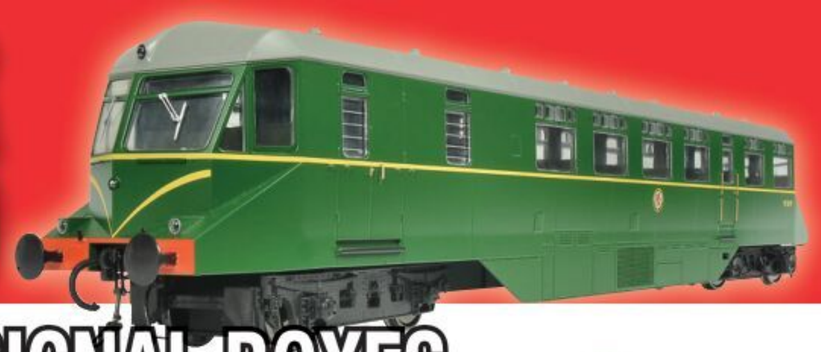
HELJAN GWR RAILCAR REVIEWED

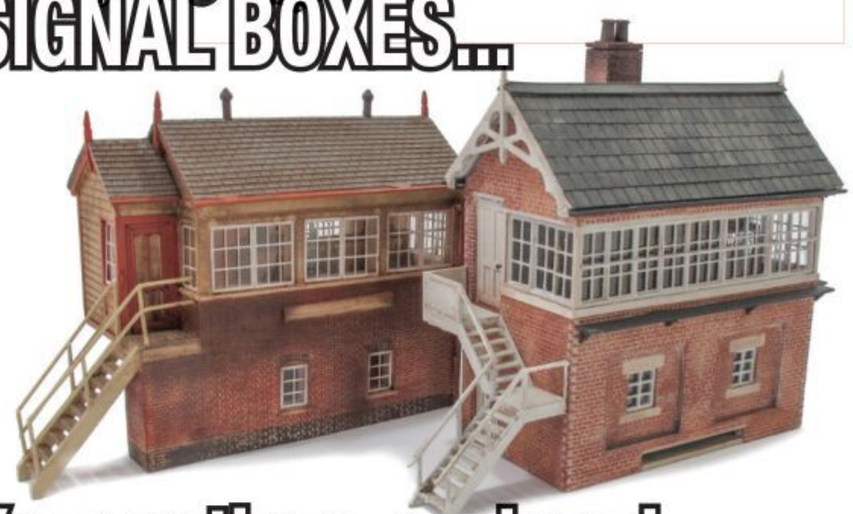


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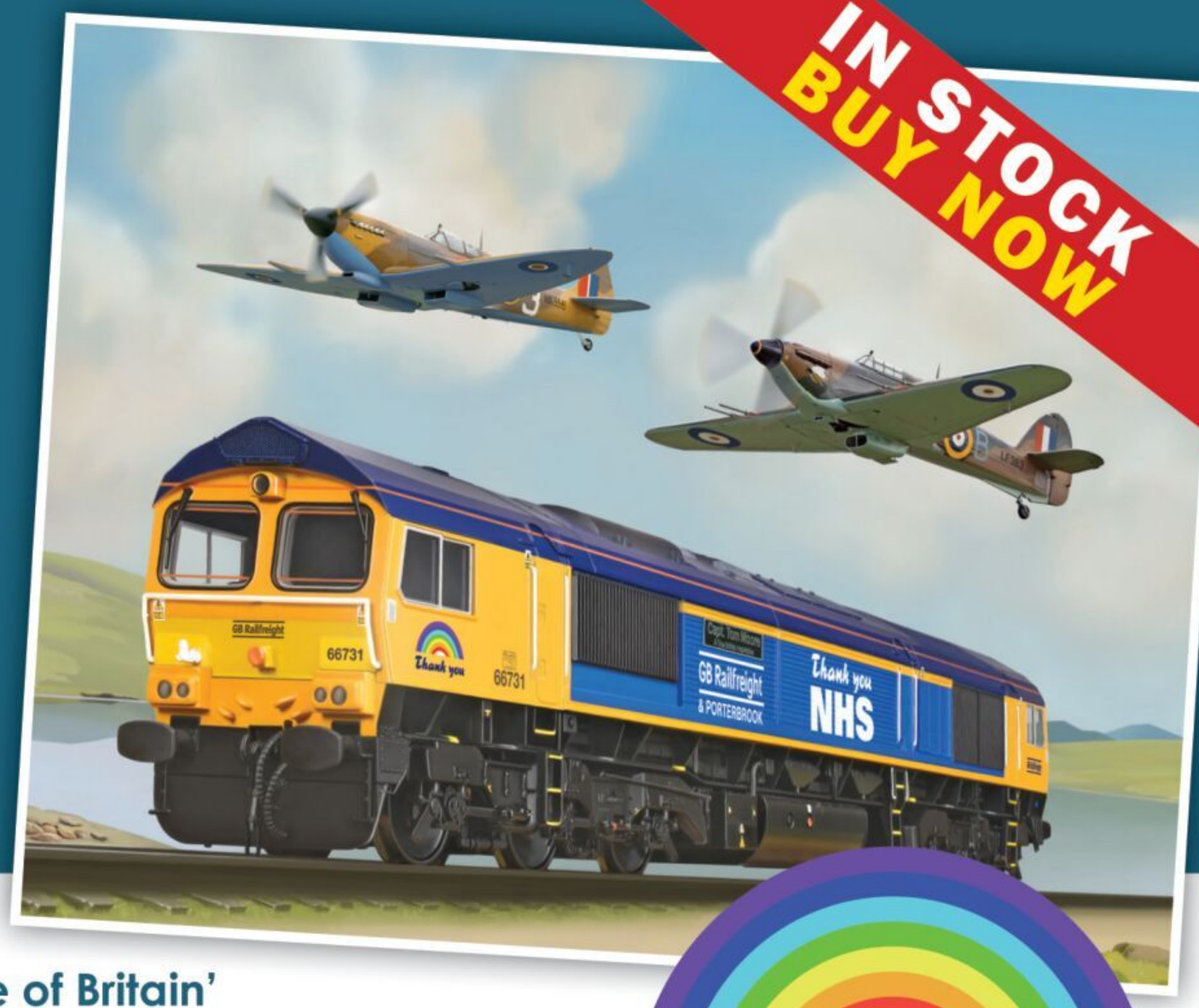
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- Detailing Bachmann's 94XX 'Pannier'
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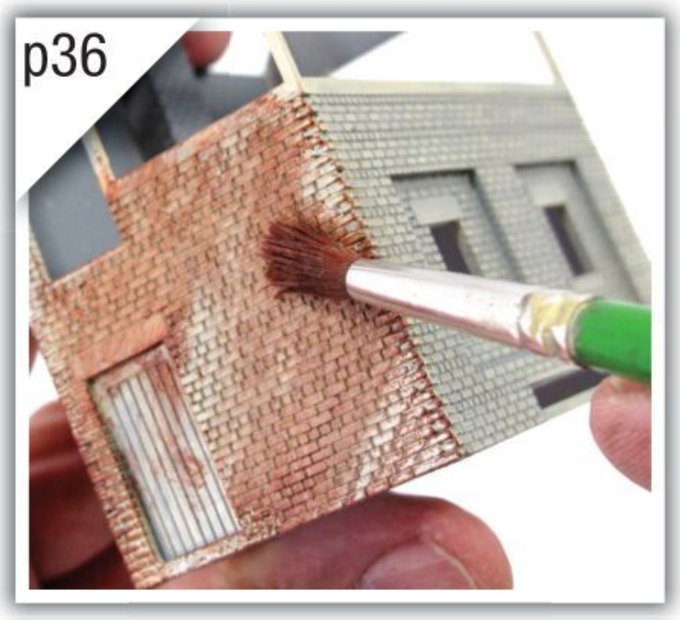
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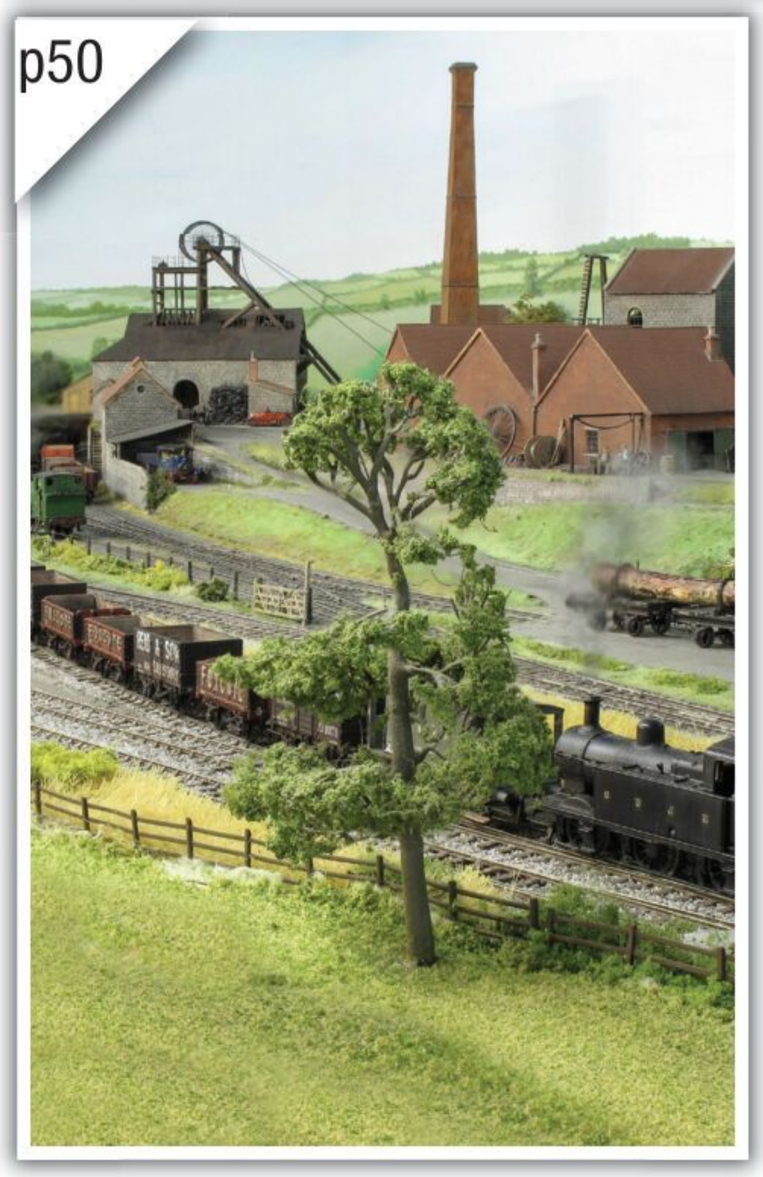
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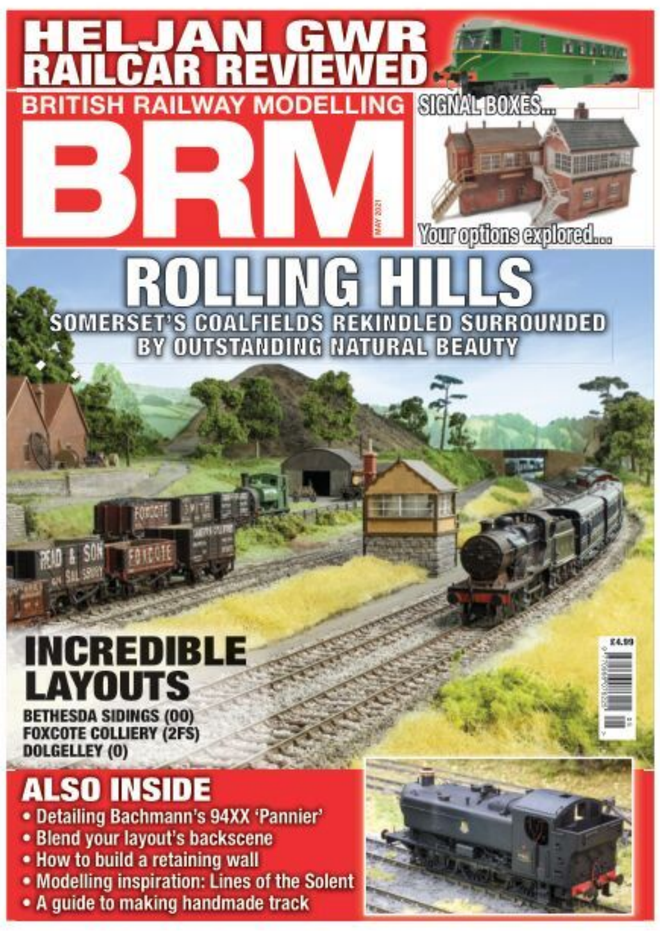








Your Cover



MAY 2021

CONTENTS

LAYOUTS

26 BETHESDA SIDINGS (00)
Tim Maddocks used a number of spare items to create this 'might-have-been' scenario, loosely-based on British Railways' practice in the Welsh Borders.

50 FOXCOTE COLLIERY (2FS)
The pre-grouping era is increasing in popularity. Jerry Clifford reasons why he chose a Somerset & Dorset-themed colliery, with further trackplan options, too.

66 DOLGELLEY (O)
The North Wales Coast has long-inspired modellers with its scenic vistas. Philip Crathorn's model highlights the history of this location.

PRACTICAL BRM

36 HOW TO IMPROVE MODEL SIGNAL BOXES
Kit-built or ready-to-use? Phil Parker explores common options for modellers of all abilities, with a guide to improving these lineside structures.

44 HOW TO MAKE HANDMADE TRACK
Producing custom track offers many benefits and can prove easier than anticipated for newcomers. Geoff Taylor outlines his experiences using the range from C&L.

62 HOW TO TRANSITION FROM 3D TO 2D
A seamless blend between layout and backscene is key to a more realistic-looking layout. Howard Smith shares a selection of versatile methods.

86 BUILDING THE DJH 8F
With newly-found time on his hands, LNER devotee, Tony Wright, constructs this kit of the most numerous eight-coupled freight locomotive to have roamed all regions of Britain.

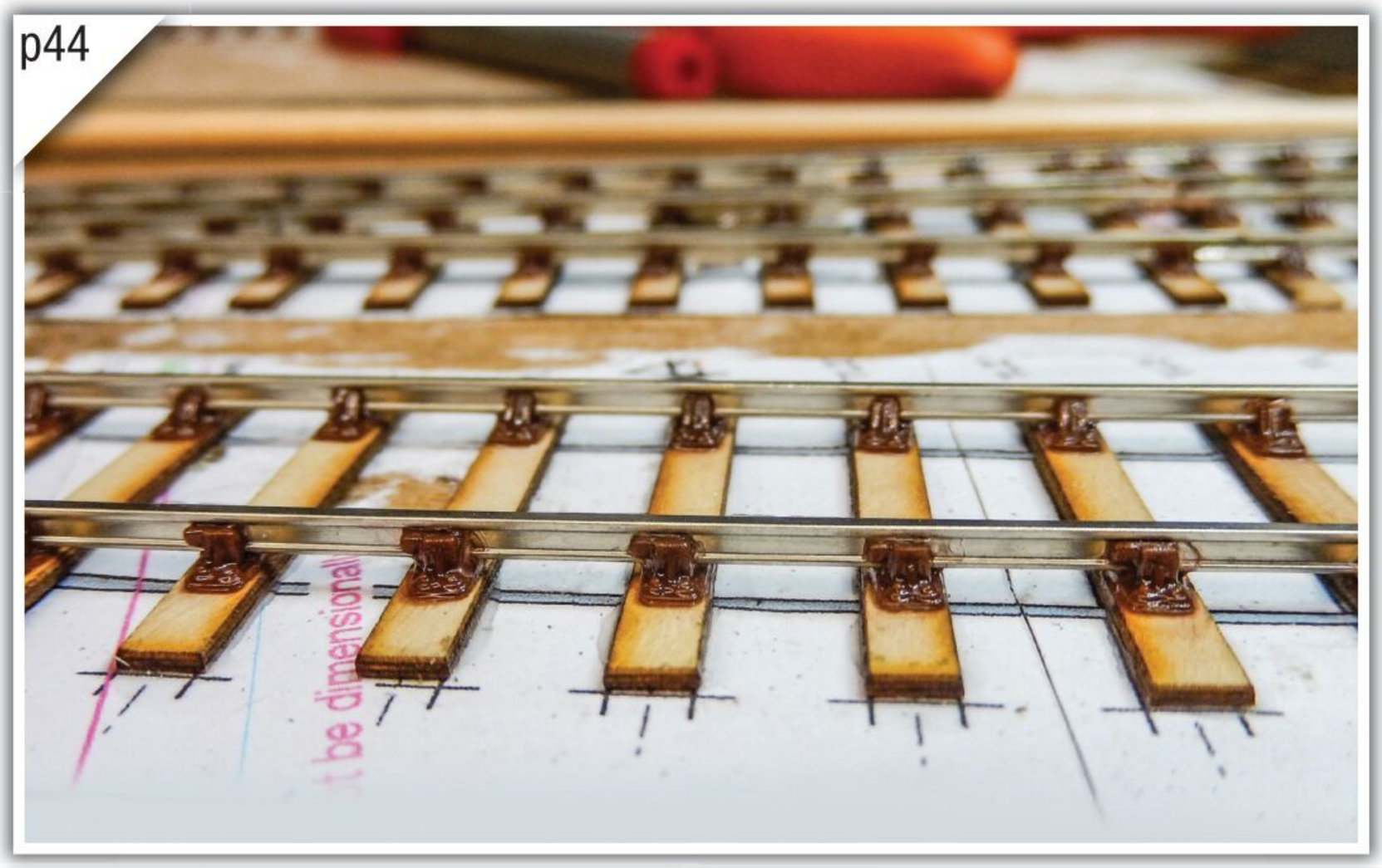
92 HOW TO BUILD A RETAINING WALL
Expanding her layout to accommodate her husband's larger locomotives, Carol Flavin creates this space-saving feature in the process.

94 HOW TO ADAPT THE BACHMANN 94XX
Mass-produced models needn't retain their identical details, as Paul Marshall-Potter carves a subtle variant from Bachmann's 0-6-0T 'Pannier'.

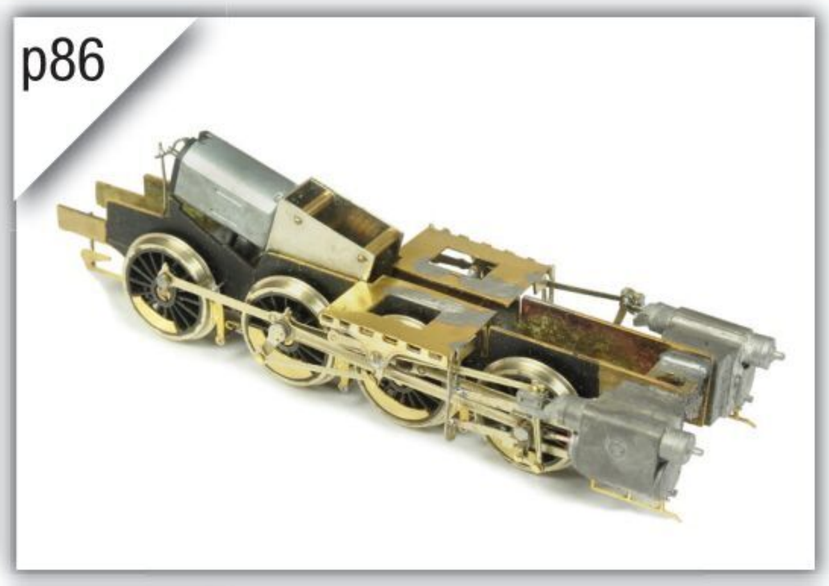
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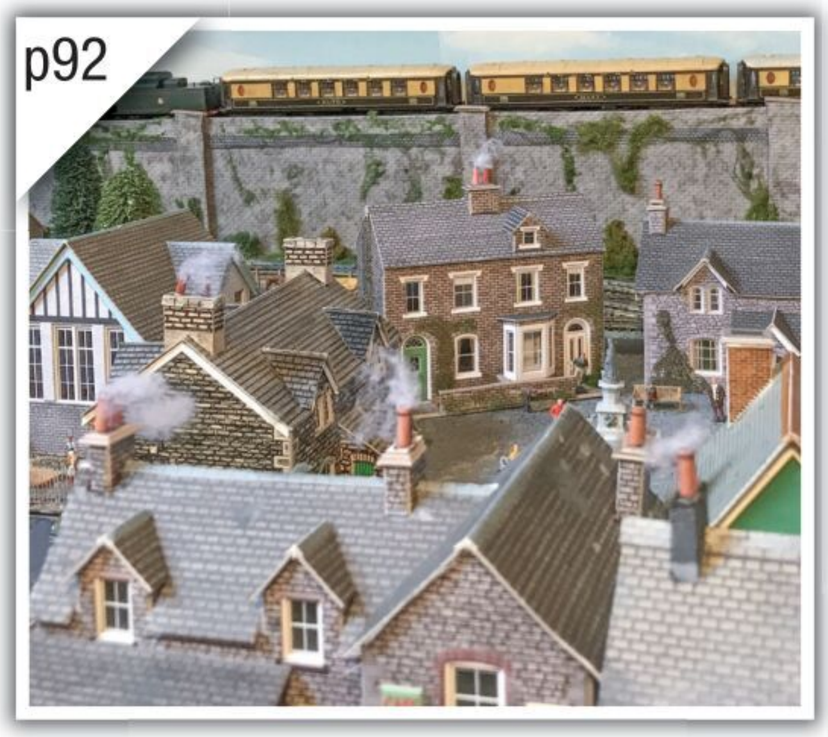
24 LATEST NEWS
A round-up of the latest headlines from the model railway world this month.

76 HISTORICAL LINES ACROSS THE SOLENT
As refurbished rolling stock arrives on the Wight Line, Clive Baker explains the island's railway history and proposes a location-inspired layout.















96 **GOODS INWARDS**
A canal lock kit, new tree bundles, the latest DCC controller, plus 12T ventilated vans in an exclusive livery are among the latest products to arrive at HQ.

98 **REVIEW: HELJAN GWR AEC RAILCAR**
The concept of a diesel-powered railcar was perhaps a little ahead of its time for the GWR. We look at the latest release from Heljan, depicting these unsung heroes.

100 **REVIEW: HELJAN CLASS 17**
For modellers of the Scottish and North of England regions in O gauge, this new release fills a locomotive gap of a prototype with a short and unfortunate history.

103 **REVIEW: MR. HOBBY WEATHERING PASTE**
Phil Parker tests these latest weathering products from Mr. Hobby and is suitably impressed with the results when attempting to replicate thick mud.

112 **NEW BOOKS**
For ideas, research, leisure or escapism, here's the latest selection of books to arrive at BRM. Will they influence your next modelling project?

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Welcome to May

As this latest issue goes to press, restrictions are starting to ease and there's a feeling of cautious optimism in the air. The last year has been tough in many different ways, and as we reflect on the past 12 months, one thing that keeps returning to the forefront is all the great modelling we've had a chance to do.

Carol Flavin, featured in this issue, is a prime example of this. Spurred on by wanting to complete a new layout for her grandchildren to enjoy, 'The Edge Hey and Strines Railway' comes jam-packed with details and features, most of which were created during the lockdown period (see page 92). By her own admission, being new to railway modelling, she did a number of things the wrong way round and was forced to find ways to solve problems a more experienced modeller might have avoided. But that is one of the great things about the hobby, we're always learning new ways of doing things.

Even expert modeller, Geoff Taylor, who provides us with some top advice about making your own track in this issue, tackles point construction for the first time, something he had always wanted to try and never got round to doing until now.

On top of the great practical advice on offer in May BRM, Clive Baker also shares a slice of Isle of Wight history, plus provides some trackplan inspiration for those on the lookout for a location for their next layout project.

Speaking of layout inspiration, you'll be spoilt for choice in this issue, with three fantastic layouts on display. Our first is the peaceful Bethesda Sidings, a scenic OO layout that is loosely based on British Railways' practice in the Welsh Borders. Our second stop is Foxcote Colliery, where its builder, Jerry Clifford, explains why a Somerset & Dorset-themed colliery was top of his list. Our final destination is the North Wales Coast as we take a trip to Dolgelley in O gauge by Philip Crathorn, who highlights the history of this beautiful location.

Although paper has always been king in the magazine world, we've all adapted to a more 'digital' way of life, whether that be taking a digital subscription, visiting a virtual exhibition, or getting involved in discussions and reading the news at World of Railways and RMweb.

Digital plays a big part in our future plans, however, we also have a very exciting new project that is close to being sent to the printers. Open for pre-orders now and available digitally or on high-quality paper, our new special edition, Smoke & Steam, provides readers with in-depth articles, explaining some of the most important moments of Britain's steam railway history. Written by a team of excellent writers and accompanied by rare or never-before printed photography, you can learn more about how to get your hands on a copy on page 40.

By the time you're reading this issue, all non-essential shops will be open, we'll be able to sit in a beer garden, and hopefully, we've all have had a chance to catch up with friends and fellow modellers. Some normality at last!

We hope you enjoy the issue.

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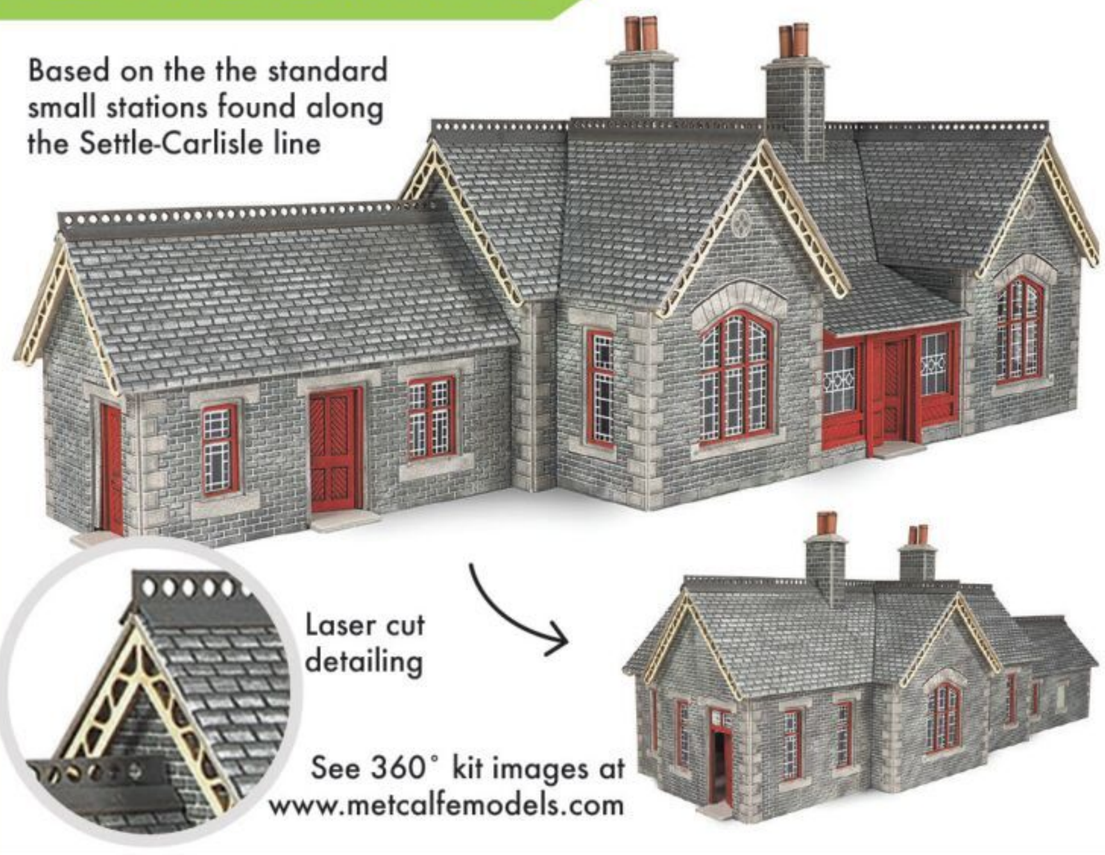


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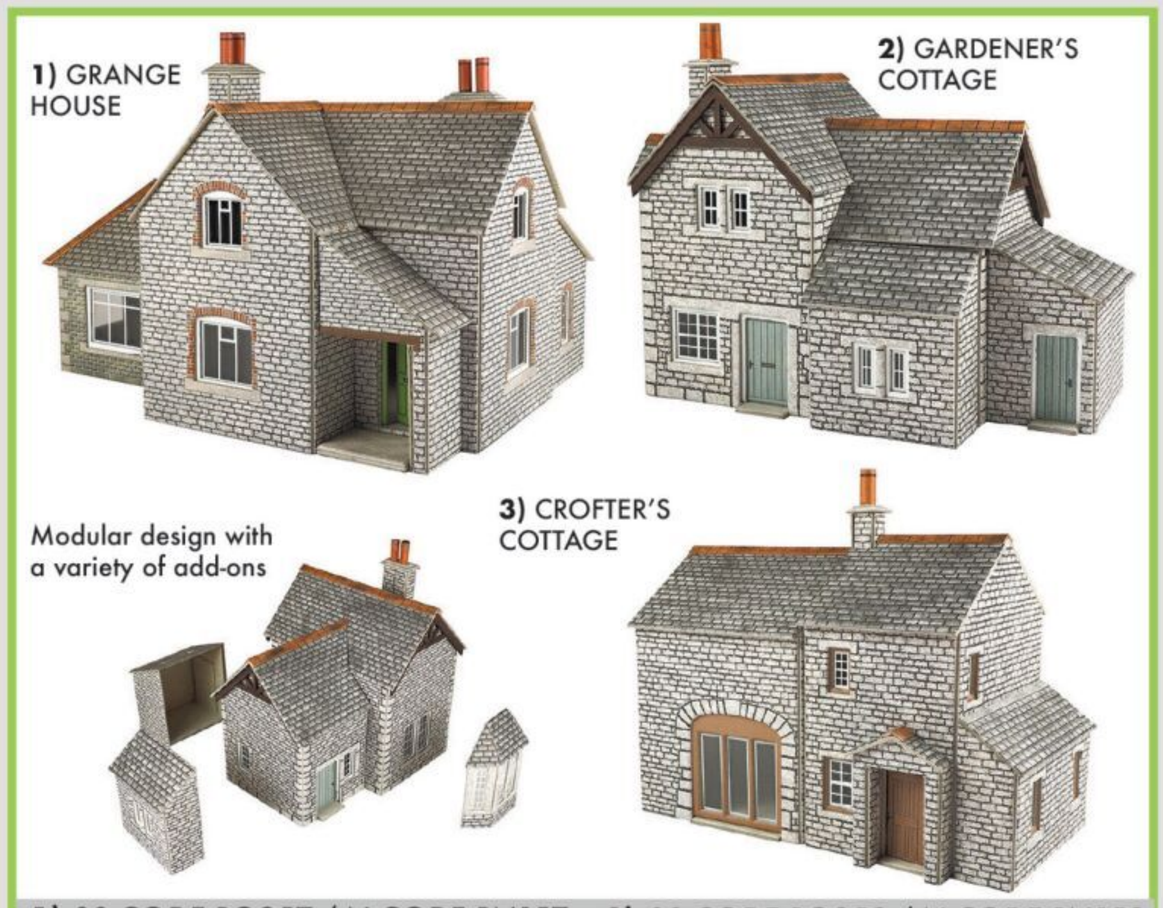
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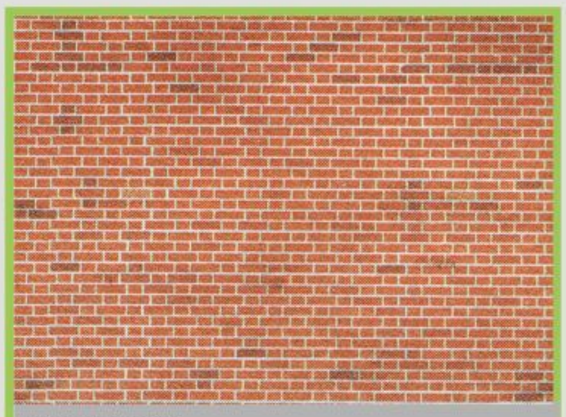
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£166.00 Regular Price £189.95



31-391 Bachmann OO Gauge Class 414 2-HAP 2-Car EMU 6062 BR Blue & Grey Weathered by TMC

£271.00 Regular Price £309.95



32-740SF Bachmann Class 66/7 66789 BR GBRf Blue Large Logo(DCC Sound) Plates and Deluxe Weathering by TMC

£250.49 Regular Price £284.95



R3756 Hornby Railroad Gauge BR Crosti Boiler 9F Class no.92028 (Era 4) Real Coal and Deluxe Weathering

£172.49 Regular Price £184.99



32-859Z Bachmann 9F 2-10-0 no.92000 BR Black L/Crest Coal Crew Parts Fitted and Deluxe Weathering by TMC

£219.49 Regular Price £244.96



32-983 Bachmann Class 66/7 Evening Star 66779 GBRf Brunswick Green Etched Plates Bells Weathered by TMC

£199.96 Regular Price £235.25



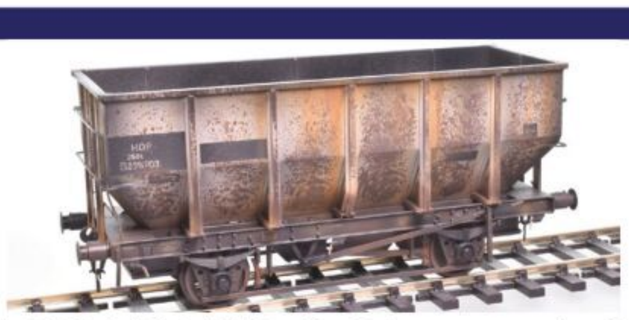
32-734CSF Bachmann Class 66/0 66100 Armistice 100 1918-2018 DB Cargo (DCC Sound) Plates Weathered by TMC

£256.00 Regular Price £294.95



ACC2104BSCB Accurascale OO Gauge PTA/JUA Bogie Tippler Pack British Steel Blue (Inner) Weathered by TMC

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ACC1042-HUO-O-C Accurascale O Gauge BR 24.5T HOP24/HUO Coal Hopper-C Deluxe Weathering by TMC

£74.95 Regular Price £79.90



32-482Z Bachmann OO Gauge Class 40 233 Empress of England BR Blue with MEDIUM Weathering by TMC

£164.96 Regular Price £219.95



35-025 Bachmann GWR Class 94XX Pannier Tank 9402 GWR Green Real Coal and Deluxe Weathering by TMC

£160.49 Regular Price £179.95



32-738Z Bachmann OO Gauge Class 66 66136 YIWU-LONDON DB Livery Exclusive to TMC VALUE Weathering

£142.46 Regular Price £189.95



35-025A Bachmann GWR Class 94XX Pannier Tank 9405 GWR Green Real Coal and Weathered by TMC

£163.25 Regular Price £184.96



35-527SF Bachmann Class 121 Single-Car DMU BR Network SouthEast (DCC Sound) Weathered by TMC

£259.49 Regular Price £299.95



35-525SF Bachmann Class 121 Single-Car DMU BR Green (Speed Whiskers)(DCC Sound) Weathered by TMC

£259.49 Regular Price £299.95



32-740 Bachmann OO Gauge Class 66/7 66789 British Rail 1948-1997 GBRf Large Logo Plates Fitted and Weathered

£162.49 Regular Price £184.96



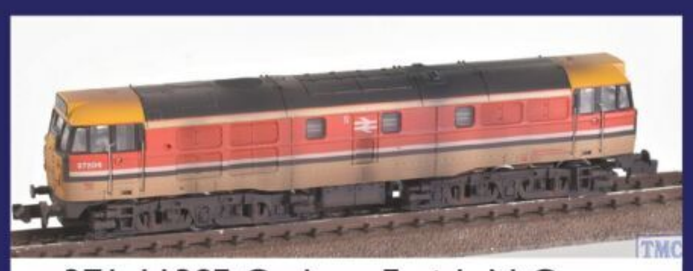
35-526SF Bachmann Class 121 Single-Car DMU BR Blue & Grey (DCC Sound) Weathered by TMC

£259.49 Regular Price £299.95



R3725X Hornby BR Class 5101 Large Prairie no.4160 (DCC Fitted) Real Coal and Deluxe Weathering by TMC

£175.99 Regular Price £190.00



371-113SF Graham Farish N Gauge Class 31/1 97204 BR RTC (Revised) (DCC Sound Fitted) Weathered by TMC

£257.75 Regular Price £297.46



371-135 Graham Farish N Gauge Class 31/1 Refurbished 31154 BR Railfreight Weathered by TMC

£160.00 Regular Price £182.45



372-777 Graham Farish N Gauge SE&CR C Class 31227 BR Black E/Emb Real Coal and Weathered by TMC

£158.99 Regular Price £179.95



371-185 Graham Farish N Gauge Class 40 Split Headcode D338 BR Green SYP with Deluxe Weathering by TMC

£185.99 Regular Price £209.95



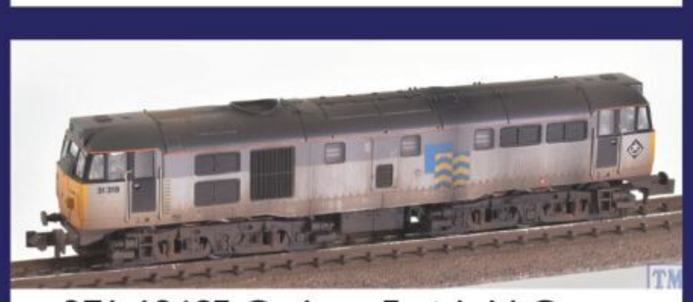
372-182A Graham Farish N Gauge Princess Coronation 46241 City of Edinburgh BR Real Coal and Weathered

£197.26 Regular Price £224.95



372-163DS Graham Farish N Gauge LMS Stanier 8F 48773 (DCC Sound Fitted) Real Coal and Weathered by TMC

£265.99 Regular Price £304.96



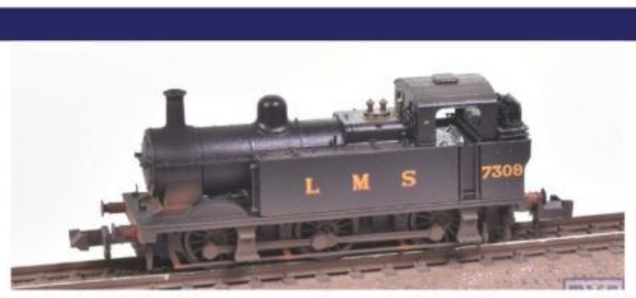
371-136SF Graham Farish N Gauge Class 31/1 31319 BR Petroleum Sector (DCC Sound) Deluxe Weathering

£275.26 Regular Price £314.95



371-137SF Farish N Gauge Class 31/6 31602 Network Rail Yellow (Sound Fitted) Deluxe Weathering by TMC

£270.25 Regular Price £309.95



372-210A Graham Farish N Gauge LMS 3F Jinty Tank 7309 LMS Black (Original) Real Coal and Weathered by TMC

£124.99 Regular Price £139.96

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The Weathering and



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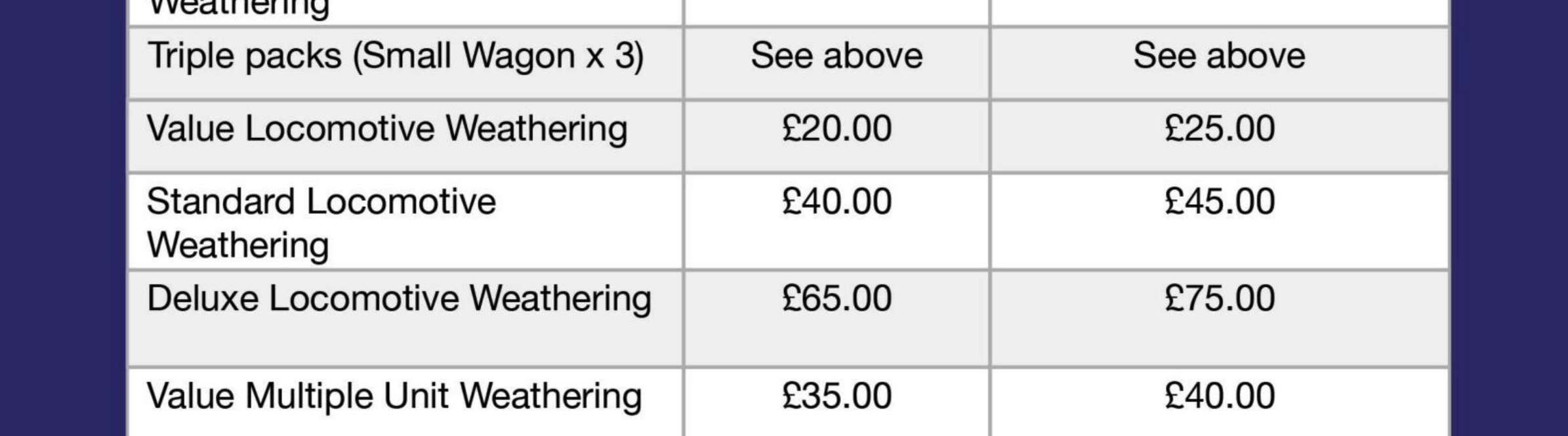
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Deluxe Small Wagon Weathering	£12.00	£15.00
Value Large Wagon & Coach Weathering	£7.00	£8.00
Standard Large Wagon & Coach Weathering	£12.00	£14.00
Deluxe Large Wagon & Coach Weathering	£18.00	£20.00
Triple packs (Small Wagon x 3)	See above	See above
Value Locomotive Weathering	£20.00	£25.00
Standard Locomotive Weathering	£40.00	£45.00
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dapol

O

NEW TOOL



GWR Streamlined Railcar

Stage: Painted Samples **Due:** Jun 2021
Price: from £297.50 **Digital:** 21-pin

hattons.co.uk/dapolorailcar

OO

NEW TOOL



British Rail Class 59

Stage: Painted Samples **Due:** Mid-2021
Price: from £131.71 **Digital:** 21-pin

hattons.co.uk/dapol59

OO

NEW TOOL



JHA Hopper Wagons

Stage: Painted Samples **Due:** Mid-2021
Price: from £38.25 **Digital:** 6-pin*

hattons.co.uk/dapoljha

* - Outer wagons feature controllable tail lamp

OO

NEW TOOL



Class 5101 'Large Prairie' 2-6-2T

Stage: Painted Samples **Due:** TBC
Price: from £115.56 **Digital:** NEXT-18

hattons.co.uk/dapollargeprairie

Hattons Originals

OO

NEW TOOL



Genesis 4 & 6 Wheel Coaches

Stage: Engineering Samples **Due:** Q3 2021
Price: £30 / £36 **Digital:** 18-pin

hattons.co.uk/genesis

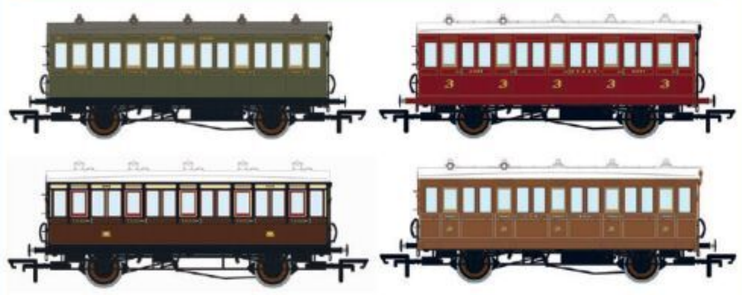
Batch 1 - Due Q3 2021

- LBSCR mahogany
- SECR livery
- GNR lined teak
- SR olive green
- GWR chocolate & cream
- LNWR livery
- LNER pre-war brown
- LMS crimson lake
- Departmental

Batch 2 - Due 2021

- GCR French grey & brown
- L&Y brown & umber
- Midland crimson lake
- LSWR brown & umber
- BR crimson
- NCB blue

Batch 3 - Due Date & Liveries TBC





HELJAN

009

NEW TOOL



Lynton & Barnstaple 2-4-2T

Stage: In Production **Due:** Q2 2021
Price: £203.96 **Digital:** 6-pin

hattons.co.uk/landb242t

OO

NEW TOOL



Class 86/0

Stage: In Production **Due:** Q2 2021
Price: from £161.46 **Digital:** 21-pin

hattons.co.uk/hel253

OO

NEW TOOL



GWR AEC Railcar

Stage: In Production **Due:** Apr 2021
Price: £160.65 **Digital:** 21-pin

hattons.co.uk/gwraec

O

NEW TOOL



Class 31/1 & 31/4

Stage: Painted Samples **Due:** Q3 2021
Price: £466.25 **Digital:** Compatible

hattons.co.uk/heljanrefurb31

HORNBY

OO



Class 5101/ 61xx 'Large Prairie' 2-6-2T

Stage: Livery Renders **Due:** Q4 2021
Price: £132.50 **Digital:** 8-pin

hattons.co.uk/hornbylargeprairie

OO



Class 800 5-car Bi-Modal Multiple Unit

Stage: Livery Render **Due:** Mid-2021
Price: £335.50 **Digital:** 8-pin

hattons.co.uk/hornbyazuma

OO



Class W4 Peckett 0-4-0ST

Stage: Livery Renders **Due:** 2021
Price: £189 **Digital:** 4-pin

hattons.co.uk/hornbypeckettw4

Oxford Rail

OO

NEW TOOL



LNER 10t Banana Van

Stage: Livery Artwork **Due:** TBC
Price: £12.50 **Digital:** N/A

hattons.co.uk/oxford10tbanana

OO

NEW TOOL



BR Pilchard Wagon

Stage: Engineering Sample **Due:** Q4 2021
Price: £13 **Digital:** N/A

hattons.co.uk/oxfordpilchard

OO

NEW TOOL



LNER Class J27 0-6-0

Stage: Painted Samples **Due:** Q2 2021
Price: from £94 **Digital:** 8-pin

hattons.co.uk/oxfordj27

accurascale

OO

NEW TOOL



Class 37

Stage: Engineering Samples **Due:** Q2 2021
Price: from £169.99 **Digital:** 21-pin

hattons.co.uk/accurascale37

KATO

N

NEW TOOL



Class 800 5-car Bi-Modal Multiple Unit

Stage: 3D Render **Due:** Sep-Nov 2021
Price: from £178 **Digital:** Proprietary

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In partnership with Gaugemaster

Please note - Images shown here may not be fully representative of the final products. Errors excepted.

