

**BUMPER REVIEW ISSUE:
5 NEW MODELS INSIDE!**

BRITISH RAILWAY MODELLING

BRM

FEBRUARY 2021

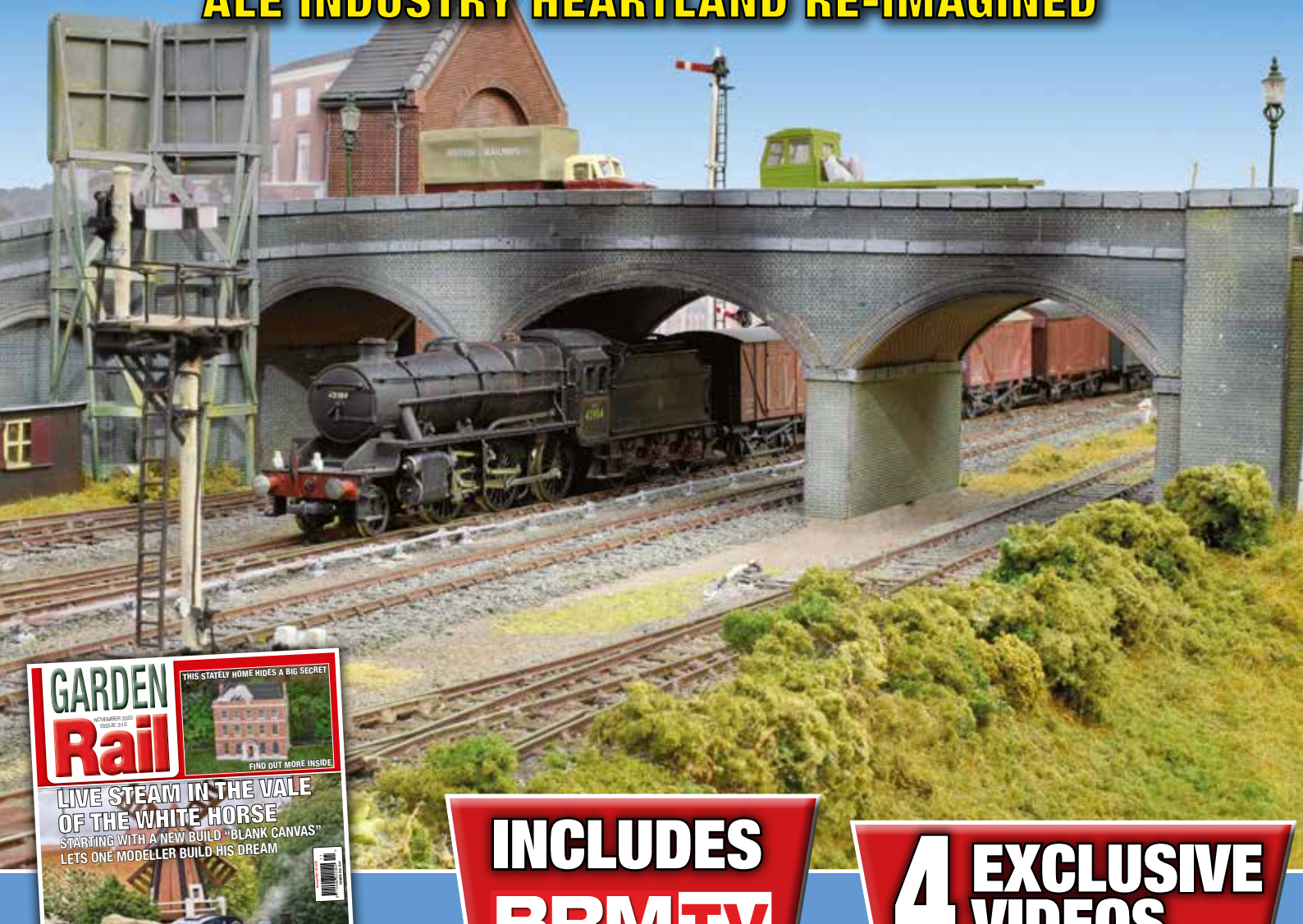
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...get the look!

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ALE INDUSTRY HEARTLAND RE-IMAGINED**



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BRITISH RAILWAY MODELLING

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Bachmann Europe are proud to announce our new and exclusive 'Pride of Britain' Train Pack which not only celebrates Captain Sir Tom Moore's fundraising achievement, but also honours the outstanding efforts of the NHS and all key workers during the Covid-19 pandemic.

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7066 B.R. Insulated Van.....	£38.00
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7069 B.R. Lowfrt Wagon.....	£34.00
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7071 B.R. 13 ton High Goods Wagon.....	£34.00
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H26 B.R. pre-TOPS wgn instructions etc.....	£20.00
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PS24 GWR/BR 12 ton unfitted van.....	£34.50
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PS28 GWR/BR 12 ton plywood van.....	£34.50
PS29 GWR/BR Fruit van.....	£34.50
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PS31 BR 16 ton slope sided mineral.....	£34.50
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HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
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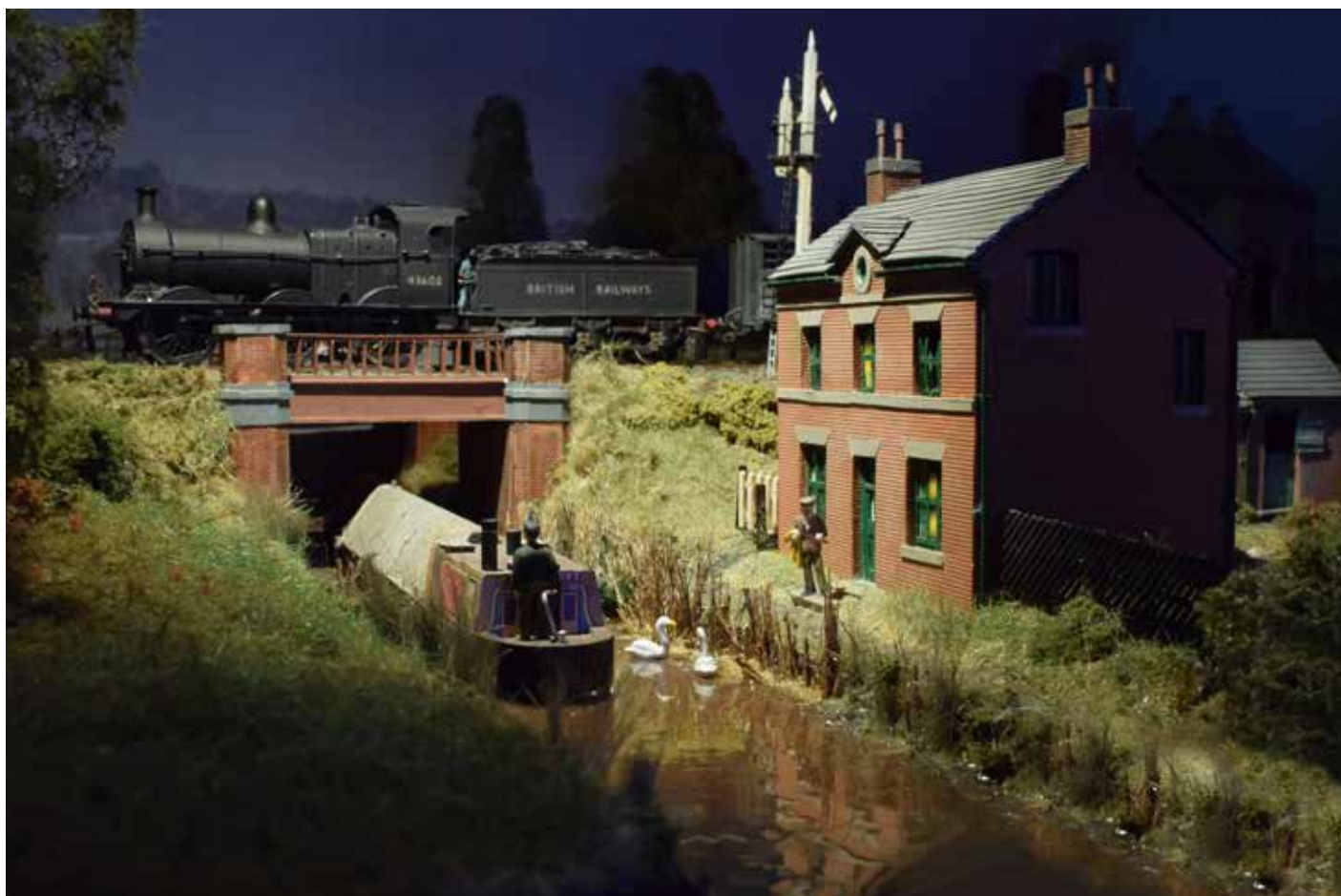
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BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

We venture around 'Little Burton' – a name adopted from a real location, albeit without a station – applied to this small station, representing the lines around Burton upon Trent. Plus, Phil Parker shares techniques which make painting easier, and Howard Smith provides a guide to scratch-building in brass.



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

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.

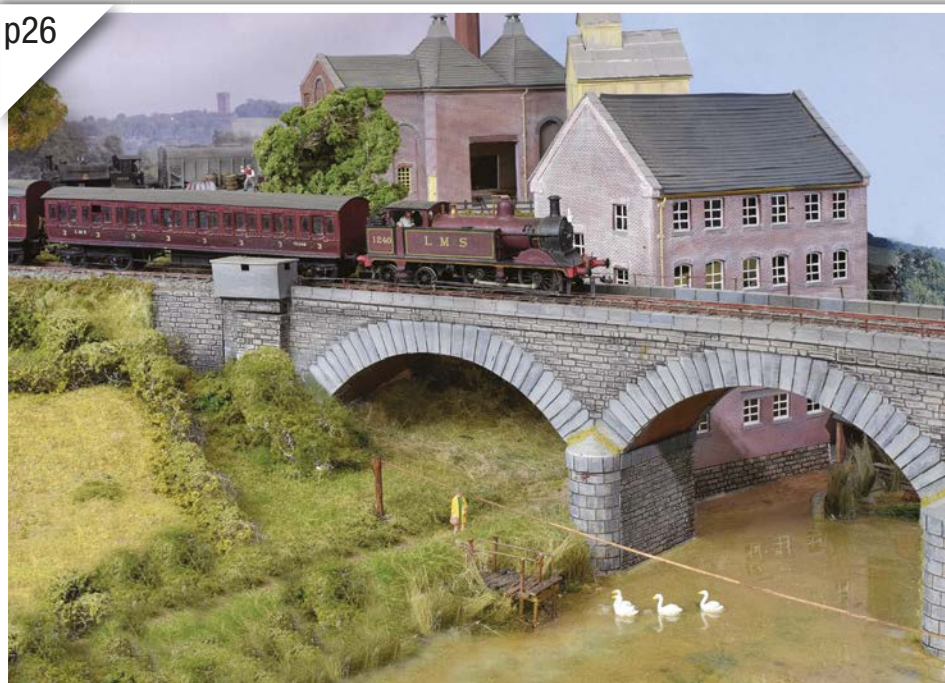


WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)



PLAY

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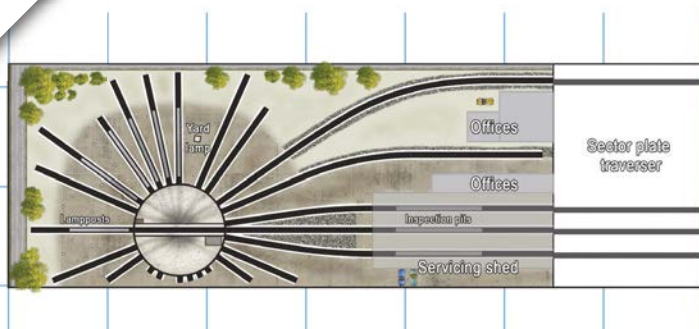
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Your Cover

FEBRUARY 2021

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BRITISH RAILWAY MODELLING **PARK LIFE...**

BRM

BREWING BRILLIANCE
THE ULTIMATE INCARNATION OF BRITAIN'S PRE-WAR ALE INDUSTRY HEARTLAND RE-IMAGINED

GREAT LAYOUTS
LITTLE BURTON (EM)
MODBURY TORR (3MM)
CHARLIE STRONG METALS (OO)

EXPERT ADVICE:

- Build your first kit – our recommended guide
- Exploring electric and manual turntable operation
- Create a diesel-era shed – trackplan inside
- Enhance your transition-era track
- How to adapt an RTR locomotive to HO scale

STATION SWEETS

£4.99

LAYOUTS

26 LITTLE BURTON (EM)

Few have been inspired more by the railways around Burton than Clive Baker, whose third iteration of this area is also his finest.

48 MODBURY TORR (3MM)

Not wanting his kit-built efforts superseded by new RTR releases, Paul Hopkins turned to this heritage scale, which he believes is accessible.

70 CHARLIE STRONG METALS (OO)

Predictably, Hornby's Ruston & Hornsby 48DS locomotive has stimulated new layouts, including this highly-immersive metal recycling scene by Dave Hall.

PRACTICAL BRM

38 HOW TO CREATE A PARK SCENE

A communal centre-point for many villages, towns, or cities nationwide, parks offer escapism. The same is true of their model counterparts, as Michael Russell shows.

58 ADAPT AN RTR LOCOMOTIVE TO HO

HO scale is promoted in the UK by a select number of modellers. Finding suitable British prototypes, however, is challenging, though not impossible, as Richard Gawler explains.

66 HOW TO MAKE YOUR FIRST MODEL

Regardless of their modelling experience, Howard Smith believes this platform kiosk kit is an accessible entry point for new modellers.

78 MOTORISE A TURNTABLE KIT

These impressive features of larger steam depots have long-interested modellers. Phil Parker constructs an accessible kit, while providing options for its control.

84 IMPROVE THE APPEARANCE OF TRACK

Continuing the transformation of permanent way into one of the star qualities of your layout, Howard Smith examines options for transitional-era modellers.

PRODUCTS & FEATURES

24 LATEST NEWS

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

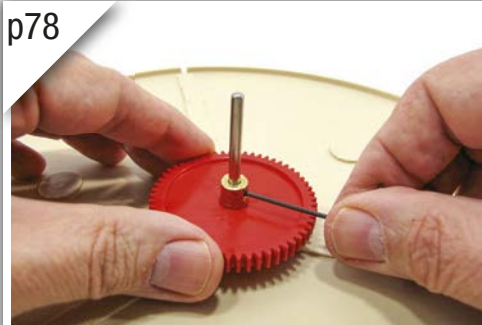
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BRM

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ON SALE JANUARY 28**

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EDITORIAL

I BRAND CONTENT MANAGER

Debbie Wood

E debbie.wood@warnersgroup.co.uk

I MULTI-MEDIA EDITOR

Howard Smith

T 01778 392059

E howards@warnersgroup.co.uk

I FEATURES WRITER

Phil Parker

E phil.parker@warnersgroup.co.uk

I RMWEB EDITOR & BRM PHOTOGRAPHER

Andy York

E info@rmweb.co.uk

I PROOF READER

Tony Wright

I PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

I MARKETING MANAGER

Carly Dadge

E carlyd@warnersgroup.co.uk

ADVERTISING

I GROUP ADVERTISING MANAGER

Bev Machin

T 01778 392055

E bevm@warnersgroup.co.uk

I SALES EXECUTIVE

Hollie Deboo

T 01778 395002

E hollie.deboo@warnersgroup.co.uk

DESIGN AND PRODUCTION

I DESIGNER

Ruth Jamieson

E ruth.jamieson@warnersgroup.co.uk

I ADVERTISING DESIGNER/PRODUCTION

Amie Carter

E amiec@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

E tradeaccountorders@warnersgroup.co.uk

I UK/OVERSEAS NEWSTRADE SALES

Keiron Jefferies T 01778 395043

E keironj@warnersgroup.co.uk

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62 LAYOUT INSPIRATION: OLD OAK COMMON

Now under radical transformation to build a station for HS2, this former North-London locomotive outpost was a thriving Mecca for railway enthusiasts.

92 GOODS INWARDS

A new 3D-printed coach from Isinglass Models, laser-cut kits from JS Models, a modular castle kit scene from Metcalfe, plus embrace the great outdoors with a campsite kit from Gaugemaster — our latest selection of new products might be ideal for your next project.

96 REVIEW: DAPOL GWR MOGUL 2-6-0

Tony Wright studies the latest model from the Chirk manufacturer, and leaves feeling suitably impressed.

98 REVIEW: BACHMANN 94XX

This highly-anticipated model from Bachmann is finally on its way to stockists. Andy York examines...

101 REVIEW GRAHAM FARISH CLASS 31

Andy York declares this latest model from Graham Farish as superior to previous OO gauge models in shape and character.

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Welcome to February

In today's fast-paced world, the word 'exclusive' has become something of an enigma – more so over the past nine months, where many have relied more heavily on digital platforms to deliver the latest news. Our yearly pilgrimage to Margate where Hornby reveals its secretive new range plans to the model press was held this year, virtually. You'll be able to discover the manufacturer's 2021 new model line-up on our website, world-of-railways.co.uk from January 5, and we'll be hosting a live poll on our forum www.rmweb.co.uk where you can vote for your favourite new model.

Speaking of which, this month we've been granted early access to the new Hornby A2/2. Regular contributor, Tony Wright, who assisted the manufacturer with its forthcoming locomotive, was given 60505 *Thane of Fife* and we took the opportunity to test its haulage capabilities and running qualities. We've covered this story a little on page 24, but the first-look article is available in full at www.world-of-railways.co.uk. Digital subscribers will also be able to view

videos of this and Dapol's new 2-6-0 'Mogul' running, as reviewed in this issue.

Speaking of our website, World of Railways had its best-ever month in November for growth – a true testament to how important digital platforms have become for the hobby. If you want to keep up-to-date with all the latest news, reviews, and information on the hobby, subscribing to our weekly newsletter is recommended.

Although the end is in sight for the pandemic, due diligence is needed to keep ourselves protected during these difficult times. What we're hearing from our readers more than ever is how much they have relied on their hobby to keep them busy during the past year, and we are looking forward to seeing the fruits of your labours at shows, once these recommence, of course.

On this note, inside this issue we have one example of a layout which is exhibition-ready – Clive Baker's excellent 'Little Burton'. Though he claims this third iteration of the railways around Burton will be his last, we know that once the bug has bitten, temptation

for another project can be difficult to resist. Offering plenty of operating potential and an impressive canal system, this layout, based on his home town of Burton upon Trent, can be operated from the 1920s to 1960s. In your February issue of BRM, we have two more fantastically-varied layouts for your perusal – Paul Hopkins' 'Modbury Torr' which attempts to dispel the myth that 3mm:1ft scale isn't accessible, and last but certainly not least, the characterful 'Charlie Strong Metals'. As predicted upon the release of Hornby's Ruston & Hornsby 48DS, this compact layout has fused two of its creators' love of the popular BBC Television series, *The Peaky Blinders*, and small industrial locomotives.

On the practical front, Michael Russell puts his scenic expertise to the test by creating an innovative park scene, Phil Parker looks at user-friendly solutions for turntable operation, plus Howard Smith concludes his two-part article on creating realistic track, this time with tips for modellers of the popular transition era.

BRM Team

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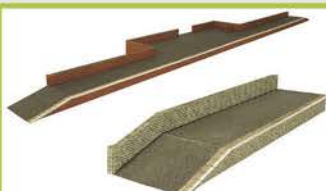
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371-034A Graham Farish Class 20/0
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371-651A Graham Farish Class 57/0
57008 Freightliner Explorer in Freight-
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371-641 Graham Farish Class 70 With
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371-063 Graham Farish Class 03 D2383
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372-182A Graham Farish Princess
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Crest Real Coal and Weathered by TMC

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372-776 Graham Farish SE&CR C Class
1294 SR Black (Sunshine) Real Coal and
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371-289 Graham Farish Class 55 Deltic
D9001 St. Paddy BR Two-Tone Green
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371-285A Graham Farish Class 55 Del-
tic D9009 Alycidon BR Two-Tone Green
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British Rail Class 59

Stage: Painted Samples

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Stage: Painted Samples

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- GWR chocolate & cream
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- LNER pre-war brown
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- Departmental

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009

Lynton & Barnstaple 2-4-2T

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British Rail Class 25/3

Stage: Painted Sample

Due: Q1 - Q2 2021

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GWR AEC Railcar

Stage: Painted Samples

Due: Q1 2021

Price: £160.65

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Coronation Scot Coaches

Stage: Painted Samples

Due: Spring 2021

Price: £43.50

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LNER Thompson A2/2 & A2/3

Stage: Painted Samples

Due: Early 2021

Price: £171

hattons.co.uk/thompsona2

OO Gauge (1:76 Scale)

Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 705" in BR black early emblem (HAT) (RRP £99) BARGAIN
H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 705" in GWR green shirtdouble roundel (HAT) (RRP £99) BARGAIN



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (HAT) (RRP £99) BARGAIN



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (HAT) (RRP £99) BARGAIN
H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No. 10' in NCB lined black (HAT) (RRP £99) BARGAIN
266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (HEL) £221



R3864 Class 4000 Star 4-6-0 4003 'Lode Star' in GWR green (HOR) NEW £162



4S-043-005 Class 43xx Mogul 2-6-0 6364 in BR lined green early emblem (DAP) NEW £135.96



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



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



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
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
H4-P-016 SECR P Class 0-6-0T 31556 BR black oak armbands (HAT) (RRP £99) BARGAIN £84

Diesel locos



4D-014-003 Class 29 D6107 in BR blue (DAP) (RRP £151.95) BARGAIN £109



H4-66-008 Class 66 66033 Euro Cargo Rail EWS branding (HAT) (RRP £150) BARGAIN £119
H4-66-005 Class 66 66038 EWS DB branding (HAT) (RRP £150) BARGAIN £119
H4-66-004 Class 66 66207 in EWS (HAT) (RRP £150) BARGAIN £119
H4-66-011 Class 66 66433 in DFRS compass (HAT) (RRP £150) BARGAIN £119
H4-66-014 Class 66 66502 in Freightliner 'Bastard Hall Centenary 2001' (HAT) (RRP £150) BARGAIN £119
H4-66-021 Class 66 66526 in Freightliner Powerhaul 'Maidie Elliot MBE - Borders Railway Opening 2015' (HAT) (RRP £150) BARGAIN £119



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (HAT) (RRP £150) BARGAIN £119



H4-66-036 Class 66 66623 in Freightliner/G&W orange (HAT) (RRP £150) BARGAIN £119
H4-66-022 Class 66 66704 in GBRf original (HAT) (RRP £150) BARGAIN £119



H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (HAT) (RRP £150) BARGAIN £119



H4-66-034 Class 66 66746 in GBRf/Royal Scotsman (HAT) (RRP £150) BARGAIN £119



H4-66-035 Class 66 66780 in GBRf/Cemex 'The Cemex Express' (HAT) (RRP £150) BARGAIN £119
H4-66-032-D Class 66 66783 in Biffa red GBRf branding 'The Flying Dustman' - Digital Fitted (HAT) (RRP £165) BARGAIN £139

Track Maintenance vehicles



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

Wagons



H4-FEAS-001A FEA-S intermodal wagon 640666 BRf blue (HAT) (RRP £32) BARGAIN £25

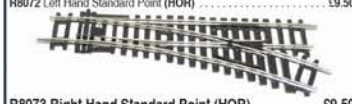


H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (HAT) (RRP £118) BARGAIN £99



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (HAT) (RRP £126) BARGAIN £119
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (HAT) (RRP £118) BARGAIN £99

Track - Code 100 Setrack



R8072 Left Hand Standard Point (HOR) £9.50



R8073 Right Hand Standard Point (HOR) £9.50

Commercial vehicles



76SCV001 Showmans Caravan Maroon (OXF) NEW £11

N Gauge

HSTs

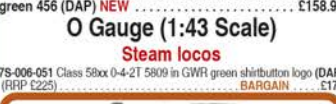


2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches (DAP) £170

Coaches



2P-014-001 Maunsell high window 4 coach set SR olive green - set 193 (DAP) NEW £106.21



2P-014-010 Maunsell high window 6 coach set in SR olive green 456 (DAP) NEW £158.91

O Gauge (1:43 Scale)

Steam locos



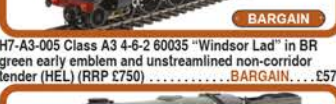
7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtdouble logo (DAP) (RRP £225) BARGAIN £174



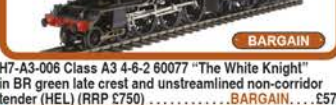
7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (DAP) (RRP £225) BARGAIN £174
H7-A3-003 Class A3 4-6-2 2745 'Captain Cuttle' in LNER black unstreamlined non-corridor tender (HEL) (RRP £750) BARGAIN £579



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (HEL) (RRP £750) BARGAIN £579



H7-A3-005 Class A3 4-6-2 60035 'Windsor Lad' in BR green early emblem and unstreamlined non-corridor tender (HEL) (RRP £750) BARGAIN £579



H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (HEL) (RRP £750) BARGAIN £579



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) BARGAIN £579



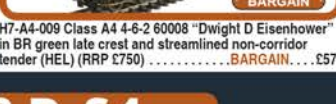
H7-A3-001A Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined corridor tender in LNER Grass Green 1929-1948 (HEL) (RRP £750) BARGAIN £579



H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (HEL) (RRP £750) BARGAIN £579



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (HEL) (RRP £750) BARGAIN £579



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (HEL) (RRP £750) BARGAIN £579



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (HEL) (RRP £750) BARGAIN £579

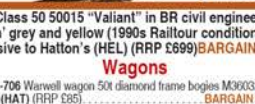


H7-A4-007 Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (HEL) (RRP £750) BARGAIN £579

Diesel locos



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



4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (HEL) (RRP £699) BARGAIN £495

Wagons



H7-WW-706 Warwell wagon 50R diamond frame bogies M300329 in BR gull red (HAT) (RRP £95) BARGAIN £69



H7-WW-702 Warwell wagon 50R diamond frame bogies WW.55 in War Department (LMS) (HAT) (RRP £95) BARGAIN £69

Any or Multiple Scales

Analogue controllers



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

Digital decoders



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



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



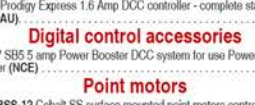
DCR-8PIN-HarnessMini Box of 5 (HAT) £72



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

Digital controllers



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



R8249 Single (HOR) £16



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

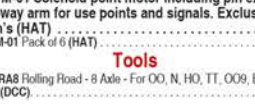


524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £184

Point motors



DCP-CBS5-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £245



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (HAT) £8.50

Tools

DCM-RR48 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £68

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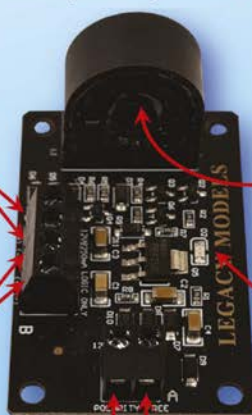
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- E86001 LSWR Push-Pull Gate Set No. 374 BR Crimson.....£118.99
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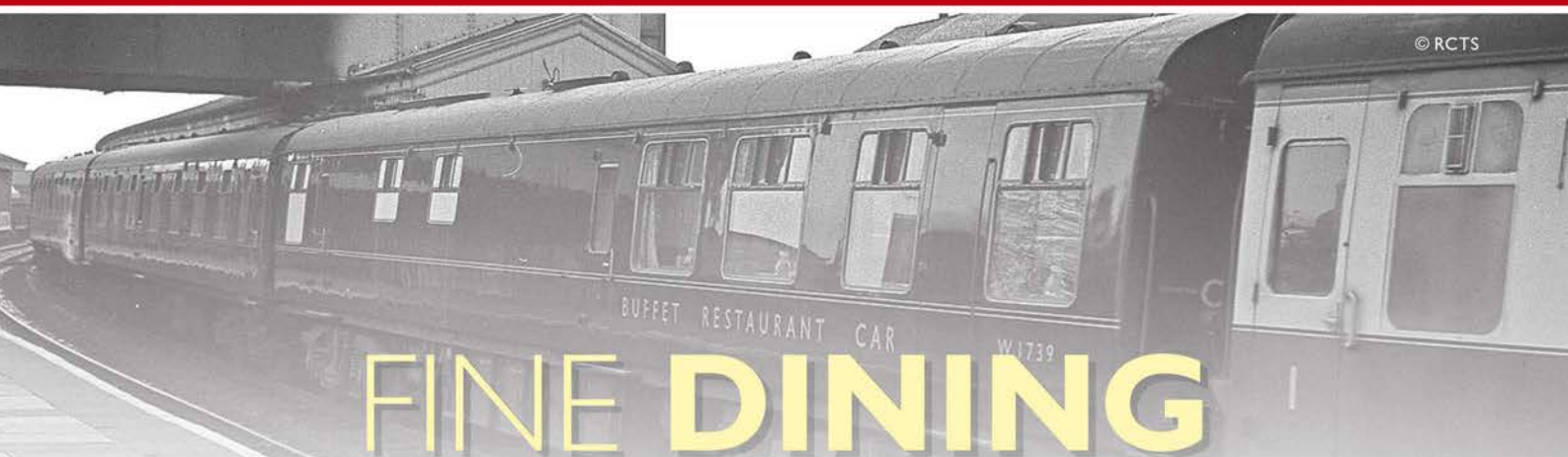
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HORNBY'S A2/2 – EXCLUSIVE FIRST LOOK



Tony Wright constructed a OO gauge Thompson Pacific to assist its design engineers as the project commenced. Knowing that progress on this project was on-track for delivery this winter, we asked if we could see a pre-production running sample. Please note, this 'pre-production sample' isn't from the production batch of models, and so isn't necessarily representative of final models.

With access to a prototype sample, we've tested its haulage capabilities and running qualities with an exclusive video of 60505 *Thane of Fife* in action. Head to www.brmm.ag/A2_2FirstLook to see the article in full.

DCC CONCEPTS RELEASES NEW STAY-ALIVE RANGE



Available from its website and retail network, the manufacturer releases a new plug-and-play Stay-Alive range for its DCC decoders, compatible with those from other manufacturers.

Designed to provide back-up power to DCC decoders in the event of intermittent power loss, owing to faulty or dirty pick-ups or track,

DCC Concepts claims the units are more compact than those of its competitors, offering modellers more space inside their locomotives for other features.

Designed to be simple to install, each item from its ZEN three-wire Stay-Alive range plugs into a Zen Black or Blue+ decoder via the integrated Control board. The 'run-on' time can be adjusted via CV65 of the decoder and can be set in 5 steps: 0 = default, which allows it to run on for the maximum time available, then 1 = 0.5, 2 = 1.0, 3 = 1.5, and 4 = 2.0 seconds.

Manuals for the location and recommended installation of connection harness wires on ESU and Lenz decoders, which must be soldered to the chips, can be downloaded from the manufacturer's website.

PLANET INDUSTRIALS POLLS LIVERIES FOR KERR STUART 'VICTORY'

Planet Industrials has launched an online survey via its website to determine the most popular liveries its customers would like to see applied to its RTR Kerr Stuart 0-6-0 'Victory' class locomotives, deliveries of which are expected in the third quarter of 2021.

With a varied career in military and industrial service, the Kerr Stuart 'Victory' class wore a number of liveries. For modellers, it is suitable for freelance applications, alternative industrial uses, or even survival to preservation-era layouts. In finalising its shortlist of liveries to proceed to production, Planet Industrials is conducting a survey of livery choices, which it is inviting all modellers with an interest in the locomotive to complete.

James Hilton of Planet Industrials commented, "As tooling progresses in China, we have been working out livery options for our 'Victory'. During our interview on the World-of-Railways Virtual Exhibition Part II, where we announced the model, we said there would be three or four schemes. That's grown a little, so we want input from modellers on which liveries they'd like to see."



LOCOMOTION MODELS COMMISSIONS EE TYPE 3 D6700 FROM ACCURASCALE



Celebrating six decades since the delivery of the First-Class member on December 2, 1960, Locomotion Models has unveiled its commission of D6700 in OO scale for its National Collection in Miniature series. Models will be produced by Accurascale and depict the locomotive 'as delivered' to British Railways, in plain green livery. The Co-Co locomotives will be ideal for early transition-era modellers looking to bolster their locomotive fleet and will be good candidates for running alongside early-1960s steam locomotives of the Eastern Region.

The Accurascale model will be delivered in Locomotion Models packaging and is expected to feature a 21-pin DCC socket, split headcode with customisable four-character display, nose connecting doors, without nose corner grab irons, bufferbeam cowling with large diameter Oleo buffers, original windscreens and cab interior. Also, in keeping with the period, an open boiler exhaust and steam valve (with optional plated version), double-riveted roof with large cab roof vent and 'as-delivered' bufferbeam configuration with vacuum/steam/control pipes and multiple working equipment are promised.

Fabricated bogies, an underslung fuel tank with boiler water tank, frost grille and early cantrail grille with riveted surround should complement the locomotive's plain BR green livery, suitable for December 1960. Following customer demand, a DCC sound-fitted option is to be provided.

ELLIS CLARK TRAINS CREATES STORAGE BOXES FOR 'OO'



Following the success of its bespoke foam-lined O gauge boxes, the retailer has launched a new OO/HO locomotive box range. Embellished with a gold embossed logo, the boxes have been created for a range of purposes, from storing un-built kits, to components or transporting and caring for models.

The board boxes measure 346 x 68 x 79mm and are foam-lined with a plastic insert, designed to lift models in and out without snagging delicate detailing parts on the foam. A write-on end label is provided, and each box is provided with extra pieces for either end and to space out the inside of the box.

RAPIDO TRAINS LAUNCHES UK BUSINESS WITH SIX NEW MODELS



A GWR 15XX 0-6-0PT, Hunslet 16in 0-6-0ST and gunpowder van for OO gauge, 1:76 scale Leyland Fleetline and Guy Arab buses, plus a Metrovick Type 2 Co-Bo for N gauge are announced by Rapido Trains as it declares its official entry to the UK model market.

Rapido Trains has announced six new models as part of a plan to declare its official return to the UK model market. Models are to be produced to its own designs, the company having previously manufactured exclusive model commissions for Locomotion Models, Model Rail magazine, Rails of Sheffield, Realtrack Models and Revolution Trains.

The UK arm of Rapido Trains Inc., launched today with six new British-outline models for 1:76 and 1:148 scale, is promising to bring to market a Western Region Hawksworth '15XX' 0-6-0PT, Hunslet 16in 0-6-0ST and RCH/GWR Dia. Z4/BR Dia. 1/260 gunpowder van for OO gauge.

The Rapido Trains UK team has said it is "Already working on more projects to expand the range, focusing on 'OO', 'N' and 'O'. However, producing ready-to-run models in scales such as 3mm:1ft or 'O-16.5' have not been ruled out as long as there is demand for them."

Meanwhile, N gauge modellers are being promised a Metrovick Type 2 Co-Bo (later Class 28). Continuing its theme of model buses, Rapido Trains UK is also promising a 1:76 scale Leyland Fleetline double-decker bus and Birmingham City Transport Guy Arab.

All four railway models in the initial release programme are at early stages of development, with bus models expected to arrive in spring/summer 2022.

GAUGEMASTER TO STOCK KATO GWR CLASS 800 IN 'N'



The retailer is taking orders for the forthcoming Kato Class 800 IET model for 1:148 scale/N gauge, with deliveries expected in May, 2021. The retailer said, "We have worked hard with Kato to bring these train packs to market at a keen price and we invite your initial orders for these items".

Kato's model, announced at the Warley show in 2019, is to be made available in GWR and LNER liveries as a five-car train pack. Directional LED lighting and a coupler to enable models to operate in multiple will feature. Models are to be DCC ready, fitted with flywheel motors and wheels are said to feature prototypical disc-brakes, without traction tyres. Minimum curve radius is said to be designed for Kato R282 track. Each set features one power car.

Models are available in LNER silver/red (K10-1674) or GWR green (K10-1671). Both models are to be made available as a starter set (GM2000103 in GWR green and GM2000104 in LNER silver/red), each supplied with a transformer and single oval of Kato Unitrack.

TMC 'G5' CAD IMAGES SHOWN, BUT SOME VARIANTS DROPPED

North Yorkshire-based model retailer, TMC has unveiled images of its CAD for its forthcoming 0-4-4T 'G5', being produced exclusively for the retailer by Bachmann. Tooling is said to commence shortly, but some variants have been dropped to meet costs.

Announced with a promising specification, models would take into account tooling variations for: round or triangular cab rear windows, coal rail, cage or hopper and cage bunkers, taper or group standard buffers, forward or rear dome boilers, Ramsbottom or Ross pop safety valves, with or without vacuum brakes, cab roof or cab front whistle positions, smooth or riveted smokebox wrappers, different smokebox doors, wheel or handle smokebox darts, with or without push/pull gear, and with or without Westinghouse pumps.

TMC said, "The list could have been longer but whilst tooling variants to give maximum flexibility are what we aimed for, the final cost to the customer also has to be a consideration. Consequently, a number of identity changes to what was originally announced have had to be made, and two locomotives won't be tooled at this time." Locomotives concerned are 35-257Z and 35-258Z.

Further changes include:

- 35-250Z, which will be numbered as 2093 with a coal rail bunker
- 35-256Z which will be numbered as 67282 with a hopper bunker
- 35-259Z which will be numbered 67261 with a cage bunker

HELJAN REVEALS NEW MODEL AND RE-RELEASES IN 2021 CATALOGUE



2021
UK MODEL
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PRODUCTS

Heljan's 2021 new model range catalogue is on-sale via its network of retailers. Highlighted inside are re-runs of its previously unavailable items, with new liveries and a previously-unannounced model for O gauge – an LMS 50ft inspection saloon.

In development for release in 2022 with prices yet to be confirmed, Heljan has said the model will feature DCC-controlled interior lighting, detailed saloons and LMS or B4 bogies, dependent on era/livery. No fewer than 12 liveries are planned, spanning the LMS, BR and Privatisation eras. An ideal

single vehicle train for layouts of all sizes, it will complement the range of locomotives available from Heljan.

Also confirmed is a re-run of its OO gauge Cargowaggon IWB bogie van in both standard and new liveries – including Colas/Tarmac and Blue Circle Cement. In response to customer demand, it will be joined in 2021 by a new run of the OO gauge IGA bogie flat in Cargowaggon, Corus Rail and, for the first time, RailAdventure livery – the last-mentioned offered as a twin pack with authentic concrete ballast weights to complement the IWB barrier wagon pack released earlier this year.

Extra versions of the new LNER '02' 2-8-0 have been included in the production run now in preparation, adding further combinations of the GNR/LNER cabs and tenders, livery variations and two weathered BR editions. Details of these new items have been circulated to Heljan UK stockists and will be available to pre-order shortly.

CAVALEX OPENS PRE-ORDERS FOR PHA/JGA HOPPER WAGONS

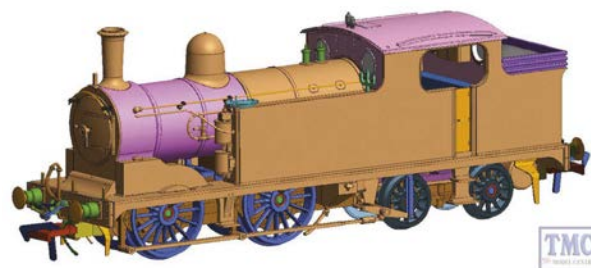


Said to be approaching tooling stage, the manufacturer progresses its forthcoming wagon project, opening the books for customers to place deposits.

Cavalex Models has said that pre-ordering for its PHA/JGA bogie aggregate hopper wagons is now available via its website. Its wagons are being offered in three liveries suitable for the 1990s to present day.

Production timescales and estimated arrival in the UK will be provided once tooling commences. The manufacturer is proposing models in three liveries: Bardon Aggregates livery white and blue, suitable for the late-1990s to mid-2010s, with Bardon Hill Quarries green and yellow as worn from new until the early 2000s, foremost.

Following introduction in 1990, the prototype wagons have seen use from the Bardon Hill Quarry in Leicestershire to terminals in East Anglia, the South of England, The Western Region and up to Tinsley in Sheffield. For updates on the models, current pricing and delivery timescales, visit the Cavalex website.



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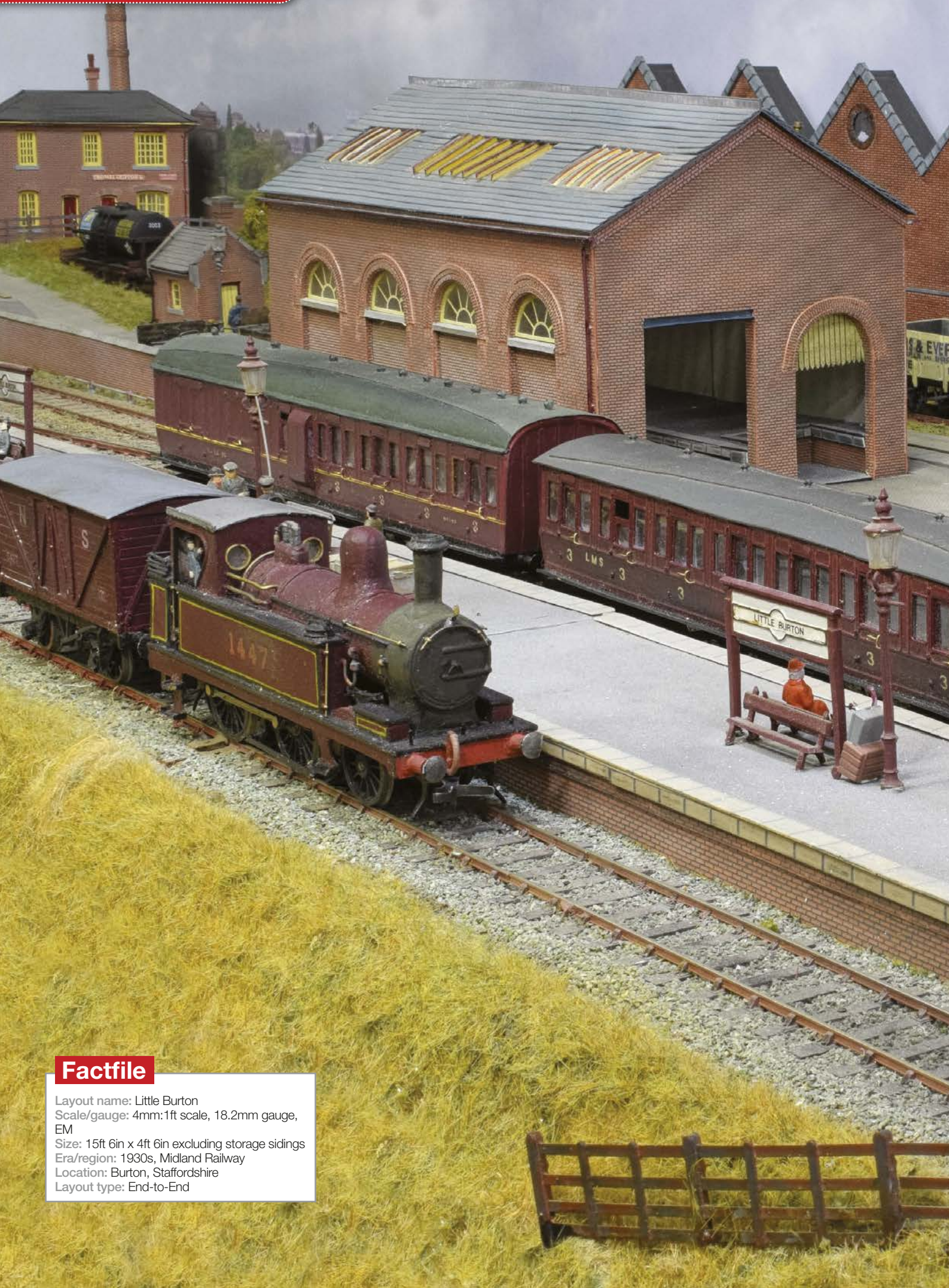
With access to a prototype sample of Hornby's forthcoming A2/2 locomotive, we test its haulage capabilities and running qualities.

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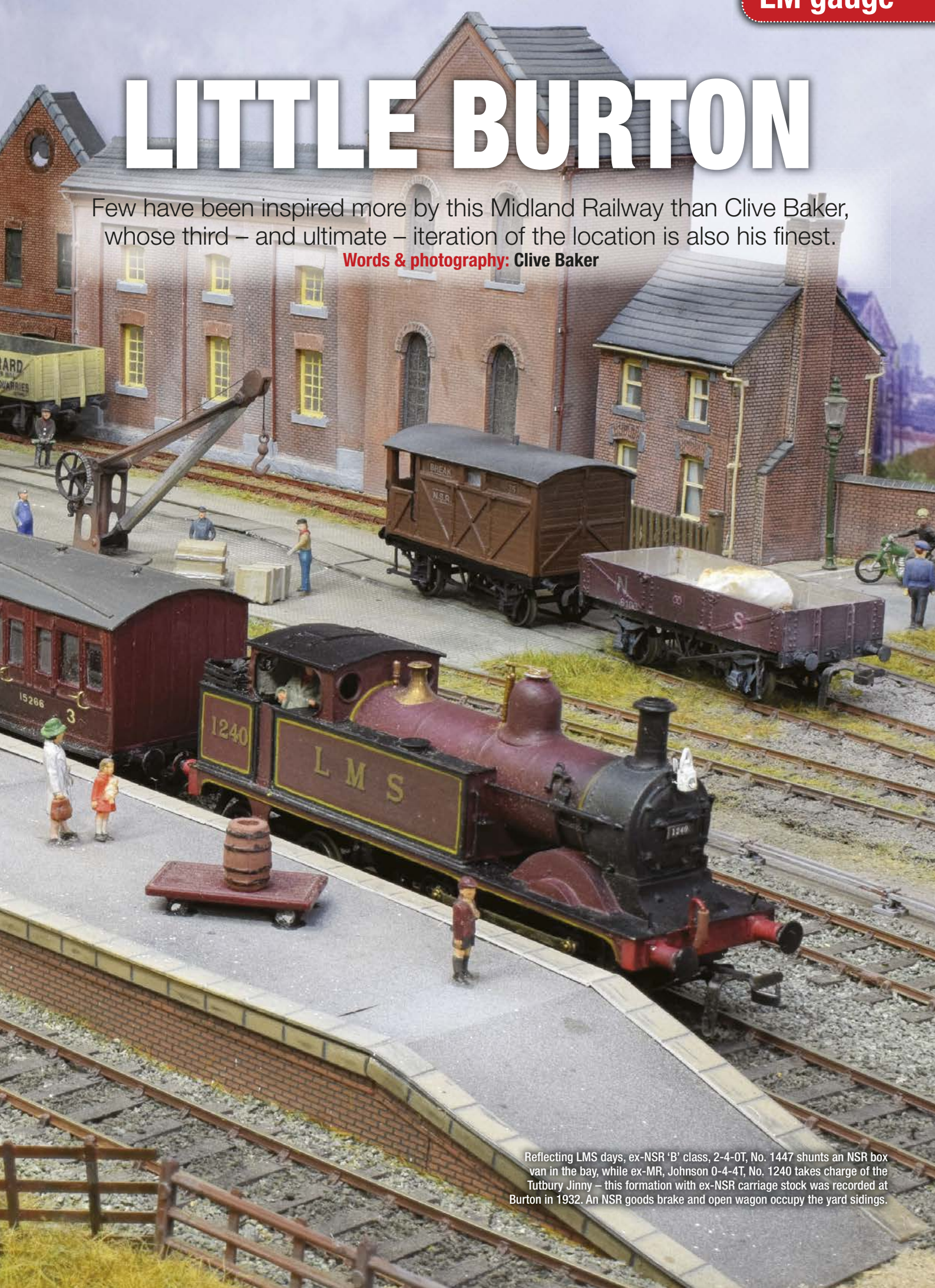
Factfile

Layout name: Little Burton
Scale/gauge: 4mm:1ft scale, 18.2mm gauge,
EM
Size: 15ft 6in x 4ft 6in excluding storage sidings
Era/region: 1930s, Midland Railway
Location: Burton, Staffordshire
Layout type: End-to-End

LITTLE BURTON

Few have been inspired more by this Midland Railway than Clive Baker, whose third – and ultimate – iteration of the location is also his finest.

Words & photography: Clive Baker



Reflecting LMS days, ex-NSR 'B' class, 2-4-0T, No. 1447 shunts an NSR box van in the bay, while ex-MR, Johnson 0-4-4T, No. 1240 takes charge of the Tutbury Jinny – this formation with ex-NSR carriage stock was recorded at Burton in 1932. An NSR goods brake and open wagon occupy the yard sidings.

Every railway modeller takes his or her own personal approach to the hobby. The most appropriate description for my approach would be 'attempting to create a three-dimensional historical document with some elements that move'. The three versions of 'Little Burton', though never representing a specific prototype, have incorporated buildings and the type of trains once observed in my home town of Burton upon Trent, during the early BR period when I became one of a multitude of local railway enthusiasts.

The layout featured in this article is the third version of the theme. Having sold my OO gauge layout in 1980, I prepared to make a fresh start and spent time

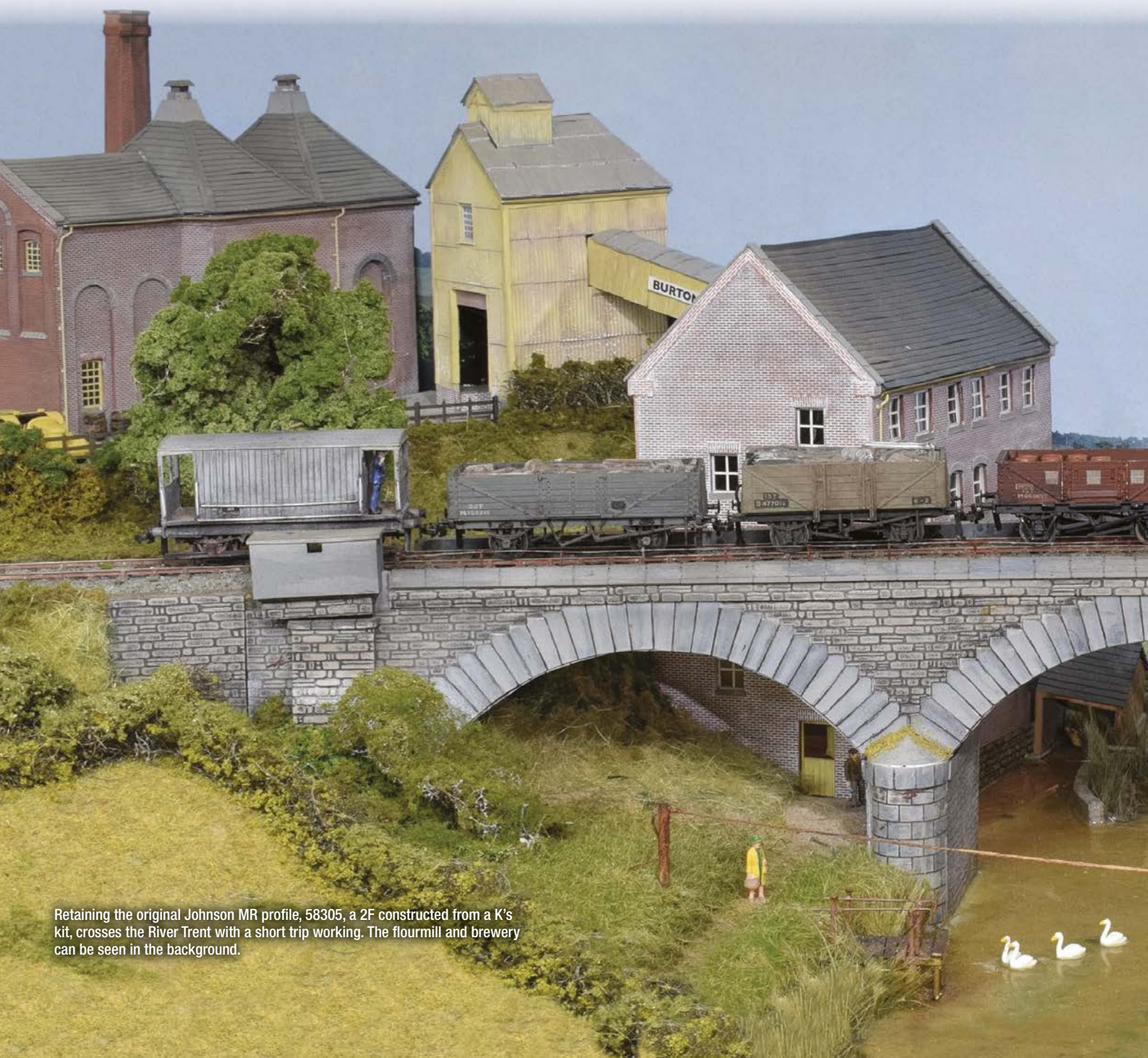
researching possibilities. Burton upon Trent offered tremendous potential – its railway connection dating back to 1839 with the completion of the Birmingham and Derby Junction Railway, later to become the Midland Railway (MR).

