

REVIEWED: LOCOMOTION'S 0-6-0T 'TERRIER' *BOXHILL*



BRITISH RAILWAY MODELLING

BRM

JANUARY 2021

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HELJAN

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Phil Parker narrates footage of one of Britain's earliest examples of railway modelling from the 1940s – John Ahern's 'Madder Valley'. Plus, Howard Smith improves wagon detail with after-market accessories and Phil Parker constructs and paints a temporary fence kit.



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

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THE CONVERSATION.



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PLAY

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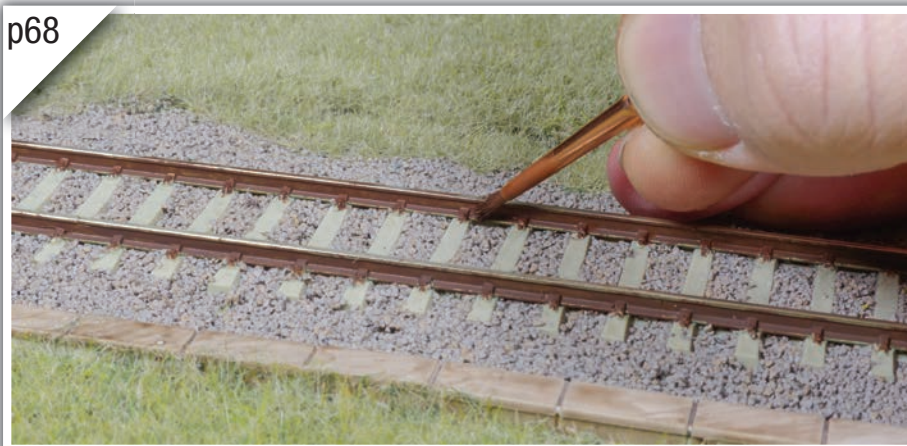
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BRITISH RAILWAY MODELLING

BRM

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Welcome to January

A warm welcome to our January 2021 issue of the magazine. With all of us making many sacrifices to our lives this year, we hope that the year ahead is an improvement and offers a light to see through the pandemic and a return of modelling events.

Speaking of which, from the feedback you've sent us, our World-of-Railways Virtual Exhibition Part II was a great success. We'd like to thank all those who took the trouble to contact us to share their appreciation. It certainly felt like we were providing live entertainment as the team drip-fed content into the live feed across the weekend.

In a first for a virtual model railway exhibition, it also saw the launch of a number of new products. Among the interviews with manufacturers, model retailers and clubs, new model announcement highlights included Dapol's new 7mm:1ft scale 14T anchor-mounted tank wagon, artwork and CAD design for which was unveiled, while Accurascale revealed a tooled 21T MDO/

MDV mineral wagon for 4mm:1ft scale. Planet Industrials entered the RTR market, too, with a pledge to deliver models of the Kerr Stuart 0-6-0T 'Victory' in OO gauge, making it the latest manufacturer to enter the increasingly-diverse British RTR model railway market. Keep abreast with the development of these models and more on our website world-of-railways.co.uk. Plans for our next event are underway and will be communicated in the new year.

Don't forget, it costs less money to subscribe and your copy of the magazine will arrive through your letterbox – useful when getting out is difficult. Despite challenging circumstances with which we're currently faced with, we're hopeful that this issue of the magazine will inform, entertain, and perhaps even influence your current (or future) layout project. From the delights of the former Barry Norman S scale 'Lydham Heath', now taken under the wing of Simon Dunkley, to the earliest of model railways with John Ahern's 'Madder Valley', and a more recent creation from Jonathan Newton,

which harks back to steam's swan song, there's something to inspire.

This month our practical section shares ideas for improving the appearance of your track, filling that awkward corner of your layout with a run-down garage, and, if you're feeling brave, converting your die-cast vehicles to radio control. Plus, we examine signal box designs to help you make the right choice for your region.

As always, we enjoy seeing what you've created, too. Are you a budding amateur photographer and have a layout project that's nearing completion, or perhaps there's a modelling technique you'd love to share with readers? If so, please contact us at brm@warnersgroup.co.uk. In the meantime, we hope this year's festivities take place as planned. If you have a train around your tree this year, send us a photograph of it showing your best decorative efforts to us. We'll pick a winner who we feel has made the best effort and award a prize from our cupboard. Stay safe and enjoy your issue.

BRM Team

How to get your next issue of BRM

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

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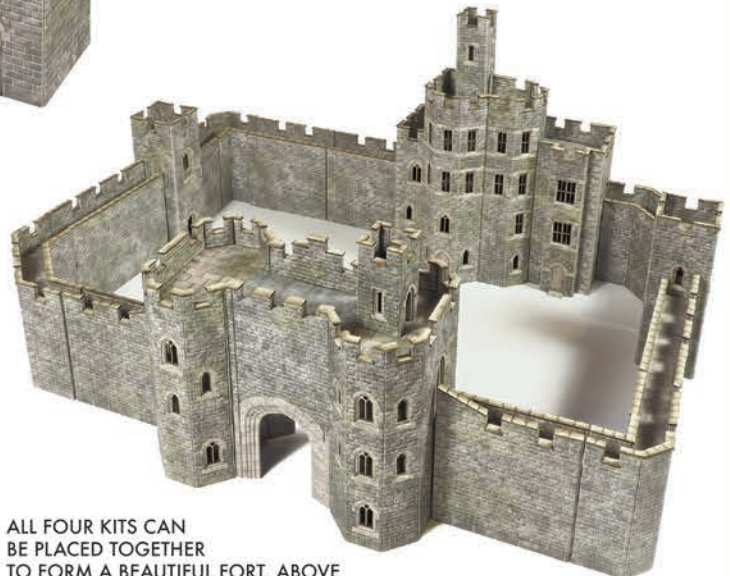
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O

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Stage: Painted Samples

Due: Q1 2021

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OO9

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OO

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Stage: Painted Samples

Due: Q4 2020

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OO

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Stage: Painted Samples

Due: Q4 2020

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OO

W4 Peckett 0-4-0ST

Stage: New Batch - Renders

Due: Late 2020 - 2021

Price: £90

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OO

Coronation Scot Coaches

Stage: Engineering Samples

Due: March 2021

Price: £43.50

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OO

LNER Thompson A2/2 & A2/3

Stage: Engineering Samples

Due: Late 2020 to Early 2021

Price: £171

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OO Gauge (1:76 Scale)

Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16' 2226 'Katie' in lined maroon (HAT) (RRP £99) **BARGAIN**. £89



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (HEL). £221



4S-043-004 Class 43xx Mogul 2-6-0 6324 in BR black early emblem (DAP) **NEW**. £135.96



4S-043-001 Class 43xx Mogul 2-6-0 6336 in GWR green Great Western lettering (DAP) **NEW**. £135.96



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4S-043-002 Class 43xx Mogul 2-6-0 6385 in GWR green shirtbutton emblem (DAP) **NEW**. £135.96



4S-043-006 Class 43xx Mogul 2-6-0 7310 in BR lined green late crest (DAP) **NEW**. £135.96



4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate (DAP) **NEW**. £135.96



R3856 Class 8P Princess Coronation 4-6-2 'City of Salford' in BR green late crest (HOR). £171



R3857 Class 8P Streamlined Coronation 4-6-2 6220 'Coronation' in LMS coronation blue (HOR). £171



R3447 Class B17 4-6-0 2842 'Kilvestone Hall' in LNER green (HOR) (RRP £120.99) **BARGAIN**. £109



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



OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem (OXF). £98

Diesel locos



4D-014-000S Class 29 6112 in BR green full yellow ends - DCC sound fitted (DAP). £249.84



R3906 Class 47/7 47739 in GBRI - Railroad range (HOR). £67.50



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



H4-66-031-S Class 66 66789 in BR Large Logo blue GBRI branding 'British Rail 1948 - 1997' - Sound Fitted (HAT). £265



4D-022-016 Class 68 68034 in Direct Rail Services blue (DAP). £131.71

Diesel train packs



1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (HEL). £203.15

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (DAP). £70.50

Wagons



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



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

Man-made scenic structure - railway-related



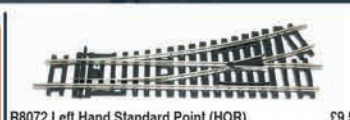
89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (HEL). £210

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle) (HOR). £2.60

R607 Circle of 8 (HOR). £2.00

R070 Electrically Operated Turntable (HOR). £64



R8072 Left Hand Standard Point (HOR). £9.50



R8073 Right Hand Standard Point (HOR). £9.50

R600 Standard Straight (HOR). £1.80

R600 Box of 24 (HOR). £40

Track - Code 100 Streamline

SL-100 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (PEC). £3.10

SL-100 Pack of 25 (PEC). £76

N Gauge

HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43255 and two coaches (DAP). £170

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (PEC). £3.20

SL-300F Pack of 30 (PEC). £93

O Gauge (1:43 Scale)

Steam locos



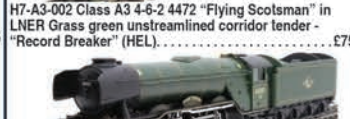
7S-005-004S Class 0F Sentinel 4wVB 7160 in LMS black - DCC sound fitted (DAP) **NEW**. £297.50



7S-007-007 Class 57xx 0-6-0PT1 premier 9009 BR black late crest (DAP). £199.75



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (HEL) (RRP £699) **BARGAIN**. £495



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



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (HEL). £750



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL). £750



7S-005-005S Class Y3 Sentinel 4wVB 68164 in BR black early emblem - DCC sound fitted (DAP) **NEW**. £297.50



7S-005-006S Sentinel 4wVB 2 'Islebrook' in GWR light green - DCC sound fitted (DAP) **NEW**. £297.50

Diesel locos



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (HEL) (RRP £599) **BARGAIN**. £427



2015 Class 20 Railfreight Red Stripe headcode boxes (HEL) (RRP £599) **BARGAIN**. £427



3742 Class 37/4 in Intercity Mainline - unnumbered (HEL) (RRP £599) **BARGAIN**. £450

SL-700BH 1 Yard O Gauge Flexible Nickel Silver Track (Bulhead Nickel Silver Rail) (PEC). £7

SL-700BH Box of 12 (PEC). £79

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Analogue controllers



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



D Double/Twin track power controller (GAU). £86

Analogue point control

PL-55 Turntable control motor - for use OO and N scale Poco turntable kits (PEC). £54

Digital decoders

DCR-21PIN-Direct V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (HAT). £16.50

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

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

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

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

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

DCR-8PIN-Harness Single (HAT). £15

DCR-8PIN-Harness Box of 5 (HAT). £68

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (HOR). £92

DCR-8PIN-Direct Box of 5 8-pin compact direct 4-function 1.1Amp decoder back EMF (HAT). £77

DCR-8PIN-Direct Box of 10 (HAT). £136

Digital control accessory decoders

DCD-ADS-8SX 8-way accessory decoder for solenoid point motors (DCC). £77

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE). £159.50

Digital control accessories

BPDCB0 Pack of three DCC autolog polarity reversal switches - for electrolug points (GAU). £17

524-037 S05 5 amp Power Booster DCC system for use Power Cab controller (NCE). £184

Point motors

DCP-CB12P Cobalt ip slowaction analogue point motor - pack of 12 (DCC). £204

DCP-CB80P Cobalt ip slowaction digital point motor - pack of 6 (DCC). £127.50

DCP-CB120M Cobalt Omega slow-action analogue point motor - pack of 12 (DCC). £165

PM-1 Sleep point motor accessory switch (GAU). £5

Tools

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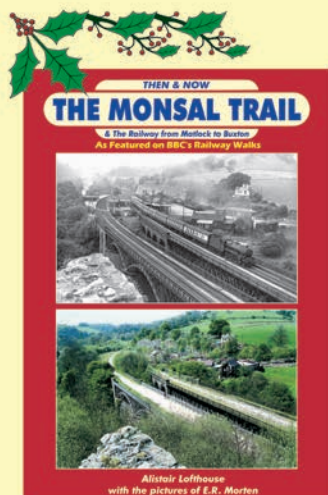


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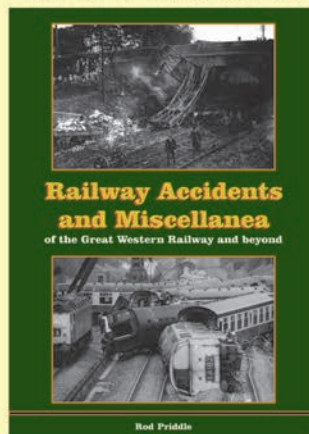
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WORLD OF RAILWAYS

LOCOMOTION MODELS AND RAILS OF SHEFFIELD REVEAL LNWR 'JUMBO'

Locomotion Models and Rails of Sheffield have announced a new model commission from Bachmann Europe Plc. The latest partnership will see a new OO gauge locomotive of the London & North Western Railway 'Improved Precedent' Class 2-4-0 locomotive. Currently at livery approval stage, deliveries are expected next summer.

Incorporating a die-cast body and chassis with a set of optional traction tyre-fitted driving wheels for increased haulage capacity, the model features a coreless motor, with power pick up via locomotive and tender wheels. Mounted inside the tender is a 21-pin DCC decoder socket and a 11mm x 15mm 'sugar cube' speaker. Crankpin tools and spare traction tyres will be available via Bachmann stockists.

All versions are to feature a detailed back-head, while there are numerous tooling options enabling the accurate portrayal of specific locomotives during the chosen period. Two boiler types are modelled, either with or without wash-out plugs, and both cowled Ramsbottom safety valves and Ross pop safety valves have been catered for.

Four exclusive edition locomotives are being produced, with LNWR *Hardwicke* No. 790 in pristine LNWR Black as preserved as part of the National Collection for Locomotion Models. The prototype is on display at Locomotion, Shildon.



SPALDING MODEL RAILWAY CLUB RELEASES ANNIVERSARY WAGON



To celebrate its 50th anniversary, Spalding Model Railway Club (SMRC) has announced a run of two wagons.

The club commissioned Dapol to produce special edition William Dods of Donington Road and Willcox & Co. of Spalding wagons, both of which were operated by local coal merchants. The wagons are available in N, OO and O gauges. For current pricing and availability, visit the club website or place orders with SMRC Secretary, Graham Blumire, at Focke Shambles, New Road, Deeping St Nicholas, Lincolnshire, PE113DU.

FESTIVAL OF BRITISH RAILWAY MODELLING POSTPONED

BRM/Warners Shows has confirmed that the Festival of British Railway Modelling, due to take place in February 2021, has been postponed until 2022.

Hosted at Doncaster Racecourse, the event will now take place across the weekend of February 12-13, 2022.

Because of the Covid-19 outbreak, many of our 2020 shows – including Alexandra Palace and Peterborough – haven't taken place. With restrictions continuing through to the end of the year, exhibitions in early 2021 are also looking unlikely.

As well as postponing February's Festival of British Railway Modelling, the events team at Warners is also reviewing dates for the London Festival of Railway Modelling, which was due to be held at Alexandra Palace in March, 2021. New dates will be communicated when confirmed.

We would like to take this opportunity to thank all the sponsors, exhibitors, layouts, societies and visitors who have supported our shows for a number of years. We hope to be able to open the doors to one of our exhibitions soon, when it is safe to do so.

JSMODELS REVEALS NEW KITS FOR 'O'

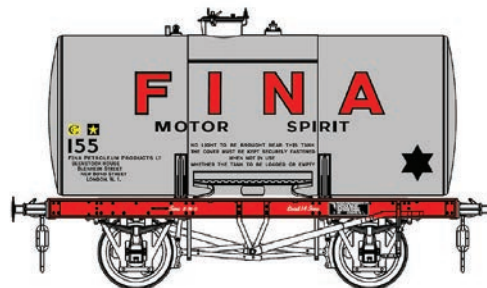


JSMODELS, manufacturer of a range of laser-cut warehouse buildings in 4mm:1ft scale has unveiled two new warehouse kits for 7mm:1ft scale. Its new warehouse additions are:

(JSM743) Canal Warehouse End 1 – a four-storey building end with a column of loading doors and cover above. Dimensions are 260mm wide, 38mm deep, and 425mm high. The loading hood projects a further 32mm. Doors can be modelled open or closed.

(JSM753) Canal Warehouse End 2 – as above, but with additional windows instead of the loading doors and hood. See its website for full details.

DAPOL REVEALS 14T TANK WAGON IN 'O'



Depicting the 14T anchor-mounted petroleum tank wagons, the manufacturer has revealed rendered CAD artwork and provisional artwork examples, proposing five variants for modellers in its first batch.

The wagon specification is said to feature a detailed and accurate bodyshell and chassis, with separately-added details, including, where applicable, long and short fillers in specific positions. Models are said to feature ladders and platforms, and where relevant, heating pipes. Sprung metal buffers, coupling hooks and three-link couplings will feature and axles are said to be sprung for smooth running.

HELJAN UNVEILS CLASS 104 DMU PROJECT 'IN PROGRESS' AND FURTHER CLASS 33S



Design work is said to be underway on Heljan's next RTR project – a BR Class 104 DMU for OO gauge. CAD work is reportedly in progress and images are to be released as soon as design work is complete. Models are to be released in BR liveries covering the life of the class from 1957 until retirement of the final sets in 1993.

Proposed models are:

- 1450: BR early green three-car with Lion & Wheel emblem M50422+M59134+M50426
- 1451: BR green three-car with speed whiskers & Coaching Stock roundel M50478+M59186+M50530
- 1452: BR green two-car E50598+E56189 (small yellow panels)
- 1453: BR blue three-car M50436+M59141+M50488 (full yellow ends/headcode panel)
- 1454: BR blue with 'Blackpool' white stripe M50472+M59180+M50524
- 1455: BR blue M53421+M53529 with NSE flash/white cab roof (Weathered)
- 1456: ScotRail 'Mexican Bean' red/white SC53424+SC53434
- 1457: BR blue/grey 'BX487' M53424+M59207+M53434
- 1458: Revised Network SouthEast 'L701' 53437+53479

The new OO gauge Class 104 is said to feature a low-profile mechanism powering one car per set, switchable interior and exterior lighting features, a 21-pin DCC decoder interface and provision for DCC sound. Options for factory-fitted DCC sound on all models are being investigated and will be announced separately.

In other news, the manufacturer is working on a new batch of OO gauge Class 33/0 diesel locomotives for release in 2021, its most recent batch of headlight-fitted models proving popular with buyers.

Models are promised to feature a high-performance motor/flywheel chassis, LED headlights and marker lights and an eight-pin DCC decoder interface. As per its previous batch, the specification includes sprung buffers, wire handrails, etched grilles, separately-fitted windscreen wipers, bogie and bufferbeam details.

Seven versions have been selected for general release, covering a cross-section of BR and privatisation era liveries. A further version is also being prepared for Olivia's Trains in Sheffield. See the respective websites for updates.

PLANET INDUSTRIALS ANNOUNCE RTR KERR STUART VICTORY IN OO GAUGE

Pi PHOTO: Peter Stuart's Victory 0-6-0T



Best known for its range of high-quality industrial and narrow gauge kits, Planet Industrials announced that it is to expand into RTR with a new 0-6-0T locomotive.

The Kerr Stuart 'Victory' was a class of 10 0-6-0T locomotives, sourced by the Inland Waterways and Docks Department in 1917.

Most saw service at southern ports before being sold into industry after hostilities ended. Six examples went directly into colliery service, two to the Alexandra Docks Railway, one to the Brecon and Merthyr and one to Colonel Stephens' East Kent (also a coal hauler).

A number survived in industrial service into the late 1960s, though none was preserved.

The model is said to feature a high torque motor, flywheel driven chassis with darkened RP25-110 profile wheels, a highly-detailed accurate body with separately-applied details and a Next18 DCC interface, and pre-fitted speaker. It will safely negotiate a minimum second radius curve.

HORNBY HAMPERS LAUNCHED FOR CHRISTMAS



ACCURASCALE REVEALS 21T MDO/MDV MINERAL WAGON FOR 'OO'



Accurascale has unveiled models for 21T mineral wagons to diagrams 1/107 and 1/120. Expected to arrive in the third quarter of 2021, samples of the models have already been shown, which have been tooled.

The wagons are to form part of Accurascale's 'Powering Britain' plan of recreating wagons that fuelled Britain by rail. This began with its 24.5T HUO hopper wagons and will be represented by the forthcoming HYA bogie hoppers, IIA biomass hoppers, and these 21T mineral wagons. The manufacturer has plans for further models, too.

The wagons feature a highly-detailed underframe with a wealth of separately-applied parts and full chassis detail is represented. Pinpoint axles (26mm) are expected to permit conversion to EM/P4 standards if desired, while kinematic couplings with NEM pockets should allow simple coupling changes for modellers. Provision has been made to represent the MDW variant and other wagons based on the chassis in future production runs.

Accurascale is to offer both wagons in packs of three with multiple running numbers across several packs, in both pre-TOPS and TOPS guises, with grey and bauxite liveries represented.

BACHMANN EUROPE REVEALS WINTER 2020 NEW PRODUCTS



Bachmann Europe has unveiled its latest new model announcement video. The quarterly update from the manufacturer has seen a number of new liveries and DCC sound additions carried out to its range of recent Branchline OO gauge models such as its H1 and H2 'Atlantics'

for OO scale, while forthcoming models such as its 94XX 0-6-0T 'Panniers' will see additional new sound versions. Its Class 108 DMU makes a welcome return too, in the attractive BR green with speed whiskers, joining its blue/grey livery expected in December.

Further highlights to the Branchline range include Class 57/3 variants with and without DCC sound, covering DRS 'compass' livery and WCRC maroon. Meanwhile, its Class 117 DMU is to be made available in BR green with speed whiskers, BR blue/grey and Network SouthEast liveries with DCC sound, each model fitted with twin speakers, one per car. Its GUV will appear in Intercity Motorail livery and its SR 'pillbox' 25T brake van is to emerge in SR brown livery.

Special edition models include a 'Pride of Britain' locomotive and aircraft pack of 66731 *Captain Tom Moore* with 'Spitfire' and 'Hurricane' models for 'N' and 'OO'. The 4mm:1ft scale variant will be available with a sound-fitted locomotive, too. Its 'Thomas the Tank Engine' and Scenecraft ranges see new additions, the latter with buildings and structures for 'N' and 'OO' gauge modellers.

Joining its EFE Rail range is a new Class 58, 'Beattie' Well Tank, LSWR 'gatestock' and Cargowagon for 'OO', plus 20T 'shark' and JIA bogie hoppers for 'N'.

Based on its Family Fun Project, Hornby's new Christmas Hamper includes a locomotive, coaches, wagons, track, controller and scenic accessories – enough to build a model railway. All the modeller requires is a baseboard.

New for Christmas, the set includes a J15 tender locomotive in place of its 0-4-0 tank. One wagon and a brake van have been replaced with a pair of bogie coaches. To add to the collection, an add-on pack containing a loco, two coaches and a pair of wagons is available separately. For more details, visit your local stockist or see its website.

WATCH THE VIDEOS HERE

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



PLAY

Bachmann Europe reveals Winter 2020 new products

The Barwell manufacturer reveals its British railway announcements, in a video update presented by its Communications Manager, Richard Proudman.



PLAY

Dapol reveals 14T 'tank' wagon project for '0'

Said to be in-tooling, Dapol unveils its latest RTR product for 7mm:1ft scale modelers, depicting the 14T anchor-mounted petroleum tank wagons.

DIGITAL EDITION EXCLUSIVE

WATCH THE VIDEOS HERE

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



PLAY

Accurascale announce its newest project

Accurascale is to bring us yet another useful product. Fran Burke reveals its newest project.



PLAY

New project update from Planet Industrials

Stephen and James bring us up to date on the latest projects from Planet Industrials.

MADDER VALLEY

The story of the model railway in a landscape can be traced back to this heritage creation by John Ahern in the 1940s.

Words: Pendon Team **Photography:** Andy York



Factfile

Layout name: Madder Valley
Scale/gauge: 16.5mm gauge
Size: 24ft x 17ft
Era/region: 1940s, fictitious
Location: Fictitious
Layout type: Terminus to terminus



Festiniog Railway 0-4-0 tender locomotive *Welsh Pony* draws a train into the terminus at Gammon Magna. A Castle tower can just be seen above the station building roof.

The story started in that most English of places, Lords Cricket Ground in London. The occasion was not a famous match or even a recent match, it was a match in 1955 to which 10-year-old Iain Tolmie was taken by his father. At the match, his father met a friend called Jack, who afterwards invited them back to tea at his house, which was not far from the ground. Young Iain was told that, if he was good, after tea he would be taken on a trip to the seaside. Never one to let an exciting promise slip by, Iain's behaviour was impeccable.

After tea, Jack took them downstairs to a room that absolutely amazed young Iain – he described it as 'another world'. He was allowed to drive a train from the upper terminus, over the trestle bridge, through the tunnel, past a fascinating brickworks, through the junction station for the branch, and into the seaside harbour terminus.

Operation of trains then continued

including passenger and freight, each with their own specific purpose, until Iain then drove 'his' train all the way back from the harbour station to the upper terminus.

The model railway had a gauge of 16.5mm and its name, the 'Madder Valley'. Built by John Ahern (aka Jack) in the 1940s, this layout was one of the foundation stones of the model railway hobby as we know it.

Iain's contribution to this story doesn't end there, 65 years later he visited the Pendon Museum of Landscape and Transport at Long Wittenham, near Didcot, Oxfordshire. There he found the Madder Valley layout set out exactly as he had seen it all those years ago. He was quite overcome and recognised the engine he had driven back then. It reminded him of joyous boyhood events and of many pleasurable times spent with his father. Is this not what preservation and heritage is all about?

The first layout

'Madder Valley' is important to the development of British railway modelling for a variety of interesting reasons. It is acknowledged that it is the first layout set in a landscape, and therefore a pioneer in developing the concept of the complete scene. Its basis is that the landscape and settlements with their industries were there before the railway came. The railway was designed to fit in so as to best serve the transport needs of the area.

The Madder Valley Railway was the basis of John Ahern's substantial contribution to the reference library of the hobby. Frequent articles about 'Madder Valley' were published in *The Model Railway News* and other magazines throughout the 1950s. John Ahern was also the author of several books on model railway constructional issues. These included topics from model building, landscape construction, and the making

The 0-4-0T based on Talylyn Railway prototypes propels a North American clerestory car into the Gammon End terminus. At the higher level, Gammon Magna Castle can clearly be seen.



The offices of the Madderport Mercury and Dale's Department Store are standout buildings in the back streets of Madderport, showing the level of detail achieved by John Ahern.



This approach to Madderport by river shows the lock connection to the tidal harbour beyond, the bridge carrying the MVR over the river, and the garden frontage of the renowned Moonrakers Inn. The boathouse is in the foreground.





of small-scale model locomotives. These publications displayed John Ahern's wide range of interests, which included not just British standard gauge, but narrow gauge and overseas railways.

Key buildings

The detail of John Ahern's buildings shows the perfection he sought in his modelling. The majority of buildings on the layout are based on prototypes from far and wide.

Despite the fact they are made from cardboard, they remain in good condition. The detail of bay windows, verandas, doors and roofs can be seen in the photographs. At the rear of Madderport, the newspaper offices and Dales' store stand out. At the front, the Harbour Offices, the Pool Wine Vaults, Quibble & Cuss – the Estate Agents – and Ye Olde Antique Shop form a splendid row. At Much Madder the Brandy Keg and Tate's stores provide atmosphere. At Gammon Magna, the buildings below the Castle show the intricate detail modelled.

'Madder Valley' doesn't lack public houses – there are eight – and it has its own favourite brew in Minns' Madderport Ales. The stand out pub is Moonrakers Inn – No. 5 on the map – alongside the river between Madderport and Much Madder. Here we see the vintage cars, which show John Ahern's desire to show the smaller life-giving details. These include gems of the period such as the open-top buses, the classic AA box, the boatyard, the harbour furniture, or ice cream bicycle.

John Ahern also contributed greatly to the technical advancement of the railway side of modelling. Having built previous versions of 'Madder Valley' in three rail, he became one of the pioneers of two rail operation. Many of his articles covered the subtleties of circuits and point switching. He experimented with automatic coupling and uncoupling, and built a wide variety of rolling stock as well as his famous locomotives.

Examining the above points together, one can sense the emergence of a set of 'Ahern Principles' for the building of model railways. Many layouts, even including the high-quality landscape and Great Western Railway modelling for which 'Pendon' is renowned, have extended and developed these principles. This connects them all back to humble 'Madder Valley'.

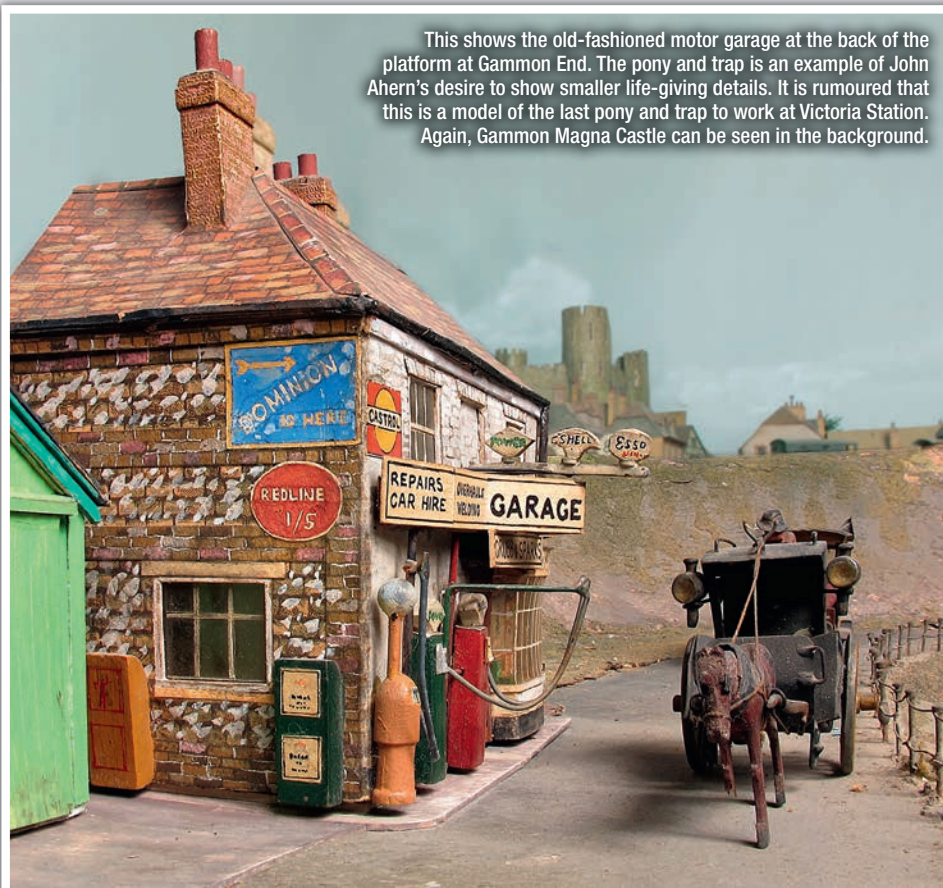
Ongoing work

It has been preserved to the highest possible standards, but having been at Pendon for

over 50 years, some changes have been made through necessity. The main change is that the 'U'-shaped layout that young Iain saw is now an 'L'-shape. This gives a good sense of distance between the two ends of the line and enables clear viewing along the layout.

Repairs have been necessary to the fabric of the layout, the track and the rolling stock and particularly to John Ahern's locomotives. Re-wheeling and re-motoring has been carried out as the originals had worn away. Not all John Ahern's locomotives came to Pendon, so a small number of appropriate proprietary locomotives have been added to the stud.

Control arrangements have also been improved over the years. Originally all points were manually-controlled, and in the early Pendon era, a number of Hammant & Morgan point motors were installed. As time took its toll, the layout has been rewired, so there is full section control across it, and all points are now operated by an electronic system from MERG. This ensures that the essential requirement of viewing 'Madder Valley' – operation of the whole layout – is always available on running days at Pendon Museum.



This shows the old-fashioned motor garage at the back of the platform at Gammon End. The pony and trap is an example of John Ahern's desire to show smaller life-giving details. It is rumoured that this is a model of the last pony and trap to work at Victoria Station. Again, Gammon Magna Castle can be seen in the background.

This picture of the garage of the Moonrakers Inn allowed John Ahern to show his detailed models of sports cars, which were another of his passions. The position of the church and lychgate in the background were adjusted from the original when the layout was changed into an 'L' shape for accommodation at Pendon.



The harbour front buildings are a special feature of Madderport. This collection of buildings, from a variety of sources, show both John Ahern's wide-ranging appreciation of English architecture and the perfection of his detailed modelling.



A tour of Madder Valley...



Madderport Town

Gammon Magna is the inland settlement at the top of the 'Madder Valley'. This is a typical small county town, with a Norman castle at the top of a hill. There are several streets of houses and other buildings rising up the hill to the castle entrance.

The River Madder enters the valley on the side from a deep gully in the Madderhorn Hills. The river immediately falls to the plain at the foot of the hills and meanders its way past Cuckoo Island, with its holy shrine to the small settlement on the valley floor at Much Madder. Two tributaries join the river, either side of Much Madder, after which, it swings to the left to run through the larger settlement of Madderport to reach the harbour and the sea.

At the start of this run through the town, there is a lock, which marks the end of tidal effects. The exit to the sea is between two lengthy breakwaters. Madderport is the largest town in the valley, and its streets on either side of the River Madder contain many notable buildings, including the HQ of the Madder Valley (Light) Railway Co.

The railway infrastructure is situated on the eastern breakwater side of the river mouth. The station consists of a long single platform facing a run-round loop on the main line, and a bay platform on the harbour side. The main line continues a little way beyond the station to service goods transfer sheds associated with the harbourside docks. The railway MVR goods depot and associated sidings are situated opposite the platform on the east side of the run-round loop.

Beyond the bay, the track continues in paved construction to run alongside the harbour wall to facilitate loading/unloading of the trawlers and other boats that call. A dockyard crane running on its own wider rails has been provided. Further paved track runs northwards in the street outside the railway fence to a timber yard.



At the end of the run-round loop, the main line drifts to the left as it passes the three-road locomotive shed. This contains all relevant facilities, such as coaling stage, water tower, and workshop. There is undercover capacity for four locomotives.

As it leaves Madderport, the main line crosses the river on a large girder bridge, passing through countryside, before swinging to the right to enter Much Madder.