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OO Gauge (1:76 Scale)

Steam locos



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (HAT) (RRP £99) . . . . . .BARGAIN. £84



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (HAT) (RRP £99) . . . . .BARGAIN. £84



R3865 Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem (HOR) £180



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



R3863 Class T9 4-4-0 120 in LSWR green (HOR). £153



4S-018-010 LSWR Class B4 0-4-0T "Sussex" in Stewarts and Lloyds Ltd yellow (DAP) (RRP £110)BARGAIN . . .£79



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (HAT) (RRP £99) . . . . . .BARGAIN. £84

Diesel locos



2536 Class 25/3 25155 in BR Blue single central double arrows and headcode blinds - weathered (HEL) NEW£161.46



2531 Class 25/3 D5244 in BR two-tone green small yellow panels - weathered (HEL) NEW £161.46



2532 Class 25/3 D7550 in BR two-tone green full yellow ends (HEL) NEW £152.96



2539 Class 25/3 D7672 "Tamworth Castle" in BR two tone green - 1990s railtour condition (HEL) NEW. £152.96



2540 Class 25/3 ETHEL train heating unit ADB97250 in BR Blue and Grey (HEL) NEW. £152.96



2538 Class 25/9 25912 "Tamworth Castle" in BR blue extended yellow ends (HEL) NEW £152.96



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



H4-66-024 Class 66 66727 in GBRf/First group "Andrew Scott CBE" (HAT) (RRP £150) . . . . . .BARGAIN. . . .£119
H4-66-033 Class 66 66743 GBRf/Royal Scotsman (HAT) (RRP £150) . . . . . .BARGAIN £119



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

HSTs



R3944 Pair of Class 43 HST Power Cars 43123 and 43065 'City of Edinburgh' in Intercity Swallow - buffers fitted (HOR). . . .£270

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (DAP) (RRP £129.95) . . . . . .BARGAIN. £89

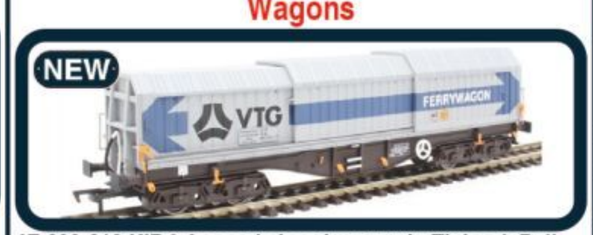


4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (DAP) (RRP £129.95)BARGAIN£99

Train sets - analogue

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

Wagons



4F-039-012 KIB telescopic hood wagon in Tiphook Rail blue grey - 589 9 072-6 (DAP) NEW. £29.75

Track - Code 100 Setrack

R8262 Double 4th radius curve (8 make a circle) (HOR). £3.20



R8072 Left Hand Standard Point (HOR) £9.50



R8073 Right Hand Standard Point (HOR). £9.50

Track - Code 100 Streamline



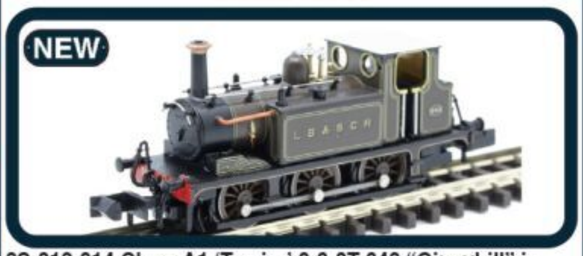
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (PEC) £76
SL-100 Single (PEC) £3.10

Track - Code 75 Finescale

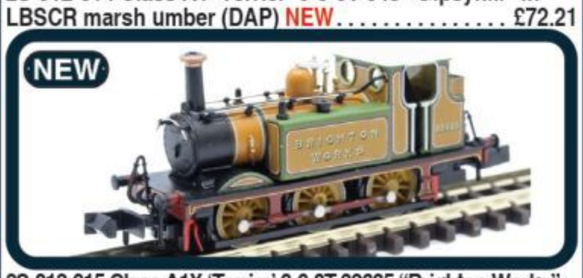
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (PEC) £4
SL-108F Box of 25 (PEC). £98

N Gauge

Steam locos



2S-012-014 Class A1 'Terrier' 0-6-0T 643 "Gipsyhill" in LBSCR marsh umber (DAP) NEW. £72.21



2S-012-015 Class A1X 'Terrier' 0-6-0T 32635 "Brighton Works" in BR (LBSCR-style) improved engine green (DAP) NEW. £72.21
2S-012-013 Class A1X 'Terrier' 0-6-0T 32650 BR black early emblem (DAP) £72.21

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (PEC) £69
SL-300 Single (PEC) £3

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (PEC) £3.20
SL-300F Pack of 30 (PEC). £93

O Gauge (1:43 Scale)

Steam locos



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

Diesel locos



1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (HEL). £466.65

DMUs

1900 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and monogram (HEL) NEW £466.65



1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem (HEL) NEW £466.65



1902 GWR AEC diesel railcar W20W in BR crimson and cream dark grey roof (HEL) NEW £466.65



1903 GWR AEC diesel railcar W21W in BR crimson and cream white cab roofs (HEL) NEW £466.65

Coaches



H7-TC175-004-GA Gresley Teak coach Diagram 175 Brake Corridor Composite E10103 in BR carmine & cream (HAT) £179



7P-001-007U Mk1 BSK brake second corridor in BR maroon - unnumbered (DAP) NEW. £169.15
7P-001-007 Mk1 BSK brake second corridor M34001 BR maroon (DAP) NEW£169.15



7P-001-003 Mk1 BSK brake second corridor S34155 in BR green (DAP) NEW £169.15
7P-001-204U Mk1 SK second corridor BR maroon - unnumbered (DAP) NEW£169.15



7P-001-204 Mk1 SK second corridor M24092 in BR maroon (DAP) NEW £169.15



7P-001-202 Mk1 SK second corridor S24169 in BR green (DAP) NEW £169.15

Track - Code 124 Bullhead Streamline

SL-700BH 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (PEC) £7
SL-700BH Box of 12 (PEC) £79
SL-E792BH Left hand point bullhead rail and electrofrog (PEC). £43
SL-E791BH Right hand point bullhead rail and electrofrog (PEC). . . . £43

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (GAU) £38

Digital decoders

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



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (HOR) £92
R8249 Single (HOR). £16
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (HAT) £17
DCR-8PIN-Direct Box of 5 (HAT) £77
DCR-8PIN-Direct Box of 10 (HAT) £136

Digital controllers



DCC02 Prodigy "Advance 2" starter DCC controller package (GAU) £310

Point motors

DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £255
PL-10E Solenoid point motor extended pin - for use PL-9 (PEC) £7
PL-10E Bag of 6 (PEC) £40

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31-911SF LB&SCR H1 Atlantic Steam Loco No. 2038 "Portland Bill". DCC Sound.£263.95
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31-921ASF LB&SCR H2 Atlantic Steam Loco No. 32425 "Trevose Head". DCC Sound.£263.95
31-922 LB&SCR H2 Atlantic Steam Locomotive No. 422 LB&SCR Umber.....£195.95



31-922SF LB&SCR H2 Atlantic Steam Loco No. 422 LB&SCR Umber. DCC Sound.£271.99
32-734C Class 66/0 Diesel Loco No. 66 100 "Armistice 100 1918-2018" DB Cargo.£159.95



32-734CSF Class 66/0 Diesel Loco No. 66 100 "Armistice 100 1918-2018." DCC Sound.£249.95



35-025A GWR 94XX Pannier Tank No. 9405 GWR Green, weathered.....£129.95
35-502SF Class 117 3 Car DMU Set No. L425 Network SouthEast. DCC Sound.....£344.95



35-525SF Class 121 Single Car DMU Set BR Green with speed whiskers. DCC Sound.£229.99
35-526SF Class 121 Single Car DMU Set No. P125 BR Blue & Grey. DCC Sound...£229.99



35-527SF Class 121 Single Car DMU Set L124 Revised Network SouthEast. DCC Sound.£229.99

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44-0115 Lucston Signal Box.....£42.95
44-0119 Lucston Yard Crane.....£23.95
44-0120 Lucston Footbridge.....£37.95
44-0125 Lucston Station.....£46.95
44-0132 Wigmore Farmhouse.....£33.99
44-0138 Wigmore Cattle Grid.....£22.95
44-0139 Lucston Bank.....£33.95
44-0140 Lucston Pharmacy.....£27.95
44-0146 Oast House.....£59.95
44-0155 North Eastern Railway Station.....£46.95
44-0156 Goathland Garage.....£46.95
44-0158 Field Shelter.....£14.95
44-0207 Low Relief Lindene Hotel.....£42.95
44-0506 Rail Built Buffer Stops x 2.....£5.95

HELJAN OO



2530 Class 25/3 Diesel Loco No. D7647 BR Two Tone Green, small yellow warning panels.£152.99



2531 Class 25/3 Diesel Locomotive No. D5244 BR Two Tone Green, weathered.....£161.95
2532 Class 25/3 Diesel Loco No. D7550 BR Two Tone Green, full yellow ends.....£152.99
2533 Class 25/3 Diesel Locomotive No. D7661 BR Blue, small yellow panels.....£152.99
2534 Class 25/3 Diesel Locomotive No. D7667 BR Blue, full yellow ends, 1000th loco built.£152.99



2535 Class 25/3 Diesel Locomotive No. 25 252 BR Blue, full yellow ends.....£152.99
2536 Class 25/3 Diesel Loco No. 25 155 BR Blue, full yellow ends, weathered.....£161.95
2537 Class 25/3 Diesel Locomotive No. 25 093 BR Blue, full yellow ends.....£152.99



2538 Class 25/3 Diesel No. 25 912 "Tamworth Castle" BR Blue, wrap-around yellow ends.£152.99
2539 Class 25/3 Diesel Loco No. D7672 "Tamworth Castle" BR Special Two Tone Green.£152.99

DAPOL OO

4F-039-009 Telescopic Hood Wagon, Tiphook Blue Grey.....£31.95
4F-039-010 Telescopic Hood Wagon, Tiphook Blue Grey.....£31.95
4F-039-011 Telescopic Hood Wagon, Tiphook Blue Grey.....£31.95
4F-039-012 Telescopic Hood Wagon, Tiphook Blue Grey.....£31.95

HORNBY OO



R3834 Thompson Class A2/3 4-6-2 Steam Locomotive 60512 'Steady Aim' BR Green E/E.£170.99



R3913 Railroad Class 20/9 Bo-Bo Diesel Locomotive No. 20 905 GBRf.....£65.99
R40061 LSWR 4 Wheel 1st Class Coach No. 123 LSWR.....£26.99
R40062 LSWR 4 Wheel 3rd Class Coach No. 302 LSWR.....£26.99
R40062A LSWR 4 Wheel 3rd Class Coach No. 308 LSWR.....£26.99
R40063 LSWR 4 Wheel 3rd Class Coach No. 179 LSWR.....£26.99



R40064 LSWR 4 Wheel Baggage Brake Coach No. 140 LSWR.....£26.99
R40073 LNWR 6 Wheel 1st Class Coach No. 1889 LNWR.....£26.99
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R40075 LNWR 6 Wheel Brake 3rd Class Coach No. 7463 LNWR.....£26.99
R40085 SR 6 Wheel 1st Class Coach No. 7514 SR Olive Green.....£26.99
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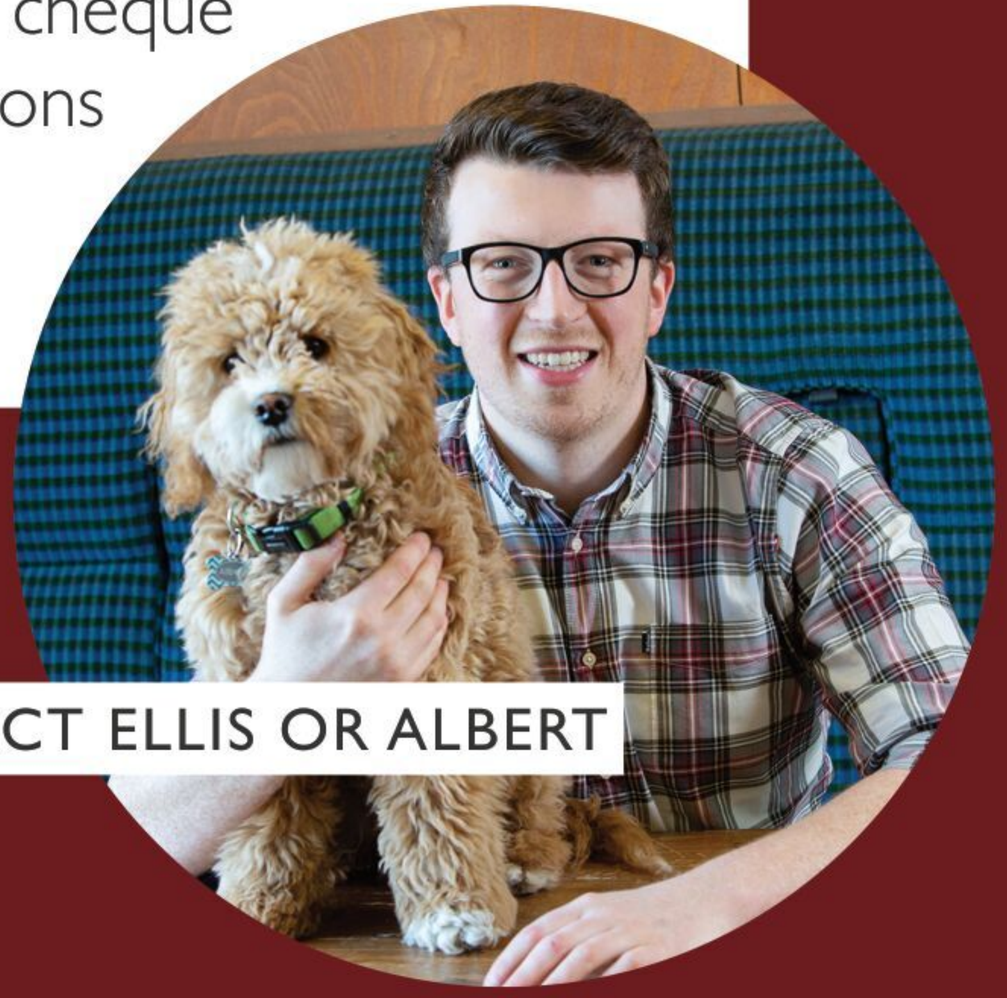
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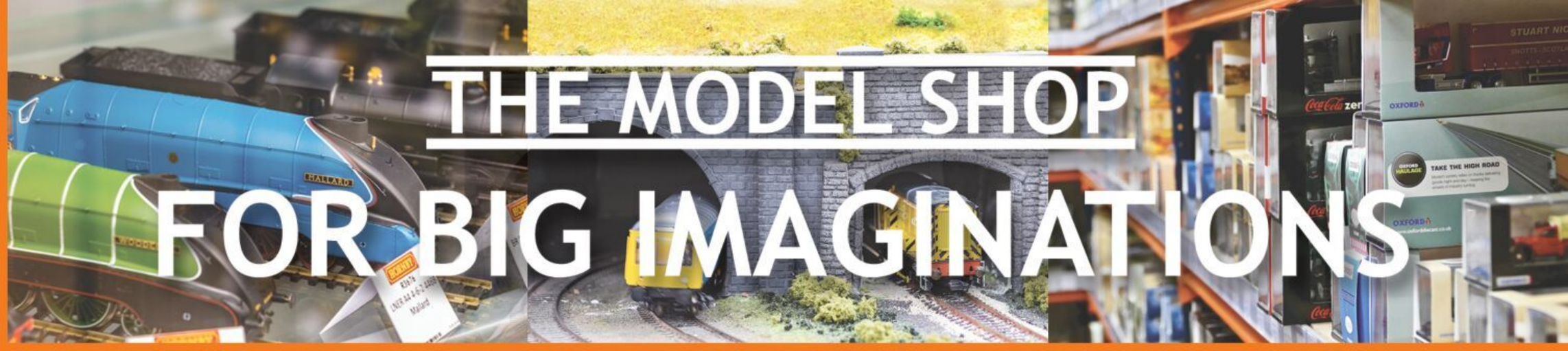
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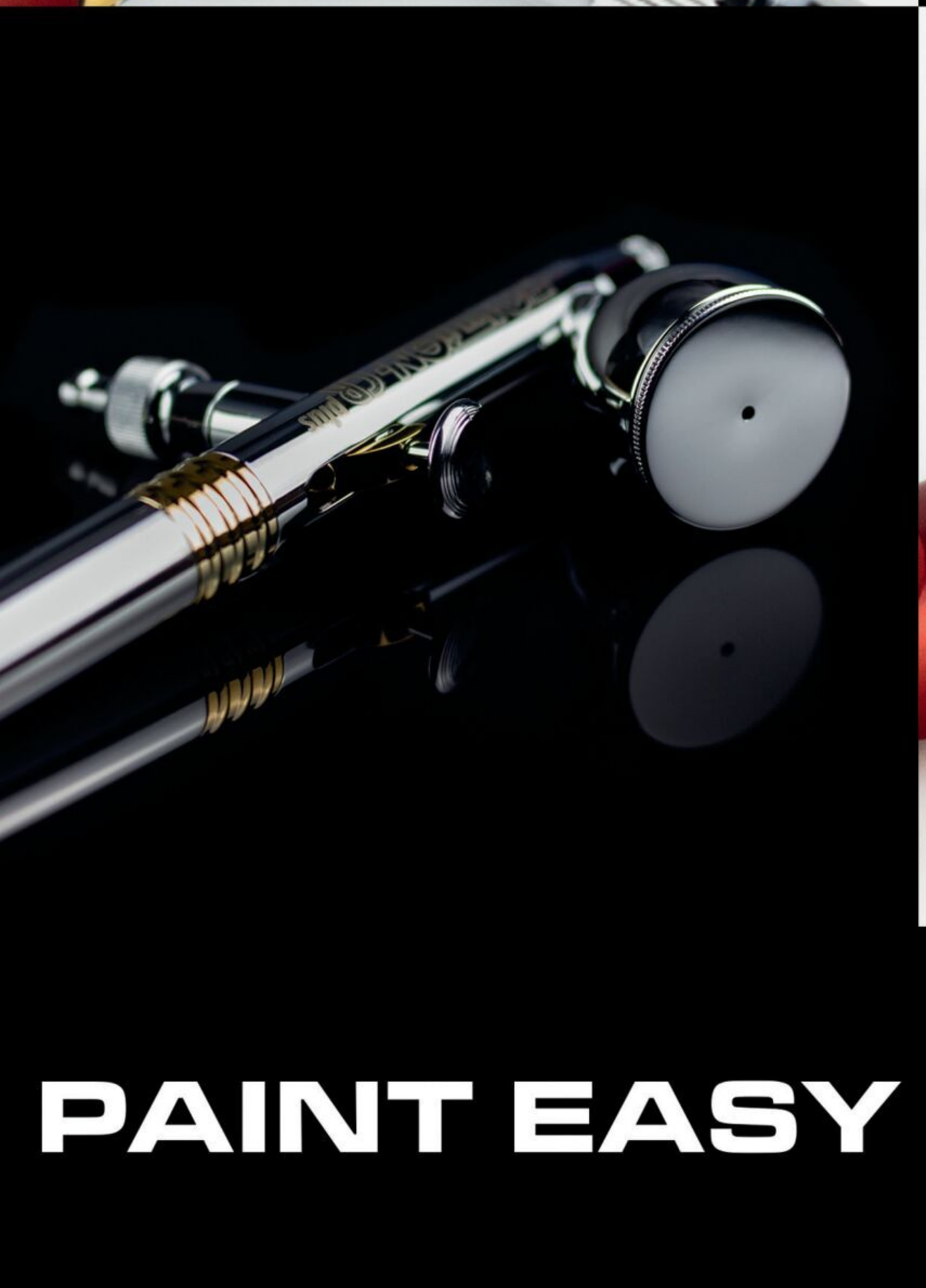
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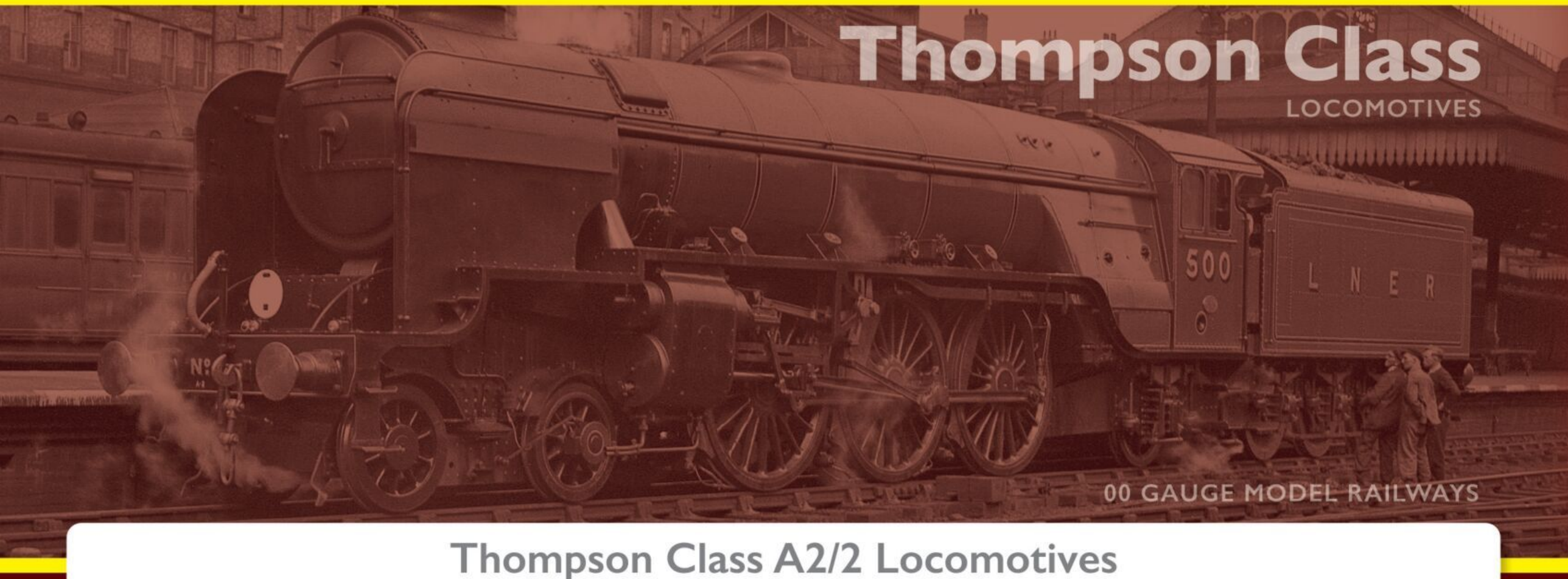
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Thompson Class A2/2 Locomotives



R3830 BR, Thompson Class A2/2, 4-6-2, 60501 'Cock o' the North' - Era 4 — DCC READY — 8 PIN CONNECTION



R3831 BR, Thompson Class A2/2, 4-6-2, 60505 'Thane of Fife' - Era 5



R3977 BR, Thompson Class A2/2, 4-6-2, 60502 'Earl Marischal' - Era 5

Initially, Thompson's modifications involved cutting away the front ring of the existing 106A (and sole 108A) boilers and fitting shorter super-heater elements but with only six 106A boilers in stock the lack of spare boilers led to lengthy works visits. To counter this, authority was granted on 9 July 1948 to replace these boilers with Arthur Peppercorn's new issue Diagram 118 boilers as renewals became necessary. Eventually four of the A2/2s were converted during 1951/52; 60501 'Cock o' the North', 60502 'Earl Marischal', 60505 'Thane of Fife' and 60506 'Wolf of Badenoch', with 60505 'Thane of Fife' receiving a Diagram 107 Boiler as a replacement five years later in 1957.

Thompson Class A2/3 Locomotives



R3832 LNER, Thompson Class A2/3, 4-6-2 500 'Edward Thompson' - Era 3 — DCC READY — 8 PIN CONNECTION



R3974 LNER, Thompson Class A2/3, 4-6-2, 511 'Airborne' - Era 3



R3833 LNER, Thompson Class A2/3, 4-6-2, 514 'Chamossaire' - Era 3



R3834 BR, Thompson Class A2/3, 4-6-2, 60512 'Steady Aim' - Era 4



R3835 BR, Thompson Class A2/3, 4-6-2, 60523 'Sun Castle' - Era 5

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The scheme allows customers to keep buying throughout any government restrictions, safe in the knowledge that their order will be shipped in a single parcel during busy periods in the postal system. Not only that, but the service also provides customers with an option to 'snag' a rare or pre-owned item and secure items in their baskets while shopping for other products. Customers can also combine what would have been multiple separate orders into one to improve postage costs, especially useful for overseas customers.

MANNIN MODELS PRODUCES LSWR COACH KITS FOR 'O'

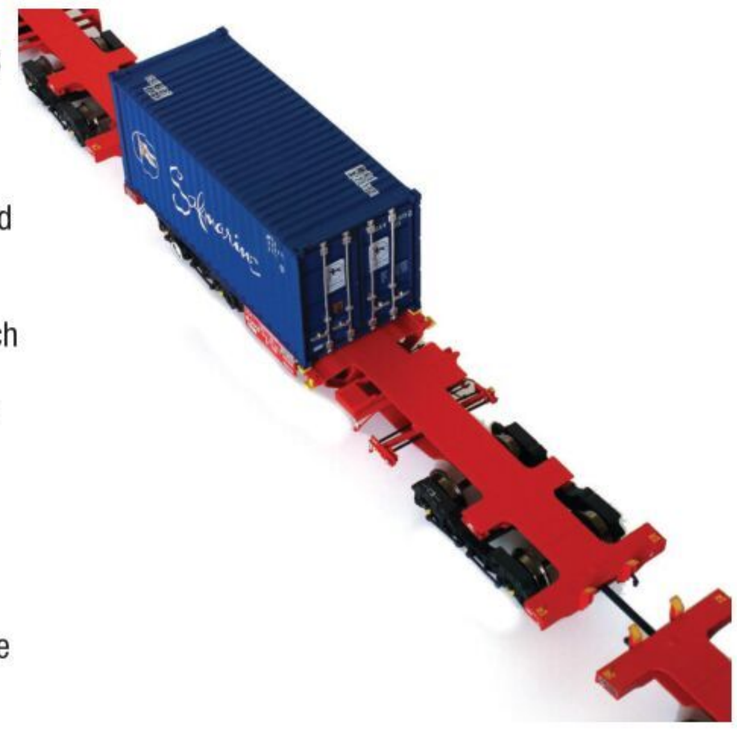


The first four 1872-1876 type LSWR four-wheel coach kits from Mannin Models are now available in what the manufacturer hopes will be a "long line of kits". For now, a First, Second, Third, and Brake Third can be purchased, and each model is printed in resin, with detail parts.

Kits are being supplied in a number of constituent parts with a one-piece body, to include a roof, roof vents, seats, axleboxes, footboards/hangers, buffers, door handles and brass rod to make the handrails.

To complete each kit, the modeller will need to supply wheels and couplers – Roxey Mouldings 3ft 7in Mansell Coach wheels for the First-Third, and Slaters 3ft 7in 8 Spoke Open (Coach) wheels for the Brake Third are recommended. Couplers were designed around the Dapol screw-link couplings available as spare parts.

REVOLUTION TRAINS DECORATED FWA 'ECOFRET' SAMPLES



Revolution Trains has received decorated samples of all three versions of its forthcoming FWA 'Ecofret' container flats – in DB Red, GBRf blue, and VTG green as operated by Freightliner.

More than 200 FWA wagons are now in use on intermodal services across the network, with more on order. Freightliner operates these in twin sets comprising two outers, while DB and GBRf operate triple sets with two outers and an inner.

Unlike traditional 60ft flats, the Ecofret decks are each 40ft long; so in a market dominated by 40ft containers, there is much less wasted space per train. In addition, they reduce fuel use because the empty 20ft gaps often seen on longer wagons can create turbulence and increase drag.

The inner units feature rotating spigots on the centre, allowing them to carry either one 40ft container or two 20ft containers and this feature has been replicated on the Revolution Trains model.

The spigots on the outer corners of the wagons are fixed, like the prototype, and designed to suit the 40ft and 20ft dry box, reefer and tank containers available from C-Rail, though other containers should fit as the prototypes are a standard size.

The detailing includes separate plastic and wire parts, plus intricate printing, including the wheel profile and maker's markings on the top of the bogie frames. Models have now been approved and production is expected to begin shortly.

HORNBY SHOWS DECORATED APT SAMPLE



One of the most hotly-anticipated models of 2021 is Hornby's new Advanced Passenger Train for '00'. The firm has now released photographs of its latest decorated sample.

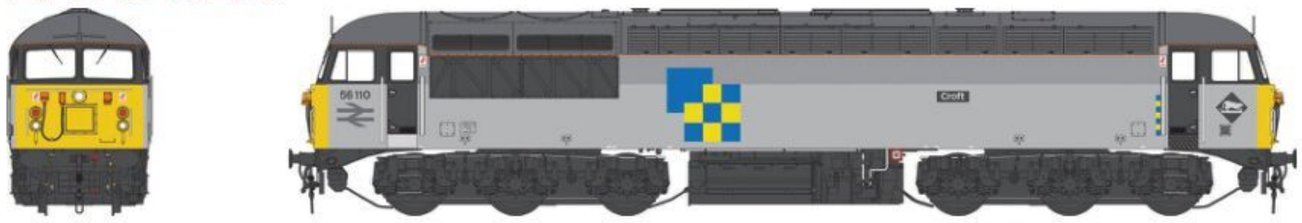
British Rail's Class 370 Advanced Passenger Train (APT) ran from 1979 to 1986. Tilting technology was to have allowed higher speeds on the West Coast Main Line without the need for costly track-straightening. Hornby introduced a 00 gauge model of the set in 1981 but discontinued the model in 1985. Since then, it has been popular with enthusiasts and collectors, selling for premium prices.

The all-new tooling was announced as part of the 100th-anniversary range for 2020. For various reasons, delivery will be later in 2021, but the latest production sample now being assessed by the company and seen on its Engine Shed blog is a positive step forward.

Two APT models are planned: 370003/004 as a five-car train pack (R3873) carrying original InterCity Executive colours, and 370001/002 as a seven-car train pack (R3874) in the revised colour scheme with black cab window surrounds.

Following the prototype, the coaches are carried on shared bogies and will tilt, apart from the central power cars. Here, the pantograph is attached to the bogies so it remains in contact with the overhead wire while the coach body tilts independently.

HELJAN REVEALS O GAUGE CLASS 56 LIVERY ARTWORK



Upon the 'soft' launch of its new UK website, the Danish manufacturer has revealed its choice of liveries for its Class 56 Co-Co, deliveries of which are expected later this year.

Heljan's model will represent the Doncaster- and Crewe-built locomotives from 56070 to 56135, allowing the most numerous of liveries to be portrayed. Thus far, Heljan has confirmed that pre-orders of its blue liveries are strongest, though Railfreight and sector liveries are sure to prove equally popular with modellers.

In addition, for retailer Tower Models of Blackpool, an 11th variant of unbranded Railfreight triple grey is to be provided, allowing modellers to represent Transrail iterations of the Class.

The news follows its Class 56 feedback survey from CAD images shared with the public and confirms that the model is on track for delivery soon. Heljan was also quick to post a video of a pre-production sample on test hauling HAA coal hoppers on what is set to become Britain's largest model railway, 'Heaton Lodge'.

When announced, the ready-to-run model specifications were as follows: two rotating roof fans and provision for a smoke unit, a detailed cab interior with internal brace detail and two powerful five-pole motors with flywheels. Optional customer-fit cabside air-conditioning grille and 'grid' are to be provided below the bufferbeam. Detailed bogies with authentic main frame shape, two cab door handrail options, etched diamond pattern see-through grilles are also expected. LED head, tail and cab lights, screw-link couplings, optional NRN aerial on cab roof, DCC-friendly PCB with screw terminals are also to feature.

KATO CLASS 800 PRE-PRODUCTION SAMPLES BREAK COVER



Expected to arrive with retailers soon, images of the Japanese manufacturer's first N gauge model in the UK RTR market have emerged.

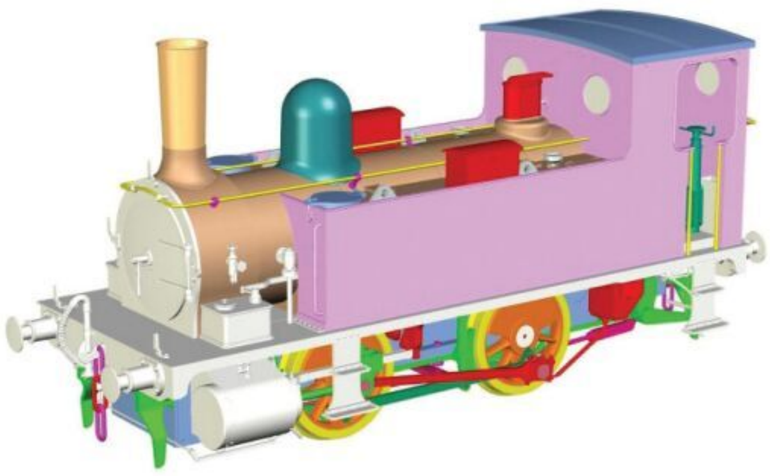
Expected to arrive mid-2021, Kato's new N gauge (1:148 scale) five-car train packs have reportedly taken a step closer to production with these images issued by the manufacturer.

Models being produced are the Class 800/0 IETs in GWR green, and the Class 800/2 'Azuma' in LNER red and silver. The GWR livery is said to be "mostly completed", while its models of the Class 800/2 await livery application.

In addition, retailer, Gaugemaster is to offer both units in sets under its Gaugemaster Collection brand.

DAPOL REVEALS LSWR B4 0-4-0T FOR 'O'

Launched at the second Guild O Gauge virtual show, the new announcement has reached CAD approval stage and will be going into tooling very shortly.



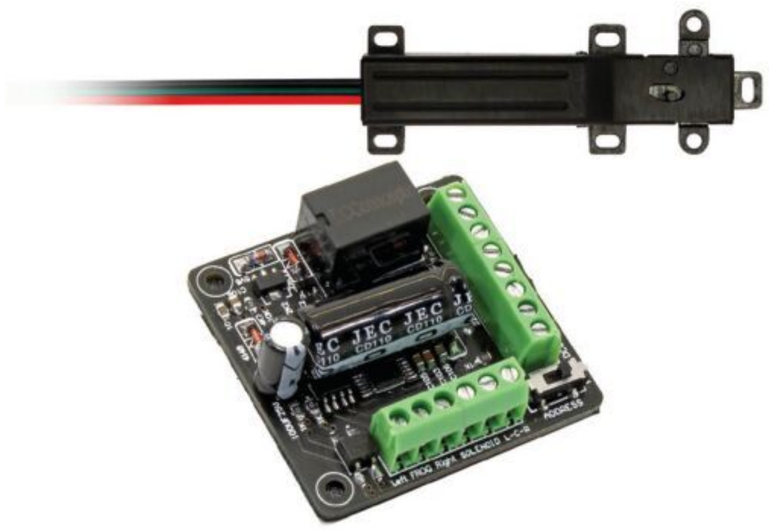
In 1890, Adams ordered 20 powerful four-coupled tank locomotive from Nine Elms Works, the design being preferred to six-coupled locomotives because of the many poorly laid out goods yards and the sharply curved Cattewater and Sutton Harbour lines at Plymouth. When the South Western gained control of Southampton docks in 1892, Adams transferred two locomotives there which had their cab front and back sheets cut away to aid visibility and were named *Jersey* and *Guernsey*.

Over the next few years, 12 more were transferred to the docks, including two of the five built by Drummond. All 25 locomotives were taken into BR stock in January 1948; however, 14 were withdrawn over the next year, leaving just 11 survivors, distributed to Eastleigh, Plymouth, Bournemouth and Ashford. The last two representatives stationed at Winchester were withdrawn in October 1963, a month short of their 70th birthday. Happily, both have been preserved.

Dapol is proposing to produce a total of six B4 Locomotive liveries in the first production run. DCC ready & DCC fitted models are available for pre-order via your preferred Dapol stockist. Factory-installed DCC fitted models are available for pre-order exclusively through the Dapol website.

The CADs have been approved by the design team and the factory is about to start producing the tooling necessary for moulding the models. Models are expected in Q2, 2021. For pricing, see your local stockist.

RAILS OF SHEFFIELD DEVELOPS NEW POINT MOTOR RANGE



Model retailer, Rails of Sheffield is working on a new point motor range in partnership with DCC Concepts. Designed to be fitted to N, TT, OO, or O gauge track (or similar narrow-gauge track), the new additions to the Rails Connect range will comprise of an underboard motor, surface-mounted motor and digital point motor accessory decoder.

The Rails Connect underboard motors (RPM-UB.1) feature a stainless-steel frame for increased strength and durability, pre-attached wires ready for solder-free installation and is supplied with all mounting screws. Rails has highlighted that these can be used either way up, securing with screws, or directly to the point using the six twist-fit tabs. A mounting bracket is pre-installed and the motor frame has multiple securing points for better adjustability. Rails claims that this unit has "ultra-high efficiency for lower power use and more positive point-throw."

For layouts where underboard mounting locations might not be possible, its surface-mounted point motors (RPM-SM.1) feature a low-profile design for discrete mounting, are short and are designed to maximise installation opportunities. The units are supplied with all mounting screws. Rails' fixing system with end loops allows fine adjustment, while pre-attached wires are ready for solder-free installation.

Both motors are available in packs of five, and DCC users can benefit from purchasing either with a DCC accessory decoder with built-in high-power CDU, to connect to a DCC accessory bus or 15-18V DC power feed. The accessory decoder promises "positive throws of up to two Rails Connect solenoids motors simultaneously and has incredibly simple DCC addressing with any address from 1 to 2044, plus onboard frog switching, with LED outputs on a control panel". A manual switch input will allow users to override the point motor, if desired.

RAPIDO TRAINS UK TO PRODUCE 'TITFIELD THUNDERBOLT' RANGE



Rapido Trains UK has revealed plans for a new range of models inspired by the 1953 film, *The Titfield Thunderbolt*, with model deliveries expected for the 70th anniversary of the film's release in 2023. Rapido has said it will produce five new 'OO' gauge models: *Thunderbolt*, aka Liverpool & Manchester Railway 0-4-2 *Lion,* The Buffet Car, aka Great Eastern Railway Diagram 603 No. 8, No. W68740, GWR Diagram AA20 'Toad' brake van, 'Dan's House' – a GWR 'Loriot Y' No. 41989 with fictitious Victorian coach body, and Pearce & Crump's coach GAM338 – a Bedford OB with Duple Vista body.

The Rapido Titfield models are to be made available in three packs: Pack 1, a standard pack, containing *Thunderbolt*, 'Dan's House' and Loriot Y with No. W68740. Pack 2, a deluxe version promises a sound-fitted *Thunderbolt*, Dan's House and Loriot with W67840 plus 4mm:1ft scale figures and commemorative booklet. Pack 3 will contain the Buffet Car and No. W68740, plus 4mm:1ft scale figures.

The Bedford OB is also promised to be available as a standalone model in Pearce & Crump livery.

Models are expected to be in stock by March 6, 2023, the 70th anniversary of the film's release, although it is expected that some models will be available during 2022. All models, including film and non-film versions, will be available through Rapido Trains UK stockists or direct from the manufacturer. Identities and guises for non-Titfield models – as well as prices for all models – are still to be confirmed.

Factfile

Layout name: Bethesda Sidings
Scale/gauge: 4mm:1ft scale / 16.5mm gauge / OO
Size: 7ft x 16in
Era/region: 1955 – 1965, BR (WR)
Location: Radnorshire, Mid-Wales
Layout type: Fiddle yard to sidings

OO gauge

BETHESDA SIDINGS

Tim Maddocks used a number of spare items to create this 'might-have-been' scenario, loosely-based on British Railways' practice in the Welsh Borders.

Words & Photography: **Tim Maddocks**

Diesels weren't seen often on local goods workings to Capel Bethesda, but on this occasion in the summer of 1965, D6331 was a long way from its Newton Abbot home, as it arrives in the yard with a short van train for the MoD depot at Llanddewi. The locomotive is the standard Dapol model, professionally weathered for me by Tom Foster.

1628 shunts the goods shed road on a bright spring day in 1964. The former route to Rhayader ran in a shallow cutting behind a row of trees in the middle distance, but by this time had been closed to normal traffic and was only used for the occasional military special on or off the nearby Central Wales line at Gunstone West Junction.

Over the years, most of us end up accumulating various model railway items, for which we don't necessarily have an immediate use. Things that we buy or collect, which might 'come in handy' one day.

Unlike my previous two layouts, 'Engine Wood' and 'Bleakhouse Road', which were planned and built with a specific outcome in mind, this layout is largely the result of wanting to use various bits that I had acquired in the past, which I suppose constitutes a form of 'recycling'.

I have had a life-long interest in the Western Region generally and more specifically in the Somerset & Dorset. More recently, however, I have become interested in the railways of Wales and the Welsh Borders area and particularly the small network of rural branch lines serving Kington, New Radnor and Presteign.



1458 was one of the two regular 14XX 0-4-2Ts, which worked the Kington and Presteign goods in real life, the other being the now-preserved 1420. Here, 1458 is seen arriving at Bethesda yard with a short goods working from Leominster. More wagons would have been marshalled in the train when it left Leominster earlier that day, but most will have been detached at Kington. The locomotive features the Hattons-DJM body on a Perseverance chassis.

Fictional history

In the late Victorian period, there were proposals to extend the New Radnor branch



Cloudy day

The backscene is based on a panorama of photographs that I took on holiday in the Radnorshire area – now part of Powys – a few years ago. I was fortunate on the day in question to find a rural view in approximately the right geographical location, which was also sufficiently open, devoid of nearby trees and with somewhere suitable to park nearby, to enable a panoramic set of photographs to be taken. The really magical part came when Andy York most kindly offered to stitch them together for me in Photoshop. This has really made a massive difference and I doubt that I could have mastered this software sufficiently to achieve his results. The actual scene was reversed, to better suit the topography of the layout. Andy sent me two final files, one with a typical cloudy sky and one with a more cheerful sunny sky. I had both printed off locally, but elected to use the overcast day – this seeming more typical of our weather in this country!

to Rhayader, as part of a larger scheme to link Worcester with Aberystwyth. Although these plans came to nothing in real life, the fictional history that I wrote to justify the layout, supposes that part of this through route was built. It would have been very steeply graded and difficult to work, but would have run through some outstanding scenery.

The name of the layout is a 'homage' to the former abode of my good friends Neil and Jan Rushby – 'Capel Bethesda', a converted chapel in a beautiful part of rural Mid-Wales, the scene of many happy and interesting visits. My very sincere thanks to Neil and Jan for their unfailing kindness and hospitality over the years.

'Bethesda Sidings' represents the goods yard of the nearby passenger station, 'Capel Bethesda'. The goods yard is meant to be located down a short branch line of about 200 yards, similar to the actual configuration of Marsh Sidings and the nearby Parkend station in the Forest of Dean.

Layout foundations

The baseboards are birch ply and were cut to my specifications by a local timber merchant. They are pretty conventional in terms of construction methods. The backscene boards at the sides and rear are designed to be removable and there is a narrow 'trough' at their base, for the backscene to sit in.

The layout features a goods yard with no passenger station, reflecting my interest in 'goods only' operations. The trackplan owes a great deal to the small layout inspiration



The weighbridge office was scratchbuilt by Paul Iliff and is modelled on the building at Cadeleigh in the Exe Valley. The grounded van body was a 'freebie' from a model railway magazine a few years ago!



The Vale of Radnor Light Railway ran north for a few miles from a junction with the BR line at Capel Bethesda to Llanddewi, where a military stores depot was located, this being the sole reason that the light railway had survived into the 1960s. Following the closure of the BR line to passenger services and the removal of the Exchange Sidings at the junction, trains from the light railway were permitted to run through to the BR goods yard. Here a modern MoD North British 0-4-0 diesel prepares to depart from Bethesda yard with a short train of vans for the military stores depot.

I find in the work of Rob Gunstone – of 'Sheep Lane', 'Mutton' and 'Sheep Dip' layouts – and is designed to be portable.

It's my fourth exhibition layout, although confusingly the third layout 'Callow Lane' is still unfinished! 'Bethesda Sidings' is designed to take up minimal space at home, thus enabling me to keep it set up because both 'Engine Wood' (now sold) and 'Bleakhouse Road' are too big to set up permanently.

The layout is designed to be operated from either the front or the back, but during the construction and testing phases at home, I have always operated it from the front, so I suspect that this is how it will be done, whenever it makes its first exhibition appearance.

Trackwork

The plain track is C&L bullhead flexi track. The pointwork is all made from Code 75 bullhead rail, soldered to copper-clad sleepers, with cosmetic chairs glued in place, once each point has been thoroughly tested.

Some of the pointwork had been hanging around at home for years, just waiting for a suitable layout project to come along. The three-way tandem turnout had been kindly built by my friend, John Farmer, some time ago, as 'encouragement' for me to re-model part of 'Engine Wood'. That never happened and 'Engine Wood' eventually got sold. Another point had been made by me several years ago, for an OO project with friends, which also didn't proceed. The only points that I built especially for 'Bethesda Sidings' was the A5 crossover adjacent to the goods shed.

My advice is to take your time with the trackwork. Good, level track is the foundation of reliable, smooth running and care taken at this stage will always pay dividends later. Don't rush it, plan what is going to go where, and check for alignment and its appearance at every stage. Once the track is laid and wired, give it a very thorough testing, with all the locomotives and rolling stock that you plan to use, before proceeding.

The track is ballasted with a mixture of various shades of Carrs and Woodland Scenics 'N' gauge ballast, with some fine ground foam scenic material mixed in, as a basis for weed growth. Further vegetation was added using a static grass applicator and also by hand, once the trackwork was completed and thoroughly tested.

The fiddle yard uses spare cassettes from

'Planet' diesel *Dorothy* shunts wagons for the Vale of Radnor Light Railway. The locomotive was built from the Roxey whitemetal kit and features a High Level 'QuadDriver' mechanism.





Rolling stock

Given that my other layouts are too big to be left set up at home, I wanted somewhere to be able to run some of my existing OO gauge locomotives and stock. Having said that, most of the locomotives now rostered for use on 'Bethesda Sidings' have been built especially or acquired for this layout, which with hindsight was inevitable as Mid-Wales is hardly Somerset & Dorset country.

Some locomotives feature modified and detailed RTR bodies with compensated etched kit chassis, such as 1458 and 7418, or are kits, such as 1628. Other locomotives are detailed or modified RTR products with their original chassis. Rolling stock is a mixture of RTR and kit-built. All rolling stock is weathered and uses three-link or screw-link couplings, which I generally use in conjunction with a magnetic shunting pole.

'Bleakhouse Road', cut down in length to suit their new circumstances. These have aluminium angles affixed to birch ply bases.

I am a follower of 'old school' methods and use a DC control system, based on the long-established principle of 'cab control'. The layout is divided into three distinct electrical sections and two separate controllers are wired into the control panel. I normally use an old AMR slow-speed hand-held controller but have a Gaugemaster panel-mounted controller on the control panel as a back-up.

Setting the scene

The scenery is pretty basic. The cutting consists of corrugated cardboard formers, with a PVA-based papier-mâché, which was then painted and static grass applied. The trees were another kind gift from John Farmer, although I have modified them to a 'half relief' format, to fit the narrow space between the farm lane and the backscene.

It was the acquisition of some beautiful structures, scratch-built by fellow modeller Paul Iliff a few years ago, that provided



The fire buckets and other 'bits and pieces' came from my scenic spares box, but the two corrugated buildings were originally scratchbuilt for the P4 'Bodmin General' layout of the late Mike Casey.

one of the main impetuses for this layout. Paul was changing to 7mm:1ft scale and was selling much of his 4mm:1ft collection. He had scratch-built the goods shed and weighbridge office a few years ago for a layout based on Cadeleigh on the GWR Exe Valley line, but these became surplus to requirements when he changed scale. I was fortunate enough to purchase them from him, even though I had no specific plan for them in mind at the time.

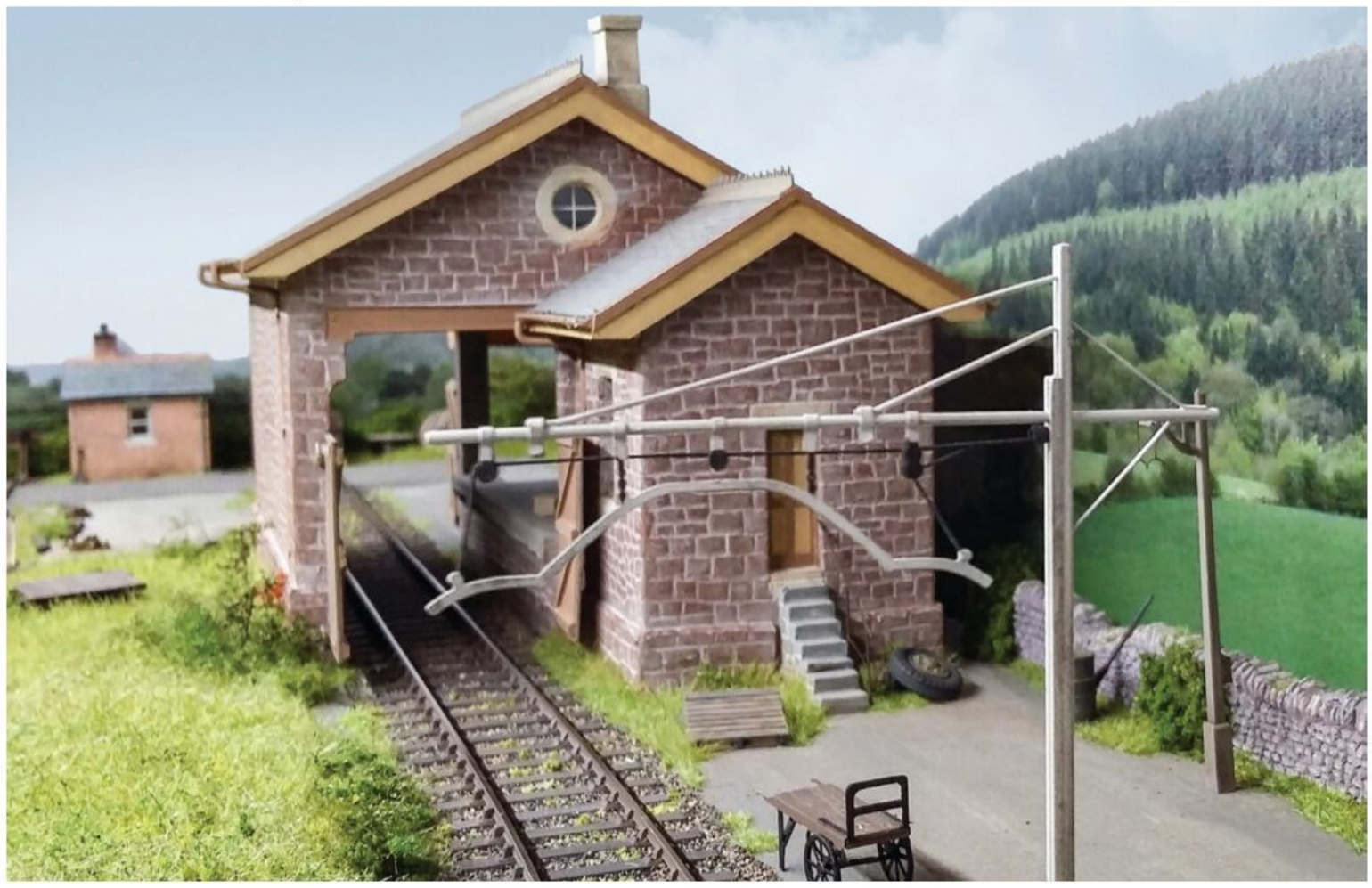
The scratch-built shunter's cabin and two lamp huts were also a lucky purchase, as our local Scalefour Area Group had acquired the P4 layout of 'Bodmin General' from the estate of the late Mike Casey. Sometime later, and after much discussion, the group decided not to continue with the restoration of this layout, so the structures were put up for sale – most of them going to another P4 modeller, who was building his own model of 'Bodmin General'.

The coal office is one of the excellent Scalescenes downloadable card kits – a 'freebie', in fact! The grounded van body was another 'freebie' in an issue of a magazine. I did actually build the overbridge at the right-hand end of the layout, where the line disappears into the fiddle yard.

The proscenium arch was expertly laser-cut to my measurements by Tim Horn. The layout is lit by a strip of LED lights at the top of the proscenium arch, angled at 45-degrees towards the layout. The colour temperature of the lights can be varied to suit the mood, although I tend to leave them on what I think of as a 'bright but cloudy day'.



This overgrown corner of the yard features a mixture of various types and hues of static grass, a Coopercraft ex-GWR platform trolley (no doubt 'borrowed' by the goods yard staff from the nearby passenger station and not returned), hedgerow made from green scouring pad covered with 'Heki' foliage matting and a sapling made from some seafoam covered in Noch leaves. The roadway was made from tile grout, smoothed and sandpapered when dry, with individual setts scribed in and then painted with a wash of enamels.



A Ratio loading gauge frames the approach to the goods shed, the latter having been scratch-built in card by Paul Iliff for a model of Cadeleigh and subsequently purchased by myself, when Paul decided to 'upscale' to 7mm:1ft scale. The access road runs round the back of the goods shed and although we are not viewing it here from the normal viewing angle, the perspective has been shortened to fit everything within the space available.



