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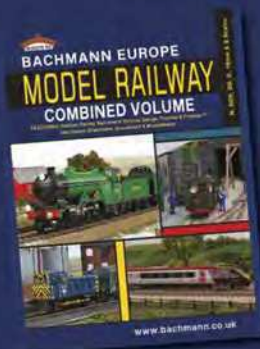
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PS23 GWR/BR 13 ton open wagon.....£35.00
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PS25 BR 24.5 ton mineral wagon.....£35.00
PS26 GWR/BR 12 ton fitted van.....£35.00
PS27 GWR/BR 12 ton open with tarp bar.....£35.00
PS28 GWR/BR 12 ton plywood van.....£35.00
PS29 GWR/BR Fruit van.....£35.00
PS30 BR 16 ton mineral wagon.....£35.00
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PS32 BR 16 ton mineral (ex SNCF).....£35.00
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LAYOUT

Aberdeen Kirkhill

We take a tour of this month's cover feature, which showcases some impressive winter modelling.

WATCH THE VIDEO HERE

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



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FEATURE

Heavy metal from Hornby

Phil talks to Carl Hart, New Product Development Manager at Hornby, about the injection moulding process central to the production of models we buy.



PLAY

FEATURE

The Severn Valley Railway

Howard Smith and Phil Parker pay a visit to the Severn Valley Railway and take a tour of some of the fantastic exhibits on offer for visitors.



PLAY

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PRACTICAL BRM

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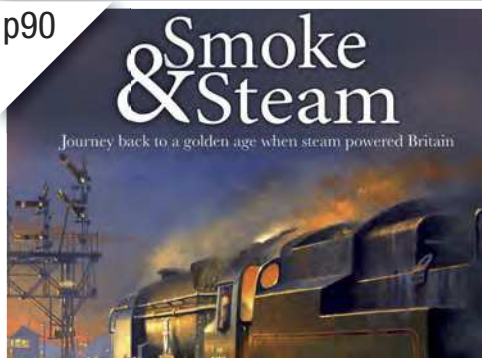
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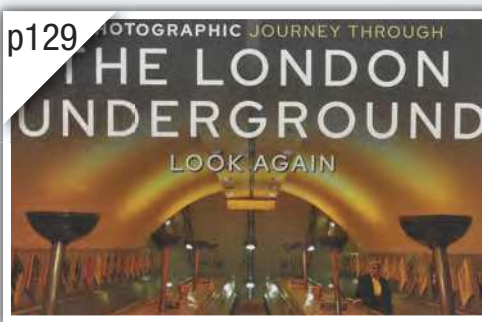
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00 Gauge Model Railways

Welcome to January

As you read this issue, we're probably still yet to enjoy the Christmas festivities, however, the January issue is a good place for us to reflect on 2021. Although challenging for many reasons, not least thanks to the uncertainties that continue with COVID-19, it has been a year that has seen some fantastic modelling. Some of the layouts featured in BRM throughout the year have been born purely out of curbing lockdown boredom, and we're certainly richer for being able to see them, even if it could only be on the page or online.

The good news is that shows are slowly and cautiously returning and we've got high hopes for our events at Doncaster and Ally Pally next year. Finally, a chance to see some excellent layouts up close and mingle with the trade and our readers. We've got everything crossed.

There are too many BRM highlights to mention for 2021 – we have had some great layouts and articles covered by many talented individuals over the 13 issues, and we'd like to take this opportunity to thank all of the writers and layout owners for their

contributions this year.

2021 also proved a successful year for our online channels, with our virtual shows, themed weeks, webinars and rebranded WOR TV enjoying a surge of visitors. Speaking of virtual shows – make sure you don't miss our next exhibition on December 4-5, 2021, for two days of fantastic model railway entertainment and exciting challenges – don't forget to tell your friends about this event; it's completely free, too!

Looking forwards, you may notice a few small changes in your January issue of BRM as we have been introducing a few tweaks to the design and content on offer. The biggest update is our news section, which has not only grown significantly since the last issue, but also has a new home, situated now with our product reviews at the back of the magazine.

Speaking of reviews, the team has managed to get their hands on two brand-new releases, the Bachmann Double Fairlie, announced only a few weeks ago, and the new Rails of Sheffield Caledonian Railway Class 812, which is fresh off the boat. With so many new

products arriving over the coming months, it's an exciting time to be in the hobby.

On the layout front, we have four wonderfully varied layouts on offer, starting with 'Aberdeen Kirkhill', which you'll also be able to see for yourself at The Festival of British Railway Modelling in February (tickets are now on sale). It's a fantastic OO gauge layout that wonderfully depicts the often-neglected season of winter. Second on the list is 'Meldon West', an N gauge layout that left the team deeply impressed with its detailing, especially as it's the builder's first exhibition layout.

Proving that water and model railways are excellent companions is the colourful 'Hadarford', a narrow gauge layout housed in a narrow boat that comes brimming with features. Last but certainly not least is 'The Llandecwyn Railway', a superb layout inspired by the majestic scenery of Wales.

We hope you enjoy this action-packed issue and we wish all of you a wonderful Christmas and New Year. Let's hope for a more social 2022!

Happy Modelling!

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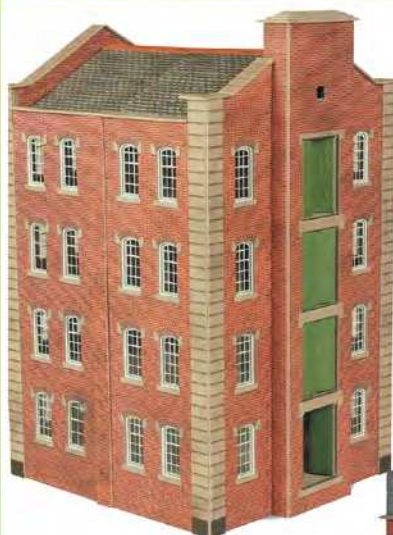
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- 38-930Z B282299 BR grey livery, Yellow Triangle, Self-contained Buffers and Roller Bearings
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Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet

accurascale



Class 15xx 0-6-0PT
Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18
hattons.co.uk/rapid15xx

OO Diesels & Electrics

dapol



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

HELJAN



Class 45
Stage: Early Sample Due: Q4 21 - Q1 22
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 £186.96 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 Gauge Multiple Units

NEW BATCH



APT-E Gas Turbine Unit
Stage: Announced Due: TBC 2022
Price: from £322.96 Digital: 21-pin
hattons.co.uk/rapidapte

HELJAN



Class 104 DMU
Stage: Early CAD Due: TBC
Price: TBC Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco 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



BR Pilchard Wagons
Stage: Deco Samples Due: Q1 2022
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard

accurascale



GPV Gunpowder Vans
Stage: Engineering Samples Due: 2022
Price: £28.01 Digital: N/A
hattons.co.uk/rapidogpv

accurascale



Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron

accurascale



MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q4 21 - 22
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr

accurascale



MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q1 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locos

dapol



LSWR Class M7 0-4-4T
Stage: Prototype Due: Dec 2021 / 22
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos

accurascale



Class 28 Co-Bo
Stage: CADs Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo

dapol



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

N Gauge Wagons

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/heljan26

HELJAN



Class 56
Stage: Deco Samples Due: Q1 2022
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56

dapol



Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66

HELJAN



Class 73
Stage: Engineering 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: Q4 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

dapol



Class 121 'Bubble Car'
Stage: Painted Samples Due: Q4 2021
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

dapol



Stroudley 4 Wheel Coaches
Stage: Deco Samples 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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OO Gauge (1:76 Scale)

Steam locos



OR76 J27003 Class J27 0-6-0 65817 in BR black late crest (Oxf) £94



R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed (Hor) £108

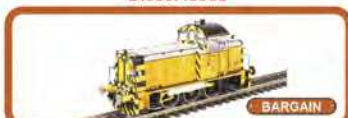


R3995 Standard Class 6MT 'Clan' 4-6-2 72004 'Clan MacDonald' in BR green early emblem (Hor) NEW £178.50



R3835 Thompson Class A2/3 4-6-2 60523 'Sun Castle' in BR green late crest (Hor) £188

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) BARGAIN £94



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



H4-66-025 Class 66 66731 in GBRI/First group (Hat) (RRP £150) BARGAIN £119



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



4D-006-010S Class 73/0 E6004 in BR green grey solebar - DCC sound fitted (Dap) £258

Bi-Modal Multiple Units



R3609 Class 8000 IEP two-car pack 800003 in GWR green - 'Queen Elizabeth' and 'Queen Victoria' (Hor) £259

Coaches



GWRCoachPackD Collett 57' Corridor 4-pack in BR crimson & cream (Includes R4885A, R4886A, R4887A & R4888A) (Hor) (RRP £211) BARGAIN £119



GWRCoachPackB Collett 57' Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (Hor) (RRP £107.98) BARGAIN £62



GWRCoachPackE Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) BARGAIN £119

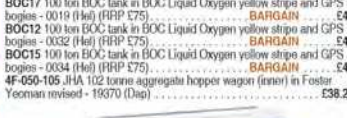


R1183coaches Pack of three LNER Gresley teak coaches (two composite, one brake) in LNER teak - split from set (Hor) (RRP £45) BARGAIN £45

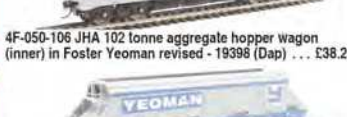
Wagons



BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (Hel) (RRP £75) BARGAIN £45



BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 (Hel) (RRP £75) BARGAIN £45



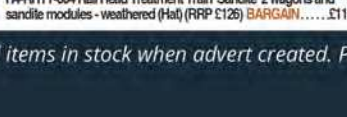
BOC17 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GFS bogies - 0019 (Hel) (RRP £75) BARGAIN £45



BOC12 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GFS bogies - 0032 (Hel) (RRP £75) BARGAIN £45



BOC15 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GFS bogies - 0034 (Hel) (RRP £75) BARGAIN £45



4F-050-105 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19370 (Dap) £38.25

N Gauge

Steam locos



2S-007-021 Class 57xx Pannier 0-6-0PT 8752 in GWR green Great Western lettering (Dap) £82.65



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-142-004 Class 142 'Pacer' 2 car DMU 142001 in Greater Manchester / GMPTE orange and tan (Dap) NEW £123.12

2D-142-040 Class 142 'Pacer' 2 car DMU 142001 in Greater Manchester / GMPTE orange and tan - Digital fitted (Dap) NEW £158.31



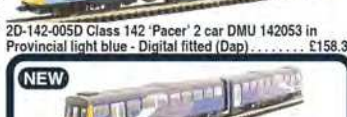
2D-142-003 Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream (Dap) NEW £123.12

2D-142-003D Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream - Digital fitted (Dap) NEW £158.31



2D-142-002 Class 142 'Pacer' 2 car DMU 142042 in Merseyrail (Dap) NEW £123.12

2D-142-002D Class 142 'Pacer' 2 car DMU 142042 in Merseyrail - Digital fitted (Dap) NEW £158.31



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



2D-142-001 Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple (Dap) NEW £123.12

2D-142-001D Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple - Digital fitted (Dap) NEW £158.31

Bi-Modal Multiple Units



K10-1671 Class 8000S 5-car BIEMU ET 800021 in GWR green (Kat) £178



2P-006-002 Mk3 SLE sleeper 10632 in GWR green (Dap) NEW £26.35



2P-006-002 Mk3 SLE sleeper 10701 in Intercity swallow (Dap) £26.35

O Gauge (1:43 Scale)

Steam locos



7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (Dap) £340



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



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



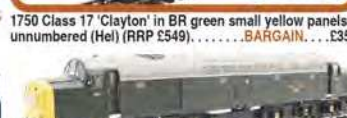
H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (Hel) (RRP £750) BARGAIN £579



1753 Class 17 'Clayton' D6607 in BR green small yellow panels - weathered (Hel) (RRP £549) BARGAIN £365



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) (RRP £549) BARGAIN £350



1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered (Hel) (RRP £549) BARGAIN £350



4062 Class 40 in BR green full yellow ends and centre headcode panel - unnumbered (Hel) £468.65

Coaches



H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (Hat) £179



7P-001-203 Mk1 SK second corridor W24164 in BR chocolate and cream (Dap) £175.07



7P-057-005 12 ton insulated van B072002 in BR light blue - B072150 (Dap) £43.79

Wagons



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



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CR195 20ft x 8ft 6in Container No. APMU 282300 Maersk (Old). £8.30
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BACHMANN OO



31-0605F LNER J72 Class Steam Locomotive 2313 LNER Lined Black. DCC Sound. £195.95
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44-0157 Two Road Stone Engine Shed. £101.99
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44-017 Modern Servicing Depot. £119.99

DAPOL OO



4F-028-014 45ft High Cube Container Twin Pack - P&O Ferry, weathered. £18.11

GAUGEMASTER OO

GM4430103 Track Cleaning Wagon, BR Railway Technical Centre. £36.95

HORNBY OO



R30027 Class 60 Diesel Locomotive No. 60 028 Caphagh. £187.99
R40011 Class 370 Advanced Passenger Train 2-Car TS Trailer Standard Pack, Intercity. £89.99
R40012 Class 370 Advanced Passenger Train 2-Car TRBS Coach Pack, Intercity. £89.99



R40012A Class 370 Advanced Passenger Train 2-Car TRBS Coach Pack, Intercity. £89.99
R40013 Class 370 Advanced Passenger Train 2-Car TU Coach Pack, Intercity. £89.99
R40013A Class 370 Advanced Passenger Train 2-Car TU Coach Pack, Intercity. £89.99
R40014 Class 370 Advanced Passenger Train 2-Car TF Coach Pack, Intercity. £89.99
R40014A Class 370 Advanced Passenger Train 2-Car TF Coach Pack, Intercity. £89.99
R40044 Mk3 Trailer First Buffet Coach J No. 40720 BR Blue and Grey Farewell. £40.75
R60022 3 Plank Open Wagon No. 474998 LMS Grey. £17.49
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HORNBY SKALEDAL OO

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NOCH OO

15803 Snow White and the Seven Dwarfs. £17.25
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DAPOL O

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HELJAN O

4850 Class 47 Diesel Locomotive BR Two-Tone Green with small yellow panel. £594.15
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4867 Class 47 Diesel Locomotive Network SouthEast (original) - unnumbered. £594.15

KMRC EXCLUSIVE / O GAUGE

HELJAN O



4853 Class 47 Diesel Locomotive D1670 'Mammoth' BR Two-Tone Green. £699.00

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OO GAUGE

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ABERDEEN KIRKHILL T&RSD

This exhibition layout outgrew its original plan to be transported by car, adding further interest for the public and its alert operators.

Words: Glenn Daniel **Photography:** Andy York

Through the greyness of a winter's day in 1988, a Speedlink service passes the refuelling area at 'Kirkhill'.

Aberdeen Kirkhill depicts a semi-fictional railway maintenance depot set in the winter of 1988. The premise of the layout is the existing depot, Aberdeen Clayhills, has been sold off for city-centre redevelopment in much the same way as Guild Street goods depot was, with the depot being relocated to the site of Craiginches, two or three miles south of Aberdeen station. In the 1980s, there was a scheme from ScotRail to move from Clayhills to Craiginches but the depot may not have been as extensive as our 'might have been'.

To the rear of the scene, the East Coast Up and Down main lines run past the site. To the south (the left-hand end of the layout) are the cleaning platforms where trains would be cleaned, effluent emptied, water tanks replenished and bedding changed and

refreshed for sleeper services. At the front of the scene, there is the train-wash line.

At the north end, or right-hand side of the layout, is the fuelling point, fuel storage, maintenance shed and the wheel lathe. It's unlikely that Aberdeen would have had a wheel lathe, but it is added for additional interest. The process is that trains arrive at the fuel point and, when they have been fuelled, they move on down through the wash plant and the locomotive is detached. The coaches are shunted by a Class 08 either into the maintenance shed or back into the cleaning sidings.

When I worked at Craigentenny depot in Edinburgh, back in the late 1980s to early 1990s, the thing that used to impress me about the operation was the sheer scale of it. That is a different size depot to the one which is depicted here – we had three

maintenance roads in the shed and we used to put something of the order of 200 vehicles a night through it, and that wasn't everything that used to arrive on the depot!

I wasn't doing any modelling at that time because when you work with it every day the last thing you want to do is more of it when you go home, but I remember thinking it would be one heck of an interesting subject to model.

It was only many years later, when I met Graham Harris at the Mickleover Club and we talked about the possibility of building a layout, that I thought it would be interesting. We see many locomotive depots, but I've never seen a coaching stock depot and to me, that was more interesting because the span of the operations was completely different, hence the picking up on what I said about Craigentenny.



Planning and research

We thought about where we could set a convincing coaching stock layout. I wanted to model somewhere in Scotland, Graham wanted to do somewhere in the South West and we compromised on Scotland. In the 1980s, ScotRail ran relatively short rakes of coaches, and the original idea was the layout should fit in the back of an estate car. We settled on the idea of Aberdeen because it was a real location so we could run a real sequence based on what happened at that time, but, of course, that meant we had to accommodate HSTs and sleeper trains. Neither of us wanted to compromise too much on the length of the trains, which meant that the planned layout grew in length and now we can run full-length HSTs and nearly full-length sleeper trains.

The approach to locomotives and rolling stock is that it had to be something that ran in the timetable of winter 1988. Graham has done most of the research in terms of the formations and stock and tried, as far as possible, to replicate what was running then. When the project was started, you couldn't buy Mk. 2E coaching stock; the Hornby models weren't available at that time so we only had older Airfix/Dapol Mk. 2D air-conditioned stock, which was needed for the cross-country rake for the Plymouth to Aberdeen train. This necessitated a cut and shut and repaint job on the Mk. 2Ds and they now look authentic as a rake of Mk. 2E vehicles.