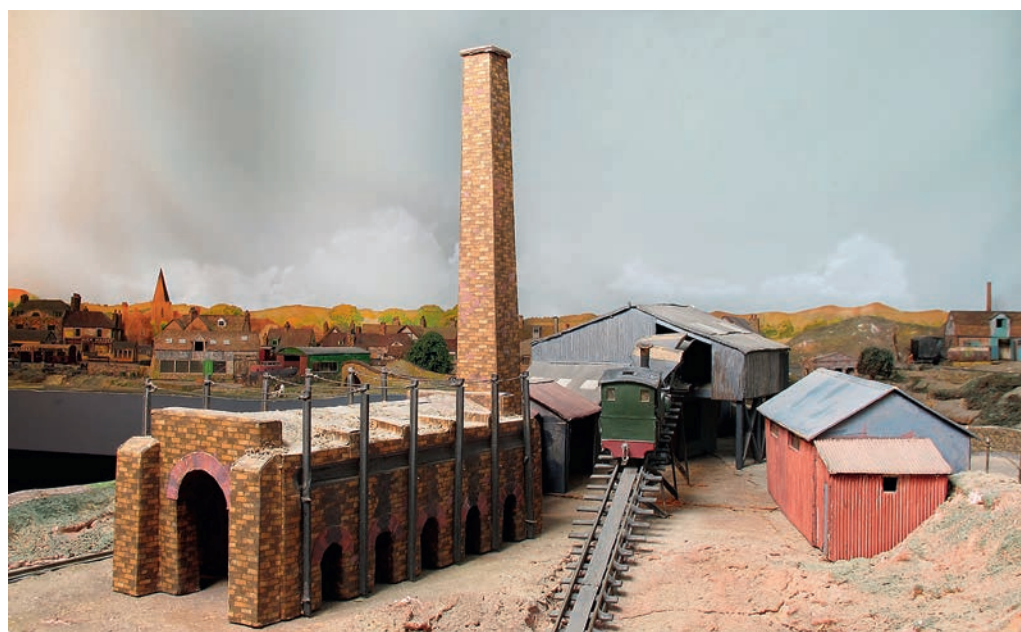
Much Madder is a smaller station, but it has two platforms each facing the tracks of the run round loop. Just beyond the station is the junction between the main line to Gammon Magna and the branch to Gammon End. This is a small settlement in the direction of Gammon Magna, but at a lower level. The eastern platform at Much Madder has a bay track to facilitate operation on the branch, and on the other side of the tracks is a goods depot.



The main line now starts to rise and turn to the right. It crosses one of the tributaries, where there is a mill driven by a waterwheel. The main line continues to rise as it passes Cuckoo Island and a sawmills to which there is a rail connection. It then arrives at Gammon Worthy Halt, which serves the isolated region at the foot of the hills.

Gammon Magna

Continuing to rise, the main line passes through a tunnel at a point where the river runs close to the face of the Madderhorn. This section is considered to have an uncanny resemblance to the Aberglaslyn pass in North Wales. Beyond the tunnel, the grade flattens out, and the river is crossed by a long trestle bridge with a central girder section. The line continues to Gammon Magna and with a further swing to the right runs into the town along the flat land at the foot of Castle Hill.



Gammon Magna station is on a curved alignment, and has a single platform facing the main line with a short-covered bay on the other side. It has a goods depot with a coal yard and sheep pen, plus a single road locomotive shed with all facilities.

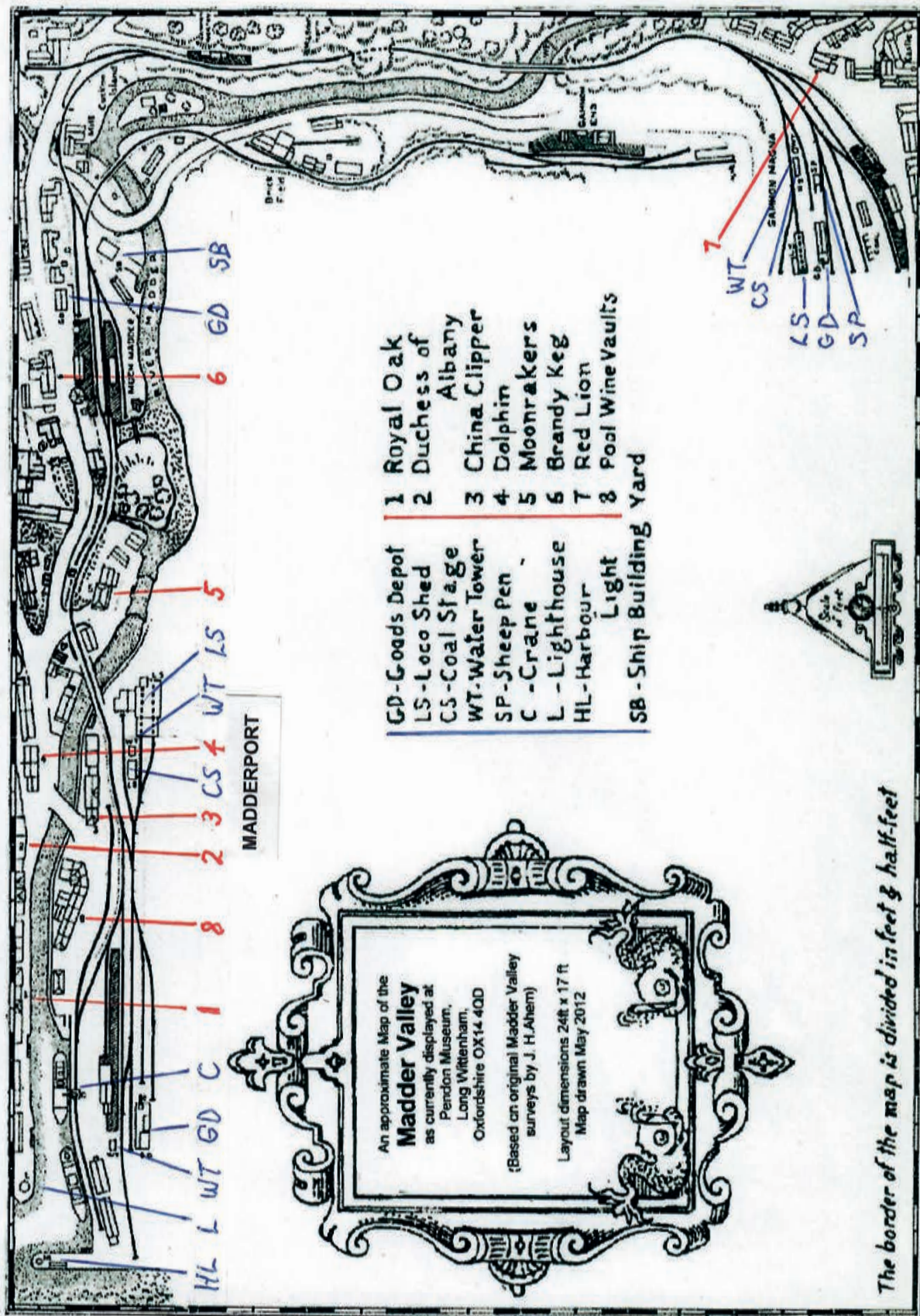
Returning to Much Madder, the branch now swings sharply to the right to cross the river on a now disused swingbridge, and continues with many sharp curves along the other side of the valley to the main line. It passes Brick Field, where a major brickworks and clay pit are situated, again these having rail access. Gammon End itself has a single platform facing a run round track, and water and cattle dock facilities.

Visit Pendon Museum

This wonderful heritage railway is available to view at Pendon Museum. The limited number of running days does not mean the layout receives little attention. Careful preparation is carried out before each running day, and, coupled with longer-term projects, caring for the layout becomes almost a full-time job. Running days are often well-attended, but if like young Iain, your behaviour is good, there just maybe a chance of running a train from end-to-end!



Darjeeling Himalaya Railway Class B 0-4-OST is about to leave the bay at Madderport, with a train consisting of the two North American style open end veranda bogie coaches that used to run on the Weston, Clevedon & Portishead Railway.

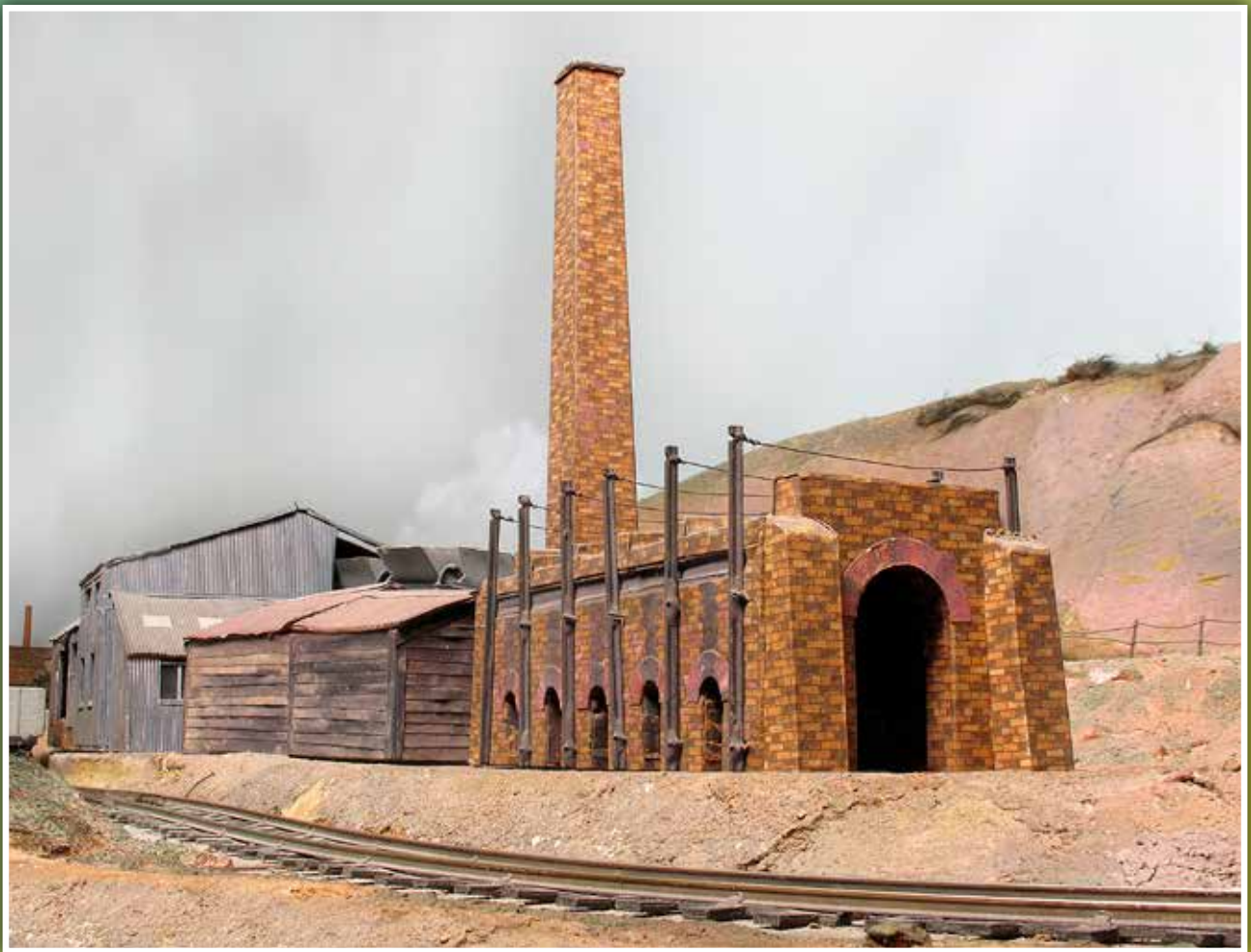


The border of the map is divided in feet & half-feet



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MAKING A SCALE R/C VEHICLE

Pushing the boundaries of miniature automation, Giles Favell shares his expertise on radio control conversions to die-cast miniatures.

Words & photography: Giles Favell



In an effort to bring an additional element to life on our railways, I have converted many 7mm:1ft scale vehicles to radio control – endeavouring to make them move as realistically as possible – in order to complement, and work with their 'brothers' on the rails.

More recently, I have been trying my hand at using the same techniques on 4mm:1ft vehicles – a little more challenging – but perfectly viable. There are three important attributes in an RC vehicle for me.

1. A rocking front axle (three-point suspension) so that all wheels are on the ground all the time.

2. Good steering geometry, so that the front wheels are realistic and practical when they turn.

3. Good slow speed and control as it will look like a toy if it can't manoeuvre realistically. It really doesn't matter if it doesn't go faster than a scale 15mph, but if it can't pull away smoothly, it breaks the illusion.

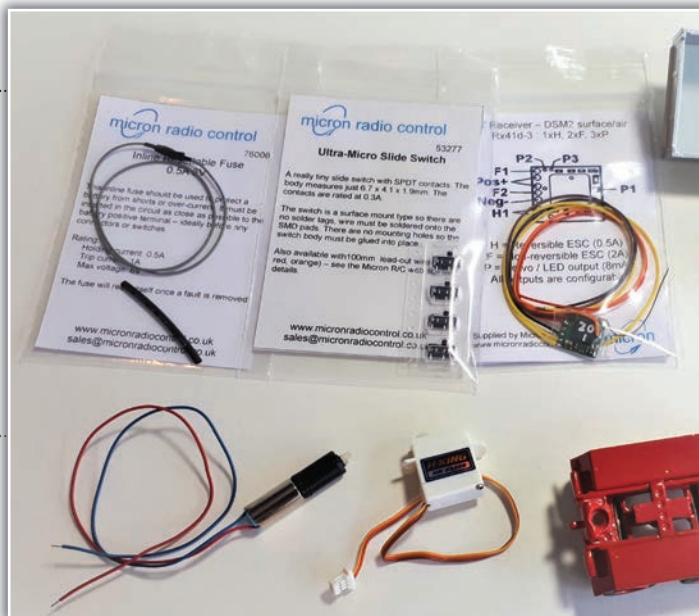
With this in mind – and having built a few previously – I bought an EFE Bedford TK short tipper from eBay because it isn't very big. If I could convert this, a larger lorry would be an easier proposition!

For economy, I wished to use an easily

obtainable gear-motor from eBay (6mm diameter with a 100rpm output) costing £3.20, driving through Mod. 0.3 bevel (umbrella) gears from either eBay or AliExpress. The largest battery that would fit in this project would be a Lipo 220mAh (501240), measuring 5 x 12 x 40mm.

The best radio receiver is either the Deltang Rx41d-3 offering steering, bi-directional speed control and brake lights, or the Rx43 if you want headlights and indicators too, from Micron Radio Control.

The servo needs to be the smallest possible, and at this time, it is the 1.7gm type from Micron or eBay.



The first job out of the box is to check the track of the front and back wheelbase and measure it so you have a record of how far apart the wheels should be, before you remove them from the axles. The model can be dismantled by drilling out the rivets on the underside of the cab, under the load bed, and the tipper body pivot.

The wheels should be carefully removed from the axles by gripping firmly and rotating as you pull them off squarely. One will come off, and then you can put the axle with the remaining wheel in a vice to remove the second wheel. The recess on the back face of the two front wheels should then be filled with Milliput and left to harden. After a day, these wheels may be recessed to take bearings. I use 1.5mm internal diameter flanged ball races. These have a bearing outside diameter of 4mm, and a flange diameter of 5mm.



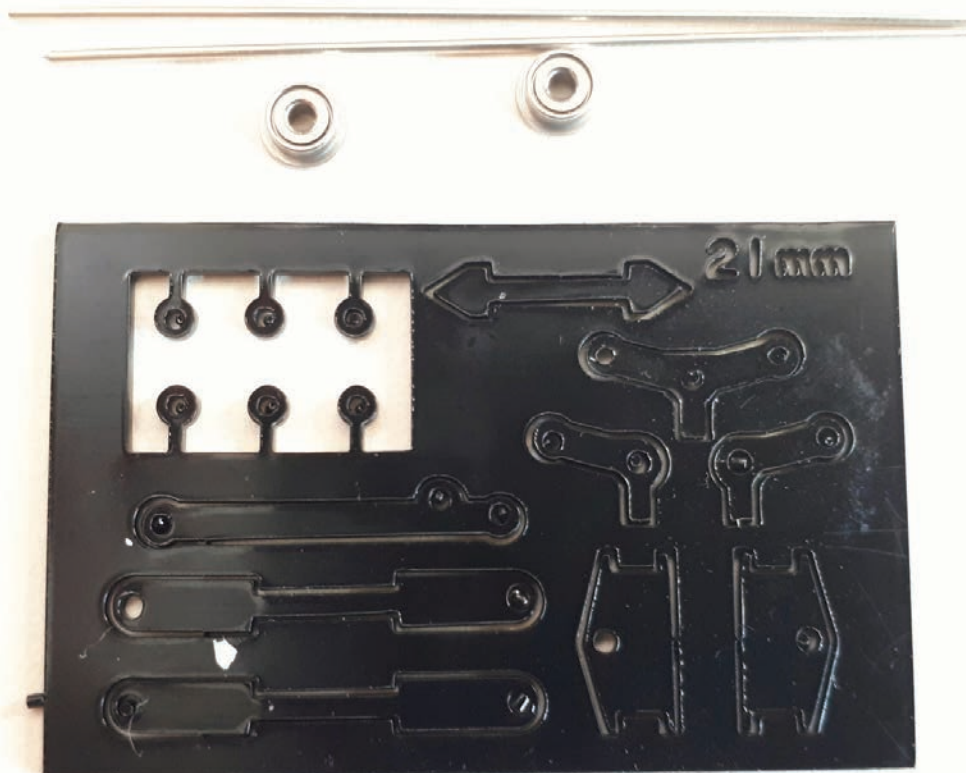
I have a lathe, which makes the process easy and 'professional', however, it is possible to make a good job of boring these holes without 'fancy' tools.

Depending on the size of hole you are drilling, use either a pin-vice or a chuck with the desired sized drill fitted. Place the wheel on a flat surface, making sure the tyre is fitted properly, and that it doesn't rock. If it does, place it on a washer or similar. Holding the drill as vertical as possible, rotate the drill clockwise, but at the same time, rotate the wheel anti-clockwise. This will give you a pretty good, true hole. Make sure you don't drill all the way through!

Drill the rear wheels 2mm dia. in the same way, ready for a new axle.

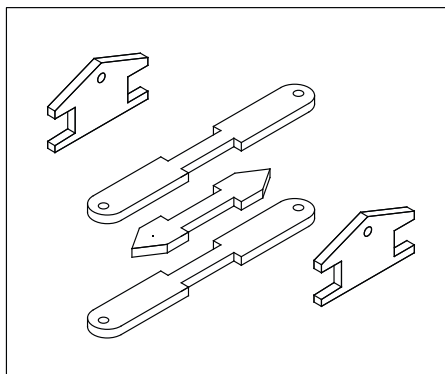
The front axle needs to have Ackermann steering, and to be able to rock.

Over 10 years I have made these in all sorts of ways and from various materials, trying to find the easiest and most effective way to do it. Now, I laser-cut myself a kit from acrylic to whatever size-width I need, and what used to take me more than a morning now only takes 20 minutes. One of the mental barriers I had to break through was that these little bearings were fine being fitted onto a square stub axle, rather than the round I had carefully been fabricating for years. This meant that, first of all, I could CNC stub-axles, and then for the smaller scales I could laser-cut them from acrylic, making them cheap and quick. All my 4mm:1ft scale vehicles use these. It also meant that the axle assembly became very simple – either as a 'kit' or indeed to scratch-build. I choose to define my axles by the distance between king-pin centres, and the TK requires 19mm between king-pins. King-pins and bearings need to be as far into the wheel as possible, or the wheel will move forwards or backwards when turning – which looks unrealistic, and causes clashes with the wheel-arches.

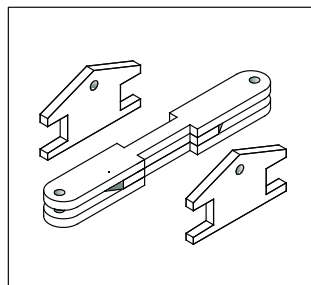


An axle was made using EMA PlasticWeld as solvent, and Devcon Epoxy to secure the nickel-silver king-pin wires. These are bent at 90-degrees, pushed through the holes to capture the stub axles, and the tail is laid over the top of the axle and epoxied. A small amount of Devcon was applied to the inside of the bearings, and they were pushed on the stub-axles. Don't put the epoxy on the stub-axle, as it would get pushed back into the axle!

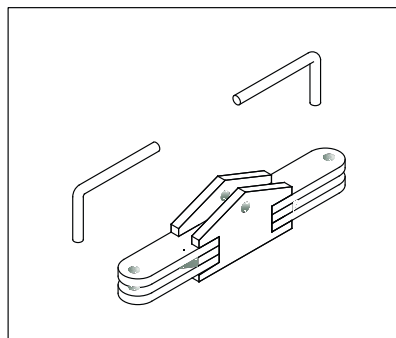
One plain single-sided stub-axle was used, and one double-sided axle, as on this vehicle the steering servo needs to mount in front of the axle, and the track-rod will mount behind. The track-rod can also be bent up from 0.8mm wire using the acrylic one as a jig.



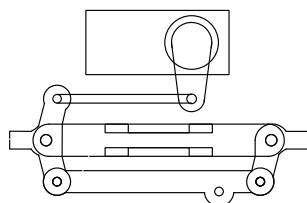
Axle Beam Components



**Assemble with
EMA Plastic Weld**

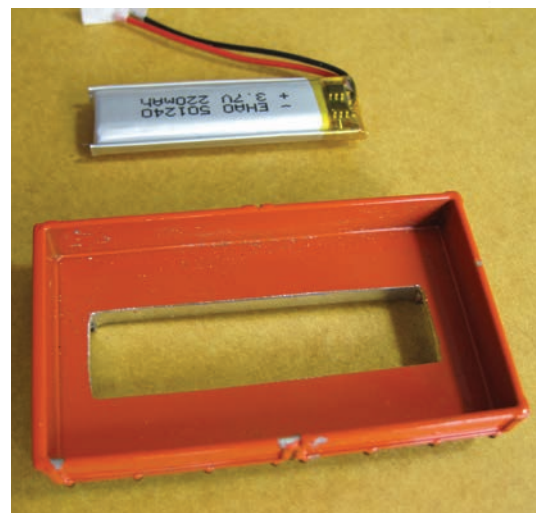


King Pins of 0.8mm wire



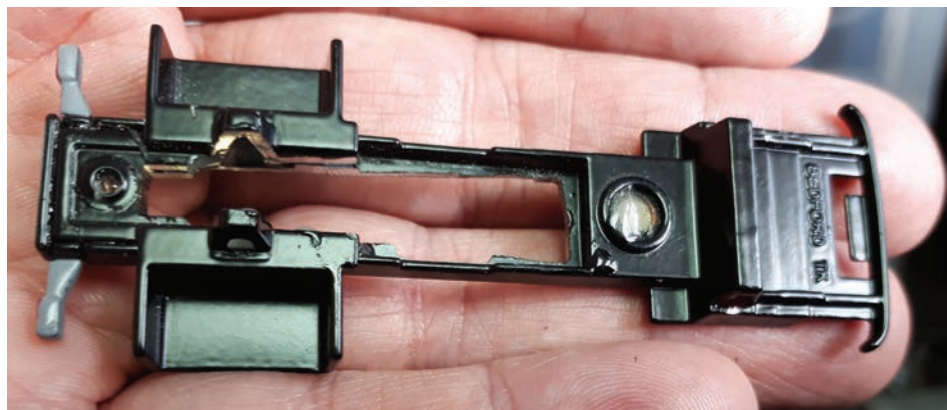
**Laser cut track-rod shown -
or use as jig to make
wire track rod.**

Optimal Servo position (front)



Attention then turns to the dismantled lorry. The tipper body is going to house the battery under the visible load bed, and between the frames. The floor is cut out between the frames, and filed back to fit the chosen battery. I was able to fit a (501240) 220mAh battery in – just! A piercing saw is by far the best tool for this job, having drilled a hole in one end to start.

The biggest job is the chassis. Behind the cab this needs a large slot cutting out to accommodate the gear-motor, gear and the charging point. Again, this is ideally a piercing saw job.

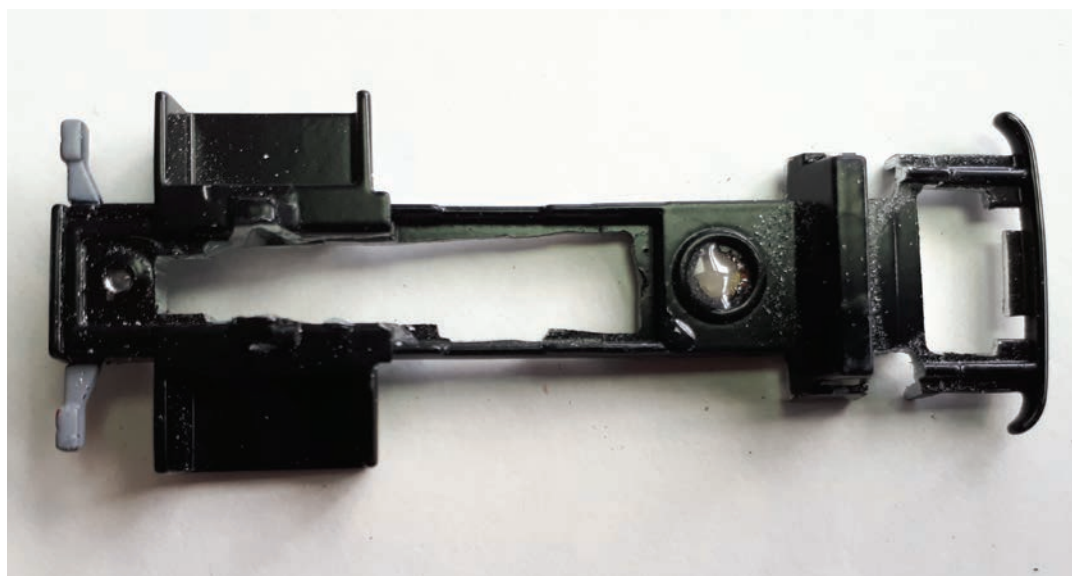


The front end of the chassis is the most awkward part of the job. Because I need to cut away so much of the chassis it will fall apart. It has to be reinforced, so I used 1.6mm brass, but nickel-silver or steel would do fine.

A plate is needed running from the inside of the cab to the back of the servo (yet to be fitted) with another piece 5mm long soldered to the underside. This should be epoxied using Devcon, leaving a day for it to cure. Avoid using cheaper epoxies, as it might fall off later. This is bridging over the axle slot, which will be entirely removed.

Saw out a close rectangle for the steering servo – centrally, as far forward as you can get it, while still allowing the cab to slide back on. A test fit is required. Don't use an abrasive disc on the chassis because the heat will ruin the epoxy joint. Generously epoxy the servo in, making sure the servo arm is opposite to the double arm stub-axle, and flush to the chassis casting.

A razor saw is used to cut the slot for the front axle, which needs to be a close – but not tight – fit. Files are used to clean the slot until an easy fit is achieved. The axle needs to freely rock up and down, but not backwards and forwards. An 0.8mm hole should be drilled centrally for a short length of wire to provide a pivot for the axle.

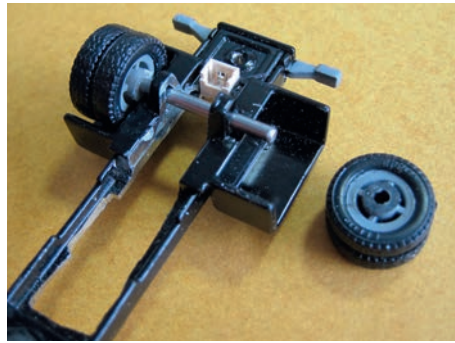




The piercing saw and files should be used to cut away material in front and behind the axle to allow the wheels, trackrod and steering arm to swing fully lock-to-lock without fouling, in all directions.

The servo horn should be shortened and fitted to the servo, pointing straight backwards, and a drag-link bent from 0.8mm wire, fitted between the horn and the opposite stub-axle, to complete the steering assembly.

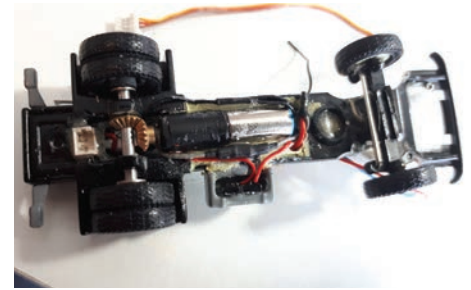
Cut a length of 2mm diameter material the same length as the original back axle – I use silver steel, but other materials will work OK – and dress up the ends with a small bevel. Carefully open up the hole in one of the bevel gears to 2mm – ideally with a broach or reamer – but I've done many with a drill. Use the same technique to open out the axle holes in the chassis to ensure the new axle rotates freely – but its not rattling and loose!



Fit the axle into the chassis, remembering to slide the gear on, and then fit the rear wheels, checking the track is correct.

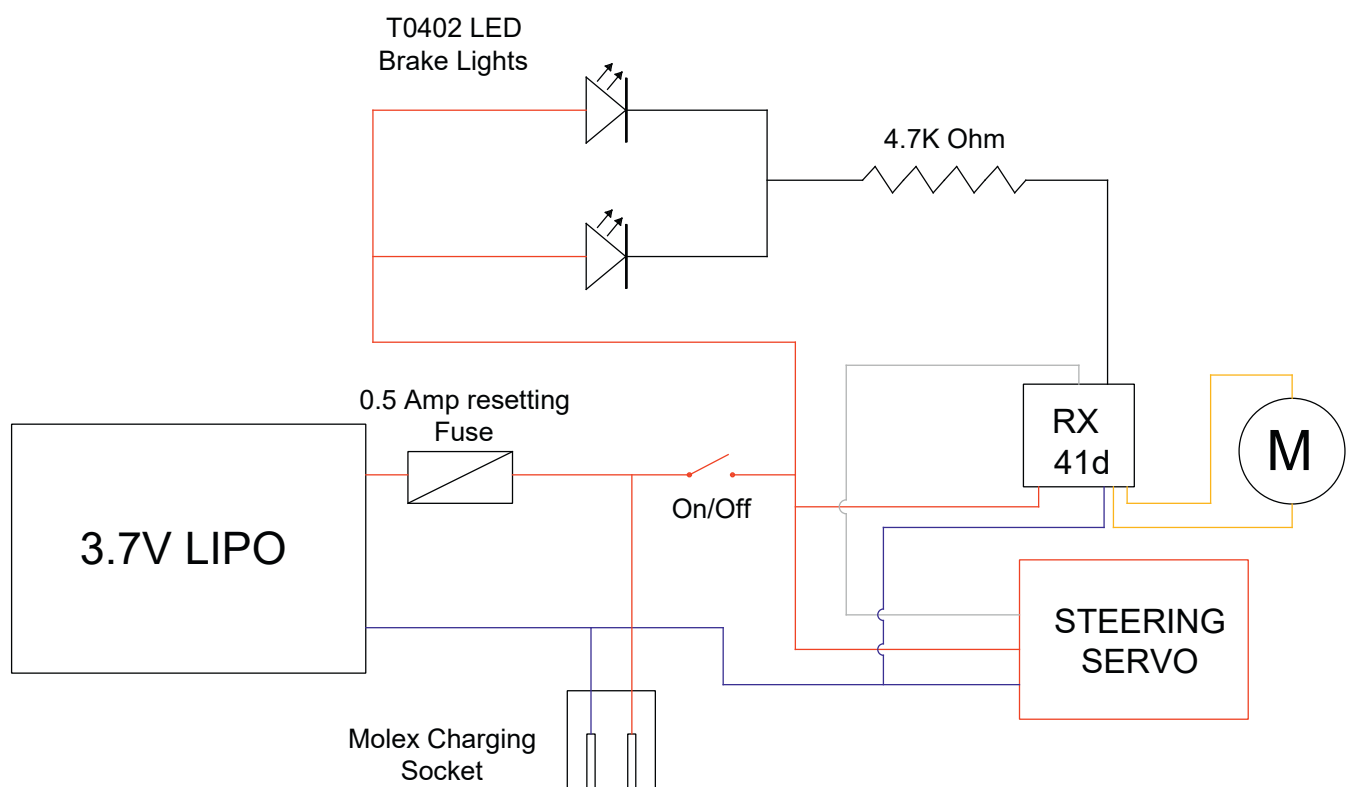
The gear-motor output shaft is nominally 1.5mm dia, as is the bevel gear. If necessary, open out the bore of the bevel fractionally, so it will push on. Place a small amount of Devcon in the bore of the gear and push it on. It shouldn't be a loose fit.

When dry, offer the gear-motor up to the axle in the chassis, and slide the axle gear to meet it. Secure the axle's gear with a drop of Loctite 601. The gear-motor is then wrapped in a single layer of clingfilm, and a bed for it made in the chassis from Milliput, into which it is pressed – lining it up, and meshing the gears by eye. You have plenty of time to adjust it to 90-degrees and to line the centres and edges of the gears. Once the Milliput is dry, you can remove the gear-motor and clingfilm, trim away excess Milliput, drill holes for the wires, replace the motor, check it, and fix it with a few spots of epoxy.



The charging socket fits behind the rear axle, and in small models I use a Molex Picoblade 1.25mm solder socket as probably the most compact solution. I solder wires to it on the bench first, then epoxy the socket into the chassis, making sure it is low enough not to foul the battery, which will sit over the top of it. Additionally, an on/off switch is needed – an Ultra-Micro Slide Switch (SPDT), which can be bought pre-wired. Both can be purchased from Micron. The switch epoxies into the slot on the underside of the convenient fuel tank.

I like to fit working brake lights to my vehicles because it brings a certain extra something to the action. For these small scale vehicles, I use (T0402) red LEDs. These are extremely small at 0.4mm x 0.2mm – but they are pre-wired. Drill a 0.8mm dia. hole in the light bar in each of the light positions, and if it is through metal, paint the hole to stop the LED from shorting out. Thread the LEDs into the holes, and epoxy into position. The LEDs should be wired in parallel, a 4.7K Ohm SMD resistor wired in-series, and the wires run to the front of the vehicle.