The arrival of the railway brought prosperity to the town. Once considered the country's capital of the brewing industry, due to this improved transportation, the town's streets became clogged with station-bound commercial traffic. To alleviate this congestion, the MR laid branch lines to connect the breweries with the main line system. In fact, all areas of the town, not only breweries, west of the River Trent, could be reached by rail. Delivery of coal to

the hospital and the swimming baths were two examples.

Burton also played host to three other railway companies. Although the MR remained the prominent operator, the 'Burton Branch' of the North Staffordshire Railway (NSR) linked Stoke-on-Trent with the town from 1848. Its freight-only 'Hawkins Lane Branch', opened in 1868, provided direct access to the goods yards of both the London North Western Railway (LNWR) and Great Northern Railway (GNR) companies.

During my spotting days of 1956-63, ex-MR, LNWR and London Midland Scottish (LMS) motive power, with some Standard classes predominated, though ex-GNR and



Retaining the original Johnson MR profile, 58305, a 2F constructed from a K's kit, crosses the River Trent with a short trip working. The flourmill and brewery can be seen in the background.

London North Eastern Railway (LNER) locomotives continued to arrive, mainly via the Hawkins Lane Branch. A regular working was the 'York Beer' that conveyed Burton's esteemed product out of the town via the ex-NSR route, often hauled by Thompson and Raven class B1 and B16, 4-6-0 locomotives respectively.

Close to my doorstep, a host of potential prototypes on which to base my new model railway presented themselves.

Construction begins

The trio of layouts has always featured an imaginary trackplan built to EM gauge standards, set among buildings inspired by those in the town with which I am familiar.

The baseboards have been constructed in an open-top fashion from plywood, topped only where there is track. Other areas were covered with light card, topped with Modroc plaster bandage. A grass effect was originally achieved using hanging basket lining material, but attempts with static grass, applied over this treatment, have not been successful. It is a case of one or the other.

Consisting of five main scenic baseboards with two small extensions, the layout forms an 'L' shape. Occupying a garage, 16ft in length, the four large units fit along a long wall. The viaduct unit is part of a curve, turning the track through 90°. Very much the stay-at-home layout, to give me the longest possible run, the track completes

a 'U' formation along the opposite wall by passing over a drawbridge that allows access to the door, then along a baseboard of another exhibition layout, before accessing the traverser storage siding. Another advantage of this arrangement is that the most complex section of another layout that is normally only assembled for exhibitions, 'Rolleston-on-Dove', benefits from regular use.

Trackwork

The track consists of Code 75 bullhead rail mounted on the now discontinued Ratio sleeper bases. Although the chairs of this product are of GWR pattern, they don't foul the slightly over-scale flanges fitted to some



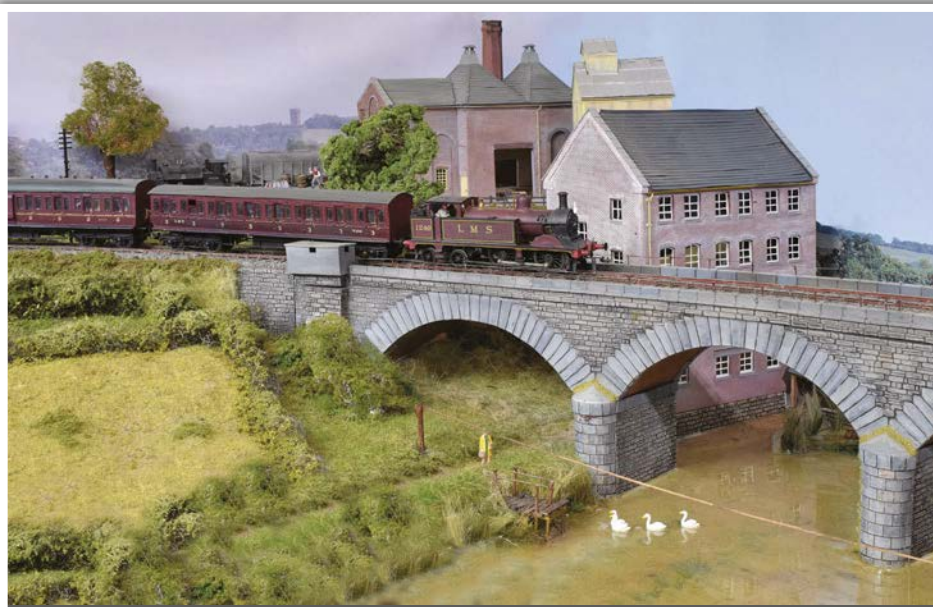
earlier locomotives, which are approaching their 50th birthdays. Points and crossings, all handmade using plywood sleeper and rivet construction, adhere to EM Gauge Society templates.

The electrical aspect is kept simple to suit my limited skills in that field. Each of the four main baseboards is equipped with an independent control panel, thus minimising the number of cross-board connections.

The control system is analogue with isolating sections in strategic positions. The main line and passenger station section and goods yard and brewery area are independent so that shunting operations can be carried out without interrupting movements on the main line.

All points are controlled from the relevant panel by slide switches via Peco point motors, which are mounted on locking bases and linked to polarity switches.

All semaphore signals, bar one arm are operational, using the same Peco components. For maintenance or transportation purposes, the units above the baseboard can be easily removed, leaving the mechanism fixed on the underside of the baseboard.



The most-loved passenger train serving Burton for over 100 years shuttled between the town and Tutbury. In later years, when the LMS converted the working to pull and push, it became known as the 'Tutbury Jinny'. The GNR/LNER operated a daily service to Grantham prior to 1939. Taking the NSR route, this service operated via Derby Friargate and Nottingham. Excursions to destinations such as Alton Towers, Trentham Gardens and the Lincolnshire and North Wales coastal resorts also took the NSR route from Burton.

I have attempted to emulate these workings. The Tutbury service is represented not only in its pull and push guises but also prior to its conversion. Its two different auto coaches – a converted ex-NSR brake and the later vehicle, an ex-LMS brake – are both represented. To give variety to operations, the Grantham service continues to operate in post-WWII guise, as do the excursions.



The time may be the late 1950s or early 1960s, but there has been little change to the infrastructure at 'Little Burton', although electric lighting may have been installed. 'Peak' 1Co-Co1, D7 handles a rake of BR Mk. 1 carriage stock, while a Derby-built twin unit stands in the bay on 'running-in' turns, before heading for service in hilly North Wales.

North Staffordshire influence

The two previous versions of 'Little Burton' had featured buildings and structures of MR origin, but following the creation of a layout of a North Staffordshire Railway prototype, I couldn't resist introducing the 'Knotty' influence into version three. During the period prior to 1883, the demand for rail capacity at the real Burton had ballooned to the extent that the main line became quadruple and a new station with four platforms replaced the earlier facility. Designed as an island platform with bays at each end, the 'north bay' would be for the sole use of NSR and GNR services.

Having its own goods shed and motive power depot in the town, it would not have been unreasonable for the NSR to have its own passenger facilities. So, instead of joining the MR route at North Staffs Junction, the real-life situation, a single line could have continued to the area of the town where the NSR locomotive shed happened to be sited and, in reality, a short distance to the north of the area known as Little Burton.

Having trawled through a host of reference material, suitable prototypes emerged. The main station building is based on the compact prototype at Trentham; an NSR station designed by Sir Charles Barry, architect to the Duke of Sutherland, to be compatible with nearby Trentham Hall, it became a regular destination for rail excursions.

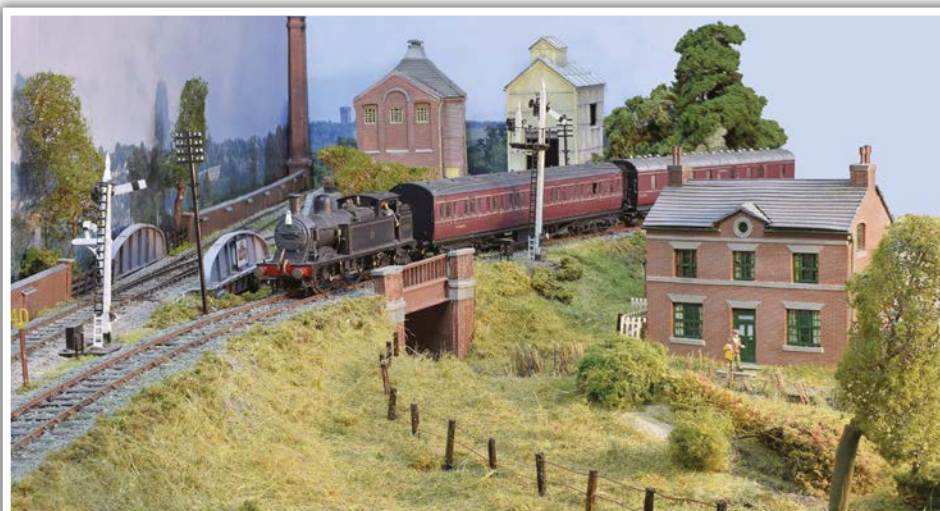
Across the rails, another NSR structure is represented in the shape of the goods shed modelled on a building that survives to this day and, apart from the signal box, is the only remaining component of the original Tutbury station. Now belonging to a builder's merchant, reference collection couldn't be more straightforward.

I felt that a three-arched over bridge would look impressive, but featuring such a structure on a single-track branch may not be plausible. However, the ideal situation on the layout presented itself where four tracks run parallel. With the main line and run-round loop passing through the centre arch, the carriage siding and goods run-round loop pass through each of the outer arches. The prototype carried 'Bridge Street' across the NSR Burton Branch at Stretton & Claymills station until circa 1985, surviving some years after the track had been lifted.

Also, part of the goods yard is the weighbridge office that takes inspiration from a goods office once to be found at Rushton on the Churnet Valley line. Aside



Stanier mogul 42954, constructed from a K's kit, crosses the viaduct with a mixed parcels/passenger working, passing the reaction ferry as it also crosses the river. Locomotives of this class were rarely observed in the Burton area, but this one passed through the town with a London/Manchester fitted freight, taking the NSR route towards Stoke.



Usually associated with the Tutbury Jinny, ex-Johnson 0-4-4T, 58080 with Belpaire firebox, handles a short local working as it crosses the main line canal bridge with the steel bridge to the brewery dock to its right. Right of way is given by the ex-MR bracket signal. The starter with elevated ground-type disc controls traffic from the brewery sidings.



Thompson class B1, 61066 heads the Grantham service away from 'Little Burton', taking the ex-NSR route, then the ex-GNR line from Egginton Junction via Derby Friargate and Nottingham. The B1 locomotive is an early Bachmann example, while the Gresley carriage was built from an Ian Kirk kit.

Research

A wealth of Victorian buildings graced the town. Apart from the MR's distinctive architecture applied to the later station built in 1883, warehouses, signal boxes, bonded stores, boiler houses and engineering plant set the local scene. Sadly, during the 1960s each of these buildings which gave the town its unique character began to disappear in the name of progress, as did the steam locomotive. Concerned about the changing times, I endeavoured to photograph these iconic structures, the resulting images providing the vital reference for the new project.

the entrance road and disguising the corner of the backcloth is a conveniently narrow, two-storey building that, until recent years, could be found by Tutbury North Yard as the business premises of a coal merchant.

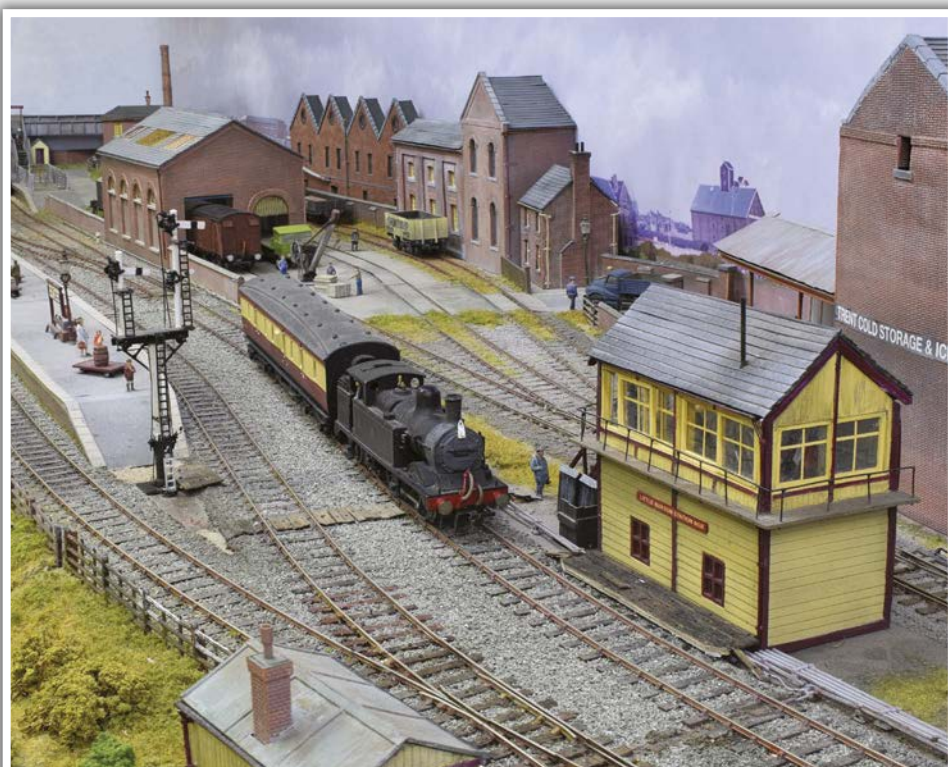
Midland Railway influence

This short branch-line is best described as a MR/NSR 'joint' line as some buildings surviving from version one are of MR character.

Close to the over bridge is a short siding leading to a cold store; bearing its usage in bold letters painted on the curved wall matching the alignment of the adjacent railway line, it became a well-known landmark when observed from a popular spotting location to the north of Burton station. In the adjoining yard are a weighbridge office and other single-storey offices. These models have been part of both previous versions. The MR originals survive, the weighbridge office as a sandwich bar.

Many horticulturists believe that a garden is only complete if water is present, and I have similar feelings about a model railway. Many years ago, I created a layout that included a small, low viaduct crossing a river, a feature that always caught the eye and became the favourite photo-spot. For this layout, I fancied something grander. Prior to building the layout, I had spent some time on the 'Trent Wash-lands' at Burton attempting to capture images of the rather infrequent workings crossing the MR-built viaduct on what used to be the main Burton-Leicester railway line.

This structure that carries the line across the wide river valley links two different districts of the town, but for reasons of space, I concentrated on the five main arches that span the river. Although the actual viaduct is straight and is double-track width, and my requirement was for a curved, single-track structure, the height is ideal – imposing enough without the problem of



As the evening approaches, the porter lights the gas lamp so that the gentleman passenger can see to read his newspaper. This cameo takes its inspiration from an atmospheric shot taken by Colin Gifford, published in his book *Each a Glimpse* in the late 1960s.



Relatively modern times as 'Peak' diesel, D7 crosses the viaduct with a train of BR Mk. 1 carriage stock. It is good to note that some commercial canal traffic survived at this time and the reaction ferry is still operating. A reminder of war-time, pill boxes still stand bastion at each end of the viaduct.

adapting baseboard levels to suit an Alpine-like terrain. The model has been fashioned from plywood and plays a structural role in the assembly of the baseboard. The water effect is the result of many applications of clear gloss varnish. Where the river flows close to the backcloth, having passed the water wheel to the flour-mill, a weir has been created to disguise the join between water effect and panorama.

London Midland Scottish influence

Although few changes occurred to the infrastructure following the 1923 'Grouping', the LMS, to a small extent, left its mark in the Burton area. At Little Burton, this reflects mainly in the signalling department. The signal box began its reign as a replica of the typical MR 'Burton Station South' box. Modelled with the aid of Dapol (ex-Airfix) components, it represented the nerve centre at both earlier versions. The LMS replaced a number of boxes in the area, so rather than model an NSR cabin from scratch, I modified the MR model to resemble the LMS structure at Fauld Sidings situated between Tutbury and Uttoxeter. A future development may be to model a typical NSR cabin, as constructed by contractors McKenzie & Holland.

Two signalling installations – built to an MR pattern using Model Signal Engineering components – date from earlier versions and guard the approach to the station, but other units were constructed from Ratio LMS upper quadrant pattern parts.

One unit is sited next to the over bridge on the remote side from an approaching train. It features a tall post, with its main upper arm visible from a distance above the bridge parapet, and a repeater at a lower level can be seen by the crew when under the bridge arch. For strength, I generally replace the plastic post with one of metal tubing.

Filling the corner space

I have noted that on many 'L'-shaped layouts, including the first version of Little Burton, the triangular shape where the line turns through 90° generally accommodates a locomotive shed with turntable. I avoided this practice, settling for a short spur for locomotive maintenance, accessible from the

carriage siding, close to the station.

To disguise the situation where the backcloth creates a 90° corner, high buildings would be the solution and what would be more appropriate than a brewery with ale dock? After trawling through archive images I settled for the cooperage of James Eadie; a tall brick structure with



Looking beyond the layout

My first employment back in the 1960s involved working alongside a number of highly-talented artists, some of them specialising in watercolour. Greatly inspired by these colleagues and always on the lookout for ideas that would better my immature attempts at model railway scenics, I began to apply the watercolour technique to my backcloths – the associated broad washes being appropriate for the effect of distance, important to a panorama.

Never fully satisfied with my efforts, I rejoiced in moving into the digital era. My first attempt involved creating a replacement backcloth for 'Rolleston-on-Dove' – a straightforward exercise, I simply went to the actual site and pointed the camera at the distant and mainly rural scenery. The panorama on 'Little Burton' presented a different challenge, the townscape having changed beyond recognition and my many photographs recording the 1960s scene had been produced in monochrome.

I seriously considered a black and white backcloth, thinking that a resultant period effect could enhance what would be an historic model. There is now software available whereby monochrome images can be coloured, and I have observed some very effective results. However, after trawling my limited archive of colour images, I found one shot that saved the day. Most of the brewery buildings viewed across the wide Trent flood plain remaining, I could digitally replace the winter-time trees with others in leaf and remove the light covering of snow.

When creating a backcloth, I attempt to avoid subjects that appear close to the lens; by choosing a view across a valley with buildings in the distance, the accentuated perspective created by nearby subjects will be subdued. I also reduce the saturation and slightly blur the image to give a distant effect that will enhance the model rather than compete with it.

hipped roofs topped with interestingly-shaped vents, it was served by one of the numerous branch-lines.

The area created proved ideal for a cameo layout within a larger one, so sharing the same rail access, I placed two buildings at different levels to represent Greensmith's flourmill, a Burton landmark for many years and now converted into dwellings. The mill is sited on the riverbank complete with water wheel, while a grain store is at the higher level of the sidings and linked by an overhead conveyor.

Buildings generally begin as digitally-generated elevations, referenced from photographs, before producing a basic carcass from stiff card to be covered with embossed styrene sheet. Windows and doors are cut from styrene and the model is finished and weathered with an application of acrylic paint.

Rolling stock

As already mentioned, much of the freight workings involved ale; the York Beer commenced its journey being hauled along one of the branches by a Bass brewery 0-4-0ST locomotive, before handing over to the main line company. With numerous wharves and ale docks, short trip workings were a common sight, often in the charge of ex-LMS 'Jinty', 0-6-0Ts or ancient ex-MR class 2F, tender locomotives. On the main route, a continuous string of mineral and other



An 0-6-0 'Collett Goods' No. 2273, an interloper from 'far off places' passes the canal house, heading back west. The out buildings include a stable, likely to have sheltered a draft horse employed to tow narrow boats along the 'cut'.

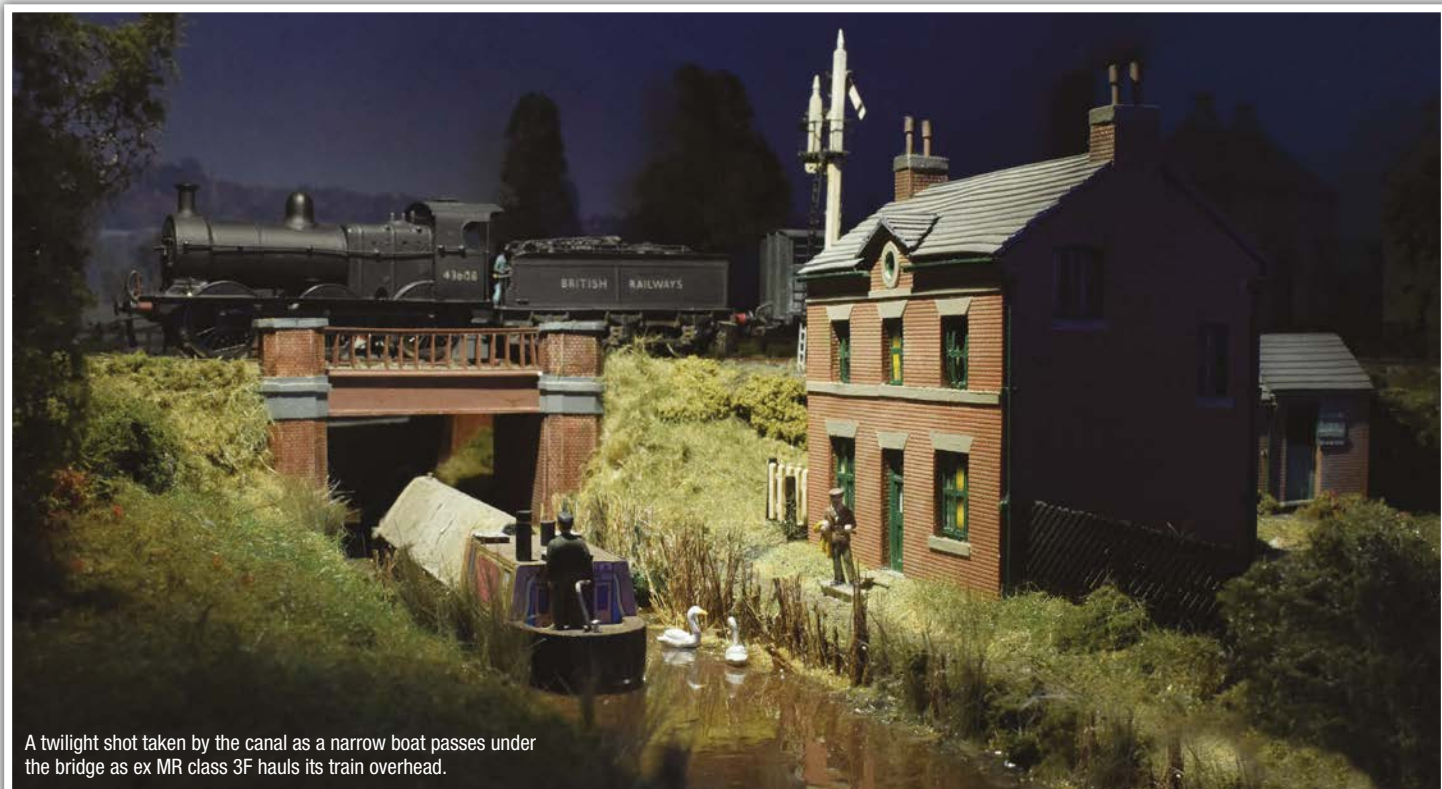
freight workings would amble nose-to-tail along the up and down slow lines.

Since the 'Little Burton' saga began, I have amassed a large collection of rolling stock, all relevant to the theme. Building 'Rolleston-on-Dove' some years ago necessitated broadening the horizon to include ex-NSR and LNER items.

In very few cases, ready-to-run models have been purchased, but I prefer to build from kits and in one or two cases,

from scratch. It is the actual building and sometimes rescuing items from scrap boxes that gives me the greatest satisfaction.

Because little changes were made to the Burton infrastructure, in many cases things were just as the MR had left them, making turning the clock back or slightly forwards, realistic. As the photographs will indicate, rolling stock from the pre-war LMS period presents a plausible scene, and also the first-generation diesel era can be represented.



A twilight shot taken by the canal as a narrow boat passes under the bridge as ex MR class 3F hauls its train overhead.

Of the locomotive types that operated the Burton-Tutbury service, four are represented. The NSR 'B class' 2-4-0T was scratch-built. Two versions of MR Johnson, 0-4-4Ts appear; one with round-top firebox in LMS livery, the other with Belpaire firebox wearing BR livery. Both were built from Craftsman kits. To run the 'Jinny' in later times, a BR class 2, 2-6-2, 84007, built from a K's kit, takes the stage.

The restricted curvature of many of the brewery branch lines necessitated the operation of 0-4-0T locomotives, so to

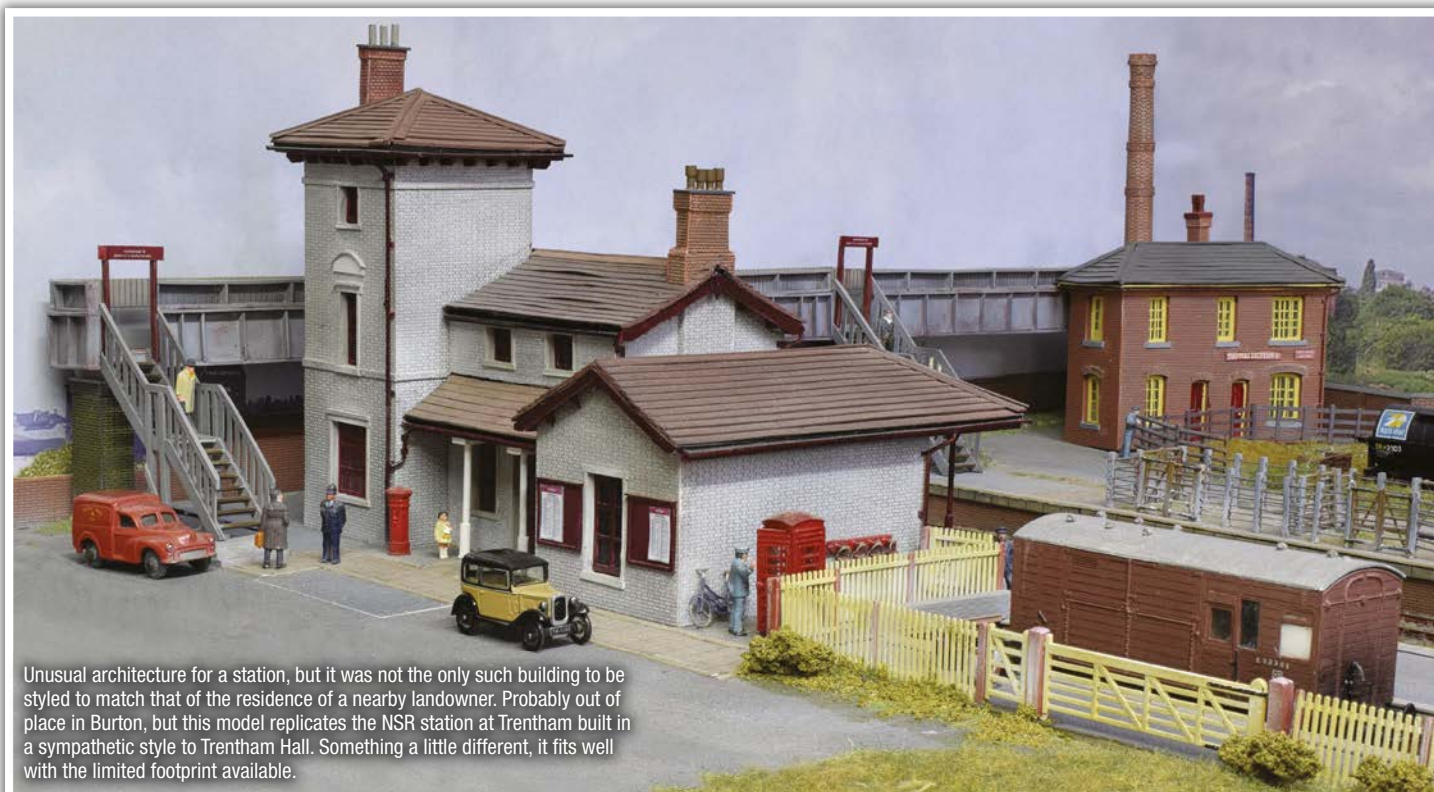
represent these workings, I have built two such examples. Ex-Lancashire & Yorkshire 'Pug', 51237 and ex-Caledonian Railway 0-4-0, 56020 operate at 'Little Burton' as they did in real life. No. 51237 was developed from an Airfix kit and 56020 from a sophisticated etched brass kit by Anchorage.

With no justification, odd interlopers pay the occasional visit. The highly unlikely event of an ex-LMS Garratt appearing on a single line branch occurs from time to time – modeller's licence.

Coming into my possession as a partly

built K's kit from the 1970s, I couldn't resist the challenge. With Gibson wheels and the largest available Mashima motor, that only just fitted into the tank end assembly, this 2-6-6-2 performs reasonably well, but certainly isn't capable of hauling 50 mineral wagons like the prototype.

An even less likely visitor, resplendent in Brunswick green, is an ex-GWR 22XX class 'Collett Goods' locomotive. Many years ago, I modelled a GWR branch terminus – who didn't in those far-off days? In one of my early attempts at assembling a white-metal



This side-on image demonstrates the length of these locomotives. Built specifically for the haulage of coal from the North to London and various power stations, 22 examples of the class remained in 1956, soon to be replaced by the Standard class 9F, 2-10-0s.



body kit by Wills, I became dissatisfied with the appearance and performance of its Tri-ang chassis, so made my first attempt at scratch-building a OO gauge chassis. A disaster, but, having learnt much from my previous mistakes, a later attempt gave acceptable running qualities. For many years, the body and tender had sat on a shelf above my layout, touching my conscience, so what better way to spend lockdown?

Public viewing

The first version of 'Little Burton' never left home, the second paid just two visits to local exhibitions and, although number three was not intended to go public, it follows my practice of always making a layout portable. This practice can save a lot of heartbreak.

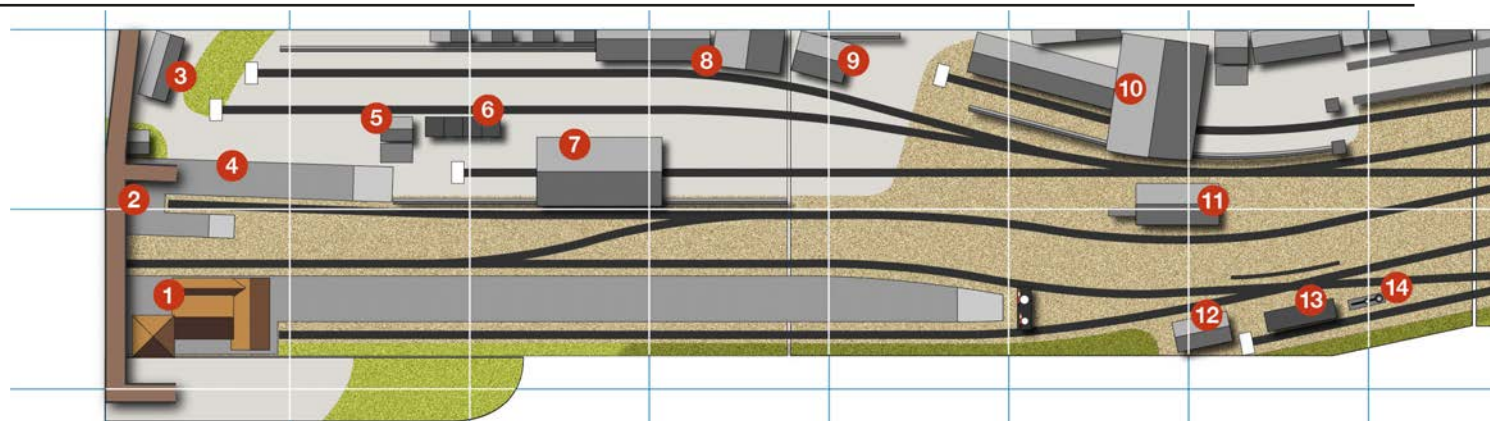
When the manager of the Great Haywood model railway exhibition invited me to show the layout at a forthcoming exhibition planned for October 2019, I immediately agreed. The commitment inspired me to make good a number of situations that just



Ex-LMS class 3F 'Jinty' tank No. 47643 was the last survivor of many members of the class frequently observed around the town. It is seen on the main line handling a short transfer working of coal and coke.

Trackplan

LITTLE BURTON

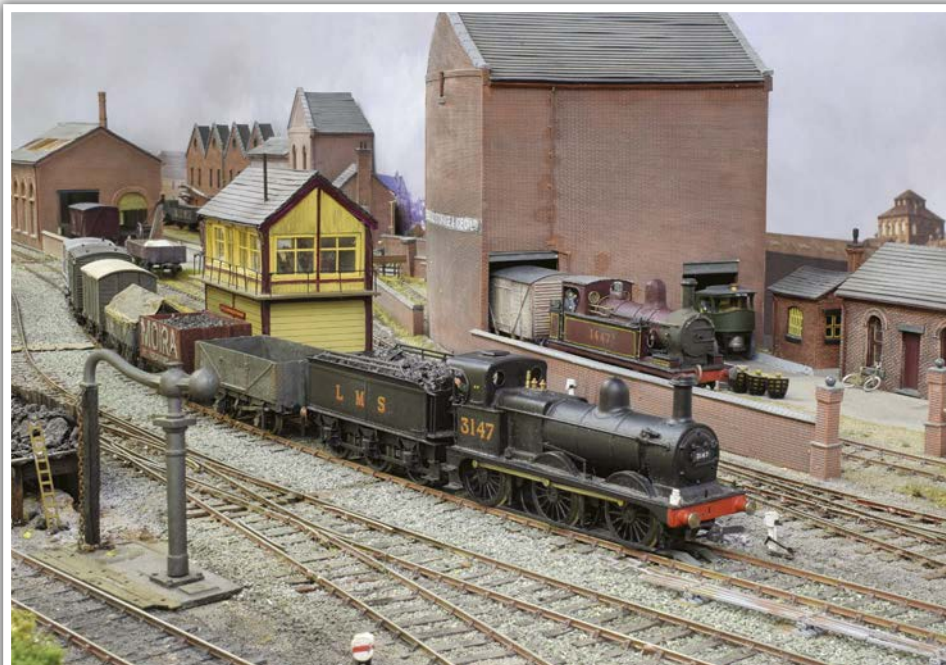


KEY:

- 1 Passenger Station building, based on Trentham station.
- 2 Footbridge, inspired by a structure at Wetmore Sidings.
- 3 Coal merchant's premises, based on a building at Tutbury.

- 4 Livestock and parcels dock.
- 5 Coal merchant's office and weighbridge, based on property at Rushton station.
- 6 Coal staithes.
- 7 Goods shed, original survives at Tutbury.
- 8 Industrial buildings (half relief).
- 9 Cottage.

- 10 Trent Cold Store, original once at Burton.
- 11 Signal cabin based on 'Fauld Sidings', between Tutbury and Uttoxeter.
- 12 Crew relief cabin.
- 13 Coaling stage.
- 14 Water crane.
- 15 Permanent way depot.



Goods activity in the 1920s, ex-NSR 'B' class tank, No. 1447 shunts the cold store, while ex-MR Johnson class 2F, 0-6-0 locomotive, No. 3147 prepares to depart with a mixed working bound for another wharf in the locality. The LMS replaced the 'B' class tanks on the Tutbury service with the Johnson 0-4-4 locomotives, transferring them to the London area prior to scrapping. However, ex-NSR 'B' class 2-4-0T locomotive, LMS No. 1444, was recorded at Burton in 1932.

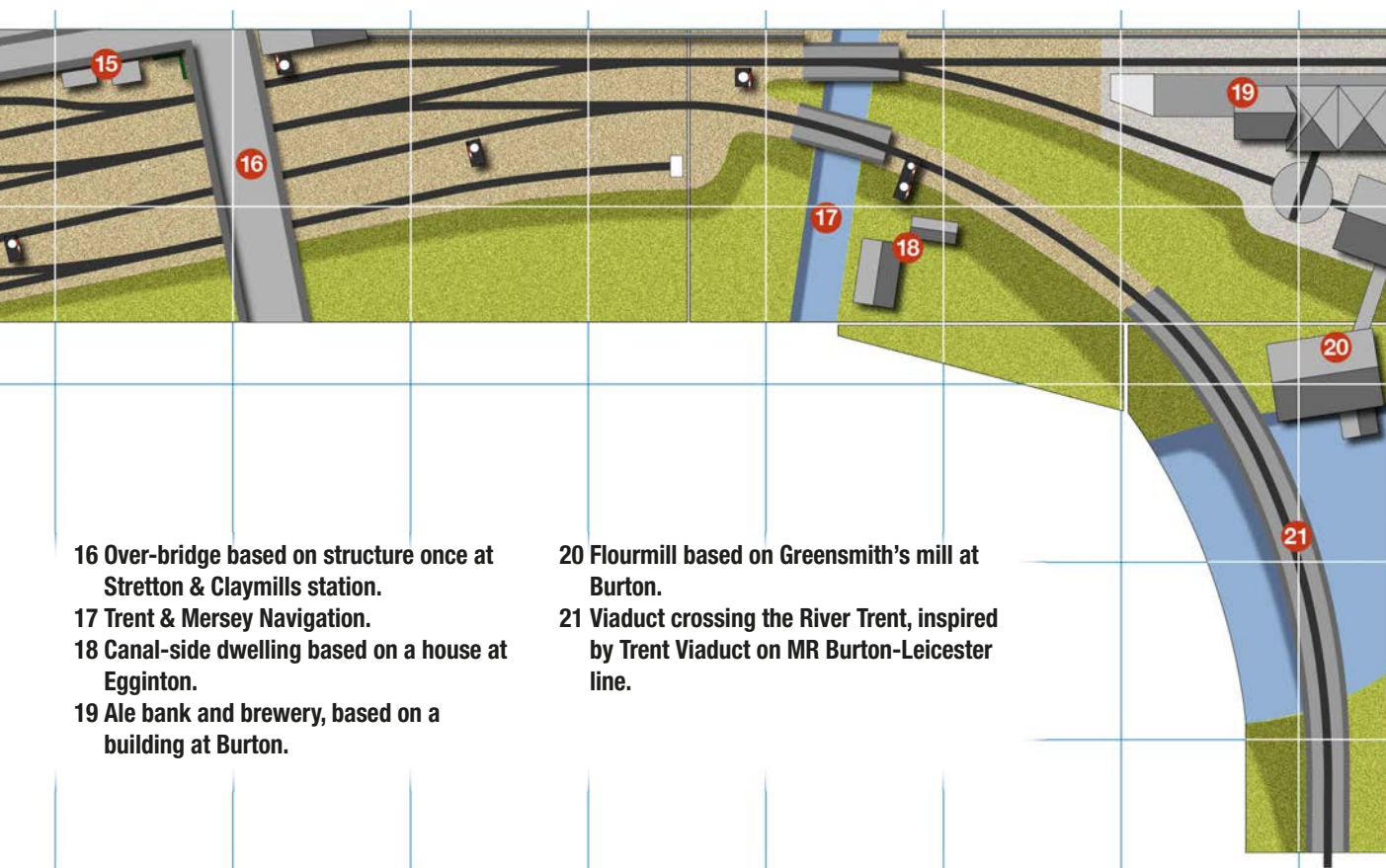
about passed muster at home, but would not be acceptable under exhibition conditions.

The weekend's showing proved successful, with the layout performing well and providing ample scope for a variety of operations, involving rolling stock that hadn't previously had the opportunity to work for an audience.

Final thoughts

There won't be a fourth version. During days of isolation, with exhibitions cancelled involving two other layouts, I've thoroughly enjoyed playing trains, running them around the garage, first through part of 'Rolleston-on-Dove', then across the viaduct into 'Little Burton', a station that offers a diversity of shunting potential. On most days, early BR stock sets the date, on others, the clock is turned back to the pre-war LMS period and occasionally diesels take-over.

Is it a 'three-dimensional historical document with some elements that actually move' or just a 'slice of nostalgia'?



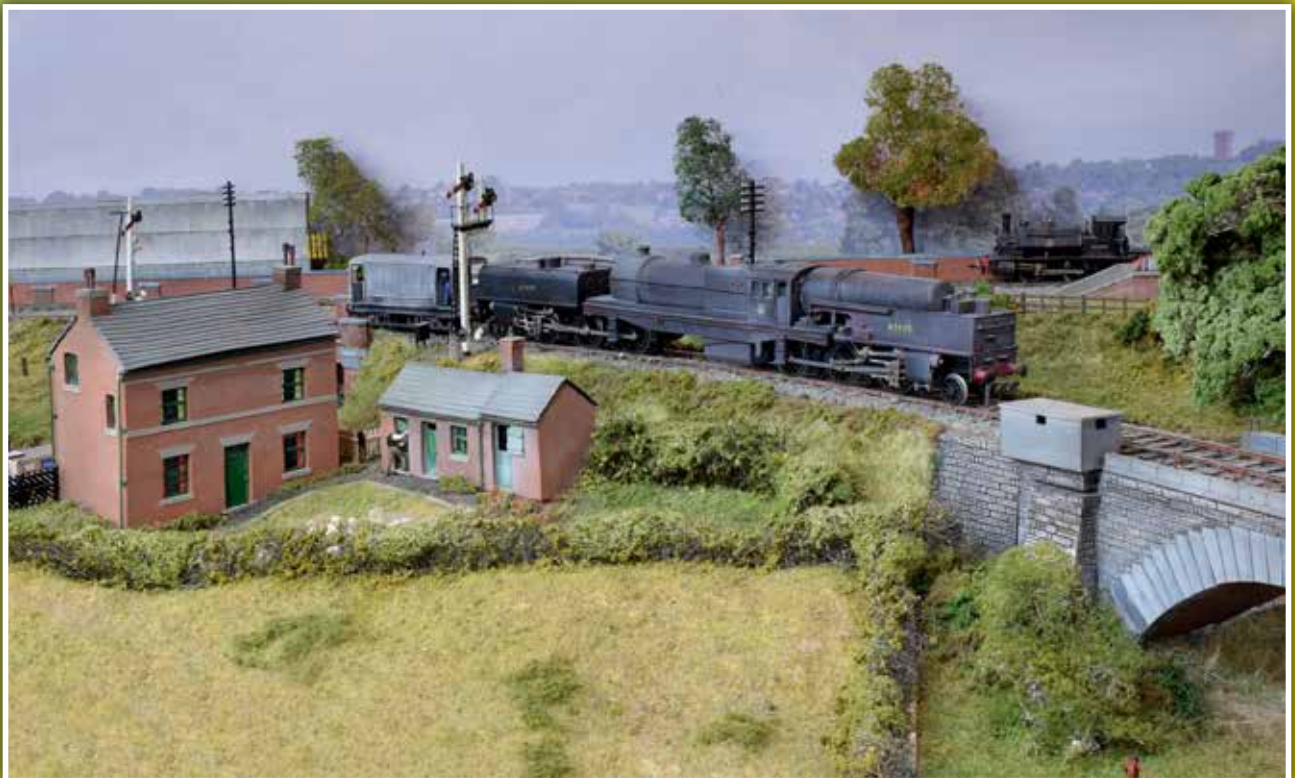
- 16 Over-bridge based on structure once at Stretton & Claymills station.
- 17 Trent & Mersey Navigation.
- 18 Canal-side dwelling based on a house at Egginton.
- 19 Ale bank and brewery, based on a building at Burton.

- 20 Flourmill based on Greensmith's mill at Burton.
- 21 Viaduct crossing the River Trent, inspired by Trent Viaduct on MR Burton-Leicester line.



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Factfile

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

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

COTON-ON-DOVE

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

Words: Clive Baker Photography: Andy York

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

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

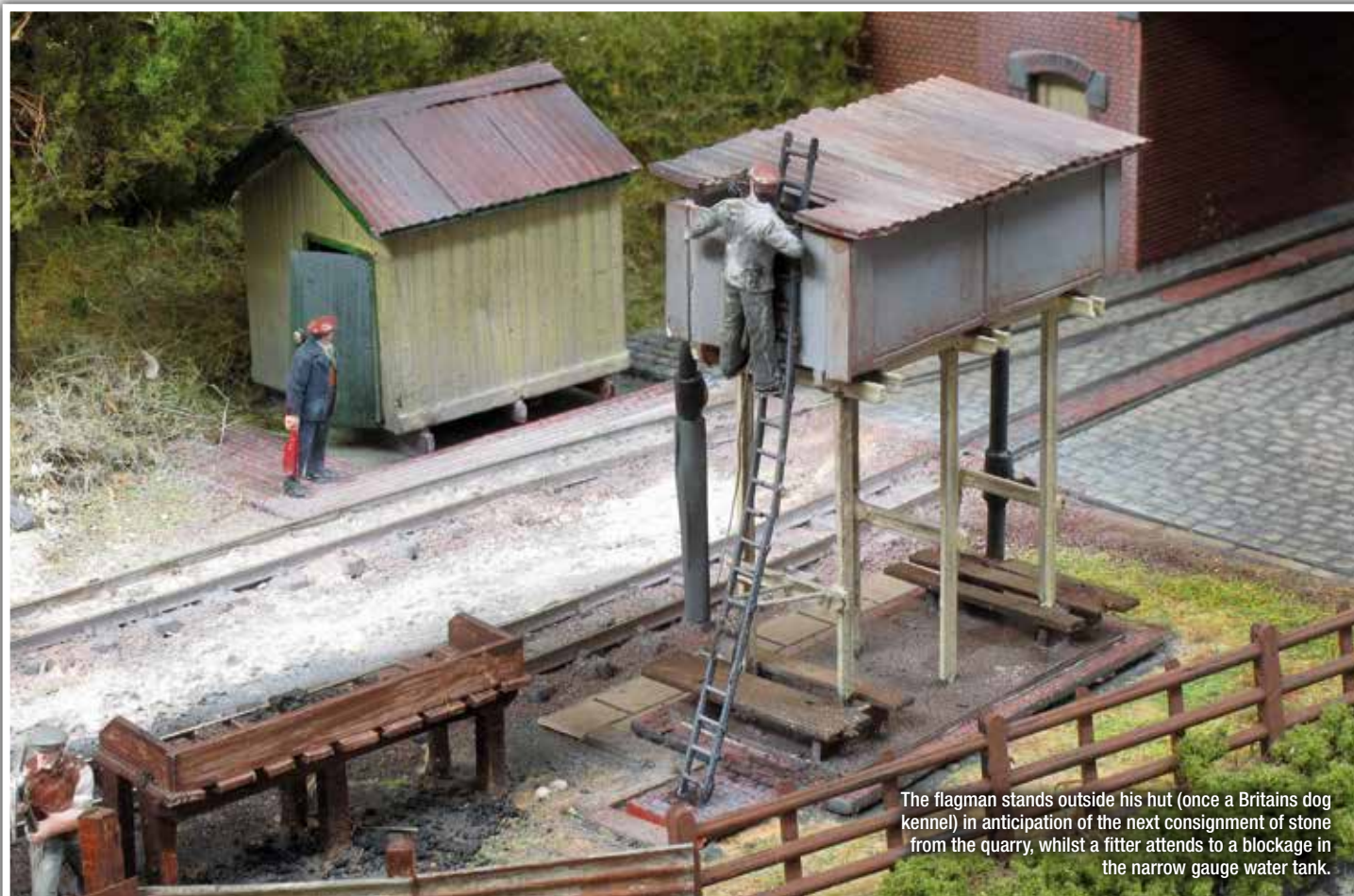
Following the re-creation of an actual North Staffordshire station in which every detail had to be as correct to prototype as possible, I felt it time to take a more imaginative approach to my modelling, but utilise some of the reference accrued during that earlier project, as well as resurrect some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

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

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

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

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



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

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

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

By incorporating a switchback, a narrow

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

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

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

Permanent Way

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



strategically housed in one of the buildings.