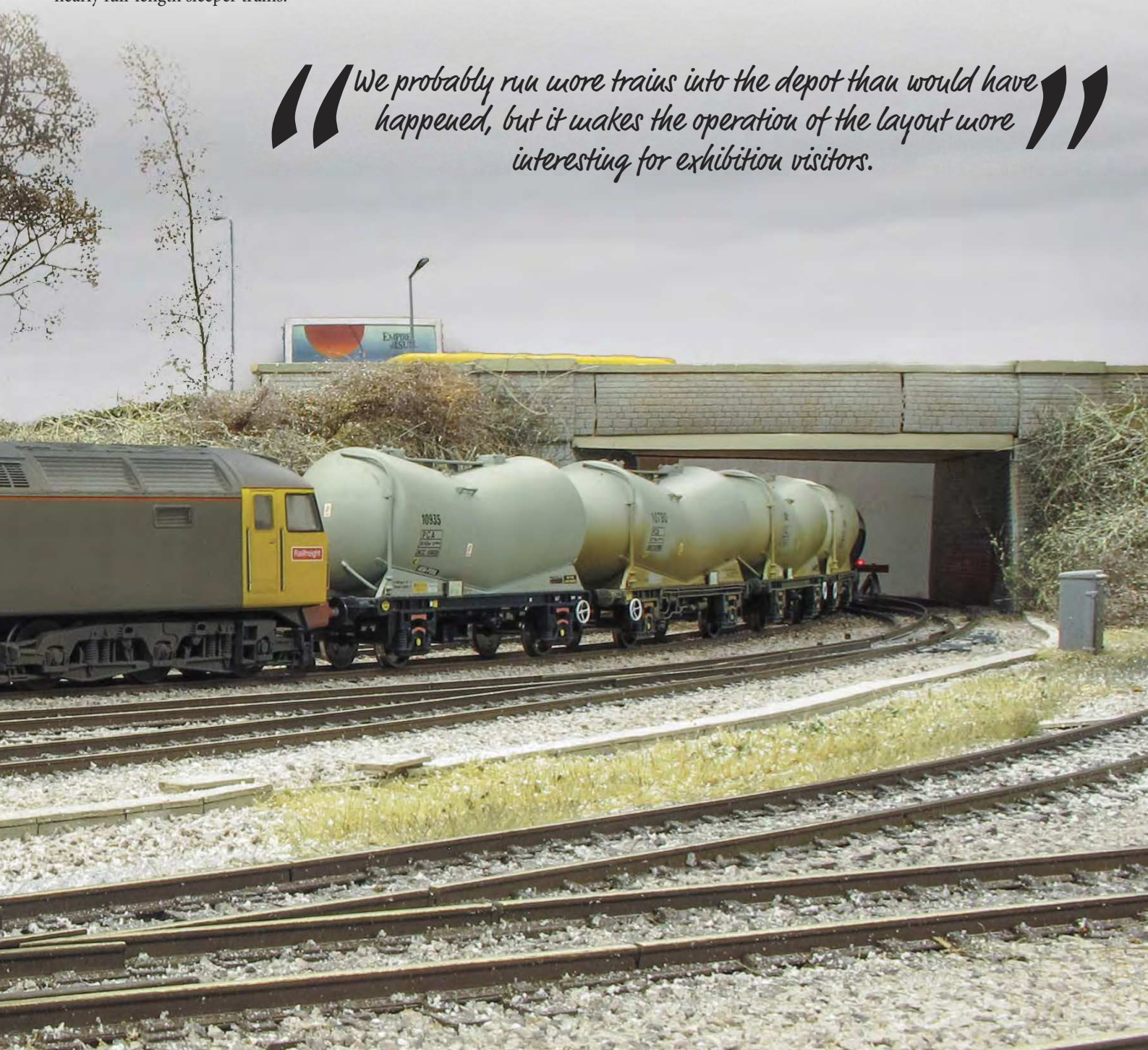
Structures and lighting

The architecture for East Coast Main Line

depots dates from the mid to late 1970s, which was when Craiginny and the existing depot, Aberdeen Clayhills, were built. Our buildings are based upon that, and from photographs I took on my visits through work to places such as Norwich Crown Point, which dates from a similar era.

We have several high-mast lighting towers on the layout with LED lighting, which look fantastic in the dark, casting pools of light. These are typical of the 1970s to 1980s period that were built around the time of the introduction of HSTs. These came from Express Models, although I don't think they are currently available. The sheds feature LED lights, too, from Kytes Lights, which gives the appearance of fluorescent lighting, which seemed appropriate for inside the maintenance shed and wheel lathe. There

“We probably run more trains into the depot than would have happened, but it makes the operation of the layout more interesting for exhibition visitors.”



Winter modelling

I chose winter because most exhibition layouts that you see are spring or summer with leaves on the trees and, as with the choice of scene modelled and the coaching stock, I just wanted it to be a distinctive layout. Some may say winter is more visually boring without leaves on the trees and so on but it was a different challenge to undertake. How to make snow or frost look realistic is a challenge, too. I have tried a number of different techniques to achieve this such as how to produce the effect of frosty or snowy sleepers. I started with experimenting with Johnson's baby powder held in place with cheap hairspray. Further research found micro-balloon: 600-micron glass spheres used as filler in the light aircraft industry. When scattered from a tea strainer you can actually see it fall like fine snow – it's very fine and easily holds in place with hairspray.



are small incandescent bulb-style lights on the outside of those buildings and LED strips under the fuelling point canopies. The lighting gantries over the cleaning sidings are homemade from Plastruct girders with a series of LEDs with shades and reflectors. It reminds me of the gantries over the sidings at Craigentinny and other depots of the era.

With it being winter, road vehicles mostly have a general grime from the roads, so I experimented with different shades of acrylic paints to replicate the nuances of dirt with whites, greys and pale browns. At the back of the scene, we have the obligatory bus on a bridge, which Graham fitted passengers in, so he was a bit disappointed when I went to town on the weathering so they can barely be seen. The back of the bus is typically filthy from the spray splatter and road salt and this gets progressively lighter as you move forward along the vehicle. The windscreens have been masked to show the wiper clearance area.

Timetables

The operations of a layout often evolve through a series of iterations, and with Graham's research, which meant heading to the National Records Office. We have pulled together information from the working timetables from the period so we know the trains that ran through and which could have come to the depot for servicing. We probably run more trains into the depot than would have happened, but it makes the



A HST powercar moves into the wheel lathe shed at the front of the layout where its wheelsets can be checked, dropped and re-profiled.

operation of the layout more interesting for exhibition visitors. We start the operating sequence in the middle of the night with a number of trains already on the depot and new arrivals go through the fuelling, washing and interior cleaning with workings into the maintenance shed as necessary.

An interesting series of depot operations resulted from the portion working of some services, which ran via the West Coast Main Line to Glasgow and Edinburgh or Aberdeen via Carstairs Junction. These services would be split at Carstairs Junction with the Edinburgh or Aberdeen portion including the buffet car being detached from the rear of the combined train and heading out in the reverse direction towards Edinburgh Waverley. In the case of the cross-country service from Plymouth, a further reversal in Edinburgh meant that the buffet car would be at the north end of the train on arrival at Aberdeen with the BG van at the rear on the south end. The next day, on the southbound working, the Aberdeen portion would be



The depot's Class 08 shunters are kept busy both night and day marshalling sets. During a quiet moment, the crew is probably warming their hands on a brew.



In the gloom of a winter's day, the lights beneath the canopy at one of the refuelling points make life easier for staff.

attached to the north end of the southbound portion from Glasgow. This enabled the electric locomotive to remain with the Glasgow portion in both directions.

After servicing, the Aberdeen portion would have to be reversed before departure so that the buffet car would be in the centre of the combined train again from Carstairs Jn. This involves several shunting moves:

first, the buffet car (an RBR) is detached and shunted into an adjacent road, followed by the day coaches and then the BG. I remember, at Craightinny, we had three (eventually four) such services overnight where re-formation was required before

returning to meet the Glasgow portions at Carstairs.

During the daytime part of the sequence, we have the sleeper sets and as 11-coach rakes won't fit through the maintenance shed as a whole, these need to be split on



Vehicles

Several of the road vehicles are proprietary models, some with a bit of weathering. The era of the layout is partially defined by two prominent vehicles, an Austin Maestro van and a Leyland Sherpa van, which were obtained from Shapeways 3D print service. They may not have been the finest vehicles produced by the British automotive industry, but they do help set the scene.

The 3D-printed Sherpa and Maestro outside the offices set the date as well as any stock does.



the depot. This was – and still is in some locations – a common occurrence in real life. On 'Kirkhill', we make the split between the sleepers and day coaches, so while the sleepers are being cleaned, or are on the toilet tank flushing road for effluent extraction, the day coaches go through the shed and then vice versa.

Evolving sequences

The main line originally saw a prototypical operating sequence, which led to some considerable gaps between trains and, while there were a lot of movements on the depot, these would often be taking place at one end of the layout or the other, which meant viewers could have periods where little seemed to be moving where they were standing.

The layout was first built without the main line, with the fuel point, cleaning roads and maintenance shed all at the south end and only a headshunt at the north end, with a scenic break between it and the fiddle yard. When the main line was added, the layout was also extended by four feet, but the entire front of the layout became scenic, with the maintenance shed and fuel point moved north. This effectively doubled its original length and it became clear that we needed to boost the number of workings seen on the passing route – this meant a lot of work for the operators in addition to the depot movements. Over the last 12 months, I've worked at making the operators' lives easier by simplifying the main line operation with DCC route-setting so the Up or Down main can be selected by pressing one button to set

the individual points and signals.

The operators have a lot to do in the fiddleyard at the back of the layout, too, which can be pretty exhausting by the end of a show weekend as there are times when we operate the layout with just two people, but this should be made easier with the DCC automation I have set up using the NCE Mini Panel, which means a sequence of six trains can be run on the Up and Down lines. During this time, the Mini panel instructs the DCC accessory decoders to set the route and signals, checks that the route that has been set is valid and, if so, runs the next train in its sequence for one circuit before stopping it and setting the next route and running the next train. The automatic sequence takes five or six minutes to run through, which gives the fiddleyard operator



Class 47s dominate many of the passenger services in this era on regional and cross-country services as a push-pull service heads south past the depot. All of the stock is suitably weathered after full detailing.

“ We see many locomotive depots, but I've never seen a coaching stock depot and, to me, that was more interesting because the span of the operations was completely different... ”



the time to set up the next train movements for the depot while keeping things moving for the people watching.

Final thoughts

I am looking forward to getting the layout back out to exhibitions, especially with the improvements made. When exhibitions were regular, we used to have four or five shows a year. One year we did seven and that's maybe too many as you need a space between shows to make necessary repairs, improve

processes, clean and service the 40 to 50 locomotives needed for a weekend on the road and carry out any track-cleaning before heading out again.

When we get out, it's a chance to play trains and get together as a team in a way you can't do otherwise and it's nice to chat to people about the layout, how we built it and the problems we've solved along the way.

We're looking forward to seeing modellers at the Festival of British Railway Modelling at Doncaster on February 12/13, 2021.

FACTFILE

Layout name: Aberdeen Kirkhill

Scale/Gauge: 1:76 scale / 16.5mm / OO

Size: 29ft x 10ft

Era/Region: Late-1980s

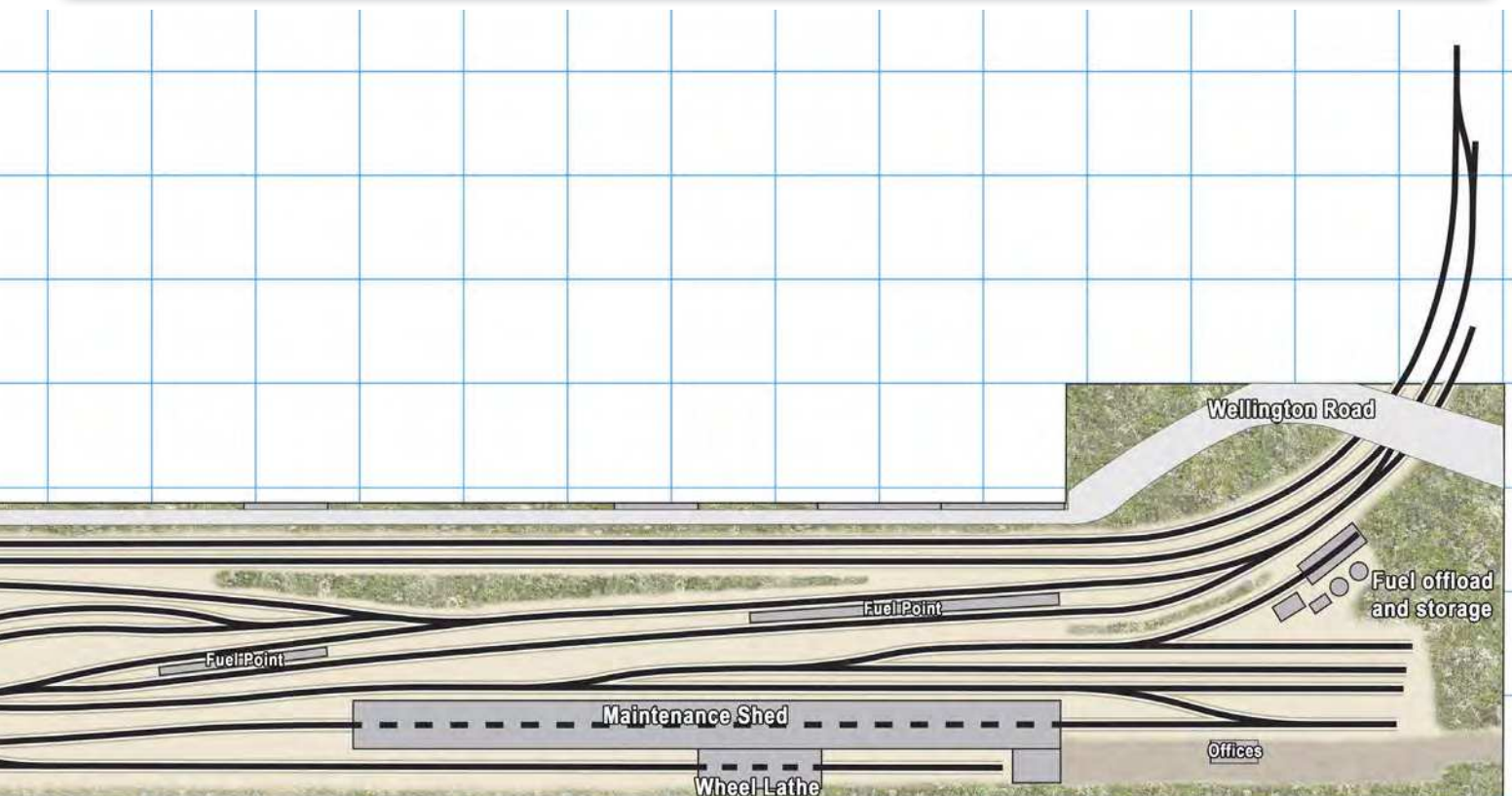
Layout type: Continuous loop

The old guard lives on with a blue Class 26 held at the signal as the Edinburgh push-pull heads south.



Watch Aberdeen Kirkhill
in action on this month's
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HOW TO... MODEL WINTER

Words & Photography: Michael Russell

Concluding his series on modelling the four seasons, Michael Russell crafts a miniature scene to depict the depths of winter, using a selection of innovative products.



With a few notable exceptions, winter and snow scenes are seldom attempted by railway modellers, which is a shame. Many excellent dioramas are produced by military modellers depicting the Russian Front or the Battle of the Bulge and a quick look online or in the bookstore will soon whet your appetite and show you what is possible. Many excellent products are also available off-the-shelf to help you achieve realistic results.

In a world full of colour, advertisements often stand out from the crowd by using black and white. If you use snow then you

can achieve a similar impact as the colours are largely monochromatic. Many landscape and railway photographers put their cameras away for the summer. The lighting is uniform and boring and the countryside undramatic.

Think too of the tremendous range of possibilities that winter offers. You could model a frosty day, a dusting of snow, deep snow, windblown drifts, melting snow or just a stark, dull winter day. There are so many exciting possibilities!

Since snow uses unique products and the effects need to be subtle, I recommend that you try out the products on small, simple

scenes first until you are confident. This diorama uses easy to obtain off-the-shelf items and is simple to build. I will show you how to portray a light snowfall followed by a hard frost and deeper snow.

SHOPPING LIST:

Hornby Skale Scenics Nordic Fir Trees (R7226)
Hornby Skale Scenics Fir trees (R7206) and (R7199)
Humbrol Maskol and Chrome Oxide Weathering Powder
Humbrol Acrylic Paint (63)
Precision Ice and Snow Krycell Fine, Brown Krycell Ice, Snow adhesive
Busch Moorland (1314)

1



The Hornby Nordic fir trees are great, because if you grip the trunk with pliers and gently rotate the base, you can split the tree into two. This means you can plant the trunk and then model the groundwork around it.

3



Drill a hole up the centre of the tree and glue in a piece of wire with a diameter of about a millimetre or that of a cocktail stick. About 2cm of length is ideal, but be aware of the depth of your scenery and baseboard.

6



Decide on the layout of your scene. You can roughly lay the major parts out in the correct places and move things around until you are happy. Take a few test photographs to check, too.

9



Tear the Busch moorland sheet into pieces and position around the frozen lake. Glue in place with PVA or a contact adhesive such as Copydex.

2



Other fir trees are best planted after the ground work has been prepared. I prefer to snip off most of the roots with side cutters as they tend to end up proud of the ground and require more work to blend them in.

4



Trees with unpainted trunks look much better if the shiny plastic finish is covered. Spray or brush using a suitable dark grey/brown after using a primer. You could also apply a scatter for texture.

7



Paint the area beneath any water a suitable dark brown or grey colour, ensuring that this matches the Krycell Ice that you are using. I used brown, but green and clear are also available.

10



Coat the cardboard with PVA glue and sprinkle on your ground cover to represent the soil/mud. Blend in the Busch Moorland sheet so that no harsh edges show.

TOP TIP

Although modern day conifer plantations are usually uniformly planted with a single species, this tends to be as boring in model form as it is in the real world. Add some spice by using a variety of trees to make the scene more interesting. Although they may at a casual glance all look the same, evergreens come in many forms, such as fir, pines, spruce, cypress, larch and yew.

5



Conifer woods are damp places. Use an airbrush or weathering powders to add green to represent moss onto any part of the trunk that is visible. Add more to the north side if you're really keen.

8



Glue your Krycell Ice in place and then build up the area around it using cardboard. This can be held in place with PVA glue or a contact adhesive such as Copydex. Weigh down with books until dry.

11



Be sure to cover up the edges of the Krycell Ice and immediately wipe off any stray material that sits on top of the ice. Aim to finish with an irregular, natural shape to the ice.