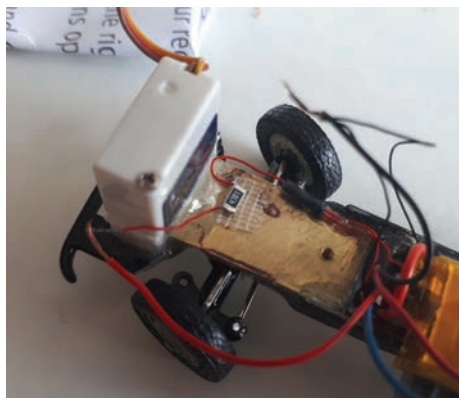


You can now test the vehicle. Use either a basic four-channel transmitter such as the E-Flite/Parkzone type, or a more expensive type such as the RadioMaster TX8. The transmitters must operate the DSM2 protocol, and the difference in price and quality is significant. The cheap transmitters work fine, but with no finesse. However, the RadioMaster is installed with Deviation

software, which being programmable (just like DCC in locomotives) allows you to use inertia when starting and stopping, slow the steering control down, reverse servo operation and more. In either case, the receiver needs to be 'bound' to the transmitter, after which, you can drive it, and make sure everything operates smoothly.

Although a very good die-cast model, I felt it

needed a little work. First of all, it needed a re-paint from the garish orange of Manchester buses, so I stripped it using Nitromors paint stripper (somewhat milder now than it used to be). I masked the Bedford badges using Copydex glue very successfully, and then repainted the castings using Halfords aerosols, which I later rubbed down with 2000 grit wet-and-dry.



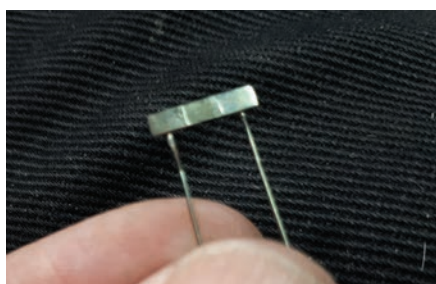
The miniature LEDs fitted in the light board. The receiver can be ordered pre-wired, which makes life easier, and now the electrics should be wired with the receiver located behind the servo, according to the wiring diagram shown. Make sure the wires are as short as is practical because they have to fit in a small space!



The original Bedford badges were preserved using Copydex as a masking agent. Like most models this size, the headlights are cast and painted, so I carefully drilled them out – first about 0.8mm, and then 2mm dia. to replicate the reflector of the headlight. I then carefully filled this shiny cavity with a blob of epoxy using a cocktail stick, leaving it slightly domed. This gives a reasonable translucent headlight.



The cast headlights are drilled ready for filling with epoxy. Mirrors were made by soldering 0.4mm nickel-silver wire to a strip of nickel-silver, and a little cutting and filing of the strip followed by polishing gives very reasonable little mirrors.



A pair of mirrors in the making. They will be cut to length and cleaned up before polishing and fitting. Lastly, a false floor is needed to cover the battery. In larger scales, I make this in ply or plastic, but with this, I used the computer and found a suitable image of a planked floor or decks and manipulated it to scale and printed it onto paper. With a little bit of weathering, it works fine.



Printed from an edited photo, this planking passes muster with a little weathering. I have now made six 4mm:1ft scale R/C vehicles, including an artic and a series 2 Land Rover. I've produced more than a dozen 7mm:1ft scale vehicles too, including working tipper lorries, a traction engine, steam crane, forklift truck, and a couple of R/C locomotives. The availability of affordable miniature components has made so much possible in the last few years!





Consett Ore Wagon

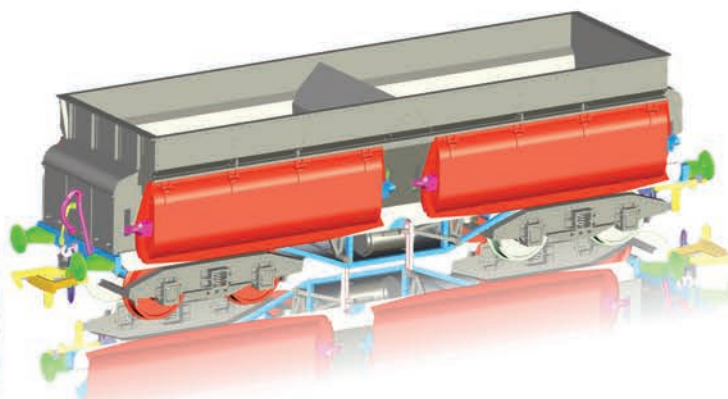
Today we launch our latest wagon. Having had this suggested to us and following a poll on our Facebook page, we are going to produce the 56t Iron Ore Wagon, used in Consett.

Available in OO
and N. Delivery is
expected 3rd Qtr 2021.
Prices are 3 pack £67.00
and 9 pack £199.00

A brief look at the Tyne Dock -
Consett iron ore workings Class
9F's 92060 - 92066 & 92097 - 92099

Class 24's 24102 – 24111

[https://www.krmodels.co.uk/products/
consett-iron-ore-wagon](https://www.krmodels.co.uk/products/consett-iron-ore-wagon)



 www.krmodels.co.uk



DIGITAL EDITION EXCLUSIVE

Radio-controlled Bedford TK conversion with Giles Favell

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EXCLUSIVE

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PLAY

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PLEASING PROGRESS

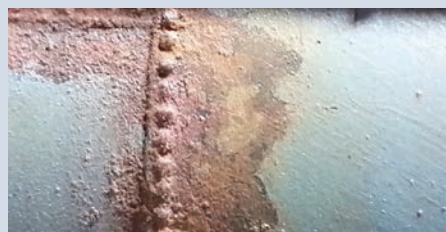
I am extremely impressed by how British railway modelling has progressed over the past two decades. I became seriously interested in model railways in the 1980s and subscribe to BRM and Model Railroading (U.S. counterpart). While in the 1980s, U.S. modellers' layouts incorporated very detailed and realistic scenery and backgrounds, British layouts were very basic with very little attention paid to modelling scenery.

Wow – how times have changed! Looking through recent pages of BRM, the attention paid to modelling realistic scenery is outstanding and it is often very difficult to determine if a photograph is of a model or the prototype. It is exemplary to see such a transformation in British railway modelling.

Thank you for such an excellent magazine and glad that the 'old steam days' aren't forgotten.

Bruce Thompson

RUST IN PEACE



Hello readers,
I thought you might be interested in my rusty weathering work on an oil tank. I created it using acrylic paints, applied with a sponge.

Digger Evans

Phil Parker says: That's really impressive rust work! The colours and – most impressively – the texture is spot on. It's the sort of thing the MOT tester used to find under my 'Beetle', so I know it well!

NORFOLK OR GLOUCESTERSHIRE?



A great friend of mine and I are unable to meet regularly due to the current situation. We live two hours apart, on a good day. We've been swapping ideas and photographs of our projects. I have to say how much I have enjoyed recent issues of BRM – the layout 'Folgate Street' was excellent; the second signal box I ever visited in my railway career was Holborn Viaduct – the first was just over the River Thames at Blackfriars. When I worked in BR's telecoms section, I worked in the exchange at Norton Folgate!

I also liked the slightly 'tongue in cheek' front cover of the October issue with the headline 'Horsepower guaranteed' at 'Durham Street' given that the LNER named so many of its express locomotives after winners of the St Ledger! I like the November issue too, although I do query Blakeney being a GWR branch as Blakeney is a small (nearly) silted up port on the north coast of Norfolk as far as we in Norfolk know!

I thought you might like the above picture of a recent project of mine, the conversion of a pair of old Tri-ang suburban coaches into a three-car articulated set.

Simon James

Howard Smith replies: That's a convincing representation Simon – will you summon the courage to weather it a little, perhaps? That's a lot of brickwork in the background, what are you building?

As for Blakeney being in GWR territory, despite the layout owner living in Norfolk, this would be the other Blakeney, in the heart of the Forest of Dean. This RCH map of the railways in the area of Awre, dated 1911, might help. In yellow, the lines of the GWR, in red, the lines of the Severn & Wye Joint lines (G.W & Midland). Note too, the short distances – two miles 64 chains between Howbeach and Blakeney, and a mile and 56 chains between Blakeney and the junction at Awre. The River Severn flows nearby.



QUICK SNAP

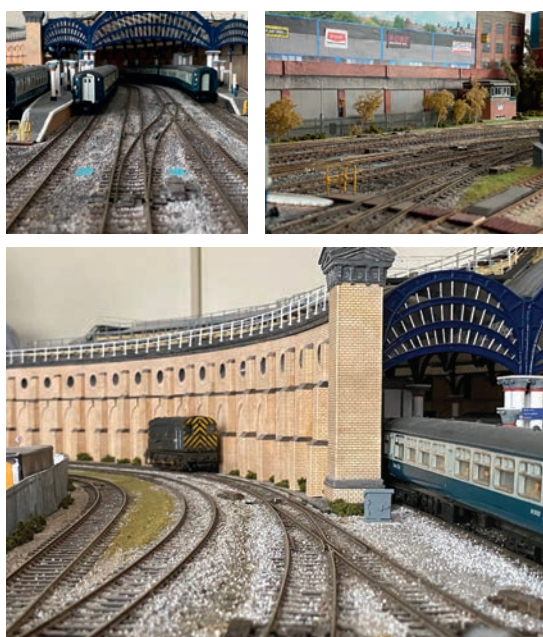


Please find my take on the 1970s dormer bungalow, as shown in the October 2020 issue of BRM. I made mine from Plastikard and cardboard and have even installed lights.

Colin Reeves

Howard Smith replies: That's a good effort Colin, we particularly like the satellite dish you've added for a more up-to-date appearance. I wonder how many post-1970s layouts feature TV antennae or more recently satellite aerials, accurately fitted to their buildings – and do they all face a similar direction?

LAYOUT TRIBUTE



In 2011, my youngest son married a fellow railway modeller's daughter. Dave Bryant and I immediately 'hit it off' having shared interests in supporting our local football team (Ipswich Town), a love of Real Ale and a dormant interest in model railways.

Over many months, we visited numerous model railway exhibitions, our interest grew and we eventually convinced ourselves that we could at least match some of the layouts we viewed. We had both dabbled with the hobby some 30 years earlier, but the arrival of children concentrated our minds on other priorities. The technical advances in those intervening 30 years have been massive, which meant that we would be starting from scratch again. We decided that DCC sound was the way forward. Space limitations meant that I chose N gauge (only having part of the spare bedroom available). Dave was able to take over the bedroom of his now-married daughter, so chose OO gauge.

Dave always wanted to base a layout on the old LNER main line and chose York Station as the focal point.

We both started construction of our layouts in January, 2013. Dave had worked in car design and had a depth of knowledge in matters mechanical and electrical and was a great help to me sorting out electrical issues, which seemed to beset me, and pointing out better methods of working to lessen the risk of future problems. Progress was slow, as we both had various other commitments, not least the arrival of grandchildren.

In the spring of 2017, disaster struck. Dave was diagnosed with terminal cancer. Once he had come to terms with this news, he started to consider what would happen to his railway and if it would be finished.

We visited more model railway exhibitions with a view of trying to find a club or individual willing to take it on. The consistent feedback was 'put it on eBay and see what happens'. The implication was that there would probably only be interest in the locomotives and rolling stock. It was upsetting for Dave, who was proud of the model of York Station he had designed and built over an 18-month period. All windows and railings were scratch-built and I watched him experiment with different colour washes to achieve the right brick colour.

This got me thinking, perhaps I could take it over? There was one big problem, the layout measures 3.3m x 3.2m with a central operating well and access is required along three sides. The only room in my house that could accommodate it was the main bedroom!

After negotiating for over a week with my wife (I should have been involved with the Brexit negotiations), she agreed that in view of the circumstances, it could become a railway room. An emotional phone call then followed with Dave and I was able to tell him that I would take the layout over and would endeavour to finish it to his standard (or as near as I was capable). Furthermore, it would be kept in the family and would eventually pass to our grandson, whenever I was unable to continue with it. Dave passed away just eight weeks after being diagnosed.

In the interim few weeks, I had discussions with him in hospital to determine how the layout would evolve. It was important to me to have his agreement. Dave was modelling the 1960s, but I had more interest in the blue diesel era. The layout already had two diesel locomotives in BR green and a steam locomotive. We agreed to bring the era forward by approximately 10 years to roughly era 7, to allow the overlapping of both liveries.

I dismantled my N gauge layout and sold the various elements, using the proceeds as a start to fund the work in front of me. I have added all the scenic work, buildings, backscenes and installed lighting. Buildings are a mixture of kits, downloads and scratch-built with a lot of embellishments from Scale Model Scenery.

Dave's family have been following my progress with interest and my daughter-in-law has built one of the wooded areas.

David Rowe



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Factfile

Layout name: Lydham Heath
Scale/gauge: 1:64 scale, 22.45mm gauge, S
Size: 12ft x 3ft 2in
Era/region: 1925-1928, Shropshire
Layout type: Fiddleyard to station terminus junction

LYDHAM HEATH

A long-time admirer finally became custodian of this layout, changing little but for sympathetic improvements to its presentation.

Words: Simon Dunkley **Photography:** Andy York



The morning mixed train returns from Craven Arms. It will run round and then head off to Bishops's Castle, where it started the day. A single coach, a wagonload of coal, the van for local "smells" traffic, and an empty single-plank wagon (probably returning empty after delivering timber) represents the traffic typically carried on the line.

I wish I had built that." Those were my thoughts on first seeing 'Lydham Heath' in all its glory at the MRJ Exhibition (where I avoided the queues by standing behind the layout). Small, simple, Salopian, and S scale.

This is not my first layout. I built a small layout, 'Sulgrave Manor', 10ft long and 1ft 5in wide, for The Scale Show in 1996, also exhibiting it at Leicester that year, and RailWells in 1999, after which it passed on to the late John Coulter, who turned it into 'Llanfair' – extending and rebuilding it.

I simply haven't built the follow-on layout I always intended to, partly because I have always admired what Barry Norman achieved with 'Lydham Heath' – a prototype subject and also a location that always appealed. It seemed a shame to duplicate his efforts, so when the opportunity arose to become its custodian and to take it back out on the road, I didn't take long to jump at the chance!

Being S scale, the layout is immediately

different from most others. Not only the scale but the fact that nearly everything is hand-built, using only a basic range of components. But, for an obscure prototype like the Bishop's Castle Railway, which never had much rolling stock, this is not an obstacle. Rather, it is liberating.

Other than the background of trees, there is very little to the layout – a fence, a wooden building, a small goods shed on a loading bank and a decrepit cattle dock. All made from card and paper. The scenery is as per Barry Norman's book and articles – well, it would be, wouldn't it?

Since acquiring the layout, I have added a simple flexible ply backscene, painted with 'mineral mist' emulsion, tinted with darker shades of blue to represent the "blue remembered hills" of Shropshire. A projection of the outlines of the view from 'Lydham Heath' was found on the web, sketched in, and the areas filled with increasingly lighter tints to represent the background. This was then promptly hidden

by the trees, but it does, I feel, help frame the layout. Other than a few extra wagons, that is my contribution to this enthralling layout.

Design quirks

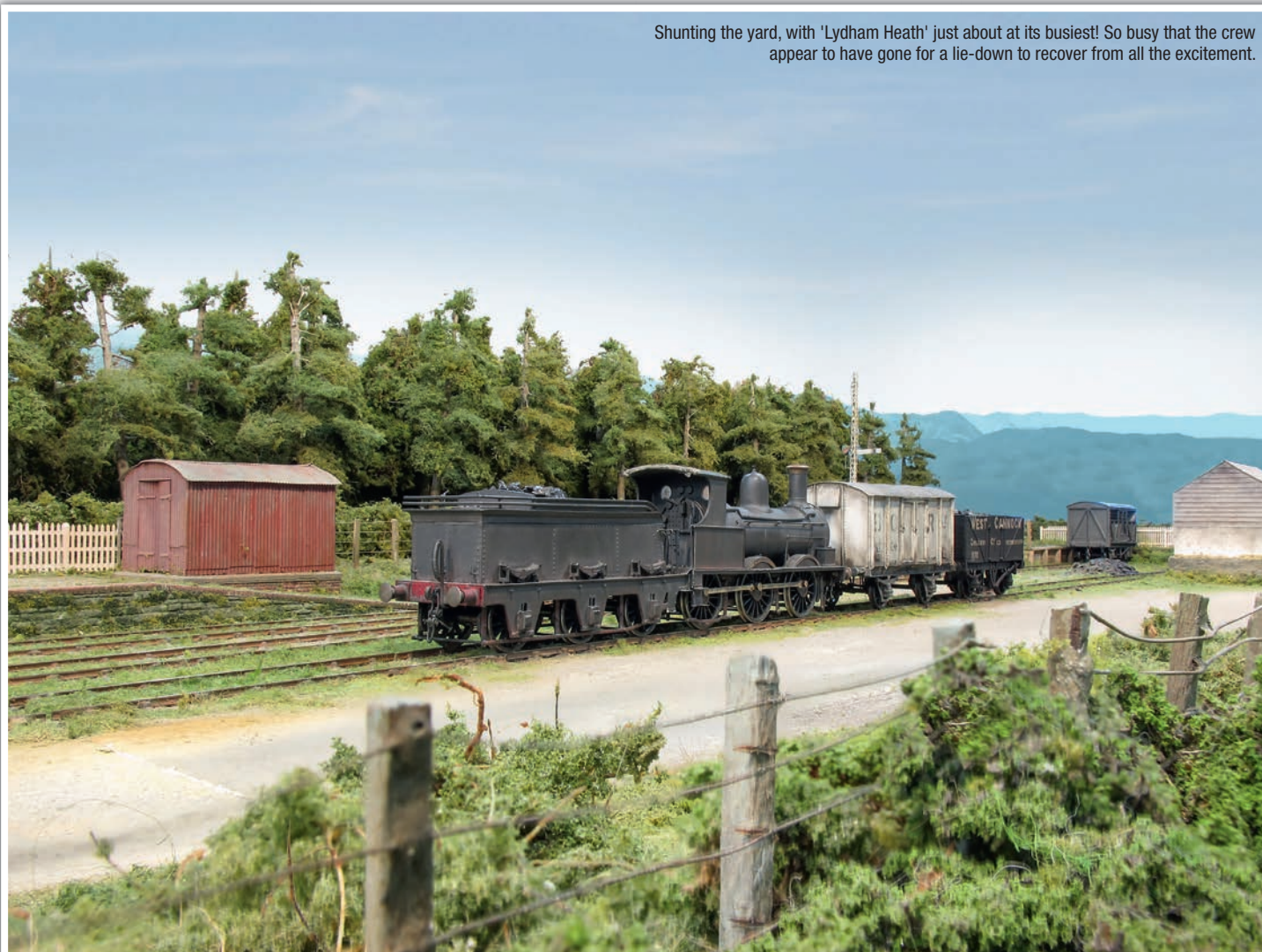
The layout design is interesting – causing the occasional controversy with those who think a model railway layout should be full of tracks and crammed full of intensive operation. The trackplan is slightly compressed, and only 75% of the turnouts are present – there were four, but there are three on the model.

The connection between the run-round loop and the main line is operated by the sector plate fiddleyard. This was also true of the branch to Bishop's Castle, but I have added a road for this. It does help mentally by having a separate track, but it isn't essential. The track is built using plastic chairs from (then) C&L, and Code 75 bullhead rail intended for 4mm:1ft scale modellers, solvent-welded to ply sleepers, these cut from 4mm wide strip, intended for

Ex-GWR 517 class 0-4-2T No. 567, now No. 1, or 'Tankie' to the staff, arrives with a short mixed train from Craven Arms. The train should be reformed so that the coach is at the front when it reverses to Bishop's Castle. With officials safely distant, that's unlikely to happen.



Shunting the yard, with 'Lydham Heath' just about at its busiest! So busy that the crew appear to have gone for a lie-down to recover from all the excitement.

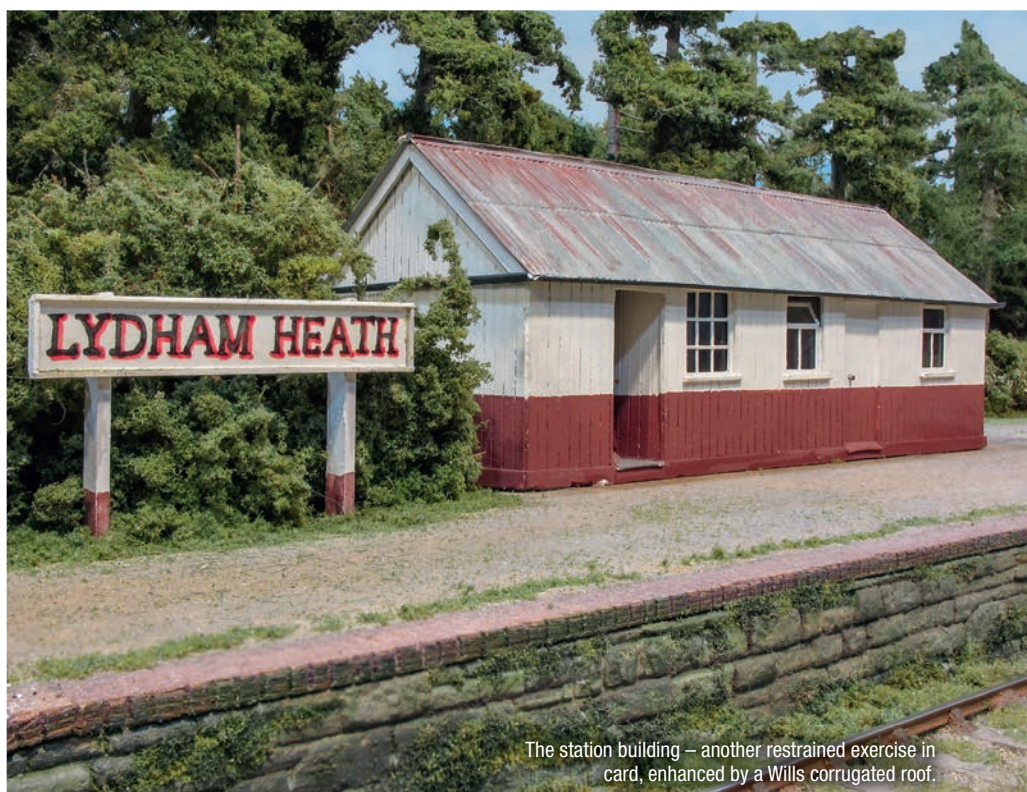


4mm scale point timbers and, other than the gauge of 22.45mm, it's just like finescale trackwork in 4mm scales.

Points are operated by KTM point motors, which are very reliable – just as well, as they're no longer available – and fired by sprung-to-centre-off switches, the three of which, plus the controller socket, constitute the control panel. Control is via hand-held DC, although I am planning to change to DCC and have sound on-board the locomotives – just as soon as I find that fabled “round tuit”.

Locomotives and stock

The two locomotives are close models of the prototypes, as they were post-1924. They, rather than the layout, set the era. *Carlisle*, the beautiful Kitson 0-6-0, is built in polystyrene and is bearing up well, although the dome and the chimney have both broken off due to brittle joints. Quickly repaired with some MEK, but something to consider when building locomotives in this medium. It has the ex-GWR Armstrong



The station building – another restrained exercise in card, enhanced by a Wills corrugated roof.

tender that the GWR sold to the BCR when the locomotive had its last major overhaul – the original four-wheel tender leaked everywhere, though the replacement was doing this 11 years later when the line closed. No. 1, or 'Tankie' to the staff, was an ex-GWR 517 class 0-4-2T number 567, one which had somehow retained many Victorian-era features when sold to the BCR in 1905 – although the GWR waited for the cheque for £500 to clear before delivering it! This locomotive was built by Laurie Griffin in nickel silver and brass. Both locomotives use the small 1219 version of the RG4, with the wheels supplied by Alan Gibson – these are available, along with essential parts – from the S Scale MRS.

The coach also dates the layout – it was one of three bought from the GWR in 1924, in this case being a six-wheel ex-LSWR composite, converted to a brake composite. It came via the Cardiff Railway at the grouping – an event where the GWR flatly declined any overtures from the BCR to absorb them. It is built from polystyrene sheet.

The motley collection of wagons represent some of the BCR's own (ex-GWR iron minks, second-hand cattle wagons, and ex-GWR brake vans), plus a few others from railway companies and private owner coal wagons, as appropriate. These are mostly scratch-built with a variety of supporting etchings and castings – some intended for 4mm:1ft scale, but a bit large and hence ideal for S scale.

The stock was originally fitted with manually uncoupled Alex Jacksons. I dislike them, and my own stock, which was introduced to augment that which came with the layout, is fitted with three-links and screw couplings, so that is what is now used.

My stock is mostly pre-grouping era, hence the time-frame being circa 1925-1928. Some changes were also made at Lydham Heath at about the latter date.

The one great oddity is the signal. These were station signals, used to indicate that departure time was imminent – whether for the crew or the passengers, I am not sure, but they rapidly fell out of use so it authentically doesn't work! The model uses 4mm scale components.

Operation

The layout is currently stored in the garage and can be set up for testing/playing. Currently, I am replacing the original legs, which, while effective, were in need of some



A coal wagon and ventilated van are delivered – this rural location is experiencing a busy day!

S scale





sideways bracing to stop the layout from swaying in the breeze. I also prefer legs that fold up as an integral part of the layout – it reduces the chances of leaving the legs at home!

The layout is surprisingly restful to operate, although as Cyril Freezer once observed, “If you model a place where not much happened, don’t be surprised if not a lot can happen”. It is very pleasant run to the turn out from Bishop’s Castle to Craven Arms, via Lydham Heath, and

back, and to do this twice (in practice, as busy as the railway got at this era!) and drop off or collect the odd wagon. But the very simplicity of the layout turns the focus onto the quality of the operation. In this context, two locomotives fitted with expensive motors, and controlled by a relatively expensive controller are not a great cost and actually a great boon.

It is possibly telling that at exhibitions, the most favourable comments about the “lack of track” come from non-modellers, who



A train made up for departure to Bishop's Castle. If it were going to Craven Arms, the coach would be correctly positioned next to the locomotive, under the watch of the GWR/LMS station master.

appreciate the overall scene and the quiet pace of Shropshire.

Parting thoughts

I am now in my mid-50s, having spent all of my adult life as a member of the S Scale Model Railway Society, currently serving as Chairman. Prior to that, I modelled in OO gauge as a teenager, detailing and upgrading RTR. If I hadn't encountered S scale, I would have gone down the route of EM and undoubtedly P4. I never gave up on the hobby, even while distracted by guitars,

women, drink, occasionally studying and starting a career and a family. S scale is for the journey, not the destination!

The S Scale Model Railway Society (SSMRS) exists to support and promote railway modelling to a scale of 1:64, or 3/16in : 1ft. Not much is made, although with 3D printing, the 'scratch-builder's scale' is becoming more accessible. I have a few prints for more BCR stock! The S Scale Society provides a range of parts to support the devoted S scale railway modeller.

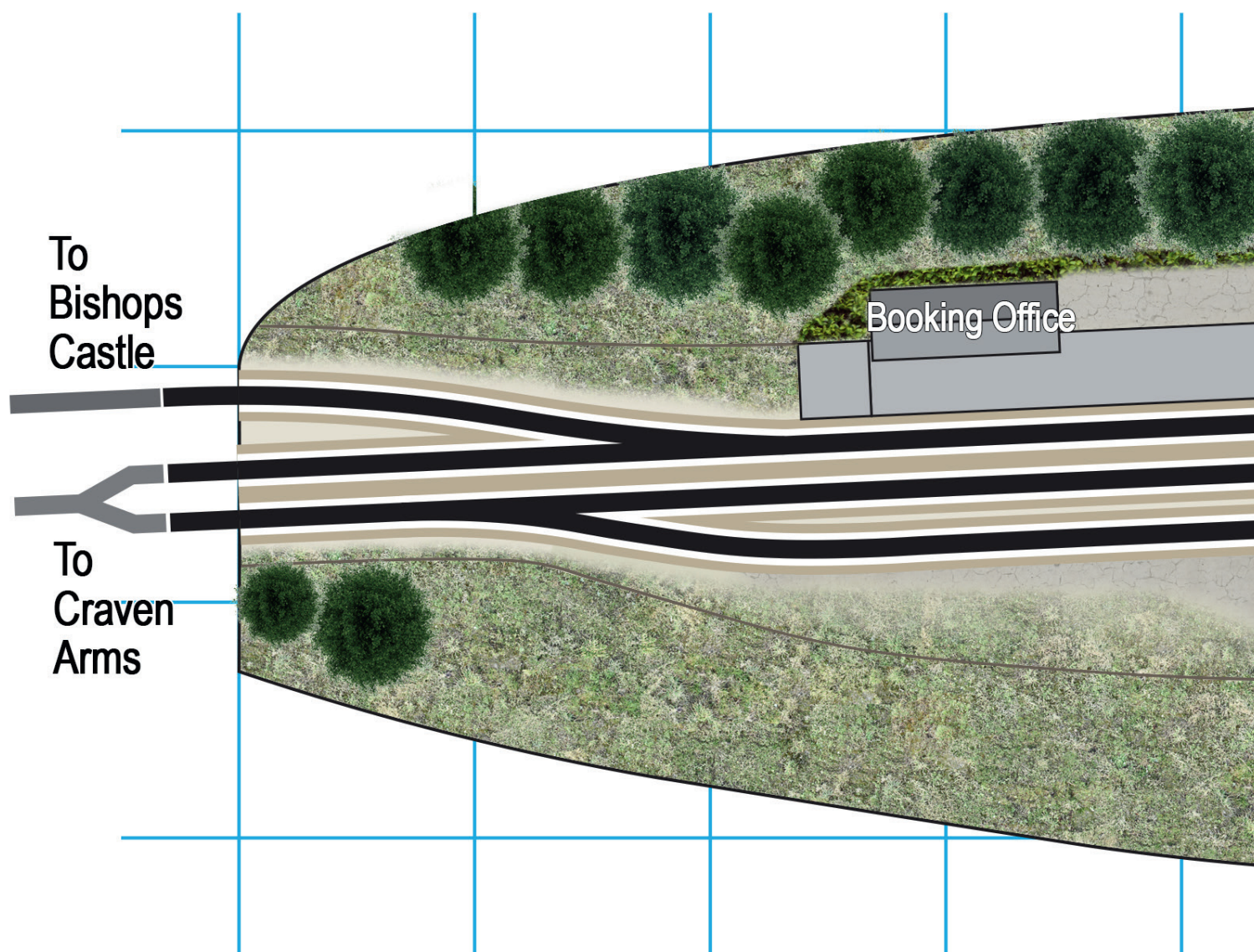
Although often unheard of, the scale can

be traced back to 1893 – so predates OO, HO, TT, and N – and the SSMRS celebrates its 75th Anniversary in 2021, and is the longest-established scale-specific finescale model railway society in the world.

Inspiration has come continually from our Hon. President, Trevor Nunn, of 'Wicken', 'East Lynn & Nunnstanton' and 'Trowland' fame. I have also been inspired by Barry Norman (obviously!), Norman Pattenden and a whole host of other modellers – sometimes they don't even work in S scale, although we are a tolerant bunch and do accept that not everyone has seen the light.

Trackplan

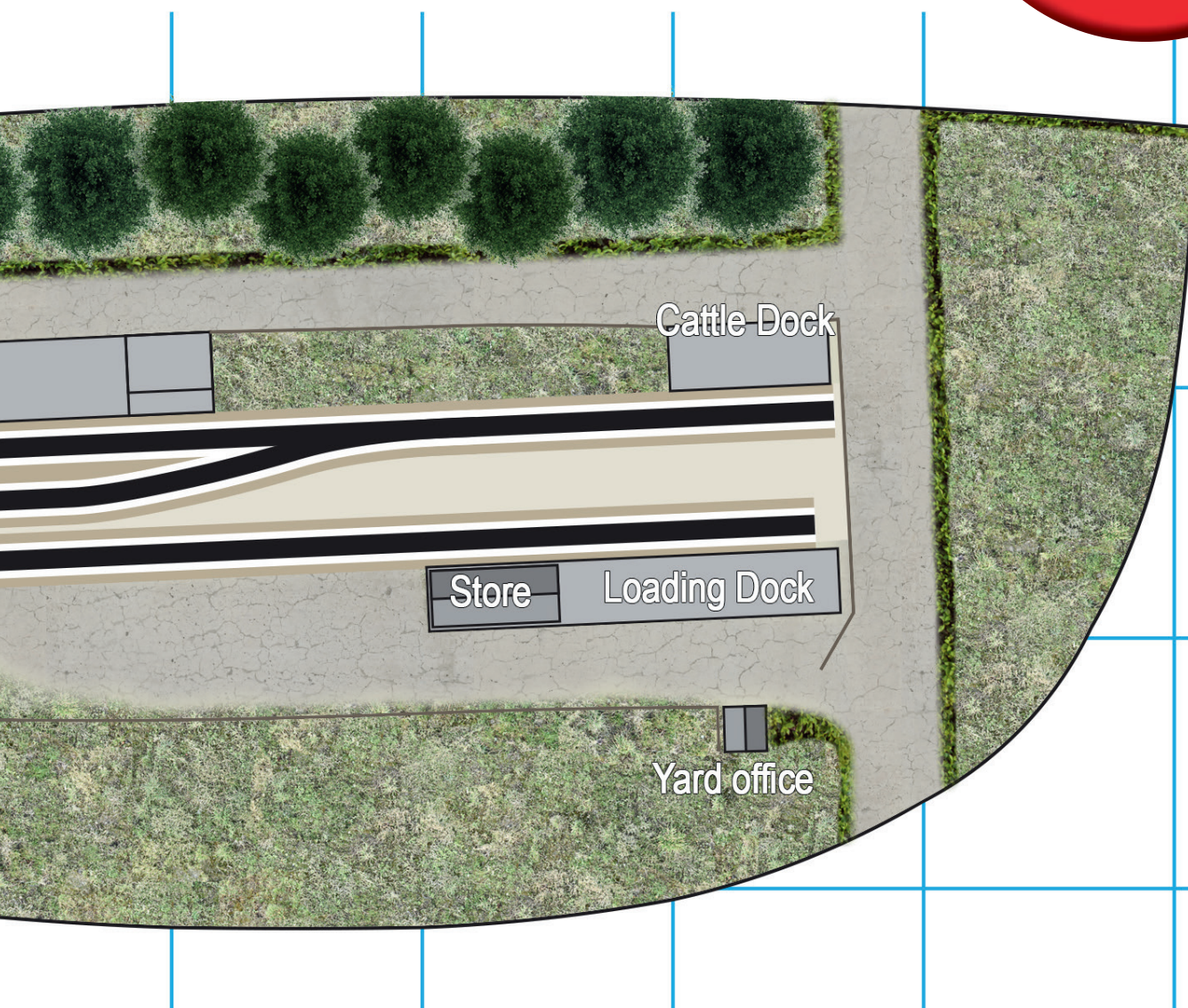
LYDHAM HEATH





One of our members discovered that the old version of the pound coin was 0.884in in diameter, so useful as a quick and simple track gauge. How this was discovered was beyond me, but it's a useful trick. I wonder if someone at the Royal Mint has a secret passion for 1:64 scale standard gauge model railways?