1628 from Croes Newydd shed positions the brake van on the stop blocks of the spur, prior to shunting the yard. The locomotive was built from an old Cotswold white metal kit, with a modern NuCast Partners etched chassis.

Final thoughts

I retired from a life-long career in railway operations with British Rail, Railtrack and Network Rail a few years ago. I've been interested in model railways ever since my father introduced me to the hobby at a young age and there have been many influences on my modelling over the years but I would like to pay particular tribute to Tim Venton, Simon Castens and Brian Clarke for their encouragement in earlier years and, more recently, to many friends in our local Scalefour Area Group, especially John Farmer and also on RMweb. I would also like to express my thanks to my wife Madeleine, for her support and encouragement.

I consider 'Bethesda Sidings' to be more or less completed now and my thoughts now turn to completing my third layout, 'Callow Lane' – a P4 goods-only layout set in South Gloucestershire, based on former Midland practice, albeit in the BR steam-diesel transition era. After that, I have a Forest of Dean-based layout in mind, also in P4, which is planned to be able to link to John Farmer's layout, 'Parkend Marsh Sidings'.

D6331 arrives at Bethesda yard with a train of vans for the Vale of Radnor Light Railway. Sentinel *Llanddewi No.2* soldiered on until the final closure of the light railway in 1965 and waits for its traffic in the spur.

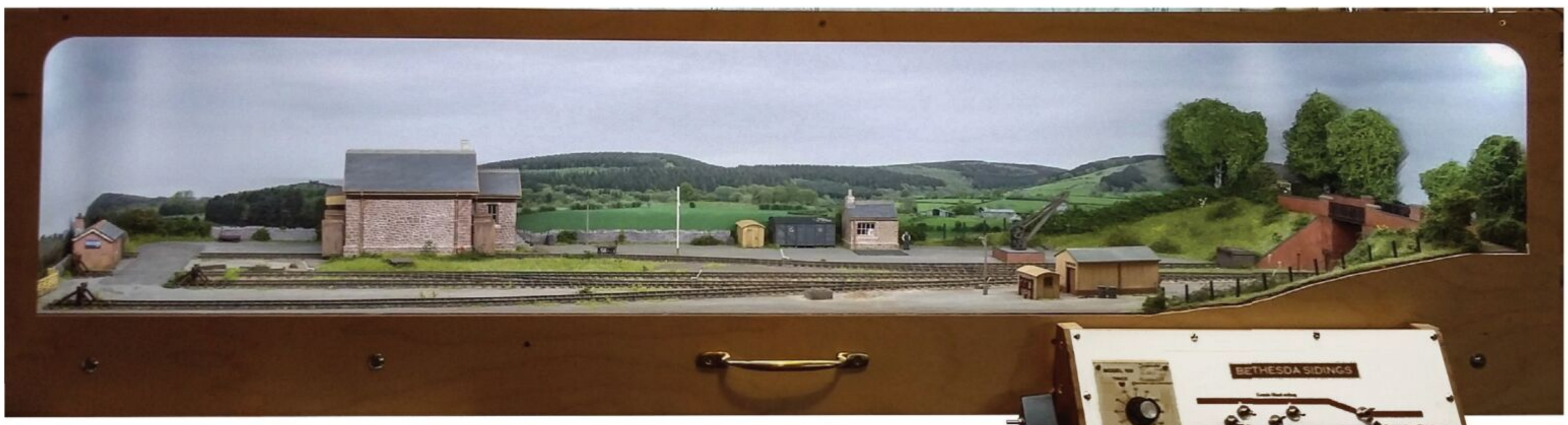


7418 of Hereford shed arrives with a short goods working. The loco features a modified Bachmann 64XX body on a High Level chassis.



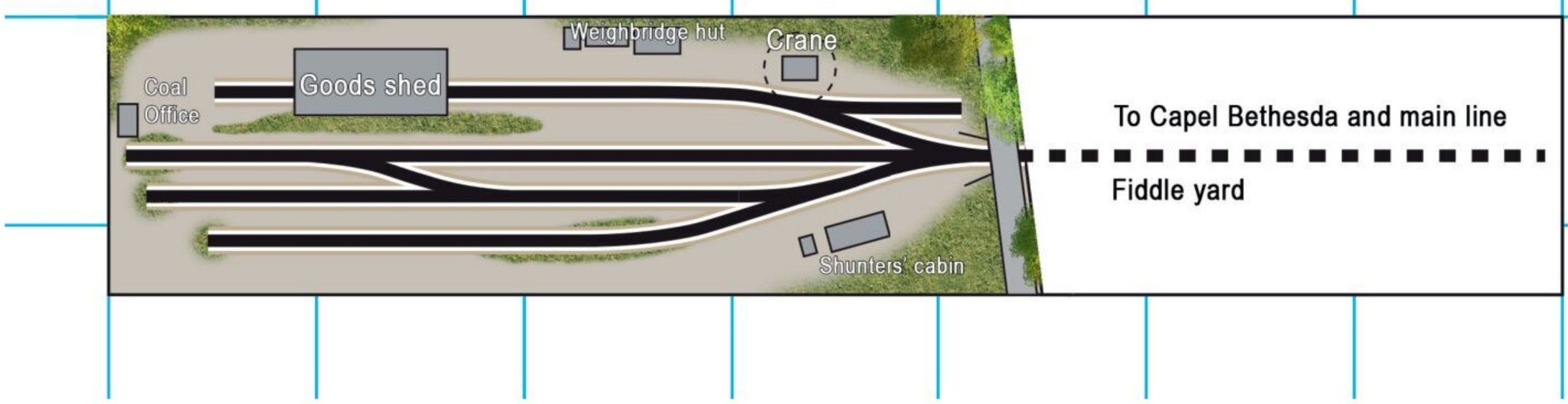
Sentinel 0-4-0 *Llanddewi No.2* is seen shunting in Bethesda yard, the train including a tanker containing fuel supplies for the military stores depot. The loco is the standard Model Rail product.





Trackplan

BETHESDA SIDINGS



HOW TO...

IMPROVE MODEL SIGNAL BOXES

Words & photography: Phil Parker

Kit-built or ready-to-use? Phil Parker explores common options for modellers of all abilities, with a guide to improving these ubiquitous lineside structures.



In 1948, British Rail inherited more than 10,000 signal boxes from the Big Four companies. The huge number required meant that you wouldn't travel very far on the network without seeing several examples. From the steam-era and early diesel-era modeller's perspective, in particular, this means these are buildings few of us can avoid on our layouts.

The different railway companies employed a variety of designs, something that can fool the unwary modeller who doesn't look at their prototype. A cast-concrete Southern Railway box would look incongruous on a line set in Scotland where wooden structures with battens across joints were the order of the day. Many companies had a distinct house style, so prototype research is required, not least because designs evolved over the years.

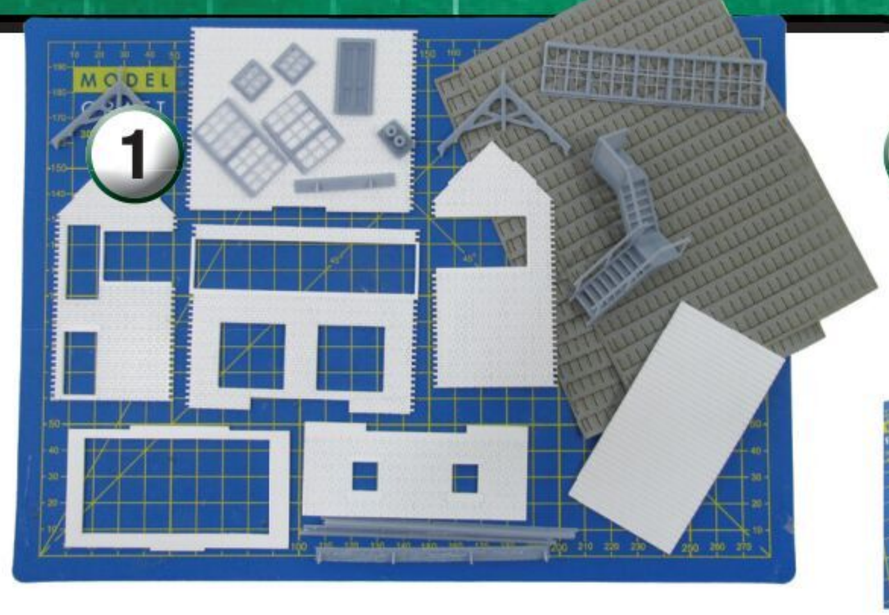
With their large windows crying out for interior detail, scratch-building a signal box is a job for the brave, or someone who really must have a very specific structure for their line. For the rest of us, we can look to the kit manufacturers or even ready-to-plant structure manufacturers to do the job.

Signal boxes have been available as kits for many years. Airfix started in 1959 with its modest plastic model based on Oakham, in Rutland, but there have been many others in both plastic and cardboard form since then.

In the 21st century, laser-cutting has allowed cottage industries to produce short-run models of more obscure prototypes with far greater prototype fidelity than in the past. There's no need to be nervous about building these as I show here. A good designer will make sure all parts slot together, only requiring a little solvent to fix them together.

If that doesn't appeal, then ready-to-plant models from several sources are available, but they suffer from empty insides. Fortunately, this isn't difficult to rectify, and the model will look all the better for it.

Even if you don't build either of the models here, the techniques, especially the interior kits, will be of use to you when contemplating building the ideal signal box for your layout.



Dexter's Cove kit is made up of laser-cut ABS plastic parts with 3D-printed detail parts and laser-cut tiles for the roof. The one-piece stairs are particularly impressive. It represents a NER C1 box built between 1870 and 1892. There were many boxes built like this with minor variations in design.



ABS is a particularly hard plastic that needs a special, very active solvent. Normal plastic cement or liquid glue won't work. All the walls slot together using the castellated ends for location and the liquid solvent is applied inside the joint with an old paintbrush.

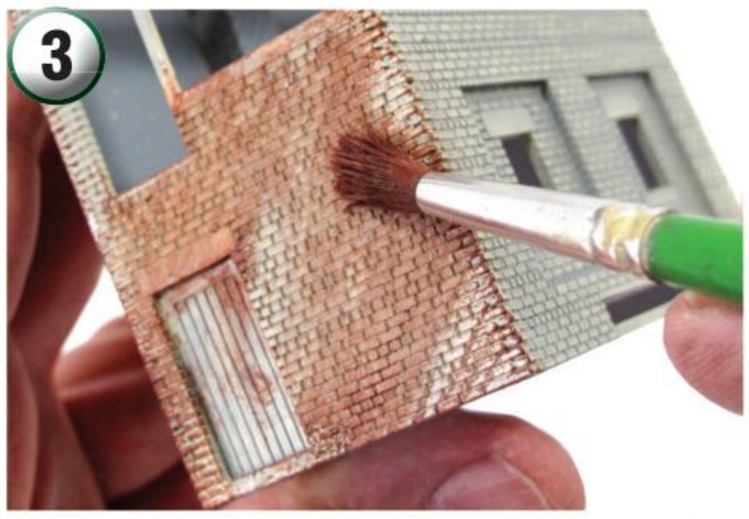
SHOPPING LIST

Dexter's Cove Models
NER C1 type SignalBox (130 x 60 x 105mm)
W: *www.dexterscove.com*

Severn Models
(D10) Signal Box Interior
W: *www.severnmodels.com*

Oxford Structures
GWR Signal Box (136 x 58 x 98mm)
W: *www.oxforddiecast.co.uk*

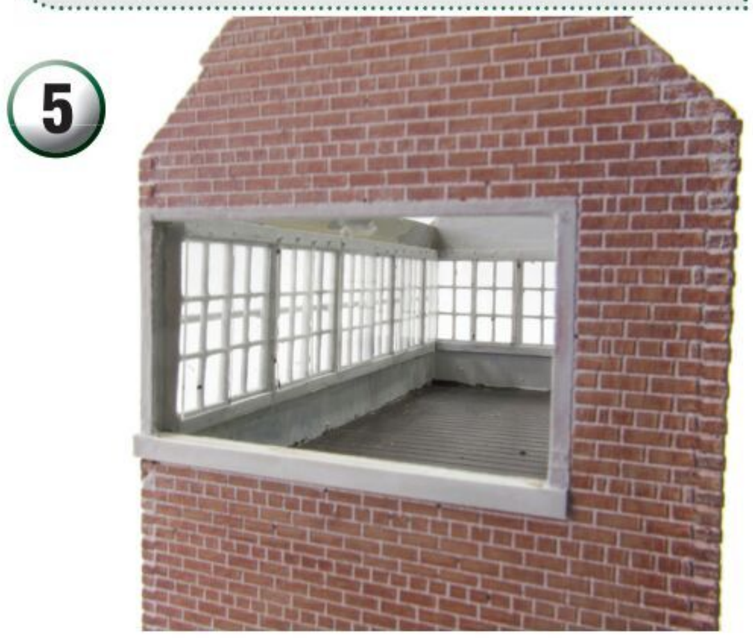
Ratio
(553) Signal Box Interior



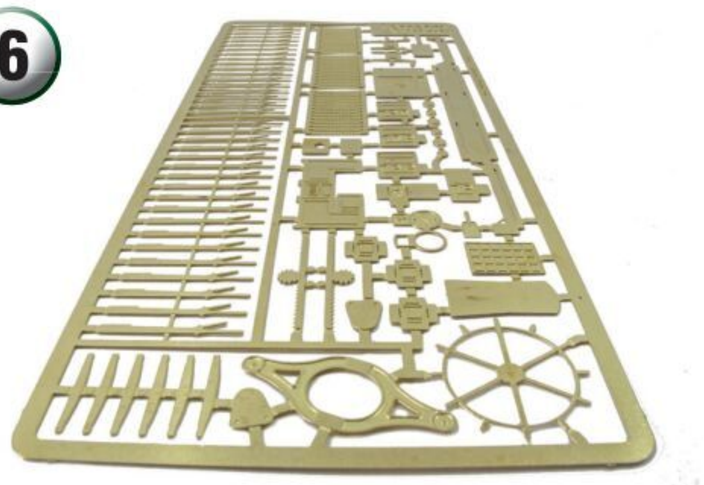
I keep painting simple – just scrubbing some Humbrol No. 70 Brick Red over all the sides. It's not quite dry-brushing as I'm not worrying about the colour getting into the mortar lines as this will be covered in the next step. My aim is to produce a variety of shades rather than the nice, tidy paint finish we normally aim for. You can see I'm not using my best paintbrush for a start!



Once the paint is fully dry, the mortar lines are filled with DIY store wall filler. Splodge it on, then scrape off the excess. Once touch dry, give the wall a good rub with some paper kitchen towel to remove any filler from the brick faces.



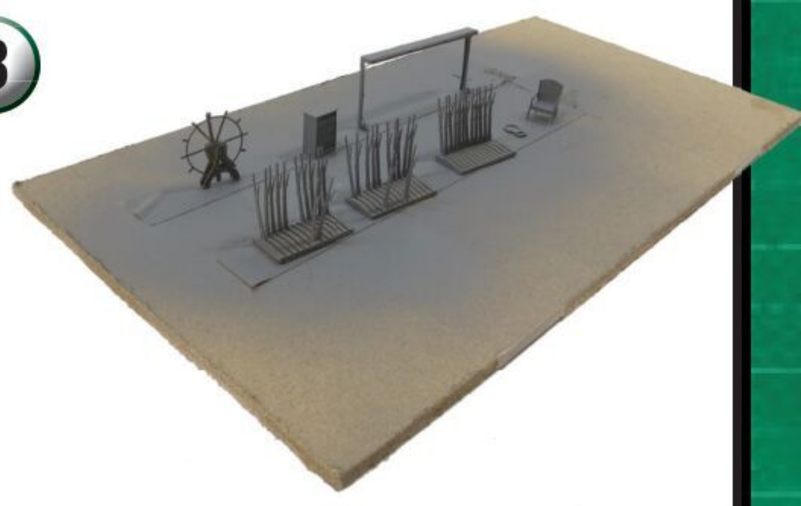
Windows are glazed with clear plastic fixed behind the bars using Deluxe Materials Glue'n'glaze. It's a white glue that dries transparent. Don't be tempted to use superglue as the fumes are attracted to any finger grease on the plastic, fogging it.



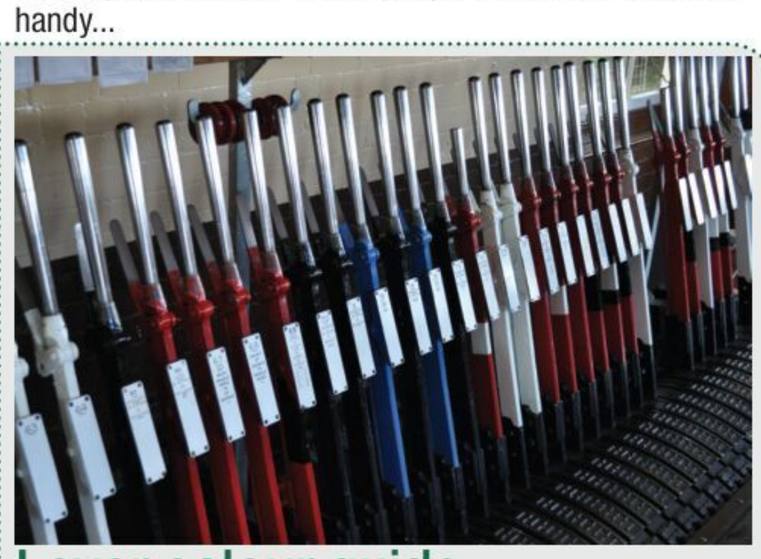
For the interior, I'm using an etched brass kit from Severn Models. There are a lot of bits here as you need to be able to tailor the fittings to the signal box you are building. Assembly is with superglue, which proved to be handy...



Signal levers should be fitted in the frame with the catch handle away from the signalman when they are in the 'on' position – that is pushed away from him (when signals give a clear road, they are referred to as 'off'). The sharp-eyed will notice that I have assembled mine the wrong way around. Fortunately, superglue debonder allowed me to take everything apart for another go, but not until I'd painted them!

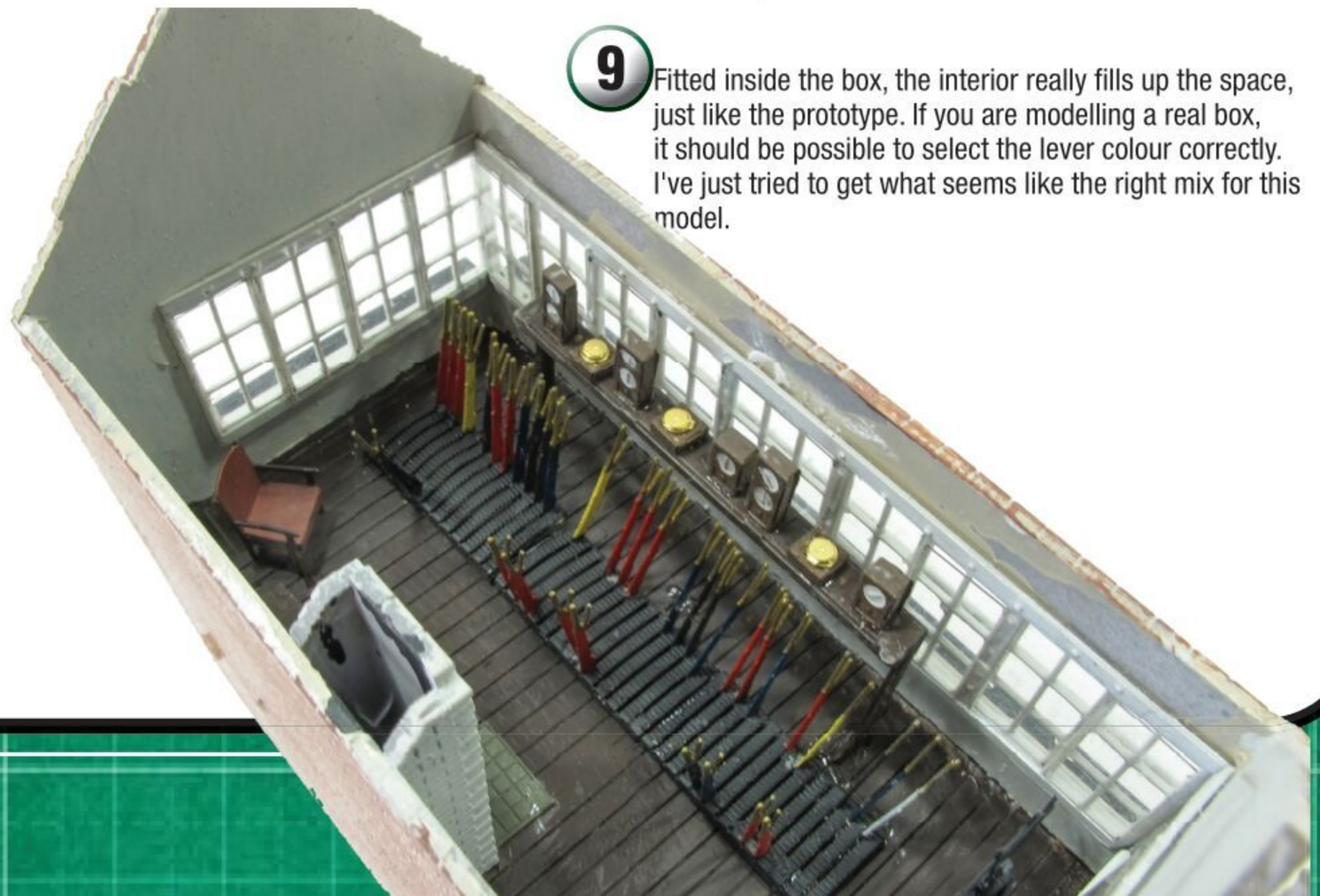


Etched brass should be primed before it is painted, and spraying the metal with a car aerosol primer is the best way to do this. Attaching the fittings to a board with double-sided tape makes this task a lot easier. Once dry, everything can simply be peeled away from the board.



Lever colour guide

Red: Home/starter signal
Yellow: Distant signal
Black: Point
Blue: Facing point lock
Brown: Gate mechanism, if fitted
White: Spare



Fitted inside the box, the interior really fills up the space, just like the prototype. If you are modelling a real box, it should be possible to select the lever colour correctly. I've just tried to get what seems like the right mix for this model.

10



Any signal box needs a signalman (a signaller on today's railway), and in the Dapol pack of Railway Workmen is this man levering a rail. Remove his tool and he'll be perfect for a job inside the box.

11



The roof is located using a few holes in the ends, and the chimney stack slots into a third one half way along the back. Superglue the 3D-printed barge boards under the eaves. I've chosen to keep the roof loose as it would be fun to fit some lights inside in the future. To strengthen the joint, a strip of plastic is fixed along the ridge, but this wouldn't be needed if the roof is glued down.

12



Tiles are supplied as self-adhesive strips. Line the first up with the edge just over the bottom of the roof, then add the others using the tops of the cut between each tile as a guide. Plenty of spare tiles are provided in the kit, easily enough to do another small building. Although a pretty accurate colour, I give them a coat of Humbrol No. 66 Olive Drab, dry-brushed with No. 67 Tank Grey.

13



The finishing touch is a bit of weathering to tone the bright mortar down. This is nothing more than a wash of thinned emulsion paint. A mix of grey and brown randomly splodged on, then wiped away gives a bit of colour.

Oxford Structures GWR signal box

14



Oxford Structures' GWR signal box arrives ready-built and painted – you could place it straight on the layout as it is, but I can't help but tinker with any model, even one as good as this. Not a specific prototype, this is a typical box designed to fit in with most layouts.

15



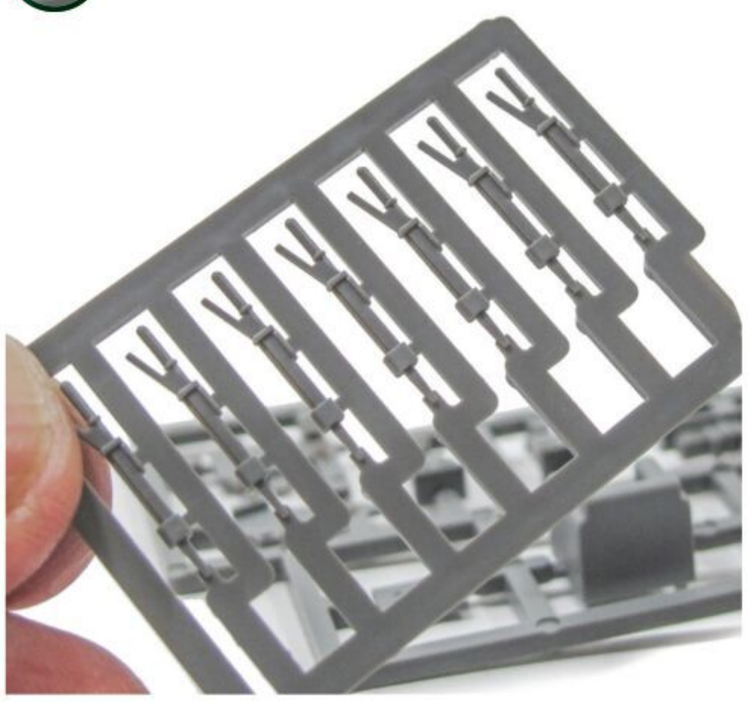
All makes of resin building present a challenge for modellers looking to fit an interior. The walls have to be thick enough to extract the model from a mould, and the insides aren't perfectly square.

16



First, we need a floor. This one is made from 2mm thick cardboard and cut to slip inside the model from the bottom. I've taken the floor level from the balcony, which seems to be about right looking at the levers relative to the windows.

17



For the interior detail, I'm using a Ratio plastic kit. Like the Severn Models' one, there are a large number of parts so you can customise the layout to suit your model.

18



Everything goes together with normal plastic cement. The thick walls mean floor space is limited, but viewed through the windows, no-one will notice – they will see that the box has an interior, and that will be enough.

19



For a steam-era signal box, the outside is far too clean, but brushing weathering powders over the surface sorts this out. The powder clings to the walls well enough not to need any fixative. Once in place, the model won't be handled anyway, so the dirt won't wear off.

Inside Banbury North



Banbury North signal box was decommissioned in July, 2016. In the weeks before it was demolished, Network Rail organised a series of enthusiast tours providing the chance to see one of the last traditional signal boxes as it would have been while operational.

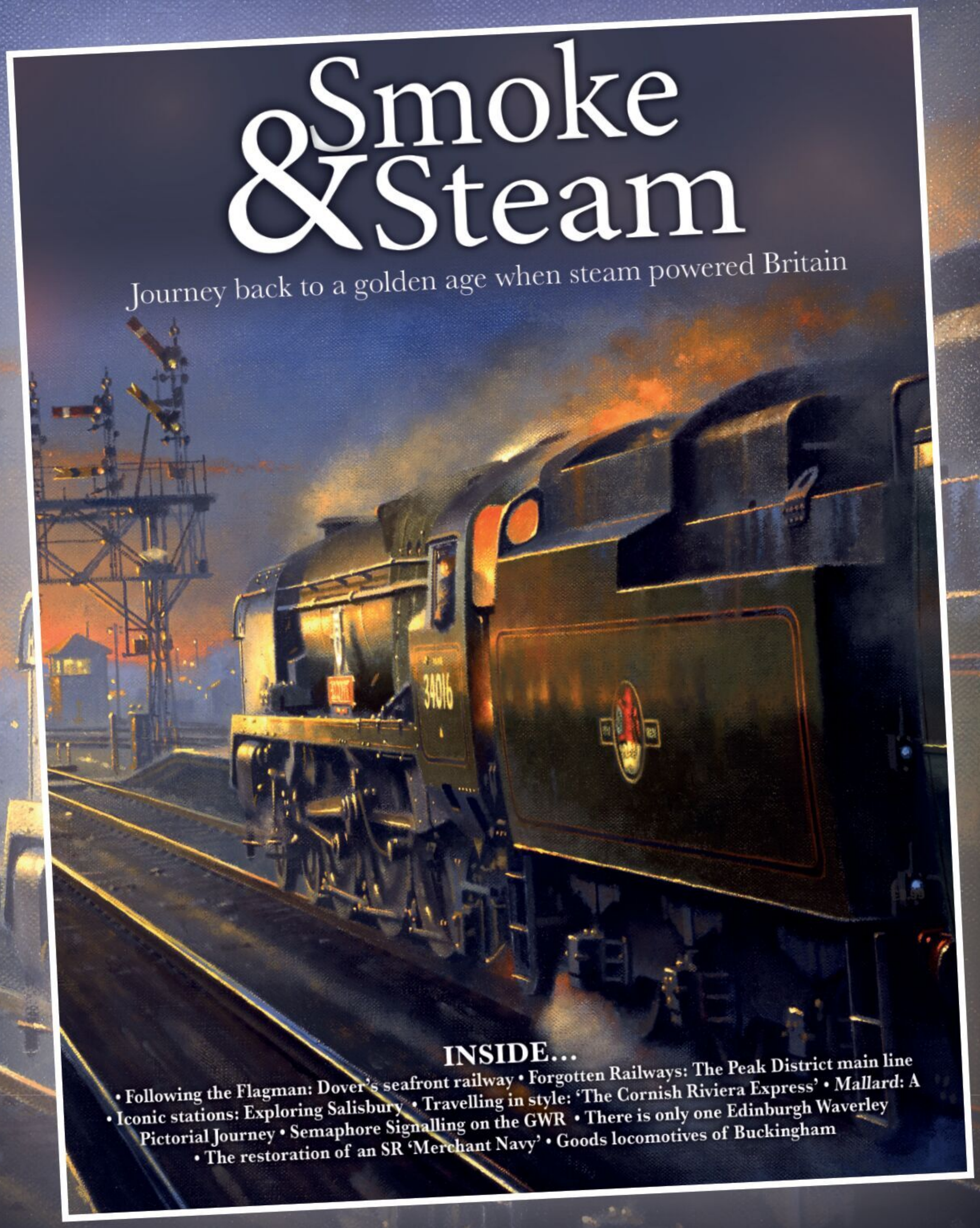


We all know the main feature of a signal box is the lever frame, but above these you find a shelf with different instruments and bells. This device tells the signalman if the line is clear and would be connected to another box up the line.



In winter, the most important feature would be the fire or stove. All that single-glazed glass and a draughty building needs heat, and this is it.

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INBOX

Q&A, LETTERS and PROJECTS

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

NEW LAYOUT PROJECTS







Since Christmas, I have been working on a few buildings for forthcoming projects. I have decided that this year will see the building of not one but two small layouts. Going out of my comfort zone, I will be trying to capture the character of 1950s Anglian branch lines.

Keeping with my sheep theme, the first will be 'Outwool' – a goods-only terminus based on the 'Wisbleat and Upwool' tramway. The second will be 'Lambton', a very rundown ex-Great Eastern terminus. I decided to start with the buildings.

As ever, I looked to the ready-to-plant buildings offered by Hornby and Bachmann. For 'Outwool', the main office is a large brick-built weighbridge from Hornby with a smaller weighbridge building, again from the manufacturer, acting as a smaller office. For 'Lambton', the main station building is the Hornby Butterley waiting room.

A usual, I wasn't satisfied with using the buildings out of the box. With the brick buildings, variation was added to the individual slates using various shades of grey enamels and acrylics. The ridge tiles were picked out in a brick red enamel. Doorsteps and sills were painted in cream enamel. Doors and gutters were picked out in a red-brown acrylic. All were sealed with a matt varnish before weathering with powders. Shading was applied to the roof and the window and door openings using black powders before general weathering using smoke and dark earth powders. A notice board was added to the main office buildings.

The timber building needed a different approach. Each plank was worked on with sharp tools. Grooves between the planks were deepened and edges distressed. The woodwork was then repainted in cream enamel. Doors, gutters and other woodwork were picked out in red brown acrylic. The brickwork at the base of the building was repainted brick red from the original grey, to match the chimney, which was left alone. A few bricks were picked out in different shades for variety. Each plank was painted individually as was each brick and slate. I wasn't too worried about the finish as the weathering would come next.

Shading and weathering to the roof was done as per the brick buildings. It was the wooden walls that took the time, weathering each plank in turn using various colours of powders to give what I hope is a thoroughly down at heel look to it all. Doors were weathered, the colour described as iron oxide to suggest worn panelling. This was also applied to the gutters and other wood work. Window frames were dusted using dark earth powder to tone down the original white paintwork.

Once happy, all was sealed with matt varnish. The doors were slightly buffed to provide a hint of gloss paint and door knobs were pencilled in. A few notice boards finished things off.

Rob Gunstone

YOUNG ENTHUSIAST





Hi BRM, I am 16 years old and for as long as I can remember, my dad has always had a model railway and has been into the hobby since he was a child. When we moved into our new house in February 2019, he helped me build my first continuous layout, which I have named 'Cottingley Railway'. Some of the locomotives are not in prototypical liveries, but they all have their own names, like a rip-off Thomas the tank engine. It is nowhere near as detailed as some of the layouts you feature in your magazine. These are all the custom-built locomotives I have made, with a coach (back left) and a (half) cargo ship.

Nicholas Beard

METCALFE INSPIRATION

I was interested in the feature on the Metcalfe cottage in BRM recently. I bought my 79-year-old partner Pam Lander, this kit as a fun Christmas present because she knew of it as her parents lived in Lacock. She enjoyed building it and has added extra detail.

Neville Brown

Phil Parker replies: This is a terrific model. I like the climbing plants and think the street light really adds something to the scene. Odd how a single detail can make such a difference. More importantly, we can see how a simple card kit can be personalised by the builder to really make it special.



COLOURING COMPETITION



Last month we teamed up with Hornby and tasked our younger readers to put their colouring skills to the test for a chance to win a model of Hogsmeade station. We've been overwhelmed with the response and we'd like to thank every one of you who sent your photographs in.

Congratulations to Max (aged 7) for his fantastic creation (pictured above), you are our winner!

LOCKDOWN TREES

Here's a group of photographs depicting some cameos created on my 'Luke Street' OO gauge layout that never leaves the railway room. These have been created while in lockdown. I made the trees – practice makes perfect! I will get better at making them. I have now planted six at the front of the layout and they look OK, although I will let readers decide. The photographs are a nod to Last of the Summer Wine. The figures are excellent poses from the Pendon Collection. The telegraph pole went with them to the pub, having reviewed my photographs…

John Giusso





V2 CONVERSION



Having read Tony Wright's excellent article in the Spring 2021 issue of BRM on building a 3D-printed V2, my desire to improve my three Bachman V2 models was rekindled with the thoughts of maybe getting hold of some replacement parts from the supplier mentioned in the article.

Reference to the internet soon found the Shapeways website, and just as I had hoped there, other than the complete V2 body kit, was a small fret of parts for enhancing the existing plastic body for just £9.18. Imagine then my disappointment when I saw that the postage was over £14.00. It was at this point I realised I was looking at an American Company showing all the items for sale in pounds and pence.

After correspondence with Mr. Wright, he very kindly offered to supply me with a cast white metal dome of correct dimensions from his own collection. This was a 247 Developments (D017) streamlined dome. This was exactly what I had been after for ages because the dome on the Bachman model is too small and flat.

After separating the body from the chassis, I carefully started to scrape away at the offending dome on the plastic body, using a scalpel fitted with a new number 11 blade until I had made a hole in the top. Once the hole is cut it is then much easier to gently slice away the soft plastic using the scalpel taking care when using such a sharp instrument.

Checking regularly to make sure how the replacement dome would fit, I finished off the hole using some very fine files, until it reached the correct size. The new dome was then glued in place having first been painted to match the locomotive. After that, the locomotive was fitted with cylinder drain cocks made from brass wire, a set of lamps and a vacuum pipe. Finally, a soft weathering was applied to the locomotive using an airbrush and some powders, to give it a more authentic look.

I hope you agree, it's worth doing.

Dave Richards

LAYOUTS FOR CARE HOMES?

These unprecedented times have been particularly difficult for the growing number of older people living in care homes, unable to have regular visits from their loved ones. My mother, who is living with dementia, is now a care home resident, and I know her home is trying hard to find new popular creative activities for the residents. It seems to me that a model railway would be a great addition to the schedule – many older residents enjoy anything that reminds them of their younger days, and which prompts memories of days gone by.

Surely this is a great opportunity for local clubs to get involved with care homes in their area? A layout themed around the local region, featuring the railways of the 1940s or '50s, could also include models of well-known independent shops or local landmarks as well as road vehicles of the period which could get residents reminiscing

For larger homes with suitable space, it could be a permanent layout that club members operate on a regular basis – or a small portable layout could visit several residential facilities on a regular rota basis. A great way for modelling enthusiasts to contribute to their local community!

Graeme Bell



HOW TO...
MAKE HANDMADE TRACK

Words & photography: Geoff Taylor

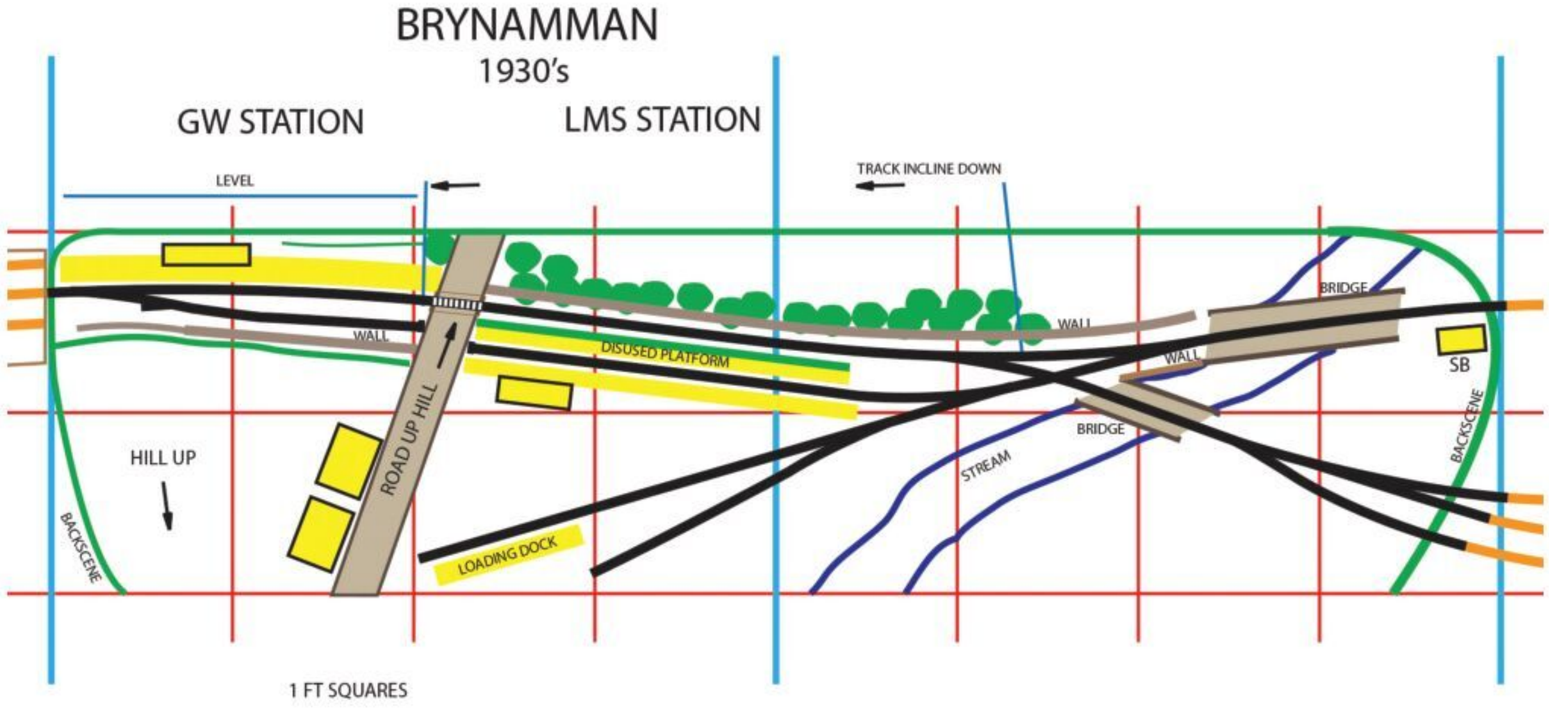
Producing custom track offers many benefits and can prove easier than anticipated for newcomers. Geoff Taylor outlines his experiences using the range from C&L.



My new layout is called 'Brynamman' and will be modelled in the era of the 1920s-1930s. Although nothing remains now, it had two stations, one GWR and the other LMS, which was formally the Midland Railway.

In Midland days, it was on the Swansea Vale Railway from Swansea St Thomas station and situated at the furthest northern part of the line in the lower reaches of the Brecon Beacons. The GWR station was the furthest station north from Llanelly on that section. The two stations, although in the same village, did not have through trains, but terminated at either side of a road bridge. One connection line linked both, which was on an incline up from the GW station to the Midland side, but it was only used for goods traffic to the tinplate and brick factories on the Midland side and the occasional goods train to the exchange sidings of both railways. Coaching stock was banned due to the very tight clearance of the road bridge.

For my main layout, called 'Barmouth



Junction', I used SMP plain track and handmade points, but when Penmaenpool station, another part of the layout, was constructed, I used individual chairs, bullhead rail and handmade points on ply sleepers.

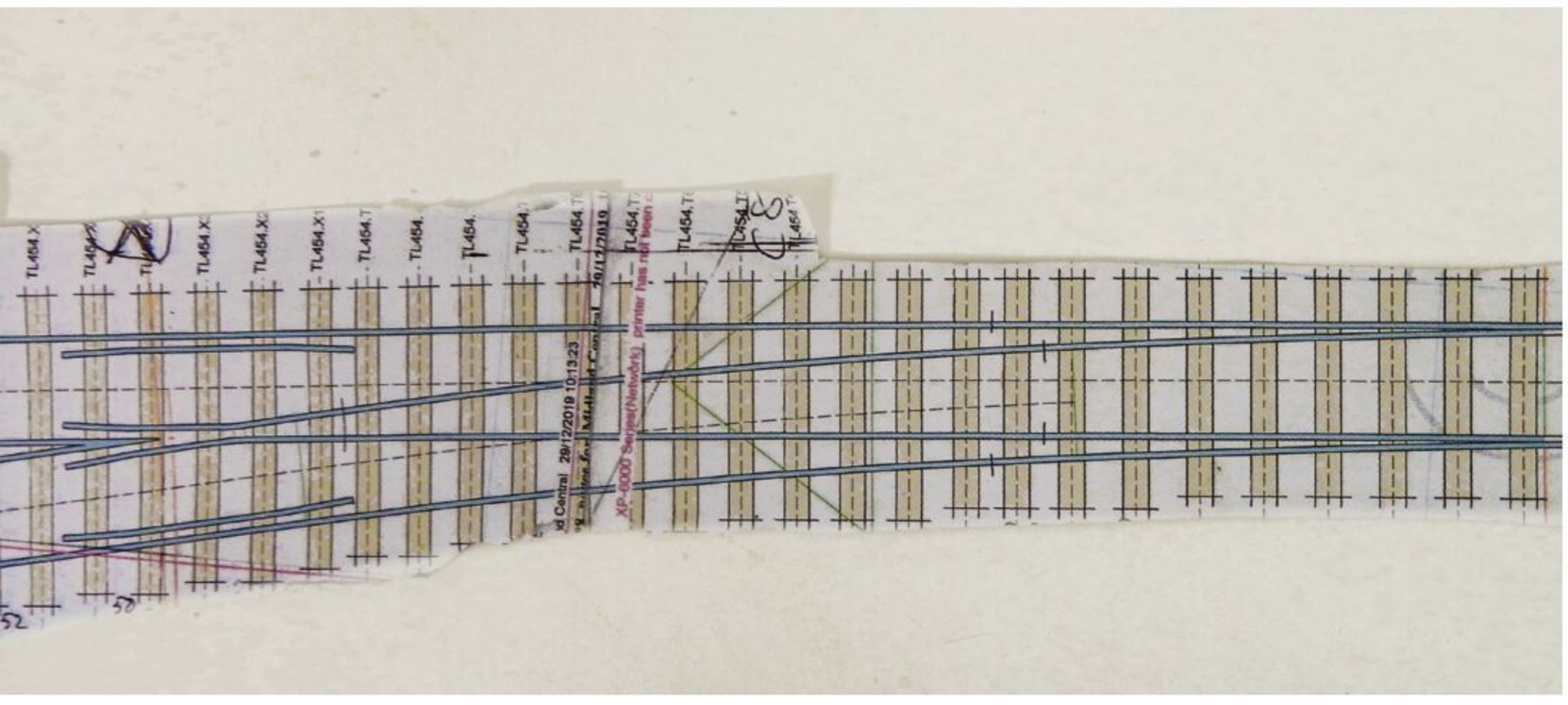
I made up all the plain track, so for this layout, I wanted trackwork to be as good as that. I downloaded the Templot software, but couldn't get the hang of it, so asked two friends if they would be interested in doing it for me. Between both John Miles and Brian Hanson, the trackplan was done from my scale plan of the layout and I printed off the A4 sheets and taped them together, using the various lines on the plan to line everything up. After cutting the excess paper off, it was placed on the already made baseboards to see how it all fitted. A few minor adjustments later and it worked in the space available. I printed off extra copies of the pages that had points on, so they could be pasted onto individual boards to make up the points separately from the layout.

I chose the C&L components of bullhead rail, individual chairs and slide chairs. Rail joiners were the really nice new Peco bullhead metal ones and the insulating ones were plastic ones from Exactoscale.

The sleepers were all drawn up on the computer with different lengths, according to the Templot design and then cut on my laser machine in 0.8mm ply.

For the chairs, I had to order two-bolt ones for the GWR and four-bolt ones for the LMS. I miscalculated the quantity of chairs needed for the LMS side and so had to put in another order for more! In total, I used 1,750 and for the GWR, used 250. Butanone liquid solvent was used to glue them to the sleepers and a bottle and a half was used for all trackwork.

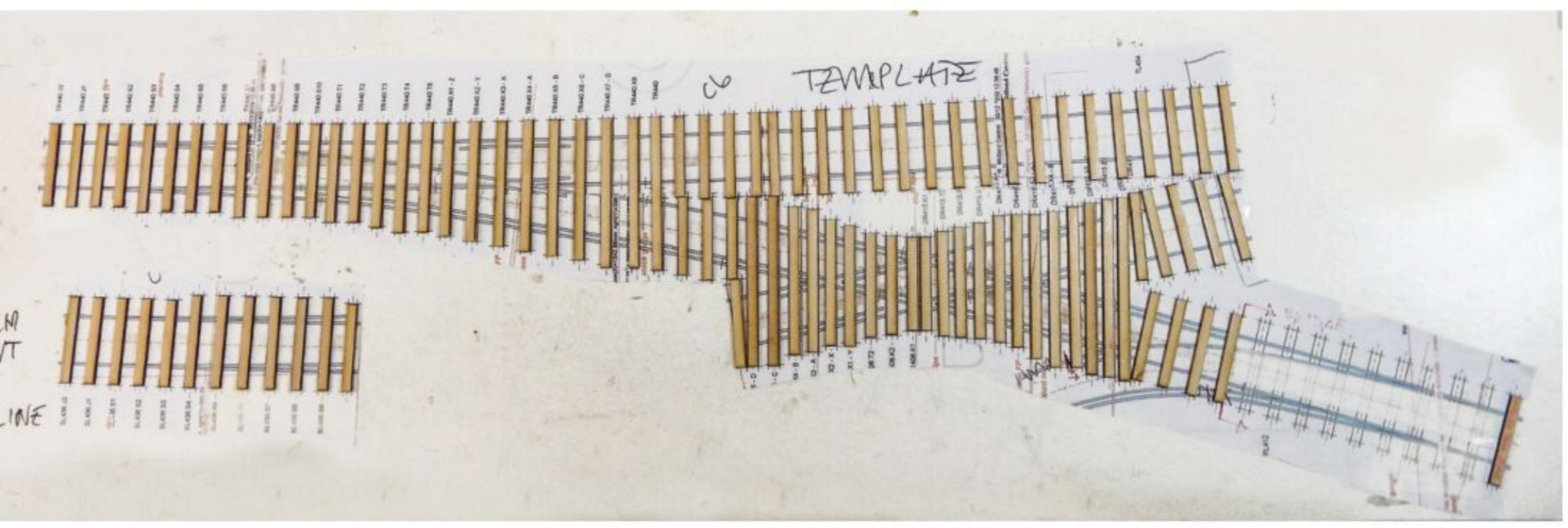
A set of roller track gauges was also bought from C&L and a friend lent me his jigs for the making of blades and vees.



A start in making the pointwork for my new layout was made and the first bit was to spray glue the point templates to some melamine board, which is nice and smooth. I thought that by using this type of spray they would come off the board easier, but more on that later...



Each point was made up of various sleeper lengths and by marking each one on the edges of the plan, I could see how many of each size would be needed. This also applied to the plain track, but obviously, they would all be the same width. Having counted each size up, I then drew them out in Adobe Illustrator on the computer and cut them on the laser machine in 0.8mm ply. Each size was bagged up and labelled ready for use.

