

**REVIEW: 'THOMAS
THE TANK' RETURNS!**



BRITISH RAILWAY MODELLING

BRM

DECEMBER 2020

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Total of 8 liveries

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

We revisit Market Deeping Model Railway Club's 'Woodcroft', now repaired after an attack by vandals, Howard Smith constructs an aid to scratch-building and Phil Parker demonstrates locomotive weathering basics.



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

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AND GET INVOLVED IN
THE CONVERSATION.



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



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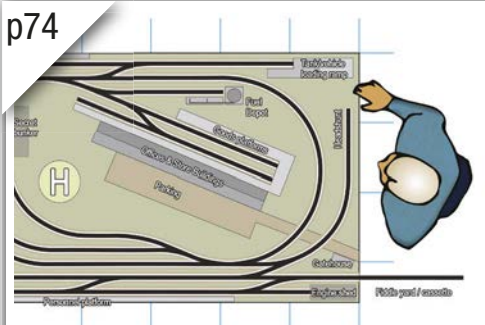
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Welcome to December

It's fair to say that 2020 is going to go down in the history books. It's been a very strange and difficult year for many of us, with plenty of lows, and not enough highs. As we go to press, Boris Johnson has announced new localised lockdown plans, which makes any sort of planning for the short-term future seem fruitless.

The model railway world is a social hobby, and we know many of you will be missing the interactions with other modellers, whether that be at exhibitions or with your local model railway club.

Never has it been so important to find new ways to talk to people, whether that be over the 'phone, Zoom, Teams or using forums like our sister site, RMweb.

In an attempt to help fill that void, as this issue hits the shelves, we're about to host our second virtual exhibition at www.world-of-railways.co.uk. A jam-packed weekend is planned, filled with layouts, new model announcements, prize give-aways, and great demonstrations from modellers within our hobby. We've put in a huge amount of

effort to ensure visitors will be thoroughly entertained across the two days and we'd like to take this opportunity to thank everyone who has contributed and supported us in putting the show together. We look forward to welcoming you there.

Now, back to BRM. This issue we visit 'Woodcroft', which has been revitalised following the attack of vandalism in May, last year. Based in Lincolnshire during the early 1900s, the fictitious EM gauge layout made a popular return to the exhibition circuit at the NEC Warley show last year.

We also take a tour of Karl Smith's, 'Falahill', an N gauge layout inspired by his childhood train-spotting days at Preston and Chorley stations. Encouraged by members of the Preston & District MRS during the build, this circular layout offers plenty of operational interest.

Not forgetting OO gauge modellers, we visit 'Sheep Dip', the latest addition to Rob Gunstone's 'Sheep Chronicles', where Hornby's decision to produce the 'Peckett' W4 0-4-0ST, together with Bachmann's new

Slate Building range, provided a catalyst for its creation.

On the practical front, Michael Russell provides a step-by-step guide on creating graffiti, Phil Parker demonstrates water-making techniques with his canal build, plus we construct a white-metal kit for an LNER Sentinel Railcar.

Getting your next layout plan off to a flying start, railway historian, Clive Baker, explores the shared history of Britain's canals and railways, as he proposes a layout plan with a canal at its heart. And, Andy York shares trackplan ideas to evolve the humble trainset beyond its standard oval design.

We hope you enjoy the issue. Don't forget to let us know if there's something you'd like to see covered in the pages of BRM. Keep talking, keep the spirit of imagination and creativity going, and happy modelling!

BRM Team

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371-988 Graham Farish GWR 64XX Pannier Tank 6419 BR Lined Green L/Crest Real Coal & Weathered by TMC	£159.95	£127.96
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38-801 Bachmann Ransomes & Rapier 45T Steam Breakdown Crane GWR Grey with Deluxe Weathering by TMC	£309.95	£247.96
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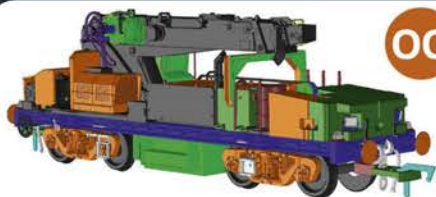
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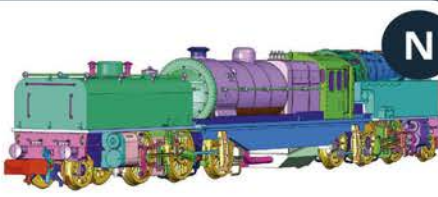
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R3415 Class J15 0-6-0 65477 in BR black early emblem (HOR) (RRP £77.99) **BARGAIN** £71



R3417 Class K1 2-6-0 62065 in BR black late crest (HOR) (RRP £105.99) **BARGAIN** £96



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



OR76N7002XS Class N7 0-6-2T 8011 in LNER black - DCC Sound fitted (OXF) **NEW** £187



R3828 The Aberdonian train pack Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering and 3 Mk1 coaches (HOR) **NEW** £180

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R4893B Mk2F TSO second open 6176 in ScotRail 'Saltire' blue (HOR) **NEW** £31.50



R4893C Mk2F TSO second open 6183 ScotRail 'Saltire' blue (HOR) **NEW** £31.50

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OR76TK2003 12-ton tank wagon 'Colfix' (OXF) **NEW** £18.50



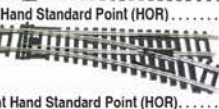
H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (HAT) £118



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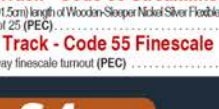
76SB006 Saro Bus Trent (OXF) **NEW** £17



76AQ001 Audi Quattro Tornado Red (OXF) **NEW** £5.50



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SL-300 Pack of 25 (PEC) £69

SL-E309F 3-way finescale turnout (PEC) £28

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SL-300 Pack of 25 (PEC) £69

SL-E309F 3-way finescale turnout (PEC) £28



NFT028 Ford Transit Mk5 High Roof Scotrail (OXF) **NEW** £5



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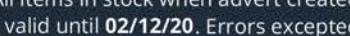
DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (HAT) £120



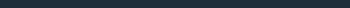
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31-651ZDC Class 47 Diesel Locomotive No. 47 973 "Midland Counties", Sound Fitted.....	£229.99
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31-653ZDC Class 47 Diesel No. 47 706 ScotRail NSE, weathered, DCC Fitted.....	£152.99
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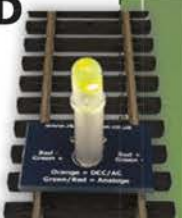
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Consett Ore Wagon

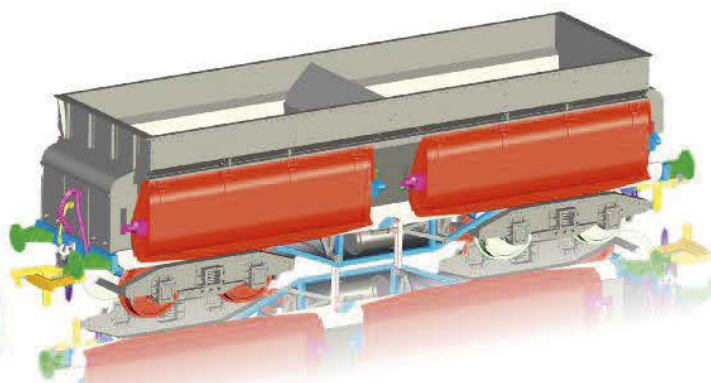
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A brief look at the Tyne Dock -
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9F's 92060 - 92066 & 92097 - 92099

Class 24's 24102 – 24111

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WORLD OF RAILWAYS

KMS RAILTECH SCOPES INTEREST FOR CLASS 73/9 IN 'OO'

KMS Railtech is encouraging expressions of interest in a proposed OO gauge model of the Class 73/9. The Scottish model retailer has created a form for interested parties to complete and has said that if demand is met, it will open up the project for pre-orders, with delivery of models expected 18 months later.

DCC sound versions would include an ESU LokSound V5 DCC chip, customised dual-speaker technology with large EM2 style bass speaker and smaller 'smartphone' style cubes for higher frequencies.

KMS Railtech is promising that models would be fitted with a high-quality five-pole motor with two flywheels and helical gears for maximum performance and slow-speed running. Models are to be manufactured DCC-ready with a super-capacitor for uninterrupted power and low-speed running. All-wheel drive and all-wheel pick-up is a proposed standard feature.

Directional lighting on DC and DCC with functional headlights as per the prototype, WIPAC light clusters with day and night-time settings will feature, with switchable red tail lights. Separately-switched cab lighting and illuminated driver's console, automatically turning off or on with movement are also promised.



ACCURASCALE REVEALS IIA BIOMASS WAGONS FOR OO GAUGE



Accurascale has unveiled its latest OO gauge wagon – the GBRf IIA biomass hopper wagons, converted from HYA coal wagons. The manufacturer has not only completed CAD artwork, but tooling is underway and images of the first engineering prototypes of the wagons have appeared.

Decorated samples of the wagons are expected later this year and, if approved by Accurascale, production will commence, with delivery scheduled for Q2, 2021 via the network of Accurascale Approved stockists. Pre-ordering is now open with wagons packaged in pairs. A bundle deal for all four packs is offered at a discount rate, helping modellers build their biomass rake.

The Accurascale IIA biomass hopper features several notable changes over the previously announced HYA/IIA coal hopper. As well as the distinctive roof doors and operating equipment, it also has the WH Davis revised design of end plates with seven wider vertical stiffeners versus 15 on the Romanian-built examples, plus door master controls and four additional small boxes per side that contain the magnetic switches on the prototype for door/hopper operation.

Both livery variants will be produced in the first run, each with two packs of two hoppers giving eight unique numbers. One pack will also include a hopper with factory-installed illuminated flashing tail lamp, using on-off magnetic switch control. A telescoping magnet wand will also be supplied.

RAILS OF SHEFFIELD 'CONNECT' DECODER RANGE ARRIVES IN STOCK

Rails of Sheffield has taken delivery of its exclusive new range of DCC decoders. Manufactured for the retailer by DCC Concepts to its specification and branded in Rails of Sheffield packaging, three variants are available to purchase from its website or in store.

The range boasts self-adjusting back-EMF for consistent performance and support for coreless motors with a single CV change. Brown-out protection – an integrated 'stay-alive' – for smooth motor operation is provided as standard.

Customer service and technical support is UK-based.

Designed with OO gauge modellers in mind, its 21-pin direct six function decoder (RoS-218) is supplied with an eight-pin harness and features:

- 21-pin direct, 8-pin harness
- 1.1A peak power (750mA continuous)
- 6 functions at 100mA each
- 22mm x 16mm
- Advanced brown-out protection

Its eight-pin direct four function nano decoder for smaller OO gauge models (RoS-8D) features:

- 8-pin direct
- 1.1A Peak Power (750mA Continuous)
- Four functions at 100mA each
- Nano size to sit above decoder pins
- Advanced brown-out protection

Designed with N gauge modellers in mind, its six-pin direct, two-function decoder (RoS-6D) features:

- 6-pin direct
- 1.1A peak power (750mA continuous)
- Two functions at 100mA each
- Nano size – ideal for N gauge
- Advanced brown-out protection

In addition to the above decoders, Rails of Sheffield is to retail an eight-pin four-function decoder with harness, expected to arrive in stock soon. This higher-capacity decoder (RoS-8HP) will be capable of handling 3A at peak power, four 100mA functions, with the same base specifications as those above, making it suitable for larger OO gauge locomotives and small O gauge locomotives.



HATTONS TO PRODUCE MODULAR BASEBOARDS



A new range of precision laser-cut baseboards is to be sold by the Widnes-based model shop and online retailer from October.

Joining its 'exclusive product' range and designed in-house by the model retailer as a modular system, the boards are being created to offer "a solid and lasting base" for the layouts of new entrants and established modellers alike. Arriving in stock between late-October to early 2021, the retailer is aiming to provide a complete system, allowing boards and backscenes to be configured for various spaces.

The range covers modular baseboard tops, tapered legs, shelves, backscenes, connectors and adjustable feet packs. The range is said to enable a baseboard to be built quickly and easily, using a trellis strengthening system to allow lightweight support allied with access to run cables.

The retailer is to initially offer a range of individual products as well as two packs, which include parts to build a 6ft x 4ft (1830mm x 1220mm) and 8ft x 4ft (2440mm x 1220mm) baseboard. Tops, legs and inter-board fixings are included.

The baseboard range is said to enable a baseboard to be created for any space or configuration. Board tops feature pre-cut fixing points and removable blanks for routing cables. Fixings are precision fit, with dowelled nuts and bolts which are common throughout the range allowing commonality of parts and ease of assembly. The wood is sustainably sourced, and customers can choose between high-quality MDF or plywood construction – offering a good balance of weight and rigidity.

No tools are required to build the board tops, just a small amount of PVA glue (provided), though a small hammer is required for fixing pins on legs. Pilot holes have been provided to make this simpler. All connections are made with the provided allen keys and easy-to-understand instructions are included.

The boards are flat-packed in bespoke packaging making delivery safe and easy to handle, while corner supports strengthen the board tops and allow connection to the legs with no need for side fixings, leaving edges clean.

KR MODELS UNVEILS FIRST SAMPLE OF OO GAUGE 'FELL'



Saying it is pleased with the outcome of its first engineering sample, KR Models sheds light on its forthcoming 4-8-4 locomotives.

Expected to arrive in the third quarter of 2021, an EP sample of KR Models' new OO gauge RTR model of British Railways' 10100 experimental locomotive, commonly known as 'The Fell', has emerged.

Keith Revell, owner of KR Models said, "Overall, we are very pleased with the sample, there are a few issues that we need to address but that is why we make these samples." Delivery is said to be on track for 12 months' time.

In an exclusive interview with us, Keith Revell highlighted feedback on the first shot from the tooling. "The build quality is great, and we have included the body bulges between the handrails, just like the prototype, a feature we've felt has been missing from previous iterations of this locomotive."

When asked about specifics of this first EP, Keith added, "We've opted for all-wheel gearing, and aren't relying on the coupling rods for traction. However, an extra connecting rod will be supplied to transform the 4-4-4-4 model into the 'as-released' 4-8-4 version, if desired." KR Models plans to provide the connecting rod in the accessory pack, along with hoses and headcode discs.

The coupling rods can be screwed into position to replace those fitted using a standard wheel wrench.

KR Models is said to be working on the gearing of the locomotive at present, while the printed circuit board for lights is being finalised. The manufacturer plans to produce its models of the prototype in BR black with early crest and Brunswick green with late crest, in both DCC-ready and DCC sound-fitted guises.

HORNBY SHARES FIRST EPS OF CLASS 91, APT AND LMS 'CORONATION SCOT' COACHES



Expected to arrive late-2020 to early-2021, in an update shared via its engine shed blog, the manufacturer has said of its APT, "For first shots they are exceptional. Of course, work needs to be carried out on the tooling and, as with the Class 91, this means closer fitting parts and an increased tightening of the

tolerances, but first impressions provide a very positive vibe of things to come."

Hornby has made it clear that these first engineering prototypes (EPs) still require tooling changes before production can commence, but is said to be pleased with their initial outcome.

The manufacturer is to produce the APT as a five-car and seven-car pack, with further options to purchase two-coach packs, and a non-driving motor, individually. This will allow modellers to represent the train in a 14-car formation as introduced, or 1+9 formation.

Another highly-anticipated model, its Class 91 is also progressing well, with first views of its locomotive shared and uploaded to our website, World-of-Railways. Powered by a five-pole skew-wound motor, the models are being designed to negotiate second radius curves, with DCC-ready capability. The manufacturer is producing four liveries to have been carried by the East Coast express passenger locomotives, these being:

- BR, Class 91, Bo-Bo, 91002 *Durham Cathedral* – Era 8 (R3890)
- VTEC, Class 91, Bo-Bo, 91111 *For the Fallen* – Era 10 (R3892)
- LNER, Class 91, Bo-Bo, 91118 *The Fusiliers* – Era 11 (R3891)
- GNER, Class 91, Bo-Bo, 91117 *Cancer Research UK* – Era 10 (R3893)

In addition to the above, Hornby has shared progress with its Stanier LMS 'Coronation Scot' coaches and images have been posted of its 65ft Restaurant Open First (RFO), 57ft Brake Composite Third (BTK) and 50ft Kitchen (RK) cars.

CAVALEX REVEALS 'HAA' MERRY-GO-ROUND WAGON COLLABORATION



With design work complete, Cavalex Models has shed light on its next OO gauge wagon, expected to arrive in the third quarter of 2021 with KMS Railtech and Trains4U.

CAD image renders shared with us have revealed plans for a newly-tooled HAA family of hopper wagons in 4mm:1ft / OO scale. The model is already significantly advanced and at the tooling stage of the process. The Cavalex HAA will be produced to the same standard of finish as its PGA wagon and recently-arrived BBA and BLA wagons and is expected to incorporate similar levels of detail.

The wagon specification promises a highly-detailed underframe, zinc alloy chassis and simple conversion to P4/EM, with 26mm axles used as standard. NEM coupling pockets, including NEM blanking plates for 'instant' use and sprung buffers will also feature.

Three liveries are announced for the initial run of the HAA, to be made available in triple packs, with different running numbers offered in each livery. The HFA variant with hood cover will be available in triple packs with two liveries offered.

More details regarding other variations of the HAA will follow, including the CDA china clay wagon and the original galvanised steel body version.

The HAA and HFA are to be made available in triple packs with individual running numbers and can now be pre-ordered direct from KMS Railtech and Trains4U.

GET THE LOOK

Andrew Butler's layout can be re-configured for six different looks. We see it here in its S&DJR guise, which features a wealth of details that can be used on your layout. For more details, see our August 2014 issue.

1 Track is Peco Code 75, laid on 1/8in thick cork with impact adhesive and ballasted with a mix of OO and N gauge ballast. Everything was held in place with small screws so the alignment could be checked before being permanently glued down.

2 As a civil engineer, Andrew tried to replicate the platform and road surfaces in a similar way to the real thing. Work starts by spreading a layer of PVA on the base and applying sand or grit of the appropriate size/texture. An hour later, the surface is rolled using an old wallpaper seam roller. Final colouring using washes of acrylic paints produce a gravel or tarmac surface.

3 The Ratio signal box is a standard design, but Andrew has replaced the kit's brick base with stone to match other structures on the line and sit correctly on the edge of the embankment that is its home.

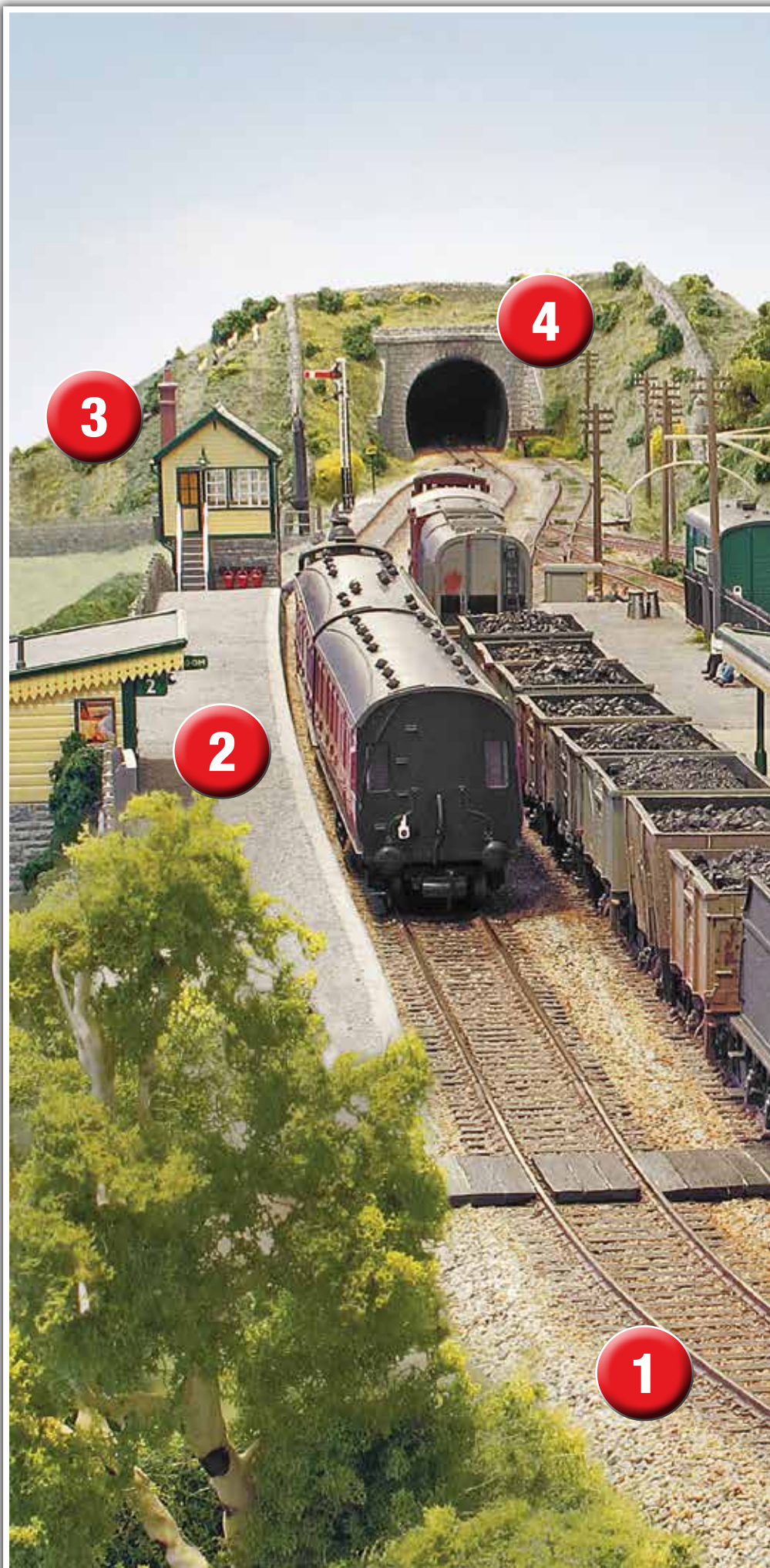
4 Peco tunnel mouths look like very basic one-piece plastic mouldings, but when carefully painted and bedded into the scenery, these turn into superb models. Dabbing talcum powder into the paint as you work gives them extra texture to look like stone.

5 The Country Station from Peco isn't seen on layouts often, but it's a nice model and the firm also supplies many of the components, such as windows and roof parts, as separate packs making it easier to build matching structures.

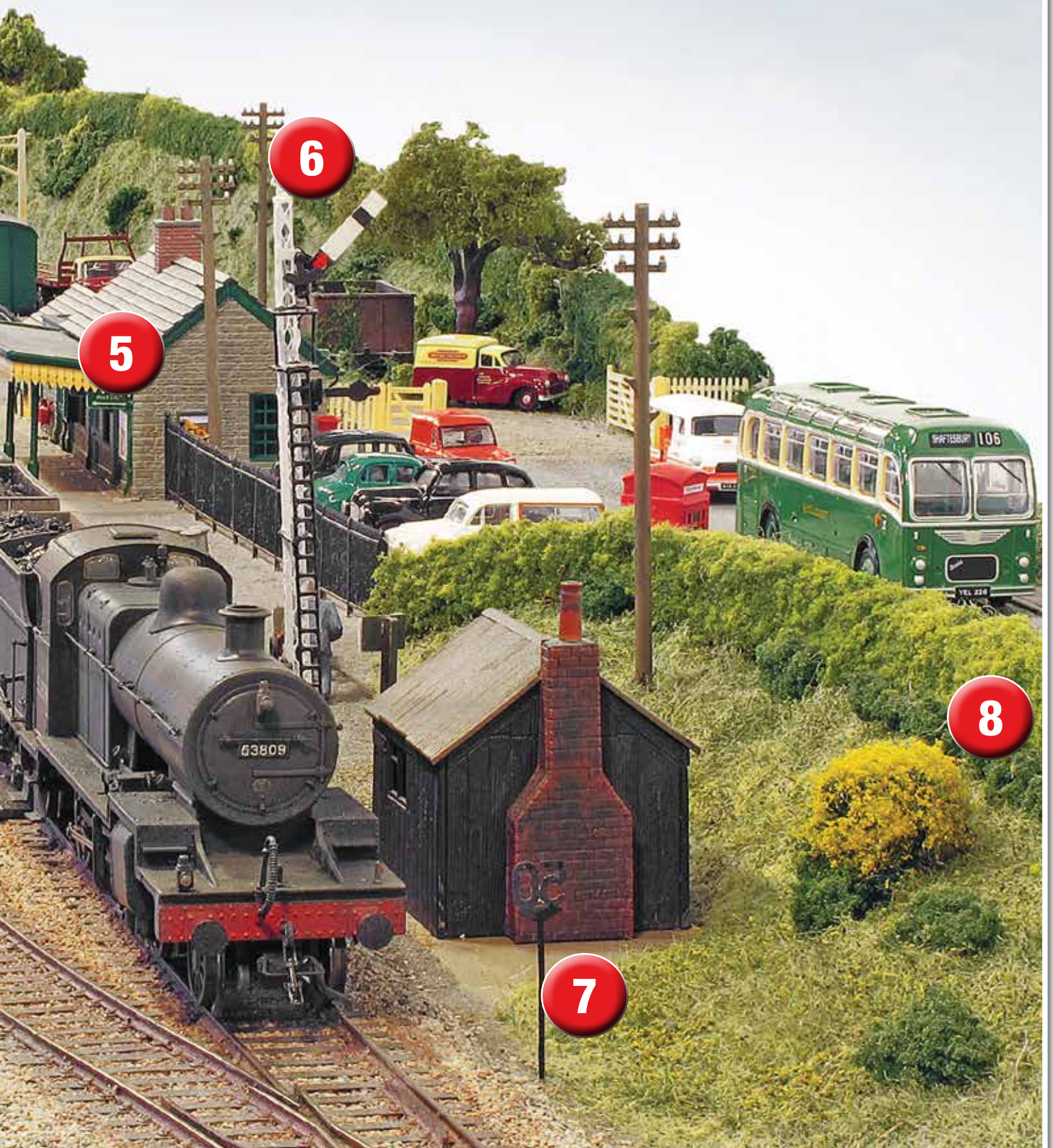
6 The SR lattice post starter is fabricated from Model Signal Engineering components and operated using the 'wire in a tube' method, with bell cranks and home-made levers that allow operation from the front or rear of the layout.

7 Platelayers' huts are a classic part of the steam-era scene and this one was made from old railway sleepers from a Wills plastic kit.

8 Hedges start life as strips of rubberised horsehair – normally used to upholster furniture, but available from the model trade. This is cut to size and shape with scissors, then rolled in PVA glue, before a sprinkle of flock powder from Woodland Scenics is added.



FLORINSTONE





One of six guises for the layout is the 1950s S&DJR. Here, 7F No.53809 awaits departure towards Bournemouth, as Johnson 3F No.43474 enters Florinstone on a local service to Highbridge.



FACT FILE

- **LAYOUT NAME** Florinstone
- **SCALE/GAUGE** 1:76 4mm:1' scale, OO gauge
- **SIZE** (including fiddle yards): 20' x 8'
- **LOCATION:** Flexible era/location
- **LAYOUT TYPE:** Portable
- **PHOTOGRAPHY:** Andy York

00
GAUGE

LAYOUT OF THE MONTH



FLORINSTONE OR IS IT?

Andrew Butler's unusual 6-in-1 layout can be altered to suit his wide-ranging railway interests.





The driver of No.92220 *Evening Star* observes the speed restriction on the approach to Florinstone before opening the regulator with a Bradford to Bournemouth West express.

I was looking for a smaller layout of a size that could actually be completed, provided operational entertainment, would satisfy my multi-regional interest in railways and could easily be transported to a new home.



SR 'West Country' No.34043 *Combe Martin*, displaying the unique S&D headlamp code, gathers speed on its way to Bournemouth West with the southbound 'Pines Express'.

originate from a small village between Bristol and Bath and from an era where the splendour of steam was beginning to tarnish through lack of maintenance. Steam was giving way to an array of diesel prototypes and initial production runs of both diesel-hydraulic and diesel-electric types.

In the 1960s, Bristol and Bath played host to numerous types of steam locomotives of GWR, LMS, SR origins and a few ex-LNER visitors. I have no particular allegiances, but numerous favourite locomotive types. Consequently, my railway interest has a broad base.

In 1976, my first layout was a small archetypal Great Western terminus in EM gauge. This layout was a joy to build but was limited operationally and, at the time, the conversion of all the locomotives and rolling stock to EM gauge was challenging and consequently very time consuming.

My second layout, constructed whilst living in Devon from 1978, was loft based. It was large and proved difficult to complete, with a double track main line and lots of track per square foot, if you know what I mean! It became clear to me that this was not what I wanted from a model railway.

The experience gained from designing and building these layouts, together with influences from my father, who was a lifelong railway modeller and, advice from Iain Rice, would prove invaluable moving forward to my next project.

In 1998, with a house move on the cards, I was looking for a smaller layout of a size that could actually be completed, would provide operational entertainment, satisfy my multi-regional interest in railways and could be easily transported to a new home. In the 1960s, I lived just a five mile cycle ride from Bath Green Park, which made the Somerset and Dorset one of the favoured locations for the



new layout. Numerous family holidays in Devon, Cornwall, the Lake District, Scotland and family visits to Yorkshire and Derbyshire also provided more subject matter for a new layout.

This background provided the basis for a new layout to be developed that could perhaps represent different locations and eras.

DESIGN

As a Civil Engineer, now retired, I decided to design the function and operation of the layout into the anticipated landscape, much as the real railway would have been engineered. This approach drove the civil engineering that would be required to accommodate the railway, the bridge over the stream, road overbridge, tunnel and area available for the station and goods yard.

Much research was undertaken of various Somerset & Dorset, Cockermouth, Keswick & Penrith, the GWR and SR in Devon and Cornwall and West Highland Line station layouts. Bearing in mind the desire to create one layout to model all these derivatives, it was decided to avoid exact replicas of particular stations and/or locations. This would also allow greater flexibility in the design.

However, I quickly concluded that if I was to carry this theory off, it would be essential that the layout, specific buildings, signals, vehicles and, of course, locomotives and rolling stock should capture the essence of a particular location and/or era to be modelled.



Travel worn 3F No.43474 sets off for Highbridge while shepherd and sheepdog are hard at work in the field.

TRACKWORK

I had some experience of fabricating trackwork from individual components whilst building the GWR EM gauge layout and, not forgetting, watching my father construct the original Peco Streamline track with fibre sleeper units, lengths of rail and rail spikes!

However, in 1998, while still working, I had limited time to devote to fabricating track and decided to use prefabricated track. I was looking for track that looked good with a rail section closer to scale than Peco Code 100, but had the same reputation for reliability. Peco Code 75 would fit the bill perfectly and, careful ballasting with part OO and part N gauge ballast of various colours plus

LOCATION SELECTION

Initially I decided to try and create five different locations...

- ▶ Somerset & Dorset: Florinstone – Location would be southern single line section of the line.
- ▶ West Highland Line: Tulloch Bridge – Location based on Tulloch.
- ▶ Cockermouth, Keswick & Penrith: Troutbeck Bridge – Location based on Troutbeck.
- ▶ North Cornwall LSWR: Ashwater Road – Location based on Ashwater.
- ▶ Cornwall GWR: Pengullow – Location based on Penryn.

The final design for the station layout incorporates a passing loop long enough for eight coach trains and a small goods yard consisting of two sidings and a headshunt.



Standard 4MT 2-6-0 No.76026 on a local service to Bath waits for a southbound express to pass, which has a clear road through Florinstone.



4

Standard 9F No.92220 *Evening Star* shatters the peace of rural Florinstone. Elements such as buildings, signage and signals can be quickly changed to relocate the layout.

From opening time until 11.30am, we operate with Civil Engineer's possession. This includes engineering trains entering and leaving the occupied section, shuttle train services and even the red danger flags.

KEY DETAILS SCENERY



Scenery has always presented me with a bit of a challenge but I believe in perseverance and the end result hasn't turned out too badly. Various types of flock and foliage from Woodland Scenics have been used with more conventional materials such as lint and rubberised horsehair to create the 'softer' elements of the scenery. Hedges were made from strips of rubberised horsehair covered in light and medium green Woodland Scenics' foliage. The small numbers of significant trees are proprietary items from various suppliers, some with additional foliage.

created by laying a layer of PVA on the base and applying a sand or grit of the appropriate size/texture to the glue. After about an hour the surface was 'rolled' using an old wallpaper seam roller. Final colouring using washes of acrylic paints produces a gravel or bitmac/tarmac surface.

The buildings are a mixture of Ratio/Wills/Peco kits with some being heavily modified and resized to fit common locations with the buildings of other derived layout identities and eras.

There are just two signals installed on the layout. The lattice post starter is fabricated from Model Signal Engineering components while the rail-built starter signal, LMS tubular post signals and GW lower quadrant signals are Ratio ready-made or kits. Signals are operated using the 'wire in a tube' method with bell cranks and homemade levers that allow operation from the front or rear of the layout.

Platform and goods yard surfaces have raised some interest at exhibitions. As a Civil Engineer I tried to replicate surfaces in a similar way to the real thing. The platform surfaces were



ABOVE: Hants & Dorset Bristol LS/MW bus sets off for Shaftesbury with passengers from the local train to Highbridge while S&D 7F No.53809 gets its mixed freight underway for Poole/Hamworthy. INSET: The Florinstone Porter tackles the platform ramp with his loaded barrow as peace returns to this rural setting.

painting has produced reasonable results.

Track was laid on $\frac{1}{8}$ " thick cork using impact adhesive between cork and baseboard and between track and cork, this produces my preferred level of track 'rumble'. Track was laid to a designed alignment incorporating transition curves and held temporarily in place with small screws between sleepers prior to ballasting.

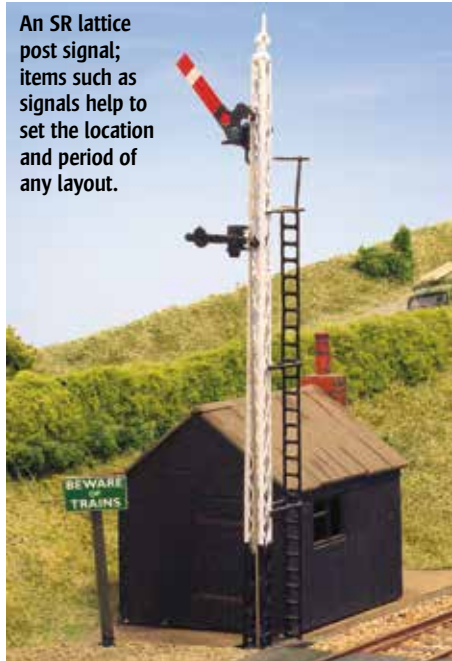
Point control is provided by conventional 'wire in tube', with bell cranks and using double pole switches to change frog polarities and also ensuring positive electrical connection. The linkages are operated by home-made levers which allow operation from the front or rear of the layout.

BASEBOARD CONSTRUCTION

Initially, the scenic section was served by two cassette tables, one at each end of the layout. This constricted operations and the length of trains, which for a Somerset & Dorset layout would be a disaster.

In 2005, following a move to Cumbria, the two cassettes were replaced with two pairs of curved baseboards at each end and a series of baseboards forming a set of six storage loops. This provided

An SR lattice post signal; items such as signals help to set the location and period of any layout.



much more operational interest, the ability to operate with a continuous run and provide longer, more authentic trains.

A restraint was imposed on the design for the layout for it had to be conveyed in my car and trailer and the scenic section would have a maximum length of 3.8 metres - or 12' 6" in old money - to be accommodated in my garage.

The trailer would carry the less critical trestle supports and, at the time, cassette tables. The scenic sections, each having a carrying cradle, would be carried inside the car.

These restraints limited the overall dimensions of the scenic section to 3.8m (12' 6") by 0.45m (1' 6"). This was quite restrictive and would present a real challenge to produce a scenically attractive and entertaining impression on completion.

The overall dimensions of the entire layout are 6.1m (20' 0") x 2.45m (8' 0") including curved sections and storage sidings. The layout is of modular design having 13 separate boards, most being one metre long.

Baseboards were constructed from 9mm plywood. The scenic sections were built as open boxes with a track baseboard supported by the end plates and



S&D 7F No.53809 gets away with a mixed goods for Poole/Hamworthy consisting mainly of coal from the Somerset coalfield.





The driver of Ivatt 4MT No.43047 has clearly had no time to display the correct headlamp code in his hurry to head south from Bath with the breakdown train.



softwood cross-members. The curved sections and storage loops were constructed as complete boxes with fixed or hinged tops to provide access.

Both the tunnel and overbridge have blackened internal surfaces and are now joined to the fully enclosed curved baseboards. This removes the chance of 'peeping' off-scene and creates a sense of theatre as the DCC sound fitted locomotives get ever closer and 'burst' into view entering the scenic section.

The spaces between the track board and the top edges of the open boxes were in-filled with glue shell construction (with thanks to Iain Rice). This comprises wire netting (chicken wire) with strips of newspaper applied above and below with PVA glue forming the glue shell, providing the basic shape of the landscape and engineering required to accommodate the railway in that landscape. It is

also very strong, readily accepting blows with heavy objects with no damage at all. A mixture of Polyfilla, PVA and muddy brown paint was applied to this surface to form the finer details, drainage ditches and the like.

OPERATION AND CONTROL

The layout can be operated by three people with four being the norm to cater for meal and comfort breaks at exhibitions.

The various locations and eras produce the need for a huge variety of trains. Steam era express trains are normally run with eight or nine coaches and the heavier goods trains with between 20 and 25 wagons. Semi-fast passenger trains run with between three and six coaches and branch services with two or three coaches. Locomotives and rolling

stock are weathered and detailed RTR models from a range of sources, but predominantly Bachmann and Hornby.

The layout was originally operated by DC with its cassette tables and initially with the storage loops and continuous run. However, I was introduced to sound-fitted locomotives by one of my very good friends, Tony Molyneux as he had, with considerable effort, engineered a sound file to function with one of my DC models.

Tony and my other good friends Ray O'Neill and Dave Bechelli, after much 'ear bashing', eventually convinced me that sound would add a huge dimension to my model railway experience and that Digital Command Control (DCC) operation would bring even more finesse in control of the locomotives and trains. I succumbed in the end,

EXHIBITIONS

In 2008, my very good friends Tony Molyneux, Ray O'Neill and Dave Bechelli persuaded me to consider exhibiting the layout. The layout has been exhibited at local exhibitions in Workington and Maryport and farther south to Manchester MRX, Wigan, Preston and Macclesfield. It has been exhibited in all its various forms with the exception of Pengullow which will make its debut at Workington in November.

2014/15 SHOWS

► October 2014

Barrow-in-Furness

Troutbeck Bridge 1950s/1960s

► November 2014

Workington

Pengullow 1980s

► May 2015

Manchester MRX

possibly Coulderton or Pengullow

► November 2015

Workington

Pengullow 1950s/1960s



which came as some relief to Tony as it is slightly easier to create DCC sound files!

I invested in a Lenz LH100 DCC system. The choice of DCC systems is very much one of personal preference but I prefer Lenz because at least I understand a bit about how it works! DCC sound and operation it was, then. While I took some convincing to make the switch, the sound functions and features as well as the finesse in control have made such a difference, so I have no doubt that this change was the right thing to do.

Our operational skills are not the best but are improving with the passage of each exhibition. We have now developed a routine for Sunday mornings which is becoming quite a tradition. From opening time until 11.30am, we operate under a Civil Engineer's possession. This includes engineering trains entering and leaving the occupied section, shuttle train services and even the red danger flags. The Engineer's possession is a bit of fun and has the added bonus of helping to cover up our deficiencies following the Saturday night social events!

ACKNOWLEDGEMENTS

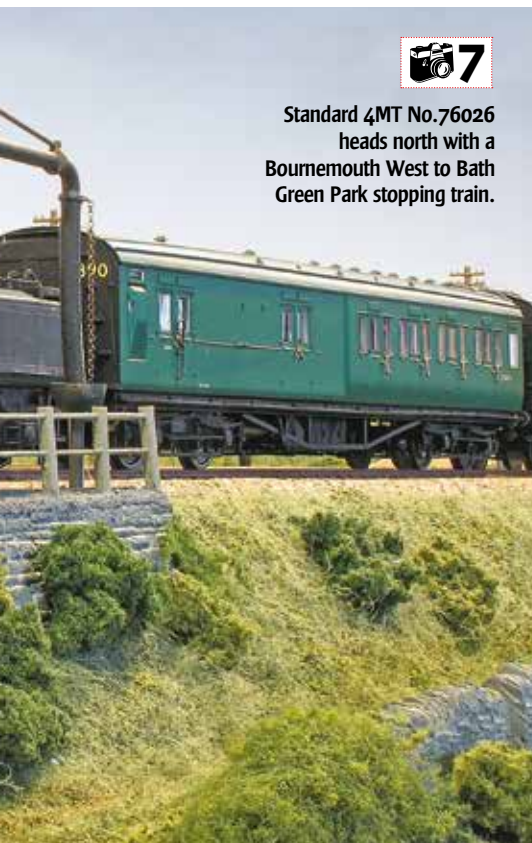
This hobby of ours attracts participants from all walks of life and such diverse characters. However, the sheer enthusiasm for whatever forms our particular interest is the thing that brings us together.

Under this umbrella of enthusiasm, I must thank Tony, Ray and Dave for all their help at exhibitions, technical input and enthusiasm over the years, together with Eric Farragher and my brother Robin as 'reserves' at exhibitions. Like many of us, we have to also thank our fathers for sowing the seeds with their enthusiasm and nurturing our early interest in railways.

Last, but certainly not least, I must thank my wife, Sandra, for enduring all the different facets of my railway interest and her significant contribution taking numerous reference photographs and the coffee on running nights.



**Standard 4MT No. 76026
heads north with a
Bournemouth West to Bath
Green Park stopping train.**



PET SOUNDS

The virtues of DCC sound are well known, with the majority of my locomotives now being sound fitted. Those with generic types of sound file are being steadily replaced with authentic sound files engineered by Tony Molyneux. Tony and I take the view that there is little point in installing sound unless the locomotive sounds like it should or did in its day.

I have many hundreds of hours of authentic video and audio recordings of steam and diesel

locomotives and Tony is steadily working his way through some of these and other authentic recordings to produce some outstanding sound files. If the appreciation from visitors at exhibitions is an indicator, the GWR 'Hall', Pannier tank and BR 9F 2-10-0 are the most significant sound files to date. Tony's steam and diesel sound files are available to the public through Digitrains and Coastal Digital.

Future sound file projects include a Fowler 'Jinty' 0-6-0T and a signal box with bell codes! **BRM**

KEY DETAILS CHAMELEON LAYOUT

I've hinted at my desire to build into the design of the layout the ability to derive other locations and eras from the same layout. The exchange of station buildings,

signals and signalboxes where applicable, railway signs and nameplates, road signs and vehicles and, of course, locomotives and rolling stock, the whole scene can be transformed.

Since 2008 five different locations/eras have been developed and are operational...

Florinstone	Somerset & Dorset	steam	1950s/1960s.
Tulloch Bridge	West Highland Line	diesel	1980s/1990s.
Troutbeck Bridge	Cockermouth, Keswick & Penrith	steam/diesel	1950s/1960s.
Ashwater Road	North Cornwall	steam/diesel	1950s/1960s.
Coulderton	Cumbrian Coast	diesel	2014 to the future.

Plus, due for completion later this year...

Pengullow	Cornish China Clay	diesel	1980s/1990s.
Pengullow	Cornish China Clay	steam/diesel	1950s/1960s.

It is hoped to describe in some detail in future articles how the layout can be transformed into some of the six or seven different locations and eras.



ASHWATER ROAD



PENGULLOW



TULLOCH BRIDGE



TROUTBECK BRIDGE

WOODCROFT

Revitalised after destruction, the future of Market Deeping Model Railway Club's exhibition layout looks bright – not just from its pre-grouping liveries.

Words: Mick Quinn with additions from Mick Allman & Bill Sowerby **Photography:** Phil Parker & Andy York



Factfile

Layout name: Woodcroft
Scale/gauge: 4mm:1ft / 18.2mm gauge / EM
Size: 12ft x 2ft
Era/region: 1900 – 1914, fictitious (GNR)
Location: Lincolnshire
Layout type: End to end

Small-boilered GNR 4-4-2 'Atlantic' No. 254 calls at the station as two gentlemen are deep in discussion.





The prototype

The layout assumes that, under pressure from the people of Stamford, and Lord Burghley in particular, the Great Northern Railway was obliged to find a route to connect that town direct to London without the need for changing between the Midland and Great Northern stations at Peterborough, or using the branch to Essendine, which was not a normal stop for fast trains.

The GNR could not simply build a junction off the East Coast main line north of Peterborough as the rival Midland Railway ran parallel to, and to the west of the ECML, along this stretch. The eventual solution involved building a single track route off the GNR Spalding line at Werrington junction. The new line then turned sharply westwards and crossed over the East Coast Route and the Midland line before striking across country to join the existing Great Northern branch from Stamford to Wansford at Ufford Junction.

Woodcroft was the only new station to be built on this section of line, which was steeply graded as it crossed the ridge formed by Helpston Heath. In the excavation of the first cutting, a deposit of clay suitable for brickmaking was discovered and a small brickyard was opened, serviced by two sidings. The existing hamlet of Woodcroft expanded to serve the new industry and a small station was opened with basic goods facilities. This station not only served the village of Woodcroft but was also used by the residents of Marholm and Helpston.

The 1900 – 1914 period was something of a heyday for this route, with local trains between Peterborough and Stamford via Ufford and Barnack and through coaches between London and Stamford as well as general goods traffic. There was considerable use by the local gentry as the line served Burghley House as well as the Milton Estate and Woodcroft Castle.

In reality, Woodcroft does exist, the Castle can just be seen behind a screen of trees on the left-hand side of the ECML immediately before Helpston where the Midland route to Stamford diverges left. It never had a railway but is said to have had a ghost.



The morning milk is delayed at the level crossing. The crossing keeper keeps his flags at the ready. Beyond the gates, a catch up takes place over the fence.

The sight that greeted the Market Deeping Model Railway Club on that fateful day in May 2019 is indelibly etched on the minds of those few who were first to witness it. It was difficult to come to terms with the destruction set out before us. When permitted by the police to enter the hall to rescue anything we could, I, together with four other club members, made our way towards our club layout 'Woodcroft'.

'Woodcroft' was lying upside down with damaged legs up in the air. As all of the baseboards were still bolted together, it was decided that each board should, in turn, be supported while carefully unbolting it from the rest and placed upright on a table.

Initial examination showed it could have been a lot worse and that the layout was deemed possible to be rebuilt.

The main damage was to the buildings, some track work, wiring and a lot of scenery. One large building was a kit of broken parts. The station building was also found badly damaged on the floor some distance away and the front of the control panel had been broken away.

The original

When David Smith built the layout, about 20 years ago, he did a very robust job on the baseboards together with a strong scenic backboard, which went a long way to saving it from complete destruction.

The layout is built on conventional ply baseboards and, in its original form, is intended to fit into a medium-sized saloon car. The gauge is EM using SMP track and C&L point kits. Points are operated by Fulgurex slow-action motors. The layout is wired for DC using hand-held controllers. Buildings are either modified kits or scratch-built, and the scenery is created from the Woodland Scenics range. Locomotives, coaches and rolling stock are modified kits or scratch-built.

Originally constructed by the late David Smith (past Club President) and operated as in Great Northern Railway days, it was taken over by the late John Andrews (past Club President), who modified it and operated it as in the London North Eastern Railway period.

Eventually, the layout returned to David, who left it to the club upon his death. The club also inherited his rolling stock so reverted it to GN days before WW1. I believe David chose to model 'Woodcroft' because he was born and lived local to the Peterborough area.





Horses and riders prepare to head out for a day's ride in the countryside, with local children taking an interest in one of the horses.

The driver and fireman of GNR 'Atlantic' No. 254 wait patiently to be given a clear road. This photograph highlights the intricate double slip, the rails soldered to a paxolin strip base.



Repair work begins

It was agreed that a rebuild was possible and a plan of action was duly formed. First of all, the station and other buildings would need a lot of attention, so we contacted Paul Bason, who built the original station many years ago. He kindly agreed to take on the task regarding the two main buildings. Colin Brown was approached to make structural repairs to the control panel, with the wiring under the panel thankfully being relatively untouched.

Next on the list was a new set of legs rather than trying to repair the old ones. With the new legs completed, the whole layout was set up with all the baseboards bolted together and a further overall assessment was made. Meanwhile, Paul had sourced replacement parts for the buildings from the original makers.

Now it was the turn for some of the track to be replaced where it had been damaged. I checked all the wiring and point motors under the baseboards, making repairs where

Resplendant in its freshly-applied paint, a new traction engine destined for a local farm awaits unloading. The new technology will certainly help the farmer's productivity!



necessary. One of the biggest problems was the level crossing gates and it was Bill Sowerby and I who took this task on. The post supporting one of the gates had been broken at its base and both motors had been broken away from their mountings under the baseboard. The damaged wiring for the two motors also needed to be renewed. Getting the motors, together with associated gearing, back in position and correctly aligned with the gates, not forgetting the snapped post, took some considerable time and effort (with a few cross words).

The damaged scenery was also now receiving attention. Mark Warrick and Mick Allman took on the repair of fencing, telegraph poles and sourcing replacement Victorian carts and figures that were now missing. Mark also noticed that the signal box had not escaped damage and took on its repair. Paul produced the two buildings he had rebuilt and they were fixed in position on the layout.

All buildings are scratch-built, mainly from Plastikard and Wills sheets. The station is based on the now-closed Stamford-Wansford line at Wansford Bridge, where the line crosses the A47 trunk road. The station is still there as a private dwelling. The signal box is a standard GN design, which could be found anywhere on the network.



Brickworks

Only the brickworks could be said to have had a prototype as there have been brickworks around Peterborough of this type for centuries. David, the original builder, spent most of his working life with Phorpress and London Brick Companies, so was well versed in their practices.

The material found around the brickworks area are piles of brick clay, coal and ash from the brick kilns. Shown are kilns and the brick manufacturing workshop where the bricks were moulded by hand. From there, they were left out to dry under strange-looking little sheds before being fired in the kilns. The problem with the drying shed was that during the summer they dried out too quickly and cracked, then during the winter, froze and again cracked.



A GNR 4-4-2T C12 crosses the river on a local passenger train. The locomotive and teak coaches make a fine sight, as they cut their way through the green landscape.

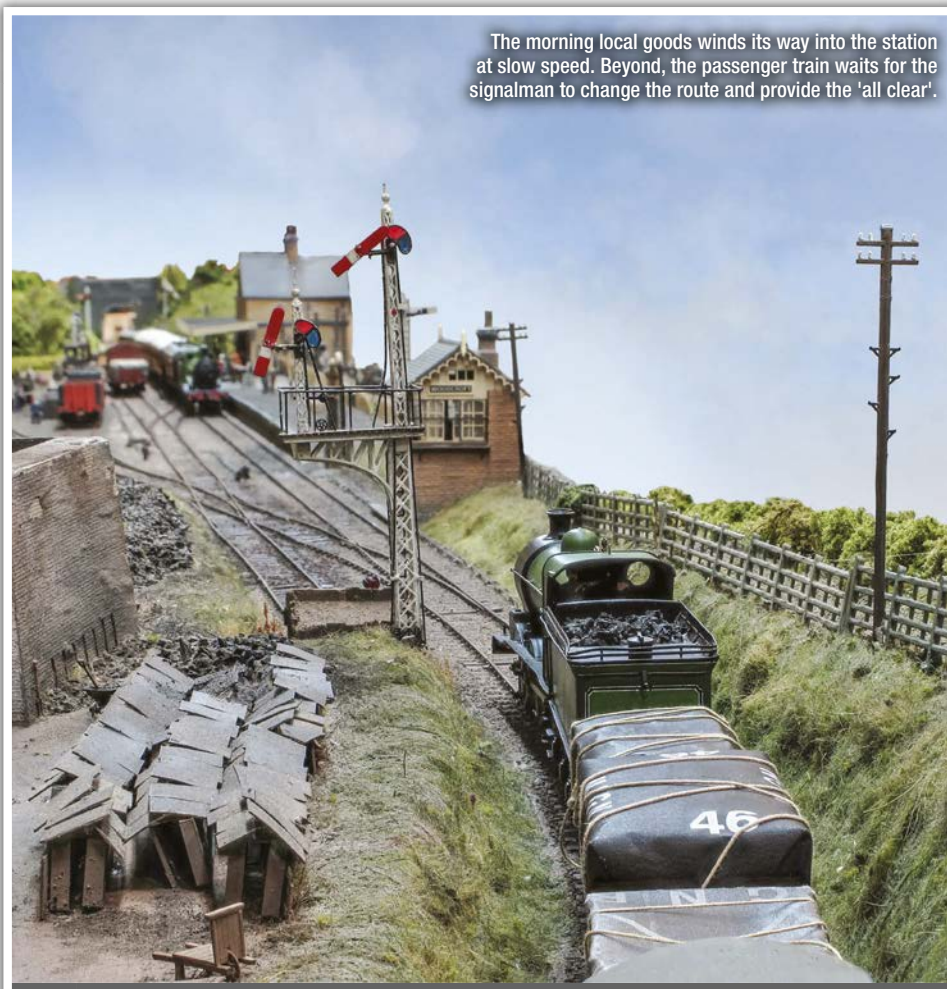
Both of the bridges are made of Plastikard and Wills sheets, the one at the Peterborough end by fellow club member, David, and the Stamford one by Mick Allman, being a copy of the original.

The modelling of the water is simply many layers of gloss varnish over a papier mâché base, with some paint washes between the layers of varnish.

The figures are those available from the usual trade outlets and quoted for the period. Most are white metal and have been painted.

Lighting up

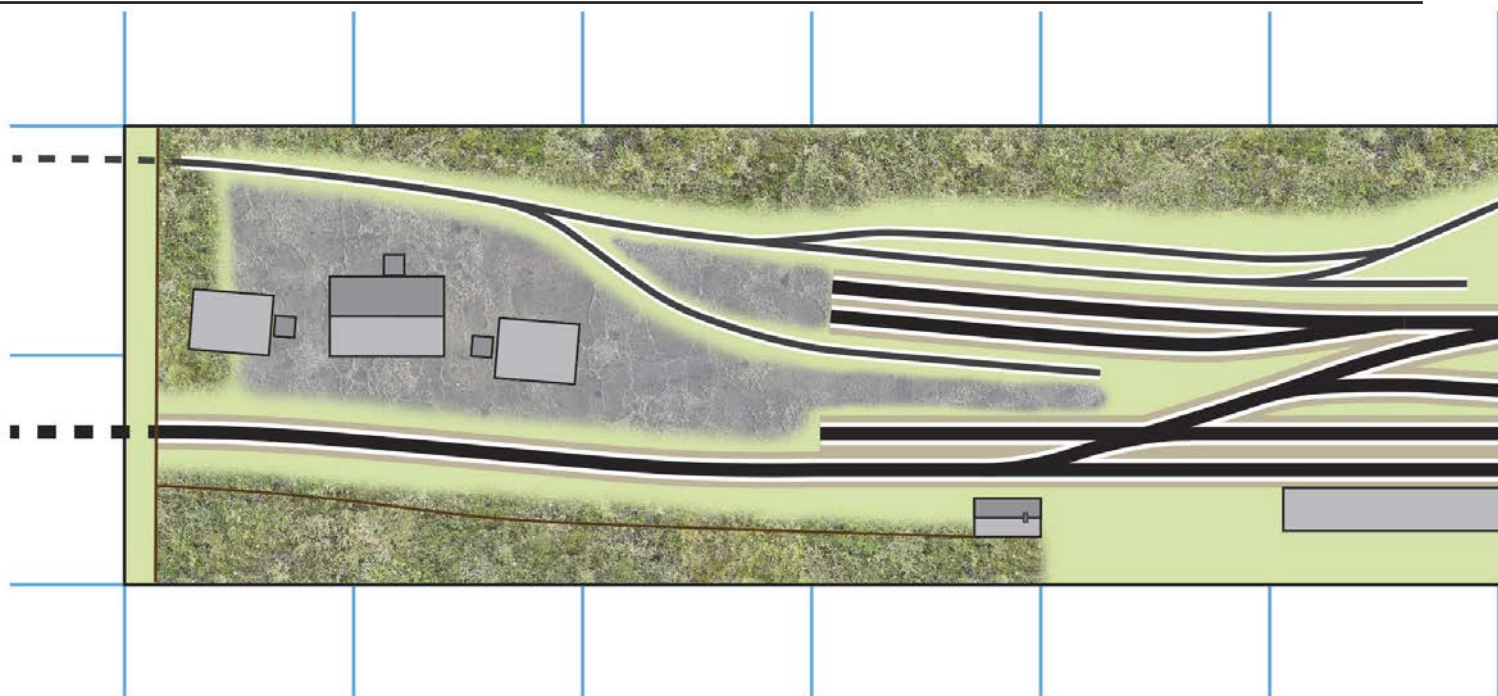
Bill Sowerby, Mick Allman and I had a discussion on the subject of the lighting for the layout. Previously, this was by way of four overhead brackets supporting 75W bayonet type spotlights. These spotlights are no longer available and, as well as getting very hot, were prone to damage when erecting or dismantling the layout. We decided to go the way of some other clubs and install ribbon LED lighting. We wanted to light the length of the layout, so two additional lighting brackets were constructed to support new pelmets, which we made from white uPVC. Two rows of 12V LEDs now run the full length of the two pelmets. The result is an even intensity



The morning local goods winds its way into the station at slow speed. Beyond, the passenger train waits for the signalman to change the route and provide the 'all clear'.