For more information on S scale, visit www.s-scale.org.uk for inspirational modelling and advice.





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HOW TO... BUILD A CAR WORKSHOP

Words & photography: Phil Parker

Phil Parker anglicises this German-outline garage kit from Golden Valley Hobbies, transforming it into a more typical gritty urban back-street premises.



In this issue, we look at John Ahern's Madder Valley Railway. The layout is home to 'Bert's Garage', a typical wooden car workshop. Businesses like this were common in the countryside and would look after local farm machinery as well as motor vehicles. Alphagraphix sells a card-kit based on this model, or if you prefer a laser-cut kit, P&D Marsh produces them in OO and N.

When it comes to car repairs, I've never been a fan of main dealers. Yes, they might have shiny waiting areas and all the undrinkable machine-made coffee you could want, but the bills always seem suspiciously high and you can't talk to someone with grease under their fingernails about the finer points of your ignition system.

Fortunately, I know of a few proper 'grease-monkey' garages, situated in the less fashionable parts of town. They operate out of buildings that have fallen on hard times. Once proud new homes for light manufacture or engineering, over the years they have received less than sympathetic modifications to try to make working inside as practical as possible.

Inside is not the place to wear your best clothes. At least, if you do, be careful not to brush past anything or the resulting oil stain won't wash out.

My local garage is fascinating for anyone with an interest in cars. You might turn up with a modern Citroen, but one of the ramps will have an Austin Healey on it and besides that, a 1960s Mini sits under a cover of tarpaulin and discarded car parts. Outside, a few Morris Oxfords haven't turned a wheel in years.

Places like this are perfect corner fillers for a model railway. The 'higgledy-piggledy' nature of the building means they will fill an odd-shaped corner. This scene is only 30cm by 13cm and could be reconfigured to fit a less regular space.

For my model, I'm starting with an Auhagen car workshop plastic kit. You might think this makes life easy – just follow the instructions and the job is done. Well, not quite.

The kit is for a slightly twee German workshop. It's all very neat and tidy. Any oil will be safely sealed in the correct container. For a scruffy British workshop, I need to do some work.

Kit-bashing is the art of taking a model, and building what you want, unhindered by reading the instructions. In this case, I'm using the basic building but adding an extension and re-working the roof. Since I'm representing a modern scene, security is beefed up with roller-shutter covers for the doors, and grids over the windows. While I'm at it, there are rules on storing gas canisters, so we need the correct cage outside, and for parts and junk, the owners have bought a cheap ISO shipping container.

The Auhagen plastic kit is good and the interior details are fantastic. Like many

such kits, it's designed to be modular, so if you want a bigger workshop, buy two kits and they are simple to join. The Auhagen range works like this – good news for the industrial modeller.

Scale is an issue. It's HO (1:87) not OO (1:76.2). That makes the model a little small, but as buildings come in all sizes, this isn't a big problem. Positioned towards the back of your layout, it will make the model look bigger with an element of forced perspective. If you want a car inside, use an HO scale one, there are plenty to choose from, and stick to shorter figures.

My little garage might not be beautiful, but I'd be much happier to take a car in here than the dealer, and as a model, it offers so much more character.

SHOPPING LIST

Golden Valley Hobbies

Auhagen (11 460) car workshop
W www.goldenvalleyhobbies.com

Colchester A1 Models

Brass mesh
W www.colchestera1models.co.uk

Scale Model Scenery

(LX167) 20ft ISO Shipping container
(LX187) Solid sided stilages
(LX261) Gas bottle cages
(LX262) Modern industrial/depot windows
(LX277 and LX280) Roller shutter doors
W www.scalemodels scenery.co.uk

Slater's Plastikard

Embossed English Bond brick sheet
W www.slatersplastikard.com



1 If built as intended, the result is a perfectly quaint little workshop that could be used for many different businesses, not just car repair. My first thoughts are that the brickwork is a bit fancy and those skylights will have to go. Because this is a catalogue shot, the building is painted, unlike that Mercedes outside, which is looking very crusty around the wheel arches. (Photo: Auhagen)



2 Inside the box are many sprues of plastic parts along with cardboard walls and two sets of instructions – one for the main kit and the other for details. Don't be put off by the number of bits, most sprues are common to the entire range and so many parts will be left for the scrap box once the model is complete.

3



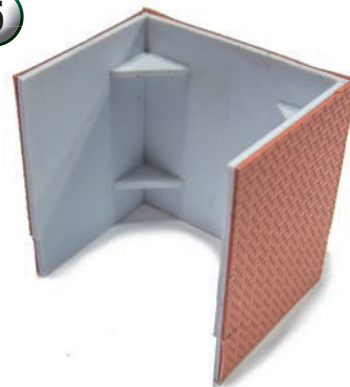
Part of the reason for the high component count is for the range to be as flexible as possible, the walls need to be assembled from several pieces. Here, we have the ends to which sloping tops are added. These are attached to the sprues with very wide – but easy to cut – pieces of plastic with the part number clearly marked on them. The two pieces clip together and are fixed by running liquid solvent along the joint.

4



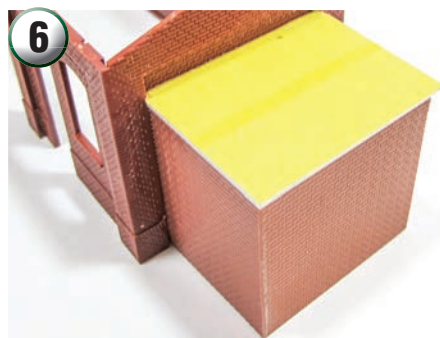
Auhagen's modular building style can be seen here. The front and rear walls are made from several panels joined with thin, brick pillars. Care is required to produce a flat wall. I initially assemble with plastic cement, to hold things together, then run solvent along the joint to fix things, then leave them to dry, flat on a board. This is especially important where the brickwork interlocks, but with care, invisible joints are possible.

5



Over time, most buildings gain extensions of varying beauty. I decided that a simple box on building on the side of the workshop would look good, and made it out of plastic sheet covered with embossed brick Plastikard. Because it will enjoy different bricks from the main structure, it's obviously a later addition.

6



To enhance the squat, ugliness of the extension, it gets a flat roof. Modelling roofing felt is easy – just use strips of masking tape. They have a little texture so, once painted, look the part.

7



Brick painting starts with a coat of Humbrol 121 (Pale stone) for the mortar. This needs to be left for several hours before the brick faces are coloured by rubbing pencil crayons over them. I try to cover the model with three different shades to produce subtle variations of colour seen on a real building.

8



A nice feature of this kit is the pre-painted windows. No need to mess around trying to keep paint on the glazing bars here! The plastic is quite brittle, so each glazing unit can be snapped off the sprue, handy as it doesn't cut easily with a knife and would need a saw. Sparingly applied, plastic cement holds them in their holes without clouding the glazing.

9



A pre-printed cardboard interior is provided, which is cut from the sheets and folded to fit the model. Since the printing is glossy, a quick spray of matt varnish makes things look more realistic. You could go further and scribe the details if this model is going to be prominent on your layout.

10



A dry test fit is a good idea, but the insides should slot into place without modification. A bit of clear all-purpose glue will hold them in place. The floor has two layers, a thick grey card topped with the printed surface. It slots between the sides, holding the building square.

11



There's a wealth of interior detail provided in kit form including tools, workbenches, cupboards, a car ramp, a compressor and fire extinguishers. There's far too much for a small building, but the leftovers will easily find a home elsewhere. Many of these pieces are available as separate kits, too.

13



Those weird skylights are replaced by a set of industrial windows. The roof is then covered with pieces of corrugated plastic sheet. These are cut to be a scale 6ft by 2ft sheets. They are painted with Precision Paints concrete colour and then lightly dusted with talcum powder to represent asbestos sheet.

15



You can't just leave gas bottles lying around nowadays so a cage is made from a Scale Model Scenery laser-cut card kit, and while I am at it, a stillage box will add more detail. These are sprayed with grey primer, followed by a hint of red-oxide. For fine work like this, car aerosols are very handy, we don't want to clog up that lovely fine mesh, after all.

12



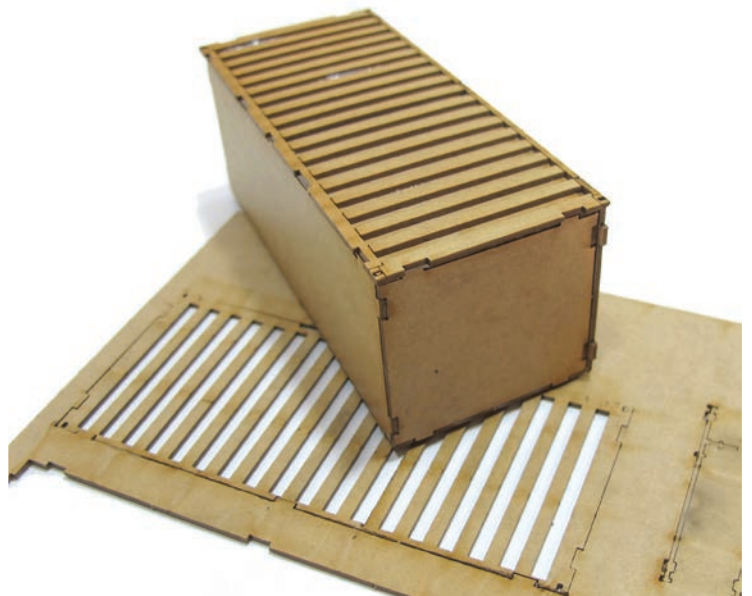
Modern workshops need security so I fit roller-shutter doors, modelled mostly open. Over the windows, brass mesh is cut to size, sprayed grey, then dry-brushed with a rust colour. I use Mod-Podge, a matt drying glue to fit all these as it's impossible to hide but this is as close to invisible as glue gets.

14



Using Humbrol weathering powders, the building is dry-brushed with a layer of grime, with special attention paid to the 'nooks and crannies' around the brick pillars and beside the doors.

16



For more storage, I'm adding a 20ft long ISO container dumped at the end of the building. There are many ready-made options for these, but I'm using a laser-cut kit. If you'd like to know more about this kit, watch my build on the February 2019 episode of BRM TV.



you wait ages for **ONE** to come
then **12** arrive together (well almost!)

CIE Class 121 Loco
w/'Flying Snail' Logo
MM0121, MM0135.



IE Class 121 Loco
w/'IE Plug' Logo
MM0124, MM0129, MM0134.



IR Class 121 Loco
w/'IR Points' Logo
MM0127, MM0130, MM0133.

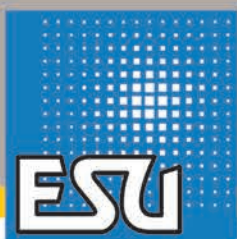


CIE Class 121 Loco Black n Tan
w/'CIE Broken Wheel' Logo
MM0125, MM0131.



CIE Class 121 Loco Supertrain
w/'CIE Broken Wheel' Logo
MM0126, MM0132.



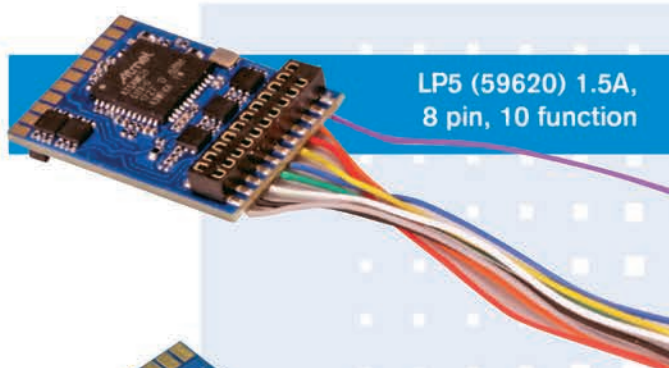


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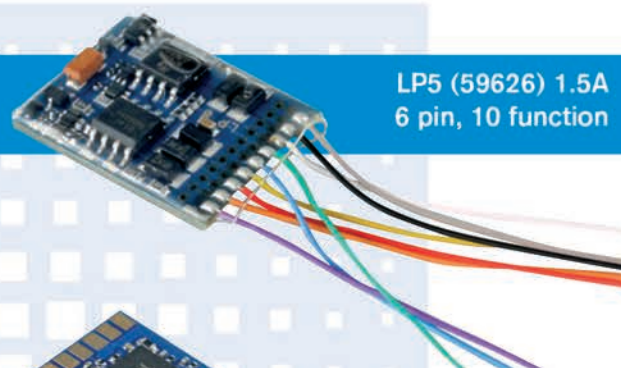
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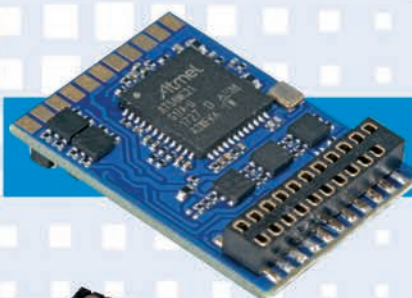
LP5 (59620) 1.5A,
8 pin, 10 function



LP5 (59626) 1.5A
6 pin, 10 function



LP5 (59622) PLUX22
1.5A, 10 function

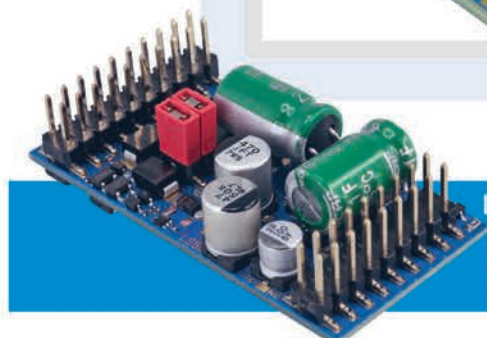
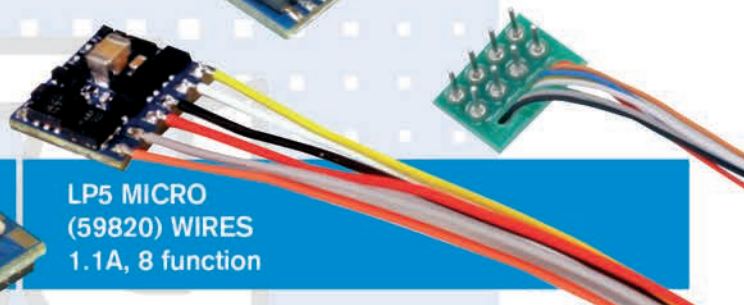


LP5 (59629) 1.5A
21 pin, 10 function

LP5 MICRO (59828)
NEXT18
0.75A, 10 function

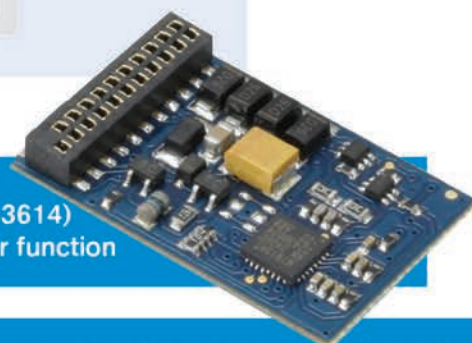


LP5 MICRO
(59820) WIRES
1.1A, 8 function



LP5 (59315)
4A,
11 function

LP STANDARD
(53611) 8 pin, (53614)
21 pin, 0.9A four function



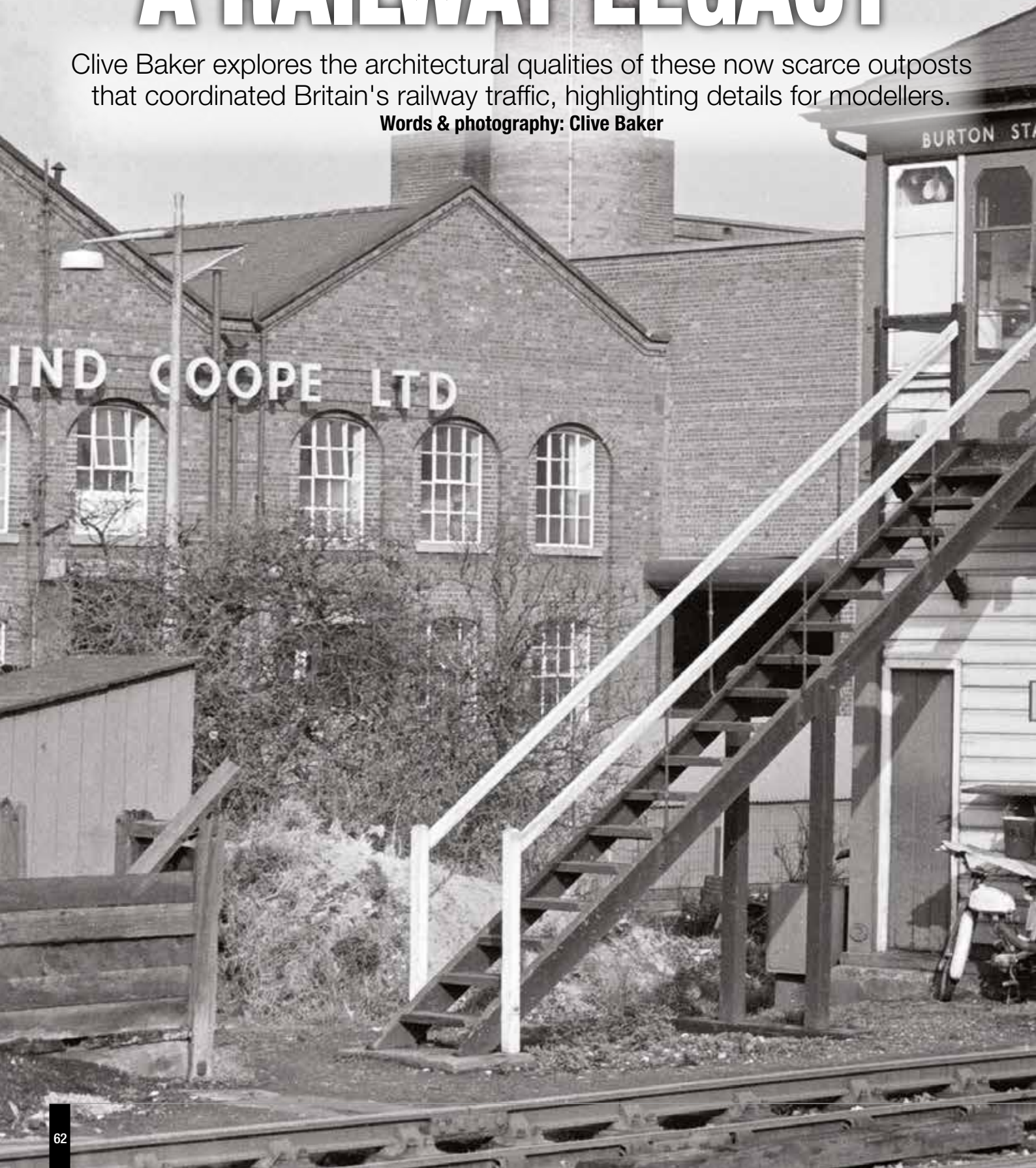
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THE SIGNAL BOX: A RAILWAY LEGACY

Clive Baker explores the architectural qualities of these now scarce outposts that coordinated Britain's railway traffic, highlighting details for modellers.

Words & photography: Clive Baker





'Burton Station South' – a majestic example of so many MR boxes; featuring timber-planked construction and hipped roof topped with finials. The signaller controlled movements on the quadruple track formation to the south of Burton upon Trent station. Level crossing gates were also operated from this box, but a rare occurrence due to continuous rail traffic, particularly on the slow lines. Classed by the MR as '4C' with a 36-lever frame facing the traffic since 1896, the box would have been erected circa 1883, a time when a new station and track formation replaced the original of 1839.

For the modern-day modeller, a signal box, or cabin, is a rare feature, unless that modeller has based his or her layout on a prototype that remained under the control of mechanical signalling and point control. Once a familiar sight throughout the rail network, when in 1948 up to 10,000 mechanical boxes existed, localised control has been gradually rendered obsolete since the introduction of 'Power Boxes'. The example at Derby, commissioned in 1969, was replaced in 2018 to make way for a 'Rail Operating Centre'. Others are situated at York, Romford, Manchester and, opened in 2015, Rugby, which replaced 800 localised signal boxes.

However, for the modeller who prefers a traditional approach, the scope is vast, the signal box being one of the most defining factors when identifying which railway company originally built the line. The boxes of each of the pre-grouping companies were often built to a design unique to their owner. Knowledgeable travellers could identify on which company's territory they had arrived, by observing the signal box.

The birth of the 'box'

During the 1800s – the early days of rail operation – signalmen, often known as 'Bobbies', were employed to 'police' the movement of trains. They would operate the point-work at junctions and other sites where collisions between trains, or trains and road vehicles could occur. The signaller would set the points and use flags to indicate the safe passage to a driver.

With the introduction of mechanical interlocking – meaning that a green signal can't be displayed if the route isn't set correctly – by placing the equipment in a centralised location, the signal box evolved. In the earliest days, that location would have involved a ground frame, possibly elevated for good vision, but exposed to the elements.

Circa 1840, the covered signal box became a familiar sight throughout the country. The two-storey format of ground floor locking room to house the chains and pulleys, topped by a glazed upper structure where the levers, telegraph and other operating equipment were located is understood to be a concept devised by John Saxby. Originally employed by the London, Brighton and South Coast Railway, he later went into business with John Stinson Farmer to manufacture signalling apparatus.

The job of the signaller, nowadays known for correctness as 'signaller', could often be a solitary occupation;

working boxes in remote areas and often only communicating with colleagues by bell codes or the occasional 'length-man' passing-by, signallers would often make members of the public welcome (unofficially) inside their domain. Creature comforts including coke stove, kettle and first aid facilities remained a feature of the 'box'.

As a boy, during the 1920s, living close to Horninglow signal box sited on the North Staffordshire Railway (NSR) line between Burton upon Trent and Tutbury, my father would frequently be the guest of the signaller. On returning home, he would attempt to emulate the signalling equipment with Meccano. I have featured this attractive box as I believe it, and the adjacent station fired my enthusiasm for railways.

A generation later, in April 1966, I found myself inside that very signal box when the bell codes sounded the forthcoming arrival of a Class 08 – at that time, numbered D3773, with the final train before the line closed. The signaller looked up and down the road, which at that time remained as the A38 and, having spotted a pause in the road traffic, wound the large wheel to close the four crossing gates. Then, the two turn-style pedestrian gates having automatically locked, he pulled-off the home signal, permitting passage of the train.

Also close to my home, the Midland Railway (MR) line between Derby and Birmingham passed. As the architecture of most of the boxes on the NSR identified that company, the elegant hip-roofed boxes of the MR did likewise.

All MR signalling equipment originated from the company's own works at Derby, the boxes being no exception – they bore few similarities with those of other companies. The MR could possibly be credited with introducing the 'flat-pack' method because all structures consisted of a combination of pre-fabricated timber-based components, according to the size of signalling frame. Some exceptions existed usually to accommodate particular site requirements.

Semaphore signals could also identify the railway company that they controlled. Some companies adopted the upper quadrant and others, lower. Posts varied between straightforward rail, solid timber, or lattice, some topped with a finial.

A smaller railway company such as the NSR would usually outsource its requirements. McKenzie & Holland (M&H) supplied the signalling equipment for the Uttoxeter, Derby and Burton lines.

Remaining mechanically-controlled, the route between Stoke and Derby still incorporates much of the original equipment and boxes, although British Railways (BR) upper quadrant signals replaced the earlier lower M&H lower quadrant types during the 1950s.

Amalgamation and nationalisation

Following amalgamation in 1923 and the formation of the London Midland Scottish Railway (LMS), the MR's Derby signalling works closed in 1928, and responsibility passed to the ex London North Western Railway (LNWR) facility at Crewe.

'Boxes' built under the new regime resembled an amalgam of the two previous company's styles – the lower locking room would be built of brick with the upper operating area glazed timber, covered by a gabled roof.

The photographs in this article cover the signal boxes of a wide range of companies, as well as one or two unusual examples, most of them dating to the pre-WWI period. I've reflected on the structures of the companies with which I'm most familiar with.

In Great Western Railway (GWR) territory, that company's boxes also had a distinctive style, often constructed principally of brick with a pronounced overhang to a hipped roof. The Southern Railway (SR) formed post-1923 replaced older buildings in general with those of an Art Deco style.

The period following the introduction of the power boxes in the late 1960s witnessed the abolition of many mechanical boxes, but it was considered that the remaining installations would survive for some years. A modernisation scheme initiated by Railtrack involved uPVC windows, central heating and new plastic cladding, which altered the appearance of these historic buildings considerably. A change in policy meant that the programme would not be completed.

Heritage

Recognising the remaining signal boxes as icons of Victorian architecture, the current owners, Network Rail, are working with various heritage organisations to preserve many mechanical signal boxes.

In 2012, Historic England launched a review of all signal boxes; including those belonging to heritage and privately-owned railways.

The organisation provides an extensive list of boxes to be protected.

Midland Railway



The 'box at 'Garsdale' – originating from the Derby signalling works – bears many similarities to those of Burton Station South, with three bays as opposed to two. The structure has been erected on an embankment, so from the platform, it doesn't appear to have the same height and there is no need for a full-length balcony for the purpose of cleaning windows. Erected circa 1910, this listed building replaces two earlier structures. This image dates to 1983, a later image indicates what appears to be accommodation for a toilet in the form of an 'outshot' accessed from the steps.



'Blue Posts Crossing', sited in High Street, Burton upon Trent. The industrial rail system was constructed by the MR to serve the town's breweries. Originally serving the Worthington plant, the styling certainly spells MR – a single bay with one finial in the centre of the pointed roof. Built circa 1880/90 and surviving until 1967, records show two levers for operating home signals, its principal purpose to open and shut the level crossing gates. Note the gong to the right of the balcony, sounded to warn road users and pedestrians that the gates were about to close.

North Staffordshire Railway



'Horninglow' – The NSR sub-contracted its signalling requirements to McKenzie & Holland (M & H), a company that ultimately became part of the Westinghouse Brake and Signal Company in 1920. Horninglow, an NSR 'type 2' box, is an example of one of two styles supplied by McKenzie & Holland. Opened in 1888 with a 10-lever frame facing traffic and crossing gate apparatus, the operating floor, atop a brick-built locking room, with little headroom, lay open to the elements until 1896 when the upper-works of typical NSR styling were added.



'Amerton', originally 'Waterhouses' – now preserved at Amerton, near Stafford. This image of a box that once stood at one of only a few standard/narrow gauge interchange stations, demonstrates the entrance porch or outshot, typical of many NSR boxes of this type, including Horninglow. Also, the colour scheme accurately captures that applied by the company – a shade somewhat browner than that of the MR and later LMS liveries.



'Tutbury Crossing' – an NSR 'type 1' signal box constructed and equipped by McKenzie & Holland, dates to 1872; situated on the Derby/Crewe line and similar in style to the Blythe Bridge box. It pre-dates the company adopting a specific design and is considered to be the oldest surviving mechanical box in Britain. British Rail replaced the level crossing gates, once controlled by the signaller, with barriers during the 1960s, but the original M&H, 5in lever frame remains in use, though with some levers removed due to track rationalisation.



'Shobnall Crossing' – designed by Herbert Couchman, chief engineer for the Bass Brewery – with a single-storey installation that controlled an un-gated level crossing within the brewery complex. Note the silk flap ventilator at the roof apex. Industrial railway signalling is rare, but here is an ideal prototype; generally sited where two lines cross. The MR, responsible for this railway system, preferred the 'crossbar' type of signal for this situation. Erected circa 1880/90, many of these units survived until the system closed in 1967. An example is preserved at the National Brewing Centre.

London & North Western Railway



'Brereton Sidings' LNWR-type 'box, sited adjacent to Rugeley Town station, controlled all movements in and out of the neighbouring power station. The line, known as the Cannock Branch with another branch to Brereton Colliery, opened in 1859, the likely date for the erection of the signal box. Although the structure has received modernisation such as uPVC window frames and metal stairs, the LNWR character, gabled roof with double-ended finials but plain barge-boards, has been retained. 170507 passes.

North Eastern Railway



'Haltwhistle' – constructed in 1901, this classic structure was decommissioned in 1993. Retained as an office, it is a Grade II listed building. Its design is non-standard with that of the North Eastern Railway (NER). The brick-built locking room, due the amount of available land, is considerably narrower than the upper, timber structure, a not uncommon feature of many boxes. The adjacent footbridge follows typical NER styling.



'Knaresborough' – another non-standard NER signal box; built in 1872 on the line between Leeds and York, this semi-detached stone building stands close to Knaresborough Station and the imposing viaduct that crosses the River Nidd. The upper floor, accessed by an external wooden staircase, is just visible on the side remote from the camera. The upper part of the structure was re-built in 1890. Added in 1864/5, the pedestrian section of the level crossing is operated by the signaller.

Great Eastern Railway



'Lowestoft' – a Great Eastern Railway (GER) box is, in fact, the most easterly in Britain. Generally outsourcing its signalling equipment, the GER's box was built in 1885 with a 60-lever frame, facing traffic. Its style followed those of other boxes, some more ornate, that had been applied to previously-built structures. The photograph is dated 2012 following modernisation, but the original design, brick-built locking room, timber upper-works and gabled roof with double-ended finials remains in evidence. De-commissioned along with the semaphore signals in 2020, what is now known as the 'Wherry Line' is controlled from Colchester.

Lancashire and Yorkshire Railway



'Blackpool North No. 3' – sited on the approach to Blackpool North station, adjacent to the goods yard, was an example of a Lancashire and Yorkshire Railway (L&Y) box with brick locking room topped with an operating floor constructed of timber, not unlike the LNWR design. Records refer initially to neighbouring box, No. 2, but both would have been erected and equipped with L&Y frames in 1896. The company ceased to source its signalling equipment from outside suppliers and produced its own signalling equipment at Horwich Works. Note that the access stairs are on the rear wall, an unusual arrangement. Extensive upgrades to the approaches to the emerging holiday resort were in progress at the time of its construction.

Great Western Railway



'Kidderminster Station' – 'brand new' in 1987, but an accurate reproduction based on genuine GWR boxes at Abbey Foregate and Sutton Bridge Junction. Now at the eastern terminus of the Severn Valley Railway, this signal box, typical of so many to be found throughout GWR territory, takes its name from the original box. Built by McKenzie and Holland, it served the location from 1873 until 1973. Its 30-lever, GWR tappet frame of 1913 was transferred to the ex-LNWR box that had been re-sited at Arley station. Installing a second-hand lever frame in a signal box was common practice. Evident in the photograph captured in 2018, great attention to detail has been taken, note the solid brick construction with blue brick corner work, hipped roof and windows not quite as panoramic as those to be found elsewhere. A 1950s' 60-lever frame originating from Acton Yard has been fitted, along with a 22ft long block instrument shelf.

Cambrian Railway



'Barmouth South' – situated on the Cambrian Coast line to the south of Barmouth Station, adjacent to the level crossing that accesses the car park, this small 'type 1' design box was built by Dutton & Co. in 1890. It was equipped with a 27-lever frame facing traffic and wheel to operate the level crossing gates. Of brick and timber construction with gabled roof and finials pointing upwards and similarly-styled storm porch or outshot, it bears similarities to the Horninglow box, but the builders are different. Note the close proximity of the telegraph pole, an essential feature when modeling a signal box. Following the introduction of radio control, the 'box' became redundant and found a new location at Glyndyfrdwy Platform on the Llangollen Railway.

Highland Railway



'Inverness Loco' signal box – photographed in 1984, and one of three similar boxes and a ground frame controlling the triangular junction of which Inverness station forms a part, the typical Highland Railway style is demonstrated in this image. Contractors McKenzie and Holland were responsible for many HR boxes. Of weatherboarding and cover-strip construction, with gabled tin roof and carved timber finials, the half-gabled outshot to the entrance at the upper level was a common feature of this railway's boxes. On close examination, it would appear that there are two doors leading to the ground floor room.

Isle of Wight Railway

'Ryde Pierhead' – a unique box from where the eight points and accompanying signals at the pier-head terminus were controlled. A joint venture between the London, Brighton and South Coast Railway (LBSCR) and London and South Western Railways (LSWR), the railway pier entered service in 1880. The box erected on the pier, with the waters of Spithead flowing beneath, bears a strong resemblance to other LSWR installations such as Corfe Castle – tall narrow windows, hipped roof having minimum over-hang and an outshot at the top of the stairs.



London Midland Scottish Railway

'Wetmore Sidings'. Following amalgamation in 1923, LMS signalling requirements were handled at Crewe, but this '11C type' box, installed as a replacement in 1949, appears to retain some MR styling for the locking room, whereas the upper structure has the LNWR influence. The capacious operating room had two stoves, note two chimneys to the front, a feature that can indicate a lever frame mounted and facing to the rear. Following the commissioning of the Derby Power Box in 1969, Wetmore Sidings was, for some years, reduced literally to the control of the sidings only. Note the ramp protecting the point rodding, adjacent coal bunker and toilet.



Southern Railway



'Lymington Pier'. This small box at the end of a 5 1/2 mile branch line – its station being the transfer point for passengers bound for the Isle of Wight ferry – was an example of post-WWII Southern Region architecture. Having been designed at the Southern Region's Civil Engineer's Department and built around 1955, it had a short life, being made redundant when the branch became a third rail electric line with no need for a run-round loop or sidings in 1967. Its brick and concrete construction with metal-framed windows matched a style adopted for other larger boxes on the Southern Region system.

Upgrades



'Tutbury Crossing' – already illustrated in its original condition, this view captured in 2012, shows uPVC weatherboarding and window frames. Although now centrally heated, it is pleasing to note that the chimney has been retained.