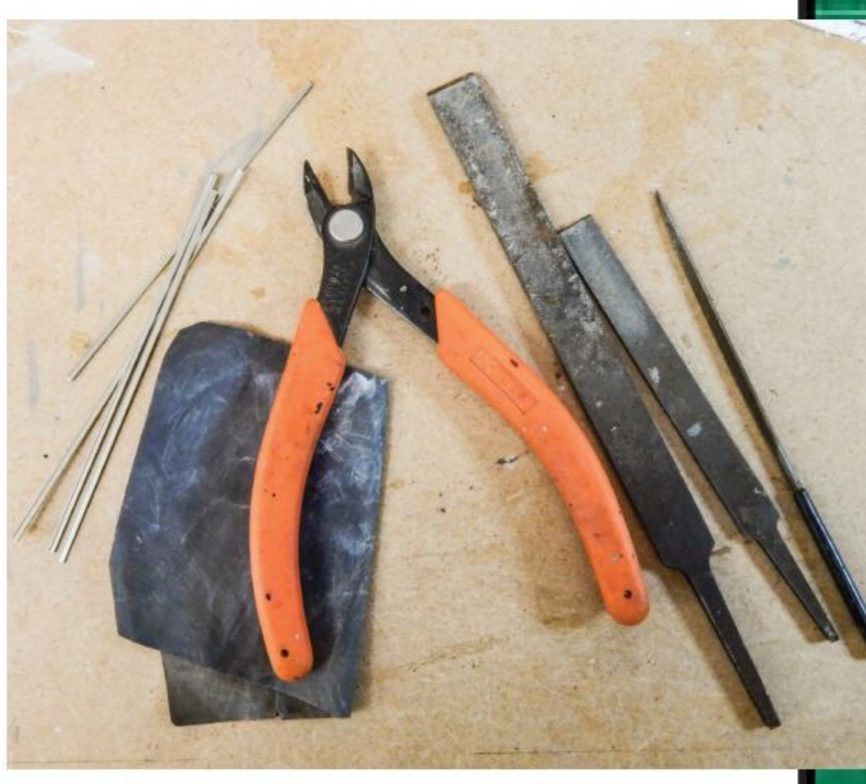


The sleepers were positioned on the plan using strips of double-sided tape, but if I was going to make any more in the future, I would probably glue them down with a thin layer of PVA, to make them more secure when taking the whole plan with the point, off the board.

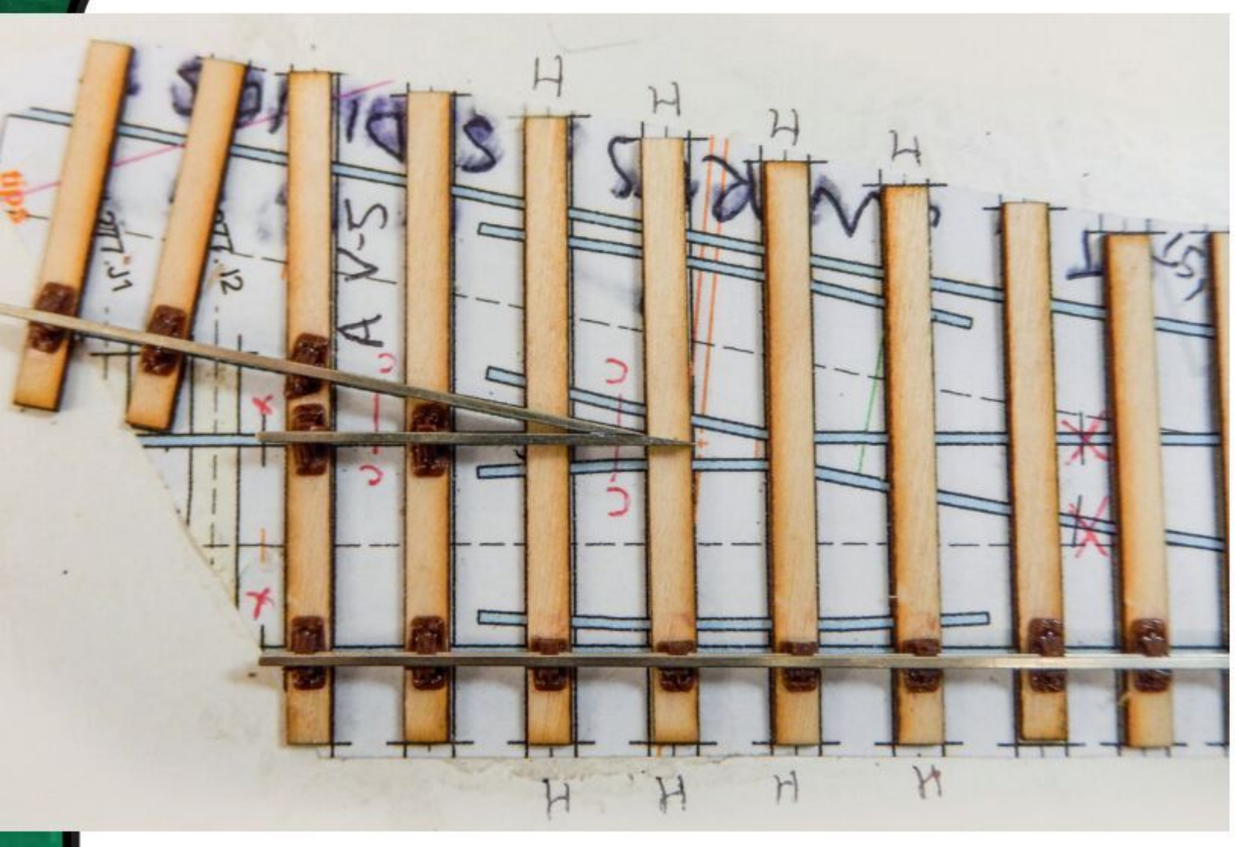


This was also an excuse to buy a new 25W soldering iron, as my old one had seen better days. I already had a reel of solder and some Carr's liquid flux, which I'd had for some years and hadn't used. I have to say that I don't like soldering and I'm not that good at it, but I just about get by when a soldering job is needed.

I was going to buy some ready-made point blades and vees, but they work out quite expensive. Borrowing some jigs from a friend allowed me to see how the angles and blades could be made. I also experimented with making blades and vees without using jigs and I was pleased with the result, using a few different files to get the desired finish.



I had to start constructing my first point. I've always wanted to try this and never got round to it, so it was going to be a learning curve. Before starting though, I had a look at various sites on the internet to see how people made theirs and came across a few different ideas. Some gave a long list of tools needed, but as I didn't have most of them, I used what I had and, in the end, it worked out well. You really don't need to buy lots of tools and spend a lot of money to make these. I used a fairly big file, a medium one and then a smaller finer file, along with some needle files for the final tidying up of the rails. Also, a track cutter, scalpel, fine grade emery paper, tweezers and some clips for holding rail in place when I ran out of hands! Then, for holding the sleepers onto the template, a roll of double-sided tape.

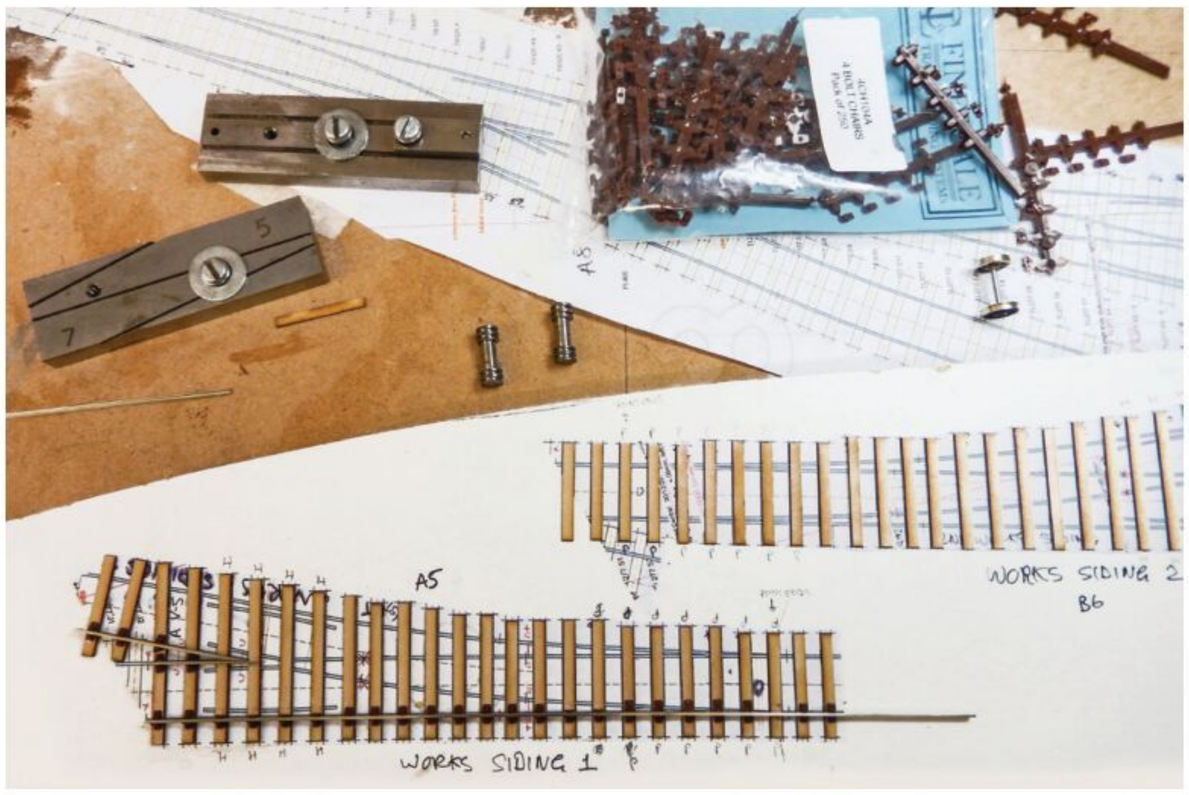


The next job was to cut a length of bullhead rail for one side. For points on a straight bit of track, it would probably be easier to cut the straight bit first, then fix it using a straight edge, but all my points were curved! I started by gently curving the rail to roughly match the curve on the template. This is easy enough to do by holding the rail in one hand and by using finger and thumb with the other hand on the rail, moving quite firmly up on a curving nature until it looks similar to the template curve. If too much pressure is used and bending too severely, then you could end up with a kink rather than a nice curve. Once you have a nice curve, the next bit is to thread the chairs onto the rail, making sure that the chair keys are all going in the same direction and on the correct side.

The ends of the rail will need a bit of filing on the base and flanges so that the chairs slide on easier, as too much pressure and forcing them on will split the chair. For this, I used a needle file and some emery paper. It's easier to count how many chairs you will need for a length and then put them in a heap ready. At each end of the rail, the chair keys need to point inwards away from the rail joint, so it's worth remembering that when counting them out.



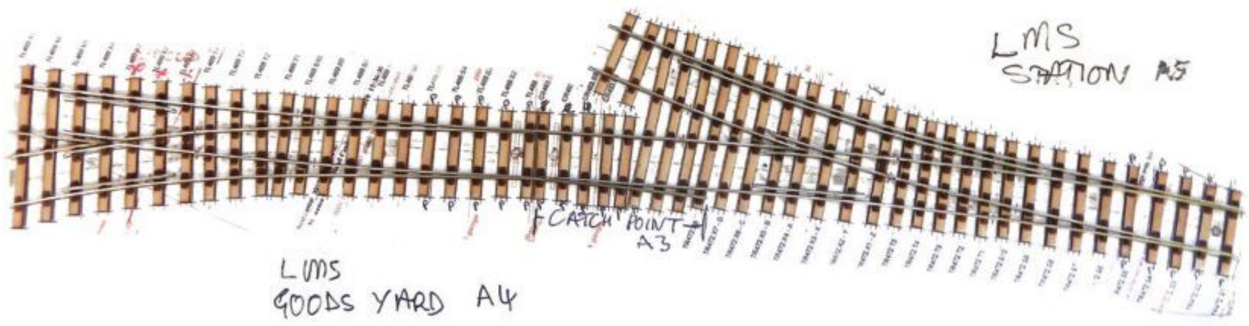
The rest of the point was made up using the gauges and following the template as precisely as possible. I was a bit worried about making point blades, but once I'd made the first one, it wasn't too difficult. I used the jigs for this, which made it easier to file down one side of the rail. It's knowing when to stop filing so that you end up with a thin blade where it will butt up against the stock rail. Too much filing and it disintegrates on the end! Again, I had to curve the rail the same as before. As an experiment, I also filed down a blade without using a jig and although it worked OK, it was harder to keep the blade in place on the bench, but it did work with more effort. To finish off the point, the check rails were made and put in place. Again, a bit of cutting of the chairs on both the outer rails and check rails was needed to allow the check rail to sit and be spaced properly. Each time it was gauged to make sure the correct gap was done for the wheels.



The chairs were spaced out roughly to match each sleeper and then, starting at one end, I glued them with Butanone solvent to the sleepers with a small brush. I did a few at a time and gently pressed the rail to make sure they held and stayed in the correct place. It's best to look as near overhead to the plan if you can when fixing this first rail, which means you can follow the template closely and more accurately, but avoid breathing the solvent fumes.

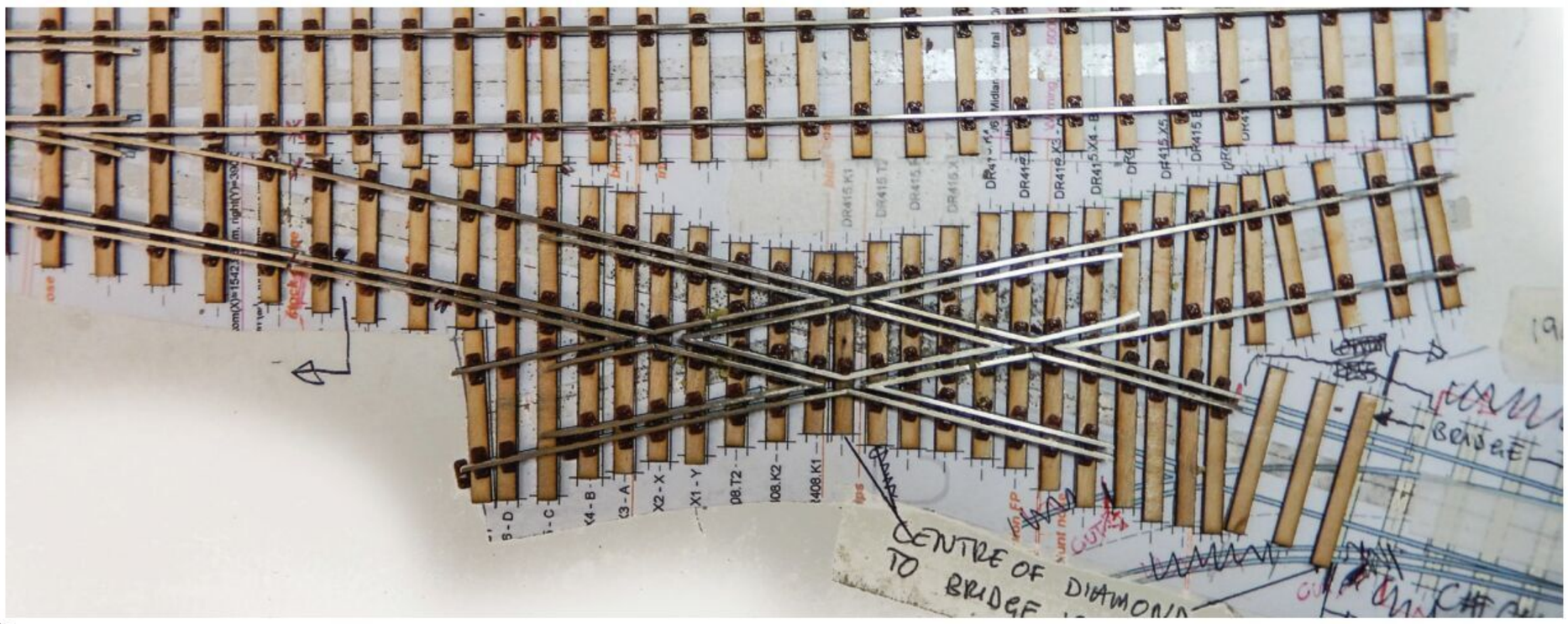
The sleepers under the moving blades have slide chairs and are only fixed on the outside of the main rail, so they don't need threading on. So far, these have been the easy parts of a point, but now the 'vee' had to be looked at. With some trepidation, I put a piece of rail in a jig and secured it before filing it down on one side. It does take some effort to make this, but it's not as bad as first thought. Excess rail was cut off with the Xuron track cutter and I made sure that the length followed the template. I marked the rail with a red felt-tipped pen for this, giving it just a bit more than needed, as it would have to be filed down neatly on the end. The other part of the 'vee' was made the same and chairs fitted and held together so that it could be soldered together. Some of these chairs had to be cut off on one side so that the correct space between the two pieces of rail was achieved.

I used the track gauges to get the correct width before gluing the chairs down. This was not the easiest job to do and for the second point, I placed a small piece of brass sheet underneath the frog and soldered the rails to that, which made it more secure.

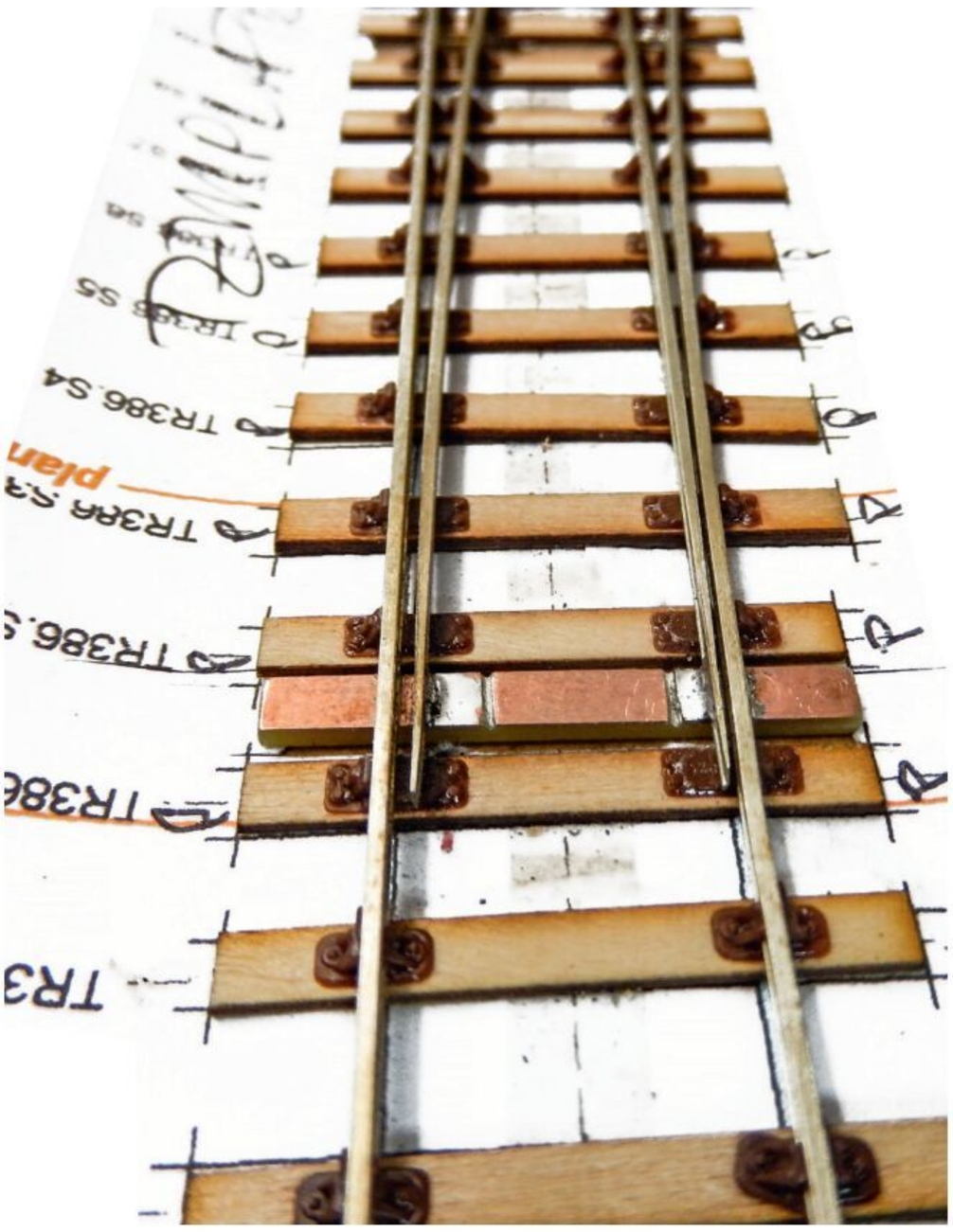


I had my first ever point and it was very satisfying to see that I could make them! I made up all the other points in the same way and then the moment came to take them off the board.

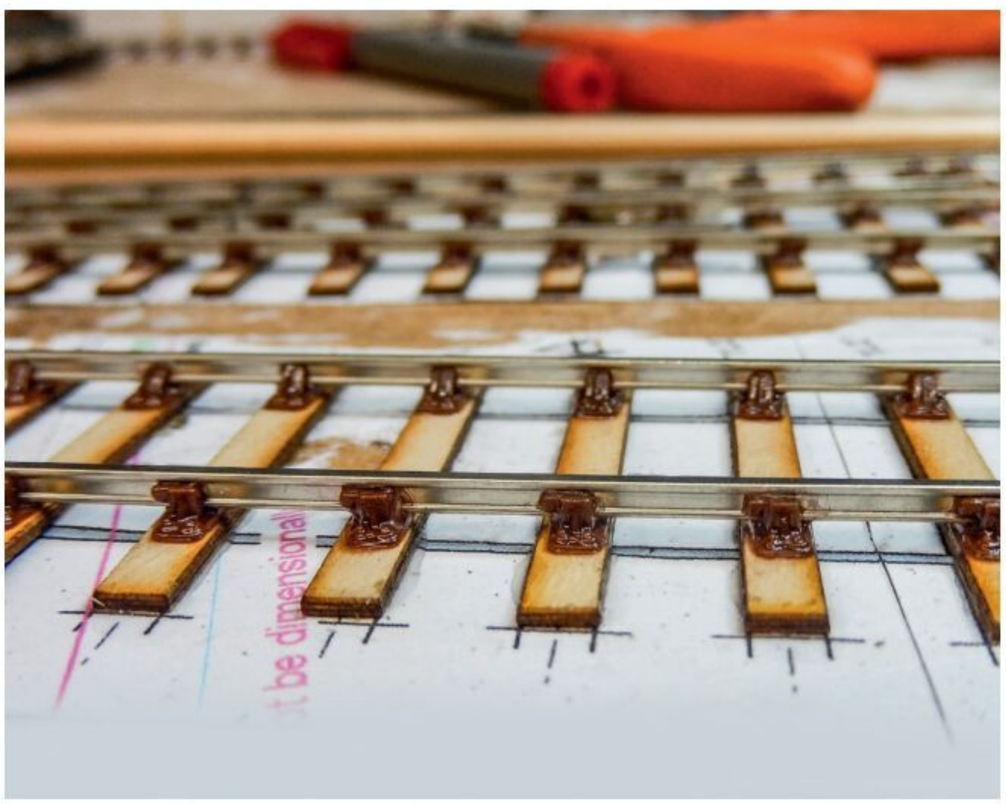
Big problem – I couldn't get the first point and its template off and the glue seemed to have really stuck it down. Water was tried to soak it off and it did come off with some persuasion, but it's not really what I wanted to do, especially as the point seemed to go out of true slightly and some of the sleepers fell off. I found a palette knife in the toolbox and gently slipped it under the templates, gradually going underneath and finally they came off the board complete with templates. That was such a relief!



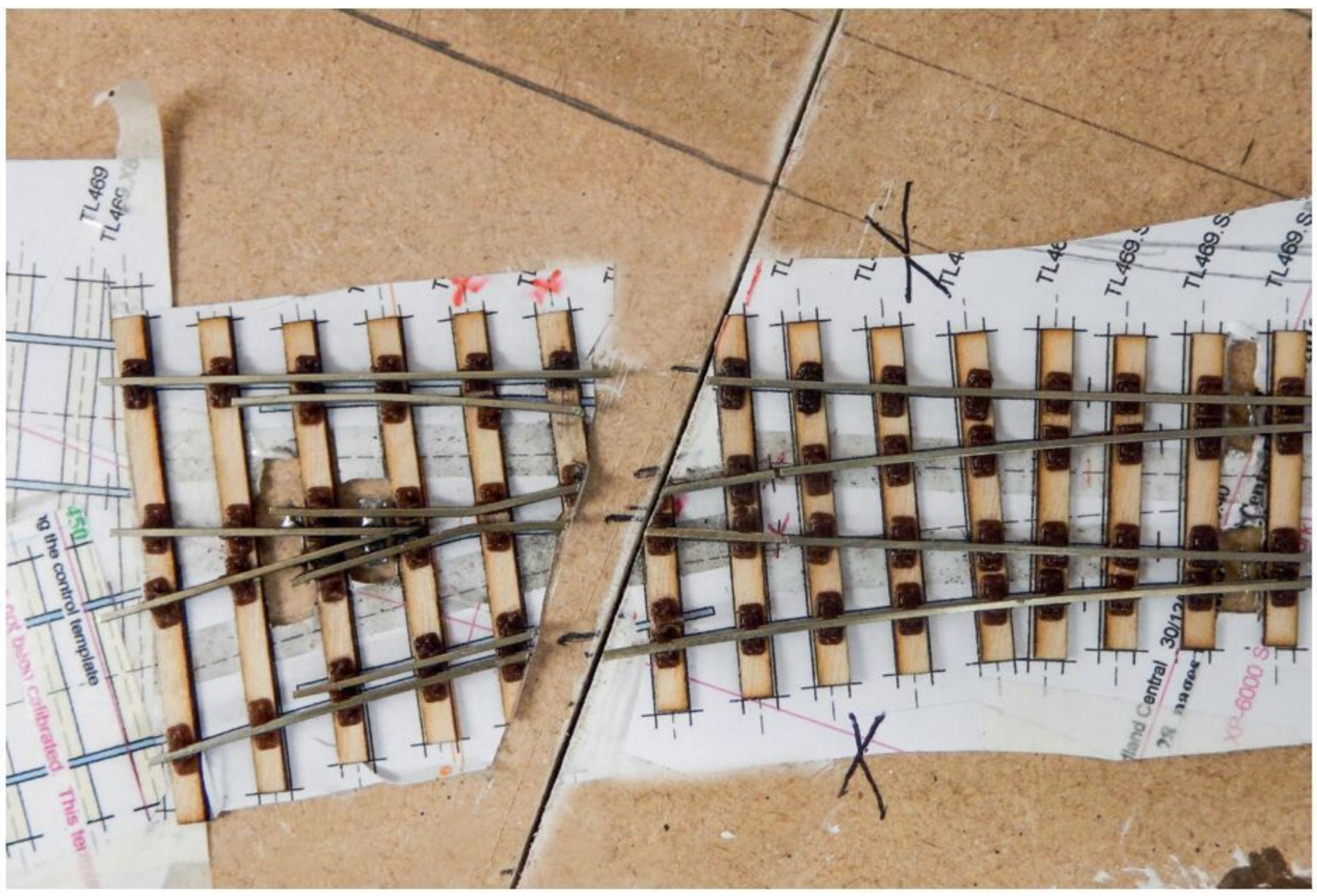
The last piece I made was the diamond crossing and that was a bit harder to make. Although no blades were needed, each bit of rail needed bending at an angle. I did forget to put the insulating gaps in and had to cut the rail through with a Dremel disc cutter, which wasn't really the best way to cut the rail and the gap is wider than I would have liked. You may have noticed next to the diamond crossing, a rather tight curved point on the bridge. This is a catch point on the track from the works, and yes, it is very close to the edge of the stream, but that is what it was like in real life. It's one of those strange but true things.



Now that all the points had been constructed, I had to think about how the tie-bars (or stretcher bars) would be made. Again, I looked at various websites and a few friends gave me ideas, but in the end, I bought some 1.6mm copper clad sleeper strip and soldered the blades to that. A tip from a friend was to put a small piece of tin foil over the stock rail to stop solder getting on it and it worked a treat. A small hole was drilled in the centre of the copper clad sleeper to allow a rod to go through for a motor underneath the baseboard. When using copper clad, the surface has to have a cut in it so that the electrics don't have a short. I actually put two cuts, one either side near the blades.



Plain track is fairly straightforward after making pointwork and it's surprising how much can be done in a short time. This was done when the points were glued down with PVA, with their templates, making sure that everything lined up by marking in biro, marks for the rails and also, a cross, which was made over the point template and baseboard. The remaining plain track templates were glued down and sleepers glued to them. Again, one rail with chairs was glued to the sleepers, following the template rail line. I kept checking for alignment by getting down to rail level and if necessary, giving the track a little tweak to make it flow correctly before it glued completely. The second rail was glued in place using the gauges every five or six chairs and gentle pressure on the rail to make sure it was fixed.



Baseboard joints are a real pain for us modellers and in my case for this layout, a point actually crossed over one of these. After carefully laying out the track and point in question, marks were made to ensure it was in the right place and taped down over the joint. With a red felt-tipped pen, a line was marked across the rails using a straight edge. When I was satisfied, the point was taken off the baseboard and taped to a block of wood and a straight edge was also taped to it, aligning it to the red marks. I cut it through with a razor saw very carefully, not allowing it to slip and damage the tops of the rails. It did take some effort, but I got there in the end and the rail ends were tidied up with a small file, making sure there were no burrs on the rails. As the cut left small pieces of rail near the ends, a small amount of superglue was put on the chairs and sides of rails to keep them in place.



The conclusion to this is that I'm really glad I made the effort to make my own pointwork and track, instead of asking someone else to do it for me. For someone who's only made buildings and scenery, it was another bit of modelling that I can now say I've achieved.

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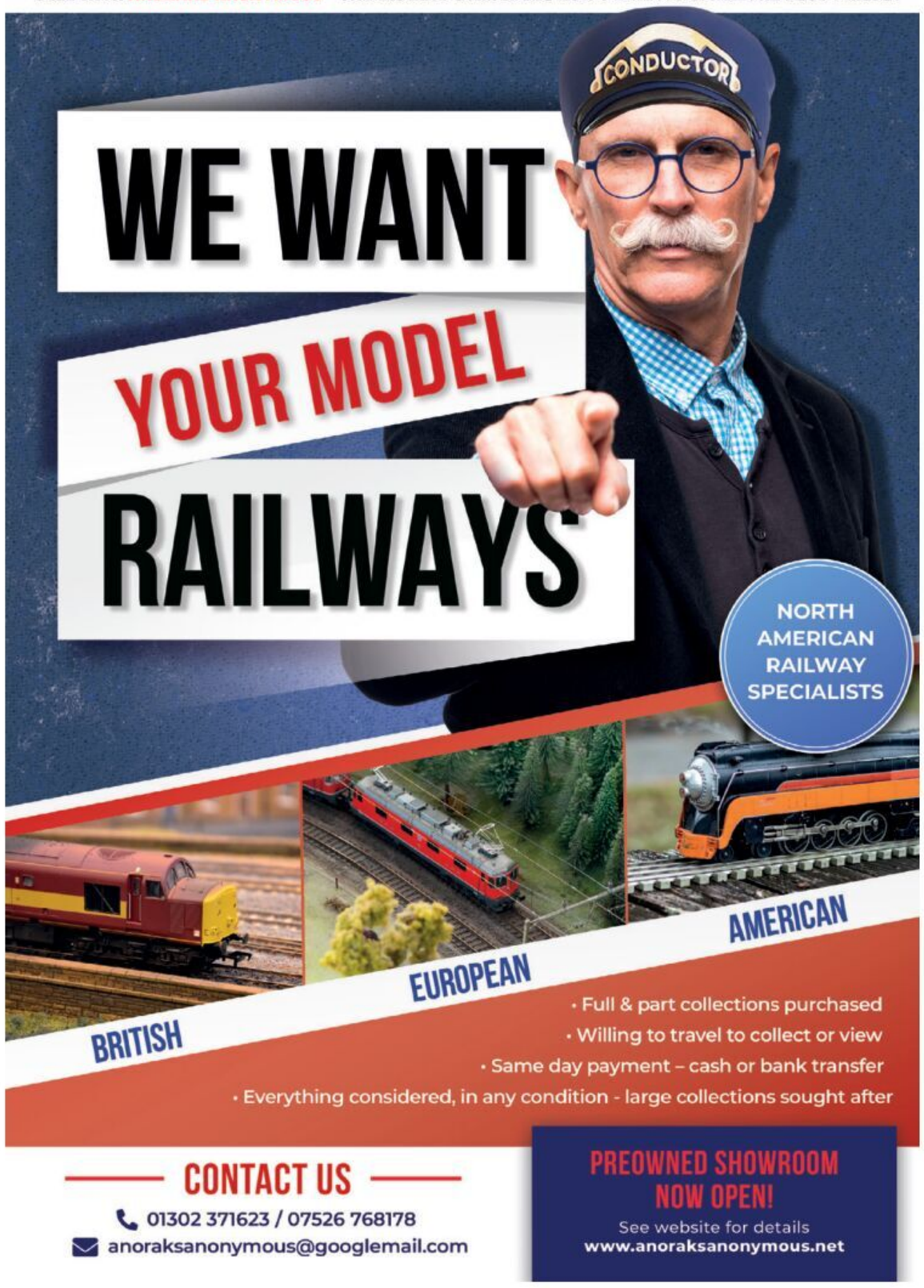
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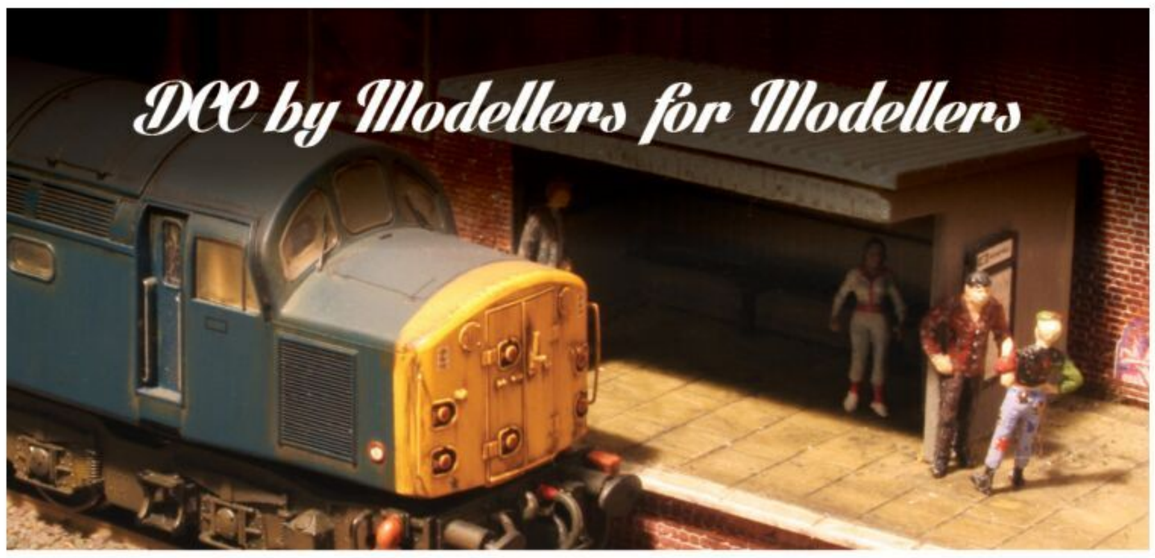
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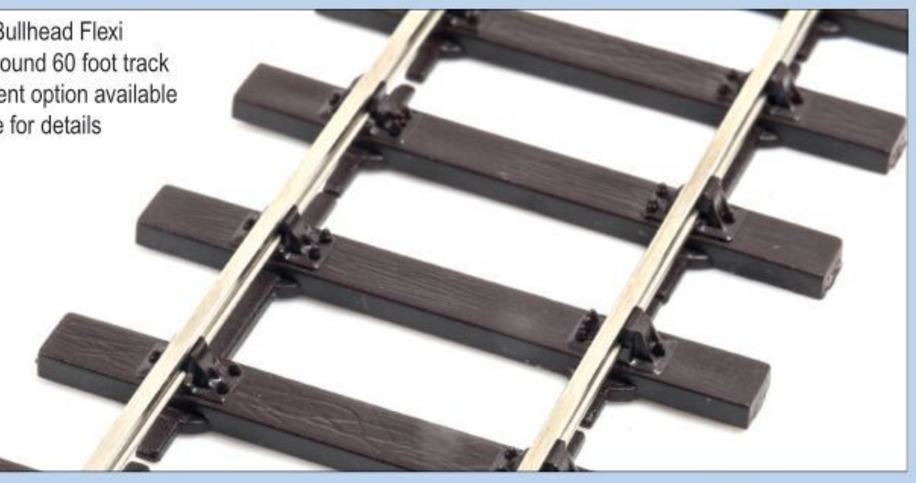
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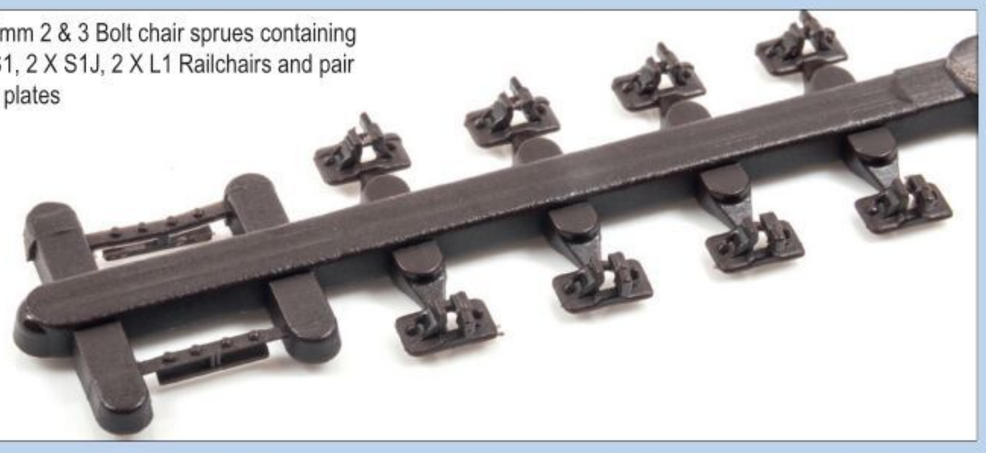
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FOXCOTE COLLIERY

The pre-grouping era is increasing in popularity. Jerry Clifford reasons why he chose a Somerset & Dorset-themed colliery, with further trackplan options, too.

Words & photography: Jerry Clifford

Factfile

Layout name: Foxcote Colliery
Scale/gauge: 2FS / / 2mm:1ft scale
Size: 5ft 3in x 2ft
Era/region: 1920s Somerset & Dorset
Location: Somerset (fictitious)
Layout type: Fiddleyard to fiddleyard

2FS

SDJR 2P 4-4-0 No. 45 rolls past the Colliery sidings with a Bristol-Bournemouth semi-fast.

When most people think of Somerset, it tends to be cheese, cider apples and beautiful countryside that come to mind. What is often forgotten is that, until just shy of 50 years ago, Somerset had a thriving coal mining industry with numerous small pits set amidst these green, rolling hills.

Coal was mined in Somerset for over 500 years, from the mid-15th century until the last tubs were raised, at Writhlington, near Radstock, in September 1973. The Somerset coalfield stretched from Cromhall in the north to the Mendip Hills in the south and from Bath in the east to Nailsea in the west, a total area of around 240 square miles. Most of the pits in the coalfield were concentrated around the Cam and Wellow Brooks, the Nettlebridge Valley and, in particular, Radstock and Farrington Gurney – there

were 16 pits in the Radstock area alone, one of which was Foxcote.

The pits were grouped together geographically, with clusters often connected underground, working the same coal seams and under the same ownership. Many also shared the same trackways and tramways, which, in the early years, fed the Somerset Coal Canal or later, the Somerset and Dorset (S&D) and Great Western railways and their successors.

The S&D was very much the poor relation when it came to traffic. In 1925, for example, just over one million ton was shipped out of the coalfield with the S&D accounting for just a third of that total. Chris Handley, in his excellent two-volume, *Radstock Coal and Steam,* called the period of intense change from the mid-18th century, a mini-industrial revolution, "two short centuries which turned a predominantly quiet, agricultural community into a frenetically harsh township, which witnessed the arrival of miners, canals, railways and roads with all their various trappings, both physical and social. Suddenly, there was poverty, disease drunkenness and disorder in plenty…"

While this may not be the most romantic image of Somerset, these small, rail-served mines and the communities that grew up around them, set against a rural backdrop, provide great inspiration for the modeller and have long fascinated me.

A previous life

Foxcote started out as 'Highbury Colliery'

The Bristol-Bournemouth train again. The Midland through coaches at the rear would have been attached at Mangotsfield. An Evercreech-Bath freight can just be glimpsed under the bridge heading north while colliery shunter *Kimberley* carries out duties in the exchange sidings.

back in the early 2000s. Before cutting the first piece of timber, I scoured all the available sources, including the vast photographic collection of the wonderfully helpful people at the Radstock Museum of Rural Life, in order to select a suitable prototype.

As ever, no one site offered everything I wanted, 'Highbury' ended up being a mixture of several sites, although the main inspiration was Camerton Colliery on the Camerton, Limpley Stoke branch of the GWR. This is best known as the location of the 'Titfield Thunderbolt' as well as the prototype for my fictional 'Tucking Mill' and the North Somerset Light Railway.

The distinctive screens, headgear and workshop buildings all come from Camerton, although elements from a number of other collieries in the area have also been used. 'Highbury Colliery' was an attempt to portray a typical North Somerset colliery as it might have looked in the 1920s, situated on a proposed – but never built – light railway connecting Mells Road on the Bristol and North Somerset (GWR) and Chilcompton on the SDJR, via the Nettlebridge Valley.

'Highbury Colliery' was the first layout I completed, although it had been preceded by numerous others which, for one reason or another, had fallen by the wayside before getting over the finishing line. My wife Kim and I exhibited it more than 70 times over a decade or so before eventually retiring it from the exhibition circuit following its second Warley appearance in 2014.

We were then faced with the dilemma of what to do with it and also what to replace it with. The latter wasn't a problem as I had already started on 'Tucking Mill', another North Somerset-based layout, this time a Colonel Stephens 'might have been' that was described in BRM March 2018. The former was a bit more of a problem as Kim had forbidden me from disposing of it. Eventually, following a period in storage, I decided to incorporate it into my home layout, 'Bath Queensquare', but in such a way that it could still make the occasional exhibition appearance in its own right. To this end, the layout was completely rebuilt and expanded.

Incorporating Foxcote

The colliery and associated yard area changed little other than gaining a rank of cottages at the left-hand end based on a row at Camerton and a batch (spoil heap) at the right-hand end. The major changes,



Later years

As a child of the early-1960s whose first experience of railways was the early-1970s, I do have a particular fondness for that period and have a small selection of stock so that I can, when the mood takes me, ring the changes.

As noted earlier, the last coal in Somerset was wound in September 1973, the last trainload leaving a few months later from Radstock West yard, which operated as a hub for the last remaining pits. Both the S&D and the B&NSR by this time had been reduced to mere stumps, a chord connecting the two just south of Radstock. Portishead power station was the sole customer with trains running there via Frome. A Class 08 diesel shunter from Bristol St Philips Marsh was out-shedded at Radstock and operated the trip work between the collieries and the West yard with trains generally being handled by 'Hymeks', 'Westerns', Brush Type 4 (Class 47s) and the occasional 'Warship'.

Thankfully, excellent models of all of these are available in N gauge and are easily converted to 2FS either with drop-in replacement wheels or by taking advantage of the Association wheel turning service. The exception being the Class 08, which I built from an Association kit.

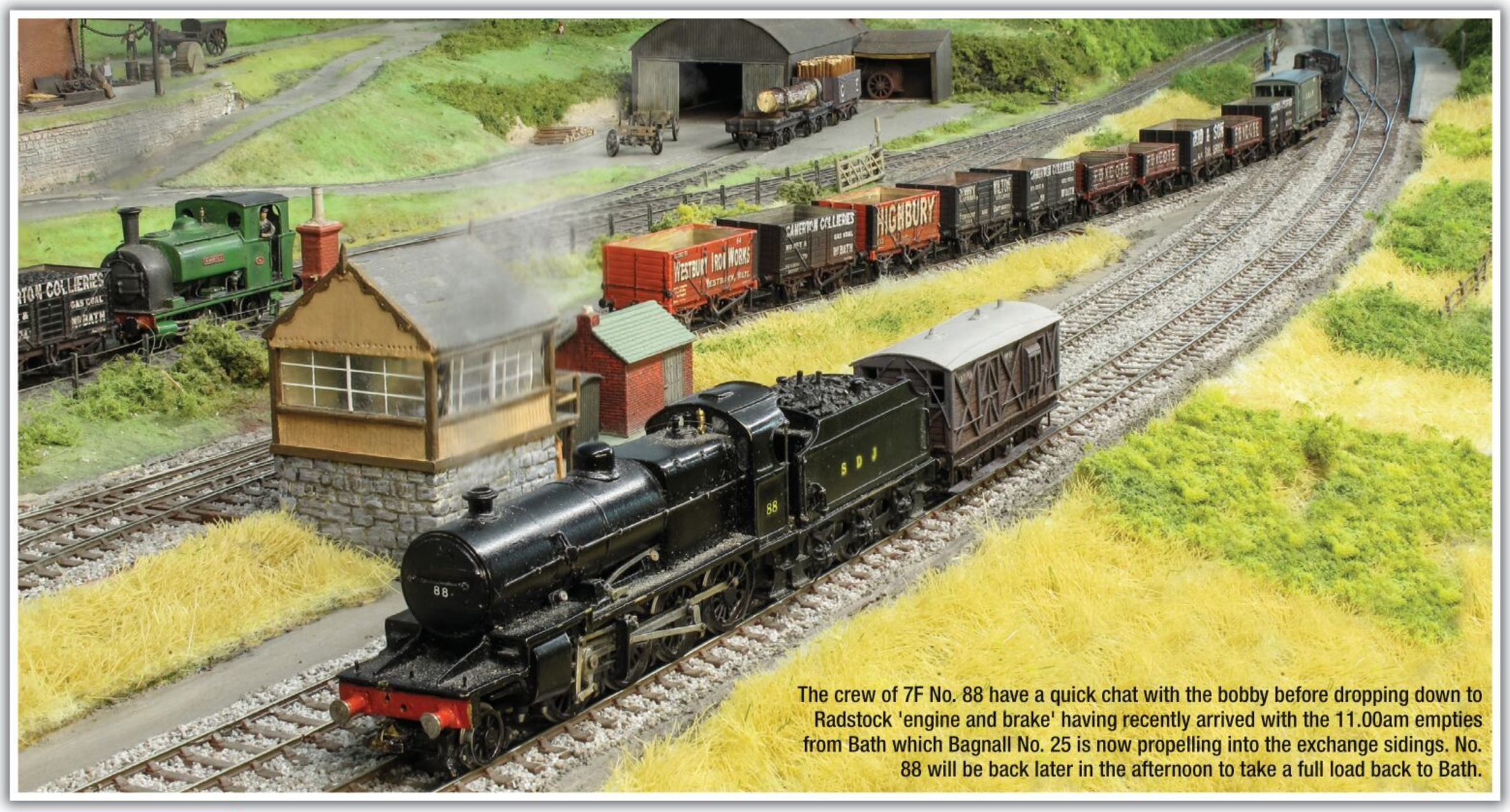


Kimberley propels a short rake of empties under the screens.

both visually and operationally, came at the front where six inches were added and a new double-track line was laid befitting the colliery's geographical relocation from its branch setting in the Nettlebridge Valley to the S&D main line just north of Radstock, the old single-track branch morphing into a pair of exchange sidings similar to those at Writhlington and a new trailing connection laid into the up line. A halt, Foxcote and Paglinch, has also appeared based on the real Shoscombe and Single Hill halt, which actually served the parish of Foxcote. Several of these pre-cast concrete style halts were built on the S&D in the 1920s in an attempt to combat growing competition from buses – rarely with any great success.

There was a real colliery at Foxcote, which at one time was connected to the S&D via a tramway although it bears no resemblance to the model. In order to differentiate the model from the real Foxcote colliery, 'New Pit' was added to the name - a nod to Camerton New Pit which was the main inspiration for the original Highbury layout. The various changes, new main line, exchange sidings, signal box and halt have combined to give a very Writhlington-esque feel to the scene which is deliberate and pleasing. My main interest remains the years following the First World War, up to 1930 when the S&D lost its independent identity, particularly its famous Prussian blue livery.

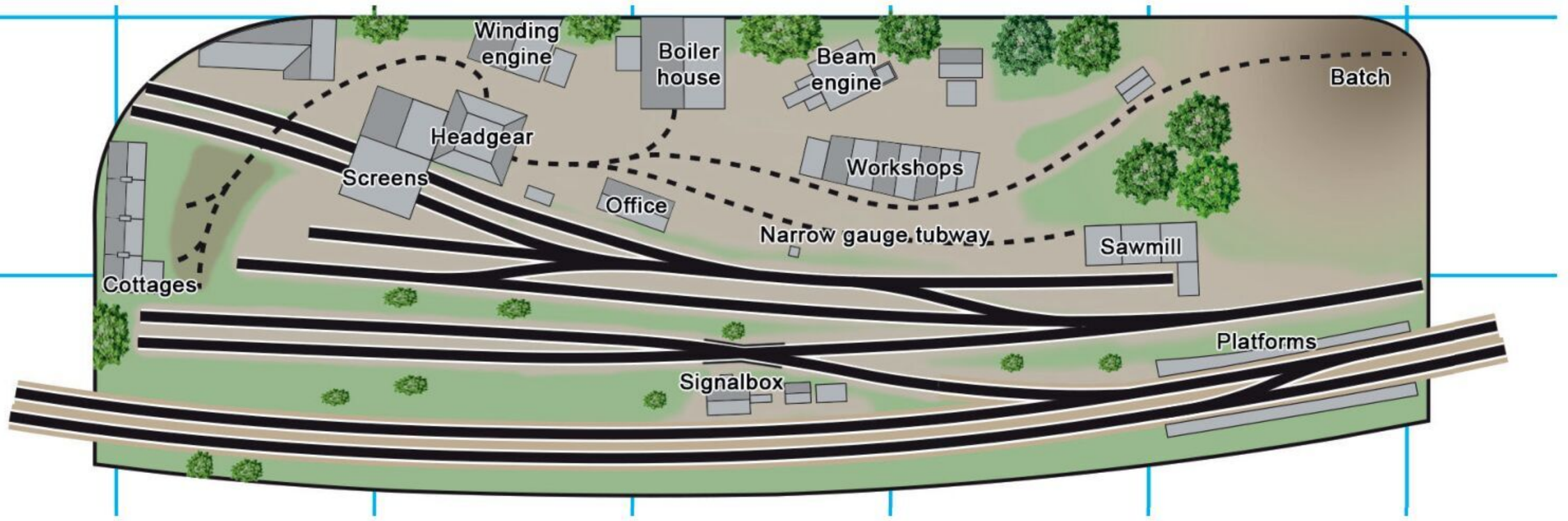
The techniques I used in the rebuild of the layout have changed little in the intervening years since building the original. The only one of any real significance is the use of The 2mm Scale Association's plastic-based Easitrac for the new main line and exchange sidings, this not being available when the original layout was built. This has had the unforeseen advantage that the new, fully-chaired track contrasts favourably with the older track in the colliery yard, the latter being rail soldered directly to PCB sleepers, better representing the prototypes' lighter construction and lower standards of maintenance.