Trackplan

WOODCROFT



LOCOMOTIVE CLASSES

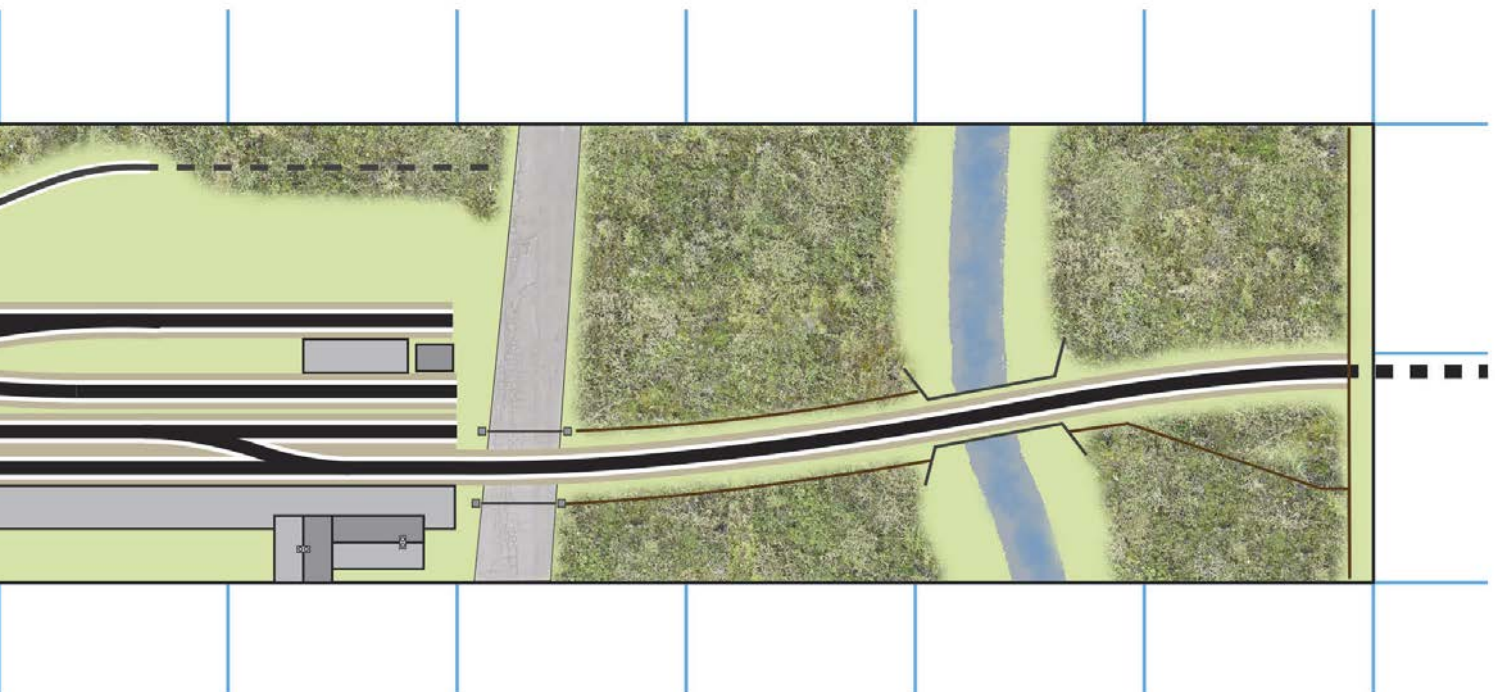
LOCO	GNR CLASS	LNER CLASS
4-4-2 LARGE ATLANTIC 254 PASSENGER	C1	C1
4-4-0 PASSENGER 1079	D2	D4
4-4-0 PASSENGER 1322	D1	D3
0-6-0 GOODS 541	J22	J6
0-6-0 GOODS 351	J5*	J3
2-6-0 MIXED TRAFFIC 1640	H3	K2
2-6-0 MIXED TRAFFIC 1659	H3	K2
4-4-2T PASSENGER 1526	C2	C12
4-4-2T PASSENGER 1522	C2	C12
0-6-0ST SHUNTING	J13	J52
0-6-0ST SHUNTING	J13	J52

* This locomotive was rebuilt twice and at one time was a GNR J4

'Woodcroft' Returns

In the months leading up to the 2019 exhibition, a mid-section extension was added to 'Woodcroft', which gave a longer main line running through a cutting into the fiddle yard. The extension was completed the day before the 2019 exhibition to the extent that the paint had not fully dried. Due to the modification and the layout in pristine condition, several other exhibitions for 2019 were planned, the first being only six days later.

'Canons Cross' had to fill in at future shows until the rebuilt 'Woodcroft' could be shown, which was planned to debut at Warley, November 2019. 'Woodcroft's' next appearance was in December at the BRM National Festival of Railway Modelling, Peterborough. Following this, we gave 'Woodcroft' a break and its next appearance was due to be at our exhibition on May 16 and 17, 2020. This was to be denied by the Coronavirus. Several other exhibition appearances were planned for 2020, all of which had to be cancelled. Hopefully, third time lucky, we intend to exhibit 'Woodcroft' at our 2021 exhibition in Stamford on May 15 and 16.

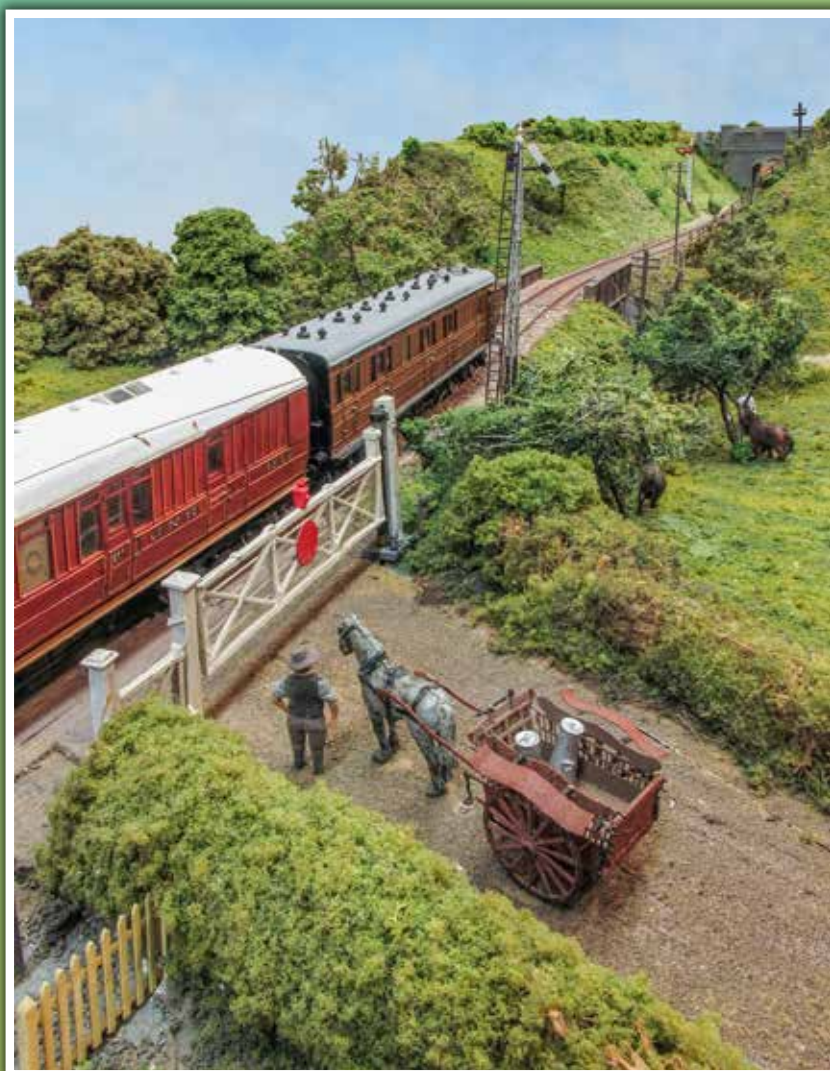


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MARKET DEEPING

MRC

It was an event that shocked the modelling community, but Market Deeping Model Railway Club is determined to turn the events of May 18 into something positive, Debbie Wood reports.



Keeping a stiff upper lip is a saying very much synonymous with the British. When people fall on hard times, we dig deep, heads raised high and carry on – or so tradition says. But, never has this age-old saying been more appropriate than with the Market Deeping Model Railway Club.

Disaster struck on Saturday, May 18, 2019, when during the night, four youths mindlessly vandalised an exhibition at the Welland Academy, Stamford. It was one of the worst acts of vandalism our hobby has ever seen and for the Market Deeping Model Railway Club, a heart-breaking event that saw layouts that had been worked on for

years, completely destroyed.

There was an outcry from the hobby, as everyone lobbied around in support, while the club members remained strong and quickly worked to put the ordeal behind them.

The scope of destruction was vast. Many trade stands were destroyed and the repair work of the layouts, now six months later, is still ongoing.

When asked how the members managed to pull through and remain positive, Mick Allman, a long-time member, believes it's purely down to the attitude of the club.

"It's because of what we are and what we do. We're not out there fighting other people,

we don't shout at each other, we have our disagreements but it's a quiet atmosphere that's here at the club and it doesn't engender anything but the response we've given," he explains. "There are members of our club that were angered by what happened, but at the end of the day, we just got on with it. You've got to get out and talk about it, it helps you to move on."

"The following day our toolboxes were out repairing the layouts. We just had to get on with it and get it done," adds committee member David Hildred.

"On the day it was difficult to come to terms with the destruction set out before us," says another long-time member of the club

and committee, Mick Quinn. "But as a team effort, we set about rescuing what we could. We could have given up there and then, but we are a strong club and have shown we can rise above this setback."

"Some people were amazed that we came to shows and events almost straight away after the incident," says Bill Sowerby, Vice Chairman of the club and Exhibition Manager. "But we're resilient and get on with things. OK, it happened, now we've just got to get on with it. You've got to move on, you can't turn the clock back."

Public generosity

Almost immediately after the event, a Just Giving page was created and it's fair to say that most of the modelling community was astounded by the level of generosity. Not just the staggering final sum of £107,947, but also the thousands of products and tools donated to help the club rebuild what had been destroyed.

Once the shock had settled in, there was an element of responsibility on the club to use the money responsibly and in the way it was intended.

"You've got to be careful as everybody is watching and you can't put a foot wrong," explains David.

Despite public perception, none of the members can access the funds. Very quickly after the club received the money, the decision was made to set up a steering committee to advise on the management of the funds and who are in the process of developing a charity trust. "If we need anything, we have to apply for it and the same with all the stock that has been given, it's all the responsibility of the trust," Bill explains.

"We're still operating every Monday night from a club night point of view, exactly the same as before the exhibition," says Mick Allman. "We still go to the committee to get funds to buy something or do development work and we're still building. In that way, nothing has changed."

"We started working on 'Sutterton' long before the incident and we put together a budget to the committee and as we're repairing this, we're having to go back to the committee to apply for further funds and this is not from the donations' money, but purely from the club's own assets. So, we're still using the subs that we use to pay for our rent and our insurance every year and any donations from appearing at shows," Bill explains.

YOUTH SCHEMES

Market Deeping MRC is currently supporting the development of youth railway modelling projects at Stamford Welland Academy, North Rutland, and The Deepings (with additional support from Sleaford MRC).

A proportion of the stock, scenic materials, and track that was generously donated to the club will be used in these projects, that are designed to help encourage a younger generation into the hobby.

According to the club's chairman, Peter Davies, the projects are not getting off the ground as fast as the club would like. However, they are crucial both to the future of Market Deeping MRC and the future of railway modelling.

"There are a number of clubs that do youth schemes," Bill explains. "We are not running the schemes directly, all we will be doing is offering back-up assistance and providing the track and rolling stock. We are going to be encouraging others and hopefully, that will spread to other clubs."

"Modern technology presents an opportunity to get youngsters involved. Yes, they can play with the trains on their phones, but they've also got to learn how to install the track and how to do the electrics and build the baseboards. There are quite a lot of disciplines before they can start playing with their phones and the main intention is to try and keep alive some of the skills that are rapidly disappearing."

"We do get a lot of stick, like 'Look, there's the millionaire model railway club,' but that's certainly not the case," David adds.

Media attention

Not only did the considerable amount raised in crowd-funding help catch the media's attention, but it was also the age of the culprits and the sheer senselessness of the act that made headlines.

The media frenzy placed the club firmly in the spotlight and, like many things, that has its advantages and disadvantages.

Although some in the club shied away from the cameras and television interviews, the overall media buzz on the exhibition attack has helped to create more of a general interest in railway modelling, which is, as we know, struggling to attract a younger audience.

"The good thing that has come out of all this is that it has upped the ante on people

talking about modelling," David says.

Bill agrees and adds that the club had never experienced publicity like it. "A journalist turned up at the clubroom on the Monday night after the incident. He was on his way to cover the Chelsea Flower Show and was told to turnaround and come to our club room in Market Deeping as we were more important!"

"I have not experienced media attention before and at first found it difficult," Mick Quinn explains. "But as time has gone on, I have adjusted and it has become less daunting. I found the filming difficult as I do not like working being closely watched."

"The success of our recovery is down to the teamwork of the committee and the club members, under the leadership of our Chairman Peter, who not only dealt with all the media but also, alongside our Secretary, Brian Norris, replied to the thousands of emails we received offering support," Bill





explains. "Brian also spent days sending thank you notes to those who had made donations, alongside his other duty in the club as Web Master, which by itself was a mammoth task."

"Our treasurer, Brian Driscoll, had the task of sorting through the claims for losses incurred, as well as dealing with all the donations made," Bill adds. "We had a considerable amount of rolling stock donated, another of our long-term members, David Booth, spent weeks itemising and recording everything, while our exhibition catering manager, David Ashwood, drove around the country collecting donated items. As you can see, a carefully coordinated team effort is what has helped the club to move forwards."

Rebuilding

Almost from day one, club members rolled their sleeves up and started repairing things. 'Woodcroft', one of the club's exhibition layouts, was badly damaged and is slowly

being repaired back to exhibition standards. 'Knowl End' sadly couldn't be salvaged and is now only a baseboard, with plans to become 'Mitchell Junction' in memory of Michael Roy Mitchell, who donated much of the track and stock they will be using.

"We're going to Warley with 'Woodcroft'," Bill tells us. "It was damaged but luckily it was built like a battleship and the guys have

managed to restore it and hopefully we'll have it at the NEC."

"The work needed on 'Woodcroft' has been a lot more than we originally estimated," adds Mick Quinn. "We are, however, on target for its showing at Warley in November. I, as well as the others in the team, are looking forward to meeting fellow modellers and the public there. We

On the day, it was difficult to come to terms with the destruction set out before us. But as a team effort, we set about rescuing what we could. We could have given up there and then, but we are a strong club and have shown we can rise above this setback.



are expecting a lot of attention towards the club and the layout on its first outing after rebuilding.”

There are plans to build more layouts in the future, as the club looks to try and get back to normality, a relief for some of its members, who would rather forget it ever happened.

“There are those at the club who want to forget it and get on with being railway modellers in a quiet little club and then there are others who want to go on and take advantage of it. And then there is the committee, who have got to do something with it,” Mick Allman explains. “As a club, we just continue as we have always done.”

As the incident became in the public eye, it offered the club the chance to use the media attention to showcase the hobby, to get positive messages out about the people who are involved in model railways and also encourage a new generation of modellers.

“It also shows that we are a caring type of people,” Mick Allman continues. “We are not old men who go playing with children’s toys. Yes, there is an element of that, but we want people to see that there is more to it than meeting once a week and putting trains on a track and making them run around.”

“There’s so much aggression in the world, but when you look at modelling, it’s more relaxing and it’s gentle,” Bill adds. “This is

what we’re trying to get over to the next generation. You can play on your mobile phone and control the trains, but in order to do that, you need to learn how to create the baseboards and lay the track.”

When asked what they loved about their

model railway club, all four gentlemen were unanimous about the friendships that have been formed and further strengthened over the past six months.

“When you go to the club, people are always working and cracking on with it,” David explains. “The club is very social, we do day trips out together, Christmas dinners, an annual BBQ and our version of the Cake Box Challenge.”

“It’s like-minded people with similar interests,” Bill adds. “You’re doing modelling but you’ve got a social aspect to it as well. If you want to do modelling you do modelling, if you don’t you don’t, there’s no pressure either way. It’s the same with exhibitions. There’s some that like going to exhibitions and others that don’t and it doesn’t matter either way.”

Speaking of exhibitions, the club has been invited to attend several next year already, plus a number of charity events. Their show has also now been extended to two days and already has 26 layouts confirmed.

“Being in a club means you can achieve much more than on your own,” Mick Quinn concludes. “As well as the Warley exhibition next month, I am looking forward to our exhibition next May at Stamford, which, due to huge sponsorship and help from others, is to be our first two-day show.”

It’s wonderful to see something positive come out of such an awful event and the



plans in place mean the future doesn't just look bright for Market Deeping MRC, but the modelling community as a whole.

The next chapter

As shown in this issue's episode of BRM TV, Market Deeping MRC will be attending the National Festival of Railway Modelling on December 7-8 and will be putting on a special demonstration, with the help of their friends at Sleaford MRC.

Like on BRM TV, they will be highlighting the basics of how to build a model railway, from baseboard construction to wiring, ballasting, laying track and much more.

Over the two days, the clubs will attempt to build an entire layout from scratch, while also offering the public a chance to have a go themselves. There'll be members working on various elements of the layout's construction, so no matter what time of day you visit the stand, there will be something exciting to see.

The completed layout will be donated to Little Miracles.

“We do get a lot of stick, like ‘Look, there’s the millionaire model railway club,’ but that’s certainly not the case.”

LITTLE MIRACLES

Not long after the exhibition disaster, the club was contacted by a charity to help a young boy with cerebral palsy. He was desperate for a layout, so the club donated one and months later his parents reported how their son's hand control had improved considerably through controlling the trains.

On the back of this, the club chairman, Peter Davies, was contacted by a Peterborough-based charity called 'Little Miracles', who support families that have children with disabilities and life-limiting conditions. It's a place for the children to play and make friends, while their families get advice and support. It's a wonderful charity that the club is very passionate about supporting.

"Peter and I went to visit them and we agreed that we had to help and provide a layout. These people there are running on a shoestring and doing miracles," explains Bill.

"It is pleasing to be in a position to help others," Mick Quinn adds. "Without our disaster, we would not be in such a position to help in the way we can now thanks to the overwhelming and generous offers of money, donations of model railway items and offers of help from around the world."

The plan is at the National Festival of Railway Modelling, and with the help of Sleaford MRC and BRM, the demonstration baseboards that are being built at the show will turn into a runny-round track layout that can be folded and easily stored. Hopefully this will be delivered by the club to Little Miracles as a Christmas present. "Our thanks to the BRM team for the supply of all materials and to Hornby for the Santa Express locomotive," Bill adds.



BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

BRM Meets Market Deeping MRC

We head back to model railway basics with Market Deeping's Model Railway Club. Learn or recap on the fundamentals, from baseboard construction to track laying and making card kits.



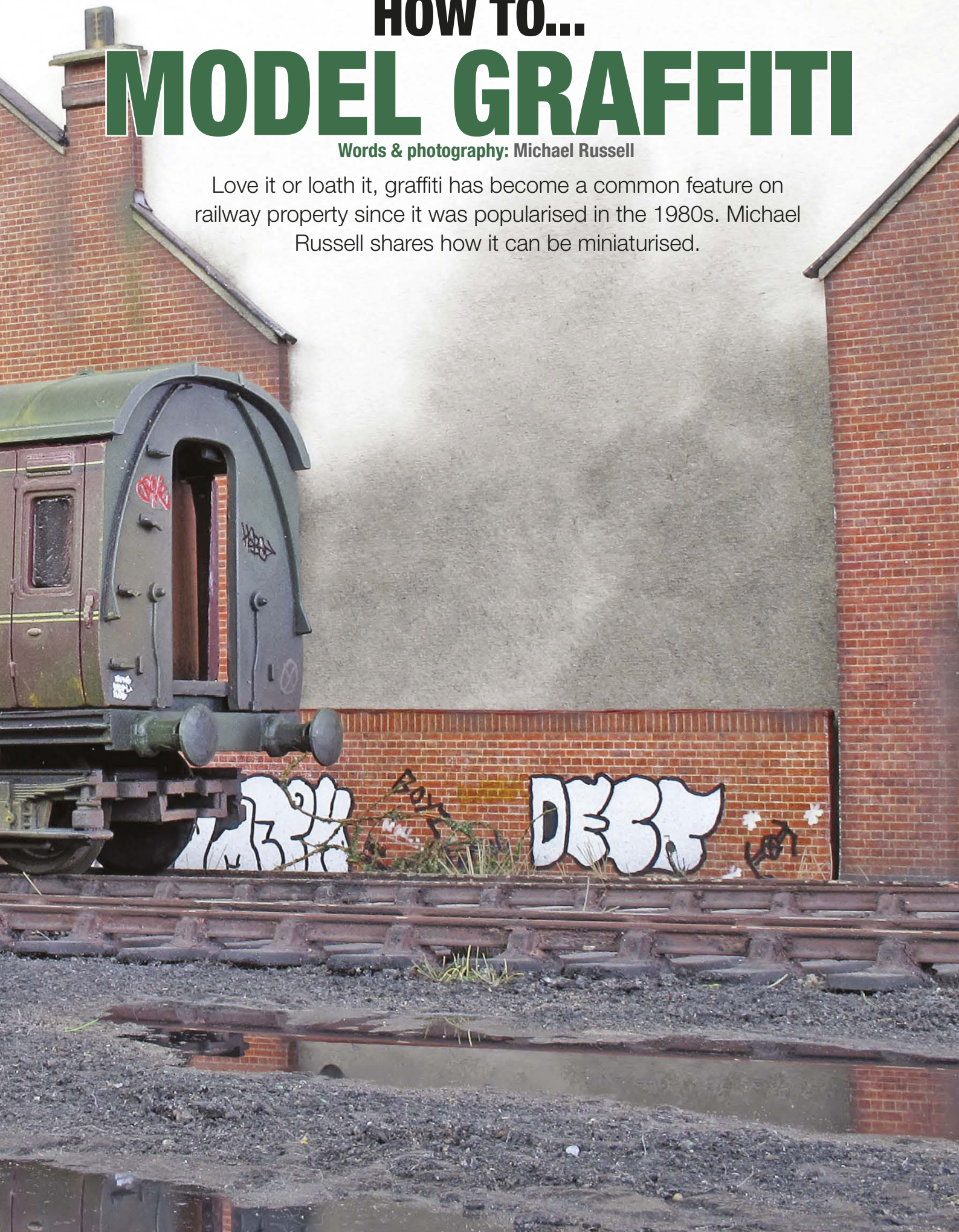
PLAY



HOW TO... MODEL GRAFFITI

Words & photography: Michael Russell

Love it or loath it, graffiti has become a common feature on railway property since it was popularised in the 1980s. Michael Russell shares how it can be miniaturised.



Corners of the railway are often neglected, which is what you expect from a working environment where the provision of a service is the most important aspect. Rolling stock waiting for disposal can be parked in a siding for many months, perhaps even years. With such neglect comes dereliction as the weather takes its toll along with the attention of individuals who, like the rolling stock, are similarly under-employed.

Graffiti has become more common and more colourful as spray paint ranges have expanded and this should be reflected in the era you are modelling. This, along with litter, is something that I abhor and I know that many modellers feel the same way. However, if we are to accurately portray the real world, it isn't something we can ignore. Just remember that modelling it doesn't mean that you condone it. Having said that, I wouldn't condemn anyone who left it off!

This is also a good opportunity to model road vehicles too, and to adapt some of the many excellent die-cast offerings available. Although die-cast metal isn't as easy to work with as plastic, it retains its shape and strength when large parts are removed.

SHOPPING LIST

Hornby (R7152) Transit Van, Humbrol (AC5708) Clearfix and (AC5501) Gloss Cote
W www.hornby.com

Vallejo (70.183) Rust, Stain & Streaking set
W www.scalemodelshop.co.uk

Scale Model Scenery (LX280-00) Roller Shutter Doors, (KX044-00) Ultra Low Relief Terrace End House End Wall
W www.scalemodelscecery.co.uk

Decals (9008) Graffiti and (1042) Withdrawn/condemned markings
W www.railtec-models.com

Dapol (D095D, D096D or D098D) Stanier coach
W www.dapol.co.uk

Let's Craft Organza bags Poundland shops

Deluxe Materials Glue 'n' Glaze
W deluxematerials.co.uk

Lifecolor (TSC208 and TSC204) Tensocrom
W www.airbrushes.com

Winson & Newton Raw Sienna Gouache
W www.winsonnewton.com

The buildings

1



The terrace end wall is made following the manufacturer's instructions. I used a seam roller to 'iron' flat the paper glued on with PVA glue. Use a tool handle, such as a knife, to burnish the paper at edges and corners.

2



The exposed ends are disguised by using permanent marker pens. If you need a colour you haven't got, you can layer the colours. To make brown, apply purple followed by orange.

3



The roller shutter door kits are simple to make and are glued together in layers using PVA glue. To avoid warping, spray paint them using any acrylic colour of your choice. Glue the door to the building sides using PVA glue.

Graffiti

4



Practise on paper first using pencil. Draw two lines 2cm apart and write your word between them. Now 'balloon' the letters and make them overlap, drawing in ink. Try to make swift, confident marks to avoid 'tightness'.

5

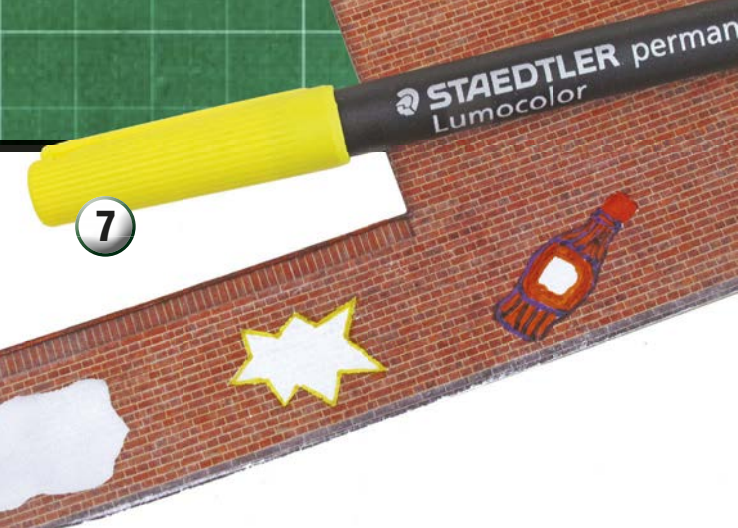


Rub out the pencil and colour in the letters. Add shading to the letters and contrasting colours behind the letters for impact. Think of each ink as coloured glass and don't overlap them unless you wish to make a third.

6



To retain brightness, mask out your graffiti and spray with white paint. When dry, remove the masking tape and draw your design on the white area as though it were paper. This will give you a white colour, too.



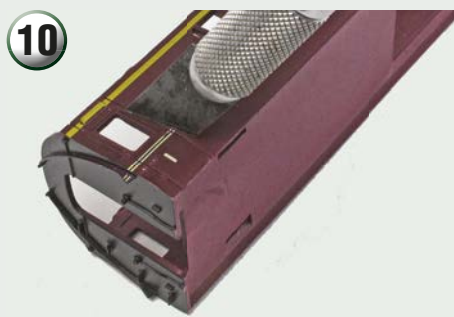
Draw the outline first, then add the colours within. Although they dry quickly, wait a few moments before adding marks near a newly-applied colour. Reapply white to correct mistakes, but these should be few if you have practised.

To add small areas of white to a design, or colours that you don't have a pen for, try using a dip nib or bow pen. The paint will flow correctly if you get the consistency right.

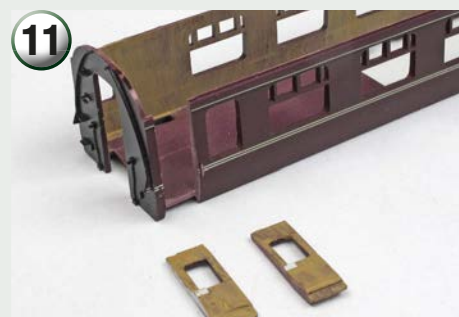
The carriage



If necessary, dismantle your carriage so you can gain access to the glazing. This will vary depending on the manufacturer and model. I used a Dapol carriage because these are made from kits and don't use glue.



Cut out doors by making repeated light cuts along the edges with a sharp knife. Clean up the edges with a file. I added internal door detail, such as the lock made from 0.020in plastic sheet.



Cut the glazing down where doors have been removed and fill in gaps in the floor. Remove some areas of glazing altogether. Paint the interior with acrylic paint. I used Vallejo 70.301, 70.981 and 70.302.



To portray broken glass, score clear plastic sheet with a wire brush. Score the marks at 90-degree angles to each other. You can also add a little white acrylic paint to the marks to add to the opaqueness.



Cut the glazing using a sharp craft knife to portray areas that have dropped out. Small stone marks can be made using a small drill. Glue glazing in place using Glue 'n' Glaze or Hornby Clearfix.

The van



The tyres are too round, even for those fully inflated. Remove them from the rims and cut out a flat section with a knife. Press back into place and stop the axles from rotating with cyanoacrylate.



Undo the two screws underneath and take the model apart. Cut parts out of the shell using a razor saw. Take your time and beware of tool slippage by over exertion. I wouldn't recommend a rotary tool for this job.



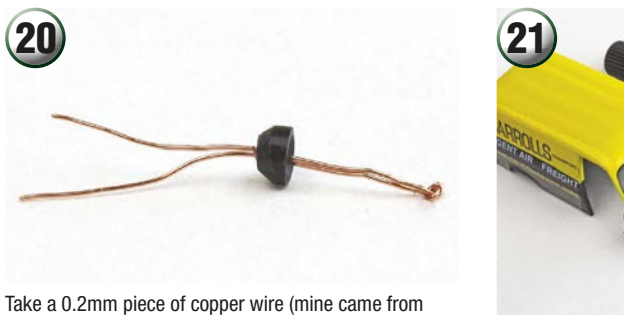
Clean up the edges with a rough file, then smooth the cut edges with a fine file. Clean up your work area afterwards to remove the small metal debris from the modelling environment.



Cut down the glazing and the interior with a knife where you have removed elements such as doors. Remove the dashboard and paint the entire interior with acrylics. Prime any cut metal edges first.



Drill out the headlights using a 2mm drill. I drilled one all the way through to represent a missing headlight and one concave to represent the reflector with no glass. Remove other items to taste.



Take a 0.2mm piece of copper wire (mine came from the windings of an old motor) tie a knot in the middle and thread it through the centre hole. Fix in place with cyanoacrylate. Paint with Vallejo 70.302 and 74.505.

Weathering



To fade the paintwork, the van and carriage sides were given a coat of Humbrol Gloss Cote mixed with some Humbrol Pale Stone. Merely diluting the paint with thinners would allow for the possibility of overspray.



Add Vallejo light rust around the wheels, frame and bogies of the carriage. The wheels arches and wings of the van are also treated. Don't overdo the rust on such vehicles, unless they have suffered fire damage.



To make a headlight, take a 2mm piece of plastic rod and, using a drill of the same diameter, drill a concave depression. Now drill through the centre of the depression with a 0.4mm drill. Cut the end off the rod and round the end.



The broken windscreen is made from a piece of material taken from a nylon storage bag. Draw around the aperture with a marker pen, cut out slightly larger than the outline with scissors, then brush on Matt Acrylic medium.



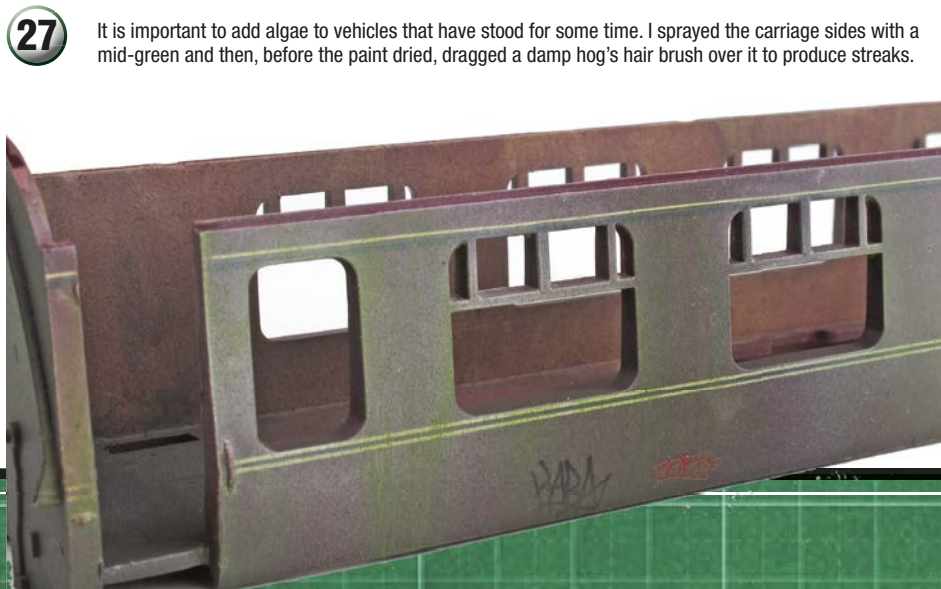
Glue the windscreen in place using cyanoacrylate and depress with a blunt instrument to portray the concave collapsed structure. Brush on cyanoacrylate and, while it is drying, disturb areas to give a more white and opaque feel.



Railtec transfers are now added. I used both the marks made by the rail workers in identifying the carriage as condemned and graffiti. Bear in mind how far people can reach from the ground when adding these.



The buildings, van and carriage are given an all-over layer of dirt using Vallejo 70.822. Add more on the carriage roof and ends than the sides. Ensure the buildings have some around the base to portray rain splash-back.



It is important to add algae to vehicles that have stood for some time. I sprayed the carriage sides with a mid-green and then, before the paint dried, dragged a damp hog's hair brush over it to produce streaks.



28 Add further decals to portray fresh graffiti and give a contrast with those applied before weathering. In this way, you can portray vehicles that have stood for longer or shorter periods.



29 Add rust spots using a cocktail stick. I used Vallejo 70.981. Add dots of raw Sienna gouache paint and spread downwards with a damp brush to replicate the action of rain. Use restraint on painted surfaces.



30 Clear glazing can be weathered using Lifecolor Tensocrom agent applied neat. The grass and smoke colours are the most applicable here. These products are also useful for general weathering if you don't have an airbrush.



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



MOVING TO 'O'

This is my O gauge layout, 'Horseshoe Lane'. For many years I modelled in N gauge but now that I am getting older, the time seemed right to move up a few scales so that my hands and eyes could manage better. I first considered a move to OO gauge, but soon decided that O gauge would make more sense as OO could become too small in a few years time. With that, the N gauge layout was stripped and all the stock sold, the money going towards the new layout.

Built on the baseboards of the N gauge layout, which took up half the garage, plus an extension along one side to take the full length of the garage, I soon had the layout laid. It consists of a marshalling yard made up of two run-round loops and two sidings. A locomotive stabling point sits on the long side, with the other, shorter, side having a loop, siding and larger locomotive shed. The points are motorised using the stud and probe system with Peco point motors. The layout is analogue control and uses isolating sections, helping control movements.

Scenery is mainly industrial in nature, with brick-built warehouses and a large, low-relief corrugated iron wagon works at one end. However, there is a break from the industrial feel in one corner, where a high street with a number of shops has been added. All the buildings are scratch-built by myself using plywood, card and brick paper. The layout is unfinished but is being added to slowly and I am pleased with the results so far. Stock consists of ready-to-run steam and diesel locomotives, ranging from small industrials to Class 08 shunters. Wagons are a mixture of kits and ready-to-run, portraying vehicles from the 1920s to the 1960s. I also own the real wagon numberplate from one of Hattons' latest 'Warwell' wagons!

Les Anslow



CROMFORD WHARF

I wonder if you can help me in this query? Many years ago, I went to a big exhibition and for the first time saw a model with a steep incline that pulled up a truck and then at the top was released (big hand in the sky). For reverse, the chain was fastened back on to the truck to go back down. I was captivated and it always stuck in my mind. That model, I am sure, was based on Cromford Wharf, like Ladmanlow Sidings featured in September BRM. Am I correct in this assumption?

Michael Holmes

Andy York replies: If it was around 15-20 years ago you may have been lucky enough to see Dave and Jackie Walker's excellent O gauge scene of Cromford Wharf, which featured the incline and passing canal traffic. The builder of Ladmanlow Sidings started a project for Cromford Wharf, which can be found on RMweb. If you search on YouTube for 'Sheep Pasture' it's also possible to see films of Robin Whittle's P4 model of Sheep Pasture winding house, which shows how the traffic was handled at the top of the inclines onto the Cromford and High Peak Railway.

DURHAM STREET

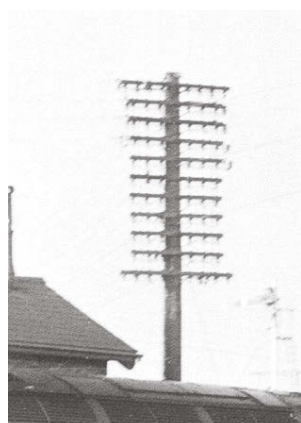


May I say how much I enjoyed this article in the October issue. It is a delight to see O gauge at its very best, and an encouragement to such as myself who can only aspire to such heights.

One minor point – it's a shame about the derailment on p50! Mind you, from experience, such minor mishaps were not uncommon in yards, so perhaps it is actually fairly realistic! But what evocative pictures depicting sheds and staff so realistically, albeit a bit cleaner than in my day.

Tony Holland

TELEGRAPH POLES



I may be a bit late with this query, but in the August edition of BRM, there was a photograph of Tony Wright's Little Bytham. This looked up past the signal box and prominent in it was a telegraph pole on which all the insulators were underneath the cross beams instead of the normal on top. Does this pole follow the configuration of the full-size pole? I would have thought an insulator fastened underneath would eventually fall off with the weight of the wire. All the other poles on the layout have them on top and, having looked at photographs of poles and my own experience, I have never seen them underneath.

Bob Willis

Tony Wright says: Though it looks as if the insulators are fixed underneath the cross rails, it is an optical illusion (see picture).

On the real thing, most are attached by a 'swan-neck' round metal bar, fixed to the front/rear of the crossrails, drooping downwards. In silhouette, they appear as if the insulators are fixed below. In case anyone thinks I'm going to make over 90 of these configurations, then, please, think again!

FREESTYLE



We went to a steam weekend at Stapleford Park and saw a layout. I felt I could do the same and my wife said "why don't you?" And so, it began...

My layout is only 5ft x 2ft 6in to fit in the car. We have a narrow boat, so wanted to show people how a canal lock works. Not knowing anything about trains, I went round the model shops asking for hints and help, but I was told it couldn't be done to that size. I made Canal Park and it attracted interest, so I was invited to shows. To my surprise, I won 'Best in Show' twice! My layout keeps evolving with people giving me figures.

There are two OO gauge ovals, an N gauge oval with a ghost train with smoke and lights, a canal lock that works with boats and real water, and a working cliff railway.

Other features are a church that tells the right time, a funeral with lights and the grim reaper. I've added a dance floor with disco lights, Mr. Bean's car with lights and smoke, a Christmas market and Christmas tree with lights, or a vintage market with climbing wall. There's even a moving crocodile to make the children jump!

Peter Akiens



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HOW TO... BUILD A SENTINEL STEAM RAILCAR

Words & photography: Phil Parker

Single-coach trains are useful for space-starved modellers. Phil Parker constructs a re-released whitemetal kit from his youth, fitting it with a reliable method of propulsion.



Sometimes I get to live the dream. My first serious layout was a model of the Cawood, Wistow and Selby light railway, inspired by the book of the same name written by K.E. Hartley. Built over three decades ago, the rolling stock was a bit of a mish-mash of RTR and early attempts with plastic kits.

At the time, there was one piece of motive power I really wanted to build, the Sentinel Railcar *Trafalgar*, which briefly ran on the line. A kit from Nu-Cast was available, but there was no way my pocket money would stretch to it, and, if I'm honest, I didn't have the skills to do it justice.

A few years ago, Branchlines and South Eastern Finecast re-introduced some models

from the long-defunct Nu-Cast range. Moulds were refurbished and modifications made to accommodate more modern methods of motive power. Suddenly, one of my dream kits was back on the market.

In theory, a whitemetal kit build shouldn't be much different to a plastic kit. The cast parts can be glued together just like bits of an Airfix Spitfire. Sadly, this isn't always the case. The soft metal requires great skill to get the best from when designing parts. For a start, as it cools, it shrinks. Special rules are available to calculate this, but, ultimately, you rely on a skilled craftsman taking all the factors into account to produce a good kit.

Builders need to handle the metal carefully, too. It's very soft and bends easily.

Sometimes this is helpful – bent parts can usually be re-shaped with nothing more than your fingers, but checking at every stage that a component is straight needs to be part of the build.

It's worth remembering the age of this kit. In the same era, many real horrors were produced, but Nu-Cast always had a good reputation so there aren't any deformed lumps of metal to be carved by the modeller to fit for a start. Old kits can sometimes be more sculpture than assembly!

The castings are commendably clean. Aside from a few nibs to be removed from the larger items, the remains of metal feeds in the mould, nothing needed more than a light scrape to remove moulding lines.

There are signs of age – those moulded-on handrails beside the doors would be better replaced with wire. The steps are a bit chunky, too, but need to be thicker than prototype to stand handling. Modern kits would normally include etched parts, but this dates from the era before multi-media kits were 'the norm'.

Sadly, none of the railcars survived to work in British Rail days, but Number 2136 wasn't withdrawn until February, 1948.

More importantly, it was named *Hope* and we all need a little bit of that nowadays, so that's the prototype I've chosen to model.

The biggest surprise, according to the book – and the railcar I really need – is the NER petrol-electric Autocar. When I had the layout, you couldn't imagine that someone would produce a kit of a prototype that odd. Now an RTR model is on the horizon from Rails of Sheffield.

How times change.

SHOPPING LIST



South Eastern Finecast

LNER Sentinel Steam Railcar kit and Tenshodo SPUD power unit.

W: www.sefinecast.co.uk

Phoenix Precision Paints

P53 – LNER Coach Green (Tourist Stock)

P64 – LNER Coach Cream (Tourist Stock)

W: www.phoenix-paints.co.uk

Historical Model Railway Society

LNER gold locomotive and coach insignia transfers

W: www.hmrs.org.uk



Open the box and you'll find many white metal parts, the smaller ones carefully bagged up. The good news is that duplicates of the more delicate components are included in case you damage them – very thoughtful on the part of the manufacturer. Not shown are the glazing strips and vacuum-formed seating.



First job, drill out the pivot for the trailing bogie and insert a self-tapping screw that will act at the pivot. You need a good selection of drill bits for this kit, but the instructions are very clear on which one to use and where.



The castings are pretty clean, but there are a few moulding 'nibs' along the sides of the chassis that need to be filed away carefully. Study the diagrams, so you don't also remove the raised squares used to position the steps later in the build.



I suspect, due to a limitation of the casting equipment, the sides, chassis and roof are moulded in two parts and have to be joined. Starting with superglue, the parts are tacked together and, once happy with the alignment, two-part epoxy glue is forced into the joint and it is left to harden overnight.



To ensure perfect alignment, the sides are assembled against a metal rule. It's really important the bottom edge is flat, or the sides won't sit on the chassis later.



The railcar ends aren't identical – the difference is the glazing bars – one window doesn't have them and this is handed. It's clear on the instruction diagram, once you spot what you are looking for. Fit both ends and one side. If you're using glue, let it dry so that parts stay in alignment.



Assuming everything is in the right place, add the other side and the two partitions. By this point, I switched from glue to solder as it's quicker, but if you prefer adhesive, there's nothing to stop you using it.



The two halves of the roof had slightly different curvatures, something common with white metal. Gentle bending with nothing more than finger pressure sorted this out and then the halves could be joined.



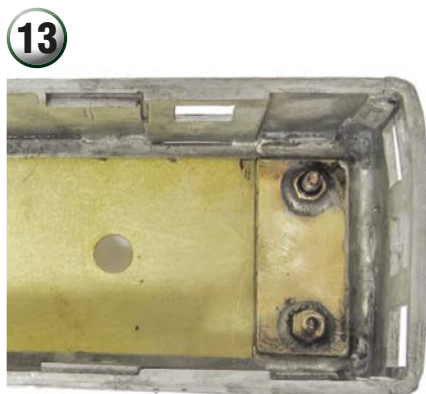
Holes for the ventilators are drilled out. The bit can get stuck in the soft metal. Water is an excellent lubricant that won't leave residues to ruin the paint finish.



There are many fittings on the roof. Feeling that the lines were a little faint, I re-scribed them while I was working on it. We tend to see the top of our models, so it's worth taking plenty of time on it. I've fitted four catches to the doors. Some railcars had only two, but I couldn't see how many I should have, so decided four offered better value for money from the kit.



The instructions suggest that the gearbox will prevent access to one of the screws holding the plate that supports the powered bogie and that it should be held in place with Blu-Tack. I didn't fancy this, so drilled a hole in it to let the screwdriver see the bolt head. The hole will be invisible when the model is on the track.



Inside the model, a pair of bolts are soldered to a brass plate and then this is soldered (or glued) to the chassis. No plate is supplied for the rear bolt, but once the brass is tinned with normal solder, the low-melt holds it to the floor perfectly.



Moving underneath, the vacuum cylinders and battery boxes are attached. Filling the backs of the boxes in with some plastic later will look better when the model is viewed from eye-level.



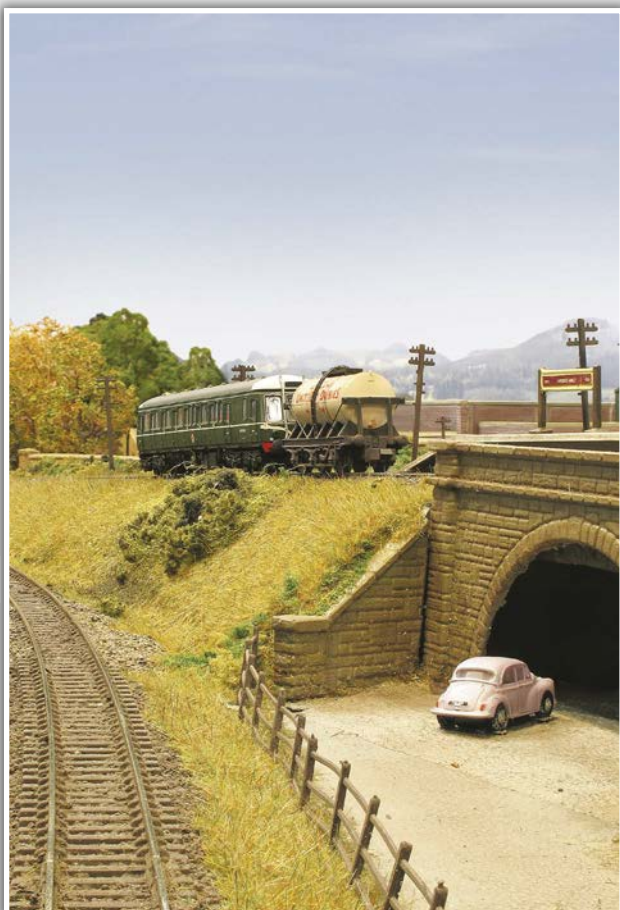
A dry-assembly is required for the trailing bogie as I found fitting brass bearings made the axles too wide for the stretchers. Of course, by the time I realised this, I'd glued them in. Drilling the brass to provide a deeper hole fixed this, but had I realised, I'd just have left them out.



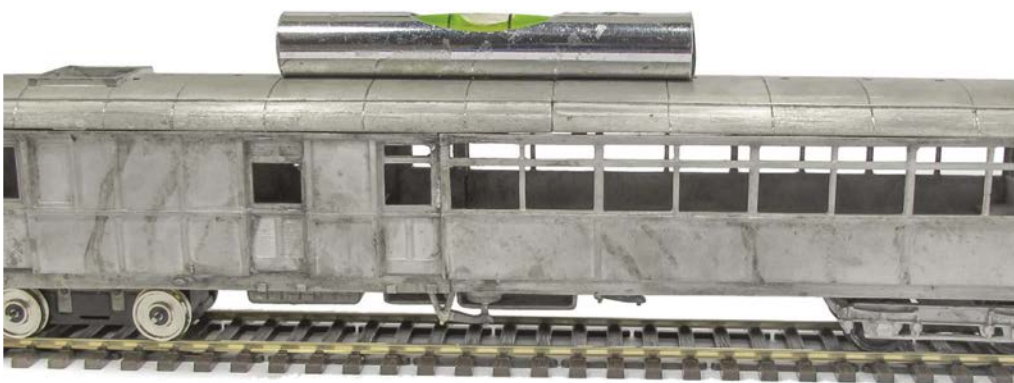
Layouts with railcars

ABOVE: Set in 1907, Peter Denny's 'Leighton Buzzard' built to EM gauge standards features this beautiful, scratch-built Great Central Railway steam railcar. The working Walschaerts valve gear would be enough to scare most modellers away from attempting a model like this, but when operating, it's fascinating to watch.

RIGHT: Single-car units have always been a feature of prototype railways and here we bring the story into the 1960s with a Class 121 on Andy Small's 'Dunkow Road'. A Farish RTR model, the same prototype is available in 4mm:1ft and 7mm:1ft scales – a testament to the popularity of single coach trains.

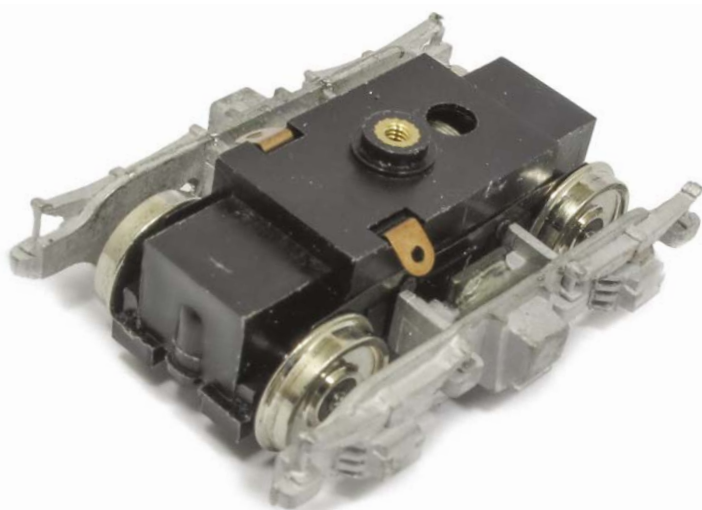


15



With both power unit and trailing bogie fitted, the railcar should sit as level as the track it's placed on. If not, thin washers are needed to raise the low end. My model was fine in this respect, so I'd expect others to be similar.

16



Power is provided by a Tenshodo SPUD. Removing the bottom plate with a small screwdriver allows sideframe carriers to be clipped in. The sideframes are then glued to these – be careful they aren't too wide. I forgot to check and had to take them off and file these back allowing the bogie to swing under the body without clouting the steps.

17



Steps are added and the model is ready for primer and paint. At this stage, the roof isn't clipped on properly, hence the gaps. Leaving it loose makes painting easier and fitting an interior possible.



TOP TIP



Whitemetal kits – glue or solder?

The railcar kit instructions advise soldering the model together, but, for the beginner, this might sound scary. After all, soldering can seem a bit of a 'black art', so using heat near a material that can potentially be turned into a puddle might seem a bad idea, surely?

It's not as bad as it sounds. You need a temperature-controlled soldering iron. The iron needs to be set so it is hot enough to turn the low-melt solder into a liquid but cooler than the temperature the metal kit melts at. This is usually arrived at by experimenting on the solder, followed by some light dabs at a hidden part of the kit.

Once set, arm yourself with some flux (I use PowerFlow from a DIY store) and sticks of solder and you are good to go. Kit-building is swift because you can tack a part in place with a solder blob, then make a neat join if the positioning is acceptable.

Having said this, there is nothing wrong with using glue. I made up some of the larger sections of the railcar to prove the point. A good superglue for small joints and two-part epoxy for the larger ones, your model will go together fine. Just be patient and wait for the glue to set.

Don't worry about the longevity of superglue, either. The Hibberd Planet locomotive shown here was built in 1997 and nothing has fallen off yet.

18



My transfer collection came to the rescue with a set of PC Models letters and numbers that are over 20 years old. Fortunately, Methfix transfers (so called because you need a mix of methylated spirits and water to release them from the backing sheet) last really well and went on as well as I hoped. The sheets are now available from the HMRS.



Factfile

Layout name: Sheep Dip
Scale/gauge: 4mm:1ft / 1:76 / OO
Size: 120cm x 40cm (plus fiddleyard)
Era/region: 1950s/1960s (fictitious)
Layout type: Fiddleyard to sidings

SHEEP DIP

A new model can often spark interest in a new layout. Rob Gunstone validates with the latest addition to his 'Sheep Chronicles'.

Words & photography: Rob Gunstone



I wanted a feeling of bucolic decrepitude about 'Sheep Dip'. The purpose of the works is open to question and can be whatever you wish. Departing Western Region 57XX, 7717 looks somewhat weary but blends in well with its surroundings as it leaves 'Sheep Dip'.

‘Sheep Dip’ is best described as being an “Industrial something, located just to the left of somewhere”. It has no basis in either location or prototype, and inspiration has been drawn from a variety of places. Two things led directly to its creation. The first came courtesy of Hornby and its decision to produce the ‘Peckett’ W4 0-4-0ST. Like many others, I bought one (and have since bought a few more) simply because I was struck by how delightful a model they were. I had no idea what to do with it, I simply wanted one.

The second was the release from Bachmann of its Narrow Gauge Slate Building range. The engine shed in particular caught my eye, along with the associated store and water tower. Very pretty indeed. Looking at the rest of the buildings, I saw a basis for an industrial layout. Once released, I managed to confirm that if raised slightly, the entrance to the engine shed would accommodate a ‘Peckett’. The game was afoot, or if you would prefer, ahoof.

First steps

Initial construction has followed a now tried and tested approach. The baseboard is the top from an occasional table from a well-known Swedish furniture store. This measured 120 x 40 x 5cm. Flat, light and square. To this, the backscene was added and the ends from 9mm MDF to form a box. The fiddle yard is from ‘Bleat Wharf’ (BRM October 2019) and was utilised in the interests of economy. This again followed what I like to call Standard Sheep Operating Procedure and was also a table top from the Swedish Shop, measuring 90 x 26 x 5cm. This gives an overall length to the layout of 210cm, or roughly 7ft in old money. The lighting box from ‘Bleat Wharf’ completes the ‘Cameoesque’ presentation and contains a mix of cool and warm LED lighting, which gives a nice tone to the ensemble.

Designed to be exhibited, the fiddle yard stores on top of the lighting pelmet for travelling.

Weathering track

Trackwork is Peco Code 75 Streamline. All points are short radius and the electrics, not my strong point, are kept to a bare minimum to avoid confusion. Therefore, all points are manually-operated by way of the traditional ‘pokey finger’. Control is by way of a Gaugemaster Combi with extended wiring to give a sort of walkabout feel.

The track was laid direct to the table top without underlay and thoroughly tested





Several other locomotives were tried apart from the 'Pecketts' but I feel that only a 'Pannier' tank looks truly at home among the grass and slate buildings of the layout. Here 7717 prepares to leave having dropped off a few vans at the works.

to make sure everything was OK. The groundwork around the track was then built up using DAS air-drying clay. Particular attention was paid to raising the level of the engine shed to ensure that it could accommodate the Peckett and an increase of 5mm was found to be enough. Even so, it is a tad snug.

The embankment to the rear of 'Sheep Dip' was built using formers made of 5mm foam board, and the shed and accompanying store was recessed into it. To this, a surface from plaster bandage was added and sealed with PVA. This has resulted in a light and solid surface. All was then painted with a nondescript brown emulsion from the bargain bin at a local DIY store.

Once the basics were completed, thoughts turned to the appearance of the trackwork. This was an industrial layout, albeit in a rural setting. I wanted to try a few things with the track to give an impression of weathered, poorly maintained permanent way. An initial spray with Humbrol acrylic Dark Earth gave a basis for further tinkering. The sleepers were further painted with Humbrol track colour. I then sprayed everything with Humbrol Matt Acrylic Varnish. To this base, I then applied various weathering powders to the rails and sleepers. Once satisfied with the appearance, a further coat of Humbrol Matt Acrylic varnish was applied to seal everything. It was then left to dry for a few days.

