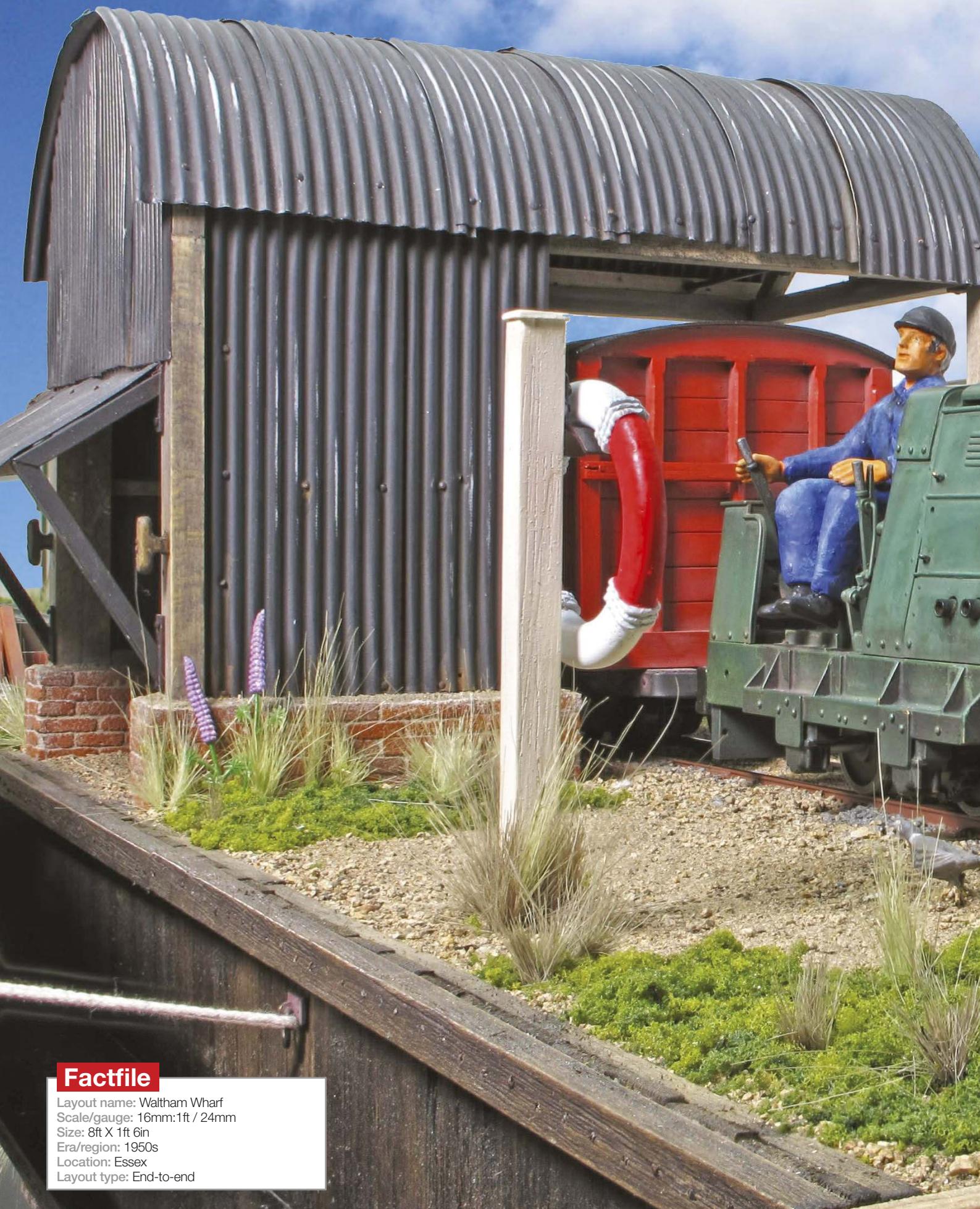
WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



PLAY





Factfile

Layout name: Waltham Wharf
Scale/gauge: 16mm:1ft / 24mm
Size: 8ft X 1ft 6in
Era/region: 1950s
Location: Essex
Layout type: End-to-end

WALTHAM WHARF

Steve Bell's narrow-gauge foray is an essay on concentrated, large scale, highly-detailed modelling.

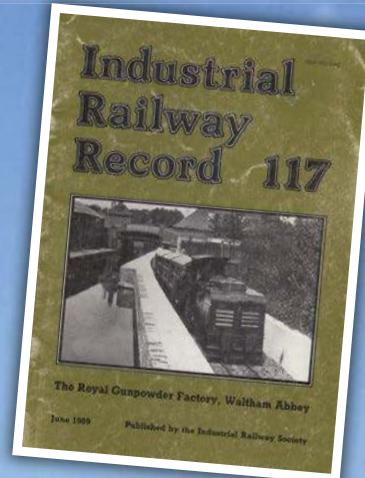
Words: Steve Bell **Photography:** Phil Parker

An interest in Military railways

The origins of the Royal Gunpowder Factory (RGPF) at Waltham Abbey in Essex date back to the 1700s. It made extensive use of canals around the site to assist with the movement of materials. Eventually, short hand-worked narrow-gauge tramways appeared, serving various areas.

World War One saw a massive increase in the demand for explosives and in 1916 the little tramways were developed into an extensive 18in (457mm) gauge locomotive-hauled railway. Use of the railway eventually faded out in the 1950s, and the site finally closed in 1991.

Meanwhile, back in 1990, the Industrial Railway Society published a short history of this railway in its magazine. I purchased a copy, not so much for information on the railway but for the drawings of the very interesting Ruston Proctor locomotives.



Unfamiliar Beginnings

Fast forward to 2012, and I eventually decided to model a Ruston Proctor locomotive in 16mm scale. I had intended to build this to 32mm gauge track to run on an existing layout, but soon realised that it wouldn't fit the tunnel. So, out of devilment I decided to build it anyway and to the correct scale gauge of 24mm, despite not having anywhere to run it!

Whilst the model was under construction, I had discovered most of the north site at Waltham Abbey had been conserved and was open to the public. The south site had

Shunting vans, the Ruston type 20DL arrives at one of the 'stops. Even in this large scale, ground cover is from the same suppliers used with 4mm:1ft scale suppliers, with the exception of flowers, courtesy of WM Brittan's 1:32 scale range.

been swept away and is now underneath an industrial estate and part of the M25 motorway.

On location

A visit to the site was inevitable. Although there are only a few traces of the original railway remaining, I found the entire site fascinating. A period photograph in the exhibition hall caught my eye. This showed one of the unusual powder barges, moored alongside a corrugated loading porch, which, in turn, was fed by a narrow-gauge tramway. It was this photograph that inspired me to build a small layout based on this scene.

With the locomotive complete, thoughts finally turned towards the layout. The scale had been settled. It was to match the locomotive. I have worked in 16mm scale for more than 40 years, and this scale enables me to comfortably work with wood and metal. For some reason I struggle to work with plastics. The downside of this decision

is that 16mm scale is quite large, so I had to choose carefully what would feature in the very restricted layout space I had available.

Selective approach

The canal wharf with the loading porch was an essential, along with a model of a powder barge. The Waltham Abbey site is peppered with small interesting buildings, so a couple of these could be included. Over the next year or so a few return visits to the site with a notebook and tape measure gave me dimensions of the preserved powder barge and a few potentially suitable structures. The somewhat diminutive size of the powder barge was a bonus because it allowed me to model part of a canal basin without overpowering the layout.

Armed with this information, planning commenced directly on the plywood sheets that were eventually to be the baseboard tops. The proposed buildings were mocked up in cardboard and rearranged to give a satisfactory scene. Space was also found

to incorporate a small concrete blast wall, also known as a 'traverse', to characterise the explosives industry. Ironically, the two buildings installed on the layout weren't ones that I had measured, but were scaled from photographs. The railway was then fitted in.

The baseboards are of the usual construction in plywood and are deliberately kept short, each being around 850mm long. This makes the handling and storing of the boards easier.

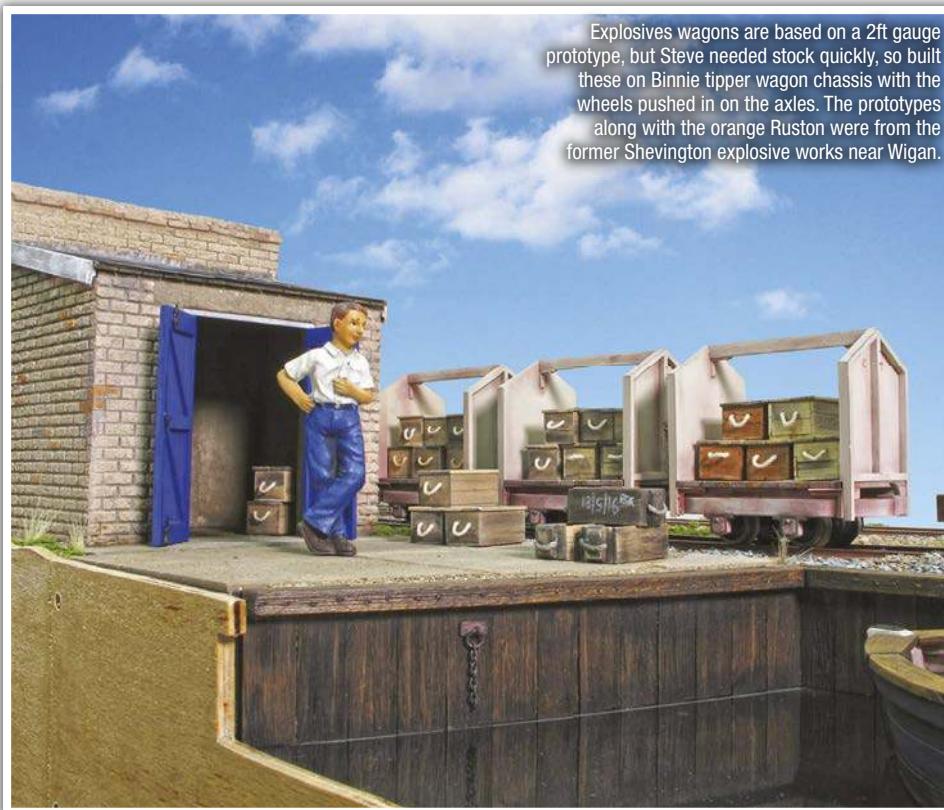
Accurate track

The ballast - intended for 4mm scale - is rather coarse, but consists of granite chippings bought from a local model shop. This was applied dry and brushed into shape, then fixed with diluted PVA glue.

The turnouts were mainly built in-situ over a paper template. A visit to the local narrow-gauge railway revealed that the frog units there were built on steel plate. This meant that this unit on the model could be made on a brass plate, enabling the rails to

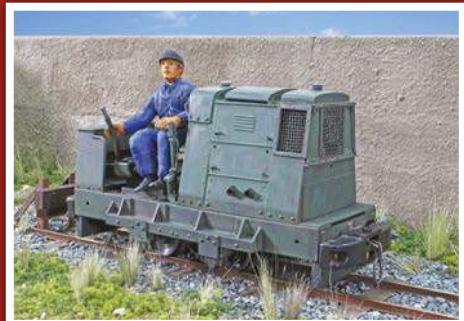
The tanks hanging on the back of the two Rustons are exhaust conditioners used on locomotives working in areas where you really didn't want heat or sparks.





Explosives wagons are based on a 2ft gauge prototype, but Steve needed stock quickly, so built these on Binnie tipper wagon chassis with the wheels pushed in on the axles. The prototypes along with the orange Ruston were from the former Shevington explosive works near Wigan.

Motive power on Waltham Wharf...



Ruston type 20DL. The prototype was supplied second hand to Woolwich Arsenal, and remained there long enough to be preserved. It is now 2ft gauge. Note the frame extensions fitted to Ruston Locomotives below 2ft gauge. This was to allow the drive chains to be on the outside of the wheels to clear the width of the gearbox, a feature perpetuated on the model.



A smaller Ruston of 16hp. The prototype was supplied new to Woolwich with the nonstandard coupling gear. The model features an exhaust conditioner fitted to the rear of the locomotive. The wooden buffers on the model are made from a piece of pitch pine that was formerly part of an 1895-built 15in gauge Heywood coach that was replaced during its' restoration.



Another Ruston type 20DL, but with the later style bodywork. The model is actually based on an existing 2ft gauge prototype. But I fancied doing the bodywork, so it slipped through the net.



Visit the location

Discover more about the Royal Gunpowder Mills at Waltham Abbey, or plan a visit. See its website at www.royalgunpowdermills.com

See advert on page 93



The locomotive that started it all. A Ruston Proctor modelled on the Waltham Abbey prototype. The female driver is in recognition of the fact that they were driven by women during WW1.

Leaning against the building are the trays in which cordite was laid. The building is made from plywood with the walls covered in a brick compound, laid over a stencil. This is then removed, leaving the neatly modelled bricks. This is a technique from the doll's house world that with practise, is quick and effective.



holes were then transferred to the rail joint. Fishplate bolts are 0.8mm brass rivets with thin slices of small-bore brass tube to represent the nuts. The whole assembly was then soft-soldered together. For isolated sections, the rail was cut and the fishplates were made from Paxolin with bolts glued in place.

Scenic appearance

Greenery was from the Woodland Scenics range. Its coarse turf was used for basic grass, fixed using diluted PVA glue. The standing grass is its field grass. A small tuft of this is cut to the required length and the end is dipped into neat PVA glue with the bundle placed in the appropriate place on the layout. This process is still ongoing.

Flowers are from the former 'W. M. Britain's' garden series dating from the 1960-70s. This was a 1:32 scale model garden series and is now highly-collectable.

My flowers were from a bag of oddments bought for a few pounds at a swap meet.

The water on the canal basin is opaque Perspex, used shiny-side up and suspended about 6mm above the canal base that had previously been painted a dark greenish grey. The edges of the Perspex are inserted into a slot in the canal bank.

Construction techniques

The loading porch is built from strip wood and scale aluminium corrugated 'iron', and like the other structures, is only screwed down to the baseboards. This enables the building to be easily removed for repairs or further detailing without damaging the building or scenery.

The concrete effect used on the floor slabs, the traverse and the roof of the little red brick building was achieved by thickly painting the plywood used for the carcass a concrete grey colour, then dipping it into a

bag of dry concrete. The process is repeated to build the texture. I can't guarantee that the process is entirely successful, but should it not work you simply scrape it off and try again. The whole lot is then sprayed with a matt varnish to seal the concrete, with highlights and moss dry-brushed.

Other hobbies

The buildings are built in 3mm plywood, then clad in either 1:19 scale real brick slips and mortar obtained from www.richardstacy.com, or with a brick compound and stencil system from www.craft-products.com. These are both primarily dolls house suppliers, so it pays to look over the fence and see what other modelling interests use. Model boat suppliers are a good source of interesting parts. I buy and stockpile parts as I find them because many suppliers are cottage industries, and so may not be around forever.



What we think...

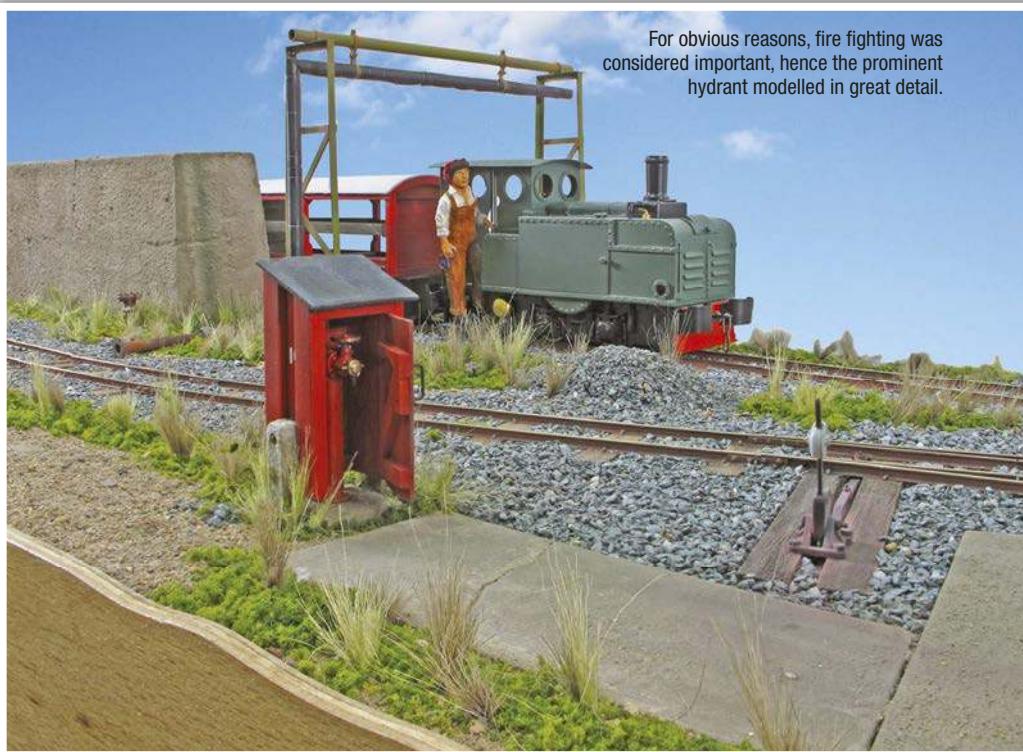


'Waltham Wharf' is a fascinating prototype, beautifully modelled in a large scale. Steve has gone to town with some of the detail. In 4mm scale, the standpipe would be a single-part moulding, but here the lagged pipe, drain and brass tap have been faithfully represented. This work isn't quick, but it caught my eye the first time I saw the layout, and that's before I saw the rolling stock!

Phil Parker, Features Writer



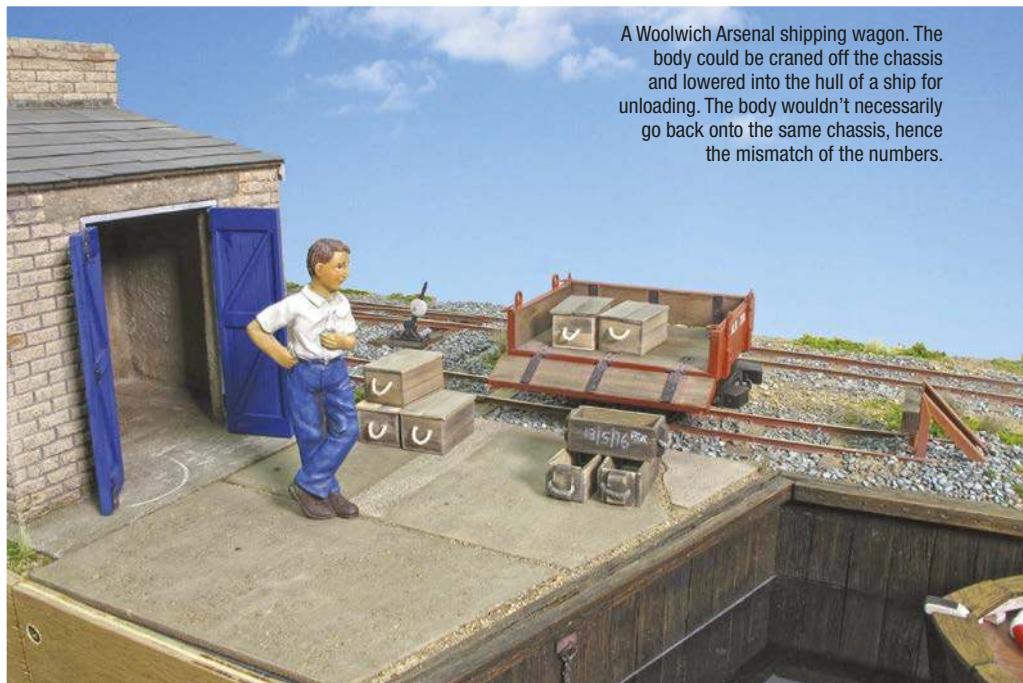
For obvious reasons, fire fighting was considered important, hence the prominent hydrant modelled in great detail.



I looked further afield from Waltham Abbey when it came to additional locomotives and rolling stock. There are examples from Woolwich Arsenal and models based on stock from a former explosives works near Wigan. These are all scratch-built in brass and wood. This is mainly due to my complete inability to work with plastics. The mechanisms of the locomotives were built with Branchlines 80:1 multi-boxes, with the biggest Mashima motor that would fit, along with a flywheel. A further 2:1 reduction is obtained when using Delrin sprockets and chains to get the drive to the axles.

No regrets

I feel that the choice of 24mm gauge was a good one for a small layout. Although the buildings and trains are the same size, the track doesn't seem to dominate the small base boards like 32mm gauge would. ■



A Woolwich Arsenal shipping wagon. The body could be craned off the chassis and lowered into the hull of a ship for unloading. The body wouldn't necessarily go back onto the same chassis, hence the mismatch of the numbers.

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HANDY HINTS

Handy Hints – Using plaster for scenery

Sometimes it's powdered, sometimes it's impregnated into bandages – plaster is the perfect hard shell, although it can be fragile. You don't want a glaring white gash appearing in the hillside thanks to an accident. Unless that gash looks like a horse, you're not going to convince anyone it's prototypical. There are ways to avoid this, though.

[Read our scenic advice](#)

Phil's Blog - April
What does Easter mean to you? For me, it means a trip to one of my favourite model railway exhibitions in the country – York. It's a beautiful city with fascinating railway history, all of which I ignored in favour of a day indoors at the racecourse. A couple of weeks later, my destination was The National Garden Railway show at Peterborough for some large scale antics and a problem – do I need a hat?

[Find out Phil's favourite models at these shows, \[read on\]\(#\).](#)



RMweb - Casting plaster for buildings

Do you remember Linka? The system for constructing buildings out of cast plaster parts was popular years ago and sets still appear on the second-hand market. Actually making successful casts isn't as easy as you think. Fortunately, there is plenty of advice available from some surprising sources.

If you've ever used plaster, [read on](#).

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DONCASTER

Phil's been out and about at our Doncaster show. Here's his video diary of what was going on at the show. Get regular updates on model railway news, shows and practical articles – sign up to BRM Express, our free E-newsletter, today. Visit www.brmm.ag/brmexpresssignup

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THE LONDON FESTIVAL OF RAILWAY MODELLING

The 'Ally Pally' show is one of the UK's biggest and best model railway exhibitions, boasting more than 40 top quality layouts.

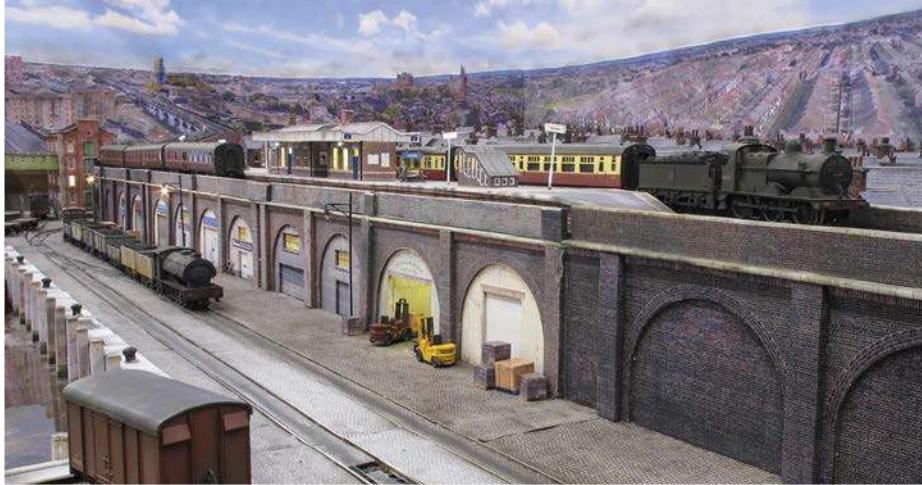
Here's what to expect this year.

The London Festival of Railway Modelling returns to the stunning Alexandra Palace for its 20th year and promises to be better than ever! It really does have something for everyone: 40+ of the best model railways covering a variety of scales and gauges, more than 120 trade exhibitors ranging from large retailers through to smaller, specialist suppliers plus demonstrations from modelling experts and societies. It really is a must-attend show at one of the most impressive exhibition venues in the country. Here's are some of the layouts the BRM team can't wait to see... ■

Fenchurch St. Peter

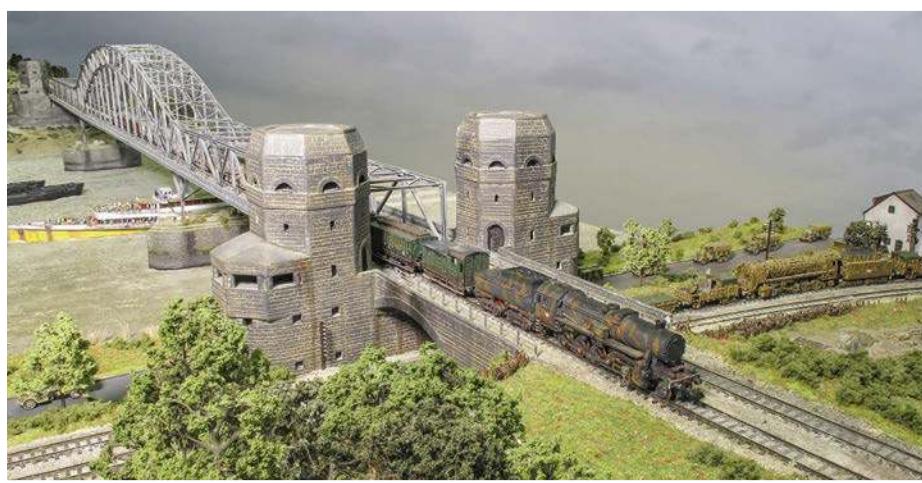
Howard Smith says: Imagine a quiet rural line in the Fens, set in the 1960s. A peaceful location, disturbed only by the vague sound of a distant tractor harrowing a field. A local DMU passenger service pulls into the station momentarily, before departing, the crossing gates opening once more for the occasional passing car. If you're lucky you might see a Brush Type 2 haul a short rake of blue 'Covhops' into the yard – what's not to like about the rural tranquillity that this layout oozes?





Ealing Road

Andy York says: Ealing Road was the layout which got everyone talking in the first episode of Channel 5's Great Model Railway Challenge last year. The Missenden team have packed so many modelling techniques into the layout and love to talk to visitors. The model features many cameo scenes from the great Ealing Studios films from the 1940s and 1950s - how many can you identify?



Bridge at Remagen

Andy York says: Magnificent solo project portraying the Ludendorff bridge over the Rhine before it became a key focal point of the Allied advance into Germany in March 1945. The scene will appeal to military and railway modellers alike with many detailed cameos within the scope of the impressive scene. Look for the radar and gun battery on top of the hill at the right-hand end of the model!

Layouts

Arigna	00n3
Ballyconnell Road	3mm
Binns Road (Hornby Dublo	00
Burntisland	P4
Calshot Road	00
Clearwater Harbor	On30
Dunkow Road	N
Ealing Road	00
Eccleston	P4
Fenchurch St Peter	00
Fleischmann	HO
G1MRA track	1
Habbaniya - Iraq 1941	7mm NG & 009
Happisburgh Goods	0
Harpenden East	0
High Stamley	009
Johnstown Road	0
Kayreuth	N
Lightermans Yard	2mm FS
Little Ashton	N
Llwyn Grug	N
Lower Exbury	P4
Lymebrook Yard	N
Megantic	On2
New Kensal Green	00
Normandy Road	00
North Foreland	0
Oakworth	00
Pig Lane	00
Putnam	HO
Rolvenden	EM
Santa Barbara	N
St Petroc	1
The Bridge at Remagen	N
Thornbury Hill	00
Troutbeck Bridge	00
Warton Road Preservation	3
Wickwar	N

Essential information

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FURTHER INFORMATION

www.world-of-railways.co.uk/shows



Dunkow Road

Howard Smith says: The early BR diesel enthusiast should rejoice at this N gauge layout, with a trackplan designed to entertain. Look out for a great selection of 'hydraulics' from Dapol and Graham Farish, hauling a variety of freight, including the long-since forgotten local 'pick-up goods'. The layout scenery is well-executed, with a focus on creating inclines and optimising the potential of the landscape - something more easily achieved in the scale.



Docklands



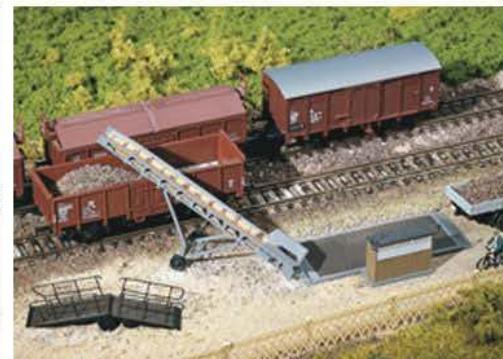
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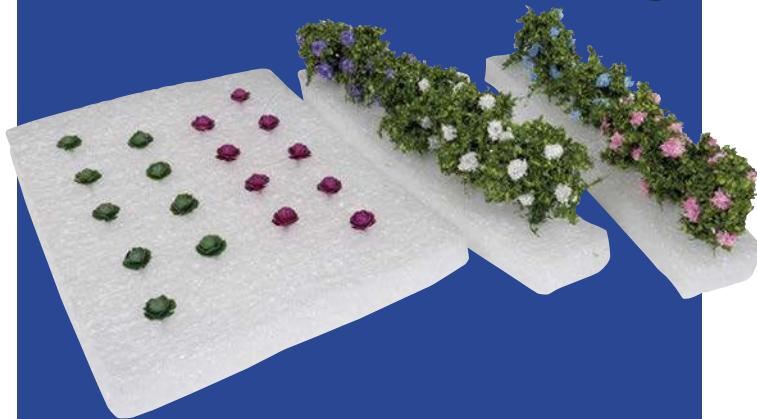
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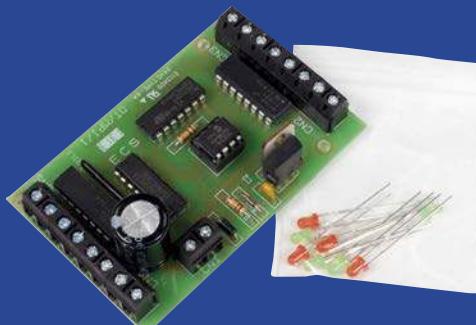


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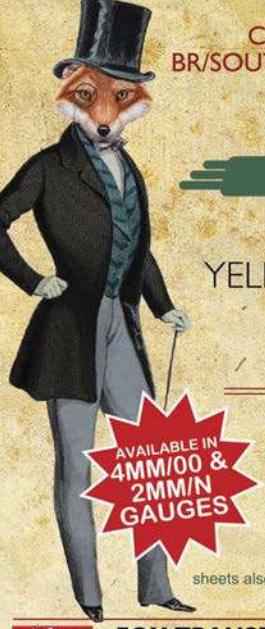
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Built at Cowlairs in March 1899, No. 65311 *Haig* was rebuilt by the North British Railway in April 1921 using the new standard boiler. Numbered as 753 by the NBR, the locomotive wasn't part of the ROD contingent, but with the withdrawal of the original *Haig*, No. 650, in April 1951, 753 (now No. 65311) was unofficially named *Haig* in its place whilst at Craigentinny, during the summer of 1953.