TOP TIP

The Krycell Ice sheets come well wrapped in the post for a reason – they are fragile. Don't bend them as they will easily break.



Choose where you want the Nordic firs to go and glue the bases into position using contact adhesive.



Use static grass as a scatter to represent pine needles using very light layers. Use a dark brown colour first, then a buff colour and finally a green layer to simulate the decomposition of the needles on the ground.



In order to preserve the detail on the Krycell ice, use masking tape and Humbrol Maskol. Wait for the latter to dry before proceeding.



Half fill the supplied sieve with Krycell Fine. Holding the sieve at least 30cm above the diorama, gently tap the side to release the snow.



Add debris to the scene. You may like to add fallen timber, fencing, a hut, or piled-up logs to represent the forest and its workings.



Don't forget to add quite a lot of green to tie the groundwork in with the trees. There's not much air movement in forests/plantations and moss/algae is prevalent. Use paint or weathering powders.



The following steps are messy. Put newspaper down to aid clearing up and to give you an easy way of saving misdirected snow that you can reuse.



After each tap, move the sieve slightly and repeat the operation until the board is covered. Wait a few minutes, then tip the board over to remove excess material.



Detail the groundwork. Add static grass using an applicator and/or grass tufts to blend in the areas of moorland sheet and the ground leading into the plantation/forest.



Drill holes in the forest area and plant other trees using PVA glue. Try to arrange for a pleasing skyline with some variety in height. Push the Nordic firs into place in their bases.



Spray the diorama with an even coat of hairspray. To represent drifting snow, you may wish to spray at an angle, but I sprayed from directly above.



You can repeat the last three steps as many times as you want until you have built up the snow to the depth required. This has to be done in little time as the hairspray dries quickly.

24



When deep enough, you may like to try adding footprints or vehicle tracks. Simply press shapes into the snow having first sprinkled on a fresh layer without any hairspray. This ensures that the snow doesn't stick to the object.

27



Add a very thin layer of snow without applying glue. Tap the board to shake the snow into the hollows and then spray with the PIAS adhesive sprayed from an airbrush.

25



Remove the masking tape from the ice and brush gently to ensure that no stray deposits remain.

26



Portraying a light dusting of snow can allow your scenery to partially show through and look very realistic. However, you must use another technique.

28



Since hairspray and PIAS glue don't form strong bonds, you may like to spray the finished scene with a dull matt varnish to seal it. Test the spray beforehand to ensure that it is genuinely clear.

CONCLUSION

I am very happy with the results achieved with this diorama, especially since the build time was so short. This is down to the quality of the off-the-shelf items I have employed. Only basic modelling skills are needed to obtain results like this. Manufacturers such as Precision Ice and Snow have a good range of products and provide full instructions in written and video form. Trees that we associate with winter, such as the Hornby fir trees, are available in bulk packs and are very cost-effective.

I hope that this article has encouraged you to have a go. If you aren't the best modeller in the world, there is even more incentive to model winter as you can hide a multitude of sins beneath a blanket of snow! I will certainly be modelling winter again and after this series of modelling the seasons, I can confidently say that my next layout won't be set during the summer season.



HOW TO... BUILD HALF- TIMBERED COTTAGES

Words & photography: Phil Parker



“Those look nice, what make are they?” I asked while taking photos of ‘Hadarford’ for this issue. My eye had been caught by a few attractive thatched cottages, which turned out to be lightly weathered Hornby Skaledale models.

My first guess hadn’t been Margate manufacture, though, it had been the thatched cottage plastic kit from Dapol.

This kit has quite a history. First launched by Kitmaster in 1958, it remained in the Airfix range when it was taken over, and has hardly been out of production since. 63 years is a long time and a lot of plastic. If you saw the ‘Ffarquar Branch’ built by Rev W Awdry in last month’s issue, you might have spotted an example in the corner of the model. At the time, this would have been as new and exciting as a Bachmann Class 47 is today.

One problem with such a long-lived kit is that the moulds wear over time. To preserve

them, kits are now moulded in a soft plastic, possibly even a recycled one. Early examples would be in a hard material. There’s also a little bit of flash where the molten plastic has seeped between the mould halves. This isn’t a problem to trim away with a sharp knife, though.

Other than this, some have reported slightly twisted components, which can usually be straightened with a little heat and gentle finger pressure. Neither kit I’ve used in this feature had any issue, so I suspect distortion is a rare problem.

Kits of buildings are an excellent introduction to modelling – you have to put them together and then paint the result, just like any other model, and the bargain price means you don’t waste much money if it all goes wrong. In reality, you can’t go far astray, and as long as the result looks like a building, it will be fine. Put it at the back of

the layout if you really aren’t happy.

We’ll all have seen half-timbered buildings in real life, but if you take a close look, there are a surprising amount of detail differences, and kit-bashing these models to incorporate some of those is even more fun.

While my first example was built pretty much out of the bag, I fancied doing a little more to the second example, but then that’s all part of the fun.



Dapol
(C020) Thatched Cottage kit
ScaleModelScenery
(LX228) Roof slates/tiles

1



Proudly still made in Britain, the parts in the bag will be familiar to your grandfather, as nothing has changed in over 60 years, other than the colour of the plastic.

2

2



Due to the age of the moulds, there can be a little flash leftover from the manufacturing process, which needs to be cut, or filed away. Dry-assemble each part to make sure it fits, and trim as required (safety note: don't be like Phil, keep your fingers away from the sharp bit of the knife).

3



Part fit is remarkably good. I simply run a little liquid plastic glue into each joint, sometimes adding a second wash on the back for extra strength, and the main body of the kit is assembled in a few minutes.

4



Tiny gaps on the corners are dealt with using some model filler. I'm using Deluxe Materials Perfect Plastic Putty. An old knife blade makes an excellent application tool. Once hardened, the corner can be sanded to perfection.

5



If there is one feature that ruins these kits, and others in the range, it's the windows. Follow the instructions by fitting them from the outside, and the result is horrible.

6



The solution is simple, fit the window back to front, from inside the building. Then add a sill from a square plastic strip.

7



You can paint straight on to the plastic, but a spray of white car primer makes the job quicker, and will show up areas that need more filler or sanding.

8



This step doesn't show well in the photograph, but I'm applying a wash of thinned Humbrol Pale Grey (147) to the white panels, aiming for a slightly patchy result, just like the plaster of real buildings.

9



Painting the timber is a slow job. Revel No.9 (Anthracite Grey) paint is ideal as pure matt black looks too stark against the white. Holding the brush at a low angle to the side helps as the raised wood wipes paint off.

Prototype Inspiration



I walked by this cottage on the way to school every day but had never looked that closely at it. You can see how far the thatch overhangs the walls. There's no guttering as water is carried far from the foundations. The walls aren't straight. Most people will be able to build the plastic kit more squarely!



If this building was ever thatched, it's long since lost this in favour of tiles. The brick infill between the wood has been exposed by sandblasting for decorative effect, although this is mixed with pink plasterwork over some areas.

10



It's impossible not to go over the edges of the wiggly wood, so keep a second brush handy that is damp with thinners to remove mistakes. A flattie is especially good as you can push the paint into the edges of the wood.

TECHNIQUES

11



Moving to the roof, I start with a coat of Humbrol 225 (Middle Stone) and once this is dry, give it a wash with Track colour (173). If you want a newer, lighter thatch, perhaps dry-brush the 225 with a pale cream instead.

12



Real thatch has a texture difficult to reproduce in plastic, but a dusting with dark brown and sand colour weathering powders helps. We don't want a uniform colour; this is a natural material and varies quite a bit.

13



The last construction job is to add the chimney, which is easier to paint separately. Precision Paints Cotswold Stone paint, followed by a wash of dark brown seems to work OK, although it's not my favourite part of the kit.



Real model thatching

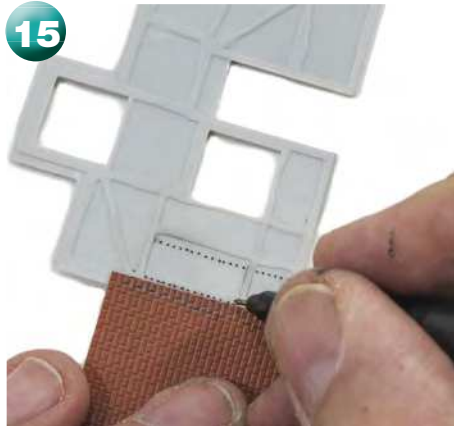
If you want to see how model buildings can be thatched, look no further than Pendon Museum. Each roof is covered with clumps of Plumber's Hemp, a fibrous material supplied as a hank. This is trimmed and stapled in place just as it would be on the prototype. The laborious process is explained in great detail in Chris Pilton's 1987 book *Cottage Modelling for Pendon*, published by Wild Swan. At least by the time the book appeared, the modelmakers had moved on from using real human hair for the job!

14



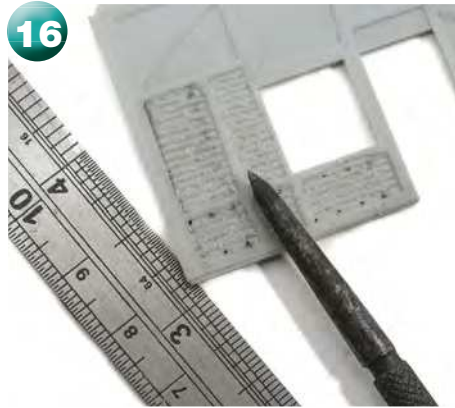
The finishing touch is to use Deluxe Materials Glue'n'Glaze in all the windows. This flush-glazes them and hides the unprototypical depth of the frames. It takes a lot of liquid to fill these windows, so do a side at a time and leave them horizontal to dry, otherwise, it will slump to the bottom.

15



Moving on to the second kit, I intend to represent visible brick panel infill. Using a piece of Plastikard as a guide, I mark the horizontal course lines with tiny dots of ink. These are then scribed into the surface.

16



The Plastikard provides a guide for the vertical course, but I do most of them by eye. This job is fiddly enough without putting extra pressure for perfection on yourself. Once scribed, the surface is lightly sanded and ready for painting.

17



For a tiled or slated roof, the kit thatched version is replaced with 1mm thick plastic sheet.

18



Using all-purpose clear glue, the laser-cut slates from ScaleModelScenery are stuck in place one row at a time. A little jiggling by narrowing the odd slate is required to line everything up, but on a layout, no one will notice.

19



Embossed Plastikard covers the stone chimney. As you can see, I cut it all oversize, then trim back once the glue has dried. It's easier to achieve a neat finish this way.

20



Painting is much like the previous cottage, but the walls have been washed in an unusual colour for a building, Humbrol Flesh (61), which gives a really nice pink plaster effect. The bricks are Humbrol (70) Brick Red dry-brushed over Pale Stone (121).



HOW TO... **MAKE CUSTOM CARD BUILDINGS**

Words & Photography: Kevin Phare





Those of you that follow my thread on RMWeb about 'Little Muddle' will recall the debates that occurred around the development of a piece of land to the rear of the main station referred to as Cathcott Field. I had always planned to build on this area to bring the station within the town, but hadn't finalised my ideas.

Initially a design sketch was drawn and card mock-up buildings were made to test the concept. Many photographs were taken from various angles to ensure I was going in the right direction.

Forward planning is very advisable because it helps with the build. In this case, I drew a scale set of drawings of the elevations of the building, which highlighted a few issues that were sorted with a rubber and re-drawn.

The internet and reference books can be very useful when designing buildings for a specific era to get a feel for the way they were built at that time. Have a look at some old buildings and you will be amazed at the different sizes, shapes and designs of architectural features found sometimes on the same building! This gave me a starting point and from that, the first phase of Cathcott Field was commenced with the building of the Britannia Boot and Shoe company factory.

The finished models were completed with a few coats of matt UV varnish to protect them – card buildings are easily damaged when handled by damp hands.

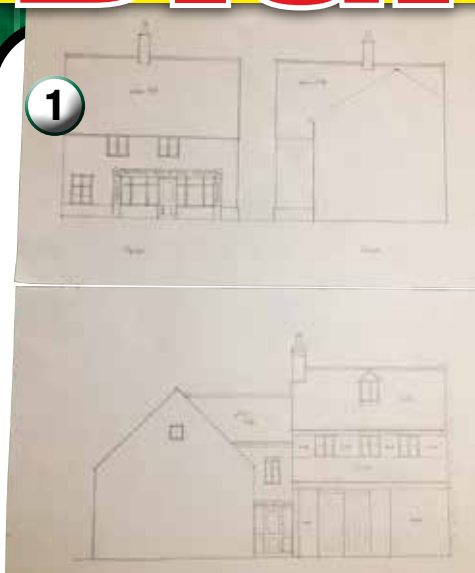
Chimney stacks are another area of interest. These could vary and were often left to the bricklayer to decide - there was no such thing as planning permission.

One thing that needs to be considered is the size of the stack. You must take into consideration the number of flues required. As a basic rule of thumb, the flue would be 225mm square internally, and the sides 112mm, but this will vary depending on the height and size of the chimney stack involved. As a general rule of thumb, stick to this and, when building a standard-sized chimney, they won't look wrong.

TOP TIP

Brick paper is tough, but can tear easily when wet. If your fingers aren't dry or are covered, they will lift the top coloured layer off the paper leaving a white patch. Dry hands are essential.

DIGITAL EDITION



1

Spend a few minutes with the instructions, working out which parts on the plastic sprues are for each model. Most pieces for the platelayers' hut are grouped together, but the roof is with components for other models. The diagram supplied is worth studying to get a feel for how the building goes together, it's not complicated but you don't want to be trying to work things out once you've opened the glue.

2



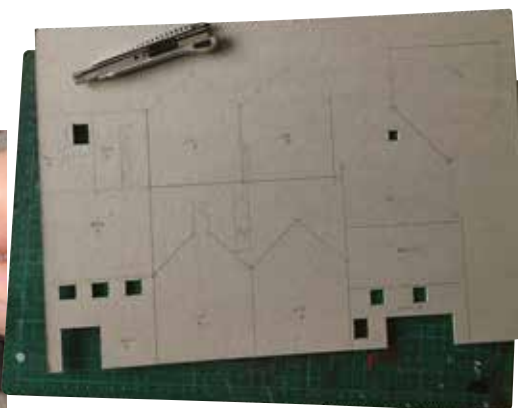
It's a good idea prior to cutting to have windows and doors to hand so they can be cross-checked with the drawing on the card to ensure the openings are to the correct size before starting to cut. Allow a fraction larger - I allow 0.5mm in each direction for the brick paper/glue thickness.

3



Shade the areas you wish to cut out because when you lay the rule on the card to start it is very easy to cover up where the cut is to be, and then use the wrong line.

5



I cut out the openings first because the card retains strength, especially if one of the openings is near an edge of the building. The thinner the card, the more likely it will distort or break. I used a small metal-handled knife with snapable blades. Card blunts blade edges quickly, so the blades must be changed regularly.

6



With the building pieces cut, consider the application of the wall finishes. One of these buildings will have brickwork, the other a rendered finish. Keep all the off-cuts because they are useful as strengthening pieces or braces for the corners.

4



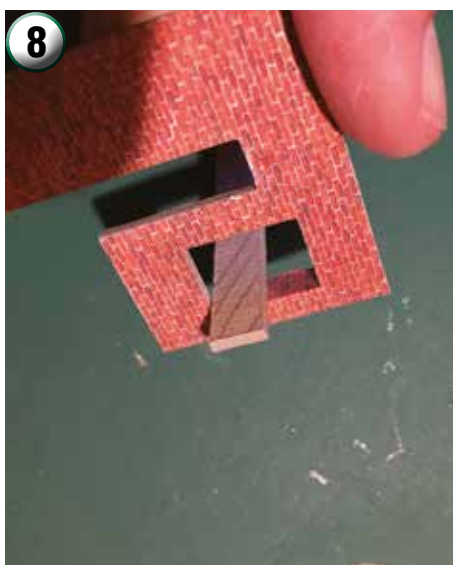
A further tip is to try to cut on the waste side of the model using a steel rule as a cutting guide, if you slip and cut the wrong area it doesn't mean going back to the beginning and starting again.

7



The brick paper I used is Victorian Brick, from ScaleModelScenery.com. It gave me the corner and type of brick I wanted, but other brick types and suppliers are available.

8



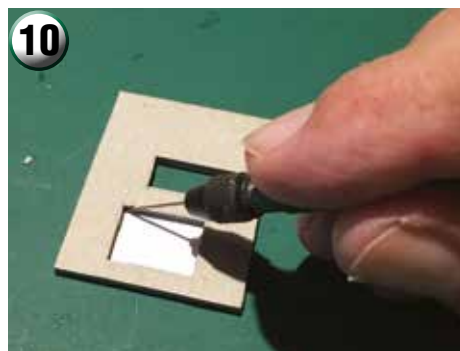
I have always found it easier to apply brick papers to the individual wall sections before constructing the buildings. When dressing brick papers around the reveals of openings, have the wall flat on the working board and commence with these elevations first.

9

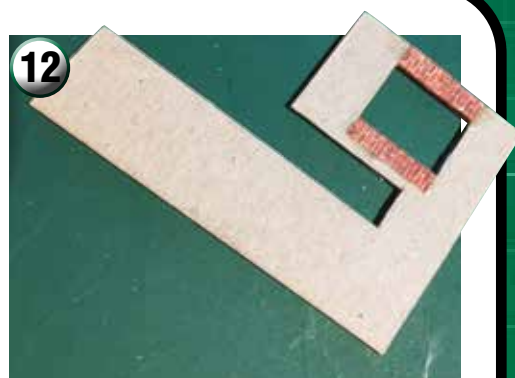


To apply the papers, I used a PVA adhesive, a flat brush to apply the glue and a seam roller to ensure all the air bubbles had been removed, allowing the paper to dry flat. When applying the brick papers make sure you have allowed enough for the next piece that folds around the corner.