When I returned, I further distressed the sleepers, removing varying amounts of the finish to provide, what I hope, is a suitably-weathered finish. When the final appearance was arrived at, the trackwork was sealed with a last light coat of varnish. As experiments go, I think it worked. I ended up with the look I was after and learnt quite a bit along the way.

Softening the scenics

Ballast was then laid. Not my favourite part of any build. In this case, Woodland Scenics' fine ash brushed into place before being secured with a traditional mix of diluted PVA with a dash of washing up liquid. Once dry and secure, various flocks and static grasses of varying lengths and colours were added to further suggest a neglected look. In some parts the ballast is barely visible.

I didn't want the archetypal industrial layout and wanted a softer more rural approach. A touch more bucolic than is the norm, shall we say? Therefore, static grass was added with differing lengths and



Bachmann's narrow gauge buildings add character to the layout. It's questionable if the water tank could hold enough water, but its appearance rightly overrides the practicalities on this occasion. The 'Peckett' takes on water.





Sit back and take in the creosote smell of the sleepers, the waft of smoke, steam and the aroma of the grass and wild flowers. Only the chirp of the sparrows and the buzz of the insects disturb the peace as one of the resident Hornby 'Pecketts' takes a well-earned rest from its labours.

colours being applied in successive layers. To this, various flocks and leaf material were added to provide a bit of contrast to the embankment and other areas. A few wild flowers have been suggested by a strategic scattering of brightly-coloured flock here and there, continuing the theme that was started with Sheep's successor, 'Bleat Wharf'. In places, further layers of static grass were applied over the top of the flock to give more depth.

Buildings

The slate buildings from Bachmann were a key factor in the building of 'Sheep Dip'. As they are supplied, the factory finish is less than convincing, to my eyes at least, and doesn't do justice to the excellent mouldings. I decided to provide some contrast by applying additional colour to the stone work using enamels. To be honest, the result was a tad bright. A light dusting with Humbrol Smoke weathering powder resulted in a much more subdued appearance, more akin to old stonework and much less alarming. The powder was again sealed with a further dusting of Humbrol Matt Acrylic Varnish.

The only building that was the subject of any modification was the water tower. I needed to raise the water tank to take into account the larger locomotives that in theory it was required to service. Strip wood was placed beneath and the tank raised by a few millimetres, which was just enough. An etched bracket was added to give a bit of a flourish along with a new handle added from the spares box and a bag made from masking tape. All were painted and weathered to blend it in.

The loading dock was made using the Bachmann slate retaining walls, cut down to suit. The deck is 0.040in Plastikard, surfaced with real ash, secured with PVA. The Nissen huts are again from Bachmann, painted and weathered accordingly. The mounting of one hut on a low wall was done to suggest a need for extra space added to the large building, the reasons for this are now forgotten. Crucially, all the structures were pressed into the DAS clay when wet to eliminate the dreaded gap beneath the buildings. Further bedding in was achieved by the use of static grasses and flocks dotted about.

Rolling stock

There are no surprises on the motive power front. 'Sheep Dip', having been built as a playground for 'Pecketts', features a few examples and no doubt there will be more to

Coal is delivered to the store just to the left of the entrance to the engine shed. Clearances are tight and much thought was given to the positioning of these buildings – designed for use with narrow gauge rolling stock – in a standard gauge scenario. It's snug.



LAYOUT FOCUS

Resident 'Pecketts' doze in the evening sun. Both have been weathered with Humbrol weathering powders, sealed, then 'distressed' using a fibre brush and cotton buds to leave them looking tired, but hopefully imbued with some character.



A disreputable looking 7717 shunts some equally disreputable looking mineral wagons. The same palette of weathering powders is used for locomotives, wagons, buildings and track to produce what I hope is a consistent look to the layout.



come. They really are very fine little models and there are some interesting versions scheduled to emerge. All stock is ready-to-run, suitably weathered, again using weathering powders from Humbrol.

Like many layouts, 'Sheep Dip' was built to a deadline. I've no idea why I do it to myself! I'd promised to have something to present at the RMweb members show at

Taunton in April, 2020. I gave myself plenty of time and with a full 12-month notice, started in January 2020. I made it, just, as the subsequent virtual version of the show on RMweb demonstrated.

Overall, I'm very happy with how 'Sheep Dip' has turned out. More thought could have been given to one or two aspects, but it's pretty much as I saw it. Above all, 'Sheep

Dip' is a bit of fun. I hope it demonstrates what may be achieved in a short time, in a small space with readily-available items.

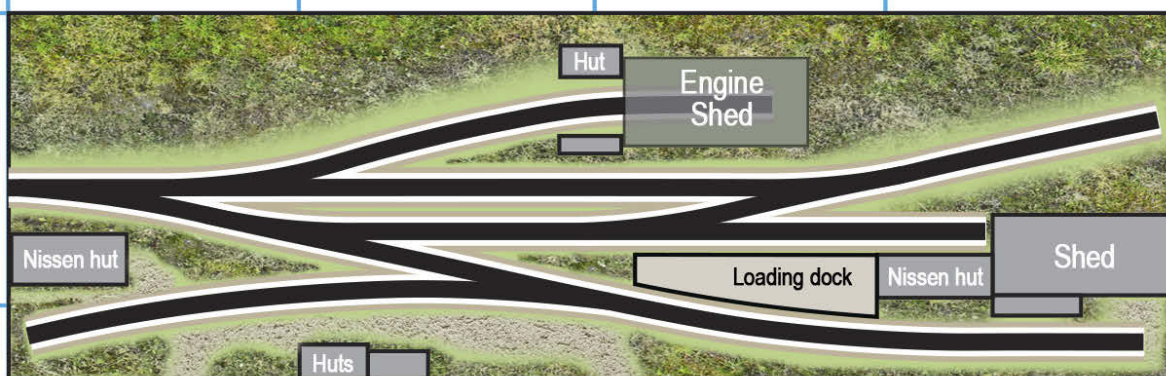
Future thoughts

What's next? Well, there's plenty of scope for adding detail to 'Sheep Dip' and I fancy an archaic brake van of some description to grace the occasional service. However, I've developed a desire to do something in 7mm:1ft scale and the recent acquisition of a 14XX from Dapol has provided the *raison d'être* for a small layout.

So, pause for a while and just transport yourself to the smallest of small wooden platforms in a damp, slightly overgrown corner of Devon early on a fresh autumnal morning, and wait for the daily goods to arrive...

Trackplan

SHEEP DIP





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Factfile

Layout name: Bleat Wharf
Scale/gauge: 4mm:1ft/OO gauge
Size: 7ft x 16in
Era/region: 1950s Western Region Somerset
and Dorset Joint Railway
Location: Somerset

00 gauge

BLEAT WHARF

Known for his previous layout 'Mutton', Rob Gunstone introduces this new compact tribute to the Somerset and Dorset Joint Railway.

Words: Rob Gunstone **Photography:** Andy York



Bath Green Park's 4F, No. 43875, pauses while shunting a couple of 16T mineral wagons. Much use has been made of static grass to suggest a quiet return to nature as weeds and grass poke through the ballast and the yard surface.

LAYOUT FOCUS

Recently transferred to Highbridge, ex-Midland Railway 3F 'Bulldog' No. 43474 arrives at 'Bleat Wharf' with a short freight. Locomotives and wagons are Bachmann ready-to-run and suitably weathered with Humbrol weathering powders.



“Forget motor cars, get rid of anxiety and dream again that ambitious Victorian dream which caused this long railway to be running through deepest, quietest, flattest, remotest, least spoiled Somerset.” So said Sir John Betjemen of the dear old Somerset and Dorset Joint Railway as he travelled across the Somerset levels on the Evercreech Junction to Highbridge branch line. His 1963 TV film, *Branch Line Railway* was part of the inspiration behind my third layout, ‘Bleat Wharf’, which depicts the terminus of a slightly run-down, goods-only branch ‘somewhere close to Highbridge’, sometime in the 1950s.

My interest in the S&DJR goes back a very long time, about forty years in fact. I bought my first book on the S&D with money I had for my fourteenth birthday. I still have that copy of *An English Cross Country Railway* by Ivo Peters, much thumbed but still loved and referred to on a regular basis.

Creating the scene

The construction of ‘Bleat Wharf’ follows my now standard pattern and uses furniture from a well-known Swedish manufacturer as a basis.

The scenic section is a table top measuring 120cm x 40cm x 5cm with a fiddle yard from a TV table measuring 90cm x 26cm x 5cm. These table tops are light, flat and square and I find them ideal baseboards. The scenic section is boxed-in using 9mm MDF.

The trackplan is pretty much the same as my previous layout, ‘Mutton’, with an additional siding for the goods shed. Six small-radius points on the scenic section provide decent enough operational interest. Track is Peco Code 75 Streamline, carefully laid, painted and weathered using Humbrol weathering powders. Once happy with the appearance, the track is ballasted using fine granite ballast, the origin of which is now forgotten. Ballasting has to be my least favourite part of building any layout and for this reason I make a conscious effort not to rush. Tricky to do but time spent at this point will be reflected in the final appearance of the trackwork. I have deliberately left off the buffer stops at one end as I feel this adds to the open feel of the layout. The buffer stop at the other end is a modified Peco item with a wooden beam from strip wood. There are some very fine looking, more prototypical offerings out

there but the Peco items are cheap and easily modified without too much effort. Wiring is as simple as it can be and all points are finger-actuated. Sparks are provided by the now usual Gaugemaster combi.

Scenic touches

The ground cover on ‘Bleat Wharf’ is made using DAS clay laid to the same level as the tops of the sleepers. I find DAS very versatile and some areas have been scribed to represent cobbles, while other areas represent concrete hard standing. The concrete ‘look’ is achieved by first painting the DAS with mid-grey acrylic spray paint before weathering powders are applied and blended until it looks about right. Variation is added to the ‘concrete’ in parts that were scribed to suggest the top layer has eroded to expose the earlier cobbled surface. Some of these cobbles have been removed to further suggest the cobbles themselves are breaking up. I have to say, I found this part of the build to be very satisfying.

Considerable use has been made on ‘Bleat Wharf’ of static grass. To add to the open feel of what is a small layout, I allocated a large area to form a meadow. Layers of static

‘Armstrong’ 4F No. 43875 runs around a couple of ventilated vans and an ex-Southern Railway brake van. It is the mix of stock and infrastructure from the Southern and Midland Regions amongst others that makes modelling the S&DJR so appealing to me.



The brick-built yard office is a ready-to-plant building from Hornby. Woodwork has been repainted to reflect a Southern setting. The building, like all others on the layout has been weathered using the same powders as the locomotives and rolling stock.



grass are added to give height and tonal variation. Various bits and bobs are then added to suggest wild flowers, with flocks and leaves also added at this stage. Quite a bit of static grass has also been added to the track bed to give an impression of the area quietly returning to nature due to decreasing traffic. Further weathering is also carried out at this stage, to blend things together.

Buildings are all from the ready-to-plant ranges from either Bachmann or Hornby.

All are repainted to some degree or another with weathering added using the same powders applied to everything else on the layout. By doing this, I hope the layout and stock has a consistent look to it all with no one item leaping out at the viewer. I am particularly pleased with the combining of the Bachmann Great Central Goods Shed with the Bachmann Pendon Wanborough Barn to produce the main buildings to the rear of the layout.

The goods yard also features a yard crane. This was made by combining a Wills yard crane kit with bits from the scrap box along with the brick base from the Bachmann ground frame used on 'Mutton'. The wooden floor on which the crane sits was made from strip wood, scribed and weathered using pastels and powders. Other details include lamps made from copper tube and paperclips adorned with lamp heads from Wizard Models. These have been modified by removing the white metal glass bowl and replacing with half a glass bead. The loading gauge is made up from lengths of Code 75 Bullhead rail, brass angle and wire. Freelance, but I think it captures the look I was after. Once painted it was weathered and planked in place.

To my mind, one of the peculiarities of the S&D was the mixture of Southern infrastructure with Midland locomotives. Signage is a key element, and those on 'Bleat Wharf' are by courtesy of the excellent etched nickel silver L&SWR signs from Roger Smith. Tricky to paint and weather but well worth the effort in my opinion, especially when a Midland locomotive is alongside.



Rolling stock

Locomotives are from Bachmann and are a variety of ex-Midland Railway or ex-LMS types. A layout representing a backwater of the S&DJR would not be complete without a 3F tender locomotive, or 'Bulldogs' as they were known on the S&D. A 4F or Armstrong also features as does a 3F 'Jinty' or Bagnall. Rule 1 applies to the occasional use of a 1F 0-6-0T which is simply a lovely model. The arrival of the announced Bachmann 1P, another S&D stalwart, is eagerly awaited.

Rolling stock is mostly made up of Bachmann wagons with a few examples from Hornby and Oxford Rail. All have been weathered using powders with the underframes given a dusting of acrylic dark earth from a spray can. I do not possess an airbrush, nor do I intend to buy one. I prefer the medium of weathering powders due in

the main to the ability to blend them and the texture that results. Once satisfied with the finish, all is sealed with a light dusting of acrylic matt varnish. Flicking a soft brush over the metal work afterwards can produce a nice burnished effect that provides further contrast. Tension-lock couplings are retained on all stock, something which some modellers find controversial but again they suit me.

Operation-wise, there is no timetable or card system. I simply make it up as I go along, which is the way I like it. I take my hat off to those who operate to a sequence or use a card system to dictate movements but it is not for me.

What's next?

'Bleat Wharf' is my third small layout in a little under three years. I still have the other

two and have no intention to move any of them on. This does provide a bit of a storage issue at present and moves are afoot to provide a home for them where they can be left set up and ready to operate, along with a small workbench, as well as room to expand.

'Bleat Wharf' needs a few details to finish. Guard rails around the yard crane's plinth, a bit of clutter here and there and a some occupation crossings spring to mind.

And what of the next chapter in the Sheep Chronicles? A return to the London and South Western is likely. I would like to build Lamb Regis, the terminus of the branch where 'Mutton' is the intermediate station. Then again there is also Lambston, which will provide a home for a couple of 'Terriers', and not to forget Eweington Burtle, a junction station on the S&D, and the list goes on...

'Bulldog' No. 43474 pauses before shunting the yard. This view shows the Peco track work sprayed with Dark Earth acrylic spray paint, then weathered using powders.



RAILWAYS WITH WATERWAYS

Railway historian, Clive Baker, explains the shared history of Britain's canals and railways, as he proposes a layout with a canal at its heart.

Words: Clive Baker **Photography:** Clive & Rosemary Baker



A 'hump-back' bridge, typical of those to be found along the canal system. Many examples feature a more rounded arch and are built of brick. Note that the towpath continues under the arch to accommodate passage for the draft horse.



Before the 'Railway Age', a comprehensive canal or 'navigation' network was established throughout Britain.

The first trunk waterway, the Trent & Mersey, was completed in 1770, which linked navigable sections of two rivers – the Trent at Shardlow, Derbyshire with the Mersey at Preston Brook in Cheshire, via the Bridgewater Canal.

Not all towns lay on the route of a trunk canal or navigable river, but would often be connected to the system by a 'branch'. Birmingham, Britain's answer to Venice, flourished as an industrial centre during the canal age as its many factories benefited from being situated adjacent to the city's

intensive canal network.

Not unlike early tramways, the original source of propulsion on the canal network was the horse; known as 'draft' horses. A footpath or 'tow-path' would run along one bank of a canal to facilitate the horse. The tow-path has always been a right of way that continued under bridges, but not through tunnels. They have made canals accessible to walkers and other members of the public.

The demise of the country's canal system can be attributed to the railways offering a faster service to freight and passengers. Though people could be conveyed by barge or narrow boat in what became known as a 'fly', bulk freight was the staple diet for both methods of conveyance.

Canals and railways

Apart from the North Staffordshire Railway (NSR), which amalgamated with the Trent and Mersey Canal Company to become the largest canal owning company in Britain, many railway companies that had acquired a canal, would fill-in that waterway and utilise its route for a new railway line. Clay and finished ceramic pottery numbered amongst the goods transported by the NSR to and from the area of its headquarters at Stoke, so the company retained its navigation interests and invested in them. Clay was bulky and ceramics were prone to breakage, so transit by water offered smoother passage, if slower.

The Shropshire Union Railways and Canals Company was formed in 1846, by

Where heritage railway crosses canal, ex-LNWR 0-8-0 'Super D' hauls its train away from Consall Forge station on the preserved Churnet Valley Railway. The railway line is carried over the canal by a girder bridge, the arch bridge in the foreground bears the towpath.



an amalgamation of several navigations in that county, as well as in Cheshire and Warwickshire. It made a policy to convert all of its canals to railways. Leased to the London & North Western Railway (LNWR) in 1847, due to a lack of funds, the board members were disappointed when that company didn't action the conversions.

Life on water

The beam of a 'narrow-boat' was governed by the width of the locks to be negotiated. This could vary between different navigations, but generally 7ft (2.13m) would be the norm and matches that of the Caldon Canal on which I have based my proposed project.

Canal families or 'boaters' would live in a tiny cabin, often no more than 10ft in length, at the rear of the boat that would generally have a total length of 75ft (22.8m).

Although the two systems worked side by side for many years, the waterways ceased to prosper following WW1. Most commercial carriage ended during the early 1960s, and some trunk canals and many branches had already fallen into disuse. A rail trip into Birmingham along the ex-Midland Railway (MR) line from Derby could be very depressing as the train passed the Warwick and Birmingham Junction Canal at Saltley – green sludgy water with partly-submerged wooden hulks, once the beautifully kept boats and homes of proud canal families.

By the late 1960s, following the birth of the leisure industry, many abandoned canals were being re-instated to satisfy the needs of the modern-day boater.

Apart from the replacement of draft-horses by motorised narrow-boats, the British canal scene changed little from its advent until becoming a tourist attraction, not to mention a source of heritage interest in recent times.

The railway however, during its shorter era developed and changed in many ways, but the infrastructure for the branch-line that I am proposing as a subject changed little, therefore the proposed model could be set in a number of different periods from pre-grouping to modern times.



The project

As the trackplan indicates, the proposed diorama occupies a baseboard measuring 10ft (304.8cm) long by 2ft (60.9cm) deep, without storage sidings. The track layout has been established using Peco large radius point templates, positioned to avoid baseboard joints. The branch line station with two platforms is positioned centre-stage and could be either a through station or terminus if adequate space for a second storage siding is unavailable.

Access to the sidings serving the canal wharf and limekilns is via the passing loop, as is a spur at the opposite end. Due to the position of the point, accessing the sidings and the station platforms are staggered. The advantage of this arrangement is that the platform waiting shelter sited on the platform nearest the viewer doesn't obscure the main station building on the far platform. Because the layout features a small, rural branch-line station, the buildings would be basic with a low profile, hence these items are to the front of the layout. The canal warehouses and limekilns are tall and imposing structures, hence they are more suitable in half-relief, for positioning at the rear of the layout.

Once the plan had been generated, to ensure the layout would function, particularly as the two different systems needed to interact, I opted to create a 3D

virtual model. By preparing this, it became clear that, for the railway to give adequate headroom for a narrow boat to pass under the bridge, the track needed to be elevated. Fortunately, headroom in this situation has always been minimal, so the railway embankment would not need to have too great a height. If canal bank and tow-path are placed at baseboard level, the area of the canal cut out of the baseboard, could be dropped to a lower level to form a canal bed. By dropping that canal bed by about 1cm and elevating the track bed by 3cm, the 4cm clearance achieved that scales in 4mm scale to 10ft would be adequate, allowing for the depth of the bridge beams.

I am aware that not all modellers have access to 3D software, but when preparing such an article for publication, it makes sense to ensure that the plan will work in reality. The render from the virtual model shown in these pages is taken from a viewpoint that shows the entire diorama, but another advantage is that while creating it, the virtual model can be revolved and tilted so that different vistas can be assessed.

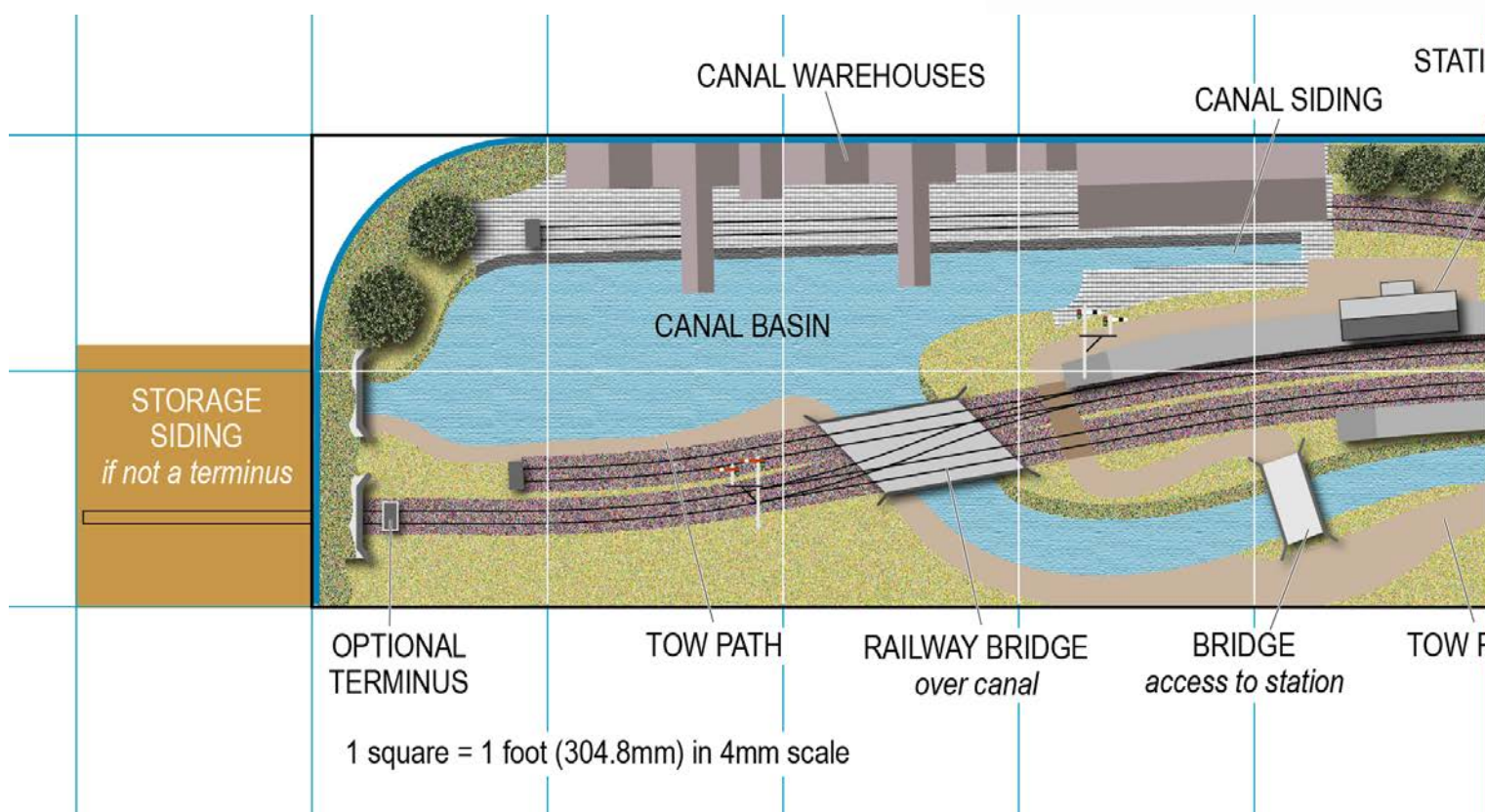
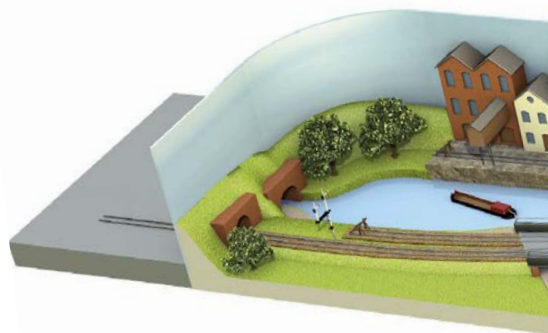
The theme is to capture the impression of a railway and canal passing through a narrow gorge, hence the close proximity of the two transport systems. History dictates that the canal came first and, to some extent, would have defined the path of the railway line. Wherever possible, on level ground, a

canal would have been cut in as straight a line as possible, but the gorge-like situation represented results in a more pleasing, meandering route.

The prototype

The idea for this model is fictitious, but having spent many years enjoying this hobby, I have come to learn that the most effective way to emulate a railway in model form is to base it on a prototype. Some readers may have already spotted a likeness to the intermediate station on the preserved Churnet Valley Railway, namely Consall Forge.

Many say that there is a prototype for everything, but had I suggested cantilevering the platform waiting shelter over a canal,



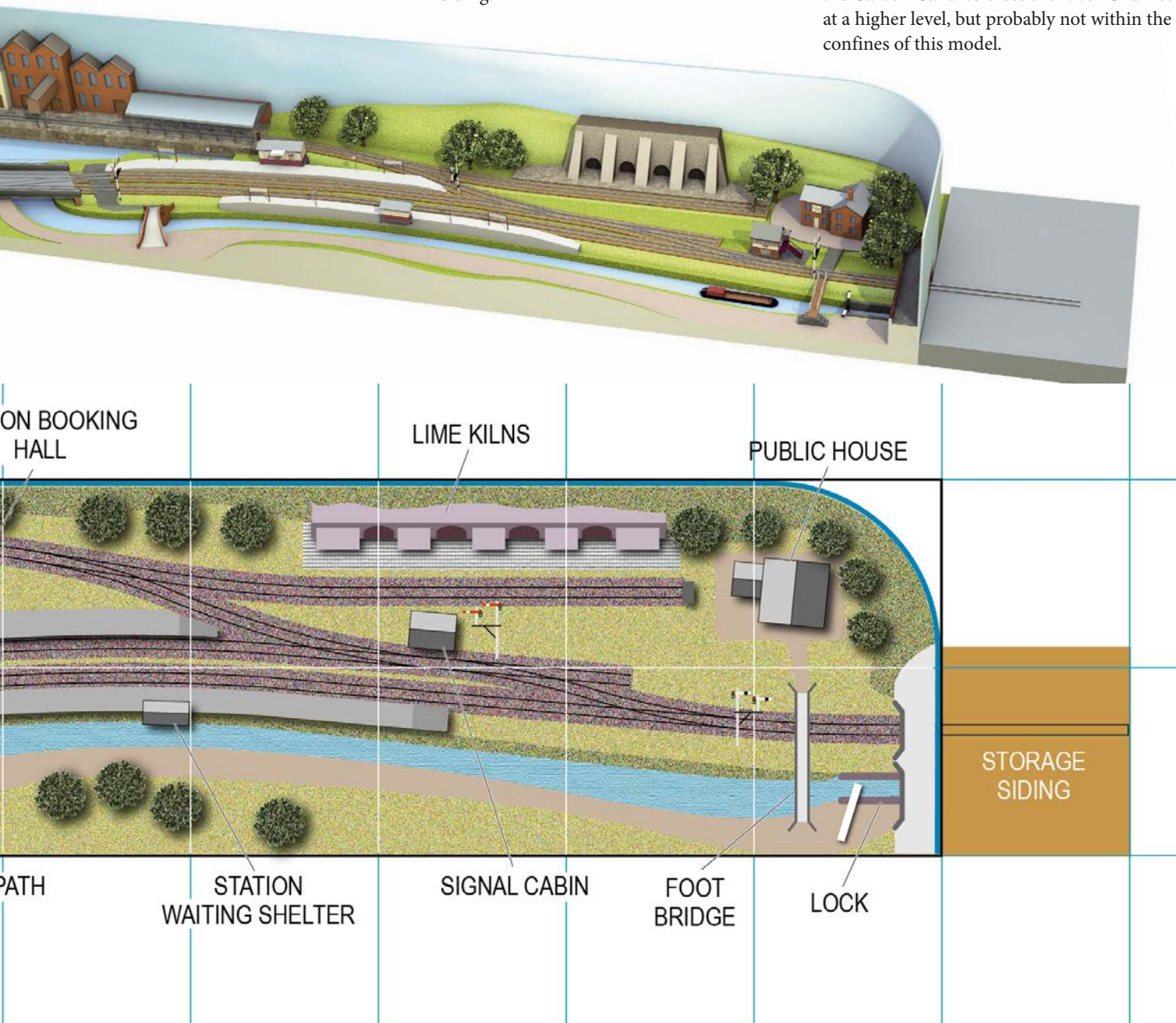
as I have done on this plan, to save space, the critics would have been up in arms. This situation occurs at Consall Forge. Possibly only the North Staffordshire Railway Company, which I have found through research, had a penchant for being economical with space – would have considered taking that action.

The canal that shares the narrow valley of the River Churnet with the railway is the Caldon Canal. Completed in 1779, it is a 17-mile long branch of the Trent & Mersey Navigation, flowing from Etruria Junction to Froghall, deep in the Staffordshire moorlands, where it connected with the now-abandoned Uttoxeter Canal. Water for the canal comes from the River Churnet and Rudyard Lake. Dug as a reservoir to

supply water for the canals, Rudyard became a popular tourist destination in the railway age.

The canal basin included in the plan is fiction, but one siding, installed by the LMS in 1931, branched off the southbound line at a similar position at Consall Forge to the sidings shown on the plan. There are the remains of limekilns and an active public house. Since the decline of industry in this valley, there is now little evidence of habitation to keep a public house in business, but now, in the days of the heritage railway and other attractions close-by, the Black Lion remains open. Road access is almost non-existent and, in earlier years, beer was unloaded into the inn cellar directly from a railway wagon parked in the siding.

Along its route, the Caldon Canal has seventeen locks, one tunnel and three lift bridges. At the point where both canal and railway enter the layout (to the right of the diagram) there is an overbridge bearing a farm track and beneath it a lock, only partly on-stage. A lock beneath a bridge is not uncommon in reality and desirable for this plan as I have intended to create sweeping curves, a feature of both modes, but locks are always straight. Adjacent to the lock is a footbridge that gives access to the inn. The bridge that crosses the canal to approach the station would be based on one of the attractive 'hump-back' structures witnessed at many canal locations. A not uncommon canal feature would be an aqueduct. Not having such a feature, it would be feasible for the Caldon Canal to cross the River Churnet at a higher level, but probably not within the confines of this model.





A short tunnel giving access to Frogall Basin. Frequently found on hilly routes, the tunnel didn't accommodate a tow-path, and the boaters would have to 'leg it'. Laid on their backs on the cabin roof, their feet would push along the tunnel arch.

Buildings

The two station buildings at Consall Forge were both timber structures of basic NSR design, similar to those to be found at rural locations throughout the system. No signal box existed here until preservation days – there being only one set of points, a ground frame sufficed.

When choosing a prototype, I opted for a place and railway with which I am familiar. A Great Western Railway enthusiast could select the Vale of Llangollen, where the railway passes close to navigation, and furnish the station with 'pagoda' style buildings.

I have found that canal/rail interchange points were not very common, but two such locations in hilly terrain would be Cromford and Whaley bridge in Derbyshire. Situated at each end of the original route of the Cromford and High Peak Railway, London North Western Railway (LNWR) style timber buildings, similar to those once found on the Ashbourne/Buxton line, would suit this layout. At Whaley Bridge, the transit shed survives; with a triple gabled roof, two railway sidings would be in line, either side of a central canal basin. At Cromford Wharf,

the engine shed was next to the canal bank.

A similar trans-shipment shed exists at Ellesmere, Shropshire. Although the railway did not reach the canal basin, it would be feasible to invent a branch line from the Cambrian system that served the town to meet the canal. Passing through Welshpool, the Montgomery Canal ran beneath a bridge carrying the Welshpool & Llanfair narrow gauge railway while, in the same place, crossing the Lledan Brook on an aqueduct – three levels. Although no actual canal/rail transfer occurred, there is scope for another angle on this theme.

Many buildings – cottages, warehouses and trans-shipment sheds, all connected with the navigation, have individual architectural character. Many of the survivors have been restored serving as museums, business units and retail outlets, often specialising in canal memorabilia. Research for this project could take the modeller to pleasurable and interesting locations.

Rolling and 'floating' stock

The narrow-boat changed little throughout an almost two hundred year period of commercial usage. With an average beam

of 7ft, a length of 70ft and a capacity for 20T, the vessels were designed to just fit in the locks. Taking a leisurely walk along a tow-path today, you'll find narrow-boats equipped as pleasure craft and cruisers, plus narrow-boats preserved in their original condition. Some remain in commercial use, conveying coal and other fuels to fellow boaters and canal side dwellings, which are remote from vehicular access.

The choice of railway rolling stock will define the period and location selected for the layout. In many cases, buildings and other structures are timeless, but different eras could be replicated by changing locomotives, carriages and wagons.

From my own collection, I could turn the clock to the 1920s or 1930s by running ex-NSR stock – a 'B' Class 2-4-0T locomotive in LMS livery and relevant vehicles, or the early British Railways (BR) period could be represented, by running an ex-Midland Railway (MR) Class 3F, 0-6-0. For later BR days, a first-generation, two-car DMU would be quite at home, and in the current heritage era – any stock, in any livery.

In conclusion

My intention has been to design a simple

layout with the routes of two modes of transport 'flowing' side-by-side through a dramatic moorland landscape. There is space for more sidings or buildings, but I have avoided that temptation so as not to overcrowd, giving each feature enough space to be appreciated.

Based on a heritage site, there is scope to run trains of any era and in a number of appropriate locations.

Although I have selected a rural setting, a more ambitious plan could feature a dense urban situation. On examining the route of the Grand Union and Regent's Canals as they flow through North London, inspiration could be taken from the numerous interchange points that existed as the canals passed close to the city's major stations such as Paddington, Euston, St Pancras, or Kings Cross.

Having produced this article and owning two layouts that include a canal already, I have to confess that I'm tempted to turn this proposed project into reality...

The canal basin at Ellesmere – situated at the end of a short branch from the Shropshire Union Canal – didn't have a rail interchange, but the Cambrian Railway station lay a short distance away. The hand-operated crane, typical of many to be found at a canal wharf, in the foreground, and the warehouse in this image, captured in 2011, remain as part of the town's heritage.



An urban setting showing the basin at Burton upon Trent. Included in this 1970s image are working narrow-boats in front of warehouses once belonging to the North Staffordshire Railway Company. The structure spanning the 'cut' was a store for salt, its location enabling the cargo to be protected from the rain while being loaded. To the photographer's back ran the LNWR line, its builders having taken advantage of the already established route. The mass of concrete to the left carries a dual carriageway built in the late 1960s, where more warehouses once stood.



FERRY MEETS RAILWAY

Ideas for including a ferry of a practical size to complement a model railway.

Words & Photography: Clive Baker



The author's interpretation of a reaction ferry crossing the River Trent as it flows beneath a model based on Drakelow viaduct at Burton upon Trent in LMS days.

Ferries frequently operate in conjunction with a railway and many model layouts include a water feature - whether river, canal or seaside. A ferry can add a secondary interest, creating a transhipment point between railway and waterway, or offer a *raison d'être* for traffic on the layout.

I suppose my fascination for these pontoons, floating bridges or ocean-going ro-ro vessels, stems from a very crude toy marketed by Woolworths during the early 1950s; a time when toys were just becoming available again following WWII. Made of brown Bakelite, it represented an American-style double-ended ferry boat with covered car deck and came complete with four Matchbox Series scale cars, also moulded

from the same brown material. It did actually float and for young boys like me, at that time, it was very much the thing to own.

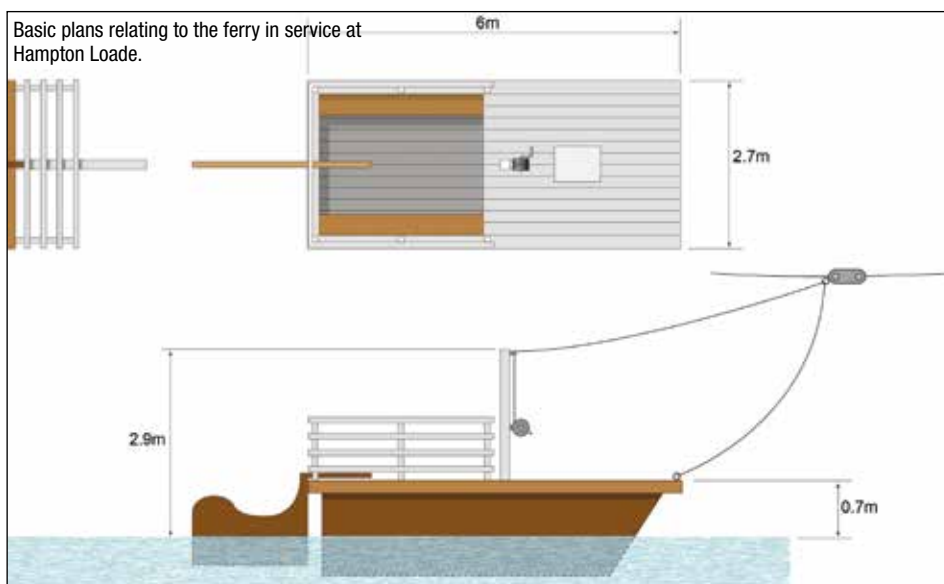


The Cable Reaction ferry:

My own model offering is a cable reaction ferry inspired by the now, sadly defunct, river crossing at Hampton Loade on the River Severn in Shropshire; its existence stretching back to before 1600. During the railway age, it linked the station on the Shrewsbury to Hartlebury line of the Great Western Railway (GWR), completed in 1862, and what is now the Severn Valley Railway, with the village on the opposite bank of the river.

My own layout, 'Little Burton', based on the Midlands town that lies on the River Trent, proved the ideal location to site a ferry similar to the aforementioned. A few miles downstream from Burton upon Trent, the village of Twyford, meaning 'double ford' was served by such a river crossing since 1712. The two posts, one on each bank, to which the cable was anchored, bore witness for many years after the ferry's demise in 1963.

Of timber construction, the vessel in use at Hampton Loade during latter years replicated an earlier craft; produced in the workshops of Blists Hill Museum at nearby Ironbridge in 2004. Its days were to be short



as it now lies derelict by the western landing stage, due to a shortage of volunteer crews.

Approximate dimensions for the simple shape of this prototype were sourced from a website and form a basis for the accompanying diagram. A solid piece of wood cut to shape serves as a core member with appropriate embossed styrene bonded to it.

The two posts, one on each river bank, are two cook's matchsticks, dipped in wood dye and the cable and link wire to the vessel, needlework thread, ferry operator and passengers are by Dapol (originally Airfix), and replicate persons dressed in 1940/1950s attire.

Hampton Loade station presents itself as an ideal subject to model, the entire site being kept in immaculate condition. Whether as an up-to-date replica, featuring a large range of preserved rolling stock, or back in time to the British Railways or Great Western eras, a model of this picturesque through station with passing loop and siding (approached from the north by an over bridge adjacent to a country cottage) would be enhanced by the presence of the ferry either departing or arriving at its landing stage. My vision for this layout would comprise the railway towards the rear of the baseboard at a higher level than the river bank, conforming with the prototype, but it would be practical to reduce the distance between railway and river.

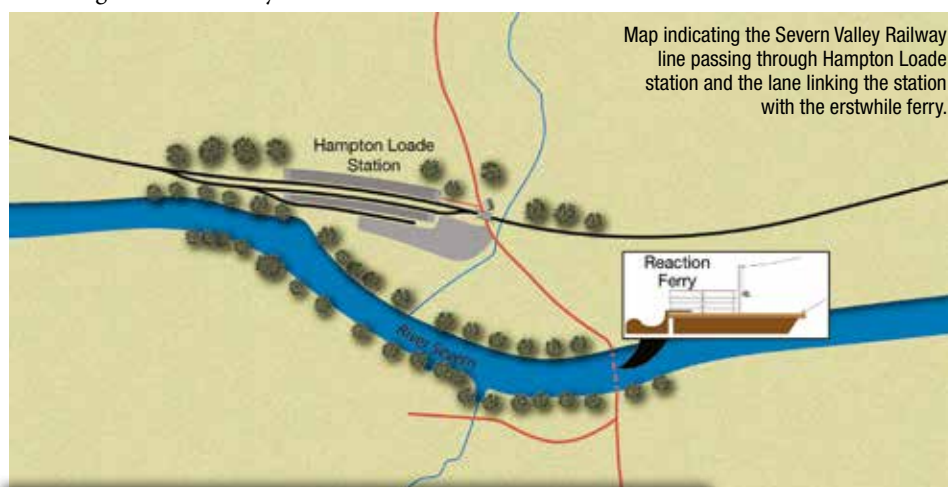
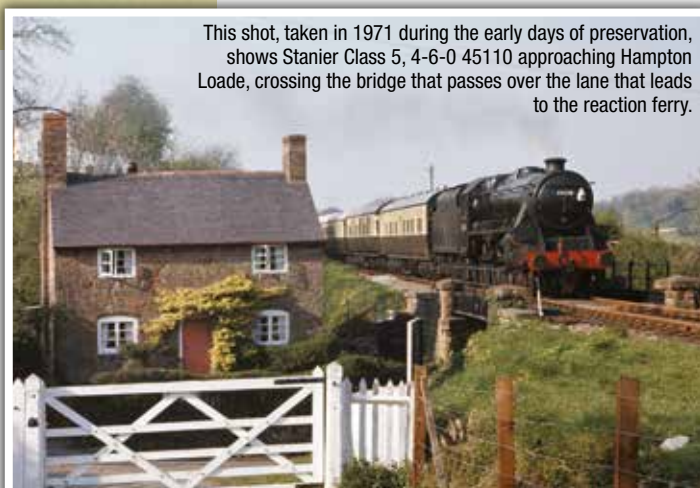


Image captured in 2018 featuring the northbound platform and main station building. The siding is to the rear of the southbound platform, to the right of the picture, from where there is access to the erstwhile ferry. A cast sign once pointing would-be passengers to the river and ferry remains in situ, but with the word 'ferry' obliterated.



This shot, taken in 1971 during the early days of preservation, shows Stanier Class 5, 4-6-0 45110 approaching Hampton Loade, crossing the bridge that passes over the lane that leads to the reaction ferry.

Cable and Paddle

Continuing the practice of using a cable for guidance, a rare combination of both guidance and propulsion could be found serving the River Dart 'Higher Ferry' plying between Dartmouth and Britannia Halt, Kingswear. Since the opening of the railway branch to Kingswear laid to broad gauge standards by the Dartmouth and Torbay Railway in 1864, Dartmouth has held the distinction of having a railway station without track, linked to Kingswear station on the opposite bank of the river by the 'Lower Ferry'.

It is the Higher Ferry, situated further up river that I will feature; guided by two cables and propelled by paddles. The first such vessel entered service in 1920

following the acquisition of the route in 1918 by Philip & Son, a well-established Dartmouth-based builder of vessels for a number of ferry operators. Entering service in 1960, No. 7, the featured vessel, would present quite a quirky scene approaching the eastern slipway, drivers of disembarking vehicles then having to negotiate the level crossing, adjacent to Britannia Halt, a small installation that comprised a basic timber structure with short platform and shelter on the Kingswear branch line, sited between rail and river.

This diesel-electric-powered ferry with accommodation for 15 cars was powered by a 165hp, six-cylinder Dorman Engine, driving a 400V generator that supplied power to the heavy-duty electric motors

driving the paddle wheels. The wire ropes were ex-colliery stock until the late 1980s when these items became difficult to obtain. A new shaped wheelhouse was fitted in January 1999, as a safety feature to give better vision. No. 7 ceased to operate this service in 2009 when replaced by a larger 'floating bridge'; with capacity for 36 cars, the replacement vessel is guided and propelled by cables.

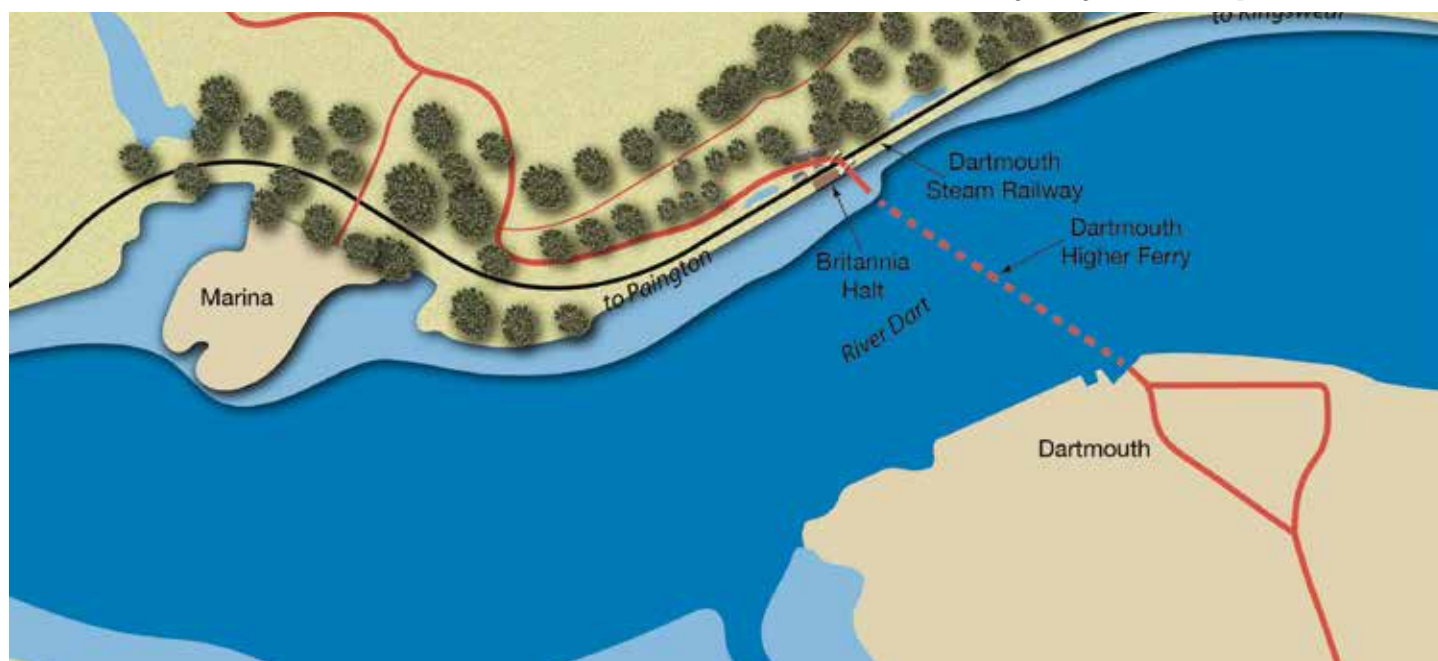
Unfortunately details of dimensions aren't available, but further images of this craft, including the vital side-on shot, are available on some websites. Considering that the vessel had a vehicle capacity for 15 cars and photographic reference indicates a deck with three lanes, i.e. five vehicles per lane, hence taking a car length of 5m, it would be reasonable to assess the length of the hull without ramps to be 25m.

The railway branch line serving Britannia Halt offers tremendous operating scope for the modeller; following the amalgamation of the South Devon Railway with the Great Western Railway in 1876, the line was converted to standard gauge in 1892. Main line expresses could be accommodated at Kingswear, hence larger GWR locomotives such as those of the 'Hall', 'Castle' and 'King' classes regularly worked the route.

During the lifetime of ferry No. 7, it would be feasible to operate trains of the British Railways steam and diesel eras as well as those of the preserved period, now that the line is operated by the Dartmouth Steam Railway. First visiting this region in 1969, I can recall Class 108, two-car Derby Lightweight diesel multiple units, in blue



The 'Higher Ferry' crosses the River Dart in 1982 towards the east bank slipway and the level crossing where the then Torbay Steam Railway trains passed. Propelled by paddles, the vessel was guided by two cables, normally used for colliery winding gear, stretched across the river.



Map showing the River Dart and the position of the Higher Ferry and its proximity to Britannia Halt and the Great Western and later Torbay/Dartmouth Steam Railway.

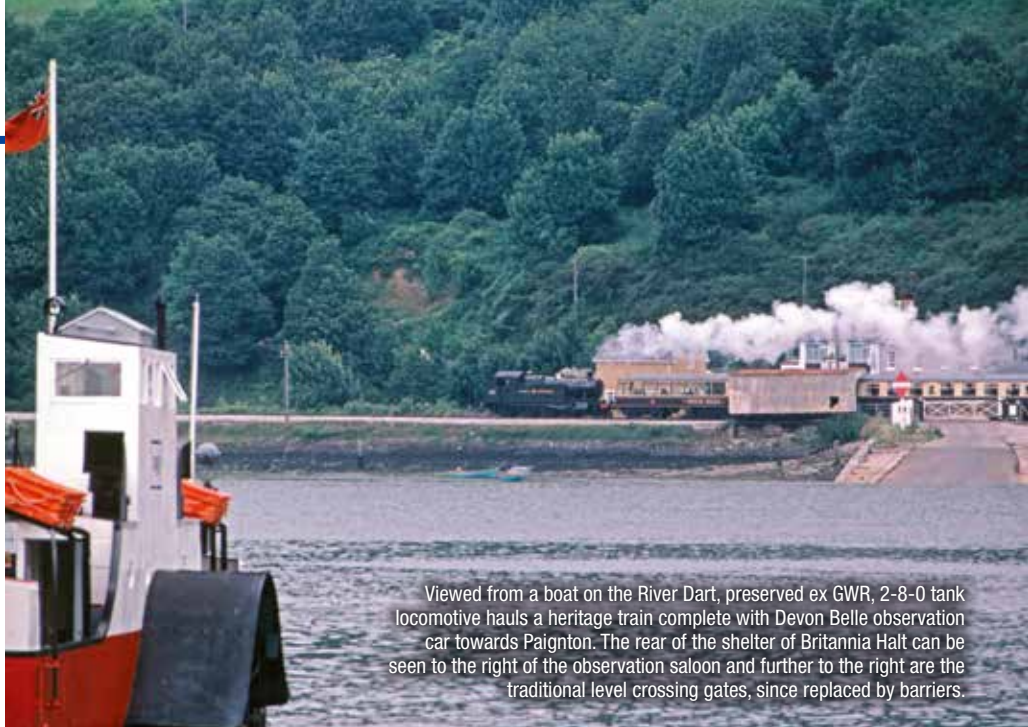
livery, working local services to and from Paignton. For the opening season of the Torbay Steam Railway in 1973, the line hosted No. 4472 *Flying Scotsman*, fresh from Derby works, following its rescue from the United States.

No. 7's forbear, a vessel completed in 1920 from the same yard with similar mechanism, worked alongside the Kingswear branch during the busiest period of its existence. The months prior to D-day witnessed Sherman tanks negotiating the narrow road to the slipway for loading on to landing craft in readiness for a voyage to Utah Beach, Normandy.

The accompanying photograph gives an excellent impression of how a model could be presented; with No. 7 moored at the slipway to which it is heading, the simple waiting shelter of Britannia Halt to the left of the level crossing, the cottages forming low relief with the majestic Devonshire hills forming a panorama, a fine setting for running a vast range of rolling stock could be created. Applying a little modeller's licence, the presence of military landing craft and armoured vehicles could set the scene for another increasingly popular war-time model.

Crossing the Kyles of Lochalsh and Bute

Replicating ferry-boats need not be the onerous task sometimes associated with marine modelling as compound curves do not always apply. Just like the punt-shaped craft at Hampton Loade featured straight lines, other ferries bore similarities. One such example is the 64T gross twin screw motor vessel *Broadford*. As its name



Viewed from a boat on the River Dart, preserved ex GWR, 2-8-0 tank locomotive hauls a heritage train complete with Devon Belle observation car towards Paignton. The rear of the shelter of Britannia Halt can be seen to the right of the observation saloon and further to the right are the traditional level crossing gates, since replaced by barriers.

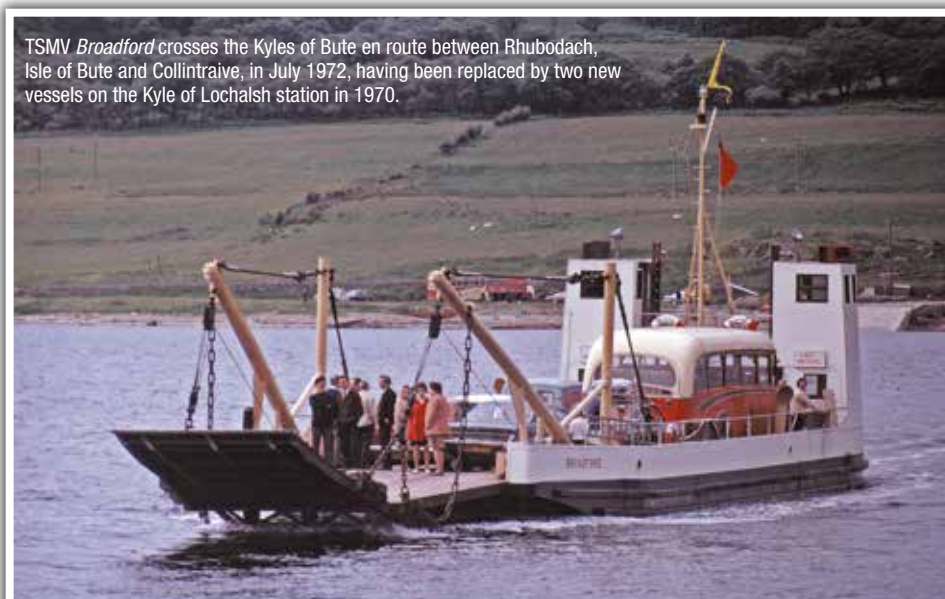
suggests, its original station took it to Kyle of Lochalsh where, in partnership with sister vessel *Portree*, it linked that well-documented railway terminus with Kyleakin on the Isle of Skye.

Both built by James Lamont in 1966 as side-loading, turntable ferries for the Caledonian Steam Packet Company, they underwent conversion to bow-loading in 1971. Resembling military landing craft, Broadford's ramp was operated by a series of pulleys rather than hydraulics; the bow shapes follow straight lines above the water line, but are curved at the stern.

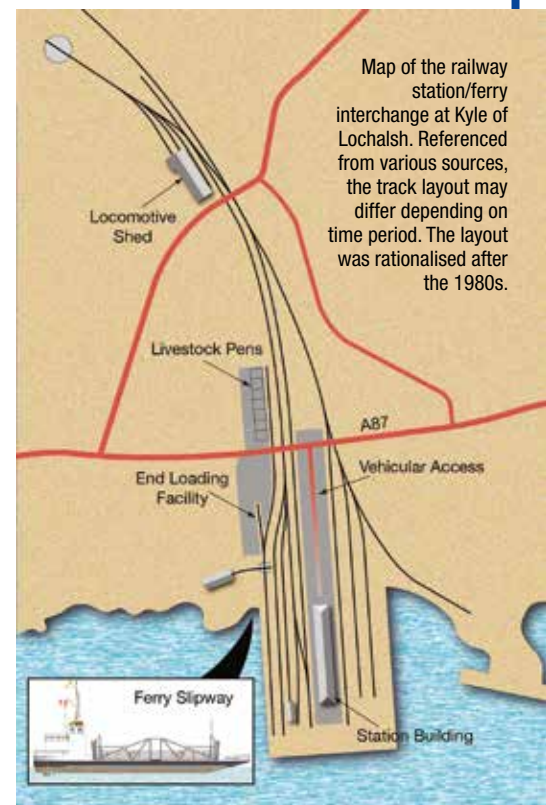
Following replacement by two 'ro-ro' ferries, the two sisters vessels were relegated to serve the crossing between Rhubodach, Isle of Bute and Collintraive where I first witnessed *Broadford* at work in 1972. With a capacity for ten cars or, as the photograph indicates, six cars and a Bedford OB motor coach, a vessel of this size could still be suitable for a larger 4mm scale layout.

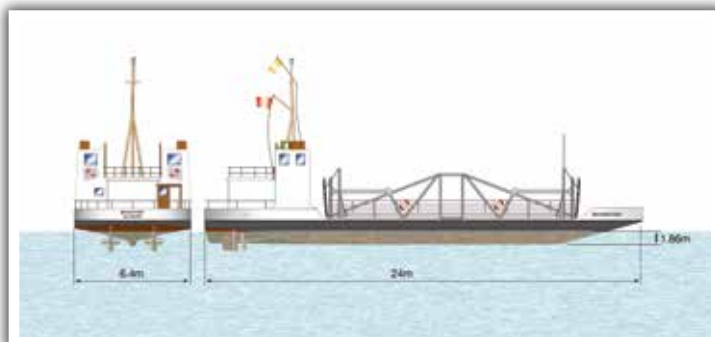
In 1973 the Caledonian Steam Packet Company and its operations on the Clyde estuary, merged with the David MacBrayne company that had for many years served the Highlands, to become Caledonian MacBrayne.

Some years later in the mid 1990s, I re-discovered *Broadford*, bearing the name *Boreford*, tied-up, at Aberdovey pier. Reported as being owned by Divemex Ltd. of Newtown, Powys since 1988, at low tide most of the hull became visible enabling the taking of side-on photographs, from which reasonably accurate elevations could be prepared. The attached plans are of a simplified nature, but hopefully give enough detail for the building of a replica.



