

BRITISH RAILWAY MODELLING

BACHMANN'S BIG LIFT

R&R 45T crane for OO
is exceptional!

BRM

JANUARY 2020



ELECTRIFYING!

Touring the country with a dream layout
for new RTR electrics

LAYOUTS IN THIS ISSUE:

Fenny Stratford (OO)
Alderford (OO)
Ashtown (N)
Bosby (OO)

£4.75



PLUS:

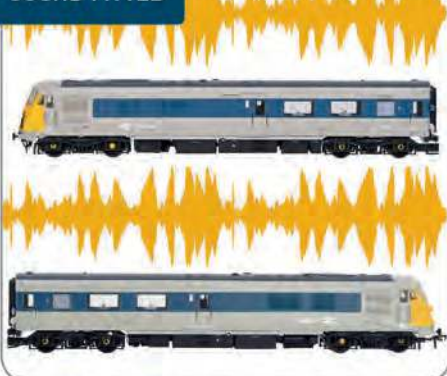
- Say goodbye to dust
- Build a supermarket diorama
- How to model a winter scene

FIRST · HATTON'S O GAUGE LOOK · GRESLEY GIANT

Look at what you'll gain when you buy a Pullman train

AS SEEN ON THE FINAL OF GMRC 2019

SOUND FITTED



Two **SOUND FITTED** Power Cars – fully synchronised & independently configured to play different sounds from each car for true authenticity.

LIGHTING



This 6-car DEMU model features switchable head, tail and saloon lights, along with separately controlled table lighting and cab lights.

REFINED TOOLING



Decorated in its iconic 1969 Grey & Blue livery and authentically tooled for Western Region operation with the addition of cab-end multiple-working cables.



Measuring more than 1.5m in length, the stunning 6-car unit is sure to make an impressive sight on any OO scale layout – whether you're running the model on your first train set or a long-established layout.

READY TO RUN



Run your Pullman straight out of the box, no existing layout required. The set includes a large circuit of track measuring **1040mm x 1710mm** – you'll be ready to go in minutes!

DCC CONTROL DYNAMIS ULTIMA



The **Dynamis Ultima** DCC system provides easy & enjoyable operation of your new model's wide range of lighting and sound functions.

RAILCONTROLLER



Included is a bonus evaluation copy of the **RailController** software enabling you to unlock the full potential of your new **Dynamis Ultima**!

Also Included: A Signed Certificate of Authenticity, Re-railer & User Guides

30-420 6-CAR DEMU WESTERN PULLMAN ULTIMA SOUND FITTED TRAIN SET

BREAKING NEW GROUND IN SOUND

Some 50 years after the 6-car units first moved to the Western Region, we're bringing them back to life again, only this time they're in miniature as part of our OO scale Western Pullman Ultima **SOUND FITTED** Train Set.

IN SHOPS NOW!



To see our model in action & to find your nearest retailer visit www.bachmann.co.uk

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted

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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.....	£525.00
LNER/BR J39 0-6-0 black.....	£815.00
GWR/BR 8750 Pannier black chassis.....	£525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
GWR/BR 1361 0-6-0ST.....	from £895.00
GWR/BR 8750 Pannier tank.....	from £895.00
GWR/BR Razor Edge railcar.....	£835.00
GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£950.00
LMS/BR Original Patriot.....	£1650.00
LMS/BR Royal Scot.....	£1650.00

Over 100 R-T-R locos available off the shelf

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GTR1 LNER/BR Director.....	£320.00
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GTR18 LMS/BR de-streamlined Duchess.....	£425.00
GTR20 LMS/BR Princess.....	£425.00
GTR21 LMS/BR Rebuilt Royal Scot.....	£365.00
GTR24 LMS/BR Original Patriot.....	£365.00
GTR25 LMS/BR Rebuilt Patriot.....	£355.00
GTR28 LMS/BR 2P 4-4-0.....	£300.00
GTR36 LBSC/SR/BR H2 Atlantic.....	£380.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£635.00
GTR55 LMS/BR 2-8-0 Stanier 8F.....	£350.00
GTR61 LBSC/SR/BR H1 Atlantic.....	£380.00
GTR62 SR/BR Urie King Arthur.....	£425.00
FTS LNER/BR D17/1 D17/2 4-4-0.....	£310.00
FTE LNER/BR B16/1 4-6-0.....	£365.00
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JAVELIN LOCOMOTIVE KITS

JKL6 G.W.R. Dean Goods 0-6-0.....	£315.00
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MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
GW2 GWR/BR 14xx Autotank.....	£175.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter.....	£250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£250.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

TC2 LMS streamlined Coronation.....	£595.00
TC4 LMS/BR non streamlined Duchess.....	£595.00
TC5 LMS/BR de-streamlined Duchess.....	£595.00
TC6 LMS/BR Sir William Stainer.....	£595.00
TC7 LMS/BR Black Five 4-6-0.....	£595.00
TC14 LMS/BR Stainer 8F 2-8-0.....	£595.00

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K302 LMS/BR Ivatt 2-6-2T.....	£380.00
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K326 B.R. Class 03 complete kit.....	£435.00
K336 LNER/BR R Peppercorn A2.....	£595.00
K338 LNER/BR R G5 0-4-0T.....	£435.00
K340 B.R. Class 14 complete kit.....	£435.00
K344 NEW LNER/BR Hunt Class 4-4-0.....	£495.00
K345 NEW LNER/BR Thompson A2/1.....	£625.00

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LK710 Signal Box Interior Kit.....	£22.50
LK715 Brick Base Signal Box.....	£42.00
LK735 GWR Yard Crane.....	£22.80
LK741 GWR spear fencing.....	£11.65
LK742 GWR spear fencing ramps.....	£11.65
LK743 Field fencing and gates.....	£10.55
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70211P SR/BR Bogie Van.....	£126.00
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W603 GWR 6 wheel brake.....	£44.50
W604 GWR 4 plank open.....	£36.00
W605 GWR Steel Open.....	£36.00
W606 GWR 10 ton Van.....	£44.00
W607 BR 16 ton Mineral wagon.....	£44.50
W608 BR 27 ton Iron Ore wagon.....	£44.00
W609 BR 20 ton Pig Iron wagon.....	£44.00

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SLE797BH Y Point.....	£46.25
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TP1 Long Track pins (15mm).....	£3.25
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PL19 Microswitch Housing (2).....	£4.85
PL80 Power Feed.....	£7.50

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H2A L.M.S. black style/Crews loco.....	£20.00
H3 L.M.S. loco lining.....	£20.00
H3A L.M.S. coach lining.....	£20.00
H4 L.N.E.R. green loco and coach.....	£20.00
H4A L.N.E.R. black loco and Gill Sands.....	£20.00
H5 L.N.E.R. loco lining.....	£20.00
H6 L.M.S. goods wagon lettering.....	£18.50
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H8 G.W.R. loco and coach lining.....	£20.00
H9 S.R. Maunsell loco and coach lettering.....	£20.00
H10 S.R. Bulleid loco and coach lettering.....	£20.00
H11 G.W.R. goods wagon lettering.....	£18.50
H12 L.N.E.R. goods wagon lettering.....	£18.50
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PS25 BR 24.5 ton mineral wagon.....	£34.50
PS26 GWR/BR 12 ton fitted van.....	£34.50
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PS29 GWR/BR Fruit van.....	£34.50
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PS46 LNER/BR 12 ton fruit van.....	£34.50
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HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Watch an exemplary 'under-the-wires' tribute to the North West in the form of Alderford (OO), plus watch how soldering mistakes are corrected and build a locomotive shed that's ideal for beginners



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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



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Members of Bingham Model Railway Club sought this large-scope rebuild project as a test bed to better hone their modelling skills.

64 ALDERFORD (00)

This exhibition layout blends the observation of overhead line electrification with British Rail operational practice.

76 BOSBY (00)

This first venture into the hobby was a learning experience for its owner, providing firm ground on which to further develop techniques.

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BRM

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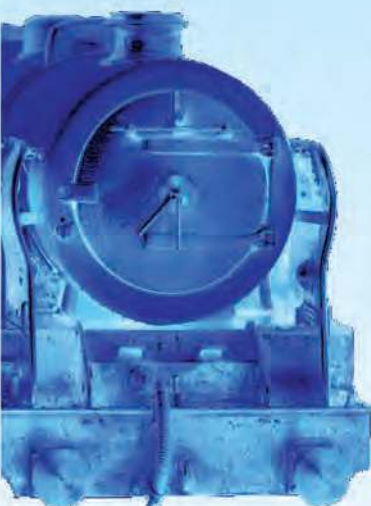
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Welcome to January

Writing this in the first week of November, it's difficult to imagine that this is our first issue of 2020. Not so long ago, it seemed 2020 was some distant year used by industries and governmental bodies to meet deliveries on targets. For the model industry, the past year has seen many new RTR models delivered. We've never had it so good for new model deliveries in such a diverse range of gauges. Items in N, OO, OO9 and O gauges, amongst others, have seen light of day from manufacturers and model retailers alike. The delay between announcement and delivery is reducing too, with manufacturers now unveiling new locomotives or rolling stock projects with the research and design phase complete and tooling underway. There's no sign of new model deliveries slowing for the new year either – we've had the pleasure of welcoming Bachmann's OO gauge 45T Ransomes and Rapier breakdown crane and Hatton's LNER A3 in O gauge. Both models are on-sale now and you can read our overviews of both in this issue.

For many of us, the release of a new RTR model can spark ideas for a new model

railway project. The operation of 'Alderford' in this issue – a large-scope OO gauge layout with Overhead Line Electrification (OLE) has been made easier thanks to new AC electrics from Hornby and Bachmann. Catenary is something we don't see enough of on model railways because it's complex, delicate and easily damaged. The catenary on 'Alderford' is a work of art and has been studied by Andy York, who rose to the challenge of cutting around the intricate wires when adding the skies to bring you the imagery. Cleaning your model railway with such an installation can prove difficult, though we provide solutions to keeping your layout looking fresh on page 72.

If you're new to the hobby and your ambitions for complexity are a little more restrained, 'Bosby' from this issue is certain to be of interest. This model demonstrates what can be achieved with a combination of card kits, amplified with detail, all while learning many of the skills that this wonderful pastime has to offer. Joining these two model railways in this issue are the equally-excellent rural 'Fenny Stratford' in OO and industrial 'Ashtown' in N, raising

our layout tally for this issue to four. All take their inspiration from the diverse nature of our landscape.

The land surrounding our railway is forever evolving, as adjacent structures backing on to the railway are built or demolished. For many years, redundant railway land formerly used for sidings was sold for the development of houses, warehouses or supermarkets. In this issue, Phil Parker demonstrates how one of these common railway features can be added to your post-2000 era model railway, as he constructs two pre-coloured plastic kits to create a supermarket diorama. The car park area on this feature is ideal if you're a fan of die-cast vehicles, too.

Finally, as this issue heads on sale, there won't be much time until our Peterborough show. This Christmas-themed event is great for a fun-filled family day out. If you haven't done already, you can pre-book your tickets via our website www.world-of-railways.co.uk and, don't forget to sign up to our newsletter for the latest news in the world of model railways. Enjoy the issue!

BRM Team

The professionally-made trees on 'Fenny Stratford' form a wonderfully-varied backdrop for Bachmann 4MT No. 43160 with a short rake of suburban coaches.



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374-925A	BR Mk1 SLSTP Sleeper Second BR Maroon	£39.95	£27.97	30% Off
377-031	5 Plank Wagon Steel Floor 'ICI' (Lime) Ltd.'...	£18.95	£13.27	30% Off
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377-103	JGA Bogie Hopper 'VTG' Grey [W]	£36.95	£25.87	30% Off
377-206A	8 Plank Wagon Coke Rails BR P No. (Ex-P...	£22.95	£16.07	30% Off
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377-957	PROMO4-377-957	£17.95	£12.57	30% Off
377-975A	LNER 12T Ventilated Van Planked Ends LN...	£18.95	£13.27	30% Off
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TMC WEATHERED NOW IN STOCK



R3695 NCB Peckett B2 Class
Hornby no.1455 (Era 3) Real Coal &
Weathered by TMC
Was £150.00 **NOW £139.00**



R3704 R&H 48DS 0-4-0
Hornby Ruston & Hornsby Ltd
no.269595 (Era 4) Weathered by TMC
Was £115.99 **NOW £107.99**



OR76N7003 Oxford Rail
#P# N7 Steam Locomotive BR Early
69612 Real Coal and Weathered by TMC
Was £154.95 **NOW £136.95**



32-792 Bachmann Class 37/0
Split Headcode 37046 Etched Crests
Fitted & Deluxe Weathering by TMC
Was £209.95 **NOW £184.49**



32-791DS Bachmann Class 37/0
D6739 BR Green Split Hcode SYP **DCC**
Sound Fitted Weathered by TMC
Was £309.95 **NOW £270.99**



32-778RJ Bachmann Class 37/0
37275 Stainless Pioneer Plates & Parts
Fitted, Deluxe Weathering by TMC
Was £254.95 **NOW £187.95**



35-175 Bachmann ROD
1918 Railway Operating Division Black
Real Coal & Deluxe Weathered by TMC
Was £234.95 **NOW £208.75**



1721 Heljan Class 17
Heljan Class 17 D8502 BR Green SYP
Weathered by TMC
Was £169.95 **NOW £162.95**



1723 Heljan Class 17
Heljan Class 17 D8534 BR Blue FYE
Weathered by TMC
Was £169.95 **NOW £162.95**



39-726DC Bachmann MK2F
BR MK2F DBSO Coach ScotRail DCC
Fitted Weathered by TMC
Was £89.95 **NOW £77.99**



R3772 Hornby Class 156
Northern Rail Set 156480 Spirit of the Royal
Air Force Weathered by TMC
Was £175.00 **NOW £162.49**



R3698 Hornby Class 43 HST
Power Cars ScotRail 43033/43183 (Era
11) Weathered by TMC
Was £335.00 **NOW £305.99**

N GAUGE



2D-002-001 Dapol Class 50
50043 BR Blue Unrefurbished with
Deluxe Weathering by TMC
Was £179.95 **NOW £165.49**



2D-002-002 Dapol Class 50
Leviathan 50040 BR Large Logo Blue
with Deluxe Weathering by TMC
Was £179.95 **NOW £165.49**



2D-002-003 Dapol Class 50
Illustrious 50037 Original NSE
Weathered by TMC
Was £179.95 **NOW £165.49**



372-775 Graham Farish C Class
SE&CR 271 SE&CR Lined Green (Simplified)
Real Coal & Weathered by TMC
Was £189.95 **NOW £167.50**



372-777 Graham Farish C Class
SE&CR C Class 31227 BR Black E/Emb
Real Coal & Weathered by TMC
Was £174.95 **NOW £154.75**



GBRf Class 66789
GM2210101 Gaugemaster British Rail
Large Logo Blue Weathered by TMC
Was £149.95 **NOW £137.99**

THIS MONTH AT

Compiled between 9th October and 11th November 2019

Hattons
• MODEL RAILWAYS •

Mountain Image: Andy Hawkins

WINTER BARGAINS

Over 30 items discounted to bargain levels. Prices valid whilst limited stocks last.

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30% OFF
RRP

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Latest News



Genesis Full Brakes Added

We've now added Full Brake coaches as well as LBSCR liveried coaches to our OO Gauge Genesis project. See more online.

www.hattons.co.uk/tmah53



O Gauge Class A3s in stock

The numbered/named versions of our O Gauge Class A3 locomotives are now in stock. Order yours online now!

www.hattons.co.uk/tmah54



New Hattons Class 66 Liveries

With all versions of our Hattons Class 66 now due in December, we've released a further five models in new, never-before-seen liveries.

www.hattons.co.uk/tmah55

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 February 2020



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 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock January 2020



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 December 2019



R3705 458957 in John Dewar and Sons red
R3706 Army 802 in War Department green
R3707 "Queen Anne" in Longmorn Distillery livery

Class W4 Peckett 0-4-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock October '19 to December '20



R3640 882 "Niclauss" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue
R3680 "Forest No.1" in Charity Colliery lined green
R3702 "Daphne" in Tytherington Stone Co. purple
R3703 No.8 "Bear" in light blue
R3761 "Lady Edith" in Earl of Dudley's works livery

Mk3 Sliding Door coaches

Pre-order for £31.50 each
Due in Stock between Dec 2019 and Feb 2020



ScotRail '7 cities'

R4890 TSL second open - running number TBC
R4891 TSD second open - running number TBC
R4907 TFGB trailer guard first - running number TBC
R4937 TS second open - running number TBC



GWR green

R4895 TSD second open in - running number TBC
R4896 TGS guard second open - running number TBC
R4915 TS second open - running number TBC



Cross Country Trains

R4938 TGS trailer guard second - running number TBC
R4939 TSD trailer standard disabled access - running number TBC
R4940 TS trailer standard - running number TBC
R4941 TCC trailer catering composite - running number TBC
R4942 TFD trailer first disabled access - running number TBC

dapol Forthcoming Items

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

N Gauge

Streamlined Battle of Britain/ West Country 4-6-2

Pre-order for £169.96
Due in Stock: March 2020



2S-034-001 "Fighter Command" in SR malachite green
2S-034-002 34066 "Spitfire" in BR green with late crest
2S-034-003 34110 "66 Squadron" in BR green with early emblem
2S-034-004 21C113 "Okehampton" in SR malachite green
2S-034-005 34030 "Watersmeet" in BR green with late crest

Class 67

Pre-order from £108.76
Due in Stock: January 2020



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 £131.71
Due in Stock: April 2020 to June 2020



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" 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: October to December 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: February to March 2020



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

Tel: 0151 733 3655

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

Genesis 4 & 6 Wheel Coaches

Due in stock: from Q1 2021

Produced by: *Hattons*

Order yours online:

www.hattons.co.uk/genesis

Project Genesis faithfully represents the trains of the Era 2 & 3 period and brings modellers the opportunity to run a detailed train of coaches in liveries not normally seen in ready-to-run form.

We are producing 6 body styles between the 4 and 6 wheel coaches. These will be used to represent a lot of different coaches when allied to the painting and printing we are applying to them.

The individual styling has been made to include the most common features from some of the most widespread and longest lasting coaches to help make them recognisable to customers.

GWR chocolate & cream



H4-4BT-101A	4 wheel brake 3rd 203 - £30/£36
H4-4BT-101B	4 wheel brake 3rd 197 - £30/£36
H4-4F-101	4 wheel 1st 165 - £30/£36
H4-4C12-101	4 wheel composite 96 - £30/£36
H4-4T-101A	4 wheel 3rd 394 - £30/£36
H4-4T-101B	4 wheel 3rd 306 - £30/£36
H4-6BT-101A	6 wheel brake 3rd 154 - £30/£36
H4-6BT-101B	6 wheel brake 3rd 148 - £30/£36
H4-6C123-101	6 wheel tri-composite 84 - £30/£36
H4-6T-101A	6 wheel 3rd 526 - £30/£36
H4-6T-101B	6 wheel 3rd 539 - £30/£36
H4-6S-101	6 wheel 2nd 105 - £30/£36
H4-6CL-101	6 wheel composite lavatory (1st/3rd) 42 - £30/£36
H4-6FB-101	6 wheel full brake
H4-46Pack-101	Pack of 4 coaches (4BT, 4T, 6C123, 6BT) - £110/£135

GNR lined teak



H4-4BT-201A	4 wheel brake 3rd 56 - £30/£36
H4-4BT-201B	4 wheel brake 3rd 79 - £30/£36
H4-4F-201	4 wheel 1st 235 - £30/£36
H4-4T-201A	4 wheel 3rd 1432 - £30/£36
H4-4T-201B	4 wheel 3rd 1645 - £30/£36
H4-6BT-201A	6 wheel brake 3rd 135 - £30/£36
H4-6BT-201B	6 wheel brake 3rd 145 - £30/£36
H4-6T-201A	6 wheel 3rd 2694 - £30/£36
H4-6T-201B	6 wheel 3rd 3275 - £30/£36
H4-6C13-201	6 wheel composite 93 - £30/£36
H4-6F-201	6 wheel 1st 2040 - £30/£36
H4-6CL-201	6 wheel composite lavatory 864 - £30/£36
H4-6FB-201	6 wheel full brake - £30/£36
H4-46Pack-201	Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - £110/£135

LNWR Plum & spilt milk



H4-4BT-301A	4 wheel brake 3rd 6925 - £30/£36
H4-4BT-301B	4 wheel brake 3rd 7342 - £30/£36
H4-4F-301	4 wheel 1st 4568 - £30/£36
H4-4C13-301	4 wheel composite 3654 - £30/£36
H4-4T-301A	4 wheel 3rd 896 - £30/£36
H4-4T-301B	4 wheel 3rd 731 - £30/£36
H4-6BT-301A	6 wheel brake 7523 3rd - £30/£36
H4-6BT-301B	6 wheel brake 7005 3rd - £30/£36
H4-6C123-301	6 wheel tri-composite 4004 - £30/£36
H4-6T-301A	6 wheel 1987 3rd - £30/£36
H4-6T-301B	6 wheel 1892 3rd - £30/£36
H4-6F-301	6 wheel 1st 4690 - £30/£36
H4-6CL-301	6 wheel composite lavatory 4020 - £30/£36
H4-6FB-301	6 wheel full brake - £30/£36
H4-46Pack-301	Pack of 4 coaches (4BT, 4T, 6C123, BT) - £110/£135

SECR Crimson Lake



H4-4BT-401A	4 wheel brake 3rd 3069 - £30/£36
H4-4BT-401B	4 wheel brake 3rd 3058 - £30/£36
H4-4F-401	4 wheel 1st 1041 - £30/£36
H4-4C12-401	4 wheel composite 2062 - £30/£36
H4-4T-401A	4 wheel 3rd 3361 - £30/£36
H4-4T-401B	4 wheel 3rd 3262 - £30/£36
H4-6BT-401A	6 wheel brake 3rd 6525 - £30/£36
H4-6BT-401B	6 wheel brake 3rd 6536 - £30/£36
H4-6T-401A	6 wheel 3rd 2956 - £30/£36
H4-6T-401B	6 wheel 3rd 2960 - £30/£36
H4-6F-401	6 wheel 1st 1015 - £30/£36
H4-6FB-401	6 wheel full brake - £30/£36
H4-46Pack-401	Pack of 4 coaches (4BT, 4C12, 6T, 6BT) - £110/£135

LMS crimson (Midland style)



H4-6BT-501A	6 wheel brake 3rd 6523 - £30/£36
H4-6BT-501B	6 wheel brake 3rd 6498 - £30/£36
H4-4X6CL-501	ex 6 wheel composite lavatory 9531 - £30/£36
H4-6T-501A	6 wheel 3rd 5705 - £30/£36
H4-6T-501B	6 wheel 3rd 5054 - £30/£36
H4-6FB-501	6 wheel full brake - £30/£36
H4-46Pack-501	Pack of 4 coaches (6BT, 4X6CL, 6T, 6T) - £110/£135

LNER pre-war brown



H4-6BT-601A	6 wheel brake 3rd 4118 - £30/£36
H4-6BT-601B	6 wheel brake 3rd 4122 - £30/£36
H4-6CL-601	6 wheel composite lavatory 486 - £30/£36
H4-6T-601A	6 wheel 3rd 42956 - £30/£36
H4-6T-601B	6 wheel 3rd 43008 - £30/£36
H4-6FB-601	6 wheel full brake - £30/£36
H4-46Pack-601	Pack of 4 coaches (6BT, 6CL, 6T, 6BT) - £110/£135

SR olive green



H4-4BT-701A	4 wheel brake 3rd 3654 - £30/£36
H4-4BT-701B	4 wheel brake 3rd 3594 - £30/£36
H4-4C13-701	4 wheel composite 5750 - £30/£36
H4-4T-701A	4 wheel 3rd 1501 - £30/£36
H4-4T-701B	4 wheel 3rd 1717 - £30/£36
H4-6BT-701A	6 wheel brake 3rd 3602 - £30/£36
H4-6BT-701B	6 wheel brake 3rd 3615 - £30/£36
H4-6CL-701	6 wheel composite lavatory 5790 - £30/£36
H4-6T-701A	6 wheel 3rd 1524 - £30/£36
H4-6T-701B	6 wheel 3rd 1770 - £30/£36
H4-6FB-701	6 wheel full brake - £30/£36
H4-46Pack-701	Pack of 4 coaches (4BT, 4T, 6C13, 6BT) - £110/£135

Explore the full range and read more at: www.hattons.co.uk/genesis

Single unlit/lit coach: £30/£36

Pack of four unlit/lit coaches: £110/£135

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Est. 1946

OO Gauge (1:76 Scale) Steam locos

H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat).....£99

H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (Hat).....£99
H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).....BARGAIN.....£89

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat).....£99
1321 Class 1330 0-6-0PT 1330 Great Western green - as preserved (Hat) £135.99

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

NEW
OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf) **NEW**.....£102

R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99).....BARGAIN.....£94

OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf).....£94

31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) (RRP £159.95).....BARGAIN.....£106

R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor).....£155

R3614 Class 6P 'Rebuilt Patriot' 4-6-0 5521 "Rhyl" in LMS black (Hor).....£136

R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) (RRP £204.99).....BARGAIN.....£144

R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (Hor) (RRP £189.99).....BARGAIN.....£159.50

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99).....BARGAIN.....£139.50

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99).....BARGAIN.....£139.50

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

R3509TTS Class 8P Princess Coronation 4-6-2 46235 "City of Birmingham" in BR green late crest - TTS Sound fitted (Hor).....£204.50

R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S" in BR maroon (Hor) (RRP £204.99)BARGAIN.....£169.50

R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£144
32-850A Class 9F 2-10-0 82220 "Evening Star" BR green late crest (Bac) £184.50

R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor).....£189

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor) £114

R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).....£81

R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor).....£94

R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor) **NEW**.....£153
R3676 Class A4 4468 "Mallard" LNER garter blue - as preserved (Hor).....£179.50

R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) (RRP £139.99).....BARGAIN.....£99

R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor) (RRP £164.99).....BARGAIN.....£119.50

R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99).....BARGAIN.....£99

R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (Hor) (RRP £194.99).....BARGAIN.....£139.50

R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99)BARGAIN.....£124

R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor) (RRP £169.99)BARGAIN.....£124

OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf).....£98

OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98

3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95).....BARGAIN.....£84

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

R3631 SECR H Class 0-4-4T 31285 in BR black early emblem (Hor).....£117

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

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

H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat).....£99
H4-P-002 SECR P Class 0-6-0T 753 SE&CR full lined green (with brass) (Hat) £99

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

H4-B-P-002 "Branchline passenger" bundle SECR P class 0-6-0T 31556 in BR black SECR birdcage brake coach in BR crimson (Hat) (RRP £158.95).....BARGAIN.....£110

H4-B-AB-004 "Power Station hauler" bundle Andrew Barclay 0-4-0ST 2069 "Little Barford" in blue and three 16 ton mineral wagons (Hat) (RRP £158.85)BARGAIN.....£125

H4-B-AB-001 "Wartime Workhorse" bundle Andrew Barclay 0-4-0ST 705 in GWR green, GWR shunters truck and pair of Warwell wagons in WD (Hat) (RRP £182.95)BARGAIN.....£140

R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99).....BARGAIN.....£175

OR76B00M01 Railgun Pack railgun "Boche Buster" and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf).....£153

Diesel locos

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139).....BARGAIN.....£95
2915 Class 07 shunter 07009 in BR blue - weathered (Hor).....£127.46

2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139).....BARGAIN.....£101
2904 Class 07 shunter 02586 in BR green wasp stripes (Hel).....£118.96

1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel).....£118.96

1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel).....£118.96

2712 Class 27 D5403 in BR green small yellow panels (Hel).....£101.15

32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac).....£139.95

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

R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor) **NEW**.....£72

R3758 Class 47/7 47799 "Prince Henry" in EWS Royal Train claret - Railroad range (Hor) **NEW**.....£72

Steam train packs



UK P&P £4 per order

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4D-003-017 Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends (Dap) ... £129.15

4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) ... £129.15
4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap) ... £129.154D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap) ... £129.15
R3605TTS Class 60 60044 "Dowdy" DB Schenker red - TTS sound fitted (Hor) ... £184.50R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) ... £144
4D-022-013 Class 68 68004 "Pepi" in Direct Rail Services blue (Dap) ... £131.71

4D-022-009 Class 68 68006 "Daring" in Scotrail (Dap) ... £131.71



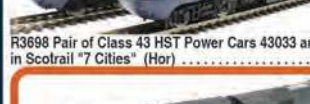
4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) ... £131.71

4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) ... £131.71
4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) ... BARGAIN ... £91

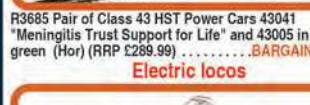
OLIV005 Class 73/2 73212 in Network Rail yellow - Olivias Trains limited edition (Dap) ... £146



HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) ... £261



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

Electric locos



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) BARGAIN ... £96



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor) ... £153



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



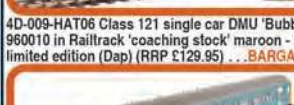
R3741 Class 92 92043 in GBRI (Hor) NEW ... £76.50

4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) ... BARGAIN ... £99
4D-009-005D Class 121 single car DMU 'Bubblecar' 121027 "Bleddley TMO" in Silverlink purple and green - Digital fitted (Dap) (RRP £175) BARGAIN ... £123

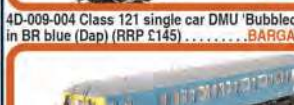
4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95) ... BARGAIN ... £99

4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) ... BARGAIN ... £99
4D-009-006D Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stags - Digital fitted (Dap) (RRP £175) BARGAIN ... £1234D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55022 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) ... BARGAIN ... £99
4D-009-007D Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem - Digital fitted (Dap) (RRP £175) BARGAIN ... £123

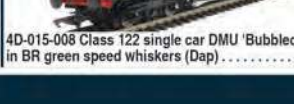
4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) ... BARGAIN ... £89



4D-009-004 Class 121 single car DMU 'Bubblecar' W55023 in BR blue (Dap) (RRP £145) ... BARGAIN ... £99

4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN ... £99
4D-015-006 Class 122 single car DMU 'Bubblecar' 975042 in Network South East 'Route Leamer' (Dap) ... £123.25
4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels (Dap) ... £123.25

4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) ... £123.25



R3772 Class 156 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative (Hor) ... £112.50

EMUs

R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160
30-430 Capital Commuter train pack Class 416 in Network South East and low relief station building (Bac) ... £178.46

Bi-Modal Multiple Units



R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" (Hor) ... £243

Track Maintenance vehicles



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

Train sets - analogue



R1167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) ... £157



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



R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor) NEW ... £180

R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) ... £144
R1248 Santa's Express - Christmas starter train set (Hor) ... £49.50

R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) ... £180



R1233 The Coca-Cola Christmas Train Set (Hor) ... £72

Train sets - digital

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99) ... BARGAIN ... £130

Coaches



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman Umber & Cream - separated from the Shakespeare Express set (Bac) ... £70

R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) ... £43.50
R4800 Giresley brake third corridor 3403 GWR chocolate and cream (Hor) ... £33.50R4681A Collett corridor brake third (Left-Hand) 4942 in GWR chocolate and cream (Hor) NEW ... £43.50
R4682A Collett corridor composite (Left-Hand) 0528 in GWR chocolate and cream (Hor) NEW ... £43.50

R4679A Collett corridor third 4556 in GWR chocolate and cream (Hor) NEW ... £43.50



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



39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) (RRP £59.95) ... BARGAIN ... £50.96

R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak (Hor) ... £49.50
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teak (Hor) ... £49.50

R4827 Gresley 61' 6" first corridor 31885 in LNER teak (Hor) ... £49.50



R4830 Gresley 61' 6" full brake 4234 in LNER teak (Hor) ... £49.50



R4904 K type Pullman "New Century Bar" in Pullman umber and cream (Hor) NEW ... £53.50



R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (Hor) (RRP £22.99) ... BARGAIN ... £9.50



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) ... BARGAIN ... £12

R4621A Mk1 TSO second open E4558 in BR maroon (Hor) (RRP £24.99) ... BARGAIN ... £16
R4643A Mk1 TSO second open M4473 BR maroon (Hor) (RRP £24.99) ... BARGAIN ... £16
R4859 Mk3a DVT R2141 in Virgin Trains red and black (Hor) ... £64

R4666B Mk4 TSO second open 12425 in East Coast (Hor) (RRP £28.49) ... BARGAIN ... £14



R4898 Pack of three Mk2E coaches in Northern Belle (Hor) ... £94.50

Visit

www.hattons.co.uk/new

for all new releases



Buildings - railways



R7230 Hogsmeade station building - Harry Potter range (Hor) £54
R7235 Hogsmeade station footbridge - Harry Potter range (Hor) £31.50



PO340 Two-bay platform canopy - card kit (Met) £13.50

Man-made scenic structure - railway-related



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



R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80
SL-40 Rail built buffer stop (Pec) £1.60

Signals

460 GWR-style semaphore home signal - plastic kit (Rat) NEW £10.50
DS3 One Touch three aspect home signal (red/yellow/green) - DCC fitted (Tra) £26
4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) NEW £35.21
4L-002-001 Signal - motorised, LMS home (OOSIGN3) (Dap) £26
4L-003-001 Signal - motorised, SR lattice home (Dap) £26.66

Buildings - general



PO259 Crofters stone cottage - card kit (Met) NEW £8.50
PO258 Gardeners stone cottage - card kit (Met) NEW £9.50
PO257 Garage stone cottage - card kit (Met) NEW £11.50

Bridges, Tunnels & Walls



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

Track - Code 100 Setrack

R690 1 single yard length of Semi-Flexible Track (Hor) £3.50
R690 Pack of 24 (Hor) £79
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
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R601 Double Straight (Hor) £2
R601 Box of 24 (Hor) £47



Track - Code 100 Streamline

R070 Electrically Operated Turntable (Hor) £64
R8074 Left hand curved point (Hor) £14
R8077 Left hand Express point (Hor) £14.50
R8072 Left hand Standard point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £4
R8075 Right hand curved point (Hor) £14
R8073 Right hand Standard point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14.50
ST-240 Setrack Quad Straight (670mm) (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Hor) £2
ST-100 Setrack Starter Track Set - Second Radius (Pec) £38
R610 Short Straight (Hor) £1.20
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34

Track - Code 100 Streamline



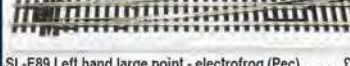
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70



SL-E99 3 way medium radius point - electrofrog (Pec) £27
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec) £33



SL-E87 Left hand curved point - electrofrog (Pec) £12.50
SL-87 Left hand curved point - insulfrog (Pec) £12.50



SL-E89 Left hand large point - electrofrog (Pec) £12
SL-89 Left hand large point - insulfrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec) £10.50



SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50



SL-E88 Right hand large point - electrofrog (Pec) £12
SL-88 Right hand large point - insulfrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50



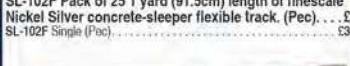
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £32



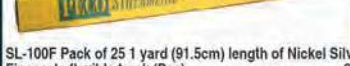
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver builthead rail flexible track (Pec) £38
SL-108F Box of 25 (Pec) £98



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £82
SL-102F Single (Pec) £3.30



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



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



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



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



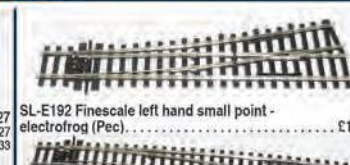
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



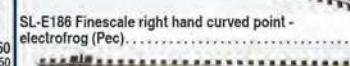
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



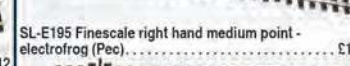
SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



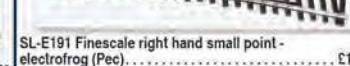
SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



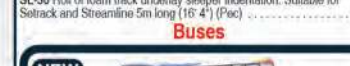
SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50
SL-U1188 Right hand large radius builthead rail point - unilfrog (Pec) £26



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



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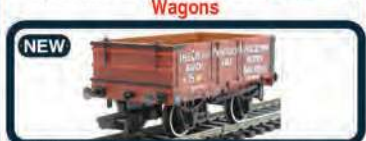
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SL-50 Roll of foam track underlay sleeper indentation. Suitable for Sotrack and Streamline 5m long (16'4") (Pec) £10



R4313 Pullman brake car (without lights) 'Car No.65' - Hornby Railroad Range (Hor) (RRP £23.99) BARGAIN £10



OR76MW4010 4-plank open wagon 'Calico Printers Association, Birchvale' (Oxf) NEW £10



OR76SPWAG01 7 plank private owner wagons - pack of three (Oxf) £26



OR76B00M03 BL 14 inch howitzer railgun 'Boche Buster' (Oxf) £51



IC1004BW ICI Hopper wagon 19033 in battleship grey body, underframes & bogies PHV TOPS panel (no backing) - weathered. 1973 - 1992 (Oxf) £25



4F-045-009 IOA bogie wagon 3170 5992 031-2 in Network Rail yellow (Dap) £22.31



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126



H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered (Hat) £126



OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) £28



PC2 One Touch DCC Quad Point Controller x 4 (Tra) £34



36-504 EZ Command Dynamis Ultima DCC system (Bac) £280

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

R8211 Pulling road for all types of steam loco (uses five rollers) (Hor) £76

PL-80 Power lead joiners - Code 100/124 (x4 pairs) (Pec) £6

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

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

OR76ACC01 GWR-style loco snow plough (Oxf) NEW £5

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

19KADEE NEM302 Kadee coupling - Long (110.78mm) - Pack of four (Kad) £5

19KADEE NEM302 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5



UK6511 ADL Enviro400 MMC - 'Stagecoach West Scotland' (Nor) NEW £51



76AUS006 Austin 1300 Harvest Gold (Oxf) NEW £5



76BB003 Bentley Blower British Racing Green (Oxf) NEW £5



76MGTC005 MGTC Powder Blue (Oxf) NEW £5

76P38003 Range Rover P38 Epsom Green (Oxf) NEW £5.50

76VEL002 Range Rover Veler SE Fuji White (Oxf) NEW £5.50

76CIT004 Citroen H Catering Van Glorias Blooms (Oxf) NEW £7



76WMB006 Willys MB RAAF (Oxf) NEW £5

76WDF004 Shelvoke & Drewry Freightlifter BRS (Oxf) NEW £12

76WMB006 Willys MB RAAF (Oxf) NEW £5

76WMB006 Willys MB RAAF (Oxf) NEW £5

76WMB006 Willys MB RAAF (Oxf) NEW £5

76WMB006 Willys MB RAAF (Oxf) NEW £5

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76WMB006 Willys MB RAAF (Oxf) NEW £5

Prices valid until 18/12/19

All prices correct
when going to press.
Errors excepted.

N Gauge Steam locos



2S-010-007 Class 49xx 'Hall' 4-6-0 4970 "Skelty Hall" in GWR green Great Western lettering (Dap). £124.38



2S-007-016 Class 57xx Pannier 0-6-0PT 8767 in BR green British Railways lettering & later cab (Dap). £74

2S-007-015 Class 57xx Pannier 0-6-0PT 9791 in GWR black later cab (Dap) £74
2S-012-010 Class A1X Tender 0-6-0T 32636 BR black late crest (Dap). £87.96
2S-012-012 Class A1X Tender 0-6-0T 734 in London and South Western Railway green (Dap). £67.96
2S-020-003D Class B17 4-6-0 1671 "Manchester City" in LNER apple green. DCC Fitted (Dap). £134.23

2S-020-002 Class B17 4-6-0 61654 "Liverpool" in BR green early emblem (Dap). £109



2S-021-001 Class Q1 0-8-0 33016 in BR black early emblem (Dap). £108.82

Diesel locos



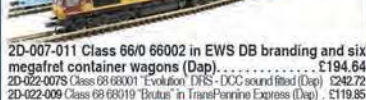
371-471 Class 37/0 37261 in Direct Rail Services blue (Gra). £114.71



2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap). £123.21



2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue (Dap). £123.21

2D-002-001 Class 50 50043 in BR blue - unrefurbished (Dap). £123.21
2D-002-007S Class 68 68001 "Evolution" (DRS - DCC sound fitted) (Dap). £242.72
371-386 Class 66 66416 in Freightliner Powerhaul (Gra). £114.712D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap). £194.64
2D-022-007S Class 68 68001 "Evolution" (DRS - DCC sound fitted) (Dap). £242.72
2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap). £119.85

HSTs

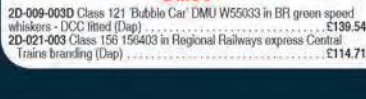


2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap). £160.89



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

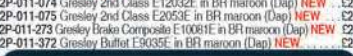
DMUs

2D-009-003D Class 121 "Bubble Car" DMU W55033 in BR green speed whiskers - DCC fitted (Dap). £139.54
2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap). £114.71

Coaches



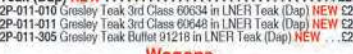
2P-011-173 Gresley 1st Class E11036E in BR maroon (Dap) NEW. £23



2P-011-074 Gresley 2nd Class E12032E in BR maroon (Dap) NEW. £23



2P-011-075 Gresley 2nd Class E2053E in BR maroon (Dap) NEW. £23



2P-011-273 Gresley Brake Composite E10081E in BR maroon (Dap) NEW. £23



2P-011-372 Gresley Buffet E9035E in BR maroon (Dap) NEW. £23

Wagons

NR-P425 7 plank open wagon "Huntley and Palmers, Flooding" (Poc) NEW. £9



2F-026-002 HIA aggregate limestone hopper 369052 in Freightliner green (Dap). £21.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Poc). £1.70

SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Poc). £2

Buildings - general

PN159 Crofters stone cottage - card kit (Met) NEW. £7



PN158 Gardeners stone cottage - card kit (Met) NEW. £7



PN157 Garage stone cottage - card kit (Met) NEW. £7



PN184 Greenhouse and cold frames - card kit (Met) NEW. £4.50

Track - Code 80 Setrack

ST-11 Double straight track (Poc). £1.60

ST-6 Setrack left hand point insulfrog (Poc). £8.50

ST-5 Setrack right hand point insulfrog (Poc). £8.50

ST-3011 ST-11 double straight track - 174mm - pack of eight (Poc) £12.50

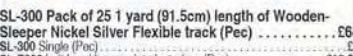
ST-3019 ST-19 fourth radius double curve - pack of four (Poc). £10

ST-300 Starter Track Set (Poc). £49

Track - Code 80 Streamline



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



SL-300 Single (Poc). £3



SL-E389 Left hand large point electrofrog (Pec). £10.50

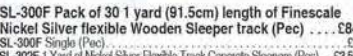


SL-E396 Left hand medium point electrofrog (Pec). £9.50



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

Track - Code 55 Finescale



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



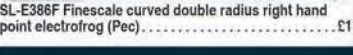
SL-300F Single (Poc). £3



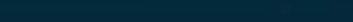
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Poc). £3.50



SL-302F Pack of 30 (Poc). £91



SL-E399F 3-way finescale turnout (Pec). £28



SL-E387F Finescale curved double radius left hand point electrofrog (Pec). £11

SL-E386F Finescale curved double radius right hand point electrofrog (Pec). £11



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



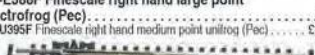
SL-E389F Finescale left hand large point electrofrog (Pec). £11



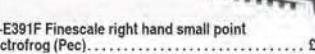
SL-U396F Finescale left hand medium point unitfrog (Poc). £10.50



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



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



SL-U395F Finescale right hand medium point unitfrog (Pec). £10.50



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



SL-E383F Finescale scissors crossover electrofrog (Pec) £83

Cars



NEW NDIS002 Land Rover Discovery 4 Santorini Black (Ox). £4

Commercial vehicles



NEW NSHL04TK Scania Highline Tanker "Exol" (Ox) NEW. £13



NLANT88021 Land Rover Series I 88" Hard Top RAC (Ox) NEW. £4

Military ground vehicles

O09 Narrow Gauge

Steam locos



9955 Lynton & Barnstaple 2-6-2T "Exe" in L&B dark green (Hel) (RRP £209.95). BARGAIN. £154



9956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (Hel) (RRP £209.95). BARGAIN. £154



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel). £186.96



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem - as preserved (Hel) NEW. £186.96



9951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green (Hel) (RRP £209.95). BARGAIN. £149.50



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) (RRP £189.95). BARGAIN. £149.50



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) NEW. £186.96



9953 Lynton & Barnstaple 2-6-2T E760 "Exe" in intermediate Southern Railway (1927-29) (Hel) (RRP £209.95). BARGAIN. £154

Track - Code 80 Setrack

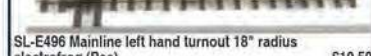
ST-400 Setrack narrow gauge starter track pack - first radius (Poc). £88

Track - Code 80 Streamline

SL-400 1 yard length of O09 narrow gauge flexible track worn wooden sleepers (Poc). £3.50

SL-400 Box of 25 (Poc). £83

SL-E492 Left hand point electrofrog (Pec). £9.50



SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec). £10.50



SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec). £10.50

SL-E491 Right hand point electrofrog (Pec). £9.50

O Gauge (1:43 Scale)

Steam locos

7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntbox emblem - DCC sound fitted (Dap) (RRP £550). BARGAIN. £395

7S-010-015D Class A1X Tender 0-6-0T plain black - DCC fitted (Dap). £218.75



H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (Hel). £750



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel). £750



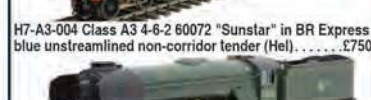
H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel). £750



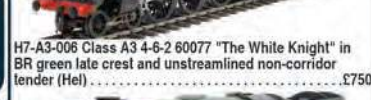
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (Hel). £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender (Hel). £750



H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel). £750



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel). £750

Diesel locos



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) NEW. £191.25



7D-008-015 Class 08 shunter 08740 in Railfreight Triple grey (Dap) NEW. £191.25

Visit

www.hattons.co.uk/preorder

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NEW



7D-008-014 Class 08 shunter 08795 in Intercity (Dap) NEW £191.25

NEW



7D-008-016 Class 08 shunter 08891 in Freightliner green (Dap) NEW £191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25
7D-008-013U Class 08 shunter in BR blue - unnumbered (Dap) NEW £191.25
7D-008-016U Class 08 shunter Freightliner green - unnumbered (Dap) NEW £191.25
7D-008-014U Class 08 shunter in Intercity - unnumbered (Dap) NEW £191.25
7D-008-015U Class 08 shunter Railfreight Triple grey - unnumbered (Dap) NEW £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395



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



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549



3741 Class 37/4 in BR large logo blue - unnumbered (Hel) £509.15



3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) £509.15



3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) £509.15



3745 Class 37/4 in Railfreight triple grey - unnumbered (Hel) £509.15



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



4204 Class 42 Warship D866 "Zebra" in BR blue (Hel) (RRP £699) BARGAIN £510



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) (RRP £699) BARGAIN £500



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



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



5290 Class 52 D1043 "Western Duke" in BR chromatic blue small yellow panels (Hel) (RRP £599) BARGAIN £470



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



Coaches

7P-004-007 GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake (Dap) £170

7P-004-007G GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake - Digital and light bar fitted (Dap) NEW £232.50



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) £170

7P-004-006R GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - light bar fitted (Dap) NEW £212.50

7P-004-009 GWR Diagram 'N' 59' Autocoach W36 in BR crimson (Dap) £170

7P-004-009D GWR Diagram 'N' 59' Autocoach W36 in BR crimson - Digital and light bar fitted (Dap) NEW £232.50

7P-004-009R GWR Diagram 'N' 59' Autocoach W36 in BR crimson - light bar fitted (Dap) NEW £212.50



7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream (Dap) £170

7P-004-008D GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream - Digital and light bar fitted (Dap) NEW £232.50



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel) £169.50



4911 Mk1 SO second open in BR maroon - unnumbered (Hel) £169.50



Wagons

5050 2797 695 IWB Cargowagon (Hel) £151

7F-073-007 7 plank three door open wagon in GWR grey (Dap) NEW £39



5152 Bogie flat IWB Cargowagon 4647007 in Corus Rail (Hel) (RRP £189) BARGAIN £74



H7-WW-702 Warwell wagon 50t diamond frame bogies WW55 in War Department (LMS) (Hal) £85

H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 War Department (LNER) (Hal) £85

Buildings - railways

Signals

LK-715 Brick-base signal box - plastic and laser wood kit (Pec) £36

7L-001-001 Signal - motorised, GWR home - square post (Dap) NEW £47.56

Track - Code 124 Bullhead Streamline



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

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

SL-E787BH Left hand O gauge curved turnout (Pec) £54

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

SL-E786BH Right hand O gauge curved turnout (Pec) £54

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

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £26

ST-0751 Setrack second radius Unifrog left hand point (Pec) £43

ST-0750 Setrack second radius Unifrog right hand point (Pec) £43

Buses



43WFL001 Weymann Fanfare Southdown Motor Services (Ox) NEW £37.50

Military ground vehicles



43LRL007 Land Rover Lightweight Canvas RAF Police (Ox) NEW £14.50



43LRL008 Land Rover Lightweight Gulf War (Ox) NEW £14.50

Any or Multiple Scales

Analogue controllers



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



D Double/Twin track power controller (Gau) £86

Q Quadriga 4 circuit power controller (Gau) £149

Analogue power supplies

M1 Transformer Output 2 x 10v AC 1A (Gau) £42

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £61

PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51

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

DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hal) £17

DCR-23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hal) £16

DCR-8PIN-HarnessMini Box of 5 (Hal) £72

DCR-8PIN-HarnessMini Box of 10 (Hal) £128



DCR-8PIN-Harness Box of 10 8-pin (harness) £120

4-function 1.1Amp decoder back EMF (Hal) £15

DCR-8PIN-Harness Single (Hal) £15

DCR-8PIN-Harness Box of 5 (Hal) £16

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £32

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

DCR-8PIN-Direct Box of 5 (Hal) £17

DCR-8PIN-Direct Box of 10 (Hal) £136

R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) £36

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor) £36

Diesel

Class 66

R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) £38

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor) £38

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £58.50

Diesel

Class 50

R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38

R7143 TTS digital sound decoder - Class 7M1 'Britannia' (Hor) £38

Steam

Class J36

0-6-0

R7239 TTS digital sound decoder - Class J36 steam loco (Hor) £38

Digital control accessory decoders

36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35) BARGAIN £24.50

Digital controllers

DCR-06 Prodigy Express 1.8 Amp Digital controller WiFi capability - complete starter pack (Gau) £224

Digital control accessories

DCD-PWRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC) £129

DCD-PWRAUXAEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller (DCC) £214

DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111

BDPCD80 Pack of three DCC autolamp polarity reversal switches - for electrolamp points (Gau) £14.50

DCD40 Reverser loop control module (Gau) £39

D24-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177

Point motors

DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC) £165

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

BPM20 Pack of five Surface mounted seep point motors (Gau) £36

PL-10 Point Motor (Switch Machine) (Pec) £8

PL-10E Bag of 6 (Pec) £34

PL-10E Point Motor Extended Pin (use PL-9) (Pec) £36

PL-10E Bag of 6 (Pec) £34

PM-2 Seep point motor (Gau) £3.50

PM-2 Seep point motor (Gau) £20

PM-1 Seep point motor accessory switch (Gau) £3

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

Switches and levers

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

PL-26R Passing Contact Switch - Red Lever (Pec) £6

Track underlay

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) £9

PL1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" in 8' - 2.5" Wide - Pack Of 4 (Woo) £17.50

Glues

AD-57 Rokit Card Glue, Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metacal) - 50ml (Del) £6

Display and storage

HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob) £19

HZ-OM02a Modular Organizer kit drawers module x 3 - flat-pack kit (Hob) £15

Tools

PL-71 Loco servicing kit - servicing cradle, inlets, Powerlube, brush & scraper (Pec) £19

PSG-3 Pro Static Grass Precision Applicator (Pec) £49

DCM-RRR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO8, EM and P4 gauges (DCC) £85

DCM-RRR8 Rolling Road - 8 Axle - For OO, N, HO, TT, OO8, EM and P4 gauges (DCC) £68

GET THE LOOK

1 The water is a special secret mix from the BASF laboratories that Chris picked up from a fellow modeller at a show in Holland. You can achieve the same look with Woodland Scenics Surface Waters system painted over a green base. If you do, like Chris, you need to make sure that all the ripples are flowing in the same way for it to look natural.

2 HMS *Grenville* is a radio-controlled kit from Deans Marine. It's actually too small for the model – 1:96 on a 1:76 model – but no one notices. The ship sits in a hole cut in the water and has been known to vanish for a quick trip around the lake when the layout appears at a multi-discipline show. The model was built by Chris's father who served on it and knew its details. Warships were often re-built during their lifetime and naval enthusiasts will spot this.

3 Slater's O gauge stonework forms the dock walls with lengths of wood to protect them from ships bumping around on the tide. Note the seaweed line indicating the high-tide mark made from a mix of paint and scatter material.

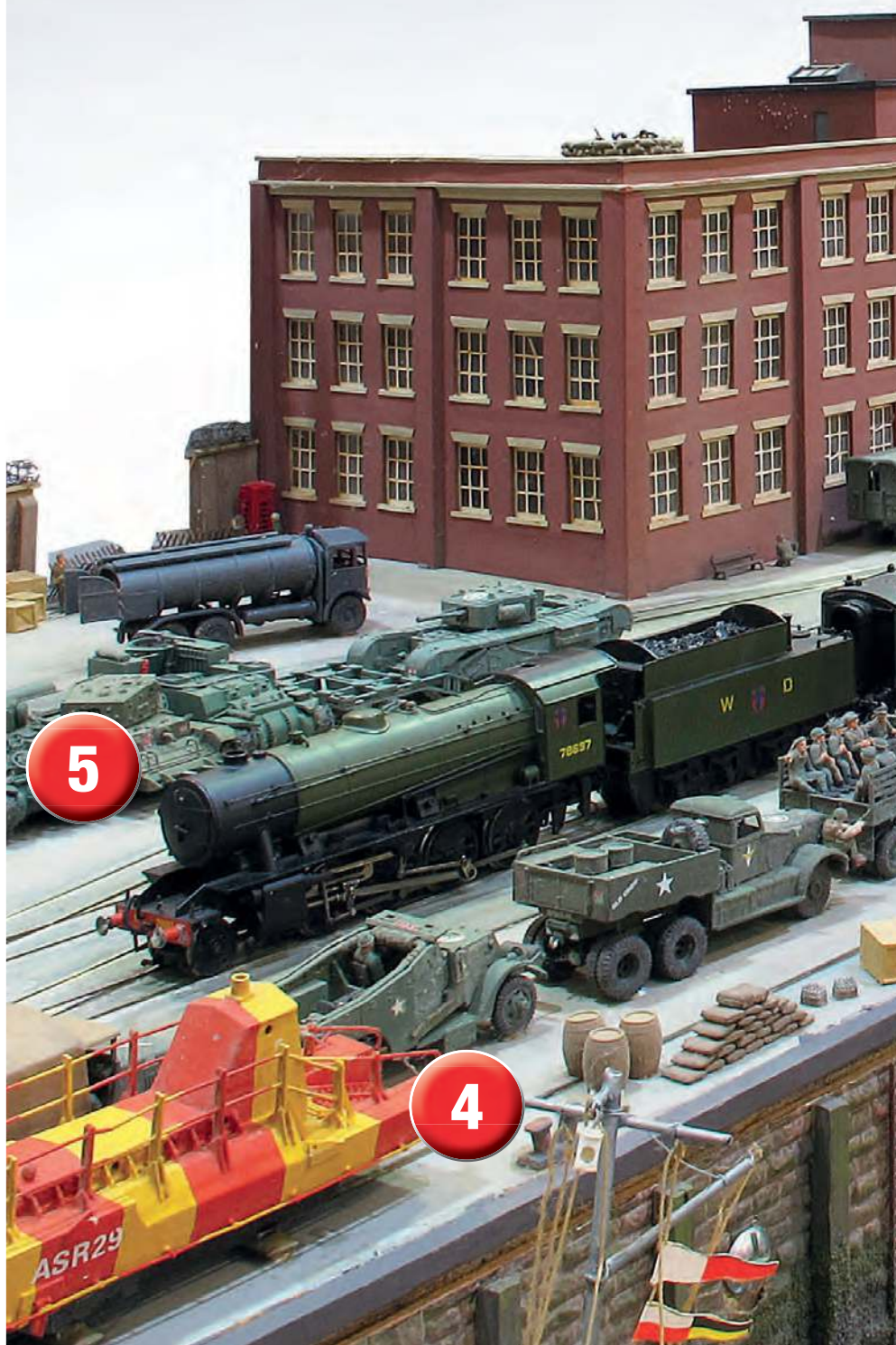
4 This brightly-coloured boat always attracts comment. It's a 'Cuckoo' that would be moored in the channel for any pilots bailing out to aim for. Every few days the Navy would call by to see if there was anyone who needed to be rescued. The model is scratch-built from plastic sheet and brass wire based on plans found in an old book.

5 All the armoured vehicles are from plastic or whitmetal kits, often modified to unusual configurations. As well as the normal plastic kit suppliers, Chris searches the wargaming world for models. He admits that you wouldn't see such a wide variety in one place in real life, but building them is fun and fascinates exhibition visitors.

6 Another plastic sheet scratch-build, the cranes are surprisingly strong, although they do have a special box to travel in between shows. They aren't perfect replicas of any particular crane, but no one seems to mind.