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PRODUCTS



The British Model Railway Awards are the 'Industry Oscars'. Here, we present the winners from each category.

Rapido designed and manufactured the technically-challenging 'Stirling' Single.



Dapol's well regarded Class 68 narrowly beat Revolution's crowd-funded Pendolino project.

N GAUGE LOCOMOTIVES		Votes	%
Dapol Class 68		1025	17.50%
Revolution Trains Class 390 Pendolino		1001	17.09%

N GAUGE ROLLING STOCK		Votes	%
Dapol Maunsell Brake Third coach		655	11.18%
Revolution Trains IZA Cargowagon twin wagons		516	8.81%
Revolution Trains 35T Class B tank wagon		344	5.87%

N GAUGE MANUFACTURER OF THE YEAR		Votes	%
Revolution Trains		897	15.31%
Dapol		832	14.20%
Graham Farish		646	11.03%



Revolution delivered two excellent wagon projects in 2018, its TEA tank wagon, and pictured, its 35T tank.



Departmental stock is always popular so it's unsurprising to see Hatton's excellent Beilhack snowplough emerge a winner.

OO GAUGE / 4MM SCALE STEAM		Votes	%
Locomotionmodels GNR Stirling 4-2-2		667	11.39%
Hatton's SECR 'P' Class 0-6-0T		618	10.55%
Hornby streamlined 'Princess Coronation' 4-6-2		529	9.03%

OO GAUGE/4MM SCALE WAGONS		Votes	%
Hatton's Beilhack snowplough		530	9.05%
Hornby Toad E NE brake wagon		403	6.88%
Accurascale 25.5T/HUO hopper wagon		388	6.62%

O GAUGE LOCOMOTIVES		Votes	%
Dapol 57XX/64XX 0-6-0PT		982	16.76%
Heljan Class 25/3		431	7.36%
Heljan Class 128 Parcels Unit		282	4.81%

OO GAUGE MODERN TRACTION		Votes	%
Kernow MRC Bulleid diesel 10203		1101	18.79%
Hornby Class 87 Bo-Bo		673	11.49%
Hornby Class 800 IEP unit		3565	9.64%

OO GAUGE / 4MM SCALE MANUFACTURER OF THE YEAR		Votes	%
Hatton's Model Railways		902	15.40%
Hornby		775	13.23%
Bachmann Branchline		662	11.30%

O GAUGE ROLLING STOCK		Votes	%
Hatton's 50T Warwell wagon		527	9.00%
Dapol BR 20T Brake Van		499	8.52%
Dapol HAA MGR hopper wagon		341	5.82%

OO GAUGE COACHING STOCK		Votes	%
Rails LNER Dynamometer Car		1552	26.49%
Hornby Maunsell Restaurant Diner		760	12.97%
Bachmann Branchline Mk2F coaches inc. DBSO		654	11.16%

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O GAUGE MANUFACTURER OF THE YEAR		Votes	%
Dapol		1049	17.91%
Heljan		544	9.29%
Hatton's		344	5.87%

OVERALL MANUFACTURER OF THE YEAR		Votes	%
Hornby	806	13.76%	
Bachmann Europe inc. Graham Farish	794	13.55%	
Hatton's	730	12.46%	

EXHIBITION OF THE YEAR AWARD		Votes	%
Warley National Exhibition	1119	19.10%	
Alexandra Palace - London Festival of Railway Modelling	474	8.09%	
Model Rail Scotland	334	5.70%	

RETAILER'S CUSTOMER SERVICE AWARD		Votes	%
Hatton's Model Railways	1741	29.72%	
Rails of Sheffield	976	16.66%	
Scale Model Scenery	829	14.15%	

LAYOUT OF THE YEAR AWARD		Votes	%
Waverley West	623	10.64%	
Bournemouth West	569	9.71%	
Grantham - The Streamline Years	487	8.31%	



DCCconcepts' working point rodding in 4mm scale adds a finescale touch for those with an eye for detail.

WEBSITE OF THE YEAR AWARD		Votes	%
UK Model Shops	807	13.78%	
Model Railway Engineer	574	9.80%	
N Gauge Forum	408	6.96%	

RMWEB MODELLER OF THE YEAR AWARD		Votes	%
Allan Downes	724	12.36%	
Dave Segar (Waverley West)	456	7.78%	
Mike Buick (scoobyra)	223	3.81%	

INNOVATION OF THE YEAR		Votes	%
DCC Concepts point rodding	1114	19.02%	
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Bachmann Branchline DCC coach lighting	967	16.51%	



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R3781 DCC READY R3781X DCC FITTED

K&ESR, 'Terrier', 0-6-0T,
No. 5 'Rolvenden' - Era 2

ARRIVING MARCH 2019

The distinctive 'barking' exhaust note of the locomotive led to the class becoming known as 'Terriers' and they proved popular with the crews, being comfortable, easy steaming and reliable, although the condensing pipes were removed by Stroudley's successor and the steam brake proved to be erratic in operation. A further forty-four locomotives were built at Brighton Works and of the total fifty, all except six were operating in the London area.

A series of cylinder modifications took place between 1892 and 1900 and by this point the class had extended their working area out to Portsmouth, but with many traffic duties requiring the use of bigger locomotives, the decision to reduce the class to fifteen examples was taken. The introduction of motor-train services from 1905 arrested the run-down of the class and the AIX reboiling from 1912 onwards gave the remaining 'Terriers' a new lease of life. Scattered around Southern England, the type continued in service right up to 1963, and beyond, with ten locomotives being preserved beyond withdrawal.

As the Southern Railway was absorbed into British Railways, 2655 was stored under cover and out of use at Fratton, one of six Terriers, where only two were required for the Hayling branch. In December 1949, the newly numbered 32655 became the first Terrier to receive the BR lined black livery at Brighton and was regularly worked on the Hayling services until 1960. 32655 also hauled the last public passenger services on the K&ESR on January 2, 1954.



R3767 DCC READY R3767X DCC FITTED

BR, 'Terrier', 0-6-0T,
32655 - Era 4

ARRIVING MARCH 2019

R3768 DCC READY R3768X DCC FITTED

BR, 'Terrier', 0-6-0T,
32636 - Era 5

ARRIVING MARCH 2019

R3780 DCC READY R3780X DCC FITTED

LB&SCR, 'Terrier', 0-6-0T,
655 'Stepney' - Era 2

ARRIVING MAY 2019

R3782 DCC READY R3782X DCC FITTED

SE&CR, 'Terrier', 0-6-0T,
751 - Era 2

ARRIVING MAY 2019

R3783 DCC READY R3783X DCC FITTED

SR, 'Terrier', 0-6-0T,
2662 - Era 3

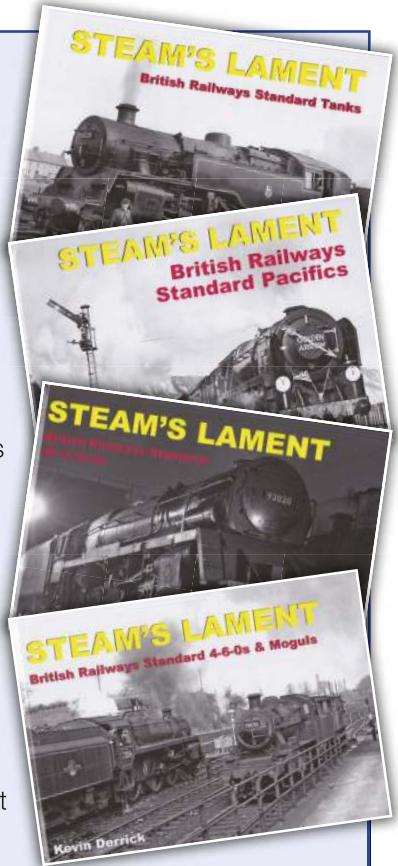
ARRIVING MAY 2019

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STEAM'S LAMENT BRITISH RAILWAYS SERIES

Kevin Derrick

These four splendid volumes are reviewed together because their presentation, in A4 hard-back landscape is very similar. They really present a magnificent collection of high-quality photographs showing all the BR Standards throughout their lives. Many similar illustrations are available online, but not everyone is comfortable with computers and nothing beats a well-printed, well-presented book, the likes of which these volumes certainly are. As alluded to, printing and production values (all in crisp black and white) are to a very high standard on top-quality gloss stock. Anyone contemplating making or modifying a model of any of the locomotive types illustrated will find these books invaluable, because just about every detail difference, including liveries is covered. The captions are informative and generally-accurate, though could have been expanded in some cases with descriptions of the workings - a minor point, admittedly. With reference to the workings of these locomotives, every single type of job entrusted to these classes is illustrated, such is the comprehensive coverage. *Mercury* and *Lightning* get muddled up on page 44 of the 'Pacifics' volume, though the descriptions of the modifications to the different types of smoke deflectors fitted to the 'Britannias' is entirely accurate and very useful. Oddities are also included, such as the large tender latterly fitted to No. 70014, but it's a pity no shot could be found of No. 70045 with oval buffers - an interesting detail point, though hardly a criticism. As mentioned, captions would appear to be accurate in the main, especially date-wise, though 1959 being the date of the picture on page 113 of the 9F book is questionable, because the locomotive displays the later alterations to the lamp irons on its front. Despite being described as hauling a 'summer Saturday extra' - which it would appear to be doing - No. 92085 is showing a light engine headcode. These are among the finest pictorial volumes **BRM** has had to review of late, and the usefulness of the wealth of visual information contained within them can't be overestimated. These are highly recommended and represent good value for money.



Price: £25.95 (each) **W:** www.strathwood.co.uk **ISBN:** STANDARD TANKS: 978-1-905276-87-5

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MAUNSELL MOGULS & TANK LOCOMOTIVE CLASSES

David Maidment

This substantial volume describes in detail the N and N1 2-6-0s, the Ks and K1s ('River' Class 2-6-4Ts), the U 2-6-0s, the U1 2-6-0s, the W 2-6-4Ts, the Z 0-8-0Ts and the E1/R 0-6-2Ts, designed by Richard Maunsell for the South Eastern and Chatham Railway and the Southern Railway between 1917 and 1932. The text is authoritative and accurate (the author is an ex-professional railwayman), complemented by dozens of very well-reproduced photographs and drawings, though one or two of the colour images could do with 'lifting' to bring out the detail therein. Anyone contemplating making a model of any of the classes described (a 'River' or a W from South Eastern Finecast, for instance) will find this book of great value. Thoroughly recommended.

Price: £35.00 **ISBN:** 978-1-526732-13-2 **W:** www.pen-and-sword.co.uk



LOST TRAMWAYS OF ENGLAND SERIES

Peter Waller

These lovely books are full of nostalgia, pictorially-describing perfectly long-lost tramway systems in four of our major cities. Each system was unique and it's interesting to compare/contrast the different types of cars running on the various routes, including a bogie car in Nottingham. Given the environmentally-friendly status of electric trams, it's incredible to think that the systems ceased to run in Coventry and Bristol in 1941 (as a direct result of enemy action), Southampton immediately post-War and Nottingham as early as 1936.

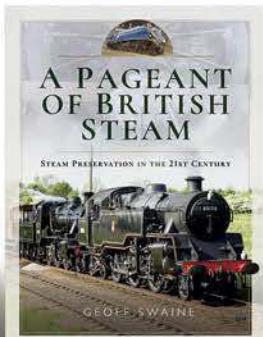
Useful route maps are provided, with a history of the systems and the trams which ran over them. The imagery is well-reproduced. Excellent value for money.

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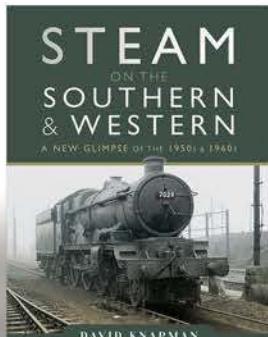
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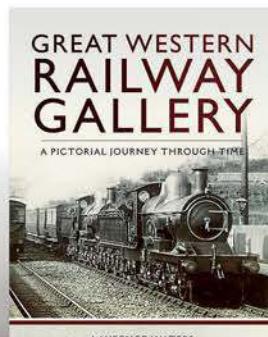
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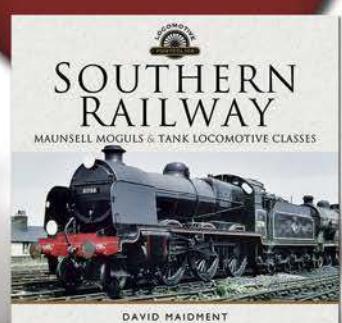
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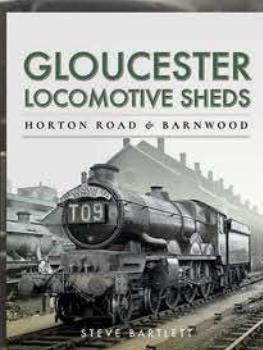
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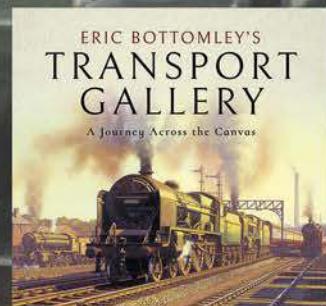
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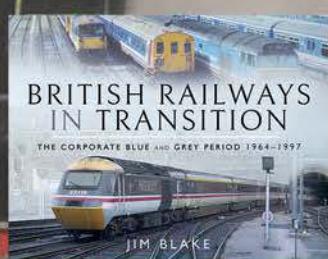
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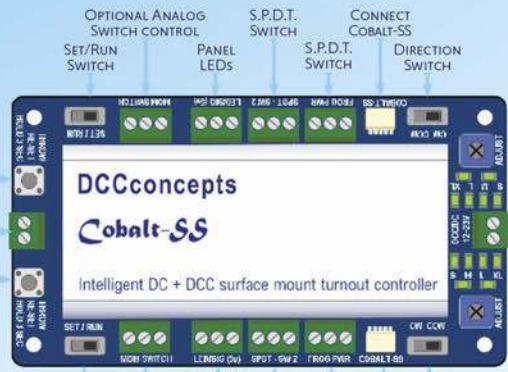


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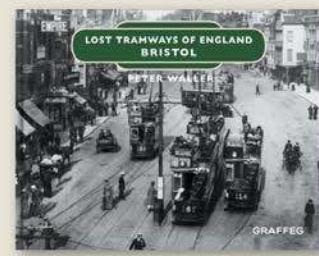
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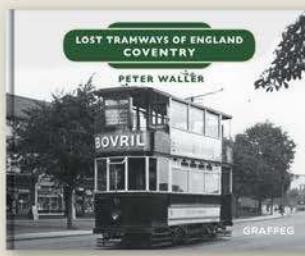
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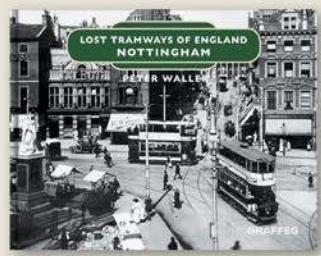
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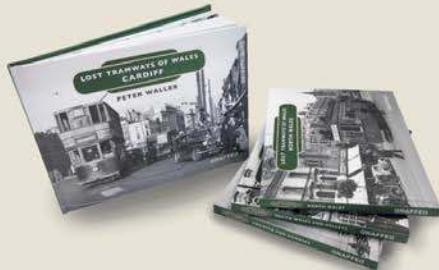
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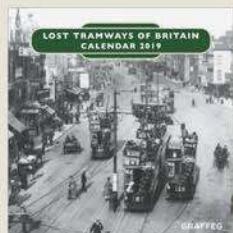
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HELJAN 43XX 2-6-0

Words & Photography: Tony Wright

History

This class must be one of the most successful of all time; a true mixed-traffic type capable of slogging along on freight work, and even up to express passenger jobs. Originally conceived in 1910, when Churchward told his assistant Holcroft to draw a design for a mixed traffic 2-6-0 using standard parts, the result was an immediate success, and the first batch of 20 locomotives emerged from Swindon in 1911. Construction carried on at various times until a grand total of 342 was built. There were many detail variations over the years. Some had outside steampipes, extended front buffer beams, different styles of safety valve bonnets, flanges on the motion support bracket/boiler support, different types of reversing levers and splashes, and the last batch built had a more modern side-window cab (93XXs). Some were even sent to France in WW1. Between 1936 and 1939, 88 of the 43XXs were withdrawn to provide wheels for the new 'Manors' and 'Granges' under construction. The final locomotives weren't withdrawn until the early-1960s, giving a working life of over 50 years! They could be found almost anywhere on the lines of the GWR and BR's Western Region, as well as parts of the Southern Region and Midland Region. Two survive in preservation.

Viewed from all angles, Heljan's GWR/BR 43XX is an impressive model. Its prototype was the real precursor of all the successful Mogul types built in this country.

Heljan's Iteration

On first inspection, this is a very fine model locomotive indeed. Though I don't have a 7mm drawing, checking the dimensions from Russell's second volume on GWR locomotives, the locomotive appears to be spot on. Attention to detail is really outstanding, with many dozens of separate fittings. The body is mainly plastic, with a die-cast metal chassis. With regard to the

chassis, I particularly liked the accuracy of the driving wheels, with their 'pin between spokes' feature, and the 30in travel of the crossheads in their slidebars. All wheels are of consistent 7mm fine scale standards. Though I don't have a 7mm test track, I set up to bench-test this model and its running is truly-smooth and very quiet. Strangely enough, there are no pick-ups on the drivers, and one of the tender wheels wasn't picking up consistently.

Locomotive and tender are 'permanently' coupled and it is supplied as DCC-ready, with provision for fitting a speaker in the loco and further one in the tender. Any such fitting is recommended to be done





The front numberplate is attached in an entirely prototypical manner. A scale screw-link coupling is factory-fitted, and there's a nice rendition of the ATC shoe, along with its associated conduit along the offside valance.

professionally. Indeed, it would appear that no instructions are supplied with regard to how to get the model apart. I thus left well alone – getting the model off its stout wooden base (for transportation) was tricky enough, with collars making bids for freedom as I took out the screws.

There is nothing for the purchaser to fit, other than the numberplates and the pony. This is lightly sprung and has a little forward/backward movement, as well as being able to swing from side to side. A nice touch is the non-provision of a



A very-neatly modelled cab interior. With the firebox door dropped down, an LED is visible which simulates a firebox glow. The rolled-up weather shield is a nice touch.

copper-capped chimney. Many assume that all GWR locomotives had a copper strip attached around the top of the chimney, but by BR days many locomotives had a plain one – just like this.

Outstanding livery

The livery is very well-applied, with crisp brandings and lining. I particularly like the way the BR front numberplate is attached to a separate, extended plate – just like the real thing. The plastic cabside numberplates have to be fitted by the purchaser; there

datafile

BASICS

CATALOGUE REFS:

Version 1 (GWR)

HJ4300 43XX Great Western Livery lettered Great Western No. 4339

HJ4301 43XX Great Western Livery GWR monogram No. 5355

HJ4302 43XX Great Western Livery Lettered GWR No. 5320

Version 2 (BR)

HJ4310 43XX BR Black unlined Early Crest No. 5378 (87F shedcode)

HJ4311 43XX BR Green lined Early Crest No. 4358 (85B shedcode)

HJ4312 43XX BR Green lined Late Crest No. 5330 (81E shedcode)

HJ4313 43XX BR Green unlined Late Crest No. 5306 (86G shedcode)

Limited Edition Models

HJ4320 43XX 2-6-0 Mogul V1 GWR Great Western No. 4375

HJ4321 43XX 2-6-0 Mogul V2 BR unlined black, early crest No. 5322 (81F shedcode)

HJ4322 43XX 2-6-0 Mogul V2 BR lined green, late crest No. 4377 (89C shedcode)

RRP: £779.00

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: GWR 1911 - BR 1964

Company/Operator: GWR/BR

Weight: 1523g

Body and chassis: Metal chassis, plastic body

Minimum Curve Radius: 438mm (R2)

Wheel Profile: Finescale

Couplings: Screw-link, sprung

Accessories: Cabside number plates, cab roof extension plate

are two little holes in the cabside to take two little pegs on the back of the 'plates, making positioning simple. I secured them both with a dab of PVA. Whilst the style of lining on the tender's top sheets is exactly right for No. 4358, it is very rare among the rest of the examples painted BR green. I can find only one other picture of a Mogul



with the top panel of the tender lined. It was a feature in GWR days, but it was usual to only have the main body of the tender lined in BR days, as it was with the 'Manors' and those 'Granges' running with smaller tenders. The 85B shedplate (Gloucester in the Worcester district) is nicely observed. It was at Gloucester in 1959; prior to that it was shedded at 87H (Neyland), which would explain its red-painted reversing lever – a feature of locomotives shopped at Caerphilly. The works was ordered to cease painting reversing levers red in 1958!

Handle with care

Of some possible concern was the fact that both front buffers were loose when I unpacked the locomotive. Though a dab of superglue has since secured them, they would appear to have not been fixed on properly at source. All buffers are sprung. The top lamp bracket on the tender had also broken off, and I was extremely fortunate to find this as I took the locomotive out of its packaging. A dab of superglue also secured this. Something was found to be rattling inside the tender.

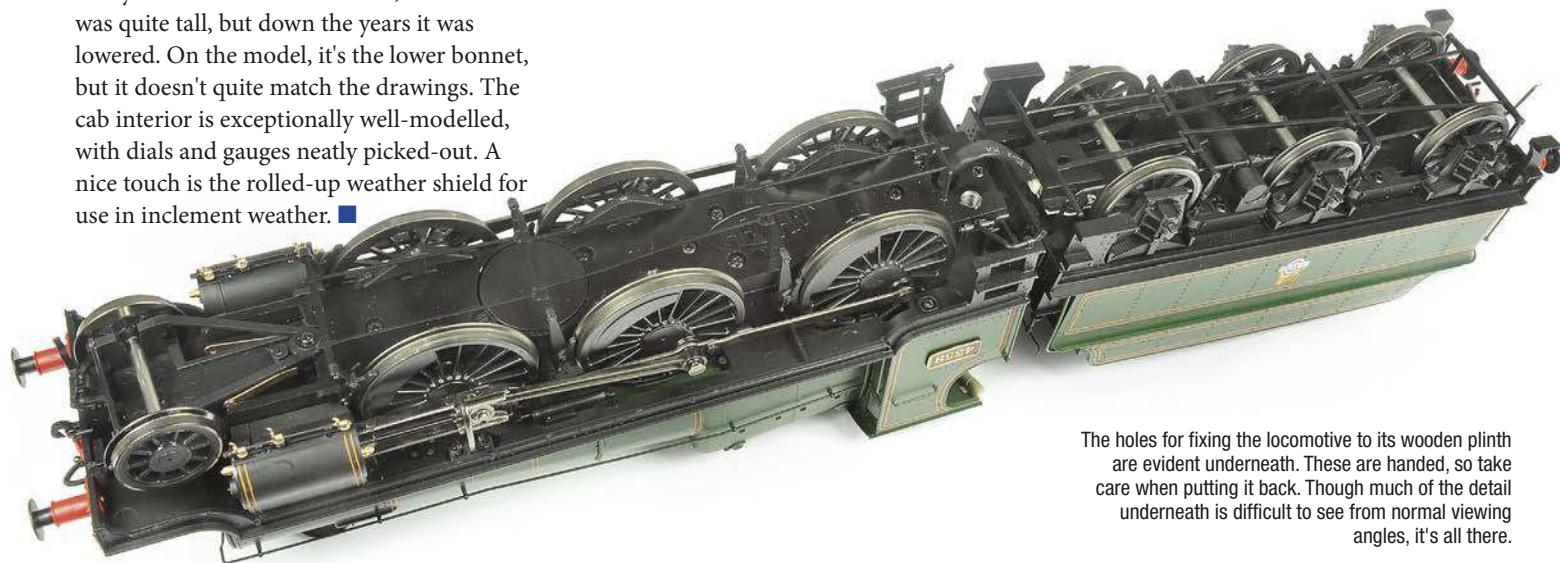
In conclusion, a very fine model indeed, though be careful if contemplating renumbering this locomotive to another of the class - it would seem that No. 4358 was the only 43XX to carry this livery combination. It's obviously not wrong, but it is the rarest manifestation of BR lined green. As more stock becomes available RTR in O Gauge, then more and more folk are going to be able to own high-quality locomotives like this. It represents outstanding value for money because a kit-built equivalent would cost far more and, not surprisingly, they're selling rather fast!

I'm not convinced of the shape of the safety valve bonnet. When built, the bonnet was quite tall, but down the years it was lowered. On the model, it's the lower bonnet, but it doesn't quite match the drawings. The cab interior is exceptionally well-modelled, with dials and gauges neatly picked-out. A nice touch is the rolled-up weather shield for use in inclement weather. ■

A driver's eye view as he approaches his steed? The handrails on the tender's front are slightly out of plumb, but are made from plastic. The locomotive's footplate valance should be unlined green, not black.



The 'drivers' are beautifully-modelled, and the motion is nicely-darkened. Note the extended centre splasher on this side (not on every locomotive) and the rare red reversing lever - a feature of Caerphilly Works, which Swindon eventually objected to.



The holes for fixing the locomotive to its wooden plinth are evident underneath. These are handed, so take care when putting it back. Though much of the detail underneath is difficult to see from normal viewing angles, it's all there.

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted	
GWR/BR Railcar 19-33.....	£550.00
GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£925.00
GWR/BR 8750 Pannier black chassis.....	£525.00
GWR/BR City of Truro.....	£1650.00

FULLY FINISHED R-T-R LOCOS

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LMS/BR Original Patriot.....	£1650.00
Over 100 R-T-R locos available off the shelf	

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F16 LNER/BR B16/1 4-6-0.....	£365.00
F19 NER/LNER/BR G6/BTP 0-4-4T.....	£220.00

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PS26 GWR/BR 12 ton fitted van.....	£33.00
PS27 GWR/BR 12 ton open with tar bar.....	£33.00
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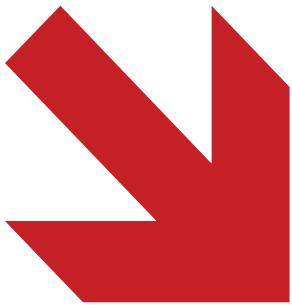


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Leamington & Warwick Model Railway Society Exhibition Warwickshire College, Warwick New Road, Leamington Spa, Warwickshire CV32 5JE
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £8.00 Child £2.00 Family £18.00 (2+2)
T: 01926 614101

Preston Model Railway Exhibition Sports Hall Preston College, Fulwood Campus Fulwood Preston Lancs PR2 8UR
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £7.00 Child £4.00 Family £18.00 (2+2)
T: 07776438933

MARCH 16 - MARCH 17
Midlands Garden Rail Show Warwickshire Event Centre, Leamington Spa, Warwickshire CV31 1XN
Opening Times: Saturday & Sunday 1000 - 1600 **T:** 01926 614101

MARCH 23 - MARCH 24
The London Festival of Railway Modelling - London Alexandra Palace, Wood Green, London, N22 7AY
Opening Times: Saturday & Sunday **T:** 0844 5810816

APRIL 06
Beacon-Rail 2019 Pitstone Memorial Hall, Vicarage Road, Pitstone, Leighton Buzzard, Bedfordshire LU7 9EY
Opening Times: Saturday 1030 - 1630
Prices: Adult £3.00 Child £1.50 Family £7.00 (2+2)
T: 01525 850703

MARCH 06
Joe Lock Toy & Train Fair - Hertford Richard Hale School, Hale Road, Hertford, Hertfordshire SG13 8EN
Opening Times: Wed 1900 - 2100
Prices: £1.00 **T:** 07866 641215

MARCH 10
Ray Heard Train & Toy Fair - Newton Abbot Racecourse, Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF
Opening Times: Sunday 1000 - 1530
Prices: £2.00 **T:** 01823 480097

MARCH 16
Jim Corr Toy & Train Fairs - Gateshead Stadium Gateshead International Stadium, Neilson Road, Gateshead, Tyne and Wear NE10 0EF
Opening Times: Saturday 1000 - 1500
Prices: Adult £3.00 Senior/Child £2.00 **T:** 07504 035955

MARCH 24
Barry Stockton Model Train & Toy - Warrington Warrington & Vale Royal College, Winwick Road, Warrington, Lancs
Opening Times: Sunday 1030 - 1400
Prices: Adult £2.00 Child £0.50 **T:** 0151 334 3362

APRIL 04
Joe Lock Toy & Train Fair - Theydon Bois Village Hall, Coppice Row, Theydon Bois, Epping, Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: £1.00 **T:** 07866 641215

APRIL 07
Eastbourne Historic Vehicle Club - Toy & Transport Collectors Fair Polegate Community Centre, Polegate, Eastbourne
Opening Times: Sunday 1000 - 1400
Prices: Admission £1.50 **T:** 01323 500001

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TRAIN & TOY FAIRS

MARCH 3
Toy Fairs - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: Admission £1.50 **T:** 01270 652773 Tony Oakes

Barry Stockton Model Train & Toy Fairs - Haydock Park Racecourse Haydock Park Racecourse, Warrington Rd, Newton-le-Willows, Merseyside WA12 0HQ
Opening Times: Sunday 1030 - 1400
Prices: Adult £2.00 Child £0.50 **T:** 0151 334 3362

MARCH 24
Joe Lock Toy & Train Fairs - Aston Clinton

Aston Clinton, Stablebridge Road, Aston Clinton, Aylesbury, Buckinghamshire HP22 5NE
Opening Times: Sunday 1000 - 1430
Prices: Admission £2.00 **T:** 07866 641215

APRIL 14
Amberley Museum

New Barn Rd, Amberley, Nr Arundel, West Sussex BN18 9LT
Prices: Adult £15.00 Child £8.00 Under 4's Free **T:** 01798 831370 **E:** office@amberleymuseum.co.uk

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Friday 3rd May 2019 - 1pm to 7pm

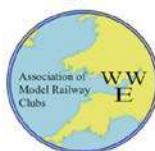
Saturday 4th May 2019 - 10am to 6.30pm

Sunday 5th May 2019 - 10am to 5pm

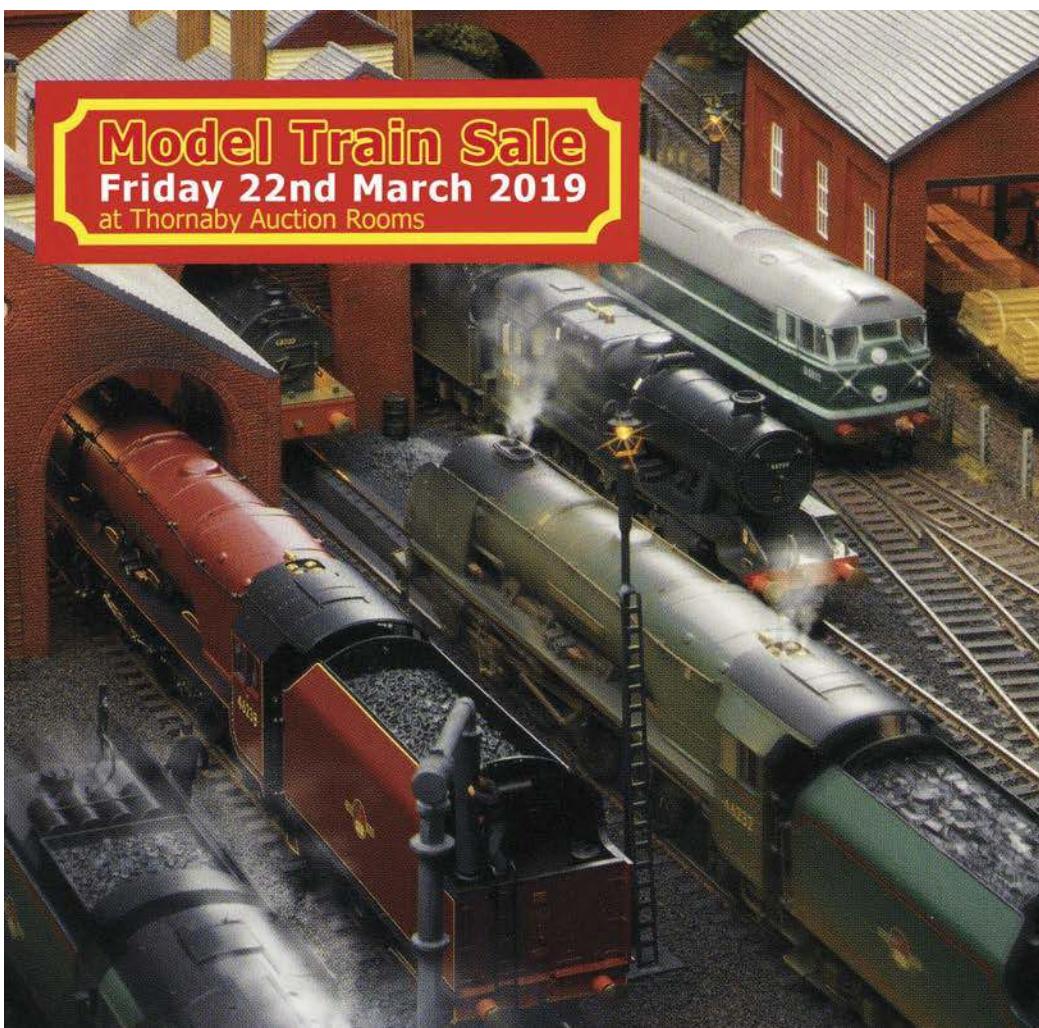
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Lord & Butler, Cardiff
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'British Rail 1948-1997'**



N Scale - Q1 2019! RRP: £119.95 - PRE ORDER NOW

On 27th February 2018, GBRf proudly unveiled their latest class 66 newly renamed 'British Rail 1948-1997' (formerly DB Cargo 66 250). The loco marks the 70th anniversary of British Railways.