TSMV *Broadford* crosses the Kyles of Bute en route between Rhubodach, Isle of Bute and Collintraive, in July 1972, having been replaced by two new vessels on the Kyle of Lochalsh station in 1970.





Simplified side and end elevations of TSMV *Broadford*, based on photographic reference. This diagram indicates the vessel in original condition as a turntable ferry when entering service in 1967. Dimensions are taken from a comprehensive website.

While in service linking the rail terminal of Kyle of Lochalsh with Kyleakin, Isle of Skye, *Broadford* operated as a Turntable ferry, in as-built condition. Prior to moving to the Bute station, it underwent conversion to bow-loading, the condition indicated in the photograph. Presently there remains only one turntable ferry; manually-operated, the Glenelg ferry crosses the Kylerhea straits to Skye. The revolving car deck, a bridge-like structure, would remain in line with the hull during passage and be swivelled by crew members to accommodate side-loading and unloading on to a slipway.

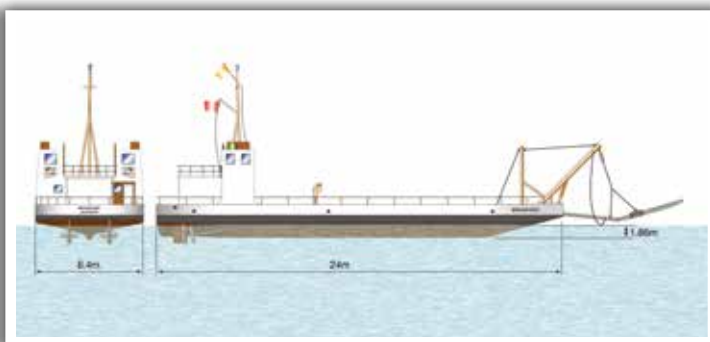
Commencing service at the Kyle in 1967, *Broadford* would have missed the steam era when ex-LMS Stanier Class 5, 4-6-0s, having succeeded the Highland Railway 'Clan Goods', 4-6-0s, had provided the staple motive power on the 63-mile Highland Railway route from Dingwell, opened in 1897. Although the BR blue era had begun, I recall that during my first visit to the Highlands in 1967, green diesel locomotives hauling maroon coaching stock survived.

Before the end of *Broadford's* short stay at the Kyle, by 1970 the later blue livery would have spread northwards. My own

impression when travelling to this far-flung terminus in 1984 portrayed a rail/sea interchange in decline, its remaining merit being the dramatic backcloth of the Isle of Skye. *Broadford's* two replacements, larger ro-ro vessels, continued to link Skye with the mainland, but their successor loomed in the shape of a road bridge to be opened in 1995. The Caledonian MacBrayne steamer service to the Outer Hebridean islands of Harris and Lewis, which once created much business for the rail route, no longer docked at Kyle of Lochalsh, having moved northwards to Ullapool in 1972.

Looking from the A87 road bridge, the stand point for the accompanying photograph, the track layout to the north of the road access ramp can be noted, the various sidings having once accommodated goods for transhipment to the Hebridean-bound steamer. Closer to the bridge, sidings tail back to an end-loading dock and livestock platform. Behind the camera, on the landward side of the road bridge, a line led to the engine shed and turntable, whilst to the south of the ramp, further sidings served another quay.

The photograph also shows the Class



Simplified side and end elevations of TSMV *Broadford*, based on photographic reference. This diagram indicates the vessel following conversion to bow-loading circa 1970. Dimensions are taken from a comprehensive website.

26 Bo-Bo that had hauled my train of four carriages, three BR Mk. 1 types and an XP64, when I made my visit in 1984. Many of the Class 26s, along with Class 27s allocated to Scottish depots from 1960, would have been concurrent with *Broadford's* time at the Kyle. During my outward journey, the train passed the Inverness-bound working at Archnasheen; comprising both passenger and goods stock, a familiar formation on the Highland lines, this train was hauled by a Class 37, a type rapidly taking over operations in this region.

Today the original station building survives served by a minimalised track layout, mainly for the benefit of tourists who appreciate the spectacular scenery en route. Since the 1990s, as the Class 37s disappeared, the ubiquitous Class 158 diesel multiple units handle all of the thrice-daily services. Reports state that some Class 156

Captured in May 1984 at Kyle of Lochalsh, a Class 26 is being prepared to haul the afternoon return working to Inverness via Dingwell. Viewed from the road over-bridge, the layout of sidings serving the northern quay where the MacBrayne mail steamer for the Outer Hebrides would be moored can be identified. Livestock and end-loading docks are in the immediate foreground, out of sight.



units have operated on the Kyle Road in past years.

My vision for a model of this quite extensive rail/dockside complex featuring TSMV *Broadford* would be to utilise the road bridge as a scenic break with the northern quay in the foreground and the Kyle and Skye mountains as a backcloth. The period would have to be during the late-1960s when a mix of green- or blue-liveried motive power could operate, and the track layout surviving in my photograph remained. Due to the Outer Hebridean mail boat service still in operation, a variety of traffic could be operated, but motive power would be limited.

Due to the scenic nature of this route, special heritage steam and diesel tours have included the Kyle Line. Stanier Class 5s have returned to the route, one in the shape of 45407 hauling the *Great Britain VI* in 2013 and in June, 2019 a West Coast Railways' Class 47 arrived at the terminus.

Pier Railway and Ferry

I hope these three ferry situations have given the reader some ideas for a new layout or addition to an existing one but, before signing-off, I will throw a rather unusual prototype into the arena.

Whilst exhibiting recently, I encountered a model featuring the pier railway at Southend-on-Sea. Set in the post WWII



Hythe Pier Head Station, the train is waiting to collect passengers who have disembarked from the ferry *Hotspur IV*.

era, cars built by AC Motors traversed the simple third rail electric system. Having this article in mind, I couldn't help but recall a number of visits I had made to Hythe in Hampshire. Situated on the west side of Southampton Water, this small town is linked to Southampton by a ferry, but to board that ferry, one must traverse the 640m long pier. What better way to do that than by the oldest continuously operating public pier railway in the world – the Hythe Pier

Railway.

Strictly a project for the scratch-builder, this 2ft narrow gauge line, built in 1909, is still traversed by the original rolling stock, taking one on a trip back in time as the latest cruise liners and cargo vessels sail by.

I will not enter into too much detail at this point, as this could be a layout idea for the future, but will just offer a couple of images to whet the appetite.

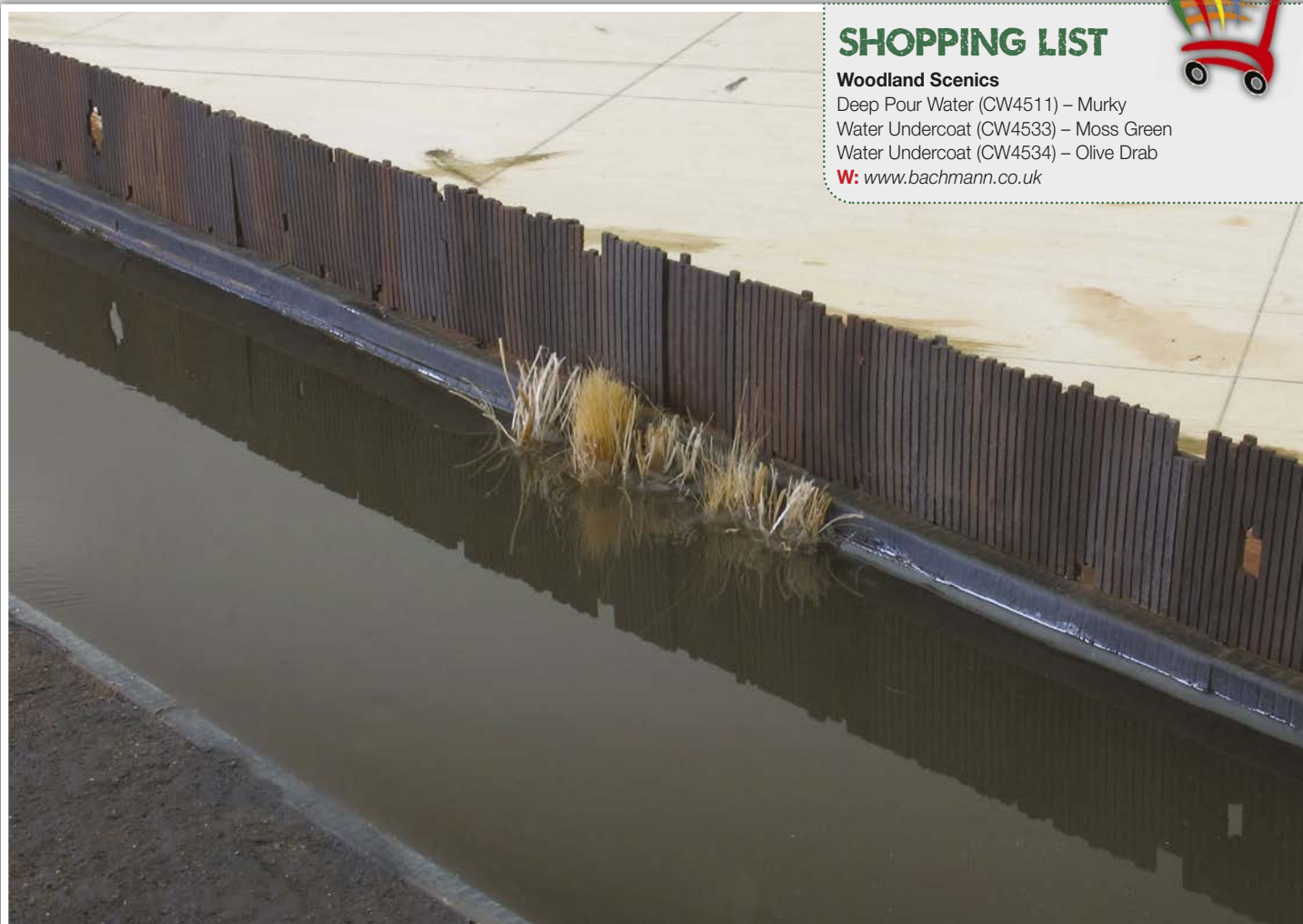


The train comprising 1909 rolling stock departs from the pier head station to traverse the 640m long pier to the town end terminus.

HOW TO... BUILD A CANAL

Words & photography: Phil Parker

When it comes to providing a waterway for your layout, Phil shows how everyone can be a navy.



SHOPPING LIST

Woodland Scenics

Deep Pour Water (CW4511) – Murky
Water Undercoat (CW4533) – Moss Green
Water Undercoat (CW4534) – Olive Drab

W: www.bachmann.co.uk



Canals and railways have been competitors and bedfellows for many years. Waterways might be an attractive feature on a layout, but how do you produce something that looks realistic without flooding the railway room?

Real water is out for a start. Constructing a waterproof basin is difficult enough, but when your canal crosses a baseboard joint, it's almost impossible. A far better option is to use a resin that will set hard, but still offer the reflections of the real thing and provide an illusion of depth.

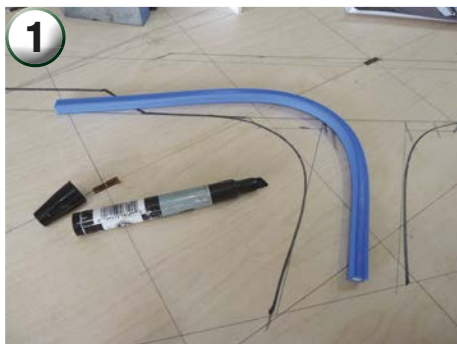
The trick is to understand that, while water is transparent, the sort of industrial sites we model aren't known for sunshine and beaches to make it appear blue. Generally, water for model railways needs to be brown and muddy. If you don't fancy going for a swim in it, then you've got it about right.

Resins are smelly chemicals that need to be used in a well-ventilated room. I'm going to use something from Woodland Scenics' water system. It's not as pungent as other brands, but still contains an epoxy resin, so I

keep the windows open while using it.

There is a handy volume estimator on the Woodland Scenics website. My canal is based on the Worcester and Birmingham, so varies between a scale of 7ft and 14ft wide. It's 1cm deep and 165cm long – the computer said two packs would be required. If you aren't sure, it's possible to pour a thin layer and add more if you've under-ordered.

Remember, water never gets dusty, so make sure you polish regularly. A can of wax polish and a duster should be part of the essential exhibition kit.



Start by drawing out the canal with a marker. For the bends, a flexible curve from the stationers is very handy to keep both banks the same shape. It's worth leaving the board for a few days and looking at it with fresh eyes to ensure the shape is pleasing.



Using a jigsaw, I cut the base of the canal out. The blade has been shortened by cutting it with a file, so it doesn't cut through the under-board strengtheners too deeply.



Each cutout piece is cut again to fit between the supports under the board, giving me a 9mm deep canal, perfect for 4mm:1ft scale. I seal the edges with DIY store wall filler to keep the resin that will be used later in the canal, and not on the floor.



Looking at the prototype, the banks are made of brick, quite a common feature of inner-city canals. Where the waterway passes under bridges, stone blocks are used.



With several feet of bank to model, I tried a few methods to produce the brickwork. In the end, Slater's embossed Plastikard is used for the wall and scribed 1mm thick cardboard is bent over for the top edge. Once dry, they are painted with Revell No. 9 (Anthracite Grey) before being dry-brushed with Humbrol No. 246 (Grauviolett).



You'll be surprised to learn that the West Midlands' canal water isn't bright, sparkling blue. Over a fresh brown emulsion base, I'm using Olive Drab and Moss Green from the Woodland Scenics water undercoat range. They are overpainted on top of each other while still wet to avoid too consistent a colour.



The canal will be filled with the Deep Pour system from Woodland Scenics – a two-part resin that is available in clear or murky flavours. I've chosen murky as it will hide the lack of depth in the waterway. The base and activator are mixed in a 2:1 ratio and remain liquid for around 20 minutes before drying fully in 24 hours.



In the baseboard joint, I wedge a piece of clear plastic from some packaging to keep the required gap. I'll need to ensure both sides of the canal are the same height and clear plastic makes this easier to see.



At the end, more plastic plus copious amounts of gaffer tape. For an effective seal, I run PVA glue around the edges. This will dry clear so you won't see it on the finished model.



After five minutes of mixing, the resin is poured along the canal. Although it will self-level, I push the liquid into all the edges and corners using the mixing stick. Deep Pour can be used for up to 12mm depth in a single pour, but I'm going to use two thinner layers to make matching depths at the baseboard joint easier.



After a few hours, the first layer starts to dry but is still soft enough to push some reeds from the Woodland Scenics range in along the banks. I'll give these a haircut once the second layer of resin is dry – it's easier to plant long reeds than short ones. Water complete!



Factfile

Layout name: Coton-on-Dove
Scale/gauge: 4mm:1ft scale / EM and OO9
Size: 1.2m x 0.5m
Era/region: 1920s/1930s LMS
Location: Fictitious, Derbyshire
Layout type: End-to-end

A busy time at 'Coton-on-Dove' as an ex-NSR 'B' Class 2-4-0T prepares to shunt wagons loaded with alabaster, as an ex-MR 0-4-4T locomotive leaves for Tutbury with the branch auto-train.

COTON-ON-DOVE

Clive Baker turned to his interests in the former industrial railways of North Staffordshire in creating this entertaining model for the exhibition circuit.

Words: Clive Baker Photography: Andy York

A quick to set-up, compact exhibition layout that offers diversity of operation, gauges and rolling stock.

This mission statement was formulated 10 years ago when I originally conceived the idea for 'Coton-on-Dove' which, at the time of writing, is packed in the Ford B Max, ready to be assembled for yet another session in front of the public.

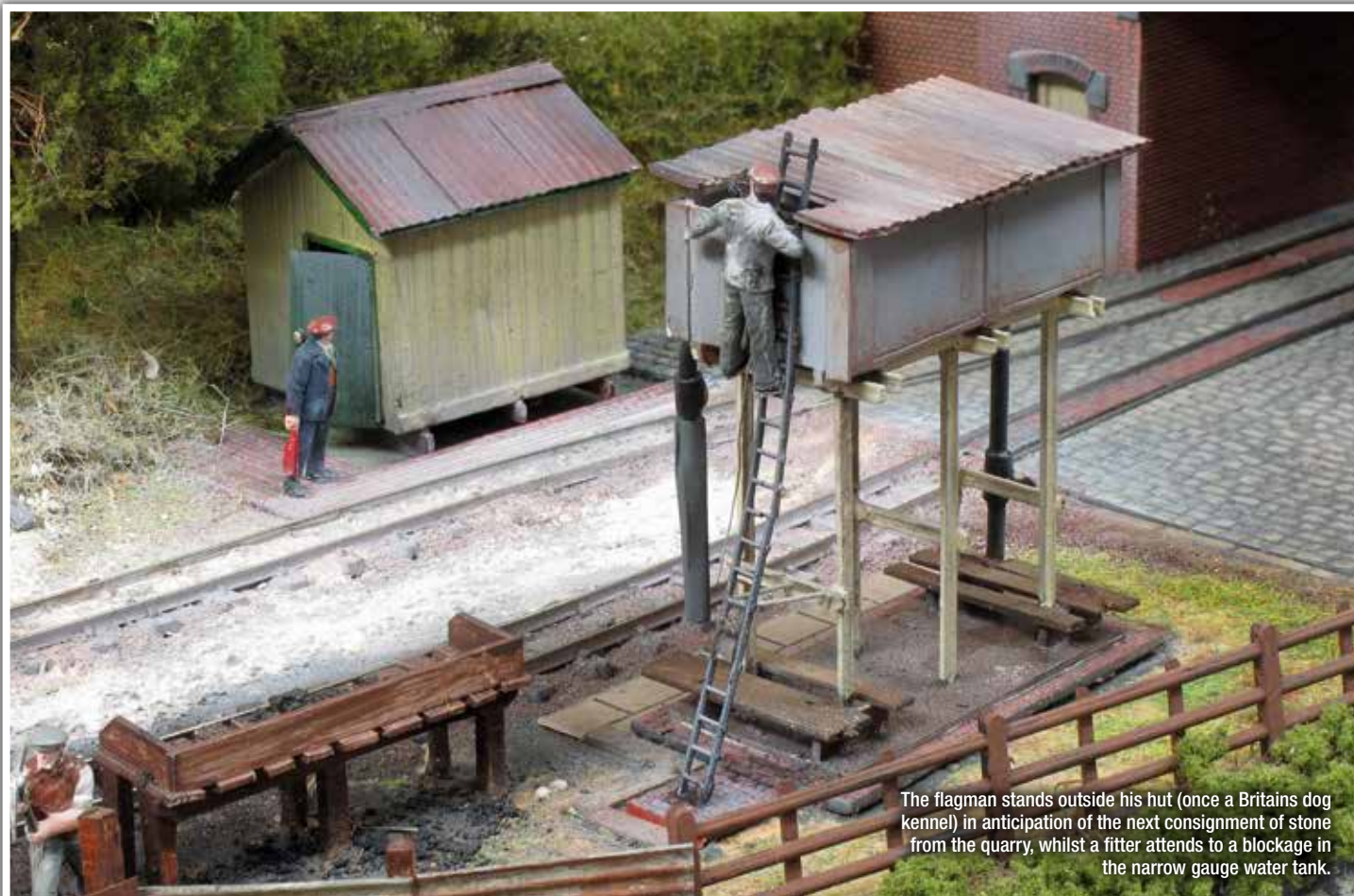
Following the re-creation of an actual North Staffordshire station in which every detail had to be as correct to prototype as possible, I felt it time to take a more imaginative approach to my modelling, but utilise some of the reference accrued during that earlier project, as well as resurrect some narrow gauge items that had not seen service since the late-1960s.

During my school days I became fascinated by the mining and transit of gypsum rock/alabaster in the valley of the River Dove, close to my home. In reality, the large pieces of rock were carried from the mine operated by J. C. Staton and Co. at Fauld, situated close to the village of Coton in the Clay, by the 3ft gauge Scropton tramway across the River Dove to Scropton; a main line station once on the North Staffordshire Railway (NSR), later LMS, line that still links Derby with Uttoxeter. Transferred to standard gauge wagons, the rock continued its journey to Tutbury South Yard before finally being hauled back across the river into Staton's 18th century mill for crushing into cement or plaster (see BRM July 2019).

How could one condense these activities into a model layout to be assembled on a baseboard, donated by a friend and measuring 1.2m x 0.5m? Some geographical manipulation would be required together with licence in gauge...

Traffic on the narrow gauge tramway enters from the rear right, at an elevated level, bearing freshly cut stone. After running round its train, the locomotive hauls the wagons down the 'Z' incline to the lower level, where the standard gauge train has arrived from Scropton, in readiness for the onward journey to the crushing plant, which is imagined to be somewhere offstage.

The standard gauge branch train enters front right passing under a road bridge, the run-round loop returning the locomotive to



The flagman stands outside his hut (once a Britains dog kennel) in anticipation of the next consignment of stone from the quarry, whilst a fitter attends to a blockage in the narrow gauge water tank.

the storage siding by way of the bridge. Both narrow gauge and standard gauge wagons are shunted into a transit shed situated front left where the pieces of gypsum are actually transferred from tramway to standard gauge backstage away from public viewing.

To add interest, the Uttoxeter Canal once linked that town with the Caldon Canal at Froghall until 1845, when it was filled-in to make way for the Churnet Valley railway line. It was re-instated for the benefit of the model and extended to a wharf in the foreground alongside the Coton rail interchange.

By incorporating a switchback, a narrow

gauge run of about 3m has been achieved. The standard gauge can only boast a run no longer than the baseboard; having just one set of points forming one end of a run-round loop; further point-work must be imagined.

I tend to use theatre terminology because on one occasion, while the layout was assembled at home for the purpose of pre-show testing, a friend whose occupation is treading the boards, requested a private viewing; immediately likening 'Coton' to a stage set – he considered the cast to be trains rather than actors. I couldn't help but agree as the frontispiece that bears the layout's

name and images of prototypes that have inspired 'Coton', as well as the lighting on the remote side, tends to resemble a theatre proscenium arch.

Permanent Way

The simple standard gauge formation, laid to EM Gauge Society standards, utilises the now unavailable Ratio plastic sleeper bases, supporting Code 75 bullhead rail. The solitary set of points, retrieved from an earlier layout, has been constructed using the plywood sleeper and brass rivet method. Operated by wire in tube, crossing polarity is changed manually by a slide switch



strategically housed in one of the buildings.

Ballast consists of 0.0625in cork underlay with fine granite chippings, spread between the sleepers and chamfered at the edges.

To lay the narrow gauge track, I turned to the storage box, where items of Peco OO9 Crazytrack had been languishing since the late-1960s. The stash included three right-hand dead frog points, the only option available in the Peco range at the time of purchase. Keeping expenditure to the minimum, these units dictated the trackplan for the tramway. So long as the narrow gauge locomotives had adequate facility for current collection, these points gave satisfactory

service, but with the passing of time, the need to replace them with later live frog units has arisen.

Operation is kept simple by the use of push rods extending to the rear of the layout and, as with the standard gauge, slide switches facilitate the change of polarity.

Because of my wish to economise by utilising existing items, compromise had to be accepted when emulating the 3ft gauge Scropton Tramway. The 9mm gauge OO9 track scales to 2ft 3in, the gauge adopted by both the Talylllyn and Corris Railways.

No underlay was considered necessary, fine silver sand being employed as a basic

ballast, with a copious application of genuine gypsum ground to a powder with some weeds to give that work-a-day tramway look.

Buildings

When constructing buildings for previous projects, I had usually employed styrene sheet throughout, but in an attempt to reduce costs by utilising existing supplies, I selected card to provide a basic shell before applying various embossed styrene sheets, brick, stone etc, as a top dressing. I have found that various art boards give a very rigid basis and alleviate warping.

The building with bell tower and clock,



An aerial view of the wharf at 'Coton-on-Dove'. The transfer buildings and canal basin are to the left, the narrow gauge control office and boiler house centre left, the passenger transfer platform lower right and quarry gatehouse/clock tower and cottage top right.

The boiler house supplies steam to the quarry complex; fueled by coal supplied via the standard gauge line, it is then transferred by the narrow gauge system. In the distance is the ruined medieval Tutbury Castle standing bastion over the River Dove valley.

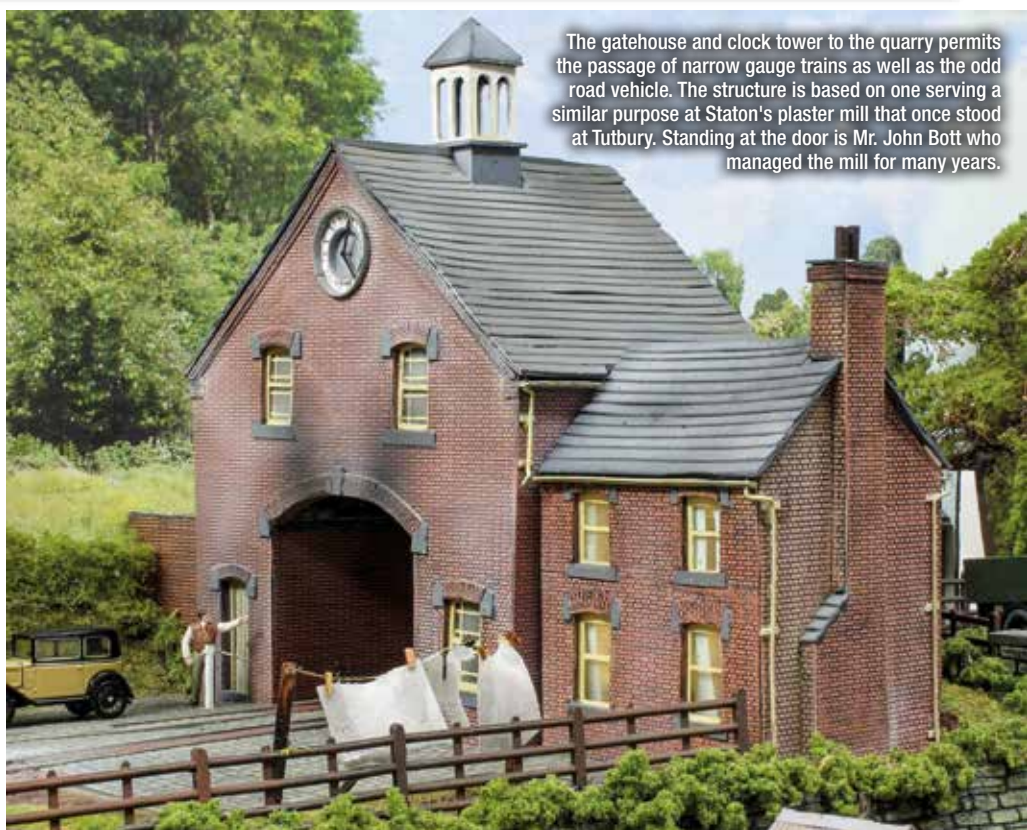


through which the narrow gauge trains pass has been inspired by that at Staton's plaster mill. In reality, a single standard gauge track passed through its archway rather than two narrow gauge lines. The adjoining cottage is freelance, but the carpenter's shop has been inspired by similar structures once found at the plaster mill.

Continuing along the rear high-level track, the narrow gauge train passes a boiler house with adjacent water tank and associated pipework. Not related to the plaster mill, this structure, once found at Worthington's brewery at Burton upon Trent, presented itself as an attractive subject, its open arches allowing a boiler to be modelled within. During operational sessions, the boiler receives its fuel in the shape of coal delivered by the tramway, having been transferred from the standard gauge branch.

The next structure adjacent to the tramway is assumed to be a control office; having the appearance of a Midland Railway signal cabin, minus its lower floor.

The transfer buildings at the left-hand end of the layout take the form of the salt

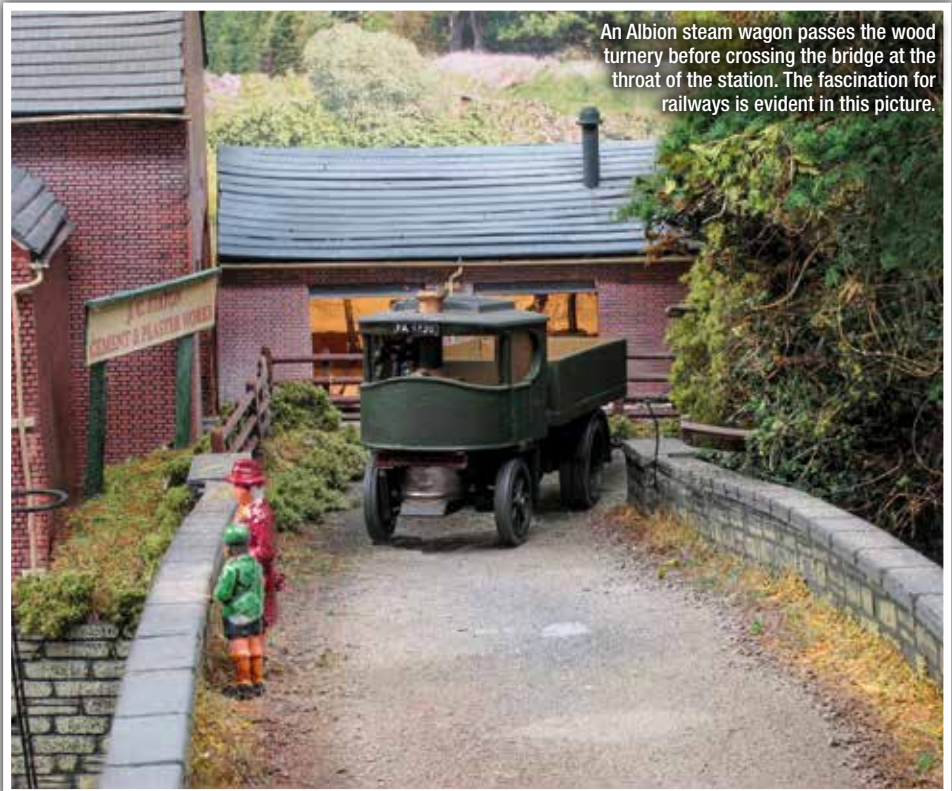


The gatehouse and clock tower to the quarry permits the passage of narrow gauge trains as well as the odd road vehicle. The structure is based on one serving a similar purpose at Staton's plaster mill that once stood at Tutbury. Standing at the door is Mr. John Bott who managed the mill for many years.

warehouses that once graced Horninglow Basin on the Trent and Mersey Canal at Burton upon Trent. Spanning the canal, salt could be loaded directly into these buildings from a narrow boat, protected from the elements. The two tall buildings are open to the operator to facilitate the off-stage transfer of gypsum and coal.

Smaller buildings include a platform shelter; constructed to NSR pattern; it is open on both sides to suit its island platform situation. Locomotive water facilities are individual for each system: The narrow gauge water tank has no particular prototype, being a simple structure produced from styrene and supported by scrap ends of standard gauge rail and tubing, whereas the standard gauge locomotives replenish their tanks from the product of a kit from Mike's Models. The shed opposite the narrow gauge water tank began life as a farm dog kennel from Britains.

Standard gauge trains enter front-right through a bridge inspired by the structure



An Albion steam wagon passes the wood turnery before crossing the bridge at the throat of the station. The fascination for railways is evident in this picture.



Painted in early LMS livery, the ex-NSR 'B' class 2-4-0T, a scratch-built replica, shunts an NSR open wagon, a model built from the Wizard Models range of kits.

adjacent to Alton Towers Station, once served by the NSR Churnet Valley line and frequented by many day trippers visiting the well-known theme park. Some licence has permitted the addition of a second archway to accommodate the narrow gauge line. Although a dead-end, it reminds me of a similar situation at Machynlleth, where the 2ft 3in gauge Corris Railway line passed through a dedicated arch; part of the bridge that carried the main Cambrian line over the main road.

Layout swapping

It is unlikely that a short branch line working to the one 'engine in steam' system would be signalled, but because a number of NSR starter signals form part of the previous layout, I decided that such a unit, borrowed from the other layout, would look effective adjacent to the bridge controlling all departures. Supplied to the NSR by Mackenzie and Holland, these lower-quadrant units were common throughout

the system until replaced by BR upper-quadrant types in the area during 1955.

While 'on the borrow', the cottage adjacent to the archway and the canal office have a more permanent place on yet another of my layouts, that generally stays at home.

Another item that can be found on more than one layout is the canal narrow boat; originally built for a long defunct layout from a Craftline kit. Of balsa wood and printed card construction, this model has been modified by removing some of its tarpaulin to show a cargo of gypsum rocks.

Narrow gauge rolling stock

During the late-1960s, soon after the birth of N gauge, the pattern for 4mm narrow gauge modelling in many cases changed by ceasing to utilise 12mm gauge track (TT) in favour of the emerging 9mm track (N gauge).

Prompted by this new concept known as OO9, I invested in items suitable for the purpose of creating a 2ft gauge tramway.

This diversion proved to be short-lived as

I reverted to standard gauge and ultimately EM gauge standards, so the OO9 models and track lay dormant until the building of 'Coton-on-Dove' commenced.

The OO9 rolling stock available during those early years, mainly imported, followed a continental- or US-outline with a scale of 3.5mm:1ft. One such overseas supplier, Minitrains, produced my first narrow gauge locomotive, an 0-4-0 saddle tank that resembled a USA Baldwin; re-bodied including a boiler fashioned from the centre plastic spool of a 35mm film cassette and various other 'bits and bobs'. The result failed to represent any prototype.

When brought out of slumber, the ex-Baldwin proved to be in a rather sorry state and, apart from its unfavourable wheel arrangement, was going to be an unlikely candidate for working my version of the Scropton tramway.

At the time of 'Coton's' construction, OO9 seemed to have taken a back seat, there being a dearth of suitable products. Ten or



Another consignment of freshly-cut stone arrives from the quarry. The locomotive in steam is an 0-4-2ST modelled closely on the Hughes 'Falcon' type as supplied to the Corris Railway before becoming part of the Talylyn stud. Staff actively breaks down coal to lumps suitable for the small fireboxes of the narrow gauge locomotives.

An unusual event – all three narrow gauge locomotives are on parade. To the right is No. 2; based on locomotives that worked the Scropton Tramway. Built by Bagnall of Stafford, this model runs occasionally on an ancient Minitrains chassis. In the centre is 0-4-2ST 'Falcon' Class, running on a Dapol 14XX chassis. The diesel, No. 5 is based loosely on a standard gauge locomotive with the same number which was the first diesel to join the Worthington brewery fleet in 1939. Its running gear was sourced from a Grafar Class 08, 0-6-0.

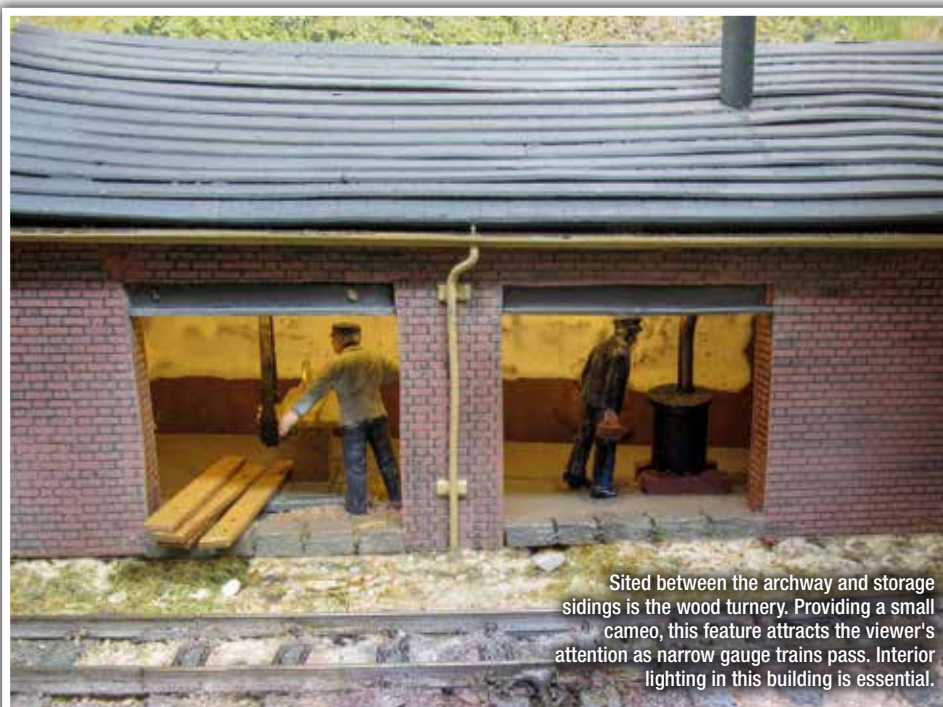


so years later the opposite situation applies.

Help came from Dapol in the shape of an N gauge, GWR 14XX, 0-4-2 chassis having electrical pick-up on all six wheels and at a very reasonable price; with a body fashioned from mainly styrene sheet to resemble a Hughes Falcon class locomotive, based on a drawing of Corris/Talylllyn No. 3, this model has proved to be a most reliable motive power unit.

Originally I intended 'Coton' to make no more than two exhibition appearances, but eventually I decided that the Falcon required some back-up. Having sourced a previously-owned N gauge Grafar Class 08 diesel shunter at a swap-meet, I fashioned a body based on the first diesel locomotive to shunt the Bass brewery system at Burton upon Trent; a rather unusual looking locomotive built in 1939, No. 5's cab retains the appearance of that of a steam locomotive.

Although this engine has six-wheel



Sited between the archway and storage sidings is the wood turnery. Providing a small cameo, this feature attracts the viewer's attention as narrow gauge trains pass. Interior lighting in this building is essential.

pick-up, it fails to match the performance of the Falcon, but does cope very well when ascending the incline with loaded wagons.

Later research into the Scropton Tramway indicated that the motive power on the line included two 0-4-0T locomotives, built by Bagnall of Stafford. The temptation proved too strong – a body had to be fashioned to fit around the ex-Baldwin chassis. Having undergone a thorough clean and fitting of new gears, I am still persevering to achieve reliable operation, its 0-4-0 wheel arrangement should no longer be an issue now that the system has been upgraded with live frog point-work.

Wagons are all Minitrains products from the 1960s; apart from weathering, the only modification is the construction of a brake van body that is mounted onto a flat wagon.

In addition to handling gypsum and coal, the miners are transported daily to and from their work in a bogie saloon of very primitive vintage. Originally I intended to use a Ffestiniog carriage built from a “Mike’s Models” kit, but finding the body too long for operation on the tramway, opted to use only the running gear and built a shorter freelance body from scratch.

Standard gauge rolling stock

Although the date of the preceding prototype model had been originally set in the early British Railways’ era, I had modelled some ex-NSR and LMS rolling stock so that the clock could be turned-back, hence broadening the scope of operations. Known as the ‘heritage stock’, there was little opportunity to run them at exhibitions, so with ‘Coton’ set in the 1930s’ era, it offered an ideal showcase.

The NSR B Class 2-4-0T locomotive could be seen daily operating branch line services in the area where ‘Coton’ is sited. Not available ready-to-run, but at the time of construction, could be sourced in kit form, for reasons of economy, I opted to work from scratch.

The chassis was formed around the specific frames supplied by Alan Gibson, with driving wheels salvaged from a Fowler 4F. The model performs well, powered by a Mashima motor driving through a Branchlines 40:1 ratio gearbox.

The superstructure is mainly fashioned from styrene sheet, mounted on running boards formed from brass sheet of two different thicknesses, thus giving a solid and heavy basis.

Originally No. 1447 wore plain LMS black livery, which I considered correct for the

period, but on over-hearing a conversation between two gentlemen while operating the locomotive at an exhibition who I felt had genuine knowledge, I reacted by re-painting the B Class tank into LMS maroon. Such was the transformation, I immediately held the model in higher regard.

During the early days of operating ‘Coton’, the B Class handled all standard gauge workings including the twice-daily miners’ passenger train. Recently the solitary ex-NSR passenger brake constructed from etched brass sides from by Planit Engineering, and Ratio LNWR bogies, has undergone reconstruction with an elliptical roof profile and converted for push/pull operation to be more in-keeping with a particular prototype that saw service on the Burton/Tutbury local working. The B Class tanks weren’t push/pull fitted, so the need for a suitable replacement locomotive arose.

While rummaging through a box of assorted items on the members’ sales stand at an exhibition on the south coast, I came across a slightly damaged and partially painted brass body for a Midland Railway, Johnson 0-4-4T locomotive. Built from a kit introduced by Craftsman in the late-1970s, I became inspired to give this sad-looking item a new lease of life. The kit had been well constructed and, following minor repairs and the addition of pull and push equipment, received the identical LMS livery to that of the B class, as well as a chassis constructed along similar lines.

Final thoughts

I feel that the objectives of this project have been achieved. It is strictly for exhibition as opposed to home entertainment – an aspect that has surprised some. It has been the recipient of three awards, something that has surprised me. Some visitors raise an eyebrow when I explain that the buildings are not produced from kits but left-overs from other projects.

Recently, while showing another layout, the aforementioned Johnson 0-4-4T was in operation along with another model of the same class, constructed from the same source, but wearing BR livery. One observer commented “I bet you can’t wait for the Bachmann model to be introduced”. I replied “On the contrary, the pleasure and satisfaction I have received from building these two locomotives, particularly for rescuing one from a junk box, far outweighs the pleasure I may receive from owning a ready-to-run model, exquisite as I am sure it would be”.

Not all of the stone leaves the site by rail. The boater steers h laden with crushed material through the archway adjacent to transfer buildings towards Uttoxeter. Based on canal-side wa at Burton upon Trent, the prototypes were erected for the tran salt. The NSR was noted for retaining much of its inherited ca when other railway companies chose to fill them in.



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KEY DETAILS

The Panorama

Among the comments I receive from exhibition visitors, many are with regard to the backcloth; a photographic panorama featuring the Dove Valley. The camera, positioned on a footbridge to the west of Tutbury Station, revealed the river and valley in the foreground backed by the high ground where sits the ruins of Tutbury's medieval castle. The vista is not just recognised at local shows, but also at events further afield.

In preparing the panorama, I digitally manipulated the image by lightening and blurring to give the impression of distance. The buildings and a hedge act as a barrier between the three-dimensional and two-dimensional.

The current backcloth carries an image along the rear only, the two end boards simply painted a very pale flat sky colour. More recently I have turned to printed vinyl banners for later projects, so if I should prepare another backcloth for 'Coton', I would take the vinyl route and curve the material at the two corners. The corners are masked by trees, the trunk and branches on one are from a deceased bonsai tree.



Trackplan



- | | |
|-----------------------------------|-------------------------------|
| 1 Transfer building | 8 Carpenter's shop & forge |
| 2 Control office | 9 Road bridge |
| 3 Boiler house | 10 Station platform shelter |
| 4 Narrow gauge coaling | 11 Crane |
| 5 Narrow gauge water tank | 12 Canal office |
| 6 Blockman's room | 13 Standard gauge water crane |
| 7 Mill entrance & manager's house | 14 Canal warehouse |





Factfile

Layout name: Falahill
Scale/gauge: 2mm:1ft / 1:148 / N
Size: 6ft x 6ft
Era/region: 1960s / Waverley route
Layout type: Continuous loop

FALAHILL

Encouraged by the camaraderie among members of Preston & District MRS, Karl Smith based this project around Stow on the former Waverley route.

Words: Karl Smith **Photography:** Tony Wright



Sulzer Type 2, D5301, pulls away from Stow with a train bound for Edinburgh, while EE Type 1 D8001 shunts the goods shed.

My love of railways began at a very early age. My dad used to take me on a DMU from Preston to Chorley sometimes, and I remember the flying arches on that line as we went by at speed. I also fondly remember seeing Class 40s, 47s, and 25s at Preston and Chorley stations, all in green and some in blue as this was around 1973.

I suppose my first brush with anything in model form was a basic kit of a steam locomotive that I put together to OO gauge standard. There was no motor but the running gear and wheels all turned and I loved it. However, my love of real trainspotting around Preston in the late-1970s and early-1980s collecting locomotive numbers put model railways on the back burner until I went to a model railway show several years later and saw some incredible layouts. It got me thinking that maybe one day, I would love to have a layout myself.

A number of years went by until I finally

joined Preston and District Model Railway Society. I have learned so much and am still in awe of what they know.

The brief conception of 'Falahill' came about when I went to a model show about seven years ago and saw a circular layout called 'The Circle Line', built by Terry Tasker from Southport. It was a double-track modern image layout with overhead catenary on the scenic section. I was very impressed by how it was built and the detail that had gone into such a short space. I spent most of the day with Terry, picking his brains about his layout, he must have been sick of the sight of me!

So, having this idea in my head, I set about thinking of something that would fit the bill. I wanted to base the layout on a real place and was looking for something on the old Waverley line, as I had found out that it had shut on January 6, 1969, which also just happened to be the day I was born. I had always been interested in this line so it was a

case of finding a suitable area of it to model.

On a curve

After much research, I settled on two suitable areas. One was Stobs and the other was Stow, both met the criteria that they were both on a curve (the Waverley route was noted as being on gradients and curves), but Stow just edged it as it had more potential for running in a goods yard and loops. That decision made, I looked at trackplans of the place from around the 1960s, especially the early part of the decade.

The next thing to do was to think about a round baseboard. Having never built a layout before, I banded the idea around the club and had lots of encouragement and support. Mike Eyedmann, a fellow member, had access to a laser cutter for his kitchen fitting company and did the most wonderful job of cutting two separate pieces measuring 6ft x 3ft, making the layout 6ft in diameter when together from any angle.



A lengthy mixed freight rattles under the footbridge of Stow on the down fast from Millerhill to Kingmoor. Steam still holds, for now.

The next step was to brace it, which is a little more difficult because it is round. However, I managed to get that done and build some legs onto the framework that fold into themselves, so making it all in one.

Laying track

I was advised to use captive bolts as they seem to work well and align track if it's laid correctly. Then it was a case of getting the track down. I found the front scenic section very easy as the plan was already there for me from the real thing. The only thing I couldn't get in was an extra loop and siding due to the limitation of the width of the boards and moving the goods shed near to the station. However, as always, this comes down to what space is available.

Condensing layouts is something many modellers face and it was no different for me on this project.

I had decided early on that the layout would be DCC because the wiring seemed

easier for me to understand. I had also seen the flexible benefits when running trains it had over DC, which appealed greatly. I purchased an NCE power cab controller and a slave unit, giving a controller to each track and operator. Once familiar, it has been really good to use.

I wanted the curves to be as gentle as I could get them, and I used Code 55 Flexitrack and managed to get a very pleasing sweeping curve out of it with a nice flow on both up and down main. I also built a camber into the curve that was done by using very fine 3in cork strips cut and placed under one rail of each up and down main, gradually coming to a 0% camber through

the pointwork and tunnels.

When clear of the pointwork on the curve, this was then increased to 2mm and gives a pleasing cant to the trains on the gentle curves. The loop line and sidings were left flat as these tracks are for slow running and shunting. Even the station has a lesser camber on it and I think it shows up well.

The fiddle yard was next and it was agreed that I should go with eight roads because this would give four trains in each direction as a nine- or ten-coach express, or very lengthy freights that ran on this line could be run with no trouble at all.

Rolling stock

I had two nine-coach express trains, one in either direction; the same with long freights. These include an eight-car motor rail train with appropriate vehicles, one pick-up freight, two four- or five-coach stopping passenger trains (one in each direction) and two DMU stopping services. That's plenty of



trains to run, plus a permanent shunter on the yard on the scenic section.

The locomotives that run on the layout are a mixture of steam and diesel. They're Farish or Dapol examples that ran over the line in the 1960s from A1s, A2, A3s, A4s, 'Britannias', B1s, J39s 'Black Fives' and other Standard classes of steam locomotives. The diesels are Classes 20, 24, 26, 37, 40, 45, 47, plus diesel railcars.

I think my favourite locomotive on 'Falahill' would have to be a Class 24 diesel to which I've fitted sound with a small speaker that fits into one of the cab ends. It makes a wonderful Sulzer engine sound. The sound file and speaker were purchased from Digitrains of Lincoln at our own Preston Model Railway Show.

Scenic work

The buildings are a mixture of scratch-built, kits and a second-hand signal box that has been modified slightly. The footbridge is based on the footbridge at Stow. I looked at several pictures and feel it is a very good representation of it. It's a laser-cut wooden kit that I have weathered.

The station platforms are in part Metcalfe platform kits, with quite a few modifications.



A Bathgate to Oxford motorail train with an assortment of vehicles rumbles through Stow. At the helm, Gresley A3 60106 *Flying Fox*. The locomotive would be condemned from New England (34E) on December 26, 1964.



Type 2 power in evidence here as Class 25/26 double head a freight to Millerhill yard, and a Class 24 leaves the tunnel mouth, its destination Kingmoor yard with a rake of four-wheel vans.



A two-car Class 101 DMU halts for the few passengers who use this local Edinburgh-Galashiels commuter train.

The station buildings on both sides of the platforms have been scratch-built for me by Bill Taylor and are probably my favourite thing on the layout.

The semaphore signals are from Dapol; they looked good and work fine on a 9V power supply, but the signal arms are oversized, so I cut them off and replaced them with brass ones that look better.

I cut rough polystyrene to the profile of the curved backscene into the shape I wanted to achieve, and then used Sculptamold mixed with brown emulsion paint. I find this method works best because you don't have to paint the Sculptamold after it has dried. If it cracks, it'll only show a brown earth colour underneath. Once fully dried after a few days, I coated it in sections

with PVA glue and used a static grass applicator with a mixture of 2mm and 4mm grasses in different tones, slowly building the structure up on the hillsides until I was happy with it.

Fixing the fence took time as there was a lot of posts to cut out and paint. I did this by taking an N gauge figure and measuring the length of post when fixed into the scenery against the man. When the post was chest height on the figure, I set it at that and then went about cutting the posts and painting them before fixing them onto the layout. They are just simple 0.75 x 0.75 evergreen strips. I broke a few at the front of the layout and replaced those with brass strip of an equal diameter, which is a lot more durable, so future broken posts will be replaced with

brass ones.

I wanted to create a sparse look as the Waverley route ran through some pretty bleak landscapes, a little bit similar to the Settle and Carlisle line in many ways. After all, it was an extension of that line from Carlisle to Edinburgh until its closure.

Final thoughts

Others at the club have helped me in the construction of this project and without them, I don't think it would have turned out the way it has. My thanks must go to the following people for their help and input into this project - Bill Taylor, Carl Bowden, Les Nerhlich, Mike Eyedmann, and of course Terry Tasker, who is now a good friend.

My plans for the future are to finish 'Falahill' because it needs lighting on the footbridge, signal box, platforms and station buildings, internally and externally, and the goods shed, plus more benches fitting to the platforms. There's also a fence that runs from the platform building to the bridge and a wasteland behind the fence. That area was far from finished when it was first exhibited at the beginning of March this year.

My next attempt at some other project was to be Settle Junction c.1978/84 and that hopefully is going to happen in the near future. It is a nice simple junction, two tracks splitting into four, diverging onto the Settle and Carlisle railway and Carnforth/Morecambe to the west. It will give an interesting amount of movements through the junction both up and down and should consist of around four 4ft boards, giving 16ft of board to hopefully have enough room to get the junction in and not compress it too much.

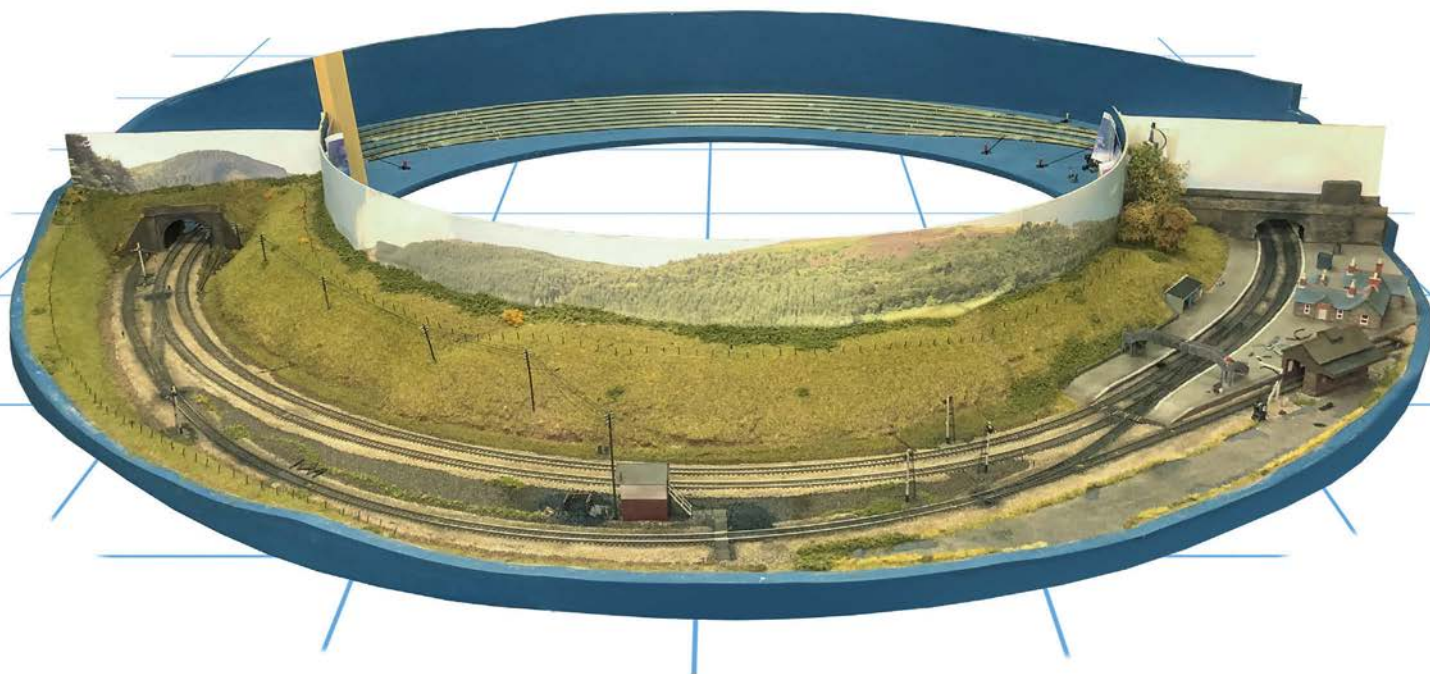
But, the immediate future is one that used to exist at Preston called Ladywell Sidings, a place I used to visit two or three times a week back in the very early-1980s, seeing classes 25, 40, 47 and now and again you would get 31s, 37s and 45s there. I'm busy researching on the internet and hope to produce these on two ironing boards, 'L'-shaped, bolted together. I'm trying to learn from what I've done on 'Falahill' and hopefully put it into good use with 'Ladywell Sidings'.



Telegraph poles

The telegraph lines were an experiment. As a keen angler, I decided to use some fishing line between the poles and chose a suitable thickness and strength, using 3lb breaking strain as I have loads kicking around in my fishing gear. When I glued the first piece on, it looked great but, but as I went on from one post to the next, it got harder to keep the correct droop between the wires as the superglue wasn't holding as it should and I had six lines to attach to each post!

It was a fiddly job that took much longer than I thought and, even now, the compromise is that the wires are too straight and tight. I just couldn't get that droop into them. They also looked almost transparent and, after painting, the lines now look a little over scale, so the jury is still out on the telegraph wires as yet!