The crew of 7F No. 88 have a quick chat with the bobby before dropping down to Radstock 'engine and brake' having recently arrived with the 11.00am empties from Bath which Bagnall No. 25 is now propelling into the exchange sidings. No. 88 will be back later in the afternoon to take a full load back to Bath.

Trackplan

FOXCOTE COLLIERY



Prototype Inspiration

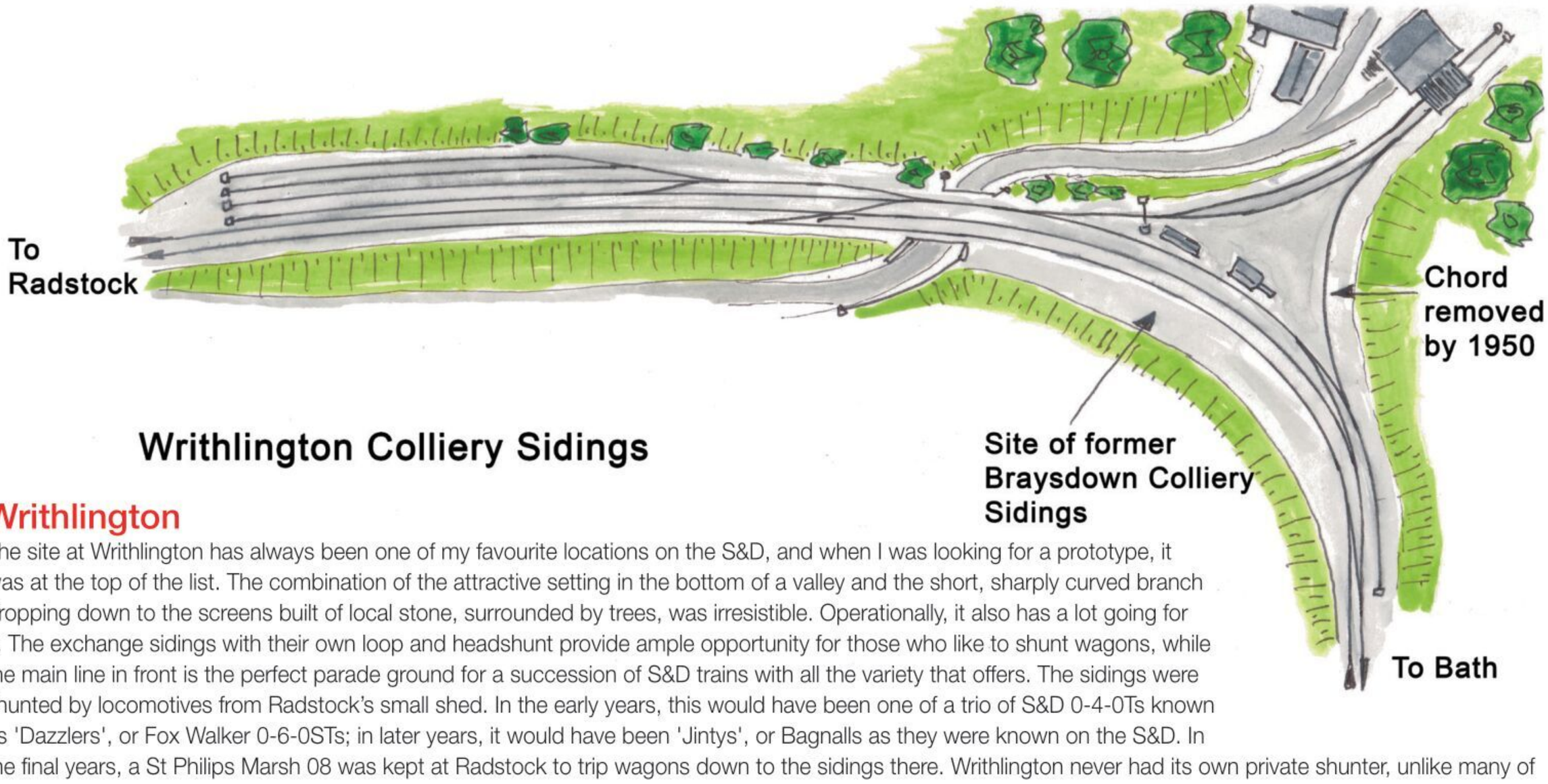
I thought it might be interesting to look at some of the other schemes that I roughed out before finally settling on a modified version of Camerton for my Highbury/Foxcote layout in the hope it might give other modellers some ideas.



Copyright: Radstock Museum
This colourised image from the early years of the 20th century shows the S&DJR 'Bobby Dazzler' 0-4-2T locomotive, 25A, shunting wagons at the compact Writhlington colliery site showing the collection of small structures in a rural environment. The image is part of the museum's collection in the Somerset Coalfield Life exhibition, which is expected to re-open to the public this year.

Trackplan Inspiration

My sketches are not aimed at any particular scale but are more designed to provide inspiration, which the individual modeller can then modify according to their own needs and space available. Likewise, while the ideas offered are loosely-based on prototype examples, they are certainly not slavish copies but designed to be mixed and matched. My own example of Highbury/Foxcote, which is a combination of Camerton and Writhlington, being a prime example.

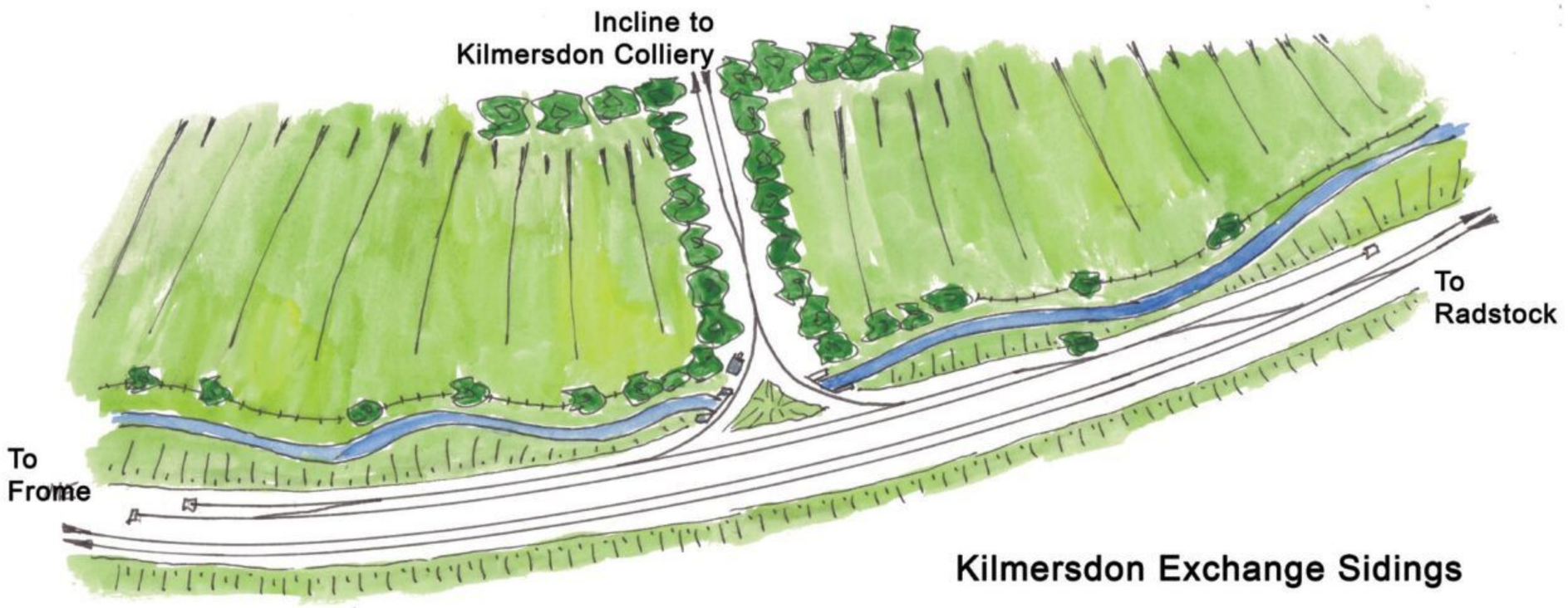


Writhlington Colliery Sidings

Writhlington

The site at Writhlington has always been one of my favourite locations on the S&D, and when I was looking for a prototype, it was at the top of the list. The combination of the attractive setting in the bottom of a valley and the short, sharply curved branch dropping down to the screens built of local stone, surrounded by trees, was irresistible. Operationally, it also has a lot going for it. The exchange sidings with their own loop and headshunt provide ample opportunity for those who like to shunt wagons, while the main line in front is the perfect parade ground for a succession of S&D trains with all the variety that offers. The sidings were shunted by locomotives from Radstock's small shed. In the early years, this would have been one of a trio of S&D 0-4-0Ts known as 'Dazzlers', or Fox Walker 0-6-0STs; in later years, it would have been 'Jintys', or Bagnalls as they were known on the S&D. In the final years, a St Philips Marsh 08 was kept at Radstock to trip wagons down to the sidings there. Writhlington never had its own private shunter, unlike many of the other pits in the coalfield, but, with the abundance of very desirable small industrial locomotives now being offered by the RTR and kit manufacturers, adding one to the roster would be hard to resist.

The only reason I didn't build a version of Writhlington was its size. Despite sketching out numerous incarnations, I couldn't come up with one that fitted the limited space I had available. The colliery is very compact but the exchange sidings that are on the opposite side of Braysdown Lane mean that it is a fairly long site and the screens being at pretty much 90-degrees to the main line mean it's also very deep. For the scheme offered, I have curved the main line around making it ideal for a corner site, alleviating some of the depth issues. I've also omitted the sidings in the foreground, which served the tramway from Braydown and the real Foxcote collieries that had, in any case, been lifted by the early 1950s. That said, if space permitted, they could easily be re-introduced.

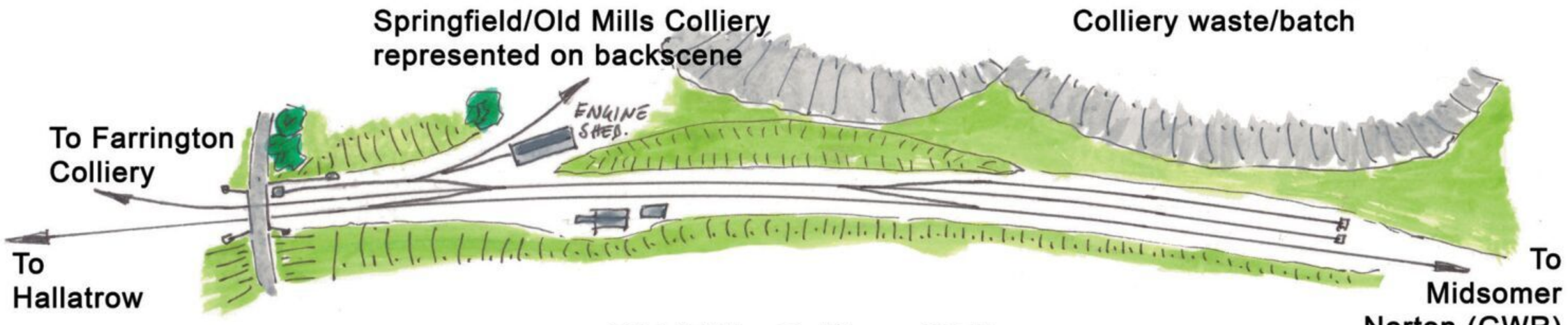


Kilmersdon Exchange Sidings

Kilmersdon

By the early 1970s, Writhlington and Kilmersdon were the only two pits still working in the Somerset coalfield. Kilmersdon was just to the south of Writhlington and served by sidings off the GWR's Bristol and North Somerset line (B&NSR). In 1959, the two collieries were connected underground and in later years, were worked as one with most coal being raised at Kilmersdon with miners getting to and from the coal face via Writhlington. What made Kilmersdon such a magnet for enthusiasts, and a challenge for modellers, was that it was one of the last standard gauge, cable-worked, inclines in the country. The 160-yard incline, built in 1877, rose at 1-in-4 from the valley floor to the colliery, a short distance away. Loaded wagons were brought to the head of the incline by Peckett 0-4-0ST Kilmersdon – now preserved by the S&D Trust – before being lowered, singly, by gravity.

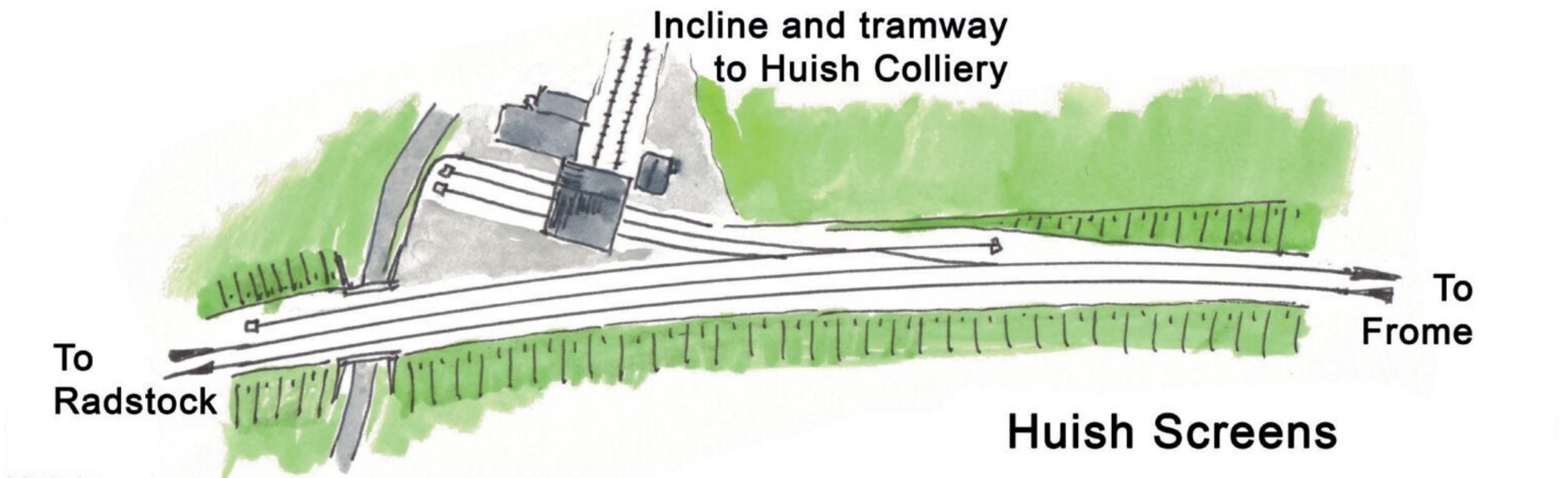
I would see my sketch of the exchange sidings forming part of a traditional oval fed by a bank of storage sidings at the rear. As with the Writhlington scheme, the main line provides a perfect parade ground for trains. Despite being designated a branch line, the section between Frome and Radstock was double track due to the heavy traffic, not just coal and the normal branch passenger and goods services, but also Mendip stone from the local quarries. I have omitted the colliery from the scheme, envisaging wagons being fed through a hole in the sky to be lowered down to the sidings below. The subterfuge of handling and exchanging wagons out of sight behind the backscene would make life a lot easier for the operators. The tree-lined nature of the incline and its heavily wooded head would hopefully make the inevitable mouse hole reasonably unobtrusive.



Old Mills Colliery Sidings

Old Mills

This scheme would suit a long, narrow site with all the main buildings represented on the backscene, a huge time as well as space-saving factor. The Old Mills exchange sidings are on the single-track section of the Bristol and North Somerset between Hallatrow and Midsomer Norton, and actually serve a small group of local collieries; Farrington, Springfield and Old Mills. The line into the colliery slips very conveniently round the back of the resident shunter's locomotive shed, providing a suitable view blocker for the line to exit the visible part of the scene. The heaps of spoil and colliery waste provide further help in disguising the junction of the 2D and 3D world and could be used to screen a few fiddle sidings or cassettes for the exchange of empty and loaded wagons. Operation of the plan should be fairly self-explanatory, although one feature worth highlighting, which would make it more interesting, is the very short headshunt for the Springfield/Old Mills line that was no more than a few wagons long at best. This would mean that assembling a train would take multiple trips. Quite why it was so short isn't exactly clear, though I suspect it dates from when the prime mover of wagons was horse power rather than steam – anyone for a working shunting horse!



Huish Screens

Huish

My final offering is not only the smallest of the quartet but also the one I am most likely to build. Huish Pit was one of the smaller and least successful pits in the Writhlington group and was served by sidings on the Frome, Radstock section of the B&NSR, closing in 1912. No photographs of the screens have survived as far as I'm aware, but a rummage in the undergrowth alongside the old trackbed reveals some fairly substantial stonework, so coming up with a suitable structure based on this knowledge and similar local structures shouldn't be too difficult. The great advantage of this scheme is its very compact nature, only a few short sidings and the screens being represented; the screens being fed by a 2ft 8 1/2in gauge self-acting incline lowering 8cwt tubs down from the colliery set high above the valley floor. As we have seen, sidings served by inclines, tubways or tramways, were not uncommon in the Somerset coalfield. This is very useful for the space-starved modeller who only has room to build a small part of a complex. A scheme based on Huish could easily be squeezed into 4ft in 4mm:1 scale, considerably less in 2mm:1ft scale. With Highbury having been relocated from its Light Railway location to Foxcote on the S&D main line, I am looking for a source of coal traffic for my fictitious North Somerset Light Railway series of layouts, and something inspired by the setup at Huish just might fit the bill. Watch this space!



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HOW TO...

TRANSITION FROM 3D TO 2D

Words & photography: Howard Smith

A seamless blend between layout and backscene is key to a more realistic-looking layout. Howard Smith shares a selection of versatile methods.



Backscenes come in all manner of forms – painted, printed, photo-realistic, even cloth. Some are more realistic in appearance than others. However, by far one of the most challenging aspects of layout construction to master is the transition between 3D model and 2D backscene.

This boundary line is compounded further on layouts engineered to leave a room, where baseboard gaps are omnipresent and scenery must remain resilient. Luckily, for industrial or urban modellers, many a joint or 'wall of sky' at a 90-degree angle to the model can be hidden with the careful placement of structures, or low- or half-relief buildings.

For modellers of a rural scene, opportunities for a handily-placed large warehouse with a dominant roofline are rare, hence a more subtle approach is called for. Sharp 90-degree angles make the transition more obvious than the gentle swooping curves of undulating landscape, and locations with hills or rock faces can provide a useful disguise.

There is no 'one size fits all' solution, so I've selected a few techniques and tried them out, never having practised them before. With a little refinement to some, very presentable results can be had for very little effort and cost. I'd highly recommend considering these methods on any new layout build, while space permitting, some of these can be retro-fitted to existing layouts to improve their appearance.

Breaking the line



If it makes sense to your brain, it'll look better in model form. Our layout, 'The art of restoration' has an uneasy appearance, where this patch of ground seemingly ends mid-air. It creates a visual line which, if broken, hopefully will add to its realism.



It looks better where there are bushes, because we wouldn't see the immediate ground behind these, only what is beyond them – the distance – in this case, the backscene.



Martin Welberg bushes from the Model Tree Shop are sold in a multitude of colours, shapes and heights. Regardless of your modelling season, there should be a type and colour hue to suit.



Easily torn by hand into smaller clumps, this dark green foliage looks very similar to brambles. Avoid cutting into shapes with scissors, as these will look too regular in appearance.



A PVA adhesive is applied to the underside, which will be translucent – not transparent – when dry. Loose scenery is annoying, so apply thoroughly.



Stray areas of fibres can be cut with scissors. I've placed the thinnest edge of the matting to the back, as though the land falls away sharply behind.



The result looks a little better, the irregular bushes breaking the edge where backscene and layout meet. Visually, I can imagine behind the brambles a sharp fall in the land, rising again the other side through the backscene.

Create a distraction



The 'don't look there, look here' method, favoured by politicians for years can work on layouts, too. If your eyes are entertained on a key structure or point of interest – this Chestnut Tree from Hornby, for instance – they won't be focused on where your backscene and layout collide!



Be careful when placing objects close to a backscene. Unless your layout lighting is spot on (pun intended), you'll cast a shadow and draw attention to it even more so. Placing the tree here is a little close for comfort.



On the other hand, placing the tree behind this bufferstop and creating a little distance behind it adds depth to the layout, rather than relying on the backscene alone to provide the illusion of false depth.

SHOPPING LIST

Hornby
(R7222) 19.5cm Chestnut Tree Profi Trees
SkaleScenics Puffer Bottle

Model Tree Shop
C2 Fine, C2 Med, C6 Med, C5 Fine and C11 Fine flocks
Martin Welberg scenic matting



TOOLS

Scissors
Model Tree Shop Scenic Glue
Cutters
PVA Adhesive



As with all ready-to-use scenic items, there is room for improvement. Work starts by removing the base of the plastic trunk with a pair of cutters.



I feel the size of the leaves draws too much attention to the tree compared with the other trees on the layout. The Model Tree Shop retails a very comprehensive range of flocks in different grades and colours.



Changing the colour of the foliage isn't the aim of the game, so only a scattering of finer foliage is required over the existing leaves. A Hornby Skalescenics Puffer Bottle makes fast work of reaching the inner foliage, without over-applying to the outer foliage.

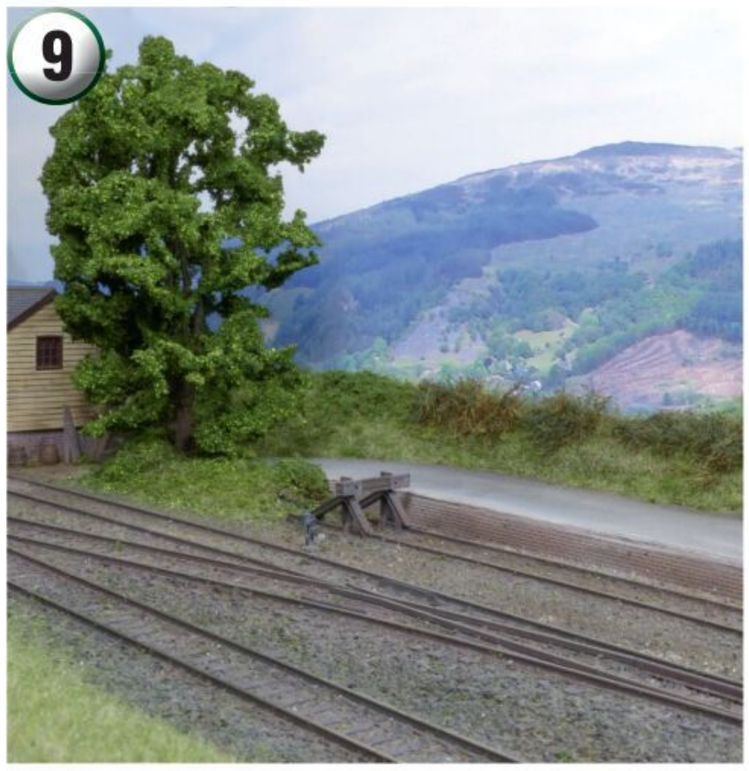




To make the foliage stick, a generous application of hair spray lacquer is applied evenly across the tree. Apply the foliage before this dries and reapply more hairspray to hold in place, if necessary.



A quick wipe with a small brush removes debris from internal branches, while scissors can be used to open out and trim the canopy where areas have stuck together.



Firmly glued with PVA adhesive into a drilled hole in the baseboard for strength, it partially hides some of the backscene and detracts the viewers' eyes somewhat.

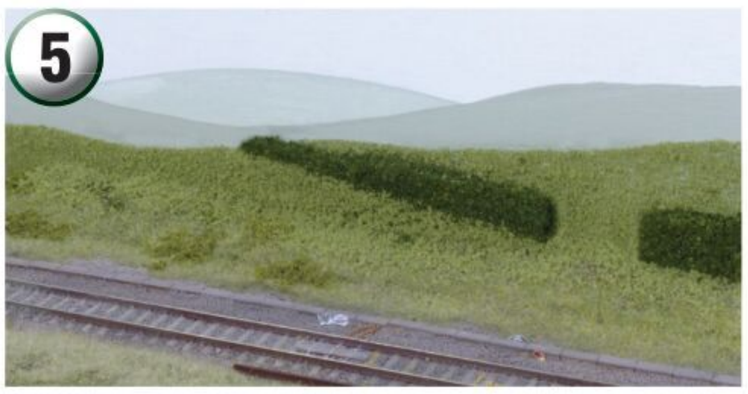
2D scenery



If a gap isn't possible between scenery and layout, consider making your layout's scenery form a part of the backscene. I've applied C2 Fine green flock from The Model Tree Shop to this painted backscene (BRM March 2020) by hand over a thin application of diluted 70:30 PVA and water. In this scenario, the empty puffer bottle acts well to gently blow away stray non-stuck flock.



Hedging from the Model Tree Shop is a cut to shape using a pair of scissors, to represent a smaller hedge in perspective. The hedge is trimmed – and thinned in depth – almost to a point at one end, while a gap is left for a potential field entrance.



Installed against a photographic plank, further flock of the same colour is applied between backscene and onto the immediate area of the layout. A distant field of cabbages, perhaps?



Refining the hedge is carried out using the same methods for the tree – a dowsing of hair lacquer, followed by a careful dusting of C5 Fine flock from The Model Tree Shop. Work over a plastic bag when doing scenic work, as waste flock can be saved for re-use.



The hedge is glued to the backscene with PVA glue, while the unsightly gap to its underside is hidden with more flock, gently sprinkled by hand to more scenic glue.

Conclusion

A problem with backscenes is that they portray everything in a two-dimensional format, parallel to the layout. Breaking that flat monotonous nature isn't easy and each layout might employ a different technique. Applying some of the flock to the backscene is my favourite solution, where this has been hand-painted. Attempting the same technique on a photographic backscene might not yield the same results. The key to much of this is scale, and with hindsight, the flock on the backscene should be a little finer as it recedes into the distance. Don't be afraid to experiment, and share your results with us – we'd love to see them!

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ESU

DOLGELLEY

The North Wales Coast has long-inspired modellers with its scenic vistas and fresh sea air. Philip Crathorn's model highlights the history of this location.

Words: Philip Crathorn **Photography:** Tony Wright

Factfile

Layout name: Dolgelley
Scale/gauge: 7mm:1ft scale / 32mm gauge / 0
Size: 36ft x 2ft 8in U-shape with fiddleyards
Era/region: 1922
Location: North Wales
Layout type: End-to-end

O gauge

GWR ‘Stella’ No. 3519 brings a down train into the Cambrian platform.

Cambrian 2-4-0 'Albion class' No. 55 sits on the turntable. The prototype was constructed by Sharp Stewart in 1865.

Travel along the A494 from Bala towards the coast, not far from the junction with the A470, and you approach the town of Dolgellau. On the left is the Afon Wnion with the multi-arched stone bridge, which takes the old road into the town. You are travelling along the former route of the GWR line from Ruabon to the coast, and just before the bridge is the site of Dolgelley station.

The GWR planned a route to the Welsh coast to compete with the LNWR at Afon Wen and the Cambrian Railways at Aberdovey. They backed a chain of smaller companies such as The Vale of Llangollen, The Corwen & Bala and The Bala & Dolgelley. Their ambitions were thwarted by the Aberwystwyth & Welsh Coast Railway, who built a line from Barmouth to Penmaenpool, which opened in 1865, three years before their rivals reached Dolgellau. The two lines were linked-up and a joint station was built, which they called Dolgelley. The GWR built their station building on the up line and the Cambrian built theirs on the down line. Locomotives were exchanged, as the Western ones were mostly too heavy, so a turntable was provided. A goods yard was built on the coast side of the bridge.

The GWR absorbed the Cambrian Railways at the grouping. The 1920s saw the upgrading of the system. Some of the lighter Western locomotives such as 'Barnums' and 'Stellas' were allowed through to the coast and many of the Cambrian engines were scrapped. However, it was soon realised that the surviving Cambrian engines were still needed due to their lighter axle loading, so some were taken off the scrapping list and 'Westernised'.

In 1925, Dolgelley station was upgraded – a new signal box, a cross-over at the end of

the up platform, an extension to the GWR station building and eventually a footbridge was provided. The signal box on the down side just beyond the road bridge was demolished and some signals were altered.

Great Western locomotives

I chose to model Dolgelley in the early 1920s as I have built, over the years, a collection of most of the Cambrian locomotive types – 4-4-0s, 0-6-0s and tank engines and several of the smaller Western engines. As the locomotives were changed at Dolgelley under the 'Cambrian,' it gave the layout operational interest. Also later, with grouping, Western locomotives ran through to the coast.

I enjoy building coaches out of Plastikard and I use the methods championed by the late David Jenkinson. After preparing a drawing, I transfer the image onto 0.015in sheet and punch out the panelling. This skeleton is then laminated to a further sheet, windows are then cut out, and door vents and droplights are added to complete the sides. An internal core is then formed with compartment dividers, seats, corridor and false sides to form a rigid structure to which the sides are added.

I have built up a collection of 4-, 6- and 8-wheeled Cambrian coaches. I have also built GWR, clerestory and top light coaches all suitable for the period modelled.

In my efforts at scratch-building, I have found the work of J. H. Russell to be invaluable. His pictorial records of Great Western locomotives, absorbed locomotives and coaches gave me the source material from which, together with many photographs, I can produce working drawings. I scratch-build my locomotives from nickel silver sheet with brass fittings. Wheels, motors and gearboxes are purchased.

Setting the scene

The layout was designed to be exhibited and consists of four baseboards 4ft wide x 32in deep with 8ft fiddle yards at each end. Track is mainly hand-built using C&L components. The buildings and other structures are made from 'Greyboard' – a 2mm thick card used in picture framing. Basic shapes are formed, then coated with Plastikard or modelling clay, which is scribed when semi-dry. The lamp standards and wall lights are built from brass tube and strip with clear plastic lanterns, fitted with LEDs.



A view into the station from the road bridge over the river. A 'Barnham' arrives in the down platform as a train of Cambrian six-wheel coaches rests in the 'up'.



GWR No. 1029, previously Cambrian No. 96 built by Stephenson in 1903, heads an 'up' train from Pwllheli into the platform. A GWR 'Barnham' will take the train onto Ruabon.

The signal box and working signals were built by my fellow operator, Keith Thompson, all with working LED lights. Trees and foliage are made from materials collected from the garden, hydrangeas are dried, the petals cut off, then 'scatter' is applied with sprayed glue.

Layout expansion

'Dolgelley' appeared at the last show held by Wolverhampton M.R.C. at Wednesfield a few years ago. I have since decided to retire from exhibiting as my energy is decreasing inversely with my age. I started exhibiting back in the 1990s with 'Linton & Lynmouth' – my 7mm:1ft scale model of the Lynton & Barnstaple Railway, which featured in BRM at the time.

In exhibition mode, 'Dolgelley' was too big to fit down one side of my 30ft x 15ft room, so now it runs around in a U shape, with a goods yard opposite the station loosely based on the Dolgelley yard and with the fiddleyards at each end. The goods yard consists of a goods shed, a small locomotive shed and a GWR pattern stables, a long wooden shed for the local farmers' Co-op and a coal yard.

In the future, I plan to bring the layout from the 1920s to the 1930s by building the extension to the GWR building, the new signal box by the turntable and a footbridge across the running lines. This, of course, means I shall have to build more modern stock.

The Cambrian stock? Well, I do have another layout in my converted garage that is based on an alternative history for Beddgelert with standard gauge, narrow gauge and slate quarries set in the early 1900s... but that's another story.



O gauge

Small Cambrian goods 0-6-0 No. 898 by the GWR leads a pick-up goods of private owner wagons on the down line. This locomotive of the 'Queen' class was built in 1875 by Sharp Stewart for the Furness Railway but was sold to the Cambrian in 1878 and was numbered 14. It was retubed by the GWR and fitted with a new firebox. It was withdrawn in 1947, after 72 years of service.

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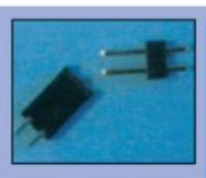
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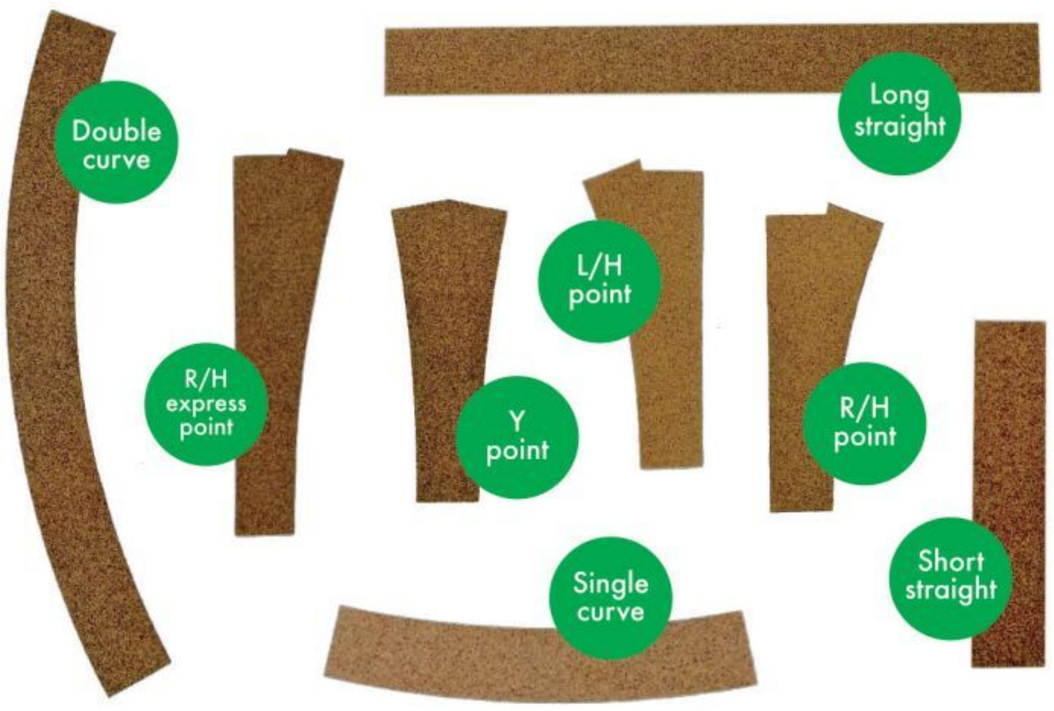
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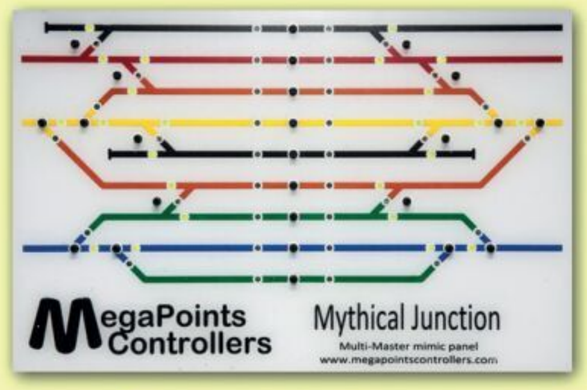
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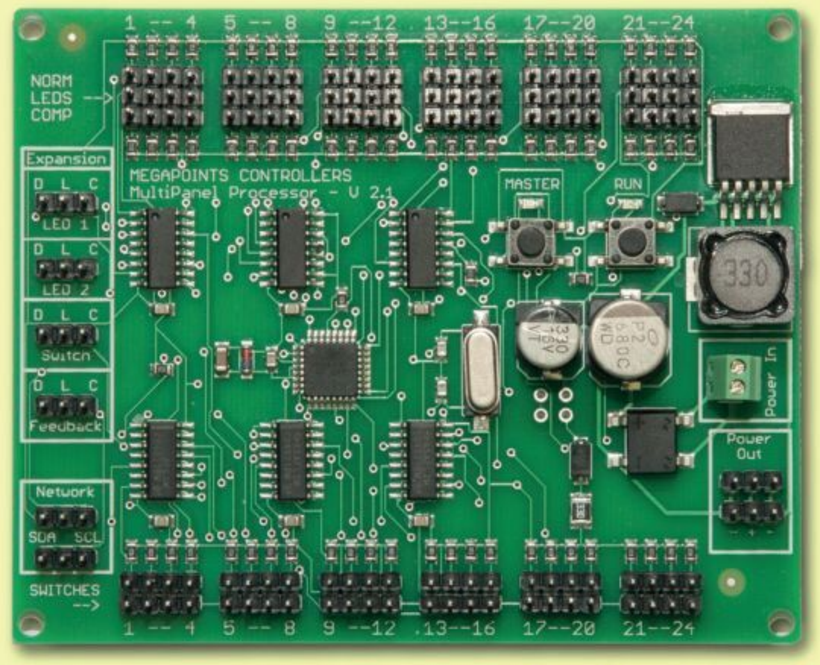
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HISTORICAL LINES SOUTH OF THE SOLENT

As refurbished rolling stock arrives for service on the Wight Line, Clive Baker explains the island's railway history and proposes a location-inspired layout.

Words, illustrations & photography: Clive Baker

Map indicating the island's railway routes and respective operating companies, prior to amalgamation, at the formation of the Southern Railway in 1923. The continuous red line indicates the surviving railway. Ferry routes with rail connections are also shown.



Although associated with the development of aircraft, hovercraft, hydrofoils and wind turbine blades, since the birth of railways, the economy of the Isle of Wight – known to the Romans as 'Vectis' – has also benefited from tourism. Early proposals to construct lines on the island received very strong opposition from land-owners, but the Isle of Wight Railway (IoWR) route between Ryde and Ventnor Town, survives in part and will feature in the proposed plan for a suitable model. Opened in 1866, the company was managed from Sandown, with its engineering facilities sited at Ryde St John's Road. With plans for an extension from Wroxall to Newport – the island's chief town – thwarted by financial difficulties, a branch-line to Bembridge with a junction at Brading proved to be the company's only expansion.

At a time when Cowes remained the island's chief port, it is not surprising that the first line to open in 1862, linked that town with Newport, a distance of 4¼ miles. Named The Isle of Wight Central Railway (IoWCR), it handled passengers only and followed the course of the River Medina. The short tramway remained isolated until the Ryde and Newport Railway (RNR) opened in 1875. Forming a junction at Smallbrook, the new line ran via Haven Street to Newport, there connecting with the existing line onward to Cowes.

From first gaining an act of Parliament in 1869, the Isle of Wight (Newport Junction) Railway (IoWNJR) didn't open its line linking Sandown with Newport until 1879. Following financial collapse a year later, the three companies involved in linking Newport and Cowes with the island system, amalgamated in 1887 and became known as the Isle of Wight Central Railway.

The final route operated by the IoWCR opened in 1897. Linking Merstone with Whitwell, the route was extended to Ventnor West in 1900.

The map shows that 'West Wight' didn't receive much attention from the railway promoters, the population and main tourist areas being situated eastwards. The Freshwater, Yarmouth and Newport Railway (FYNR) began a goods-only service in 1888. Due to a delay in the company achieving a working agreement with the IoWCR, passenger traffic could not commence until the following year.

Ryde pier, first opened in 1814, remains a travel hub, but much of its traffic has been surrendered to the car ferry, landing vehicles at Fishbourne. The London, Brighton and South Coast Railway (LBSCR) and London and South Western Railways (LSWR), jointly developed the railway pier in 1880 to improve the two company's day trip business that offered travellers, particularly London residents, a rail and steamer passage to the island. Four steamer births were joined to the land by a footpath cum roadway, double-track tramway operated by two Drewry trams with trailers, and the double-track railway connected the pier head with Ryde Esplanade station, a distance of 1,740ft.

Southern Railway (SR) days, Nationalisation and closures

The Railways Act of 1923 spelt amalgamation on the island, all routes being eventually absorbed under the Southern Railway banner. Although many improvements were made, the railway map remained unchanged until, following nationalisation in 1948, the Merstone-Ventnor West branch closed in 1952. Further closures involved the Freshwater, Yarmouth and Newport Railway in 1953 and the Isle of Wight Central Railway route between Sandown and Newport in 1956. The Brading to Bembridge branch-line closed to passengers in 1953 and to goods traffic in 1957. The remaining route to Newport and Cowes and the line between Shanklyn and Ventnor yielded to the Beeching axe at the end of 1965. The Isle of Wight Railway route from Ryde Pier Head to Shanklyn, now known as The Wight Line, survives thanks to public opposition to its intended closure in 1965.

Motive power and rolling stock

During the days of the independent companies, all manner of small tank locomotives worked the short distances between the island's stations, the most prominent type being seven 2-4-0s supplied to the IoWRC by Beyer Peacock, 1864-83, that entered into Southern Railway stock in 1923. Another type serving the FYNR was the ex-LBSCR 'Terrier' 0-6-0T.

Following amalgamation into the Southern Railway empire, three classes became prominent. Records indicate that three 'Terriers', classed by the SR as A1X, continued in service until the last member returned to the mainland in 1949. Four members of another class of 0-6-0T, namely E1 arrived 1932/3, the final member of the class being scrapped in 1961.

During SR days, as many as 23 class O2, 0-4-4 tanks were transferred across the Solent. Introduced in 1889 by William Adams for suburban passenger duties on the LSWR, the locomotives were fitted with a Westinghouse brake pump for island working, and, from 1938, with enlarged bunkers. The compactness of their design and 4ft 10in driving wheels, giving good acceleration, made the class ideal for most Wight routes. Replacement of the class O2 by the larger Drummond M7 class locomotives on mainland routes enabled the smaller locomotives to be available for work on the island.

In the immediate wake of the 'grouping', the first two O2 tanks, still in LSWR livery, were brought from Portsmouth on the Admiralty floating crane and landed at Ryde Pier Head. Further members of the class followed until No. 36 *Carisbrooke* arrived in 1949. Under SR ownership, the locomotives were painted in malachite green with yellow lining; the post-war motive power livery was black with BR mixed traffic lining.

The practice to name the locomotives after island railway destinations continued, with nameplates cast at Eastleigh Works, being displayed on the O2's lower tank sides. Although the locomotives carried just numerals on their bunker sides and buffer beams, for recording purposes the 'W' prefix remained part of each locomotive's identification.

With the class O2s handling passenger workings that, on summer Saturdays, involved as many as five return runs per hour on the Ryde-Ventnor line, the four ex-LBSCR class E1, 0-6-0 tanks handled mainly freight work. In 1936, more than 500 goods wagons, mainly 10T opens and covered vans of LBSCR origin were recorded on island duties. The conveyance of coal, landed from the mainland at Medina Wharf, and conveyed by rail to stations, accounted for much of the traffic. Chalk locally quarried at Shide, near Newport, became a regular cargo during the earlier half of the 20th century. Portland Cement maintained a fleet of open wagons on the island for the purpose of conveying the rock from the quarry to the cement works by the Medina. General goods traffic usually reached the island via St. Helen's Quay, continuing the journey to receiving stations via the Bembridge – Brading branch.

Due to restricted clearances at many locations, modern coaching stock could not be transferred across the water, hence there was little option but to retain the pre-grouping stock. Four and six-wheeled passenger carriages, often purchased

second-hand, had survived for longer south of the Solent than in many mainland locations, hence the SR inherited a diverse fleet of vehicles. Among them were Metropolitan rigid eight-wheelers, North London four-wheelers and a Midland clerestory with six-wheeled bogies. The last-mentioned, prior to working the Bembridge branch, had seen service on St. Pancras-Carlisle and Scottish express workings.

The passenger stock witnessed in the post-nationalisation era consisted of bogie vehicles, all non-corridor, originally from SE&CR and LB&SCR sources. Painted in malachite green with gold numerals, these carriages were transferred by the SR during the late 1920s and 1930s. To create extra luggage space, a constant requirement on trains serving the holiday resorts, brake vehicles forfeited as many as two passenger compartments.

Visiting the line in 1966, 1974 and 2012

How often does one say "If only I'd have been here last year, I could have travelled along the Newport and Cowes line?". That was certainly the case when I paid a visit to the island in 1966 to experience the one remaining section of line from Ryde Pier Head to Shanklyn. As the reader will imagine, after reading the previous paragraphs, the day proved to be a step back in time; apart from the petrol-fuelled Drewry rail cars working the pier tramway, steam power remained unchallenged. British Rail even laid-on its only remaining south coast paddle steamer, *P.S. Ryde,* for the return voyage to Portsmouth.

Aboard *M.V. Shanklyn* as it approached Ryde Pier Head, I felt a sense of magic watching class O2, No. 17 *Seaview* at the grand old age of 75 reverse light engine along the pier to couple-up to the train on which I would travel. I will always associate these locomotives with the regular beat of the Westinghouse pump.

In possession of an 'ordinary return' ticket, a passenger could de-train at each station and continue the journey on a later working, so all stations except Ryde Esplanade received a visit. In those days, the greatest activity could be observed at St. John's Road. After emerging from the tunnel that burrows beneath the town, carriage washing, inside and out by hand, was observed through the left-hand carriage window while on the opposite side, a passenger could view a number of class O2s receiving attention in the shed yard.

Brading, once the junction for the Bembridge branch with three platform faces, was the next station to note. Evidence remained of the abandoned branch track-bed merging-in from the east and a signal box of a size befitting that of a junction. Having traversed the double track section, Sandown, once the administrative centre for the IoWR, was next for examination. The track-bed of the ex-IoWCR line to Newport, closed 1956, could easily be traced heading away from the west side of the island platform. In a rather overgrown condition, the goods yard housed a number of non-passenger vehicles. An ex-SR utility van and a 10T van, once a cattle wagon, would have both been employed on advanced luggage workings. Introduced to ease congestion

from high passenger numbers at weekends, such trains became common practice serving holiday destinations throughout the network.

Due to road improvements at Shanklyn, this station had become the terminus. Following arrival, the class O2 drew its five-coach train forward towards Ventnor before propelling the stock back into the up platform. After running round, the locomotive would couple-up ready to run bunker-first back to Ryde. Ventnor Town station resembled a quarry, this cavern-like area being hewn out of the rock. Trains entered by a tunnel – a truly dramatic setting, but one I sadly didn't witness.

Having completed the return trip, standing at the end of Ryde pier, what better way to end a day of steam, apart from

Ex LSWR class O2 locomotive of 1892, no. 17 *Seaview*, about to arrive at Ryde Pier Head with a return working from Shanklyn in July 1966. Ryde Esplanade station is visible in the background, whilst in the foreground are the twin tracks of the pier tramway.

travelling back to Portsmouth on *P.S. Ryde*, to observe *R.M.S. Queen Mary* steaming along the Solent, a sight soon to become history?

The railway situation in 1966 was only temporary as preparations to close the line at the end of the year for conversion to electric traction in time for re-opening for the 1967 season loomed. The ex-London Transport tube stock, dating from circa 1920, would require electric pick-up by third rail.

A later trip to the island made in 1974, crossing Spithead by diesel ferry, involved an onward tedious journey by bus to Shanklyn and return to Ryde by rail, taking a fraction of the time required for the outward trip. At that time, the tube stock units classed as '485/486 Vectis', in rail blue livery, consisted of seven cars, running on some very uneven permanent way. Upper-quadrant semaphore signalling remained in use. The up-line platform and shunting stub at Shanklyn, a short length of the line onward to Ventnor, remained in use until 1979. The pier tramway had ceased to operate in 1969, being replaced by a shuttle service, by tube, between the Pier Head and Esplanade stations. At a later date, the stock received Network South East livery.

In 2012, a more fruitful day prevailed. Having crossed Spithead by high-speed catamaran, rolling stock for the onward journey once more took the form of ex-London Transport tube stock, but of a later 1938 vintage, wearing a deep red livery and coupled in two-car sets. As in 1966, I alighted at most intermediate stations to see if the buildings had survived or if 'bus shelters' had replaced them. New builds had been established on the area once occupied by the engineering department and rolling stock facilities at St. John's Road and platform shelters stood on the up platform at Sandown where the elevated signal box had dominated the scene, but much of the original 1880's fabric remained. The track bed, once the line to Newport is now a walk cum cycleway, as is the route from Brading to St. Helens.

The permanent way had certainly received attention and signalling centralised, but the passing facility at Brading had been removed. To connect with the 'Wight Steam Railway' that runs along part of the Newport line, based at Havenstreet, an interchange station has been established at Smallbrook, the site of the original junction.



With Ryde Pier Head in the background, ex-London Transport unit, Class 483, No. 008, departs for Shanklyn, 'D' end leading. The class 483 units built in 1938 were delivered to the island in 1989. Firstly wearing Network South East livery, some were later adorned with 'dinosaur' graphics before wearing the red colour scheme of their original owners. Visible in the foreground is the remaining steelwork that once supported the tramway.



At Ryde St. John's Road motive power depot, Nos. 17, *Seaview* and 33, *Bembridge* receive attention. This site accommodated the original works established by the Isle of Wight Railway Co. but was re-built with improved facilities by the Southern Railway, following the 1923 grouping.

Modelling the lines

To model an Isle of Wight location during the pre-grouping era would involve much scratch-building of rolling stock, but to emulate SR times or the early post-nationalisation period would be quite feasible as there is a reasonable supply of ready-to-run items available in 4mm:1ft scale. Modelling the post-electrification era realistically would involve much track rationalisation, but appropriate rolling stock is available.

