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BRITISH RAILWAY MODELLING

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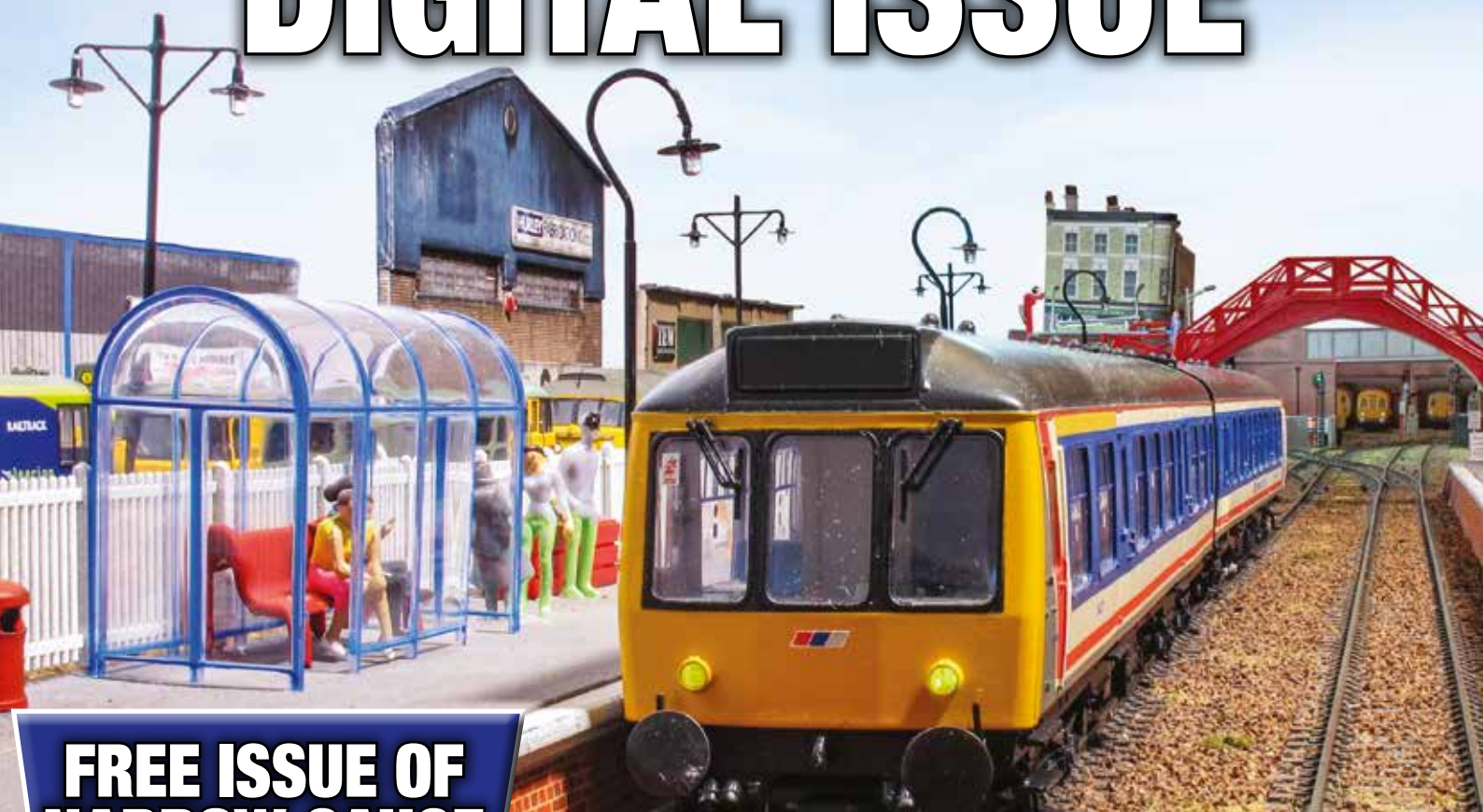
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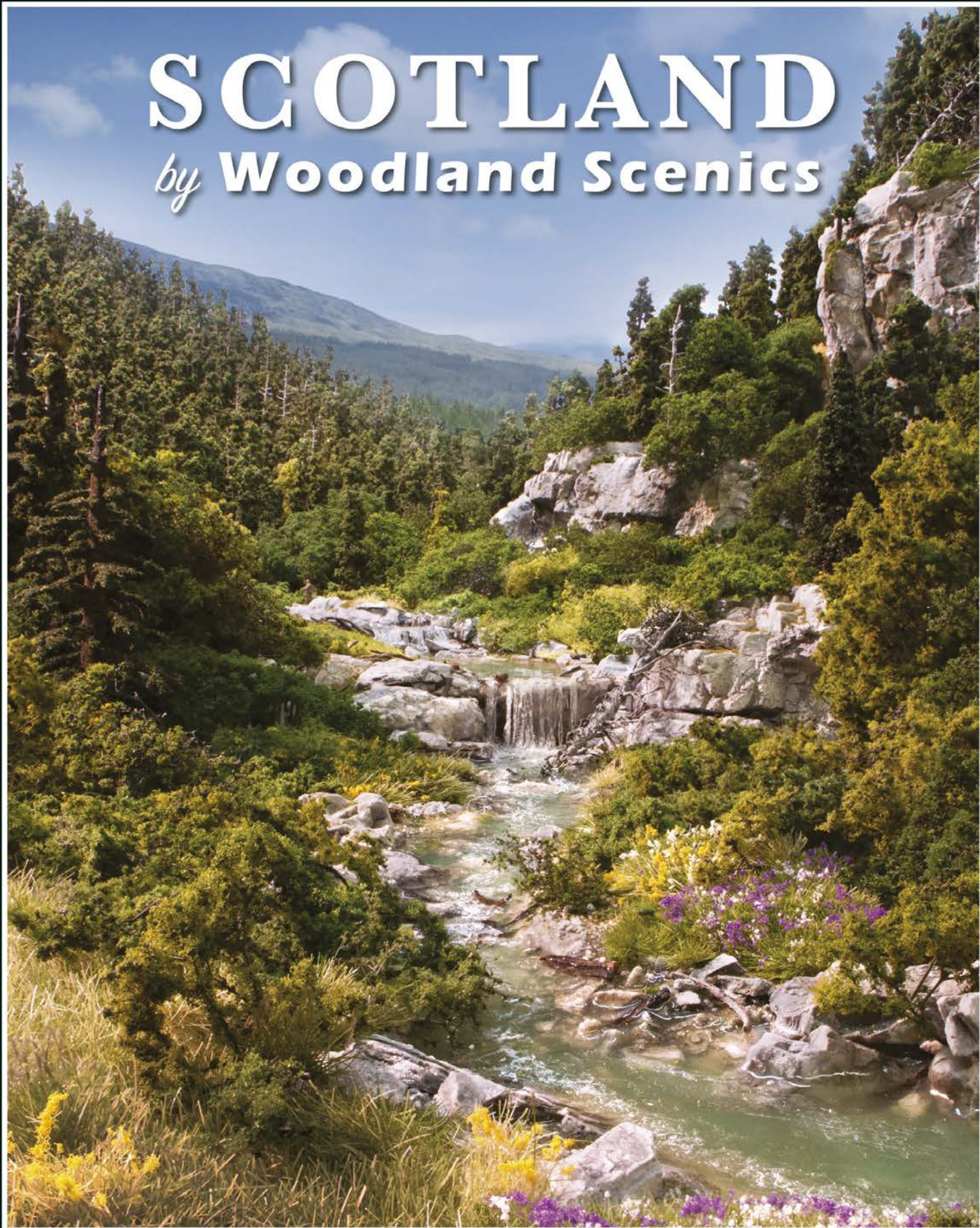
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HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
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BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Ideas takes from two real locations fuse to make the ideal port layout with 'Boston Frodsham'. Continuing his rolling stock theme from this issue, Phil Parker assembles a narrow gauge skip, and Howard Smith builds a pre-fabricated house kit in record time!



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MONTH'S DVD**

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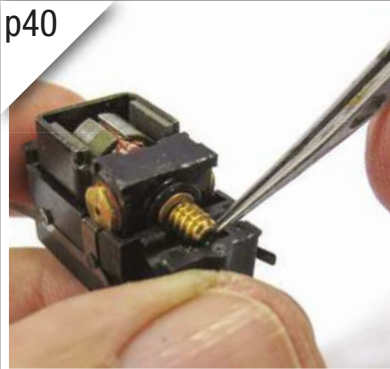


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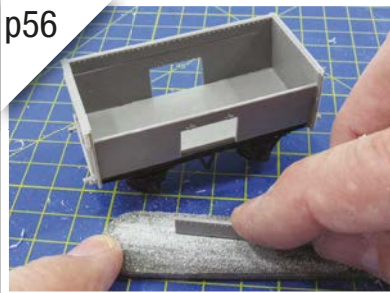
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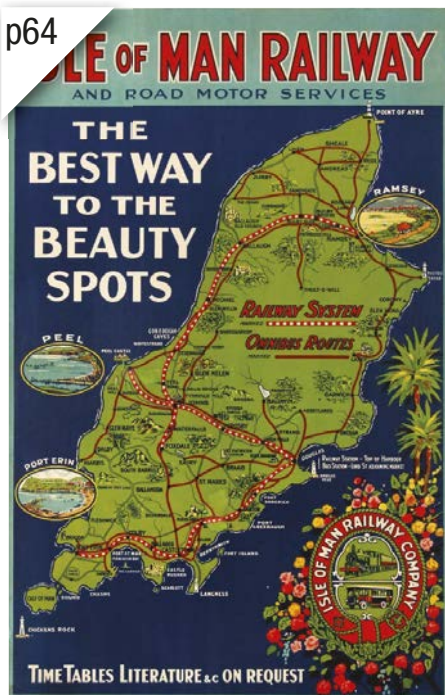
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LAYOUTS

28 UPHAM MARKET (00)

Mark Thatcher drew inspiration from his recollections of East London commuter traffic in the 1970s and 1980s with this urban recreation.

46 BOSTON FRODSHAM (P4)

Inspired by an article in BRM's sister title, Traction magazine, Mike Knowles sourced ideas for this dock layout from opposite sides of the country.

70 MANNIN MIDDLE (OON3)

Sitting at the heart of operations on this aptly-named layout, Peter Cullen's Isle of Man-inspired model provides a panorama of 3ft gauge entertainment.

PRACTICAL BRM

40 HOW TO DCC CHIP A SPUD

This popular ready-to-run motor bogie of 1980s design has driven many 'home-brew' models. It can be upgraded to digital control standards, too, as Phil Parker explains.

56 HOW TO BUILD A MIX OF MINERAL WAGONS

British metals have been a roaming ground for many thousands of steel mineral wagons, none more so than in the middle of the last century. Phil Parker discovers that they weren't all the same as he builds a selection of OO gauge plastic kits.

78 THE CHANGING FACE OF CONNECTIVITY

DCC users are increasingly swapping traditional DCC handsets for smart phones with apps. Howard Smith investigates this growing trend.

82 HOW TO CREATE A CONSTRUCTION SITE

Where every piece of architecture is located, there once stood a construction site. In model form, they can fill awkward spaces, as Jamie Warne demonstrates.

PRODUCTS & FEATURES

24 LATEST NEWS

A round-up of the headlines from the model railway world this month.

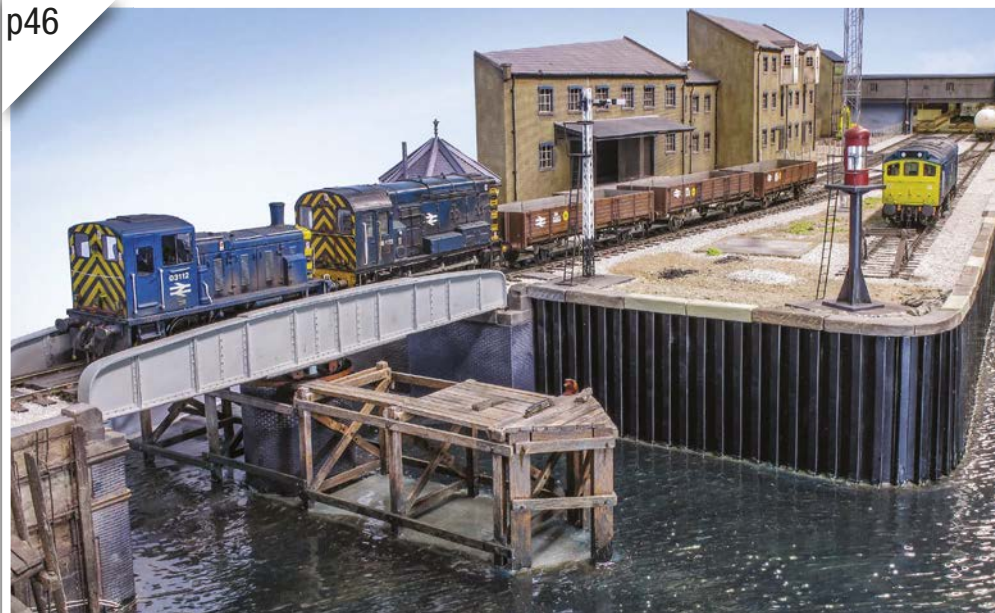
64 PROTOTYPE INSPIRATION: ISLE OF MAN

Modelling the Isle of Man's narrow gauge railway can afford the modeller a fresh break from the expected. Andy York explains how, suggesting a trackplan, too.

Your Cover



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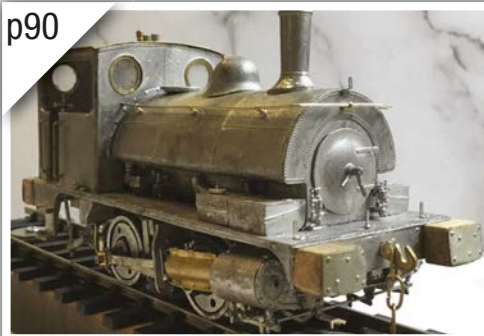
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90 LOCKDOWN MODELLING

Being in lockdown has enabled most of us to have more time at home, which has led to some exciting projects coming to fruition. Here we round up some of the lockdown highlights from sister site, RMweb.

98 GOODS INWARDS

A bumper selection of scenic products, model figures, consumables and model spares arrive this month with stockists.

100 REVIEW: BACHMANN CLASS 117

Aside from everything looking just right on the body, Andy York is amazed by the amount of detail on the underframe of these new models.

104 REVIEW: HELJAN CLASS 33

Heljan has offered a Class 33 locomotive in its OO gauge range for a number of years, but arriving with stockists as of last month is a partially-retooled and upgraded model. Howard Smith investigates.

106 REVIEW: IRM BEER KEG WAGON

Fully loaded with the removable cages and separate keg stacks, these wagons make an eye-catching load.

BRITISH RAILWAY MODELLING

BRM

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Welcome to August

We're living in strange times. If someone had said that in July 2020, we would be preparing for an online event and that we'd all been working from home for the past three months, I doubt many would have believed it. Although the threat of a second wave is lingering, life does seem to be returning to some kind of normality. Some model shops are now open for business, while others have put steps in place to return soon.

But for shows, sadly, we will have to wait a little longer for doors to open. We've already announced our Ally Pally show has been postponed until 2021, while Warley also followed suit with its announcement last month. The rules are being changed all the time, so we may see a show or two by the end of the year, but it's not looking very likely at the moment.

As we pull the last pages of this latest issue together, we're also gearing up for our very first virtual exhibition, which, hopefully by the time you read this, has been a huge success and you've all enjoyed the great

content we've lined up for you over the weekend.

It's been a great learning experience for all of us and we've been working around the clock to put together the biggest virtual show our hobby has ever seen, all on our online brand, World of Railways. We'd like to take this opportunity to thank everyone who has contributed and supported us.

This is our third 'lockdown' issue and, although producing the magazine has brought some challenges, we're all really pleased with what we've been able to deliver. This latest jam-packed issue of BRM includes a busy London scene, a holiday hot spot and an impressive dock-themed layout, complete with swing bridge.

Not to be outdone by the layouts, this issue also features some great practical advice including a step-by-step guide on fitting a chip to a SPUD, Phil builds a trio of mineral wagons with a twist, plus Jamie Warne shows us how to create a construction site. And that's not all, Howard Smith takes a closer look at DCC control with smartphones, Andy

York provides us with a new layout idea, inspired by the Isle of Man, and we review Bachmann's latest 117 DMUs.

One of the advantages to a country in lockdown is that it has freed up time for us all to take on projects, whether it be house renovations, landscaping the garden, or building a layout. There has been some great modelling on show on our sister website, RMweb.co.uk, and this month we've brought you some of the highlights (see page 90). If you would like to share any of your lockdown modelling, we'd love to hear from you and you can get in touch via email at brm@warnersgroup.co.uk.

Don't forget, you can still subscribe to have print copies of BRM delivered through your letterbox, or digitally via the internet. Every digital issue of BRM comes with more features, bonus videos and extra pictures, so it's definitely worth checking out!

BRM Team

How to get your next issue of BRM

Although it's tricky to visit the shops at the moment and collect the latest issue, there are a number of ways you can get BRM delivered straight to your door or inbox!

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As we slowly emerge from lockdown, we also have to make sure our factory is safe for everyone coming back to work.

So please bear with us, we will be back soon. Thank you.

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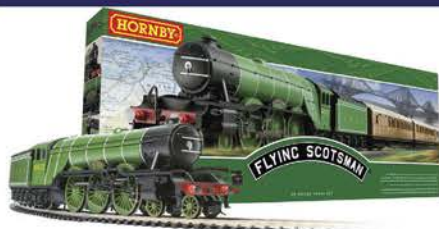


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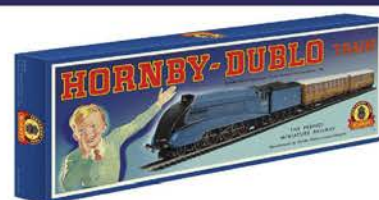


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31-531 Bachmann OO Gauge Class A2 60536 'Trimbrush' BR Green E/Emb Real Coal TMC Weathered	£224.95	£179.96
31-577 Bachmann OO/HO Gauge Windhoff MPV (Multi-Purpose Vehicle) Railtrack TMC Weathered	£179.95	£143.96
31-627B Bachmann OO Gauge Class 3F 3520 LMS Black Real Coal Glossed & Deluxe TMC Weathered	£189.95	£125.00
31-656 Bachmann OO Gauge Class 47/0 47256 BR Green Full Yellow Ends (TOPS) Weathered	£169.95	£127.46
31-656 Bachmann OO Gauge Class 47 47256 BR Green Full Yellow Ends (TOPS) TMC Weathered	£199.96	£159.97
31-664 Bachmann OO Gauge Class 47/0 47050 BR Railfreight - Weathered	£179.95	£143.96
31-664DS Bachmann OO Gauge Class 47/0 47050 BR Railfreight - Sound Fitted - Weathered	£259.96	£207.97
31-677 Bachmann OO Gauge Type AL5 Electric E3056 BR Blue Single Pantograph TMC Weathered	£164.95	£144.75
31-690 Bachmann OO Gauge LMS Stanier Mogul 2955 LMS Lined Black	£159.95	£127.96
31-761 Bachmann OO Gauge GNR Class C1 4-4-2 Atlantic 272 GNR Green	£199.96	£159.97
31-783 Bachmann OO Gauge Mod.Hall 7904 'Fountains Hall' BR Black Real Coal & TMC Weathered	£179.95	£143.96
31-920 Bachmann OO Gauge H2 Class Atlantic 4-4-2 2421 'South Foreland' SR Olive Green	£199.95	£159.96
32-067 Bachmann OO Gauge Class 43 'Warship' 842 'Royal Oak' BR Blue	£149.95	£112.46
32-067A Bachmann OO Gauge Class 43 'Warship' D836 'Powerful' BR Blue	£159.95	£95.99
32-068 Bachmann OO Gauge Class 43 'Warship' D838 'Rapid' BR Maroon (Full Yellow Ends)	£159.95	£135.96
32-069 Bachmann OO Gauge Class 43 'Warship' D841 'Roebuck' BR Green (Late Crest)	£159.95	£135.96
32-085 Bachmann OO Gauge Class 56XX 6639 BR Black Early Emblem	£114.95	£91.96
32-119 Bachmann OO Gauge Class 08 08907 DB Schenker	£124.95	£81.22
32-250A OO WD Austerity 79250 Maj-Gen McMullen LMR Blue Coal Tool Carrier Plates Deluxe Weathering	£232.49	£185.99
32-389 Bachmann OO Gauge Class 37/4 37421 Colas	£159.95	£119.96
32-392RJ Bachmann OO Gauge Class 37/5 37685 BR InterCity	£169.95	£135.96
32-392RJDS Bachmann OO Gauge Class 37/5 37685 BR InterCity (DCC Sound)	£259.95	£207.96
32-529B Bachmann OO/HO Scale Class 55 D9011 BR Two Tone Green Factory Weathered	£154.95	£123.96
32-534DS Bachmann OO Gauge Class 55 55004 'Queen's Own Highlander' BR Blue - DCC Sound	£264.95	£198.71
32-561 Bachmann OO Gauge Class A1 60122 'Curlew' BR Express Blue Early Emblem Riveted Tender	£189.95	£142.46
32-651A Bachmann OO Gauge Class 44 44006 'Whernside' BR Blue - Weathered	£154.95	£123.96
32-737 Bachmann OO Gauge Class 66/0 66065 Ex-EWS (DB Schenker) - Weathered	£154.95	£100.72
32-738Z Bachmann OO Gauge Class 66 66136 YIWU-LONDON DB with End Logo Detail TMC Weathered	£214.96	£171.97
32-764A Bachmann OO Gauge Class 57/3 57312 'Solway Princess' Northern Belle	£169.96	£135.97



31-003A Bachmann Robinson
OO Gauge O4 6184 LNER Black (LNER Original) Real Coal & Weathered by TMC
Was £175.96 NOW £110.00



31-119 Bachmann
OO Gauge BR Standard 4MT 75035 BR Lined Black (Late Crest) - Weathered
Was £164.95 NOW £115.48



31-526 Bachmann
OO Scale Class A2 60537 Bachelors Button BR Green Early Emblem
Was £179.95 NOW £143.96



31-656 Bachmann
OO Gauge Class 47/0 47256 BR Green Full Yellow Ends (TOPS) Weathered
Was £169.96 NOW £127.46



32-737 Bachmann
OO Gauge Class 66/0 66065 Ex-EWS (DB Schenker) - Weathered
Was £154.96 NOW £100.72

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CLEARANCE LAST CHANCE TO BUY



Item name	RRP	TMC Price
32-764A Bachmann OO Gauge Class 57/3 57312 'Solway Princess' Northern Belle	£169.96	£135.97
32-778RJ Bachmann OO Gauge Class 37/0 37275 'Stainless Pioneer' BR Railfreight Metals Sector	£179.95	£143.96
32-778RJSF Bachmann OO Gauge Class 37/0 37275 'Stainless Pioneer' BR Railfreight Metals Sector	£269.95	£215.96
32-806 Bachmann OO Gauge Class 47/0 D1842 BR Two-Tone Green (Small Yellow Panels)	£169.95	£135.96
32-815RJ Bachmann OO Gauge Class 47 47805 John Scott DRS Nameplates Fitted & TMC Weathered	£194.95	£155.96
32-826A Bachmann OO Gauge LMS Ivatt 2MT 46460 BR Lined Black (Early Emblem)	£144.95	£115.96
32-859Z Bachmann OO Gauge 9F 2-10-0 No. 92000 BR Black Late Crest	£169.95	£135.95
32-880 Bachmann OO Gauge Fairburn 2-6-4 Tank 2278 LMS Black Weathered	£134.95	£107.96
32-880 Bachmann OO/HO Fairburn 2-6-4 Tank 2278 LMS Black Real Coal & TMC Weathered	£159.95	£127.96
32-980A Bachmann OO Gauge Class 66 66728 Institution of Railway Operators GBRF - Weathered	£179.95	£134.96
32-980A Bachmann OO Gauge Class 66 66728 GBRF Nameplates & Parts Fitted TMC Weathered	£239.95	£191.96
32-981 Bachmann OO Gauge Class 66 66416 Freightliner Powerhaul	£169.95	£135.96
32-981 Bachmann OO Gauge Class 66 66416 Freightliner Powerhaul Parts fitted (1 end) TMC Weathered	£214.96	£171.97
34-460 Bachmann OO Gauge Thompson 3rd Class Brake Corridor LNER Teak TMC Weathered	£64.96	£48.72
35-050 OO Gauge LNWR Webb Coal Tank 1054 LNWR Black Plates, Real Coal & TMC Weathered	£164.95	£122.95
35-079 Bachmann OO Gauge Class E4 32494 BR Lined Black Early Emblem Real Coal & TMC Weathered	£164.95	£131.96
36-504RC Bachmann OO Gauge Dynamis Ultima® DCC System with Evaluation RailController Software	£299.95	£254.96
371-329 Graham Farish N Gauge Class 150/2 2-Car DMU 150247 BR Provincial (Sprinter) - Weathered	£199.96	£159.97
371-350A Graham Farish N Gauge Class 60 60035 EWS	£134.95	£107.96
371-357 Graham Farish N Gauge Class 60 60057 'Adam Smith' BR Railfreight Coal Sector	£134.95	£107.96
371-397 Graham Farish N Gauge Class 66 66434 DRS Plain Blue Compass	£134.95	£101.21
371-404 Graham Farish N Gauge Class 52 D1015 Western Champion BR Maroon TMC Weathered	£151.96	£121.56
371-468A Farish N Gauge Class 37/0 97304 John Tiley Network Rail Yellow Deluxe TMC Weathering	£172.45	£152.25
371-660 Graham Farish N Gauge Class 57/6 57603 'Tintagel Castle' GWR Green (FirstGroup)	£134.95	£107.96
372-310 N Gauge Merchant Navy 35024 East Asiatic Company Express Blue Coal and TMC Weathered	£214.95	£188.75
372-312 Graham Farish N Gauge Merchant Navy Class 35028 'Clan Line' BR Green L/Crest	£169.95	£127.46
372-313 Graham Farish N Gauge Merchant Navy Class 35021 'New Zealand Line' BR Malachite	£169.95	£127.46
372-980 Graham Farish N Gauge Class 24 97201 Experiment RTC Livery TMC Weathered	£164.95	£130.97
39-001 Bachmann OO Gauge Mk1 Coach Pack 'Works Test Train' BR Blue & Grey Weathered	£89.95	£67.46
39-003 Bachmann OO Gauge Mk1 Coach Pack with Passenger Figures BR Blue & Grey Network SouthEast	£124.96	£84.96
39-291A Bachmann OO Gauge BR Mk1 FP Pullman First Parlour Grey & Blue (With Lighting)	£68.95	£55.16
39-301A Bachmann OO Gauge BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting)	£68.95	£55.16
39-311A Bachmann OO Gauge BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting)	£68.95	£55.16
39-321 Bachmann OO/HO Scale BR Mk1 BSP Pullman Night Cap Bar Blue & Grey (With Lighting) TMC	£78.95	£63.16
39-576 Bachmann OO Gauge BR Auto Trailer Maroon	£68.95	£51.71
39-577 Bachmann OO Gauge BR Auto Trailer Crimson	£68.95	£51.71
39-611 Bachmann OO Gauge SECR 60 Birdcage Composite SR Olive Green	£64.95	£51.96
39-652DC Bachmann OO Gauge BR MK2F FO First Open InterCity DCC	£84.95	£67.96
44-0052 Scenecraft OO Gauge Church	£94.95	£75.96
44-141 Scenecraft OO Gauge Two Lane Traction Depot	£79.94	£63.95
4D-015-004 Dapol OO Gauge Class 122 Bubblecar BR Blue SC55013 TMC Weathered	£175.00	£140.00
7D-008-007 Dapol O Gauge Class 08 BR Black 13003 TMC Weathered	£289.96	£231.97
7D-008-008 Dapol O Gauge Class 08 BR Green D3305 Early Emblem TMC Weathered	£289.96	£231.97
1320 Heljan OO Gauge Class 1366 0-6-0PT 1366 GWR Green Shirtbutton Real Coal & TMC Weathered	£241.54	£193.23
1323 Heljan OO/HO Gauge Class 1366 0-6-0PT 1367 BR Black Early Crest	£201.54	£161.23
L136104 HO Scale Liliput Plasser & Theurer Tamping Machine SNCB Ep.IV Dig.	£119.40	£95.52
OR76AR003 Oxford Rail OO Gauge Adams Radial 4-4-2T Southern Green 488 Real Coal & TMC Weathered	£139.96	£111.97
R1183 Hornby OO Gauge Master of the Glens Train Set	£184.99	£147.99
R2844 Hornby Schools Class 30934 St Lawrence BR Black E/Emb Real Coal Parts Pack Fitted & TMC	£194.99	£155.99
R2988 Hornby HO/OO Gauge Brighton Belle 1967 2 Car Pack (2 X Drive MTR. Brake 3rd)	£184.49	£147.59



32-764A Bachmann
OO Gauge Class 57/3 57312 'Solway Princess' Northern Belle
Was £169.96 **NOW £135.97**



32-859Z Bachmann
OO Gauge 9F 2-10-0 No. 92000 BR Black Late Crest TMC Limited Edition
Was £169.96 **NOW £135.95**



35-050 Bachmann
OO Webb Coal Tank 1054 LNWR Plain Black Plates, Real Coal & TMC Weathered
Was £164.95 **NOW £122.95**



371-350A Graham Farish
371-350A Graham Farish N Gauge Class 60 Locomotive 60035 EWS
Was £134.95 **NOW £107.96**



371-468A Graham Farish
N Gauge 37/0 97304 John Tiley Network Rail Yellow Deluxe Weathering by TMC
Was £172.45 **NOW £152.26**

Item name	RRP	TMC Price
OR76AR003 Oxford Rail OO Gauge Adams Radial 4-4-2T Southern Green 488 Real Coal & TMC Weathered	£139.96	£111.97
R1183 Hornby OO Gauge Master of the Glens Train Set	£184.99	£147.99
R2844 Hornby Schools Class 30934 St Lawrence BR Black E/Emb Real Coal Parts Pack Fitted & TMC	£194.99	£155.99
R2988 Hornby HO/OO Gauge Brighton Belle 1967 2 Car Pack (2 X Drive MTR. Brake 3rd)	£184.49	£147.59
R3003 Hornby HO/OO Gauge BR (Late) Class B17 Barnsley - DCC Ready	£131.99	£105.59
R3003X Hornby HO/OO Gauge BR (Late) Class B17 Barnsley - DCC Fitted	£151.49	£121.19
R3004 Hornby HO/OO Gauge BR (Early) Class B17 Serlby Hall Weathered - DCC Ready	£131.99	£105.59
R3004 Hornby OO/HO Gauge BR 4-6-0 'Serlby Hall' 61631 B17/4 Class - Early BR Real Coal & TMC	£166.99	£133.59
R3004X Hornby HO/OO Gauge BR (Early) Class B17 Serlby Hall Weathered - DCC Fitted	£151.49	£121.19
R3059 Hornby HO/OO Gauge Tornado Express Train Pack	£163.99	£131.19
R3064 Hornby OO Gauge RailRoad BR 0-4-0ST Smokey Joe 56025 Real Coal & TMC Weathered	£85.00	£68.00
R3161 Hornby HO/OO Gauge SR 2-BIL 2 Car Emu Pack	£130.25	£104.20
R3162A Hornby HO/OO Gauge R3162A Hornby HO/OO Gauge BR 2 -BIL Car Emu Pack	£130.25	£104.20
R3229 Hornby HO/OO Gauge BR E/E 4-6-0 British Monarch Star 4000 Class	£134.99	£107.99
R3233 Hornby HO/OO Gauge LNER Class D16/3	£109.99	£76.99
R3233 Hornby OO/HO Gauge LNER 4-4-0 D16/3 Class 8825 Real Coal Parts Pack & TMC Weathered	£164.99	£131.99
R3235 Hornby HO/OO Gauge British Railways Class D16/3	£109.99	£76.99
R3235 Hornby OO/HO Gauge BR 4-4-0 D16/3 Class E2524 Early BR (1948) Coal Parts Pack & TMC	£164.99	£131.99
R3239 Hornby HO/OO Gauge BR (Late) Class 700 0-6-0T	£109.99	£87.99
R3243B Hornby OO Gauge 2-6-0 62064 K1 Class - Late BR	£129.99	£103.99
R3259 Hornby HO/OO Gauge BR 2-BIL (Blue) NRM 2090	£130.25	£104.20
R3284TTS Hornby Railroad OO LNER A1 Flying Scotsman 4472 TTS Sound Real Coal & TMC Weathered	£175.99	£140.79
R3303 Hornby OO Gauge BR 4-4-0 D16/3 Class BR (Early) Weathered	£109.99	£87.99
R3303 Hornby OO/HO Gauge BR 4-4-0 D16/3 Class 62581 BR (Early) Coal Parts Pack & TMC Weathered	£164.99	£131.99
R3304 Hornby OO Gauge BR 0-6-0T 700 Class BR Weathered	£109.99	£87.99
R3314 Hornby OO Gauge BR 0-6-0 4F Class BR (Early)	£99.99	£79.99
R3318 Hornby OO/HO Gauge BR 4-6-0 Gilwell Park 61646 B17/3 Class - Early BR Real Coal & TMC	£166.99	£133.59
R3325 Hornby OO Gauge BR 0-6-0T J50 Class BR (Early)	£93.49	£74.79
R3328 Hornby OO Gauge BR 4-6-0 Maunsell S15 Class BR (Early)	£134.99	£94.49
R3331 Hornby OO Gauge GWR 4-6-0 'King James I' 6000 Class	£164.99	£131.99
R3332 Hornby OO Gauge BR 4-6-0 'King Edward VIII' 6000 Class BR (Late)	£164.99	£123.74
R3340 Hornby OO Gauge BR 2-HAL 2 Car Electric Multiple Unit Train Pack BR Green Yellow Front	£130.25	£104.20
R3348 Hornby OO Gauge EWS Class 67 67016	£139.99	£111.99
R3380 Hornby OO Gauge LNER 0-6-0 7510 J15 Class	£109.99	£76.99
R3380 Hornby OO Gauge LNER 0-6-0 7510 J15 Class Real Coal & TMC Weathered	£149.99	£119.99
R3381 Hornby OO Gauge BR 0-6-0 65475 J15 Class Early BR	£109.99	£87.99
R3401 Hornby OO Gauge THE BRISTOLIAN TRAIN PACK	£304.99	£243.99
R3424 Hornby OO Gauge LNER Q6 Class LOCO '3418'	£154.99	£123.99
R3494 Hornby OO Gauge RailRoad BR 4-6-0 45025 Black 5 Class 5MT Real Coal & TMC Weathered	£145.99	£116.79
R3528 Hornby OO Gauge Stroudley Terrier Class 0-6-0T No.4 WC&PLR Green Real Coal & TMC Weathered	£130.00	£104.00
R3575 Hornby OO Gauge East Midlands Class 153 no.153379 (Era 10) TMC Weathered	£140.99	£112.79
R3617 Hornby OO BR Rebuilt Merchant Navy 35030 Elder Dempster Lines Coal & Extra Detail Weathering	£229.99	£183.99
R3622 Hornby OO Gauge BR, J36 Class, 0-6-0, 65311 'Haig' - Era 4	£139.99	£97.99
R3630 Hornby OO Gauge LNER A4 Class 4-6-2 no.4493 Woodcock (Era 3) Real Coal & TMC Weathered	£209.99	£167.99
R3670 Hornby OO Gauge Collett 2-6-2T Class 72xx Freight Pack (Era 5) Train Pack TMC Weathered	£250.00	£200.00
R3676 Hornby OO Gauge LNER A4 Class 4-6-2 no.4468 Mallard (Era 3) Real Coal & Extra Detail Weathering	£237.49	£189.99
R3694X Hornby OO Gauge Associated Portland Cement, Peckett B2 Class, 'Westminster' - Era 6	£130.00	£104.00
R4802 Hornby OO Gauge LMS (Period II) 68ft Dining/Restaurant Car 238 (Era 3) TMC Weathered	£61.00	£48.80
39-575 Bachmann OO Gauge BR Auto Trailer Crimson & Cream	68.95	51.71
39-576 Bachmann OO Gauge BR Auto Trailer Maroon	68.95	51.71
39-577 Bachmann OO Gauge BR Auto Trailer Crimson	68.95	51.71
39-611 Bachmann OO Gauge SECR 60 Birdcage Composite SR Olive Green	64.95	51.96
39-612 Bachmann OO Gauge SECR 60ft Birdcage Composite Coach BR Vermillion TMC Weathered	69.95	55.96
39-652DC Bachmann OO Gauge BR MK2F FO First Open InterCity DCC	84.95	67.96
41249 Bachmann OO Gauge Ivatt Class 2MT 2-6-2 Tank BR Lined Black E/Emblem Parts Fitted	214.96	171.97
42-297 Scenecraft N Gauge Low Relief Cooling Tower	69.95	55.96
42-299 Scenecraft N Gauge Low Relief Turbine Hall	74.95	59.96
44-0035 Scenecraft OO Gauge Wooden Carriage Shed	69.95	52.46



R1183 Hornby
OO Gauge Master of the Glens Train
Analogue Set
Was £184.99 NOW £148.00



R3059 Hornby
OO Gauge Tornado Express Train Pack
Was £163.99 NOW £131.20



R3239 Hornby
OO Gauge BR (Late) Class 700 0-6-0T
Was £109.99 NOW £88.00



R3494 Hornby Black 5
OO Gauge RailRoad BR 45025 Class
5MT Real Coal & Weathered by TMC
Was £145.99 NOW £116.80



R3617 Hornby Rebuilt Merchant Navy
OO BR 35030 Elder Dempster Lines
Coal & Deluxe Weathering by TMC
Was £229.99 NOW £184.00



R3676 Hornby LNER A4 Class
OO Gauge no.4468 Mallard (Era 3) Real
Coal & Extra Detail Weathering by TMC
Was £237.49 NOW £190.00

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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

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British Rail Class 59

Stage: Painted Samples

Due: Late 2020

Price: from £131.71

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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Late 2020

Price: from £135.96

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Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

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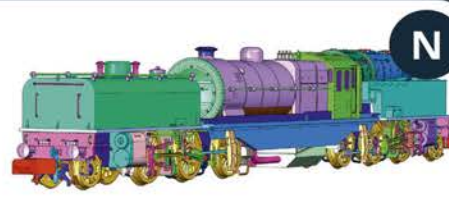
Genesis 4 & 6 Wheel Coaches

Stage: Artwork Shown

Due: from Q1 2021

Price: from £36

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LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

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L&B Baldwin 2-4-2T "Lyn"

Stage: Painted Samples

Due: Q4 2020

Price: £203.96

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British Rail Class 45

Stage: Hand Painted Sample

Due: Q3 2020

Price: from £143.65

hattons.co.uk/hel45



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British Rail Class 47

Stage: Painted Sample

Due: Q4 2020

Price: £594.15

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BR Standard Class 2MT

Stage: Prototype Shown

Due: January 2021

Price: £162

hattons.co.uk/hornby2mt



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British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



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LNER Thompson A2/2 & A2/3

Stage: Prototypes Shown

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2

OO Gauge (1:76 Scale)

Steam locos



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (HEL) £221
R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (HOR) (RRP £182.99) **BARGAIN** £129

NEW



R3723 Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem (HOR) **NEW** £126
R3723X Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem - Digital fitted (HOR) **NEW** £144
R3877 Class 8P 'Strenuous' 4-6-2 6220 'Duchess of Hamilton' in LMS crimson livery - as preserved (HOR) (RRP £189.99) **BARGAIN** £139.50



R3713 Class 8P Princess Royal 4-6-2 46207 'Princess Arthur of Connaught' in BR maroon (HOR) £171



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

Steam train packs



R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (HOR) (RRP £225.99) £149

Diesel locos

4D-025-004S Class 21 D6111 in BR green small yellow panels - DCC sound fitted (DAP) **NEW** £249.84



4D-025-003S Class 21 D6116 in BR green small yellow panels - DCC sound fitted (DAP) **NEW** £249.84



4D-025-002S Class 21 D6120 in BR green - DCC sound fitted (DAP) **NEW** £249.84
4D-025-001S Class 21 D6121 in BR green - DCC sound fitted (DAP) **NEW** £249.84



4D-014-002S Class 29 D6129 in BR blue - DCC sound fitted (DAP) **NEW** £249.84



4D-003-014S Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC sound fitted (DAP) **NEW** £248.86



4D-003-015S Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels - DCC sound fitted (DAP) **NEW** £248.86



H4-66-027 Class 66 66756 in GBRF Europorte 'Royal Corps of Signals' (HAT) £150



H4-66-031 Class 66 66789 in BR Large Logo blue GBRF branding 'British Rail 1948 - 1997' (HAT) £150

DMUs



4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag (DAP) (RRP £145) **BARGAIN** £79



4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (DAP) (RRP £145) **BARGAIN** £79

Track Maintenance vehicles



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

Train sets - digital



R1236 Starter Digital train set - 'Mixed Traffic' (HOR) £189

Coaches



R4891A Mk3 'Sliding door' TSD second open 42292 in ScotRail '7 cities' - Coach 'B' (HOR) £31.50

Wagons



R6988 2020 Merry Christmas gift open wagon (HOR) **NEW** £14.50

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply (HOR) £94

Digital controllers



R8213 DCC Select unit (boxed) (HOR) £98

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (HOR) £4
R8090 Pack of 24 (HOR) £92
R807 2nd radius double curve track (8 make a circle) (HOR) £2.60
R807 Circle of 8 (HOR) £20

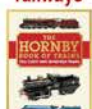


R8072 Left Hand Standard Point (HOR) £9.50



R8073 Right Hand Standard Point (HOR) £9.50
R600 Standard Straight (HOR) £1.80
R600 Box of 24 (HOR) £40

Publications - model and prototypical railways



R8158 The Hornby Book of Trains - The Centenary Edition by Pat Hammond (HOR) £24.99

Buses



UK0063 ADL Enviro400 MMC - 'Ensignbus' (NOR) **NEW** £51

O Gauge (1:43 Scale)

Steam locos

7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (DAP) £191.25



7S-006-020S Class 14xx 0-4-2T 1432 in GWR unlined green GWR lettering - DCC Sound Fitted (DAP) **NEW** £340



7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (DAP) **NEW** £340
H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green streamlined corridor tender - 'Record Breaker' (HEL) £750



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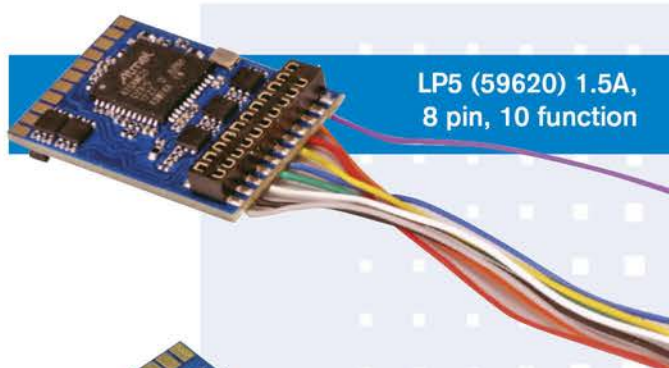


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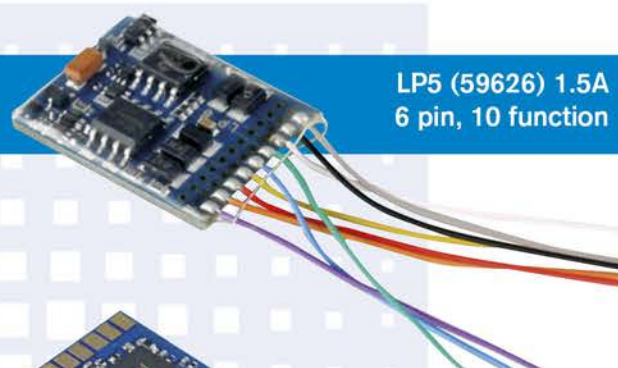
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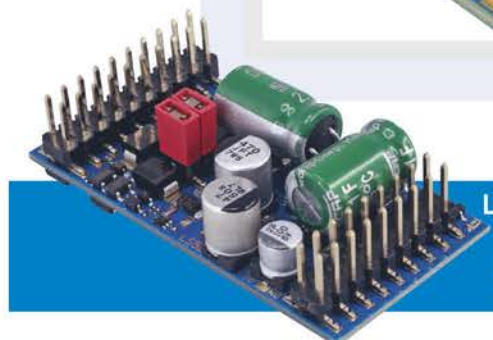
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WORLD OF RAILWAYS

STEPHENSON'S *ROCKET* SECOND COACH
ANNOUNCED BY RAILS OF SHEFFIELD

Rails of Sheffield has announced OO gauge models of the supporting Second Class Open blue coach, following the arrival of the Hornby Stephenson's *Rocket* Train Pack. The models are to be based upon a replica coach in the National Collection, built for the Liverpool and Manchester Railway's centenary celebrations in 1930.

Models are to be 3D-printed using a new, high-resolution aeronautical grade Poly Urethane with a design life exceeding 25 years. CAD is already completed and a test print sample was being prepared as this issue went to press. Production is expected to begin soon, with pre-ordering open via Rails' website.

From its opening in 1830, the Liverpool & Manchester Railway ran both First and Second Class coaches. The Second Class coaches – known as blue coaches to distinguish them from the yellow of First Class – were initially open in accordance with stagecoach travel of the day, where those paying a lower fare sat in the open air.

Rails of Sheffield aims to fill the need for niche products, which wouldn't justify a large production run. The manufacturer has stated that "A tremendous amount of research and development has been put into this project to ensure accuracy and true replication has been achieved."

CLASS 92 EP UNVEILED BY ACCURASCALE



Featuring a large five-pole skew-wound motor with twin flywheels, helical cut gearing for smooth operation and all-wheel drive, Accurascale's forthcoming Class 92 locomotive for OO gauge is undergoing performance testing and assessment with the manufacturer.

The fit, finish and accuracy of the locomotive is being considered, with ESU said to be working on the operational pantographs and electronics of the locomotives. Powerpack capacitors, lighting arrangements, including cab

desk lighting, and DCC functionality are also to be included.

The manufacturer has said that the complex collection of roof equipment has been caught superbly, with a large array of separately-applied detail mirroring the prototypes, though it has identified areas in need of improvements, such as the cabside windows and bogie detail.

"This level of functionality will make the Accurascale Class 92 the most technically-advanced and impressive OO gauge locomotive on the market and a talking piece for any layout or collection," explained Fran Burke of Accurascale.

Extensive testing of the pantographs is to be carried out on the models. The manufacturer has said that these areas will be rectified on production models for its customers. Etched grilles and windscreen wipers are to add finesse.

Models are being produced DCC-ready and DCC sound-fitted with Legomanbiffo sounds. A delivery date is now expected to be in the first quarter of 2021, COVID19 permitting.

KMS EXCLUSIVE N GAUGE
MK. 3 SLEEPERS

KMS Railtech has commissioned Dapol to produce four exclusive twin packs of Caledonian Sleeper Mk. 3 coaches in N gauge. These are being produced alongside Dapol's main run of Mk. 3 sleepers, due in September 2020.

The Caledonian Sleeper service runs the full length of the country and will, therefore, be at home on nearly any modern layout. The service is noted as being the UK's longest passenger train, and now, along with Dapol's 'Swoosh'-liveried sleeper, modellers can make up realistic sleeper rakes from the post-privatisation era.

Only 200 sets of the twin-packs are being produced. KMS is accepting pre-orders via its website, with a dynamic deposit system where the customer can pay anything from 10% to the full price of the model, with the balance due just before the model arrives.



2P-006-KMS1
STAG CALEDONIAN SLEEPER TWIN PACK



2P-006-KMS3
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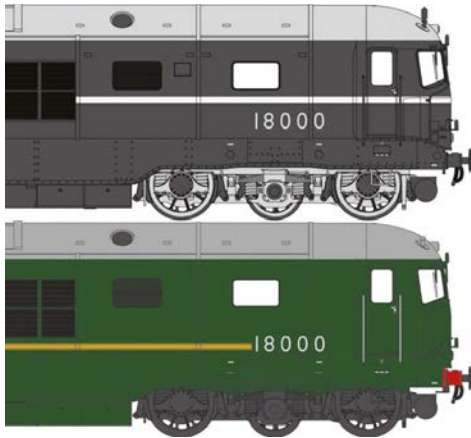


2P-006-KMS2
FIRST SCOTRAIL - WHITE BAND CALEDONIAN SLEEPER TWIN PACK



2P-006-KMS4
DEBRANDED - WHITE BAND CALEDONIAN SLEEPER TWIN PACK

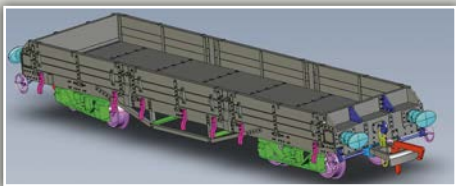
RAILS OF SHEFFIELD APPROVES ARTWORK FOR 'KEROSENE CASTLE' LOCOMOTIVES



The OO gauge, Gas Turbine locomotives, are being produced in association with Heljan. Rails of Sheffield has approved the artwork for the three variants of gas turbine-powered No. 18000, to be made available in:

- BR gloss black with silver trim (1949-56 condition)
- BR green with orange/black waistband lining (1956-57 condition) and early BR crest
- BR green with orange/black waistband lining (1957-60 condition) and BR late crest

Currently, CAD work is complete and tooling is underway. First tooling samples are expected to be ready soon, followed by decorated samples in mid-year and production expected Q3/Q4 2020.



OXFORD RAIL SHOWS FIRST CAD FOR BR PILCHARD

A single batch of Pilchard wagons was produced by British Rail at Butterley in 1951 for the transport of ballast and spoil, mostly in the Eastern and North Eastern Regions of the UK. These wagons were unfitted and fell out of use in the early 1980s.

This is the first draft of the CAD, which will be reviewed and amendments made accordingly. For updates on these models, enquire at your local stockist.

KMS RAILTECH SCOPES INTEREST FOR 47/7 IN O



The digital model railway specialist shop is seeking interest from enthusiasts for an exclusive run of Class 47/7s in 7mm:1ft scale. Hoping to add its variants to Heljan's run of Class 47s expected to arrive later this year, the retailer has opened a page of interest on its website.

Its suggested tooling would differ from Heljan's main batch of locomotives, to include a new body to allow TDM cables, a new long range fuel tank and after cooler pipework. The full list of locomotive numbers can be found on its website. Proposed liveries include large logo blue, ScotRail blue stripe, Network SouthEast revised, RES, Parcels Red, Waterman Railways, Fragonset and Pullman Blue. KMS Railtech has explained that models will only be made if demand is met, with an RRP anticipated to be £699.

In other news, the retailer has hinted at a production run of Mk. 3 coaches in the same scale. "We know that some of these models would really be suited to some nice new passenger rolling stock. We are looking to produce our Mk. 3s as soon as possible. More information on this will be released shortly," said KMS Railtech.

12 Class 47/7s were converted from Class 47/4s for Glasgow to Edinburgh push-pull services, between 1979 and 1980, replacing Class 27s. A further four would be added to the roster in 1985 for Glasgow-Aberdeen services. 47717 would be added in 1988, using salvaged components from fire-damaged 47713.

IRISH RAILWAY MODELS EVALUATES A CLASS SAMPLES



Irish Railway Model's forthcoming OO gauge models of the Metropolitan Vickers-built A Class diesel-electric locomotives will reflect the class throughout its career, with both original and rebuilt conditions being catered for. IRM is also providing numerous liveries as carried by the class throughout its career, with 'as-delivered' silver, greens, black, black and tan and orange and black variants.

60 of these locomotives were ordered from Metropolitan Vickers by CIE and delivery commenced in 1955. They featured the ill-fated Crossley two-stroke power plant (also fitted to the BR Class 28 Co-Bo locomotives) and would be plagued with reliability issues, resulting in a major rebuild with EMD 645 engines in the late 1960s at Inchicore works. The rebuild afforded the class an extended life of over 25 years, with the last of the class withdrawn from traffic in 1995.

Delivery of the main range is expected in October 2020. A special edition model of A1 in silver with a wooden presentation box limited to just 250 pieces is also being produced.

LEGO REVEALS SWISS 'CROCODILE' LOCOMOTIVE



The Class Ce 6/8 II 'Crocodile' Locomotive is due to be released as part of the new 18+ range of LEGO sets on July 1.

Crocodiles, so-called because of the long 'snout' either side of the driver's cabin, are articulated electric locomotives built for the Swiss Federal Railways between 1919 and 1927 and able to operate on tightly-curved Alpine lines. The technology of the time required motors too large to be accommodated below the footplate, hence the appearance of this iconic design.

The Lego version has 1,271 components and will cost \$99.99 (no UK price is currently available) and is part of the new range aimed at adult builders. Sets include two figures and a length of display track. If the builder wishes to make the model work, additional parts from the company's PowerUp range will be required.

The completed model measures over 6in high, 20.5in long and 3.5in wide.

WARLEY NATIONAL 2020 CANCELLED

Warley MRC has cancelled its 2020 exhibition in November after concerns for public safety and the well-being of all exhibitors and supporters.

"The Warley National Model Railway Exhibition is all about showing the best layouts, trade and other exhibits to promote model railways of all sizes. Close interaction is part of the experience, particularly for the younger visitors. Social distancing and other measures mean that we cannot interact with fellow enthusiasts as we would wish," explained Exhibition Manager, Nigel Smith. Tickets purchased for 2020 will be accepted for its exhibition on November 27 and 28, 2021. If a refund is required, e-mail showtickets@warley-mrc.org.uk.

"As organisers, we are enthusiasts too, and it's the highlight of our year. The decision to postpone this year's show has not been taken lightly. Our concern for the safety of our visitors, exhibitors and club members is paramount. We considered different options, various scenarios and restrictions that could be imposed. Running an event with the current COVID-19 related restrictions – such as adhering to social distancing requirements, restricting attendance numbers and dictating the direction of people around the hall – all ultimately would have impacted negatively on the experience of those attending and therefore the very essence of the show," continued Mr. Smith.

The Warley Model Railway Club exhibition Team aims to deliver a fantastic show in 2021.

GET THE LOOK

Featuring a cement works, motive power depot, permanent way yard and transfer sidings, 'Oulton TMD' is an action-packed OO gauge layout built by Allan Cromarty. When it appeared in our September 2015 issue, there wasn't space for all the photographs taken, so let's take a look at one that didn't make the page – the ballast yard. Here's how you could model this essential part of the modern railway scene.

1 Model ballast comes in many forms. This is crushed granite, just like the prototype. To achieve maximum realism, it's important to use something with stones the correct size. For many years, the advice has been to use ballast marketed for the scale smaller than that you're working in, so N gauge ballast for OO. The colour of the stone used varies around the country, so look closely at prototype photographs to get the right effect.

2 Allan uses both Code 75 and Code 100 Peco track on the layout and a mix of electrofrog and insulfrog points. Despite many hours of use at shows, he reports that he's not encountered any problems with these. For modern flat-bottom rail track, the larger code is best suited to main lines, while Code 75 works well for branch lines, sidings and yards.

3 Filling wagons with ballast looks simple, but granite is heavy and a train-full might be too much for your locomotives to haul. Consider packing the bottom of hoppers with polystyrene and using a small amount of the stones on top. Remember to model a hump to show where the ballast has been poured by machine.

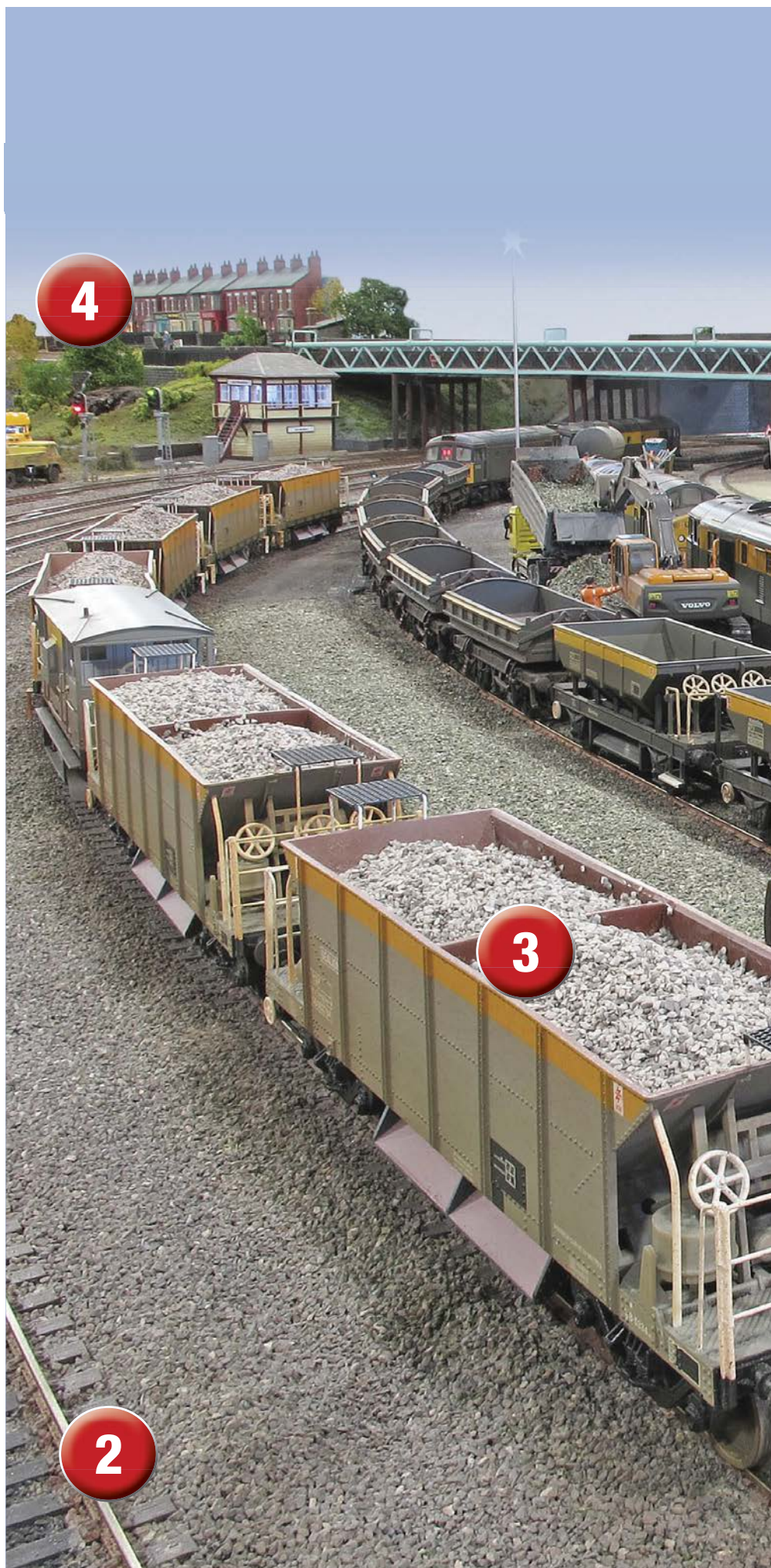
4 Signal boxes are essential buildings, although on the modern railway they are becoming scarce as anonymous power boxes replace traditional designs. This Midland box is from the Hornby Skaledale range, but Dapol has suitable plastic kits if you prefer, or there are many laser-cut versions on sale.