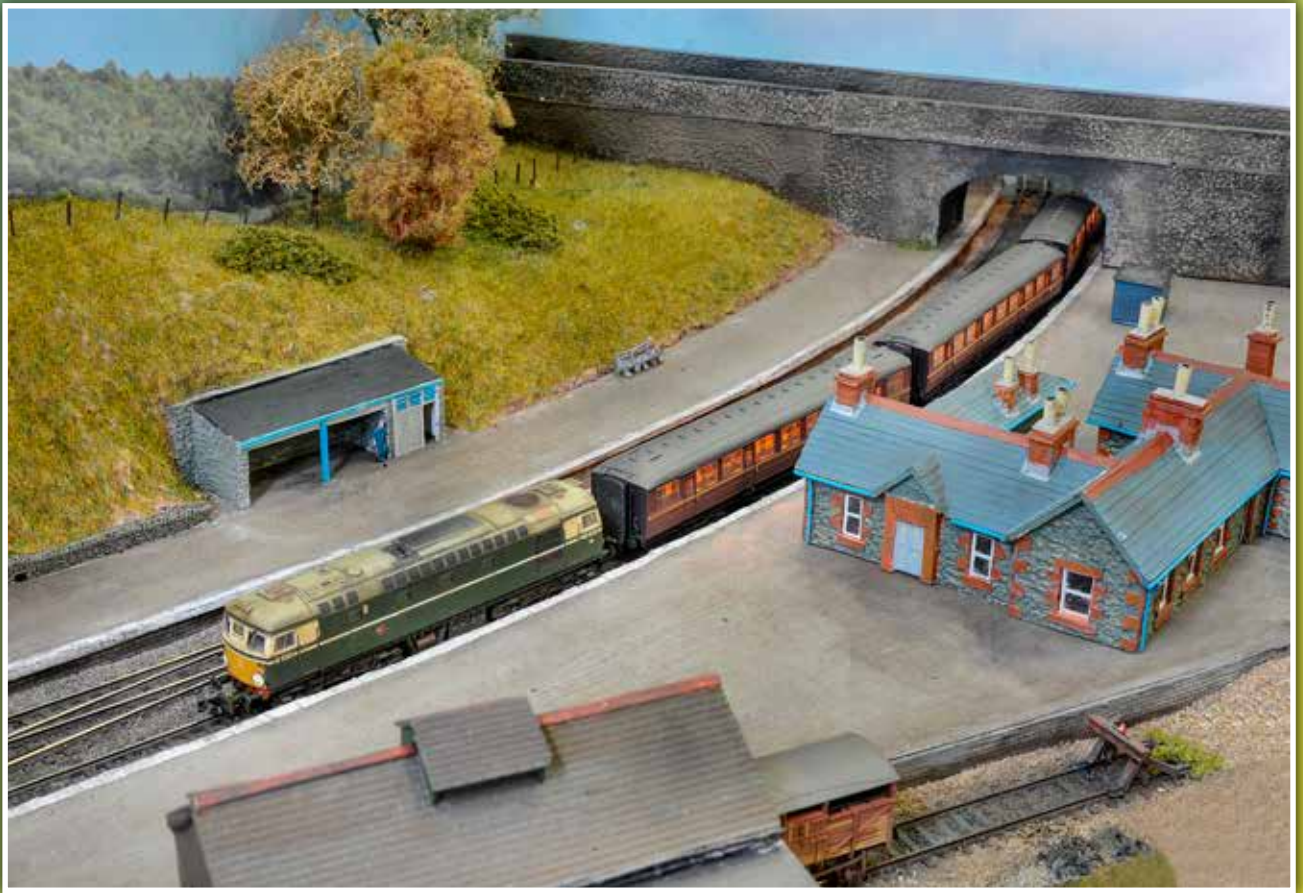
Gresley A4 'Pacific' 60021 emerges from the tunnel mouth on a down express, shattering the peace of the Borders' countryside.





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DEVELOPING THE HUMBLE TRAIN SET

Looking to maximise operational interest of train sets without increasing their footprint, Andy York explores trackplan ideas to supersede the standard oval.

Words and photography: Andy York



Phil Parker enhanced Hornby's Family Fun Project set with scenery and structures. The standard set is well-executed as a first entry into the world of train sets, but from an operational perspective, it doesn't provide enough entertainment value.

The entry of countless modellers into the hobby is the humble train set with an oval of track and, if you are lucky, a point with a short siding. Once the initial enthusiasm of watching a short train race through an imaginary landscape has worn off, the train set will either die or develop. Many return to their boxes and gather dust in the loft. The lucky ones live on to form part of a much more expansive project if the owner's interest grows, but there is a middle ground that sits between the train set and a model of a railway.

Hornby's trackmat and plan books, and our *Guide To Building Your First Layout*, provide further inspiration and stimulus for your next steps. However, the format of a rectangular board can hold its own for longer if it's given a sense of purpose or a theme to promote opportunity and interest.

As Christmas – a time of tinsel and train sets – approaches, it's an ideal time to consider how a lucky train set recipient could build on the format. We've created

three designs to show what could be achieved within the constraints.

The main element of the layout is a board size of 6ft x 3ft 6in, a size more manageable for storage than the 8ft x 4ft often referenced. The smaller size may allow for under-bed storage, or for it to be stored vertically in an average-height room. Two of the designs are adaptable for two joined boards of 6ft x 1ft 9in and the other with two boards of 3ft x 3ft 6in to increase storage opportunities, but it's hoped that the layout could remain intact if the force is strong with the modeller.

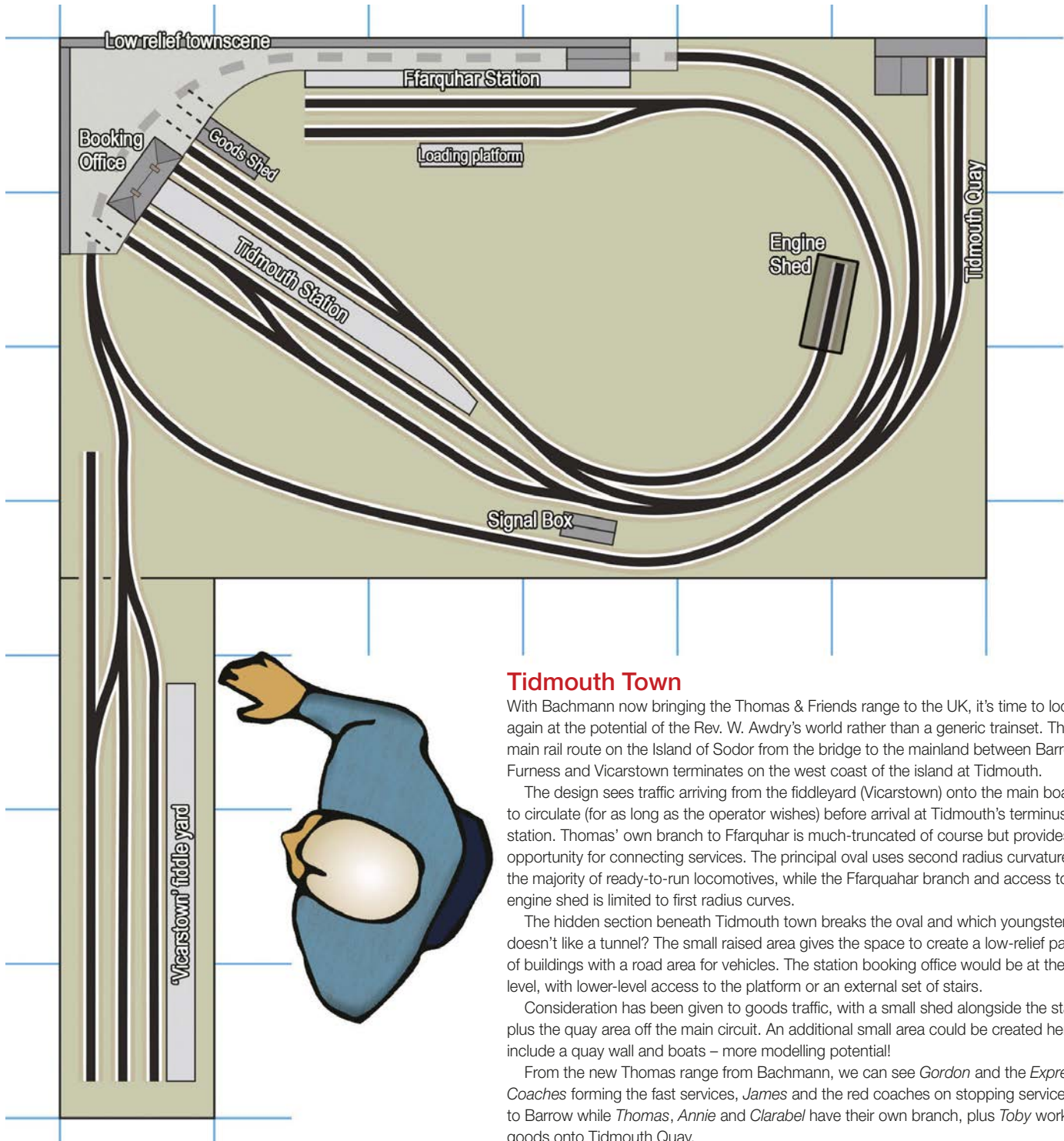
In addition to the main board, each scheme introduces an additional board for a fiddleyard or cassettes, which changes the function and operational interest of the layout substantially. Perhaps this element can be built in a way that it can be easily detached and stored. Phil Parker, in his BRM March 2020 build of the Hornby Family Fun Project, takes the modeller through the process of creating simple, lightweight but

sturdy baseboards suitable for the train set.

Introducing the fiddleyard to the train set expands operation. Incoming or outgoing traffic now has somewhere to go or appear from. The main board then focuses upon the handling of such traffic, with the opportunity to develop modelling skills through the creation of structures and scenery. The nature of the structures included lends itself to the creative and budget end of the hobby, with many excellent and durable kits from Metcalfe or Superquick that can be used in addition to Bachmann Scenecraft or Hornby Skaledale complete resin buildings.

As the majority of train sets are of Hornby origin, we have used Hornby track components and geometry. All plans were created in Anyrail. If you would like a copy of the Anyrail file please email brm@warnersgroup.co.uk with your request.

It's time to re-imagine what you could do with a set and plan the rolling stock potential.



Tidmouth Town

With Bachmann now bringing the Thomas & Friends range to the UK, it's time to look again at the potential of the Rev. W. Awdry's world rather than a generic trainset. The main rail route on the Island of Sodor from the bridge to the mainland between Barrow-in-Furness and Vicarstown terminates on the west coast of the island at Tidmouth.

The design sees traffic arriving from the fiddleyard (Vicarstown) onto the main board to circulate (for as long as the operator wishes) before arrival at Tidmouth's terminus station. Thomas' own branch to Ffarquhar is much-truncated of course but provides the opportunity for connecting services. The principal oval uses second radius curvature for the majority of ready-to-run locomotives, while the Ffarquhar branch and access to the engine shed is limited to first radius curves.

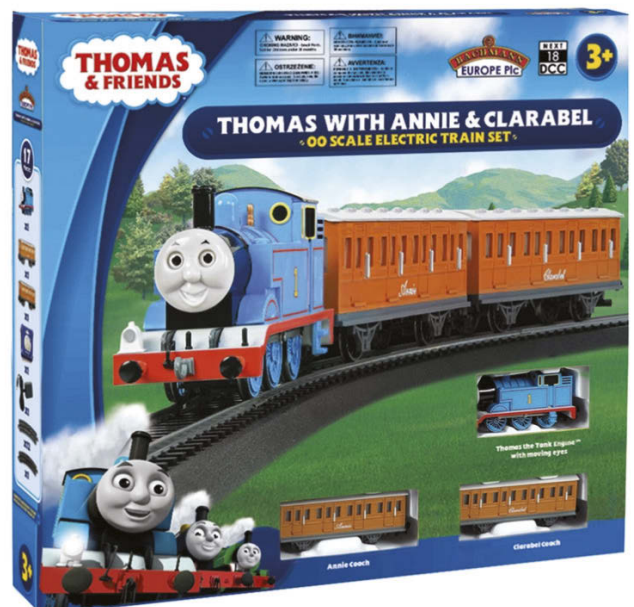
The hidden section beneath Tidmouth town breaks the oval and which youngster doesn't like a tunnel? The small raised area gives the space to create a low-relief parade of buildings with a road area for vehicles. The station booking office would be at the higher level, with lower-level access to the platform or an external set of stairs.

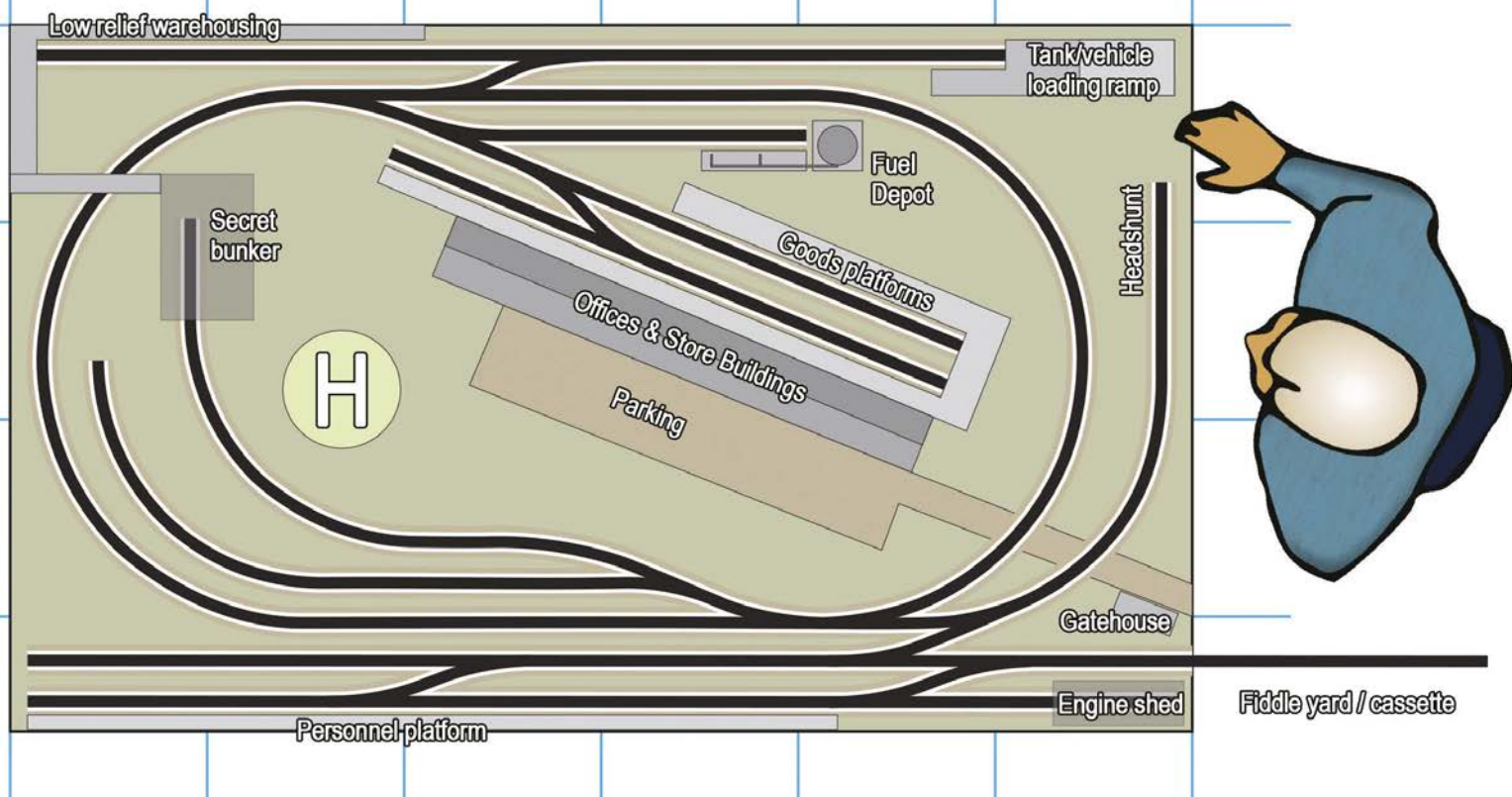
Consideration has been given to goods traffic, with a small shed alongside the station, plus the quay area off the main circuit. An additional small area could be created here to include a quay wall and boats – more modelling potential!

From the new Thomas range from Bachmann, we can see *Gordon* and the *Express Coaches* forming the fast services, *James* and the red coaches on stopping services to Barrow while *Thomas*, *Annie* and *Clarabel* have their own branch, plus *Toby* working goods onto Tidmouth Quay.

Track components

- (R600) - 00 Hornby Standard Track - Straight 16, 8cm (x12)
- (R601) - 00 Hornby Standard Track - Straight 33 5cm (x6)
- (R603) - 00 Hornby Standard Track - Straight 67cm (x6)
- (R604) - 00 Hornby Standard Track - Curve radius 37 1cm - angle 22 5° (x2)
- (R605) - 00 Hornby Standard Track - Curve radius 37 1cm - angle 45° (x3)
- (R606) - 00 Hornby Standard Track - Curve radius 43 8cm - angle 22 5° (x4)
- (R607) - 00 Hornby Standard Track - Curve radius 43 8cm - angle 45° (x6)
- (R608) - 00 Hornby Standard Track - Curve radius 50 5cm - angle 22 5° (x1)
- (R610) - 00 Hornby Standard Track - Straight 3 8cm (x6)
- (R612) - 00 Hornby Standard Track - Left turnout 16 8cm (x2)
- (R613) - 00 Hornby Standard Track - Right turnout 16 8cm (x5)
- (R621) - 00 Hornby Standard Track - Flex 97cm (x2)
- (R640) - 00 Hornby Standard Track - Left curved turnout 22 5-33 75° (x5)
- (R641) - 00 Hornby Standard Track - Right curved turnout 22 5-33 75° (x2)
- (R643) - 00 Hornby Standard Track - Curve radius 43 8cm - angle 11 25° (x2)
- (R8077) - 00 Hornby Standard Track - Left turnout 24 5cm (x1)





Ministry of trainsets

Self-contained military railways with connections to the national network have been a feature through the history of railways, with Longmoor as a well-known network dating from 1903. Sharp curves and small facilities aren't unknown – look at Pontrilas Army Training Camp on Google Maps to see the formation of sharp curves, road crossings and small bunkers served by tracks. Hidden in open view, there are still naval armament bunkers capable of holding a few wagons in the middle of Knowsley Industrial Park near Liverpool (search for 'Draw Well Road' for inspiration).

Recent years have seen new products for the military modeller, with 'Warwells' and 'Warflats' for vehicles for which a siding and platform has been included. Motive power choices abound with Hunslet 'Austerity' tanks, Sentinels and other small locomotives. Incoming traffic arrives from the fiddleyard behind a main line locomotive and can be collected, sorted and shunted to the relevant facility by the depot's locomotives.

Road traffic approaches the depot, past the gatehouse and over level crossings, providing a cue for gates and fencing before the parking area next to the 2/3 storey warehouse and offices. Some wonderful Georgian warehouses would fit the bill and were canal- and rail-served. Search for Weedon Royal Ordnance Store – an absolute gem in the centre of Britain. Military railways often feature utility structures different in character from a main line railway.

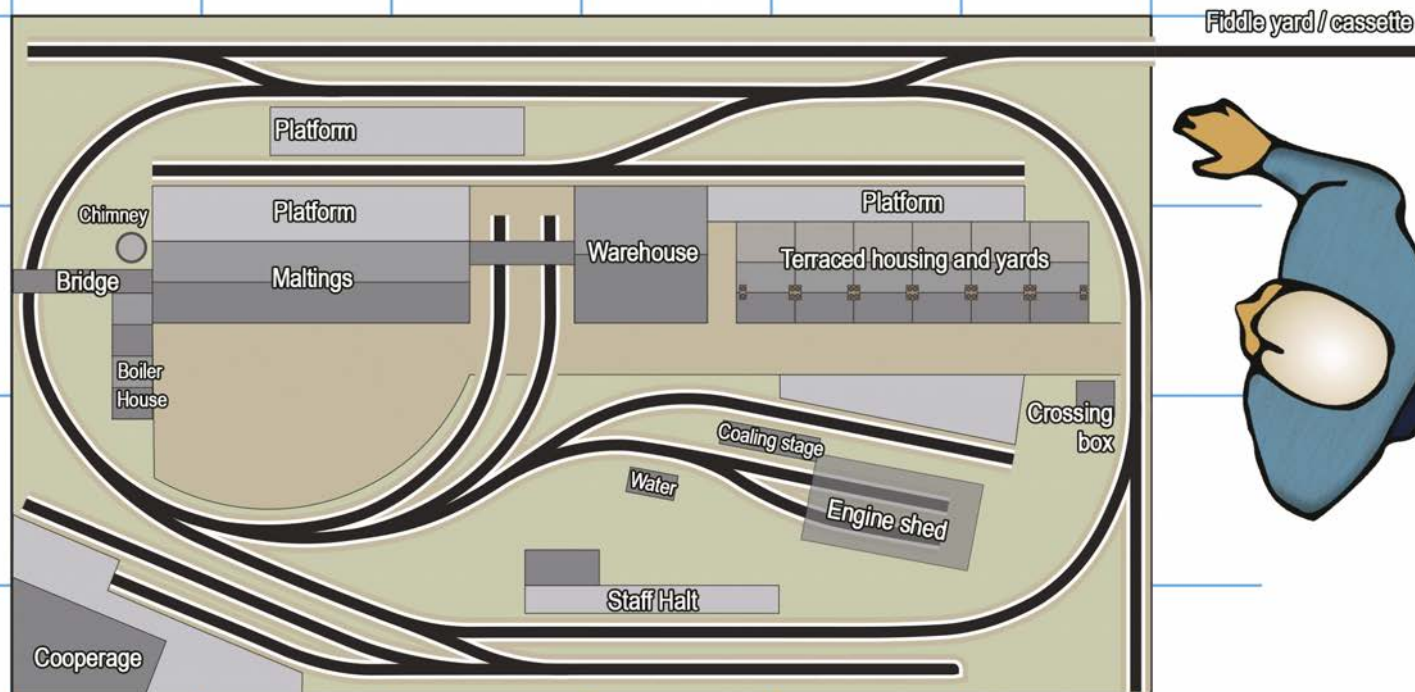
You could have troop train arrivals to the platform of course, but the principal intent of the layout is for wagon-based operations with small locomotives with the opportunity for many cameo scenes with military personnel and space for a helipad, too, for royal inspections. For more inspiration, see 'Dovington Camp', as featured in the December 2016 issue of BRM.

Track components

- (R600) - 00 Hornby Standard Track - Straight 16 8cm (x10)
- (R601) - 00 Hornby Standard Track - Straight 33 5cm (x14)
- (R603) - 00 Hornby Standard Track - Straight 67cm (x4)
- (R605) - 00 Hornby Standard Track - Curve radius 37 1cm - angle 45° (x5)
- (R606) - 00 Hornby Standard Track - Curve radius 43 8cm - angle 22 5° (x1)
- (R607) - 00 Hornby Standard Track - Curve radius 43 8cm - angle 45° (x7)
- (R608) - 00 Hornby Standard Track - Curve radius 50 5cm - angle 22 5° (x2)
- (R610) - 00 Hornby Standard Track - Straight 3 8cm (x5)
- (R612) - 00 Hornby Standard Track - Left turnout 16 8cm (x8)
- (R613) - 00 Hornby Standard Track - Right turnout 16 8cm (x5)
- (R621) - 00 Hornby Standard Track - Flex 97cm (x2)
- (R8072) - 00 Hornby Standard Track - Left turnout 16 8cm (x2)



Engine maintenance shed on Long Marston depot's railway – a hybrid between a Nissen hut and a shed that whets the modeller's appetite. Source: PHIL PARKER



Metcalfe Maltings

Beer and railways go together well as a theme and maybe this train set approach could provide ample interest to the ale-quaffing modeller? An impressive centrepiece of structures could be created utilising Metcalfe's brewery, factory and warehouse buildings, with a boilerhouse and chimney for good measure. This would divide the scene into two halves with a view blocker and interesting low-angle perspectives between buildings.

Tight curves and first radius curves on this plan create the constrained and confined surroundings of a Victorian brewery development, and shouldn't look particularly incongruous. I'd say that a layout of this size would even stand a chance of being an interesting scene to operate in an exhibition environment if the execution is to a high enough standard. At the edge of the scene is a level crossing with an accompanying signal box for its operation that has a hint of Burton-on-Trent to it with the road passing workers' housing to the yard area, with an excuse for branded vehicles and cameos.

With areas of the layout performing different functions in the production of beer, there is plenty of recreation to be had in collecting barrels from the cooperage, moving them to the maltings or brewhouse and then onto warehousing after production and assembly of trains for departure. A good source of brewer-branded vans and open wagons is the Tutbury Jinny model shop a few miles from Burton. A well-pictured element of Burton's railways was the small locomotive sheds, which I've taken the liberty of including.

Once again, we can provide an external reason for taking the traffic from the fiddleyard to the reception road at the top of the plan. A short train behind an 0-6-0 tender locomotive would fit the bill nicely and with the ever-increasing number of wonderful industrial locomotives that have come in recent years. Delights such as Hornby's Pecketts and Hattons' Barclays provide a good supply of sweet-running, brightly-decorated models for your brewery.

Track Components

- (R600) - 00 Hornby Standard Track - Straight 16.8cm (x9)
- (R601) - 00 Hornby Standard Track - Straight 33.5cm (x7)
- (R603) - 00 Hornby Standard Track - Straight 67cm (x7)
- (R604) - 00 Hornby Standard Track - Curve radius 37.1cm - angle 22.5° (x4)
- (R605) - 00 Hornby Standard Track - Curve radius 37.1cm - angle 45° (x8)
- (R610) - 00 Hornby Standard Track - Straight 3.8cm (x1)
- (R612) - 00 Hornby Standard Track - Left turnout 16.8cm (x5)
- (R613) - 00 Hornby Standard Track - Right turnout 16.8cm (x7)
- (R621) - 00 Hornby Standard Track - Flex 97cm (x1)
- (R640) - 00 Hornby Standard Track - Left curved turnout 22.5-33.75° (x3)



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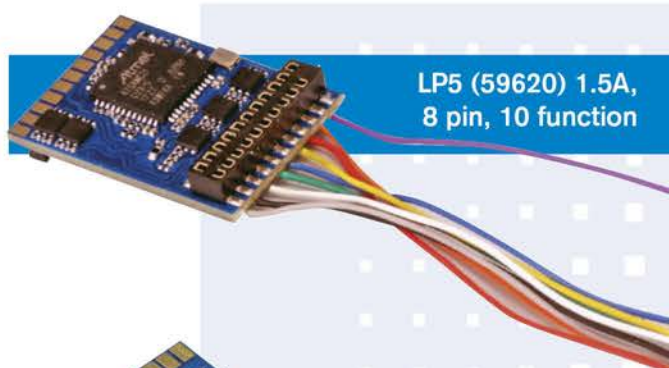


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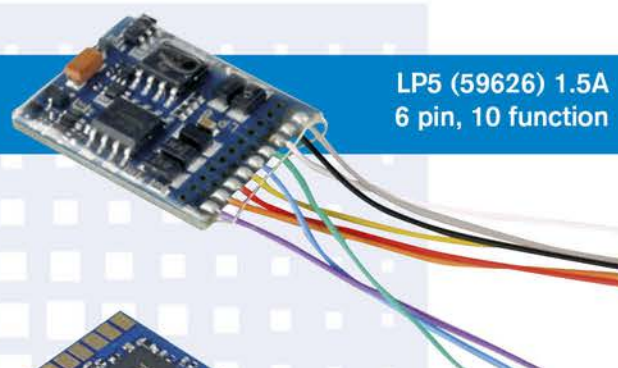
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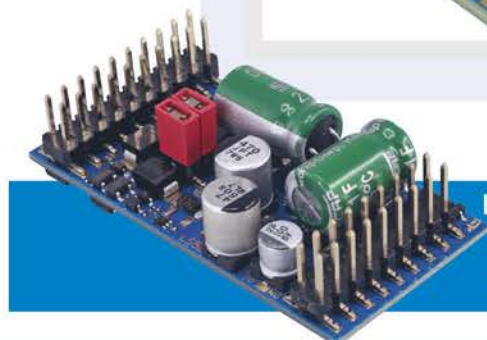
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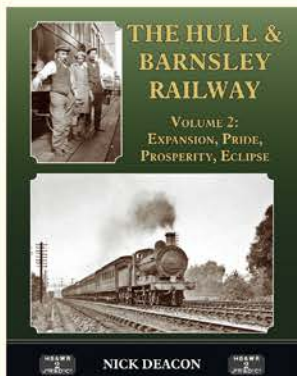
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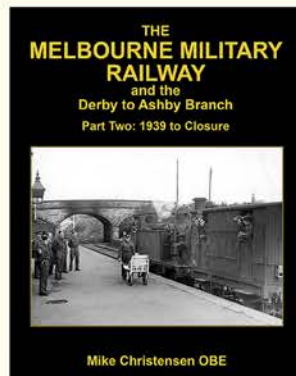
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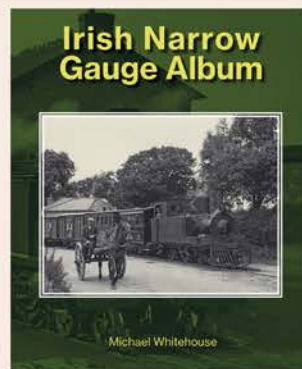
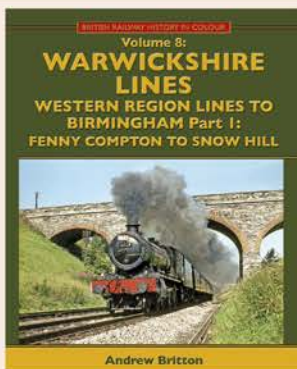
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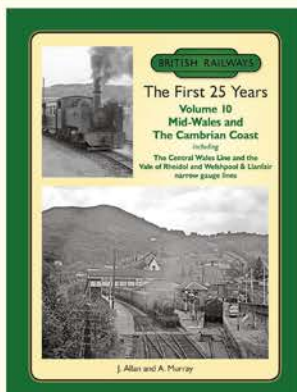
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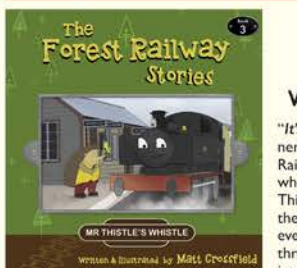
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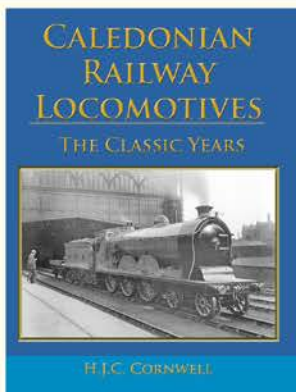
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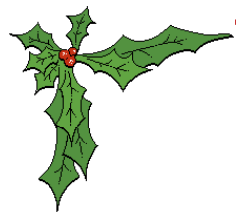


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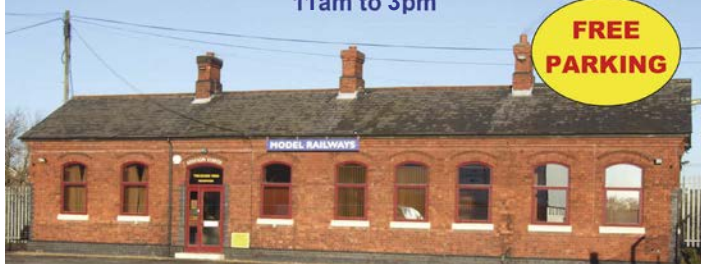
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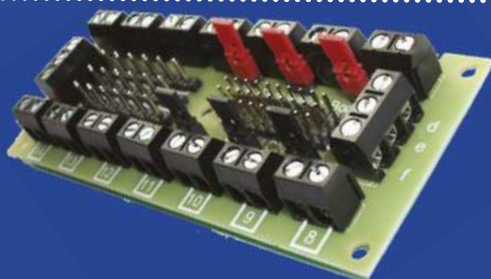
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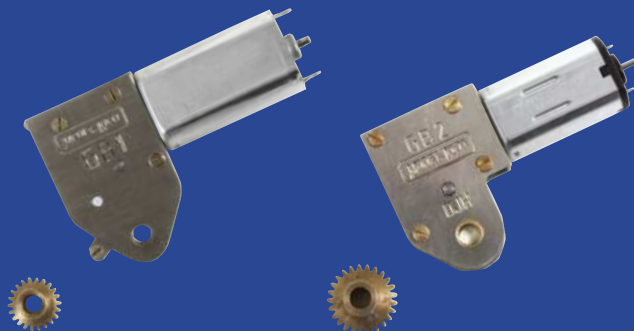


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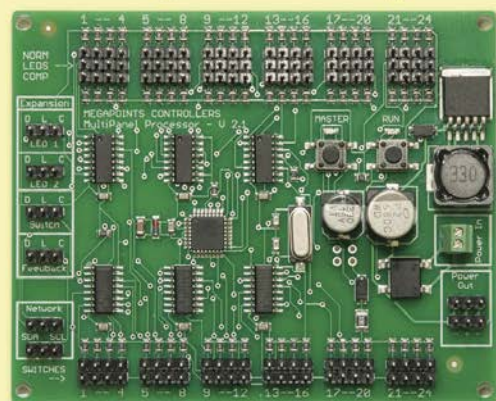
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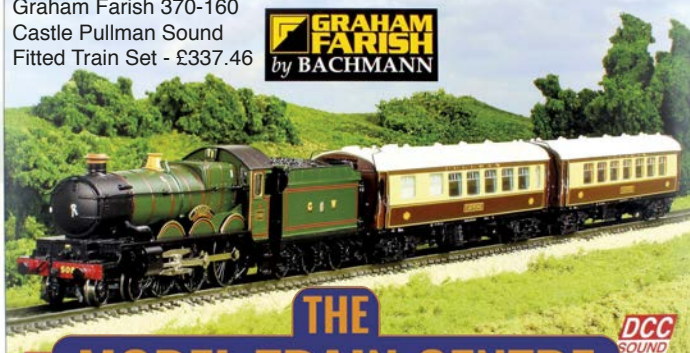
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BACHMANN

MR 1532 CLASS

Words & Photography: Andy York

Bachmann has steadily built a good stable of Midland-origin and early-LMS smaller locomotives with the Johnson 1F, Johnson 3F, Fowler 3F 'Jinty', Fowler 4F, Hughes 'Crab' and 4P Compound, so the 1P classified 1532 tank is a welcome addition for branch and suburban passenger services.

The Midland Railway 1532 class consisted of 65 0-4-4T locomotives, built by Derby Works between 1881 and 1886 to the design of Samuel W. Johnson. The class could be found anywhere across the former Midland lines and were known for allocations on the Somerset and Dorset at the southerly reaches of influence. How pretty would this model look in lined Prussian Blue to match

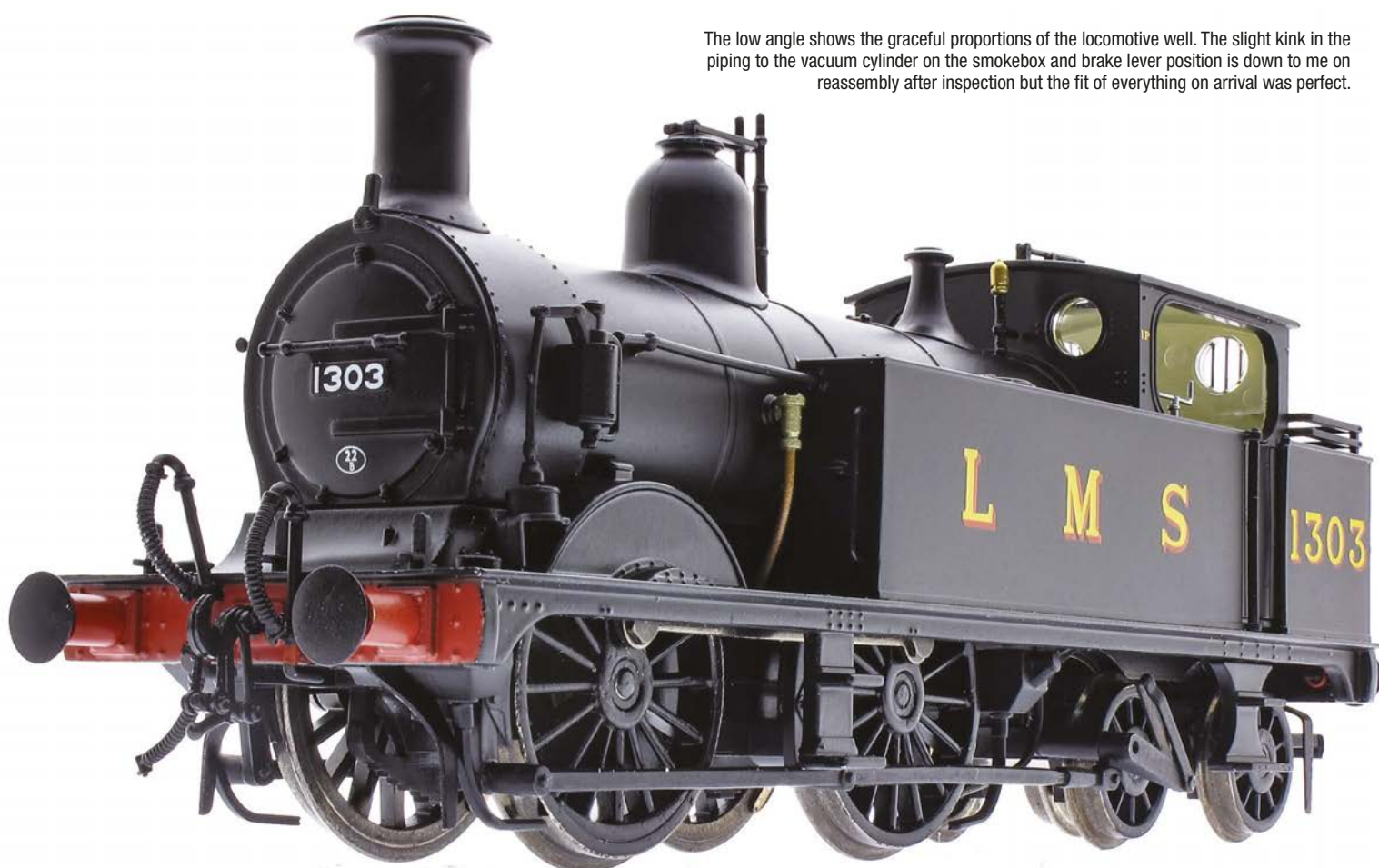
its Collectors' Club 4F? Some locomotives were also fitted with condensing gear to facilitate running through Metropolitan Railway tunnels in London.

Variety offered

The prettiest of the catalogue range releases is undoubtedly the lined crimson-liveried Midland Railway example, which is much of the appeal of pre-grouping era models, but I won't argue against the simple elegance of this sample in LMS livery as worn in the 1930s. Although withdrawals took place from 1919, there were still 14 locomotives in LMS stock at the time of nationalisation, and withdrawal from service was a gradual process until 1956. Bachmann is also

releasing a British Railways lined early-emblem version to delight the modeller of the nationalised railway.

There are substantial and numerous variations within the released models. The Midland version has the handrail over the top of the smokebox door and a shaped Johnson chimney, round-topped firebox with Salter-valved dome and solid-backed coal rails to the bunker. The LMS model has a 3ft Deeley chimney, smokebox door with handrail above the number and a push-pull pump on the smokebox side with cab-roof linkages; the bunker has two-barred open coal rails. The BR version sports a Belpaire boiler with larger firebox, additional fire iron brackets in front of the smokebox,



The low angle shows the graceful proportions of the locomotive well. The slight kink in the piping to the vacuum cylinder on the smokebox and brake lever position is down to me on reassembly after inspection but the fit of everything on arrival was perfect.



Stanier chimney, larger dome and Ross pop valves, prominent condensing pipes to the boiler sides and, once again, different coal rails. The BR model is 58072, which was much-pictured as one of the last of these tanks in service on the former Somerset & Dorset.

The deep yellow and red-shadowed letters and numbering of the LMS variant are executed with precision, and the works plate is discernible as printed in a slightly lighter grey beneath the cabside number. Numbered as 1303 with a Gloucester shedplate on the smokebox door, the model compares well to a 1930s photograph at Derby.

Performance

The initial impression on removal from the box is a nicely-balanced weight of 193g with a centre of gravity in line with the centre of the rear driving wheels. This has been achieved by mounting the can motor to the front of the chassis, which has die-cast running plates plus a weight that fits inside the smokebox. This balance reflected well in performance on test, capably handling six coaches with excellent current collection from all wheels. Performance suffers once you hit gradients, with the model only handling a few coaches up a 1-in-50 gradient, but this issue has been covered by Bachmann. A replacement wheelset with traction tyres and gear to replace the rear wheelset is included. Bachmann recommends the use of its (MM026) ModelMaker Crank Pin Spanner to assist in disconnecting the coupling rods from

the wheels after they have been released by removal of the keeper plate from the base of the model. Once replaced, the model capably handled the load up the gradient.

Models are available DCC sound fitted, but basic functionality of speed-related sounds can be achieved under analogue control. In DCC-ready guise, the model includes a Next18 decoder socket. Access to the socket is by removal of screws and the body. The model comes with a bag of accessories including steam heat pipes, screw-link couplings, cab doors (which slide into the locating grooves) and cab steps that improve the look of the model substantially if the layout curves permit. After fitting these, I found that the model comfortably managed third radius curves.

A feature of this model is the firebox flicker via red and yellow LEDs in the firehole, which is further controllable with



The position of the motor and cradle illustrates how Bachmann designed the model to have a forward centre of gravity.

datafile

BASICS

Manufacturer: Bachmann Europe Plc

CATALOGUE REFS:

(31-740) MR 1532 (1P) Tank 1273 Midland Railway Crimson Lake
(31-740SF) MR 1532 (1P) Tank 1273 Midland Railway Crimson Lake
(31-741) MR 1532 (1P) Tank 1303 LMS Black (Original)
(31-741SF) MR 1532 (1P) Tank 1303 LMS Black (Original)
(31-742) MR 1532 (1P) Tank 58072 BR Lined Black (Early Emblem)
(31-742SF) MR 1532 (1P) Tank 58072 BR Lined Black (Early Emblem)

RRP: £149.95 DCC Ready, £249.95 sound-fitted

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

Era: 2 to 4

Company/Operator: BR

Weight: 193g

Body and chassis: Plastic chassis and body, die-cast running plate and weights

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, brake pipes, cab steps and doors

DCC and tethered to sound effects on the sound-fitted models.

Conclusion

Overall, it's quite remarkable the lengths that Bachmann has gone to in catering for the variations through the long life of these locomotives. It's an appealing prototype to have chosen and has been executed well. If you want express performance on train-set gradients you will need to change the wheelset, but this is an acceptable approach that doesn't spoil the finesse of this model.

GRAHAM FARISH STANIER 8F 2-8-0

Words & photography: Andy York



Where to start? The history of the 852 Stanier 8Fs is complex and interesting, so we'll take our review sample of DCC sound-fitted 48773 in BR late crest livery as a specific example.

Back story

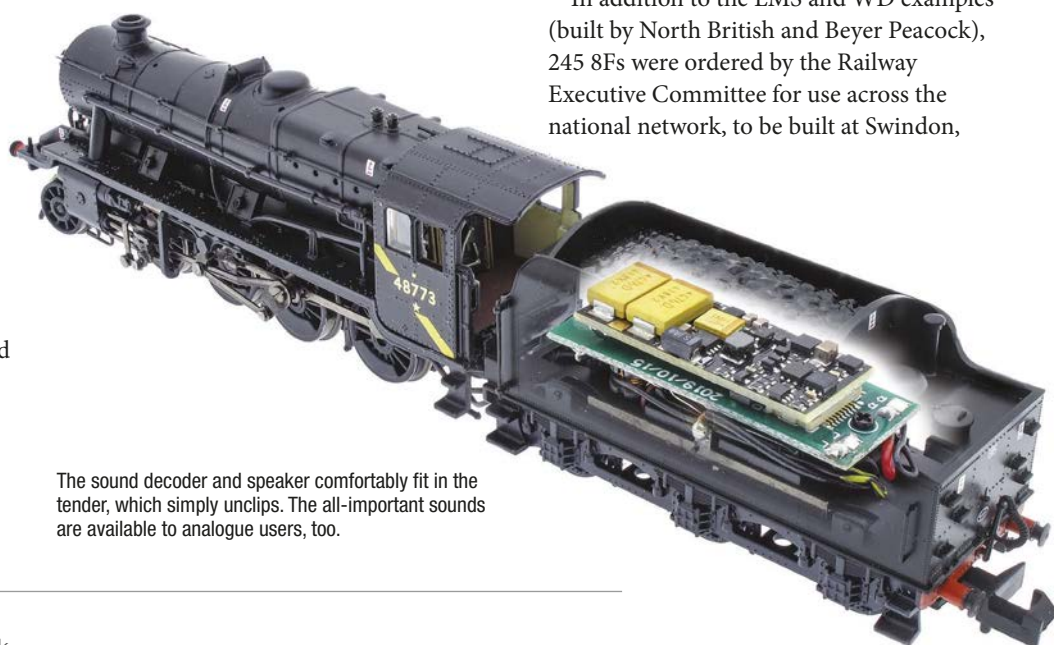
Built in 1940 by the North British Locomotive Company as one of the 208 locomotives for the War Department to the LMS design of William Stanier, it was intended to be shipped to France. The Ministry had decided that the 8F was to be the 'standard' design of heavy freight locomotives for WWII in the same vein that the Robinson 8K of the Great Central Railway was adopted as the 'standard' of the Great War for the Railway Operating Division for use at home and overseas. With the fall of France, WD307, as the locomotive had been numbered, was loaned to the LMS to bolster its 331 locomotives built from 1935 at Crewe, Horwich, by North British and the Vulcan Foundry. 1941 saw this 8F head for Persia for three years before being re-deployed to the Suez

Zone in Egypt. It then returned to the UK after the war to be renumbered as 70307 for use on the Longmoor Military Railway. Eventually, the locomotive was formally purchased by British Railways in 1957, receiving its number, 48773, on allocation to Polmadie. It would move southwards to Kingmoor in 1963, Edgeley and then Bolton in 1964, where it remained until

One for the rivet counters – knock yourself out, there are hundreds!

1968 when it was allocated to Rose Grove near Burnley. Here, it would become one of the last 8Fs in service, with its final role in the 'Farewell to Steam' specials of August 4, 1968. Thankfully, 48773 survived into the preservation era, and since the end of its boiler ticket in 2009, it has been displayed in The Engine House on the Severn Valley Railway.

In addition to the LMS and WD examples (built by North British and Beyer Peacock), 245 8Fs were ordered by the Railway Executive Committee for use across the national network, to be built at Swindon,



The sound decoder and speaker comfortably fit in the tender, which simply unclips. The all-important sounds are available to analogue users, too.



datafile

BASICS

Manufacturer: Graham Farish**CATALOGUE REFS:**

(372-160) LNER O6 3506 LNER Black

(LNER Revised)

(372-161) LMS Stanier 8F 8035 LMS Black (Revised)

(372-162) LMS Stanier 8F 48608 BR Black (Early Emblem)

(372-163DS) LMS Stanier 8F 48773 BR Black (Late Crest) Sound

RRP: £169.95 DCC Ready, £259.95 DCC Sound**Gauge/scale:** 9mm gauge, 1:148 scale N**Era:** 3 to 6 plus preservation**Company/Operator:** BR**Weight:** 72g**Body and chassis:** Plastic body and chassis with die-cast elements**Minimum Curve Radius:** 263.5mm (R2)**Couplings:** NEM-mounted Rapido**Accessories:** Buffer-beam pipe detailing

Darlington, Doncaster, Eastleigh, Ashford and Brighton. The LNER also ordered 68 locomotives built at Darlington, Doncaster and Brighton, classifying them as Class O6, an example of which has been included in the Farish range. In total, 852 locomotives were built, some never returning from overseas. With much loaning, requisitioning and selling between divisions, it's always interesting to look back at the history of specific locomotives.

With little variation – aside from right-hand drive for some overseas use – and riveted or welded tenders, the type is an ideal basis for a model and it's hugely pleasing to see this model from Graham Farish to a contemporary standard. It's a massive leap forward from the previous version that dated back to 1986. The pre-production samples certainly whetted the appetite, but the true nature only emerges when you see the production liveries. Of course, it's principally an "any colour you like so long as it's black" – apart from military use and a controversial preservation livery – but the decoration can have numerous permutations.

Closer look

Our review sample sports the yellow cabside stripe indicating that it should not be used "South of Crewe" on electrified lines. Even so, it carries overhead electrification warning flashes and a yellow star beneath the cabside number, denoting that the locomotive had specially balanced wheelsets and motion permitting use on fast vacuum-braked freight workings.

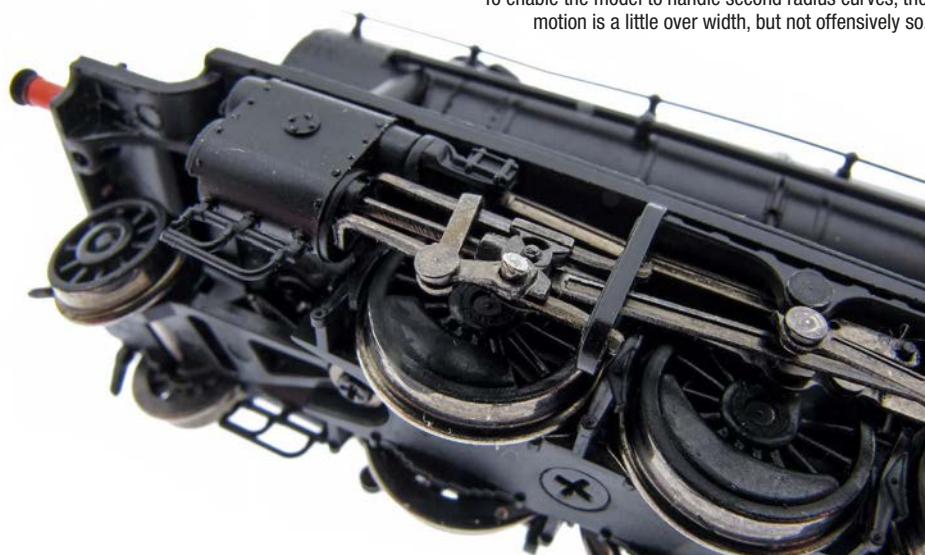
Farish has included an LNER and LMS black-liveried examples in this launch, along with an early emblem BR version as DCC-ready models. The model as reviewed carries a late crest and is sound-fitted with a Zimo MX658N18 decoder. The speaker for this is mounted, with the PCB and decoder in the tender body, which unclips from the chassis for easy access to maintenance points without disassembly. If you aren't a DCC user, the basic sound functions work with a gentle hiss when there is power until the locomotive starts moving, where speed-dependent sounds come into effect. Easing off the power as the model slows brings in suitable coasting sounds, not just reduced power noises. Under DCC control, the 28 functions are accessible with all the expected sounds, plus additional whistles and voices. Full instructions for this are included along with the usual maintenance leaflet.

The accessory pack includes coupling hooks, a snowplough to be mounted in lieu of the front coupling, steps for the front of the running plate if curves permit, additional injector pipework and cab doors to bridge the commendably short cab to tender space.

From the box, performance has been silky-smooth, with electrical pick-up from driving and tender wheels. I haven't reached the limitations of performance, but ten Mk. 1 coaches on the flat do not seem to have troubled it. However, I will be sending it onwards for further testing on gradients.

I have always felt that the 8F is the most attractive of large freight steam locomotives and it's great to see a product to this standard – we deserve a 4mm:1ft scale model to the same standards now.

To enable the model to handle second radius curves, the motion is a little over width, but not offensively so.



BACHMANN THOMAS THE TANK ENGINE

Words & photography: Phil Parker

Thomas the Tank Engine was first born thanks to post-war austerity. When his young son, Christopher, asked for a model of Gordon from his bedtime stories, the Rev. Awdry found himself without sufficient material, so built a blue tank engine instead. The youngster then demanded stories for this new locomotive – the rest is history.

Character evolution

Officially, *Thomas* is based on the London, Brighton & South Coast Railway's E2 class. When Hornby held the licence for the models until last year, it used their model of the class with the addition of a face on the front. The only trouble with this is, if you look at either the illustrations by Reginald Payne and modified by C. Reginald Dalby in the books, or the TV series, his proportions are quite different to the engine.

Bachmann's *Thomas*, which has been available in the USA for some time, makes a good job of modelling the character seen on both page and screen. The result is a far shorter model than a scale E2,

more “cartoonish”, but in keeping with the locomotive we know and love.

Trying to judge accuracy isn't helped by variations in the books and between the early model-based TV series and later CGI version. Even his body colour varies – Bachmann has matched the photograph in my 1970 edition of *Thomas the Tank Engine*, though it's too light for the early TV shows

and some later books, but correct for the CGI versions.

Design and detail

Being picky, the wheels are small compared to the books, but right for TV and wouldn't require the driver to leap over them to get into the cab. I suspect the good Reverend would approve of this.



The cab roof unclips to give access to the circuit board. Undo the screws in the corners to reveal the Next 18 DCC socket.



Talking of drivers, the cab openings are blind, so you can't fit a crew. There's also only one coupling, fitted to the back, but the footplate is moulded so a spare unit could be screwed in place if desired for shunting.

As for rivets, CGI Thomas has them, but none of the other versions has, and this model's tanks are also plain.

However, little of this is important for those this model is aimed at. It looks like *Thomas* and, excitingly, his eyes swivel as he runs. A clever gear train driven by the can motor that also powers the wheels handles this. It's a gimmick, but really well done; the swivelling is slow and surprisingly realistic.

Supplied as DCC-ready, fitting a chip is simple. The cab roof unclips and the socket is screwed underneath. A pair of cross-head screws are undone and the Next 18 socket is revealed. Replacing the blanking plate will be easy, and there should be enough space in the bunker for a sugar cube speaker. Hopefully, one of our DCC sound decoder suppliers is already busy recording some suitable *Thomas* phrases to play out.

Running is smooth, easily as good as any other RTR model, and it's possible to drive slowly for shunting. Our sample is an early example, which has seen many miles of testing at trade events, yet still works perfectly, suggesting a long life in the playroom.

Further options

Of course, you can't have *Thomas* without his coaches. *Annie and Clarabel* are modelled on the TV *Thomas* as they are four-wheelers, loosely based on LBSC Stroudley Coaches.

Both coaches are identical apart from the names, although as a brake, *Clarabel* should have slightly different compartments. The moulding is simplified and there is no tumblehome. This is perfect for robust toys, but modellers looking to re-paint them for "serious" use will be disappointed. With pre-grouping coaches soon to be being offered RTR in the scale, the kids won't need to hide theirs. You do get metal wheels though, so they run very freely.

At 117mm over the buffers, the coaches seem long compared to past models, but they are right for the TV examples. The colours of these changed over time and have definitely become more orange, which matches the models.

Conclusion

Children of all ages will be delighted with this new faithfully recreated version of *Thomas* and his coaches. I've no doubt that many collectors and layout operators will find space for a little blue locomotive



datafile

BASICS

Manufacturer: Bachmann

CATALOGUE REFS:

(58741BE) *Thomas the Tank Engine*
DCC-Ready

RRP: £74.95

(76044BE) *Annie* carriage RRP £29.95

(76045BE) *Clarabel* carriage RRP £29.95

(00642BE) *Thomas* (DCC-Ready) with *Annie and Clarabel* set including circle of E-Z Track and controller.

RRP £119.95

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

Era: 2-9

Company/Operator: North Western Railway

Weight: 81g

Body and chassis: Plastic and Die-cas

Minimum Curve Radius: 36 inch

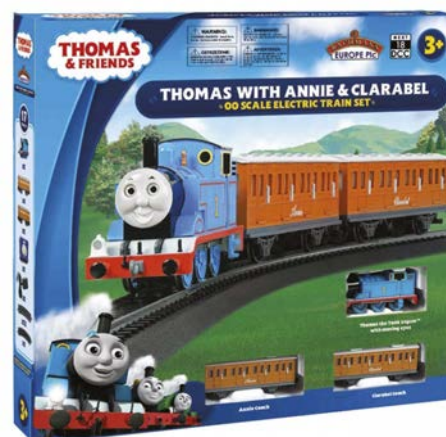
Wheel Profile: RP25

Couplings: Fixed rear tension-lock

very quickly and when exhibitions return, he'll be a regular crowd-pleaser when there are youngsters lining the barriers. In the meantime, what better start for introducing kids to the hobby?



A tension-lock coupling is only fitted at the back, though provision has been made at the front should you wish to add one.



Thomas is available in a train set complete with e-Z track and a controller.
SOURCE: BACHMANN

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Bachmann Thomas the Tank Engine

What makes Thomas tick? Phil Parker takes a closer look at Bachmann's new model.

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PLAY

MURPHY MODELS

121 CLASS

Words: Howard Smith Photography: Tony Wright



Demonstrably of US origin from its outline appearance, these 'switcher' type locomotives for export served the railways of Ireland for more than half a century.

I've found the 5ft 3in gauge railways of Ireland elusive – not by choice, however. Finding myself with this latest sample to review from Murphy Models has encouraged me to research more on the railways of Ireland and this class, totaling 15 locomotives.

Brief history

Delivered to CIE between December 1960 and January 1961, these locomotives were constructed by General Motors' Electro-Motive Division (EMD) in Illinois, to its GL8 export model design. These locomotives were designed to be light and could be configured in Bo-Bo or A1A-A1A axle configuration upon ordering. Weighing 64T, they were powered by an EMD 8-567CR 960hp unit, though numbers B126, 127, 133 and 135 received the EMD 8-645E units of 1,100hp from redundant re-built Metrovixk C Class locomotives after their withdrawal in the 1980s. The eight-cylinder two-stroke sound was quite unlike the common four-stroke designs being used in the UK at the time. Common traits of the

US-design are its hollow-frame cast bogies with 3ft 3in wheels, narrow body with hinged door access and cab located at one end.

The locomotives were introduced for mixed-traffic duties, but after the 201 Class locomotives took over Mk. 3 push-pull duties, the locomotives mainly worked on freight services. The cabs were reportedly an

issue for visibility when in service (similar to the EE Class 20s), hence could be seen double-headed, cabs facing outwards on both passenger and freight services. From 1989, when all but three locomotives (B121, B125 and B135) were equipped for push-pull operation with Mk. 3 coaches to work lines out of Dublin, radiating to the south and west of the Republic, the visibility issue was



Etched bodyside vents allow through visibility of the locomotive, while maintaining detail. Wire steps attached to these are remarkably fine, yet strong. Yellow handrails are injection-moulded in plastic and should be treated with care.

reduced. Withdrawals commenced in 1986, with the final pair being officially retired in 2008. Two locomotives are preserved.