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

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

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

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

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

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

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

Buildings

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

The building with bell tower and clock,



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

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



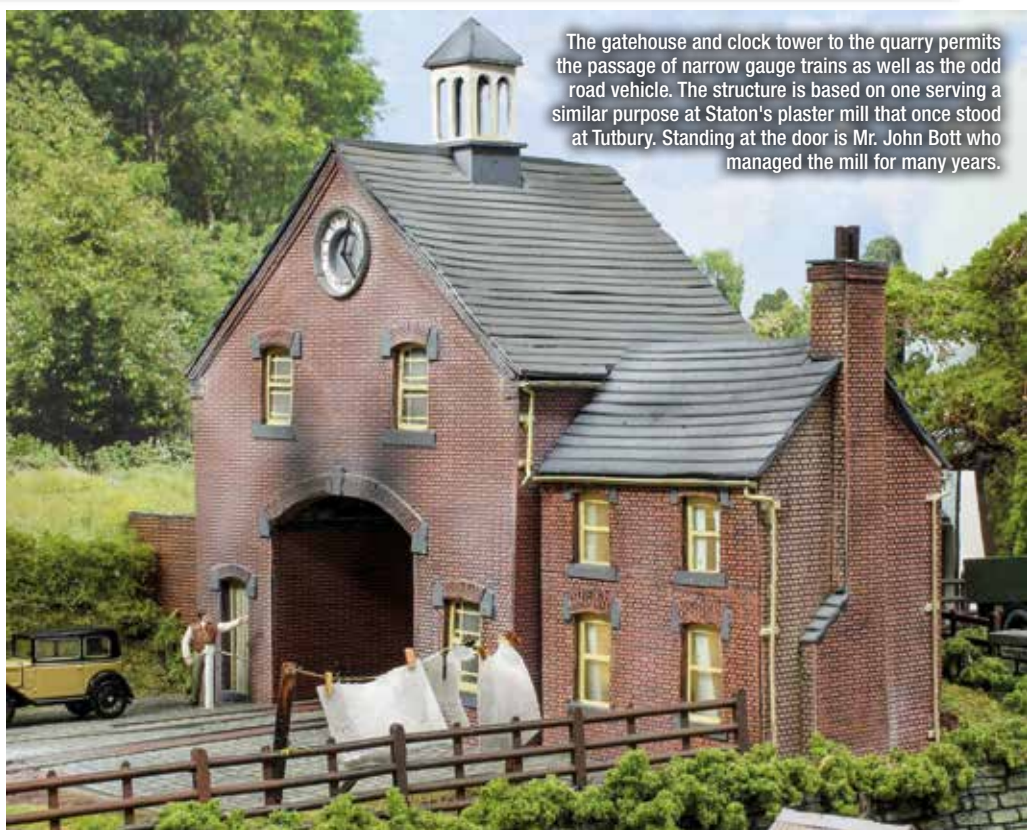
through which the narrow gauge trains pass has been inspired by that at Staton's plaster mill. In reality, a single standard gauge track passed through its archway rather than two narrow gauge lines. The adjoining cottage is freelance, but the carpenter's shop has been inspired by similar structures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

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

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

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

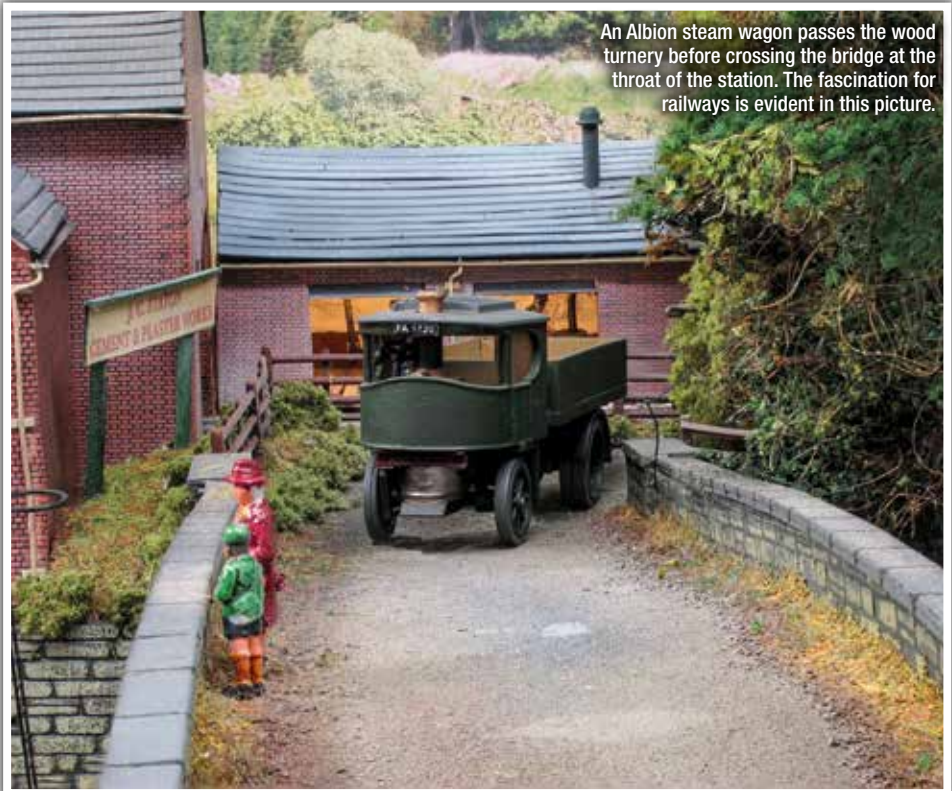
The gatehouse and clock tower to the quarry permits the passage of narrow gauge trains as well as the odd road vehicle. The structure is based on one serving a similar purpose at Staton's plaster mill that once stood at Tutbury. Standing at the door is Mr. John Bott who managed the mill for many years.



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

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

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



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



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

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

Layout swapping

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

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

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

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

Narrow gauge rolling stock

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

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

This diversion proved to be short-lived as

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

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

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

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



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

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

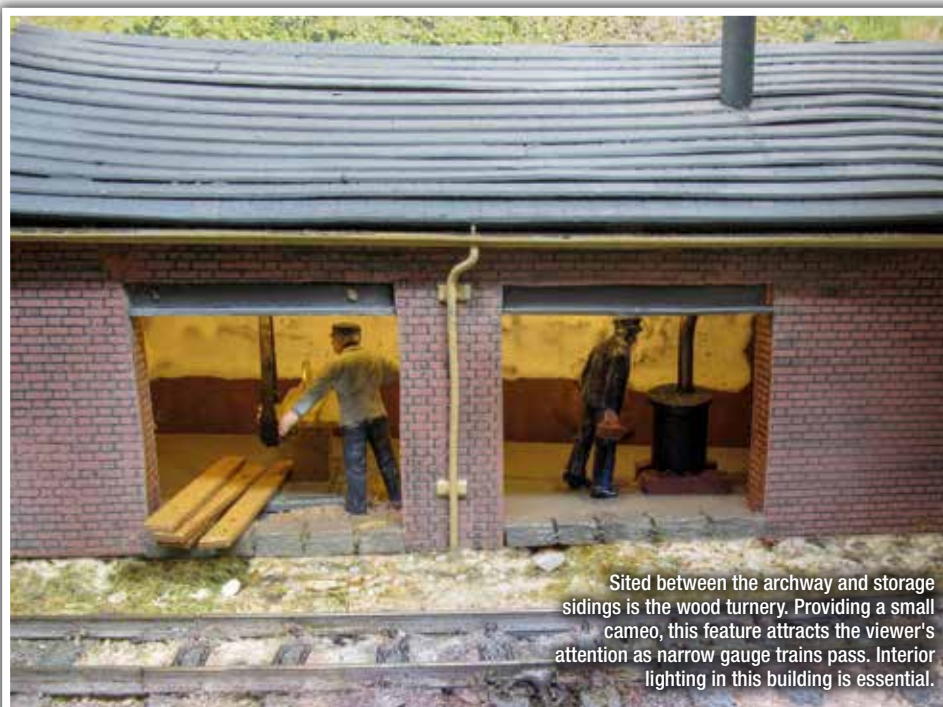


so years later the opposite situation applies.

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

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

Although this engine has six-wheel



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

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

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

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

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

Standard gauge rolling stock

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

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

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

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

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

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

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

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

Final thoughts

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

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

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



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KEY DETAILS

The Panorama

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

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

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



Trackplan



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



SHOPPING LIST

Langley Models

War Memorial (F42)

W www.langleymodels.co.uk

Scale Model Scenery

Park Benches (LX013-00), Red Brick Wall (KX006-00), Laser Cut Litter Bins (LX014-00)

W www.scalemodelscecery.co.uk

Hornby

Birch Tree with Bench (R7218), Oak Tree (R7209), Pine Tree (R7228) and Birch Trees (R7205), Scatter Grass Spring Meadow (R7177)

W www.hornby.com

Gaugemaster

Brown Scatter (GM108), Light Green Hedgerow (GM160), Fordhampton Playground (GM246), Garden Flowers (GM175), Wild Flowers (GM178), Static Grass Glue (GM169), Busch Foam Flock Flowers (7356), Noch Playing Children (15810), Preiser Children (10556)

W www.gaugemasterretail.com

Deluxe Materials

Aqua Magic, Tacky Wax

W www.deluxematerials.com

The Army Painter

Quickshade Soft Tone

W www.thearmypainter.com or Expo suppliers

Terra Scenic

Styrogoo glue

W www.terrascenic.co.uk

Golden Valley Hobbies

Auhagen (76937) Spring Flowers

W www.goldenvalleyhobbies.com

Humbrol

Humbrol sand weathering powder (AV0013), acrylics (33), (67), (34), (62), (63), (52), (38), (99), (19) and enamels (55), (33), (27002)

W www.humbrol.com

Graphicair

Lifecolor Tensocrom Oil (TSC207)

W www.graphicair.co.uk



HOW TO... CREATE A PARK

Words & photography: Michael Russell



Parks and playgrounds remain at the heart of many communities, as they have been for many decades. When I was growing up in the 1970s, the latter tended to be rather rough, with rusty equipment and merely bare earth and grass on the floor. Today, facilities are larger, in good condition and care is taken to prevent injury from falls by using chippings or

rubber mats on the ground. Parks still tend to be well cared for, with the grass cut, but often stretched council budgets have resulted in limited floral displays. Areas around war memorials are given greater attention.

For those of us who are not so keen on the scenic side, parks and playgrounds are relatively simple and fast to model and can take up a large or small area of the

baseboard. Many kits are available to model such facilities, whatever era you model. Parks are a great place to add figures, and playgrounds look quite sad without children in these.

Where I have assembled kits, you should follow the manufacturer's instructions. The steps I add make the process easier, protect you from omissions, or lead to better results.

MAKING BENCHES



Make the end pieces by laminating the two parts together, taking care that you make left and right-hand ends – it's easy to miss if you make them in one batch.



Add the back and seat, then glue with PVA. Wash your hands after making these models because they will be black with soot from the laser cutting process used in manufacture and you can contaminate other parts.

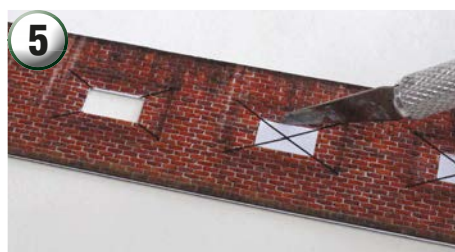


Strengthening pieces are supplied to glue underneath the seat. I would always take the opportunity to strengthen models where possible at the construction stage as it saves time and frustration in the long run.

BUILDING THE WALLS



The wall kits are easy to build and are realistic. Cut slightly into the wraps to avoid white showing on the end result. Use felt-tipped pens to disguise the paper ends.



Ensure that you get the wraps the correct way up for part B as the openings aren't equidistant. Glue in place with PVA and use a seam roller to flatten. Once dry, cut out the white centres.

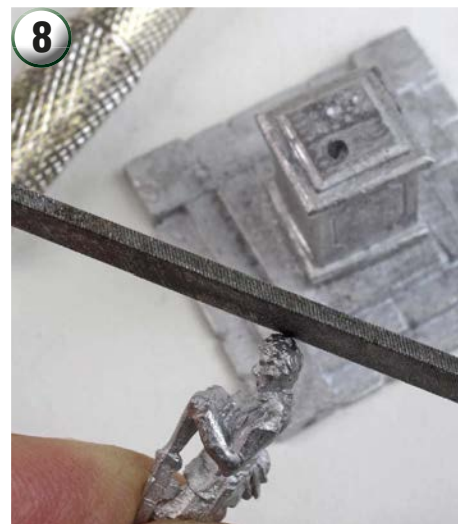


Turn part B over and cut a line from each corner to the edge. Spread glue on the tabs, fold over and stick down. If the knife tears the paper, replace or sharpen the blade.



To get sharp edges on the stone/brick work, such as the coping stones shown here, use a blunt edge to flatten the sides after folding, while the glue is still wet. It will create a more realistic look.

BUILDING THE WAR MEMORIAL



Use a rough file to remove burrs and seam lines from the whitemetal castings. Drill a hole to allow the peg on the soldier's foot to fit. Glue in place with cyanoacrylate glue.



You must prime the whitmetal using a primer before adding a topcoat of either acrylic or enamel. Use bronze with a little added black for the figure. When dry, add a coat of Quickshade to bring out the relief detail.



The poppy wreaths are made by stamping circles from 0.020in plastic sheet using 4mm and 5mm hollow punches. 2mm circles of red painted paper are then attached using PVA glue and a centre added with black paint.

BUILDING THE PLAYGROUND EQUIPMENT



Cut the parts carefully from the sprue using a sharp knife. Cut away excess moulding and clean up seam lines with a file. Glue with Poly Cement.



Parts, like the pipes, need a little filler adding to hide the long joints. Sand when dry and, after priming, you will notice blemishes if you missed areas. Repeat the filling process for a perfect finish.



The playground employs suitably coloured plastic, but I always think paint looks better. Use a range of lurid colours to suit the subject. Humbrol (52), (38), (99) and (19) are nice bright shades.



Use Humbrol Metalcote Aluminium to portray the stainless steel of the slide and for paint worn away by little hands on other equipment. Thin this paint well and polish when dry to activate the metal particles.



For extra realism, use Lifecolor Oil Tensocrom to depict oil stains on the bearing surfaces of the swing.



Use Humbrol (62) to paint the sand of the sand pit. When dry, use Humbrol Sand weathering powder to dust the sand pit to give a nice matt textured finish.



Use extruded insulation foam for the base as it is easy to cut and shape. Arrange your items on the board to ascertain the layout and mark the place of paths and other key features. Take photographs for reference.



I made a paved stone area for the war memorial by reusing the inserts from the wall kit as paving slabs. Glue these to cereal packet cardboard with PVA and cut out.



The paths are made from cereal packet card. Cut a narrow former to fit under the path so that you can make a realistic camber. I glued the edges of the path using Styrogoo glue for a strong bond.



Asphalt paths often sink at the edges when laid, lacking a thick layer of substrate. You can replicate this by cutting lines in the cardboard using a knife, focusing mainly on the path edges.



Cut indentations in the foam at this point. I cut one to hide the base of the oak tree and where children would disturb the surface with their activity, e.g. around the swings. Cut out the pond.



Paint the base with a coat of emulsion. Any dark, earthy colour will suffice. I chose grey so I could undercoat the paths at the same time. Paint around the paved area, though.



Make up different shades of grey from acrylic paint and flick these at the path surface using a toothbrush to simulate asphalt. I used grey (67) and black and white to modify it to a darker or lighter shade.



Use PVA to stick down a ground covering of your choice. I used tile grout of a chocolate shade because of its small particle size. This will be the base colour for the soil of the flowerbeds.



I decided to recolour the paved area using a variety of acrylic paints to get an overall warm golden shade to mimic the appearance of stone. Use the dry-brush technique, or sponge, to get the typical stone patterns.



Use scenic glue and a static grass applicator to add grass. Think carefully beforehand as to where you want the grass to go. I added some green acrylic paint to the glue to add depth to the finish.



The flowers are made by gluing foam to areas purposely left uncovered for flowerbeds. Use Styrogoo and ensure that the foam is pushed well into it to get a good bond. Use a formal layout for bedding plants.



Use PVA glue to add the protective chippings to the children's play area. I used Gaugemaster Brown Scatter. Don't fill in the indentations completely and allow some of the ground to show through to portray disturbance.

29



When fixing the walls in place with Styrogoo, note that they only go one way up. The base has a depiction of moss and the upper edge streaks from water runs.

30



Use part C of the walls to cover gaps and also as wraps for wall ends by cutting part C in half. Fix the coping stones in place with Styrogoo and stagger the joints so they don't coincide with wall joints.

MAKING THE POND

31



Cut the pond out of the foam with a sharp knife. This is easy material to cut, but have a vacuum cleaner on standby to clean up afterwards. Keep it shallow and dye the water if you want depth.

32



To protect the foam from heat when adding the resin water, use a household filler to line the pond. You won't need to do this if you use Aqua Magic, however.

33



Use Styrogoo to glue small rocks around the pond area. Since these arrangements are contrived, and are placed in an artificial manner in real life, don't get too hung up on placement.

34



I applied longer grass around the pond, artificial flowers and weeds from the Gaugemaster (Noch) range for marginal plants and Yellow Flag in the water, all fixed with Styrogoo. The latter is made by painting straw/hay with green acrylic paint.

35



Level the board and pour in Aqua Magic. I added some green and brown acrylic paint to add depth. Use a spatula to draw the water to the edges. I used three thin layers allowing each to dry in-between.

36



The water lilies are made from very thin paper supplied in shoe boxes, painted green with acrylic paint. When dry, punch out various sizes using a hollow punch and cut a slot to the centre.



For sticking the lilies in place, make a PVA/water mix in a 50:50 ratio. Paint it onto some cardboard and check that it is diluted enough for the brush marks to disappear after application.



Paint a thin layer of PVA glue mix over the entire surface of the pond and add the lilies using tweezers. Most PVA dries gloss, which you want, but again, test this on a piece of cardboard first.



I modified the playground apparatus to make a safety life ring. Cut down the post of the tyre swing and glue the tyre to the post. The orange of the ring was made by mixing red and yellow acrylics together.

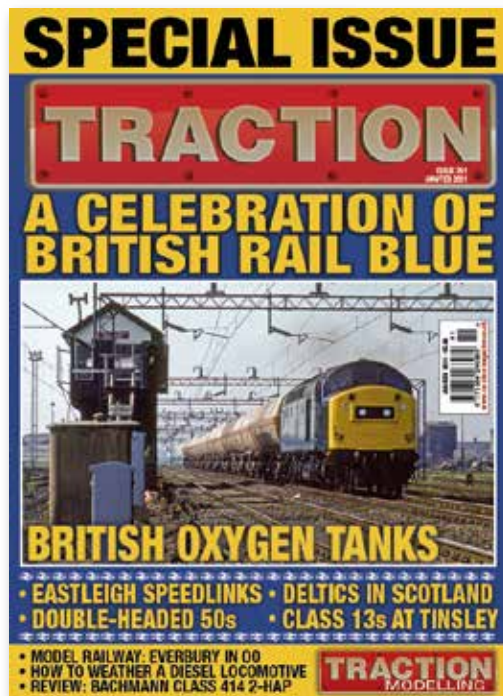


You can use a permanent glue or, if you're like me and like to move your figures around, use Tacky Wax. Just smear some on the contact surfaces and press into place. It forms a surprisingly durable bond.



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HOW TO... **MODEL TREE VARIATIONS**

Words & photography: Michael Russell

Tired of your trees looking similar, or worse, like lollipops? Make your layout's foliage spectacular with these transformational tree techniques, as demonstrated by Michael Russell.



SHOPPING LIST

Gaugemaster foliage (GM150, GM151 or GM152)
Noch Laub sets (07167 and 07168), Noch (07101)
Wildgrass beige, Noch (23102) Embankment
Vegetation

W www.gaugemasterretail.com

Milliput

W www.hattons.co.uk

Expo Superglue Accelerator Spray, Layering Spray
or tree and bush foliage spray

W www.wwwwscenics.com

Hornby Lichen (R7194), Humbrol acrylics (26, 27,
86, 90, 33, 110 and 30)

W www.hornby.com

There are very good books available to modellers that show how to model trees, but the methods shown tend to be laborious. Most of us don't have time to fill a landscape with trees of high-quality and many lack the desire to do so, having other modelling tasks that are of a greater priority and interest.

Most modelled trees appear too 'rigid'. They need to be modelled in a looser, freer way. Natural materials can help us achieve this. Although there is a certain amount of

chance involved with the natural materials we find, it is what we do with them that's important. We don't need to use exotic materials, either – there's plenty of material in our 'green and pleasant land'.

I'll share how you can work with natural materials to shorten the time to build realistic trees, and I'll give more information on how they look depending upon placement and season. After all, trees grow in a variety of locations and are affected by their environment.



RAW MATERIALS



Obtain some roots from around a tree or hardwood bush or shrub. A neighbour had dug this bush up, which provided me with material. You are looking for the small fibrous roots. Cut them off with secateurs.



Break off as much dirt as you can from the roots, then clean them in water gently with a brush. For really small pieces, agitate the roots in the water and swirl the water around.



When dry, place the roots in a hot oven for 10 minutes, or in a microwave for 30 seconds. This will kill any wildlife or spores in the material. Leave it to cool and sort into sizes.

MIXED TREES IN A COPSE



Sort out lanky and leggy pieces of root. Cut to the approximate height for the scale you're modelling. Trim branches to shape and save the trimmings. Multi-stemmed pieces are great for variety.



Chop small pieces of left-over root to use as branches. Add PVA glue to the tree pieces and sprinkle the root pieces on. Allow to dry.



To bulk out the branches and form twigs, brush on PVA glue, then sprinkle with static grass. Any colour will do, though I tend to use the straw-coloured shades. 6mm long grass works well.



Spray new branches and twigs with paint to blend them into the main body of the tree. It doesn't have to be a perfect match, so long as it is close. Acrylic paint is ideal for this task.



To model leaves, brush on PVA glue and sprinkle coarse or fine turf of your desired colour across the top. For variety, and to differentiate between species and individual trees, use a few shades of scatter.



I chose to model autumn at the point where some of the leaves have fallen, but not all, using a variety of colours. Some leaves turn brown, others bright colours. I used the Noch leaf foliage autumn set.

FREE-STANDING CENTREPIECE TREE



Find a piece of material that is a good starting point for a large tree. You want a good-sized bole and main limbs. Also, ensure you find a piece where the main branches taper to fine points, like the real thing.



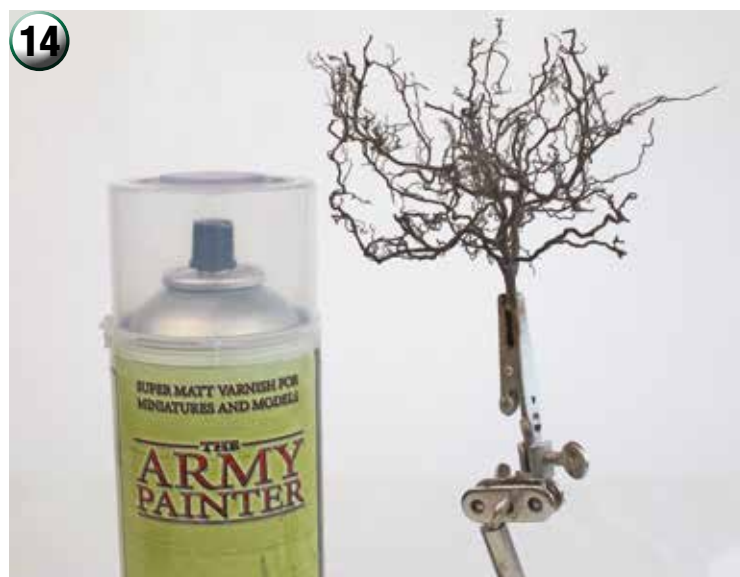
Add branches by dipping the end in cyanoacrylate glue and, while holding them in place, spraying with an activator for a quick bond. Wear a face mask and ensure good ventilation.



It can take a while to build up a good canopy. Use an 'extra hand' tool to help you hold the tree still as you work. Place branches into empty gaps where the tree has grown to maximise light.



Larger spots of glue can show up against the dark of the branches. By viewing the tree from all angles you can correct this by mixing acrylic to the same colour and blending it in carefully using a small paintbrush.



The glue will dry to a gloss finish. You can correct this with a spray of matt varnish.

MAKING AN OLD TREE



Find a large root with some character. The piece that I chose had a large portion damaged during extraction. A limb was partially attached, so I tore the piece off and used it as a feature.



I drilled a hole in the bole and used a cocktail stick as a mounting point in the scenery. This also makes trees easier to work on because it gives you something to grip.

17



I needed to add another branch to fill out the volume of the tree. I chose another root piece, drilled a hole and used a cocktail stick as a dowel to attach the new branch.

18



Planted in the scenery, I glued further roots to the ground to represent fallen branches. This tree was simple to model, yet is full of character and charm.

MAKING A DEAD TREE

19



Select raw material that is light in colour, so it looks like the bark has fallen away. You can spray or hand paint it to a lighter colour, if necessary. A lack of branches is an advantage for this subject.

EVERGREENS

20



Trees like holly and conifers are dense and so are best portrayed using lichen. First, glue your lichen to a piece of 0.5 to 1mm thick wire with contact adhesive. Use several pieces to get a good shape.

21



Spray with scenic glue and sprinkle with green ground foam turf or flock. Holly should be the darkest green you can find, whereas some conifers are light in tone. Leylandii hedges, popular in the 1970s, are still quite common in gardens.

22



Evergreens provide welcome relief and body to autumn and winter scenes. Holly, in particular, is native and a common species in woods and copses. However, don't make holly trees too tall as they don't attain a great height.

YOUNG TREES



Select small pieces of raw seamoss. Pick off any plant leaves that remain as these detract from the finish.



I sprayed my trees with a brown for the trunk and main branches and green for the foliage. The seamoss branch ends look like newly-emerged leaves, giving a realistic portrayal of young trees in the spring.



Planted in the environment they look the part, but are very delicate. Note how I've planted two pieces back-to-back to form a more rounded tree. Don't be afraid of modelling multi-trunk trees.

TREES AMONG CATTLE



Find a piece of seamoss with a good crown to represent a mature tree. Snip off the lower stalk and trim the lower foliage to a flat plane to mimic the grazing of deer and horses.



Add a new trunk from a piece of tree root. Find something that is suitably proportioned in relation to the size of the canopy. Glue with PVA or an impact adhesive.



Grazers often scuff the soil around the base of the tree where they seek shade in sunny conditions. Use real roots to model the tree roots by gluing them to the ground, then partially cover them with scatter.



Many animals take shade under trees in summer weather – the season in which most of us choose to set our layouts. Tree roots are often exposed on slopes, especially if the soil isn't held in place by vegetation.



From afar, you can't make out the trunks or much detail of trees. Model these by cutting the stalk off a piece of ready-flocked seamoss. Simply glue to the scenery with PVA or impact adhesive.

CUSTOM TREES



31 This root had a nice trunk, but little in the way of branches. Drill holes to receive branches made of wire. Existing branches are retained if they add to the tree's character, and some are lengthened.



32 Twist together iron wire used for tying plants, which is pliable, to make branches. Ensure your twists are either clockwise or anti-clockwise and use pliers. Use loops of twisted wire or cyanoacrylate to hold the wire bundles together.



33 Mix Milliput and use this to cover the twisted sections of the wire. Glue the branches into place with cyanoacrylate and ensure that the branch diameter matches the trunk.



34 Paint the Milliput to match the rest of the tree and weather it all remembering to use some green for moss. I flicked various shades of cream and green at the tree using a toothbrush.



35 Coat the branches in PVA glue. Tear off strips of teased out Noch foliage sheets and add to the branches, ensuring that you cover all of the wire skeleton. Leave to dry.



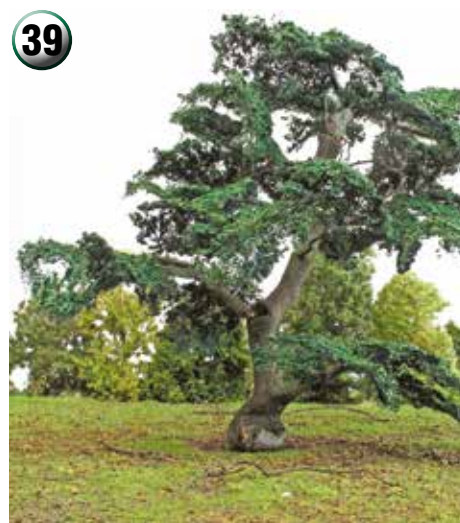
36 There will be places where the process of tearing and handling the foliage has caused gaps to appear. Add more PVA adhesive and sprinkle over loose Noch leaves to cover these.



37 Use a pair of scissors to trim the tree; the type used by hairdressers are best suited for this. Hold the tree up to the light so that you can see all the stray fibres and cut these.



38 Spray the underside of the foliage pads with a green darker than the foliage on top of the pads. This mimics foliage in shade. I mixed mine by adding some black to a green acrylic.



39 When planted, the trunk has character, a natural curve and the retained branches look like dead material. The new branches blend, too. It's easier to make a tree this way than using just wire. With a little grass added to disguise the trunk, it's the perfect addition to a park.

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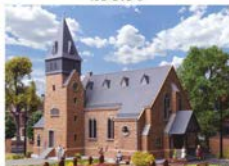
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Kibri 39766
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Q&A, LETTERS
and PROJECTS

WAGON BRAKES

In a comment on your feature about rebuilding a mineral wagon on BRM TV recently, it is interesting to look at the development of manually-operated four-wheel wagon brakes in the UK in the 20th Century up to – but excluding – modern air brakes.

After the simplest of brake-gear that had only one brake shoe acting on one wheel, we had two brake shoes acting on the two wheels on one side of the wagon. A short lateral shaft mounted between a couple of 'V' hangers under the wagon carried a more-or-less vertical crank, to which two push rods were pivoted, each connected to a brake shoe, pivoted to a hanger at its upper end. The brake lever is connected to the shaft and as the shunter lowers it, the shaft rotates in a clockwise direction when viewed from this side of the wagon. The two brake shoes on this side are thus pressed against the two wheels.

In the 20th Century, it was required for the shunter to apply wagon brakes from either side of the wagon, there being two brake levers, one on each side. If both brake levers point to the right-hand end of the wagon when viewed from their respective sides, as they were required to do, and if they are both connected to a cross shaft from one side of the wagon to the other, then when they are lowered they are trying to rotate the cross shaft in opposite directions – one to apply the brakes and one to take them off. The solution was to introduce a reversing mechanism between the brake lever on one side and the cross shaft. The L&SWR commonly used what they called the 'lifting link' arrangement, but the 'Morton brake' was more widely used. The brake lever was pivoted not on the cross shaft but a little way above it with



a snail-shaped cam that engaged with a second snail-shaped cam on the end of the cross shaft to reverse the drive. Many early wagons only had the brake shoes on the side with the 'Morton' cams, the directly coupled brake lever being on the other side. There has to be a clutch between the 'non-Morton' brake lever and the cross shaft, otherwise lowering the 'Morton' brake lever would try to lower the other brake lever too, but it would be held up in its 'off' position.

This model is built from a kit that I had laid in store some time ago. As a change from a box van, this one is a simple GWR open wagon. These wagons had a wheelbase of 9ft and a steel underframe. It's a kit from Ratio (5064), its GWR 12T five-plank open merchandise wagon to diagram O29.

The GWR built nearly 6,000 of these wagons between 1931 and 1934 and, as part of the 'common user' wagon pool, they were not restricted to the parent GWR route system. Note the reversing mechanism on the brake lever. The brake lever has a snail-shaped cam at its lower end, which engages with a similar cam shape on the end of the cross shaft so as to reverse the direction of the drive.

I found that the Ratio plastic brake levers were very fragile and fouled the underframe, so I replaced them with white-metal items from my box of brake-gear bits. I fitted a cross shaft of 0.4mm diameter nickel-silver wire.

Michael Walshaw

REFLECTIONS ON LADMANLOW SIDINGS

I would like to thank BRM and the layout builder, author and photographer Alastair Green for the excellent 'Ladmanlow Sidings' article in BRM recently (September 2020). I really enjoyed reading his description of his layout, but particularly the quality of the photography. What a great idea to take the layout up into the Derbyshire hills and incorporate it into the actual environment where the model was based! These were some of the best photographs I have seen in a model railway magazine.

I have been building up a collection of Cromford & High Peak Railway (C&HPR) locomotives for many years and you kindly published a selection of them in the magazine.

Alastair stated that he would like to build one of the Kitson 0-4-0s. I have two, 47007 built from an old Crownline white metal kit and 47000, built from an original Jidenco etched kit. In my opinion, the kit produced by Judith Edge is by far the best and is readily available.

I live in the Retford area, not far from Alastair's home, and would be pleased to meet up and run the locomotives on his layout post-COVID-19. In addition, I have 41536, a Brassmasters Deeley

0-4-0, 58850 a North London 0-6-0 – a Gem kit with a Branchlines detailing kit and chassis, an LNWR Bissell Truck 0-4-0 built by Phil Parker and an L&Y 'Pug' 0-4-0 with a High Level gear box and chassis.

In the era that is being modelled, the Bachmann O3 would also be appropriate. I noted that Alastair is thinking of building models of the water carriers regularly used up on the tops. As I am modelling the same era, I have converted the two types of ex-Midland 0-6-0 tenders that were used at the end of the C&HPR life. The layout and the article gave me great pleasure and I thank him for that.

Phil Lewis



A COVID-19 DIVIDEND?

Through a dreadful time, which will leave the world poorer, one of the few benefits of COVID-19 has been an apparent boom in our hobby. We have lost the exhibitions and club meetings many of us love, but given time many of us have taken to dive into projects long postponed through other pressures.

This has led me to consider the great value of the many small businesses that have been an essential backbone of our hobby over the years. Important as they are, I am not thinking about the larger retailers, but rather a myriad of small operations supplying vital components, scale buildings, kits of a great variety, and specialist services. Subject as we all are to the vicissitudes of increasing age, these, often one-person operations, are vulnerable to the health and other problems that can beset us all with

inevitable detriment to our hobby. Relatives may be unaware of the great value others place on the efforts of these businesses. Hours of research, specialist manufacturing capacity and knowledge stand at risk.

The inevitable unemployment consequences of COVID-19 potentially make available people who might well be needing to find new opportunities to sustain them into the future. Those who could readily contribute to the abilities we need to continue our hobby. There is a need for those who face not being able to continue as before and those open to new challenges together. Is this a role for our important hobby magazines, and media networks? Thoughts everyone!

Peter Balcombe

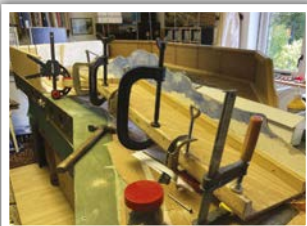
VENTNOR

For a long time, I have wanted to model Ventnor on the Isle of Wight. Working out how to achieve this in scale at 4mm:1ft has been an interesting problem. An accurate station map was projected on to a giant sheet of paper to make a full-size template. Eventually, after much sketching and plotting on a smaller version, I decided to build the baseboard with a single split across the overall plan, with removable scenic sections to form the quarry sides. The scenic sections are large to portray the massive nature of the St. Boniface downs and are being constructed on a frame of 3mm welded rods, bent to shape. Behind the tunnel section is a fiddle yard, which will have further scenic sections over the front and on top that will be a working representation of the 1960s Decca scanner, so characteristic of the old Chain Home site, developed during WWII.

Progress is slow despite all the time that lockdown has afforded, but many wagons and coaches have already been built. Roxey kits and SECR coach etches from Worsley works have joined some cut and shut Tri-ang/Hornby examples, along with scratch-built Plastikard models. All have correct pattern metal bogies and detailed underframes. Wagons have largely come from Cambrian models and Smallbrook Studio resin kits. Locomotives are a mixture of Kernow and South Eastern Finecast 02s, and Hornby 'Terriers', with Rails sound-chipped 'Terriers' hopefully en-route.

I have collected over the years just about all published material from which I should be able to build the station, goods shed and signal box in reasonable detail. Likewise, the caverns with all the important cliff faces and crevices should be achievable to a high degree of authenticity with some judicious sculpting. Furthermore, I intend to build the track because prototypical turnouts aren't available 'off the shelf', but really, it's a new skill that, as a modeller, I feel I need to learn. Lastly, in excess of 10ft x 6ft, plus fiddle yard, my immediate problem will be to find a way to store it since it currently resides atop the family pool table!

Graham Hobbs



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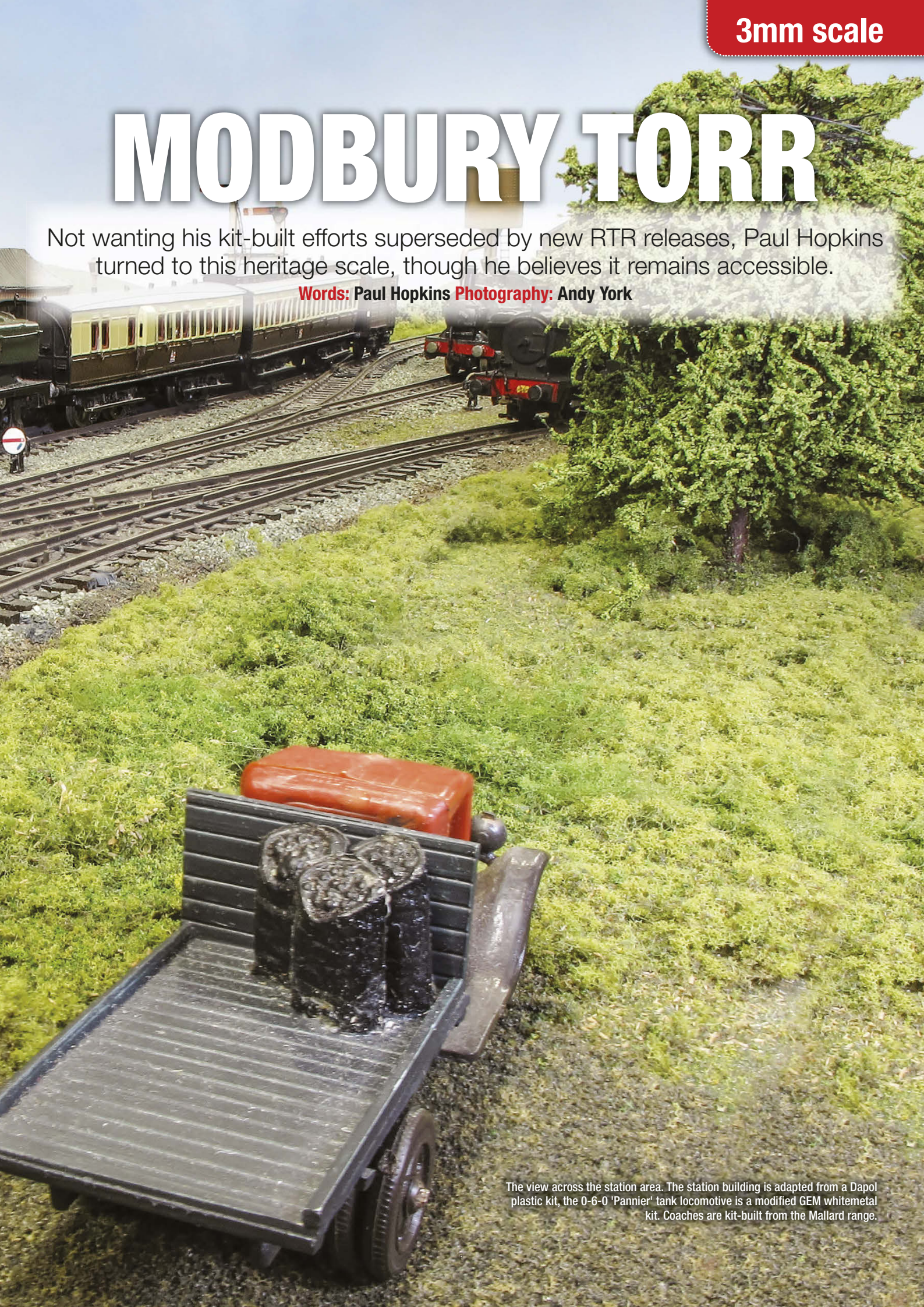
Layout name: Modbury Torr
Scale/gauge: 3mm:1ft scale, 12mm gauge, TT
Size: 11ft x 1ft
Era/region: GWR, but can be BR (WR)
Layout type: End-to-end

3mm scale

MODBURY TORR

Not wanting his kit-built efforts superseded by new RTR releases, Paul Hopkins turned to this heritage scale, though he believes it remains accessible.

Words: Paul Hopkins **Photography:** Andy York



The view across the station area. The station building is adapted from a Dapol plastic kit, the 0-6-0 'Pannier' tank locomotive is a modified GEM whitemetal kit. Coaches are kit-built from the Mallard range.

I have been involved in model making for many years, starting with a OO gauge system. I adapted ready-to-run models into something more bespoke for my interests in mainly British Railways Southern Region, particularly electric multiple units and the locomotives I remember along the south coast. Frustration set in about 20 years ago and interest waned as almost every time I made a model, one of the mainstream manufacturers produced a ready-to-run version at a cost less than it took to make.

I became interested in 3mm scale after seeing a West Country-based layout at an exhibition. I joined the 3mm Society and

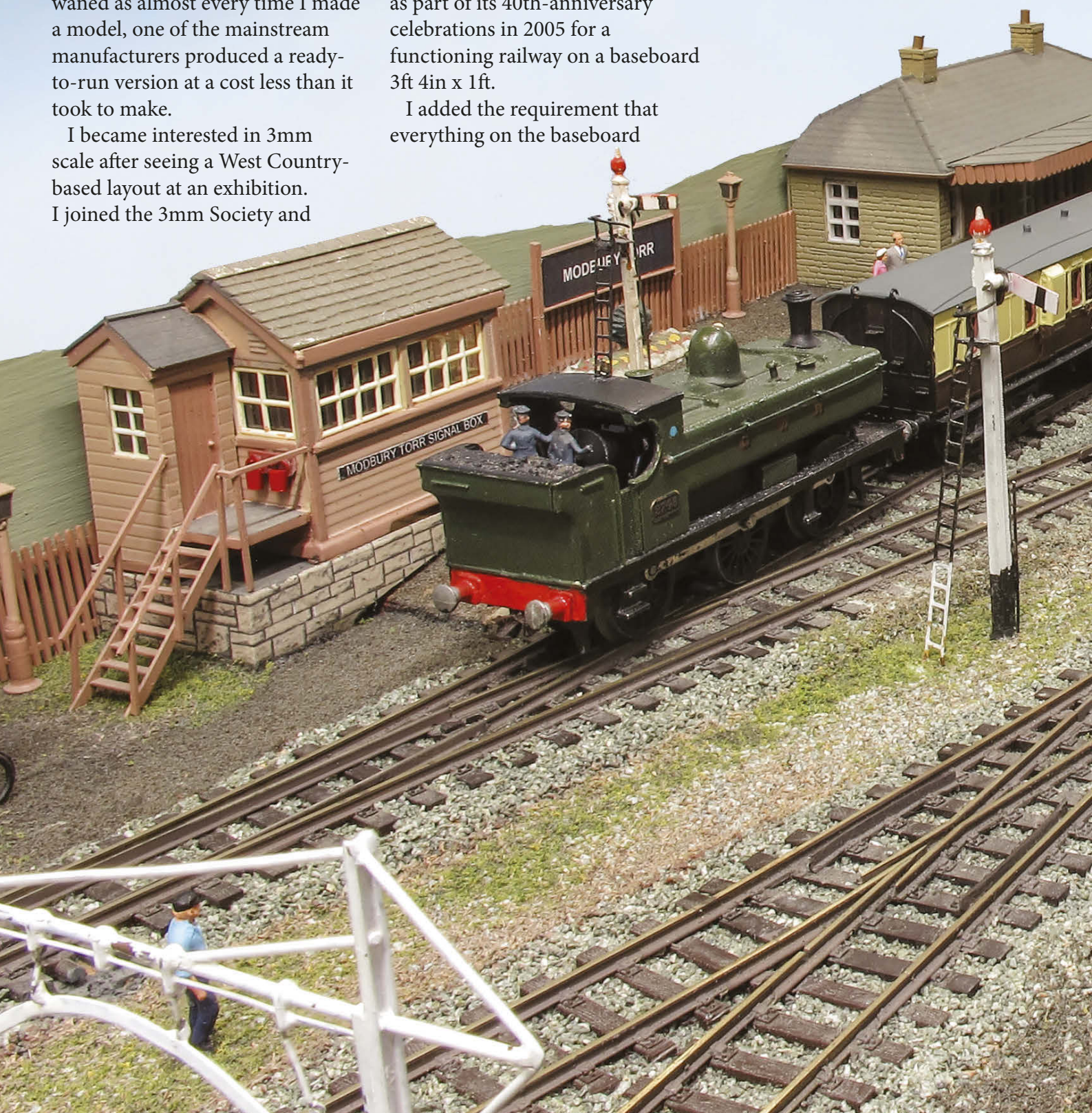
found a lot of support is available for a newcomer, particularly with local groups and the shops. As a consequence, my interest and capabilities have grown, evidenced in the layouts I exhibit.

As you may expect, 'Modbury Torr' is built to a scale of 3mm:1ft. It is on three baseboards, the middle one was built to satisfy a challenge set by the 3mm Society as part of its 40th-anniversary celebrations in 2005 for a functioning railway on a baseboard 3ft 4in x 1ft.

I added the requirement that everything on the baseboard

should be obtained from the local model shop or traders at model railway exhibitions to demonstrate modelling in this scale is not as difficult as most people perceive.

I prefer my layouts to have some prototypical basis and found the GWR branch terminus at Yealmpton in Devon had features that would fit the space available. In addition, the prototype had



plans to extend the line further towards Modbury.

The layout represents the proposed terminus had it been completed to the original proposal, including many of the features from the Yealmpton area. The

original 3ft 4in specification allowed just enough space to build the station area and bring a typical branch line train of an 0-6-0 'Pannier' tank and two coaches



A view of the layout, with the entrance to the goods yard in the immediate foreground. The yard shunter is on the headshunt, and locomotives are ready for action in the shed. The through-line runs along the rear of the layout.

into the station platform and be able to run the locomotive around the train. The original layout incorporated a locomotive shed and limited goods yard, the other two baseboards are later additions, which make the working railway layout in its current condition.

Construction

When the original baseboard was first built, it was designed to be table-mounted and was fitted with removable screw-in legs, raising the baseboard by about 3in, which was enough space to fit the two electrical connectors for the track feed. As the layout was extended, the same method was used for the two additional boards, although they now are placed on two metal-



0-6-0PT No. 9716 on shed. The shed was scratch-built by the late Peter Gentle and is the only building on the layout that has not been adapted from proprietary buildings. It fits neatly into this scene.

The GW Railcar was made from a Worsley Works brass kit and is powered with a Halling HOm tram bogie.



framed paste tables, with longer legs that take the baseboard level to a height of 3ft 6in into a boxed arrangement with self-contained lighting used at exhibitions.

Trackwork is Peco's HOm products, with manual rodding and slide switches for point control. The backscenes have been arranged to allow fiddle yards at each end of the layout, the larger one has a small fan of sidings and a kickback track to a cassette, which enables trains to be changed without handling the models. Another of the original requirements was to have hands-free coupling and uncoupling, which prevented using any of the tension-lock systems common to most layouts. A magnetic system has been used, produced by B&B, which provides the delayed action feature allowing uncoupling anywhere on the track beyond the magnet, which on 'Modbury Torr' are electro magnets powered from an external 20V AC supply. The B&B couplings are sold as a fret; each one is simply assembled, the only tool required is a small pair of pliers. Apart from the scale, the coupling system receives more enquiries from visitors at exhibitions than anything else.

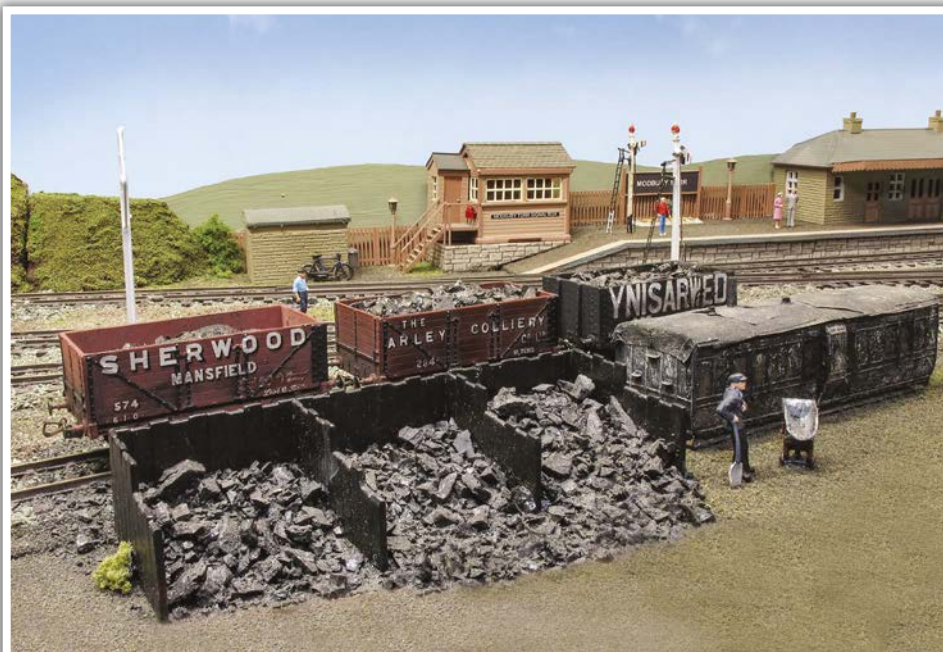
The lower-quadrant semaphore signals on the layout are a combination of the old GEM signals, and white-metal kits sourced from 3SMR, all controlled by brass rods from slide switches at the baseboard edge behind the backscene.

Buildings

There are no building kits available in 3mm scale, which was a handicap to continue the theme of obtaining everything from a model shop. However, with some



The sheep are HO scale figures, are being herded onto the cattle dock to be loaded onto the wagons being shunted into position. The goods shed is adapted from the Triang TT Diesel depot building.



The local coal merchant has good stocks. The staithes are cut down OO scale kits, the pieces left over were used to make the locomotive coaling stage in the previous picture. Wagons are made from plastic kits sourced from the 3mm Society.

ingenuity, several OO gauge building kits can be converted by simply scaling down each of the components in the kit to 75%.

The first to be tackled was the station building, it originates from a Dapol OO plastic kit. Once the components were re-sized from the top and bottom of the walls, they were re-faced in Plastikard, and suitably painted in GWR colours.

The coal staithes were similarly treated, and the unused pieces were able to build the coaling platform by the locomotive shed. The signal box at the station is a Wills ground frame, modified to include a porch and steps and all painted in GWR stone colours.

Tri-ang made a TT model railway system in the 1950s and early-1960s. It was made to a scale of

3mm:1ft and much of that system is freely available today, including the buildings, which can be easily adapted to fit. Four of those have been used on 'Modbury Torr'.

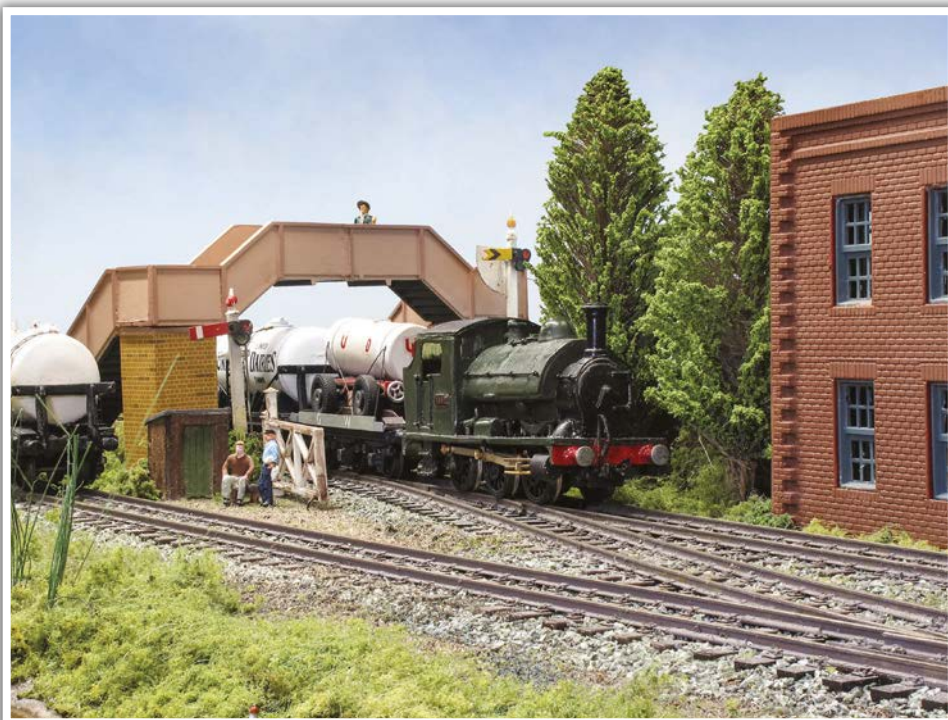
The goods shed is a much-modified Tri-ang diesel depot building. The others include a water tank, lineside hut and the cut-down footbridge by the dairy, which provides the public with a means of crossing the line and also partly hides the entrance to the other fiddle yard. The dairy complex is mostly a recycled HO building found in a 50p second-hand bin at an exhibition. The original engine shed was made the same way from a Piko kit but was replaced with a scratch-built model made by the late Peter Gentle, which fits in the scene really well.