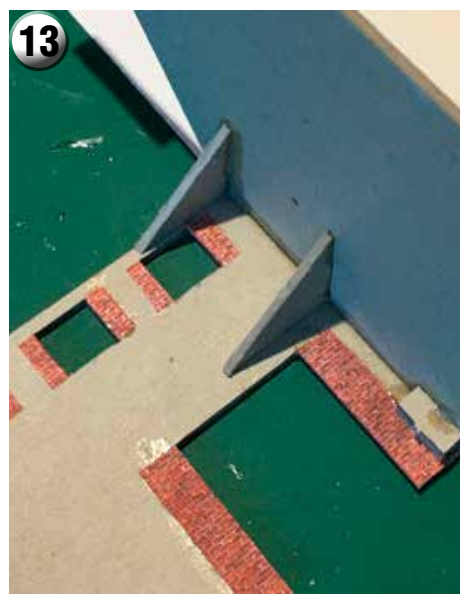
ON EXCLUSIVE



On the reverse side of the walls, I scribed along the fold line of the reveal from one side to the other, using a pin vice with a blunt needle, then cut the brick paper in the centre of the opening.



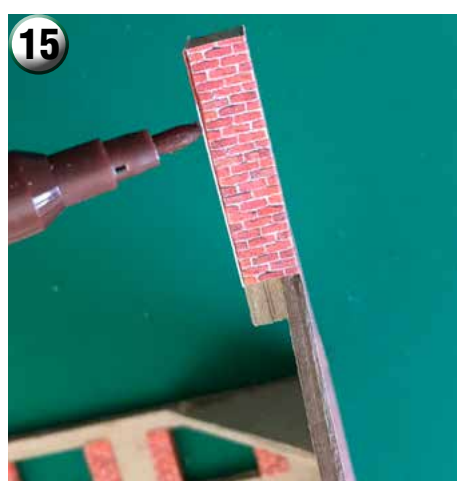
Using a rapid set card glue like Deluxe Materials Roket, I folded the paper into the reveal and pressed the sides into the card edge.



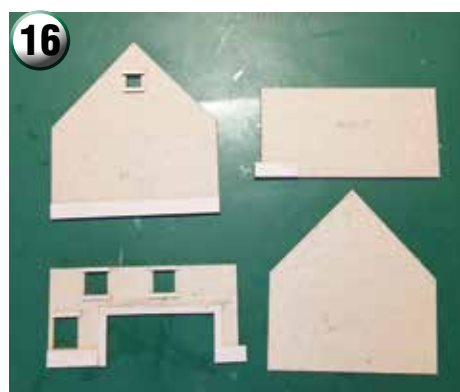
The end wall with a chimney was fitted and corner braces glued to support the wall to ensure it was square. When ready, I scored along the wall edge where the paper would fold, applied the glue and folded the paper over, pressing down hard to fix in place.



Setting it aside and weighing it down for a few hours allowed time for the glue to set. Food cans are useful!



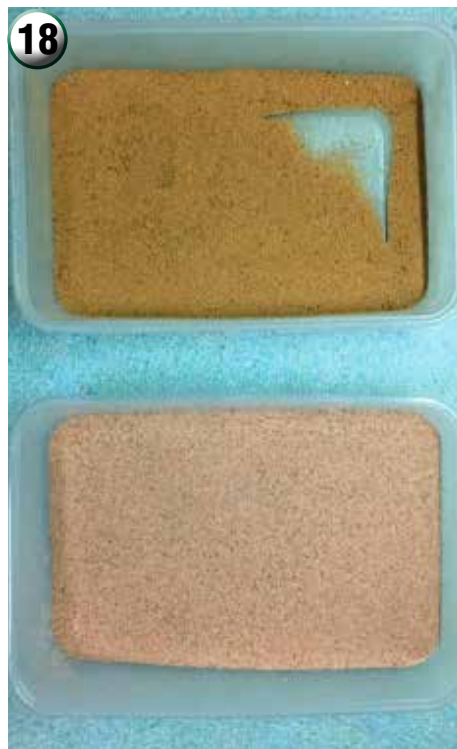
It's best to place exposed edges on the reverse side of the model where they can't be seen. I used a brown felt-tipped pen to conceal these.



For the rendered building, the walls of the shop were laid out and background pieces of the approximate thickness of the render were glued to the top and bottom of the openings for lintels or sills.



I required the render to run round the corners. Unlike the previous brick building, this one was constructed first before applying the finish. It gave the corners a slight curved effect that I was after.



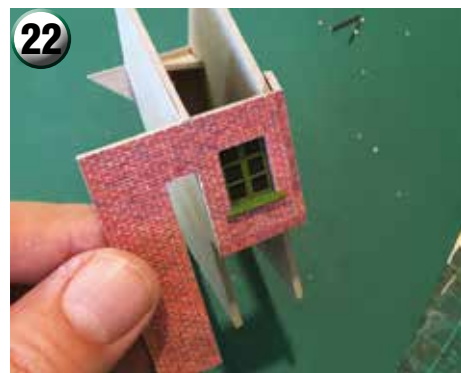
There are many pre-printed render papers, but I felt these were too smooth. I used building sand that has been allowed to dry, then sieved to remove larger bits. The bits left from sieving were useful for the edges of paths, road or yards where the surface hasn't been flattened by traffic.

TOP TIP - PREVENT WARPING

As glue dries it fractionally shrinks which pulls the card wall into a slight curve. To ensure the paper dries flat, I apply weight to the papered wall section and leave it to dry for a few hours.



A layer of glue was applied to the wall areas and sand was sprinkled over, including around the corners, making sure I didn't overlap with the previous application. I ensured no sand ended up on the background pieces of card. If this happens, remove them while still wet as they can be easily scraped off.



When the window was fixed in place, the sill detail was cut from the waste sections of the LCut fret and fitted to complete the installation.



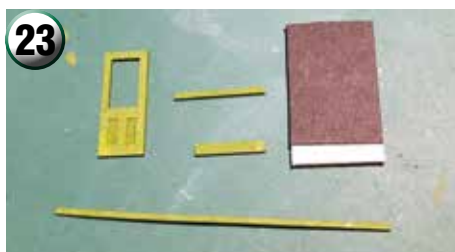
A sub-roof of 2mm greyboard was installed. This strengthened the model when handling and acted as a soffit, fascia and bargeboards when painted. Prior to gluing, the undersides and leading edges of the sub-roof were painted the required colour because it was easier at this stage.



Card templates cut to fit the roof slope were useful. It made cutting the slates easier, rather than throwing away a piece of Wills sheet because it wasn't cut correctly.



Once dry, I applied two coats of cream paint on the walls to seal and colour these. I used a slightly stiff brush to apply the paint in vertical strokes from top to bottom as this gave an uneven finish. The infill building section linking the two previously detailed builds were made, using the same techniques.



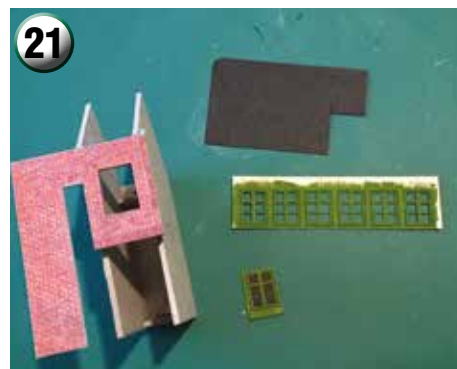
The office doors were constructed the same way, but in addition the black sheet was glued to a piece of 2mm greyboard to stiffen the construction.



I painted the roof slopes in slate grey emulsion to make them stand out when checking alignment and design. The brass door handle and letterbox came from the Scalelink (SLF133) Door Furniture fret.



I cut the Wills roofing sheet with a strong craft knife, trimmed it ready and offered it up to check alignment before fixing. To improve the appearance, I filed the sides to give the visual appearance of stepped tiles down the slope. A simple task, but visually-effective.



The windows were from the LCut range and were painted before installation. Each window was cut out and carefully fixed to a piece of mottled black card. I rarely model building interiors because they are largely hidden when no lights are on.



To construct the industrial double doors, I scribed plank details on the greyboard first, then built the surrounding framework. The door handles were cut from spare LCut windows.

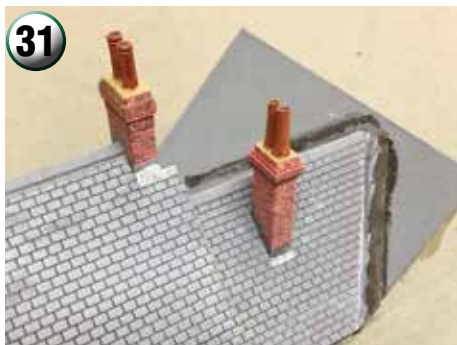


The corbelled effect was made from layers of thin card, cut to the required brick course size and glued over the brick paper. I glued these staggered so could trim them to the perfect size when dry. Four lengths of brick paper to suit four courses were added, the edges were coloured brown, then glued to the card ensuring it is square.



When happy with the fit, I glued the tile sheets in place using Roket Card Glue. This dormer window was clad in scribed card. Its card roof had micro rod glued every 1cm to represent a lead-covered surface.

31



To represent lead work, I used Vallejo Gunmetal Grey with a little White added ad hoc, to give an uneven colour. This was followed by Lifecolor Roof Dirt, painted down the joints and finished with a thin wash of the same colour to age. The chimney pots were from various sources – Dart Castings, Wills building pack A, and Langley Models. These were painted in Lifecolor Old Brick with a wash of Vallejo Black Grey to weather.

34



A few coats of Vallejo Olive Green were used to represent the company colours, and the finished frame installed into the wall opening. The shop front facade was built using greyboard, microstrip and thin card.

32



The slate roof received a coat of Slate Grey acrylic paint. Using a mixing tray and the same Slate Grey as a base, various darker and lighter shades of grey from Vallejo were added and individual tiles painted a random pattern. When dry, Lifecolor Roof Dirt was applied and left to run over the tiles into the tile joints.

35



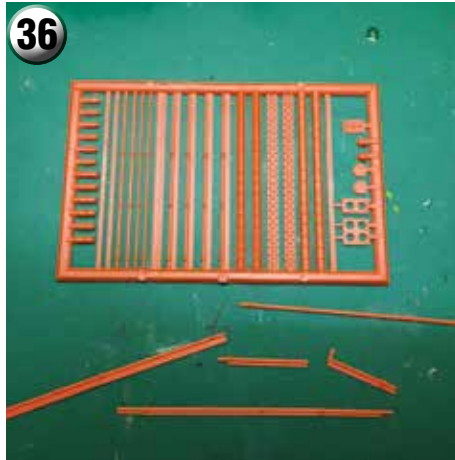
The plain tile roof was painted with Vallejo Basic Brown, then a mixture of Vallejo Black and Beige Brown was mixed to the Basic Brown. The colour varied with each application and individual tiles were painted random colours to give tonal variance. To further enhance the appearance, Lifecolor Old Tile was painted on selected tiles and leading edges to represent clean tiles.

33



To construct the shop front, I used items from the LCut range. Though I don't normally model building interiors, in this case the result looked better with the addition. I used the greyboard as a base to strengthen the framework.

36



I used guttering from Wills Building Pack A. Each elevation of guttering was cut to length with the cast brackets trimmed and varied in spacings to suit the length required.



To find out more about the development of 'Little Muddle' head to <http://bit.ly/31MqPwW>

Q&A, LETTERS and PROJECTS

GARDENING ADVICE

Just a quick note on the November issue of BRM and Michael Russell's overgrowth article, one can get rid of Mare's Tail by crushing it underfoot and then spraying it with a good quality weedkiller.

Malcolm Banyer



A1 MODELS FELL DIESEL



With the forthcoming KR Models Fell diesel, I thought you might like to see my model of it, made from an A1 Models etched brass kit. Upon opening the flat-pack kit, I was full of doubt with regards to building it, but by following the good instructions, I was away.

As long as you take your time and work as accurately as possible, a very good model can result. The roof and both sides are in one piece, so accurate bending and rolling are needed. The only thing I could find to roll the roof over was a shovel handle! The diameter of this

matched a drawing in my possession exactly.

After bending the sides under, and out at the bottom, when you roll the roof you only have a millimetre or so to play with to clear the fly cranks and the outside frames – close! When I offered up the windscreen, it fitted like a glove.

There was a lot of bending and soldering but was a satisfying exercise. I added the pieces bit by bit as the instructions indicated. I made an extra 100 plus parts to add detail. You have to punch out hundreds of rivets but this was made easy with a gravity riveting tool, which bent the sides to just the correct tumblehome – one stroke of luck!

It now looks good in a dirty lined BR green thundering through my model of Bakewell with a rake of ex-LMS coaches. I saw the prototype three times, one at Manchester Central before it caught fire, and twice at Derby.

When I was a kid, it looked like a battleship, but it was only the size of a Class 24. I got into the cab, but it was all wrecked inside, I would have loved to have seen the gearbox. It was a masterpiece.

A few years ago one of its workplates came up for auction. I think it went for around £3,000, and no, I didn't 'bag' it. Now then, I wonder... 10800?

Ron Russell

CREATURES GREAT AND SMALL

This farm is a request build for the creator of the layout 'Marchwood'. He liked my farms and had just missed the opportunity to have one that I had just sold. So, we discussed his layout, which is set in Gillingham, Dorset.

We agreed that I would make another model farm and he would get first refusal when finished, as he had given me full trust to do as I like.

The base is 3mm foamex of a standard A3 size. The buildings are Fair Price Models MDF shells, altered and super-detailed. The roofs are tiled with individual tiles, using artists' rice paper of three colours. I use Wills sheets for the walls, opting for the Allan Downes Colron method, with my own improvements, to create the stonework.

The barn is constructed of Slater's corrugated sheet and plastic girders. Many like my haystacks, I use balsa sheet, scrubbed with steel brush and razor-sawn to size. A splash of static straw to finish and the twine is done by dipping a scalpel into an orange wash and pressing the blade edge into the bale.

The Nissan is a 3D-printed kit, bashed a bit, and the tractor shed is scratch-built. To get the old wood weathered, I use various washes and inks of different strengths.

Details really bring dioramas to life! I like Tim Surf's new farm equipment 3D-printed items. You can get a little story going by using the right details.

John Simpson



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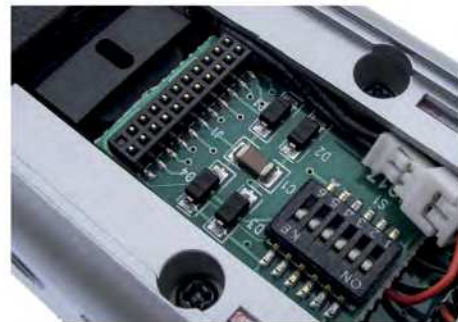
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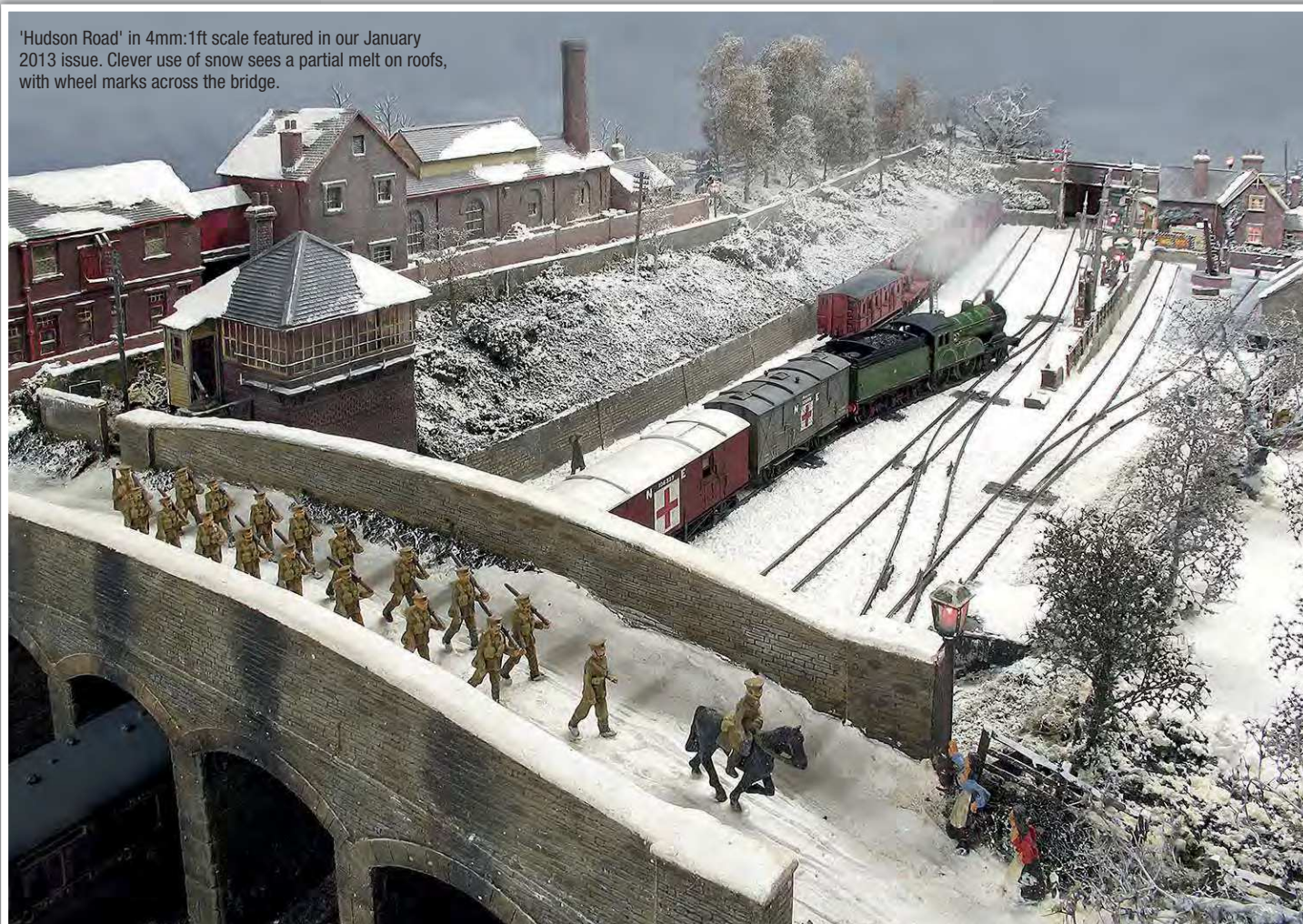
For further information visit our website: www.irishrailwaymodels.co.uk

HOW TO... MODEL FROST AND SNOW

Words & photography: Howard Smith

With the colder season upon us, Howard Smith shares opportunities for a seasonal shift in your modelling to create a chill factor of distinction.

'Hudson Road' in 4mm:1ft scale featured in our January 2013 issue. Clever use of snow sees a partial melt on roofs, with wheel marks across the bridge.