5 Large buildings require scratch-building, but for the clean lines of a modern structure, this isn't too difficult, especially if you only need to build the end walls like this. For large sheets, try the Evergreen Plastics range. Details like pipework can be found in the Knightwing range of universal kits.

6 A JCB from the Dapol plastic kit is probably a bit too old for this scene. It's a Mk. III from the 1970s and would probably have retired to the corner of a farmer's field by now. Fortunately, there are more modern diggers available in the Oxford Diecast range.

7 Modern RTR models have many pipes and cables on their buffer beams, which can foul tension-lock couplings. Allan's solution is to replace the coupling with a wire loop, which is less obtrusive, but works well and allows all the detail to be fitted.

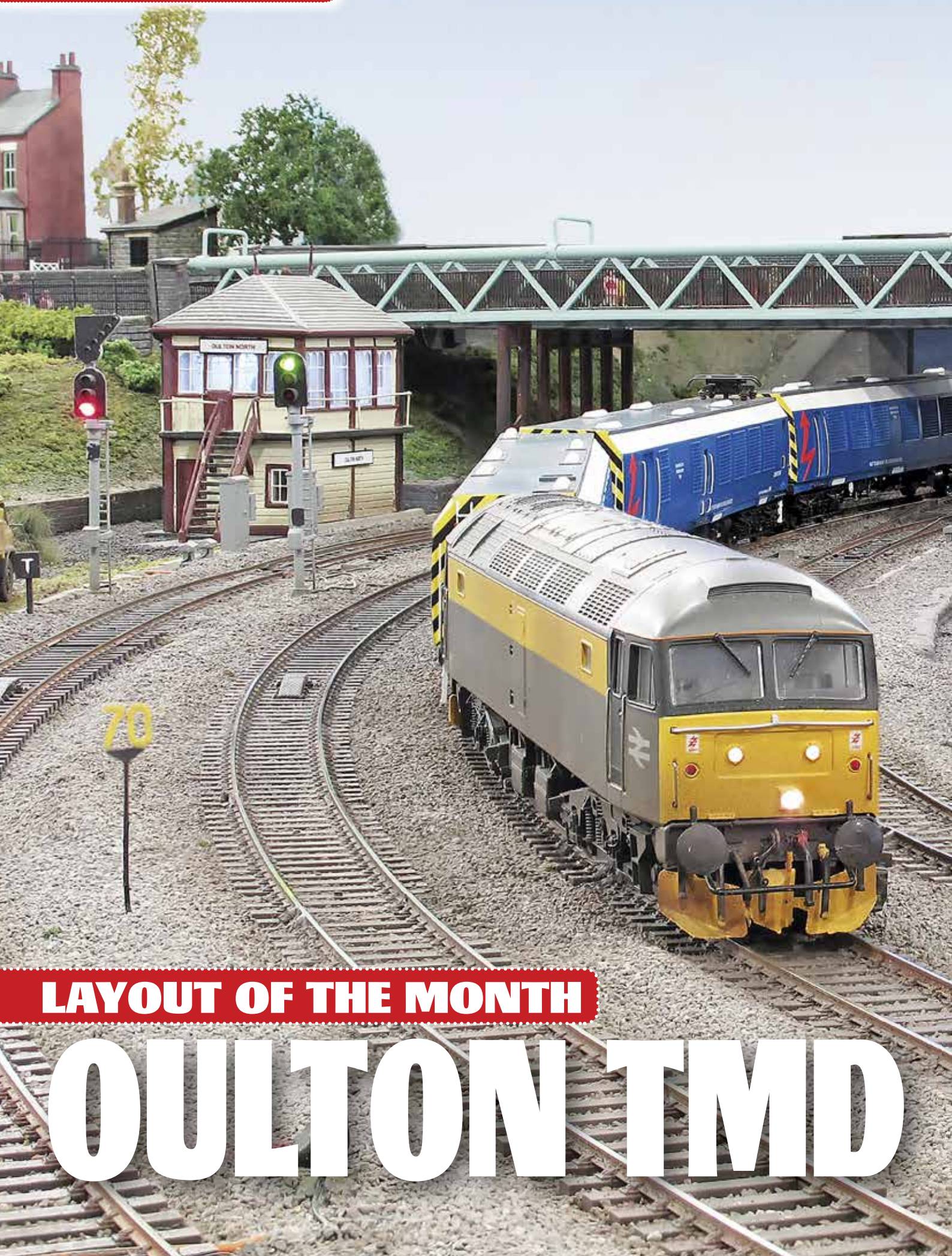
8 This Volvo Excavator EC210 is a diecast model from the Cararama range. It's a working machine, which means the lovely, shiny paintwork has been on the end of a heavy weathering job.



OULTON TMD



LAYOUT FOCUS

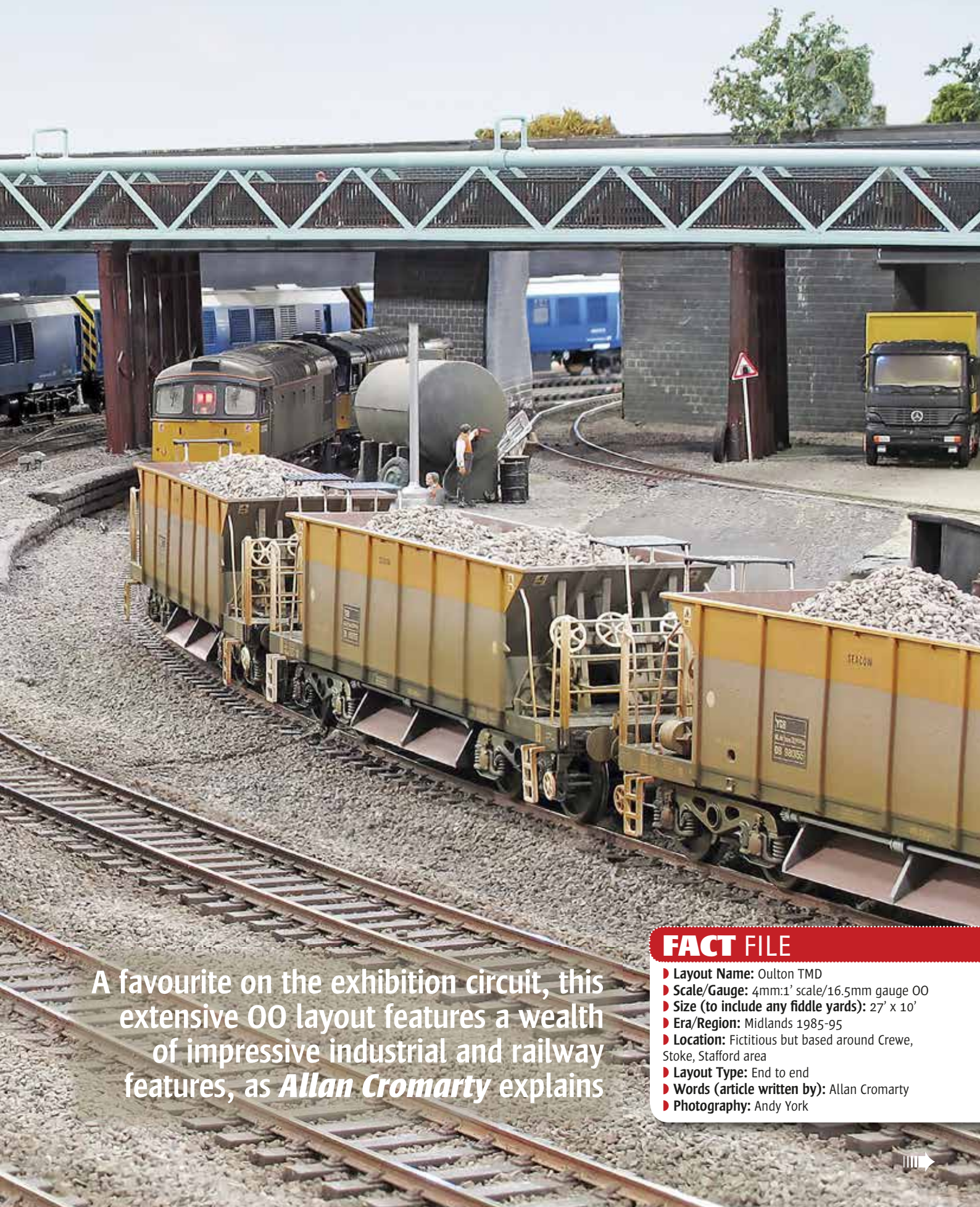


LAYOUT OF THE MONTH

OULTON TMD



Engineering trains to the fore as a 'Dutch' Class 47 passes the ballast depot with an overhead line electrification train - a rarely modelled feature of the 1980s and 1990s railway. In the background is the scratchbuilt footbridge spanning the yard.



A favourite on the exhibition circuit, this extensive OO layout features a wealth of impressive industrial and railway features, as *Allan Cromarty* explains

FACT FILE

- **Layout Name:** Oulton TMD
- **Scale/Gauge:** 4mm:1' scale/16.5mm gauge OO
- **Size (to include any fiddle yards):** 27' x 10'
- **Era/Region:** Midlands 1985-95
- **Location:** Fictitious but based around Crewe, Stoke, Stafford area
- **Layout Type:** End to end
- **Words (article written by):** Allan Cromarty
- **Photography:** Andy York



2

Giving the layout its name is the Traction Maintenance Depot, complete with its large scratchbuilt shed building and extensive facilities for servicing and stabling locomotives. On shed here are two depot 'pets' - Tinsley's 47145 Merddin Emrys and Stratford's 47581 Great Eastern in NSE livery.

Many layout builders are satisfied with one major feature; perhaps a locomotive depot, a station, an industrial private siding or factory complex. 'Oulton TMD' has all of these and as a result is a real crowd-puller at exhibitions. **BRM** spoke to owner and builder Allan Cromarty to find out what inspired him and how he did it.

BRM: How did you become interested in railway modelling?

Allan Cromarty: I was 14 when I built my first model railway. I bought a couple of locomotives, some coaches and wagons, along with bits and pieces of track. They were all Hornby and came from Massey's of Trent Vale - a hardware store that also sold model railways.

After about two years I sold it all, but restarted ten years later when time, money and a spare room meant I could build another layout. I continued to collect model railways over the years, eventually building a 30' x 10' layout at home. For the past 15 years I have helped on a trade stand at exhibitions, and have been exhibiting 'Oulton TMD' since 2005.

BRM: What are your prototype influences?

AC: I originally modelled BR steam, then one summer in the late-1980s the job I was involved

with meant I was situated alongside the railway line at Cliffe Vale near Stoke-on-Trent. I was there for several months and had plenty of time to view the various passenger and freight trains passing by. I began to take an interest in the current railway scene and decided to change to modern image, modelling in what I consider to be the most colourful time period in BR's history - the change from corporate blue to sectorisation.

BRM: Why did you choose to model in this scale?

AC: Availability of items and cost were the biggest factor in deciding to model in OO gauge. There was still quite a limited range of N gauge items at that time - they were also more expensive. By the late-1980s, Lima was producing a large selection of modern image locomotives and the quality was better than Hornby. As I had a large garage that I could dedicate as hobby room, space was not an issue either, so OO was a natural choice for me.

BRM: When did you start work on your layout?

AC: After many years of having a large layout at home I decided it was time to try and build a layout to exhibit. Work commenced on 'Oulton TMD' in early-2005. My first invitation was to Alsager Model Railway Show in November of that year; a small exhibition held in the local village

hall and a good show for my first outing.

The layout was quite basic and to be honest, not very well detailed, but while I was there I was lucky enough to be invited to my next show, the Soar Valley MRE in September of the following year. Spurred on by the invitation, I continued working on upgrading the scenery, fitting lights and detailing the locomotives and stock.

BRM: Have any exhibition layouts or model railways featured in magazines inspired specific features on your layout?

AC: 'Dyserth Road' had one of the biggest influences on how my layout was to develop. I saw and heard it at an exhibition and was immediately impressed with the sound-fitted Class 37s. I decided that was the way I wanted to go. My original layout had been wired for DC with some 20-odd isolating sections. The changeover to DCC from analogue meant a rewire and a panel rebuild, plus the additional cost of the DCC equipment, but the change was well worth it.

BRM: What advice would you have for those starting out in the hobby, or making the transition to a permanent layout?

AC: There is nothing more frustrating than a locomotive that continually stutters and stalls on points or crossings. The best advice I can give is to

I don't think anyone actually taught me how to build a model railway. I gained experience through trying - and failing - but learning from my mistakes.



One of the layout's major features is the oil terminal, served by regular trains of TTA and TEA tank wagons. Railfreight 60009 *Carnedd Dafydd* stands under the scratchbuilt unloading gantry, which is based on one at Westerleigh, near Bristol.







to have a go, do your best and if it doesn't work out the first time, try again until you are happy with the end result.

BRM: What, if anything, would you do differently based on your experiences?

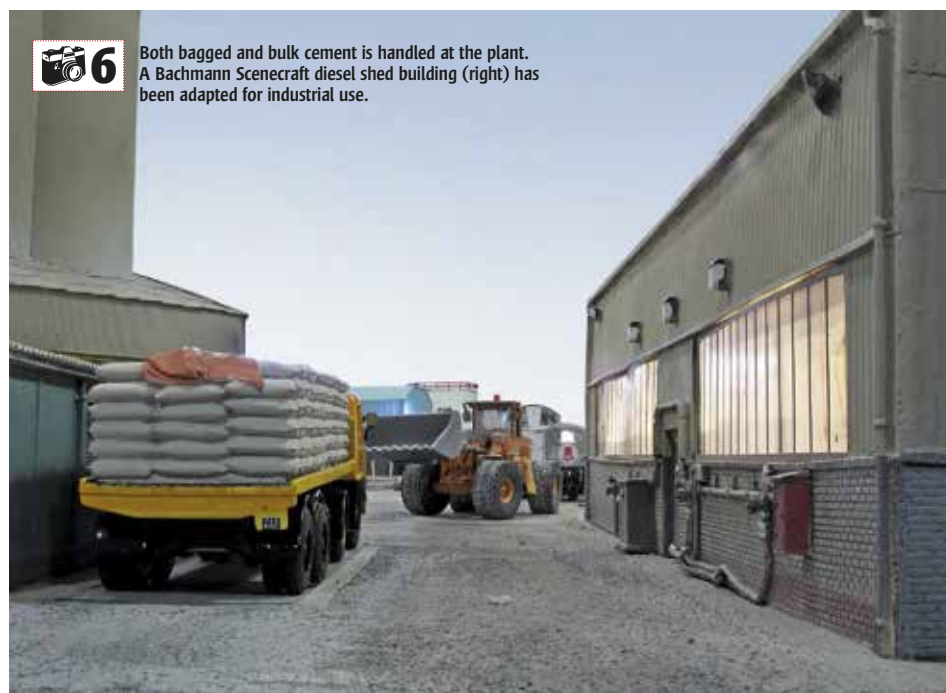
AC: The wiring. DCC needs only two wires - I don't think so!

Yes there are two wires from the controller, but because of the complicated track design and the fact I used Electrofrog points I have had to install quite a few track feeds. There is also a vast array of wiring needed to feed all the colour light signals and all the points as I still prefer to use a CDU and switches to control them.

I must admit that all that wiring is not as neat as I would have liked. I dread the day when a problem occurs as fault-finding will be a complete nightmare! I have thought about rewiring it but



The TMD running shed interior is illuminated and the fully detailed interior is visible to exhibition visitors. Much use is made of lighting all over the layout.



Both bagged and bulk cement is handled at the plant. A Bachmann Scenecraft diesel shed building (right) has been adapted for industrial use.

even that would be a daunting task. In future any new layout or extension would be much neater and wired logically to aid fault finding.

BRM: What are your favourite areas of the layout and how were they tackled?

AC: Originally I built everything myself, but as new sections were constructed there was pressure to complete them in time for the next show, so Derek Barnett of Footplate Model Railways helped out. The layout has developed and so, I believe, have my modelling skills. A few years ago I decided to build a large extension to the layout that would consist of an oil terminal and the cement works.

I remember there being an oil terminal at Etruria, near Stoke, in the 1980s. I couldn't find any photographs of it, but found one of the Westerleigh terminal near Bristol which looked similar to the Etruria facility.

The challenge was to create a model just by using details from the photograph, so with help from Derek we scratchbuilt the girder and angle iron framework from plastic and used brass wire for the handrail that ran over the tanks. Wills chequerplate was used to create a walkway and details and pipework from the Knightwing range were used for added features. I also needed an oil storage tank and this was built from a piece of 4" soil pipe (unused I might add!) with extra details. A road tanker filling point was scratchbuilt, again scaled purely from on a image seen on the internet.

BRM: Have you experienced any problems with rolling stock that needed modification before it would run reliably?

AC: Generally most modern locomotives and items of rolling stock are very good, so other than





Overview of the cement works, showing the high level line which forms the scenic break at the rear of the layout.



weathering I have had to do very few modifications. The exceptions were older Bachmann Class 08s and 37s, which needed additional pick-ups to help them run better.

Working lights were also fitted to the older Bachmann Class 08s, 20s and 37s. With regard to the rolling stock, some of the old Lima PCA cement tanks and Hornby ferrywagons needed better wheels and couplings altered to the NEM type.

I have had problems with Heljan Cargowagon couplings and they are in the process of being modified. Another problem is that the couplings are not always the same height. To solve this I've bought various couplings, some cranked, some straight, and fitted the ones that work best using trial and error. Occasionally I need to refit the whole unit and use Parkside Dundas NEM mounting blocks (PA34) to reposition the coupling as required.

BRM: What are your plans for the layout?

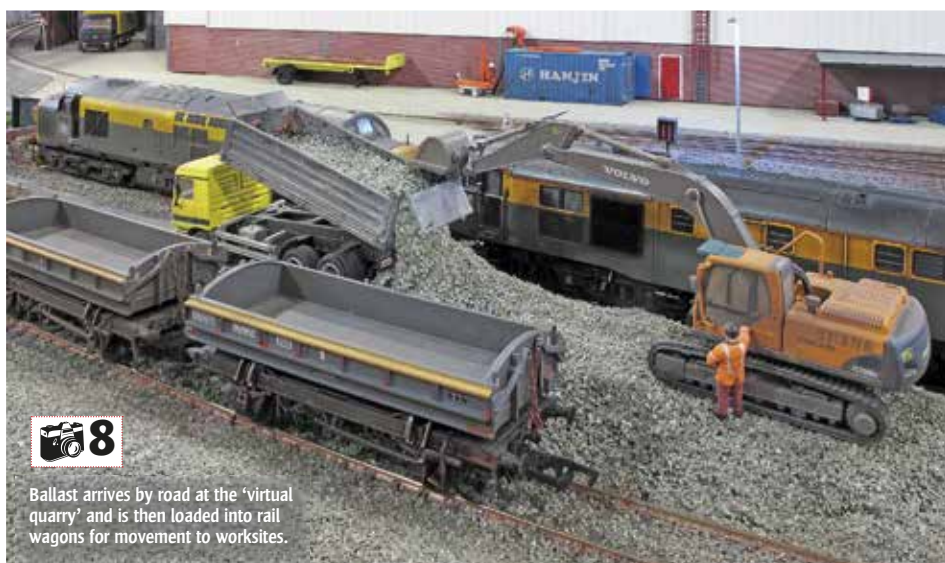
AC: In November 2015, 'Oulton TMD' will reach its tenth anniversary on the exhibition circuit, but there are still plenty of small jobs that need doing. I want to fit lights to the oil terminal and to some of the vehicles. I am always adding new locomotives and they need detailing and weathering as do any wagons and coaches I buy.

When finances allow, a new sound decoder or two will also be fitted, which will keep Simon, one of our operators happy, as he refuses to run any locomotive that is not sound fitted!

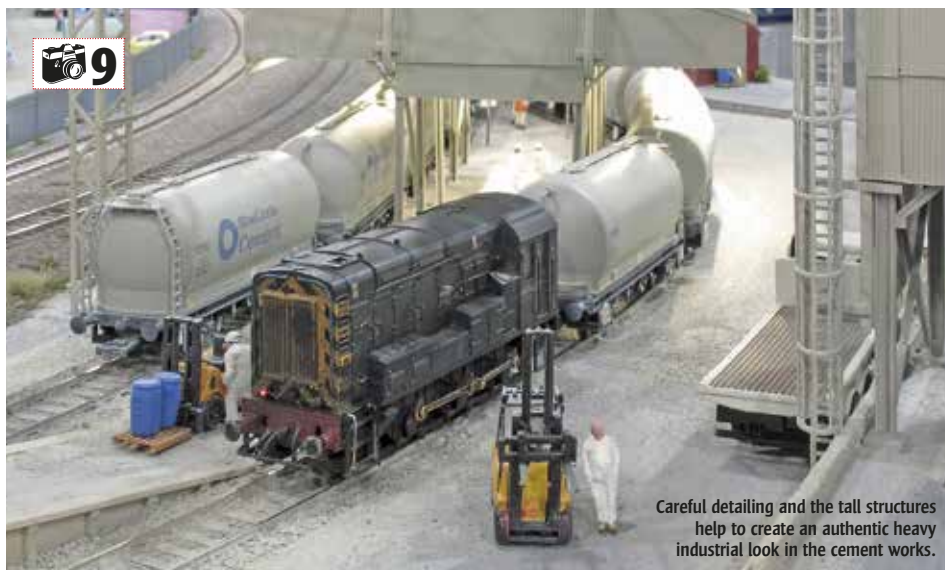
With regards to the layout, I am still undecided whether to extend it again or build a new layout altogether. There is still a lot of interest in 'Oulton TMD', with provisional show appearances booked through to 2017!

BRM: How do you fit your railway modelling around your work and home life?

AC: I am self-employed and have an understanding partner so this gives me a high degree of flexibility

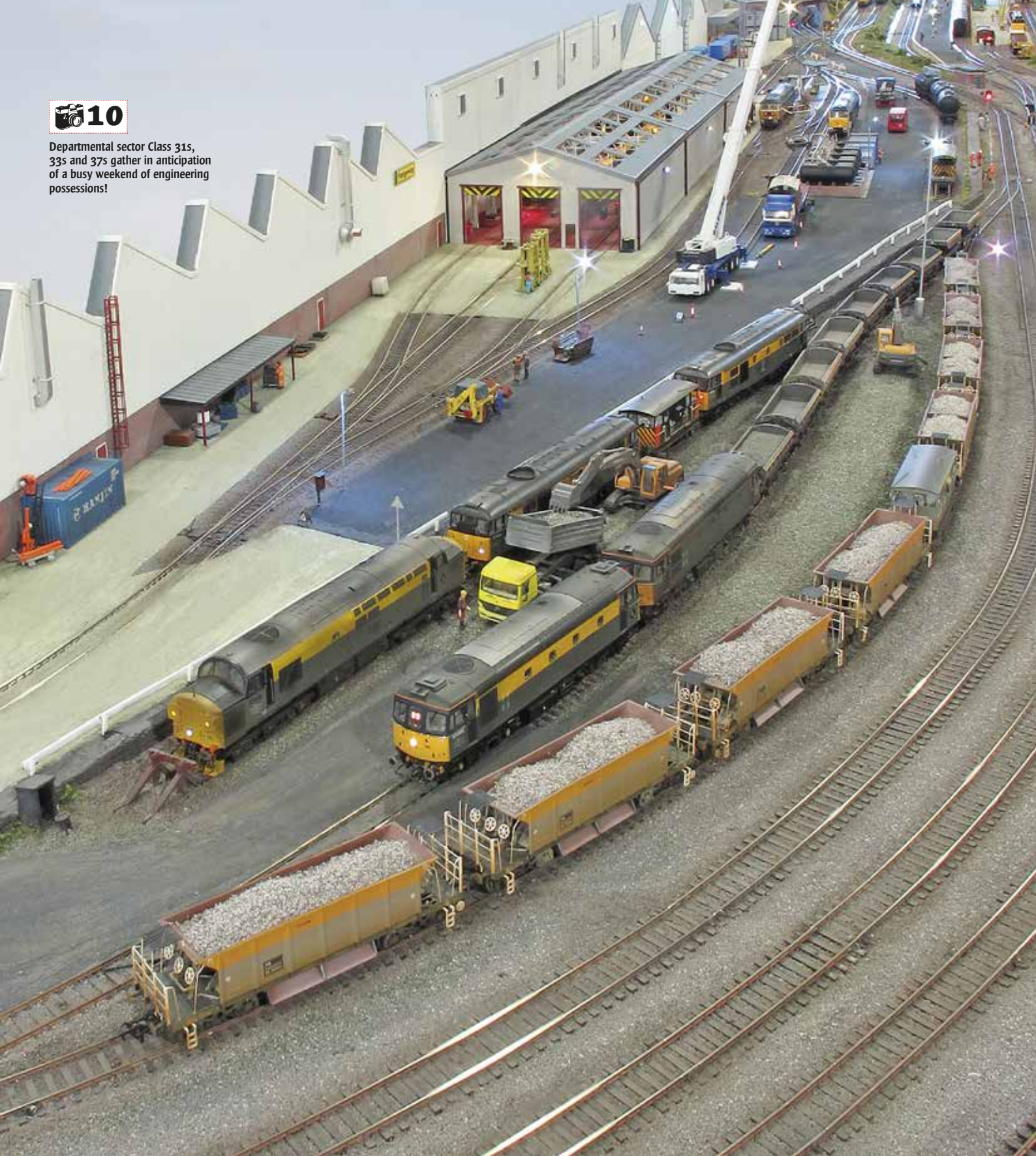


Ballast arrives by road at the 'virtual quarry' and is then loaded into rail wagons for movement to worksites.



Careful detailing and the tall structures help to create an authentic heavy industrial look in the cement works.

Departmental sector Class 31s, 33s and 37s gather in anticipation of a busy weekend of engineering possessions!



in the amount of time I can devote to working on the layout and prepping it before a show. I try to make sure I have at least one evening per week set aside as a modelling night.

I also plan big, but start small - that's what works for me. If you can design a large layout that can be built in several small sections, you are able to finish and operate one part before moving on to the next. 'Oulton TMD' was only 12' long and 2' wide when it was first exhibited, it is now 28' by 10'!

If you are really struggling to find time to build your own layout I would highly recommend joining your local model railway club.

BRM: When you encounter a problem in your modelling where do you look for solutions?

AC: When Derek was helping me we would generally discuss, or more likely argue about any problems that arose. He has a lot of experience in the model railway world and is always on hand to offer advice, usually along the lines of; "What you want to do is..."

Next would be fellow modellers. I am lucky to be indirectly involved with several local model railway clubs, namely Stafford, Alsager and the Soar Valley club. Not only do some of their members help

operate the layout, but their advice is invaluable. Ashley, of SVMRC advised and worked for two days fitting and wiring up over 100 LEDs during construction of the control panel.

The internet and internet forums are also very useful in finding specific information, and I keep magazines that have articles relating to projects that I may find interesting.

BRM: How do you prefer to buy models?

AC: I use a variety of sources; obviously, Derek at Footplate helps provide the majority of models,





Above Lighting helps to show off some of the more interesting features of the layout, and the skilled modelling required to produce such well-observed modern industrial structures.

Right At the station end of the layout, there's yet another freight terminal, complete with travelling gantry crane for transhipment of loads between road and rail transport. Class 47s are much in evidence, including a Res locomotive which has arrived with a short Travelling Post Office (TPO) train. Also evident is the extensive low-relief backscene of industrial units.

track and accessories I need, but I am also lucky that I attend about 15 model railway shows over the year. That allows me to source most of the other items that I require. I also have two local model shops which are a bonus and of course the internet and eBay fill in any gaps.

I don't tend to go to swapmeets anymore except occasionally the one at Stafford - they work well for picking up locomotives and rolling stock but I prefer model railway exhibitions for their better selection of building materials and accessories that help lift a layout. Footplate of Kidderminster, Express Models for the locomotive and yard lights, South West Digital, DC Kits and Legomanbiffo provide the sound decoders.

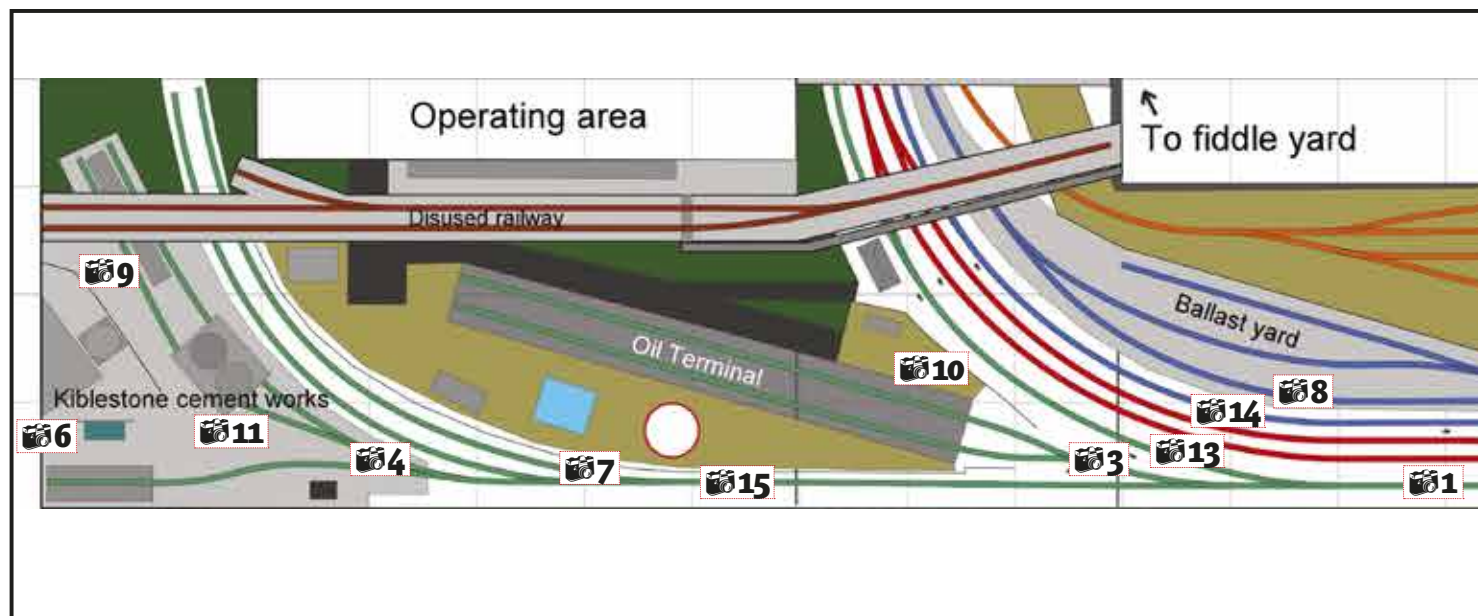
BRM: What developments would you like to see in the hobby?

AC: When I exhibited 'Oulton TMD' at Eurospoor in Utrecht, one question I was asked was; "Why don't British layouts have catenary?"

I have to agree that there are not many layouts out there with it installed. I would certainly like to see one of the major manufacturers produce it. Dapol produced one item, but it would be nice to have a full set. I would like to see Bachmann or Hornby upgrade their Class 08s and 20s so they have working lights fitted. More items of rolling stock from the late-1980s and early-1990s would be good for me; one example being Tiphook Rail KPAs and it would be nice to see a Railfreight Construction sector Class 37! **BRM**



LAYOUT OF THE MONTH OULTON TMD

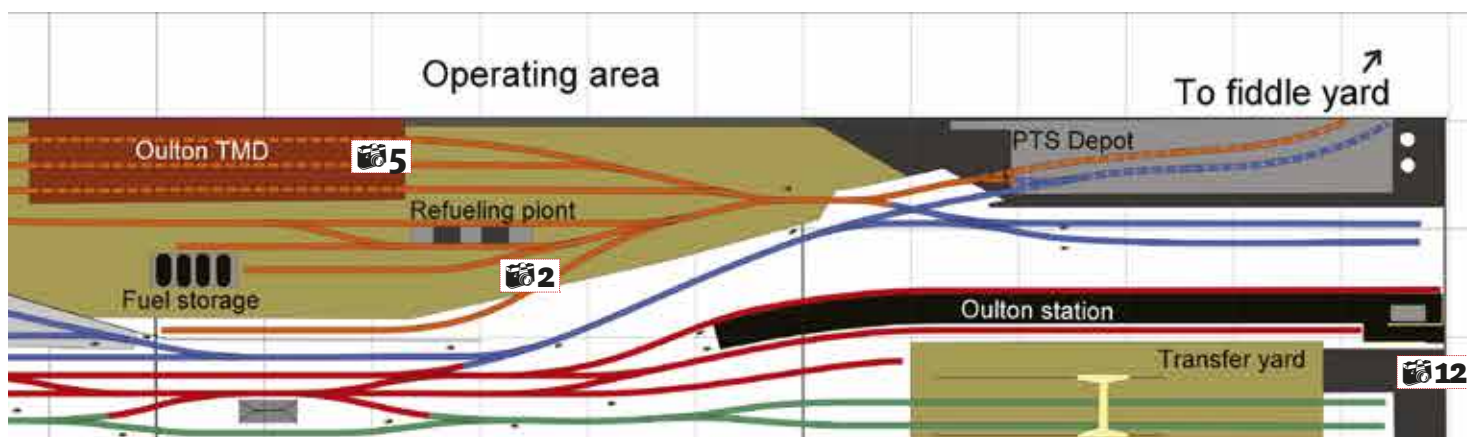




SEE IT IN ACTION...

Find out more about 'Oulton TMD' on Facebook and at cromarty100.supanet.com. You can see the layout in action at the REC exhibition at Woking Leisure Centre

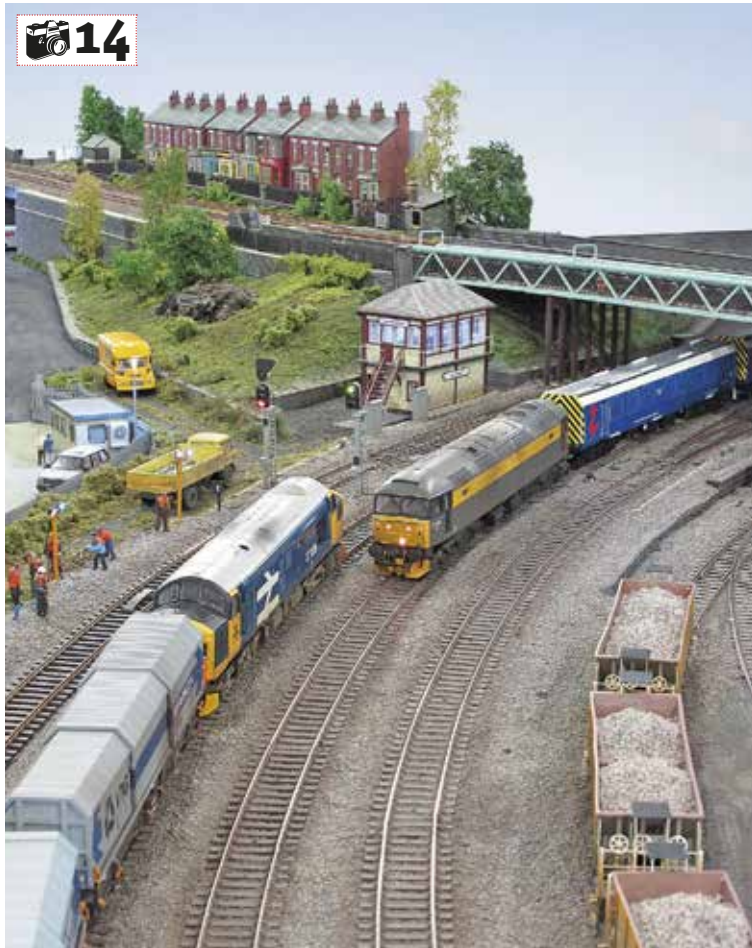
on September 12/13 and at the Wigan Finescale Exhibition on October 3/4.





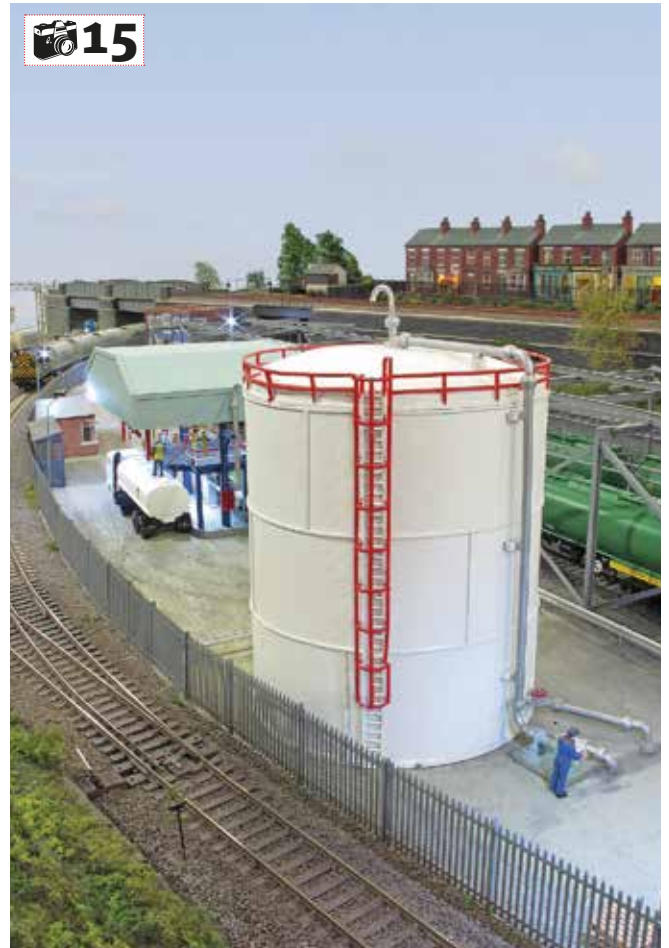
13

A steam era metal speed restriction sign is a traditional feature in a scene that otherwise shows how the railway was modernising in the 1990s; PW gangs in high-visibility clothing, portable floodlights to illuminate their worksite and pallisade fencing have become universal over the last two decades, as new working practices and safety rules have been introduced.



14

With the Class 66 revolution yet to take place, classic BR diesels dominate the fleet. Large logo 37025 *Inverness* TMD heads away with a steel train as the OHLE train eases under the high level line.



15

The oil depot brings together scratchbuilt structures, such as the storage tank, and components from the likes of Knightwing, Plastruct and Wills.

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Welcome to Network SouthEast Upham Market

Mark Thatcher drew inspiration from his recollections of East London commuter traffic in the 1970s and 1980s with this urban recreation.

Words: Mark Thatcher **Photography:** Andy York



Factfile

Layout name: Upham Market
Scale/gauge: 4mm:1ft / 1:76 scale / OO gauge
Size: 13ft x 18in
Era/region: 1980s East London
Location: Fictitious
Layout type: End-to-end



A two-car class 101 DMU pauses briefly to re-fuel. In the street scene above, the double-decker bus is correctly numbered as the 165 service and is bound for Havering Park!

I certainly do not want to wish my life away, but had I been born in 1951, rather than a decade later, I think I would have traded post-war austerity for having witnessed a few good main line steam years, and would have also avoided 'generation swipe' for a decade longer too. I would have definitely been running home from school to Gidea Park station in Essex, with my gricer's notebook in hand. But it was not to

be. My earliest memory of trains was being pushed across a footbridge in my pram in 1962 and seeing great plumes of smoke from a locomotive passing underneath at speed. Many years later, my grandfather told me it was a 'Britannia' class.

As I got older, whilst I had no particular interest in railway modelling per se, I did have a general interest in modelling.

At 16, I secured probably the best Saturday

job (with extra hours over Christmas) at Selfridges, working in the men's suit department, though I had to borrow a rather ill-fitting suit for the interview. I would catch the 07.30am service, which would get me to Liverpool Street at around 08.10, and then hop on the tube to Tottenham Court Road, leaving me enough time to walk up Oxford Street and window shop.

The train journey sticks in my mind – BR



A Bachmann class 108 DMU departs from platform 1A. Hard against the buffers on platform 2 is a Royal Mail DPU taking on mail. The platforms are just long enough for a four-car rake, but are better suited to three or two cars.

blue slam-door stock, with people alighting before the train had even stopped, the chaotic nature of the line, with maintenance work always being carried out, and the rows upon rows of terraced houses backing onto the cut. I also remember the smell changing for the worse after Bethnal Green and the grimy red brick arches and underpasses leading into Liverpool Street itself. When stepping off there, the cacophony of noise

and the clattering of hundreds of rushing feet, it was a far cry from Gidea Park. I felt I had been plunged into a whole new world.

I know I can't model smells, but I reckoned I could manage the rest, I just needed to be patient and wait for the right

time, and the right layout that I could use for this project. In fact, I think over the years I have tackled almost every scale, even creating a T gauge airport diorama. But I always had a hankering to model exactly what I remembered when I started



I had much fun recreating my spin on the busy Romford Street scene. However, luck fell into my lap in this respect as Kingsway Models offers an exact replica of Romford's Station Arcade in its extensive range of cards kits, which largely focus on London-centric buildings.



Station parade

As I mentioned earlier, I wanted to recreate a busy east London street scene that I remember so well. I removed all the scenic components from the roadway and then set about thinking how to replicate Romford! On my street scene, the pavement was re-laid, slab-by-slab from Metcalfe's paving kits. Also, I did not have to look too hard to find Kingsway Models, which makes a vast range of card kits based in and around London. Included in its range was an exact replica of Romford's 'Station Parade' row of shops. How perfect this was! Unlike pre-stamped card kits, you will spend a little more time cutting out the individual recesses for windows and doors. This is both fiddly and time-consuming.

All in all there are 132 window and door recesses on this parade, but the time and effort bore great results and this is also a little different to more commonly seen rows of shops on other layouts and very true to the prototype. I also added the Queen Victoria public house as the corner building to the parade.

commuting into Liverpool Street from Gidea Park station in the mid-1970s through to the late-1980s.

The donor layout

I try to keep to the things I am passable at and avoid all else! It is actually unfair to describe the layout I purchased as a donor layout. It was far more than that. But I knew, if I attempted to build something from scratch, my track-laying skills are weak at best, and ballasting would have driven me to distraction. I waited for the right layout to come up that had the shape and form I was looking for, yet could be adapted and cluttered to match my memories of the line. As soon as I saw Ethan Tillott's layout (made with a little help from his dad, Matt), I knew it was for me as it ticked all my boxes.

It was an end-to-end layout, which is what I wanted. As a naturally lazy person, I felt I would get bored with a continuous loop layout and at least with this massive shunting puzzle, I would have something to hold my attention. The track was already laid and DCC-controlled and much of the line was complete, with a Hornby Skaledale High Brooms station being the main feature at the terminus at one end, and a four-road engine shed that could become a train maintenance depot with three further roads entering a tunnel, which could act as a hidden fiddle yard at the other end.

But there was a drawback. Ethan and Matt had built this to fit into their available space and it was never designed to be moved. The 13ft layout was in one long section. Looking at the trackplan, it was clear that chopping

it into two smaller lengths would not be an option as there were points everywhere!

So there was nothing for it. My wife kindly agreed to drive us down to North London in a hired van to collect it. It only just fitted in with inches to spare! Getting it out the other end was an equal challenge as it only just fitted into the designated model-building room (AKA the dining room) and took four people to ease it into place. Inevitably, due to the move and the flex along the length of the base board, several dropper connections became disconnected, but a close friend spent four hours on his back underneath the layout, fault-finding and re-soldering various errant wires. No mean feat for a 78-year-old!

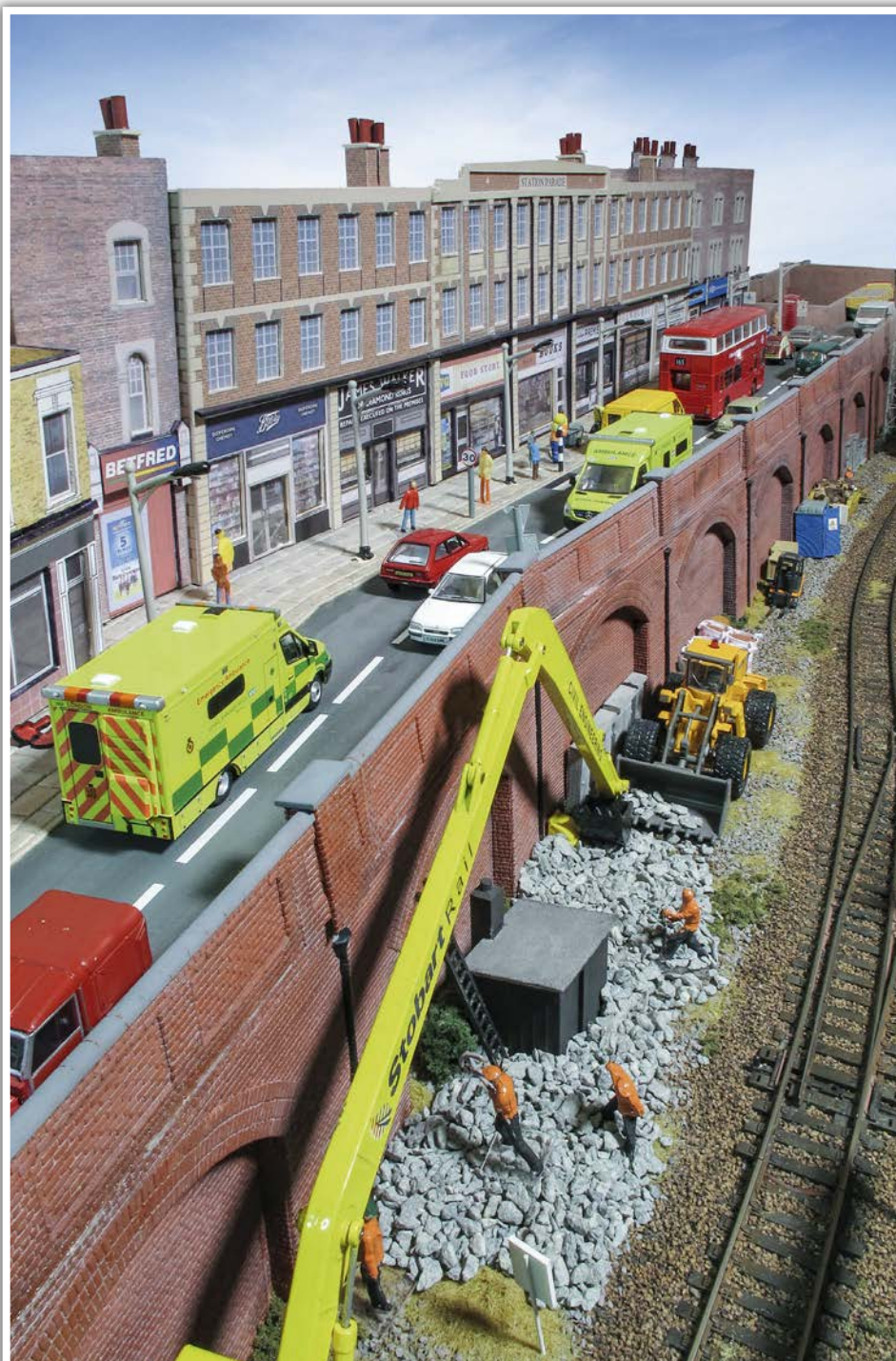
Backscenes

Once the layout was in an operable condition, it was time to assess how I wanted to make it my own. I knew I wanted to add a lot of lineside detail, probably too much for some, but this is how I remembered the line back in the 1970s and 1980s. The original backscene was from Peco and had a distinctly post-industrial revolution feel about it. It was also too low, as I knew I would be developing a new high street scene above the hidden fiddle yard. The houses here were just represented by flat cut-outs of the same background. Talking to Matt later, he admitted that he and Ethan had run out of steam in this respect and were more eager to play trains, but this was one area I definitely wanted to improve upon.

As the line would look busy, I decided to opt for a clean, plain background, just in a very light blue, to keep the focus on the foreground. Apparently, this was very much a post-war trend as many modellers opted for a similar approach back then. So a sheet of 8ft x 4ft MDF was sourced and cut to size, with the one joint annoyingly falling right in the middle of the road bridge that acts as a scenic break between the track and the row of shops.

Track work and signalling

The track is all Peco Code 100 and features 13 express points, which give a gentle flow to the movement of the stock across the various roads. All the points are controlled by the "hand of God", but as the layout is too delicate and long to exhibit, this suits me as I operate it from the front. There is also one diamond crossing, which uses a polarity throw switch to change between the up lines from the platforms to the fiddle yard and the



Below Station Arcade there is much general detritus next to the permanent way, just as I remember it from the 1980s. There never seemed to be a day go by when some work wasn't going on down the line.

down lines to the TMD.

There are two roads from the terminus station that either branch up to the three-road fiddle yard or down the two roads towards the TMD. Behind the station platforms there are a further four roads where stock can be sent to the fiddle yard and from there traversed back into the station platforms.

The layout came with an NCE Procab DCC controller and, while I already had a Gaugemaster Prodigy Wireless set in stock,

I was not going to look a gift horse in the mouth. I raised my concern that this 2A controller would run out of juice but Matt told me not to worry. He was right and now I have added a second controller slaved into the master unit, which offers greater running flexibility.

There are nine working illuminated signals on the line, some two-aspect, some three-aspect, all controlled by rotary switches mounted to the front panel of the layout. These and the yard lights were

The Class 108 DMU is returning from Upham Market Traincare bound for Upham Market station and ready to be pressed into service.





Lighting and effects

As this layout is usually operated under subdued lighting, I knew scale lighting was going to be important to create the right look and feel. That was another reason for the lighter backscene.

To light the interiors of the Station Parade, I picked up some tiny LED rope lights with a battery box, for only 50p per set at an amateur radio show of all places. These are arranged in a rather higgledy-piggledy manner just to vary the amount of brightness in the building. The street lights and Belisha beacons came from the brilliant Kyles Lights, who also create some fantastic emergency vehicles and convert Oxford Diecast models with flashing lights. Two of these are on the layout, too. The illuminated buffer lamps are from Train-Tech and just clip on between the rails. They are actually a great indicator of connection problems as if they go out, we know that a road has a short or a power drop! So, now I had a fire scene with The Queen Vic pub on fire. As there is no fire without smoke, I pressed a Steam Master dry steam effect unit that I had in stock into service. These use a vapourising condenser to evaporate water to create a realistic steam effect. It's great to watch the steam rise behind the pub then gently drift over the road and billow down the parapet of the bridge while a service is trundling away below.

from Layouts4U. The layout only needs three 13amp sockets, one for the Procab controller, one for the 12V signals and one for the station and yard lights. Other lights and effects are powered either by 12V or 3V batteries secreted behind the backscene.

Buildings

The line was already populated with some buildings from the usual suspects. The aforementioned station was complemented by a Skaledale bridge to connect both platforms. I actually had to slice this in two, and remove 2cm from the middle as it was too wide for the platforms! The water tower, Portakabins and re-fuelling point were

from Bachmann Scenecraft, and the railway arches were from Wills kits. Ethan had done a fine job building and weathering these, but his show-stopper was the four-road engine shed (now re-named Upham Traincare Depot), which was very well accomplished. It is actually four Wills engine shed kits added together.

Aside from the street scene, the remaining buildings to help fill in the backscene behind the station were the back walling, gates, low relief offices and warehouse units from Scale Model Scenery. Security fencing and the telephone mast were also purchased from this company. I initially had the notion not to add anything to the backscene, but I had

Embellishments

I probably had more fun in this department as I just let my imagination go wild. Clutter everywhere – just as I remember it! Once again, Ten Commandments and Scale Model Scenery were instrumental in this respect. The former provided authentic NSE platform seating, a Portaloo and BR BRUTES (the trolleys often seen on station platforms) as etched-brass kits. The latter supplied various palette loads, including branded Buildbase bags of sand. A cycle rack, pillar boxes, telephone boxes, ticket barriers, ticket machines and kiosks were all from Peco and I am sure there is a ton of other stuff that I will remember I added long after this article has gone to print.

created a scenic imbalance insofar as the top of the line looked nice and busy by the parade of shops, but the station area looked quite desolate. So, with only 10 days to go before the photo-call from BRM, I bit the bullet and added these. Matt and Ethan used Wills railway arches extensively, but another three were added to the far right of the backscene as it did not look right being left in sky blue.

Also, as the backscene was being replaced, I took the opportunity to add a row of bright

white LEDs into the roof of the tunnel – as I now had access to it. These are rated at 12V and run off a small battery, which I use for one of my model boats. They come on a roll, can be cut to length, and have a sticky back to them, so are fiendishly easy to install. These cost only a few quid from that well-known auction website.

Signage and figures

I love to add as much detail as I can and noted that Scalescenes produced all the correct Network Southeast signage I could wish for. These are purchased as a

downloadable PDF file and you simply enter the name of your chosen station and the changes cascade down through the document, ready for you to print out.

The road markings and street signs are made by Roger Smith Signs and are available from Ten Commandments. I see so many great layouts spoiled by wiggly road lines, so for me, these were an essential addition.

There are over 100 figures on the line. The school party, line workers and road sweepers are from Bachmann, but as I wanted busy streets and platforms it would have been uneconomical to buy these in bulk. In any case, Ethan already had these extra figures to hand and included them. I mounted these



This great shot of the permanent way shows the superb job that Ethan has done on the ballasting and track detail. The nine signals on the line are controlled by simple rotary dials mounted to the front of the layout.

onto small clear plastic bases so I could move them around wherever I wanted.

Stock

I have around 30 DCC locomotives to hand, mostly with sound, which suit this layout. I can run a passable set of BR blue locomotives and stock, or indeed a number of yellow Railtrack Class 20s and Class 37s, which are very appropriate for night time running sessions and track repairs. It is the Network Southeast stock that is my favourite though, as I just like the livery. I can just about squeeze my Bachmann four-car VEP into the platforms and then make it disappear into the fiddle yard, but in

practice, I prefer to run single MLVs and a two-car Class 128 DMU. I also really rate the single-car Heljan Royal Mail DPU with the awesome sound chip from Olivia's Trains.

Worthy of mention also is the Bachmann Class 108 DMU. If I had to pick a favourite it would be the Bachmann Class 205

'Thumper', complete with door-slam sound effects that I remember so very clearly. This sound chip by Legomanbiffo is seriously impressive.

Coaching stock has been provided by another good friend who has converted these Bachmann carriages with working interior lights and 'stay alive' capacitor lighting, so they don't flicker over the point



work. These look great!

In one of my wilder moments, I had even resorted to running one of my four sets of London Underground's four-car S-Stock sets on the farthest-most road just for a bit of fun. These were made by Bachmann in limited quantities especially for the London Transport Museum and have long-since sold out. This S-Stock is far too new to fit in with the predominant NSE rolling stock, but I take a liberal view that this is my railway so I run what takes my fancy. They look pretty nice alongside the existing NSE stock in any case, even though these come from two different eras!

A typical running session involves one operator controlling operations to and from the station platforms and the TMD and occasionally to the first row of the fiddle yard to simulate a train on a longer excursion. The second operator rearranges the carriages and other diesel locomotives between the rear four roads adjacent to the station, up to the rear two roads of the fiddle yard.

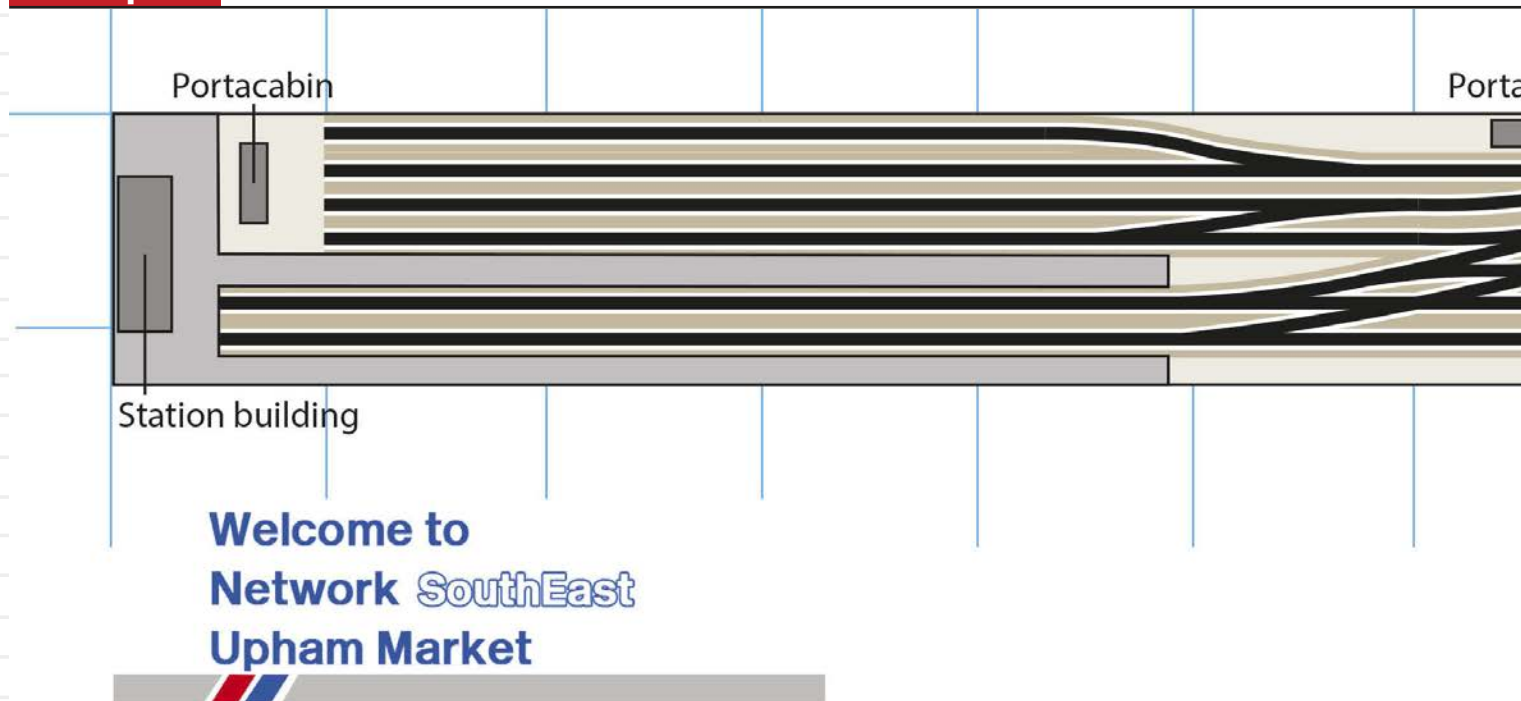
Final thoughts

So, while this is a first-time effort in this scale for me, it is also a collective effort and it would never have been completed without Ethan's great kick-start, assistance and encouragement. I am still in close contact with Ethan and Matt to this day and I think they like to see the odd update here and there. I hope the collective work



Railfreight 47301 in front of a Class 31 wearing the same livery rest in the storage sidings behind Upham market station. The low relief buildings add interest and the light blue back scene boards really looked too plain without them. Most are from Scale Model Scenery and were finished just in time for the photo shoot too!