Scenic work

There's not a great deal of scenery on the layout; basic landscaping was made from polystyrene blocks and trimmed to suit using an old bread saw, although nowadays I use a heated wire – much easier and much less mess afterward.

Scenic items are almost all from the Woodland Scenics range as I find those are less susceptible to fading or discolouring over time and there is a good range that replicates the colours of the real landscape. The river base was cut into the baseboard, with the banks formed from polystyrene and plaster filler. When mixing the filler, brown acrylic paint is added, which prevents the white from showing through should the surface be chipped when in use.

The river bed is painted with a mixture of brown, green and grey colours, before clear varnish is added. For 'Modbury Torr', I used an acrylic product, which does

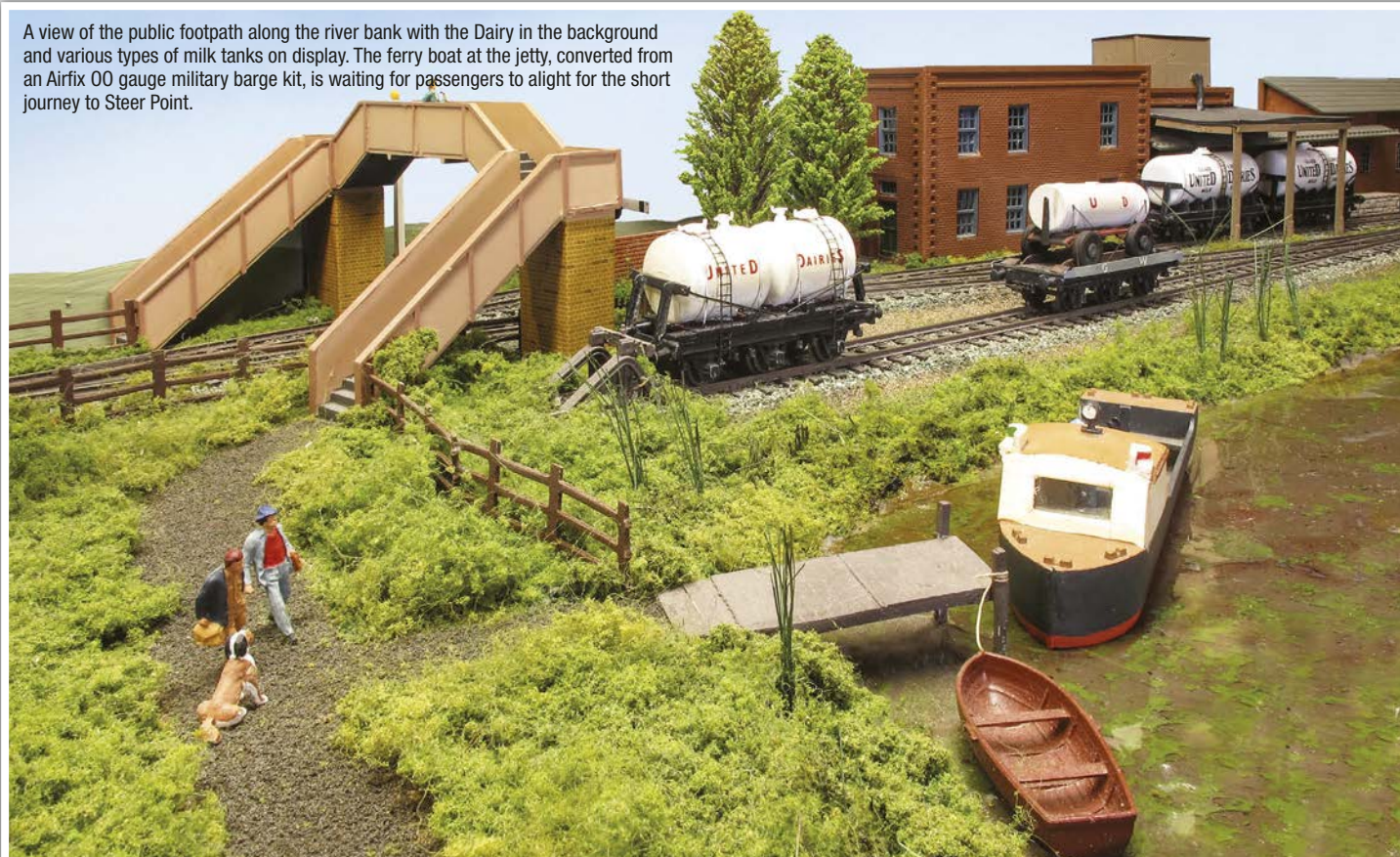


GWR 0-6-0ST No. 1362 enters the dairy with a short train of milk tankers. The engine is scratch-built using several modified parts from the OO scale plastic 'Pug' kit. The footbridge is a modified Tri-ang 'TT' building and partly hides the entrance to the fiddle yard.



GWR Railcar No. 100 was made from brass body etches. The prototype ran on the Windsor branch in 1912 and was sold out of service in 1919. The radiator to cool the internal combustion engine is mounted on the roof.

A view of the public footpath along the river bank with the Dairy in the background and various types of milk tanks on display. The ferry boat at the jetty, converted from an Airfix OO gauge military barge kit, is waiting for passengers to alight for the short journey to Steer Point.



generate realistic water, but I found it cracks after a while – it's easy to fix with a quick application of the heat gun, but great care is required to avoid damaging other scenics when using it.

Rolling stock

I still use an analogue system; the trains on 'Modbury Torr' are controlled with Gaugemaster hand-held walkabout controllers, powered from a separate 16V AC supply. Individual tracks are powered from the turnouts. Turnouts are switched by small slide switches behind the backscene that control movement of the tiebar and the polarity of the frog. I see the benefits of digital control and may change at some time in the future.

When the layout was built, the original locomotives and rolling stock were based on those types that were operating on the real

railway and could be built quickly. The 0-6-0 'Pannier' tanks and Collett 'auto tank' locomotives are made from GEM kits, which were available in the 1960s and subsequently taken over by 3 SMR. The B set coaches and wagons were made from plastic kits supplied by the 3mm Society. Since that time, the stock has developed to include other appropriate GWR branch line locomotives and rolling stock.

The Southern wanted part of the action and obtained running rights on the branch line, so it is possible to see LSWR and Southern tank engines and rolling stock operating passenger trains and sharing the milk traffic to the dairy.

In addition to 'Pannier' tanks, more recent additions have included 'Metro', small 'Prairies', Adams radial tank locomotives and a GWR Railmotor. Non-steam locomotives also operate on the layout, including the

1912 prototype GWR Internal combustion-engined railcar and 1930s AEC railcar.

Train sequences have been prepared, the entire rota taking 45 minutes, allowing all the operating features of the layout and rolling stock to be used.

The layout can also be operated into the BR era, with a variety of hydraulic diesels, railcars and steam services, as existed during the early 1960s.

On show

'Modbury Torr' is only operated at exhibitions and is packed away at home afterwards. Shunting the yard is quite pleasing – the kit-built rolling stock and the B&B couplings usually operate faultlessly and interest the visiting public. I always build something new for any of my layouts for each exhibition it attends, which helps maintain interest. I considered

building an extension, but my efforts were expended on our layout 'Portsea', instead. For now, it will remain as is, but the time is approaching when it will be replaced.

When exhibiting my 3mm:1ft model railways, the comments from the public are usually "What scale is it?" Many think it is OO or N gauge, but once they understand it neatly fits between the two, there is always good feedback. Most like the size and see a working layout in 11ft, but are put off by the lack of ready-to-run models.

By sourcing all of the items on the baseboard from the model shop, and using the Peco HOM track system and manual point control, I can show 3mm:1ft scale isn't much harder than OO gauge to get a layout together at a cost that is surprisingly lower than most expect. The locomotives and rolling stock are a little more difficult, but the old Tri-ang system is available.

It was fairly easy to build, is quite small, simple and enjoyable to operate and could be considered as a reasonable introduction to

View of the Dairy, with United Dairies milk tanks being loaded. The six-wheeled milk tanks are made from white metal kits originally sold by BEC. Colour laser printing was used to provide the wording on the tanks. The river is in the foreground, the heron fishing on the river bank.



3mm:1ft scale modelling.

The trackplan is representative of a small branchline and provides the features that would be expected.

Final thoughts

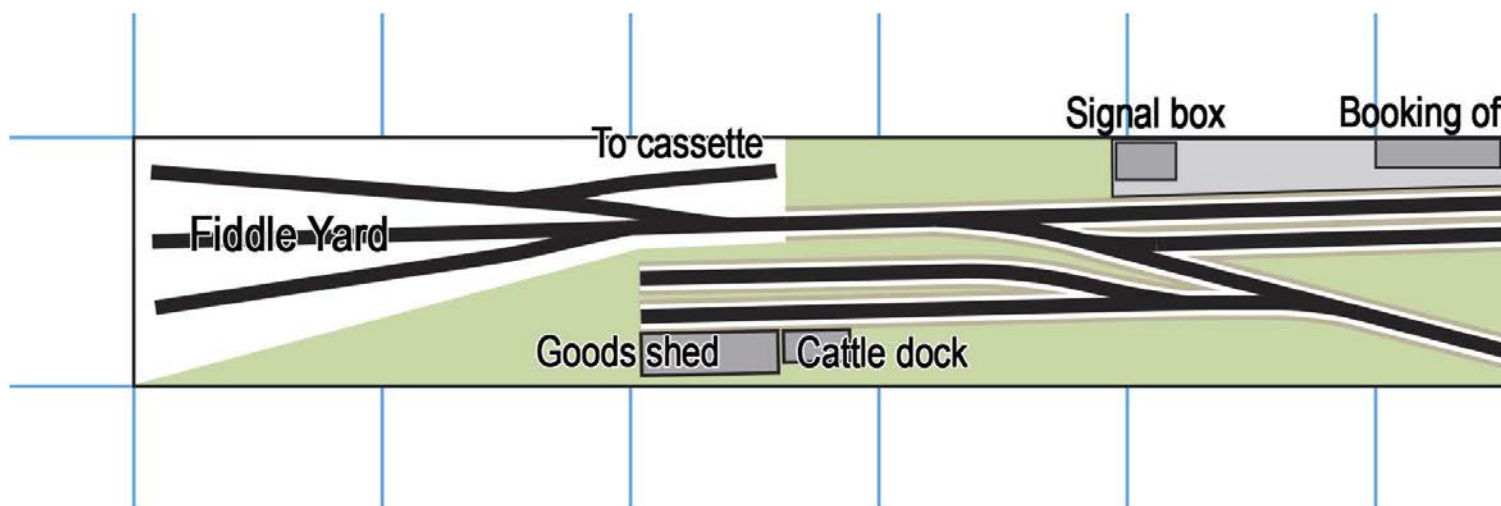
One never stops learning and can always come away from an exhibition with some new ideas seen on one of the layouts. Layout operators at exhibitions are usually pleased to discuss and show how

they operate some feature on the layout or how a model was made. The dairy building was originally planned to be a brickworks as on the prototype, but one operator suggested a dairy, which makes better use of the area and brings different rolling stock and an excuse to run Southern.

Originally the layout was wired on the principle of one train operation with single track feed

Trackplan

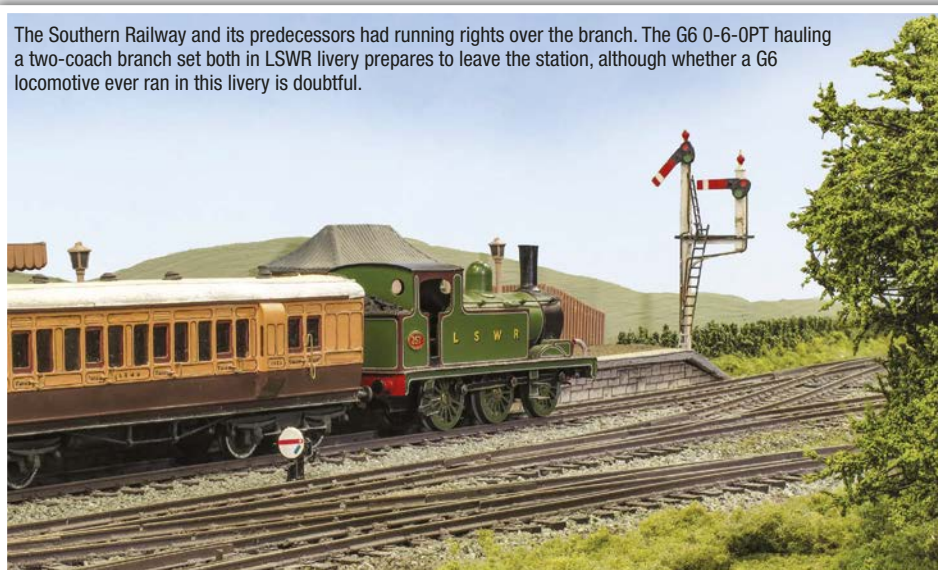
MODBURY TORR



View of the goods yard, the vehicles are made from kits supplied from the 3mm Society. The shed building was adapted from the Triang TT diesel shed, and the corrugated building alongside has continental origins.



The Southern Railway and its predecessors had running rights over the branch. The G6 0-6-0PT hauling a two-coach branch set both in LSWR livery prepares to leave the station, although whether a G6 locomotive ever ran in this livery is doubtful.

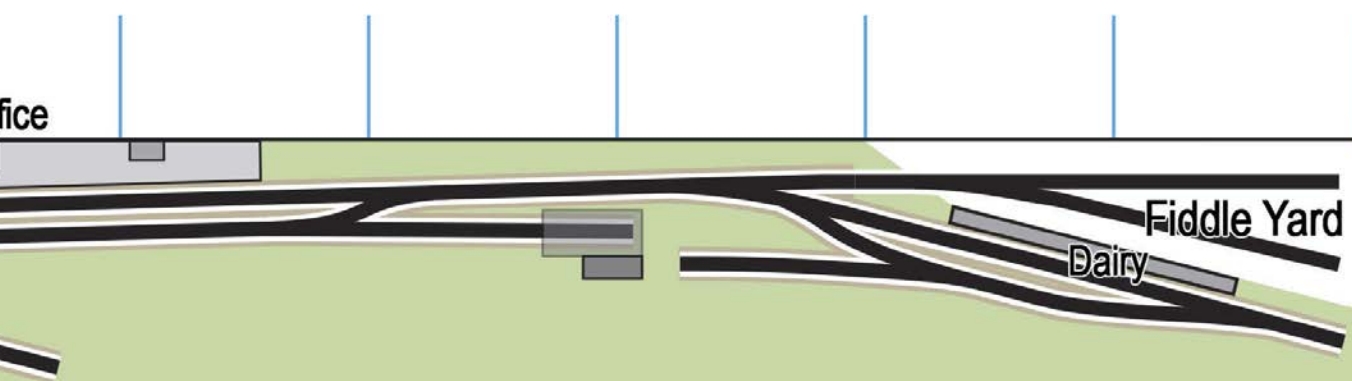


until my fellow 3mm Society operator, Dennis, suggested running the yard area separately from the branch line. It was a simple modification undertaken over the lunch break to get two trains running. I encourage feedback and listen to visitors as that will help improve operation and my standard of modelling.

For me, belonging to the Bognor Regis MRC was a good way to improve skills. I couldn't solder well, and probably still not up to a high standard. In those days, brass kits were too difficult to contemplate, but club members were free with their time to show me. I also learned how to paint properly with an airbrush.

Joining the 3mm Society, I found engaging people that helped me develop my skills, plus participating in the annual modelling competitions help considerably. Anyone can join and it opens up other sources of models and rolling stock, including two shops for members, as well as regional events and local groups that would help the newcomer.

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HOW TO... **ADAPT AN RTR LOCOMOTIVE TO HO SCALE**

Words & photography: Richard Gawler

Long-established as the mainstream scale for our overseas friends, HO scale is promoted in the UK by a select number of modellers. Finding suitable British prototypes, however, is challenging, but not impossible, as Richard Gawler explains with his RTR adaptation.



British railway modelling in 1:87 scale benefits from a few ready-to-run models, but unfortunately, most of the model wagons and coaches are prototypes from the 1950s and 1960s, while the model locomotives are more modern.

The Southern Railway class E1 tank 0-6-0PT locomotive was around 12% bigger all round than the LB&SCR 'Terrier'. This difference can be exploited to make a 1:87

scale model E1 from a Dapol or Hornby 1:76 scale 'Terrier'.

The E1 is an attractive prototype and the project provides an excellent introduction to modelling British railways in the smaller scale. The locomotive can also form the basis of a simple BR steam era layout, perhaps as a first essay in 1:87 scale?

Most of the work requires changes to the cab, bunker and smokebox. The conversion

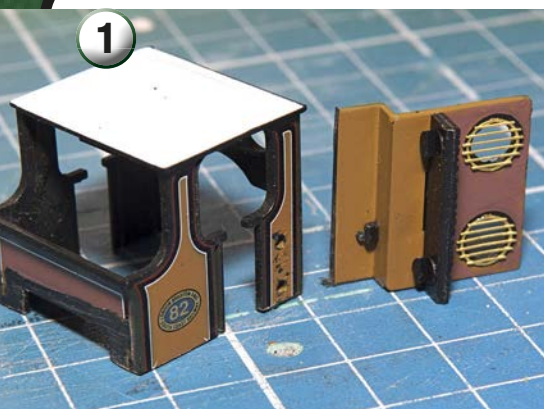
doesn't involve modifications to the chassis, unless you choose to fit different wheels.

You'll need a Dapol or Hornby 00 gauge 'Terrier', with its original accessory pack, some etched window frames with bars, and a pack of four Markits standard wagon buffers.

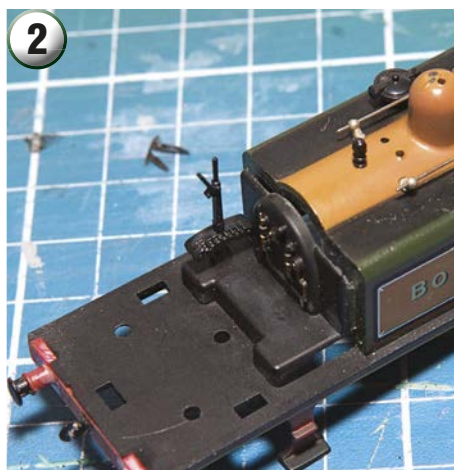
Where I needed filler, I used Milliput to build up new surfaces as well as hide unwanted holes and blemishes.

SOURCE: COLOUR RAIL

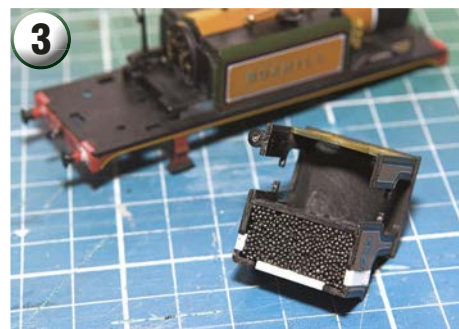




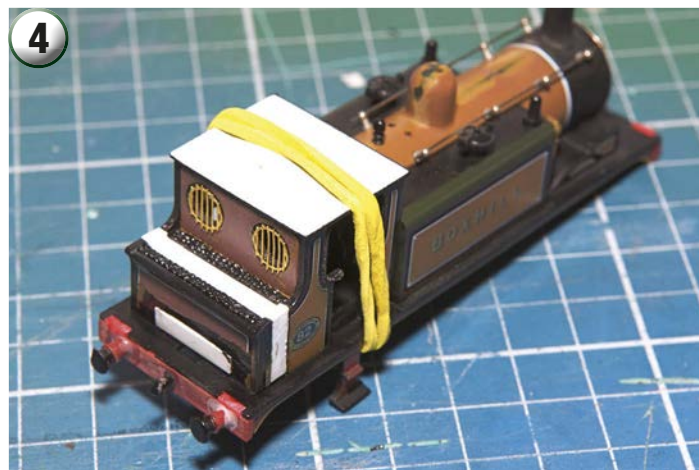
Remove 2mm from the base of both cab mouldings. If desired, remove the original moulded window frames and bars and attach etched brass equivalents. The brass ones used here have five bars, while the original moulded ones had the correct four bars. I feel these brass versions look better.



Run a hacksaw across the top of the firebox to make a slot for the lowered cab. This is much easier than trying to cut away the front of the cab to match the firebox.



Glue the two cab mouldings together and leave them to set overnight. Then cut a vertical slice through the bunker and pack out the bunker sides with 3mm wide strips of styrene. If you intend to use DCC, it would be sensible to hide the decoder inside the bunker. I chose to discard the original ballast weight and filled the bunker with lead shot. Use cyanoacrylate to hold the lead shot. Don't use PVA because it will cause a chemical reaction and the resulting expansion will eventually push the model apart.



Shorten the reversing lever, then glue the completed cab to the footplate. Secure the assembly and leave overnight to dry solid. Shortening the reversing lever was the most difficult part of the conversion for me because the lever moulding is a type of un-glueable plastic. I settled for a blob of hot glue, painted black. This is inside the cab, so it doesn't show.



There are a few options available to make the toolbox and some modellers may want to make a new one. I cut the original in half and attached the two ends. The coal rails are from the accessory pack, supplied with the model.

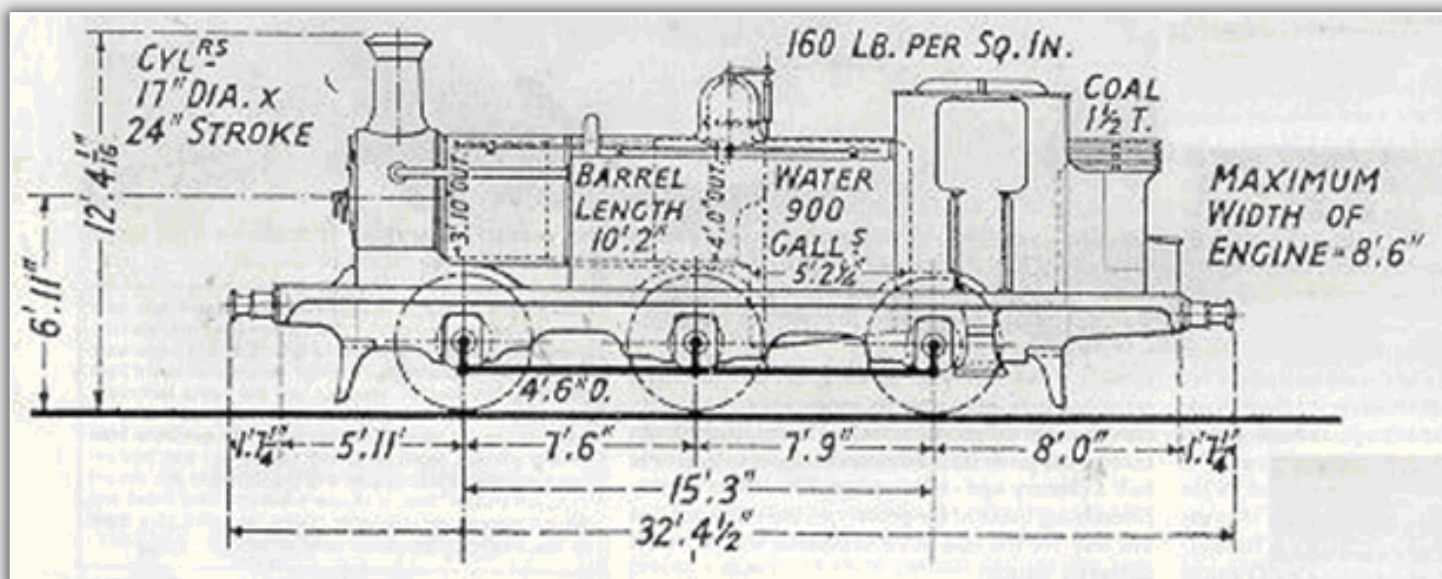


I completed the toolbox and the coal rails with filler. By now I had cut off the chimney cap, cut away 2mm or so of the remaining chimney, and glued the cap back on.



The model runs better with extra weight and I decided to replace the original smokebox weight with some lead. This step is optional as the improvement is marginal.

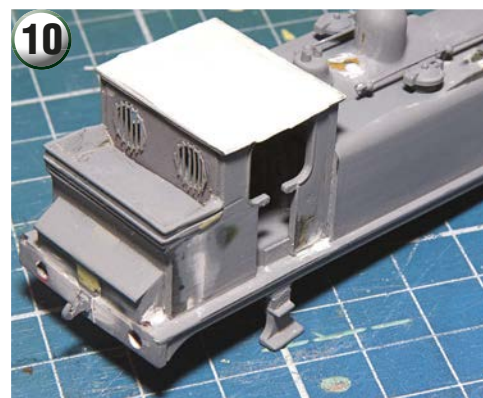
A good place to start is with the weight diagram - if you print this out to 1:87 scale you can lay the 'Terrier' on top of the drawing and decide which changes are required. The wheels are 15.8mm in diameter, spot-on for 4ft 6in in 1:87 scale, but the wheelbase and the running plate of the 'Terrier' is too short. If you decide to lengthen the running plate at both ends to match the weight diagram, you run the risk of emphasising the errors in the chassis. I chose to lengthen the model by the minimum I could get away with - 1.5mm at the front and nothing at the back. This is 'impressionist' railway modelling - the result looks like an E1, but if you get out a steel rule, the wheelbase of the model is 6mm too short and the dome is a little too far forward.



8 Make a cut across the whole width of the body moulding immediately in front of the sandboxes and insert packing from 1.5mm thick styrene. Reinforce the joint underneath; I used short lengths of piano wire embedded in filler behind the solebars. Then cut a faring from 0.75mm styrene and glued this across the front of the steam chest and sandboxes. Pad out the upper edge of the smokebox door to match.



9 Remove the unwanted boiler fittings. Take the safety valve cover from the accessory pack, trim to fit, then attach this onto the boiler in a compromised location to look reasonable with the original dome. I use Kadee couplers and now added these at each end of the model. If you want to keep tension-lock couplings, the bunker one will fit onto its original mount, but you will have to arrange a new fixing at the front behind the lengthened running plate.



10 Mask the cab roof before starting to apply paint to the model. I gave the body two light coats of Halfords Grey primer. Then, I filled the obvious defects with knife stopper. I did this only once - real locomotives have many dents. The pale grey is knife stopper, the yellow colour is filler, and the black is exposed plastic.



11 Most British H0 modelling borrows parts intended for other scales. I used Markits standard wagon buffers, cut down to a suitable length. I then finished my model with two light coats of Halfords Volvo Dark Grey, a coat of a paler acrylic black on the smoke box, transfers from HMRS, and a mist coat of matt enamel varnish. The varnish hides the halos around the transfers and unifies the other areas of paint that had looked a bit blotchy before.



12 I crushed a small piece of coal inside a polythene bag and glued the fragments into the bunker with cyanoacrylate. With lead inside the bunker and smokebox, plus a small amount underneath the coal in the bunker, I managed to increase the gross weight of the model from 102 to 114g. The locomotive hauls a bogie coach - but not two - up a 1:20 gradient. For comparison, the more modern Rivarossi USATC S100 manages two coaches easily up the same gradient and weighs 30g more.

PROTOTYPE INSPIRATION



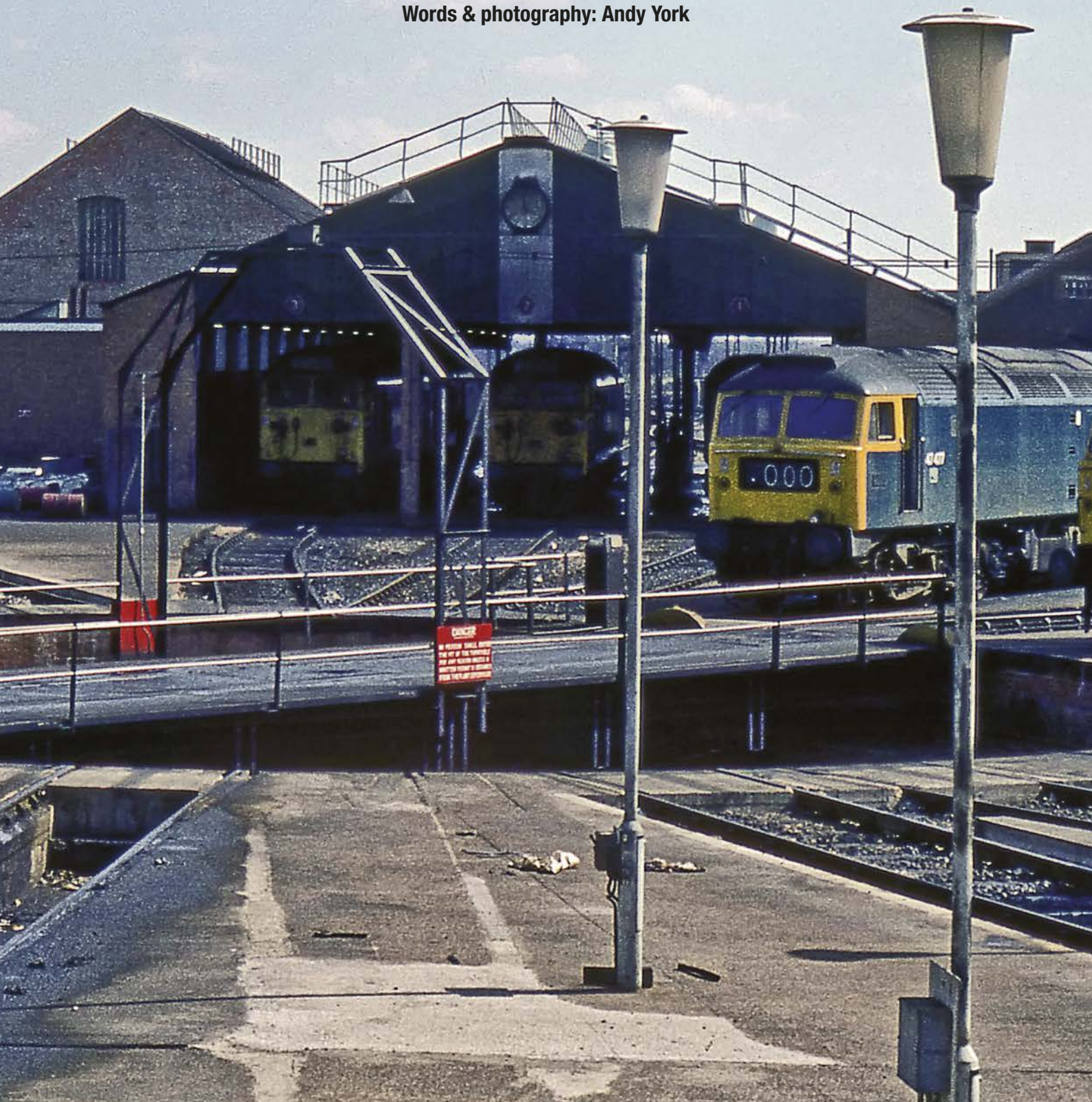
Around the turntable at Old Oak Common: Class 50 diesel electric No. 50004, Class 52 Diesel Hydraulic No. D1023 *Western Fusilier* and Brush Type 4 locomotives 47477 and 47033 on April 3, 1976. SOURCE: DAVID ROSTANCE

Old Oak Common

OC

Now under radical transformation to build a station for HS2, this former North-London locomotive outpost was a thriving Mecca for railway enthusiasts.

Words & photography: Andy York



Hop off a Euston to Watford DC unit at Willesden Junction, turn left at the top of the Station Approach, and turn left on to the canal towpath. After a third of a mile and along a footbridge, we'd access the back of Old Oak Common shed. As teenage 'spotters, the canal footbridge was sufficiently high that the scene could be observed and numbers taken through binoculars or a zoom lens. By the time we got to take unaccompanied days out in the capital bunking sheds, my beloved hydraulics had disappeared from the scene, but there were still numbers to be had and fumes to be breathed.

Many of us have more locomotives than our layout needs, but they deserve to be in a setting, not a box. Such is our fascination with what did the business at the front of a train, it's time to look at a charismatic setting to give our models a life.

There are many Motive Power Depot layouts out there on the exhibition circuit

and at home, but too few capture the feel of a specific location. Frequently, the modeller tries to include token functionality with shed, servicing facilities, fuel points and stabling, all in a small space. Depots were large places, so it's maybe better to model a portion of a location that captures the feel better than just being another generic or fictional location.

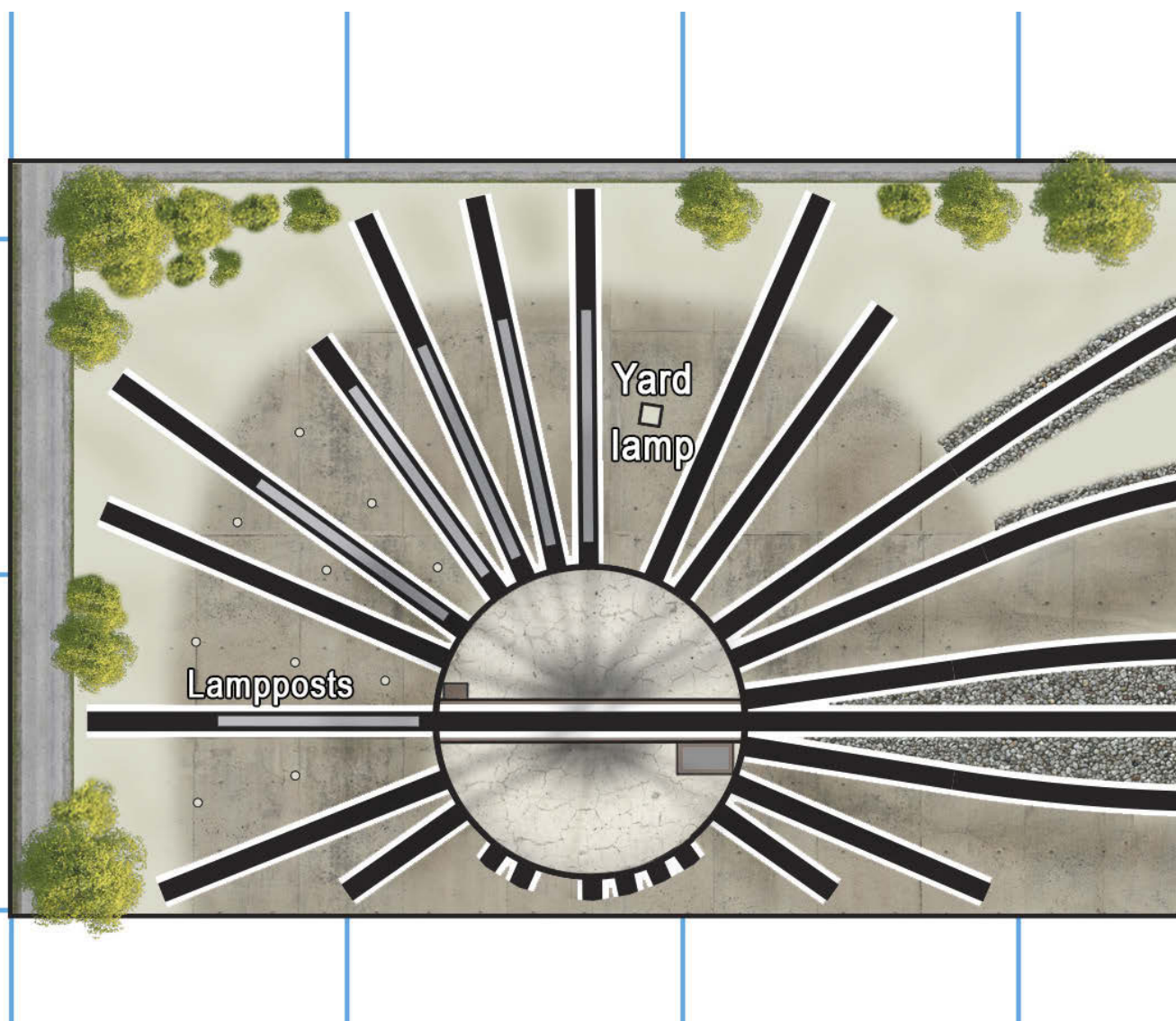
This month's plan is based upon the open turntable at the west side of Old Oak Common shed. After steam allocations migrated to Slough in 1964, the majority of the shed structures were cleared, leaving 'The Factory' as a repair shop and the servicing point and turntable as shown in the design.

This area continued to see limited use until the 2000s, with site clearance for a new depot for Crossrail services following. Therefore, the plan covers an extended period of time, which caters for most of the diesel-era locomotive provision.

For those who know my interests, my choice would, unsurprisingly, be the early 1970s, enabling a mixture of green and blue, hydraulics and diesel-electrics including Classes 31, 47 and 50.

If you compare the plan to aerial imagery, it's evident there is some curtailment of roads around the turntable at the bottom of the plan, but these were only short roads, little-used in later years and have been omitted to enable the project to fit onto 2ft 3in deep boards. The rest is to near-scale, although the length could be extended for a longer shed with a 70ft turntable serving several less than evenly-regimented roads with inspection pits.

The scene could be viewed from either side with a suitable backscene, plus the end view with a single main entry road where the 'hole in the backscene' can be disguised, plus the roads through the servicing shed leading on to the fiddle yard traverser or cassettes.

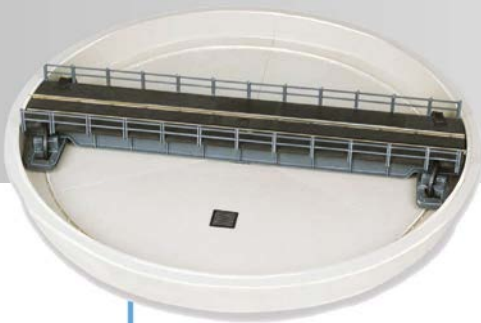


There are two main ingredients to the plan – the turntable and the servicing shed. Here are some recommendations to consider.

Turntable

We can safely disregard the Hornby turntable and Dapol (ex-Airfix) kit as not being particularly appropriate. The most economic solution is the Peco well-type turntable, which is of similar style. It would benefit from adding a control cabin platform and manual winder at the other end, for which Frizinghall Models supply manual- and electric-drive mechanisms. If you have a larger budget, the Fleischmann 6152 is worth a look, although this would scale out at a 77ft long turntable. If you are prepared to look at that price point, the ADM Turntable with indexing drive system is the Rolls Royce solution with smoothed motion, programmability and DCC advantages.

Peco (LK-55) turntable: length: 327mm, depth: 31mm
Phil Parker demonstrates how to construct this turntable and explores options for its motorisation on page 78.

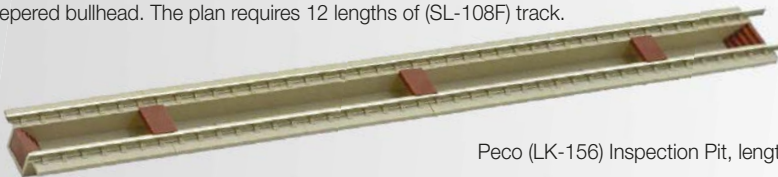


Inspection pits

The servicing shed included inspection pits for which three will be required, plus six of the turntable roads were similarly provisioned. This will entail a little more baseboard cutting, but is worth the effort.

Track

The inspection pits and the turntable dictate that Code 75 track will required, ideally with wooden-sleepered bullhead. The plan requires 12 lengths of (SL-108F) track.

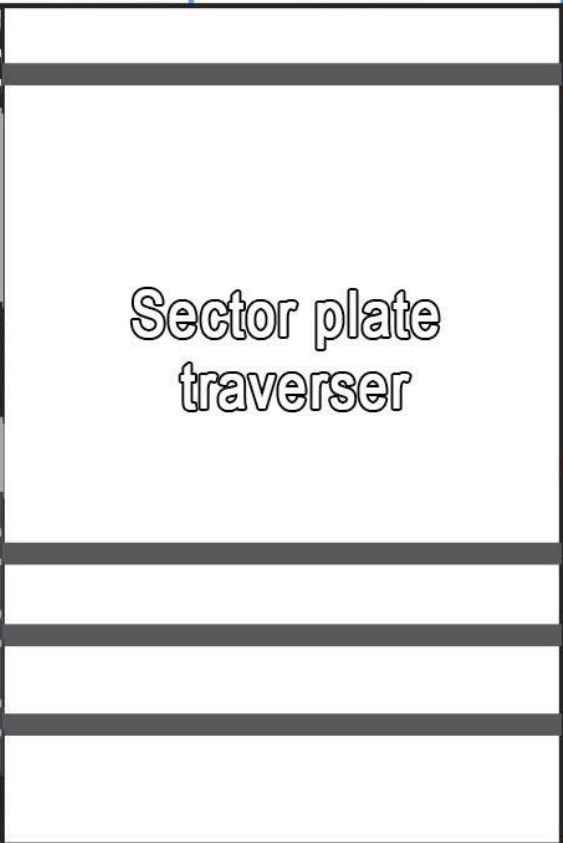
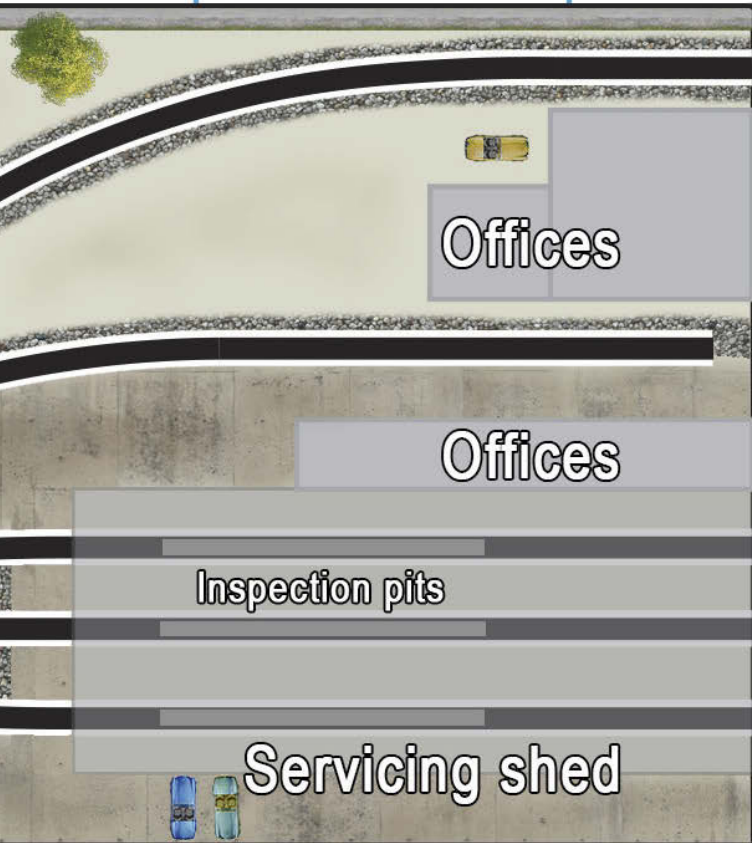


Peco (LK-156) Inspection Pit, length: 297mm

Servicing shed

For the modeller who wants to be faithful to the prototype on which the plan is based, there's an opportunity to scratch-build the three-road shed, but Railway Laser Lines produces a kit that would make a good basis to clad with appropriate materials. If you want an instant easier solution, look for a Bachmann Scenecraft (44-017) Modern Servicing Depot. It only offers two roads, but with the addition of a fueling point on the third, would offer a solution.

Bachmann (44-017) Modern Servicing Depot, length 295mm, width 183mm



HOW TO... MAKE YOUR FIRST MODEL

Words & photography: Howard Smith

Our hobby welcomes newcomers on a weekly basis. Regardless of their modelling experience, Howard Smith believes this platform kiosk kit is an accessible entry point.



It doesn't require much experience in the hobby before we forget how daunting those first steps were. If you're new to model railways, you'll be wondering where to start. There can be no easier first step than a card kit. For decades, card kits have lined layouts around the world. Today, their realism is greater than ever, through improved printing technology and laser-cutting of components for precision fit. They're cost-effective, too – great news for non-confident builders. And, let's face it, whenever we're completely new to something, confidence isn't in full swing.

One of the bastions in the British model card kit industry is Metcalfe Models of Skipton. Widely-distributed through its network of retailers around the country, its

range continues to expand, each kit updated as technology permits. Card kits are reasonably simple to construct and require few tools, again, ideal for beginners, though choose your first wisely – some of its larger kits require patience, not always in plentiful supply for some!

For this small build, I've selected one of its 'mini kits' depicting a platform kiosk of the 1960s. Containing fewer components than many of its larger buildings, it can be constructed in an afternoon or evening and won't take up much space – useful if you haven't planned a layout yet.

SHOPPING LIST

Metcalfe Models

Metcalfe Models (PO517) Platform Kiosk
W www.metcalfe-models.com

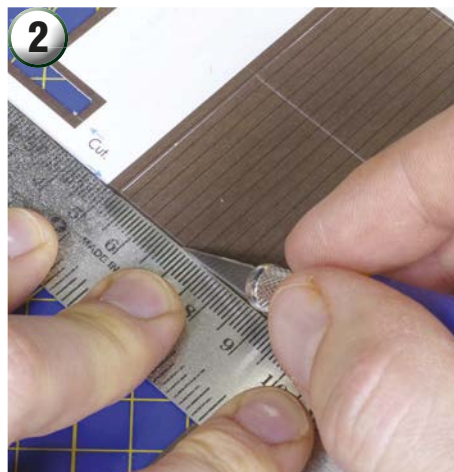
Airbrush Company

Lifecolor (UA914) Red Mud
W www.airbrushes.com





Components are die-cut from printed card sheets, with strengthening pieces laser-cut from thicker card. Two instruction sheets are provided. I rate these highly – they're well-written, and provide top tips, too. Don't discard the clear acetate sheet of the packaging, it can be used as glazing in buildings.



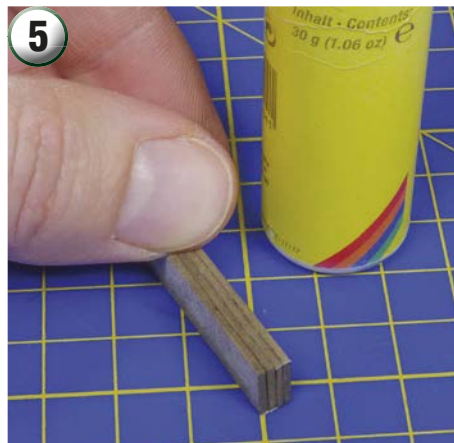
Areas to cut are highlighted with blue arrows, which frees the partially-cut components from the surrounding paper. I'm using a hobby knife that holds a retractable blade – recommended if you've children who've access to your work space.



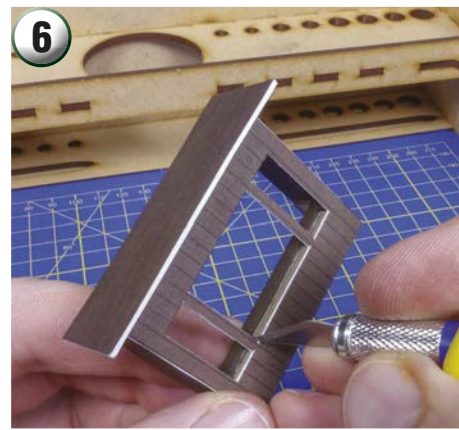
The second – and last – tool required is a steel rule. Invest in one over a plastic one because they are more accurate for measuring and provide a safer edge to cut against. Their edges also serve as useful guides to bend components to crisp angles.



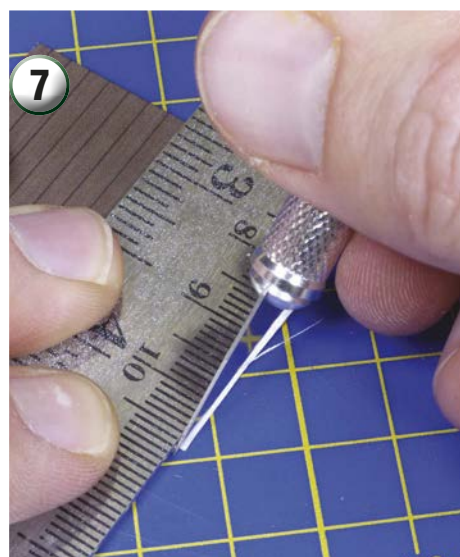
The instructions recommend UHU glue. Though widely-distributed and readily available from model shops and stores, I'm using a faster-drying adhesive from Noch (61104). The 30g tube is designed for laser-cut kits, of which this kit features many such parts, but is equally useful on the die-cut card and paper parts, too.



The under-counter area requires four pieces of strengthening card, laminated to create a strong structure. Aligning as many components together by eye can be challenging, but applying the adhesive and pressing them together on a flat surface is easier.



It's important that edges are crisp and corners, where components have been removed, are free of small fibrous 'fluff'. The back edge of a scalpel blade can be run into corners to clean these, without the risk of cutting into the surrounding printed surfaces.



A choice of rear wall displays is provided with the kit. These are glued to the rear wall, but in doing so, a little material hangs over. This is trimmed flush with the rear wall using the steel rule as a guide for the blade. Apply sufficient pressure to the rule to prevent it slipping.



The white from the exposed edges around the window reveals, roof edges and rear are coloured with Lifecolor (UA914) Red Mud. It matches the colour of the kit closely. Rather than paint with the brush, rub its edge the length of components to prevent spillage onto the surrounding printed card.



Detailing this kit is really where the fun begins. I made a custom 'A' board from scraps of card from the kit, applying two of the spare posters. A choice of signs, posters, newspapers and sweets or magazines is provided, too. These are era-specific, so choose wisely to prevent clashing. Alternatively, source posters from suppliers such as Sankey Scenics, Tinysigns, Right Track Signs, Trackside Signs and more. An enjoyable build!