Having examined all possible locations, Brading station proved to be the most favourable. The one-time junction for the branch-line to Bembridge via St. Helens surviving until 1957, a model could embrace passenger, freight and parcels workings on the main route, and branch goods trains carrying cargoes to and from the mainland. Locomotives employed on the Bembridge branch passenger and most goods services would need to run-round the stock at Brading, so the layout would offer both terminals as well as through-station situations.

As the photographs, captured in 2012, indicate, much of the original buildings at Brading survive as a heritage centre; the signal box, complete with original lever

Having traversed the double-track section from Brading, No. 33, *Bembridge* arrives at Sandown, once the administrative headquarters of the Isle of Wight Railway Co. Note the goods-yard, rather over-grown, but the track formation with sidings cross-over is still visible. The covered vans, parked in one siding, once saw service as passenger advanced luggage vehicles. The van nearer the locomotive, a one-time 10-ton cattle wagon, originating from the LB&SCR, was converted to a standard van during 1935 after transfer to the island circa 1927-9.

frame by Stevens, is now a listed building. A period photograph, taken 1937 (refer *Rails in the Isle of Wight*, facing page 66 by P. C. Allen and A. B. Macleod) reveals a covered footbridge and some signalling built of timber dating from pre-SR times, and later versions of lattice construction, all lower quadrant until some replacement with upper quadrant types after nationalisation. The store shed, adjacent to the siding, has not been referenced from plans but is evident as a gabled building with two sets of double doors in the period photograph already mentioned. When I stood on the one platform remaining in use, I could not help but admire the view towards Culver Cliff and thinking "What better subject for a model railway backcloth?".

Opening in 1864, Brading Station became a junction in 1882 with the completion of the Bembridge branch. In 1927, the doubling of track took place between Brading and Sandown. Prior to this modification, it is likely that the short siding, lower right on the plan, would not have existed. With the complete closure of the Bembridge branch in 1957, followed by track retrieval, the station reverted to serving just the Ryde-Ventnor



Departing Shanklin, bound for Ryde Pier Head, number 33 *Bembridge* is the subject of much interest from three young enthusiasts. The four compartment bogie brake third coupled next to the engine is S4149, once a SE&CR seven compartment brake composite "birdcage", but converted on transfer to the island to give more luggage space and meet the clearance requirements.

P.S. Ryde, built for the Southern Railway's Isle of Wight service in 1937, enters Portsmouth Harbour on a return crossing from Ryde Pier Head in July 1966. Efforts to preserve this Dunkirk heroine have sadly failed.

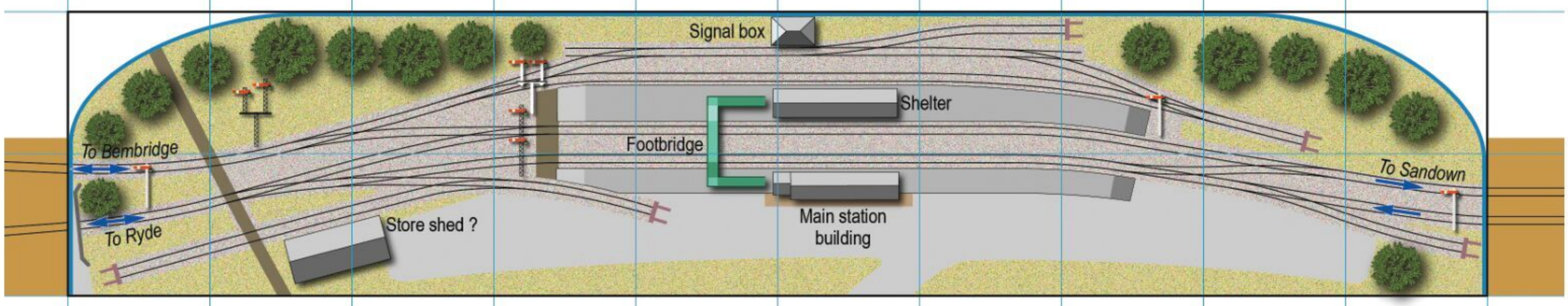


trains. The signal box closed in 1988 and the passing loop was removed. Following a refurbishment programme of the main buildings and signal box by the town council in 2007, what had become a derelict site now, following renovation, has heritage status.

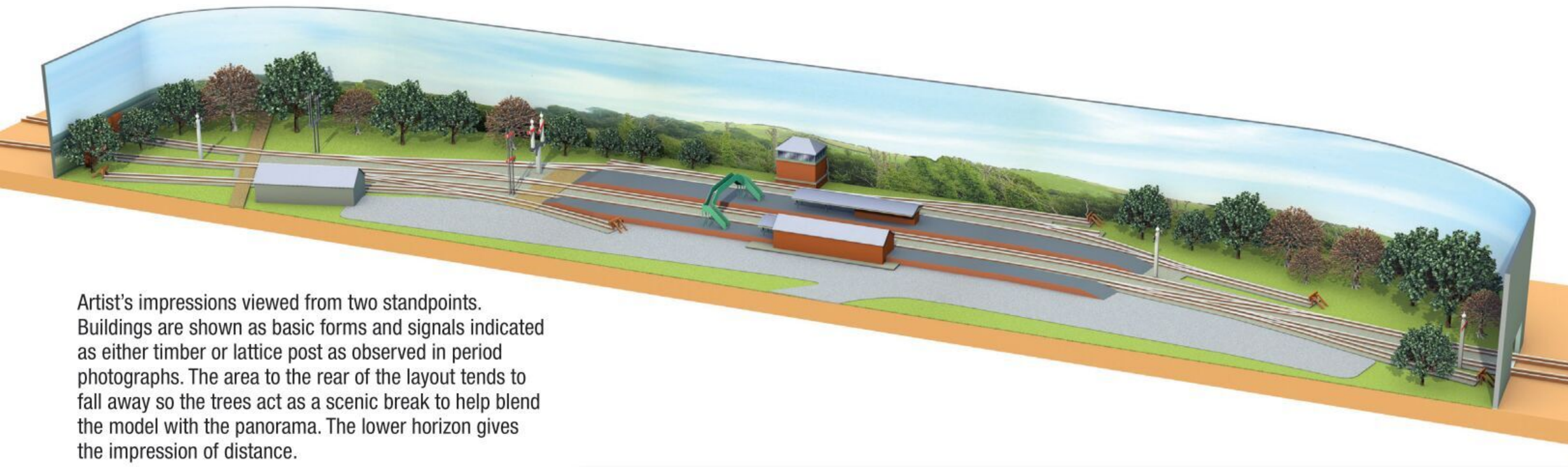
Based on the track diagram for Brading signal box prior to the closure of the Bembridge branch, the plan has been tailored to fit a baseboard measuring 10ft x 2ft, ex-storage sidings. Working to a scale of 4mm:1ft, Peco large radius point templates have been used as a guide when adapting the plan. All except one unit are basic left or right hand; the one giving access to the goods siding is a left-hand curved type. The point-work to the approaches at each end governs the length available for the platforms. Given that the island's vintage 'birdcage' carriages were 60ft in length, the



Inspiration for a backcloth; looking across from the current working platform towards a distant Culver Cliff, the far face of the presently unused island platform once served Bembridge branch-line trains. Plans are afoot to re-instate the passing loop at Brading to enable a more evenly-balanced timetable.



Proposed layout plan based on that of Brading station. Each square on the grid represents 1ft. Buildings are represented by simple shapes and signals are defined either with wooden posts or lattice, referenced from the aforementioned 1937 photograph. Also note the up-line starter with repeater, counteracting the driver's vision being obscured by the footbridge.



Artist's impressions viewed from two standpoints. Buildings are shown as basic forms and signals indicated as either timber or lattice post as observed in period photographs. The area to the rear of the layout tends to fall away so the trees act as a scenic break to help blend the model with the panorama. The lower horizon gives the impression of distance.

platforms on this plan allow for a locomotive and four-carriage train.

Rolling stock and motive power

The most likely requirement in the motive power department will be the ex-LSWR, class O2 tank locomotive. Ready-to-run, a product by DJ Models, is available in a variety of liveries – one suitable for island service. For the kit builder, South Eastern Finecast offers a version in white metal.

The ex-LBSCR, class A1X 'Terrier' is produced in a number of liveries by several manufacturers, including Hornby, Rails of Sheffield and Dapol. To include the larger version of the A1X, a ready-to-run model of the class E1 is recorded to be in the pipeline, produced by Rapido, but a kit is also available from South Eastern Finecast.

For those preferring to re-create modern times, ex-London Transport class 483 sets, in island livery, are produced by EFE.



Now preserved as an exhibition and visitor centre, Brading station, prior to the closure of the Bembridge branch in 1957, offers potential as a suitable prototype for a compact model, but with an interesting track diagram. Completely re-modelled for the opening of the branch in 1882, the footbridge and buildings are also thought to date from that time and are listed. The aforementioned photograph dated 1937, indicates a very busy scene with three locomotives in steam, two types of signal and a line of goods vans in the siding. In another period photograph (refer to *The Isle of Wight Railways* by Michael Robbins) the footbridge is shown with windowed sides and roof.

Coaching stock

Although the Southern Railway replaced four and six-wheeled stock, originally purchased second-hand from several main line companies, during the early days of its tenure, similar models, based on LBSCR carriages, produced by Hornby, wouldn't look out of place. The first bogie carriages, built by the Lancaster Carriage and Wagon Company in 1889, were a pair of composites – one a brake, of only 40ft in length. A steady influx of bogie carriages arrived on the island throughout SR days. Among them was a number of ex-South East and Chatham Railway 'Birdcage' carriages. Examples of these types can be found in the Bachmann range. To be correct, the guard's lookouts would need to be removed on brake vans as happened to the prototypes.

The kit builder need search no further than the comprehensive range of LBSCR, LCDR and LSWR carriages, both bogie and 4-wheel types, offered by Roxey Mouldings.

Out of use for many years, the island platform canopy survives and presently acts as access to the heritage signal box. This platform face would be re-instated in the future if a passing loop is re-laid.



Brading station from the forecourt. Although an important junction, this main building did not have an upper floor as other stations.



To build the ex-Midland clerestory coach that graced the Bembridge branch, a starter would be the kit produced by Ratio.

Goods stock

Procuring goods rolling stock either off the shelf or in kit form will not yield many results. Excellent reference material covering examples of the island's preserved historic wagons is available on the Wight Steam Railway website.

Open wagons generally followed a basic design, so adapting such vehicles from ready-to-run items should not be too challenging. An internet search revealed that models of two types of open wagon bearing Portland Cement graphics, employed for the transit of chalk from Shide to the cement works at Medina wharf, are available from 'Wessex Wagons'.

To remain faithful to history, much adaptation will be needed. In general, island wagons, whether open or covered, were classed as 10T. Many later examples employed on the main line system had a tare weight of 12T. The intended modeller may have to turn to the specialist kit producers.

In conclusion

When undertaking to produce this article, the thought did occur that a layout based on Isle of Wight practice might not create enough variety of traffic and a suitable location would be difficult to source. Brading was not considered until photographs taken during my 2012 visit were unearthed, the junction situation producing a plethora of ex-mainland traffic from the Bembridge branch as well that of the main route sealing the deal.

The junction complex offers ample scope for operation and could be placed in a number of locations. Sourcing suitable rolling stock in other scales for an Isle of Wight model could be difficult. By placing the track formation in another area, for instance, Great Western territory, a feasible a model in 2mm:1ft scale could be achieved.

Thanks to the Isle of Wight Steam Railway, heritage rail travel is still available across the Solent. A modeller can aid research by witnessing the beautifully restored locomotives – class O2, No. W24, *Calbourne* or 'Terriers', Nos. W8, *Freshwater* and W11, *Newport*. The society members have restored and operate six bogie carriages of types that ran on the island as well as a variety of appropriate goods wagons.

Whether the modeller opts for steam days, SR or BR to the beat of the Westinghouse pump, or the distinctive sound associated with tube days, there is ample scope for an Island railway.

Brading signal box, once controlling a complex of track-work at the junction of the Bembridge branch and the main island route as well as sidings, is now a listed building and recognised by Heritage England.



BUILDING THE DJH 8F

Words & photography: Tony Wright

With newly-found time on his hands, LNER devotee, Tony Wright, constructs this kit of the most numerous eight-coupled freight locomotive to have roamed all regions of Britain.



Looking back over the last year is to reflect on the strangest 12 months of my life (and just about every else's as well). Normally, I attend as many as 20 shows a year in my capacity as demonstrator and locomotive doctor, but since the beginning of March last year they've stopped. Not only that, at least 50 times a year I've had visitors over to see and operate 'Little Bytham'. Lockdown has also curtailed that. Though nobody would wish the situation to have happened, at least railway modellers have a hobby, which ensures they can keep an active mind occupied in doing something creative. In my case, that creativity is channelled mainly into making locomotives. Thus, faced with enforced 'incarceration', I shuffled through my boxes of un-built kits to find something to make. Since I mainly build models of ex-LNER motive power, why not something different?

The Stanier 8Fs were one of the most-successful freight locomotives of all time. Introduced before the War by the LMS, they became the standard freight locomotive for the ROD and examples saw extended service as far away as the Middle East, some being lost at sea during the hostilities. Many returned to take up service, along with their stay-at-home siblings, with British Railways, becoming among the very last steam survivors in 1968. Over 800 were built by Crewe, the Vulcan Foundry, Horwich, Swindon, Brighton, the North British Loco Co., Doncaster and Darlington, ensuring their use, nationwide. They were frequent runners along parts of the East Coast Main Line as well, including Little Bytham; so, why not a Stanier 8F?

I'd had this DJH kit for quite some time, so, blowing the dust off its box and examining its contents, I found it to be complete with Romford/Markits wheels, the only thing missing being a motor gearbox. I ordered an AM10 motor/gearbox from DJH, surrounded myself with plenty of prototype source material (the recent 'Books of the 8Fs' from Irwell press being particularly useful) and set to work.

The following photographs show how I got on...



Since I never make just one locomotive at a time, two others were selected for building during the same period as the DJH 8F. The Alan Gibson 4-4-2T still remains to be finished, though I completed the Craftsman 2-4-2T – both were built for a friend.



As usual, the heavy DJH mainframes soldered up a treat and the AM10 (GB2) combo fitted perfectly, giving really smooth power. The coupling rods were articulated into two sections each side. Since I always prefer rigid rods in 00 (and EM), I soldered them together.



The footplate was beautifully-cast as a single piece, and needed only a minimal amount of cleaning up. Strictly speaking, it should not be solid beneath the boiler but I left it as it was to give greater strength and integrity.



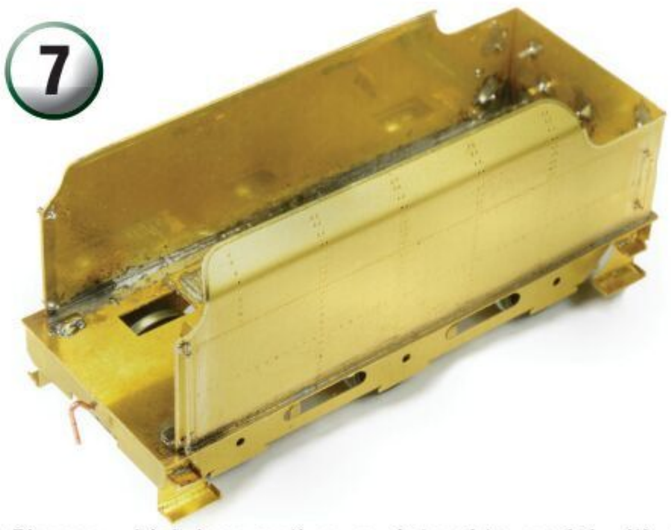
In my view, DJH kits give the best of both worlds with the mixed-media approach; cast metal for thick pieces and etched brass for where a thin edge is required. The fit here was perfect, making soldering dead easy. 12mm pony wheels were supplied, but these are really too small. I substituted Gibson's 'scale' ones, necessitating removal of some metal from the front, cast frames.



I finished the cab off at an early stage because having the sides unprotected is likely to result in their being bent as construction continued. The cast metal cab roof adds useful weight as well as integrity.



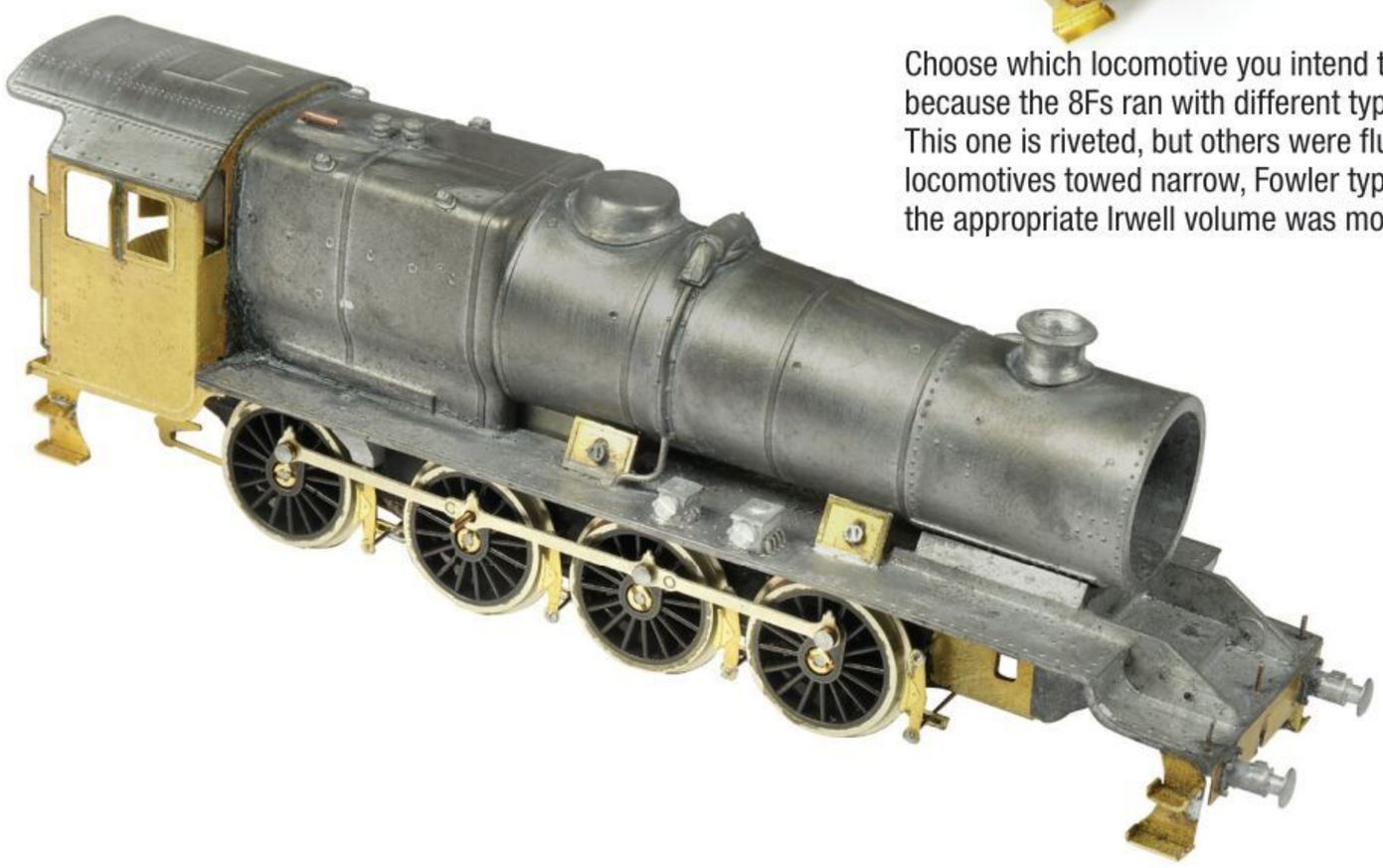
With more detail undertaken on the body, attention was then turned to the tender. The provision of a sub-frame ensured accuracy and good, stable running.



Choose which locomotive you intend to model with care because the 8Fs ran with different types of tenders. This one is riveted, but others were flush, and some locomotives towed narrow, Fowler types. As mentioned, the appropriate Irwell volume was most-useful here.



By building both the locomotive and tender together, any adjustments – relative ride-height, for instance, were easily made at source. Boiler details were soldered on from the inside to minimise subsequent cleaning up.



I took care with soldering on the lubricators because they're different sizes. The larger one is further forward. The smokebox door was left off to a relatively late stage, otherwise internal soldering towards the front of the locomotive becomes impossible.



The locomotive bodywork and the tender are seen completed in this view. The only parts glued on the body were the smokebox door with a five-minute epoxy and the outside steampipes with runny superglue because internal soldering was impossible in these circumstances. Everything was soldered together on the tender.



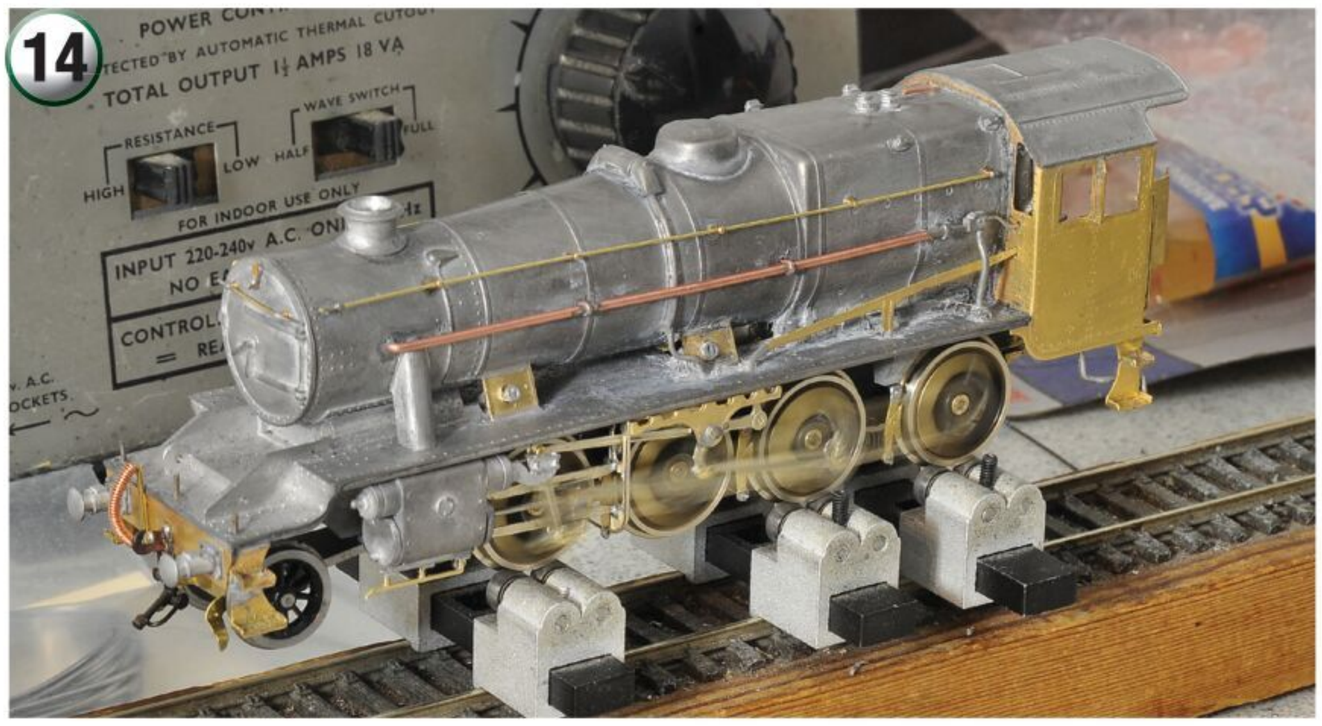
As is always my practice when building a locomotive, I leave valve gear, if fitted, to the last of the construction process. As usual, I split the motion in half and fixed the moving components together with brass lace pins and solder.



The arrangement of the 0.45mm nickel silver wire wiper pick-ups, showing part of the spring detail removed to ensure no short circuits on this live chassis. DJH recommends the 'American' style of pick-ups, where the locomotive and tender are live to opposite sides – a system I dislike.



Completed and ready for the paint shop (after running-in). Vacuum standpipes were home-made by a friend, and the front coupling came from Markits/ Romford.



One good way to run-in a new locomotive is to let it go on a rolling road, in this case a Bachrus 'Saddle'. It need not be at high speed, just half an hour each way.



Though running-in is fine with the locomotive lightly-oiled, thorough road-testing under full load is more essential to find out if the locomotive is up to the job and there are no points of interference to cause shorts or jamming. Thankfully there was none.



I normally paint my locomotives if they're just plain black, but friend, Geoff Haynes, is building up his portfolio of professional work and he offered to paint/weather this one. Using the top photograph on page 125 of 48055 in the first volume on the 8Fs by Irwell, he has weathered it beautifully.



Watch this locomotive in action with the digital edition of BRM. Visit *www.pocketmags.com/BRM* and get your copy today.

Now doing what I built the locomotive for, hauling mineral trains on 'Little Bytham', with ease.



I'm frequently asked at shows why I choose to still build locomotives when there's a perfectly good RTR equivalent, such as this excellent Hornby 8F, to which all I've done is to weather it. There's no doubt it's a splendid model and equal (or better) to anything I could make. However, it'll never be 'mine' in the same way as the one I've made.

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I also specialise in collectable and quality pre-owned model railways in a variety of gauges, including Triang OO and TT, Hornby, Hornby Dublo, Wrenn, Bachmann, Mainline, Lima and Airfix.

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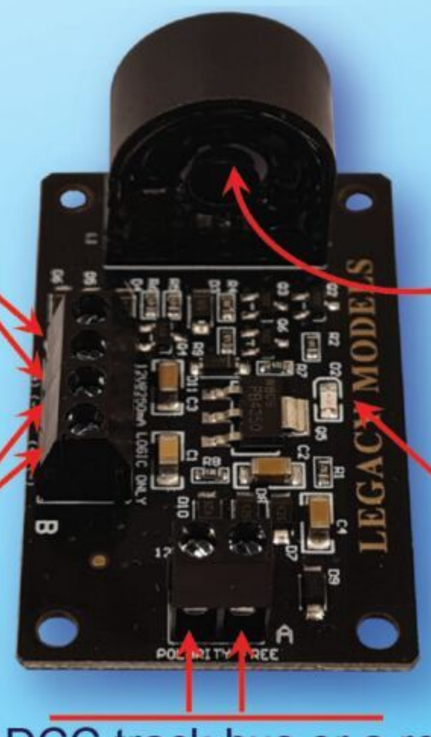
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HOW TO...
BUILD A RETAINING WALL

Words & photography: Carol Flavin

Expanding her layout to accommodate her husband's much-loved larger locomotives, Carol Flavin revisited her trackplan, creating this space-saving feature in the process.



My layout, 'The Edge Hey and Strines Railway', started life on a trestle table four years ago, but driven by my grandchildren's enthusiasm, it has grown to fill a large bedroom.

New to railway modelling, I did a number of things the wrong way round and was forced to find ways to solve problems a more experienced modeller might have avoided, but it's all part of the fun!

As the layout reached maturity, my husband, David, pointed out that the track my grandchildren and I had designed, circled around too much and went in and out of too many tunnels for him to be able to run his older, larger, much-loved locomotives.

The only solution was to add a higher-level circuit all the way round the partially built layout. It would have straighter track and gentle curves, but I was determined it would also be attractive and interesting, so I started to work out what to include.

My list of desirable features included a 5ft long retaining wall with an incline over a bridge.

The higher-level track goes into the mountains on one corner of the baseboard via a tunnel, and comes out at the back of the board, crossing for over 5ft to a plateau on the opposite corner. This required a slight incline going upwards from left to right.

Our GMRC Locoladies team had used Woodland Scenics Risers so I knew that their inclines had been calculated to allow the locomotives to make the climb up the slopes easily. I put the 2in straight pieces as the base and then added the appropriate incline across to the bridge that allows the road to leave Edge Hey Village. Then I put the last section of incline between the bridge and the plateau.

Once the risers were stuck down, using the Woodland Scenics Foam Glue, I added

a top surface with plaster bandage and placed a track bed along the top using the Woodland Scenics Track Bed.

The advantage to using Woodland Scenic Risers is that you then have a flat-facing section on the outer surface to create the actual retaining wall. Metcalfe Builder Sheets Cut Stonework (MOO57) was used as the basis for the covering. Making sure the base stones were at the bottom, I started at the bridge and pushed each sheet of the thinner card against the risers, marked the top, cut it and glued it in place using Mod Podge adhesive and pins.

On the top of the retaining wall, I used lengths of the thicker Metcalfe dressed stone sheets, cut so that they were the right size to fit over the thin, but sturdy, black foamboard. Each side of the top was scored with a sharp cutting tool and then stuck in place so they left a flat seam with the top of the retaining wall. I used Bostik for this job as it is quick-drying.

Once everything was stuck firmly in place, I created uprights using foam board and the thicker dressed stone sheets. These were cut the width of the upright with a small amount on either side, which I scored so that the card fitted snugly around the upright. I again used Mod Podge to glue these together. Each upright was created in the correct length to cover the joints in the retaining wall and the walling above it.

This still left me with a horizontal joint line between the stone fixed to the risers and the walls beside the track. I decided it would be less obvious if turned into a feature, and to that end, strips of Cobblestone builders' sheets were cut and fixed in place between the pillars.

With the walls in place, I was happy with the result, but it all looked far too clean. I used a range of products to add the growth of greenery – on this occasion a mixture of Javis, Woodland Scenics and Peco products. It pays to keep stocks of these to hand as you never know when they will come in useful and having several allows me to mix the products up a bit.

Bostik was smeared onto the walls where I wanted to place the greenery, starting with a mix of bushes along the base, followed by small trees growing up the walls, as well as hedges and trailing weeds.

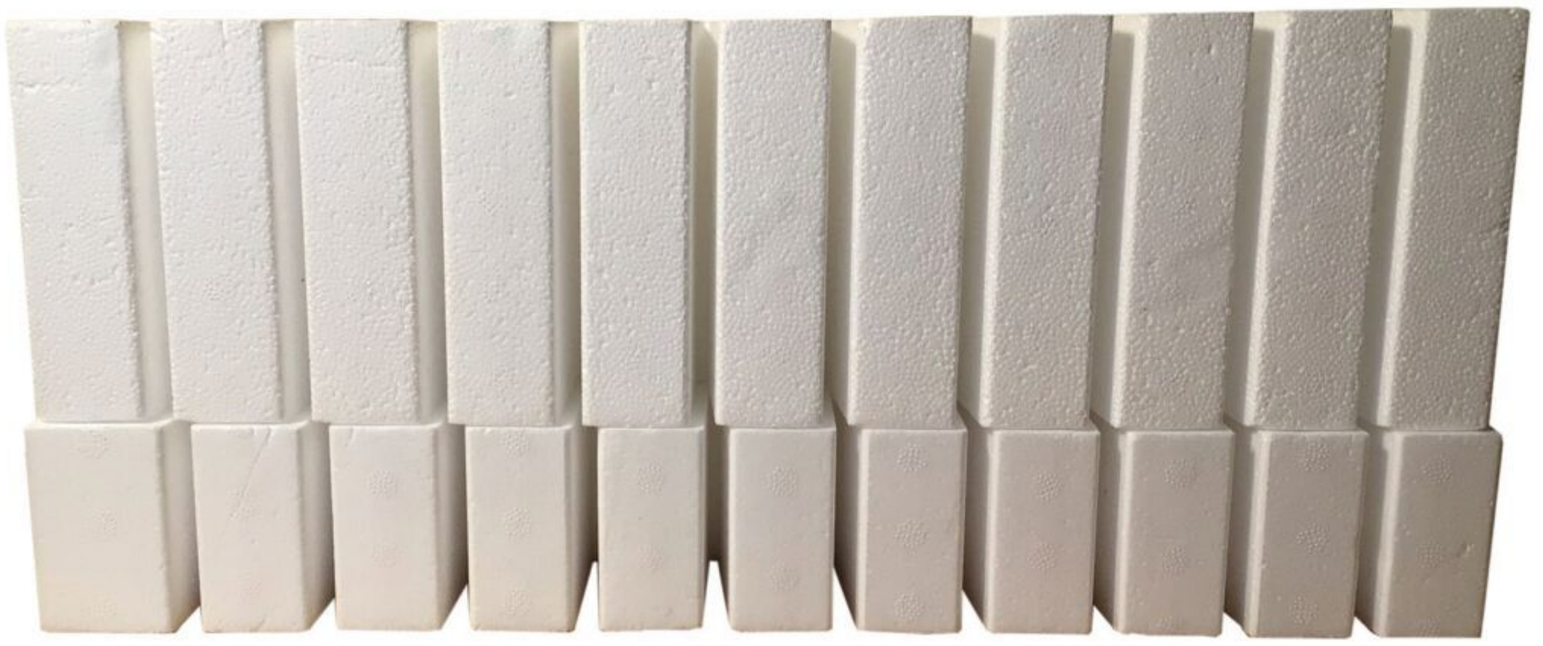
Set in the retaining wall is a bridge that allows a road to leave Edge Hey Village. It is a laser-cut iron bridge kit made by Modelux, and I bought two of them about two years ago ready-made and boxed very cheaply from eBay. I tend to buy a lot of models that others have already constructed to save time, and because they are often real bargains.

Despite the challenges of fitting a retaining wall in a relatively narrow space on an existing layout, I am very pleased with the outcome. It looks imposing across the back of my baseboard and my husband can now run his favourite locomotives safely without them falling off the curves in the track!

I really miss all my grandchildren coming to the house and contribute new ideas in person rather than via videos. Fortunately, I am thoroughly enjoying making the layout and can't wait for them to come and see it for real.



The materials for my retaining wall – Metcalfe Models Walling, Woodland Scenics Risers, some track bed and plenty of glue. I'm a big fan of matt Mod Podge for scenic work as it is almost invisible when dry.



The risers were made from polystyrene, have a flat bottom and gently sloping top. Looking down on them, they are 'Z'-shaped so the track can be easily curved. They were stuck down with Woodland Scenics foam glue and then the black foam track bed was fixed to the top to provide support to the track itself. I fixed the 2" straight piece down first and then added more on top to reach the level of the girder bridge.





The parapet walls were formed of Metcalfe Stonework sheet folded around black foamboard. The result is strong enough to stop a train taking a tumble from the top of the wall, but also light, and easy to curve to follow the track. It's important to score the cardboard stone sheet or you'll never form a sharp corner.



To cover the joint between the sheets of stonework fixed to the Risers and the parapet, I used some Metcalfe Cobblestones. By using a contrasting finish, they look decorative, far easier than trying to match the stone courses. The finishing touch was some weeds growing on the wall, made from a mix of Jarvis and Woodland Scenics materials.

SHOPPING LIST

Metcalfe Models
(M0057) Cut Stonework Sheet
(M0051) Cobblestone sheet.

Woodland Scenics
(ST1408) 2in Risers
(ST1474) Track-Bed
(F51) Foliage. Light Green
(FC136) Underbrush. Medium Green

Jarvis Countryside Scenics
(HF2) Mid green hedge foliage
(JCWeed1) Spring climbing weeds

HOW TO...

ADAPT THE BACHMANN 94XX

Words & photography: Paul Marshall-Potter

Mass-produced models needn't retain their identical details and factory finish, as Paul Marshall-Potter carves a subtle variant from Bachmann's 0-6-0T 'Pannier'.

In late 2020, the long-awaited Bachmann 94XX joined its stable of 0-6-0 'Panniers' including the 57XX, 64XX and 8750 variants. A quick run of a rule across the model indicates that it's on the mark as far as dimensions and capturing the shape of the prototype are concerned.

I wanted to represent an unusual variation, and this presented a bit of a problem in that the class didn't really have a significant number of variations or detail differences. My preference would have been for a locomotive that sat within my specific interests, the Forest of Dean or Welsh. With none operating within the Forest, while researching the Welsh options an interesting variation caught my eye; 9401 spent a short time at the Eastern Region's Stratford, under test as a shunting locomotive.

The model represents one of the Great Western-built locomotives, and as supplied, the locomotive has the correct rear-facing steps, and sloping steam chest cover underneath the smokebox door. I spent a while looking at the photographs I had access to and, apart from noting the bunker access steps moved to the side position in BR times and the lamp irons altered to allow LNER/BR lamps to be fitted, there was something that was niggling that I'd missed in the background. I took a break from looking at the photographs and went back to them a day or so later and the difference was apparent. This locomotive had different tank filler positions to the majority of the class, including other first batch locomotives!

On 9401, the fillers are in line with the tank side handrail, and not at the leading edge as modelled correctly for 9402, the model as supplied.



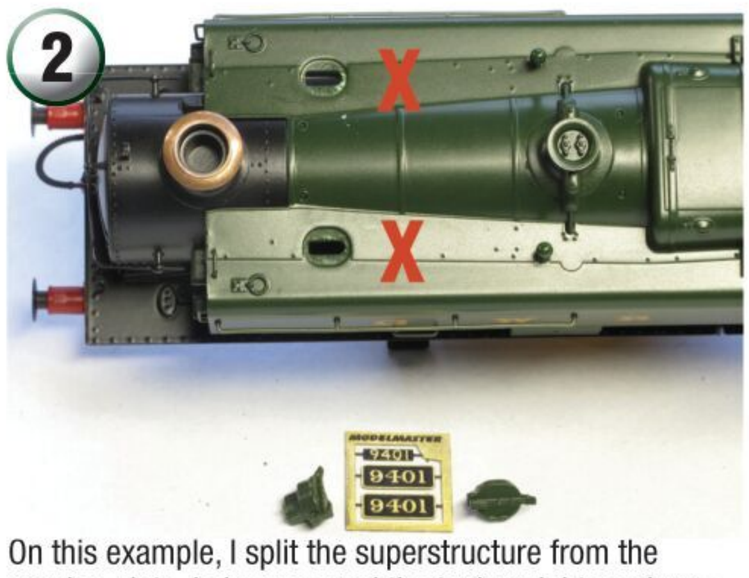
I knew which changes I needed to represent 9401 – move the tank fillers, replace the rear steps, change the lamp irons and paint the model black. In addition, I opted to remove the cast coal load, open the cab vents/bunker doors to get more light into the cab and fit flush glazing. Doing these last tasks gives it character over the 'closed' cab as supplied.

The finished model I find pleasing and different. It's one that can't currently be made from the existing tooling, so it is unique and subtly different from other 94XXs. The techniques aren't difficult to master and you don't need extensive workshop tools. While I used an airbrush for the painting, I've had equally good results with careful use of aerosol cans.

1



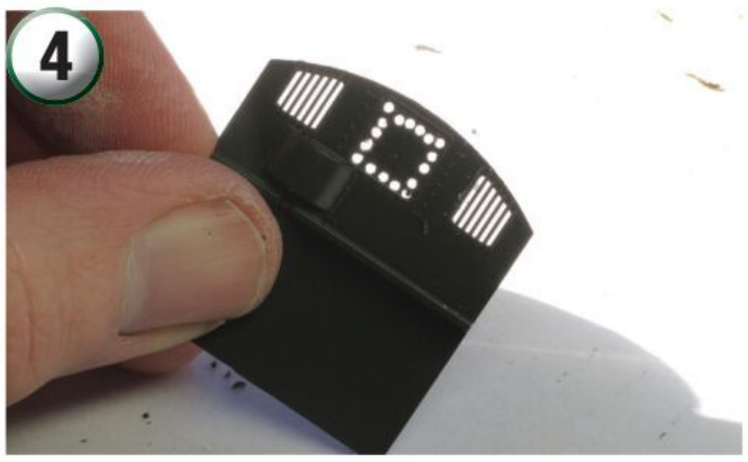
I break the body down into its base components as it makes it easier to work on the sections I'm modifying. Sometimes it literally is breaking as obviously the model isn't intended to be taken apart in this way. The plastic superstructure is held to the cast running plate by two screws on the back head and one under the smokebox.



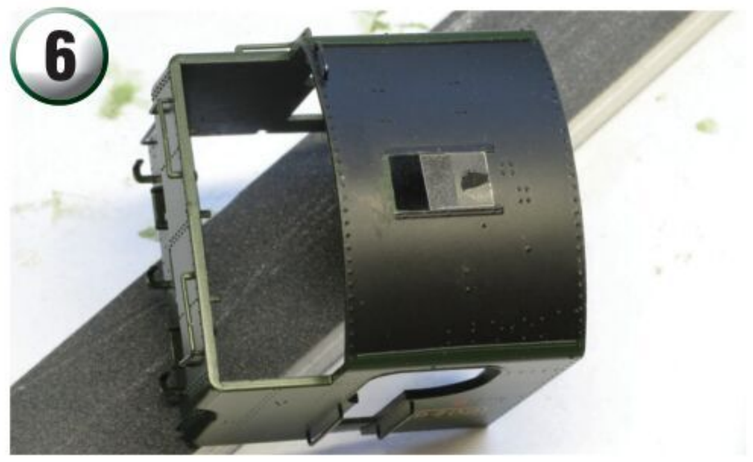
On this example, I split the superstructure from the running plate. I also removed the tank weights as I was going to be handling the tank and boiler a lot. The tank fillers are glued in, and I gave the moulding a sharp tap from underneath to break the glue seal. This left an oval section in the top of the tank that needed filling. I use Vallejo plastic resin filler, it's an excellent smooth paste and doesn't shrink much as it dries out. I also split the cab from the body. By doing this, the smaller tank and boiler section is easier to handle, and it lessens the opportunity to damage other body detail. Removing the cab section then allowed me to remove the back head to get the glazing out.



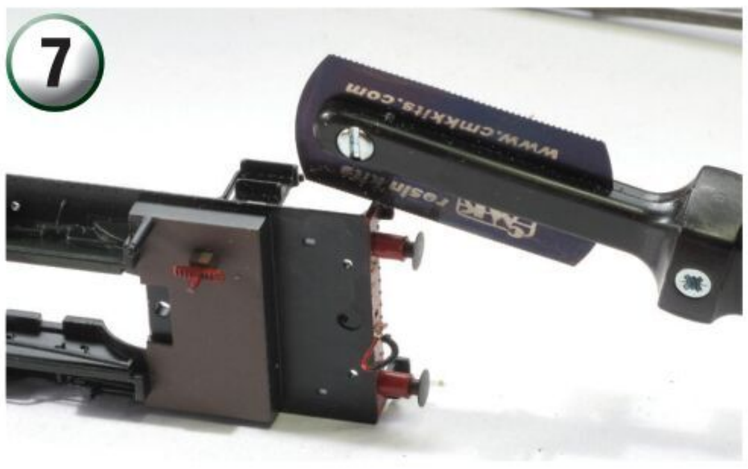
It's really worth taking time over the filling and cutting back of the tank filler task, ensuring the finish is level. If you skimp this section there will be a very noticeable area where the fillers were. I used 1200 grit (and higher) paper, and lapping paper. I also painted the area as I got to the end, and the final sanding cuts showed up any variations, which is useful to get those final adjustments. The GWR logos were also removed using T-Cut, too. With the repaint, the finish needs to be smooth so no previous markings are showing through the top coat. Once happy with the surface finish, I replaced the tank fillers in line with the tank handrail. I simply cut away the mounting pin and used plastic cement to hold them in place.

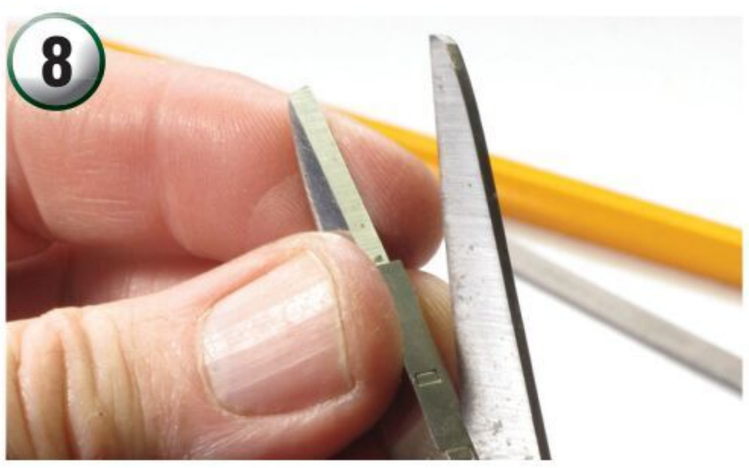


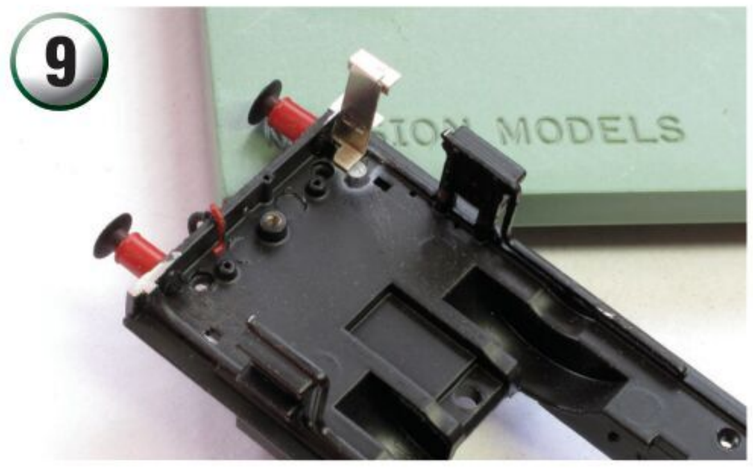




With the cab separate, the back head was removed and this allowed the glazing to be replaced. The rear cab wall was next to be broken out and this gave access to the cast bunker weight. I removed this to allow the bunker to look half full, again enhancing the character of the model. While the rear cab wall was out, I pepper pot drilled the door area and removed the doors. This is a really fast way of opening the aperture. The same technique was used for the sliding roof vent, which was then dressed using files, and replacement doors were added from scratch. Also removed was the glazing section. I didn't replace this because the window bars on this model hide the fact it's not there!







The next challenging part of the conversion was the bunker access steps. The original rear-facing steps were removed with a razor saw. I found in the Brassmasters range a set of etched steps that would work as a replacement. They are LMS steps and require modifying. As supplied, the steps and support are too wide, so, using the original steps as a guide, I cut the etches to a narrower profile. From images, the steps are the same depth as the cab access steps so the support was marked and folded to match. As the buffers are sprung, the support was cut to allow the buffers to remain functional. The steps were formed using a hold and fold tool to get an accurate fold, and attached using low-viscosity fast-setting superglue. I used the same method to fix the steps to the chassis, soldering not being an option in this scenario. Final step modifications were added to the lower bunker side hand rails for the new steps. That's the core of the work completed and the next step was masking-up for painting.



I used Vallejo Air NATO Black for the base colour. In areas where there are panel joints, I ran a black wash around them, which ensured that hard-to-reach areas got paint coverage. I also removed the wheelsets, painting them separately and used the base colour on the chassis, too. Once this has thoroughly dried, I gloss-coated the tank side to fix Fox waterslide transfers for the British Railways' heraldic device. Again, once this had set and dried, I over-sprayed the glossy area with Vallejo matt varnish to match the overall finish. Final detailing consisted of changing the lamp irons from Western Region to Eastern Region style and fitting the etched number plates. As the smokebox numberplate is brass, I dry-brushed Aged White across the raised number and then painted the lower areas with thin washes of black to build the density up to give the correct colour to the number plate. Job done!

NEW PRODUCTS



SCALE MODEL SCENERY (LX339-OO AND LX340-OO) SASH WINDOWS

Scale Model Scenery has created a new range of laser-cut sash windows designed to help modellers with this hardest part of an architectural scratch-build. Its arched top, four-pane sash (LX339-OO), supplied in a pack of six is typical of the many windows found on locomotive sheds, warehouses and mills, while its narrow arch top sash window – often seen in multiples – is suitable for buildings of a more ornate nature, and supplied in a pack of 10. Equally useful when modifying kits or ready-to-plant buildings, too. Visit its website to see more variants.

Price: £5.95 (per pack)

W: *www.scalemodelscenery.co.uk*



MEDEA USB RECHARGEABLE ELECTRIC ERASER

The Airbrush Company is stocking this lightweight USB rechargeable electric eraser, which takes 5mm or 2.3mm eraser refills and rotates like a drill to create highlights or blends when working in graphite, charcoal, mixed media and more. Ideal when drawing complex or intricate plans, or even trackplans, it has caught our eye, and we're wondering if it can be used to create faded or worn paint effects on models, too. Find out soon in BRM!

Price: £18.95

W: *www.airbrushes.com*



GAUGEMASTER (GM449) FORDHAMPTON INDUSTRIAL CHIMNEY

This injection-moulded kit in self-coloured plastic measures 335mm x 60mm x 57mm when constructed and is in stock as part of the Gaugemaster Fordhampton structures range. From the industrial revolution onwards, these brick-built structures were a common sight of industry and though many thousands were demolished, a process explained with passion and in detail by famous Bolton steeplejack, Fred Dibnah, many remain as a reminder of our industrial heritage.

Price: **£19.50**

W: *www.gaugemasterretail.com*

4D MODELSHOP TREE BUNDLE



London-based model retailer and architectural model manufacturer and supplier, 4D Modelshop has created a second tree bundle for modellers, suitable for 1:148 – 1:76 scales (N to OO). Containing eight trees made in-house by its team, all are suitable for layouts set in the spring and are supplied on a brass wire base for planting. The group consists of a Copper Beech at 60mm, a Cherry Blossom at 60mm, a pastel green tree at 75mm, two medium green trees (85mm and 100mm) and three light green trees at 60mm, 85mm and 100mm.

Price: £37.20

W: *www.modelshop.co.uk*



GAUGEMASTER SCENICS (GM221) TEN MIXED TREES

For dense areas of forest, buying trees in bulk makes sense. Gaugemaster's (GM221) mixed tree pack contains a mixture of deciduous and evergreen trees in three styles and three different sizes. The trees can be enhanced with flock or scatter if placed near the front of the layout, though look best when placed together in group plantings to create an area of woodland. Each pack contains five fir trees and five deciduous trees – two 100mm, two 120mm and one 140mm of each type.

