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BRITISH RAILWAY MODELLING

BRM

DECEMBER 2021

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TV

17 EXCLUSIVE IMAGES

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3 BONUS ARTICLES

ALSO INSIDE:

- RENUMBER YOUR 'READY-TO-RUN' MODELS
- BUILD A WEIGHBRIDGE HUT – YOUR GUIDE INSIDE
- DECODER INSTALLATION – FIRST STEPS EXPLAINED





Job Opportunities at Bachmann Europe

Club Administrator / Exhibitions Officer

We are currently looking to expand the visibility and reach of our Bachmann Collectors Club, and also our Dynamis RailController software. Therefore, if you are a computer literate, personable, energetic and enthusiastic person who enjoys working at weekends, then please read on.

The Bachmann Collectors Club continues to increase its great offering to both its highly valued current members, and potential new members too. We are therefore looking to increase our attendance at regional weekend shows (largely, but not exclusively, established Model Railway Exhibitions) and spread the word still further. The successful applicant will organise and manage our diary of attendance for these public facing shows, arrange any required overnight accommodation, prepare items for display, load the required items into our own vehicle, and promote the benefits of Club membership to attendees.

While representing the Collectors Club you will be able to discuss the many benefits of membership and recruit and take payment for any of our Club products from our new exhibition stand. Once conversant with the Collectors Club events, you will also be a key member of our larger national exhibitions team.



The Collectors Club stand will also feature dedicated space to support our Digital Control Software, Dynamis RailController. Ideally you will be familiar with Digital Command systems for model railways, as you will provide a live demonstration of the system and answer technical questions as required.

When not attending events or exhibitions, you will be based in our Barwell office as part of the Collectors Club team, handling and processing any memberships, enquiries or orders as required.

A full driving license is required, and some experience of handling larger vans is desirable. An interest in railway modelling or an association with the railway industry would be an advantage. We offer a competitive salary plus company benefits to the right applicant. This is a full-time role based at our head office in Barwell, Leicestershire.

Please apply with a covering letter and full CV by the **30th November 2021** to:

**Job Application - Club Administrator/Exhibitions Officer,
Bachmann Europe Plc, Moat Way, Barwell, Leicestershire LE9 8EY**
or via email to: **christina.jones@bachmann-europe.co.uk**

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WORLD OF RAILWAYS

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LAYOUT

The Model Railways of Rev W Awdry

Luke Ryan and Frank Nolan talk to us about the layouts built by the creator of Thomas the Tanks Engine.

WATCH THE VIDEO HERE

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



PLAY

PRACTICAL

Fitting Sprat and Winkle couplings

Phil takes a look at Sprat & Winkle couplings, what are they, and how to fit them.



PLAY

FEATURE

Abbey Pumping Station Museum – vehicle and locomotive tour

While touring the Abbey Pumping Station Museum in Leicester with guide Brian Gillespie, Howard Smith uncovers interesting finds in its vehicle and locomotive collection.



PLAY

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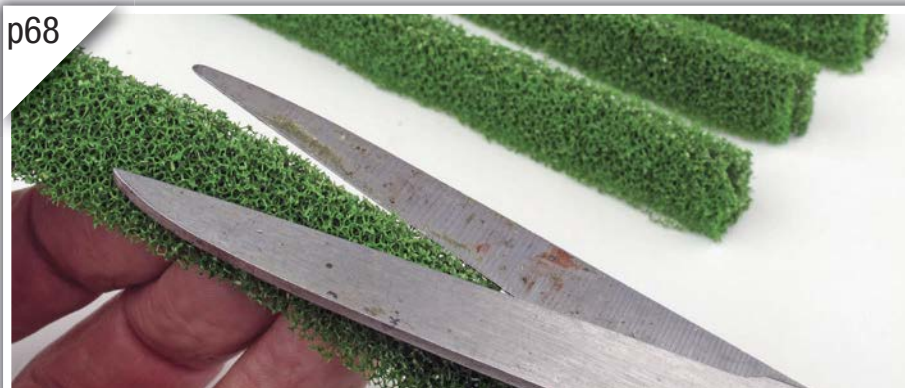
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BRM

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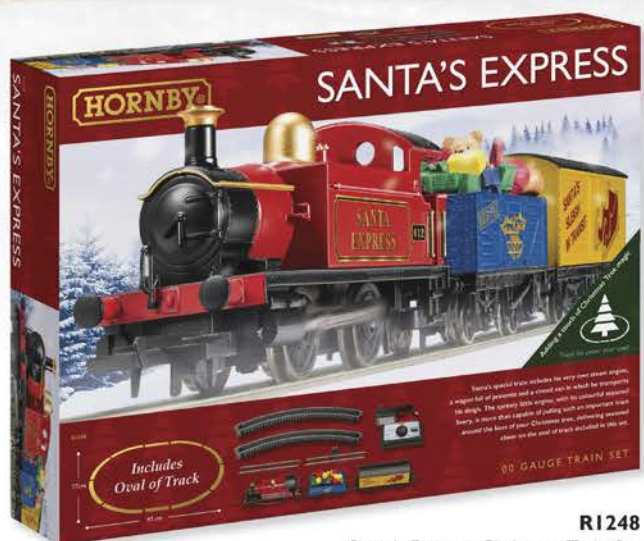


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R1248

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Welcome to December

There's a renewed sense of optimism in the hobby as many of us return to our workbenches and interest in modelling peaks with the new season. The widespread limitations of Covid on our ability to enjoy our hobby at gatherings and events have left much appetite for these to recommence.

In light of this, and respecting current government guidelines, we've confirmed two of our 'BRM' branded exhibitions for 2022. We look forward to welcoming you to The National Festival of Railway Modelling at Doncaster Racecourse on February 12-13 and The London Festival of Railway Modelling at Alexandra Palace on March 19-20. Following a brief interruption in what is now a long-standing tradition, the events will provide a much-needed display of talented modelling on layouts of all shapes, sizes and scales.

If your hunger for seeing layouts, watching modelling demonstrations, and discovering like-minded people's creations can't wait until then, be sure to tune into our free World-of-Railways Virtual Exhibition across the weekend of December 4-5, 2021. Our live feed on the website is updated every 10 minutes,

with different content across both days, so don't forget to pop in and check. If you fancy your chances, you can enter our competitions for a chance to win some excellent prizes, too!

This virtual exhibition is set to be another promising event, from modelling technique demonstrations in video and step-by-step formats to layout tours in N, 2FS, 3mm, OO, EM, and O scales, plus interviews with manufacturers and manufacturing retailers. We're excited about the content planned, and trust it'll provide you with seasonal blues-beating entertainment, for all tastes!

This month saw a return of our hobby to television screens nationwide, shining light on model railways to a different audience. Episode one of Hornby: A Model World aired on Yesterday channel on Monday October 11. With nine episodes, its pre-Christmas timing is apt, with many preparing their annual Christmas shop. Returning to the sense of optimism, and with more exposure to the hobby, perhaps some will be encouraged to venture into the loft and dust off their models of youth.

Shining a light of our own on the hobby,

this month sees a diverse selection of models, our cover featuring a scene from the layout 'Segone'. Here's proof that prototype fidelity and 'rivet counting' aren't required for an 'up-beat' compelling coastal-themed layout. Meanwhile, 'Caradon' shares ideas and opportunities for modelling inclines on a layout, with its work-stained Cornish china clay wagons and verdant scenery.

Lastly, 'Ffarquhar' is possibly the model railway that has most popularised the hobby. Constructed by the Reverend Wilbert Awdry, it was the birthplace of *Thomas the Tank Engine*, with characters and a network of lines to be known as the 'Isle of Sodor'. Looking at the largely untouched modelling, you can see how the characters evolved over time.

Commenting on locomotives, the Rev. W Awdry once said, "Of all the mechanical contrivances made by man, the steam engine is the most human. He likes you to know how he's getting on and how he's feeling about things..." Perhaps it's this display of character and power that makes them so special.

Happy Modelling!

How to get your next issue of BRM

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

- 1 Buy a single printed issue of the latest edition, delivered straight to your door at; www.world-of-railways.co.uk/Store/Latest-issue
- 2 Subscribe to the printed edition, again for postal delivery, where there are plenty of great offers at; www.world-of-railways.co.uk/Store/Subscriptions/
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LOW RELIEF DEPARTMENT STORE



2 KITS OF THE 00 DEPARTMENT STORE CAN
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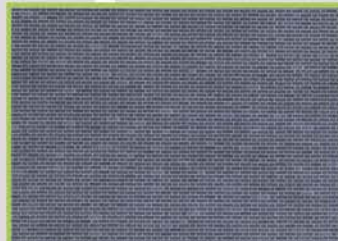
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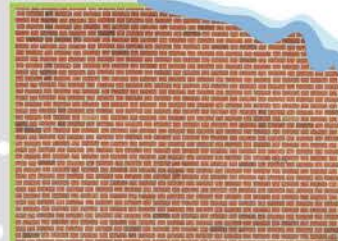
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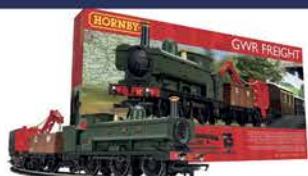
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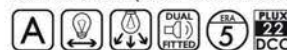
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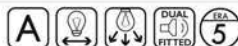


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BR InterCity (Swallow)



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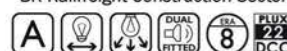
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31-464A Bachmann OO Gauge SE&CR C Class 1573 SR Lined Black Real Coal & Deluxe Weathering by TMC	£249.95	£187.46
31-517DS Bachmann OO Gauge Class 158 2-Car DMU 158849 BR Regional Railways - Sound Fitted	£374.95	£299.96
31-656 Bachmann OO Gauge Class 47/0 47256 BR Green FYE (TOPS) Weathered by TMC	£199.95	£159.96
31-678A Bachmann OO Gauge Class 85 no.85040 BR Blue Weathered by TMC	£224.95	£179.96
31-741 Bachmann OO Gauge MR 1532 (1P) Tank 1303 LMS Black (Original)	£149.95	£119.96
31-741SF Bachmann OO Gauge MR 1532 (1P) Tank 1303 LMS Black (Original)(DCC Sound Fitted) Real Coal and Weathered by TMC	£289.95	£231.96
31-741SF Bachmann OO Scale MR 1532 (1P) Tank 1303 LMS Black (Original)	£249.95	£199.96
31-761 Bachmann OO Gauge GNR Class C1 4-4-2 Atlantic no.272 GNR Green Real Coal & Weathered by TMC	£239.95	£191.96
31-785 Bachmann OO Gauge GWR Modified Hall' 6990 'Witherslack Hall' BR Lined Green (Early Em.)	£184.95	£147.96
31-911SF Bachmann OO Gauge H1 Atlantic 4-4-2 Portland Bill 2038 SR Malachite Green (DCC Sound) Coal and Weathered by TMC	£349.95	£279.96
31-911SF Bachmann OO Scale LB&SCR H1 Atlantic 2038 'Portland Bill' SR Malachite Green	£309.95	£247.96
31-921 Bachmann OO Gauge 4-4-2 H2 Class Atlantic 32424 Beachy Head BR Black E/Emb Real Coal Plates Fitted & Weathered by TMC	£234.95	£187.96
31-921A Bachmann OO Gauge LB&SCR H2 Atlantic 4-4-2 Trevose Head 32425 BR Lined Black E/Emb Coal and Weathered by TMC	£259.95	£207.96
31-921A Bachmann OO Scale LB&SCR H2 Atlantic 32425 'Trevose Head' BR Lined Black (Early Emblem)	£219.95	£175.96
31-921ASF Bachmann OO Gauge H2 Atlantic 4-4-2 Trevose Head 32425 BR Black E/Emb (DCC Sound) Coal and Weathered by TMC	£349.95	£279.96
31-921ASF Bachmann OO Scale LB&SCR H2 Atlantic 32425 'Trevose Head' BR Lined Black (Early Emblem). (Sound Fitted)	£309.95	£247.96
31-922 Bachmann OO Gauge LB&SCR Class H2 Atlantic 4-4-2 no.422 LBSCR Umber Real Coal and Weathered by TMC	£269.95	£215.96
31-922SF Bachmann OO Gauge LB&SCR Class H2 Atlantic 4-4-2 no.422 LBSCR Umber (DCC Sound) Coal and Weathered by TMC	£359.95	£287.96
31-922SF Bachmann OO Scale LB&SCR H2 Atlantic 422 LBSCR Umber Sound Fitted	£319.95	£255.96
32-002A Bachmann OO Gauge GWR 49XX 'Hall' 4971 'Stanway Hall' BR Lined Black (Early Emblem) - Weathered	£174.95	£139.96
32-002A Bachmann OO Gauge GWR 49XX Stanway Hall 4971 BR Lined Black E/Emb Real Coal Plates Fitted & Weathered by TMC	£217.45	£173.96
32-166 Bachmann OO Gauge SE&CR N Class 2-6-0 no.1406 (Sloping-Top Tender) SR Black (Sunshine) Real Coal and Weathered by TMC	£199.95	£143.96
32-205A Bachmann OO Gauge GWR 8750 Class Pannier Tank 8771 BR Lined Black E/Emb Real Coal and Deluxe Weathering by TMC	£149.45	£119.56
32-205A Bachmann OO Gauge GWR 8750 Pannier Tank 8771 BR Lined Black (Early Emblem)	£119.95	£95.96
32-254A Bachmann OO Gauge WD Austerity 2-8-0 77003 LNER Black (Revised Livery)	£169.95	£135.96
32-376A Bachmann OO Gauge Class 37/4 (Refurb) 37422 Robert F. Fairlie BR Regional Railways Nameplates Fitted Weathered by TMC	£204.96	£163.97
32-389TL Bachmann OO Gauge Class 37/4 37416 'Mount Fuji' BR Mainline	£189.95	£151.96
32-440SF Bachmann OO Gauge Class 24/1 D5135 BR Green (Late Crest) Sound Fitted	£279.95	£223.96
32-441SF Bachmann OO Gauge Class 24/1 D5149 BR Green (Small Yellow Panels) Sound Fitted	£279.95	£223.96
32-442SF Bachmann OO Gauge Class 24/1 24137 BR Blue Sound Fitted	£279.95	£223.96
32-482Z Bachmann OO Gauge Class 40 No. 233 'Empress of England' BR Blue Indicator Discs TMC Limited Edition	£189.95	£142.46
32-482ZSF Bachmann OO Gauge Class 40 No. 233 'Empress of England' BR Blue Indicator Discs DCC Sound Fitted TMC Limited Edition	£279.95	£209.96
32-529C Bachmann OO Cl. 55 Deltic D9010 The King Own Scottish Borderer BR 2-Tone Green SYP Nameplates Fitted Weathered by TMC	£219.95	£175.96
32-533 Bachmann OO Gauge Class 55 Deltic D9001 St. Paddy BR Two-Tone Green FYE Nameplates Fitted and Weathered by TMC	£214.95	£171.96
32-611 Bachmann OO Gauge Class 90 90037 BR Railfreight Distribution Sector	£194.95	£155.96
32-612 Bachmann OO Gauge Class 90 90042 Freightliner Powerhaul	£194.95	£155.96
32-734B Bachmann OO Gauge Class 66/0 66117 DB Cargo Weathered by TMC	£179.95	£143.96
32-734C Bachmann OO Gauge Class 66/0 66100 Armistice 100 1918-2018 DB Cargo Nameplates Fitted and Weathered by TMC	£194.95	£155.96
32-734CSF Bachmann OO Gauge Class 66/0 66100 'Armistice 100 1918-2018' DB Cargo Sound Fitted	£259.95	£207.96
32-734CSF Bachmann OO Gauge Class 66/0 66100 Armistice 100 1918-2018 DB Cargo (DCC Sound) Plates and Weathered by TMC	£294.95	£235.96
32-738Z Bachmann OO Gauge Class 66 66136 YIWU-LONDON DB Livery 'Exclusive TMC Edition' with VALUE Weathering by TMC	£189.95	£142.46
32-738Z Bachmann OO Gauge Class 66 66136 YIWU-LONDON DB Livery TMC Limited Edition	£169.95	£127.46



31-061 Bachmann OO Gauge LNER J72 Tank 68733 BR Black E/Emb Real Coal & Deluxe Weathering by TMC
£141.96 Regular Price £177.46



31-390 Bachmann OO Gauge Class 414 2-HAP 2-Car EMU 6061 BR (SR) Green Weathered by TMC
£247.96 Regular Price £309.95



31-741SF Bachmann OO Gauge MR 1532 (1P) Tank 1303 LMS Black (Original)(DCC Sound Fitted) Real Coal and Weathered by TMC
£231.96 Regular Price £289.96



32-376A Bachmann OO Gauge Class 37/4 37422 Robert F. Fairlie Nameplates Fitted and Weathered by TMC
£163.97 Regular Price £204.96



32-612 Bachmann OO Gauge Class 90 90042 Freightliner Powerhaul
£155.96 Regular Price £194.95



2542 Heljan OO Gauge Class 25 25102 BR Two Tone Green Full Yellow Ends TMC Limited Edition
£143.96 Regular Price £179.95



32-741 Bachmann OO Gauge Class 66/7 66783 The Flying Dustman GBRf Biffa Red Plates Fitted Weathered by TMC
£147.96 Regular Price £184.96

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Item Name	RRP	TMC Price
32-739SF Bachmann OO Gauge Class 66/4 66419 Freightliner G&W (DCC Sound Fitted) Weathered by TMC	£262.45	£209.96
32-741 Bachmann OO Gauge Class 66/7 66783 'The Flying Dustman' GBRf 'Biffa' Red	£149.95	£119.96
32-741 Bachmann OO Gauge Class 66/7 66783 The Flying Dustman GBRf Biffa Red Nameplates Fitted and Weathered by TMC	£184.95	£147.96
32-741SF Bachmann OO Gauge Class 66/7 66783 The Flying Dustman GBRf Biffa Red (DCC Sound) Plates Fitted and Weathered by TMC	£264.95	£211.96
32-753DS Bachmann OO Class 57/0 57007 Freightliner Bond Freightliner Green (DCC Sound Fitted) Nameplates and Weathered by TMC	£304.95	£237.45
32-754A Bachmann OO Scale Class 57/0 57009 DRS Compass (Original)	£204.95	£163.96
32-754ASF Bachmann OO Scale Class 57/0 57009 DRS Compass (Original) (Sound Fitted)	£294.95	£235.96
32-755A Bachmann OO Gauge Class 57/3 no.57314 Arriva Trains Wales (Revised) Weathered by TMC	£214.95	£171.96
32-756A Bachmann OO Gauge Class 57/6 57602 'Restormel Castle' GWR Green (FirstGroup)	£184.95	£147.96
32-756A Bachmann OO Gauge Class 57/6 Restormel Castle 57602 GWR Green (FirstGroup) Weathered by TMC	£214.95	£171.96
32-756ASF Bachmann OO Gauge Class 57/6 Restormel Castle 57602 GWR Green (FirstGroup)(DCC Sound) Weathered by TMC	£304.95	£243.96
32-763A Bachmann OO Gauge Class 57/3 Chad Varah 57302 DRS Compass (Original) Nameplates fitted and Weathered by TMC	£219.95	£175.96
32-765 Bachmann OO Gauge Class 57/3 no.57313 WCRC Maroon Weathered by TMC	£234.95	£187.96
32-765 Bachmann OO Scale Class 57/3 57313 WCRC Maroon	£204.95	£163.96
32-765SF Bachmann OO Gauge Class 57/3 no.57313 WCRC Maroon (DCC Sound Fitted) Weathered by TMC	£324.95	£259.96
32-775TL Bachmann OO Gauge Class 37/0 37055 'Rail Celebrity' Mainline Blue	£169.95	£135.96
32-775TLDS Bachmann OO Gauge Class 37/0 37055 'Rail Celebrity' Mainline Blue (DCC Sound)	£259.95	£207.96
32-778RJ Bachmann OO Gauge Class 37/0 37275 'ààv/èStainless Pioneer,ààv/è BR Railfreight Metals Sector	£179.95	£143.96
32-830A Bachmann OO Gauge LMS Ivatt ZMT 2-6-0 no.6418 LMS Black (Revised) Real Coal and Deluxe Weathering by TMC	£204.95	£163.96
32-900C Bachmann OO Gauge Class 108 2-Car DMU BR Green (Speed Whiskers) Weathered by TMC	£289.95	£231.96
32-908 Bachmann OO Gauge Class 108 2-Car DMU BR Blue & Grey	£239.95	£191.96
32-908 Bachmann OO Gauge Class 108 2-Car DMU BR Blue & Grey Weathered by TMC	£289.95	£231.96
32-929 Bachmann OO Gauge Class 150/1 2-Car DMU 150115 BR Provincial (Original) - Includes Passenger Figures	£319.95	£255.96
32-929SF Bachmann OO Gauge Class 150/1 2-Car DMU 150115 BR Provincial (Original) - Sound Fitted	£419.95	£335.96
32-939DS Bachmann OO Gauge Class 150/2 2-Car DMU 150236 Arriva Trains Wales Sound Fitted Includes Passenger Figures	£369.95	£295.96
32-983 Bachmann OO Gauge Class 66/7 Evening Star 66779 GBRf Brunswick Green Etched Plates Bells and Weathered by TMC	£235.25	£179.99
32-991 Bachmann OO Gauge Wickham Type 27 Trolley Car BR Maroon Ballast Load and Weathered by TMC	£116.95	£93.56
32-992 Bachmann OO Gauge Wickham Type 27 Trolley Car BR Departmental Yellow	£89.95	£71.96
32-992 Bachmann OO Gauge Wickham Type 27 Trolley Car BR Engineers Yellow Weathered by TMC	£109.96	£87.96
32-994 Bachmann OO Gauge Wickham Type 27 Trolley Car BR Green	£99.95	£79.96
35-025 Bachmann OO Gauge GWR Class 94XX Pannier Tank 9402 GWR Green Real Coal and Deluxe Weathering by TMC	£179.95	£143.96
35-025A Bachmann OO Gauge GWR 94XX Pannier Tank 9405 GWR Green (GWR) Weathered	£144.95	£115.96
35-025A Bachmann OO Gauge GWR Class 94XX Pannier Tank 9405 GWR Green Real Coal and Weathered by TMC	£184.95	£147.96
35-051 Bachmann OO Gauge LNWR Webb Coal Tank 7841 LMS Black Real Coal Glossed & Weathered by TMC	£164.95	£131.96
35-126 Bachmann OO Gauge Class 20/3 20311 Harry Needle Railroad Company Weathered by TMC	£209.95	£167.96
35-126ASF Bachmann OO Gauge Class 20/3 20314 Harry Needle Railroad Company Sound Fitted	£279.95	£223.96
35-175 Bachmann OO Gauge ROD 2-8-0 1918 Railway Operating Division Black	£179.95	£143.96
35-176 Bachmann OO Gauge ROD 2-8-0 2406 LNWR Black	£179.95	£143.96
35-500SF Bachmann OO Scale Class 117 3-Car DMU BR Green (Speed Whiskers) Sound Fitted	£404.95	£323.96
35-525 Bachmann OO Gauge Class 121 Single-Car DMU W55027 BR Green (Speed Whiskers) Weathered by TMC	£184.95	£147.96
35-526 Bachmann OO Gauge Class 121 Single-Car DMU W55025 BR Blue & Grey Weathered by TMC	£184.95	£147.96
35-526SF Bachmann OO Gauge Class 121 Single-Car DMU BR Blue & Grey Sound Fitted	£269.95	£215.96
35-527 Bachmann OO Gauge Class 121 Single-Car DMU BR Network SouthEast (Revised)	£154.95	£123.96
35-527 Bachmann OO Gauge Class 121 Single-Car DMU BR Network SouthEast (Revised) Weathered by TMC	£187.45	£149.96
35-527SF Bachmann OO Gauge Class 121 Single-Car DMU BR Network SouthEast (Revised) Sound Fitted	£269.95	£215.96
35-527SF Bachmann OO Gauge Class 121 Single-Car DMU BR Network SouthEast (Revised)(DCC Sound) Weathered by TMC	£299.95	£239.96
37-027A Bachmann OO Gauge 5 Plank Wagon Steel Floor George Lovegrove & Co 215 (Mint)(Pre-owned)	£27.95	£22.36
4D-006-012 Dapol OO Gauge Class 73 235 South West Trains	£146.20	£116.96
4D-009-005 Dapol OO Gauge Class 121 Single Car DMU Bubblecar 121027 Bletchley TMD Silverlink Purple Green Weathered by TMC	£175.00	£140.00
4D-009-008 Dapol OO Gauge Class 121 Single Car DMU 'Bubblecar' 55032 in Midline West Midlands Livery	£119.95	£95.96
4D-009-008 Dapol OO Gauge Class 121 Single Car DMU Bubblecar 55032 Midline West Midlands Livery Weathered by TMC	£175.00	£140.00
4D-011-009 Dapol OO Gauge Streamlined Railcar GWR Twin Cities Choc/Cm 16	£148.70	£118.96
4D-022-003 Dapol OO Scale Class 68 'Chiltern Railways 68010 Weathered by TMC	£230.00	£184.00
4D-022-004 Dapol OO Scale Class 68 'Chiltern Railways 68014 Weathered by TMC	£230.00	£184.00
4S-018-005D Dapol OO Gauge B4 0-4-0T 30096 BR Late Crest (DCC-Fitted)	£140.00	£112.00
4S-018-009 Dapol OO Gauge Class B4 0-4-0T no.87 SOUTHERN Wartime Black DCC and Crew Fitted by TMC (Pristine Finish)	£155.00	£124.00
4S-018-010D Dapol OO Gauge B4 0-4-0T Sussex Yellow (DCC-Fitted)	£140.00	£112.00
4S-018-011D Dapol OO Gauge B4 0-4-0T 30084 BR Black Early Crest (DCC-Fitted)	£140.00	£112.00
61665 Hornby OO/HO Gauge BR 4-6-0 'Leicester City' B17/6 Class Renumbered with Real Coal	£191.99	£153.59
8654 Heljan OO Gauge Class 86 BR Rail blue E3156 with double arrow logo and full yellow ends	£189.95	£151.96
9956 Heljan OO9 Narrow Gauge Lynton & Barnstaple 2-6-2T 1363 'Taw' L&B Dark Green	£220.45	£176.36
Bachmann OO Gauge Class 40 Campania 216 BR Blue (Indicator Discs) Renamed and Renumbered by TMC (Pristine Finish)	£239.95	£191.96
Bachmann OO Gauge Class 416 2-EPB 2-Car EMU 5753 BR Blue SYP Full Respray and Renumbering by TMC	£279.95	£199.95
Bachmann OO Gauge Class 416 2-EPB 2-Car EMU 5760 BR Blue SYP Full Respray and Renumbering by TMC	£279.95	£199.95
Bachmann OO Gauge Class 416 2-EPB 2-Car EMU 5765 BR Blue SYP Full Respray and Renumbering by TMC	£279.95	£199.95
Bachmann OO Gauge Class 416 2-EPB 2-Car EMU 5765 BR Blue SYP Full Respray and TMC Weathered	£344.95	£249.99
Bachmann OO Gauge Class 416 2-EPB 2-Car EMU 5772 BR Blue SYP Full Respray and Renumbering by TMC	£279.95	£199.95
Bachmann OO Gauge Class 66 66035 Resourceful DB Livery Renamed & Renumbered by TMC	£219.95	£175.96
Bachmann OO Gauge Class 66 66051 Maritime Intermodal Four DB MARITIME Blue Re-Sprayed/Renamed/Renumbered	£279.95	£223.96
Bachmann OO Gauge Class 66 no.66055 DB Cargo Red Livery Renumbered by TMC	£219.95	£175.96
Bachmann OO Gauge Class 66 no.66066 DB Cargo Red Livery Renumbered by TMC	£219.95	£175.96
Bachmann OO Gauge Class 66 no.66100 DB Cargo Red Livery Renumbered by TMC	£219.95	£175.96
E84002 EFE Rail OO Scale Class 35 'Hymek' D7021 BR Green (Small Yellow Panels) [W]	£179.95	£143.96
E84003 EFE Rail OO Scale Class 35 'Hymek' 7016 BR Blue Full Yellow End With Data Panel	£159.95	£127.96
E84004 EFE Rail OO Scale Class 35 'Hymek' D7056 BR Blue (Yellow Panels & White Cab Windows) [W]	£179.95	£143.96
E84005 EFE Rail OO Scale Class 58 58011 BR Railfreight (Red Stripe) [W - faded paint and logos]	£184.95	£147.96
E84006 EFE Rail OO Scale Class 58 58018 High Marnham Power Station BR Railfreight Coal Sector	£174.95	£139.96
E84007 EFE Rail OO Gauge Class 58 58021 Hither Green Depot Mainline Blue with Deluxe Weathering by TMC	£212.45	£169.96
E84007 EFE Rail OO Scale Class 58 58021 'Hither Green Depot' Mainline Blue	£174.95	£139.96
E84008 EFE Rail OO Scale Class 58 58039 EWS [W]	£184.95	£147.96
E85001 EFE Rail OO Scale J94 Saddle Tank 68075 BR Black (Late Crest) [W]	£169.95	£135.96



32-482Z Bachmann OO Gauge Class 40 No. 233 'Empress of England' BR Blue Indicator Discs TMC Limited Edition
£142.46 Regular Price £189.95



35-527 Bachmann OO Gauge Class 121 Single-Car DMU BR Network SouthEast (Revised) Weathered by TMC
£149.96 Regular Price £187.45



R3098 Hornby HO/OO Gauge Tornado Loco Late BR Etched Nameplates Special Edition
£95.99 Regular Price £119.99



32-482ZSF Bachmann OO Class 40 No. 233 'Empress of England' BR Blue Indicator Discs DCC Sound TMC Exclusive
£209.96 Regular Price £279.95



E85001 EFE Rail OO Scale J94 Saddle Tank 68075 BR Black (Late Crest) [W]
£135.96 Regular Price £169.96



R3568 Hornby OO Gauge BR Class 71 'E5018' BR Green
£136.79 Regular Price £170.99



R3649 Hornby OO Gauge BR Merchant Navy Class 4-6-2 35029 Ellerman Lines - Era 4
£158.39 Regular Price £197.99



R3861 Hornby OO Gauge (1:76 Scale) BR, Merchant Navy Class, 4-6-2, 35017 'Belgian Marine' - Era 4
£167.20 Regular Price £208.99

OO Gauge Steam Locos

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Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples Due: Nov 2021
Price: from £119.60 Digital: NEXT-18
hattons.co.uk/dapollargeprairie

dapol



Class 78xx 'Manor' 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

KATO
PECO

OO9 Gauge



FR Small England 0-4-0TT
Stage: Engineering Sample Due: Early 2022
Price: £150 (estimated) Digital: Yes TBC
hattons.co.uk/pecosmallengland

accurascale



Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor

dapol



Class 43xx 'Mogul' (Tool Update)
Stage: CADs Due: May 2022
Price: from £142.76 Digital: NEXT-18
hattons.co.uk/dapolmogul

HELJAN



Class 02 'Tango' (Tool Update)
Stage: CADs Due: Q2 2022
Price: from £169.15 Digital: 21-pin
hattons.co.uk/heljantango

OO Diesels & Electrics

dapol



Class 59
Stage: Painted Samples Due: Q1 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59

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Class 45
Stage: Early Sample Due: Q4 2021
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45

HELJAN



Class 47
Stage: Prototype Due: Q4 21 - Q1 22
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47

HELJAN



Class 86/4 & 86/6
Stage: Painted Samples Due: Q2 2022
Price: from £165 (EST) Digital: 21-pin
hattons.co.uk/heljan864

accurascale



Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37

OO Diesel Multiple Units

HELJAN



Class 104
Stage: Early Development Due: TBC
Price: from £180 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons

HELJAN



Genesis 4 & 6 Wheel Coaches
Stage: Painted Samples Due: 2022
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis

accurascale



BR Mk2B Coaches
Stage: Engineering Samples Due: Q3 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b

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BR Pilchard Wagons
Stage: Deco Samples Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard

HELJAN



GER 10t Covered Van
Stage: Deco Sample Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordgervan

HELJAN



LNER 10t Banana Van
Stage: Prototype Due: Q4 2021
Price: £12.50 Digital: N/A
hattons.co.uk/oxford10tbanana

N Gauge Steam Locos

dapol



LSWR Class M7 0-4-4T
Stage: Prototype Due: Dec 2021
Price: £83.26 Digital: N/A
hattons.co.uk/dapolm7

N Gauge Diesel Locos

dapol



Class 59
Stage: CADs Due: Q3/ Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

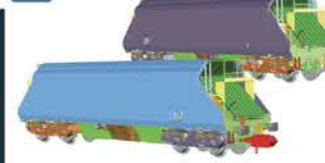
N Gauge Wagons

Revolution



Class B Tanks (New Batch)
Stage: In Development Due: Q1 2022
Price: £26.95 Digital: N/A
hattons.co.uk/revclassb

dapol



JHA 102t Hopper Wagons
Stage: CADs Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Diesels/ Electrics

HELJAN



Class 26
Stage: Early sample Due: Q1 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljano26

HELJAN



Class 47
Stage: Deco Samples Due: Sep 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljano47

dapol



Class 66
Stage: Engineering Sample Due: Aug 22
Price: £594.15 Digital: 21-pin
hattons.co.uk/dapolo66

HELJAN



Class 73
Stage: 1st Sample Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units

dapol



GWR Streamlined Railcar
Stage: Painted Samples Due: Nov 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

dapol



Class 121 'Bubble Car'
Stage: Painted Samples Due: Oct 2021
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

dapol



Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley

HELJAN



Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2



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00 Gauge (1:76 Scale)

Steam locos



R3851 Class 8P 'Merchant Navy' 4-6-2 35017 'Belgian Marine' in BR green early emblem (Hor) £188



OR76J27004 Class J27 0-6-0 1214 in LNER lined black (Oxf) £94



OR76J27003 Class J27 0-6-0 65817 in BR black late crest (Oxf) £94



OR76N7004 Class N7 0-6-2T 69670 in BR black late crest and depot embellishments (Oxf) £98



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

Diesel locos



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150) £119



H4-66-035 Class 66 66731 in GBR/Royal Scotsman (Hat) (RRP £150) £119

DMUs



19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem (Hel) £160.65



R3852 Class 390 Pendolino 4 car pack 390156 in Avanti West Coast (Hor) £247

Coaches



GWRCoachPackD Collett 57' Corridor 4-pack in BR crimson & cream (Includes R4685A, R4686A, R4687A & R4688A) (Hor) (RRP £211) BARGAIN



GWRCoachPackB Collett 57' Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (Hor) (RRP £107.98) BARGAIN



GWRCoachPackE Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) BARGAIN



OR763F0003 Mk3a FO first open 11042 in Virgin Trains West Coast red and black (Oxf) NEW £33



4F-026-023 HIA aggregate limestone hopper 369023 in Freightliner white (Dap) NEW £25.08



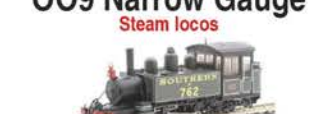
4F-025-014 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502009 and 502010 (Dap) NEW £50.15



4F-025-015 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502027 and 502028 (Dap) NEW £50.15



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) BARGAIN £99



SL-96 Left hand medium point - Insultrig (Poc) £12.50



76IR6006 Irizar i6 City Link Air (Oxf) NEW £21



2S-007-028D Class 57xx Pannier 0-6-0PT 5775 in Great Northern and Southern Railway ochre - as in 'The Railway Children' - Digital Fitted (Dap) NEW £109.05



2S-007-023D Class 57xx Pannier 0-6-0PT 9741 in BR green British Railways lettering - Digital Fitted (Dap) NEW £109.05



2S-007-027D Class 57xx Pannier 0-6-0PT 9770 in BR black late crest - Digital Fitted (Dap) NEW £109.05



2S-002-009D Class V 'Schools' 4-4-0 924 'Haileybury' in SR olive green - Digital fitted (Dap) NEW £153.91



2D-019-011 Class 43 HST 4-car book set in First Great Western 'Fag Packet' green and white - 43005, 43009 and two coaches (Dap) £175.94



2D-142-005D Class 142 'Pacer' 2 car DMU 142053 in Provincial light blue - Digital fitted (Dap) NEW £158.31



K10-1674 Class 800/0 5-car BEMU IET 'Azuma' 800209 in LNER (Kat) £178



K10-1671 Class 800/0 5-car BEMU IET 800021 in GWR green (Kat) £178



2P-006-002 Mk 3 SLE sleeper 10701 in Intercity swallow (Dap) NEW £26.35



7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap) £206.75



H7-A3-006 Class A3 4-6-2 60107 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) (RRP £750) BARGAIN £579



7F-061-002 YNV Bogie Bolster 'E' 923444 in BR bauxite (Dap) NEW £61.54



2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) (RRP £395) BARGAIN £259



2052 Class 03 shunter in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (Hel) (RRP £395) BARGAIN



2058 Class 03 shunter in industrial yellow wasp stripes - unnumbered (Hel) (RRP £395) BARGAIN



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) (RRP £549) BARGAIN



3120 Class 31/1 31296 'Amwich Freighter' in Railfreight grey - lightly weathered - Lid Ed (Dap) £466.65



3143 Class 31/4 31466 in EWS red and gold (Hel) £466.65



3140 Class 31/4 in BR blue - unnumbered (Hel) £466.65



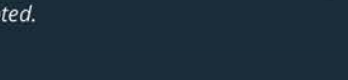
3402 Class 33/0 33030 in EWS red and gold (Hel) £466.65



3393 Class 33/0 in BR green no yellow ends - unnumbered (Hel) £466.65



4061 Class 40 in BR green small yellow panels and centre headcode panel - unnumbered (Hel) £466.65



7F-001-010 Mk1 BSK brake second corridor M34562 in BR blue and grey (Dap) £175.07

009 Narrow Gauge

Steam locos



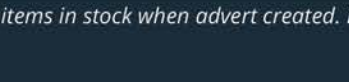
9985 Lynton & Barnstaple Baldwin 2-4-2T 5762 in SR olive green - post 1932 condition (Hel) £203.96

N Gauge

Steam locos



2S-007-028D Class 57xx Pannier 0-6-0PT 5775 in Great Northern and Southern Railway ochre - as in 'The Railway Children' - Digital Fitted (Dap) NEW £109.05



2S-007-022D Class 57xx Pannier 0-6-0PT 6752 in GWR green - Digital Fitted (Dap) £109.05

0 Gauge (1:43 Scale)

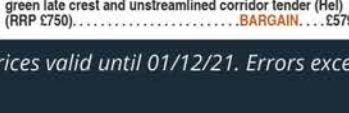
Steam locos



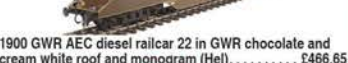
7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap) £206.75



H7-A3-006 Class A3 4-6-2 60107 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) (RRP £750) BARGAIN £579



7F-061-002 YNV Bogie Bolster 'E' 923444 in BR bauxite (Dap) NEW £61.54



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



7F-001-010 Mk1 BSK brake second corridor M34562 in BR blue and grey (Dap) £175.07



7F-061-002 YNV Bogie Bolster 'E' 923444 in BR bauxite (Dap) NEW £61.54



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The Palbrick Wagon dates back to the mid 1950's, seeking to replace the ancient brick wagons used by LNER.

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WORLD OF RAILWAYS

RAILS TO RELEASE 18100 AND LATER 25KV ELECTRIC CONVERSIONS



Rails of Sheffield is to offer models of gas turbine 18100 and its later Class 80 electric conversions E1000 and E2001, manufactured by Heljan. With the support of the National Railway Museum, research and a CAD are said to be complete, though have yet to be revealed. Further updates are said to be announced shortly.

The retailer is hoping to see models arrive late-2022, though has said this is difficult to predict given ongoing issues with Covid, China's power shortages where models will be manufactured, and shipping issues.

The model specifications are as follows:

- Five-pole motor driving four axles (two on each bogie) with flywheels
- Powered wheels on outer axles of each bogie
- 21-pin DCC socket with easy access

- Separately-fitted wire handrails and sandpipes
- Spoked wheels
- Etched grilles
- Sprung OLEO buffers
- Flush glazing
- NEM coupler pockets
- Warm white Cab lights. Including function to switch on/off
- Separate engine room lights

Lighting is said to be as per its model of 18000, with two warm white headlights at the front (lower left and lower right) in direction of travel, and a red tail light at rear (lower centre). A function for DC and DCC will allow the tail light to be switched off when hauling a train.

The model is based on a unique gas turbine prototype built for BR but ordered by the GWR in the 1940s. British Rail 18100 was a prototype main line gas turbine-electric locomotive delivered to British Railways in 1952 by Metropolitan-Vickers of Manchester. It spent the first phase of its working life on the Western Region of British Railways, operating express passenger services from

London Paddington to the West of England.

The locomotive was delivered in BR black with silver trim and carried this throughout its life. In December 1953, 18100 was withdrawn from service and returned to MV for storage and later rebuilding as Britain's first 25kV AC overhead electric locomotive, E1000. In this form, it acted as the testbed for a new generation of high-voltage electric locomotives for the West Coast Main Line. After these duties were completed in 1961, E1000 (by now renumbered E2001) was used for various test purposes or stored until it was withdrawn in 1968 and scrapped in 1972.

Current pricing can be found on the Rails of Sheffield website.



REVOLUTION TRAINS UPDATES ON PROJECTS

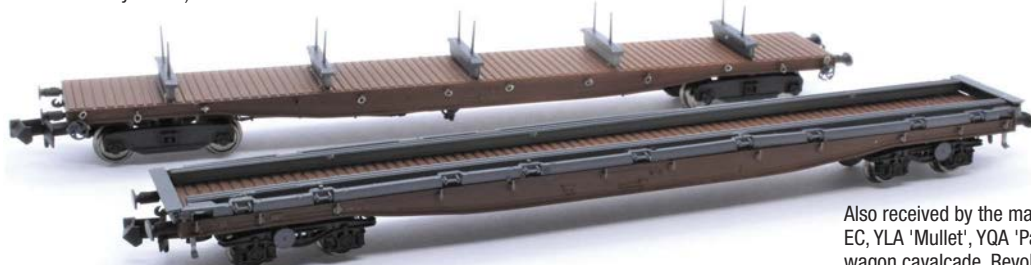


Revolution Trains has shared images of its current N gauge model projects, in various stages of development, from first EPs to decorated samples.

Arguably its most important, the Class 59, has seen test mouldings of the bodysells and centre covers received. Photographs highlight the 59/0 and 59/2 bodysell differences, one with the centre cover fitted, one without. This feature replicates the prototype and is designed to make fitting a DCC decoder easier. Working samples are said to be expected shortly. Also tooled, but not shown, are bodysells for the original 59/0 without roof pods, the 59/1 (with slightly different roof pods to the 59/2), and the two unique locomotives – 59003 (with top-centre light) and 59005 (with 59/0 lights, a but 59/1 style roof.)



The Class 59 shells arrived with decorated samples of its Caledonian Sleeper Mk. 5 coaches. Commenting on the samples received, Revolution Trains said, "We are very happy with these, and barring a few tiny modifications, these will be going into production as soon as the factory has capacity." Power shortages have been problematic across China at the moment, and Revolution Trains is expecting to stop accepting pre-orders for these in the next six to eight weeks.



Also received by the manufacturer are first samples of its BR Borail EB/MB, EC, YLA 'Mullet', YQA 'Parr' and YQA 'Super Tench' wagons. Commenting on its wagon cavalcade, Revolution Trains said, "There is some work to do as usual on the fit of some parts but these models are on course for delivery in the middle of next year, and are now in tooling in OO gauge, too."

WICKHAM TROLLEY IN 'O' - FIRST EP REVEALED



Ellis Clarke Trains has shared photographs of its first engineering prototype for the forthcoming Wickham Trolley for O gauge. At the same time, it has revealed a new compatible trailer, often seen behind the small permanent way personnel carriers, while new liveries are also announced for the model, delivery of which is expected early 2022.

Commenting on the photographs, Ellis Clarke said, "We have some alterations and improvements to make, so these aren't quite perfect, but we're incredibly impressed by them! Having spent further hours researching and visiting Wickhams in preservation, we have decided to add some new limited-edition liveries to our Wickham line-up!" The additional liveries are as follows:

- (E1020Z) Chocolate and cream, as preserved at Didcot Railway Centre

- (E1021Z) BR maroon with white roof 'B40W', as preserved at The Somerset & Dorset Railway
- (E1022Z) Black with wasp stripes, as preserved at Mangapps

Another announcement for the project is the addition of a Wickham flatbed trailer. Finished in black with wooden planking, it can be added to any Wickham trolley or trailer by its hook couplings, or placed in a railway siding. These were often used with Wickhams for transporting machinery and tools.

Alongside adding three new liveries, Ellis Clarke has added un-numbered versions of the BR maroon, SR green, BR yellow and engineers' yellow variants. Un-numbered

Wickhams are to be supplied with a transfer sheet, including both present, and a selection of individual numbers for modellers to apply.

In addition, sound variants are to be made available, too. Commenting on this, Ellis Clarke added, "Many were asking, and many more thought it wouldn't be possible, but we've done it! We're now happy to announce that all our Wickhams can be purchased with DCC sound, fitted with a Zimo chip and a sugar cube speaker, located in the engine bay."

For further details, including current pricing and availability, visit the Ellis Clarke Trains website.



GREAT EASTERN MODELS CELEBRATES 35TH ANNIVERSARY

Great Eastern Model Railways is celebrating 35 years in business. Operating from its Plumstead Road store in Norwich since 1986, the family-run shop provides model railways, and in its early days, toys and models to generations of Norfolk families.

Run by the Hockey family of Anne, Helen and Rob, the premises was launched as a hobby shop by the trio's father Robert 'John' Hockey who had a road haulage business.

Great Eastern Model Railways has had many changes over the years, including a two-storey extension to cope with the growing demand for the hobby, a car park added to the rear, and more recently a complete remodel after a devastating flood from a burst pipe above. The owners assure that the store is retail-ready for the next 35 years!



HELJAN SHOWS CLASS 07 DECORATED SAMPLES

Heljan's Ruston & Hornsby 0-6-0DE has been the subject of two previous production runs since 2018, but demand continues to be strong for BR, industrial and preserved versions.

Its latest batch, expected to arrive early-2022, includes representatives of all three sectors, plus a British Army green locomotive inspired by the similar Ruston-built locomotives used on internal railways such as Bicester Military Railway.

Models are to be differentiated between vacuum-braked (as-built) with 'V1' designation, and those with high-level air pipes and compressor compartments 'V2'. Seven versions are in preparation with a suggested retail price of £179 each, or £189 for weathered versions.



DCC CONCEPTS RELEASES LOCOMOTIVE CRADLES

DCC Concepts has manufactured a range of 4mm:1ft scale locomotive servicing cradles. Constructed from EVA, they can be used to hold locomotives for servicing, or to pick up locomotives from the layout without touching them.

Foam pads are provided to hold locomotives securely in place while servicing. The closed cell foam structure prevents detail from becoming caught in the foam, causing potential damage to small parts. DCC Concepts said, "Our EVA material is soft enough to prevent damage while being firm enough to hold your locomotive securely and safely."

Four lengths of locomotive cradle are available:

- (SVC-240) 240mm Locomotive Servicing Cradle
- (SVC-340) 340mm Locomotive Servicing Cradle
- (SVC-440) 440mm Locomotive Servicing Cradle
- (SVC-540) 540mm Locomotive Servicing Cradle

For further details, including current pricing and availability, visit the DCC Concepts website, or see your local stockist.



HELJAN CLASS 73 FOR 'O' – FIRST EP SHOWN

Heljan has unveiled the first pre-production sample of its forthcoming O gauge Class 73/1 electro-diesel. The 'next generation' model features a plug-and-play DCC interface, new lighting features and authentic detail variations to cover the career of the enduring and popular Southern Region class.

With some parts missing and a mixture of detail parts from early and later locomotives, notably the sandbox lids, Heljan has said that the model shown isn't a complete representation of the final product.

Heljan has said that this model is its most detailed to date, containing more than 550 separate parts, and has been designed to offer a range of authentic detail variations covering the entire career of the production batch. This is to include locomotives with or without high-intensity headlights and NRN radio aerials, radio pods and optional fibreglass arc shields fitted to the bogies from the mid-1980s onwards.

Standard features include sprung buffers, drophead buckeye couplers, wire handrails, fine etched grilles, separately-fitted buffing plates, SR 27-way multiple working cables and hoses, windscreen wipers, sandpipes, bogie and bufferbeam details.

The model features Heljan's twin motor/flywheel chassis with all-wheel drive and pick-up, separately switchable cab, headcode and high-intensity headlights (later liveries only), plus DCC-activated third-rail 'arc flash' built into the bogies. DC users will also be able to control the lighting features using a bank of six microswitches on the underside of the chassis. The DCC interface is designed for an ESU XL pin decoder (Ref. No. 58515, not included) interface with provision for DCC sound and the easy installation of a large speaker.

17 versions have been selected, covering numbered/named and unnumbered versions across a broad cross-section of BR, Sectorisation and Privatisation era liveries from 1965 to the present day. Heljan has said that it is examining options for models with factory-fitted DCC sound, details of which will be confirmed separately.

For further details, current pricing and availability, see your local Heljan stockist, or visit the Heljan website or Facebook page.



FFESTINIOG & WELSH HIGHLAND RAILWAYS RECEIVE GRANT

A £3,144,000 investment will boost the Ffestiniog & Welsh Highlands Railways' plans to attract more visitors by providing "a high-quality tourism experience", and work, training and volunteering opportunities for the community of Porthmadog. It will also fund the restoration and conservation of buildings, including the Boston Lodge Works, which is in the Guinness Book of Records as the 'oldest railway workshop in continuous operation'.

Supporters are to provide an additional £900,000 of matched funding for the three-and-a-half-year project, which, once complete, should help attract up to 250,000 visitors to the railways annually. At their peak, the railways were at the centre of the global trade in Welsh slate and served the largest underground slate mine in the world – the Oakeley quarry in Blaenau Ffestiniog.

Andrew White, Director of The National Lottery Heritage Fund in Wales said, "Thanks to National Lottery players, this £3.1 million investment will allow the Ffestiniog & Welsh Highland Railways – a truly world-class, high-quality attraction, to provide work and training opportunities for the local community and boost the economy of north west Wales by bringing an additional 50,000 visitors to the area every year. As well as the many economic and employment benefits of the Ffestiniog & Welsh Highland Railways, this project, which centres on the Boston Lodge Works is a great example of how heritage can help us understand who we are and where we come from and how the communities we are part of have been shaped by the past by bringing history to life."



THE WORLD OF RAILWAYS VIRTUAL EXHIBITION RETURNS!



Back by popular demand, we're delighted to announce that the next instalment of our #BigWORshow event will take place this winter, across the weekend of December 4-5, 2021.

Now well established, the World of Railways Virtual Exhibition is hugely popular, drawing more visitors than any model railway show in the UK, and this event is set to be our most entertaining yet!

Like before, the #BigWORshow will feature a compelling selection of fantastic layouts created by talented modellers. The exhibits will feature N, 2FS, 3mm, OO, EM, and O scales, with something for all tastes!

Popular features that made the previous show a success will remain, including our live feed, which will be populated with new content at least every 10 minutes!

There'll be competitions galore across the two days, practical demonstrations from well-respected modellers, interviews with some of the biggest names in the hobby, and much more.

We're really excited to welcome everyone to our official opening on Saturday, December 4 at 09:30 GMT for two days of fantastic model railway entertainment and exciting challenges – don't forget to tell your friends.

FOR ALL THE LATEST MODELLING NEWS & REVIEWS

WELSHPOOL & LLANFAIR LIGHT RAILWAY ISSUES CHRISTMAS CARDS



The Welshpool & Llanfair Light Railway has issued a new Christmas card for 2021. Based on a painting commissioned from renowned railway artist Jonathan Clay, it shows Beyer Peacock 0-6-0T *The Earl* in its newly-applied GWR livery following overhaul, at a snowy Cyfrnydd station. Inside, the message reads, 'With Best Wishes for Christmas and the New Year' reproduced in both English and Welsh.

Sales of the cards are an important contribution to the railway's revenue. It also has limited stocks of its 2020, 2019 and 2018 cards, also featuring paintings by Jonathan Clay. Card 2 shows visiting ZB2 locomotive *Zillertal* arriving at Llanfair Caereinion in the winter, Card 3 Beyer Peacock 0-6-0T *The Countess* taking on water at a snowy Welshpool Raven Square, and Card 4 Kerr Stuart 0-6-2T *Joan*, arriving at a snowy Llanfair Caereinion.

Orders can be made by post, from a new address this year: W&LLR Christmas Cards (GR), 7 Sutherland Grove, Perton, South Staffs WV6 7PA. Please make cheques to 'W&L Sales'. For further details, and to place orders online, visit the Welshpool & Llanfair Light Railway website.

ACCURASCALE TO MANUFACTURE CHALDRON WAGONS

Accurascale is to produce models of the Chaldron wagon in OO gauge. Tooling is said to be complete, with pre-production samples signed off and decorated samples due shortly. Models are expected at the end of 2022. The Chaldrons signal the genesis of Accurascale's 'Powering Britain' series, covering the variety of wagons that have fuelled industry and life in Britain from the birth of the railways to the present day.

Accurascale commented, "With a career on the rails spanning over 150 years, the Chaldrons seemed the perfect place to begin the timeline for our 'Powering Britain' series of coal wagons through the ages. There has been a surge in interest in the birth of the railways, along with intrigue in pre-grouping and the Victorian era with recent locomotive releases, not to mention the interest in industrial heritage and its railways. With this in mind, the Chaldrons are a logical release to satisfy these growing areas of interest within the hobby."

Accurascale has produced five main variants of the type, based on the S&DR style dating from 1835-45 built at Shildon, the North Eastern Railway (and subsequent Internal User pattern) P1 types of the second half of the 19th century and the improved four-ton 'Black Waggon'.

Among the five variants are different arrangements of 'bang plates', handbrakes and wheel styles, which are included in the tooling suite.

Accurascale deemed tension-lock couplings to be too large for the wagons, and so has created a close-to prototypical arrangement, with chains being replicated faithfully, using magnets to connect waggons together, with additional NEM attachments being used for connection to existing locomotives and rolling stock.

The specification of model is as follows:

- Die-cast metal chassis with plastic body weighing 9g
- Minimum radius curves of 371mm (1st radius set-track)
- Five different body designs, with additional removable 'greedy boards'
- Three styles of brake and brake handles. Two block types and the Londonderry clasp brake
- Three styles of wheel design; split spoke, star spoke and wave spoke
- Three arrangements of 'bang-boards', reflecting types seen in service on the waggons
- Scale width wire handrails, metal pin jaw couplings and metal etched handbrake levers on Londonderry variants
- Eroded metal/plastic detail parts, including grab handles, door securing pins and chassis chain points
- Metal fine link chains fitted to body where appropriate
- Working chain-link couplings with Neodymium NdFeB magnetic heads, connected at the waggon via prototypical cotter pin coupling
- Two extra NEM-fitted coupling chains supplied with waggons for fitting to locomotive/additional rolling stock



RAPIDO UNVEILS 'CONFLAT P' PROJECT FOR 'N'



New 'Conflat P' wagons and 'BD' and 'A' type containers are to be manufactured by Rapido Trains UK for N gauge.

The new wagons are the perfect accompaniment to Rapido's forthcoming 'N' gauge Metro-Vick Type 2. Six Co-Bos were allocated to Cricklewood to work the overnight London-Glasgow container service. Together with the 'Conflat Ps', the Class 28s were immortalised in Terence Cuneo's 1959 painting 'Night Freight'.

Rapido Trains UK Sales and Marketing Manager Richard Foster said, "The Class 28 is most famously associated with 'Condor' and it makes so much sense to produce the 'Conflat P' to run behind the '28'. This has been a hugely challenging project thanks to a dearth of research material. There are literally only a handful of published 'Conflat P' photographs and drawings are just as scant. We've combined official drawings of the 'Plate' wagon with Paul Bartlett's and Trevor Mann's research to make as best a guess on the internal structure as possible. Unlike, say, a 'Conflat A', the 'Conflat P' has no floor. All the chassis beams are visible, so there are few places to attach things like brake pipes."

Despite the design challenges, Rapido Trains says that it is "pleased with how well they have turned out. They've really got that 'open frame' look".

To complement the new 'Conflat Ps', Rapido has also developed all-new 1:148 scale Dia. 3/050 Type BD and Dia. 3/001 Type A containers. These will initially be only available with the 'Conflat P' but will be released as separate accessories at a later date.

The 'Conflat P' and new containers – along with the MetroVick Type 2 – are in tooling and Rapido hopes to show samples in the near future. The specification of the 'Conflat P' model promises injection-moulded construction, a high level of detail, metal bearings for smooth running, NEM coupler pockets and removeable containers.