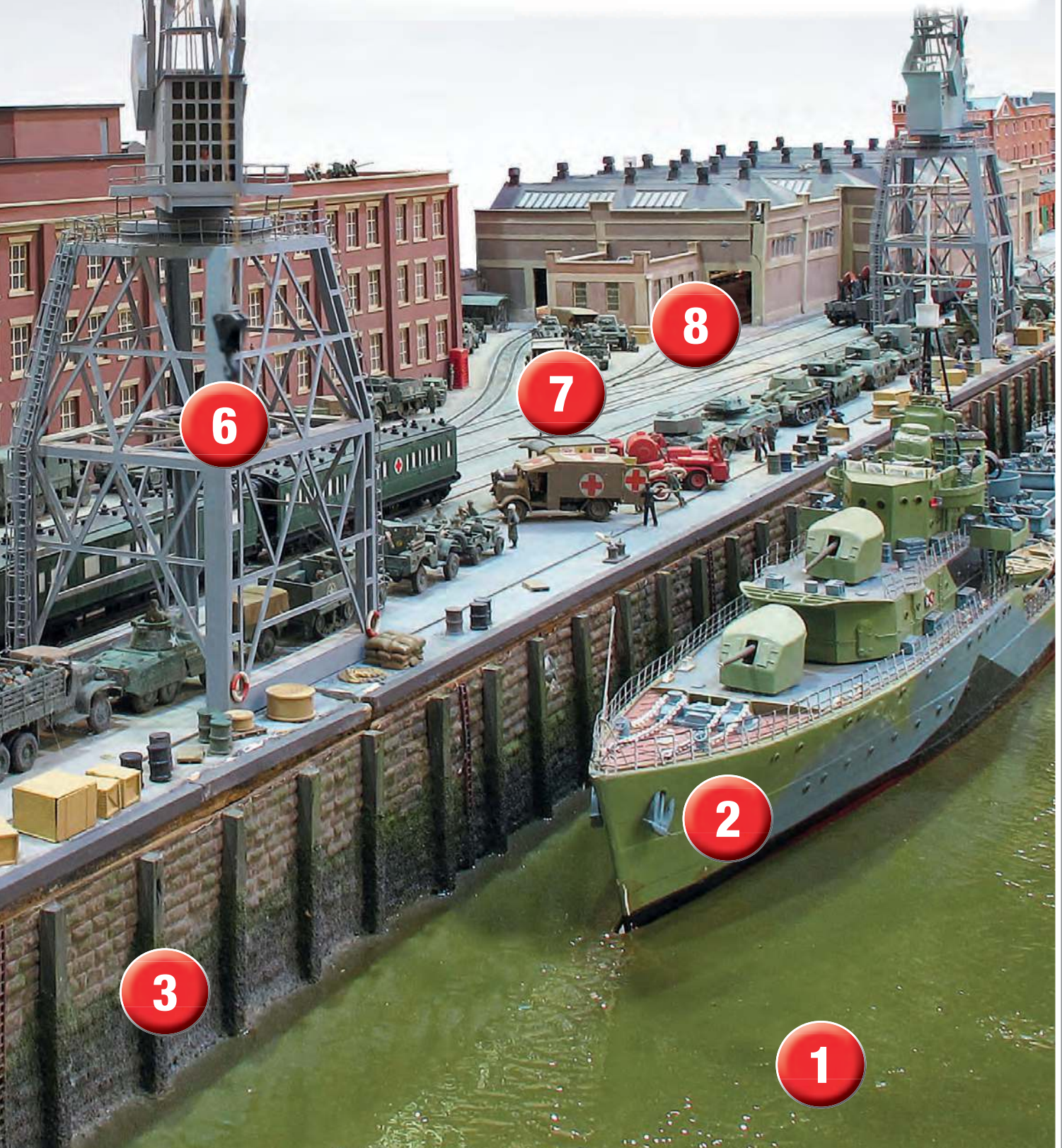
7 All the 'soft skin' models are plastic kits such as these from the classic Airfix recovery set. As well as specific military vehicles, there are a number of civilian vans and buses that have been pressed into service. These are painted with the correct black-out colours such as white edges to the mudguards to make them easier to see in the dark.

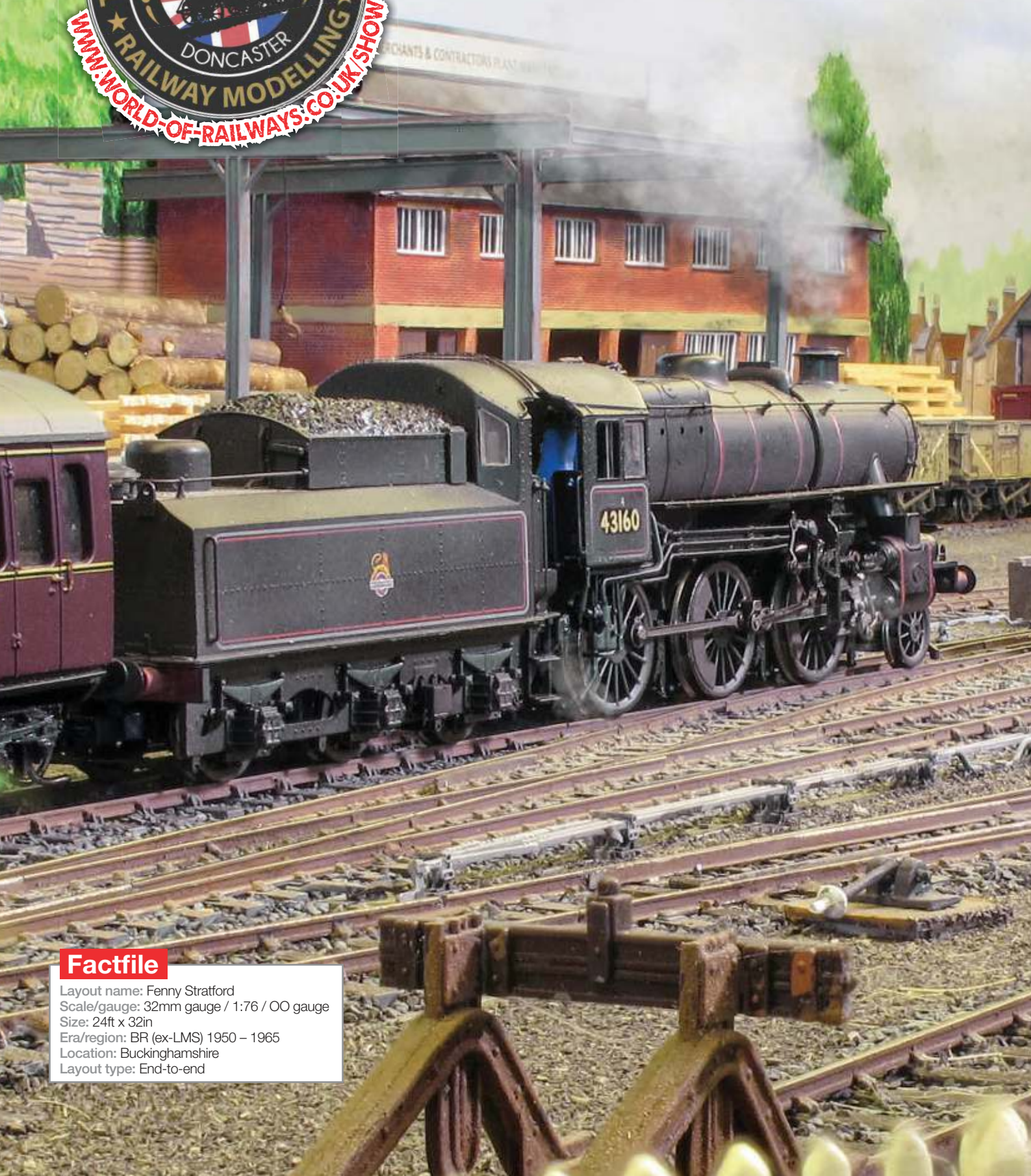
8 Most track in a dockyard will be inlaid into the road surface and this was a massive job on the layout. The track is scratch-built from nickel-silver rail soldered to copperclad sleepers. Once it has been tested, the whole lot is covered with plaster of Paris and sanded to expose the rail top. Using a small screwdriver, grooves are cut alongside the rail for the flanges. When track repairs are required, the plastic is dug out, then patched up again, which gives a realistic effect.



OVERLORD

Chris Mead's OO gauge model of Southampton docks in the run up to D-Day has been a favourite on the exhibition circuit for more than 20 years.





Factfile

Layout name: Fenny Stratford
Scale/gauge: 32mm gauge / 1:76 / OO gauge
Size: 24ft x 32in
Era/region: BR (ex-LMS) 1950 – 1965
Location: Buckinghamshire
Layout type: End-to-end

00 gauge

FENNY STRATFORD

An historic trackplan of this station on the Varsity Line was adapted using modern technology to make this layout authentic, yet achievable.

Words: David Court **Photography:** Andy York



An Ivatt Class 4 2-6-0 departs Fenny Stratford with a local passenger service on its way to Bedford, passing an Ivatt Class 2MT with mixed freight on its way to Bletchley.

The layout 'Fenny Stratford' had a very strange birth. My wife was undertaking research for our local heritage group, on how the railways affected our area of Milton Keynes and, as part of her research, she found a track plan of Fenny Stratford from the late 1940s. My first thought was that it would be a good exhibition layout.

Fenny Stratford is located just east of Bletchley and was part of the Varsity Line running between Oxford and Cambridge operated by the LMS. During the 1950s, the location had a double-track station, a number of sidings and a large active timber yard. During this period, the timetable was comprehensive, with a mixture of passenger and freight services. In the future, Fenny Stratford will again be part of the new East West Rail link. However, even this new plan will see Fenny Stratford remain single track.

I suggested to our model railway club that the location could be built as a club exhibition layout, but this was not possible due to lack of room. It was at that point that fellow club member, Peter Ellis and I, decided to build it in my garage.

Peter converted the 1946 trackplan into an AnyRail trackplan. We had to move the Grand Union Canal about 150 yards nearer the station; this was to keep the overall length of the layout within the restrictions set by the length of the garage.

Construction starts

Once we had a detailed trackplan we could start work on the baseboards. For this, we turned to a friend at the club, Wayne Webb. He had built a number of baseboards for different layouts (including Brinklow, BRM February 2018 and Dentdale, BRM April 2014). He designed the individual boards and even cut all of the plywood pieces required. This, for me and Peter, was great as it was just like putting together a piece of Ikea furniture. The major benefit of these boards is that they are lightweight, but unbelievably strong.

The layout consists of five scenic boards. There is one at 120cm, two at 100cm and two at 90cm long, making a scenic length of 5m. The differing lengths are to avoid the points and some other buildings.

Each board is constructed from 12mm plywood for the sides and 9mm plywood for the top. The legs are 44 x 20mm softwood with steel corner braces. The layout is held together with 5mm bolts and wing nuts.

At each end of the layout there is an additional 120cm fiddle yard board. For



Ivatt Class 4 2-6-0 arrives at Fenny Stratford station with a local passenger service on its way to Bedford.

the fiddle yard we have used a twin track cassette system with four cassettes at each end. These locate with brass rod and tubing, which also provides the electrical connection.

Layout Control

At the outset we decided that the layout would be DCC-controlled, have working signals and working level crossing gates.

Track is Peco Code 75 bullhead rail. All points are Peco Streamline and these have been extensively modified for DCC use and to improve their appearance. The result of this work was extremely pleasing. All of the points are operated using Cobalt Digital slow-action point motors. The signals are hand-built using kits from Wizard Models as

the base. They are operated by mini digital servos controlled by a MegaPoint controller.

Once the track had been laid, the task of wiring the layout started. Each board was wired as a single unit, with a DCC bus, a 12V bus and wiring for signals and level crossing servos. The boards are connected using Tamiya connectors for the DCC bus and 12-pin 'D' connectors for everything else. Each board was individually-tested by connecting it to the master board. Once all of the boards were completed, the layout was connected and for the first time, trains ran on 'Fenny Stratford'. This was great as we could play trains for a while.

The layout is controlled using an NCE Powercab system. We decided very early on that we did not want to control the

Class 108 Two Car DMU leaves Fenny Stratford station with the local Bletchley to Woburn Sands service.



ROLLING STOCK

The rolling stock is mainly from Bachmann with a scattering of Hornby items. We found on the Internet a copy of a timetable from the 1950s, which we could use to determine the rolling stock required. The majority of the movements use steam locomotives with a DMU serving the local passenger service.

We use a mixture of Mk. 1 corridor coaches as well as suburban coaches for the passenger services. In addition, there are a number of goods trains used to keep the interest going.

points using a mimic panel, so we decided to employ JMRI PanelPro and use the Routes functionality it provides. The actual operation of the layout is performed using wireless tablets, again connected using JMRI WiThrottle. These allow the operators freedom of movement and also easy access to the throttles and the routes. During our testing phase we refined the setup and we are now very happy with its operation.

Building work

All of the buildings on the layout are a true representation as they were in the 1950s. Some of the buildings still exist today, such

as the station building, police station and the canal cottages. For all of the others we had to find photographs on the Internet. These included the crossing keeper's house, signal box, Rowland's Timber Yard building and Rowland's house on Simpson Road.

Fortunately, Peter is a retired architect and was able to produce accurate plans that we could use to build them from. The station building has some very complex fittings, such as the bargeboards and the supports for the sidewalk cover. Once again Peter's skill with his CAD system came to the rescue when he produced 3D drawings which we then had 3D-printed with excellent results.

The vast majority of the buildings are scratch-built on plain Plastikard carcasses covered with brick-embossed Plastikard, then painted and weathered. Most of the buildings are fitted with lights for even more effect.

We have used a few kit buildings for such things as the coal office, platelayers' huts and goods shed. All have been modified in some way to fit our requirements.

Creating the scene

The lengthy process of bringing the layout to life was started by adding the scenery.

The first task was to replicate the 'Stag



Fenny Stratford Station, opened in 1846 was built in the Gothic Revival style at the insistence of the Duke of Bedford.

Road' bridge that carried the A5 road over the railway. Once this was in place, the remaining contours for the rest of the layout could be set out. The main embankments were constructed using the tried-and-tested method of lacing card strips over formers and then covering with paper, soaked in PVA glue. These were then covered with various Woodland Scenics scatters and static grass to build the look we wanted.

Simpson Road crosses the railway controlled by level crossing gates. The gates were constructed by modifying a Wills kit. These are operated by mini digital servos.

After our first exhibition these gates needed to be strengthened as a couple of them came loose after being struck by a passing train on two occasions. The errant operators shall remain nameless.

The Grand Union canal at Fenny Stratford includes a set of locks that have the smallest rise of any lock on the Grand Union Canal network of just 1ft. Unfortunately, we only have room for one of the sets of gates, but this one is an accurate representation of the real thing.

The canal was built using a plywood base that was sanded and then painted a mixed

green colour, which was blended to give that canal colour. This was then covered with two coats of Deluxe Solid Water. A tip when using this product is to make sure all holes in the sides and base are filled, we missed a tiny pin hole which resulted in a puddle on my cabin carpet!

During work on the scenery, we began to realise that we needed in excess of 50 trees on the layout. We decided that we simply did not have enough hours to build these ourselves, so we subcontracted these to another of our friends at our model railway club, Jacqui who runs Ceynix. We are so glad

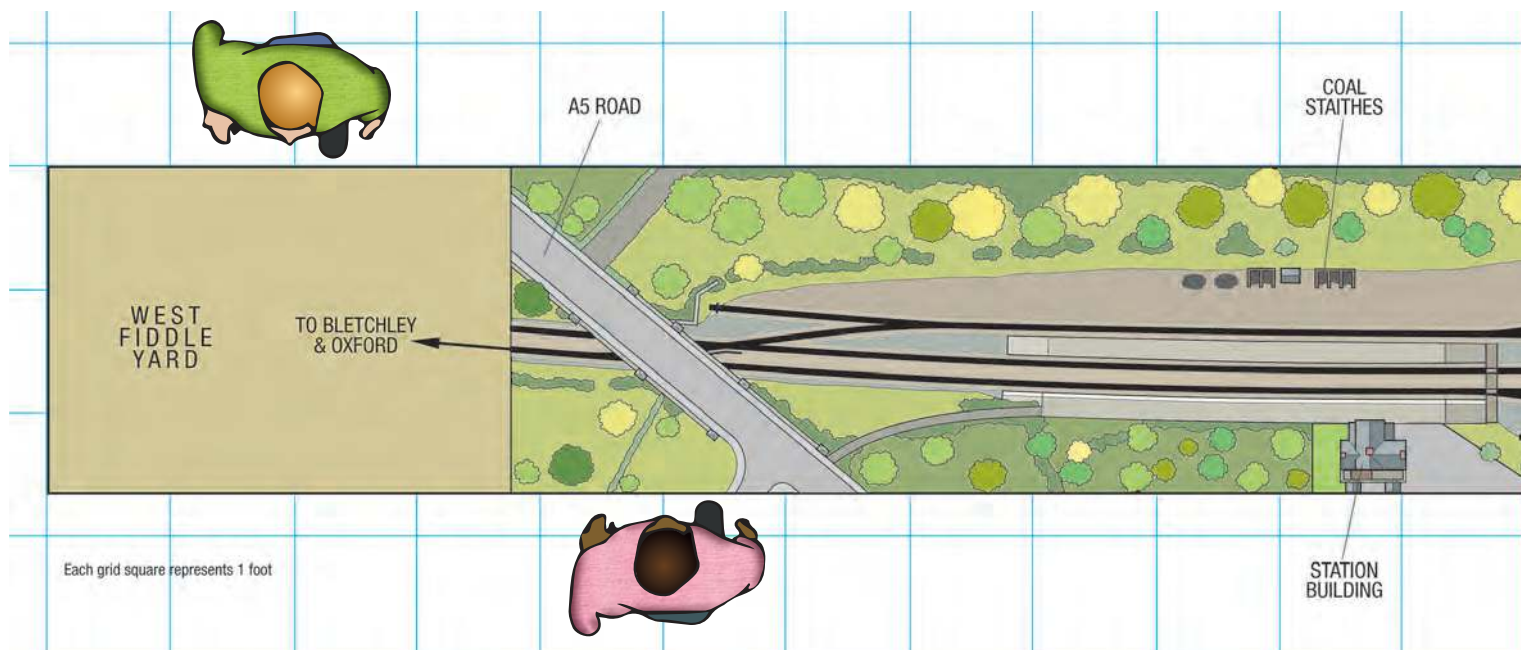
Class 108 Two Car DMU leaves Fenny Stratford station with the local Bletchley to Woburn Sands service.





Trackplan

FENNY STRATFORD





An Ivatt Class 2MT with mixed freight on its way to Bletchley, crosses the Simpson Road level crossing.

we made this decision as the trees Jacqui produced for us are just brilliant.

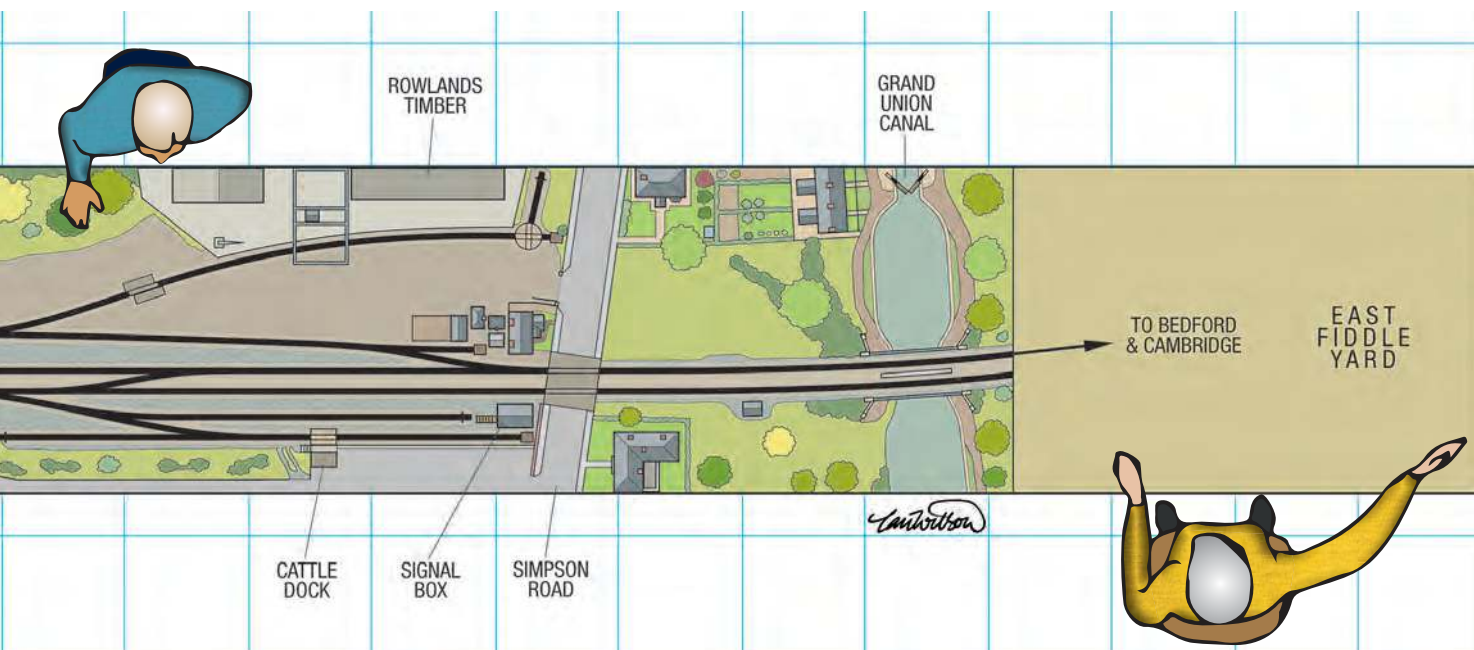
The backscenes for the layout could not be obtained from any commercial source. To produce what we wanted it was decided that these would need to be hand-painted. Peter took on this challenge and produced them using acrylic paint. The perspective is just right, so you can look down the canal and see it disappear into the distance.

All of the point rodding has been added using the Wills point rodding kits, which brings the track to life.

FINAL THOUGHTS

Peter and I are very pleased and proud with what we have achieved in terms of realism, interest and quality. Our biggest accolade was when one of my neighbours came to see the layout. She explained that as a child she would catch a train from Fenny Stratford to school in Bedford. In her words, it brought back many memories and was exactly as she remembered it.

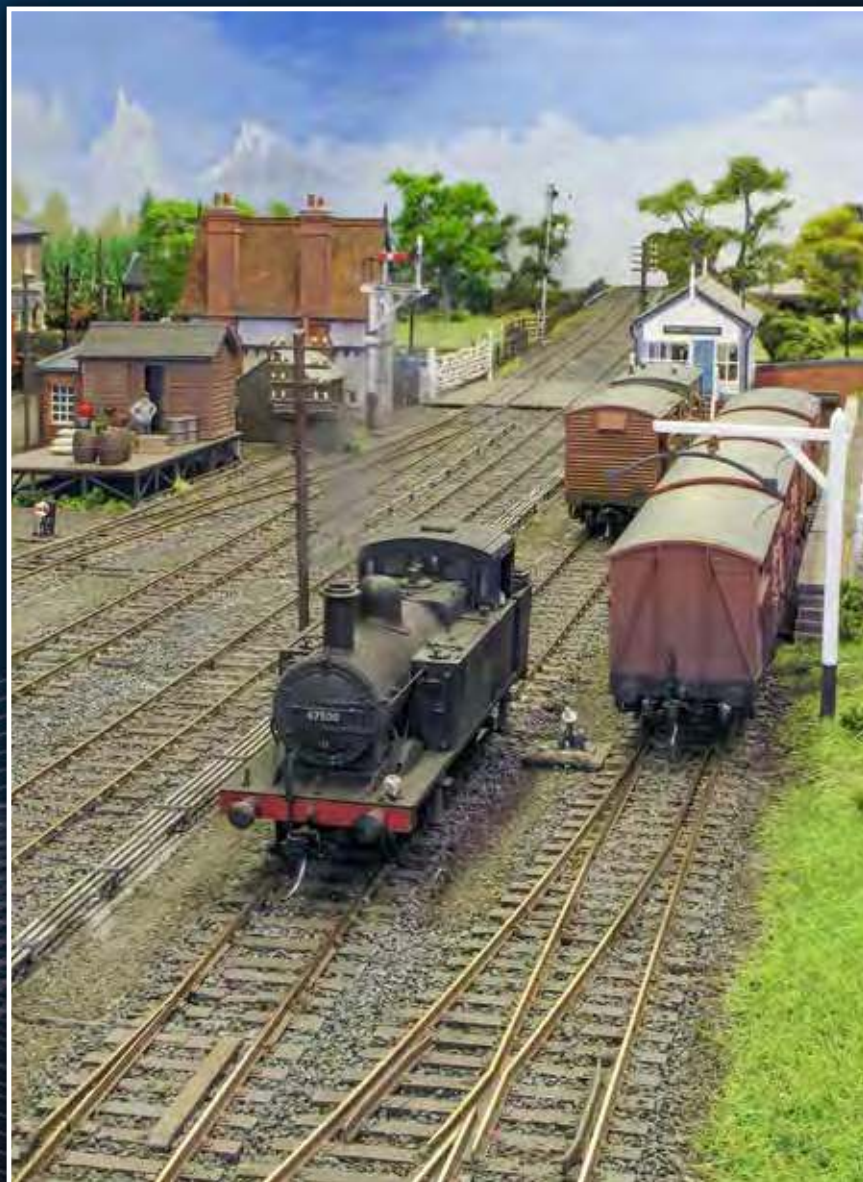
We started work on the layout in September 2016. Our target was to complete the layout for the Milton Keynes Model Railway Society's 50th anniversary exhibition. This was to take place on February 16, 2019, which was to be the layout's first outing. We are pleased to say we made it.





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INBOX

Q&A
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FORCED PERSPECTIVE

Forced perspective is something I wanted to try, especially now that I thought it might be possible with the help of 3D CAD and 3D-printing.

I decided to jump in at the deep end and create a row of brick terraced houses, with the scale changing along the length of the row. One end of each house would be smaller than the other.

As I model in a variety of scales including OO and HO, I started by opting for a scale change of 1:87 from one house to the next. Strictly speaking I should have used 1:87.5 as this is the scale ratio of HO, but once I had started, I continued using 1:87. As it happens this worked out OK.

The first house has one end at 1:76 scale, the other end 1:87 scale. The second house starts at 1:87 scale, the other end is 1:100 then 1:100 to 1:115, 1:115 to 1:132 and finally 1:132 to 1:152, which is near enough N scale.

One advantage of 3D CAD and 3D-printing is that once you have a design, it is relatively easy to change the scale of it, and this is what I did to create the terraced houses. Some adjustment had to be made to prevent walls and edges being too thick. Rows of bricks would reduce in height along length of each house, but I kept brick length to a standard length, only adjusted to fit door and window openings. I also used Flemish bond to make it more realistic.

The 3D-printed terrace looks good, with just a couple of small issues, but good enough. Next I designed the backs of the houses, which was a bit harder, and in the end decided not to use in my new display. For that I decided a row of shops, based on the terraced house design would be more interesting. Various shop fronts were done, and a variety used to complete the terrace. They were also mirrored to create the other side of the street.

As a street isn't very wide, I decided something should fit in the wider space I wanted to use, so using the Hornby (ex-Tri-ang) model church, I designed a 3D perspective church building. The terraced houses had only been done with one side in perspective, but the church would have both sides in perspective. In practice, much of the design both sides was mirrored, but there was still some detail that was only on one side. As the church would be set back from the front edge, its scale would reflect that and it had a front edge of 1:100 scale and rear of 1:152 scale.

I wanted the diorama to be working, and would also have lighting, both in buildings and in the street.

I wanted to use a Hornby three-arch viaduct at the front. This determined the width, and at the back I would create a smaller scale version for N scale. The width at the back would therefore be

KEEP IN TOUCH

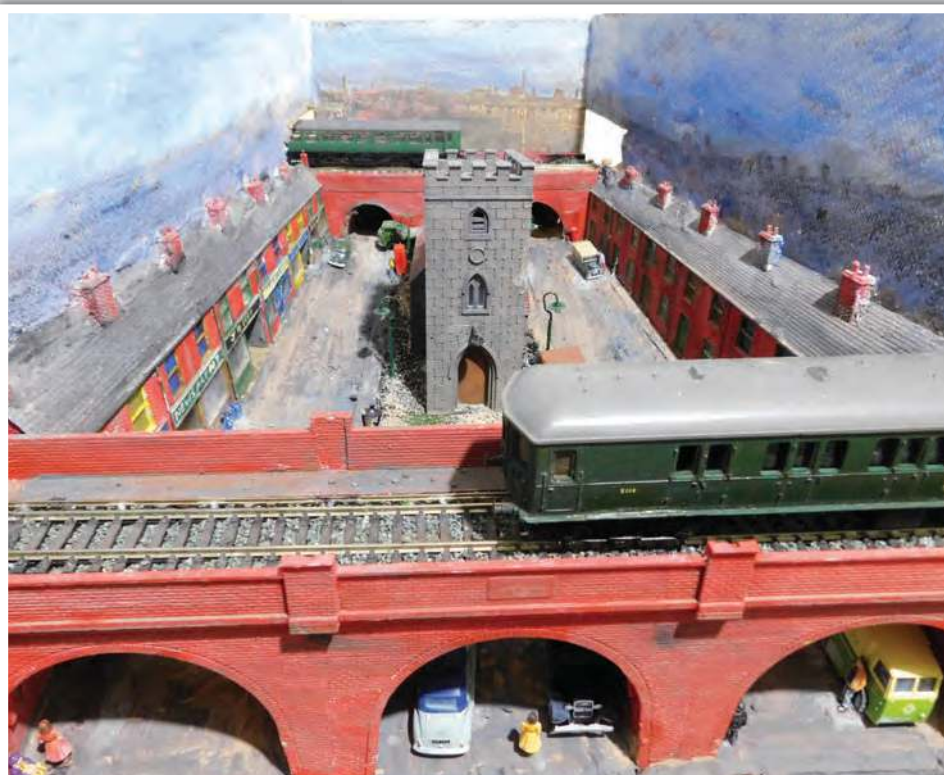
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approximately half of that at the front. There would also be a datum line to consider, and I used the top of the roof of the terraced houses. This would mean the road would actually rise as it progressed towards the rear. The road rises 13mm from the first house to the next, and progressively less as the scale reduces. I had decided to create a row of six houses (five would have been enough as it happens), and this resulted in the road rising approximately 56mm.

Fixtures and fittings such as cars, street furniture and people would be selected to suitable scales and positioned in a way that their lack of individual perspective didn't look out of place.

This was to be the first of several modules, each with a different theme. Each would have a track at the front (OO) and back (N), with a train running back and forth on each. I also wanted to experiment with track and railway stock running front to back (static), but incorporating forced perspective. I started with a simple wagon and this worked out OK.

The wagons would form an important part of my second module, a dockside scene. The third module would feature a station running front to back, with at

least one railway coach on it. As it happens the original scale change I selected for the terraced houses also worked well with railway wagons and coaches. Each house was a 'scale' 15ft, and so I made wagons, including buffers, this length, and coaches would be a multiple of this.

This was planned as an exhibition layout, and at least one module (hopefully more) will be on show at the Blackburn Model Railway exhibition on January 18-19, 2020. The exhibition is at Mill Hill Community Centre, New Chapel Street, Blackburn BB2 4DT.

For future projects I am considering forced perspective with bigger scales. Using the same 87% change, but going up in scale, there is 1:66, 1:57, 1:46, 1:40, 1:35 and more.

Using a wide range of scales would still use up a lot of space, but there are plenty of options using a smaller change of scale overall.

Simon Dawson

INSPIRATIONAL BUILD

On my second reading (of November BRM), I spotted Joseph Dean's letter, which just goes to prove you can teach an old dog (72) new tricks.

My US N gauge layout is on three baseboards (one of which folds) so leaves me with the need for two inter-board cable connections; one of 18 and one of eight wires. I used 'D' connectors, but found soldering wires into each side less than reliable. I contacted Overclockers UK and ordered two each of the Phantek

24 and eight cable connectors, which arrived the next day.

Stunningly simple and a solution I had not come across before.

Thanks, Joseph for the idea and if this is an example of your layout building abilities, it certainly should be featured in **BRM**!

Chris Ellis

MOBILE HEAT RESISTANCE



I have both arthritis and essential tremors, which makes soldering a very messy business, not to mention the damage I have caused to both my furniture and layout as a result! So how to solve this problem and continue with my soldering? As I am repairing a badly damaged fiddle yard on an N gauge layout, I need something which will not just protect my work surface, but also the layout while I am reconnecting the fixed wiring to track 'on site'. The other difficulty to overcome is being in a

powered wheelchair.

After much deliberation, I read about a 'tufnol' heat resistant sheet being used by another modeller. I searched for it online and finally found someone who furnished me with what I wanted. I made the soldering station around 180mm sq. and fixed the soldering iron holder to it. The base is 3mm thick cork sheet, which can't damage surfaces and allows up to 7mm thick tufnol on it while still allowing track to be placed on the station and the wire already fixed through the baseboard to be soldered to it. I already use a power plug-in 'tower' to enable the soldering iron to reach all parts of the layout.

I was able to buy the tufnol in three 6mm thick sheets 200mm by 45mm for £20 from Barry Overton. I had leftover 3mm cork sheet, which just happened to be the exact width I needed, 2mm thinner (1mm less on each side.) A little superglue fixed the cork under the tufnol and the soldering iron holder on top. The dimensions of the base are 200 x 135 x 9mm, which makes it portable.

Tom Faulkner

PICTURE PERFECT

Having seen the quality of the photos by Andy York, I think the magazine would benefit from more of his photographs of the layouts featured. I appreciate there has to be a balance with adverts and the written word - adverts go a long way to pay wages! I know he took a load of images for the 'Bewdley' article which I scripted in the November issue. Even a few pages of the miscellany of his pictures would give us some inspiration in our modelling efforts each month.

Alisdair Macdonald

Howard Smith replies: Thanks for writing in Alisdair. We use all photographs from layout shoots in the digital edition of the magazine each month. Why not download a free sample issue to test?

RESULTS MAY VARY

The first article in the November issue concerned 'The Great Model Railway Challenge' on Channel 5. How does this programme help new modellers to progress from carpet circle to full layout? Very few 'gadgets' are railway-related and it seems that the last thought is given to the models actually running on the layouts. Why do we never hear why certain models have been chosen? Where is the stimulus to break out (sorry!) from the circle to a layout? Why are certain trains used? The semi-final had a layout with a narrow gauge locomotive pulling a carriage round a circle of track in the middle of which Excalibur appears in the mist held by the 'Lady of the Lake'! How does this stimulate the hobby? Add the awful puns etc. and I, for one, will not be watching future episodes.

Thank heavens **BRM** provides the stimulus for future developments.

Bob Upton

Debbie Wood replies: The Great Model Railway

SERVICING OLD LOCOMOTIVES

I would like to comment on your recent DVD (October BRM) about the servicing of locomotives. I maybe wrong but would have thought a fibre glass brush would be a bit too harsh for the soft copper on a commutator. My dad was also very adamant we should never use any harsh abrasives on such a delicate item. He always advocated Duraglit wadding polish - a much milder means of cleaning the copper. Of course, it must be thoroughly cleaned after using a polish. A 'buff up' afterwards makes it sparkle. It's a good tip to carefully clean out the slots between each segment. A build-up of carbon from the brushes trapped in this slot can cause a short and loss of performance from the motor.

Pete Sulsh

Phil Parker replies: The fibre pen will be fine on a commutator, as long as it's loaded with a fibreglass refill. This is softer than the copper the commutator is made from and will polish dirt away but not scratch it. Fibrepens were originally used by designers to rub out errors from draughting parchment, and that's softer than copper! The important point is it's not an abrasive. Your dad was right about those, the fibres wear away in use and so don't damage the metal surface. Good point about the slots between the segments, although it takes some pretty serious wear to fill those up; it's certainly worth a look.

Challenge certainly divides opinion within the model railway community and one of the biggest benefits is that it attracts a new generation of modellers. Attendance at shows increased last year as a result, which is great news. I agree that some of the aspects of the show sit on the fringes of what is 'real' railway modelling, but I guess the producers are constantly conflicted with creating something they think will appeal to the masses.



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HOW TO... MODEL WINTER

Words & Photography: Michael Russell

Concluding his series on modelling the four seasons, Michael Russell crafts a miniature scene to depict the depths of winter, using a selection of innovative products.



With a few notable exceptions, winter and snow scenes are seldom attempted by railway modellers, which is a shame. Many excellent dioramas are produced by military modellers depicting the Russian Front or the Battle of the Bulge and a quick look online or in the bookstore will soon whet your appetite and show you what is possible. Many excellent products are also available off-the-shelf to help you achieve realistic results.

In a world full of colour, advertisements often stand out from the crowd by using black and white. If you use snow then you

can achieve a similar impact as the colours are largely monochromatic. Many landscape and railway photographers put their cameras away for the summer. The lighting is uniform and boring and the countryside undramatic.

Think too of the tremendous range of possibilities that winter offers. You could model a frosty day, a dusting of snow, deep snow, windblown drifts, melting snow or just a stark, dull winter day. There are so many exciting possibilities!

Since snow uses unique products and the effects need to be subtle, I recommend that you try out the products on small, simple

scenes first until you are confident. This diorama uses easy to obtain off-the-shelf items and is simple to build. I will show you how to portray a light snowfall followed by a hard frost and deeper snow.

SHOPPING LIST:

Hornby Skale Scenics Nordic Fir Trees (R7226)
Hornby Skale Scenics Fir trees (R7206) and (R7199)
Humbrol Maskol and Chrome Oxide Weathering Powder
Humbrol Acrylic Paint (63)
Precision Ice and Snow Krycell Fine, Brown Krycell Ice, Snow adhesive
Busch Moorland (1314)



The Hornby Nordic fir trees are great, because if you grip the trunk with pliers and gently rotate the base, you can split the tree into two. This means you can plant the trunk and then model the groundwork around it.



Other fir trees are best planted after the ground work has been prepared. I prefer to snip off most of the roots with side cutters as they tend to end up proud of the ground and require more work to blend them in.



Drill a hole up the centre of the tree and glue in a piece of wire with a diameter of about a millimetre or that of a cocktail stick. About 2cm of length is ideal, but be aware of the depth of your scenery and baseboard.



Trees with unpainted trunks look much better if the shiny plastic finish is covered. Spray or brush using a suitable dark grey/brown after using a primer. You could also apply a scatter for texture.



Decide on the layout of your scene. You can roughly lay the major parts out in the correct places and move things around until you are happy. Take a few test photographs to check, too.



Tear the Busch moorland sheet into pieces and position around the frozen lake. Glue in place with PVA or a contact adhesive such as Copydex.



Paint the area beneath any water a suitable dark brown or grey colour, ensuring that this matches the Krycell Ice that you are using. I used brown, but green and clear are also available.



Coat the cardboard with PVA glue and sprinkle on your ground cover to represent the soil/mud. Blend in the Busch Moorland sheet so that no harsh edges show.

TOP TIP

Although modern day conifer plantations are usually uniformly planted with a single species, this tends to be as boring in model form as it is in the real world. Add some spice by using a variety of trees to make the scene more interesting. Although they may at a casual glance all look the same, evergreens come in many forms, such as fir, pines, spruce, cypress, larch and yew.



Conifer woods are damp places. Use an airbrush or weathering powders to add green to represent moss onto any part of the trunk that is visible. Add more to the north side if you're really keen.



Glue your Krycell Ice in place and then build up the area around it using cardboard. This can be held in place with PVA glue or a contact adhesive such as Copydex. Weigh down with books until dry.



Be sure to cover up the edges of the Krycell Ice and immediately wipe off any stray material that sits on top of the ice. Aim to finish with an irregular, natural shape to the ice.

TOP TIP

The Krycell Ice sheets come well wrapped in the post for a reason – they are fragile. Don't bend them as they will easily break.



Choose where you want the Nordic firs to go and glue the bases into position using contact adhesive.



Use static grass as a scatter to represent pine needles using very light layers. Use a dark brown colour first, then a buff colour and finally a green layer to simulate the decomposition of the needles on the ground.



In order to preserve the detail on the Krycell ice, use masking tape and Humbrol Maskol. Wait for the latter to dry before proceeding.



Half fill the supplied sieve with Krycell Fine. Holding the sieve at least 30cm above the diorama, gently tap the side to release the snow.



Add debris to the scene. You may like to add fallen timber, fencing, a hut, or piled-up logs to represent the forest and its workings.



Don't forget to add quite a lot of green to tie the groundwork in with the trees. There's not much air movement in forests/plantations and moss/algae is prevalent. Use paint or weathering powders.



The following steps are messy. Put newspaper down to aid clearing up and to give you an easy way of saving misdirected snow that you can reuse.



After each tap, move the sieve slightly and repeat the operation until the board is covered. Wait a few minutes, then tip the board over to remove excess material.



Detail the groundwork. Add static grass using an applicator and/or grass tufts to blend in the areas of moorland sheet and the ground leading into the plantation/forest.



Drill holes in the forest area and plant other trees using PVA glue. Try to arrange for a pleasing skyline with some variety in height. Push the Nordic firs into place in their bases.



Spray the diorama with an even coat of hairspray. To represent drifting snow, you may wish to spray at an angle, but I sprayed from directly above.



You can repeat the last three steps as many times as you want until you have built up the snow to the depth required. This has to be done in little time as the hairspray dries quickly.



When deep enough, you may like to try adding footprints or vehicle tracks. Simply press shapes into the snow having first sprinkled on a fresh layer without any hairspray. This ensures that the snow doesn't stick to the object.



Add a very thin layer of snow without applying glue. Tap the board to shake the snow into the hollows and then spray with the PIAS adhesive sprayed from an airbrush.



Remove the masking tape from the ice and brush gently to ensure that no stray deposits remain.



Portraying a light dusting of snow can allow your scenery to partially show through and look very realistic. However, you must use another technique.



Since hairspray and PIAS glue don't form strong bonds, you may like to spray the finished scene with a dull matt varnish to seal it. Test the spray beforehand to ensure that it is genuinely clear.

CONCLUSION

I am very happy with the results achieved with this diorama, especially since the build time was so short. This is down to the quality of the off-the-shelf items I have employed. Only basic modelling skills are needed to obtain results like this. Manufacturers such as Precision Ice and Snow have a good range of products and provide full instructions in written and video form. Trees that we associate with winter, such as the Hornby fir trees, are available in bulk packs and are very cost-effective.

I hope that this article has encouraged you to have a go. If you aren't the best modeller in the world, there is even more incentive to model winter as you can hide a multitude of sins beneath a blanket of snow! I will certainly be modelling winter again and after this series of modelling the seasons, I can confidently say that my next layout won't be set during the summer season.



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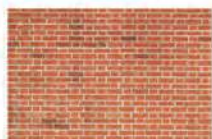
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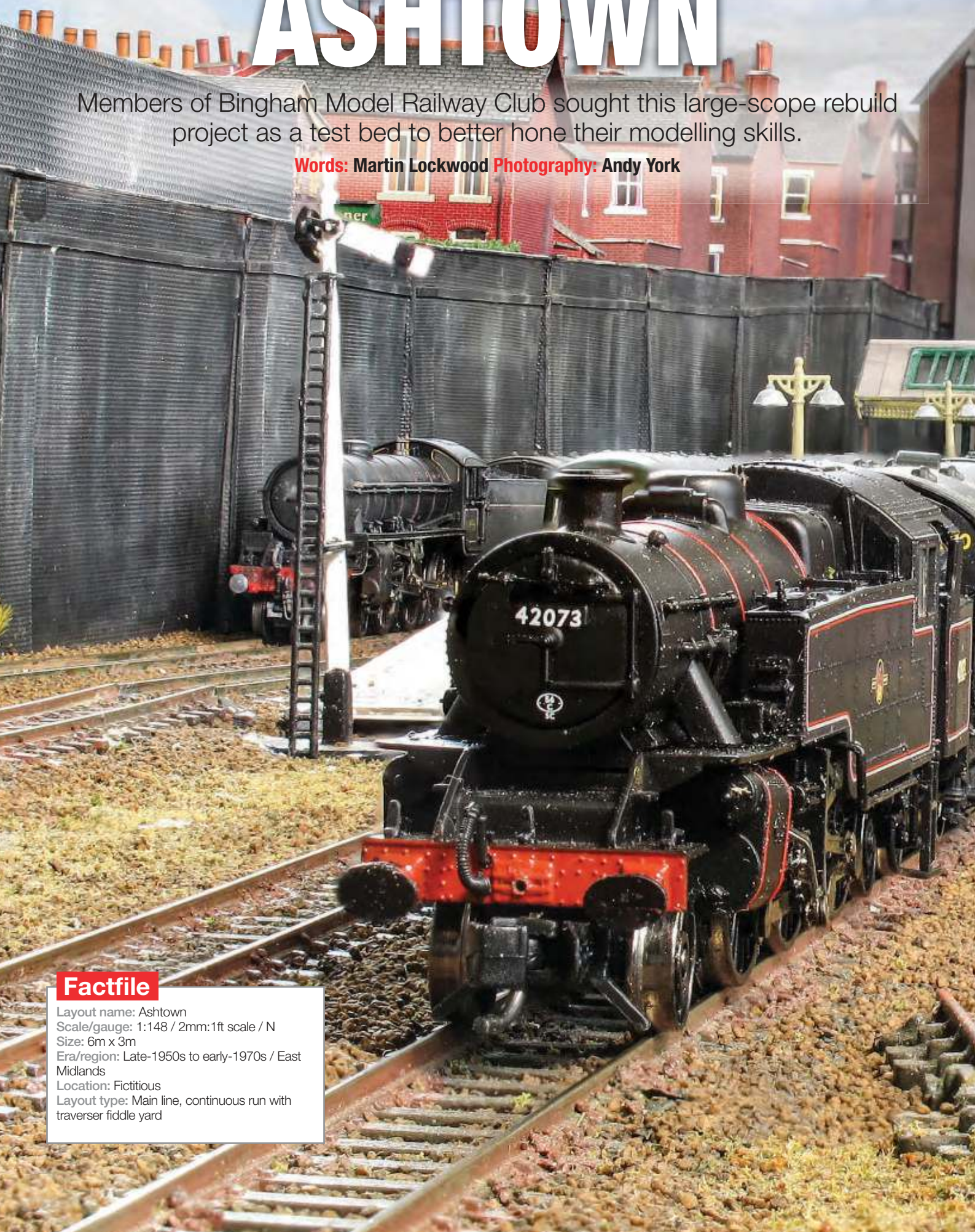
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ASHTOWN

Members of Bingham Model Railway Club sought this large-scope rebuild project as a test bed to better hone their modelling skills.

Words: Martin Lockwood **Photography:** Andy York



Factfile

Layout name: Ashtown
Scale/gauge: 1:148 / 2mm:1ft scale / N
Size: 6m x 3m
Era/region: Late-1950s to early-1970s / East Midlands
Location: Fictitious
Layout type: Main line, continuous run with traverser fiddle yard

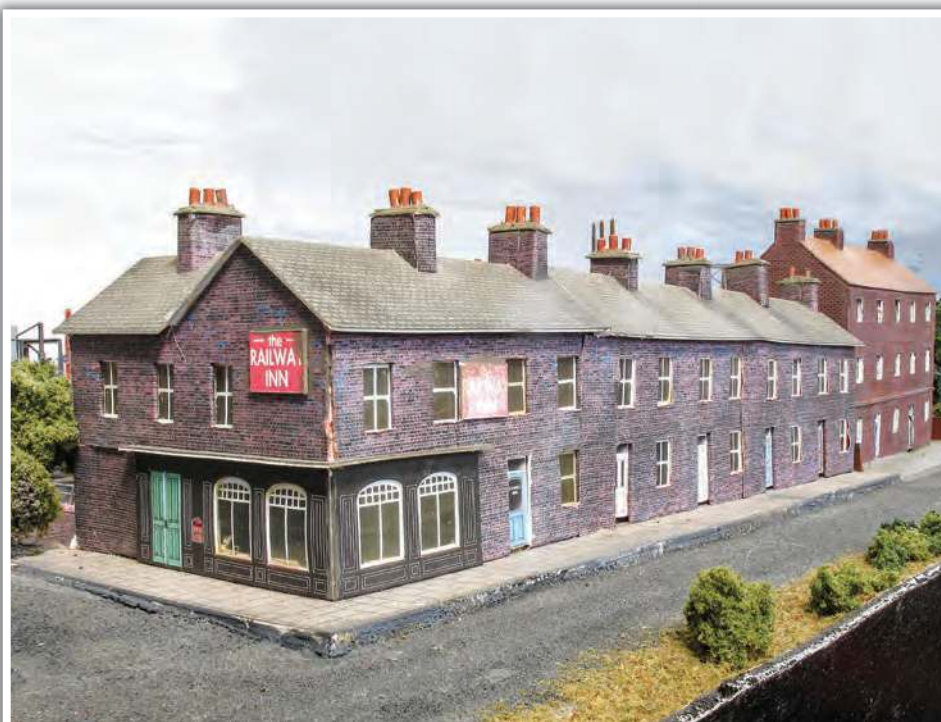
N gauge



A rather clean Fairburn 2-6-4 tank loco hustles through Ashtown station with a semi-fast Maunsell 3-coach set. Note to self, must fit the stuff from the bits bag sometime.

The current 'Ashtown' was based on a layout that had been gifted to the Bingham Model Railway Club, which we had spent a fruitless couple of years trying to get working. Frustration with the slow progress led to us deciding to lift all the old track, replacing the troublesome fibre board tops with ply, relaying the track and completely rewiring for DCC to the current, much simplified, design. The two cumbersome return loop fiddle yards were replaced with a single 12 track traverser behind the scenic boards. We did retain the name, though.

While the overall layout design was planned, the scenic side evolved ("I've seen a gasometer kit that would look good here", "A chapel would make a change from the terraced houses", "The Scalescenes school, converted to low relief, would look nice there" – you get the idea). The only criterion was that whatever was built would have a reason to be where it was and that it was organically of a piece with the rest of the buildings/scenery. Most of the buildings



A soon-to-be suburb of Ashtown with a Metcalfe terrace that has been re-bricked with Scalescenes paper. The tall building on the right is scratch-built from styrene sheet.

The Ashtown gasometers. This is actually an OO laser-cut card kit sawn in half to make the low relief. They still look a bit small to me. The wall round the gasometers and the retaining wall are both scratch-built from embossed styrene sheet.



are from kits (Metcalf, Scalescenes, Ratio, Petite Properties or Arch Laser), most of them enhanced or 'butchered' in some way, with a smattering of scratch-built where no suitable kit was available or we just felt like doing it.

OK, so let's have a trundle down the line and see what landmarks we can see from the carriage window. As the train emerges from the cutting at the left-hand end of the board, there is, on the left, a small tar distillers, which is still rail-served. As we progress toward 'Ashtown' station, we can see on the left atop a retaining wall, the 'Ashtown' gasometers and on the right, the remains of a goods yard. As we enter the station area, on the right, the ground starts to rise and at the top, the Ashtown and District bus depot is sited. To the left are a number of terraced houses plus a tennis club, where a doubles match is in progress. The station has a bay platform on the left for services to Puddlecombe-on-Sea and behind that a parcel platform, which is currently host to a couple of GUVs. The station sits above

the tracks, so let's get off the train, walk up to the chalet-style station and onto the concourse where, to our left, we can see the GPO sorting office and the Railway Hotel. Opposite, on the other side of the road, is a row of shops and offices. 'Ashtown' town centre is about half a mile down this road on the left and to the right, a chippy.

Daily operations

We operate the layout to a sequence where we start out in the late 1950s with steam locomotives, wooden wagons and Big Four or BR Mk. 1 coaches. Gradually, we introduce green diesels and DMUs, then progress to blue diesels, ending with all-diesel, hauling steel-fitted trains in the 1970s, somewhere. The tar works and the parcels bay allow us to indulge in a little shunting, picking-up and dropping-off tar wagons and parcels vans. To facilitate the shunting, uncoupling magnets have been installed at strategic points and most of the locomotives and relevant wagons are fitted with Eazi-Shunt couplings, which we have

found to be very effective, if a little prone to dropping springs. We always use tender locomotives or bogie diesels for shunting as tank locomotives and diesel shunters with their short wheelbases are liable to stall while slow running.

Stock is mostly Dapol/Farish/Peco/Revolution with some Parkside and N-Gauge Society kits thrown in. Locomotives are from Dapol, Farish or Union Mills. Most of the stock has been weathered and a lot of the open wagons have had loads fitted.

As I write, we are still completing the layout as 'Ashtown' has a severe population shortage, lack of street furniture and lighting.

We have already decided and drawn up plans for the next project, which is Rolleston Junction on the ex-Midland line between Newark and Nottingham, which has the major advantage that there are precious few buildings to construct. In the interests of upping our game, we are looking into the possibility of using the Finetrax finescale

A Standard class 5MT has no difficulty in pulling an engineers' short train of two Dapol 'Grampuses' loaded with old ballast, an N-Gauge society 'Salmon' and 2 Parkside 'Tunnys' (I think) loaded with old sleepers. The 101 is pouring diesel fumes over the lady passenger awaiting a main line train. The non-working signals are from Ratio.



trackwork for the visible section and have constructed a point kit and some track for evaluation. By the time you read this, we will have probably made a start on the new layout.

Behind the scenes

The layout was built by four, not very experienced modellers, who have widely

differing railway modelling interests.

Firstly, Martin Lockwood, whose interests are in late-1950s Southern, born of the fact that he was brought up in St Leonards-on-Sea and went to primary school a few hundred yards from St Leonards West Marina station and shed. He fondly remembers seeing from his back garden

'Schools' Class-hauled trains struggling out of West St Leonards station with Charing Cross-bound trains. He's currently working on a never-to-be-finished-in-this-lifetime model of Holborn Viaduct station.

Secondly, long-time Bingham Model Railway Club member, Graham Dean, whose N gauge model of his childhood local station, Haltwhistle, was doing the



exhibition rounds a few years ago. He has an abiding interest in all things LNER.

Next, Gareth Harbottle, whose relative youth probably explains his liking for blue diesels, especially Class 56s. His main interest is in freight and, although 'Ashtown' is exhibited with slightly earlier stock than on his own layouts, it gives him the opportunity to run a greater variety of freight trains. His, since-sold, N gauge layout 'Airesby Colliery', which features



A B1 slowly hauls a loaded coal train past Ashtown signal box on the right and the abandoned yard on the left. The tar works behind the signal box is entirely scratch-built or kit-bashed as is the low-relief warehouse next to the gasometers.

a working rapid loader, was taken to a number of exhibitions around the Midlands a few years back. His oil refinery-themed layout, 'Easternby', was also exhibited until recently. He's currently working on an as-yet unnamed engineers-based layout with working ballast loader.

Bob Lockey has two layouts on the go at home, both naturally unfinished. The first is essentially a scenic test track and the other is of the Henley branch, which he might just live long enough to get into a suitable state

for exhibition. The choice of prototype is partly nostalgic, having lived there in the 1970s and early 1980s, but mainly because, unlike many ex-GWR branches, it gives the opportunity to run a wide range of locomotives and rolling stock.

Thanks must go to the various members of the Bingham Model Railway Club for all the help, encouragement and unasked-for comments. Lastly, thanks to Andy York, whose photographs made the layout look better than it really is.



A 'Schools' class 4-4-0 hurries toward the south coast for a day of sun, sea and candyfloss. At least the sun's out in Ashtown.

N gauge

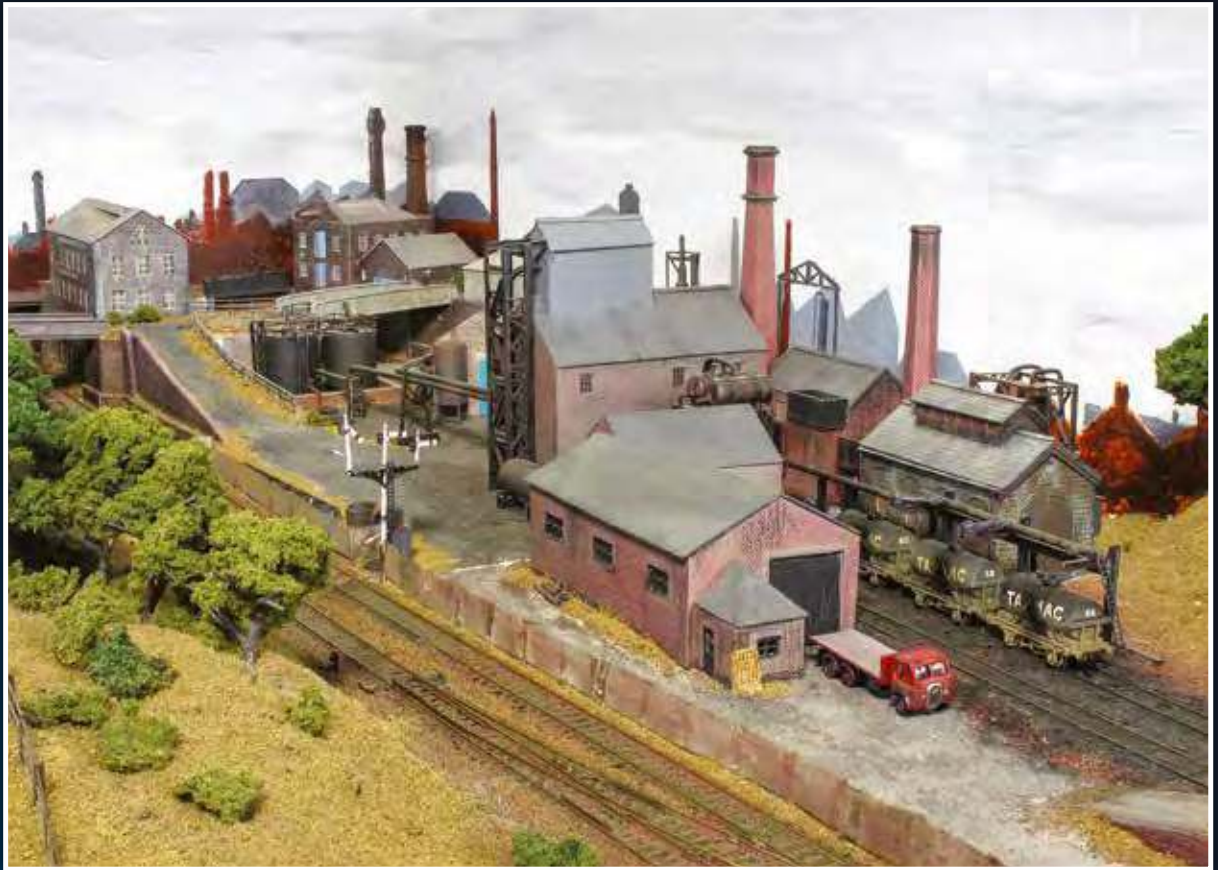
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Our existing website has been withdrawn from service, which was a sad moment for us here as it has served us (and you) well over the years.