Trackplan

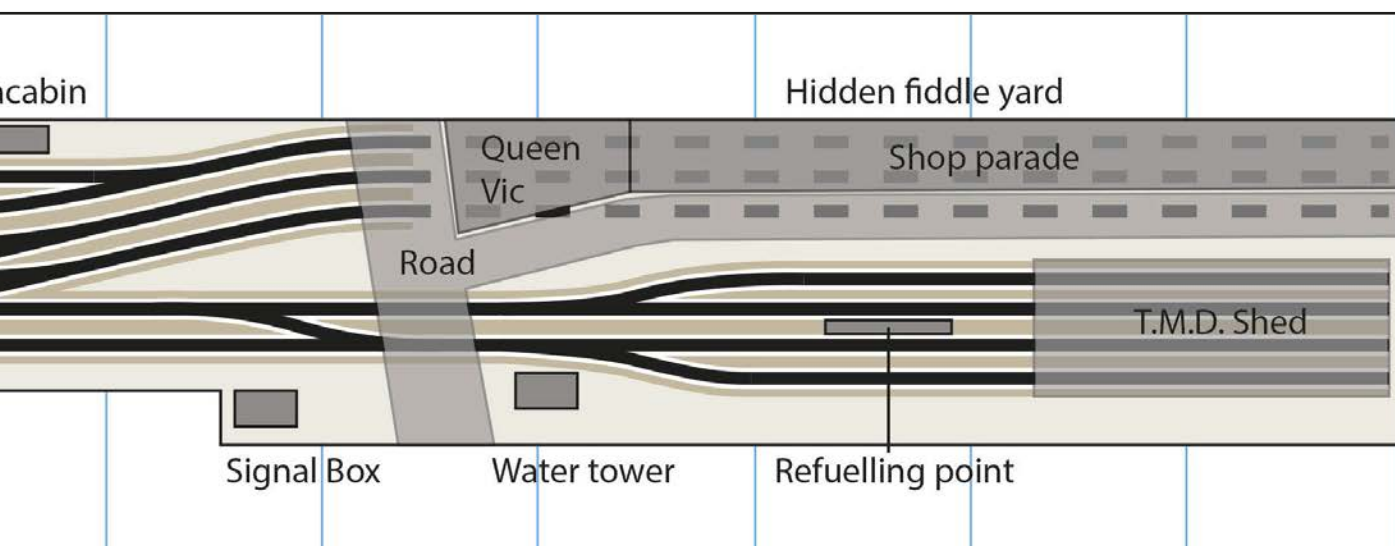




The four-road Upham Traincare depot was expertly made by Ethan and Matt utilising four engine shed kits from Wills. The ubiquitous railway arches are also from this supplier.

of the team this end has carried on the high standards that they set. Thanks also to Dave “The Steam” Bull for sorting out the wiring, Daniel Walker for creating those great lit carriages, Dan Cousins for helping me complete the scenic elements (just) in time and Jordan Greeves, mainly for making sure I did not buy another budget locomotive at a Toy & Train fair that was not at least DCC-ready! Of course, thanks also to my wife, for driving to help pick ‘Upham Market’ up, helping us all install it and for letting me disappear for hours on end into my grotto to get it to the stage that you see here today.

So have we pulled it off? I guess that is for the broader model rail fraternity to judge. At the start of this particular model railway journey, I had a vision of what I was hoping to achieve, based solely on my recollections of the line. I studiously avoided undertaking any further research as I felt that could cloud my judgement and mess up my recollections. So, for me, this is simply a 3D-picture of what I witnessed during my frequent rail commute, as only I remember it. Looking at the layout while writing this, it evokes great memories, so on that level alone it has been worth the effort. Of course it is un-prototypical on so many levels. Gidea Park was a through station, not a terminus, and Romford’s ‘Station Parade’ of shops was at ground level. I guess that is what we call modeller’s licence!





DIGITAL EDITION EXCLUSIVE

Upham Market

Mark Thatcher provides us with a tour of Upham Market, plus highlights all the latest features that have been added to the layout.

EXCLUSIVE

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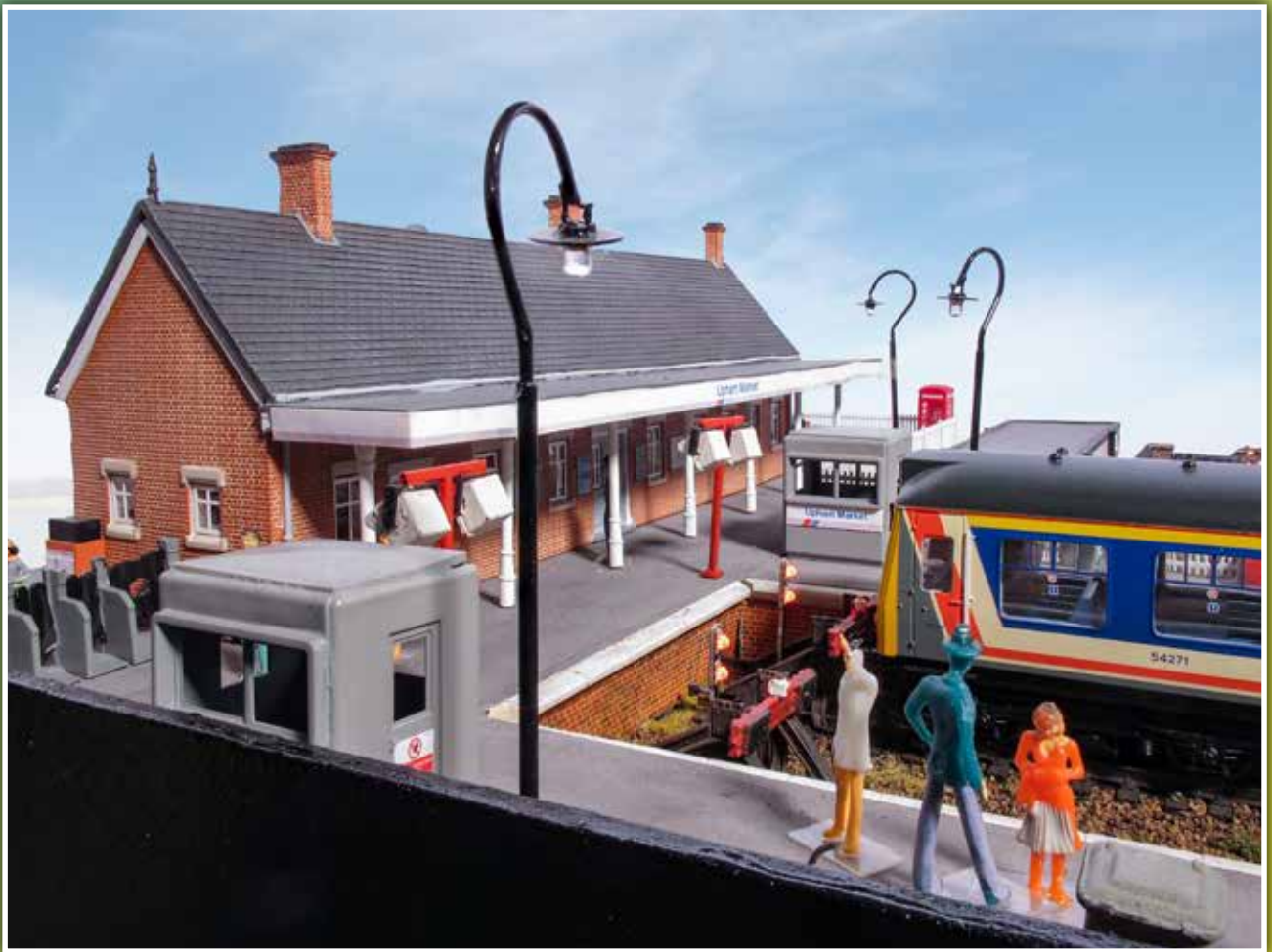
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HOW TO... DCC CHIP A SPUD

Words & photography: Phil Parker

This popular ready-to-run motor bogie of 1980s design has driven many 'home-brew' models. It can be upgraded to digital control standards, too, as Phil Parker explains.



Is it easy to add DCC?" asked an RMweb member after reading about my Planet diesel build in the May issue of BRM.

The locomotive runs on a Tenshodo SPUD, so conversion is possible, but a little tricky. You need to put breaks in the connections from the pick-ups to the motor. It's not impossible, but hardly a plug-in solution, either. Tempted by the challenge, I starting investigating how I'd go about installing a DCC decoder.

Tenshodo's Self-Propelled Underfloor Device arrived in the late 1980s when digital control (we didn't call it DCC back then) meant using Hornby Zero One and

installing a chip bigger than the motorised unit you'd be wiring it to. While the SPUDs have proved popular, Command Control was less so.

As the years have passed, many thousands of models owe their movement to a SPUD power unit and in that time, the design hasn't changed. While digital control has evolved and taken off, Tenshodo hasn't re-designed its unit to include a socket for direct DCC fitment.

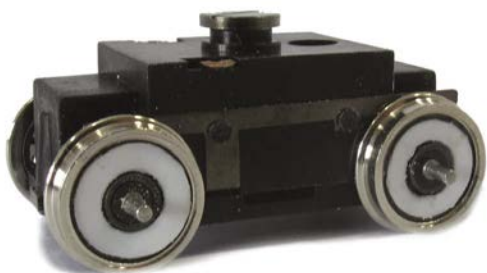
This means digital control of a SPUD will involve hard-wiring. The job is made harder than a traditional locomotive because you can't cut into the wires between the pick-ups

and motor – there aren't any. A single metal piece on each side provides pick-ups and feeds the power to the motor.

Once I looked into the job, I'm pleased to say it's not difficult if you are happy with using a soldering iron. Half an hour should see the job done and the model reassembled.

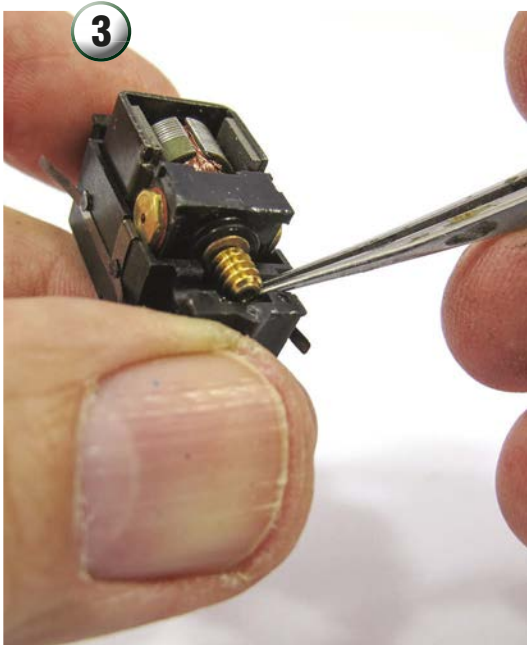
Work in a clean area because the SPUD must be taken apart and you don't want any muck getting into the mechanism. In doing so, you can wave goodbye to the warranty. Also, keep an eye on the tiny screw that holds the unit together – it's very easy to lose, although not essential as I have found in the past.

1



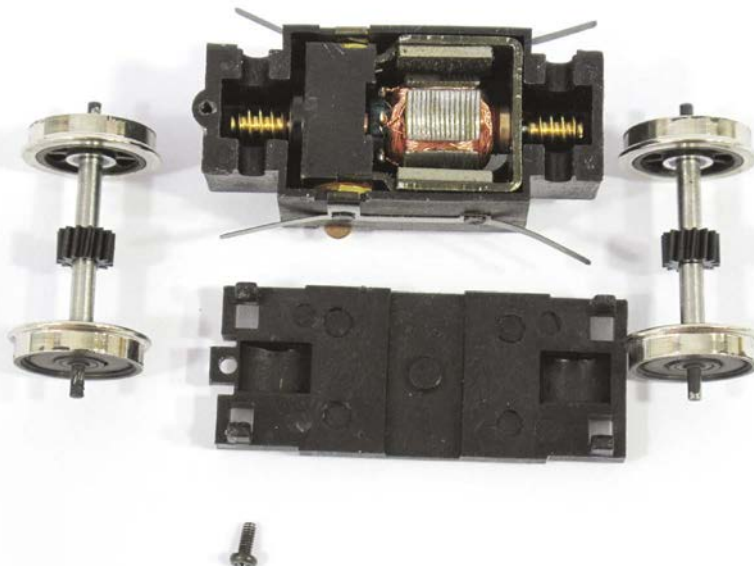
My test subject is the SPUD I fitted under the Planet Industrials locomotive in the May 2020 issue of BRM. The plastic infills are because I accidentally ordered spoked wheels when I should have bought plain ones.

3



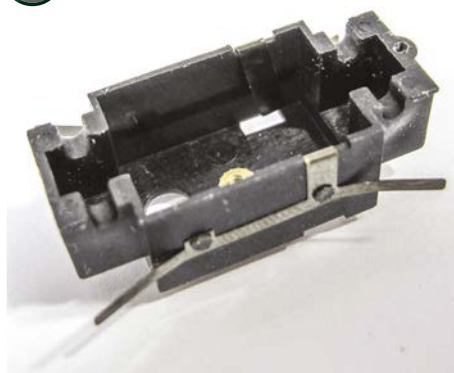
The motor is held in place by friction. Gently easing it out of the plastic housing by levering under the brass worm gears should remove it.

2



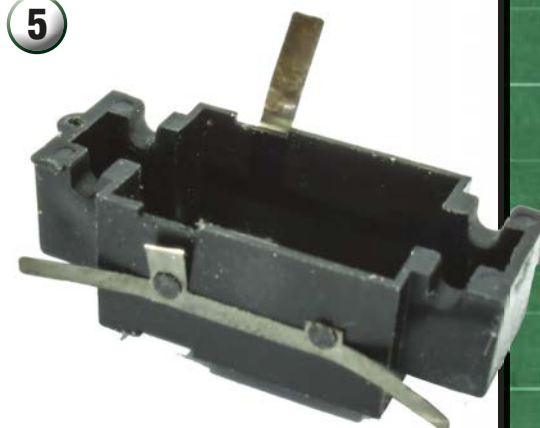
Undo the small cross-head screw, then carefully unclip the baseplate. Both axles will fall out and the motor will be exposed. Keep the wheels, baseplate and screw somewhere safe for the moment.

4



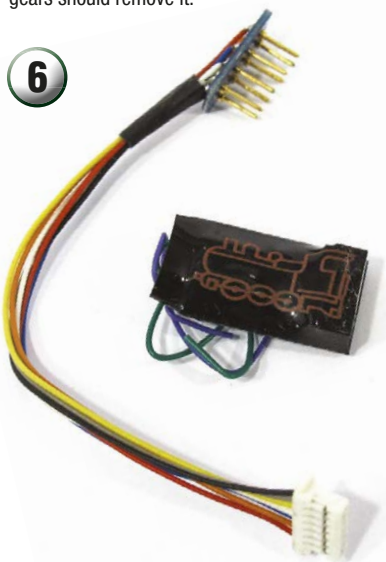
Wheel pick-ups and contacts to the motor are single pieces of metal. Looking inside the housing, you can see the flaps that bear on the motor contacts.

5



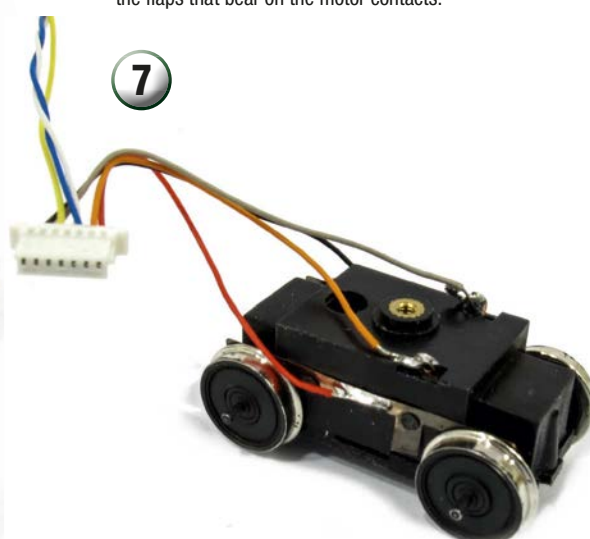
Bend the flaps up and then cut them short with some sharp snips.

6



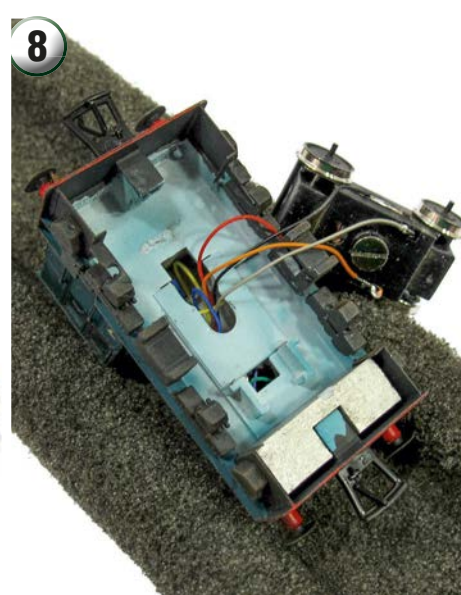
I have a Gaugemaster eight-pin decoder. Although it's designed to plug into a locomotive DCC socket, the plug can be removed. A bonus is that the wiring harness can be soldered in place before plugging the more fragile chip in.

7



Only four wires are needed. Red and black are soldered to the pick-up strip. Orange and grey go to the motor contacts sticking through the plastic housing. Polish all the metal with a fibreglass pen to make sure it's clean before soldering the wires into place.

8



Plug the chip into the harness and test that the wiring works. Then the trickiest part of the job is finding space inside such a tiny model. The chip just squeezes into the bonnet and with care, all the wires can be tucked out of the way. Installation complete!

THE BRM GUIDE TO... DCC DECODERS

Struggling to differentiate between your digital chips? Howard Smith provides a condensed oversight at the most popular options for your locomotives.

The concept of 'going digital' is no longer something new, yet there's still a widespread lack of knowledge when it comes to decoder options. It has to be the second most-asked question, closely following "Which DCC system should I use?" Just as there isn't a 'one-size fits all' DCC controller, the same can be said for decoders, though many modellers are left confused by what they require and the suitability of a decoder for a particular locomotive.

SOUND OR MUTE?

Decoders are largely categorised into sound and non-sound types. The key driving factor of locomotive decoder choice has to be whether you desire sound and are prepared to pay the extra premium for the added functionality. The ability to play realistic sounds from your models has played a large part in converting many modellers from analogue to DCC. Personal preference means that sound isn't for everyone, but I can guarantee that between two identical layouts, my choice would be the one with realistic sounds over the one that remains silent.

For owners with large fleets of model locomotives looking to convert, the additional cost of sound might seem prohibitive, but ask yourself if every locomotive in your fleet requires sound. The noise of a Deltic Napier engine at full pelt hurtling around your layout is sure to be more impressive than a Class 08 that spends most of its time idling in a siding between duties.

CALCULATING AMPERAGE

After sound come two simultaneous factors to consider – the size of decoder for the amount of space inside your model and the number of Amps that the decoder can handle. Generally speaking, the larger the decoder, the larger the surface-mounted technology used, and hence, the more Amps the decoder can handle. You'll need to strike a balance between the two. Most new RTR models are designed for the easy installation of decoders inside models. These can be recognised by the DCC-Ready wording on the box.

Matching a decoder to your model is important to avoid premature failure. In essence, your model will consume a maximum number of Amps when in use – consider this the volume of electricity that is flowing through the components in your decoder. This can be calculated by placing a multimeter in series between one rail of your DC track and the controller, turning the dial to 'A' and running the model at full speed with the heaviest train it is likely to encounter, up inclines if your layout has these. The highest reading that your multimeter indicates is your motor amperage – a key factor when choosing your decoder. I'd suggest choosing a decoder that is capable of handling 15% more than this figure to prolong its lifespan and reduce the likelihood of overheating.

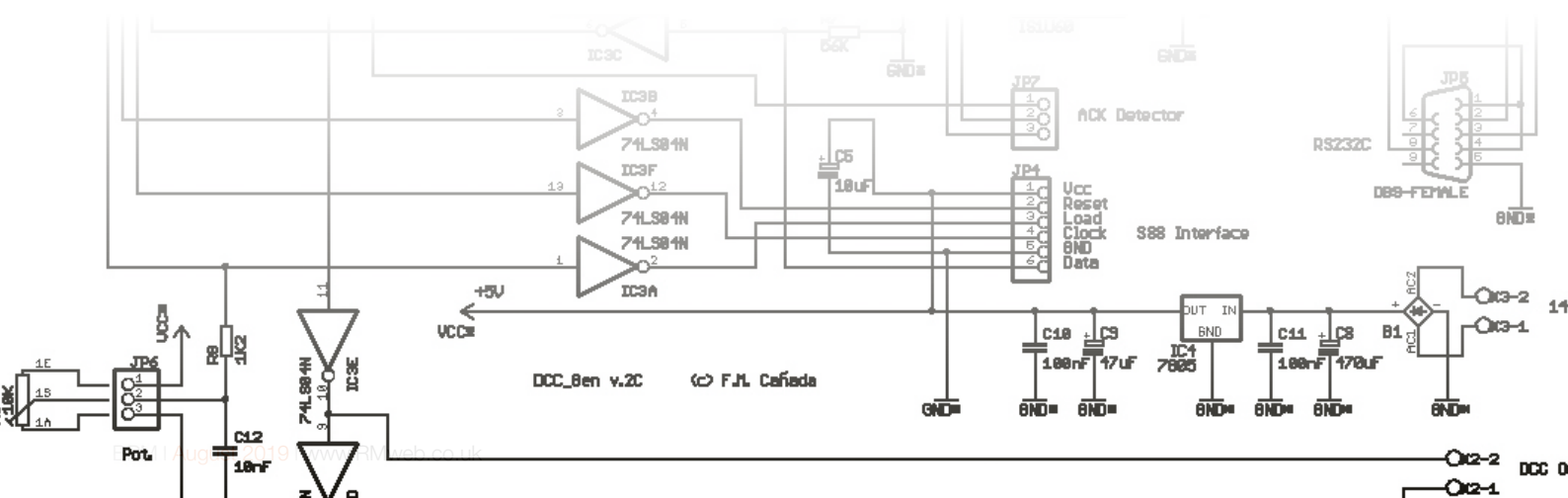
Continuous or peak power are terms that

many decoder manufacturers use. Knowing the difference between each is important. As the name suggests, continuous power is the number of Amps that the decoder can handle non-stop without risk of damage. Peak power is the number of Amps a decoder can withstand for a brief moment lasting just a few seconds. Generally, more Amps are consumed by a locomotive's motor as it makes a standing start with a heavy train and for this reason decoder manufacturers provide this figure for peace of mind.

SOCKET TYPE

Locomotives that have been sold 'DCC ready' will be fitted with a decoder socket from the factory. These vary in dimensions and number of pins fitted. Six, eight, 18, 20, 21 and 22 pin types mean that for the newcomer to DCC, your choice of decoder should match that of the socket installed inside your locomotive for a 'plug and play' solution.

Some manufacturers offer wiring harnesses or adapters to permit the installation of decoders with non-compatible sockets, too. Bear in mind that the six and eight-pin decoder sockets will restrict the number of individual accessory functions – such as lights – over Next18 or 21-pin decoders, for example. Eight-pin sockets are common with Hornby locomotives, with Bachmann and Dapol favouring 21-pin versions for their OO gauge models and Next-18 sockets on their most recent N gauge releases.

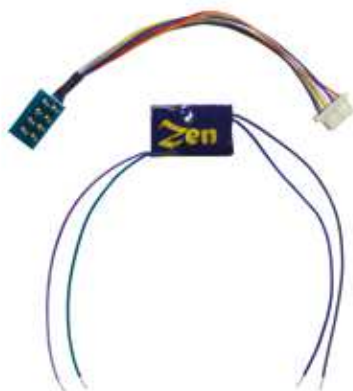


DCCONCEPTS

DCCconcepts offers its Zen Blue (V9) and Zen Black (V12) decoders for OO gauge. The manufacturer has kept away from the development of sound decoders in favour of developing unique features such as automatic shuttle technology – great for layouts with repetitive operations such as a DMU moving from a fiddleyard to a bay platform. Zen Black has three key advantages over Zen Blue:

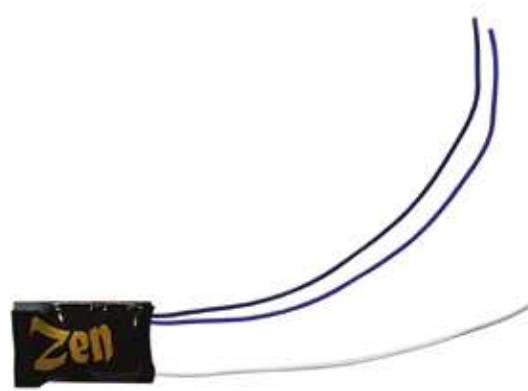
- Silky-Smooth Motor Control with built-in brown-out protection
- 'One-Step Setup' using a single CV change to select the driving characteristics of your locomotive
- An integrated Advanced Shuttle, for use with its ABC boards.

W: www.dccconcepts.com



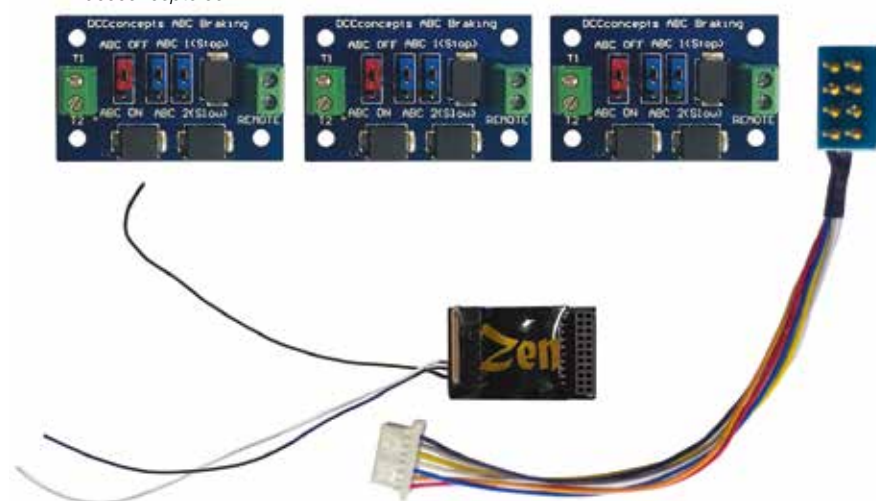
In eight-pin format, its DCD-ZMINI is supplied with a wiring harness and offers four functions. The eight-pin harness decoder can be fitted either plug-and-socket or hard-wired. Zen Mini has four 100mA functions along with a 1A motor drive. Like the rest of its ZEN decoder range, it is wired for its standard and super Stay-Alive™ capacitors – available separately.

RRP: £18.95



This four function decoder measures 19mm x 11mm and benefits from an advanced brown-out protection that removes requirement for a small stay-alive capacitor and assists with running on dirty track. Its 0.75A continuous and 1.1A peak rating make it suitable for the majority of OO gauge models. Another advantage with this decoder is its one-step setup, where the decoder settings can be changed for different types of locomotives (express passenger or shunting locomotive, for instance) or driving characteristics using one CV. Its ABC functionality allows automation for use on layouts or with DCC shuttles, used with additional ABC units which are sold separately.

RRP: £23.95



For those looking for a decoder with more features, its DCD-ZN218.6 follows the same pin and harness architecture with 21-pins, supplied with an eight-pin harness. This Zen Black decoder offers six functions, each capable of 100mA, with motor drive supplying 1.1A of peak power, or 750mA of continuous power. This decoder benefits from the Zen Black features, previously described and measures 23mm x 16.5mm.

DCCconcepts also offers the above decoder in a pack (DCD-ZN218.6S), which includes three ABC shuttle boards.

RRP: £26.95 (pack with three boards: £49.95)



For those with 21-pin connections, its DCD-Z218 is a 21-pin direct decoder and eight-pin harness decoder with six functions. The DCCconcepts Zen 218 decoder is a versatile decoder because it comes complete with 21- and eight-pin plugs. Its compact 22mm x 16mm x 5mm size means it will fit most OO/HO scale locomotives. The decoder includes a separate stay-alive unit. The 21-pin to eight-pin harness measures 75mm, meaning that it can be located inside a model away from the socket if space permits. It offers six functions and has a motor drive current rating of 750mA continuous or 1A peak.

RRP: £22.95

ZIMO

Zimo decoders have a standard suite of features irrespective of price point or specification. They are suitable for all DC motors, including coreless types and have integrated thermal cut-outs with overload protection. Automatic motor regulation with 20 or 40 kHz 'silent drive' with back-EMF sampling which makes motor control smooth.

Three and 28-step fully programmable speed curves are offered, with the ability to calibrate speeds to km/h or mp/h equivalents. A suite of lighting features (inc. dimming and soft on/off) are offered. Shunting and half-speed modes (low gear, no momentum) assist with slow speed operations, while automatic signal and distance-controlled stopping can be of use on larger semi-automated or non-computer-controlled layouts.

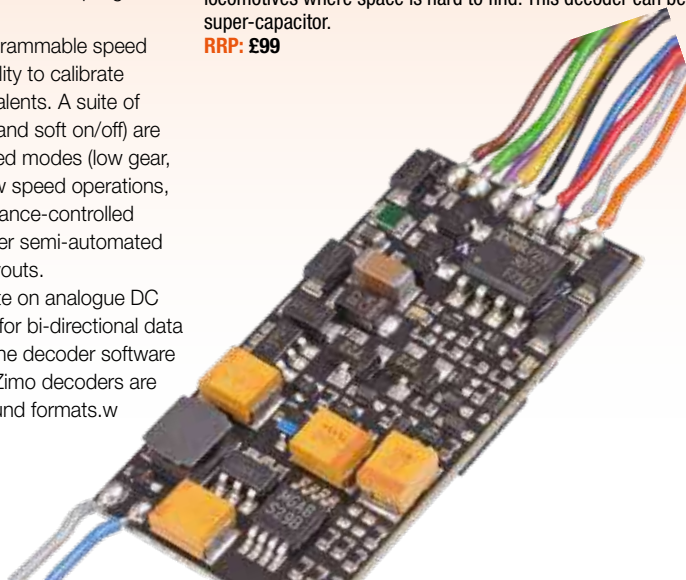
All Zimo decoder can operate on analogue DC and are RailCom™ equipped for bi-directional data communication. If necessary, the decoder software can be updated via the track. Zimo decoders are available in sound and non-sound formats.

W: www.railexclusive.com

MX645 is Zimo's premium OO gauge sound decoder. It offers 10 separate function outputs – more than other brands. They don't all need to be used, but cab lights, directional lights, high-intensity lights, smoke, firebox glow effects, tail lamps or automatic uncouplers mean that these can soon add up. Switched inputs for the control of synchronised sounds or track-mounted triggers for sounds like a warning whistle before a tunnel using a magnet in the track are also possible.

The direct stay-alive connection on the MX645 means that simple electrolytic capacitors can be attached directly without the need for extra components. It is regulated to 16V, which means small components can be used, ideal for small locomotives where space is hard to find. This decoder can be used with the SC68 super-capacitor.

RRP: £99



Designed to be its economy non-sound decoder, the MX600 from Zimo has been achieved by focusing on what the railway modeller needs from a budget-priced chip and omitting costly superfluous features. This decision, combined with clever circuitry, has allowed for a compact single-sided design.

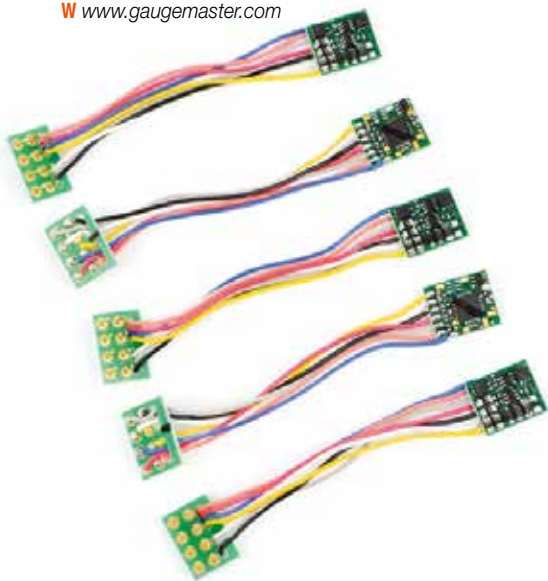
Despite being pitched as an entry-level motor decoder, it is of a technologically-advanced design with an impressive specification with good motor control. The footprint measures 25mm x 11mm with the single-sided layout resulting in an ultra-thin height of 2mm that can be a major advantage where space is tight. The 0.8A (1.5A peak) motor rating makes it capable of handling all but the most power-hungry OO gauge locomotives and four function outputs are sufficient for basic lighting arrangements.

RRP: £20

GAUGEMASTER

Besides stocking a range of decoders from many manufacturers, in recent years, Gaugemaster has commenced manufacturing its own-branded entry-level decoders. Designed to suit many of the common plug/pin types, the range offers savings by offering decoder packs for those looking to convert a fleet of locomotives. Visit its website to see the full suite of other socket types offered.

W www.gaugemaster.com



Its classic eight-pin micro decoder (BPDCC22) is best suited for OO gauge locomotives. It comes complete in a pack of five, if desired, each with a harness to an eight-pin plug and is one of the firm's most popular decoders. It offers 14/28 speed steps, motor isolation protection, two and four digit addressing and advanced consisting. A 1A motor output (2A peak) with two 0.5A function outputs make for a no-nonsense cost-effective solution. Each decoder measures 10.6mm x 8.7mm x 2.8mm.

RRP: £129.95

HATTON'S

Hatton's moved into the entry-level decoder market a few years ago, offering budget 'own-brand' motor control decoders. Its decoder range was launched with 18-pin four function, 21-pin six function, six-pin two function, eight-pin four function, and eight-pin two function decoders, also available in multiple packs thereof. Designed to be cost-effective, the range of adjustable features doesn't extend to the same level as more expensive versions, but provides the most commonly-used CVs, suitable for the majority of DCC users.

W www.hattons.co.uk

ESU

An early pioneer in the development of sound decoders, this German manufacturer of decoders has been chosen by some RTR manufacturers as their decoder of choice in DCC-fitted and DCC sound-fitted models. Having released its V5 version of its Loksound sound decoders, a name it established in 1999, these continue to be made available in the UK via a number of DCC retailers who provide custom locomotive sounds. A visit to its website will highlight the availability of these sound decoders for N, OO, O and larger scales, with traditional non-sound decoders, also available for these scales.

W www.esu.eu

LOK SOUND



Motor control of the LokSound 5 has been further improved with this latest version. Illustrated is its decoder for OO gauge or smaller O gauge models. A motor frequency ranging from 10 kHz to 50 kHz assures smooth operation, particularly for coreless motors. Thus, the typical 'hum' is a thing of the past. Load control can now be adjusted with up to ten separate CVs and thus will manage even the most difficult cases. It also offers an 'Auto Tune' function that facilitates the automatic calibration of the decoder to perfectly match the motor inside your model. The LokSound 5 decoder supplies up to 1.5A motor current. Should your model venture onto DC layouts, operation and sound will continue to work, albeit without the sound and decoder functions.

The LokSound 5 decoder can reproduce up to 10 channels simultaneously. Each channel offers up to 16 Bit / 31250 kHz sound, to achieve hi-fi sound quality. The volume of all individual sound fragments may be adjusted separately and the ambitious user can use its ESU LokProgrammer on PCs (available separately) to alter the sounds provided as standard from retailers, if desired. The LokSound 5 is the most important member of the LokSound family. Due to the combination of the digital decoder and the sound module being on one circuit board, it measures 30mm x 15.5mm. The decoder is available with in eight-pin, 21MTC, PluX22 or six-pin outputs for widespread compatibility.

RRP £99.99



Its eight-pin direct plug DCR-8PIN-Direct delivers four function outputs, three and 28-step speed tables, back EMF, silent drive, supports consisting, standard and extended addressing and CV programming in its specification. Measuring 13mm x 18mm x 3.6mm, the decoder is slimmer than many others for its number of features, hence is suitable for fitting inside models with reduced headroom such as locomotives with low tenders. The number of adjustable CVs is adequate for many locomotives, but isn't as comprehensive as more expensive decoders. The adjustable CVs offer smooth running, the ability to turn off Back EMF when double-heading and a decoder-locking feature useful for multiple decoder installations. The decoder will operate on DC layouts, too and offers a 1.1A motor output (1.6A peak). A purple wire is provided for the fourth function output. The decoder plug terminals are connected directly to the chip. For further adjustment, a 75mm harness (DCR-8PIN-Harness) can be purchased from the supplier, enabling the decoder to be positioned away from the socket.

RRP: £17.99

HORNBY

This household brand of model railways offers entry-level sound and non-sound decoders aimed principally at its range of models. Alongside a four-pin decoder, Hornby offers a decoder in its popular eight-pin socket format (R8249) that conforms to NMRA standards.

W www.hornby.com

Venturing into low-budget DCC sound, Hornby is offering an increasing range of entry-level sound decoders that are fitted as standard as part of its TTS Sound models, or available separately to retro-fit inside models. These decoders can't play sound under DC analogue control, only DCC operation. The decoder supports short and long decoder addresses and has adjustable acceleration and deceleration CVs. As with its non-sound decoder, it has back EMF load compensation.

Up to 19 controllable model-dependant spot sounds are available, such as engine sounds, whistles or horns. Two sound channels allowing for simultaneous play of locomotive engine sounds and individual spot sounds such as horns, whistles, brakes or wagons coupling, but only one spot sound can be played at the same time.

Volumes can be altered through an individual dedicated CV, ranging from 0-8. The decoder is equipped to support directional front and rear lighting operation via F0 on the controller. The decoder also features an auxiliary function output controlled by F18 or F25, dependent on steam or diesel locomotive type.

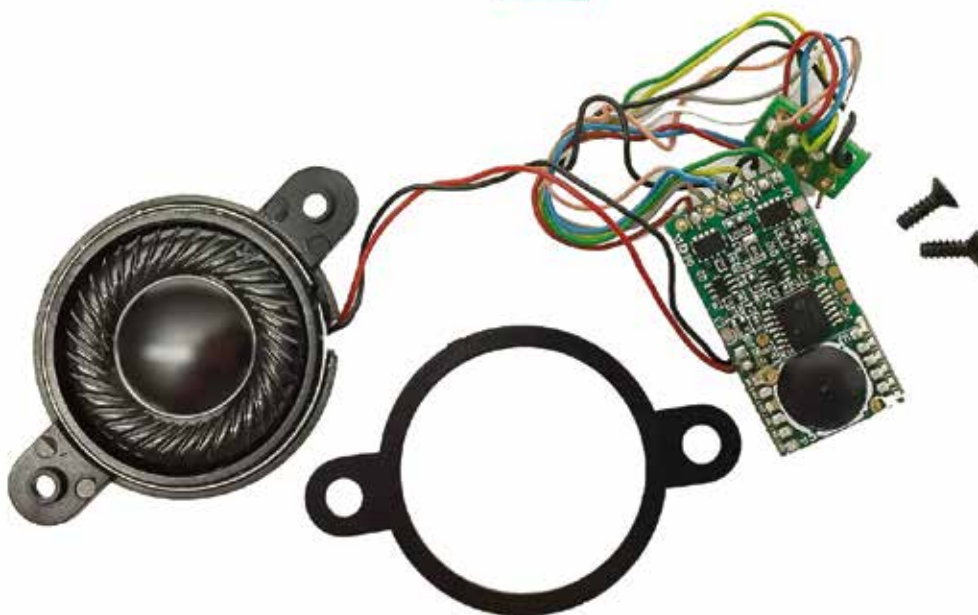
As with its R8249 decoder, a maximum continuous motor current of 500mA (1A peak) is provided and its unprotected function outputs have a 100mA maximum output. The combined motor and functions can't exceed 800mA. The decoder has an eight-pin socket. For Class 43 HST locomotives, the manufacturer offers twin packs, containing two units, one for each power car.

RRP: from £41.99 (£69.99 twin pack)



Measuring 17mm x 10mm x 3.5mm, its R8249 provides back EMF for smoother control and offers 14, 28 and 128 speed steps, with adjustable acceleration and deceleration speeds. Motor overload protection is provided with a 0.5A (1A peak) power output. Furthermore, four function outputs are provided, two of which are dedicated for directional lighting. Function outputs aren't protected and the sum total of the motor and function outputs shouldn't exceed 500mA continuously.

RRP: £20.99



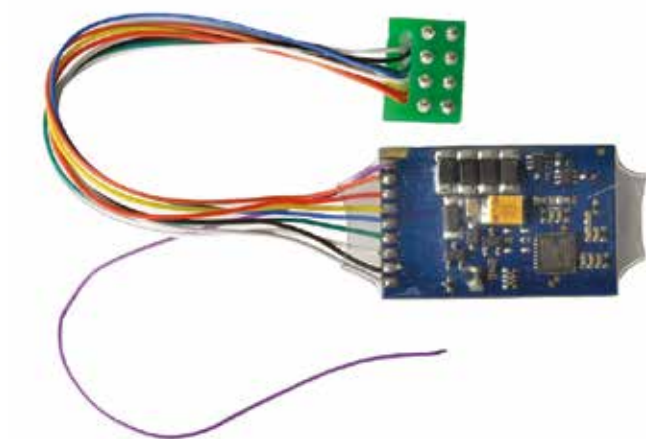
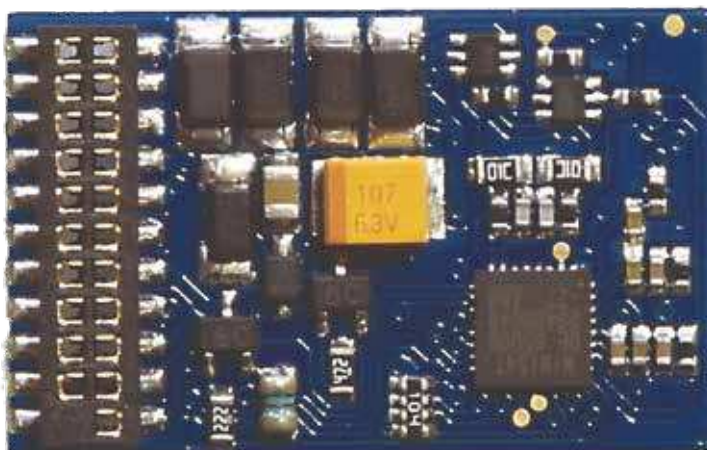
BACHMANN

Widely available from its network of 'brick and mortar' model shops, the RTR manufacturer offers a range of re-branded decoders from manufacturers in six-pin, eight-pin, Next18 and 21-pin sockets. An 8-pin to 21-pin DCC adapter is also useful in the range should you wish to fit an 8-pin decoder to one of its OO gauge models which often have 21-pin connections.

W www.bachmann.co.uk

This 1A four function decoder is provided on a 21-pin DCC socket with back EMF. Measuring 25mm x 15.5mm x 4.5mm, it handles short and long addressing. User adjustable 14/28/128 step adjustable speed curves with configurable function settings and a higher 350mA function output over its 35-566 decoder make it a common decoder. The decoder is NMRA compliant and analogue compatible.

RRP: £ £23.95



Its basic decoder (36-566) is a 0.9A four function decoder on an 8-pin socket. The architecture is by ESU, hence motor output overload protection, back EMF, lighting effects, smooth motor control, function mapping, DC operation and coreless motor compatibility is offered. Each output offers 250mA of power and it measures 15mm x 24mm x 4.6mm. The 80mm harness is long enough for most models and RailComPlus is integrated for bi-directional communication.

RRP: £21.95

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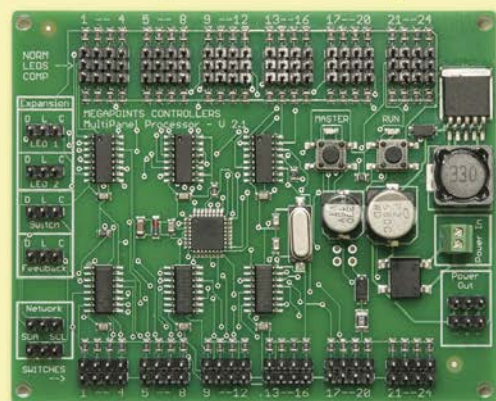
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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

MORE SHED ADVICE

In reply to Chris Fletcher-Smith's letter, could I offer a few shed suggestions? I built a 3m x 6m shed, which houses gardening equipment and bikes, as well as a railway. Baseboards for the railway are high enough to clear the handlebars of the bikes, which are stored underneath.

- Stage one is a concrete base.
- The framing is 10mm x 50mm treated timber, covered with treated ship-lap timber.
- Roof beams are 3m long and 13mm wide. 50mm square beams were laid at right angles on top, at 50cm spacing, to hold the roofing material. A single slope is easier to construct than a ridge roof.
- The lower edge of the roof needs to measure at least 215cm high and the higher one around 240cm to allow sufficient headroom inside. You may want to increase headroom to ensure that light fittings are above head height.
- Roofing is corrugated iron, as other roofing didn't last, and had to be replaced after 10 years. The width of the shed is governed by the length of roofing material, either 3m or 10ft. Make sure the roofing has an overhang at the lower edge of around 70mm to feed rainwater into a gutter.
- Windows and doors are standard sized UPVC, double glazed from Screwfix or similar. It is cheaper to get these in standard sizes and design the shed framing around them. They will outlast anything else, are draught-proof and deter burglars.
- Cover the floor with a damp proof membrane – I used 100m of this! Lie slate laths (treated 50mm x 25mm timber) on top at 30cm intervals and a moisture-proof tongue and groove chipboard floor.
- Line the shed with 100mm thick insulation panels, filling inside the framing. Do the same with the roof.
- Staple damp proof membrane inside the walls with generous overlaps.
- I then lined my entire shed, including the ceiling, with thin tongue and groove and V boards. The boards are flush with the walls, so can be fixed to the framing. For the ceiling, strips of wood alongside the joists help to hold the ceiling boards and insulation in place.

Tom Ambrose



Over the past several years or so I have had my layout 'Southern Scene' featured in your magazine a couple of times. Since the last time it featured, I have made quite a lot of changes/improvements. During the current lockdown (although I do still go to work most days) and with the kids off school and getting a touch bored, I thought I might try to develop my daughter's (Abigail Page, Aged 9) interest in model railways. Other than the odd running session, she has never modelled before and she was very interested in helping me with a small project. Part of my layout is a SR Section based in the Kent area (NSE) during the late-1980s. I wanted to make a scratch-built canopy for the main station building, and decided this was an ideal start for her, including main modelling skills such as accurate card cutting (under supervision), gluing and painting. I've got to say I was very impressed for a first effort and the vast majority was completed, with direction, by her. It is often mentioned in various railway modelling magazines that there is a distinct lack of interest from younger generations and we should promote our great hobby to them. I thoroughly agree and that is what I have tried to do. We could hopefully have a new modeller in the making!

Paul Page

A HEAVY RAKE

While reading your May bumper digital issue, I remembered a similar path I followed when I first started running long passenger trains on my, then new, layout.

I sourced, from the Australian Model Railway Association, a list of appropriate weights for various carriages and wagons as 0.22g per mm of passenger carriage length. A 73ft Mk. 3 carriage at 160mm long will therefore weigh 35g, or 1.2345oz.

I followed the recommended figures for the passenger carriages that form all of the stock on my layout, and discovered that heavier carriages certainly run better and smoother when there is intermittent power to the locomotive. I spent a lot of time and effort in my trackwork and wiring. Also, a heavier rake of carriages allows a smoother, DC-controlled acceleration from standing.

The only shortfalls I encountered were; that a rake of weighted carriages was too much for my only steam locomotive running an excursion train of Southern coaches on the only gradient I have on the layout. I overcame this by finding a Class 47, that had similar running characteristics, to run behind the rake as a banker, and that a Class 43, that I had removed a split gear from and only had three powered axles, was also challenged. BR Lines sent a replacement axle, which promptly fixed my lack of traction.

Patrick Walker

UNKEPT GRASS

Having moved to a house with no space for a garden railway, I decided to build an indoor G scale layout using the LGB equipment I already had. Part of the layout required grass, not nice neat lawns, but rough unkempt grass with a few weeds. On the WWScenics website there are instructional videos and one shows how to make just what I wanted to achieve.

Colin Kennington



BYWAY OPERATION

It was interesting to see Byway MPD by John Gay in your magazine. I had the pleasure of operating it for a day in front of the public. Not only is the modelling above the baseboard of the highest standard, but the technology that John has put together below the baseboard is advanced. It works well, and adds to the enjoyment of operating, plus the lighting effects are just beautiful.

It just goes to show that small layouts can test all your modelling skills, as well as allow you to try the latest in technology to create a model that satisfies on so many levels. Give it a try!

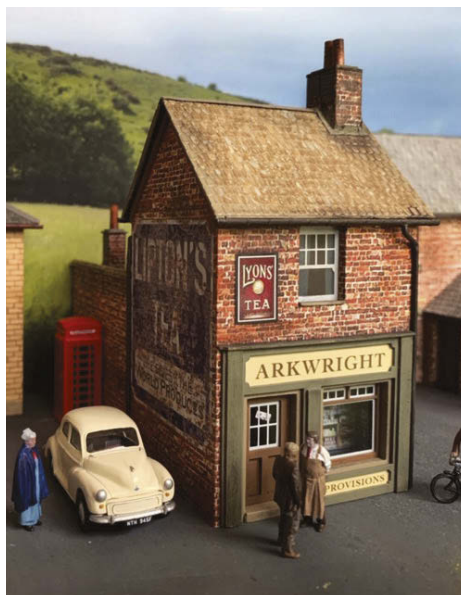
Simon Moppett

GREAT RAILWAY FILMS

Following your Bufferstop piece in the June issue, what's this, no-one rooting for the greatest railway film of all time? Buster Keaton's The General? OK, it's silent and black-and-white, but it has an incredible railway chase, and it's the only film to my knowledge involving the sacrifice of an actual locomotive. As the timber bridge burns through, the locomotive crashes into the gorge. Apparently, it's still there. Worth a watch!

Tony Wilmore

LOCKDOWN MODELLING



I've enjoyed making many buildings for my layout during lockdown. Most are Petite Properties and this is one of my favourite creations. The bricks are self-adhesive from idBackscenes and the roof is from Redutex. This was also my first attempt at painting ModelU figures (apart from the cyclist). Modelling during this time has helped keep me sane.

Tony Goode



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World of Railways Virtual Exhibition

Everyone at BRM would like to say thank you to all the layout owners, interviewees and trade who have supported our very first virtual exhibition.

Also, a big thank you to everyone who took the time to visit, we hope you enjoyed yourselves. For those that missed the event, here are some of the highlights. To view more from the event head to <https://www.world-of-railways.co.uk/virtual-exhibitions/virtual-exhibition-2020>.

Locomotion Museum in lockdown



PLAY

EXCLUSIVE

Lakeside by Graham Foulston



PLAY

Howard Leader's guide to scratch-building
with templates



PLAY

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Interview with Tim Dunn



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Thunderbirds are go!



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Interview with Simon Kohler



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Locomotives in lockdown with Tony Wright



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Interview with Jenny Kirk



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Ferness Quay - Building the quayside wall



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Pendon Museum emerges from lockdown



PLAY

Radio-controlled Bedford TK conversion with Giles Favell



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BRITISH RAILWAY MODELLING

Creating a construction site with Jamie Warne



PLAY

Interview with the Loco Ladies



PLAY

EXCLUSIVE

Interview with Paul Appleton of Hornby Collectors Club



PLAY

Phil and Andy roam around Highley Station



PLAY



Factfile

Layout name: Boston Frodsham
Scale/gauge: 4mm:1ft scale / 18.83mm / P4
Size: 15ft x 2ft
Era/region: 1975–1985 Eastern England
Layout type: End-to-end

BOSTON FRODSHAM

Inspired by an article in BRM's sister title, Traction magazine, Mike Knowles sourced ideas for this dock layout from opposite sides of the country.

Words: Mike Knowles **Photography:** Andy York



08704 and 03112 propel a rake of OAA wagons across the swing bridge from the docks into the departure siding.



I am 68 years old and now retired, having spent most of my working life in the construction industry. This probably explains my fascination with bridges, cranes and excavators! As a youngster, although a keen modeller, I had no interest at all in railways, cars and motor racing being the order of the day. I only became interested in railways and model railways in the late 1980s as a result of my son's developing interest. Hence, despite my age, I am more interested in diesel traction than steam.

'Boston Frodsham' is my own 4mm:1ft scale P4 gauge layout set around 1975-1985 and is part-based on the swing bridge at the entrance to Boston Docks and also the wharf at Frodsham in Cheshire.

The intention was to create a layout that could be loaded into the back of my car, a Skoda 'Octavia' Estate (which it does – just!), and would be relatively quick and easy to erect at exhibitions.

Operation of the layout assumes that trains approach the docks via a branch line

off the main line (all off-scene) and enter one of three reception/departure sidings, which are partially modelled on the layout. As main line locomotives are too heavy to cross the swing bridge, they uncouple and move off to the stabling point. The Class 03 and 08 shunters then move the wagons, a few at a time, over the swing bridge and into the dockside area, returning with other wagons for dispatch. Ultimately, the main line locomotive runs around to enable it to depart with the outgoing train.



Having arrived with some TTA tank wagons, 25278 has detached and moved to the stabling point, meanwhile, 03112 and 08704 have arrived to take them into the docks.



The layout is operated via a Lenz 100 DCC system and the locomotives are fitted with sound decoders. I find DCC control is perfectly suited to shunting type layouts such as this because there is no need for isolating sections – locomotives can run anywhere you send them. The points are operated by Tortoise slow-motion motors activated by a lever frame obtained from the Scalefour Society. The somersault signal (built from an MSE kit) controlling entry onto the bridge is operated by a servo motor connected to a servo control unit built from a kit supplied by MERG. I am certainly not an electronics expert, so I was pleased with the success of all this.

Modelling water

For the purposes of the layout, it is assumed that due to an upsurge in traffic the reception sidings have been completely re-laid, hence the clean ballast. At the back of the layout, work continues behind the fence to remove the last of the old sidings and reinstate the land adjacent to the warehouse.

One aspect I had not done before was modelling water. After a few practice pieces, I ended up with the following method; paint the board tops a suitable mucky greeny

The octagonal bridge control building and the somersault signal, both based on the examples at Boston.



Modelling Inspiration

Inspiration for modelling the swing bridge was from a supplement called Oil & Water issued with Traction magazine back in 2005, while a number of pictures from various sources of the wharf at Frodsham showing an RB22 crane gave me the urge to model this.

As my interest lies more with freight stock than passenger, it gave me the basis for a small shunting layout on which to run my stock and be relatively cheap and easy to take to exhibitions.

I have constructed a few layouts previously in OO Gauge, the last of which used hand-built track using ply sleepers with C&L rail and chairs. I found this aspect of railway modeling very satisfying and from the research, I found myself being drawn towards the idea of building a layout to P4 gauge.



brown, cover with two or three coats of PVA (test first to make sure it dries clear, because the cheap craft type glues don't), form the ripples using Deluxe Materials Making Waves, applied with a fine brush held almost parallel to the surface and dragged backwards to extrude the ripples, then finish with further coats of PVA and gloss varnish.