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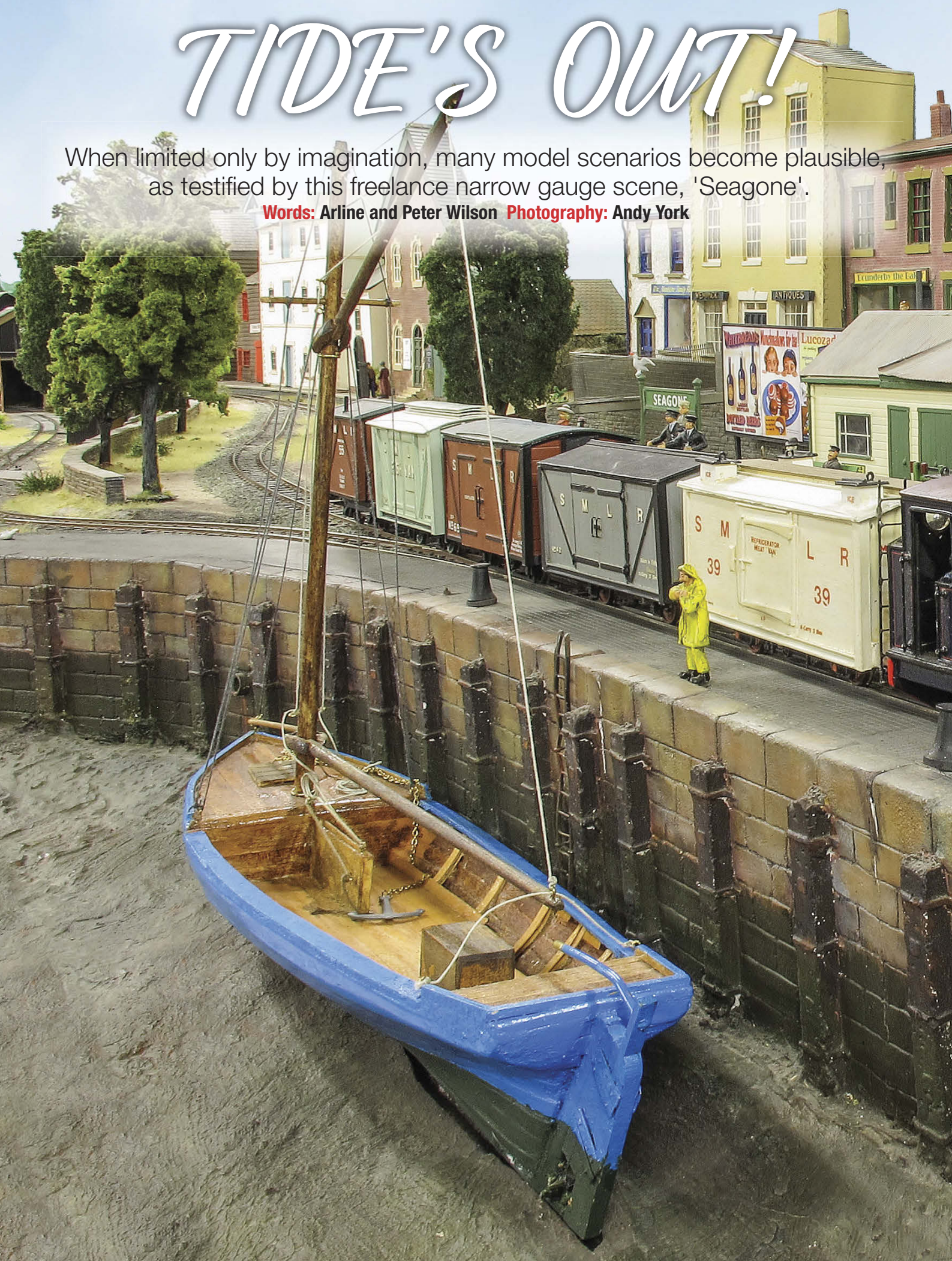
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TIDE'S OUT!

When limited only by imagination, many model scenarios become plausible, as testified by this freelance narrow gauge scene, 'Seagone'.

Words: Arline and Peter Wilson **Photography:** Andy York





Guillemot, No. 20, pulls a goods train along the quayside.

Seagone is not based on a location but represents a narrow gauge station somewhere on the UK coastline at an indeterminate period. The only certainty is that the tide is out – the sea has gone.

Designed and built by members of Stafford Railway Circle, the three scenic baseboards, each 5ft long by 2ft wide, were built around the year 2000 for a narrow gauge layout to be set at a small port on the west coast of Scotland. Unfortunately, members gradually seemed to lose interest, and eventually, the boards were put aside and stored for a few years.

When interest renewed in building an O-16.5 layout, work started again by making the baseboards smaller and lighter, all of the existing track was removed, and a new design was conceived. Two fiddleyard boards, each measuring 5ft by 2ft were added, one positioned at each end of the layout. The track and point work is Peco O-16.5 Code 100, the points being operated by Seep point motors.

The new trackplan called for a station in the middle of the layout, with its passing loop running along the dockside and a siding by the large warehouse next to the slipway.

For added interest, there are three more sidings, accessed by a gentle slope down from the loop. These comprise an engine shed, carriage shed and a storage siding, although at exhibitions we operate shunting activities in this area, so that there is always something going on.

Layout control

The layout is analogue and divided into several track sections. Our control panel allows us to run with two controllers. Each track section can be switched between the two. Although it is possible to drive the entire layout from one controller, we tend to operate with one controller driving from the left fiddle yard to the station and the

other controller driving from the right fiddle yard to the station, with trains pausing in the station area to be passed across to the other controller. In addition, we have a third controller (and an extra, mini control panel) that can be switched in to drive just the three front sidings, so that we can perform shunting without impeding the main line. The track and wiring were done



A quiet day in the harbour, with few people around. Note the subtle yet effective weathering of the quayside stone wall, a darker patch denoting the usual height of high tide.



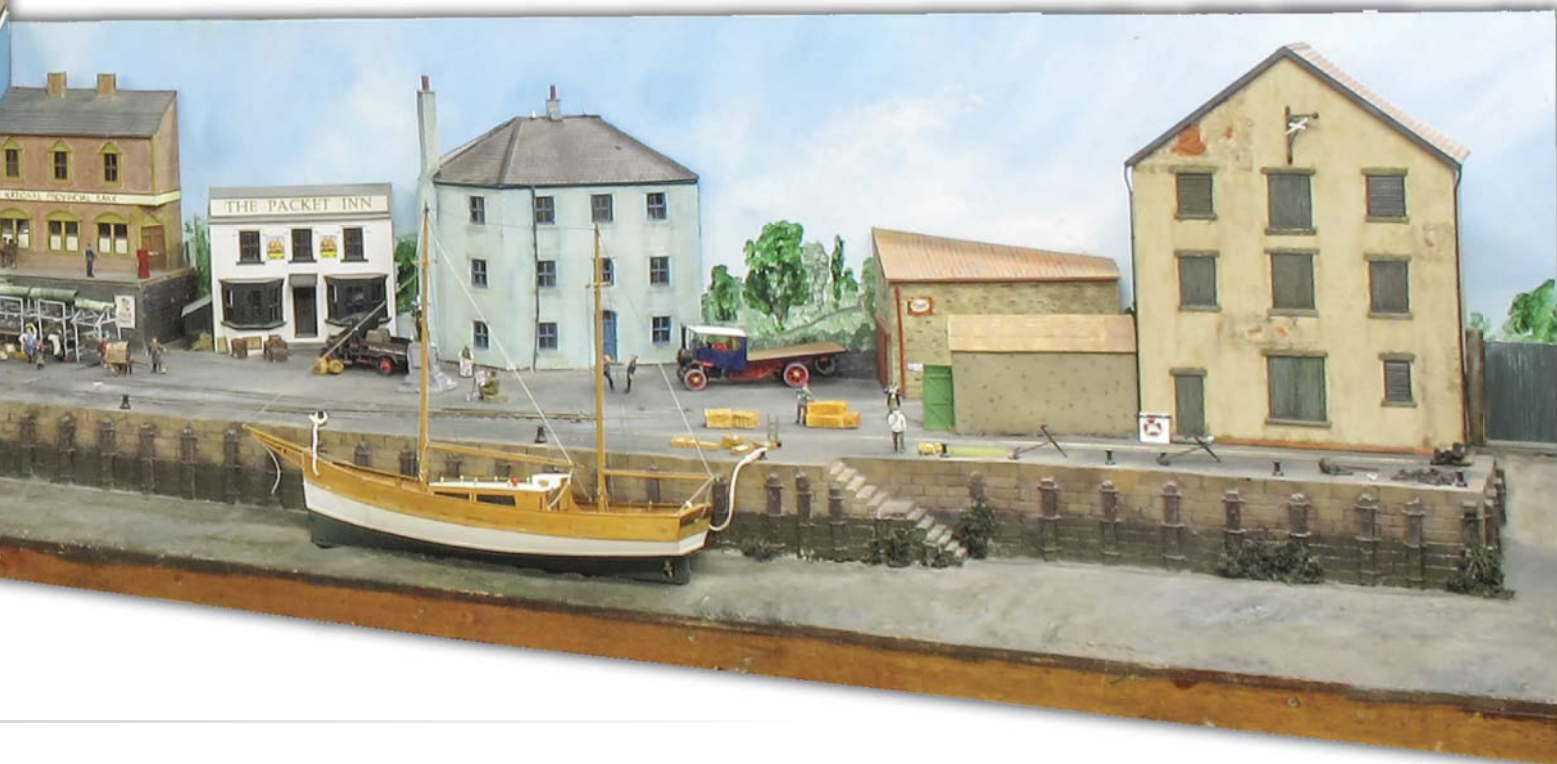
Seagone town and harbour. The pastel-coloured buildings are more typical of those seen around coastal locations and add colourful interest to the scene.

The story of the line by Hugh Williams

“The railway had been built entirely at the expense of Lord Elpus, whose family had made its fortune from sugar mining in the borders of England and Wales. The sugar mines were situated some 15 miles inland from the nearest port (Seaport), and the roads connecting them were poor, narrow and very bumpy. This led to a problem with sugar cubes, which frequently shattered on the journey. The cubes, which were expensively hand-crafted from large rocks of sugar hewn underground in dreadful mining conditions, were extremely fragile and often arrived at the port totally granulated and fit only for putting in tea. Lord Elpus believed that a railway would make the journey smoother and that the costs of building the line would be more than offset by a reduction in the losses of revenue caused by crumbling cubes.

Unfortunately, after only two years of operation, a huge earthquake, extraordinarily violent for this part of the world, resulted in the land heaving and the sea retreating by some four miles to the west of Seaport. If this had been all that had happened, Lord Elpus could have extended the railway by four miles. However, the same earthquake led to the sea rushing inland by sixteen miles just to the north, leading to the flooding and utter destruction of the sugar mines.

What was left was a line some 12 miles long, running from a mine-less small market town to a port which had no longer any sea – just a muddy inlet fit only for small vessels coming inland from the real sea four miles away. The town fathers renamed Seaport as 'Seagone', and the railway settled into a life of being a general carrier of goods. Some expensive icing sugar was still being mined from a small sugar mine that lay higher than the incoming sea could reach, so a little of the sugar trade remained. Fortunately, the people who had worked in the sugar mines were able to travel by the railway to new jobs, which came into being when a cigarette card printing factory opened in Seagone...”



predominantly by Trevor Forrest and Hugh Williams.

The boats in the harbour were constructed from kits by George Young. They are balanced rather precariously in the muddy harbour awaiting the next tide. The market stalls are also kit-built. The stall holders and customers are white metal figures held in place by a metal spike attached to one foot. Since these are not fixed in place, we have a merry few minutes at the start of each exhibition playing 'hunt the pin-hole' to work out where to place them.

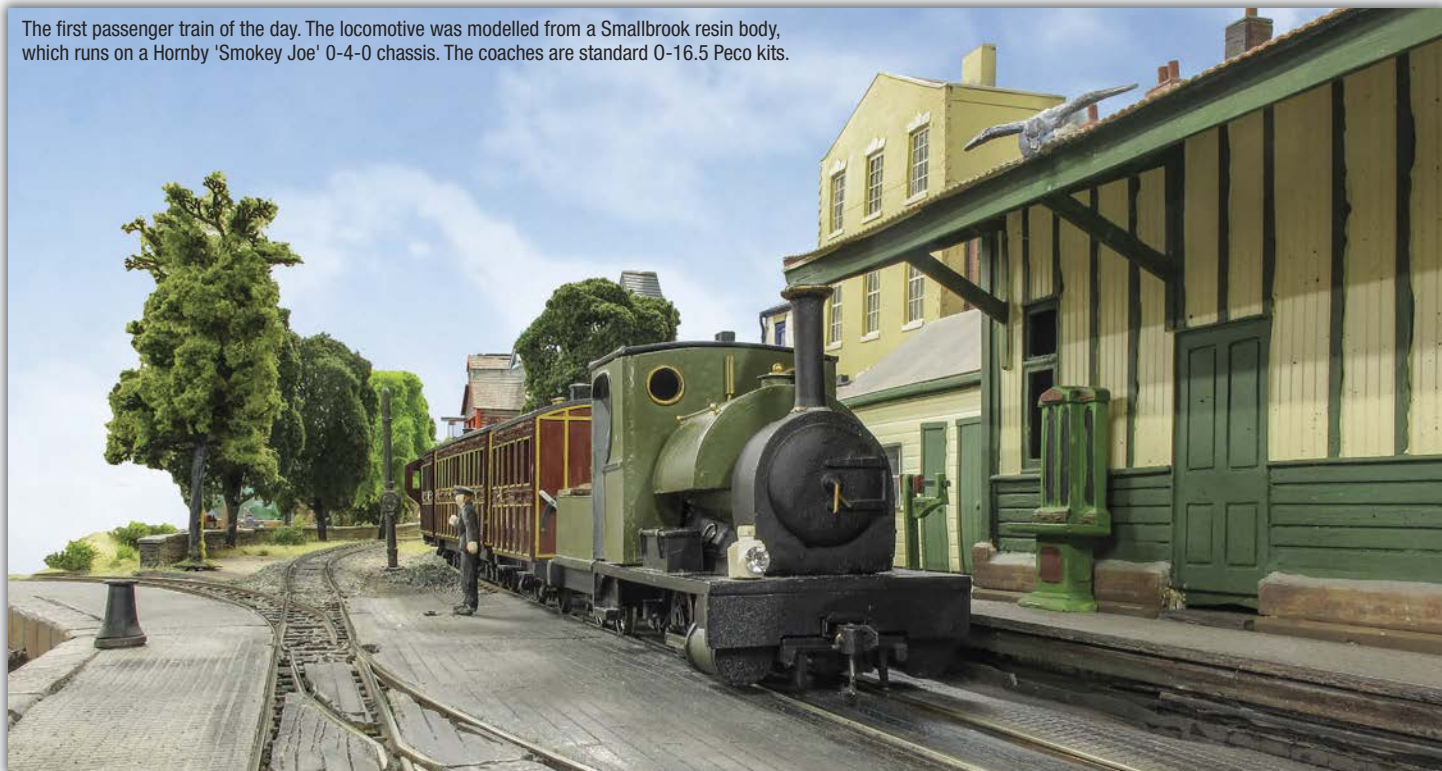
Viewing public

The first outing for 'Seagone' was to our own exhibition 10 years ago. While the baseboard height and tall backscene were deemed fine by our taller members, those of us who are more vertically-challenged could barely rest our noses on the top, and operating while standing on tiptoe was deemed too exhausting. Luckily, one of our team had a spare kitchen worktop at home and this, resting on some plastic milk crates – amazing what some people have lying around! – provided a temporary, if rather rickety, operator's platform. After the exhibition, the construction of a purpose-built step for use at one end, and 'the Coffin', a four-foot-long operator's platform for the other end, which doubles as a storage box for some of the layout equipment, provided more stable operating positions.



The somewhat 'Heath-Robinson' 'Muir-Hill' tractor shunts in the sidings, as *Guillemot* brings in a goods train.

The first passenger train of the day. The locomotive was modelled from a Smallbrook resin body, which runs on a Hornby 'Smokey Joe' 0-4-0 chassis. The coaches are standard 0-16.5 Peco kits.





Lord Elpus's private train awaits his lordship at the station.

When the layout was constructed, it was assumed that rolling stock would mainly use Kadee couplings, so some permanent magnets were installed under the track. Sadly, these proved unreliable – with stock uncoupling at random, rather than when we wanted it to. After discussions, we decided to mount the magnets on wooden flaps hinged to hang down below the track and so would not affect the couplings. The flaps can be raised by the highly technical method of pulling on a piece of string when uncoupling is needed. This required us to cut out holes in the baseboard underneath the uncoupling positions, patch them with thin plastic sheets to hold the ballast, and then install the flaps. This pantomime trap-door solution, as it has become known, works well, but retrofitting isn't an easy job! To mark the positions of the magnets, we have placed seagulls strategically on walls and roofs.



There is no problem getting beer deliveries in for Christmas! Note the difference in render and weathering effects applied to these two buildings.



The 'Muir-Hill' Fordson tractor is an example of a white metal kit, the body being from Nonneminster Models and mounted on a Tenshodo bogie. The real locomotive had a tractor mounted on a wagon chassis, with chain drive from the rear axle to the wagon's front axle. Although the original was apparently not a great success, the model is quite powerful and spends most of its time shunting the front sidings. We are often asked why the tractor still has a steering wheel; our stock reply is that the driver uses it to rest his newspaper on!

Ideally, 'Seagone' can be run with four or five operators, one person for each fiddle yard, one or two people to look after the tracks through the station and the station loop, and one person to look after the little shunters along the front of the layout. However, we have seen one of our younger members operating the entire layout on his own, during a lunch break, but this looks too energetic for us.

Locomotives and rolling stock

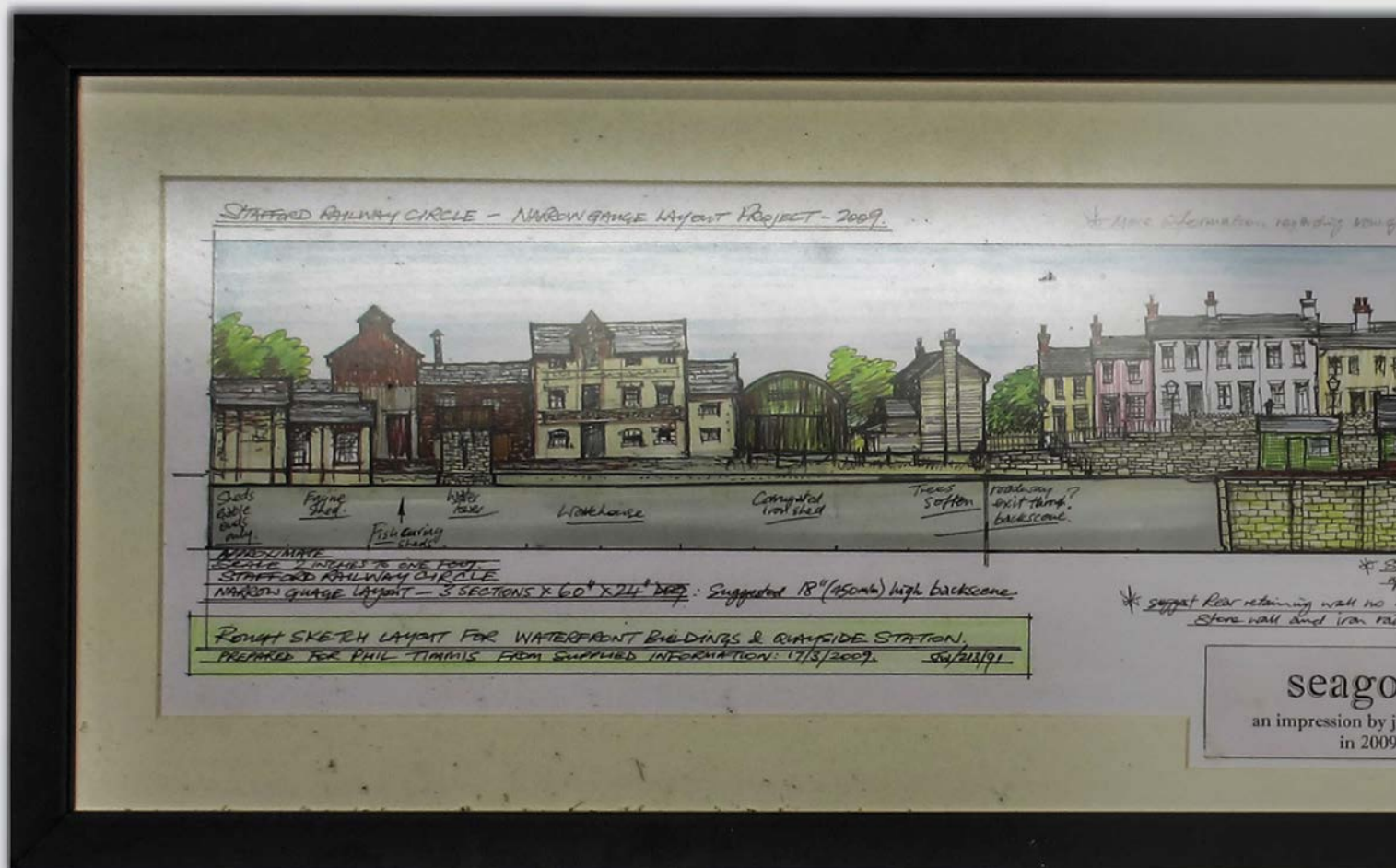
Narrow gauge railways commonly have smaller locomotives and rolling stock than their standard gauge counterparts, and sharper radius curves don't look out of place. The club owns very little narrow gauge stock, so when 'Seagone' goes to exhibitions, stock is provided by club members from their personal O-16.5 layouts. This provides a wide variety of locomotives and rolling



A general view of the yard area with the engine shed and carriage siding.

A visiting 4-8-0 tender locomotive No. 26, aptly named *Vulture*, is modelled on South African stock.





To help in the design of the scenic side of the layout, the artist, John Wardle kindly produced a scale length, watercolour picture visualising the various buildings that we needed. Several club members volunteered to build each of the buildings from the painting. All are scratch-built with the majority being half-relief along the backscene, with a few at full relief along the front. It was perhaps at this stage that the layout's reputation for "whimsy" crept in, with some buildings being given humorous names such as 'The Packet Inn' and 'T. Rublat Mill', while others went for more classical references, such as 'Wemmick Antiques', named after characters from Dickens.

stock, as befits a narrow gauge line running on a shoestring.

Narrow gauge railways often had unusual equipment, some almost 'Heath Robinson' in its looks and it is fun to try to model some of these items. O-16.5 is a useful scale/gauge to model in because the track gauge is the same as for OO, but the scale is 7mm:1ft to the foot. So people and scenic items are O scale items, but for rolling stock, we can use OO chassis. Many locomotives use a chassis salvaged from a OO scale locomotive and there are some specialist manufacturers of body kits for them. Or, you can scratch-build a body, or modify an existing OO gauge body – simply replacing the cab and chimney with larger ones makes a good start towards a convincing model.

The locomotive No. 14, *Snowdon*, was converted from a 4-6-2 Tri-ang Princess. The chassis didn't need any modifications, and the body is mostly made up from 0.060in plastic card with solid wood for the



Snowdon, No. 14, awaits departure with the mid-morning passenger train.



The assortment of wagons were originally scratch-built by Howard Clarke of 0-16.5 fame.

two side tanks. The rest of the detailing was completed with the use of 22mm diameter plastic overflow pipe, a variety of buttons and some brass tube.

The vertical boiler locomotive was made from an Etna Smallbrook Studios kit that is cast in urethane resin and fitted onto a Hornby 0-4-0 chassis. The 4-8-0 tender locomotive No. 26, aptly named *Vulture*, is modelled on South African stock and can be seen pulling a wagon load of fish from the quayside.

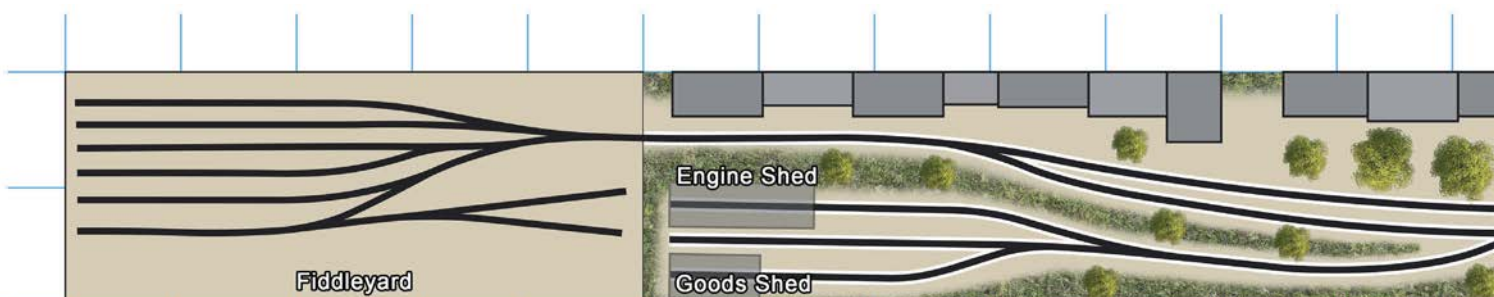
The passenger coaches were built from Peco kits, the longer coaches were constructed by combining two kits. They come already painted but can be repainted if preferred. The wagons are from a range of sources. Some are Chivers Finelines – now Five79 kits – others from Peco and some are scratch-built on OO scale wagon chassis.

'Seagone' is booked for the next O Gauge Guild exhibition in September 2022 and can be booked for other exhibitions via the Stafford Railway Circle website.



Trackplan

SEAGONE

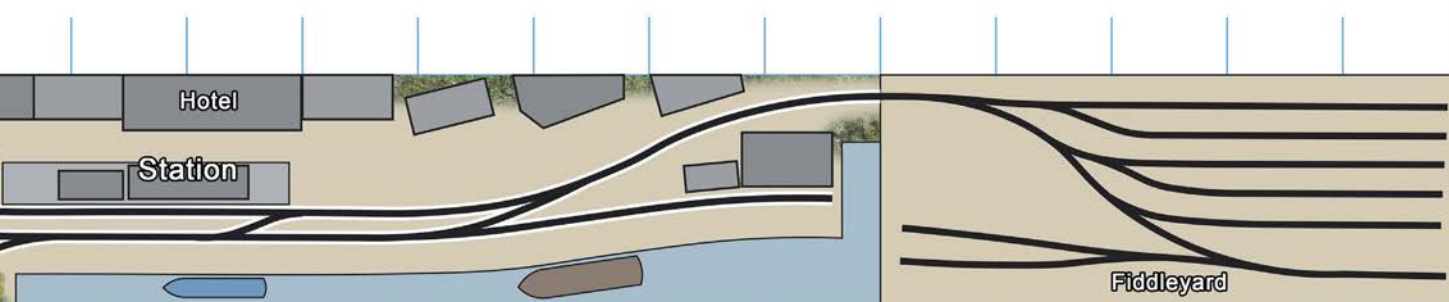




The Smallbrook Studios 'Etna' locomotive had to have the height of its chimney reduced due to the low bridges on the line.

Factfile

Layout name: Seagone
 Scale/Gauge: 7mm:1ft / 16.5mm gauge / O-16.5
 Size: 25ft x 2ft
 Era/Region: Late-1930s – 1940s
 Layout type: End-to-end



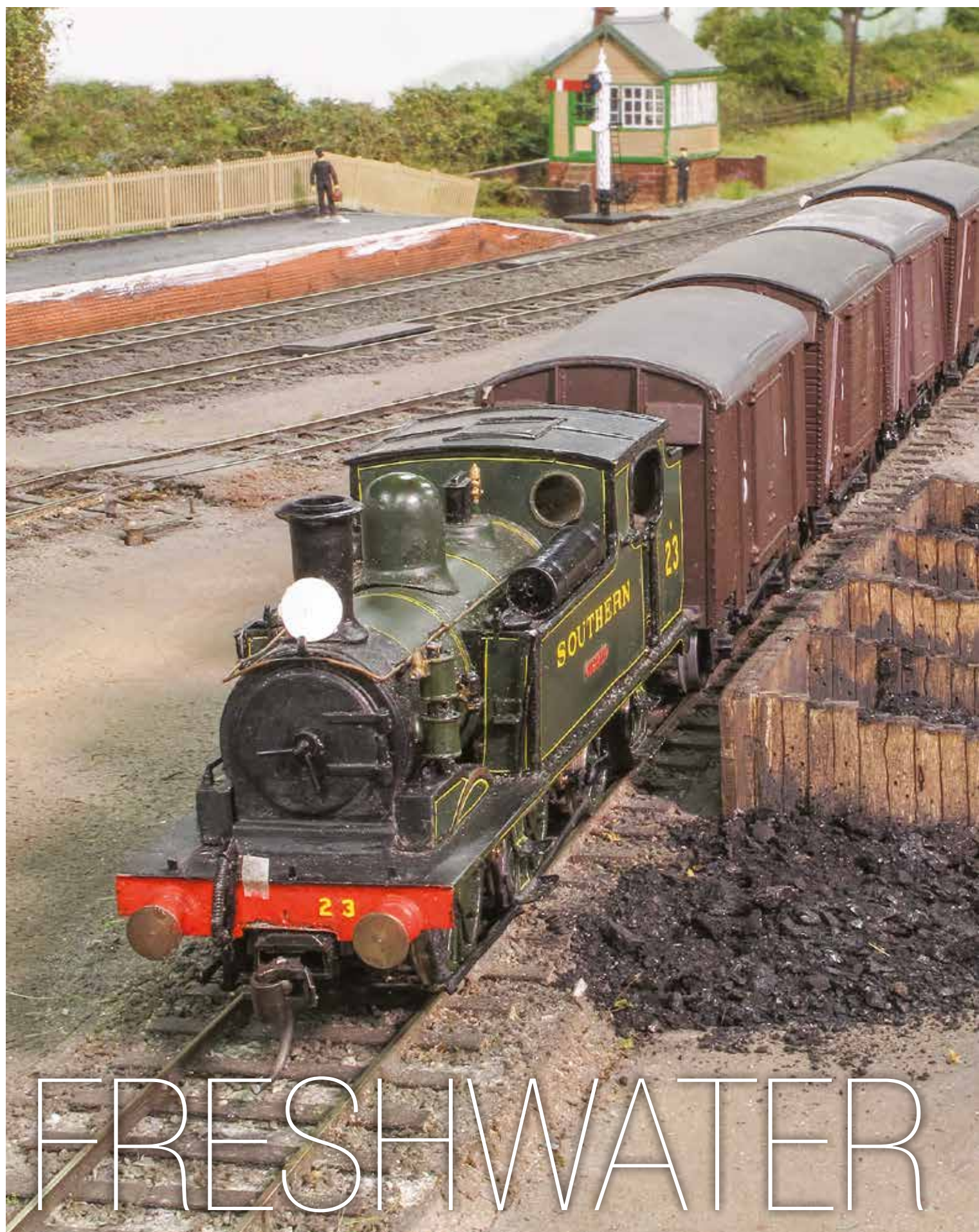


**DIGITAL EDITION
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FRESHWATER



1 David Ford and Tony Parker explain how Stafford Railway Circle refurbished and completed this attractive layout built by the late Fred Shilton.

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 18.2mm gauge EM
SIZE: 13ft 11in by 2ft 6in-3ft 6in
ERA/REGION: Southern Railway 1925-35
LOCATION: Isle of Wight
LAYOUT TYPE: Fiddleyard to terminus
POWER/CONTROL: 12V analogue DC
WORDS: David Ford & Tony Parker
PHOTOGRAPHY: Andy York

Fred Shilton's EM gauge layout of Freshwater (IoW) station was entrusted by his family to the Stafford Railway Circle when he passed away recently. Our task was refurbish and complete it to exhibition standards.

The layout was designed as an approximation of the station area and to be a permanent fixture, mainly to display his collection of scratchbuilt locomotives, coaches and wagons. Extra baseboards and a new fiddleyard have been slowly constructed, re-wired and an additional scenic section has been created by SRC members. The layout is now portable and has started to attend exhibitions.

Freshwater station on the Isle of Wight opened in 1889. It was the largest station on the Freshwater Yarmouth & Newport Railway (FYNR) line with a single platform and a two-storey building at the end of a short approach road. As well as Freshwater, the station served surrounding areas of Alum Bay and Totland. Its main traffic was passengers and coal, with some goods and cattle.

It would seem that the Isle of Wight is on another planet, as research into the FYNR has proved difficult. Even now after talking to many people and accumulating books, maps and internet information we are still in conflict with just exactly what happened at Freshwater in 1925-35 - the time that Fred chose to model. His trackplan was based on various, somewhat conflicting, original plans and drawings. There was a single platform with a run-round loop and headshunt, two goods sidings and a cattle dock plus a coal unloading and storage shed.

Whilst this seems straightforward, we have found that between 1925 and 1928 the Southern Railway altered the station area. It removed locomotive and carriage sheds and a cross track, added and lifted sidings and points and moved the signalbox. The platform had up to four changes in length, but the dates at which they occurred are vague. Depending on the result of your research it could all have happened at once or over three, five or even seven years and in no particular order!

Early timetables show a service pattern of eight or nine trains a day of passenger, mixed and goods from opening right through the Southern years. We will run more than this in a running session!

LEFT: Adams 02 0-4-4T No. 23 *Totland* brings a train of Southern 12t vent vans into the goods yard. Some hard manual labour is underway to fill sacks for the coal merchant.

The layout was designed to be a permanent fixture, a place to display Fred's collection of scratchbuilt locomotives and wagons, but it's now portable and has started to attend exhibitions.



2

CONFLICTING INFORMATION

We decided to keep approximately within Fred's chosen dates and retain the track as he laid it. Many said that work to amend the track layout may have started in 1924, with the changing of rail from flat-bottomed to bullhead type. We have maps from 1888, 1905 and showing the proposals in 1924 and some showing no change until 1927 plus photographs from 1892, 1906 and throughout the 1920s and 1930s. It seemed to have settled down after that and there were no further changes until the line closed on September 21 1953.

However, to save us lifting and relaying track and buildings we kept the signalbox and the formation in its original position. We changed the long building in the station yard from an unusual 'coal house' into a warehouse and turned it around to show a vehicle entrance door. An oil storage tank is now at the end of this building and much nearer to the road.

Some buildings at the junction of School Green Road,

Freshwater fleet - locomotives

Company	Type	No.	Name	Year	Livery	Notes
FYN	Terrier *	2		1913	pale green	Started as 'A1', rebuilt as 'A1X' and renumbered W8
Southern	Terrier	8	<i>Freshwater</i>	1932	dark green	'A1X' - See above ex-LBSCR
Southern	Terrier	12	<i>Ventnor</i>	1903\$ 1930	dark green	'AIX' ex-LBSCR
IWC	Beyer, Peacock	4	<i>Ryde</i>	1876	maroon	IWC provided all motive power until 1913
Southern	E1	2	<i>Yarmouth</i>	1932	dark green	Ex-LBSCR
Southern	O2	23	<i>Totland</i>	1925	dark green	Ex-LSWR
Southern	O2	24	<i>Calbourne</i>	1925	dark green	Ex-LSWR

\$ arrived on IOW

* Preserved



3

Coach sets

Company	Type	No.	Liv- ery	Notes
Various	50ft	4	green	Varied sources at different times, during the life of an independent FYNR as well as the Southern. Kept in sets on the layout
	28ft	5	green	
	28ft	4	teak	

Goods wagons

Company	Type	No.	Livery	Notes
IWC & SR	coal	7	various	There are other wagons of various types and colours of course, mostly brown or grey. These are RTR items modified to EM
SR	vans	4	Dark brown	
SR	brake	4	Dark brown	
IWC	open		Brown/grey	

ON EXCLUSIVE



4

OPPOSITE FYN 'Terrier' No. 2 is one of several ex-LBSCR locomotives transferred to the Isle of Wight.

LEFT: One of the Southern Railway's ubiquitous sectional concrete provender stores has been built in the goods yard.

THIS PAGE: Period details are carefully placed around the layout to help set the era and location.



This layout was donated to the
Stafford Railway Circle
by the family of the late
Fred Shilton,
who was a long-time member,
and is exhibited
in his memory.



Hooke Hill and Stroud Road near Bow Bridge have been added to give more character to the station area. They are scratchbuilt, based upon local architecture and although rotated by 90 degrees they are positioned mainly as buildings in the map for 1927.

The scenic section of the layout is 10ft 11in (3,330mm) and the fiddle 3ft 0in (914mm) long with the width varying between 2ft 6in (760mm) and 3ft 6in (1,066mm) wide at the station end. One major change we instigated is to have a road overbridge to the north-east of the station throat (right hand side) as we did not have sufficient room to do the road and level crossing some 800ft from the platform. This enabled us to cover the entrance to the fiddleyard - we don't like holes in the walls!

Fred built the layout to EM gauge with 'live frog' handbuilt points. We have modified the electrics and used the auxiliary switches of the H&M motors to indicate their position on the control panel and used

ABOVE: Southern 'Terrier' No. 8 *Freshwater* trundles in with a passenger train from Newport formed of 50ft stock.

ABOVE RIGHT: An overbridge has been brought closer to the station site to act as a break between the scenic section and fiddleyard.

RIGHT: No. 8 rests before running around its train at the terminus.





7

microswitches to alter the frog polarity. All the points are initiated via centre-off spring switches.

Analogue control is used throughout, with Gaugemaster model 'UD' panel-mounted twin controllers. There are six sections, all able to be driven by either controller. Dual-colour LEDs show which controller is driving which section.

Couplings are by Kadee with magnets fitted between the rails at strategic positions to allow for 'hands-free' shunting. Whilst they can take a considerable amount of fiddling to set up they seem to work well in practice.

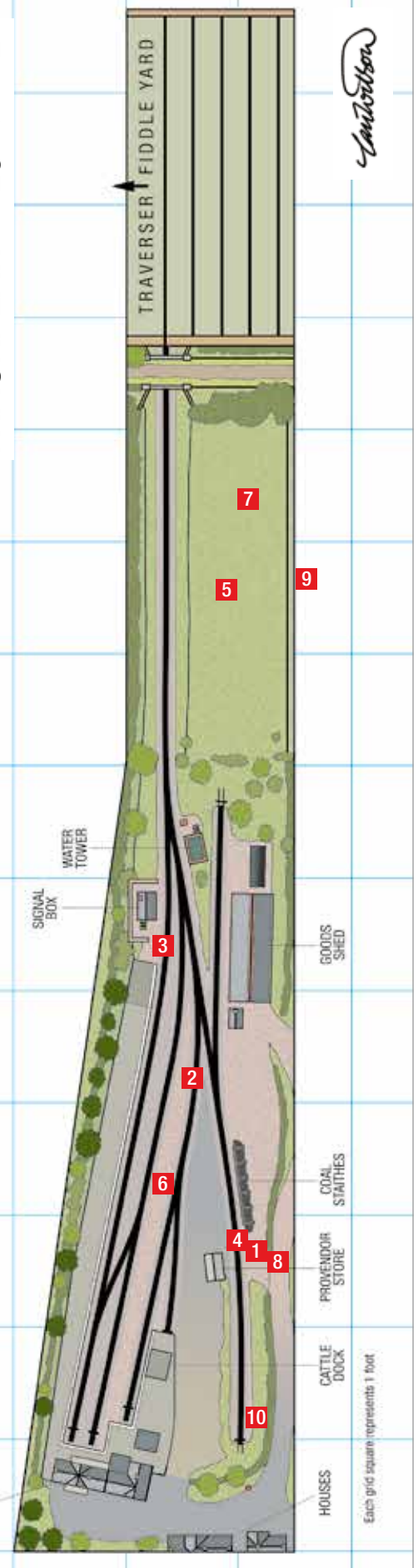
Two Dapol operating signals are used, one as a Platform Starter and the other as Home by the station throat. Static ground signals have been fitted by the run-round loop and the long siding. They are all of Southern Railway design.

The fiddleyard, hidden behind a backscene and front fascia is a sliding board with six tracks. Toggle bolts at the end of each track both secure their position and pass the electrical supply. The board around each track



6

TRACKPLAN FRESHWATER





■ back story the Freshwater Yarmouth & Newport Railway

The first railway to be built on the Isle of Wight opened between Cowes and Newport in 1862. In 1868 there was a proposal to build a line from Newport to Freshwater at the western end of the island. This came to nothing but in 1880 the Freshwater, Yarmouth & Newport Railway Company was authorised by Act of Parliament to build a 12-mile single track line with three passing places from the Isle of Wight Central Railway at Newport to Freshwater.

Construction started at the western end in 1886 with the line reaching Yarmouth two years later. It opened to goods traffic on September 10 1888. There

were some passenger excursions but the line didn't officially open to passenger traffic on 20th July 1889.

Intermediate stations were at Carisbrooke, Calbourne, Ningwood and Yarmouth and in July 1889 a private station was opened at Watchingwell for Sir John Simeon of Swainston. Eventually this became a public station and it appeared in public timetables from August 1923.

From the start the service was provided by the Isle of Wight Central Railway (IWC) which provided staff and rolling stock while the FYN was responsible for maintaining the line. This did not prove to be a satisfactory arrangement and after bankruptcy in 1896



formation has been roughly painted brown and grey so that viewers do not see unpainted wood through the bridge, which can be distracting. The fascia boards are set so that viewers can see the operation of the fiddleyard, as we know they like to view the stock.

The table opposite lists the main items of locomotive and rolling stock at the time the line is set, all built by Fred. They have come from many varied sources, particularly the 'Terriers' (A1X) and 'O2s' which were typically used by the Southern Railway and its predecessors on the island. Unfortunately, the Southern and the FYN had a habit of renumbering and renaming their locomotives to the extent that different locomotives carried the same number!

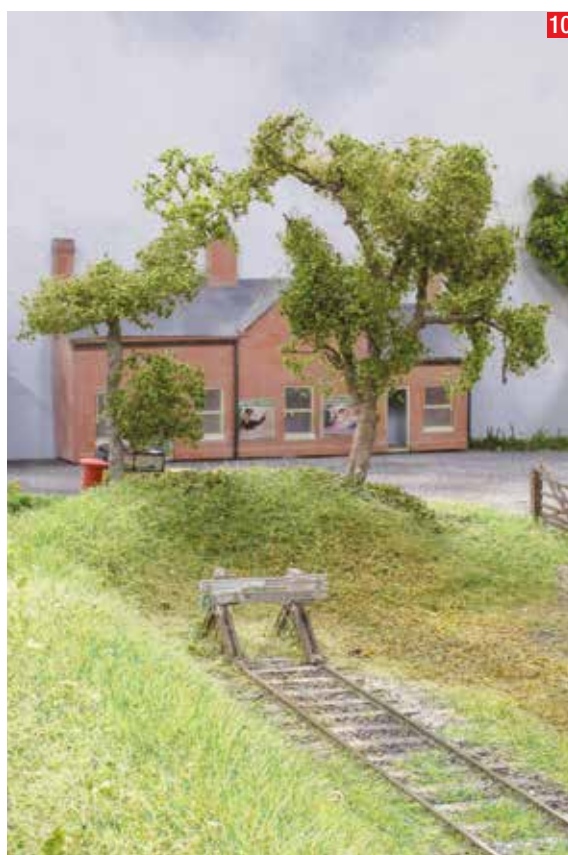
Equally the coaches appeared on the island at various times and came from the constituent companies of the Southern Railway - the LSWR, LBSCR and SE&CR. In addition, we have other vehicles of Great Central, Manchester South Junction & Altrincham (MS&JA), North London and Metropolitan Railway design.

Stafford Railway Circle members hope that we have done justice to Fred Shilton's scratchbuilding skills. We'd like to take this opportunity to offer our thanks to his family for their trust in allowing us to research details and refurbish of this unique piece of railway history and, most of all, play trains on the Isle of Wight. ■

LEFT: FYN No. 2 meets an earlier form of heavy goods traction in the goods yard. Wagons are a mix of scratchbuilt and modified RTR models.

RIGHT: Stafford Railway Circle members have updated and completed Fred's scenic work ready for its exhibition outings.

BELOW: A late-19th century passenger train hauled by IWC Beyer, Peacock 2-4-0T No. 4 *Ryde*.



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the partnership was eventually dissolved in 1913 when the FYN bought its own locomotives and rolling stock. The company also built its own station 200 yards west of the IWC station at Newport. Initially passengers had to walk between the two stations but by June 1914 trains were allowed to run between them.

The line was not financially successful with the company operating in bankruptcy until August 1923 when it was taken over by the Southern Railway as part of the Grouping of Britain's railway companies in to the 'Big Four'. Shortly after, the FYN station at Newport closed and all trains ran to the IWC station.

Improvements were made with some through trains running between Freshwater and Ventnor but following Nationalisation in 1948 the line's days were numbered. In 1952 its closure was proposed and, following a public inquiry, approved with the last train running on September 20 1953.

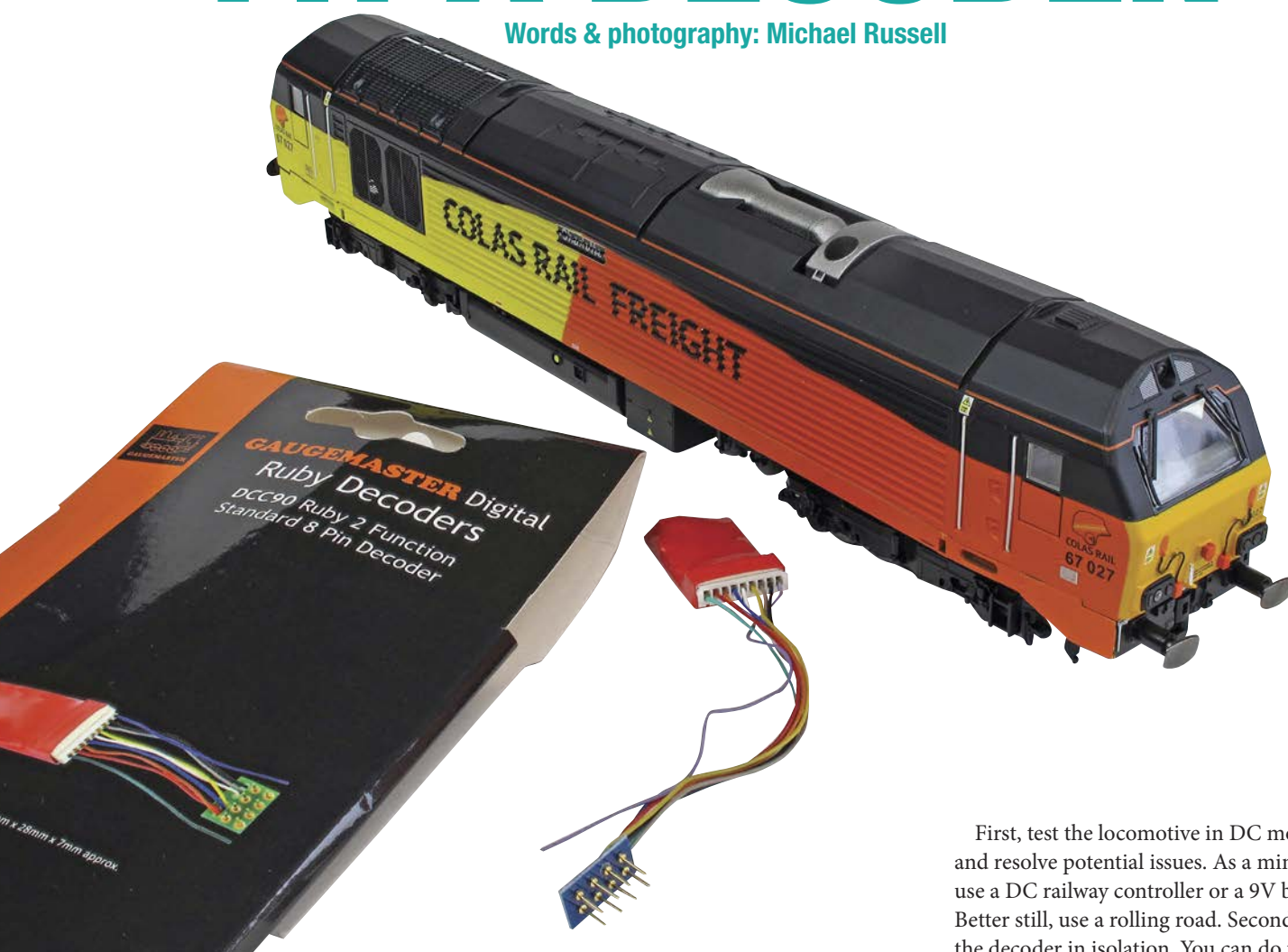
After closure the station bookstall was relocated to the town and is still in use. The signalbox, which was moved to Freshwater from Newport by the Southern around 1924/25, became a bus shelter and was relocated to Wootton on the IoW Steam Railway in 1987.



9

HOW TO... FIT A DECODER

Words & photography: Michael Russell



One of the more complex areas of railway modelling is that of DCC operation. When it comes to decoders, there are many interfaces, decoder types and options available. Despite the plug-and-play nature of many of the locomotives released in the last few decades, there are some pitfalls to be avoided and skills to learn. Of course, you could use a specialist to do all the fitting if you wish to pay for it, but there is satisfaction too in learning the 'tinkering' skills and expanding your knowledge.

The secret is to start with a simple subject and a straightforward installation and work from there as you build your confidence.

Let's start with fitting a decoder into a robust diesel model equipped with a modern DCC interface and classed as DCC-ready. If

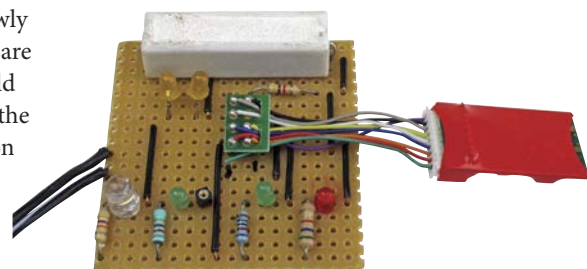
you've never fitted a decoder before, this is a good starting point.

I'd recommend reading the article through before returning to the first instruction and trying it yourself.

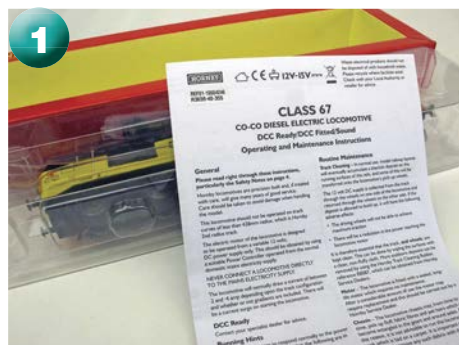
Pre-installation Testing

Due to the quality control procedures employed today, it's rare to buy a faulty decoder from new. However, it is still a possibility and so pre-testing is required. The same is applied if fitting a decoder that has been used before. If a locomotive newly fitted with a decoder doesn't work, there are several possibilities. The locomotive could be faulty, the decoder could be faulty, or the installation could be at fault. In a situation like this, you should test the systems in isolation first.

First, test the locomotive in DC mode and resolve potential issues. As a minimum, use a DC railway controller or a 9V battery. Better still, use a rolling road. Second, test the decoder in isolation. You can do this by using an old locomotive with a suitable socket that you retain for this purpose, although this is rather wasteful. I use a decoder tester that I built myself along with adapters to test decoders with different sockets (as featured in BRM May 2018). You may find your DCC controller has such a feature already. Once you know the items work in isolation, any fault that occurs subsequently is likely to be down to the installation.



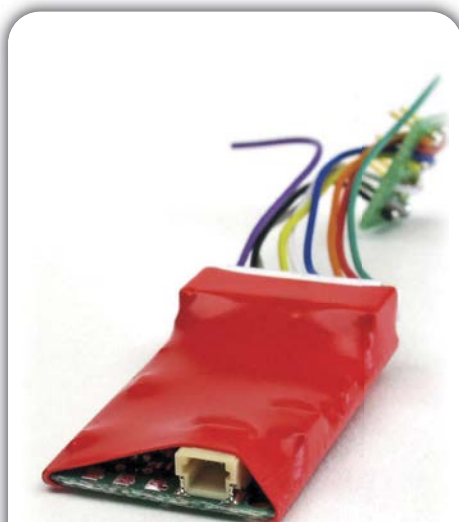
Fitting method



Read the documentation that accompanies the model. If you don't have this, it can be found online on the manufacturer's website or a site specialising in manuals. Look out for unusual fitment requirements and how to gain access to the model.

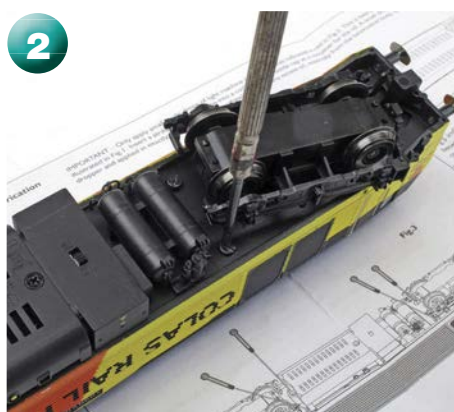


Find the blanking plug that covers the DCC socket and enables DC operation. Look for the position of pin number one. On this locomotive, there are two triangles marking this along with the number 1.

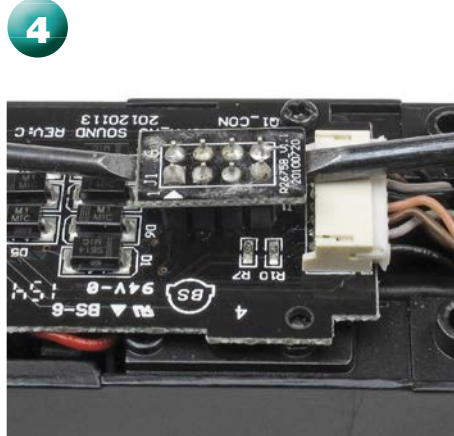


What is a 'stay alive' unit?

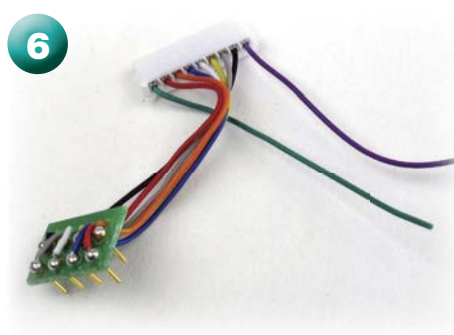
This is a capacitor that assists in the prevention of stalling. It usually requires a two-wire connection to the decoder and often will involve you reaching for the soldering iron. The Gaugemaster DCC90 decoder makes life easier by providing a dedicated unit called a PowerPal that has a simple socket connection.



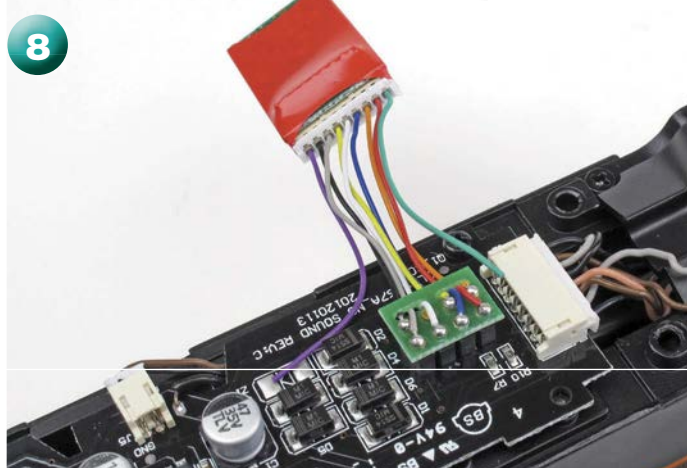
With the Hornby Class 67, four flat-headed screws hold the body in place. Move the bogies to one side to gain access and ensure that you store the screws safely. The body now simply lifts straight off.



Remove the blanking plug by lifting it vertically, straight upwards, without bending any of the pins. Lever it out gently using two flat-bladed screwdrivers and by applying equal pressure simultaneously at opposite ends.



If the socket employed is one of the older generation, generally six- or eight-pin, they often have more wires than the interface can handle. These will be seen as separate wires – green and purple here, generally for function operation.



Plug the new decoder in, observing that pin one goes to pin one – this will be the one with the orange wire to it. This decoder wouldn't fit because the 25mm wire harness didn't allow the decoder to sit in a depression in the circuit board.



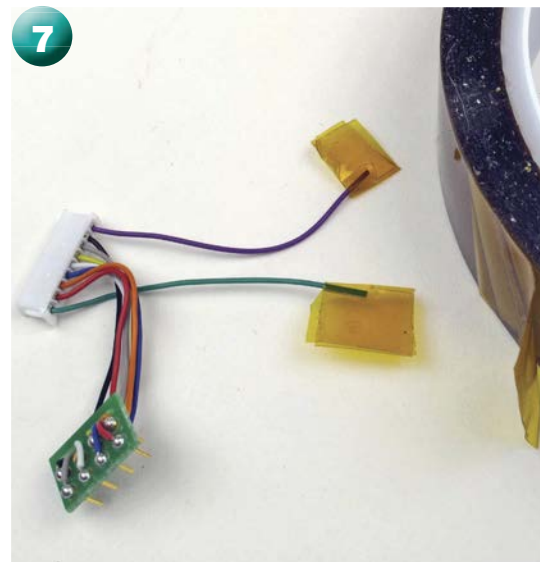
Gaugemaster (DCC90) decoder, (DCC99) PowerPal from www.gaugemasterretail.com

Hornby (R3659) 67027 Charlotte Colas Rail Freight from www.hornby.com

Black Tack, Kapton tape from www.youchoos.co.uk
(DCC-8P9JST) decoder harness from www.dccconcepts.com



Prepare the decoder. With this Gaugemaster unit, I had to plug the circuit board into the lead. This is a simple push-fit, but ensure that you have pushed it fully home as it is easy to fit it halfway in. It only goes in one way around.