As well as the spectacular repaint into BR Large Logo Blue, the locomotive also underwent a number of modifications to bring it up to GBRf 66/7 standards and reliability. This locomotive is something of a celebrity with railway enthusiasts and will be popular with collectors and modellers alike.

Our thanks go to GB Railfreight and Dapol for bringing this product to market.

Details:

DCC Type: 6 Pin Ready

Livery: GBRf

'British Rail 1948-1997'

(BR) Large Logo Blue

Class: 66

Era:

10 (2006 Onwards)

Wheel Configuration:

Co-Co

Finish: Pristine

Features:

Detailed body with etched grills and separately fitted hand rails.

Darkened wheels and pin point bearings.

5 Pole motor for smoother operation.

All wheel drive.

All wheel pick up.

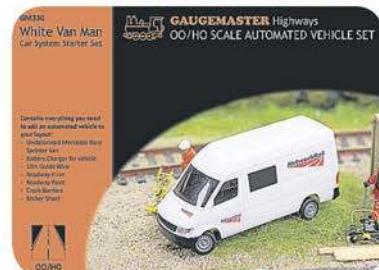
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NEM couplings.

Includes both standard and knuckle couplings.

Includes spares bag with additional detailing parts.

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**Dapol GBRf Class 66783
'The Flying Dustman' Biffa Livery**



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On 28th March 2018, GB Railfreight 66783 (ex-DB Cargo UK 66058) was named "The Flying Dustman" at York station. This locomotive was painted in Biffa corporate colours to mark the partnership between GB Railfreight and Biffa, the well known waste management company.

The name was chosen following a competition amongst the staff at Biffa who thought it an appropriate tribute to the somewhat better known train "The Flying Scotsman". Being a named example in an eye catching livery, this locomotive will be very popular amongst railway enthusiasts and modellers alike and we're grateful to both GB Railfreight and Dapol for bringing this product to market.

PLEASE NOTE - The picture we have used was taken prior to the naming of the locomotive. Our model will be of the named locomotive.

Details:

DCC Type: 6 Pin Ready

Livery: GBRf

"The Flying Dustman"

Biffa Red/Orange

Class: 66

Era:

10 (2006 Onwards)

Wheel Configuration:

Co-Co

Finish: Pristine

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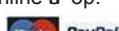
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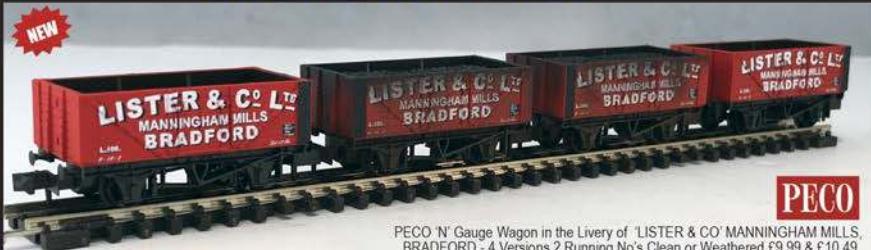
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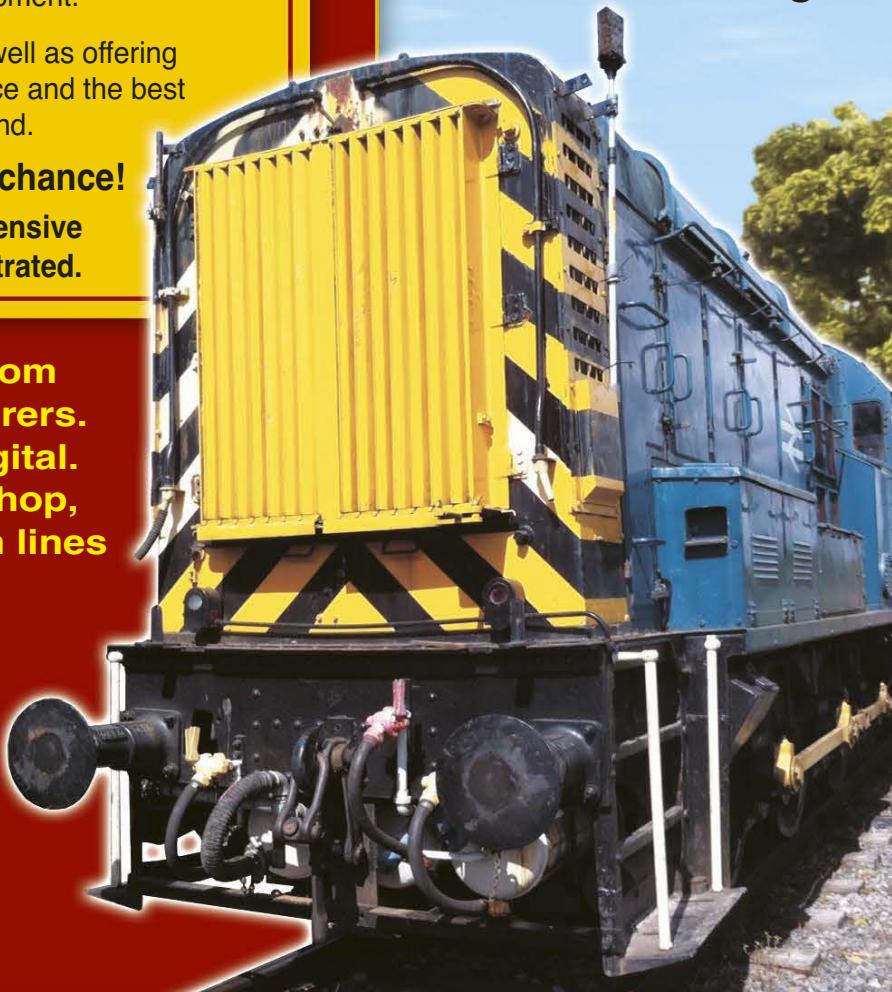
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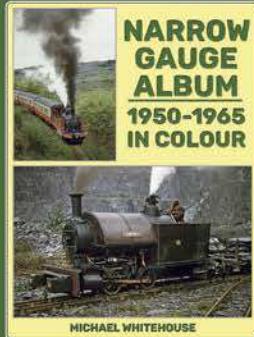
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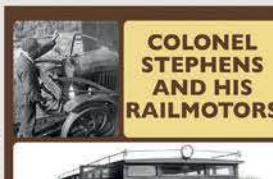
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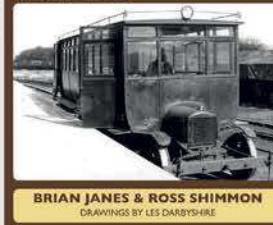
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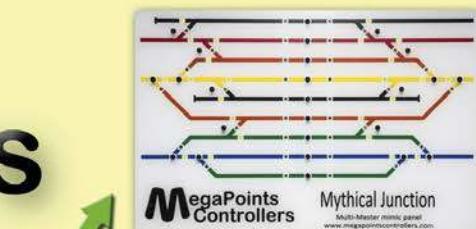
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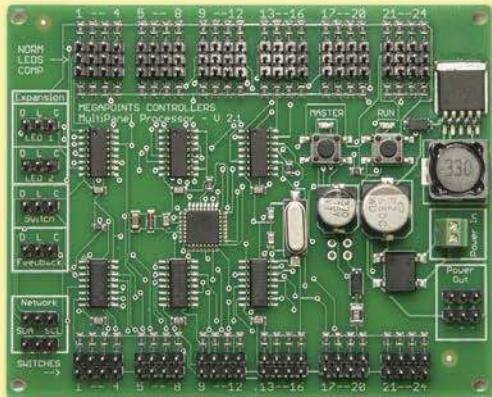
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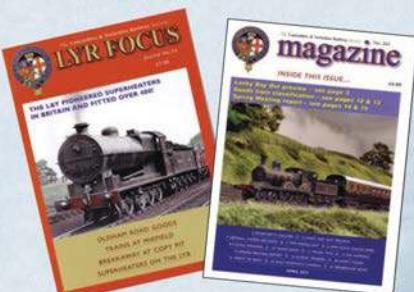
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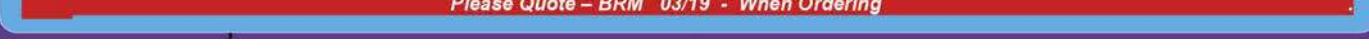
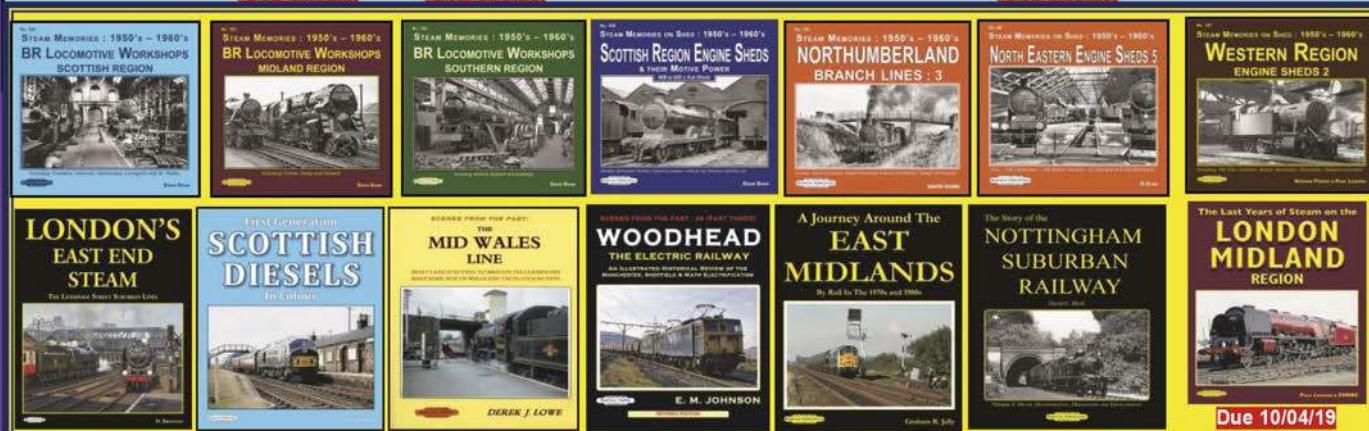
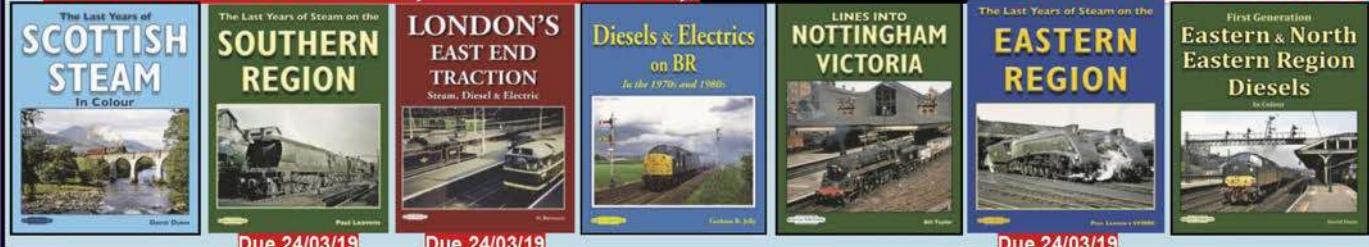
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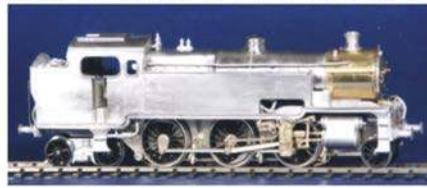
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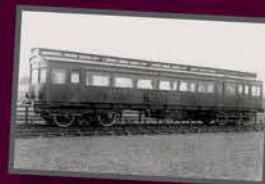
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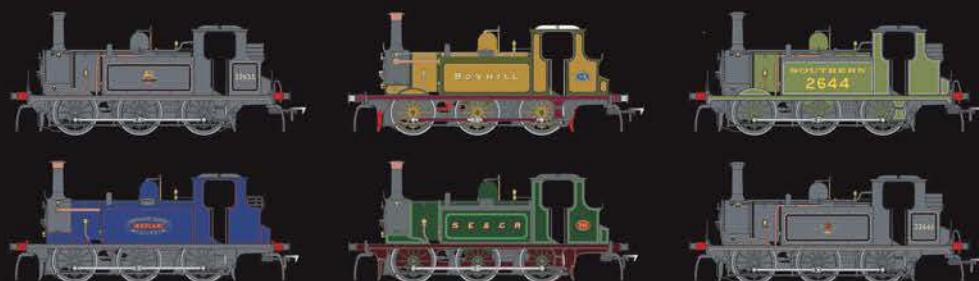
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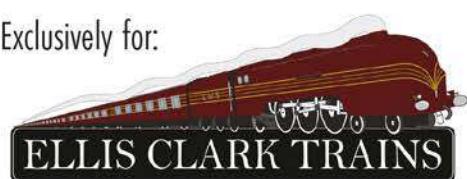
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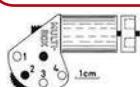
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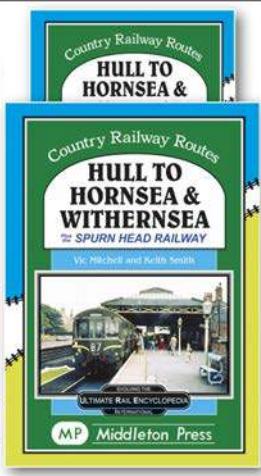
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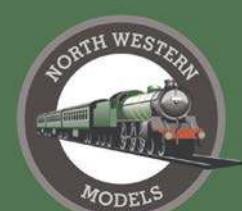
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DEVON DELIGHTS

Stoke Courtenay (OO): A well-observed GWR station scene surrounded by rolling hills

+ Stoke by Nayland (P4): Fictitious cross-country station, set in post-war Constable Country
+ Todmorden Midland (N): A 'what might have been' influenced by an L&Y prototype

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TAIL LAMP

David Haarhaus, MD of Bachmann Europe, seeks industry-wide collaboration to increase new entrants to our hobby.

We as an industry need to work together and understand that it is not an issue of young people not being interested in the hobby, but that they have fewer or no ways to discover the hobby. The internet is good for finding a product you already want at a low price. It does not, however, create new customers for our hobby. This is done by real shops with people. We must work as an industry to protect the physical presence of the hobby in the real world.

Starter sets for children are good. In Germany, Märklin seems to be doing well with its My World brand, and Hornby is refocusing back to its core values and engaging with the younger audience, once more. Sadly, these initiatives will have little effect if those children have nowhere to go to learn about the depth of the hobby, practise skills with experienced modellers, and look lovingly at the tempting new products, pestering their parents to buy them for birthdays and Christmas. Leave it all to the internet, and they'll play the latest app game instead. We agree that if we do nothing to get new customers interested, not just children, then the industry is working its way to an end. As a company we have been developing a new strategy quietly to tackle this, but for now, I unfortunately can't expand on it. For that, you'll have to read an article in **BRM** in 2020!

We released 12 new tooling projects in 2018 and put 250 new railway items into the market. There are 475 new item numbers in our 2019 Branchline, Graham Farish and Scenecraft portfolio. There are also over 30 new tooling projects being worked on in the background which we shall launch at an appropriate time, closer to the delivery date. Our policy of not announcing many new projects has allowed us to catch up.

The European market, and the Branchline and Graham Farish brands are valued very highly by Kader. There is no favouritism within the group from one brand to another. Our UK products aim to be technically more complex than the USA in particular, which is a more volume business, and sometimes these

technical challenges cause unseen delay. This unfortunately happened to several projects at the same time recently, which has led to the aforementioned delays. Kader has never given up. The suggestion to lower expectations in the European market never came - just a relentless push to solve the problems one by one to meet the demands of the UK and European modeller. At one time in America they were selling more than 1.3 million train sets a year. Like the European market, though, model rail has declined to some extent. Noting this trend, Kader has been busy reshaping factories to cater for a lower volume market in model rail. As long as the industry finds ways to recruit new consumers, Bachmann is ready to supply.

When Branchline was first launched in 1989, I believe it had two competitors. Today we have around a dozen vendors all competing in niches of the same market. Production costs increase every year and the currency market has been volatile. The UK market has never been in such a state of flux.

And yet, despite these many pressures and tough environments, Bachmann Europe enjoys the challenge and continues to provide sustained investment across many brands. While there is much hyperbole surrounding the deluge of new announcements, that may or may not materialise, I have complete faith in our talented team and the brands they manage. We market a wide range of quality items across varied scales and disciplines and take on complex items that new entrants might not cherry pick. The Branchline crane is a good example. Bachmann, and a few other companies understand the need to provide a 'cradle to grave' approach and market items as a complete system.

Bachmann Europe needs to be a stable and sustainable business, along with other key players, if the model railway industry is to prosper or even survive. While competitively marketing a product containing four margins is challenging against new entrants who may only have two margins to consider, we feel it essential to support the global retail sector and keep models and hobbies in public view

on the high street as a window to the industry. Bachmann also supports larger exhibitions with considerable sponsorship that in some cases allows the exhibition to take place, thus providing another window for new entrants to enjoy. Once recruited, would it be fair to expect new entrants, families and parents, to spend north of £150 on the latest sound-fitted Bachmann model without the promise of service and repair for that model in 10 years' time?

Bachmann operates as a commercial entity, enduring the costs that strategy requires. It would be perfectly possible for Bachmann to ignore model shops, sell direct and halve the retail price of its items to consumers. However, we feel that an inward-looking, short-term approach would be disastrous to the long-term health of the hobby.

As a commercial ready-to-run manufacturer, we shall produce products for scales that have mass. Over the years we have seen interest develop and wain for scales like O, On30 and G. If we are sure that consumers are building layouts in these scales, rather than collecting a few lovely display items for their bookcase, we can justify the expense of making products in those scales. For now, we mainly concentrate on 4mm and 2mm scales, offering a range of rolling stock and accessories in both. Chasing smaller and smaller numbers in numerous scales isn't the answer. Creating new customers is. The industry needs to work together on this. ■



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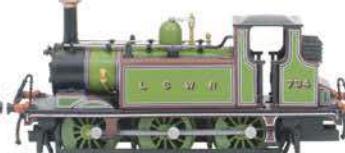
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Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
Class 86/0	hattons.co.uk/hel86	£145 (EST)	Nov 2018							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
LNER Class J27 0-6-0	hattons.co.uk/oxj28	from £94	Jan 2019							

 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.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 11/02/19.

NARROW GAUGE WORLD

ISSUE 137
MAR-APR 2019



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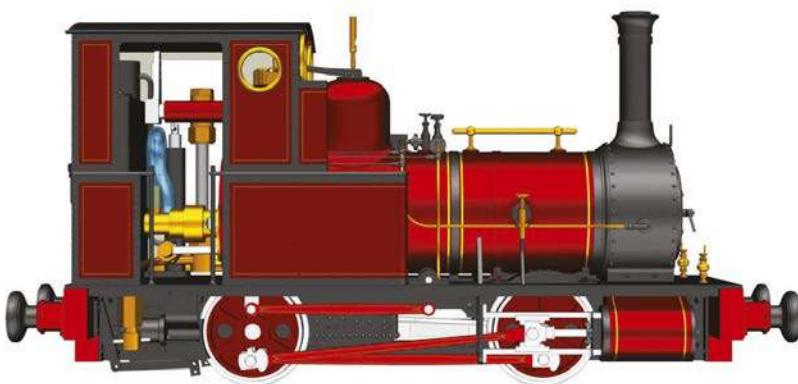
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The model follows our standard design brief being internally gas-fired with a centre flue boiler. The model will not be gauge adjustable but will be available in either 32mm ('O' gauge) or 45mm ('1' gauge) and will not have insulated wheels. The cab roof flips over to give access to the gas and water, the lubricator filler is in one of the bunkers. The boiler is fitted with a gauge glass (with blow down) and the displacement lubricator has an under-floor drain valve. The model will be available in TR green, 'Atlas Foundry' green or Crimson Lake. UK RRP £1550.00, due for delivery Q2/Q3 2019.



I.O.M. 'E' Van



W&L Coaches



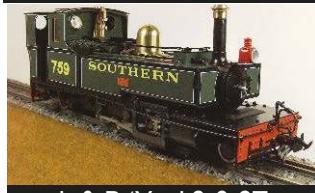
L&B Bogie Open Wagon



L&B Bogie Van



1:13.7 Bagnall 0-4-0ST



L & B 'Yeo' 2-6-2T



I.O.M. 'Mona' 2-4-0T



1:32 'Victory' 0-6-0T



1:32 BR Mk1 Coaches



1:32 Oil Tanker



1:32 Mineral Wagon



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Cover: *NGW* correspondent Michael Chapman is a regular visitor to the Harz line in eastern Germany and went there at Christmas time this winter, when the snow was falling. It fell rather more heavily in January, as our news pages reveal...

Main photo by Michael Chapman,
Inset by Andrew Charman

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NARROW GAUGE WORLD

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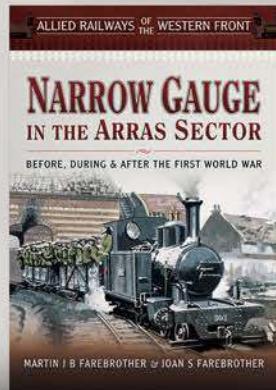
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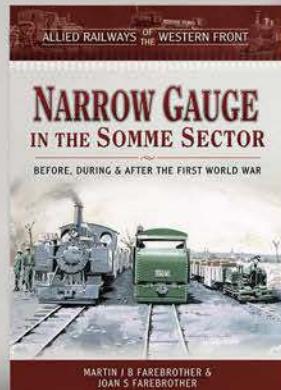
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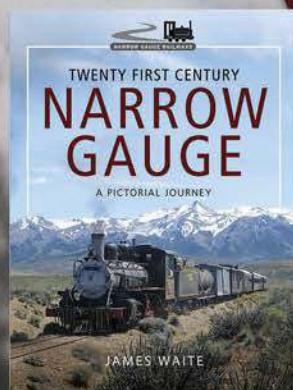
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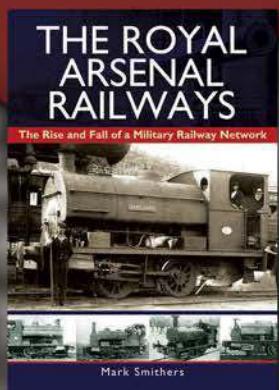
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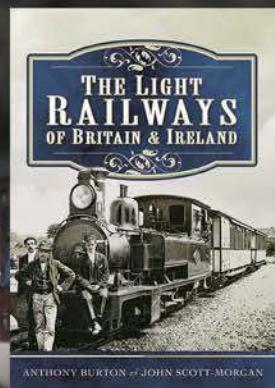
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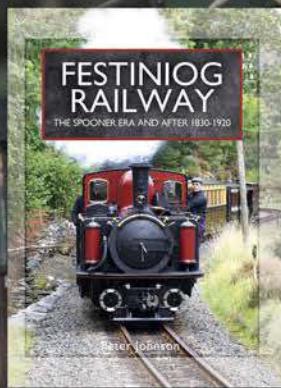
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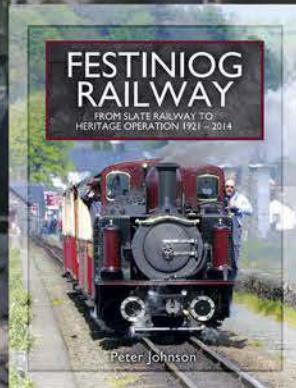
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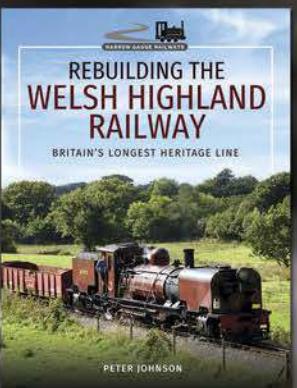
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An eye-opening trip to the Far East...



I was particularly inspired by a presentation from an elementary school teacher..."

Main photo: Our editor is just visible fourth from bottom, photographing proper industrial narrow gauge in Taiwan as a high-speed train passes behind. To see this view from another angle turn to page 18. The picture above shows Andrew on Anglo-Franco-Belge no 346 at Xihu mill. **Photos:** Daniel Chien and Justine Hsu

Welcome to what is effectively the first new-year edition of *NGW*, our January-February issue completed before the festive period which we hope you all enjoyed.

There is a definite Far-Eastern theme to this issue, for which I make no apologies! I mentioned in my last editorial that immediately after finishing that page I would be jumping on a 15-hour flight to Taiwan for my first visit to the Far-East and also my first serious narrow gauge adventure outside the UK. While I have travelled extensively throughout Europe and to America, Dubai, the Arctic Circle and the top of Africa, it has been exclusively on car launches in my other career as a motoring journalist, with no time in tight schedules to go searching out the narrow gauge – thankfully *NGW* has a network of globetrotting correspondents to rely on!

Small space big interest

So I was particularly looking forward to my Far East adventure, but I was not quite prepared for how eye-opening it would prove to be. In short – Taiwan is home to some fascinating narrow gauge, particularly considering just how small the island is. Its total area is around 36,000km, so about 16,000 more than Wales (because everybody uses Wales as a size measure), less than a third of the area of England.

We all know the Alishan Forest Railroad, with its switchbacks and spirals, and the one major regret of my visit was that the schedule did

not allow a trip on the line. But on the first day I did get to view a Shay in the metal. What an amazing locomotive – you definitely could not describe it as attractive, but the offset boiler and plethora of gears are certainly fascinating...

Officially I was in Taiwan as a Trustee of the Welshpool & Llanfair Light Railway. We were there to sign a 'Sister Railway Agreement' with the Taiwan Sugar Corporation (TSC) – as described in the feature starting on page 18, TSC has been by far the biggest operator of 760mm gauge railways in Taiwan, and now use of such lines for industrial means has declined it is keen to advance its railway heritage for both tourists and enthusiasts.

Some may find it sceptical that a major corporation could be really serious about heritage, and before I arrived in Taiwan I remained to be convinced. At the end of six days, I was convinced...

International Forum

The significance of heritage lines in Taiwan was most pertinently brought home to me at an 'International Railway Forum', which was organised by TSC and featured three European railways, two from Japan and the Alishan and TSC lines. It also featured the Taiwanese enthusiast community, which is extensive in numbers, very active and in some cases not afraid to offer some pertinent opinions.

I gave the first presentation of the forum, on the Welshpool & Llanfair, but I was kept very busy all day long. A host of people wanted

to meet guests from outside Taiwan, to talk to them and to learn about their railways, and particularly in the case of the UK to understand how we make use of volunteers.

Mind you we had things to learn too – I was particularly inspired by a presentation from an elementary school teacher, who had built a comprehensive syllabus for his students around the sugar railways – to the extent that they not only ended up volunteering on the railways but acquired a redundant diesel locomotive for their school. I made sure I got hold of a copy of that presentation...

I met a host of very friendly, enthusiastic people in Taiwan, and made a lot of new friends. It's a fascinating country and I really want to go back...

Welcome to a new season

Back home, I'm looking forward to another fascinating year of narrow gauge action – we already know of some highlights to come, such as 'Russell' on the Welsh Highland, but I also happen to know that there will be some exciting things to see that haven't been revealed yet. Sorry, I'm currently sworn to secrecy, but watch this space!

You can be sure that we will cover it all in the pages of *NGW*. So it's possibly prudent to offer a timely reminder that this is the last of our bi-monthly issues published on our winter schedule. With the May issue, in the shops on 26th April, we return to monthly publishing – don't miss it! Enjoy your *NGW*...