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Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
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Things that might interest you locally such as exhibitions or shows.
- **A 'Club Hub'**.
This is where we highlight clubs and societies where you can meet like-minded people.

This project was a massive undertaking, and we'd like to think we've got a lot of it right. However, we REALLY welcome your feedback by email customerservices@gaugemaster.com, or by telephone on 01903 884488, so please do get in touch with your comments.

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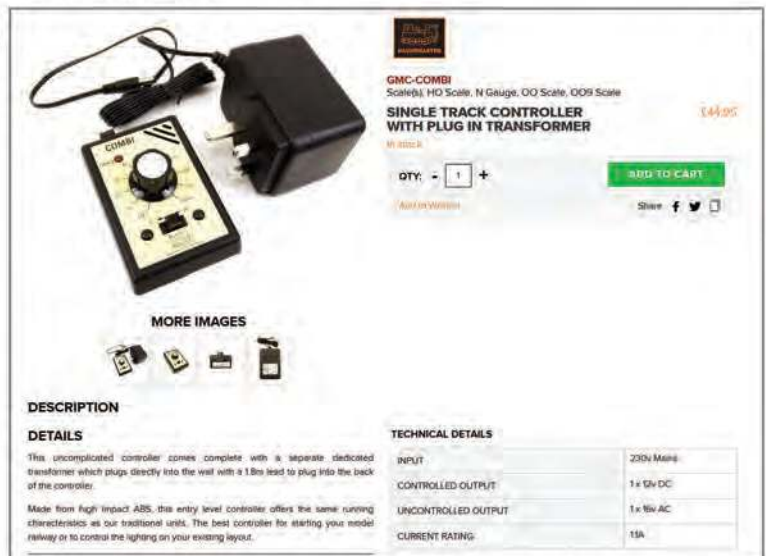
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HOW TO... BUILD A SUPERMARKET DIORAMA

Words & Photography: Phil Parker

Phil Parker illustrates that self-coloured plastic kits can be a saviour to modellers who've yet to perfect their painting techniques.



Do you know where the best place to watch trains is in my home town?

The station? No, it's a supermarket built on an old foundry site a few metres down the line. Perfect clear views of the action for photos, easy and free parking and all the cake you can eat from the bakery. It's almost like the architect was a trainspotter.

Supermarkets are an important part of the scene around railways today owing to the sale of spare railway land for development. To those of us more interested in the steam era, the look is vastly different to anything from that period. You won't see much brickwork, but there's no shortage of large, tin sheds.

Gaugemaster's Fordhampton Supermarket is a Faller product and as such is based on a German store – Aldi. This isn't a problem though, because Aldi are common enough in the UK and if Waitrose is more your style, a few minutes with the computer will allow you to replace the branding. It's not a huge store, but then I wouldn't be willing to give up most of my layout to a miniature shopping centre. The designer has produced a building that looks right but is just under the size of an A4 sheet of paper.

An important part of any supermarket trip is the chance to fill up the car and so I've

used the Fordhampton Service Station to complete the scene. This comes with loads of brightly-coloured decorative stickers, which saves a lot of painting and brings the scene alive.

Talking of paint, most of the kit is moulded in self-coloured plastic, something I've always had an aversion to. In the raw, it looks like plastic and I don't care if this is the walls of a building or a locomotive front; real buildings aren't made that way.

However, most modern buildings are clean and sharp, so I wondered if I could cheat a bit. The plastic parts could be sprayed with colour, but would matt varnish provide that 'painted look' for a lot less effort? I think it can, especially for a building like this. Look at the real things and they don't show the weathering or colour variations of older construction methods, which is why they tend to look a bit soulless in my opinion.

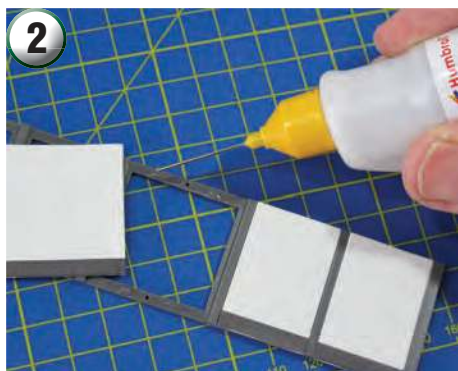
While trying new materials, I've tried the Faller self-adhesive road system. Just make sure your baseboard is nice and solid as I found out. Here's how you can add a supermarket to your model railway.

WHAT YOU NEED

Fordhampton (GM419) Supermarket, (GM424) Service Station, (GM381) Roadside Crash Barriers, (GM370) 80mm Wide Asphalt Road, (GM467) Fordhampton Car Park Floodlight
Faller (170633) Parking Space Sheet Rectangular Markings, Noch (15592) Parents (4) and Children (3) Figure Set
W: www.gaugemaster.com



Opening the large Fordhampton supermarket box you find instructions, stickers for decoration and an awful lot of plastic parts. Fortunately, these are attached to numbered sprues and each component has its own number. Identifying part 1/5 is easy – sprue 1, part 5. Just don't remove anything until you are ready to use it.



The walls are made up of a framework into which are fixed pre-painted panels. Dots of plastic cement are enough for fixing without oozing out of the sides. Pay attention though, the dark grey parts always need to be at the bottom all the way along. Make sure the framework is the right way up before opening the glue.



With the varnish dry, glazing can be fitted. Tube cement works well for this if you are careful. I find liquid solvents leak out where you don't want them, but that might just be my being clumsy. If you are really worried, try Deluxe Materials Glue'n'Glaze or other canopy glues designed to fix clear parts as excess glue can be rubbed away once dry.



More matt varnish is applied for the roof, followed by a dry-brushing with Humbrol 66 (Olive Drab) to highlight the detail.



While spraying, the walls of a partially-assembled garage building are given a light coat of grey primer followed by a misting of white. It's not an exact process, just build up the white until a slightly grubby finish is achieved.



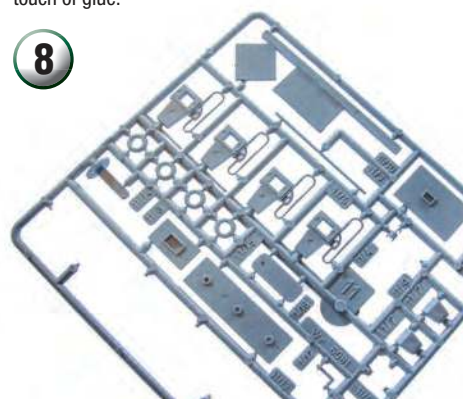
The wall panels might be pre-painted, but everything else is self-coloured plastic. I could paint this but decided to try a coat of matt varnish instead to kill the plastic sheen. Modern buildings are often shiny with powder-coated or painted metal, so this looks spot on. Spray before fitting the glazing though, or you'll mist the windows up.



Interior detail is provided by printed cardboard parts, glued in place with an all-purpose adhesive where required. If you fancy adding more to the scene, most modern supermarkets carry stock on offer just inside the door. These tend to be seasonal so be careful to match them to the time of year you're modelling.

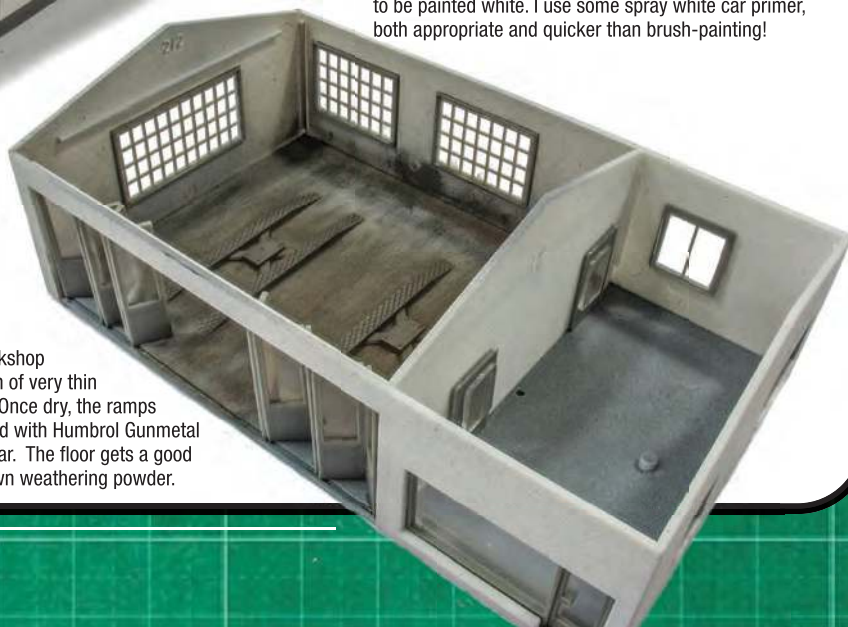


The roof is quite a size but fits well. Put the inner angled parts in first, fit both roof halves making sure the join along the ridge is neat, then add the ends. If all goes well, the ridge tiles should drop into place with just a touch of glue.



Moving to the garage, the sprue with petrol pumps needs to be painted white. I use some spray white car primer, both appropriate and quicker than brush-painting!

10



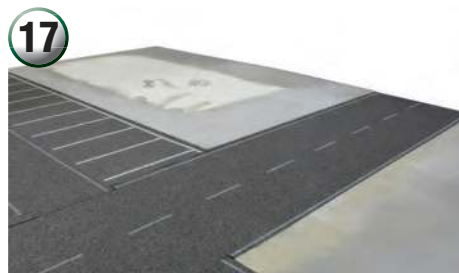
Inside, the workshop is given a wash of very thin brown acrylic. Once dry, the ramps are dry-brushed with Humbrol Gunmetal to simulate wear. The floor gets a good dusting of brown weathering powder.



11 Faller supply a fold-up cardboard box to fit inside the shop area, but it didn't seem to fit well, so I just cut the blinds out and stuck them inside the windows. I tried crinkling them slightly first as these things often don't lie flat inside the glass. I'm not sure it made any real difference, but you have to try these things.



14 Roads are self-adhesive strips that must be cut to length and stuck down. The material is slightly stretchy so it will form gentle curves and handle lumps in the baseboard. A little bit of tension is required to avoid wrinkles in the tarmac.



17 Under the supermarket and garage buildings, I put some sheets of card down, painted with Precision Paints concrete colour. To give me a slight kerb, the supermarket sits on 2mm thick Daler board while the garage is on 0.5mm card, making it level with the road surface.



20 Time to make some decisions. First, is the fuel station - Shell or BP? There are stickers for both. Next, how closely will people be looking? The decoration is in German. Viewers won't notice the anomaly on the petrol pumps because they are hidden under the canopy and cars can be parked in front of them.



12 Shelves, tyre fitting gear, a workbench and pillar drill are made up and fitted inside the workshop. Weathering is limited to a wash of brown acrylic as you can't see much from the outside once the roof is on. This is an area you can really enhance if the model is prominent on a layout. If you do, fit some interior lights and open the doors all the way.



15 Where the roads cross, the solid white line along the side needs to be removed, by cutting with a very sharp knife.



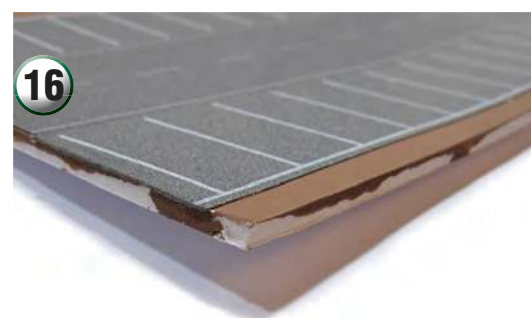
18 Junctions are marked using a home-made stencil, dabbed with pale grey emulsion paint, which turns out to be a good match for the printed lines.



21



13 The roof is matt varnished and then left to fully dry. Colour variation is provided by a dusting of talcum powder - this will adhere to the slightly rough matt surface but not stick in lumps as it would if the varnish isn't fully dry. The effect is subtle but effective.



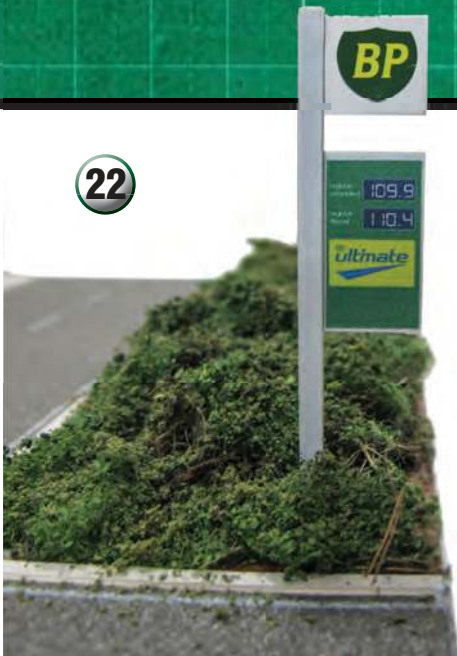
16 Disaster! I'm using a sheet of foamboard for a base and a couple of hours after laying the road, the stretchy material has shrunk again and bent the board. If you are laying a road on a nice solid baseboard, this won't be an issue. I'll fix the problem by sticking the foamboard to a solid sheet of plywood, which is what I should have done in the first place.



19 I don't know what the plants are around shopping centres, but large and spiky would be a good description. Some torn up hanging basket liner with teased out Hornby Skale Scenics foliage sheet and a sprinkle of dark flock powder does a good job of representing them.

Moving on to the canopy, I dry-brushed the stonework on the base with concrete colour, then built the model upside down, checking that everything is square and vertical as the glue dries. Once ready, it has to be glued in place because the footprint is small compared to the overhang.

22



I can live with German petrol pumps; the sign at the entrance needs new decoration with British prices in pounds Sterling. I made up a sheet on the computer, but fuel station pedants will spot that the 'Ultimate' branding is probably later than the BP shield logo. As ever, the smart plan is to look at photographs to be sure.

25



You can't have a supermarket without trolleys and the Fordhampton kit includes some nicely moulded plastic versions. The material is quite soft and it's easier to remove them from the sprue with wire cutters or small scissors than a knife. Fitting the basket backs or seats with liquid solvent seems to work. I left these unvarnished as they are a nice, realistic silver colour.

27



I don't know if Noch and Faller work together, but the former's pre-painted figures fit perfectly into a shopping trolley scene. Although the poses might be a bit animated, they are lovely and natural. The painting is really sharp too.

23



Installing the lights is simple – drill a 2mm diameter hole and push the wires through, followed by the pole, which can be set at any height you like.

26



Stickers are supplied for Aldi supermarket branding. You could easily change the name, but will need to cut the moulded 'A' from the entrance.

The instructions show the trolley rack in the foyer but this is often in the car park now – the foyer being full of palletised 'bargains'.

28



Pushing a trolley, we find a Hornby ScaleScenics figure who is meant to be pushing a wheelbarrow, but looks just as good in his new role.

24



Crash barriers clip together and are pushed into 1mm diameter holes after varnishing. The foamboard base grips them well enough not to need glue.

25



Finally, traffic is controlled by a couple of 3D-printed road humps from Scale Model Scenery on the main route through the shopping park.

HANDY CORNER FILLER

My diorama measures 60 x 40cm and is rectangular, but you could change the size and shape of it to fit into any available plot of land on a layout.

I'd be inclined to keep most of the car park off-scene as you could spend an awful lot on die-cast model cars to fill it up. I was lucky that my local model shop had some un-boxed cars which were cheaper than new ones or I'd have been hunting around second-hand stalls at shows.

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Model Railways Direct - Bristol
Berkshire Dolls House Company - Berkshire
Trident Trains Model Shop - Cheshire
Kernow Model Rail Centre - Cornwall
Broughton Newsagents - Cumbria
Jackson's Models & Railways - Cumbria
Rhuddlan Models - Denbighshire
Malc's Models - Derbyshire
A2B Model Railways - Derbyshire
South Devon Railway - Devon
Youngs Toy Master Model Shop - Devon
Shady Lane - Devon
Buffers Model Railways - Devon
Colletts Model Trains - Devon
Bekra Models - Devon (Newton Abbot)
Setchfield's - Dorset
Model Railway Solutions - Dorset
Bluebell Railway - East Sussex
Train Times - East Sussex
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Flair Rail - Essex
Cheltenham Models - Gloucestershire
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Sawyer Models - Greater Manchester
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Ron Lines - Hampshire
AC Slotcars - Hampshire
Test Valley Models - Hampshire
Alton Model Centre - Hampshire
Hampshire Models - Hampshire
The Model Shop - Hampshire
Wicor Models - Hampshire

Upstairs Downs - Isle Of Wight
Mark's Models - Ireland (Dublin)
Times Past Antiques - Ireland (Louth)
Dream Steam - Kent (Aylesford)
Hobby Shop - Kent
Rochester Games & Model - Kent
Kent Garden Railways - Kent
Gravesend Games & Models - Kent
Maidstone Games & Models - Kent
Clarks Hardware Model Train Shop - Lancashire (Nelson)
Carnforth Models - Lancashire (Carnforth)
D K G Hobbies - Lancashire (Southport)
The Signal Box - Leicestershire
Ashtree Enterprises - Lincolnshire
DB Models - Lincolnshire
Mad About Trains - Lincolnshire
Digitrains - Lincolnshire
MRSG - Lincolnshire
4D Modelshop Limited - London
Bure Valley Railway - Norfolk
Great Eastern Models - Norfolk
A & H Models - Northamptonshire
The Railway Conductor - Northamptonshire
J & J Models - Northumberland
Arcane Scenery and Models - Nottinghamshire
DJ & F Benham - Nottinghamshire
The Goods Yard Ltd - Nottinghamshire
Trains4U - Peterborough
Macs Model Railroading - Scotland (Forfar)
Strachan's - Scotland (Aberdeenshire)
Scoonie Hobbies - Scotland (Fife)
Signals - Midsummer Norton (Somerset)
Hollylovestoys - Somerset

Frome Model Centre - Somerset
Topp Trains - Staffordshire
Model Junction - Suffolk
Flair Rail - Suffolk
Orwell Model Railways - Suffolk
Roxley Models - Surrey
Kernow Model Centre - Surrey
Compass Models - Sussex
Redcar Models & Hobbies - Teeside (Redcar)
Peters Spares Model Railways - Teeside (Middlesbrough)
KDC Hobbies - Wales (Ammanford)
Pontypool & Blaenavon Railway - Wales (Blaenavon)
Rhuddlan Models - Wales (Rhuddlan)
Lord & Butler Model Railways - Wales (Cardiff)
Firestorm Games - Wales (Cardiff)
Tony's Trains at Barby Model Rail - Warwickshire
Our Place - Warwickshire
Ian Allan Ltd Birmingham - West Midlands
Hobbyrail - West Midlands
Salisbury Model Centre - Wiltshire
Spot On Models - Wiltshire
Green Scene - Worcestershire
Worcester War Games - Worcestershire
DMB/Footplates - Worcestershire
Going Loco - Yorkshire (Wakefield)
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Model • Collect • Create

HOW TO... MAKE A PRE- GROUPING COACH

Words & Photography: Michael Russell

These four-wheel coaches are in plentiful supply, though can be upgraded with little expense to make detailed layout-ready models.



The Hornby four-wheel coach is a popular model that is still in production. They are generic in appearance and their design of three doors per side was rare. I had several left over from being used as toys and, since I hate waste, I decided to see if I could upgrade them to run on a scale model railway. I therefore decided that some drastic surgery was required to make a coach that could pass muster alongside more modern rolling stock, albeit still generic in nature.

I used a donor that was produced many years ago with plastic wheels, and a more contemporary model, once used as part

of the Thomas the Tank range. I was also able to acquire two bodies from a carriage museum for a few pounds each. You can carry out all of the modifications that I have employed, or just some of them, based upon how much time you have available and how much detail you wish to add.

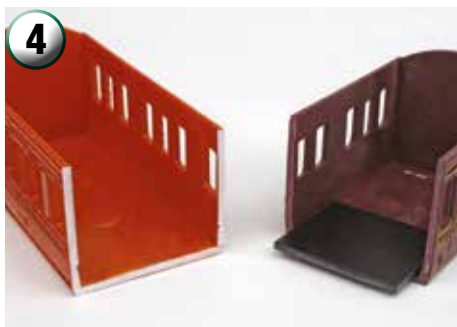
It's quicker to produce several carriages in one sitting by carrying out each stage on a number of examples, rather than producing one finished carriage at a time. However, you may like to produce one example to start with to gain confidence. The axleboxes I used were from ABC Models, but similar items are available elsewhere.

SHOPPING LIST

- Hornby (R4673) RailRoad coach
 - Humbrol Poly Cement
 - Humbrol 250 enamel, Humbrol acrylic 33, 186 & 67
 - W: www.hornby.com
 - ABC Models axleboxes
 - W: www.abcmmodels.co.uk
 - DMR Products buffers
 - W: www.phoenix-paints.co.uk
 - Romford couplings
 - W: www.hamodels.net
 - Torpedo vents Wizard Models (51L)
 - W: www.wizardmodels.ltd
- Styrene sheet and strips, PVA adhesive, Cyanoacrylate adhesive



Remove the undercarriage by levering the tabs out from underneath with a flat-bladed screwdriver. Remove the weight and the wheels. Remove the roof by squeezing the ends of the carriage and pulling it off.



Tidy up the cut ends with a file, add 1.5mm strips of 0.010in styrene sheet and glue the two halves together using the roof as a spacing guide. Use 0.050in styrene sheet to strengthen the floor joint.



Make the roof profile shallower by using the roof from a brake van, or something similar, as a template. Pare the excess away carefully and finish the profile with a file.



Using a sharp knife and light cuts, score down the body repeatedly to separate each coach into two halves. You can join up the two cuts from underneath using a set square to complete the separation. Patience is required.



Use a file initially and then 600 grit sandpaper to clear away detail from the carriage ends. Again, patience is needed here to achieve a clean result.



Make three compartment partitions per coach using 31mm x 31mm pieces of 0.050in styrene sheet. Taper these to match the coach interior profile, removing only a little from each side at a time and testing frequently for fit.



Glue the two sides and two of the cross members together using Humbrol Poly Cement ensuring that it is square.



You should be left with these parts. Retain the two larger pieces for this project. Using a sharp knife, remove the body location tags from the underfloor.



Reduce the carriage side height by paring away the top 1mm using a knife and then a file. Take your time to avoid taking off too much material.



Use the carriage end to get the partition profile correct. Reverse the partitions and place them all together to ensure uniformity. Glue the partitions into place using Humbrol Poly Cement where the large panels between the doors are situated.



Glue one end in place using a clamp and ensure that it is positioned centrally and at the end of the carriage. When dry, do the same for the other side. Then glue in all the cross members.



Cut out the pieces for the new frame from 0.040in styrene. You'll need two side pieces 114mm x 4.5mm. The five cross members are 26mm wide.



When dry, sand the carriage bottom carefully to ensure that it is level. Do this on 600 grit paper and over a flat surface such as a mirror.



Use 0.020in styrene sheet for the roof. Bend the roof to shape by using a former – I found a metal biscuit tin that was the correct diameter. Dip into boiling water for 90 seconds using rubber bands as clamps.



Cut strips of 0.010in styrene sheet into 1mm strips and add to the carriage ends. Add steps made from the same material. I think four is an ideal number.



Glue the brake gear onto the axleboxes and then the bearings into the latter using cyanoacrylate.



Make two end pieces to give the roof rigidity and to hold it in place. If you cut these to give an interference fit, your roof will stay in place without glue and can be removed in future for access.



Make or extend the brake 'V' hangers and fit a shaft between them using 1mm styrene rod. Use 0.010in styrene strip to represent the brake pull/push rods.



Glue the axleboxes into place using cyanoacrylate after carefully marking the positions beforehand. You must ensure that the bearings are exactly opposite each other.



Add roof detailing. I used torpedo vents from Wizard Models (51L). I also made some oil lamps from styrene and rain strips from Evergreen 0.25mm x 0.5mm strip.



Add detailing to the solebars by using a 0.010in styrene overlay. You can use a blunt tool to impress rivet detail from the reverse side before fitting.



TOP TIP

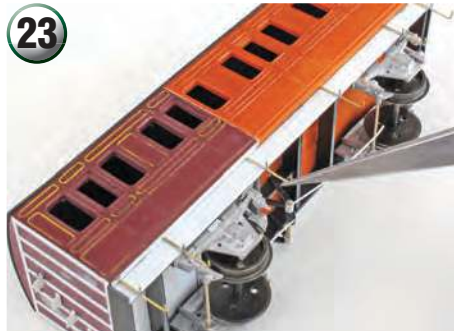
If you don't feel confident constructing a scratch-built chassis, use another undercarriage. This brake coach, built above the solebar in the same way, runs on a Dapol Trackside Brake Van chassis (C038).

22



Make step supports from 0.45mm brass rod. Make an 'L' shape 11.5mm long and solder another piece on 5mm down. Then snip both pieces off about 2mm in length.

23



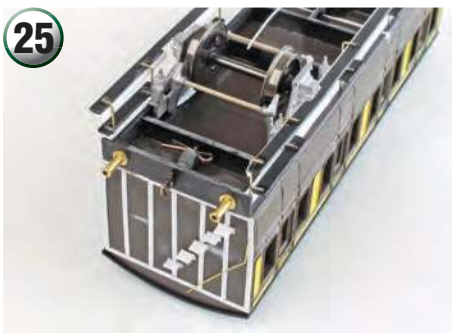
Glue the step supports to the solebars using cyanoacrylate. In general, you need to have a support under each door and one extra at either end of the carriage.

24



Make steps 3mm wide from 0.020in styrene sheet and glue to the supports using cyanoacrylate. File cut-outs to go around axleboxes.

25



Add a buffer beam made from 0.030in styrene sheet, couplings of your choice and buffers. I used some buffers from DMR Products and couplings from Romford.

26



Make handrails from 0.3mm brass rod using a handrail bending jig such as the one depicted from Bill Bedford. The door handles are made by soldering 0.45mm brass rod into a 'T' shape.

27



Spray with a primer and when dry, hand-paint the carriage interiors. I used Humbrol 250 enamel. Mask couplings beforehand.

28



Spray the top coat, but mask the windows to avoid overspray inside. I used Humbrol acrylics 33, 186 and 67 for the undercarriage, carriage sides and roof respectively.

29



Drill holes and add the handrails and door handles using cyanoacrylate. Also add the buffer heads as per the supplied instructions.

30



Cut the glazing into sections of three windows and glue into place with PVA glue after cleaning with a file. Ensure they don't foul the roof before gluing.

To finish, add weight to the space between the solebars. A product such as Deluxe Materials' Liquid Gravity is ideal for this. Upgrade to metal wheels if the coaches formerly had plastic ones. I am pleased with the finished result and am happy to run this stock on my layout. Making these carriages is an enjoyable project if you're not looking for strict accuracy. By looking at photographs of the real thing you can model carriages from many regions and give the look of many pre-grouping companies. There are many sources of parts too; try Wizard Models, Alan Gibson, Phoenix Precision and MJT from Dart Castings. To improve the coaches further, add seating, passengers and lights. These coaches are rather sombre in colour, being intended for industrial use, however, there is scope for some lovely pre-grouping liveries. If you can't wait for off-the-shelf items to become available and you're tempted to try a weekend project, why not have a go?



HOW TO... BUILD A LASER-CUT SIGNAL BOX KIT

Words & Photography: Phil Parker

Phil Parker builds a laser-cut kit from LCUT Creative - a fine addition for many layouts.



Signal boxes are an essential part of the railway scene, but it's not always easy to find the right one for your layout. Those large windows, so important for the signaller to do his job, give us model makers a few problems. Big holes weaken walls and you need to think about some sort of interior detail to fill the void.

LCUT Creative produce this very reasonably-priced kit based on the 'box' found at High Dyke on the East Coast Main Line. It's slightly simplified, there aren't any handrails on the front verandah and other rails have been beefed up slightly, but it captures the look of the prototype convincingly.

Part fit is good, although it pays to test fit each one before gluing. Any modification is simple using a sharp knife, and the board the kit is made from cuts really cleanly. With a little thought, I'm sure other signal boxes could be produced, as these buildings turned up all over the network and were variations on standard designs. For kit-bashers, this is perfect, and made even easier as the firm can supply many of the component parts separately.

A couple of evenings' work will allow anyone to build themselves a signal box, perhaps with an extra one for the interior as it's tempting to go to town painting this, but that's part of the fun.

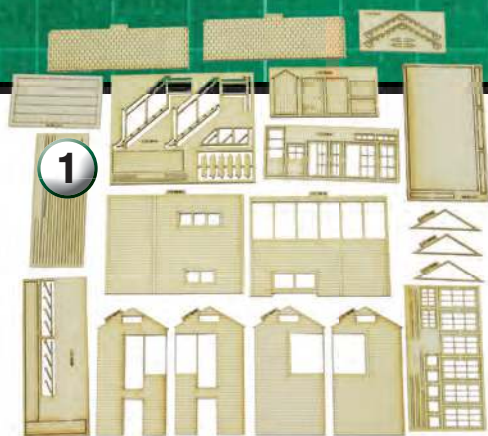
SHOPPING LIST

LCUT Creative
www.lcut.co.uk

OO gauge LNER signal box (B 00-34)
OO gauge medium signal box interior (I 00-01)

TOOLS

Sharp craft knife
Steel rule
Cutting mat
Deluxe Materials Rokit Card Glue
Deluxe Materials Glue'n'glaze



1

There are a lot of parts in this kit, including alternative sides for the box, so the builder can choose to put the steps on the left- or right-hand side of the finished model. They are also useful if you want to practise your painting on parts you won't be using later.

4



Windows fit inside the holes and I find running a little glue along the inner sides of these, then sliding the glazing bars gives a neat finish. I'm using Deluxe Materials Roket Card Glue, which is quite thin. Apply sparingly and it works well.

7



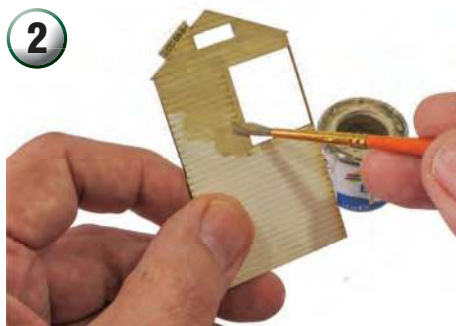
The framing is fitted to the outside following the plank lines. On the back, it has to be cut to length to fit either side of the vertical piece. The colour on the real things varied a lot. I've chosen a classic look with the wooden frames picked out, but in later days, the boxes tended to be painted a grubby white colour all over thanks to British Rail economies.

10



The roof can be fixed straight to the model but, with a little care, can be left removable. Once all the bracing is in place, the result is surprisingly strong.

2



Pre-painting the parts makes producing a neat model a lot easier. You could assemble the kit and then paint it, but achieving clean lines around the windows would be fiddly. I'm using slightly-thinned Humbrol enamel paint, which covers well, but soaks into the card. Two coats would give a perfect finish, but one leaves a nicely-weathered look.

5



The floor helps keep the model square while the sides are assembled. Long spacers in the corners place it at the right height, and yes, I have put the one nearest the camera in the wrong place; there should be a gap down the edge for the side to fit in. It was quickly removed with a sharp knife after the picture was taken.

8



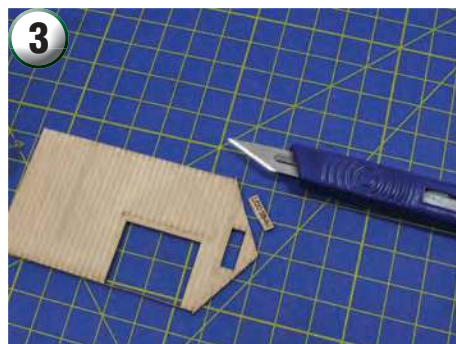
Building the stairs looks fiddly, but it isn't. The end of each tread slots into a square hole and everything fits together tightly enough to hold without any glue. I don't trust this long term, so run a tiny amount of glue around each joint, letting it soak into the card. Once painted, these won't come apart.

11



Inside, an LCUT interior kit is fitted. This is made up of a laser-cut card shelf, levers, instruments and clock, plus 3D-printed bells, desk, chair and fire. There are plenty of parts to fill the box. They would be useful for other makes of signal box, too.

3



Parts are cut with identifying numbers on the side. Cut these off before assembly as they would be almost impossible to remove afterwards and several of the pieces won't fit. This one will stop the roof sitting down for a start.

6



With all the sides in position, I run some glue along the inside corners for extra strength. The glazing can be fitted now using some clear plastic fixed inside with an all-purpose clear glue or Deluxe Materials Glue'n'glaze.

9



Balconies are hung on the outside. The Roket glue is strong enough to 'grab' them and allow me to fit the brackets afterwards. Those under the front balcony need to be trimmed slightly where they touch the wooden framing.

11



All finished. Weathering is limited to a little dry-brushing on the green woodwork and a wash of thinned brown acrylic on the balconies.



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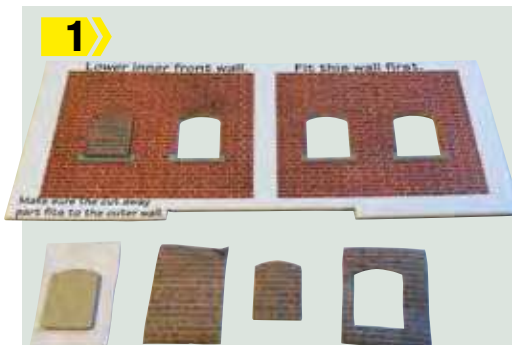
SIGNAL BOX DERELICTION

Adapting card kits can be very enjoyable as Paul Kirkup validates with this Metcalfe LNWR signal box. Here's how he transformed it to wrack and ruin...

Empty and disused signal boxes, goods sheds and station buildings became a common sight from 1963 onwards, as branch and secondary route train services became DMU operated, and staff were withdrawn from stations. Often this was a prelude to complete closure of many branch lines. With often just a basic passenger train service in operation, goods yard sidings were ripped up and single line operation instituted on former double track routes.

Even in rural areas it didn't seem to take long before redundant buildings became vandalised, starting with windows being broken and doors smashed in. Boarding them up was often only partially successful in thwarting the vandals' attentions. Lack of any maintenance resulted in damaged roofs and missing rainwater goods, then water would accelerate the cycle of decay.

Many layouts feature a signal box, but not many show them in a derelict condition. Here, I've taken Metcalfe's popular LNWR signal box kit and built it to represent one of these unloved, but still standing, victims of modernisation and Dr. Beeching. ■



Many signal boxes had their locking room windows bricked up over time. I've stuck Scalesscenes brown brick to the window cut-outs and refitted them back into the front wall.



I cut the locking room door so I could model it in the open position, and I cut a piece out of the card kit base so the door would stand open.



Before I fitted the windows, I hacked them about with a craft knife to look as though the locals had been using them for target practice!



Using the Metcalfe first floor as a template, I cut a new floor from 2mm balsa. In order for the grain of the timber to run correctly for the projecting gallery planking, I had to cut several pieces which I glued together with PVA.

What we used

- Metcalfe 00 LNWR signal box and signal box interior mini-kit
- Scalesscene 00 brown brick download
- Scalesscenes 00 roofing slate download
- Humbrol 53 Gunmetal metallic paint
- Ronseal wood dye 'Peruvian Mahogany'
- Railwayscenics flaking paint wood print download
- Jewellers aluminium wire 0.3mm and 1.5mm
- Ratio 538 guttering and rainwater pipe fittings
- Wilko emulsion tester pots 'Java Bean' and 'Nutmeg Spice'
- Woodland Scenics Fine Turf Earth scatter material
- Jarvis Black Ash scatter material
- Jarvis Light green and mid green scatter material

PRACTICAL BRM

5



I marked out the planking using a ball point pen, which will show through the next stage.

8



The main windows were then broken. This time I went a bit further and took out some of the timber glazing bars as well. This is hard work as the glazing material is quite tough. I found that a heavy duty craft knife worked best, but watch your fingers.

11



I assembled the upper part of the box, before realising I should have lined the inside walls. I downloaded flaky, white painted timber boarding from Railwayscenics.com and printed it onto an A4 size self-adhesive label, before cutting sections out and sticking them to the inside walls. I realised afterwards that the internal planking should have run horizontally, not vertically.

14



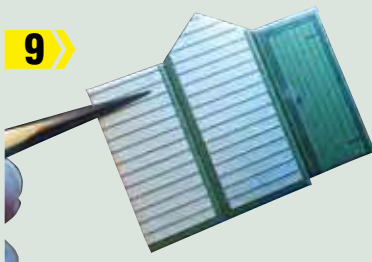
I did the same to the cabin floor and furniture and when all was dry I dabbed thin PVA onto the walls and sprinkled some light green scatter material. I did the same on the floor, but this time used a mix of Jarvis black ash scatter and Woodland Scenics Fine Turf Earth concentrating the debris build up in the corners and around the fittings. Adding some tiny offcuts of card, string, tiny scraps of paper and glitter, to represent broken glass, completed this stage.

6



I stained the floor with two coats of 'Peruvian Mahogany' wood dye, and distressed the planking with a scalpel, my fingernail and sandpaper. I then weathered the timber using watery washes of white, black and brown acrylic paint, before dry-brushing with Humbrol 53 'Gunmetal' metallic, to represent the silvery look of old wood.

9



Before I stuck the main windows in the upper walls, using a very sharp scalpel I lightly scribed along all the timber planking lines, just enough to cut through the printed surface of the card. This was to help the weathering stage I will use later.

12



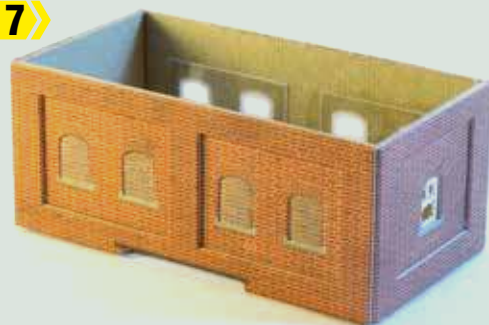
I assembled the fittings mini-kit, and made a floor from card and marked it with planking using a pencil. I used a piece of cereal box card, which happened to be brown on the non-printed side. This was cut to be a snug fit in the base of the upper storey, to keep it square. I painted the various fittings with a wash of dirty grey/brown acrylic paint, before adding some rust weathering powder to the frame, stove and gate wheel.

15



Now for the roof. Firstly I added a structural ridge cut from a wooden coffee stirrer, before marking out rafters on the roof which comes with the kit. I cut out the waste material to leave me with five 'rafters' on each roof slope, 2mm wide spaced 8mm apart.

7



The base of the box was assembled following the Metcalfe instructions.

10



I cut off the roof flap as I didn't need this and it would be in the way of the detail I was going to add later. I also cut the cabin door so it could be modelled in the open position too.

13



Then I stuck the various fittings to the floor, deliberately breaking the chairs and table leg in the process, to represent vandalism. I wanted the cabin interior to look as though the roof had been leaking. To achieve this I brushed the walls with white spirit then, while it was still wet and starting at the top, I brushed on small amounts of 'Peruvian Mahogany' wood dye. This ran down the wet walls creating streaking. Adding more dye in places suggested a concentration of water at that point. Don't worry if it looks a bit dark when wet, as it dries lighter.

16



This time I remembered to apply the internal planking before I fitted the roof. I'd already cut along the planking lines, so that part of the ceiling that falls away could be modelled.

17»



I stuck the roof onto the upper floor and painted it with a mix of emulsion. I used tester pots from 'Wilko', Java Bean, Nutmeg Spice and black acrylic dabbed on to achieve an old, dirty appearance.

20»



The bottoms of all three doors were scratched with a sharp scalpel to remove the printed surface of the card. A brush loaded with clean white spirit was held on the bottom of each, which wicked up into the card. This was then repeated with the dark wood dye to simulate rotten water-damaged timber.

23»



The plastic staircase was tackled next. I scraped the top of each stair tread and lightly gouged them with a pointed scalpel blade to represent wear and timber grain, then I cut away bits of one or two steps and broke one completely. I also cut away one of the handrails before assembly and painted them with my black/brown emulsion mix. Dry brushing with Gunmetal brought out the highlights.

18»



In order to model the 'open' part of the roof, I added slating laths cut from 25 thou' plastic microstrip spaced at 4mm centres (3mm would have been better) stuck with UHU, and added a card overlay to the rest of the roof to bring it up to the same height. I used cereal box card for this. I also used the Metcalfe barge board spacers, but made some larger barge boards from 1/8th inch balsa and ran the laths onto them. The slating laths and roof overlay are then painted with a brown/black emulsion mixture.

21»



On the real thing, the window cleaning gallery was supported on cast iron brackets. I made these from standard office staples, bent and cut to shape before supergluing them to the wall and underside of the gallery.

24»



The final item to make was a stovepipe. I used a plastic lollipop stick, cut and filed to fit before gluing it together, but 2mm tubular plastic section would be just as good.

19»



The slates (downloaded from Scalescenes) were stuck to the roof and laths using neat PVA. Some areas were left without slates and some tiny offcuts were stuck in place to add to the air of dereliction.

22»



Final detailing then took place, using Ratio guttering and 1.5mm diameter Jewellers aluminium wire as rainwater pipes, with collars made by wrapping 0.3mm Jewellers wire twice around the pipe. Handrails across the windows were made from 0.3mm Jewellers wire glued into small holes drilled in the card.

25»



Finally, I gave the whole building a light blasting with a watery spray of dark brown and black acrylic. Then, with the spray on a finer setting, I added further weathering below windows, where more run-off occurs, and at the base of the wall, where splash-up occurs. I tried to get a rain shadow on wall surfaces where an overhang protects the wall from the worst of the rain.

Conclusion

Here's the finished signal box. I've just added a little bit of moss and other debris on the window gallery and staircase, and a few tiny, irregular cuttings from the glazing sheet to represent broken bits of glass lying around. Once the building has been fixed in place on the layout, more broken slates can be scattered on the ground below the areas of roof damage, with further debris such as bits of timber, broken furniture and other items like the signal box nameboard perhaps.



The Fell – 10100



The Fell – 10100

KR Models proudly announces the launch of the much-anticipated model of the **Fell – 10100**. This very unusual looking loco was quite the head turner. Plus it's unusual engineering makes it a very sought after model. With **4 Paxman** prime mover engines and two **AEC** auxiliary engines, it had the most complex gearbox ever engineered. Having been brought into service in 1951 and because of a fire, put out of service 1952

It will be available in **Black** and **Brunswick** green in both **OO** and **N** gauges, subject to enough interest. This **RTR** model will be available in both liveries, and in **DCC** ready and **DCC** sound. It will have a 5 pole motor, **ESU** LokSound V5.0 decoder, sprung buffers, **NEM** pockets. Prices will be **£140** and **£245**.

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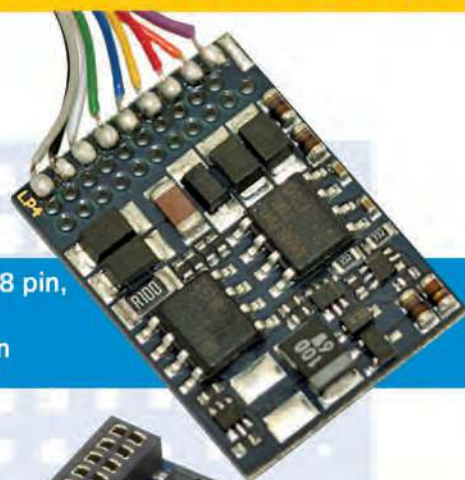
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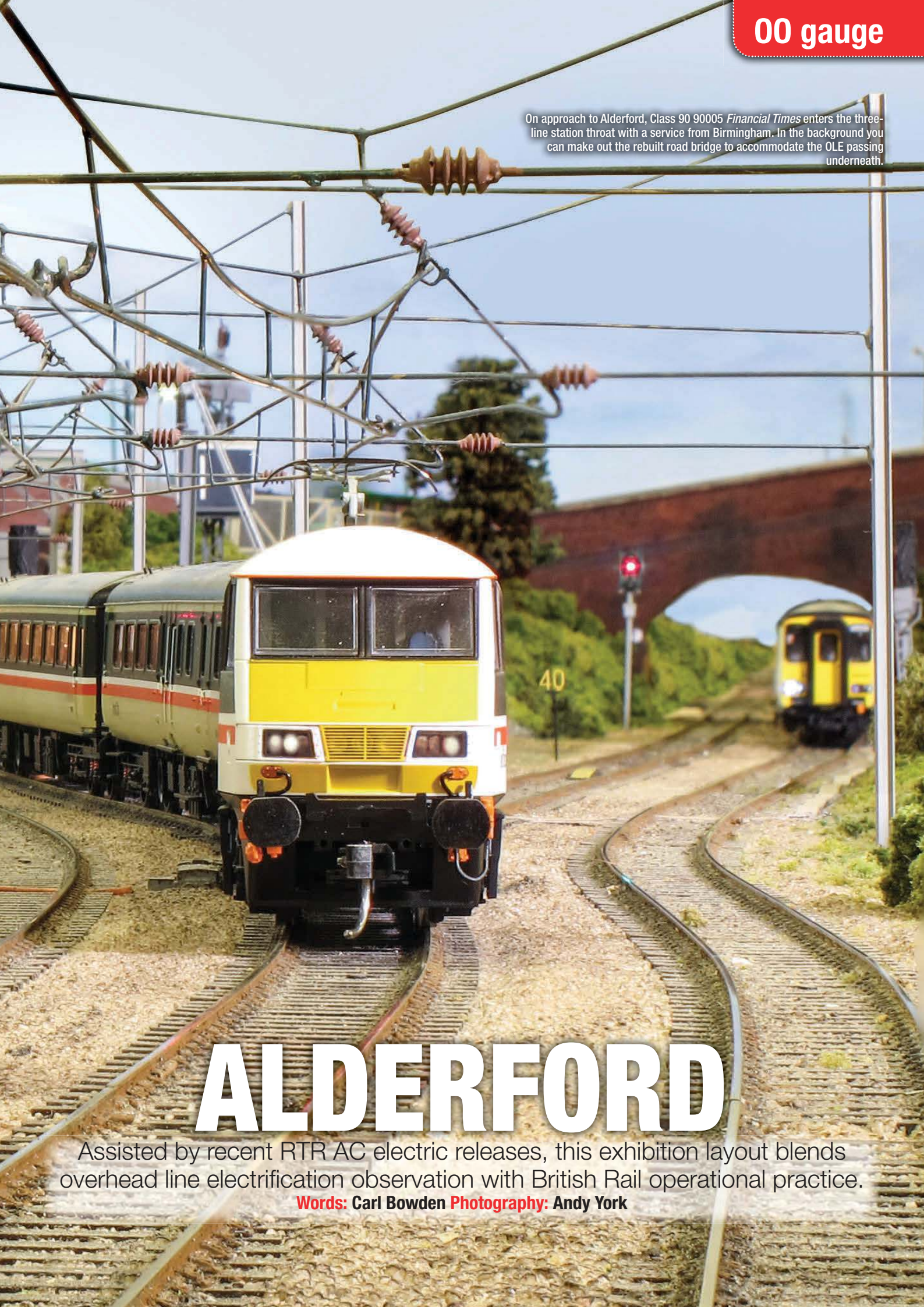


Factfile

Layout name: Alderford
Scale/gauge: 4mm:1ft / 1:76 / OO
Size: 37ft 3in x 2ft
Era/region: BR North West (1985-1990)
Layout type: End to end

00 gauge

On approach to Alderford, Class 90 90005 *Financial Times* enters the three-line station throat with a service from Birmingham. In the background you can make out the rebuilt road bridge to accommodate the OLE passing underneath.



ALDERFORD

Assisted by recent RTR AC electric releases, this exhibition layout blends overhead line electrification observation with British Rail operational practice.

Words: Carl Bowden **Photography:** Andy York

LAYOUT FOCUS

After having to wait at the signal for the class 90-hauled service a three-car class 108 DMU service from Buxton slowly approaches the station throat while an electric-hauled service departs, passing the loco service shed and stabling point.



Class 47 47612 prepares to come off shed and drop on to a cross country service for Ipswich. Alongside is celebrity class 25 25322 *Tamworth Castle* waiting for a rail tour due to arrive later in the day.



When the time came for me to start thinking about building a new layout, I was wanting to do something different from my two previous layouts both of which were of the round and round kind, 'Scotforth Junction' in N gauge followed by 'Great Endon' in OO.

While on the lookout for ideas and having some criteria in mind (a terminus station and overhead electrification to name two), I came across an article in BRM's sister magazine *Traction Annual* 2009/10, featuring 'Liverpool Lime Street' in the years of 1985/86. The idea that came from reading this article and studying the photographs was to model the operation methods of Lime St. but within the confines of a station with only five platforms, and from this the seeds for 'Alderford' were sown.

From idea to reality

With the help of a former Preston club member, the trackplan was created using a free trial version of Anyrail layout planning software. Once we were happy with the plan, construction was started on the layout in early 2011.

The track was barely laid on the baseboards when I was given the invite form for 'Alderford' to attend its first exhibition in 2013 by the Preston club exhibition



A view not normally seen by members of the public at exhibitions; this is the sight that you would be greeted with having just walked through the station entrance on to the platforms. A Class 156 DMU service for Leeds occupies platform 4, a Class 304 EMU on a service to Crew on platform 3 and Class 90 90005 on platform 2 with the arrival from Birmingham.

manager. Being a member of the Preston club may have helped get this first invite, but also this set the time scale for having the layout in a presentable state before its first show.

Construction

The biggest lesson I learned from my last layout was to not use chipboard for baseboards.

For 'Alderford' I decided to use 12mm marine grade plywood sheet for the baseboard surface and 15mm ply for the framework. A total of nine 4ft x 2ft baseboards make up the layout, 24ft for the scenic section and 12ft for the fiddle yard, plus a 2ft x 15in extension for the station building and street scene. All of the legs for the layout are hinged underneath and each baseboard section piggybacks off the last.

Track work is all Peco Code 75 with live frog points. These are a must in my opinion for the absolute minimum of power interruption, even with DCC control and locomotives manufactured to today's modern standards with all-wheel pick-ups.

I'm not going to go into too much detail about how the land contours were created and what ballast, scatters and foliage were used, as I would just be repeating what has already been published so many times in other layout articles, except for one thing about ballast and that is I preferred to use N gauge ballast as it looks more to scale in my opinion than that labelled for OO gauge.

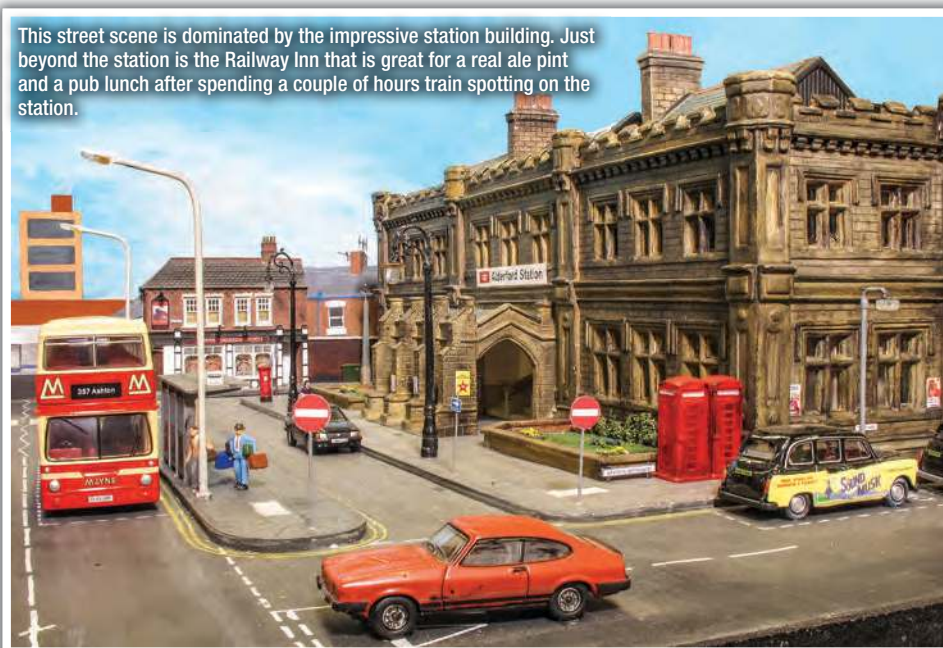
'Alderford' Station

Buildings and structures on 'Alderford' are a mixed bag of scratch-built, kits and ready-to-plant items. Starting with the low-relief buildings on the backscene, the church and the office block for the industrial area are scratch-made from flat sheets of clear Perspex with added brick or stone embossed sheet, raised detail, and then painted. The church also has a working clock face added into the tower for that extra finishing touch. The remaining low relief buildings are from either Ten Commandments or the Skytrex range.

The locomotive maintenance depot shed, office block, disused signal box and the low-relief corner pub by the station building are from the Bachmann Scenecraft range.

The station building, of which I get asked quite often about at exhibitions, is from the Townstreet Models range of cast resin kits and is loosely based on the main building of Carlisle Citadel station. Finding an impressive station building for 'Alderford'

This street scene is dominated by the impressive station building. Just beyond the station is the Railway Inn that is great for a real ale pint and a pub lunch after spending a couple of hours train spotting on the station.



A class 31 still in corporate BR blue livery and looking in need of a wash heads a trans-Pennine service for Newcastle-upon-Tyne. A cascaded Network South East Mk1 coach can be seen in the train.



Class 304 304010 EMU departs platform 3 with the service to Crewe. Class 303 and class 310 EMU's are also known to work services to and from Alderford.

An overview of platforms 2 through to 5. Class 90 90005 crawls forward to the platform signals after being released from the buffer stops.



was a bit of a concern at the start, as I was not liking a lot of what was on the market, either ready-to-plant or in kit form and was thinking that this was also going to be a scratch-build job. It was only by chance that I spotted a small advert in the back of a magazine for Townstreet Models with a photograph of the built station kit and that was it, my search was over - it was the perfect station building for 'Alderford', despite the near £100 price tag! Room interiors are being fitted to the building, but this is still an ongoing job.

The train shed for the station is Peco, using four kits to make the 3ft 8in twin-arch structure. Originally, I also used the support pillars that came in the kit for the middle, the two sides being supported by brick arched walls, but within the last 12 months, they were replaced with much more robust brass tube pillars, support beam and ornate bracing at the top of the pillars. Changing the pillars to brass tube also allowed me to

attach working lamps to them. The train shed roof lifts off to facilitate access to clean the track and re-rail derailments.

The power feeder shed for the overhead line equipment is the only scratch-built full building on the layout built for me by John Wilson. He was on the job of building one of these sheds for the club layout, so I thought he may be happy to build a second one for 'Alderford'.

Electronic wizardry

Once I had got all of the track laid for the scenic area, the next six months were spent installing the track wiring to the DCC bus, wiring all of the 24-point motors, including two diode matrices, 17 signals (two of which have theatre boxes), and the control panel for the points and signals.

A DCC twin bus line runs the full length of the layout and every length of rail has a dropper wire down to it. Experience has taught me never to solely rely on rail joiners!

All of the points on the scenic area of the layout are controlled using the more traditional method with buttons laid out on a mimic track diagram panel. The panel connects to the layout using multiple 'D'-type multi-pin leads. As these multi-way cables can only handle low current, I have used relay switch boards between the panel and the point motors. The panel buttons trigger the relays switches and the relay contacts handle the higher currents from the CDU to the point motors.

All of the points in the fiddle yard are hand-operated to keep the wiring as simple as possible in this area. For all of the lighting and signals, a second 12V DC supply bus again runs the length of the layout.

The signals on 'Alderford' are what I would call semi-automatic. Normally all signals are set to red and are called off to yellow or green as and when train movements require. The electronic brains behind the signalling control are three Arduino Nano micro-processor boards with custom programming code. On the panel, the signaller pushes a single button to set a required signal to either yellow or green. The signals reset back to red once a train passes by triggering an infra-red detector set in the track. An additional programming code has been added to the micro-processors to prevent conflicting train movements from the station platforms.

The exception to all of this are the ground signals, which have been kept manually-operated.

Live wires?

The Overhead Line Equipment (OLE) is probably the biggest single feature on 'Alderford' and is the subject of most of the questions I get at exhibitions, including "are the wires live?" The wires are not live, but one stipulation was that all pantographs on electric locomotives had to run up against the wire. I'm not really a fan of pantographs being held just short of the wire.

The vast majority of the support structures are of the multi-track head span type. These had to be built in-situ, first by driving in the 4mm 'H' section in to 3.5mm drilled holes in to the baseboards. Then all of the wires, insulators and catenary arms were attached with the help of a marked-up block of wood that sat on the track to make sure that the catenary arms were positioned correctly.

The actual catenary wires are from the Sommerfeldt range, as are the single arm masts used at the end of platforms 1 and 2

and along platform 5. 'Alderford' was built just a few years too early to benefit from the introduction of the Peco OLE system.

I have also fitted springs to the two ends of the OLE system just beyond the bridge as part of the wire lead on/off ramp and at the ends of each platform to apply tension to the whole system to prevent too much up and down movement of the pantograph as it runs along the wire. The wires are also zig-zagged along the length of the layout to even out wear on the pantograph contact shoe.

The majority of my electric locomotive fleet and EMUs have all been fitted with Sommerfeldt pantographs as I just find they work better than the factory-fitted offerings and all of them have had the pantograph arm spring tension reduced to lower the

upward force against the wire.

The exception to this is the newly-introduced Bachmann Class 90 with its working servo-driven pantograph, which when in the up position is already very softly sprung. This is a very welcomed feature that gets made use of a lot on 'Alderford' whenever a Class 90 is stabled waiting for its next turn.

Layout operation

'Alderford' is operated by a team of up to six people, the signalman, the station pilot, two operators at the station, one bringing in arrivals, the other on departures and the last two operators working the fiddle yard.

With 'Alderford' being set in the mid- to late-1980s, a form of BR inefficiency is

applied. A typical locomotive-hauled train movement would start by being sent from the fiddle yard by one of the fiddle yard operators to emerge from under one of the two bridges. As the locomotive travels along the layout, its control is handed over to the station operator dealing with arrivals.