Summer is our warmest season of the year, bringing with it the feel-good factor of more time spent outdoors, days out and holidays. Memories of these have influenced the creation of many model railways, where the grass is always green, the sky always blue, allowing many to relive the sun-soaked days of yesteryear.

An increasing number of modellers are

searching for more individuality on their layouts, avoiding the copy/paste format into which many can fall victim. Choosing rarely-modelled subjects is one way to grab the attention of an audience, but another is to shift the season of your modelling, which could make your diorama or model railway memorable for different reasons.

Beneath its surface, winter offers a hidden

beauty, too. Crisp morning frosts, with grass blades outlined in white or a dusting of clean white snow on the ground, or tree branches and buildings flecked in white can make highly-modellable and photogenic scenes.

More recently, manufacturers have realised that there are more seasons available to modellers than the common lush green vegetation of spring and summer, and have

developed products to better suit the colder months.

Contrary to what might be expected, modelling a snow-covered landscape is relatively simple, particularly one which depicts a thick covering of snow. Beneath snow, ground detail is largely obscured – hiding low-level plant species – solving the problem of which shade of green or colour of flower is correct for the time of year and reducing the level of detail required. A heavy dusting of snow is a simple way of upgrading an older layout, too. Where track is concerned, most of it – rails excepted – will be hidden from view. This can be used to advantage with older layouts using poorer

rail standards, helping to disguise the rail depth and sleepers that lack detail, without compromising on running qualities if using older locomotives.

A scenic renovation of foliage for a dusty and tired-looking layout is often difficult without compromise, but an application of snow can hide a multitude of problem areas, from tired-looking building roofs that lack detail, to flat-looking vegetation. It's the perfect way to breathe new life into a model railway, without discarding it.

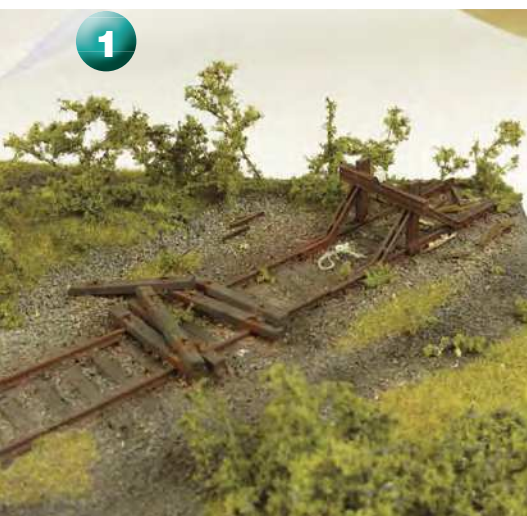
On the contrary, for the more adventurous modeller, frost can add complexity to the modelling scene. For best results, a layout or diorama must be modelled in its entirety

before applying a frost effect. For this reason, it's seldom seen on layouts.

Whether modelling snow or frost, there are a few important rules – remember that snow doesn't land everywhere – canopies, bridges and flowing rivers should be kept bare, and frost is attracted more to some objects than others. Meanwhile, locomotives and rolling stock should make sense in the environment, so consider the impact of weather. A rake of heated passenger coaches might feature less snow or frost covering than an exposed freight. Avoid pristine rolling stock clashing with the surrounding environment. With that in mind, here is a compilation of useful ideas and inspiration.

Adding Frost

Perhaps the most difficult of winter effects to create, frost only looks right if the scenery beneath it has been carried out to a high standard. Colour variations in the soil, track, ballast and foliage remain visible beneath the layer of frost, which acts as a filter.



For best appearances when adding an ice effect, ensure that the diorama is to a good standard. Adding an ice effect won't hide dust on an old model, nor will it remove cobwebs or flat scenery. If a scenic refresh of foliage is required, this should be applied beforehand.



Icy Sparkles from Deluxe Materials is supplied in small containers. These are ideal for small to medium-sized dioramas. The slightly off-white granules shimmer under light and must be secured with an adhesive after application.



I find that the best method of application is to apply from a height of around 20cm, shaking the bottle from side-to-side. Don't apply too many of the granules at once, rather work in layers, spreading them evenly across the diorama until satisfied.



Scenic spray glue from Deluxe Materials is a useful adhesive, designed for bonding scatter and foliage, but it also works well for gluing Icy Sparkles, too. I like to apply a healthy amount of glue as a safety measure, again, working in layers and testing accordingly when dry.



Icy sparkles can look effective when applied correctly. Consider objects like steel and wood, which attract frost more than others, or areas of shade, yet to see the morning sun. Applying further layers of Icy Sparkles to these areas will create a more convincing effect.



For smaller detail areas that appear really white, a more concentrated application of white is required. Applying more of the Icy Sparkles product won't look right, accumulating without looking like frost. A small application of white weathering powder with a brush works well to highlight concentrated areas.

TECHNIQUES

Adding snow

1



A number of products are available to create model snow, from different manufacturers. Fresh snow doesn't appear the same as snow that has seen a heavy frost or partial melt. Some products look slightly different from others, but for a fine snowfall, Precision Ice and Snow's bundle set is a quick solution containing everything required.

2



Scenic Snowflakes from Deluxe Materials is a slightly thicker product, and can be applied directly from the bottle over a layer of adhesive, such as Deluxe Materials Scenic Spray, or PVA glue, diluted 50:50 with water.

3



4



Supplied with Precision Ice and Snow's product is a small sieve, ideally suited for an even distribution of the material. Experiment with the amount in the sieve, but working from a height of 1ft is usually sufficient.

Don't forget to apply model snow to road vehicles, too. A light dusting of the snow product can be secured with hairspray from a distance of a few feet. Repeat the process a few times until you achieve the desired finish. The amount you apply will depend on the amount of snowfall, but also if the vehicle's engine has been running.

Creating a scene

A layout covered in a heavy snowdrift can look like a true 'winter wonderland'. Applying lots of it to a model can be a quick scenic fix, so long as buildings and other non-vegetative structures are in place beforehand. This makes it ideal for your first model railway, where working to a tighter budget might be more important.

1



2



For larger projects, such as our BRM 2019 Christmas layout project, the use of a specialist glue can prove more expensive, particularly if there is a large surface area to be covered. I used PVA glue, diluted with water in a 50:50 ratio, applied beforehand.

Precision Ice and Snow's Krycell Extra and Krycell Fine snow was used, dusted over the model in several layers with the sieve provided.

3



Our designer, Ruth, helped with the build and though the sieve was small, progress was rapid. Refilling the sieve from the bag is the messiest part and is best carried out away from the layout to avoid spillages.



A dusting of hairspray was applied over the dusting of snow. The lacquer is a useful adhesive, though for a project of this size, a few cans were used, so this is best done outside.

Smaller Details

If a frost effect isn't cold enough, but you're not prepared to hide all the detail of your layout under a heavy blanket of snow, consider the compromise of partially covering your layout with a dusting of snow product. This still allows objects to show through while creating opportunities to take model detail a step further.



Similar to my diorama, this model by Michael Russell offers great detail with static grass tufts and torn static grass sheets for grassy areas, and collected garden twigs for logs to create a realistic wilderness.



Rather than apply a frost effect with the Icy Sparkles, an even dusting of Precision Ice and Snow's fine powder product transforms the scene – you can almost feel the chill! Despite this, the detail of static grass remains.



As described in the December 2019 issue of BRM, the scenery was added to this layout in just a few days, largely helped by the simple application of the snow product only. It's great for first layout builds.



Snow can be used to tell a story too, from vehicle tyre witness marks to animal or human footprints. You can tell a story of where the characters of your layout have been, or even how much traffic a road sees.



For his diorama, Michael Russell sealed the snow effects using Precision Ice and Snow's dedicated adhesive. Application through an airbrush offers more control than the fixed pressure of a spray can of hairspray or matt varnish. Don't be afraid to experiment, and share with us your modelling results!



Deluxe Materials (BD33) Icy Sparkles, (AD54) Scenic Spray Glue

www.deluxematerials.co.uk

Precision Ice and Snow Krycell Extra, Krycell Fine, and Scenic Adhesive

www.precisioniceandsnow.com

DCC Concepts (DCW-GRY) Weathering Set Shades of Grey

www.dccconcepts.com



A subtle approach

Simon George's 'Heaton Lodge Junction' in O gauge has a vast frost-covered landscape. Despite this, the effect is more pronounced in some areas than others, yet remains subtle. It's wise to see if you're satisfied with your project when it's covered in a frost or snow product, before applying more. Judging effects applied to a small area may lead to disappointing results when more widespread. Take your time and have fun.



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Meldon West

Compact and to the point, this first exhibition layout for its builder has yielded great enjoyment, while providing an ideal testbed for modelling techniques.

Words: Tom Blount **Photography:** Phil Parker



A Dapol Class 33 arrives at the quarry with a short stone train. The two 'Seacows' are N Gauge Society kits, while the guard van is a modified Peco model.

Being born in the '80s, my early memories are of my grandparents taking me to London. The favourite part of my day was the journey on British Rail and I'd often come home with a roll of 35mm film full of trains and track details.

Before embarking on my first exhibition layout, a big inspiration for me was seeing models created by Chris Nevard. I really liked his use of small spaces, showing that you didn't need to have a huge space to create something detailed and interesting. I was also inspired by 'Arun Quay' in O gauge

by Gordon Gravett. The detail is astounding and I thought it would be a good challenge to aim for that amount of detail in N gauge. There were also a few techniques I liked and wanted to try, so I decided a small layout would allow me to test those without worrying that I'd ruin a large model or waste a lot of money if it all went wrong.

I had a 3ft by 1ft board set aside for the project and after a track order was made, 'Meldon West' was born.

I currently live in a flat, so space is at a premium. The layout board fitted into the

spare room nicely, with the 18in fiddle yard detachable and stored under the layout.

I'd previously seen 2mm Finescale, but didn't feel confident with replacing wheels and gears on rolling stock, and along with the added cost, I decided not to attempt it. I then stumbled across British Finescale track and thought I must try it to see if it works.

Construction begins

I'd originally wanted to model a china clay scene, due to having a Class 37 with a handful of china clay hoppers, but my



excitement to build a layout got away from me and I went straight into building and track laying. After mocking up some rough buildings, I thought that any clay dries would overcrowd the layout and not make best use of the available space, therefore, leading me to model a small aggregates facility instead.

The modelled area of the layout measures just 2ft 5in long by 1ft wide, so when designing the layout, I was keen not to overcrowd it and give the illusion of depth and space. For the track design, I settled

on the inglenook shunting puzzle, whereby there are three sidings and an added run-around loop at the front of the layout for extra operational interest.

The main entry track leads to the hopper siding, the rear siding acts as a holding spur for either stock or locomotives, the front siding and run-around features a small wharf and platform for local passenger traffic. The sidings hold either seven small wagons or three larger wagons. The track is Finescale Code 40 rail built to N gauge standards using Finetrax kits.

Overcoming challenges

The journey of building the layout has been a challenge, but if I had to select two things where I've conquered my biggest fears, they would be building track and installing DCC into locomotives.

I was daunted at the idea of building track, especially points in N gauge. I used kits from the Finetrax range and these were relatively simple to construct. It was a relief to see the switch blades working as they should and a locomotive running freely across my first constructed point kit. When it came

A bird's-eye view of the layout showing the inglenook track design and added run-around loop at the front of the layout.



to converting my locomotives to DCC, I watched YouTube videos and absorbed as much as I could from various internet resources, but ultimately, I learned by taking locomotives to bits and failing. I have revisited my first few conversions recently and begun again, having learnt much more while converting my ever-growing collection. More recently, I've been fitting stay-alive circuits to assist with the slow-speed running and additional LED lighting, such as cab lighting.

Control of the track is via a Gaugemaster Prodigy 2 and two handheld controllers. There are controller sockets built into the layout frame, both at the front and rear so it's easy to swap between the two. Points are operated by DCC Concepts' Cobolt slow-action motors. The point motors and signals are operated by analogue control panels, which are mounted in the fiddle yard.

Setting the scene

One of the largest features of the layout is the rock face, which is made from 5mm foamboard formers covered in a 50:50 PVA/ water-soaked kitchen roll. After this had dried, I used plaster mixed with water and PVA to create the rock surface. While wet, I used an offcut of plastic sheet to carve the rock faces. This was later painted with various grey and brown washes to finish.

The roads were created using DAS modelling clay with some plaster used to fill cracks that appeared after the clay dried. The yard crossings hide uncoupling magnets. These were covered in a thin layer of plaster and sanded to match the height of the



Rolling Stock

Rolling stock is mostly ready-to-run models from Graham Farish and Dapol, with a few wagons from Peco. While the super-flu lockdowns gripped the world, I was able to convert all of my locomotives to DCC, including some chassis modifications to older models and lowering of bodies for more prototypical gaps between bodies and bogies. Modifications also allowed the fitting of stay-alive circuits, which have made a huge difference to slow-speed running. I've recently finished building my first rolling stock kits – four N Gauge Society Seacows and tackled a locomotive re-spray, a Class 37 into British Rail large logo grey livery. The majority of the locomotives are modelled with buffer detail at one end and a coupling at the other, and most of the wagons have been weathered and detailed. Stock is fitted with Dapol's Easi-shunt couplings, which are activated by hidden magnets in the yard crossings.



A view down the yard and a Farish Class 08 idles awaiting its next duty. In the foreground is one of the road crossings that hides the uncoupling magnets for the Dapol Easi-Shunt couplings.



rail before being painted. Static grass uses various shades and short lengths from Javis and Peco, while shrubs and bushes are made from Polyfibre covered in flocks.

Buildings on the layout are scratch-built with the exception of the chimney and water tower, which are Ratio kits. The loading hopper, based on the real hopper at Meldon Quarry, along with the elevated discharge pipe, are made from spare Code 40 rail, brass and plastic sheet parts. Other buildings are built using plastic sheet formers, before either brick, stone or corrugated plastic sheet was added. These were primed and painted with various shades, before being weathered and added to the layout. The bridge hiding the fiddle yard entry and exit is also scratch-built from plastic sheet in a similar way.

The small station platform at the front

of the layout utilises Peco platform edging, plastic sheet for the base of the platform and then model filler for the top surface. This was sanded to create the final surface prior to painting and weathering.

At the beginning of 2021, with it being nearly two years since I began the layout, I decided that something else was needed to add operational interest. I know signals aren't necessarily something found in quarries and smaller facilities, but I liked the idea of scratch-building some. There are four signals on the layout, of which all are working ground signals. One is mounted on a post near the hopper and, although not correct, it's loosely based on the one next to the hopper at Meldon. I have plans to replace this with a more prototypical version.

The highlights

One part of the layout that I'm pleased with is the loading hopper and the connecting stone conveyor. These are scratch-built from spare Code 40 rail, brass and plastic sheet and the conveyor features ballast as if heading for loading. I'm also very pleased with the yard's road surface, this took me a while to get right, and I can't remember how many times I painted it before I settled on the colour that you see now.

Two further features that I think have made a big difference are the curved backscene and LED lighting. The backscene is created using hardboard shaped to hide the corners, while three 30cm cabinet lights illuminate the layout. These are covered with a mixture of lighting gels to create a smooth mixed lighting effect.

If I was to pass on tips to other modellers, it would be to have patience and perseverance. I often get tempted to rush something to complete it, only to look at it afterwards and wish I'd taken my time. This is the first project where I've taken my time, and if it wasn't right the first time, I've started again. This can be frustrating at times, but I'm always learning and so on the second or third attempt (or more), I'm much happier with my efforts.

Don't be afraid to start something again if at first you didn't succeed.

Operation

At home, I operate the layout from the front as it sits against the wall in the spare room. For its debut outing at The International N Gauge Show (TINGS), I installed a board to hide the fiddleyard, which includes a little information and a few photographs of the layout under construction and operated the layout from the rear. Although small, it is a hugely entertaining layout to operate. You can lose a lot of time trying to unravel the puzzle of shunting wagons into the correct order before being collected by the departing

locomotive. For the time being, I'm concentrating on detailing and weathering my current rolling stock, but there are early plans for the next layout.

Final thoughts

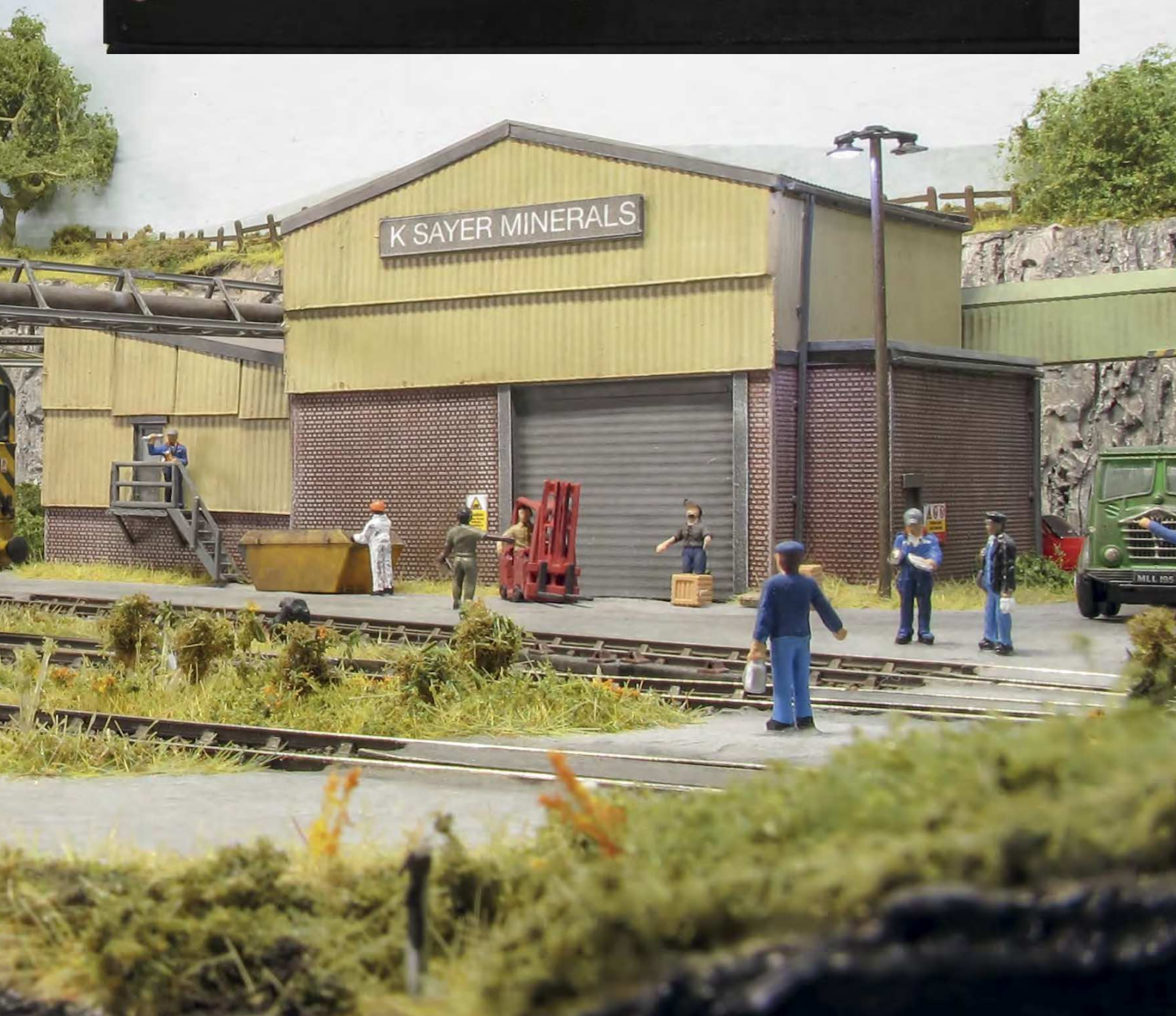
If I was to repeat this project, I would try and incorporate a few more working details and interior details. I've always been impressed by layouts where there are detailed interiors of warehouses or dwellings and, in hindsight, I wish I'd done the same with my warehouses. I've also always been

The Farish Class 08 in BR blue is the workhorse of the layout. It has been DCC converted with an added stay-alive circuit for super-smooth slow speed shunting.