Andrew Charman



stuck days in snow

Services on the Harzer Schmalspurbahnen in Germany had to be suspended for almost three days on 8th January after a train became stranded in a snow drift just shy of its destination on the Brocken mountain, around 3,700ft above sea level.

The 2-10-2T no 99.7234 was working the 10.30am service on the metre-gauge line from Wernigerode to Brocken and was close to completing the 1 in 30 spiral climb to the terminus, when it ran into the drift while passing the Teufelskanzel ('Devil's Pulpit'), a section of the line most exposed to the extreme weather from Siberia that has hit this area of Germany over the winter.

The track had become blocked despite earlier being traversed by a snow blower which the Harz runs daily at times of threatening weather. Once the seven-carriage train became trapped, passengers

were moved into the lowest four carriages which were uncoupled and returned down the mountain with a rescue engine. Passengers at the terminus awaiting the return down trip were evacuated using four-wheel-drive road vehicles.

The fire of 99.7234 was dropped and the blowing snow soon filled the gaps between carriages virtually to roof level. But on the following day, following some improvement in the weather, the carriages were able to be dug out and returned down the mountain.

However the locomotive could not be freed for another day. On January 9th loco 99.7240 managed to couple to the rear of its stranded sister, and staff proceeded to dig out 99.7234, using blow torches to melt the ice on the motion and removing the connecting rods.

Covered in ice, the loco was slowly

returned to Wernigerode that evening and placed inside the depot to begin thawing out. Once this was complete an inspection for any issues could begin.

No major damage

"We inspected the loco thoroughly in our working shed," Harz spokesman Dirk Bahnsen told *NGW*. "Fortunately we didn't note any major damage, only the water feed pump for the boiler had to be replaced."

No 99.7234 returned to service on 18th January, a week after its dramas.

The incident was believed to be the first time a passenger train had become stuck on the Brocken mountain – while hugely popular, regular winter services up the mountain have only run since the mid 1990s. But remarkably a second train





In focus: 'Dougal' proved a major draw for Taiwanese visitors to the Sugar Festival.
Photo courtesy Nai-Yi Hsu

Harz loco stuck for two now drifts

became stuck at the terminus just the day after services were restarted.

Loco 99.7232, another of the ubiquitous 2-10-2Ts supplied between 1954 and 1956, ran into a drift on 12th January shortly after leaving Brocken with a downhill train, requiring another evacuation using road vehicles. The loco then derailed while staff were recovering it, but was quickly returned to the track and able to steam back to Wernigerode. It returned to service next day.

The Harz is continuing to run trains to the top of the spectacular mountain, and we have photos from *NGW* correspondents Michael Chapman and Michael Reilly in this issue. Those wanting to travel the line will find full details on the website at www.hsb-wr.de.



Far left: Once the train became stuck swirling snow quickly filled the gaps between carriages and made life more difficult for the recovery crews.

All snow drift photos by Matthias Bein

Left: No lasting damage – loco 99.7234 back in action on 21st January, near Drei Annen Hohne. Photo: HSB/Dirk Bahnsen

Welshpool & Llanfair Light Railway Barclay 0-4-0T 'Dougal' proved the star attraction at a festival in Taiwan on 8th December, during which the W&LLR signed a 'Sister Railway' agreement with Taiwan Sugar Corporation (TSC).

The signing ceremony was held in the city of Chiayi as part of the launch of TSC's annual Sugar Festival, which for 2018 took a theme of 'Taiwan and British Railway Culture Exchange.'

As reported in *NGW* 136 TSC paid for Dougal to be shipped to Taiwan to take part in the festival and the loco proved a major hit. Its presence in steam alongside resident Orenstein & Koppel 0-6-0T no 650 swelled the opening weekend crowds and the loco's every move was followed by hundreds of cameras.

The signing ceremony, between W&LLR company secretary Michael Reilly and TSC chairman Charles Huang, was covered extensively by Taiwan media, with several reports on national TV news.

NGW editor Andrew Charman, who was present at the event as a W&LLR trustee, said that the level of interest in the engine was remarkable.

"The railway's profile has certainly been raised in this increasingly important market, as has that of Wales as a nation and a tourist destination for Far-East travellers," Andrew said.

The W&LLR purchased a 1979-built Diema diesel locomotive from TSC in 2004. The Corporation suggested a co-operation agreement after the W&LLR agreed a sister railway tie-up in 2017 with Taiwan's Alishan Forest Railroad.

TSC now runs short heritage railways at five of its former mills and will be making

use of the W&LLR's more than 50 years of experience in running a tourist railway. Return benefits will include technical assistance, particularly in the maintenance of the W&LLR's Diema, and cross-level tourist promotion – the UK and Wales are now becoming increasingly attractive destinations for travellers from the Far East.

Dougal was set to take part in the Lantern Festival that climaxes Chinese New Year celebrations in Taiwan, before returning to the W&LLR later in February.

On its return the loco is set to go on static display for the foreseeable future. The W&LLR currently does not have the resources, either monetary or manpower, to undertake boiler work needed to return Dougal to full operating status, particularly as the loco is too small to haul passenger trains on the steeply-graded Welsh line.

■ Promise in the East – page 18

Below: TSC chairman Charles Huang and W&LLR company secretary Michael Reilly sign the co-operation agreement on the opening day of the festival. Photo: Andrew Charman



Probe sparked by Ffestiniog gate collision

The Rail Accident Investigation Branch is investigating an incident on the Ffestiniog Railway that saw an engineering train hit a level crossing gate.

According to details issued by the RAIB the incident occurred at around 4.30pm on 6th January, when an engineering train travelling down the line was unable to stop at Penrhyneddraeth and collided with the gate protecting the A4085 road, coming to rest across the carriageway. The gate was damaged, but no injuries were reported.

Having made a preliminary examination of the incident the RAIB plans to detail its findings in a safety digest, which it will publish "in the next few weeks".

Llanfair and Rheidol share Welsh EU cash

The Welshpool & Llanfair Light Railway and the Vale of Rheidol Railway have won Welsh Government funding to make a range of improvements.

Under the Tourism Amenity Investment Support scheme, funded by the European Agricultural Fund for Rural Development, the W&LLR has been awarded £89,054 and the Vale of Rheidol £128,000.

The funding programme is intended to improve access and attractions for visitors to tourist sites and the W&LLR's work will include installing electric vehicle charging points at Llanfair Caereinion Station.

The line will also be reinstating the loop at Sylfaen Halt and replacing the shelter, restoring a siding at Cyfronydd as well as renovating a grounded van shelter and constructing a replica cattle loading dock there, and at Welshpool Raven Square fitting out the inside of the stock storage sheds that are currently being extended.

The VoR will be constructing a new 79-space car park at its Devil's Bridge terminus station, which currently suffers from parking issues on busier days.

Welcoming the funding, W&LLR general manager Charles Spencer said that the investment would support the W&LLR's charity mandate to preserve and to operate the railway as a demonstration of how it supported the local agricultural community which opened it in 1903.

"The volunteers who will be working on all these projects and contributing some of their own funds are very excited about the benefits the TAIS grant will bring, as we welcome more visitors each year," Charles added.



■ The triangle of land acquired by the railway, including the two cottages at right, borders the current cramped Pendre works site (left)

Photo: TR

Talylllyn buys land to extend Pendre works

Proposals by the Talylllyn Railway to build a separate new engineering centre further up the line from its current Pendre works (NGW132) could now be revised following the opportune purchase of a major piece of property adjacent to the line.

The land acquired includes the area known as 'The Orchard' – 0.6 acres of overgrown land adjoining the yard at Tywyn Pendre, plus two cottages; one with two bedrooms and the other with four.

According to the Talylllyn the prime reason for the purchase was to protect the railway from any residential development that might have taken place on the land. However the line admits that owning the new land may allow further and different

expansion options to be explored.

Meanwhile the cottages may offer possibilities for additional, more flexible volunteer accommodation. The current Llechfan hostel at Tywyn Wharf is designed as 'bunk house' accommodation and the cottages could be refurbished to suit couples and families.

"We have sought to purchase this property over many years and so we are delighted to have been able to acquire it at this time," said TR general manager Stuart Williams. "This acquisition allows us to consider many options – we don't have constraints on time, and can consider all the options carefully in consultation with all the parties involved."

Talylllyn enjoys best year in 11

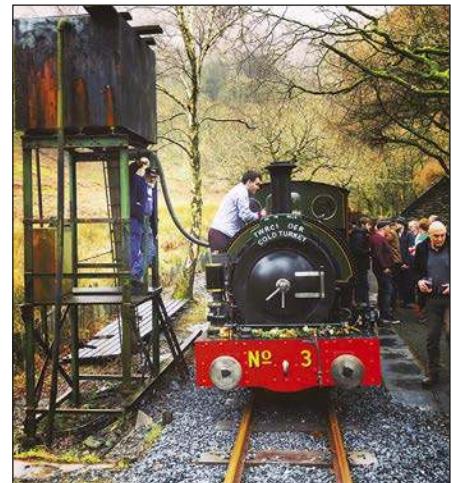
The Talylllyn Railway enjoyed its best year for passenger numbers in over a decade in 2018.

A total of 93,822 journeys represented 48,857 passengers, the highest total since 2007 and 7.1 per cent up on 2017. Income increased 13 per cent over 2017 to an all-time record figure, while the line's two cafés saw a 16 per cent increase in revenue.

TR general manager Stuart Williams described the figures as very pleasing, putting them down to offering a unique journey, special events and creative marketing. Engaging with the local community particularly benefited café sales.

"The extra revenue has allowed us to buy new equipment for the engineering works, take on our first two apprentices and invest in solar energy to help offset increasing energy costs," Stuart added.

The railway will run a similar operating schedule to 2018 this year, running on 251 days and with several special events.



■ Recently-restored Falcon 0-4-2ST 'Sir Haydn' was rostered when the Talylllyn took its turn hosting the traditional 'Cold Turkey' train for TR, Ffestiniog and Welshpool volunteers on 28th December.

Photo: Andrew Charman



■ Trackwork was being laid at the Welsh Highland Railway's Caernarfon terminus in February following completion of the new station building. As can be seen from the aerial photo, the building is very distinctive. Meanwhile further civil engineering is underway at Waunfawr, a new building rapidly taking shape. This is being constructed in a style replicating the original built by the North Wales Narrow Gauge Railway in 1877. *Photos: Roger Dimmick/FFWHR*



WD Hunslet to join up with Russell on WHR

The Ffestiniog & Welsh Highland Railway has officially announced its 'Welsh Highland Railway – Past, Present and Future' weekend on 21st-23rd June, and revealed that alongside the much-anticipated appearance of Hunslet 2-6-2T 'Russell' on the WHR main line, War Department Hunslet 4-6-0T no 303 (1215/1916) will also be a part of the event.

The FF&WHR is promoting the event as "a very special weekend celebrating the rich heritage of the Welsh Highland Railway - formed in 1922 and which (in 1923) completed the 2ft gauge rail link between the Ffestiniog Railway in Porthmadog and the former North Wales Narrow Gauge Railway line between Dinas and Rhyd Ddu."

Plans include a varied timetable of historic trains, featuring locos and carriages that worked on the WHR before its closure in 1937 – most notably, Russell which is the only surviving loco built for the original line.

Today Russell is owned by the Welsh Highland Heritage Railway and its planned starring role in the event follows test runs on the WHR carried out on 25th November (NGW136).

The War Office Locomotive Trust's Hunslet will be debuting on the FF&WHR 'a year late', having originally been booked to star at the Hunslet 125 event in May 2018. Restoration delays precluded its appearance.

The heritage trains are planned to run between regular service workings between

Minffordd on the Ffestiniog Railway, Porthmadog and Beddgelert. Advance tickets go on sale shortly and further visiting locos are set to be announced before the event.

"This will be the narrow gauge event of the year," said FF&WHR general manager Paul Lewin on what he added would be "an epic year" for the WHR, 21 years after the first trains ran out of Caernarfon.

"Not only will we see the opening of two new stations, we will also enjoy visiting locos that will go a long way toward recreating so many Welsh Highland heritage scenes of years gone by - and some fascinating additional visitors too."

Below: War Department 303 will be joining its Hunslet stablemate 'Russell' at the Welsh Highland weekend.
Photo: FFWHR



BRIEF LINES

Ripon day in May

This year's annual Ripon Light Railway open day will be held from 10am to 4pm on Sunday 12th May. Demonstration trains will run all day using the line's fleet of Lister petrol and diesel locomotives and Greenwood and Batley battery electric, while the museum of Deacauville and Fowler portable railways will also be open. The line is in Dallamires Lane, Ripon, North Yorkshire HG4 1DE.

Fairbourne at Kirklees

Now that former Fairbourne Railway Guest 2-4-2s 'Katie' and 'Sian' have been reunited at the Kirklees Light Railway the line is planning weekends featuring the pair. Dates for 2019 are 6th-7th April, 4th-5th May, 15th-16th June, 27th-28th July and 24th-25th August.

Hugh to stay with Ffestiniog

National Trust-owned quarry Hunslet 'Hugh Napier' (855/1904) will be staying on the Ffestiniog Railway after its loan was extended by 10 years. The loco's boiler ticket will expire next year and the FR has agreed to overhaul it.

Chaloner at King's Cross

Just after NGW went to press the Ffestiniog Railway was due to put on its latest display at London's King's Cross station, featuring quarry Hunslet 0-4-0 'Velinheli' and De Winton vertical boiler 0-4-0 Chaloner, the latter loaned by the Leighton Buzzard Railway. The two were due to be on show between 16th and 24th February.

Bredgar open monthly

The Bredgar & Wormshill Railway's first open day of 2019 will be on Easter Sunday, 21st April after which the line will revert to its usual first Sunday of the month dates. The event on 5th May will feature a model railway exhibition while on Saturday 18 May the railway is inviting applications to undertake driving courses. More details are at www.bwlr.co.uk

Gartell's Easter kick-off

The Gartell Light Railway will stage its first open day of 2019 on Easter Monday, 22nd April. The 2ft gauge line near Templecombe in Somerset will then open on the 6th and 27th May, 30th June, 28th July, 26th August, 29th September and 27th October. Details are at <http://newglr.weebly.com>



■ Ex-works – Arnold Jung 0-4-40T Mallet 'Tjepper No.5' (2279/1914) emerges into the sun following a full restoration by Statfold Engineering. The Mallet is one of four imported by Statfold in 2004 from the Ceper Baru Sugar Mill in Indonesia spent its working life. It has since been dispatched to St Nicholas Abbey rum distillery in Barbados, where it is to work on the newly-built Heritage Railway (see *World News*). *Photos: Ian Willetts*

Richmond O&K heads east for its restoration

The Richmond Light Railway has contracted a firm in the Czech Republic to restore one of the first locomotives acquired for the Kent line.

Orenstein and Koppel 0-4-0T no 5193, built in 1913, is being fully overhauled at the Kolin Locomotive Company.

The loco spent its working life on a timber line in Argentina and restoration for preservation began at a marine engineering firm in Buenos Aires.

Work done included fitting new tyres and overhaul of the chassis, but the loco was then returned to the UK and has been in store for the last five years awaiting a slot in the restoration queue at Richmond.

RLR owner Jeremy Martin told *NGW* that sending the loco to Kolin would allow the restoration to be fast-tracked.

"We are very pleased to be working with the team at Kolin – they have built a brand new 0-6-0 koppel tank engine which has run successfully for a number of years, they have the relevant patterns and parts in store that are also suitable for our 20hp locomotive so there is good commercial logic behind the move," Jeremy added.

Kolin has also restored a number of 60cm gauge locos to a high standard and these are in use on railways across Europe.

"We have a growing list of engines that need full overhauls, the part time paid engineering team working with the railway's core group of volunteers is working to return quarry Hunslet 'Elin' to running order and until this is complete we do not have the capacity to tackle another steam engine," Jeremy concluded.



Orenstein & Koppel no 5193 leaves the Richmond line for Eastern Europe. The inset shows a new-build O&K built by Kolin. *Photo: RLR*

Moseley Trust to recall early days

Two events on the Apedale Valley Railway in 2019 will mark the final end of the First World War and the formation of the Moseley Railway Trust that today runs the line.

'Swords to Ploughshares' on 29th-30th June commemorates the centenary of the Treaty of Versailles that brought the First World War to a final end. The event on the Staffordshire line will focus on the MRT's collection of military railway equipment.

In 1969, a horse called 'Tim' was hooked up to a makeshift tram car converted from a brick works wagon and hauled passengers along a temporary railway at a school fete in Cheadle, Manchester. This led eventually to the formation of the MRT, and the Trust will mark that 50th anniversary with a birthday bash on 21st-22nd September.

Trains run every Saturday, Sunday and Bank Holiday Monday from 6th April to 27th October, with steam on event days, Bank Holiday weekends and the second complete weekend of each month.

Exhumed cab to help new-build

The discarded and buried cab of Corris Railway Hughes 0-4-2ST no 3 is now helping to raise funds for its new-build successor, no 10.

No 3 was preserved at the Talyllyn Railway where it was named 'Sir Haydn' and during overhaul in 1967 the cab was replaced and the original buried at Tywyn Pendre.

The earth bank was recently removed and the remaining sections of the cab exhumed. These have now been donated to the Corris and gone on display at Maespoeth Junction.

The new loco is being erected at the workshops of Alan Keef Ltd in Ross-on-Wye and to keep up the pace of work the Corris has launched a 'Help the Falcon to Fly' appeal. The line hopes to sign up 200 people to subscribe £10 or £20 a month to the appeal for 30 months.

All contributors will receive a certificate of appreciation when number 10 is complete, while those donating £20 or more a month will receive a limited edition print of a specially commissioned Jonathan Clay painting of the loco. All contributing to the fund will be entered into a draw to win the original painting.

Standing Order forms can be obtained from Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS. (s.a.e. appreciated), while one-off donations towards the work on no 10's motion can be made via the website www.corris.co.uk.

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■ The overhaul of Welsh Highland Railway NG/G16 Garratt no 130 passed a milestone in December when the loco's newly constructed boiler was successfully lifted into the frames at Dinas. The boiler was manufactured by Northern Steam Engineering in Stockton-On-Tees. On the same day the boiler of NG/G15 2-8-2 no 134, which is being slowly restored at Dinas was sent to Loughborough for assessment.

Also getting a new boiler is the Bala Lake Railway's quarry Hunslet 0-4-0ST 'Alice' (780/1902). Built by the Severn Valley Railway to the design of the original boiler fitted to the ex-Dinorwic loco, the replacement will give Alice a more authentic appearance. *Photos: Chris Parry/FR, Julian Birley/BLR*

Sittingbourne makes plans for locos Alpha and Premier

A Sittingbourne-based locomotive could steam in preservation for the first time if current plans come to fruition.

'Alpha' (2472/1932) was one of three Bagnall 0-6-2Ts among the stock donated to the Locomotive Club of Great Britain when it took over the running of the Kent industrial line from Bowaters in 1969.

The loco was in steam on handover day, but significant boiler issues were then discovered and Alpha sidelined in favour of sisters 'Triumph' (2511/1934) and 'Superb' (2624/1940). The elder loco has remained out of use since.

Now, however, a cosmetic restoration of Alpha is underway at the SKLR's Kemsley Down base, mostly by younger members of the line, with the aim of making the loco presentable to enable fundraising for a return to service to begin.

SKLR members hope that serious restoration could begin by the mid-2020s, and it is intended shortly to lift the boiler to analyse what work needs to be done.

"As (Alpha) has two other sisters, Superb and Triumph, the boilers are changeable between the three of them plus a spare boiler as well," said the SKLR's Dan Shaw. "This means we can do a closer inspection to Alpha's frames and bodywork to see what needs to be done".

A Facebook page has been set up to document the restoration, at www.facebook.com/alpharestorationproject/

Meanwhile the railway is also raising funds to have Kerr Stuart 0-4-2ST 'Premier' (886/1905) back in service next year for the 50th anniversary of the first preserved passenger train in 1970.

The plan is to return Premier to 'as built' condition – with the railway facing a £20,000 bill for maintenance to its signature concrete viaduct, a 'Premier's Parts' appeal has been launched to secure

the components needed for the rebuild.

The appeal had immediate success on its launch in the S&KLR members' magazine, raising £3,000 plus Gift Aid in a matter of days to pay for transport of the refurbished boiler from the North Norfolk Railway, and a new vacuum ejector and pipework.

Items still available range from boiler studs at £2 each to leaf springs and lubricators at £600 – the full list can be viewed at www.sklr.net/premier/



'Alpha', pictured in 2015 before work began.
Photo: Michael Chapman.

Bagnall 'Charles Whytock' goes up for sale

Bagnall 4-4-0T 'Charles Whytock' (2819/1945) which was restored in the north of England after being imported to the Tongaat sugar system in Natal, has been put up for sale. The 2ft gauge loco worked

for three years on the Lynton & Barnstaple Railway before being withdrawn with boiler issues – a new boiler is thought to be the best long-term option but the rest of the loco is stated to be in working order.



■ The Ravenglass & Eskdale Railway has taken delivery of the new observation carriage built for it by the Ffestiniog Railway at Boston Lodge Works. The carriage, built to a similar design to the FR's Pullman observation carriage launched in May 2018, is the first vehicle in a carriage replacement programme that the R&ER will be undertaking in conjunction with the FF&WHR.

"When the observation carriage arrives, we will use it to decide the size of the new rolling stock replacements," said R&ER operations manager Martin Cookman. "It is far taller, longer and wider than any of our current carriages."

Photo: Chris Parry/FFWHR

Bid launched to send Drumhoe back to Donegal

A crowdfunding drive is to be launched to return former County Donegal Railways 2-6-4T no 5, 'Drumboe', to Donegal Town (*writes Hugh Dougherty*) as a key part of a charity programme marking the 60th anniversary of the closure of the CDR on 31st December 1959.

The 1907-built Nasmyth Wilson loco hauled the last passenger train on the railway, special from Stranorlar to Strabane, before being bought by US-based dentist, Dr Ralph Cox, for use on a private railway.

Drumboe and sister engine no 4, 'Meenglas', were assembled with carriages bought by Dr Cox at Strabane Station. But shipping costs frightened the American off moving his stock, and, after long negotiations and years of vandalism and metal theft, the locos were rescued by the North West of Ireland Railway Society and taken to Derry for storage in 1989.

In 1991, NWIRS gave Drumboe on long term loan to the South Donegal Railway Restoration Society, now CDRRL. The loco was cosmetically restored for display at Donegal Railway Museum.

Partial restoration

It was later moved to the RPSI engineering base at Whitehead, when funding was sourced for partial restoration to running condition. After a temporary display at Donegal Town in 2007 Drumhoe returned to Whitehead, but no further funding has been forthcoming, and the loco is currently stored in component parts outdoors. Museum manager Niall McCaughan recently examined Drumhoe and estimates that restoration to enable a return would cost £50,000.

"We are in early stages of reviving the SDRRS's original scheme to re-open a section of the CDR's mainline through the Barnesmore Gap, so a fully restored locomotive would certainly have somewhere to run," Niall said.

Alongside the crowdfunding drive, which Niall sees as a vital means of further involving the local community in the work of the museum, he hopes to attract one-off donations from enthusiasts. Niall can be contacted at manager@donegalrailway.com

Below: Drumboe's boiler and firebox in Whitehead yard. Photo: Hugh Dougherty



Renovated Donegal loco returns to Derry

Former County Donegal Railways 2-6-4T no 4, 'Meenglas' returned to Derry on 30th January (*writes Hugh Dougherty*), following a £45,000 year-long cosmetic restoration at the Railway Preservation of Ireland workshops at Whitehead.

The 3ft gauge locomotive is now on display again outside the Foyle Valley Railway Museum, following work that included re-plating of the tank sides, cab and bunker, making a new smokebox, door handles, new boiler cladding, a replacement dome cover, replica chimney, and a full repainting in CDR red and yellow lining.

The 1907-built Nasmyth Wilson tank, was welcomed home by Councillor John Boyle, mayor of Derry and Strabane District Council, who commented that the work was thanks to the foresight of Destined, a learning disabilities charity

which leases the museum from the council.

"The return of Meenglas is a significant event in our seven-year plan to return the Foyle Valley Railway to operating condition as a tourist attraction," said Dermot O'Hara of Destined.

At the event former Foyle Valley Railway museum and FVR supervisor Tommy Shields spoke about the launch of a preservation society to help run the revitalised railway. Three trustees of the North West of Ireland Railway Society, former operators of the railway, also attended, along with Niall McCaughan, manager of Donegal Railway Museum.

Above: The restored 'Meenglas', back home in a snowy Derry, following restoration at Whitehead. Photo courtesy Niall McCaughan, Donegal Railway Museum.

More passengers travel on Manx trams but railway figures drop

The fortunes of the Douglas Bay Horse Tramway have continued to improve since the Isle of Man Government took control of the line in 2016.

Newly released figures show that passenger numbers on the horse trams were 80,606 in 2018, a rise of nine per cent on the 2017 season.

Numbers have risen consistently since the Government took over the tramway in 2016 after previous operator Douglas Council threatened to close it, claiming a loss of £263,000 in 2015.

The other two Manx tramways also increased their figures, Manx Electric Railway numbers rising seven per cent to 244,863, and the Snaefell Mountain Railway climbing 21 per cent to 76,434. However the SMR's figures did compare to a 2017 season that was cut by more than two months when the line was closed following a runaway.

The Isle of Man Steam Railway, meanwhile, suffered a fall in its passenger numbers, which were down seven per cent to 113,197.



Alishan joins forces with Cierny-Hron

A ceremony in Chiayi on 5th December

TAIWAN

saw the Alishan Forest Railroad sign a 'Sister Railway Agreement' with the Cierny-Hron Railway in Slovakia.

The signing, held during the Alishan line's annual celebration of its opening in 1912, is the latest of several agreements with other railways and similar to one the line signed with the Welshpool & Llanfair Light Railway in 2017.

Formerly a forestry line, the 760mm gauge Cierny-Hron Railway reopened as a heritage line in 1992. It now runs over a route of 17km, part of which runs through the middle of a football stadium. Entering the line's name in an internet search engine will reveal video of trains passing in front of spectators in the middle of matches.

The Slovak line also has a connection with the Welshpool & Llanfair, as it was the source of two former Hungarian State Railway MAV bogie carriages acquired by the W&LLR in 1999.

The Cierny-Hron Railway is known to harbour serious ambitions of acquiring one of the Alishan line's signature Shay geared locomotives for restoration to working order.

If this was to happen it would most likely involve one of the smaller 18-ton engines – the only Shay that has left Taiwan is an 18-ton machine restored at the Puffing Billy Railway in Australia.

The Alishan, Cierny Hron and Welshpool lines were all represented at an 'International Railway Forum' held by the Taiwan Sugar Corporation on 7th December as part of its annual Sugar Festival (see page 18).

During the Forum the Forestry Bureau that runs the Alishan line announced the setting up of a dedicated agency 'to promote the cultural heritage of the forest railroad'. Plans include operating the Shay steam locomotives on a weekly basis and organising guided tours of the line.



Above: Ales Bilek, head of the Cierny Hron Forest Railway and Forestry Bureau head D G Lin celebrate the agreement between the two lines.

Left: The Cierny Hron would like a Shay loco but likely not as big as the 28-ton No.25 rostered on a special Alishan train following the ceremonies.

Photos: Andrew Charman

Lisbon Tram crash leaves 28 injured

PORTUGAL

Passengers had a remarkable escape on 14th December when a car on the Carris tram network in Lisbon overturned.

The 3ft 6in gauge tram was near the Rua de São Domingos a Lapa when the accident happened at around 6pm. The vehicle apparently failed to slow sufficiently for a corner at the base of a steep hill, tipping over and hitting a building.

The tram was completely destroyed in the accident, but while 26 of the passengers required hospital treatment and two were treated at the scene, none of the injuries were described as serious.

Local media reported that a six-month old and a seven-year child were both rescued from the wreckage of the tram by passers-by.

Authorities declared a major incident and around 30 emergency vehicles were sent to the scene of the accident.

Tram operator Carris pledged to open a "thorough investigation" to determine the cause of the accident.

Locomotive fire stops Shimla trains

INDIA

Passengers were evacuated from a train on the Kalka-Shimla Railway on 8th January after the engine of the diesel locomotive caught fire.

The train was between Kumarhati and Dharampur on the 2ft gauge hill railway when smoke was observed coming from the engine compartment of the loco.

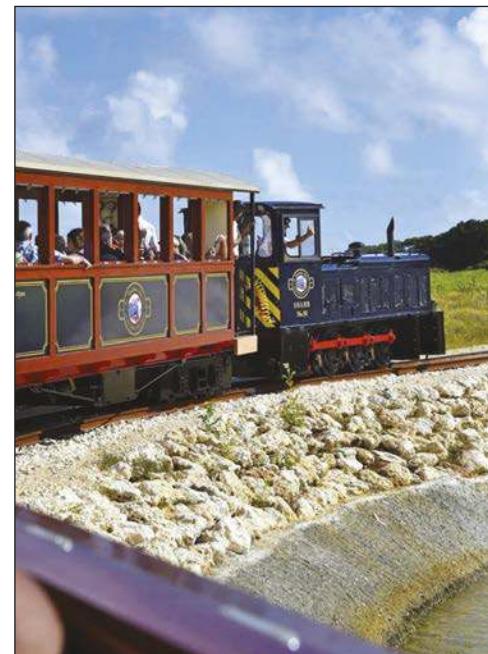
Around 200 passengers were evacuated from the seven carriages of the train, and although emergency services were alerted the train crew managed to extinguish the fire before they arrived.

Local reports suggested the fire had been caused by electrical wires overheating, but railway authorities promised a complete investigation into the incident.

The incident occurred as the line was trying to find ways of overcoming an annual loss equivalent to almost £8 million. The Darjeeling Himalayan Railway Society reports that efforts to cut an hour off the five-hour journey time by increasing line speeds from 25 to 35kph are being investigated, but the challenging route will make this difficult.



■ The much-anticipated opening of the new 2ft 6in gauge railway at St Nicholas Abbey rum distillery in BARBADOS took place on 21st January, and the line has already proved highly popular with visitors. Services are currently operated by Hunslet-Badger diesel 'Badger' hauling three passenger vehicles built by Statfold Engineering in Staffordshire. The railway's first steam locomotive, Jung 0-4-40T Mallet 'Tjepper No.5', which has been restored by Statfold (see UK News) was set to arrive at the line on 7th February. Photos: St Nicholas Abbey



Probe after diesel runs away 1.4km and derails

An investigation has been launched after a diesel locomotive ran away for a distance of 1.4 kilometres before derailing and plunging down an embankment.

The incident occurred on the 760mm Ybbsthalbahn-Bergstrecke (Yidds Valley mountain line) on 30th November and involved a route-inspection train.

According to local reports the train had been paused near Keinberg Gaming to enable staff to cut back some trees with a chainsaw. The loco, diesel 2190.01 built in 1934 by Simmeringer Waggonfabrik, reportedly had its handbrake correctly applied, but after 15 minutes the volunteer crew noticed it rolling away down the grade.