Once the train arrives at the station, the locomotive is uncoupled from the train with the aid of magnets triggering Kaydee couplings and is then classed as trapped at the buffer stops.

If all is running to plan, the station pilot operator will have got another locomotive ready to drop on to the rear of the train that has just arrived.

When the train departs from the station this will release the locomotive that was

Alderford is also served by a number of HST services from the South West of the country. This HST set is fitted with sound in both power cars with EM2 speakers. The sound of the Paxman Valenta-fitted power cars is very impressive when departing from the station.



trapped at the buffers. At the likes of Liverpool Lime Street it was common for this locomotive to follow the departing train quite soon after as far as the signal at the end of the platform and this is common practice on 'Alderford'. When cleared to do so, the locomotive will then proceed to the stabling point to wait its next turn.

Obviously, all this has to be fitted in with the other frequent train movements like DMUs, EMUs or even an HST coming and going.

At least half of the locomotive, DMU and EMU fleet is DCC sound-fitted and this enhances the operational experience, from locomotives stabled on the depot being shut down and started up, to the door beeps and guard to driver buzzers on the multiple units.

Operating on 'Alderford' can definitely keep your mind occupied for hours.

Final thoughts

'Alderford' has been on the exhibition circuit for over five years and I would like to think I will get at least another five years, if not more, before I start to think about building a replacement. A few shows in Scotland or down south would be nice - a little hint to exhibition managers!

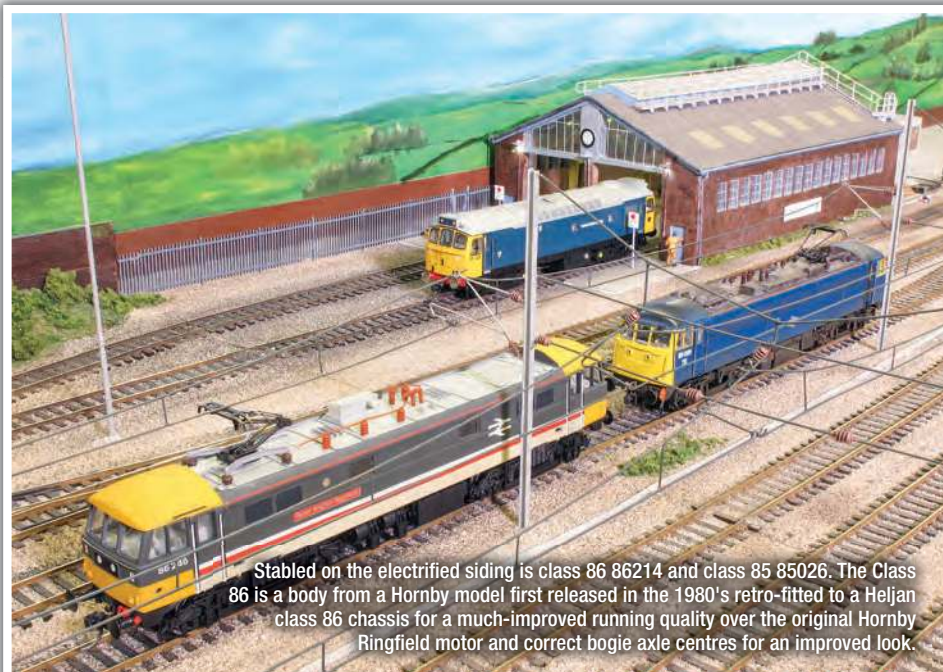
Without my team of operators I would be very stuck when attending exhibitions so first off, I would like to say thank you to Bill Taylor, Jeremy Davison, Dave Pallent, Phil Holgate and Michael Duffy-Price for being happy to play trains with me. I must also give a mention to the standby men Chris Wilks and John Wilson.

A special thank you must go to Bill Taylor, who provided a lot of modelling help on the scenic work in order to meet the deadline for being ready for the first show at Preston.

A big thanks to Dave Pallent for his help to programme and integrate the micro-processors into the signalling. Also a special thanks to Andy York for the fantastic photographs.

And finally, I must express my appreciation to the Preston & District club for allowing me to store 'Alderford' underneath the club's main OO gauge layout. It's not as practical to store 'Alderford' at home as I first thought it would be before I started the build.

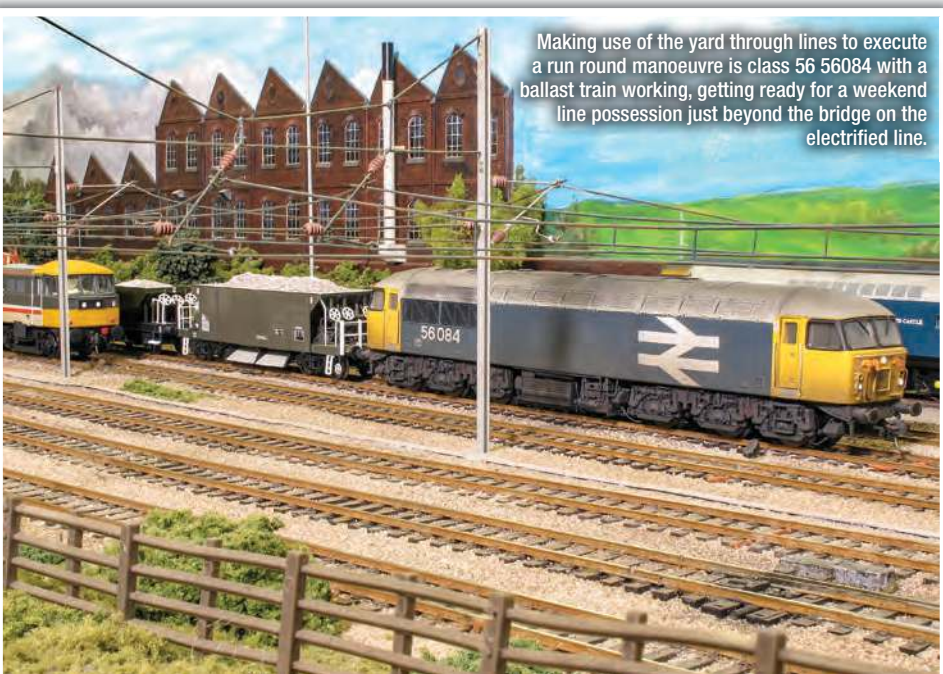
For 2020, 'Alderford' is booked to attend the Preston show for a second time and also the Post-Modernisation show in Newark run by the Lincoln club in October.



Stabled on the electrified siding is class 86 86214 and class 85 85026. The Class 86 is a body from a Hornby model first released in the 1980's retro-fitted to a Heljan class 86 chassis for a much-improved running quality over the original Hornby Ringfield motor and correct bogie axle centres for an improved look.



Waiting for a green signal is 85026 with another service to Birmingham. The Bachmann Mk2f with DCC-controlled interior lighting are an impressive addition on Alderford.



Making use of the yard through lines to execute a run round manoeuvre is class 56 56084 with a ballast train working, getting ready for a weekend line possession just beyond the bridge on the electrified line.



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THE FIGHT AGAINST DUST

Words & Photography: Howard Smith

Howard Smith suggests ideas to combat the perennial problem of dust on our model railways, to ensure your layout remains clean.



Don't we all wish that our model creations, which we've slaved countless hours over could access the fountain of eternal youth? No chance! Just as much as the Ultra-Violet rays of the sun mute colours over time, dust forms an even coating across all level surfaces, dulling the colours of the landscape, adding a level of 'fluff' over building rooves and preventing reliable electrical contact between the wheels of locomotives and the track on which they run.

Though maintenance on any model railway is unavoidable because of moving parts and possible failures, the cleaning regime can be reduced by a combination of preventative measures and useful products.

POLYTHENE DUST SHEETS

'Prevention is the best form of cure' goes the saying and it remains valid whenever dust or dirt is involved. Though dusting 'hard' surfaces, such as buildings, bridges, viaducts roads or models is a straight-forward task, the softer items such as bushes, trees, hedges and grass are far harder to revitalise from the effects of dust, without having to re-apply scatters.

Polythene dust sheets are a cost-effective method to prevent dust falling on the surface of your model railway when it isn't in use. They can be picked up from many a D.I.Y outlet, though take care when placing these over the model to prevent damage to street lamps, signals or other sharp objects

that might get caught. The sheets weigh very little, so won't bend fragile trees, though can be blown around easily, so securing them with foldback/bulldog clips to the sides of your layout is a safe method.

Dust sheets are the sole method for preventing debris and dirt from falling across the entire layout.



BEST OPTION

Where scenery is concerned, dust sheets prevent contamination on trees and other green areas that can't be cleaned properly. Ensure they are replaced the correct way around, or the dust will simply be returned to the layout.

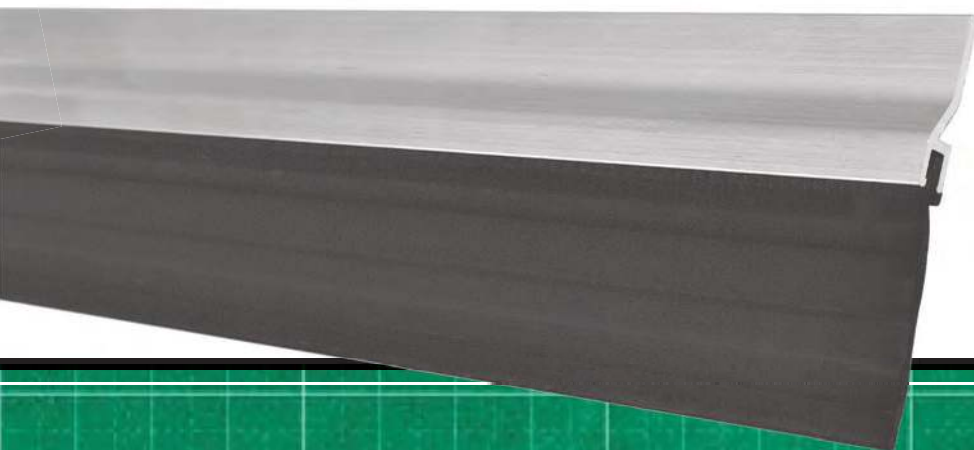


TRACK CLEANING FLUIDS

Dust settles on the rails of our track, whether the layout is kept indoors or outdoors. Though it might not seem much to begin with, it sticks to locomotive wheels easily and across a longer distance of track, it soon accumulates, hindering electrical contact. Regularly cleaning the rails of your layout with a non-abrasive cleaner or a less-abrasive cleaner will ensure that your locomotives perform reliably, as expected. There are a number of solvent-based track cleaning fluids available for modellers to purchase, such as Track Magic by Deluxe Materials. Using a lint-free cloth or its Track Magic Accessory Pack sponges, it can be applied to the inside of tunnel mouths, under bridges and other hard-to-reach areas.

SEAL OFF AREAS

Dust comes from many sources. Indoors, it's mostly from man-made fibres and even human skin, but outside the home, in a garage, for instance, a regular culprit is cement dust. The concrete surface disturbed by feet generates dust, which is easily blown around by air currents that creep around garage doors. Strip material can be sourced from numerous D.I.Y. outlets and is ideal for sealing gaps around doors or garden sheds, reducing the likelihood of spiders and air currents from entering. You can also consider sealing the floor and walls with a paint or sealant to reduce the dust.



NYLON DUSTERS

If your model railway is stored outside in a garage or shed, spiders are sure to find solace in your trees, sheds, platform canopies and many an awkward place. Some of the cobwebs they produce can be so fine they remain hidden from normal viewing distance, but as Andy York or Tony Wright know too well from the layout images you see in the magazine, they are visible to the camera. Even some of the best layouts can suffer from an attack of the spiders. A small dusting brush is ideal for removing the majority of loose dust from buildings and scenery, though be sure to have a vacuum cleaner to hand to collect the loose dust.

TRACK CLEANERS

This method of track cleaning is more aggressive and is falling out of favour by many railway modellers who opt for less-aggressive fluid-based cleaners, though some still have their uses. DCC Concepts is one of the few manufacturers to produce a Track Cleaner which polishes rails, without scratching them. Its (DCT-TCB) Jumbo Track Cleaner offers exceptional value for money, measuring 48mm x 20mm x 77mm. Use to remove more stubborn areas of dirt from your rails, or polish the rail surfaces of newly-soldered hand-built track, particularly the frog areas. You can also consider cleaning pads (pictured above), which attach to your rolling stock and clean the tracks with the passing of each train.



CLEANING COMPOUNDS

A recent innovation is cleaning compounds and these have become more accessible to railway modellers. Cyber Clean from Busch (available from Golden Valley Hobbies) is a cleaning compound that easily adapts to the surface of models and attracts dust and grime from hard-to-reach areas. Unlike cleaning with a brush or cloth, dirt isn't smudged or smeared, but contained in the cleaning material. It is ideal for uneven surfaces such as rooftops, rough road surfaces, ballasted track, locomotives or rolling stock. Avoid touching smaller, more fragile details with the compound and avoid using a wiping motion. Dust and dirt are absorbed and trapped into the material and some of these have a disinfectant too.



Cyber Clean is now stocked with Golden Valley Hobbies. The material conforms to awkward spaces, though be careful if using on weathered rolling stock that hasn't been sealed.

OTHER CONSIDERATIONS

Dust is far easier to remove from your layout if it hasn't been exposed to moisture. Humidity from damp air will ensure that dust sticks firmly to your buildings - the worst culprits being card buildings, which when damp are affected the most. Indoor layouts that have locomotives fitted with smoke units are prone to an accumulation of the vaporised smoke fluid over surfaces, to which dust and dirt can readily stick. Ensure that your space is well-ventilated when these are in use, to reduce fallout and remember to keep your layout covered when not in use.



An unassuming street scene - though look closely and you'll see an even coating of dust on windows, and the doorstep. Photographing your layout is often the only way to notice such problems. The stray green flock in the doorway of the ironmongers would benefit from removal, too.



2020 RANGE ANNOUNCEMENT

6TH JANUARY 2020

Visit www.hornby.com at 10am to see the official range launch



Factfile

Layout name: Bosby
Scale/gauge: 1:76 scale / 32.5mm gauge / OO
Size: 10ft x 6ft
Era/region: Lincolnshire / 1950s
Location: LNER
Layout type: Continuous loop

BOSBY

John Earth's venture into the hobby was a learning experience, and his first layout has provided firm ground on which to develop during his retirement.

Words: John Earth **Photography:** Tony Wright



Class 04 63635 heads a loaded iron ore train to Scunthorpe Steel Works through the station with Class C12 67364 in charge of a couple of vans in the goods shed.

One of my initial aims on my retirement was to build a model railway at home.

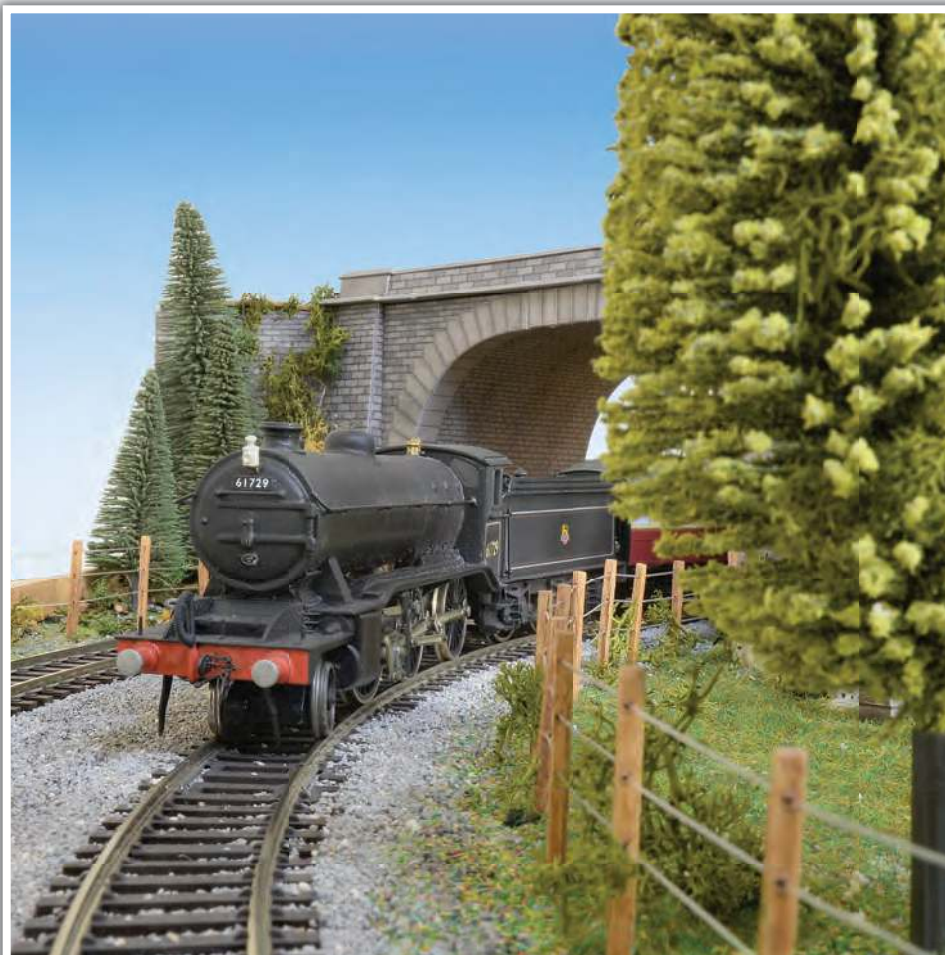
I owned a three-railed track Hornby-Dublo layout when I was about 10. I simply laid the track on a board, added a few coaches and wagons and three locomotives, the LMS Princess Coronation 4-6-2 *Duchess of Montrose*, a Standard tank and N2 No. 69567, the last mentioned I still have. The rest were sold when I got into 'pop' records.

So, 55 years on, where does one start? My wife and I visited old railway station sites in the beautiful Lincolnshire Wolds and we went to some local model railway shows, gaining ideas on scenery and talking to people to see how they portrayed grass, hills, rocky outcrops and fencing.

Practice run

The first layout I built was approximately 5ft x 4ft in size. I built a wooden frame, placed on trestles, with a plywood top covered with cork. It was a singular rectangular track, with two sidings, one for a station and the other a two-lane shed. I experimented with scenery or should I say, my wife experimented with scenery because she has found, I think, a hidden talent.

We bought a Gaugemaster Scenic Starter kit, which gave us our introduction on how to make a realistic grassed area. The track



Class K2 61729 pulls a seaside special from Nottingham to Mablethorpe on the Lincolnshire coast. Some of our home-made fencing in the foreground.

The altered Hornby B1 now 61379 *Mayflower* passing the crossing keepers hut and level crossings at the entrance to the station.



on the first layout was Hornby OO gauge and was laid on the Gaugemaster grey ballasted underlay. While that made for quiet running, we found that for first timers it was difficult to accommodate points, but that was probably due to our naivety rather than the product.

This smallish layout proved, in my opinion, to be a very good move because it taught us several things about building card kits, electrics and track laying, which we were able to take into the layout that has now been built.

The station, locomotive shed and a pavilion were built from Metcalfe kits and, considering I had never built anything before from a card kit, I thought I mastered it quite well. The locomotive I started with was Hornby D49 *The Fitzwilliam* manufactured in the 1980s and some Hornby LNER coaches from the same time. I had thought in the late-1980s that I would build a model railway for our son at that time, but it never came to fruition. However, this first small layout had whetted the appetite to build something bigger.

The next step

After some negotiation, my wife and I agreed that a room in the house would be dedicated to the new layout.

Although I have, at some time, visited all the regions as they were in the 1950s and 1960s, my love is for the London and North Eastern Railway and everything that goes with it. So, it was an easy decision that the layout would replicate the LNER, in particular, the line between Boston and Grimsby, the East Lincolnshire line, and all the trains that ran along that line, plus as far as possible the type of stations and goods yards that could be found.

I wished to have a double circuit (an up and a down line) up to London and down to Grimsby. I wanted the up platform to be longer than the down platform as that was the case at some stations along the line. Space then dictated that the goods yard, had to be on the down side. I wished to have coal staithes and a cattle dock because they were very common in the era, which I had decided upon being the early/mid 1950s.

On the opposite side of the track was to be a fiddle yard. Having been to several model railway shows, some of the exhibitors had fiddle yards so that trains could be made up and different trains were ready to run at any one time. So, armed with a rough sketch of the room and the layout that I



Class J11 64328 waits patiently by the coal staithes with two loaded coal wagons, while the owner of the Morris Minor pickup truck collects some bags of coal.



A view of the station building on the up platform, a car park to the left, an AA box and motor cycle sidecar to the right and the rolling fields behind.

hoped to achieve, I went to the Goods Yard model railway shop at Tuxford and asked them to draw me a scaled drawing of a layout incorporating as far as possible what I would like. This they did and, after a little tweaking, they produced a final version of the scaled drawing. The majority of the track is Peco Setrack, but the goods yard has Streamline track for the straight bits.

For the building of the baseboard, I used 9mm plywood supported by a wooden

framework of 3in x 2in planed wood around the outside and cross members every 2ft for support. This has been placed on trestles and stands about 30in high.

Buildings

All the card kit buildings are from the Metcalfe range consisting of the two station buildings and platforms, goods shed, a pair of semi-detached houses, signal box, farmhouse, farm cottage and barn. I have

used the two extra buildings in the goods shed kit, one as a weighbridge office and the other as a crossing keeper's hut. I have also used the office building from the engine shed kit (from the first layout) as a goods yard office. Another small building from one of the Metcalfe kits has been used as the coalman's hut next to the staithes.

Out of the Wills/Ratio kits I have made the cattle dock, which I initially found quite taxing to build. From the same range, a station garage has been built along with an open garage/shed and a yard building out of the Wills corrugated iron sheets.

The coal staithes have been made of the wooden planking sheets from Wills. Real coal has been used in the staithes. We still have an open fire, so I just took a lump of coal and smashed it with a hammer to get it into small pieces.

Scenic touches

We have tried to replicate a scene you might find in the Lincolnshire Wolds. A rolling hillside, farmhouse buildings and cottage on the outskirts of a small town with its motor garage. As mentioned before, the first time we did scenery it was with a foam base. This time I built a wooden lath base with aluminium mesh over the laths and then used sheets of Mod Roc to make the base, before using the grass scatter. Unfortunately, the edges of the Mod Roc can be seen on close inspection and we need to disguise these by possibly using more static grass. On reflection, it may have been better to use the foam and Polyfilla, but the whole point about modelling is that you learn all the time.

It is, however, the detail that goes into the scenery that makes the layout come to life. Around the farmhouse there are trees, some hand-made, some bought. There's a bench in the garden and table and chairs on the patio. The circular drive is made of a very fine ballast to replicate a shingle type drive with a tree as the central feature. There are farmhouse gates that are in-keeping with the era, and status of the farmhouse.

Slightly away from the farmhouse is a kitchen garden with the gardener going about his daily maintenance. Around the farm buildings there is an impression that there is a muddy track that tractors may have used with an access gate into the hillside grassland. On the hillside we have tried to replicate gorse bushes.

The stations along the East Lincolnshire line were quite famous for their gardens. On

FENCING TIPS



My wife and I attended a model railway show in Lincoln, where a gentleman was demonstrating how to build post and wire fencing from matchsticks and fishing line. After watching him do it, I bought the small pencil-like drill from another exhibitor at the same show and was determined to make my own. I never imagined how many different weights of fishing line you could buy or indeed, which one I wanted! It is a case of trial and error. After three failures, I went for a 0.40mm with a strength of 18lbs/8.2kg. The matchsticks you can acquire from a craft shop. Not all are suitable, but you soon get to know which are. Drilling three holes in one matchstick is time consuming, particularly lining up each matchstick so as to get the holes in more or less the right position. Once all the holes are drilled, we thread the fishing line through and tie it at one end. The other end was not tied until the fence was actually in place on the layout. I painted the matchsticks with a wood stain after threading the fishing line through. This was because, if you stain the sticks before threading the fishing line through the hole, because they are small, the holes tend to get stain in them and then you have to drill again to clear the hole and then the drill bit gets messy. Then comes the job of drilling holes in the plywood to the thickness of the matchstick. I prefer not to make these holes any larger than I need and just so that you can push the matchstick through. They tend to hold in position. Some will move up and down, but a bit of glue remedies that and I use the same glue for that as I do for the card kits. Specialist glues are available but I use thin Hi-tack all-purpose sticky glue, which dries clear.



Farm worker's cottage with gardens either side, a pond and drive down to the road. Also some of the trees disguising the backscene join can also be seen.



Class B1 61379 *Mayflower* heading a passenger train bound for Grimsby. A Bedford OB bus pulls up at the bus shelter. Allotments, chicken run, greenhouse, garden shed etc, beyond.

the up platform, we have built two garden troughs from scratch. The base being odds and ends, in particular the floor is small lengths of Metcalfe station platform and the sides are Wills planking. The trellis work was part of the Busch kit, being the stanchions that held the various flowers in place before they were cut out. To the trellis we added the roses from the Busch kit to give the effect of climbing roses. In the bottom of the trough we used daisies from the Busch kit, together with white and pink bits from a bought cherry tree to give the effect of ground plants/flowers.

In the goods yard we built a yard crane from the Wills kit, which is a near replica of the one that was in the Louth goods yard. On the opposite side of the road to the goods yard we have grassed an area and sited a war memorial. Further along is the Station Motor Garage from the Wills kits with fuel pumps from P & D Marsh Models.

We have added lighting to some of the items on the layout. In particular, there are small LED lights in the station buildings on both platforms, in the farmhouse, farm

buildings and farm cottage.

Backscenes can be bought from all good model shops with virtually any scene you want. We chose a sky scene. Our backscene is on wooden planks. We read all the different ways you are supposed to be able to stick the backscene in place. We had to have a join in the backscene as you cannot buy the length we required. We made the join in the middle; perhaps we should have gone for two joins, so that the middle was a complete sheet, who knows! We decided to use double-sided tape to stick the backscene to the wooden plank and we were initially pleased with the finished look. Then one side of the backscene started to come away from the wood and it would not stick back. It was only noticeable when you looked down on it. From a distance it looked alright, but one day we decided it was not good enough. The section of the backscene came off easily enough after we had eased the wood planking away from the hillside scenery. However, getting another sheet of backscene on to replace it was another story. The match between the two sheets was never

going to be as good as the first time, unless we bought a new one. Eventually we decided on a strip of backscene that we had left from the first go.

This time, after much deliberation, we decided to stick the backscene to the wooden plank with small dots of glue that I used for the cardboard kits. That seems to have worked. However, with the wood planking back in position, we had to disguise the join in the backscene right in the middle of the layout. This is where my wife had to use her skill in making some higher ground and the strategic placing of a tree. The other side of the backscene still remains good with the same double-sided tape!

On reflection

So, my retirement plan is still, after six years, up and running and evolving. When asked, I never told people that I was going to build a model railway for myself when all along it was for the grandchildren. The model railway was for me. Our two eldest grandchildren have never been interested and our two youngest were two and three

ROLLING STOCK

- Class C12 – hand-built from a Craftsman kit originally built as No. 67398 with a 40C Louth shed plate. That had to be changed to No. 67364 because the handrail didn't extend over the smokebox door on the original and it did on No. 67364.
- Class A5 – again hand-built from a Craftsman kit No. 69808 with a Boston 40F shed plate.
- I purchased a second-hand Class J6 No. 64245 based on Retford shed, built using a Graeme King resin body and tender with a scratch-built chassis.
- A Bachmann Robinson Class O4 was purchased from The Model Centre at Goathland and weathered by the firm, along with a change to No. 63635 and a 40D Tuxford shed plate.
- Another Bachmann locomotive, this time a Class J11 was also bought from the The Model Centre, weathered and re-numbered to No. 64328 with a 40C Louth shed plate.
- A Class K3 ready-to-run engine produced by Bachmann was bought from the Goods Yard at Tuxford. This was re-numbered to No. 61950 with an Immingham 40B shed plate and weathered by Jon McGuinness at A1 weathering.
- I have two Class B1s. Both are the current Hornby model No. 61032 *Stembok* and both were purchased from the Goods Yard at Tuxford. One has been re-numbered to No. 61379 *Mayflower* with an Immingham 40B shed plate. The other B1 became No. 61070 with a New England (Peterborough) 35A shed plate.
- I have a Class K2 No. 61729, which was bought second-hand. It was originally a Nu-cast kit from circa 1970 with a different number, but unlike all the other K2s based at English sheds, it had cab side windows.
- My latest acquisition is a ready-to-run Class O2 made by Heljan and bought from Hattons. This model will be transformed into No. 63929, a Grantham-based locomotive to work the iron ore trains that originated from the Stainby area near Grantham and went up (or should it be down?) the East Lincolnshire line to Scunthorpe steel works.

Class J6 64345 passing the signal box pulling a local passenger train.



COACHING STOCK AND WAGONS

To date, all my coaching stock and wagons are those manufactured by Bachmann, Hornby or Dapol.

Following Nationalisation of the railways in 1948, the coaching stock along the East Lincolnshire line was in the early days a mixture of the old teak LNER coaches, some quad articulated coaches and the new blood and custard (or more correctly crimson and cream) colour coaches. I have a selection of Hornby teak coaches and the Gresley coaches, which after Nationalisation became blood and custards. This is combined with a variety of Bachmann Mk. 1 coaches, which were built after Nationalisation.

With the wagons, I have again tried to reflect what was common along the East Lincolnshire line. I have a number of iron ore wagons. Bachmann has produced iron ore wagons for several years starting with 37-275 and in addition the manufacturer has gone through the alphabet with variations from A to G. Up until 37-275E, all of the different models carried different numbers on the wagons. Therefore, you could have six wagons, all with different numbers. Unfortunately, when it comes to models 37-275 F and G they have the wagon number B382833 that appeared on model 37-275C. If models F and G, or indeed future iron ore wagons had a different number, I'd keep buying those!

Aerial view showing Class K3 61950 heading an evening London-bound fast fish train.



years old when I retired and not of an age to take anything very seriously. As it happened, it has become the two of us and the two of them; the two youngest grandchildren have become very involved with the railway. Yes, you have to make it interesting for them and now they can form a train from a variety of wagons mixed up in the goods yard just as good if not better than I can. Nan always has a 'spot the difference' for them each time they come to visit. Some can be very sneaky!

As in all walks of life, no two people will ever say exactly the same thing or have the same advice. Listen to people, but make your own decisions. This is a hobby and as I have said, I am only six years into it and you learn all the time. You regret the mistakes, but hopefully you don't make them again. Your local shop is important. It may not be the one in your town, you need to go around several and when you find one where you can talk to the owners or staff, then that is the one for you.

Life and the hobby evolve over a period of time. Enjoy.



The two hand-built locomotives share centre stage. The class A5 69808 heads a local freight south bound while class C12 67364 remains in the goods shed.



The K3 61950 heading along the down platform with the fast fish train and the newspaper seller gets ready to hold down the papers on the platform.

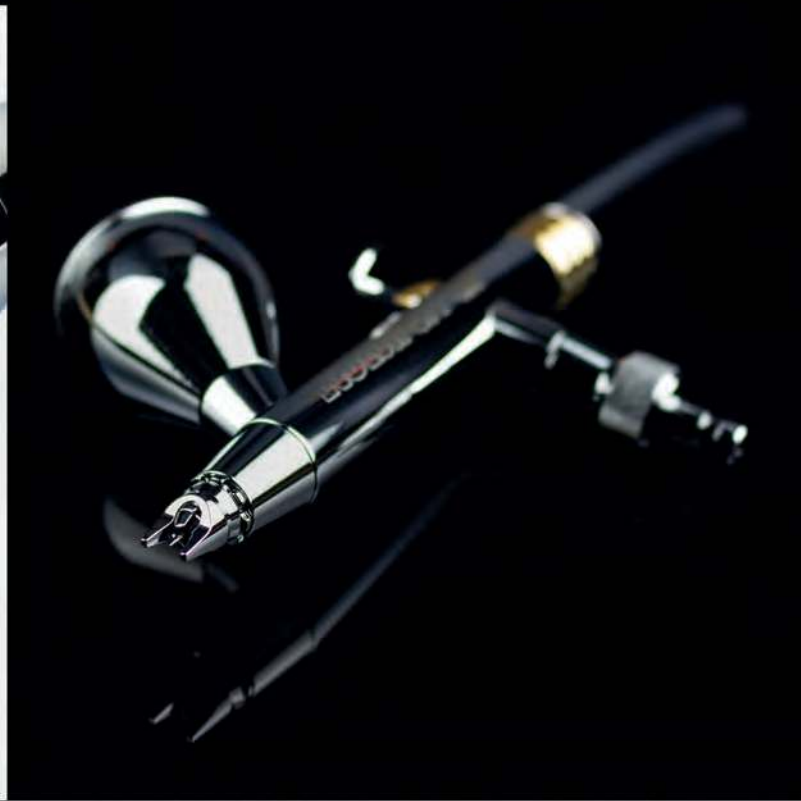


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Cobalt-SS

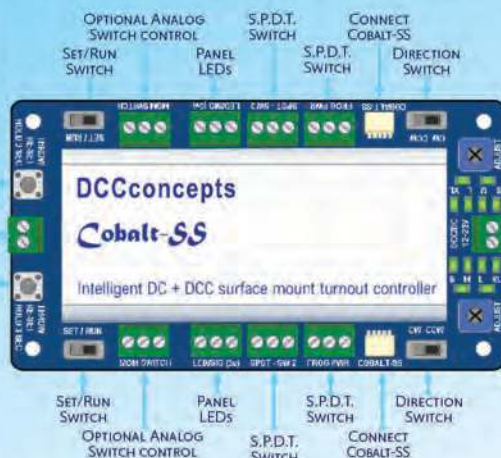
Cobalt-SS. The ultra-small motor drive turnout motor, ready to go "as is" to use with DC or DCC. So small that it can be almost hidden in the ballast, yet strong enough for all common scales. Very stable stepper motors provide the drive power... and all motor connections are plug-and-play.

Cobalt-SS works with all common scales & gauges. All you will need is in every pack. Each output on the control board is able to operate a full crossover.

This picture of Cobalt-SS is presented here full size



RESET TO
DEFAULT
CONNECT TO
DC OR DCC
RESET TO
DEFAULT



COBALT-SS THROW
ADJUSTMENT CONTROL
THROW ADJUSTMENT
INDICATOR LEDs
CONNECT TO
DC OR DCC
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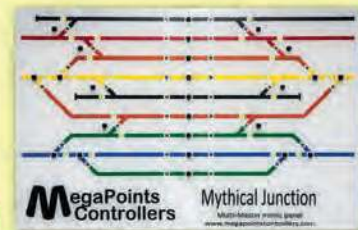
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BRM meets...

PETER'S SPARES

Howard Smith pays a visit to this thriving model railway retailer of the North East, which has an extensive spares supply chain for older models.

Arriving in Middlesbrough at Peter's Spares, I am reminded that all is well within the model retail industry. Three adjacent industrial units are in use for its model railway spares and retail business, one of which serves as a well-stocked model shop. Through the door and past the shop section, I enter Peter's compact, but well-used corner office. Space is at a premium here, and every square metre of the units must be justified. "We've expanded twice, already", he says. "We're lucky to have been able to rent the units adjacent", he continues, as he takes seat in his chair.

Peter has two main hobbies – cars and railways. We have a lot in common. I spot pinned to the wall in front of his desk, photographs of his former and current cars, and we talk about our projects with great interest. Realising that time is passing, I steer the conversation onto his thriving business, quizzing him about the number of staff I notice working around the premises.

"There are seven of us now", he begins, "Troy, who works our Goods In section, Martin, our Team Leader; James and another Martin on sales, Andrew on packing, Tim on repairs, and me". Congratulating him on his expansion, he adds with a grin, "And, we're looking for one more, so if anyone has an interesting CV and a knowledge of model railways, please let us know".

So, what is Peter's secret to a 'booming business'? "It's been a natural progression, really. Two years ago, East Kent Models, a Hornby spares supplier, closed its doors because of retirement. I got in touch and purchased 424,000 parts from its store, moving them in a 7.5T truck." Taking me to one of the new side units where the parts are stored, I discover many are still boxed, yet to be placed into storage bins. "The more you buy and make available to purchase online, the more you sell, leaving less time to unpack more parts. We started with just a 688 sq.ft shop a few streets away, but soon outgrew that as we took on new staff, so began

Peter examines a box of spares, bought recently as a job lot from a model auction.



renting this 2000 sq.ft unit, only to need the extra 1000 sq.ft space two years ago. I'll admit, the new space needs optimising with shelves, but we're working through the new items at great pace."

All staff at Peter's Spares are interested in model railways and are knowledgeable about them. "It's important because we're dotted around the place and different people can answer the 'phone. Advising the customer on the part they require and having a degree of familiarity with the models and components is a must."

Running a spares business isn't all plain sailing, however. Everything that comes in through the door to be used as spares must be checked. Despite the obvious, such as the running ability of a locomotive, finer, less obvious details are scrutinised too, from gear wear, to wear on the motor carbon brushes.

IN A NUTSHELL: PETER CORBITT

His hobbies

"I'm really into my cars and railways. I've a G scale track around my garden, with Wild West-style rolling stock, though indoors it's all LNER wartime black because of a stock surplus at the time."

His most memorable holiday

"California and Vegas with 'Top Gun' laser target training flights. We were chauffeured around in limos between shows and Disneyland."

His favourite car

"My 1991 Jaguar XJS 5.3 V12, nicknamed 'The Shed', purchased when I was 25, though I still have fond memories of my first car, a 1.6L Ford Capri (Calypso) bought for £250 when I was 18."

If the items are deemed suitable for re-sale, they are listed as second-hand, if not, they are stockpiled for spares.

"Pre-2000 Hornby items were made at Margate and we bought all the remaining stock from East Kent Models. We can cannibalise stock to get spares for pre-2000 tender drive models and we obtained lots of Chinese-made items from East Kent Models." Part supply of specific items that regularly wear can be troublesome, however. Peter explains, "The original rubber traction tyres perish over time, even if not fitted to a model, and there's only a finite number of the old motor armatures to have been manufactured. Increasingly, we're finding that the supply of certain parts is dwindling. Thus, we're having to manufacture these to OEM specification, or better." Ringfield motor gears are made in the UK and China to Peter's specification, ensuring that a constant supply of parts is guaranteed to service older models. More than 108 new parts are made to enable the repair of older models.

Keen to discover the process for model repair, I ask Peter how this side of the business operates. "It all depends, really. Around 70% of our customers will order parts from our updated website and fit them, though we'll offer advice over the phone, if necessary. Sometimes, this can entail a 15-minute conversation with a customer, to sell them a part worth £1. We can also receive an online order worth £100 or more in seconds. On both accounts, it's important that the customer receives the correct part that he or she requires and we're happy to advise where necessary."

Front of house is a well-stocked model shop, offering the latest products in major scales from a variety of popular manufacturers, with a growing second-hand range, too.



Download the digital edition of BRM for a guided video tour of Peter's Spares.

Tim Young begins work on a chassis, his N and OO gauge tracks providing a useful test ground for repairs.



Wear and tear varies between models they receive from customers and some are found to be beyond economical repair. "Chassis metal fatigue is something we see often and it's difficult to repair because of part availability. We're pretty much able to repair any model, the exception being some of the recent exclusives that have no manufacturer associated with them, but

FIVE STEPS TO REPAIR A MODEL

- 1 The model is received and booked into the queue
- 2 An assessment is made
- 3 Advice is given on the cost to repair parts
- 4 Parts are repaired or replaced as necessary
- 5 The repaired model can be despatched worldwide

when some are taken apart we'll discover that it's not just the gears that are worn, but the spindles on which they sit and the motor bearings. Though we make spares for the most common parts to wear, some aren't financially viable because not enough people will buy them. Where do you draw the line? Tooling up for a new part is expensive and can often cost tens of thousands for the most mundane of components. You'll never see an instant return on that investment, so you have to be careful how much money you tie-up in parts, always looking at the long-term picture."

Peter takes an analytical approach to the repair of models. "I'll look at a similar internal component used across two models. It might have two different manufacturer part numbers, but it's the same component, hence gets listed as suitable for X, Y or Z." Walking past a large collection of N gauge Graham Farish parts, I ask about the merits of a repair vs. new.

"It's rare we can't repair a model – people just want their trains to run. That said, some will spend more on a repair than the cost of a replacement item, but for them, it's the sentimental value of repairing the original that counts."

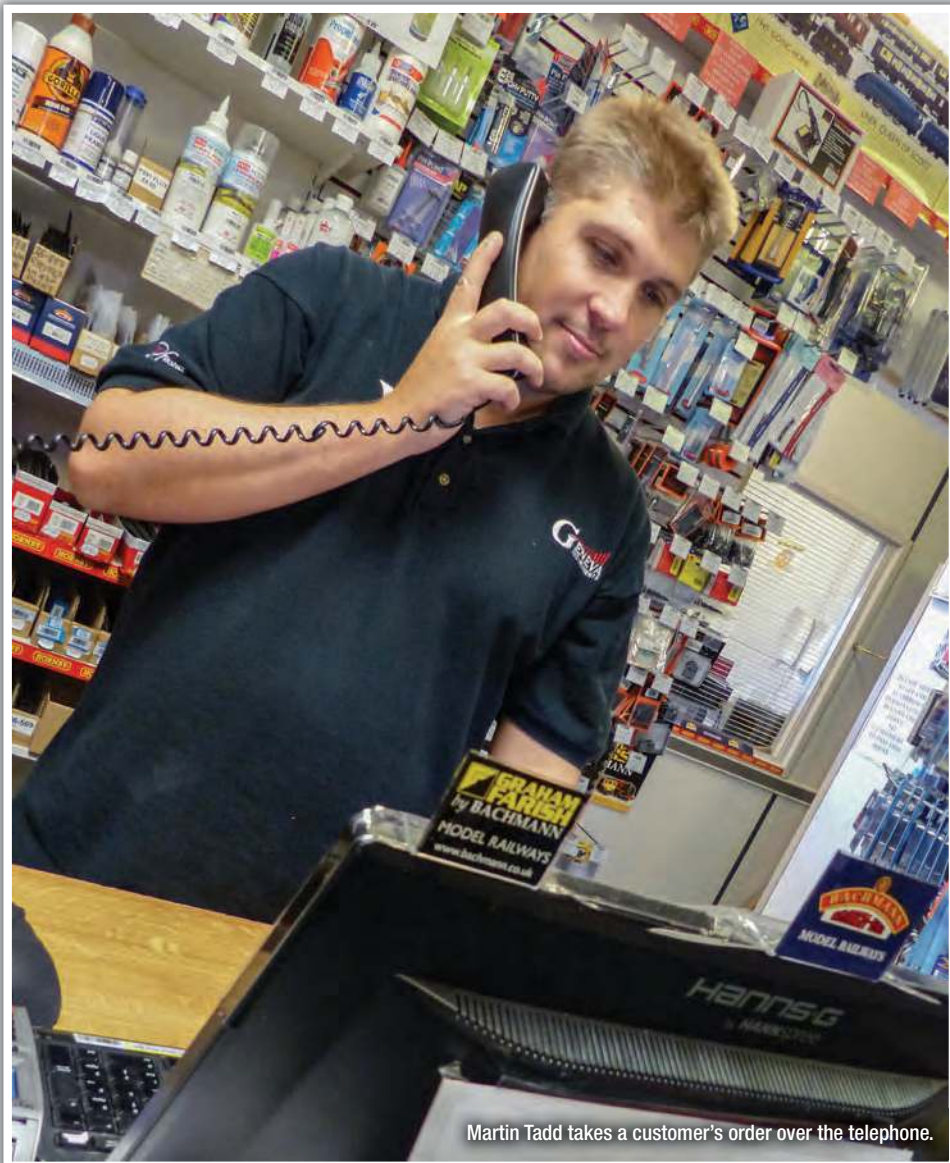
Peter's business can provide valuable feedback to model manufacturers, having a better picture of the number of returns that are no longer under warranty. "On a few occasions I've advised manufacturers to revise specific components if we see a weak link. We can't make chassis substitutes for more recent items owing to copyright infringements, even if they suffer from metal fatigue, but it's not economical to scrap another £200 locomotive to salvage the chassis."

Despite the busy turn-around for spares, Peter still sees room for streamlining day-to-day operations. More than 16,000 lines are now stocked in alpha-numerical order, but all are to be barcoded soon. "Moving site takes a lot of time, so we'll stay put for now and better organise the space. We are now starting to sell products on Amazon, complementing our website and eBay sales. We're looking to expand our areas of second-hand and products, too."

It's understandable why Peter's Spares is a success story. Its founder is a forward-thinker and seeks opportunities as they arise. Handing me a copy of last year's Parliamentary Review in which the business featured, I sensed the pride he takes in his approach to ensure customers are satisfied. It has served the company well and I feel its best years are yet to come.

DID YOU KNOW?

Some locomotives received by Peter's Spares have seized motors. Peter explains that it's often because the models have only been run in one direction (locomotive first) and the motor carbon brushes have worn to a point, jamming in the armature. Reversing the direction of a model occasionally (tender first) evens the wear on the brushes.



PETER'S SPARES TOP THREE BEST-SELLERS

- Carbon brush for XO3/XO4 motors (PS8)
- Lima coupling hook (PS18)
- Ringfield carbon brushes (PS65/66)



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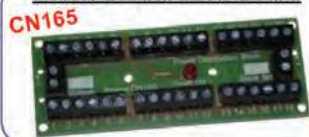
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DIGITAL EDITION EXCLUSIVE

Peter's Spares Tour

Take a tour behind the scenes of this well-stocked model shop and spares retailer, with its owner, Peter Corbitt.

EXCLUSIVE

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



RMWEB GOLD VISIT TO PENDON

Members of BRM's sister title, RMweb, were offered an exclusive opportunity to go 'behind the scenes' at this prestigious model railway, as Andy York highlights.



As part of our RMweb Gold package we intend to arrange several 'money can't buy' events and we thank the team at Pendon Museum for putting together an excellent day for RMweb visitors.

There was an interesting balance to the group ranging from modellers who, despite living nearby, had never visited through to members who had visited many, many times and some from much further afield. Most arrived early for tea and coffee and already the chatter was underway before the visitors were split into groups.

One group headed straight for the 'Dartmoor Scene' with its iconic Brunel timber viaduct and the branch's junction with the Great Western main line between Exeter and Plymouth and the 'Madder Valley' scene, one of the most historic exhibits in railway modelling.

A second group were treated to a display of scenic techniques from Nick Wood, well known on RMweb as the creator of the popular Much Murkle – an evocative Great Western branch terminus. It was a

chance to handle various scenic materials and techniques and practise with static grass applicators. Mick Bonwick, who rates as one of the best weathering demonstrators at exhibitions, gave personal tuition on

RMweb Gold member, Andy Severn brought along a Revolution JNA wagon, which he lightly weathered, pictured sitting alongside Rich Pedder's, now tatty, Land Rover.



weathering road vehicles using simple techniques with many attendees bringing one of their own vehicles to pick up a template to work from once back at their benches.

The third group headed up to the vast 'Vale Scene' which isn't just the most impressive of railway scenes depicting a junction of lines to Bristol and Bath in South Oxfordshire, but a recreation of rural life in the 1930s with the most superlative buildings built using traditional techniques on a monumental scale. It's certainly a scene that captivates family visitors more than any other, proving you don't just have to be a railway modeller to appreciate a visit to the museum.

It was a rare treat to have all of the viewing windows opened for photography and just to enjoy the sight, and sounds, to a different level. As someone said, "I can't believe the difference it makes with the windows open, what a fantastic experience". The groups had the chance to see behind the scenes with the storage yards, automated electronics and an understanding of how the scene is operated.

The lights were turned down low, not because everyone was getting on so well, but to give a night-time view of how little man-made light would have been visible in this era and how one's eyes acclimatise to moonlit chalk roads and paths. Only then can you see so much of the hidden detail inside many of the buildings in the Vale.

The groups rotated around each side of an amiable buffet lunch with plenty of friendly dialogue. It was also a chance for the museum's guides to talk at a different level than they would to families who make up the majority of visitors. Everyone was there to

enjoy themselves. They must have, as several of the group signed up to become Friends of Pendon, which permits unlimited repeat visits and access to online reference material.

We gathered after the groups returned for talks about what goes on behind the scenes to keep Pendon ticking. Mike Romans, an old hand around the museum commented after the tours, "I've been coming here for over 50 years and this was the best visit I've ever had".

Andy York ended the day by commenting that more exclusive visits are under discussion. After the event one member thought we should head off to Hamburg – maybe one day but let's take it one step at a time!

If you would like to become a Gold member more details can be found here - <https://world-of-railways.co.uk/store/digital-archive/british-railway-modelling>

When the lights are lowered the warmth of candlelight shows the interiors of the houses and the remarkable attention to detail.



An Up express from the Bristol line captures James Hilsdon's eye as it crosses the junction trackwork.



RMweb GOLD

WHAT IS RMWEB GOLD?

RMweb Gold members benefit from:

- Access to the BRM Digital Library – 160+ magazines going back to 2007, plus all future issues.
- One free ticket to a Warners exhibition each year.
- The ability to sell products in the new RMweb.co.uk 'Classified' area.
- RMweb additional forum functionality with increased storage and uploads.
- Exclusive RMweb.co.uk Gold Private Forum.
- Regular RMweb Gold exclusive events.



A BRMA title is something that many of the manufacturers and retailers hope to pick up each year as recognition from the wider modelling community for their efforts. They don't necessarily design or produce to win an award, but it's funny how many people are interested to see how they've performed when the results are due out. We even saw the logo and gold medal on a further issue of a manufacturer's product during this year. The results don't appear for a while yet, but we do need your help in finalizing entries for it.

All manufacturers who have released any ready-to-run products between January 1 and December 31 each year automatically have its products, and themselves, added to the voting list in the relevant categories for N, OO and O gauge locomotives and rolling stock. Voting will open at the beginning of January, but before that are the nominations - a bit like how 'The Oscars' do it.

We open up certain categories for nominations from the modelling community and from mid-December you'll be able to nominate entries in the following categories:

Innovation of the Year – It's not just about locomotives and rolling stock, there's always something clever or different which comes out each year, so we'd like to see what you think is new and exciting.

Retailer Customer Service Award – This isn't just where you've bought most from but for the retailer who has given you the highest standard of service over the last year.

Layout of the Year – Quite simply the best layout you may have seen at exhibitions, in the magazine or online this year.

Exhibition of the Year – Which was the most enjoyable exhibition that you went to in 2019?

Website of the Year – You can't vote for RMweb (we tell people that every year but it still receives more nominations than any other!) but you can choose the website that you have found most useful to you.

RMweb Modeller of the Year – Please nominate the modeller who has helped or inspired you the most this year.

Once we've received your nominations, we draw up a shortlist of ten items from each category, which will go forward to the vote in January.

This year's entries will see some interesting trends with possibly fewer locomotives but more passenger and freight rolling stock in the equation, new manufacturer names rising up and even possibly some upsets in a few categories. We don't know what all the entries will be yet because the final list is completed based on the products to have gone on sale during the calendar year.

When voting is complete in the New Year, we check all data and publish full results showing how many people voted for every entry, making the BRMA the most transparent and valued of awards when the results are announced at the end of the winter.

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FRIZINGHALL MODELS & RAILWAYS HITS 70



January 2020 marks the 70th Anniversary of Frizinghall Models & Railways (FMR). The Shipley-based retail operation offers a vast range of model railway items, tools, paints and plastic kits. The range of 'Model-It' working street lights and colour light signals, pioneered by the previous owner of

the business, also continues to be available.

The premises are located off the main A6038 Shipley to Otley road, only a few minutes' walk from Baildon railway station, with buses passing a few yards away on the main road. There is ample free on-site parking and the FMR shop is open six days a

week (closed Sundays) 09.30 to 17.30.

The shop is located on the first floor of the John Ayrey Die-Casts building – its sister company – but is accessed by stairs or a lift.

In addition to new items, a healthy selection of pre-owned models is available. Repairs and modifications can be carried out by the FMR technicians, including re-spays, re-numbering and weathering. A speciality is DCC decoder and sound decoder installation, and in 2018 the Company was appointed as an agent for Zimo decoders.

Although the two firms are run as separate businesses, Frizinghall Models & Railways can also access the much larger John Ayrey stocks, including Oxford Die-Cast, Oxford Rail, Hornby International, Busch, Heki, Javis, Artitec, B-T Models, Unit Models, and a vast range of plastic kits, die-cast models, paints and glues.

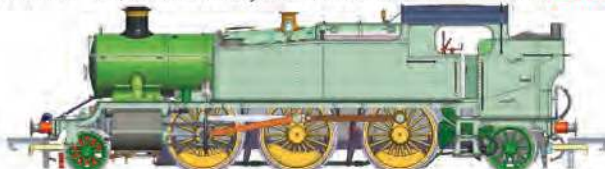
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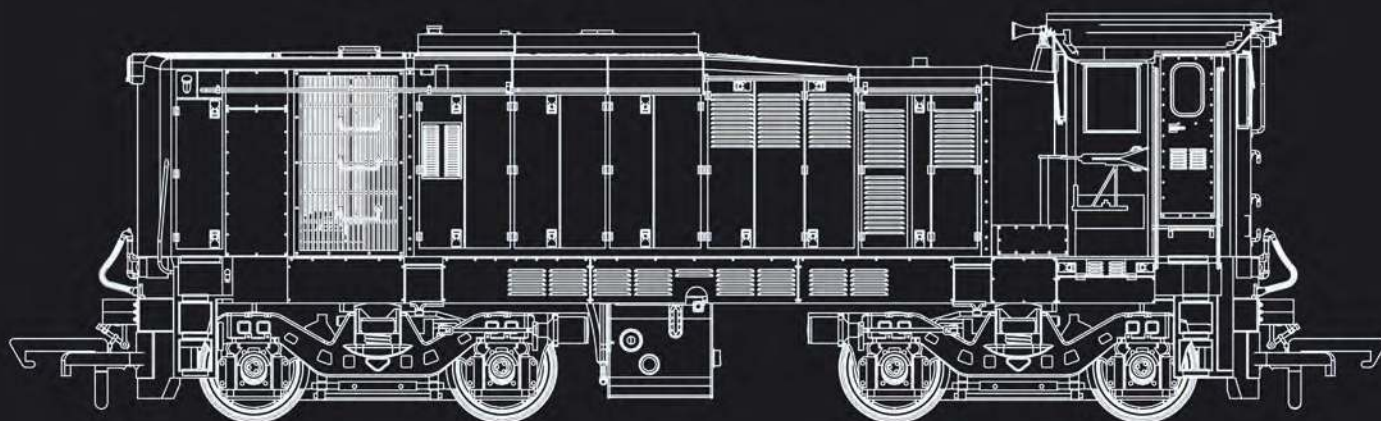
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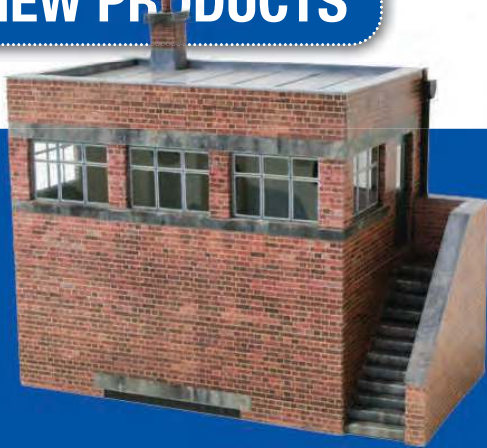


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Price: £3.99

W: www.scalescenescenes.com



LIFECOLOR BRITISH RAILWAYS PAINT SETS

Airbrushes.com has received stock of new Lifecolor acrylic paints depicting three key eras of the British Railways period. Each box of six water-soluble acrylic paints have a satin-gloss finish and are suitable for brush-painting and airbrushing alike. Set one (1948-1959) contains fitted freight Bauxite, unfitted freight Grey, locomotive Green (early), Signal Red, Coach Crimson and Coach Cream. Set two (1960-1970) contains Locomotive Green (late), BR Maroon, Sherwood Green, diesel locomotive Roof Grey, DMU Green (late) and Warning Panel Yellow (early). Set three contains Rail Blue, Rail Grey, Warning Panel Yellow (late), Coach Roof Blue-Grey, Railfreight Red and Railfreight Grey.

Price: £17.99 (per set)

W: www.airbrushes.com

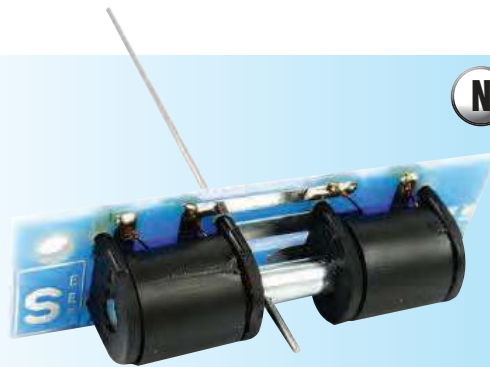


DAPOL CLASS 66 GAUGEMASTER COLLECTION

Arriving with Gaugemaster and its retailers this month is exclusive liveries of Dapol's N gauge Class 66 locomotive. Pictured is 66789 British Rail 1948-1997 in GBRF Large Logo Blue and 66783 The Flying Dustman in GBRF Biffa livery. GB Railfreight 66783 (ex-DB Cargo UK 66058) was named *The Flying Dustman* at York station on March 28, 2018 and 66789 (ex-DB Cargo 66250) was renamed *British Rail 1948-1997* on February 27, 2018.

Price: £119.95 (RRP, each)

W: www.gaugemaster.com



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W: www.gaugemaster.com



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Measuring an impressive 230-260mm in height, this boxed pair of model trees is arriving with Albion Hobbies stockists. Depicting evergreen trees, they are a close match to the Pinus Sylvestris (Scot's Pine) and are ideal additions to your model railway if you're looking for specimen trees on your layout that might be set in the Highlands, North Norfolk and some areas of Wales, for instance.