Great Rocks' – this much-modified structure began as a classic MR type '4d box' with 34 lever tappet frame on what was once the main Derby/Manchester route. Replacing an earlier building in 1923 by the newly-formed LMS, this box has undergone two major design changes since the route was downgraded in 1967. The mid-1970s witnessed the replacement of its hipped roof with a flat version before the replacement of windows and cladding in 2004.

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

Words & Photography: Phil Parker

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



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

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

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

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

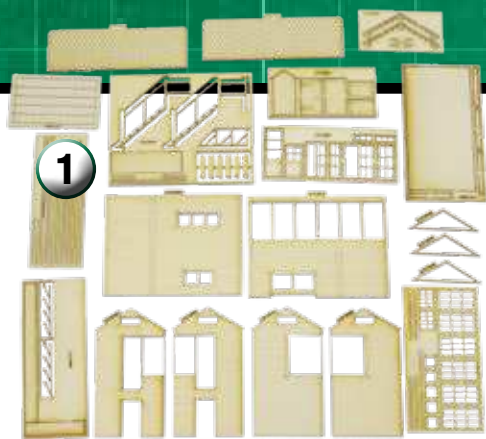
SHOPPING LIST

LCUT Creative
www.lcut.co.uk

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

TOOLS

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



1

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

4



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

7



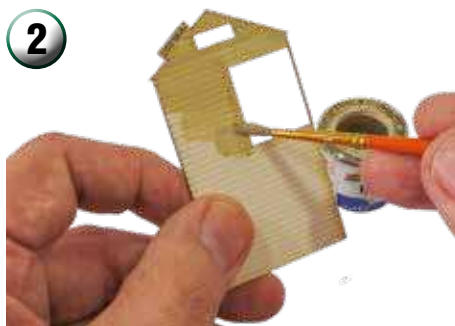
The framing is fitted to the outside following the plank lines. On the back, it has to be cut to length to fit either side of the vertical piece. The colour on the real things varied a lot. I've chosen a classic look with the wooden frames picked out, but in later days, the boxes tended to be painted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

10



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

2



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

5



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

8



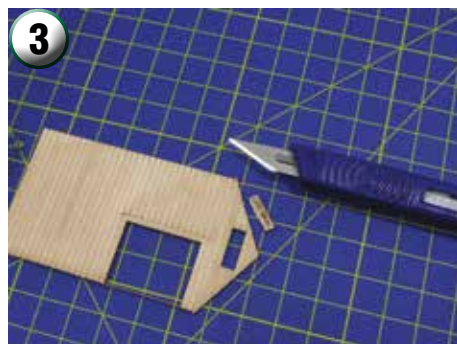
Building the stairs looks fiddly, but it isn't. The end of each tread slots into a square hole and everything fits together tightly enough to hold without any glue. I don't trust this long term, so run a tiny amount of glue around each joint, letting it soak into the card. Once painted, these won't come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

11



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

3



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

6



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

9



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

11



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

HOW TO... BUILD A CUSTOM LAYOUT VEHICLE

Words & photography: Howard Smith

When die-cast manufacturers don't produce the specific vehicle you need, constructing a kit can prove to be a therapeutic alternative. Howard Smith explains.



Let's suppose your layout has seemingly reached that almost intangible point of completion. You've poured hours into the project, observing details, regional – perhaps even local – history, and yet, your roads are bare. Perhaps you've found a vehicle in the background of a photograph you'd really like to add to your model? Only, it isn't produced by a manufacturer because it's a little 'mundane' – too ordinary to grace the product catalogues because it doesn't carry a GTI, GT or SRI badge. Perhaps it's even a commercial truck with local branding, which by its very nature tells a story of local trade or a municipality? With such features, instant layout interest is almost guaranteed.

Now you're on a quest to populate those roads or streets with a few choice, period-looking vehicles. Is now the time to compromise and purchase an 'off-the-shelf', shiny, die-cast model, the likes of which many other modellers and collectors might have?

Seeking unique trucks for 'Runcorn Salt Union', I selected two kits from Road Transport Images and asked our social media followers to choose the one you wanted to see built. The Ford D series flat bed was chosen, so here's the account of how the kit went together. These are accessible models for those who dare to be different, and are suitable for intermediate modellers seeking more individuality on their layouts.

SHOPPING LIST

Road Transport Images

(FOR3) Ford D series 1965 cab

(W7) Wheels

(CH3) 16ft chassis

(B36) 20ft aluminium platform body

W www.roadtransportimages.com

Revell

Revell Matt 5, Matt 46

W www.revell.com

Humbrol

Humbrol Matt 243

W www.humbrol.com

Railmatch

Matt black

W www.howesmodels.co.uk





RTI kits are sold in a modular form, making customisation for the modeller easier. You purchase what you require, from wheels to cab, rigid, flatbed or tanker body, and construct the kit as you wish to match a specific vehicle type.



The flash around cab windows is carefully cut flush with the frames using a new finger-grip scalpel, sold by Gaugemaster.com. For such intricate work, it offers greater control than a conventional scalpel, without wanting to rotate in the hand under pressure.



Boiling water is poured into a glass – allowing me to see what's going on – and the part is submerged for 30 seconds. With the heat transfer, the part becomes malleable once more, and can be gently bent to the correct shape until it cools.



Rocket Hot from Deluxe Materials bonds components quickly and I find this adhesive has a longer shelf life than any other of its – or other brands – variants, provided the cap is returned soon after each use.



Parts – with the exception of the white-metal wheels – are moulded in resin. They're not to the same standard as an injection-moulded plastic component, but require little cleaning and a few pin holes can be observed.



The cab interior moulding, with its seating and an impression of the dash, is where I found the most flash to reside on this kit. Paring back excess was required before sanding. Most of this detail will be hidden when fitted inside the cab.



The smooth shiny resin surface is sanded to provide a good 'key' for the adhesive to bond parts together. It's important this is done where all parts are to be glued to ensure longevity of bonds.



Mould marks are carefully pared back with a scalpel to the chassis transmission/axle keeper plate. Resin is a soft material, so be careful not to dig into the surrounding areas, keeping the blade flush at all times.



Sanding sticks are my favourite tool for ridding surfaces of mould seams. The edge of this stick tucks neatly under the cab roof seam, ensuring the line is neat, and a quick sand with the 400 grit removes surplus resin.



Resin is a forgiving material, though it is well-known for its ability to warp after it has cured. The chassis was the only component affected as such, and this is remedied before gluing of parts commences.



Dust! Sanding resin soon creates quite a lot of it, and this sticks to hands, tools and parts. This small modelling brush from Gaugemaster is used to remove dust, before washing parts in the sink and leaving them to dry.



The wheels are moulded well and when consulting about this kit, I was directed to those with the correct bolt and slot pattern. The rears are 'dually/twin tyres' and, as with the fronts, must be drilled to accept the axles.



The wheels have sprue marks left from where they were cut free, so these are sanded flush, following the curvature of the wheel, again with the 400 grit sanding stick.



A fuel tank is included with the cab. Consulting photographs online shows roughly where this should be located, though its size and exact location varied across vehicles. Working from photographs always helps.



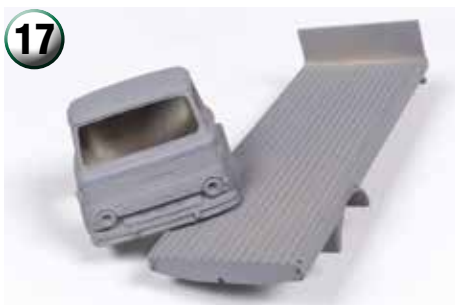
With the filler dry, I'm using the sanding sticks for the last time to ensure the surfaces are smooth. If in doubt, another light application of primer will reveal potential flaws. Remember, paint can't hide these, so it's at this stage that defects should be rectified.



The body finish isn't as important, so it's brush-painted to avoid masking and overspray on the black chassis, for speed. The process doesn't take long, working the slightly-thinned paint into the grooves with the brush.



Axles are included with the wheels, consisting of lengths of solid brass round bar. These must be measured to the correct length by doing a 'mock up' with the wheels in place. Because it's an axle, not a fence post, I'm filing the crudely-cut ends flat with a needle file. The steel teeth cut better through brass than the abrasive sanding stick, which would soon disintegrate through such use.



With the main sub-assemblies prepared, I spray them with a grey primer and leave them to dry. The primer highlights gaps in the moulds, for instance, at the rear of the flat bed, in the front bumper and to the cab roof.



Choosing colours to spray your models can be difficult, so a quick search online for popular tones of your chosen era will ensure your vehicle won't look out of character. Painting commences with the underframe, which is treated to an even spray of Railmatch black.



The wheel centres are painted before the tyres, themselves an off-black colour. Tyres are never a shiny jet black colour, even when new or after an application of tyre shine. I'm masking the cab grille and painting it white.



Some prefer to paint components before assembly for ease of access, particularly if they're a different colour to adjacent parts. Where possible, I prefer to glue parts together before painting because gluing paint to paint won't guarantee a strong bond.



A few scrapes of Humbrol Model Filler are applied to the areas concerned, using the scalpel like a spatula. I find an old piece of cardboard useful as a temporary palette, which can be later discarded without making a mess of the workbench.



For the cab, I don't have a green in aerosol format, so I resorted to using the airbrush, loaded with Humbrol Matt 48 – a dull green, which after a coat of gloss, will look suitable for the early 1970s. Spraying leaves a more-even finish than brush-painting.



After applying Ford lettering with a cocktail stick, dipped in black paint, the cab is sprayed with satin varnish to seal. The vacuum-formed glazing is fixed with Glue 'n' Glaze from Deluxe Materials to the roof. When dry, the components are superglued together – model complete!

WORLD OF RAILWAYS

Show Guide



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HOW TO... IMPROVE THE APPEARANCE OF TRACK

Words & photography: Howard Smith

In a bid to transform your permanent way into one of the star qualities of your layout, Howard Smith explores options, commencing with the present-day scene.



Every model railway that's to operate, regardless of its size, complexity, scale or era, requires track. It's the first thing many of us lay on our empty baseboards, rushing the – somewhat repetitive, though others say therapeutic – challenge of ballasting, to begin rewarding scenic work.

Many a layout is only as strong as its weakest element, be it a backscene, building, the running qualities of its locomotives, and, often an afterthought, its track. Once laid, and trains run, few modellers give this vital subject a second glance, bar the odd clean with a track rubber, yet it's here that greater realism can be achieved on a model, with little expense.

Track has many colours to it, influenced by the type of ballast – or even ash cinders – on which it was laid, to its age, the type

of traffic and motive power it sees, its small details, the frequency of trains, even the climate to which it's exposed. Hence asking the question "What colour should I paint my track?", seems appropriate.

Photographic evidence is key. The post-1950s modeller has it easy (assuming the location isn't niche), with books, magazine articles, and online resources such as Google Images or Flickr – to name a few – providing a wealth of knowledge. However, modellers of earlier periods might need to reference the grainy images of postcards to create a more impressionistic view of their scene.

I'm sharing a few techniques suitable for present-day modellers, which are easily achieved. Weathering track requires patience, however. It can just as easily enhance its realism as it can ruin the effect, if rushed.

SHOPPING LIST

Humbrol

(AV0210) Rust Enamel Wash
(42) Matt Enamel
(24) Matt Enamel
Coloro (00) paint brush
W www.humbrol.com

DCC Concepts

Track Rust Weathering Powder
Rich Rust Weathering Powder
W www.dccconcepts.com

Howes Models

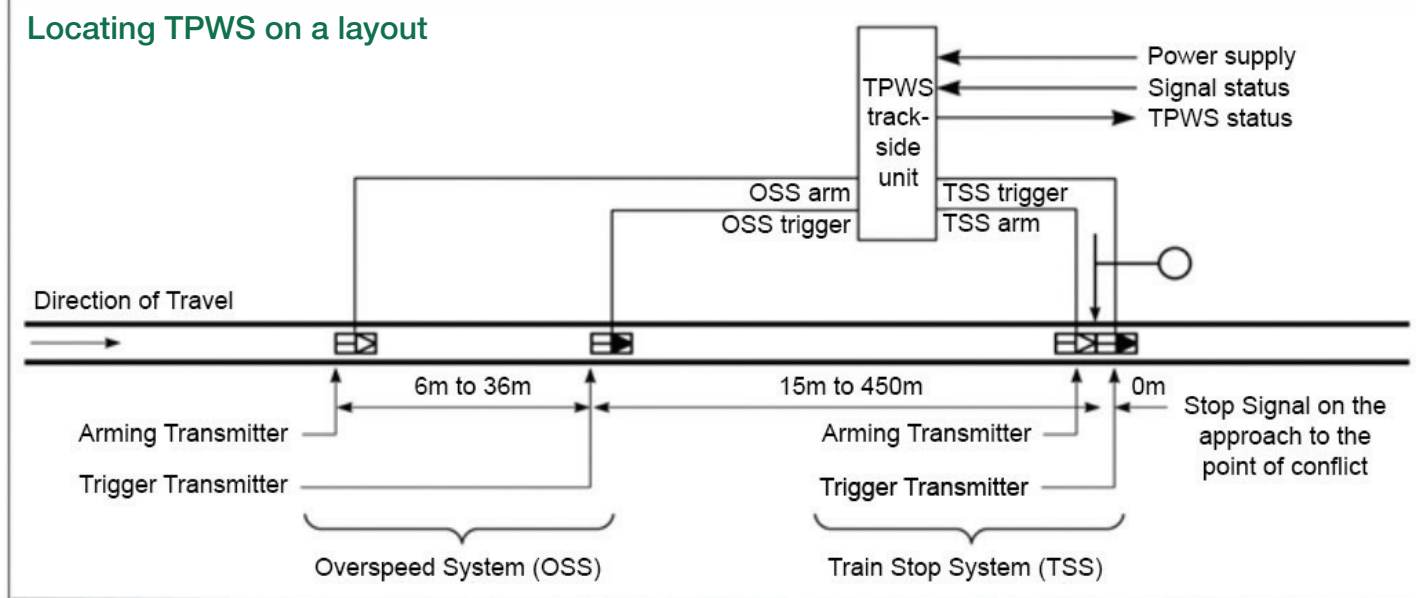
Railmatch (402) Frame Dirt
Railmatch (416) Brake Dust
W www.howesmodels.co.uk

Lifecolor

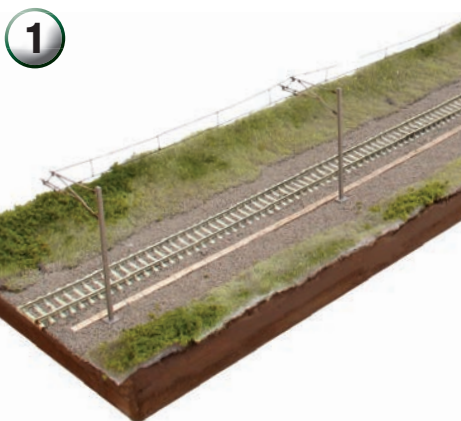
Surfaces Shadower
W www.airbrushes.com



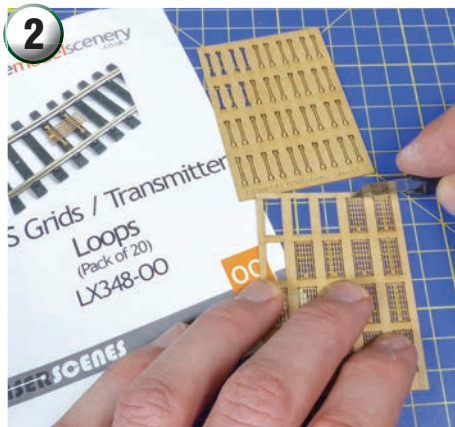
Locating TPWS on a layout



This diagram explains the locations for TPWS grid transmitters on the railway, commonly nicknamed 'toast racks' because of their appearance. Distances can be shortened for compromise on a layout, but the distance between transmitters will vary according to line speed and the section being protected. Transmitters used on an overspeed system in a station, for instance, will be closer together than on a main line.



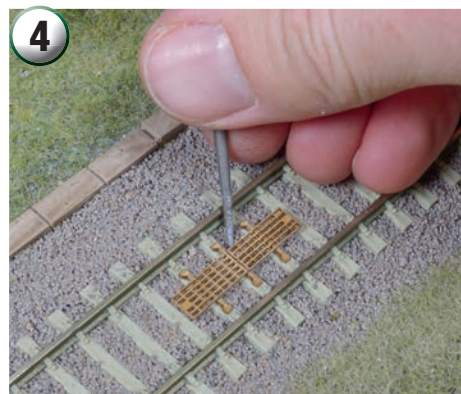
This small diorama is an ideal test candidate for improving the appearance of the track. Unpainted plastic sleepers, clean ballast and a quick paint of the concrete trunking was fine for the original article, but let's take this a step further.



A feature of modern track is the Train Protection Warning System (TPWS). Scale Model Scenery's (LX348-00) is a laser-cut kit for the standard grids that can be cut using a scalpel and quickly assembled. TPWS mini-grids (LX349-00) for stations are also available from the manufacturer.



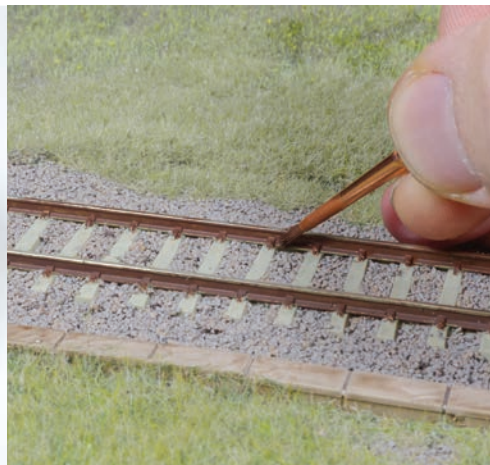
Observing photographs, two of the racks are glued back-to-back, following prototype practice where a line is subject to a speed limit. Locations and applications of these vary, so if in doubt, check. Rocket Hot adhesive by Deluxe Materials is used.



Observing photographs, cables are required, fed through orange cable runs between the concrete lineside trunking and the transmitters. A small amount of ballast is removed using the tip of a needle file, to create a small channel.



First, I paint the rail sides a rust colour. Nothing belies the nickel silver of the track quite like its bright sheen. I use an equal mixture of enamel paints – Railmatch (402) Frame Dirt and Humbrol Rust Wash.

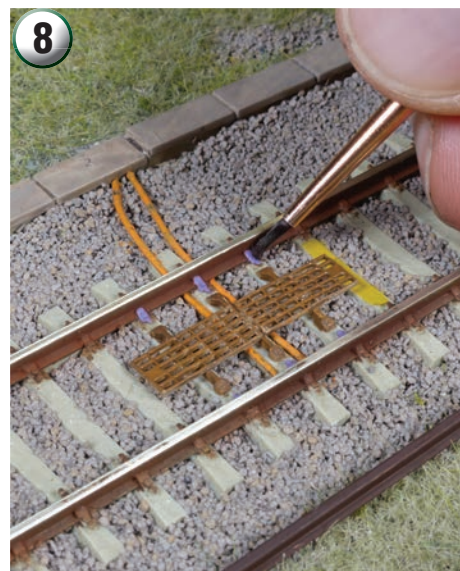




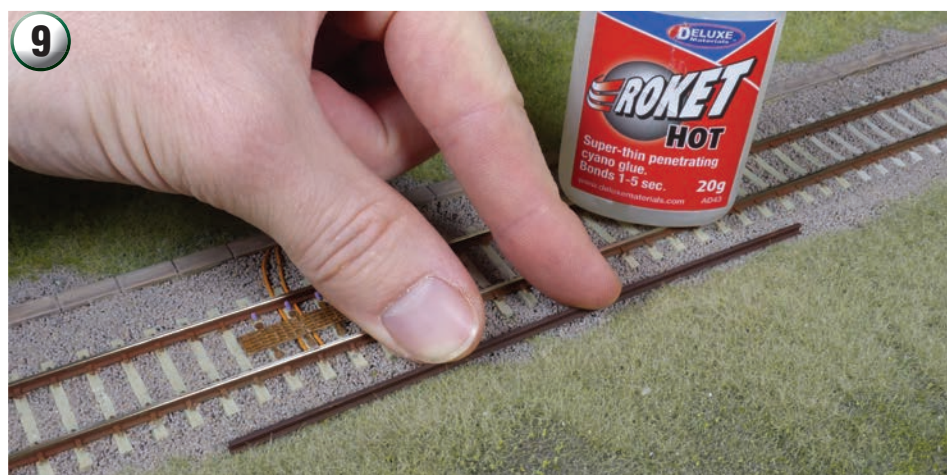
Cable trunking (scraps of 0.8mm malleable brass wire) is painted using a combination of Humbrol (15) Matt, Railmatch (204) Rail Red and DCC Concepts White Weathering powder. The powder creates a dense, faster-drying paint. The plastic from a small packet of screws makes an ideal mixing palette!



The cable trunking is installed, though ensure it doesn't create a short circuit! With the painted rail sides now dry, DCC Concepts' Rich Rust and Track Rust weathering powders are applied using a small brush. The lids for these containers serve as excellent palettes. Knock excess powder off the brush before applying to prevent overspill on the ballast.



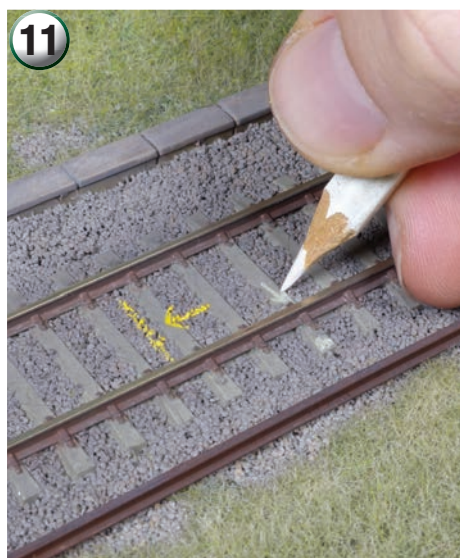
Pandrol clips are highlighted with Humbrol Matt (42), while a yellow-painted marker sleeper is painted Humbrol Matt (99).



A piece of 'used' rail is glued lineside. Though merely a scenic item on the layout, it's a piece of track nonetheless, and a common lineside feature on the modern railway. The same painting and weathering powder techniques are used.



Lifecolor (LC-LPW17) Surfaces Shadower is used neat through my airbrush. Its purpose is to scale down and harmonise the vibrancy of the paints applied, dirty the ballast, sleepers and concrete trunking. Apply subtly and under good lighting conditions, cleaning the rail head afterwards.



Track can occasionally have random spray-painted markers, either on the ballast, or sleepers. This can be to indicate a number of permanent-way related duties, or tasks to be performed. A white crayon is used to create a faded arrow, yellow paint creates a fresh appearance.



Litter is commonplace on the railway, particularly areas that are neglected, adjacent to roads. It will only accumulate on the permanent way where trains pass at low speed. However, the air turbulence of high-speed trains blows anything light out of sight. These simple techniques will add instant interest to your modern permanent way.

Read our techniques for weathering steam-era track in the February 2021 issue of BRM, on-sale December 31.

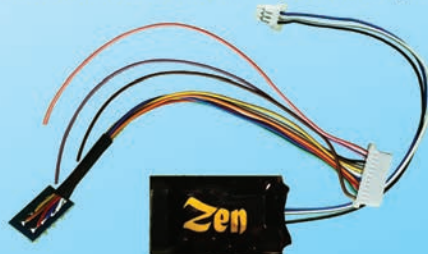
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Ballasting the track

Ballasting is boring but essential. It doesn't have to take forever to produce a neat result, though. Phil Parker spreads the stones in this video.

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PLAY

TITHERIDGE JUNCTION

Words: Bradford Model Railway Club **Photography:** Andy York

Modern image layouts often employ industrial aesthetics. Not so Bradford MRC's gorgeous model, which is as scenic as they come and all the better for it.



Factfile

Layout name: Titheridge Junction
Scale/gauge: 2mm/N
Size: 14ft x 8ft
Era/region: 1975-1980/Western Region
Layout type: Flying junction with a siding
Power/control: 12v ac/Analogue

we have enjoyed building and operating Titheridge Junction and hope it will be a lasting memory to Steve, who is sadly missed by many



Class 37s 37305/37302/37307 head an Iron Ore train. All three locos are powered. The hoppers are TPM kits. This train used to run on my 'Millfields' layout when a CJM chassis loco and two dummy locos had to work it, but the new Bachmann Class 37s are well capable of pulling the train.



Western No D1005 Western Venturer heads an express train on the main line whilst another D1057 *Western Chieftain* waits on the branch line with a China Clay train of wagons from Kernow Model Rail Centre. There are six Westerns on the layout, all the latest Dapol model, only having one fail.

Having just completed a new 14ft long, 14 road fiddle yard for our N gauge layout 'Dewsbury Midland' (which has now been scrapped) there was talk of using the fiddle yard as a multi-purpose unit for a new modern era N gauge club layout.

Coincidentally, N Gauge modeller Pauline McKenna, who is well known for her modern image layout 'Millfields' amongst others, had recently joined the club and this provided the motivation to make a start on something fairly simple that could be built quickly – in six months, to be precise. To add some interest and utilise all three double connections to the fiddle yard, a flying junction with a simple siding was conceived.

The name for the layout came from Pauline's late husband, Steve Titheridge, who was a freight train driver with DB Schenker, and who had passed away in 2012. Pauline and Steve were collecting stock for their next layout, which was going to be the Western region, so all this stock was used on the new Titheridge Junction layout.

Titheridge Junction consists of a double track main line at its heart, with a second double track main line emerging at the left hand end of the section in front. This then splits into two with one line climbing up and over the ground level double track. These lines all then converge at a junction in front of a creamery before passing through a bridge at the end of the scenic section.

Construction

The baseboards are 3ft 6in x 2ft constructed from 3in x 1in painted pine fitted with patternmakers locating dowels and toggle catches. This ensures accurate alignment between boards under different temperature and humidity conditions. Tops are 9mm quality birch plywood. All joints are glued and screwed. As far as possible, where track crosses the board joints, this is at right angles. This has not been used on previous layouts, so they suffered alignment difficulties when moved to different environments.

The legs are made of 2in x 1in pine slotted into recesses under the ends of each board. Each leg is fitted with adjustable feet. As is normal at Bradford, each board has its own pair of legs to form individual 'tables'. Although this requires more legs than sharing legs between boards or using A-frames, we find it much easier and safer at exhibitions as each board can be assembled and then pushed together. The overall size of the layout and 14 road fiddle yard is 14ft x 8ft.



A general view of the few buildings that are on 'Titheridge Junction'. The signal box is from Bachmann, while the dairy and old goods shed are Kestrel Kits. The track has been removed from the goods shed and turned into an engineering yard and a local lorry firm.

...ready-made buildings have been utilised where possible, although with the countryside theme the amount of building on Titheridge Junction is deliberately limited

Wiring

To be safe we keep all mains voltages away from our layout and use club designed and made plug-in standard power packs located on the floor and supplied from residual current device plug. These have been refined over the years and comprise of a sturdy metal enclosure, each of which contain two dual-wound toroidal transformers for compactness and lightness and provide four circuit breaker protected outputs of 16VAC, the latest one having a capacity of 3A. Two outputs are used for the clockwise/anticlockwise handheld controllers, the other two being used for points and scenic lighting and accessories. Controllers are conventional analogue, with the outer and inner circuits kept electrically separate as far as possible so that failure in one doesn't bring the layout to a halt. The layout is sectioned so that each section can be connected to either controller. Point motors are SEEP, as these are relatively cheap, service-proven and match those on the club's N Gauge fiddle yard.

Some discussion was had too regarding the best way to operate the point motors. The Model Electronics Railway Group (MERG) C-Bus system has been so successful on both our N and 00 gauge fiddle yards it was decided, despite the much simpler plan, to adopt this.

A further innovation was to connect a latching relay in parallel with each SEEP motor to switch the point frogs and also light an indicator if required. This has worked on a limited trial on our 00 'Victoria Road' layout. The big benefit of this is that it avoids the difficulty we have found in positioning and maintaining SEEP motors centrally under the points in N gauge, where the limited throw of the point motors doesn't always keep the switch and point blades in agreement with where they should be. A possible downside of this is if the relay is not in the same position as the point blades when the layout is energised a track short will exist until the point is operated. However, we feel the gains outweigh the costs on this point.

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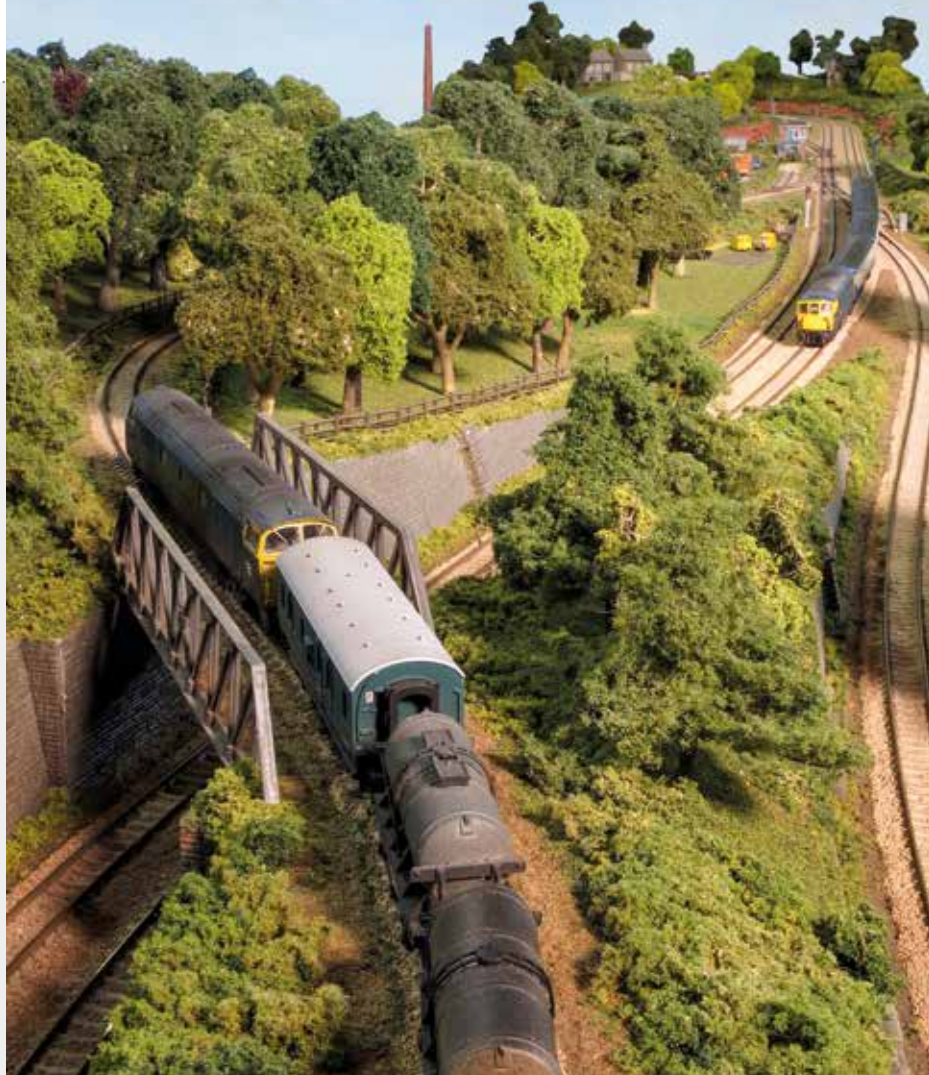
D1058 *Western Nobleman* with a milk train made of N Gauge Society six-wheel Stove and Dapol six-wheel milk tankers crosses the main line while 33102 is about to pass underneath with a local stopping service. We used a lot of trees to restrict the view of the curve and incline because they may be tighter than they should be. It has worked very well.

KEY DETAILS

The landscape is formed of polystyrene blocks covered with lightweight filler painted dark brown and given a number of coatings of Woodland Scenics flock. The rock faces are also from Woodland Scenics and the tunnel mouths and retaining walls are from Peco.

Various small dioramas including a creamery, farm and church scenes have been added to create visual interest away from the railway. To speed up construction ready-made buildings have been utilised where possible, although with the countryside theme the amount of building on Titheridge Junction is deliberately limited.

The track is Peco concrete sleeper code 55 with timber sleeper Peco points – all so far, so straightforward. But one thing we have realised over the years is how the application of ballast can make or break an otherwise good layout. We have used Woodland Scenics fine buff, which was painstakingly laid in the time-honoured way by Pauline who seems to have infinite patience for this sort of thing. Her technique was to carefully spread the ballast with her fingers, and fix it in place with a mix of diluted PVA and a dash of detergent using a fine paint brush. The track at the baseboard ends are soldered to paxolin pieces which have been glued and screwed to the board for safety when in transportation, and this allows the tracks to line up all the time.



The working three aspect colour lights are from CR Signals, as we have used these successfully before. The junction signal has a working feather and looks most impressive despite its small size. The signals are operated by a module, which comprises an infra-red detector between the rails and timer so that on a train passing the signal it changes to red then yellow and back to green after a set time using magnets under all the trains.

Rolling Stock

All locomotives, coaches and freight stock are the latest examples from Bachmann and Dapol. The only old loco used is the Bachmann Peak, of which there are several, all being heavily modified and detailed. There is the odd train from the N Gauge Society (wagon kit number 1), and their ready-to-run coaches, six wheel Stove, Thompson and Collett, which are all done in BR blue, and Revolution trains (B tanks). I have also resurrected a train from the 'Millfields' layout – the TPM Iron Ore hoppers with three powered Class 37's.

The locomotive pool started out with some Hymeks and Warships before Dapol's

Class 37 305/302/307 head the Iron Ore train across the junction on the main line. When I was making this train, I got three Class 37s and ran them around the test track to see if they were all the same, and they all stayed very close together. This is one of only two trains made up entirely of kit-built wagons. Note the transfers are only on one side of the wagons – as it only goes round the same way, the other side is not seen.



Class 31 173 heads a parcels train on the main line while 25057 heads a local stopping service down the branch line. Over the last few years that Titheridge Junction has been out at exhibitions, several new locomotives have been released from Bachmann and Dapol, including the 25, 31, 33 and 40 which have replaced the Hymeks and Warships - just like the real railway.



“to add some interest and utilise all three double connections to the fiddle yard, a flying junction with a simple siding was conceived.”