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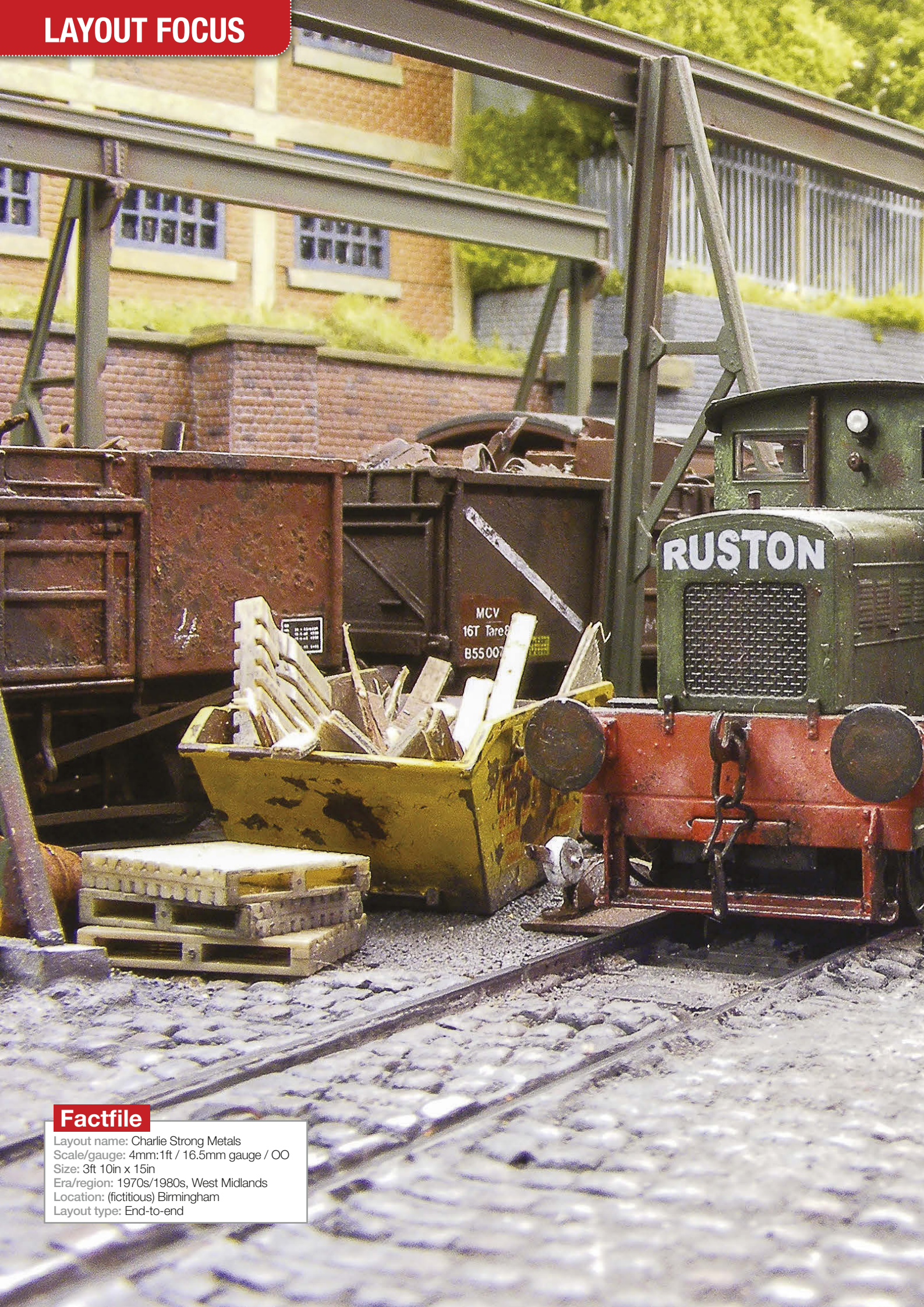
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Factfile

Layout name: Charlie Strong Metals
Scale/gauge: 4mm:1ft / 16.5mm gauge / OO
Size: 3ft 10in x 15in
Era/region: 1970s/1980s, West Midlands
Location: (fictitious) Birmingham
Layout type: End-to-end

CHARLIE STRONG METALS

Predictably, Hornby's Ruston & Hornsby 48DS locomotive has stimulated new layouts, including this highly-immersive metal recycling scene by Dave Hall.

Words & photography: Dave Hall



A Ruston 48DS propels empty mineral wagons to be loaded under the main gantry crane. In the background, another rake of minerals are loaded under the smaller gantry.

The 48DS, one of the latest ready-to-run industrial locomotives from Hornby, released in 2019, was a welcome addition to the growing ranks of industrial locomotives being produced by mainstream model manufacturers. It was something that I never thought would be produced as a ready-to-run model. I have had an interest in these, the smallest standard gauge locomotives built by the Lincoln firm of Ruston & Hornsby, for many years, so purchasing a pair of the new models was something I couldn't resist.

Rather than have my models sit on a shelf, or make occasional (but out of place) runs on my pre-grouping layout, I decided to build a layout especially to run these small locomotives on and chose a scrapyards as it is an industry that brings back memories of my visits to yards such as Booth's, in Rotherham, when spotting industrial locomotives in the 1980s and 1990s.

The layout is fictional, even though it is supposedly set in a real place, but it bears no resemblance to Small Heath in Birmingham. The name 'Charlie Strong Metals', comes from the BBC television series *Peaky Blinders*, where a character of that name has a scrapyards. Other *Peaky*'s influences on the layout include the Shelby distillery and The Garrison Tavern.

The foundations

The baseboard is a mere 3ft 10in x 1ft 3in, with a fiddle yard of 3ft 6in in length. It occupies a space above my desk, but below bookshelves that are integral with the desk. When designing Charlie's yard, I made the entry/exit tracks far enough back so that a hole could be cut in the bookshelf support without compromising its strength so as to allow a fiddle yard to be fitted at the side above my computer.

The baseboard is of very simple construction and uses 9mm ply for everything but the backscene, which is 5mm, reinforced along the top edge by a length of 12mm x 18mm pine. The underside of the baseboard is an open box, with no cross members, which makes wiring and point control easy to fit. The track area is completely flat, which made construction of the board very easy. The raised scenery, where the road runs along the right-hand end, is made from ribs of stiff foam board that was once an estate agent's sign. The ribs were covered in corrugated cardboard and papier mâché, made from newspaper and PVA.



One essential scenic device is the scrap pile and spilled scrap in the loading area. This was the most difficult thing to get right and I'm still not entirely convinced that I have made a good enough job of it. The main pile is a lump of insulation foam that was roughly hacked to shape and sprayed with black paint. The next stage was to glue to, and embed into it, hundreds of pieces of spare kit parts, cut up redundant wagons, lengths of Plastruct, pieces of rail – just about anything that may look like scrap. The pile was painted rusty colours and weathering powders were added. The ground spillage was made by using Plastikard shavings, sawdust, tea leaves and real steel swarf, all held in place by PVA glue that was dripped on in the same way one would ballast track.



The Ruston 88DS prepares to couple to loaded wagons under the main gantry crane.



The John Fowler 150hp diesel waits at the fuel pumps. DERV (Diesel Engined Road Vehicle) grade for the road vehicles and red diesel for the locomotives and on-site plant. In the background is the Shelby Distillery bonded store.

Digital control

The electrics are very simple because, being designed for DCC, there are no section switches. Copper tape is stuck to the underside of the board and wire droppers are soldered to every length of rail, leaving the rail joiners to line up the track joint with no reliance being placed on them for conductivity. There is, however, a DPDT switch that allows DC operation, but this is really only used to test new locomotives.

Trackwork is all Peco, with the points being Code 75 SLE 191/192 and the plain track being bullhead. In order to save space, on some of the points I have cut them short at the toe end and, on those under the main gantry crane, I have shortened the rails on the frog side of each.

Experience of operating my two previous small OO gauge layouts showed that

electrically-operated points are unnecessary as everything is within easy reach and so these were an expensive complication that I could do without for this layout. The points are operated by lengths of steel wire running through holes drilled in the baseboard sides and are supported underneath by electrical connector blocks. Short lengths of wire, bent through 90-degrees, are held fast to the operating wire by more electrical connector blocks and protrude through holes in the baseboard and into the point tie bars. These lengths of wire bear on the operating arms of microswitches that change the frog polarity as the point is changed. To give the operating wires a neat touch, I turned some small brass knobs to go on the ends.

Lighting is provided by a strip of LED lights that I acquired very cheaply from a friend who is an electrician.

Scenery and structures

The scene is meant to represent a former through line and railway goods yard that has been long closed and has been taken over by the scrapyard, hence the stone setts in the yard and the high retaining wall at the rear. This set up was inspired by the scrapyard of C.F. Booth in Rotherham that is on the line of what was once a main line railway and goods yard.

I wanted to create a boxed-in urban environment that made the layout area as self-contained as possible without the need for either a photographic or painted backscene. So, two sides of the box are almost entirely filled by low-relief structures. These are a mixture of scratch-built, kit parts and, in the case of the distillery warehouse, resin mouldings from Skytrex. There is only one building on the layout and this is a

simple scratch-built store-cum-engine shed, made from Wills corrugated sheets.

The other structures are a pair of scratch-built gantry cranes and a scrap press/baler. The press/baler was made entirely from Plastikard and is of no particular prototype; it is instead based on various photographs and drawings found on the internet. The large gantry crane is of no particular prototype but was based on gantry cranes that I have seen, plus some internet photographs. It is built from Plastruct and some old Code 100 steel rail. The Plastikard bases for each of the supports have a small neodymium magnet embedded in them and the base of the supports has a corresponding magnet. This is to enable the crane to be easily removed and replaced for track cleaning or transportation of the layout. It also prevents accidental damage if a hand or sleeve should catch it as the structure will simply detach rather than break. The gantry is fitted with magnets for the same purpose, but to also allow for moving the crane into different positions. It isn't a working model.

Operation

Such a small layout has limited operating interest, but the addition of DCC sound to the locomotives makes the driving of them more interesting and realistic. I have used sound in my O gauge locomotives, but putting the equipment into such small models as the 48DS was a challenge that I chose not to take on and instead had the work done by a professional. I have fitted DCC sound to the other locomotives, however. It is important to me to have the correct sounds, or if a sound file is not available, to have one that is as near as possible with regard to the engine and transmission. It isn't simply the sounds coming from the locomotives that add interest and realism, it's the way the Zimo decoders are set up to give inertia and braking. Unlike on some budget decoders, or a DC system, it's not simply a case of turning the dial down on the controller and the locomotive stopping dead. It becomes quite satisfying to be able to gauge when to brake to not run into the wagons that you are coupling up to.

On my previous two OO gauge layouts, I had used Dingham couplings, but I have always preferred the more realistic look of three-links and as another exercise in cost-saving and simplicity of wiring, I went with these. I make my own links and hooks and that is yet another cost-saving. As the stock always faces the same way, everything has



An overview of the entrance to the yard, with a Peckett 0-4-0ST in the foreground and a Ruston 48DS. In the background are condemned wagons for scrapping. The stone setts and tarmac infill are made using DAS clay.



brass links on one end and, on the other, the end link is iron wire. This enables the use of a small magnet on the end of a length of brass wire, which is fitted to a pencil torch, to be used as a shunter's pole. I find this much easier to use than trying to hook the links with a bent length of wire.

The operation of the yard is quite simple and mostly involves bringing in empty wagons from the British Rail connection/exchange siding, positioning them under the crane and filling them with scrap. I guess some extremely skilful and adventurous modellers would build a working crane and devise some method of loading the wagons, but I'm not that skilful so I place loads into the wagons by hand. It isn't an exhibition layout and I am usually the only person to see the 'Great Hand from The Sky', so I don't care. After all, The Hand has to come down to couple and uncouple the wagons, anyway.

Apart from wagons to be loaded with



The view from under the Garrison Lane road bridge, with the Ruston 88DS passing a rake of 16T minerals that await loading.



A well-worn Ruston 48DS. It started out as the army version, but has been partially repainted and custom transfers added, followed by a heavy dose of weathering.

scrap there is a variety of other wagons that come in to be scrapped. These are shunted into the rearmost siding and, during an operating session, the one in the cutting area is removed by hand and the line of wagons is shunted along the siding.

An operating session begins by moving out loaded wagons from the sidings and off to the exchange siding to be collected by a BR trip working, or in other words, to the fiddle yard. A 10-sided dice is thrown, which gives the number of empties that the BR locomotive has left – these are then positioned to be loaded. When the empties are in place, and the loads placed in them, the session ends.

The future

Plans are afoot to replace the existing fiddle yard with an extra scenic section and to build a new fiddle yard on the end of that. The new board will probably include a coal merchant's siding and a small engineering works. Provision will also be made for a run-round loop so as to make operation more interesting and to allow BR locomotives onto the scene as they deposit and collect the wagons to and from the rest of BR system.



Locomotives and rolling stock

The stock for carrying scrap is mainly the ubiquitous 16T mineral wagon, but I have seen photographs of other types, such as 13T steel highs, being used for scrap traffic and so have examples of those, too. The minerals are a mixture of modified Airfix and RTR Bachmann – all wagons have been heavily weathered by myself. Although dated, I prefer the Airfix kits over RTR as they are easier to adapt and convert to other variations. You may think all 16T minerals are the same, but they aren't!

The locomotive roster has inevitably expanded from the original two 48DS Rustons and even includes steam. Even into the 1980s, one scrapyard used steam to shunt then-modern wagons such as POAs. Not all the locomotives are on the layout at the same time, and usually only two are used per operating session.

Ruston 88DS 4wDM – built from a Judith Edge kit. This one formerly worked on my old layout, 'White Peak Limestone & Tarmacadam Ltd.' but has been fitted with sound, re-weathered and re-branded to work on this layout.

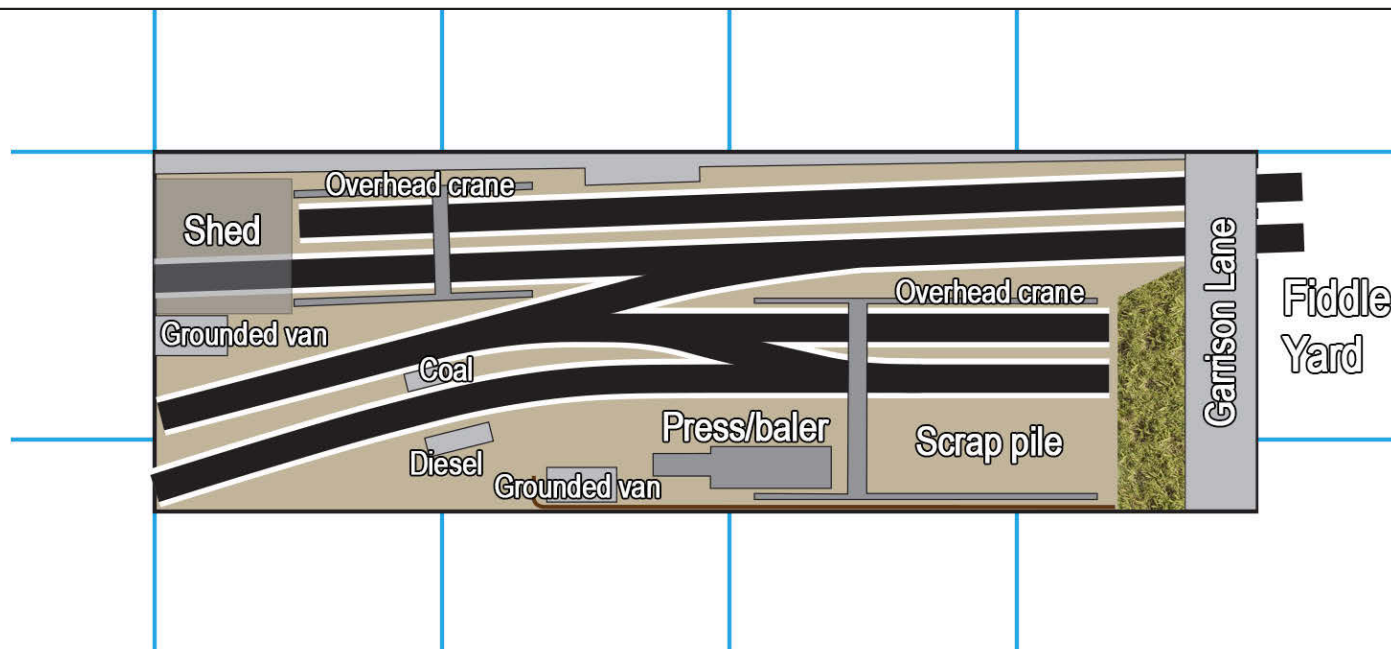
Fowler 150HP 0-4-0DM – built from a Judith Edge kit. This one is a new build and is also sound-fitted. It uses a High Level Loloader 90:1 gearbox and a budget Chinese 10/15 motor.

Peckett W4 0-4-0ST – This is a Hornby RTR model and was formerly used on another of my old layouts, 'Nant-Y-Mynydd' (a Welsh colliery line). It has been rebuilt with a dropped footplate and low-height cab, plus the addition of sound.

Peckett W4 0-4-0ST – This locomotive is modified to appear as a newer variation with the addition of a 3D-printed cab and buffer beams from Planet Industrials. I have fitted larger buffer heads, detailed and weathered it, as I do with all of my locomotives.

Trackplan

CHARLIE STRONG METALS





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HOW TO... MOTORISE A TURNTABLE KIT

Words & photography: Phil Parker

These impressive features of larger steam depots have long-interested modellers. Phil Parker constructs an accessible kit, while providing options for its control.



SHOPPING LIST

Frizinghall Models & Railways
Peco (LK-55 OO/HO) Turntable Kit
Manual Drive Kit For Peco OO/N Gauge Turntable Kit
Electric Drive for Peco OO Turntable
W www.modelrailshop.co.uk



When you see a layout with a turntable at a show, the crowd often gathers. It doesn't matter how impressive the running or the length of the trains, the big kid in all of us loves to see a locomotive rotate. We'll pretend it's so we can get a proper look from all angles, but really, it's just fun to watch.

Real railways didn't turn locomotives for fun, but because a locomotive with tender runs better with the locomotive ahead of its water cart. From the crew's perspective, running 'tender first' had another disadvantage – poor visibility and coal dust in the driver's eyes. Furthermore, unless the line had locomotives with tender cabs like the S&DJR, they were relying on a piece of tarpaulin stretched over the gap to keep the weather out of the cab.

Diesels and tank locomotives didn't require this so much, but it wasn't unknown for them to be turned to even-out wheel wear on opposite sides of a locomotive, or rotate a diesel if it had a cracked windscreen

at one end. Even turning coaches was known, especially on coastal routes where they'd even out the heavy weathering from the sea. Better to let both sides weather evenly and postpone a repaint.

Turntables make roundhouses possible, where you can group a large number of locomotives in a small space, shuffling each one in and out in turn using a table in the centre with sidings radiating out, as our plan based on Old Oak Common on page 62 of this issue shows.

There are many different designs, but the most common involves a rotating piece of track – the bridge. The girder supports are under this in a hole called a well. At the end of the bridge are carrying wheels running on a circular rail.

The turntable is balanced so the wheels aren't always touching the rail – you can see them stationary when the bridge is moving. Ideally, the crew will park the locomotive so it balances the 'bridge' because it makes turning it much easier. On turntables

rotated by the crew pushing, that made a big difference!

In model form, we can push a turntable easily enough with our hands, but adding a mechanism to do this remotely looks far better and isn't difficult.

Starting with the common Peco kit, I'm adding a manual, then an electrical drive unit from FMR. Parts are largely Meccano, an excellent source of mechanical parts for modellers.

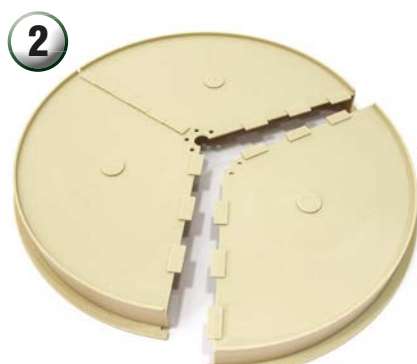
One limitation of both kits is that the tracks have to be aligned by eye. Devices to do this automatically are available but add considerably to the cost. Having operated a layout with eyeball track alignment years ago, it's not too difficult and most people soon get the knack of it, so don't worry too much. Fortunately, OO gauge is a little forgiving, too.

If your layout has locomotives with tenders, and you have space, a turntable adds another dimension to the operation. Just ensure your crew aren't dizzy!

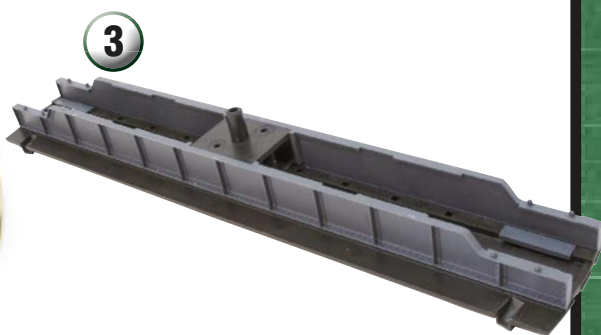
Building the turntable



Our Peco model is supplied as a comprehensive plastic kit and represents the Cowans Sheldon 70ft preserved turntable at Yeovil Junction. The detail has been simplified a little, but all the essential parts are there, and well moulded with no flash to clean.



How do you fit a 12in wide turntable in a 9in wide box? By supplying the well in three pieces. These interlock, and it's a frustrating job unless you have a spare pair of hands. I fixed two parts together with solvent, then eased them apart a little to add the third segment.



All the bridge components slot together nicely and are fixed with plastic cement followed by a wash of liquid solvent. There aren't many location guides, so it's up to the modeller to make sure the girders don't stick out beyond the end of the deck.



Expert Tip

The speed a locomotive can be turned, in reality, depends on a number of factors – the weight of the locomotive, whether the crew managed to park it in the middle of the bridge and the power used to make it turn.

The electric turntable at the NRM can rotate a 'Merchant Navy' around in a minute, whereas a few men pushing takes just under two minutes. Vacuum-powered drive seems to be about the same speed as manpower but could be as long as two and a half minutes.

How fast should a model turntable rotate? That's up to you, but I'd suggest 30 seconds looks about right for our miniature locomotives.

4



Code 100 rails slide into the chairs moulded into the deck, but before fully fitting, electrical pick-ups and springs are dropped into the holes. These transfer power to the track and are trapped in place by the rail. Don't let any glue near them, or the springing won't work.

5



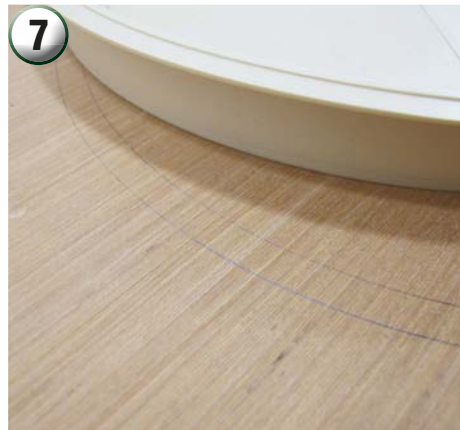
Underneath, a pair of phosphor-bronze contacts are bent using pliers, then slotted into a bearing plate. Once installed, track power is fed into them from your controller to allow locomotives to move on the turntable.

6



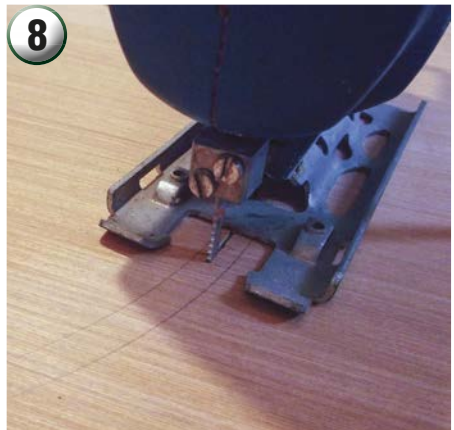
The end carriers are made with care, to keep glue away from the wheels and the steel axles they run on. I don't find these need help staying in the supports, but if yours aren't as tight, a dot of superglue on one end will be enough.

7



I don't own a compass large enough to draw a 300mm diameter circle so drew around the well moulding, then flipped it over and drew around the rim. The correct size for the hole will be somewhere between these two.

8



Using a jigsaw, I cut the baseboard, trying to stay close to the inner line. A little wobble won't matter as the rim is about 5mm wider than the well and will cover any less-than-perfect woodwork.

9



Dropped in the hole, the turntable looks great. My board is a flat 9mm thick piece of plywood but if yours isn't spot on, ensure the deck is level in all directions by using slips of card under the rim of the pit.

Manual mechanism

10



Peco mentions the turntable can be made to work using Meccano, but doesn't add more detail. Fortunately, Frizinghall Model Railways can supply the parts as complete kits. First, we look at the manual version, which allows the turntable to be operated up to 12in from the edge of the baseboard. If your board is wider, an extension kit is available to help.

11



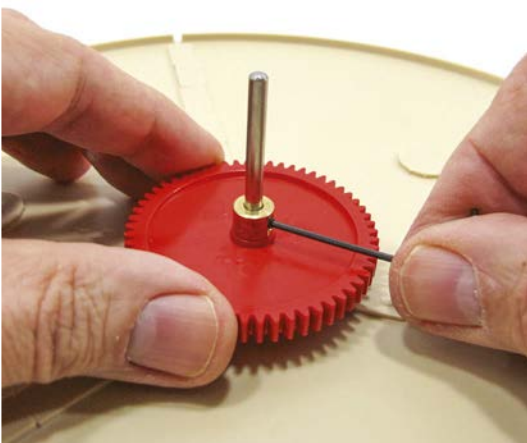
Reading the instructions, my first question was, "What is a trunion?" It's the angled plate with a triangular side. These bolt to a flat plate, supporting the worm drive end of the shaft.

12



A steel rod has to be fitted to the turntable bridge – a job that would have been easier before assembly. It can be pushed into place without glue, but check the table still rotates freely afterwards. I had to ease the hole in the bearing a fraction to achieve this.

13



A satisfyingly large plastic gear is fitted and a grub screw – the Allen key to do this is helpfully included in the kit.

16



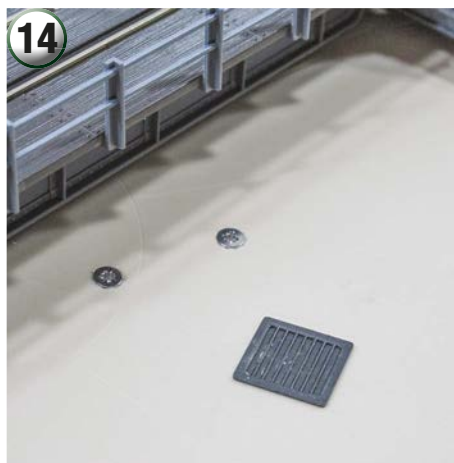
At the baseboard edge, the operating rod emerges through a 4mm diameter hole. A square plate is screwed in place to act as a bearing. The rod can be cut to length with a junior hacksaw and the handle assembled and fitted.

19



Here's the setup I ended up with. When gears are removed, spacers have to be added to the drive shaft to stop gears slopping around. No glue is required with this and I added a slight smear of grease to reduce the noise.

14



The mechanism is attached to the turntable well with a few small bolts. 3mm diameter holes are drilled, then countersunk so the bolt heads are flush with the surface. Once you're happy, fill these with Plasticine and paint over them. That way, you can still remove them if required in the future using a screwdriver.

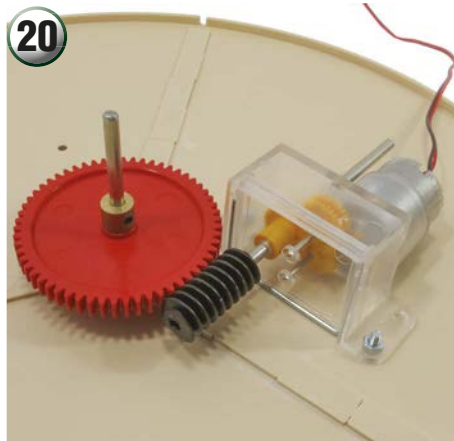
Motorised mechanism

17



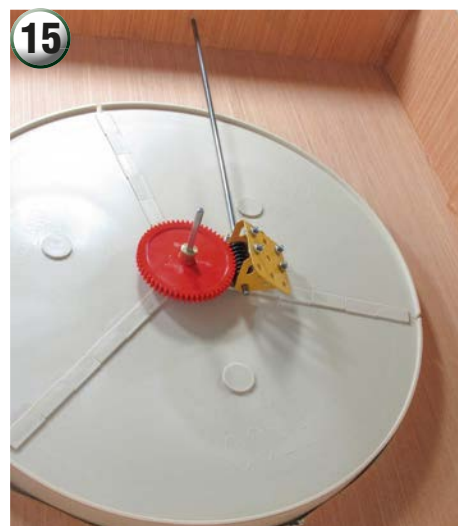
If you prefer electrical power, a kit is available but this time you have to choose between OO and N and the final drive wheels differ in size. A switch and power supply (I used four AA batteries) must be provided by the modeller.

20



In the same way as with the manual setup, the gearbox is attached with small bolts to the turntable well. Sadly, they aren't at the same position as those for the manual drive – we'll fill the excess holes later. It's important to get a tight mesh. Luckily, having coarse gears, absolute precision isn't essential.

15



Looking underneath, you see the simple mechanism. The coarse gears aren't likely to need much maintenance other than a thin smear of suitable plastic-safe oil.

18



The basis of the kit is the well-regarded Clearbox motor and gearbox unit. These are popular in larger scales for battery-powered locomotives, so should would work for a long time powering a turntable. The speed can be adjusted by adding or removing gears. FMR recommends four – a compromise between whirling around like a roundabout and waiting forever to turn a locomotive.

21



An on/off switch is required and if you don't fancy soldering, FMR can supply one from its 'Plug-It' range – the motor is already fitted with suitable plugs for this. Flick the switch and away you go. Job done!



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HOW TO... IMPROVE THE APPEARANCE OF TRACK

Words & photography: Howard Smith

Part 2

Continuing the transformation of your permanent way into one of the star qualities of your layout, Howard Smith looks at options for transitional-era modellers.



Last month I enhanced a section of track to represent a seldom-used branch line. It could have been anywhere, set in the past 20 years. The track was a little rusty, but in the main – relatively clean. Modellers of the present-day have little track weathering to worry about. Trains are more environmentally-friendly now than during the steam and first-generation diesel era, whose forms of motive power regularly left behind trails upon their passage.

Steam locomotives would regularly drop ashpan cinders around the track and deposit a cloud of fine sooty particulate from the chimney on their immediate environment – more noticeable in tunnels or stations with canopies or overall roofs with little air flow. Railway photographs of the transition era are readily available – the distinguishable

smell of coal and steam, or engine oil almost tangible as we turn pages in books or view photographs online. Yet the track on many layouts looks new, as though freshly-laid.

Trail deposits or pools of lubricant, whether from a diesel engine, or a heavy lubricant/water emulsion from cylinders or valve gear on a steam locomotive could often be witnessed in stations where motive power would idle, often in the same position.

On sheds, the situation was more extreme, the track often hidden under a layer of compacted, blackened oily ash in the steam era, changing to diesel fuel and engine oil-soaked track and sleepers from the 1970s to the 2000s.

Let's stop the myth that weathering track will ruin it forever – modellers, don your brushes!

SHOPPING LIST

Household coal

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Rich Rust Weathering Powder
Moss Weathering Powder
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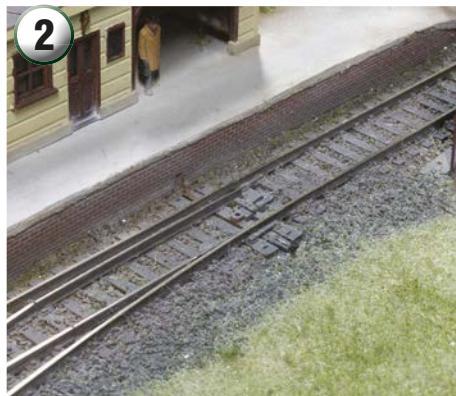
The Airbrush Company

Lifecolor (LPW15) Soot
Lifecolor (UA261) Exhaust Oil Effect
Wildier Nitroline (NL31) Diesel Exhaust Runs Effect
Lifecolor (LPW06) Deep Rust
Lifecolor (LPW09) Orange Marks
Lifecolor (LPW18) Wooden Deck Darkener
Lifecolor (UA 751) Dark Mold
Comart (1015) Fertile Soil
W www.airbrushes.com

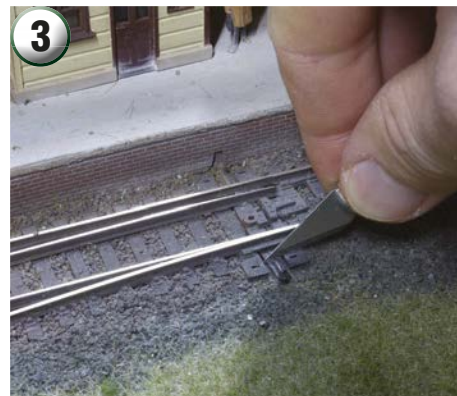




1 'The art of restoration' formerly 'the art of compromise' is a compact layout constructed by Chris Ford, which Phil Parker and I renovated for the August 2018 episode of BRM TV. The track was weathered quickly, with one shade of paint. Its appearance can be improved easily.



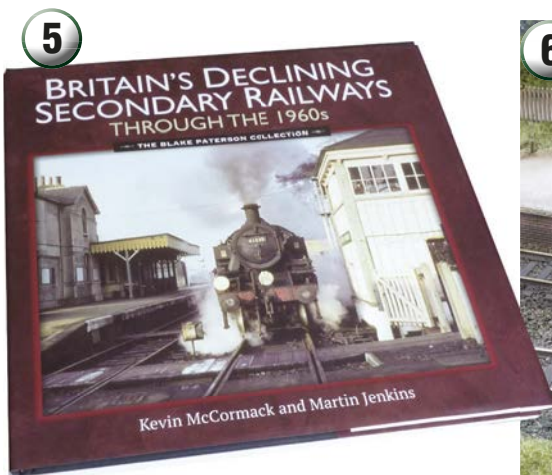
2 Removing the point blade plastic lugs to which a point motor can be mounted offers an instant aesthetic improvement for Peco track. Note how the platform brickwork was cut because of these. Stray static grass fibres have found their way onto the track when in storage and must be removed before weathering.



3 Move the point blades to each extremity of their movement, and cut the mounting lugs. In this view, had I cut the lug flush with the rail edge, with the point blades moved to the other position, and back again, the cut tab might become wedged against the inside edge of the rail nearest camera. This small overhang prevents that.



4 A swift clean with a small dust brush and Hoover removes stubborn stuck fibres and loose ballast, which, if weathered, might come loose, revealing a clean patch, later. A 1/2in paint brush would work well here, too. If you have point rodding, work carefully to prevent damage.



5 This is a secondary route, set in the heart of nowhere in Western Region territory. I found great inspiration from this book by Kevin McCormack and Martin Jenkins, *Britain's Declining Secondary Railways Through the 1960s*, published by Pen and Sword. Its many colour photographs highlight the true state of many neglected branch lines, with excellent photographs of track.



6 The track sides are sprayed with Lifecolor (LPW15) Soot. Used neat from the bottle through the airbrush, despite its olive-green hue, it dries to a convincing sooty colour. A little of the colour is sprayed along the bottom of the platform edge to blend this in, too.



7 Following a thorough clean of the airbrush, Lifecolor (UA261) Exhaust Oil Effect is sprayed in patches to represent oil and grease deposited by locomotives, or DMUs when stationary. Note where oil and grease accumulates from valve gear or oil sumps. Modellers representing an MPD can apply a thick layer of off-black acrylic paint to represent the dense accumulation of soot, making the ballast very dirty and almost hiding the sleeper tops.



8 The same Lifecolor (UA261) is sprayed down the centre of the tracks, again, noting photographs. Such small details can highlight rails that are used more frequently than others, adding visual interest to an otherwise plain section of straight track.



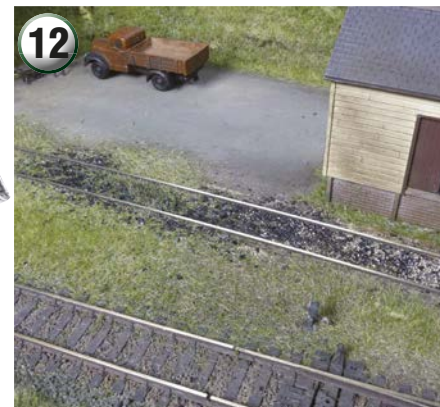
9 Further areas of track can be spot highlighted with a brush, using Diesel Exhaust Runs Effect (NL31) from Wilder's NitroLine range. It's ideal for creating glossy areas of fresh oil, such as where a locomotive might have recent idled.



Coal is an unmistakable feature on any steam-era layout. This precious commodity was mostly confined to the bunkers of locomotives or wagons, but occasionally, the odd amount could be found lineside, particularly around coal yards or where any form of loading and unloading would take place. Working over a bag to catch fine pieces, a small lump of coal is carefully ground using pliers around its edges.



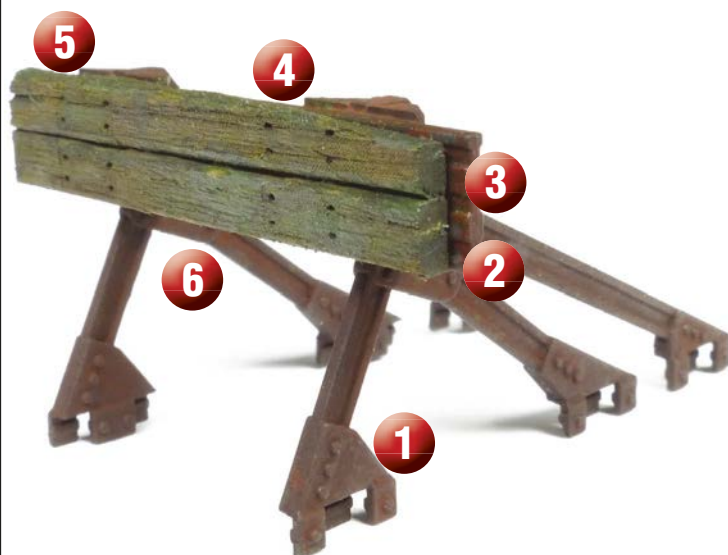
The ground coal is sieved into a finer more dust-like material, in-keeping with its scale. Rarely would large lumps of coal be found lineside on a mainline route, so choose carefully where this is placed, again, referring to photographs.



The coal is added around the rails at the unloading point, though be careful not to apply too much as it might foul the wheel flanges of locomotives or rolling stock. Secure with a dilute water/PVA mix in a ratio of 50:50. For a site with historic loading and unloading activities, consider adding smoke weathering powders to the surrounding area for a more aged appearance.

Weathering a buffer stop

Though not strictly track per se, buffer stops were often rail-built and go hand-in-hand with the same weathering techniques. The condition of a buffer stop can offer an indication of the up-keep of a line or its importance. A freshly-painted buffer stop, for instance, would assist a shunter in seeing the limit of shunt and indicate a line in regular use. On the other hand, a rusting buffer stop with rotten wooden cross-beam, and moss growing from it would indicate a siding of lesser importance. Rather than paint your buffer stop one shade of 'rust', here are some tips for weathering a neglected buffer stop:



1 Whether on the track, or a rail-built buffer stop, apply a minimum of two shades of rust to rail for a more authentic look. On older steel, you'll often find speckles of a darker more corroded rust and a slightly lighter shade across the surface. I used Lifecolor (LPW06) Deep Rust, followed by a dry brushing of DCC Concepts Track Rust, when dry. Flick Lifecolor (LPW09) Orange Marks with a stipple brush to create areas where lichen is susceptible to growth.

2 Faded or corroded paint can look good on a model. Choosing how faded or corroded it should look can be a challenge. Dry-brushing a small amount of paint is key. Here, the tiniest amount of red paint can be seen, presumably the colour the buffer stop was painted before the addition of sleepers. Diluted Lifecolor (UA820) British Railways Signal Red with a little DCC Concepts Track Rust to darken did the trick.

3 I added wooden sleepers to this buffer stop to demonstrate wood ageing techniques. If wooden sleepers are exposed to damp with little sunlight, decay will ensue, moss often taking hold. Moss needs an accumulation of matter on which to grow, so is rarely seen on bare steel surfaces.

4 Damaged areas of sleeper are soon created by trimming with a scalpel blade. These sleepers were cut from a Weathered Sleeper Barrow/Foot Crossing (LX184) from Scale Model Scenery. You can make your own from balsa wood if required, drilling chair bolt holes with a drill bit, held in a pin vice.

5 Running the back of a scalpel blade along the sleepers creates a wood grain effect without cutting too deep. Sleepers used for such applications were rarely new, hence would weather and rot more readily.

6 Sleepers are painted with Comart (1015MDA) Fertile Soil, and randomly highlighted with Lifecolor (LPW18) Wooden Deck Darkener. A few small amounts of DCC Concepts Moss green weathering powder are used to simulate moss. Lifecolor (UA751) Dark Mold can be used to harmonise the colours used, before adding small amounts of Lifecolor (LPW09) Orange Marks to accentuate areas where lichen is susceptible to grow.





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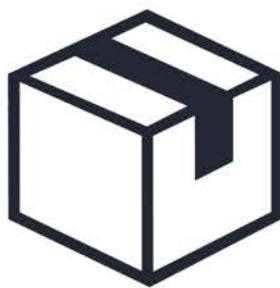
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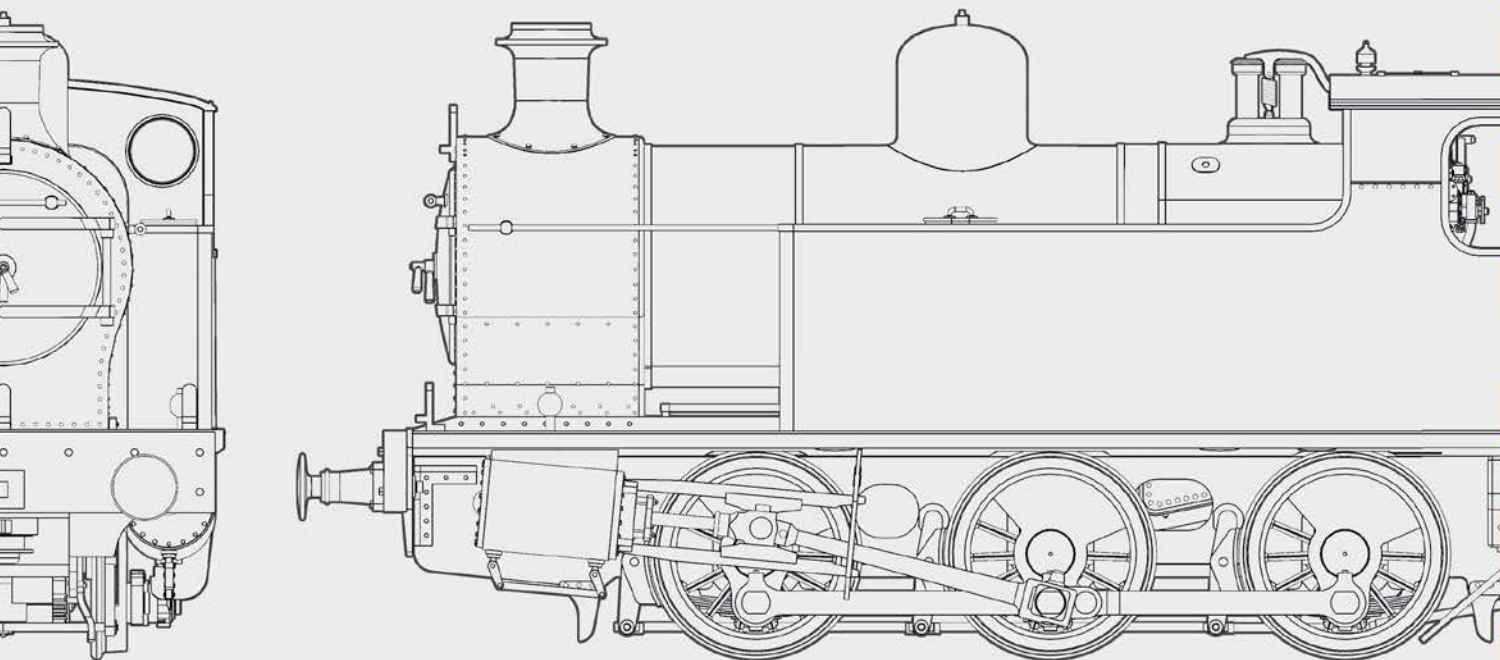


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Price: (00) P0291: £19.59, P0292: £6.50, P0293: £11.50, P0 294: £17.50

W: www.metcalfe-models.com



DCC SUPPLIES LASER-CUT FESTIVE DECORATIONS

Model retailer and DCC specialist, DCC Supplies, is producing a range of custom laser-cut festive gifts. Drawn to designs produced in-house, the laser-cut items can be used as Christmas Tree decorations, key rings, or to add to a ribbon on a gift. A mixture of designs is offered by default, though customers can specify specific ones upon request. Railway enthusiast-orientated designs are being added, with an option for customers to have custom designs made-to-order, too.

Price: £10 (set of three)

W: www.dccsupplies.com

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GAUGEMASTER (GM439) FORDHAMPTON CAMPSITE

Does your model railway deserve a campsite? Is it time for your model figures to embrace the great outdoors? Perhaps there's a field you could transform with this kit of colourful tents, now in stock with model retailer, Gaugemaster. With six camping tents in different colours, two gazebos, two camping tables, twelve chairs, plus signage and waste bins to place around small paths, it's the ideal excuse for a BBQ and campfire dioramas. The kit contains 119 parts in seven colours, with an instruction sheet.

Price: £25

W: www.gaugemasterretail.com

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DEXTERS COVE 3D-PRINTED NORTH EASTERN RAILWAY C1 SIGNAL BOX

The latest arrival in the growing range of buildings from Dexters Cove depicts a North Eastern wooden signal box in 2mm:1ft scale. The single piece 3D-printed item provides modellers with a detailed Victorian structure, ready to paint and add to your lineside landscape. Often seen around the North East and into Yorkshire (later, LNER territory), the model has intricate detail such as glazing bars, guttering, roof latticework, steps and handrails. Glazing can be added using Deluxe Materials Glue and Glaze, if desired. Customers can specify a left or right-hand door position, when viewing from the front.

Price: £25

W: www.dexterscove.com

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MARKITS WESTINGHOUSE AIR BRAKE PUMP

Added to the range of turned steel and brass components from Markits this month is a Westinghouse air brake pump. Manufactured from pre-assembled turned brass components, the assembly has been manufactured to represent the 10in KL2a type devices, as fitted to War Department 2-8-0 and 2-10-0s in military service, and to some BR 9F 2-10-0 locomotives. For the full range of components, including an extensive range of wheels and axles, visit the website.

Price: £5.67

W: www.markits.com

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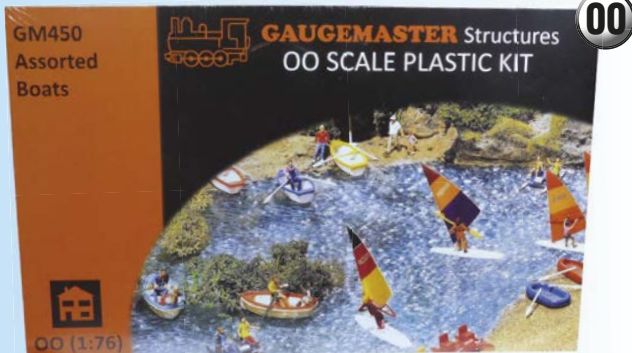
SCALE MODEL SCENERY (AX134-00) RED GAS BOTTLES

From industrial sites to manufacturing, agricultural, hotel, hospitality and outdoor leisure sites, gas bottles provide a means of fuelling off-grid sites. New to the range of scenic accessories from Scale Model Scenery, this 10-pack of 3D-printed items represent the 46.5kg type, measuring 125cm x 38cm, as commonly used for storing propane. Don't forget the protective gas bottle cages (LX261-00), too.

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W: www.scalemodelscenery.co.uk

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W: www.gaugemasterretail.com

SPALDING MODEL RAILWAY CLUB DAPOL SEVEN-PLANK WAGON EXCLUSIVES



As part of its 50th anniversary celebrations, Spalding Model Railway Club has commissioned Dapol to produce two special edition seven-plank mineral wagons in N, OO and O scales. Available on a 'first-come basis', liveries cover local coal merchants to the club's area. Choose from the brown with white lettering on wagons in William Dods of Donington Road livery, or red with white lettering of Willcox & Co of Spalding. Customers are advised to allow up to 14 days for delivery.

Price: £7.49

W: www.spaldingmodelrailwayclub.org.uk

ISINGLASS MODELS 3D-PRINTED GRESLEY 61FT 6IN HAIRDRESSING SALOON



LNER kit manufacturing specialist, Isinglass Models, has added to its range of 3D-printed coach kits in 4mm:1ft scale (OO) with a customisable model. Visitors to its website can select its Gresley 61ft 6in coach and have it printed as a diagram 23 eight compartment 'as-built' coach, diagram 23a 1928 hairdressing saloon or diagram 23a 1932 hairdressing saloon and cocktail bar. Customers can specify if bogies and an underframe are required, upon checkout.

Price: £35, bogies: £4, underframe: £8

W: www.isinglass-models.co.uk



JS MODELS (JSM743 AND JSM753) LASER-CUT WAREHOUSE BUILDINGS

JSModels, manufacturer of laser-cut buildings in 4mm:1ft scale, has unveiled two new half-relief canal warehouse kits for 7mm:1ft scale. Its Canal Warehouse End 1 (JSM743), depicts a four-storey building end with a column of loading doors and cover above, measuring 260mm x 38mm x 425mm. The loading hood projects by 32mm. Loading doors can be modelled open or closed. Its Canal Warehouse End 2 (JSM753) is similar, but with additional windows instead of the loading doors and hood. The manufacturer is also offering laser-cut slate strips (SLT01) on an A4 sheet, providing 7mm:1ft modellers with 20 x 290mm strips for detailing kits.

Price: Buildings (each): £45.00, slate strip sheet: £1.50

W: www.jsmodels.co.uk

TGAUGE.COM BR CLASS 08 SHUNTER



Tgauge.com, importer and manufacturer of model railway items at 1:450 scale, is releasing its smallest locomotive to date, depicting the 0-6-0 Class 08 diesel-electric shunter. Pre-orders of the first batch of this new locomotive have sold out, and models are en-route to customers, though a second batch of the models has been promised, with deliveries expected to commence in 2021. The manufacturer is inviting interested parties of its latest batch of locomotives to identify liveries they would like to see produced. Working coupling rods (omitted from the photograph) feature.

Price: TBC

W: www.tgauge.com



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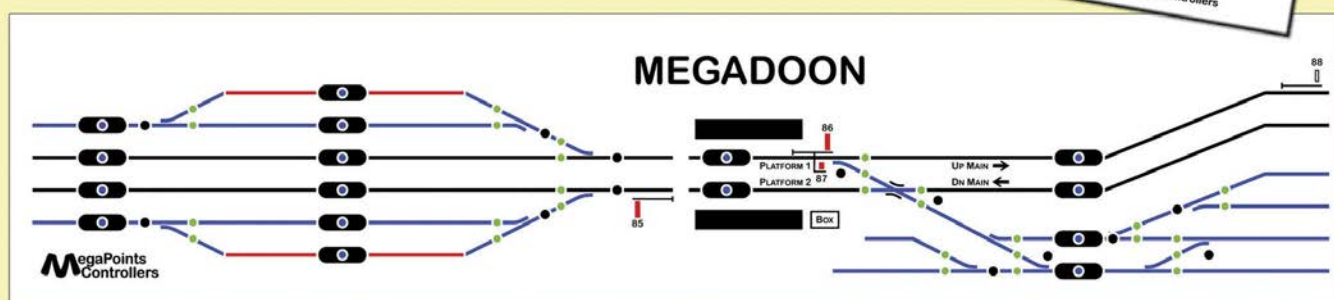
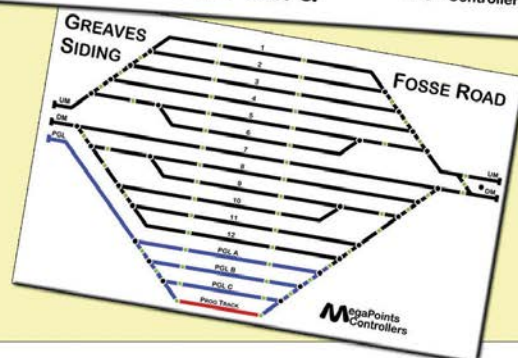
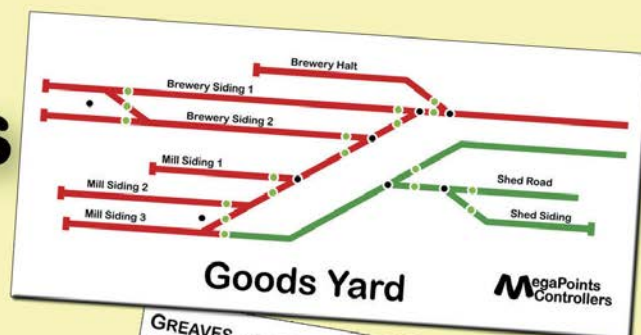
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DAPOL GWR 'MOGUL' 2-6-0

Words & photography: Tony Wright

These long-lived and wide-ranging 2-6-0s have always been popular with railway enthusiasts, both those who follow the full-sized ones and those who build models. Based firmly on Churchward's design principles, 342 of these 'Moguls' were built by the GWR between 1911 and 1932. The last batch built differed in having a side-window cab. They were really tender versions of the successful 3150 2-6-2Ts. Some later received distinctive outside steampipes.