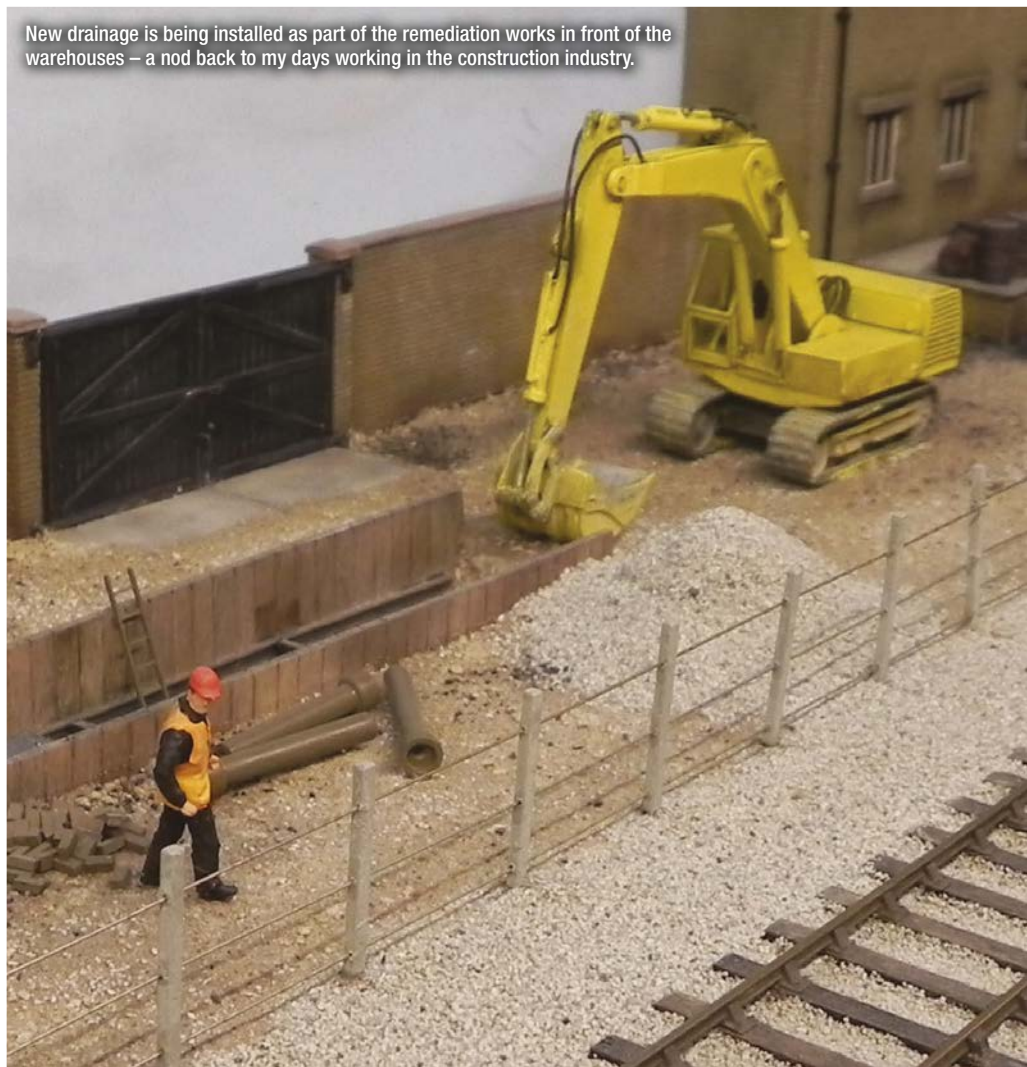
All buildings are scratch-built and based on those at Boston and Frodsham. Of particular note is the octagonal control building adjacent to the swing bridge complete with steps going down and around the outside to give access to the underground locking room.

Exhibiting success

Given that the layout was primarily intended for exhibition use, I wanted the overall appearance to be as good as possible. To this end, the entire front of the layout, including the fiddle yards and the support frame for the lighting rig, has been covered in a dark blue Perspex rather than just painted as seems to be the norm.

A good lighting system, in my view, is essential for an exhibition layout. Two strips of LED lights, one warm white and one cool white, have been used following trials with various combinations and are 12V units giving 2700 lumens per 2.5m, and were obtained from LED Hut. Ideally, this needs to be installed and activated before doing the scenery as it can dramatically change

New drainage is being installed as part of the remediation works in front of the warehouses – a nod back to my days working in the construction industry.



25278 arrives in the reception siding with TTA tank wagons. The unloading conveyor acts as a scenic break.



IN DETAIL

One of the main features is the swing bridge, which is a shortened version of the prototype to fit the available space and is made using modified Wills Vari Girder sections to give the sloping/curved ends. In the interests of reliable running, the bridge is permanently fixed in place. The timber fender protecting the central bridge support is made from mahogany stripwood painted with thinned sleeper grime paint, followed by a wash of very thinned light grey to give the appearance of old sun-bleached timber. Finally a bit of weathering was applied.

As stated earlier, one of the reasons for including the wharf at Frodsham was to let me model the RB22 crane, which was evident in the photographs I had seen. This is built from a Langley Models kit. The Hymac 580 excavator seen near the rear of the layout is a Rosencombe Replicas kit.



A view across the layout towards the bridge control building.



the appearance of something compared to viewing it under normal room light.

My favourite way of operating is with a group of friends at exhibitions. Usually there are four of us, one to each of the fiddle yards including driving the shunters, one driving the main line trains and one making the tea! A detailed operating schedule is used, which takes about three hours to complete so that each operator is aware of what is happening and what they need to do to keep things moving. Or that's the theory anyway!

Final thoughts

The layout was booked to appear at a number of exhibitions this year but other than the Festival of British Railway Modelling last February they have all been postponed due to the coronavirus epidemic. Hopefully they will go ahead next year and there are also plenty of other exhibition organisers interested in it so it will keep me occupied for some time yet.

I don't expect to make any major changes to the layout in the future, but will keep building more locomotives and rolling stock to satisfy my interests.

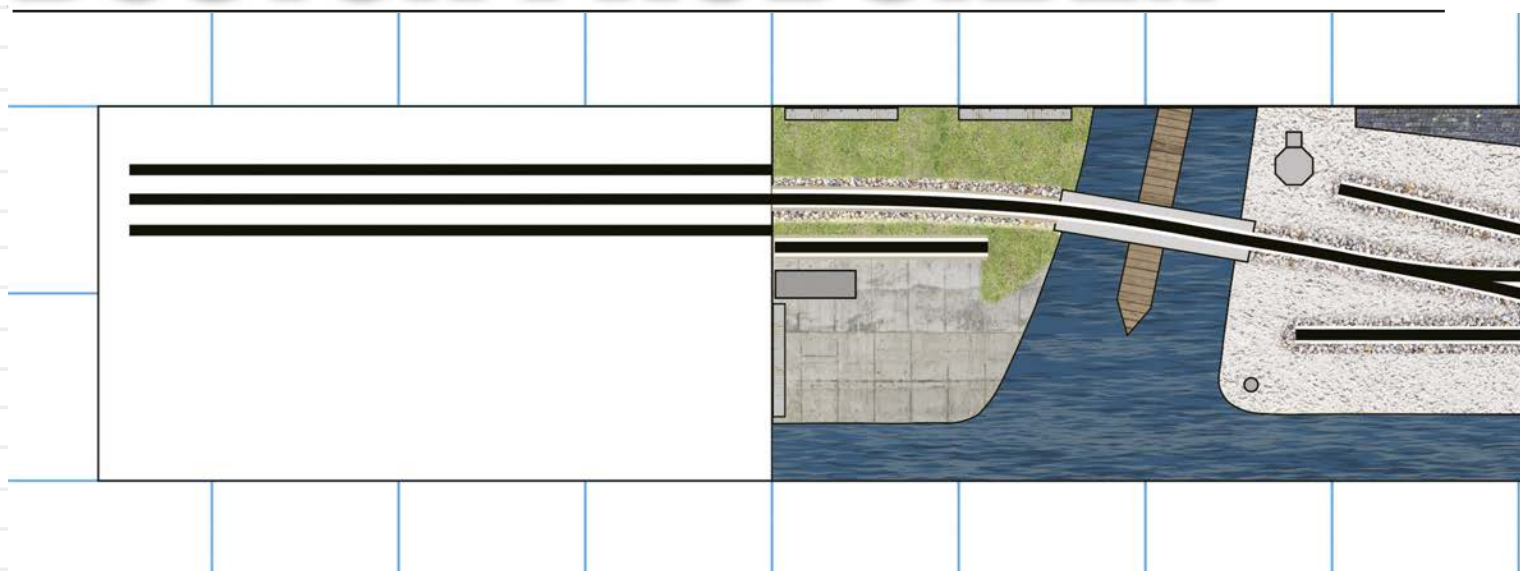
In the same Traction magazine supplement that started all this off, there was also an article about the Queenborough Rolling Mill on the Isle of Sheppey in Kent. Thought processes are now working on a layout based on this, but in O Gauge. Hopefully it won't take another 15 years to come to fruition as 'Boston Frodsham' has!



The navigation beacon – this flashes twice every 30 seconds, controlled by a kit from MERG.

Trackplan

BOSTON FRODSHAM



Rolling Stock

Currently the locomotive roster consists as follows;

- Class 03 shunter 03112. Detailed and repainted Bachmann model (converted to dual brake) on High Level Kits chassis.
- Class 08 shunter 08704. Detailed and repainted Bachmann model. Note the Class 03 is powered while the Class 08 has had the motor and drive gears removed to create space for a sound decoder and bass speaker. They run permanently connected to each other (as they did at times at Boston), with electrical connections between the two via micro plugs and sockets.
- Class 25, 25278. Bachmann/Silver Fox hybrid model detailed and repainted, running on Penbits sprung bogies.
- Class 31, 31252. Detailed and repainted Lima body on Hornby chassis running on Rumney Models sprung bogies.

Awaiting construction is 37116, a detailed and repainted Bachmann model running on Penbits sprung bogies.

Wagons are a mixture of vacuum- and air-braked stock and are whatever interests me and are not necessarily what actually ran to Boston (it is a fictitious layout after all).

- 12T vans and 16T minerals are Parkside and Bachmann bodies on sprung chassis using components from Rumney Models and Bill Bedford Models.
- OAA wagons are Hornby bodies on new sprung



chassis, utilizing components from Bill Bedford Models and Colin Craig.

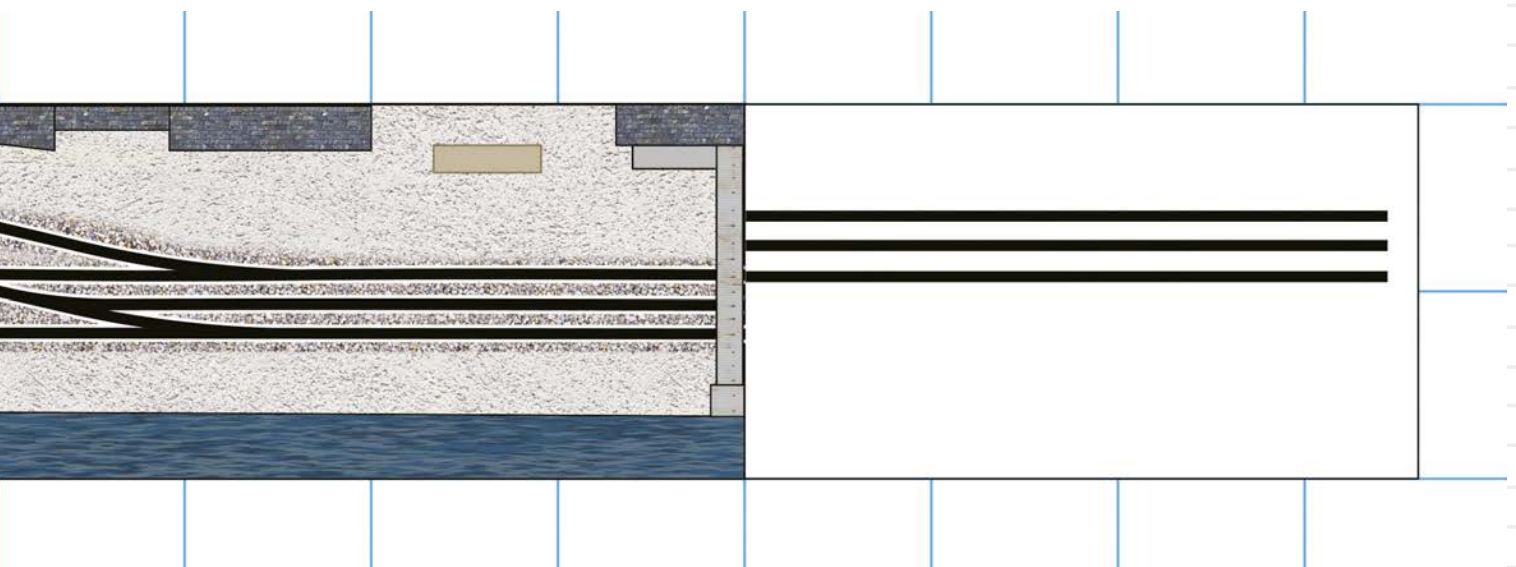
- TTA wagons are Bachmann models incorporating sprung suspension units from Bill Bedford Models, etched walkways, brake levers and brake yokes, plus cast Brunninghaus springs from Stenson Models and etched ladders from Model Signal Engineering.
- The PBA Clay Tiger wagon is from S Kits, fitted

with sprung bogies from Stenson Models.

- The PRA China Clay wagon from Kernow is straight out of the box, apart from P4 wheelsets and new couplings. It's such a good model I can't really see how to make any improvements to it other than weathering.
- PGA Hopper wagon is from Cavalex, fitted with P4 wheelsets and new couplings.

More wagons are to be developed in due course.

Looking for BR blue diesel inspiration? See our sister title, Traction Magazine at www.world-of-railways.co.uk/store/subscriptions



BRITISH RAILWAY MODELLING

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A rake of nearly 50, fully-laden coal wagons is taken southwards through Little Bytham. Its final destination will be London, but it might be re-marshalled at New England. The rake includes Kits described by Phil in this article, as well as several kit-built ex-PO wooden-bodied examples of all shapes and sizes, and also some modified RTR examples; all typical of the period. TONY WRIGHT.

HOW TO... BUILD A MIX OF MINERAL WAGONS

Words & photography: Phil Parker

British metals have been a roaming ground for many thousands of steel mineral wagons, none more so than in the middle of the last century. Phil Parker discovers that they weren't all the same as he builds a selection of OO gauge plastic kits.



SHOPPING LIST



Parkside Dundas
(PC21) 16T Mineral Wagon, non-vacuum
Fitted (Diagram 1/108)
(PC27) 16T mineral wagon with sloped
Sides (Diagram 1/100)

Cambrian Model Rail
C10 – LNER/BR 16T mineral wagon with
riveted body
Kits supplied by: Eileen's Emporium
W: www.eileensemporium.com

Does your layout provide a home to examples of the classic 16T mineral wagon?

British Railways certainly did. More than 220,000 of these wagons were built both in BR works and by private builders between 1950 and 1958. That is in addition to those designs inherited from the Big Four on nationalisation.

They outlived the steam railway, too. In the late 1970s, many of the wagons remaining in service were fitted with new bodies, with only minor changes to the original design – mostly the loss of a flap above the side doors known, for reasons no-one is sure of, as the 'London Traders' Flap'.

16T minerals were still common throughout the BR network well into the 1980s. By this time, some had been altered for ballast work by cutting rectangular holes in the side to prevent them from being overloaded with the denser material.

Although the casual observer might conclude that there was only one design of mineral, they would be very wrong. The keen wagon enthusiast will be able to reel

off many different wagon diagrams – or designs – and entertain the unwary with the minutiae of this most prolific vehicle.

I don't care much about that, but I do like a bit of variety in my goods trains, and there is something satisfying about seeing a rake with subtle differences. Many years ago, I photocopied the drawings from the OPC book, *An Illustrated History of BR Wagons Volume One*, with the idea that I would scratch-build a few variations.

Fortunately, Parkside Dundas came to my rescue with a range of plastic kits covering some of the most popular diagrams. Cambrian Model Rail also filled some of the gaps with its products.

Building wagon kits seems to be experiencing a resurgence. Part of this is from Peco taking over the Parkside range, re-packaging it, adding transfers and ensuring that the kits appear in more model shops and on trade stands at shows. Eileen's Emporium, who supplied the kits for this feature, report that there is a steady flow of sales. This is despite the increasing variety of RTR models available. That could be down

to price – a kit will cost over five pounds less than an RTR model.

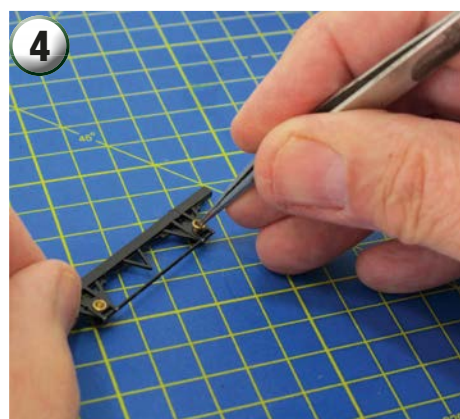
The savings come with the need to assemble your model. I consider this the best part of the job and enjoy the process of putting a kit together. It doesn't take long – a single wagon can be built in an evening, two at the most, followed by some simple painting.

Parkside and Cambrian have produced these kits for many years and, while they assemble with relative ease, you can expect to have to fettle some parts along the way. This often requires no more than a few strokes of an abrasive stick and keeping your brain in gear while lining parts up, but it's more than simply shaking the box and it falling out assembled. The most challenging aspect was sanding the top edges of the slope-sided mineral for a good fit.

We picked three different designs to show the variety on offer. Wagon kit building can be addictive. It's good fun and you see results quickly. It's why they're perfect for a break in a larger modelling project, with something useful at the end of it.



I'm starting with Parkside's straight-sided mineral wagon. In a world of different design variations, it's as standard as you get, so we'll go through the build with this and just look at the differences from the other kits.



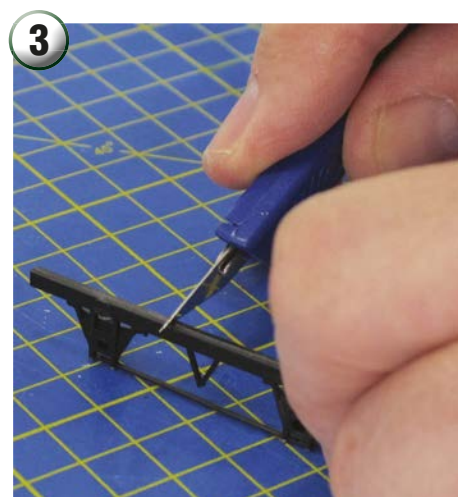
The brass bearings should be a tight fit in their holes. A drop of liquid glue should soften the plastic enough that they can be pushed in. If it doesn't, leave the part overnight for the plastic to harden, then twist a 2mm drill bit in the hole.



Cutting parts from the sprue needs to be done carefully, especially around the tie bars between the axleboxes. I prefer a sharp scalpel for the job, but it's important to support whatever you are cutting so the plastic doesn't bend when pressure is applied.



The instructions tell you to build the body first, but I prefer to get the model running. So, the first solebar is fitted against the guides, and centrally along the length of the floor. Make sure it is upright, then leave it to dry. Add the second solebar, trapping the wheels in place. You can remove the wheels again later, ensuring that the axles are at right angles to the solebars.



Rather than sand the top of the solebars to remove the mould line, I scrape a knife blade along sideways.



Stand the model on a piece of glass or mirror and check that all the wheels touch the surface. If they don't, gently twist the floor with your fingers until they do.

7



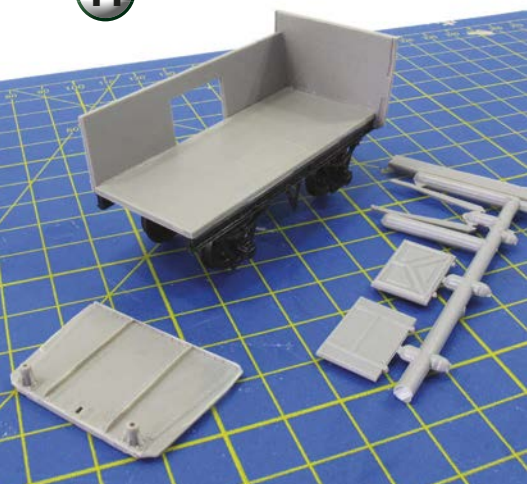
Run the chassis along a piece of track – it should move freely. If your layout is handy, try pushing it over some pointwork, too. If all goes well, you are guaranteed a nice-running model when you finish.

9



Brake gear is installed. The wheels should spin freely when in place. The brake levers are handed, one has an extra crank on the end to reverse the action of the lever. Try to imagine what will happen to the brakes when the lever is pushed down to put them on. In real life, there is a bar connecting the sides of the brakes. You can add this with plastic rod if you want to enhance your model.

11



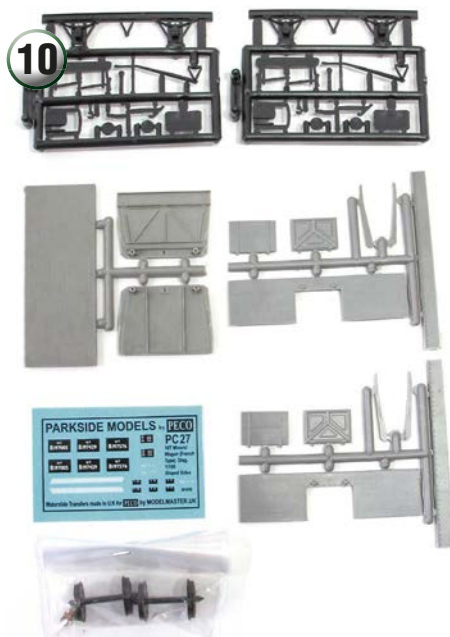
Start the body with one end, making sure it fits and trimming a tiny bit off the end of the solebar, if required. The sides are aligned by eye, you can see where they slope out by looking at the ends. Doors need to be fitted separately and two types are provided. I'm using one of each, which wasn't an uncommon feature if a door became damaged.

8



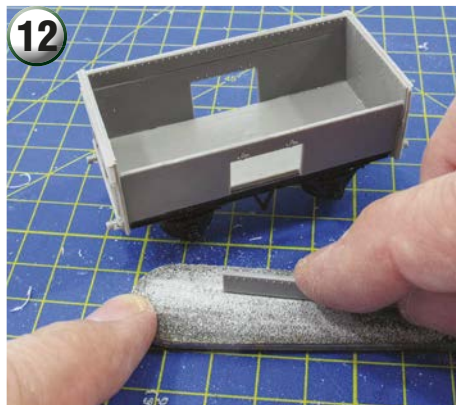
The ends locate on top of the buffer beams. Fit one, then add a side, the bottom of which lines up with the bottom of the floor. Try each piece without glue and ensure you are happy with it before sticking in place. Work your way around the body until both ends and sides are fixed.

10



Moving onto the slope-sided mineral, the main difference is the grey body parts; there are a lot more of them! The chassis goes together in the same way as the straight-sided wagon, except that buffer beams are part of the body.

12



This is an older kit and the fit of the top half of the side isn't perfect. A little sanding is required to ensure the top edge is level with the top of the ends. It's only around half a millimetre, so sand a little, check the fit and repeat until you are happy.

Quick and dirty weathering

Coal wagons got dirty, battered and rusty. Turning a pristine model into something that looks like a hard-working piece of rolling stock can be an art and it's possible to spend many hours perfecting your efforts.

If you're new to weathering, or simply don't have time to make an entire train mucky, this method gives good results. You can always go back and add more grime later!



Dry-brush the chassis with track colour and some dark grey (Humbrol 173 and 67). Then, drag the brush, with the smallest amount of paint on the bristles, down the wagon side. Use track colour and black, aiming for a very small amount of paint. It's easier to put more on than take off again. Only work downwards to simulate the effects of rain on the grime.



Let the paint dry fully overnight and then wash the wagon over with thinned black, making sure it sits in the nooks and crannies. I use Smoke wash from the Lifecolor range as it can be removed with the special fluid included in the paint set, but several thinned enamel or acrylic washes will work just as well.



Finally, a good brush over with black and rust weathering powders adds more colour and texture to the finish. I don't bother sealing the powders as they seem to stick to the matt-painted sides well enough. If you handle your rolling stock a lot, you might like to fix them with a mist of matt varnish.



Don't forget inside the wagon – it also needs all the previous work, as well as some finely-crushed coal left over in the corners and fixed with dilute PVA glue.



The 'Windcutter' set

Coal wagons might have been a major part of the railway landscape, but they have disappeared from the main line and for many years were ignored by preserved railways, who needed to focus on coaches for fare-paying passengers.

This changed in 1992 when the Great Central Railway launched the Windcutter Project. Named after the service running over the line at express speeds, the current roster is made up of 30 wagons with 21 available for service.

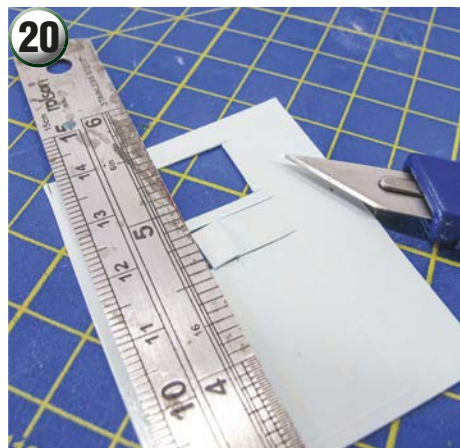
Outdoor storage and the age of the stock means keeping 'Windcutter' operational is an ongoing task. More details can be found on the railways website; www.gcrailway.co.uk

17



The three wagons built and ready for paint. All do the same job, but the design differences are interesting. Liveries are the same though – pale grey body and black chassis.

20



Where the transfers in the Parkside kits have carrier film slightly larger than the image, for the Cambrian kit I'm using a generic sheet. Despite both being from ModelMaster, the latter is one sheet of film, so the images need to be accurately cut out before soaking.

13



Looking underneath, there are brakes on both sides, so twice as much checking is required to ensure the wheels spin freely, although it's just a case of making sure the moulding is stuck in the centre between the axles.

15



Where Parkside has a single moulding for the solebar/axlebox assembly, Cambrian requires the modeller to make it from different parts. There's nothing difficult about this and if you wanted alternative axleboxes, this makes life a lot easier.

18



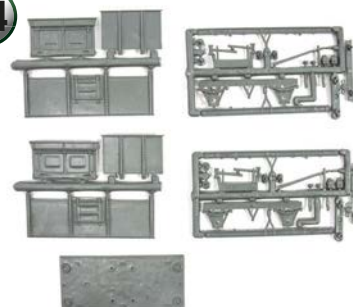
Recently, Parkside kits have been upgraded with waterslide transfers, saving the modeller time and money acquiring the correct decoration. Fitting these isn't my favourite job, but at least the tools are easy. A sharp knife, water, a selection of brushes, tweezers and cocktail sticks are required.

21



The transfers are protected with a light spray of matt varnish. Wait until they are dry before doing this, then only mist coats on with an aerosol or airbrush. Being too hasty or heavy-handed can lift the transfer again.

14



At first sight, the biggest difference with the Cambrian kit is that all the mouldings are grey. There are also several repeated and extra parts – two sets of ends and different lengths of solebar. This is a clever design as it requires fewer moulds for each kit. The plastic is cheap, so doing it this way reduces the cost.

16



Construction is pretty much the same as the previous wagons. Once you have built a few kits, you get to know how things are put together, although it's still worth reading the instructions. Both the buffer beams and sides need bits cutting off for this design of wagon.

19



Cut out the transfers required and let them soak in lukewarm water. This will loosen the transfer from its backing sheet, but don't leave it so long that it breaks free. Moving a transfer to the wagon is a lot easier if the sheet is still attached. Slide it off the sheet on to the wagon and poke around until it's in the right place.

22



You'll have better running if all wagons are a similar weight, or the heavy ones will push the light models around and derail them. Placing an RTR Bachmann model on the scales gives me a target weight of 27g.



To bring the kit-built models to the same weight, I'll have to glue a piece of lead flashing underneath the floor. Rolls of lead can be bought from builders' merchants, or, if you want less than a lifetime's supply, traders like Eileen's Emporium will sell you smaller pieces.

24



All the wagons have been weighted. The lead is easy to work with, and can be cut with scissors and flattened with pliers. Always wash your hands after handling lead.

25



Perfectly serviceable tension-lock couplings are included with the Parkside kits, but you need to be careful not to get glue in the moving parts. Care is required when assembling them.

26



If you prefer an older style metal Hornby coupling, a support for this is also in the Parkside kit.

27



Bachmann couplings are available as spare parts. I fit them to pieces of 2.5mm thick plastic, which seems to bring the straight couplings to the right level. If you use the cranked version, you need less plastic. Better still, Parkside produces NEM coupling pocket kits (PA27 and PA34) that you can glue in place and fit your couplings to.

Win 10 wagon kits!

Eileen's Emporium is generously offering to supply 10 wagon kits to the person who sends us the best photo of a facility on their layout that can make use of them.

If you have, or are building, a colliery, coal yard, coaling tower or any other facility on your layout that could use a rake of mineral wagons, send a photograph to: brm@warnersgroup.co.uk

We'll choose our favourite and the winner will receive a mix of Parkside and Cambrian kits, complete with wheels in the gauge of your choice (OO, EM, P4).

The competition closes on August 18, with the winning photograph published in the following issue of BRM.

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PROTOTYPE INSPIRATION



ISLE OF MAN

Modelling the Isle of Man's narrow gauge railway can afford the modeller a fresh break from the expected. Andy York explains how, suggesting a trackplan, too.

Words & Photography: Andy York



Isle of Man No.6 of 1875 saw extensive use on Peel Line and was rebuilt as a Medium Boiled locomotive in 1907, and last reboilered in 1932. It was withdrawn from service, having been station shunter at Douglas for a number of years, in August 1960. SOURCE: COLOUR RAIL

The inspiration behind this plan is not a narrow-gauge model, but Geoff Taylor's excellent Barmouth Junction layout, which we have serialized in BRM. I have operated Geoff's layout many times and it's one of the most captivating models, with several stations and off-scene locations for other destinations. It's actually quite demanding to keep up with a summer timetable in real-time despite its rural nature. I can't think of another layout quite like Geoff's, but such multi-location plans are a nod back to trackplans of old, where layouts were more about operational recreation than accuracy in detail. There is no reason why you can't have both, as Geoff has proved, and as we also do with this plan.

There are compromises of course, with compression of distance and configuration detail, but all the basics are there allowing it to be operated as the real railway would have been. The biggest compromise in accuracy is that the plan is OO9 gauge, which equates to 2ft 3in gauge rather than the 3ft used in reality, although that discrepancy is no larger than OO gauge compromises against 4ft 8in standard gauge. The other intent behind that compromise is that the plan doesn't have to be the Isle of Man. There are plenty of freelance narrow-gauge scenarios modelled and OO9 is in resurgence at the moment with excellent ready-to-run models coming available. If you have a plan based on known operations rather than imaginary, you stand a chance of being able to operate a model more prototypically.

Operations

The prime station of the island's railways was Douglas; it still survives but it would have taken up more than its fair share of this compact plan, so it is utilised as an off-scene fiddleyard and storage (in traverser or cassette form), giving trains somewhere to go to or come from. Leaving Douglas, the route arrives at St. John's, the central railway hub of the island, where the Manx Northern Railway diverged to Ramsey in the north of the island and a branch to Foxdale (which was built for lead ore traffic), while the Isle of Man Railway continued to Peel on the west coast of the island.

The termini at Ramsey and Peel have been planned as close to the real plans as possible, with an extension around the corner at Ramsey to recreate the harbour tramway. There are simplifications at Foxdale as that had a scissors crossover for the yard, which unfortunately the space and available track

components precluded. The board for Foxdale is only a foot deep and if the builder doesn't make the backscene too tall then the Douglas fiddleyard should be reasonably accessible, although it would be a couple of inches lower than Foxdale.

The plan is compressed to fit the 8ft x 10ft shed and could be expanded to give longer runs if more space was available, but conversely, elements of the plan could be taken and used to make more portable compact scenes. Foxdale could be small enough to fit on top of a bookcase!

As designed, the layout could be operated by an individual if automatic uncoupling and point motors are utilised, but would be more comfortable for a pair of operators; one in the Ramsey operating well, crewing Ramsey and St. John's while another operator in the entrance area of the shed could run the Douglas fiddleyard, Peel and Foxdale. Recreating the working with connecting services at St. John's and freight or mixed train operations will provide plenty of activity.

Track components

To make the plan as accessible as possible it has been produced using Peco's Streamline OO9 geometry, although the adventurous track-builder would be able to improve upon the plan if they were to scratch-build, perhaps using more accurate 12mm gauge track.

SL-400, OO9 Peco Code 80, Flex 91.4cm (wood) x 34

SL-E491, OO9 Peco Code 80, Right turnout 12.5cm x 19

SL-E492, OO9 Peco Code 80, Left turnout 12.5cm x 11

SL-E497, OO9 Peco Code 80, Y turnout 10.95cm x 3

Stock

There is not a lot of proprietary ready-to-run

stock available specific to the island, but there are useful kits from Branchlines, Roxey Mouldings, and Phoenix Precision for both locomotives and rolling stock if you appreciate accuracy. Oxford Rail produced a static 1:76 model of a Beyer, Peacock 2-4-0 that it is possible (although challenging) to fit with a Branchlines kit-built chassis. More advanced modellers will find the range of scratch aid kits from Worsley Works useful, too. Traditionalists might prefer the Elro Models card kits available on eBay.

However, if you want to go a little more freelance, there are an increasing number of RTR solutions for locomotives and rolling stock that would be suitable.

Structures

Although there are no specific models (except an Elro Models card kit of Foxdale station) of the island's railway buildings on the market, it won't be too difficult to adapt small timber-built booking offices, sheds or signal boxes from proprietary ranges, or you could just bite the bullet and scratch-build some simple but appealing projects.

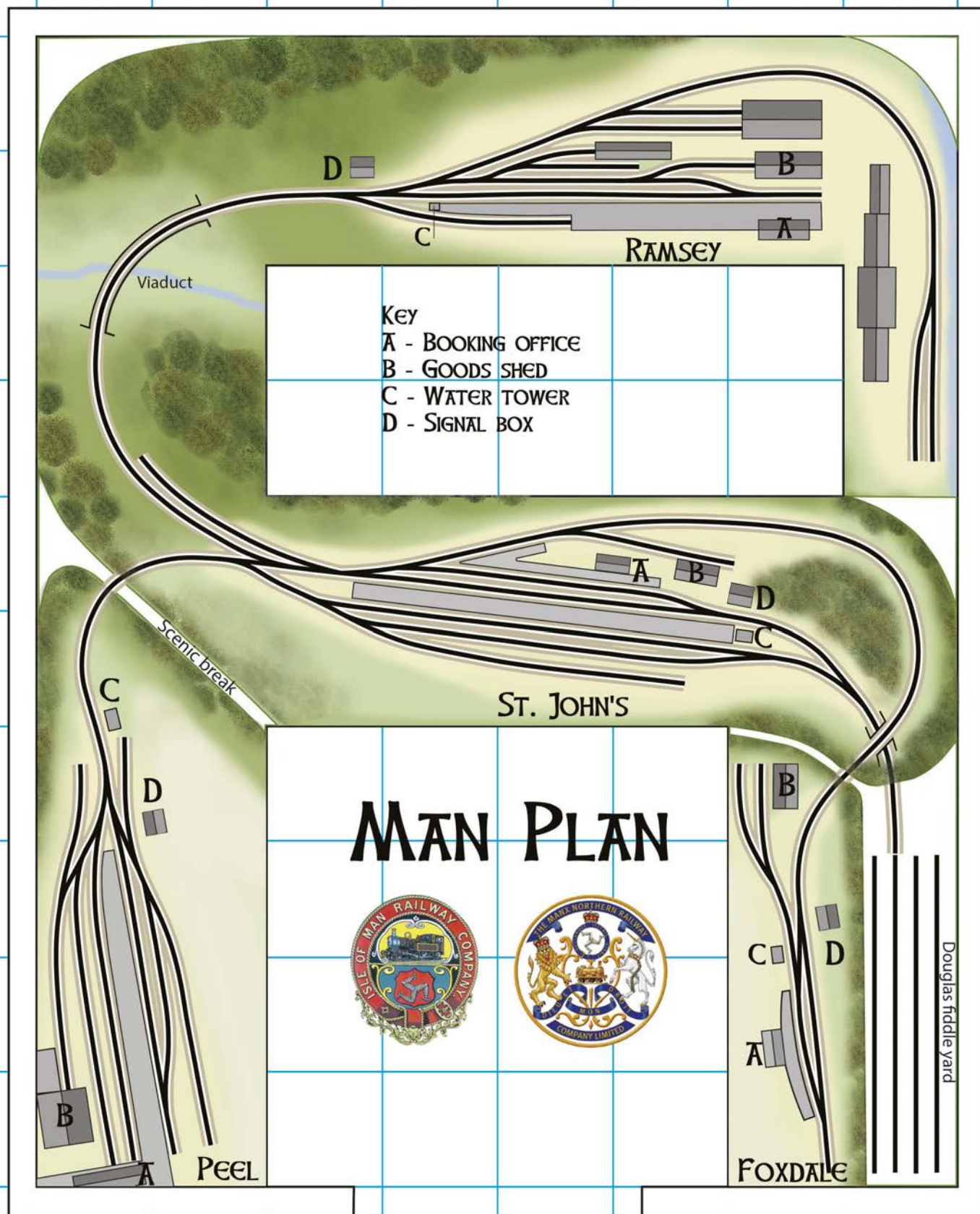
Scenery

One aspect that I have been keen to include is the curved backscene to segment portions of the layout and also take away the angularity of the rectangular space. It would have been nice to have had a straight section to recreate Glen Wyllin viaduct between St. John's and Ramsey at Kirk Michael, but with modellers' licence, there is space for a curved valley scene with a viaduct.

Summary

I hope the plan has given some thought stimulus to show that a prototypical network can be recreated in limited space. We'd be interested to hear if anyone takes any element of the plan to produce something.





PROTOTYPE INSPIRATION

Phil Parker explores the existing and remaining parts of the Isle of Man's railways.



No. 4 *Loch* reverses around its train at Port Erin station. Sadly, the railway only runs from Douglas to Port Erin now, less than a third of the mileage when the system was at its peak, but still a very enjoyable journey. This station is home to the excellent railway museum, which includes some of the out of service locomotives, important coaches and an historical display covering all the lines on the island. There is even a simulator to allow visitors to drive the new diesel. Sadly, it's more reliable than the real locomotive.



In 1967, after a year without trains, the Marquess of Ailsa leased the entire system in an attempt to rescue it. A new livery of spring green was introduced. *CH Wood* sits beside the Port Erin water tower, commemorating this brief period of the railway's history, 50 years later, in 2017.



Seen from the steps of Douglas station signal box, *Kissak* departs with a commemorative Peel line train during the annual enthusiasts' week. The station has changed much over the years. The brick building replaced the original wooden structure. On the left once stood an extra platform and the carriage sheds. Canopies disappeared from the platforms in the 1970s when they started to fall apart. Despite this, the railway still operates as an integral part of the public transport system. It is not a heritage railway, the management like to describe themselves as operating public transport that just happens to be 125 years old.



Peel station was incorporated into the excellent House of Mannan Museum so you need to be a bit of a historian to see where the old and new buildings have been joined. There is a small transport museum at Peel, however, complete with a recreated piece of platform and section of coach.



Kirk Michael station closed in 1961 and is now a private house. The Manx Northern Railway built a series of red sandstone buildings in similar styles along the line, quite unlike anything else on the island. Next door to the building is the original goods shed, now a fire station.



The Foxdale station building has recently been restored to original condition but for many years was painted cream and is in the care of the local heritage group. Although the line closed in 1940, track was still in place until 1970. The line now forms a footpath back to St. Johns.



Santon Station on the Douglas to Peel line is the last example of a wooden building that had in the past been seen at Port St. Mary, Ballasalla and Colby. Every year it becomes a hive of activity in the role of Santa's Grotto.



When both the Peel and Port Erin lines were in full operation, trains would often leave Douglas at the same time. Officially, the drivers never raced each other, of course. During enthusiasts' week, this is recreated along the short length of remaining line. Sadly, re-instating the Peel line isn't on the cards for the future, not unless someone has a spare £35m!



Tours of the Douglas shed are a step back in time. This is a working steam shed, which has the potential to carry out all the work needed to keep a fleet of locomotives in operation, although many jobs are now contracted out. Here we see 2-4-0T *Hutchinson* on the left and the unique 0-6-0T *Caledonia* on the right in the running shed.



The island is home to many different railway systems. Running up a hill to get to the sea, we have the Groulle Glen Railway, still operated by original 1896-built locomotive *Sea Lion*. A 2ft gauge line, as opposed to the steam railway's 3ft gauge, it was built to transport pleasure seekers to the glen to a small zoo on the headland. So popular was the attraction, that a second locomotive was ordered from Bagnall; *Polar Bear* arrived five years later.



The Isle of Man was at the forefront of technology when the Manx Electric Railway opened in 1893, offering a ride from Douglas to Ramsey with "50 miles of continuous panorama" according to contemporary advertising – impressive for a line 17 miles long! At Laxey, the 3ft tramway meets the 3ft 6in Snafell Tramway that transports visitors to the top.



Factfile

Layout name: Mannin Middle
Scale/gauge: 4mm:1ft scale / 12mm / (00n3)
Size: 5ft 6in x 5ft 6in
Era/region: Isle of Man Steam Railway 1960s
Layout type: End-to-end or continuous run

MANNIN MIDDLE

Sitting at the heart of operations on this aptly-named layout, Peter Cullen's Isle of Man-inspired model provides a panorama of 3ft gauge entertainment.

Words: Peter Cullen **Photography:** Phil Parker



At Silverdale the pupils for Castletown Grammar school await their train, hauled by No.1 *Sutherland*. An IOM Road Services Leyland Titan crosses the bridge on a Douglas-bound service.

I have never known where I acquired my lifelong interest in railways, both real and model. My first recollection of the prototype was in the late 1950s, when a friend persuaded me to go with him on our bikes across the local playing fields to Marston Green on the line between Coventry and Birmingham. We arrived at the station just as the bells were ringing in the signal box and within five minutes the level crossing gates closed, the signals changed, the pedestrian crossing was locked and the ground suddenly shook as 46254 *City of Stoke-on-Trent* powered through.

I did not know it at the time, but this was a life-changing moment and I was to spend as much time as possible chasing steam engines over the next decade. Living in Birmingham there was much to see and it was easily accessible for an enthusiastic boy with a bike.

I had requested a train set for Christmas or birthdays for a few years, but money was tight and it would be the early 1960s before I received a Tri-ang Lord of the Isles set. In a way, this delay was fortunate as I had learnt from friends how to make the trains run and I was old enough to appreciate what I had been given. I had served my apprenticeship building Airfix kits, so it did not take long before a small layout was constructed in my bedroom. I am pleased to say that, although layouts have come and gone since then, I have never been without a permanent fixed layout of some description.

One brief diversion from OO gauge was a dabble in OO9 in 1970, the year I left school. Using Eggerbahn and Jouef stock on a 3ft x 2ft board, it was soon finished and I greatly enjoyed operating this little layout. About this time I had a youth hostelling holiday in North Wales with a friend who knew about narrow gauge railways and I determined that sooner or later I would build a decent narrow gauge layout of my own. It would turn out to be very much later!

Isle of Man

I have long been attracted by the narrow gauge railways of the United Kingdom. One of my particular favourites is the Isle of Man Steam Railway and, after several visits to the Island in the 1990s, I was given the opportunity to purchase an Isle of Man layout full of atmosphere and character, which the owner no longer wished to develop. I was very happy to take ownership of the layout and in 1999 set about the slow process of taking it forward. This was at a time when I was in full-time employment,



The County Donegal railcars Nos. 19 and 20 run into Ballamodha, the larger of the two stations. The station building is based on that which formerly stood at St Johns.



No.15 *Caledonia*, the Dubs-built 0-6-0T, shunts an open wagon loaded with a plough into the siding. The crossing keepers hut is modelled on that at Mill Road crossing and was my first attempt at measuring and scaling down a prototype building.

with two other exhibition layouts on the circuit, and it would require a significant increase in my modelling skills to achieve a satisfactory result.

The layout is a figment of my imagination. For operational purposes I have assumed that the Foxdale branch was extended to meet up with the southern line at Ballasalla. This route was surveyed but never built. However, the line would have followed the Silver Burn river and so the two stations are named after villages in this area.

Dimensions

The layout comprises four boards, each 4ft x 18in, which fit together to make a 5ft 6in square layout. It is operated from a central well, with the controls on the rear fiddle yard board and can be viewed on the other three sides. The operator really is the man in the middle and trains operate around him (or her). Throw in the public asking questions and reminiscing about long ago holidays on the Island and the operator can be really tested.

A general view of Ballamodha with No.15 hauling a vintage set of carriages. The rural nature of the Island is captured in this photograph. I owned a blue Mini Clubman estate 40 years ago, as portrayed waiting next to the Royal Mail Morris van.



The boards are open plan, providing the opportunity for some rolling countryside, which is below track level in places, and railway buildings are accurate scratch-built examples of the railway infrastructure. The railway is DC analogue-operated using a Gaugemaster HH controller with the power supply from a separate transformer box kept on the floor. I have replaced the original scratch-built track with proprietary trackwork from the Peco 12mm gauge HOm range, which is, of course, correct

scale for the IOM 3ft gauge.

One of the main drawbacks to taking on a layout that has been built by someone else is that your priorities are often different. This was the case with 'Mannin Middle'; it had been built with no provision for storage and transport and the boards could not be moved without risking some damage. One of my first tasks was to build a simple hardboard case for each board, each one being specific to that board. This was extremely successful and allowed me to stack

the layout and store it in a minimum space. For a number of years the layout was stored in the loft and then, after 2008 when it made its exhibition debut, it was moved into my railway room under the main layout, which had been rebuilt to a height of 4ft above the ground. However, in 2010 I purchased a small commercial trailer and the layout was permanently stored in this, which in turn was kept in the large garage at our previous house. Following a house move for family reasons to Cardiff in 2018, I now have an



even bigger garage and 'Mannin Middle' is now stored on purpose-built racking.

The layout has recently been given a full scenic makeover using a combination of products, including a copious application of static grass. The only alteration I have had to make since its debut in 2008, is a replacement operating system for the level crossing gates because the original system was over-complicated. I have used two dual Heathcote Electronics modules; each switch activates one pair of gates and these are

reliable. The gates are scratch-built from styrene strip and proved to be surprisingly strong, although they do not take too kindly to being struck by a white metal locomotive with a couple of brass coaches.

Rolling stock

There are currently no ready-to-run items of stock in 4mm scale so everything is kit-built.

Locomotives are mostly built using Branchlines products. One of my colleagues built the chassis for six of the locomotives, while I constructed, painted and lined them out using Fox 2mm lining transfers. I have been fortunate to purchase an additional four locomotives, which had been constructed from the venerable GEM kits, and I have upgraded them using the Branchlines extra detailing packs. In

addition, I have acquired a pair of elderly Anbrico County Donegal railcars that are powered by Mike Chinery chassis. After a lot of work they have proved to be both robust and reliable.

Coaching stock is from the Roxey Mouldings range of etched brass kits while goods vehicles are from Branchlines.

At exhibition

Although there is the facility for running straight through the fiddle yard, at exhibitions the layout is operated as an end-to-end and follows a standard procedure where one train leaves the fiddle yard and runs anti-clockwise to the larger station and halts in the loop. The second train is then dispatched clockwise and halts briefly at the smaller station before the road crossing



The Donegal railcars pass No.8 *Fenella* at Ballamodha. The crossing loops on the layout are considerably shorter than the prototype and it is not possible to cross two three-coach trains. Use of the railcars eases the situation as they will tuck into a loop. I usually use the green post-1968 liveried locomotives on the second day of a two-day show.

gates are closed and the train runs into the larger station. After stopping, the points are changed and the first train continues its journey, the gates open to the road and the second train leaves for the fiddle yard. Fiddle yard operation is hands-free as there is always a spare locomotive available to front-up an arriving train. Some light engine movement has to be planned to ensure the spare locomotive is in the correct place and is not blocked-in at the end of a siding. All this takes place while talking to the public; it can be quite character-forming at times!

I have been very pleased with how the layout has been received over the last 12 years. Although it has now been exhibited more than 40 times, including appearing on the Isle of Man in 2016 as part of the July Transport Festival, it still has a couple more outings in the diary and I remain reasonably confident that in spite of the gratifying and increasing support from the trade in OO9, my layout will continue to offer something a little different.

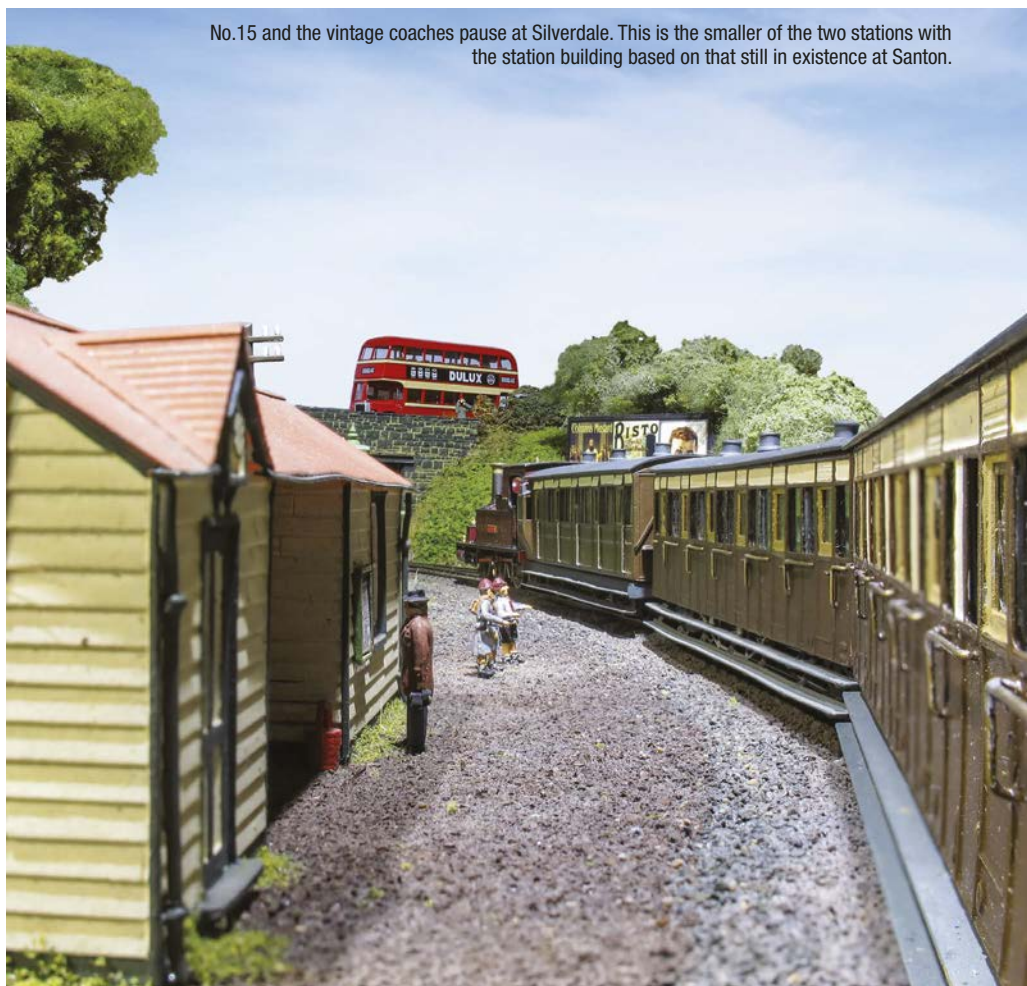
Final thoughts

I thoroughly enjoyed researching the prototype and coming up with a convincing back story and history for the layout. It provides a structure and purpose and, by committing to a certain fairly tight timescale, it avoids any serious anachronisms and anomalies. This is in my opinion important for an exhibition layout as I feel it is my responsibility to operate the layout as realistically as possible and I have followed this principle with all of the layouts I have subsequently constructed. After all, the public has paid good money to see what I have built and although rule one applies (it is my trainset and I will do what I like), why would I not want to show off my efforts to best effect? Exhibiting my layouts is always enjoyable and I have met many interesting and knowledgeable people over the years. Long may it continue.

'Mannin Middle' is still available for exhibition, and I continue with the layout building. An ironstone line in OO9 is being completed at the moment and I have plans for a small harbour layout, again in OO9. I have a kit for a Clyde Puffer under construction and I have spent many happy hours researching their history and usage as well as rail-served harbours. Both new layouts will be made available for exhibition. This hobby can take you in all manner of unlikely directions. That first encounter with steam has led to a lifetime of entertainment.



My favourite view of the layout. No.15 runs across the curved embankment at the front of the layout and passes the signal protecting Silverdale station and crossing loop.



No.15 and the vintage coaches pause at Silverdale. This is the smaller of the two stations with the station building based on that still in existence at Santon.

No.16 *Mannin* leaves Ballamodha with a couple of cattle wagons attached to the rear of the train. Goods trains like this were few and far between and cattle traffic had largely finished by the 1960s.

00n3 gauge



For further details of 'Mannin Middle' and other layouts available for exhibition, contact pb.cullen@virginmedia.com

This photograph illustrates the compact nature of the layout, with the fiddle yard and control panel at the rear. Access or exit from the centre is achieved by crawling under the layout. It can be momentarily alarming to the viewing public when an elderly man on his hands and knees appears from under the decorative drapes.



DIGITAL EDITION EXCLUSIVE

Mannin Middle

Peter Cullen introduces us to his layout.

EXCLUSIVE

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SMARTPHONES AND DCC

THE CHANGING FACE OF CONNECTIVITY

DCC users are increasingly swapping traditional DCC handsets for smart phones with apps. Howard Smith investigates this growing trend.

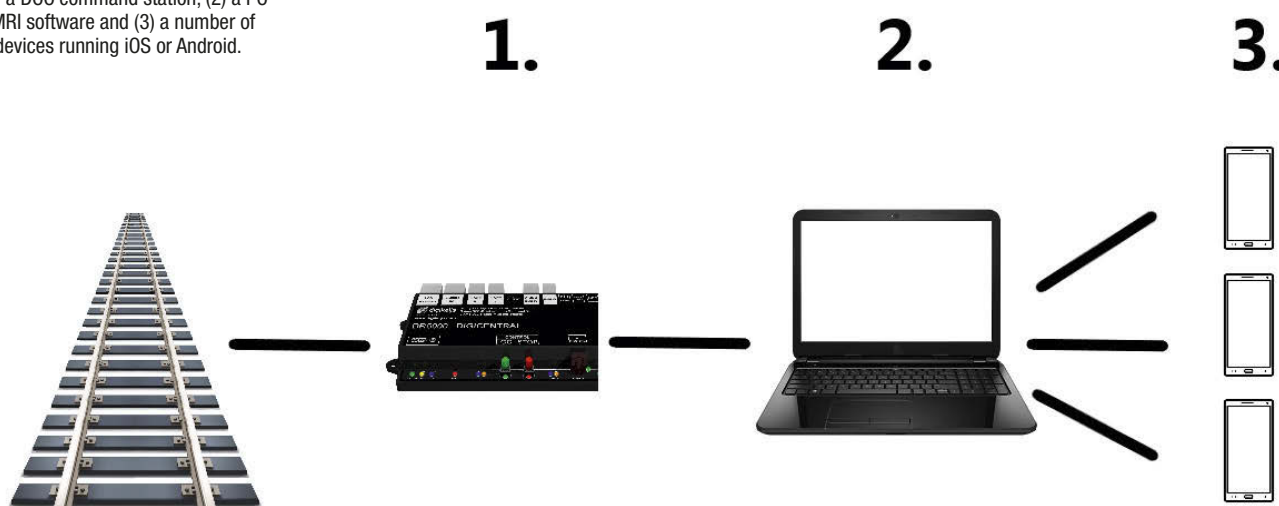


DCC has matured as a form of model railway control. No longer are its users classed as a 'minority', with enthusiasts of all ages taking advantage of its sound, light and accessory control benefits. Innovation in recent times has seen the release of more compact decoders, custom

sound speaker enclosures, better decoder to locomotive board socket designs and more storage space for sound-emitting variants. Though many users have benefited from these improvements, it could be argued that we're reaching a summit where everyone's control needs are fulfilled.

Decoder manufacturers are pursuing additional decoder features such as ABC braking functionality or 'on-the-fly' programming, while a number of talented DCC enthusiasts are turning to software for enhancing the model railway operation experience.

Three steps to smart phone model railway control: (1) a DCC command station, (2) a PC running JMRI software and (3) a number of handheld devices running iOS or Android.



Interface concept

Using one of many programmes created by model railway manufacturers – or enthusiasts – a model railway can be controlled – even entirely automated – from a computer. Such benefits are often used on larger model railways, which display a number of complex operations, from point to accessory or locomotive control. Miniatur Wunderland in Hamburg uses such an interface, reducing the likelihood of an operator mistake being made and potentially bringing all museum exhibits to an embarrassing halt.

More recently, DCC users with smaller layouts have become wise to another side of computer control, as they operate their layouts from smartphones or tablets. A number of readily-available mobile devices can be used as additional model railway controllers, by adding a wireless (WiFi) router as a means of communicating with the computer running JMRI. Smartphones or tablets, whether running iOS or Android, can be used as controllers using any one of an increasing number of programmes to operate a model railway. Because many users have spare or redundant mobile phones or tablets, adding more handsets to a model railway can be made possible for little financial outlay.



'Byway MPD' featured in the June 2020 issue of BRM. Its points, accessories and locomotives are entirely controlled by JMRI, using the Engine Driver app on a smart phone.

Benefits

Aside from the reduced costs of adding handsets to a model railway for little effort, particularly as many operators will already have a compatible device, there are other advantages to mobile 'phone control setup. Typically, people using smartphones or tablets as throttles are physically in the same room as the layout they are controlling. Mobile device throttles, however, can be operated from anywhere in the world, adding to the fun of model railway operation by making it possible to share control of a layout with family or friends many miles away. Add a webcam to the mix, and it's possible to play trains on someone's layout located miles away – in a different country, even!

The main benefit of using mobile devices connected to JMRI on a computer is JMRI itself. This framework allows users to assign descriptive text to function buttons. Its use is proven to avoid getting in a muddle when operating different DCC locomotives if you've forgotten which button plays what sound. This is perfect for new layout operators, or those who are sometimes a little forgetful! Thus, F1 can be renamed 'Sound', F2 'horn', and so forth. When saved to a JMRI database on a PC, each connected handset device will automatically load the custom functions when the relevant locomotive is selected.

App control

Java Model Railroad Interface (JMRI) is an open-source project providing building tools for model railroad computer control. Its creators want it to be used by as many people as possible, so it has been created using Java to run independent of specific hardware systems. JMRI is intended as a 'jumping-off point' for hobbyists who want to control their layouts with a computer, without having to create an entire system from scratch.

JMRI being a framework of tools for communication, has allowed a number of enthusiasts and software developers to create Apps designed for model railway control. Its WiThrottle window controls the connection between WiFi throttles (iPhone, iPod Touch, or Android 'phone) and JMRI.

A number of preferences can be set under JMRI for WiFi throttles. The WiThrottle utility broadcasts its connection information across all local networks, so it can be picked up by any device looking for the service. As such, users don't need to enter connection information into their device.