In miniature

Announced in 2016, Murphy Models' 121 Class are at last arriving with stockists, much to the relief of Irish rail fans. First to arrive on scene are models in the 'as-delivered' grey and yellow livery, and its quick replacement 'black and dipped golden brown' livery, commonly referred to as 'black and tan'. Post-1972 'supertrain' orange and black, and orange and black with white lines, more commonly known as 'tippex livery' by the staff at Inchicore Works with IR and IE liveries, are soon to follow.

In addition, The Railway Preservation Society of Ireland (RPSI) has worked closely with Murphy Models to provide modellers and collectors with a special edition model of its locomotive B134, currently under restoration to main line specification at Inchicore Works. Limited to 300 pieces and presented in a box with RPSI logo, the models are selling well. The distribution of this version is being handled by Irish Railway Models, and is available to purchase from its website. Proceeds from this batch are being made to the RPSI, which has been affected by museum closures and a lack of railtours, owing to COVID-19.

Closer look

Murphy Models' miniaturisation of these locomotives is outstanding. Kindly sent for review by the manufacturer is a sample of B135 in grey and yellow livery. The livery application is flawless, without a spec of dust or stray fibre underneath the paint in sight. The yellow around the chassis waistline has sufficient punch and potential overspray around steps is well-concealed. Lifting points for the locomotive are expertly painted red.

My attention is drawn to the etched grilles – one either side of the nose, a third on top – through which the manufacturer has depicted the air ducts. Both mesh styles closely match photographs. Moulded side access panels are superbly thin and their vents and locks are crisp, not concealed by the application of paint. Running the length of the hood are injection-moulded yellow handrails, painted yellow. Though vulnerable if handled, these aren't as fragile as those fitted around the front steps, which are more prone to damage if not treated with care. Those fitted to the cab front,

sides and to the left side of the nose are wire and far sturdier. Despite the class being small, detail variations could be observed as modifications were carried out and the manufacturer is catering for these. As such, era-specific longer handrails, different waistline side vents, windscreen wiper and light options are being offered.

The exterior detail fascination with this model continues round the side of the locomotive with etched tablet catchers. The running plate has a dotted impression of the treadplate. Some details can only be appreciated with the locomotive running. Though bogie side frames are cosmetic, the axleboxes rotate with sufficient lateral side play when the locomotive is in motion. Provision to upgrade to 21mm axles for scale 5ft 3in gauge track has been considered with enough room between sideframes. Brake cylinders and pipe detail are separately-fitted, while primary and secondary spring detail is visible behind the sideframe cutouts and is expertly crisp.

Though air pipes front and rear are supplied separately for the modeller to fit into bufferbeam apertures, the vacuum brake pipes are factory-fitted. On our sample, the vacuum pipe and horn to the cab end had broken. Both are a snug fit against the foam packaging. These can be easily repaired, though perhaps might have benefited from being supplied in the accessory pack for modellers to fit.

Operational performance

On test, the model is an excellent runner, thanks to its five-pole motor with twin flywheels and lived up to its expectation when rounding second radius curves. I appreciate the buffers being sprung, too. Though not a requirement if using the NEM tension-lock couplings as-fitted, the discerning modeller can fit the bufferbeam blanking plates supplied and use a more discreet coupling method of choice for a better appearance and more realistic operation. Surprisingly for its size, the locomotive is a heavy-weight, thanks to its die-cast chassis, tipping the scales at 338g. However, it has no problem hauling loads of seven coaches, making it an ideal pairing with the manufacturer's Cravens or Mk. 2 coaches.

Directional lighting is fitted as standard, though cleverly, a removable exhaust panel gains access to six configurable switches, allowing DC users to customise the cab interior, head- and directional marker lights.

datafile

BASICS

Manufacturer: Murphy Models

CATALOGUE REFS: (MM0135) 121 Class B135 in CIE grey livery

RRP: £167.50

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

Era: 7-9 plus preservation

Company/Operator: CIE / IR / IE

Weight: 338g

Body and chassis: Plastic

Minimum Curve Radius: R2

Couplings: NEM tension-lock

Accessories: NEM socket cover, air pipes, control air pipes, tail lamps, lamp brackets, dummy screw-link couplings

A 21-pin decoder socket is provided, with space to fit a speaker for DCC sound, also being offered by Murphy Models. Sound is being offered to cover both eight-cylinder powerplant variants.

In summary

The Irish rail scene is becoming more accessible thanks to the efforts of manufacturers like Murphy Models and Irish Railway Models. This latest model is significant in that it represents the first order of locomotives by CIE from the US rather than the unreliable British-built types emerging at the time. It surpasses the latest RTR specifications that we've come to expect, too, and with more liveries en-route, I suspect many will find more than one of these excellent models on their layouts.



Cab interior detail is excellent with levers, dials and seats present. Access to install a crew is gained via two screws underneath the body. The vacuum hose at this end was detached, loose in the packaging, but could be an isolated issue, easily solved with a little glue.

IRISH RAILWAY MODELS CIE WEED SPRAY TRAIN

Words & photography: Andy York



Irish Railway Models continues the development of its 'Project 42' wagons based on the same platform as preceding wagons with this eye-catching weed sprayer train comprising of three wagons, two with a pair of tanks and the third with a tank and equipment container.

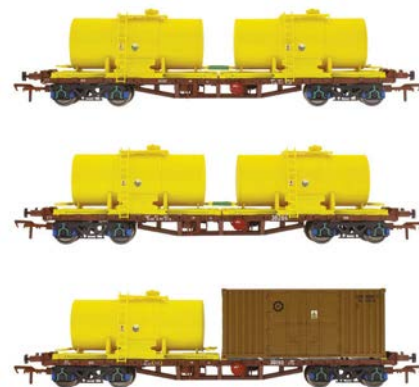
CIE's weed spray train has been an essential infrastructure service for many years, operating every May across the entire Iarnród Éireann network (including closed lines) to keep weed growth under control. In later years it has also operated in September due to a change in the chemicals used. The prototype train utilised 42ft flats from the mid-2000s with the introduction of a modified BR van. Operation was usually with a Class 141 and latterly a Class 071, with a very occasional Class 201 providing haulage. More recently, the weed spray wagons have been paired with the larger Sperry container wagon for brake force on its track recording missions across the network.

Irish Railway Models weedspray pack features the three 42ft flat wagons with the distinctive weed spray tanks and a single CIE 20ft container used for storage of supplies. The tanks used were re-purposed from

four-wheeled tank wagons, featuring the distinctive Bulleid triangulated underframes. In operation, the train would include a converted BR Mk.1 BG van with the controls inside for the spraying heads beneath and to the sides of the van. As a unique vehicle, it would be prohibitive to produce, but conversions should be possible. This set is finished off with a 20ft container finished in a darker brown shade to reflect the darkened state of the prototype in service.

As you can now expect from this range of models, the weed spray pack features a high level of detail and prototype fidelity to do these interesting prototypes justice, and there's a feel of high-quality with their substantial weight. The die-cast framed wagons feature Sambre et Meuse Y33 Bogies, with rotating axle hubs, sprung buffers, kinematic couplings with NEM pockets at the correct height (and separate coupling bars provided for close coupling) as well as weighty tanks and container.

As with all of its range, the models can be converted to finescale gauges including 21mm track for Irish 5ft 3in gauge and are available through its website at the price stated, inclusive of shipping to the UK. Highly recommended.



datafile

BASICS

Manufacturer: Irish Railway Models
CATALOGUE REFS: (IRM1080WS) CIE/IR 42ft flat - weedspray triple pack
RRP: €150.00
Gauge/scale: 16.5mm gauge, 1:76 scale, OO
Era: 2005 - current
Company/Operator: CIE/Irish Rail
Weight: 130g per wagon
Body and chassis: Plastic
Minimum curve radius: 438mm (R2)
Couplings: NEM-mounted tension-lock and rigid bar options
Accessories: Vacuum pipes and locking bars

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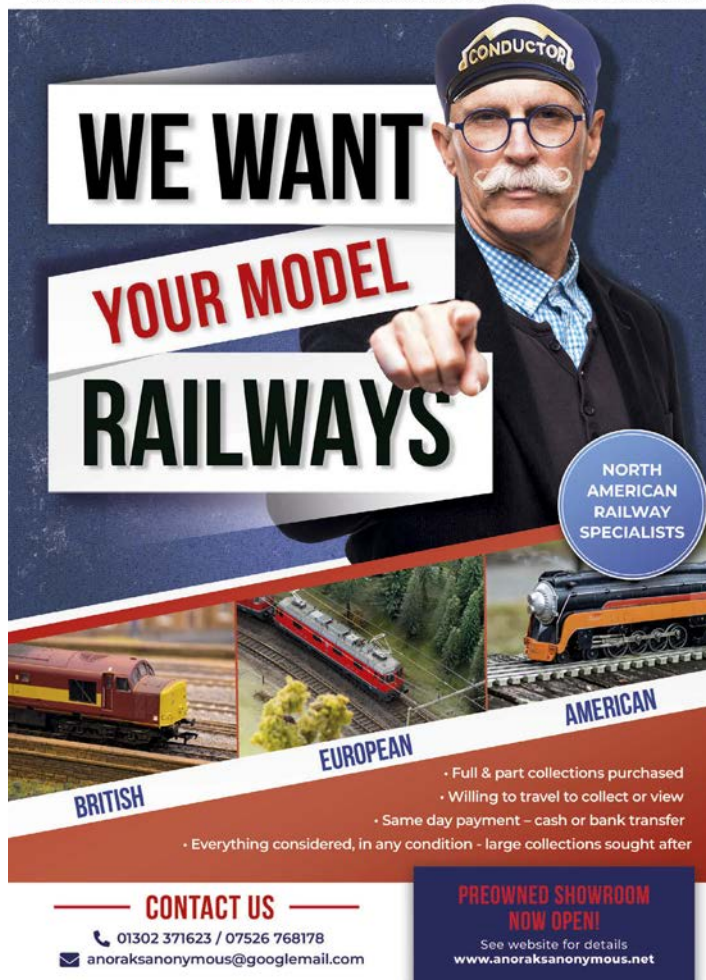
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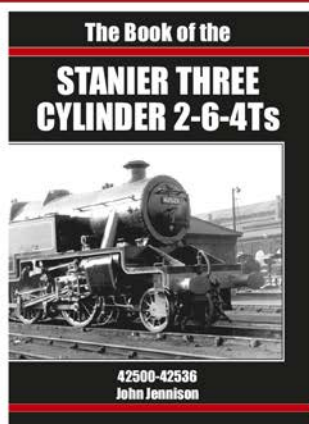
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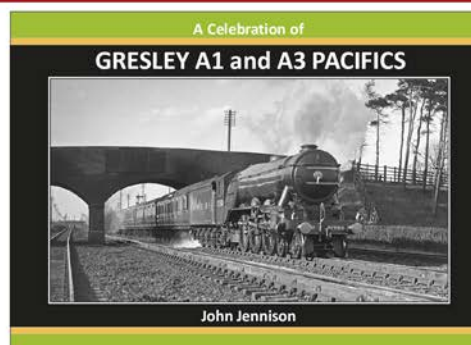
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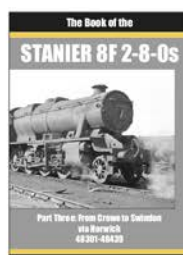


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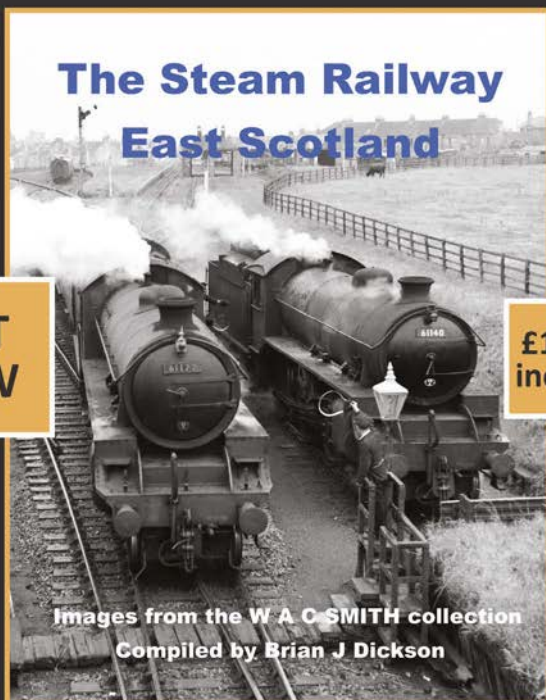
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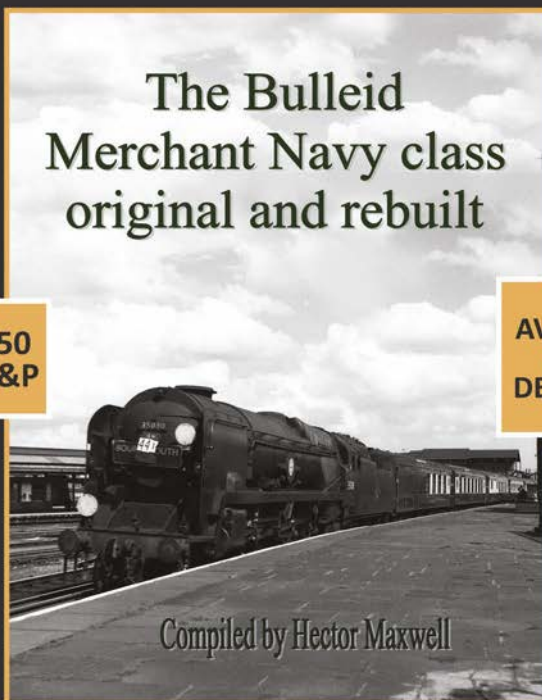


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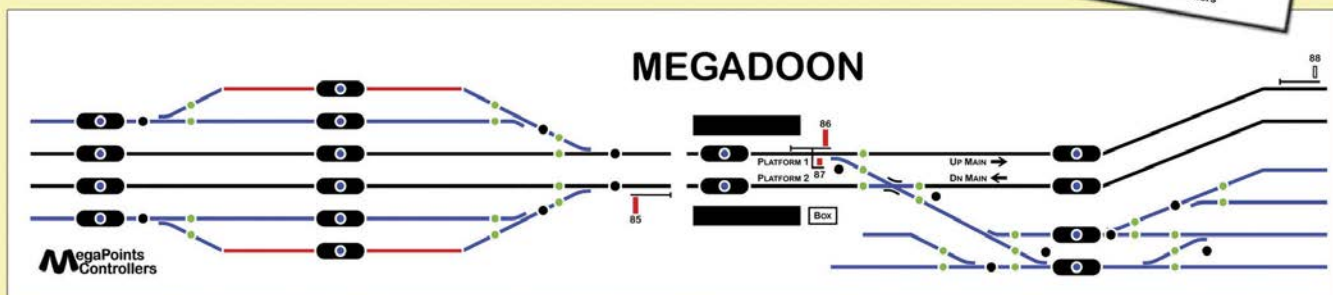
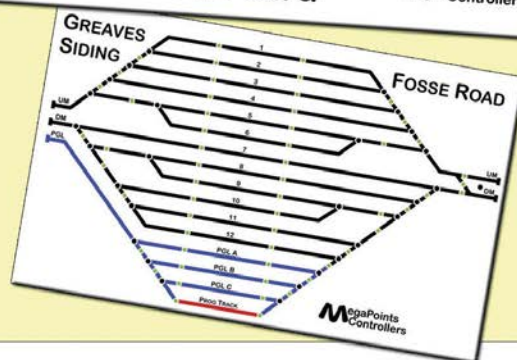
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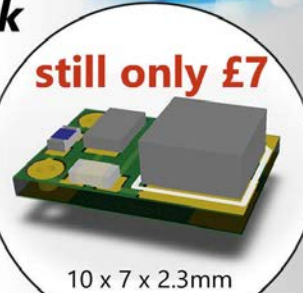
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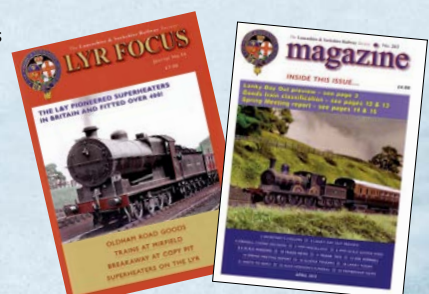
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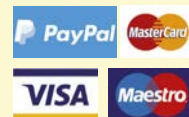


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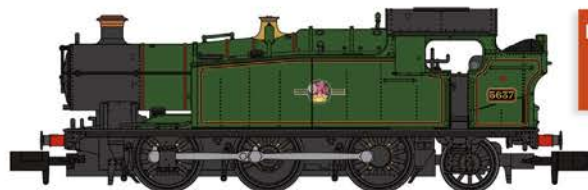
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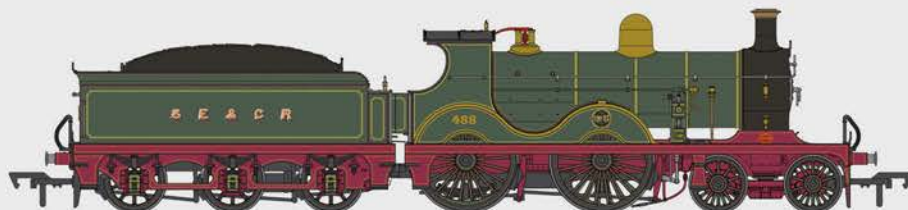
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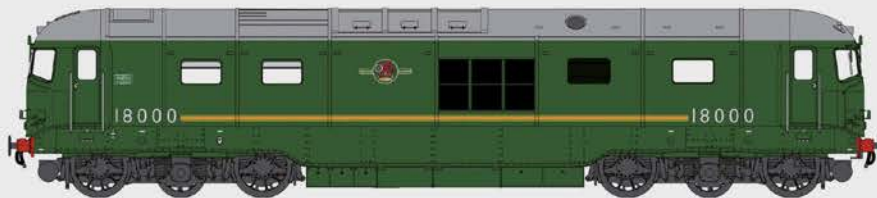
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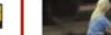
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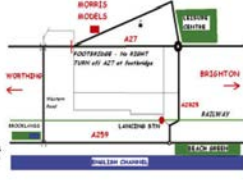
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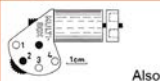
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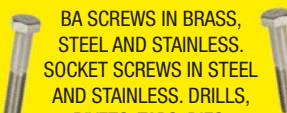
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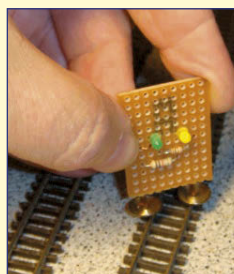
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Buffer Stop

What's under your tree?

Christmas is an odd time of year. For eleven months, model trains are hidden away in sheds and attics, but once the tree goes up, suddenly there's nothing more heart-warming than the sight of a steam engine.

In the US, a train running around the base of the tree is a well-established tradition. Bachmann produces a G scale Thomas complete with red felt Santa hat to cover his chimney and a wagon full of neatly wrapped parcels. It's lovely, but looks a bit odd out in the garden in high summer.

Hornby has joined in with OO gauge rolling stock and sets. The annual wagon full of model presents might be scoffed at by the traditionalists, but if second-hand prices are anything to go by, collectors love them. Running your trains on the carpet isn't a great idea, but the small child in all of us likes the idea of festive cheer on our layouts. It's only once a year after all.

At least railway modellers are easy to buy presents for. From train sets to small kits or new tools, we'll be grateful and still playing with them for years to come.

Merry Christmas from everyone at BRM!

Burning Question...

It's Secret Santa time, so we put our names in a hat to pick a presents....

Andy: (For Debbie) A Great Little Trains of Wales Gold Card to enjoy some of the most spectacular steam journeys in Britain.

Maybe by the end of the year she will be able to pronounce Llanfairpwllgwyngyllgogerychwyrndrobwl'llantysiliogogogoch!

Phil: (For Andy) A nice long cruise will all his favourite RMwebbers as companions.

Howard: (For Phil) Some Steampunk trains. Goggles and a hat with spinning gears should complete the look!

Debbie: (For Ruth) A big bottle of gin, some baked Camembert and something pointy to poke Howard with everytime he misses deadline.

Ruth: (For Howard) The gift of time – so he gets things done by deadline!



This month in pictures...



Has anyone got a time machine? We found these catalogues and fancy doing some Christmas shopping...



Howard discovered that heating plastic to distort it doesn't take long. Watch his Dapol 'Turbot' conversion during the #BigWORshow Part II.



2020 wasn't supposed to look like this, talking with the team and the trade in front of green screens and shouting at Zoom.



Is this a chimps' tea party, or has someone at Bekonscot been looking at a BRM editorial meeting?

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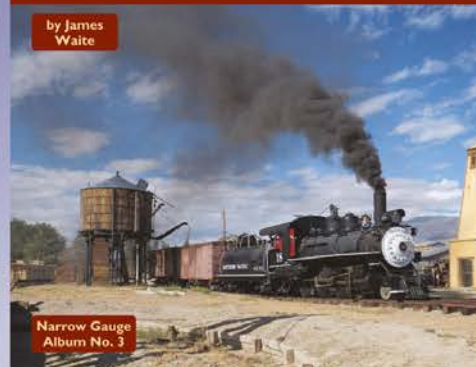
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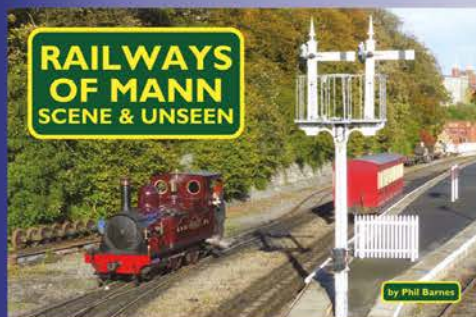


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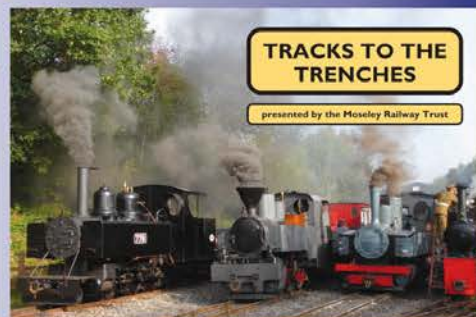
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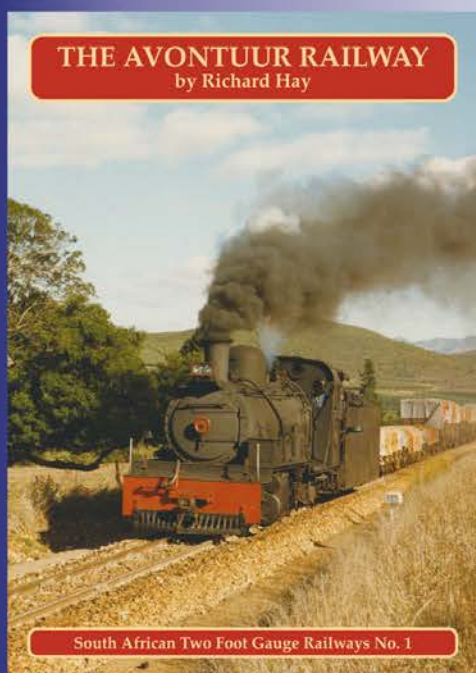
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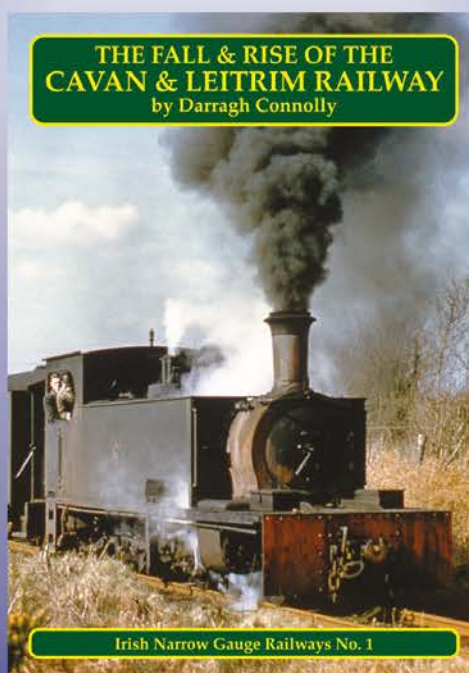
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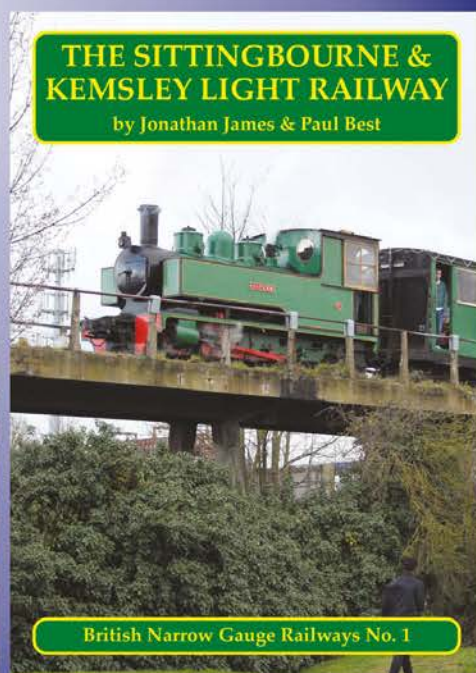
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Cover: Rio Grande Southern no 20 is a loco with a storied history, which many enthusiasts in the States thought would never steam again. The day it happened is described in this issue. The inset shows one of the many locos that will be rendered redundant by the end of peat haulage at Bord na Mona, Ireland.

Photos: Bill Jolitz and Ted McAvoey

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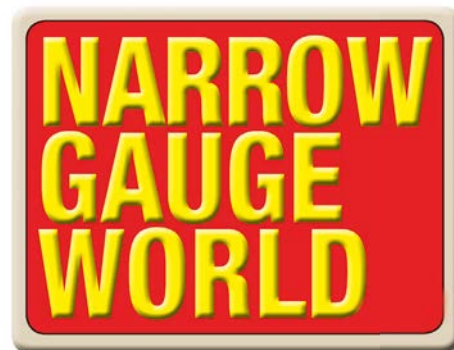
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The biggest threat to our future?



“As a result of the decision, many UK heritage railways may be forced to reduce or even cease operating steam trains...”

Main photo: The Bala Lake Railway's quarry Hunslet 'Maid Marian' pauses for a refill, tank full of water and bunker full of coal. But where the black lumps will come from in future is a huge issue **Photo:** Kenny Felstead

Welcome to *NGW* 152, and in reading the headline above you probably think I'm about to go into detail about the latest effects of Covid-19, but not this time. That phrase appears of necessity on several other pages of this issue, and save for thanking all those who have got out, ridden trains and contributed to surprisingly positive revenue figures that are putting at least a dent in the huge losses suffered by the railways this year, I won't be talking any more about pandemics on this page.

No, I'm returning to a subject that I have covered before, and which presents as much of a long-term threat to heritage railways as the hopefully shorter-term damage done by that virus – coal supplies.

No new mine

On 8th September, the UK Government rejected a proposal to open a new coal mine in Northumberland, concluding a planning battle that has been going on for some five years. Industry news website *Rail Business Daily* described the decision as “a hammer blow to UK heritage rail” and stated that as a result of the decision, many UK heritage railways may be forced to reduce or even cease operating steam trains. This is not an over-dramatic statement, but one of fact.

The problem is, the washed bituminous lump coal that is essential for steam locomotives to

function (and any other steam-powered machine for that matter) can no longer be sourced in the UK. The last mine extracting such coal closed in August. The new mine, at Highthorn would have produced 3 million tonnes over several years and ensured that supplies for heritage steam were maintained.

The Government decision has been driven by obvious factors – being seen to be green, to phase out the use of coal, which is we admit it a dirty fuel, and to improve CO2 reduction targets as a result.

Emissions up not down

The point is that the UK still needs coal – five million tonnes of it every year, principally for steel and cement production. And in future it is going to get this coal by importing it from producers such as Russia and the USA. It's been estimated that doing things this way will produce 10 times the CO2 emissions levels than would have been the case had we bought coal from our own domestic supplier – so the whole reasoning behind the planning refusal falls down at the first hurdle.

So how can heritage railways be under threat? Surely if industry imports its coal, we can do the same? Except that the coal steam locos are fed on is slightly but crucially different to that used in steel and cement production. We would have to make our own orders, not piggy-back on major industry orders.

Drop in the ocean

Add up the requirements of all the railways in the UK and you get to around 26,000 tonnes a year – not even one cargo ship load, meaning that the price of importing such coal will be massively prohibitive.

The Government has responded to very heavy lobbying from the Heritage Railway Association by stating that it is supportive and has no wish to see the end of heritage steam in the UK. That's not surprising, considering the heritage rail industry employs 4,000 or more people each year and adds something like £400 million to the Treasury's balance of payments, let alone the positive image presented to the tourists that are just as vital to UK revenues.

This decision, however, suggests that words are not supported by deeds – no way out of the situation is currently being offered to the UK heritage railway movement.

So please, if you can, lobby your local MP to make them aware of just how ludicrous this decision is. No UK coal mining will force industry into coal supply measures that will result in CO2 emissions mushrooming rather than reducing as the Government suggests. And in the process a heritage rail industry already reeling from the effects of this so challenging year will have costs dumped on it that many of its members will simply not be able to cope with.

Andrew Charman

FF&WHR wins £250k Covid lottery grant

The Ffestiniog & Welsh Highland Railway has been awarded a £250,000 grant from the £50m Heritage Emergency Fund set up by the National Lottery Heritage Fund (NLHF) in response to the ongoing Covid-19 crisis.

The money will help the line cope with the major loss of revenue that resulted from the suspension of FR operations on 27th March, the line complying with lockdown measures that were imposed by the Welsh government.

Services restarted on the Ffestiniog Railway on 20th July, and on the Welsh Highland Railway on 18th August, but at greatly reduced capacity due to carriages having to be adapted for social distancing guidelines. The FR is only running between Porthmadog and Tan-y-Bwlch, and the WHR between Caernarfon and Beddgelert.

"We cannot thank the National Lottery Heritage Fund enough for this support during what is a very difficult time for our company," said FF&WHR general manager Paul Lewin.

"The generous grant enables us to continue to maintain our heritage buildings, work which had to be suspended at the start of the crisis," Paul added. "Without this funding we would simply not have been able to afford to continue this highly important



work having effectively lost four months of our high season."

Several heritage lines have benefited from NLHF support during the Covid-19 crisis – the award made to the FF&WHR is the maximum that was available under the scheme.

■ Among the latest narrow gauge venues to benefit from National Lottery help is Amberley. The Sussex museum, home to an extensive industrial railway collection and 2ft gauge running line and which recently reopened following a four-month closure due to the Covid-19 pandemic, received £50,000 from the National Lottery Heritage Fund.

In a separate development, the Ravenglass & Eskdale Railway has been awarded £250,000 by the lottery to restore two historic standard-gauge camping carriages located at its Ravenglass station.

Photo: Newly restored 'Large England' 0-4-OST 'Welsh Pony' is now a familiar operating loco on the Ffestiniog Railway and on 5th September steamed beyond Tan-y-Bwlch for the first time since the 1940s. A train for FR members included the loco's first trip around the spiral at Dduallt. The train is seen here on the return trip, passing Campbell's Platform.

Photo Chris Parry/FF&WHR – see also Gallery pages

More lines return from Covid closure

The UK's operating narrow gauge roster extended further through August as lines felt confident enough to restart services, having installed Covid-19 prevention measures. And several were delighted with the response from visitors.

The Sittingbourne & Kemsley Light Railway reopened on 5th August. "More than 270 compartments were sold in August with more passengers travelling on Wednesdays this year than last," S&KLR chairman Liz Fuller told *NGW*.

"Passenger numbers were down on Sundays but that is because we can only operate three trains per day compared to last year's six-train service."

Due to the success the line decided to extend operations to every Sunday in September, and as *NGW* went to press was also planning to operate in October.

The Welshpool & Llanfair Light Railway enjoyed a highly successful August running over half its line between Llanfair and Castle Caereinion, and extended trains to Welshpool in September. A single service ran over the full eight-mile line on Wednesdays and Saturdays alongside the Llanfair-Castle services.

"It was a huge job to install all our Covid precautions for safe operation, but the numbers of passengers during August and September have made it very worthwhile," said W&LLR manager Charles Spencer.

"Visitors have said how comfortable they are with our protective measures and of course there is also the joy of having steam in the Banwy Valley once more."

Also pleasingly busy was one of the first lines to reopen, the 12¼-inch gauge Fairbourne Railway. "We have been running at about 40 per cent capacity, but within this constraint, we are pretty much running full trains," general manager Murray Dodds told *NGW*.

"Visitors are very understanding of the new method of operation and appreciative of the fact that we are running at all. The biggest change is that passengers have to commence their journey at Fairbourne and we are not able to accommodate people arriving from Barmouth on the ferries. This also means that if they cross to Barmouth on the boat, they cannot travel back with us later in the day."

One of the latest lines to reopen was the Leighton Buzzard Railway, which planned to restart trains after *NGW* went to press on 19th September following an enforced closure of six months.

Like other lines extensive measures have

been put in place to ensure the safety of visitors and staff.

LBR chairman Terry Bendall paid tribute to customers and supporters for their patience, and the volunteers who have worked hard to enable safe reopening. "We look forward to once again welcoming passengers to the railway and another enjoyable, if shortened, running season," he said.

Trains are set to run every Sunday until 1st November as well as Saturdays 10th and 31st October, and Tuesday and Wednesday 27th and 28th October for half term. Planned special events have all been cancelled but the LBR intends to join several other lines in offering some form of Santa Special trains in December.



Leighton Buzzard's 'Doll' should be back in action this month. Photo: Rocky Lancer/LBR

£95K raised in three months to finish 'The Earl'

The Welshpool & Llanfair Light Railway has raised £95,000 in just three months to complete the 10-year overhaul of its original locomotive 'The Earl.'

A large legacy of unassigned funding allowed the mid-Wales line to award the contract to overhaul the 1902-built Beyer Peacock 0-6-0T to the Vale of Rheidol Railway, and it was transferred to the VoR's Aberystwyth works in June 2019.

However the Covid-19 pandemic and resultant closure of the W&LLR over the first four months of the 2020 season put significant pressure on the railway's finances. This raised the prospect of having to ask the VoR to suspend the overhaul, which was half complete at the time the pandemic closed the workshops in March.

By June the success of the W&LLR's 'Tracks to Recovery' appeal, which in less than three months raised more than £55,000 to help meet the line's fixed costs during closure, encouraged the line to repurpose the appeal to 'Keep The Earl on Track' with a minimum £30,000 target to complete the loco's rolling chassis.

However in a three-month period members and supporters of the line have raised the entire £95,000, enabling management to authorise the VoR to proceed to completion when its workshop reopens, expected to be in November.

The success raises the prospect of The Earl returning to the W&LLR in Spring 2021 and being available for the majority of next season's traffic alongside visiting Zillertalbahn U2-class 'Zillertal' and hopefully the Franco-Belge 0-8-0T 'Sir Drefaldwyn', restoration of which has recommenced in the W&LLR workshops.

Col Stephens adds to funding efforts

Grant aid to heritage lines during the Covid pandemic has run into many thousands of pounds, but the smallest groups have also done their bit to help.

Despite having less than 350 members the Colonel Stephens Society (www.colonelstephenssociety.co.uk) has always had a policy of making donations to lines and projects related to the early 20th century rail entrepreneur.

"These are mostly funded by members adding a donation to their subscription, and in true Colonel style running a very tight ship!" treasurer Nigel Bird told *NGW*.

During the Covid crisis the Society has donated £1000 to the Ffestiniog & Welsh Highland Railway and £500 to the Welsh Highland Heritage Railway, plus £1500 to standard gauge lines and the Colonel Stephens Museum at Tenterden in Kent.



Rheidol auction offers entry to Collection X

The Vale of Rheidol Railway has launched a fund-raising auction offering 'money cannot buy' experiences to help the mid-Wales line weather the financial effects of the Covid-19 pandemic.

Most popular are likely to be two tours of 'Collection X' – the 40-plus narrow gauge locomotives and carriages from around the world acquired by the late Peter Rampton since the 1960s. These are stored in a Surrey warehouse that has remained firmly out-of-bounds to enthusiasts.

The VoR has not run since March and chairman and CEO Rob Gambrill, whose wife is an NHS front-line worker, took the decision that the line would remain closed for the entirety of the 2020 season, principally to protect his staff.

All proceeds from the auction will go to the registered charity that owns the 11.75-mile line. The 20 lots are headed by two guided tours for two people of Collection X, hosted by Rob.

Also up for auction are two behind-the-scenes tours of the sheds at Aberystwyth and Capel Bangor on the VoR where it is promised that further locos from Collection X will be unveiled, in many cases for the first time since they arrived in Britain. VoR manager and chief mechanical engineer Llyr Ap Iolo will host these visits.

Two full-day experiences riding on the footplate of one of the Rheidol's 2-6-2T locomotives are also being offered, including the opportunity to join the crew during preparation and disposal.

Not for the faint-hearted will be the chance to ride the length of the railway on the footplate of quarry Hunslet 0-4-0ST 'Margaret', which is open cabbed...

One trip (on a set date in May) will be aboard the positioning move from Aberystwyth to Devil's Bridge where the loco spends the summer on 'Driver for a Fiver' duties. The second will be the September move back to Aberystwyth.

Other experiences on offer include a full-line return journey for two people in the VoR's Permaquip permanent-way

vehicle, reserving a private carriage (with seating for up to 35) for a round trip with the train carrying a personalised headboard and two guards' experience days, shadowing a guard from morning preparation to returning the carriages to the shed at the end of the day.

There will also be a guided journey over the line for up to five people with Ioan Lord, director of the Welsh Mines Preservation Trust, an expert on the rich mining heritage of the area around the railway and author of the book *Rich Mountains of Lead*.

There are also two personalised signed copies of Ioan Lord's book, and two personalised copies of a forthcoming 450-page book which is said to be the most comprehensive history of the VoR yet published. Lineside photo opportunities are also on offer.

The online auction starts on 25th September and will run until 18th December. Full details can be found at www.32auctions.com/rheidolrailway

Above: Locos from either the Rampton or Rheidol museum collections have seldom previously been seen in public.

Below: The summer haunt of 'Margaret' is at Devil's Bridge – riding the loco's open footplate up the entire line will be an experience.

Both photos: Andrew Charman





Australian Avonside on its way to Bala

The Bala Lake Railway is to become the home of Avonside 0-4-0T no 1909, which was built in 1922 for sugar cane plantations at Farleigh Mill in Queensland, northern Australia.

Withdrawn in the early 1960s, the locomotive was plinthed in a park near the mill before being purchased by enthusiast Eric Gibson. Shipped to his property at Racecourse, a suburb of Mackay in Queensland, no 1909 has remained unrestored in a shed ever since.

Now the locomotive has a new owner who intends to base it at the mid-Wales 2ft gauge line. According to BLR chairman Julian Birley, the great success in securing the loco for the line was persuading the Australian Government to grant an export

licence. "This is notoriously difficult and even in this case failed at the first attempt," Julian said.

BLR general manager David Jones believes that while the line is known as the home of the Quarry Hunslet, visitors will enjoy having something different to see and ride behind, and that its extra size will also be useful to the line's extension plans.

"We understand the new owner's intention is to have the loco up and running in time for its centenary in 2022. Having a slightly larger loco here will be very useful for trains over the extended railway into the town of Bala itself."

Above: Avonside 1909 in the Australian shed it has resided in for around half a century.

Photo via BLR



■ Covid-19 restrictions prevented the Ravenglass & Eskdale properly celebrating 60 years since the Cumbrian 15-inch gauge line's was purchased for preservation with a Gala this year, but the anniversary of the August 1960 formation of the R&ER Preservation Society, which a month later successfully bid to buy the railway, was not allowed to pass unnoticed. Regular driver of Davey Paxman 2-8-2 'River Esk', Peter Van Zeller produced a suitable headboard, seen here on 9th August with Peter (right) Esk's driver for the day David Moseley and guard Di Chase. *Photo: Keith Herbert/R&ER*

Llanfair line on hunt for new manager

Welshpool & Llanfair Light Railway general manager Charles Spencer will step down at the end of March 2021, after six years in post.

The announcement of his impending departure has disappointed many W&LLR members, though chairman Steve Clews admitted the decision was not totally unexpected among the railway's board.

"Charles said right from the start that he would be in position for only four to five years dependent upon his personal situation and commitments, so I am actually thinking of this as us having had an extra year," Steve said.

"He has made a huge contribution over the last five years to moving the W&LLR to another level," Steve added.

Charles first visited the W&LLR while on holiday from his native Canada, where he had enjoyed a career at the top level of the banking industry. After some years volunteering, during which he passed out as a locomotive fireman, he applied for and got the GM role following the retirement of previous incumbent Terry Turner.

In announcing his departure Charles has emphasised that the decision is entirely for family reasons and impending retirement in the Isle of Man. He hopes to continue volunteering at the W&LLR; "I want to still shovel coal in steam locos," he said.

"It was a great first five seasons and a pity the sixth was hit by the virus," Charles added. "But we will come to the end of this year in remarkably good financial shape thanks to the support of volunteers, staff, members and donors, and that's a great position in which to leave the railway."

■ The W&LLR has begun the recruitment process for Charles's successor – an advert appears on page 11 of this issue.

Below: Charles Spencer will be handing over the management of the W&LLR, but not his firing shovel...

Photo: Andrew Charman





Swedish loco overhaul completed at Statfold

Jung 0-4-0WT no 3698 'A. Dahl' was expected to successfully pass a steam test just after *NGW* went to press after undergoing a major overhaul at Statfold Engineering.

The engineering business, which while located adjacent to the Statfold Barn Trust heritage collection is completely separate to it, won the contract to overhaul the 1925-built 11.2-ton loco after almost 40 years of service on the Risten-Lakvik Museum Railway in the south of Sweden.

No 3698 arrived in Staffordshire in 2018 and the work carried out by Statfold Engineering has included a complete boiler overhaul with new barrel, tubeplate and smokebox, removing and reboring the cylinders, realigning the axles and overhaul of the loco's motion.

A. Dahl was expected to return to Sweden directly after its steam test.

■ last month we incorrectly identified no 3698's home line as the Gullbacka Railway near Stockholm. The loco was originally preserved there in 1968, after a working life in a quarry in the West German village of Kausen, close to the Jung works where it was



built. But the Gullbacka line soon realised that no 3698 was too heavy for its short and lightweight line and transferred the loco to the Risten-Lakvik Museum Railway in 1975.

Photos: Jung 0-4-0 'A. Dahl' in service in the West German quarry industry and on the Risten-Lakvik museum railway in 2010, a role it will be returning to very soon.

Photos: Statfold Engineering

■ The UK's narrow gauge lines have been eagerly trying to make up for the losses sustained during the Covid-19 pandemic with busy services through what traditionally would be the height of the peak season. *Kenny Felstead* caught the Bala Lake Railway's quarry Hunslet 0-4-0ST 'Maid Marian' approaching Llangower with a pleasingly full (in socially-distanced terms) train on 28th August.



BRIEF LINES



Progress on Rheidol shed

The Vale of Rheidol Railway has resumed work on its new museum collection and rolling stock protection shed at Aberystwyth in recent weeks. Contractors working under social-distancing conditions have fully enclosed the building and laid the concrete floor, as well as wiring the solar panels installed on the building roof. *Photo: VoR*

Harry at the Fairbourne

The Fairbourne Railway has appointed a new engineer. Harry Billmore, who is also a member of the footplate department at the Welshpool & Llanfair Light Railway, took up his new post on 7th September.

No Tracksiders on Tallyllyn

The Tallyllyn Railway has been forced to cancel its Tracksiders programme offering volunteer opportunities to children over the October half-term due to Covid-19 restrictions. The line hopes to resume the highly popular scheme during Spring half-term in 2021.

Fox on the run

Kirkstons Light Railway 2-6-2T 'Fox', the initial loco built for the Yorkshire 15-inch gauge line in 1987, worked its first passenger trains in almost six years on 13th September. A recently completed protracted overhaul has included new axles, wheels, strengthened frames and major boiler work. The loco is due to be officially launched over the first weekend of October.

Photo: KLR





North Bay Engineering to build third Sipat

Darlington-based North Bay Railway Engineering Services has received an order for a third example of its recreated Bagnall 'Sipat' 0-4-0ST.

The first example of the diminutive classic design was completed in 2016 and was built to 20-inch gauge to run on the Engineering firm's related North Bay Railway at Scarborough. 'Georgina' has been the only steam member of the line's motive power fleet ever since.

At the time NBE head David Humphreys insisted that the build project had been run as two locos, and a set of parts for a 2ft gauge version was in existence. This was completed in 2018 and became 'Otter', running on the Groudle Glen Railway on the Isle of Man.

David Humphreys tells *NGW* that the third order is for another 2ft gauge version

of the loco and has been ordered for a private customer. It is expected to be delivered in around August 2021.

Meanwhile NBE's Darlington workshops remains busy. The overhaul of the Llanberis Lake Railway's quarry Hunslet 'Thomas Bach' (894/1904, known as 'Wild Aster' when at Dinorwic Quarry) is complete and the loco has been tested on compressed air on a set of rollers (readers with Facebook can watch the video here – www.facebook.com/watch/?v=325295218795797&extid=ESK7gtna1XmQpfia). The loco was expected to be steam tested and return to Llanberis shortly after *NGW* went to press.

The build of the chassis for the Southwold Railway Trust's Sharp Stewart 2-4-0T 'Blyth' continues and David believes it will not be long before the boiler can be mounted on the loco. This will provide highly visual evidence of progress on the project and help to raise the funds needed to complete the loco, which *NGW* understands is around £60,000.

NBE has also invested in the creation of a transporter system which according to David will allow the easy road transfer of any locomotive weighing up to 17 tonnes, of 15-inch, 2ft or 3ft gauge.

Details of the Blyth project, including a donations link, are at www.southwoldrailway.co.uk/trust-projects/2-4-0t-no-3-blyth/



Above: New-build Sipat pioneer 'Georgina' is about to gain another sister.

Photo: Andrew Charman

Left: Latest progress on the Southwold Railway Trust's 'Blyth' – valves and springs mounted on the chassis.

Photo: NBE

Bagnall Peter gets missing link back

The 10-year overhaul of Bagnall 0-4-0ST 'Peter' (2067/1918) has received a boost with the return of one of the locomotive's original components.

Following a working life in the Cliffe Hill quarry in Leicestershire the loco was originally preserved by the Brockham Museum Trust in 1967, and restoration begun at the museum in Surrey.

Peter was transferred with the Brockham collection to Amberley museum in Sussex in 1982 and restoration was completed by a team led the late Doug Bentley, the loco finally steaming in 1993.

During the restoration it was discovered that only one expansion link, die block and associated rods were present in the boxes of parts. A replacement expansion link had to be sourced and the other missing parts fabricated. Peter has since run for two 10-year stints at Amberley and is currently undergoing another 10-year overhaul.

By chance the Museum received an e-mail from Peter Heather, a former volunteer at Brockham, who had the original parts. He had completely forgotten that he had been asked to take home the items to restore them in the 1960s, until a house move prompted a clear out of his garage and he discovered them.

"The timing of this discovery could not have been any better as work on the valve gear is about to start – the parts will be assessed to see if they can be reused," an Amberley spokesperson told *NGW*.

The Museum continues to raise funds to complete Peter's restoration – details are on a JustGiving page at <https://justgiving.com/campaigns/charity/amberleymuseum/peter>

Below: John Stanton, joint head of Amberley's railway volunteer group, accepts the missing expansion link from Peter Heather (right).

Photo: Amberley museum

Bottom: 'Peter', when under initial restoration at Brockham museum in the 1960s.

Photo: collection of the late Dave Billmore



Museum overcomes big challenges of reopening post Covid

The Narrow Gauge Railway Museum (NGRM) at Tywyn Wharf station on the Tallylyn Railway reopened on 5th September, as the museum's Trust overcame the challenges of safely operating an inside venue following the Covid-19 pandemic.

While the Welsh Government allowed museums to re-open from 27th July, most found the process difficult and complex. As well as meeting enhanced hygiene and safety requirements the NGRM faced two distinct challenges – a shortage of staff due to its volunteer attendants being mostly in 'at-risk' categories and improvements needed in its ventilation.

Emergency grants totalling £19,700 were secured from the Welsh Government and the National Lottery Heritage Fund, allowing the museum to make the changes needed for safe public access, and crucially to take on two paid employees, Luke Ryan and Frank Nolan, for four months.

This allowed a phased re-opening – phase 1 on 5th September permitted public access to the entrance area with a large

Newly recruited assistants Luke Ryan and Frank Nolan welcomed visitors to the Narrow Gauge Railway Museum on re-opening day, 5th September. Photo: NGRM



screen monitor illustrating the collection inside. The museum's large door was also left open when the weather allowed.

However within two days NGRM management felt able to move to phase 2, allowing visitors who had booked online to visit the ground floor, where most of the larger exhibits are displayed.

Under Phase 3, which will be implemented as soon as possible, visitors will also be able to enjoy the first-floor displays, including many of the smaller exhibits and the re-created Awdry Study, where the creator of *Thomas the Tank Engine* wrote his much-loved books.

A 'museum outside' is also being set up, with the creation of new interpretation boards for the museum's outdoor exhibits

which mainly comprise historic wagons.

Anyone wishing to visit the museum should book through the website at www.ngrm.org.uk. This shows the current opening arrangements, and details of an appeal for donations towards the ongoing cost of purchasing personal protective equipment, cleaning materials and hand sanitiser – a cost currently estimated at around £500 a month.

The museum's entire collection is also viewable online via the website.

NGRM Trust chairman Keith Theobald, is delighted to have the museum open again. "We are very grateful to the Welsh Government and the National Lottery Heritage Fund whose financial help has made this possible," he said.



General Manager Welshpool and Llanfair Light Railway

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About us:

The Welshpool and Llanfair Light Railway Preservation Co. Ltd. is a registered charity. An eight-mile long 2ft 6in gauge railway running through beautiful Welsh Marches countryside, it provides a steam hauled tourist service and heritage display. Run predominantly by volunteers, the railway carried more than 24,000 passengers in 2019 with an annual turnover of half a million pounds. We are the custodian of a significant portfolio of historic assets.

Your role:

Your challenge will be to give direction and leadership to all staff, both paid and voluntary, and to members. Reporting to the board of trustees, you will be expected to implement the strategy they set, providing appropriate advice and information on railway operation, engineering and commercial initiatives.

About you:

You have excellent leadership and interpersonal skills and a proven track record of motivating and managing. You are positive, energetic and enthusiastic. You will preferably have experience in the leisure, tourism, heritage or voluntary sector.

If you think you have the personal qualities to carry out this role and want to work with people who are passionate about preserving our heritage and educating the public, we want to hear from you.



For an application pack please contact:
Steve Clews, W&LLR Chairman at clewssg@btinternet.com

Closing date for applications 1st November 2020





Progress at Dromod as track relay heads north

Trackwork progress has continued at the Cavan and Leitrim Railway (Dromod), with a gang of volunteers carrying out essential work in line with Covid-19 guidelines from the Government of Ireland.

Phase 1 of the relay from the platform to the gate of the site was completed on 3rd August. To mark the occasion resident Avonside loco 'Nancy' was ceremoniously steamed to run over the relaid track, and to carry out maintenance checks and competency with the group's volunteers.

"The relaid track is a vast improvement, and thanks are due to all who supported us to get this work done," said the C&L's Micheal Kennedy.

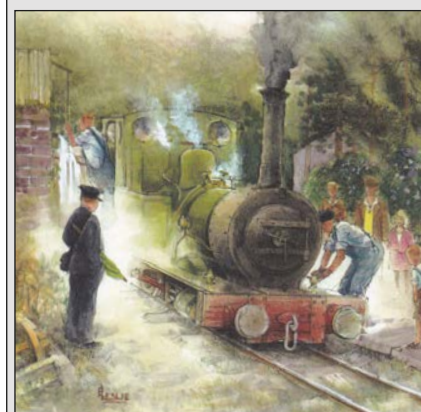
The Phase 2 programme from the gate to the end of the existing line at Clooncolry has since begun. A fresh delivery of bolts and screws have been delivered, and sleepers sawn so that the gang can proceed without delay. Several lorry loads of ballast have arrived and have

been discharged along the alignment, the first delivery on the C&L in some time.

There are plans to erect a halt and run around loop at Clooncolry at some point in the future. The railway is seeking support to fund additional sleepers and bolts for the work, and anyone interested in helping can contact the C&LR at dromodrailway@gmail.com.

Meanwhile a detailed assessment is being carried out on the chassis of Tralee & Dingle Railway carriage 7T and the three T&D bogies the railway has on site, as part of the C&L Vintage Train Appeal detailed in *NGW* 151. The work is being undertaken with a view to sending the bogies away for refurbishment and again anyone who may wish to assist is invited to contact the railway.

Above: 'Nancy' is enjoying running on relaid track thanks to the efforts of C&L volunteers.
Photo: C&LR



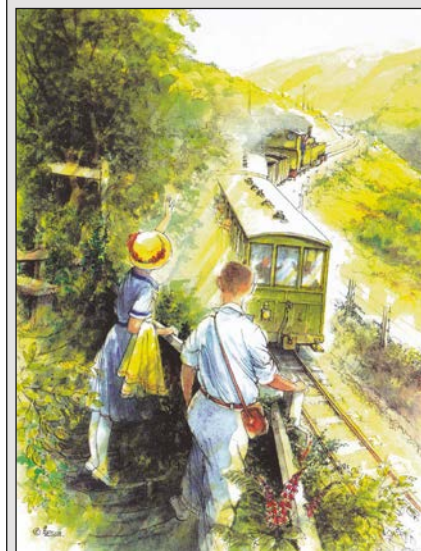
Eric Leslie

The narrow gauge world, especially the Lynton & Barnstaple Railway, is in mourning at the passing on 30th August of railway artist Eric Leslie.

Eric had a lifelong passion for all forms of vintage transport but particularly narrow gauge railways, and he expressed this passion so well in his evocative artwork. He became renowned for the work he produced for the Lynton & Barnstaple line – just about everything printed on the railway, from guide books to merchandising to Christmas cards featured his views of L&B trains, mostly recalling the old line prior to 1935.

However his narrow gauge enjoyment, and resultant pictures, extended far beyond the L&B, most of the UK's lines becoming subjects for his brushes, illustrated in his *Narrow Gauge Album of Watercolours* published in 2015.

NGW editor Andrew Charman has his own personal memories of Eric. "He clearly liked nothing better than to talk narrow gauge railways," Andrew said. "Every now and then I would receive a neat hand-written letter from Eric on a narrow gauge subject of the moment, and they were always accompanied by a colour pen portrait or two from the UK narrow gauge – of course I have kept them all. A real enthusiast, Eric will be missed."



■ Beyer Peacock 'Mannin' (6296/1926) has been transferred from the Isle of Man Railway's Port Erin station, where the loco had been on display for many years in the line's museum, to workshops in the north of the island at Jurby. Much larger than its sister Beyer Peacock locos and the most powerful 2-4-0T on the island, Mannin is set to undergo assessment with a view to returning it to steam, primarily to work the line's popular but heavy dining trains.

Photo: Graeme Easton

Back to 1960 as the Lincs Coast parties behind closed doors

The Lincolnshire Coast Light Railway celebrated its 60th birthday on 27th August, though Covid-19 restrictions prevented the northeast 2ft gauge line's volunteers staging celebrations for visitors.

Instead the opening day scene when the first train rolled out of North Sea Lane station for Humberston Beach was recreated at the line's current Skegness site, using the same locomotive and one of the early carriages.

Volunteers from the LCLR's earliest days joined more recently recruited supporters to operate the train, all socially distanced and wearing face coverings.

The LCLR claims to be the first heritage railway in the world to be built by enthusiasts. It opened on 27th August 1960 linking the beach and a holiday camp at Humberston, south of the Lincolnshire seaside resort of Cleethorpes, with the terminus of local bus services.

The LCLR was and remains today a short line running over less than a mile, built with rails and rolling stock sourced from First World War trench lines and the Nocton Estates Railway, which formerly carried potatoes and sugar beet across the Lincolnshire Fens.

Success, decline and relocation

The LCLR carried two million passengers before changes in British seaside holidays brought about its closure in 1985 and after a long period in store at Burgh-le-Marsh, its rebuilding and reopening 42 miles to the south in the Skegness Water Leisure Park in 2009.

"The LCLR has survived closure, a long period in storage and lengthy rebuilding, to be recognised as the world's pioneering heritage line of its type," said the line's spokesman John Chappell.

"The volunteers were determined to mark this moment in the world's railway history by recreating the scene from that same date 60 years ago".