Bare wires will be present at the end of any separate wires. Unless you're using these, seal them off to avoid the risk of shorting. Cover each end with a piece of Kapton tape.

What is a blanking plug?

A blanking plug is simply a small circuit board that plugs into a DCC socket in the locomotive that allows it to work on DC. It is removed when fitting a decoder, and I recommend that you retain it in the box the model came in. You may want to go back to DC, even if just briefly for testing purposes, or pass the model on to a third party at some stage.

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Push the decoder into the tak so that it is held firmly in place, but don't use excess force as you could damage components underneath.

13



Refit the body, being particularly careful to ensure that wires aren't trapped between the chassis and body. The body should go on easily. If you meet resistance, the decoder may not fit and forcing it may cause damage. Remove the body again and rectify.

15



If you are unable to read back the locomotive address then try another working decoder in the loco – it could be that the model works in DC, but the internal circuitry is faulty for DCC. Otherwise, return the model to its original condition and proceed again from the pre-fitting tests.



The answer was to buy a longer wiring harness and DCC Concepts came to the rescue with its (DCC-8P9JST) lead, which has a wire length of 80mm. This is a typical issue when installing decoders.



Bend the harness wires so that they won't foul the body when refitted or moving components such as driveshafts and flywheels. A piece of Kapton tape can be used to hold them in place.

Post-installation Testing



Place the model on your programming track and try reading back the locomotive address. If this works, move the locomotive to the main track and test the full range of operations, starting with movement and proceeding to lights and other features, if available.



Find a space for the decoder where it won't be fouled when the body is refitted. Use two pieces of Black Tak to hold the decoder in place. Try to place the tak on top of large surfaces; I used a plug top and two large circuit components.

DCC logos

When you purchase a recent locomotive model, it will have a logo on the box to say what DCC provision it has. The list below explains the different types you'll see:

DCC READY: The model is fitted with a decoder socket and you can plug a decoder straight in. Not all manufacturers tell you on the box what socket is fitted and so you will still need to do some research. Some retailers provide this information, saving you a job.

DCC ON BOARD: The model has a decoder fitted. An issue is that the decoder may not be one that you like. Some models come with budget decoders. You may wish to upgrade to sound or you may have a preference for decoders from the same range. In this case, you can swap decoders, but you will need to research which DCC interface is employed.

DCC SOUND: The model is fitted with a sound decoder and a loudspeaker. You may want to swap the decoder if it isn't from your preferred maker or if it doesn't have an option for a capacitor to help stop the sound resetting due to poor electrical contact with the track. This should be a straight swap, but you still need to research the socket fitted. If it is just the sound that is not to your liking, it's possible to have the decoder reprogrammed with new sound files, without removing it from the locomotive.

If there is no DCC logo on the box, it is likely that the locomotive is an older one and predates the DCC branding. In this case, you can't plug a decoder straight in and you will either have to fit a socket or hardwire the decoder – both options require use of a soldering iron. Be aware that some locomotives are a challenge to convert to DCC operation, for example, a locomotive with a split chassis. In this case, you should proceed with caution, thoroughly research fitting options, and only buy if you, or someone you know, is able to complete the conversion.

If you have a decoder and it doesn't match the socket in the locomotive, there are adapters available that may suit your needs.

DISCOVER MORE
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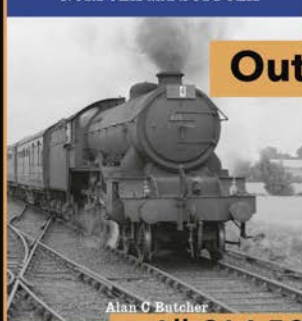
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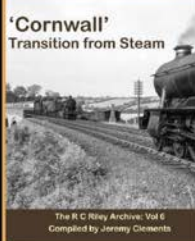
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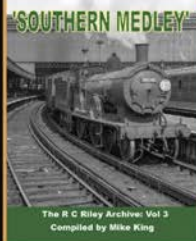
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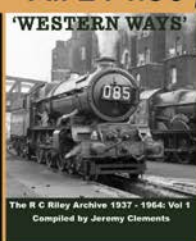
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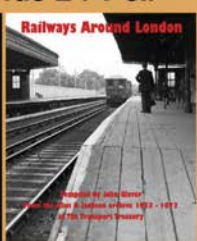
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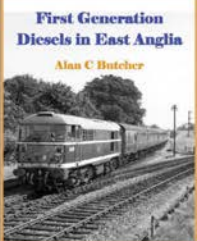
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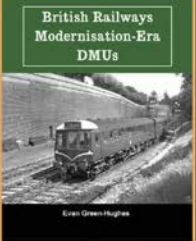
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AXLEBOX DILEMMA

I have a set of GWR rolling stock and a dozen locomotives from the last model railway and want to make up a continuous loop branch line around my 12ft x 8ft shed. I have had a shelf railway there for a few years but it needs to be changed to suit the wider area now available at the rear of the shed.

I read the conversion of the two- and four-wheel Hornby coaches into a workman's coach as part of your recent World of Railways skills week. I'm not sure which couplings to use. If you could tell me or suggest which axle boxes and wheels to order too, I'll start my conversion.

I also have six ex-Thomas the Tank Engine coaches, and like the idea of converting them as per Michael Russell's article, also featured during Skills Week.

Roy Verden

Howard Smith replies: Hello Roy, the appeal of modelling an early period is certainly gaining momentum as manufacturers join in by releasing models suitable for earlier periods. I'm glad you liked the idea to convert earlier toy models into better scale models, and to get the best results I'd recommend you speak directly with some of the kit manufacturers who produce designs for this market. I've found if explaining your project to them, more often than not, they are very accommodating and are able to supply cast components separately. I'd recommend Roxey Mouldings and London Road Models, both of whom manufacture pre-grouping coaches. The choice of couplings used on models is individual and would depend on whether vehicles are frequently uncoupled, the realism you want to achieve, and the practicalities of setting up rakes on a layout. For realistic couplings, I can recommend the range from Rumney Models.

UNDER DEVELOPMENT



I'm building a 12ft circular O gauge layout at home. The baseboards are from plywood in 10 similar sections. I got my maths right with 3mm to spare when assembled! During lockdown, I built a J94 kit and completed a brass SR D1 kit. I also fixed the chassis of a Class 58 bought on eBay, which now runs splendidly, and built three wagon kits that have been waiting for a while. I'm building the 3D-printed Ruston 48DS locomotive kit from ALD Models. The body and chassis is OK, so I'm now working on the pick-ups.

On the layout front, I've just added some carriage sidings in an alcove, but I need to complete the wiring. This includes DCC/DC alternative control. Point motors are manually switched at the moment.

Ballast, point rodding, fences and other lineside details have yet to be added and I want to install an overbridge with the station building and passenger ramps to the platforms. I intend to model only the end of the station, not all of it.

I run trains of up to six coaches in length usually. The carriage sidings can accommodate three trains of up to three coaches each. Freight trains can be short or long. Running sessions can change in periods and themes by changing the stock. Currently, I can do LBSCR (just), SR, Southern Region, German DB, BR blue NW Region, heritage railway, LMS Midland, and Thomas the Tank weekend specials.

Kevin Day

EASY DOES IT!

I recently picked up one of Heljan's Class 07 models in the striking industrial 'Powell Duffryn' blue and white livery. Consulting photographs on Flickr, the prototype seems to have been kept clean, so the trick was to weather it subtly. A panel line wash in dark grey brought the white bonnet area to life, followed by a more general dirty brown wash to the chassis and footplate. A flat brush, moistened in thinners, was used to remove some of this to give some rain streaking. A dusting with the airbrush over the chassis and around the exhaust softened the edges and dry-brushed gun-metal paint on the step edges and handrails lifted the final result. It's odd, but making a model look realistically 'clean' can take as long as making it look filthy!

James Hilton



BUILDING AN EMU

After taking the plunge last year with a Bratchell Models Class 320 kit, I thought that it was time to make a Class 319. EMUs aren't the RTR manufacturers' preferred models to make, even though they are the backbone of the electrified network.

These units were transferred to Northern to inaugurate the electrification of the Blackpool – Liverpool – Manchester routes. Living in Blackpool, these former Thameslink units became my regular ride to work.

The Bratchell Models kit was a simple build, and I sourced an old Hornby HST to power it, with Gibson wheels and bearings. Humbrol enamel paints and two packs of Railtec Class 150 transfer packs were used to complete. It's proved to be an invaluable part of the setup in attempting to model the present-day scene.

David Boon



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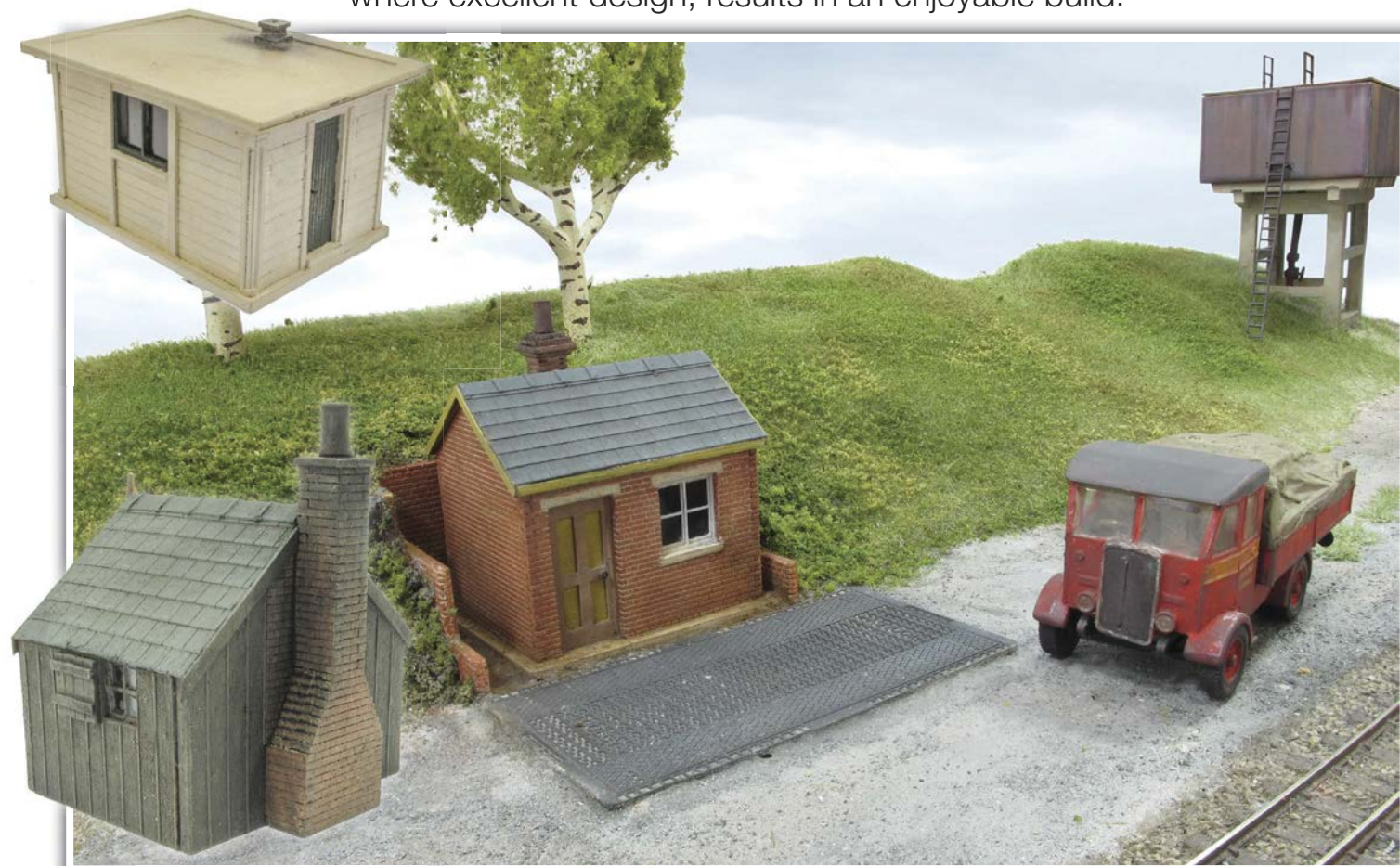
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A TRIO OF HUTS

Words & photography: Phil Parker

High quality kits shouldn't be fiddly or difficult to assemble. Phil Parker builds a set of huts where excellent design, results in an enjoyable build.



Beginners are advised, wrongly in my opinion, to start their modelling careers with older models. The excuse is that they will pick up skills as they struggle to put the bits together, and since the kit is cheap, then there is less worry when the results end up being hurled at the bin in frustration.

After this, all the 'newbie' has learned is that they don't like making things. Once bitten, twice shy, and a very rewarding part of our hobby is denied to them.

For me, it's far better to spend money on a kit where all the parts fit together without fettleing, and the construction process is a joy. To use an analogy, it's easier to learn to drive in a car that works, than a cheap one that constantly breaks down. Better to concentrate on learning how to perform the basics than how to nurse a poorly gearbox.

Intentionio is a manufacturer of what might

be termed 'hi-fi' kits. They aren't the least expensive on the market, but what you are paying for is excellent design and manufacture. Components are laser-cut in different materials rather than trying to pretend that a single thickness will cover everything. This adds to the production time, and cost, but the result is a model that is simple to build, and can sit alongside the latest RTR model locomotives.

I like making things, and putting these together was a joy. The process isn't quick, and shouldn't be rushed, but since this is a hobby, does that matter? Working slowly just means the pleasure of the build lasts longer. Let the glue and paint dry before moving on to the next step. Think of these models as a fine malt whisky, better to be consumed at leisure and appreciated than gulped down all at once.

Of course, nice as it is to build these

models, they need a home on a layout and so, I'm installing one on the industrial scene built a few months ago. I hadn't planned this on the diorama, so there is a little modification of the scenery required to accommodate the model.

For the layout, I've built a weighbridge and hut. While Intentionio produces specific railway company huts, on my industrial line, I've teamed the metal bridge with an engineman's hut. This would be cheaper to build, and fine for a system seeing less traffic than a busy railway yard.

Alongside this, I have a pair of platelayers' huts showing very different construction materials. The GWR version is made from wood and constructed on-site. The LNER/BR version is pre-cast concrete and would arrive, like the model, as a kit of parts. Neither are massive additions, but add to the overall scene and are too nice to hide away.

Weighbridge hut

1



Open the plastic box and inside are several playing card-sized sheets of laser-cut MDF and cardboard in different thicknesses, plus a 3D-printed chimney pot. Parts are numbered and etched with surface detail. All components are retained in the sheet with the tiniest of nips, easily cut through with a sharp knife. There are many parts, so don't remove anything until you are ready to use it.

2



The brick corners are castellated and lock together. You might wish to remove the blacked ends with a little abrasive. This is a by-product of the laser cutting. Part fit is so good, care must be taken not to affect it.

3



Since everything goes together so well, the best way to fix the parts is to run some thin glue into the corners and let capillary action take it where it's needed. I'm using Deluxe Materials Rokat Card Glue, picking up a little on the end of a screwdriver and placing it in the joint.

4



The first step in painting is to seal the surface with Humbrol 121 enamel. This is absorbed and dries quickly. No need for a perfect coat, the mottling will add to the colour variation in the finished model and look realistic.

5



The brick surface is coloured with pencil crayons. For laser-cut surfaces, I find softer artist's pencils work best and used Sanquine (a brick red), followed by Terracotta and Copper beech.

6



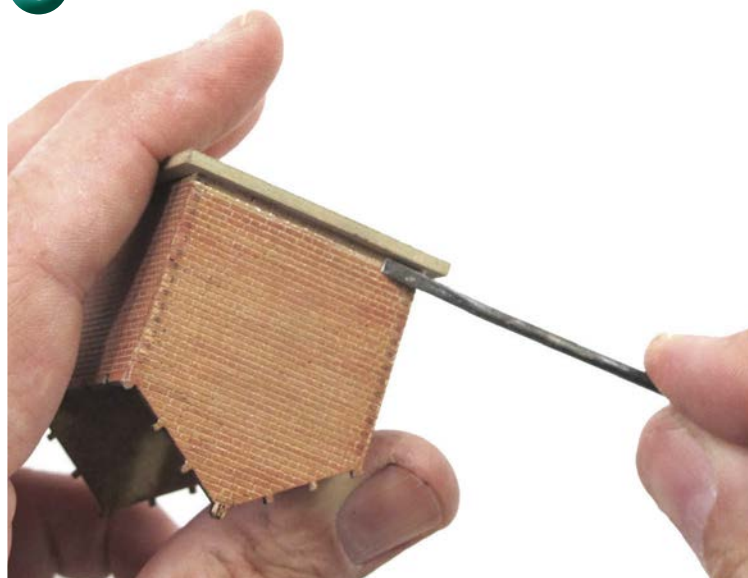
Finally, the mortar colour is applied with a brush. This is a Wilco emulsion match pot – Chocolate Dream, although it doesn't look very chocolatey to me!

7



As soon as it's on, the paint has to be wiped away from the brick surfaces. You can use a cloth, but fingers seem to work better and the paint will easily wash off your skin. Work quickly, as you don't want the paint to dry.

8



Keep a small screwdriver handy to remove paint from the corners around the base of the hut where you can't get a fat finger in.

TECHNIQUES

9



Finally, the mortar colour is applied with a brush. This is more Humbrol 121 for the lintels and then the door and window are fitted. These are built up from layers of card and MDF, pre-painted before fitting.

10



Roof joists are fitted, followed by the roof. If you want to keep this removable to make detailing the inside easier, or fit lighting, just glue the joists to the roof and not the walls.

11



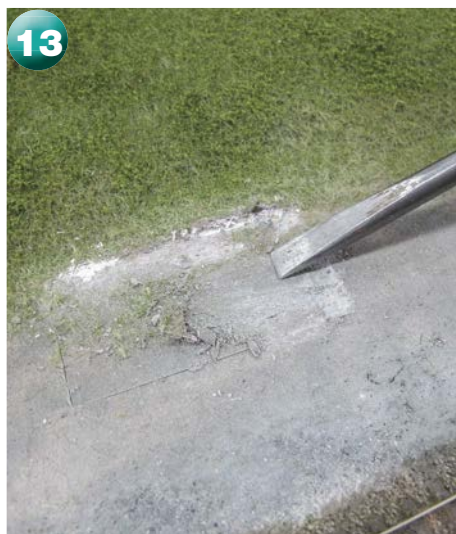
The finishing touch for the roof is some flashing around the bottom of the chimney. Cigarette paper, cut into 4mm wide strips and fixed with PVA works well and can be prodded into position with a screwdriver.

12



The weighbridge itself is a single piece that is sprayed with black primer and then painted with a mix of dark grey (Humbrol 69) and Track Colour (173). The finishing touch is to dry-brush the areas where lorries drive, with Humbrol Gunmetal (57) to make the surface look like polished metal.

13



Bedding the model into my layout is a brutal process to start with. Clearing a space in the pothole road requires attacking it with a chisel to scrape the material back to the baseboard top!

14



A sharp knife makes quick work of cutting through the plaster bandage top surface of the hill, removing a neat rectangle of grass. The polystyrene underneath also needs to be dug out.

15



In real life, the earthworks would need a retaining wall, so I make one out of 1.5mm thick plastic sheet covered with Slater's embossed Plastikard. This will be painted with 121 enamel and coloured with the same pencils as the hut to ensure a consistent finish.

16



With the hut and weighbridge glued into position, all that remains is to make good any gaps with more of the Geoscenics pothole road kit. I enlarged the road slightly to accommodate the lorries driving in and out too.

17



An application of weathering powders sets the model in the scene. Some Humbrol Smoke weathering powder around the chimney was followed by dark brown on the walls, especially lower down where they will be splashed by passing vehicles.

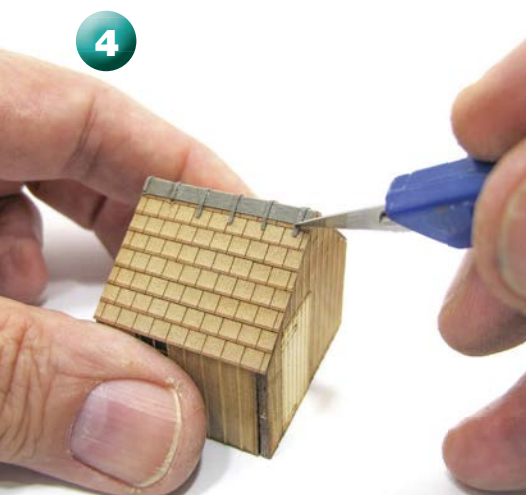
GWR Platelayers' hut

1



This kit is unusual in that the sides are made up of two layers so the interior is as detailed as the outside. These are laminated and then the sides joined using tabs and slots for alignment.

4



The fronds on the edge of the tiles are folded back on themselves to form the raised joints. Once glued, they are trimmed to length with a sharp blade.

3



The MDF parts must be sealed, and for this, I use spray primer. Grey is a good base colour for the model, which will be finished with Precision Paints' Concrete coloured enamel.

2



Making up the chimney is the most complicated task. A dry run without glue is a wise move to understand where everything goes, then repeat with very small amounts of adhesive.

LNER Concrete hut

1



Here, parts lock together so tightly, that there's no glue used to get this far. You can assemble the main parts of the kit dry, then run glue into the joints from inside.

4



Both the MDF and the paint will give a smooth finish, but the concrete should be slightly rough. Wait for the paint to become tacky, and work talcum powder into it with an old brush – it adds texture, and provides some highlighting, too.

3



Ridge tiles must be folded accurately along the centre following the etched line. Pushing them into the edge of a thin steel rule keeps things neat and makes the job easy.

2



Overlays add detail on the ends and around the doors as well as making up the three layers of the roof. Note that the chimney was missing its centre section when I took this photograph.

5



All the huts are glazed using clear plastic cut from the packing they arrive in – a way to minimise waste. Don't use superglue to fix it in place because the surface will fog. Either a specialised glazing glue, or all-purpose clear adhesive is best.



www.intention.shop

(IMRLK-109/4b) Engineman's Hut - £22.50

(SKU301) Weighbridge - £10

(IMRLK-142/4) GWR Platelayers' Hut - £15

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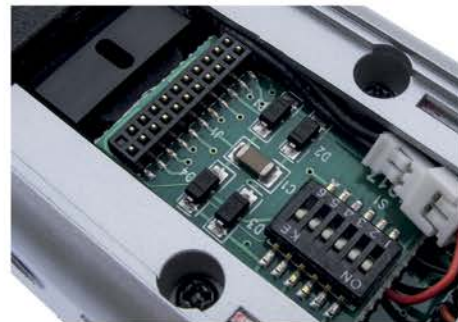
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CARADON JUNCTION

Mike Kelly's compressed model of Coombe Junction captures the heartland of Cornish china clay workings on a post-steam infrastructure.

Words: Mike Kelly **Photography:** Andy York

Factfile

Layout name: Caradon Junction
Scale/Gauge: 4mm:1ft, 16.5mm gauge / OO
Size: 13ft 6in x 1ft 3in
Era/Region: BR Western Region 1970s
Layout type: Fiddleyard to sidings



As busy as it gets at Caradon Junction with one of the infrequent services that stops at the halt. Later it will reverse alongside the Class 37, which patiently awaits departure from the clay works.

My previous exhibition layout, 'Cromer', featured in BRM February 2013, while my 'stay at home' layout, 'Everbury', was featured in BRM November 2019, which gives a flavour of my post-steam interests.

Back in the late summer of 2015, I was thinking about building a new layout and had ideas, but a layout that my good friend John Cox built with his friends kept coming to mind, and that was 'Carradon Junction'. Another reason for choosing to model Caradon was that I already had rolling stock for the 1975/85 Blue/Grey period from 'Everbury'. Like 'Everbury' and 'Cromer', I like to try and get the feel of the place I am modelling, so in October 2015, I ventured down to Cornwall to Caradon Junction, which is really called Coombe Junction, although the station name board is just Coombe.

I was really taken by the area and especially the station as it lies in the bottom of a narrow valley with railway, river/old canal and roads all in close proximity, which provides a good backdrop with a line of dense silver birch trees stretching way past the junction. I resisted the call to name it Coombe Jct. since, while it is similar, the platform should really be where the clay dries are and the dries are, in reality, much further away at Moorswater.

Planning begins

I wanted to include the prototypical incline up to Liskeard, and to make it more obvious, it was increased to about 1-in-36 and the incline down to Looe is about 1-in-70, which gives a good grade separation as trains appear and disappear to the storage roads. The road bridge is important because it separates the station and clay dries areas.

As far as planning was concerned, I used John Cox's original plan for the clay dries, but with an extra siding. The difficulty was fitting in this extra siding and having a 'run around' loop to accommodate five wagons. It was eventually achieved by using a three-way point fitted under the road bridge. The station and junction area is a copy of the real location as existed in 1981. The platform road is a bit short, but not noticeable if using a single-car DMU.

The baseboards were built in my usual way by using 1200 x 2400mm sheets of 6mm plywood, cut to size by a D.I.Y store, strengthened with 12 x 32mm planed timber, fixed with white wood glue and 3 x 16mm 'Turbodrive' screws.



00 gauge



The white patina of fine clay covers the work's Sentinel and a loaded train of clay hoods, sheeted and awaiting departure.

MOTIVE POWER ROSTER

Dapol Class 22
Dapol Class 122
Bachmann 25
Bachmann 37
Bachmann 03
Heljan Class 33
Hornby Class 121
Hornby Sentinel

The backscene is 260mm high and is an integral part of the baseboard. All boards are 440mm wide with the ends strengthened with two pieces of 12 x 32mm timber, one above the other. The two long boards have diagonal cross pieces to avoid twisting but it isn't necessary on the two shorter boards. Brass locating dowels are used and boards are held together with case catches. The funny thing about the fiddle yard boards is that the higher I make the front, the more people try to peer over the top. These boards are light, fairly strong and easy to carry, which is good for my advancing years.

The support system utilises the same trestles that are also used on my other three layouts and are basically an 'A' frame of planed softwood 12 x 44mm for the verticals and diagonals and 18 x 34mm for the horizontals, hinged together with 63mm zinc-plated steel butts.

Layout operation

Trackwork is Peco Code 100 with the sleeping spacing slightly increased on the plain track to give a better appearance, and the points are Electrofrog medium radius with one small radius at the end of the run-round loop. As I am using DCC control by NCE, each separate piece of track has wire droppers soldered to it, joined to the self-adhesive copper tape bus bars. The points employ a Hex Frog Juicer that automatically changes the frog polarity for up to six points. I have seven, and not wanting to spend more than £60 on another for the one point, the small radius point goes without. This doesn't cause a problem as the short wheelbase locomotives don't usually go there. Since building the layout, Gaugemaster now has its own brand of point 'juicers', which I have purchased, but not yet fitted.

Point operation is by Peco surface-mounted or under-board motors and a capacitor discharge unit using a dedicated 16V AC supply. This was tested for some

time to ensure correct operation. The electrics are somewhat complicated in that operation is from a portable control box connected by umbilical cords so that control can be either at the front at home, or at the back at exhibitions. I'm not the best of electricians or very good at soldering 25-way connectors, so I used the 'choc bloc' type that have screw terminals, but this took some time.

The fiddleyard employs cassettes made from 19 x 19mm aluminium and 9mm MDF, with separate cassettes for the locomotives to ensure they're not constantly handled. The bracket signal is a Ratio kit powered by a Heathcote Electronics kit, which uses servo motors to operate the arms, to which I added small LEDs behind the spectacle plates. These work from the 12V DC supply on the layout. The two single signals, which are the very nice Dapol products, also have backlights and are operated by a 9V PP3 battery, having had problems previously with 12V DC and 16V AC.

The level crossing gates cause some amusement as they are electrically operated

by another Heathcote Electronics kit, complete with gates using servo motors and these can be made to open and close quite slowly, power being supplied by the layout's 12V DC supply.

Having first painted the sleepers and rails with Railmatch sleeper grime, ballast was applied. I like to apply the thinned PVA wood glue with a small paintbrush doing about 100mm at a time, then applying the ballast using a teaspoon and tamping with my finger. Care of course has to be taken around the points to avoid gluing them up. Once dry, the residue is vacuumed up for further use. The ballast I used was from Greenscene, sometimes mixing different colours.

Scenery

By using photographs I'd taken, this was built up using messy expanded polystyrene; I had stored some packing sheets of this for further use. This was glued with quick grab adhesive and weighed down with concrete blocks. When set, it was shaped with a springy carving knife that must be



To the rear the line from Liskeard heads down to the junction while the foreground shows the Looe line with the junction protected by home signals.

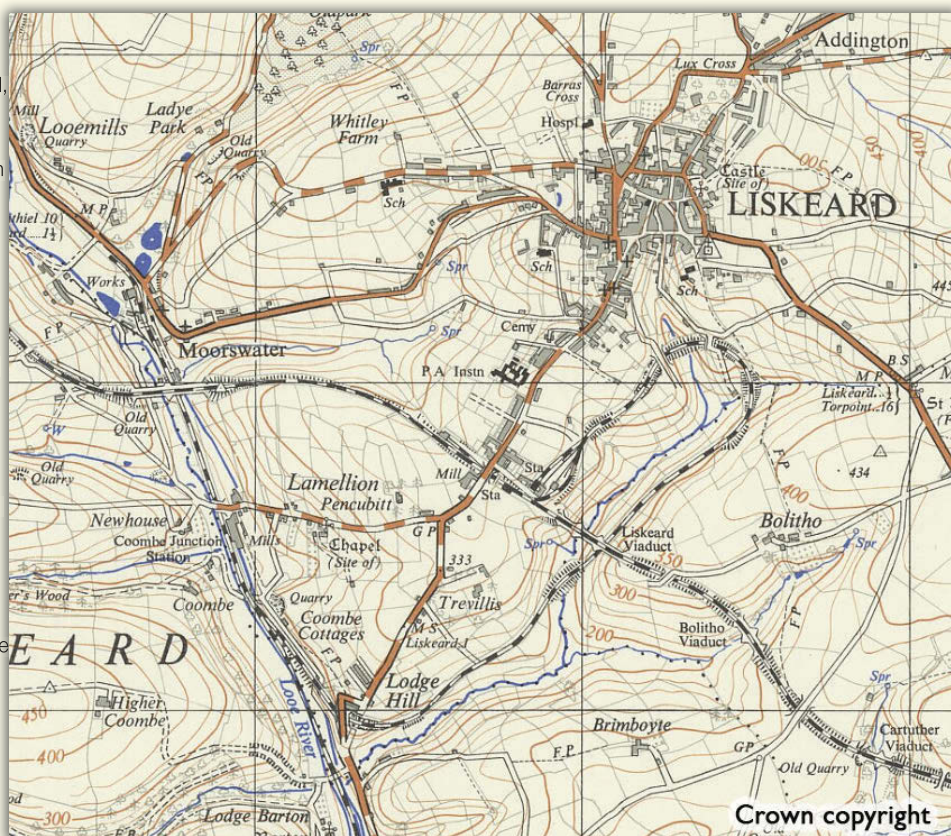


Tour of the layout

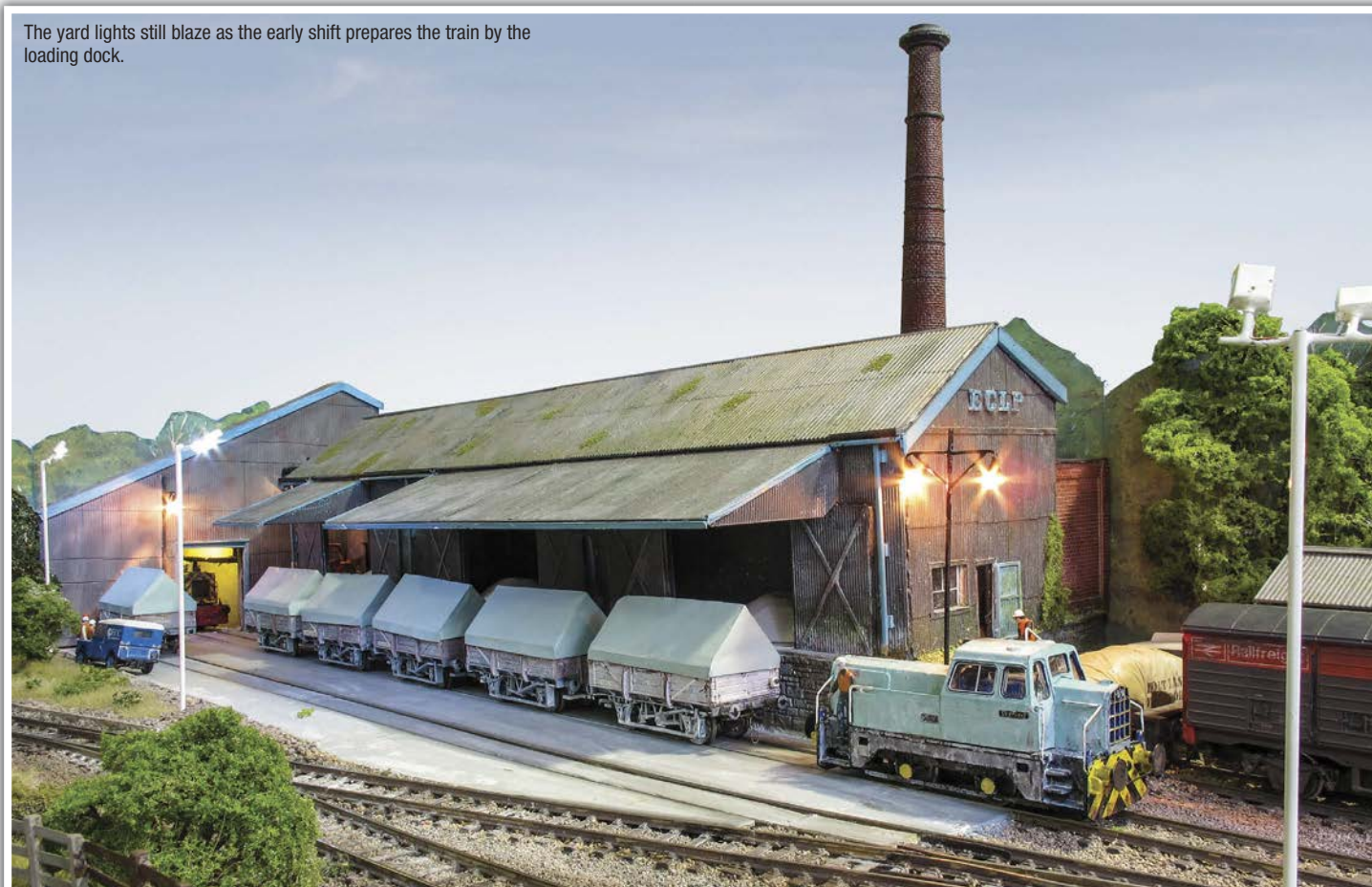
I wanted to include the major items of the line, so if we board the Class 121 or 122 'Bubblecar' unit at Liskeard, we leave from a single platform 100 metres from the main line platform and at a right angle to it, an unusual arrangement. We start our descent down the valley with a 1-in-40 incline turning through 180 degrees and go back under the main line, which is now far above us on an impressive viaduct. We appear through the trees and near the junction and can see that the signal is off, so travel over the level crossing into the single platform. Once the driver has changed ends, we wait for the off from the branch signal so that we can retrace our steps over the level crossing and take the right-hand track down the grade to Looe, passing to the rear of the house, which is a good view blocker.

The procedure is, of course, repeated for the return journey, but if we look carefully when reaching Carador we can see the Moorswater clay dries through the two-arch road bridge; the inner arch was for the canal that went to Looe. At present, only two trains per day call at the platform, with the other eight stopping short, which is probably why it's one of the least-used stations on the network, with just 188 passengers last year.

Goods trains are limited to a locomotive and five china clay hood wagons to and from Liskeard because of the 1-in-40 incline. The main line locomotive and wagons pass under the bridge into the loop line, uncouple and run round and return to Liskeard for another rake of wagons. The works Sentinel or the ex-BR Class 03 shunter then places the wagons in the dries road or adjacent siding. In real life, I think eight CDA wagons was the maximum with a Class 37, the wagons being disassembled/assembled in Liskeard yard. There is also a daily arrival of two VOA vans, which are operated in a similar fashion to the clay hoods, but these vans are placed in the loading dock and will be collected later in the day and attached to a Speedlink service at Liskeard. Sprat & Winkle magnetic uncouplers are used, which usually give hands-free operation.



The yard lights still blaze as the early shift prepares the train by the loading dock.



almost a century old. This was then covered in three or four layers of 100mm squares of newspaper, stuck down with wallpaper paste. The scenic area was then covered with paper-backed grass mat, which immediately gives me an impression of what the scene will look like. Once satisfied, various lengths and colours of static grass were applied using an electrostatic applicator.

I am often asked how long it takes me to make the trees and, while I really like them (there are about 70 on the layout), I have to confess that I have no real interest in making them and that I generally buy them from The Model Tree Shop. The hedges came from the same source; the land around is kept by the same farm so they are all cut at the same time!

The wooden fencing is from Peco or Ratio and the post and wire is 2mm square plastic strip that I drilled and threaded with Lycra using a needle. The posts and thread were then painted in situ.



Passengers are rarely on the platform at Caradon; like Coombe, it's one of Britain's quietest stations.

A layout for everywhere

Fortunately, as mentioned earlier, I had all of the stock I needed with the exception of the clay hoods, which are from Bachmann, but with homemade paper hoods, which I think look better than those supplied.

The two shunters on the clay dries are a repainted Hornby Sentinel and a Bachmann Class 03. On the passenger side, there are single unit 'Bubblecars' – a Hornby Class 121 and a Dapol Class 122, both having run on the branch. All locomotives and DMUs are sound-fitted but aren't overly loud. The stock has been weathered, too.

With 'Caradon Junction', I wanted a layout that can be used at home and at exhibitions and that could be stored in a built-in wardrobe. My office has a 3m 21cm long space, so, by not using the two smaller boards (one of which is the fiddle yard), and by making a new front-operated 810mm long fiddle yard, I could operate the layout home and away!

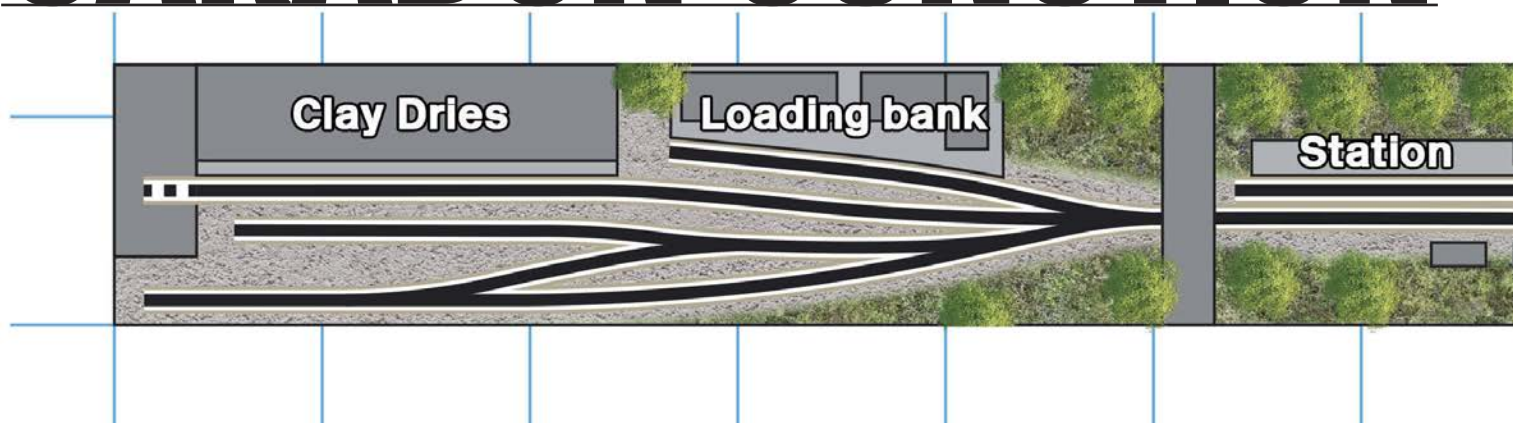


John Cox was so pleased that I wanted to reprise his old layout, he wanted to help, so I asked him to make the buildings, and what a good job he made of them. My only contribution was the road bridge. The clay dries were worked up from a template I gave to him and drawings he had made for the previous dries. The other buildings and platforms followed the same template format. The loading dock buildings used Wills/ Ratio kits and the signal box was a Ratio kit altered to look like Coombe 'box. My feelings and, fortunately, John's are that if it looks right, it is right.



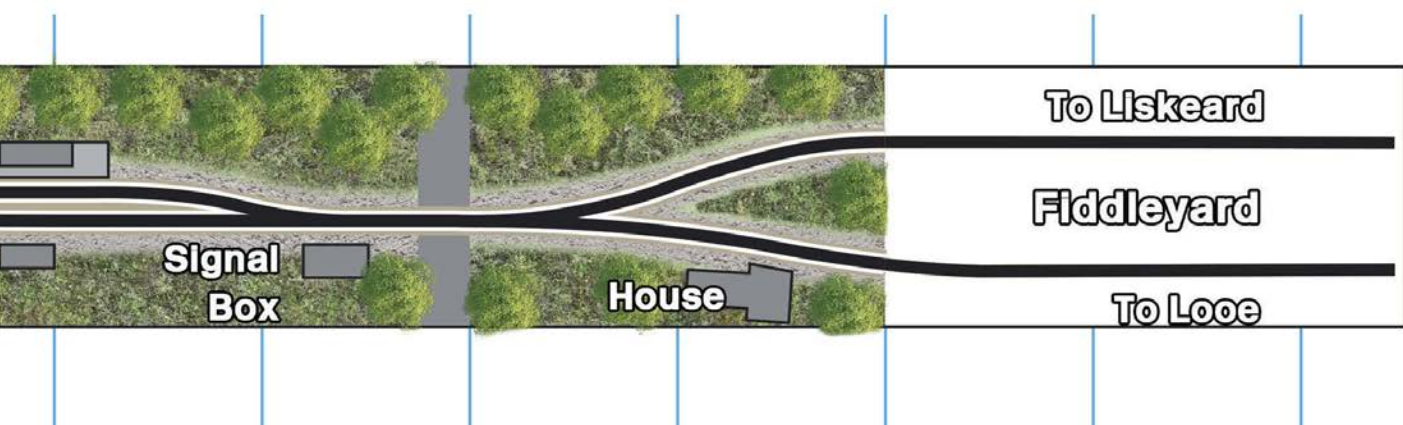
Trackplan

CARADON JUNCTION





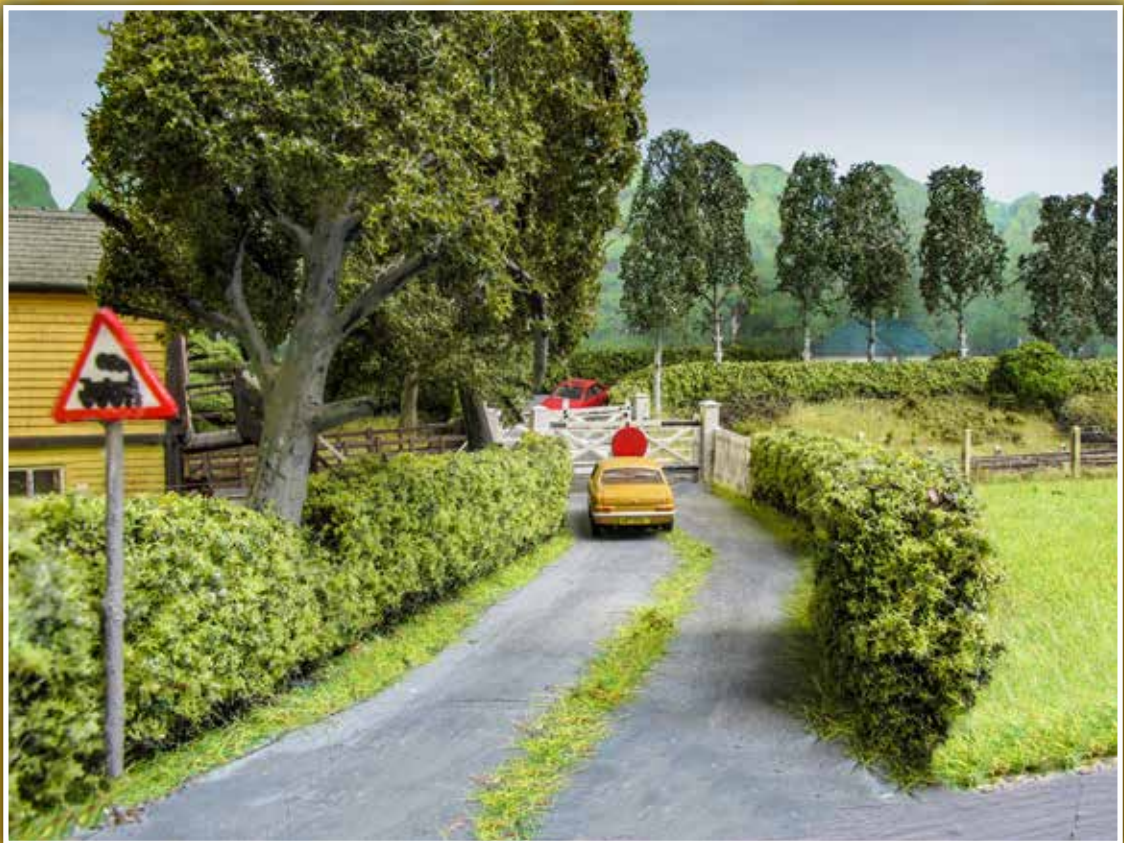
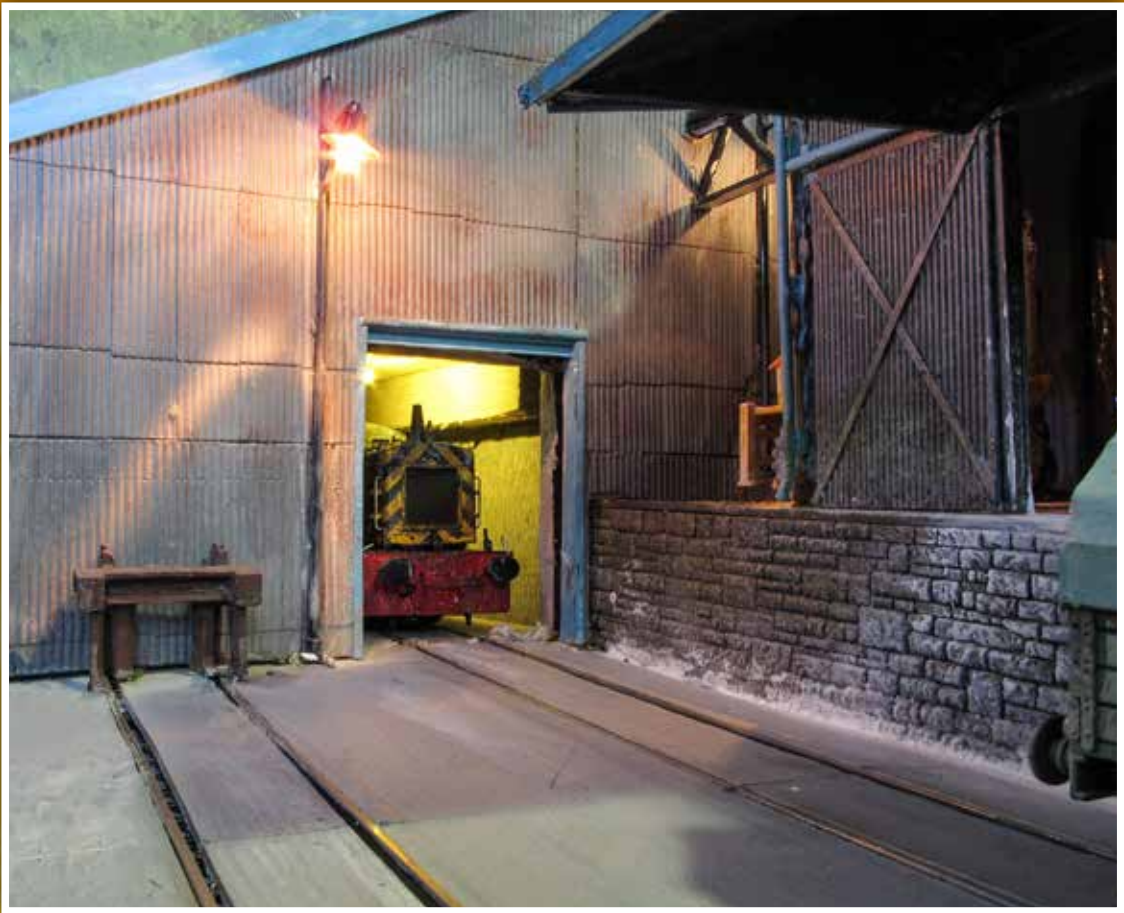
A shabby Class 22 creeps down the last of the bank from Liskeard with a train of clay empties. The scene belies the fact that the layout is only 15in deep, front to back.





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EVERBURY

Mike Kelly's second attempt at a layout in a shed mingles fact with fiction, though draws much inspiration from the ex-Somerset & Dorset railway.

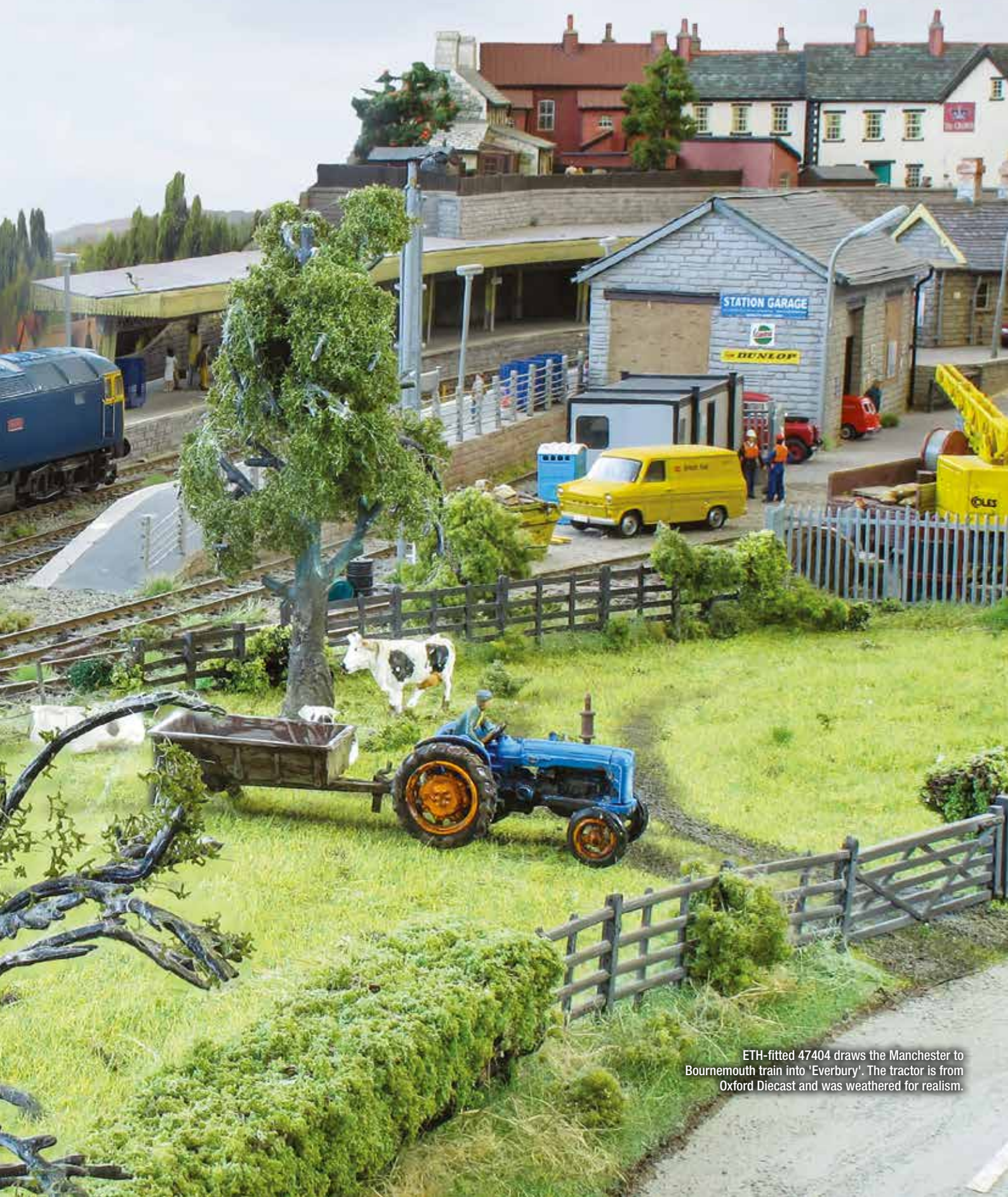
Words: Mike Kelly **Photography:** Andy York



Factfile

Layout name: Everbury
Scale/gauge: 4mm:1ft / 1:76 / OO
Size: 14ft x 7ft
Era/region: BR Western (1975-1985)
Location: Somerset and Dorset
Layout type: Continuous loop

ON EXCLUSIVE



ETH-fitted 47404 draws the Manchester to Bournemouth train into 'Everbury'. The tractor is from Oxford Diecast and was weathered for realism.

My interest in model railways goes back over 60 years and in that time several layouts with a Somerset & Dorset Railway theme were started but for various reasons never completed. It was only in the mid-1980s, having acquired a 2400mm x 1800mm shed that a proper start was made on 'Everbury' Mk. 1. Progress was quite slow and little was achieved, mainly because ambition would not fit the available space; a road that many of us I am sure have trodden. In 2000, the layout was dismantled and the shed sold and replaced by a larger version, and 'Everbury' Mk. 2 was born with an inside measurement of 3300mm x 2100mm.

While this layout gave a lot more space and was invited to many exhibitions, the fiddle yard was somewhat cramped and a decision in 2011 was made to extend the shed by 900mm, which gave space for a farm and a road bridge on the scenic side, but more importantly, lengthened the fiddle yard by 900mm, making it easier to operate, especially at exhibitions.

The original layout was based in the steam era on an Evercreech Junction-type set up, but was soon surpassed by blue diesel-era rolling stock and has been that ever since. For this later period, it is assumed that the

S&D railway did not close in 1966 but was rationalised and still open in the period 1975-1985.

Baseboards were constructed from 6mm plywood for the sides and tops, using wooden blocks pinned and glued on the original boards, but later using 32 x 12mm planed softwood, screwed and glued, which was much simpler and added very little to the weight, plus ends had a double thickness of the ply to give a better fixing for the brass dowels and sockets used for aligning the boards. The depth of the ply sides was in general 90mm and deeper where it formed contours in the land or protective sides for the fiddle yard. Cross pieces and diagonals were fitted where necessary to prevent twisting, but not until the point motors had been fixed, so one did not interfere with the other. The boards were held together with over-centre case clips. Normally the boards sat on worktop units made from redundant fitted wardrobes but for exhibitions, hinged legs were made from 38 x 19mm planed softwood with two pairs for the main boards, with the others piggybacking off them using one pair. These fold flush in shed mode. Access to the layout is via an upward hinging flap by the station, which is invisible when lowered. Two of the boards are about

18 years old and still going strong.

Track and electrics

All of the track is Peco Code 100 using wood and concrete sleeper, which looks good when well ballasted and is a lot more forgiving than the finer scale Peco Code 75, especially over board joints of which there are seven on the scenic section. The points are medium radius except those in the fiddle that are a small radius and all are of the Electrofrog type. The switch rails and stock rails were bonded together as per Peco instructions on the scenic section and polarity is changed by the ingenious Hex Frog Juicer, which operates up to six points. I must add that all of the fiddle yard points operate perfectly without any alteration, giving no short circuits.

The layout was originally DC-operated, but some years ago was changed to DCC using the NCE system, which is easy to use. Each piece of rail is wired to a bus bar of self-adhesive copper tape or copper wire that run underneath the baseboard.

The track was laid on a 1.5mm cork sheet and this was cut after the track had been fixed to give a shoulder for the ballast. At the board joints, copper-clad sleeper strip that had been pinned down was soldered to the

Buildings behind the station were adapted from Metcalfe kits to suit the plan. The station building dimensions are built from plans of Evercreech New, hence are to scale.



ON EXCLUSIVE



Variety in rolling stock makes the operation of a model railway more interesting. Dapol Class 121 L129 heads down the Highbridge branch. In contrast, Bachmann 37239 climbs the 1-in-50 gradient over the Mendips with a two-axle Fawley oil tank train.

DIGITAL EDITION

rails making sure the strip was gapped on both sides to avoid short circuits.

Track and sleepers were painted with Railmatch Sleeper Grime with the concrete sleepers painted concrete colour.