The crew chased after the loco but were unable to catch it, and it travelled for some

PORTUGAL

1.4km before derailing on a left-hand bend and plunging 10 metres down an embankment where it was halted by a fence.

Local police interviewed the crew after the incident and they passed a breathalyser. When examined at the point where it derailed the loco was found to have its brakes on, leaving rail staff mystified as to how it could run away.

The loco was recovered on 1st December with the aid of a 40-ton crane and local firefighters. It was taken to the depot at Keinberg Gaming for examination.

The office of the Lower Austrian provincial government commissioned an investigation into the incident while route operator NÖLB will commission its own probe from an independent railway expert.

BRIEF LINES

Evening steam on DHR

The Darjeeling Himalayan Railway introduced its first daily evening steam-hauled service on 16th December, reports the *Darjeeling Himalayan Railway Society*. The tourist-pitched train leaves Siliguri at 3pm to run to Rangtong, arriving at 4.20pm and pausing 10 minutes at Sukna to visit the small museum. The return service departs Rangtong at 4.45pm, reaching Siliguri at 5.55pm.

New station for Jokioinen

The 750mm gauge Jokioinen Museum railway in FINLAND has replaced its station building in Humppila. The old building was removed in time for a replacement to arrive on 12th December and this was lifted into place on the following day. The new building dates from 1903 and was transported more than 400km to the line by road truck.

Closed by Beavers

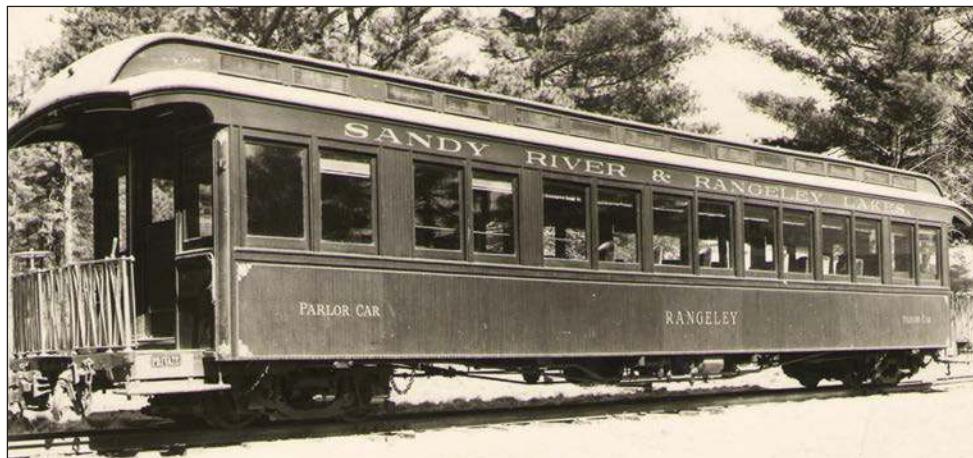
Train services on the Radebeul-Radeburg line in Saxony, AUSTRIA, were halted at the end of January, by beavers. Dam building by the rodents close to the northern section of the line beyond Moritzburg blocked a lineside watercourse, resulting in flooding that undercut the railway embankment and ballast shoulder.

Readers can send in news from overseas lines for inclusion on these pages – contact details are on page 3

■ Inclement winter weather has not slowed progress by the Museum of French Steam Tramways and Secondary Railways (MTVS) on its restored track to Rotangy. The group's road crossing now has its lights and barriers installed, seen here being crossed by a works train on 24th January.

Photo: Olivier Janneau/MTVS





Demolition threat hastens move of unique 2ft carriage

Two of Maine's 2ft gauge railway museums

USA

announced a collaboration on 25th January to preserve and share several important artifacts, writes **Wayne Laepple**. The Maine Narrow Gauge Railroad Co. and Museum and the Wiscasset Waterville & Farmington Railway Museum will collaborate to develop an exhibition to be called the Narrow Gauge Railway Collection.

The Maine Narrow Gauge Railroad's core collection, which includes the only 2ft gauge parlor car ever built, has been displayed in a building near the city's waterfront that was originally part of the Portland Co, a manufacturer of locomotives, ships, rail cars

and other machinery. That building has been sold for development and is scheduled for demolition.

With the demolition deadline approaching, the two museums negotiated an arrangement to move the four cars long displayed in the Portland Co building, along with three other exhibits, to the WW&F's Sheepscot Station campus in Alna, about 50 miles northeast of Portland. The equipment, which will remain the property of Maine Narrow Gauge, will be housed in the WW&F's car house and will be on display, along with other select artifacts from the 2ft gauge railways of Maine. It will also be used from time to time on the WW&F's 2.6-mile line.

The crown jewel of the Core Collection, Sandy River & Rangeley Lakes parlor Car no 9 'Rangeley', built by Jackson & Sharp of Wilmington, Delaware in 1901, is the only 2ft gauge parlor car ever built. It is scheduled to be the first car moved to Sheepscot in May.

Two additional passenger cars and a caboose dating to 1882 complete the core collection. Bridgton & Saco River Railroad no. 8, a 1924 Baldwin 2-4-4RT, a tank car and snowplough will also move to Sheepscot.

The unique 2ft gauge Parlor car (above) and its restored interior (left).



New 4ft gauge on two sides of globe

Alan Smith, a *NGW* reader in Woburn, NEW ZEALAND, has alerted us to the fact that new contracts for electric traction bogies are currently underway, on opposite sides of the world!

In New Zealand the Wellington Transport Museum is currently restoring Wellington Corporation Tramways no 17, built by the British Electric Car Co. in Manchester for the opening of the 4ft gauge Wellington system in 1904.

The tram car was rebuilt to its present 'combination' style in 1913 and was withdrawn from city service in around 1947.

As part of the restoration new traction trucks for the car are under construction at A&G Price, in Thames, NZ. Meanwhile several thousand miles west the Swiss/German firm of StadlerAG is also busy building 4ft gauge traction bogies, for the fleet of 17 new trains it is constructing for the Glasgow Subway (pictured in *NGW*135).

Writing in the Wellington museum's newsletter, Alan cheekily suggests that Stadler could run off a few extra 4ft gauge wheel sets to save the museum some money!

Passengers told to stay put in bid to stop derailments

The Matheran Hill Railway in INDIA has introduced a new 16-seater air conditioned carriage and it is proving popular, despite derailing on its second day in service and causing a four-hour line closure.

The Matheran line continues to suffer from derailments and has now employed on-train 'sit still' staff with megaphones, telling passengers not to move about suddenly to take photos and destabilise carriages.

■ Winter snow at the Wiscasset, Waterville and Farmington Railway Museum in the USA and a programme of tree clearing by volunteers has produced an impressive view of the new Trout Brook Bridge, which was constructed during 2018. The bridge certainly looks settled in its location and a typical piece of Maine two-footer civil engineering.

Photo: WW&F museum



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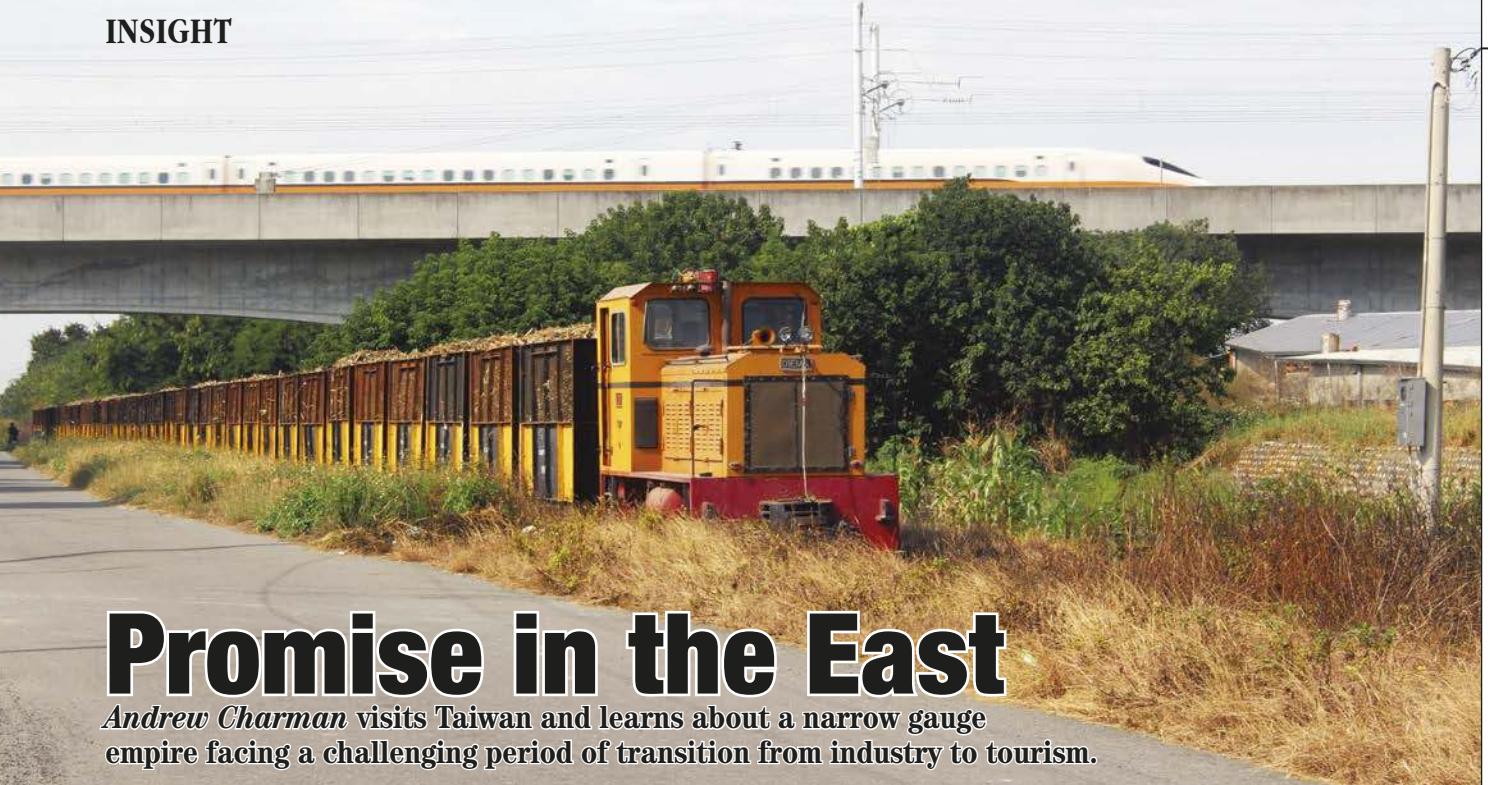
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Promise in the East

Andrew Charman visits Taiwan and learns about a narrow gauge empire facing a challenging period of transition from industry to tourism.

Globe-trotting narrow gauge enthusiasts arriving in Taiwan are more often than not heading for the remarkable Alishan Forest Railroad, a spectacular mountain line famed for its switchbacks, spirals and Shay geared locomotives.

However look beyond the obvious and the Pacific island holds a great deal of other rail interest with a rich narrow gauge history, remarkable considering the island stretches less than 200 miles from one end to the other. As detailed by Michael Reilly in his recent book *Narrow Gauge Railways of Taiwan*, until the advent of a mass-transit network in the 1990s and the opening of a high-speed system in 2006, Taiwan was an entirely narrow gauge country, with more than 800km of 3ft 6in gauge main line, and almost 4000km of narrower gauge routes, mostly of 762mm gauge. Today much of this,

particularly the remarkable 1300km of 'push-cart' lines, has gone, but plenty remains too, in places still running as an industrial operation, and all of it in the care of the Taiwan Sugar Corporation (TSC).

I must admit that before I arrived in Taiwan in December I knew very little about the Taiwan Sugar Corporation. In my long involvement with the Welshpool & Llanfair Light Railway I was aware that our German Diema works diesel had come from Taiwan in 2004, but that was it.

What I found in a week spent on the island was that TSC is a corporation very aware of its history, wanting to make the most of its heritage, but facing great challenges in understanding the way forward. Equally Taiwan has a highly active enthusiast community, initially surprising to me but perhaps less so after I saw the variety of narrow

Above: Extremes of railways in Taiwan – a loaded sugar cane train en route to Huwei is passed by a train on the standard gauge high-speed line.

Below: Industrial traffic still remains – a load of sugar cane awaits the end of ceremonies for the start of the harvest – note the remains of fire crackers on the ground!

All photos by Andrew Charman unless stated

gauge hardware that is still resident on the island.

Taiwan has been growing, refining and marketing sugar since the 17th century and by the outbreak of World War II was the world's fourth largest sugar producer, exporting some 1.4 million tons a year. More than 40 mills relied on 2900km of 762mm railway line to move their product, and the network went far beyond industrial use. At least 600km was also used for passenger trains that became very extensive – at one point 600 trains a day were carrying 60,000 passengers on the sugar network, while annual freight figures reached six million tons.

Motive power variety

To haul these a trains a rich variety of motive power was used. The first steam locomotives were 10-ton Porter 0-4-0STs from the USA, followed by further orders from Baldwin, Alco and Davenport. As the network grew so did the loco orders – German builder Orenstein & Koppel was the most prolific provider, with at least 30 engines sent east by 1930. Orders also went to Barclay, Avonside and Kerr Stuart in the UK, Henschel in Germany and Tubize in Belgium, while from 1910 Japanese companies took an increasing slice of the business.

Most of these engines were fairly standard industrial designs of 0-4-0 or 0-6-0 wheel arrangement, though varying immensely in size. There were others, 0-4-2s and even 0-4-4s while following nationalisation of the mills to form TSC in 1949 orders for new locos were generally for heavier machines, (the corporation inheriting





a vast variety of mainly badly run-down locos). China now controlled Taiwan and among the Chinese anti-Japanese feeling was high so new loco business went mainly to Europe, principally to Belgian builders Anglo-Franco-Belge and Tubize for 0-6-0 side tanks in an attempt at standardisation.

By the 1950s some 350 steam locos were operational in Taiwan and steam survived in industrial use on the sugar systems until 1979. However from the end of World War Two steam had begun to be gradually replaced by internal combustion locos. Initially these were petrol-engined, the first 15 supplied by US builder Fate-Root-Heath in 1948. Some engines were also built on the island and in 1956-7 a 50-strong order was placed with Brookville in America for engines modified to run on ethanol, which as it formed from fermenting sugar was plentiful in Taiwan. Not everyone was convinced, however, and the Brookville order was followed in 1958 by one for more steam locos, built in Taiwan.

At this time the sugar industry was at its peak, employing 100,000 people and producing more than three quarters of all Taiwan's export earnings. The sugar lines were very busy, though freight now dominated, the passenger traffic having declined significantly. What traffic there was did result in an eclectic collection of railcars joining the motive power.

Updating programme

A decline in passenger traffic and the short harvesting season during which locos were required helped keep the steam fleet in operation, TSC reluctant to spend too much on motive power that would sit idle for much of the year. But from the mid 1960s a replacement programme began, both steam and ethanol locos making way for conventional diesels. Hitachi supplied 54 200hp locos in 1967 to '69, while the 1948 petrol locos received new Allis-Chalmers diesel engines of 385hp, allowing most of the pre-war motive power to be withdrawn.

By the 1970s other industries, such as electronics and textiles, had replaced sugar in export importance,



Above: Not everything is preserved – this is at Sanhua refinery, which is still working but with only one operable loco. The Diema acquired by the Welshpool & Llanfair, no 175, formerly worked here and is included on the now-empty driver board (above left).

Right: Michael Reilly examines one of many plinthed steam locos, this is TSC no 365, Tubize 2343 of 1948.

Below: The Diema-hauled heritage trains on the short railway at Qiaotou mill sugar museum terminate behind another plinthed loco, TSC no 355, again a Tubize product from the 1948 order.



but the industry was still healthy with 25 mills in operation and the rail network extending to 2000km. A further loco order was made, this time from Diema in Germany – 66 0-6-0 diesel-hydraulics with 247bhp Mercedes-Benz engines were supplied in 1977, followed by 25 with identically-rated Allis-Chalmers engines in 1979.

They were the last new locos ordered by TSC, as the sugar industry, and its railways, went into a rapid decline. First to go was the passenger traffic, ended in 1981 by which time services were operating

over just 19km of route, passengers deserting them for their own scooters on the roads.

Meanwhile from 1976 world sugar prices collapsed, while Taiwanese operations were less efficient than those of other nations from which sugar could be cheaply imported. By the dawn of the new millennium only a dozen or so mills remained in operation, served by just 240km of rail network. Today only two mills are still working along with a single refinery. And just one of them, Huwei, is still served by rail.

In Europe the closure of such

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industrial operations would have been followed quickly by the scrapman moving in and all traces of such railways disappearing. But as I was to discover after stepping off a 15-hour flight from London Gatwick, while the vast majority of the sugar lines have gone, their presence remains very much a part of Taiwan today. Remarkably, a great deal of the motive power and rolling stock survives, and far from looking firmly ahead and consigning its rail operations to history, TSC is very aware of its heritage and keen to make the most of it.

As sugar production has declined the corporation has necessarily diversified into other areas and now operates a wide-ranging portfolio varying from shopping malls to pig farms. But the connection remains and while travelling across the country (and trying to avoid the hordes of local people riding scooters) it is quite normal, for example, to pass a TSC filling station with alongside a Diema loco preserved in plinthed status under a canopy.

Some 45 of the steam locos survive. Some have been exported to Japan where two work on heritage



Above: Redundant yellow Diema and red Hitachi diesels peek out of their shed at Qiaotou (which was the first sugar mill in Taiwan to gain a railway network).

Above right: The sugar cane lines are still very much a fabric of the community.

Left: This line of Brookville locos at Qiaotou look pristine but have not moved in a long time. The pillars support the high-speed rail system.

Below: Riding the train at Suantou travellers pass lines of wagons that formerly conveyed sugar cane to the mill.



lines. There are two in working order in Taiwan while several are also plinthed, mostly at the mills which TSC has turned to other uses.

During my week in Taiwan I visited six of TSC's industrial sites, only one of which, Huwei, was working. This operation is very different to former days. An intensive season now sees the cut sugar cane collected from the fields by lorries and taken to a rail head. Here it is loaded into high-capacity wagons hauled by a Diema to the mill, the trains regularly exceeding 54 wagons.

While sugar production is a thing of the past at other mills, they remain busy in very different ways. I visited one that had been turned into a museum of the industry, a second that is now a leisure park, a third that is an arts and crafts centre.

At most of the sites TSC's rail history remains, in the form of locomotives and stock, mostly redundant and many of the locos cosmetically restored. The sheer breadth of remaining motive power is eye-opening – at Qiaotou mill, which has been turned into a museum of the industry, a line of Brookville diesels sits in the sun, apparently in good condition. Look more closely, however, and the rusting plate under the new paintwork clearly indicates that these locos have not moved in a long time.

Redundant power

Similarly, several of the former mills boast sheds in which sit Hitachi and Diema diesels, only a few of them in working order or needing to be. It should be emphasised, however that operators of 762mm gauge railways should not now be rubbing their hands in anticipation of a potential opportunity to acquire new motive power – these locos are now regarded as national assets despite numbering far more than the redundant engines needed to supply parts to keep the few working Diemas running.

TSC does need some working engines, and not just at Huwei. At five sites the corporation now operates short heritage railways. The trains consist of former sugar cane cars converted into open passenger carriages (inclement weather is less of an issue in southern Taiwan than in

the UK). The motive power is generally provided by the Diema diesels but at just one site, Xihu, some steam passenger services are operated by Anglo-Franco-Belge 0-6-0T no 346 (2654/1948).

TSC's heritage railway operations are popular – for UK heritage railways passenger figures of 475,000 a year are the stuff of dreams, never mind the several thousand tons of sugar cane still carried in the short processing season.

Concluding the chapter on the sugar railways in his book Michael Reilly expressed concerns that the heritage side of TSC's business was being neglected. The second steam loco then at Wushulin mill, Tubize 0-6-0 no 370 (2354/1948), was only rarely steamed and railcars used for charters were out of commission, while track was becoming overgrown and historic stock rusting away.

In just two years, however, the situation appears to have changed significantly, as myself and Michael Reilly discovered when we visited Taiwan in December in our capacities as respectively trustee and company secretary of the Welshpool & Llanfair Light Railway. We were guests of TSC for the signing of effectively a twinning agreement between the corporation and the W&LLR.

Festival star

The ceremony took place at Suantou mill, where TSC has a small museum collection, and formed part of the opening day of the annual Sugar Festival, a major celebration and this year featuring W&LLR Barclay 0-4-0T 'Dougal', on a six-month visit to Taiwan entirely funded by TSC. Dougal was in steam alongside Orenstein & Koppel no 650, and as reported on page 7 proved a big hit, attracting big crowds to the festival.

Suantou had undergone a major sprucing up for the occasion, and further evidence that TSC is now taking its heritage very seriously was evident later in the week at Xihu, home of a further museum of sugar railways where we rode in a fully restored Hitachi railcar dating from 1949 and were shown the former passenger station, now renovated to its original condition.

Yet while wanting to progress its heritage, TSC faces great challenges, being very unsure about how to go about it, and a prime reason for signing the agreement with the W&LLR is to learn about the most effective way of operating heritage railways. Efforts to understand this included a full-day 'international railway forum' held the day before the festival, with presentations from three European heritage railways and two »



Above: Calm before the storm. Visiting W&LLR Barclay loco 'Dougal' in steam at Suantou ahead of the sugar festival, alongside two working Diema diesels.



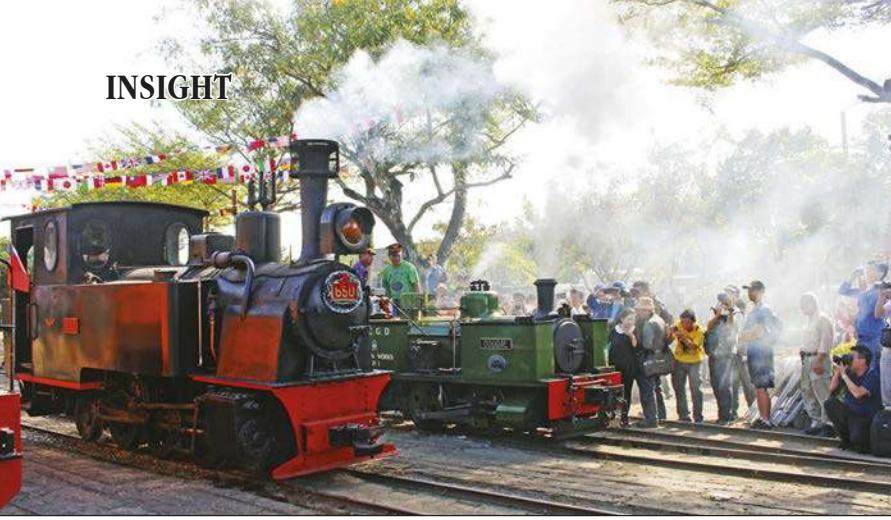
Upper right: Carriages for the heritage trains (left) have been converted from sugar cane cars at right.



Lower right: This well restored Hitachi railcar runs at Xihu.

Below: On static display at Xihu are these examples of European and Japanese steam.





in Japan as well as Taiwan's very active enthusiast community. And the most prolific questions I and others faced were on the subject of making use of volunteers, a concept the Taiwanese struggle to understand.

Michael effectively summed up the situation as reminiscent of the UK in the 1960s and 1970s when 'professional' railwaymen were dismissive of 'enthusiastic amateurs' with new ideas. TSC has an ageing workforce reluctant to consider new ways of doing things, while it faces difficulty in recruiting new, young staff. Meantime it also endures some criticism from elements of the

enthusiast community who argue that the corporation is going about heritage preservation in the wrong way – some challenges are common across the globe!

Encouraging repeat visitors is also challenged by the fact that the five railways basically offer the same product – mostly Diema-hauled trains in similar scenery – and are located not very far apart.

TSC chairman Charles Huang, who spent much of the week discussing the situation with us, and Roger Chang, director of the department responsible for the railways, are clearly determined to



Above left: Twin steam in the form of Dougal and Orenstein & Koppel no 650 helped swell the crowds attending the sugar festival at Saontou.

Above: TSC chairman Charles Huang, here with Michael Reilly and the writer, is keen to progress Taiwan's narrow gauge heritage.

Left: The heritage trains carry very large numbers of passengers.

Below: Steam services are still operated at Xihu, hauled by Anglo Franco-Belge loco no 346. The rudimentary crossing gate would not impress UK authorities!

meet the challenges and make the most of their railways, which could easily become a major destination for international enthusiasts. Hopefully the tie-up with the experienced team at the W&LLR will help make significant progress towards that aim.

Taiwan is a destination this writer can recommend, having returned from the island vowing to go back some day. The Alishan and the various lines of TSC will provide enough to keep any narrow gauge enthusiast fascinated for a week, especially if you exchange the chill of a British winter to go around the end of the year during the harvesting season, when the sugar cane trains are running... **NGW**

■ The writer thanks Michael Reilly for his extensive help with this feature. Michael's book *Narrow Gauge Railways of Taiwan* is published by Mainline & Maritime, ISBN 978-1-900340-46-5. Thanks too to Charles Huang, Roger Chang and Ainsley Chen at TSC, and Justine Hsu our translator.

In our next issue we'll take a look at some of the wide variety of rolling stock extant on Taiwan's sugar lines.



From Battison to Billie

Fiona Kennaugh profiles a 15-inch gauge enterprise and the man who created it.



Close to the little known village of Burscough near Southport you will find Windmill Farm Railway and 57-year-old Austin Moss. His life has revolved around locomotives of various states and gauges, though he favours engines and rolling stock from such makers as Bassett-Lowke, Albert Barnes, Harry Barlow and Trevor Guest. Inspired by these men and having admiration for their workmanship, Austin has applied his skills to realise his dream of building his own miniature railway and restoring their historic locomotives.

In his limited spare time Austin also assists at Knowsley Safari Park Railway and St Annes Miniature Railway. He is involved with the Fairbourne, the Ravenglass & Eskdale and the Romney Hythe & Dymchurch railways as well as lines at Rhyl, Kirklees and Cleethorpes. In the past there was also the Lakeside Miniature Railway at Southport. Today, however, he is usually working on the 15-inch gauge railway he founded, constructed and has successfully run since 1997 at Windmill Farm.

In 1978 at the age of 16 Austin toured various shows with layouts from his garden and miniature collection. It was in the Sir William McAlpine era of Carnforth Steamtown in 1987 that the spark of interest was ignited further when he spotted 'Battison', a diesel-electric

"Austin decided that the steam-outline 2-6-4T was going back to Upholland with him..."

tank engine. Austin decided that the steam-outline 2-6-4T, built by Stanley Battison in 1958, was going back to Upholland in Lancashire with him, for the grand sum of £805. A loan was taken out, as back in 1987 it was a sizeable amount for a 25-year-old, and many jobs taken on to pay it off.

Finding a site

Austin was beginning to think about building a railway as he wanted his own track to run the loco on. It was to be another nine years before he struck gold in his search for a perfect

site to build his line. On a day out with his family in the mid 1990s they visited an open farm in Burscough owned by Matt Slinger. Times were difficult for dairy farmers and Mr Slinger sold off a lot of land adjacent to Martin Mere, the renowned wildfowl wetland reserve. Austin spotted the potential for a railway and opened up negotiations. He remembers that after a chat they both seemed to think it was a good idea, and so he started constructing the railway in 1996 after gaining planning permission.

Above: Austin Moss in the cab of the much travelled 0-4-4-0T 'Mountaineer', built in Holland in 1963 for the Bush Mill Railway in Tasmania.

Right: How it all began! The steam-outline 2-6-4T 'Battison' which Austin Moss purchased in 1987 at the age of 25.

Uncredited photos by Fiona Kennaugh





Assisted by a few volunteers, Austin built a short track which was opened in May 1997. For a charge of 50p visitors could ride behind one of the historic steam-outline locomotives now in the collection including 'St. Nicholas' and Harry Barlow's 'Duke of Edinburgh', to Pensioners' Halt. The line was extended to Lakeview station in 1998, excavators being used to dig out the lake, create an island and lastly in 2004 to form a balloon loop around the lake.

The man-made island, complete with fallow deer grazing, also contains a small memorial garden

where some ashes have been scattered. They include those of the writer's late father Alec Macdonald, Matt Slinger the original farm owner, and Alan Bailey – all personalities who had integral roles in the railway's development. Austin also received a green partnership award from the County Council for planting trees on his new island.

The station buildings at Lakeview were transported down from Carnforth where they originally saw service at Steamtown. The ticket office at the main platform is from the Southport excursion station London Street which closed in the

Above: 'Blue Pacific', built by N L Guinness in 1935 with the unusual feature of a vertical boiler in the cab. It is awaiting long-term restoration.

Left: Austin (left) with volunteers Graham McCleod, Colin le Narinel and Melvin Rigby.

Facing page, top: The historic 'Billie' of 1923, one of the famous Atlantic locos of Albert Barnes. Seen here on its first day at Windmill Farm in May 2018, its restoration is due to be completed later this year.

Centre right: 'Rachel', a 1961 diesel, has recently been superbly restored and has now been sold to the Cleethorpes Coast Light Railway.

Below right: Austin in top hat and tails which Captain J E P Howey, creator of the Romney, Hythe & Dymchurch Railway, famously wore for the line's official opening in 1927. With him is RH&D driver Derik Smith. **Photo:** Austin Moss



late 1950s. The weather vane is from Dudley Zoo Railway and the rail and point components have come from a wide variety of sources including the R&ER and RH&DR.

Whilst on a trip to the Model Engineering Exhibition in 1993, Austin rekindled a friendship with Alec Macdonald and quickly got him hooked on what was to become a big part of his future at Windmill Farm after 1996. Austin had been working on the 4-4-2 'Red Dragon', which he and Gordon Walker had built at Southport's Lakeside Miniature Railway in 1990 as a project for the then owner John Spencer. Alec took over the running of Red Dragon shortly before the Lakeside line was sold to Don and Jenny Clark and Graham Leeming in 2001. The new owners were not steam minded.

Austin spent many hours at Lakeside and had happy memories, so he decided to build the line a diesel tank engine named 'Jenny'. Red Dragon was then sold to Rhyl Miniature Railway in 2015 and ran under the name 'Prince Edward of Wales', but in May 2018 Austin bought the tender and other parts to recreate the Class 10 Atlantic in the style of the Little Giant class.

The Lakeside Miniature Railway is one of the earliest examples of a 15-inch gauge line and the longest continually run when it was put up for sale and acquired by Norman Wallis of Pleasureland in 2016. Austin would very much like to have had the funds to purchase it.

In 2014 he had been able to buy the West Midlands Safari Park Railway, lock stock and barrel. This included 'Rio Grande', a Severn-Lamb steam-outline 2-8-0 built in 1979 which now regularly runs at Windmill Farm.