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in action in our
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MELDON WEST



impressed by moving vehicles and would have liked to explore the Faller car system with a moving lorry or two – maybe on the next layout!

‘Meldon West’ was my first venture into an exhibition layout. I’ve built a few small projects over the years but I’ve never managed to get one to this stage before and it was great to see it well received at TINGS.

This layout was originally a test-bed for techniques and ideas of which I am very happy with the results. I have early plans for my next layout, which will feature more of a main line scene portraying part of the East Coast Main Line. I’m keen to limit the size of my next layout as I want to concentrate again on the detail and I like the challenge of trying to make something small feel big.

I’m also a keen member of the Berkshire Area Group of the N gauge society and I’ve recently joined the N Gauge Society and

DEMU modellers group.

I’d like to thank my wife Katherine for her endless support while I ramble on about my railway and spend hours tucked away modelling.



FACTFILE

Layout Name: Meldon West

Scale/Gauge: 1:148 / N Gauge

Size: 5ft x 1ft

Era/Region: 1981-1996 / Great Western Railway

Layout Type: End-to-End

“I’ve built a few small projects over the years but I’ve never managed to get one to this stage before and it was great to see it well received.”

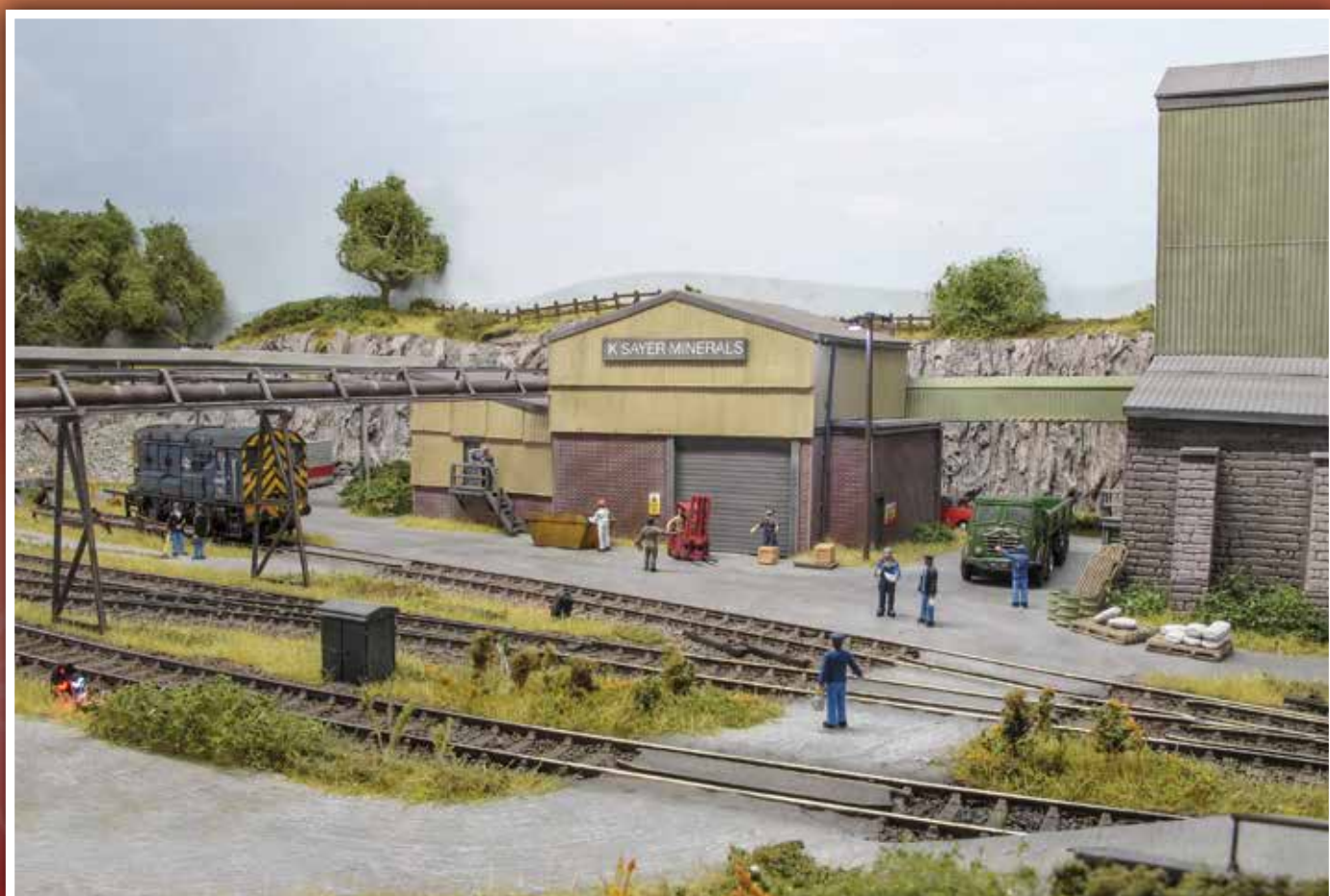


A Farish Class 47 sits at the quay awaiting its next duty. The quayside is made from embossed Plastikard and matchsticks, before being painted and weathered. The water is formed from plaster, paint and finished with coats of gloss varnish.



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A tour of Meldon West

Tom Blount shows us around his fantastic N gauge micro layout.

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PLAY

BRM GUIDE TO POINT RODDING

Words & photography: Tony Wright



A large amount of point rodding will be needed if modelling complex junctions or stations in steam days. This is a scene at the north end of Grantham in 1961, and I estimate at least 15 runs of rodding come out of the signal box. SOURCE: BOOKLAW

An enduring feature defining the steam-age railway was the mechanical signal box. Even as late as the final quarter of the last century, sections of the East Coast Main Line were controlled by mechanical 'boxes. It was to be a decade later before the ex-GWR main line to the West Country, at least as far as Devon, lost its mechanical 'boxes. Even today, more-remote sections of our railway system still have mechanical 'boxes controlling the trains. Mechanical signal boxes worked semaphore signals via wires and pulleys, and the pointwork under their control by point rodding. Whereas most steam-age model railways sport semaphore signals – too many of which don't work – point rodding is often conspicuous by its absence. Yet, though time-consuming, it's not too difficult to make and install. Indeed, because, in most

cases, it doesn't have to work (other than to look like it might), it's easier than making or installing semaphore signals.

The main gist of this modest piece is not a blow-by-blow account of how I made the point rodding for my layout, 'Little Bytham', but how I created an impression; inviting the eye to believe that it's 'doing its job'. At no time have I ever attempted to make any point rodding work. In no way should my 4mm:1ft scale work be described as 'definitive'. The real installations are extremely complex at major railway centres, and a vast knowledge of mechanical engineering would be needed to accurately replicate all the system with its runs, cranks and compensators. I don't possess such knowledge!

I've included examples of point rodding on other layouts and on the real thing. I

hope you'll agree, it really adds an extra level of realism. I've yet to find examples in N gauge/2mm:1ft scale, though I'll continue to look.



Before even starting making/installing any point rodding in any scale/gauge, I strongly advise the acquisition of this marvellous little booklet, compiled by Laurie Adams and published by the 2mm Scale Association. Just about everything you need to know is explained in great clarity herein.



2

My choice for making point rodding has always been the range provided by Model Signal Engineering (part of the Wizard/Comet family). It consists of white metal stools (in at least two sizes), nickel silver wire and etched components. This wire is round, though square section is also available. In practice, on a layout, I can't tell the difference. 'Square' section on the real thing is actually an inverted 'U'.



For the rodding on 'Little Bytham', I found it easier to make it on the layout, installing it in stages as I went along. No more than 18in was made at any one time, all soldered together. Low-melt solder was used to secure the wire to the stools and 145 for fixing the wire to the cranks, compensators and bases. I used brass and nickel silver – lengths were gobbled up! Dimensions were calculated using the little booklet already mentioned, and these were transferred to a piece of ply to act as a rudimentary 'jig' and soldering base. After a run was completed, it was sprayed with grey and red acrylic primer from the Halfords spray can paint range.



By following prototype practice, it could be seen that most rodding from the signal box to operate the points and locking bars headed westwards; then went north and south respectively, to the west of the Down slow, turning back eastwards as appropriate. I assume this was for safety reasons; any rodding to the east would have had to pass through the goods yard, representing a trip hazard. For this section, I buried the stools in the foam underlay, cutting apertures to accommodate them. Any rodding passing underneath the rails must be made of plastic section (Slater's Microstrip), otherwise a short circuit is possible. Note the foot-boarding from Wills, a safety feature enabling track workers to cross the rodding without risk of tripping.



After the primer had dried, sections were fixed with slightly-viscous superglue, held firmly in place using the weights from my wife's old kitchen scales. The stools were fixed directly on top of the ballast. A new section has been put in place temporarily to check alignment.



Looking northwards, we see about half the rodding installed (note how it ducks down to pass below the barrow crossing). I tried my best to get it as dead straight and level as I could, though it's very tricky to actually achieve this in practice.



Point rodding complete, stretching into the distance. Following the line of the Down slow, it described a shallow curve, with a prototypical wiggle nearer the barrow crossing. With the plastic sections running at right angles underneath the rails, and the rodding to the east of the main running lines, I had to make over 35ft of it, not to mention the bit on the MR/M&GNR section! Once down, it was weathered with a sable brush and matt grey/black enamels. I feel it was worth it. In my opinion, it adds to the realism and a sense of place with regard to Little Bytham, though it was several months before I stopped twitching!



Other 4mm systems have been available in the past. The GEM product is designed to work, in conjunction with the Mercontrol wire in tube method. Colin Waite also produced some nice etchings, as did the Brooksmith system. Wills also makes a plastic point rodding range, though I've found it too big for 4mm:1ft scale, being nearer S scale. More recently, DCC Concepts has introduced a working 4mm:1ft system.

TECHNIQUES

Point rodding on layouts



One of the most influential layouts of all time has been Peter Denny's 'Buckingham' in EM. Now over 70 years old, it's in the care of Tony Gee. From the start, point rodding was made and installed; as with most other things on 'Buckingham', it was made from scratch.



Where space allowed and the runs were few (as was not the case on Little Bytham), point rodding would often be placed at the base of platform walls; as illustrated here on 'Midhurst' in OO gauge.



Facing points would require a locking bar, meaning two stretches of rodding to operate a point; as shown here on 'Calderwood' in OO gauge. The wooden covering is typical.



Rodding runs would often be accompanied by footboards, either crossing them at right angles or running parallel to them, often on top. 'Penfold Priory' in O gauge is a good example.



Boarding was essential to minimise the risk of railwaymen tripping over the rodding. 'North Foreland' in O gauge shows this feature.



One of the oldest layouts still running is 'Metropolitan Junction' in EM. Here, not only is the point rodding visible, it actually operates the points. Levers are hidden behind signal box facades that operate the points.



One of the greatest layouts of all time is the late Roy Jackson's 'Retford' in EM. Now taken on by Sandra Orpen, the intention is to complete it, with some of the 'old team' participating. Andrew Hartsthorne, proprietor of Model Signal Engineering has started installing point rodding using his own products at the Babworth end, emanating from Tony Gee's lovely signal box. There'll be 'miles' to do, and I've offered assistance!



Ideally, point rodding is most-functional in straight runs. What does one do if a layout describes a circle? Curve it, is the answer, with complete success on 'Ballyconnell Road' in 3mm Finescale.



Factfile

Layout name: North Foreland
Scale/gauge: 7mm:1ft/O
Size: 36ft X 3ft
Era/region: 1947 Southern Railway
Location: Kent
Layout type: End-to-end

ON EXCLUSIVE

NORTH FORELAND

Its county skies the backdrop for the famous Battle of Britain during WWII, John Smith invites us on a more peaceful tour of his miniaturised and fictitious Kent-based station terminus, set in 1947.

Words: John Smith **Photography:** Tony Wright



'E1' Class 4-4-0 No. 1504 departing on a local train for Faversham as 'WD'
Class 2-8-0 is ready to depart with a goods train.

It has been many years now since my original 'O' Gauge layout 'North Foreland' was featured in the November 1996 and April 1997 issues of BRM. Since then, many layouts of various prototypes and different scales have been produced. Of these, 'North Foreland' has always been my favourite. It was the discovery of a number of un-built kits that prompted my colleague, Peter Smith and me to reincarnate 'North Foreland'. Our inspiration is the late summer of 1947, when the Southern Railway express passenger locomotives and coaches were painted in malachite green and all the black-liveried locomotives had 'sunshine' lettering and numbers.

The new layout occupies a space of 36ft by 3ft, of which 12ft forms the fiddle yard. Layout height is a contentious issue and this

layout, as with all our other creations, stands approximately 3ft above the floor. Peter and I hold the view that our layouts should be easily visible to all, including the disabled and also children, bearing in mind that the latter are the future of the hobby.

Small sacrifices

Baseboards were constructed from kits supplied by Grainge and Hodder and consist of slot-together plywood frames and surfaces. They are easy to assemble and form a firm base for the layout. They are also comparatively light an important point when you are getting on a bit age-wise. The boards are aligned using pattern makers' dowels and are secured together using 'G' Clamps, making the layout quick and easy to put up and take down. It's supported on trestles.

Our new version is smaller than the original and therefore some sacrifices had to be made, the main casualties being the lighthouse, which now appears on the back-scene, and the engine shed, which is much smaller than the original.

The layout plan is basically the same as the original but in view of the smaller space some changes have had to be made. The original station building was parallel to the track, which resulted in one platform track being much shorter than the main one. On this layout the station building has been turned through ninety degrees, thus allowing both platforms to be of equal length. The trackplan is also basically the same but much greater use has been made of double slips. There are now three, a couple of curved points and a 'Y'. I find double slips to be great space savers and they tend to make the trackwork look more complicated than it really is. The turntable is smaller too, this one being a 60ft version. The track is Peco and the points are operated by Hoffmann motors mounted under the baseboard. We purchased these motors directly from Aspenmodel in Germany, who provided excellent service, and delivery is usually within four to five days of placing the order. The motors are AC powered, which means they can be driven directly from the Lenz accessory decoders without



Peter and I hold the view that our layouts should be easily visible to all, including the disabled in wheelchairs and children, bearing in mind that the children are the future of the hobby.

any additional electrical bits in the circuits; I like simple electrics. Point frog switching is provided by the motor.

Creating the scene

The majority of the track is ballasted using products obtained from GreenScene who produce it in various ranges and colours. Ballast, and in particular its colour, is one of my pet hobby-horses. Ballast, especially in and around stations has many colours and textures, and even out on the running lines it is rarely exactly the same colour for mile after mile. Certainly, in steam days the track was a pretty dirty place. Even the passenger coach toilets discharged directly on to it!

In the area of the locomotive shed we used a mixture of Woodland Scenics coal and ash to create a mixture that looks about right, basically black and dirty! The colour and texture of ballast in various locations is down to observation of the prototype. A bit of basic research works wonders, because there's a lot of information out there.

Sides of the rails were painted using Tamiya Red Brown. It dries to about the right colour and then the whole track, apart from the area around the shed, was painted with Sandtex Dark Chocolate, which is a water-based paint that can easily be diluted to give various shades of brown/dirt. The area around the loco shed was again painted using a water-based paint that can be diluted; here the colour of course being various degrees of black and grey.

The locomotive depot is a fairly small affair, and it provides a shed for the station pilot and shunter and there is a coaling stage with a hand-operated crane. The 60ft Ransomes and Rapier turntable was constructed from a kit supplied by The Midland Railway Centre, and it is driven by a motor and gearbox obtained from ABC Gears through a basic locomotive decoder from the main bus bars. It can be

so finely controlled that we can easily align the tracks by eye without having to use expensive indexing. On our layout the depot is a sub shed of Ramsgate and it is capable of servicing most visiting locomotives, although the larger ones, such as a Pacific, have to run light engine to the main shed for turning and servicing. That fact is very useful at exhibitions because it creates more movements on the layout.

Operational control

The fiddle yard consists of a 8ft seven track traverser, hand operated and mounted on drawer runners. Trains run onto the traverser using any vacant track, bar the middle one.

On arrival, the locomotive is detached and run onto a cassette for turning or storage. When next required for use, it runs back down the centre track into one of two short tunnels buried under the scenery from where it can reverse onto its train, ready to return down the layout when required. The tracks on the traverser are powered from the incoming tracks using pins in tubes; likewise the cassettes.