Ballast of the N gauge type in various colours was fixed with diluted PVA (with a

drop of washing up liquid) applied around the sleepers, doing about 100mm at a time with a small paintbrush and the ballast sprinkled thereon. After leaving overnight to dry, the loose particles were vacuumed off for further use. Care had to be taken to avoid gumming up the point blades.

Signals were the self-assembly colour light pattern by Eckon and were used instead of the semaphore type, which in all probability

would have been kept, even though the track was rationalised. The real reason is that I did not want to have to make seven or so working signals.

The only semaphore is the very nice Dapol working one that controls the branch exit to the main line.

All of the points and signals are controlled from switch panels fitted to the layout sides with track diagrams alongside.



ON EXCLUSIVE

A scenic landscape

The plywood sides of the layout were contoured as required, then infilled with 25 mm expanded polystyrene sheet (left over from the shed insulation), stuck down with PVA adhesive and weighted down. When set, it was carved to shape with a very old springy carving knife. About four

thicknesses of newspaper roughly 75mm square was then applied, stuck down with wallpaper adhesive. The chalk cutting had the newspaper omitted and DIY filler applied, followed by Greenscene textured concrete paint and then painted with acrylics. Roads were made from mount board suitably painted and then the whole landscape area was covered in grass mat, stuck down with wallpaper adhesive.

There were a number of different fencing types used by the S&D, but they did have a liking for post and wire as it was no doubt the less expensive pattern. This was made from Ratio fence posts, drilled to accept four wires of Lycra thread (I know there should be five wires but who is counting?)

and planted into pre-drilled holes and fixed with super glue. The thread was then passed through the posts with the aid of a needle; a bit boring as there were over 150, but they weren't all done in one go. The posts and wire were then painted. The other fencing was from Ratio and Peco.

After all the fencing was fixed, electrostatic grass from Greenscene in various lengths and colours was applied using their applicator and I was pleased with my first result. There are a good number of trees and bushes on the layout and while I like them a lot, I have no real interest in making them, so a great majority are from The Model Tree Shop.

Bachmann 37054 heads the Bath-Bournemouth parcel and newspaper empties train to Bristol. The consist is based on memories from the era.



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Class 25083 with a mixed MoD train awaits the off signal for the single line section. The second wagon is a repainted ex-Motorail flat with Land Rovers from Oxford Diecast. The OBA has two Holman compressors from Kernow Model Rail Centre.



Creating the scene

The platforms, due their curvature, were cut from one large piece of board (including the bridge ramps) and I was very pleased with the outcome, although a couple of used plan-copying sheets were used as templates to ensure all was correct. The platform walls, the station and goods shed walls were covered in coarse stone.

The platform had the paving slabs scribed onto the board and painted in a concrete colour, while the platform itself was painted in a tarmac colour. The station and goods shed are based on photographs of Evercreech, although the shed is in private hands having been converted into a garage. The wooden parcel's office was based on one at Glastonbury.

Several buildings have slate roofs and these use Howard Scenics paper sheets where the ready-painted sheets are cut into strips with the leading edge being blacked with a felt-tip pen and then applied to the roof, which has been covered with double-sided adhesive tape; simple and effective.

I wanted the trains to travel through as much countryside as possible, so I decided to have the station at one end and on a curve, which is not seen often in model form. The obvious problem with that was that the gaps between the coaches and the platform are such that one would need to be

a long jumper to get into the carriage and, even then, the door would have to be open! I made up a short length of canopy similar to that on the Up side at Glastonbury and curved to match the platform radius. By making it as low as possible it concealed the gap as I had hoped.

A longer canopy was made from mounting board and balsa wood and the valences were made from Ratio and stanchions from Plastruct.

The Down platform was also on a curve and it was assumed that this would be like the one at Templecombe that was built just before WWII. The impending war precluded the Up side canopy being rebuilt. This Down platform canopy has a thick Plastikard base to which 'H'-shaped stanchions and roof trusses of a Southern Railway pattern were fitted from Plastruct. The roof was made from Ratio corrugated asbestos and valences. A Prototype kit of an LSWR signal box was built using an article written some time ago by Ken Gibbons as a very good guide.

Bridge construction

The two girder bridges over the railway near the station were built to a fairly generic S&D design using Wills Varigirder kits as the basis. There were originally two single track five arch viaducts with 6mm plywood track

beds on the layout, both based ironically on the double-track one at Cole, but one was cut in half to make a double-track version. This was achieved by clamping it in my Workmate and cutting it down the middle (not for the faint-hearted), putting in a new central trackbed and increasing the width of the arches.

The stone road bridge with a brick arch by the farm was the only double-track type built by the S&D and was based on one at Wyke Champflower. For the stone on this, I used Slater's Cotswold Plastikard, which seemed closest to the real thing.

A tunnel mouth, which could only be seen at exhibitions and looking like a double-track version of Combe Down, was built in the same stone as above. All of the above-mentioned buildings and bridges, except as stated, used Slater's coursed stone Plastikard to give uniform stonework to the railway property. On the station platform there is a footbridge built from an unknown kit to resemble the one at a Glastonbury.

The farm presented the opportunity to have a mixture of buildings of different materials. A manufacturer's card kit of a barn and milking parlour were purchased and a copy was produced by my very good friend John Cox from Birmingham, using Wills plastic sheets of concrete blocks and corrugated asbestos. Secondly, a Bachmann

Bachmann 37083 deputises for the usual Class 33 on a Bristol to Bournemouth working.



DIGITAL EDITION

Class 47035 *University of Leicester* climbs from Glastonbury with an empty fertiliser train to 'Everbury' where it will reverse to Bristol, much like the Exeter-Lapford working.



pigsty was purchased and this is the only ready-to-plant building on the layout. Third, the three-bay barn was a copy of the Bachmann version as theirs had four bays and would not fit in the space available. This was made from mounting board painted to look like concrete and had a roof like the barn. And finally, I spotted the stone workshop from a train in Scotland and this uses the stone Plastikard and paper roof tiles as previously mentioned.

The very good Metcalfe kits comprising shops, houses, and an inn, all altered in some way, form the beginning of 'Everbury' town. The folds on these kits to me are very obvious, so I have cut through these and then glued them back together with butt joints and use rainwater downpipes to disguise the joints. The roofs have the paper tiles or Wills pantiles, filed a little flat to give a more modern appearance.

Daily Operation

I had a copy of the 1961 working timetable and this was used with many adjustments to prepare an operating sequence with 34 moves, which at the end had all the stock back where it started from. It was assumed that most of the passenger duties would be covered by two-car DMUs working between Bristol and Bournemouth, with the driver only having to change ends at Bath, and using the lower platform at Templecombe to avoid the complicated reversal there. In fact, all trains would only call at the lower platform.

There would be a daily six-coach train of Mk. 2 stock, Class 47-hauled from

Bournemouth to Manchester and return running in the old Pines' slot using the same stock in both directions. Two four-coach Class 33-hauled trains would run each way and for variety, a diverted Portsmouth to Cardiff service, prototypically Class 33-hauled with five Mk. 1 coaches would also run. The branch would be covered by a Class 121 or 122 single car DMU timed to meet the through trains.

Goods trains are not forgotten, and interspersed with the passenger side. There are two fertiliser trains, one from Bristol to Blandford with 12T four-wheeled vans, as bogie vans could not use the sharp curves at Avonmouth, and the other with bogie vans from Ince and Elton (similar to the operation at Lapford on the Barnstaple line) to Glastonbury. There are also MoD, oil, china clay, and two permanent way trains.

Final Thoughts

'Everbury' has now retired to shed operation only (which is always enjoyable) as it will not fit into my new motorhome for transport to exhibitions and advancing years preclude van hire. If anyone is sufficiently interested it can be viewed privately in the Leicester area.

It has been a great joy to have attended more than 20 exhibitions over the last 12 years with 'Everbury' and I would like to thank the exhibition managers for inviting me to them.

Particular thanks must go to the Signal Box in Anstey for supplying a lot of it and many thanks to Andy York for the superb photographs.



Heljan Class 33045 enters 'Everbury'. In the foreground, the permanent way yard is detailed with commonly-seen items, from oil barrels to pallets, sleepers and a cable drum.

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HOW TO... CHANGE THE IDENTITY OF MODELS

Words & photography: Howard Smith



Numbers have always been important on railway locomotives and rolling stock. It's a means of identification that can be used to reveal service history, potential problems, allocations and more. Short of names and liveries, this fast way of identifying a member from a class of similar, if not identical-looking, rolling stock is also what many use in conjunction with a locomotive's 'character'. Calling a locomotive 'Bill' or 'Jane' just wouldn't work...

With the surge in the number of liveries and numbers applied to RTR models, we're spoilt for choice. It wasn't so long ago that

you could only find a wagon in your livery of choice with one identity. Assembling a rake of such wagons, each with unique numbers, requires alterations. Luckily, entire rakes of wagons can now be purchased with different identities, making assembly of a realistic wagon rake with unique identities simple.

However, such fortune remains in small numbers, and if you want to model a particular locomotive or wagon number that isn't offered RTR, you'll need to change this yourself. Luckily, for the most part, this isn't difficult, though requires a steady hand and

a little patience.

The ideal starting place is a clean un-weathered locomotive. If a locomotive is weathered and only its number is changed, blending new weathering to match old weathering is more difficult. Matching the high-quality of factory-finished models takes skill, but isn't impossible, provided a number of 'golden rules' are followed.



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Removing numbers



When removing numbers, it's important not to damage the paint underneath as this will require far more remedial work. The first technique is to use a curved scalpel and carefully scrape selected areas of lettering.



Some areas will be easier to remove than others, but the key is to apply the minimum amount of pressure required and work slowly. Aim to remove the number, not gouge a hole in the thin layer of paint.



Another method of polishing the paint is to use a modeller's fine grit sandpaper. Here, I'm using the tip of 2000 grit wet and dry, working it in a circular motion. Use a drop of water as a surface lubricant, if required.



The transfers are prepared. I cut a neat line beneath all numbers. This, when placed against the horizontal tape, helps align the numbers vertically, leaving the spacing between numbers the only variable.



Should the surface present a few small marks, use a fibreglass pen. This isn't as precise a tool as the scalpel blade, though will provide a more even surface finish to the model, smoothing the paint and making it transfer-ready.



Preparation is key, and with the sanding and buffing complete, a lint-free damp paper towel is used to wipe the surface clean. Transfers won't fix properly to dust and debris.



Transfers are soaked in water with a small drop of washing up liquid to reduce surface tension. When they readily slide from their backing, hold the backing with tweezers, gently moving the transfer into position.

Avoid ghosting

Applying waterslide transfers to uneven surfaces prevent them from lying flush on the model, resulting in trapped air underneath and a seemingly off-white halo beneath letters and numbers. This is a term known as 'ghosting' and the unrealistic effect can't be removed by subsequent top coats of varnish, either. You can prevent this by applying transfers to a gloss or satin surface. With transfers applied and dry, apply a matt or satin varnish to remove the toy-like sheen on your model.



Work the pen in a small circular motion, not side-to-side in straight lines, as this might lead to marks in the paint. Remove fibres and debris at regular intervals to inspect progress and check for potential problem areas.

Applying numbers



With paint smooth and clean on a model to receive numbering, a line of masking tape is applied directly beneath the area to be numbered. This will act as a horizontal guide and help with the accurate placement of numbers.



Remove excess water carefully and slowly through capillary action using the edge of a piece of tissue paper or kitchen towel. When enough water is removed, so as the transfer lays flat on the paint, gently apply pressure through the towel, working from the edges inwards. Job complete!

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HOW TO... CREATE VARIETY IN YOUR HEDGES

Words & Photography: Michael Russell



Hedging has been a common and longstanding feature of the British landscape ever since we stopped being hunter gatherers and started to fence land in. It used to be more prevalent in agricultural areas, but the introduction of the combine harvester and the subsequent move to larger field sizes since WWII meant many were grubbed out. So, as always, it pays to consider the era you're modelling before you start a build.

Despite this, hedges are still a common feature in the countryside. Private hedges often border many roads and these are

clipped regularly, but less so when used as field boundaries. The age of a countryside hedgerow can be ascertained by looking at the number of species growing in it. The more there are, often, the older the hedgerow.

In urban areas, hedges tend to be monocultural and regularly clipped to maintain their shape, usually in the autumn. Often, they form a dividing line between properties and each side is maintained by a different neighbour. Clipping often happens at different times, or not at all, and this imbalance can create an interesting feature.

We would all like instant hedges, but the quick-growing species continue to grow beyond their ideal size and require more labour once established. Slower growing varieties take longer to get to size, but are then easier to maintain. Some species won't tolerate drastic pruning and won't regrow, leading to areas of dead material – conifers, for instance.

As with all things vegetation, it is best to model an overall effect as a mass of different greens and textures with just a few signature species that typify the location and time of year you're modelling.

Making a hedgerow

Hawthorn – This common shrub flowers in May and the flowers are so abundant that it can look like snow on the branches. Many other species look similar in appearance and also have white flowers, but aren't as noticeable.

1



Take some Polak reed material and cut it off using scissors. A variety of shades are provided, but the darker shades work best for this application.

3



Spray the bushes with scenic layering glue, then use a static grass applicator to apply long static fibres. I used the 12mm pasture mix from War World Scenics.

5



To represent the flowers, dry-brush the upper branch surfaces with a white acrylic paint such as 33 from the Humbrol range.

2



Apply a dab of glue from a hot glue gun to a piece of cardboard. Before it has a chance to set, push in some of the reed bristles. Continue this procedure until you have covered the cardboard in bushes.

4



Coat the bushes with an even layer of scenic layering glue and sprinkle with scatter. I used Polak Naturex F green-ochre product. Wait for the glue to dry before proceeding to the next step.

6



For berries, collect poppy seeds from the wild (also available in the baking section in shops). Sprinkle on branches pre-coated with scenic glue. When dry, carefully brush on or spray red acrylic paint, being careful not to contaminate the foliage.

TECHNIQUES

Generic bushes

7



Make the armatures of the plant using the same technique as the Hawthorn, except this time use a weaker material such as sisal – the hairy string that was used to tie up newspaper bundles).

8



Paint the branches with scenic glue, then add twigs using static grass and an applicator. I used 6mm beige grass from the Noch range, but any colour will do. When dry, spray the armatures a green/grey colour using an airbrush.

Using the WWS Hedgerow kit

9



Spray branches with War World Scenics layering adhesive and sprinkle on a leaf scatter. Finely ground foam works well or Noch leaves, but don't forget about sawdust scatters as they provide good contrast. I used Gaugemaster mid-green foliage.

10



Cut the hedge into manageable lengths of about 10cm. You can also cut the material lengthways to reduce the width as I did. Pull strands off the top and sides if you want a more unclipped style – the material is robust.

11



Spray the hedge with layering spray, then sprinkle on the static grass supplied with the kit. It isn't strictly necessary to use a static grass applicator here and you can still achieve good results without one.

12



Spray the hedge with laying adhesive, then sprinkle with the forest ground scatter. Do this in a light 'all-over' manner to portray dead leaves and/or patches to represent dead areas.



Arrange the hedge so that you have as much variety as possible between height, colour, texture and width. Don't have long stretches of the same plant. Have a dry run before gluing in place with contact adhesive or scenic PVA.



Glue the two flat sides back-to-back using contact adhesive. If your cut was lopsided, so much the better. Aim to get the hedge thicker at the bottom and taper to the top, which is what some gardeners do to get better light into the hedge, preventing die-back.



If you want to portray any of the hedge as unclipped, spray that section with layering spray to add adhesive and use your static grass applicator to add fibres of your choice. Those of 6mm length work well – I used Noch (07101) Beige.

Modelling urban and garden hedges



Cut the Busch hedge straight down the middle with a pair of scissors. Try and keep to the centre, but don't worry too much about this, as we are aiming to produce a more random effect. You can trim the top edge as well if you like.



Trim the outer edges of the top of the hedge with scissors to remove sharp edges. This is to achieve a finish to match that found on the real thing.



Spray the hedge with layering glue again and add a scatter of your choice. I used two closely-matched green colours from the Noch leaf set. You can use a mix of leaf textures and colours. Hedges often contain mixed plants in a garden environment.

19



If you want to portray a newly-clipped hedge with the clippings still extant, simply create the clippings on scrap card, remove with scissors and fix to the ground with scenic glue. A hedge in the act of being trimmed makes for a good cameo.

Conifer

21



Lichen is a natural product and you will find detritus from the rest of the plant present in the material. It is worth the time picking these pieces out so they don't interfere with the following stages. This is also a chance to let the lichen expand to its normal shape outside the packaging.

23



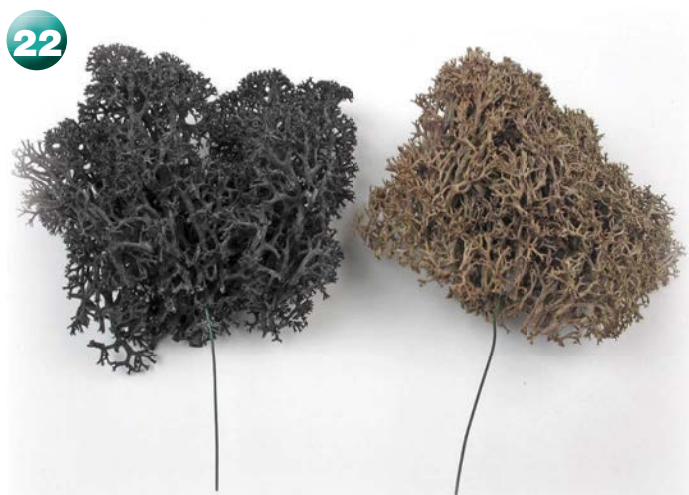
Spray with layering adhesive, then sprinkle on scatter. Some conifers are quite light in shade, although dark green is more prevalent. I used two fine flockages from the Hornby range.

20



When installing the hedge, cut it up into smaller pieces to represent the individual plants that make up a real hedge. When 'planted', they will be slightly misaligned and the hedge will look more realistic for it.

22



Lichen isn't strong enough to support itself, so add a central stiffener such as a length of wire or a cocktail stick. Use any glue to hand – scenic PVA or a contact adhesive will suffice.

24



Stick the conifer in place with scenic PVA or a contact adhesive. When the glue has set, you can trim the conifer with scissors to reveal uncoated areas. These portray the dead patches formed due to over-pruning and which fail to grow back in conifers.

Box

25



For a low-growing hedge, such as box, the Jarvis flexible hedging is ideal. To improve its uniform appearance, cut it in half, turn one piece through 180 degrees and glue back-to-back to give a wavy form.

Plastic bags in hedgerows

If modelling the contemporary scene, this is a useful detail because plastic hanging from bushes and shrub branches is now common, particularly alongside waterways and busy roads.

27



Use waste clingfilm from pre-packaged vegetables. Cut out small pieces and glue onto bushes using a contact adhesive. Ensure that the plastic hangs vertically in the branches.

26



To deploy, simply glue the hedge in place using a contact adhesive. A low hedge like this is common in formal gardens and is often used in parterres and knot gardens.



Static grass layering spray, lichen black, lichen brown, autumn hedgerow kit, 12mm pasture mix static grass
www.wwwwscenics.com

Busch (7154) Light and medium green hedges, Jarvis – Small flexible hedging 'OO', HSS HB2 mixed hedge and bush pieces
www.howardscenicsupplies.co.uk

Noch (07167) leaf foliage set, Noch (07101) beige 6mm static grass, (GM169) Static grass glue, (GM152) mid green fine foliage www.gaugemasterretail.com

Polak (5669) Reeds, (2722) Naturex green-ochre from www.fast-webshop.com/model-scene

Hornby (R8878) Yellow straw ground cover turf, (R7158) flockage dark green, (33) acrylic white paint
www.hornby.com

Hedge laying

The advent of fencing posts and wire has led to a decline in hedge laying, nevertheless, it is still seen in areas of pastoral farming. In general, the principle is to partially cut through larger trees and shrubs, bend these over and tie them down to form what is in effect a living fence. If a ribbon of bark to the roots is kept intact during the hedge laying process, this does not kill the plants. This labour-intensive process, completed using a billhook, is a long-lasting solution to the problem of containing livestock. As usual, you should do some research to see the precise techniques employed in the locality being modelled.

Signature hedgerow plants

There's no reason why you shouldn't model your hedgerows as a mass of greenery, as long as you add variety by using different shades of green, a variety of textures, vegetation height and growth habits. There are a few hedgerow plants that are common and can be markers for the time of year, principally because of their flowers or berries/fruit. The dates are approximate as seasons can be early or late and the flower colours are in brackets:

- May: fruit trees; crab apple, apple and pear (white), gorse (yellow), hawthorn (white), blackthorn (white)
- June: elderflower (white), briars (pink/white), rowan (white), wayfaring tree (white)
- September, October: red berries on rowan, wayfaring tree hawthorn. Black berries on elderflower, blackthorn. Fruit on apples and pear trees.

Common garden hedging plants

While native hedgerow shrubs and bushes may appear in gardens, non-native species are far more common. Some of the more popular ones are:

- Yew. More common in parks and formal gardens. Slow growing. Evergreen
- Privet. Very common in urban areas. Often overgrown as it grows fast. Evergreen
- Conifer. Some of the hybrids grow very fast and are often the cause of disputes with neighbours. Evergreen. Will not recover from hard clipping.
- Laurel. Similar in appearance to rhododendron, but much less showy flowers. Evergreen
- Beech/hornbeam. These are similar in appearance. The latter is deciduous, but beeches used as hedging retain their leaves over winter, albeit brown in colour.
- Box. Used as low-growing hedging, but its use is becoming restricted due to pests and diseases.
- Holly. Dark evergreen. Berries, red, on female trees only.

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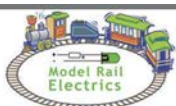
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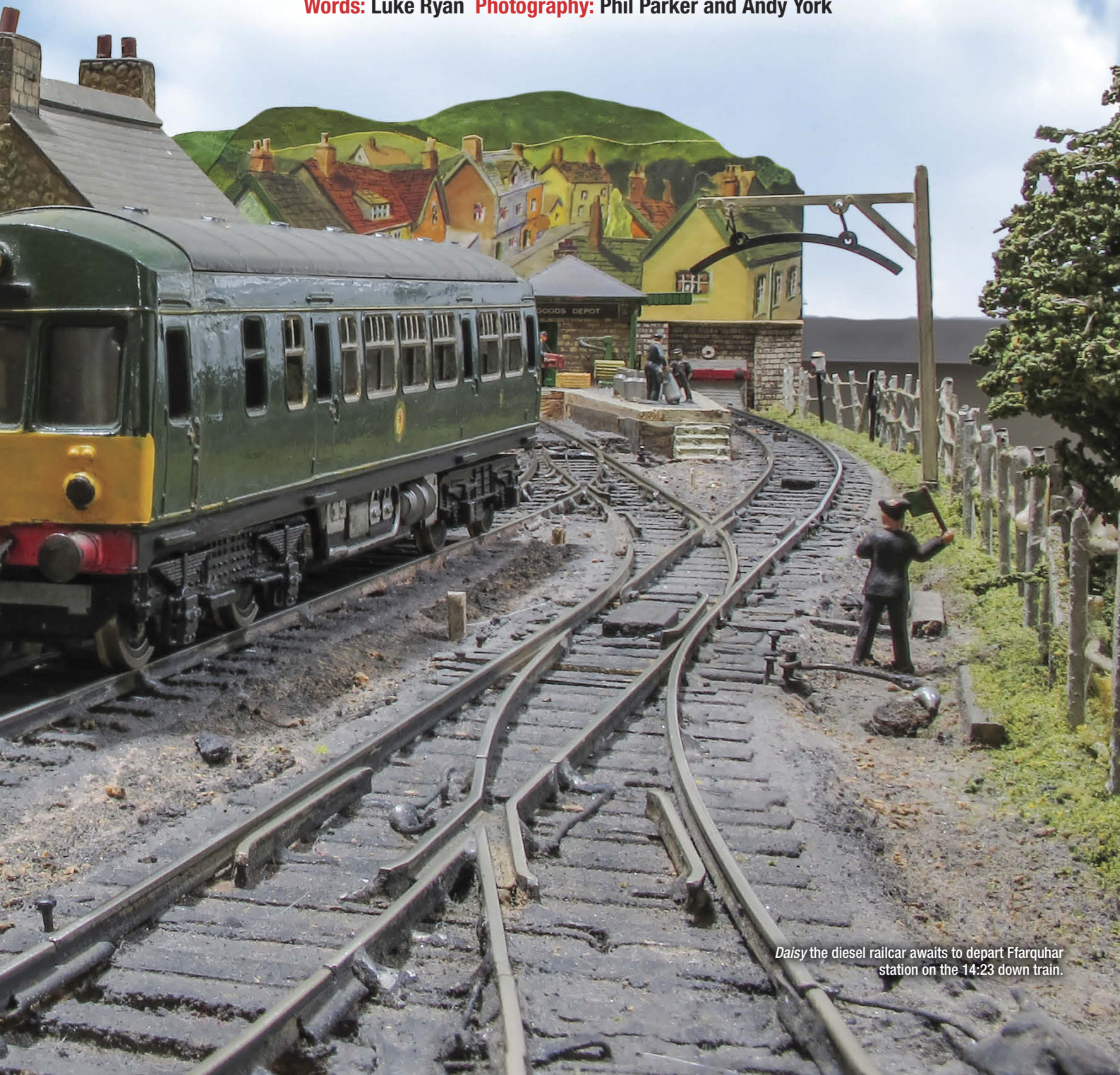
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FFARQUHAR BRANCH

The origins of *Thomas the Tank Engine* can be found from humble beginnings in this model railway by the Reverend Awdry. This is its story...

Words: Luke Ryan **Photography:** Phil Parker and Andy York



Daisy the diesel railcar awaits to depart Ffarquhar station on the 14:23 down train.

The Reverend Wilbert Vere Awdry, author of the *Railway Series* and creator of *Thomas the Tank Engine*, was a railway modeller. Regardless of what you think of the blue locomotive and his evolution in recent years, it's hard to deny the cultural impact Wilbert's work has had on the railway world.

Wilbert was a volunteer on The Talylyn Railway, starting in 1952, and his days working on the railway inspired many stories in the *Railway Series* and is now home to a re-creation of his study. Within the collection of artefacts left to the railway is his OO gauge model railway, 'Ffarquhar Branch'.

The historical significance, even away from the *Thomas* connection, is quite significant, given there aren't many layouts of this age still around – let alone in working

order with all of the original rolling stock!

Wilbert started to model the North Western Railway – later region – in the late-1940s, when he was starting to properly plot the location of his stories, as to help with 'discovering' the Island – the final geography and name of the Island, 'Sodor', being finalised in 1951. His first layout, simply titled 'The NWR', was of the main line between Tidmouth and Knapford and was built in an outhouse at Elsworth, his parish at the time. The *Thomas*, *Percy* and *Toby* models that run on 'Ffarquhar Branch' today all date from this time. The NWR was ripped up when the family moved to Emneth in 1953.

Ffarquhar Branch Mk. 1 has its origins in 1955, when Wilbert was asked to construct a layout for the Wisbech Trades Fair the following year. After the layout had

performed reliably, this cemented Wilbert's idea of focusing his modelling on the Ffarquhar branch rather than the main line.

This layout was a complete square, that folded over in the middle for transportation. The track layout was a circle loop, with a terminus station and yards deviating off – half of the loop was hidden and acted as a fiddleyard, but continuous running was possible if needed. A full description and photographs of this version appeared in the December 1959 issue of the *Railway Modeller* magazine.

The layout's design is freelance, but even then Wilbert fractionally strayed from the station and yard layout shown within his own books to make a layout that was far more fun and interesting to operate and exhibit. One thing to note is the lack of track running parallel to the board edge, which



Ffarquhar Station, the terminus of *Thomas*' branch line. Opened in 1925, the station building is constructed of stone sourced from the local Anopha quarry.

I think creates a very attractive-looking layout. The boards are quite 'chock full' of track, and yet the way it is all laid out manages to keep the overall design from looking cluttered or too busy.

Between the sleepers, you will find magnets. These are to operate the automatic couplings of the Sprat and Winkle system fitted to the rolling stock and are strategically placed for the various shunting moves in the operational sequence. Originally, Wilbert used Hope & Nixon couplings. These evolved into the commercial version we now employ. Everything on the layout has a purpose and a reason to be there, which I think should be the case for all layouts.

In 1965, Wilbert was presented with a problem after moving into his new home in Stroud and selling his car – 'Ffarquhar

Branch' was too big for the both of them. Come 1968, Wilbert decided to rebuild this layout to fit both his new railway room and the boot of his new car.

The layout was reconfigured to become an end-to-end, the station area remained much the same, as did the yard, albeit slightly more spaced out. The layout has hinges hidden below the water tower and signal box, to allow it to fold over itself for transportation purposes. 'Ffarquhar Branch' Mk. 2 was born.

At the same time as rebuilding the layout, Wilbert had also drawn up plans for a OO9 layout of the Skarloey Railway to fit in the same room. This sadly never came to pass – but a OO9 layout depicting the Mid-Sodor Railway was built instead – read about it in Narrow Gauge World December 2021.

Wilbert had a few different ways of

operating and displaying the layout when at home or at a show. For use at a show, the main control panel was behind the station – a hand-drawn trackplan of the layout with studs for a probe to control the points, signal levers and press switches for dead sections. Around Wilbert's neck, an old cigar box was fashioned into a controller – this could plug into the main control panel, or alternatively for when operating at home, the front side of the fiddleyard board. Inside, there is nothing more sophisticated than a wire-wound 100ohm rheostat from a radio. Having tried several contemporary controllers, all were found wanting and replaced with this home-brewed solution that can run all the locomotives, with their variety of motors, at a scale speed.

The name board neatly lifts out to reveal a copy of the control panel, sans signal levers,



on the opposite side of the board.

When at a show that would last more than three days, a scenic extension was brought along – an 'L'-shaped piece, affectionately known as 'Awdry's Elbow'. This connects between the main board and the fiddleyard.

Wilbert was very fastidious when making sure his fictional Island of Sodor worked within the context of real-world history and operating practices on the railways of the United Kingdom and this was no different for his models. For operation, he wanted a timetable to run to, so, of course, he plotted the entire branch line's day-to-day operations, not just those of 'Ffarquhar', working out connecting trains from the main line's terminus at Tidmouth, the junction at Knapford, and even what traffic went down the branch's goods-only line that led to the harbour. This included a hand-drawn colour co-ordinated train graph.

Using all this information, he pieced together a three-part sequence, each part lasting about 20 minutes, that started at 6:45am and concluded at 11:04pm. Having operated the layout to his sequence, it is quite intense and there is never a dull moment! He made sure that there was always something moving for the viewer.

In the age of mass-produced models, especially of blue tank locomotives, it's easy to forget that there was once a 'first'. *Thomas the Tank Engine* has his OO gauge roots here, in a Stewart Reidpath freelance tank locomotive body kit – built by Wilbert around 1948 – the definitive first electric model of *Thomas* in the world. The rest of the rolling stock used for the layout carries this same weight, and are the very first models of some characters made. *Percy* is also from 1948 and is made from a heavily modified Larko dockside shunter kit. *Toby* from 1951 was scratch-built around a motor bogie using brass and balsa wood.

One important aspect of the model locomotives, is that they provided the template for artists illustrating his books to follow. The first edition of *The Three Railway Engines* was illustrated by the artist William Middleton, but Wilbert was disappointed with the results. Relations with his successor, C. Reginald Dalby weren't much better, although he completed eight books. Finally, John T. Kenny took over, and used the models as his guide, ensuring an acceptable level of realism and accuracy.

It's amazing to think that these staple characters of children's media have such humble beginnings as OO gauge models,



Thomas the Tank Engine runs around his coaches, *Annie* and *Clarabel*, after arriving at 10:20am. He will first go to the 'locomotive lay-by' for water.



many of which were made during/before their first appearance in a book. Most – if not all – of the rolling stock is kit- or scratch-built. Both *Annie* and *Clarabel* were built by Wilbert, 21 years apart. *Henrietta* was supplied by PR Wickham, and is a model of the only low-slung luggage van built for the Wisbech and Upwell railway.

The buildings on the layout are wonderful and really sell the scene of a mid-1960s branch line terminus, and if you look close enough, you might start to recognise some of them. Many of them are simply off-the-shelf kits; the station building is a modified Dapol (Airfix at the time) church finished in the cream stone of the local Anopha quarry, while the water tower is a marriage of the same firm's water tank atop a simple brick structure to create something unique.

On the scenic curve section, you can spot the thatched cottage kit, again of Airfix origin, just showing that even with off-the-shelf resources and a little modification, you can create a very evocative scene without them sticking out as recognisable designs.



ABOVE: The coal & coke docks at Ffarquhar are always well stocked up, with a delivery every morning at 8:50am on *Percy's* morning goods.

BELOW: *Thomas* passes over Hackenbeck stream on the 9:45am Ex-Tidmouth service.





ABOVE: *Toby, Henrietta, Elsie* and the Quarrymen's coach provide frequent services up the tramway, that goes behind the station and through the town to the Quarry.

BELOW: *Percy* takes a brief pause from shunting in the Milk Dock at Ffarquhar Station. He soon has to get back to work before his scheduled departure at 9:40am.

Landscaping used the methods promoted by John Ahern in his book *Miniature Landscape Modelling*, first published in 1951, and at the time, not superseded by anything else. Long grass is medical lint, dyed, then fixed furry side up. Shorter greenery is from dyed sawdust or even tea leaves. The original 'Ffarquhar' even made use of strips of old deck-chair canvas woven together and fixed over softwood formers.

Hedges are pipe lagging, not modern foam stuff, dyed, then glued and pinned in position. Wilbert would then tease these out to achieve the desired effect. Roadside verges are made the same way, but using carpet underlay. In the days before modern scenic materials, modellers had to employ ingenuity, but the methods are still effective and could have a place on layouts of today.

For a layout dating from 50 odd years ago, the trackwork at first glance is surprisingly up to modern standards. All of the trackwork on the layout, bar certain sections within the fiddle yards, is scratch-built to Code 75 standards – the sleepers sit within



grooves in a cork underlay to determine their placement, with the rails soldered atop them.

All of the point work is also scratch-built to fit Wilbert's specific needs for the track plan. The points are operated using H&M point motors, originally with a studs and probe system, but since the refurbishment of the layout in the early 2000s, there has been a new control panel constructed with directional switches instead. All of the original wiring is still in place and there have been conversations about reverting the layout to its original control system one day.

Factfile

Layout Name: Ffarquhar Branch
Scale/Gauge: 4mm:1ft / 16.5mm gauge / OO
Size: 10ft x 8ft
Era/Region: North Western Region, Mid-1960s onwards
Layout type: End-to-end



Toby emerges from Hackenbeck Tunnel with the morning Quarrymen's train, arriving at Ffarquhar at 8:50am.

Mavis, the quarry company's private diesel, makes a rare appearance at Ffarquhar with wagons of freshly-cut stone for the afternoon goods train to the harbour.



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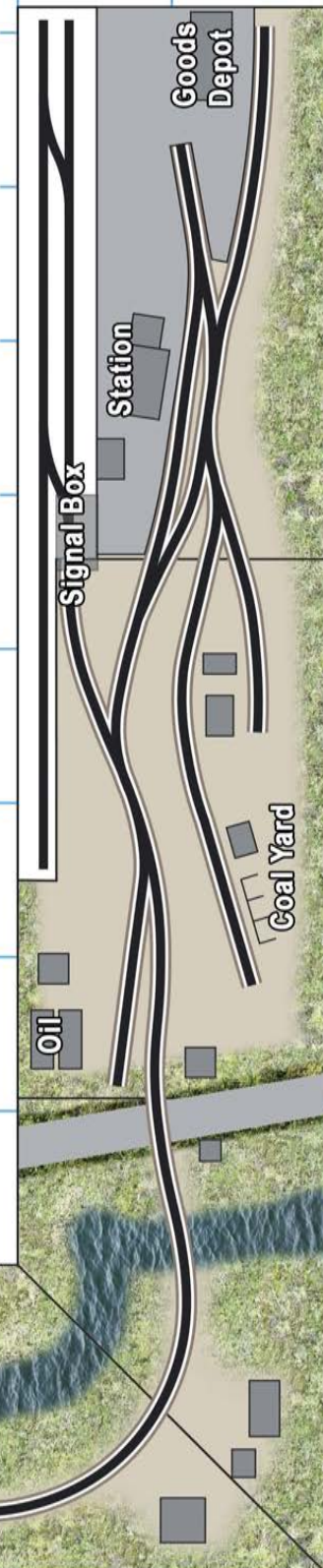
Trackplan

FFARQUHAR BRANCH

Layout preservation

In the early 2000s, when the layout was first donated to the Tallyllyn Railway Preservation Society, it went with the North West Area Group to the Furness Model Railway Club in Barrow. Fittingly, in the books, this is where the North Western Railway terminates and meets the rest of BR, or “The Other Railway” as it is known in the stories. The layout was completely refurbished and renovated, including a complete rewire – the original wiring, however, is still intact, just bypassed, with a new control panel built.

The future of the layout is in safe hands with the Tallyllyn Railway Preservation Society and can be found on display as part of the recreation of the Awdry Study in the Narrow Gauge Railway Museum at Tywyn Wharf Station. As mentioned, there have been discussions of reverting the layout back to its original wiring and control system – hopefully, that can come to be.



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CREATING THOMAS THE TANK

As the cheeky character celebrates its 75th anniversary, Phil Parker retraces the history and evolution of this inter-generational and most famous of locomotives.

Words & photography: Phil Parker



“Thomas was a tank engine who lived at a big station. He had six small wheels, a short stumpy funnel, a short stumpy boiler and a short stumpy dome.” - so it was that *Thomas the Tank Engine* was introduced to us on page four of the second book in the Railway Series.

Thomas was born in 1943 thanks to a bout of measles afflicting two-year-old Christopher Awdry. His father, the Rev. Wilbert Awdry OBE, invented some stories about trains as a way of entertaining his poorly son and made him a model of the locomotive that became *Edward*.

After the war, his wife encouraged him to seek a publisher for his stories and the first book, *The Three Railway Engines*, appeared

courtesy of Kaye & Ward in 1945. As well as *Edward*, this book introduced us to *Gordon* and *Henry*.

The series could well have stopped there, but Christopher wanted a model of *Gordon*. Sadly, in the post-War period, materials were hard to come by and building an express locomotive wasn't possible. Instead, the Reverend built a tank locomotive from 'odds' and 'ends'. The youngster named it *Thomas* and his father then had to devise more adventures for the new arrival. These were the basis for the book *Thomas the Tank Engine*, which appeared in 1946.

By now, public demand persuaded Awdry to keep writing the series. In his eyes, locomotives and rolling stock were

all children with distinct characters. In one interview he explained “There was no doubt in my mind that steam engines all had definite personalities. I would hear them snorting up the grade and little imagination was needed to hear in the puffings and pantings of the two engines and the conversation they were having with one another.”

Thomas and *Percy* were cheeky, misbehaving whenever possible. *Gordon* was proud, *James* troublesome, *Henry* vain. All get their comeuppance and learn valuable lessons. Unsurprisingly for a vicar, there is a moral to each tale.

Just as importantly for the author, the reader learns about real railway operation. Awdry was involved as a volunteer guard with the nascent Talylllyn Railway (TR) as well as other preservation societies. He wrote a non-fiction book on the Birmingham and Gloucester Railway, and served as the Editor of *Industrial Archaeology of Gloucestershire*. When appearing on *Desert Island Discs*, two of the records he chose were steam train soundtracks.

He was also a railway modeller, exhibiting his own *Thomas* layout at the International Model Railway Exhibition (IMREX) several times. In addition, there was an extensive layout based on Barrow-in-Furness in the attic at Emneth.

Awdry didn't just create characters, he invented an entire island for his trains. Sodor is situated between mainland Britain and the Isle of Man. An enthusiast's paradise, all the locations are based on real places and railway lines, especially those on the narrow gauge where the TR and Ravenglass & Eskdale Railway are the Skarloey Railway and Arlesdale Railway respectively. This was made explicit and young readers were encouraged to persuade



ISLE OF SODOR

In the Irish Sea, between Barrow-in-Furness and the Isle of Man, you will find the Isle of Sodor.

"Discovered" by Wilbert and his younger brother George Awdry, they created the entire island, complete with history and landscape, for the railway stories to take place. The name derives from the Manx Diocese of Sodor and Man, the boys deciding that while there is an Isle of Man, there wasn't an Isle of Sodor – at least until they invented it.

62 miles wide and 51 miles long, Sodor is considerably larger than Man. The capital is the city of Suddery, but the largest city is Tidmouth, which makes a number of appearances in the books.

The North Western Railway is the main transport provider, with a main line from Vicarstown, where it connects with the UK via a bridge. Nine standard gauge branches connect the main towns. There are four narrow gauge railways including the Culdee Fell railway that climbs the island's highest mountain in the same way as the Snowdon Mountain Railway does in Wales.

It was important to Awdry that the railway maintained a consistent look. Readers had spotted inconsistencies between illustrations so he used the background history to prevent this. Of course it didn't stop every mistake, hence the creation of *The Fat Controller*, who could be blamed for making changes.

their parents to pay a visit to the lines on school holidays.

Books weren't the only place *Thomas* appeared. In 1957, Awdry narrated two stories for vinyl records. A few years later, popular television presenter Johnny Morris records a series of albums for Delyse Records. Whereas the author simply read the books, Morris enhanced the story with his own sound puffs and chug sound effects, in a similar manner to his work on the TV series *Animal Magic* around the same time. This must have gone down well because Morris reading the story *Edward and Gordon* would also go to the desert island with its author.

The popularity of the books had reached the BBC and in 1953 it decided to televise them using Hornby OO gauge models on purpose-built sets. Episode one, *The Sad Story of Henry* was broadcast live on Sunday, June 14 from the Lime Grove studios. Live TV drama was common as video recording facilities were at best primitive so sadly, no version exists today.

By all accounts, the programme was a bit of a disaster. An incorrectly set point derailed *Henry* and a giant hand is suddenly seen putting him back on the track. Awdry complained about this and the unrealistically jerky movement of the trains. A planned second programme was cancelled and the author and publisher decided to concentrate on producing books, instead.

It would be over 20 years before another

attempt was made to bring the characters to our screen. In the meantime, comedian Ted Ray had read five books on the BBC's *Jackanory* but he was simply sitting in a stationmaster's office with occasional illustrations appearing on screen.

Andrew Lloyd-Webber remembered the books from his childhood and by 1973, enjoyed the clout and finance to believe he could create a series and sell it around the world. Awdry worked directly with Lloyd-Webber as both he and the publishers weren't confident about the plans. Part of the problem was that the deal required all the rights and control of the characters to be

signed over, essential (apparently) for deals to be done in the U.S.. As the good Reverend predicted, "Once the Americans get hold of it, the whole series would be vulgarized and ruined."

The plan was for a series featuring 2D cut-outs in the style of the illustrations in the books. These would be animated in a way that would be familiar to anyone who watched *Ivor the Engine* as a child. A pilot episode was produced in 1976, but the sale of the show to the U.S. never happened and the project didn't proceed further. Lloyd-Webber went on to write *Starlight Express*, based on a very similar concept to the

James the Red Engine. Based on L&YR Class 28 mixed-traffic tender locomotives. According to *The Island of Sodor: Its People, History and Railways*, James is an experimental member of the class fitted with a front pony truck, larger driving wheels and a Fowler tender. (Bachmann model)



THE MODELS

The very first models from the Railway Series, were created by Awdry. *Thomas* initially looked like an LNER J50 with smaller tanks, painted blue with 'NW' on the sides. Sadly, this model was lost in the U.S..

This push-along model was replaced by an RTR locomotive. Awdry explained, "I bought *Thomas* in 1948 when I was writing *Tank Engine Thomas Again*, and wanted to start modelling once more after a lapse of some 20 years. Thomas was one of Stewart Reidpath's standard models with a heavy, cast white metal body."

Lack of spares caused this to be replaced by a modified Tri-ang 'Jinty' and then later a Hornby LBSC tank in 1980.

Commercially, the first model in the shops came from Meccano. 1965 saw the production of an O gauge clockwork *Percy*, complete with a yellow truck and red goods van.

Surprisingly, this didn't sell well and the model later appeared with the face replaced with a red smokebox. Perhaps this is why it was the last O gauge train set made at the famous Binns Road factory?

Hornby took on the licence in 1985, eventually producing 22 different models. Many were based on existing tooling, sometimes modified to look more like the character.

Thomas was easy – the locomotive was based on an LB&SCR 0-6-0T 'E1' and there was already one in the electric range. However, it also produced clockwork models of *Thomas* and *Percy*, which were produced from scratch with very different, arguably closer to the TV series, proportions to the electric models. Initial productions of *Thomas* have faces resembling those from the books. After a year, this was retooled to match the TV series.



Other locomotives required more work. *James* is the Tri-ang '3F' with an extension to smokebox and chassis. *Edward* is an LNER 'D49' fitted with a taller chimney and cylinders removed.

Rolling stock was based on existing models. Pedants pointed out that coaches *Annie* and *Clarabel* had two axles from Hornby and in the TV series, whereas the books gave them bogies.

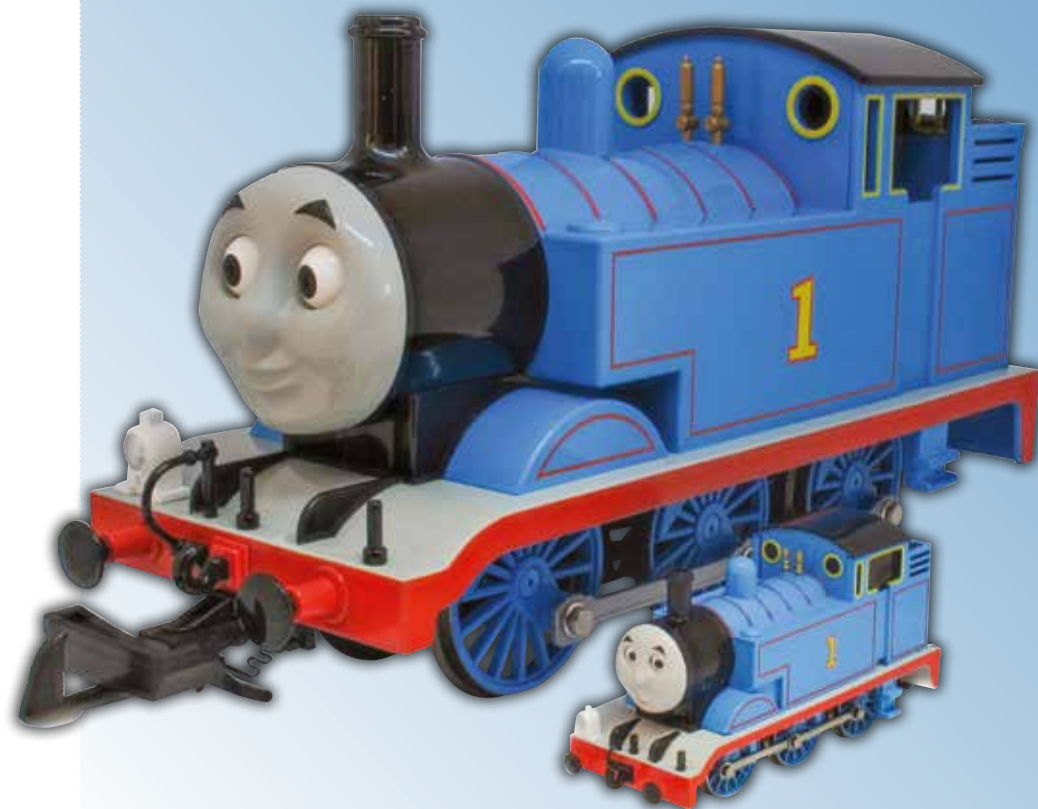
Märklin produced a German range of models in 2006 using chassis designed for its three-rail system and Hornby bodies. Hornby gave up the licence in 2018.

Bachmann USA has long held the licence in the U.S. and produces a large number of models in OO gauge, although labelled HO for the local market. As well as the standard gauge items, OO9 models of the Skarloey Railway appeared in 2015.

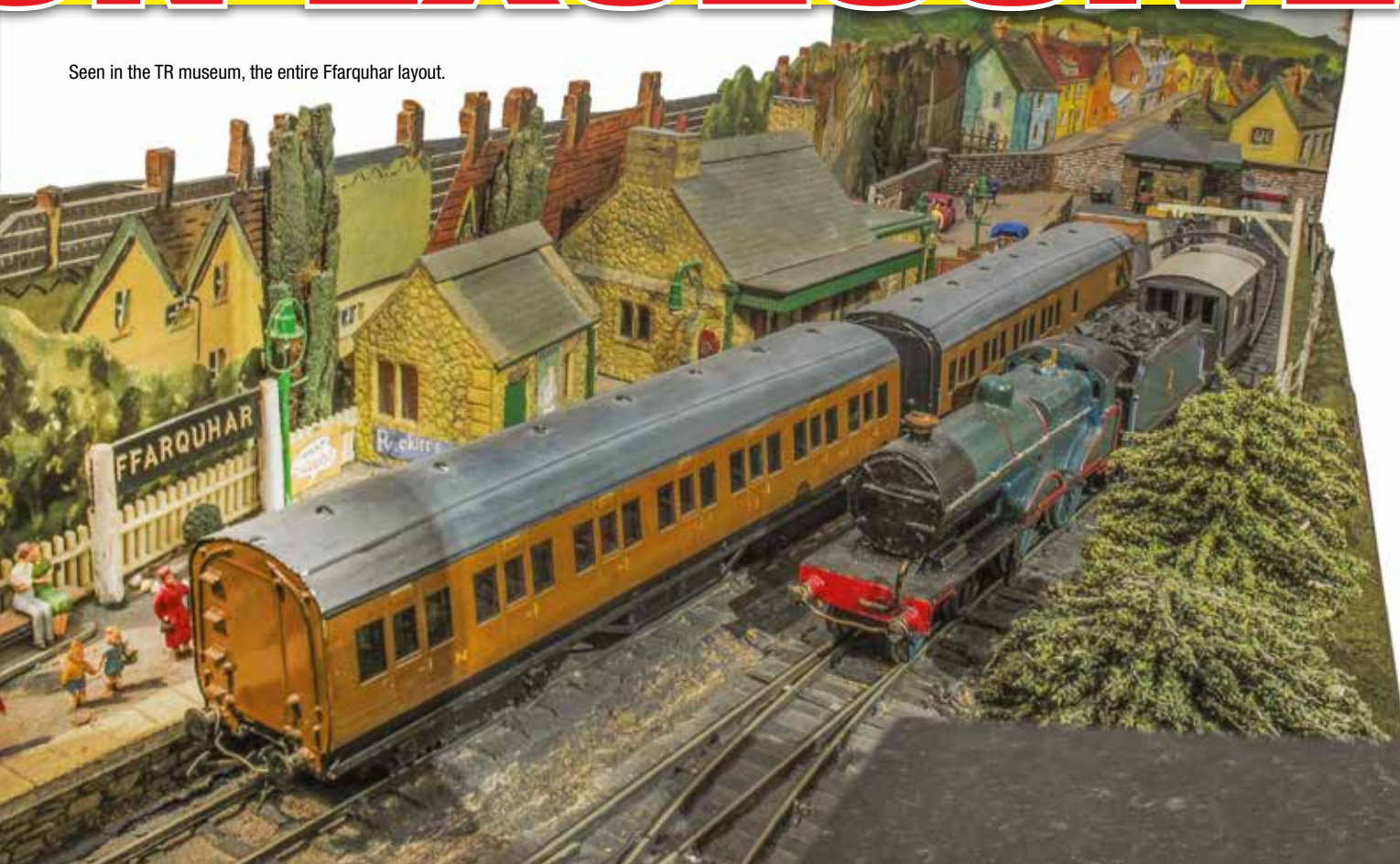
G scale models appeared in 2009 and because the Hornby licence only covered OO/HO models, they were allowed to be sold in the UK. All the models were created from scratch to represent the character from the TV series and usually include moving eyes and in OO gauge, are fitted with Next 18 DCC sockets.

While the OO gauge range couldn't officially be imported, models found their way across the Atlantic in small numbers. The OO9 locomotives are particularly popular and kits exist to adapt them to TR prototypes.

Bachmann has the licence and revealed the first examples from the range at the 2020 London Toy Fair. These should appear on our shelves in the autumn. An N gauge range is also under development.



Seen in the TR museum, the entire Ffarquhar layout.



railway series and called his organisation 'The Really Useful Group' after a description of *Thomas*.

Thomas finally became a hit thanks to TV Producer, Britt Allcroft. Researching a documentary on the Bluebell Railway, home to *Stepney* from the series, she met Awdry and read the books. The stories quickly cast a spell. "It really didn't take me long to become intrigued by the characters, the relationships between them and the nostalgia they invoked," she later said.

Five years were spent securing the finance to get the series into production and 1984 saw stories from the first eight books filmed using gauge one models on giant sets. Märklin chassis were fitted with purpose-built bodies to represent the characters.

26 episodes were filmed, narrated by Ringo Starr. All but one were from the books, the final *Thomas' Christmas Party* being a brand new tale written by Allcroft and David Mitton. It was subsequently adapted into a book by Awdry.

Series two in 1986 adapted more of the Rev. Awdry's stories, plus one from Christopher Awdry, who had taken over writing the series in 1983, adding 20 books until 2011.

At this point, the series was re-worked for the American market as a segment within the show *Shining Time Station*. For this, an



THE TALYLLYN RAILWAY MUSEUM

Located at Tywyn Wharf station, the Narrow Gauge Railway Museum is collection of artifacts relating to narrow gauge railways in the British Isles.

Member No. 79 - Rev. Awdry's connection to the TR resulted in the contents of his study finding their way to the museum after his death. A section of the room has been recreated in the museum, along with a display of artifacts including a model of the Ffarquhar Railway.

For more information, visit the museum website: www.narrowgauerailwaymuseum.org.uk.

There will be a special display celebrating the 75th birthday at the museum later this year.



Recreating Sodor on RMweb

We know that *Thomas* and chums are based on real locomotives, and many of the stories are based on real events, but what happens if you take the models and turn them into a realistic scene?

Tom Foster (TomF) on RMweb has been doing just that. His models treat the North Western Railway with the same level of realism that we might apply to a GWR or LMS subject. You can see more on his thread Ffarquhar - Recreating Awdry's 'Railway Series'.

alternative narration had to be provided to accommodate American English. Ringo Starr continued with his duties for the first series, being replaced after this by George Carlin.

By 1992, the UK series was back in production but featuring fewer Awdry stories and more written by Allcroft and Mitton. The excuse was that the originals introduced many new characters that would require more models and locations, greatly increasing the production costs.

Sadly, this meant that the railway realism started to dissipate. *Henry's Forest* saw the locomotive stop to look at some trees, a contravention of British Railways Rule 55,

which states that the driver should contact the signaller if the train has to stop for more than three minutes in a section. Allcroft didn't appreciate Awdry pointing this out, nor his complaint that the line ran far too close to the trees and a stray spark could have started a fire.

Series four returned to the books and introduced the narrow gauge trains, but the next series abandoned original material entirely. New characters were introduced, some based on ones in the books but others to provide a basis for more "edgy" tales and dramatic plot lines.

At the turn of the millennium, *Thomas* made it to the big screen as the star of his

first film *Thomas and the Magic Railroad*. Aimed at the US market, British viewers found themselves having to deal with American terms, but it still covered its costs, making a tiny profit.

By this point, very little of the railway realism remained. One of the main characters is Diesel 10, a Class 42 'Warship', fitted with a preposterous crabbing arm on the roof. The Rev. Awdry didn't live to see this, passing away in 1997.

By 2009 and series 13, production had moved away from physical models to CGI. The appearance of the locomotives changed slightly and additional voices joined the narrator.

Toy giant, Mattel, obtained the rights to the series in 2012 and continued production of TV shows and films. Recently, *Edward*, *Henry* and *Toby* have been relegated to the supporting cast of characters to make way for new lead locomotives. One of the problems for a 21st Century production company is that nearly all the original characters were male. Only *Mavis* and *Daisy* provided gender balance. The locomotives were 'in charge' and male. Coaches were pulled around, and were female.

While these changes might have generated a lot of controversy in the press, it's hardly surprising that such a long-lived and loved series of stories has needed to evolve over time. Despite this, *Thomas* and his friends are still popular with children worldwide. On its 75th birthday, there doesn't seem to be any sign of this changing either, ensuring a healthy supply of railway enthusiasts for the future.



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THROUGH THE LENS: YOUR MODELLING

At BRM, we believe talented modelling should be shared. Here's our selection of inspirational modelling from our sister forum, RMweb. The stand-out entry wins a prize, too.

Winner



There are no trains to be seen in John Besley's photograph of his scale model, 'Exley Works'. The single, metal-shaded light illuminates the workshop's pillar drill, lathe, work-stained walls and internal trackwork. The fire exit sign looks illuminated and helps the illusion that it's a real railway and not a 1:13.7 scale model.

The hillside to the south of the depot is just the spot to while away an hour or so, "as long as the wind ain't blowing towards you!". Builder Colin Smith reminds us not to forget the ABC, Tizer and a packet of Spangles.