Price: £14.00

W: *www.gaugemasterretail.com*



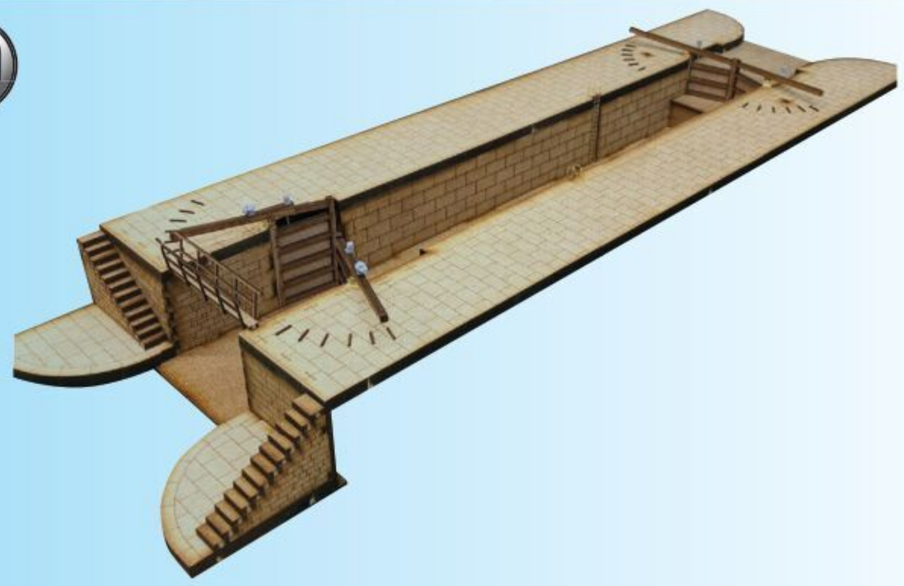
THE HOBBY GOBLIN DAPOL SEVEN PLANK WAGON 'SNEYD' EXCLUSIVE

The Hobby Goblin has commissioned a private owner coal wagon, from Dapol, in N, OO and O gauges. The seven-plank wagon with the 'Sneyd, Burslem' (Stoke-on-Trent) artwork is available to purchase directly from the retailer. Sneyd Colliery at Burslem, Stoke-on-Trent, is one of the oldest colliery sites in the district and became one of the most modern collieries in North Staffordshire between the two wars. Examples of this included the automatic decking plant and the double chain gate stokers at the boilers, both examples are the first of their kind in the district.

Price: THG005N: £12.70, THG005: £13.20, THG0050: £51.70

W: *www.thehobbygoblin.co.uk*

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JS MODELS (JSM4LK01) CANAL LOCK KIT

Measuring 570mm long when completed, this laser-cut lock kit from the industrial building kit specialist has a rise of 10ft (40mm) and features detailed gates, winding gear, access ladders, bridge, and steps. Based on a prototype on the Rochdale Canal, but very similar to many canal locks nationwide, the kit allows the modeller to recreate one of these sizeable but rarely-modelled structures. The kit features 3D-printed and photo-etched detailing parts and instructions.

Price: £75.00

W: *www.jsmodels.co.uk*

SCALE MODEL SCENERY (LX319-OO AND LX352-OO) PLATFORM COPING

Add instant detail to your platforms with these new period-correct laser-cut coping details from Scale Model Scenery. Choose between standard pavers as used throughout the steam era (LX319-00) or blue diamond pattern (LX352-00). Also available with tactile paving (LX312-00), tactile paving for Peco LK-62 (LX213-00) and Network Rail coping (LX317-00).

Price: LX319: £3.99, LX352-00: £6.99, LX312-00, LX317-00 and LX213-00: £6.59

W: *www.scalemodelscenery.co.uk*





ADM TURNTABLES INDEXING DRIVE SYSTEM

Turntable drive manufacturer, ADM Turntables, has revised its indexing turntable drive system, now available with a larger twin belt version to power O gauge turntables. Intended to power laser-cut turntable kits from Kitwood Hill Models, adapter plates are available from that manufacturer, separately, for installing ADM Turntable drive systems to its range. Drive systems are supplied assembled, tested and supplied with a dedicated controller and 12V transformer to power the stepper motor. For more details, visit the website.

Price: Twin belt: £450.00, single belt: £425.00

W: *www.admturntables.com*



DMG ELECTECH (LD101) DUAL DC/ DCC CONTROLLER

DMG Electech's new dual DC/DCC model railway controller was expected to arrive with the manufacturer as this issue went to press. Its forthcoming LD101 controller features a DC button, allowing DC locomotives to run under DC power, once driven to an isolated section of track, while a DCC button will allow users to access a full suite of DCC control to NMRA standards. Included is a mains transformer, command station, control cable and instruction manual. For further details, visit the DMG Electech website.

Price: **£119.99**

W: *www.dmgelectech.co.uk*

RAILS OF SHEFFIELD 'HENDERSON'S RELISH' (4D-HENDOS-21) WAGON EXCLUSIVE



Rails of Sheffield has taken deliveries of 12T ventilated vans from Dapol in the exclusive livery of Henderson's, famous producers of its relish in orange-labelled bottles. In stock and available from the retailer now, each wagon (4D-HENDOS-21) is sold with a 31ml bottle of Henderson's Relish. Henry Henderson blended the first batch of its now-famous Relish in Sheffield in 1885. More than 130 years later, Henderson's remain a family business, still blending in Sheffield to a secret recipe, known to only three family members.

Price: **£19.95**

W: *www.railsofsheffield.com*

BUSCH 1902 OPEN STABLE



Typical of many farm buildings for cattle, this open-fronted laser-cut modern barn kit of timber construction measures 208mm x 154mm x 88mm. Roller doors with a 28mm x 41mm opening either side of the building will allow model tractors to clean out manure from your miniature cows. The feeding rails are laser-cut for accuracy and finesse, while all parts are pre-stained. The model can be illuminated with Busch LEDs (5998) if desired.

Price: £55.00

W: *www.goldenvalleyhobbies.com*

HELJAN GWR AEC RAILCAR

Words: Howard Smith **Photography:** Tony Wright



The saviour of passenger services on the Great Western Railway's branch line routes from the operational difficulties of post-WWI, the company's innovative railcars proved successful if somewhat lacking in numbers. Arguably, with its access to the rich coalfields of the west and married to its concept of 0-4-2T and 0-6-0 'Pannier' tanks hauling but a few coaches – or, single autocoaches – the concept of a diesel-powered railcar was perhaps a little ahead of its time for the company.

Built conservatively in – for the GWR – relatively small batches, its railcars were an evolution in cutting-edge design and technology for the time. Proposed by C. F. Cleaver of Hardy Railmotors Ltd, a subsidiary of the Associated Equipment Co. Ltd (AEC), the first of its commercial vehicle engine-powered streamlined designs entered service on December 4, 1933. Nicknamed 'Flying Bananas' because of their streamlining, this styling would give way to more angular 'Deco' shapes with the third batch, from numbers 19 to 33. Referred to as 'razor edge', it is of this batch that Heljan's new model is representative.

The manufacturer's new 'self-contained train' hits a sweet spot for GWR and Western Region modellers. It's compact and hence could be used on the smallest of new-build layouts with ease. And, because it represents the twin 9.25-litre AEC-powered variants, with a – for the time – very respectable top speed of 70mph, it can also operate on larger layouts depicting secondary routes, hauling an additional coach, where its speed can be put to use, without slowing down other traffic.

The bogie drive mechanism is discreet, while 19 micro switches to the underside can be used to configure the interior cab, compartment and directional lighting.



Measuring 460mm over buffers, an exact 65ft 8in to 1:43.5 scale, I checked the scale 8ft 6in bogie wheelbase and scale 43ft 6in bogie centres, too. All critical dimensions are correct. In fact, the scale treatment of the Swindon-built coachwork can't be faulted, with everything from the almost imperceptible tumblehome of the sides to panel lines, rivet detail, louvred vents, door and window locations looking accurate. The angles of the cab look spot on, too.

Exterior added detail to the injection-moulded bodyshell comprises handrails to the sides and driver's compartments, etched grille air intakes, windscreen wipers, lamp brackets, screw-link couplings, buffers, and hoses. Simplistic, as per the prototype. That said, the interior is detailed to meet current expectations, access to which – for detailing purposes – is easily gained by removing four screws to the underside and unclipping the bodyshell from the chassis.

Inside, seating 48 passengers, you'll find the array of 2+2 bench seating, whose legs run down to a respectable floor level, offering room to install passengers with a little shuffling of legs. Moulded in green plastic, representative of the patterned olive green moquette used on the prototypes, the saloon walls were finished in an easily-wipeable coloured Rexine – a fake leather, with polished mahogany mouldings. It would make a great detailing project.

To the underside, a fail-safe screwed cover can be removed to reveal a 21-pin decoder socket. A decoder isn't supplied, but purchasers should look to the more generous decoders with a higher amperage output, particularly if looking to haul a few coaches, or running on inclines. Despite the manufacturer recommending in the instructions to run the model in either direction for 30 minutes, I found it exceptionally capable of slow speed crawls straight from the box, and it negotiated complex hand-built track with ease. For smaller layouts, this ability to crawl with ease is its greatest asset, though Heljan models have a reputation for excelling in this department. Its weight – tipping the scales at just over 1.3kg – is more than adequate, and this coupled with all-wheel pickup and ample articulation in the bogie mounts ensures that wheels conform to minor track irregularities. Power is delivered to one bogie via a motor placed horizontally between the two axles, each shaft powering a brass worm, which meshes with the axle-mounted nylon gears. It's very effective



Control apparatus is visible, with the near centrally-mounted driver's - and off-set second man's seats.

and discreet, the guard's– and passenger compartments only offering a brief glimpse of the bogie mounting turrets.

The driver's compartments are akin to greenhouses, taking no detail prisoner, and despite having some opening windows, must have been very hot to work in when stationary in the brief spells of summer heat. Two blobs of plastic glue securing the glazing were easily seen at one end of our model. However, perhaps more importantly, no parts were loose in the box. For the passengers, roof-mounted ventilators, in addition to the side opening windows are present, these represented on the model, surrounded by rivet detail. I also appreciate the steam-heat boiler exhaust port, though I'd recommend dulling the unpainted black plastic with a spot of matt black paint.

The unusual cardan shaft exterior-driven bogies look authentic, the inner-most large axleboxes to one side of each bogie doubling as final-drive units, complete with oil level dipsticks. These are a nice touch, if slightly over-scale, and though such a detail could have been overlooked, Heljan is to be applauded for including them. Brake blocks and sandpipes align perfectly with wheelsets, and Skefko logos are easily legible under magnification on non-driven axleboxes.

All told, this latest release is exceptional. An entire train for the price of a locomotive – what's not to like about that? A number of DCC specialists are working on decoder sound file projects to further bring the models to life. Recommended.

datafile

BASICS

Manufacturer: Heljan A/S
CATALOGUE REFS:
(HJ1905) Heljan O Gauge GWR AEC Railcar BR green with speed whiskers with grey roof W26W
RRP: £549.00
Gauge/scale: 32mm gauge, 1:43.5 scale O
Era: 3 to 5
Company/Operator: GWR / BR
Weight: 1387g
Body and chassis: Diecast chassis and plastic body
Miniumum Curve Radius: 800mm
Wheel Profile: GOG finescale
Couplings: Screw-link

Livery application is faultless, though for modellers wanting to represent other periods, six liveries are available including GWR chocolate and cream with shirt button or GWR coat of arms, BR crimson and cream with grey or white roof and BR green with speed whiskers and white cab roof.



HELJAN CLAYTON TYPE 1

Words: Howard Smith **Photography:** Tony Wright



The story of Britain's dieselisation of its motive power is well told, with British Railways' rapid commissioning of many unproven types, some successful, others far less so. The Clayton Equipment Company (Clayton) Type 1 – later Class 17 – fell into the latter category. Plagued with engine reliability problems, on paper the Class promised so much, incorporating innovative design features, yet its unproven power units and the tasks for which these locomotives were constructed ending were to cut their lives short. Some would be retired after as little as five years' service.

Class history

Placing an order for 117 Type 1 units to fulfill its like-for-like requirements in steam locomotive replacements, British Railways took delivery of the units between 1962 and 1965, placing faith in the proposal from Clayton Equipment's design, to the extent that it was to become its new standard Type 1 design, replacing further orders for the English Electric Type 1s. 88 of the locomotives were built by Clayton, the remaining 29 by Beyer Peacock of Gorton, Manchester.

With a spacious cab interior offering panoramic views, centralised for driver visibility, the design sought to alleviate the problems encountered with the English Electric Type 1s when running nose first. To guarantee visibility, large front windows were installed and low noses featured, though these left little room for many 'off-the-shelf' marine diesel engines and



The cabs looked futuristic, though crews complained they couldn't see when coupling to stock in either direction.

a generator. The two engines installed in locomotives – one under each nose driving a GEC generator – were horizontal six-cylinder turbo-charged Paxman engines of 450hp. BR had tested the prototype locomotive briefly with its aluminium-cast crankcases, though through further testing, Paxman had encountered problems with threads and failures in the cast material.

Not long after entering service, problems arose leading to poor availability of the class and seeking to remedy the problem, Paxman replaced the crankcases for cast iron across the majority of locomotives at great expense. D8586/8587 were fitted with a pair of Rolls Royce D 450hp engines. However, by this time, the reputation of the class was tarnished and the work for which they were constructed was being reduced as smaller mines closed and 'merry-go-round' trains took over. In addition, BR had ordered a further 100 Type 1 units from English Electric and these would now become the standard Type 1 locomotives. By 1971, the class was withdrawn by BR. D8568, the only surviving member of the class is preserved at the Chinnor and Princes Risborough Railway, on the Buckinghamshire and Oxfordshire border, and owes its survival thanks to its post-BR career at Hemelite blocks of Hemel Hempstead and Ribblesdale Cement Co at Clitheroe.

The model

Design-wise, I quite like the Class 17 with its Germanic centre-cab looks, very similar to the DB Class V 100 locomotives of the late 1950s. Heljan has previously produced more than one batch of Class 17s in OO gauge, and so is now well-versed in the prototype. In addition, the Clayton Equipment Company and a prototype survives, making research that bit easier – no excuses for dimensional inaccuracies, then!

Casting a rule across the model, it's spot on and looks a 'Clayton' from every viewing angle. The spacious cab with its tablet catcher for working the single lines of Scotland is well-captured, and the large glazed windows are framed well with rivet detail. On our sample, a windscreen wiper was missing, another bent, but I suspect this is an isolated issue. These are incredibly fine and look spot on, but be careful when unboxing as they are prone to foul on the packaging. Look closer at the large underslung fuel tank and battery location and you'll find a depiction of gauges and a drain cock – the prototype fitted with



An animated fan beneath each nose grille is to a high standard, as are the bufferbeam fittings. The buffer heads look strange, however.

an innovative fuel overflow prevention device. Air reservoirs are also depicted and modellers seeking to weather the underframe might wish to run a little model filler into the mould seams of these.

Showtime

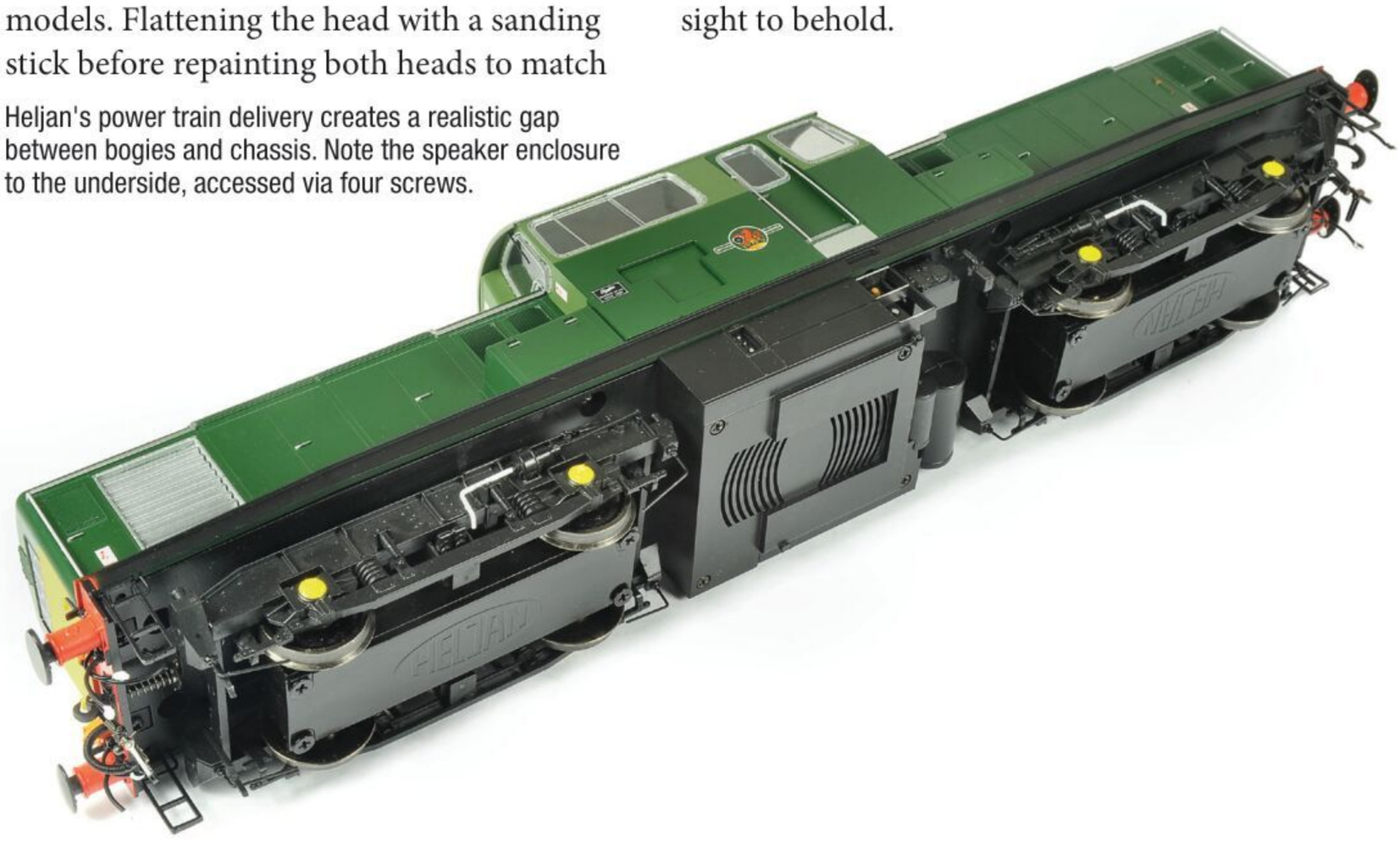
As far as animation is concerned, Heljan's model is perfect in all respects. Rotating nose fans are fitted as standard, and the manufacturer has made provision for an ESU smoke unit, if desired. A speaker grille underneath the fuel tank and plug and play DCC capability will make conversion simple, and some retailers are providing this service for an additional cost. Cab and directional lighting further enhance operation, while working screw-link couplings and sprung buffers are fitted as standard. Oddly, on the last-mentioned, the left buffer appears to have a more domed head than the one to its right with a more realistic appearance, and this appears to be a feature across all models. Flattening the head with a sanding stick before repainting both heads to match would be a quick solution.

On test, the model has exceptional low speed abilities and the fitment of smoke and sound can only add to the drama of operating a twin-engined locomotive.

Paint decoration is to a high standard, bar a little overspray on the silver bonnet lines and to the sides of the bufferbeam. These little niggles could be hidden through weathering but would be more difficult to correct if looking for a locomotive in pristine condition. I'd recommend a little T-cut and subtle weathering.

Verdict

For modellers of the Scottish and North of England regions in O gauge, this new release fills a locomotive gap with a short and unfortunate history. Small fit and finish niggles aside, the design of this model is exceptional and observing pairs hauling mixed freight or coal trains on a layout, to the sound of four engines ablaze would be a sight to behold.



Heljan's power train delivery creates a realistic gap between bogies and chassis. Note the speaker enclosure to the underside, accessed via four screws.

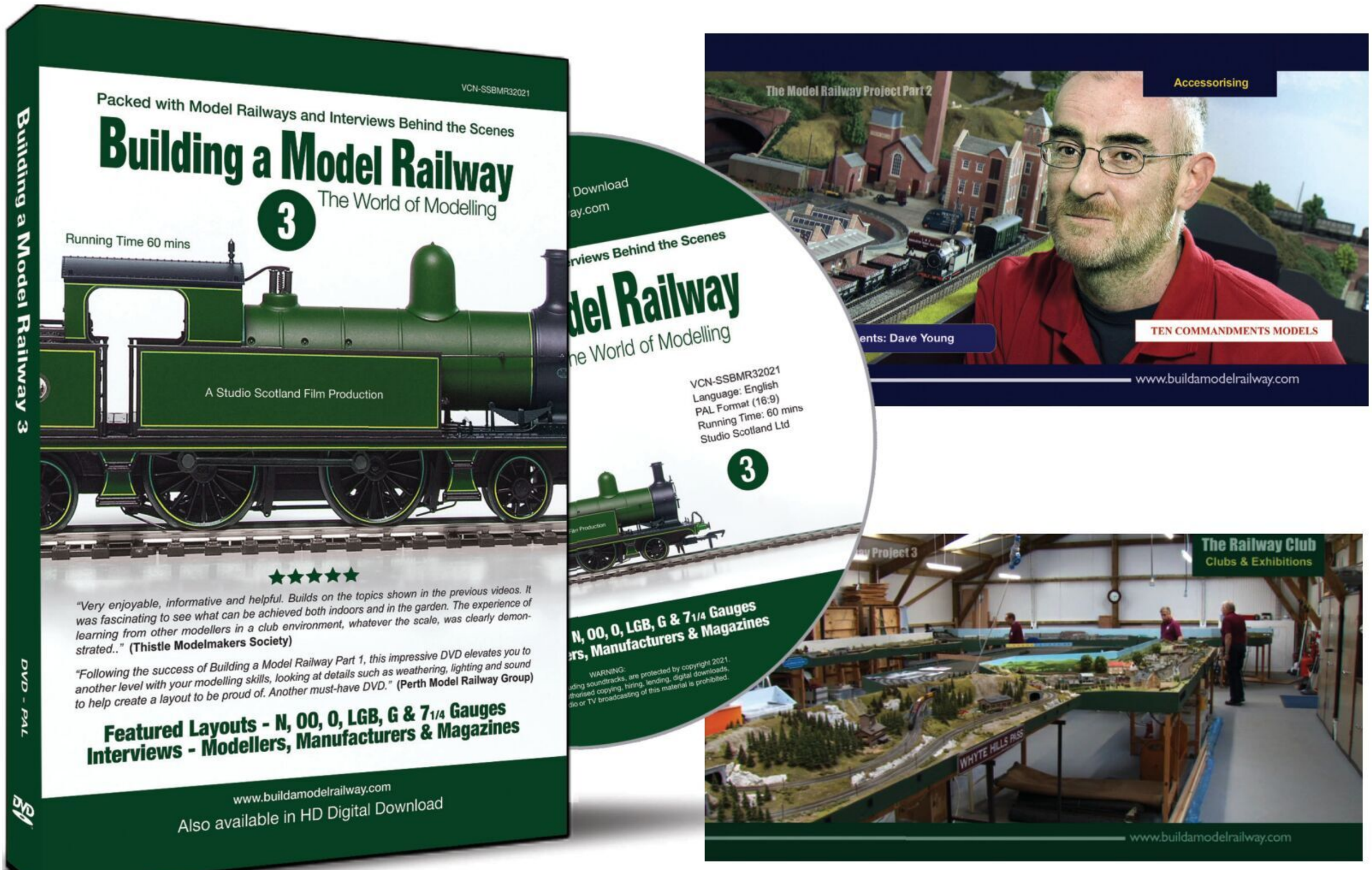
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BASICS

Manufacturer: Heljan A/S
CATALOGUE REFS:
(HJ1905) Heljan O Gauge Clayton Class 17
RRP: £549.00
Gauge/scale: 32mm gauge, 1:43.5 scale O
Era: 5 to 6
Company/Operator: BR / PO
Weight: 1400g
Body and chassis: Diecast chassis and plastic body
Miniumum Curve Radius: 800mm
Wheel Profile: GOG finescale
Couplings: Screw-link

BUILDING A MODEL RAILWAY 3 – THE WORLD OF MODELLING

Words: Phil Parker



If there is one aspect of our hobby we are missing at the moment, it's the chance to get out and meet real people at real events. Hopefully, the latest DVD from Studio Scotland will satisfy a little of the demand for this, and as we gradually emerge from restrictions, remind us all what we are missing as well as encouraging people to dip their toes back in club and exhibition life.

We start with a look behind the scenes at a major exhibition. It's no surprise that the event is ModelRail Scotland, almost a local show for the production company.

Then we head to a few local clubs to see them preparing for the show. If you've never visited a model railway club before, this section will be particularly interesting and really shows the community nature of these organisations. We look at several of their layouts in some detail, something that made me want to head north as soon as we are allowed as there are some cracking models.

After this, we head outside to look at garden railways in OO and G scales using extensive interviews with their builders to explain how and why they built their models. If you've fancied taking your modelling into the garden, there's some useful practical advice to be found here as well as inspiring footage watching trains pass by.

As with the previous discs in the series, production standards are high. The voice-over, by Stewart Menelaws, is informative and enjoyable. Never patronising or gushing, it's pitched at the level most readers will be comfortable with.

The overall programme will be ideal to watch with the rest of the family, perhaps even as part of a campaign too, for planning permission to build a like in the garden!

datafile

BASICS

Production Company: Studio Scotland
Format: DVD 16:9 ratio
Running time: 60 minutes
Price: £12.50

WEATHERING PASTE

Words & photography: Phil Parker



datafile

BASICS

Manufacturer: Mr. Hobby
IMPORTER: Albion Hobbies
CATALOGUE REFS: WP01 – Mud Brown
WP02 – Mud white
WP03 – Wet clear
WP04 – Mud yellow
WP05 – Mud red
RRP: £6.99 for 40ml

"Mud, mud, glorious mud", sang Flanders and Swann. There might be nothing quite like it for cooling the blood, but it's tricky stuff to model.

As anyone who has tried to clean a pair of boots will know, mud is thick. Far too thick to represent in 4mm:1ft scale and above with weathering powder or paint. Even in N gauge, something like a tractor tyre calls for a subtle application of mud.

From Japanese firm, Mr. Hobby, we have what might be the perfect product – little pots of synthetic model mud.

While the ingredients are a secret, opening the pot reveals a brown paste. There's no smell, so I assume it's an acrylic substance with a consistency slightly thicker than double cream, about the same as light real mud.

The paste is sticky and can be applied to a model with a small spreader, screwdriver, brush, or even finger. No surface preparation is required and it seems to stick to metal, plastic and even vinyl tyres really well.

Using a 7mm:1ft scale tractor as a test piece, I worked the paste into the tyres using a small screwdriver as a spreader initially, but eventually, just slapped it on and moved the mud around with my finger. A stiff brush cleared the excess out of the wheels and moved it around the floor under the seat.

Mixing the yellow and red muds worked fine; they seem to blend easily to provide a variety of shades. If your model demands some wetter patches, a clear goo is available, too – (WP03) Wet Clear.

Drying time seems to be under an hour at normal room temperature. I note that each glass jar is provided with an extra plastic seal under the screw cap to stop the unused product from drying out. The finish is matt, another use for the Wet Clear if fresh mud on a damp day is required.

Four different shades are available to suit all soil types and, of course, how dry the mud is supposed to be on your model.

Sold mainly to military modellers who use it on tank tracks, this is a high-quality material. A little expensive for scenic work around field gates, for instance, but a winner when used in small quantities on road vehicles and rolling stock.



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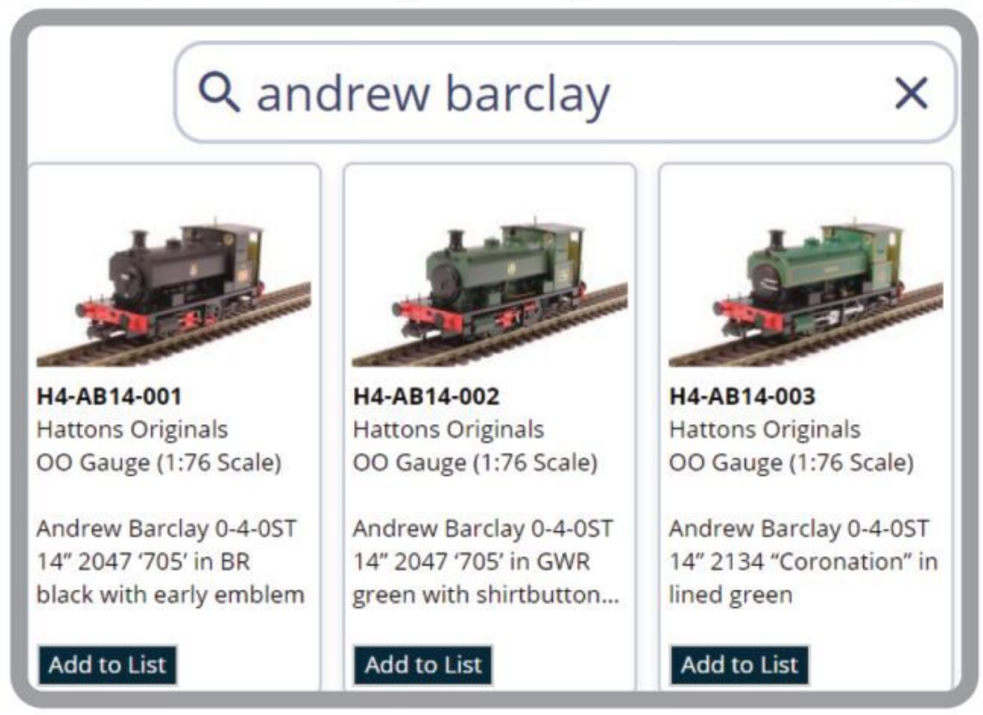


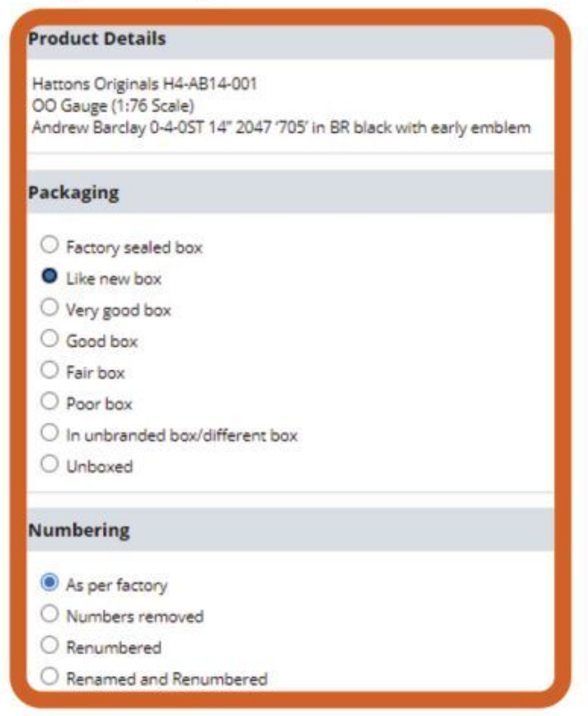
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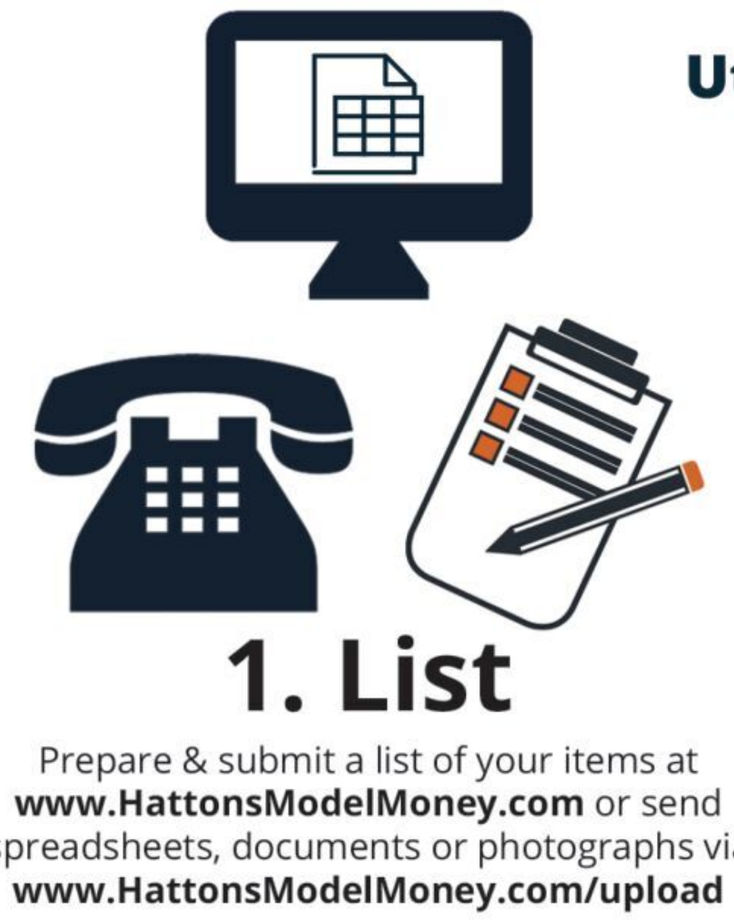
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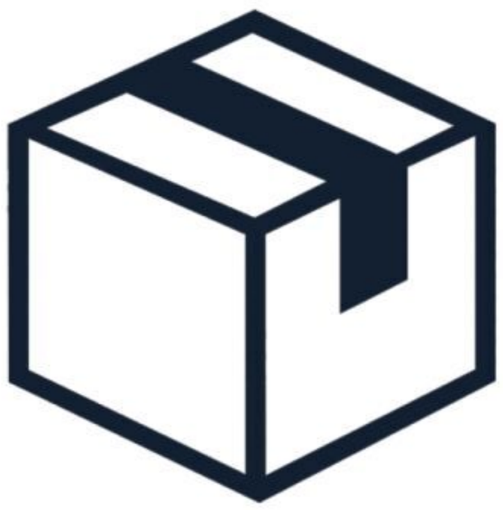
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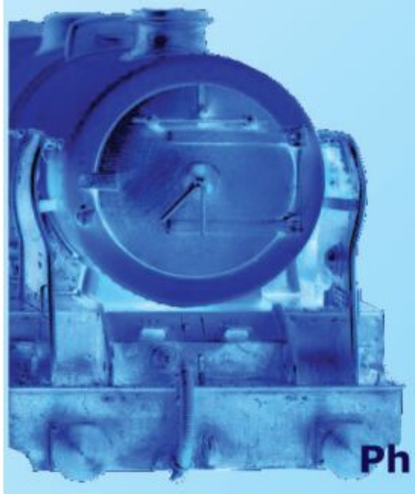
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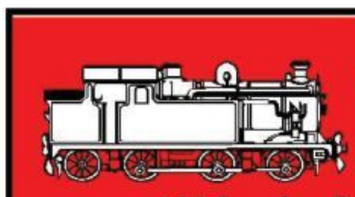
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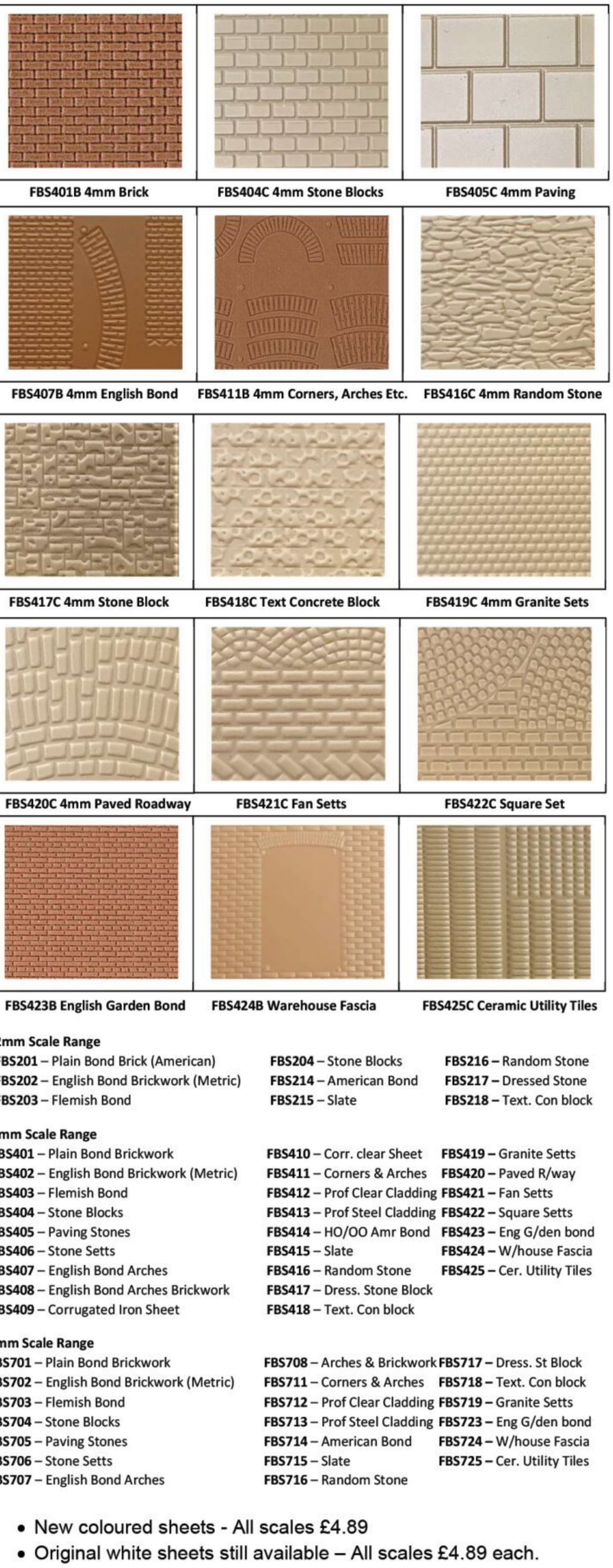
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FBS418 – Text. Con block
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FBS422 – Square Setts
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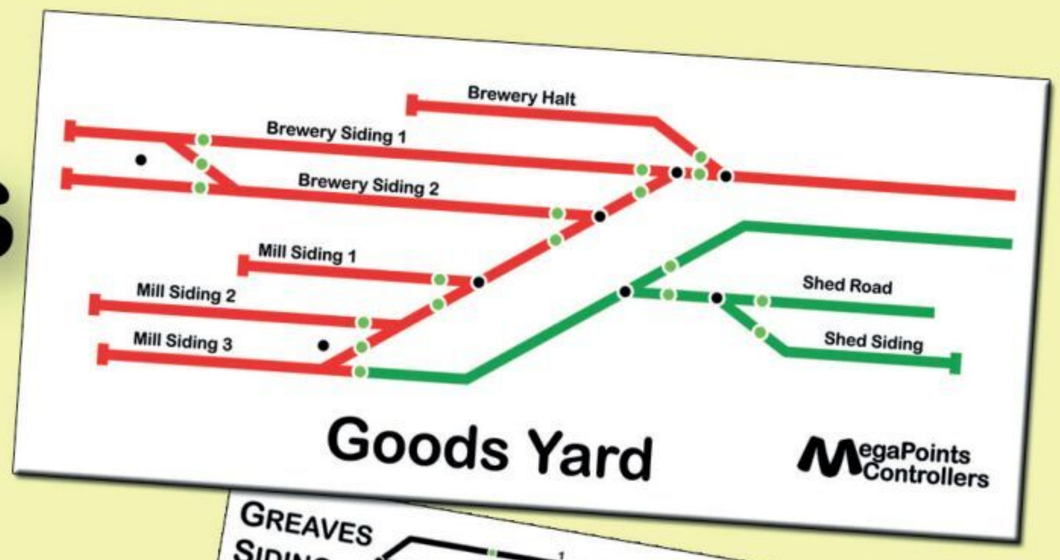
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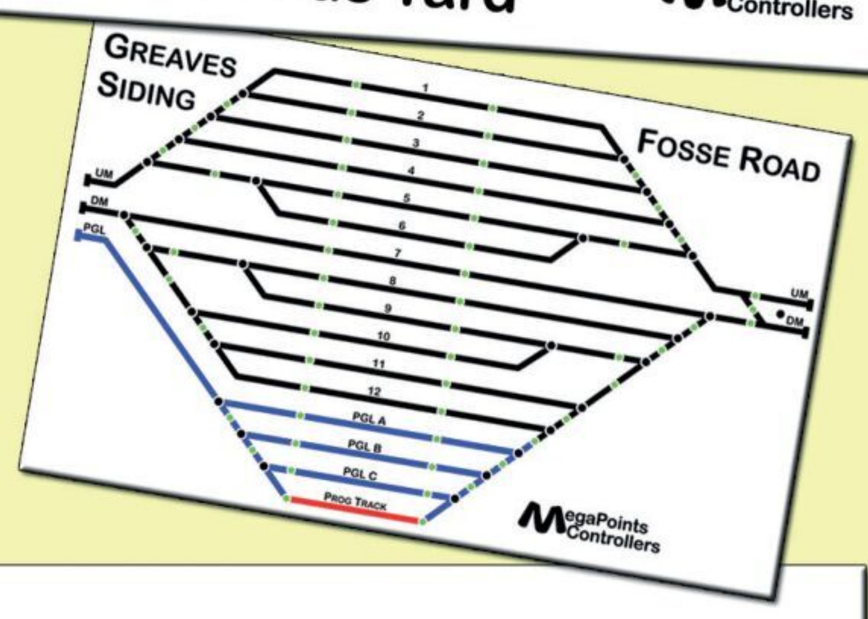
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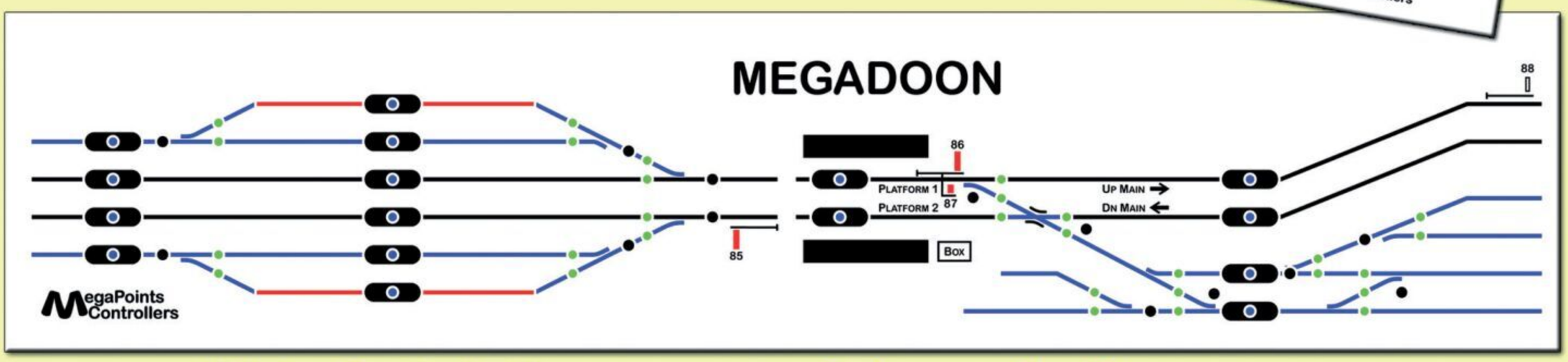
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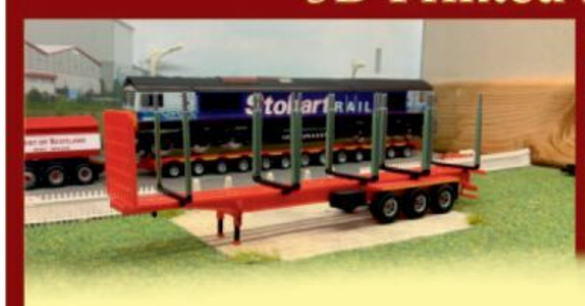
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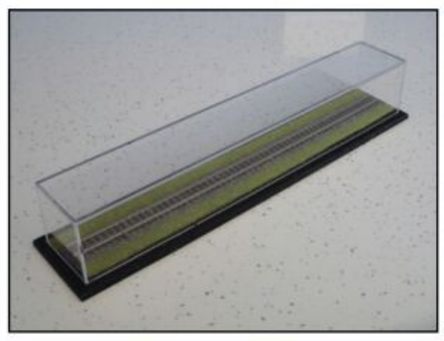
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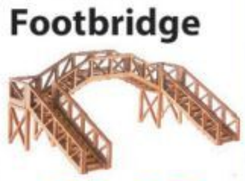
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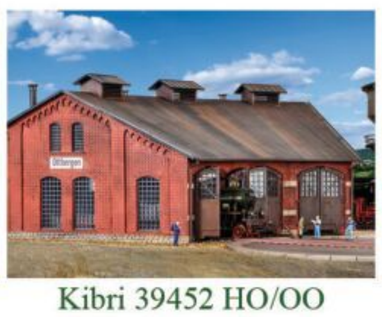
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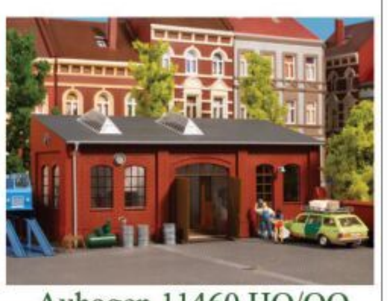
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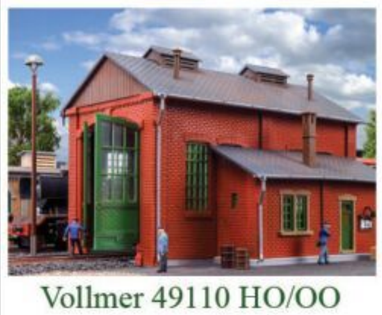
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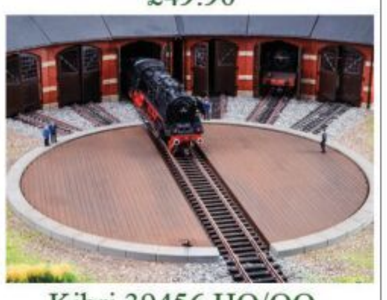
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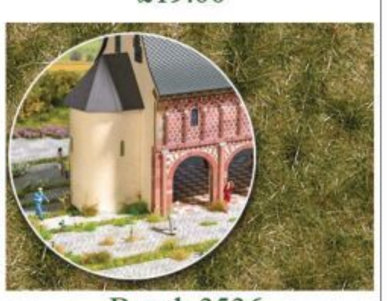
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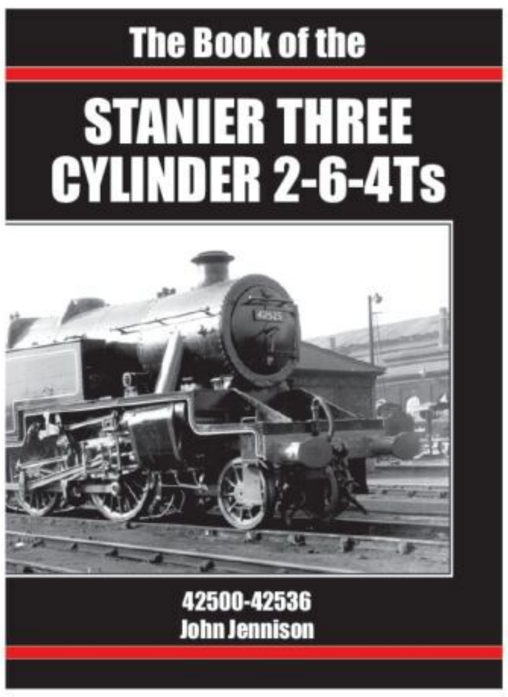


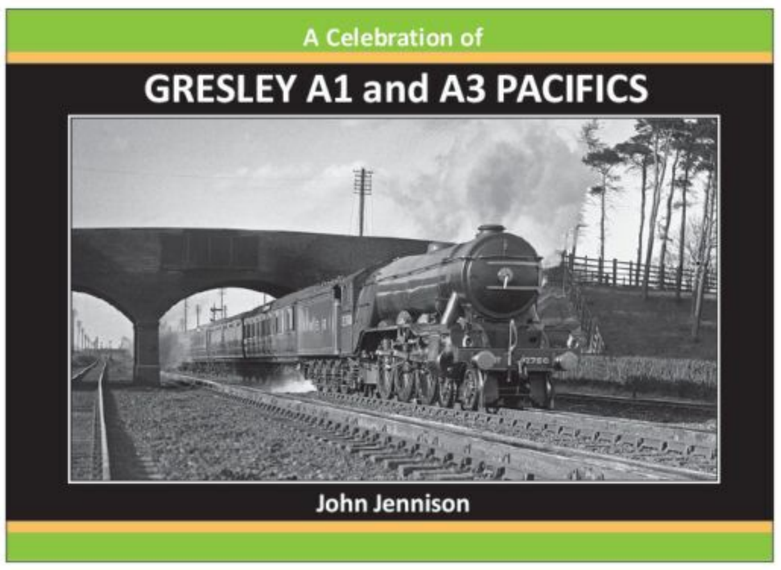
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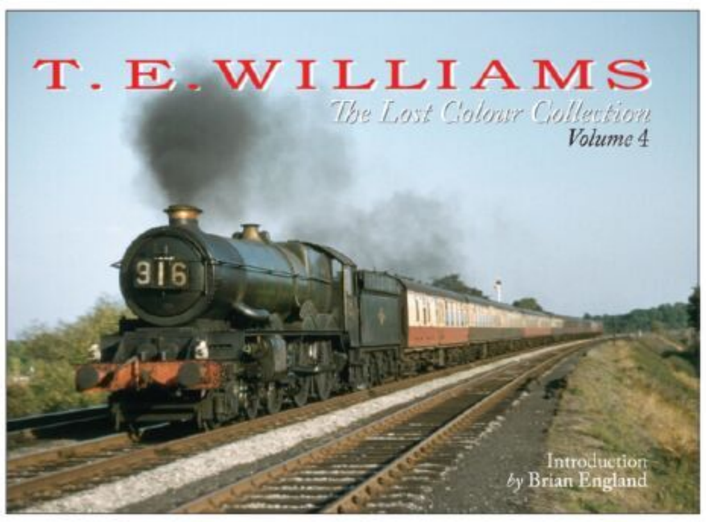
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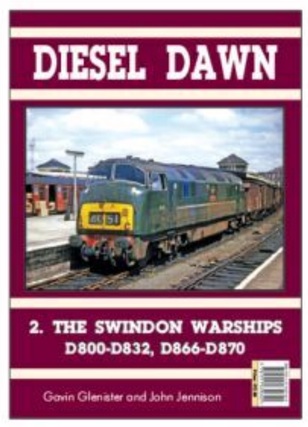