Growing success

Austin has put so much into the railway and has good reason to be proud of his achievements and success. He has given joy to many keen locomotive fans of all ages and abilities – the railway is geared up for disabled access with an adapted carriage. He readily admits, however, that he would not be able to do all the renovations, and have at least a little time with Janet his wife, and visit other railways on holidays, without the crucial help of volunteers.

Trains are run at weekends throughout the year, but it is between May and September that the attraction really comes alive. It is an ideal family day out as shown by certificates of excellence from Trip Advisor for the last five years. There are various farm animals, reptiles and birds of prey exhibits, a cafe and play

park – something to keep all ages entertained. Some 20 successful years were celebrated at a gala held in 2017 – over this time a large list of locomotives have run on the line or visited for guest appearances.

Austin's big passion is restoration. He is often asked why he would want a pile of rusty scrap metal. He replies that he can make it into what it was and better – and he gets a great thrill in doing the work. He has a huge backlog of locomotives to restore, carriages to renovate, and still more projects arriving.

A recently finished restoration is 'Rachel', a 0-6-0 diesel built in 1961 for the Shillingstone Railway by G & S Light Engineering, owned by Trevor Guest. This loco originally had a Daimler Majestic 2.5-litre petrol engine. Rachel came from Haigh Hall Railway in Wigan which had bought the loco in 1984. Austin had wanted to acquire this diesel for years. The cab and chassis were all that was left and he has now restored it to its former glory.

The current project is 'Billie', a coal-fired 4-4-2 built in 1923 by Albert Barnes and in need of some serious restoration. Purchased in May 2018, Billie will soon be in Southern Green livery after a lot of hard work. The boiler recently returned from North Bay Engineering in Scarborough, the wheels have been re-tyred and the chassis sandblasted. Much more has to be done but the work is due to be complete by the end of 2019 and I am certain the finished loco will be splendid (A feature on the history of Billie and its



"He replies that he can make it into what it was and better – and he gets a great thrill in doing the work..."

restoration will appear in a future issue of NGW – Ed.)

Remembering the past by restoring the great inventions and innovations of people who are sometimes overlooked or long forgotten is a

wonderful way to fulfil your life and earn a living. Restoring historic locomotives and carriages keeps them running for others to enjoy and learn about them. Austin Moss – keep calm and carry on restoring! **NGW**



■ In addition to those described in the main text, the large locomotive collection at Windmill Farm includes

1) 'Mountaineer': Coal-fired 0-4-4-0T built in 1963 by Van der Heiden for the Bush Mill Railway in Tasmania. Acquired from Cleethorpes Coast Light Railway. In service.

2) Southport no 4 'Blue Pacific': Coal-fired 4-6-2 with vertical boiler in the cab. Built by N L Guinness in 1935. Awaiting long-term restoration.

3) 'Dudley': 4w-4wDH built in 1957 by G & S Light Engineering for the Dudley Zoo Railway, closed in 1992. In service.

4) 'Whippet Quick': 4w-4wDM built by R A Lister in 1935. Ex Fairbourne Railway. In service.

5) 'Gwrl': 4wPM built by R A Lister in 1943. Ex Fairbourne Railway. Arrived at Windmill Farm in 2000s. In service.

6) 'Princess Anne': Steam-outline 4-6-2DE built by Harry Barlow in 1948. Ex Lakeside Miniature Railway. In service.

7) 'Prince Charles': Steam-outline 4-6-2DH built by Harry Barlow in 1956. Proposed restoration in memory of John Spencer of Lakeside.



When temperatures plummet...

No sign of the chill of winter ending, but that doesn't bother our photographers...



Above: Just squeezed out of our last issue was this superb 'at speed' shot by *Steve Town* of quarry Hunslet 'Cloister', taken when the loco visited the Richmond Steam Railway in Kent.

Below: As reported in our UK news pages, Statfold Engineering has completed the restoration of Jung 0-4-4-0T Mallet 'Tjepper No.5' ready for its new life on the recently built railway at St Nicholas Abbey in Barbados. The loco managed just a brief steaming at its home for the last 15 years before being packed up for its sea voyage west.

Photo: Joey Evans/SBR





Above and left: Regular NGW contributor Steve Sedgwick has been having some after-dark fun again, this time on the Leighton Buzzard Railway. An evening photo session around Stonehenge Yard featured two locos in steam: De Winton vertical-boilered 'Chaloner' and the unique Baguley, 'Rishra'. Despite their diminutive sizes these locos made a spectacular sight as they shunted in the cold December night air, Steve told us, capturing Chaloner above and an attractive little cameo at left.

Centre pages: NGW's Michael Chapman spent his Christmas holiday at one of his favourite narrow gauge locations, heading up towards the Brocken on the Harz.



**NARROW
GAUGE
WORLD**



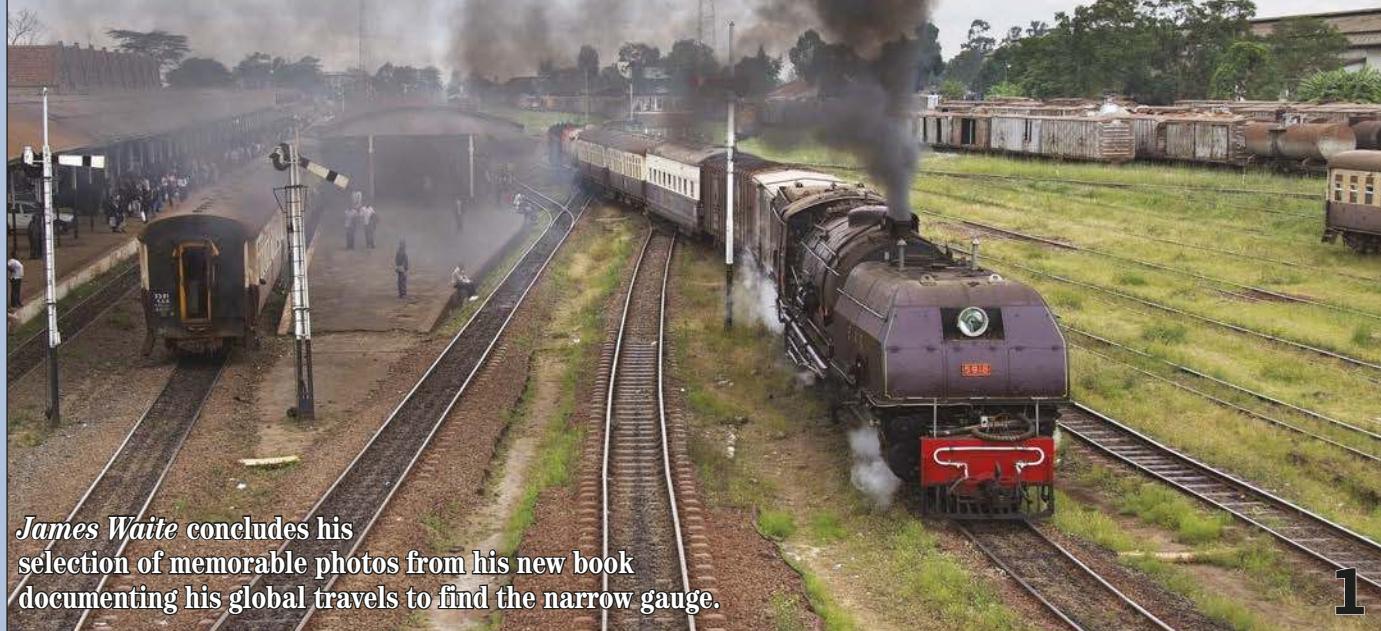


Above: Michael Reilly waited until February to take his trip to the Harz, and almost didn't get there due to snow causing flights from London Heathrow to be cancelled... When he did arrive in eastern Germany he found plenty of snow still around, but not bothering the service trains.

Below: Michael also found time to visit the Selketalbahn section of the metre-gauge network and was rewarded with the unusual sight of 2-10-2T 99.7235-7 working trains. Services on this route are normally handled by a 2-6-2T but it is currently under overhaul, hence its replacement by this engine.



21st Century Narrow Gauge



James Waite concludes his selection of memorable photos from his new book documenting his global travels to find the narrow gauge.

1

This second part of my 'photographic history' covers many diverse and fascinating railways of Africa, Asia and Australia.

1. Kenya

I've regarded any line with a gauge of less than 4ft 8½ins as being eligible for inclusion in this book and there are some seriously large locomotives alongside more obviously small ones. After the USA's giant steam locos ended work in the 1950s and 1960s the 28 members of Kenya's 59 class metre gauge 4-8-2+2-8-4 Garratts were the biggest still running anywhere in the world until the last was withdrawn in the early 1980s.

I visited Nairobi twice in the 1970s when steam reigned supreme

and the footbridge at the station was a good vantage point from which to watch the action. Little had changed on 20th May 2011 when I returned for a steam special.

Here no 5918 'Mount Gelai' (Beyer Peacock 7649/1955) shunts her train. The leading vehicle is a restaurant car, furnished in Art Deco style, which normally lives in Nairobi's railway museum. By good fortune the other carriages in this photo also still carried the old East African Railways' crimson and cream paint scheme.

2. Syria

The 1,050mm gauge Hedjaz Railway heads south from Damascus through very arid countryside. On 26th May

2005, 2-8-2 no 260 (Hartmann 4029/1918) made numerous run-pasts with its special train at this spot near Jubb As Safa, mainly for the benefit of a German television crew.

The leisurely schedule gave me time to walk some distance to take this photo of the goats and their minders as the train set off on another run for the cameras, and to still be confident that I wouldn't be left behind!

In the background there is snow on Mount Hermon, close to where Syria's borders meet those of Lebanon and Israel. I selected six photos of four loco types in this unhappy country and four more from the Hedjaz Railway's continuation into Jordan.

2

All photos in this feature by James Waite – see text for details and dates.



3



3. India

Luck often plays a key role in a photographic expedition and a visit to the metre gauge Nilgiri rack railway in southern India was one of my luckiest ever! By chance it coincided with a special working to collect redundant permanent way materials and my friends and I were welcomed aboard for the price of a first class ticket, only a little more than £1!

We were treated to superb Indian hospitality with footplate rides and photo stops at some of this spectacular railway's most photogenic spots which would otherwise have been virtually inaccessible. Here life-expired sleepers are loaded at Kaderi Road station on 29th March 2004 as X class 0-8-2RT no 37386 (SLM 2735/1920) awaits the next leg of her journey. This is one of 14 photos in the book from seven railways in India.

4. China

This photo at the Huangjinggou colliery railway in Sichuan province in south-western China also involved considerable luck. It had taken us more than six hours on a very rainy night along indifferent roads to reach the line and we didn't get much sleep. The railway's main engineering feature was this splendid viaduct at Badong which C2 0-8-0 no 31 (Shijiazhuang X1982-09/1982) crossed on 7th October 2004.

After the line's passenger service ended in 1988 only one train, or occasionally two, ran per day. The first usually left before sunrise, though in this region of rain and mist the sun doesn't often put in an appearance. The second, when it ran, set off about two hours later. Happily it was a fine sunny day and there were two trains.

The line closed in 2007 and was immediately demolished. The coal

was carried in small tub wagons and just outside the colliery gate ran through a market where the traders had to move their stalls in a hurry whenever they appeared – just one of many delights in rural China. Like a great many lines in China, its gauge was 2ft 6in or 762mm. It seems odd that a gauge was chosen that used imperial measurements.

5. Japan – Aizu-Wakamatsu

This photo shows 3ft 6in gauge 2-6-4T no C11 325 (Nippon 1407/1946) on one of three days of test runs before a series of excursions through the Tadami river gorge in central Japan. Very few of the country's heritage trains use historic carriage stock. Those that do tend to be disfigured by gaudy-looking headboards but happily these were left off for the test runs.

The country has an enormous enthusiast community. I was told that to secure a place in one of the few vantage points in the gorge it was necessary to arrive at least five hours before the train passed. It turned out that this was quite right, but photo trips often work out differently from what you've planned. Dramatic though the scenery was in the gorge I thought that this view, as the train returned on the evening of 26th May 2016 through paddy fields close to Aizu-Wakamatsu, was especially characteristic of this heavily-populated country where land is scarce and rice, a staple part of the

"The coal was carried in small tub wagons and ran through a market where the traders had to move their stalls in a hurry whenever they appeared..."

5



Japanese diet, is to be seen growing wherever conditions are suitable.

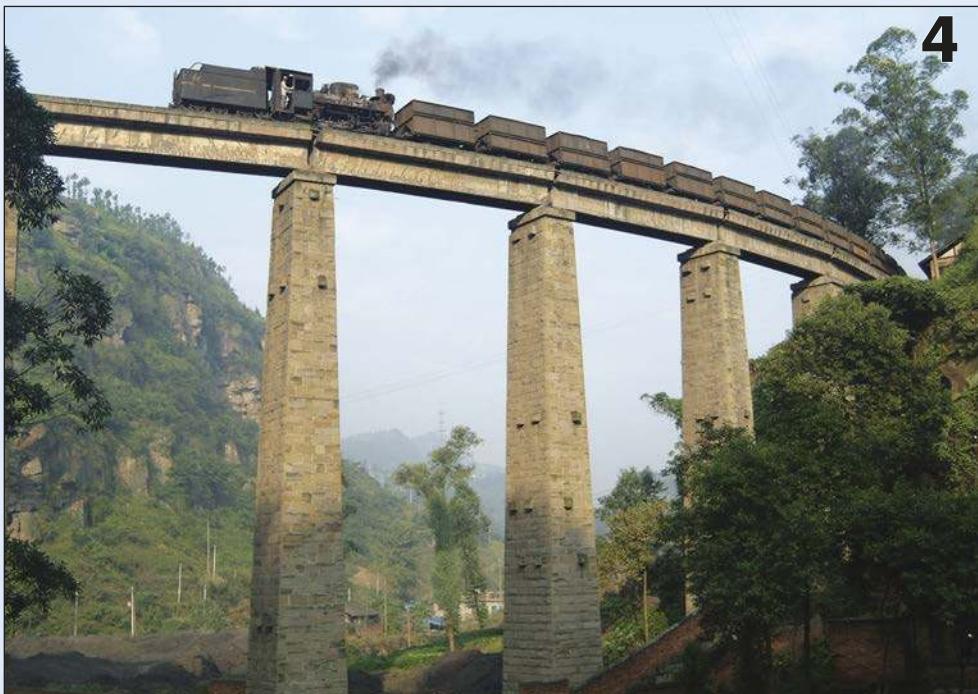
6. Japan – Goi

One of Japan's most ardent enthusiasts spent more than ten years tracking down what he believed to be all his country's preserved steam locos, no fewer than 601 of them, and has published a picture book which forms a very useful guide for visitors.

This book guided me to the three engines of Goi. The 3ft 6in gauge Kominato Railway, serving the Boso peninsula on the eastern side of Tokyo Bay, was built between 1925 and 1928 and was worked by two 2-6-2Ts, nos 1 and 2 (Baldwin 57776 and 57777/1924).

In 1949 they were joined by a former state railway 4-4-2T no B10 4 (Beyer Peacock 3641/1894) but she only worked there for two years. She was then set aside at Goi depot, where the line joined the state railway, as were nos 1 and 2 when steam operation finished in 1962. There they just sat for many years until their heritage value became appreciated and now they've been treated to this roof to protect them from the fickle Japanese weather. Here they are on 27th May 2016.

The ten B10s were rebuilt in 1929 and 1930 from 5500 class 4-4-0s, 72 of which were constructed between 1893 and 1898 for the Nippon Railway and were some of the many British-built locos to serve Japan's railways in their early years.



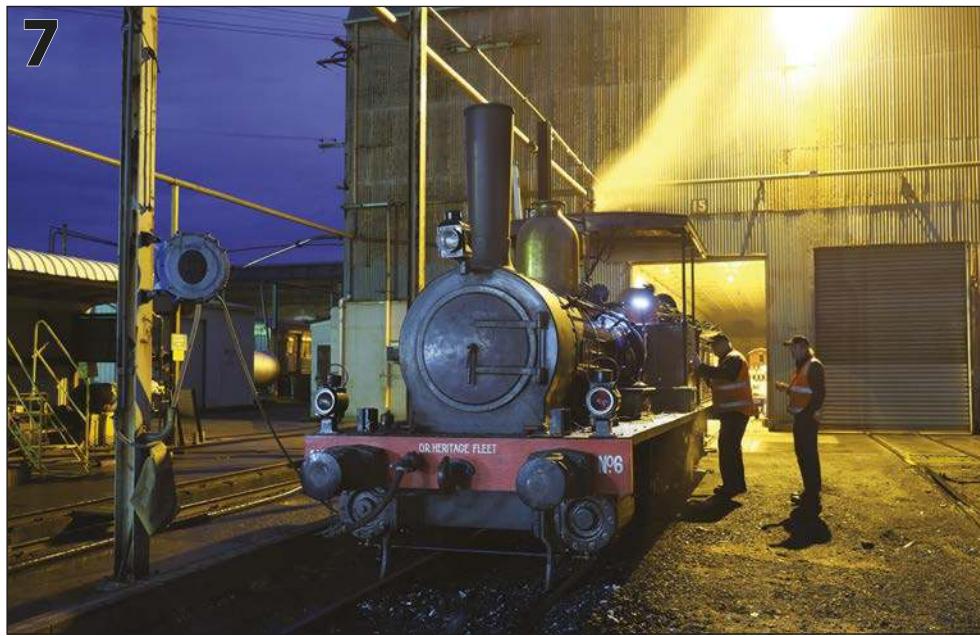
4

A friend phoned ahead to ask permission for us to visit. Yes, that was fine, he was told, but it would be best to arrive before 8am. The reason soon became clear as the railway's

office staff arrived for work and squeezed their cars up against the locos' buffers, along their sides and in every other available space. I included nine photos of 14 Japanese locos. »



6



7. Queensland

Shooting at night can often add sparkle to a photo when the daytime weather is dull and this is one of several night shots in the book. The 3ft 6in gauge railways of Queensland celebrated their 150th anniversary in July 2015. At 4am on 26th July the weather wasn't just dismal – there was a hard frost on the ground and the forecast was bleak. I cannot imagine why Queensland calls itself the sunshine state!

This venerable locomotive, A10 class 0-4-2 no 6 (Neilson 1170/1865), was due to work over the oldest section between Ipswich and Grandchester and I headed over to Ipswich works, the state's main repair facility, in the hope that I could see it raising steam. I wasn't confident of gaining entry but by great good fortune arrived at the same time as Paul Slater, the works manager and a great enthusiast. He welcomed me in, very kindly let me explore the yard and turned on the

lights in the steam restoration shop while I was dodging the showers – and even lent me his tripod! The book contains 18 photos from five Australian states.

8. New Zealand

New Zealand's South Island is on the receiving end of the Roaring Forties and storms coming up from Antarctica. One of the latter was brewing up as no 608 'Passchendaele' (Addington 163/1915), the first of the Ab class Pacifics, headed a steam special through the hills about 40km north of Dunedin along the main line to Oamaru and on over the plains to Christchurch on 29th October 2015. The clouds were scudding past when I arrived here and it was lucky that the sun only came half out when the train approached as this turned out to be its shady side.

No 608 is looked after by a volunteer-based organisation based near Wellington, as are most of the

carriages which have been painstakingly restored to their steam-era condition. NZR's distinctive blend of British and US practice was clearly seen in the Abs which were one of their great success stories. No fewer than 149 were built and several lasted until the twilight of steam in the late 1960s.

The entire main line south of Christchurch lost its regular passenger services in 2002 – a victim of a spectacularly unsuccessful attempt at privatisation which ended when the railways were taken back into public ownership in 2008.

Nowadays passenger traffic at Dunedin is almost non-existent and its magnificent Edwardian station building mostly has non-railway uses. The book's nine photos from the country portray eight NZR locos including two built in 1872, the state railway's first year of operation as a 3ft 6in gauge system. **NGW**

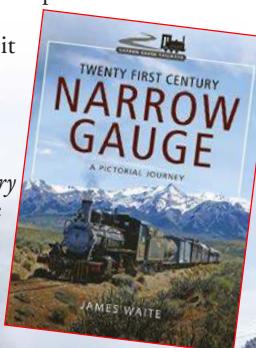
"The reason soon became clear as the railway's office staff arrived for work and squeezed their cars up against the locos' buffers..."

Acknowledgements/Information

I'm grateful for all the help and advice which Pen & Sword Books have given me while writing this book and to the editor for allowing me to produce these features.

The book isn't intended to be a guide to the world's narrow gauge railways as there are just too many which have eluded me. It's first and foremost a celebration of all the wonderful little railways around the world which continue to provide much enjoyment for many people. I hope it will be as great a pleasure to read as it has been to write.

■ *Twenty-First Century Narrow Gauge* will be published by Pen & Sword in March and will be reviewed in our next issue.



8





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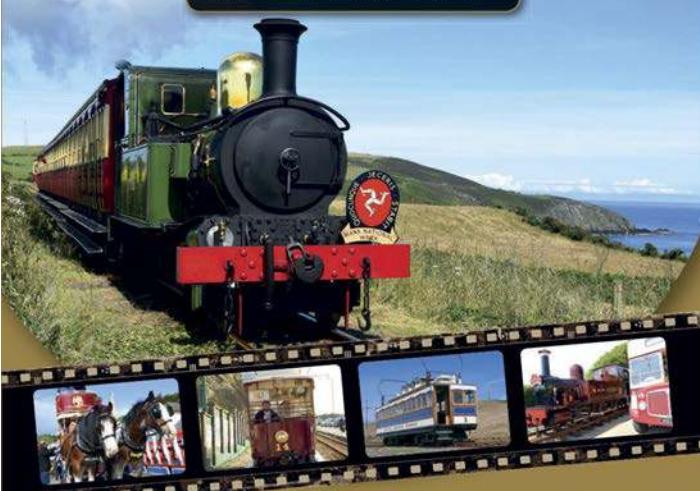


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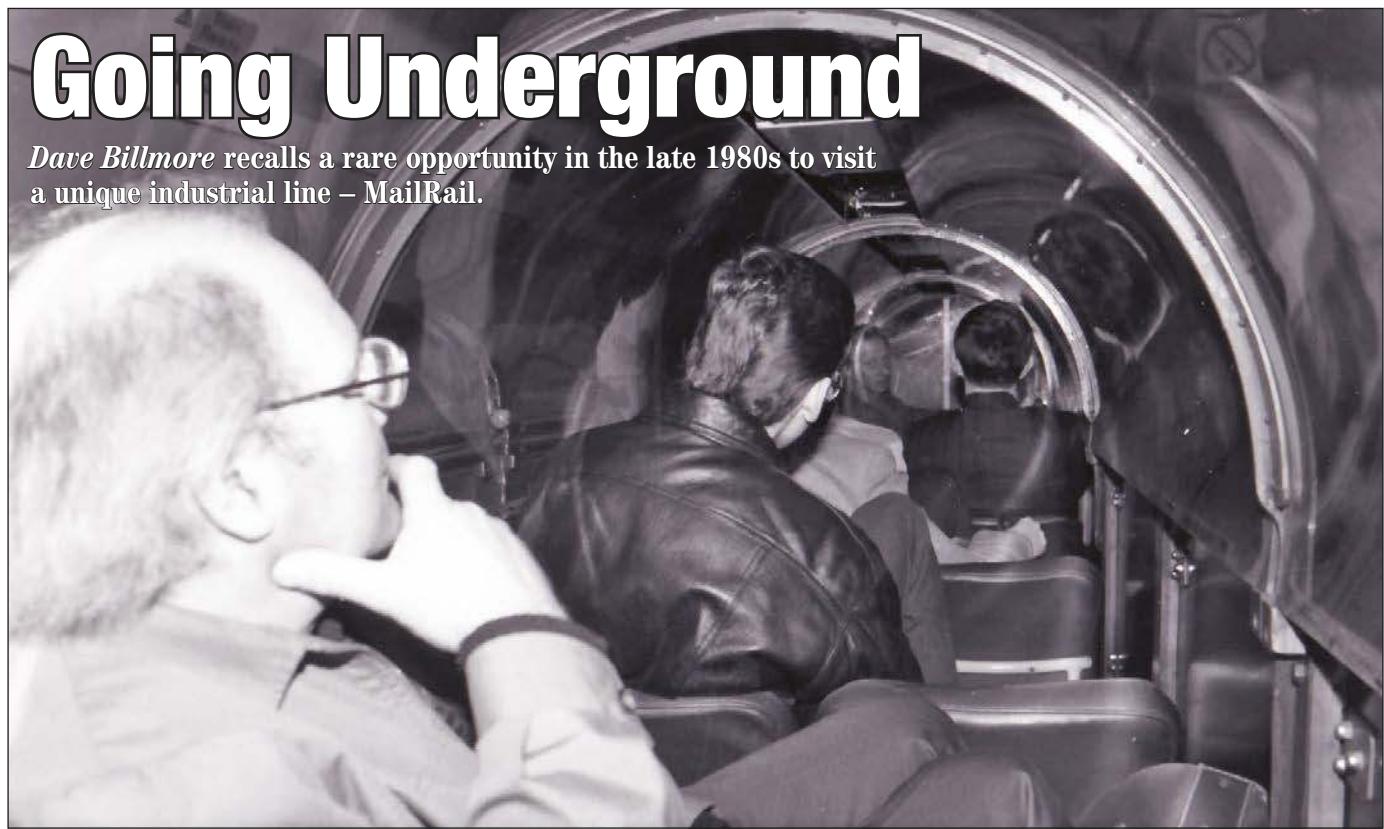
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Going Underground

Dave Billmore recalls a rare opportunity in the late 1980s to visit a unique industrial line – MailRail.



The Post Office Underground Railway, or MailRail as it had been rebranded by the time of our visit in the late 1980s, was an automated, driverless, 2ft gauge line running six and a half miles between London Paddington station and the Eastern District Post Office beyond Liverpool Street Station.

It had intermediate stations at Western District, West Central, Mount Pleasant, and King Edward post offices and in total 23 miles of track. Created to speed the mass of letters and parcels across London when traffic congestion caused endless delays (nothing new) the line opened in 1927, construction having



Above: The NGRS party climb aboard the mail train – it was a tight squeeze.

Centre left: A 1980 mail vehicle built by Greenbat.

Lower left: The one passenger carriage was converted from a 1929 mail vehicle.

Below: Get the vacuum out – maintenance, removing the dust and dirt that would inevitably accumulate, was a vital task.

All photos by
Dave Billmore.



been delayed by the First World War. It operated 19 hours a day and 286 days a year, and at its peak carried four million letters each day.

Public passenger services never ran and only occasionally were parties of enthusiasts entertained. These occasions tended to coincide with planned engineering work on part of the line when power was turned off and automatic trains were not running. The Narrow Gauge Railway Society had managed to book one of these rare slots and a small group gathered on a Saturday morning at Mount Pleasant Post Office near Kings Cross.

Just one carriage

The numbers were restricted as there was only one VIP passenger car, which had been converted from a mail car, available on the line and this allowed our trip to take place. Built in 1967 with 18 tip-up seats the unit was based on a 1929 bogie unit, and having no motors was hauled by a battery locomotive.

Mount Pleasant was the maintenance location for the rolling stock and we were given a fascinating



tour round the well-equipped underground workshops. A lift to the surface was the only way of getting rolling stock or heavy items in and out. Our guide had worked on the railway for many years and answered our numerous questions with authority and humour. He supervised our loading into the passenger vehicle and taking the last seat closed the perspex covers over us. We were definitely a tight fit.

The train jerked into life and then accelerated quickly into the blackness of the tunnel, our destination Paddington. Two tracks squeezed into a 9ft diameter tunnel left little room. Approaching stations the tunnel split into two single tracks and rose sharply into the platforms, falling again on leaving – a great help to braking and acceleration.

The automatic trains took 440-volt DC current in the main tunnels giving a top speed of around 40mph, reduced to 150v in the station areas which gave 7mph.

A dead section was maintained automatically behind each train as it travelled along the tunnels. Spring-applied train brakes were held off by electromagnets whilst the vehicle was receiving current, so running into a dead section automatically applied the brakes, protecting the train ahead.

En route our guide regaled us with a few stories of past troubles on the line, including one occasion when a pile-driver boring machine managed to cut its way through the roof of the tunnel.

Old and new signals

We were very fortunate that the modernisation of the railway was still in progress. As we stopped at each intermediate station it was fascinating to see the contrast between the analogue 1927 signalling at some and the then modern early digital replacements at others. Most platforms had scissors crossovers and a through line allowing several trains to be handled at once.

Station layouts were very efficient with bags of mail moving up and down between the platforms and the sorting offices above on conveyors. The trains had standard containers on wheels which could be simply and easily run off as the side of the body folded down to make a ramp onto the platform. The same ramp also locked the container in place when it was raised.

The rolling stock we saw were 1980/2 units built by Greenbat and Hunslet, and 1930/36 stock built by English Electric. In addition the depot at Mount Pleasant contained several vehicles adapted for special uses, and two of the original and



Above: A general view down one of the two tunnels that comprise the workshop – note the rack of motors on the right.

Right: The NGRS party admiring the 1927 signalling and control panel at Paddington.

Below: Another of the 1980 Greenbat vehicles, this one with its mail bag guards raised.

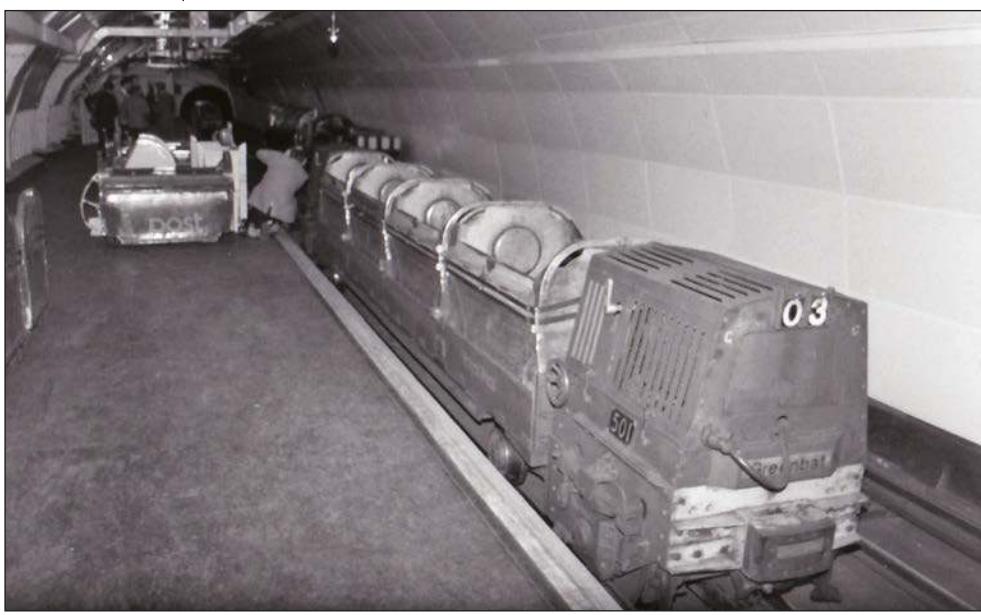


unsuccessful four-wheeled trains from 1925. There were also three battery electric locomotives, one of which hauled our train.