This OBA wagon shows how effective subtle weathering can be. Posed on David Segar's model of Edinburgh Waverly, it shows that you don't always need to show off with express trains – humble rolling stock can be just as eye-catching.

Phil Waterfield (Ficksbergliion) posted this scene from his 'Malham' layout (BRM September 2017) of Oxford's new J27 0-6-0 on a mineral working about to cross his riverside scene. The layout is as good as it looks with wide scenery and an appropriately muted hand-painted backscene.



RMweb user 'PjKing1' takes us to his O gauge 'Edge Hill' scene with an atmospheric study of British Type 2, D5578. The viewing angle takes us down to the level of a young spotter's eyes and his realistic weathering leaves no traces that we're looking at a model.



Visit www.bit.ly/39Xtsk3 and post your modelling photographs for a chance to win!

With the use of photographic editing software and good models, sometimes it becomes difficult to discern where model ends, and photograph begins. This photograph of 'Charlestown Kiln' shows a backdrop, sky and exhaust from a real photograph of Caledonian Railway No. 828 during a visit to Bo'ness. Everything else is model.



Alexander Warren's model, 'Yelverton' based on the Plymouth to Tavistock line is a treat for its realism. Closer examination of this image of an auto train set around 1962 with GWR 'Pannier' 6400 reveals a multitude of weeds around the platform and tracks.



Mark Purle's garden scene with 3D-printed figures is a small, yet superbly-detailed cameo. From the crazy-paving path to flowers, climbers and rusty water barrel, there's plenty to keep the eye trained, though it seems a rest is needed after cutting the lawn.



Though 37029 steals the limelight on Rob Owst's 'Peafore Yard' scrap yard scene, it's the collection of scale model metal detritus that caught our attention. Most track detail is obscured by a thick convincing layer of debris and muck, the accumulation of which would require years.

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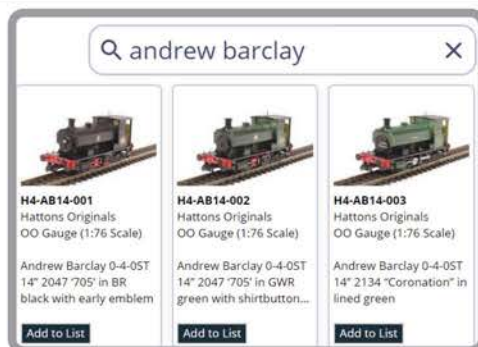


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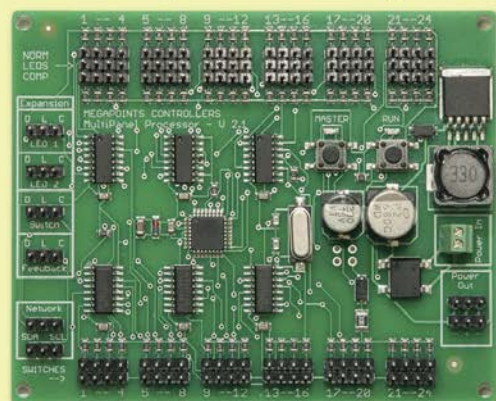
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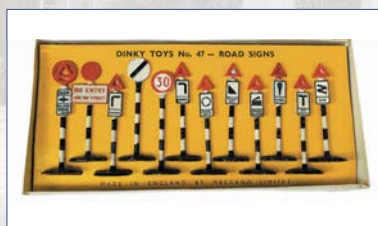
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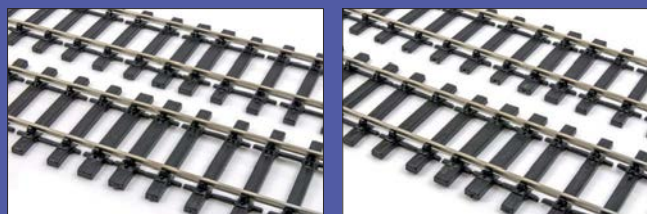
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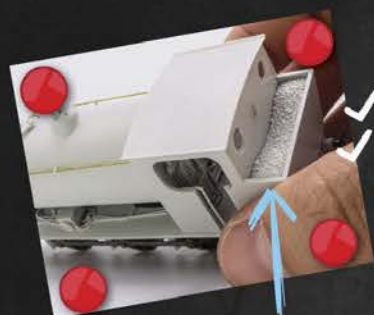
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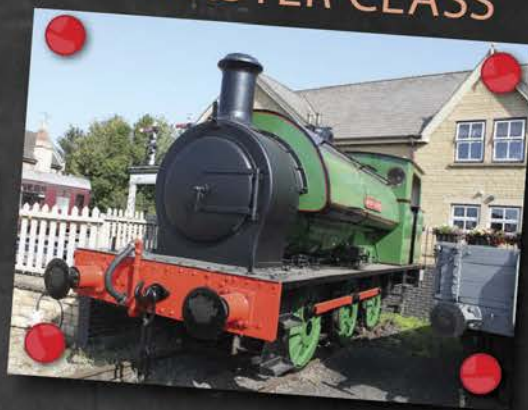


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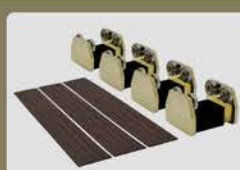


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Class 56077 Original Railfreight Livery
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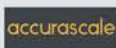
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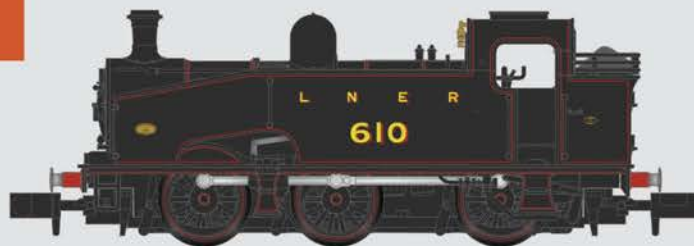
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Sold in packs containing 10 replacement traction tyres, these rubber bands are manufactured as an aftermarket replacement for Hornby X8030 (M1144) types, fitted to many of its older models. The original tyres naturally degrade over time, drying out, cracking and splitting, creating a loss of traction on some models. A useful pack to keep spare for modellers running older models of diesel locomotives.

Price: PS145: £8.99

W: www.petersspares.com

DCC CONCEPTS (DCP-CB1DiP) COBALT IP DIGITAL POINT MOTOR

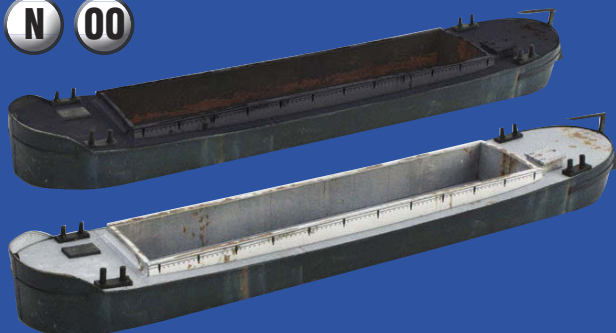
Returning to stock with the manufacturer and its network of distributors is this 'all-in-one' slow-action point motor with integrated decoder and internal switching. Use the internal switches to change the polarity of point frogs, or interact with other layout accessories or functionalities, from signals to further points and more. All inputs and output are push-fit for ease of installation.

Price: £26.95

W: www.dccconcepts.com



N 00



SCALESCENES (TO90E) STEEL BARGES

ScaleScenes is offering modellers the opportunity to purchase its steel barge kit independently of its popular (LY02) Canal Wharf Boxfile Diorama. The separate kit includes a choice of two deck and hold colours, to assemble two variants. The models offer space to hold minerals, scrap, or general goods, and feature realistic rust and weathering. Kits are downloaded from its website and can be printed to your scale of choice at home, prior to assembly. Illustrated instructions are included.

Price: £2.99

W: www.scalescenes.com

00



HELJAN (3462) CLASS 33 D6508 EASTLEIGH

Heljan's new Class 33 Bo-Bo locomotive for 00 gauge was reviewed in our August 2021 issue, but another flurry of liveries has arrived with stockists. D6508 Eastleigh represents a heritage repaint applied to the prototype, while carrying its TOPS number (33) 008 to cab fronts. Small alterations to the tooling suite has permitted the manufacturer to represent later locomotives that were fitted with high intensity headlights in a variety of liveries as commonly seen in-use from the late-1980s to the present day.

Price: £159.00

W: www.heljan.dk

IWATA TAKUMI SIDE-FEED AIRBRUSH

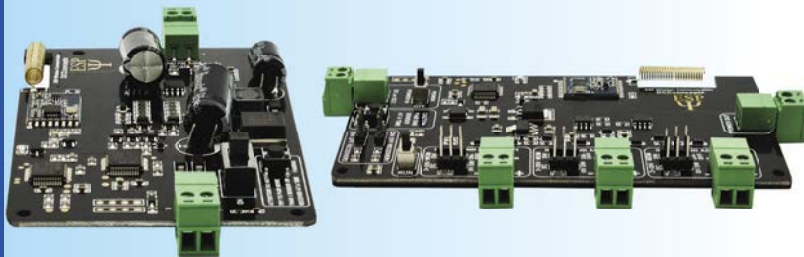


Iwata's Takumi Eclipse Side Feed airbrush is a replacement to its discontinued Eclipse SBS, and is now available in the UK via The Airbrush Company. It has the versatile spray attributes of the manufacturer's Eclipse Series airbrushes, with a compact body style for improved control and balance. A new gravity-assisted side-feed cup improves paint flow, while the two-piece 0.24oz / 7ml cup design disassembles for easy cleaning and a siphon-cut lid helps reduce paint build-up.

Price: £229.00

W: www.airbrushes.com

DCC CONCEPTS ESP (DCC-ESP.SET) STARTER SET



DCC Concepts' latest product – ESP, removes communication wires entirely, replacing them with wireless communications. Having released its Alpha range of products, which convert analogue devices to a digital interface and rationalise wiring in the process, DCC Concepts has designed a transmitter and receiver. When paired, the devices communicate wirelessly to transmit signals that would ordinarily require cables – between a control panel switch and a point motor, or between a signal position and a control panel LED, for instance. Read our full review on page 118.

Price: £79.95

W: www.dccconcepts.com

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OO N LEAMINGTON AND WARWICK MRS MYTON WAGON EXCLUSIVE



During lockdown, the L&WMRS N gauge group supported the fundraising efforts of a member, in memory of his wife. Launched at The International N Gauge Show at the Warwickshire Event Centre, Leamington and Warwick Model Railway Society (L&WMRS) has exclusively commissioned wagons in N and OO gauges from Dapol in support of its local Warwick-based Myton Hospices. Enquiries and ordering should be sent to the below email address.

Price: N: £14.00, OO: £16.00

E: myton-wagon@lwms.co.uk

HO BUSCH (3742) NATUR PUR DECIDUOUS TREE

OO



Measuring 150mm in height, with realistic leaves applied over a plastic branch armature, this tree is part of a new handmade range from German manufacturer, Busch. From the manufacturer's range, colours are available for spring and summer seasons, and are a close colour match for its standard trees. For a more cost-effective solution to modelling a wood, the manufacturer recommends placing its Natur Pur deciduous trees around the perimeter, and using its standard deciduous trees behind.

Price: £26.99

W: www.goldenvalleyhobbies.com

SCALE MODEL SCENERY (LX433-OO) CHESTNUT PALING FENCING

OO



Laser-cut from 0.8mm thick sheets, this low-cost traditional wooden fence was often used around allotments, or gardens and is made from willow or similar sticks and branches, held together with twisted wire. A single pack contains five lengths of fencing for a total length of 650mm. Supplied in natural brown laser-board finish, it can be painted and weathered using acrylic paints applied with a brush, spray can or airbrush.

Price: £5.99

W: www.scalemodelscenery.co.uk



MODEL RAILWAY PROJECTS MANUAL

Filled with wiring diagrams for all common scenarios likely to be faced by the railway modeller, this self-published book from Brimal Components contains more than 50 electrical or electronic projects. From wiring points to building an automatic reversing loop, a fiddle yard with occupancy detector, or a carriage counter, all are explained with colour-coded diagrams and photography.

Price: £18.50

W: www.bclstore.co.uk

H&A MODELS BEARING CUTTING TOOL

OO



Designed and manufactured exclusively for the model railway kit retailer, this axlebox bearing cutting tool is ideal when replacing wheel bearings in 4mm:1ft scale wagons and coaches. Using improvements on the original design dating from 2012, it can be used to open out bearings, adjust bearing holes for wider track gauges such as EM or P4 or remove small defects from existing bearings on rolling stock.

Price: £14.95

W: www.hamodels.net

THE HOUSE THAT PETE BUILT SMALL LINESIDE HUT

OO



This new manufacturer of model architecture produces kits using photo-realistic textures, pre-printed on paper and card to be assembled with a card or multi-purpose adhesive. This low-relief industrial building features a worn flat roof effect, grimy lintels and brickwork right and multi-layered window framing. Kits are printed on 600gsm card, acetate sheet and premium paper. See more kits like this on the manufacturer's website.

Price: £7.80

W: www.thehousethatpetebuilt.co.uk

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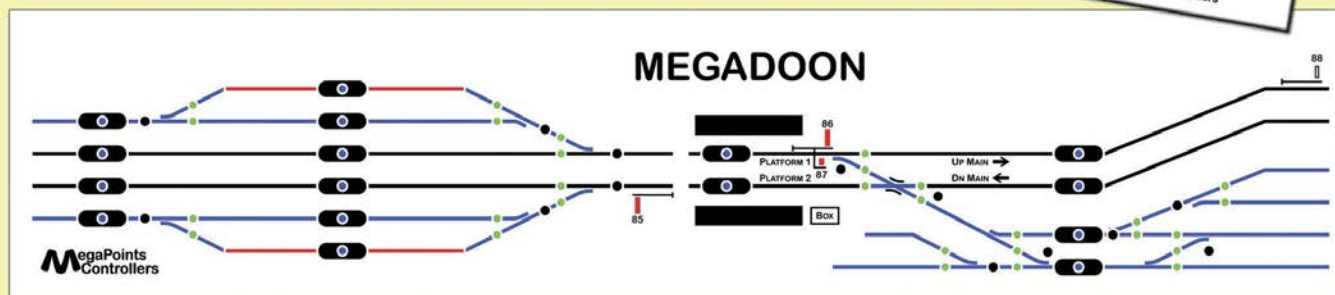
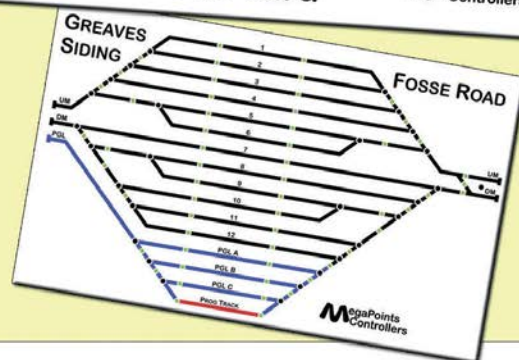
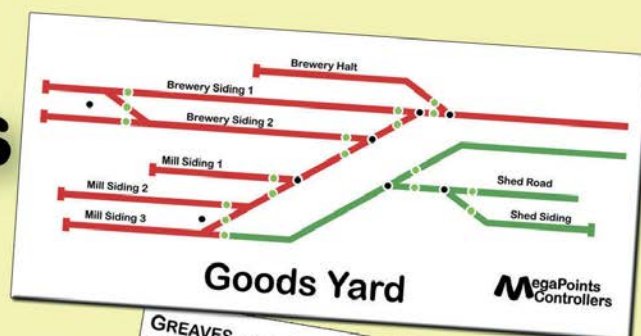
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Web & details: megapointscontrollers.com

Rev: 09-19

BACHMANN CLASS 47

Words & photography: Andy York



A surprise announcement was sprung in Bachmann's autumn announcements with an all-new Class 47. This is probably its largest locomotive project to date, as a million-pound project to cater for all of the tooling variations that are necessary to be able to represent virtually any individual Class 47 throughout their long working lives. Everything is new, from the research to the internals of the model as well as the body details and variations, which is where it excels. It sends a clear message from Bachmann that it is pushing advancements in products as much as any of the newer manufacturers competing with modern traction.

Starting from the inside, the chassis block is new with space created for circuitry for the lighting and sound provision. Our review model is of the DCC-ready version,

which is sound-ready with two speakers pre-fitted and a PluX22 decoder socket. Within the chassis block is a five-pole, twin shaft motor with two flywheels providing drive to both bogies and all axles.

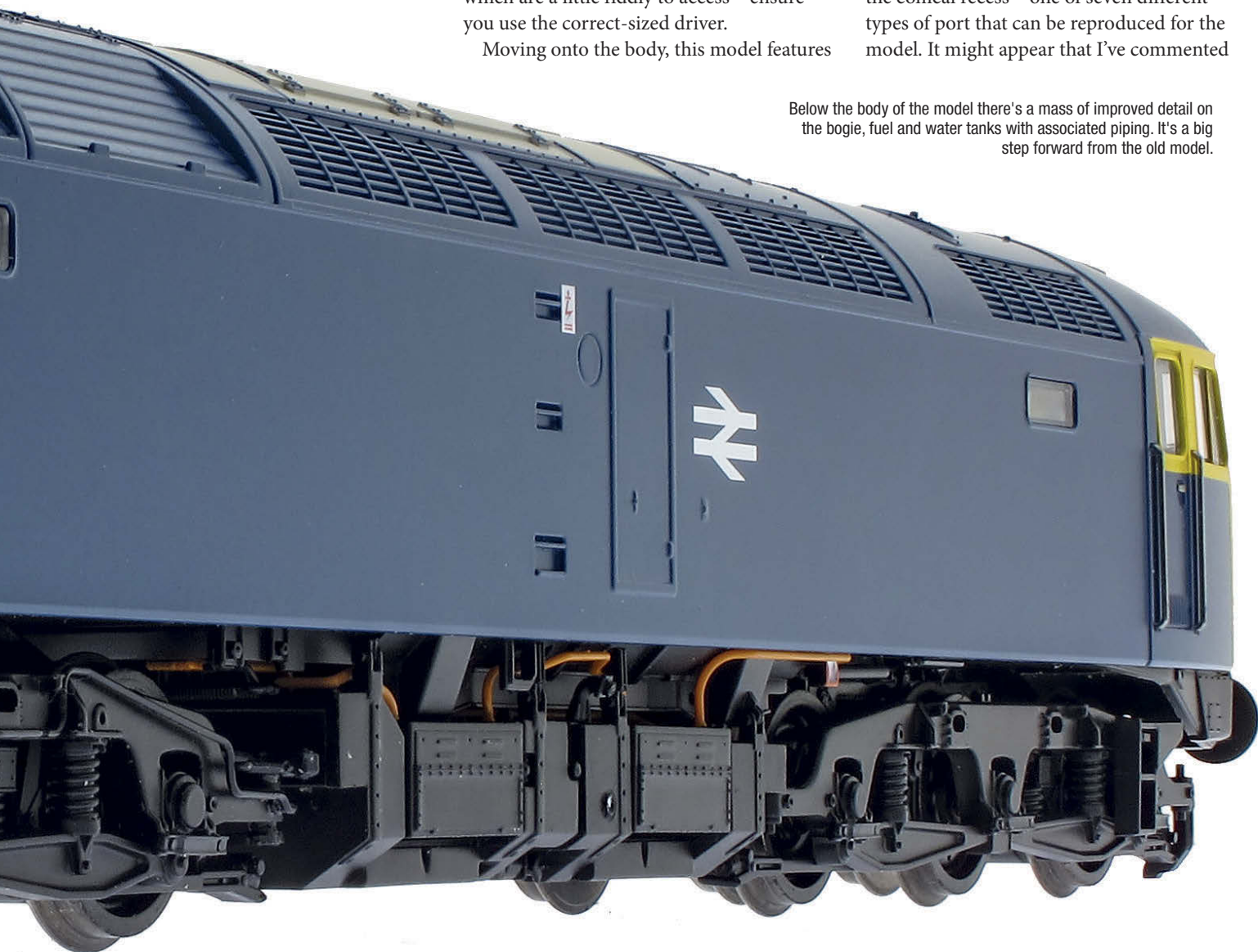
There are recesses in the chassis block, with representations of internal equipment that are visible through the bodyside windows, each of which is lit by a small LED on the underside of the circuit board. The central portion of the underframe accommodates the battery boxes, fuel and water tanks of which there are five different variations plus details, with our review sample featuring the 1,200-gallon water tanks of this 47/0 variant. The bogie frames are far more detailed than its predecessor with remarkable depth and conduit detail backed up with new characteristic four-holed disc wheels. The body is removed from the chassis by means of six screws, which are a little fiddly to access – ensure you use the correct-sized driver.

Moving onto the body, this model features

the original cab style of a Brush-built locomotive with the single bracket cover at the top of the bufferbeam, and a four-character headcode panel with domino blinds suiting later 1970s styles when it was allocated to Bescot depot. The etched windscreen wipers are of the later single-arm style. Inside the cabs, excellent detail can be seen, including rear-panel details that are visible with the cab lights on.

The No. 1 end of the roof features Serck radiator grilles – some aficionados may want to see the louvres open under power, but this would spoil the scale finesse. Above those louvres are the etched brass twin radiator fans, which are remarkably fine. Under close scrutiny, these are a two-stage etch to give the interwoven mesh effect. Moving along the roof, this model has ribbed exhaust panels and an original Mk. 3 Spanner boiler port with fine mesh at the base of the conical recess – one of seven different types of port that can be reproduced for the model. It might appear that I've commented

Below the body of the model there's a mass of improved detail on the bogie, fuel and water tanks with associated piping. It's a big step forward from the old model.



upon specific details for this model but the potential permutations of the features are near-infinite from the following menu:

- Headcode panel arrangements from as-built to current day
- Radiator grilles
- Roof exhaust cover
- Steam-heat boiler ports/blanks
- Cab roof vents
- Cab-mounted aerial
- Windscreen wipers
- Cab door kickplates
- Headlights, both Scottish 'Car' and high-intensity versions
- ETH equipment
- Multi-operation jumper sockets
- TDM jumpers
- Class 47/7 multiple working jumpers and cooling pipes
- Fuel and water tank arrangements
- Water tank fillers
- Buffers
- Bogie-mounted cab steps – speedo drives

The comprehensive instruction booklet shows where details can be fitted to bufferbeam and bogies. The included pack will provide the parts appropriate to the version purchased and it's worth spending time upon, particularly if you can remove the tension-lock coupling from at least one end of the model.

Although the chassis block has had some of its previous bulk removed, the model weighs 597g, some 66g heavier than its comparative predecessor. With all-wheel drive, this translates into excellent performance, capably handling a rake of twenty Mk. 1 coaches on test without difficulty. Out of the box, running was smooth and quiet.

The first models to be released range from the two-tone green with small yellow warning panels as first delivered, Rail Blue, InterCity 'Swallow' livery, and the Railfreight era catered for with a Construction livery and the celebrity 'Tinsley Traction Depot' in Distribution colours. Undoubtedly, there will be many more to come over the years but it's a solid starting range to cover the type's most popular years.

Options

Beyond the DCC-ready model reviewed, each of the five liveries are available as sound-fitted models with an ESU Loksound V5 DCC sound decoder which, as with many Bachmann models, gives basic running sounds, even on analogue control.

In a big step forward, there is also a Deluxe version of each model at a small premium over the sound-fitted model. The most visible difference when you've gone 'all-in' is the innovative windscreen tinting. A very distinctive feature of the Class 47 is the heated windscreen film, which gives an iridescent gold, blue and purple variable tone dependent upon how it catches the light. Bachmann has reproduced this very well. The manufacturer won't tell me how it's been done it, but it's a feature I've tried to reproduce, unsuccessfully, on a couple of occasions. Turn the model around in your hands and you can see the colours change – it's a remarkable feature.

The Deluxe model includes rotating radiator fans driven by an independent motor and gearbox so that performance isn't affected by being linked to the main

The cab backhead features much additional and printed detail and is easily removed for fitting crew.



drive and giving controllability under DCC. The fans will operate at random intervals in addition to when the locomotive is under higher power on pulling away or accelerating hard, with the option of the user cutting the fans in and out at will. When the fans operate, the fan sound is evident above the engine noise from the twin speakers. You don't have to miss out on this feature if you are an analogue user either, as the fans will operate at random with the associated sounds due to the circuitry included in the model.

Conclusion

This is a huge statement from Bachmann, a massive investment and a labour of love that signposts how the future might look for many models, either new or updated and it really is quite exceptional.



The iridescent windscreens of the Deluxe is a striking feature.

datafile

BASICS

Manufacturer: Bachmann Branchline**Catalogue Refs:**

(35-410) Class 47/0 D1565 BR two-tone green (small yellow panels)

(35-411) Class 47/0 47012 BR blue

(35-413) Class 47/4 47828 BR InterCity (Swallow)

(35-418) Class 47/0 47004 BR Railfreight Construction Sector

(35-419) Class 47/3 47375 *Tinsley Traction Depot* BR RF Distribution European**RRP:** £239.95 DCC-Ready, £339.95 sound-fitted, Deluxe £369.95**Gauge/scale:** 16.5mm gauge, 1:76 scale OO**Era:** 5 to 8**Company/Operator:** LNER and BR(E)**Weight:** 597g**Chassis and Body:** Plastic chassis and body, die-cast running plate and weights**Minimum curve radius:** 438mm (R2)**Wheel Profile:** RP25**Couplings:** NEM-mounted tension-locks**Accessories:** Cosmetic screw-link couplings, brake pipes, cab steps and doors

Old vs New

The new model definitely captures the face of the Class 47 better than its predecessor and doesn't have the pronounced rivets on the windscreen surrounds. The height and profile of the lip beneath the windscreen is better and the detailing at the bottom of the cab front and around the bufferbeam is superior with the lamp brackets mounted onto the tops of the buffer surrounds rather than on the top of the bufferbeam. Yes, it's better but I doubt many would wish to consign their previous Bachmann 47s to the back road of a shed as they are still comfortable bedfellows – one's just 15 years better in quality.



Prototype

A meaningful history of the ubiquitous and long-lived 47 can't be achieved in a few paragraphs. 512 Brush Type 4s, as they were colloquially known at the time, were built by Brush and BR at Crewe Works, and through the years have seen various classifications, differences and adaptations from introduction in 1962 through to the present day and preservation. The most pertinent thing to address, perhaps, is a brief explanation of the different sub-classes.

- 47/0 - (numbered 47001 – 47299 post TOPS) – built with steam-heating; some boilers later removed for freight working.
- 47/3 - (numbered within 47300 - 47399) – built with no heating or isolated later.
- 47/4 – (numbered within 47401 - 47976) D1500-D1520 and many later-built locomotives built with electric train heating only.
- 47/6 - (numbered 47601 and 47671 - 47677) 47601 was fitted with Class 56 engine as a testbed; others were uprated ETH for Scottish services – later reverted to Classes 47/4 and 47/7
- 47/7 – (47701 – 47717) Converted from 47/4 to work push-pull Scottish services, (47721 - 47793) fitted with long range tanks and additional communication equipment for Royal Mail services, (47798 & 47799) dedicated Royal Train locomotives with long-range tanks.
- 47/9 – (47901) 47601 was renumbered to this when fitted with Class 58 engine as a testbed.

Considering the lengths Bachmann has gone to tool detail variations, it's imperative that the modeller checks against dated photographs for detail differences before renumbering!

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

On test: Hornby 'Dublo' Duchess

Watch Hornby's new 'Dublo' limited-edition die-cast 4-6-2 'Duchess' run around 'Little Bytham'.

WATCH THE VIDEOS HERE

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



PLAY

HORNBY DUBLO 'DUCHESS'

Words & photography: Tony Wright



For those of us of a certain age (post-War 'baby boomers'), the name Hornby Dublo is synonymous with the very 'best' train sets of the 1950s. The system was more expensive than its Tri-ang (plastic) competitors, far more accurate than its Trix equivalent and far more reliable than the costly Graham Farish locomotives of the time. It was generally all-metal and three-rail. In a way, it denoted the pocket depth of the parents buying it. My oldest friend – whose father was a test pilot – had it and I – my dad was a teacher – had Tri-ang, which rather proves the point. The irony was that the three-rail system was doomed to eventual extinction, and Hornby Dublo adopted two-rail too late. However, the brand name still has a great affection for it, and, as part of the celebrations for Hornby's 100th anniversary, it's reappeared in this latest offering from the long-lived firm.

The original BR green Hornby Dublo 'Princess Coronation', 46232 *Duchess of Montrose* was made in tens of thousands during the '50s – why didn't Meccano offer different names until it was too late? Apart from the livery and the class, there is only one similarity between that 46232 and this

brand new iteration – the locomotive body is die-cast metal!

The Stanier 'Princess Coronation'/'Duchess'/'Semi'/'Big-Un' was one of the finest 8P express passenger steam locomotives ever to run in this country. Apart from the P2s and the rebuilt W1, they were the largest and most-powerful, and are rightly celebrated. *City of Leicester* itself was built at Crewe in the spring of 1944, in non-streamlined form with curved front framing, though it was coupled to a streamlined tender. It retained this tender throughout its life, though any streamlining the tender might have had was removed before the end of the War. It was painted in LMS black, then BR black and finally BR green. After yeoman service on the WCML, operating from the sheds of Camden, Crewe North, Carlisle Upperby and Carlisle Kingmoor, it went for scrap in the summer of 1963.

Hornby has chosen to represent the locomotive from around 1951, when it received BR green, until about 1957, when the second BR device would have been applied. Without elaborating any further at this point, it is a magnificent model! On checking against the drawings at my

disposal, it is absolutely spot-on and fully captures the impressive appearance of this Brobdingnagian class. The locomotive body is die-cast metal, with plastic smoke deflectors and plastic detailing. The casting is very crisp, with none of the innate 'lumpiness' of its much older progenitor. The tender is plastic and is a very fine model in its own right, complete with 'flame-cut' ends to the sides, a single ladder at the rear, two water filler points, no rear steps and a representation of the coal pusher on the rear bulkhead – all features of ex-streamlined tenders. It looks like the mechanism is the same as the 'ordinary' Hornby 'Duchess', with a powerful and very smooth five-pole motor. The characteristic-looking driving wheels are excellent, with a prototypical curve to the inner rim of the tyres that are true round and have consistent-enough back-to-backs to pass regally through Peco pointwork and hand-built crossings. Indeed, all wheelsets are ideal for all 'scale' OO gauge track. The bogie wheels have the correct nine-spokes. The valve gear is very fine and well-executed, though there is almost no 'lean' to the return crank on the nearside, resulting in very little movement



datafile

BASICS

Manufacturer: Hornby
Catalogue refs: (R3918) 46252 *City of Leicester*
RRP: £264.99
Gauge/scale: 4mm:1ft / 1:76 scale / OO
Era: 4
Company/Operator: BR/LMR
Weight: 725g
Body: Die-cast metal with plastic tender
Minimum Curve Radius: Second radius
Wheel Profile: RP25
Couplings: NEM-mounted tension-lock

to the expansion link. The 'lean' – forward, as it should be – to the crank on the offside is perfect, and the whole lot is beautiful to watch in motion. The pony truck wheels at the rear are flangeless, the truck being rigid, though flanged wheels are provided for those with very-generous curves.

Along with the flanged wheels, there are also detail fittings for the purchaser to add – front coupling (scale or tension-lock), AWS bang plate, vacuum standpipe, front steps and brake rigging for both locomotive and tender. The general detail is excellent, with the likes of the cab cinder-guards present and sliding shutters to the roof ventilator.

The provision for DCC-fitting is in the tender – the body comes off with ease, and the locomotive and tender are coupled together by a two-position drawbar, however, the shorter option can't be employed because the far end of the drawbar fouls the plug and socket! Full cab detail is present, and buffers are nicely sprung – the front oval ones correctly can't rotate, unlike on other models.

The livery application is generally very good, with very crisp lining, numbering and lettering. I remain ambivalent about Hornby's rendition of BR green, however. It doesn't seem to have that deep 'richness' so characteristic of Brunswick green (though the colour image on the box lid looks right), and it's certainly a different hue to any model paints I've used. Varnishing might bring the colour out, and slight weathering might also help. Don't forget, though, that limited-edition models like this will appeal to collectors, and even adding the fittings might detract from its resale value. Since collecting has no appeal to me, I might well conduct 'improvements' to this wonderful model – certainly the likes of the provision of etched nameplates instead of

the printed-on ones supplied, and nearer scale bogie wheels, as well as alterations to the body colour. Most, of course, perhaps quite rightly, will just leave it as it is in all its excellence!

I've left the best to last, and that's this locomotive's performance. You'll see on the digital edition video how immensely powerful this locomotive is, as it just toys with some 25 heavy, kit-built metal carriages on 'Little Bytham'. The limiting factors are not the locomotive's ability to haul even heavier rakes, but the lightness of its tender, which starts to bounce under such loads, and the stability of the train itself, where Newtonian physics want it to topple inwards on the tighter curves.

In conclusion – a fitting tribute to a much-loved brand, and a splendid new locomotive to grace any OO gauge layout; or, exist in a glass case, though this rather defeats its powerful potential. I thoroughly recommend it and congratulate Hornby on such an inspired move. I believe the 500 limited-edition run has already sold out. Even the model's marvellous packaging is redolent of the earlier time, though, being two-rail, shouldn't the box have red and white stripes instead of blue and white? It also represents rather good value for money, especially with reference to its pedigree.



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

First Look: Class 47

Andy York speaks with Bachmann Designer, Steve Purves, and Marketing Manager, Richard Proudman, about this forthcoming new model release.

WATCH THE VIDEOS HERE

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



PLAY

HORNBY MK.1 BCK

Words & photography: Tony Wright

The BR Mk.1 carriage, first introduced in 1951, must be classed as one of the most successful designs ever, some still seeing service well into the 21st century, with many still used on railtours. It's been popular in model form as well, especially in mainstream OO gauge RTR. We've had the Tri-ang and Hornby Dublo 'shorties', Trix's correct length but odd scale examples, various Mainline/Palitoy manifestations, Hornby's correct length ones and eventually Bachmann's. With regard to the last-mentioned, these have been without a doubt the best up to then, and now we have Hornby's latest manifestations – the firm's best by far.

Two Brake Corridor Composites have been sent for review – one in maroon and one in blue/grey.

The BCKs were common in trains, often representing part of a portion of longer rakes to a different destination (constituting the 1st Class accommodation) or, having been separated from a longer train, as a complete train in its own right, running along to a branch terminus, for instance.

The maroon example (E21106) formed part of Lot 105, built to Dia. 171 by Metro-Cammell in the spring of 1956. It probably represents the car after its first repaint from carmine/cream, around 1960 – still brush-painted, hence the black ends. The blue grey example (W21178) formed part of Lot 424, built to Dia. 172 by Charles Roberts at the beginning of 1959. It probably represents the car after its first repaint from maroon or chocolate/cream, usually from the mid-'60s onward. The difference between the two diagrams was that the later one had four-aside

seating in the 2nd Class rather than the three-aside before, with no armrests. Astonishingly, Hornby has represented the differences!

On checking with the drawings in my collection, these cars are very near dead-right in all dimensions. With regard to details such as roof/end conduits and end grabrails, these are moulded-on, not separate items, which the Bachmann contemporaries display. That said, at normal viewing distances, they're entirely convincing. More convincing than their contemporaries are the roof-plate divisions. Though they're still represented as ribs (which they weren't), they're not as prominent as others and should disappear under weathering.

Underframe detail is very well-represented and the bogies are beautiful runners. In the past, I've always changed RTR wheelsets



because they were frequently poor – not so now, and these current Hornby wheels ride perfectly through a mix of handmade and Peco trackwork. Couplings are standard tension-locks in NEM pockets, fixed directly to the bogies, with no provision for extending on curves. My prejudice against these ‘industry standard’ couplings will mean their removal immediately after I complete this review! Indeed, I’ve already fitted the dummy buckeye provided to the brake end of the maroon example. The flush-glazing is exemplary, though I’m not sure that the guard’s door on the non-corridor side should have internal bars; how would he have opened the window? Toilet windows are blank white, which was less common than frosted glass.

The general livery-application is excellent, with no signs of ‘bleed’ between colours on

the blue/grey example. One incorrect detail on the blue/grey version is the end steps, which would have been removed prior to a repainting into the corporate livery, as overhead electrification advanced through the 1960s, and safety became essential.

All-in-all, very fine additions to complement the existing Hornby range of BR Mk. 1 cars; to complement other manufacturers’ ranges, too – I certainly use them in tandem. They represent excellent value for money and will see service on many layouts, including mine. Just a touch of detailing is needed – flexible gangway connectors, and end board and train heating/vacuum brake pipes, plus a change of coupling and some weathering and they’ll be ideal ‘layout coaches’, which I hope to show in the coming months.

datafile

BASICS

Manufacturer: Hornby Hobbies

Catalogue Refs: (R40022) E21106 in BR maroon, (R40023) W21178 in BR blue/grey

Price: £38.49

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

Era: 3 to 5

Company/Operator: BR

Weight: 175g

Chassis and Body: Injection-moulded plastic

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25



LOCOMOTION MODELS

'IMPROVED PRECEDENT'

Words & photography: Andy York



Locomotion Models, in partnership with Rails of Sheffield (which is a corporate partner of the National Railway Museum) commissioned Bachmann to produce an exclusive model of Webb's L&NWR 'Improved Precedent'. Our review model is the Locomotion Models version of *Hardwicke* as preserved in the National Collection at York, sporting a L&NWR lined-black livery with white cab roof. Rails' models are of other class members and liveries but it's the collective partnership that ensures that production of the project is viable without placing the whole onus and risk of investment upon the museum as a public body.

Prototype Information

Technological improvements prompted the CME F.W. Webb to replace 96 of the 'Newtons' and 'Precedents' with locomotives

featuring thicker frames and 150 PSI boilers. These emerged between 1887 and 1901 and became known as 'Improved Precedents'. Though new, an accountancy contrivance meant they were considered 'renewals' and kept the names and numbers of the locomotives they replaced.

Gaining the nickname 'Jumbos' or 'Big/Large Jumbos' because of their performance, withdrawals of the 'Improved Precedents' started in 1905 with the London, Midland and Scottish Railway inheriting 76 at the 1923 grouping. The last was withdrawn in 1934, so didn't see service into nationalisation.

No. 790 *Hardwicke* was the only example to be preserved in 1931, with its fame coming from the 'Races to the North' in 1895. It ran between Crewe and Carlisle at an average of 67¼ mph, a record that stood for 40 years, assuring *Hardwicke* a place in

British railway history. Another member of the Class, No. 955 *Charles Dickens*, clocked up over two million miles – a very impressive number! After its appearance in the Shildon 150 cavalcade, *Hardwicke* was overhauled in 1976 and hauled excursion trains on the main line, on one of which it double-headed with *Flying Scotsman*. In the same year, it made a special run on the Settle – Carlisle railway, double heading with Midland Compound 1000, to celebrate the line's centenary. Modellers' licence can be exercised to run the model in a wider context than may originally be thought.

The model

As supplied, *Hardwicke* is in a pleasing satin-finish to the Blackberry surfaces, has precise and well-defined lining and superb etched plates for the user to fit over the printed versions. Polished steel handrails give a quality feel to the product. Some have questioned the white cab roof, but that's how it is as currently preserved in the NRM and would be an easy fix for anyone with a pre-grouping layout. A small detail noted, and one that I haven't seen before on any model is the hook hangers underneath the cab roof for storing weather sheeting.

The model incorporates a die-cast body and chassis with a set of optional traction

tyre-fitted driving wheels for increased haulage capacity – crankpin tools and spare traction tyres are to be available via Bachmann stockists. The model feels well-balanced and on test, it astonished me by pulling 18 Mk. 1 coaches without too much slip with the tyre wheels. After a change to the un-tyred set, performance dropped to six coaches. However, it looks superb with Hornby's generic four and six-wheel coaches in the appropriate livery.

The model features a coreless motor, with power pick-up from both the locomotive and tender wheels and no hesitancy over pointwork, even with the tyre wheels. Mounted inside the tender (which is fixed by two screws) is a 21-pin DCC decoder socket and a 11mm x 15mm 'sugar cube' speaker for those wishing to fit a decoder or sound.

All versions feature an excellent detailed back-head, while there are numerous tooling options enabling the accurate portrayal of specific locomotives during a chosen time period. Two boiler types are modelled, either with or without wash-out plugs, and both cowed Ramsbottom safety valves and Ross pop safety valves have been catered for. The detailing pack includes steam pipes, screw-link couplings and a tender scoop that can

be fitted if layout clearances permit.

There is a good representation of the inside motion, and the front driving wheels can be modelled with either leaf or coil springing as the prototype dictates. Options are also available for plain or fluted coupling rods. Two whistle variants can be seen covering a single whistle on the roof, or two whistles where alarm gear is fitted.

A working fall plate between locomotive and tender is provided, while the locomotive can have either Webb- or Cook-style buffers. Two types of lamp bracket are modelled – LNWR lamp sockets or the LMS-style lamp irons. Buffers aren't sprung, but with the style and finesse of these, it would be impractical and I often argue that they're superfluous unless you are adopting scale couplings, anyway.

Four exclusive edition locomotives are being produced; *Hardwicke* as shown, with Rails offering *Lucknow* in a similar livery, *Novelty* in the gorgeous lined LMS crimson and *Talavera* in unlined LMS black.

This is a stunning little model that really surprised me with its performance and is worth purchasing if you are so inclined before stocks disappear – award-worthy excellence in my book.

datafile

BASICS

Manufacturer: Bachmann Branchline for Rails of Sheffield and Locomotion Models

Catalogue Refs:

(35-160NRM) *Hardwicke* LNWR lined black No. 790

(35-161Z) *Lucknow* LNWR lined black No. 1673

(35-162Z) *Novelty* LMS crimson lake No. 5036

(35-163Z) *Talavera* LMS black No. 5018

RRP: £220.00 DCC ready

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

Era: 2 – preservation

Company/Operator: LNWR/LMS

Weight: 245g

Chassis and Body: Die-cast chassis and body with plastic details.

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

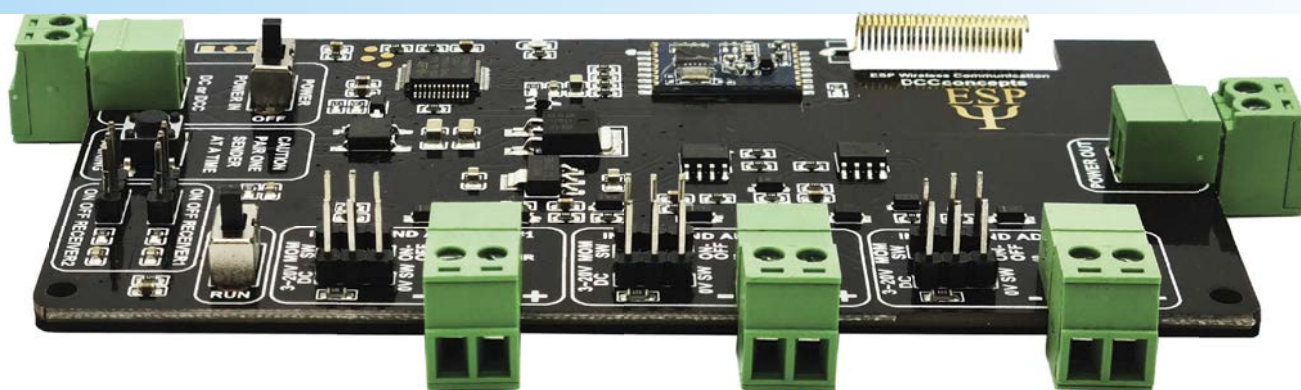
Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, brake pipes and etched plates



DCC CONCEPTS ESP SYSTEM

Words: Howard Smith Photography: DCC Concepts

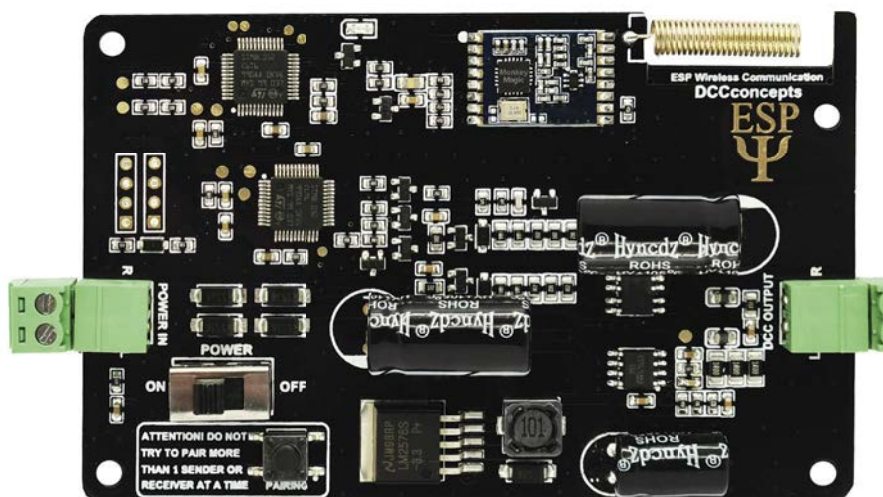


The ESP wireless communication interfaces – above the 'sender' or 'emitter', which would be installed alone or in multiples inside a control panel, below, the receiver unit that connects to layout accessories via the DCC bus wires.

Not to ignore the improvement in our hobby where extra detail and better design of recent models is concerned, it wouldn't be unfair to say that, it's quite slow to innovate new methods of operation. Few significant developments in the control of a layout have occurred over the past decade. The most notable – to mention a few – have been wireless control through smartphones or wireless DCC handsets. DCC Concepts' Cobalt Alpha system also saw the number of under-board layout wires greatly reduced.

Where the latter is concerned, finally, it was possible to rationalise control panel wiring from Spaghetti Junction to just two bus wires, using an encoding and decoding system. I'm sure I'm not alone in thinking that layout wiring isn't the most enjoyable aspect of our hobby – more an unfortunate requirement for rail-powered locomotives.

On larger DC-controller layouts, I've seen under-board wiring that could give a telephone exchange a 'run for its money' for complexity and confusion. Asking many club layout members over the years how the wiring 'works' on their layout has often resulted in a shrugging of the shoulders and, "I've no idea, ask him...". Wiring a layout requires time, introduces weak points where soldered wires or connector reliability is



concerned and can often lead to frustration and confusion if broken.

Promising to reduce layout complexity and wiring, while making control more reliable, DCC Concepts has created a new wireless communication system. Invited to attend its 'launch party' at its impressive Settle headquarters, the manufacturer offered a first glimpse at its latest new line of wireless communication products, to be known as ESP.

Compatible with all current brands of DCC control, new transmitter and receiver units have been designed, which, when paired, communicate wirelessly to transmit

signals that would ordinarily require cables – between a control panel switch and a point motor, or between a signal position and a control panel LED, for instance.

Wireless communication isn't new, so you could ask why has it taken the hobby so long to innovate such a product? The answer most likely lies in the perceived complexity of setup where passwords and IP addresses might be required. But, this system is 'plug-and-play'. Two buttons to pair the transmitter and receiver units, solder-less screw-terminal outputs to your accessories – a switch or point motor, and that's it. No setup, no WiFi router, no laptop running

software, and, importantly, no passwords are required.

I was shown around the new ESP system and its operation. All wires between the layout and control panel were gone. For demonstration purposes, the control panel was being operated using a DC battery, but ESP transmitter units can be connected to the DCC track bus, or any other regulated DC power supply. The receiver unit connects to the bus wires. Flicking a point control switch on the control panel connected to the powered transmitter makes it emit a signal. This signal is received and translated by the receiver into a decoder signal output on the DCC bus wires – in this example, a point motor. To watch a video of the system in operation, download the digital edition of this issue.

An important factor is that ESP is compatible with all brands of DCC, and unlike previous wireless communications, setup is simple and fast. An unlimited

number of transmitters can be connected to the receiver unit, which makes using the system on larger control panels a far more attractive proposition.

Once transmitter and receiver are paired, wireless interference doesn't seem to affect the system either, as proved when in use outside DCC Concepts' showroom, adjacent to a 4G phone mast – it having no impact on reliability. Testing the range of the units, we stepped outside the building with the control panel, leaving the layout inside behind two thick concrete walls – it still worked.

For the first time – if using a battery to power the control panel – it's possible to have a truly mobile control panel setup. If not, only two wires are required. ESP is a quantum leap in model railway control with exceptional usefulness. It simplifies even the largest of model railways and removes almost all of the need for long wires, no matter which brand of DCC or which style of control system is used. Recommended.

datafile

BASICS

Manufacturer: DCC Concepts

Catalogue Refs:

(DCC-ESPS.3) ESP Three-output DCC Transmitter
(DCC-ESPR.1) Wireless DCC Receiver Unit
(DCC-ESP.Set) Starter Set – one three-output DCC Transmitter and one Wireless DCC Receiver Unit
(DCC-ESPS.6) Two three-output DCC Transmitter
(DCC-ESPS.12) Four three-output DCC Transmitter

RRP: (DCC-ESPS.3) £39.95

(DCC-ESPR.1) £49.95

(DCC-ESP.Set) £79.95

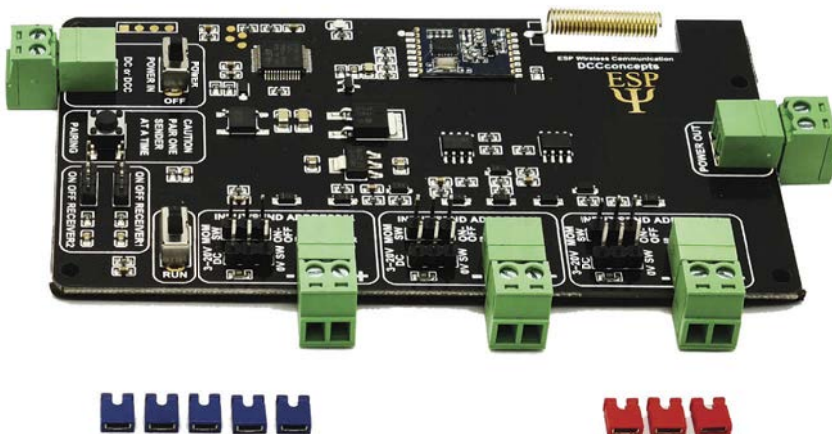
(DCC-ESPS.6) £77.95

(DCC-ESPS.12) £149.95

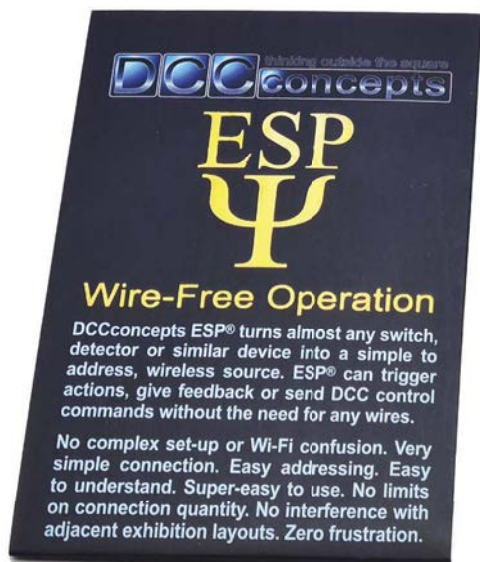
Gauge/scale: Suitable for all

LEFT: the receiver unit which is inserted into your DCC bus wires. It receives signals from the 'sender' or 'emitter' unit and will translate these as DCC commands.

RIGHT: Packaging is standard DCC Concepts. Available as individual boards, with pre-drilled mount holes, a starter set is also available. Screw terminals make for a fast installation.



A quick-start guide is provided with all units, though setup is fool-proof, even if incorrect connections are made!



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

DCC Concepts ESP wireless system explained

Richard Brighton of DCC Concepts shows Howard Smith how the manufacturer's new wireless accessory control system operates.

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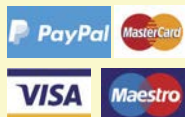
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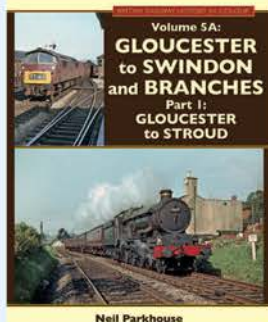
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Vol. 5A: GLOUCESTER to SWINDON and BRANCHES

Part 1: GLOUCESTER to STROUD Neil Parkhouse

The broad gauge line from Swindon to Gloucester opened in June 1845, with the GWR finally opening their own station on the line through the city to South Wales in September 1851. The city's status as a major railway centre had begun. The GWR station became Gloucester Central under British Railways and the first section of this volume covers it in detail, the infrastructure and the varied traffic on view on a daily basis. We then take an extended tour of Horton Road shed and its facilities, showing many of the locomotives that resided here, along with others that were visiting, before exploring all three sides of the Gloucester triangle. After that we head south to Standish Junction, where the Western lines are illustrated and then followed to Stonehouse and finally Stroud. The journey up the Golden Valley to Kemble (for the branches to Cirencester and Tetbury) and Swindon will follow in Volume 5B. As usual, the period covered is mostly from the late 1950s to the mid 1970s, through the last years of steam on BR(WR), the early green diesel era and then the change to Rail Blue. There is plenty of loco variety here: 'Castles', 'Halls' and 'Granges', '9Fs' and '8Fs', 'Prairies' and pannier tanks, along with 'Westerns', 'Hymekls', 'Peaks' and 'Teddy Bears', but many will remember this route as much for the Gloucester to Chalford autos, usually – but not always – hauled by '14XX' tanks. All of this is illustrated here, in glorious colour. After ending our journey in this half volume at Stroud, we have an appendix with an unusual diversion to study a late 19th century proposal to build a branch line from Stroud to Painswick. There are then two follow ups to previous volumes, to Over Junction and along the Llanthony Docks Branch, and to Eastgate and the Loop Line to Tuffley Junction.

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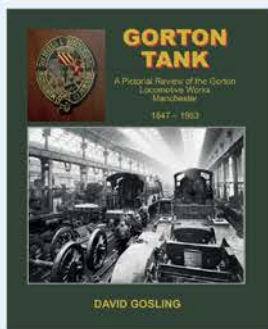
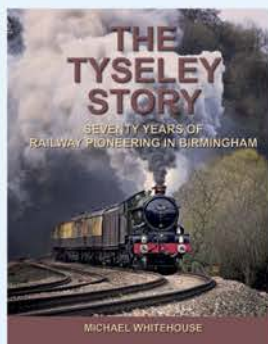
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SEVENTY YEARS OF RAILWAY PIONEERING IN BIRMINGHAM MICHAEL WHITEHOUSE

Birmingham entrepreneurs had a very great deal to do with ensuring that volunteer-run railways of all kinds got off the ground after the WW2. This is their story. There was not an initial well-thought-out strategy to cut teeth on the Talylyn Railway, then establish a GV branch line in Devon, buy the last GW designed express engine and run it on the main line, establish a well-equipped railway workshop in Birmingham and then develop it for commercial heritage use, and to run regular steam express dining car trains, even though all that might sound a logical progression – but that is exactly what happened! Michael Whitehouse has been in the privileged position of being involved on the inside track of privately preserved main line steam ever since it began around 1964 and, through his family, has also experienced at first hand many of the precursor activities originating with the Talylyn Railway, followed by Society Specials on British Railways, the nascent Dart Valley Railway, and the purchase and operation of both GW 'Small Prairie' tank No. 4555 and No. 7029 *Clun Castle*. He has been at the helm of developing the strategies for Tyseley's Vintage Trains for over forty years and, with an expert team of friends, has ensured that express steam trains still operate frequently from Birmingham for the enjoyment of many. The Tyseley Story is told largely through Michael's own first-hand experience, put in context with the wider national picture, and illustrated through a collection of stunning images depicting the development of volunteer-run railways over the past seventy years.