Price: see your local stockist

W: www.albionhobbies.com or see your local retailer



GOLDEN VALLEY HOBBIES AUHAGEN (41653) GENERATOR KIT

Designed as a freight load for wagons or as a scenic accessory, this small plastic kit contains one large and one small generator with transport frame and spreader bar. The items are moulded in pre-coloured plastic, though for best results, we recommend painting them. The Auhagen series of plastic kits has a transformer (41654) too, ideally suited as a freight load.

Price: £13.60

W: www.goldenvalleyhobbies.com

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GOLDEN VALLEY HOBBIES BUSCH (BUS1690) CYBER CLEAN

Cyber Clean is a cleaning compound that adapts to the surface of models and attracts dust and grime from hard-to-reach areas. Unlike cleaning with a brush or cloth, dirt isn't smudged or smeared, but contained in the cleaning material. It is ideal for uneven surfaces such as rooftops, rough road surfaces, ballasted track and other hard areas. Simply apply the material over the surfaces to be cleaned, but don't wipe it. Dust and dirt are absorbed and trapped and the disinfectant eliminates germs at the same time.

Price: £4.54

W: www.goldenvalleyhobbies.com



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Price: £3.32 - £15.72

W: www.scalemodelscenery.co.uk



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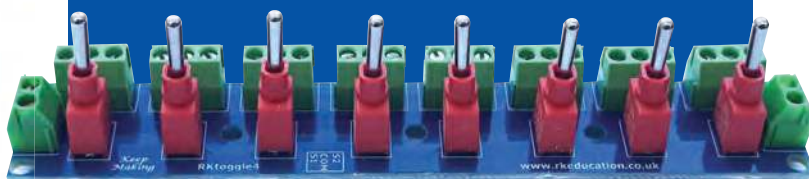
DAPOL CLASS 08 0-6-0 SHUNTERS



Dapol's latest batch of its Class 08 shunter is arriving with retailers in five new liveries, suitable for the 1980-2000s period. The tooling has received minor modifications to depict different cab doors, shorter hinges on access panel doors, new exhaust boxes and lighting configurations, as standard on later-built machines. Liveries available include BR blue, Intercity, Railfreight triple grey, Freightliner green and EWS red and gold. All are available in DCC-ready and DCC sound-fitted guises, numbered, or unnumbered.

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Price: Rktoggle4: £12.99 (£10.99 in kit form), Rktoggle 7: £6.99 (£5.99 in kit form)

W: www.rkeducation.co.uk

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GRAHAM FARISH (373-930) 30T BOGIE BOLSTER C



Arriving with Graham Farish stockists this month is its Bogie Bolster C wagon in weathered BR Bauxite. The model is supplied with a load of two steel 'H'-section girders with additional bolster beams and upright stanchions for the modeller to configure and customise. Ideal for placing in a mixed-traffic train, the wagons had long careers spanning four decades, with some surviving as internal users around steel works and ports into the 1990s.

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W: www.bachmann.co.uk or see your local retailer

NOCH (1592001) SANTA CLAUS FIGURE



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W: www.gaugemaster.com



DIGITAL EDITION EXCLUSIVE

An exhibit to look out for at Warley

Ian Carter will be showing, for the first time, his octagonal exhibit with dioramas to illustrate the evolution of railways from the early days. Ian explains some of the scenes to Andy York as he builds the project.

EXCLUSIVE

WATCH THE VIDEO HERE

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





DIGITAL EDITION EXCLUSIVE

Warley show

Under Paul Jones tenure as exhibition manager Warley show has grown to be Britain's biggest model railway event. Paul talks to Andy York about the evolution of the show, how it's organised and some future changes.

EXCLUSIVE

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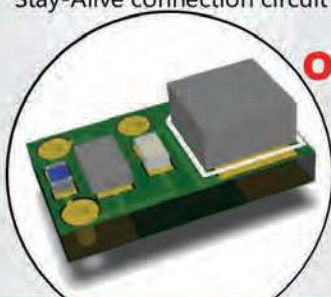
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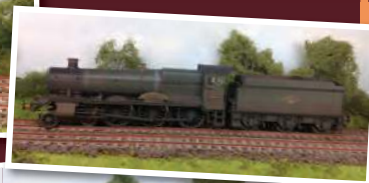
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FIRST LOOK: HATTONS A3

Hatton's exclusive commissions of these 'Pacific' icons have arrived with the retailer and customers. Tony Wright was on-hand to capture the atmosphere.

Words & Photography: Tony Wright



LNER No. 2750 *Papyrus* in record-breaking condition.

On Friday November 8, it was my privilege and pleasure to be invited to Hatton's HQ in Widnes by the company's MD, Richard Davies, for the official launch of the firm's O gauge RTR A3s, produced by Heljan. These splendid models have been commissioned by Hatton's and have been built in China. With the bodywork made in plastic, it's the first time a large steam-outline RTR O gauge locomotive has been available in this form, and, at the price of £750.00, the models represent outstanding value for money. There are all-metal RTR alternatives, but at a considerably higher price.

The individual locomotives are available in a range of different liveries, ranging from LNER green, LNER black, BR blue and BR green, with or without smoke deflectors (as appropriate) and with a non-corridor, high-sided tender or 1928-style corridor tender (again, as appropriate). Single or double chimneys, plus round or streamlined domes



BR No. 60072 *Sunstar* in early BR blue livery.

are also available – all correct. All are left-hand drive.

The first customers were invited to collect their models and were shown how to 'release' them from the substantial (and necessary) packaging (and shown how to put them back!) and then were invited to run their brand new A3s on the test track provided. All ran superbly (the locomotives, not the customers!) and every new owner I spoke to was highly-delighted. Richard also offered guided tours of the premises as well, which were very well-received.

All in all it was a most-successful day, and

my thanks must go to Richard and his staff for putting on such a well-organised event and for making my wife and me so welcome. I've helped in a very small way with the development of these new O Gauge A3s, and I've been invited up again to discuss the forthcoming RTR O gauge A4s and the Gresley carriages, examples of which were in the shop's display cabinets.

There are exciting things to come from Hattons, aided with the confidence coming from a first-class business. I consider it a privilege to be invited to assist, in a small way, with future projects.



Pleased customers receive their O gauge A3s from a member of Hatton's staff.



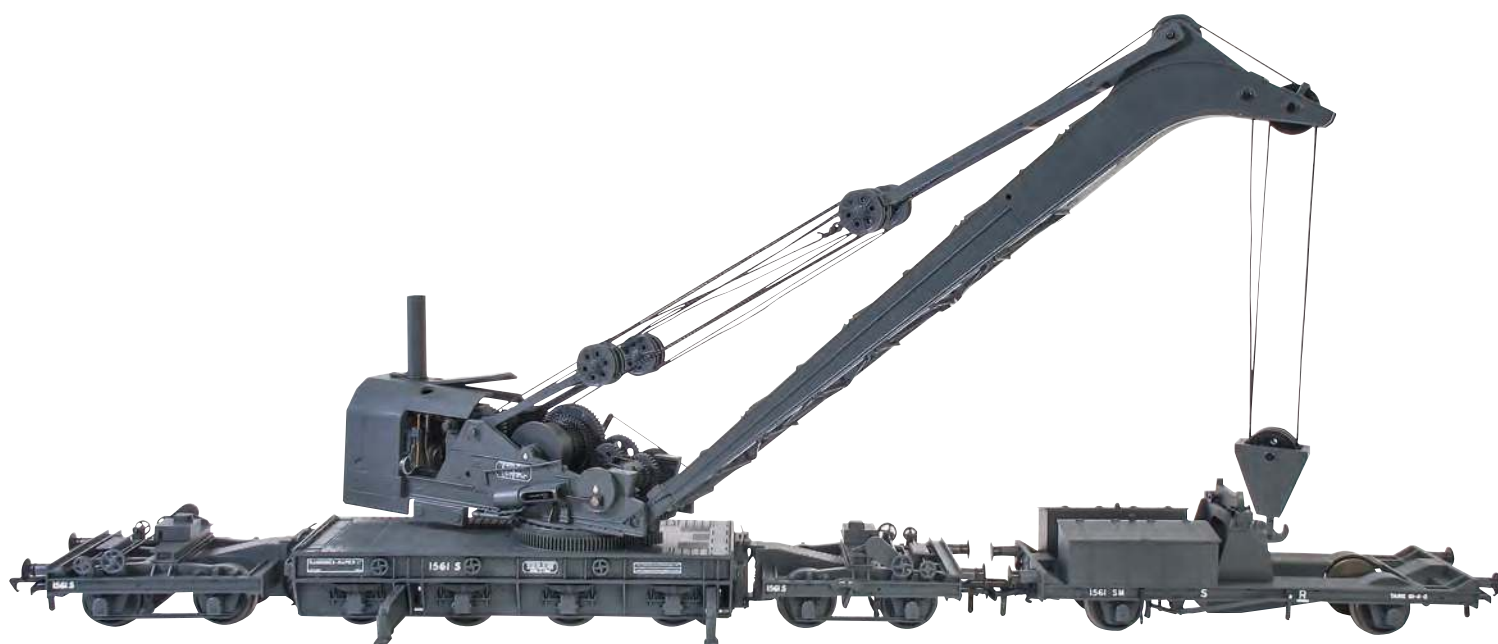
A customer tests his current-gauge model of No. 60103 *Flying Scotsman*.



No. 2745 *Captain Cuttle* in wartime NE black.

BACHMANN 45T CRANE

Words & Photography: Andy York



Over the last couple of years, Bachmann has certainly released some products that push boundaries, such as the light and sound functions on the Western Pullman and it has to be said that this breakdown crane is another fantastic halo project, possibly the most detailed mass-market item of rolling stock; it really is in a class of its own.

The model represents a 45T Ransomes & Rapier steam-powered crane, which could move itself at slow speeds for short distances to best position itself at a work site and operate the rotating superstructure, plus raise and lower the jib and hook. Prior to the first of these cranes being built in 1926, any rail-mounted crane spread its weight only over the length of its own chassis. Ransomes introduced the Stokes bogie, which through its articulated coupling mount could spread the weight from the main eight-wheeled

chassis onto the adjoining four-wheel relieving bogies. Other crane manufacturers then adopted this design to create cranes of greater weight but with reduced axle-loads to increase their lifting capacities. The four outriggers from the main chassis would be extended on site and their screw-jacks lowered onto packing to spread the weight.

The eight-wheeled crane chassis and body forms the main part of the crane ensemble and there is a weight-relieving bogie connected to each end. Up to 1926, cranes bore their own weight, with consequent limitations on their lifting capacity. Ransomes & Rapier utilised the Stokes Patent Relieving Bogie to allow part of the cranes weight to be transferred and balanced to the connected bogie. These bogies could be uncoupled once the crane is on-site if necessary, to allow the weight lifted to be closer to the crane's centre of

gravity. Apparently, due to weight balancing, these bogies were difficult to reconnect before moving away from a site, but thankfully, they are a very simple peg and bar arrangement on Bachmann's model. A match wagon or jib runner supports the jib end with a recess for stowing the heavy hook to complete the formation.

There are minor differences between cranes supplied to different regions at different dates and our review sample reflects a crane delivered to the Southern Railway in 1939, and features the taller crane chimney and fewer toolboxes on the match wagon. The model is better described as posable rather than operable. The four outrigger beams can be pulled out from each side of the chassis and the crane body can be rotated through 360 degrees. The jib can be raised and lowered and the hook lifted or dropped. The model is provided with a



The model features moving pistons, rotating flywheels and even working linkage to the inclinometer needle.

magnetised tool to remove the two washout plugs at the rear of the crane's body and the square peg end is inserted into the socket to turn the hidden mechanism. The upper-right hole raises and lowers the jib and the lower-left hole operates the hook. It's worth practising the operation on the workbench rather than on a layout for the first time.

When operating the jib and hook, you can see the complex arrangement of drums, gears and cogs moving in the area forward of the cab; it's fascinating and gives a basic understanding of how such things worked. In addition to that, the pistons and flywheel on the side of the superstructure rotate and a linkage mechanism even moves the indicator needle on the inclinometer. It is noted in the comprehensive instruction booklet that there is a small spring attached to the lower frame at the base of the jib. This should not be removed or fiddled with as it provides the necessary tension to the rigging. The model is shipped in unusual-sized packaging to hold the crane in a position that maintains the tension on the rigging to reduce the likelihood of any of it coming loose in transit. Should the worst happen, instructions are included to show how the cables can be re-rigged.

Praise should also be given to the amount of detail on the surfaces of the rest of the crane, with countless bolt heads and rivets, exquisite treadplate areas and pulley wheels. The open framework on the relieving bogies shows the brake wheels and rods. The cab roof lifts so that the operator could see the jib and hook more clearly when raised. Through this we can see that the interior is fully-detailed, with the pipes and gauges to the boiler at the aft end of the crane.

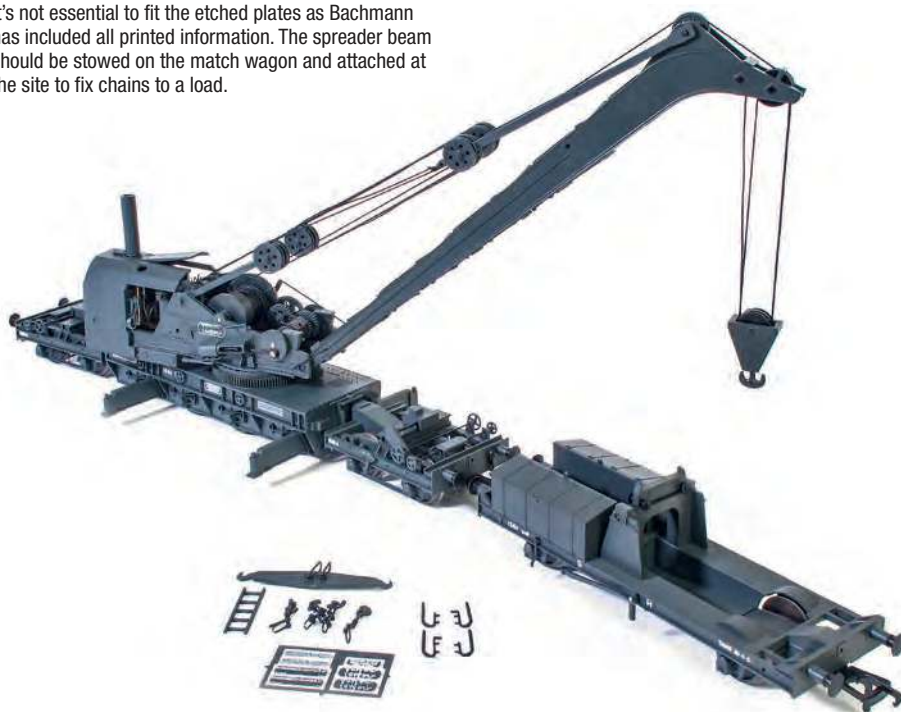
Although a comparatively plain dark grey livery, there is a lot of printing with numbers and information panels to Bachmann's usual high standard, but the accessory pack includes a sheet of etches, specific

to each version, to place over the printed plates. These etches are a small wonder in their own right with the white lettering tamper-printed onto the raised etch detail giving incredible clarity. The 4mm tall plate denoting the lifting weights at given radii contains seven lines of text with spacing in between, meaning that much of the lettering is around 0.5mm in height.

The accessory pack includes a spreader beam, which would be attached to the hook to enable chains to be fixed to multiple points on any item to be lifted to spread the load and stabilise how anything may be lifted. Dummy screw-link couplings, vacuum pipes and a ladder are also provided, along with the accessory key and etched plates.

Although the models, as in real life, will sit in a shed siding for most of their time (which could cover the period from 1926 to the early 1980s), it is perfectly usable in a breakdown train around any layout with radius two curves or larger. Due to the rotation of the crane's pivot point and the jib supported on the match wagon, the 34cm long formation can easily negotiate short-radius points with a kinematic envelope no greater than a bogie coach. I am sure many owners will create cameo scenes lifting derailed stock, trackwork or civil engineering structures, but as these cranes had a maximum lifting capacity of 45T (within a 20ft radius of the pivot point), you would need two of these cranes, at either end, to lift even a small locomotive. That would be a fine scene to see!

It's not essential to fit the etched plates as Bachmann has included all printed information. The spreader beam should be stowed on the match wagon and attached at the site to fix chains to a load.



datafile

BASICS

Manufacturer: Bachmann Europe PLC

CATALOGUE REFS:

38-800 Ransomes & Rapier 45 Ton Breakdown Crane SR Grey
38-801 Ransomes & Rapier 45 Ton Breakdown Crane GWR Grey
38-802 Ransomes & Rapier 45 Ton Breakdown Crane BR Black
38-803 Ransomes & Rapier 45 Ton Breakdown Crane BR Red

RRP: £249.95

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Era: 3 to 8

Company/Operator: GWR/SR/LNER/BR

Weight: 230g

Body: Plastic with brass parts

Chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Couplings: NEM-mounted tension-lock between crane and jib runner.

Accessories: Operating key, spreader bar, cosmetic screw-link couplings, vacuum pipes and etched plates.

Aside from the necessity to hold the crane steady while making any adjustments to the jib and hook, the model is a real joy. Due to the nature of the product, I'm sure many would wonder at the capability of motorising the functions.

This is probably the most detailed and impressive piece of rolling stock we have seen for the UK market and really does push many boundaries. Bachmann is to be congratulated on such a big project.

SONIC MODELS VEA 'VANWIDE'

Words: Howard Smith Photography: Tony Wright



Sonic Models' first entry to the UK market sets a premise for promising future rolling stock releases.

Not all railway lines in Britain have seen MoD railway traffic flows, but for those that did – or still do – the subject has interested many a modeller as they seek to create authentic depictions of the freight flows on their model railway. The upgrade of British Rail's revenue-earning fleet of wagons throughout the 1970s was progressive and many newer long-wheelbase designs were introduced with improved suspension for faster, more reliable freight flows. The majority of customers could accommodate these wagons. Ministry of Defence (MoD) sites, however, were often confined with internal railways, which had always been shunted by compact locomotives of 0-4-0 and 0-6-0 designs. The previous 12T vans were ideally suited to the tight radii. However, their aging design, restrictive speed limit and aging vacuum-braking wasn't suited to the modernisation of freight flows. The solution was found in the renovation of 550 of these wagons, which received an upgraded suspension, roller bearing axle boxes, Oleo hydraulic buffers, air-braking and screw couplings.

The refurbishment took place between 1977 and 1983, with the revitalised fleet lasting in regular traffic flows until the early-1990s. A number were retained by civil engineers after MoD use.

Fresh blood

A new Chinese manufacturer, Sonic Models, has entered the British market with the release of its first model of the VEA munitions van in N gauge. Distributed and assisted by Revolution Trains, the manufacturer is leading with the premise that this is to be the first of numerous models in N and OO gauge. Promising times ahead for modellers, perhaps?

We've seen a sample from each of its three liveries, these being BR maroon, BR Railfreight red/grey and Railfreight Distribution grey/yellow. Each of the liveries are offered with a choice of running numbers, bringing the total number of wagon variants to 13 – an impressive figure

for this initial release. Some wagons have specific data and hazard diamonds, in some cases depicting those that had torn off – information provided using archive photography by Paul Bartlett.

Packaging is very similar to that used by Revolution Trains – a card outer sleeve, inside of which is a solid plastic case with removable lid, bearing Sonic Models branding. The inner plastic tray containing the model can be removed to reveal an accessory bag containing a dummy screw-link coupling, dummy coupling hook, air pipes and instructions for their fitment. It's a solid, sturdy, yet smart solution.

Intricate design

Tooling-wise, all wagons are identical, but detail abounds. Under-frame detail is exceptional with particular attention given to the brake gear. Many individually-applied components have been used and though



Modified suspension and air braking were among the changes made to the original vans. Sonic Models has included both on this model.

largely invisible with the wagon observed from normal viewing distances on a layout, they can be seen through the lens of the camera from low angles.

Brake hangers, shoes, tie-bars, air-distributor valve and air tank are all captured in injection-moulded plastic, with wire brake safety loops fitted into drilled holes for strength. The wire tiebar and brake levers are beautifully-presented, the latter bent to the correct outline appearance. The finesse of the 'V' hangers is worthy of note – incredible and yet everything feels solid, and components aren't falling off the moment the box is opened. Extended Oleo buffers are accurately modelled and when combined with the couplings included, the ensemble offers visual qualities to rival efforts in OO gauge.

Authenticity of the liveries is very effective and a clear effort has been made to place warning labels, TOPS and data panels in their correct position. The liveries scale well, the yellow ends on the Railfreight example being a prime example of good colour coverage as it meets with the grey on the sides of the wagon. Picked out in white across all three samples is a moulded impression of the lamp irons. Under close scrutiny of the camera lens, the data panels are clearly legible, as are the workshop dates on the sample in Railfreight livery, though the overhead live wire flashes appear a little fuzzy.

These wagons are the first from another new manufacturer entrant to the UK. Though the N gauge market has remained safe in recent years, it's welcoming that there are no signs of it stagnating. Modellers of the ever-popular BR TOPS dieselisation-period now have access to more variety in their wagon fleets and have an excellent excuse to commence modelling small branch lines and MoD sites.

An accessory pack with all models includes optional air pipe, screw-link couplings and draw-hook.



datafile

BASICS

Manufacturer: Sonic Models

CATALOGUE REFS:

(NVEA-005B) VEA Vanwide RFD Grey/Yellow 230498

(NVEA-001E) VEA Vanwide BR Railfreight Maroon 230049

(NVEA-002B) VEA Vanwide Railfreight Red/Grey 230063

RRP: £19.95 each

Gauge/scale: 9mm gauge, 1:148 scale N

Era: 7/8

Company/Operator: British Rail

Weight: 9g

Body and chassis: Plastic

Wheel Profile: RP25

Couplings: NEM-mounted Rapido



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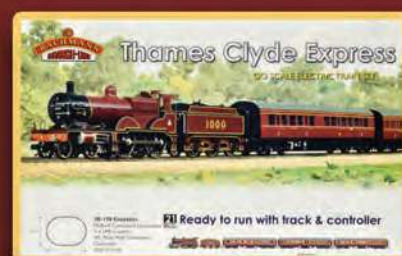
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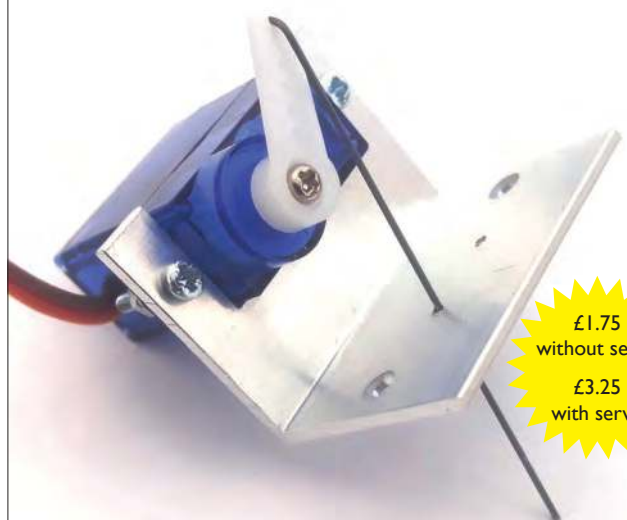
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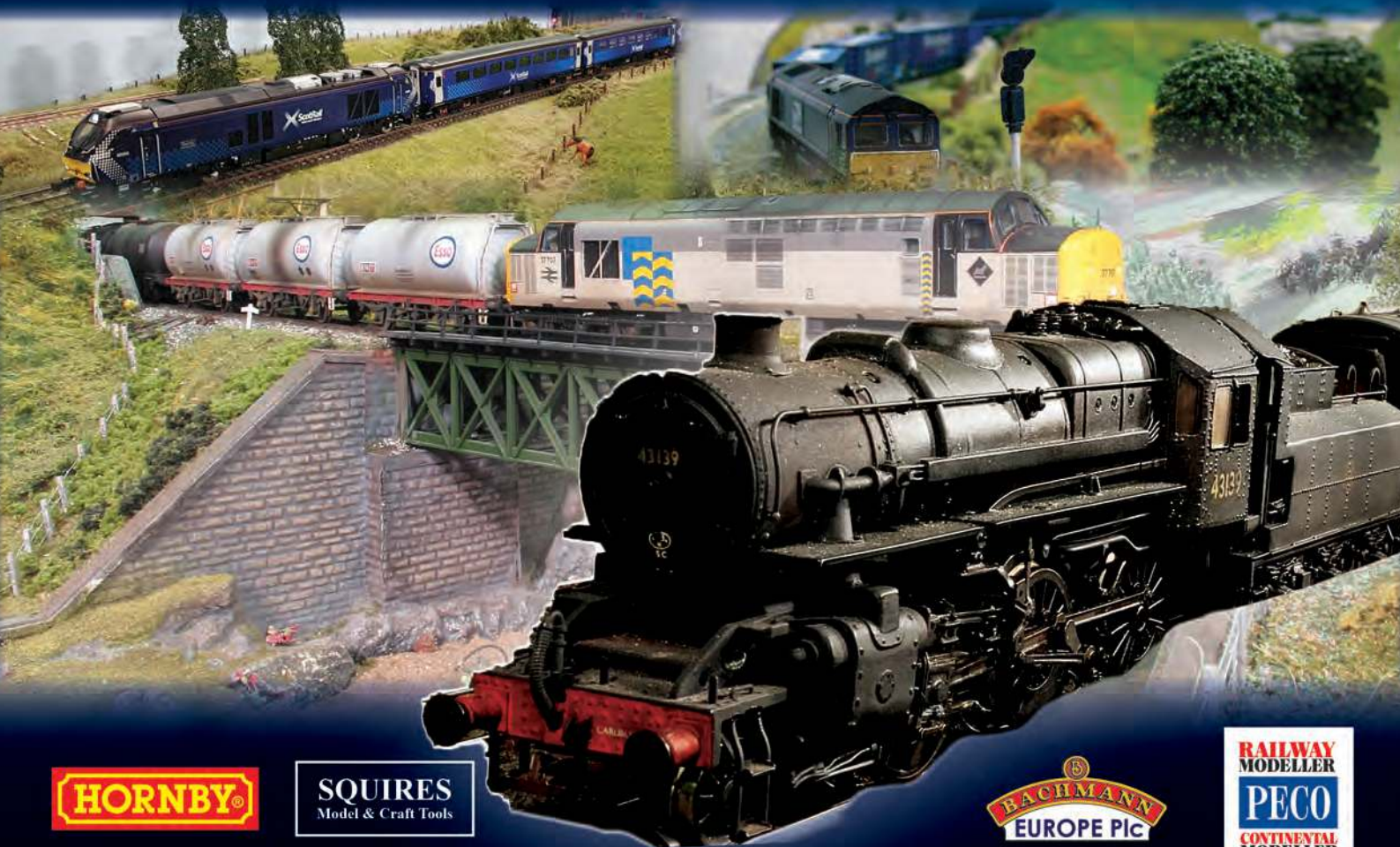
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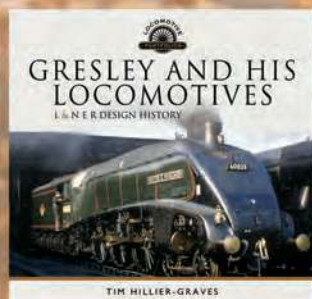


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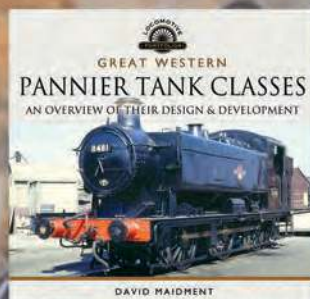
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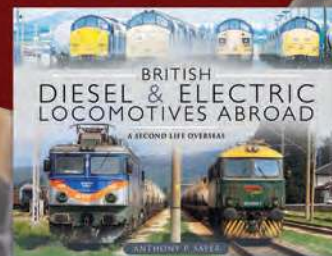
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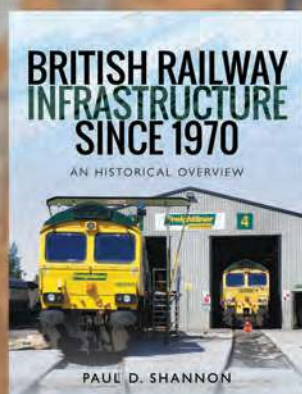


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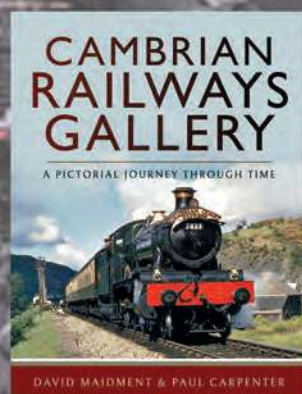
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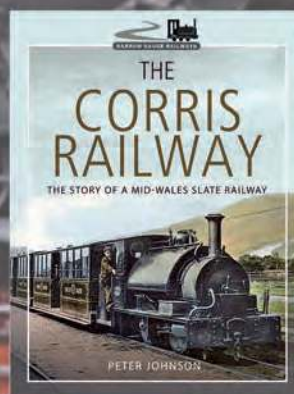
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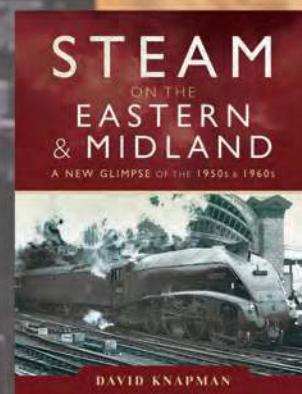
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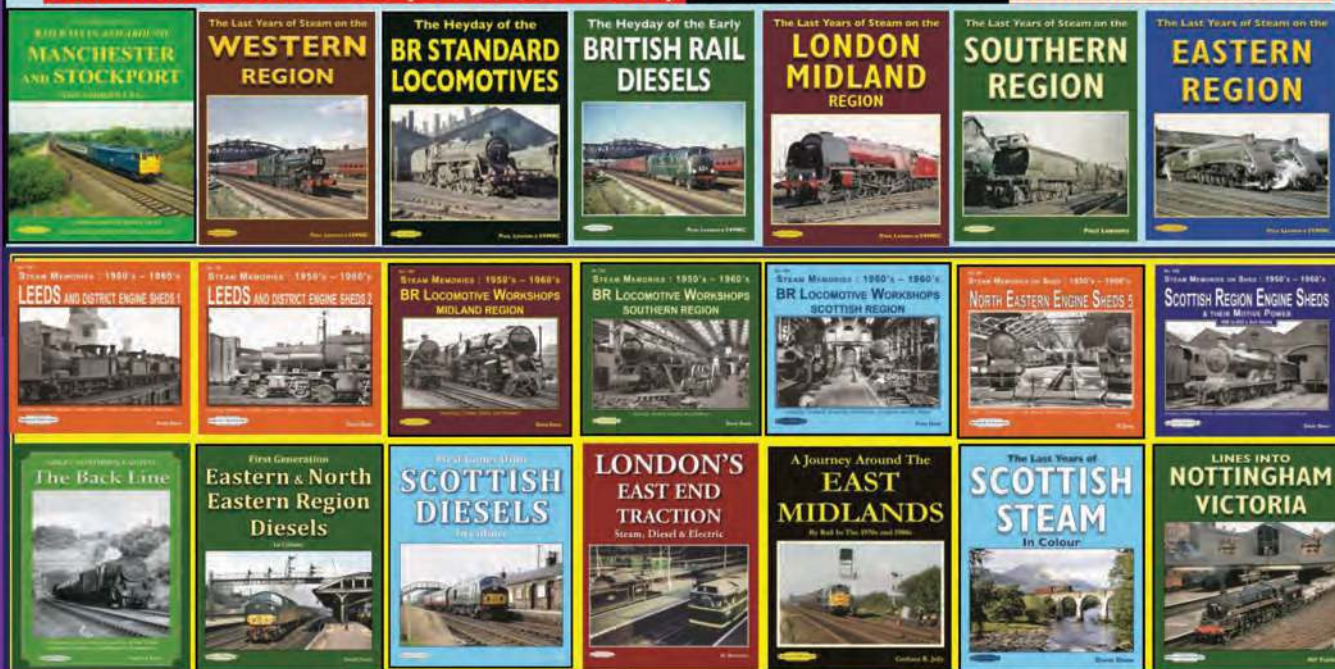


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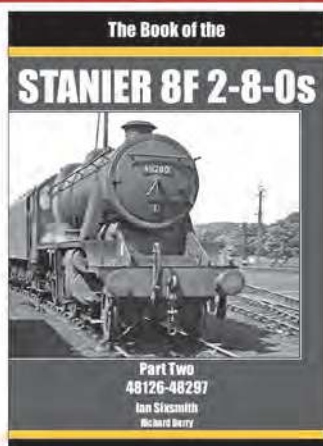
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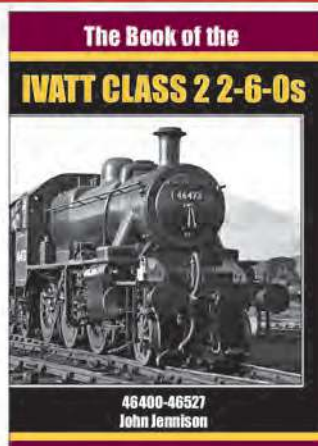
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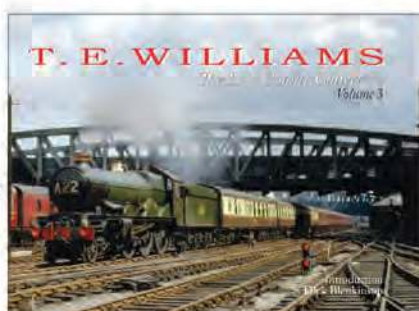
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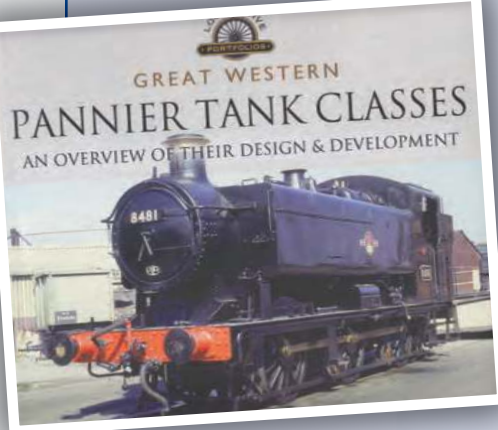
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GREAT WESTERN PANNIER TANK CLASSES AN OVERVIEW OF THEIR DESIGN & DEVELOPMENT, by David Maidment. Pen and Sword.

Pen and Sword must be the most prolific publishers of transport titles right now, and this month I have three new titles to consider. No other railway is as synonymous with pannier tanks as is (was) the GWR and its successor; the WR/SR of British Railways. This handsome (and weighty) book gives us chapter and verse on that most-ubiquitous type. The author has a real pedigree with regards to writing class/type histories, and this new offering follows on from that standard of excellence. The story is taken through from the various engineers responsible for the designs, a description of the early GWR types, early absorbed saddle and pannier tanks, through to the 57XXs, 54XXs, 64XXs, 74XXs, 94XXs, 15XXs, 16XXs and the 13XXs, plus a view of designs which were never built. It's lavishly-illustrated throughout, mainly in B&W with a small, central colour section. Production values are of a generally high order, though a few images are a tiny bit 'gloomy' (page 176, for instance, though the locomotive is in silhouette), all printed on good-quality near-gloss stock. Very usefully, at the rear, there are 100 pages of appendices, containing drawings, build dates, withdrawal dates and allocations. There are even photographs of some RTR

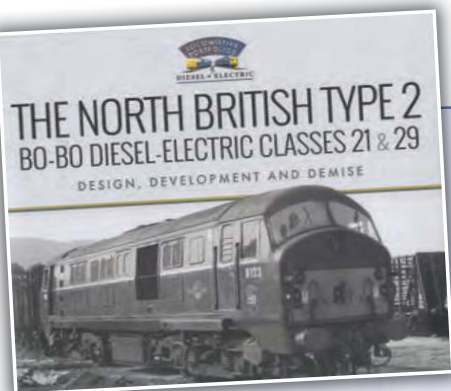
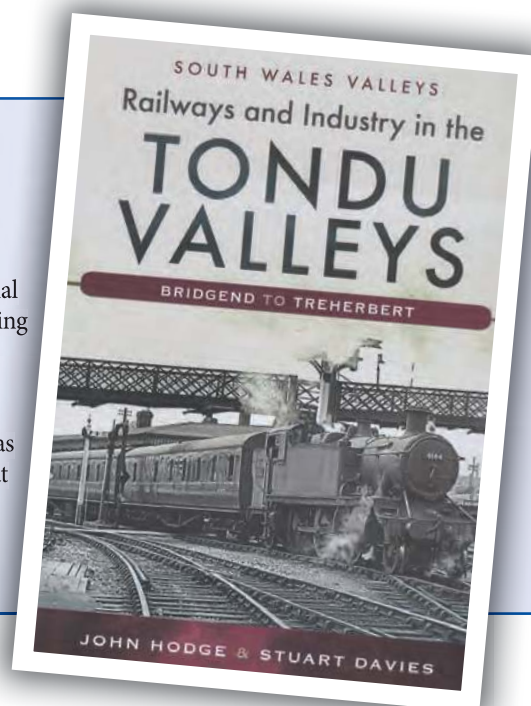
models of the classes. It goes without saying that anyone contemplating building models of any of the classes described will find this book invaluable, and I recommend it. There's also a book on the GWR 'Granges' by the same author and same publisher.

Price: £40.00 W: www.pen-and-sword.co.uk

RAILWAYS AND INDUSTRY IN THE TONDU VALLEYS BRIDGEND TO TREHERBERT, by John Hodge and Stuart Davies. Pen and Sword.

The railways played a very important role in the development of the industries in South Wales, and the linked story is very well told in this comprehensive volume. Naturally, coal was king and the importance of the valleys' coalfields is given due prominence in the account. There are also potted biographies of the principal great men in the area's industrial development. The GWR's prominence in the area is also recorded, and makes for fascinating reading. The story is told from the earliest times, up until the early 1990s, all very well-illustrated in B&W. In fact, the whole production is excellent; the book having a real 'quality' feel to it. Of course, anyone seeking information for making models of the area will find it invaluable. Although one is stricken with a profound sense of loss as to what has gone forever, the final chapter does hint at a latter-day renaissance in passenger services, at least in part. As usual, useful appendices are included at the end of the book.

Price: £30.00 W: www.pen-and-sword.co.uk



THE NORTH BRITISH TYPE 2 BO-BO DIESEL ELECTRIC CLASSES 21 & 29, by Anthony P. Sayer, Pen and Sword.

There's always been a fascination regarding 'flops' in the history of various locomotive types, and the NB Type 2s certainly come into that category. Conceived under the BR Modernisation Plan, they were built in the late-'50s/early-'60s and all had gone by the very early-'70s, giving an average service life for the class(es) of well less than a decade. On the GN suburban services, they were a disaster, and all ended up sent back to Scotland to be near their makers, such was their unreliability. Even 'rebuilding' didn't solve the problems (20 into Class 29, out of a total of 58). The rather sorry story is well-told throughout, though, at times, it makes somewhat depressing reading. That said, it will be of

great use to modellers and historians alike. There are comprehensive individual histories, which include precise build dates, withdrawal dates, works visits, periods in storage, detail differences, modifications and livery variations – all most-thoroughly researched.

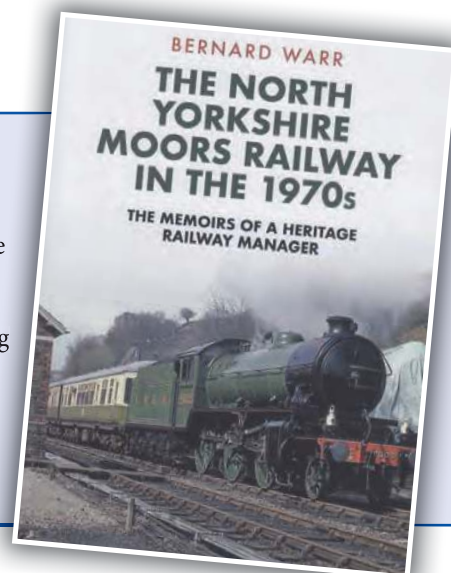
It's a great irony of history that North British, one of the greatest locomotive-builders of all time, should be largely remembered because of its generally hopeless diesels built, right at the end of the company's existence. It's not a fitting epitaph, though one friend observed, on visiting the works in Glasgow in the late-'50s that 'how can they expect to build complex machinery on an earth floor?' Recommended.

Price: £40.00 W: www.pen-and-sword.co.uk

THE NORTH YORKSHIRE MOORS RAILWAY IN THE 1970S THE MEMOIRS OF A HERITAGE RAILWAY MANAGER, by Bernard Warr. Amberley.

As expected from the title, this is a highly-personal account of the author's time as a railway manager on the NYMR during the decade described. It's a jolly and entertaining read, telling the tales of the trials and tribulations, and successes, in the first full decade of the line's existence in preservation. It is, indeed, a success story, at least in part. It's well-illustrated, both in colour and B&W and the reproduction is generally good on near-gloss stock. What I found most interesting are the circumstances of the author's dismissal from his post, now near 40 years ago. It was largely because he 'left his wife and set up with another woman, out of wedlock!' How attitudes change. He was latterly exonerated.

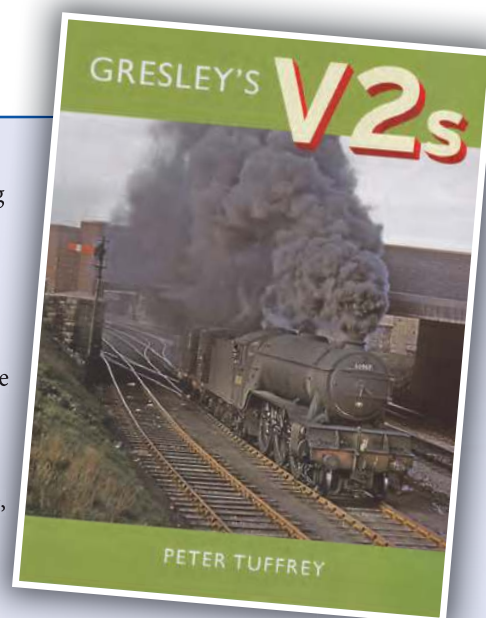
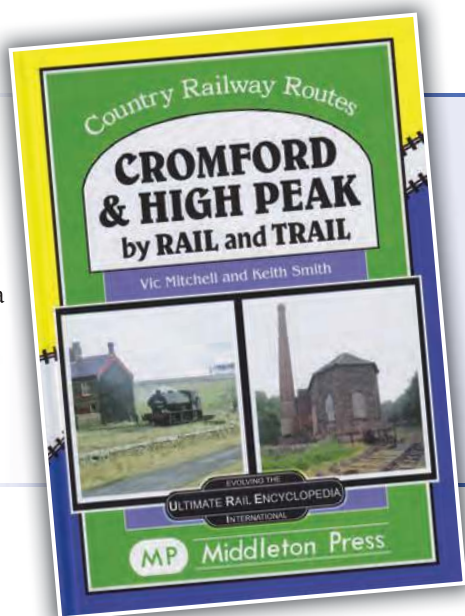
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COUNTRY RAILWAY ROUTES CROMFORD & HIGH PEAK BY RAIL AND TRAIL, by Vic Mitchell and Keith Smith. Middleton Press.

This month we have yet another title in the 'ultimate rail encyclopedia' from the publisher, this one describing the very popular Cromford and High Peak system, so well-loved of enthusiasts. It follows the usual format of a geographical setting, an historical background and description of passenger services. There then follows numerous photographs crossing all the timescale, complete with useful maps and ticket facsimiles. The reproduction is good and it should be of use to modellers and historians alike. The book concludes with a look at the current preserved narrow-gauge Steeple Grange Light Railway.

Price: £18.95 W: www.middletonpress.co.uk



GRESLEY'S V2S, by Peter Tuffrey. Great Northern.

This is the latest volume by this author describing various LNER locomotives, this one dealing with Gresley's 184-strong class of big, mixed traffic 2-6-2s. The book is written with authority and knowledge, mainly consisting of captions to the myriad of well-reproduced photographs. Almost every class member is illustrated, with a mixture of colour and B&W imagery, mainly, as expected, showing the class in BR ownership. It is a welcome addition to the library of this most-popular class and should be in all modellers' bookshelves, especially those who follow the LNER and its regional successors. I say it's written with 'authority', and it is, but much more could be made of some of the captions in my opinion, especially for model makers, where comments about minutiae of detail differences are missing. For instance, no mention is made of the lowered position of the top front lamp bracket on some locomotives, resulting in the fixing of the numberplate on the top hingestrap - 60853 at Selby (actually on the Up main line, not the Down) and 60870 at Newark. Nor are the different positions of the electric warning flashes mentioned - all vital details to modellers. Some of the fantastic pictures deserve more-informed captions. For instance, all we're told about 60867 entering Grantham on the 20th August 1958, other than the location and the date is that 'an engineman crosses the lines'. No mention is made of the locomotive's transposed crossrail/front numberplate (very rare) nor the wonderful ECJS survivor in front of the goods shed. The shot of 60841, also at Grantham, claims to have been taken on the same day as that of 60867, so one of the dates is wrong. Though we're told about the locomotive recently receiving AWS, a description of the train it's pulling would be beneficial. The position of the triplet diner as second, third and fourth vehicles in the rake indicates a Leeds express. An opportunity missed, yet we're given withdrawal dates for many of the locomotives illustrated - something obtainable elsewhere; the RCTS, Yeadon, etc. Those criticisms aside, it's a worthy book, featuring Gresley's 'second division' RA9 big stuff. Considering the V2s were heavier than the 'Kings', that's some 'second division'! Recommended, but with minor reservations.

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Children £3.00 Family £13.50

W: www.kendalmrc.org/exhibition

JANUARY 26

Bristol O Gauge - BOGG 2020

University of the West of England. Filton
Road, Bristol. BS34 8QZ

Opening Times: 1000 - 1600

Prices: Adults £9.00 Concessions £7.00

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T: 01179 836036

W: www.bogg7mmexhibition.com

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WEBSITE

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www.world-of-railways.co.uk

Closing date for the March
issue is 7th Jan

TRAIN & TOY FAIRS

DECEMBER 28

Barry Stockton Model Train & Toy Collectors Fairs - Haydock Park

Racecourse Haydock Park Racecourse,
Warrington Road, Newton-le-Willows,
Merseyside WA12 0HQ

Opening Times: Sunday 1030 - 1400

Prices: Adults £2.00 Children 50p

T: 0151 334 3362

DECEMBER 29

Barry Stockton Model Train & Toy Fairs

Extra Xmas Special Event - Wirral.

Hulme Hall. Port Sunlight, Wirral.

CH62 5DH

Opening Times: 1030 - 1400

Prices: Adults £2.00 Children 50p

T: 0151 3343362

DECEMBER 29

Reading - Toy Fairs

Rivermead Leisure Centre. Richfield

Avenue, Reading. Oxfordshire. RG1 8EQ

Opening Times: Early Ent 0830 £10.00 /

0930 £7.00 1030 - 1500

Prices: Adults £4.00 Children U16 Free

T: 01270 652773 Tony Oakes

JANUARY 1

East Midlands (Newark) Toy & Train Collectors Fair

The George Stephenson Exhibition Hall.
Winthorpe. Newark. Notts. NG24 2NY

Prices: Adults £4.50 Seniors £4.00 First

Child £3.50 Under 5's Free

T: 01522 880383

Bridgnorth - Toy Fairs

Leisure Centre. High Town, Bridgnorth,
WV16 4ER

Opening Times: 1030 - 1400

Prices: Adults £2.50

T: 01270 652773 Tony Oakes

JANUARY 5

Jim Corr Toy & Train Fair - Chester-le-Street

Lord Lawson Academy. Birtley Lane,
Birtley. Chester-le-Street. DH3 2LP

Opening Times: 1000 - 1500

Prices: Adults £3.00 Seniors & Under

16's £2.00 Early Entry Adult & Senior

£5.00 Under 16's Free

T: 07504 035955

JANUARY 19

Ray Heard Train & Toy Fair - Newton Abbot

Newton Abbot Racecourse. Newton Road,
Kingsteignton. Newton Abbot.

Devon.TQ12 3AF

Opening Times: 1000 - 1530

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Dec 7 – READING 31st Reading O Gauge Trade Show, Organised by Guildford O Gauge Group, Rivermead Leisure Centre, Richfield Avenue, Reading, RG1 8EQ. 10-4

Squires will be exhibiting at the following shows in 2020

Jan 25/26 – KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX. Sat 10 - 5. Sun 10-4.30
Jan 11/12 – BOGNOR REGIS Model Rail Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 10-4.30 **Free Parking**
Jan 12 – GUILDFORD – Astolat MRE, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmre.co.uk
Jan 18/19 CALNE 27th Model Railway Show Beversbrook Sports Facility, Beversbrook Road, Calne, Wiltshire, SN11 9FL, Sat 10 - 5, Sun 10 - 4.30. <http://calnemrs.org.uk/>
Jan 19 – BOLTON – IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton BL6 6SF. Sunday 10 - 4pm.
Jan 25/26 – KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX. Sat 10 - 5. Sun 10-4.30
Jan 26 – BRISTOL O Gauge Group Model Railway Exhibition, The University of the West of England, UWE Exhibition and Conference Centre, Filton Road, Bristol, BS34 8QZ. Sun 10 - 4. (Follow signs for North Entrance) **FREE on-site Parking**
Feb 1/2 – ALTON – FebEx 2019 Alton Model Railway Group Exhibition Eggers School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.
Feb 15 – TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, TN9 1SF 10-5 www.tonbridgemrc.com, Less than 5 mins walk Tonbridge Railway Station.

Feb 21/22/23 – GLASGOW Model Rail Scotland,

Scottish Exhibition & Conference Centre, Glasgow, G3 8YW.

Fri 10.30-6, Sat 10-6, Sun 10.30-5 www.modelrail-scotland.co.uk

Feb 29/Mar 1 – PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat 10 - 5pm, Sun 10 - 4.30
Mar 7 – KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Saturday 10 - 4. **Plenty of FREE parking**
Mar 14/15 – BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, RG22 6HQ. Sat 10 - 5 Sun 10 - 4.
Mar 14/15 – PERTH GREEN Model Railway Exhibition, Primrose C.A. Lambton Terrace, Jarrow, Tyne and Wear, NE32 5QY Sat 10 - 5. Sun 10 - 4. **Note - change of venue**
Mar 21 – EGHAM Egham & Staines MRS Exhibition, Strode's College Sports Hall, Egham High Street, Egham, Surrey, TW20 9DR. Sat 10.30 - 5.
April 4 – NORWICH Model Railway Exhibition, Hellesdon High School, Middletons Lane, Norwich, NR6 5SB. Saturday 10 - 4.30. **FREE Parking on Site**

April 11/12/13 – YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. YO23 1EX. Sat & Sun 10 - 5, Mon 10 - 4.30.

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April 18/19 – BANGOR North Down Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU. Sat 10 - 5, Sun 12 - 5. www.ndmrs.co.uk
April 18/19 – CORSHAM Trainwest 2019 MRE, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**
April 18/19 – HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Sat 10-5 Sun 10-4. **FREE PARKING**
April 25 – LEIGH O SCALE NORTHWEST, O Gauge Model Railway Exhibition Leigh Sports Village, Sale Way, Leigh, Lancashire WN7 4JY. Sat 10 - 4.00. **FREE PARKING**
April 25/26 – SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wyld Green Road, Sutton Coldfield, B76 1QT. **Plenty of FREE Parking** Sat 10-5, Sun 10-4.30
May 1/2/3 – BRISTOL The 52nd Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.
May 9 – READING Association of Larger Scale Railway Modelers Trade Show & Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. **FREE entry to ALSRM Members**
June 6 – DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00.
June 13/14 – GLASGOW 'O' Gauge MRE, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10 - 4, Sun 11 - 4. ***Free Parking, Close to Railway Stations***
June 27/28 – PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, PH2 0TH. Sat 10 - 5.30, Sun 10 - 5. www.perthmrc.com
July 5 – ROMSEY IPMS The Romsey Scale Model Show, Crossfield Hall, Broadwater Road, Romsey, SO51 8GL. Sun 10 - 4. www.romseymodellers.co.uk
Aug 8 – BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill on Sea, TN40 1SE. Sat 10 - 5. **FREE PARKING ON SITE**
Aug 29/30 – TELFORD GUILDEX 2019, Gauge O Guild Exhibition, Telford International Centre, St Quentin Gate, Telford, Shropshire, TF3 4JH. Saturday 10 - 5, Sunday 10 - 4. www.gauge0guild.com Coming to Telford? Why not try Sunday? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!
Sep 26/27 – HALIFAX 47th Model Railway Exhibition, North Bridge Leisure Centre, Halifax, HX3 6TE. Sat 10 - 5 Sun 10 - 4.

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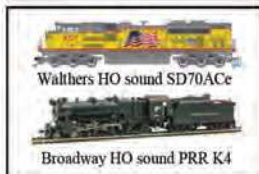
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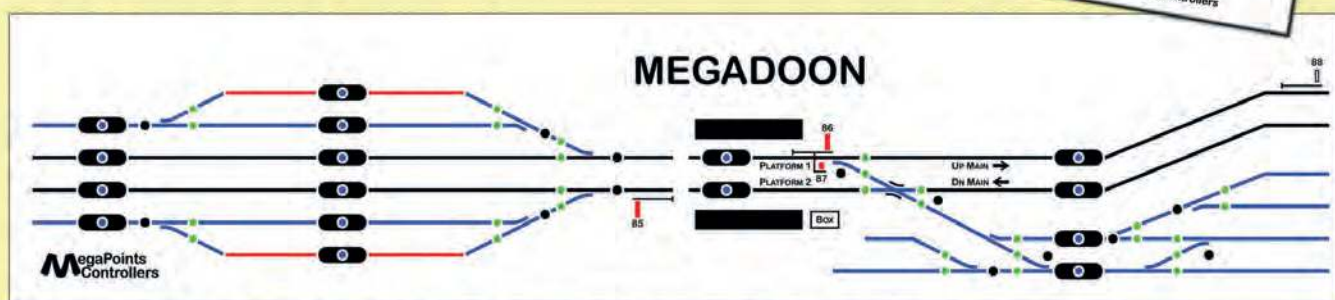
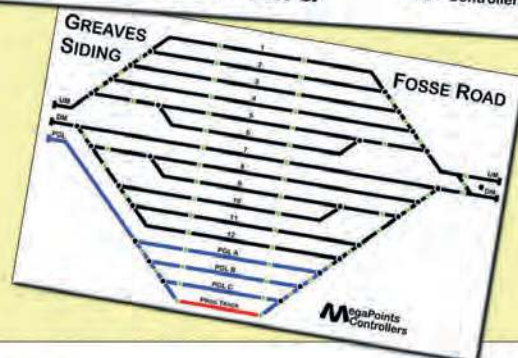
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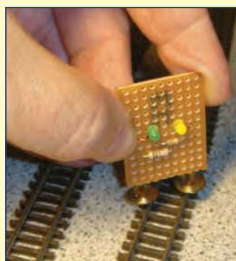
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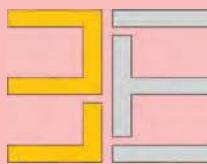
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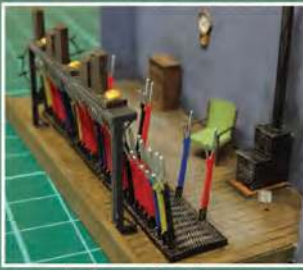
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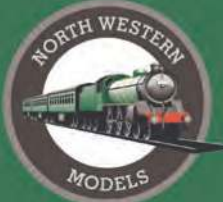
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THE 210 SQ.FT. LAYOUT... ...IN N GAUGE!

We tour 'James Street' to bring you behind-the-scenes vistas of this fine representation of the Midlands during the British Railways transition period.

THREE MORE GREAT LAYOUTS:

- Depot Lane (00) – BR Blue-era layout, built to a simple design for exhibitions by four friends
- Castle Wharf (009) – A true masterpiece in the art of creating a narrow-gauge line that never was.
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Plus:

- Make a Class 20/3 from Bachmann's model
- Pick-up goods operations explained
- Build a micro layout – we show you how
- Mammoth 'Heaton Lodge' O gauge layout update

ON-SALE
FROM
JANUARY 2

Buffer Stop

A light-hearted look at office ongoings and the world of model railways

For more than five years, Tail Lamp, our 'back of the magazine' section has provided a space for those in the modelling world to voice their opinion on topical model railway subjects. We have welcomed retailers, manufacturers, new start-ups and modellers alike - people from all walks of life. Each has written on a diverse range of subjects, explaining their frustrations, jubilations and everything in-between as they ensure that modellers receive the products they desire.

However, we felt that Tail Lamp had run its course and it was time to refresh our back page with something new. Buffer Stop is our new hub for interaction, bringing you everything from humorous office action to popular topics of the month across our multi-media platforms.

Trending Tweets this month



JAM OR CREAM FIRST ON YOUR SCONES?

Send an email to howards@warnersgroup.co.uk and let us know what you think!

Debbie: Jam, always!

Howard: Either - I'm a dustbin

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Phil: Jam first for me

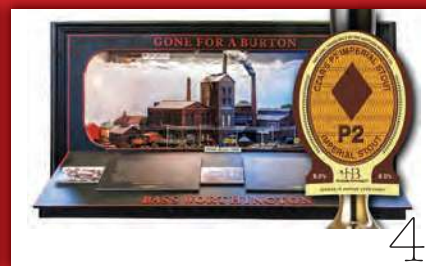
Ruth: Always jam first

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What we've been up to...



1. Spotted at the Great British Model Railway show, a layout built into the boot of a 1962 Morris Minor.
2. Large scales needn't require large spaces, as this micro 16mm scale layout spotted at the Exeter Garden Rail show proves.
3. More baseboards in the office? It can only signify another layout project...
4. We've photographed a layout for a future issue, with offerings of an excellent stout brewed by the layout's owner. At 8%, the images may be a bit fuzzy!