Western became available, along with the usual Class 20, 24, 37, 44, 45, 46, 47 and a CJM Class 50. The odd Deltic could make an appearance too, but as the new Class 25, 31, 33, 40 came out, the Hymek and Warship got replaced, so the period is now TOPS (1975-1980) but there are still plenty of Westerns. All locos have buffer beam detail and are lightly weathered, with the last wagon/coach of each train having a detailed end. Some of the freight trains, such as the box vans and cement hoppers, have had the coupling changed to short shank couplings. This brings the wagons closer to about 1mm between buffers, which also looks a lot better. All the coaching stock have had couplings mixed with long and short NEM couplings to bring them closer together, again which looks good as they go round the scenic side.

Exhibition Debut

We believe simplicity is the key to operation and, while some of the electrics do sound complicated, in reality it's no more difficult than wiring up points and switches for the first time.

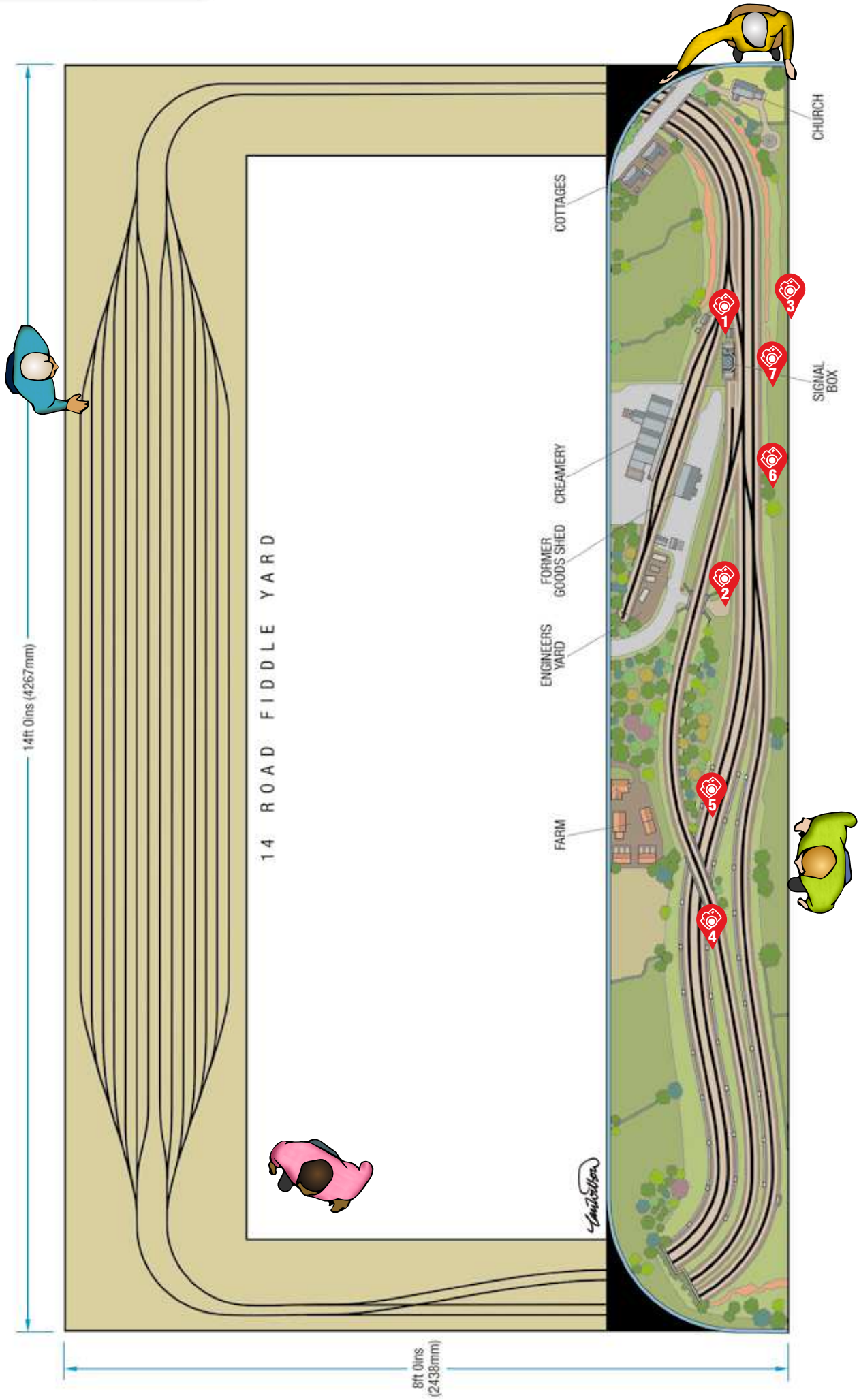
We have had many failures when setting up at shows over the years, and we also believe that when we are exhibiting we have an obligation to entertain the public by keeping the trains running. That's why we've gone to the trouble of using some of these devices

We have enjoyed building and operating Titheridge Junction and hope it will be a lasting memory to Steve, who is sadly missed by many. The layout made its first appearance in 2014, but many changes have taken place since then, when new rolling stock became available. ■

TITHERIDGE JUNCTION

Trackplan

LAYOUT FOCUS





3 Things we enjoyed...

A prial of Class 37s

A staple of many modern image layouts, but why have one Class 37 running when three working in partnership will do the job just as well!



Long rakes

The benefits of N gauge are manifold, but it's still a pleasure to see such long rakes of wagons in operation.



Traffic!

BRM photos are largely posed, of course, but it's obvious there's plenty of scope for multi-train operations. See for yourself at the Wigan show on October 6 – 7 and the Crewe exhibition on November 10 – 11.

A Class 44 'Peak' No 44007 *Ingleborough* heads a rake of mineral box vans (all from Bachmann). Although slightly off region, I had a green Class 44 lying around when I came across the nameplates, so I resprayed it blue, after narrowing the bogies and detailing. This is one of five Peaks that appear, being from the old Bachmann split (not DCC-ready) chassis.



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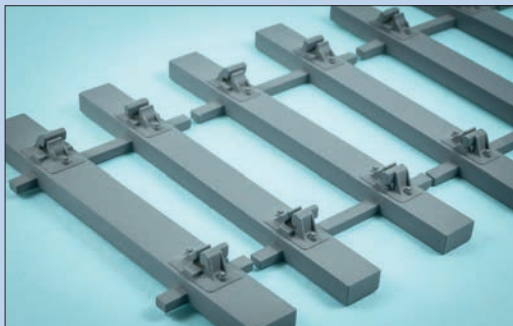
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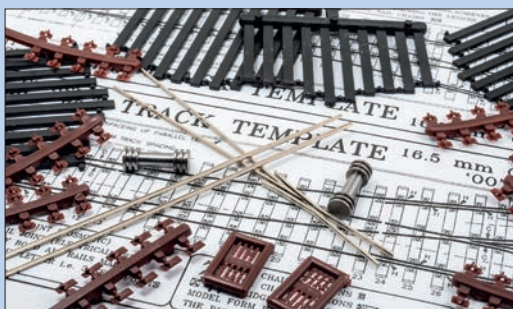
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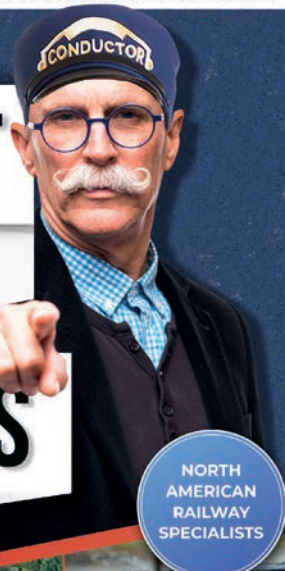
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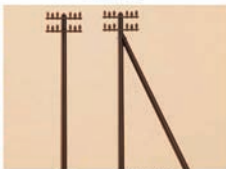
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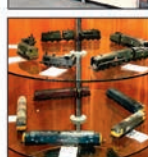
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NEWTON GROVE 19F

Jonathan Newton discovered three of his favourite hobbies rolled into one, with the building of this North-West MPD tribute.

Words and photography: Jonathan Newton



Factfile

Layout name: Newton Grove 19F
Scale/gauge: 7mm:1ft scale / 32mm gauge / O
Size: 9ft x 18in
Era/region: 1960s BR London Midland Region
Location: Fictitious (North West)
Layout type: Fiddleyard to shed

0 gauge



You can almost smell the hot oil and burning coal, hear the steam escape from the cylinder drains and the chatter of the crews in this busy shed scene.

My dad is from Manchester and many a time he talked about growing up in England in the 1950s and 1960s. He isn't a railway enthusiast, however, I need to thank him for developing my passion for steam, comedy and England. I grew up with steam running through my veins and it was only natural to want to build a model railway. However, I never had room for it. I started collecting OO gauge locomotives in my late teens and, by the time I was 27, I had more than 45 of them.

While visiting a railway friend one day, he showed me an American O gauge – 1/4in scale – layout that he was building and I was in awe! "How did you get into O gauge?" I asked him. He said he started with a wagon kit and built it up from there. I can be rather impulsive and so that very same day, I went to my local model shop and bought an O gauge Peco 16T wagon kit. I built it that evening and was impressed with the size compared to its OO gauge counterpart. Soon, I felt that it looked lonely and so I bought a second wagon kit and some track. Almost immediately, I found myself saying,



The way life was – locomotives raise steam as shed staff chat over a cuppa. 8F 48773 is raising steam, while a clean-looking 'Black Five' 45000 arrives on shed.



An enthusiast snaps 72006 *Clan Mackenzie* as it departs 'off shed' for a day's work. Introduced in 1951, the locomotive would end its career at Carlisle Kingmoor (12A) in 1966.



The road bridge and yard lamp are scratch-built and the Bothy has been shortened to fit the layout. The demolished brick line adds a feature of interest.

"They need a locomotive now". So, I sold all my OO gauge stock and bought an O gauge 'Black 5' from San Cheng. That happened in 2007 and it has grown since then!

Layout inspiration

I never thought I had space for a layout in O gauge. However, that didn't stop me from collecting more locomotives and building wagon kits. In my mind, I assumed that I needed to wait until I moved into a large house before I could make a start on any form of layout. It wasn't until I saw a micro O gauge layout, on RMWeb, that my perception changed, forever.

The RMweb topic was for a layout called 'Cardiff Canton', built by Stephen Fay – and it was stunning! A slice of Canton MPD, lots of detail, O gauge, and all in a tidy 6ft x 2ft! It featured a low-relief locomotive shed, footbridge, coaling plant, ash pits and sidings. It was very impressive. As soon as I saw it I thought, "I'll do something like this too", so I soon commenced work.

I had amassed a reasonably large collection of locomotives, so I decided to build an MPD as well. My collection is of

LMS/BR locomotives, so it was natural for me to choose something in that region – I chose the North West.

The inspiration and prototype for my layout was mostly Rose Grove (10F) MPD and I decided to add a little of Newton Heath (9D) in there too. I didn't want to build a replica of either of these particular MPDs, as I wanted the flexibility to claim 'modellers' licence' to place things here and there. Having said that, because I was constantly referencing photographs of Rose Grove, the layout turned out to look very similar. Just one look at it and it screams 10F. However, as I was making something 'fictitious', I needed a name. I simply combined the names Rose Grove and Newton Heath to get Newton Grove. The shed code is a combination of 10F and 9D and I chose the letter 'F' on a 50/50 heads and tails game. Easily done and it's very catchy too.

Construction starts

I designed the layout in a program called RailModeller. I chose this because it was the only one I could find that would work on a

Mac. I knew that I didn't have a lot of space available and that O gauge takes up quite a lot of it. So, I set a few rules for myself. I wanted to use no more than two turnouts and the layout had to be long enough to capture the detail of a busy shed scene. However, I didn't want it to be too short to miss a shed that could hold at least one locomotive per road, ash pits and access to the yard from the main line. The size of the layout is 9ft x 18in and is made of three boards, 3ft x 18in each. In hindsight, I could have gone for 2ft wide. However, I felt the extra width wasn't needed and I was up for a challenge, anyway. The scenic area of the layout is 7ft 6in and the remaining 18in acts as a fiddle yard.

Baseboards are made in the traditional way of using 2in x 1in pine. I used 3mm ply for the baseboard top because I had to cut the six pits out and I wanted it to be a simple thing to do. The pits were drawn up, then cut out with a modelling knife. A second sheet of 3mm ply was then placed on top around the pits and the shed area. The pits were cut out of that sheet and then the whole lot was glued down with PVA. I found that

the Peco sleepers are roughly 3mm thick, so this matched the rail height perfectly for the pit area. The track for the pits inside and out of the shed have been made from Peco flexible track and chairs from C&L. The assembly of the track for the pits was a very long job, but the results have been worth it. I also removed all of the webbing on the track. This gives a far more realistic look to the railway, especially when the ballast goes down. There would be nothing worse than seeing that awful plastic line under the rails. This was very time-consuming because I had to remove every bit of it from every piece of track. However, I'm so glad I did it as the results are tip-top.

I planned for DCC control and so every piece of track has dropper wires attached to the underside of the rails. Once the track was down, a test was made to ensure that the whole layout worked well under power.

Scenery

One of the biggest things that lets a model railway down is the size of the ballast. I've seen far too many layouts where the ballast is way out of scale and looks more like boulders around the track. If you're building a locomotive depot then you need to reference what the track looks like around them. You will find that they are mainly covered by ash, a little ballast, and lumps of coal that have fallen off tenders or bunkers. To get the look of ash I used kiln-dried sand. Not only does it look like ash, but it also scales well in O gauge. This was applied in the traditional way.

Once dry, the entire layout was sprayed in matt black – track, sand, the lot! Once dried, I cleaned the rail head to remove every drop of paint and cleaned up around the points where needed.

The layout was weathered to give a dirty, grimy and grotty appearance. For this, I used the excellent Humbrol powders of Dark Earth and Smoke, blending them as you would for any form of weathering. I also mixed colours and shades to make a light grey, which I added in patches to the layout. This process was quite lengthy. However, a truly three-dimensional and well-textured look has been achieved. The rails were painted with rust wash from Humbrol. I found that when this wash is coated over the rails – that were already matt black – it gives a highly-detailed and very dirty rust look. The next job was to add static grass around the viewing side of the layout. This helps to bring your eye into the yard and gives it a perfect edge.



A general overview of the shed, looking over the road bridge, showing the gradual run-down look, so typical towards the end of steam.

0 gauge





A timeless North-West scene of the 1960s with two 'Staniers' waiting to come 'off shed'. Small details like the barrels of lubricant or brazier add to the scene.

A small embankment was made on either side of the road bridge. This helps to break the space up and hide the massive brick wall, too. Beyond the bridge, I have added another embankment with a retaining wall. On top of that, I have placed a low-relief OO gauge factory. This helps to add a sense of depth and the results are quite pleasing. A tree or two helps to hide the road and factory a little and make things more soft and natural. I have a neutral backscene – a panoramic photograph of a dull grey sky taken in West Yorkshire. However, as the model serves as a photographic diorama for me, I often place a digital backscene in for photography, as you can see in this article.

Finally, adding detail is what brings the layout to life. Oil drums, sleepers, rail chairs, old rails, weeds and flowers, coal, tools, brake blocks, buckets, fire irons, water columns, fire drums, inspection pits as well as shed and locomotive staff all help make the scene more believable.

Around 90% of the figures on the layout are from Modelu, with others from S&D and Slater's. Modelu has been absolutely amazing and I can't recommend Alan's

products highly enough! There is so much variety, which means that no two figures are the same anymore. I commissioned Alan to make some brake blocks for me; singularly and also in a stack. They look incredible and he has since added them to his range, which can be purchased from the Modelu website.

Buildings and structures

The yard lamps have been scratch-built from rail, plastic strip and an O gauge Peco ladder. These have been fitted with a balsa wood base and some plaster to create the effect of a concrete block. Each lamp has a warm LED and the wires are fed between the rails, through the balsa wood and under the layout. They are all individually-powered by batteries. The Bothy is from Skytrex, however, I cut off 1/3rd of the building to make it fit on one board and give it a unique look for 'Newton Grove'.

The bridge is totally scratch-built, apart from the girders, which are also from Skytrex. It is made from 3mm plywood, covered in Slater's brick and weathered. The water columns are also from Skytrex. Details around the layout come from all

over the place. The 44-gallon drums are from Langley, as are the lamps on the bridge. Other details are from S&D models, Dart Castings, and Modelu.

Finally, the shed is also scratch-built. Its inner wall, on the backscene side, is actually a mirror. I added this to make it look six roads deep, rather than three, and when you get in there with a camera and the lights are all turned on, it looks like a large lengthy shed. The structure has been covered in Slater's brick and weathered. To achieve the look of concrete for the support to the roof and also the piers inside the shed, I've used a fine grade of wet and dry sandpaper, cut to size, and heavily-weathered to make it look like old and grimy concrete. The final touch is the addition of a smoke generator that emits from one of the rear pits in the shed, just to give atmosphere. The 'lamp shades' are simply screw caps, as used for vanity units or kitchen cabinets, which worked out to be the perfect shape and scale for what I needed. They've been painted green and there are around 20 of them around the shed alone. The effect they give is absolutely sensational – especially at night.

4F 43895 shunts loaded coal wagons into the yard. The rust is created using Scenic Rust from Deluxe Models.



Locomotives and stock

Being an MPD, rolling stock is quite limited, however, a few 16T wagons are based on the layout, some empty, some loaded with coal. These are kits from Peco – yes, the first kit I bought all those years ago is still with me – and I have several of them. They are usually parked next to the locomotive shed and they are all weathered to differing degrees. The coal loads are real coal, supplied from my local heritage line, and crushed at home.

The locomotives in my collection were all purchased ready-to-run. A vast majority of them are from the ex-San Cheng range such as the 'Black 5s', 8F, and the 'Jubilee'. Others are from Finescale Brass/55H models and Dapol. I have a few Gladiator kits, one of which is almost complete, but they are a long way off and I'm not a kit builder – it's just not my skill.

I'm slowly converting everything to DCC as and when funds and time permits. I have numbered my locomotives to represent a mixture of locomotives that eventually survived into preservation, and then some that didn't.

My layout is based in the North West of

England and therefore mostly typical classes from that region feature.

Some of the locomotives have been weathered, others I will get around to doing eventually. When it comes to weathering, I like to take my time and use photographs to match the appearance of the class. It's essential to pay attention to detail and see what is unique – such as oil streaks, rust patches, or what parts get hot and discoloured. I use Humbrol paints, powders, and washes for all my weathering, as well as coal dust now and then for some real texture. All weathering is secured with matt varnish, which helps to dull the tones down and give a very realistic appearance to each model. I've been painting all the cab detail recently, too – not that anyone can see it!

Final thoughts

I'm a professional photographer and something that I never considered was that the layout would also serve my career interests. I love setting up scenes, locomotive positions and crew poses on the layout, then taking photographs to replicate those taken back in the 1960s. In fact, when I was taking

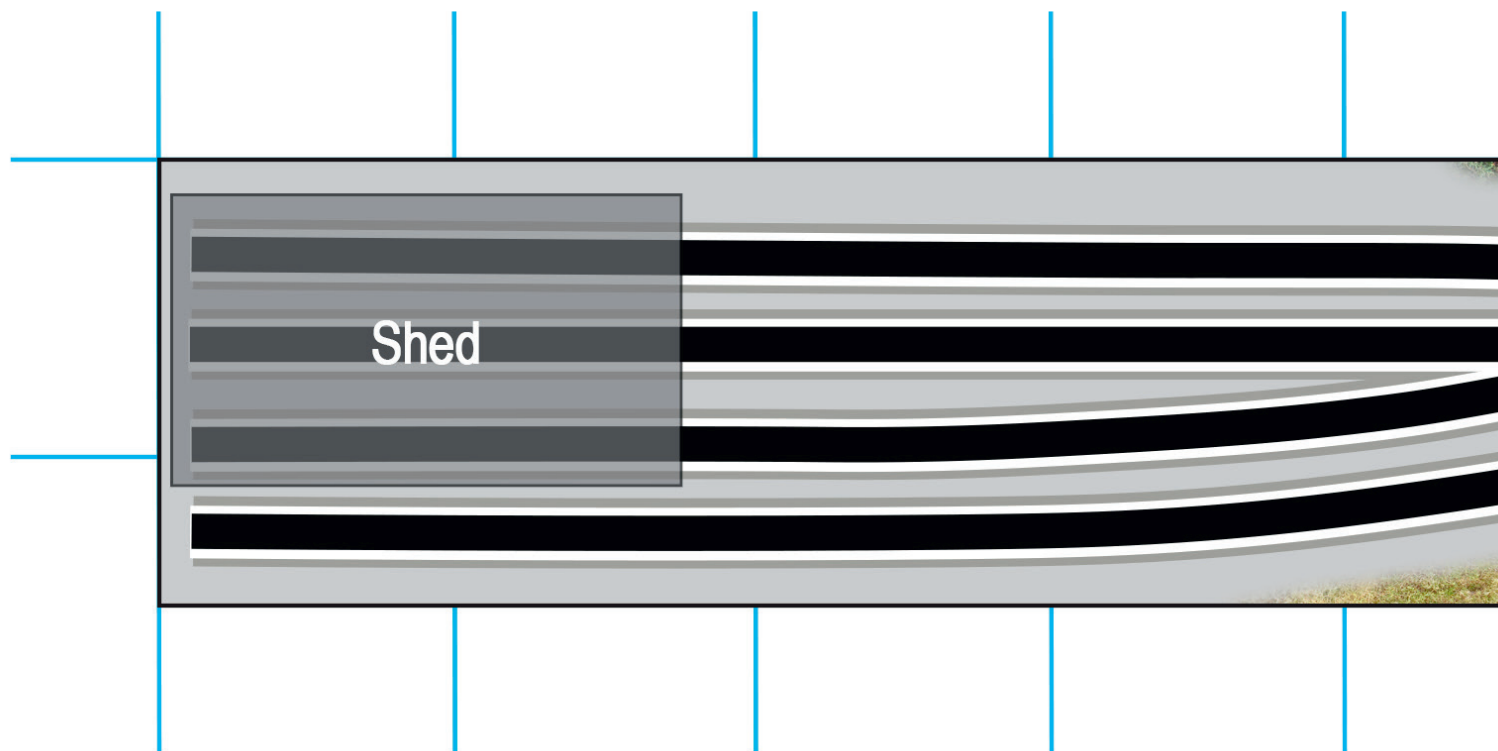
the photographs for this article, I based many shots on ones I have of Rose Grove. Before I started to build the layout I assumed that the fun of the hobby was 'running trains'. Now I have grown to love not only the building of a layout but also getting creative as a photographer. I'm not fussed whether the locomotives run or not anymore as I get so much satisfaction from making the photographs look as real as possible – what better way than to have your hobby, career and passions all rolled into one?

I started building 'Newton Grove' in January 2015 and it's nearing the end of the build now. There are a few things to do to complete it such as roof detail on the locomotive shed, finish converting the stock to DCC and wiring up the turnouts.

The biggest thing I've learnt is that you don't need to have been to a location in order to model it. Everything I have achieved has been through researching archival photographs and constantly referencing them as I go, as well as reaching out for advice through online communities such as RMweb and Facebook groups like the '7mm Scale Modelling'.

Trackplan

NEWTON GROVE 19F

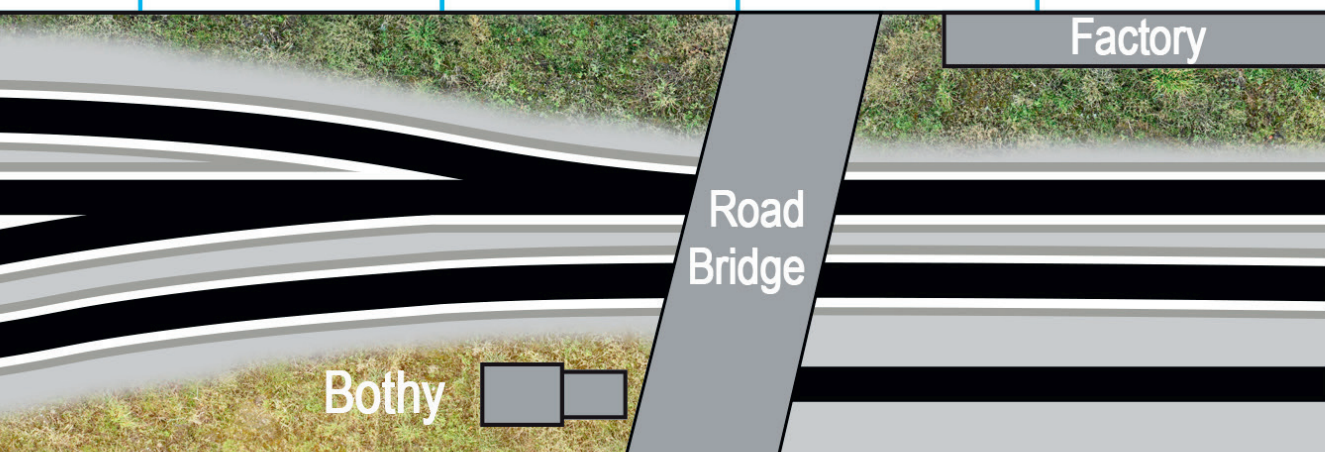


Lastly, I feel I should point out that I live in Australia and when I started to build 'Newton Grove', I was 33. Naturally, this means that I never experienced Rose Grove or any other MPD from the 1960s and every visit I've had to the UK has never included a trip to Carnforth. What has helped me achieve such a sense of realism, apart from always referencing photographs, is that I am

a fireman on several steam railways. This has helped when adding all the little details, adding weathering and getting that absolute sense of realism – and pinching the odd lump of coal now and then, too!

The layout has never been exhibited, however, never say never. I might get it out to a show in 2022 after I move to the UK in 2021 – yes it's coming with me! In

conclusion, 'Newton Grove' has taken my modelling skills from a modest beginner up to a standard that I'm very proud of. I have surprised myself at what I've been able to achieve. The greatest feeling has been the feedback I've had from photographs I've taken of the layout, as so many people have commented that they thought they were looking at 'the real thing'.





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COMPARING... GNR MILK VANS

Words & photography: Kenneth Lavey

Innovation drives progress in many hobbies, though for Kenneth Lavey, four decades of evolution in modelling techniques has been nothing short of revolutionary.



Around 40 years ago, Nick Campling published beautiful drawings and photographs of a GNR milk van. I was smitten and motivated to build my first scratch-built bogie van. Recently, Isinglass Models has produced a 3D-printed kit.

A scratch-built effort

I made my first model of the milk van by building a box with sides made from Perspex with ends of Plastikard and sanded the Perspex to form the tumblehome. To represent the beading, I laid a sheet of 0.005in Plastikard over the plan, much as I had done with balsa wood model aircraft as a teenager. The Plastikard was just translucent enough for the detail to show through. I cut out the windows, then overlaid Microstrip to form the beading. A touch of solvent was enough to secure the horizontal and vertical beading. I didn't realise that the beading was rectangular and – in parts – half-round in section.

At the time, I was pleased to get the sides to the correct length and the beading square, vertical and horizontal. After scribing security bars into the Perspex, I fixed the sides to the Perspex box with solvent. I

added more Microstrip to the ends to represent beading and steps.

Having added a false ceiling at cantrail height, I glued a block of balsa wood to it, then sanded it to the shape of the roof. The ends stood proud and helped form a template. The balsa needed sealing to hide the grain of the wood with thick paint. I shaped the rain strips with Microrod by first gluing the middle in place, then deflecting the ends and flooding them with solvent. The distinctive roof lights were made from more Perspex, sanded to a triangular shape.

The chassis was basic. I drilled holes for eight BA screws and nuts to secure the McGowan white-metal Fox patent bogies. It was only five years ago that I upgraded them with pinpoint bearings. It has EM gauge Mansell wheels.

The underframe fittings were concocted from brass wire queen posts, with tie rods from plastic Microrod. The battery boxes and vacuum gear are from white metal odds and ends.

The Isinglass Model

These 3D computer-produced sides are accurate, superbly-detailed and are a great

advance from my teenage balsa wood aircraft kit methodology. Instead of my crude one-dimensional and incorrect beading, the rectangular and half-round beading has been beautifully realised. Its width is to scale and, even though I was satisfied with 0.005in micro strip 40 years ago, the Isinglass products are accurate, robust, but delicately shaped.

I worked on the sides before attaching them to the ends. There is no flash to speak of, but I sanded down slight moulding feeds. I painted the sides with a base coat of yellow, then applied two shades of Precision Paint's teak, dragging a toothbrush through the thin topcoats to suggest wood grain.

The 3D-printing process had left a slight texture, which reminded me further of wood grain.

The Isinglass sides, end, roof and floor pan fit together so well that the roof just clicked into place, but I used superglue as an adhesive.

The advances in technology are incredible. It has gone from rubber-powered balsa wood planes to technology worthy of 'Star Trek' in four decades.



My scratch-built effort (left) with the Isinglass kit finished in pristine condition (right) to highlight the contrast. The 40-year-old scratch-built model features Perspex sides and Plastikard ends with detailing from 5 thou Microstrip. The teak finish represents an older "in service" vehicle. McGowan cast white metal bogies add weight low down to aid stability. Pinpoint bearings and EM gauge wheels make this a free running bogie van.



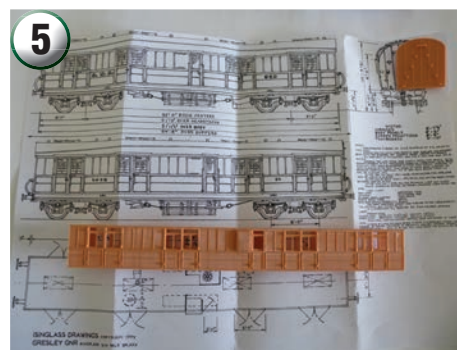
The Isinglass model shows off the mild wood grain texture inherent in 3D printing, highlighted by subtle graining of the Precision paint. The grain above the waist is vertical and below is horizontal. The underframe has etched brass queen posts and cast vacuum brake and battery boxes.



The GNR milk van photographed from above to show the roof details with roof lights intended to let in daylight and help sorting milk churns. The underframe details stand out against a plain background.



The contents of the Isinglass Models kit. There is no flash and only a few moulding feeds to be sanded off. The floor pan moulding is available as an option and is recommended as it has slot and tongue assembly aids to help assembly.



One of the excellent Isinglass plans is included with the standard kit and gives details of ironwork for the handrails, door handles, locking bars on the sides as well as underframe fittings.



The Roxey Models' etched brass bogies need the usual cusp to be removed after separating from the main fret. A modeller's vice helps to steady and protect the delicate sides. Only a few strokes of the file are necessary.



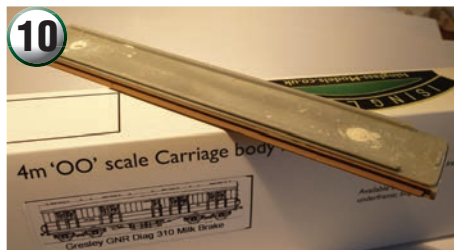
Bending bars are useful, but not essential, to fold the sides of the bogies. A steel rule or file held against the part gives a sharp bend. It's good practice to check with an engineer's square that the fold is a true right angle.



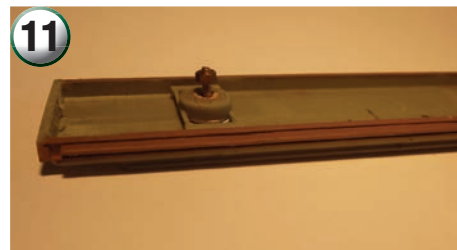
The bogies assembled with solder fillets to beef them up. The design incorporates a simple but effective three-point compensation using wire soldered to the tops at right angles to each other on each bogie.



The assembled bogies with cast white-metal axle boxes and bolsters fitted using superglue. The axle boxes fit snugly over the waisted brass pinpoint bearings. Solder flux has been removed with household cleaner and an old toothbrush.



The floor pan has mouldings designed to take Isinglass' 3D-printed Fox's Patent 8ft 6in bogies or the MJT product. The mouldings have been filled with epoxy resin to adapt them to Roxey Models' bogies, which I had in stock.



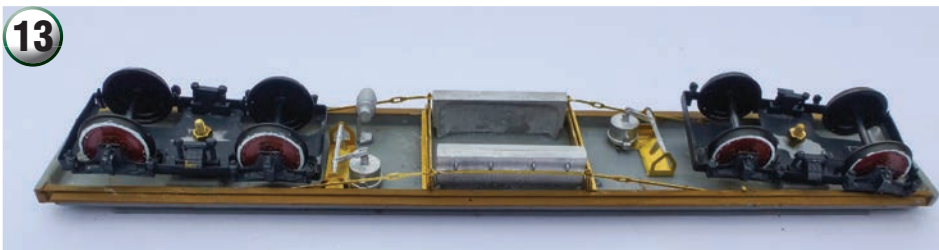
The floor pan moulding has an 8 BA stud and screw drilled and tapped into the epoxy resin to mount the etched bogies. The solebars and footboards have been pre-painted to avoid masking later.

12



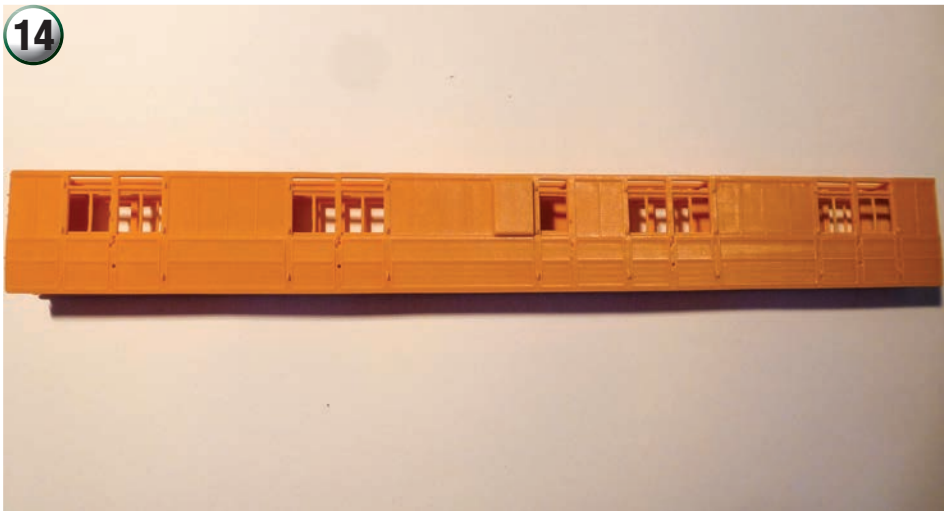
The Roxey etched bogie secured with the 8BA nut. The nut has been adjusted to give a little slack and float to permit the three-point suspension to work.