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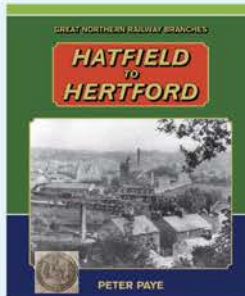
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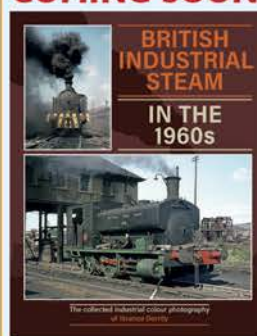
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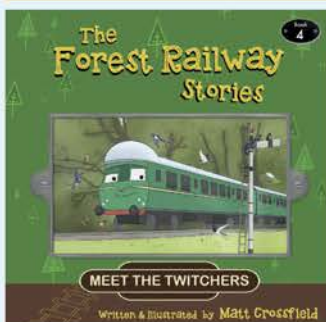
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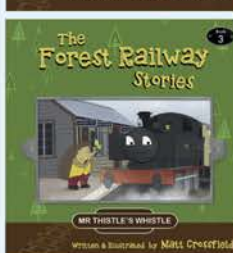
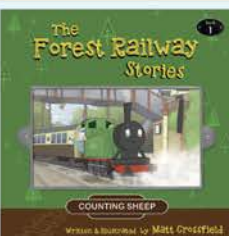
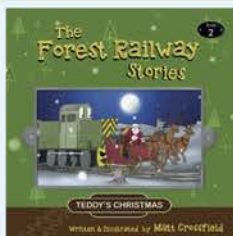
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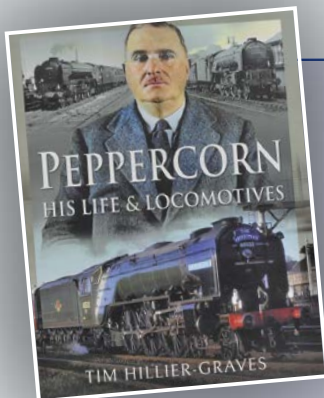
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PEPPERCORN HIS LIFE & LOCOMOTIVES, by Tim Hillier-Graves. Pen and Sword. PRICE: £40.00

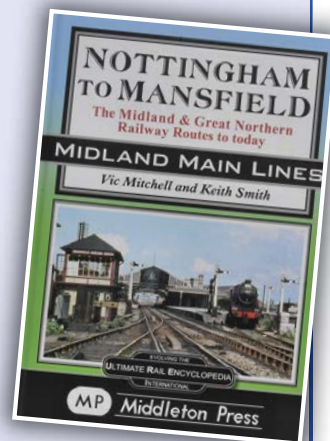
This is the third volume in a series by the author describing the life and works of the three LNER CMEs. It completes the trilogy and complements the other two perfectly. As with the others, it's well-written, well-researched and a ripping read. It's not a book to be easily put down, even as slumber approaches. The sons of clergymen appear to be fascinated by railways in all forms, and Peppercorn was no exception. That said, his elder male siblings followed their father into the ministry, but the younger AHP set his heart on a career in railway engineering. And, as told so well in this excellent book, his career was extremely successful. Throughout the seven chapters, the life and work of Peppercorn is revealed as that of a man of great integrity, modesty, humility and with a care for his fellow man. He rose through the ranks on merit. The work is lavishly-illustrated throughout, with many photographs (almost all B&W), drawings, tables and data. To model-makers everywhere, it's an invaluable resource; and not just for those who follow the LNER and its successors, for there is a very interesting chapter on American practice post-

War, where Peppercorn witnessed the great work of the designers Henry Dreyfus and Olive Dennis – a brilliant female engineer. Like Thompson (and unlike Gresley or Bulleid), Peppercorn was not really a designer; more of a manager and administrator, both of which he did with great skill. As such, the contribution of the likes of Gray, Windle and Spencer is acknowledged in the work, where these skilled men brought the CME's wishes to reality. I can't find a mention of Peppercorn being sent north to 'quell the rebellion' in Scotland when the P2s were being rebuilt into A2/2s. Despite their known faults, the mighty 2-8-2s were known for their worth – as were the A2/2s known for their unworthiness on rebuilding. Though it's suggested that Peppercorn must have been in favour of what Thompson was doing with regard to the Pacifics, why, when 'Pep' took charge, were the A2s and the A1s so different from the Thompson A2s and A1? Apart from the divided drive and independent valve gear, they're really more like Gresley engines. Colonel Rogers' book on Thompson and Peppercorn's locomotives gets a sound roasting, which, I suppose, helps to redress the balance with regard to Thompson. That said, I cannot see how any Thompson Pacific can be likened to 'a ship with a long clipper bow'. In my view, they just didn't look 'right', and it was up to Peppercorn and his team to give us one of the finest 8P locomotives ever to run in this country, in the A1; as is duly acknowledged in this splendid work. The time spent in WWI and the early death of his first wife must have affected AHP greatly, though he later happily remarried. Sadly, this happiness was not to last long, as also was his time in retirement. A heavy smoker, and overweight, plus a dedication to a great cause in times of the greatest stress resulted in his early death. As the book concludes, 'It was his unerring ability to manage a complex organisation, in the most difficult circumstances imaginable that stands the test of time. This he did without thought for his own wellbeing or comfort. He was indeed a man for all seasons and one who deserves to be revered and remembered for all time'. A most-fitting tribute indeed. Entirely recommended.

Other recent books to be considered from Pen and Sword include volumes on Carlisle, the LNWR, the ECR, the Deltics and Baby Deltics and, among others, the locomotives of the S&DJR. My reading specs' are on!

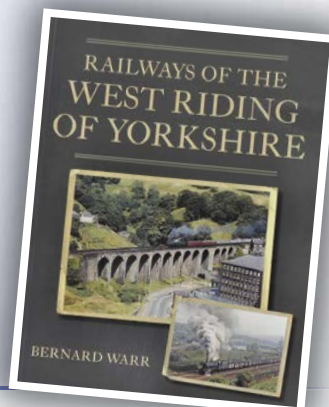
NOTTINGHAM TO MANSFIELD THE MIDLAND & GREAT NORTHERN RAILWAY ROUTES TO TODAY, by Vic Mitchell and Keith Smith. Middleton Press. PRICE: £18.99

Along with a further volume of this 'Ultimate Rail Encyclopedia' on the inland NER route between Alnmouth and Berwick, this is the latest in this enormous series. It's also one of the last to be written (as co-author) by the late Vic Mitchell, who, with Keith Smith, collaborated on over 300 Middleton Press titles. This latest book is a fitting tribute. It follows the usual tried and trusted format of a description of the routes in their geographical settings and an historical background. These are followed by scores of photographs (all well-reproduced), captions, maps, diagrams, plans and reproductions of tickets. Many of the photographs follow the 'then and now' theme, and always show (at least to me) how much has been lost with regard to the railways' infrastructure. That said, it's marvellous to see Mansfield Station in operation again (devoid now of its overall roof). On its closure in 1964, it left Mansfield as the largest settlement in the realm without a railway station. Which is the largest now, I wonder? There is the usual and sentimental sadness at what has been lost, but at least the current passenger services seem to thrive. As always, this latest book in the series will be of great help to modellers – from pre-Grouping times to up-to-date scenes. The only real criticism I have is with regard to the punctuation in its title. It could be read as a description of the Midland & Great Northern Railway routes. The joint system, stretching into East Anglia, never got anywhere near Mansfield or Nottingham. Better to have 'and' instead of the ampersand? As usual, recommended.



RAILWAYS OF THE WEST RIDING OF YORKSHIRE, by Bernard Warr. Crowood Press. PRICE: £16.99

Here we have another posthumously-published volume, this one describing the extremely complex routes in the west of the great County of York. The 10 chapters describe the railways around Leeds, the influence of York, the importance of Doncaster, the railways of Barnsley and the South Yorkshire Coalfield, Sheffield and Rotherham, Airedale and Wharfedale, the Aire and Calder watershed, the Calder Valley and Huddersfield. The volume is well-illustrated throughout in colour and black and white. Most of the steam images are either at the very end of the locomotives' lives or in preservation, with nothing pre-Nationalisation, which rather limits the historical coverage. The most recent images date from the second decade of the present century. All in all, the reproduction is very good, including some delightful hand-drawn maps. I'm sure this work will be of use to modellers, and will complement larger and more thorough volumes describing the same areas. It represents excellent value for money and I recommend it.



BR STEAM LOCOMOTIVES COMPLETE ALLOCATIONS HISTORY 1948-1968, by Hugh Longworth. OPC/Crecy. PRICE: £35.00

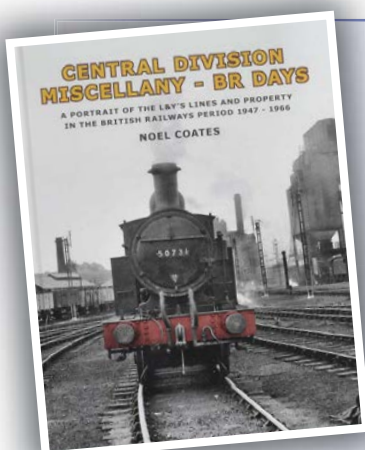
This mammoth offering complements perfectly the pair of equally-hefty tomes on BR's pre-Nationalisation coaching stock, written by the same author. And, what an offering it is. To say it's comprehensive is a vast understatement! It's the second and revised edition of the author's previous works of 2011 and 2014. With regard to the first edition, one reviewer stated that 'It's unlikely that this work will be surpassed in its field', well, it has now, by this incredible edition. Needless to say, this is primarily a work of reference; something to be dipped into whenever accurate information on any locomotive's shed allocation at any time in its BR life is required. As such, it'll be invaluable to any historian, author and, particularly, model-makers. 400 beautifully-printed pages complete the task, all of which show clearly laid out information. Withdrawal dates are also included. Though not entirely necessary in my view, there are a few pictures of locomotives, all of which have reproduced very well. What I find staggering, having been born a few years prior to Nationalisation, and growing up seeing many of the sheds, is the vast number of MPDs catering for the tens of thousands of steam locomotives owned by BR. Societies like the Northern Railfans Club (of which I was a member) would organise Sunday visits to 'do' all the sheds in, say, Manchester. The coach would set off early in the morning and return late at night! Such trips are inconceivable today. In the past, I've used my own Ian Allan 'Locoshed' books from the period, or the many Crecy reprints for checking the allocations of various locomotives I might be building, but now we have the lot, all in one fantastic book. The dates chosen for a shed's code are January 1948, January 1950, January 1954, January 1957, January 1960, January 1963 and January 1966, all changes to the codes being noted. The list for 1966 is minute in comparison with the early years. All in all, a wonderfully-compiled work, and, though I have no way of checking whether or not the information contained in it is correct, I'm prepared to accept its accuracy. For the work involved and the quality of presentation, it's fantastic value for money. Other books from the same publisher sent for consideration this month include an Ian Allan Winter 1964 Combined Volume facsimile and a splendid work describing Swindon Works.



CENTRAL DIVISION MISCELLANY L&Y'S LINES AND PROPERTY IN THE BRITISH RAILWAYS PERIOD 1947-1966, by Noel Coates. The Lancashire & Yorkshire Railway Society. PRICE: £18.00

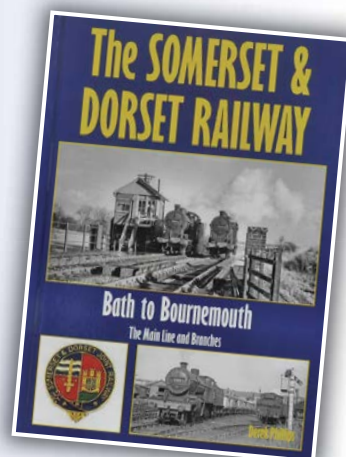
This is the latest volume from the L&Y Society by the same author, and it's another wonderful thing. I must express an interest/preference here because I was a first-hand witness to many of the scenes illustrated; from the sight of L&Y 0-6-0s shuffling around Rhyl during long summer holidays spent in a caravan adjacent to the North Wales Coast main line at Abergele, the same types getting ready for banking duties up to Miles Platting from Manchester Victoria to travelling over the electrified lines to Ormskirk from Liverpool Exchange during my teacher training days. Memories came flooding back. It's mainly pictorial, with accurate, extended captions to the mainly B&W imagery. All the surviving L&Y classes are illustrated, stations are shown, the latest locomotives built at Horwich are pictured (and an L&Y tank being scrapped at the same time), there are images of rolling stock, railtours, shed scenes, aspects of signalling and signal boxes, stationary boilers, preservation views and much more. It's not just ex-L&Y motive power which is shown; later LMS-built and BR-built types feature as well, and there are even a few ex-LNER locomotives to boot (and the 'MN' used in the '48 Exchanges!). I must have seen the Manchester-Bury 'antique' electric sets, but I have no memory of

them. This book shows me why I should have taken greater note! Even a few diesel shunters sneak into view. The standard of reproduction is first class and to say this marvellous work will be of use to modellers is an understatement. It really comes into the 'cannot be put down' category as far as I'm concerned. It's brilliant in fact and truly outstanding value for money. I cannot recommend it highly enough!



THE SOMERSET & DORSET RAILWAY BATH TO BOURNEMOUTH THE MAIN LINE AND BRANCHES, by Derek Phillips. Irwell Press. PRICE: £35.95

Along with the next bookazine on first-generation DMUs, this is the latest offering from the publisher. The two most important joint lines to operate in this country were the S&D and the M&GNR. Sadly, both closed many years ago; the S&D as a through route in 1966 and the M&GNR some seven years prior to that. Their loss is both regretted and now seen as near-sighted. Was the S&D the more interesting? It certainly still has a very strong following, both in the historical sense and among the modelling community. Is this latest book likely to increase that interest? You bet! I have many books on the Somerset & Dorset, and I'm careful in describing this latest one as the 'definitive' work, but I think it is. Throughout its 336 pages, it's lavishly-illustrated, with accurate and informative captions to complement the excellent photography (nearly 600 images), maps and diagrams. As you'd expect, the majority of the photographs date from BR days, though there are some rather nice pre-Grouping and pre-Nationalisation scenes. As is expected of Irwell's work, the standard of reproduction is excellent. More than anything else, I'm reminded of what's been lost forever. This was a mainly-rural railway, which complemented its natural surroundings; a railway that served not just its immediate catchment area, but holidaymakers from far away, too. This volume illustrates that loss in a very poignant way. Anyone building models of the S&D will find this excellent work of the greatest use. As the author says, 'it was a line like no other!' Much to my shame, I paid it little attention when I first saw it in the early-mid '60s, on family holidays in the SW; the steam-worked ex-LSWR main line to Exeter was far more interesting to a trainspotter. No matter, I can witness what I missed through the evocative pages of this latest book from Irwell. I highly-recommend it, and, considering what's gone into it, it's very good value for money.



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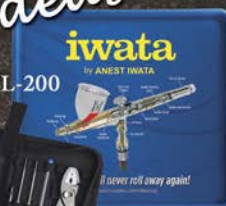
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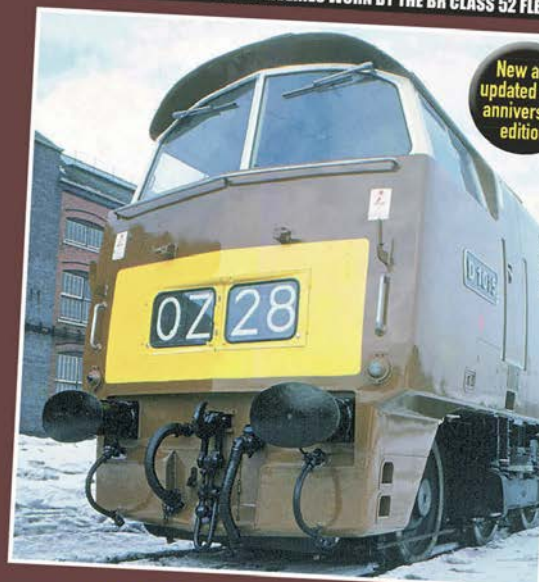
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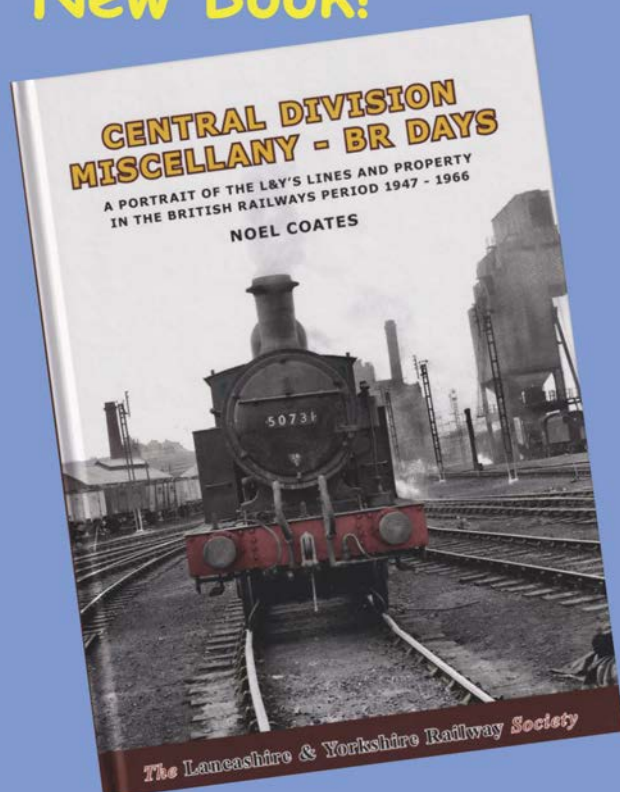
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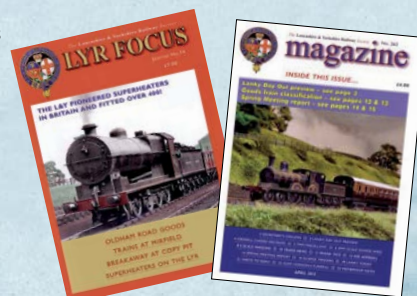
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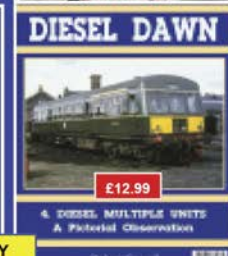
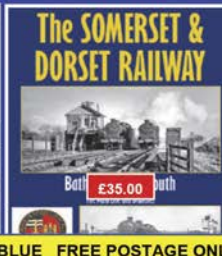
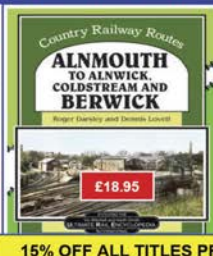
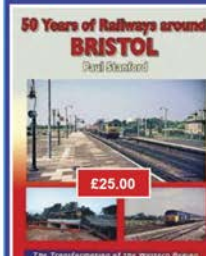
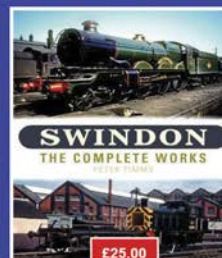
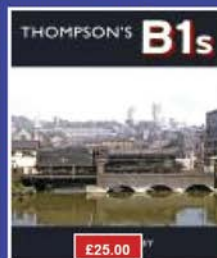
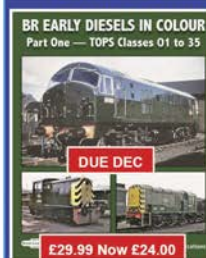
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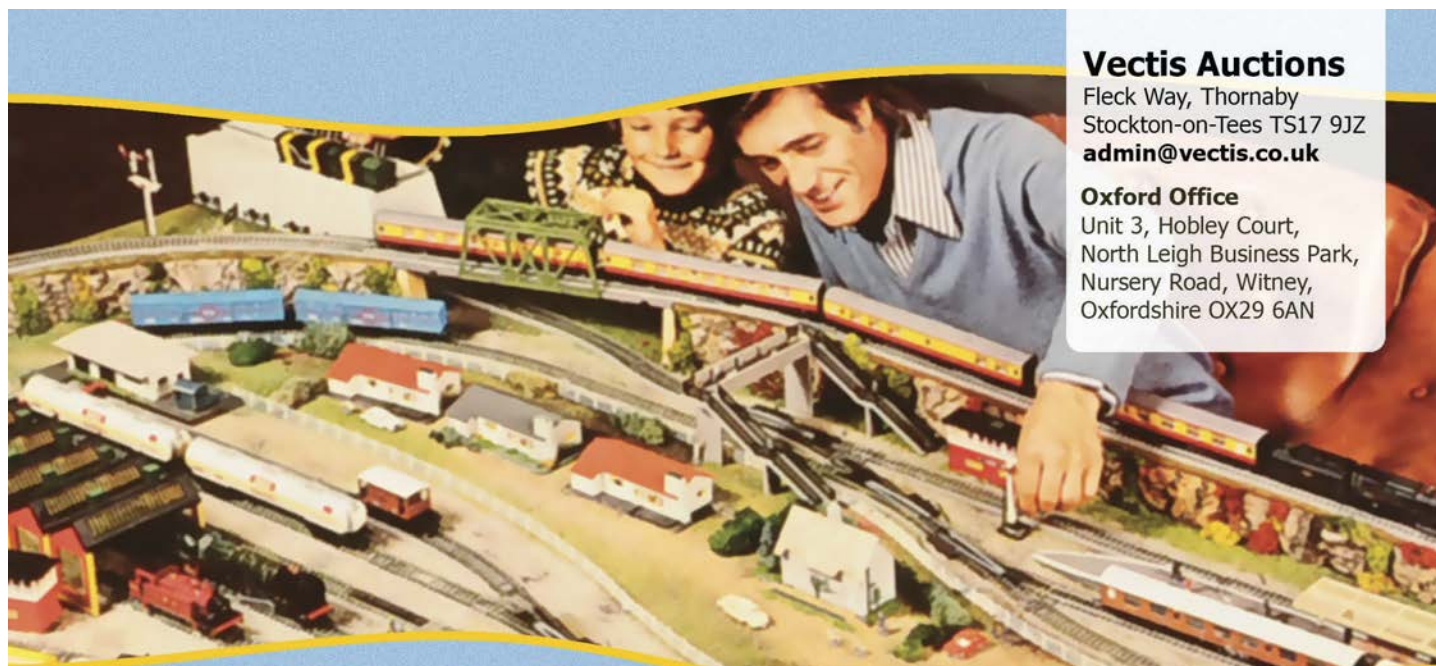
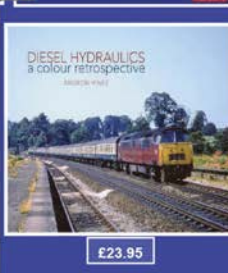
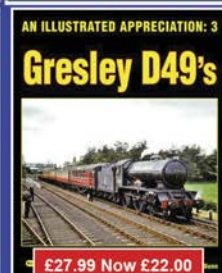
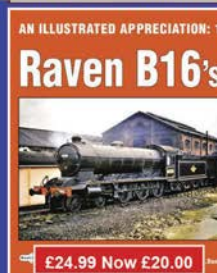
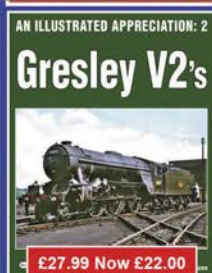
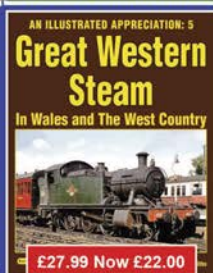
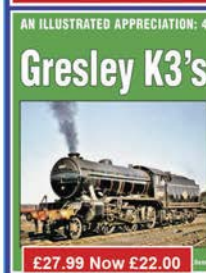
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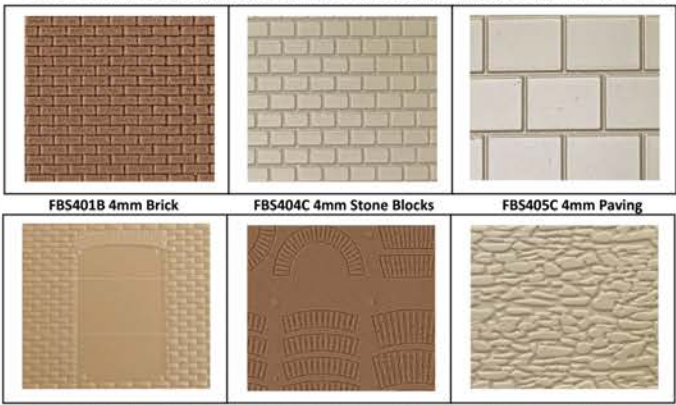
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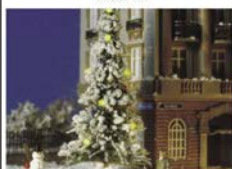
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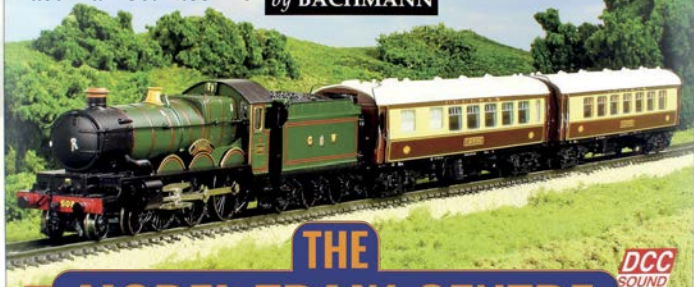
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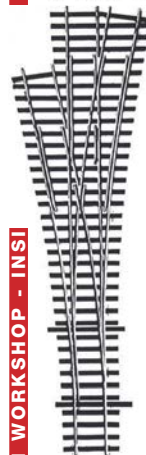
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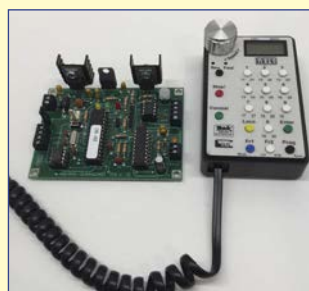
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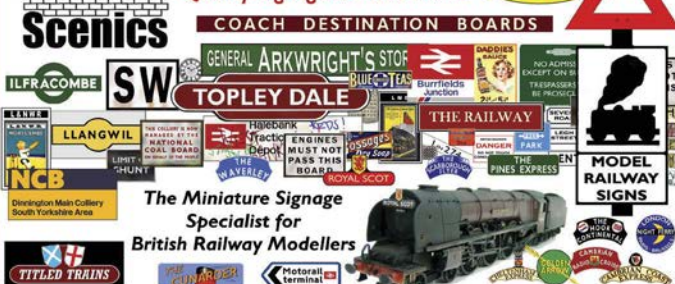


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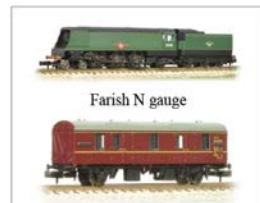
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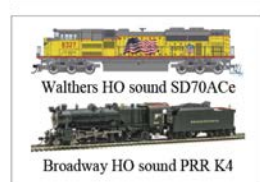
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Saturday 10 - 6, Sunday 10 - 4. ***IPMS Members FREE entry***

Nov 20 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants **P03 5XT**.

Saturday 10.30 - 4.30. ***Plenty of Free Parking***

Nov 20/21 - WORKINGTON Model Railway Exhibition, Energus, Blackwood Road, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Saturday 10 - 5, Sunday 10 - 4. ***Plenty of Free Parking***

Dec 4 - READING O Gauge Group, The Reading Trade Show - venue to be confirmed - for latest news visit <https://thereadingtradeshows.co.uk/> or email guildfordtradeshows@gmail.com

Squires will be exhibiting at the following shows in 2022

Jan 16 - GUILDFORD - Astolat M/Railway Exh, Surrey Sports Park, Uni of Surrey, Richard Meyjes Rd, Guildford, Surrey, **GU2 7AD**. Sun 10-5.

Jan 29/30 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX**. Sat 10 - 5. Sun 10-4.30

Feb 5/6 - ALTON - FebEx 2022 Alton MRG Exhibition Eggars School, Anstey Road, Alton, Hants, **GU34 4EQ**. Sat 10.30 - 5. Sun 10.30 - 4.00.

Feb 19 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF**. 10-5. www.tonbridgemrc.com 5min walk from Tonbridge Railway Station.

Feb 25/26/27 - GLASGOW Model Rail Scotland, Scottish Exhibition & Conference Centre, Glasgow, **G3 8YW**. Friday 10.30 - 6, Saturday 10 - 6, Sunday 10.30 - 5 www.modelrail-scotland.co.uk

Mar 5 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Sat 10-4. Plenty of FREE parking.

Mar 5/6 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat 10 - 5pm, Sun 10 - 4.30

Mar 12/13 - BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, **RG22 6HQ**. Sat 10 - 5 Sun - 10 - 4.

April 9/10 - CORSHAM Trainwest 2022 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts **SN13 9DN** Sat/Sun 10 - 5 **Plenty of FREE Parking**

April 16/17/18 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. **YO23 1EX**. Sat & Sun 10 - 5, Mon 10 - 4.30.

April 29/30 / May 1 - BRISTOL The Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1pm - 7pm, Sat 10 - 6.30pm, Sun 10 - 5pm.

May 14 - LLANGOLLEN Llangollen Railway Festival, Llangollen Pavilion, Abbey Road, Llangollen, Denbighshire, **LL20 8SW**. Sat 10 - 4.30.

May 14/15 - STAMFORD (Market Deeping) Model Railway Exhibition, Stamford Welland Academy, Green Lane, Stamford. **PE9 1HE**. Sat 10 - 5 Sun 10 - 4. **FREE Parking on Site**

June 11 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.

June 25/26 - PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, **PH2 0TH**. Sat 10 - 5.30, Sun 10 - 5. www.perthmrc.com

July 10 - ROMSEY IPMS The Romsey Scale Model Show, Crossfield Hall, Broadwater Rd, Romsey, **SO51 8GL**. Sun 10-4 www.romseymodellers.co.uk

Aug 13/14 - SKIPTON Model Railway Exhibition, Skipton Academy (Aireville School), Gargrave Road, Skipton, **BD23 1UQ**. Sat 10 - 5, Sun 10 - 4. **Under 16's FREE**

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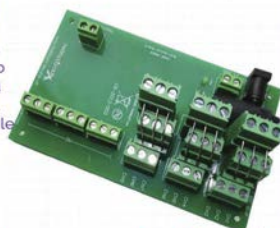
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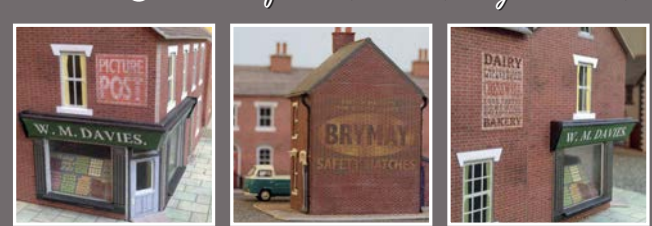
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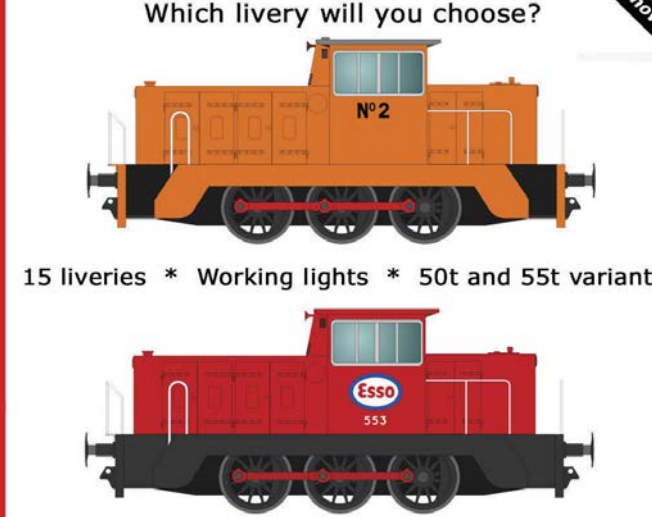
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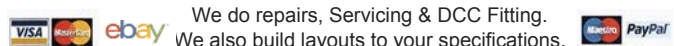
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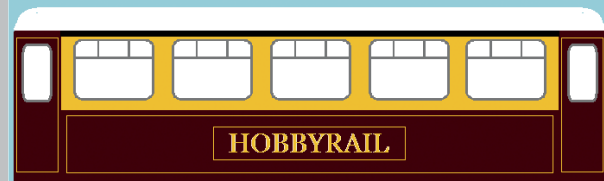
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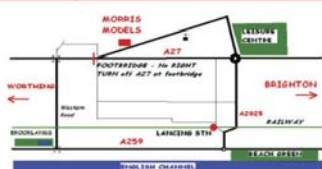
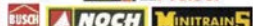


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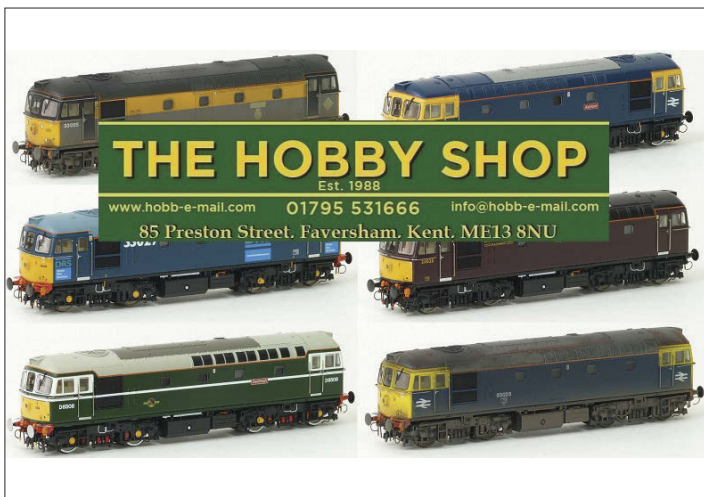
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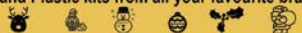
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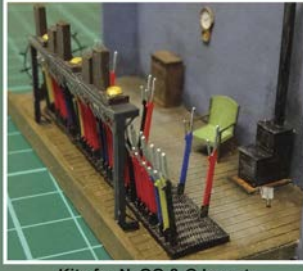
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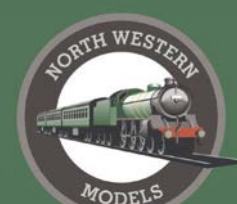
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ABERDEEN KIRKHILL

A traction and rolling stock depot jaunt on
a cold winters' day

ON-SALE
FROM
DECEMBER 3



Plus:

- Two more great layouts!
- Improve the look of your buildings
 - Modelling snow and ice
- Miniature point rodding explained
- Bumper news and reviews section, plus much more!

Buffer Stop

Trains on the telly

Like many of you, we've been enjoying *Hornby: A Model World* on TV recently.

It's been great fun watching people we know, both inside and outside the firm, appearing on screen. Most have obviously been told to be on their best behaviour (no swearing!) for the camera, and they build models on amazingly tidy workbenches, it seems.

But, the first episodes are book-ended with *The Architecture the Railways Built* and *Steam Train Britain*. Three whole hours of train-based TV.

Dig in the higher-level digital channels and you'll find more. Over in the mainstream, Channels 4 and 5 have offered model railway challenges, and even the BBC have a brightly-coloured Michael Portillo touring the world with a copy of Bradshaws tucked under his arm.

What's going on? Is an interest in trains becoming mainstream? Will we be able to talk about our interests in polite company without feeling embarrassed? Or is it that the rest of the world is catching up with something we know already?

Railways are a fascinating subject with a wide range of different aspects from engineering to art and social history – and a whole lot of fun!

What's the strangest gift you've received?

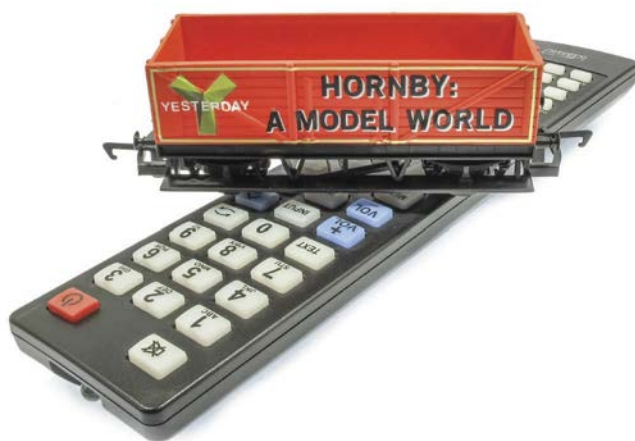
Andy: A thermometer and a jar of pickled onions from my ex. And that is all I have to say about that.

Debbie: A multipack of Quavers... long story

Howard: A t-shirt from French friends with nonsensical writing on it.

Phil: A steampunk whale. Complete with guns and a funnel.

Ruth: Matching beige gillets for my husband and me, we looked a treat...



This month in pictures...



Andy concentrates hard as he drives a 7 1/4in gauge Scamp locomotive for a future video.



On a recent trip to the Coventry Museum of Transport, Howard discovered a BRM of a different nature, born in the same town as our magazine... he wanted to take it home!



Phil tries to work out how to sneak this amazing APT model out of the museum.



Hissing Sid, an unusual pneumatic locomotive seen at Elsecar garden railway show.

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ISSUE 160
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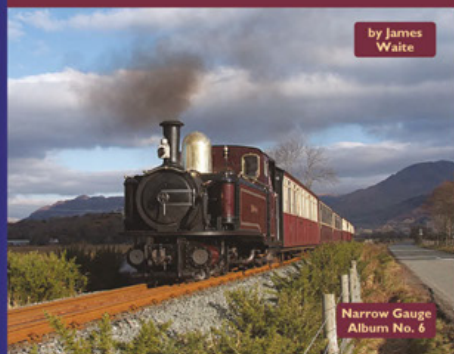
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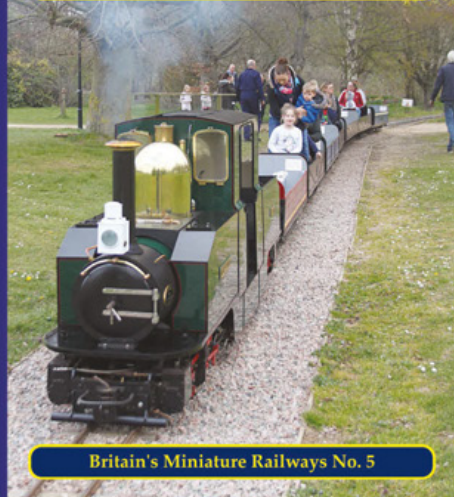
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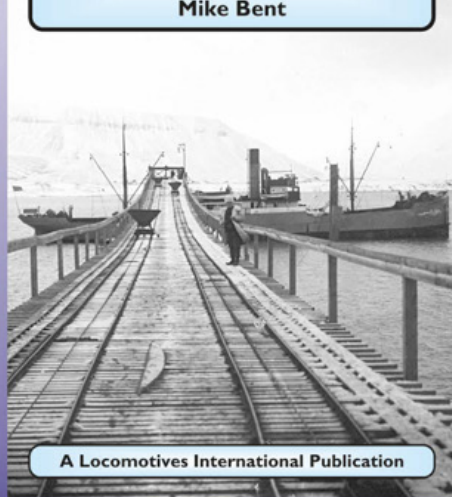
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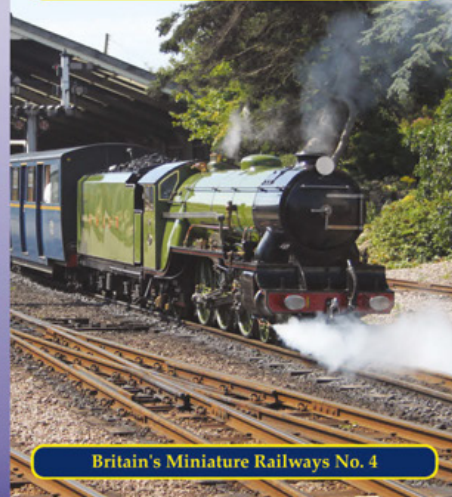
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Cover: Fun in the Cumbrian sun – Statfold Barn's Henry Noon concentrates on the job in hand as one of the collection's more recent acquisitions, former Hampshire Narrow Gauge Trust Bagnall 0-4-0ST 'Wendy' enjoys an awayday at the Threlkeld Quarry Museum Gala on 24th July – we have more pictures from the Gala in this issue.

Photo: Michael Chapman

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Long journeys and special rides...



"I'd never previously ridden the line sitting in the 'luxury' of an unsprung open Penrhyn quarryman's carriage..."

Photos: Footplate-eye view, one of the advantages of enduring the unsprung travel of a Penrhyn carriage on the Bala Lake Railway... The inset shows Hunslet 0-4-OST 'Sybil', a surprise attraction of the Richmond Steam Fair and worth a very long round trip... Photos: Andrew Charman

Welcome to *NGW*160 and before I talk about anything else, a little housekeeping – we have a new editorial email address! It is; editor@narrowgaugeworld.co.uk

Now it's important to add that the previous address for me, which our regular correspondents have always used, is still working and messages sent to that address will get to me.

It would be really helpful, however, if you could start using this one instead. As well as being easier to remember, it will slightly ease the hectic life of your editor.

To explain – as many readers know I also edit *NGW*'s sister magazine *Engineering in Miniature*, which means over a typical month my email inbox becomes *very* full... But if you use this address the clever email system will separate out *NGW* and *EIM* messages and then deposit them in their own specific folders, which means there will be far less chance of your very important submission being swamped by the hundreds of other messages I get and my missing it!

A long day...

As these words are written it's been an interesting couple of weeks for your editor, not least today. At going-to-press deadline time for an issue of *NGW* I normally face a weekend comprising two full days of work and sometimes a very late

night sending the final pages. But the annual Richmond Steam Fair, at Jeremy Martin's private line in Kent, neatly coincided with deadline weekend for this issue.

So I'm writing these words having just returned from a day out to Kent, a round trip of 510 miles! But it was worth it, particularly with the surprise unveiling of Hunslet 'Sybil' in steam, this loco having been for so long a static exhibit at the Brecon Mountain Railway. The news story is over the page and there will be more from Richmond in next month's *NGW*.

Hard ride

I had a very different trip a couple of weeks ago – it was behind another Hunslet, 'Winifred' on the Bala Lake Railway, but I'd never previously ridden the line sitting in the 'luxury' of an unsprung open Penrhyn quarryman's carriage!

I was invited along to an evening charter by Michael Reilly, who as well as being an authority on Taiwanese narrow gauge also keeps trustees such as myself in order as company secretary of the Welshpool & Llanfair Light Railway.

Michael successfully bid for an evening on Winifred's regulator in a fundraising auction organised by publisher Mainline & Maritime for the Friends of the Sierra Leone National Railway Museum, and I was one of the lucky few offered a seat in the carriage.

It was a very enjoyable evening but what I most liked about it was the co-operation in evidence, encompassing two Welsh narrow gauge railways, a West African narrow gauge museum and one of our respected suppliers. This was good to see...

Looking for early shots

Regular readers will know of your editor's passion for the quarry Hunslet and I'm very pleased to bring you the first of my three-part 'Hunslet Homes' series in this issue, in which I describe the formative years of the Bressingham Steam Museum and the efforts of its larger-than-life owner Alan Bloom.

I thoroughly enjoyed researching this feature, though one area in which I had less success than I'd have liked was in finding many photos of the earliest years of the first 2ft gauge line laid at the Norfolk museum, the Nursery Line.

Now in the past, so many of our features have resulted in readers revealing gems of the same subject from their photo archives, which we've gladly printed in our *NG Extra* pages. So I'm sort of hoping this will happen with Bressingham, and with the other two coming features, on the Llanberis and Bala Lake lines.

Meanwhile, enjoy your *NGW* and one final reminder – you can now get hold of me by email on editor@narrowgaugeworld.co.uk!

Andrew Charman



Slate lines celebrate Heritage bid success

Narrow-gauge lines in north-west Wales are expected to benefit from the successful bid to have the slate landscape of Snowdonia declared a World Heritage Site.

The Ffestiniog and the Tallyllyn railways, both built originally to carry slate, were centrally involved in the bid, which took more than 10 years of preparation before being confirmed by UNESCO at a meeting in Sweden on 28th July.

The designation recognises the role of the Welsh Slate industry in not only producing slate that 'roofed the world', but also in developing innovative technologies, including narrow gauge railways, that have spread across the globe. It also recognises the role of the slate industry in preserving the Welsh culture and language.

By granting World Heritage status, the fourth such designation in Wales, a high level of protection will be provided to remaining artifacts of the slate industry, raising awareness of heritage preservation and likely boosting tourism to the area.

The central role played by narrow gauge railways in the slate industry cannot be

under-emphasised. While the first two preserved lines, the Tallyllyn and Ffestiniog, were both built to carry slate from the quarries to ports for onward transport, the quarries themselves made extensive use of narrow gauge lines.

The most prolific class of narrow gauge locomotive, the 'Quarry Hunslet', was effectively developed to serve the slate industry, and when the quarries eventually closed virtually all of these locos were sold on to provide motive power for many preservation projects.

Today these engines remain essential to a number of lines such as the Bala and Llanberis Lake railways and Bressingham Steam Museum, as detailed in our feature starting on page 29.

The North Wales slate landscape joins another narrow gauge icon on the World Heritage list, the Darjeeling Himalayan Railway in India.

Celebration train

The Tallyllyn Railway celebrated its successful involvement in the bid by

running a celebration train on the day the designation was announced.

"When the agenda of the UNESCO meeting was published it was realised that the announcement of success, or otherwise, of the bid would be made round midday on the 28th," TR general manager Stuart Williams said.

"It was therefore suggested that we ought to celebrate any potential success by running a special train which included some of our original and replica slate wagons and also our original brake van, hauled by one of our original locomotives No.2 'Dolgoch'.

"The arrangements were made in secret in case it was thought we had any inside knowledge, but like everyone else we had to wait for the announcement on the day," Stuart added.

"The tension in the office increased during the morning when the live stream of the meeting went down, but fortunately it was back up in time for the announcement.

"This has been a long road and we would like to pay tribute to the team at Gwynedd Council for all their hard work during the long bid process."

TR Heritage Working Group chair Ian Drummond described the designation as the end of a long road for everyone involved in the bid process.

"We are already seeing benefits, not only on the railway but also in the local communities, as projects have been undertaken to emphasise, interpret and, in some cases, restore the heritage of the slate industry and its contribution to the history of the area," he said.

"The railway will now be one of the main 'hubs' of the Heritage Site giving people the opportunity to understand more of the heritage and culture of this wonderful area."



Top: Many reminders of the former Welsh slate industry remain, as here at Dinorwic.

Top right: The restored Vivian Quarry incline at Dinorwic and Hunslet 0-4-OST 'Elidir' are both slate industry survivors.

Left: Lernion shed, high on the Dinorwic levels and here visited by NGW editor Andrew Charman in 2010, was once home to quarry Hunslets.

Photos: Andrew Charman



New man at the Lynton

The Lynton & Barnstaple Railway has appointed Stuart Nelhams as its new general manager, replacing Martyn Budd who on reaching the age of 65 decided to retire. He has served in the role since 2007.

Stuart, 47, has worked on the neighbouring West Somerset Railway standard-gauge line since his schooldays, first as a volunteer and then as a paid employee. Most recently he served as running foreman.

An L&B spokesman told *NGW* that Stuart is a railwayman of many talents and added "we are lucky to have him."

Above: All change at Woody Bay – Stuart (left) takes over the GM role from Martyn (right).
Photo: Tony Nicholson/LBR

Toddington line back in action

The Toddington Narrow Gauge Railway rejoined the roster of operating narrow gauge lines on 25th July, the Gloucestershire line running its first passenger services since the Autumn of 2020.

Members of the half-mile long 2ft gauge line, based at the Toddington station of the standard gauge Gloucester Warwickshire Railway, had spent the closed season maintaining equipment, keeping lineside vegetation under control and taking the opportunity to rewrite the line's safety and operating documentation.

"Rehearsal days for volunteers in June and July meant that we were ready to reopen once restrictions were lifted," the TNGR's Maurice Wilsdon told *NGW*.

The line has planned operating days on Sundays throughout August and September, rostering a mix of steam and diesel traction as available.

Jung 0-4-0WT 'Justine' (939/1906) has made a delayed return to steam after an extensive overhaul while Hunslet 0-4-0T 'Chakas Kraal No. 6' (2075/1940) will also be available for train services.

More details are at the line's website, www.toddington-narrow-gauge.co.uk



Ex-Brecon Hunslet Sybil in steam at Richmond

A major surprise awaited visitors to the Richmond Steam Fair on 14th August with the presence of Hunslet 0-4-0ST 'Sybil' (827/1903).

The loco, which has spent many years as a static exhibit at the Brecon Mountain Railway, has now taken up residence at the private Kent line owned by Jeremy Martin.

Sybil spent its working life at the Pen-Yr-Orsedd Slate Quarry near Caernarfon until retired in 1959. As described in this month's *NG Extra* pages, the loco and three other Pen-Yr-Orsedd engines were then stored at Llanberis in workshops run by Tony Hills.

When Tony went on to set up the Brecon Mountain Railway, Sybil joined the line's loco fleet and headed the first train on the line in 1980, hauling a single carriage.

The loco was not used after 1981 but in 2012 was fully overhauled with extensive work carried out on the boiler. As a result it

arrived at Richmond in working order, though its 10-year ticket will soon be up for renewal. This is not thought to be a serious issue as the loco has hardly been steamed since its last boiler overhaul.

The Steam Fair made a welcome return after a Covid-forced hiatus in 2020, again raising significant funds for local charities including the Riding for the Disabled.

Five engines were in steam, Sybil joined by Decauville 0-4-0 'Chuquitanta' (810/1885), now sporting a four-wheeled tender, Jung 0-4-0WT 'Jenny' (3175/1921) and Schwartzkopff 0-4-0 'Bronhilde' (9124/1927), recently acquired from the neighbouring Bredgar & Wormshill Railway, while new-build De Winton-style 'Leary' offered 'driver-fo-a-fiver' rides.

Above: The presence of Sybil was a welcome surprise for Richmond Steam Fair visitors.

Photo: Andrew Charman



■ The Leighton Buzzard Railway's new bogie carriage no 15, built over a three-year period (*NGW*156) entered service on 5th August on trains hauled by Barclay 0-6-0T 'Doll'.

Photo: Joey Evans

The Earl returns to Llanfair in GWR green

Beyer Peacock 0-6-0T 'The Earl', returned to the Welshpool & Llanfair Light Railway on 26th July following completion of a major overhaul of the 1902-built loco at the Vale of Rheidol Railway's Aberystwyth workshops.

The VoR was contracted to carry out the work in 2019, following the expiry of the loco's 10-year boiler ticket. The most extensive overhaul of The Earl in many years was due to be completed in 2020, but was delayed by the Covid pandemic closing the VoR's workshops for several months.

The pandemic also threatened to cause funding delays, due to a significant loss of revenue suffered by the W&LLR while the line was unable to operate through much of the 2020 operating season. However a 'Keep The Earl on Track' appeal launched by the railway raised £95,000 to complete the restoration in just three months.

The return of the loco relieved loco issues at the W&LLR – the boiler tickets on sister Beyer Peacock 'The Countess' and 1927-built Kerr Stuart 0-6-2 'Joan' both expired over the winter of 2020-21.

The effects of the pandemic have also delayed restoration of the 1944-built France-Belge 0-8-0T 'Sir Drefaldwyn'. As a result services so far this season have relied on 1900-built 0-6-2T 'Zillertal', on hire from the Zillertalbahn in Austria.

As part of the overhaul The Earl's British Railways-era black livery has made way for GWR green. This livery has in recent years been worn by The Countess and on 28th July the two were posed together in Llanfair yard, the first time they had both appeared in this livery in more than 70 years.



Photo: Tim Abbott/W&LLR

The date was significant, exactly 60 years since The Earl first returned to Llanfair in 1961 following six years of storage in Oswestry after British Railways closed the W&LLR in 1956. At that time the loco was central to the plans of the fledgling preservation company, which ran its first passenger trains in 1963.

The Countess will now go on show for some time in the W&LLR's display sheds at Welshpool before its next overhaul. Part of the reason for this is to separate out the boiler tickets of the two Beyer Peacocks, so that in future the W&LLR will always have at least one of its original locos in service.

The transporter that delivered The Earl on 26th July then loaded up the W&LLR's former Sierra Leone Government Railway Hunslet 2-6-2T No.85, built in 1954 and repatriated by the railway in 1975.

This loco has not worked on the line since 2010, when its boiler ticket expired. The VoR will carry out a detailed condition assessment of No.85 as part of a joint project between the W&LLR and the UK-based Friends of the Sierra Leone National Railway Museum (FoSLNRM), with the potential for the FoSLNRM to raise the funding for the restoration.

Assuming the project goes ahead the aim is for the work to be completed by 2025, in time for No.85 to appear at the 200th anniversary celebrations of the Stockton & Darlington Railway, the world's first public railway opened in 1825.



Photo: Andrew Charman

Transport Treats fills Gala spot

Beyer Peacock loco 'The Earl' will play a central role in the W&LLR's 'Transport Treats' enthusiast event on 4th-5th September, held on what is traditionally the railway's Steam Gala weekend.

The event will be to a smaller scale than the Gala, and the traditional accompanying Llanfair Garden Railway Show is not being held this year, but enthusiasts are still promised plenty to interest them.

The Earl will share a more frequent timetable with visiting ZB2 loco 'Zillertal' from the Zillertalbahn in Austria, while extra displays at Llanfair Caereinion will include vintage road vehicles, traction engines and models.

More details of the event are at the W&LLR website www.wllr.org.uk



Playing trains at Bala benefits museum

The Bala Lake Railway (BLR) ran a special one-off private charter on the evening of 6th August, as the result of a fund-raising effort earlier this year for the Sierra Leone National Railway Museum.

As detailed in *NGW* 156, the fundraising both marked the 60th anniversary of the West African nation's independence and helped the museum, which features 2ft 6in gauge equipment from the former Government Railway, to recover from damage caused by the Covid pandemic. This had both resulted in minimal support for the museum from the Sierra Leone Government and curtailed fundraising activities by the museum's UK-based support group.

The effort took the form of an auction and Michael Reilly, occasional *NGW* writer and company secretary of the Welshpool & Llanfair Light Railway, made a winning bid for an evening driving Hunslet 0-40ST 'Winifred' donated by the BLR to the auction. Michael was able to invited friends to travel behind the loco in a Penrhyn quarryman's carriage.

Photo: Andrew Charman



Lynton resident Ruston leaves for restoration

The locomotive that has been at the Lynton & Barnstaple Railway the longest has left its resting place of 42 years.

The 22/28HP Ruston & Hornsby diesel 'Brunel' (179880/1936), built for the Thorpe Bay Brickworks in Essex, was purchased in October 1979 by Bill Pryor.

Earlier that year he had moved into the former Lynton station building, which had been turned into residential accommodation after the railway closed in 1935.

Bill was keen to encourage a L&B revival project and in February 1980 ran the loco at the station – the first motive power on the railway in 44 years.

Bill, who also runs the much-admired Lynton Cinema, has owned the loco ever since, but over the years the North Devon climate has taken its toll on the Ruston.

So now the Ruston has been sold to Exmoor Associates – the independent group formed to secure trackbed for the L&B revival

project – so that restoration can be carried out.

This project, which is being overseen by Exmoor Associates but independently financed, began on 13th July when the loco was lifted over the roof of the station and onto a flatbed lorry.

Supporters donated funds towards the recovery while two volunteers with full workshop facilities have offered to restore the Ruston for the parts and material cost only.

NGW understands that once restored, the Ruston may run at the L&B's Snapper Halt, which is owned by Exmoor Associates and has been restored with a length of track laid.

The L&B revival project plans an eventual return to Lynton, but is likely to terminate at a new, more practical station site rather than its original terminus.

Above: Up she goes – the Lynton Ruston leaves its resting place of more than four decades.

Photo and information courtesy Bill Pryor and Exmoor Associates

■ The Ffestiniog Railway took one more step back to normality on 27th July when trains began running over the full line from Porthmadog to Blaenau Ffestiniog. Since the line reopened following the Covid pandemic it had not been running trains beyond Dduallt. Double Fairlie 'David Lloyd George' were a suitable headboard for the event.

Photo: Joey Evans



BRIEF LINES

W&L restoring Sylfaen loop

The Welshpool & Llanfair Light Railway has begun work to reinstate the passing loop at the roadside halt of Sylfaen, removed around a decade ago. The grant-funded project, expected to be completed before the end of the year, is set to see the halt revised to include an island platform.

Margaret to Bala...

The Bala Lake Railway's Steam Gala on 28th-30th August will see the north Wales line host yet another quarry Hunslet, the 1894-built Penrhyn 'small quarry' class 0-4-0ST 'Margaret' visiting the line from its usual home at the Vale of Rheidol Railway. Details of the Gala are at <http://bala-lake-railway.co.uk>

...and Hunslet to Lynton

The War Office Locomotive Trust's Hunslet 4-6-0T no 1215, built in 1916, is set to be the star attraction at the Lynton & Barnstaple Railway's Autumn Gala on 25th-26th September. Details of the Gala attractions are at www.lynton-rail.co.uk

Lyd returns after 10-year

The Ffestiniog & Welsh Highland Railway's Lynton & Barnstaple new-build 2-6-2T 'Lyd' has returned to service after a 10-year overhaul started in May 2020. Work done has included replacing superheater tubes, re-tubing the boiler, refurbishing cylinder port faces and modifying the rear pony truck to allow the installation of a side-discharging ashpan in place of the end-discharging version originally fitted to the loco.

Jurassic sounds new note

The Lincolnshire Coast Light Railway's Peckett 0-6-0ST 'Jurassic' has been fitted with a new chime whistle to replace the previous fitment, described as "somewhat spluttery" by LCLR members. The railway reopened on 24th July.



Photo: Dave Enefer/LCLR



Avonside arrives at Apedale

The Apedale Valley Railway has gained a new steam locomotive with the arrival on 11th June of Avonside 0-4-0T no 1986, built in 1928.

The loco (*writes Simon Lomax*) was built for the Renishaw sugar estate in the KwaZulu-Natal south coast area of South Africa. After retirement it was plinthed outside the works office.

Returned to the UK around a year ago, the Avonside is in need of a comprehensive overhaul, which will include a new boiler. Some work will be carried out at Apedale, but it is expected that the fabled Workshop 'X' at Killamarsh, which has established an enviable reputation for heavy restoration work will also be part of the restoration.