Arriving at Paddington we had time to stretch our legs and admire the original signalling system before embarking for a non-stop run back to

Mount Pleasant where our fascinating tour concluded.

The railway closed on 30th May 2003 and was mothballed. A section around Mount Pleasant has since reopened, as featured in **NGW125**, to provide a short ride as an attraction at the new Postal Museum. **NGW**



Rangkas! Rangkas! Rangkas!

Keith Chester recalls a railway on the west coast of Java, where a planned revival was devastated for the most distressing of reasons in the closing days of 2018.

In the spring of 1970 I discovered the immense pleasures of the cinema and started, of an afternoon, to cut school to revel in the offerings of the local fleapit. Those were still the days of a main and B film and one such double feature offered *Midnight Cowboy* together with one of the worst films I've ever seen: *Krakatoa, East of Java*.

Not only was the plot creaky, the acting hammy, the sets unconvincing, but the event it purported to portray, the eruption of the Krakatoa volcano in 1883 and the subsequent tsunami which left at least 36,000 dead, took place not east but west of Java. Notoriously, the marketing managers had decided that east sounded more exotic than west, adding glamour to a film that otherwise lacked it.

Ten years later I was standing on a beach that would have been one of the first to be hit by the tsunami generated by Krakatoa as I watched the sun go down over the Sunda Strait. Palm trees swayed and waves crashed on the shore but the idyll was deceptive: the golden sands of the bay were strewn with human excrement for it also served as the public toilets for the community of Labuhan. What had brought me to this fishing village on Java's western coast? The answer lay a few hundred metres back from the beach where a 1067mm gauge 4-4-0 stood gently sizzling in the yard of the small terminus station.

In his classic 1972 book on Indonesian steam locomotives *PNKA Power Parade*, Dusty Durrant wrote: "Arrive at Djakarta airport, book in at the Ramayana City Hotel, and after cooling off with a Bintang Baru beer, cross the road to Tanahabang station, and there will probably be B5135, or one of her sisters, on a Rangkasbitung train." Things were a little different when I first went to Indonesia in 1980. I skipped the hotel and instead

went direct to Rangkasbitung.

By this time the Tanahabang–Rangkasbitung train had been diesel worked for several years. But what an introduction to Indonesia! The train was packed and every spare space on the diesel locomotive, from the cab to the front buffer beam and all along the running board, was occupied. There was noise and confusion: children crying, chicken squawking, hawkers shouting out their wares.

Above all, there were the smells of Asia: human sweat, the intense aromas of spices and fruits, the clove-flavoured Kretek cigarettes. The train made its way slowly through the countryside, eventually reaching the provincial town of Rangkasbitung. Now I could make my acquaintance with the excellent Bintang Baru beer.

The next morning I got up as dawn was breaking. The small depot at Rangkasbitung was full of dumped

"This was the first lesson about Indonesia in 1980: lots of locos around but little activity..."

engines (including B5135) with just a couple in steam. This was the first lesson about Indonesia in 1980: lots of locos around but little activity. Yet Rangkasbitung was one of the busier steam sheds in Java with class C27 4-6-4Ts working local trains as far as Cilegon along the main line to Merak (where there was a ferry connection to Panjang in southern Sumatra) and a couple of lighter engines for the 55km branch to Labuhan, which had been opened in 1906.

The second lesson about Indonesia learned that morning was that timekeeping was virtually non-existent on the state railway, the PJKA. The 05.00 departure from Labuhan was due at about 07.30 so I found a spot and awaited its arrival. And waited and waited. For well over two hours if I remember. Plenty of time to talk to locals, eat snacks and drink jasmine tea (there was always someone around selling something).

I sat overlooking the sluggish, muddy waters of the river Ciujung. It was quite a shock for genteel European eyes to see people defecating into the water, women washing themselves, their clothes and kitchen utensils in it, young girls collecting water for cooking and young boys swimming and playing in it, whilst bullocks drank in it, peed in it and were bathed in it – all within ten metres of one another.

A lovely engine

Suddenly, a high-pitched whistle announced the approach of the train and after all the waiting B5138 swept around the curve emitting a prodigious black exhaust. Once at the stop this two-cylinder compound could be inspected more closely. She was a lovely engine, one of a class of 44 delivered to the Staats Spoorwegen between 1900 and 1909 by various builders in Germany and the



Netherlands. B5138 was a Werkspoor product, works number 365 of 1909.

The B51s were a scaled-down 1067mm gauge version of the KPEV P42 (of which 707 were constructed between 1898 and 1910) and, for a time, these ladylike 4-4-0s were the principal passenger locomotives in the Dutch East Indies. By 1980 oil-fired B5138 was the last active survivor and was allocated to Rangkasbitung to work the daily train on the Labuhan branch, a duty it shared with BB1005, a Hartmann Mallet dating from 1899. When, on occasion, neither loco was serviceable, the train simply did not run.

The pattern was for the train to run from Rangkasbitung to Labuhan in the afternoon, stay overnight at the seaside and return early the next morning. Passenger stock consisted of three very old carriages but the crew quickly invited me up onto the footplate and I sat on the tender's oil container for the entire trip. As there was no turntable at Labuhan and the one at Rangkasbitung was long out of use, the train always ran tender first. I was thus spared the exhaust smuts as the 71-year-old veteran made its stately way through rice fields and jungle with a backdrop of volcanoes.

During the frequent stops, the orang putih (white man) was immediately surrounded by masses of children. This was predictable. Less so was their absolute insistence on standing in front of the loco and having their photo taken. Lesson number three in Java was the virtue of patience and learning my first Bahasa Indonesia word: 'minggir' – out of the way! It was late afternoon by the time the train reached Labuhan and the whole was repeated the next day for the return trip to Rangkasbitung though this time with the exhaust in my face.

Return visits

I made three other visits to the Rangkasbitung–Labuhan line in 1982 and 1983. By this time I had wised up a bit to travel in Indonesia and the Tanahabang–Rangkasbitung train was abandoned for the much quicker bus. On one memorable occasion I took a becak (the Indonesian version of a cycle rickshaw) to the bus station in a hair-raising trip through the chaotic and dense traffic of downtown Jakarta. Shortly afterwards, becaks were understandably banned from the centre of Indonesia's capital.

Unlike the train, buses to Rangkasbitung were frequent, and also easy to find. The custom was for the bus crew to call out the name of their destination, typically shortening it to two syllables: 'Rangkas! Rangkas!

Facing page:
Loco BB1005
(Hartmann 2488/
1899) simmers on
Rangkasbitung
shed. This was the
only time the
author saw this
0-4-4-2T in steam
during his four
visits to the
Labuhan branch.

Right: With the
station of
Rangkasbitung
almost in sight,
B5138 makes one
final effort as it
charges across
the viaduct
spanning the river
Cijung. Note the
large low-
pressure cylinder
on the left-hand
side of this
two-cylinder
compound loco.

Below: Oil firing
produced at times
an impressive
exhaust though it
bore little relation
to the work that
was required of
this rather
delicate 4-4-0.

**Photos by Keith
Chester between
June 1980 and
July 1983.**



Rangkas! Each time I went back to Rangkasbitung, the Labuhan train was worked by B5138 so I never saw BB1005 in action. I also never saw in steam the 1887-built 2-6-0T no 1125 (sent to Rangkasbitung in 1981–82) which was reported to have occasionally worked the branch. Yet I

was lucky in not having visited when, ever more repeatedly, services were suspended or when, admittedly rarely, a diesel was used.

By mid-1983 the Labuhan branch was just clinging to life. BB1005's boiler certificate ran out in June, leaving the increasingly frail B5138 ➤





in sole charge of the passenger train. This was tempting fate. No trains were operated for several months in late 1983 whilst the driving wheels and other parts of sister engine B5132 were fitted to get B5138 running again. It struggled on for a few more months but by April 1984 was unserviceable and the Labuhan service was once more suspended.

By August the veteran 4-4-0 had been restored to a health of sorts but the Labuhan train was not reinstated. B5138 was briefly confined to a little shunting at Rangkasbitung. But there was no will to breathe fresh life into the moribund branch and when B5138 was withdrawn that September, the line from Rangkasbitung to Labuhan expired with it.

Above: A dozen B51s were seen on various sheds in Java and Sumatra in 1980-83: all were dumped except B5138, seen here still full of life.

Main picture: The sun has just risen and B5138 takes advantage of a station stop to brew up a head of steam before proceeding on to Rangkasbitung. Within what seems only seconds, children appear as if from nowhere.

Way of life

Some 35 years later, however, Labuhan was no longer a sleepy fishing village. A marina and hotels had been constructed around its magnificent bay, which now served rising income levels and mass tourism rather than more basic human needs. With this came the decision to reactivate the Rangkasbitung-Labuhan branch and work on clearing the old trackbed began in 2018, with the first new track expected to be laid in 2019 and the re-opening of the line in 2021.

The way of life I had witnessed in western Java in the early 1980s has gone forever. But some eternities remain. On my last trip in July 1983, during dinner in a tiny restaurant in Labuhan, everything suddenly started rattling and shaking. Thoughts of that awful movie I had seen in 1970 flashed through my mind but it was just an earth tremor, lasting no longer than ten seconds though it seemed like a lifetime. It was the only time I've ever experienced the utter disorientation of the ground moving beneath your feet. There is a great deal to be said for terra firma.

Like the volcanoes that stood sentinel over the Labuhan branch, the mild tremor was a reminder that the sprawling Indonesian Archipelago sits astride one of the most seismically active areas on planet Earth. In recent decades volcano eruptions and earthquakes have again become more common. We can all recall the tsunami on Boxing Day 2004 triggered by an earthquake off the island of Sumatra, killing over 225,000. Across the Archipelago more than 220 earthquakes were recorded in 2018. On 22nd December Krakatoa erupted and a huge underwater landslide set off yet another tsunami that devastated the coastline of west Java with a death toll of about 430. How fleeting the idyll of Labuhan's beach and the delightful 4-4-0 that had once brought people to it now seems. **NCW**



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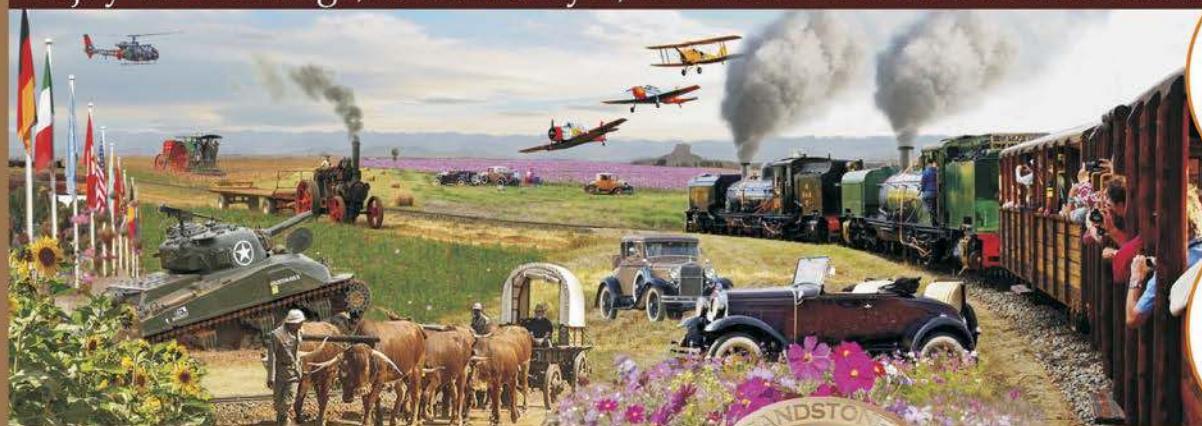
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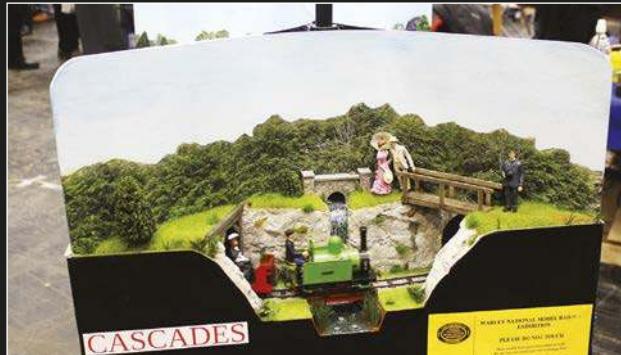
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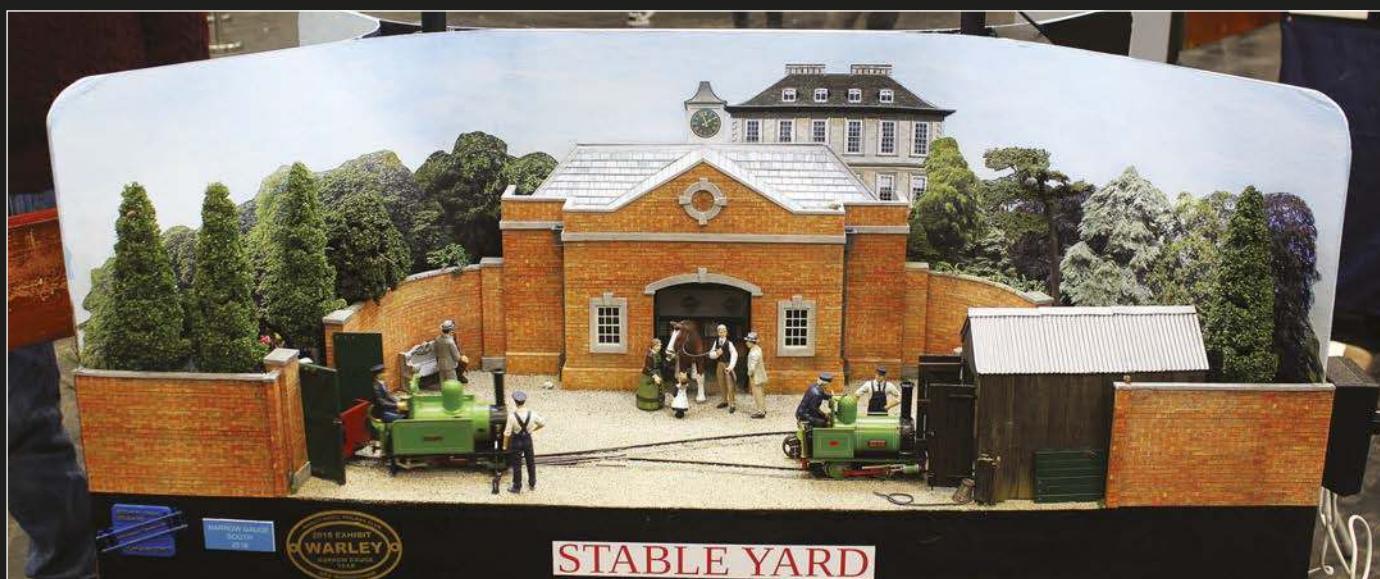


Top: Minimum gauge in a maximum space. The 1/12th scale Borth, Aberdovey and Ynylas Railway, built by Allen Law and Jez Kirkwood, was clearly inspired by the Fairbourne in its 15-inch gauge days.

Above left and above: Busch Works and Ramma Wood were two of a selection of micro layouts by Simon Andrews. The first was built to 00n20, using 6mm Z gauge track to model a 20-inch line in 00 scale. The second, was in 09 – 7mm scale but using 009 9mm gauge track to represent a 15-inch gauge railway.

Left and below: Stable Yard and Cascades were two aspects of a clever four-sided layout dubbed Berger Hall and built by Bill Corer in 1/24th scale.

Photos: Andrew Charman



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Cottesmore Light Railway (Loco & photo: Geoff Thorne)

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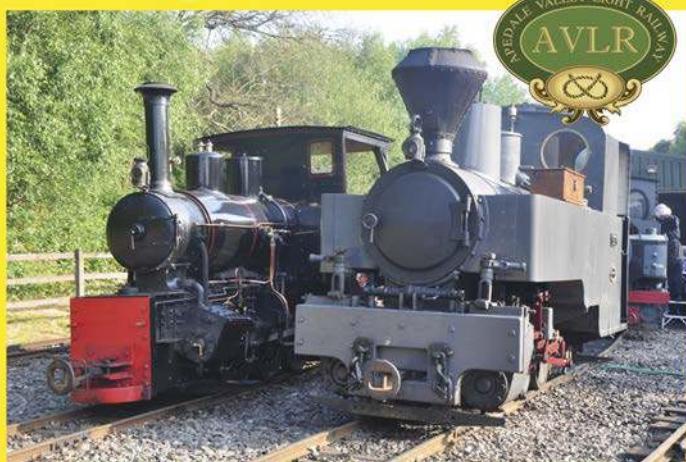
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Diamond days in 7mm

The 7mm Association is celebrating a very special birthday this year...



This year is a special one for those modelling in 7mm scale, as the 7mm Association celebrates its 40th anniversary. While always a much younger and thus less prolific scale than 4mm 009, 7mm has grown in popularity over the years with many exponents drawn in by the larger models with more detail and easier reliability, combined with layouts that can still be constructed in a compact space.

The scale evolved in a similar fashion to its smaller sibling. Where 4mm (OO) scale modellers realised they could use the 9mm gauge track of N scale to build narrow gauge lines – either standalone or as feeders to their OO lines, it became apparent that the 16.5mm wide track of OO scale would very effectively represent 2ft gauge in the larger, and older 7mm scale – O Gauge. Thus 7mm narrow gauge was born, and not surprisingly there also soon evolved models made by those who wanted to be

entirely accurate, modelling in 7mm scale and hand-building track to 14mm gauge.

The 7mm Association was formed as the result the 7mm scale Cottesmore Light Railway being invited to appear at the National Exhibition of the Model Railway Club held at Westminster Hall, London in April 1979.

The CLR was the work of five members of Twickenham & District Model Railway Club: Roy Thurston, John Langridge (both now deceased, sadly) Geoff Thorne, Laurence Murray, and Stephen Brown. It was a modular narrow gauge layout, operated from the front. As the operating group expanded, some of the modules moved to Staines.

Milestone meeting

At that MRC Exhibition in 1979, some of the Cottesmore group met with noted narrow gauge modeller Don Mason, who

was already interested in this aspect of the hobby, and shortly thereafter constructed his first O-16.5 layout (7mm scale on 16.5mm track). Don placed an advert in the model press, asking for contact from anyone interested in helping form a Narrow Gauge Association. This was seen by Roy Thurston, who duly volunteered Geoff Thorne! An inaugural meeting was held at Don's house late in 1979, where the foundations were agreed. The Association would be formed "to promote and foster interest in narrow gauge modelling in 7mm/ft (1:43) and similar scales and encourage the development and advancement thereof."

Don Mason became first chairman of the Association, Geoff Thorne secretary; Geoff Hewitt handled publicity and Bill Corser membership. Other founders were John Stitson who became treasurer and Andrew Hastie, in charge of trade liaison.

At the time there was very little trade support for 7mm scale narrow gauge. Most modellers had to 'make do and mend' using OO scale mechanisms, bodies and underframes. Encouraging the trade, and developing an identifiable market, would be a key activity for the new Association.

As was finding some members – Don Mason produced the first edition of the Association magazine, *Narrow Lines* in February 1980. Membership application forms were sent to anyone who responded to the publicity and was willing to part with a fiver (£5), with the hope that it would produce enough members to hold an Extraordinary General Meeting. It certainly did – 42 members and other interested



Above: Early days – Cottesmore goods shed and station.

Left: The team responsible for Cottesmore, Roy Thurston, John Langridge, Laurence Murray, Stephen Brown and Geoff Thorne.

parties attended the meeting on 21st June 1980 at the Alumwell Centre in Walsall.

Those present were rewarded with a large display of models and two layouts: Worton Court by John Langridge, which was one of the Cottesmore modules, and Stoke Goldington by Chris Holmes and inspired by Cottesmore. Stoke Goldington later had a Cottesmore interface fitted, and both layouts appeared together at several shows, the biggest being a 64-foot run at Sandown Park, when it took a stopping train 10 minutes to get from one end to the other.

The second issue of *Narrow Lines* had appeared in April 1980; in it, Geoff Hewitt sought entries for the design of a logo, little guessing that his own sample would be chosen: it appeared for the first time in issue 4.

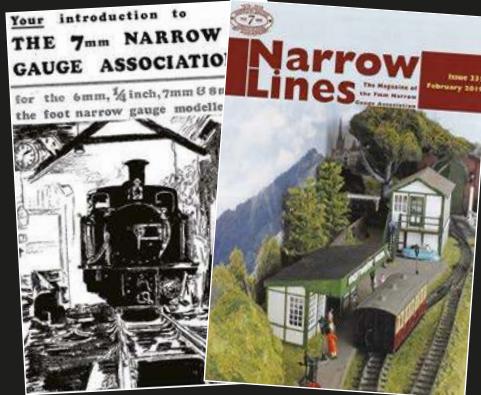
The rest, as they say, is history, but one which it is hoped other founders and early members would want to contribute their memories and recollections to as the anniversary year goes on.

Today the 7mm Association has nearly 1000 members and more than 100 new members joining annually. Club members benefit from an active, enthusiastic and hard-working team who support the members' sales activity for both second-hand and new items specifically to help the narrow gauge modeller, as well as a range of popular own-brand publications.

As part of the celebrations Worton Court is being revived, and will appear at the Association's Anniversary Exhibition at Burton on Trent on 8th June. The Association is also rescheduling its AGM, normally held as part of the Burton show, in order to free up more space for exhibits.

Birthday presents

Other anniversary celebrations for members include a souvenir coaster distributed with the February edition of the now bi-monthly *Narrow Lines*, a commemorative supplement planned for the June issue featuring reprints of



articles from past issues, a digital copy of all 40 years' back issues of *Narrow Lines* which will be distributed to members with the anniversary celebration issue in December, and the development of an Instagram account to highlight and publicize the work of members.

Commenting on the significant anniversary, chairman Neil Smith said he was very pleased to mark the Association reaching its 40th year in good health.

"The club was started those 40 years ago by a small group of modellers, led by Don Mason and Geoff Thorne," Neil said. "Don produced *Narrow Lines* on a borrowed typewriter, with 'titles' in Letraset! They, and all the other 40 founding members who met on 21st June 1980 in Walsall, can be proud of what has been achieved since 1979."

■ **NGW** thanks Steve Cobb, Stephen Brown, Laurence Murray and Geoff Thorne for providing the information in this report. For more details of the 7mm Association, go to www.7mmnga.org.uk

Above: The Association magazine, *Narrow Lines*, has changed over 40 years...

Below: another early model, Langley Works with a Campbeltown & Machrihanish Atlantic locomotive to the fore.



MODEL LINES

NG North goes silver

■ The Narrow Gauge North show will celebrate its 25th event on 9th March at the Pudsey Civic Hall in Leeds, LS28 5TA.

Already some 20 layouts have been confirmed, in scales from 009 to 16mm, together with 15-plus traders and five preservation groups. This highly successful show is well worth a visit – more details can be found at www.narrowgaugenorth.org.uk

East Anglian show in March

■ Very inclement weather this time last year saw the annual Norfolk & Suffolk Narrow Gauge Open Day postponed and eventually held in September. Now with the hope of none of the 2018 snow the fifth edition of the show is reverting to its March date, on the 2nd.

Venue is the Blyburghall Hall in Blyburghall, Beccles, Suffolk NR34 9TE. Organisers expect at least 13 layouts plus eight trade and preservation stands, spread through four rooms. Note, however that wheelchair users will only be able to access the two main rooms.

Parking is available in the local public car park, from which the hall is signposted, and refreshments will be available. More details are at <http://nsngm.org.uk/>



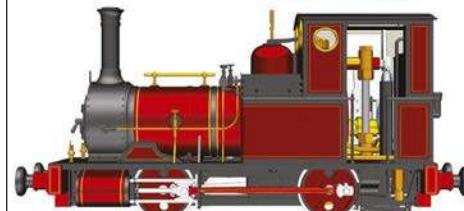
Large scale shows on offer

■ This year sees the 18th Midlands Garden Rail Show, which will take place on 16th-17th March at the Warwickshire Event Centre (the Fosse) near Leamington Spa.

The show regularly attracts more than 2,000 enthusiasts from all over the UK and Europe.

Organisers are expecting nearly 40 leading suppliers and 15 layouts and displays covering many gauges. More details and online ticket facilities can be found online at www.midlandsgardenrailshow.co.uk.

On 6th April the focus shifts to the Peterborough Arena and the National Garden Railway Show run by the Association of 16mm Narrow Gauge Modellers. At least 14 layouts and more than 100 traders are expected, with live steam to the fore. More info is at www.nationalgardenrailwayshow.org.uk



Bachmann adds more stock and scenery to burgeoning 009 range

We have already stated many times that 009 modellers have never had it so good, and each month it seems Peco, Bachmann and Minitrains compete to prove this with tempting new items!

This time it's the turn of Bachmann. Already working on such delights as quarry Hunslets, the manufacturer has unveiled its planned 2019 releases, headed by expanded options for the Baldwin 4-6-0T. These encompass Snailbeach and Welsh Highland versions as well as a 'might-have-been' as our photo shows.

Many modellers will welcome the arrival of a Baguely Drewry diesel, which will be offered in both the green livery of the Talyllyn Railway and in military RNAD Dean Hill yellow.

Highlights amongst a host of rolling

stock includes various new liveries for the bogie covered van, including a WD ambulance version, while versions of the open bogie wagon will vary from Ashover Light Railway livery to even a version in ICI red form.

Perhaps just as significantly, Bachmann is launching a whole new line in its Scenecraft building range, providing just about every slate structure that any modeller of a Welsh-themed line could wish for. These range from loco sheds to slate dressing sheds, tunnel portals and even chimneys and walls to make life so much easier for scratchbuilders. We particularly like the bridge, reminiscent of one at Tan-y-Grisau on the Ffestiniog.

Full details of the new 009 items are on the website at www.bachmann.co.uk



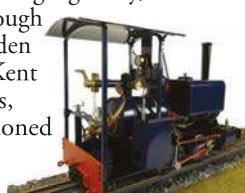
Dolgoch in 16mm, Wren in 7/8ths from Accucraft

The ever-expanding choice for large-scale live-steam modellers will grow further this year with two major new releases from Accucraft.

Likely to be hugely popular is the Talyllyn Railway Fletcher Jennings 'Dolgoch.' Many modellers expected TR engines from Accucraft but in the larger 7/8ths scale due to their small boilers. But this 16mm scale engine has resulted from a approach in 2013 to produce all the Talyllyn Railway locomotives as a commission, which never came to fruition. The firm decided rather than waste the design effort they would bring Dolgoch to market.

The loco will be to typical Accucraft high standards, gas-fired for either 32mm or 45mm gauge track and available in TR green or Atlas red. A percentage of the profit from each sale will be donated to the Talyllyn Railway for the future overhaul of Dolgoch. UK recommended price is expected to be £1550.00, due for delivery in late summer, autumn of this year.

Those in 7/8ths scale have not been forgotten, with pictures emerging of the first production versions of the Kerr Stuart Wren 0-4-0ST. Costing £1650.00, gas fired for 45mm gauge only, it will only be sold through Accucraft or garden railway retailer Kent Garden Railways, which commissioned the model.



The Croesor Tramway – a history of the Tramways and Quarries of Cwm Croesor – Dave Southern and Adrian Barrell

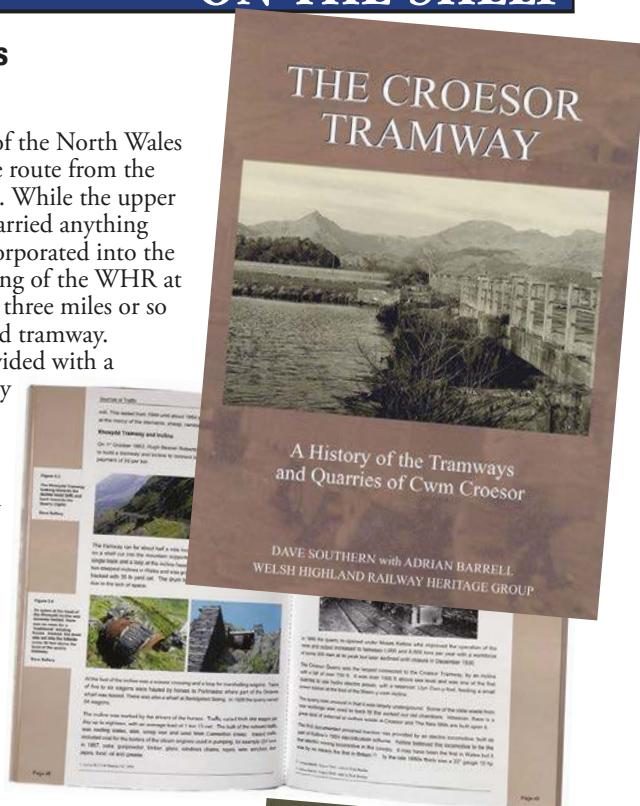
Once again it falls to committed enthusiasts to plug a gap in the rich history of the North Wales narrow gauge. The Croesor Tramway opened in 1864, running over a seven-mile route from the Croesor quarry to the sea connection at Porthmadog, and it operated until 1944. While the upper section of the tramway, which included two steep cable-worked inclines, never carried anything other than minerals, the lower section became much better known, as it was incorporated into the Welsh Highland Railway opened in 1922. As a result the rebuilding and reopening of the WHR at the end of the 20th century included the Croesor section, and today for the first three miles or so out of Porthmadog travellers on WHR trains actually traverse the route of the old tramway.

Much research has gone into this book, and in the 120 pages the reader is provided with a history, pen portraits of the personalities involved and details of how the tramway was operated, illustrated with plenty of period pictures and maps.

Perhaps most interesting, however, is a detailed description of the entire route of the Tramway, illustrated by quality colour pictures showing what there is still left to see today, which is quite a lot. The book almost urges the reader to put on stout walking boots and take a hike along the former route.