Withdrawals began as early as 1936 when nearly a third of the number was used as a basis for the building of the 'Granges' and the 'Manors'. However, the last survivors were not taken out of service until as late as 1964, with two being preserved. Their blue route status meant they could travel on almost all the GWR lines (including the Cambrian) and those of the Western Region of BR.

Many years ago, an RTR model was made of this class in OO gauge by Palitoy/Mainline, featuring a split-chassis. At the time it was considered 'outstanding' (particularly in its appearance), but this new Dapol example supersedes that in every

department. Checking the dimensions against the drawings at my disposal, it corresponds exactly in almost every department. Bodywork detail is extremely crisp and well-represented with many separate fittings. Nothing is over-stated and clumsy; 'perfection in miniature'? The buffers are sprung. Apart from the train heating pipe (which would foul the tension-lock at the front if attached), there is no detail required for the purchaser to fit. Back head detail is exceptional, as we've come to expect from the manufacturer.

On test

Running-wise, I found it extremely responsive, capable (even on analogue, via an ancient H&M 'Clipper') of excellent slow-speed performance, uniform acceleration – with a top speed well in excess of its prototype – and with adequate haulage-capacity. Another ingenious idea, which the manufacturer has pioneered, is the removal of the decoder PCB with its Next-18 socket. Access for fitting the decoder is by removing the smokebox door. I found

the plastic 'smokebox door opening tool' difficult to use, such was the tight fit of the door, and resorted to carefully prising out the door with a curved craft blade. Success, only to find that the smokebox door dart disappeared! A replacement smokebox door is available as a spare part. Provision is made to fit a speaker underneath the PCB in the smokebox, and another in the tender.

Speaking of the locomotive-to-tender connection – at last one which is brilliantly-simple, yet totally effective. It's just a plug-together device that gives full mechanical and electrical efficacy. No fiddling with plug-together electrical shackles is required and, even better, the locomotive will run without its tender.

All the wheels are true-round and concentric with consistent back-to-backs and RP25 profiles. The locomotive hadn't the slightest problem running through hand-built and industry-standard Peco



track. The cranks give the characteristic 30in GWR throw, but the sidebar ends are the incorrect profile to accommodate this; they're forked on their inside faces to clear the connecting rod, when they should be straight. It looks as if the crosshead depth isn't enough, resulting in the slidebars being too close together.

Separating the body from the chassis proved to be 'interesting' because the instruction leaflet doesn't show how this is done, but identifying which screws to undo is simple. Be careful when removing these screws (one fore, two aft), because the slidebars, cylinder ends and cylinders are kept together by the body being in-situ.

To fully release the body, the decoder mounting needs taking out through the smokebox door.

The 3,500 gallon Churchward tender is an equally good model and is sufficiently ballasted to give excellent and stable

running, with no sign of bouncing or wobbling under load. As with the locomotive, this has electrical pick-ups for reliability.

The livery application is superb, though, with all GWR numberplate representations, replacement etched plates would enhance the locomotive further. The lining on the BR example is excellent. Interestingly, this GWR-liveried example has a BR front numberplate and shedplate fitted – a little variety for your locomotive fleet, perhaps? Further differences between the locomotives produced accommodate Churchward taper or Collett straight shank buffers, smokeboxes with and without cylinder steam pipes, tall or low vacuum pipes, tall or short safety valve covers, and changes to the mounting location for the lamp bracket – truly impressive.

In conclusion – a superlative new model at an excellent price. Download the digital edition of this issue to watch it in action.

datafile

BASICS

Manufacturer: Dapol Ltd

CATALOGUE REF:
(4S-043-003) GWR green with BR smoke box number plate

RRP: £159.95

Gauge/scale: 16mm gauge, 1:76 scale OO

Era: 2 to 5

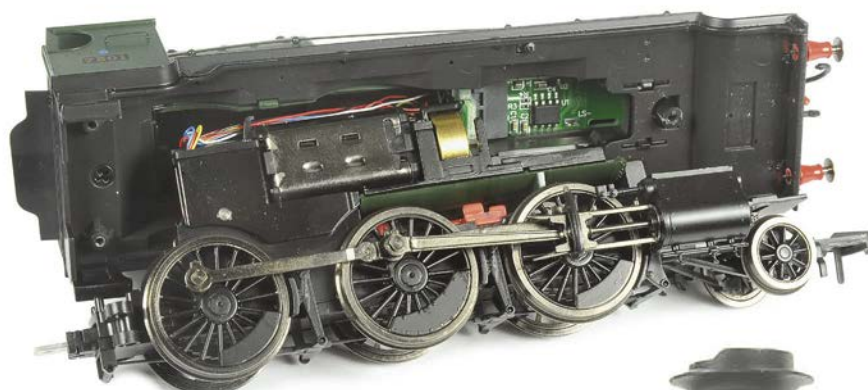
Company/Operator: BR

Weight: 348g

Body and chassis: Plastic body with die-cast chassis

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted tension-lock





DIGITAL EDITION EXCLUSIVE

Dapol Mogul

Tony Wright studies the latest model from the Chirk manufacturer and puts it to the test on his layout, 'Little Bytham'.

WATCH THE VIDEOS HERE

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



PLAY

BACHMANN 94XX 0-6-0PT

Words & photography: Andy York

The long-awaited Bachmann 94XX will soon be with us – have the intervening five years since its announcement been worth it?

We have seen OO gauge 94XX models before from Graham Farish and Lima, though neither come close to the standard of this model in any respect. We review what would appear to be two models that are the same, Bachmann's main-range model, as-built, and Locomotion Model's exclusive, as preserved. There are differences, however, such is the diligence of those involved.

Hawksworth's 94XX 'Pannier' tank was the final type built by the Great Western before nationalisation, with the first 10 class members, which these models portray, built at Swindon. The class was intended to replace some of the more elderly or tired disparate collection of 'Panniers' working on main lines, and eight of the first batch from 1947 were allocated to Old Oak Common (PDN), principally for working empty stock in and out of Paddington. Swindon kept hold of 9400, while 9408 was first allocated

to Oxley, again for ECS workings for Wolverhampton Low Level.

Prior to nationalisation, contracts had been awarded to Robert Stephenson & Hawthorns, Yorkshire Engine Co. and Bagnall's to build a further 200 locomotives, which were delivered from 1950-56 to British Railways. The allocation of these locomotives, which had variations with the sloping cover plate beneath the smokebox, spare lamp irons, bunker handrails and bunker steps fitted to either the rear or side, were more widespread, with locomotives intended to haul heavier trip workings.

The 94XX wasn't a branch line 'Pannier' because it was rated as red route restriction (the same as 'Halls' and the 47XX) with a C power classification (the same as 45XX and 57XX tanks). The class was relatively short-lived, being withdrawn during 1959-65 with some class members seeing less than five years in service.

The real locomotives had heft to their appearance and this is well-translated by Bachmann with an impressive weight of

280g to the model. You feel it as soon as you take it from the box, achieved thanks to its 160g die-cast-weighted body to which fine plastic detail is attached. This translates into powerful performance on the track, capably handling six Mk. 1 coaches up a 1-in-40 gradient and 15 on the flat – it's one of the most capable tank locomotives I've seen in this scale.

Bachmann's catalogue range model of 9402 depicts the 94XX as built with the sloping cover beneath the smokebox, rear-facing bunker steps, a handrail to the side of the bunker and two spare lamp irons. A PDN allocation to the side steps and the red dot at the lower level aid visibility from ground level.

Locomotion's exclusive model of 9400 depicts the preserved form, which had alterations under British Railways ownership with side-mounted bunker steps, three irons for spare lamps on the running plate and the bunker-side handrail. The GWR lettering has wider spacing, and the red dot is at the original high level. The most significant

Whilst both of these models represent locomotives from the first batch built at Swindon, there are several differences between built and preserved conditions with Bachmann's catalogue model on the left and Locomotionmodels' exclusive edition on the right as preserved in 'Steam' museum at Swindon.



datafile

BASICS

Manufacturer: Bachmann Branchline

CATALOGUE REFS:

(35-025) 9402 GWR Green (GWR)
 (35-025SF) 9402 GWR Green (GWR) – sound fitted
 (35-026) 9487 BR Black (Early Emblem)
 (35-026SF) 9487 BR Black (Early Emblem) – Sound fitted
 (35-027) 9479 BR Black (Late Crest)
 (35-027SF) 9479 BR Black (Late Crest) – sound fitted
 (35-025NRM) 9400 GWR Green (National Collection) - £134.95

RRP: £129.95 DCC Ready, £229.95 sound-fitted

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

Era: 3 to 5 plus preservation

Company/Operator: GWR/BR(W)

Weight: 280g

Body: Die-cast running plate, plastic body

Chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, cab doors, brake and vacuum piping, etched numberplates.

as a sound-fitted option. I can recommend this as a very capable model finished to a high standard with fine detail while being remarkably robust.



visual differences to this model are the polished steel style wheels, brightwork smokebox handrails, hinges and door darts, plus the cosmetic screw-link couplings.

Bachmann has the BR early and late crest periods covered, too, with its black models of 9479 and 9487, which feature smokebox number and shed plates, plus builders' plates on the leading splasher and includes the appropriate variations previously noted.

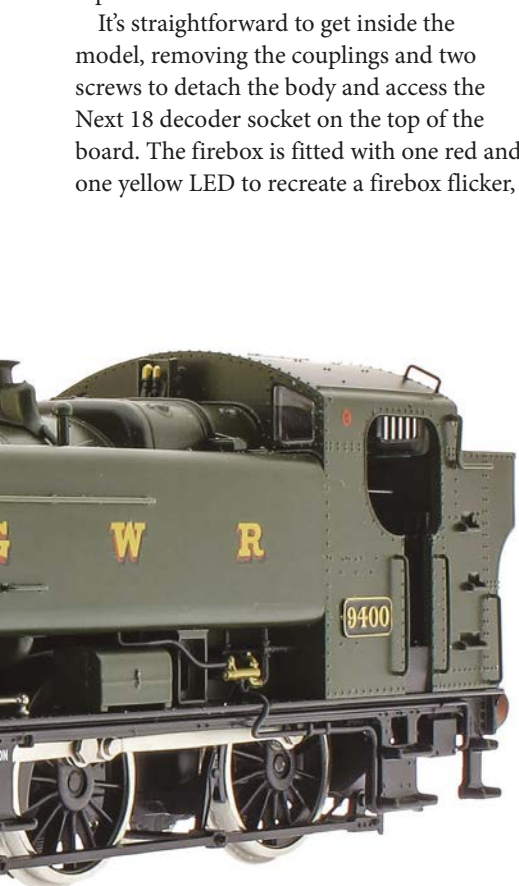
Onwards from the good adhesive weight, the model is well-designed with drive to the rear axle with the can motor and circuitry mounted higher to give clearance beneath the boiler. In this space, Bachmann has represented the inside motion.

It's straightforward to get inside the model, removing the couplings and two screws to detach the body and access the Next 18 decoder socket on the top of the board. The firebox is fitted with one red and one yellow LED to recreate a firebox flicker,

which works on DC and can be further tuned in the DCC settings.

The detailing pack includes cab doors and ATC/TPWS boxes for appropriate use, cosmetic screw-link couplings and a collection of steam and vacuum pipes that can be fitted if the tension-lock couplings are removed. These match together to create through-piping.

All models include etched numberplates to fit with black or red backgrounds on the various versions. The review model of 9402 seems to have had its sandboxes omitted before packaging. Each of the catalogue range items will also be available



The 'as-built' model shows the GWR lettering closer together than the preserved model, which is correct for 1947.



DIGITAL EDITION EXCLUSIVE

Bachmann 94XX

Locomotion Models and Rails of Sheffield announce a new ready to run locomotive. This model has never previously been available in ready to run form in OO Scale.

WATCH THE VIDEOS HERE

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



PLAY

REVOLUTION TRAINS

Words: Howard Smith Photography: Tony Wright



Nuclear materials are hazardous. Little wonder then, that the flasks used to carry it are well-shielded and hence, heavy. The majority of nuclear traffic in the UK via rail is handled by a fleet of FNA bogie wagons or two-axle PFA flat wagons. Spent nuclear fuel from Royal Navy submarines at Devonport and Rosyth, however, has been carried to Sellafield using these eight-axle wagons, constructed in 1998. The wagons could also be seen on trips taking fuel from the experimental naval reactors at Douneray to Sellafield. Occasionally, the wagons have been seen at Eastleigh for maintenance and tyre turning.

MoD flask trains were handled by EWS until 2006, at which point DRS was made responsible. When carrying material, the vehicles are paired with Direct Rail Services Mk. 2 coaches to transport armed guards for security. Pre-2006, these were Mk. 1 QXA Inspection Saloons in EWS maroon/gold or Regional Railways liveries.

Unboxed

Beautifully presented as a twin-pack, the two-wagon combination makes an

impressive sight behind a variety of readily-available motive power. A design quirk with the presentation box is two magnets, each concealed behind a UN radiation symbol, offering a satisfying snap-shut to the book-format packaging. The models are well-protected, each inside a plastic clam-shell with outer sleeve, surrounded by foam. Each of Revolution Trains' N gauge models in the packaging measures 165mm over buffers – equivalent to two 16T mineral wagons in OO gauge.

Behaving like a snake, once on rails the wagons are free-running and bogie-mounted NEM coupling sockets offer modellers the opportunity to remove the rear-most coupling if running it as the last wagon in a consist, or change the coupling type for a more discreet appearance.

Detail is more apparent on these wagons, highlighted with bright paint for health and safety reasons.

As such, the injection-moulded plastic handrails and inner-most bogie handbrake wheels are painted white, with lifting eyes and wagon anchor points highlighted

in yellow. I feel the yellow of the bogie axleboxes lacks punch – simple to rectify with a paintbrush – but livery application and detail is otherwise flawless.

The wagon well is substantial and despite lacking detail to its top – as per the prototype – this is off-set by the admirable side- and under-frame detail. A realistic impression of the tread-plate is visible, though a personal highlight is the air equipment, with its pipework, reservoirs and distributors.

With a choice of motive power used, from DRS Class 20s, 37s, 47s, 57s, 66s, 68s and 88s, modellers can consult the manufacturers' website for a consist guide. Highly-recommended.

datafile

BASICS

Manufacturer: Revolution Trains

CATALOGUE REFS:

(N-KUA-001) Nuclear Flask Carriers
MODA95770 and MODA95771

RRP: £169.95

Gauge/scale: 1:148 scale N

Era: 8 to 9

Company/Operator: BR

Weight: 79g

Body and chassis: Plastic body and chassis with die-cast elements

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Air pipes, cosmetic screw-link couplings, coupling hooks



GRAHAM FARISH CLASS 31

Words & photography: Andy York



Graham Farish introduced a new model of the Class 31 early in 2015, which catered for locomotives from introduction through to the mid-1980s before the refurbishment programme. This year sees further versions of these models, plus a newly-tooled body representing the refurbished versions to take us onwards from the 1980s through to the 2010s. Although the main reason for refurbishment was performance related, which saw maximum speeds on some locomotives increased from 80mph to 90mph, the main visual difference was the removal of the waist-high band around the body and nose, revised roof panelling, and plating over the headcode panel to create 'domino' lighting.

The new body tooling reflects these alterations, but there are differences inside, too, with a change from the previous six-pin decoder socket to the better standard Next18. The body simply unclips and can be eased away for access to the decoder socket. There are no cumbersome wires inside with contacts for the chassis to body interface for the directional lighting, which takes the form of domino marker lights and waist height tail lights at the opposite end. Analogue users have the option of turning

the directional lights off at either end by means of the two small DIP switches on the top of the circuit board.

The overall looks, detail and design of the model is exemplary. It could be argued that the Farish Class 31 is superior to any of the OO models in shape and character. Comment had been made regarding the thickness of the windows, but this is addressed and is less relevant in these liveries because the window surrounds are painted a different colour.

The Commonwealth bogies are correctly shaped and have good relief in the framework and springing, plus separate footsteps and sandpipes. Even the centre axle on each bogie has smaller diameter wheels and is unpowered, just like a real Class 31 with its A1A-A1A axle arrangement.

Our review model sports Railfreight Grey livery but there's also a more attractive Railfreight Petroleum sector-liveried model in addition to the more recent Network Rail yellow version. Each of these models and the pre-refurbished models arriving are available in DCC ready and DCC sound-fitted versions. We've yet to hear the sound version, but Farish is doing well with other models on that score.

The model ran smoothly and capably-handled eight Mk. 1 coaches on the level on test and is a welcome addition to the later Diesel Electric modellers' arsenal. Highly-recommended.

datafile

BASICS

Manufacturer: Graham Farish

CATALOGUE REFS:

(371-135) 31154 BR Railfreight Grey
(371-135SF) 31154 BR Railfreight Grey – sound fitted
(371-136) 31319 BR Railfreight Petroleum Sector
(371-136SF) 31319 BR Railfreight Petroleum Sector – sound fitted
(371-137) 31602 Network Rail Yellow
(371-137SF) 31602 Network Rail Yellow – sound fitted

RRP: £149.95 DCC Ready, £269.95 DCC sound

Gauge/scale: 9mm gauge, 1:148 scale N
Era: 8 to 9

Company/Operator: BR

Weight: 79g

Body and chassis: Plastic body and chassis with die-cast elements

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Buffer-beam pipe detailing, snowploughs and ETH equipment

BASSETT-LOWKE STEAMPUNK RANGE

Words & photography: Phil Parker



"This is the new world; a world of mad science, Eco warriors beneath the waves and empiric wars. The three mast clippers are now too slow to get their precious cargo past the devastating submersibles of those that despise empires, whilst the horse and cart falls constant prey to the hungry lizards that slip through the streams. The tea must get through, though, the world demands it."

So begins the back-story for the most controversial addition to the Hornby range last year.

Re-awakening the Bassett-Lowke brand, Hornby has dived into the world of Steampunk, defined by the Oxford English Dictionary as "A retro-futuristic subgenre of science fiction that incorporates technology and aesthetic designs inspired by 19th-century industrial steam-powered machinery."

If you have seen Laurie Calvert's popular layout 'Kato Pass', or enjoyed the first series of Channel 5's *Great Model Railway Challenge*, you might have an idea what sort of models are in the range.

We can't review these items in the traditional model railway style. I can't say that the buffers on *Fearless* are the wrong shape, because they only exist in the mind of the designer. Railway enthusiasts aren't the main market for these products, rather the large Steampunk and tabletop gaming communities. Don't underestimate the size of these groups. A weekend Steampunk event can see 45,000 visitors, which heritage railways are realising.

The Bassett-Lowke range consists of three locomotives – *Fearless*, *Leander* and *Rogue*, plus a selection of four-wheel

Fearless is designed for speed – the front apparently echoes the nose of an A4 locomotive. It uses Hornby's standard Railroad 0-4-0 underpinnings, with a one-piece resin body.

coaches, vans and open wagons. All have the look of standard Hornby items with extra embellishments, or 'greeble' in sci-fi modelling terms. Each is based on Laurie Calvert's original models, with developments to ease manufacture by Hornby.

Every model sits on a standard Hornby chassis. Locomotives are powered by the 0-4-0 chassis found under *Smokey Joe* or its 06 diesel shunter.

The most interesting area is the bodies. In what is a first for the firm, these are single-piece resin castings to reduce development costs on short runs. Could



Sitting on top of Hornby's latest four-wheel chassis, the open wagons are made of resin, hence the thick sides.



Another classic Hornby model with added decoration, this is the Thermopile Impulsion Tea Coach.



3D scanned from costumed volunteers, these white-metal people measure 24-27mm in height.



Sets of Humbrol brushes and acrylic paints in suitable colours also form part of the range.

this technology be rolled out in the future for more conventional subjects? The wagon sides are 2mm thick and the coach looks chunky compared to its plastic equivalent. The bodies are heavy, too – *Fearless* is a hefty 144g.

To support the range, there are buildings including a Dinosaur Stud Farm and Tea Factory – these are based on the Skaledale range, with added 'greeble' decoration. To help the modeller, two packs of decorative cogs and gears, as well as a range of acrylic paint sets are available.

Finally, because traditional model railway figures won't cut it in the Steampunk world, two sets of unpainted white metal people are available. 3D scanned from costumed volunteers from the Great Kentspectations group from *The Great Model Railway Challenge*, these stand around 24mm high. Nicely cast, some would make useful accompaniments to Hornby's *Rocket* because Victorian people are in short supply. Perhaps

Buildings and rolling stock are decorated with gears, also available separately in accessory packs. Parts are cut crisply from metal.



datafile

BASICS

Manufacturer: Hornby Plc

Catalogue refs:

(BL2002) *Fearless* locomotive

RRP £39.99

(BL4001) Thermopile Impulsion Tea Coach

RRP £18.99

(BL6002) Hatter Milliner Wagon

RRP £17.99

Gauge/Scale: 16.5mm gauge. 1:76 Scale OO

(BL8010 and BL8011) Standing figures packs

RRP £8.99

(BL8007 and BL8008) Gear packs

RRP £4.99

(AB9062) Metallic paint pack with brushes

RRP £16.99

not the wizard or man with a clock for a head, however.

It's a brave move by Hornby, but the potential market is huge. Manufacturing methods suggest that costs have been kept low to reduce risk in this new market.

Not all model railway enthusiasts have understood the arrival of these products. Some have been horrified at the use of the Bassett-Lowke brand for models that aren't 'proper' railway items. However, Hornby has a tradition of surprising us with 'unusual' ideas, with mixed results. Only time will tell if Steampunk was a good move, but even at more than 100 years old, the Hornby brand, pushed by the team in Margate, is thinking outside the box.

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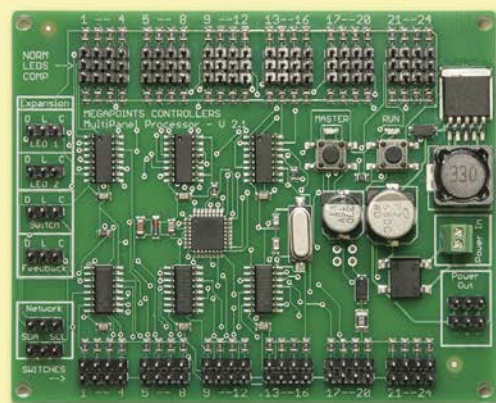
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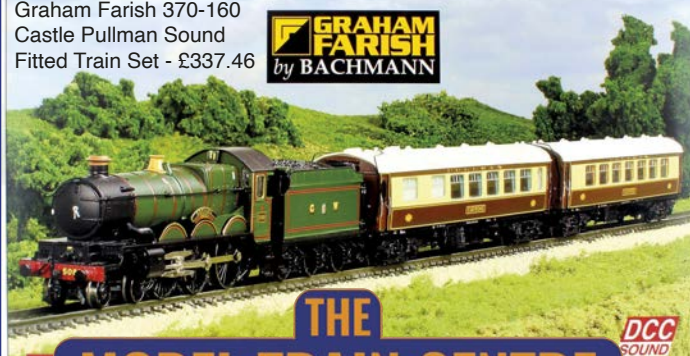
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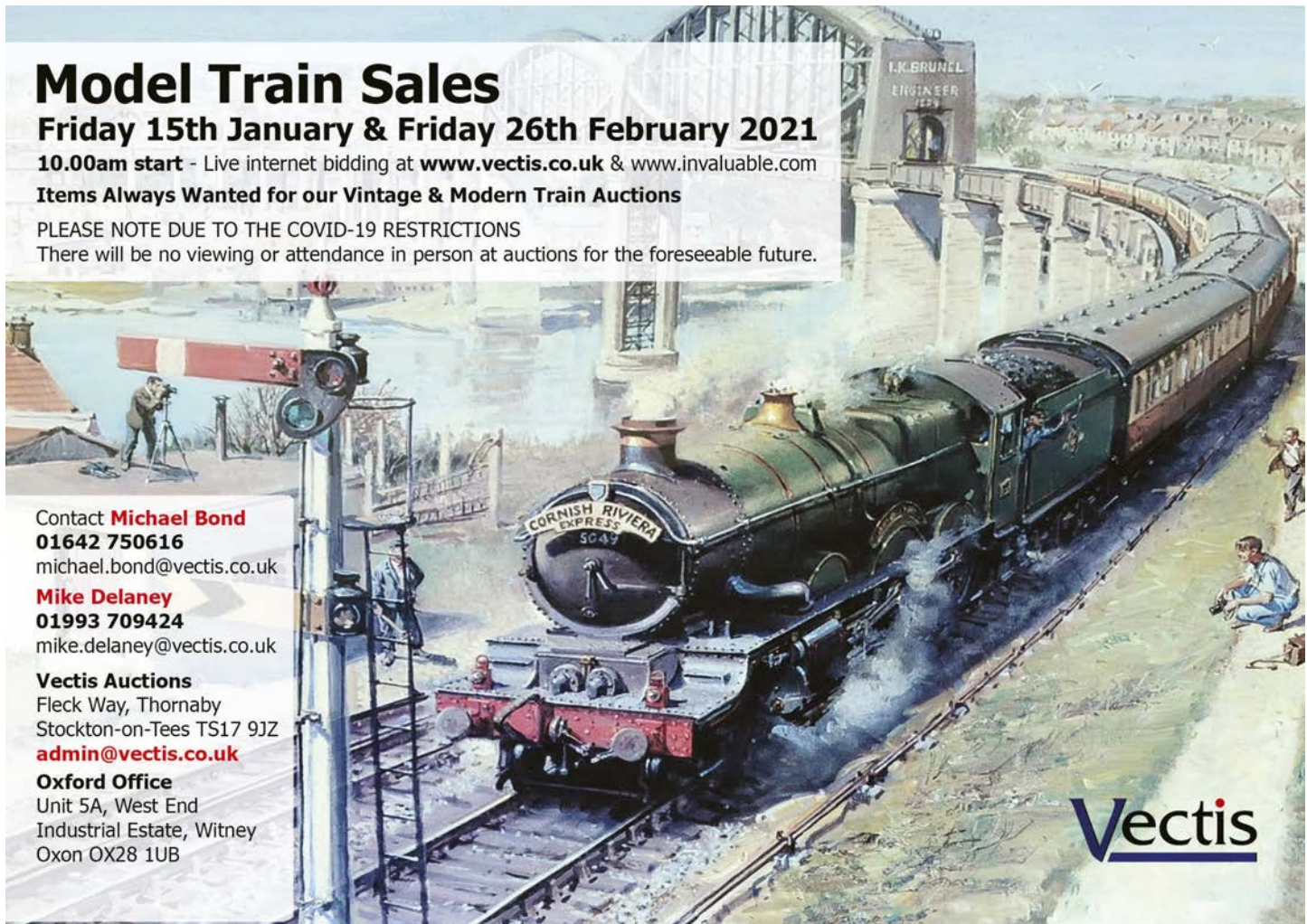
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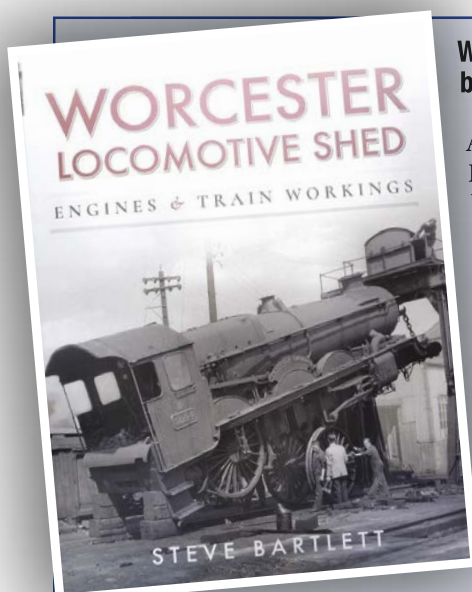
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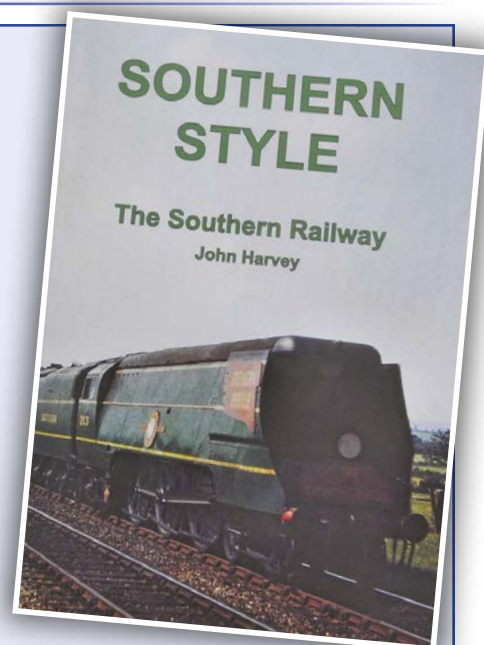


WORCESTER LOCOMOTIVE SHED ENGINES & TRAIN WORKINGS,
by Steve Bartlett, Pen and Sword. Price: £25.00

Among several from Pen and Sword this month, including works on the 'Kings', Bulleid's locomotives, Regional steam, Yorkshire steam, Drummond's passenger locomotives for the SR, industrial steam, boat trains and main line services around Sheffield (and more!), I've chosen this fascinating study of 85A in BR days, the locomotives that worked from it and the routes they operated over. The author has used first-hand anecdotes from folk who actually worked from the shed. Having a father who was eventually Running and Maintenance Officer Gloucester (which was effectively the Worcester district), the author is in a perfect position for recording this interesting time. He's also used a large array of material from local photographers. Speaking of the photographs, these have all reproduced very well and will be of immense help to modellers. In fact, the whole book has a quality feel. The 'Castles' and their work is given due prominence. The Worcester-Paddington expresses were really the last steam-hauled fast services on the ex-GW, which these superb 4-6-0s operated with great reliability. There are several useful tables listing allocations and diagrams. Naturally, steam predominates, though there is a smattering of early-diesel pictures, including ex-GWR railcars. I found the whole thing a joy to read, though, being pedantic, why do so many authors (and reporters) today not know when to use 'standing' instead of 'stood'?. Thoroughly-recommended and excellent value for money.

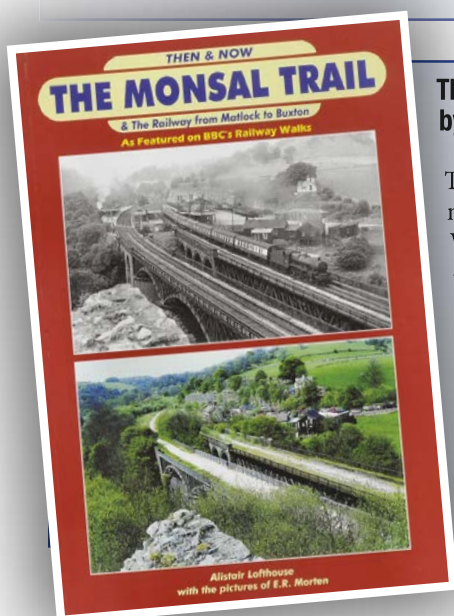
SOUTHERN STYLE THE SOUTHERN RAILWAY, by John Harvey, THE HMRS. Price: £35

I have to express an interest here, right at the start, having been a past-President of the Historical Model Railway Society. I have the greatest of respect, too, for all the Society's publications. If ever there is (or was) a 'standard' reference work about the Southern Railway, this is it. If one can consider any aspect of that great railway, it's in this scholarly work. Even the Lynton & Barnstaple is included, as well as the coaching stock of the S&D. Throughout its 240 pages, all printed on the best-quality gloss stock – as expected of Amadeus – the reproduction is first class. This includes all the photographs (several in colour) and the many drawings (the latter will be of particular use to modellers). There's even a loose page of official colour swatches included, especially for modellers. There's also a loose page of photographic credits, omitted when the volume was printed. I have many books on the SR, its constituents and its successor, but none is as comprehensive as this. To say it should be on every enthusiast's bookshelf (whatever their particular area of interest) is an understatement, and I'm delighted it's finding a home on mine. I'd go as far as to state that any maker of SR models should consider it a prerequisite and that also includes RTR manufacturers, kit-produces and kit/scratch-builders – in every scale/gauge.



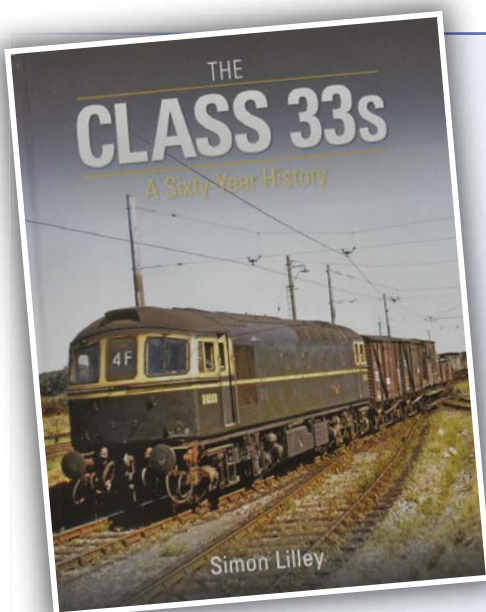
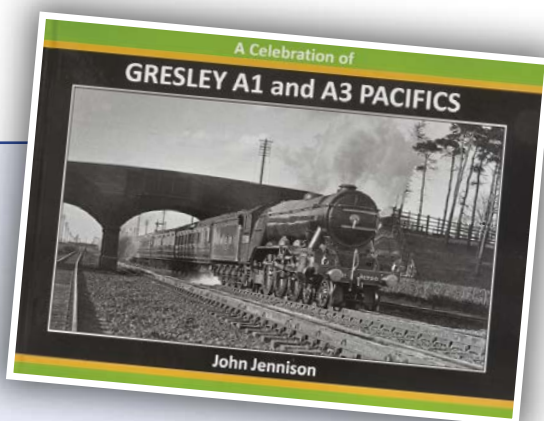
THEN & NOW THE MONSAL TRAIL & THE RAILWAY FROM MATLOCK TO BUXTON,
by Alistair Lofthouse, Ald Print. Price: £9.95

This is a delightful A5 softback describing a much-loved (and much-missed) section of the old Midland main line through the wonderful Derbyshire Peak District. It was featured in one of the BBC's 'Railway Walks' programmes, presented by Julia Bradbury. It's presented in the usual 'then and now' format – the former usually far more interesting. All the photographs, in both colour and black and white, have reproduced very well, all printed on good-quality stock. The 'historic' photographs taken over 30 years from the 1930s to the 1960s are the work of local photographer, the late Ray Morten. Much of the abandoned line is now open for walkers/cyclists, and it's a beautiful trail. May I suggest if one contemplates taking it, then please carry this book with you as a companion? Strange, isn't it, that there seems to be as much hostility to the line's potential reopening as there was to its building in the first place? That said, I think Monsal Dale would be the poorer without its viaduct. A joy to read and exceptional value for money.



A CELEBRATION OF GRESLEY A1 AND A3 PACIFICS, by John Jennison, Irwell Press. Price: £25.95.

I must express an interest in this lavish volume, since I proof read the captions, suggesting alterations and additions, but I didn't get it right, because the last batch of A3s had deeper cut-outs to their cabside rears on building! With its A4 landscape format, it complements the previous volume from the same house on the 'Coronation' Pacifics by the same author. It follows the same style of full-page, stunning black and white imagery, recording the appearances of these long-lived and well-loved Gresley thoroughbreds. Indeed, the whole thing is a visual celebration, showing the various guises these elegant locomotives displayed over a period of more than 40 years. Not every locomotive in a class of 78 is illustrated, but most of the variations in appearance are recorded. The work of many of the great photographers down the years is included, all reproduced in stunning clarity on high-quality gloss stock. Considering the age of some of the earlier photographs (nearly 100 years!), this is incredible. Just about all the routes worked by these locomotives are shown. No other class of pre-Nationalisation express passenger locomotives worked regularly on seven pre-grouping routes; the GNR, NER, NBR, GCR, Caley, MR and the G&SWR, nine if you include the GER Joint line and the GWR joint line. The title including 'celebration' is entirely apposite, because that's exactly what it is. A joy to observe and an absolute essential for anyone making a model or detailing an A1 or an A3. One might be critical in suggesting that much describing the locomotives comes from the RCTS and Yeadon, but this is common in most books on LNER matters these days. No matter, just enjoy it for what it is; an absolute visual joy – and far, far better than Christmas television! Thoroughly recommended.

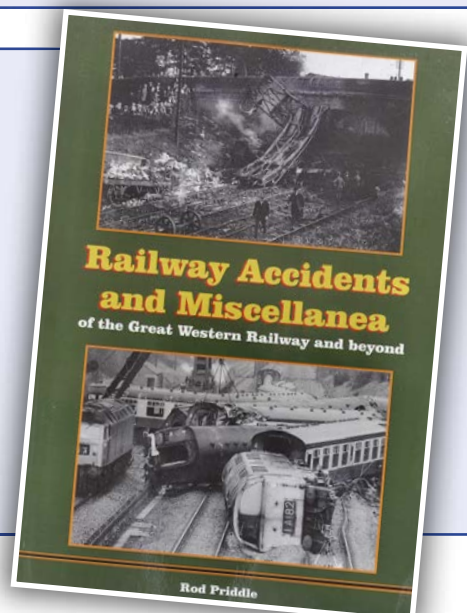


THE CLASS 33S A SIXTY YEAR HISTORY, by Simon Lilley, Crecy. Price: £25.00

The Birmingham RC&W Type 3s were one of the success stories in the BR Modernisation Plan regarding the replacement of steam locomotives with diesels. And, that success story is well-told in this comprehensive account. I have to say, I wasn't sure how much of a 'success' they were initially when I first saw them – on the ECML, hauling cement block trains. If they were so successful, why were two needed to haul a train that had previously been taken by just a single A2/3, V2 or 9F? To be fair, when I last observed the class on ECML cement trains, it was just one locomotive. As noted, their life story is well-recorded in 13 chapters, ranging from their origins, design, construction, service lives, various liveries/names carried, and through to current preservation. Almost without exception, all the many photographs have reproduced to a high standard, in both black and white and colour; all printed on top-quality stock. It will be invaluable to enthusiasts, historians and modellers alike, and not just those who follow the SR, for their sphere of operation was much wider. What I found particularly interesting in the photographs were the infrastructures through which these locomotives operated throughout their long lives. To begin with, there's mechanical signalling, complex track formations and even a steam locomotive or two to be seen. Latterly, we see them passing through scenes devoid of interesting Victoriana, other than civil engineering. As usual with Crecy's books, it's outstanding value for money and I thoroughly recommend it.

RAILWAY ACCIDENTS AND MISCELLANEA OF THE GREAT WESTERN RAILWAY AND BEYOND, by Ron Priddle, Ald Print. Price: £29.95.

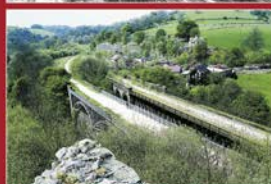
Though I found this book of some interest, I have to admit I found myself a bit muddled when reading through it. There is a contents' page – at the back, which is odd – but it's not divided into chapters, which made it difficult to navigate all the sections. In fact, being alphabetically-arranged, it's really more of an index. Local, often quirky, potted histories are presented, along with reports of accidents in the various vicinities. There are hundreds of black and white photographs, many showing memorials or commemorative plaques, as well as shots of locomotives, trains (some damaged!) and stations. Some of the photographs are less than clear because it is printed on matt stock. However, it is fascinating and it might well be used by those who wish to find out more and visit several of the historical sites. However, I feel it would be much easier if it were better organised – my opinion only – others might find it quite different.



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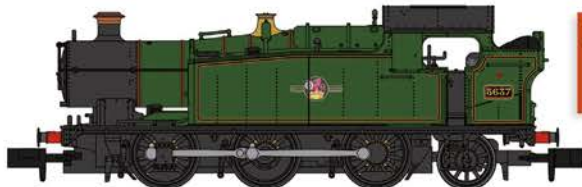
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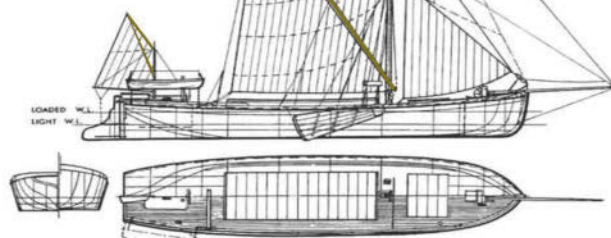
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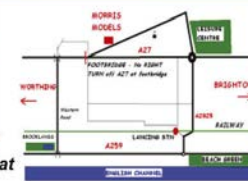
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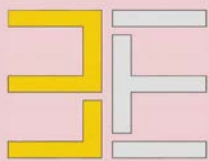
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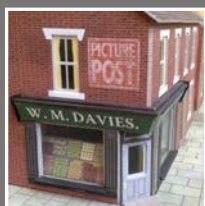


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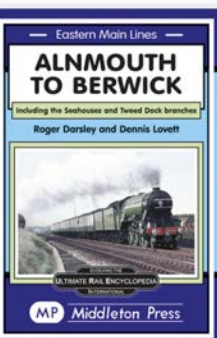
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HARTLEY POOLE TOO

Richard Hart shares his journey from reticent exhibitor to serial model railway exhibitionist with his latest all-action spectacle.

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Buffer Stop

Hello John, got an old 'mota'?

How important is nostalgia to us when building a layout?

A feature we've noticed on many, is a miniature version of the builder's first car. With more and more layouts set in the 1970s and later, it seems that lots of people want to commemorate that all-important set of wheels, mostly because the real thing has long since gone to the scrapyard.

Thanks to the efforts of die-cast manufacturers, this job is made a lot easier. We see so many quality models available on the shelves of our local model shops that you might not even have to repaint the thing, although the crusty wheel arches and replacement wings in a different colour to the body will still call for a bit of skill with a paintbrush.

If you have added your old car to a layout, why not send us a photograph to brm@warnersgroup.co.uk and we'll share them with readers while reminiscing about our old cars.



Burning Question...

What was your first car?

Andy: A Mk3 2000 GXL Cortina! Fern Green, black vinyl roof and loads of rust. A few months later it went out in a blaze of glory when we took it grass track racing. How I wish I still had it – it would be worth a bit now.

Debbie: Volkswagen Golf GTI with leather seats and a two-litre engine under the bonnet that packed a pretty tasty 210bhp. Fantastic first car that I shared with my husband, who didn't let me use it much after I reversed into next door's car!

Howard: A god-awful Kia Picanto in Communist red. 0-60 – achieved with a prevailing wind – was measured with a calendar. And so began my love of cars, and (hatred?) of under-powered vehicles.

Phil: Bright orange 1973 VW Beetle. It's still in the garage awaiting restoration after an unscrupulous garage incident.

Ruth: Mine was a bright yellow Mini! It was uncomfortable and hardly ever started first time. I knew the RAC man by his first name, but I loved that car!

This month in pictures...



We have a new delivery van for Garden Rail. Not sure Phil will fit inside it, though.



Debbie and her son, Thomas, hop on the Santa Express at Audley End Miniature Railway.



Andy has been rust spotting in the autumn sunshine.



Spotted on the Kenilworth to Coventry railway line, this seems a very ornate carving on this viaduct. Can anyone help with its history?

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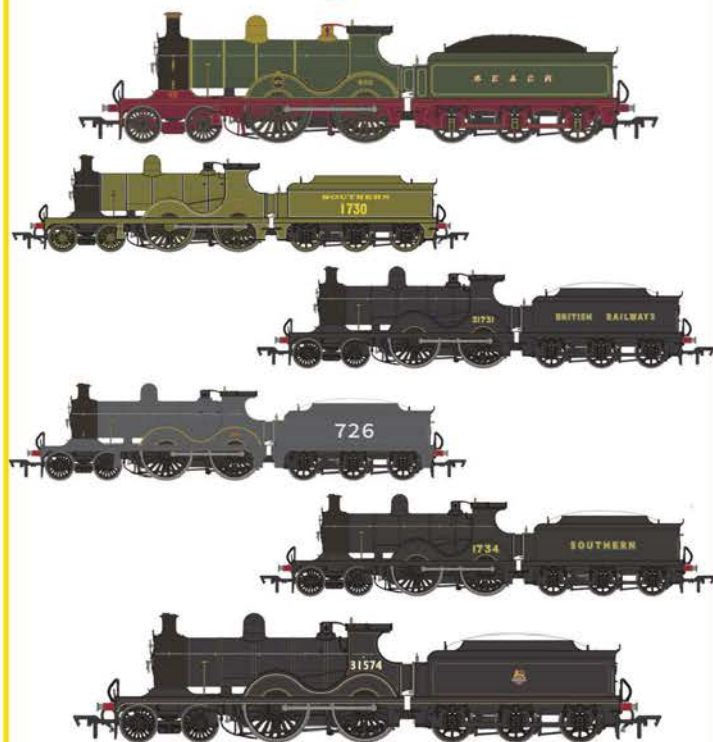
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GARDEN

NOVEMBER 2020
ISSUE 315

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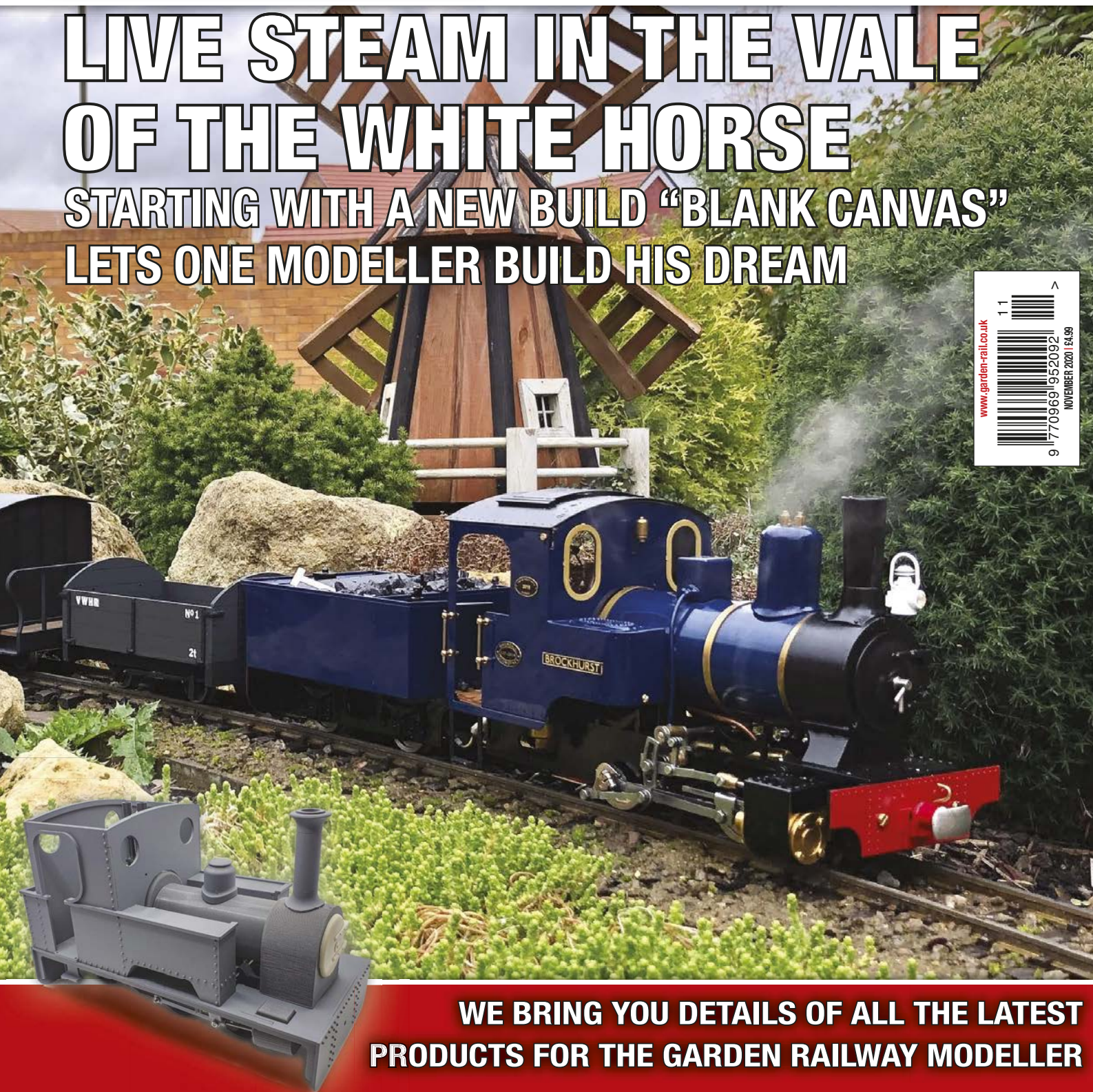
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FEATURE OF THE MONTH: Spares & Upgrades



MSS Mamod Upgrades - Water Top-up Valve £9.00
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Available in 1/4 x 26tpi thread for MSS and early Mamod standard loco boiler or 1/4 x 40 tpi for our Premium High Pressure Boiler.



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MSS Mamod Enhancements - Small Brass Chimney Cowl £4.50



MSS Mamod Enhancements - Narrow Gauge Buffer Beams £8.50



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MSS Mamod Loco Spares - Single 32mm or 45mm Axle & Wheels £9.50



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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 315 November 2020

Publisher: Steve Cole

stevec@warnersgroup.co.uk

Editor: Phil Parker

phil.parker@warnersgroup.co.uk

T: 07879 664 383

Design: Ruth Jamieson

Advertising: Bev Machin

bevm@warnersgroup.co.uk T: 01778 392055

Production/Advertising Designer: Amie Carter

amiec@warnersgroup.co.uk

Marketing Manager: Carly Dudge

carlyd@warnersgroup.co.uk

Contributors: Alan Eccles, Tag Gorton, Ann Knowles,

Paul Partridge, Jon Potter, Dave Skerthly,

Mark Thatcher, Philip Young

Cartoon: Barbara Martin

www.warnersgroup.co.uk

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LISTEN TO THOSE WHO KNOW

Years ago, Tag Gorton told me that no matter how good your intentions are, your first live steam locomotive won't be your last. At first, the cost seems high, but over time, you gain so much pleasure from ownership that another doesn't seem quite so expensive.

I thought I knew better. Live steam is nice, but running an engine means faffing around with gas and oil and water. Everything gets greasy and mucky. Give me a battery-electric model any day - instant power and easy to build. Even my incompetent engineering skills can produce a loco that looks nice and works in something like the way I'd hope it will.

This isn't to say that I can't appreciate live steam. Far from it, I can thoroughly enjoy watching, listening and smelling a steam locomotive, both real and in model form. I remember particularly enjoying watching a Regner "Challoner" pootling around at the Scoutrail show in January. Filled with delicious home-made cake and a fine cup of tea, I stood and watched it for quite some time.