We control the layout using the Lenz DCC system. The power boxes are kept in a carry case and fitted with plugs that can connect into any one of our six exhibition layouts. The wiring is simple. A pair of bus bars run along



'C' Class 0-6-0 No. 1592 takes the crossovers heading for the goods yard whilst the station pilot simmers by the water column.

the length of the layout, which supply the power to the tracks, points and signals. Track section switches are not required, although the layout is divided halfway down its length into two power zones. Lenz point decoders control the points and Mega Point Controllers work the signals.

There are three main signal gantries. The home signals and advanced starters were salvaged from the original layout via their builder, Alan Walters, who now trades as WD Models of Chesterfield. I'm exceedingly grateful to him for retaining them as it has saved me a lot of work, plus building signals is not my favourite pastime. However, I have had to construct the gantry supporting the platform starters. The remaining signals were built from kits and bits obtained from Scale

Signal Supply and Wizard Models. Signals are not lit as we only operate in daylight, so I didn't see the point in going to the extra trouble of providing lights. The signals are operated by servos mounted below the baseboard, using decoders obtained from Mega Point Controllers, from the main DCC system bus bars.

Fictional brewery

Apart from one or two small exceptions, such as the PW store and the fog-men's huts, all the buildings on the layout were built by Peter. The buildings surrounding the station forecourt are the office of The Thanet Coal Company, the North Foreland Inn, the goods shed and the main station building.

The Thanet Coal Company building is

based on a picture of The Medway Coal Company's offices in the book *Private Owner Wagons of the South East* by John Arkell. It's an attractive building and is ideal for its location on the layout.

Elsewhere, the North Foreland Inn, a Shepherd Neame pub serving Kentish Ale, is not based on a particular prototype; it's just a typical pub building. North Foreland lighthouse, which incidentally was the last manned lighthouse, can be spotted on the back-scene between the pub and goods shed.

The goods shed is a typical Southern Railway structure, and the station building is based on 'Whitstable' on the North Kent coast that was rebuilt from the original London Chatham and Dover Railway station by the South Eastern and Chatham Railway in 1915.



'Schools' Class 4-4-0 Stowe waiting to depart for London via Canterbury. The loco is still in wartime black and is due for a visit to the paint shop to have the number on the front buffer beam restored.

ON EXCLUSIVE

Further up the line is the signal box, which is a model of a South Eastern Railway box. It's unusual on a model railway as it is facing away from the viewing public who only see the back of the box. However, it does fit into our situation rather nicely.

The locomotive shed is not based on anywhere in particular, it's just a nice small shed. The only other building of note is the second pub, The Dehydrated Rambler, which stands on the road leading to the overbridge that forms the scenic break. It is a typical clap-boarded building found all over Kent and is illuminated, as the bar area is quite dark and the drinkers can be seen inside enjoying their pints. The pub is owned by our imaginary brewery, Estuary Ales of Whitstable, well known for their Taste of the Thames range of beers, especially Mudflat Mild, Bouncing Bomb, Whitstable Whelk and Old Father Thames Bitter - if you can drink any of them and survive, you can drink anything!

The chalk cliff running along the back of the layout and the high ground at the fiddle yard end were created using layers of insulation foam carved to form a rough profile and then covered with Sculptamold, a substance that resembles papier-mâché,



'H' Class 0-4-4 Tank heads a parcels train to Dover.



presumably with some secret added ingredient. It was mixed with water, and applied over the foam using a spreading tool. In the case of this layout, the stuff was used as it came but any water-based paint can be added to the mix as appropriate, depending on what colour you want your rocks to be. When dry, it is very hard but, being paper-based, it is also very light in weight.

The majority of figures seen on the layout are from Detailed Miniatures, who produce

a large range of superbly-painted figures in 7mm scale. The others are from the ready-painted 'Omen' range, obtainable through Scalelink Limited.

Featured trains

At the time of writing the total locomotive stock stands at 15. With one exception, all the passenger locomotives are four-coupled, the exception being a 'Battle of Britain' Pacific 21C166 *Spitfire*. Built to run on the original



Large chimney 'Schools' No. 917 4-4-0 Ardingly arrives from London Victoria whilst 'H2' Class 4-4-2 North Foreland is being turned.

ON EXCLUSIVE



layout, it's beginning to show its age, but I like it.

There are three 'Schools' Class 4-4-0s, including No.905 *Tonbridge*, a small chimney version bought second-hand and repainted in malachite green, renamed and numbered. No.917 *Ardingly*, a large chimney version again in malachite green built by Andy Beaton of Ragstone Models and small chimney No.928 *Stowe* in wartime black livery owned by Peter. The other large passenger locomotive is an ex LBSCR Class H2 'Atlantic' 4-4-2, No.2422 *North Foreland* in malachite green, again built by Andy Beaton. It's not really an appropriate locomotive for Kent I know, but I couldn't resist having *North Foreland* running on 'North Foreland'!

Two other passenger locomotives are a 'D' Class 4-4-0 still in olive green livery and an 'E1' 4-4-0 in wartime black.

The largest Goods locomotive is a 'WD' Class 2-8-0, another survivor from the original layout. It still carries its WD number and air pump mounted on the smokebox. Going down the scale, there are two 'C' Class 0-6-0s, two 'H' Class 0-4-4 tanks, two A1X 0-6-0 tanks and a 'P' Class 0-6-0 tank. Also in the pipeline is an 'N' Class 2-6-0 and a Q1 0-6-0.

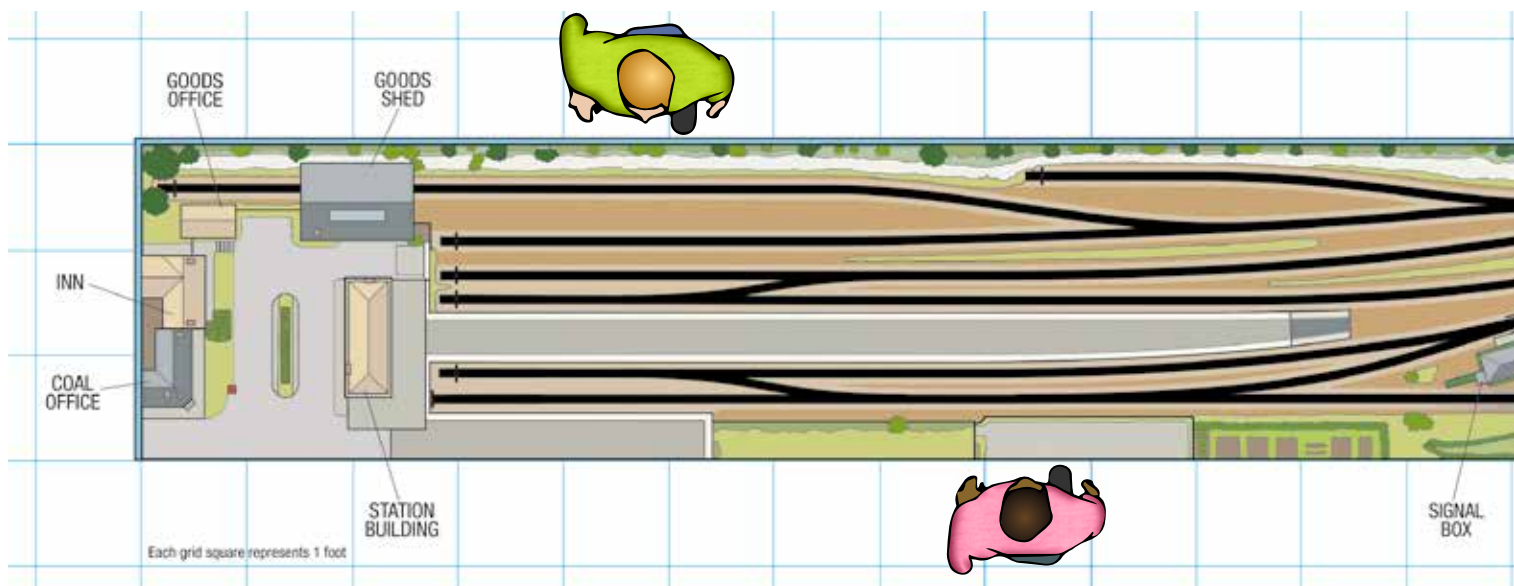
The coaching stock consists of a four coach Thanet set in malachite green and a three coach olive green set. Hopefully in the

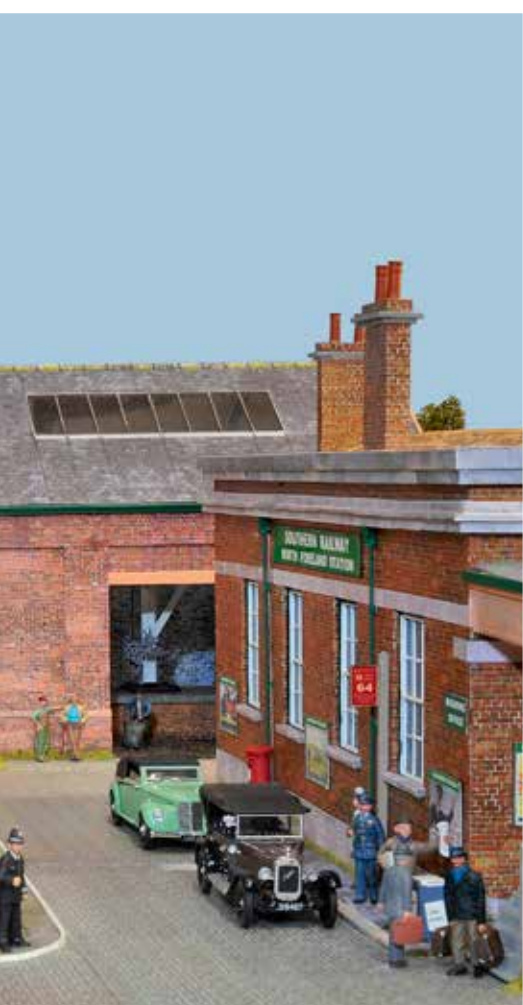
The station approach with the coal office and 'North Foreland Inn' on the left and North Foreland lighthouse in the background



Trackplan

NORTH FORELAND





non too distant future - when I've finished building them - there will also be a three coach Bulleid set. Other stock consists of a parcels train and the usual variety of goods stock.

What does the future hold?

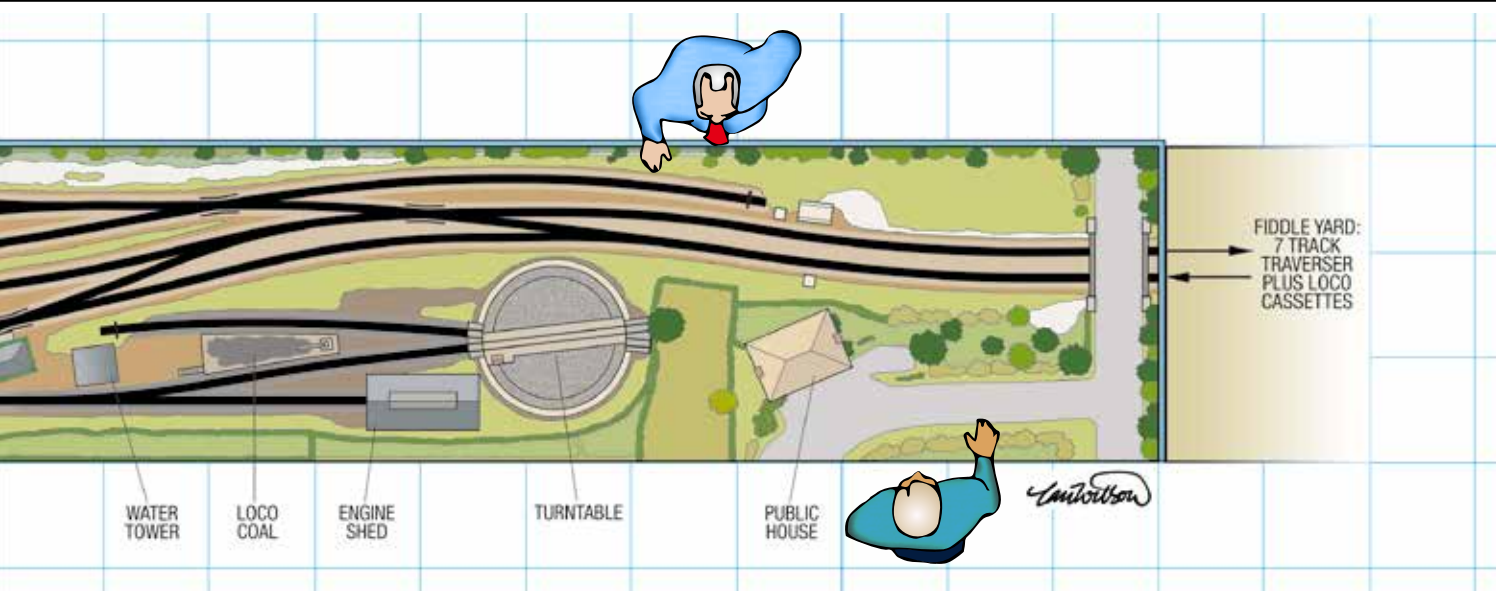
Between us, Peter and I now have six layouts in various scales and gauges, none of which either of us can put up at home for a quiet evening's operation. Perhaps that can be addressed at some time.

We recently exhibited our London Brighton and South Coast Railway layout 'Saltdean' at Lille in France and there were several inspirational layouts on show there that have provided me, at least, with some food for thought!

However, at the moment, I have a Bullied

three coach set coming along nicely and there are still several unfinished loco kits sitting on the shelf - building them should keep me out of mischief for some time to come.

The construction of this layout has been an interesting exercise. I guess that whilst it is a new layout it is basically a rebuild of the original. There have been many advancements which have gradually built up over the years so that we haven't really noticed them until a comparison arises. The main one has been the introduction of DCC and how much easier that has made life, in particular with the wiring. Not having to build a control panel with numerous switches and not having to incorporate the wire knitting that goes with its construction is what I have found to be the most notable. That's the good thing about the hobby, times are always a-changing.





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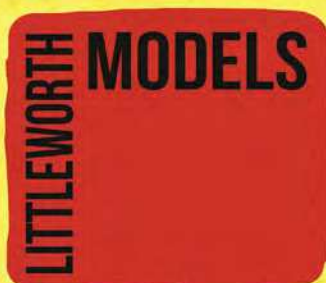
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HADARFORD

Life on a narrow boat can yield a unique set of challenges when constructing a layout, as Keith Lodge describes, with his narrow gauge venture.

Words: Keith Lodge **Photography:** Phil Parker



A model of Narrowboat *Hadar* moored at Hadarford Wharf, with Jo and Keith modelled on the stern, 0-6-0 saddle tank *Beryl* waiting to leave the wharf siding.

My interest in model railways and canals has run a parallel course throughout my life. I started railway modelling when my parents bought me my first train set when I was 10 years old in 1962. My interest in canals started when I was 15, when I discovered an ex-working narrowboat called *Pisces* owned and run back then by the London Borough of Hillingdon as a community boat. I started working on it part-time from the age of 16.

While still living with my parents, I built two different OO gauge model railways, both based on early dieselisation of BR. However, in 1982, my job moved to Felixstowe, and I with it. Due to two unsuccessful relationships, model railways and canals took a back step in my life, until, to recover from my divorce, I bought an O gauge wagon kit. This was the start of what was an unsuccessful attempt to build a garden railway, but did result in my O gauge exhibition layout 'Holmehurst', which I exhibited in the late 1990s through to 2005. In 2000, I inherited some OO9 stock from my late father, which I kept, despite moving onto our narrowboat, and it was having this stock, and limited space in the hold, that brought about 'Hadarford'.

In 2005, my wife and I commissioned *Hadar* to be built, a copy of *Pisces*. We moved onboard in 2007 and set off in 2008, carrying and selling coal. In 2013, we were offered a full residential mooring in Warwick, and as they are very rare, especially 70ft long ones, we couldn't turn it down. However, we were not allowed to sell coal from here, so we decided to stop



Models representing Jo and Keith are standing on the stern of the model of *Hadar* moored at Hadarford Wharf.



Boat life

We built a wooden room underneath the sheeting covering the hold, so externally our narrowboat still looks like a working one. This had its challenges, as the roof slopes from just above layout height. The room measures 17ft 10in x 6ft 3in internally, but there are obstructions within this space – a stand that holds the top planks up above the room (all part of the original hold layout to support the sheeting) and the cross plank and chains that stop the sides of the hull from moving. You can't use a spirit level on a boat, so building the room and baseboards had to be done accurately by measurement only.

The two removable bridges on the layout are there specifically to allow us to get large items such as our washing machine and fridge freezer out of the boat, if needed, for repair. The layout design was based around this important access.



carrying and selling coal, and in 2016, having burnt the last of the remaining coal in the hold, my wife said to me one day “What are we going to do with the hold now?”. ‘Hadarford’ was born.

The layout

The layout is fictitious, although based upon my knowledge of canals and railways.

I decided to make the line as a preserved narrow-gauge railway, yet due to its success, it actually carries a lot of freight beside a thriving passenger service. There are five main areas – the castle ruins, Hadarford Farm, the station, the canal wharf and the village. Most of the buildings on the layout are Hornby and Bachmann products, with a few Wills kits.

The most prominent scene is the canal with its canal wharf with a model of Hadar, the lock with a loaded working pair of narrowboats in it, the lock cottage, the two canal bridges and towpaths. The canal scene is based upon the part of the Grand Union Canal that was the Grand Junction Canal from London. All parts of the canal, the lock, the wharf, towpath banks and bridges



A busy Hadarford station, with 4-6-0 Baldwin *Joanne* on the 'up' passenger service and 4-6-0 Baldwin *Alfred Henry* on the 'down' service.



Bo-Bo DB V 251 *Stephanie* hauls converted Tri-ang TT gauge tank wagons past Hadarford Lock.

are accurate representations of this part of the canal system.

Hadarford Farm is a close representation of the farm my wife Jo was brought up on.

Rolling stock is a mixture of UK and European items. Steam locomotive liveries are based upon British Railways unlined green and most of the coaching stock is crimson/cream. The wagons are a real mix.

I use DC control via a Gaugemaster controller. The point motors are also driven from this controller. Everything else on the layout; lights, Belisha beacons, traffic lights, and the level crossing are powered directly from the boat's 12V DC system.