Evidently, there are some drawbacks to using a 'phone as a WiFi throttle – if power or connectivity to the computer running JMRI is lost, or the computer enters sleep mode, control will be lost. System preferences may need to be adjusted to prevent the computer from putting itself to sleep when inactive for long periods of time.

Choosing an app

There are a number of apps available on the market, some free, others require a small fee to access more functions. Choosing one that suits the operator depends on the type of 'phone' – iOS or Android, or alternatively a PC. Not all are available across all platforms, which limits choice somewhat and some are more intuitive to use than others.

For Apple iOS users, a commonly-used app is the Lite version of 'Withrottle', available as a free download, giving basic control of locomotives, but upgrading to the full version allows the control of points and the use of the JMRI web server to display your layout panel on your device. Both versions can be found on the 'App Store'.

Android users have an alternative, 'Engine Driver'. It offers control of locomotives and points, and it has the layout panel display, too. The download is free via 'Play Store'. Not all users prefer the same app, even though the likes of DigiTrainsPro is available across Android, iOS and PC. Taste is subjective and the best way to find out which you prefer – rather than asking what other users recommend or prefer – is to test each for yourself and the way you operate your layout.



Many of the available Apps explain the features via their respective websites. It's useful to visit these first to get an idea of their abilities, or limitations.

Personal preferences

"I prefer the 'Withrottle' app over 'Engine Driver'. I run it on an old iPod touch or iPad device. The connection is very reliable. I find the app very intuitive; most that have never used it before can drive locomotives and use the sound functions on them very easily. If your locomotives are stored in your JMRI Roster, you can use function labels. So, instead of F3 or F4, you can call functions 'Whistle' or 'Horn'. It's another great advantage to using these mobile apps. You don't have to pay for the app on each device, so long as you're using the same Apple account.

The only real downside to these apps is remembering to charge up your device. I find having a few helps. As you operate the layout, another device can be on charge so that, when the battery low warning comes on, you can switch over to your charged one."

John Gay, owner of 'Byway' as featured in BRM June 2020

"On 'Millhouses', we use the NCE Power House Pro system with a DCCconcepts Alpha Power. The NCE system has an RS232 port, which is linked to a laptop via a USB - RS232 cable. We then run JMRI on the laptop, which is connected to WiFi. Within JMRI, there is an option to enable a wireless throttle (WiThrottle). With this enabled, we use the free 'Engine Driver' app to control locomotives. It can hold a roster or a list of recently-used locomotives and the throttle gives clear indication of the status of all 28 functions for each locomotive. The app can also be used to control digital accessories, but we do not use this feature on 'Millhouses'. We still use analogue control for the point motors and signals as these are interlocked with the block and bell instruments.

Richard Brighton, DCC Concepts

Popular model railway control apps

Name	Description	Apple	Android	Windows	Web
WiThrottle	Interface to allow iPhone, iPad, and iPod touch users to link to JMRI roster, tables and web pages. Will download function key labels stored in JMRI. Available as a free version to control one locomotive, or a purchased version to control up to four locomotives at once.	✓			
EngineDriver	This free application can control locomotives and a layout. Offers speed and directional control, plus up to 29 DCC functions are supported for one to six locomotives or consists. Can create and edit consists, plus control layout power, turnouts and routes.		✓		
DigiTrainsPro	This app must be used with JMRI's web server. Select the locomotive you want to control from the JMRI roster and other objects such as turnouts from JMRI tables. You can use its built-in dispatcher game and play station speaker announcements. With the Model Time function, trains can run on schedule.	✓	✓	✓	
Train Throttle	This client for JMRI WiThrottle server allows you to control your DCC-equipped model trains. The current version of the software lets you control a single throttle, 29 DCC functions and add multiple locomotives to the throttle, on the fly.			✓	
Locontrol	Make videos and take photographs of your layout while controlling your locomotives. Good interface with access to all main functions.	✓			
WebThrottle	This WiFi Throttle included with JMRI uses JMRI's Web Server, which must be started before using the app. Web control using most common browsers for locomotives, panels, turnouts and routes				✓

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HOW TO... **CREATE A CONSTRUCTION SITE**

Words & photography: Jamie Warne

Where every piece of architecture is located, there once stood a construction site.
In model form, they can fill awkward spaces, as Jamie Warne explains.

SHOPPING LIST



DAS Air Drying Clay
Gaugemaster (GM417) Building Site Accessories Kit
Gaugemaster (GM422) - Site Office Kit
W: www.gaugemasterretail.com

Hornby (R7117) Working People (figures)
W: www.hornby.com

Plastikote Primer Super (or any plastic primer)
Plastikote Dove Grey Chalk matt spray
W: www.plasti-kote.co.uk

Plastruct Solid Square Rod (MS-80) (2mm x 2mm)
Plastruct H Column (HFS-6) (4.8mm x 4.8mm)
Plastruct I Beams (BFS-6) (2.4mm x 4.8mm)
Plastruct I Beams (BFS-5) (2mm x 4mm)
W: www.plastruct.com

Slater's 0110 10 thou Plastikard
Slater's 0140 40 thou Plastikard
W: www.slatersplastikard.com

The Model Centre (PWL2) Weathered Steel Slab Loads
W: www.themodelcentre.com

Vallejo Model Color Acrylics:
(70.951) White, (70.949) Light Yellow, (70.862) Black Grey, (70.837) Pale Sand, (70.976) Buff, (70.876) Brown Sand, (70.902) Azure
W: www.acrylicosvallejo.com

Wills (SSMP212) Plain Bond Brickwork
Wills (SSMP230) Concrete Blocks
W: www.peco-uk.com

Woodland Scenics (B73) Fine Buff Ballast
Woodland Scenics (T49) Blended Turf
Woodland Scenics (FP178) Poly Fibre
W: www.woodlandscenics.com

World War Scenics (01-1217-WWS208)
Four Seasons Static Grass & Glue Kit
W: www.wwscenics.com

Go near any large settlement and you'll likely find various construction sites; from compact town centre redevelopments, to new sprawling suburbs built on the surrounding green belt. Whatever the case, it's a great way to turn an awkward site on your model railway into a talking point. What's more, you can make it as simple or as complex as you want; from early groundwork/foundation preparations, to part-building an entire housing block! For this project, I settled on an out-of-town commercial redevelopment some time in the 1980s.

Something that may seem strange is the decision to model, and explain the construction of, a concrete bridge. My intention was to show a way of building some

SUB-BASE & TERRAIN



A basic board can be assembled from PSE softwood battens and a 6mm plywood top. Wood glue is plenty strong enough to fix everything together, although I find securing the plywood with countersunk screws makes assembly quicker.



To protect the fragile polystyrene, the terrain contours are marked onto the back of 3mm hardboard, cut with a jigsaw, and then glued and nailed in place. You can use a woodworking plane to mitre the awkward angle at the front.

Top Tips

Remove the foil backing from both sides before gluing it in place, otherwise it has a tendency to warp.

I usually use an old butter knife; sliding it underneath, and working my way around the outside first.

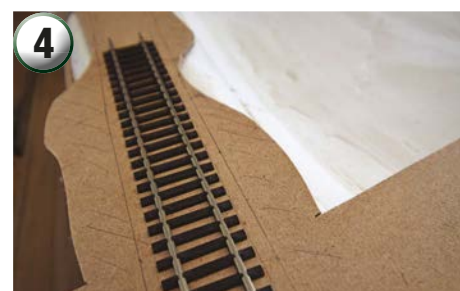


sort of concrete or stone structure on your model. For example, a lot of building sites require new drainage channels, so a concrete culvert is a very common thing to see; such a ditch would make an excellent feature at the front of a layout. Alternatively, Plastikard building shells can be clad with DAS clay. You can scribe this when hard to form stonework, or to resemble cracked concrete. As such, you could use similar techniques to create a modern concrete building that's under construction.

A diorama may look large, filling a vacant spot on a model railway, but the size of the construction site is pretty small. It could work in other tight locations, such as at the rear of a corner baseboard, or even as an extra scene, tagged on to the front of a fiddle yard.



Foil-backed insulation forms the terrain, using a handsaw to cut it to size. A vacuum cleaner avoids mess while carving with a bread knife. PVA is used to glue it down, and it is later smoothed with fine grit sandpaper.



A solid trackbed is also needed. More hardboard was cut, this time 8mm wider than the width of the sleepers. This provides us with a 4mm ballast shoulder either side. If you can, chamfer the edges with a plane.



Retaining walls will need to be made before we go any further. These are simply made by chopping up lollipop sticks to railway sleeper sizes, and gluing them together with PVA.



Once fully cured, they are distressed with a wire brush, and painted using a wash of Vallejo Black Grey, and then a mixture of that and Brown Sand. Meanwhile, the Plastruct I-Beams can be cut to length and painted.



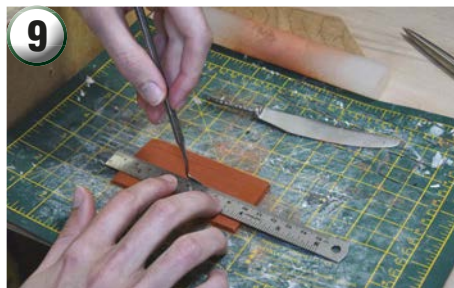
To form the kerbs, 2mm square section ABS is cut into 12mm lengths. These are sunk into the plaster around the site entrance to sit flush with the ground, with the pavements built-up against the kerbs with more plaster.

Top Tips

DAS clay has a ton of uses, not just for making concrete bridge panels; it can also be used in place of plaster to give you more control over ground textures, or as cladding in order to produce hand-scribed stonework.



The insulation is covered with PVA glue and household plaster. The reason for making the walls early becomes clear as we can use a dentist's tool to bed them in properly. Once fully cured, sand it smooth.



The concrete bridge is made from DAS clay; this is rolled out and the wing walls and abutments cut out. Once scribed to create joint lines, these are left flat to harden overnight. A fine-toothed track saw is then used to create a vertical texture.



Meanwhile, the bridge deck is formed from a 9mm ply base, and two sides/parapets cut from leftover 3mm hardboard. These are glued together with high-impact PU glue, and clamped together overnight.



The deck is covered in a thin layer of clay. The sides have a lower section recessed to represent an exposed steel beam as per the prototype, while the parapet is scribed longitudinally to form three equal sections.



The wing walls and abutments are glued in place and joined together with more clay. Simply pull a bit off and use a tool to shape it. Coping stones can also be added with thin strips of rolled-out clay.



Before painting the bridge, the road is painted with a simple mix of standard grey primer and Plastikote Chalk Dove Grey. There is no exact science here, just spray light coats of each until you reach the desired effect.

Top Tips

Roads are at their darkest when new, and even then they are certainly not black. They also feature numerous repair patches and tonal variations, so copy the real world, and don't be scared to experiment; you can always cover it up and start again!



The bridge is painted a basic concrete colour. When dry, various washes are applied; dark grey representing years of dirt, and green for moss/lichen. The key is keeping it watery and quickly wiping most of it off in a downwards motion.



Top Tips

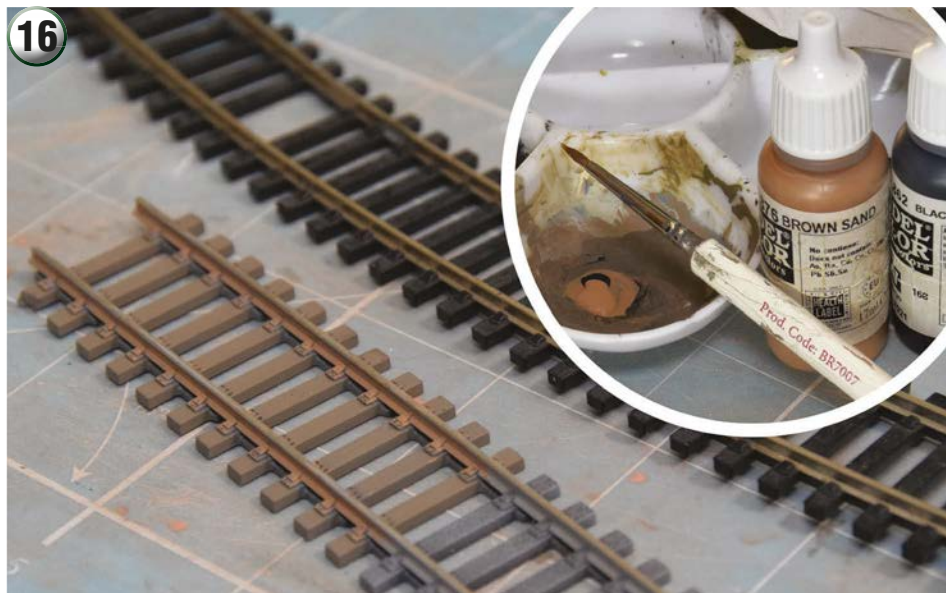
Being a static diorama, rigidity of the trackbed isn't too important; but for a layout I will always build it from 9mm ply, which is itself supported by softwood battens at both ends, and spaced at regular intervals in-between.



The road is finished by adding tyre marks and white lines; both achieved easily by dry-brushing paint onto the surface. Note how I've made a simple template with a hole to accurately paint the white road markings.



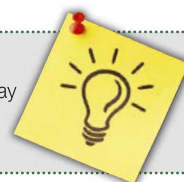
The track can now be glued down with PVA, and left for 24 hours under weights. Pour the ballast on, and brush it into place with a soft brush. Tamping is done by hitting the rails with the brush handle.



Using Vallejo Black Grey and Brown Sand in varying quantities, I paint every single railway sleeper and the sides of the rails. You will likely prefer to spray paint the sleepers, as it will save a lot of time!

Top Tips

I always recommend spraying the ballast/track with water from a bottle that can spray a fine mist. This will help break the surface tension when it comes to gluing it down with a 50:50 PVA/water mix. A drop of washing up liquid in the glue helps, too.



BUILDINGS AND SCENERY



To emulate the rough ground of a construction site, the whole area is covered in PVA glue, with play sand and fine ballast sprinkled on in random amounts. A further 50:50 PVA/water mix is added with a pipette.



The grass embankment follows my usual technique. First, a full base layer of 2mm Spring fibres, followed by a second 2mm Autumn layer, and subsequent patchy layers of 4mm and 6mm Autumn and Winter fibres for longer grass; all fixed with layering spray.

Top Tips

Like the road, painting the ground surface here is mainly experimentation! The important thing is to keep the colours fairly similar to the base colour where possible. Any darker shades were used to emphasise ruts, but should be used sparingly.



A slightly runny mix of plaster and gravel-coloured emulsion is then applied with an old brush. This reduces the coarseness and blends it all together. Once dry, it is lightly sanded, and washes of paint are applied for variation.



Overgrowth is simple. Tease Woodland Scenics Poly Fibre to the required shape, and glue down with PVA. Spray with World War Scenics layering spray, and sprinkle Blended Turf on top. You can always mix other fine turfs to add variety.

Top Tips

Protect anything you don't want covered with grass. Don't forget to attach your applicator to a nail in the area being covered! Brush off stray fibres into separate pots between each application so that you can reuse them.



23



The site office kit goes together easily, although the fiddly railings and stairs require patience and a helping hand from gravity to glue them correctly! The kit has multiple options, allowing you to configure the stairs and apertures as you please.

22



Moving on to the buildings, and while most kits are pre-coloured, it's good practice to prime them with spray paint and subsequently paint them by hand. Doing this while components are still on the sprue makes things easier.

24



For the steel-framed building, a scratch-build is needed. I've decided on a mono-pitch two storey building. Six H-columns are cut to length, and a 'concrete' pad is laminated from two 0.010in pieces of Plastikard.

25

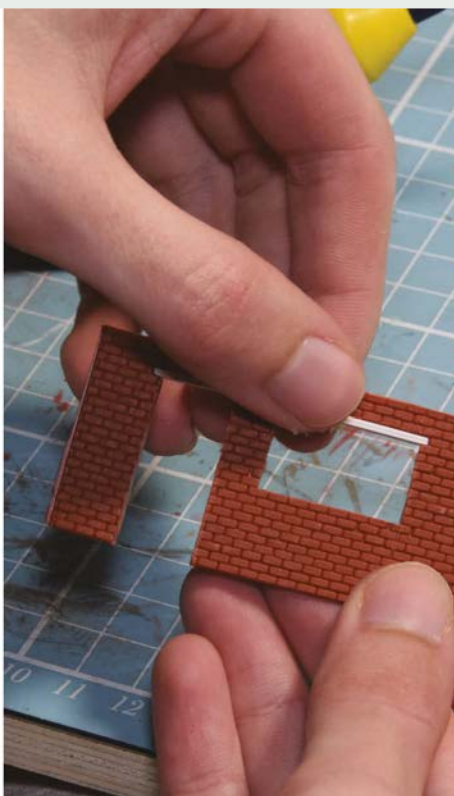


Three angled roof beams are cut, plus a beam at the first floor level for each end. Seven equal length I-beams are then cut and glued between the columns. Note the extra flanges (more 0.010in Plastikard) added to every column.

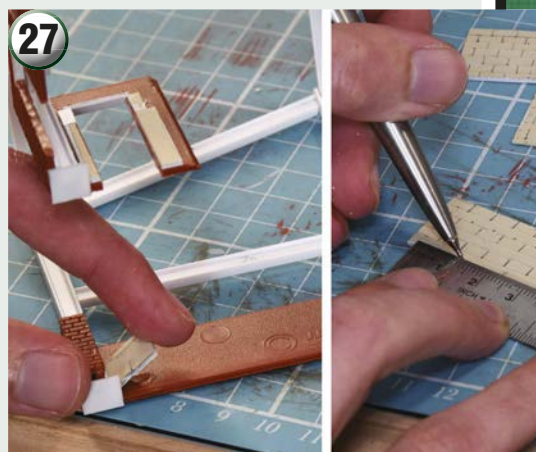
26



Walls are built from Will's sheets. These are cut with multiple passes of a sharp knife, then bent until they snap. Half a brick is removed at the top of apertures to insert a lintel cut from 0.040in Plastikard.



27

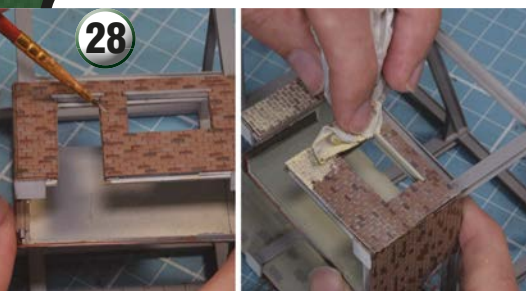


A cavity is made by gluing scrap bits of Plastikard onto the inside. Interior walls are added from 0.040in Plastikard, marked and then scribed to look like concrete blocks. Instead, consider using Will's Concrete Blocks!

Top Tips

Mitring external joints is crucial. A lump of wood with a 45 degree angle is clamped, with the component underneath sticking out by the equivalent of its thickness. A file is used until the plastic is flush with the wood, and thus at a 45-degree angle.





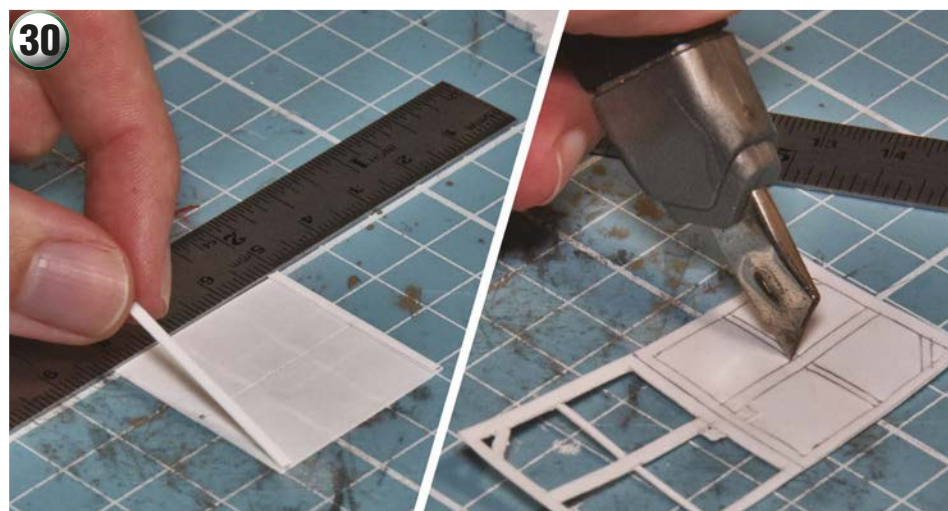
After painting both walls a base colour, random bricks are picked out in three or four subtle shades. A mortar colour is then washed on, using a paper towel to remove the paint from the bricks, but keeping it in the gaps.

Top Tips

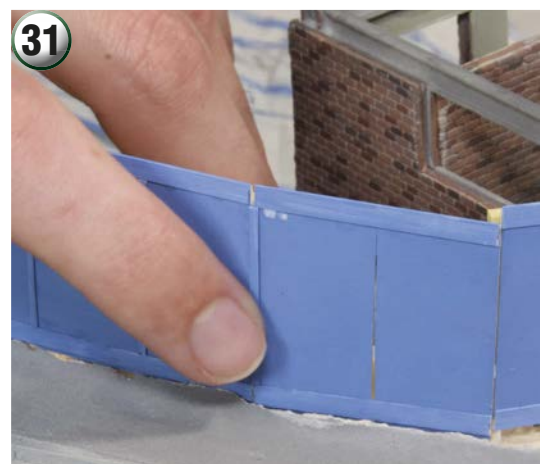
Thin Plastikard strips have a natural tendency to curl as you cut them. My solution is to squeeze them between thumb and forefinger, and pull them downwards in the opposite direction to the curl.



To represent hoarding, 0.010in Plastikard was cut into; (1) scale plywood sheets, (2) 1.5mm wide strips for vertical lengths covering the gaps between panels, (3) 2mm strips for rear crossbars, and (4) 3mm wide strips for front fascias. Finally, 2mm square styrene was cut for posts (5).



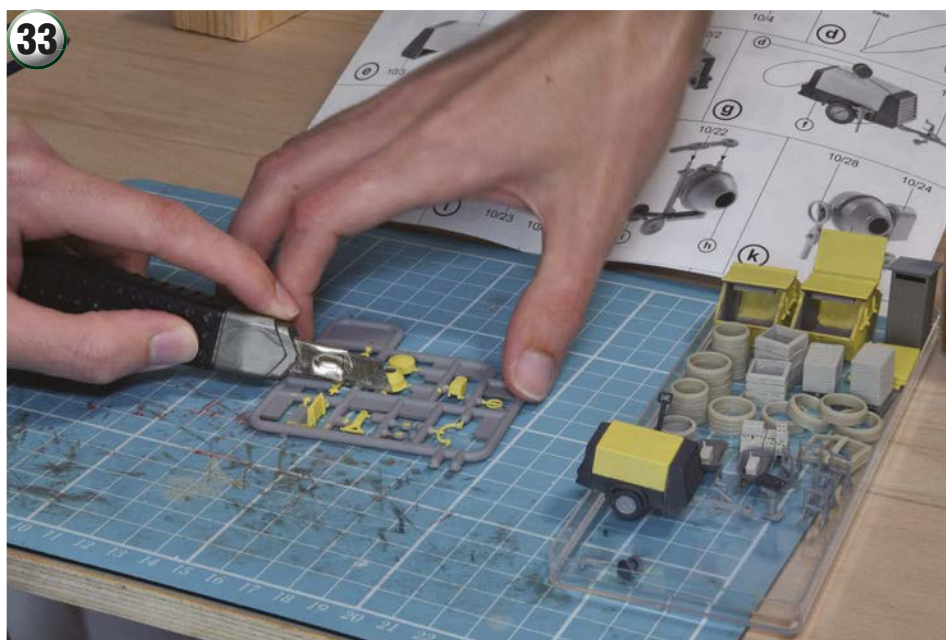
Plywood panels are glued in pairs, using four of the 2mm crossbars cut to length. Each pair is glued across half the width of a post. Metal gates are cut from 0.010in – a fiddly job!



With the panels glued, cut the top and bottom fascias to length, and glue them on. Measure the distance between fascias at every panel joint, and cut and glue each vertical strip individually. A dry-run is recommended!



Don't forget to fill any unsightly gaps, especially underneath buildings. I'm using play sand for this, brushing it into place, gluing it with 50:50 PVA/water, and then giving it a wash of paint to blend it in.



The Construction Site Accessories kit forms most of the clutter. The parts are painted, assembled, and then weathered via dry-brushing Black Grey onto metal and Light Sand (to represent dust) elsewhere. Note the tray keeping it all safe!

Top Tips

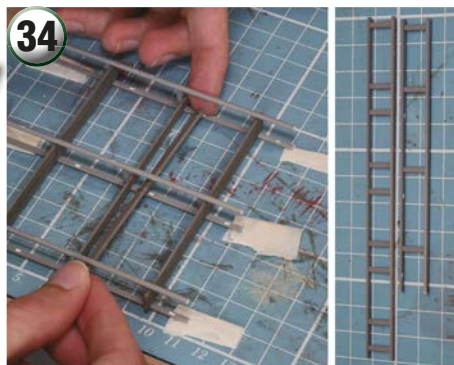
Typically, the top and bottom fascias on construction site hoarding are angled to follow the topography (hence why they go on in-situ); unfortunately, here it was too steep. Either way, don't forget to paint the components before they are glued!



CONCLUSION

I hope that the finished diorama has shown that you don't need a ton of space to provide interest. I believe that less is more, and to avoid the scene looking too busy. I've tried to balance things out by alternatively placing cameos either at the front or the back with the aim of leading your eyes naturally from one scene to the next. For example, the busy material storage area on the left is balanced out by having only a mound of sand in front of it.

The most challenging aspect is actually trying to find some inspiration. Building sites are not somewhere you can just walk into, so I relied solely on browsing Google Streetview; using its high cameras to peer over the hoarding! Of course, there is plenty to improve upon; not least the scaffolding, which is a fairly simplistic and chunky compared to the real thing. However, in this instance, I favoured the convenience of a kit compared to what would inevitably be a fiddly and very complex scratch-build. As always, the important thing is that you build something you are happy with!



The scaffolding requires shortening, and removal of surplus cross-bars that wouldn't exist in real life. Planks preventing workers from falling off are also removed in favour of round poles, simply cut from styrene rods (not shown). The masking tape holds everything in place!



Finally, the rest of the site clutter is assembled, dry-brushed, and glued into place with a drop of PVA. These metal slabs from TMC are glued together using the surplus planks from the scaffolding to form a neat stack.



MODELLING UNDER LOCKDOWN

Being in lockdown has enabled most of us to have more time at home, which has led to some exciting projects coming to fruition. Here we round up some of the lockdown highlights from sister site, RMweb.co.uk.

The Royal Albert Bridge

March this year was a strange time. Along with many others around the country, I went panic buying, though I went for modelling supplies, not toilet roll. I didn't want to be stuck at home with nothing to do. A few days later into lockdown and one of my panic purchases arrived – a 3D printer. It took a little explaining to my wife.

This was an unrivalled opportunity and I wanted to learn something new. After a little research, I thought I would give Fusion360 a go, but was unsure of what to make. Brunel's Royal Albert Bridge has always fascinated me and I had previously started to build a model of it using Plastikard, but had given up as I couldn't get the bridge tubes right. Printing might make it a possibility.

The support tubes are the keystone sections of the entire bridge. Each section is straight but connects to the next at an angle to create a graceful arch. If I could not create these then the bridge was not going to happen. It took some time to create the digital model of these sections (there are three different lengths). When I first created these, I took things to the extreme, adding all the rivet detail, which really slowed my computer down, I then printed it. The rivet detail was too small to show with my printer. However, the general principle showed that it could work. So, I trimmed the digital file, removing much of the rivet detail, which let the computer work faster. I then went back to the printer and set it going. Something that needs to be realised with 3D printing is that it's slow.

The first milestone reached, I started to create the land side tower. This exposed my understanding of Fusion, so back to YouTube I went for some more tutorials. These mostly solve my challenges and those that I could not find the answer to, I was able to find my workarounds. Soon after, the next design came off the computer and was sent to the printer and a few hours later there was a tower. Progress followed in this way for the next few weeks; a new design, with the printer then buzzing into life.

I had a giant jigsaw puzzle, but wasn't sure how to put it together. I tried the normal modelling glues, which worked to some extent, but the bond that was created was weak. Superglue was suggested. This worked well on the small bits I was using to

test, so I went for it with the rest of the bridge. Generally, it went together, however, there were a few bits where I have had to alter the print to get it to work. At over 3ft long, this section of the bridge is a large lump and it is only half of the main section of the bridge.

One of the joys of modelling in this way is the ease of changing bits when new information arises. This was certainly the case when modelling the centre pillar. There are four octagonal pillars that are used to form this part. Between the pillars is a walkway and I assumed that this had been there from the time that it was built, but, historic photographs showing this are indistinct. I initially modelled this, however. Then I found another photograph that showed it was not present during the '50s, so out came the digital eraser, and the piece was then reprinted.

The next step was to print the other side of

the bridge. I modified the design a little to make it easier to build, so some slots and tabs wouldn't go amiss. Unsure how long it would take, I wondered how difficult it would be to join it to 'Coombe'? A new shed might be needed – that could take some explaining to my wife.

Kristian Buxton Dean (Kris)





Belgian Ferry Van

This van was constructed over two months using the drawings from the Barrowmore Model Railway Group website, plus photographs from Paul Bartlett's website.

The body of the van is built from 1mm thick Plastikard, with a 0.25mm thick Plastikard roof. No commercially available 'C' channel of a small enough profile exists for the reinforcing straps on the sides, so they had to be fabricated from three strips of 0.25mm x 0.50mm microstrip.

Some of the detailing on the van is from various leftover brass etched parts from other projects. Examples of these are the steps on one end and the underframe brake rigging. The steps were fabricated from a piece of etched mesh, with a piece of wire soldered along each edge to form the sides. A further strip of brass was soldered across the width to form the front. The brake rigging is a length of 0.33mm nickel wire, with the supports from parts left over from building a 'Mermaid' wagon attached with solder.

Other details are fabricated from Plastikard, with the handrails and steps using 0.254mm nickel wire for strength. The 'W' irons, axleboxes and wheels are from the 2mm Scale Association, buffers from the N Gauge Society, and the transfers were printed from my artwork by Precision Decals.

Paul Cheffings (Paul Cheffus)



Parkside Van

Being a key worker and having a five-month-old to entertain during lockdown, modelling time has been limited. Luckily, the Parkside van kit is an absolute treat to make, which, with five minutes here and there, soon brings excellent results. The build was as per the instructions, except the addition of a set of three-link couplings. There is still some weathering to add but otherwise, it is done.

Chris Thompson (1772)

Dapol 48XX conversion

With the introduction of the new Dapol 48XX, I decided to make my own modifications to backdate it to a GWR 517 Class locomotive.

The various parts were carefully removed. Using a spare etch from a Malcolm Mitchell kit, I formed the cab to fit. New chassis valances were cut from spare nickel silver sheet and added. Other items included an early smokebox door, brass bonnet, water filler caps and cast toolboxes.

Scratch-built parts include new sand boxes and reversing lever. It is still an on-going project and I'm looking forward to completion as I'll have another useful locomotive for my on-going layout build.

Grahame Hitchen (BGman)



Using 3D CAD and printers

I bought a 3D printer and started to produce parts to help me complete locomotive and carriage models I have been building for the last 20 years. I needed to learn 3D drawing and was lucky enough to find a set of tutorials written for 14/15-year olds in school by Warwick University. These cover all the basics of producing 3D shapes without getting too involved in the CAD aspect of it. They are provided free to hobbyists, and I used a 3D CAD programme called Fusion360.

I first drew a LB&SCR 1860s Craven locomotive buffer and took it from there, with some help from a tutorial on RMWeb about dome bases. During the lockdown, I have managed to make a start on assembling some etches for a locomotive and tender I drew two years ago, an LB&SCR 1862 Craven 6ft 6in Single, No. 153.

The tender etches assembled without much problem, but I started to draw parts in 3D, and print them, for all of the springs and a few other parts that were originally going to be assembled from multiple layers of etches. I ended up drawing and printing all the parts to complete the tender as I could just do this while getting on with the next part of the build.

Below the footplate it is mostly etched, with a springing system set up for the wheels based upon Bill Bedford's wagon system using guitar strings as the springing medium. I have only set up the driver on the prototype, but all the parts are there for all axles. I needed something that would take up minimal space and there didn't seem to be a commercial version available that I am aware of.

It was when I turned to the body that I realised that I should use the 3D prints again as the front curve of the firebox was to be assembled and filed up from seven layers of etch. I produced the firebox and then the smokebox in order to get the rear row of rivet heads showing at the boiler joint. I realised this would be easier if I drew and printed the boiler as well as the firebox and smokebox so, after a bit of fiddling, drawing in reinforcement parts and sorting out sizes on my printers, I printed one half of the boiler attached to the firebox and the other half attached to the smokebox, with a joining ring on one part. This worked very well, but I had to allow even more for the finescale wheels than I thought, so another print was necessary after further inset adjustment were made.

I am almost complete, having drawn the cartouche and number to print a transfer for the cab side sheet. I will just need to fit pick-ups and then paint it.

Ian MacCormac (IanMacormac)





White metal locomotive

Several years ago, as a consequence of deteriorating eyesight, I abandoned OO gauge and changed to O gauge modelling. Since my teens, I have built many plastic models – starting with Airfix, and lately, 7mm Peco Parkside wagons, but it was with some trepidation that I was bought my first white metal locomotive kit, a Sevenscal Pug, in December 2019. It is a very detailed kit, with extensive instructions, and it has been modified over the years to include a bolt-together chassis, and an upgraded motor and gearbox, all included, together with Slater's wheels and sprung buffers. However, some of the castings are betraying the age of the moulds, and I had to use filler to fill in lots of significant pin holes in various parts, including the chimney and dome.

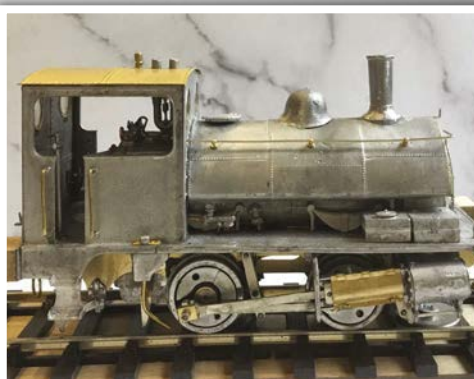
The brass chassis went together really well, and prior to the Covid19 lockdown, I had a working chassis, with the supplied Mashima 1830 motor and gearbox responding well via the plunger pick-ups provided in the kit. Having never worked with white metal before, I decided to use Araldite two-part resin to add the detail and build the body, whilst this was generally successful, some smaller parts required CA superglue to make a reliable,

quick joint. Lockdown gave plenty of time to read instructions and mull them over, pretty important taking into account the level of detail included.

I am sorry that I did not clean all the castings en route – the photographs show how much cleaning had to be done using a fibreglass pen prior to painting – but the model came together when a coat of Halfords primer was applied. It also showed up the glaring faults, and it took another week of filling and rubbing down before further paint could be added. Again, I confess that there came a point at which, patience running out, I decided enough was enough. A coat of Halford's black was applied, and a week later, numbers and a British Railways logo were added.

As a first kit build, it was probably not the best choice, mainly because my skills were not up to the complexity. If there was a hard way to do something, I found it. Equally, if there was an obvious mistake to be made, I made it. Whilst most of them could be covered, the windows, which I forgot to mask before spraying primer, are a reminder not to rush to the next stage too soon.

John Dolan (Jinty3F)



Chemical Plant

A Faller kit is somewhere between an Airfix kit, where you buy parts and stick them together, and a Wills Craftsman kit, where you get a pile of raw materials and make the parts to a drawing. Faller supplies dozens of sprues of generic parts – girders, tanks, pipes, and so forth – and a book of instructions. Notably, what you do not get is any kind of scale floorplan or general arrangement drawing, so when you begin construction, you don't really have a clue where to fix anything down onto a base. For the chemical plant, you have 32 pages of instructions, 54 sprues, and an inspirational colour photograph on the box. The model uses around two-thirds of the parts supplied. Of these, many of the smaller pipes and nearly all of the railings need trimming to fit.

The instructions give you a build sequence, but this only works if you are leaving the model unpainted. I scanned through the instructions to identify the major elements of the model and proceeded to build them as sub-assemblies, painting them as I went along.

From time to time, the instructions tell you to cut parts to a specific dimension. I am convinced, Faller created its instructions by measuring from a test build – parts of their build are clearly crooked in

the photographs, so I cut the parts so they would fit. The instructions also call upon parts you do not have, like eight specimens of a part where only four are provided. But, life would be dull if everyone's models turned out identical, so I improvised along the way, especially with the pipes.

After I added the last storey, I thought how nice the model would look with some internal lighting. I bought a pre-wired string of 30 white LEDs to do this from JS Models of Keighley. The LEDs came encapsulated in clear resin, so to make their installation easier, I ground down the resin on the back of each one and attached a disc of black styrene. I chose black to stop light leaking through



Finishing touches

Here are some photographs I took of my Heljan Class 31 and 37, on my small layout 'Withyn Reach', a run-down rail/canal wharf interchange.

The 'Lockdown story' is that both locomotives had been dismantled for a while. They were bought in factory-finish BR Blue, and detailed with Railtech dry-rub numbers, Precision Scale Class panels and depot allocation stickers. I had removed the glazing from the Class 31, but not the Class 37 as the cab interiors seemed very well glued! I had to mask the Class 37 glazing with low-tack masking tape before spraying the varnish.

The lockdown gave me some free time to finish them off with weathering, and a coat of Testors Dullcote matt varnish to seal them. They are standard 12V DC, with the motors wired in series for better, slower running.

Jordan Foster (F-unitMad)

what is supposed to represent steel girders and decking.

The Faller kit builds into a good-looking – if somewhat under-scale – model. Really, the footprint is barely larger than a couple of detached houses with good-sized gardens, and a prototype could easily be twice the size. Nevertheless, construction kept me occupied for 85 hours spread over five weeks of the lockdown. The model looks the part for me and I hope to use it as the centrepiece on my next layout.

Richard Gawler (47137)



The Weedy Gateway

I started with a short length of Peco 7mm track and some black 5mm foamboard. I put the track deliberately off-centre to give differing lengths to the rear wall. This too was made from foamboard, set at a slight angle with triangular supports behind. The gateposts are thin square-ish pieces of insulation foam. The road base was added (more foamboard) and the sleepers cut away from where the track would be inset. A layer of mount card either side of the rails was added. The check rails are from Code 75 rail, with more mount card between to level the top surface.

After a quick waft of grey primer, the sleepers, chairs and rails were painted to look old and rusty. Thin card was added between the sleepers to reduce the depth. To lay the ballast, I painted the area with PVA then sprinkled and tamped the cork 'stones'. Then 2mm static grass was sown each side of the track, with dark earth powder added while the glue was still wet. Small sprigs of lichen in mid and dark green were carefully glued to the wall.

Small pieces of 4mm scale gorse bushes were used to make individual weeds in the ballast. Other 4mm scale flowers were added randomly. The upper edges of the lichen were touched with neat PVA adhesive and some 4mm leaves sprinkled on. Below the lichen, dead leaf clutter was added.

The Ratio gate and posts were placed behind the stone posts, with a shim of card to keep the gap over the rails. Once dry, further lichen was added behind, with some fronds gently tweezed through the bars.

Further coloured powders were added randomly for buttercups and daisies in the grass.

The road was given a coat of light gravel and brown earth powders.

Overall, I'm quite pleased how it turned out. The hardest part was waiting for the glue to dry before I could add the next bits. It took about four hours – I rushed a bit to try and get the end photographs in the bright garden sunshine.

Stu Hilton (Stubby 47)

D2 Build

I have had this kit in stock for some time and sourced all the motor/gears and wheels needed, so if I don't build it now then, when is it ever going to get built?! In fact, I've decided that this should symbolically be my 'Covid' project, so we'll have something to show for it when the present ghastly business is behind us.

Yet another GNR 4-4-0 'D' loco, it will be the fifth available for service on the layout; a superheated D2, to go with my existing saturated version. Tony Wright has already built one of these as well for Mark Allatt. And I resolved to try and build a bit of it each day and try and beat my current 'record' for a kit build, a mere five weeks!

All a bit of a tight fit, but there's enough working clearance. I only realised, whilst scrutinising pictures, that the arrangement was for a brake pull rod either side of the leading wheel. Quite impossible given the presence of the pick-ups, but it explains the otherwise odd 'joggle' out from the cross-beam.

There's room to put some lead in the rear of the boiler (no use in the smokebox), but these are all metal vehicle bodies and, on 'Grantham', she'll only ever be on the flat, so should be no trouble there.

In the end, it took 35 days (aka 5 weeks) - which exactly matched my previous record for a kit-built loco!

Graham Nicholas (LNER 4479)



Small Trees

These trunks are offcuts of thyme, acquired as a result of some pruning and I was struck by the texture of the branches, which looks very bark-like. They're a bit of an experiment and served as a testbed.

Once trimmed down to a more tree-like shape, the 'trunks' were sprayed with matt acrylic varnish to seal them. Some foliage material from Woodland Scenics was teased out and stretched over the tops of the branches. This gives a nice airy look to it all.

Some leaves, in the form of fine flock, were added by sprinkling a small amount over the teased-out foliage. This was sealed using max-hold hairspray.

Rob Gunstone (NHY 581)



Devon Locomotives

Years of collecting projects and not enough time to complete them all, meant a stash of four Class 31 models have been hanging around waiting for a trip across the workbench. The model locomotives I had to work with were two of 31110, 31296 and 31452.

Checking specific details, including ETH fitted, headlight fitted or bodyside grille style, meant I could swap parts between the donor models to copy the three prototypes I wanted:

31296 to 31209 – remove headlight, remove roof aerial.

31452 to 31460 – remove headlight, remove roof aerial, add the refurbished style side grilles from donor 31110.

31110 to 31450 – add a headlight, ETH cable, remove roof fan cowl and move lamp brackets.

This left me with a 'Toffee Apple' locomotive and some original bodyside grilles. A trawl through my old photographs, turned up one of 31121 at Newton Abbot, so that would complete the quartet.

This needed the grilles fitting, roof fan cowl removing, footstep holes in the communication doors filling, new handrails fabricating, lamp brackets moving, and headcode discs fitting. The lighting in the models uses a single white LED and a single red LED, enclosed within the cab structure, with clear plastic guides to illuminate the various marker/headlights.

The structure was opened up on 31460 and the headlight guides removed. The guides were then fitted to 31450, with the cab structure and the bodywork drilled through. Luckily 31296 and 31450 have the headlights in the same place.

Phil McQuillan (Phil MC)

A Midland & Great Northern-section Pair of Locos in OO

As is probably well known, my layout 'Little Bytham' is actually two trainsets - the bottom bit representing the East Coast Main Line, and the top bit, the erstwhile east-west cross-country route of the ex-Midland, ex-Midland & Great Northern. During the first ten days of lockdown, I'd already built a South Eastern Finecast A3 and a Nu-Cast/SEF J6 for the main line, so then turned my attention to building a pair of ex-Great Eastern locos to run on the top bit; these being a D16/3 and a J17.

I know Hornby makes an excellent D16/3, but I wanted an example with the decorative footplate valances, which Hornby doesn't do (a future project, Simon?). I had two D16/3 kits in stock - one from Little Engines and one from Mallard/Blacksmith. For extra speed, I decided to combine the two (still leaving the bits to produce a Hornby-style one in the future). The etched parts came from the Mallard/Blacksmith kit, and everything was soldered together. I painted it, but it still needs weathering.

One cannot get an RTR J17, and a few of the class were vacuum-fitted for working passenger trains on the M&GNR section. Thus, I chose one of



Scratch-built Class 310 EMU

I started this a couple of days before the lockdown started, working with plastic card to achieve the complex and critical shapes featuring many curved surfaces. The TS has a longer centre saloon, so the doors are further apart. For some reason, I didn't take any more progress photographs until now, apart from the four vehicle carcasses of a Class 315. Tumblehomes and rooves have to be rubbed down to shape. The end of the TS is slightly out of true, but that should be able to be sorted out with a file easily enough. Cab windows will be filed to shape once the body sides are the correct profile so I can better gauge their final position.

Andi Dell (Dagworth)



these examples to build. I made it from a Crowline kit (now available from PDK), and construction was quite simple - as, I hope, shown in the step-by-step pictures. I have yet to paint this loco, but my local Halfords has yet to open (I use the firm's car rattle can acrylics - red primer and satin black). The

D16/3 was painted thus.

One thing I should point out is the drive for

both these locos - DJH's latest motor/gearbox combinations. These are really superb, come ready-assembled and give a beautifully-smooth 'prime-mover'. Both these locos have the smaller combination, AM10. Both locos are fitted throughout with Markits wheels.

Tony Wright (Tony Wright)

Bridge kit

My bridge started out as an O gauge Bachmann Plasticville snap-together kit. It took about a week to build in-between other projects. The kit had just seven pieces and was designed for set track to drop in, so had no base as such.

A deck was scratch-built from Plastruct girders and strengthened with an aluminium 'L' girder as some of my locomotives have cast metal bodies. The deck was tested for strength by sitting a cordless drill in the middle. The main girders were built around the deck and the snap-fit clips cut off and the gaps filled. I added Plastikard pins and rivets to represent the main girder joints on the side as the plastic kit had minimal detail. Rivet transfers were used along the tops to break up large areas of flat plastic, too. The bridge was painted with an undercoat of red primer and then washes of brown and grey used to weather it and look like old rust. Dry-brushing with orange brought out fresh rust. Finally, I made piers from Craftfoam, cut to shape and the stones drawn into the foam with a pencil. The piers were sealed, painted and weathered with emulsion tester pots.

Paul Steedman (PaulRhB)



Time for something a bit different...

A railway modellers lockdown lament

Tuesday evenings for a couple of hours after tea,

I'd go down to a meeting at the C&DMRC.

The Chorley & District Model Railway Club,

I enjoyed more than going out to the pub.

Not a group of rivet counters chattering,

But more of a relaxed, social gathering.

The tracks with points, curves and straights had been laid,

And excellent buildings, stations and scenery made.

Members and friends bringing locos, coaches and freight,

To run on the rails and their trains demonstrate.

Suddenly a shout of "Brew is ready", the sound of trains running it breaks,

And everything stops for tea, coffee, biscuits and sometimes cakes.

Nattering continues discussing theories, models and events for the year,

And where we might end up when the club has to move all its gear.

Members are searching for suitable premises,

But the costs of rents, etc., are the usual nemesis.

Anyway at present, all this has had to cease,

Because of this horrible Coronavirus disease.

Hopefully soon the worst will be over, lockdown eased and life can resume,

So that the C&DMRC and I, can get back into our club meeting room.

Stuart Farrimond

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Lockdown modelling

Graham Nicholas provides us with some video footage of his latest lockdown project running on 'Shap', featured in March 2020.

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39-150D BR Mk1 FK First Corridor Coach No. E13241 BR Blue & Grey.....	£28.99
39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....	£27.99
39-153D BR Mk1 FK First Corridor Coach No. S13006 BR (SR) Green.....	£33.99
39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....	£27.95
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39-186 BR Mk1 BG Full Brake Coach ORX No. ADB 975612, weathered.....	£27.99
39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.....	£27.99
39-188 BR Mk1 BG Full Brake Coach No. 92354 Network SouthEast.....	£27.99
39-225A BR Mk1 BCK Brake Composite Corridor Coach No. E21222 BR Blue & Grey.....	£27.99
39-228D BR Mk1 BCK Brake Composite Corridor Coach S12175 BR (SR) Green.....	£34.99
39-240 BR Mk1 FO First Open Coach No. M3001 BR Crimson & Cream.....	£32.99
39-241 BR Mk1 FO First Open Coach No. M3001 BR Maroon.....	£33.99
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39-470A LMS 60T Porthole Corridor Brake 1st Coach No. M5077M BR, weathered.....	£31.99
39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.....	£28.99
39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.....	£28.99
39-528A Ex-Southern CCT Covered Carriage Truck No. S1751 BR Blue, weathered.....	£26.99
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39-578 BR Auto Trailer No. W234 BR Crimson & Cream.....	£49.99
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R3413 Maunsell S15 Class Steam Locomotive No. 30831 BR Black L/C.....	£79.99
R3414 Maunsell J15 Class 0-6-0 Steam Locomotive No. 5444 LNER Black.....	£71.99
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R3416 J15 Class Steam Locomotive No. 65484 BR Black E/E.....	£108.99
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R3418 K1 Class Steam Locomotive No. 62006 BR Black.....	£94.99
R3422 Adams Radial 415 Class Steam Locomotive No. 3125 SR Black.....	£66.99
R3423 Adams Radial 415 Class Steam Locomotive No. 30583 BR Black L/C.....	£66.99
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372-980 Class 24 Diesel Loco No. 97 201 "Experiment" RTO Red & Blue, weathered.....	£99.99
373-360A Mk1 Horse Box No. E96307 BR Maroon branded "Return to Market".....	£16.95
373-362A Mk1 Horse Box No. E96413 BR (SR) Green branded "Not to work between".....	£17.99
373-626D 31 Tonne OBA Open Wagon No. 110717 Railfreight Red & Grey, whtd.....	£16.00
373-629 31 Tonne OBA Open Wagon No. 110521 BR Railfreight Brown.....	£14.00
373-975B Class 37/4 Diesel Loco No. TFL 5384 "Tiger" Grey, weathered.....	£12.99
373-976B 46T POA Mineral Wagon No. TFL 5320 AGR, weathered.....	£12.99
374-042 BR Mk1 BG Full Brake Coach NEX No. 92002 Intercity.....	£20.99
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374-167 BR Mk1 FK First Corridor Coach No. 13225 Regional Railways.....	£26.99
374-191 BR Mk1 BSK Brake Second Corridor Coach OVA No. AD8977109 BR.....	£28.99
374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity.....	£20.99
374-193 BR Mk1 BSK Brake Second Corridor Coach No. 35464 Network SouthEast.....	£26.99
374-194 BR Mk1 BSK Brake Second Corridor Coach No. 35452 Regional Railways.....	£26.99
374-258C BR Mk1 CK Corridor Composite Coach No. M16153 BR.....	£22.95
374-415 Southern PMV Passenger Luggage Van No. S10685 BR Crimson.....	£16.95
374-417 Southern PMV Passenger Luggage Van No. S11733 BR Blue.....	£16.95
374-610 BR Auto Trailer No. W234 BR Crimson & Cream.....	£26.99
374-611 BR Auto Trailer No. W238W BR Maroon.....	£26.99
374-612 BR Auto Trailer No. W237W BR Maroon.....	£26.99
374-640 BR Mk1 CCT NOV Coach No. M94739 BR Blue, weathered.....	£16.95
374-642 BR Mk1 CCT NOV Coach M94598 BR Blue Express Parcels, weathered.....	£17.99
374-643 BR Mk1 CCT Coach OOX ADB 977076 BR Re-Rolling Yellow Black Hatch Line.....	£16.95
374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake.....	£20.99
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NEW PRODUCTS



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DEXTER'S COVE NER C1 SIGNAL BOX KIT

Laser-cut from plastic for 4mm:1ft scale layouts, this new signal box kit depicting a North Eastern Railway C1 type is being manufactured by model architecture specialist, Dexter's Cove. The laser-cut plastic kit with 3D-printed resin details is supplied with self-adhesive roof tiles, offering modellers a detailed design. Choose between left or right-hand door options (when viewed from the front) upon checkout.

Price: £35.00

W: www.dexterscove.com



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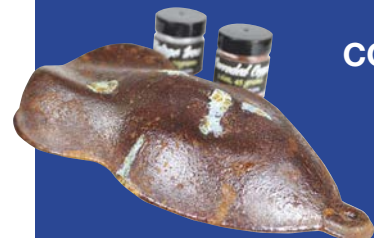
ROAD TRANSPORT IMAGES TRUCK CABS AND BODY KITS

Road Transport Images has added three resin cabs, two resin bodies, a new kit and new white-metal wheelsets to its range of multi-media kits for 1:76 scale. The kits allow modellers the flexibility to choose cab, chassis and body components to create a number of variants of any given vehicle type. New cabs include a Bedford MK/MJ military cab (BED20M), a 1950s Thornycroft curved windscreen cab (TH05) and a 1930s Fordson Model 61 cab (FOR14). At the same time, new resin bodies for a military 4T 14ft GS body and tilt (B59) and a Park Royal Artillery 14ft body and tilt (B60) have been released. Details for its latest new kit of a Fordson WOT1, a six-wheel military vehicle with GS body (KIT5) have also been released.

Price: See website for individual component pricing

W: www.roadtransportimages.com

FLAKE KING 500/550 CORRODED METAL FX



Create realistic rust and corrosion effects on your models with Corroded Metal from Flake King, available via the stockist Airbrushes.com. Flake King has designed its Corroded Metal FX Pump Kit for modellers to apply dense powders to models over which activators are added, making them rust in-situ. Users can apply its heavy Vintage Iron and Corroded Copper powders directly to wet paint or clear coats on models. Following this, spraying its Corrosion Activator directly to the surface and waiting will make it corrode. The longer the Corrosion Activator is left applied, the more corroded the effect will appear.

Price: £39.98

W: www.airbrushes.com



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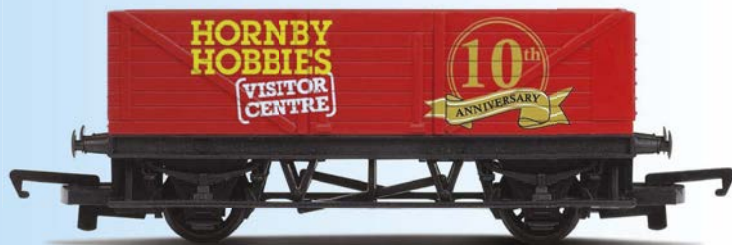
BACHMANN CLASS 121 AND CLASS 117 KERNOW MODEL RAIL CENTRE EXCLUSIVES

Retailer Kernow Model Rail Centre has received stock of its exclusive livery editions of Bachmann's Class 117 and Class 121 DMUs in GWR 150th anniversary chocolate and cream livery. The colour scheme, as unveiled on Class 121 'bubblecar' W55020 during Reading Open Day on June 1, 1985, would last until its repaint into NSE colours, revealed at Doncaster Works Open Day on October 3, 1987. Class 117 set B430, comprised of W51410, W59520 and W51368, would receive similar treatment into GWR colours from 1985 and was seen alongside W55020 at Old Oak Common Open Day on September 15, 1985.

Price: Class 117 (35-500Z) £329.95, Class 121 (35-525Z) £164.99

W: www.kernowmodelrailcentre.com

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HORNBY (R60007) 10 YEAR ANNIVERSARY WAGON

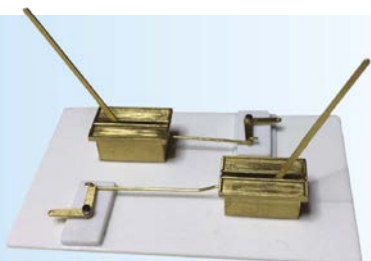
This year marks a decade since The Hornby Visitor Centre first opened its doors in Margate. To celebrate the occasion, the model manufacturer has produced a commemorative 10 year anniversary wagon, limited to 1000 models. Aimed at the collector or Hornby enthusiast of all ages, the models carry the Hornby Hobbies house colours, with a 10th anniversary emblem and Hornby Hobbies Visitor Centre logo.

Price: £9.99

W: www.hornby.com

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SEVERN MODELS (022) GROUND POINT LEVERS

Etched brass detail specialist, Severn Models, has unveiled this latest etched-brass kit that assembles into two ground point levers, for 7mm:1ft scale layouts. Each lever features a bell crank and two clevises. The manufacturer advises they can be linked to a motorised point, if desired. Supplied as a flat-packed brass kit with brass wire for making the pivot pins and rods, basic assembly and painting is required.

Price: £8.00

W: www.severnmodels.com

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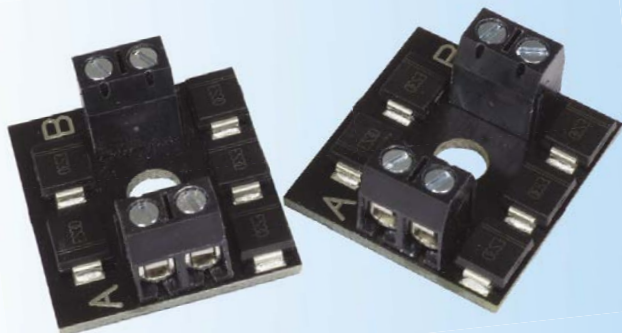
HOWARD SCENIC SUPPLIES (HSSHB2) MIXED HEDGE AND BUSH PIECES MEDIUM BOX

Containing approximately 16 to 18 pieces, this medium box of random-sized hedge pieces is ideally suited to a 4mm:1ft scale layout or diorama. It can be easily added roadside, roadside or between fields, together as one hedge, or with gaps for a more aged look. Hedge pieces measure approx. 11mm wide x 20mm high for 4mm:1ft scale, though could be used as smaller hedges in larger scales. Also available in a small box (HSS HB1), containing 10 to 12 pieces, or a large box (HSS HB3), containing 26 to 28 pieces.

Price: £8.50

W: www.howardscenicsupplies.co.uk

TRAIN TECH (ABC1) ABC DIODE TRACK MODULES



Locomotives fitted with DCC decoders featuring Asymmetrical Braking Control (ABC) can benefit from this set of ABC Diode Modules, now produced by Train Tech. By installing these modules in rail breaks, ABC-fitted locomotives with decoders from DCC Concepts, ESU or Zimo (among others) will slowly come to a halt and gradually speed up once a signal clears, for instance. When used with its RL1 Relay Controller, and following the wiring diagram supplied, more realistic automated features can be added to a layout.

Price: £20.00

W: www.dcpexpress.com

SCALESCENES PRINT-AT-HOME (LY02) CANAL WHARF BOXFILE LAYOUT



Compact, but offering potential, this compact download and print-at-home layout kit is designed to fit into a boxfile. It's ideal as a diorama to showcase a number of recently-released industrial models such as Hornby's Ruston 48DS, Pecketts or 'Sentinel', Hattton's Andrew Barclay, or even some of Bachmann's 009 narrow gauge range. Leaving scope for the modeller to super-detail the scene, if desired, the kit can be downloaded and printed to any number of scales.