13



The floor pan with MJT etched queen posts and tie rods fitted. Lots of exquisite detail. The cast vacuum brake cylinders and battery boxes add useful weight low down.

14



The Isinglass body sides showing delicate detailing, beautifully realised rectangular and half-round beading.

15



A close-up of the duckets, beading, windows, and droplights. The accuracy of the mouldings and absence of flash is impressive.

16



A 'dry run' of fitting the ends to the roof. Note the accuracy of the fit to the roof and the triangular reinforcements to the steps. Handrails must be made.

17



Another dry fit with an end temporarily fitted to the floor plan. The moulding feeds to the end need to be filed away, a two minute job using a sanding stick. Wear a mask as a precaution against any dust.

18



The side is painted a base coat of yellow and a thin coat of Precision Paint's teak shades is applied. An old toothbrush is dragged through the thin coats to simulate grain.

19



Each side has intentionally been finished slightly differently to reflect the tonal variations in teak wood. It was easier to paint them before assembling the sides and ends to the floor pan.

20



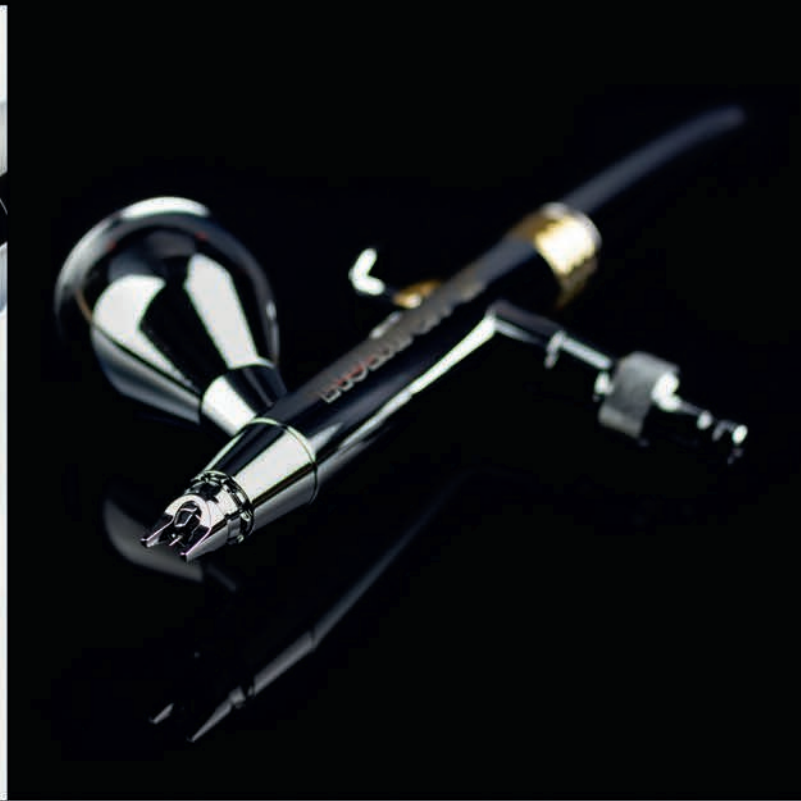
The finished vehicle glowing in sunshine showing the HMRS transfers and brass wire 'ironwork'. The accidental derailment proves that the three-point bogie suspension works.

21



The Isinglass drawing supplied with the kit helps with the shaping and location of brass wire to form grab handles and locking bars. Kit complete!

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THROUGH THE LENS: YOUR MODELLING

We've selected our favourite images of inspiring and realistic modelling from our sister forum, RMweb, and allocated a prize for the stand-out entry.

Weathered locomotive

BR Blue 'Sulzer' Type 2, 5034 awaits the signal to complete a run round manoeuvre. The station setting forms part of my layout 'Templefield' and all structures are scratch-built from styrene sheet. The locomotive is the Bachmann offering, re-numbered into pre-TOPS guise, which is my chosen period to model. The locomotive is weathered using a coat of acrylic matt varnish by Humbrol, then pigment powders are added in light layers. I also mix powders with Decalfix to create washes and add streaking. This method fixes the powders, but an additional pass of varnish finishes the effect.

David Fisher (RMweb username: Westernviscount)

Winner



Fancy taking part? Visit www.brmag.com/YourModelling and post your modelling pictures for a chance to win!



A spot of gardening

Ham Lane crossing keeper's cottage – the model is on my layout 'Bleakhouse Road' (BRM April 2013), which represents a fictitious branch of the Somerset & Dorset, crossing the Somerset Levels. The railway may be imaginary, but the places it goes to are real, and in reality, there were many such crossings, with associated staff cottages between Evercreech Junction and Highbridge.

The cottage is scratch-built from Plastikard using my drawing, which was done by estimating dimensions in photographs. The garden is mostly from a variety of Woodland Scenics materials, with bean poles made from brass wire and a much-reduced photograph of a real quilt provided for the washing line by my wife, Madeleine. The gate at the end of the garden allows the lady crossing keeper and family to go out into the fields beyond.

Tim Maddocks (RMweb username: Captain Kernow)

GWR waiting room

Having been impressed by some of the building interiors being modelled by members of RMweb and being particularly inspired by those modelled by Alastair Green (RMweb username Alastair_G), I decided to have a try myself at a waiting room for my OO gauge station building.

Chris Nicholls (RMweb username: Chuffinghell)



Get the grimy look

'Frost's Mill' was a project born out of lockdown boredom and my avoidance of putting up shelves. It's built on a 760mm x 260mm Ikea shelf, picked up from the spares bin pre-Covid, using Hornby Setrack in lieu of Code 75 due to a shortage of Peco Finescale track. The buildings are entirely 3D-printed in resin and were designed using Tinkercad, with DAS clay groundwork and static grass applied with a homemade applicator. Much of the layout was airbrushed with the primary colours before dry-brushing and washes to get a nice grimy feel.

Alex Roughsedge (RMweb username: Locksley)

Visit to the countryside

'Maid's Morton' is based on the WCML in the mid- to late-1990s. Although not a real location, it is loosely based on the countryside that could be found between Cheddington and Berkhamsted, with a large amount of artistic licence to allow for scenic breaks.

The WCML during the mid-1990s gave such a wonderful variety of stock and liveries to model. This was my first attempt at a model railway, and I'm incredibly grateful to all the advice and support the community on RMweb gave me during the build.

Dave McKenzie (RMweb username: DaveMcKenzie)



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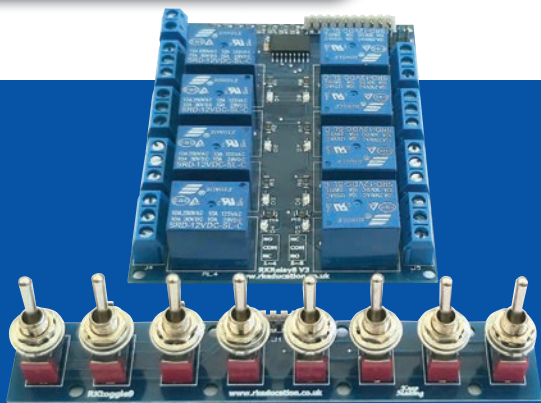


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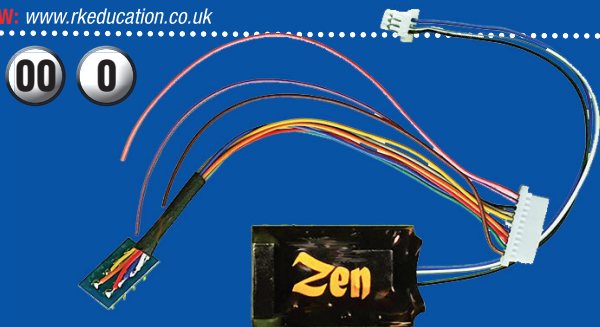


RK EDUCATION RELAY CONTROL SYSTEM

Operating elements of a model railway can sometimes require the use of relays. These are a useful tool for model railway control, particularly when switching (on or off) current-hungry power zones. Using them decreases the level of spark erosion on contact switches when large currents are used. RK Education's solution features a switch module connected to a relay module via a ribbon cable. Users use a switch to power a relay on or off. In turn, the relay module can be used for switching voltages on and off, with each relay capable of switching up to 10A currents. Supplied with 10m of two-way wire.

Price: £19.99

W: www.rkeducation.co.uk



DCC CONCEPTS (DCD-ZNM.HP.6) EIGHT-PIN MIDI HIGH-POWER DECODER

DCC Concepts has added to its decoder range with this Zen eight-pin Midi High Power decoder. Designed for power-hungry older 00/HO locomotives with less-efficient motors, or O gauge locomotives in mind, the decoder includes a removable harness to prevent decoder damage during installation. Extended automatic braking and shuttle abilities, advanced brown-out protection and an intuitive and accessible setup are included. Peak power total output is 3A, 1.5A continuous, with six function outputs and an eight-pin harness. The decoder measures 30 x 18.3 x 5mm, and carries ABC functionality including a DCC shuttle, though DCC Concepts' ABC boards will be required to enable this function.

Price: £29.95

W: www.dccconcepts.com



BACHMANN SCENECRAFT (44-074X) LSWR SIGNAL BOX – KMRC EXCLUSIVE

Kernow Model Rail Centre is releasing an exclusive model commission of an LSWR signal box. Manufactured in 4mm:1ft scale exclusively for the retailer by Bachmann, models of the ex-London South Western Railway (LSWR) Type 3a, grade two listed signal box at Petersfield are available to purchase. The prototype was built c.1885 and is located on the Portsmouth Direct Line between Havant and Guildford, the location of Kernow Model Rail Centre's second store, which opened last year. Petersfield signal box combines features of ex-LSWR type 2 and type 3 designs, and protects the Station Road level-crossing and formerly controlled the junction of the Midhurst branch that was closed in 1955.

Price: £79.99

W: www.kernowmodelrailcentre.com



TRAINS TOP TRUMPS

Beat your fellow club members hands down (post-lockdown, of course) over a cup of tea and cake with this new pack of cards, 'Trains Top Trumps'. Discover useful international railway snippets of information, too, such as when the London Underground debuted, the top speed of a German ICE (InterCity Express) train, or the range of Beijing-Shanghai in this railway edition of the popular card game. Light-hearted and entertaining, it's ideal for playing with children and grandchildren, too. Categories cover debut year, speed, range, fame and 'Top Trumps' rating. Each card comes with a 'Top Trumps file' where you can learn about each train. An interesting Christmas gift for any train lover.

Price: £4.99

W: www.amazon.co.uk



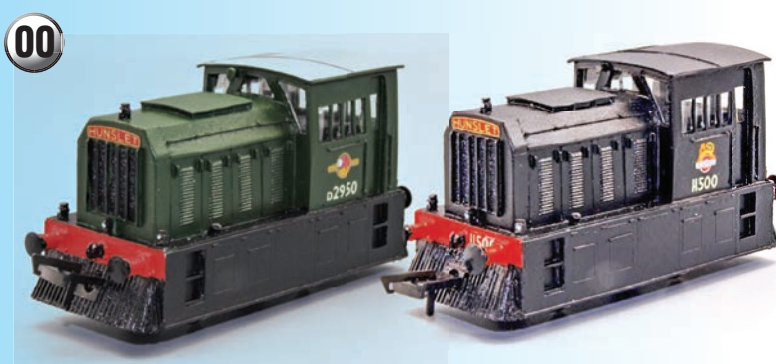
HORNBY BASSETT LOWKE (BL8010 AND BL8011) STEAMPUNK FIGURE PACKS

Traditional model figures won't cut it in the new Bassett Lowke range of steampunk models, so the manufacturer is offering two packs of steampunk figures, each with five characters.

Each is attired in steampunk clothes based on costumes worn by enthusiasts, through a 3D-scanning session. Crisply cast in white-metal, each measures 24-27mm tall and is unpainted. Modellers can use the dedicated set of steampunk paints retailed via Humbrol, or traditional enamels and acrylics.

Price: £8.99

W: www.hornby.com



SILVER FOX MODELS BR CLASS D1/1

Model kit specialist, Silver Fox Models is re-releasing its BR Class D1/1 Hunslet diesel locomotive dock shunter in both RTR and kit format for 00 gauge. The ready-to-run model features a cast resin bodyshell with flush glazing and ancillary parts and runs on a modified Hornby chassis and motor. In kit form, the locomotive is supplied with an etched worksplate and detailed instructions. The D1/1 Hunslet dock shunters were built between 1954-1955 by the Hunslet Engine Company and were designed to work dockside tramways, being withdrawn in 1967 as part of a rationalisation plan on non-standard shunters.

Price: £32.50, (£75 RTR)

W: www.silverfoxmodels.co.uk

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KERNOW MODEL RAIL CENTRE D600 'WARSHIP' EXCLUSIVES

Kernow Model Rail Centre has added three new versions of its award-winning D600 'Warship' class locomotive in OO gauge, now available from its website. The retailer has produced new alternative green versions with differing variations of headcode discs or boxes and original or later style grilles. Covered are (K2607) weathered D601 *Ark Royal* in BR green with headcode boxes and later grilles, (K2606) D600 *Active* in BR green with headcode discs and original grilles and (K2608) D604 *Cossack* in BR green with headcode disks and later grilles. All versions are DCC-ready, fitted with a 21-pin DCC decoder socket and in stock.

Price: £179.99 (£189.99 weathered)

W: www.kernowmodelrailcentre.com

SCALE MODEL SCENERY (KX057-OO) BARN STORE

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Ready to be assembled as a derelict or pristine building, this laser-cut kit features a variety of laser-board material and MDF thicknesses for a more scale appearance. Supplied with a choice of weathered stone and brick paper wrapped wall finishes, customers can choose between hinged or sliding doors, too. The footprint of the assembled kit is 70mm x 50mm x 62mm and could be placed on a farm, a plot of land, or a small industrial scene. Step-by-step colour instructions are included.

Price: £7.49

W: www.scalemodelscenery.co.uk

OSBORNS MODELS (A3D103) 3D-PRINTED SCANIA 6x4 CEMENT LORRY

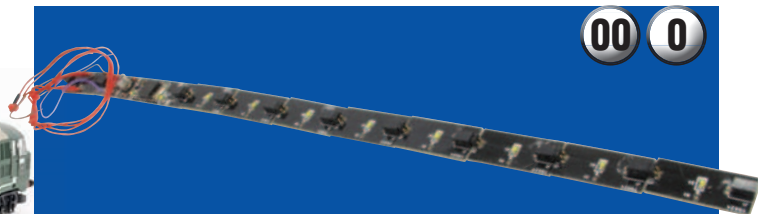
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Model retailer, Osborns Models, has added to its Arch Laser range of 3D-printed 2mm:1ft scale vehicles with a new 3D-printed Scania 6x4 lorry, depicting a cement mixer. Available in white (A3D103) or orange (A3D107), the models are also available unpainted (A3D106) at a lower price for modellers seeking to create a custom livery. For more vehicles in this growing range, see its website.

Price: £16.95 (£13.95 unpainted)

W: www.osbornsmodels.com



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DMG ELECTECH LED LIGHTING MODULE

Designed to be installed inside coaches, EMU or DMUs in 'OO', 'HO' or 'O', this LED lighting unit can be adjusted to length. Each LED module consists of a 20mm x 10mm board and can be added or removed via the power connector at each end. LEDs are offered in cool white or warm white variants, for era-specific applications. Surface-mounted micro LEDs are mounted centre-most in each module, with male and female connectors at each end. Each pack includes 10 LED modules, a 50mm x 10mm power supply module (which connects to a DCC decoder output, or directly to pick-ups for DC users) and two red LEDs on flying leads connected to a 20mm x 10mm module, with a swappable white LED for head and tail lights. Self-adhesive fixing pads and instructions are included. For DCC users, current draw is 320mA.

Price: £9.95

W: dmgelectech.co.uk

DEXTER'S COVE SIGNAL BOX KIT

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Available from Dexter's Cove is a wooden-type signal box kit, based on the former Llanilar 'box on the Carmarthen to Aberystwyth line. Ideal for branch line stations, level crossings, or a small yard, the laser-cut and engraved plastic kit has resin details and self-adhesive roof tile accessories. Produced in a high-resolution print for 4mm:1ft scale, the kit is also available in 2mm:1ft, 3mm:1ft and 7mm:1ft scales. The manufacturer can customise the kit to customer-specific dimensions, with the number of slats, angle, and depth produced of these as required. Door and stair positions can be specified as left- or right-handed, too.

Price: £25

W: dexterscove.com

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RAILS OF SHEFFIELD CONNECT DCC DECODER RANGE

Rails of Sheffield has taken delivery of its exclusive range of DCC decoders, manufactured for the retailer by DCC Concepts. Three variants – a 21-pin direct six function decoder (RoS-218), eight-pin direct four function nano decoder (RoS-8D) and six-pin direct, two-function decoder (RoS-6D) are available to purchase from its website or in store, offering a solution for smaller O gauge, OO gauge and N gauge locomotives. A fourth higher-capacity decoder (RoS-8HP) is expected soon, offering a solution for power-hungry OO and O gauge locomotives. The range boasts self-adjusting back-EMF for consistent performance and support for coreless motors with a single CV change. Brown-out protection for smooth motor operation – akin to a 'stay-alive' is provided as standard. See its website for the technical specifications of each unit.

Price: from £19.95

W: www.railsofsheffield.com



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THE BBA STEEL CARRIERS

To coincide with the new release from Cavalex Models, wagon historian, David Ratcliffe, traces the lifeline of these 'heavy metal' carriers.

Words & photography: David Ratcliffe



One of 35 BBAs that had their ends removed after being fitted with six low coil cradles, 910234 is seen at Immingham Reception Sidings in September, 1990.

In the early 1970s, British Rail was encouraging many of its customers to invest in their own wagons, however, it continued to meet the rolling stock needs of the Armed Forces and nationalised industries such as the National Coal Board and the British Steel Corporation (BSC). Among a range of new bogie and two-axle air-braked wagons developed for steel traffic were the 50ft long, 75T capacity, BBAs of which 552 were built between 1974 and 1980 (see Table).

All ran on FBT6 bogies with the only significant difference to be found within this large fleet being the fitting of lifting lugs, which protruded from the solebar over

each bogie, to the final 50 BBAs. However, their most notable feature was the floor, which comprised of a series of transverse inverted 'U'-section channels. To facilitate heat dissipation when loaded with very hot semi-finished steel products, these were perforated, while the intermediate sections of the deck were formed of sheets of reinforcing mesh.

As built, the wagons were intended to carry steel blooms, billets, slabs, or ingots, and they could also carry hot rolled steel coils when the coils were loaded 'eye-to-sky', that is, flat on the wagon. Initially, the BBAs were painted bauxite, but from Lot 3959 they were delivered in black with red ends.

This livery later became standard across almost the entire fleet, while in 1987, some BBAs received yellow ends.

Following the creation of the shadow freight franchises in 1994, a handful of them were repainted in Loadhaul's orange and black colours. Following Railfreight privatisation in 1997, its new owners, EWS, introduced its own overall livery for wagons.

As built, the type was used to carry steel blooms from the works at Lackenby to BSC's steel section plants at Shelton and Skinningrove, as well as to the rail mill at Workington. They also carried steel slabs from Lackenby and Scunthorpe to the plate mill at Dalzell and were a common sight



Recently repainted into EWS livery, BBA 910298 was photographed at Workington Yard when carrying a load of steel blooms from Lackenby in September, 1997. Note the replacement spoked handbrake wheel fitted to one bogie.

moving hot rolled coil loaded 'eye-to-sky' from Llanwern, Port Talbot, and Ravenscraig to the finishing plants at Ebbw Vale, Gartcosh, Shotton, Trostre and Velindre.

Modifications

The first important modification came in the mid-1970s when 35 BBAs were fitted with six small coil cradles for use on a two-way working between the BSC's Tinsley Park Works, Sheffield, and Lackenby. Northbound, the wagons carried stainless steel slabs for rolling at Lackenby, these being laid on top of the low cradles, with the rolls of stainless coil then being railed back to Sheffield for finishing. Within a few years, these wagons had lost their ends but remained in the stainless slab/coil movement until around 1985, when such rolling ceased at Lackenby. These wagons, still minus their ends, then returned to general semi-finished steel traffic out of Lackenby.

During 1993, 15 BBAs were fitted with larger cradles and allocated to the imported coil traffic from Grimsby to Panteg and Sheffield. Dependent upon the style of their coil cradles, these wagons were re-coded on TOPS as either BIAs or BWAs, but their use in the Grimsby traffic had ceased by the late 1990s, by which date most had been converted into covered coil carriers.

A more significant modification came in 1994 when 265 of them had the floor replaced by three 'Coil Boxes', which enabled them to carry larger coils than could be accommodated on existing cradles. This development was at the behest of British Steel (South Wales), who wished to load all

coil 'bore horizontal' since this method of handling reduced damage to the steel coils. The rebuilt wagons were recoded BLA and, together with some 55 similarly modified BAAs that became BCAs, they initially worked from the steelworks at Port Talbot and Llanwern to the galvanising plant at Shotton and the tinplate works at Ebbw Vale and Trostre. In subsequent years they could also be seen carrying hot-rolled coils from South Wales to the tube works at Corby and Hartlepool.

Rationalisation of the British steel industry towards the end of the century saw the closure of the works at Ebbw Vale, Ravenscraig, Shelton, Velindre and

The BBAs - as built

Running Nos.	Lot No.	Diagram No.	Builder/Year
910000	3845	BB001A	Shildon 1973
910001-910120	3857	BB001C	Ashford 1974
910161-910365	3872	BB001B	Ashford 1976
910367-910491	3871	BB001B	Ashford 1976
910492-910591	3959	BB001B	Ashford 1979/'80

The numbers 910121 to 910160 were never issued and the place of 910366 on the Ashford Works production line was taken by the unsuccessful prototype 60ft Steel Carrier 920000.

Workington, while the ending of steel production at Llanwern also contributed to a decline in rail traffic. Even so, the majority of the BBAs remained in use, including on new flows of slab from Lackenby and Scunthorpe to Llanwern, while from 2000, many received modified floors so that steel slabs could be unloaded by large fork-lifts rather than by electro-magnets.



The movement of steel blooms was one of the main flows handled by the BBAs and 910578 was recorded at Workington Yard on 21 September, 1997. This was one of the final 50 of the type that were fitted with lifting lugs on the solebar, while it had been repainted with yellow ends some 10 years earlier.

CAVALEX BBA/BLA 75T WAGONS

Words & Photography: Andy York

Cavalex may still be a relatively unknown brand to some, despite the pedigree of their PGA aggregate hopper, but their second project to market, the BBA 75T steel carrier and its BLA derivative is a fantastic addition to the range.

Under the scope

The model certainly captures the look of the real wagons, with a quality feel to its robust construction and finish. Rather than a solid deck, there is an etched plate over the chassis frames with transverse girder sections for load-bearing. The finesse of the etched plate is remarkable; a standout feature of this product. The die-cast chassis frame extends through to the vertical ends of the wagon, reinforcing the quality feel. The stanchions – though not perfectly aligned, as with the prototypes – are sufficiently robust to withstand handling, without appearing to be out of scale.

Turning the model over, there are fine renditions of the brake system piping and cylinder. The FBT6 bogie modelled is a work of art in its own right, including ride height pipe-work for the load sensor, Self Adjusting Braking system (SAB), brake calipers and

brake boards. The wheelsets have brake discs as per the prototype on both the outer and inner faces of the wheels and the brake handwheel is particularly fine. The models are also readily convertible to EM or P4 gauge with replacement wheelsets.

Observing photographs of the real wagons, there are different bogie and buffer types used over the years. Our review model has Oleo round head buffers with a visible moulding mark. This can be pared back with a craft knife.

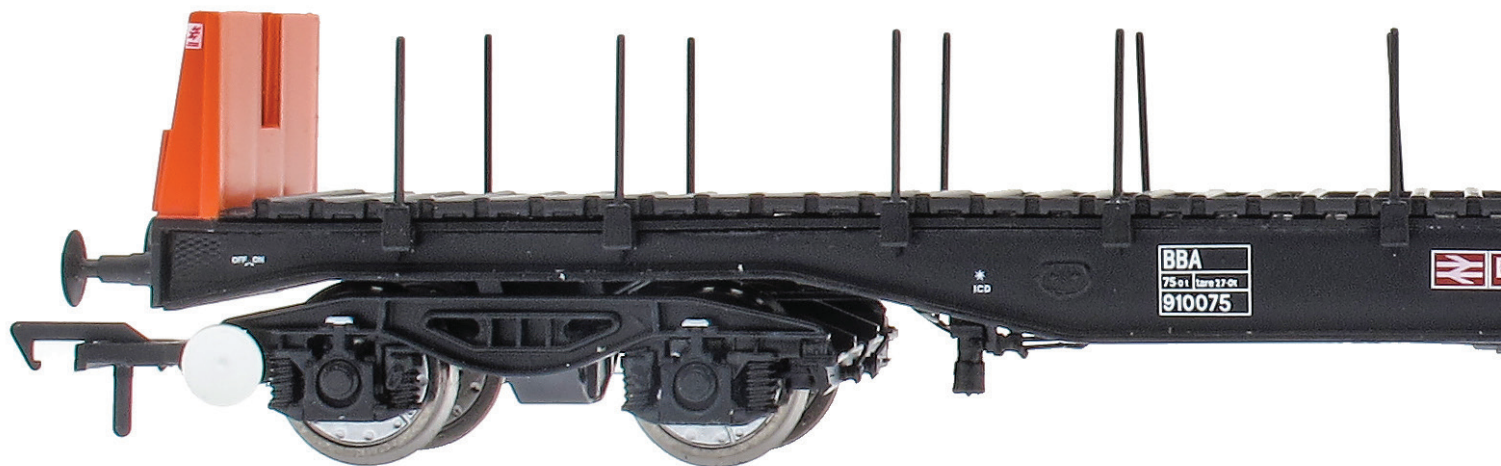
There is a useful accessory pack included

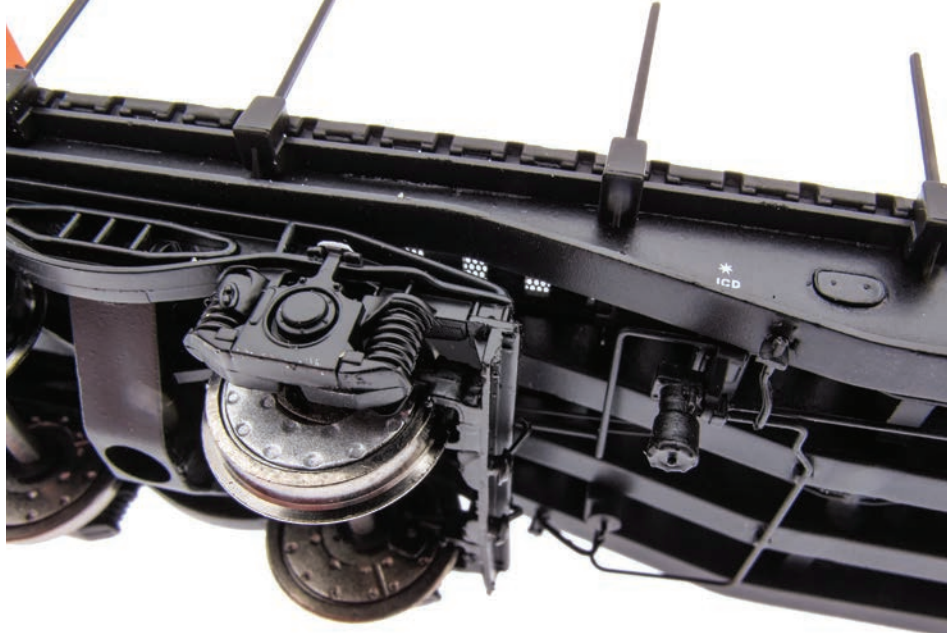
with additional stanchions for load separation, alternative brake calipers for EM/P4 conversions, steps, cosmetic screw-link couplings and air-brake pipes. An NEM blanking plate is included to improve the cosmetic look of the bogie for a more prototypical appearance at the end of a train.

The life of the wagons brought changes with the removal of the ends, some conversions to hooded wagons and also the BLA variant, which Cavalex has also produced. This has the treadplate and transverse beam removed and replaced with



Although the stanchions may appear to be out of alignment, it's quite typical of the real wagon and they are actually quite robust.





The bogie detail is without equal, each has been accurately modelled and there is a wealth of fine detail with associated conduits beneath the wagon deck.

cradles for easier loading and unloading of coiled strip – a common load for these wagons in all their forms.

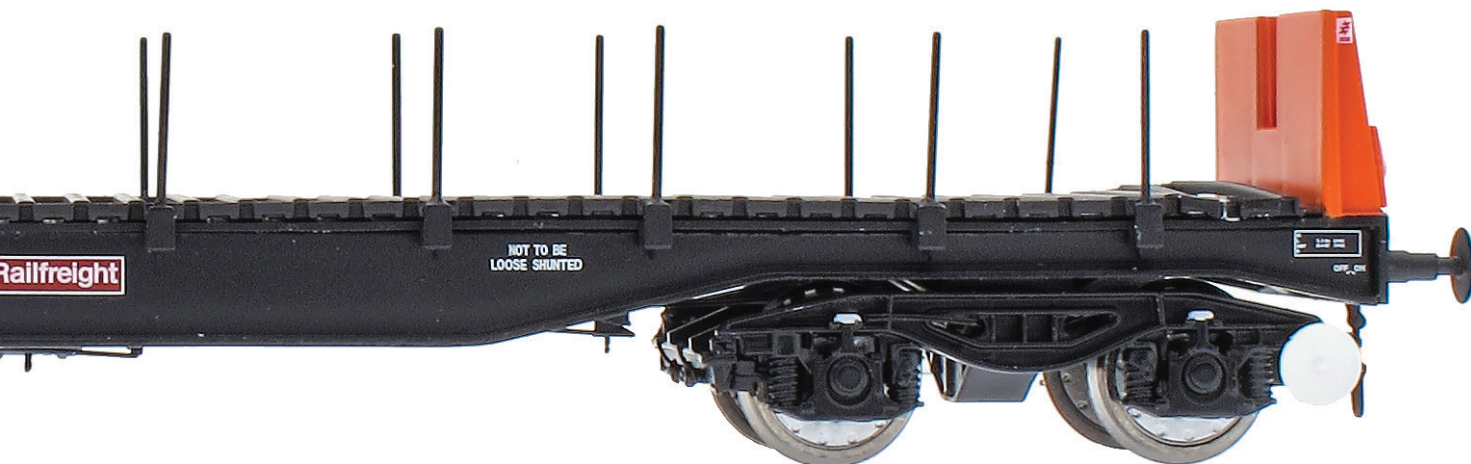
Our review sample was a smooth runner. Some users reported a little stiffness in the wheelset rotation, but this can be resolved by pressing inwards lightly on the axleboxes while manually rotating the wheelsets to ensure they have a clean area for the pinpoints to work within.

Cavalex has produced a remarkably good product and from the quality feel of this, I'm going to stick my neck out a little and say that I feel that this is one of the best 4mm:1ft scale wagons we have seen produced to date. Sales have been very brisk and it's virtually sold out, however, Cavalex has confirmed it will be producing a second run in due course.

Looking through the wagon from beneath is a great way to see the fine mesh decking, a standout feature of the BBA version.



The BLA version with coil carrier cradles omits the mesh deck and stanchions, yet demonstrates how the loads should be carried with the majority of weight centred over the bogies.



datafile

BASICS

Manufacturer: Cavalex Models

CATALOGUE REFS:

CM BBA01 RF(1) 910075 – BBA Carrier
Railfreight Black/Red

RRP: £45.00

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

Era: 7 to 9

Company/Operator: BR and privatisation

Weight: 90g

Body and chassis: Die-cast chassis and plastic parts with etched plate.

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Additional brake callipers for easy EM/P4 conversion, steps, cosmetic screw-link couplings, brake pipes, NEM socket blanking plates and additional stanchions

LOCOMOTION MODELS 'TERRIER' EXCLUSIVE

Words & photography: Andy York

We reviewed the Dapol/Rails 'Terrier' in our July 2020 issue and are now delighted to show the most charismatic of liveries on the model in Stroudley's 'Improved Engine Green'. This model of 'as preserved' *Boxhill* in the National Railway Museum at York is an exclusive edition available from Locomotion Models.

This version is distinguishable from the 'as-built' version available from Rails of Sheffield with its narrower toolbox at the bottom of the bunker and the colouration of the Brighton allocation at the front of the running plate side.

Now celebrating its 140th birthday, *Boxhill* was built at Brighton Works in 1880, surviving through to withdrawal in 1946 after 27 years as Brighton Works' shunter, and entering the formative National Collection. It was never rebuilt into A1X form, hence its historical significance, and has never steamed in preservation, therefore being the most original 'Terrier'.

Our earlier review covered the qualities of these RTR models, and this exclusive edition is another step forward in decoration. The base 'green' has a pleasing depth and slightly satin finish to it, but above that, the lining and lettering is exquisite. For example, each

letter of the locomotive's name requires the application of five different colours, each with perfect registration. Under close magnification, the works plate lettering on the sandboxes is perfectly legible. This, along with the numberplate on the cabside, is printed rather than being an etched plate but it demonstrates the capabilities of fine printing beyond transfers or painted etches. The four-colour lining of the boiler bands requires perfect registration, as does the three-colour lining on the body panels. Inside the cab, the dials are legible, too. When you run the model for the first time, the cab jumps to life with the interior having



It is worth looking at the decoration of Locomotion's Terrier under the magnifying glass; there is a lot more to the lining than is visible at normal viewing distances. The painted wheel balance weights are an unusual, but entirely correct, feature.

datafile

BASICS

Manufacturer: Dapol Ltd**CATALOGUE REFS:**

(4S-010-NRM01) 'Terrier' A1 LBSC Boxhill

RRP: £110 DCC-ready**Gauge/scale:** 16.5mm gauge, 1:76 scale
OO**Era:** Preservation**Company/Operator:** LB&SCR**Weight:** 100g**Body:** plastic **Chassis:** die-cast**Minimum Curve Radius:** 438mm (R2)**Wheel Profile:** RP25**Couplings:** NEM-mounted tension-lock**Accessories:** None

a firebox LED that has random flickering, even with analogue control but this can be further tweaked via DCC settings.