Narrow gauge enthusiasts will find this book interesting as a part of the Welsh Highland Railway story – but for students of the Welsh slate industry the book will be a must. **AC**

ISBN 978-0-9930821-6-0 Published by Welsh Highland Heritage Group. Available from WHHG Sales, 25 The Pound, Syresham, Brackley, Northants NN13 5HG or online at www.welshhighlandheritage.co.uk Price £18.00



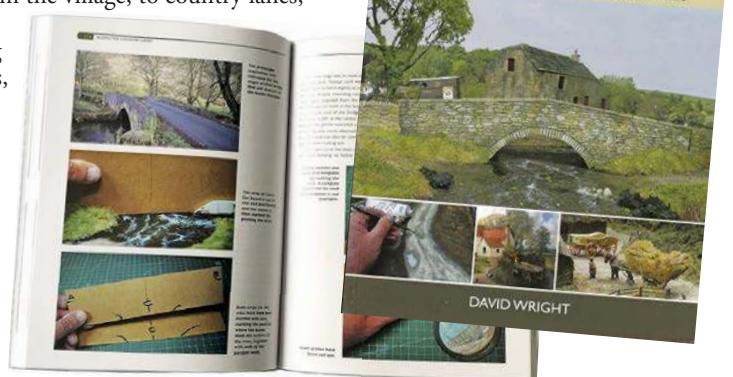
Creating the Rural Scene – A Guide for Railway Modellers and Diorama Makers – David Wright

While not strictly narrow gauge this book will interest the many modellers who read **NGW**. For most creating effective surroundings for their trains is vital to presenting a believable, effective model, and this book will be a great help to achieving such realism, especially for novices.

The seven main chapters work their way through various scenes, from the village, to country lanes, rural industries, a farm and more. Types of building, the material, ground cover and foliage are discussed and the techniques for creating them described, from making model kits to scratchbuilding structures, down to such details as realistic thatched roofs and even a waterfall.

What makes the book so useful is the way each technique is described in a combination of easily readable words and step-by-step colour pictures. Viewing these it is easy to see how the various techniques work and taking the advice given even the most inexperienced modeller could surprise themselves by the quality of scenery they create. **AC**

ISBN 978-1-785005-05-3 Published by Crowood Press.
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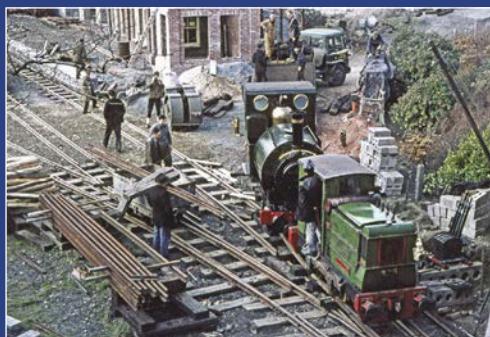
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More watercress rails

It was good to see Steve Sedgwick's article on Nine Wells Watercress Farm in *NGW*135, as it is my local narrow gauge line and a very interesting location. While Nine Wells is one of only a handful left today, Hertfordshire was seemingly once awash with watercress beds, some of which had railways.

My research has not been exhaustive due to the sheer number of possible locations and sparse information about them, but I have so far established that another line operated at Cassiobury Farm near Watford during the late 1950s, appearing on Ordnance Survey maps. This appears to have been, like Whitwell, just a single line down the middle of the beds.

Frustratingly I have not been able to find out any more about the nature of this line, or definite evidence regarding other sites that may have had similar setups.

Another watercress bed that is still in production is located at Sarratt, similar to Nine Wells in some ways but using flatbed wheelbarrows rather than a railway. An enquiry online a few years ago produced vague suggestions of a 50cm gauge line near Tring but this has so far also proved elusive. A stock photo purporting to be taken in Hertfordshire can be seen at <https://www.gettyimages.co.uk/detail/news-photo/harvesters-walk-across-a-bed-of-water-cress-with-a-wagon-news-photo/459779807>. I would be very interested if anyone could shed any more light on the exact location of this.

Back on the subject of Whitwell, when I was there to buy some watercress and vegetables a few years ago I asked a bit about the railway and was told that some equipment had been recovered from WW1 military light railways. This would possibly explain the 'Belgian or French' origins of the track – possibly Decauville?

I had always assumed a similar source for the trolley, but the idea of a converted sugar cane wagon seems plausible. On the other hand, a 'tramway' is marked at Nine Wells on the 1898 OS map, so either the line is even older than previously thought or it existed in a different form prior to WW1. The distinctive herringbone-shaped walls are first shown in the 1920s.

I had not realised there was any other rolling stock apart from the flat wagon, so the information about the skip was new to me – did Steve take any pictures of this vehicle?

Back in 2011 I built a box file layout in 009 inspired by Nine Wells, which was entered in the

Right: The fascinating subject of the watercress railways inspired Danny Figg when he entered a layout in the annual Dave Brewer Trophy competition at the Expo NG model show in 2011 – the challenge was to fit everything within a boxfile!



Dave Brewer Challenge at the Expo NG show. I enclose a picture of the layout, 'Owoh Nine Wells Watercress Farm', which is still exhibited occasionally. While not an exact replica, I have tried to capture some of the prototype's distinctive elements, the most obvious difference being that the layout uses locomotives, although it now features more appropriate ones than that illustrated.

Nine Elms is not the only narrow gauge line to have existed in Whitwell; a short 10½-inch gauge miniature line operated at Waterhall Farm during the 1990s, and the stock shed still stands today.

On an unrelated note, I must point out that, contrary to information in *NGW* recently, H0n30 (note the final digit) is the European/American equivalent to 009; H0n3 is 10.5mm gauge.

Danny Figg

Andrew C replies: Lots of fascinating information from Danny, and thanks too for pointing out the slip of the editorial typing finger!

The Bosnian gauge

Bob Brown raises some interesting points in his letter in *NGW*135. I have over the years heard many stories about the provenance of the Bosnian 760mm gauge: that the rails came from a contract for the Suez Canal in Egypt, where the gauge was derived from the distance between

cart wheels; that they were part of a consignment originally intended for a 2ft 6in railway in India; the possible Welsh connection is, however, new to me.

The origins of the 760mm gauge lines in Bosnia-Herzegovina lay in the hasty construction of a field railway in the wake of the Austro-Hungarian occupation in 1878–79. The work was contracted out to a private firm, Hügel & Sager, that was just completing the standard gauge Timișoara–Orșova railway in the southwest of present-day Romania. This was track, locomotives and rolling stock that were immediately available and could be easily transported by river to Bosanski Brod.

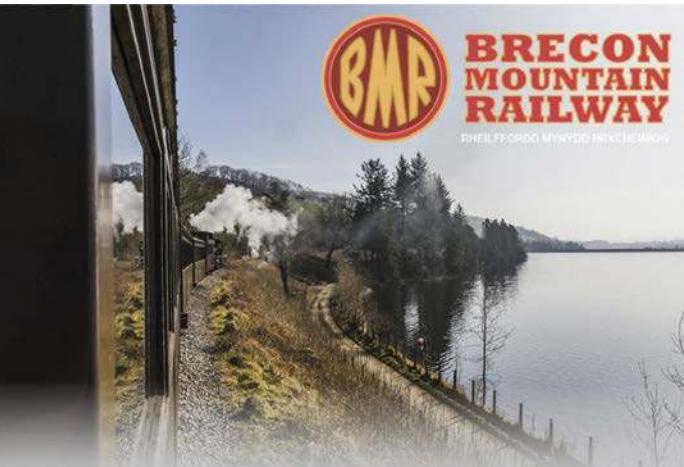
The real question is why Hügel & Sager was using 760mm gauge equipment. The Krauss works list reveals that the Munich firm supplied 71 locomotives to no fewer than 29 different narrow gauges between 1867 and 1872, of which 16 locomotives were of 760mm gauge built for various companies and state organisations in Germany (not Austria), including Bavarian-based Sager. 760mm was thus just one gauge amongst many in the early days of narrow gauge railways.

Whatever the reason for their choice, Hügel & Sager employed six 760mm 0-4-0WTs built in 1873–74 on the Orșova contract, and these formed part of the equipment transferred to Bosnia.

Politics and economics dictated



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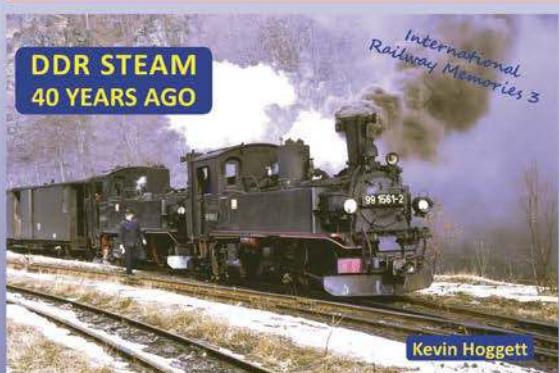
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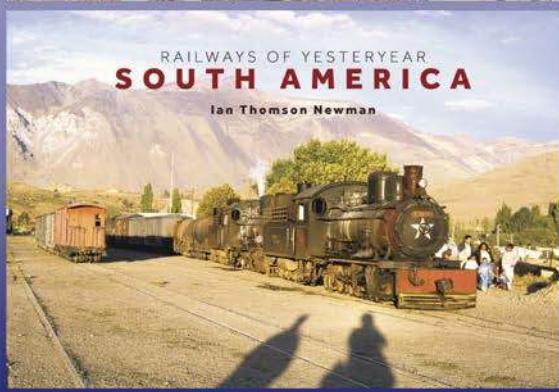
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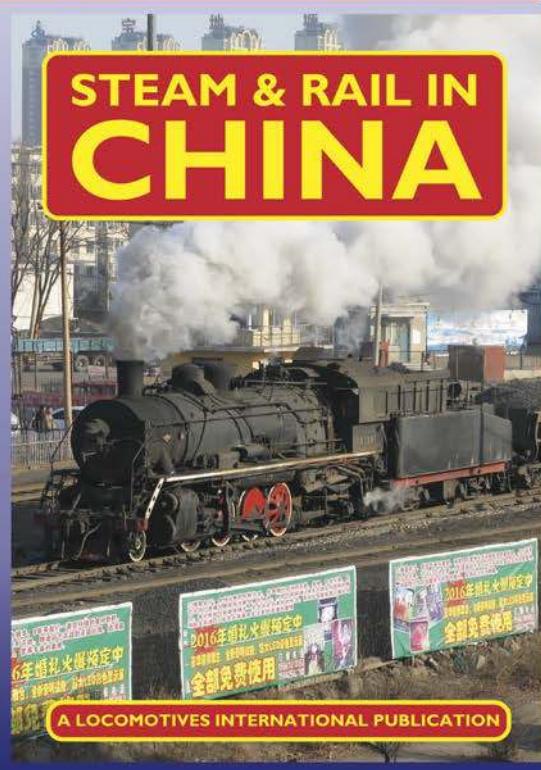
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that the temporary contractors' railway of 1878–79 became a permanent institution in Bosnia-Hercegovina. The strategic importance of the province to the Habsburgs meant that when from the late 1880s narrow gauge railways began to be built in Austria-Hungary itself, the military ensured that these too were built to 760mm gauge so that in time of war narrow gauge locos and rolling stock could easily be sent to Bosnia-Hercegovina, a theory that worked remarkably well in practice in 1914–18.

Serbia chose 760mm as its 'standard' narrow gauge in 1898, possibly because it was already entertaining the notion of an eventual unification with the Bosnian system in a Great Serbia. Bulgaria later adopted 760mm for its narrow gauge railways after it lifted a line in occupied Serbia in 1917 and relaid it back home. Thus the 760mm gauge spread in Central Europe.

There was no problem about using 750mm gauge locos on 760mm track. I have seen in the archives in Vienna documents officially authorising this; nowhere is there any suggestion that any modifications would be necessary to the locos. 750mm gauge engines from Germany worked on the 760mm railways in occupied Serbia in the Great War; similarly, locomotives from the 750mm Antivari Railway were based at Zelenika on the 760mm Bosnian lines.

The problem with the HFB 2-10-2s was, I suspect, that they were too rigid for the railways of Bosnia-Hercegovina. As Bob notes, Henschel generally produced good designs but not always: the 46 2-6-6-0Ts it built for the Austro-Hungarian army in 1916 for use in the Balkans proved real turkeys.

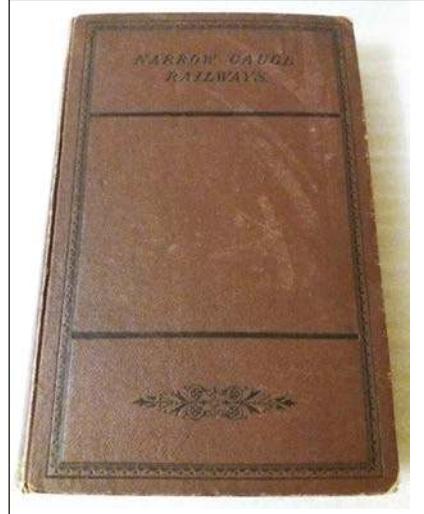
Keith Chester

Andrew C replies: The gauge debate continues and becomes no less interesting! We have had further letters on this subject – no room for them in this issue but we will run them next time

Book with a provenance

If you are of a certain age, you'll remember a television commercial showing an elderly gentleman searching secondhand book shops for *Fly Fishing by J R Hartley*. In the end our hero tracks down a copy using the Yellow Pages.

Time has moved on and the dawn of the internet and the listing of secondhand book dealers' stock online has made searching for rare titles so much easier. Or if you prefer print-on-demand and e-books are also available.

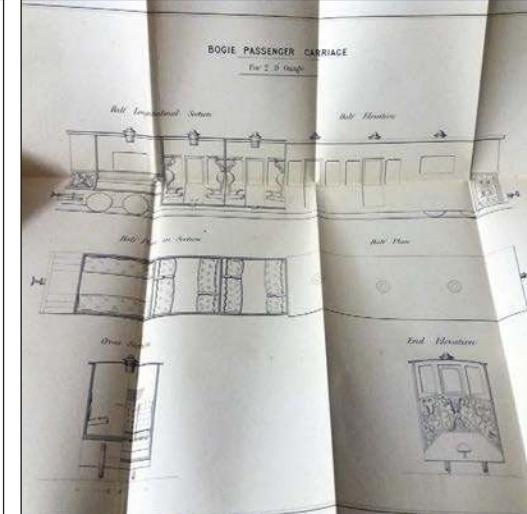


"This accident apparently derailed both locomotive and tender near Golf Links..."

Above: A rather special book has come into the possession of Michael Chapman.

Facing page, top: Continental-style station bells can be seen in Kent, on the Bredgar & Wormshill line. Photo: Andrew Charman

Right: Were sheep responsible for the very odd Fairbourne tender in this picture? See Graham Thorne's letter



Black Friday arrived and whilst browsing online for something else I happened upon a copy of *Narrow Gauge Railways* by Charles Easton Spooner. Mr Spooner needs no introduction to anyone interested in the history of the narrow gauge in North Wales. He was the secretary and engineer of the Festiniog Railway Company from 1856 until 1886. He was also Engineer to the North Wales Narrow Gauge Railways Company and was involved in the family company of Spooner & Co.

As it was Black Friday I was cheeky and asked if a discount was available on the basis of nothing ventured – nothing gained. It was! Deal done and two days later a brown parcel arrived.

I appreciate I am sentimental, but wow! Here in my hands was a book published in 1871 so more than 147 years old. What makes this book even more special is the provenance as it appears to have been inscribed by Spooner himself, to one Sir Llewelyn Turner.

A search of the Ffestiniog's www.festipedia.org.uk site revealed Sir Llewelyn was a promoter named in the 1872 NWNGR Act. By the time of the January 1873 prospectus he was chairman of the board of the NWNGR. Sir Llewelyn remained a director when he passed the chairmanship to James Russell in 1879 and was still a director when he died in September 1903.

After Sir Llewelyn the book must have passed through the hands of W J Prior, a bookseller and stationer in Upper Bangor, North Wales – the label is inside the front cover. The next owner's label is glued on the end-paper; a certain Mr J I C Boyd. Again this historian of the narrow gauge will need no introduction to most enthusiasts. And what makes the book even more interesting is Boyd's receipt dated 20th May 1947 is in the book; it cost two pounds and

ten shillings. This equates to roughly £70 in today's money!

Boyd also appears to have analysed the text in detail as his (?) pencil annotations are evident in the margins throughout the book.

Even the bookmark is historic! A 6d toll ticket from the Conway Bridge Commissioners for the Conway suspension bridge is carefully preserved within the pages.

Now I am keeper of the book; I don't feel like I own it, I am merely holding it for the next generation.

Michael Chapman

Pioneer steam

I enjoyed reading the Pioneer Steam article in issue 136, but I believe its introductory paragraph is confusing. I think it is suggesting that Trevithick's Colebrookdale locomotive of 1803 was the first steam loco, and your addition of its gauge being 'around 3ft' supports this.

As you likely know, there is doubt that this loco was ever built and no evidence that it was completed and fired up. The Colebrookdale Museum does have a loco based on the John Llewelyn diagram (in the Science Museum), and a plaque claiming it to be the first loco. However, this seems based more on wishful thinking rather than evidence, and could be seen as being misleading.

I have heard that some parties believe that the loco was actually built but had a disastrous accident, and so the whole affair was 'hushed up'. It may be true. But I do believe that we should stick to the evidence that exists. The first locomotive ran at Penydarren in 1804 to Trevithick's design. The good news is that it was still narrow gauge at 4ft 4 inches!

John Wilkes

The Groudle petrol loco

Andrew Waldron again raises the question of the Groudle Glen Railway petrol loco in the 'Can you



help' section on page 53 of *NGW136*.

We have heard tales of this petrol loco at Groudle, whatever it was it didn't last long, if it actually entered service at all. The Groudle Glen company was strapped for cash in the 1950s, so it is unlikely it was imported for the job. There would be travel evidence, photos and such.

So it falls to two candidates that were already on the Island. The first was a First World War Simplex, of the armoured or protected variety that was advertised for sale by the Southern Water Board, Isle of Man, following completion of the Cringle Reservoir. However this machine fails would have been physically too wide to travel along the line.

The other was a Target Trolley from the Jurby Gunnery Ranges, this would fit the kinetic envelope of the line and fits the other known details, in other words it couldn't pull anything up hill and couldn't stop it going down hill either. To date no photographic evidence has come to light of such a trial though.

Can we add that 'Sea Lion' was not brought into use in 1955, she didn't steam from 1939 until rebuilt at Sellafield in 1987. The loco that returned to duty in 1955 was of course, 'Polar Bear'.

Richard Booth

Loco Department, Groudle Glen Rly

Station bells

With reference to the comment in *Viewpoint*, *NGW136*, on the station bell that James Waite thought was a phone point when he visited the Abreschviller Railway in France in *NGW135*, it is not necessary to travel that far to see one – there is one at the Bredgar and Wormshill Railway in Kent.

David Loveard

Tender mystery solved

Regarding the Fairbourne photo on Page 53 of *NGW136*, the engine is Bassett-Lowke Little Giant Atlantic

no 22, 'Prince Edward of Wales', the line's original locomotive. The body of the tender is sitting not on a flat wagon but on one of the line's four-wheel Bassett-Lowke passenger carriages from which all bodywork has been removed bar the rear bulkhead.

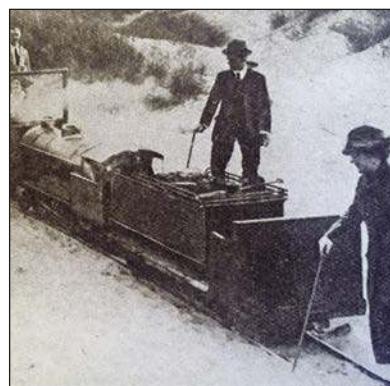
It would appear that, the tender having suffered damage to its chassis, one of the carriages has been modified to keep the line running.

John Milner's excellent Fairbourne history, *Rails through the Sand*, has another picture, on Page 52, of the loco and tender in this condition, taken at Barmouth Ferry in 1921. The caption to the picture ends: "This may perhaps have been the result of the related accident with the sheep!"

This accident apparently derailed both locomotive and tender near Golf Links; once they had been re-railed, the decision was taken to return to Fairbourne with the engine exceptionally at the rear of the train. This resulted in a collision with the engine shed doors when the driver, unused to running thus, took the locomotive right back along the platform to its normal stopping point.

In 1921 the Fairbourne line was in the common ownership of Narrow Gauge Railways Limited with the Ravenglass & Eskdale Railway. Such incidents seem to have been the norm on both lines at this time.

Graham Thorne



That was the year that...

Our regular look back in the archives at news stories of the time and their legacy.

From 50 years ago

Festiniog Railway (Gauge 1ft 11½in)

Boston Lodge Works Yard looks more like a locomotive scrapyard than anything else at the moment. In the engine preparation road is the rusting boiler of 'Merddin Emrys' still propped up on one bogie, but minus the other. Bits of 'Linda' and 'Prince' lie about on various wagons, and the completely stripped-out frame of 'Linda' is in Glan-y-Mor Yard. (*NGN, April 1969*)

Ouch! Despite this less-than-complimentary description all three locomotives are running today!

Ravenglass & Eskdale Railway (Gauge 1ft 3in)

The new diesel loco which was to have been named 'King of Russia' has now been assembled by Severn Lamb and renamed 'Shelagh of Eskdale' after a considerable number of members of the R&ERPS had written letters complaining about the former title!

'Shelagh', it seems, was the leader of the Vikings who inhabited the Ravenglass area in the 10th century.

(*NGN, April 1969*)

What was the provenance of the original name suggestion one wonders? Shelagh is still on the Cumbrian line, unlike fellow R&ER diesel 'Royal Anchor' which is in the USA, owned by Hollywood movie director Francis Ford Coppola!

From 40 years ago

Dolphur State Railway (Gauge 2ft 6in)

This line is very reminiscent of the Tralee & Dingle (writes J.I.C. Boyd) in the way it runs through villages. The stock, both locos and carriages are also similar to the T&D. there are around 19 2-8-4T locos supplied by Kerr Stuart in 1921 and Hunslet from 1951 to '59. There are also several 4-8-0 tender locos built by Hanomag in 1925/26...

In contrast to previous lines visited on the same trip this one was spruce by modern standards with good maintenance and immaculate permanent way.

(*NGN, April 1979*)

Today the Dolphur State Railway is in the process of disappearing – well as a narrow gauge line. Work began in 2018 to convert it to the Indian 5ft 6in broad gauge.

Taiwan Sugar Corporation (Gauge 2ft 6in)

The 1977/78 season saw 206 diesel and 32 steam locos in use, this compares with 145 diesel and 129 steam the previous season. Prospects of visits to TSC mills are virtually nil.

(*NGN, April 1979*)

Times have certainly changed in Taiwan, as our feature in this issue relates! Today TSC is focused on encouraging people to visit its mills...

Extracts from *Narrow Gauge News*, the news journal of the

Narrow Gauge Railway Society – for more details of the Society and how to join, go to www.ngrs.org.uk or see the Society's advert elsewhere in this issue.



What's On Guide

Fri 1st Sat 2nd Sun 3rd Mon 4th Tue 5th Wed 6th Thu 7th Fri 8th Sat 9th Sun 10th Mon 11th Tue 12th Wed 13th Thu 14th Fri 15th Sat 16th Sun 17th Mon 18th Tue 19th Wed 20th Thu 21st Fri 22nd Sat 23rd Sun 24th Mon 25th

Almond Valley Rly: 01506 414957 www.almondvalley.co.uk/Railway.html																									
Amberley Museum: 01798 831370 www.amberleymuseum.co.uk																									
Amerton Railway: 01785 850965 www.amertonrailway.co.uk																									
Apedale Valley Rly: 0845 094 1953 www.avlr.org.uk																									
Bala Lake Railway: 01678 540666 www.bala-lake-railway.co.uk																									
Brecon Mountain Rly: 01685 722988 www.bmr.wales																									
Bressingham: 01379 686900 www.bressingham.co.uk																									
Bure Valley Railway: 01263 733858 www.bvrw.co.uk																									
Cleethorpes Coast Light Railway 01472 604657 www.cclr.co.uk																									
Corris Railway: 01654 761303, www.corris.co.uk																									
Evesham Vale Light Rly: 01386 422282 www.evrl.co.uk																									
Exbury Gardens Railway: 023 80891203 www.exbury.co.uk																									
Fairbourne Railway: 01341 250362 www.fairbournerailway.com																									
Ffestiniog Railway: 01766 516000 www.festrail.co.uk																									
Golden Valley Light Railway: 01773 747674 www.gvrl.org.uk/																									
Great Whipsnade Rly: 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																									
Groudle Glen Railway: 01624 670453 www.ggr.org.uk																									
Hampton Kemptn Rly: 07583 560167 www.hamptonkemptonrailway.org.uk																									
Hayling Seaside Rly: 07775 696912 www.haylingrailway.com																									
Heatherslaw Light Rly: 01890 820317 www.heatherslawlighttrailway.co.uk																									
Isle of Man Steam Rly: 01624 663366 www.gov.im/publictransport																									
Kirklees Light Rly: 01484 865727 www.kirkleeslighttrailway.co.uk																									
Launceston Stm Rly: 01566 775 665 www.launcestonsr.co.uk																									
Leadhills & Wanlockhead Railway www.leadhillsrailway.co.uk																									
Leek & Rudyard Railway: 01538 306704 www.rlsr.org																									
Leighton Buzzard Railway 01525 373888 www.buzzrail.co.uk																									
Llanberis Lake Rly: 01286 870549 www.lake-railway.co.uk																									
Lynton & Barnstaple Railway: 01598 763487 www.lynton-rail.co.uk																									
North Gloucestershire Railway: www.toddington-narrow-gauge.co.uk																									
Old Kiln Light Rly: 01252 795571 www.oldkilnlighttrailway.co.uk																									
Perrygrove Railway: 01594 834991 www.perrygrove.co.uk																									
Ravenglass & Eskdale Rly: 01229 771717 www.ravenglass-railway.co.uk																									
Romney, Hythe & Dymchurch Rly 01797 362353, www.rhdr.org.uk																									
Ruislip Lido Railway: 01895 622595 www.ruisliplidorailway.org																									
Sittingbourne & Kemsley Railway: 01795 424899, www.sklr.net																									
Snowdon Mountain Rly: 0870 450 0033 www.snowdonrailway.co.uk																									
South Tynedale Rly: 01434 381696 www.south-tynedale-railway.org.uk																									
Steeple Grange Lt Rly: 01629 55123 www.steeplegrange.co.uk																									
Talyllyn Railway: 01654 710472 www.talyllyn.co.uk																									
Threlkeld Msm: 01768 779747, www.threlkeldquarryandminingmuseum.co.uk																									
Vale of Rheidol Rly: 01970 625819 www.rheidolrailway.co.uk																									
Waterworks Railway: 020 8568 4757 www.waterandsteam.org.uk																									
Wells Walsingham Rly: 01328 711630 www.wellswallsinghamrailway.co.uk																									
Welsh Highland Railway 01766 516000, www.festrail.co.uk																									
Welsh Highland Heritage Railway 01766 513402, www.whr.co.uk																									
Welshpool & Llanfair Light Railway 01938 810441, www.wllr.org.uk																									
West Lancashire Light Railway 01772 815881, www.westlancs.org																									

KEY Trains (steam or diesel),
 Special events, No trains

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

No responsibility can be accepted for dates on list - check with line before travelling. Not in our list? Send details to address on page 3 or to Andrewcharman@warnersgroup.co.uk

SPECIAL EVENTS

(only of rail interest)

■ 2nd-3rd Mar Bure Valley Volunteer Wknd

■ 14th Apr, Amberley Spring Industrial Trains

	Tue 26th	Wed 27th	Thu 28th	Fri 29th	Sat 30th	Sun 31st	Mon 1st	Tue 2nd	Wed 3rd	Thur 4th	Fri 5th	Sat 6th	Sun 7th	Mon 8th	Tue 9th	Wed 10th	Thu 11th	Fri 12th	Sat 13th	Sun 14th	Mon 15th	Tue 16th	Wed 17th	Thu 18th	Fri 19th	Sat 20th	Sun 21st	Mon 22nd	Tue 23rd	Wed 24th	Thu 25th	Fri 26th	Sat 27th	Sun 28th	Mon 29th	Tue 30th
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Timetable not available at press time - check website

Timetable not available at press time - check website

Timetable not available at press time - check website

Steam on the Farm

Donald Brooks recalls a Teddy Boston-organised 'awayday' in 1974.

Back in 1973 I went on a railway society visit to Teddy Boston's Cadeby Light Railway. Everyone involved had a go at driving Bagnall 0-4-0ST 'Pixie', the trip was a great success and we were invited to return the following year.

In February 1974, though, Pixie was unavailable. That was no problem for Teddy Boston, who simply arranged for us to have an engine-driving session on another 2ft gauge railway instead. This was in the neighbouring Leicestershire village of Newbold Verdon – and there cannot have been many parts of the British countryside with such a high concentration of private narrow

gauge lines in the early 1970s.

The Newbold Verdon railway was owned by John Vernon and ran along two sides of a field on his farm. As the line was longer than that at Cadeby, with a steep gradient up the long side of the field, it provided more of a challenge to the amateur steam driver than Teddy Boston's own railway, where the short route and sharp curves provided little opportunity to make the locomotive work.

John Vernon had two locomotives, both ex-Penrhyn 1ft 10 3/4in gauge Hunslet 'Large Quarry' class 0-4-0STs, with consecutive 1906 works numbers. The working engine in February 1974 was 920 'Pamela',

Above: With Teddy Boston in the cab, 'Pamela' climbs through wintry Leicestershire countryside. Her train of slate and other four-wheel wagons may also have come from Penrhyn quarry.

Left: Pamela rests in the yard at Newbold Verdon during a rare sunny moment.

Below: From the front the rebuilt Pamela is almost unrecognisable as a Quarry Hunslet. Clearly John Vernon's steam interests were not restricted to narrow gauge locomotives.

Photos by Donald Brooks, February 1974

which was by then far from a typical Hunslet product. Its boiler had failed in 1951, but because locomotives were urgently needed at Penrhyn it was rebuilt with the old boiler from 0-6-0WT 'Bronllwyd', Hudswell Clarke 1643 of 1930.

Pamela also acquired the cab from Bronllwyd, providing her driver with some protection from the weather for the first time. The rejuvenated loco returned to service at Penrhyn in 1952, being finally withdrawn in 1958 and ending up at Newbold Verdon in 1966.

The second Newbold Verdon engine, 921 'Sybil Mary', was on the other hand an absolutely typical Large Quarry Hunslet, though in 1974 it was no more than a rusting kit of parts awaiting restoration round the side of the shed.

The preservation movement owes a debt of gratitude to people such as John Vernon, not only for ensuring the survival of the locos they owned but also for providing access to them.

Reversal of fortune

The present condition of the two locomotives is precisely the reverse of the position in 1974. Sybil Mary was ultimately obtained by the Stafford Barn Railway and thoroughly restored, finally steaming again in 2013. Pamela, on the other hand, has not worked since the early 1980s at the latest. The loco was moved in 1984 to the Old Kiln Light Railway in Surrey, where it has been a long-term restoration project. In May 2018 the OKLR launched an appeal for funds to construct a new boiler and it would be good to see this uniquely modified example of a Quarry Hunslet in steam again.

This was my only visit to Newbold Verdon and I know little about the line's history, though I suspect that it had closed by the mid-1980s. If any *NGW* reader has additional information it would be interesting to find it out. **NGW**



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