Price: £9.99

W: www.scalescenes.com

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DEXTER'S COVE CHIMNEY POTS

Add instant character to the skyline of your model buildings, whether scratch-built, made from card or plastic kits, with this range of chimney pots from architectural model specialist, Dexter's Cove. Printed in sets of eight in a high-resolution resin and available in 19 styles for 4mm:1ft and 7mm:1ft scales, variation can be achieved easily, mixing sets on the same building to simulate repairs. Most styles are covered, ensuring the skyline of your model architecture is detailed and varied.

Price: 00: £3.50, 0: £6.50

W: www.petersspares.com

ACCUCRAFT L&SWR ADAMS RADIAL 4-4-2T

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Available in kit form for the first time from Accucraft UK, in addition to RTR, its new L&SWR Adams Radial 4-4-2Ts are arriving with stockists. The gas-fired models featuring a single flue boiler are being produced in seven liveries; lined L&SWR Adams green, lined L&SWR Drummond green, SR lined Maunsell green, SR plain black with 'sunshine' lettering, lined Ashford green (exclusively available from Kent Garden Railways), BR black with early crest and BR black with late crest. Models can run around 4ft 6in radius curves.

Price: from £1,795.00 (kit), from £1,950.00 (RTR)

W: www.accucraft.uk.com or see your local Accucraft stockist

BACHMANN CLASS 117

Words & Photography: Andy York

Back in September 2015, on a very pleasurable day at the Gloucestershire & Warwickshire Railway thanks to Bachmann's Collectors Club, we saw the announcement of the Class 117 DMU project along with the Class 121.

The project took longer than anticipated, but it's all the better for it as the new low-floor chassis design has been utilised as with its Class 158 and 121 already reviewed.

The 42 units manufactured by Pressed Steel in 1959/60 were initially allocated to Southall and Reading for Thames Valley services to Paddington. Although synonymous with that area, the units did spread further afield, even in early years, with workings from Reading to Southampton and Portsmouth. In the early 1970s, some units were based at Bristol and in the late 1970s, around Cardiff.

The early 1990s saw Old Oak Common-based units working Gospel Oak to Barking services. From 1994, seven became two-car units with the centre TC removed to work as power twins on the Liskeard to Looe services, which would have helped with the steep climb back up to Liskeard from Coombe Junction.

Around the same time, some units were based at Tyseley for Birmingham Cross-City workings, later moving to Scotland after the Cross-City electrification. Allocated to Haymarket, the Class 117s worked the Fife Circle.

The latter days of the units in service also saw them work Bletchley to Bedford services



under Silverlink, ending 40 years of service life in 1999.

Model variations

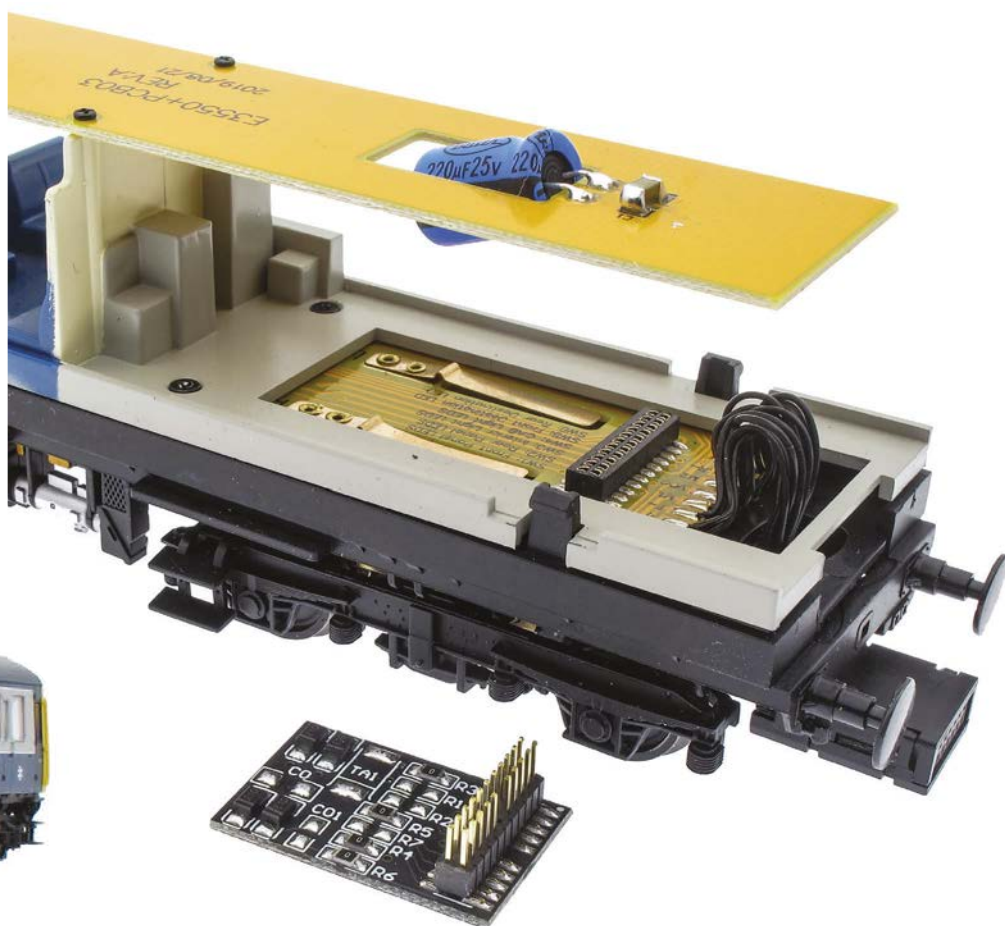
Comprising of three vehicles, a Driving Motor Brake Second (DMBS), Trailer Composite (TC) and Driving Motor Second (DMS), Bachmann's Class 117 is initially available in three liveries; green, blue/grey and revised Network SouthEast. The earliest livery, BR multiple-unit green features four-character headcode panels on the roof, cab fronts without marker lights, no gangway corridor connections between vehicles and therefore the original exhaust arrangements to the inner end of the driving vehicles. The original-style cab handrails also act as downpipes from the cantrail gutters. Other features unique to the original livery are the cutaway buffers and original bogies.

The reviewed refurbished blue/grey livery depicting Southall-allocated set L426 W51364 (DMBS), W59516 (TC) and W51406 (DMS) dates the unit as post-1977 and sees changes for the era with the headcode panel plated over and marker lights on the cab front and round Oleo buffers. The full-height cab door handrail is now replaced with a shorter handrail and the bogies are of the modified style with additional dampers to improve ride quality. The addition of gangway connections between the vehicles in this era also necessitate the change to a later pattern of exhaust arrangement. A further change at this time that requires further tooling variations is the heater vent adjacent to the guard's door on the DMBS.

Moving on to the later version in revised



The bogies of the 117 capture all the fine detail. On the opposite side there is a permanently attached but flexible speedometer cable which moves within the travel of the bogie.



After unclipping the body of the DMBS, the Plux22 decoder socket is easily accessed within the guard's compartment. Speakers in each of the driving vehicles are pre-wired back to this point.



Network SouthEast livery (which marks it as post-1998), there's further revision, with a cab front that has the central high-intensity lamp, so Bachmann has tooled three different cabs for these initial releases.

Attention to detail

As with the Class 121, the underframe treatment is superb, with the complex arrangement of gearboxes, driveshafts, battery boxes, radiators, tanks, compressors and fire bottles with interconnecting pipes and cables. The concealed drive system allows for daylight where there should be beneath the vehicles while keeping a low floor to the interior of the unit.

We also see the introduction of different materials into the product, with a flexible speedometer cable on the driver's side of the leading bogies. While the roof arrangements of the driving vehicles are straightforward, there are roof conduits to the central lavatory compartment on the TC vehicle.

The decoration of the vehicle is up to Bachmann's usual excellent standard and our review sample features Oxford and Banbury destination blinds, which are illuminated.

While electrical pick-up is from all wheelsets, only one motor bogie is driven in each of the driving vehicles with the small three-pole motor concealed within the underframe gearbox, with a cardan shaft and small gearbox unit to drive both axles of the

driven bogie. The unit feels comparatively light at 195g for the driving vehicles and 178g for the TC, but there's certainly adequate power to trail an un-powered unit behind.

To fit a decoder, unclip the body of the DMBS as shown in the instructions and remove the blanking plug situated above the board in the guard's compartment. Only one decoder is required per unit thanks to the electrical connections between vehicles. If you are fitting a sound decoder, nothing further needs to be done as there are speakers pre-fitted into the battery boxes beneath both driving vehicles.

For the analogue user, Bachmann has included a range of dip switches at the inner end of the leading bogie of the DMBS to allow the user to control the directional destination indicators, interior vestibule and cab lights in each of the vehicles.

Summary

The detailing pack includes cosmetic screw-link couplings, multiple working pipes and sockets and vacuum piping to be fitted if you can ditch the tension-lock couplings. This makes a huge difference to the appearance

Impressed? Immensely. Bachmann's attention to detail with the variations through the lifespan of the units is exceptional. It comes highly-recommended and has certainly been worth the wait.

Even for DC users there's full control over the directional lighting via DIP switches beneath the DMBS floor. Aside from everything looking just right on the body, there's an amazing amount of detail on the underframe of these models.

datafile

BASICS

Manufacturer: Bachmann Branchline

CATALOGUE REFS:

(35-500) Class 117 3-Car DMU BR green with speed whiskers

(35-501) Class 117 3-Car DMU BR blue and grey

(35-502) Class 117 3-Car DMU BR Network SouthEast (Revised)

RRP: £314.95 (DC)

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 6 to 8

Company/Operator: BR

Weight: 468g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, multiple working pipes and sockets, vacuum brake piping and uncoupling tool.



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HELJAN CLASS 33

Words: Howard Smith Photography: Tony Wright

Heljan has offered a Class 33 locomotive in its OO gauge range for a number of years, but arriving with stockists as of last month is a partially-retooled and upgraded model. Small alterations to the tooling suite has permitted the manufacturer to represent later locomotives that were fitted with high intensity headlights in a variety of liveries as commonly seen in-use from the late-1980s to the present day. Offering eight new liveries covering the most popular – and one obscure, though favourite – liveries of the Class from the 1980s to the present are 33012 in weathered BR blue (3450), D6515 *Lt Jenny Lewis RN* in BR green with small yellow panels (3451), 33042 in weathered Railfreight Construction (3453), 33063 in Mainline freight grey (3454), 33021 *Eastleigh* in Post Office red (3455), 33030 in EWS maroon and gold (3456) and 33029 in West Coast Railway Company maroon (3458).

The satin paint finish is to a high standard, enhanced by the polished finish of the handrails. The fuel tank and buffers are a little shiny, however.

These new models are joined by other livery variants of Heljan's Class 33 from its original tooling. Great times for 'Crompton' fans!

Kindly received from Heljan for review is a sample of 33021 *Eastleigh* in Post Office red. Models are with Heljan stockists now and a retailer-exclusive for Locomotion Models is available to order via its website. Improved radiator grilles and the square high intensity headlight are the main changes with these variants, but all models continue to feature DCC-ready, or DCC sound capability via an eight-pin decoder socket, sprung buffers, directional lighting with low-power bulbs and an accessory pack.

Take two

Though not entirely new, the latest models are different from previous Heljan Class 33s insofar as they carry more detail. The model holds its own where shape and

detail are concerned. Buffer beam features are exquisite, pre-fitted from the box with air hoses and multiple working couplers. Non-working screw-link couplings and sprung buffers are standard, which should please those who seek extra authenticity when standard tension-lock couplings are removed. Though the couplings don't actually screw to adjust their length, the links being of metal construction should enable them to be used with the multitude of wagons now featuring scale hooks, provided your eyesight is capable. An accessory pack containing cab/shore radio pods and snow-ploughs is provided, alongside a maintenance sheet containing part reference numbers.

Brief history

Entering service on January 14, 1961 as D6539, this new model represents it in the later period of its life. Gaining the number



of 33021 in January of 1974, wearing BR blue until 1989 when BR repainted the locomotive into its final livery of Railfreight construction, which it would carry until being withdrawn in 1997. Purchased by a group of individuals, the locomotive would be outshopped from Eastleigh in the same year carrying the bright livery of Post Office red, with depot plaque and nameplate – the only member of the 98-stong class as built to receive this livery. In the early 2000s, the locomotive would be painted into Fragonset black with maroon stripe, until the company became defunct and it would pass into preservation at the Churnet Valley Railway.

After changing liveries, the locomotive carried Post Office red once again, though its 2019 application differs from its original application of the livery in the late-1990s.

Subtle changes

In 1998, 33021 would have its marker lights plated over, a modification which it carries to date. Heljan's tooling suite not supporting this, represents the locomotive in its 1997/1998 condition. Beautifully-detailed etched treadplates to the cab fronts are painted silver as per the locomotive in its current condition, not black as it was in the late 1990s. Small livery changes between the locomotive's 1997 and 2019 application of the livery include the painting of bogie springs and lifting eyes. Subtle differences aside, it would appear that Heljan's model is more suited to the earlier period than present. The more discerning modeller may adapt it to the later version if the rear marker lights were carefully removed with a scalpel,

filled and painted yellow to match the paintwork, though repainting the entire ends yellow for a closer match might be required.

The newly-added high intensity headlight looks right as do the newly-added etched radiator grilles. The Post Office red livery suits the locomotive design well. Not having awkward features to disguise has allowed the Class 33s to carry many liveries successfully and it's great to see the model appear in more guises. Application of the livery is neat and satisfactory, though I'd have liked to see the battery box, fuel tank and sprung buffers painted. Carefully painting these with a matt black will knock back the plastic sheen, which shouldn't be difficult, and these areas could be weathered further still, if desired.

Detail around the model is to a very high standard. I'm a fan of the air pipes and multiple working connectors, which are fitted to the model from the box. Spares are provided in the accessory pack, with snow-ploughs and cab/shore radio pods, painted to match the cab roof.

On test, it remains the case that the model is a reliable locomotive, capable of hauling what would have been expected of the Type 3 in reality. Its 658g weight is largely due to the die-cast chassis, and all-axle power is

datafile

BASICS

Manufacturer: Heljan A/S

CATALOGUE REFS:

(3455) 33021 Eastleigh Post Office red

RRP: from £149.00

Gauge/scale: 16.5mm gauge, 1:76 scale 00

Era: 7 to 11

Company/Operator: BR

Weight: 658g

Body and chassis: Die-cast chassis with plastic body

Minimum Curve Radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: snow-ploughs, air hoses, cab/shore radio pods

provided by a five-pole motor. For Southern Region modellers of the 1980s and 1990s to modellers of the present day network-wide, these new alterations and livery additions are a welcome sight to a fine representation of the prototype. Highly-recommended.



Roof vent and fan detail keeps the eye entertained above, while yellow-painted axlebox and battery box door retainers, and white-painted air pipes maintain focus below the waist line.



Etched depot plaques and nameplates are for the modeller to source, though their location is accurately provided with quality tampo-printing.

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Heljan Class 33

Heljan has issued more liveries for its Class 33 locomotives and updated its tooling, too. Howard Smith takes a closer look at one iteration from the new batch.

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PLAY

IRM BEER KEG WAGON

Words & photography: Andy York



While the conveyance of Guinness and other beers dates back to the days of steam, it was the emergence of ISO intermodal standards in the early 1970s that allowed breweries to maximise the potential of rail transport. Córas Iompair Éireann's new fleet of 42ft bogie flat wagons were particularly suitable, as their capacity enabled large quantities of kegged beer to be transported efficiently.

Although brands such as Harp and Heineken were also transported at various times, it is Guinness that became synonymous with this traffic, with CIÉ constructing an additional batch of bogie wagons in 1978 specifically to meet the demands of transportation. The goods yard at Dublin's Heuston Station became the focal point for this operation, with kegs being brought the short distance from the St. James's Gate brewery by road and

transferred to 42ft wagons for distribution to depots located across the CIÉ/Irish Rail and Northern Ireland Railways networks.

These wagons were often mixed with other traffic, such as containers, bulk and bagged cement, and oil, but demand frequently called for dedicated trainloads, too. Initially carried in transport cages with kegs stacked three-high, trains that stopped at signals in certain areas became a target for thieves, who could sneak aboard and remove kegs with relative ease. The solution, introduced in the mid-1990s, was to utilise taller cages more difficult to access.

Keg trains were a common sight on the network for almost four decades. However, changes to the Irish railway environment in the mid-2000s resulted in the loss of several freight flows, with keg traffic being one of the high-profile casualties, finally coming to an end in 2006.

The IRM model of these distinctive wagons utilises the CIE 42ft flat wagon and follows on from the hugely successful container liners and fertiliser wagons, which sold out shortly after release. To supplement this demand, IRM has increased the production run of the beer keg wagons. The detailed wagons are being produced in twin-packs, with four different packs available. Packs feature different running numbers and a bundle deal for all eight wagons is available.

The Córas Iompair Éireann or Iarnród Éireann (Irish Rail) networks made extensive use of a standard 42ft underframe, with bogies for a variety of wagons and IRM will be extending the use of the 42ft platform further with spoil and weedkilling train wagons.

As ever, all of the detail is accurate and well-executed with features beneath the

datafile

BASICS

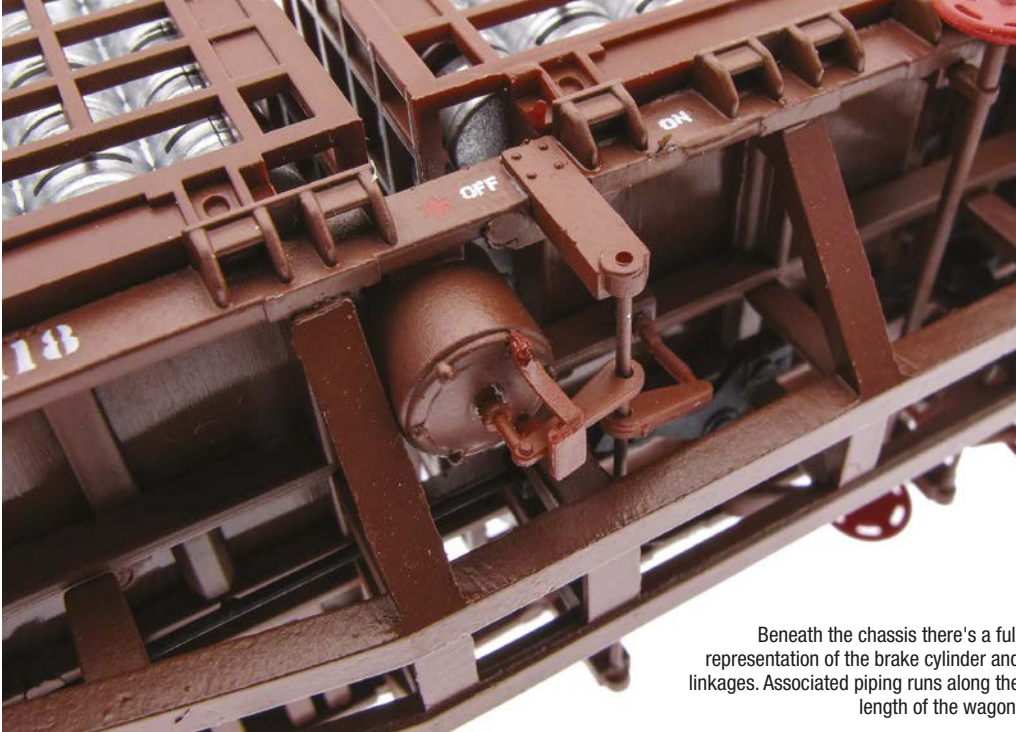
Manufacturer: Irish Railway Models**CATALOGUE REFS:**

(IRM1075A) CIÉ/IR 42ft flat twin pack - Guinness Kegs A

(IRM1076B) CIÉ/IR 42ft flat twin pack - Guinness Kegs A

(IRM1077C) CIÉ/IR 42ft flat twin pack - Guinness Kegs A

(IRM1078D) CIÉ/IR 42ft flat twin pack - Guinness Kegs A

RRP: €100.00**Gauge/scale:** 16.5mm gauge, 1:76 scale 00**Era:** 1978 - 2006**Company/Operator:** CIÉ/Irish Rail**Weight:** 130g per wagon**Body and chassis:** Plastic**Minimum Curve Radius:** 263.5mm (R2)**Couplings:** NEM-mounted Rapido and rigid bar options**Accessories:** Vacuum pipes and locking bars

Beneath the chassis there's a full representation of the brake cylinder and linkages. Associated piping runs along the length of the wagon.

underframe, the pipe runs and gear linkages are particularly pleasing, even if they will be rarely seen. The axle ends feature rotating axle boxes as with the flat wagons. As the width of the bogies are dimensionally accurate, there is capacity to fit scale-width axles and wheelsets for those modelling the network in accurate 5ft 3in gauge. Further detailing is provided in the pack with a choice of tension-lock or rigid bar couplings to mount into the NEM pockets, vacuum

brake pipes for the bufferbeam, and the locking bar mechanism for each end of the sides if there is sufficient bogie clearance on layout curves.

The wagons carry minimal livery markings, but those on the models all copy prototype photographs for each number and are effectively executed in clarity.

Priced at €100.00 for a pair, the models are available directly from *irishrailwaymodels.com*, the price reflecting the lower quantity

Turn the model over and it's evident there is plenty of space to regauge for those with scale 5'3" track. The fine structure of the multi-purpose wagon chassis is evident.



production runs that are appropriate to the smaller marketplace. The UK market has had collectors of different types of stock over the years, often of well-defined niches. As the products and market have become more wide-ranging, that seems less prevalent these days, but I can certainly see an excuse for collecting these interesting and appealing Irish models as they are released in limited quantities; even if they never get to run on a layout.

As with the pallet loads of fertilizer bags in the review of the fertilizer wagons in June *BRM*, I feel that the stacks of kegs would make a useful accessory to its range, with the potential to be marketed to the UK modeller under its Accurascale brand. Very useful.

Fully loaded with the removable cages and separate keg stacks, the pair of wagons make an eye-catching load.



GRAHAM FARISH LNER THOMPSON COACHES

Words & photography: Andy York

Post WW2 the LNER had a need for additional and replacement front line express stock and the Thompson-designed coaches were a direct successor to the express Gresley stock with an eye to improved safety. Largely of wooden body construction, the teak finish of the Gresley stock led to the first livery of the Thompson stock, with an ersatz teak effect over the steel body panels to give continuity of livery. With LNER lettering and numbering, this was a relatively short-lived livery until the removal of the lettering once nationalisation arrived in 1948. The teak livery lasted, often looking very drab, through to the repainting into the carmine and cream coaching stock livery after 1949.

The scumbled teak-effect replicated by Graham Farish is one of the most noteworthy aspects and it is remarkably effective. In terms of print application, it may be simpler than the 4mm scale models introduced three years ago, but is certainly more than adequate for these smaller models. A mid-brown colour is applied to the solebars, sides and ends. To the ends and sides, a mustard-yellow grain effect of random stripes and missed dots gives the impression of the brushing of varnish layers and colours in the works. Although the steel sides of the coach were largely flat, the effect was applied horizontally below window height and vertically between windows and doors to give the impression of separate panels of wood.

Above the remarkable model paint finish, each letter within the LNER branding consists of four different colours, applied by tampo printing; black, red, white and metallic gold. In addition, metallic gold numerals are applied to the glazing of the first class portions and horizontal metallic silver stripes to represent the corridor handrail. The body separates from the chassis above solebar level and reveals chocolate brown internal panelling and



painted seats. There are even toilets, unseen from the exterior, as they should be.

The range includes four coach types; First Corridor (FK), Composite Corridor (CK), Third Corridor (TK/SK) and Brake Third (BTK/BSK). The range does not include a Brake Composite, Full Brake or a catering vehicle, but a BG was previously produced for the N Gauge Society in 2016.

The dimensions and shape are accurate throughout, the torpedo roof vents, drainage strips, gutters, destination board frames, door handles and electrical conduits to the ends are all moulded, too. If they were separately-applied parts it's doubtful that these could be done to scale or with the same level of neatness achieved.

Underneath, there is a pleasing amount of detail represented and the truss framing is particularly fine, revealing scale-sized battery and equipment boxes.

The models are an excellent step forward for N gauge and can be of interest to non-Eastern Region modellers, too, when considering inter-regional workings.

datafile

BASICS

Manufacturer: Graham Farish

CATALOGUE REFS:

(376-200) First Corridor LNER teak effect
(376-225) Composite Corridor LNER teak effect
(376-250) Third Corridor LNER teak effect
(376-275) Brake Third Corridor LNER teak effect
(376-201) First Corridor BR crimson and cream
(376-226) Composite Corridor BR crimson and cream
(376-251) Third Corridor BR crimson and cream
(376-276) Brake Third Corridor BR crimson and cream

RRP: £41.95

Gauge/scale: 9mm gauge / 1:148 scale / N Era: 3 to 5

Company/Operator: LNER, BR(E)

Weight: 23g

Body and chassis: Plastic

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Buffer-beam pipe detailing

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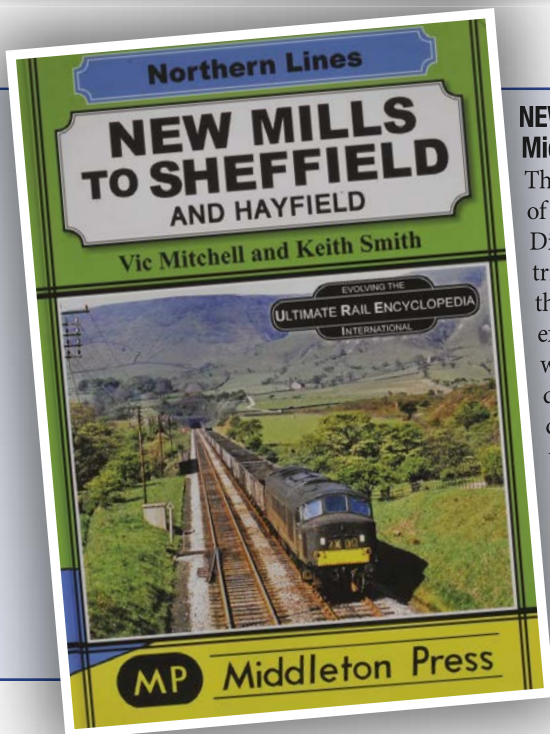
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NEW MILLS TO SHEFFIELD AND HAYFIELD by Vic Mitchell and Keith Smith, Middleton Press.

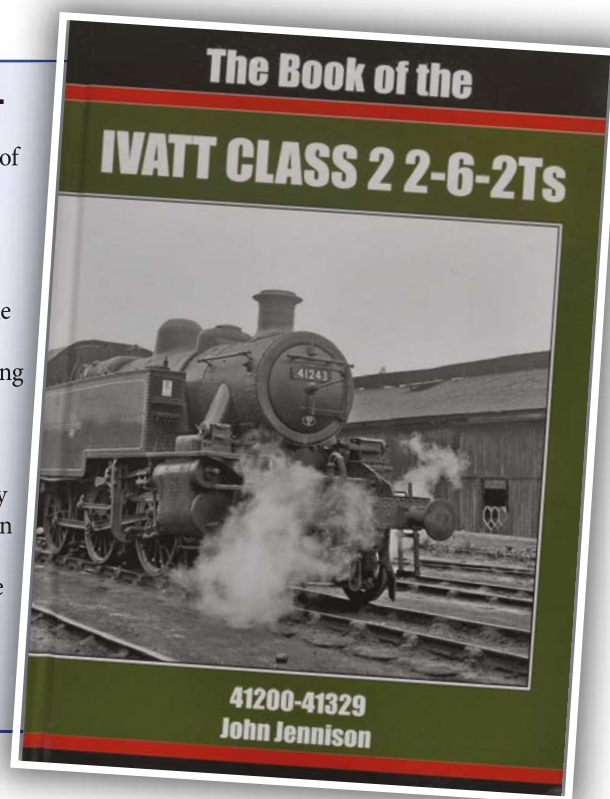
This is the latest in this vast 'Ultimate Rail Encyclopedia', now comprising hundreds of titles. Here we have a description of the mainly ex-Midland routes across the Peak District between the greater Manchester suburbs and the City of Steel. It follows the usual tried and trusted format of a pictorial journey through time over the routes described. In that respect, just like its many siblings, it works very well. The reproduction is generally excellent and there's the usual combination of vintage maps, timetables and tickets. The whole thing is of great help to modellers. Naturally, most of the steam scenes show BR days (including a spotless WD!), but there are some lovely images from pre-Grouping days as well. Diesels/DMUs are also well-illustrated, from the earliest types on the route through to the current century. When reviewing books in this series, I find it's very difficult to avoid repetition (such is their similar format), but, at the risk of that, I'm struck with the same sense of loss; a loss of a fascinating railway infrastructure. One only has to look at the various pictures of Dore & Totley to appreciate what I mean. Recommended.

Price: £18.95 W: www.middletonpress.co.uk

THE BOOK OF THE IVATT 2 2-6-2TS 41200-41329 by John Jennison, Irwell Press.

This is the latest in the 'book of' series from Irwell, and it complements the volume on the tender version of these locomotives, published last year. It follows the usual format of describing the reasons behind the design, detail specifications, special features, testing, various liveries, where the class worked (everywhere!), storage, withdrawal dates, allocations and works visits. By the end of the 351st page, every locomotive has been illustrated (at least twice) and the book is as comprehensive a record as any volume on an individual class I've ever seen. The reproduction is first class, all B&W, and the whole thing will be of immense help to modellers. Indeed, anyone making a model of these versatile tanks must acquire this work. I know one must be dispassionate when reviewing books, but these highly-successful little locomotives hold a special appeal to me. I used to watch them chugging past my bedroom window – at a little distance – on their way out to Wrexham or the Wirral on the ex-GC lines from Chester Northgate where they replaced the indigenous 4-4-2Ts and 0-6-2Ts; they themselves being shortly replaced by DMUs. The picture of one on 'The Welsh Dragon' also revived memories of standing on the footbridge at Abergele during long-ago summer holidays as the named two-coach train plied its trade between Rhyl and Llandudno. Just one observation – I don't believe Wrexham Exchange was the terminus for any service. That was at Wrexham Central, just a short distance away. Entirely recommended.

Price: £32.95 W: www.irwellpress.com



TRACING LOST RAILWAYS, by Trevor Yorke, Shire Publications

This modest A5 softback is an ideal large-pocket companion for those who wish to explore some of our abandoned railway network. It's very well-illustrated in full colour, and written in an engaging and informative style. It's remarkable how many artefacts from the railways in use still survive, abandoned by the sides of the previous formations. One wonders how many others might be surviving, long-buried in the undergrowth. Most useful is a list at the rear of the book recommending trails to visit, where public access is now granted in the form of footpaths/cycle paths. There's also a useful list of heritage railways. A delightful study and exceptional value for money.

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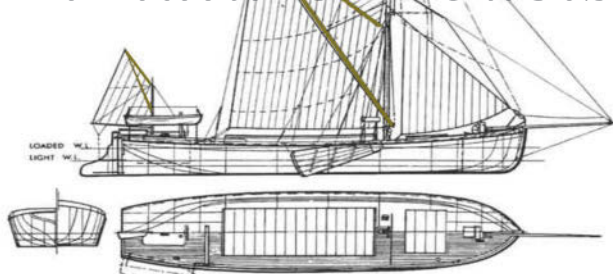


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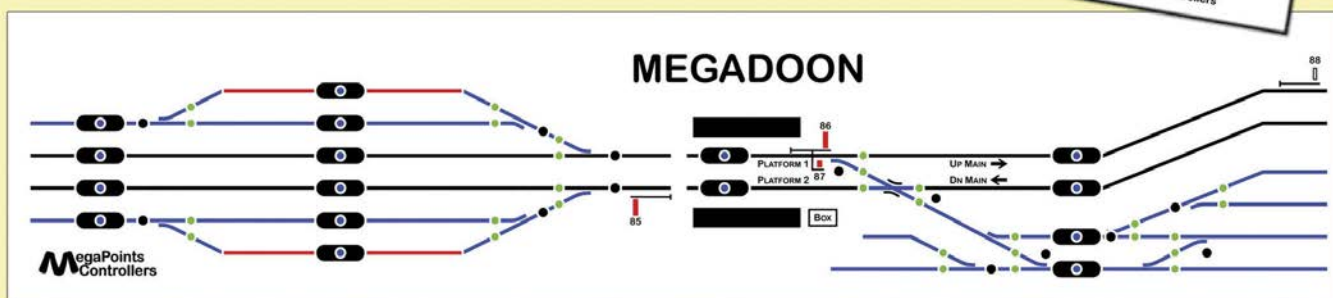
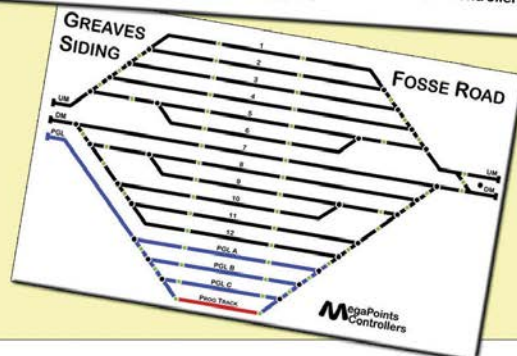
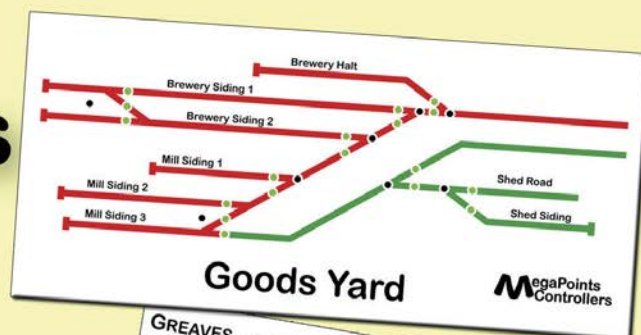
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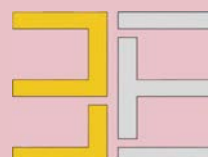
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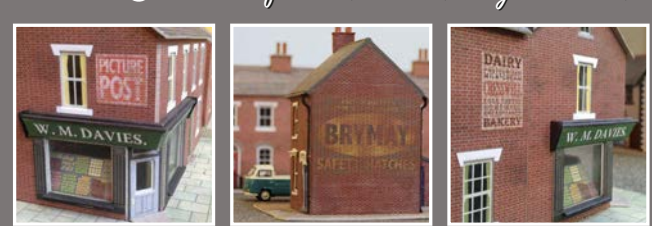
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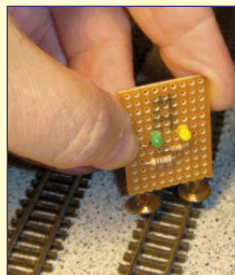
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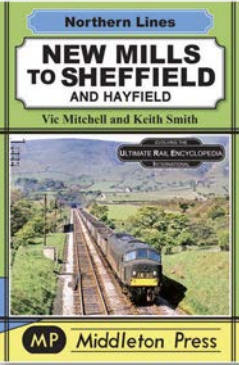
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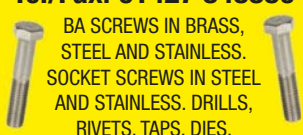
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NEXT ISSUE

COASTAL RETREAT

We head to Cornwall for its sea air and visit Harlyn Pier, a quayside layout set on an imaginary ex-LSWR branch line in 1960.

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Buffer Stop

Time for retail therapy

With very little fanfare, model shops re-opened last month.

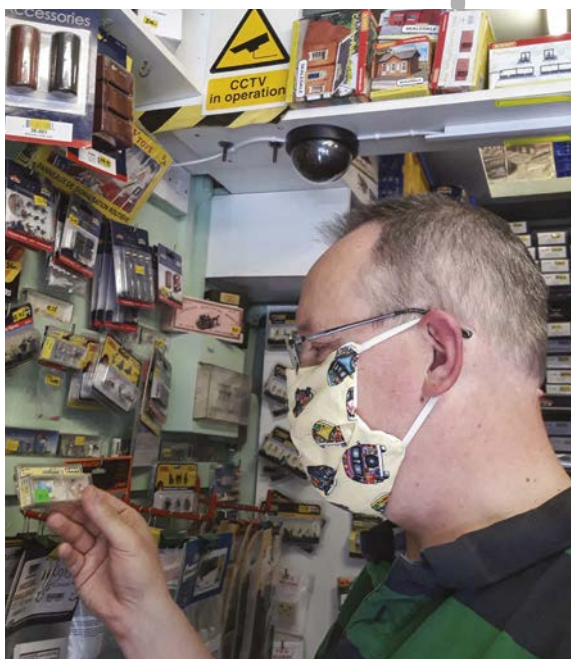
It's been a strange time for our trade. Those who have been able to operate using mail order report some terrific sales as people forced to stay at home started practical projects.

Anyone relying on exhibitions suddenly found themselves without customers, a situation that is sadly going to carry on for quite some time.

The BRM team are big fans of our local shops, so as some of us don masks, we're sanitising our hands and heading out to pay them a visit. All the shopkeepers have introduced the appropriate safety measures and, while life is a bit odd, it's possible to carry on.

Does this mark the end of the customer who comes in, prods the stock and chats without any intention of spending money? Right now, those people are the last thing shops need, so don't be that person.

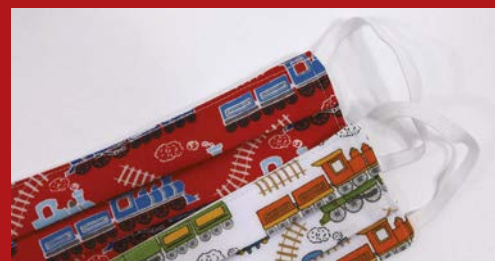
Here's a thought. August 29 is Independent Record Store day where music fans get out and support their stores. Should we organise something similar for model shops?



This month in pictures...



After a break, we've been able to get back into the studio to record more BRM TV projects.



Some clever fundraising by the Fairbourne Railway during lockdown – face covering with trains on them!



World of Railways doesn't normally cover philately news, but someone sneaked in a story about a set of Snafell Mountain Railway stamps a few weeks ago.



Andy has been playing with the Zoom meeting technology. Either that or he's sitting in the organ loft at Alexandra Palace...

Burning Question...

We're going to the zoo. You can come too. Which animal will we visit first?

Andy: Cuddles the killer whale at Dudley zoo.

Phil: I'm picking the penguins.

Howard: Camels. I'll get the hump if I can't see those.

Debbie: Hippopotamus, but don't stand in the way of one!

Ruth: Sloths... they remind me of Howard!

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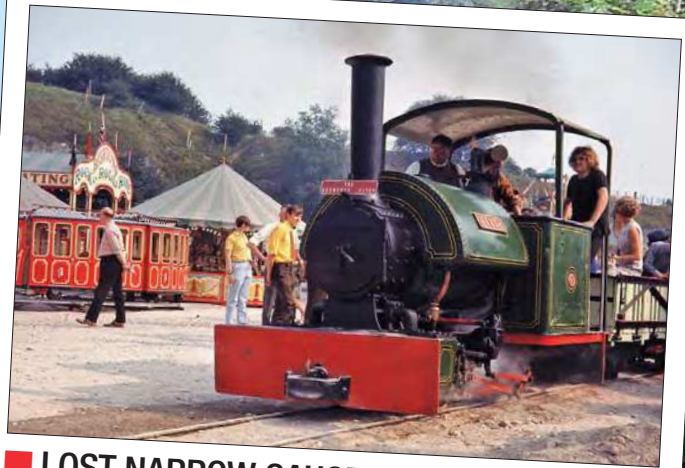
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ISSUE 141
AUGUST 2019



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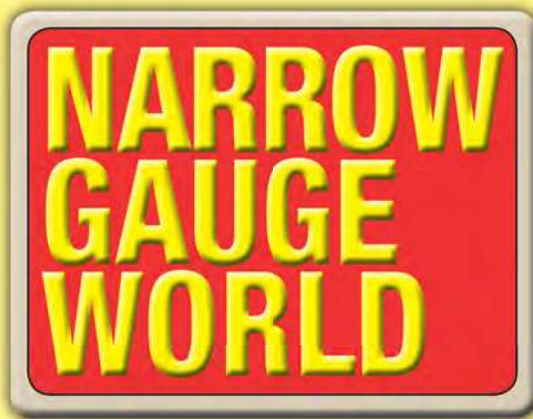


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Cover: A lifeline dream for many – the Welsh Highland Heritage Railway's Hunslet 2-6-2T 'Russell' storms out of the tunnel in the Aberglaslyn Pass en route to Beddgelert during its successful return to WHR metals as part of the line's Past Present and Future Gala on 21st-23rd June.

Main photo: Michael Chapman

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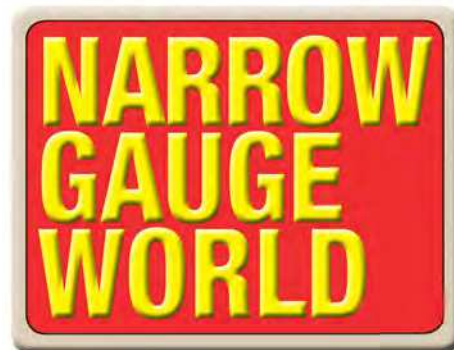
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On Sale 30th August



The young people ban that has to be ended



"Trustees of heritage railways have no choice, in order to protect their managers in law, but to forbid young people from working on the lines..."

Photos: The recent Women Teaching Women event on the Perrygrove Railway (see page 13) saw several young people enjoying 'playing trains'. But lines cannot currently take advantage of such interest. Photos: Rosemary and Megan Charman

Welcome to *NGW* and August, a time of peak services and busy railways. And the news keeps coming – just three stories from our UK news pages this month feature the launch of a new-build, the return of a loco not steamed since 1965 and the prospect of a newly overhauled Austrian loco spending two years in Wales – it's never dull on the narrow gauge!

Those responsible for running our railways always have much to think about in modern times of increasing pressures and increasing legislation, but two subjects are at the top of the agenda right now for not only the narrow gauge but all heritage railways – future coal supplies, and young volunteers.

It's hard to find a line that is not acutely aware of the need to encourage young people to get involved, as they are the vital future resource that will ensure the lines continue to flourish, or even run, once the pioneer generations and their immediate successors pass on.

Catch them young

Most would argue the younger the better – make the most of interest sparked by the likes of *Thomas the Tank Engine* and as soon as the youngsters are old enough to have some common sense, get them doing stuff on railways. Hopefully the interest generated will stay with them as they grow older and are tempted by other attractions such as the latest electronic hardware, or gaining a partner...

Right now, however, heritage

railways are having to ban anyone under the age of 16 from anything that involves the operating railway, such as volunteering on trains or in workshops – basically the interesting stuff that is likely to spark the preservation bug within them.

The reason is a piece of legislation called the Employment of Women, Young Persons and Children Act 1920, which last year the All Party Parliamentary Group on Heritage Rail discovered effectively bans children from working on heritage railways.

Promises are not enough

Now the Office of Rail and Road has stated that it would never enforce the act on a preserved railway. But if there was to be an incident that resulted say in a young person being injured, a civil suit could still be levelled against the line in question. So trustees of heritage railways have no choice, in order to protect their managers in law, but to issue policies forbidding young people from working on the lines.

Thankfully there is light at the end of the tunnel on this one. The politicians realise that attracting young people is essential to the future of heritage railways.

The issue was raised in the House of Lords on 5th June, with Lord Faulkner, president of the Heritage Railway Association and vice-chair of the all-party parliamentary group, asking the Government to consider secondary legislation to amend the 1920 act. Legal advice suggests this could be done using the 1974

Health & Safety at Work Act.

"The last thing the movement needs is obsolete legislation that hinders the recruitment of that next generation of volunteers," Lord Faulkner commented.

Thankfully the Government appears to agree – the Department of Digital, Culture, Media and Sport has confirmed that moves are underway to amend the Act.

Let's hope they don't take too long. Currently railways are turning away enthusiastic young volunteers, because they have no choice. Some have found clever ways to delay the effect – the Tallylyn for example has come up with a legally-compliant training programme for its volunteers aged between 14 and 16 affected by the legislation. They numbered 19, but at the first training weekend 74 turned up!

Such initiatives will delay the effects for now but can't work for ever – sooner rather than later young volunteers not allowed to properly get involved will walk away from railways and find something else. So if you should be in conversation with your local MP, lobby them on behalf of the heritage railway movement, because we need this Act amended – now...

As for coal – this is an even stickier subject, with a serious threat to future supplies of a steam locomotive's life blood growing rapidly. Space doesn't allow me to expand on this subject this time, but I'll return to it in next month's column. In the meantime, enjoy your *NGW*... **Andrew Charman**

Durango & Silverton faces \$25m law suit for starting wild fire

The Durango & Silverton Historic Railroad in Colorado, USA, is being sued for \$25 million in damages after it was declared the cause of one of the largest wild fires in the state's history.

According to the US Attorney's office in Denver, burning particles from the chimney of a D&SR locomotive traversing Shalona Hill, part of the San Juan National Forest on 1st June started a fire.

This quickly erupted into what was dubbed the 416 wild fire, which spread across 54,000 acres, crippling the local tourist economy and costing \$25 million to extinguish. The blaze was not fully contained until two months later on 31st July, by which time it had become the sixth biggest wildfire in Colorado history.

The federal law suit is being filed on behalf of the US Forest Service against the Durango & Silverton Narrow Gauge Railroad and its operator, American Heritage Railways Inc. It alleges that at a time of great drought in the area trains had caused multiple fires in the months leading

up to the 416 blaze, and also cites four previous fires going back to 1994 that were started by the train and needed federal resources to put out.

"This fire put property at risk, put the public at risk and put the lives of firefighters at risk," US Attorney Jason Dunn told *The Denver Post* newspaper. "We're going to pursue this within the best interests of the United States and the people who live in the area to make sure we do right by them."

The Railroad made no official comment in response to the law suit though it had previously stated that if it was found liable for the fire it would "do whatever necessary to make it right."

The D&SR is also facing several civil suits from local businesses and residents that say it should not have run coal-fired trains during the drought.

The fire shut down the line between 1st June and 12th July, and then washouts caused by floods resulted in further closures. While the line was closed tourism



Above: The Durango & Silverton, pictured here by Michael Chapman in 2016, is facing a \$25m law suit for starting a massive wild fire.

in Silverton, which relies on traffic from the D&SR, was decimated, one cafe owner seeing her average 900 daily customers slump to just six.

On the same day the 416 fire was contained, 31st July, the Railroad announced it was buying two large diesel locomotives to avoid future shutdowns, while also planning to convert one of its steam locos to oil firing.

Austrian U-class to make debut at Llanfair

What is thought to be the first Austrian U-class 0-6-2T to run in the UK will be operating on the Welshpool & Llanfair Light Railway this summer.

The mid-Wales line has signed a hire agreement with the Zillertalbahn Railway that will see one of the Austrian line's two original locomotives, no 2 'Zillertal', based at the W&LLR for two years.

Zillertal was built for the Zillertalbahn by Krauss in 1900, and has spent its entire working life on the line. It has recently been under major overhaul and was successfully steamed on 24th May.

When the loco arrives at the W&LLR, expected around the end of July, it will become the oldest locomotive on the line, beating the original Beyer Peacock 0-6-0Ts by two years. The hire will also further enhance a long-standing connection between the two lines dating back to when the Zillertalbahn donated four carriages to the W&LLR in 1968.

The line is hiring in a loco to alleviate a motive power crisis caused by ongoing delays to the restoration of Franco-Belge 0-8-0T 699.01 'Sir Drefaldwyn', another loco that spent its working life in Austria.

The restoration project started in 2013 but has suffered significant hold-ups, partly due to the W&LLR losing its workshop for

several weeks in 2017 following a discovery of asbestos. Issues with some of the early work done also led to a decision to carry out a more wide-ranging restoration with the aim of 699 becoming a lynchpin engine as others come up for overhaul.

'Sir D' is now not predicted to be completed until late into the season, and Beyer Peacock no 1 'The Earl' has already gone to the Vale of Rheidol Railway for overhaul following expiry of its boiler ticket (NGW139). It is expected back at Llanfair in June 2020.

Krauss 0-6-2T 'Zillertal' is set to spend two years in Wales. Photo: John Travis/W&LLR





■ An extra attraction at the Tallyllyn Railway's Anything Goes Gala was a narrow gauge Motorail! Engineering manager Chris Smith, an acknowledged fan of Minis, allowed his classic example to be loaded on a flat wagon whereupon he and volunteer Allan Black were pulled up the line by Ruston diesel 'Midlander.' Alan added the final touch with a road atlas and said "We had great fun asking people for directions at stations!"

Photos: Allan Black

Tallyllyn revives Toby – its first i/c locomotive

The Tallyllyn Railway's original platelayer's trolley made a surprise return to service at the line's 'Anything Goes' gala on 15th June.

Out of service for a decade, the trolley was built in 1954 by volunteer John Bate at his parent's home in Reigate, Surrey, using the engine from an Austin 7 car.

In 1960 the trolley was fitted with a canopy, which led to it being affectionately named 'Toby'. The trolley then served in several roles including being used as a fire tender following trains up the valley during periods of drought, until it was badly damaged in a shunting incident in 2008 and withdrawn.

TR engineering manager Chris Smith was behind the restoration. An appeal for help led to a group of volunteers taking on

the job of rebuilding the trolley away from the railway, the team led by Graeme Ford of Graybar Engineering, which supplies the rail industry with point heating and signal distribution systems among other products.

Toby was duly returned in pristine condition. Welcoming it back was its builder, John Bate, who after his early initiative went on to become one of the TR's major figures as its long-serving engineering manager.

Still an active volunteer, John helped refit the canopy on the trolley's return and then took the controls for a journey between Tywyn Wharf and Pendre stations.

Below: Toby the trolley, back in working order with its builder John Bate.

Photo: Barbara Fuller/TR

Trains replace buses at Tallyllyn

The Tallyllyn Railway has turned a traditional fear of commuters on its head by running a bus-replacement service.

Roadworks on the B4405 between Aberynolwyn and Brynchrug between 26th and 28th June resulted in the local bus service between Tywyn and Abergynolwyn, the two ends of the TR, being curtailed.

But with TR trains running as normal, the railway offered free travel to all residents of Abergynolwyn wishing to travel to or from Tywyn during the period that the roadworks were underway.

The service, welcomed by local residents, even included an early diesel-hauled 8.30am departure from Tywyn, returning from Abergynolwyn at 9.30.

Peat line wins £107K for visitor centre

The Crowe & Peatland Railway Society has been awarded £107,000 to build a visitor and education centre, with café, shop and toilets, at its site in Lincolnshire.

The project, which seeks to portray the history of peat extraction in Lincolnshire, has already built a workshop, acquired four diesel locomotives and began laying a 3ft gauge demonstration line.

The new visitor centre will include information boards describing the social and industrial heritage of the moors to visitors, and after walking through the centre, visitors will be able to take a train ride on a 500-metre long track around Crowle Moors.

Restoration of the peatland railway on Crowle Moors is part of the Isle of Axholme and Hatfield Chase Partnership's projects, local councillor Julie Reed describing the area as having a huge industrial and social history. "We want residents and visitors to be able to discover this unique history and get a glimpse into what it was like on the moors years and years ago," she said.

More details of the project are on the website at <http://peatland.co.uk>



■ Without doubt the biggest happening of the past few weeks was the Welsh Highland Railway's Past Present & Future Gala which saw original WHR locomotive 'Russell' working trains to Beddgelert. James Waite caught one of the specials at Pont Croesor. For more on the Gala see page 14.



Glyder returns to steam after 54 years

Beamish Museum has concluded the first part of its plan announced in 2012 to display two former Durham County Water Board locomotives, with the first official steaming on 19th June of Barclay 0-4-0WT 'Glyder'.

Built in 1933 under works number 1994, the locomotive was originally known as 'Grey' when supplied with Avonside 0-4-0T 'Durham' (2066/1933) to the Water Board. After completing work on a dam contract both were sold on to the Penrhyn Quarry where they were renamed Glyder and 'Ogwen'. In 1965 both were among several Penrhyn locos exported across the Atlantic after the quarry rail system closed.

When the pair were repatriated in 2012 arrangements were made with their new owners to display them at Beamish ahead of restoration and they went on display in the museum's Colliery Engine Works.

In 2015 Ogwen was taken off site for restoration by owner Martyn Ashworth – this is likely to be completed in 2020. Glyder's owner Graham Morris agreed to the restoration of the loco at Beamish.

The work included regauging from the Penrhyn Quarry's 1ft 10 $\frac{3}{4}$ ins to the 2ft gauge of the Beamish narrow gauge line – coincidentally the same gauge with which the loco had originally been supplied to the Water Board. Much effort was also expended on retaining the external appearance including the Penrhyn lined-black livery, as much as possible.

The work required proved more extensive than first hoped, and the boiler had to be sent to the Severn Valley Railway where the firebox and smokebox were repaired and some stays replaced.

The successful steaming on 19th June was followed by Glyder starring in the Beamish old King Coal event at the end of June. "There remain one or two jobs to tackle," said museum

director Paul Jarman, "but we are very pleased with the outcome and can look forward to the locomotive becoming a regular part of the Beamish scene in the years to come."

Photo: Paul Jarman, Beamish, see also Gallery



Groudle gets a Bear back

The Groudle Glen Railway has gained a second new steam locomotive in months with the debut of Bagnall 2-4-0T 'Brown Bear' on 10th July.

Fundraising for the project began six years ago with the aim of building a replacement for 'Polar Bear', built in 1905 for the Manx line. While the 1896-built sister loco 'Seal Lion' has been returned to service at the GGR and operates services, Polar Bear was taken off the island during the line's years of closure and eventually restored by the Amberley museum in Sussex, where it is based today.

Construction of Brown Bear was completed by John Fowler & Sons in Cumbria and the loco was shipped to the island on 8th July. Following testing Brown Bear was due to be officially launched into service during the Manx Heritage Transport Festival at the end of the month, alongside new-build Bagnall 0-4-0ST 'Otter' which arrived in April.

Photo: Richard Booth/GGR





Samson to star at Richmond fair

Beamish Museum's new-build Stephen Lewin 0-4-0 'Samson' is to visit the private Richmond Light Railway in Kent for the line's annual charity steam fair on 17th August.

The replica of a locomotive built in 1874 was completed in 2016. It will operate alongside the RLR's home fleet at the event, which last year raised £2,500 for Riding for the Disabled (RDA).

Samson is likely to top-and-tail passenger shuttles with vertical-boiler loco 'Leary', recently returned to steam after a complete rebuild by the RLR.

The line plans to have four steam engines in operation, an additional visitor yet to be revealed. At least four road engines will also be in operation along with vintage vehicles and a model railway.

Tickets for the Richmond Steam Fair are only available in advance, either from the railway's Facebook page or from www.ticketsource.co.uk/RLR

Above: Stephen Lewin new-build 'Samson', seen here at the Ffestiniog Railway, is heading for the Richmond Steam Fair. Photo: Beamish

First new stock for Glasgow subway

Glasgow subway has taken delivery of the first two of 17 driverless train sets that are being built for it by German manufacturer Stadler.

The new four-car sets for the 4ft gauge system are part of a £200m contract awarded to a consortium comprising Stadler and Ansaldo STS for the new fleet. Also covered in the £288m modernisation plan for the 10.5km oval system are the refurbishment of track, tunnels and stations – these will gain half-height doors

to protect passengers and train drivers.

The new sets will replace the current three-car train units – two more are expected to be delivered before the autumn.

Photo: Stadler Rail



Teddy's Pixie finds a new home at Richmond

The Richmond Light Railway (RLR) has acquired Bagnall 0-4-0ST 'Pixie' that operated at the late Reverend Teddy Boston's Cadeby Light Railway.

Pixie (2090/1919) was purchased by Teddy Boston in 1962 from Cranford quarry in Rutland. The quarry owners donated a short length of track allowing the rail-enthusiast to set up what became the Cadeby Light Railway around his vicarage in the Leicestershire village of Cadeby.

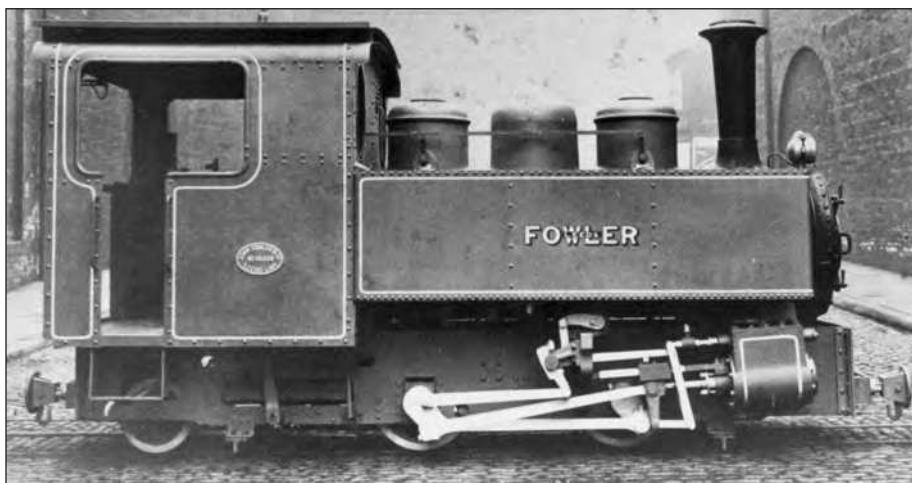
Teddy Boston died in 1986 but his widow continued to stage open days of the railway and its extensive industrial collection until 2005. Subsequently the majority of the collection was amalgamated with the Moseley Railway Trust at the Apedale Community Country Park but Pixie was sold to a private individual who started a 10-year overhaul.

After a period of negotiation, the RLR

took delivery of Pixie in June 2019. Owner Jeremy Martin described the loco as an iconic, well known and much-loved engine. "We will complete the 10-year overhaul that was started by the previous owner – the railway is currently completing quarry Hunslet 'Elin', once this is finished attention will turn to Pixie," Jeremy said.

Major work to be done includes machining and fitting of a new wheel centre to replace the cracked original and new wheel tyres – this has been contracted out with work due to be complete by the end of August. New axle boxes and main bearings have been cast and will be machined in house. "We are quietly moving the project forwards – we look forward to providing updates on the restoration as its progresses," Jeremy added.

The photo above shows Pixie as purchased from Cranford Quarry by Teddy Boston.