Although the model only weighs 100g, it feels balanced and I know Dapol worked to get good adhesive mass into the locomotive with a die-cast chassis and running plate – its performance on the test track wasn't a problem with six coaches on the flat. The motor is smooth and adequately quiet with good performance over pointwork. Electrical pick-up is via copper contacts to the rear of the wheel faces, which can be accessed after removing the keeper plate. There is also a degree of vertical

springing to the centre axle, which helps maintain contact over slightly raised areas of trackwork.

For the photographs, I removed the tension-lock couplings as they looked monstrous on such a diminutive and elegant model, but they are included. To remove the body, simply unscrew the NEM coupling pockets and lift it from the running plate. A thin-bladed screwdriver may be necessary just above the securing points if it doesn't immediately separate. Inside, we get to see the compact five-pole motor, circuitry and Next18 decoder socket. I do like the Next18 standard as it doesn't waste space and is the

easiest decoder type to fit. Sound fitting is simple thanks to a speaker that has been pre-fitted inside the tank body.

The box contains a valuable booklet of the history of the 'Terriers' and the distinctions between classes, plus by purchasing this specific model, whether to use or as a charming collectors' piece, you're helping to fund the museum – more important than ever in these challenging times.

The Terrier scales out at a diminutive 105mm in length, buffer to buffer, but still delivers respectable performance, easily handling equivalent loads to the real locomotive's capabilities.



ACCURASCALE PTA/JTA/JUA

Words & Photography: Andy York



These characterful wagons were built in three batches by British Steel subsidiary, Redpath Dorman Long, from 1972, for transporting iron ore to Consett, Llanwern, and Ravenscraig. The tough-looking tippers stood out further with attractive liveries and rode on distinctive BSC 'Axle Motion' bogies, soon becoming a favourite of the enthusiast as they became synonymous with the heaviest trains on the British Rail network. The Port Talbot to Llanwern trains saw 27 British Steel PTA tippers triple-headed by Class 37s, before the introduction of pairs of the then-new Class 56 on 30-wagon trains.

Following the closure of Consett in 1980, a batch of PTAs became temporarily redundant before being snapped up by Procor. These soon found work on Mendip stone trains, going both to Foster Yeoman and ARC. Their use was in block formations from quarries at Merehead, Whatley and Tytherington to depots in London and the home counties. Once again, the PTAs found fame as wagons in the heaviest regular freight trains in the UK, with 43 wagons being hauled by a pair of Class 56 locomotives from Merehead to Acton for Foster Yeoman. The wagons would

Modern wagons are frequently festooned with data panels, numbers and warning stickers. Accurascale records all these from prototype images to replicate on the models.



Each wagon set comes in a stylish presentation box, which is useful for storing the wagons when they're not on the layout.

be painted in distinctive house liveries of Yeoman grey and ARC mustard, and see service behind the then-new Class 59 – as well as other BR locomotives – much like their British Steel counterparts, which were enjoying electric traction haulage on the WCML with pairs of Class 86 and 87 locomotives. The PTAs continued to provide sterling service for British Steel across Britain as well as Yeoman, ARC and its successor, Mendip Rail, into the 2000s, when age began to catch up on them. All wagons were classified as PTA under TOPs when built; after 1990 this was changed to JTA for outer wagons and JUA for inner wagons.

Wagon leasing company VTG took on rakes of JTA/JUAs in the mid-2000s and they were used on spoil trains as well as sand and sea-dredged aggregates until withdrawal. These long-lived and widely travelled wagons are the subject of the fifth 4mm:1ft scale wagon model from Accurascale. Like its previous wagon announcements, this pattern of PTA/JTA/JUA has never been available RTR in the scale. Although the wagon bodies may

appear to be a simple box shape, there is a taper on the sides, which is evident when you look at the corners carefully and the depth of the strengthening sections on each side.

A pack of 'outer' wagons comes with two end wagons with NEM-pocketed tension-lock couplings, buffers and sprung knuckle couplings for the 'inner' end. The three inner wagons (and all five wagons if purchasing an 'inner' pack) have these knuckle couplings. I feel they offer a more accurate appearance, especially as their height is set to that of the prototype rather than common model coupling heights.

One end wagon in each 'outer' pack is fitted with a flashing tail lamp, powered by a CR2012 watch battery. The inner floor of the wagon is removed by pressing through a small hole above the wheels on the outer axles with a small screwdriver. This reveals the circuitry and wagon weight. The battery is simply slid between the contacts, and the floor fits back into place. The flashing lamp can then be turned on or off with a very small dip switch underneath the wagon



datafile

BASICS

Manufacturer: Accurascale

CATALOGUE REFS:

ACC2100BSC PTA - British Steel Grey & Orange - Outer Pack

ACC2101BSC PTA - British Steel Grey & Orange - Inner Pack

ACC2103BSCB JTA/JUA - British Steel Blue - Outer Pack

ACC2104BSCB JUA - British Steel Blue - Inner Pack

ACC2106ARC1 PTA - ARC [CAIB] Mustard - Outer Pack

ACC2107ARC2 PTA - ARC [CAIB] Mustard - Inner Pack

ACC2110YEO1 PTA - Yeoman [Procor] Grey / Ivory - Outer Pack

ACC2111YEO2 PTA - Yeoman [Procor] Grey / Ivory - Inner Pack

ACC2114VTG JTA/JUA - VTG Grey - Outer Pack

RRP: £149.95 (set of five wagons)

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

Era: 7 to 9

Company/Operator: British Steel/Yeoman/ARC/VTG

Weight: 88g per wagon

Body and chassis: Plastic

Minimum Curve Radius: 460mm (R2)

Couplings: EM-mounted tension-locks and inter-wagon knuckles

Accessories: Vacuum pipes

located just behind the bufferbeam.

There is an attractive depth to the body colour of each of the wagons, with clear number and information panels. There is overspray around the blue rectangle of the Yeoman wagons – a by-product of painting the bodyside and structural uprights, which vary greatly in depth. To be frank, this wasn't the tidiest on the real wagons, either.

On test, the wagons rolled well and were free of wobbles, the knuckle couplers performing well, especially when propelled over pointwork. As with all Accurascale stock they have been designed to accommodate scale EM/P4 wheelsets. A pack of outer and inner wagons makes an impressive 10 vehicle train, but it would be great to see full sets of 27 wagons working on layouts behind three Class 37s!

Priced at £149.95 for a set of five wagons in an attractive presentation box, a further 10% discount is available on Accurascale's website when ordering outer and inner packs together.

The tail end of the PTA/JTA features a working flashing tail lamp powered by a watch battery.

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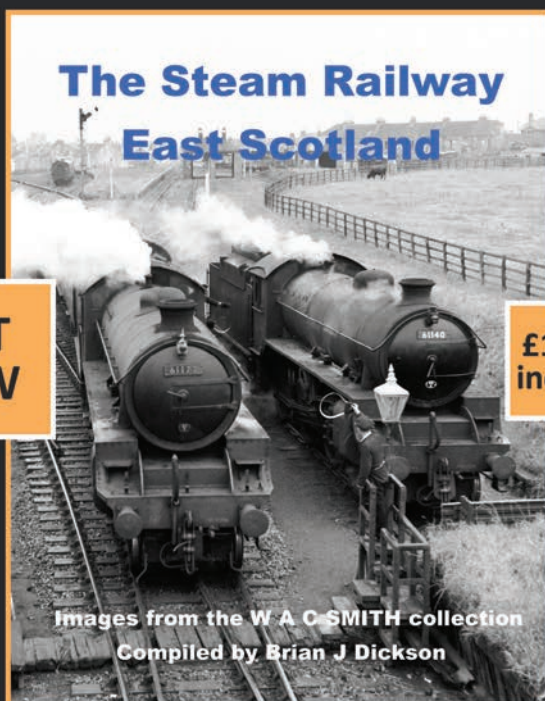
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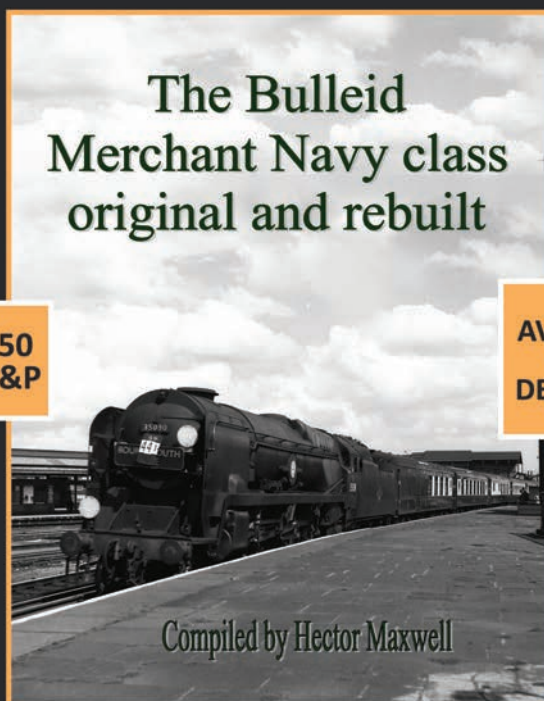


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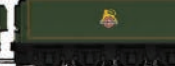
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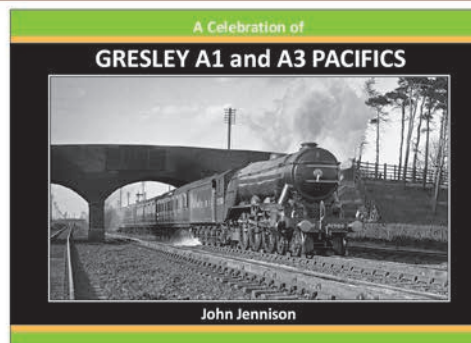
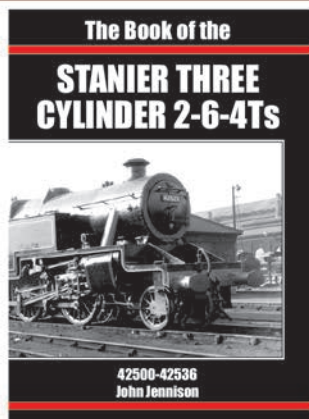
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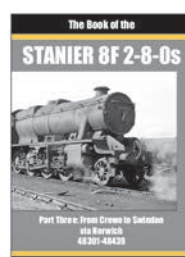


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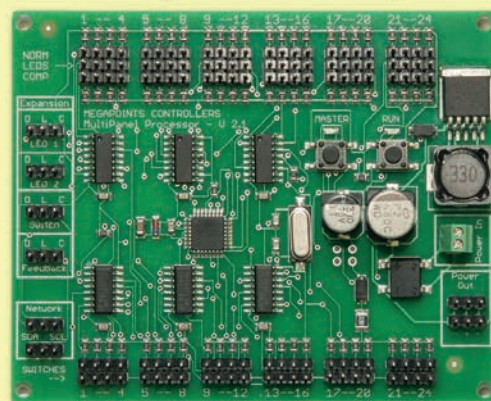
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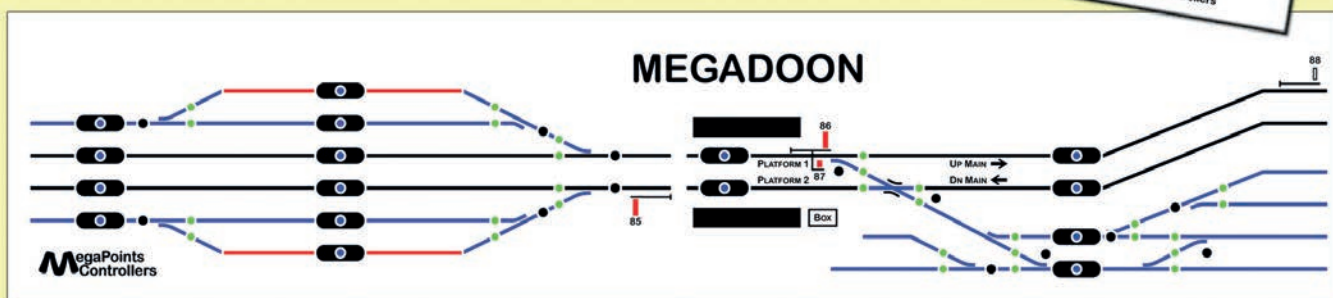
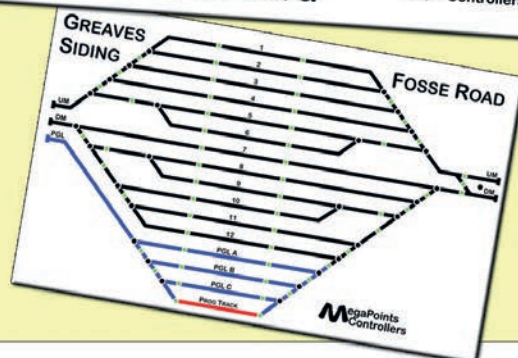
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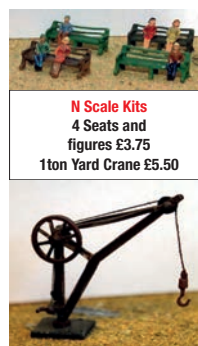
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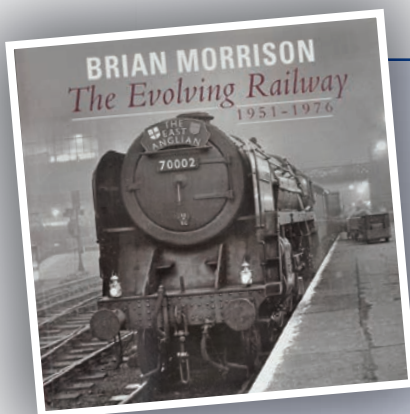
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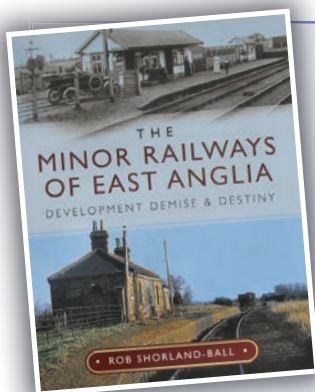
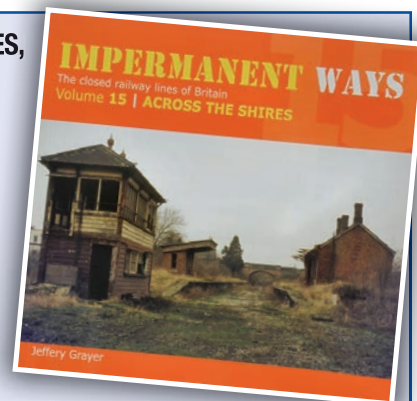
THE EVOLVING RAILWAY 1951-1976, by Brian Morrison, Crecy PRICE: £20.00

The name Brian Morrison has been synonymous with railway photography for almost 70 years. Indeed, I grew up 'drooling' over many of his pictures which featured in *Trains Illustrated* and *The Railway Magazine* in the 1950s. This lavish volume is a celebration of his outstanding craft, and is an incredible piece of nostalgia for those of us 'of a certain age', but its appeal will be to a much larger age range than that. There's an amusing account of the first quarter century of his involvement in taking pictures of our home railways, followed by a further 153 pages of stunning black and white imagery, all reproduced to a very high standard on top-quality stock. The range is just about country-wide, and will appeal to all enthusiasts whatever their principal interests. In fact, it should find a place on every enthusiast's bookshelf, both model and prototype. For model-makers replicating the period, it is an invaluable source of reference. As

is common in many pictorial books of this kind, most of the views are classic 'three-quarter front', with many of the trains in action, though there are some sedentary subjects. The captions, many of which are extended, are accurate and informative in the main. However, as with many recent volumes I've reviewed from a variety of publishers, some require more-critical analysis. For instance, on page 73 the freight illustrated is described as 'fitted'. Since its lamps denote it as Class 'H', this is highly unlikely. The train in the top picture on page 128 behind *Bronzino* is noted as 'The Talisman', but I very much doubt that's what it is. From the angle of the carriages beneath the bridge it looks like its left the Up platform road and nowhere in my records can I find an ex-Tourist BSO as being in the train's consist. The empty Pullman stock shown in the top picture on page 130 is not for the 'Sheffield Pullman', but for the 'Queen of Scots' (note the 10-car rake, with the Leeds-only cars outside the brakes). In fact, strangely, this last-mentioned image is the only shot depicting anything from the 1960s as far as I can tell – we jump from August 1958 on page 131, to March 1972 on page 132! At least we're spared the endless comments about a locomotive's build-date, scrapping date and allocations – so common in pictorial books today, and obviously cribbed from other sources. Given the photographer's well-deserved status, many of the images have appeared before, especially in the contemporary magazine press, as well as in several books from other publishers, but none has been reproduced as large as in here. I believe Brian was the last photographer to retain his lineside photographic pass, long after BR ceased to allow such 'health and safety' transgressions. He used it well! As expected (and delightfully), the book illustrates mainly steam, but there are plenty of other forms of motive power on show, including some of the pioneer diesels. Recommended indeed and, at the price, superlative value for money.

IMPERMANENT WAYS THE CLOSED RAILWAY LINES OF BRITAIN VOLUME 15 ACROSS THE SHIRES, by Jeffrey Grayer, Crecy. PRICE £12.95

The other volume from Crecy this month is far more modest than that by Brian Morrison, but nonetheless interesting. In its 104 pages, mostly in colour, there are the usual lugubrious scenes of dereliction and abandonment, mainly reproduced well. I'm not quite sure how Broad Street in London and Princes Street in Edinburgh qualify as 'in the shires', but the images of them are still interesting. The geographical spread covered ranges from The Isle of Wight to Perthshire, but contains nothing from the deep South West, Wales or East Anglia, but I'm sure they appear in other volumes. I find a depressing interest in many of the views, especially those which shows a railway still intact, at least in part. The scenes showing the last rites of steam depots in the North West are particularly poignant (and familiar, since I visited some of them at the time). As always with this series, I feel a profound sense of loss. Not just because of the abandonment of many of the routes illustrated, but even where rails remain, were it possible to take a photograph from the same viewpoint (assuming no tree growth) almost all (if not all) the adjacent sidings and railway infrastructure would be lifted, demolished and built upon – the shot on page 25 of the Bristol area being a case in point, though there has been some recent investment. The book will be of use to modellers, particularly those who are good at scenery and architectural modelling.



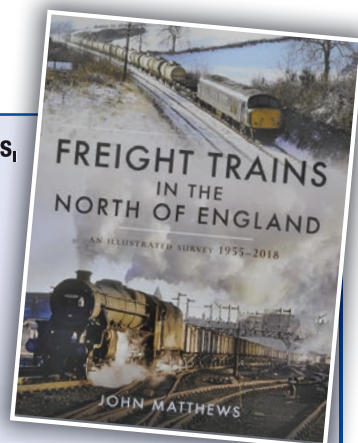
THE MINOR RAILWAYS OF EAST ANGLIA DEVELOPMENT DEMISE & DESTINY, by Rob Shorland-Ball, Pen and Sword. PRICE: £25.00

I'm reviewing three books from Pen and Sword this issue, though there are many more from this prolific publisher to consider (I suggest a look at the most recent lists online), starting with this delightful volume on some of the byways of East Anglia. Not all the sites described could be classed as 'minor'; certainly not the likes of King's Lynn, Lowestoft and Yarmouth, but it's the lesser lines which fed these ports that are the principal considerations, including the dockyard systems. As one might expect of a former teacher, the writing is clear, concise and accurate. A joy to read at a time when many new books (and not so new) are riddled with grammatical errors! This book is a joy in every way. The author is very clear in his definitions and clear in his source references, and these are very useful in all of his histories and descriptions, leading to clarity and an absence of ambiguity – the mark of a scholar. All of the work is presented in a wonderful way, with top-quality printing on top-quality stock,

resulting in clear photographs and easy-to-interpret cartography. For anyone building a model railway based on bucolic East Anglia, this is a must, particularly those who are strapped for space. For those whose track-making might be suspect; don't worry, it'll be entirely accurate, if invisible! If you don't believe me, please look at figs 76, 77 and 123. Preservation and different uses are considered as well.

FREIGHT TRAINS IN THE NORTH OF ENGLAND AN ILLUSTRATED SURVEY 1955-2018, by John Matthews, Pen and Sword. PRICE: £25.00

This is a visual delight, which is not surprising considering the number of well-known photographers whose work appears within its pages. The author has chosen his source material very well, all of which has been very well-printed in both colour and black and white. The 'North' also includes scenes from Nottinghamshire (which I'd always considered to be in The East Midlands), but, tongue in cheek, anything north of Watford Gap is 'North' to many southerners. All types of freight are illustrated, hauled by many types of motive power. Both the range of freights and the number of classes is staggering, and not just steam-hauled ones. It's salutary to realise that almost all that variety has disappeared and the railway infrastructure through which it operated. For model-makers depicting the BR transitional period, it will prove invaluable. In the main, the captions are informative and accurate, with only a few small errors. On page 22, the ex-Croft 9F is entering Doncaster station complex (having just left Decoy Yard) and the trains illustrated at Trent on page 33 (where I spent many hours trainspotting) are going in the opposite direction to that described, but these are minor quibbles. Highly-recommended.



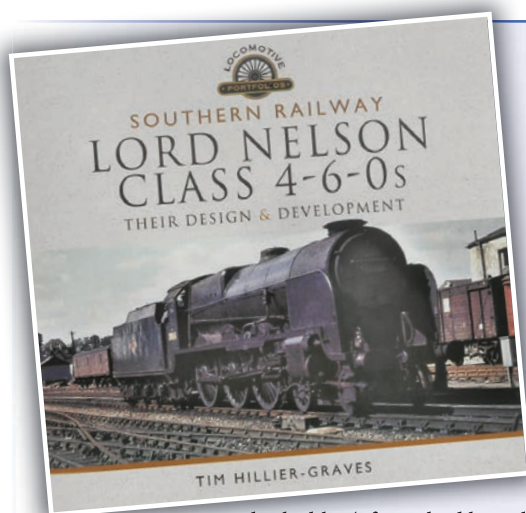
SOUTHERN RAILWAY LORD NELSON CLASS 4-6-0S THEIR DESIGN & DEVELOPMENT, by Tim Hillier-Graves, Pen and Sword. PRICE: £30.00

I have many books on Southern locomotives, their design and development, by the established authors such as Townroe, Bradley, Russell and Derry (among others) and to that worthy list should be added the name of Tim Hillier-Graves. In the five chapters, the complete story of these one-time 'most-powerful locomotives in Britain' is well-told. The chapters are followed by two comprehensive appendices. The story of the men behind their story is also well-told, and no attempt has been made to gloss over any weaknesses.

Indeed, there is nothing sentimental in this history. The 16 locomotives served the Southern Railway and its successor, the Southern Region of BR, very well, for over 30 years. Though printed on excellent stock, I'm surprised that many of the images (in both colour and B&W) have turned out rather 'gloomy', lacking crispness and clarity. Oddly, the same image has been used on consecutive pages (164 and 165), but with different captions. For 'extreme' modellers, the pictures of what the interior of a Nelson's tender

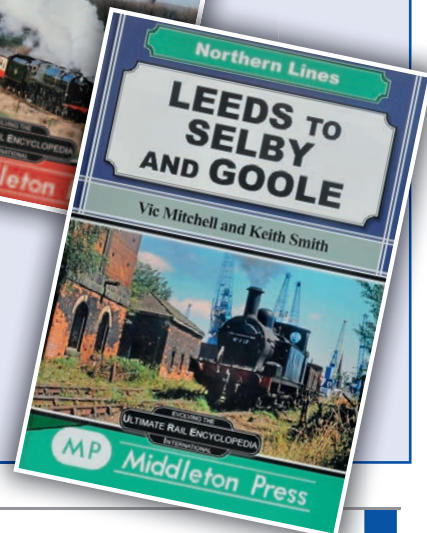
looks like (after it had been blown up in an air raid) will prove of use. As, indeed, will be the whole book to all modellers.

When this class was built, the names carried were in the typical spirit of English patriotism of over 90 years ago, and much later, too. They celebrated England's greatest historical sailors – the scourge of the French and the Spaniards. Today, with their links to piracy, being a brigand and slavery, they would not be allowed! This book should be considered among the other 'standard' works on the subject and I recommend it.



NORTHERN LINES MANCHESTER TO BACUP INCLUDING BURY AND THE EAST LANCASHIRE RAILWAY, by Tom Heavyside and Vic Mitchell, Middleton Press. NORTHERN LINES LEEDS TO SELBY AND GOOLE, by Vic Mitchell and Keith Smith, Middleton Press. PRICE: £18.95 (EACH)

Two from Middleton this month, both following the tried and trusted format in this now enormous series. The authors have an excellent pedigree and this is confirmed by the accuracy of these splendid little books. Apart from the covers, all the imagery is in B&W and it's all been very well-reproduced. There are the usual maps, timetables, profiles and ephemera to complement the excellent texts and the photographs. The preserved ELR is given due prominence, though, to some, ex-GWR and ex-SR motive power in the middle of Lancashire might seem incongruous. I find I'm repeating myself in reviewing books in this series because I'm always left with a profound sense of loss when reading them. Even where railways remain, in the main, they're a shadow of their former selves. Take Selby, for instance. Once an important station and junction on the ECML, though no doubt cleaner than in the days when LNER/BR-NER steam thoroughbreds rolled through non-stop, under a tight rein, it has an air of desolation today, even though it's still fully-staffed. Both volumes will be of great help to modellers and I recommend them.





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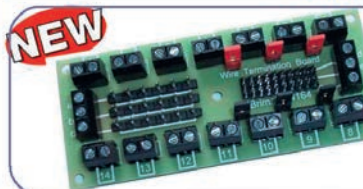
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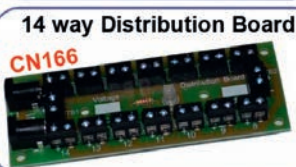


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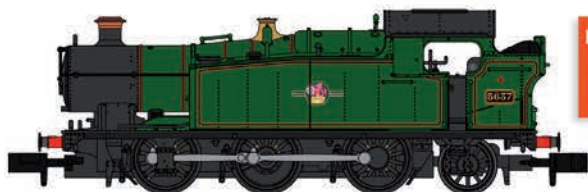
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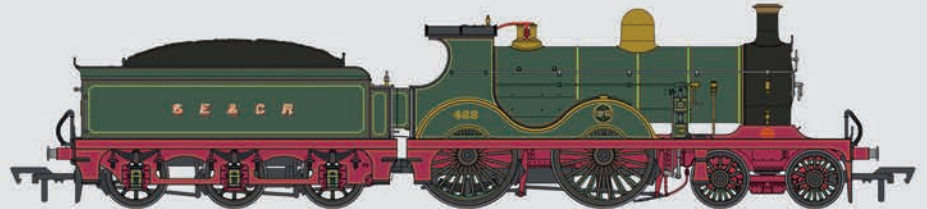


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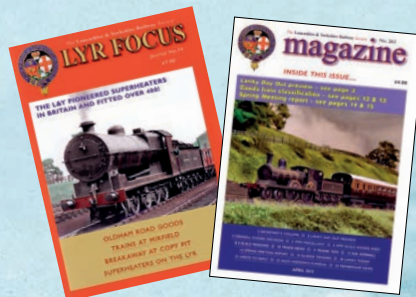
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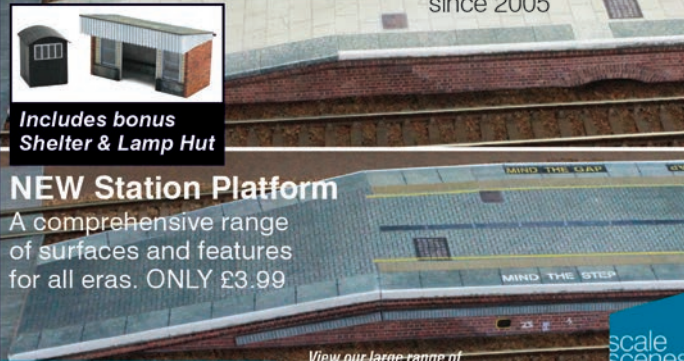
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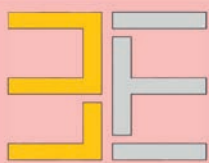
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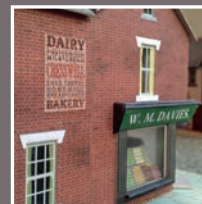
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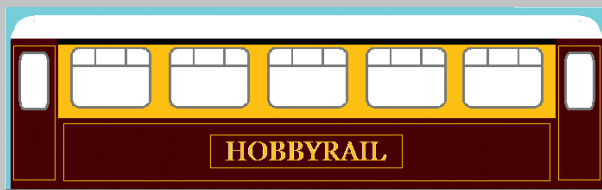
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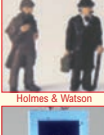


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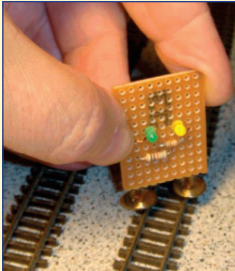
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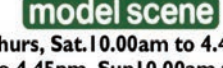











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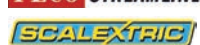
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NEXT ISSUE

RAILWAYS & WATERWAYS

Essential transport methods combine on Clive Baker's picturesque layout.

ON-SALE
FROM
DECEMBER 31

LAYOUTS INSIDE:

Little Burton (EM)

Modbury Torr (3mm)

Charlie Strong Metals (00)

Plus:

- How to build a park scene
- Create a station kiosk – step-by-step guide inside
 - Top tips for reliable turntable operation
- Scratch-build a Stroudley Isle of Wight E1 0-6-0T

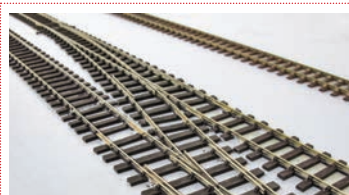
Buffer Stop

So, that was 2020, how did we do?

This has been one weird year. 12 months ago, no-one realised that all our hobby's shows would be cancelled and instead we'd find ourselves locked down.

For some, this has offered the chance to enjoy their hobby and to get things done. Traders have reported bumper sales as everyone has rushed to buy items to fill their time.

The BRM team has been busier than ever. As well as all our magazines and website, we've brought you two Virtual Shows. But how has that affected our other plans?



Andy

For 2020 - I'm building a steelworks in EM gauge.

Did you do it? I've got as far as tracklaying and it'll be OO, but it's been far too busy on the work front to make progress – even though the opportunities to get out and photograph layouts has been somewhat limited.

Plans for 2021? Stop making making plans; they never work!

Debbie

For 2020 - I've been inspired to make a Harry Potter model.

Did you do it? Are you joking? I've been too busy herding you lot around!

Plans for 2021? Well, I still fancy the Harry Potter railway, for my son of course, and Hornby has released a really big model that would look great in the garden.



Howard

For 2020 - Getting my TVR back on the road.

Did you do it? Yes, it's like new. The engine sounds sweet after 2000 miles and 'revs' out nicely – how I've missed that V8 soundtrack!

Plans for 2021? I want to build a Class 47/7 diesel locomotive in 10.25in gauge. Phil and I took measurements and detailed photographs a few years ago, but house renovations are taking priority. One day...

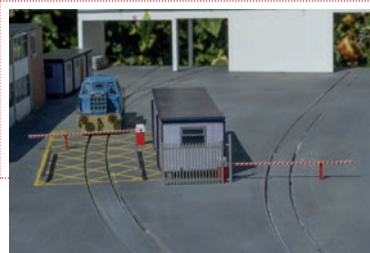


Phil

For 2020 – To build a model boat kit called the Vegesack.

Did you do it? Sadly not, but I managed to build and sail a 1:50 scale tugboat instead.

Plans for 2021? I really fancy building an unusual micro layout. Something in an odd scale that wouldn't be appropriate for BRM.



Ruth

For 2020 - A 1970s portacabin for 'Runcorn Salt'.

Did you do it? Yes, though Howard replaced it for the magazine article. It was a really fun build though.

Plans for 2021? Well, seeing as we couldn't go anywhere this year, I would love to get a summer holiday abroad next year!

This month in pictures...



Which one of us couldn't resist a bargain from the MRC's second-hand shop at the Virtual Exhibition on November 7/8? Can you guess?



Andy was excited to receive a sample model for review direct from China. After tracking it around the world, the Accucraft 21T mineral arrived in a sea of bubblewrap.



Phil's been busy modelling the Selly Oak viaduct in acres of plastic sheet.



Talking of Phil, who else would have bought a G scale Christmas wagon with working gnomes?

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7F-061-001 - Bogie Bolster Wagon E BR 923358 Bauxite (TOPS BEV)

7F-061-002 - Bogie Bolster Wagon E BR 923444 Bauxite (TOPS YNV)

7F-061-003 - Bogie Bolster Wagon E BR 923528 Bauxite (TOPS YRV S&T)



7F-061-004 - Bogie Bolster Wagon E BR 923791 Bauxite (TOPS YNV)

7F-061-005 - Bogie Bolster Wagon E BR 923962 Bauxite (TOPS YRV S&T)

7F-061-006 - Bogie Bolster Wagon E BR 924327 Bauxite (TOPS BEV)



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Southern Region Green S2413S

2F-047-011 - CCT - Southern
Olive Green S2280S



2F-047-010 - CCT - BR Maroon M527047 **2F-047-012** - CCT - BR Blue S2536S

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Shirtbutton Brown 2913

2F-014-010 - Fruit D - GWR
Brown 2868



2F-014-011 - Fruit D - BR Maroon W910 **2F-014-012** - Fruit D - BR Blue W3461W

Previously produced models shown for illustration only

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4A-002-004 - Water Tower Light & Dark Stone Conical Motorised

4A-002-006 - Water Tower Choc & Cream Flat Top Motorised

4A-002-008 - Water Tower Grey Flat Top Motorised

4F-011-029 - Ventilated Van - LMS Bauxite 155020

4F-011-030 - Ventilated Van - LMS Bauxite 155020

Weathered

4F-011-033 - Ventilated Van - LMS Grey 117870

4F-011-034 - Ventilated Van - LMS Grey 117870

Weathered

7F-080-032 - 8 Plank - Morley Corp No 3

7F-080-032W - 8 Plank - Morley Corp No 3
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