A few weeks ago, looking at one of the many Facebook groups for garden railways, up pops a Regner "Willi" for sale. It looked nice and watching the video, it seemed to run

very well. The price was very reasonable too...

So, now I find myself owning a "Ragleth" and a "Willi". Two steam locomotives. This was not how things were supposed to be.

The new model has turned out to be a joy to run. Manual control rules and he putters around my track at suitable scale speed. Of course, as soon as you have a loco, you need a train and all my 45mm gauge stock is a bit LGB for the job. Not to worry, a rake of Binnie skip wagons was fun to build and, of course, required another test run on the line.

He still needs a driver, and we'll look at that next month. In the meantime, you will find me polishing my pipework.



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Starter Sets



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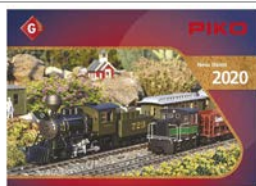
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PK37959 DR Club Cola Box Van IV



PK38767 Texaco Bogie Tank Wagon 1971



PK38768 Christmas Flat Wagon with
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PK38769 UP Bogie Flat Wagon w/Chevy
Nomad Load



PK38770 PRR Bogie Stake Wagon Set (2)



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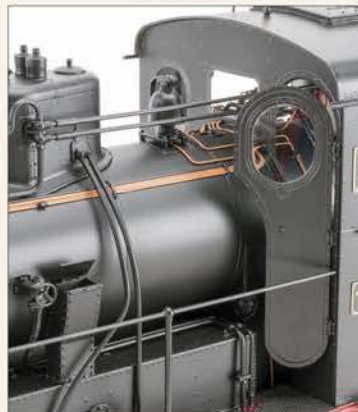


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Vale of the White Horse Railway

In the first part of a new series, Jon Potter introduces us to his line.

For me, the fascination began at a model railway exhibition in St Albans circa 2000. Having been there to enjoy the more 'normal' N, OO and O gauge lines, a cursory glance around the circle of the theatre led my father and I to a stand with a number of 16mm locos on - including a lovely little tank loco named "Puffin". I was transfixed - a nice bulky loco and, even better, live steam!

Narrow gauge had always been a passion, with visits to the Ffestiniog Railway often being the highlight of the year, but it hadn't been conducive for a 10 year old to model,

with many of the models available in 4mm and 7mm scales being rather too complex for a novice. Therefore, the Roundhouse Billy sat on the stand was quite the temptation!

Nascent Beginnings

Of course, it took a lot of time for pocket money and odd jobs to get to an amount anywhere near a garden railway loco but, coupled with the generosity of my parents, I was able to purchase my first loco, a Roundhouse Millie, at Christmas 2001. This was set to 45mm, as my father recommended the additional stability the wider gauge

may offer and was initially run on blocks and straight track up the patio - it was 18 months before the garden line was ready to accept its first train.

This line, the Woodrow Light Railway, is a bent dog bone with large radius curves and is ideal to just sit back and let a loco run - perfect for the manual Roundhouse Millie. The Millie was joined by a number of locos, including some from Accucraft, Merlin and Roundhouse, over the years, but the garden railway was never the main focus, with adventures into 009, N & O gauges - plus 7.25" live steam - providing distractions. As



believable as a railway.

I quickly settled on a fictitious line, which led me to look at the local visitor sites and the Uffington White Horse emerged as a good focal point to centre on. After some playing around with Google Maps, I opted on a fictitious route between Wantage and Uffington, with a small halt at Woolstone for the footpaths up White Horse Hill. Wantage would serve as the terminus station, with a single track route through to a station at Kingston Lisle (where there is a grand private manor house in real life). From Kingston Lisle the route takes a large balloon loop through Woolstone and Uffington, meaning the route is a 'figure of six'.

As we were moving into a new build, the garden was a complete blank canvas and this meant we could plan scenic features and planting without having to work around any particular fixed obstacles. Unlike the line in my parents' garden, where the ground had a gentle slope, the new garden is basically level, meaning we first had to decide on what height to build the line - whether at ground level, being better for scenery, or raising it and enjoying a more comfortable operating experience. In the end, we decided to raise the line about 2' from the ground, with a gentle gradient to one end of the garden to gain an extra few inches for the steaming bay. This also meant we could incorporate

a bridge over a pond, something that I had always had a hankering for.

Construction

We moved into the house just before Christmas 2016 and the first step was to prepare the ground. Unfortunately, the garden was essentially a mud bath and the soil was manually rotavated at weekends for a couple of months to try and improve drainage. During this period, a lot of thought was given to construction methods, and we decided to mix the materials for different sections of the railway where different approaches were needed.

A custom-built shed to operate from in inclement weather covers Uffington station, at the centre of the balloon loop. The track runs through this, and there are a couple of sidings and a loop to store stock during operating sessions. From the shed, in both directions, the track is fixed to a simple wooden structure; the boards are covered in roofing felt and uPVC cloaking profile fitted to the side, which holds the loose ballast in place. A simple steaming bay, just off from the circuit by the shed, follows the same construction method.

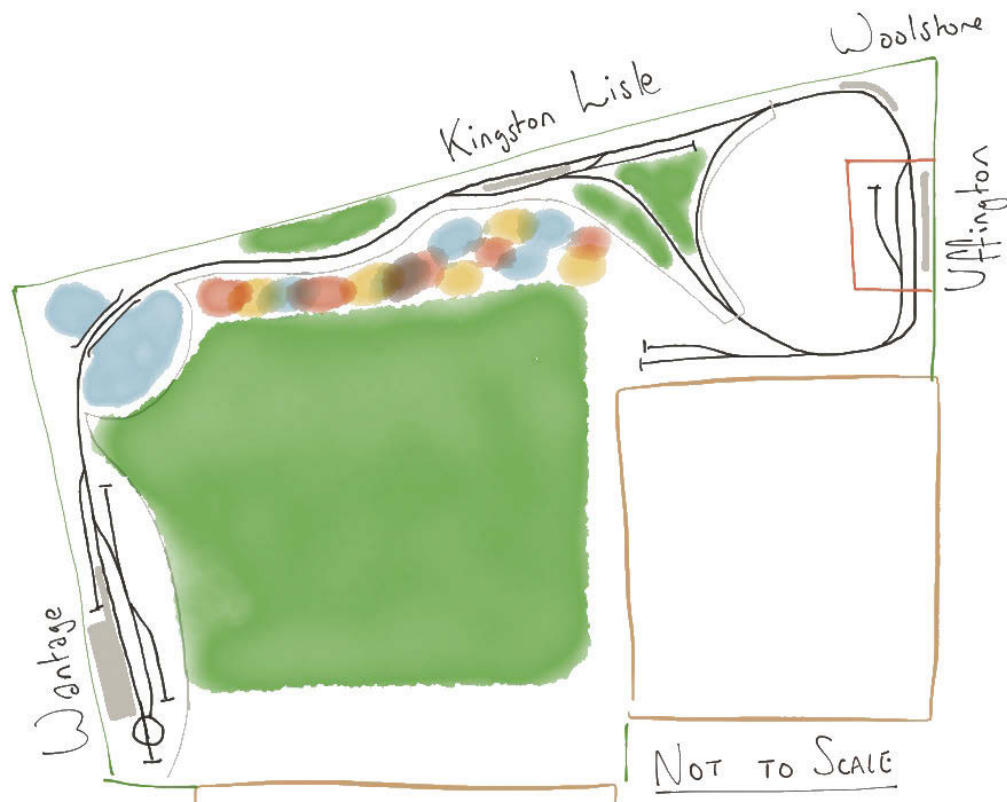
The two sides of the balloon loop come back together (with a chord to create a triangle) in a raised planting bed. Here the track is raised on two courses of breeze blocks,

a result, several projects were never finished - including the station building and a number of coaches - and the railway really served as a bit of fun rather than a model.

The birth of a new line

Fast forward 15 years to December 2016 and a permanent post-University move from my parent's house brought the need to consolidate - three layouts plus the garden railway stock could not all come with me! A decision was made to focus on 16mm, and the house (or rather garden) was selected with that in mind.

During the planning stages, there were a number of items to consider. I was keen to model something in the preserved era, and the 45mm Roundhouse Millie, the one fixed gauge item in the collection, fixed the track gauge. A terminus station was also desired, both to avoid a big circle and as I wanted a terminus where the train rolled in and the requirement for the loco to run round - for operational interest and to make it more





The triangle structure complete and track being laid in July 2017, showing how the walls for the track fit within the wooden structure, prior to planting.

laid on a concrete foundation, with soil on each side of the line held back with treated wood. When viewed close up, this gives the impression of the line being at ground level and, with some careful planting, you can view each of the three tracks in the triangle without seeing the others.

From the raised planter, the track is also laid on two courses of breeze blocks, fronted with log roll, through to a scratch-built bridge over the pond. This is a simple structure with three retaining walls (one of which gives a curved front to the pond) and a liner to hold the water. There is a gradient over the bridge and the route then comes into Wantage station, which is essentially a large baseboard covered in felt and fronted with log roll.

LGB track was used on the previous line and, as it is still putting in good service 20 years later, was selected for use on the VWHR. Radius 3 points are used throughout, with the only exception being a scratch-built curved point at Uffington. Curves are a mix of R3 in station areas, and gentler curves created using flexitrack as the line snakes around the garden.

Being a “figure of six”, running round in the terminus at Wantage would lead to the loco being bunker/tender first on every other trip. To avoid this, a turntable was added - constructed using a large bearing of the type made for Lazy Susans. The table is long enough to turn all of the common loco

types, the only loco that we have had on it that didn't quite fit being a Brandbright/Roundhouse Liberty Belle Mk. 2.

An overview of the West Lockinge balloon loop extension, completed in 2019, which allows continuous running. Wantage station is in the background.



Roundhouse Garratt 'Robert Loyd-Lindsay' crosses the pond on Woodhill Bridge.



Alfred running round a shuttle train at Kingston Lisle.



Coal fired Riverdale/Roundhouse 'Brockhurst' stands outside the main station building at Kingston Lisle, following the stations upgrade in 2020.



Further Developments & Extension

The railway was completed in time for an opening event in August 2017 and the first few months were really focused on improving the scenery. 2018 saw the launch of the South Oxfordshire 16mm local area group, and following this, the VWHR has held a number of open days that led to some thoughts about further developments.

Although I had been adamant about wanting a terminus station at the outset, in practical terms this proved an issue on the open days when trains could pile up waiting for the single platform at Wantage station to be free. Wantage was therefore remodelled in the summer of 2018 to add a second platform, and while this eased congestion, in 2019 it was decided to add a balloon loop to this end of the line to further improve capacity.

After looking at the map, it was decided to take the fictitious route through to West Lockinge, and a halt was therefore required here. Construction of the loop is fairly simple, with track suspended on breeze blocks and fronted in log roll in a similar fashion to some of the other sections. The centre is filled with soil & planted, and the track simply runs either side of the turntable and joins into the two platforms at Wantage station, which had to be slightly altered to provide clearance for the curves.

Although one can never say for certain, I think that the line is now extended as much as it ever will be - any further extensions would have a big impact on the usability of the garden. If starting from scratch again, I would probably have kept the terminus station but had this just off of another return loop - giving the capacity for running days but still the ability to run the train into the terminus. I'm sure there will be a move in due course and the opportunity to change, but for now, the VWHR gives plenty of fun in its current guise.

I would like to end this first part by expressing thanks to my father who built the shed, bridge and turntable, plus doing more than his fair share of the building work, often when my wife and I were out at work. Similar thanks as always to my wife, who not only allowed the railway in the first place but also was an active contributor, including rotavating soil, bricklaying, and doing much planting.

Next Month - Making a train track a railway. ■

For further info on the railway, please see vwvr.weebly.com or www.facebook.com/vwvr16mm.

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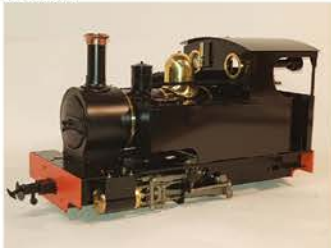


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Chippy Joe rides again

Tag Gorton can't just buy a steam locomotive and run it straight out of the box. Now, he turns his attention to Accucraft's "Talegarth".

I have always enjoyed modifying and improving my steam locomotives both functionally and cosmetically, but when our Editor asked me if I would do an article about my latest loco, I was a little bit wary. You see, some of this locomotive has been seen before in these pages. You will see exactly what I mean – even if you never saw the previous articles on a locomotive called “Cannon Pig” (Named after Sergeant D Gillman, Two Nine Commando Regiment, Royal Artillery) in *Garden Rail* October 2017. This, therefore, is the story of my lockdown loco...

Given the pleasure I have had working on Accucraft locomotives, I was looking forward to seeing the new four-coupled generic model. Semi-Walschaerts gear of course, as per most generic 16mm models from our two largest suppliers, but the detailed rear cylinder plates, twin slide bars with lovely fabricated cross heads and heavyweight motion brackets are just, well, excellent. The other thing that I liked was the dead leg lubricator, filled from the running plate just

forrard of the smoke box, which saves space in the cab.

Now, I am aware that these models are not aimed at born again fiddlers like myself, but I was still somewhat disappointed to learn that the bodysells are now manufactured using spot welded stainless steel. This makes them rather more difficult to modify, for instance, drilling holes to fit whistles and ejector pipes, etc. While I have since learnt that the stainless used is not the rock-hard stuff, this nevertheless, did put me off. I also don't think they look as good as brass, but that is just my personal opinion.

The other thing was the gas tank in the cab would not have been suitable for me - but of course one cannot expect the manufacturer to produce separate tanks for both saddle and side tank locomotives just to please an old buffer that likes modifying engines!

Brilliant Valve Gear

Well, I thought about it for a while and then, regretfully, decided not to get a “Tale-

garth”. The trouble is, every time I ran my Mk1 “Rageth”, I found myself thinking about that brilliant valve gear. Luckily, a couple of friends were modifying their own “Talegarth”s for coal firing, and I obtained some dimensions from them.

I discovered that, while the running plate was exactly the same size, most of the fixings were in different places, however, I thought it might be possible to put the already modified Mk 1 bodysell, boiler, gas tank and smokebox on the “Talegarth” chassis.

Therefore, I bit the bullet and purchased a “Talegarth”. After all, if it was not actually possible, then I would still have two locomotives. I gave the model a quick run on a rolling road and it seemed very smooth.

The time had come to take both locos apart – “Talegarth” first.

The first thing I noticed was that this locomotive employed a lot of Aster cross head computer type screws rather than the traditional hex head little bolts. They were the same thread however, so no real problem. I stripped the loco down to its bare



This valve gear was the deciding factor in the purchase of "Talegarth". It really is rather attractive. In this picture, the valve gear is set for forward running after changing the position of the valve cranks as detailed next month.

chassis, removing the running plate, setting everything small aside in sealed containers. The current Mrs Gorton still has a ton of Tupperware that I find really handy for this sort of thing and she seems not to have noticed that much of this has found its way to the shed/workshop.

I did the same to "Ragleth", including stripping out the radio control because, whatever happened, it would be set up significantly differently if transferred to the "Talegarth" unit. I now had two chassis and two running plates and, from this point, I had to be very careful indeed. You do see that I was not following any instructions here – indeed, to my knowledge no one has ever tried this before. I had to take my time and offer up the various parts to make sure they fitted before cutting or drilling.

A Bit of Hacksaw Work

The first job was to check that the "Ragleth" body would fit on the new design chassis – and it didn't! The curve down on the tank sides interfered with the movement of the expansion link on either side. This hitch, therefore, would necessitate a bit of hacksaw work on the "Ragleth" body. I did also note that the boiler and smokebox had their fixings in a slightly different place to that of the "Ragleth" unit as well. I stopped for a bit of a think and another cup of tea. One cannot hurry these things because one cannot un-drill a hole or uncut metal – particularly on painted parts.

While drinking my tea and looking at the disassembled parts, it came to me that the easiest way of sorting this was to use each running plate as a template for the other by bolting them together using the few common holes which, in this case, were the fixings for the cab steps, then drilling

through from both sides. Again, a good look was required before drilling, because, for both running plates, some of the holes were threaded. Another thing to check was whether the DJB smokebox and the "Ragleth" boiler would fit the holes for the boiler and smokebox on the "Talegarth" chassis.

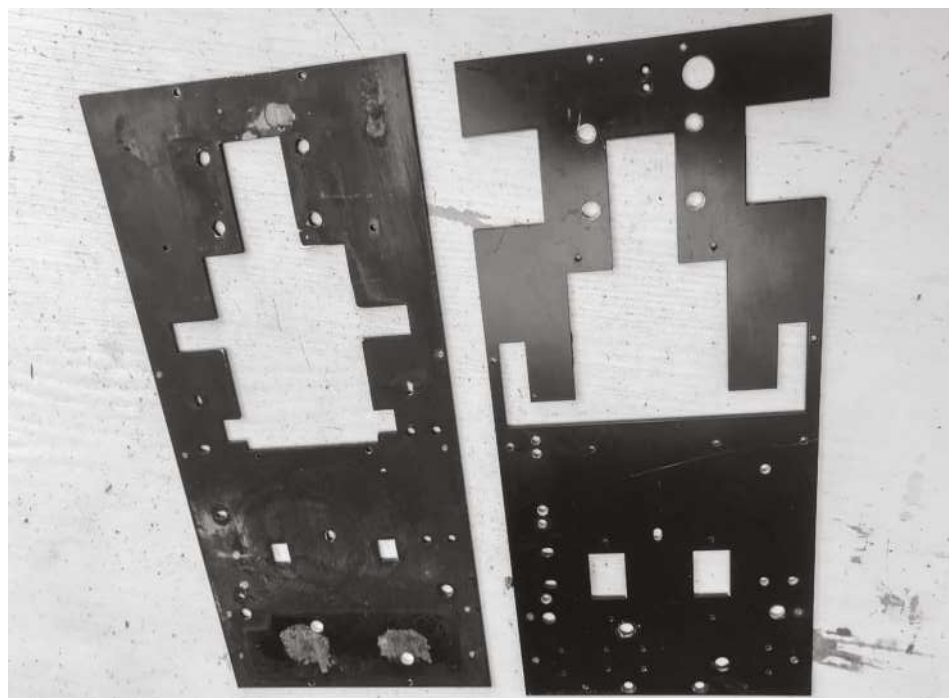
Not only that, I had to check that the difference in positioning, due to the positioning of the lubricator on the front footplate, would not preclude the fitting of the "Ragleth" body shell over its boiler. You can, I suspect, see that there was a reason that I spent more time thinking than actually doing. It was the safest thing to do because otherwise, I could have damaged

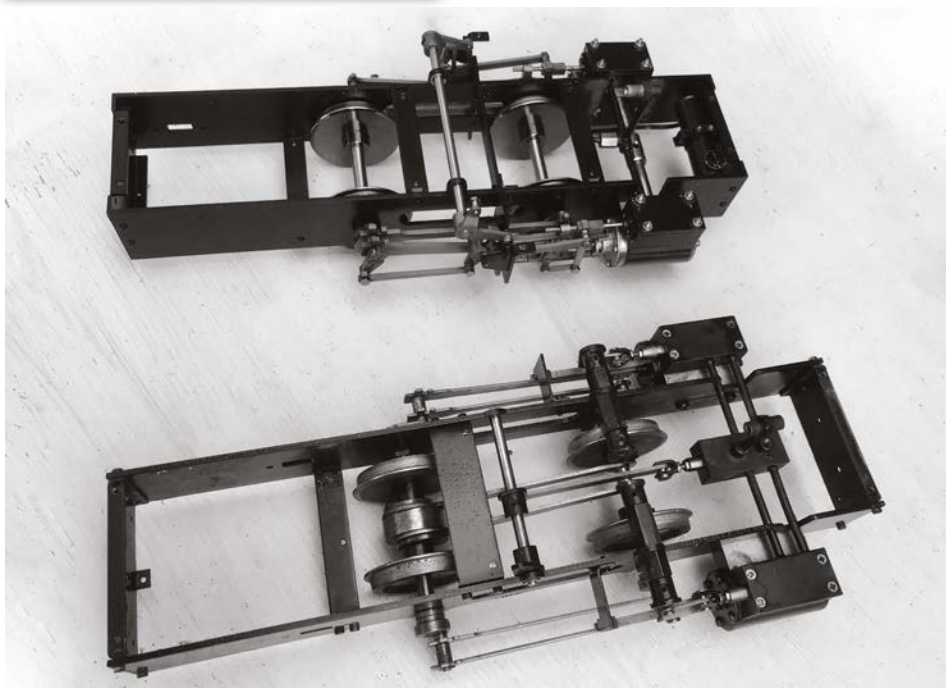
two locomotives.

For example, at this point I had to look at how the radio equipment would fit in the box beneath the cab and that the servos, once fitted, would be in the right position to activate the whistle valve and the regulator.

I knew that the servos would fit in the space, because they did on "Ragleth", but I had to look out for any factory changes. I, therefore, fitted the running plate with just two screws. Then had to temporarily fix the boiler into place (one large screw at the rear and a block of wood to support the front). Luckily, the positioning of holes for the actuating rod and/or wire is not a precision undertaking, and all I had to do was ensure that the servo arms would be able to move

Not a very prepossessing photograph but it shows the two running plates side by side before (in the case of the "Ragleth" plate) cleaning and repainting. On the right "Talegarth" plate, you can see that the smokebox location is set further back than on the "Ragleth" plate to allow for the dead leg lubricator. The "Ragleth" plate will be cleaned and resprayed before refitting on the "Talegarth".





The two naked chassis side by side. Again, have a look at the quality of the Walschaerts valve gear.

in position below the holes. The holes were then marked off for drilling. The running plates were again bolted together and after carefully marking which holes on each chassis would need to be tapped after drilling and therefore need a smaller tapping bit. The deed was done – 95% thinking, 5% doing!

Drill the Running Plate

One extra thing I had to do, which I didn't on the "Ragleth" because they were already in place, was to drill the holes for fitting the standard servo beneath the starboard tank. No use trying to do this when everything is assembled because it would all have to come apart again to drill the running plate. Accu-craft did not put these in because they use the same chassis on Sabrina as "Talegarth" and, of course, one cannot fit a servo here because there is no side tank on Sabrina and it would look a bit odd. The gas tank, which fits wholly in the cab on the new locos, is there for the same reason. I should say that, because there is no lubricator in the cab on these two engines, it should be possible to move the servo back into the cab, but I have not tried this because I prefer side tank models, which can more easily hide 12in/ft working or control parts.

Once the holes were drilled, and some holes on each running plate tapped as required, I could actually start to make a bit of progress. I first fitted the running plate onto the "Talegarth" chassis then looked at cutting the slots on the tank curve-downs to allow passage of the expansion link when the valve gear was moving. I made the upward cuts with a common or garden small hacksaw, then bent the two tabs back to ensure

that the links had space to move. There was not enough space to get a hacksaw in to cut these tabs off, so I spent a considerable amount of time filing across the bend to remove them – and even more time filing to get everything straight(ish).

Someone once said to me, "Why are all your engines black?" Well, the short answer is because I like them that way – I happen to think they look dignified, but the other

reason is that if I ever have to do anything like this, it is very easy to get the colour right when touching up. Anyway, you would not notice that this is a non-standard feature even if you got within three inches of this modification.

Well satisfied, I turned my attention to the gas tank, and as I stated, there was no way I was going to use the "Talegarth" cab fitted gas tank if I could avoid it, so I used my original gas tank, which fitted neatly behind the side sheet and directly into my templated holes. You will note that a half-full mug of tea sits on the gas valve knob and this is screwed into place, making the valve easier to turn and drawing the eye once in place. I have one of these on all of my locos...

'LWR standard fitting'

While we are looking at this 'LWR standard' fitting, I thought I might mention that trying to paint in the tea on this dolls house mug puts you on a hiding to nothing – it will just look wrong. After painting the mug white and adding a blue rim and handle, the mug is screwed into position. Tea is added by chopping off a suitably-sized section of dowel rod and painting it tea colour. Once dry, drop it in the mug with a touch of your favourite sticky stuff on the bottom – looks great!



If you look closely, you will just see the filed slot in the tank round down (taken from around three inches away).

The next job was the boiler and smokebox. I was a little bit concerned that the heavy DJB cast brass smokebox would partly cover the hole for the lubricator on the front running plate, but this, again, had already been checked during my thinking and 'offering up' process – by far the most time-consuming section of this build.

It was not a long job to fit the boiler and smokebox and, of course, the detail was already in place on these items when it was part of "Cannon Pig". The displacement lubricator had already been removed and I was gratified to note that the "Talegarth" pipework, direct from regulator to main steam pipe, fitted with the minimum of adjustment, as did the steam pipe at the other end where it fitted directly onto the slide valve steam chest manifold.

If you are fitting one of these to a piston valve Accucraft loco, then do remember that the original lubricator rather over oils and you will tend to get oil seeping between the smokebox and running plate. What I do is degrease, then put a smear of silicone on the base of the smokebox, screw into place then wipe away any silicone that has been squeezed out. I guarantee this will never happen again.

The pipework from the gas regulator to the burner was similarly easy, but the burner from either of these locos was not used. Instead of the Accucraft slotted burner, I used a locally made job employing holes rather than slots. This has turned out to be not only much quieter but has enabled me to light the gas at the chimney top rather than via the smokebox door. Much better for me because I used the DJB Engineering smokebox, developed from the coal-fired version, so one has to undo the door handles from the strongback and screw them up again after the fire had been lit. This, therefore, saves my delicate pinkies.

I am not going to go through all the details of fitting the 'above the footplate' cosmetic work because this was done in a previous article, but, as the build progresses, I will describe briefly where to get the various parts and fittings required. I have, for instance, already mentioned the DJB smokebox and I have added handrails using chemically blackened 1.5mm handrail wire and standard handrail knobs. A hole was drilled for fitting the elbow for the DJB dummy ejector pipe from the cab and the dummy lubricator was fitted, for a change, on the rear of the chimney. This was a gift from a reader of this magazine and I was very pleased to be able to use it. I noted where the pipework went on various offerings from one of my loco

builders' catalogues and just copied that. A homemade lamp bracket was also fitted.

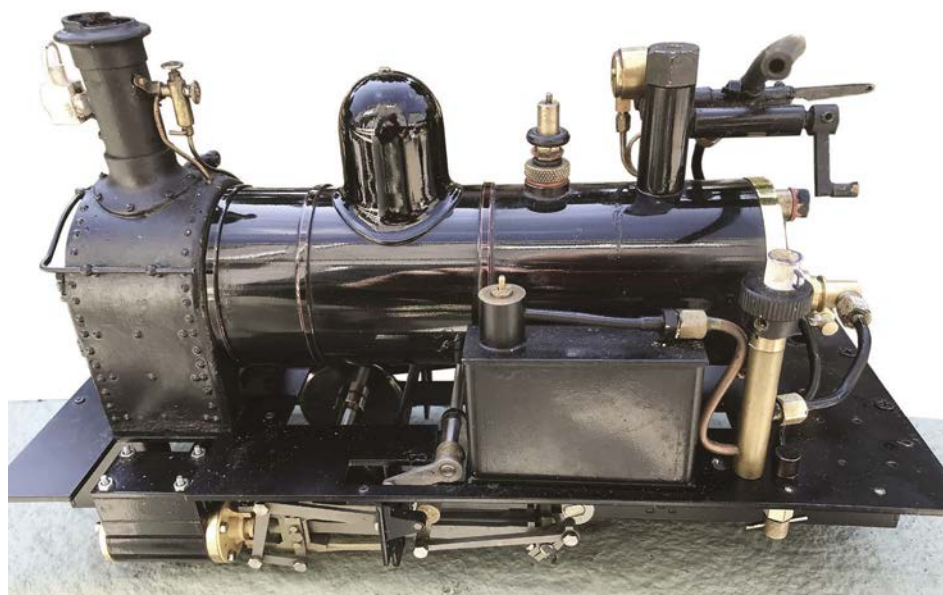
On the Firebox End

The boiler itself has comparatively little in the way of changes. I had removed the wide shiny brass boiler bands and decided to use the thin jobs from Locoworks. Supplied in Accucraft body colours, with or without lining, I decided to have mine lined red and have Locoworks paint my dome just to be sure of a proper match. One of the original wide boiler bands was positioned on the 'firebox' end to give an impression of a brass-bound firebox providing some shiny stuff for the driver to polish.

The other non-standard boiler fittings are the replacement regulator shaft from Anything Narrow Gauge in the UK (and The Train Department in the US). This enables finer control of the regulator, just as its gas regulator equivalent does for fire control. There is also the valve for the DJB spectacle plate whistle and, of course, the LWR standard half-inch pressure gauge tucked up against the spectacle plate not poking out of the spectacle. I really hate to see a loco with the Nelson look! The safety valve bonnet is another DJB product and a must for anyone who has an Accucraft generic loco. They look just right and drop over the valve. Easiest, cheapest and most effective mod of the lot!

At this point in the build, we have a working steam chassis and the locomotive is now a 'Caradon' Class loco and will wear the nameplates "Chippy Joe", the third LWR loco to carry this name and the class designation 'Caradon' is from a hill in East Cornwall...

Next month, Tag fits radio control. ■



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The port side of the locomotive once the boiler has been put in place. The gas tank is from a "Ragleth" and 'just' fits. Neither tank, nor indeed the regulator shows when the loco is fully assembled – just the mug of tea. The pop valve is excellent and purchased from ANG. I have these fitted to all my locos both Accucraft and Roundhouse.



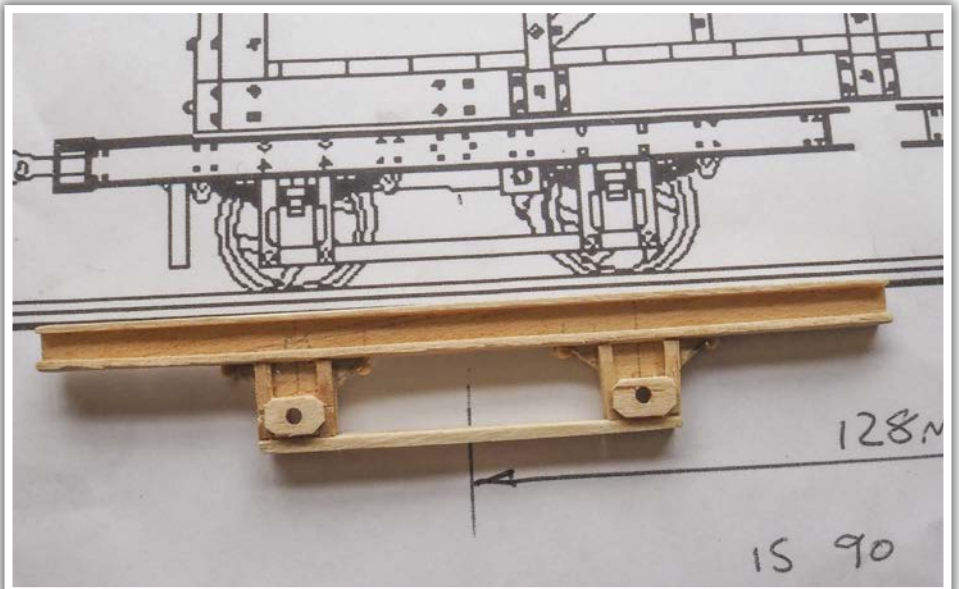
Building an observation coach

Dave Skertchy recalls a delightful day out on the Lynton and Barnstable railway, and as a consequence, finds himself committed to months of selfless toil.

There is no better reason for building a model than to remind you of a happy occasion. In this case, we had parked our little caravan in Minehead and a trip to the Lynton and Barnstable railway, with the promise of a fish and chip lunch, was almost perfect.

We enjoyed tea and buns before embarking on a short, but pleasant, round trip during which I was entranced by the rather strange observation coach in which we travelled; apparently, there were three of these before closure.

Such was the charming idealism of our favourite narrow gauge railways in their heyday that I decided that Vale of Weedol Tramway should have one of these carriages, but it would be based on its standard Glyn Valley Tramway design. Bowater's models offer shortened Welsh Highland stock, so



The Bogies are WD A class running gear based on Peter Foley's superb drawings. A pattern and mould were made and a set of underframe parts made.



The prototype bogies were then fitted to the bogie brake coach for test.

why not stretched Glyn Valley stock? But first, as they say, it is best to start at the beginning:

My standard four-wheel coaches owe their heritage to the early 1980s when I made three of them using a sandwich construction of 1/64" plywood with balsa wood spacers. This was done so that the transparencies could be slid into the cavity after painting. This construction method has been maintained ever since.

Just nine years ago, I made a bogie brake coach using the same method of construction but substituting coffee stirrers for balsa wood spacers. The bogies were a simple affair cut from Plastikard.

Many narrow gauge railways used the ubiquitous War Department class D bogie for their carriages, but I wanted something different. I recently came across Peter Foley's superb drawings of the WD class A, B and C Wagons. It was obvious that the WD had used the cut down A class chassis as a C class bogie and that as a prototype for the later more universal D class.

I thought that this was just the kind of thing that would appeal to a post-war cash-strapped Vale of Weedol Tramway, who would buy up the A, B and C class wagons, which Colonel H.F. Stephens might have rejected, but at a discount. It would also give me the opportunity to make various wagons from a single moulding.

I started by making the left and right frames from coffee stirrers and plywood offcuts. The spacers and bogie mount are a bit rough but will do for now. A silicone

rubber mould tool was taken and the set of parts were cast in polyurethane resin. A jig was built to line up the axles and for drilling off the parts, which are held together with M2 screws self-tapped into the polyurethane. The wheels and axles are from Binnie Engineering.

The prototype bogies were then fitted to the bogie brake, which required modification of the side rails and steps. The main swivel bearing at this stage was just

an M4 bolt, and it seemed quite adequate. In due course, the first set of production bogies were rolled out at Lost'n Bodge Works for the new observation car.

I started the project by drawing up the coach using the Vale of Weedol Tramway standard construction method. I struggled to discover just what was the correct size for a Glyn Valley tramway coach window and all my coaches are subtly different, but then, who is to say the Midland Carriage and Wagon Company didn't have a bad day now and again? Certainly, I could not find a consistent source and eventually scaled them from a photograph.

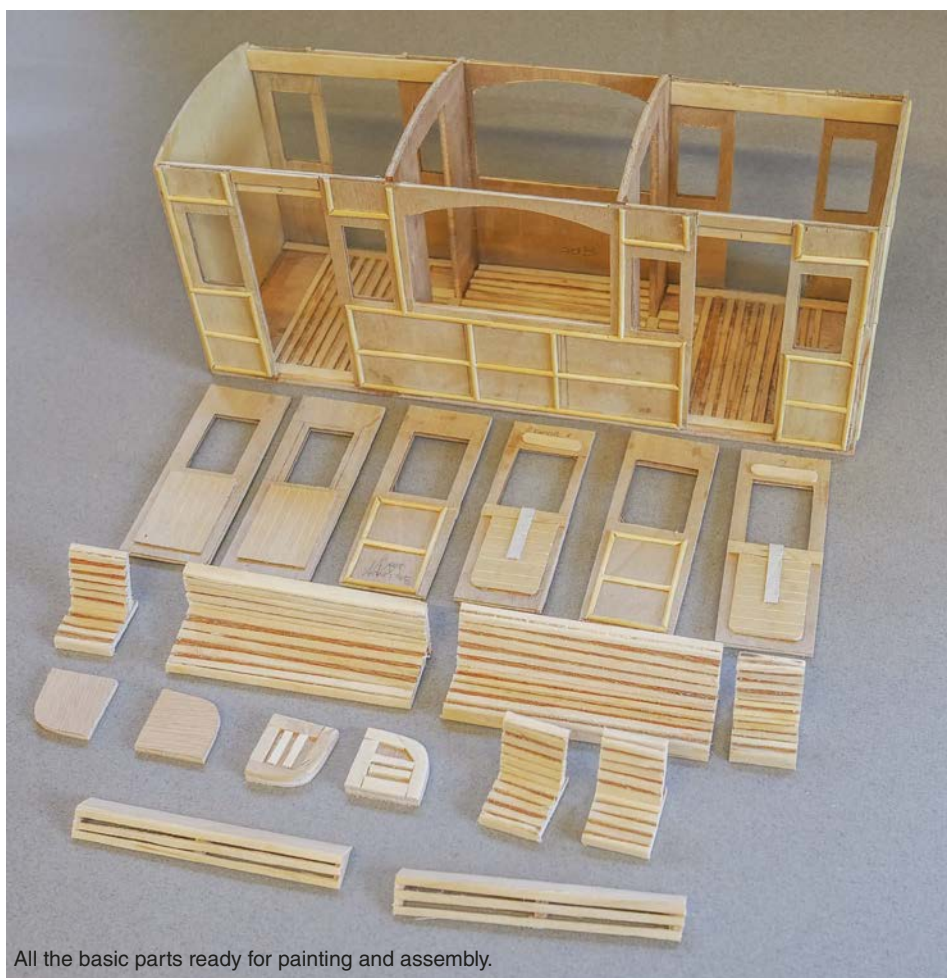
I had thought that the L&B observation coaches featured beautifully curved arch openings for viewing, so imagine my horror when examining the photos I found that the arch was actually no more than an iron bracket. My coach does have a curved arch. It's my happy memory and I will do what I like with it, so there!

Having completed the drawing, I could get on with cutting out the 48 1/64th (0.4mm) ply laminates. The sides were laminated with coffee stirrers to create the stiff laminate, with a cavity into which the glazing could be slid once painting is complete. All the laminated sides and the bulkheads were fixed to the floor with super glue and then reinforced with PVA, rubbed, and I mean rubbed, into the joints. I would normally have a frame or stringer at the roof line, but this coach was to be different. I should have known better.

The door exteriors and carriage sides and



To get more realistic detail for the seat slats, it was necessary to cut coffee stirrers in half. The jig was made to guide the Stanley knife blade.



All the basic parts ready for painting and assembly.

ends had the usual beading applied made from split cocktail sticks. The interior of the doors had some laminated detail, including the leather strap, made from a cereal packet.

The seats have laminated slats as do the prototype. The profile of the seat was simplified and the shape rounded off with sandpaper. Even the underside of the cute little folding dickie seats was reproduced. The luggage rack was also made from coffee stirrers.

To achieve more realistic detail for the seat slats, it was necessary to cut coffee stirrers in half. Having nearly removed the tips of my fingers a few times, I got fed up with trying to clean the blood stains off the wood and decided to make a jig. The steel edge is held over a coffee stirrer-sized slot by two screws. The coffee stirrer is slid into the gap and, using repeated light strokes of the Stanley knife, the stirrer is split. It is necessary for the jig to be adjustable because the coffee stirrers are quite variable in size.

I rather foolishly decided to make a detailed roof interior. This meant I could not make it using my usual picture frame construction. Without the frame, the roof twisted and had to be held square with four screws when fitted to the carriage. The delightful detail of the roof, however, can be seen, but in practice, only if I lie down on my back with my head in the pond as the carriage goes over the bridge.

It was Andrew Charman, when he was editor of SMT, who first complimented me on the opening doors of my carriages. I am a sucker for praise and have been committed to opening doors ever since.

The doors are rarely opened except for photo shoots. The hinges were developed from cardboard using a prototype door rig for testing. Door handles and latches are made from modified nails and garden wire. The wire is bent to retain the door.



The usual method of hinging is to pass dressmaker pins through the carriage structure into the door, and this had worked well, but I felt that improvement was necessary. I realised that the doors are rarely opened except for photo shoots. I could make a very effective hinge from cardboard since cardboard will tear but so long as it is not twisted it will flex back and forth almost forever.

Door handles and latches are a near impossibility. My efforts with Plastikard door handles and dressmakers pins had been ineffective and, for the most part, the doors are held closed with a thin strip of duct tape.

Eventually, I came up with a new design that works well. I started by drilling a hole through the head of a nail. I then filed the head to create a door handle shape and then cut off the head leaving a small boss, voila a door handle. A length of garden wire was stripped of its plastic coating and soldered into the handle. A small piece of the coating was cut and placed back onto the wire and pushed through a hole on the door and secured with superglue. Carefully, the wire is bent to retain the door.

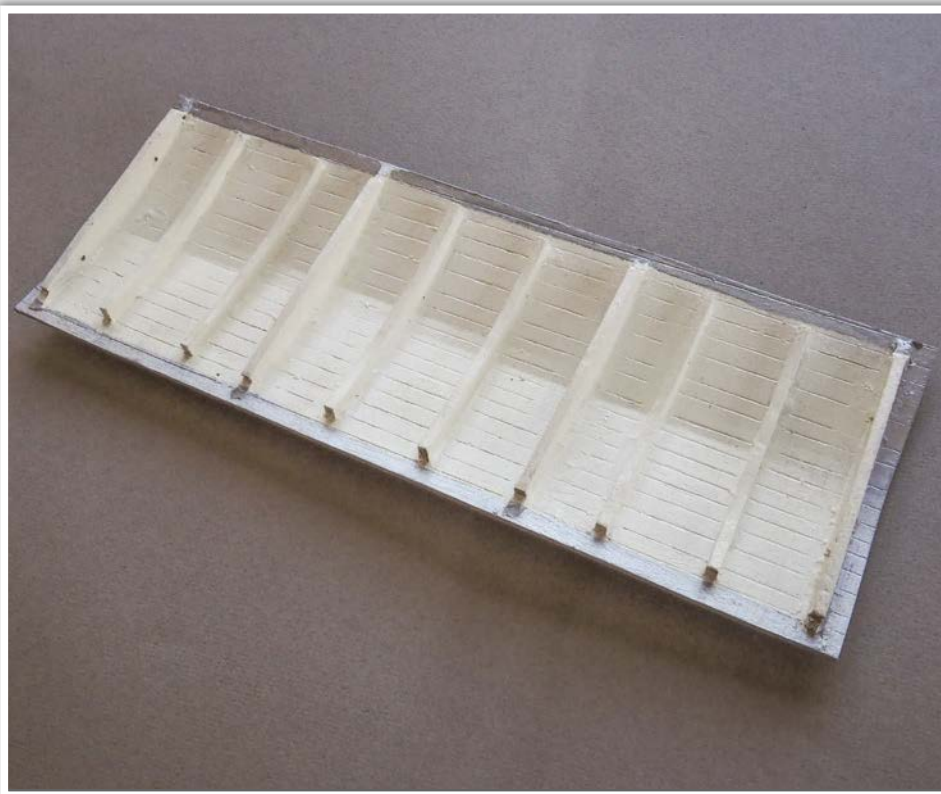
The window tracks were cleared of paint and other detritus and the window drop lights cut from 1/64" ply. They were painted a slightly darker shade of brown than the interior.

To select the correct shade of brown for the interior slats, I made some test pieces using various varnishes and mixtures. Eventually, brown artist's acrylic applied sparingly before the application of sanding sealer did the job.

The interior and exterior were sealed with model aircraft sanding sealer. The exterior was then painted by hand with a range of hobby enamels. I could simply find no way to mask and paint the model, so the edges are cut in by hand.

The interior parts were painted and assembled and then varnished with Polycote lacquer. Finally, the glazing cut from packaging material was fitted.

I needed two figures to display the carriage, which is in addition to the usual star-struck loafers and ne'er-do-wells who populate my layout for any photo shoot. Those of you who are into celebrity will, I am sure, instantly recognise Charlie "Chester" Wright from Hackney, winner of the 1974 International all comers hockey-cokey championship. In between reality shows and celebrity appearances, he agreed to demonstrate the doors. The other figure is of me, complete with glasses and dressed as photographed by Pauline on our grand day out.



Sadly, the detailed roof can rarely be seen in practice.



As I sit on my rustic park bench outside the Sheep Shearer's Arms, I sip at my pint of fine Auld Phagbutt. I happily recall my amazing day out on a lovely railway. There is a snag to my memories, however, until such time as the L&B returns its lines to Chelfam the view from the Llangoblin viaduct on the Vale of Weedol Tramway is without doubt superior. I feel so fortunate the Tramway now also has an observation coach...cheers. ■

The interior parts were painted, assembled, and then varnished with Polycote lacquer. The dickie seats in the observation compartment looked great.

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Boxing clever

Building her first signal box was quite an education for Ann Knowles.



Last year we moved to a new build house and created a garden railway. As the plants started to fill months later, it was time for our first model building to go alongside the line.

Mark, my other half, wanted me to build it. I think there was a plan here for future planning permission being granted. After looking online for outdoor kits, we decided on the signal box from Modeltown.

With its prompt delivery, a bit of guidance was offered along the lines of, "it will need a wash in soapy water, then go and get it sprayed with primer, lightly, you don't want runs!". The resin parts were duly scrubbed to remove the release compound left from the moulding process. Then, it was time to tentatively wield the aerosol can. My first thought was "oh'eck I've just put too much on", but it seemed to dry OK.

I started with the interior painting and just as I was about to finish the "books" on the shelf, I was informed that actually, they were something called blocks! (Editor: Strictly speaking, "block instruments" used to tell the signalman if the line is clear or occupied). I had to search online to learn more about these and then redesign my book covers with instrument dials.

We made some bespoke levers out of

coffee stirrers as you can see them through the windows. Levers are supplied with the kit but I felt they were a bit small compared to the photos I found.

If you have levers, you better have a signalman and he'll be working them while holding a cloth. Since we don't want him to get cold, we lit a fire in the stove too.

With the interior complete, it was back to the build. I did get a bit of help clamping the glued sides together, but soon got the knack of doing it.

After a little more research on the colour, I decided on cream weather boards, red framework and white windows. There were a lot of window frames to paint and neat edges are essential, but I was surprised how therapeutic it was and how a few hours soon vanished.

To paint the brick base, I used a piece of new kitchen sponge to dab the colour on the faces, while leaving the grey primer as the mortar showing through.

Another piece of sponge was used on the



The hastily repainted "books" that turned out to be block instruments on the shelf at the back of the signal box. The clock and telephone complete the scene, along with a Lego cup. We can't let our signalman get thirsty can we?



Our detailed interior complete with figure holding a cloth to work the levers. The LEDs in the corner of the floor illuminate the model at night.



Powered by a rebuilt solar powered pebble, the box looks lovely after dark.

roof, where I dabbed a few different shades of grey/green/blue to vary the slate effect. Then, using the greener part of the mix, I dabbed around the base brickwork and steps to give an aged moss effect.

Wondering how the box could be lit up in the evenings, we dismantled a solar pebble and the used the electronics, which has ended up working rather well. The battery unit is housed in the baseplate and a hole was drilled for the bulb wire in the floor. The solar panel was put back on the pebble, which we trimmed down to hide in the slate so it can see the sun but is protected from the worst of the weather.

Once finished, the model has been granted pride of place, where it can be seen from the kitchen window, by the pond junction. We now need a name plate of 'West Lake Junction' to complete the scene. ■



Garden Rail Resource

MODEL TOWN

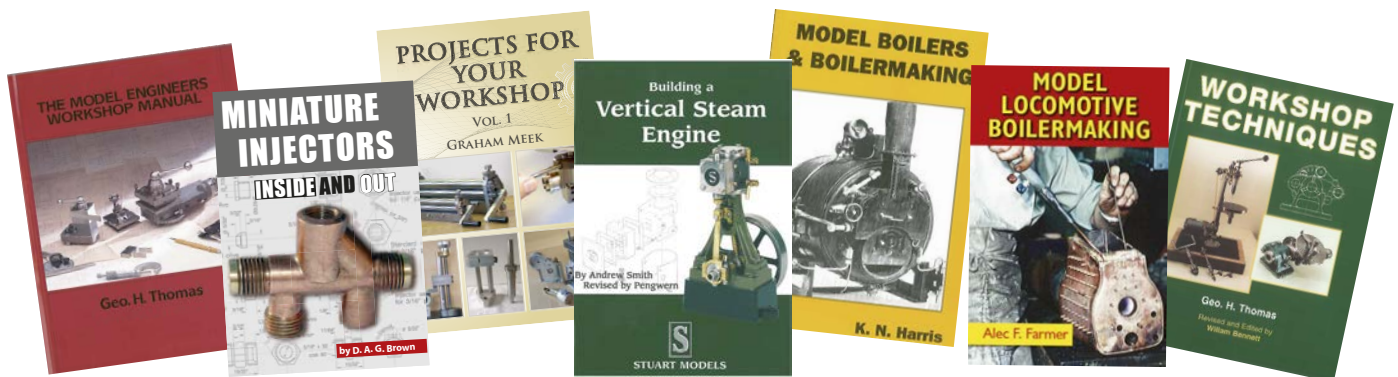
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My Lockdown Building

Mark Thatcher builds a 16mm crossing keeper's cottage from his bits box.



I am sure we are all still feeling the pinch during the June lockdown, as I write this article. It has been cited that, in stressful times, having a hobby to take one's mind off the bigger picture promotes well-being. I am really glad to hear that the garden railway suppliers I have spoken to recently are doing a roaring trade and let's hope after we get through this sticky patch in our lives that this support for the trade will continue. But, even as the lockdown eases, it will be great, and important, to re-visit our local model shop, but please don't neglect all the suppliers who have worked very hard keeping up with increased demand to ensure we are all kept fully occupied.

So, this month, rather than model another off-the-shelf building, I set about rummaging through my extensive box of bits and attempted to concoct a building from only the spare parts I had in stock. This is my bitsa building: bitsa this and bitsa that! I

have always wanted to build my own crossing keeper's cottage and thought I might just scrape enough spare parts together from various suppliers to achieve this.

I recall watching a documentary many years ago about an 80-year-old crossing keeper, who was into her fifth decade in the job. The crossing was on one of the Welsh railways, but I am afraid I recall no more than that. Between waving right of way flags to the occasional passing narrow gauge train, she kept bees and tended to her garden. What a great way to pass the time eh? This was the inspiration for this build for sure.

What's in the bits box?

It took a leisurely couple of hours in my model room to lay my hands on the bits

I had, and also to locate the bits I knew I had but had previously lost. That was half the fun as I unearthed even more odds and sods during this process that I had forgotten about completely, but knew they would be put to good use one day.

I located the spare walls from Model-town's Corris cottage kit, which was a good starting point. Also, I had a lean-to to hand and two spare chimney stacks. The walled components were all in rough stone, which I knew would contrast nicely with the red bricks of the chimney stacks. I also found an old metal-roofed lineside hut (or maybe even a lamp room), alas without doors at either end. I figured out that, if I used a third of its length, I could make some sort of porch and add a front door as well.



You can't buy this 'kit' off the shelf, but here is what I used to build the model.

Careful planning

Of course, unlike an off-the-shelf kit, there were no instructions and no guarantee that everything would even fit together, I really was making things up as I went along. So, before I began the assembly, there was lots of careful planning and plenty of BluTak used to test-fit everything before committing to gluing it all together.

Firstly, I needed to establish the front and rear elevations as it was clear that the lean-to building would have to sit to the left of the front of the building, and the smaller extension to the main building would sit to the right. I wanted to add the chimney to the right end also, but in this end section, there was already a window, which would only be partially covered by the chimney stack as it tapered inwards to reveal part of the opening. The answer was to grab the second and last chimney stack I had in the bits box, lop the bottom thicker section off this, and glue it onto the other chimney stack, to raise its overall height and obscure the window totally.

The main building, lean-to and extension could then be assembled as all these parts were modelled in a stone finish. However, the wooden lamp room and now-modified chimney stack were painted separately before they were added. I went for a traditional slate-grey finish for the stonework as I thought this would contrast better with the red bricks of the chimney and wood effect on the porch.