The Moseley Railway Trust's Hudswell Clarke 0-4-0 (1238/1916), which was repatriated from Ghana in 2008 in much worse condition than the Avonside, now runs on the Apedale line.

As with every other heritage railway, the last 18 months has been tough for Apedale, with in particular the cancellation of the 2020 Santa Specials depriving the organisation of a significant revenue stream.

Despite this, the support of the Trust membership and prudent management has allowed the MRT to navigate the pandemic without resorting to appeals or local authority or government funds.

Kerr, Stuart 0-4-2ST 'Stanhope'

(2395/1917) has undergone its second ten-year overhaul since being returned to steam in 1999. Some work was needed on the boiler beyond the expected re-tube, and the opportunity has also been taken to overhaul the running gear and fix inevitable minor defects.

The Apedale site has also seen a major addition to its infrastructure with the construction of a new storage shed.

Known as 'Aurora South' and measuring 24 metres by 10, this building adds further undercover storage for the ever-growing collection of locomotives and wagons on site – at the last count, 93 locos were in the Moseley collection.

Aurora South contains four parallel tracks, two laid to mixed 2ft, 2ft 6in and 3ft gauges, reflecting the diversity of the collection and anticipating likely future acquisitions.

The Apedale Valley Light Railway will be open to the public at weekends and bank holidays until October; full details are at www.avlr.org.uk, or on the Trust's various social media platforms.

Above: The former South African Avonside has joined Hudswell-Clarke 1238 at Apedale.

Below: 'Aurora South' offers much extended and versatile undercover accommodation for the Apedale collection.

Photos: Simon Lomax/MRT



Edward Thomas Corris return on

After being delayed from earlier in the year by Covid restrictions, the return of the Tallylyn Railway's former Kerr Stuart 0-4-2ST 'Edward Thomas' to its former home of the Corris Railway now appears set to happen at the end of August.

The loco is planned to haul its first passenger train at Corris in 91 years at 11am on Saturday 28th August, with two more services that day.

The event is part of the celebrations marking the 100th anniversary of the Kerr Stuart and delayed from 2021. After the first trains the loco will headline a Gala at the Corris on 4th-5th September, working at Corris alongside the CR's new-build Kerr Stuart no 7, completed in 2005.

Both locos will then transfer to the neighbouring Tallylyn Railway, where Edward Thomas has been based since 1951, and take part in a further celebration weekend there on 11th-12th September.

Tickets for the Kerr Stuart's Corris trains must be pre-booked via www.corris.co.uk

Edward Thomas has returned to Corris once before, in 1996 but at that point the revival of the line had not reached a point where it could carry passengers. The loco worked demonstration freight trains, kicking off the appeal that resulted in the building of no 7.



■ Orenstein & Koppel 0-6-0WT 'Sao Domingos' (11748/1928) shared duties with the i/c fleet when the Great Bush Railway at Haldlow Down in Sussex staged its 'Model Railways Plus 2021' event on 7th-8th August. The O&K is seen above making a lively departure from Haldlow Down lower station to cope with the immediate uphill climb, while below 44/48hp Ruston no 183744 of 1937, 'Alpha' is flagged across the crossing into the station. *Photos: Phil Barnes*



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Utrillas steams at the mine

Orenstein & Koppel 0-4-0WT 'Utrillas' steamed for the first time at its new home of the Lancashire Mining Museum on 7th August (writes **Donald Brooks**), following the transfer of the loco from the West Lancashire Light Railway (*NGW*159).

Clearance problems had been predicted at the line's two platforms, but Utrillas completed the route without difficulty.

The loco's active career in Spain was at a coal mine so it was very appropriate that it brought active steam back to Astley Green for the first time in just over half a century – the last standard gauge Austerity having run at the colliery in 1970.

A steam-hauled train of colliery tubs was run after the trials, followed by a test working with the passenger manrider set.

Utrillas will need its braking system modified before it can be used on regular passenger services, and this may not happen until the end of the year.

The loco, owned by Graham Fairhurst, will be based at Astley Green for an initial two years, after which its boiler certificate runs out, though an extension of its stay is entirely possible. A shipping container has been installed at the end of one of the sidings to provide secure storage.

Photo: Donald Brooks

Perrygrove launches anniversary loco build

The Perrygrove Railway celebrated 25 years of public services on 1st August by announcing plans to build another steam locomotive.

The 15-inch gauge Forest of Dean line plans to have a 0-6-0 saddle tank built for it by North Bay Railway Engineering Services Ltd in Darlington.

"The railway is getting busier and is opening in low season more and more, so a new, stronger engine is now needed," said David Nelson-Brown, who owns the railway with his wife Katherine.

"We're very much looking forward to being involved in the build," he added. "The colour and name of the new loco is yet to be decided, although my wife and daughter keep asking for it to be pink – I

am resisting and dropping hints about Port of Par green!"

The new project is expected to take around two years and meanwhile the line is also constructing a new diesel locomotive. This is being mostly constructed in-house and is expected to be completed for the summer of 2023.

The line's existing three steam engines were in service for the anniversary day. The first departure of the day saw the initial train 25 years earlier recreated, comprising the line's original locomotive, 0-6-0T 'Spirit of Adventure' hauling two carriages, both loco and rolling stock built by the Exmoor Steam Railway.

The anniversary train was driven by Michael Crofts and fired by David Nelson-Brown. Michael and wife Frances built the line and still live next door.

"Much like today, it was a lovely summer's day back in 1996," said David. "Of course a lot has changed over the years, but after a difficult 18 months we're thrilled to say that things are most definitely going in the right direction, hence the launching today of our a new steam locomotive project."

The railway has started a crowdfunding campaign to help fund the new loco projects – more information is at www.perrygrove.co.uk/new-locomotive-project/.



Yeo on way back, Beddgelert too?

New wheel sets for the Fairbourne Railway's Lynton & Barnstaple 2-6-2T 'Yeo' are nearing completion after an excellent response to the urgent appeal launched by the line in June (*NGW*158).

The FR was forced into the appeal after a crankpin failure revealed radial cracks in the wheel bosses. A target of £10,000 was exceeded within four weeks allowing contractor, Denver Light Railway Ltd, to be appointed and work to begin.

"We are delighted with the response to our appeal," Fairbourne general manager Murray Dods told *NGW*. "The hope is that Yeo will be back in service in time for the August Bank Holiday weekend."

Meanwhile the Fairbourne is now planning to start the long-awaited overhaul of 0-6-4ST 'Beddgelert'.

The locomotive, built in 1979 by David Curwen in the style of the 1878 North Wales Narrow Gauge Railway Hunslet, has been out of service for more than 10 years, much of this time spent on display in the 12¼-inch gauge line's museum.

To start the project, the life-expired saddle tank has been sent for replacement, which is expected to be in stainless steel, and the smokebox will soon follow suit.

Analysis of the boiler suggests only minor welding and new tubes will be needed. The railway intends to further dismantle the loco this coming winter to further assess the work required.

Details of the Beddgelert appeal are at www.fairbournerrailway.com/help.html

Above: Pristine new leading and trailing axles for Yeo, with the new cranks awaiting their pins which were away for hardening.

Photo: Denver Light Railway

The elegant 'Beddgelert' could be returning to steam at Fairbourne before too long. Photo: FR





Broad-gauge donation helps narrow-gauge project

Tracklaying at the Cavan & Leitrim Railway (CLR) has been boosted by a donation from the line's broad-gauge friends at the Downpatrick and County Down Railway (DCDR).

Conscious of the ongoing trackwork relay ongoing at the C&L's Dromod base, the DCDR gifted two ballast forks to assist in removal of excess turf from the section of line being relaid. Also donated were several laser cut 'W' whistle boards.

"We are very appreciative of our friends

at Downpatrick, we have not far to go to fully relay the running line", said C&L railway manager Micheal Kennedy.

The overhaul of the C&L's Kerr Stuart loco 'Dromad' at John Fowler & Co has made major progress in recent weeks, a new inner firebox manufactured and welded.

Restoration of an original Tralee & Dingle Railway bogie at the same workshop has seen the frame fully restored and trial assembled ready for riveting. Hornguides and replacement brake gear manufactured

and the axle boxes made ready for fitting.

The bogie restoration was funded as part of the Heritage Council Community Grant Scheme 2021, and the C&D was delighted that the Council funded a railway-related project as part of the scheme.

Above left: C&L members show off donations made by their broad-gauge counterparts.

Above: The new inner firebox for 'Dromad'.

Photos: C&L

Lightning strike destroys former railcar factory

A lightning strike has been blamed for a devastating fire which destroyed a Strabane factory where the earliest County Donegal Railways railcar bodies were built, writes **Hugh Dougherty**.

Flames consumed O'Doherty's premises on Strabane's Railway Street on Sunday 4th July. The firm, which built railcar bodies and trailers for the CDR, in addition to well as overhauling the company's rail replacement buses in 1965, had also constructed bus and road van bodies for the Londonderry & Lough Swilly Railway.

In more recent years, O'Doherty's has moved away from vehicle building and concentrated on making coffins, but today the company still remains highly conscious of its links with the local railway heritage.

The factory turned out CDR railcar 4 in 1928, railcar trailer 5 in 1929; railcar 6 in 1930, and railcars 7 and 8, the first diesel-engined railcars to go into public service in Europe, in 1931.

Trailer 5 is preserved at Donegal Railway Heritage Centre, as the only surviving item of CDR rolling stock built by O'Doherty.

When Cumbrian specialist John Fowler Engineering completed an overhaul of the Romney, Hythe & Dymchurch Railway's Krupp Pacific 'Black Prince', the obvious place to test it was at the Ravenglass & Eskdale Railway. The loco is seen here at Dalegarth on 20th July. *Photo: David Moseley*



The 2ft gauge railway at Abbey Pumping Station in Leicester has been holding weekly 'Railway Days' throughout the school summer holidays. These events have proved extremely popular sparking long queues. On 10th August Ruston and Hornsby no. 223700 and Simplex no. 40SD515 were top-and-tailing trains to save time running round. *Photo: Stuart Chapman*



Wiscasset event kicks off summer of Gatherings on US narrow gauge

Bill Jolitz reports on Stateside efforts to make up for a year of railway events lost to Covid.

After the disappointments of 2020's Covid lockdown, all heaven has broken loose in the USA – locomotives are being trucked in to two narrow gauge railroads for a series of unprecedented photographic opportunities.

The first of these Great Gatherings happened at the Wiscasset, Waterville and Farmington Railroad (WW&F) in the far northeast corner state, Maine on 31st July-1st August, when the 2ft gauge line hosted several visiting locos alongside its own no 9, providing photographers and visitors with a gathering like none other.

The Maine two-footers are considered outliers in American railroading as while most other states' 2ft gauge railroads were private to carry commodities, Maine's were all common carriers – the only other 2ft gauge common carrier was the Chicago Tunnel Railroad, its underground freight operation lasting until 1959.

The WW&F is a little gem with both huge luck and outsize ambitions. The luck happened when the railroad was abandoned and pulled up in 1936, when a private individual bought some rolling stock and locomotive no 9. This was put in a shed for safekeeping where it remained for 59 years before being returned to operation on the WW&F.

The preservation company has a major vision for the future and the ability to make it happen with the support of many donors. The line is only three miles long and intends to add another few hundred feet to the State Highway 218 crossing.

At Mountain Top, there are plans for a demonstration lumber and shingle mill. A skilled volunteer is building a new passenger car while funds are being collected to build a replica of loco no 7 that was lost to scrap. The foundation for a roundhouse has been poured so the already built turntable will have somewhere to direct locos.

Most interestingly, the freight and passenger cars have no automatic brakes, neither air nor vacuum. Two short whistles from the loco instruct brakemen to release the handbrakes so the train can proceed. One short whistle is the signal for brakemen to wind down the brakes for a stop. Safety chains supplement couplers in case of a 'break-in-two.' In photos, people standing at brake wheels is accurate history!

Visiting Equipment

Visitors for the event included Bridgton and Saco River nos 7 and 8. Chartered in 1881, the B&SR connected the standard gauge Maine Central Railroad in Bridgton with Harrison which then had the largest

population of any town served by the Maine 2ft gauge railroads.

The railway later extended to Hiram on the Saco River, its maximum length at 20.7 miles. The B&SR hung on until 1941.

Nos 7 and 8 are 2-4-4T Forneys built by Baldwin Locomotive works, no 7 in 1913 and 8 in 1924. No 7 is currently out of service awaiting restoration, while 8 holds the distinction of being the heaviest locomotive on any 2ft gauge railway in Maine, weighing as much as a Denver & Rio Grande Western K-27 2-8-2 minus the tender! Both are owned by the Bridgton & Saco River Railroad Museum.

Smallest line

The other two visitors were nos 3 and 4 of the Monson Railroad, chartered in 1882 to haul slate from Monson to a standard gauge connection with the Bangor and Aroostook Railroad at Monson Junction.

The line was dubbed 'old 2 by 6', 2ft wide and six miles long and according to *Scientific American* magazine in May 1890, was the smallest railroad in the United States. It finally ceased operations in 1943.

Amazingly this line's equipment was never modernized. It used stub switches and link-and-pin couplers to the end of operations. Under pressure from the



Interstate Commerce Commission, Franklin firebox doors were installed on the locomotives, and an automobile headlight was connected to a six-volt storage battery to serve as a headlight.

Both locos are 0-4-4T Forneys built by the Vulcan Iron Works and weighing just 18 tons. No 3 was built in 1912 while 1918-built no 4 is out of service but set for a return to operation in 2022. They're owned by the Maine Narrow Gauge Railroad Company And Museum.

New identity

Apparently present was Sandy River and Rangely Lakes no 6, together with the Parlour Car 'Rangely' and a railbus. However no 6 was actually WW&F no 9, an 0-4-4T Forney built by Portland in 1891 and in disguise for the occasion.

The SR&RL was Maine's longest 2ft route, chartered in 1879 to connect with the Maine Central Railroad at Framington, through Strong to the town of Phillips.

This route grew quickly through construction and acquisition, components including the Phillips & Rangely, Kingfield & Dear River, Franklin & Megantic, Eustis and Madrid Railroads and the route reaching 120 miles. It hauled, like other railroads, forest and agricultural products.

Rangely is the only 2ft gauge parlor car built in the United States, originally for the Sandy River & Rangeley Lakes RR in 1901. It has been completely restored down to the cloths atop the seats but because of its fragility, it doesn't carry passengers. The car arrived at the WW&F in July 2019.

Railbus 3 is the last of its kind, built in 1925 (as SR&RL #4) to replace steam-hauled trains as passenger services declined.

In 1936, after the railroad had closed, the bus was purchased by Edgar Mead. He leased it to the Bridgton and Harrison Railroad for \$1 a year where it was renumbered. No 3 was not running at the event but looked the part posed next to a steam locomotive.

■ The second 'Great Gathering' will be the Victorian Iron Horse Roundup on the Cumbres & Toltec Scenic Railroad at the end of August, watch for Bill's photos in a forthcoming issue of *NGW*.

Photos on these pages, showing the various one-off scenes created for photographers at the event, by Bill Jolitz



The Vivarais celebrated 130 years of the metre gauge network in Ardeche, FRANCE, in July, writes Simon Cannon. The line borrowed the 1895-built Cail 260T tank locomotive no 77 from the Velay Express, in order to recreate an original train from the early days of the line. While no 77 did not operate on the Vivarais, it is identical to the original engines to run on the network, none of which survived into preservation.

No 77 was delivered to the Vivarais's Lamastre station by lorry, and after a thorough oiling round the loco was towed down to Tournon St Jean, where an original carriage and wagons were displayed with it. Photo: Michel Pin via Simon Cannon

Trams rescued by road after flood damage

Serious flooding that struck parts of Saxony, GERMANY, in mid July badly affected the Kirnitzschalbahn electric tramway. Trams on the metre-gauge line, which runs from Bad Schandau to the Lichtenhain Waterfall in Sebnitz, were left surrounded by water as the state flood centre reported rainfall of more than 100 litres per square metre in 24 hours.

Power to the line was cut off and was still not restored several days later. But its route, mostly on public roads, allowed use of a lorry to recover two tram sets – one of which had been damaged by the flooding – to the depot.

The 4.9-mile line was built in 1898. Its stock dates from between 1925 and 1968.



Open season on the Harz

The Harzer Schmalspurbahnen GmbH (HSB) in GERMANY has introduced a new open carriage on its Selketalbahn route, and will roster the vehicle on daily steam workings until October.

Passengers will pay a one Euro surcharge to travel in the two-axle open vehicle, which has been converted from a former cycle-transport car at VIS Verkehrs Industrie Systeme GmbH in Halberstadt, will be employed on the 61km-long Selke Valley Railway. This runs between the World Heritage City of Quedlinburg to Eisfelder Talmühle and is considered by many to be the most attractive route on the Harz network.

On 22nd July HSB supervisory board chairman Peter Gaffert and the Mayors of Wernigerode and Quedlinburg enjoyed the first journey in the open car, and then returned in the networks' historic T1 multiple unit.

This 1933-built vehicle, which is the last surviving motive power of the former Gernrode-Harzgeroder Eisenbahn-Gesellschaft (GHE), has recently been returned to operational status after work that has included the installation of collision warning systems. It will now be available for special services.



Above: Special guests enjoyed the first trip on the open car on 22nd July.

Left: The T1 railcar is now available for special services on the Selketalbahn. Photos: Dirk Bahnsen/HSB

Harz renews co-operation contract

The Harzer Schmalspurbahnen has renewed a transport service contract dating from 2004 with Nordhäuser Verkehrsbetrieb, which runs metre-gauge tram services around Nordhausen.

On 21st July HSB managing director Matthias Wagener and Verkehrsbetriebe Nordhausen MD Thorsten Schwarz signed the renewed contract. It allows passengers to travel from Nordhausen to the southern Harz region without changing trains.

State support eases fears of Murtalbahn closure

Fears for the future of the Murtalbahn in AUSTRIA have been eased after the line attracted cross-party political support.

The 760mm gauge 47-mile line made unfortunate headlines on 9th July when one of its railcars hit a fallen tree near Ramingstein and toppled onto its side into the River Mur, at a time when persistent rumours suggested the owning Styrian Government were considering replacing it with bus services.

Remarkably while 15 passengers were injured in the incident, none were seriously hurt and at an online conference held soon after Styrian politicians lined up to support the railway. They argued that while buses could effectively serve the smaller river valleys, the railway remained an essential east-west backbone.

The current diesel railcars are expected to be replaced in coming years, likely by electric traction though the innovative work carried out by Austria's Zillertalbahnhof in the use of hydrogen fuel cells is also likely to be closely studied.

Meanwhile the railcar involved in the accident, no VT 31, was recovered from the river on 7th August. The line was closed for the day so that a 300-ton crane could be brought into the site.

The railcar was transferred to the Murtalbahn workshops at Murau for repair. Damage to the body was thought to be superficial but the effect of almost a month immersed in water on the drivetrain was less certain.

Photo: STB



Steam in the Porto suburbs

James Waite begins a three-part series of articles focusing on a delightful group of lost lines in northern Portugal.

For many of us the narrow gauge railways of northern Portugal became a great attraction in the late 1960s and early 1970s. Many of the little trains consisted of elderly wooden carriages, hauled by immaculately maintained steam locos which frequently dated back to the first years of the 20th century, some even older. Away from the towns and cities they ran through countryside which was always attractive, and sometimes spectacular. The stations were generally immaculate, fully staffed and had suffered none of the rationalisation often found elsewhere.

Since 1947 the lines had formed part of CP, in effect the national railway company although it was not state-owned. Latterly they were all metre gauge, but this was not always the case. The earliest were built in the vicinity of Porto, Portugal's thriving northern city and first on the scene was the 900mm gauge CF de Porto a Póvoa de Varzim e Famalicão. In 1875 it opened its line between Boa Vista station in western Porto and the

seaside town of Póvoa de Varzim, 28km to the north west.

The railway was extended between 1878 and 1881 to Famalicão, 29km inland, where it joined the state-run or Estado broad gauge main line north from Porto towards Vigo in north western Spain.

In the early 1880s the PPF's system was completed when it took over a short but important railway from Senhora da Hora, 4km out from Boa Vista, to Leixões port at Matosinhos, newly-built to serve ocean-going ships in place of the old quays on the Rio Douro near Porto's city centre. It had been built to carry stone for the port construction work and connected with a network of 900mm gauge harbour lines.

When planning began in 1872 narrow gauge railways were still at the experimental stage throughout much of continental Europe, and it is not surprising that the promoters turned to the UK for capital and expertise. Fresh from its triumphant demonstration at the Ffestiniog

Railway in 1870 of the viability of both the narrow gauge in general and Double Fairlie locos in particular, the Fairlie Engine Company was commissioned to source the line's earliest equipment. The firm provided four 0-6-0Ts in 1874 built by Black Hawthorn & Co for light passenger and goods services and two 0-4-4-0 Double Fairlies from Vulcan Foundry in the following year, mostly for passenger traffic. These were accompanied by 24 carriages from the Bristol Wagon Works and 42 goods vehicles.

As traffic grew the railway bought three 0-6-0Ts from Fives Lille, two 0-6-2Ts from Krauss of Munich and two secondhand Tubize 0-6-0Ts. In 1905 they were followed by two 0-4-4-0 Mallet tanks from Henschel which became CP's E151 class and were smaller versions of the E161s which were built for the Estado lines. Finally two 2-4-6-0 Mallet tanks, CP's E181s, generally similar to the E201 class on the Estado but with a reduced loading gauge, arrived in »

Atmosphere of the urban Portuguese narrow gauge – 2-8-2T no E144 (Henschel 21878/1931) epitomises the gloom and murky conditions at Trindade as it runs round its train on what was otherwise a sunny evening.

All photos by James Waite, taken August 1970 except where stated



1923. Two chunky 22-tonne 0-6-0Ts built by Haine St Pierre in 1884 served the Leixões port authority, and a third one built in 1886 'for Portugal' perhaps also worked there.

Next line to be built was the CF de Guimarães, which began at Trofa, on the northern main line a short distance south of Famalicão, and involved a 2.5km mixed gauge section as far as Lousado, before heading eastwards for just over 30km to the

historic city from which it took its name. It opened in two stages in 1883 and 1884 and in 1907 was extended to reach Fafe, 21km further east.

Again British capital was involved, Hudswell Clarke supplying three 0-6-0Ts in 1882. Two 2-6-0Ts came from SLM two years later and three more 2-6-0Ts, later CP nos E101-103, were supplied by Kessler when the Fafe extension opened. They were by common consent much the best of

Above: Seven elderly locos at Boa Vista shed. They include three E161 0-4-4-0 Mallet tanks and 2-6-0Ts nos E93 (Decauville 589/1910) which originally ran on the Vouga line, E114 (Kessler 3505/1907) from the Tua-Bragança line and ex-Guimarães nos E102 and E103 (Kessler 3421 and 3422/1907).

Left: 2-6-0Ts nos E102, E103 and E114 at Boa Vista. E114 is now preserved at Bragança.

Below: Mallets E165 (Henschel 8912/1908) and E161 (Henschel 7019/1905). E165 is derelict at Guifões works in Porto, E161 is at Chaves museum.



the Guimarães locos and remained in service until the end of steam operations on the Porto lines some 70 years later.

Change of gauge

The two railways led an uneventful existence until the mid-1920s, when the government encouraged them to merge as a part of a policy of promoting new secondary lines. This took effect in 1927, the new organisation being called the CF do Norte de Portugal. It immediately launched an ambitious improvement programme, involving conversion of the PPF system to metre gauge, its extension to central Porto, construction of a 22km line between Senhora da Hora and Trofa to link up the two old railways and the purchase of four large and stylish 2-8-2Ts from Henschel, along with 17 equally smart bogie carriages from a rolling stock-building concern in Naples.

The PPF's 76km of route was converted in just 17 days in March 1930, not as quick as the 48 hours it took the GWR to convert its last broad gauge lines 38 years earlier but impressive all the same. Its 17 locos and all its rolling stock were also converted. The Norte's new locos arrived in 1931 and all the new carriages were delivered by the following year, which also saw the opening of the Trofa link.

Alas, the Norte company had overreached itself financially, and came under government control in 1933 after its banks foreclosed on its loans. The plans for the extension in Porto were scaled back but in 1938 the new line was opened to Trindade station, not as far as originally envisaged but still close to the centre. Some of it ran in a tunnel which ended just short of the platform ends. The resultant smoke meant that Trindade could be a murky place, even on a sunny day. Loans of at least six surplus E161s by the Estado enabled the oldest locos, including the Fairlies and the Black Hawthorn tanks, to be withdrawn in the late 1930s and early 1940s.

After the CP takeover the remaining elderly locos were soon replaced by more adequate machines drafted in from elsewhere, notably the remainder of the ten E161s and several 2-6-0Ts. The E151s and E181s were no longer required and were transferred away. Another small improvement was the installation in 1948 of mixed gauge between Lousado and Famalicão to enable trains from Guimarães to work through to the seaside resorts around Póvoa de Varzim, and also the operation of 'around the circle' services from Trindade.

A series of diesel railcars came from Allan of Rotterdam in 1954 and 1955, sufficient for much of the non-peak traffic, but during the morning and evening rush hours steam more or less reigned supreme. 1965 saw closure of the Matosinhos branch which had become unimportant after 1938 when a broad gauge line reached Leixões port. The system then reached the state which many of us came to know from the late 1960s.

First encounter

My first visit was in August 1970, when I arrived on board a RENFE railcar whose journey had begun at Vigo. I disembarked at Famalicão to find 2-6-0T no E103, one of the ex-Guimarães Kesslers, waiting with its train of ancient wooden carriages to make the roundabout journey via Póvoa de Varzim to Trindade. It was a delightful introduction to the joys which the Porto system had to offer.

Alas, it wasn't to last much longer. Portugal's obnoxious fascist government was overthrown in 1974 and CP was promptly nationalised. Updating Porto's public transport was an urgent priority, and within a few months six secondhand Alsthom diesel locos arrived from Spain. They were soon followed by 11 newly-built ones and a series of railcars.

By the time I next visited in 1977 regular steam operation at Porto had ended. The outlying parts of the system closed in the 1980s and 1990s, and by the early 2000s the city's metre gauge was a memory. The Póvoa de Varzim line, which always saw the highest passenger numbers, has become part of the standard gauge Porto Metro, as has a revived Matosinhos branch. The Lousado-Guimarães line was converted to broad gauge and a short section of the 1932 Trofa link is also part of the Metro but most has gone completely.

The Museu Nacional Ferroviário, the country's national railway



Above: Mallet no E151 (Henschel 7221/1905) outside Livração engine shed on 2nd June 1977. In PPF days it was named 'Eleutherio da Fonseca' and now lives at Lousado museum.

Right: PPF 0-6-0T no 6 'Póvoa de Varzim' (Black Hawthorn 342/1874) at Lousado museum on 11th March 2009.

Below: E144 again, at Lousado on 11th March 2009, restored as Norte no 104.

Below right: Leixões port no 2 'Matosinhos' (Haine St Pierre 231/1884) is preserved at the old cruise ship terminal at the port with a small saloon carriage.

museum at Entroncamento, has an enlightened policy of running local offshoots and no fewer than five are devoted to the narrow gauge lines. One is an excellent museum at Lousado where relics from the Porto system are displayed, including four locos. Amongst them is PPF no 6, one of the original Black Hawthorn 0-6-0Ts. After being withdrawn in 1944 it spent a second life with the

Portuguese army's railway battalion at Tancos, in central Portugal, and was then refurbished and presented to the museum.

Other locos which ran at Porto for at least parts of their lives are at the four other local museums, at Entroncamento and, in the case of my old friend no E103, in a purpose-designed glass case at Vouzela, near the old Vale do Vouga route. **NGW**



Mail Train to Valdepeñas

As reported in *NGW159*, noted photographer and traveller *Laurie Marshall* died in June. His look-back at Spanish narrow gauge, written in 1962, was being readied for publication and forms a fitting tribute.

I have visited almost all the Spanish narrow gauge railways. So many of them have endearing charms, but none has delighted me more than the 75cm-gauge line which winds its way westwards from Valdepeñas to the mining town of Puertollano.

Valdepeñas is a pleasant Spanish town with a population of 26,000, situated in the province of Ciudad Real in Old Castile. By rail it is 140 miles south of Madrid. The exact reason why the line was ever built is not very clear, as Valdepeñas is a wine-producing centre whilst Puertollano is a particularly unattractive mining town. Between the two railheads, which are 46 narrow-gauge miles apart, the only place of any importance is the town of Calzada de Calatrava, the latter half of the title being the name of the area, which is noted for its medium sweet white wines.

Opened in December 1893 from Valdepeñas to Calzada de Calatrava and in 1903 extended westwards to Puertollano, the line traverses flat open country for the first 20 miles or so from Valdepeñas, but later the scenery becomes wilder and after Calzada there are pleasant distant mountain views to the north.

The number of passengers on the Sunday return journey which I made in May 1962 suggested the line serves a useful purpose. As it has been under the control of the 'Estado' for many

years, it is obviously considered by the State one of those lines which serve an essential public need and must be kept running even at a loss.

Vintage motive power

The true fascination of this line lies not so much in the scenery as in the motive power and rolling stock which is all truly Victorian. For the opening of the line in 1893 two 0-6-0 side-tanks by the Belgian firm of Couillet were delivered, numbered 1 and 2 and named 'Vitoria' and 'Calatrava'. A similar Couillet, named somewhat unusually 'Belgica No. 3', was supplied in 1894 to assist. At a later date these engines were rebuilt with tiny four-wheeled tenders as the capacity of the side tanks was inadequate for a journey of 46 miles and the coal bunkers too small. Even in their present state, water has to be taken twice en-route.

These three early locomotives, all of which are still in service, were later supplemented by two Arnold Jung 0-4-2 tender engines, whose exact date of construction is unknown. In all probability they were built in time for the Puertollano extension, but I was unable to find any trace of them at Valdepeñas despite a thorough hunt through various sheds. That excellent publication *Steam on the Sierra* puts them on the active list and

Below: The 7.30am mail train to Puertollano waits to depart from Valdepeñas hauled by no 6 'Asturias' (O&K 1001/1925).

Facing page, top: Later in the day, the author's train (at left) crosses no 1 'Vitoria' (Couillet 1038/1891) on the 2.15pm from Valdepeñas at Calzada de Calatrava.

Facing page, below: Delayed arrival of the morning train at Puertollano. The Spanish ladies leaving the train are heading for the market.

Photos by Laurie Marshall, taken 20th May 1962

I can only assume there was another shed which eluded me.

The year 1906 saw the delivery of no 6, an Orenstein & Koppel (Madrid) 0-6-0 tender engine of slightly larger dimension than nos 1, 2 and 3. Finally, exactly 50 years later, three 0-4-0 tank engines, also by O&K, were transferred from the defunct Flassa, Palamos, Gerona Railway when it closed. These were numbered 12, 14 and 15 in the latter railway's stock.

On my visit I was informed that these three were quite inadequate for their new task; however, when fitted with tenders from either nos 1, 2, 3 or 6 they could cope at a pinch, although the gradient, curves and poor state of the track make a six-coupled engine a virtual necessity. Personally, I only saw no 15, without a tender, in the running shed at Valdepeñas and I believe the other two are out of service.

The rolling stock is as aged as the motive power and consists of about 10 four-wheeled bogie vehicles of lightweight construction and some pretty little four-wheelers which came from the defunct Estado line at Palamos at the same time as the locomotives already mentioned.

The bogie vehicles are mainly third class open saloons, but several are divided into first and third class





– or, to be more precise, ‘clase preferente’ and ‘clase general’ – the essential difference being that the first-class seats have head napkins of doubtful colour and very aged blue curtains in the windows; however, both classes have wooden seats!

Unforgettable journey

My journey on the 7.30am train from Valdepeñas to Puertollano and on the 1.04pm from Puertollano was one I shall remember all my life. Upon arrival at the diminutive one-platform station at Valdepeñas I found my train in charge of the O&K 0-6-0 no 6 ‘Asturias’. Most unusually its name is carried across the front of the cab – presumably the company wanted to name the engine but could not afford two plates, or

“This request caused great consternation in the booking office and after much groping for prices a special white paper ticket was written out...”

perhaps they did not like the names being mounted along the boiler.

Although numbered 6 in the list, Asturias carries no number and it looked as if this had fallen off the front buffer beam at some date in the past; such items are hardly worth replacing in the view of the Estado.

It was 7.20am when I reached the station. There was a large queue at the booking office and, having already noticed that there were only two bogie carriages plus a diminutive four-wheeler serving as the ‘Correo’, or travelling post office, I decided to travel ‘clase preferente’. This request caused great consternation in the booking office and after much groping for prices a special white paper ticket was written out for me in duplicate, one sheet for each half of the journey.

By now my fame had spread throughout the passengers and staff. Why I should be travelling to

Puertollano and back was puzzling enough, but having enough money to travel ‘clase preferente’ as well made me something of a freak.

By the time my ticket had been issued, the train had been moved forward out of the long early morning shadows to be photographed and my hand had been shaken by all the males in the vicinity. It was ten minutes after departure time but nobody seemed to worry. Asturias seemed to be anxious to depart and was blowing off with great violence, so the ‘Señor Ingles’ was escorted to his seat in the first-class part of the second carriage.

The other five seats in this elite compartment were occupied by the ticket collector, brakeman and a priest. The priest’s hat took up the whole of one spare seat and the stone wine jars of the two railwaymen occupied the other.

The rack overhead looked a more suitable place for the trainmen’s food hampers, but I had not at that time »





experienced the riding qualities of the carriage. As there was no room under the seats the hampers were placed between the seats and we had to sit with our feet on them. After three hours of this and the unrelenting wooden seats I was getting somewhat uncomfortable. Yet worse was to come – however, more of that anon.

At 7.45am three hefty blows on the station bell and a watery shriek from Asturias indicated the departure of the 7.30am 'Correo' to Puertollano. There must have been about six feet of slack between the couplings of the engine and the second carriage as the ticket collector was almost thrown off his feet when we moved off. After a few hundred

yards the line swung round to the west and we were heading for Puertollano at a steady 12 mph.

Rough riding

The track could only be described as rough and trying to stand up was quite an ordeal. However, after a while I gained my 'Estado Legs' and decided that the best place to see the countryside was from the verandah platform of our carriage. No 6 was burning the usual Spanish coal dust and the majority of this seemed to come straight up the chimney without ever igniting, especially when we were coasting.

Every so often a shrill whistle would emanate from Asturias and my

"No 6 was burning the usual Spanish coal dust and the majority of this seemed to come straight up the chimney without ever igniting..."

friend the brakeman would emerge on the platform and give a sharp twist to the handbrake. The trains have no continuous brake and close cooperation is needed between the driver and brakeman to keep things under control.

After 40 minutes we reached Moral de Calatrava, one of the larger stations on the line, and thanks to the favourable gradients we had made up five minutes of our late start. Water was taken here and after some hectic shunting we were off again.

By now the sun was climbing high into the sky and it was developing into another typically scorching hot day. The interior of the carriage was like an oven, as the windows are never opened in Spain, even on the hottest day. The two great jars of wine were circulating freely and between gulps the priest continued reading his Bible as he had done since the moment we left Valdepeñas.

At Calzada de Calatrava, 27 miles, or 1 hour 50 minutes, from Valdepeñas, there was great activity as the train crosses the 7.17am from Puertollano. This proved to be hauled by engine No 1 Vitoria, but as we were running late I only had time to take a couple of photographs before she left for Valdepeñas. The driver and fireman were both wearing goggles, which seemed rather incongruous bearing in mind the size and speed of their steed.

Prolonged shunting and taking water plus my being introduced to the stationmaster made us 20 minutes late leaving Calzada, but the driver assured me we would be on time at Puertollano. Soon the terrain began to change from rich red soil to a more rocky substance and vineyards



gave way to olive groves. The track seemed to become even rougher. By this time my legs were very tired with standing on the swaying lurching platform and I retired to the 'comfort' of the carriage.

Here it was lunchtime and I was immediately offered food by the ticket collector and brakeman, but despite a lack of breakfast my stomach rebelled at the offer of semi-raw fish and dry bread; however, the rough red wine was very acceptable. At Miro, a mere 14 miles from Puertollano, the driver proudly indicated to me that we were only 10 minutes late and that the next five miles were on a falling gradient.

Sprung to action

Once we were under way I returned to my seat and noticed that not only were we going faster than ever before, but also that the brakeman was nodding off to sleep. The swaying and lurching were now quite alarming.

Suddenly Asturias let out three long despairing blasts on her whistle, which were accompanied by a fearsome knocking noise from underneath the train. The brakeman leapt to his feet and screwed down the handbrake as hard as he could whilst the ticket collector did the same on the 'Correo' carriage. Amidst a shower of sparks and the smell of burning grease we ground to a halt. Immediately, everybody including the priest – without his hat – rushed to look at Asturias.

At first glance, prayers looked the only way to secure a repair of no 6. The link between the springs for the first and second axles had shattered and one spring was missing completely. The engine was now slightly lopsided and to my uninitiated eyes the repair task looked

"Asturias let out three long despairing blasts on her whistle, which were accompanied by a fearsome knocking noise from underneath the train..."

Facing page, top: Following the spring breakage and derailment, the offending brakeman stands by the bufferbeam as passengers take a siesta in the long grass.

Facing page, left: Asturias has been jacked up for repairs, which took a mere half an hour.

Below: Another view at Calzada de Calatrava. After being detached to take water, Vitoria has returned to her train and prepares to depart for Puertollano.

pretty formidable. To make matters worse we were in the middle of nowhere and the only other engine in steam was heading in the opposite direction towards Valdepeñas.

After telling the brakeman in no uncertain terms exactly what they thought of him, the two enginemen began making good the damage. The leading spring was quickly found back up the line and whilst the passengers spread themselves on the grass for a siesta in the hot sunshine I was given a remarkable demonstration of make-do-and-mend by the driver and fireman.

The running board of Asturias was littered with spare parts for this type of emergency and it was obvious that the engine crew were quite used to such jobs. Once the engine had been jacked up, accompanied by much sweat and swearing, the actual repairs, using a sledgehammer and enormous spanner, took a mere half an hour – just long enough for the luckless brakeman to regain sufficient energy to wind the engine back down to the track, an operation which called for persistent recourse to the wine between turns on the handle.

Exactly 50 minutes after the mishap we were under way again. The driver was now considerably more cautious and the brakeman very alert; consequently we reached Puertollano an hour late!

Footplate fare

Due to our late arrival, it was very soon time to return. The 1.04pm train consisted of the same carriages and Asturias looked quite smart after a rub over with oil. At the first stopping point I was told by the ticket collector that the driver and fireman wished me to eat with them on the footplate! To my horror, this

again proved to be the dreaded semi-raw fish, followed by scraps of meat in thick gravy and washed down with the inevitable red wine. To have refused would have been extremely rude so I gulped down the meat and fish wrapped in great hunks of bread, all the while assuring the enginemen that it was delicious.

The feast was consumed on the move and riding on the engine was even rougher than in the carriages. I could sense that I was rapidly getting blacker and blacker and at Calzada de Calatrava, having re-photographed no 1 on her return trip to Puertollano, I slipped back to the 'luxury' of the first class carriage, very conscious of my filthy face and hands.

Here I recollected how sparse the fittings in the cab of Asturias had been – no seat for the fireman and a firebox backplate which carried only a pressure gauge, single-gauge glass, regulator and blower. The rest of the journey was quite uneventful and we arrived at Valdepeñas on time with the engine showing barely 60lb on the pressure gauge.

The hospitality of the enginemen was not over, for the same evening, dressed in their best overalls, they called for me at my hotel. As we sat in the open air in the town square enjoying the warmth and more red wine they told me proudly that engine no 2 was in Madrid having a general overhaul and being fitted with the steam brake. My two friends seemed sure their little line would not be closing in the near future and I can only hope they are right. **NGW**

■ This hope was not realised and the line closed in September 1963. The help of Richard and Gina Pelham in the preparation of this feature is gratefully acknowledged. – Ed.



Summer of superb shots...

The past few weeks have seen photographers enjoying some excellent Gala events and charters, with a quarry in Cumbria again taking centre stage...





For narrow gauge photographers typically the month of July means going to one particular venue – Threlkeld Quarry Museum in Cumbria, and as usual this gala on 24th-25th was preceded with a photo charter, the proceeds of which go towards paying for transport of the visiting locos.

New for this year was the extension to the running line which at left can be seen being traversed by Wren 0-4-OST 'Roger' from the Statfold Barn Railway. Statfold supplied all three visiting engines, Bagnall 0-4-OST 'Wendy' spotted in the trees (below left) on the extension. *Photos: Joey Evans*

Above: Wendy and the museum's resident Bagnall 'Sir Tom' provided plenty of accommodation for passengers. Sir Tom, with 7-inch cylinders, is slightly larger than the 6-inch equipped Wendy.

Below: A shot showing both the unique environment of Threlkeld, surrounded by machines of the Vintage Excavator Trust based at the museum, and an aspect of an event not normally witnessed. Roger, Wendy and Hudswell Clarke CSRCo Ltd no 19 await unloading from their transporter on 21st July. The temporary link track from the trailer was still being built before the locos could be eased down by gravity. *Photos: Steve Sedgwick*



Overleaf: The Corris Railway is not that regular a subject for photo charters but this photo shows how appealing the 2ft 3in gauge line can be – *Joey Evans* captured this sylvan scene on 19th July.





**NARROW
GAUGE
WORLD**



Above: When the overhaul of the Welshpool & Llanfair Light Railway's Beyer Peacock 0-6-0T 'The Earl' was completed by the Vale of Rheidol Railway, a job that included a repaint into Great Western Green, there was one obvious photo that had to be taken. VoR resident 'Owain Glyndwr' obliged.

Photo: Llŷr ap Iolo, VoR

Left: A nice touch of monochrome work by *Joey Evans* captures the Talyllyn Railway's Fletcher Jennings 0-4-OWT 'Dolgoch' accelerating away from Brynglas on 30th July and perhaps recalls a former age...



Perennial attraction

In the first of a series marking significant anniversaries, *Andrew Charman* describes how a Norfolk nursery became one of the first 'Hunslet homes'.

This year and next, three UK narrow gauge railways celebrate significant anniversaries, a trio of lines connected in two ways – they were each created purely as pleasure routes and they have all relied on the ubiquitous quarry Hunslet to provide the mainstay of their motive power.

Next month we will describe the early years of the Llanberis Lake Railway, passing its 50th anniversary in 2021 seemingly without noticing. And in *NGW162* we will look forward to the 50th birthday of the Bala Lake Railway in 2022, at a time of great excitement for this line.

We begin with a line that is a little older. Bressingham Steam Museum celebrates its 60th anniversary this year, and while its now 1ft 11½-inch gauge Nursery Railway is a mere 55 years old, it will play a central role in a celebration Gala in September.

Alan Bloom was a horticulturist who purchased Bressingham Hall and Farm, near Diss in Norfolk, in 1946 and turned it into a world-renowned nursery. Famed for his Alpines, he sent plants across the globe and later established a network of Blooms of Bressingham garden centres.

Lifelong passion

Alan was a lifelong steam enthusiast, and in 1947 bought his first traction engine, ostensibly to work at the farm but principally because he wanted a steam engine. He was livid on his return from an ill-starred two years in Canada between 1948 and '50, to discover that one of the many failings

Above: Alan Bloom, creator of Bressingham, in his favourite place, on the footplate of 'Bronwillyd' about to start another circuit of the Nursery Line.

Below: This very early view shows 'George Sholto' on the first Nursery Line, the Penrhyn quarrymen's carriages still in virtually original condition as used in north Wales.

All uncredited photos from the Bressingham archive collection

of the manager left in charge of Bressingham had been to send the engine for scrap. Alan vowed to buy another as soon as he had put his run-down business back into shape.

This took longer than planned but in early 1961 a traction engine was again resident at Bressingham, and Alan needed no excuse to steam it when in that year he began Sunday openings of the gardens he had built. By the end of that year he owned seven road engines and a steam lorry...

Alan also had a talent for writing, and used the payments he earned from horticultural articles as his steam engine purchase fund. The growth of the collection is very well told in his book *Steam Engines at Bressingham*, first published in 1970.

In 1964 he acquired a 7¼-inch gauge railway locomotive, followed quickly by a 9½-inch gauge 'Princess' Pacific and 100 yards of track, which

was laid on part of the site leading to the gardens. This line quickly began to bring in revenue from giving rides to visitors and by the Autumn of 1965 Alan was thinking of a larger line. This could run through the nursery, out of bounds to visitors, and be of use for farm work in the winter. Especially as he had heard that the Welsh slate quarries of Penrhyn and Dinorwic were selling off swathes of redundant 2ft gauge rail equipment...

A boat almost missed

The problem was, he was really a year too late. A visit to Penrhyn in late November 1965 revealed that the best locos had been snapped up by enthusiasts and Transatlantic investors a year earlier.

He was tempted by Large Quarry-class Hunslet 'Hugh Napier' (855/1904) but it was reserved for an industrial museum in Penrhyn Castle. »





So he paid £100 for class-mate 'George Sholto' (994/1909) and also bought five of the open and very spartan quarrymen's carriages.

Finally he spent £30 on the chassis of Hudswell-Clarke 0-6-0WT 'Bronwlyd' (1643/1930). This loco had donated its boiler to Hunslet 'Pamela' but Alan, intrigued by its Walschaerts' motion, thought it could be restored with another boiler, such as that on the remains of Kerr Stuart 0-4-2ST 'Stanhope', which he agreed terms for – well he thought he did...

A route for what was to become the Nursery Railway was laid out and the track for it also came from Penrhyn. Alan agreed a price of £22 a ton with the scrap merchant lifting the system, knowing he could have had it for £10 a ton a year earlier. But when the scrap merchant's secretary phoned to say that the agreed and marked 18 tons of rails would be delivered three days later, the price quoted had jumped to £28 a ton (equivalent to around £550 today).

Somewhat annoyed, Alan agreed the new rate, fearful that if he argued the rails would not be delivered. They were duly off-loaded in an untidy heap at Bressingham and when the bill arrived a cheque was sent back – at the price of £22 a ton...

Work on the new line could not begin until June 1966, after the usual Spring plant rush. The Penrhyn rail was laid on British Railways sleepers cut in half, in a circuit of around half a mile, through the nursery on a maximum gradient of about 1 in 40.

Even at this stage Alan envisaged that the railway would grow in length and he knew one engine would not be sufficient, so he followed up a lead on Barclay 0-6-0T 'The Doll' (1641/1919). This former Oxfordshire ironstone quarry servant had been preserved on a private railway near Kenilworth in Warwickshire. But the line was short-lived and in early 1966 the owning group agreed to release The Doll to Bressingham.

However this then led to acrimony later that summer when Alan was apparently told "by a man from the Midlands," that The Doll had been sold without permission of the legal owner and that legal proceedings could ensue. "Such an approach put my back up immediately," he later wrote, and his true ownership of the engine was soon confirmed. But the incident would leave an aftertaste that would involve Bronwlyd, as described in the panel on page 32.

Your author never officially met Alan Bloom, though when looking

"I felt we had to have a second locomotive and dare not let it go despite the feeling my arm was being twisted..."

Above: The other Hunslet acquired for the line was 'Gwynedd' but it required much work before entering service in 1967. It is pictured at the Nursery Line station in the 1970s. Photo: Peter Johnson collection

through old photos of a teenage visit to Bressingham with my parents in the 1970s I realised that the driver of our train that day, his long white hair flowing in the wind, had been Mr Bloom. Reading *Steam Engines at Bressingham* one gets the impression that he could be pretty stubborn when he felt it necessary, as with the rail above. He also admits in the book that; "for the whole of my life I have suffered from excessive enthusiasm when following up what I felt was a worthwhile notion or project..."

This excess of enthusiasm over knowledge and experience (Alan repeatedly stated he was a gardener, not an engineer...) several times got the better of him, as two incidents involving the narrow gauge line quickly showed.

The first occurred when the initial trials took place on the Nursery Line, which as George Sholto was under restoration, involved The Doll. The runs started well but then one of the Penrhyn carriages left the rails on a curve, and investigation revealed that the rail spikes had worked loose.

Suspicion fell on the six-coupled wheelbase of the loco trying to 'straighten out' the curves, so the flanges of the centre wheels were cut away. But the following weekend saw another derailment, the spikes again pulled out.

What is 2ft?

The cause was in fact far more basic and due to a great extent to the Bressingham team believing '2ft gauge' was the same for all, and building their line based on the measurements of the Penrhyn loco they had. But the Penrhyn rails were actually 1ft 10¾in apart, while The Doll really was built to 2ft gauge...

Luckily, two weeks later George Sholto was ready for use and the line opened in July 1966, proving an immediate success. The Doll was relegated to a siding and would be sold in 1969, ending up at the Leighton Buzzard Railway where it still lives today as simply 'Doll'.

With extension plans in mind Alan knew he sorely needed another loco and Penrhyn Port Class Hunslet 'Gwynedd' (316/1883) was on offer. It had been sold two years earlier from the quarry, and Alan was told by the owner's agent that it could not be inspected – but if his offer was high enough it would be accepted.

"Obviously there was something queer," Alan wrote later, "but with The Doll having to be laid off, I felt we had to have a second locomotive and dare not let it go despite the feeling my arm was being twisted."

The owner reputedly wanted £100, Alan was eventually pushed by



the agent to £160, and was made to pay the fee before collection. But when Gwynedd arrived in Norfolk it was clearly in need of a great deal of work, with a hole in the boiler, a weak firebox and several missing components. The owner, who had been unaware of the sale tactics by his agent, was horrified when told and refunded £25 of the purchase price.

Expanding ideas

By the end of 1966 Alan was keen to put his plans for a longer run into operation, using a combination of rail acquired from Port Penrhyn and Claydon cement works, 20 miles from Bressingham. Starting again after the Spring rush in May 1967, a larger circle was laid outside the existing line to produce a run of 1½ miles.

Alan envisaged visitors having two lines to ride on, George Sholto working one and Gwynedd the other, but until the extensive work on the latter was completed initial outside-line services were operated by a Ruston diesel acquired for £10 from the cement works. It hauled carriages consisting of toastrack bodies on cement works bogies but Alan made his thoughts about the Ruston very clear in his book; "I found no pleasure whatsoever in driving the smelly, noisy thing..."

On the first weekend that both routes were used by far the majority of visitors opted for the longer run, despite diesel haulage, and very quickly the inner route fell out of use. Gwynedd finally entered service for the 1967 Bank Holiday Steam Gala.

The longer Nursery/Fen line was a major hit, beginning a tumultuous period for Bressingham. Within a year a large exhibition hall would be built and in it housed three standard-gauge locos, including a Beyer Garratt and Britannia class 'Oliver Cromwell', hauler of the last official steam working on British Railways.

More large standard-gauge locos followed, but the narrow gauge story was not complete. The following winter saw another extension to the Fen line – eventually it would reach the 2½-mile length it is today.

Through 1969 construction began on a second 2ft gauge railway – it ran



"I found no pleasure whatsoever in driving the smelly, noisy thing..."

Facing page, below: Gwynedd in later form is on the final part of the Nursery Line, passing the rows of growing plants previously out of bounds to visitors.

Above: Not all of the Bressingham locomotives were Hunslets – this Schwartzkopff spent eight years in Norfolk in the 1970s, seen here shortly after its arrival in 1971. Photo: Peter Johnson collection

Right: Hunslet 'Maid Marian' was also a three-year resident between 1968 and 1971, here in the sylvan setting of the Woodland Line.

from behind the new museum building down to a river and back, and opened in 1970. It was a different and attractive route, but was never as popular as the Fen line. Just three years later its route was incorporated into the Waverney Valley Railway, a 15-inch gauge line built initially for a pair of Krauss Pacifics acquired from Cologne in Germany – this line still operates today.

More locos

The brief expansion in 2ft gauge required still more motive power. First to arrive was a loco that connects all three of our 'Hunslet Homes'. Dinorwic Port Class 'Maid Marian' (822/1903) had been preserved by a private group, the Maid Marian Locomotive Fund, which still cares for it today. Keen to find somewhere to run their loco they reached agreement with Alan Bloom and the Maid joined the Nursery Line roster in 1968 – it stayed until 1971, returning to Wales following the return to service of Bronwlyd. But that is for next time...

Alan also acquired what he described as "a rather ugly, heavy Orenstein & Koppel," in Bremen in

1970, and again once it arrived in Norfolk it was found to have numerous defects. The 1936-built 0-4-0WT (no 12722) was seldom used and in 1973 was exchanged for a smaller O&K, 'Eigiau' (5668/1912) being another Penrhyn veteran.

In 1971 the fleet was bolstered by Schwartzkopff 0-4-0 'Bronhilde' (9124/1927) – this had been imported from Hamburg where it previously worked in a copper smelting works. It was bought unseen and yet again required a fair amount of work. Eight years on it was sold on to become the first steam loco at the Bredgar & Wormshill Railway in Kent, where it stayed until last year when it moved a few miles to the private Richmond Light Railway.

Eigiau remained at Bressingham until 1995 when it joined Bronhilde at Bredgar. Also there by then was the "ugly, heavy O&K" now named 'Helga'. Back in Norfolk George Sholto, Gwynedd and Bronwlyd, which had returned to service in 1970, continued to provide Bressingham's principal 2ft gauge motive power through the final quarter of the 20th century, a period when Alan Bloom's creation was

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Metre gauge at Bressingham

Generally lost in the mists of time is the fact that for a short time the museum had a metre-gauge line. It was only 150 yards long and on it ran Peckett 0-6-0ST (1870/1934), 'Banshee', acquired in 1966 from ironstone quarries near Wellingborough.

The arrival of the standard gauge demonstration line relegated the loco to a static exhibit and by 1976 it had moved to the Embsay & Bolton Abbey Railway. Today it is at Irchester Narrow Gauge Railway Museum, close to its former workplace.



regarded as the finest live-steam museum in the UK.

Alan remained a 'hands-on' owner, liking nothing more than to be driving Bronwlyd on the Nursery line – he opens *Steam Engines at Bressingham* with an anecdote about a coach driver who engaged him in conversation one day, saying he'd never previously heard of the museum and musing that the owner "must be a millionaire or summat." Little did he know he was speaking to the owner, who of course never let on...

Tough times

Alan Bloom died in 2005 – shortly before his passing he was able to achieve his long-held aim to set up a charitable Trust and protect the future of the museum. But many organisations can struggle following the loss of a very prominent figurehead, and it's probably fair to say that in the immediate following years this happened to Bressingham.

The 'celebrity' standard gauge

locos left for new haunts, Oliver Cromwell returning to main-line action, as the museum carried on with not really enough volunteers to properly sustain it. While never publicly stated it was clear some of the decisions made by the Trust rankled with those regular volunteers, not least the sale of Bronwlyd to the Statfold Narrow Gauge Trust. The Staffordshire collection, another owing its existence to the enthusiasm of one man in Graham Lee, has since restored the loco to its original Surrey County Council appearance before it went to the Penrhyn quarry.

In 2014 I visited Bressingham for the first time in very many years, compiling a feature that appeared in *NGW98*. I gained the impression that the place felt a little tired, an enthusiastic but too-small mainly volunteer team working to keep things going with some of the major attractions departed.

Crucially, while the gardens remained as attractive as ever and the

The Bronwlyd affair

Former Penrhyn quarries Hudswell Clarke 0-6-0 'Bronwlyd' was very much Alan Bloom's favourite engine but also one involved in controversy.

As mentioned in the main text he bought the chassis of the loco from Penrhyn in 1965, with he thought the remains of Kerr Stuart 'Stanhope', intending to mount its boiler on the Hudswell. But Stanhope had been promised to leading enthusiast Colin Pealling, who also only wanted part of it, the rear truck to put under his Penrhyn Kerr Stuart 0-6-0T 'Sgt. Murphy'.

The two men agreed to dismantle Stanhope and take the bits they needed, but confusion ensued with the entire remains being taken to Bressingham. At a time when travelling halfway across the country to pick up bits of locos was much less common than today, Colin did not appreciate being expected to collect parts he owned from the wilds of Norfolk.

Relations between the two then plummeted when the first edition of *Steam Engines at Bressingham* was published and Colin identified himself as the "man from the Midlands" who according to the text had acted in a threatening manner to Alan over 'The Doll'. As described by Phil Robinson in *The Story of Stanhope*, the two royally fell out, Colin not collecting his parts until 1984 and much bitterness remaining.

Both parties have passed away and we will likely never know the true story. But as Phil Robinson states, it appears neither side was completely right or wrong in the exchange, yet the bitter affair had a remarkably positive sequel. Due to a digger driver at Bressingham not dumping redundant Stanhope parts he was told to dump, they survived, to eventually be incorporated in the rebuilt loco that runs at Apedale today...

Above: 'Eigiau' was the second Orenstein & Koppel loco at Bressingham.

Below left: Alan Bloom at the helm of Gwynedd, the carriages now benefiting from basic roofs.

Facing page, top right: Changing times – the short-lived Woodland line made way for a 15-inch gauge route in 1973.

Centre right: The steam fleet outside the shed, George Sholto, Bronwlyd and Gwynedd behind.

Right: The museum looking vibrant in 2017 – George Sholto is piloted by visitor 'Hugh Napier', a loco Alan Bloom coveted before all his others. Photo: Andrew Charman

adjacent garden centre was doing good business (though under new ownership and no longer connected with the museum), the nurseries had ceased trading some years before. Where trains on the Fen Railway once passed among rows of plants, now there were overgrown greenhouses and smashed poly tunnels – resulting in this age of online reviews in the museum having to endure several critical comments from visitors.