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O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeleaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOBB Crane	hattons.co.uk/gpc	£69	Nov 2018							
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OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

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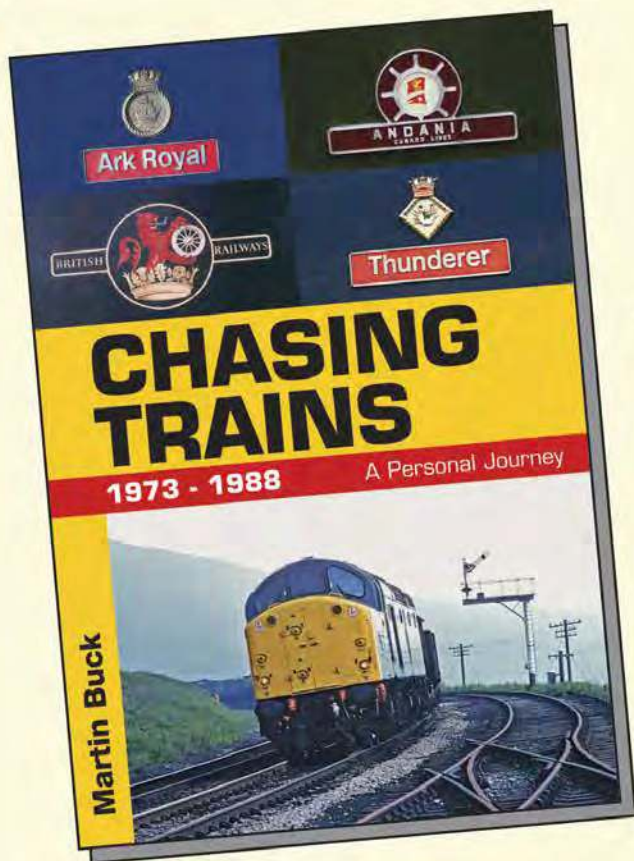
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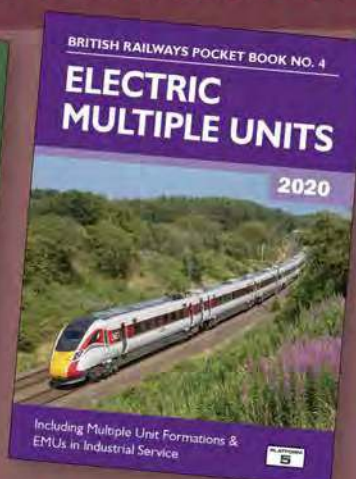
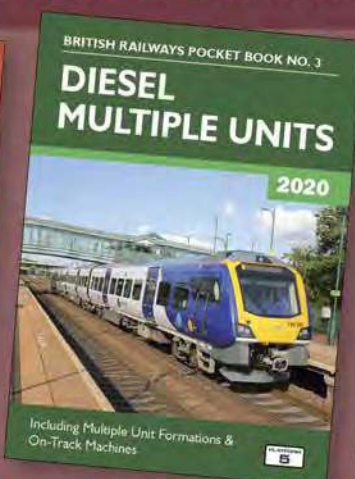
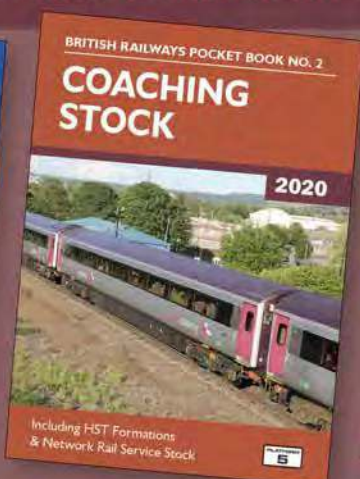
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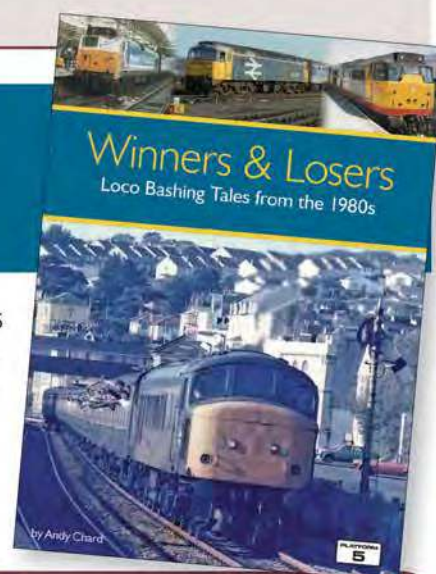
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TRACTION
issue 256 will
be on sale
Friday 31st
January

Welcome

Welcome to the January/ February 2020 issue of TRACTION. In this issue we look in detail at a type of freight traffic that has declined considerably over the last twenty years, that of chemicals from the numerous industrial plants on Teesside. David Hayes has researched the history of these once numerous flows of traffic, whilst David Ratcliffe portrays some of the variety of tanker wagons used.

Towards the end of the life of the Class 25s, a batch of 12 of the type were placed in a sub-class and designated Class 25/9. Sadly, the traffic that they were intended for in the north west of England didn't materialise but G.P. Butler photographed each locomotive before they were withdrawn so we can present a portrait of an entire class.

Moving north to Ayrshire Stuart Fowler's photographs show some of the variety of liveries that the Class 37s carried over the last fifteen years.

Mick Humphrys, now a 'Pendolino' and 'Voyager' driver, starts a two-part feature about his early years in the cab driving the Class 81 to 85 locomotives on the West Coast Main Line. Another railwayman, Ian Buck, looks at the Class 117 and 121 DMUs that were based at Bletchley depot and worked on a variety of services in the south east of England.

Elliot Hopewell begins a series of articles about his early life as a railway enthusiast starting during his teenage years based in the Lincoln area.

One of the less glamorous types of mainline diesel, the

Class 31, is the subject of Gavin Morrison's photo feature when, during the Rail Blue era, they were to be found on a variety of types of train from expresses through to the humblest of freight trains.

In the 1990s Colin Boocock became very involved in charities working in Romania so it was perhaps inevitable that he would turn his attention to its fascinating railways. In his latest article he describes the changes since the end of the communist regime, some for the better and others not.

In TRACTION MODELLING we feature two contrasting 4mm scale layouts, Reeve Road is a large layout built by the Bradford Model Railway Club and set in Yorkshire, whilst Minorities GN is a much smaller layout inspired by the Metropolitan Widened Lines in London.

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With the Tees Transporter Bridge in the background 37669 is seen at Port Clarence with empty hydrocyanic acid tanks on 11th July 1998. DOUGLAS JOHNSON.



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Thursday 20th June 1991: The industrialised surroundings of South Bank, Teesside, forms the backdrop to this view of 47371 working 6M80, the 20:20 MWthO from ICI Wilton to Langley Green, conveying chlorine for Albright & Wilson. In the next few weeks, following the abolition of Speedlink in July 1991, the service would be amended to call at Tees Yard to attach 'add on' traffic in the form of carbon dioxide from Haverton Hill destined for Coleshill (detached and tripped from Bescot). IAN CUTHBERTSON COLLECTION.



Teesside Chemicals

In response to a request in the letters page of TRACTION 252, David J. Hayes looks back at some of the interesting and often lethal chemical commodities moved by rail to and from Teesside, mainly during the 1980s and 1990s.

As with many other major industrial locations up and down the country, Teesside has seen its fair share of industrial decline together with a massive downturn in rail freight operations and railborne tonnages, often brought about by factors beyond the control of the railway itself, due to changes within the industries served. As many readers will know, the Teesside area was once an important source of revenue for British Rail (BR), when huge amounts of traffic were moved by BR in block train formations to and from long standing, high profile customers in the region, such as those related to the chemical, petroleum and steel industries. Certain non bulk flows were catered for by using the traditional and Speedlink wagonload networks, both of which had a major operating presence at the huge Tees Marshalling Yard facilities on the south bank of the River Tees.

The Teesside area back then was also a magnet for railway enthusiasts, especially photographers, because of the rich variety of freight traffic and traction on offer, and the wonderful photogenic industrial backdrops that were provided by the steel

and petrochemical companies that existed in this part of the North East. Many of us have seen the numerous images that have appeared over the years showing the likes of the sprawling Tees Yard with the River Tees and the Tees Newport Lifting Bridge in the background, or that of the equally impressive Tees Transporter Bridge at Middlesbrough, and of the vast steel mills and coke ovens in and around the Grangetown and South Bank districts.

One of the more interesting aspects of rail freight operations to be seen on Teesside during the 1980s and 1990s was the movement of chemicals, which, in many instances, were not only lethal in nature but also conveyed using a bewildering variety of tank wagons specially designed for this purpose. These included two axle and bogie type tank wagons, which could be seen travelling either in block train formations or in the mixed consists of wagonload services, especially Speedlink freights, the latter also dealing with air braked chemical commodities travelling to and from mainland Europe via the Dover and Harwich train ferry operations that still existed back then.

Certain chemical substances were required to be transported in tank wagons fitted with heating elements to prevent the product from solidifying, such as an import flow of hexamethylenediamine from France to the Imperial Chemical Industries (ICI) plant at Wilton. However, not all chemicals conveyed in tank wagons were transported in a liquid state. Some products were conveyed as gasses under pressure, or perhaps in granulated, pelletised or powder form and conveyed using purpose built covered hoppers, or was bagged and conveyed in vanloads. Some chemical flows on Teesside used intermodal technology such as containers and tank-tainers.

Although this article doesn't attempt to document every railborne chemical movement generated on Teesside, it will hopefully provide a welcome reminder of the variety of flows that once existed, many of which were interregional. Therefore, some of the images accompanying this article will feature trains elsewhere in the country and not just on Teesside.

The accompanying map shows the various Teesside chemical plants and storage

facilities mentioned in this article that were located north and south of the River Tees, while David Ratcliffe's companion article to this feature provides welcome additional detail, which will, hopefully, also be of interest to the railway modelling fraternity. David also explains what uses some of these chemical commodities had in the role of industry, which is a fascinating subject in itself.

ICI Haverton Hill

The huge Haverton Hill complex, or ICI Billingham to give it its correct title, generated substantial railborne chemical tonnages on Teesside, some of which were either conveyed in block trainload volumes or in smaller wagonload consignments handled by the traditional wagonload network or Speedlink, such as methanol (Speedlink chemicals traffic will be looked at later). One such methanol movement thought to have used the traditional wagonload network up until the early 1980s was that to the Synthite Works at Mold, North Wales, a flow which is believed to have ended circa 1982.

However, some methanol traffic from Haverton Hill was conveyed in block train volumes. One such flow that appeared in February 1990 involved a former Speedlink movement, which ran on an 'as and when required' basis to South Wales for Dow Chemicals at Barry. The unloading of the methanol took place at the nearby Powell Duffryn terminal, which had a pipeline connection to the Dow Chemicals' site. This was a relatively short lived traffic flow arrangement and ended in September 1991.

There were also trainloads of methanol from Haverton Hill to Ellesmere Port (Unitank) and to Lindsey refinery. Those to Ellesmere Port ended circa 1983/84 and although such workings between Teesside and Lindsey had declined by 1987, they appear to have fizzled out altogether circa 1990, having been replaced by short haul flows from Immingham Storage Tank Farm to Lindsey dealing with imported methanol from Holland.

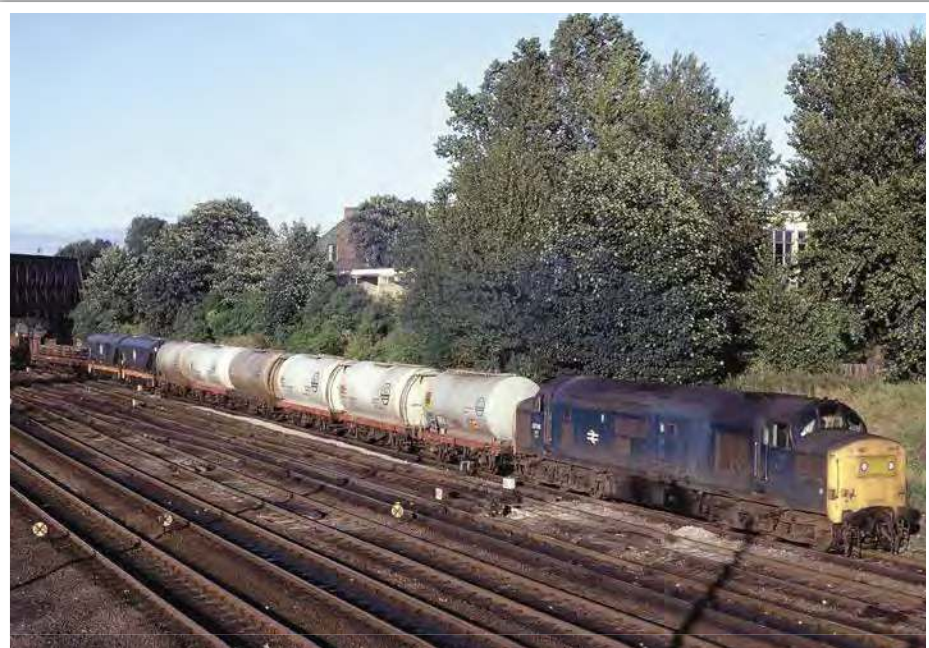
Other block train traffic from Haverton Hill included the well known movement of anhydrous ammonia, which was used in the manufacture of fertilizers and conveyed using vacuum braked two axle tanks. Destinations included Avonmouth's Severn Beach (for ICI Severnside), Barton-on-Humber, Grangemouth, Heysham and Leith. By the mid 1980s, this commodity was conveyed using white bogie pressure tank wagons.

As readers will well understand, such workings, as with many other trains conveying dangerous or hazardous cargoes, required that barrier wagons be positioned fore and aft of the train consist, and that a brake van be positioned at the rear of the formation.

Even when discharged, empty chemical tank wagons were still regarded as 'loaded' due to the fact that traces of product or fumes or vapours could still be present in the tank barrels and therefore could still pose



Friday 2nd June 1978: Cyclohexane, a key intermediate in the manufacture of nylon, was moved in block trains from ICI Wilton to the company's Ardeer works at Stevenston, Ayrshire. 47313 lifts the return empties up the connection from the Tyne Valley Line to join the East Coast Main Line immediately north of Tyne Yard. Most of the vehicles in the train are from a batch of 47 tank wagons built between 1969, when the nylon plant at Ardeer began operation, and 1971; the 5th and 6th wagons are new builds dating from a few months before this photograph was taken. Unfortunately, the nylon plant closed in 1980, thus bringing an end to the cyclohexane workings. **TREVOR MANN COLLECTION (CAPTION, TREVOR MANN).**



Friday 5th September 1980: Wagonload chemicals traffic made a significant contribution to the viability of certain Speedlink services to and from Teesside. 37141 has just passed beneath Holgate Bridge, York, with what is thought to be a Tees Yard to Parkeston Speedlink service, which is about to call at Dringhouses Yard for traffic purposes. The first eight wagons have all originated from Haverton Hill (ICI Billingham). The one next to the locomotive is a 40 tonne (glw) tank in aqueous amines traffic and is bound for the Continent via the Harwich train ferry. This is followed by five 45 ton (glw) Class A tanks in methanol traffic and two 50 ton (glw) urea hoppers. The methanol and urea are bound for Duxford (Ciba-Geigy). **TREVOR MANN COLLECTION (CAPTION, TREVOR MANN).**

Images as credited. Captions by David J. Hayes unless otherwise stated.

a real threat or danger, thus requiring the mandatory use of barrier wagons and, where applicable, a brake van on the rear. I believe chemical tank wagons were only deemed truly 'empty' and 'safe' once they had been purged in readiness for planned maintenance work or if they were returning back to traffic after receiving such attention.

Believed to have qualified as the deadliest chemical commodity to have moved by rail in the United Kingdom was that of hydrocyanic acid from Grangemouth to Haverton Hill. Although operated as a block train, the consists of these workings were usually quite short and formed of just a handful of two axle tank wagons. They also required the use of barrier vehicles, which, in the case of this traffic, were purpose built (as opposed to utilising conventional railway wagons as barriers) and of a quite substantial build. It was usual practice to find two barriers fore and aft of the train, with a brake van bringing up the rear.

There was also a short haul indigenous movement of this product on Teesside to Haverton Hill, which originated from BASF Chemicals at Seal Sands. This localised flow of hydrocyanic acid also included the use of the substantial barrier wagons, but not a brake van, as will be seen in the accompanying pictures.

Apparently, the train crews of the hydrocyanic acid trains were issued with a medical 'survival' kit containing hypodermics to administer an antidote should they become exposed to this highly dangerous cargo. However, it is also said that in the unlikely event of this ever happening, it is debatable as to whether the crew would have been able to respond quickly enough

Friday 9th September 1983: A Class 40 hauled vacuum braked block train of anhydrous ammonia from Haverton Hill (ICI Billingham) to Leith heads north along the East Coast Main Line at Little Benton, Newcastle, behind 40158. The locomotive is also carrying its pre TOPS number of 358. IAN CUTHBERTSON COLLECTION.



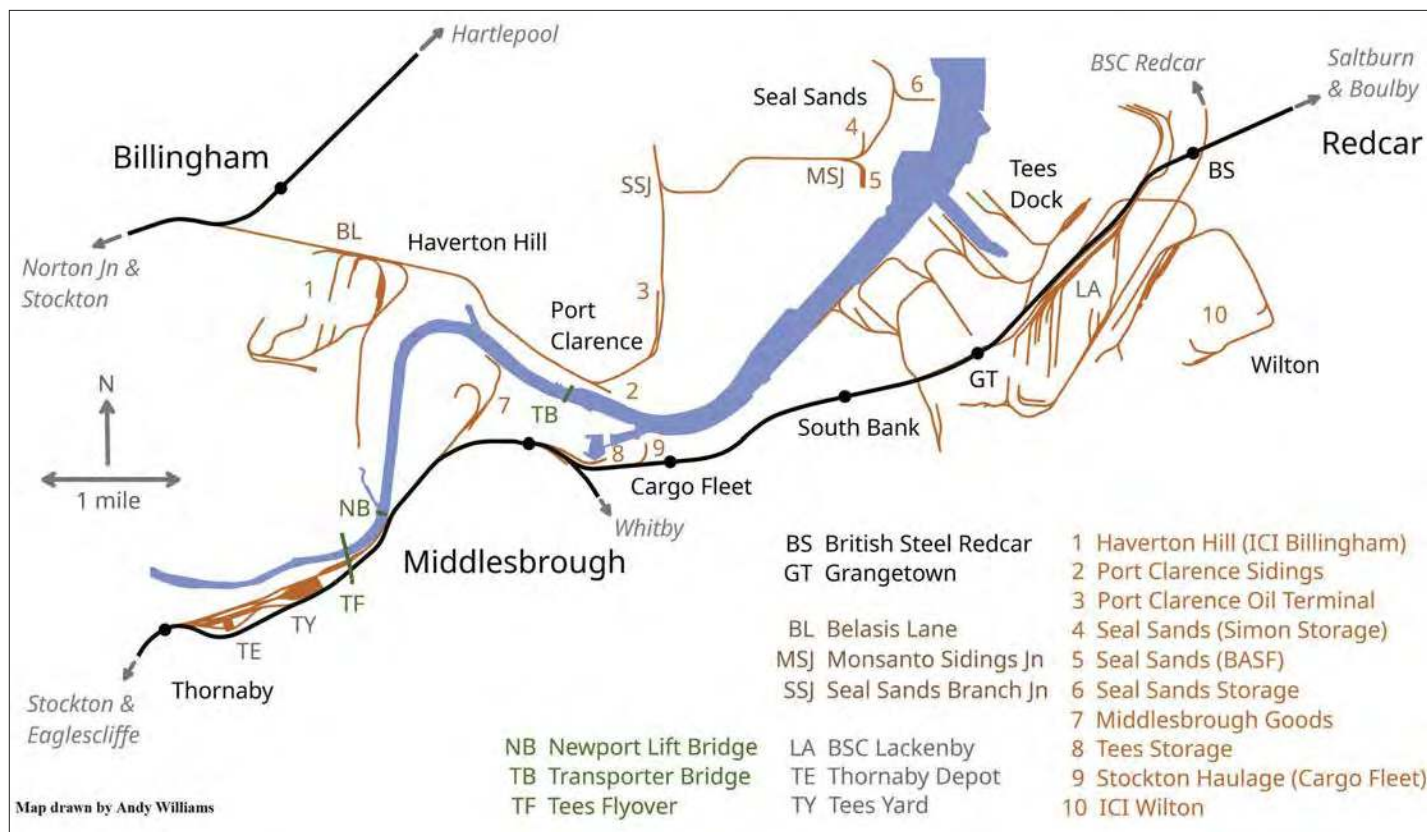
to counteract its lethal effects! It would be interesting to hear via the TRACTION letters' section from anyone having had first hand experience of working these trains.

Seal Sands

In addition to the localised hydrocyanic acid traffic from BASF to Haverton Hill, the chemical works and storage facilities around Seal Sands generated a combination of long distance trainload chemicals flows and Speedlink business, the latter of which

will be looked at shortly. Block train traffic included an inbound movement of anhydrous ammonia from the Shellstar fertiliser plant (later UKF and then Kemira) at Ince & Elton to Monsanto and an inbound bulk delivery of sulphuric acid from St. Helens. The block train from Ince & Elton is thought to have ceased in the late 1970s or early 1980s while that from St. Helens ended in 1983 and was replaced by irregular wagonload deliveries.

Some of the chemicals railed to the Seal Sands area, such as caustic soda and



sulphuric acid, were purely for storage for other customers and dealt with in either trainload or wagonload volumes. Therefore, in addition to serving the aforementioned BASF chemical works, the Seal Sands branch also gave access to the Seal Sands Storage and Simon Storage tank farms (see map).

ICI Wilton

One of the main chemical flows coming out of ICI Wilton in the early 1990s was a domestic haul of chlorine in white TTA tanks, complete with barrier wagons and a brake van, to Langley Green, in the West Midlands, for Albright & Wilson. This traffic, for a number of years previously, had mainly been sourced and worked as a block train from Ellesmere Port, supplemented with wagonload consignments from Runcorn (ICI Castner-Kellner), but was later Speedlink hauled from Warrington to Bescot from where it was forwarded to Albright & Wilson under local tripping arrangements.

The source of the chlorine for 'Albrights' switched to Teesside in July 1989 and continued to use the core Speedlink network to reach the West Midlands for quite some time before being amended to run as a regular block train between Wilton and Langley Green circa October 1990. This particular block train operation from Wilton was a relatively short lived arrangement by railway standards and had reverted back to a block train operation from Ellesmere Port in January 1993, before ending completely in December 1993. We shall come back to the post Speedlink block train haulage of chlorine between Teesside and the West Midlands a little later.

Another interregional block train from Wilton conveyed cyclohexane to Stevenston for ICI Ardeer, although this ended in the early 1980s when the nylon plant at Ardeer closed. There was also domestic and international Speedlink traffic generated at Wilton, which, together with other wagonload chemicals traffic on Teesside, will be overviewed next (Wilton also generated intermodal traffic, which will be touched upon later).

Teesside chemicals by Speedlink

A number of small scale chemical flows to and from Teesside were catered for by Speedlink, which included domestic and European movements to and/or from Cargo Fleet, Haverton Hill, Middlesbrough Goods, Middlesbrough Dock Hill, Seal Sands and Wilton. Much of this traffic was conveyed using a wonderful variety of tank wagons, especially those used for international movements via the Dover and Harwich train ferries.

The accompanying table details some of the Teesside chemical commodities moved by Speedlink during the 1980s and early 1990s, up until Speedlink was abolished in July 1991, and thus gives a good idea of the diverse nature of the traffic on offer and the variety of European and domestic destinations served. However, some of the

Tuesday 11th August 1987: Another view of an anhydrous ammonia train, this time at Leith, with 'Scottie' branded 37043 in charge. Note the barrier van and brake van, and that by this date air braked bogie pressure tanks had replaced the two axle vacuum braked variety seen being hauled by the Class 40 in the previous picture. DAVID FORD



Wednesday 2nd May 1990: The afternoon 6M74 trunk haul Speedlink departure from Tees Yard to Willesden (Brent) passes Milford Junction behind 47238 'Bescot Yard'. Although the lengthy consist appears to be mainly steel related, the train includes an empty glycol tank next to the loco returning from Middlesbrough Goods to Germany. Interestingly, there are also five or six loaded TTA chlorine tanks (plus associated barriers and brake van) bringing up the rear, which were en route from ICI Wilton to Langley Green, as explained in the article. MICHAEL PAGE.



flows listed were to end before the demise of Speedlink, such as an export flow of molten phenol from Haverton Hill, which finished in 1983.

There were also a couple of domestic methanol flows from Haverton Hill that succumbed, such as to Langley Green for ICI (but not that to British Industrial Plastics) and Runcorn (ICI), both of which ended in the late 1980s (circa 1987/88). As for the other methanol flows listed, these pretty much survived until the demise of Speedlink, although that to Barry (Dow Chemicals) was transformed into a short lived block train operation in early 1990, as mentioned earlier.

Such wagonload traffic from Teesside to Duxford (for Ciba-Geigy) was replaced

by Speedlink deliveries from Purfleet dealing with imported methanol from the Netherlands (subsequently becoming a block train operation from Purfleet post Speedlink). Likewise, the domestic Speedlink haul of urea from Haverton Hill to Duxford was also replaced by imports from the Netherlands, this time entering the UK through King's Lynn. Both the methanol and urea to Duxford survived the Speedlink axe, but are believed to have ended in 1993. Methanol movements between Teesside and Langley Green, for British Industrial Plastics (BIP), managed to survive for a very short while in the post Speedlink era, as described later.

The aforementioned movement of chlorine from Wilton to Langley Green (for Albright & Wilson) continued to be Speedlink hauled

for a while before becoming a dedicated block train to the West Midlands in 1990, as mentioned earlier. The traffic is thought to have had a couple of trunk haul Speedlink routing options for reaching the Black Country region, one of which was to use a Tees to Willesden Speedlink for part of its journey (see accompanying image), possibly as far as Doncaster where it would have been detached for onward Speedlink movement to Bescot. Another option was for it to be conveyed using a Tees to Warrington service, from where it had a further choice of forwarding connections to Bescot.

A more obvious and direct Speedlink service arrangement for the movement of chlorine between Teesside and the West Midlands would have been for it to have used the evening Haverton Hill and Tees Yard to Eastleigh Speedlink, which called at Bescot for traffic purposes. However, this train often conveyed methanol from Haverton Hill for Langley Green (BIP) and/or Eastleigh, therefore often precluding the inclusion of the chlorine on this particular service because the chlorine and methanol were not permitted to travel together in the same consist even with barrier wagons separating the two products.

In addition to what has already been mentioned and tabulated, there were also non-dangerous chemicals to Middlesbrough Goods, sulphuric acid from Seal Sands and propanol from Middlesbrough Dock Hill (Tees Storage), the latter including exports. The storage of propanol, however, was later transferred to Seal Sands (Simon Storage), which, in 1992, included imports to the Simon Storage Propylene Siding.

A quick mention should also be made of

Examples of Speedlink-hauled chemical commodities to and from Teesside		
CHEMICAL COMMODITY	ORIGIN	DESTINATION
Acetic Acid	Hull	Seal Sands
Adipic Acid	Wilton	Bridgwater
Aluminium Alkyl Halides	Germany	Wilton
Amines	Haverton Hill	France, Germany, Switzerland
Anhydrous Dimethylamine	Haverton Hill	Switzerland
Aniline	Tees Storage	Germany, Grangemouth
Butadiene	Wilton	Kings Lynn
Caustic Soda	Seal Sands	Corkicle, Dalry
Chlorine	Runcorn	Wilton
Chlorine	Wilton	Langley Green
Ethyl Glycol	Germany	Middlesbrough Goods (for Wilton)
Hexamethylenediamine	France	Wilton
Industrial Alcohols	Europe	Middlesbrough Goods
Industrial Alcohols	Middlesbrough Goods	Europe
Methanol	Haverton Hill	Barry, Duxford, Eastleigh, Langley Green, Runcorn
Molten Phenol	Haverton Hill	Europe
Sulphuric Acid	St. Helens	Seal Sands
Terephthalic Acid	Wilton	Yugoslavia, Portugal, Spain
Urea	Haverton Hill	Duxford

Note: Although such locations as ICI Wilton had a rail connection to the national network and a complex internal railway system in place, certain manufacturing areas of these huge sites were not fed by rail, thus resulting in some chemical commodities having to be road hauled to or from local goods facilities in the area, such as Middlesbrough Goods and the Stockton Haulage facility at Cargo Fleet.

a Speedlink movement of pure terephthalic acid (PTA) from Wilton to Ireland via Stranraer using intermodal technology. The PTA containers were loaded onto rail at the Stockton Haulage railhead at Cargo Fleet.

Teeside 'Euro' chemicals post Speedlink

For non block train traffic, the demise of Speedlink in summer 1991 meant that most

of the surviving wagonload chemical flows to and from Teesside had to find an alternative means of getting from source to destination. In the immediate wake of Speedlink, and with the opening of the Channel Tunnel just a few years away, Railfreight Distribution (RfD) wanted to retain a European wagonload foothold in the UK and, therefore, established a skeletal network of wagonload services aimed mainly at European flows

Friday 16th August 1991: Heading back to Teesside, 47375 'Tinsley Traction Depot (Quality Assured)' approaches Water Orton at 13:24 with 6E70, the late running 10:55 WSSuX post Speedlink RfD 'UK Contract Train' from Bescot to Haverton Hill conveying three empty carbon dioxide tanks from Coleshill and six empty methanol tanks from Langley Green (BIP). The core traffic on the inbound working was usually chlorine from ICI Wilton to Langley Green for Albright & Wilson with additional 'add on' carbon dioxide from Haverton Hill for Coleshill. The methanol traffic from Haverton Hill for BIP, which was not permitted to travel in the same train as the chlorine to 'Albrights' (this restriction also applied to the empties), was a very short lived post Speedlink survivor, and the empties seen here could well have been making their last rail movement for BIP. KEVIN PAYNE.



based on the Dover train ferry (the Harwich train ferry operation had already ended in January 1987); RfD branded these trains as European Contract Services.

This European 'network' of trains in the UK didn't offer as much flexibility or nationwide coverage as the previous Speedlink operation had done, which led to some interesting, albeit often complex, diagramming of resources and an element of sub sector cooperation between RfD and the other rail freight business sectors where possible. The RfD 'Euro' trains were also available for use by any residual domestic traffic, thus safeguarding any vulnerable marginal flows that would have otherwise been lost.

The European train plan for Teesside during the early post Speedlink period was as follows:

6E30, the 23:31 from Crewe to Tees Yard calling at Tinsley, which would deal with any chemical tank wagons from mainland Europe that had reached Crewe on 6M86, the 08:50 'Euro' arrival from Dover. The balancing working from Teesside ran first as 6D36, the 08:28 departure from Tees Yard to Scunthorpe from where it then ran forward as 6M89, the 15:30 to Bescot via traffic stops at Selby and Tinsley. Traffic would, again, include any chemicals from Teesside (and



Thursday 28th May 1992: Several international chemical commodities based on Teesside survived the death of Speedlink in summer 1991 and were conveyed using RfD's post Speedlink 'Euro' services. 47286 powers what is thought to be 6M11, the 05:20 MSuX (07:40 MO) 'European Contract Service' train from Dover Town to Willesden Brent Sidings (arr. 11:05), through Kensington Olympia at 11:13, running about half an hour late. The consist includes three continental tanks, two of which are believed to have been in use for imports of glycol from Germany to Middlesbrough Goods (for ICI Wilton). The larger tank is also thought to be of a type associated with Teesside chemical traffic, but which could also be found on European chemical flows based on Ellesmere Port. IAN CUTHBERTSON.

Saturday 13th June 1992: Where possible, several post Speedlink chemical flows to Wigton and South West Scotland were combined into a single block train from Teesside, which connected with a similar working at Carlisle conveying mixed chemicals from Cheshire. 47290 passes Upper Denton, between Brampton and Haltwhistle, on the Carlisle to Newcastle line, with the return 6E36 RfD 'UK Contract Train' empties from Carlisle to Port Clarence consisting of discharged tanks used for sulphuric acid and caustic soda traffics, plus a propanol tank. This may also be empty and returning to Tees Storage or could equally be loaded with imported propanol and heading for Seal Sands (Simon Storage). There are also what appear to be two white liveried tanks from the anhydrous amines pool bringing up the rear, which are also empty and were possibly returning from the Continent to Haverton Hill. As can be seen, in addition to the different types of tank wagon, the service was also being used to convey a modicum of non chemicals related traffic as well, marshalled between the propanol and amines tanks. These two wagons were possibly doubling as 'barriers' as well. DOUGLAS JOHNSON.



Saturday 11th July 1998: Deadly cargo! Although the railway has conveyed many 'nasty' and lethal substances over the decades, and, it has to be said, has an excellent safety record of doing so, the deadliest of them all was probably the movements of hydrocyanic acid from Grangemouth and Seal Sands to Haverton Hill for ICI Billingham. 37669 takes the Seal Sands branch from Port Clarence with 8X03, the 10:40 departure from Haverton Hill conveying five empty TUA type hydrocyanic acid tanks for reloading (note, also, the substantial PXA barrier wagons fore and aft of the short consist). Even though 'empty', the train still poses a real danger. The Tees Transporter Bridge makes for a fine backdrop to the scene. DOUGLAS JOHNSON.



Humberside) destined for Europe together with export steel from Teesside, Humberside and South Yorkshire. From Bescot, this traffic would go forward on 6097, the 00:30 departure to Dover, together with European wagons from the West Midlands, such as empty phosphorus tanks from Langley Green (ex-Albright & Wilson) returning to the Netherlands.

European chemicals traffic to and from Teesside during the early post Speedlink era would have included imports of ethyl glycol to Middlesbrough Goods (for Wilton) and exports of anhydrous amines and aqueous amines from Haverton Hill, and propanol from Middlesbrough Dock Hill (Tees Storage). As mentioned earlier, at some point in 1992 imported propanol began arriving at Seal Sands (Simon Storage). There may have also been one or two other post Speedlink chemical 'survivors' amongst those listed in the accompanying table.

Following the opening of the Channel Tunnel in summer 1994, RfD rebranded its

'Euro' services as Connectrail in March 1995 to reflect the transfer of much of this type of business from train ferry to 'Chunnel' operation. The exceptions to this were dangerous chemical cargoes to and from Europe, which were barred from using the 'tunnel' and thus forced to continue using the Dover train ferry, the future of which was now in serious doubt.

Sure enough, the Dover train ferry operation eventually ceased when the 'Nord-Pas-de-Calais' vessel (commissioned in January 1988) sailed for the last time as a train ferry in December 1995. By this date, much of the Continental chemicals traffic that had survived the end of Speedlink in 1991 had already been lost and what few flows made it into the Connectrail era could be counted on one hand. Those that had already succumbed and were associated with Teesside included the import flow of ethyl glycol from Germany to Middlesbrough Goods (for Wilton) and exports of aqueous amines and propanol from Haverton Hill

and Tees Storage respectively. One of the few survivors lasting virtually to the end of the train ferry service was that of an export of anhydrous amines from Haverton Hill to Switzerland.

Teesside domestic chemicals post Speedlink

Thanks to some astute planning by BR, several domestic flows were retained post Speedlink by attaching marginal volumes of former Speedlink traffic to existing RfD services for the trunk haul of the journey. One such working from Teesside was the aforementioned block train movement of chlorine from Wilton to Langley Green for Albright & Wilson. After Speedlink's demise, this train was utilised for conveying a former wagonload flow of carbon dioxide from Haverton Hill to Coleshill (detached and tripped from Bescot).

It would appear that the methanol traffic from Haverton Hill to Langley Green, for BIP,

survived for a short while after Speedlink and may have been conveyed at times with the aforementioned carbon dioxide from Haverton Hill, but not when the core flow of chlorine was included for reasons mentioned earlier. Therefore, the BIP methanol traffic is thought to have lasted just a few weeks and possibly finished circa August 1991.

Although the bulk flow of chlorine to 'Albrights' ended in 1993 and had switched from Teesside to Ellesmere Port before finishing completely, the former 'add on' carbon dioxide from Haverton Hill to Coleshill managed to survive. It ran as a block train of its own from Teesside for a while, with localised tripping in the West Midlands based on Bescot, but was later handled in wagonload volumes and conveyed by Enterprise freights operating under the aegis of Transrail and later English Welsh & Scottish Railways (EWS). By this time, the core traffic was sourced from Scotland, being loaded at Cameron Bridge and at Mossend, and centred on Coleshill (tripped from Bescot) and Willesden. The traffic ended in March 1998.

For other non trainload flows centred on Teesside, RfD combined several chemical products into one train (where this was permissible) for trunk hauling to Carlisle and into South West Scotland where the core customer base was focussed. The RfD 'UK Chemical Contract' train from Teesside originated from Port Clarence and connected with a similar RfD sponsored working from Warrington dealing with various chemicals from Ellesmere Port, Middlewich, Runcorn, Sandbach and St. Helens.

Customer destinations for these combined chemical flows were Dalry (Roche), Stevenston (ICI) and Wigton (British Sidac). Some of this traffic consisted of sulphuric acid from Seal Sands and St. Helens to Wigton and Dalry, and caustic soda. The latter had previously been imported through Immingham Dock Tank Farm and railed to the likes of Corkickle (Albright & Wilson), Dalry and Wigton, but was later loaded onto rail at Seal Sands (Simon Storage).

The combined chemical working from Teesside and return was sometimes used for conveying international chemical tank wagons and also a modicum of non chemicals related business, as can be seen in one of the pictures accompanying this feature. Some of the combined chemical flows mentioned earlier were later conveyed using the fledgling Enterprise wagonload operation launched by Transrail in September 1994, which was later embraced and expanded upon by EWS from 1996 onwards.

Teesside chemicals into the EWS era

By the time EWS appeared on the rail freight scene in 1996, much of the Teesside chemicals traffic documented earlier had already disappeared, including the RfD sponsored block trains of anhydrous ammonia from Haverton Hill and chlorine



Thursday 8th April 1999: Working 6P60, the local Tees Yard tripping turn that served Haverton Hill, Port Clarence and Seal Sands, 37801 is seen at the furthest extremity of the Seal Sands branch shunting Dow Chemicals caustic soda traffic. This had been loaded at the Simon Storage facility and was destined for Dalry (Roche) in Ayrshire. The 45 ton (glw) tanks next to the loco were hired from CAIB, having previously worked from ICI at Runcorn. The larger bogie tank was one of two such vehicles hired in from VTG. IMAGE & CAPTION, TREVOR MANN.



Monday 13th July 1998: With the Tees Newport Lifting Bridge in the background, Freightliner's 47114 'Freightliner Bulk' passes the sorry sight of Tees Yard with a short intermodal formation laden with nine IBC branded containers forming 4D87, the 11:48 Wilton to Doncaster Railport. The service conveys nylon polymer for DuPont. Note the redundant chemical tank wagons in the yard, which are believed to be amongst those once used for movements between Teesside and South West Scotland. DOUGLAS JOHNSON.

to the West Midlands, not forgetting the handful of international chemical flows that had once relied on the defunct Dover train ferry operation for their Channel crossing. By the late 1990s, the long haul movement of hydrocyanic acid from Grangemouth to Haverton Hill had also finished, but EWS continued to handle the localised flow of this lethal substance on Teesside, between Seal Sands and Haverton Hill, until this, too,

eventually succumbed in April 2002, which also coincided with the end of all railway activity at Haverton Hill.

EWS had also handled one or two block trains of methanol from Haverton Hill to Hull in the late 1990s due to an interruption in the usual import supply chain of methanol to the Saltend plant. Two other chemical commodities dealt with by EWS on Teesside in the late 1990s included wagonloads of

Sunday 19th August 2001: Class 56 No. 56060 arrives at Monsanto Sidings Junction, part way along the Seal Sands branch, with 8X03, the 10:40 Sunday morning trip from Haverton Hill, formed of three discharged hydrocyanic acid tanks and four barrier wagons. Once the travelling shunter has activated a set of warning lights, the train will pull forward across Seal Sands Road and into the BASF chemical plant. By this date major reorganisation within ICI meant that the specialist 51 tonne glw hydrocyanic acid tanks had lost most of their company markings, while the movement of hydrocyanic acid from Seal Sands to the ICI acrylics plant at Haverton Hill would cease the following April once BASF began to produce methyl methacrylate via the esterification of methacrylic acid. IMAGE & CAPTION, DAVID RATCLIFFE.



caustic soda from Seal Sands to Dalry and container loads of pure terephthalic acid from Tees Dock (Teesport) to Workington.

Freightliner also handled a chemical related product on Teesside during this period of the late 1990s as well, with a movement of containerised nylon polymer (for DuPont) between Wilton and Doncaster Railport. This was acquired in 1997 and was a relatively short haul service for Freightliner, covering less than 100 miles.

The Wilton Freightliner Terminal, which had opened in 1989, replacing the Stockton terminal, was situated in the heart of the ICI complex and was therefore ideally suited to cater for the containerised movements of liquid and powdered chemicals in bulk. At various times Wilton had also handled services to and/or from the likes of Crewe, Felixstowe, Leeds and Southampton, with connections to Tilbury as well. The Wilton site is now disused, having been replaced by the terminal at Tees Dock.

Venturing briefly into the 2000s, a movement of nitric acid began operating between Teesside and Sellafield for British Nuclear Fuels. This was a flow that had previously been railed from Sandbach (Albion Chemicals) up until late 2006 and utilised both EWS (later DB Schenker/DBS) and Direct Rail Services (DRS) resources for a while. However, the traffic is thought to have ended circa 2012/13 and appears to have been worked entirely by DRS during its latter period of operation from Middlesbrough Goods. DRS was also involved with an intermodal operation to and from Ditton and Teesside (Tees Dock), which was aimed at serving the chemical industries.

I'm sure someone will correct me if I'm wrong, but I believe one of the surviving railborne 'chemical related' commodities

still to be seen on Teesside today (in a liquid state) is possibly an intermodal movement of coal tar in tank-tainers operating between Port Talbot Steelworks' coke ovens and Middlesbrough Goods (A.V. Dawson). In addition to being used as a heating fuel, this by product has various other industrial applications, which includes its uses in the manufacture of paints and synthetic dyes.

Acknowledgements

This concludes our look back at rail borne chemicals traffic on Teesside during the 1980s and 1990s, which I hope has provided a useful and interesting insight into what was once a fascinating aspect of railway operations, especially in this heavily industrialised region of the North East. As always, I am indebted to those photographers whose work accompanies this

article and most grateful for their generosity in making images available. I would also like to thank my good friend Andy Williams for providing the map.

Although various sources have been used to obtain information for this article, I would like to acknowledge, in particular, the accomplished published works of David Ratcliffe and Paul Shannon, which have provided a wealth of research material used in the compilation of this feature. However, as author of this body of work, I take full responsibility for any errors contained in it.

Finally, I would like to, again, thank David Ratcliffe and also Trevor Mann for their valuable input, and for very kindly adding and clarifying certain aspects of information. Their combined knowledge on wagons and the commodities conveyed is second to none.

Tuesday 21st April 2009: DRS's 37603 has just arrived at Carlisle Kingmoor Yard with four discharged nitric acid tanks forming 6C42, the early running 12:46 TThO service from Sellafield. The tanks would go forward later in the day in a DBS service to Teesside. This traffic is thought to have ended circa 2012/13. ADRIAN NICHOLLS.



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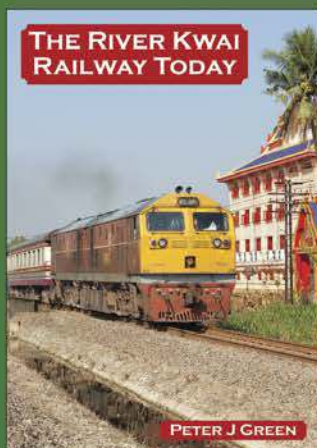
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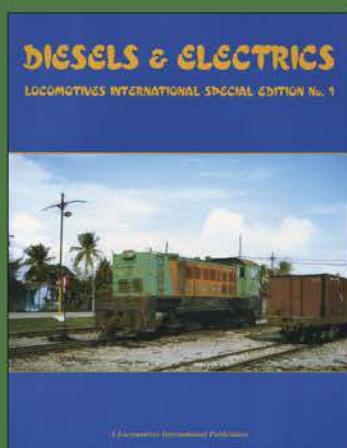
Alan Whitehouse

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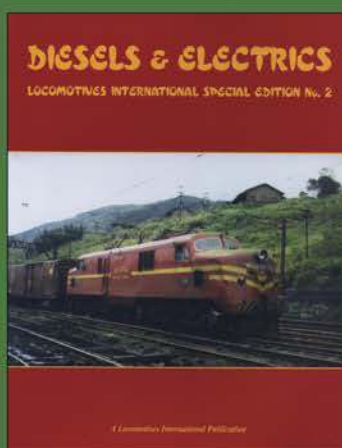
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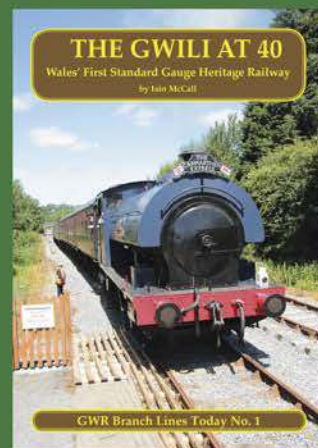
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Amongst the various ferry tanks to be seen working on Teesside were a batch of ten German registered 80-tonners built in 1979 by Link Hoffmann Busch for the wagon lessors VTG. Until 1983 they were hired by ICI and carried molten phenol from Billingham to the Continent while subsequently one of the batch, No. 33 80 7995 004-8 pictured at Tees Yard in September 1987, returned to the area to transport aniline from the Tees Store tank farm at Middlesbrough Dock Hill to Duisberg in the Rhineland, where the chemical was used in the manufacture of dyestuffs.



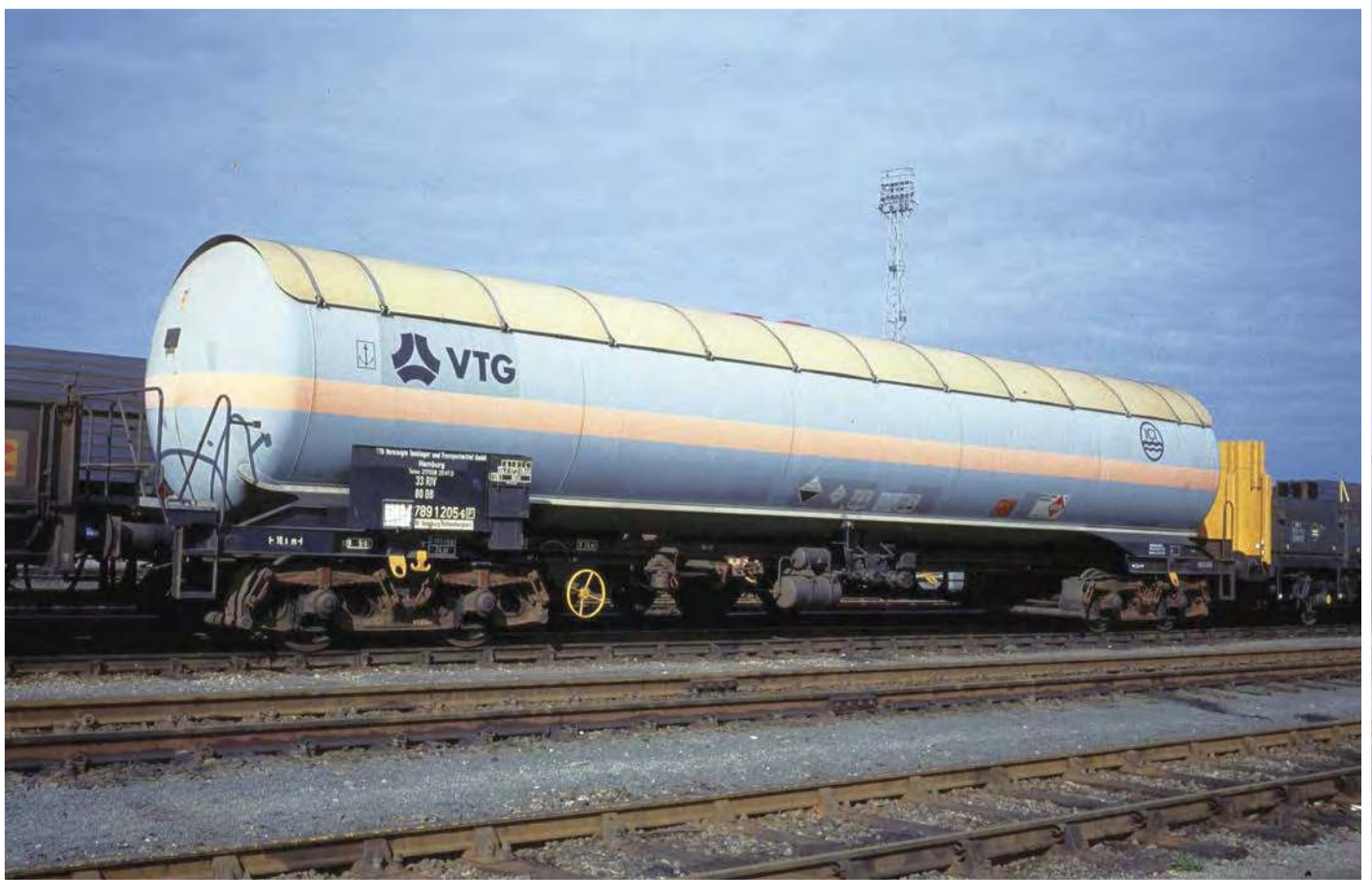
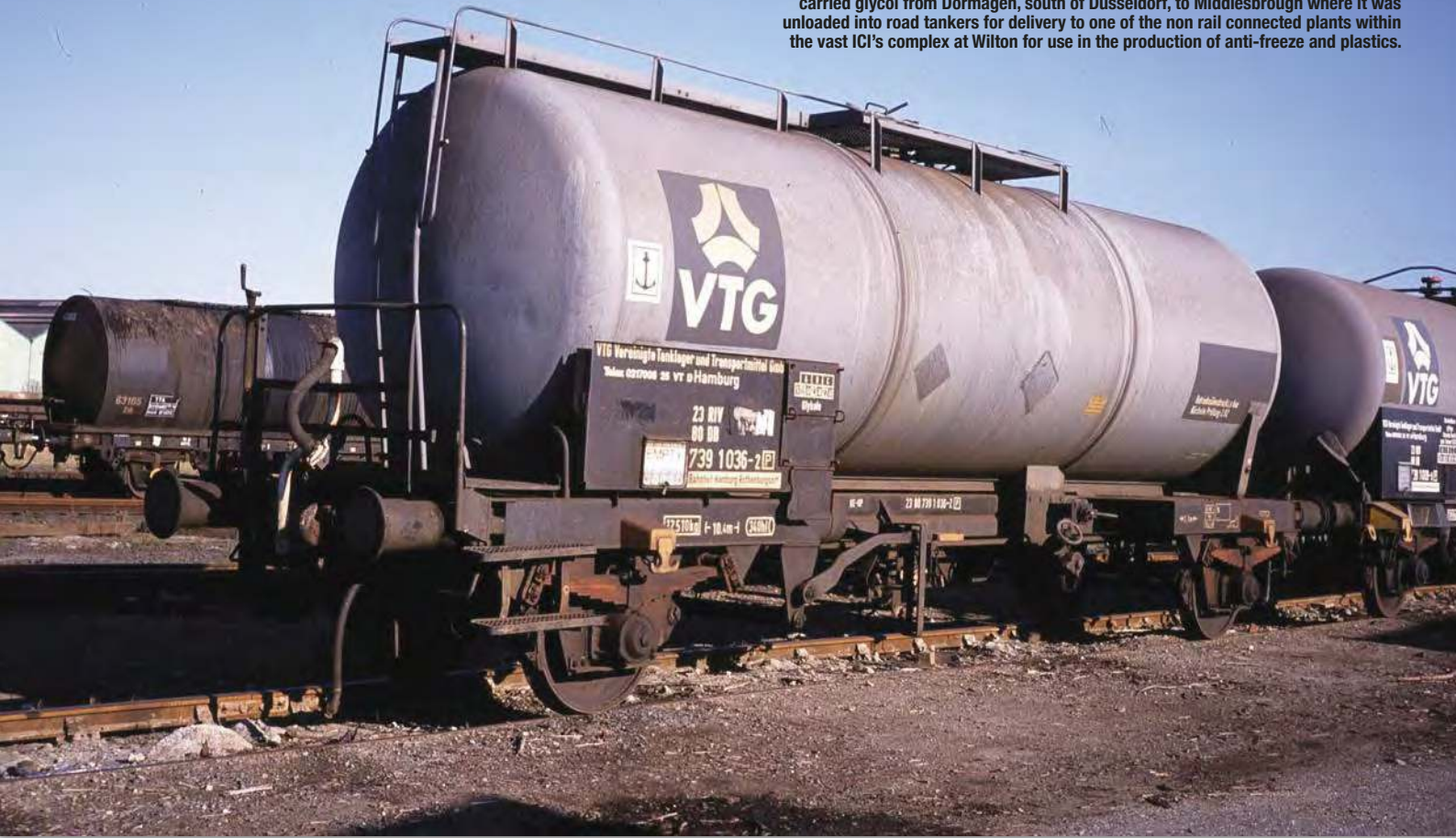
Tanks on the Tees

A visit to Teesside in the 1980s and 90s would be rewarded with a fascinating array of different tank wagons as seen in this accompanying feature from David Ratcliffe.

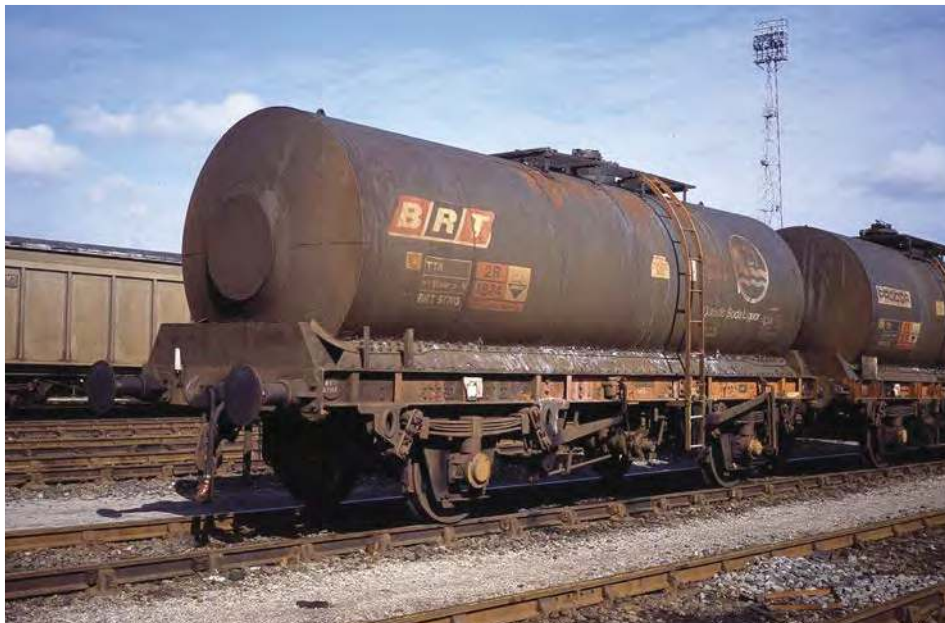


Of all the dangerous chemicals transported on Teesside, none was more deadly than hydrocyanic acid which was railed from the BASF plant at Seal Sands to ICI's Billingham Works, where it was reacted with acetone to produce methyl methacrylate. The dedicated fleet of 51 tonne glw, 24 tonne capacity, tank wagons allocated to this working were fitted with both buffer and side over-ride protection plates, as well as being painted in the white with orange band livery otherwise reserved for liquified gas tanks. A line of HCN tanks, including PR 70178 in the original ICI Mond Division livery and TRL 70735 sporting the then new ICI Chemicals & Polymers scheme, are seen awaiting loading at Seal Sands in May 1991.

A more common sight on Teesside were the two axle 40 tonne VTG tanks such as No. 23 80 7391 036-2 recorded at Middlesbrough Goods in September 1989. These carried glycol from Dormagen, south of Düsseldorf, to Middlesbrough where it was unloaded into road tankers for delivery to one of the non rail connected plants within the vast ICI's complex at Wilton for use in the production of anti-freeze and plastics.

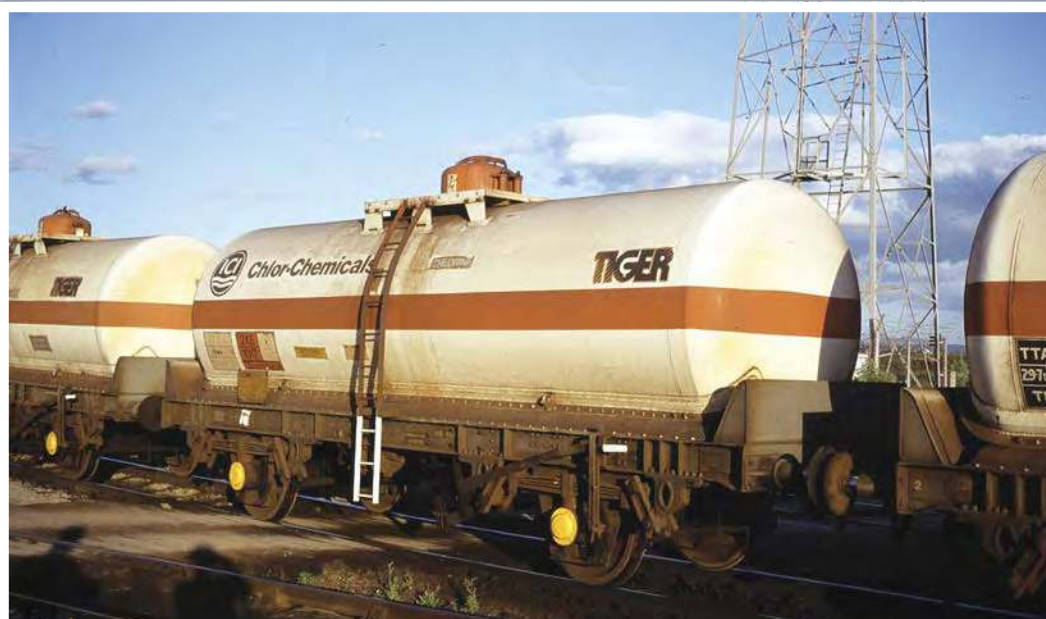


ICI produced numerous chemicals at its Billingham Works including anhydrous and aqueous amines, derivatives of ammonia widely used as intermediates in manufacturing herbicides and pharmaceuticals. The small fleet of two axle and bogie ferry gas tanks used to carry the anhydrous amines to the Continent included ICB No. 33 80 7891 205-6, recorded at Tees Yard in March 1991 when loaded with 50 tonnes of anhydrous dimethylamine destined for the Ciba Geigy plant at Monthey, Switzerland.