Major Surgery

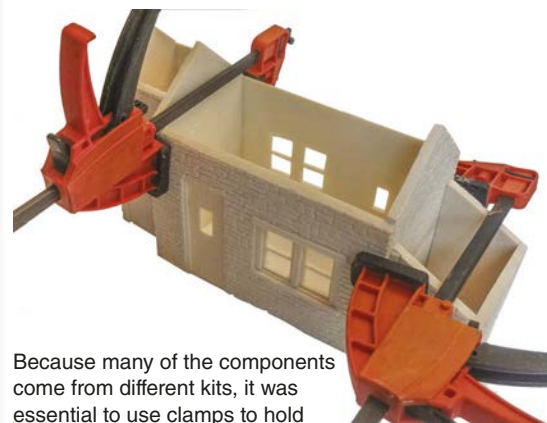
The mixture of parts actually went together surprisingly well, the only major surgery I had to perform was to cut out a door from another spare bit and slot that into the end of the lamp room to give the impression

of a small vestibule entrance. I then used a finely-bladed modeller's saw to scribe some horizontal plank lines to the front of the entrance to match the plank lines on the sides of this part.

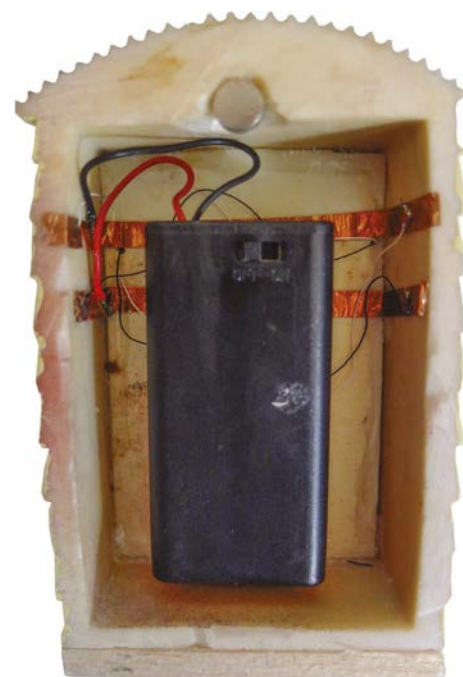
Once the lamp room-cum-porch and chimney were painted up they could then be added and the sides and ends of this building were complete. I decided it would be a fun touch to add a couple of illuminated lamps to either side of the porch. As the porch was hollow inside, there was enough room to accommodate an AA battery box, but, of course, I could not then glue it onto the building. A couple of very small but powerful rare earth neodymium magnets; one inside the porch, the other on the front door of the building, allow the porch to snap into place, but be removed to operate the on/off switch.



The base was made out of two Modeltown flooring sections and in this shot, the roof still needs to be trimmed back to reveal more of the extension with the chimney.



Because many of the components come from different kits, it was essential to use clamps to hold things into place while the glue dried. In particular, the lean-to is from a different kit and the stonework was slightly different, too.



The porch conceals the battery box used to power the lights and is held in place by a couple of magnets allowing access to the light switch.



Once the chimney was added, I then masked off the end of the building prior to adding some weathering powder to tone down the brickwork.



In the planning stage, I got so carried away with designing the building that I did not give enough consideration to how the roof would work. And it was all going so well, but I simply did not have enough spare roof sections to hand and even if I did, there would be an unsightly join on the roof, as it would need to be extended to cover the section where the chimney was located. There was nothing for it. I would have to scratch-build.

Manicured roof building

Firstly, I created two formers for the roof from some 2mm plywood that I had in stock. Then, I used a plastic injection-moulded rounded edge tile roofing sheet from Jackson's Miniatures to cover the ply. This company is a very useful source of materials for scratch-builders. I could very accurately cut out the roof tiles before adding them to the ply and I knew, once these two components were bonded together, they must fit, and they did! The rounded edge to the lower course of tiles that overhangs the bottom edge of the roof was easily trimmed to shape with curved manicure scissors, which was a bonus.

The blow-moulded tin roof section for the lean-to came from Bole Laser Craft and very much complimented the tin roof of the vestibule, too. These sections are also available to buy separately for just £3 each. I used this material previously to add extra tin roof plate patches to their engine shed, which I reviewed in **Garden Rail 313**, but had some left over that was perfect for this little job.

Disaster strikes!

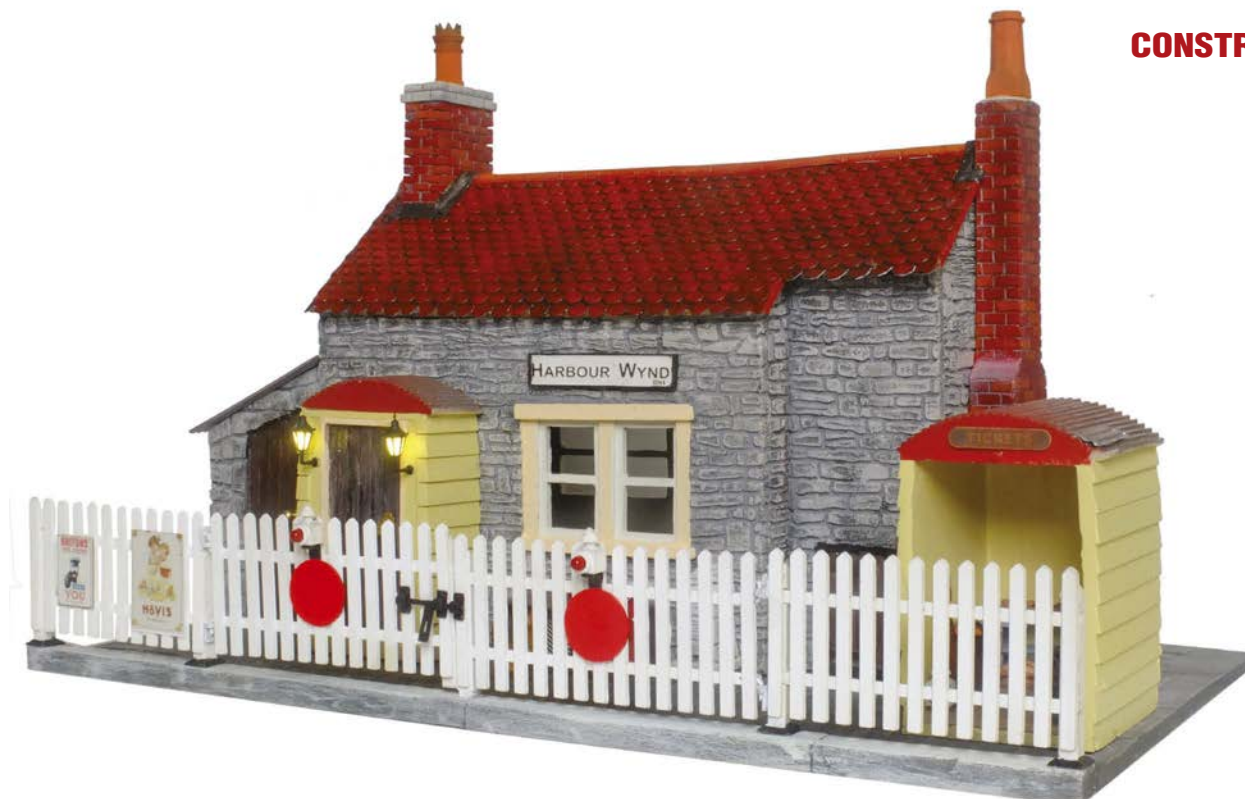
All in all, this project took around three weeks to complete. One morning I wandered into my model-building room and noticed the front roof section was no longer lying flat but looked more like a curved Nissen hut roof! The glue around the edges of the tiling had just about gone off, but I did not use enough glue to hold the whole roof down. So, I had to go around the entire roof with a razor blade and separate it from the wooden former. Then I had to insert some wood strip to keep the tiles off the former until the glue had totally dried and then start all over again.

The finishing touch was to add a second chimney stack from Kippo Models to the centre of the main roof.

The usual suspects

Just to bring the party to life and create this

An old Hornby chicken house.



I am pleased how good the porch lights look. At some time in the future, I will get my head around getting the lights on the gates working, too.

3D cameo in more detail, I did my usual trick of throwing some accessories at the exterior. Apart from the usual suspects, I added a short lineside fence from Garden Railway Specialists, which I turned into crossing gates using hinges and bolts from Bole Laser Craft, and a G scale Preiser figure suitably modified.

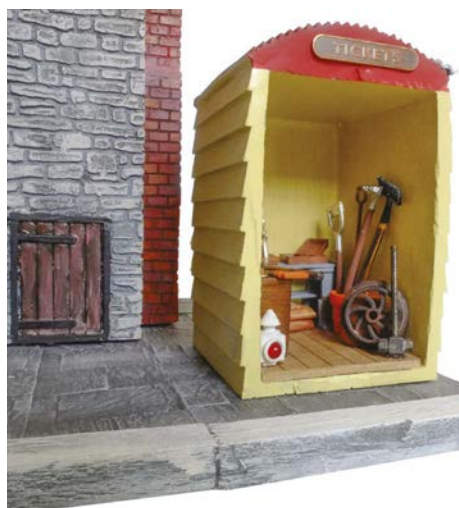
I also had an old Hornby Dublo metal dog kennel, which I turned into a chicken coop and (most pleasingly of all) added a set of greenhouse shelves, pots and a bag of compost from Mac's Mouldings, who specialise in making detailed resin castings for the model boat fraternity. The crossing's street sign and door handles were from doll's house suppliers. The beehives were from Shirecraft, a range of 16mm scenic accessories now owned by A-Part Toys & Models.

Once everything eventually came together, I was very pleased with the outcome. I was able to use up loads of bits I had lying around and freed up tons of space in my bits bin. Apart from paint and glue, the entire project only cost me my time. I was also able to re-purpose some items. In fact, it was a fascinating experience for me and now I have a unique building to boot.

Rather than just following a bunch of instructions, I really had to think my way around a few challenges during the build, largely caused by my own earlier errors. It was also fun to use a variety of items from so many different suppliers and I am frankly amazed how all these various parts hang together so well. Even the size of the bricks on Modeltown's chimney stack matched those on Kippo Model's chimney!

So then: I lay down a challenge to you modellers out there. Have a rummage. See what you can find and see if you can make something out of it. Even at the very worst, if you don't, you will surely discover long-since buried items or maybe even some round tuit projects that you long-since forgot you had. For instance, I found an old wooden carriage kit from the long-defunct IMP Models that I now quite fancy turning into a camping carriage.

Best of all, whilst I was zoning out in my own model building room, my attention was drawn away from the daily noise of the news stories and I was far more content in my own little world creating this one-off building with care, attention, and perhaps a little love too. ■



Pity much of the clutter in the shed will be obscured by the fencing. I am glad I took this shot before I added it, so you could get a good look at it.

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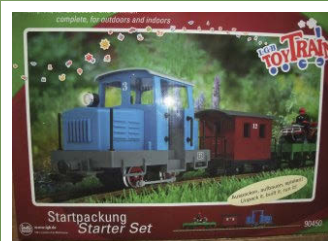
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Building a Class 03 Diesel

Paul Partridge takes a Thomas and builds a diesel using basic modelling techniques we can all try.



Well, there I was looking at a Bachmann G scale Thomas, acquired some time ago, with a view to giving it a once-over to fit into my fleet of steam locomotives. A veteran of a previous Thomas build, I was having difficulty choosing an engine that would fit the chassis and be interesting to build.

At the time, I was working part-time in a model railway shop, now sadly gone, busy selling 00 shunters and extolling their virtues to customers. I came across a copy of the illustrated guides to the early British Rail shunters, these looked promising, but which one?

From the drawings and photographs, I saw that a BR standard class 03 was a possibility.

After a quick trawl online, I found a set of (allegedly) scale drawings of several of the BR designs.

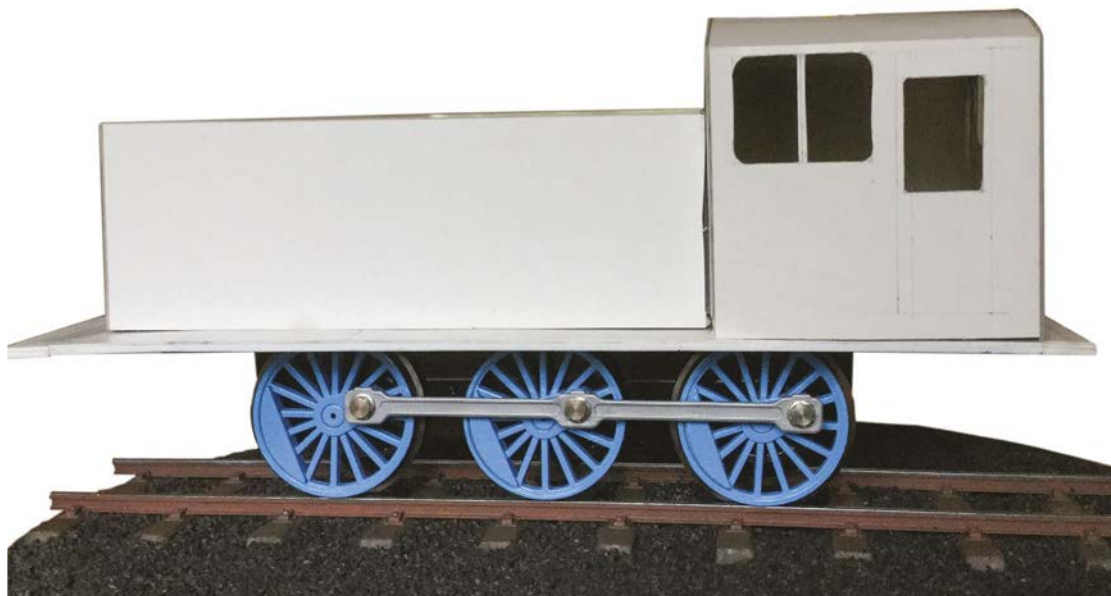
Thomas, stripped of his steam outline bodywork, was subjected to a going over with a metric steel rule. Following all this technical stuff and based on my First Class Fettleing degree in Plastikard studies from Bodgitt and Scarper University, I decided to go with the 03.

The Thomas footplate had to be flattened and extended together with the chassis block housing the wheels and forming the mounting for the motor and gearbox. The gearbox, with its spur gears and shafts that provide the moving eyes of the original model, was duly taken apart and all but the essential

drive gears were removed. The casing was hacked at with saws and files, the resulting gaps covered with Plastikard. The essential heat soak plates were bent and cut to wrap around the new gearbox.

Now, it should be clearly understood that I am not an engineer equipped with a lathe and innumerable engineering tools. I have a shed without mains electricity, equipped with an old engineering vice inherited from my father, fitted to a small workbench.

To complete this centre of Fettleing Science, I have assorted carpentry tools together with a collection of hammers, screwdrivers, spanners and files. With all these and my old 00 modelling tools, I was about to have a go. My expertise is mainly confined to



Some CAD (Cardboard Aided Design) proved that a Thomas chassis could be turned into an O3.

cutting and gluing plastic, with added bits of preformed brass section.

After gluing together multiple thicknesses of Plastikard, I extended the front and rear of the chassis to my guesstimate of the length required. I realised that the rear section would have to be wider than the central part to allow for the fitting of the jackshaft, which is a key feature of the O3 chassis.

I carefully calculated the position of the jackshaft and bored a hole through both sides. Its bearing consisted of brass tubing selected to have a close internal fit for the brass rod jackshaft shaft. Once this was fitted and glued into place with epoxy resin, I started to manufacture the drive rods and flyweights. At the same time, the original Thomas connecting rods were subjected to a dose of filing to reduce their cross-section.

The jackshaft connecting rods were measured and drawn on Plastikard then hand cut and filed to shape. A large hole was bored in each end and pieces of brass tube glued into place, while a smaller diameter tube was cut to act as a bearing surface for the steel screws that were to act as pinions for the drive.

The brass rod of the jackshaft gearbox drive was filed to a square section at each end to lock the flyweight onto the shaft. After which, a small diameter hole was bored through the flyweight and drive rod to accommodate a one-millimetre rod to act as a clevis pin.

It was all assembled, the motor and gearbox refitted, and a nine-volt battery connected to test out the mechanism. This was when I discovered that I was, perhaps, too good a fettlin engineer. The connecting rods were too close a tolerance compared to those produced by Bachmann. After dismantling it all, reaming out (you see, I know all the engineering terms) the bearings with various hand-held high-speed drill bits and filing

with fine diamond jewellers files, it was all reassembled, lubricated and tested.

Bingo! It worked!

But, had I made the side to side tolerances good enough to go around tight radius curves? The chassis was fitted to the footplate, various oddments of steel weights taped on and the nine-volt battery connected. Off it went around the track and all seemed fine, reverse direction and reverse running also proved successful.

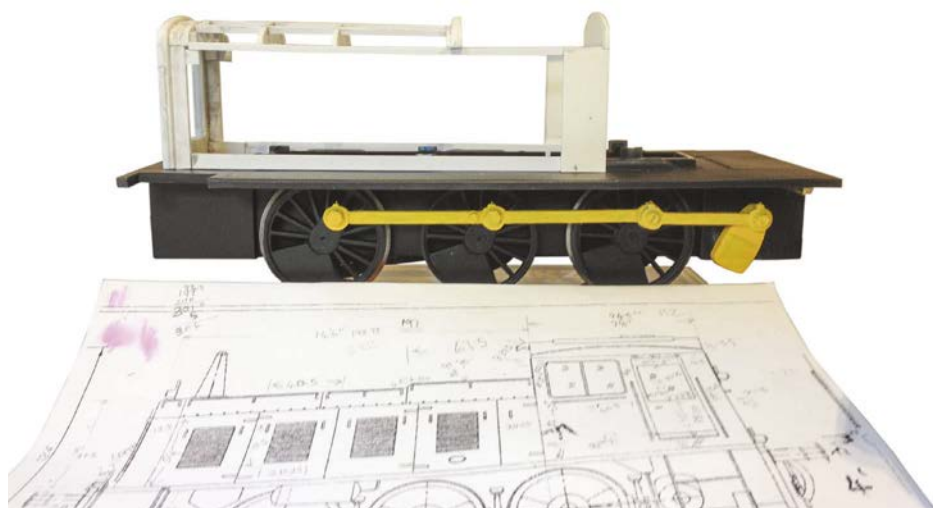
The bare chassis was overlaid with plastic sheet to represent steel non-slip plates. Buffer beams were constructed and trial fitted to ensure they too were going to clear the lineside obstructions.

BR O3 diesels have a particular shape and size of buffers, these are generally large oval hydraulic ones. I searched everywhere for this type of buffer in a size that looked correct but to no avail. Diving into my stock of Evergreen tubes and odds and ends of Plastikard, a basic buffer was produced. A

2BA countersunk screw was used to create a firm shaft from the buffer head. The screw was overlaid with ever-increasing sections of brass and plastic tubing until the correct diameter was achieved. This build-up was approximately 12-millimetres long.

Behind it and inside the outer buffer mounting was a steel spring slipped over the shaft of the BA screw. The inner end of the buffer mount was blanked off, except for a 2BA-sized hole to allow the buffer to be slid in, and a locking nut fitted. All this mimics the basic construction of the off-the-shelf buffers available from various outlets. Wonder of wonders, I now had an oval sprung buffer that exactly fitted the style and scale I was working in. I then took it all apart to produce the other three required in production line style. Once this was achieved, I was ready for the really hard bit and set about thinking about the construction of the bodywork and electronics.

At this point, the cereal cartons came into



The basic bonnet shape is made up of Plastikard formers. Construction doesn't have to be perfect, all this lot will be hidden eventually.

the forefront, using scissors scalpel knives and Deluxe card glue, mock-ups of the body were produced until it looked right.

Now came the fun bit, after careful measurements and comparisons to the scale drawings, the radiator, bonnet and fuel tanks were fabricated out of multiple-sized plastic sections, compliments of Evergreen and Slater's Limited.

The bonnet structure resembled the struts of an aircraft. Bonnet doors were cut out from Plastikard and louvres from Cambrian Models individually fitted into the apertures left in the doors. I now know there are 136 louvres on each 03 diesel loco.

The radiator grill was a section of car body repair aluminium matting for repairing larger holes in vehicle wings etc.

To achieve the smooth curves of the bodywork, I resorted to my old friend, two-part car body repair filler, files and emery paper of every conceivable grade. Once I thought I was there, it was sprayed with Halfords grey primer. This quickly showed I wasn't quite there, so back to the filler and sanding and primer until I was reasonably happy.

Now it was time for brass wire bending exercises to make the various handles and grab rails required, however the end result still looked a little clinical and smooth, so out came the finest drill bit I possessed, and I hand drilled holes to accommodate Peco 00 track representing the hundreds of bolt heads that are on the real bodywork. Did you know there are over 230 bolt heads on the bonnet and grill of an 03 Diesel? Well, I do now.

The cab was constructed from 2mm Plastikard with support inserts on the corners

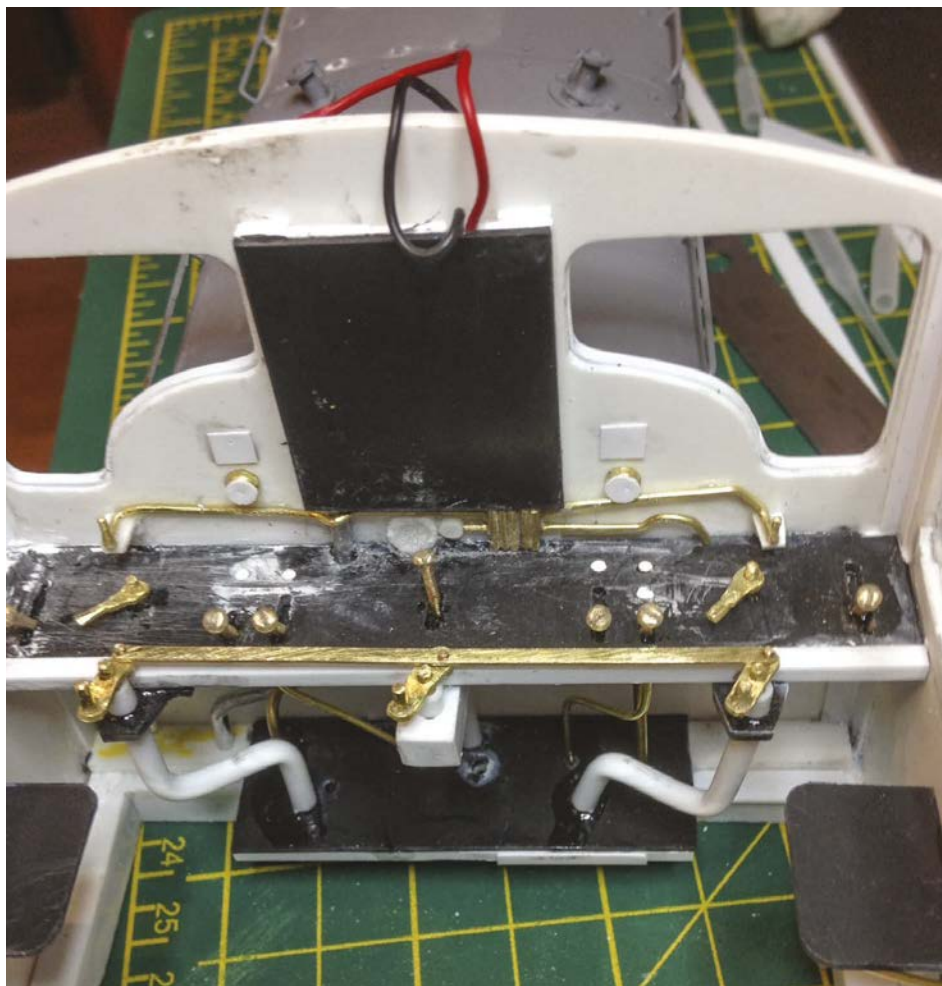
If you take various plastic tubes and a couple of bolts, it's possible to produce some very good-looking buffers for very little money.



Large scales mean you can't skip the detail and 230 bolt heads later, I wondered if OO would be easier!

More detail, this time plastic louvres from Cambrian. Because this is a Swindon-built prototype, it has a tapered "chimney".





I really went to town inside the cab and, thanks to the large windows, all my work is clearly visible on the finished model.



Wasp stripes can make or break the look of a model, so I carefully masked them up before painting.

where it wouldn't show. I had managed to find some photographs of the cab interior that allowed me to produce something that resembled the control panel and switch panel. It was all constructed with odds and ends, with added brass bits and small BA screws.

As I wanted to be able to get back into the cab and I didn't want a removable cab roof, I had to do some serious pondering. What came about was to have an inner floor that was stopped from rising up in the cab by the control panel and fixtures. When the body was screwed to the chassis, additional screws held the inner floor securely.

Having the floating floor allowed me to feed the wiring for the cab lights and exterior warning lamps, forward to the bonnet area. The warning lamps were cut from plastic and glued to the brass lamp brackets I had shaped and fitted.

The lighting was provided by using pre-wired micro LEDs, together with suitable resistors. The electronics were powered by 10AA cells fitted in a row inside the top of the bonnet. A sound card and speaker are tucked tightly in the front of the engine compartment and, as the radiator grill and louvres were all vented, sound can easily be heard. The soundcard is the small tugboat Diesel engine from Mtroniks and has a very realistic startup, tickover, and shutdown.

The paintwork was done using rattle cans to get the overall colours, with the warning strips being hand-painted over the yellow once I had masked them up. The transfers and numbers are waterslides from Fox transfers.

The driver was altered with files and saws from a German outline figure to represent a British Rail type figure. The end result is a sturdy loco that cheerfully pulls over twelve heavily loaded (by the grandkids) wagons. Since the photographs were taken, I have named the loco Jim in memory of my father who was a steam loco driver and my hero. ■

Garden Rail Resource

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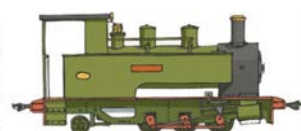
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Building Bench Hall – A model building with a secret

Philip Young's new edifice is a lot more than a pretty facade.



It all started at the end of last summer when a friend (half-jokingly) suggested that I should get a robot mower to stop me moaning about having to cut the grass. After some investigation, I bit the bullet in an attempt to avoid wasting 2-3 hours a week cutting the lawn.

The machine I bought, a 'Worx Landroid', has an automatic charging base, which must be at the edge of the lawn area, and needs to be provided with some protection from the weather. I wanted to disguise the charger in some way with a garage or housing, but the mower has charging 'prongs' on the side

and requires access to the charging base on three sides, which gave me a problem with opening protective doors to the housing.

Being so prominent in the garden, I wanted something reasonably aesthetic and in keeping with both my adjacent railway and the garden. My railway Planning Consent from SWMBO has an overriding clause: "You can do what you like as long as it doesn't spoil the garden".

That meant I would require a strong, light as possible, cantilevered framework to support three top-hinged doors. I spent some time drawing and redrawing this and

eventually came up with a plan constructed from 50x20 Aluminium tube legs set in a concrete base, with a 60x20 aluminium angle top frame riveted to it.

I had found a picture of a two-storey manor house which, although not being exactly what I had in mind, I thought would fill the bill, so I designed the frame to fit it and started construction. Then, just before starting work on the building cladding, I discovered that "The Mansion" in Totnes, Devon, changed horses in mid-stream, and this now forms the basis of my building.

"The Mansion" is a three-storey building,



The basic frame of the building showing the way it accommodates the mower and charger.

so I constructed a separate third storey and roof module, which sits on top of the original frame. This turned out to be a blessing in disguise since all the mechanisms are now accessible by simply lifting the top section off.

The walls are all from 5mm foam board, easy to work and light - the lightness being important with regard to the lift up flaps. Even so, scribing all the brick and stonework took over a week of finger-hurting work, and never have I been so relieved to get something finished!

Painting was done with a white rattle can primer, followed by a wash of a mortar colour acrylic paint and then dry brushed brick and stone colours, all from Games Workshop.

The roof is a composite of aluminium and styrene sheet, covered with black styrene "slate" strips. The windows, doors, portico, chimney pots, ridge tiles, family crest, the top stone moulding on the front and Lord Elderbury himself, are all 3D-printed - the front door portico is comprised of 10 separate components.

Linear actuators seemed like a sensible approach to opening the doors, but commercially they are ruinously expensive for what I wanted to do. I discovered that Lego Technic do a small one but it didn't have anything



Top section in place on the frame. Bench Junction signal box can be seen to the rear.



The building front with inscribed brickwork is first given a coat of primer followed by the mortar colour. All the bricks and stonework are then dry-brushed with Citadel acrylic colours.



The front door and the window frames stacked ready for use. This is where a 3D printer really becomes useful – draw one arched window or chimney, and print as many identical copies as required. Then, if one accidentally gets damaged, simply print another.



With the top and two doors removed, you can see all three actuators extended and the arrangement of the control box.

like the throw I needed. However, I eventually found a design for a 3D-printed one on “Thingiverse” (a free online 3D drawing repository). It wasn’t exactly what I needed but close enough to be easily modified.

I needed three actuators, the two side units are identical but handed, the centre one follows the same principle but needs a much longer throw – about 280mm – for this one I used a piece of square stainless steel tube to ensure that it wouldn’t bend, the other two have printed push rods. However, the centre one was then so long that it wouldn’t fit on my printer bed and I had to print the body in two parts and glue them together.

The flaps are top hinged with plastic piano hinges let into the edges of the foamboard and disguised as stone moulding on the front and brick coursing on the sides. I found them through an online auction search, but they came with a 1.6mm diameter flexible blue nylon hinge pin. Eventu-

ally, I discovered the existence of 1.6mm diameter stainless steel welding rod, which fits perfectly and allows me to remove and replace each flap whenever I need maintenance access.

The mowers’ Wi-Fi connects with a phone app for control and onboard software can be programmed to start at a precise time, say 17:00. Then, to open the doors I’ve used a small programmable time clock set at 16:59. The doors take approx 25seconds to open fully, leaving a small margin before the mower moves. Similarly, in reverse to close everything at the end of the mowing cycle.

The time clock is installed in a plastic housing with various connectors to the power supply tapped off the mower charger, and the three actuators, so that all can be removed independently if necessary. ■



Maurice Mower leaving home.

Watch Bench Hall
in action
[www.youtube.com/
watch?v=co_6Wl-
qy3w&feature=youtu.be](http://www.youtube.com/watch?v=co_6Wl-qy3w&feature=youtu.be)



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The loco opposite is a replica of the loco used and still exists on the Leighton Buzzard Light Railway all metal construction available in 32 mm or 45 mm gauges

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The loco opposite is a loco used on the Arnold quarries in Leighton Buzzard Light Railway for the extraction of sand and gravel the kit is all metal construction available in 32 mm or 45 mm gauges

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From the works

Trade information on new products for the garden railway modeller...
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Please mention **Garden Rail** when contacting suppliers

PDF MODELS

16mm Skylark kit

A new locomotive kit from PDF models - Kerr Stuart Skylark class "Princess", an 0-4-2 side tank.

"Princess" was built for the Campbeltown Coal Company and taken into Campbeltown and Machrihanish Light Railway stock in 1906. With a very short coupled wheelbase, the loco could negotiate very sharp curves. The loco had vacuum brakes fitted eventually and was therefore able to work (short) passenger trains.

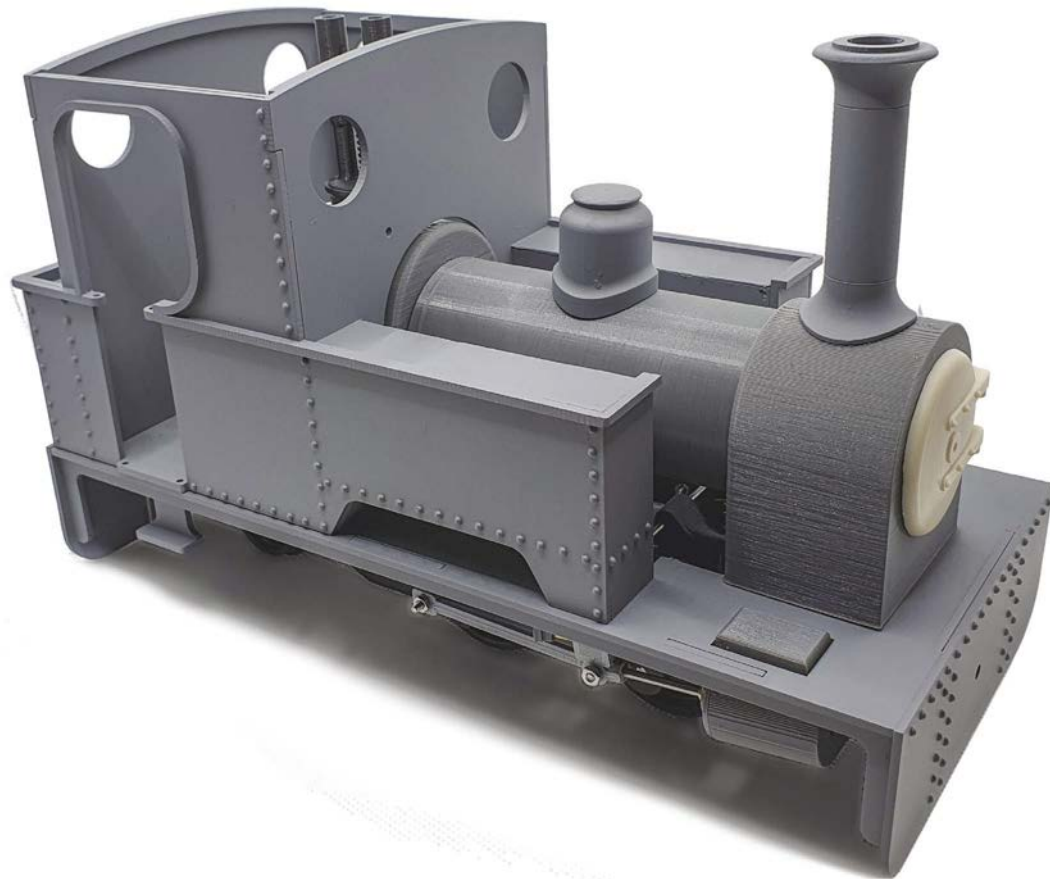
The loco was scrapped in 1926 and components used to rebuild 'Chevalier'.

The PDF Model kit is assembled from 3D-printed and cast resin parts, sitting on a laser-cut metal chassis. The kit includes metal rim wheels, 5-15V motor and 16:1 gearbox.

Price: £95

PDF MODELS

www.pdf-models.com



KEN WEST WAGON KITS

Gauge 1 Great Northern van

The first multi-media kit from Ken West is a GN Fish Van supplied as a MDF or plywood body kit with working sliding doors. Brake gear is laser cut from MDF for both versions.

Axle boxes (with springs) and buffers are 3D-printed. The underframe is steel, as are the coupling hooks.

Door handles are supplied as brass rod and all the ironwork is cut from black card. Four inches of brass rod for door handles are supplied.

Available in 10mm and 1/32nd scale

Price: £35 (MDF) or £40 (Plywood).

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BOWATERS MODELS

Gauge 1 locomotives

The first G1 motive power offerings from Bowaters are a pair of four-wheeled small shunters. Both are currently available as laser-cut acrylic bodies only, including 3D-printed buffers. Complete kits will follow later in the year.

BMG L 001 - Baguley Drewry 162 hp Diesel Hydraulic.

BMG L 002 - LNER /BR Sentinel Y1

Price: £60 each



Gauge 1 coaching stock

To complement the wagon range announced last month, a selection of coaching stock is now available in 1/32nd scale. All are designed for the beginner and priced accordingly. Kits include 3D-printed buffers, Walshall Engineering Couplings and Slater's Wheels.

BMB C011 SECR 100 Seater Coach (SR Diagram 52)

BMG C012 SECR C Type 8 Compartment Brake Coach (SR Diagram 161)

BMG C013 SECR 7 Compartment Lavatory Composite Coach (SR Diagram 316)

BMG C014 SECR C Type Lavatory Brake Composite Coach (SR Diagram 163)

BMG C015 SECR 7 Compartment Lavatory Composite Coach (BR Push-Pull Conversion)

BMG C016 SECR C Type 8 Compartment Brake Coach BR Push Pull Conversion)

BMG C101 SECR Utility Van (Cavell Van/SR Diagram 960)

Price:

Coaches - £85 in MDF (£100 in Plywood)

Utility Van - £65 in MDF (£80 in Plywood)

LOCO REMOTE

Wi-Fi control for garden railway locos

Launched by Chris Rennie at the beginning of 2020, Loco Remote offers a way to add sophisticated remote control to 3V to 12V battery locos. The Loco Remote system is made up of a very small electronic module that fits in the loco, and a real-time two-way control interface that the module generates on a device such as a smartphone. Any modern Wi-Fi-enabled device can be used as a controller, including Apple iPhones and Android phones and tablets. The Loco Remote module creates a unique password-protected, long-range Wi-Fi access point. No home Wi-Fi network or apps are required.

Loco Remote can optionally provide directionally switched LED lighting and support for external sound cards. Just added is an internal sound card option that connects directly to a speaker with sounds recorded from the full-size locos. Loco Remote continues to be developed in close cooperation with a number of loco kit manufacturers and is suitable for everything from tiny 3V motorised skips to large LGB double motor locos.

Price: Units start at £35 inc. UK p&p.

Garden Rail will be looking at fitting a Loco Remote system next month.

LOCO REMOTE

www.locoremote.co.uk



BOWATERS MODELS

www.bowatersmodels.co.uk

LOCOWORKS

16mm scale "Upnor Castle"

Locoworks have announced production of its first battery-electric diesel locomotive will start in November, 2020.

As used on the Ffestiniog & Welsh Highland Railway, the medium-sized 1954 F.C. Hibberd & Co. Upnor Castle locomotive is to be produced.

Available with 32mm/45mm adjustable gauge, the model will include full radio control with digital sound and directional lights.

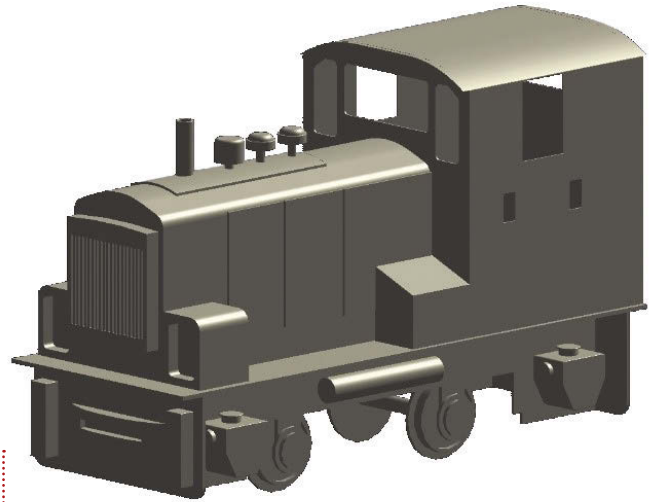
Bodywork will be etched brass and the chassis, steel.

Price: To be confirmed.

LOCOWORKS

5 Bowburn Close, Wardley, NE10 8UG

www.locoworks.co.uk



MODEL EARTH DESIGN

7/8th scale wagon kits

Originally designed in 7/8ths scale by Pete Coulter, the new kits are considerably larger than Model Earth's popular budget range. At 200mm long and 102mm wide, they would complement some of the larger 7/8ths locos available, Skylark, Bagnall or Quarry Hunslet.

Supplied without wheels, the decks and bodywork are resin. Bolt on Bellmouth couplers are whitmetal, as are the guard irons with brass bearings. The Bolsters feature Talisman brass for the hardware.

To keep each kit as inexpensive as possible, they are designed to be upgradable, with alternatives for couplers and axleboxes, in due course, a brake option will be available.

Prices:

Flat - £33.00

Bulkhead flat - £37.00

Bolsters(pair) - £94.00

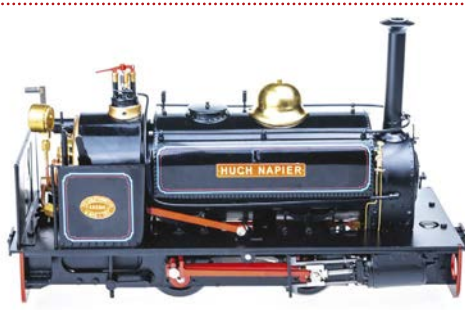
2T Mineral wagon - £39.00



MODELEARTH DESIGN

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ACCUCRAFT UK

First production Quarry Hunslet shown

Accucraft has released photos of the first production sample in the UK. The locomotive is now undergoing testing and evaluation. More details can be found on the website. We hope to bring you a review of this model early in 2021.

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TALLISMAN CASTINGS - NEW OWNER

Following consultations with all parties involved, a new and exceedingly cunning plan has been arrived at for the sales of 16mm Talisman castings.

The range is now owned by Matt at Meadow Castings, who currently produces all of ModelEarth's resin components. Any manufacturer wishing to include Talisman 16mm castings in their kits should contact Matt directly: matt@meadowcastings.co.uk.

For the general public, the castings will be exclusively available from Cathy's Castings, a new company being launched by Si Harris's long-suffering partner, Cathy, she of the multi-coloured hair who many of you will know from ModelEarth's trade stand on the show circuit.

Cathy's Castings will concentrate on 16mm products, while ModelEarth will continue to supply in 7/8ths and 1:12th scales.

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Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor:
 phil.parker@warnersgroup.co.uk
 or post to The Editor, **Garden Rail Magazine**,
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 Bourne, Lincolnshire, PE10 9PH



BLACKBIRD

Please find attached a photo taken by my wife, Rosie, while getting used to her new camera. The blackbirds in our garden like hopping along the tracks, unfortunately, this young one just sat there for a while, putting a complete stop to all operations!

John Eckett



COAL AND GAS FIRING

I can't do coal-firing in small scales, so why not a gas/coal combined loco?

It could run on gas or coal or gas and coal, which I would like as I wouldn't need an electric blower in the chimney and the gas jet would stop the coal fire from dying on me. The nostalgia of coal with none of its drawbacks. Yes, the locomotive would be expensive, but no more so that just coal and it might have a wider appeal.

Perhaps your readers can comment on this?

Stephen Burbridge

COVID SECURE

Following in the footsteps of the likes of the W&LLR and Swanage Railways, and in line with ORR / ARPS advice, BrockRail is preparing to reopen in a Covid Secure environment.

Stocks of new two-metre crowd barriers and appropriate signage have been ordered from the Badger Barrier Co, and the first couple have already arrived.

(The barriers are 3D-printed and the signs I made myself.)

Diesel traction looks to be the order of the day as it can be single manned!

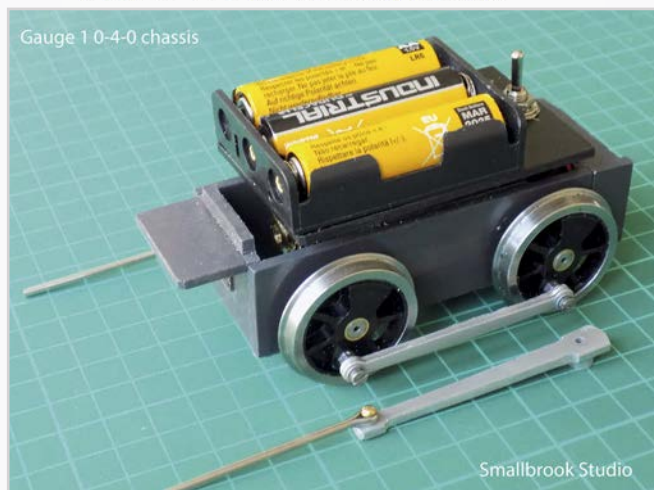
Rod Nipper

(Editor: Pressure of space means some letters have been held over to next month.)

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Gauge 1 0-4-0 chassis



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Introducing our NEW simple to build 'O' Gauge Self Contained Battery 0-4-0 Chassis Kit now with a much improved chassis and Slater's 16mm scale wheels - £98.00

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The kit makes a simple battery powered garden railway locomotive chassis and is complete with everything required to make the model including new improved frames, side rods, Slater's wheels, high torque motor and brass gears, requires batteries, glue and paint. The kit comes with good, clear instructions for construction.

Post & Packing on all orders: UK £4.00, Europe £8.00, Rest of World £10.00. Send large C4 SAE with large stamp for our illustrated O Gauge price list.

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The National Garden Railway Show

Saturday 14th Nov 2020

Peterborough Arena, East of England Showground, PE2 6XE

POSTPONED!

In light of on-going uncertainty
The Association has reluctantly
decided to POSTPONE the 2020
show till JUNE 2021

Tickets bought for April 4th 2020 remain valid.

The Association is working with the Arena to ensure the venue and event are safe for all to enjoy another fantastic National Garden Railway Show, all be it rather later than planned!

Note : The April 2021 Show is Cancelled.

Normal service is expected to resume in April 2022

Full details as they become available will be posted on the show website.

www.nationalgardenrailwayshow.org.uk

www.16mm.org.uk

CAMBRIAN 16mm Narrow Gauge

Cambrian Models is now Cambrian Model Rail Limited. There is a new website with fully integrated online shop. Postage from £1.50.

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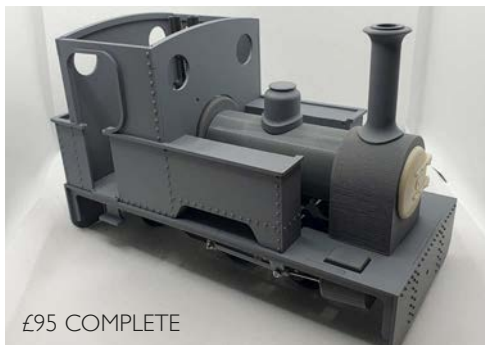
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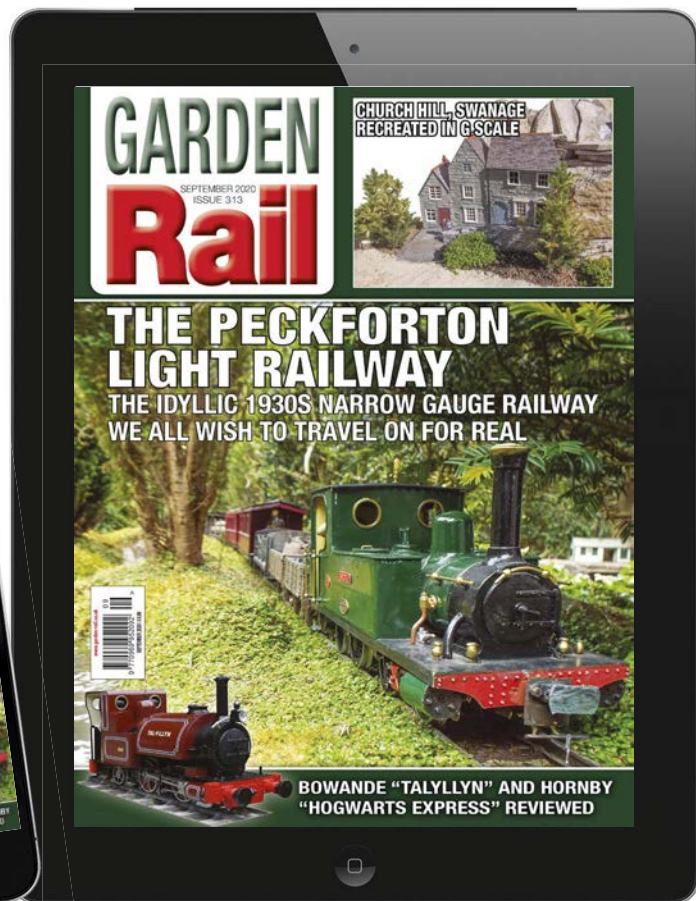
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DIARY DATES

Date: 15 May 2021

Event: Llangollen Garden Railway Festival

Venue: Llangollen Royal International Pavilion, LL20 8SW

Times: 10am to 4:30pm

Admission: £7. Accompanied children under 16 free.

Web: www.lgrf.co.uk

Additional info: 10 layouts, over 50 traders, heritage railway displays and modelling associations information stands. Free car parking for 300 cars, Cafe and separate Bar. Flat site with Disabled toilets available.

All events are published in good faith.

In light of current events, please check with the organisers before travelling a significant distance as **Garden Rail** can't be responsible for changes or cancellations. Please be aware that travel restrictions issued by the Government may also impact your journey. To submit an event for publication, please e-mail phil.parker@warnersgroup.co.uk.

Date: 26 June

Event: National Garden railway Show

Venue: Peterborough Arena, East of England Showground, Peterborough PE2 6XE

Times: 10am to 5pm

Admission: £12.50 on the door (under 18's and carers admitted free), however buying in advance will save you £2.00 per ticket.

Organiser: The Association of 16mm Narrow Gauge Modellers

Web: www.nationalgardenrailwayshow.org.uk

SUBMISSION NOTES

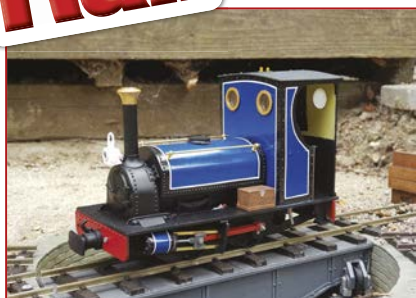
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Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos should be included as part of the submission. You must own copyright to any material submitted and not have submitted it to other publications.

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CHAMPDEX - LINDEN
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Modelling the Wuppertal

This model of the iconic German monorail might be the strangest ever in **Garden Rail**.

In the Winter 2019 Journal of the G Scale Society, Chairman Eric Upton posed a question to the membership, "Could this be the ultimate modelling challenge?" The suspended monorail at Wuppertal in Germany.

Those in the West Midland Group were not surprised when founding member, John Bint, took up the challenge. John is an experienced professional modeller, spending many years producing prototype models for Jaguar Land Rover.

The model is made from a variety of materials including ABS plastic, MDF, styrene, metal and Perspex. Propulsion is supplied by Buhler motors and control by Timpdon Electronics. John also produced the engineering drawings.

A few months into the project, John was struck down with a stroke and after tests discovered that he had an inoperable brain tumour, with a prognosis of months. He was determined to see the project finished, so appealed to fellow members of the G Scale Group for help.

A knight in shining armour appeared, well Dave Tilling really, saying "I'll take it on" and it has taken over his life for the last three months.

John understandably passed on an incomplete kit of parts, which Dave has interpreted, assembled, replicated, and added to achieving a 16ft model of Sonnborner Strasse complete with shops, street furniture, traffic and pedestrians

Dave has taken it on to the excellent representation it is now by applying the distinctive orange and blue livery, complete interior detail, including directional and cabin lighting, seats, carpets, and that's just the trains. Moving onto the scenery, Dave has reproduced the street in meticulous detail, including lining, bollards, railway arch traffic protectors, pedestrian crossings indicator paving, and even stainless steel drain covers.

Recently John and Dave turned their attention to producing a backscene, which has taxed the mind to as how to get a photograph five metres long of a suburban shopping street, help was at hand, the owners of the Wuppertal Suspended Railway got in touch and offered to photograph the street and provide five one metre long images of the street, a brilliant gesture by the company, which will complement the rest of the build.

The model has been seen by very few

people so far, but the members of the G Scale Group involved are looking at how it can be best presented to as many people as possible as a tribute to John's vision and modelling skills. ■



Sadly, John passed away on the 19th September. We pass on our condolences to Eunice and the rest of his family.

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The more generous proportions of the 'Large' type Quarry Hunslets will prove beneficial to the locomotive's run-time although to avoid compromising the look of the model we will only be offering it in 32mm gauge. The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. The anticipated UK RRP is £1595.00 (subject to the usual provisos), available Q4 2020.



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