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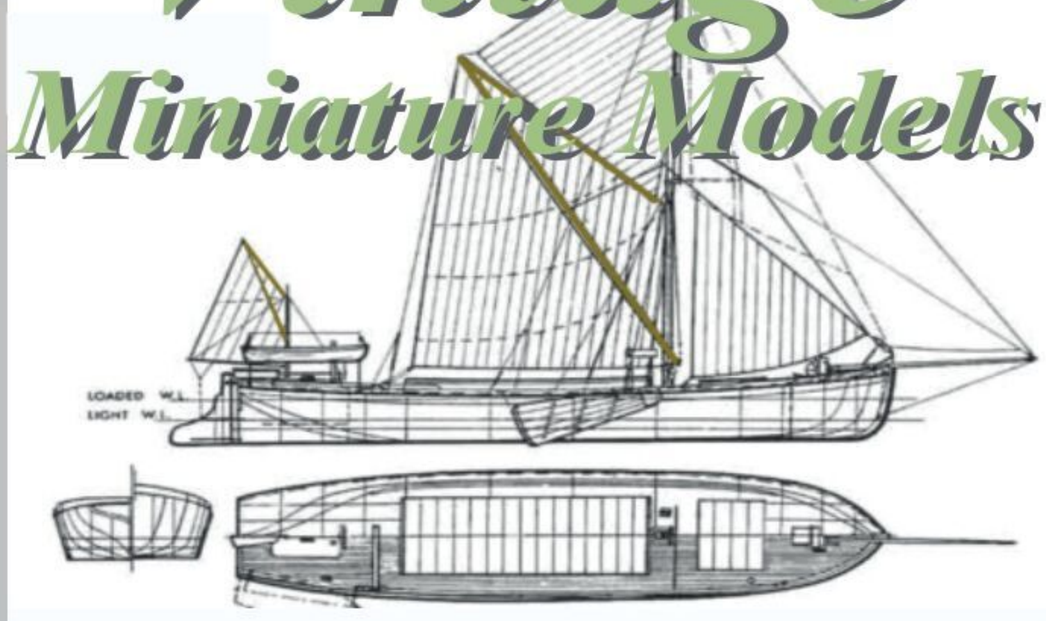
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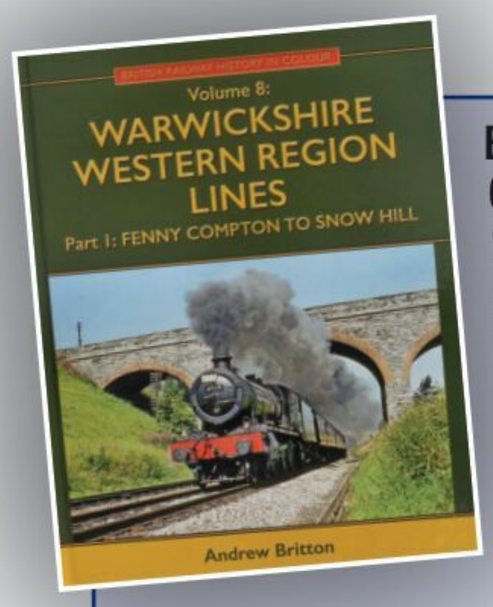
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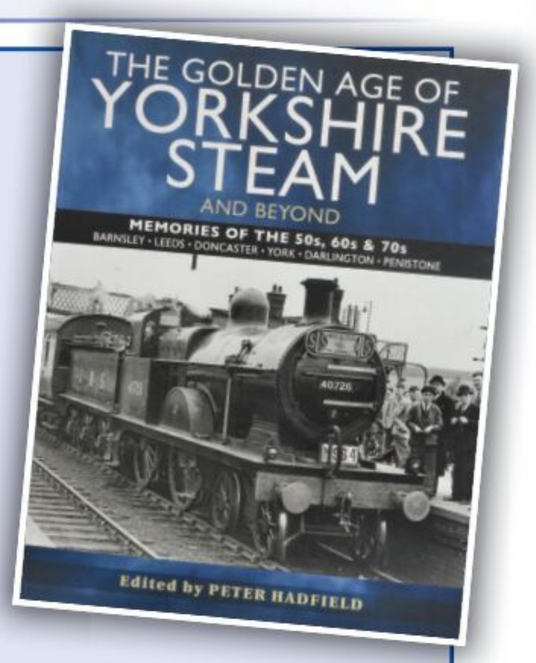
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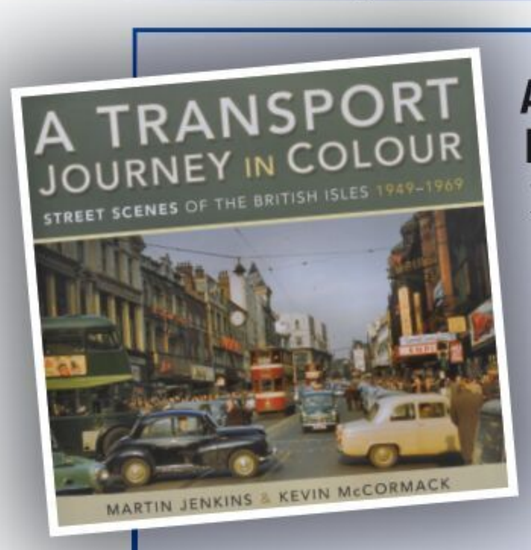
BRITISH RAILWAY HISTORY IN COLOUR VOLUME 8: WARWICKSHIRE WESTERN REGION LINES PART 1: FENNY COMPTON TO SNOW HILL, by Andrew Britton, Lightwood Press. PRICE: £30.000

This is the first of Lightwood Press' books I've reviewed, and a very impressive whole package it is, too. We're taken on an all-colour pictorial journey in three sections – Fenny Compton to Warwick, Budbrook to Solihull and finally Solihull to Birmingham Snow Hill; all in 304 mouth-watering pages. The reproduction is first class, largely helped by the quality of much of the original imagery; there is the work of some top photographers of their day present, the late Michael Mensing, for instance. I'd query the title slightly, because it's really British Railways' history of the line that's illustrated, there being nothing from GWR days (just its inheritance). In fact, it's quite a tight time period described – the late-'50s through to the introduction of the first-generation diesels and the demise of steam. Given that the volume is all-colour, I suppose that's inevitable. Anyway, since steam predominates (and not just ex-GWR classes), it's right up my street because I saw much of what's shown (though further north in the case of the Paddington-Birkenhead expresses). Potted histories are given at the beginning of each section and then it's straight into extended captions describing the splendid imagery. Regarding the captions, most are informative and accurate, though are there are one or two bloopers. I'm puzzled as to how a man from Leamington thought there were only 29 'Kings' (page 10), when there were 30 built (6000-29) and how he concludes that 92001 in the bottom image on page 37 is 'in polished green livery', I have no idea (reflections from the adjacent grass? The error is compounded in the caption to the picture of the same locomotive on page 233). The only 9F to receive lined green in BR days was *Evening Star*. A better comment might be to have mentioned that the locomotive now has a double chimney and larger tender, different from when it was built. He also believes that Crosti boilers were still carried by ten 9Fs into their working lives on the WR, when the images show the pre-heaters to be removed. However, my comments above should not detract from anybody enjoying this work. Though three quarter shots of trains predominate, there are also marvellous images of the period railway infrastructure (much, now long-gone) and shed scenes, complemented by maps and tables. There are also working timetable extracts and paraphernalia describing the named trains that ran over the route. All in all, a very useful addition to any enthusiast's library, particularly those who make models, especially where weathering is concerned. The final views of the downgraded mighty station at Snow Hill are particularly poignant, but at least the route southwards survives un-electrified, complete with the majority of its overbridges. All in all, excellent value for money and highly-recommended.

THE GOLDEN AGE OF YORKSHIRE STEAM AND BEYOND, Edited by Peter Hadfield, Pen and Sword. PRICE: £14.99



Two from Pen and Sword this month, the first being a series of essays describing in the main the trainspotting escapades of eight white rose county schoolboys of the 1950s/early-'60s (with a dip into the '70s). Only the first contribution is written by a contemporary professional railwayman, who started at Royston Shed in 1962. Trainspotting was very much a post-War phenomenon (invented by Ian Allan?) and it's one this reviewer was very much a part of, so these essays brought back many vivid personal memories, especially of Doncaster, York and Darlington. Today's far more-sophisticated youths (trainspotting was an almost all male activity) would find it hard to understand the complete excitement engendered by a day trip to major railway centres, a sleepless night before, with the prospect of dozens of 'cops', but that's the way it was in those simpler times. I found the accounts charming, even naive (again, a personal link). The photographic reproduction is rather mixed; where the pictures are the work of the individual author (as a schoolboy), some are less than sharp (as expected), but where the work of seasoned photographers is included, the results are far superior, and will be of use to modellers. I don't think this book can be described as a 'source of reference', but it doesn't set out to be that in my view. It'll appeal to those of my generation (now well into retirement) and pull at those nostalgic memories, especially when so much of the railway described has now long since disappeared. Above all else, it's good value for money and rather enjoyable, though you've got to have lived through those times described to really 'get' it.

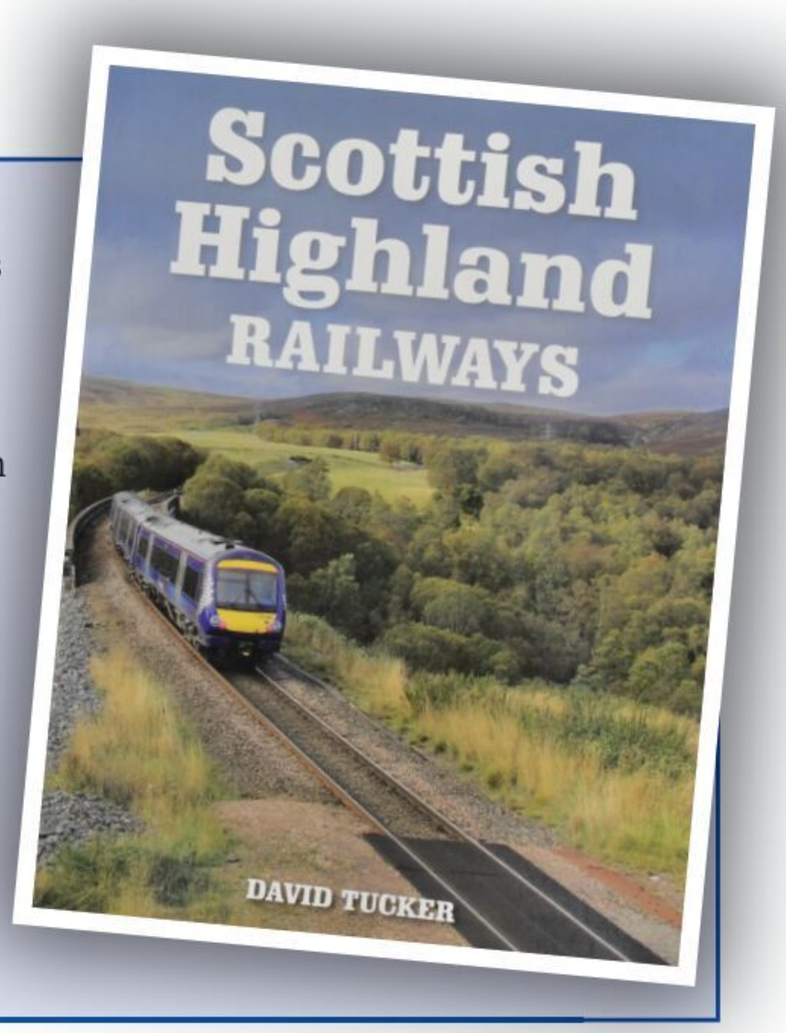


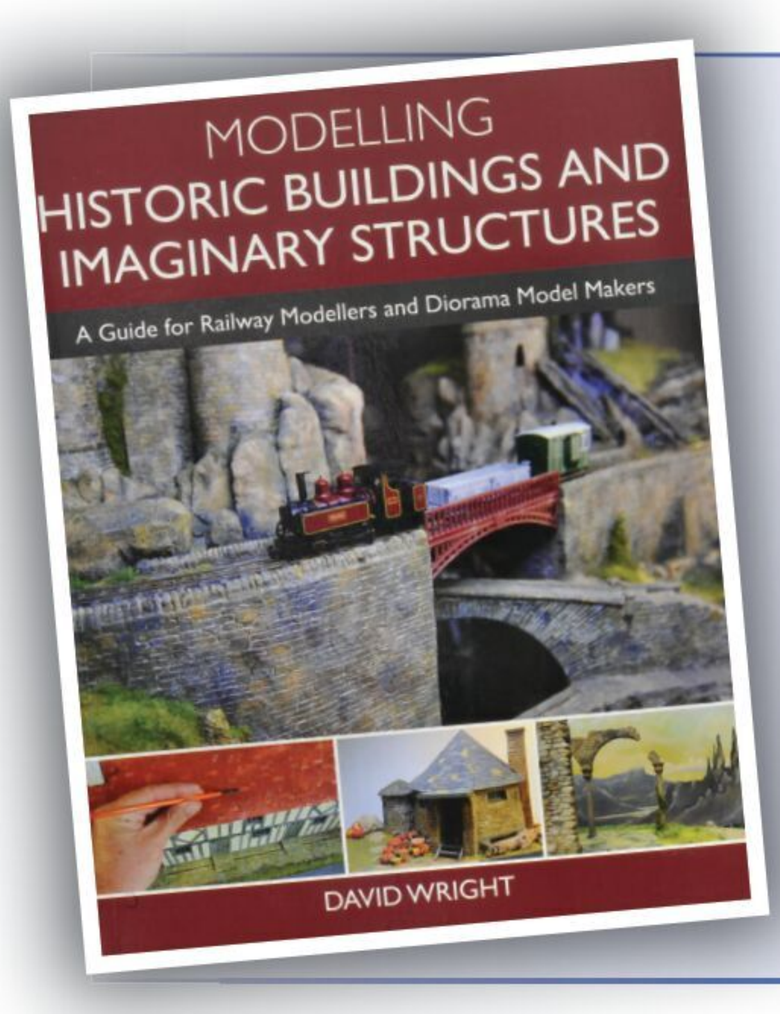
A TRANSPORT JOURNEY IN COLOUR STREET SCENES OF THE BRITISH ISLES 1949-1969, by Martin Jenkins & Kevin McCormack, Pen and Sword. PRICE: £25.00

For those whose main interests are to do with older buses, trolleybuses, trams and all the associated street furniture, hardware and infrastructure of post-War Britain, this is a veritable visual feast; as the title tells us, all in full colour! The whole thing is a wonderful presentation and particularly nostalgic for those of a certain age. An age such as mine, who grew up during the period depicted. Indeed, though I was no longer a schoolboy in 1967, the shot of the Old Dee Bridge at Chester on page 84 was of particular interest, because my own school was across the other side of the river, in Handbridge. Similar, if earlier, memories were evoked by the shots of Sheffield's trams on pages 82 and 83. It's good to know that once again the city's streets are home to trams of a new generation. Railways appear in some of the shots as well, in close proximity to pedestrians and road vehicles, though it's a pity that the shot of a 'Pug' in Liverpool was taken after the Overhead Railway (the Dockers' Umbrella!) was dismantled. Still, the picture of *The Earl* running along Union Street in Welshpool is an absolute gem, depicting a scene just crying out to be modelled. In fact, just about all the scenes depicted are crying out to be modelled, and this book will be invaluable to all those who seek to depict things 'the other side of the fence' as it were, though the shot showing the Grimsby and Immingham Light Railway on page 77 is definitely 'this side'. All the countries of the British Isles are represented, from bustling city centres to more rural scenes. My knowledge of what's available from the trade with regard to kits for buses, trams and trolleybuses is very limited, but many must be represented here, making this lovely work invaluable for those who make models of such things, including those who scratch-build. It's a book to dip into at any time for rest and relaxation; an absolute joy! Great value for money and highly-recommended.

SCOTTISH HIGHLAND RAILWAYS, by David Tucker, The Crowood Press. PRICE: £19.99

Two from Crowood this month, including this one based on prototype practice (most of Crowood's titles are based on modelling subjects). It takes the format of describing 'eight great journeys by rail through northern Scotland, detailing the history of the lines while travelling along their modern-day routes. In addition, the landscapes, regional history, stations and services are all described'. It does it well. The majority of the photographs are of more recent taking, though there are some from much-earlier times. I'm puzzled as to why the same picture (and caption) has been used as the frontispiece and the lead picture for the relevant chapter, but the general photographic presentation is quite good. As expected, some of the scenery the railways run through is spectacular and would make a marvellous scenic backdrop for any layouts depicting the scenes. Indeed, many of the locations are crying out to be modelled, particularly by those who may be on a limited budget and cannot afford dozens of locomotives and hundreds of items of rolling stock. There are some delightful architectural survivors that would make lovely models, though much (most) of the current infrastructure is bland, with a lack of more-complex trackwork and mechanical signalling. If nothing else, this volume might well encourage others to explore the current lines described for themselves.

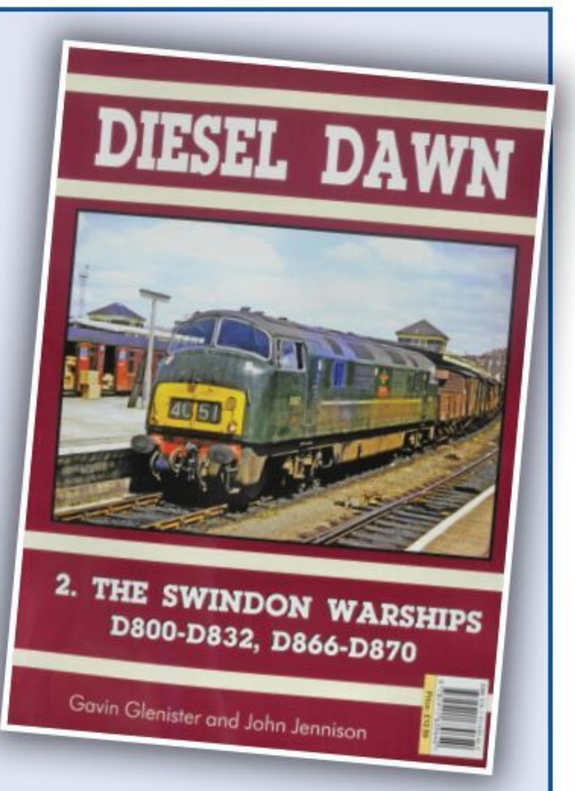




MODELLING HISTORIC BUILDINGS AND IMAGINARY STRUCTURES A GUIDE FOR RAILWAY MODELLERS AND DIORAMA MODEL MAKERS, by David Wright, The Crowood Press. PRICE: £19.99

This is the latest in this expanding range of titles from the publisher aimed at providing useful guides for the making of models in all scales and gauges. This one is intended to 'inspire the modeller to try something innovative, and to attract new entrants to this creative hobby' – a laudable aim. Also, 'special emphasis has been placed on the use of scrap and low-cost material'. I believe it succeeds! In its six chapters, we're shown how to model a timber-framed building, an historic dovecote, a cottage, a 'hovel', how to build a small layout diorama and how to create the settings for imaginary structures. There are also guides as to colour mixing, suppliers, places to visit, suggested further reading and an index. Prototype pictures are included, along with beautiful drawings/sketches, as well as shots of the various models under construction. All have reproduced very well. The text is informative and well-written, and should prove of real use to modellers wishing to create structures – the techniques described are universal. Though mainly 'vernacular' (anyone building a prototype railway scene might find this book not as interesting as some others in the series), the methods employed will be of great use for the construction of all kinds of buildings. Indeed, it would be a useful addition to any modeller's bookshelf.

DIESEL DAWN 2. THE SWINDON WARSHIPS D800-D832, D866-D870, by Gavin Glenister and John Jennison, Irwell Press. PRICE: £12.99



This (obviously) is the second in this series of bookazines from Irwell (the first was on the 'Deltics', which I co-wrote), following the successful formula of providing a history of the class in question, then images of every single member. Most of these latter items are in full colour, enjoying excellent production values. I suppose the use of hydraulic transmission under the BR Modernisation plan was the WR's last fling towards typical independence, though it was doomed in the long run. Though stylish and 'futuristic', the 'Warships' didn't enjoy long lives, in some cases just over a decade. As this excellent volume describes, they weren't very reliable to begin with and frequent double heading had to be resorted to. I recall a day's 'spotting at Temple Meads in 1961 where the plaintive 'We apologise for the late arrival of the next train because of locomotive failure' was heard time after time over the Tannoy. The statement should have been qualified by 'diesel' locomotive failure! Their time on the ex-LSWR main line to Exeter doesn't make pleasing reading, either. Nonetheless, the class was a part of our railway history and this bookazine will revive memories for those who saw the 'Warships' at work (your reviewer included). For modellers whose work represents the steam/diesel transition and immediate post-BR steam on the WR of BR, this volume will be of immense value, though extreme weathering will be necessary to represent some of the examples illustrated. Anyone who thinks it was just steam locomotives that got to be 'heroically' filthy, might well ponder on the views of the likes of *Jupiter*, *Hermes* and *Onslaught* (there are others!). All in all, another most-useful addition to the information available on post-steam classes, because the likes of the 'Warships' were being withdrawn 50 years ago now. Odd, isn't it, that the steam types the new hydraulics were designed to replace had a life at least three times as long? Fantastic value for money and thoroughly recommended. I look forward to the next in the series.

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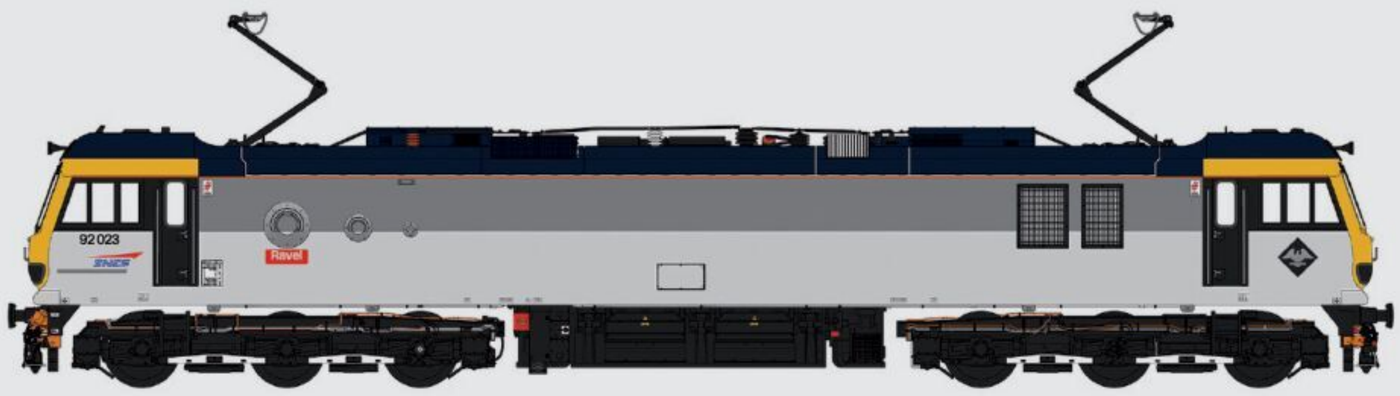
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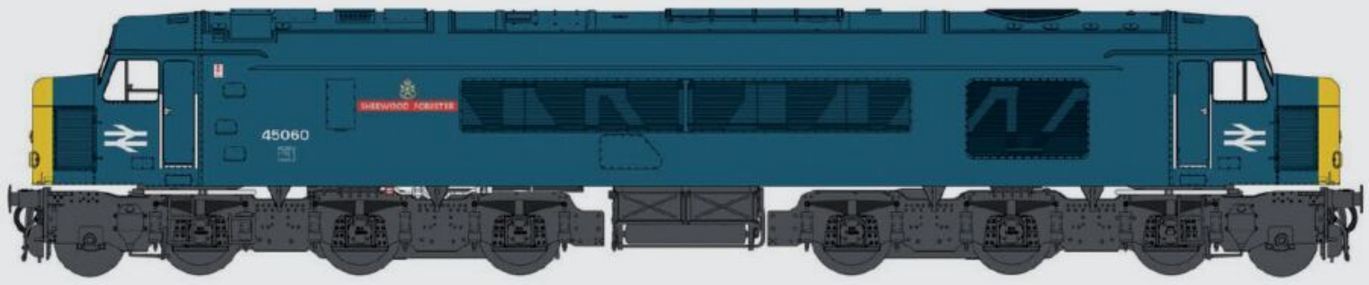
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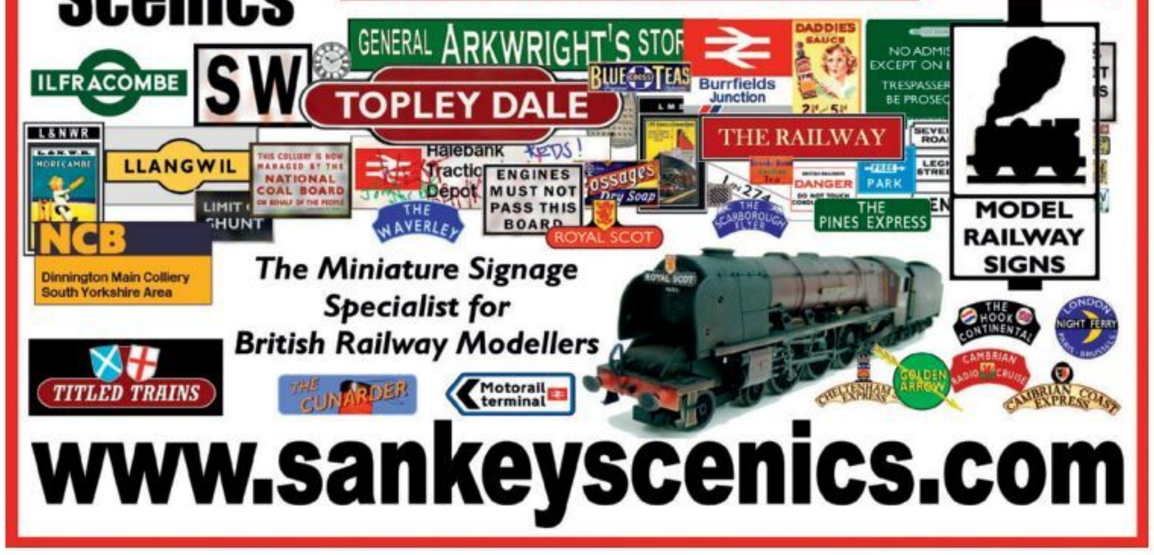
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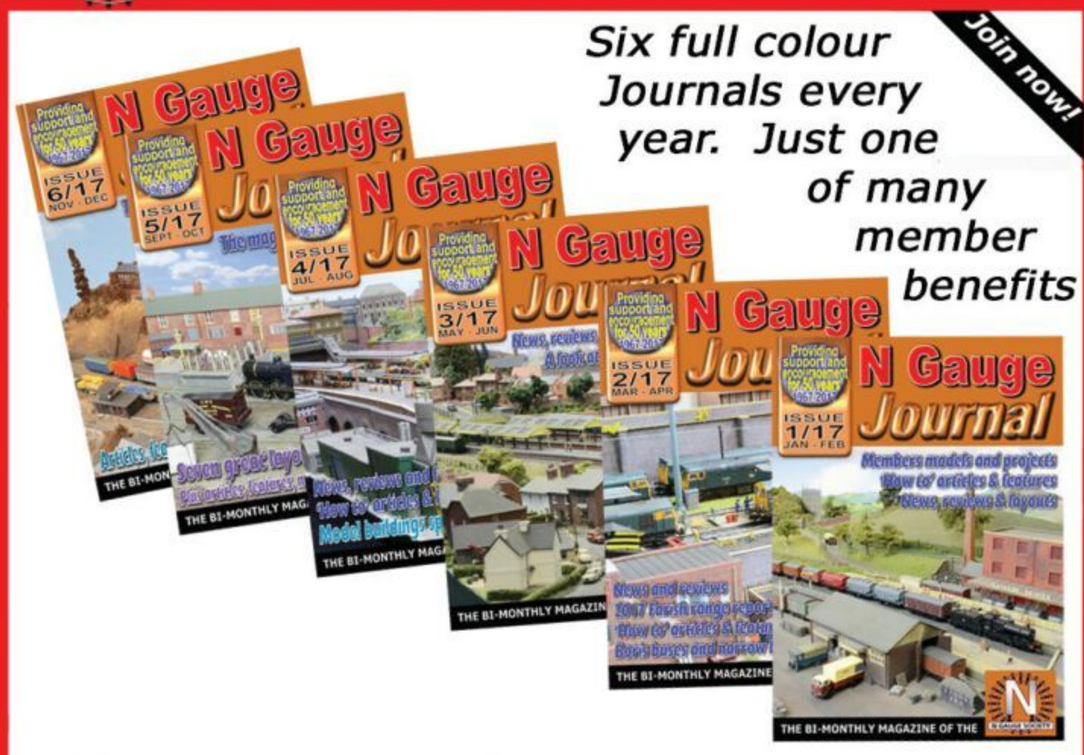
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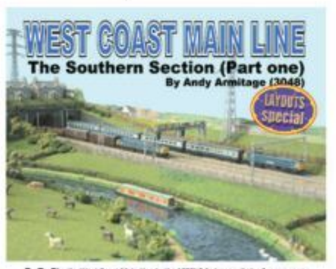
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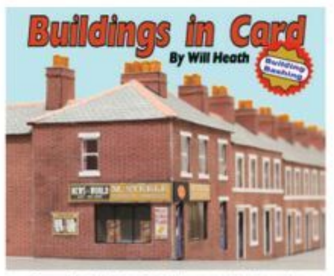
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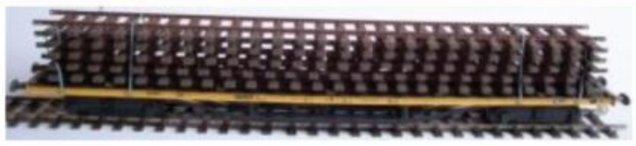


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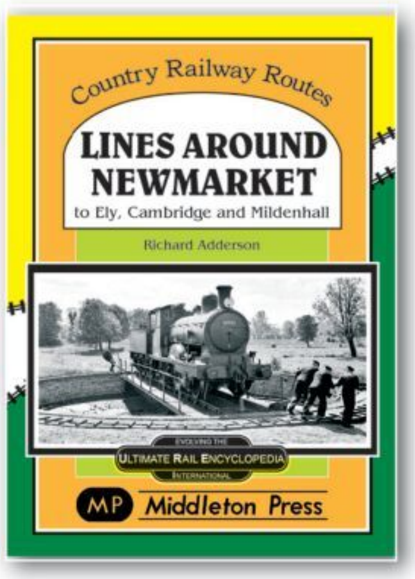
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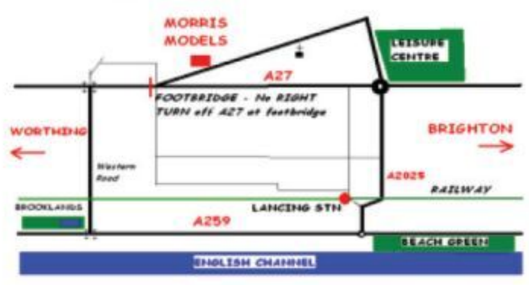
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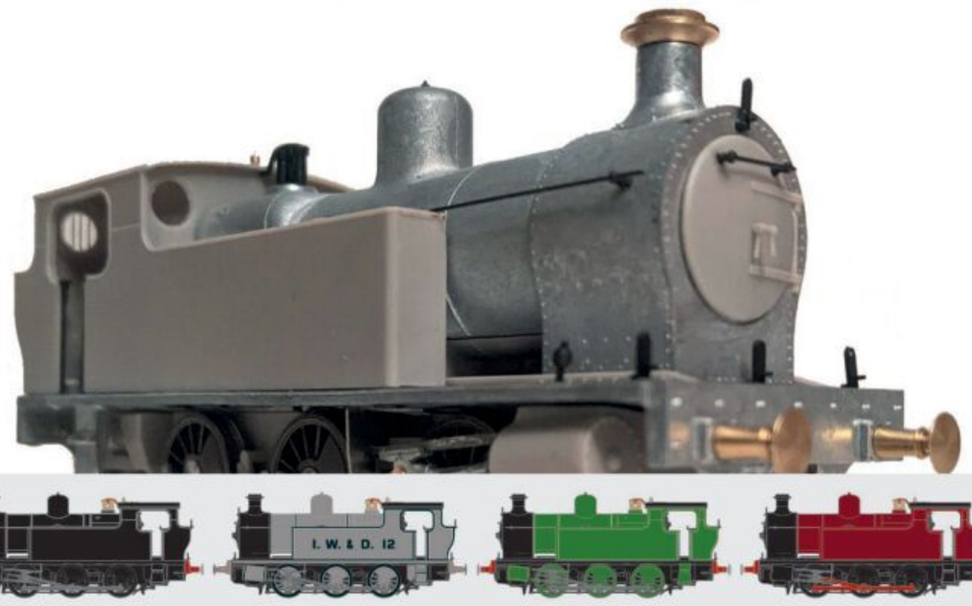
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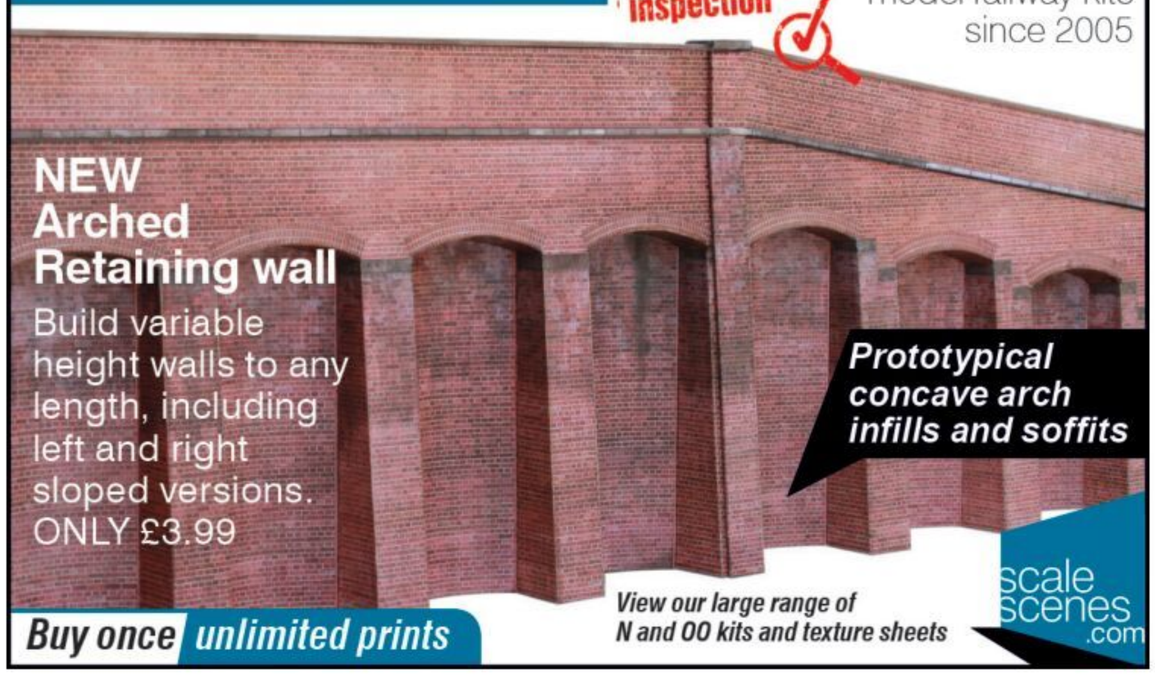
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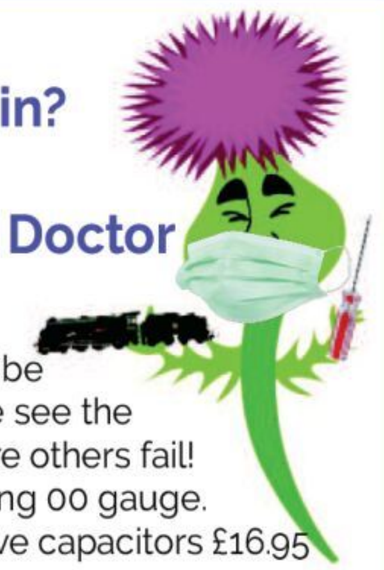
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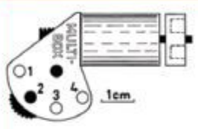
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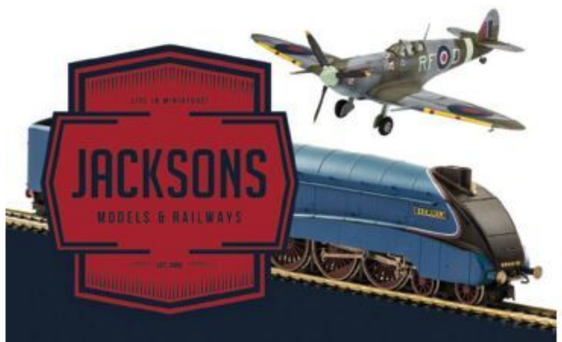


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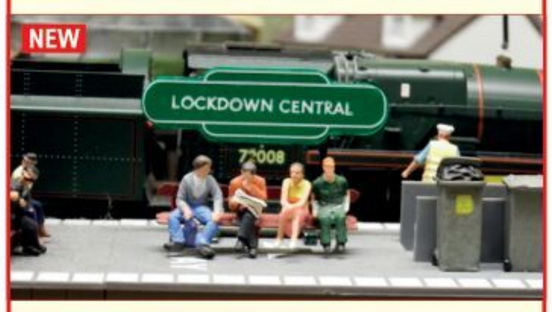


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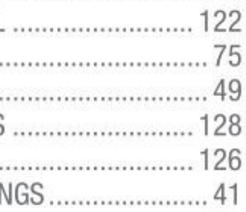
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BRANCHLINES 126
BRIMAL.CO.UK 74
C & L FINESCALE 49
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CAMBRIAN MODEL RAIL 122
CM3MODELS 75
COASTAL DCC 49
CONNOISSEUR MODELS 128
CRAFTY HOBBIES 126
CRANE GARDEN BUILDINGS 41
DAPOL 131
DCC CONCEPTS 41,91, 106
DEXTERS COVE MODELS 125
DIGITRAINS 48
DINGO SERVO MOUNTS 122
DJH ENGINEERING 89
DMG TECHNICAL 74
DREAM STEAM 107
DURHAM TRAINS OF STANLEY 128
E.M.A MODEL SUPPLIES 125
EILEEN'S EMPORIUM 122
ELLIS CLARK TRAINS 20
FINESCALEBRASS (UK) 91
FOX TRANSFERS 107
FRIZINGHALL MODELS & RAILWAYS 110
GAUGEMASTER 21
GC WEATHERING 110
GFB DESIGNS (SIG-NA TRAK) 110
GHOST-SIGNS 125
GOLDEN VALLEY HOBBIES 110
GRAVESEND MODEL CENTRE 90, 109
GRIMY TIMES MODEL RAILWAYS 121
H. & A. MODELS 128
HARBURN HOBBIES 109
HARDER & STEENBECK 22
HATTON'S 16, 17, 104, 105, 132
HIGH LANE MODEL RAILWAYS 126
HOBBY TRAX 125
HOBBYRAIL 122
HORNBY HOBBIES 23
HOWARD SCENIC SUPPLIES 128
IN THE GREENWOOD LASER 109
IRISH RAILWAY MODELS 7
IRWELL PRESS 111
ISINGLASS MODELS 109
ITEMS MAIL ORDER 126
JACKSONS MODELS 126
JOHN DUTFIELD LLP 127
KENT GARDEN RAILWAYS 120
KERNOW MODEL RAIL CENTRE 18, 19
KR MODELS 65
LANGLEY MINIATURE MODELS 120
LOCOMOTION 89
MACS MODEL RAILROADING' 120
MAD ABOUT TRAINS 124
MAGNET INSURANCE SERVICES 120
MARCWAY MODELS & HOBBIES 121
MARKS TRAINS 128
MEGAPOINT CONTROLLERS 75, 108
MERCIAN MODELS 128
METCALFE MODELS & TOYS 10, 11
MIDDLETON PRESS 122
MIKE PETT 126
MIKE'S MODELS 122
MILLENIUM MODELS' 128
MODEL RAILWAY SOLUTIONS 122
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NATURAL SCENIC 75
NARROW PLANET 123
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PETERS SPARES MODEL RAILWAYS 114
PLATFORM 3 MODELS 126
POOLEYS PUFFERS 128
RADLEY MODELS 123
RAILS OF SHEFFIELD ..... 115 - 119
RAILWAY CONDUCTOR 114
REDCAR MODELS & HOBBIES 127
RHUDDLAN MODELS 126
ROXEY MOULDINGS 128
ROXLEY MODELS 123
SCALE MODEL SCENERY 123
SCALESCENES.COM 124
SEVERN MODELS 126
SHADY LANE MODELS 123
SHEDRING HOBBIES 108
SKYTREX (2013) 127
SPC SIMPLIFIED POINT CONTROLS 126
SPORTS AND MODEL SHOP 127
SQUIRES MODEL & CRAFT TOOLS 107
STREET LEVEL MODELS' 126
SUNNINGWELL 127
TEN COMMANDMENTS 108
THE 4D MODELSHOP 124
THE E.M. GAUGE SOCIETY 114
THE HEREFORD MODEL CENTRE 6
THE HOBBY GOBLIN' 125
THE HOBBY SHOP 124
TIME MACHINE MODEL SHOP 127
TMC 12-15
TONY'S TRAINS 125
TOPP TRAINS 126
TOWER MODELS 3
TOWNSTREET 124
TRAIN CONTROL SYSTEMS UK 114
TRAIN TIMES MODEL SHOP 124
TRAINS 4U 124
TRAX CONTROLS 125
TRI-ANGMAN 125
TRIDENT TRAINS MODEL SHOP 127
TUTBURY MODELS 127
UK TOY AND MODEL AUCTIONS 111
UPSTAIRS DOWNSTAIRS 127
VECTIS 106
VINTAGE TRANSPORT IN MINIATURE 111
W D MODELS 127
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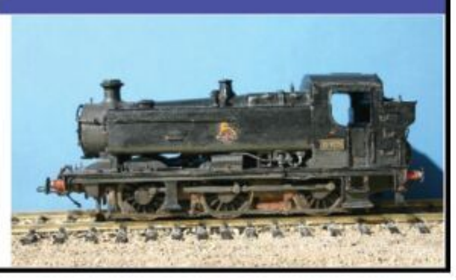
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NEXT ISSUE

LLANIDRIS

The dramatic misty landscapes of Mid-Wales brought to life in this re-imagined Corris railway route

LAYOUTS

Waymouth - 00
Pont-y-Dulais - P4

Plus:

- How to build a workshop scene
- Adapt a die-cast crane
- Build your own canal kit
- Top tips for wiring reliability
- Modelling Standard Wagon's Heywood site

ON-SALE FROM **MAY 20**

Buffer Stop

Build or buy?

Do you look at the track building feature on page 44 and wonder what the point (no pun intended) of it is? After all, what's wrong with Peco?

How about Tony Wright's locomotive build on page 86? Surely modern ready-to-run means we don't need to bother with any of that now?

As for Phil Parker's signal boxes – he's even got an RTR model in there that would look great on the layout and yet there he is getting the glue bottle out to make his own.

Indeed, the range of ready-to-use products on offer to the modeller today is far wider than anyone could have imagined a few years ago. While it's still relatively rare to have an entire layout built for you, a growing number of firms offer that service.

For most of us though, building a layout is a very personal task and we focus on the parts we really enjoy. Tony gets terrific gratification from building a locomotive. Geoff Taylor wouldn't be satisfied with plastic track. Phil just likes sticking things together. All the bits we aren't so excited about, we'll happily buy-in if possible.



As far as us at BRM are concerned, if you are enjoying your hobby, you are doing it right.

If that means buying rather than building, that's fine. After all, no one said Renoir was any less of an artist because he used paint in tubes rather than mixing it himself.

We've recorded a lot of interviews for our Virtual Shows, but if you could talk to anyone, living or dead, who would it be?

Andy: The Dalai Lama, so I can pick up tips on managing the inner nerd in myself and others! I reckon he'd make a pretty good modeller.

Debbie: Anne Boleyn for me. It's a period of history that fascinates me and she's an individual that has been depicted in so many different ways, it would be interesting to find out what she was really like.

Howard: Fred Dibnah – to see what made him tick. His enthusiastic knowledge with a merry disregard for protocol and 'ealth 'n safety shone through. No false excitement for the camera – it was all genuine…

Phil: Tim Berners-Lee, the inventor of the World Wide Web. I'd like to know how it feels to have changed so many lives. Since he started out as a railway modeller, perhaps I need to make this happen.

Ruth: Lale Sokolov – the tattooist of Auschwitz. A true tragedy of life and a love story, but knowing how many he helped... truly inspiring!

This month in pictures...



The nursery is freshly-painted ready for the new 'baby'. Rumour has it, Andy has saved part of a well-known Welsh layout from landfill. Good for the environment!



Hornby has added some downloadable kits to its PlayTrains website, and within a few hours of them appearing, Phil had built himself a Rocket.



What is this? Well, if you didn't see our #BigWORshow in March, all the interviews, including Hidden London, are available by purchasing the show guide from our World of Railways website.



A bargain from the MRC second-hand shop. Do any BRM readers remember the Izal brand?

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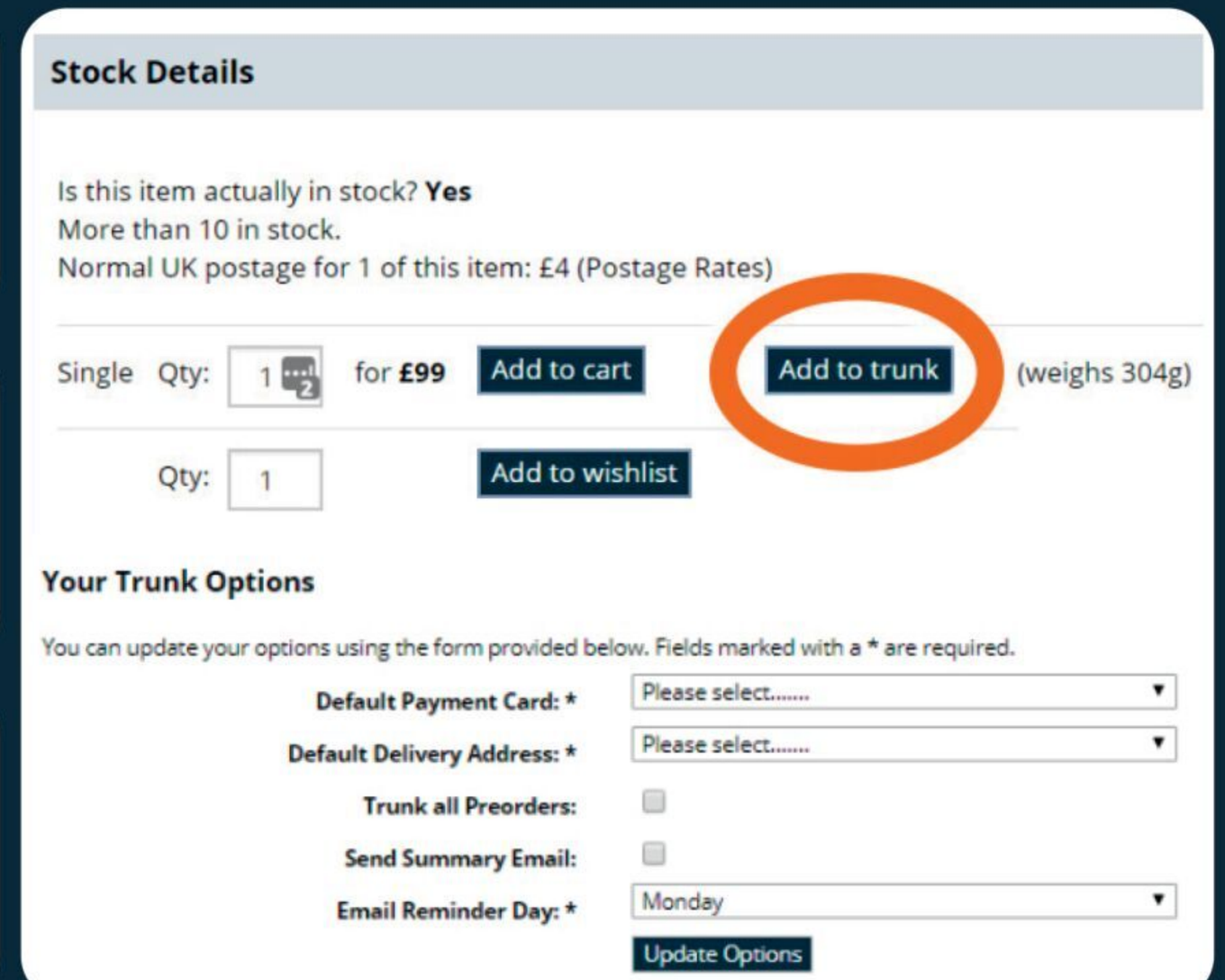
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> **- Greg, Aus**

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