The Simon Storage tank farm at Seal Sands was the originating point for two regular chemical traffics with both caustic soda and sulphuric acid being railed to the British Sidac cellophane plant at Wigton, near Carlisle, and to the Roche Products plant at Dalry in Ayrshire. Until 1991 caustic soda was also despatched to the Albright & Wilson detergent plant at Corkickle, near Whitehaven, with both 45 and 51 tonne glw caustic soda tanks working from Seal Sands. These including TTA No. BRT 57703 which was also recorded at Tees Yard in March 1991.

The Albright & Wilson chemical works at Langley Green was normally supplied with liquid chlorine from either ICI at Runcorn or Associated Octel at Ellesmere Port but between 1989 and 1993 its liquid chlorine arrived from the ICI chlorine plant at Wilton. With its TOPS data panel usually devoid of any information, 45 tonne chlorine tanks No. TRL 51659 is pictured at Tees Yard when en route to Langley Green in August 1991.



Between 1993 and 1996 sulphuric acid from Seal Sands to Dalry was carried by a pool of five two axle 32 tonne capacity tanks hired from EG Steele by Hays Chemicals. They had been converted from nitric acid tanks and TTA No. STL 51952 is pictured at Port Clarence in July 1995. At Dalry the sulphuric acid was used as a catalyst in the Reichstein Process of manufacturing vitamin C.

25906 is at the head of a train of bitumen tanks from Stanlow oil refinery at Helsby on 24th February 1986. RICHARD CLAYTON



It is unusual for TRACTION to be able to show photographs of an entire class of locomotives but G.P. Butler's photographs of all twelve of the small Class 25/9 sub class, which were retained by British Rail for a traffic flow that never materialised, allows us to do this.

In the 1970s and 1980s, especially around the Manchester area, Class 25 locomotives were used on a wide variety of workings; freight, parcels and engineering trains as well as passenger and empty stock workings. The many depots in the Manchester area were also both home and stabling point for the locomotives and so many of the class could be seen and photographed.

The majority of the units began life by being built at either BR Darlington or BR Derby with several sub classes being introduced during their lifetime. The Class 25 was born out of the need to upgrade the existing Class 24 locomotives - it was becoming obvious that the max. speed of 75 mph of a Class 24 and their lack of power was limiting utilisation.

The British Rail Class 25 diesel locomotives were originally known as Sulzer Type 2 although nicknamed 'Rats' by many enthusiasts. During the long period of their construction, between 1961 and 1967, several sub classes were developed utilising changes in power units, equipment and body style. These sub classes were designated after the introduction of the TOPS renumbering scheme as:

Class 25/0 - Number sequence (original)
D5151 to D5175, (TOPS) 25 001-25 025
Class 25/1 - Number sequence (original)

D5176-D5232, (TOPS) 25 026-25 082
Class 25/2 - Number sequence (original)
D5233-D5299, D7500-D7597 (TOPS) 25 083-25 247

Class 25/3 - Number sequence (original)
D7598-D7677 (TOPS) 25 248-25 327

The final batch of locomotives, the later Class 25/3, was to be built by both BR Derby and Beyer Peacock & Company of Manchester. However, because of financial problems, Beyer Peacock was unable to complete the final 18 locomotives and these were transferred to BR Derby for construction.

The Type 2s were an ideal mixed traffic engine, and were just as common working in pairs as on their own. At the end of 1985 twelve of the remaining Class 25/3 locomotives were designated as Class 25/9, the intention being that they would operate on minerals and chemical traffic won from the Industrial Minerals Division of Railfreight that included salt for road gritting from ICI at Winsford in Cheshire and chemicals from Anglesey. The locos were selected from the available pool of Class 25 locomotives with the hope of three more years of service and with the locomotives being allocated to Carlisle Kingmoor depot. The twelve locomotives are listed to follow:

25901 = 25262
25902 = 25268

25903 = 25276
25904 = 25283
25905 = 25286
25906 = 25296
25907 = 25297
25908 = 25307
25909 = 25309
25910 = 25315
25911 = 25316
25912 = 25322

However, the traffic they were intended for did not materialise and the Class 25/9 locomotives were seen on many other workings and in due course the sub-class was finally withdrawn at the end of 1986 and in early 1987. During this time the locomotives could be regularly seen working or stabled around Manchester, Warrington, Wigan, Llandudno Jct. and were even seen at York. The last members of the class was withdrawn in 1987.

Twenty Class 25s have survived in preservation with examples from all the sub-types except Class 25/0.

These are:

25035, 25057, 25059, 25067, 25072,
25083, 25173, 25185, 25191, 25235,
25244, 25265, 25278, 25279, 25313,
25321, 25262 (25901), 25283 (25904),
25309 (25909), 25322 (25912)



25901 (25262) stabled at Warrington Arpley in between duties around November 1986: withdrawn 16/03/87.



25904 (25283) with 25903 (25276) enter Manchester Victoria on an engineer's train of rail lengths: withdrawn 23/03/87 and 18/03/87 respectively.



25902 (25268) stabled at Warrington Arpley having just returned from a local duty around November 1986: withdrawn 02/03/87.



25905 (25286) stabled in Wigan Springs Branch depot after refuelling at the depot: withdrawn 13/09/86.



25903 (25276) stabled at York stabling point: withdrawn 18/03/87.



25906 (25296) stabled at Warrington Arpley sidings in 1986: withdrawn 01/11/86.



25907 (25297) stabled in Wigan Springs Branch depot with a couple of Class 20 locos which had just arrived with a train of empty coal hoppers: withdrawn 18/09/86.



25910 (25315) stabled Warrington Arpley yard October 1986: withdrawn 18/03/87.



25908 (25307) stabled Warrington Arpley with sister Class 25 loco: withdrawn 07/11/86.



25911 (25316) stabled Wigan Springs Branch depot between duties: withdrawn 13/09/86.



25909 (25309) waiting to depart Wigan Springs Branch depot: withdrawn 13/09/86.



25912 (25322) received the unofficial name 'Tamworth Castle' and here is seen entering Llandudno Junction depot: withdrawn 23/03/87. It was later reinstated as D7672 but was finally withdrawn in 31/03/91.

EWS liveried Class 37s lasted longer than most, with the Class 37/4 fleet working in Scotland allocated to Motherwell. A working which would often produce a '37' was the weekly fuel train from Grangemouth to Riccarton. On 5th July 2005, 37417 rolls towards Barassie Junction while working the empty 6D61 Riccarton to Grangemouth.



Ayrshire Class 37s

The Class 37 loco has carried a huge number of liveries, some of them more colourful than others. Over the years, Stuart Fowler has taken his camera out by the lineside to record members of the class at work in the south west of Scotland.



On 10th May 2018, 37254, wearing the attractive Colas livery, is seen passing Prestwick Town while working the 1075 14:23 Mossend to Mossend test train.



Intercity liveried 37518 is seen awaiting time at Girvan on 27th September 2014 while working the 1288 05:44 Newcastle to Stranraer SRPS railtour.

Two class 37s under EWS ownership were painted into 'Royal Scotsman' colours to work the tour train, although, on plenty of occasions, the locos found themselves on other workings. During the 2004 Royal Open golf championship at Troon, the 'Royal Scotsman' worked to Ayr. On 18th July 2004, 37416 ticks over at Ayr Station having arrived with the train from Stirling.



One of the more mundane liveries to grace the Class 37 was two tone grey. On 14th March 2004, 37676 is seen trundling through Prestwick Town with a set of empty MGR wagons running as the 6250 12:00 Carlisle to Falkland Yard. By this time, a Class 37 working a MGR in Scotland was very rare.



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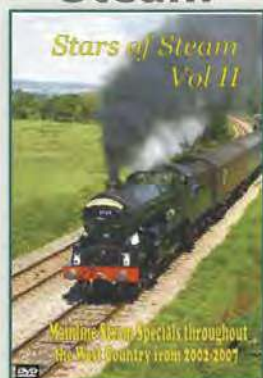
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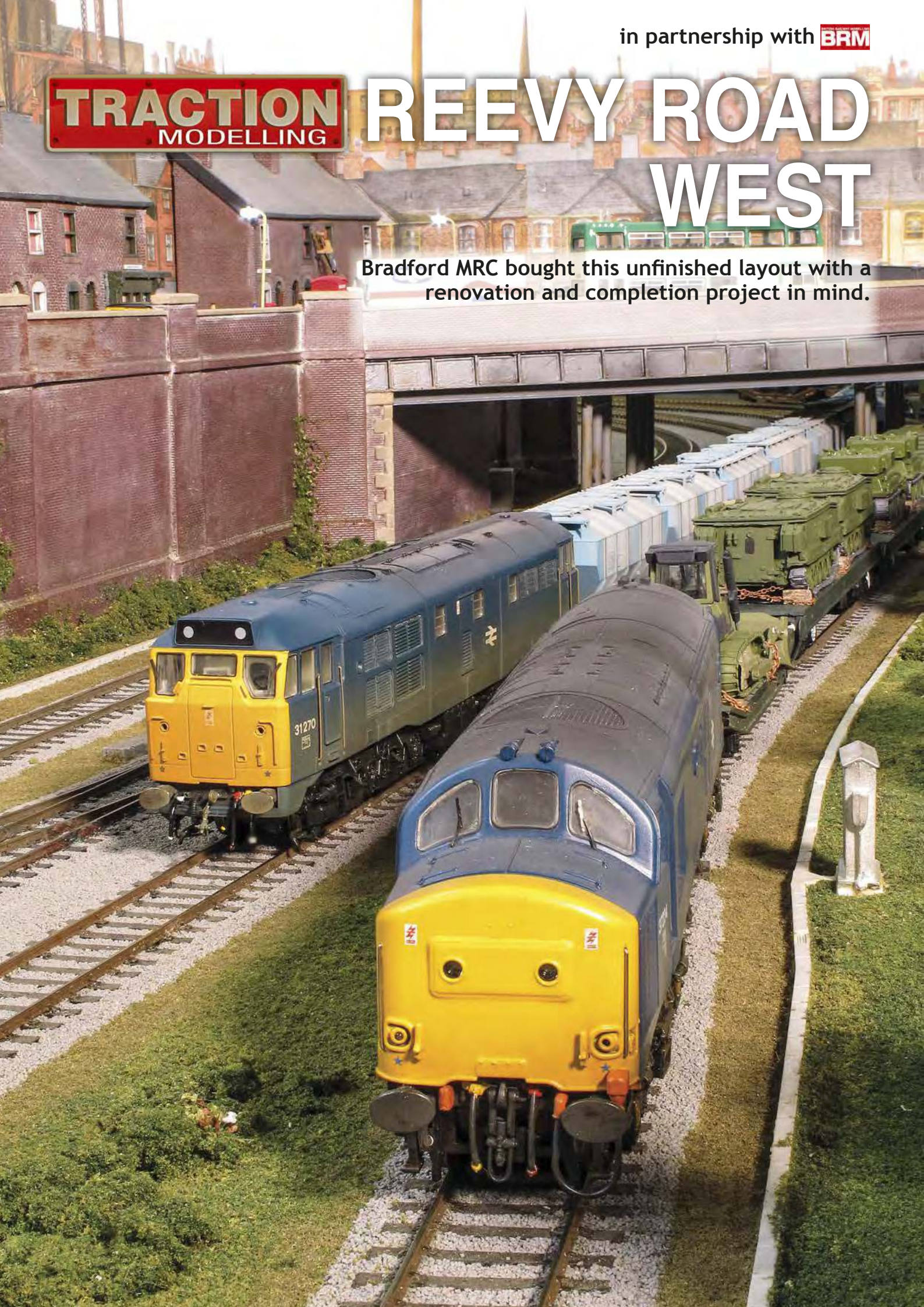
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TRACTION
MODELLING

REEVY ROAD WEST

Bradford MRC bought this unfinished layout with a renovation and completion project in mind.



The club had wanted to build a DCC layout for a while, when this layout appeared at a show for sale. The idea was to get a layout up and running as quickly as possible, so it was acquired in a very basic form and comprising only the front section, no fiddle yard and unfinished scenery. The name 'Reevy Road West' is just a local road name in Bradford, which is near the club rooms. The layout is run in the Corporate blue diesel era (1975 - 1985), but the occasional steam special may be seen.

ELECTRICS AND CONTROL

After many years of traditional analogue controls, this is the club's first venture with a DCC layout. This has entailed a complete re-cabling of the layout with a DCC bus divided into four districts for added reliability. The system chosen uses NCE power pro 5A controllers with 5A boosters. NCE was selected as many members were already familiar with NEC power cabs which are compatible with the Pro system. Peco point motors are controlled using DCC Concepts hardware. Complex route setting of multiple points is possible by incorporating macros in the NCE controllers. The signals are mainly from Absolute Aspects, with one from CR Signals. The signals are automated using IR sensors between the rails from Block Signalling Ltd and are reset using a simple timer. Street lamps illuminate the town.

The Points for the fiddle yard and front are operated by push buttons utilising the DCC System. Macros are programmed into the system and NCE mini panels provide automated route planning. There are two control panels, one for each direction and four operating positions, two to allow front operation and two on the rear. The layout is split into four districts, two on the front scenic section and two for the fiddle yard in each direction. So, if a fault appears, only one district will stop and not the whole layout.

SCENERY AND TRACK

This is polystyrene blocks covered with lightweight Polyfilla painted a dark brown and given a number of coatings of Woodland Scenics flock. The numerous trees are from the Model Tree Shop. The scenic section track is Peco Code 75 with Code 100 used for the fiddle sidings. Peco adapters are used to convert the 100 to 75 as the track comes onto the scenic section.

The original ballasting was very badly applied, covered all tracks and looked terrible - oversized ballast was used too. This has all been very painstakingly removed and redone using Woodland Scenics fine grey laid in the time-honoured way of carefully spreading with fingers and fixing using a fine paint brush of diluted PVA with a dash of washing up liquid. The result is a big improvement over the original.

CONSTRUCTION

The three scenic boards are all 5ft long and are mainly constructed of MDF, which makes them heavier than usual. A new fiddle yard has had to be constructed. We use 9mm ply with 3in x 1in framing. We made legs for all the boards using 2in x 1in, so all boards can stand as tables. This makes the layout easier to put together, although it does also mean that we have a lot of legs.

The layout stands about 5ft high, which is good for eye-level viewing, just to watch trains going through the countryside, although it will probably get criticised by show visitors who cannot see it. To make it more presentable we covered the corners with display boards so the fiddle siding cannot be seen easily, with curtains also covering around the corners. A nice lighting bar covers the whole layout and makes an impressive display.

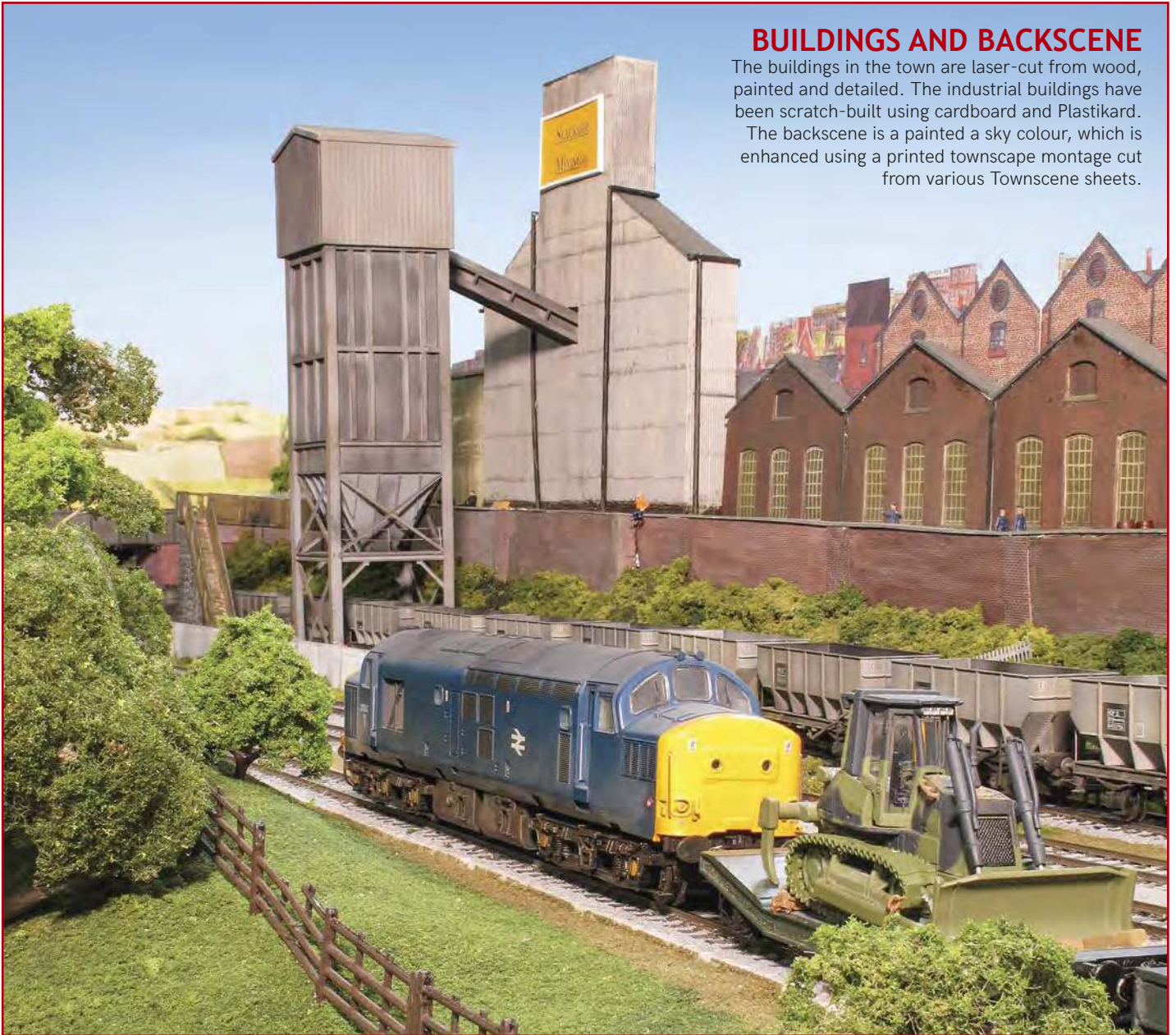
The backscene is 2ft deep, which prevents viewing over the top for the public, and for the operators. As such, we have a couple of old milk crates that we can stand on if we need to look over.



BUILDINGS AND BACKSCENE

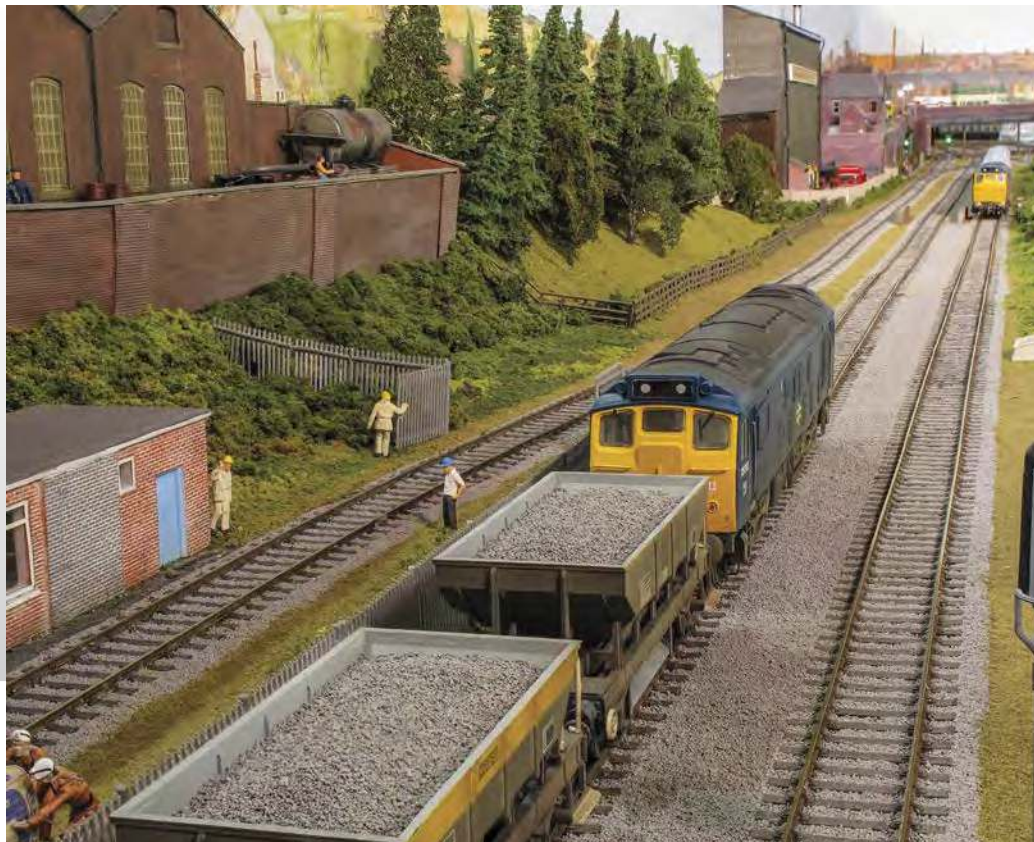
The buildings in the town are laser-cut from wood, painted and detailed. The industrial buildings have been scratch-built using cardboard and Plastikard.

The backscene is a painted a sky colour, which is enhanced using a printed townscape montage cut from various Townscene sheets.



STOCK

The fiddle sidings have five roads each way, which allows up to 20 trains. The locomotives and stock are from Bachmann, Hornby, Heljan and Dapol. All are DCC sound-fitted, with manufacturers sound and sound chips from Legomanbiffo and Digitrains. All the locomotives have detailed buffer beams and are lightly weathered, often with extra detail, and are re-numbered where there is a duplicate. Tail lamps and pipes are also fitted on the last wagons and coaches. All the stock has been detailed and weathered by Pauline McKenna, which means they all look similar in appearance, and which also makes the overall appearance of the trains look better. No locomotive goes on the layout straight out of the box. We try to run it Eastern Region (West Yorkshire, as the buses on the layout are local ones), but the odd Western and Class 26 can make an appearance, too.





CONCLUSION

Owning and operating 'Reevy Road' has not been without difficulties. What should have been a quick project, turned out to involve over two years of frustration. It took a lot more work than expected, but in the end, it has been a huge learning curve for all concerned. We certainly learned not to buy an unfinished layout again, but we hope you will agree that it's been worth the effort.

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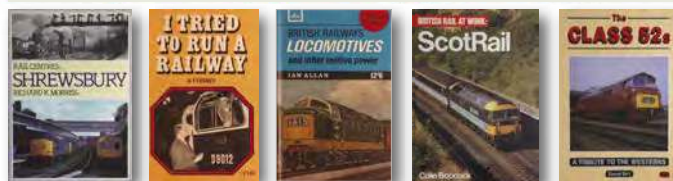
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The empty stock for an evening commuter service on to the Great Northern lines pulls into 'Minories'.

Based on a classic layout plan, Tom Cunnington's layout imagines a suburban terminus in the heart of central London during the BR blue diesel period.

The original idea was an attempt to show that a busy terminus station could be modelled in a limited space using the proprietary track available at the time. In this interpretation of the plan, the layout is an imaginary extension of the Moorgate 'Widened Lines' running further into the City of London and terminating at a three platform station.

The period modelled is during the late-1960s and early-1970s, before the electrification of the suburban lines from the Great Northern and Midland lines. There is busy service in the peak hours bringing in commuters from Hertford, Hatfield and Luton to the City. While the tight curves and steep inclines in the tunnels meant relatively short trains, there was quite a variety of motive power in use.

In the late green and early blue period, at various times Classes 15, 20, 21, 23, 24, 26 and 31 could be seen hauling five-coach trains of Mk. 1 suburban coaches, together with Class 105 multiple units. For Midland services, Classes 116 and 127 are used.

The layout is built in EM gauge and, in order to allow more generous curves through the pointwork, the original plan was lengthened by about a foot and the width increased by two inches. Trains of four coaches, plus a locomotive can be handled. The baseboards are built mainly from plywood, while the six

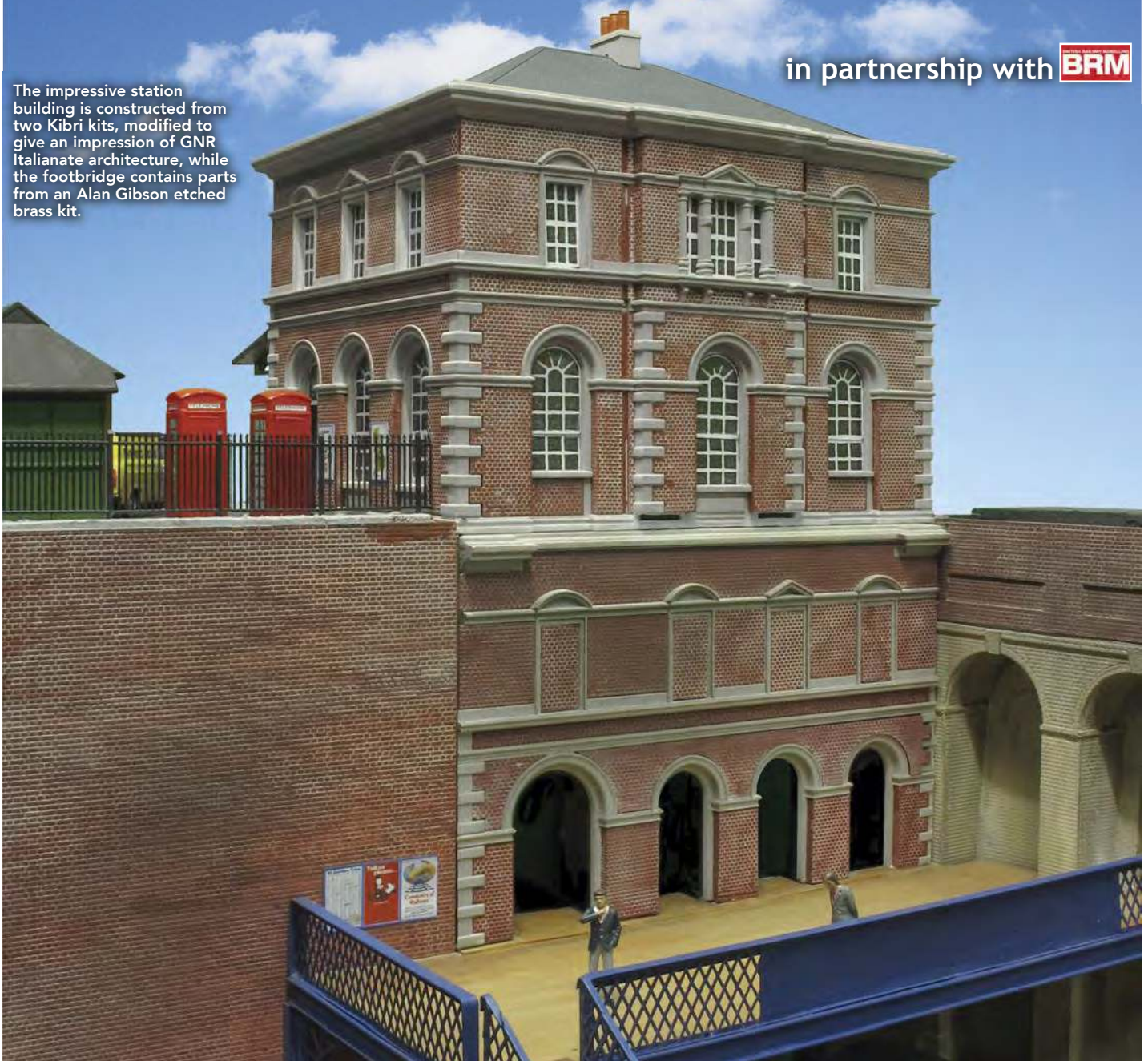
road traverser fiddle yard was built onto heavy duty filing cabinet sliders. Operation is with normal DC control.

The rolling stock is generally ready-to-run, although most of it has been heavily modified,

detailed and fitted with Kadee couplings. Cravens DMUs are from DC Kits, Midland DMUs are heavily-modified Lima, and some of the more unusual coaches are Comet or Bill Bedford kits.



The impressive station building is constructed from two Kibri kits, modified to give an impression of GNR Italianate architecture, while the footbridge contains parts from an Alan Gibson etched brass kit.



A Class 127 four-car multiple unit is about to form a service to Luton.



A DC kits Class 105 multiple unit has just arrived with a train from the Great Northern line.





Dapol Class 50

Words: Howard Smith & Photography: Tony Wright

The Class 50s were the last significant order of diesel-electric locomotive to emerge from the doors of English Electric's (EE) Vulcan Works between 1967 and 1968. Based around a heavily-modified design of DP2, extra gadgetry was installed to satisfy a BR specification brief for its new Type 4 locomotives.

Following electrification of the WCML, the locomotives were cascaded to the Western Region, working from London Paddington to the South West, Oxford and from Birmingham to Bristol. The fleet would be refurbished in the late-1970s with simpler wiring, a high-intensity headlight and the new BR blue large logo livery. The Class would work from Paddington and Waterloo to Salisbury and the South West until 1994.

This is the second model from Dapol to feature its 'Next Generation' chassis and electronics, after the release of its Class 68.

A new five-pole motor with twin flywheels offers greater control at slow speeds, while all-wheel pickup and all-wheel drive ensures that power from the 105g locomotive is evenly and efficiently distributed to the rails.

The locomotive has been produced in four liveries, offered in DC, DCC-fitted and DCC sound-fitted guises, all available to purchase from Dapol stockists - D406 in BR blue, 50043 in BR blue, 50040 *Leviathan* in BR large logo blue, 50037 *Illustrious* in original Network SouthEast livery. Members of the Dapol Collectors Club have the option to purchase the model as 50007 *Sir Edward Elgar* in BR-lined green either in its DC guise, DCC-fitted or DCC sound-fitted, all at a reduced price. Membership costs £25 per

year and details on how to join can be found on its website or on its stand at shows.

Sent for review by Dapol is its model of 50040 *Leviathan* in BR large logo livery, as refurbished. As with the rest of the class following refurbishment, the locomotive was named after a warship. However, the ship *Leviathan* was never built, hence the name was dropped from the locomotive in June of 1987, gaining the name *Centurion* on July 8, 1987, previously carried by 50011. The locomotive carrying the Network SouthEast logo above the cab marker lights keeps its operational window restricted to around a year, starting with the creation of the brand in 1986.





Air pipes were fitted on our sample and have a degree of flex, ensuring they remain in-situ. The buffer steps fitted are strong yet fine and these, combined with the thin wire handrails (each individually-applied), really help elevate front-end detail. The connectors for multiple-unit operation are well-observed, though the one to the right isn't of the correct appearance. It's a quick modification for budding modellers and won't require much skill to alter to the boxier type.

The cab proportions are correct, the taper to its front and low-slung body are excellent. Some have criticised the roof for having a large cab-shore radio pod, though our sample wasn't fitted with one. It's pleasing to see that the distance between body and bogies has been respected - a compromise often made on other models of this prototype. Fuel tank, battery box and air compressor detail is ample, the battery isolation switch being picked out in yellow.

Bogies are very well-executed and despite being a one-piece moulding, brake cylinders, balance beam, primary and secondary spring

detail is all clearly visible. Weathering it to depict the heavy amount of brake dust that accumulated to the nose ends, with engine oil to the centre, is a must and would help highlight the relief of this part. The manufacturer has picked out brake pipes in white and axle box covers in yellow, the latter correctly featuring four of the smallest - yet visible - bolt heads I've seen!

Decoration is to a consistently-high standard, the punch of the yellow cabs against the dark blue being sharp and more importantly, no signs of overspray.

Dapol has a reputation for innovation in the industry and this latest model is no exception. The new generation of motor and light access design is excellent and a welcome step forward. Modellers can still enhance the model, if desired, but from the box it's an excellent effort.

Manufacturer: Dapol Ltd
Catalogue Refs: 2D-002-002
RRP: £144.95
Gauge/scale: 9mm gauge, 1:148 scale N
Era: 4 to 8
Company/Operator: BR
Weight: 105g
Body: Plastic
Chassis: Die-cast metal
Wheel Profile: RP25
Couplings: NEM-mounted



Locomotion Western

Words and Photography: Andy York



Locomotion Models has now added D1023 to its National Collection in Miniature range in the form of the well-regarded Dapol model, which depicts the locomotive at the end of its service life and is now displayed in the Great Hall. The decoration of the model has been well-researched and has the appropriate markings, including the LA shedcode sticker beneath the driver's windows.

The model, straight from the box, will benefit from additional work by the modeller to fit the numerous extra pieces, which includes one of the most extensive detailing packs with a current model, including bufferbeam fittings, brake rigging, roof panel lifting eyes, speedometer cables and other below-body fittings. The sensibility of fitting all these parts depend on the curvatures on your layout, but if the model is for static display only, then alternative brake shoes are included, which give an improved appearance. Alternative valances are provided dependent on whether you prefer a fully-detailed representation or a functional style to permit use of tension-lock couplings.

A selection of headcodes are included with the model that can be cut out and placed behind the headcode glazing; just peel back

the black foam beneath the model's front while you have the body removed from the chassis.

The etched nameplates, number and builder's plates are included with the model, but require the modeller to affix them. They're supplied by Shawplan from its Extreme Etchings range, so are as good as you can get. It may take an hour or so to fit all of the detailing parts, but it is time rewarded in my view.

The model is DCC-ready and features a 21-pin decoder socket with plenty of space for inclusion of a sound speaker.

Manufacturer: Dapol
Catalogue Refs:
(4D-003-NRM03) Class 52 BR Blue
FYE *Western Fusilier*
RRP: Standard version - £152.00
Gauge/scale: 16.5mm gauge, 1:76
scale OO
Era: 5 to 7 and preservation
Company/Operator: BR
Weight: 550g
Body: Plastic
Chassis: Die-cast metal
Minimum Curve Radius: 438mm
(R2)
Wheel Profile: RP25
Couplings: NEM-mounted
tension-lock
Accessories: Buffer-beam detailing,
headcodes and panel lifting eyes



Heljan announces Class 40 return with centre headcode variant

Back by popular demand, Heljan's O gauge English Electric Type 4/Class 40 returns, but this time as the centre headcode variant, as seen on the last 55 members of the class (D345-399).

Design and tooling work was completed recently and the first running samples will be delivered to the UK for testing in early-November.

Five liveries will be available from mid-2020, covering the entire BR career of the class.

The models will feature a 'DCC-friendly' chassis, LED lighting, a heavy-duty chassis with twin motors and flywheels, plus fine detail specific to later-built EE Type 4s. Versions announced are as follows:

- 4060 BR green 'as delivered' unnumbered
- 4061 BR green (small yellow panels) unnumbered
- 4062 BR green with full yellow ends unnumbered
- 4063 BR blue with full yellow ends and headcode display unnumbered
- 4064 BR blue 40155 with 'domino' headcodes

Visit www.heljan.dk for more details



Graham Farish 30T Bogie Bolster

Arriving with Graham Farish stockists this month is its Bogie Bolster C wagon in weathered BR Bauxite. The model is supplied with a load of two steel 'H'-section girders with additional bolster beams and upright stanchions for the modeller to configure and customise. Ideal for placing in a mixed-traffic train, the wagons had long careers spanning four decades, with some surviving as internal users around steel works and ports into the 1990s. Priced at £32.95, you can find the new locomotive at www.bachmann.co.uk or see your local retailer.



Dapol announces Class 66 for 'O' gauge

Dapol has announced it is developing an O gauge model of the Class 66 Co-Co diesel-electric locomotive, with CAD artwork nearing completion and tooling soon to commence. Already a part of its N gauge range, the larger-scale version of the locomotives will feature operating front and rear lights, with independent operation for DCC, or switched for DC use. A day/night mode will also be included. There are eight subclasses and Dapol intends to model the variations over the life of the model.

Operating side lights where a lighting cluster is applicable, independently-operated cab lights and an illuminated cab control panel will also feature.

Power will be assured by two motors for maximum tractive effort and slow-speed running control. Models will be available in DCC-ready, DCC-fitted and DCC sound-fitted guises. DC control switches are accessible via a lift-off roof panel. Models will feature a 21-pin decoder interface and factory sound-fitted models will feature Dapol's RealDrive system.

Individually-applied handrails, handles and etched-grilles with through-body transparency will feature. Announced at the same time are six liveries: 66001 in EWS, 66504 in Freightliner Powerhaul, 66709 in GBRf Sorrento MSC, 66421 in DRS, 66789 in GBRf British Rail 1948-1997 in BR blue large logo and 66783 The Flying Dustman in GBRf Biffa livery. Visit www.dapol.co.uk for more information.



O
Gauge

©Carl Looker

Class 50

Features

- LED directional headlights
- Dual 5-pole motor
- Detailed cab interior
- Screwlink couplings
- Heavy diecast chassis
- Designed for sound installation

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4020	BR blue - unnumbered
4021	BR large logo blue - unnumbered
4022	Original Network Southeast livery - unnumbered
4023	Revised Network Southeast livery - unnumbered
4024	50007 "Sir Edward Elgar" in GWR green
4025	50149 "Defiance" in BR Railfreight general sector triple grey
4028	50049 "Defiance" in GB Railfreight livery - Ltd Edition

Exclusive to Hattons:

4026	50008 "Thunderer" in BR Laira blue
4027	50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (Both models are in 1990s Railtour Condition)



Grey to be corrected

Class 50: £594.15

O
Gauge

©Stephen Dance

Class 37/4

Features

- Rotating roof fans
- LED directional headlights
- Dual 5-pole motor
- Detailed cab interior
- Screwlink couplings
- Heavy diecast chassis
- Designed for sound

Produced by: **HELJAN**

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General Release (£509.15 each):

3740	BR green - unnumbered
3741	BR large logo blue - unnumbered
3742	Intercity Mainline livery - unnumbered
3743	EWS maroon and gold - unnumbered
3744	Regional Railways livery - unnumbered
3745	Railfreight triple grey - unnumbered

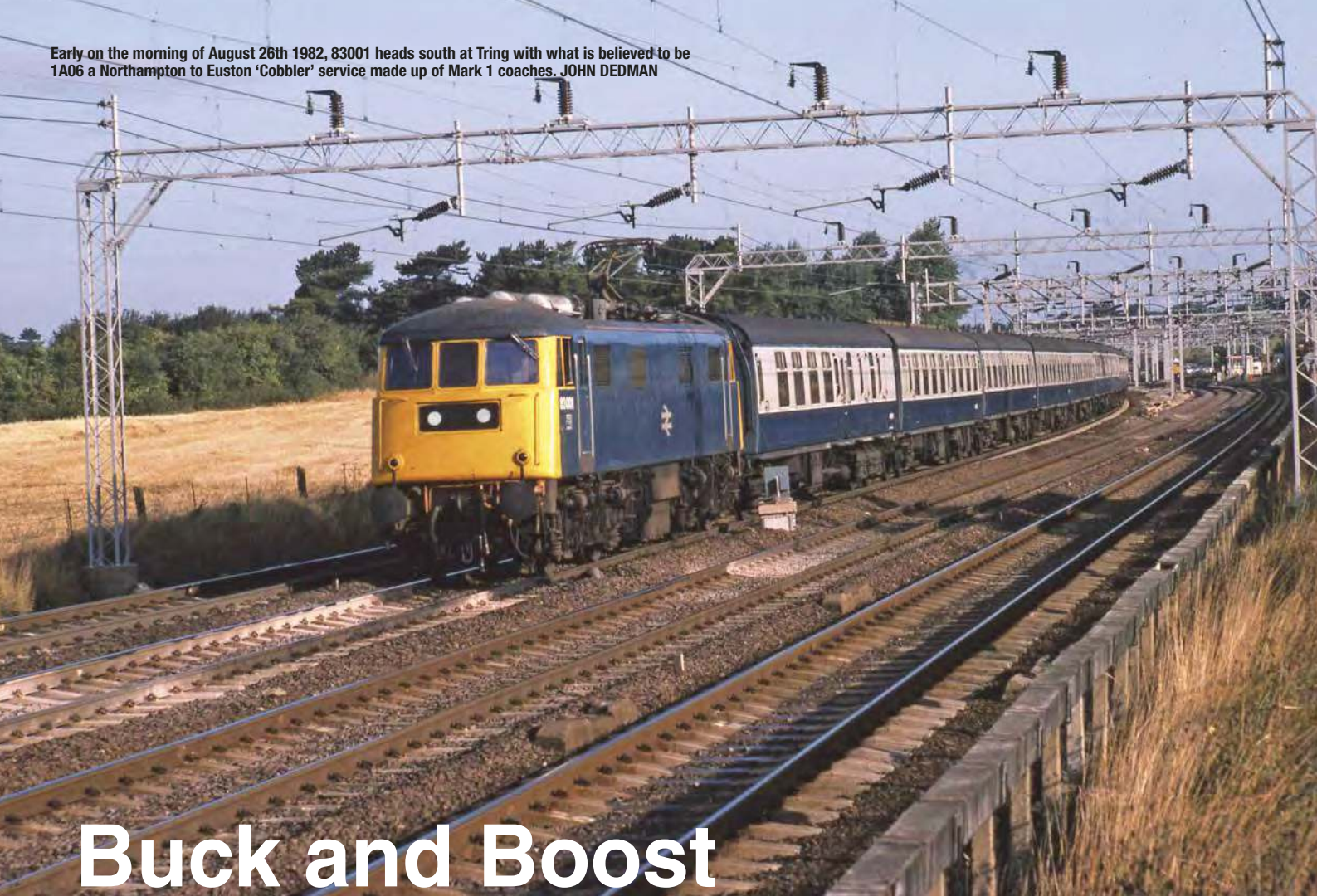
Exclusive to Hattons (£549 each):

3750	37401 "Mary Queen of Scots" in BR large logo blue with yellow headcode boxes
3751	37408 "Loch Rannoch" in BR large logo blue with black headcode boxes



Class 37/4: from £509.15

Early on the morning of August 26th 1982, 83001 heads south at Tring with what is believed to be 1A06 a Northampton to Euston 'Cobbler' service made up of Mark 1 coaches. JOHN DEDMAN



Buck and Boost on the 'Old Bangers' **Part 1**

Mick Humphrys recalls his time working on the first generation of 25kv electric locomotives.

The first generation 25kv electric locomotives, the Class 81-85s, were fast approaching their third decade of plying their trade on the West Coast Main Line when I started as a secondman or driver's assistant at Stonebridge Park in 1979. They were to remain in service, in one form or another, for further 12 or so years, enabling me to work on them as both a secondman and as a junior driver at Stonebridge Park and Euston. They, along with their younger sisters the Class 86 and 87, were the traction I learnt on my drivers' course in 1985.

Five classes

Five classes of electric locomotives, initially designated AL1 to AL5 and numbered E3001 to E3100, were built by five companies from 1959 to 1960. The first 25, AL1 E3001 - E3023, E3096 and E3097, were manufactured by The British Thomson Houston Co at the Birmingham Railway Carriage & Wagon works and later reclassified as the class 81.

Metropolitan-Vickers Electrical Company and Beyer Peacock Works were charged with building 10 AL2 locomotives numbered E3046 - E3055 which later became the Class 82s.



83009 was the locomotive on the run in 1981 with a Freightliner train from Willesden to Nuneaton that Mick describes. The locomotive is seen at Manchester Piccadilly four years earlier on 1st October 1977. RAY BRISCALL

The English Electric Company, at their magnificent Vulcan Foundry Works, built 15 AL3 locos numbered E3024-E3035, E3098-E3100 which later formed the class 83.

The 10 AL4s, E3036-E3045 were built by The General Electric Company in conjunction with the North British Locomotive Company and later renumbered the Class 84s.

Finally, the remaining 40 locomotives, the AL5s were numbered E3056-E3095 and were built by Associated-Electrical Industries and British Railways; these became the Class 85s.

These 100 locomotives were all of a similar type, being equipped to transform the 25kv overhead line voltage to around 1000v required for the 4 traction motors (1 per axle; therefore Bo-Bo wheel arrangement) The traction motors required a DC supply so rectifiers were used to change the AC current to DC with a smoothing choke in the circuit to reduce any fluctuation in the rectified DC current. Cab layout and controls were also very similar in design and operation. However, as they were manufactured by different companies, equipment between the two bulkheads differed somewhat in design detail. From a footplate crew perspective each had subtle and not so subtle differences and, as excellent detailed technical articles have featured in previous editions of TRACTION, it is the differences affecting footplate crew I shall concentrate on.

Oval Buffers

My first encounters with the Class 81 to 85s was as a youngster cabbng various members of the group at the buffer stops at Euston accompanied by my dad, then a driver at Waterloo. This was usually on our way home after I had met him at various locations somewhere on the South Western. I am sad to say I no longer have my original 1973 Ian Allan Motive Power Combined Volume in which locos cabbng were faithfully underlined in red.

By August 1979 I was on the railway in a professional capacity as a traction trainee and, on the last Friday in August 1979, whilst on the 3rd week of the trainees course, I was sitting outside the small building at Harlesden being used as our classroom at the time. Enjoying the fine weather and, as it was a Friday, the fish and chip lunch, a Class 84 approached travelling south on the Up Carriage line. The light locomotive drew to a stand and my instructor, the late Tom Sullivan, stated that it was a Class 84.

I wondered at first how he knew, and then quickly noticed the oval buffers. This proved to be the closest I got to a Class 84 as there were, by this time, only four out of the ten left in service and these were rarely in the south and then only on freight workings. Speaking to my dad and other senior men, including one of my former regular drivers, Brian Shelly, I have learnt that they were unreliable and beset with problems from the start of their railway service. They were

unique in having two motor-generator blower sets, with one located internally at each end of the locomotive body behind the cab bulk head door. Supplied from the main transformer at a nominal 510v, the generator provided 110v regulated supply for battery charging and the battery load when the overhead line supply was available. A blower (a turbine type fan) was mounted on the motor shaft which drew air though the locomotive's bodyside louvres and then forced ventilated the traction motors, transformer oil radiator, rectifier coolant radiator, and smoothing choke. The generators were therefore required to run all the time and proved to be rather noisy in operation.

A rather crude attempt at lessening the effect of the roar from the generators on the footplate crew was the fitment of a heavy duty 'curtain' which drew across the cab immediately behind the driver and secondman seats. An optimistic secondary purpose was to also reduce draughts, but this in practice proved of little use; a similar curtain was fitted to the 'Deltics'. To its credit the Class 84 was a powerful locomotive and Brian recalls that whilst he was a secondman on a football special in the late 1960s an '84' developed an earth fault soon after departing Euston. The fault caused complete loss of traction power whenever more than 80% power was applied, so power was restricted to around 78%. Despite this, and with a load of 12 coaches, a speed of 100mph was reached and maintained, enabling the timings to be met.

Sinister Hum

Once I had completed my traction trainee course and started as a secondman at Stonebridge Park, my workings on the fleet were, in the main, on light engine (LE) or 'ferrying' movements between Willesden carriage sidings and Willesden Traction Maintenance Depot (TMD). I soon got used to the rather daunting journey through the locomotive's internal compartments with the 25kv high tension equipment fully visible enclosed, in a wire mesh compartment.

An ominous and rather sinister hum gave some hint of the danger and the power ever present behind the cage mesh. Another far more unpleasant sensation was the awful smell from the blocked, usually over flowing urinals. These had replaced the chemical toilet first fitted, and with so much electrical equipment nearby, careful aim was required if you were brave enough to use it.

The ride quality varied, with the Class 82 being the smoothest on their Commonwealth bogies and the gently swaying Class 83 a close second. The Class 81 and 85 were a distant equal third with a ride quality which can best be described as hard and bouncing. Your first few trips on the mainline were met with a fair amount of trepidation, especially when traversing high speed junctions. This said, one soon learnt when and where to hold on and where not to pour a cup of tea from your ever present tea can! Before

long you soon gained your sea legs and the lurching from one side to the other seemed quite normal.

The ship comparison was compounded when the double glazed forward facing laminated cab window of both the '81s' and '85s' filled with water having ingresssed from the outside via a leak in the top part of the frame. The rain water collected in the 3/4" gap between the panes and the resulting 'locomotive aquarium' resembled a side to side tidal flow! A thin 110v bare wire, going from one side of the window to the other, between the two panes, acted as a demister by creating heat when the current was passed through.

Frankenstein's laboratory and five 'bongs'

The bulk of mainline work as secondman at Stonebridge was night work on Freightliners to and from Crewe. These heavy air braked trains were allocated the more powerful Class 86/0 or the Class 87s, the latter working passenger services during the day and 'liners through the night.

An exception to this was one week in February 1981 when I was rostered to book on at 00:10 and, unusually, ended up on the same job with the same driver, Alex Grieves, and the same engine, 83009, for the entire week. This job consisted of preparing the '83' at Willesden carriage sidings or at Willesden TMD. Being an English Electric locomotive, the interior of this class resembled Mary Shelly's Frankenstein's laboratory with numerous copper knife switches fitted, the largest of which was the battery switch which I always operated with my breath held tight!

Regular readers of TRACTION will know that the Class 83 was unique in that it was fitted with an Aron Converter. This piece of machinery was used to convert the single phase supply from the overhead 25KV via the tertiary winding of the locomotive's transformer to a 3-phase supply of 415v. This was needed to power the locomotives auxiliary machinery which consisted of a transformer oil pump and fan, a rectifier radiator fan, a rectifier water pump, two traction motor blowers and a generator which provided a 110v DC supply for the compressors and exhausters.

To reduce noise from the locomotive when at a stand (especially when at stations) and providing the temperature was within limits, the fans and pumps were turned off when the master switch was at off. These ran up again when forward or reverse was selected; to prevent the Aron Converter being overloaded, each machine started in turn. Each machine commencement was indicator by a 'bong' that could be heard on the footplate. A total of five 'bongs' were needed before power could be obtained. It is also interesting to note that these auxiliary machines were protected by miniature circuit breakers, the first application of these on a BR electric loco.

The Class 83 had yet another unique feature as it was fitted with an air operated



Mick had no driving experience of the Class 84s but recalls seeing one with its characteristic oval buffers. 84008 is seen at Manchester Piccadilly on a typical duty for this rather unreliable class, a parcels train. The date is 25th August 1979. RAY BRISCALL

tap changer motor whilst the other AC locos had an electrical device. The tap changer, controlled by the driver operated power handle, increased/decreased power to the traction's motors by varying the voltage from the transformer. This was achieved by a series of tap positions from 0 to 38 with tap 38 being full power and approximately 1000v being supplied to each of the locomotive's four traction motors. Each 'tap' could be notched up one at a time, as when moving off from a stand to prevent overloading, or run up to apply power at a higher value when at speed; conversely power could be reduced in the same manner.

A run with 83009

Back to 1981 just after midnight and, once our loco was fully prepared, we then ran light engine to Willesden No. 7 on the down city line. Here 4M67 Freightliner had arrived from Parkeston Quay and the Stratford crewed Class 47 diesel locomotive had been detached. Once coupled on by the guard (this could be interesting as some guards always assumed, wrongly, that if a secondman was present it was his duty to get his hands dirty. I never had a problem with doing this but there was a principle to maintain) and the brake continuity test carried out we departed at 01:30. The guard was now in the back cab, no doubt with his feet up. This was one of my first mainline runs with a Class 83, with Alex driving on the

Monday morning. The following morning, in time honoured fashion, he handed me the driver's key when we were ready to depart once more with 4M67.

After selecting forward and waiting for the five bongs before moving the power handle to notch up the tap changer, I noted the smooth increase in power as the amps moved up through the green and then into the yellow section on the amp meters. With a load of around 1,200 tonnes, the '83' proved the power of its class, accelerating smoothly up to 4M67's maximum speed of 60mph. As already mentioned, the Class 83 was a relatively smooth riding locomotive when compared to the other locos in the group.

Once we arrived at Nuneaton at 03:57, the electric would be detached and 4M67 would once more be diesel powered to its final destination of Lawley Street. Our next task was to run light engine to Coventry, not via the non-electrified Bedworth branch of course, but routed south to Rugby where, after changing ends in the platform, we proceeded north once more.

Unloaded vehicles off an earlier parcel service sat in the short bay platform at Coventry and these formed our load back south to Euston Down Side shed. At the end of a long night and before the sun had risen, the final duty was to dispose of the loco at Euston. A memory of that week's work that sticks in my mind was that being the time of year when the days were short, I made it to

bed before full daylight and, as I was then able to sleep the clock round, I was getting up after the sun had set. This resulted in my not seeing daylight for the week! Another was that, for some reason, I took cheese and raw onion sandwiches to work each night, sick of them by the end of the week I have not eaten such sandwiches since!

"Watch that brake"

The odd football special and a Motorail Sunday night working (see TRACTION 236) summed up my mainline experiences of the old bangers until my move in the grade as a secondman to Euston in May 1982. Once at Euston my mainline work increased significantly and, with the sleeper services vacuum braked, the Class 81 and 85s were still very much in use. By this time the '82s' and '83s' were largely restricted to freight services or empty coaching stock (ECS) workings although, in times of locomotive shortages, they still could be found on mainline passenger workings, especially the vacuum braked services between Northampton and the capital. These services were nicknamed 'The Cobblers', after the large shoe making industry that existed in Northampton.

Now into my third year on 'the job', I was driving nearly every day and, if not on the mainline, then on one of the numerous ferry jobs at Euston. With the large number of engine changes, and trips to and from

Willesden TMD with light engines for or after maintenance, I soon gained experience on light engine handling and use of the locomotive's straight air brake.

This skill was particularly necessary when attaching locomotives to coaching stock and required precision control to gently bring the buffers of each together and then applying enough power whilst holding the loco with the straight air brake (SAB) to 'ease up' the buffers to enable coupling. This process was made more interesting when an '83' was involved as the Davis & Metcalfe SAB required very careful operation. The SAB was a simple brake system which fed air into the locomotive's brake cylinders directly via a driver operated valve situated on the left hand side of the driver's desk. Anti-clockwise movement applied the brake, clockwise released it. This brake operated on the locomotive only. On a Class 83, the SAB was very slow to respond to movement of the valve which needed a considerable amount of anti-clockwise movement before anything like a brake effect was achieved. I can recall my uncle, Ken Humphrys, a top link driver at Euston, giving me the warning when I attached an '83' onto an ECS service at the London terminus, "Watch that brake."

Buck and Boost

Another skill that I learnt was the infamous 'buck and boost' technique applicable to Class 81 and 85 locomotives. I apologise here and now to any ex-BR maintenance

staff reading this as I am sure this technique did nothing for the health of the locomotive and may well have contributed to staff's workload. The correct procedure to be adopted whilst driving the electric locomotives was to ensure power was off and the tap-changer motor fully 'run down' when traversing neutral sections. This process of running down each of the 38 taps of power which, although automatic when the controller was in the 'run down' position, still took around 30 to 40 seconds. The same amount of time was required to regain full power 'running up' the tap changer to fully apply power. This of course resulted in a loss of speed and time; both of concern when running at line speed with a class 1 passenger train or indeed with a heavy freight train.

This process could be shortened on a Class 81 or 85 by keeping full power applied until the very last moment before the neutral section, then shutting off power in one swift movement (If on a Class 85 the two weak field notches would be needed to be notched off first). This action prevented the tap-changer camshaft running back. After traversing the neutral section, the power handle could be put straight to run up and full power would be instantly applied.

This process, which took considerably less time than the correct process, could on occasions could go wrong and further loss of line light/ power could result, not to mention a few flash and bangs from the engine room.

Friend and colleague Brain Fielder, then a relief driver, recalls a night when, with his secondman Ian Moore driving, the buck and boost technique went 'a bit wrong' and some rather startled cows in a field alongside the line were flood lit up in an arc of 25KV! Fortunately, as Ian recalls, power was restored on a reset. I often wondered what problems this technique caused; perhaps any engineers reading this could let me know. In my defence, I very rarely used this technique as a driver although this probably was due to the fact that I was responsible if it went wrong!

Dropping the deadman

Working 1D81 the 21:30 Holyhead service from Euston, I was once more pleased to be put in the chair by my driver Pete McCauley. Peter was also a relief driver at Euston which meant that, although qualified as a driver and with a level of route knowledge, he was not yet appointed to a driver's position at Euston. His appointment would depend on when he was the senior man (as in employment start date) for the next vacancy.

Euston was always a very popular destination from all over the country and the British Rail policy at the time allowed for men to apply for the driver's positions when they came available, hence the wait for you to become the senior man. Indeed when I started on the railway in 1979 a secondman would need a seniority date of 1958 to be the senior man appointed to a driver.



On April 7th 1983 81019 heads north past South Kenton station with a Speedlink freight which includes a rake of Continental vans at the rear. These will have come on the train ferry to either Harwich or Dover. JOHN DEDMAN

My drive this night was all going to plan until I was caught out by another characteristic of the early AC locomotives in those pre-vigilance days, the silent driver's safety device (DSD). Vigilance is a device fitted to the DSD which, as the name suggests, keeps the driver alert by sounding a bleeper. This needs to be reset by releasing then repressing the DSD pedal, if not the train brakes will apply. Its dual purpose also alerts the driver when insufficient foot pressure is being applied to keep the DSD set, as the bleeper will sound.

Running at train speed of 80mph alongside the motorway at Watford Gap we started to slow down despite power being applied. A quick check at the vacuum gauge showed the inches of vacuum steady falling. Pete, by now aware of my increasingly confused demeanour, enquired as to what was the matter just as I released and repressed the DSD; to our relief the vacuum gauge started to rise as the DSD was reset. By the time I reached Crewe my calf muscles in both legs were screaming from the intense pressure I had been applying to prevent a repeat performance!