The LCLR had planned a series of celebration events for its 2020 season, marking a number of milestones – the 30th anniversary of the opening of the Skegness Water Leisure Park, where it is based in Walls Lane, Ingoldmells; the 25th anniversary of Skegness Airfield, which is located next to the railway in the park; the 60th anniversary of the opening of the line and the Skegness Classic Wheels Show, before problems caused by the Covid-19 pandemic caused all to be postponed until 2021.

See also Youtube link on this issue's NG Extra page, page 49



Above: Opening-day photo recreated on 27th August at the LCLR's current base in the Skegness Water Leisure Park: driver Mick Allen (a volunteer since 29th August 1960) with original Simplex 'Paul' (3995/1926) and volunteers Claire Smith, Gina and Calvin Roberts in open carriage no 2572, converted from a WW1 wagon. Photo: Dave Enefer/LCLR



Upper right: The inspiration from 27th August 1960, the first train on the line at Humberston. Photo courtesy William Woolhouse collection/LCLR



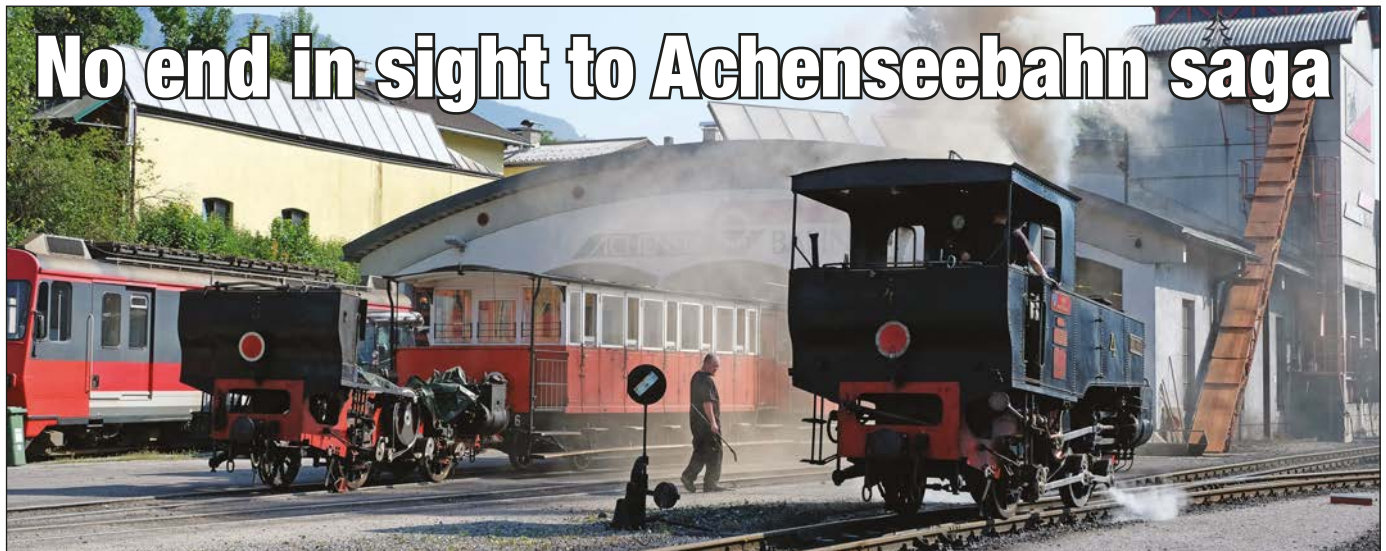
Centre right: 1962 photo from a local newspaper showing then 13-year-old Chris Bates (claimed at the time to be the world's youngest railway shareholder) cleaning the station sign at the LCLR's original Humberston HQ. Photo: LCLR Archives

Lower right: Still polishing: Chris recreates that 1962 photo on 27th August, tidying up another early LCLR Humberston station sign, this time at Skegness. Photo: Mike Newbold/LCLR



Below: Three long-serving LCLR volunteers mark their role in the early days of the railway. Left to right are Chris Bates, Jim Smith and Mick Allen. Photo: LCLR





No end in sight to Achenseebahn saga

Bankruptcy proceedings in **AUSTRIA** for the Achenseebahn were expected to conclude in early September and the saga of the threatened metre-gauge rack line is, according to European heritage body Fedecrail "slowly turning into a thriller."

An update to Fedecrail members issued at the end of August reveals that since filing for bankruptcy on 25th March, all services have been suspended and some staff have been laid off, but the workshops continue to operate at reduced capacity.

Overhaul of loco no 3 was completed on 30th April, while passenger carriages have been reconditioned and repainted to form a set in historic green livery, and a freight wagon long abandoned as a wreck is well on the way to restoration.

The Tyrolean state government voted unanimously to provide 3.4 million Euros of support to the line but on 4th July, one day before the grant was due to be confirmed by the state parliament, it was

withdrawn and the reason not revealed.

Expert Dr Günther Dinthobl was commissioned to analyse whether the line could be listed as a historical monument or apply for UNESCO World Heritage status such as the Darjeeling Himalayan Railway in India enjoys.

Dinthobl's study was delayed by the Covid-19 pandemic but on 12th May he published a report that was circulated globally and which requested immediate protection for the line.

This immediately attracted support from worldwide heritage organisations and Austria's Federal Monuments Office has since officially asked for protection for the line. However it is understood that the report, which is yet to be published, does not seek to protect the entire line, but parts of it and individual stock.

Austria's Federal President is also reported to become involved in the battle for the Achenseebahn, but this interjection

has apparently not impressed members of the Tyrolean state government. But there are hopes that once the bankruptcy proceedings end a rescue package might be set up locally.

Meanwhile a complaint has been made to the public prosecutor's office, against members of line's supervisory board.

According to court testimony, in 2015 these members requested that state subsidies to the line be frozen. Now they are refusing to pay the legal costs of the battle for the line, and these are having to be privately funded.

The tale looks to be getting ever more complex and whether this line will survive is still very much in the balance. *NGW* will publish updates as we get them.

Above: Loco no 3 'Georg', photographed under overhaul in July 2019 by *James Waite*, is now back in service, but whether it has a line to run on remains in doubt.

Covid-suspended train runs for exam student

Trains on the Kalka-Shimla Railway in **INDIA** that have been suspended for five months by the Covid-19 pandemic ran again on 6th September, to ensure that a student got to his exams. A seven-carriage train was run on the 2ft 6in gauge line, which has not operated since March due to Covid-19, with the only passengers National Defence Academy student Anurag Sharma and his father. Railway officials told Indian media that the train, which left Solan at 4.30am and arrived in Shimla, 45km away, at 7.10am, was run on the orders of the Centre for the benefit of candidates.

Photo and story: Partha Pratim Roy via DHRS





Puffing Billy launches engineering business

The Puffing Billy Railway is launching a series of external engineering services for other organisations in the tourist and heritage railway sector in **AUSTRALIA**.

The railway intends to make available the experience it has gained over five decades of operating and maintaining vehicles from all periods of its 120-year history.

"This is an exciting development for the railway and a great opportunity to work alongside similar organisations, utilising both our engineering capability and our specialist skills in heritage locomotive and rolling stock maintenance," Puffing Billy engineering manager Peter Essig said.

"From design, construction and fabrication at the Belgrave Locomotive Workshop, to maintenance, repairs and restoration at the

Emerald Carriage & Wagon Workshop, Puffing Billy Railway's rolling stock branch have the skills, equipment and opportunity to assist tourist and heritage organisations to keep the tradition of historic rail travel alive," Peter added.

"Many locomotives and carriages from around the world are preserved in operating condition, serving as a testament to engineering craftsmanship from a bygone era. We are incredibly proud and privileged to play a part in the continuation of those traditional skills for the enjoyment of current and future generations."

Details of the services on offer can be found at www.puffingbilly.au/about/engineering-services or by emailing engineering@pbr.org.au

Photos: PBR

■ Members of the Museum of French Steam Tramways and Secondary Railways began dismantling some of the last remaining standard-gauge track at its Crévecoeur, **FRANCE** base on 27th August, at the request of the local authority to increase a car parking area for hikers.

The museum's running day on 16th August proved to be its busiest of the delayed 2020 season yet, requiring a two-train service, reports *Olivier Janneau*. Passenger numbers carried were a one-day record for the MTVS.



BRIEF LINES

Railcar under restoration

The Hultsfred-Västervik Railway in **SWEDEN** has begun restoration of railcar Ybo5p 893, a project expected to cost the equivalent of £41,000. Out of service on the 891mm gauge line since 2003, the vehicle is said to need a great deal of body work as well as renovation of the engine, gearbox and wheel sets and a complete new interior.

Truck log hauler saved

A member of the Bush Tramway Club in **NEW ZEALAND** has purchased and begun restoring a 3ft 6in rail tractor that was converted from a heavy road truck and formerly used for hauling logs. *NGW* correspondent Alan Smith tells us that these tractors were a not uncommon feature in the forests of New Zealand up to the 1960s.

Bridge damaged by tree

Also in **NEW ZEALAND**, the 3ft 6in gauge Bay of Islands Vintage Railway was forced to suspend operations from 31st July due to damage to its river bridge following serious flooding. A large tree floated down the river, took out one pier of the bridge and severely damaged another. The line reopened on 21st August running only to the bridge with trains top and tailed by locos on each end.

Readers can send in news from overseas lines for inclusion on these pages – contact details are on page 3

A Chilean survivor...

Two visits almost three decades apart showed *Frank Stenvalls* that little has changed at a South American metre-gauge outpost....



Passenger traffic on the metre-gauge system in Northern Chile ceased as early as 1975 but in the broad-gauge territory of the southern part of the country, one 88km-long metre-gauge line remains in operation between Talca and Constitución, operated by railcars.

Among the features of this line is

that the railcar has to be detached from the trailer after each run to be turned, and that visitors are carried only with permission. I visited the line in 1992 and I returned in March 2020, just as the Covid-19 pandemic broke out.

Talca is a mid-sized town 249km south of Chile's capital Santiago,

"Visitors can book tickets on the day, if there is space, and pay 50 per cent more than the locals..."

served by two fast trains daily in each direction. The narrow-gauge railway to the coastal town on Constitución follows the river Maule through an agriculturally rich area. The first section of 33km was opened in 1892, but the remainder took rather longer to complete.

In 1902 the railhead was at Banco Arena, 5km from the intended terminus, where the line was to cross from the north side of the river to the south. The long bridge was not completed until 13 years later, and in the meantime a temporary terminus with turntable, warehouses and jetty was arranged.

Then as well as now, Constitución was a holiday town, but also had and still has a major pulp mill. Three or four trains of wood a day crossed the streets to get to the plant, which was in the early 1990s eventually stopped. On my 1992 visit, I saw D 5107, one of four GE U5B diesel locos, with a long string of timber wagons on its way to the mill before the morning railcar departure.

Hand propelled

The two daily pairs of trains were worked by a batch of originally six railcars built by Orenstein & Koppel in 1961-62 and supplied by Ferrostaal, numbered 251-256. The railcar has only one cab, which means that after each run, the trailer has to be detached, the railcar turned on a turntable and the trailer pushed by hand beyond a set of points, to be attached again. Apparently this has been the practice for half a century, but it might not be for much longer as tenders have been invited for the supply of new railcars and an upgrade of the line.



Above: Railcar ADM 255 is being turned at the terminus of Constitución. The crew then has six hours to rest until the return trip.

Scenes from Frank's earlier trip in 1992: At centre left, a Ferrostaal railcar in early livery awaiting its departure from the Talca main line junction, 12th March 1992. The broad gauge line is on the right.



Left: AIT-252 in an intermediate livery, stopped on the line after hitting a cow, 11th March 1992.

All photos by Frank Stenvalls, March 1992 and March 2020.

The line remains very pleasant, following the river Maule. During my 1992 trip here and there, forest workers with chain saws alighted. Horses and donkeys were tied in the shade of trees at the halts. Upstream, the valley widens and I saw pebbles being collected from the river bed, maize being dried on tin roofs and wood piled to make charcoal.

On two sections, the driver had to sign an order to proceed – the signal staff system was out of order, and there was no-one who could fix it, it was explained.

We passed one freight working before the halfway stop at Gonzales Bastias, named after a local poet, where a few old carriages rusted away.

A little further along the line a group of cattle appeared in the track, and unfortunately we ran over one cow. It took a while to drag it out from between the bogies before we could proceed. Nothing unusual, the conductor explained. For the last few kilometres into Talca, the narrow gauge parallels the broad gauge.

The villages on the north side of the Maule are ill-served by roads and hence buses, so today the train remains a subsidised social service.

Local priority

The charms of Chile's last narrow gauge passenger train were featured on national television and the crowds the broadcast attracted made it necessary to give priority to the locals. Visitors can book tickets on the day, if there is space, and pay 50 per cent more than the locals.

For my return visit in March 2020 I was aware of this and appeared at the nicely restored booking office at Talca well ahead of the opening hour. This turned out to be an unnecessary precaution; the summer season was already over. When we departed, there was plenty of space, but later on, more or less all the seats were taken. As the railcar is mono-directional, all seats face forward.

Since my visit 28 years earlier, the railcars had been painted in a brighter livery, reclassified ADM and a more contemporary toilet installed. Traffic control is now by radio, but otherwise little on the line appeared to have changed.

There is a five-minute stop at Gonzales Bastias where trains pass, but the food stalls there were not staffed. The crew appeared slightly bored with visitors. Passengers had to enter their names and phone numbers on a list, which was apparently a precaution in case coronavirus tracking would be called for. Later in March, visitors were no longer carried, and in May the service was reduced. **NGW**

Upper right: ADM 255 ready to depart with the 07.40 from Talca, workshops in the background. The driver wears ear protection; the 58 year-old railcar is noisy.

Centre right: The trailer is pushed beyond the points at Constitución so it will be at the right end when the railcar has been turned, as in the heading photo.

Lower right: The train picked up a few passengers at Pichaman where a former carriage, apparently elegant in its days, serves as shelter. A similar rusting carriage at Gonzales Bastias was derelict there when Frank visited in 1992.

Below: Trains cross at Gonzales Bastias, at left is ADM 255 on route to Constitución, at right is ADM 253 heading for Talca.



Chance Encounter with 'Welsh Pony'

James Waite was fortunate to be present when the newly restored Ffestiniog Railway locomotive made a series of 'running-in' trips on 15th July.



Late in June the Welsh Government announced that a Covid-related ban that since March had prevented people travelling more than five miles within Wales was to be lifted, and also that it would become lawful from mid-July for visitors to stay in self-catering accommodation.

A few days' break in Wales was an appealing prospect, and so my wife and I booked a stay at a holiday cottage near Porthmadog which was within earshot, though not quite within sight, of the Ffestiniog Railway. Services on the line were not due to begin until the following week, and as photography did not appear to be a high priority I left my 'big' camera at home.

This turned out to be unduly pessimistic! We were out walking one afternoon when we heard a whistle coming from the general direction of the railway. It wasn't the normal

full-throated Ffestiniog whistle but sounded more as though the loco was suffering from something stuck in its system. An hour or so later we set off for Harbour station, found some staff members on the platform and asked what was running. The reply was that they could not say very much but if we cared to drive over to Minffordd we might find something to interest us.

Off we went, and were greeted by the sight of 'Welsh Pony' standing at the platform. This was definitely not what we had expected! It turned out that the railway had announced that same afternoon that the loco, restoration of which had just been completed, would be one of four rostered for the new service when it started the following Monday, and so was spending the afternoon making running-in trips between Harbour station and Minffordd.

Above: 'Welsh Pony' setting off from Minffordd on 15th July 2020 with wagon no 62 in tow, and crossing the bridge over the Cambrian coast standard gauge.

Below: Resting at Harbour station, displaying a temporary coat of dark plum paint and an absence of permanent nameplates.

All photos by James Waite

Welsh Pony needed to clock up fifty miles of operation, and so several trips were required. The loco had been steamed for the first time not much more than two weeks previously following the protracted overhaul at Boston Lodge works. The event had been well publicised and streamed live online, though social distancing rules meant that only a few key figures were physically in attendance on the day.

We watched the train setting off from Minffordd. Progress was slow and we stopped to see it again passing through Boston Lodge Halt before following to Harbour station. The loco was hauling bogie well wagon no 62, which had been built in 2015 and was mainly intended to transport a portable digger or similarly-sized equipment for permanent way work.

Previous encounters

Welsh Pony was one of two locos built for the then Festiniog Railway in 1867. They were enlarged versions of the four 0-4-0 side tanks supplied by George England & Co as the railway's first locos in 1863 and 1864.

The 1867 ones were always distinctly different, mainly because their boilers were larger and their wheelbase was 5ft instead of the earlier locos' 4ft 6in. They were also built with stepped frames and fitted with what have become the familiar saddle tanks from the start – the original four engines were not rebuilt to match them until the late 1880s and early 1890s, and ever since then have retained the shorter wheelbase and generally smaller dimensions.

Welsh Pony has been a unique



loco since sister 'Little Giant' was withdrawn in 1929. The Festiniog made a concerted attempt to brighten up its locos in the 1930s and Welsh Pony was painted blue and last ran in late 1939 or very early 1940.

I first encountered the engine during the railway's Victorian weekend in October 2005. It had recently been repainted blue, or to be more precise the Darjeeling Himalayan Railway's shade of the colour using paint which Boston Lodge had in hand, left over from the construction of two replica Darjeeling carriages for Adrian Shooter's Beeches Light Railway the previous year.

I found it lurking in the shadows behind the old loco shed at Boston Lodge, very much in the background when the star attraction at the event was the old Double Fairlie 'Livingston Thompson' which was visiting from its normal home at the National Railway Museum at York.

Afterwards Welsh Pony appeared only occasionally until it was given a starring role at the railway's Gala events in 2013. By then the loco had been repainted in the railway's early preservation-era green livery as a part of its celebration of 150 years as a steam railway and there was active discussion about returning Welsh Pony to working order. An appeal was very well subscribed and work to dismantle the loco began in 2014.

New parts

It was always expected that a new boiler would be required but it turned out that the frames, cylinders and coupling and connecting rods had corroded beyond reasonable repair. The tank and cab have been reused, as have the wheel centres – the front pair originally ran under Little Giant. A new tender was needed since the original had been running behind 'Linda', from the Penrhyn Quarry Railway, ever since she was taken into stock in the 1960s.

I saw Welsh Pony at Boston Lodge in November 2019 and it was clear that the restoration would soon be completed. That was before the advent of Covid-19 and the suspension of all major capital work at the railway, but fortunately work on the loco was able to continue as it was externally funded thanks to that well-subscribed appeal.

The return-to-steam event took place on Saturday 27th June. The loco had gained a temporary coat of dark plum paint, the same as the railway's Victorian train and the modern Pullman-style observation carriages. It carries the intricate period monogram on the tender familiar from the restoration of other locos in



Above: Freshly painted in Darjeeling blue paint behind the old engine shed at Boston Lodge on 15th October 2004. Double Fairlie 'Livingston Thompson' is in the foreground.

Right: In 2013 the locomotive was repainted in early preservation-era green as part of the Festiniog's celebrations of 150 years as a steam railway.



Below: Welsh Pony with 'Palmerston', 'Prince' and 'Princess' on parade at Harbour station on the stormy morning of 12th October 2013.

recent years to their historic liveries. Nameplates had not yet been fitted, and will not be until it is possible to hold an inauguration ceremony.

The eventual plan is that Welsh Pony will be painted green, as it had been in 2013, as a tribute to the late Allan Garraway, the preserved railway's first manager, who had made the first contribution to the appeal.

My chance encounter with the loco was on 15th July, and was greatly helped by input about its movements from the driver and his female fireman. The resumption of public services required the use of the railway's heritage carriages in order to aid social distancing; they are traditional compartment vehicles whereas the modern ones are not. »





Above: Standing between two rakes of heritage carriages at Harbour station prior to being uncoupled and taking on coal and water.

Left: Approaching Boston Lodge level crossing



Below: Simmering at Harbour station while the loco crew enjoy their meal – a very late lunch/very early supper or perhaps just afternoon tea at 5.11pm!



Three train sets are required and they were lined up at Porthmadog Harbour station being prepared for the resumption of services.

Carriage history

One of my photographs shows Welsh Pony standing between these vehicles. The two four-wheeled carriages on the left are nos 2 and 5, some of the railway's original stock, and date from 1863 and 1864 and they normally form part of the Victorian train.

The straight-sided carriage in the green-painted set on the right is no 16. It is one of two that date from 1872 – these were the first revenue-earning bogie carriages on any British railway. Closer to the camera is no 20, one of the railway's following generation of carriages – the four 'bowsiders' – and which date from 1879. The set is painted in the FR's 1930s livery.

The fireman can be seen uncoupling wagon no 62 so that the loco could take on coal and water. Next stop was at the platform, where sandwiches had been brought for the crew. Welsh Pony then collected the well wagon and set off for another run up the line.

By now the weather, already murky, had taken a turn for the worse and we headed off for an early supper. It had been an enjoyable hour of photography, my first since a trip to the Portuguese narrow gauge more than six months previously in the happy pre-Covid days.

As I write this article, Welsh Pony has proved to be a reliable performer and has run frequently on FR services. But I hope someone has fixed her whistle! **NGW**

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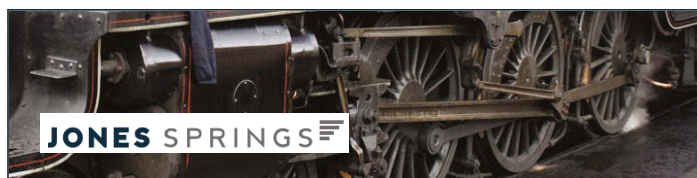
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Swiss rack rails – a Covid update



Adrian Garner found a typically positive Swiss attitude during a visit in late July with all railways running their full summer timetables. Two of its best-known mountain lines provided memorable journeys.

As the possibility opened up of travelling to Europe from the UK, my wife and I decided to risk a one-week trip to the Bernese Oberland. We had been lucky earlier this year in visiting our daughter in Vietnam and seeing some of its rail systems (reported in *NGW* 149) without being impacted by the virus. Could we be lucky twice?

We were – Heathrow in July was pleasantly deserted (albeit a disaster for the industries involved) but when we arrived in Zurich it was clear that not only had the lockdown been eased but Switzerland was definitely open for business.

All the now normal precautions were being observed in a very methodical Swiss way (hand washing, hand sanitiser and face masks) but all rail, bus and boat routes were running their full services. In Thun, where we stayed, all banks and shops were open at their normal times. The diligent precautions by the Swiss showed a respect for the virus but there was a clear positive attitude that life must continue.

This is not the place to report on the standard gauge network, which was 'running like clockwork', but on two of the narrow gauge railways that were high on our agenda to visit.

"Diligent precautions showed a respect for the virus but there was a clear positive attitude that life must continue..."

Brien Rothorn Bahn

The small town of Brien is served by the metre gauge railway, now named the Zentrabahn, which runs from Interlaken over the Brunig pass to Lucerne, and by boats that circuit the lake and include the paddle steamer 'Lotschberg' built in 1914. From both the rail station and the quay it is less than three minutes' walk to the 800mm gauge Abt rack railway station of the Rothorn Bahn.

Most trains on this line consist of two carriages pushed by 'new' steam locomotives built in Winterthur by Schweizerische Lokomotiv und Maschinenfabrik (SLM). The first two, nos 12 and 16, were completed in 1992 and the remaining two, nos 14 and 15, in 1996. Superstition has prevented a number 13 being built.

As we had previously visited this line we opted to take the late afternoon return train departing at 16.36. Earlier in our stay only nos 12 and 16 had been seen, and on this occasion our train was to be pushed by diesel hydraulic locomotive no 10.

The line has three of these locomotives built by Ferdinand Steck Maschinenfabrik – nos 9 and 10 in 1976 and no 11 in 1986. A prototype of the design, no 8, was built in 1973 by Reggazoni Buhler and sold to the Chemin de Fer Montreux - Glion - Rochers de Naye railway in 1995.

A helpful guard diligently split groups of passengers into separate compartments. As we boarded our train it was clear that it was not going

Above: Brien Rothorn Bahn no 7 arrives at Brien on 26th July with the late-running down train due at 16.32. This picture will be easy to date in the future by the presence of mask-wearing passengers.

Left: One of the two oldest carriages that remain on the Brien Rothorn Bahn is B1, built in 1892. Normally it can carry up to 40 passengers.

All photos by Adrian Garner



to depart with Swiss precision timekeeping. We were waiting for descending trains to arrive down the single line. The guard told us it would be some time as two specials were descending along with the regular service. The convoy included one of their oldest engines and hence their journey time would be slower than normal. He suggested I step down from the train so that I could get a better picture!

First to arrive, some 20 minutes late and accompanied by two of the older carriages, was no 7 built by SLM in 1936. It is one of two similar locomotives operating on this line – the earlier no 6 dates from 1933. It was followed with a gap of only about 100 metres by no 16 with the regular two-carriage service.

Noting that we would depart immediately the third train in the convoy arrived, I hopped aboard but was still able to see no 2 with an original carriage. Built in 1891 it was back in service at the Brienz Rothorn Bahn after its visit in 2019 to the Snowdon Mountain railway.

Schynige Platte Bahn

Built to the same 800mm gauge, this line retains one steam locomotive (no 5, built by SLM in 1894 to the same design as those on the Brienz Rothorn Bahn), but since 1914 it has been electrically operated using 1500V DC. Unlike other electric lines, the original locos are still used to push one or two carriages up the Abt rack.

The terminus at Wilderswil is only a short ride from Interlaken on the metre gauge Berner Oberland Bahn. The rack line's operating shed is now a modern structure but open on one side so a walk down the platform allows photos of many items of stock.

The line was busy. Our train not only had tourists like ourselves but a



Above: Wilderswil on 23rd July with the metre gauge Berner Oberland Bahn to the left and the Schynige Platte Bahn depot to the right. Note the large grey preserved bell on the platform.

Right: No 13, built for the Schynige Platte Bahn in 1914, has arrived at the summit. The entrance to the alpine garden is just beyond the platform end.



Below: Like many Swiss rack lines, at busy times the Schynige Platte Bahn sends trains off in convoys. A train following at a very safe distance allowed this lucky shot across a valley.

number of locals who clearly use the mountain for their exercise. An elderly lady (defined as older than me!) left with two sticks at Breitlauen station, which is about two-third of the journey time to the top. We watched her determinedly set off on the upward path as we lazily continued by train.

At the top is one of the most well stocked and picturesque alpine gardens. Just as important, one can

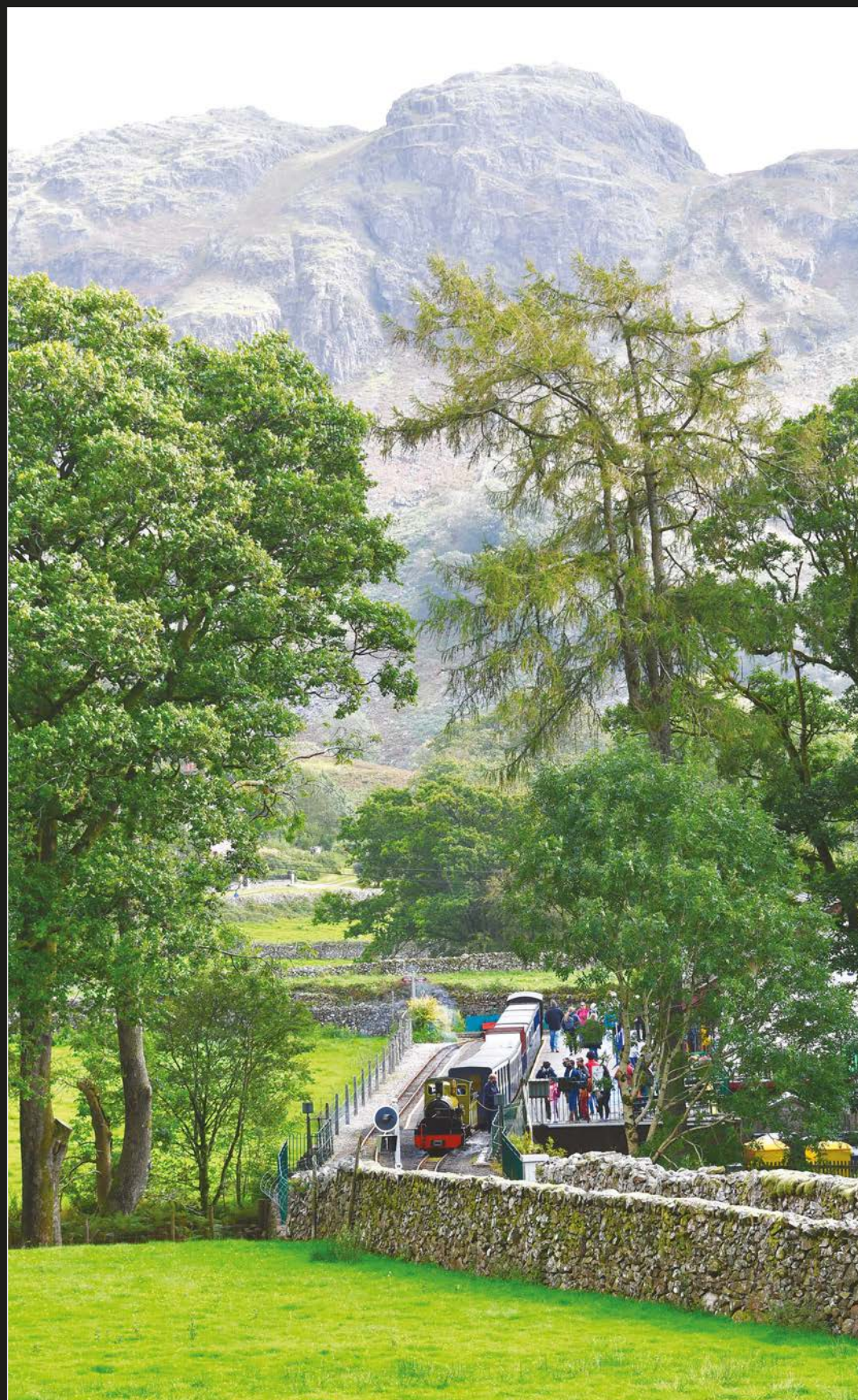
with care wander around the station tracks to take photos as more trains arrive. Masks were being diligently worn on the trains with hand sanitiser in plentiful supply at the relatively new and very well laid-out restaurant at the top.

At this is written in late August the rates of infection in Switzerland are not that different from the UK. It is definitely worth a visit to these lines if regulations allow. **NGW**



The last days of summer...

Covid-19 has resulted in fewer photo opportunities this summer, but still our photographers have found some delightful scenes to capture.



Left: Spot the train... The grandeur within which the Ravenglass & Eskdale Railway's Dalegarth station sits is very evident in this shot of 'Northern Rock' waiting to leave with its train on 4th September.

Photo: David Moseley

Upper right: *David Moseley* is clearly an athletic enthusiast... Nine days before taking the previous picture he found a suitably high viewpoint for his view of the 'Rock' pulling into the R&ER's Beckfoot station.

Right: So very different to the 15-inch gauge in Cumbria and illustrating the rich variety of the narrow gauge, this is the vertical-boilered 'Fernilee', which following the sudden closure of the Penrhyn Quarry Railway in 2017 found a home at Bressingham Steam Museum.

Photo: Joey Evans

Following pages: An England in the Welsh mountains. There have been many pictures of the Ffestiniog Railway's newly restored 'Large England' 0-4-0ST 'Welsh Pony' in the rail press over recent months, but this view on 5th September illustrates a milestone occasion. The loco was running beyond Tan-y-Bwlch for the first time since the 1940s, and here on track it had never touched before – the Dduallt spiral, built by the Deviationists long after Welsh Pony had been withdrawn from traffic.

Photo: Chris Parry/FF&WHR





NARROW GAUGE WORLD



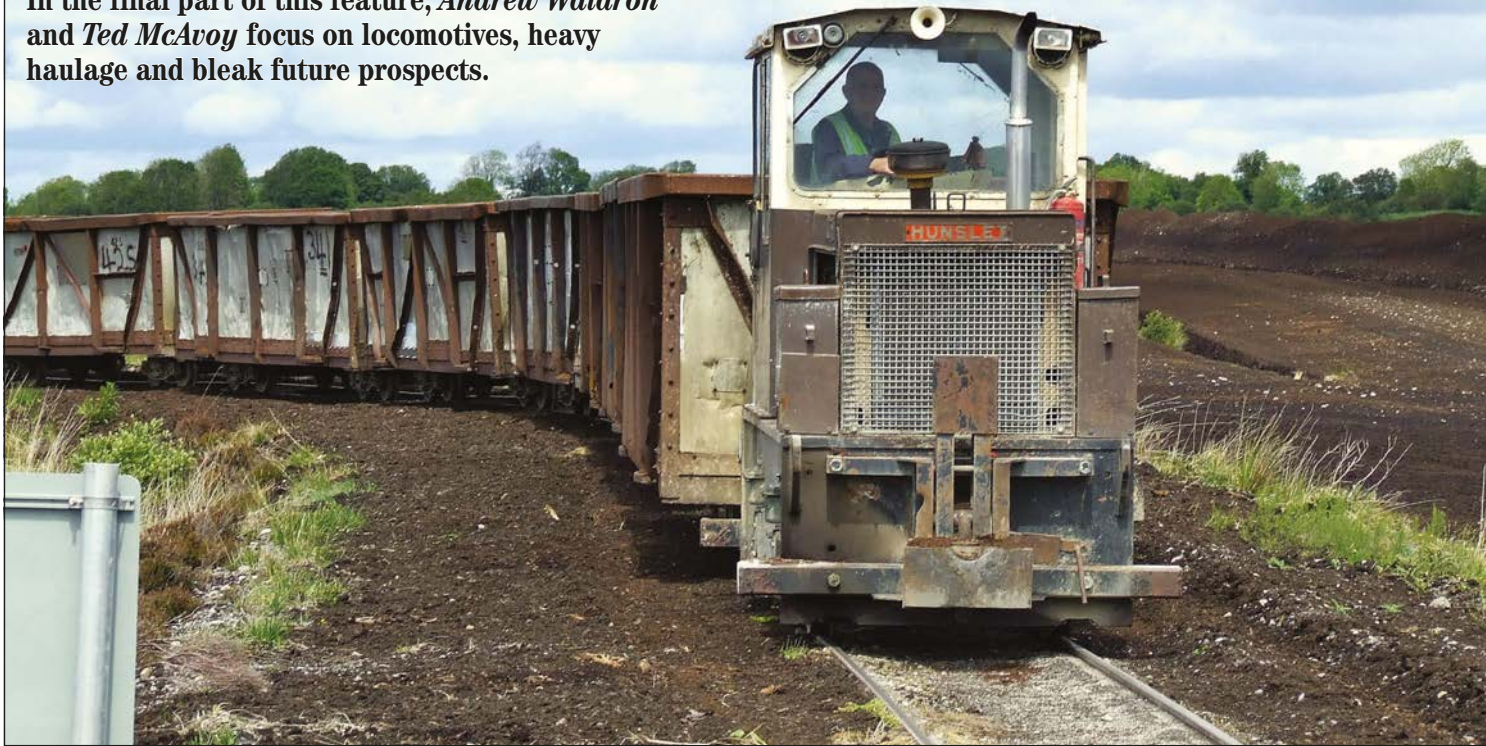


Above: When a black and white photo works, it really works... *Joey Evans* caught the Welshpool & Llanfair Light Railway's visiting Zillertalbahnn U-class 0-6-2T 'Zillertal', back in action on trains to Castle Caereinion on 27th August, here contrasting with the recently restored ground frame.

Left: Footplateman and his charge. The attention was very careful for the Rio Grande Southern's 4-6-0 no 20 when the loco returned to steam for the first time in close to 60 years on 31st July. *Bill Jolitz* took the photo and reports on the event on page 36.

Chasing the Flying Snails

In the final part of this feature, *Andrew Waldron* and *Ted McAvoy* focus on locomotives, heavy haulage and bleak future prospects.



The Second World War, known as the 'Emergency' in the Republic of Ireland, had scarcely ended when Bord na Mona really got going. Peat-burning power stations, sod tip heads, briquette plants and the need for quality horticultural products led to a frenzy of activity on all fronts.

The early locomotives were a mixture of inherited specimens from the war years, when all and everything with an engine would be put to work hauling peat to aid the emergency fuel stocks. Ireland is virtually coal deficient and peat supplies on a vast scale for fuel and heat were vital to the country's survival.

A vast fleet of Ruston locomotives was built up, commencing in 1946 and spanning 12 years. By 1958 it became apparent that the little Ruston locos were not built for the longer hauls further away from the ultimate location where the peat was required. Hence the BnM Wagonmaster was designed in-house and built in large numbers by the Hunslet Engine Company.

These were followed by a batch of BnM designed 4wDH (four-wheel diesel-hydraulic) locomotives in a bid to improve the peat haulage fleet and again Hunslet got the order. These were to be the last locos supplied by a private builder.

A pair of Italian built 80hp Gleismac locos were acquired on an extended trial, which proved a disaster. Although the driver comfort

far outweighed anything seen before, the starting tractive effort was too heavy. The drawbars would be pulled clean out and thus both were sent packing when the trial ended.

Valuable lessons were learnt from the Hunslet 4wDH types and the ill-fated Gleismac heavy-haul locos and BnM set about finding a solution. Thus the in-house built BnM 4wDH types were born. The first of these in 1992 was LM 210, rebuilt from an existing Wagonmaster loco, – the original frames were reused with a second frame added. This improved adhesion without the need for heavy ballast weights. Everything above the frames was brand new and these locos allowed

for even longer peat haulage runs to some far-away destinations.

From the rebuilt Wagonmasters emerged a fleet of more than 50 new-build BnM 4wDH locos. The last one in 2014 was LM 442, which unlike the majority of its sisters still retains its original layout and Cummins 6-cylinder turbocharged engine. Starting in 2017, around 50 of the BnM 4wDH locos were given a complete makeover resulting in the state-of-the-art BnM 'new builds'. They are classed as very extensive rebuilds, but given that only the frames are original these are virtually brand new locos capable of doing all and everything BnM requires and are well liked by the drivers. »

Above: The old order of the day, now almost consigned to the history books. Hunslet 4wDH LM 375 draws up to Derrycolumb level crossing bound for Killashee bogs with an empty rake. June 2011. Photo: Andrew Waldron

Right: LM 429, built in 2004, struggles up the last few yards of the 1 in 16 Noggus incline. The third wagon jumped the rails immediately after this picture was taken in April 2015 but the problem was soon rectified with careful driving and advice from the photographer.

Photos by Ted McAvoy unless stated





Heavy haulage

There is at present a fast-changing situation and this account reflects the position in June 2020. A highlight on the line from Lough Ree to Dereaghan ash cells is to watch a loaded train pull all the way up from the Shannon basin. The run is only about eight miles, so not particularly long, but trains have to work really hard and the sound effects coupled with the sight of the locomotive growling along, flat out, is not to be missed. In very wet weather or after a frost, the train is a double header, which on BnM is rare.

The ash trains are among the heaviest to run on the BnM network. Each wagon fully loaded weighs around 12 tons, with a maximum permitted rake of ten wagons on the Mountdillon line. The maths works out at a total train weight inclusive of the locomotive in excess of 135 tons.

In 2019 the driver was more than grateful we had turned out to photograph his very long train, for as

he rounded the curve from the main line to enter the ash cells, the points leading to the siding spread and two wagons came off the road. A combination of frantic shouting and some strong language halted the train before the whole rake derailed. Fortunately the wagons did not fall over on the severe curve or that really would have messed up the day, blocking the main line and probably needing heavy lifting equipment and a full line possession for hours – which would have seriously ruined our day of train watching!

In 2015 disaster struck on the Boora system when LM 429 was struggling up the last few yards of the 1 in 16 Noggus Incline – the steepest locomotive-worked industrial line in the British Isles. The third wagon jumped the rails, but care and guidance from Ted soon had it re-railed. As a result the train had to reverse all the way back onto the bog. Then it was throttle fully open and it was like the Charge of the Light

Above: Track repair train close to Lough Ree power station yard, headed by one of the last operational Wagonmaster locos, LM 250. Yuppie loco RM 3 is behind. April 2015. Photo: Paul Carpenter

Below: It might look like a triple header but no such luck! LM 428 in charge of a roving fuel train has picked up a pair of passengers – Hunslet 4wDH LM 376 and BnM-built LM 438. They were heading for minor attention at Mountdillon workshops in April 2014.

Brigade as the loco surmounted the incline and was off, the driver waving furiously to the photographer, en route to Derrinlough.

Apart from heavy haulage a special feature is the various service trains that can be seen. For instance, each of the major systems employs a roving fuel train. There are two on the Blackwater system, one based at Clonfert wagon works and another at the Blackwater workshops. The Derrygreenagh train is based at the EPL power station and the same applies on the Mountdillon system, where the train stables when not required at Lough Ree power station. The Boora fuel train is normally based at Boora Works.

On-the-spot repair trains, made up of a loco and a permanent-way track wagon, can be seen touring the systems. Each main system employs at least two such trains and the Boora has three. Pile relaying crews, normally one train per area district, are an added bonus to be found on long-haul runs. Lastly the Yuppie rail maintenance locos and occasionally rail taxis are another bonus, but at one time the service train fleet was far greater than it is now. Long gone are the sand trains, water carriers, weed sprayer and tractor wash trains, plus would you believe there were also passenger trains?

Beyond the Pale

An old Irish term to describe the area west of Dublin city in the 16th and 17th centuries is almost a simile for what lay over the horizon. In terms of Bord na Mona's peat production, the answer is sadly nothing. BnM wanted to harvest 41 bogs in 2020 and then decrease that figure to nothing over several years. The Irish Government, despite promising a period of 'Just Transition' away from peat, vacillated and finally announced in June that all harvesting would cease immediately. Put simply, this means that almost all of the railway systems will close for good when existing stocks run out.

Traffic on the long-haul runs, given the ending of harvesting and the removal of existing piles, amounts to very little now. West Offaly and Lough Ree power stations were due to be temporarily back online from early September and the deadline for closure of both is given as 21st December. A small stay of execution could see them stay open until the stocks of peat on the bogs have been cleared. At the outside, West Offaly with 700,000 tons of peat to be removed could remain in operation until early 2021. The famous ash haul from Lough Ree to Dereaghan cells will still be a feature for a while longer, but visitors are urged to go as



soon as it is safe and witness the last of long haulage on these two power station systems.

After the ending of the power station traffic, the only long haulage of peat will be from Bellair and Lemanaghan for the needs of Derrinlough briquette factory near Birr. Derrylea and Rathdrum, both on the Derrygreenagh system, hold reserves of peat totalling over 300,000 tons and it is likely this will also be used for Derrinlough. Both offer a little long haulage as the nearest tip head is Croghan. It is easily a 16-mile run to reach the tippers at Derrylea and Rathdrum is around 12 miles. Harsh weather might see a rapid influx to the plant, and if this happens the reserves might only last through the coming winter of 2020-2021.

Overall, the sudden end of peat harvesting leaves Bord na Mona in a horrible position with 100 bogs to rehabilitate and mountains of machinery and railway rolling stock to dispose of on an unprecedented scale – some 30,000 30ft track panels, hundreds of points and hundreds of bogie wagons for a start. The huge fleet of more than 600 tractors has already been drastically cut back. Of the 152 locos still on the books as of 24th June, the vast majority will be sold off by the end of next year.

The real irony is that BnM has 50 almost new and state-of-the-art diesel hydraulics, built to be the very best long-distance peat haulers. Owing to their gauge, the prospects of selling most of them for re-use are slim. Since they were built, their designer, George Donagher, has continued to develop their electronics and it's now possible to drive two locos from one cab, even if the second loco is out of

"The sudden end of peat harvesting leaves Bord na Mona in a horrible position with mountains of machinery and rail rolling stock to dispose of..."

Above right: Hope for the future? LM 420 runs under Cloncreen bypass with bogie peat wagons converted into log carriers, trialling biomass haulage to Edenderry power station. 27th July 2020. Photo: Gerry Keenan,

This page: Final fling of the Bord na Mona empire? The Derrinlough briquette plant seems destined to be a source of traffic longer than the peat-fuelled power stations. LM 403 is heading there as it crosses the River Brosna prior to the Grand Canal swing bridge at Pollagh. October 2017.



sight – a feature that would have been very useful if heavy peat traffic had continued.

Whether one last power station railway will carry on does not depend on peat. Edenderry Euro power station, owned by BnM, already uses more biomass than peat. Most is in the form of logs brought by road to stockpiles on disused bogs, turned into woodchip and road-hauled to the power station. This heavy lorry traffic is infuriating locals and, if Edenderry is to continue generating, BnM will have to use rail transport. To this end, two bogie peat wagons were converted into log carriers in early 2020 and in July a long trial run of 21 miles one way was made from Drumman stockpile to the power station.

BnM is also looking at taking woodchip by rail in bogie peat wagons but no firm decisions have been made and it's too early to say

whether rail biomass haulage will happen. If it does, a considerable mileage of 3ft gauge track could see traffic carry on to 2023 or even 2027.

If it does not, the residue ash from Edenderry is all that will be left by the end of 2021 or perhaps just into 2022. It really will be the end of a vast empire and of a hobby that has kept so many entertained for more than 50 years. **NGW**

Acknowledgements

Ted and myself would like to express our sincere thanks to our many friends who have had a hand in the production of this article – Paul Carpenter, Sean Cain, Hamish Stevenson and Geoff Warcup, Danny Sheehan and Andrew Wilson. Lastly to the BnM people, to whom over the years we owe a debt of gratitude – Ger Kenny, Don O'Boyle, Mick Cahill and Joe Kenny to name only a few.



Neither Blanc nor Argent

Philip Horton unravels the complex evolution of a metre-gauge line in the Loire Valley, parts of which have survived to carry both state-run passenger services and preserved steam.



Extensive stretches of French rural railways closed during the 1960s as they did in the UK. Unlike us however these included a significant mileage of metre-gauge line. The two largest systems to close, the Chemin de fer du Vivarais and Réseau Breton have been described in recent issues of *NGW*. It is therefore remarkable that, in 2020, part of one such system still sees a metre-gauge passenger service run under the auspices of French national railways (SNCF).

The railway concerned is the

Chemin de fer du Blanc-Argent (B-A), situated in the Centre-Val de Loire Region. First conceived as a standard-gauge line it was eventually built to metre gauge for the Chemin de fer de Paris à Orléans (PO). Running from the town of Le Blanc in the south it extended northwards for 175km to Argent-sur-Saule.

The first part to open was that from Salbris to Argent in December 1901. Further sections were opened south of Salbris during 1902, Le Blanc being reached that November.

"It is surprising how much money SNCF and the local authorities have been prepared to invest in the route..."

Above: Railcar X224 powers away from Écueillé with the Train Touristique du Bas-Berry's 11.15 departure. While advertised as a through train to Valençay it ran only as far as La Foulquetière. It returned to Écueillé just before 15.00 so that passengers could transfer to the steam service to Pellevoisin.

Left: Map of the Chemin de Fer du Blanc-Argent system. Map by Steve Edge

Uncredited photos by Philip Horton, 8th & 9th September 2018

Here metre-gauge trains connected with those on the PO between Poitiers and Argenton-sur-Creuse while Argent was on the Étampes to Bourges line. Along its length connections with PO standard gauge lines were also once made at Salbris, Romorantin, Gièvres and Buzançais.

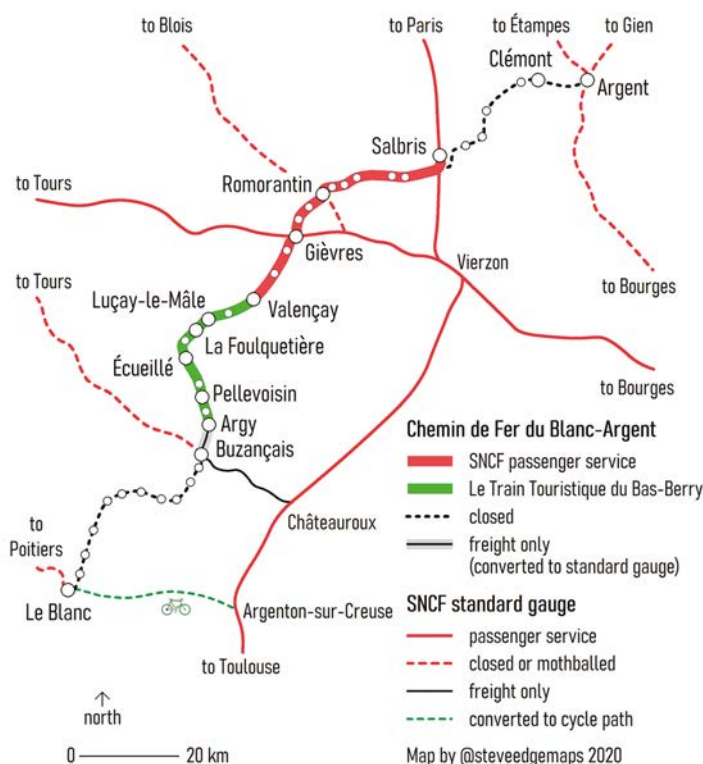
Inevitably the B-A was soon adversely affected by competition from road traffic. The line between Argent and Salbris lost its passenger service in December 1939 and the last section from Clémont to Salbris closed to freight in 1973.

The southern end of the B-A fared little better with the section between Buzançais and Le Blanc closing completely in September 1953. Both goods and passengers continued to be carried between Salbris and Buzançais until September 1980 when the passenger service from Luçay-le-Mâle south to Buzançais was withdrawn. Freight traffic disappeared in 1988 when the transfer of goods from standard to narrow gauge wagons was eliminated.

Traffic from grain silos at Argy meant the short section from here to Buzançais was converted to standard gauge in 1989.

Surprise investment

The passenger service between Salbris and Luçay-le-Mâle continued until 2009 when the state of the track led to the suspension of trains beyond Valençay and imposition of a 40km/hr speed restriction over the remaining portion. But rather than close this section of the line some



13.5 million euros were found to modernise it. Track was replaced and rebalasted and the DAAT control system installed which, in 2015, allowed the line speed to be raised to 70km/hr. The service is now run by Keolis (an SNCF subsidiary) as part of the 'Transport Express Régional' (TER), Centre-Val de Loire network.

Following the closures of the 1980s, discussions were soon underway about how part of the line might be resurrected. The Société pour l'Animation du Blanc Argente was therefore set up in 1989 and resulted in an operational tourist railway, the Train Touristique du Bas-Berry (TB-B) being established at Argy in 2003.

Today the centre of the railway is at Écuillé where its collection of locomotives, railcars and rolling stock is kept and maintained. In recent years steam trains have run on summer Sundays and Wednesdays between Écuillé and Argy along with a railcar service from Écuillé to Luçay-le Mâle. In June 2018 it was advertised that the railcars would run through to Valençay and that Pellevoisin would be the southern terminus of the line. The map shows the extent of the preserved line as well as illustrating why the SNCF now serves neither Le Blanc nor Argent.

Handling the traffic

By the 1950s the SNCF passenger services were provided by an assortment of railcars with small diesel locomotives for the goods trains. Although a Renault-Scémia two-axled railcar was provided new as far back as 1925, most were acquired secondhand from other railways after World War II. These included six De Dion-Bouton railcars from the Réseau Breton after its closure in 1967, while two Verney railcars and a trailer came from the PO-Corrèze (another metre-gauge railway) which lost its passenger service in November 1969.

Four early diesel locomotives were built using the frames from old steam engines. Two were provided in the 1940s by the Compagnie de Chemins de Fer Départementaux (CFD) which had specialised in building railway equipment for France's metre-gauge lines since 1881. Two others were rebuilt at the railway's own workshops at Romorantin.

Over the years it is surprising how much money SNCF and the local authorities have been prepared to invest in the route. In 1983/4 railcars X241 and 242 were built for the line by CFD-Montmirail/Socofer, based on the firm's Class X5000 units used in Corsica, while in 2001 five modern articulated twin railcars appeared. These units, Class X745xx,



Above: SNCF railcar X74503 stands at Romorantin with the Transport Express Régional 12.10 for Salbris. To the left is unit X74501.

Below: SNCF railcar X74505 has arrived at Gièvres with the 12.20 from Romorantin to Valençay. Here connections are made with TER trains between Tours and Bourges which use the two standard gauge lines to the left.

were built by CFD-Bagnères. While X241 and 242 were rebuilt in 2010 and named 'Romorantin-Lanthenay' and 'Valençay', they are not equipped for DAAT operation and can no longer work TER service trains.

Towards Argy

Early in September 2018 my wife and I, returning from a visit to the CF du Vivarais (*reported in NGW* 138 and 139), decided that we could also include the CF du Blanc-Argent. As we were heading up the D11 road towards Argy on 7th September the railway line could be seen running several hundred yards to the east of the road. What was more interesting was that several photographers appeared to be waiting for a train. Could a special be running, I wondered?

Their presence was explained as

we approached Argy where two large orange Colas diesels could be seen waiting with a long train of grain hoppers. Although the line between Argy and Buzançais was converted to standard gauge by the SNCF when the metre-gauge line closed for freight, the presence of a train was obviously something of an event.

Entering Écuillé we stopped briefly at the station where recently arrived ex-CF du Morbihan 0-6-0T (Pingely 167 of 1905) was on display. The engine had spent many years plinthed in the centre of Tournon after being deemed not powerful enough for the CF du Vivarais and I had hoped to photograph it there. It now represents a long-term restoration project for the TB-B. Another engine originally destined for the Vivarais, CFV 0-8-0T no 24 (Corpet Louvet 1616 »





of 1923), has been under restoration at Écuillé for a number of years.

After this we found our spacious campsite where we were the sole occupants – the French all end their summer holidays before September! Next morning we were off to Romorantin to see what the TER trains had to offer. Here we found one of the new railcars, X74503, waiting with the 12.10 for Salbris. Unit X74501 was also in the station while the older railcars, X241 and X242, could be seen in the extensive new depot.

We then left Romorantin for Gièvres where connections are made with the standard-gauge TER trains running between Tours, Vierzon and Bourges. Railcar X74505 duly arrived with the 12.20 from Romorantin to Valençay which had started at Salbris. After a brief pause it left the station running parallel to the electrified mainline before diving under it to head south for Valençay. I remained on Gièvres station to see the connecting train to Tours. The TER service soon arrived worked by a four-car electric unit Z27747/27748.

After photographing the train we followed the B-A line to its present terminus at Valençay. Here there is a substantial, well maintained station building. In contrast the derelict goods shed is still standing on the east side of the mainline while to the west are the abandoned engine shed, water tower and water crane. Enough of the old infrastructure is there to interest a railway modeller.

After photographing the railcar as it left to return to Romorantin we headed further south to the station at Luçay-le-Mâle. It was now in theory used by TB-B railcars between Écuillé and Valençay. Although as at Valençay most of the infrastructure remains, including one of the small wagon turntables which were once a feature of goods operation on the line, everything appeared derelict with no sign of recent operation.

Activity at Écuillé

Next day I cycled from our campsite to Écuillé station which was a hive of activity with TB-B 0-4-0T no 11 (Corpet Louvet 1589 of 1921) already being prepared to work the afternoon train to Pellevoisin, where trains were scheduled to terminate in September. Visitors are welcome so I was able to note what stock was present. This is listed in Table 1, although I am sure there was some I overlooked.

In addition to the Corpet Louvet, one of the railcars, X224, was also being started up. This vehicle is one of the four Verney vehicles built for the B-A in 1950 and was due to work the 11.15 train, which according to

Rolling stock noted at Écuillé in September 2018

Steam Locomotives

Number	Wheels/Trans	Builder	No/date	Notes
TBB 11	0-4-0T	Corpet Louvet	1589/1921	One of several similar locos built for public utilities work around La Chapelle-Saint-Luc, central France. In use.
CFV 24	0-8-0T	Corpet Louvet	1616/1923	Bought for preservation on CF Vivarais but not used. Restoration almost complete apart from boiler. Israel Newton inspection suggests basically sound
CM 103	0-6-0T	Pinguely	167/1905	Former-Chemins de Fer du Morbihan loco bought for preservation on CF Vivarais but not used. Displayed at Écuillé as long term restoration project

Diesel locomotives

BA 12	0-6-0 Mechanical	CFD Neuillé, Rebuilt B-A, Romorantin, 1952	1940s	Built on chassis of an ex-CFD Réseau de Yonne steam loco. Currently in use.
BA 13	0-6-0 Mechanical	Rebuilt B-A Romorantin, 1953	1953	Built on chassis of B-A steam loco no 25 (Blanc-Misseron, 257/1901). Under repair
TBB 115	0-4-0 Hydraulic	Deutz	56115/1950s	Ex-Euskirchener Kreisbahn (EKB), a local railway near to Cologne. In use.
TBB 56116	0-4-0 Hydraulic	Deutz	56116/1950s	Ex-EKB. Under repair.

Railcars

X205	Mechanical	De Dion Bouton	1948	Last of six railcars which came from the Réseau Breton in 1968. Stored out of use
X211	Mechanical	Verney	1951/2	One of two railcars from PO Corrèze, 1967. Refurbished/re-engined '83/4. Not in use
X224	Mechanical	Verney	1950	Last of four railcars built for B-A still in original condition

Trailers

X701	-	Verney	1950	For use with Verney railcars, refurbished in 1983/4. In use.
X702	-	Verney	1950	For use with Verney railcars, refurbished in 1983/4. Stored out of use.
X703	-	Verney	1951/2	From PO Corrèze in 1967 with railcars X211/212. Refurbished 1983/4. Not in use.