Steering a revival

There was, however, no doubting the enthusiasm to improve matters, alongside a perennial appeal for more volunteers, and there has been much progress made since. While the former nursery site is not in museum ownership winters have been spent clearing as much of the dereliction as possible and encouraging reversion to nature with wild flowers, a process that itself takes several years.

The Bressingham workshops have returned Gwynedd to service on the Fen line, and restored Terrier 0-6-0T 'Martello', bringing steam back to the standard-gauge demonstration line. When I returned to Bressingham less than three years later for the launch of Gwynedd I felt the more positive atmosphere around.

Work is now underway on the restoration of 15-inch gauge Krupp



Pacific 'Männertreu', withdrawn just three years into a boiler ticket in 2018 and alerting the museum to the inadequacies of its then water treatment regime. There are also plans for a heritage centre replacing the original and very life-expired narrow gauge loco shed.

The efforts of the volunteers were also recently boosted by Bressingham starring in a four-part fly-on-the-wall TV series *Inside the Steam Train Museum*, broadcast on Channel 5 in 2020 (and still available to watch at <https://www.my5.tv/inside-the-steam-train-museum/>).

So Bressingham will approach its anniversary Gala on 18th-19th September in optimistic mood. The event will feature plenty of typical steam gala activities with rail action on all gauges plus road and model steam. Without doubt, however, the star of the show will be Bronwlyd, Alan Bloom's favourite engine returning from Statfold to its former haunt and recalling a time when the hand on the loco's regulator was invariably that of the original Bloom of Bressingham. **NGW**

*"The owner
'must be a
millionaire
or summat'..."*

References and More Information

Steam engines at Bressingham, Alan Bloom, published in 1970, updated in 1976. Out of print but an online search usually reveals plentiful inexpensive used copies. *The Story of Stanhope*, Phil Robinson, Moseley Railway Trust, 2017, ISBN 978-0-9576789-3-4. Full information on Bressingham, including opening times and details of the September Gala, is at www.bressingham.co.uk – the site also includes links to the Channel 5 documentary series.



Steam's Last Gasp at Rafael Freyre

David Joy will never forget visits to a Cuban paradise and one of the world's finest narrow gauge railways.

The year 2002 was certainly memorable. It saw Arsenal win the FA Cup, the Queen's Golden Jubilee, and an earthquake felt the length and breadth of England. For a dedicated though admittedly extreme minority, there was also a truly distressing event – the end of 'working' narrow-gauge steam in a country where it had survived in a glorious time warp. Cuba had been magnificent – and especially the near 40 miles of its remote Raphael Freyre system at the east end of the island.

I was last there early in 2002 and saw ominous signs. A 'make do and mend' approach was keeping ancient locomotives only just capable of steaming, although at least they were in better shape than the diesel fleet conspicuous by its absence. Sugar cane was no longer being brought in from the further reaches of the system

and the mill was apparently earning most of its hard currency from a tourist train that had been introduced two years earlier.

It came as little surprise to learn later in 2002 that the annual 'Zafra' sugar harvest with all its wondrous steam haulage would not be seen again. Cuba was finally defeated by the vindictive USA trade embargo, cutting the country off from its most obvious market. It decided to close many of its mills including Rafael Freyre, ending the unique appeal of its working 2ft 6in gauge railway and leaving cherished memories.

Looking back

It was only in relatively recent times that the existence of the Raphael Freyre line had become known to the outside world. Until the early 1980s, Cuba was a closed communist

Above: A train well loaded with sugar cane has been carefully brought down the Rafael Freyre's longest branch and, watched by a horse-rider, is about to join the 'main line'.

Below: Dwarfed by the striking Cuban landscape, a loaded train returning to the mill drifts round the sweeping Barjay curve.

Uncredited photos by David Joy, taken on several visits between March 1997 and March 2002

country with its railways classed as military secrets. Although only 90 miles from Florida in the USA, it might as well have been in the mid-Atlantic and there was little change when the Russian regime gave way to the hard-line dictatorship of Fidel Castro.

Only gradually did a few pioneer photographers brave armed guards to find sights long thought to be extinct in the western world. A land of friendly people was surviving without a single McDonald's and was employing hundreds of elderly locomotives steamed for three months each year to bring in the harvest.

Rafael Freyre, some 200 miles from any other sizeable mill, involved difficult travel from the heart of the island centred on Havana and understandably was one of the last systems to be discovered. Gradually it was learnt that it had originally been named Santa Lucia and its Florida

owners had ordered eight Baldwin 2-8-0s between 1892 and 1919. Following the revolution both the mill and its township had been renamed in honour of Rafael Freyre Torres, killed in 1953 following Fidel Castro's first attempt to overthrow the Batista government.

Word spread among the enthusiast fraternity of a lengthy main line, relatively flat and largely diesel-operated at its western end. East of the mill it was both steam-worked and scenically superb, running among hills and woodland entirely different in character to other parts of Cuba. Concealed among the greenery were several branch lines, from which puffs of smoke emitted as a train with loaded cane cars slowly moved forward.

This was all set among palm trees, thatched cottages and a total absence of tarmac roads with the railway providing the only practical means of reaching the more remote settlements. Apart from a few tractors and cane lorries, it was still an age-old world of the humble donkey, horse transport and teams of oxen working in the fields.

First impressions

It both sounded and proved to be irresistible and in 1997 I made the first of several visits with the late John Jennings. Four-wheel drive vehicles could only get us so far and then it was a matter of finding suitable locations on foot. A favourite spot was a hillside thick with prickly plants above the sweeping Barjay curve and there we must have spent many an hour waiting with diminishing optimism.

It was soon clear that this was part of the course. Rafael Freyre might be a photographer's paradise but it was no soft option. There were unwritten rules. Forget trying to grab as many shots in a day as possible. Be prepared to sit by the line for hours on end, waiting for trains that will run to no known timetable or often fail to run at all. Accept that Cuban skies are by no means cloudless and the sun is likely to disappear the moment some action finally starts to happen. Or, that the loco can be working so hard that it plunges itself into deep shadow.

Occasionally it would seem perfection. Suddenly there was a volcanic eruption as the sky turned black from vast clouds of billowing smoke. A Baldwin finally pounded into view round the 90-degree curve and all the world and his wife looked to be on the footplate. This was no mere figure of speech, as there was nothing unusual in carrying local womenfolk to do their shopping.



Above: One of the ailing Baldwin 2-8-0s struggles over slippery rails at a time when torrential rain was turning the dirt-track roads into a quagmire.

Below: Symbolic decorations on tenders were a special feature, although the choice of Pegasus as a winged creature in full flight may have been a touch optimistic. The skies are being darkened as some complex shunting takes place.

Bitter experience dictated that they clung on hard to cope with forward movement in a series of lurches and wallows rather than steady progress.

All smoke and glory, the Baldwin managed to keep its feet and disappeared as dusk fell with tropical swiftness. It was a wonderful sight, with luck repeated more than once on each annual visit, but ironically it never produced a wholly satisfactory photograph. Sun, smoke, clouds – or all three of them – always seemed to be in the wrong place.

At least it justified celebration and the other special magic of Rafael Freyre could now be seized. It was close to the coast and the modest tourist resort of Guardalavaca, where hotel food was scarcely outstanding but on the then undeveloped beach was a solitary small café.

This offered little other than lobster, although it came in various varieties. So too did the young Cuban ladies, who had more in mind than

the finer points of railway photography, but with firmness the next day could be planned with the help of a glass or three of pina colada and a dip in the sea. No wonder the place has such fond memories!

High hopes

Rarely did the following day work out as intended. We soon learnt that enquiring at the mill about train movements resulted in being told what they thought we would like to hear rather than what was going to happen. It was a matter of watching a specific set of points and if these changed then a train of empties was heading out to pick up loaded cane cars. The only hope of getting ahead of the train was a nightmare drive as fast as we dared on the appalling apology for a road but success could not be guaranteed and there were many disappointments.

It was certainly impossible when sudden thunderstorms produced »





downpours of tropical intensity and the dirt tracks turned into a quagmire that even challenged four-wheel drive. Once we were defeated and became hopelessly bogged down. Like all agricultural communities, nothing goes unnoticed and rescue was soon at hand when a farmer spotted our plight and towed us out with a pair of oxen!

On other occasions there were more serious problems with the railway itself. These became increasingly frequent and one of the more memorable occurred when an ailing Baldwin returning with a loaded train gave up the struggle east of Barjay, five miles distant from the mill. No diesel was available to give help and a rescue loco was sent out.

Waiting less than a mile distant, we wondered what would happen next. Would we see a rare double-header? From time to time there came the sound of a chime whistle and a puff of black smoke. Yet that was all

– and it would soon be prudent to retreat before darkness descended.

Then suddenly the whistling became more urgent and the smoke more intense. The delay had been due to inserting a cane car between the two locos to spread the weight. Coupled together and lit splendidly by the last rays of a setting sun, they both came past in magnificent style. Fortune was on our side and we felt privileged to have seen a spectacle common some 50 years earlier on railroads such as the improbable Rio Grande Southern in Colorado.

Another event that almost induced retreat came close to the eastern limit of the main line where the road was deteriorating from rough to diabolical. We stopped to examine the nearby grass-grown rails that looked scarcely capable of carrying anything heavier than a trolley on wheels. On the point of turning round, we were spotted by a young lad who pointed into the distance, exclaimed 'Machina'

Above: Shadows in this picture show that the memorable scene was captured within a few minutes of tropical darkness. A second engine had been sent out to assist a struggling loco, with a cane car coupled between them to ease the weight on the flimsy bridges.

Below: Empty cane cars are being propelled up the longest of the Rafael Freyre branches, which ended in just two sidings.

and made steam noises.

We thought he must be joking but should have known better. Round the corner against a superb backdrop of wooded hills came a Baldwin hauling loaded cane trucks. We ran to some raised ground and with seconds to spare managed to get some now cherished photos epitomising Rafael Freyre at its finest.

Equally memorable was the longest of the branches disappearing up-country and representing the kind of narrow gauge railroading that we thought had been consigned to history. Running through glorious surroundings away from all signs of civilisation, empties were propelled up a grade that in parts could not have been much less than 1 in 20.

Skirting rounded hills, the line crossed an impressive bridge to terminate in two dead-end sidings. The empties were deposited in one of them and the loaded trucks picked up from the other. There could be no simpler arrangement and the only ensuing complication was to divide the train if it was considered too long for available braking power back down the bank.

It somehow seemed appropriate that the locomotive on the occasion of our first visit had its tender decorated with a camel – a creature characteristic of plodding determination. In order to add Caribbean colour, other Baldwins sported drawings that included a jet aircraft, Castro's yacht and a Bugs Bunny look-alike!

A new era

The glory of working steam may have ceased with the closure of the mill in 2002 but it was not the end of determination at Rafael Freyre. I did not return but John Jennings went back the following year and found a brave effort to increase tourist traffic.



The mill yard had been tidied, some repainting had taken place for the first time within living memory and there was a resident multilingual guide.

Old cane cars had been converted into brightly painted toast-rack style conveyances to run over a limited length of line and plans were being drawn up for a banana-thatched bar car. Set aside as the main tourist locomotive was no 1388, which as an act of defiance had taken its pre-revolution identity and was renumbered 'Santa Lucia No 6'.

It was also possible for serious enthusiasts to charter a 'genuine' train of cane cars and a caboose for photo run-pasts. Two years later a severe drought affected the whole of eastern Cuba and so no 6 and the other working Baldwin no 1387 played their part in taking tank cars filled with water out from the mill over the seven miles to Altuna. It happened several times a week and was back to the old adage of using steam to save diesel fuel.

It was almost a return to former times, but somehow the absence of loaded cane cars and great activity in the fields meant it was not the same. Closure of the mill had also meant the end of most road maintenance and it was already challenging to get to locations such as Altuna. It seemed that they would become totally isolated, sinking back into the days of agricultural subsistence and reliance on animal power.

Happily, this proved not to be the case. Photographers might no longer be drawn to the railway in the same way, but arguably more importantly, it has now developed as a continuing lifeline for local people. **NGW**

■ In next month's issue, Donald Brooks looks at how little-known railcar services have transformed the fortunes of life at Rafael Freyre.

Right: The remote eastern end of the Rafael Freyre system, where grass-grown track suggested a total absence of any traffic. Against the odds, there suddenly appeared this stirring vision of a Baldwin working hard to get its short train up the steep gradient.

Below: A severe drought in 2005 led to tank cars being used to take water out to several points along the line. They were coupled to empty cane cars to the delight of visiting photographers, but it was not the same as the handling of the sugar harvest in the glory years up to 2002. Photo: John Jennings





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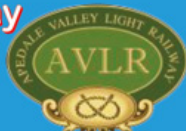
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Staffordshire Summer

In a month of tempting events, one of our photographers made his first visit to Amerton and discovered the delights of the 2ft gauge line.



The true delights of the Amerton Railway, with its circular route featuring at times quite challenging gradients, are not truly appreciated until one makes a first visit to the Staffordshire centre. **Tim Gregson** discovered just that when he attended Amerton's 'Staffordshire Steam Gala II' event held over the weekend of 17th-18th July.

The event featured the reunion of Amerton resident 'Lorna Doone' and its fellow 1922-built Kerr Stuart Wren 0-4-0ST 'Peter Pan', the latter newly returned from overhaul.

These two locos were among 27 Wrens built in 1922 for industrial contractor R H Neal & Co Ltd – both were later sold on to Devon County Council and employed in various quarries.

The sisters shared duties with Amerton's other resident Staffordshire trio, Kerr Stuart 0-4-0T 'Diana', Bagnall 0-4-0ST 'Isabel' and Hunslet 0-4-0ST 'Jennie' (3905). Jennie is a modern-day Wren, built in 2008 at Statfold, which owns the Hunslet name – Hunslet acquired the designs of Kerr Stuart after the Stoke-on-Trent builder's liquidation in 1930.

Top right: Sister Wrens 'Lorna Doone' and 'Peter Pan' double-headed passenger trains at the Gala.

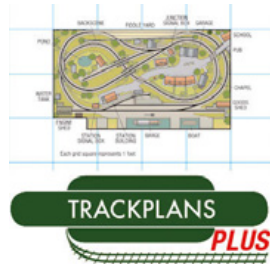
Above right: The Gala line-up, an impressive roster with a true Staffordshire provenance.

Right: The former industrial loco also took in some freight workings.

Photos: Tim Gregson



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Tiny trains in the Park...



With it seeming a very long time since we last enjoyed seeing narrow gauge excellence in miniature at a model railway exhibition, and with the news that more shows won't be happening this year (see panel at right), these pictures from roving reporter Phil Barnes, taken at the recent open day at the Great Bush Railway in Hadlow Down, Sussex, were very welcome.

While the 2ft gauge railway was the main attraction, (pictures are elsewhere in this issue) the event on 7th-8th August was actually called Model Railways Plus. It included an exhibition boasting more than a dozen layouts, including a couple with narrow-gauge subject matter.

Phil, and the editor, were particularly taken with the model illustrated here, due to its unusual subject matter. Built by Peter Hollins, 'Goathorn' is inspired by the Purbeck clay industry, representing a 3ft 9in gauge clay tramway with a pier meeting

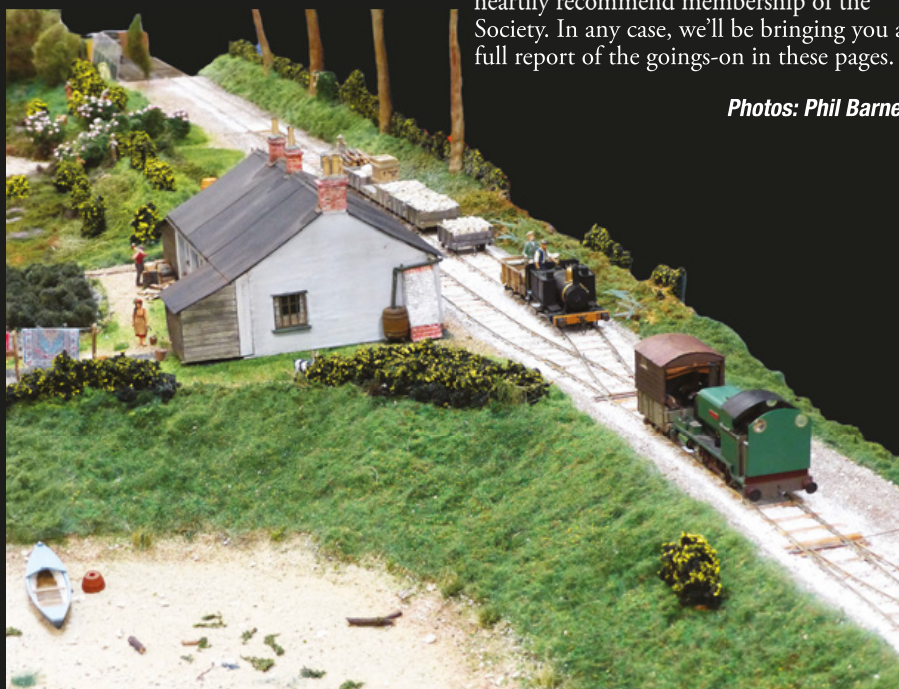
the South Deep Channel in Poole Harbour, at the back of Brownsea Island.

The layout is modelled to represent the Edwardian period, on 26mm track, and of course in such an unusual gauge it all had to be scratchbuilt.

It looks a superb model, and gives us a chance to remind readers that if you have built a narrow gauge model line that you are proud of, why not share it with your fellow *NGW* readers? We are always looking for new content in the modelling section – email editor@narrowgaugeworld.co.uk for more details.

Meanwhile one exhibition that at the time of writing is still going ahead, and which we are looking forward to is, the AGM of the 7mm Narrow Gauge Society in Burton-on-Trent on 16th October. This year it is a members' only event with pre-booked tickets only, and if you are interested in 7mm scale narrow gauge we heartily recommend membership of the Society. In any case, we'll be bringing you a full report of the goings-on in these pages.

Photos: Phil Barnes



MODEL LINES

Corris model show off again

■ If you were planning to head for the Corris Railway Society's Model Railway Exhibition directly after picking up this issue, don't – for a second successive year Covid has put paid to the event.

The CRS decided to call off the exhibition, due to take place on 28th-29th August at Y Plas in Machynlleth, after consideration of the ongoing Covid guidance and uncertainty.

"By the nature of the exhibition there was a likelihood and risk of people grouping around layouts and at trade stands and the CRS decided that calling off the event would be the safest and responsible course," a spokesman said.

The Corris line will be running trains on 28th-30th August – tickets must be pre-booked via www.corris.co.uk

Sadly the narrow gauge model railway enthusiast's lack of available shows appears set to continue for some time year, with no news yet released of a date for the next Expo NG in Kent.

Last year's show was cancelled due to the Covid pandemic and plans to redevelop the venue in Swanley for housing. Organisers Greenwich & District Model Railway Society stated then that the cancellation of the 2020 event would give them time to find a new location and consider what format future Expo NGs might take.

Warley National off too

■ Adding to the ever-growing list of cancelled shows, the Warley National, held at the Birmingham NEC, will also miss a second year in 2021.

The November event, regarded as the UK's most significant model railway show, always includes a major narrow gauge element, both in terms of a complete section of layouts, many traders and often full-size exhibits.

Announcing the cancellation organiser Warley MRC stated that despite the lifting of many Covid restrictions there remain too many uncertainties to deliver a successful event in 2021.

"While disappointing, we feel this is the best option in the current climate," the Club added. "However, we have booked the Warley National Model Railway Exhibition at the NEC on 26th-27th November 2022."

...and Midlands ME show

■ Just to complete the gloom, larger-scale modellers again won't be able to go to either the Midlands Model Engineering Exhibition scheduled in October or its London counterpart due to be held at Alexandra Palace in January – both have also fallen victim to continuing Covid uncertainties for second successive years.

Welcome to the Club

Andrew Charman and Phil Parker get their hands on the long-awaited new 009 locomotive from Heljan, the Lynton & Barnstaple Railway's recently recreated Baldwin 2-4-2T 'Lyn'.

A long project to recreate the Lynton & Barnstaple Railway's long-lost Baldwin 2-4-2T 'Lyn' finally came to fruition in 2017 when the new locomotive entered service on the Devon line. The efforts of the 762 Club – a group that spearheaded the new-build and is now working to recreate the line's lost Manning Wardle 2-6-2Ts – was bound to spark the interest of model makers, particularly with L&B products having been a prime part of the recent explosion in UK-outline 009 (4mm to the foot) scale.

Heljan is one of the leading lights in this torrent of new UK-prototype product, and having already produced an L&B Manning Wardle it was perhaps no surprise that the Baldwin was next in line. After a patient wait, the first example arrived at **NGW** Towers for review just as this issue was going to press, so what we are offering here are very much first impressions!

The Ed has to admit that having been a 009 modeller some 40 years ago, he is still amazed on opening any of the 'new era' of UK items at the sheer quality of what is now the norm – we accepted so much less in the old days! And on first opening the very well-packaged box the Heljan Lyn certainly follows the brief.

The original loco was built for the Lynton & Barnstaple Railway in 1898 – the line had quickly concluded it needed more motive power alongside its three 2-6-2Ts ordered from Manning Wardle. However

industrial action at many UK manufacturers had created a backlog of orders and US builder Baldwin could deliver a loco more quickly.

Lyn was shipped across the Atlantic in parts and erected at the L&B's Pilton Works by railway staff, first steaming in July 1898. Thereafter it went straight into service on the line, making few headlines until after the takeover by the Southern Railway in 1923.

A major overhaul was carried out in 1928 at the Southern's Eastleigh works near Southampton, the loco returned to Devon in Southern livery and with the designation E762. Lyn then continued working until the line's closure in 1935. At the subsequent auction the only interest in the Baldwin came from scrap merchants, who rapidly cut it up in Pilton Works.

With the Lynton & Barnstaple revival project progressing well, the 762 Club was formed in 2009 to build a new Lyn, externally similar to the original but with the benefit of modern engineering technology and CAD techniques. A programme involving Club members sponsoring components proved highly

Reproducing these photos far larger than the model's actual size clearly shows the impressive level of period-correct detailing. All photos by Phil Parker

successful and the loco was completed in 2017. It has run on the Devon line ever since, looking particularly splendid at the head of a rake of four brilliantly restored (with mostly new parts) L&B carriages.

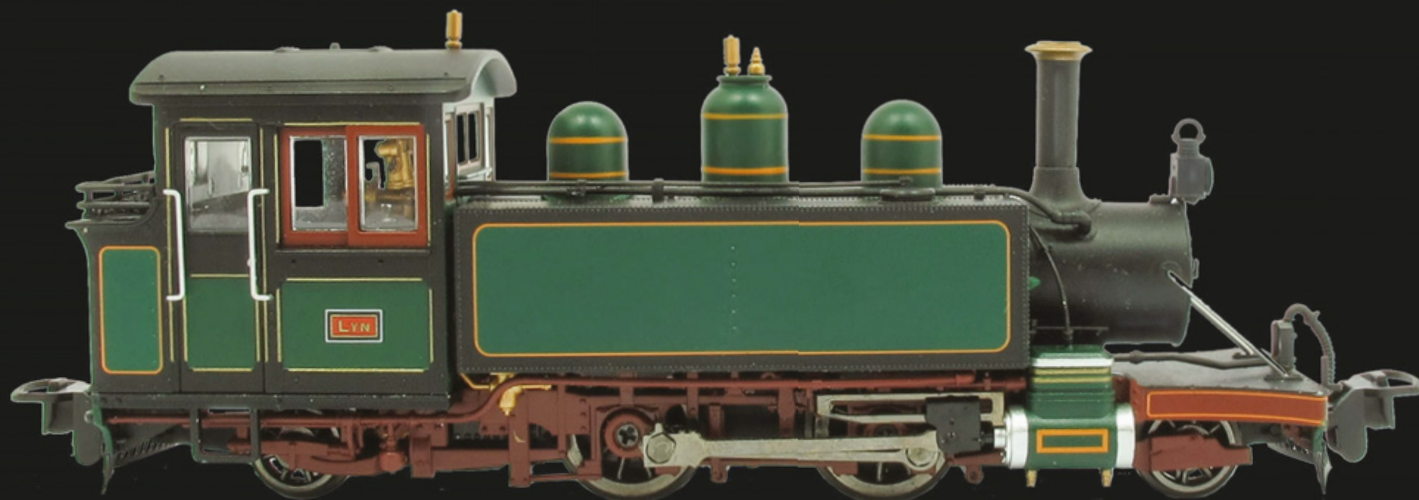
Six pack

Heljan is offering the model in six different versions, reflecting detail and livery changes in Lyn's career. These are;

- 1) Plain works black (likely to appeal to those wanting their model for fictitious layouts not following an L&B theme)
- 2) Pre-1906 L&B green, when the loco name was stencilled on the cab side
- 3) Post-1906 L&B, with a different shade of green, changed lining and proper cab-side nameplates
- 4) As between 1923 and '28, when the loco was in Southern Railway ownership, still wearing its original livery but with the nameplates relocated to the cab sides
- 5) As the loco returned from its 1928 overhaul in Southern apple-green livery
- 6) In its final years between 1932 and '35, with some detail changes.

The sample we had for review is in the 1907-1923 condition, the last years of independent ownership.





Faithful detail

Now your editor spent some time consulting every L&B history book in the *NGW* library and comparing the period imagery to the model, and concluded that this is a pretty faithful reproduction.

The only question I had was whether the tank lining should be continued on the tank fronts, which are plain green. All the photos we could find are inconclusive on this one, the black and white imagery of the time merging the different tones together, and it's not obvious whether the prototype's tank fronts were plain in this period or with lining, as the Manning Wardles had. But in all honesty Heljan has clearly been so careful in other details it's more than likely they got it right on this point too – can more knowledgeable L&B historians advise?

The careful attention to detail is clear to see when comparing different versions of the model. Ours for example does not have the plug on the side of the smokebox used for removing ash, because this plate was itself removed in 1907.

The relocation of the whistle from cab front to cab roof is faithfully reproduced, as are the different safety valve designs

depending on the period, the different designs of smokebox door used – the list goes on. And despite being almost entirely hidden behind glass windows the cab controls are all there.

This is without doubt an excellent-looking model but note too that some of the detailing is very delicate and careful handling is very much required...

On the line

It does, of course, have to run as well as it looks. The model comes fitted with a six-pin socket for DCC control (*what's DCC? Ed*). In the time available we have not been able to give the loco an extensive test, but initial impressions were positive. It immediately proved a smooth runner, with headlamp lit when moving forwards, and its smoothness improved the more it was run in, as would be expected.

Two issues arose – firstly in negotiating Peco points of the tightest radius, the loco hesitated and needed a bit more power on the controller. In fairness Heljan quotes a minimum radius of 305mm for Lyn but adds that larger radii will suit it better, as would be expected of a large loco such as this. But you need to be aware if the

curvature on your layout is quite severe.

The other potential problem concerns the cowcatchers, which are finely-made items supplied unfitted in a separate packet in the top of the box. Fitting them appeared to cause the standard 009 couplers to raise slightly, which of course would result in them uncoupling! More investigation is needed in this area...

These are minor points – overall this is a superb addition to the ever-growing range of UK-outline options for the modeller working in 009 scale – it will no doubt prove highly popular. **NGW**

More Information

Produced by Heljan, UK distributor Gaugemaster
Tel: 01903 884488
Web: www.gaugemasterretail.com
Price: Around £240

762 Club: Web: <http://762club.com>

■ The model Lyn will also be reviewed in the next edition of our sister magazine *British Railway Modelling* – watch out for it in shops.





Modellers working in G-scale (1:22.5 on 45mm gauge track) have been enjoying quite a comeback from German giant LGB in recent times, particularly those who prefer modern-image narrow gauge, and above is the latest 'coming soon.'

The three-car class ABe 8/12 'Allegra' unit from the Rhaetian Railway (RhB) in

Switzerland will be a limited edition and represents a co-operation agreement between the metre-gauge network and a bear sanctuary in Arosa.

The model is driven by two ball-bearing Bühler motors powering four sets of wheels and comes with an mfx/DCC decoder offering a range of sound and light

functions. The pantographs on the end cars can be remotely lowered and raised, and all told the impressive model measures 206cm over the buffers.

It's not all about modern image of course – another recent release from LGB is the mighty German Saxon VII K locomotive. These 57-tonners were employed on many narrow gauge lines in Saxony – several are still in use today and the LGB model, 99 731, is based on a prototype to be found on the Zittau Narrow Gauge Railroad.

Again power comes from a pair of powerful Bühler motors and an mfx/DCC decoder is fitted, allowing such niceties as headlights that change over with the direction of travel, firebox and cab lighting, running sounds, a whistle and much more.

Produced by LGB, Stuttgarter Str. 55-57, D-73033 Göppingen, Germany – check your local outlet for ordering details.

Web: www.lgb.com

Railcar price TBA

Saxon price 1590 Euros.



The Ivo Peters Collection – Narrow Gauge Steam in the Early 60s (DVD)

■ In the editor's younger years the most prized tapes among his narrow gauge video collection were those by renowned rail photographer and videographer Ivo Peters. Ivo had a passion for narrow gauge and his films include some highly evocative narrow gauge subject matter.

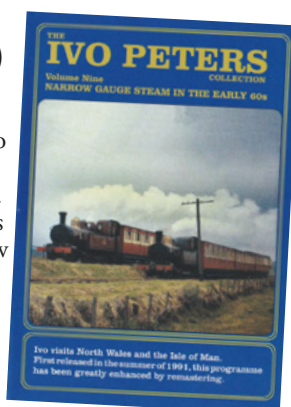
Volume 4, filmed in 1959-60, features the Vale of Rheidol, Talyllyn and Snowdon Mountain lines but is most prized for its extensive footage of the quarry workings at Penrhyn and Dinorwic, including the 4ft gauge Padarn Railway, while Volume 6 includes narrow gauge ironstone lines in the East Midlands.

Ivo's son Julian has been reissuing these films on DVD, and this latest has first published on video in 1961. The film is exactly as the original – it may not offer the quality of modern productions, but the historic interest far outweighs this. And while a couple of details in the commentary have since proven incorrect, such as Vale of Rheidol loco no 9 dating to 1902, this merely adds to the period charm.

The first part of the 49-minute film features the Rheidol, Talyllyn, Welshpool & Llanfair (including the last train across Welshpool Raven Square) a brief visit to the Ffestiniog and a look at the then brand-new 18-inch gauge Bicton Woodland Railway in Devon.

The majority of the footage, however, and likely to be of most interest to many, features the Isle of Man Railways, when they were operating all over the island. From the canopies at Douglas and trains running over viaducts to the north of the island, to the Groudle Glen Railway at its most run-down, this really is 'From a Different Age' and worth the modest purchase price alone. **AC**

Produced by Julian Peters, copies available by sending a cheque payable to I J Peters to 2 Dark Lane, Steeple Ashton, nr Trowbridge, Wilts, BA14 6EY. Price £16.95 including postage



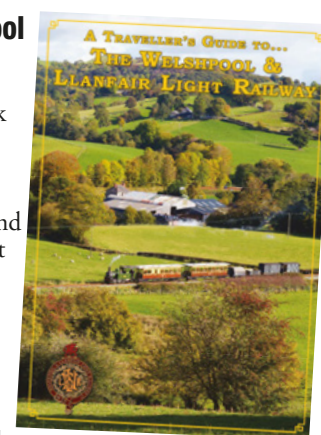
Traveller's Guide to the Welshpool & Llanfair Light Railway

■ This 40-page large-format paperback with its striking cover may be aimed primarily at the visitor but is also invaluable for the serious enthusiast. It provides a concise overview in words and pictures of a railway that has now spent longer in preservation than it did as a working narrow gauge line of great character but woeful lack of funding.

Edited and designed by Andrew Charman, editor of *NGW*, the book includes invaluable detailed maps by Gordon Rushton. The text and more than 100 photos, mainly in colour, convey the line and its setting among wooded hills and provide the traveller with the location of such features as bridges, level crossings and reverse curves.

The text broadly divides into a concise history, a journey on the line from Welshpool to Llanfair, motive power and rolling stock. There is a tabular summary of all locomotives and passenger carriages past and present. Finally, there is a look at affiliated lines across the globe ranging from Taiwan to Sierra Leone as well as an ever-necessary appeal for volunteers from all walks of life. Highly recommended. **DJ**

Published by Welshpool & Llanfair Light Railway Preservation Co. Available from railway shops when open or by post from 12 Maes Gwyn, Llanfair Caereinion, Powys SY21 0BD – cheque payable to W&L Sales Ltd. Web sales at www.wllr.org.uk in preparation. Price £4 plus £2.50 postage





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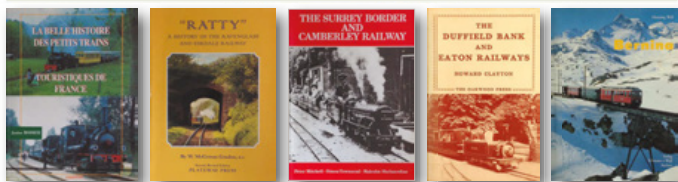
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Mountain memories

As I'm sure it did for many fellow baby boomers who spent their summer holidays in the 1970s camped out (usually with their even more enthusiastic fathers) between Llanberis and Snowdon Summit, Donald Brooks' article ('Snowdon from the lineside', *NGW*158) brought back some vivid memories.

I was particularly moved by the wistful lament that "sometimes you don't quite realise what you have lost until it's too late". I guess this is true in the case of the SMR but I still cherish those days in the '70s and the eager anticipation of the approach to the northern end of Llanberis with the billows of yellow smoke which seemed to engulf the whole of the station in summer.

To reflect that it was possible to see (and hear!) up to 20 steam ascents in a single sunny day with seven genuine Swiss SLM tanks at full tilt seems incredible in retrospect, but what a treat!

So yes some regrets but I for one feel relieved that we are still able to witness this unique steam experience albeit less frequently, and obviously not in recent months.

I am also minded to think that had it not been for the diesels taking most of the strain from the mid '80s, some if not all of the steam locos may well have permanently fallen apart by now as in all fairness they were hitherto worked exceptionally hard.

I also take some comfort by the recent refurbishment of no 5 'Moel Siabod' and that this is a statement of intent by the SMR team to retain the heritage steam service long into the future.

Gareth Partlett

Garden shed accessed

The article by Donald Brooks about the Liverpool Garden Festival railway in *NGW*159 brought back happy memories of my visit to that event.

As Donald states in his feature, the engine shed was well known to be strictly out of bounds to visitors and enthusiasts but that, of course, just made the challenge to get into it even more exciting.

The enclosed photo shows that I successfully managed it thanks to the fact that at the time I worked for BICC (the parent company of Balfour Beatty which had installed the signalling systems), which somehow proved enough to allow me to gain access legally.

As the photo shows, the shed was a sort of Nissen-hut construction clad in corrugated iron and the wheel set on the floor shows that they were not averse to carrying out some serious maintenance on site. It also allowed

"Had it not been for the diesels taking most of the strain, some if not all of the steam locos may well have permanently fallen apart by now..."

Above: Train above the clouds in 1978. the Snowdon Mountain Railway's no 4 'Snowdon', (988/1896), passes groups of hikers and enjoys the last patch of sunshine before plunging into the gloom around the summit, meaning no views from the top and a busy time for the café. Donald Brooks' feature struck a chord with at least one reader.

Right: 'The Bug' in the Liverpool Garden Festival Railway shed, which reader Mark Hamlin managed to gain legal access to!



me to record 'The Bug' at Liverpool, which, as Donald mentions, was not easy as it did very little work and spent most of its time on shed.

Mark Hamlin

More widespread a gauge

I was intrigued to read Tony Ollson's letter in *NGW*158 regarding 750mm and 760mm gauge railways. Tony's initial thoughts that the 750mm gauge only related to the Russian narrow gauge were indeed not correct.

In fact the 750mm gauge was more widely used than the 760mm variant, most commonly throughout Germany – notably Brandenburg, Saxony, Rugen Island and Baden-Württemberg all possessed many 750mm gauge systems. In addition to the three lines in Spain, the sugar cane lines of Indonesia made much use of the gauge, not to forget the extensive system in Patagonia.

Conversely the 760mm gauge was largely only adopted by Austria and the Austro-Hungarian Empire, which accounted for it being known as the 'Bosnian Gauge'.

The fact that 2ft 6in gauge is only very slightly wider than 760mm has been of great assistance to the Welshpool and Llanfair Railway over the last 50 years or so, with its large collection of former Austrian rolling stock and a locomotive. Interestingly, &LLR loco no 10 began life as a German Army 750mm gauge machine, being converted to 760mm

for its subsequent life in Austria prior to its new life in Wales in 1970.

This similarity in gauge has again been demonstrated very fully in the recent past by the hire by the W&LLR of the Zillertalbahn U-class loco no 2 'Zillertal'.

John Organ

Eco, but not that eco

I think you may have the decimal point in the wrong place in your news story on the Tallyllyn emissions ('Tallyllyn invests in carbon-offset project', *NGW*159).

Burning 95 tonnes of coal is not going to make 210 tonnes of carbon dioxide, possibly 21 tonnes.

Jamie Hart

Andrew C replies: Your point is well-made Jamie – in our defence the incorrect figures were taken directly from the Tallyllyn press release though as the editor when not compiling this magazine spends his time writing about new cars and their emissions, alarm bells should have rung for him!

Garden rail electronics

An interesting article by David Joy in *NGW*159 on his LGB Crocodile model loco and digital control trials – I also experimented with LGB and Zero One.

I first saw LGB models in, I think, Beatties shop, in Holborn in London's west end – the prices were well beyond my pocket in those days.

Fast-forward a few years and the long-gone model shop in Uxbridge,



Percy's, had got from somewhere, secondhand LGB. He had the Stanz passenger starter set, a green 'locotractor' loco and various sections of track. 'Mr Percy' kindly put the lot aside and let me buy it all, as and when funds permitted.

Hornby had recently introduced Zero One and it allowed, as you said, multiple operation.

A master controller, a slave, two chips and a bottle of silver paint, used to 'code' the chips was purchased and the fun commenced, although my layout stayed indoors.

Unfortunately, the points had to stay manually controlled.

All this was nearly 40 years ago and would possibly have gone further, but then nature played its part. My wife told me that she was expecting a 'happy event', the chips were removed from the locos and my LGB collection sold to a well-known model shop in Petticoat Lane, providing funds for a cot and highchair.

That was the end of my LGB digital days until I was offered a MTS starter set some 20 years later.

Pete Williams

Cement mystery continues

I expect by now you have had lots of replies to the photo of the cement mixer on the Portway at Bristol ('What is it?' *NG Extra*, *NGW157*).

I do not know much about it other than it was the main entrance to a large civil engineering project known as the 'Northern Interceptor'. This was a tunnel from the River Frome in east Bristol to the Avon Gorge to collect surface water drainage and in particular flood water from the River Frome and other locations north of the river to restrict flooding in lower Easton and parts of the city centre.

I think I remember that there was a vertical shaft to aid construction near Clifton Down Station. I believe there were two other construction sites. It was drilled through hard rock under the Downs.

I remember seeing at times narrow gauge stock at the River Avon end, apart from the cement mixer. I assume parts of the tunnel had to be lined to prevent collapse and contain the water. Building took several years.

The *Bristol Evening Post* had news items about it from time to time and there was a special supplement. It is still doing its job and I hope it is sufficient for this period of climate change and major storms.

John Turner

Andrew C replies: Actually John, yours was the first reply to this mystery! Anyone else throw any more light on this industrial narrow gauge?

From the cupboard...

Long days at the zoo...

Ron Barnes recalls the summer of 1975 spent driving at Whipsnade.



Your feature on the early years of the Great Whipsnade Railway in *NGW156* invited further memories from the 1970s and I enclose some images I took whilst working as a summer relief driver in 1975.

I had just completed my PhD when I heard on the grapevine that Whipsnade Zoo railway was looking for a summer relief driver. The resident driver/fitter wanted to have time to do maintenance on the engines and stock and needed someone competent to drive full time.

In need of a change from research, I contacted the zoo and was invited for an assessment. Having had experience of driving and firing standard gauge locos on British Railways, German and Czech state railways, this did not present a problem and I was offered the job. To my astonishment I was to get paid; a first in my footplate 'career'!

I worked six days a week and they were long days. Starting around 07.30 I had to light up, water, coal (by hand!) oil and clean the engine of the day, all single-handed, ready for the first public train which I think was due to leave the station at 11.00.

After disposing I didn't get home until 19.00. By the time I'd had a bath and supper it was straight off to bed ready for the next early start. I got one day off a week, some local enthusiasts driving on that day by which time I was pretty jaded. Although the resident driver/fitter was on site most days, sometimes he was not and then I had the responsibility of running the whole show myself.

The summer of 1975 was a very hot one, with temperatures in southern England sometimes exceeding those in Casablanca. Fortunately coaling could be done early and at least the stock pile was in the shade.

More irritating was the telephone, the outside bells for which can be seen on the shed front. Running back and forth to answer it when trying to meet a 10.45 off-shed deadline was irritating and time-consuming, especially as the calls were usually from the station mistress wanting to know when I would be getting the empty coaching stock into her station!

The locomotives ran well and did not give me any problems. All the passengers seemed to

enjoy themselves. One, an ex-footplateman, even came up to the cab and gave me a £5 tip for the most enjoyable journey he'd had since his time on BR. I think it was the uphill start out of the station with the exhaust beat drowning out the cries of the wolf pack in the adjacent enclosure that made his day.

Opening up in the tunnel for the climb to the station was also very popular, especially amongst the children. Anyway, when the time came I was sorry to leave Whipsnade.



From top: The view from a Whipsnade footplate. 'Superior' comes off shed – the irritating phone bells can just be seen at top the shed front. Awaiting the rush at Whipsnade Central.



That was the year that...

Narrow gauge news stories from the archives and their legacy...

From 50 years ago

Groudle Glen Railway, Isle of Man (2ft)

The new operators have painted 'Polar Bear' and six coaches in a silver and blue livery. The other two coaches need heavy repairs. The 1896 loco 'Sea Lion' has emerged from hiding and may be sent to Bagnall's for complete overhaul and replacement of missing parts. An enquiry had been received from the USA to purchase engines and stock. (NGN, September 1961)

This of course was before the Groudle Glen closed and fell into virtual dereliction, then being revived many years later. Sobering to note that the line's distinctive stock might have been taken across the Atlantic...

Rheilffordd Llyn Llanberis, Wales (1ft 11½in)

The line opened about the time predicted in NGN72... reports that the green and cream coaches ride very well and the whole trip is superb and reflects very well on Vic Bradley and his staff who have worked so hard for the success of the line.

In the same quarry yard – in 'Fire Queen's' shed to be precise Mr A J Hills has his collection of very fine locomotives. 'Sybil' looks great, and he is busy working on her sister loco 'Una' which should be ready by Christmas. 'Eigiau' is also in good order but 'Mesozoic' needs a new saddle tank, retubing and also converting to the 1ft 10in gauge from the 2ft. 'Diana' the Kerr Stuart 0-4-0T is at present stored in the tunnel that led from the yard into the workings and is in need of a good overhaul. (NGN, September 1961)

The Llanberis Lake Railway, or Rheilffordd Llyn Padarn as it was rather more correctly later dubbed, is indeed 50 years old this year and an in-depth feature on the line's creation and early years will form part two of our 'Hunslet Homes' series in next month's issue.

Tony Hills, meanwhile, went on to build the Brecon Mountain Railway in South Wales – Sybil was until very recently a static exhibit there (see the UK news pages) while Una remains at Llanberis, not owned by the Lake line but the National Slate Museum, where it is displayed but seldom steamed (below).

As reported in this month's feature Eigiau went to Bressingham and is today at the Bredgar & Wormshill Light Railway, while Diana's restoration was completed many years later by current owner Phil Mason.

As for Mesozoic, this went to the somewhat secretive Bromyard & Linton Light Railway where it was dismantled for apparent restoration, and ever since parts of it have been visible through a fence in the former Bromyard station yard as part of the apparently seldom-touched collection of narrow gauge stock stored there...



Photo: Andrew Charman



Extracts from **Narrow Gauge News**, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join up, go to www.ngrs.org.uk or see the advert on page 38.

Tramways

- Douglas Horse Tramway www.iombusandrail.im/heritage/ No reopening date announced at press time
- Great Orme Tramway: Conwy 01492 577877, www.greatormetramway.co.uk Daily services between 10am and 6pm.
- Manx Electric Railway, Snaefell Mountain Railway: Isle of Man, 01624 662525, www.iombusandrail.im/heritage/ Daily except Monday/Thursday until 12th Sept, further dates TBC
- Seaton Tramway: Devon 01297 20375, www.tram.co.uk Daily services from 10am. Heritage open day 11th Sept.

Diary & Special Events

■ Listed on the following page are organisations that by press day on 13th August had plans to open in September. **Note** – a line not on the list does not necessarily mean it will not be open. Anyone planning a visit for a train ride or to an event **must** check on the line's website and/or social media feeds for the latest information before travelling.

No responsibility can be accepted for dates on these pages – check with the line concerned before travelling.

Special Events in September

Only events of interest to rail enthusiasts are included in this guide.

- **5th Sept, Bredgar & Wormshill Railway open day.** Tractors & farm equipment. Kent 2ft line, unlimited rides. <http://bwlr.co.uk>
- **4-5th Sept, Amberley Museum Miniature Steam.** More than 45 miniatures and models, rail and road, 2ft railway operating.
- **4-5th Sept, Corris Railway Gala, return of No.4.** Talyllyn-based Kerr Stuart working with resident new-build classmate.
- **4-5th Sept, Ruislip Lido Railway Open Day.** Views behind scenes, workshop/yard area open, locos and vehicles displayed.
- **4-5th Sept, Welshpool & Llanfair Light Railway Transport Treats.** Two-loco service, workshop displays, vintage vehicles.
- **11th-12th Sept, Amerton Railway Everything Goes Gala (Sat), Classic Car Rally (Sun).** All available locos running, steam/diesel.
- **11th-12th Sept, Kirklees Light Railway 30th Anniversary Gala.** Intensive services, 'Shelley or Bust' multiple-header.
- **11th-12th Sept, Leighton Buzzard Railway Steam Gala.** Multiple loco haulage, freight/industrial trains, displays.
- **11th-12th Sept, Statfold Barn Rly Road, Rail & Ale Festival.** Variety of road vehicles, intensive rail service. www.statfold.com
- **11th-12th Sept, Talyllyn Railway Edward Thomas 100 Gala.** Centenary of Kerr Stuart loco, Corris Railway new-build visiting.
- **17th-19th Sept, Cleethorpes Coast Light Railway Rail, Ale & Blues Weekend.** Real ales, live music and frequent trains.
- **18th-19th Sept, Bressingham 60th Anniversary Weekend.** Steam Gala, GP39 'Bronwlyd' from Statfold and other visitors.
- **18th-19th Sept, Leek & Rudyard Railway Steam Gala.** Intensive service, passenger and freight workings, visiting locos.
- **19th Sept, Groudle Glen Railway Steam Gala.** Intensive services with two trains, further attractions.
- **25th-26th Sept, Lynton & Barnstaple Railway Autumn Gala.** Intensive service, extra attractions, check website.

Miniature Railways

- **Audley End Railway (10.25in):** Essex 01799 541354, www.audley-end-railway.co.uk Daily services
- **Beer Heights Light Railway (7.25in):** Devon 01297 21542, www.pecorama.co.uk Tuesday to Saturday.
- **Lappa Valley Railway (15, 10.25, 7.25in):** Cornwall 01872 510317, www.lappavalley.co.uk Daily from 10am.
- **Littlehampton Miniature Railway (12.25in):** Sussex www.littlehamptonminiaturerailway.com Weekends.
- **Moors Valley Railway (7.25in):** Hants 01425 471415, www.moorsvalleyrailway.co.uk Daily until 12th, then weekends
- **North Bay Railway, Scarborough (20in):** Yorks 01723 368791, www.nbr.org.uk, Daily services from 10am.
- **Rhyl Miniature Railway (15in):** Clwyd 01352 759109, www.rhylminiaturerailway.co.uk 1st-5th then weekends.
- **South Downs Light Railway (10.25in):** Sussex 07518 753784, www.south-downs-railway.com 1st, then weekends.

What's On

	Wed 1st	Thu 2nd	Fri 3rd	Sat 4th	Sun 5th	Mon 6th	Tue 7th	Wed 8th	Thu 9th	Fri 10th	Sat 11th	Sun 12th	Mon 13th	Tue 14th	Wed 15th	Thu 16th	Fri 17th	Sat 18th	Sun 19th	Mon 20th	Tue 21st	Wed 22nd	Thu 23rd	Fri 24th	Sat 25th	Sun 26th	Mon 27th	Tue 28th	Wed 29th	Thu 30th
Almond Valley Rly: 01506 414957 www.almondvalley.co.uk	Awaiting relaxation of Covid restrictions – check website																													
Amberley Museum: 01798 831370 www.amberleymuseum.co.uk																														
Amerton Railway: 01785 850965 www.amertonrailway.co.uk																														
Apedale Valley Rly: 0845 094 1953 www.avlr.org.uk																														
Bala Lake Railway: 01678 540666 www.bala-lake-railway.co.uk																														
Brecon Mountain Rly: 01685 722988 www.bmr.wales																														
Bressingham: 01379 686900 www.bressingham.co.uk																														
Bure Valley Railway: 01263 733858 www.bvrw.co.uk																														
Cleethorpes Coast Light Railway 01472 604657 www.cclr.co.uk																														
Corris Railway: 01654 761303, www.corris.co.uk																														
Evesham Vale Light Rly: 01386 422282 www.evlr.co.uk																														
Exbury Gardens Railway: 023 80891203 www.exbury.co.uk																														
Fairbourne Railway: 01341 250362 www.fairbournerailway.com																														
Ffestiniog Railway: 01766 516000 www.festrail.co.uk	trains to Dduallt or Blaenau depending on day – check website																													
Golden Valley Light Railway: 01773 747674 www.gvfr.org.uk/																														
Great Whipsnade Rly: 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																														
Groulle Glen Railway: 01624 670453 www.ggr.org.uk																														
Hampton Kempthn Rly: 07583 560167 www.hamptonkempthnrailway.org.uk																														
Hayling Seaside Rly: 07902 446340 haylinglightrailway.wixsite.com/my-site																														
Heatherslaw Light Rly: 01890 820317 www.heatherslawlightrailway.co.uk																														
Isle of Man Steam Rly: 01624 663366 www.iombusandrail.im/heritage/	Further dates to be confirmed – check website																													
Kirklees Light Rly: 01484 865727 www.whistletopvalley.co.uk																														
Launceston Stm Rly: 01566 775 665 www.launcestonr.co.uk	Reopening date postponed and new date not confirmed - check website																													
Leadhills & Wanlockhead Railway www.leadhillsrailway.co.uk	Planned reopening 28th-29th August - check website for September dates																													
Leek & Rudyard Railway: 01538 306704 www.lrsr.org																														
Leighton Buzzard Railway 01525 373888 www.buzzrail.uk																														
Llanberis Lake Rly: 01286 870549 www.lake-railway.co.uk																														
Lynton & Barnstaple Railway: 01598 763487 www.lynton-rail.co.uk																														
North Gloucestershire Railway: www.toddington-narrow-gauge.co.uk																														
Old Kiln Light Rly: 01252 795571 www.oldkilnlightrailway.co.uk																														
Perrygrove Railway: 01594 834991 www.perrygrove.co.uk																														
Ravenglass & Eskdale Rly: 01229 717171 www.ravenglass-railway.co.uk																														
Romney, Hythe & Dymchurch Rly 01797 362353, www.rhdr.org.uk																														
Ruislip Lido Railway: 01895 622595 www.ruislipidorailway.org																														
Sittingbourne & Kemsley Railway: 01795 424899, www.sklr.net																														
Snowdon Mountain Rly: 0870 450 0033 www.snowdonrailway.co.uk	Diesel service to Clogwyn only – see website																													
South Tynedale Rly: 01434 381696 www.south-tyndale-railway.org.uk																														
Steeple Grange Lt Rly: 01629 55123 www.steeplegrange.co.uk																														
Talylln Railway: 01654 710472 www.talylln.co.uk																														
Teifi Valley Railway: 01559 371077 www.teifivalleyrailway.wales																														
Threlkeld Msm: 01768 779747, www. threlkeldquarryandminingmuseum.co.uk																														
Vale of Rheidol Rly: 01970 625819 www.rheidolrailway.co.uk																														
Waterworks Railway: 020 8568 4757 www.waterandsteam.org.uk	Opening not confirmed at press time – check website																													
Wells Walsingham Rly: 01328 711630 www.wwlr.co.uk																														
Welsh Highland Railway 01766 516000, www.festrail.co.uk	Porthmadog - Beddgelert, Caernarfon - Beddgelert return or full line on certain days – see website																													
Welsh Highland Heritage Railway 01766 513402, www.whr.co.uk																														
Welshpool & Llanfair Light Railway 01938 810441, www.wllr.org.uk																														
West Lancashire Light Railway 01772 815881, www.westlancs.org																														
KEY Trains (steam or diesel), Special events, No trains	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

Planet on the Pier

Donald Brooks recalls a line that ceased to operate 30 years ago but may yet be restored.



It was on my third visit to the Manx town of Ramsey, on 1st August 1981, that I finally encountered the Queen's Pier Tramway – and it was only just in time.

The pier, more than 700 yards long, opened in 1886 to enable ships to call at Ramsey at all states of the tide. Steamer services continued until the end of the 1960s, when passenger numbers had declined to such an extent that 1970 saw the last boat, though the pier itself remained open to visitors.

A 3ft-gauge railway was laid to help with construction and retained as a transport link along the pier. Four-wheeled hand-propelled trolleys were used to carry luggage, joined around the start of the 20th century by an enclosed passenger car, also four-wheeled and pushed by hand.

Human propulsion made the Douglas horse trams look advanced,

but it was 1937 before the pier tramway was mechanised, when a Hibberd Planet four-wheeled petrol mechanical locomotive, works number 2027, arrived. Hibberd also supplied a semi-open bogie trailer fitted with five rows of wooden seats and equipped with roller shutters.

In 1950 a Wickham railcar with slightly lower passenger capacity than the Hibberd trailer was delivered to supplement the fleet. Although the line was single track there was a passing loop halfway along the pier, so at busy times the two trains could shuttle back and forth continuously.

There was a stock storage siding at the land end of the pier, where the 'main line' continued through the entrance building and out into the road, while at the outer end the track split into two terminal sidings.

With the end of steamer services the tramway continued in use as a

Above: Hibberd 2027 and trailer at the halfway passing loop. The monument on the hill in the background is the Albert Tower, built in 1848 following the Prince's visit to the spot the previous year. The Tramway had its own royal visit on 4th July 1963 when Queen Elizabeth the Queen Mother travelled behind the Planet.

Below: Only three shutters open suggests few passengers were expected. It was mid-summer but perhaps the weather deterred potential visitors.

Photos by Donald Brooks, August 1981

pleasure line, but the Wickham railcar moved to the Isle of Man Railway in the 1970s, helping with tracklifting between Ramsey and St Johns before being scrapped. The Planet soldiered on alone and shortly before my 1981 visit was re-engined and fitted with a steam-outline engine casing, though the original cab remained largely unaltered.

Final year

In the 1981 season the train ran almost 1,000 miles and carried 7,000 passengers but it was to be the swansong. Because of the pier's condition the last train ran on 9th September, less than six weeks after my ride on it, and the Harbour Board presented the stock to the Ramsey Commissioners for a proposed line in the town's Mooragh Park.

When this failed to materialise the Planet and trailer went to the Manx Electric museum in the Ramsey car shed, occasionally operating short workings for enthusiasts. In 2010 they moved the short distance to Jurby Transport Museum, where they remain on display today.

The pier continued to deteriorate, closing completely at the start of the 1990s. After years of discussions the Queen's Pier Restoration Trust started reconstruction in 2017 – like the original builders using rail trolleys to help with the work. Although complete rebuilding will take time, the tramway is being restored and one day the Planet may be back on the pier. **NGW**



Have you ever had the feeling that you'd like to visit Darjeeling?



Right now that's a little difficult of course, but our fabulous video will take you there (before the pandemic) to take a ride over the Darjeeling Himalayan Railway.

Whether you are a steam enthusiast, narrow gauge enthusiast or even a Driver's eye view collector, there is something for everyone in India's iconic hill railway.

The 2 foot gauge railway was filmed from the front of an iconic B class steam engine during some spectacularly sunny weather in March 2020. You will follow the old Hill Cart Road which twists and turns through the foothills of the Himalayan mountains. This is the second half of the line from Tindharia (roughly half way) to the summit of the line at Ghum and the last few miles to the end of the line at Darjeeling itself



Released last summer, here's what some of our customers had to say:

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Chris Nelson

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David Marsh

Fantastic
Graham Hooper

I couldn't look away
Narrow Gauge World Magazine review

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Dave W.

Breathtaking
Dominic Stinchcombe

Stunning
M Baker

A Driver's Eye View with a BIG Difference
Tom Hammell

An excellent production
Richard Armstrong

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