Mick will continue with his experiences in the next issue of TRACTION.



On the morning of 26 August 1982 a northbound train of 45 ton fuel oil tankers is seen near Tring behind 85034. JOHN DEDMAN

(BELOW) On 17th June 1982 on the up slow at Tring, 82008 brings 6A50, the 01:15 Ditton BOC Works to Wembley BOC. A British Oxygen Company tanker train known to locomen as the 'BOC tanks' which, upon arrival, would be shunted into the North Wembley depot. JOHN DEDMAN



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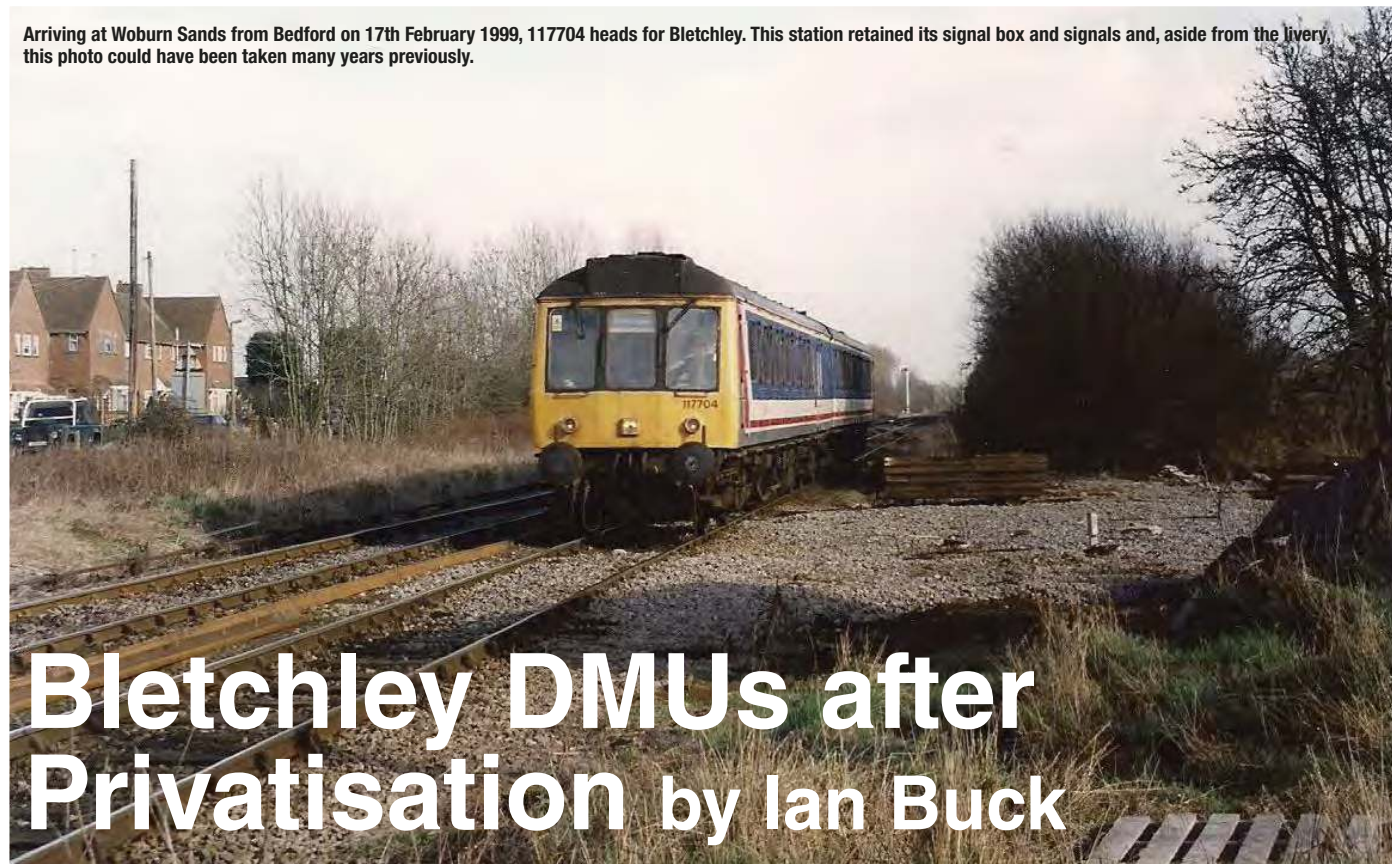


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Arriving at Woburn Sands from Bedford on 17th February 1999, 117704 heads for Bletchley. This station retained its signal box and signals and, aside from the livery, this photo could have been taken many years previously.



Bletchley DMUs after Privatisation by Ian Buck

On 1st April 1994 all of the passenger vehicles then in service with British Rail were vested into three train leasing companies, Eversholt, Porterbrook and Angel Train Contracts (ATC). The fleet was split in three ways and ATC assumed responsibility for all of the passenger carrying first generation diesel multiple units (DMUs), including those that had been recently withdrawn. Departmental units ended up in the ownership of many different organisations, primarily Railtrack.

I joined ATC from the outset and those in my position were given a number of Train Operating Companies (TOCs) to manage, one of mine being North London Railway (NLR). At this time it was a shadow TOC, still part of British Rail but managed as if it was a separate company. It was about this time that the term 'Heritage unit' seemed to become popular and I shall use this term where appropriate throughout this narrative. NLR was the last TOC operating Heritage DMUs in the London and South East area. NLR was

also one of the last TOCs to be franchised and this was awarded to National Express with the services commencing on 3rd March 1997 branded as Silverlink. They remained in place until all of the Heritage units had been replaced.

At the inception of ATC, NLR operated an eclectic collection of railway lines centred on the core Euston to Northampton and Birmingham local services and a number of local routes branching off the North London Line which, at that time, ran from Richmond to North Woolwich. NLR inherited from Network South East an allocation of Class 117 and 121 DMUs displaced from the lines out of Paddington. These units were selected as they were free from blue asbestos.

Most of this account has been done from memory and the scant notes that I made at the time so the author welcomes any comments or observations from this era.

NLR operated two types of unit, Class 117 and Class 121 and the details of sets and vehicles used are given below:-

Class 117

The Class 117 units were formed out of a much larger fleet constructed by Pressed Steel in 1960 for Western Region London area suburban services, where they had spent most of their time. The units that ended up with NLR had just been replaced by the introduction of Turbo units out of Paddington and were all reduced to two car sets. Many of the rest of the fleet had been sent to Scotland and the West Country. All of the fleet was painted in the latest Network South East scheme.

Class 121

The Class 121 story was very similar to the Class 117; they were transferred to NLR to work the Bletchley to Bedford line. No. 55023 was painted green shortly before privatisation, the other three were in NSE livery but, in 1999, No. 55031 was painted in a variant of the Silverlink livery. It will be noted that three of the Class 121 carried names which they acquired from 1998. These were proper nameplates which was quite unique in the dmu world.

Unit	DMBS	DMS	Unit	DMBS	DMS
117700	51332	51374	117706	51366	51408
117701	51350	51392	117707	51335	51377
117702	51356	51398	117720	51354	51396
117703	51359	51401	117721	51363	51405
117704	51341	51383	117722	51345	51387
117705	51358	51400	117723	51361	51399

Unit	DMBS	Livery	Name
121023	55023	Green	
121027	55027	Silverlink	Bletchley TMD
121029	55029	NSE White Roof Ends	Marston Vale
121031	55031	NSE White Roof Ends	Leslie Crabbe

The routes operated were diverse and all had their own characters and are described below:

Bedford to Bletchley – The Marston Valley Line



No. 55023 calls at the little halt of Kempston Hardwick on its way to Bletchley on 26th November 1994.



No. 55027 became the only dmu to be painted in Silverlink livery and is seen at Bletchley depot on 3rd February 2000.

This route was very rural in character and the Class 121 units were more than adequate to carry the passengers on offer, except the school trains which required doubling up. Two of the four Class 121 were allocated to this hourly service until 1997 when a buffer stop collision at Bedford resulted in the trains being made up to a minimum of two cars. From then on the services were operated by a mix of 2 x Class 121 or Class 117. For the lovers of vintage traction this issue also meant a short term substitution of top and tail Class 31s on a pair of Mark 2 coaches. This route was a real throwback to older times with manual operated crossing gates and semaphore signals. Two units were required to operate the core service. When Class 121s were operating singly, a Class 117 was coupled to one set to make a three car for carrying school children on a couple of morning and afternoon trips. When surplus Class 150 DMUs from West Midlands became available they were moved to Bletchley and started to operate the Bedford to Bletchley line in 2000.

Gospel Oak to Barking – The Goblin

This route was a real backwater, running through an area of London few visited or were aware of. At this time the route was very run down with just a half hourly service stopping at vandalised and dilapidated stations with equally dilapidated trains carrying not very many passengers. This was a far cry from today's electrified railway with modernised stations and a four car train every 15 minutes. There were three units required to operate this service.

Along with the Bedford to Bletchley service, Class 150s appeared in 2000 and gradually replaced the Heritage units, the operation of which became more and more sporadic until it just petered out with units being dumped at the back of Bletchley depot.



In a scene so different from today's sanitised and electrified railway set, 117701 is seen near Walthamstow Queen's Road on 26th January 1999 working to Barking.



Set L720 (Nos. 51354 and 51396) halt at Woodgrange Park on a Gospel Oak to Barking service on 23rd August 1999. Note that the cab front is without a headcode box after an accident.



In the last days of Heritage operation, Class 121s were also seen working in pairs as shown by Nos. 55031 and 55029 leaving Upper Holloway on their way to Barking on 13th August 1999.

Clapham Junction to Willesden Junction – the West London Line

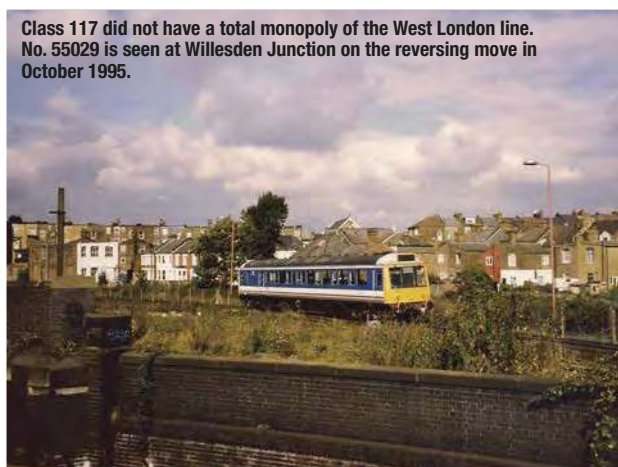


The West London line was reopened to passenger service in 1994 between Clapham Junction and Willesden Junction, initially with just one stop at Kensington Olympia. As part of the route was not electrified two Class 117 DMUs operating a half hourly service were used, these coming under the North London Railways banner at Privatisation. The service was initially seen as an experiment and was funded by Ken Livingstone's Greater London Council so was started with minimum cost.

Passenger use exceeded expectations, so weekend services were added and electrification of a missing link between North Pole Junction and Mitre Bridge allowed Class 313 electric multiple units to take over the service in 1997, allowing the '117s' to be moved on. Today the route is a key part of the London Overground network with many new stations and a service frequency unimaginable in 1994.

(LEFT) Class 117 set L702 (117702) works a Willesden Junction to Clapham Junction service at Kensington Olympia on 28th April 1995.

Class 117 did not have a total monopoly of the West London line. No. 55029 is seen at Willesden Junction on the reversing move in October 1995.



Unusually seen in platform 17 at Clapham Junction in August 1995 is set L721.

Bridging the gap in the electrification and demonstrating why DMUs had to be used, set 117720 enters Willesden Junction on 12th May 1995.



Other Services



Whilst the power was off for electrification work, set L700 arrives at Acton Central working a service to Gunnersbury from Willesden Junction on 31st August 1996.



Sitting in the yard at Watford Junction after a weekend spell on the Abbey branch in May 1999 is set 117701.

The numbers of DMUs available was in excess of what was really needed, especially at weekends. They were handy for covering a shortage of emus, particularly on the St Albans Abbey branch and for being used when the power was off for the large amount of electrification work being undertaken on the North London route. This was in connection with improvements related to North of London Channel Tunnel services which did not materialise. However, the infrastructure was to form the core of the London Overground network. The units were also handy for excursion work and there was at least one working to Southend using Class 117 at this time.

First Great Eastern Marks Tey to Sudbury

For a short period in 1997 and 1998, Great Eastern franchise hired a Class 121 to operate the Marks Tey to Sudbury line to cover for dmu shortages. The Class 153 unit that operated the branch was needed elsewhere by the Anglia franchise that leased it and the loan of a Class 121 was seen as compensation. As different rules applied on this branch they were allowed to operate singly. The units continued to be maintained by Bletchley depot so returned there as necessary. Only ever seen as a short term expediency, the loan did not last long, however this still meant that time was found to apply route and company branding..



(ABOVE) On 31st December 1997, No. 55029 fulfils this Great Eastern duty and is awaiting the return to Sudbury at Marks Tey.



(LEFT) Crossing the Bure River viaduct near Chappel and Wakes Colne on 31st December 1997, No. 55029 is seen heading for Sudbury.

Departmental

As Bletchley was a dmu maintenance depot it made sense that a number of departmental vehicles congregated there, which, following privatisation, were mostly divested into what was then known as Railtrack. The small collection was formed of Class 121 and 122 single car units used on route learning and sandite duties. They started privatised life in Network South East livery but gradually became painted in the first iteration of Railtrack colours. It was hard trying to catch up with these units as they seemed to mostly operate at night and spent very long periods out of use.



Class 121 route learner No. 977723 (55021) sits at the back of Bletchley depot in the company of a Class 310 unit on 16th May 1995.



Route learner Class 122 No. 975042 (55019) is seen at Stratford Low Level on 22nd May 1995. This scene has changed out of all recognition since the arrival of the Docklands Light Railway.



No. 975042 is seen again except it is now a Sandite unit and is seen at the back of Bletchley depot on 3rd February 2000.

Withdrawal

Trying to keep these ageing units running was not an easy task, as unreliability and lack of spare parts took their toll. On top of this, the once ubiquitous railcar had become an outdated beast with its mechanical transmission, vacuum brakes and slam doors in the new era of modern traction. The skills required to keep these machines going were disappearing and the fact that they operated low key services meant that priority was often unintentionally focussed on more important services.

In 1997 the small number of Penzance based Class 117 units were withdrawn and were sent to Bletchley as spares units; these included the Great Western liveried set 117305. They were dumped around the back of Bletchley depot which became a repository for derelict vehicles. Withdrawal of the fleet was slow with No. 55023 as the first to go early in 1997. This was followed by No. 51387 of set 117722 which had been damaged in a collision in 1995. Following electrification of the West London Line in 1997, more sets were freed up and the gradual introduction of Class 150 units allowed the whole fleet to eventually breathe its last gasp in April 2000. Ironically it was the Class 121 units that were the last to go.

Into Preservation

With a combination of longevity and being (mostly) asbestos free, many of the vehicles based at Bletchley were sold on for further use in the preservation movement. The first to be withdrawn, Class 121 No. 55023, went straight into preservation as an operational unit. The others went via the departmental route and were heavily modified before being preserved. The Heritage units have their own following but also are handy for operating trains during the quiet seasons.

Dumped around the back of Bletchley depot was No. 51359 of set 117305 on 14th April 1999.



The current status (June 2019) and location of ex Bletchley units is as follows

Class 117		
51356	Swanage Railway	Under Restoration
51354	Llanelli and Mynydd Railway	Under Restoration
51363	Gloucestershire and Warwickshire Rly	In Service
51392	Swanage Railway	Under Restoration
51401	Gwilli Railway	In Service
51400	Wensleydale Railway	In Service
51396	Llanelli and Mynydd Railway	Under Restoration
51405	Gloucestershire and Warwickshire Rly	In Service

Class 121		
55023	Chinnor & Princes Risborough Railway	Under Maintenance
55027	Ecclesbourne Valley Railway	Under Restoration
55029	Rushden Transport Museum	Under Restoration
55031	Ecclesbourne Valley Railway	Stores Coach

In addition class 117 vehicles 51341, 51359 and 51398 were sold on but have been subsequently scrapped.



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Beginnings

Elliot Hopewell begins a series of articles about his life as a railway enthusiast.

Seen heading through the low level platforms, 56003 is working a westbound empty MGR train through Retford on Monday 10th September 1979. RAY BRISCALL

My father was never a motor car man. All his life he took public transport everywhere. One small exception was the Honda 70 he owned, which soon went by the wayside once compulsory bike testing came into being. He then reverted to his Coventry Eagle for his work travel. Anyway, my childhood memories are littered with trips away and holidays, totally reliant on public transport.

Sometime around my fifth birthday, Dad discovered National Express and trips from Lincoln to his home town of Brighton all involved the coach, usually from Lincoln St Marks Bus Station via London's Victoria Bus Station, to drop us off at Brighton Poole Valley.

It was great fun, and the holidays always started with the journey, the packed lunches and usually a nice plush long distance coach. On one occasion our coach succumbed to mechanical failure halfway up Cross O'Cliff Hill in Lincoln and the replacement bus brought out to us was something of a 'Nail', which vibrated and winced its way down to London.

It was around this time that bus journeys into London from Brighton avoided the M25, and on more than one occasion I remember my Dad down at the front of the bus, giving directions to the driver of the route into Victoria on a smoggy dark London evening.

Three years later and there was a revelation. Dad discovered British Rail and the Family Railcard. There was one third off travel and kids went for £1, and this suited my old man greatly. Lincoln to Brighton was never easier for us and our trips 'home' to

see the family increased from two to four times per year. To my sister and I these journeys seemed rather exciting, particularly as the route always involved the London Underground. I was the envy of my friends at school, as most of them had never had the opportunity to travel to quite that extent.

Anyway, with the Family Railcard, my Dad was re-invented and his interest in all things 'Railway' rekindled his own childhood and the halcyon days of youth. He recalled to me that, during the late 1950s, leaving work on a Friday evening often meant catching the train to London, sleeping on the platform and continuing the journey the next day to Middlesbrough, Sunderland or Newcastle to follow his beloved Brighton and Hove Albion F.C.

"These trips took most of the weekend Son, imagine that...for 90 minutes of football on a Saturday," he'd recall. They were great days for him.

Anyhow, our instances of rail travel greatly increased. We took 'Merrymaker' trips during the summers to Teignmouth or Whitby and to Blackpool to see the 'Lights' one Autumn. Then there were trips to Chester Zoo and Tenby, so I suppose it was a little inevitable that some of this rubbed off on me also and I too picked up on his enthusiasm.

My interest in railways started with him one cold winter's day at Retford in about 1980. I'd be about eight, and Dad had heard a rumour that 'Flying Scotsman' was coming through. Sitting in the waiting room on a bitterly cold and snowy day, eating our sandwiches and with Dad's old orange flask

open, warming our hands beside the real fire was amazing; Father and Son time.

The little DMU from Lincoln had chugged in and we spent some time on the footbridge, reading the graffiti (mainly loco numbers and names). 'Apapa' and 'Aureol' were scored into the metal paint, and I recall the passing 'Deltics' speeding through on the main line. The first two loco numbers appeared in my first notebook that day: 56006 and 56091.

Thereafter, everywhere we went on the train I made sure I had a notepad and pen with me, which I transferred to an exercise book upon returning home. The numbers log also included the date seen, the location, train type and nameplate; it was great to get a loco with a name, it just added to the romance.

Dad would also save up and take me to Nottingham Forest matches two or three times a season. He would work Saturday morning, come home, change and we would catch the bus down to Lincoln St Marks and catch the local to Nottingham. Sometimes we spotted the odd loco at Nottingham depot, a Class 25, a pair of Class 20s, a 'Peak', or a Class 47/3 on an oil train heading back east towards Lincoln. Occasionally, at St Marks, we would see a '31' heading a 4 or 5 coach passenger train to Newark Northgate, or even a loco crossing Gowt's Bridge to bypass Lincoln on the avoiding line, and I recall seeing trains use this line whilst watching Lincoln City F.C. at Sincil Bank.

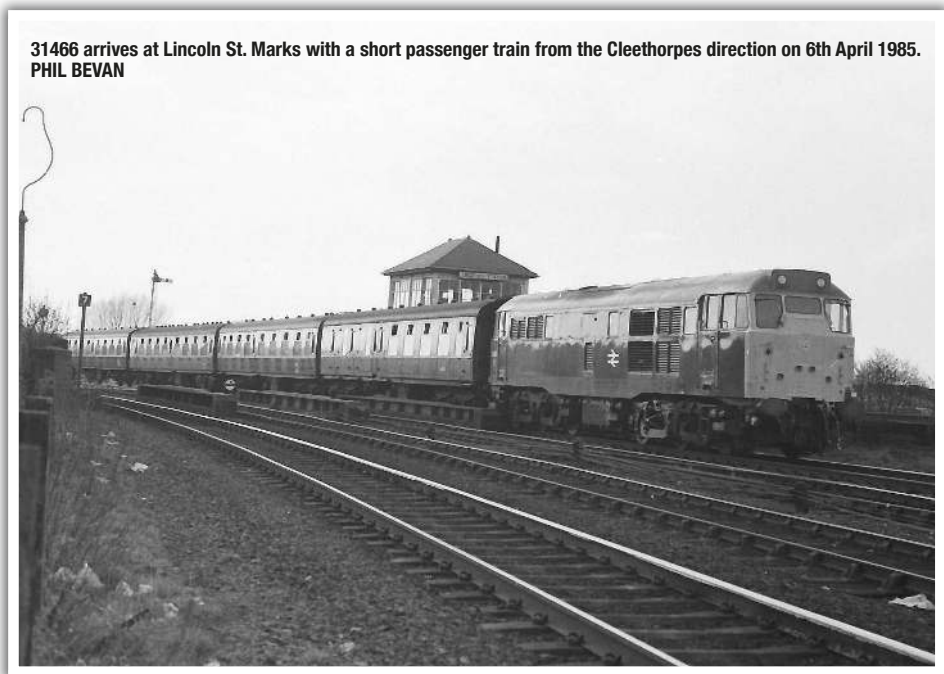
Coming back from the football matches, or anytime we caught the bus home from Lincoln, it was always imperative to sit on the left hand side upstairs, as the bus would

always pass by Lincoln Central's old bay platforms, where a loco or two would often be stabled. I once saw 56025 here, quite a rarity for Lincoln I thought at the time. If there were ballasting duties on a weekend, quite often there could be 3 or 4 locos holed up there for the night.

Sometimes, Dad required me to accompany him to Brighton, to enable the cheaper travel for the railcard. This meant leaving Mum and my sister at home for the weekend. Usually it was a Friday evening getaway, returning on Sunday afternoon. I was happy, as I got to know the Class 09s, 33s and 73s, 73128 being the only one I never saw. My little notebook was usually packed with 30 or 40 more numbers for the write up into the proper book, once the trip ended.

From when I was twelve, and usually during the school half terms and accompanied by a couple of friends, we were often to be found at Lincoln, or Retford. This was our regular haunt during my early teens, coping Class 56s and 58s at Retford or double-headed '31s', 37s and '47s' at Lincoln. I recall a Class 20 and 45 coupled together heading west light engine from Lincoln one afternoon. Summer Saturdays usually brought three trains from the Manchester, Sheffield and Nottingham areas bringing in locos from a little further afield with their destination being Skegness.

I can recall one occasion when I happened to be at Lincoln Central on a Saturday afternoon, lingering awhile after the 'Skeggys', and looking at the three Class 47s stabled together in the bay platform (with what else but 08102). A young driver gave



31466 arrives at Lincoln St. Marks with a short passenger train from the Cleethorpes direction on 6th April 1985. PHIL BEVAN

me the chance to hop up and ride 47380 leading to the end of the platform. I then got out, he drove off, changed ends under Pelham Bridge and roared off with a cloud of dirty black smoke down through High Street and onto East Holmes crossing.

It was also during this time that one of my friends introduced me to his Platform 5 book. I bought my own and again there was another revelation. Now I could name the locos with the numbers, and discover different classes of loco that I'd not known existed....03, 26, 27, 81, 82, 83, 85.

A couple of years later and Sundays

were the day to be on the platform in Lincoln Central. Electrification of the East Coast Main Line meant diversions from Peterborough, around to Doncaster, keeping the Pelham St, High Street and East Holmes signal boxes busy. There were lots of HSTs but sometimes we saw refurbished Class 47s; I recall 47660 and 47664. 47401 was another seen where the kind driver offered me the chance to hop up, which I repeated not so long ago at the NRM in York. 47094 was another highlight, pulling a stricken passenger train behind it.

I was lucky enough to know a friend whose



55019 heads southbound through Retford on Monday 10th September 1979. RAY BRISCALL

father-in-law was a signalman at Pelham Street Junction Box. One Saturday evening we spent the best part of four hours here, during the ECML diversions. There were quite a number of levers in this box, and most of the time the signalman was really busy, up on his feet answering the phone. It had very nice atmosphere to work in with the open fire and its elevated position above the tracks and gave me a whole new perspective of how the railways were run and controlled.

In addition to these Sunday diversions in Lincoln, most weekday evenings also saw the locomotive of the Travelling Post Office train chirping away in the old platform 7. This usually had a Class 31 at the front, plus 2 vans, waiting for its allotted time to take its train to Crewe. The one occasion I actually had to post an urgent letter in the post box on this train the leading loco was 47572 'Ely Cathedral'.

If I didn't cycle down to Lincoln Central to see this train I often went to Doddington Road level crossing to see it come through. Sometimes an hour here also saw the 'fly ash' train from one of the local power stations come through; I remember a sickly 47343 allotted to this duty each night for about a week.

Skew Bridge crossing was another location where we occasionally went. Being on a curve, you usually had a good perspective of the train length, as it slowed for it. One notable sighting here once was 58008 at the head of a railtour not long after the '58s' had



On 13th August 1977, in the days of through trains from London King's Cross to Cleethorpes, 47414 pulls out of Lincoln St Marks for the coast. DAVID FORD

started coming off the production line.

These youthful days are now long gone and distant memories. I live in Gedling, Nottinghamshire now, and still enjoy travelling by train. It's nice to see the odd loco thundering along the line, accompanying me on my weekend walk through the fields at Bleasby and Fiskerton. I'm more of an enthusiast of the nostalgia,

railway history and disused railway lines and also interested in how that euphoria of the 19th century Victorians gripped the nation for train travel. My spotting days are gone, but never forgotten.

In the next issue Elliot remembers seeing his last Class 50.



One of the Lincoln based Class 114 DMUs, formed of power car E50042 and driving trailer E56038, is seen calling at Retford Low Level on 23rd March 1981. The 49 units of this type were 64' 6" long compared to the normal 57' 6" of the visually similar Class 108s. DAVE HIGSON

46048 heads north through Retford with an express on the Friday 10th April 1981 with what looks like a relief train. JOHN IRELAND



A Class 120 is seen stabled in the rather unusual centre carriage sidings at Lincoln St Marks on 13th August 1977. The destination blind would suggest that the DMU is going to form a service to Crewe. DAVID FORD





Looking towards Lincoln Central station on April 6th 1985 with High Street signal box in the foreground and a Class 114 at the platform. PHIL BEVAN

A Class 114 DMU stands at Lincoln Central on the 6th April 1985. Note the number of the driving trailer 54034 which was originally numbered 56034; renumbering took place in the early 1980s. The power cars were also renumbered from the 500xx to the 530xx series. PHIL BEVAN



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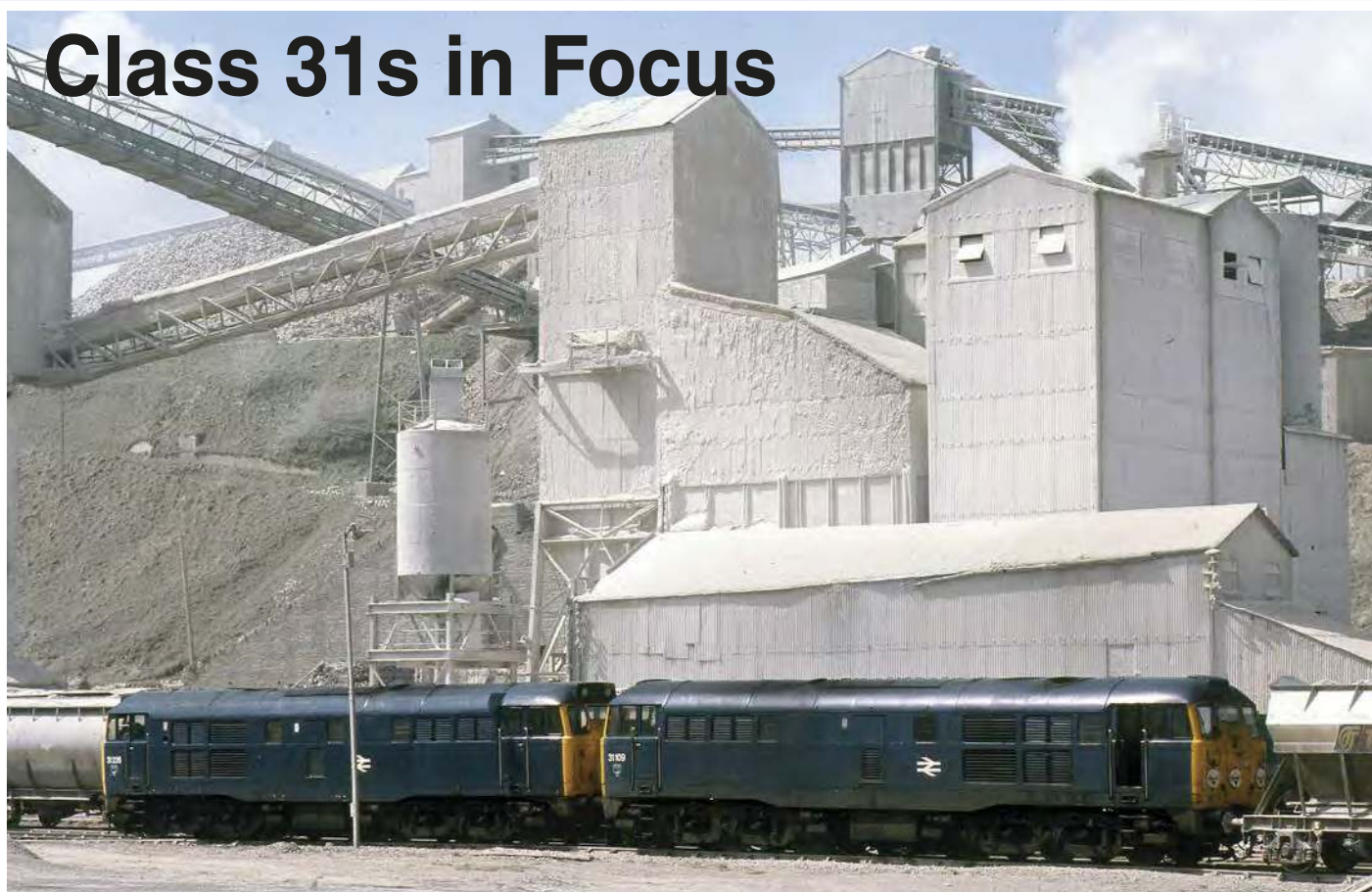
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With the dramatic backdrop of the structures of Swinden Quarry behind them, Nos. 31109 and 31226 are seen after arrival with the empty Tilcon hoppers from Hull on April 30th 1979. Originally the branch continued to Grassington but by the time of this photo the line had been lifted beyond the quarry.

Class 31s in Focus



It's probably fair to say that the Class 31s were not considered by enthusiasts to be the most exciting of locomotives but, for the railway, they were an indispensable type powering everything from long distance expresses to the most humble of freight trains. In this photo feature, Gavin Morrison has selected just a few of his many photographs of the class during the Rail Blue period.

(BELOW) No. 31123 heads north with a van train for Bradford Forster Square and is about to enter Rodley cutting, about four miles north of Leeds. At this time Forster Square station handled an enormous amount of mail order traffic for Grattons and Empire Stores with departures every evening to destinations across Britain. The date is 28th May 1974.



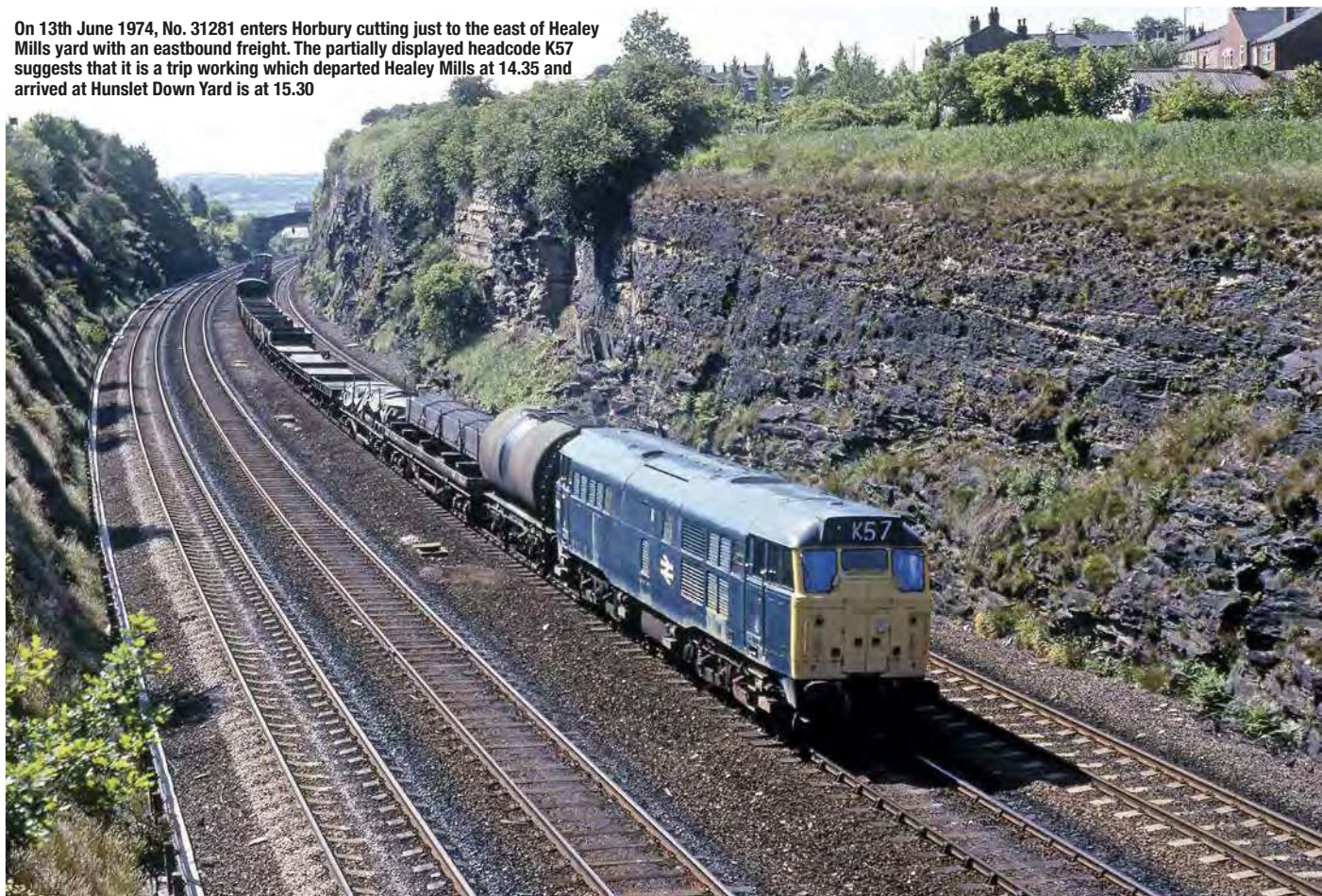
Summer Saturday passenger trains were a regular duty for many Class 31s. Here No. 31274 is seen heading 1L98, the 11:17 Bridlington to Bradford Interchange, as the train passes the site of Elland station which closed on 19th September 1962. The date is August 2nd 1975.



No. 31234 pulls out of Moreton-in-Marsh with 1A48, the 16:15 Worcester to Paddington on 31st May 1974. The Class 31s had replaced 'Hymeks' on many similar Western Region services.



On 13th June 1974, No. 31281 enters Horbury cutting just to the east of Healey Mills yard with an eastbound freight. The partially displayed headcode K57 suggests that it is a trip working which departed Healey Mills at 14.35 and arrived at Hunslet Down Yard at 15.30





On the afternoon of August 9th 1987, Nos. 31416 and 31422 pass Cockwood harbour heading the Saturdays only 15:50 Paignton to Manchester Piccadilly. The pair had arrived earlier at Paignton with the 06:25 working from Rose Grove. The '31s' were the usual power at this time.



On July 10th 1976, No. 31224 hauls the empty stock off the Up 'Flying Scotsman' out of King's Cross bound for the carriage sidings for servicing. The entrance to the Widened Lines, used by trains to Moorgate, and the platform of King's Cross York Road station can be seen on the left. The station closed in November 1976.



The Class 31s staged something of a revival in their fortunes when seventy of them were fitted with electric train heating equipment, allowing them to take over many medium distance passenger services from DMUs. Here we see No. 31428 departing Liverpool Lime Street with the 13:45 to Sheffield on June 14th 1986.

On the last day of May 1983, No. 31207 arrives at Settle station heading the 16:37 Carlisle to Leeds. At this date Settle signal box was still open but closed a year later.



Nos. 31153 and 31231 burst out of Peascliffe Tunnel, travelling at their maximum speed of 90 mph, to avoid holding up a 'Deltic' hauled express which was running a section behind. The train is the Saturdays only King's Cross to Scarborough. The date is May 27th 1978.

Modified with IGBT traction technology, 477-583 hauls an air-conditioned express from Bucharest heading for Braşov and beyond on 28th August 2015. It is passing the resort village of Poiana Tâmpului. The blue, yellow and red strips stuck across the tops of the cab windows are the Romanian flag's colours, a modern throwback to the 1980s and 1990s when crews used to decorate their cabs with lace curtains and potted plants! The superbly aligned tracks on new, deep ballast and the new replacement overhead electrification equipment show this to be part of Euro-route 4 which is being rebuilt end to end to full European standards.



Change in Romania

The first time that Colin Boocock and his wife, Mary, went to Romania was in 1990 on a mission. The friends they gained there then have resulted in repeat visits to that beautiful and challenging country. In the ensuing three decades they have witnessed many changes to Romanian railways, positive and negative.

When I wrote the word 'challenging' in the introduction above, I was thinking of two things: the situation in the 1990s when Romania was facing with uncertainty its first decades of freedom after half a century of dictatorial rule; and the nature of its people who are among the most friendly, creative and unpredictable you could meet.

Our first journey there was memorable. We had boarded the real 'Orient Express' at Wien Westbahnhof (Vienna West station) at the front of which had been coupled three blue coaches from CFR (Căile Ferate Române). We had paid for first class travel. Our compartment had no carpet nor bulbs in the lighting fixtures, something we discovered was endemic in all situations in Romania at that time. We pulled the seats together to form rough beds and slept our way through Hungary. Toilet rolls had been renewed during the carriages' turnaround in Austria but had disappeared early in the journey.



Time was when an express from Suceava to Cluj would have had eight or ten coaches. Now they are down to three or even two. On 9th September 2016, 41-0755 was photographed approaching a main road level crossing between Suceava and Vama with a westbound train.

In the middle of the night we arrived at Lőkősházár where the Hungarians woke us up for passport checks before the train crossed the border into Romania. That was quite painless, but took a couple of hours before the train dragged its apparently weary way across the border, to arrive at Curtici for the Romanian checks. These were far more thorough. Not only were our passports checked and stamped, but our baggage was opened up, and the compartment searched thoroughly.

I recall a young uniformed man standing at the door and announcing, "Compartment control." He brought in a set of low steps and proceeded to take apart the ceiling, feeling around in the space above the ceiling presumably looking for drugs, arms and other contraband. After two hours, the train, now headed by a large Co-Co electric locomotive and stretching to 17 coaches in length, took off at a good pace and soon arrived at Arad, a town I grew quite fond of in later years. It was still pitch dark, but I do recall the thunderous bark of a large 0-10-0 tender locomotive that steamed past on a freight while we were waiting for the timetable to catch up. This was Europe in 1990!

Because at that time the Romanian railways had not joined any international ticketing service, we had to buy tickets on the train for our journey onwards. The ticket inspector showed us three 100 lei notes and said "official", and then just one 100 lei note and commented "unofficial"! If we had accepted the latter offer, I have no doubt he would have pocketed the 100lei. So we opted for the official fare, as that was cheap in our eyes anyway, and legal, and were issued with proper tickets. (Such naughtiness wouldn't happen nowadays, would it?)

Our electric locomotive was one of the large group of over 900 25kV ac Co-Cos built under licence in Romania to an excellent design by ASEA in Sweden. The Class 41s were express locomotives with a maximum speed of 160km/h, something which few if any of CFR's main lines at that time could support. Their sisters, the Class 40s, were for freight and mixed traffic and were geared for 120km/h. With a power output of 5,100kW (6,835bhp) these two types were well able to haul long trains through the winding and hilly terrain around and through the Carpathian mountains. It was daylight when we reached the Transylvanian city of Braşov where I noted a German-type 2-10-0 plinthed on the platform. For the climb over the Carpathian mountains up to the summit at Predeal another Co-Co was coupled in front of the train locomotive. Though it was early May, snow covered everything at Predeal, which had an ugly concrete station building of odd shape that seemed to have been designed by a young architect wanting to show how clever the communists had been (and failing miserably). The descent from the mountains to the plains was through spectacular scenery, a lovely area we have visited a couple of times since. Then we were dashing across flat country dotted with

One of the earlier Class 41s to be upgraded with traction electronics was 45-0349. It was calling at Medgidia with an express from Constanţa to Bucharest on 9th July 2000, made up of just eight coaches. The cream and red livery was a reverse of that to be used on unmodified locomotives.



The first Bo-Bo electric locomotive to be delivered to CFR was this one, 040-EC-001, seen in its preserved state at Dej depot on 26th August 2015. It subsequently became 43 0001. The class was built in Yugoslavia by Rade Končar of Croatia and is used for secondary and main line passenger trains and freights across the country.



'nodding donkey' oil rigs and arrived at our first destination, the oil city of Ploieşti, its atmosphere tainted by the smells from the oil refineries that surrounded it.

It is perhaps ironic that, while Sweden only built six of these Co-Cos for its own railways (the 15kV ac iron ore lines between Kiruna, Narvik and Luleå), Romania received a total of 933 of these machines from 1965 to 1991. Most were built under licence in Romania, many at Electroputere in Craiova and some at Reşiţa. The Class 40s began life numbered 060-EA-001 upwards and the 41s were firstly Class 060-EA1. Some were exported to Bulgaria and to Yugoslavia, the latter specifically for the Belgrade to Bar main line which opened in 1976.

Romanian railways have contracted severely since the days of communism, which ended with the revolution in late 1989. While our train in 1990 was of 17 carriages in length, such trains just ten years later were down to eight or ten coaches, and today can be as short as three or four. Investment in railway infrastructure has also been on hold, apart from Euro-route 4 from the Black Sea port of Constanţa to the Baltic Sea, of which the main line from Bucharest to

Arad and Curtici now forms part. European Union money is being poured in to build up the European freight railways, and this main line has been rebuilt from the ballast base up; the reconstruction work started at Bucharest (maybe even from Constanţa) and has gradually worked its way across the Carpathians. Some way beyond there heading westwards, and on most other lines in Romania, travellers may still note that the beat of rail joints begins again. Almost all main lines are electrified at 25kV ac.

Since the revolution, Romania has become a rather fragile democracy, the people changing the government at each election or so it seems to an outside observer. Romanians will always tell you that their government is corrupt, a view that seems to be shared with the inhabitants of most countries around the world! Nonetheless, as a keen member of the European Union, Romania has benefitted from substantial inward investment which has added a network of motorways and trunk roads as well as improving the condition of most others. Thus the traffic levels on CFR have taken a very serious knock as citizens bought newly-available new or second-hand cars

Rebuilt and upgraded, 461 078 arrived at Bucureşti Nord on 4th August 2008 with an express made up of modern air-conditioned stock.



of popular European makes, and firms took advantage of the looser regulation of road freight traffic.

During the communist years, good food was scarce and the variety available even in restaurants and hotels was much, much less than declared in the published menus ("No, it's off!" was commonly heard when making one's menu choice). There has since been an explosion of excellent restaurants and hotels across the country, making the visitor's experience in Romania generally very pleasant indeed. The pity is that food has almost disappeared from trains, even those described as InterCity. There are still a few, but the wary traveller should take something to eat and drink just in case – or nip out at one of the longer station stops to raid one of the many kiosks.

Upgrades

Despite all that, CFR has embarked on a programme of improving its locomotives. More modern electronic control systems were fitted to 24 of the Class 41 Co-Cos from 1999, which became Class 45. Another 28 Class 41s more recently received IGBT ac traction equipment by Softronic, the conversion being done at Craiova, and have become Class 477 in what appears to be an early step towards three-digit class numbers. (IGBT - insulated-gate bipolar transistor, a solid-state electronic device that features rapid switching and high, variable frequencies.)

Freight locomotives of Class 40 were

similarly upgraded but by Promat, also at Craiova. These upgrades brought each locomotive's power available up to 6,600kW (8,850bhp), so these machines can pack quite a punch! However, the economic contraction of the railway has resulted in CFR's Co-Co electric fleet being reduced to 291 (for CFR's passenger company) and 173 (freight), a total of 464. Thus, under half of the original Co-Co electrics survive on CFR, though many have been sold off to private operators, not just in that country. In the excitement following deregulation as the EU's privatisation rules began to be applied, about thirty train operating companies appeared in Romania, of which sixteen still survive, among them being the DB Cargo giant as well as many local ones.

Chatting to a railway engineer on one of my early journeys across Romania, he told me that, during the communist years in the early 1970s, Romania had reached a barter trade deal with Yugoslavia in which Romania gave Co-Cos to Yugoslav Railways (JŽ) in exchange for Bo-Bo electrics built in Croatia. The bargain was that for every two Co-Co electrics that went to JŽ, CFR received three Bo-Bos. The latter were a 25kV design based on the successful Swedish Class Rc4, and were excellent locomotives of 3,860kW (5,175bhp). I believe that Romania got the better part of that bargain! Like the Co-Cos, 21 of the original 130 Bo-Bos of Classes 43 (120km/h) and 44 (160km/h) have been upgraded to Classes 460 and 461, and now have 4,400kW (5,900bhp) at their disposal.

As part of CFR's obedience to the EU's policy of separating infrastructure accounting from that of train operations, CFR was divided into separate wholly-owned companies. The three that concern this history are CFR Călători (passenger), CFR Marthă (freight) and CFR Infrastructura.

CFR diesels

One thing Romania was good at when under the influence of its communist masters was choosing good overseas designs to build in its own factories. For example, it built under licence a large number of BAC 1-11 airliners, a successful British design. For a 'people's car' it chose the Renault 12 as the model, to be built and sold in Romania as the Dacia car, its soft suspension well able to ride the roughness of deteriorating roads. I have already referred to the ASEA Co-Co and Bo-Bo electric locomotives. For its top link main line diesel locomotives, CFR selected a Sulzer/Brown Boveri Co-Co design that, as far as I know, used parts based on Swiss electric locomotives such as the Ae6/6 but in a diesel class that hadn't appeared in western Europe at that time (1959).

Six prototypes were built first. These were tested in Switzerland before being exported to Romania. So successful did these locomotives prove that, under licence, Electroputere in Craiova built 1,306 examples of this class with 1,550kW output (2,100bhp) and a top speed of 100km/h for mixed traffic use, and a further 83 geared for 120km/h for passenger work.

The class was only lightly silenced, if at all. The sounds from the exhausts of their 12LDA28 engines when working hard would gladden the hearts of any Sulzer traction fan! My experience when watching these locomotives in regular service between 1990 and the present day has been to be surprised at how clean their exhaust plumes are. Some black smoke certainly appears on starting and when the engine is accelerated quickly, but when pulling hard and steadily these locomotives run cleanly, far more so than British Railways' Type 4 Sulzer locomotives used to do. Rather than set up its 'black smoke working party' to tackle the exhaust smoke problem with the 47s, one could conjecture that BR's M&EE department might have learned more by visiting Romania!

My direct experience relates to a visit I had arranged in 1991 to the București Călători traction maintenance depot. Our party had an official translator with us, but I discovered that the depot manager spoke adequate English and as an engineer myself we had a lot to talk about! As we walked into a shed where Class 60s were being maintained, I asked if I could look inside the engine room of one of these Sulzer Co-Cos. This was unexpected, but I was allowed to do this. Let me state here that I was amazed. The engine room, which I know had not been specially prepared for my visit, was spotlessly clean, something which was not so common on BR among our Sulzers at that time (1992). A clean engine room enables staff to pick out oil and coolant leaks before they become critical; this is basic good housekeeping but was much neglected on parts of BR (not the Eastern Region when I was there, and we made positive progress later on the LMR, too). So the CFR fleet was clearly being well-maintained, which explains a lot.



This is where Romania's main line diesel story began. This double-unit 2Do1+1Do2 diesel electric locomotive was built in Romania before the second world war as a prototype for express and heavy freight haulage. By the 1950s, when interest in dieselisation had re-emerged, progress had moved forward to double-bogie single unit locomotives and this one was sidelined. No DE2-241-001/002 is now a key exhibit at the open-air museum depot at Dej. It was photographed there on 26th August 2015.



60-0726 calls at the country station of Boldești-Scăeni on 2nd September 2001 with a double-deck stopping train from Ploiești to Slănic, a resort renowned for its salt mines deep underground. The carriages are an articulated set riding on six-wheeled intermediate bogies, a type that used to be common in eastern bloc countries.



63-1002 was a rebuild of a Class 60 with new body and General Motors diesel engine. It was shunting coaching stock at București Nord station on 9th July 2006. It later received improved suspension and was reclassified 64. A similar change was made to the 65s which became Class 66 from 2008.



In the later livery adopted early this century, 60-0908 awaits departure from Sibiu on 30th August 2003 with a regional train making connections out of two others. The crew have decorated this locomotive with lace curtains in the cab windows! At that time of day there were trains at the terminus station to or from Braşov, Mediaş and Cluj. The tracks in the left background included some 750mm gauge lines of a railway that used to head north-east through villages and farmland to Agnita (even several decades earlier onwards to Sighişoara); now closed, a part of this line sees very occasional heritage use.





(ABOVE) On 3rd August 2003, Sulzer-engined B-B diesel hydraulic No 80-0278 stands outside Sibiu depot. Locomotives of this type were exported to other countries such as Bulgaria and Hungary, but with different power equipments.

(LEFT) An upgraded rebuild of Class 80 is this Class 82 B-B, seen bringing the four coaches of an InterCity train for Bucharest into Oradea station on 12th July 2004. These modern air-conditioned coaches were well-cooled, illustrating that this Class 82 was equipped with train electric supply. The coaches were attached to a longer train at Cluj for the onward journey to the capital, but there was no catering facility on any part of the train for this eight hour long journey; the author had to alight at Braşov to buy sandwiches from a kiosk on the platform!



In the 1990s, CFR was handling a large volume of freight and these locomotives were prominent as preferred power for where freights wandered away from the overhead wires. They would often be running in multiple pairs to provide the necessary traction for the heaviest trains. They began life as Class 060-DA and received numbers from 001 upwards, becoming Class 60 in the 1980s, and 61 for the passenger version.

Exports of this class from Romania went to Poland as PKP's Class St43, with 422 examples (now all withdrawn), and 130 went to Bulgaria as that country's Class 06, some of which are still in service. Others of these useful locomotives are in the hands of private operators and used internationally.

CFR undertook quite an extensive rebuilding of 59 of these locomotives with new bodies and General Motors diesel engines. Ten rebuilt for passenger work became Classes 65, then 66 with improved suspension; the 49 for freight were Class 63, later upgraded with new suspension to become Class 64. All have the same power output as the original Sulzer locomotives but can supply train electric heat.

Smaller fry

After the revolution, post-communist Romania was littered with many minor routes and branch lines that served outlying or otherwise poor communities. Most were single track, and some were actually roadside railways. There were some narrow gauge lines that are outside the scope of this article but were nonetheless interesting. For these lines, and for heavy yard shunting, transfer freights and other light work, CFR had a fleet of 633 off-centre-cab Sulzer-engined diesel hydraulic B-Bs of the basic Class 80. These had the Sulzer 6LDA28 engine rated at 920kW (1,235bhp).

Some of these locomotives were later rebuilt with 1,000kW (1,340bhp) Caterpillar engines to become Classes 82, 83 and 84. These also had lower bonnet sections for improved view. I experienced one on an InterCity train from Oradea to Cluj. This non-electrified route demonstrates Romanian railways' decline. In the 1990s it hosted very long passenger trains worked by the biggest Sulzer-engined Co-Cos of some 4,000bhp, a class also used for some years on Greek railways. These 'super Co-Cos' have all gone. On our trip in the early 21st century, a Class 82 B-B sufficed, hauling just four modern, air-conditioned coaches. Unsurprisingly, many of these interesting secondary lines have now gone, and the 80 class locomotives are becoming lower in numbers; just 185 remained at the beginning of 2019, divided between the passenger, freight and infrastructure companies.

If the editor is happy, a future article can look at imported second-hand locomotives, and also the extraordinary range of ages of Romania's diesel railcars, some of which date back to 1935 and are therefore older than me!

Letters

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COAL BY ELECTRIC TRAIN

Regarding Colin Boocock's article on the Westoe electrified coal railway in TRACTION 253, I would like to recommend to readers attending model railway exhibitions that they look out for Carshalton & Sutton Model Railway Club's excellent OO gauge layout, 'Harton Gill'. This layout models a section of a NCB line in the manner of that visited by Colin back in 1987. The photograph was taken at the Erith MRC exhibition in January 2014.



ADRIAN WILLATS, BY EMAIL

KENT COAL OMISSIONS

An oversight meant that Table One accompanying my Kent Coal article in TRACTION 253 neglected to include several cross-London coal-hauls from Kent via Acton Wells Junction (AWJ): 7M52, the 11:00 SSuX Shepherd's Well to Cricklewood Brent; 7M56, the 14:00 SSuX Betteshanger to Toton (booked to run as 8M56 northwards from London); and 8M06, the 09:26 SSuX Betteshanger to Cricklewood Brent. Therefore, the number of loaded coal movements crossing London to/from Kent via AWJ as of May 1974 should have read 70. My apologies for these omissions.

Interestingly, the working time table for that period shows 7M52 from Shepherd's Well being worked forward from St. Mary Cray station at 14:06 by what appears to be the locomotive (probably a 'Peak' Class 45) off 8O16, the overnight 22:55 SSuX coal-haul from Thoresby to Southfleet (due around 11:30), which ran as 7O16 on the Southern Region. After arriving at Southfleet, the locomotive is later shown as running light engine as 0M52, the 12:15 SSuX from Southfleet to St. Mary Cray (due 12:36) to take up this return loaded coal duty back to the London Midland Region, which ran via Shortlands and Brixton to reach Clapham Junction (booked around 15:00) and Kew. The accompanying image (by Brian Morrison) shows 'Peak' No. 36 heading westwards through Clapham Junction with 7M52 on Wednesday 18th September 1974.



DAVID J. HAYES,
WEDNESBURY

FOR WANT OF A STRATEGY

As usual Colin Boocock's article in TRACTION 254 was an excellent read. His opinions on the dubious value of 210 inconveniently heavy 94xx pannier tanks being compounded by 56 D95xx will be shared by many readers. However the entire fleet of Class 14s did not make it into industrial use as Colin states – eight (D9501/6/9/19/22/43/6/50) went for scrap straight after withdrawal. Perhaps not surprisingly the short straw was drawn by D9550 which entered traffic in August 1965 only to be withdrawn just 33 months later in April 1968 – by the end of that year it no longer existed. This is the equivalent of driving a perfectly serviceable 66-reg car into a scrap yard for crushing! What an astonishing waste of taxpayers' money.

NEIL PHILLIPS, BY EMAIL

RARE BIRDS

The header photo to Andrew James' article 'Rare Birds' shows one of the two Clayton Type 1s equipped with Rolls Royce power units (D8586/7), as indicated by the central raised section of each bonnet, so the passengers on that service with a Clayton up front probably stood a better than average chance of reaching their destination without mishap. Neither of these locos received blue livery, although D8586 did acquire full yellow ends.

NEIL PHILLIPS, BY EMAIL

THE SENTINELS

I found the article about Sentinel shunters in TRACTION 254 interesting. I took a photograph in February 1996 of a Portuguese Railways (CP) Sentinel shunter at Contumil depot, Lisbon. It carries its UIC number on the cabside, which includes its fleet number 1160. Thirty-six of these 0-6-0 diesels were built at Sorefame in Portugal under licence from Sentinel, the first entering service in 1966; they were given class designation 1150. They delivered 245bhp. All are now shown as withdrawn on the Railfaneurope.net web site.

COLIN BOOCOCK, BY EMAIL



THE WELSH MARCHER

Andrew Royle's excellent article, in TRACTION 254, told some interesting stories, and showed some great photos. One of those was of 37429 hauling four Mark 2 Inter City air conditioned coaches, on the 3rd March 1990. That was the day when the Wales v. Scotland Five Nations Championship rugby union match was being played, and so the normal Mark 1s or Mark 2s used on the line, would have been used instead to augment other normal services from Cardiff, or provide extra trains. The long gone 'Motive Power Monthly' magazine also has a photo taken on 4th November 1989 of 37426 hauling just three Inter City coaches, on the 09:48 Swansea to Crewe, ironically on the Central Wales Line. The normal Class 108 DMU was being used to support valley line services, due to the Wales v New Zealand rugby union international at Cardiff Arms Park.

Extra trains were also used for the 1989 and 1990 Schweppes Welsh rugby cup final, when even Network SouthEast stock was used! And what about the score on 3rd March? Scotland won 13-9, and two weeks later, beat England 13-7 to win the grand slam

ROBERT CLARK, CARDENDEN, FIFE



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