■ As one loco arrives at the Richmond line, another is set to depart as Jeremy Martin is selling a Fowler 0-4-2T he bought 18 months ago. Supplied new to the Queensland sugar industry in Australia, the loco was plinched at the end of its career. Jeremy planned to use it on his Richmond line but discovered that the loco's loading gauge is too large for the railway.

Jeremy describes the Fowler as a large powerful 2ft gauge steam locomotive, suitable for heavy commercial or private use. It requires full restoration to return to operation but the boiler is apparently in good condition, with the left-hand side motion fully complete, and the right-side 60 per cent complete. Serious enquirers should email jeremy@ed-group.com for more details.



Beeches signs off in style

The Beeches Light Railway held its final open day on 18th May before its closure and planned relocation.

Owner Adrian Shooter, who built the short but challenging 600-yard long 2ft gauge line around his Oxfordshire home in 2002 and soon after acquired Darjeeling Himalayan Sharp Stewart 0-4-0ST no 19B to run on it, is moving house, and as described in a feature on the railway in *NGW* 138, he hopes to build a slightly longer line at his new home near Wantage.

The final open day, principally for members of the Narrow Gauge Railway Society, proved highly popular though problems with the starter motor on the line's Model T-Ford scooter meant it was unable to play a part in proceedings. The last train behind 19B left just after 3.30pm.

Subject to planning permission Adrian hopes to open the new line, which will run on a basically oval route like the Beeches, in

2020. He will continue to run 19B on it with the pair of Darjeeling-style bogie carriages built for him by the Ffestiniog Railway, but his replica Sandy River & Rangeley Lakes parlor car has been acquired by the Statfold Barn Railway.

While the new line is under construction no 19B is making a return visit to the Launceston Steam Railway – the locomotive was transported to the Cornish line on 30th May, having last ran at Launceston in 2009.

During its stay in Cornwall, 19B will work some service trains and will be the star of a Darjeeling-themed event on 15th-16th August, when the UK-based Darjeeling Himalayan Railway Society will dress the Launceston station with Indian-style stalls and food.

Photo above, showing Darjeeling 0-4-0ST no 19B storming up the stiff grade one last time on the Beeches line, by Joey Evans

■ Bagnall 0-4-0ST 'Kidbrooke' (2043/1917) is to make a rare foray away from its home Yaxham Light Railway in Norfolk to star in the Moseley Railway Trust's 50th anniversary event at its Apedale Valley Light Railway on 21st-22nd September. More details of the event, which the Trust says will be 'a very special celebration' are set to be released in coming weeks. *Photo: Apedale*



BRIEF LINES

Family openings at Statfold

The Statfold Barn Railway and museum will be open for Summer Family Fun Days on Tuesdays, Wednesdays and Thursdays throughout August. The Burton to Ashby tram and a train will be running. The only exception is 6th-8th August when the venue will stay closed due to setting up for a weekend music festival.

Double in Devon

The Devon Railway Centre will be holding its annual Steam Gala on 17th-18th August. The museum near Tiverton includes a 2ft gauge line which at the event is expected to host double-headed steam.

L&B carriages to vans

The Lynton & Barnstaple Railway's East Anglian-based carriage restoration group is close to completing its fifth vehicle, carriage no 5, with the aim of it being collected for the railway in early August. As soon as it leaves the group will be undertaking a major refurbishment of the railway's Van 23 ahead of a start on its next major project, carriage no 1, later in the year.

More track at Halesworth

Having installed a track panel on the former Southwold Railway bridge at Halesworth *NGW* 139, the Halesworth to Wenhamston Narrow Gauge Railway Society now plans to re-instating more track between the existing panel and the boundary of the Network Rail station. The project is likely to require six or seven panels each of six yards in length. The result will replicate the view of the 3ft gauge line the standard gauge passengers would have seen in 1879 when the Southwold Railway was built.

Knott End makes start

Enthusiasts planning to build a 2ft gauge railway on the former Garstang to Knott End route in Lancashire (*NGW* 138) plan to start track clearance in October, once the bird-nesting season is over.

Funds to put right theft

The Lea Bailey Light Railway has appealed to members for funds to replace parts stolen from its motor Rail diesel when thieves broke into its Forest of Dean site in March. The engine components needed, budgeted at more than £2,000 new, have been sourced for just over £500.

Rheidol builds a new car park at Devil's Bridge

Weeks after opening its new station at Aberystwyth, the Vale of Rheidol Railway has revealed major development at the other end of the line.

The line has awarded a contract to local company Tregaron Trading Services (TTS) to construct a new car park at Devil's Bridge station, with work scheduled to begin in July.

The new car park will be built on a grassed, banked area just inside the station entrance from the main road, and will allow the existing car park area to be opened up as a pedestrian area for visitors with a separate coach park. The new facility will also be convenient for community events at the recently converted community hall.

The project has received £128,000 of funding through the Welsh Government Rural Communities – Rural Development Programme 2014 – 2020, which is funded by the European Agricultural Fund for Rural Development and the Welsh Government (EAFRD).

The same scheme provided £86,000 to the Welshpool & Llanfair Light Railway for a range of improvements including reinstating a passing loop at Sylfaen station and installing electric vehicle charging points at Llanfair Caereinion – the latter were opened in March.

Commenting on the plan, VoR general manager Llyr Ap Iolo said that the existing railway car park is inadequate for the

The entrance to Devils' Bridge station – the new car park is being built on the grassed area in the centre of the picture. Photo: VoR

number of tourists now coming to the railway and visiting Devil's Bridge.

"The new car park will have space for 78 vehicles including disabled parking with an accessible path to the station and four coach bays which will leave the area around the station and café to a pedestrian's only area which will improve the safety and the ambience of the station," he added.

"We are extremely grateful for the funding we have received from EAFRD, and we look forward to welcoming more visitors to the area"



Schumann new Ffestiniog president

Mike Schumann has been appointed president of the Ffestiniog Railway Company, succeeding Alan Pegler OBE, who was company president until his death in March 2012.

Mike first volunteered on the FR at Easter 1956, aged 14, having read an article about the magazine in *Railway World* magazine. He helped to relay track at Porthmadog and subsequently spent a couple of weeks each year on the railway until, when studying engineering at Clare College Cambridge, he became involved with the FR-oriented group then meeting in the university.

Major FR projects he has been centrally involved in have included the deviation around the pumped storage scheme at Tanygrisiau, the rebuilding of the Welsh Highland Railway in which he played an instrumental role in the first three phases, and most recently the new station building at Waunfawr.

"His contribution to the railway, both financial and in terms of time served cannot be overstated, and we are honoured that he has accepted the offer of the role of Company President," an FR release stated.



Mike Schumann at the opening of Waunfawr station in June. Photo: Chris Parry/FR



■ An Earl in the ancient capital of Wales. Welshpool & Llanfair Light Railway 0-6-0T Beyer Peacock 'The Earl' passes through Machynlleth on 24th June en route to the Vale of Rheidol Railway and its major overhaul (NGW140). Once at Aberystwyth the loco's boiler was quickly lifted and dispatched for work at Varley Boiler Services in Keighley in Yorkshire. Photo: Triston Lister/W&LLR

Bala signalbox appeal produces rapid response

The Bala Lake Railway has seen immediate success for its 2019 President's Appeal to fund urgent repairs needed to the former GWR signal box that occupies a prominent position on the platform at Llanuwchllyn station.

The box, which houses the last GWR double twist lever frame still signalling passenger trains on its original site is suffering from rot – at the station end, the boards on the gable need complete replacement as does the corner post supporting the roof. New steps are needed

along with repairs to the door and heavy repairs or replacement of the windows.

The railway's in-house carpentry team will make the repairs using hardwood that should last many years, followed by repainting, re-pointing of the brickwork and a cast GWR nameboard.

BLRS President Peter Miller has launched the appeal by making a significant donation, and the railway has sought to raise £2,000 to complete the work. A JustGiving appeal page has been launched and by the time *NGW* went to press on

12th July 95 per cent of the required funding had been raised.



Photo: Andrew Charman

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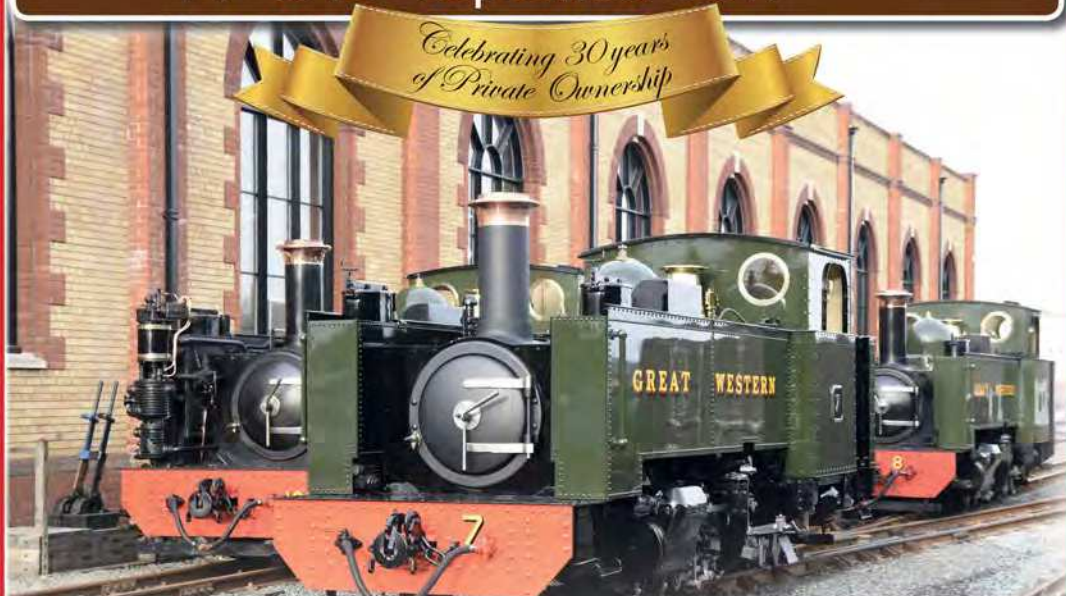


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**'WALES TO THE
WORLD'**

Working progress
on Phase 2 and 3 of the
£2.2 million project.



■ The continuing low-loader tour of former Irish narrow gauge sites by the Cavan and Leitrim Railway's restored Avonside 0-6-0T 'Nancy' saw the locomotive take part in the opening parade of the An Tóstal festival at Drumshanbo, Co. Leitrim on 30th June. The visit included a stop at the former Drumshanbo station (above) where the original water tower still stands. Nancy was in steam throughout the parade and whistling repeatedly while being taken through the town – the first time a steam loco has been to Drumshanbo since the line closed in 1959. *Photo: CDR*



Badge to mark CDR closure

County Donegal Railway Restoration Limited has commissioned a special badge to mark the 60th anniversary of the closure of the County Donegal Railways, which falls on 31st December this year (*writes Hugh Dougherty*). The last trains ran on the 3ft gauge system on 31st December 1959.

The badge uses the crest of the County Donegal Railways Joint Committee, designed in 1906, to mark the joint purchase of the Donegal Railway Company by the Great Northern Railway of Ireland and the Midland Railway of England.

The CDR crest incorporates the arms of the O'Donnell Clann, and was used on steam locomotives, railcars and trailers until the closure of the railway in 1959 and remained proudly in use on the company's replacement buses until Coras Eireann took over the CDR road services in 1971.

The number 60 replaces three shamrocks at the base of the original – two are reproduced either side.

County Donegal Railway Heritage Centre manager, Niall McCaughan said that the badges are a limited edition venture and cost £5 plus each plus post and package.; "We are considering producing special, County Donegal Railway-themed badges every year, as collectors' items."

Details of the badges and purchasing them are at www.donegalrailway.com

Waggonway excavation reveals surprise gauge

A long-held belief that the oldest waggonway in the United Kingdom was built to narrow gauge has had to be revised (*writes Hugh Dougherty*).

Members of the Tranent Waggonway Heritage Group, led by a professional archaeologist, uncovered a section of the 1722-built Tranent Waggonway in East Lothian, over the weekend of 15th-16th June expecting to unearth 3ft 3in gauge track. Instead they were amazed to discover that the two-mile line, linking mines at Tranent with Cockenzie Harbour, had been laid originally with wooden sleepers and wooden angle rails to 4ft 7in gauge.

Group chairman, Ed Bethune, said; "We found that the line was narrowed to 3ft 3in gauge when it was relaid with iron, fish-bellied rails in 1812.

"The single line, with a passing loop, was horse-worked towards Tranent, and trains, of up to five full wagons, were worked by gravity down the line towards the sea where much of the coal was used for salt extraction.

"We had found evidence of 3ft 3in gauge track on Cockenzie Harbour pier, and that seemed to confirm our original narrow gauge theory, but the dig, which brought up remains of sleepers and wooden rails, as well as a cobbled path used by horses drawing wagons, proved otherwise."

The community-based group runs a museum dedicated to the waggonway, open at weekends, on Saturday and Sundays, and has built a replica of 3ft 3in gauge waggon displayed there. Plans are being laid to continue excavations next year to discover more about this pioneer line, much of which survives as a footpath.

This replica plateway wagon has been built by museum volunteers. *Photo: Tranent Waggonway Group*



■ Co-operation between heritage railways. On 5th July the boiler for the Fairbourne Railway's Milner 2-6-2T 'Russell' was returned to the line following major refurbishment at the North Yorkshire Moors Railway – NYMR general manager Chris Price formerly fulfilled the same role on the mid-Wales 12.25-inch line.

Work done included a new inner firebox and retubing. Within a day the boiler had been refitted to the loco's chassis, boosting the progress of its 10-year overhaul.

Photo: Murray Dodds/FR

Award-winning Perrygrove to get The Bug

The Romney Hythe & Dymchurch Railway's Krauss 0-4-0 'The Bug' (6378/1926) will be heading to the Forest of Dean to feature in the Perrygrove Railway's Vintage Working Weekend on 21st-22nd September.

The 15-inch gauge line promises a busy weekend with an intensive train timetable, steam-driven saw benches, stone crushing and road rolling along with a display of vintage vehicles and equipment.

Meanwhile the Perrygrove has been recognised in its county's business awards. The line was named the Best Tourist Attraction in the Gloucestershire Retail Business Awards.

Speaking after the ceremony on 7th July, a delighted Perrygrove owner David Nelson-Brown commented; "We are so incredibly proud of the wonderful team we have around us – without them Perrygrove would be nothing. Thank you from the bottom of our hearts and thanks to our equally brilliant customers who nominated and voted for us."

Romney's Black Prince goes to Ratty for overhaul

The Romney, Hythe & Dymchurch Railway has sent its Krupp 4-6-2 no 11 'Black Prince' to the Ravenglass & Eskdale Railway for a major overhaul.

The work on the 15-inch gauge locomotive, which was built in 1937 and is a sister to two locomotives at Bressingham Museum, will be carried out principally by contractors from Old Hall Engineering. The company was responsible for most of the restoration work carried out on the Ravenglass & Eskdale's recently-introduced Krauss Pacific, 'Whillan Beck'.

The Kent line's supporting Romney Hythe & Dymchurch Railway Association has contributed £60,000 to the overhaul, which it is anticipated will cover around half the cost. The rest has been funded from donations and legacies.

Black Prince has been based at the RH&DR since 1976. It has visited the R&ER before, first operating there in 1982 (see page 52). The RH&DR anticipates a return to service in 2021.

Outside-contracting the Black Prince overhaul, and the recent completion of overhaul and repair of loco no 2 'Green Goddess' reported in last month's issue, will allow the R&ER's in-house workshop team to begin an overhaul of no 10 'Doctor Syn'. This Pacific was built in 1931 by the Yorkshire Engine Co, in a style representing a Canadian Pacific locomotive.



First women in engineering event proves a success

On 22nd-23rd June the Perrygrove Railway hosted the first 'Women Teaching Women' event. Set up by Megan Charman, who fires on the Welshpool & Llanfair Light Railway, the initiative aims to encourage more women into engineering, and particularly heritage engineering, by giving them hands-on opportunities to try out engineering activities.

Megan, daughter of *NGW* editor Andrew Charman, did not realise she would enjoy engineering until one summer when she was cajoled into assisting in the W&LLR's workshops. She then went on to qualify for footplate duties.

Attendees at the Perrygrove event were able to try out a number of activities that included driving the line's steam locomotives and traction engines and even welding. Presentations were also given by women who had achieved great success in high-profile engineering roles.

The event was also attended by Nicky Morgan MP, chair of the All-party Parliamentary Group on Heritage Rail. Speaking to attendees she emphasised the importance of attracting more women, and young people, into roles on heritage railways.

"In our 2018 report on Engaging the Next Generation, we found that more young volunteers will need to be attracted to work on heritage railways if their long-term future is to be secured, and in particular, the number of young women attracted to volunteering on the heritage railways is too low," Nicky said.

"I look around on the

trains I use from my constituency to London, and I see increasingly more women on train despatch, as conductors, drivers and managers, but I don't see this reflected yet on heritage railways.

"With an urgent need for more young volunteers, and the latent interest and skills of young women, the need to link the two is clear."

Speaking after the event Megan was delighted with the reaction to it. "We received some really nice comments from people who took part, and we've already had enquiries from other railways wanting to stage future Women Teaching Women events," she said.

Above: 'Women Teaching Women' saw several female visitors taking the regulator of the Perrygrove line's locomotives.

Below: In a speech at the event Nicky Morgan MP, seen here with Women Teaching Women founder Megan Charman, emphasised the importance of encouraging young people, male and female, into heritage railways.

Photos: Andrew Charman

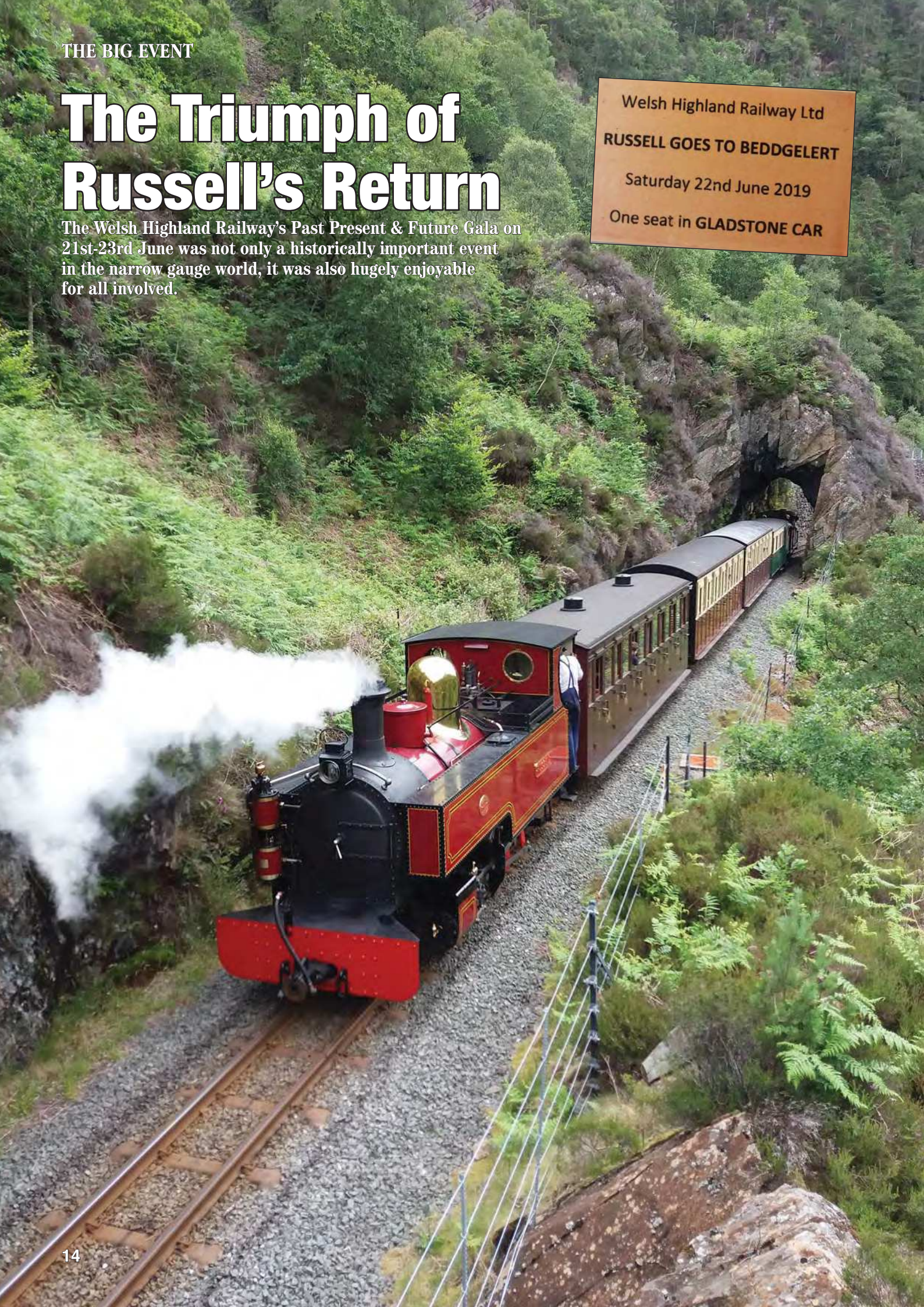


THE BIG EVENT

The Triumph of Russell's Return

The Welsh Highland Railway's Past Present & Future Gala on 21st-23rd June was not only a historically important event in the narrow gauge world, it was also hugely enjoyable for all involved.

Welsh Highland Railway Ltd
RUSSELL GOES TO BEDDGELEERT
Saturday 22nd June 2019
One seat in GLADSTONE CAR





Years of acrimony and dispute between the two heritage railways of Porthmadog were consigned to the past over the weekend of 21st-23rd June when the Welsh Highland Railway staged a hugely successful Past Present & Future Gala.

The event saw the Ffestiniog Railway-owned WHR joining forces with the Welsh Highland Heritage Railway, which for years had been in dispute with the Ffestiniog going back to when the latter secretly acquired control of the WHR trackbed in the 1980s. This occurred just as the then WHR 64 Co, today's WHHR, was in negotiations with Gwynedd County Council to rebuild part of the line.

History has proven that the FR's original plans did not involve rebuilding the WHR, but that is what came to pass, eventually leading to the magnificent railway we have today. But the anger amongst some members at the WHHR's Gelert's Farm, Porthmadog base lived long, as did some animosity on both sides. Until, thankfully, in 2018, when plans were hatched between the two railways to stage a very special Gala event in June.

The WHR had the railway to run on, the WHHR one very special asset – Hunslet 2-6-2T 'Russell', the only surviving locomotive from the original Welsh Highland Railway which closed in 1937. The highlight of the three days would be special workings of Russell to Beddgelert on the WHR, including traversing the iconic Aberglaslyn Pass.

Two special trains were run from the WHHR's Porthmadog terminus

in the evenings of 21st-22nd June. The first was for WHHR members accompanied by Ffestiniog company directors, the second was open to the public.

In both cases passengers had to disembark from the trains at Pen-y-Mount Junction, the limit of the Heritage Railway's running line, because while the junction is physically connected to the main WHR, it is not approved for passenger use. Passengers reboarded the train once it had been taken over the junction.

Braking compatibility also meant that these two specials were the only

trains operated by Russell on its own – the other trains through the weekend, two on each day, were 'topped and tailed' with Ffestiniog England 0-4-0ST 'Prince'.

Remembering Ken

A poignant event occurred during the second special, when the train stopped in the Aberglaslyn Pass for the ashes of former WHHR chairman Ken Dicks to be put into Russell's firebox at the request of his daughter. Ken was chairman of the Heritage Railway when the FR's interest became known in 1989. Sadly he died suddenly on 26th

Facing page:
Dream realised as 'Russell' steams through the tunnels in the Aberglaslyn Pass.

Above: The specials were very well patronised, here arriving at Beddgelert on the Friday evening.

Photos: Michael Chapman

Right: Russell's progress to Beddgelert was captured from many varied angles. **Photo:** James Waite





December 1990, aged just 53.

While unsurprisingly Russell took centre stage at the event, it was not the only highlight of the Gala, a major role being played by the War Office Locomotive Trust's Hunslet 4-6-0T no 303/1215. The 1918-built locomotive was making its delayed debut on the line, having been due to appear at the 2018 Hunslet 125 Gala but been defeated by restoration delays.

It was kept busy with a number of trains through the weekend, as was the Leighton Buzzard Railway's 0-4-0VBT 'Chaloner', marshalling freight stock between Porthmadog Harbour and Boston Lodge, and Hunslet 0-4-0ST 'Britomart', at the WHHR's Porthmadog station.

But it was Russell that everyone had come to see, and the locomotive performed faultlessly, taking its first fare-paying passenger trains to Beddgelert in 80 years.

Speaking after the event, WHHR chairman Graham Farr described the Gala as the best he had participated in during many years' involvement in the railway.

"All went to plan. It is difficult to imagine how it could have gone better," Graham said. "Russell performed as would be expected from a star. Soundly backed up by the other locos, the carriages and the infrastructure. And everyone, from both railways and elsewhere, worked together as a team.

"There were plenty of visitors. Many old acquaintances were renewed and many new contacts established. Thank you to everyone, from both railways and elsewhere, who made it all happen." **NGW**



Above: Further entertainment was provided by Hunslet 4-6-0T no 303 making its delayed debut in Wales. Photo: Peter Johnson

Left: Onboard for Beddgelert in the evening sun. Photo: Michael Chapman

Below: Out in the country, Russell double heads with the FR's 'Prince.' Photo: Joey Evans





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This picture, taken by Michael Chapman from a Darjeeling train in February, clearly shows the problems the line has in maintaining its boundaries.



Darjeeling faces threat to World Heritage status

The Darjeeling Himalayan Railway is again facing a threat to its UNESCO World Heritage status, according to reports circulating in the Indian media.

A report in the *Indian Express* on 14th July stated that UNESCO, unhappy with India's failure to conserve the 140-year-old line, is planning to send 'reactive monitoring teams' to the country to assess the state of the DHR and whether it still merits inclusion on the prestigious list of World Heritage sites.

UNESCO's World Heritage Committee is said to be unhappy with a lack of action on recommendations made when the DHR was added to the list 20 years ago.

In particular Indian Railways, which operates the DHR, did not respond to requests for information between 2017 and 2019 over a lack of monitoring and general maintenance, and encroachment and waste dumping along the tracks. Indian Railways has also not defined a boundary or a buffer zone for the DHR.

Northeast Frontier Railway general

INDIA

manager Sanjive Roy, responsible for the DHR, told the newspaper that all the recommendations of UNESCO were being followed and that conservation was a high priority.

"We have been in constant touch with UNESCO and have been holding regular meetings with them," he said.

"The fact remains that the line goes along the road. On one side there are houses and on the other is the road, so a lot of people's movements happen on the line. Sometimes they park vehicles in such a way that the train has to stop."

Indian Railways board is now facing criticism both from within the country and from outside bodies over the World Heritage threat.

On its own website UNESCO describes the Darjeeling Himalayan Railway as "the first, and still the most outstanding, example of a hill passenger railway."

But it adds that the DHR; "still does not have an endorsed Conservation Management Plan."

Could 'monorail' be revived as a Hill Railway?

A 2ft gauge INDIAN railway washed away by monsoon rains in 1924 is set to be revived as a tourist project.

The State Government in Kerala has announced the plan to revive the line between Munnar and Top Station in the Kannan Devan Hills, which would initially take the form of a 5km route "on the lines of the Darjeeling Railway."

Officially the Kundala Valley Railway, the line has always been known as 'Monorail'. When built in 1902, to transport tea and other products, it was indeed a monorail system, similar to the rather better known Patiala State Monorail – it used the Ewing system, consisting of a small wheel that ran on the rail line and a much larger wheel providing balance by running on a roadway alongside.

The system lasted until 1908, when it was replaced by a 2ft gauge railway. This ran until 1924, when monsoon rains caused a major flood that washed away much of the line and it was never rebuilt.

Now a revival project is said to be top of the state tourism department's priority list, in the hope of bringing more tourists into the area.

A delegation, including officials from the Kerala Rail Development Corporation, were due to make a field visit to the former line at the end of June to explore the feasibility of a revival. Based on its report, the department will begin the next phase, which includes preparing a detailed project report.

The original Kundala monorail operated on a similar system to the Patiala State Monorail, two vehicles from which are now preserved at India's National Railway Museum in Delhi.

Photo: Michael Chapman



■ The Museum of French Steam Tramways and Secondary Railways at Crevecoeur-le-Grand has earned the unfortunate accolade of one of the shortest-lived barrier crossings after a motorist lost control of his car on 23rd June and collided with the crossing. The barrier, only installed two months previously, was wrecked. Photo: Oliver Janneau/MTVS

■ Shay no SL17 of the Alishan Forest Railroad, TAIWAN is seen inside the line's workshops at Chiayi on 30th June, with work being carried out on it by a party from the Cierny Hron Railway in Slovakia.

Sadly it seems that speculation reported in last month's issue suggesting that the locomotive was to go to the Slovakian line, which signed a Sister Railway Agreement with the Alishan line in December, was wide of the mark. Taiwan's Culture Ministry has insisted that the locomotives are part of the Pacific nation's cultural heritage so only overseas loans can be considered and then for a maximum of three years. According to the Cierny Hron team they are merely undertaking a thorough inspection of the loco on behalf of the Alishan line and reporting on its suitability for restoration to full working order.

Photo: Michael Reilly



Cane trains fit cameras to aid crossing safety

Continuing level crossing accidents

involving trains on Queensland's extensive sugar cane network have led one operator to fit cameras to its locomotives ahead of the 2019 crushing season.

Wilmar Sugar, which operates a fleet of 80 locomotives hauling 18,000 cane bins over 1,600km of 600mm gauge track, has fitted cameras to the front and rear of all 26 of its diesels operating in the Herbert Region.

The cameras will record the details of vehicles and pedestrians who fail to give way to cane trains at level crossings, and the images will be passed to police investigating any incidents, including near misses.

The cameras also include night-vision to record clear footage in low-light conditions.

Wilmar has already installed 15 fixed

AUSTRALIA

cameras at cane railway level crossings located

throughout the Herbert region.

According to Wilmar transport operations Manager Lindsay Wheeler, the video technology is the latest in a number of measures aimed at tackling unsafe behaviour at cane railway crossings.

"There are about 150 road crossings intersecting cane railway lines in the Herbert region, so our locomotives encounter vehicles and pedestrians on a regular basis," Mr Wheeler said.

"We've now fitted all 26 locos in the Herbert with cameras after trialling the technology on two locos last year. The technology will allow us to supply police with time-stamped footage of specific incidents to assist with their investigations."

Mothballed line part reopens

NEW ZEALAND rail operator KiwiRail celebrated the reopening of the Napier to Wairoa line on 14th June.

The 3ft 6in gauge line was mothballed after severe rains caused washouts in 2012. A \$6.2 million rebuilding programme was financed through the State's Provincial Growth Fund to reopen as far as Wairoa, around half its length, primarily for timber traffic – once logging trains resume in August, they are expected to take 5000 trucks a year off the road.

Now KiwiRail is under pressure from residents wanting a regular passenger service and complete rebuilding along the coast to Gisborne. Before the flood-induced closure the line had been freight-only since 2001.

Sources in New Zealand remain sceptical of hopes to reopen the remaining line, which as the picture shows needs major reconstruction.



BRIEF LINES

Some hope for Sandstone

Pleas by the Sandstone Steam Railroad for the SOUTH AFRICAN Rail Regulator to exclude it from draconian main line safety regulations appear to be having some effect. A meeting between Sandstone and the Minister of Tourism has resulted in a task team being established to implement recommendations made by Sandstone and based on UK heritage railway practice. If forced to adhere to the original regulations, Sandstone could have to cease operations as they would not be viable.

Restorers locked out

Restoration of the former Denver & Rio Grande Western C-16 class 3ft gauge 2-8-0 no 223 in the former Trainmen's Building at Union Station in Ogden, Utah, USA has been delayed by a transfer in ownership of the building. This resulted in the restoration group, the Railway & Locomotive Historical Society, being locked out. Temporary access for two days was granted during 'Spike 150' celebrations staged by the Utah Rail Museum.

Billy's Garratt progress

Restoration of the Puffing Billy Railway's South African Garratt locomotive is making good progress in the AUSTRALIAN line's workshops in Belgrade. Help has come from the Welsh Highland Railway – it identified some parts needed for the loco from its stock and flew them out to Melbourne.

Unique Survivor in Michigan

James Waite gives the background to a community project that is restoring a locomotive taken out of service almost a century ago.



The 3ft gauge Port Huron & Northwestern Railway was built to bring railway communication to the US state of Michigan's Thumb district and construction began in 1878. By 1882 it had completed a line north from its base at Port Huron through Bad Axe to Port Austin with a branch to Harbor Beach and another north west to Saginaw. Both were of considerable length.

In the same year a subsidiary company built a branch west for 30 miles to Almont. The Flint & Pere Marquette, a regional main-line operator, took over in 1889 and immediately set about converting most of the Saginaw line to standard gauge. The Port Austin line was also extended to Port Grindstone on the narrow gauge in 1893 before it was converted in 1899 and 1900. The

Almont branch followed in 1904.

Two 10-ton 2-4-0s were supplied for the opening. The first was no 1 'D.B. Harrington', which was the last locomotive to be built by Porter Bell & Co as the firm's no 323 when it left the factory at Pittsburgh in December 1878. Four months later this engine was joined by no 2, built by Porter Bell successors H.K. Porter & Co as this firm's no 329.

Above: Port Huron & Northwestern Railway no 2, built by H.K. Porter in 1879. This loco is distinguished from no 1, now being restored, in having a much smaller leading wheel – presumably fitted when downgraded from passenger to forestry use. Photo: University of Michigan Bentley Historical Library



Left: No 1, the sole surviving Porter 2-4-0 of its kind, still retains its original large leading wheel. These were adopted due to Porter fearing that small bogie wheels running at speed on a narrow gauge 4-4-0 would overheat.

All uncredited photos by James Waite, January 2019

The Porter factory began building locos back in 1866, just a few years before the widespread adoption of the narrow gauge in the US. Locos on the early lines were mostly scaled-down versions of main-line ones.

However Porter recognised that many of the attributes that would make the narrow gauge locomotive a success weren't found on the standard gauge. The firm particularly disapproved of miniature 4-4-0s, then the country's principal express type, reckoning that the small bogie wheels inherent in the design turned too quickly and caused their bearings to overheat.

Standard designs

Instead Porter produced a range of standard designs, most of these notably smaller than those offered by rivals. They had a low-slung boiler to increase stability, a high power-to-weight ratio and, for passenger use, a leading carrying wheel much larger than was possible with a 4-4-0. One of these designs was the 2-4-0 chosen for the Port Huron locos.

With their 8x16in cylinders these little machines soon proved to be underpowered. The 2-4-0 no 3 (H.K. Porter 384/1880) was considerably larger at 17 tons as were nos 7 and 8 (H.K. Porter 447 and 448/1881). I haven't found out much about nos 4 to 6, although there is a suggestion that they may have been 0-4-4 Forney tanks built by the Wyoming Valley Machine Works, a predecessor of the Vulcan Iron Works in Wilkes-Barre, Pennsylvania.

Reportedly four locos were left in service when narrow gauge working ended in 1904. They didn't include nos 1 or 2 which were soon sold off for service in the logging industry of northern Michigan. No 2 is reported to have gone to the Nessen Lumber Co at Glen Arbor, on the north eastern shore of Lake Michigan, not far from Traverse City, and eventually disappeared.

No 1 was bought by a logging firm named Cody & Moore in 1883 and used on its Muskrat Lake & Clam River Railroad near Lake City in Missaukee County, north east of Cadillac. In 1888 the loco was sold on to the Hovey & McCracken Lumber Co, also based in Missaukee County, and moved again in 1891 to the Louis Sands Salt & Lumber Co at Manistee, on the lake shore west of Cadillac. According to some reports it was sold again five years later to the Nessen company where perhaps it was reunited with no 2.

In 1908 no 1 moved to the Day Lumber Company at Glen Haven, a little to the west of Glen Arbor. This was one of several businesses in the district owned by the Day family and

no 1 served them for more than 30 years, ending its working life in the mid 1920s as a stationary boiler at the firm's cherry cannery in the town.

A popular attraction

At that time railway preservation was in its infancy but the Days must have been fond of the loco as they put it on display, first in front of their offices at Glen Arbor and later at a farm. In 1933 they placed the loco on long-term loan with the local authority at Traverse City for display at Clinch Park where it became a popular local attraction. Here it stayed until 1965 when it was bought for the Cedar Point Amusement Park at Sandusky, Ohio.

At this time the owners were turning the park into a mid-western version of the first Disneyland in California. Back in 1949 Walt Disney, a lifelong railway enthusiast, had built the 7¼-inch gauge Carolwood Pacific Railroad in the garden of his home near Los Angeles, and went on to include a full-sized 3ft gauge version of it when developing the California park in 1955. Clearly something similar was needed at Sandusky and the Cedar Point & Lake Erie Railroad opened in 1963.

Today this line is a flourishing concern with five steam locos built between 1910 and 1942, four of them in working order. However no 1 wouldn't become one of them. The new owners hadn't bargained for the cost of the new boiler that the loco



Above: An inscription on the leading wheel shows that it was manufactured in Buffalo, New York.

Below: Head-on view of no 1, which will be transformed when a replica wooden cowcatcher is fitted to the loco.

needed and instead it went on display in the park. Nine years later the space it occupied was needed for expansion so after a period in store no 1 was given to the Henry Ford Museum at Dearborn, along with a generous amount of money for a cosmetic restoration. But it never actually arrived there, being sent first to a restoration facility at Navarre, Ohio. Here the money ran out and the job was never completed.

The museum downsized its railway collection later in the 1980s and no longer wanted no 1. In 1991 it was given to the Port Huron Museum of Arts and History and moved back to its old home city. This museum was founded back in 1967 and is based in »





Above left: The wooden cab bearing the loco's original name 'D.B. Harrington'.

Above: The tender was built almost from new as part of the earlier uncompleted restoration and only the wheels of the original probably survive.



Left: The many carefully labelled bits and pieces include the smokebox door lettered 'H.K. Porter & Co, Pittsburgh'.

Below: This rear view shows the primitive footplate of the time.



a magnificent building which dates from 1904 and once housed Port Huron's public library. It wasn't feasible to place no 1 inside it and instead it was stored in a greenhouse-type structure in its grounds.

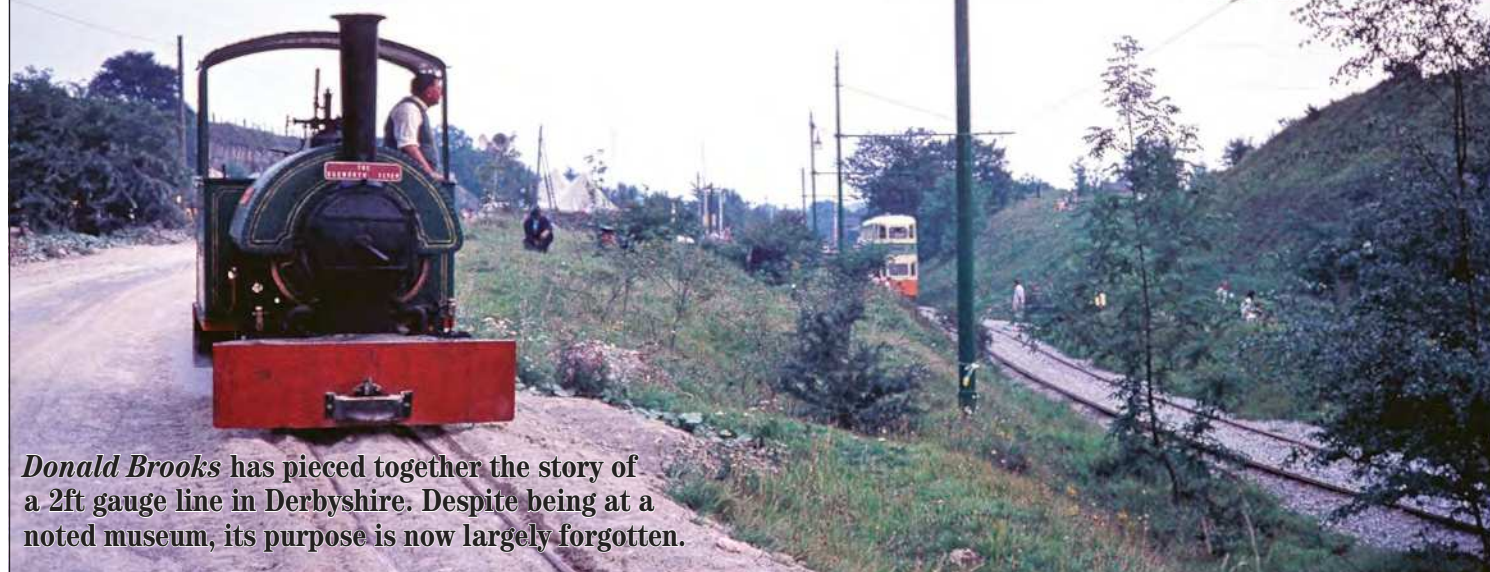
Educational restoration

Here the loco languished until May 2018 when the museum joined forces with the city's St Clair Community College to complete the cosmetic restoration as a voluntary educational exercise. Moving the loco wasn't easy but it is now housed in the college's metalworking shop and the work is underway, the intention being to bring it back to original condition so far as possible. This will include a replica of the wooden pilot or cowcatcher, an essential piece of equipment on any 19th century engine. The original was destroyed in an accident early in no 1's logging days and was never replaced. With several locos from the period presently being restored in the US the skills that this will require must soon become well-practised!

Veronica Campbell, the museum's enthusiastic director, kindly took me to the college to introduce me to no 1. The tender was built almost from new at Navarre and probably only the wheels survive from the original. It was taken to Ohio for refurbishment in 2018 and had just returned. A considerable amount of work is still needed on the loco but it should soon look as smart as the day it first left the Porter factory more than 140 years ago. No 1 is the fourth, or just possibly the fifth, oldest Porter loco, and the only one of their little 2-4-0s to have survived. **NGW**

James has drawn heavily on a series of articles written for the Lakeshore Guardian by T J Gaffney, an enthusiast who has much experience of steam restoration and possesses a wealth of knowledge about the little loco. He's overseeing the project at Port Huron and has kindly contributed additional information to this feature.

Quarry Railway with a Difference



Donald Brooks has pieced together the story of a 2ft gauge line in Derbyshire. Despite being at a noted museum, its purpose is now largely forgotten.

Cliff Quarry, home of the National Tramway Museum in Crich, Derbyshire, has a long association with narrow gauge railways. As early as 1841 George Stephenson built a line, usually described as one of the first metre-gauge railways in the world, to carry limestone from the quarry down to the North Midland Railway near Ambergate. This line was originally horse-worked, converting to steam and ultimately diesel before its final closure in 1957. Some of the track was salvaged by Tallylyn Railway Preservation Society members for re-use on the Tallylyn.

As well as the trams themselves, today's Crich museum includes several other attractions, one of which is the Woodland Walk and Sculpture Trail. Following the path through the woods, visitors cross a section of disused 2ft gauge track, which looks remarkably like an abandoned quarry railway. It is, though, the remains of a passenger-carrying pleasure line which was unusual in a number of ways. It operated for little more than a decade, probably opening to the public for fewer than 50 days in total, but in this short time it ran on two separate formations and its trains were worked by steam, battery electric, diesel and horse power, though it never owned any locomotives of its own.

The first tram arrived at Crich in 1959 and over the next decade the enthusiasm of the early volunteers turned the quarry into a working museum with a standard-gauge electrified running line and a growing collection of immaculately restored

Above: Teddy Boston surveys the standard gauge tramway from the footplate of 'Pixie' during the Extravaganza in 1970. Glasgow 'Cunarder' tram 1297 is in the distance. Photo: Winstan Bond, © National Tramway Museum

Below: With a competing rail attraction on the left, 'Pixie' sets off on another trip. The granite dust narrow gauge ballast is very apparent.

tramcars, a remarkable achievement given the limited resources available. In 1968 what became an annual event was held for the first time, a Grand Transport Extravaganza over the August Bank Holiday weekend.

To represent railways at the second Extravaganza in 1969, a short 2ft gauge line was laid along the car park approach road from a sleeper platform near the current museum entrance. Jubilee track was obtained secondhand from Severn Trent Water at Cromford while the ballast was limestone dust taken from the quarry. It was worked by Teddy Boston's 0-4-0ST 'Pixie' (Bagnall 2090 of 1919) and a couple of wagons, all brought over from Cadeby by low-loader for the occasion. The Crich line allowed Pixie to get up a little more speed than on the

cramped curves at Cadeby, though braking would have required some care as the only buffer stop was a standard gauge sleeper laid across the end of the line.

A new line

The Extravaganzas proved a huge success and Pixie returned to Crich with its train annually until 1972. It was in that year that the narrow gauge route was relocated to a more permanent position on the opposite side of the tramway running line, where the Jubilee track was reused, though with more substantial lime chippings for ballast.

For the 1973 Extravaganza the new railway was extended to 400 metres, its length dictated by the number of track panels available. The original line was simply plain track, »





with no points, loops or sidings, the train being propelled in one direction. Although this method of operation endured on the new formation, a siding was installed at the north end for storing wagons.

The new line was laid on the quarry spoil heaps, possibly incorporating a section of the original railway trackbed, with the second stage dug out by a quarry JCB. Both lines only operated for the public on

Above: Pixie had lost a headboard but gained a number ahead of the 1971 event, here alongside the car park approach road hauling two Cadeby 'passenger wagons'. Photo: Winstan Bond, © National Tramway Museum

Extravaganza weekends, not least because no local motive power was available to work them.

In his 1973 booklet *Rails Round the Rectory*, Teddy Boston notes that Pixie "now visits the Crich Extravaganza every year to play havoc with the extremely temporary track", perhaps not quite as true of the new line in 1972 as it had been on previous occasions. In 1973, though, Pixie was out of service and measures were taken to source an alternative. This took the form of a 1962 Wingrove & Rogers type W128 four-wheel battery-electric loco, borrowed at very short notice from Sallet Hole mine near Bakewell. The mine was operated by Laporte Industries, which turned the loco out for Crich in a smart yellow livery, with the fleet number 7 in black.

The year 1973 was also when the railway first acquired non-industrial stock of its own. As there were no passenger wagons from Cadeby available, a local joiner built knifeboard bodies on the chassis of two of Crich's four Hudson skips, the other two having been used to ballast the new line. The skip frames were extended by welding in an extra section and a primitive form of braking may have been fitted. Passenger comfort was clearly not a priority on these unsprung wooden-seated vehicles, although it scarcely mattered on such a short run.

The battery electric worked for only one Extravaganza and in 1974 a four-wheeled diesel was borrowed from the Yorkshire Water Authority's Old Whittington sewage works, just north of Chesterfield. A supportive local farmer took a group of



Left: By 1973 the 'new' narrow gauge line had been constructed on the other side of the tram track. A 1962 Wingrove & Rogers battery electric, borrowed from Laporte Industries, hauls new passenger carriages. Photo: Donald Brooks



volunteers in his Landrover to collect it, returning with LOD/758097, Ruston 202967 of 1940, on its trailer.

A Ruston, probably the same one though there was also a similar 1937 machine at Chesterfield, was also supplied by Yorkshire Water in the following two years. In 1975 the locomotive was turned out by the water authority in a smart blue livery, complete with an advert for their organic fertiliser. The 1940 Ruston is currently at the private Yaxham Light Railway, where it has become number 6 'The Colonel'.

Horse haulage

Narrow gauge railways often open with animal power, introducing locomotives later. At Crich the opposite was the case, with horse operation introduced in 1977 and 1978, using one of the converted skips, which had been refitted with reversible seats. As a replica narrow gauge horse tram it recalled the 3ft gauge Pwllheli & Llanbedrog Tramway and the early 2ft gauge days at Fairbourne. Volunteers recall the clouds of dust thrown up by the horse's hooves as it plodded along the ballast, so an overnight rain shower was always welcome.

What happened in 1979 and 1980 is open to surmise. Anecdotal evidence suggests that for a variety of mainly personal reasons the railway did not operate at all in those two years. There was then a final flowering when Graham Morris brought his Wren 0-4-0ST 'Peter Pan' (Kerr Stuart 4256 of 1922) to Crich. It was an integral part of what was claimed to be the world's largest touring steam railway with its own 100 yards of portable track. No track was needed at Crich but it did haul the 'horse tram' to provide rides at the Extravaganza.

After this the railway may not have worked again and it seems to have simply faded away, mainly because there was no-one available to operate it. If any *NGW* readers have further information about the late 1970s or early 1980s operation at Crich the editor would be pleased to hear from them.

For almost 40 years the narrow gauge track, truncated at both ends, has lain disused, its purpose largely forgotten. Piecing its story together has been a very collaborative effort and I am extremely grateful to Steve Hyde, Graham Feakins, Graham Morris, David Holt, Geoff Lomas and Kath Lomas for information, reminiscences and photographs. I am also indebted to Laura Waters, Collections and Library Curator at Crich, for permission to reproduce Winstan Bond's photographs and

Facing page, bottom: The better quality ballast is obvious as one of the Whittington Rustons poses for its photo in 1976. In true tram style, the passenger 'carriages' had a number 1 and number 2 end, painted on the end of the frame. Photo: Graham Feakins

Upper right: By 1977 one of the carriages had been rebuilt as a horse tram with reversible seats. Its number is thought to refer to the fact that it was the 53rd tram at the museum. The horse worked a trip in one direction followed by a return journey with a fresh load of passengers.

Centre Right: 'Peter Pan' awaits departure with the 'horse tram', now without its ornamental superstructure. With its brown livery and cast nameplate, the locomotive looks quite different from its familiar appearance today. It is at the 1981 Extravaganza, which may have been the last time the line operated.

Lower right: In retirement. Although this picture dates from 2011, the scene remains much the same today, with the disused track forming an attractive feature on the woodland sculpture trail. Photo: Donald Brooks

Except for picture at right, all photos taken during Grand Transport Extravaganza in year shown. Uncredited photos by W G S Hyde.



particularly to Bob Hall, the first full-time paid employee at Crich, who was instrumental in the construction and operation of the narrow gauge Extravaganza railway. Bob died while I was researching this

feature, which therefore stands as a memorial to him and his generosity in sharing his memories as well as to the railway itself. Further information on Crich museum today can be found at www.tramway.co.uk. **NGW**



History, but other highlights too

'Russell' was the prime focus for photographers in recent weeks but the loco wasn't the only attraction...



Above: This of course was the view that so many people had waited so many years to see. The original Welsh Highland Railway's Hunslet 2-6-2T 'Russell' in the Aberglaslyn Pass on the Welsh Highland Railway. *Joey Evans* took the photo on 21st June.

Below: While Russell's runs were the major highlight of the Past Present & Future Gala on the Welsh Highland (fully covered in the photo special starting on page 14), there was plenty more to see at the event. Here the Ffestiniog Railway's quarry Hunslet 'Britomart' meets some much larger motive power while rostered with the heritage four-wheeled stock in a busy Porthmadog WHHR station. *Photo: Michael Chapman*





Above: Also gainfully employed about the Ffestiniog Railway during the Gala weekend was the Leighton Buzzard Railway's 0-4-0VBT 'Chaloner.' This loco has been in Wales for some weeks and even travelled to the town of its birth, Caernarfon, for the opening of the new WHR station building there. Shunting freight at Boston Lodge was a more relaxed duty.
Photo: Joey Evans

Below: But for Russell, the War Office Locomotive Society's Hunslet 4-6-0T no 303/1215 would have been the star of the Welsh Highland's Past Present Future Gala. The locomotive gave a good account of itself, here working a passenger train past the not so often photographed location of the Flour Mill between the WHHR and FR stations in Porthmadog.
Photo: Chris Parry/FR



Overleaf: We squeezed a Gallery picture from the last Beeches Light Railway open day into last month's issue but this late received shot was too good to discard! Road and rail steam came together on 18th May when Darjeeling Himalayan 0-4-0ST no 19B enjoyed its last runs on the tight Oxfordshire line before it was closed and relocated (see UK news pages).
Photo: Joey Evans



**NARROW
GAUGE
WORLD**





Above: Beamish Museum's new-build Stephen Lewin replica 'Samson' has gained another stablemate in the form of former Penrhyn Quarry Barclay 0-4-0WT 'Glyder', newly restored at the museum and photographed on 29th June by *Matt Ditch*.

Below: Products of Staffordshire, with a pair of Kerr Stuart Wren 0-4-0STs sandwiching Baguley 0-4-0T 'Rishra' at the Amerton Railway's Staffordshire Engines Gala on 29th-30th June. *Photo: Joey Evans*



Pacific Quest

In the second part of his feature *Richard Pelham* relates the continuing challenge of finding narrow-gauge 4-6-2s still at work in Eastern India during the 1990s.

The two-carriage train wheezing its way out of Bankura in March 1990 was headed by Pacific no 677, built by the North British Locomotive Company in 1907. A footplate ride revealed that the engine was mechanically 'in extremis', and actually very difficult to photograph in the cool of the morning, when steam leaking from every pore gave the appearance of a sluggish low-level cloud!

The reason for the survival and continued use of the CC-class Pacifics was due to axle-load restrictions on several bridges along the 2ft 6in gauge line. I had seen a modern Indian standard 46-ton ZE class 2-8-2 of 1952 (no 27) at Bankura, which had been deemed too heavy to operate on the line.

After a little over an hour's travelling, we reached a passing station, Belliator, 16¼ miles from Bankura. Here, to my surprise, 677 was detached, and headed onwards, light engine. After a few miles we came upon a silent, empty train, facing us on the single track, headed by no 670 which had failed on the previous day's late-afternoon up train, the 15.35 departure from Rainagar, due into Bankura at 21.30.

Passengers had presumably been left to their own devices. Probably a number of them were the blight of Indian Railways, 'ticketless travellers', but even those with tickets had to leg it to their destination in the dark and were unlikely to succeed in claiming a refund from the huge IR bureaucracy! No 677 coupled onto the train, and

Above: Smoky departure from Rainagar with CC Pacific no 679. The photographers would have to run to join the moving train, without falling in the irrigation ditch. January 1992.

Below: A couple of miles out of Belliator, no 677 (right) is rescuing 670 and its train which had failed the night before. March 1990.

dragged it back to the loop road at Belliator, to await whatever might happen to it in due course.

By now the day was well advanced, so I decided I must leave the train for the bus back to Durgapur, where my suitcase and a welcome change of clothes waited for me. Obviously a photo of the re-formed down-train departure seemed like a good idea and I ran down the line to where I thought a derelict signal could be incorporated into the shot.

Alas... not so derelict as I thought! I came a terrific purler over the signal wire obscured by vegetation. What on earth was that still there for?

Indeed what was the point of any signal on a line on the verge of operating extinction? Fortunately, despite grazes and bruises, my camera was intact, but the incident was a salient reminder that this was India, and things happened differently here. It had been a less than satisfactory visit, and would need to be repeated with the benefit of my recently acquired knowledge of the line's operating eccentricities.

Return visits

In fact I visited the line three more times before its eventual demise in 1996, though later on I mostly used a taxi to enable more photographs to »





Upper left: The taxi-borne chase in 1993 saw 679 tender first on the morning train to Rainagar. Villagers scramble to load market produce at Patrasear station.

know which one might be used on the train selected for photography. As there were no turning facilities anywhere on the line (originally operated by tank engines), you could find the train of choice running tender first, which was not a preferred photographic option.

In 1992 and 1993, with my friend Mike Cuninghame, we were obliged to chase the afternoon up working, 4RNB mixed (though I never saw any goods wagons attached), 15.35 off Rainagar, as the engine no 679 was facing Bankura. The procedure was to hire a taxi from the rank on the Grand Trunk Road in Burdwan and drive south the 25 miles, across country, to Rainagar. Here we would join the train, having briefed (and duly rewarded) the crew, that we would take departure shots from stations, and then run to rejoin the moving train if they slowed down a bit. Mike was by then well into his 50s, and though fit we both found this pretty challenging! However we managed to avoid being left behind, urged on by the knowledge that there were no roads in the vicinity, the taxi having been sent a long way round to the next accessible point, Sehara Bazar, which the train reached just before dusk.

Slow farewell

My last visit was on my own in 1996. It used to be said in Britain that you could tell if a branch line was due to close soon, as the powers that be would instigate a refurbishment programme with repainting, re-



Centre left: No 670 hurries into Brindabanpur with the morning train to Rainagar in 1996, not long before closure of the line.

Below: Sehara Bazar was a rather isolated village in the West Bengal plains, but at least there was a daily train or two of dubious reliability.

Facing page, top: Sehara Bazar, just before the light faded on 25th January 1992. The pond was so polluted that it was black when viewed without a reflection.

be taken (and avoid the possibility of spending the night on a failed train in the middle of nowhere). Chasing

was problematic, one factor being that different engines faced in different directions and one did not





sleeping and general modernisation. In India the harbinger of imminent demise was of a different nature. After years of basic hotel accommodation nearby, a new hotel with various mod cons would open up to one's delight... but invariably this meant the line itself would be doomed.

So it happened in Bankura, from where I chased the morning train, as it turned out, for the last time. The locomotive was no 670, last seen failed at Belliator in 1990. On this

Below: Near the end of the line... in all senses. In February 1996, no 670 crosses the main road near Bowaichandi. Note the Raj-era crossing keeper's accommodation.

All photos in this feature by Richard Pelham

occasion the ancient Ambassador taxi was in an even poorer state than the CC Pacific – which was saying something – and was so slow (flat out at 25mph) that it was unable to pace the geriatric progress of 1RNB mixed! We did, however, manage to get ahead from time to time due to the lengthy stops the train made at the stations.

It was during one of these pauses that I was approached by an agitated delegation of locals. Surprisingly, they

were under the misapprehension that McLeod & Co were still the managing operators. I, mistaken for a Sahib, was perceived to be a representative of the 'Company Mac-Lee-Odd' and berated for the vagaries and insufficiency of the train service. Explanation was in vain – I fled in my taxi.

Shortly afterwards the line closed, ostensibly for conversion to broad gauge, though I have never heard that this actually happened. **NGW**





Staffs on show at Amerton

The Amerton Railway's annual Gala in June highlighted the products of loco builders from the county in which the line resides.

The Amerton Railway has long had a reputation for staging impressive Gala events and this year's proved no different, with the event taking on a distinctly local railway theme.