Left: Valençay is the southern terminus of the SNCF Blanc-Argent line. Railcar X74505 has arrived with the 12.20 from Romorantin. The derelict goods shed is to the right.

Below left: TB-B centre of operations is at Écueillé. Former EKB, 1950s built 0-4-0 Deutz diesel-hydraulic no 56115 stands outside the loco shed while 0-4-0T no 11 (Corpet Louvet 1589 of 1921) is prepared for the afternoon train to Pellevoisin.

Top right: Trailer X701 at Écueillé. This is one of two built for the line by Verney in 1950 to work with railcars X221 to X224. Visible behind, in green and cream livery, is trailer X703 which came to the B-A from the PO Corrèze in 1967.

Above right: A recent addition to the TB-B fleet is this former Les Chemins de fer du Morbihan Pingouly 0-6-0T 167 of 1905. It was preserved for possible use on the restored Chemin de fer du Vivarais but due to lack of power spent many years on display in Tournon. Photo: Susan Horton

Right: Travellers disembark from the train, hauled by 0-4-0T no 11, after its return to Écueillé from Pellevoisin.

the timetable, ran to Valençay. I cycled back to the campsite and then followed a rough track which seemed to head for the railway as it passed around the town. Eventually I found a small farm crossing where I waited, with a French enthusiast, for the railcar to appear.

In the mid-afternoon I cycled back to the station where the Corpet Louvet was waiting with a train of three four-wheeled coaches. Much to my surprise just before departure at 15.00, railcar X224 appeared in the station. Many of its passengers then crossed the station to join the steam train. It appeared that the railcar had only run as far as La Foulquetière, the station before Luçay-le-Mâle. At 15.00 our loco hauled its train out of the station and through the rolling, bucolic countryside typical of this part of the Loire Region.

Water was taken from a standpipe at Heugnes before we continued our leisurely ramble to the southern terminus of the line at Pellevoisin. Here most of the passengers and crew took a break, many opening up picnic hampers. In due course the crew returned to their loco and after running it round the train, we headed back to Écueillé, stopping for water once more at Heugnes. So ended two enjoyable days investigating the remaining B-A services along with their heritage equivalent.

Railcar services

Railcars, including X241/2, were scheduled to run from Écueillé to Valençay in 2020 while the steam service would have still terminated at



Pellevoisin. Both services should have departed Écueillé at 15.00 on Wednesdays and Sundays in July and August, and on Sundays in September, but these schedules were disrupted by the arrival of the Coronavirus. Further information is available on the line's website. **NGW**

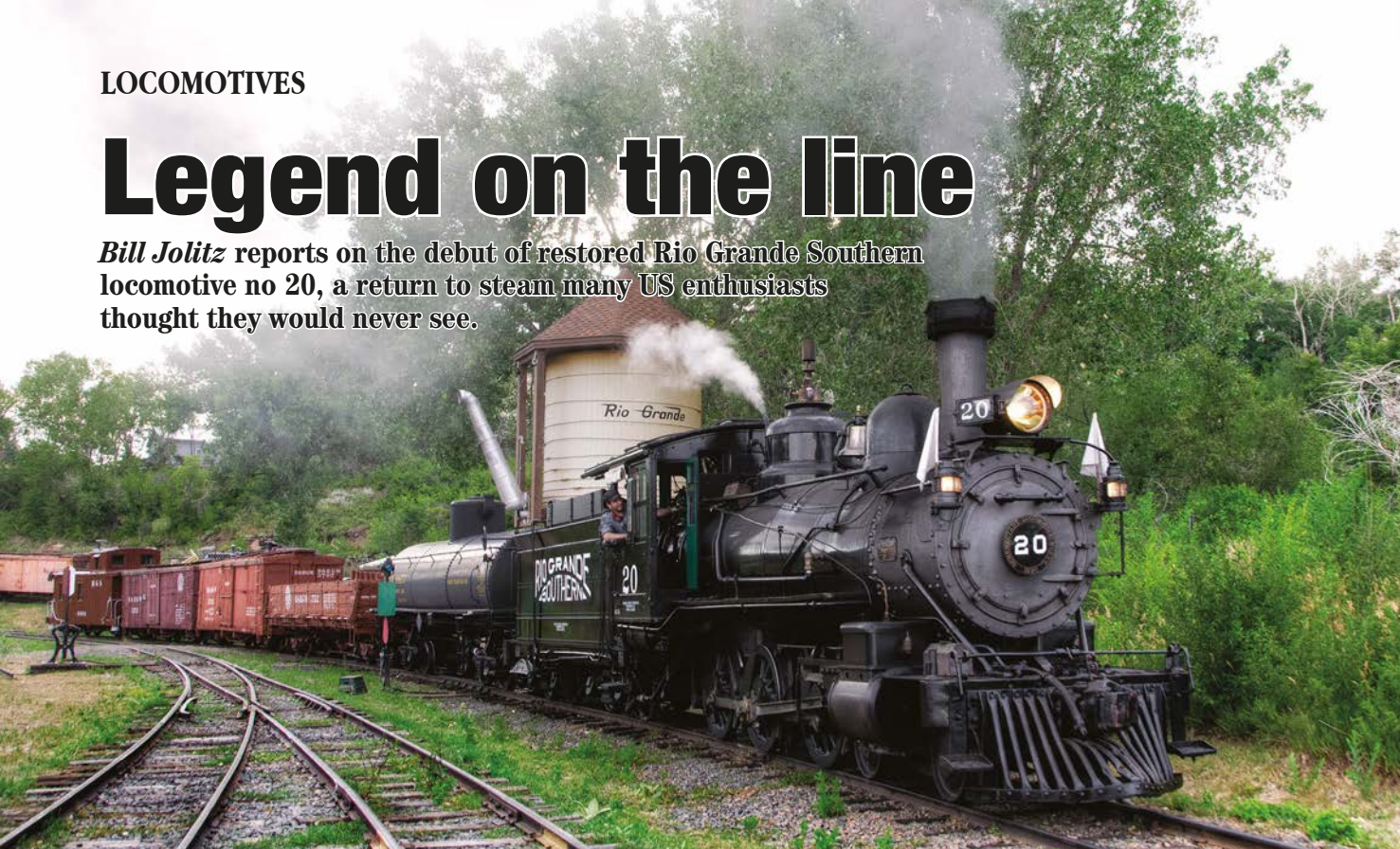
Information and Acknowledgments

For details of train times see www.traintouristiquedubasberry.com. The author would like to thank Xavier Chadaineau of the TB-B for providing information on the railway in 2020 and Stephen Edge for, as always, providing the map.



Legend on the line

Bill Jolitz reports on the debut of restored Rio Grande Southern locomotive no 20, a return to steam many US enthusiasts thought they would never see.



With the crash and splash of a Champagne bottle on its front coupler, legendary locomotive no 20 from the equally legendary Rio Grande Southern Railroad returned to service after 54 years on a plinth and 14 years under restoration, the climax of a special ceremony on 31st July at the Colorado Railroad Museum, America's premier site of preserved narrow gauge equipment.

The chequered history of the 3ft gauge locomotive was neatly summed up for the crowd of major donors by the museum's executive director, Paul Hammond, starting in 1899 when the 4-6-0 was built by the Schenectady (sken-neck-ta-dee) Locomotive Works for the wealthy

Florence & Cripple Creek Railroad and named 'Portland'.

In 1916 the engine was purchased by the Rio Grande Southern and served well until 1943 when it was involved in an accident on Cima Hill, rolling over. Duly repaired, it starred in the first of two Hollywood films in 1949, appearing in *Ticket to Tomahawk* as 'Emma Sweeney' and two years later in *Viva Zapata*, the same year it hauled the last freight train on the Rio Grande Southern. In 1952 the line was abandoned.

No 20 was purchased by the Rocky Mountain Railroad Club and placed on display at the Narrow Gauge Motel & Museum in Alamosa, Colorado. In 1958 the Railroad Club

Above: Quite a loco... No 20 poses with a freight train following its commissioning.

Below: Sharon McGee, past president of the Colorado Railroad Museum board of trustees and her husband Jim break the champagne bottle welcoming no 20 back.

All photos by Bill Jolitz, 31st July-1st August 2020

loaned the engine to the Colorado Railroad Museum in Golden, where it remained for almost half a century.

Restoration begins

In 2006 the Railroad Club transferred ownership of no 20 to the museum and the loco was sent to Strasburg Railroad in Pennsylvania for a restoration effort that would last some 14 years. The first fire was lit in the boiler in 2019 before no 20 was returned home to Golden for final restoration work.

Earlier this year a successful pressure test was followed by Federal Railroad Agency and Colorado State approval for use, culminating in the 31st July ceremony and on the following day the loco breaking through a banner to celebrate its return to service.

The speeches and champagne christening over, no 20 pulled its first trains around the museum's three-quarter mile loop of track, passengers travelling in an open car, carriages 280 and 284 and caboose 0404, which was no 20's regular caboose when the loco was in operation.

So what made the Rio Grande Southern and no 20 so beloved a legend amongst US enthusiasts?

Maybe it's the loco's looks. Jeff Taylor, the museum's curator of equipment and rolling stock said that the engine is "a cute locomotive that everyone likes, like the Southern Pacific Narrow Gauge's 'The Slim Princess' out in California – she's the Slim Princess of Colorado..."

Jeff added that 4-6-0s were a rarity in the US narrow gauge arena,





especially in the mountain territories. “(You had the) Southern Pacific narrow gauge in the west and Tweetsie in the east... granted the Denver & Rio Grande Western had the T-12s, but they were small diminutive locomotives compared to these and weren't very powerful.” No 20, he said, is compact without being squat, strong without being muscle bound, with very clean lines.

Maybe it's because no 20 refused to be sidelined. No matter how badly it was damaged, after being patched up, it went directly back to service. For example, during restoration, shop forces discovered a boiler dent from the roll-over accident. Apparently, no attempt was made to fix it. The restorers also discovered that the frames were only summarily welded together; entire new sections were needed to make the loco road-worthy again. For a third example, there was the steam pipe to the air compressor, which was the wrong material and not a solid piece. As Jeff Taylor mused, “Maybe that was all the hardware store had at the time when the shop needed a new piece of pipe.”

Maybe it's the loco's personality. Every steam locomotive that ever existed has its own personality and no 20's is very strong and particular. Its whistle doesn't just toot, it blasts! It announces the loco's presence to people far and wide in no uncertain terms. The exhaust doesn't just chuff, it sounds off like a field artillery piece, no matter where it is. No 20 sounds like it's climbing a stiff band with heavy tonnage. The one-lung air pump doesn't just sigh-sigh, it says a loud bump-bump, letting you know in no uncertain terms that the tanks contain enough air.

No easy ride

Footplate crew have their work cut out for them because this loco doesn't give its steam easily. Drivers had to and still do connect extensions to the

Above left: The event included recreating a photo that graced the cover of *Trains Illustrated* in 1942 and added to the loco's fame.

Above right: Also included had to be breaking through a banner across the track...

Right: No 20 on shed with one of the familiar Rio Grande Galloping Goose railcars.

Below: Gentle attention for the newly restored no 20 from the loco's footplate crew.



regulator handle to give them enough leverage to open up. It'll take back steam by closing off easily and quickly but without much effort. Ask any of the drivers how the loco is to run, they just smile, widely.

Maybe it's the locomotive's storied career. It was built for the renowned Florence and Cripple Creek Railroad in 1899 and spent its

first years hauling passengers into and gold out from this rich mining district until in 1912 a monster flood washed out all the tracks in Phantom Canyon. That resulted in the sale to Otto Mears' Rio Grande Southern, service there until 1952 and rescue from the scrapper's torch by the Rocky Mountain Railroad Club and the subsequent display at »





the Colorado Railroad Museum.

Maybe it was the Southern's never-say die attitude. This line was a good idea at the time when Otto Mears pushed it through steep, mountainous territory. The first train on the completed line pulled into Rico on Wednesday 30th September 1891, to several days of riotous celebrations. Final completion was on 15th October 1891 and traffic was so heavy that the original 30-pound rail began to wear out. But alas, prosperity was not to last long.

In 1893, disaster struck the entire country – the 'Silver Panic of 1893'. According to Mallory Hope Ferrell in *Silver San Juan*, the history of the Rio Grande Southern, "Almost overnight hundreds of mines of mines closed down. The miners moved out and were followed shortly by the merchants and bankers who had depended upon them..."

The Southern went into a downward spiral and "...learned how to subsist on a rather unsteady diet of mixed trains, lumber seasonal stock and bean shipments – anything that could be found to haul." The line entered a period of serial bankruptcies but by extreme penny-pinching, it managed to hold on.

Maybe it's because no 20 became 'a lost locomotive' from time to time. Jeff Taylor again; "One of the favourite stories is that every time the ICC Inspector would show up in Ridgway or Durango to inspect the 20 for its annual certification, (operating personnel would say) 'Oh, you just missed it, it's out in the middle of the railroad (or) it's at the other end, I'm sorry you missed it today.' I don't think that was entirely true every time, but it happened at least once." Thus the loco missed the inspections that it never would have passed, especially given at least the big dent in the boiler.

Useful publicity

Maybe it was two unexpected events. Writer Lucius Beebe and photographer Charles Clegg made a visit. Beebe was the scion of a wealthy Boston family, so he could afford to charter an entire train to travel the entire railroad. The articles and photos produced became seminal to narrow gauge Rocky Mountain lore.

Then William Moedinger visited the railroad and grabbed a shot of a crew member riding the pilot of no

"The loco missed the inspections that it never would have passed, especially given the big dent in the boiler..."

Above: The open carriage directly behind locomotive no 20 proved particularly popular with those taking the first rides...

Below: Letting everyone know it's here – steam to spare as no 20 is turned on the museum's table.

20. His photo appeared on the cover of the February 1942 issue of *Trains Magazine* with an article inside. That got the word out to the faithful and the cult of devotion began to form.

Maybe it was the charters sponsored by the Rocky Mountain Railroad Club. They enabled followers to ride the line, to discover the scenic wonders of the countryside and to watch no 20 (and loco no 74) in action.

Maybe it's because the restoration took so long. A dark cloud of wondering if it really was going to happen, if it actually would be completed, hung over the Strasburg shop for a long time.

Whatever the reason for no 20's devoted following, 'all' it took was \$2 million and 14 years of work. Already the loco has brought delight to hundreds of American railfans and 'daisy pickers' alike.

This was the most amazing of weekends. The most commonly-heard expression among railfans was; "I never thought I would live to see this happen!" None of us did. Now, no 20 will be the great teacher of steam to future generations. **NGW**

More Information/Acknowledgments

More details can be found at: <https://coloradorailroadmuseum.org> The museum has an amazing collection of both standard and narrow gauge locos, freight and passenger cars and other special equipment. Even better, it offers rides behind a narrow gauge loco on many summer days.

This article wouldn't have been possible without the full co-operation of the Colorado Railroad Museum staff. Special thanks goes to Rob Kramer, Director of Development And Membership, who arranged interviews and full access to every corner of the museum's grounds and facilities. And to Jeff Taylor in whose hands the loco's well-being lies.



Another narrow gauge adventure...

Following on from his Kerr Stuart geared loco that was described in NGW147, *Tony Harwood* reveals his latest slightly whimsical project.



I should start by explaining how this new narrow gauge modelling project came about... Earlier in 2018-2019 I experimented with a 1:27.7 scale layout (11mm = 1 foot) utilising a Hornby 'Smokey-Joe' HO-OO scale engine and similarly sourced wagons to build an 18-inch gauge model railway engine and layout (11mm scale on 16.5mm gauge track = 18-inch gauge).

The layout was more of a motorised diorama and I was very pleased with the result, detailed on my Blog at; <http://dampfpanzerwagon.blogspot.com/search/label/Narrow%20Gauge>

Young inspiration

My layout, however, was a simple 'there-and-back' style shelf design and although I was able to add loads of scratchbuilt detail, my two grandsons found it a little boring. Children as we all know just want to see the trains running, and running round and round is without doubt the best format for keeping them entertained.

For the next couple of months, I sketched up plan after plan but just couldn't find the right inspiration. I played around with different scale/gauge combinations in the hope that I would get my narrow gauge modelling 'Mojo' back, but nothing seemed to work.

Then during some Covid-19 enforced Skype calls, I was asked by the grandsons to

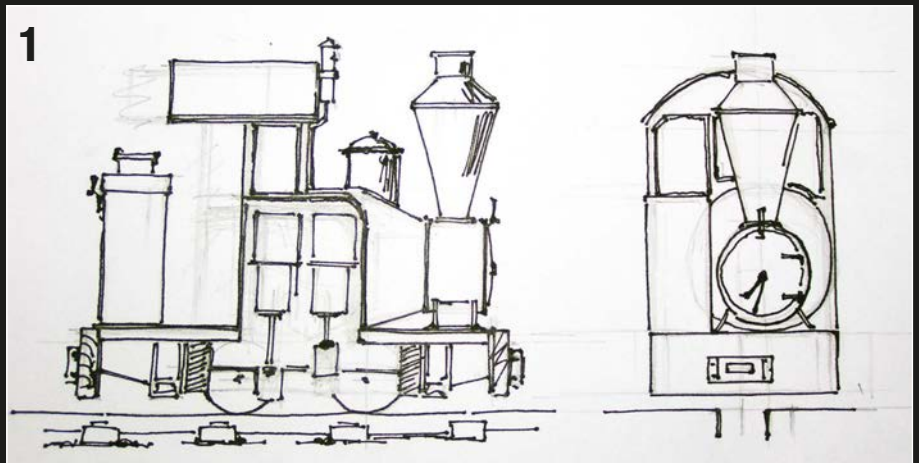
show them some of the modelling projects I was working on. The calls became a regular event and the conversations came around to asking them what they wanted. Well, this opened the floodgates and The Yellow Pelican Mining Company was the result.

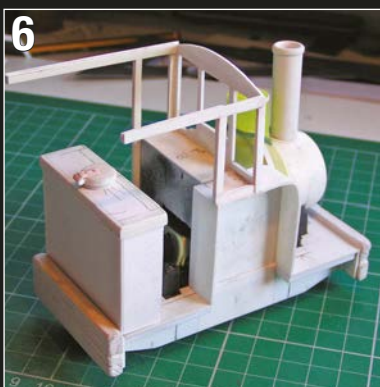
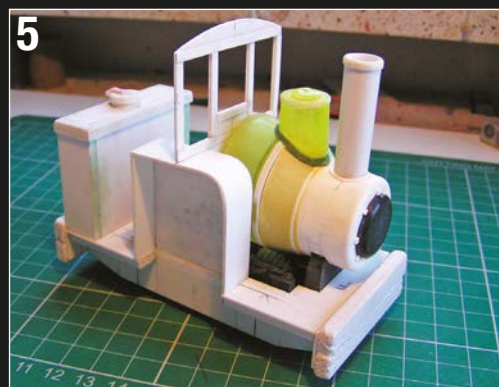
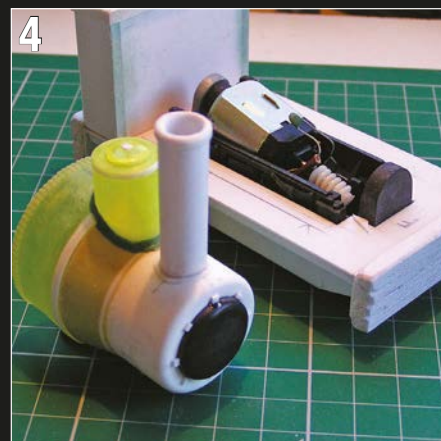
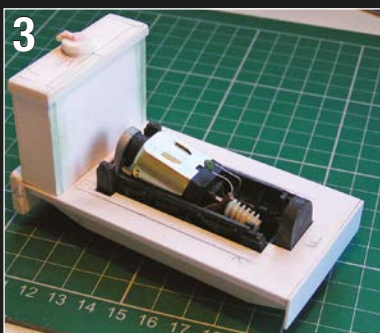
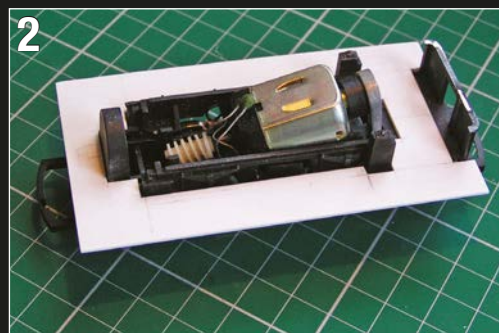
Using the highly detailed orders from Finley and Charlie I started planning my next narrow gauge layout and as well as drawing track plans, I looked for inspiration for my first steam engine. 'Percy', engine no 3 was the result and I have written this article/tutorial to show how I built a freelance single-truck Shay loco to the scale of 1:27.7 – an 18-inch Shay running on 16.5mm gauge Peco Crazy Track.

The planning stages involved searching the internet for inspiration and image sites that I frequented showed me 7/8ths scale, O-16.5, 009, On18 and even GN15 narrow gauge layouts - all were browsed for inspiration. In the end, I sketched up a quick plan and started work on cutting up a Hornby 'Smokey-Joe' 0-4-0 chassis and building the first locomotive (**Photo 1**).

I used various thicknesses of plastic card to build the new footplate and chassis with the rear oil tank being used to add some strength and much needed support. The »

All photos by the author, for details refer to numbers in text.





Hornby chassis was just a push fit at this stage (**Photo 2-3**).

Next came the boiler and even though it is a very complicated shape, the modelling was quite easy. I used a plastic screw-topped container as the main boiler barrel and the cap from an eye-drop bottle for the forward section. The tapered section was built from Milliput two-part epoxy and sanded smooth with various grades of abrasive paper. The chimney and dome were from pen barrels while the smokebox door was a plastic base used for mounting wargame miniatures (**Photo 4**).

Using my sketched plan I built the steam piston housing and cab front from plastic card and slotted the boiler over the Hornby chassis. The wooden beams to the front and rear were modelled from 5mm thick plastic card and glued in place with Super-Glue. The wood texture was scored with a scalpel and sanded with coarse sandpaper (**Photo 5**).

The cab was built from more plastic card. I reinforced the interior with yet more plastic card and tried to hide the electric motor as much as I could. Studying the photo you should also be able to see how I add loads of pencil marks over the plastic card – I find that this stops silly mistakes, like putting on bits the wrong-way around, something that I still ended up doing and then having to rip the pieces apart! (**Photo 6**).

The two steam pistons were scratchbuilt from various scrap materials found around the house. For example the yellow sections were from the barrel of a pen, the blue areas are sections of knitting needles and the yellow cogs came from a damaged McDonalds Happy Meal toy. Additional detailing was sourced from more plastic card

or thin sections of plastic rod (**Photo 7**).

Detailing continued with plastic card and plastic rod added to the model. I used both liquid cement and Super-Glue to attach various pieces and at the same time, I started adding weight to the model – washers and large screw nuts were Super-Glued to the interior (**Photo 8**).

In Photo 8 you can see the model locomotive fully constructed. Two things are worth mentioning. Firstly; I applied some 'Milli-butter' (a mix of Milliput and Isopropyl alcohol) to various parts of the model to both 'blend-in' and add texture to the plain body. The Milli-butter was applied with an old paint brush. And secondly I have used loads of rivets to add some additional interest to the model – if you can't be tidy in your modelling you can disguise the fact by adding loads of small details or texture (**Photo 9**).

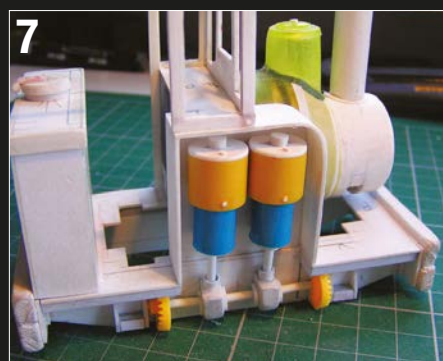
Painting for realism

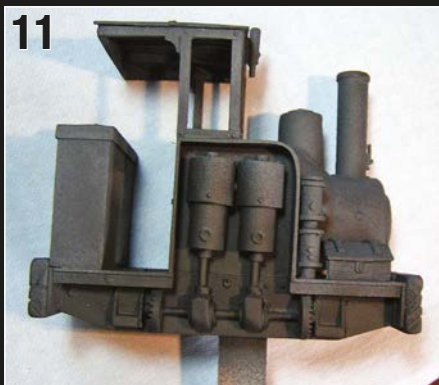
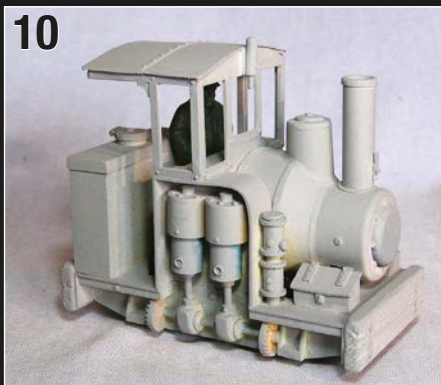
The model was primed with Tamiya spray-can primer after I had washed the body in some hot soapy water. The dark green figure is one of my highly modified 1:24th scale plastic figures that I purchased via Ebay. I had a variety of similar figures cast in resin when I was first planning my 1:27.7 scale projects (**Photo 10**).

The body was then painted using my Paasche model-H airbrush. The colour is a custom mix of black, flesh and dark blue. I then used a slightly lightened mix to add some 'Zenithal highlights' – airbrushing a lightened tone from above to highlight the upper areas and allow the lower sections to remain in shade (**Photo 11**).

Painting progressed with dry-brushing lighter tones, painting the roof in an red oxide colour and brush painting the wooden areas with various Vallejo Game Color acrylic paints. The boiler was further highlighted by adding washes of ochre and rust colours (**Photo 12**).

The wooden areas were painted with a multitude of different colours and tones, to give a well-worn and aged wood effect. I also added a couple of old rags. These were modelled from crunched-up newspaper and after this was glued in place with Super-Glue I tinted the paper with some ochre washes. The rags help to hide mistakes or less-than-perfect areas that





were found once the painting was started. They also add some additional character. More detail painting using watered-down acrylic paints and some metallic drybrushing add 'age' and wear to the model (**Photo 13**).

After applying some white numbers (old decals), I varnished the whole model with satin varnish. I used my airbrush and some Dulux satin floor varnish. The effect is a little toy-like, but it does add resilience to the painted surfaces and should help to avoid paint chips and damage (**Photo 14**).

Matt varnish and some weathering

powders helped to dull-down the artificial sheen. I also used the tip of a graphite pencil run along edges of the metal areas to add some further interest. I find that reading or watching tutorials on building military models is a great source of new weathering tips.

Finally the engine got its name – 'Percy', engine No. 3 of The Yellow Pelican Mining Company. The name was chosen by Charlie, my grandson and he was very persistent – it had to be called Percy (**Photo 15**).

The mining locomotive on a short

section of test track with one of my highly modified resin figures alongside to give some indication of just how cute this little engine is. It is obvious from the images that I have yet to add any buffer or couplings to the engine – I am still undecided as to what coupling system I will use and thought it best to wait until I have more information before pressing ahead. **NGW**

Below: Clearly Tony was suitably inspired by the loco build as loco no 3 already has a sister – for the second grandson?



A1 choice in 4mm and now 7mm

A1 Models, which has been producing a range of 3D-printed kits in 009 4mm scale for some years, has now expanded its offerings into 7mm scale.

John Flower of A1 Models tells *NGW* that the new 7mm scale range will follow the same philosophy that has underpinned the 4mm kits.

The 009 range came about by chance when on retiring from producing 4mm scale detailing parts John decided to build a narrow-gauge exhibition layout using diesels, but could not find any suitable prototypes to buy. So he produced some for his layout employing the 3D printing technology he was familiar with.

"There was no intention of selling them, they were incorporated into our last part-production sheets, but as soon as we exhibited the layout people were asking about the locomotives and if they could buy them."

In due course a narrow gauge range was born, to a strict philosophy. "We aim to produce kits that utilise ready-to-run chassis and are not difficult to build and reasonably priced."

"To keep to this we do have to limit prototypes or compromise design – there is no point in us producing a kit that our customers would not buy as it is overcomplicated and overpriced."

The initial 7mm narrow gauge kits are both designed to fit the Hornby four-wheeled Sentinel chassis, its wheelbase close to that of the prototypes.

The first is a Kalka-Shimla railbus, similar to one A1 already produces in 009 and requested by many customers. John says the complex curves of the prototype were challenging to print to an acceptable standard without making the kit too expensive. "In consultation with a number of printing houses, we worked out refinements, simplifying it which brought



the price down considerably. This gave what we believe is a more acceptable price and gives a railbus which most customers can use in many settings."

Priced at £39.00 plus postage, the model is a one-piece print without an interior.

"Not only would this add considerably to the cost but the seating would interfere with the fitting of the chassis," John says, while adding that using butchered figures could allow the railbus to be populated.

The second kit is based on a Hungarian prototype and is again a one-piece print, priced at £37.00 plus postage. Both kits are available on e bay at a1Models-Doncaster or by contacting the firm by e-mail.

A glance at A1's catalogues will interest many a modeller – highlights among the 7mm range include cab conversion kits to turn popular 00-gauge diesel locos to 7mm narrow gauge equivalents, etched brass kits to convert the Bachmann On30 gondola or flat wagon into a sugar cane car, and even body kits for i/c locos in 09, representing



18 or 15-inch gauge miniature lines in 7mm scale.

The 009 range meanwhile is extensive, covering a wide range of etched brass i/c loco bodies from a number of prototype builders, and 3D printed locos and railcars too. It's well worth a look!

A1 Models
Email: aonemodells@ymail.com

■ Recently in touch with *NGW* has been prolific 7mm scale body kit producer Smallbrook Studio with a pair of attractive new kits, both of which are designed to fit on the popular 00-scale Hornby 0-4-0 chassis. 'Ersa', at right, is based on the Kerr Stuart 'Sirdar' loco, itself currently popular as a full-size new-build subject, while 'laon' is a Stuart loco reminiscent of the Bagnall that ran on the Wolverton & Stony Stratford tramway, pictured here with a pair of tram cars also produced by Smallbrook. Ersa is £40.00 and laon £45.00, plus £4 per order for first-class postage. For more details go to the website at <http://smallbrookstudio.co.uk>



MODEL LINES

National Garden Railway Show delayed again

■ To no great surprise, but no doubt much disappointment, the 2020 National Garden Railway Show has fallen victim to the covid-19 pandemic. The highlight of the year for narrow gauge modelling in the larger scales, the show was originally scheduled for April at the Peterborough Arena but was put back to November following the onset of Covid-19.

Now with there being no sign of any significant easing in restrictions (quite the opposite in fact), the show has been rescheduled to 26th June 2021. The later than usual date is to give time for any likely winter covid restrictions to ease to a level that permits the staging of indoor events.

Tickets bought for the 2020 show will be valid for the 2021 event – full details of the exhibition, which usually includes at least a dozen layouts and 80-plus traders, plus an Annual Draw with very impressive prizes, will be at www.nationalgardenrailwayshow.co.uk

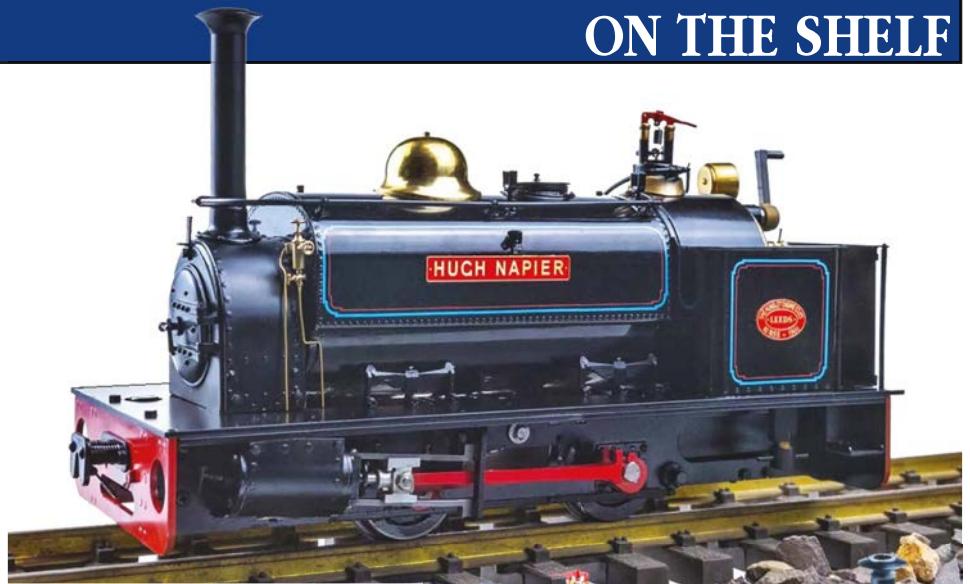
Model sale busts estimates

The Welshpool & Llanfair Light Railway will receive around £120,000 from the auction sale of mainly model railway items from the estate of Leicester-based enthusiast the late Mike Abbott.

The sale, reported in *NGW* 149, was held by Gildings auctioneers in Market Harborough on 18th August, and all 229 lots found buyers. The final total of £132,000 compared to a pre-sale bottom estimate of £70,000.

Once sale costs and fees are deducted, the W&LLR can expect a welcome financial boost. Remarkably Mike was not a volunteer on the railway but apparently wanted the proceeds to be donated to the line because he had visited it "and liked it."

Most of the models sold consisted of narrow gauge live-steam items in 16mm and G scale, along with a great deal of OO-gauge indoor railway stock, but there were also three larger-scale steam locomotives. A 16mm scale Roundhouse Vale of Rheidol 2-6-2T sold for some £2,800.



■ The temptations to go live-steam narrow gauge railway modelling in the garden keep on coming, not least from Accucraft UK which has just sent in these pictures of its latest release, the 16mm scale 'large quarry' Hunslet in final production form.

There was a time when smaller prototypes were frowned upon by the 'ready-to-run' mainstream 16mm suppliers, mainly due to their lower-capacity boilers meaning less run time and less controllability – you simply can't miniaturise water!

However technology has moved on such that not only is this a very finely detailed model, video clips of the first production version on test shared on social media suggest it runs very well indeed. The model is priced at around £1595 in 32mm gauge only and will be offered in Penrhyn lined black, plain black, red or blue. If you are tempted be warned, it's bound to prove a very popular model...

Web: <http://accucraft.uk.com>



■ The UK's other leading live-steam 16mm scale loco manufacturer, Roundhouse Engineering, has taken the make-up brush to its popular model of Ffestiniog Railway single-Fairlie 'Taliesin', the redesign incorporating the firm's latest improved production standards and adding extra detail. Price with radio control is £2150.00. Web: www.roundhouse-eng.com



■ Accucraft is not the only manufacturer to produce a 16mm scale model of Fletcher-Jennings 0-4-2ST 'Talyllyn' in recent times. This is the version by Bowande, known for its Gauge 1 live steam. This loco is in association with the Train Department in the USA and renowned 16mm scale modeller Dave Pinniger will be taking a closer look at it for us in a forthcoming edition of *NGW*.



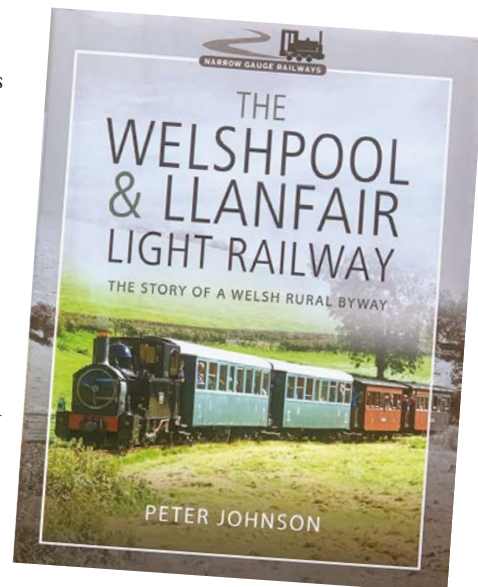
The Welshpool & Llanfair Light Railway – Peter Johnson

■ Peter Johnson completes his historical tour of the three mid Wales narrow gauge lines with this impressive volume on the Welshpool & Llanfair Light Railway, following his earlier books on the Vale of Rheidol and Corris lines.

This is a timely publication, particularly as regards the W&LLR's preservation history as in 2017 the line passed a milestone, run for more years as a heritage railway than under its three previous operators – the Cambrian, Great Western and British Railways – combined. Yet a detailed documenting of the line's entire life has not appeared since Ralph Cartwright's *Rail Romances* publication back in 2002.

The author of course goes back long before preservation days, to the first proposals for a line between the small community of Llanfair Caereinion and the nearest market town of Welshpool, eight miles away. Peter is known for the very many hours he spends researching his books in archives, records offices, even graveyards, and that is very evident here, from detailed descriptions of the various competing proposals (including one which would have seen the W&LLR built as a standard-gauge line to Oswestry), through operating years during which the line seldom made any significant money, through to its preservation. This was a period which in turn for many years was conducted with shoestring finances but which also saw the arrival of an eclectic mix of rolling stock from across the globe, giving the line the unique image and reputation it enjoys today. And this history is bang up to date, the most recent photo showing the presentation of the Queen's Award for Voluntary Service to the W&LLR in September 2019.

The photo content is excellent, well reproduced and to a good size. While many of the period shots are familiar, not all are, while more recent times are well represented by images from Peter's own collection and others. Many *NGW* readers will be aware that your editor has been part of the W&LLR team for many years (I've been press officer since 1997) and so a goodly part of this book covers a period which I have directly experienced. It's a measure of Peter's diligence that many mostly happy memories have been sparked reading this book. Well recommended. **AC**



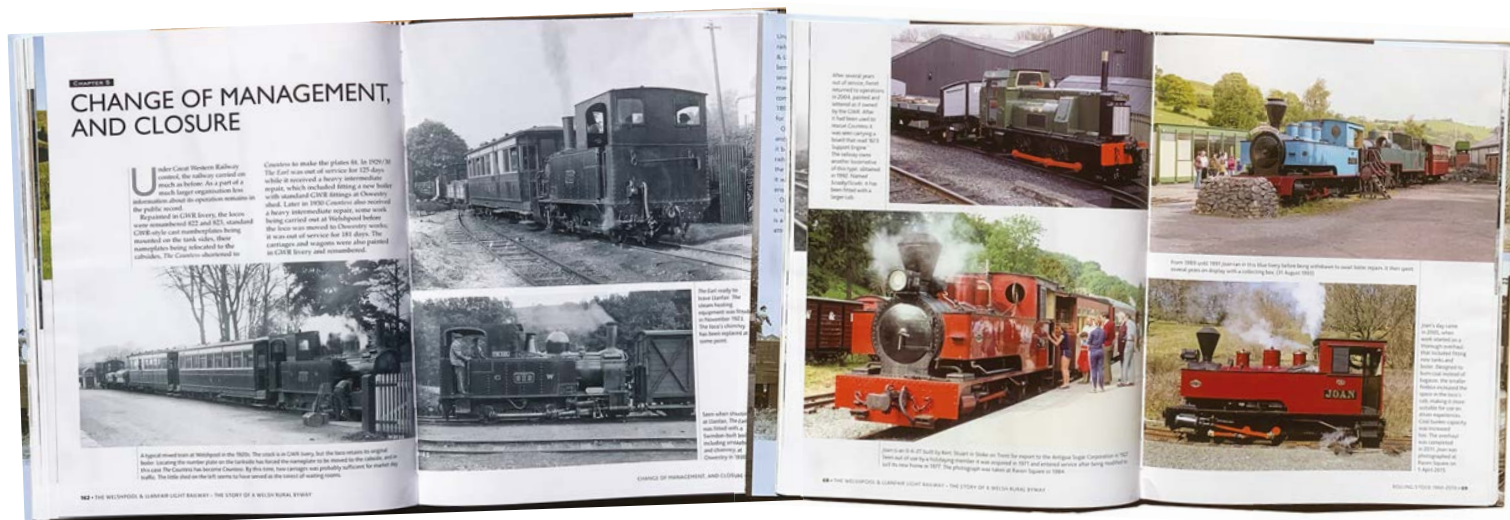
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Tindharia to Darjeeling – Driver's eye view (DVD)

■ For your editor reviewing a DVD can take a big slice out of a perennially busy day, and when you look on the cover and it states that the "edited" running time is 2hrs 24 minutes... But the only problem I had with this disc was once I put it on, I couldn't look away! Someone has finally had the bright idea of mounting video cameras on the front of one of the 19th century Sharp-Stewart 0-4-0s of the Darjeeling Himalayan Railway, to provide a real insight into what it's like to drive on this iconic line, and for those of us for whom a trip to see the DHR remains on the bucket list, this DVD is a total eye-opener.

Long-established video producer Video 125 joined forces with the UK-based Darjeeling Himalayan Railway Society on this project, and the trip has been filmed in two parts. Perhaps not surprisingly part 2 has been released first, covering the upper half of the line from Tindharia to Darjeeling. You thought you knew this railway? Not until you become a virtual member of the footplate, watch as we squeeze between ever encroaching lineside development, traverse ridiculously tight curves and equally steep gradients, do you get a real idea of just how remarkable a railway the DHR is.

The commentary is informative, but can also be silenced so you can just listen to the loco toiling its way up the line – and does it toil, no surprise considering this engine dates from 1899. This is the most intimate portrait of the DHR I've seen, and really makes one wonder how on earth it has survived to today. The only problem for this enthusiast, long desperate to see the DHR for real, is that I now even more want to go see it... **AC**



Produced by Video 125 in association with Darjeeling Himalayan Railway Society. Available from DHRS online shop at https://www.dhrs.org/sales2/contents/en-uk/p55232_Tindharia-to-Darjeeling!.html Price £21.00

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Pixie's day out

The *Memories of Crich* article in *NGW* 150, and in particular the pictures of 'Pixie' stirred a memory for me. In the late 1960s I occasionally visited Teddy Boston's railway in Cadeby and on one occasion they were moving Pixie to a festival/rally somewhere in Derbyshire. Luckily I had my camera with me and was able to get some photographs of the move, enclosed.

Specific details are sketchy. The date was probably summer 1969, but I can't remember where in Derbyshire Pixie was taken, but I'm fairly sure that it was not Crich. The photo on the M1 was almost certainly taken at junction 23. I think the lorry was owned by one of the railway's volunteers/helpers. **Bill Pemberton**

Decauville mystery goes on

I read the article on Decauville and Couillet locomotives by Mark Smithers in *NGW* 151 with great interest. We have clearly been 'digging in the same field.'

Mark seems to be confusing the pleasure park line in the Jardin d'Acclimatation in the Bois de Boulogne area of Paris with the line at Decauville's works at Petit-Bourg, 20 miles south of Paris, which is shown in the engravings in *NGW* 148. The *La Nature* caption for that engraving is "Chemin de fer voie étroite de 50cm. a Petit-Bourg", i.e. on the Decauville works line. It appears in a large article on the Festiniog Railway. The other engraving, with the gardener added, comes from Decauville's catalogue of 1882.

A low-resolution image of the full *La Nature* illustration in Wiki Commons has the artist's name in the bottom left-hand corner – "A Txxx"? A higher-resolution image should yield more detail. Victor Rose has left his mark on the bole of the tree in the bottom right-hand corner of the Decauville version. It is not just the gardener, there are sufficient minor changes to form the basis of a 'Spot the 10 (or more) differences' between these two pictures – possibly to forestall accusations of plagiarism.

Opened in October 1860 l'Jardin was a botanical, zoological and pleasure park. After a successful performance by Corpet & Bourdon 242 on a Decauville portable railway at a competition for fire-fighters in 1877, Paul Decauville offered to install, at his own risk and expense, a line to bring visitors into the 1878 World Fair in Paris, where he already had a contract to run a goods line for stand-holders.

The management declined his offer, so he made the same offer to the management at l'Jardin. They bit



his hand off, and that probably became the first narrow gauge railway to operate a regular passenger service in France. There were others elsewhere, including at Ffestiniog.

The 'demonstration' line at Petit-Bourg connected the Decauville works, down by the river, to the Chateaux where guests and potential customers were entertained. This line was also used for test purposes, including on the viability of a heavier temporary railway comprising steel track panels laid directly on the ground with no wooden sleepers.

I was struck by Mark's assertion that Corpet & Bourdon 242 had a V-Four engine, with single acting cylinders. C & B showed a V-Twin engine with double-acting cylinders in a similar locomotive for 1-metre gauge at the 1878 Paris Exhibition. This was described in the contemporary press.

It would be far harder to squeeze the extra crank and eccentric required for a V4 into the narrower chassis of a 500mm gauge locomotive. I would be very interested in Mark's source for this claim as it might cast light on a period when many different ideas were explored (and quickly discarded). Also, has Mark got a contemporary source for Figure 3?

"They bit his hand off, and that probably became the first narrow gauge railway to operate a regular passenger service in France..."



On this page: Bill Pemberton was lucky enough to be present when Teddy Boston's Bagnall 0-4-0ST 'Pixie' went on a day out from its Cadeby home to what appears in the picture to be a steam rally – can any reader tell us where?

The image is available online but there is no attribution with it, so we do not know which loco it relates to.

Photos 4 & 5 in the feature are not of the same locomotive: Look at the top of the handrail and the sheet at the back of the cab – same class, but not the same locomotive. Both engravings are signed by Victor Rose who later did many catalogue engravings for Decauville. The Couillet catalogue referenced in my letter in *NGW* 144 claims that the locomotive in photo 5 was shown at



the 1878 World Fair in Paris.

'Passe-Partout' was supplied to Messrs. Le-poutre and Hericourt, contractors for public works in Paris, who used it for enlargement of Reuilly station (described in the Decauville 1882 catalogue).

By the time the engraving appeared in *La Nature* in 1881, C & B 242 had been sold to a new home in Rotterdam (Decauville's 1882 catalogue again). So the loco shown, which I whole-heartedly agree is a 2.5 to 3-tonne Couillet product, had taken on the name and continued the 'Lilliput' tradition.

Note that Paul Decauville was a firm believer in the value of publicity and would have happily re-cycled a famous name. He would also flatter previous customers by naming locomotives for the 1889 Exhibition in their honour – hence the Mallet 'Dumbarton' which never went anywhere near Dumbarton.

Dick Paterson

Andrew C replies: Dick has supplied us with a more detailed study of the first Decauville loco, which we hope to publish next month. He has also kindly donated any resultant fees to a suitable narrow gauge line.

Dark day in Scarborough

The September issue of *NGW* (151) was a great read as usual, but the postcard of North Bay Railway in Scarborough on page 47 really caught my eye, and had me hunting through my own collection of postcards.

While the photo shows a nice publicity shot the postcard I have is at the other extreme as it depicts what I believe was a fatal accident. The card is unfortunately undated but there have only ever been two serious accidents on the line (that I'm aware of) and both were head-on collisions.

The second took place on 23rd August 1948 and while nine people were injured there were no fatalities. I think though that the photo shows the first accident which took place in only the second year of operation on 10th July 1932. This was again a head-on collision, near Beach station. Unfortunately engine driver Herbert Carr, aged 25, was killed and 31 passengers suffered injuries.

Hopefully not only will people find the photo interesting but maybe someone will be able to provide further details and confirm exactly which of the two accidents it does in fact show.

Mark Greenwood

Andrew C replies: Interesting picture of a dark day – strange that it was thought worthy or suitable for issuing as a postcard...



But Sir, it is only 10mm!

World News in *NGW* 151 on page 14 refers to the gauge of the Wilmar Sugar system in North Queensland, Australia as 600mm.

Unless there has been a universal regauging of the Queensland cane field tramways, the gauge remains at 2ft, or 610mm.

Peter Neve

Andrew C replies: Ah the expanding and contracting qualities of that staple narrow gauge expression, the 'two foot'... Thanks Peter for correcting our error!

Tram in former home

On page 13 of *NGW* 149 was a picture of former Lisbon tramcar no 711, looking rather neglected on its arrival at the Crowe project in Lincolnshire. I've sent an e-mail to the group at Crowle asking whether they would like to have some photos of the tramcar 'at home' in

Lisbon when I visited the system in 1983. They could then use the photos in fundraising appeals. I attach a couple of these photos for your information.

Tramcars 711-735 were built between 1935 and 1940 with improved braking equipment suited to hilly routes, route no.12 being an excellent example of such. Built on Maley & Taunton trucks, they had hand, air and magnetic brakes, run-back brakes, and back sanders. 'Hilly route' cars were denoted by a white rectangle on the truck frame. This information comes courtesy of *The Tramways of Portugal* by Messrs. King & Price (1983).

Many thanks for helping to keep up spirits with some excellent articles of late. Historical items in the magazine are especially welcome, since they either provide new information, or enable one to say "I was there!"

David Bott

Above: It seems there were times when a miniature railway accident, and likely a fatal one at that, was deemed worthy of being turned into a postcard – see the letter from **Mark Greenwood**.

Below: **David Bott** pictured the tram recently imported to Lincolnshire in its former haunt of Lisbon in Portugal, seen here on the 'switchback' approaching São Tomé and on the Col de S. André on 21st July 1983.



That was the year that...

Narrow gauge news stories from the archives and their legacy, tracing loco imports and restorations this month...

From 40 years ago

Two Bagnalls for the WHR

Latest news from the locomotive department of the Welsh Highland Railway is the purchase of two Bagnall 0-4-2T locomotives from Rustenberg Platinum Mines, South Africa.

The locomotives are Rustenberg 3 and 5 (Bagnall 2895/1948 and 3050/1953 respectively). The locomotives have been purchased on behalf of the British Overseas (Narrow Gauge) Locomotive Trust. (NGN, Sept 1980)

This was of course the only Welsh Highland Railway in those days, today's Welsh Highland Heritage Railway based in Porthmadog. In fact Narrow Gauge News was not quite correct as the two locos that went to the WHR were 3050 and its sister 3023 also built in 1953 – 2895 did come to the UK, to form part of the Phyllis Rampton Trust private collection in Surrey.

One of the two WHR locos spent some time as a 'gate guard' to the railway, pictured at right by editor Andrew Charman in 1983. 3050 was restored to become 'Gelert' a staple member of the WHHR's motive power fleet today, while 3023 eventually moved on into private ownership and was also restored at the Ffestiniog Railway, running since 2013 as 'Isaac' on the Lynton & Barnstaple Railway.



From 25 years ago

Exmoor Steam Railway

A 1939 2ft gauge 2-6-2 NGG16 South African Garratt is on display at this minimum gauge steam railway. The locomotive, imported about one month ago, has come from the Springs depot of Transnet museum near Johannesburg and was last used 10 years ago.

One of the conditions of export from South Africa is that the locomotive will be returned to working condition and over a period of time a full rebuild will be undertaken on site, commencing at the end of the steam railway running season. Initially a short demonstration line will be laid at the Exmoor Steam Railway. (NGN, Sept 1995)

Well the restoration happened, but not quite as planned! This was the first of four South African Garratts to be imported to the ESR, which at the time was a pleasure line at Bratton Fleming, Devon alongside the business building 15-inch gauge locomotives. Initially the huge Garratts formed interesting display items but in 2001 the railway was closed to the public as Exmoor concentrated on the loco manufacture business.

Two of the Garratts were put up for sale in 2009 and the original arrival, SAR no 109, was purchased with the intention of restoring it to join sister locos on the newly reopened Welsh Highland Railway.

The work was started by pop impresario and rail enthusiast Pete Waterman at Crewe using apprentices, and the power bogie was even displayed at the 2010 Warley Model Railway Show as shown in the photo by Michael Chapman, but when government funding for Waterman's project was cancelled work on the loco stopped.

In January 2014 the loco's components were transferred to the WHR depot at Dinas, and in 2018 they went to Peak Rail in Derbyshire, where the future of the project remains uncertain.



Extracts from Narrow Gauge News, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join up, see the advert on page 45 or go to www.ngrs.org.uk.



YouTube Watch: online NG films

The online video site YouTube, which encourages users to upload their own clips, is a great source of narrow gauge items. If you've seen a clip that our readers would enjoy, why not send in the link?

Our first suggestion this month comes from reader **John Mitchell** who writes; "For a long time, I have been fascinated by the fact that there used to be an extensive network of 760mm gauge railways in Bosnia (Yugoslavia, as was). There never seemed to be much video available about it in the old pre-internet days, but I have recently found some on Youtube.

A channel with some quite good videos is at https://www.youtube.com/channel/UCBB_m6rH4daIOxmlvK3tDoA/videos And probably my favourite video on that channel is this: <https://www.youtube.com/watch?v=5xkzDP0BKU>



The film dates from 1969, I think. It shows a train ascending the line up to the summit of the Komar Pass. This was so steep that it was equipped with the Abt rack system. The two locos are both of class 97, which were combined rack and adhesion locomotives. They are clearly working very hard – and the scenery is magnificent. The film quality is pretty good for an 8mm home movie."



https://youtu.be/cHWSk_pCM1U

Our second offering is rather topical. On 27th August 1960, the Lincolnshire Coast Light Railway opened to claim the title of the first line in the world to be built by enthusiasts on a greenfield site. It offered the public a connection between a local bus terminus and a beach and holiday camp.

This short film records the scene some 60 years later on 27th August, when the current volunteers including some who remember the beginnings recreated the first LCLR train. It consisted of loco 'Paul' hauling a ex-WW1 D wagon converted to carry passengers.

The LCLR is not running passenger trains this year due to Covid-19 but was able to run a commemorative train with volunteers as the passengers. Social distancing rules were observed and masks were worn when appropriate.

■ Seen a video online that you like? Send in details!

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A pair of Greek Odysseys...

Donald Brooks recalls memorable visits in 1967 and 1973 chasing narrow gauge steam.

Keith Chester's feature on the Peloponnese in *NGW* 148 and David Joy's comments in the following issue about retrieving old photos reminded me that the first picture I ever took of a foreign narrow gauge railway was on the former SPAP lines in Greece.

In the late 1960s I attended a state school which was ordinary in every respect apart from its summer trips. As a young teenager in 1967 I crossed Europe by train, travelling through France and Switzerland to Italy before boarding the overnight ferry from Brindisi to Patras.

I already knew quite a lot about British narrow gauge railways and was becoming dimly aware that the narrow gauge was much more widespread elsewhere in Europe. Nonetheless, my knowledge was extremely limited and I knew nothing whatsoever about Greece.

It therefore came as a considerable surprise to find that the train taking me along the northern edge of the Peloponnese from Patras to Corinth, with a connection down to Argos, was distinctly sub-standard gauge. Film was expensive so I took only one railway photograph, an unidentified

Z-class 2-6-0T shunting passenger stock on the harbour front at Patras.

I always meant to return to the Peloponnese, but it never quite worked out and, as Keith records, the network closed abruptly in 2011, despite significant recent investment.

Return visit

In 1973, though, while Inter-Railing around Europe in search of steam, I visited a more northerly Greek metre-gauge line. The port of Volos, roughly halfway between Athens and Thessaloniki, is bypassed by the north-south main line, which runs well inland through the area. Two metre-gauge routes of the Thessaly Railways connected Volos with the standard gauge, one opening in 1884 and running 61km northwest to Larissa.

From the junction of Velestino, 20km out of Volos, the second route ran west to Paleofarsalos, where it crossed the main line, continuing for 80km to terminate at Kalambaka, reached in 1886.

The Larisa – Volos line had been converted to standard gauge in 1960, but in 1973 the complete route from Volos to Kalambaka survived as metre

Below left: Photo that sparked the writer's lifelong interest in European and later global narrow gauge. An unidentified Z-class 2-6-0T on the quayside at Patras, July 1967.

Bottom left: A former Thessaly Railways 2-6-2T 43, Jung 11454 of 1951, arrives at Volos with a short freight in July 1973. Note the dual-gauge track, standard and metre gauge with a shared rail.

Below: Metre gauge steam locos out of use in Volos yard in July 1973. To the fore with inclined side tanks at the front is one of a series of five 2-6-2Ts built by Krupp in 1935.

Photos by Donald Brooks

gauge. The arrival of the standard gauge had made Volos a place where three gauges not only met but ran by the harbour on triple -gauge track, although the third gauge, the 60cm line to Milies, had closed in 1971.

By 1973 passenger services to Kalambaka were by railcar, but steam survived on a daily freight, which was duly observed arriving at Volos. There was an assortment of metre-gauge steam locos out of use in Volos yard. Amazingly most of them survive today, albeit looking distinctly rusty after almost 50 years of sea air.

The Volos – Kalambaka line closed in 1998, with the section from Paleofarsalos to Kalambaka reopening as standard gauge in 2001. Velestino to Paleofarsalos was abandoned, apart from a section at the Velestino end which is operated as required by local enthusiasts. The outer end of the Volos – Milies 60cm gauge line also currently provides a tourist service.

It is still possible to travel by metre gauge on the Peloponnese. Trains run between Katakolo and Olimpia, mainly for the cruise market, and there is an hourly suburban service at Patras. Both are worked by 2004 Stadler GTW2/6 class 4501 DMUs, though the latter will doubtless cease once standard gauge tracks finally reach Patras from Athens. **NGW**





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