Held on 29th-30th June, the Summer Steam Gala was dubbed 'Staffordshire Engines', highlighting

some of the major names that formerly built steam locomotives in the county, such as Bagnall, Kerr Stuart and Baguley.

Five locomotives were present for the event, all Staffordshire built and two of them visitors to Amerton. Of the pair Baguley 0-4-0T 'Rishra' (2007/1921) was making its initial

Above: five of Staffordshire's finest. Photo: Joey Evans

Below: Lighting up was a busy exercise each morning. Photo: Amerton Rly

foray to the line from its usual home of the Leighton Buzzard Light Railway in Bedfordshire.

A pair of Wren 0-4-0STs comprised Kerr Stuart example and Amerton resident 'Lorna Doone' (4250/1922) and a version built much later in 2005 by the Statfold Barn Railway, 'Jennie' (3905). This engine was making its debut after completing a 10-year overhaul.

Loco inspiration

Also kept busy during the weekend was the Bagnall 0-4-0ST 'Isabel' (1491/1897), the reason that the Amerton line exists. Withdrawn from work at Cliffe Hill quarry in 1946, the loco had been plinthed outside Bagnall's Stafford works and then later in the town's Victoria Park. Rescued in 1987 by the forming of a Staffordshire Railway Society, Isabel was restored from a sorry state to pristine steaming condition over the next four years, by which time the Society had found a suitable venue in which to build a line to run the loco on – the Amerton Country Park.

Completing the Gala quintet was the Kerr Stuart A-class 0-4-0T 'Diana' (1158/1917) owned by Phil Mason and now also a resident at Amerton. All five were kept busy with an intensive service of





passenger and goods trains throughout the weekend on the one-mile oval-shaped line, interspersed with internal-combustion loco workings.

Diesels also ruled on the industrial railway at the bottom end of the Amerton site, where demonstration shunts were undertaken, while each day concluded with a line-up of the five steam locos, showing off some of Staffordshire's finest!

"It was a very successful event," Amerton's John Strike told *NGW*, while pointing out that the 2019 Gala action is not over for the line; "The Railway's next is on 14th and 15th September, our Everything Goes Gala, where everything that can, will go!" **NGW**

Above: Swapping the staff – 'Diana' and 'Lorna Doone'.

Right: Pioneer 'Isabel' was kept busy all weekend.

Below: 'Jennie' freshly back from 10-year overhaul.

Photos: Megan Charman

Below right: Visitor 'Rishra' catches the evening sunlight. Photo: Joey Evans



Special to Porthmadog – 1964

Adrian Garner looks back to his first experience of the Welsh narrow gauge – and a very different preservation era.



Above: All three AGM trains had arrived at Porthmadog by late afternoon. Ignoring the crowd, the station still had its pre-preservation character.

Left: 'Merddin Emrys' at Porthmadog. This was the second double Fairlie to be restored.

All photos by Adrian Garner, 25th April 1964



In *NGW* 134 I described my visit to the Tallylyn Railway in 1965. A year earlier I had been to the Festiniog (now Ffestiniog) Railway on 25th April 1964. In the early 1960s annual steam-hauled specials organised by Ian Allan were run from Paddington to ferry members of both societies to their respective AGMs. The costs were offset by opening these specials to the public.

I was aged 16 in 1964 and accompanied by my father we walked early that Saturday morning from West Kensington, where we were then living, across Kensington Gardens to Paddington station. The train was full of enthusiasts for the long and slow journey to Minffordd. My record of the route shows that we travelled over the now closed Ruabon to Barmouth line which passed through Bala where a (closed) branch had connected with Blaenau Ffestiniog.

At Minffordd were 'Prince', 'Linda' and 'Merddin Emrys' waiting to take three trains to Tan-y-Bwlch. This was the de facto upper terminus as the extension to Blaenau Ffestiniog, including the loop at Dduallt to bypass the flooded tracks, was still in the future.

Fading light

The light was fading by the time we reached Tan-y-Bwlch and the 25ASA Ilfochrome cine film in my standard 8mm Bell & Howell cine camera was struggling to cope. The dim light was at least an advantage when I came to

turn the film over. For those who are younger, standard 8mm cine film was 16mm wide (!) and was run through the camera twice exposing one side on each occasion. Hence the film had to be 'turned over' and was split into two 8mm wide strips during processing. It had a long leader to prevent exposure during the loading and turn-over processes but never enough to prevent problems in bright light. I still have the cine film and occasionally watch with nostalgia.

Once all three trains had arrived there was a short pause before we began the return descent to Porthmadog. Here we were met by a large crowd photographing the trains as they arrived. It included members who had travelled by their own transport as well as enthusiasts from London who had opted to stay on the special train and get off at Porthmadog so that they could take pictures or have time to visit Boston Lodge works.

Standing room only

These were blissful days when we had to worry less about safety and more about pleasure. It is doubtful if many more could have fitted into the cab or tender of 'Prince' when it arrived at Porthmadog. It was also before the days of jeans and most enthusiasts wore a suit or sports jacket, tie and overcoat or raincoat. They carried their cameras in brown leather cases hung from a strap around the neck.

As the evening approached members departed for their AGM and non-members, including my father and me, went to the film show that had been arranged to entertain



Previous page, bottom: Despite being of historic value as the first locomotive to run on the line, limited resources determined that 'Princess' was kept out in the open in 1964. The smokebox door appears to have been opened for inspection.

Above: The 'bug boxes' were as popular then as they are now. All the stock was full.

Right: This 'grab shot' of Prince arriving is sadly far from sharp but it still captures the pre Health & Safety age!

Below left: There were no CCTV posts in 1964 but just a simple sign. The tracks of the connection to the Welsh Highland Railway now cover this area.

Below: Many of the visitors walked part way over the Cob. In 1964 much of the infrastructure from the line's pre-preservation days remained as instanced by the forlorn looking signal post with one working arm.



us. After a short presentation updating us about developments on the railway, we were shown a mixture of 16mm films from British Transport interspersed by short cartoons. To my delight, being a cine enthusiast at the time, these were shown using a Bell & Howell projector. Being in a hired hall, the sound of the films was accompanied

by the regular rumble of the film advance mechanism.

After a short round of applause for those who had entertained us it was a walk to Porthmadog main line station and a tiring journey home – a trip to remember!

The last steam-hauled Ffestiniog Railway Society AGM special ran a year later, on 1st May 1965. **NGW**



50 Ways to Use a Cane Car

On his visit to Taiwan in December, *Andrew Charman* saw a wide variety of 2ft 6in gauge rolling stock but with one common theme...



Above: Sugar cane wagons doing the job they were designed for, sadly today at only one mill in Taiwan, Huwei.

Left: Wagons still in use today are designed for a maximum capacity of cane.

Below: At Suantou, a Diema diesel hauls wagons that have been converted for tourist use.

Earlier this year in the March-April edition of *NGW*, no 137, I reported on the changing face of narrow gauge in Taiwan, and in particular of the Taiwan Sugar Corporation (TSC), having viewed this once vast industrial concern on a visit I made to the Pacific island in December 2018.

In this piece I'm focusing on the enormous amount of freight rolling stock, almost entirely consisting of four-wheeled cane cars, that has been made redundant by the decline in sugar production, and how some of it has been repurposed, often in quite novel ways.

TSC ran much of the almost 4000km of 762mm gauge lines that once criss-crossed Taiwan – in the early 1960s the industry employed 100,000 people and produced three quarters of the island's export earnings. But a collapse in world sugar prices in 1976 brought about a virtually fatal decline in the industry, particularly as Taiwan sugar production was not that efficient and it was soon realised that sugar could be imported for cheaper than it cost to refine and sell the home produce. Today just two mills and a refinery remain in production and only one, Huwei, is still rail served.

But as related in the *NGW* 137 feature, widespread closures were not followed by a rich bonanza for scrapmen. Some former mills found new uses such as arts venues and a museum. And while TSC expanded into other operations, ranging across



shopping malls, filling stations and even pig farms, at five of its mills short lengths of the former sugar lines were converted to carry a new load – tourists.

Part of the reasoning behind this move was to provide jobs for sugar employees left without work by the collapse of the industry – they converted freight wagons to somewhat basic passenger carriages, and have operated lines since. And part of this was TSC recognising the value of its heritage and wanting to do something to conserve it.

Protected – sort of...

The apparent current situation is that TSC considers all of its former railway infrastructure of national historic importance, and so is not letting any of it leave the island – there is likely less chance now, for example, of any of the many redundant diesel locos being acquired by European lines as was achieved in the early 2000s by the Welshpool & Llanfair in Wales and the Pithiviers Museum in France.

Equally, while the many miles of rails leading into the sugar fields have virtually all gone, none of the rolling stock that ran on it is being scrapped. That stock is just about entirely based on one vehicle, the cane wagon – a four-wheeler with straight, square high sides, steel in the lower portions with wire mesh on top.

Thousands of these wagons were produced in the industry's heyday. Several were converted into other uses, some became the rudimentary



Above: A contrast at Suantou as the tourist train passes by sidings of redundant cane wagons.



Above right: Sidings full of stock remain at many of the former mills.

All photos in this feature by Andrew Charman, December 2018

passenger carriages to cater for the new tourist demand, while some have been put to new use in very novel ways as described below. But vast numbers remain sitting in sidings and slowly rusting at the former mills – Taiwan is a highly humid place and gets more rainfall than the UK. It is likely they will never move again.

The pictures on these pages

illustrate some of a variety of different ways one can make use of a simple four-wheeled wagon. Hopefully modellers in particular will find it of interest – if one of the prolific stock manufacturers in the 16mm/ft garden railway scale was to offer a cane car for example, well builders could have hours of fun converting producing variations on a theme...



A little innovation...

When there are cane cars laying around, you might as well make use of them, even if your need doesn't involve rails...

A former Taiwan sugar mill that is now an arts & crafts centre includes a restaurant with private booths (above) for those wanting romantic meals. From the outside these booths look familiar...

At the same location a performance arena uses a cane car for its sound booth (above right), while at Xihu mill an outside stage has been created by simply butting several cane cars together (right). They are innovative in Taiwan...





All but one of these photos were taken at the TSC museum at the former Xihu mill, and demonstrate the variety of stock that underneath is generally the same design of vehicle.

Top left: It's easy to see how carriages for the tourist trains were created out of redundant sugar wagons, in this case closed vehicles.

Top: The carriages at Suantou are closer to their freight origins.

Upper left: Variation in design, these closed vehicles are at Xihu.

Above: Roof heights vary but not the construction of the vehicle.

Centre left: Bogie vehicles were not completely absent on the TSC system, this molasses tanker included in the museum collection.

Lower and below left: Open wagons, effectively cane cars without mesh, and closed wagons slowly rust away, unlikely to move again.

Below: The most basic of rolling stock! It was probably used for moving materials around the site by hand. **NGW**



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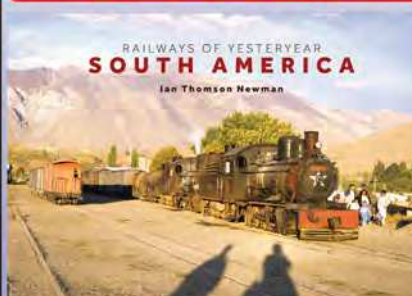


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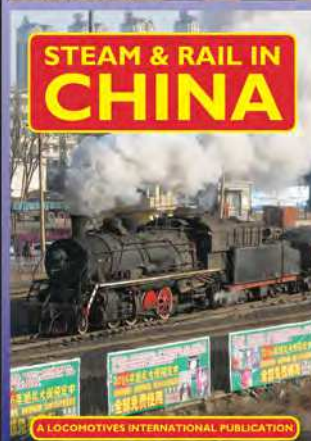
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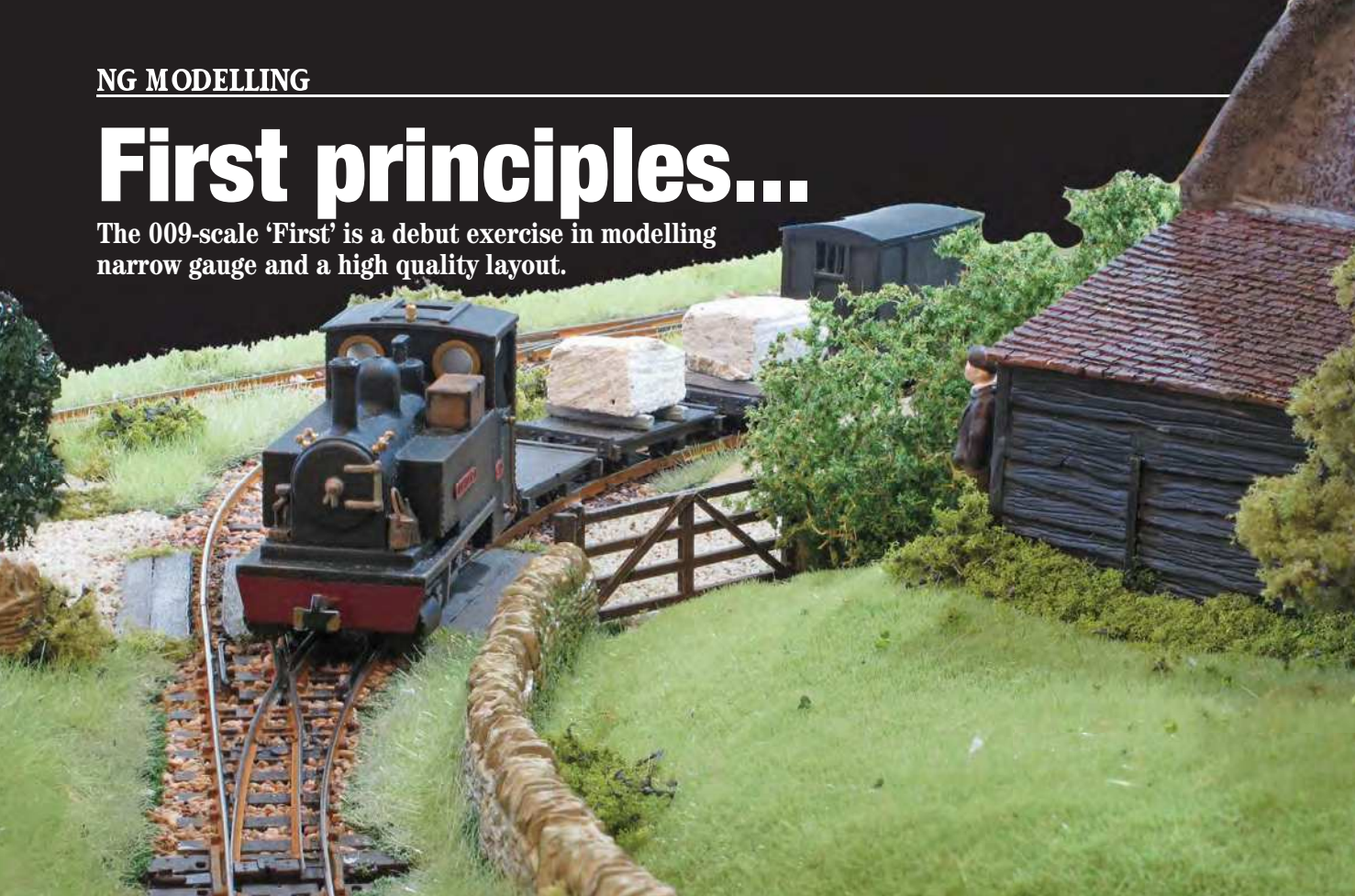


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First principles...

The 009-scale 'First' is a debut exercise in modelling narrow gauge and a high quality layout.



The 009-scale 'First' is appropriately named, being an initial attempt at a model railway layout by its builder Stephen Clulow. It was first featured in our sister magazine *British Railway Modelling* (BRM), in which the magazine's multi-media editor Howard Smith described the layout as having a simple trackplan, consisting of just a passing loop and two sidings, but which "fills the board nicely with enough gently undulating terrain to entertain the most curious of eyes."

The layout is indeed compact, fitting onto a board measuring just 78 by 58cm, plus a simple cassette-style fiddle yard arrangement on the other side of the backscene. In this space has been created an

impression of a small station on a Cotswolds narrow gauge line, set in the 1930s and with passengers and freight all carried, particularly livestock, wool, limestone and beer.

Stephen has made his first serious attempt at the hobby with this layout, having liked model railways as a teenager but been away from it for several years. The layout was built partly to see if model railways would be something he enjoyed. Not surprisingly traditional techniques were employed, from baseboard construction in ply to scenery, which is based around polystyrene blocks covered in scatter material and greenery added from some of the many examples available from specialist suppliers.

A major clever touch is the way the layout is divided into two sections, one depicting the station and the other out in the country and separated by a two-sided backscene. Another backscene at one end conceals the point to the fiddle yard.

Said fiddle yard is a simple single siding with cassettes that can be easily interchanged to vary the rolling stock running on the layout. This however, took two attempts to get right – the first trackplan included a sharp reverse curve to the fiddle yard and even running very slowly, derailments were frequent. The cassettes are clever too, made from plastic electrical trunking – an idea Stephen sourced from another modeller, Michael Campbell, writing in the September 2018 edition of *BRM*.

Bargain hunt

The layout is a testimony to how one can very quickly and effectively create a convincing scene for not a great outlay, by means of looking out for bargains at exhibitions. Many of the scenic items were found in 'rummage boxes' on traders' show stands, and modified for their new use – a



Above: Rounding the curve into the station – careful scenic work has made such a difference to this model.

Left: The delightful scene is all the more remarkable when one considers it is its maker's first attempt at building a model railway layout.

All photos in this feature by Phil Parker.



prime example is the grounded van on the station, which was bought as a complete if somewhat battered wagon, with a broken chassis and badly cracked roof.

The only completely scratchbuilt item on the layout is the coal stage. It was constructed from balsa wood, and serves the twin function of providing a scenic item in its own right and taking the viewer's eye away from the tunnel mount through the backscene leading to the fiddle yard beyond.

One of many techniques Stephen had to learn for this layout was effective weathering – it was particularly noticeable after he finished the coal stage that it appeared too 'clean' for such a location at the railway's time of life. He was aiming for a lightly-weathered appearance across the line on stock and buildings, and he achieved it mainly by dry-brushing on a rust colour, followed by a dirty brown and then a final wash of diluted black.

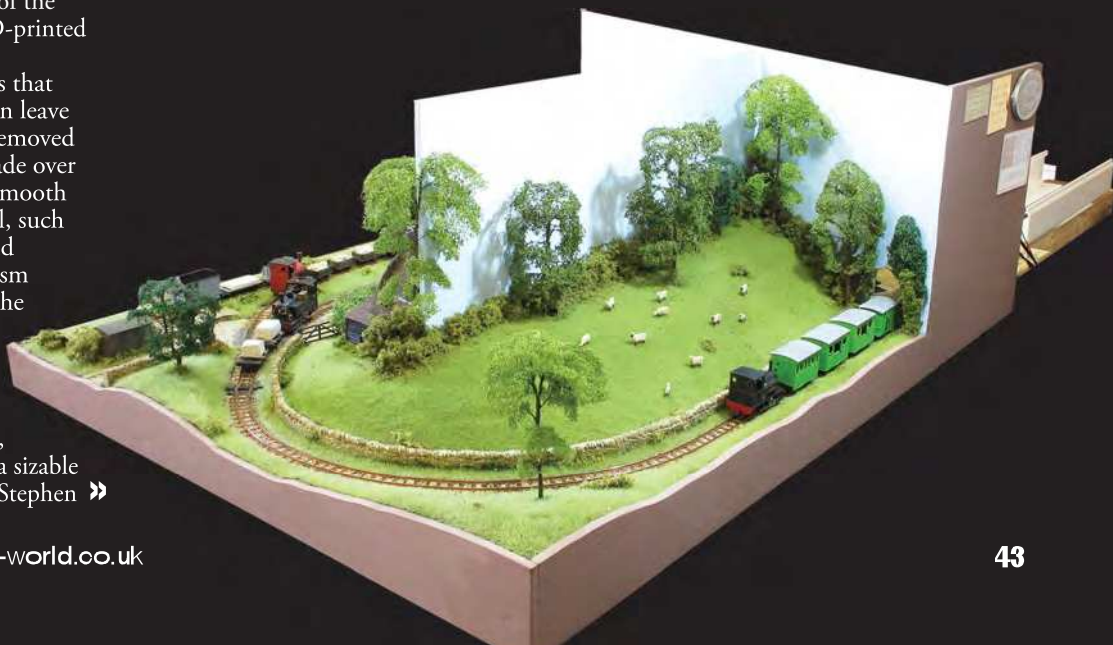
Three-dimensional choice

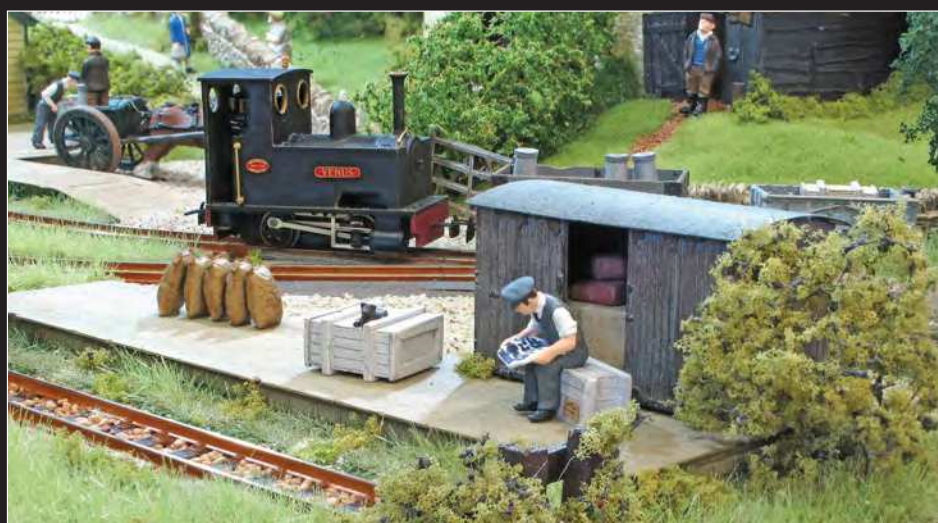
The choice of locomotive types in 009 scale has mushroomed in recent years, particularly since the arrival of 3D printing, with many commercial manufacturers now offering 3D-printed body kits. All of the locos running on First combine 3D-printed shells with commercial chassis.

One issue with this technique is that the layer-based printing process can leave fine lines on the plastic. Stephen removed these by gently rubbing a knife blade over the ridges to take them back to a smooth surface. He then added extra detail, such as handrails, whistles and name and maker's plates, to increase the realism of the locomotive – a process that he greatly enjoyed.

Many items of rolling stock are also 3D printed, along with some kits and examples he found secondhand – diligent hunting out, particularly at shows, can produce a sizable stock roster for not a lot of outlay. Stephen »

Above and bottom:
Clever use of a double-sided
backscene gives the impression
of a much longer run than the layout
actually boasts, including a section where
the train appears 'out in the country' (below).





again targeted used models needing work, which are not expensive, and can soon be put right with a little enjoyable modelling time.

All the locomotives and stock were hand painted, using acrylic paints. For best results Stephen advises diluting the paint slightly to ease its flow, and brushing first in one direction, and then at 90 degrees to the first stroke while the paint is still wet, as this avoid leaving behind brush marks.

Stephen describes experimentation as one of the most enjoyable aspects of building First – placing buildings, people and road vehicles in various locations on the model and analysing how they contributed to the overall look.

“Often the initial idea wasn’t the best one and by testing different options, and stepping back to consider the effect, a much better scenic composition emerged,” he said.

We agree – this is a layout that packs a lot of interest into its compact space, but at no point looks crowded, instead presenting a natural appearance, a window on a 1930s scene. **NGW**

Top: Note the attention to detail in this scene, such as the rusting applied to the sides of the rails.

Centre left: What viewers don’t see! The fiddle yard, with its clever use of cassettes made from plastic electrical trunking.

Left: The grounded van body at the station started life as a secondhand purchase of a complete but battered wagon.

MODEL LINES

Corris bank holiday show

■ The Corris Railway Society will stage its latest Model Railway Exhibition at Y Plas in Machynlleth on the Saturday and Sunday of August Bank Holiday Weekend, August 24th and 25th.

Narrow gauge models will feature quite prominently in the line-up ranging from 16mm scale (with live steam and battery power) and a Gn15 scale representation of an estate railway to the ever-popular 009, but also including a OOn3 scale layout of Crosby station (closed in 1968) on the Isle of Man Railway and the American 'Roarkes Landing' in Hon30.

O, OO and N gauge layouts will also feature, as well as a display of tinplate toys, trade and craft stands. Refreshments and light snacks will be available and there is free parking close by.

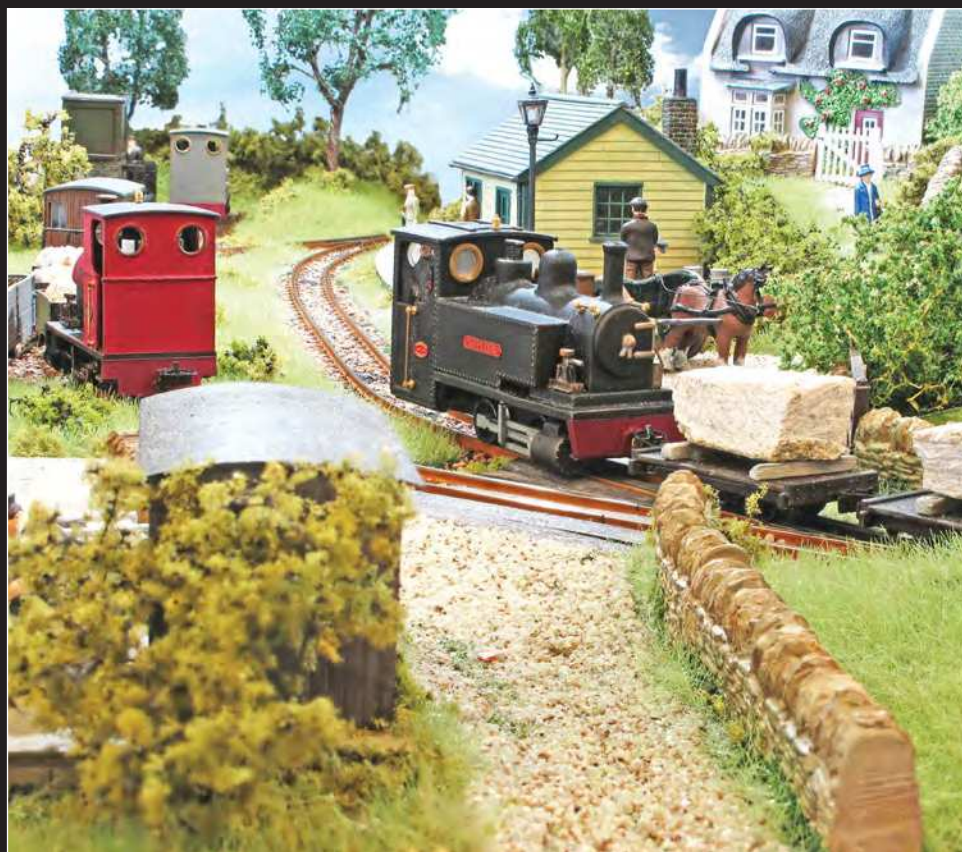
The show runs between 10am and 4.30pm and admission is £4.00 adults, £3.50 seniors, £2 children and £10 for a family (2 adults and 2 children). Trains will also be running on the revived section of the Corris Railway, four miles north of Machynlleth on both exhibition days.

Little Layouts at Llanfair

■ Also in its final planning stage is the 'Little Layouts' model show that now forms a part of the Welshpool & Llanfair Light Railway's annual Steam Gala. Held at Welshpool station on the Saturday and Sunday of the Gala (which runs over three days, 30th August to 1st September) the show is accessible for only the parking fee at Raven Square.

At least 10 layouts are expected this year including five in 009 scale, plus organiser Martin Rich's Gn15-scale 'Mary Jane's Mushroom Farm' featured in *NGW*140 and a live-steam layout in 16mm scale. And of course visitors will also be in a prime position to enjoy the other attractions of the W&LLR Gala, which this year include a new locomotive (see this issue's *UK News* pages). And at the other end of the line Llanfair Caereinion High School will play host to the long-established Llanfair Garden Railway Show which has traditionally been held alongside the W&LLR Gala.

More details of the Gala will be available on the railway's events page, www.wllr.org.uk/events



Above: Plenty of motive power in this scene, all 3D-printed bodies on commercially available chassis.

Right: The coal stage is the one completely scratchbuilt item on the layout.

Below: Little cameos, such as these conversing passengers, add so much to the appeal of First.



Lynton & Barnstaple 2-6-2T

Phil Parker reviews Heljan's second attempt at modelling these iconic engines in 009 scale. Have the issues that blighted the first batch been solved?

Built by Manning Wardle in 1898 for the Lynton & Barnstaple Railway and named after local rivers, 'Yeo', 'Taw' and 'Exe' are some of the best-known narrow-gauge locomotives in the UK.

When the line was purchased by the Southern Railway in 1923, the trio were joined by a further example, 'Lew' and this was the only one of the quartet to escape the scrapman's cutting torch after the line was closed in 1935. Lew was shipped to Brazil and disappeared, all attempts to find the loco since having failed.

Heljan's 009 model of the L&B 2-6-2T, announced in 2013 just after Peco produced its L&B bogie coaches, did not enjoy the greatest debut. The valve gear of the initial releases became known for performing a rapid, unscheduled disassembly while running. Models were returned to retailers, and many didn't even bother posting out locos to customers, instead returning the models straight to Heljan after testing.

In response, Heljan took the decision in August 2017 to move production of the remaining batches to a new factory and to re-tool many of the chassis parts – not an easy or cheap choice especially as the stated aim was to retain the existing retail price.

We now have the new batch and when removed from the box, the first impression is a definite positive – the model looks great and that problematic valve gear is really of fine construction.



weren't expected to handle the sort of curves found on many NG lines more suited to motive power with four wheels.

Radius limited

Testing of our sample came to halt when the model was defeated by some 9-inch radius Peco points. Both pony trucks came off – hardly surprising as 12-inch or preferably 18-inch radius points are recommended. This model has a 70mm long wheelbase and a prototypical hefty rear overhang.

The instructions suggest tweaking a set of springs designed to re-centre the pony trucks if track-holding becomes an issue. Modellers discussing the problem online have also suggested that the pick-up pads above the pony wheels should be bent out of the way to remove the downward pressure. This still leaves six wheels picking up power which, combined with the diecast chassis, appears to be adequate.

Another issue relates to the NEM coupling pocket and cowcatcher. Fitting Bemo couplings is easy, although you may need to tweak the metalwork to get it out of the way. The trouble is, they are a different height to the couplings on the Peco carriages the model is designed for. Replacing the supplied coupling with an etched Greenwich version allows this to be fixed and looks a lot neater.

There's no doubt there are issues with this model. Forums are full of suggestions, it's certainly generated a lot of discussion. To be fair, these are tricky prototypes to model and Heljan was brave to take them on. The price isn't unreasonable bearing in mind its complexity and limited market, but are there too many issues?

Ignoring the chassis problems, the decoration is mostly good, but let down by a wonky nameplate and poorly painted brass chimney top. This last is particularly odd as the chimney itself is a brass turning but painted a brass colour to match the dome and safety valves.

The cab and tanks don't appear to be quite in line with each other on our example. This might be because the cab is a separate moulding presumably to allow for the flat back version of 'Lew' in the future

Heljan has chosen a post-1913 prototype – by this point the 'wings' either side of the cab front which collected smoke in front of the cab and obscured the drivers' vision had been removed. At the same time, the cab was extended to cover the coal bunker. Below the footplate, covers over the crossheads were removed. The locomotives ran in this condition for the rest of their lives so it's a wise choice.

On straight track, our model ran very sweetly – Heljan recommends a running-in process for best results. Despite the recommendation that the model should be limited to 305mm radius curves, it managed much tighter bends, albeit with a struggle. The L&B was very much the main line of narrow gauge railways and its locos





and possibly an as-built version. It's very difficult to see this in real life, but does show up in the photos.

A lot to like

Despite the qualms, there is an awful lot to like about this model. The re-tooled batch of locomotives are an improvement over the first version but not perfect. The advice seems to be that you will need well-laid trackwork with generous curves and long points, just like the real L&B. Then be sure to test the model thoroughly as soon as you get it, don't wait until the warranty has expired.

Do all this and you will be rewarded with a lovely looking model that, even if you could get hold of a kit, would be a significant challenge for any one to build themselves to the same standard.

The model will eventually be available in various versions; Yeo, Exe and Taw in L&B dark green or Southern Railway green, Exe in an intermediate Southern livery used between 1927-29, the later Lev in Southern Railway green and the new-build replica 'Lyd' in plain black, BR lined black with early emblem or Southern Railway green as it is today.

Produced by Heljan
RRP: £209.95

Ffestiniog & Welsh Highland Railways Illustrated Stock List

■ Stock Lists are an essential aid to the enthusiast, especially if the railway in question has a lot of stock – and there are few lines that boast a more complex array of equipment than the Ffestiniog & Welsh Highland Railways!

The first half of this latest edition of the inexpensive guide from the FF&WHR is divided into sections on steam and i/c locos, carriages and wagons, and offers very brief histories but also some interesting snippets such as the provenance of all the loco names, even works diesels.

The second half does what it says on the cover, lists everything with info such as name, number, builder and the like. Locomotives and carriages are all included but not wagons (you would need a much bigger book!).

Adding a lot of value are the high-quality colour photos, which will make this a useful publication for modellers. If you want pages of detail on each item then go for Gordon Rushton's magnum opus *Ffestiniog Finery* (which does list the wagons!). But if you want an easy-to-refer-to concise listing, at an eighth of the price, then this will do you well. **AC**

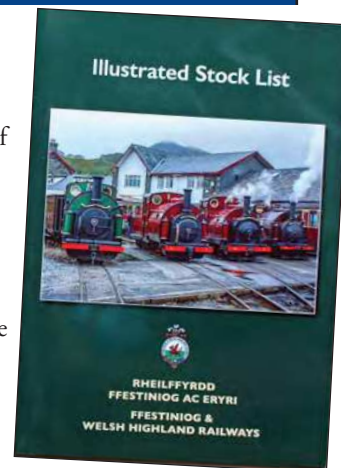
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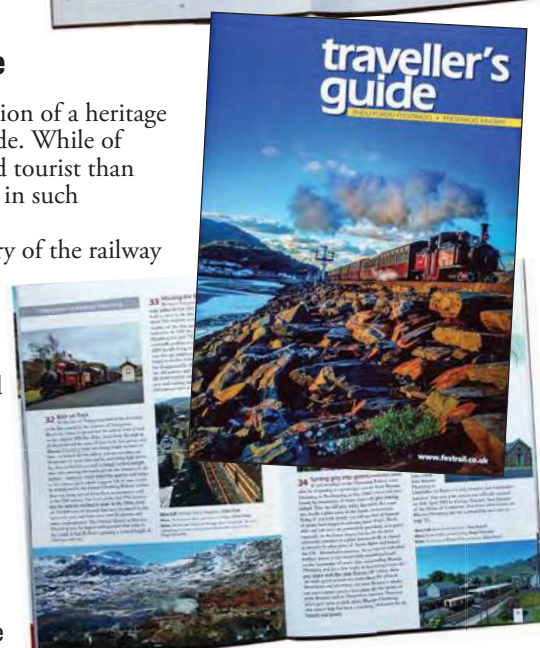
Ffestiniog Railway Traveller's Guide

■ Also received this month is the latest edition of a heritage railway staple sales item, the Traveller's Guide. While of course aimed more at the general visitor and tourist than the enthusiast, there is often much to enjoy in such publications and this one is no different.

The essentials are included – a brief history of the railway over two pages, followed by a detailed journey along the line, all cross-referenced with maps with numbered locations. A fold-out centre page map of the complete line adds value, while there are a whole load of extra features, ranging from volunteering on the FR to how David Lloyd-George knew the railway.

Complete with a host of quality colour photos, this book packs a whole lot of information into its 64 pages and at the price is a bargain. **AC**

ISBN 978-0-901848-21-5 Contact details as above
Price: £5.00



Accucraft to offer live-steam Cavan & Leitrim locos

Large-scale model railway manufacturer Accucraft UK is to expand its live-steam locomotive offerings to Irish stock.

Having produced several Isle of Man locomotives in 1:20.3 scale on 45mm gauge track (representing 3ft gauge) the company is moving its focus to Ireland with the first releases being the elegant Cavan & Leitrim 4-4-0 tank locomotives.

The two surviving Robert Stephenson locos will be offered in their final form, no. 2 'Kathleen' in 'tram' condition with the extended cab roof and tram-style cab (albeit without full skirts) and no. 3 'Lady Edith'

in 'main line' form without these additions.

As in previous Accucraft engines each model will be internally gas fired with piston-valve cylinders. Each will be available in either fully-lined Cavan & Leitrim green, un-numbered GSR grey or plain satin black, with nameplates provided for both locos but not fitted.

Target UK retail price for each loco will be £1950.00 and Accucraft says that retail profit from Northern Ireland sales of Kathleen

will go to the Ulster Folk & Transport Museum where the full-size loco is preserved, while Irish buyers of Lady Edith will be contributing to the Cavan & Leitrim Railway Preservation Society at Dromod.



Rheidol's station move

I refer to the article in the July 2019 Issue of *NGW* (140) about the new Vale of Rheidol Railway Station that has been opened at Aberystwyth.

It does rather beg the question as to why the VoR should choose to move its station further away from the standard gauge station.

In 1968 British Railways (*owner of the VoR at the time - Ed*) relocated the VoR station to the former Carmarthen line platforms within the main station. This improved the narrow gauge interchange with the standard-gauge trains.

Now, anyone arriving at Aberystwyth by standard gauge train is going to have to walk further to board the Vale of Rheidol train. This could be an issue for anyone who has walking difficulties. Is this not a bit of a retrograde step? **Andrew Cook**

Andrew C replies: While I obviously can't officially comment on the Rheidol's behalf, I believe the reasons for the move are patently obvious when one has a look at the site.

While the new VoR station at Aberystwyth is further away from the standard-gauge platforms, it is now adjacent to the line's own car park, and it's a fact of modern times that the vast majority of intending passengers for will likely arrive in Aberystwyth by car rather than by standard-gauge train.

The new station is well designed for those with walking difficulties, with level access throughout. The walkway from the standard-gauge station, also level, remains, and in truth is not much further than one needed to walk previously to buy a ticket for the VoR as the ticket office was at the east end of the platform.

The new station is an excellent, attractive design and of course closer to the new workshops and directly opposite the former shed which the line has grand plans for, so I think the move ticks many positive boxes.

Hunting mystery French line

I have just (a bit late in the day) acquired *NGW* 139, where you publish a letter from David Watts about a railway described in Bryan Morgan's book *The End of the Line* (according to David the minor French line had been reduced to putting petrol engines on wagons in order to keep running - Ed).

I was inspired to dig out my copy. Morgan's chapter on France takes up nearly a third of the whole book. I rapidly skimmed through it two or three times, but I was unable to find any reference to the sort of improvised railway David mentions. The closest I could come to his memory of signalling by phone was a general



comment about narrow-gauge signaling on the Réseau Breton – or the lack of it outside terminus stations. Morgan comments: "All this hundred leagues of single track is run by common sense and the telephone."

David's description of the railway itself, with improvised petrol locos is also not to be easily found in the pages of Morgan. The closest I could come was a description of Le Petit Tram Forestier du Cap Ferret, a private tourist line which opened in 1952 (most likely why it doesn't appear in Keith Davies' masterwork) and which ran for little more than a mile through woods and sand dunes. "It begins where the steamers from Arcachon put in on the headland; and it runs through a forest, past halts called Panier Fleuri, Mimosa, Pamplemousse and Pomme de Pin, to the beaches of the Atlantic..."

Morgan writes of "...those weird petrol locomotives which look like cast-offs from a mineral line and have to be sent to the local garage for repair (the owner) ...says he got them from the Camargue and that they were built in 1933, which sounds unlikely."

The sort of line David describes is typical of the sort of thing Morgan looked for and described, so I suspect the passage of time has condensed his memory of the book into a composite idea of a Morgan-esque railway!

I have a particular interest in this book because, after reading the chapters on Germany, Switzerland and Austria, I realised that I had seen a fair number of the railways he described, as in those countries a number of them remained, even if drastically changed, sometimes almost out of recognition (the book is about minor railways, irrespective of gauge.) The opening up of Eastern Europe also meant I had seen railways that fitted Morgan's general idea of interesting lines but that he would never have been able to see.

Visiting the Vale of Rheidol Railway's new Aberystwyth station (above), quells misgivings expressed in Andrew Cook's letter on this page. It is a much more convenient and narrow-gauge appropriate venue than its predecessor. The platform from which the picture below was taken in 2012 (with the standard gauge station building in the background) is just visible in the background on the right-hand edge of the shot above. Photos: Andrew Charman

In his chapter on Germany, he makes oblique reference to rumoured wonders on the other side of the Iron Curtain: "For the Südharz runs always in sight of a crest-line which marks the great barrier, and at an embranchment of its own the tracks peel away into mountain mist towards a lost system which once took a through car off the Südharz – the only example of such narrow-gauge running in Germany."

So I decided that a sort of partial sequel to the book would make an interesting project, taking my photos of lines Morgan described and comparing them with his text, before diving over the former border to lines in Poland, the Czech Republic and the former East Germany that still embodied the sort of lines Morgan wrote about. Alas! I couldn't interest any publishers in the idea – even those who knew *The End of the Line* – and in any case, acquiring the rights to make the extensive quotations necessary from the original turned out to be almost impossible.

The book was published by a company called Cleaver-Hume Press in 1955; it was acquired by Macmillan »





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“The CLZ can field authentic trains of bolster wagons and delightfully ramshackle forestry workers’ carriages...”

in 1967, which in turn passed to HarperCollins in 2007; but any records HarperCollins might have had of legacy contracts had long since been discarded. If he is still alive, Bryan Morgan will by now be in his mid-90s; I have been unable to trace any of Mr Morgan’s literary agents or executors. If any readers can throw any light on the current rights owner of *The End of the Line*, I should be pleased to hear from them.

Robert Day

Your writer (*NGW*140) asks after a strange line in France. I have reread the book and can find no mention of anything similar. The nearest that I can get, and it is not mentioned in the book as far as I can see – is the railway out to the sea in Germany. There is a link here: https://www.youtube.com/watch?v=vtL7_1tloBc where the self-propelled wagons can be seen. They run to this day and those living on the island may build and operate their own. Tourists and enthusiasts are most strongly discouraged from riding on them and how traffic is regulated to prevent head-on collisions is a mystery!

Bryan Morgan’s book makes for interesting and sad reading as to how many secondary lines on the

continent were disappearing in 1955 and have now – of course – largely gone for good.

David Bettoney

Andrew C replies: Many thanks to Robert, David and others who have sent in replies to David Watts’ enquiry. The Youtube video link supplied by David Bettoney is fascinating! If any reader can assist Robert with his enquiries please send your information via the editorial office and we will pass it on.

Fine motion in Slovakia

The recent esoteric discussion in *NGW*140’s *Viewpoint* pages of the finer points of various locomotive valve gears reminded me of a splendid example I saw earlier this year on a 1909-vintage loco at Čierny Balog in central Slovakia.

The loco is an 0-6-0T built by the Budapest Locoworks with what I think might be Joy valve gear. It was running as no 2 on the 760mm gauge Čiernohronská Lesná Železnica railway which is variously known as the Čierny Hron Railway, Čierny Balog Railway, the Black Hron Railway or simply CLZ.

The CLZ is now a tourist line working over the remnants of what was once the county’s most extensive

forestry rail system. The current operation runs over a T-shaped layout with the village of Čierny Balog at the junction of the ‘T’.

Given its heritage as a logging railway, the CLZ can field authentic trains of bolster wagons and delightfully ramshackle forestry workers’ carriages alongside more salubrious secondhand stock obtained from elsewhere.

Co-incidentally, the CLZ was also mentioned in *NGW*140 in connection with rumours that it might be trying to acquire a Shay locomotive from its twin, the Alishan Forest Railroad in Taiwan. A Shay at the head of a rake of the CLZ’s logging wagons would be a fine sight and rather more accessible than those working in Taiwan or the USA.

Steve Sedgwick

Andrew C replies: Sadly Steve as you will see from this issue’s news pages the Shay to Slovakia rumours appear now to have been just rumours! I met representatives of the Čierny Hron during my visit to Taiwan in December. It is indeed a fascinating line and we hope to have more on it in a forthcoming edition of *NGW*.

Who recalls Sutton Park?

I am wondering if you can direct me to any source of information regarding the railway that once operated in Sutton Park, near Birmingham, around 1949/50?

At that time I believe the railway was operated by my grandfather, Frederick Mills.

When I was around four or five I made my only visit to him with my father – the family situation was difficult – at the railway and I ended up driving a loco with him.

I understand that the railway was dismantled not too long after that and that the locomotives and rolling stock went into storage.

Also, are there any archives available that may have photos of my grandfather at that time and any other details of him and the railway?

David L Mills

Andrew C replies: We’ve also published this letter in our sister magazine *Engineering in Miniature* causing immediate stirring of memories! An online search reveals that the Sutton Park Miniature Railway was quite well known, built in around 1907 to 10¼-inch gauge but soon converted to 15-inch and running through a large park in Sutton Coldfield. It appears to have been closed in 1960.

Can readers provide information for David? Please send to the editorial address and we will pass it on.

Above: More complex loco motion, pictured by Steve Sedgwick on the 760mm gauge Čierny Hron Railway in Slovakia.

Below: These pictures clearly show of the delights to be found on the Čierny Hron line. Photos: Steve Sedgwick



Ffestiniog's Golden stamp on history

Celebrating the 50th anniversary of the FR's Railway Letter Service.

We recently received a note from veteran Ffestiniog Railway volunteer Rob Smallman, reminding us that 2019 marks the Golden Jubilee of a rather special service provided by the FR, and which has its roots in something much older.

In 1891 the FR Co signed a Railway Letter Agreement with the General Post Office, which allowed the line to carry and deliver letters on receipt of a payment for a GPO stamp plus a small extra fee levied by the railway. As Rob wrote in the *Ffestiniog Railway Magazine*, this allowed for example a person to hand a letter to the guard of a train late at night at Lime Street Station in Liverpool, and it would be delivered to the addressee at say Euston station in London as soon as the train arrived.

The FR never made much use of the service, particularly once telephones became more widespread in use, and after the line passed into preservation the agreement was forgotten about until in 1968 the FR's copy of it was discovered by archivist Michael Seymour, who was diligently working through the mass of paperwork that had been left behind by the old regime.

Another volunteer, Harold Creamer, who was the husband of FR general manager Alan Garraway's secretary Elizabeth, expressed an interest in the document and at his instigation enquiries were made to the GPO to discover whether the 1891 agreement was still valid. Indeed it was and discussions then took place with the Talylllyn Railway, which had recently reintroduced its own railway letter service. A decision was made to launch a modernised version of the FR's Railway Letter Service, principally aimed at tourists.

An initial four

Michael Seymour designed the first of what would become a long run of Railway Letter Stamps, in rates of 1d, 6d, 1/- and 1/2d – the last was what British Railways charged to carry letters at the time, though irritatingly days before the launch of the FR service in 1969 BR put its rate up to 1/3d!

The enormous response from philatelic

enthusiasts to the first stamps astounded the FR team, and when on 28th May 1969 a First Day Cover was produced with all four stamps on more than 9,600 were sold.

At the time Harold Creamer was helping to convert a house acquired by Rob Smallman, and when Howard discovered Rob was a railway volunteer, working in the Harbour Station shop amongst other duties, and had an interest in stamps, Rob was soon enrolled into the FR Railway Letter Service.

Multiple railways

That year saw the production of 5,000 commemorative covers for the investiture of the Prince of Wales at Caernarfon. Before long Harold and Rob were also running a Railway Letter Service for British Railways on the Vale of Rheidol Railway, and letters were dispatched from the FR, down the Cambrian Coast Railway, up the Talylllyn and then again by train to Aberystwyth to travel up the VoR. This ended in 1984 when BR withdrew from the service.

Harold ran the FR service until he retired at the end of 1997, and fellow volunteer John Dobson continued it until he was appointed editor of the FR Magazine, a post he still holds today. He considered closing the service down as sales were falling, but Rob applied to take over its organisation and was appointed Honorary Postmaster.

Today Rob goes by the slightly extended

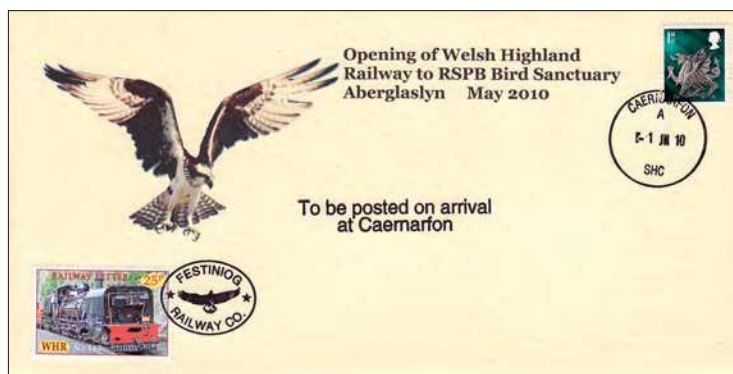


title of the Honorary Postmaster General, which he adopted as a joke in 2011 when the arrival of the rebuilt Welsh Highland Railway meant that he was looking after two railways, letters now able to be dispatched between Caernarfon and Porthmadog. Today letters are also exchanged with the Welsh Highland Heritage Railway at the other end of Porthmadog.

As the FR's Railway Letter Service celebrates 50 years since its revival, Rob estimates it has produced 70 different specific stamps, around 110,000 First Day Covers, and very many ready-stamped postcards. In the process, many thousands of pounds have contributed to the FR, from an operation that has only ever involved just three people!

■ This information in this piece was sourced from an article Rob Smallman wrote for the *Ffestiniog Railway Magazine*.

The photos on this page show typical examples of the many stamps and First-Day covers produced by the FR's Railway Letter Service over the years. Photos courtesy Rob Smallman.



From a Different Age...



■ The story in this month's news pages regarding the Romney, Hythe & Dymchurch Railway's Krauss Pacific 'Black Prince' being sent for overhaul at the the Ravenglass & Eskdale Railway reminded us of some pictures sent in some months ago by regular *NGW* contributor *David Mitchell*, who had been going through his extensive archives again... The shot above shows Black Prince on a previous Ratty visit, on 10th July 1982, only just fitting the turntable at Dalegarth.

David's other pictures were taken somewhat earlier, on 6th July 1964. The Paxman 2-8-2 'River Esk', which has recently returned from overhaul, is highly popular as the R&ER's black loco, but how many readers knew it was once green? Esk is seen passing through a rather more rural-looking Eskdale Green, while below that Heywood 0-8-2 'River Irt', in original form, traverses the then newly-excavated and harsh-looking Gilbert's Cutting. This scene is very different today.



Miniature Railways

- **Audley End Railway** (10.25in): Essex 01799 541354, www.audley-end-railway.co.uk Daily trains from 10.30am
- **Beer Heights Light Railway** (7.25in): Devon 01297 21542, www.pecorama.co.uk Daily from 10am.
- **Lappa Valley Railway** (15, 10.25, 7.25in): Cornwall 01872 510317, www.lappavalley.co.uk Daily from 10am.
- **Littlehampton Miniature Railway** (12.25in): Sussex www.littlehamptonminiaturerailway.com Daily services
- **Moors Valley Railway** (7.25in): Hants 01425 471415, www.moorsvalleyrailway.co.uk Daily services
- **North Bay Railway, Scarborough** (20in): Yorks 01723 368791, www.nbr.org.uk, Open daily from 10am
- **Rhyl Miniature Railway** (15in): Clwyd 01352 759109, www.rhylminiaturerailway.co.uk Daily services, double-heading 26th August

Special Events

Only events of interest to rail enthusiasts are included in this guide – for contact details see Diary on following page.

- **Daily, Devon Railway Centre Open Day** Museum nr Tiverton, 2ft gauge line. <http://devonrailwaycentre.co.uk>. Steam Gala 17th-18th
- **Sats, Weds, Lincolnshire Coast Light Railway Operating Day.** Skegness Water Park, www.lclr.co.uk Steam on Sats, Sun 25th.
- **2nd-4th Aug, Talylllyn Railway Beer Festival.** Real ales, ciders and gins, evening steam trains
- **3rd Aug, Kirklees Light Railway Rail ale Evening.** Real ale, barbecue food and live music.
- **3rd, 7th, Lincolnshire Coast Lgt Rlwy Operating Day.** Steam 20th/21st, Skegness Water Park, www.lclr.co.uk
- **3rd-4th Aug, Rhiw Valley Light Railway Open Weekend.** 15in gauge line close to Welshpool & Llanfair. www.rvrlr.co.uk
- **3rd-4th, 17th-18th Aug, Welshpool & Llanfair Light Railway Vintage Trains.** Mixed services, shunting at each terminus
- **4th Aug, Bredgar & Wormshill Railway Classic Car & Vehicle day.** Kent 2ft line, all available stock running. <http://bwlr.co.uk>
- **4th Aug, Corris Railway Gravity train.** 3.15pm departure.
- **10th Aug, Talylllyn Railway Late Night Steam.** Trains into the night, beer and barbecue.
- **10th-11th Aug, Bressingham Steam Museum Miniature Steam Wknd.** Miniatures & models, Garden Railway Show on Sat.
- **10th-11th Aug, West Lancs Light Railway Summer Gala.** Intensive running, drive a diesel, miniatures and vintage vehicles.
- **17th Aug, Richmond Light Railway Steam Fair.** Private Kent line, 'Samson' visiting from Beamish. Advance tickets only from www.ticketsource.co.uk/RLR
- **24th-25th Aug, Corris Railway Model Railway Exhibition.** Y Plas, Machynlleth, 10am-4.30pm.
- **24th-26th Aug, Bala Lake Railway mini Steam Gala.** All available locos running, intensive timetable, driver for a fiver.
- **25th August, Apedale Valley Railway Classic Cars & Steam Trains.** Various classics on show, steam all bank holiday weekend
- **26th August, Gartell Light Railway Open Day.** 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>
- **30th Aug-1st Sept, Welshpool & Llanfair Light Railway Steam Gala.** Intensive service, new Austrian loco, displays at both termini
- **31st Aug, Amberley Museum Ale at Amberley.** Food, drink and live music, railway operating.

Tramways

- **Douglas Horse Tramway:** Isle of Man, 01624 662525, www.rail.im/ Daily services.
- **Great Orme Tramway:** Conwy 01492 577877, www.greatormetramway.co.uk Daily services from 10am.
- **Manx Electric Railway:** Isle of Man 01624 662525, www.rail.im Daily services.
- **Seaton Tramway:** Devon 01297 20375, www.tram.co.uk Daily services, every 20 minutes from 10am.
- **Snaefell Mountain Railway:** Isle of Man 01624 662525, www.rail.im Daily services.

[illegible]

No responsibility can be accepted for dates on this list - check with line before travelling. Not listed? Send details to address on page 3 or to andrew.charman@warnersgroup.co.uk

By Steam Tram to the Bavarian Sea

Donald Brooks made a long-delayed visit to the Chiemseebahn.



The Chiemseebahn was the railway I always meant to visit. For almost as long as I had been interested in European narrow gauge railways I had known of it as the last remaining steam tramway on the continent – a tourist line maybe, but in no sense a preserved one.

The metre-gauge line was built in 1887 to carry summer visitors the short distance between Prien station on the München – Salzburg main line to Stock Hafen on the Chiemsee, connecting with the steamers across the lake, and it has continued to do so ever since.

But I never seemed able to make it. Whenever I travelled through Prien, usually on the ÖBB 'Korridorzug' that cut through Germany as a much quicker route between Salzburg and Innsbruck than the tortuous line entirely on Austrian territory, it was often night or winter

or both. And when it was summer there were more pressing priorities, such as seeking out steam on the Austrian narrow gauge.

I finally reached Prien in September 2014 to find that I need not have worried about missing out as nothing had really changed. Like the Talyllyn the Chiemseebahn still operates all its original stock today, but unlike the Talyllyn it has almost nothing else. The original 0-4-0 steam tram locomotive, Krauss (München) 1813 of 1887, remains the preferred motive power and all nine four-wheeled carriages built for the opening of the line are still in service.

Once there were also goods wagons for the transport of coal to the lake, where it was used to fuel the steamers or was conveyed to the lake islands for use there. A Krefeld tramway wagon has recently been acquired as a reminder of this, but the only real addition to Chiemseebahn stock was in December 1982, when a four-wheeled diesel, Deutz 57499 of

"Like the Talyllyn it still operates all its original stock today, but unlike the Talyllyn it has almost nothing else..."

Above: 'Beside the lake, beneath the trees...' Steam tram 0-4-0T no 1, Krauss 1813 of 1887, stands in the lakeside headshunt at Stock Hafen while running round the 11.15 from Prien. The connecting boats are waiting for the crowds who flock to Herreninsel to see the palace.

Left: No 1 takes water at Stock. The return train for Prien is in the platform to the left.

Photos by Donald Brooks, September 2014

1962, arrived as a stand-by for the tram loco. It came from Halberger Hütte of Brebach in Saarland and was rebodied at Stock to resemble its steam sister, but in 2016 it was rebuilt again as a smart single-ended diesel with a sloping bonnet.

Eight-minute ride

The line runs initially alongside the lake road but mainly round the back of the houses between Prien and Stock. When first built it started from the forecourt of the standard-gauge station, crossing the main line on the level, the current terminus on the other side opening in 1909 to eliminate conflicting movements. The line operates nine or ten round trips daily between mid-May and late September and weekend-only services in the shoulder season. The 1.8km journey takes eight minutes.

The depot and works are at Stock in a 2011 building that replaced the original shed. The railway has been in the same ownership as the lake boats since 1965 and from Stock there are sailings to other ports around the lake as well as to the two islands, Herreninsel, with Ludwig II's unfinished and unhappy attempt to emulate Versailles, and the much smaller and pleasanter Fraueninsel, with an attractive perimeter path and refreshment opportunities that include the island brewery. **NGW**

More Information

www.chiemsee-schiffahrt.de/en/chiemsee-bahn/die-chiemsee-bahn



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