Water issues

The main challenge with this layout was creating the water effect in the canal. I wanted to use pouring resin, but narrowboats don't sit level. Despite putting five tonnes of ballast under the floor of the hold before building the railway room, the bow is still higher than the stern. I prepared all the scenery work around the canal scene ready but had to wait until we went into dry dock to paint the hull in 2019, and the boat



Dog walkers enjoying the sunny weather and fresh air on the canal towpath.



4-6-0 Baldwin *Joanne* leaves Hadarford Station on the 'up' passenger service.

A tour of Hadarford and its occupants



We start with Hadarford Farm, owned and run by George and Mary Smith and their four horse-mad daughters, Mary, Susan, Sarah and Sandra. Originally a dairy farm, which it still is, but the daughters have a good collection of rescued horses they care for, including a rescued donkey.

Steen and Caroline Bailey, and Peter and Patricia Williams, and all their respective children, live in the farm workers' cottages and work on the farm.

Next is Beeton's garage, owned and operated by William Beeton, and he and his wife Eva live in Beeton Cottage with their four children, Eva, Gillian, Janet and John. William Beeton, apart from being a major stockholder in the railway, has a love of steam road vehicles and has a good collection in the pound behind the garage, which he occasionally takes some of them to steam fairs. Despite having a thriving classic car restoration business, specialising in Minis, he and his family still live in Beeton Cottage, which has been in his family for generations.

The station itself is a bustling place, with passengers waiting, departing and arriving throughout the day.

Behind the station is the Station Hotel, owned and operated by Roger and Betty Brown. Roger is

a car enthusiast, and member of the Hadarford Car Club, and they often host sections of the club for meals in the restaurant.

Alongside Station Hotel is 'Long Cottage', occupied by Martin and Wendy Smith and their young son Craig. Martin also has a large stake in the railway line, but also has a model railway in his shed at the bottom of the garden.

The two canalside cottages are occupied by Derrick and Susan Fuller and their daughter Jane, and Paul & Megan Wright.

Hadarford Lodge overlooks the canal and is owned by Adrian and Pamela Turner and their children Sylvia, Anthony, Clive and Darrell. Adrian is the major stockholder in the railway line.

Up into the village and we first come across 'The Boat Inn' owned by Bob and Angela Robinson. The hairdressers next door is vacant and up for sale.

Opposite the hairdressers is 'Jo's Tea Rooms' owned and run by Jo. Across the road, is the Post Office, run by Charles and Daisy Thompson, who live in the flat above.

The two adjacent cottages in the terrace to the Post Office are occupied by Joseph and Catherine Ryder and their children Joe and Kathy, and Terence and Emily Thacker and their son Danial.

Next is the Platt's General Stores, owned and run by Walter and Grace Platt and their children Tracey and Leslie.

Opposite Platt's General Store, and alongside the canal lock is the canal cottage occupied by Henry and Elizabeth Sutton.

Back along Church Road and on the opposite side of Park Lane is Chaney's and Sons Butchers, owned by Thomas and Alice Chaney and operated with their two sons Alfred and Albert.

William & Hannah Harris live in the flat above their chemist's shop.

John & Esther Teesdale also live above their bakery, Teesdale's.

Radcliffe Newsagents is owned and operated by Fred and Rose Radcliffe, and their two children Isaac and Amy live in the spacious flat above.

Next, we come across the village hall, the hub of all activity within the village.

Finally, the vicarage is presently occupied by Reverend Thomas Middleton and his wife Beatrice and their children May and Ivy. He is the vicar of the adjacent St. Adjutor's church; St. Adjutor is the patron saint of swimmers, boaters, and drowning victims. Today there is a burial taking place in the graveyard.

would sit level. I had everything ready, so as soon as the boat settled onto the beams, we started mixing and pouring the resin. I also wanted to do it in one go due to the limited time in dry dock. However, things didn't go well, and despite being very careful in construction, the lock sprang a leak during pouring, and my wife desperately tried to stop the leak with gaffer tape, while I kept on pouring. Eventually, the leak sealed. However, I think it was due to doing the pour in one go, that I ended up with cracks, but I have been able to disguise them, almost. I certainly would always recommend doing water effects by layering, but we didn't have time to do this.

Job complete

The castle ruins and long retaining wall were the only additions to the original plan. The line through this area was not originally conceived to be part of the layout and was left bare, the same as the adjacent fiddleyard.

However, I experimented with attaching a small video camera to a wagon and pushing it around with a locomotive, filming as it went round. It was this that made me think that this area needed scenery, hence the long retaining wall and castle ruins were added.

The layout is complete, and I will only be adding further rolling stock and road vehicles.

I have always liked model railways since my first train set for Christmas; it has been a lifelong interest. Combining my interest in railways and canals has probably been my ultimate goal.



2-6-0 *Doris* passes Hadarford Lock with a down freight train.

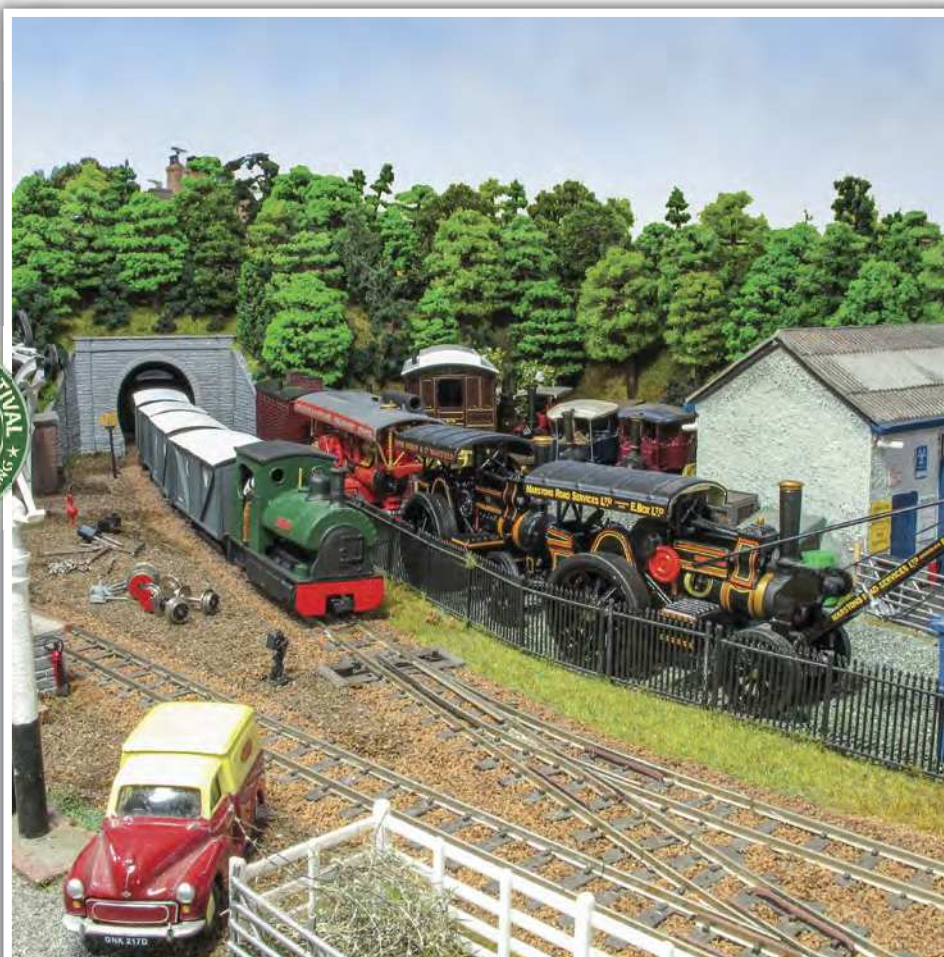
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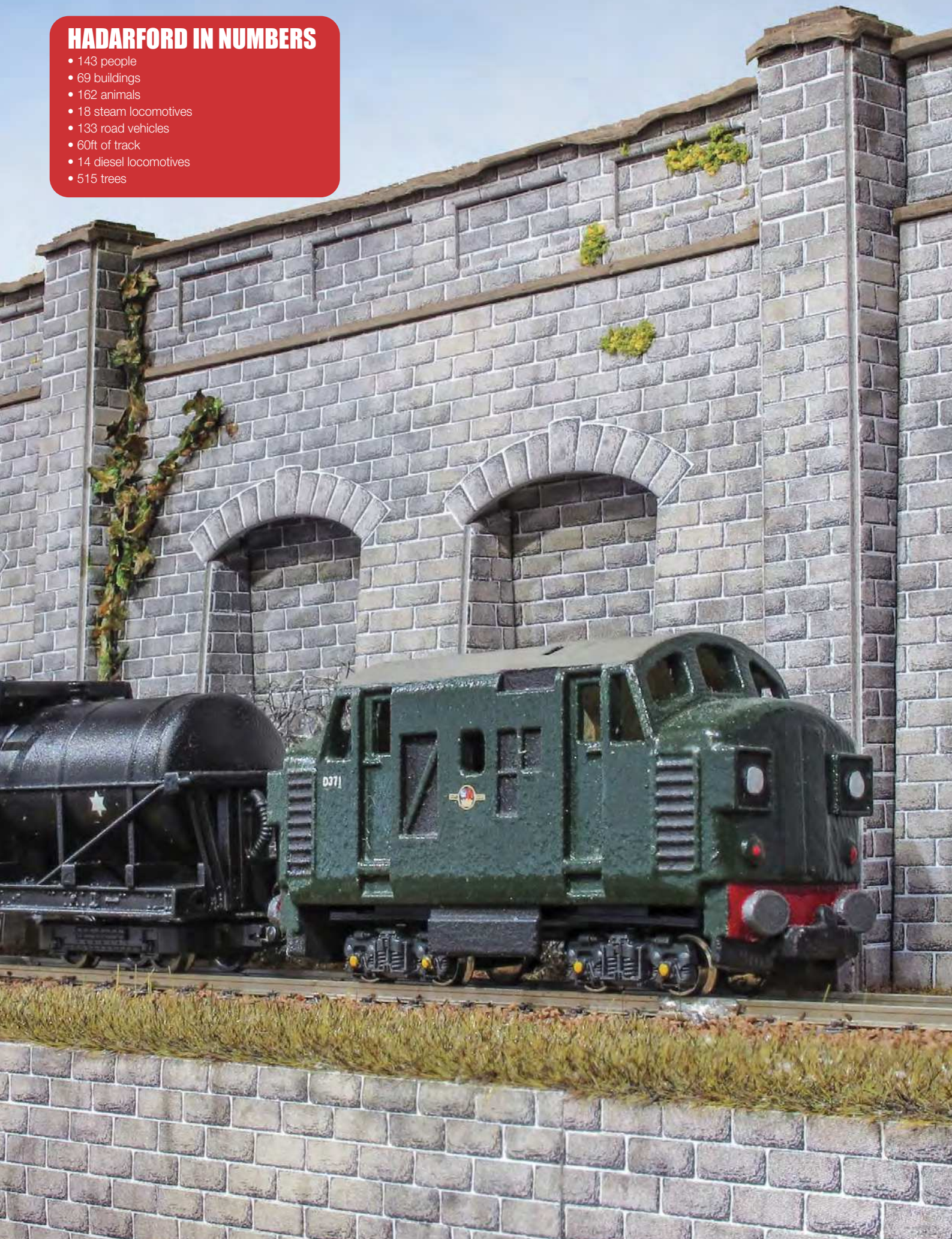
Layout name: Hadarford
Scale/Gauge: 1:76 scale / 9mm gauge / OO9
Size: 17ft 10in x 6ft 3in
Era/Region: Present day, fictitious
Layout type: Continuous loop



0-6-0ST *Wendy* approaches Hadarford Station from Hadarford Tunnel, passing the pound behind Beeton's Garage where Mr Beeton keeps his collection of steam road vehicles.

HADARFORD IN NUMBERS

- 143 people
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- 162 animals
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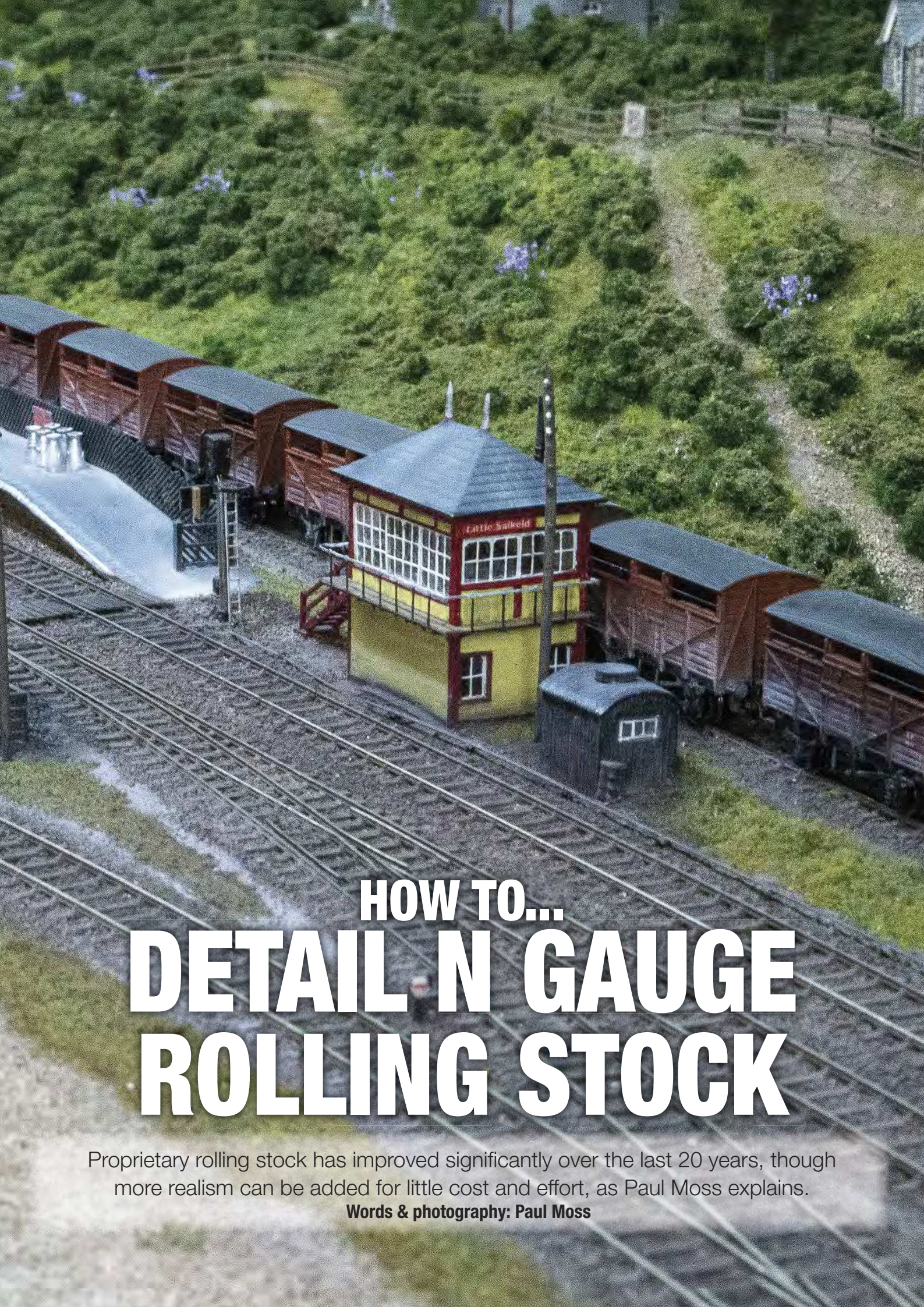
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TECHNIQUES





HOW TO... **DETAIL N GAUGE ROLLING STOCK**

Proprietary rolling stock has improved significantly over the last 20 years, though more realism can be added for little cost and effort, as Paul Moss explains.

Words & photography: Paul Moss

TECHNIQUES

The evolution of modern design tools, together with the latest production technology, has enabled RTR manufacturers to create broad ranges of accurate and detailed rolling stock. All gauges have significantly benefited from this evolution, particularly N gauge, where the improvements to accuracy and detail have enabled the gauge to become more popular and arguably mainstream.

Today, it's often regarded as a good second choice after OO gauge, where space restrictions may restrict the size of a layout.

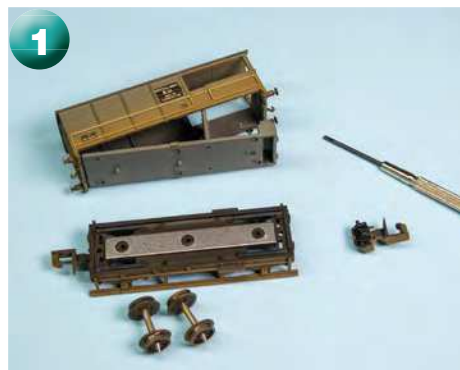
Modern N gauge RTR rolling stock can be used straight from the box and will immediately complement a good layout. However, there are still opportunities to make improvements that can really transform the level of realism.

A little research before enhancing rolling stock is important. You need to consider a range of aspects that may have dictated the appearance of the prototype vehicle that you are going to work on. The nature of the vehicle use, the period being modelled, its likely condition within that period and location will all play a part. An example is old freight stock, which may have had a hard life, had multiple repairs, been patched up, modified for slightly different uses and repainted over the years.

A picture is worth a thousand words rings very true here, and gaining access to photographs of specific items of rolling stock that you may want to enhance is extremely valuable, especially if it's a photograph of a specific vehicle or vehicle type that matches the location and period of your layout.



The Graham Farish 20T ex-GWR brake van supplied in weathered grey is a good model and can be used from the box. Additional details can be added for improved realism and the weathering can be enhanced to look less uniform. Many of the techniques that we apply to this model can also be applied elsewhere.



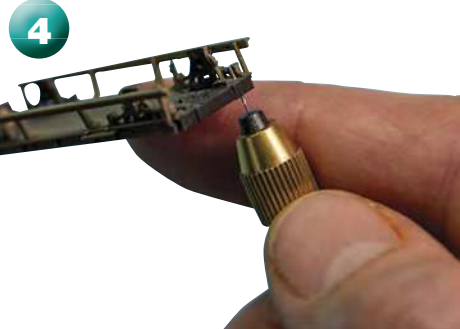
The brake van must be disassembled. Carefully remove the chassis away from the body, floor and veranda detail. Remove the coupling at the veranda end and both wheel sets.



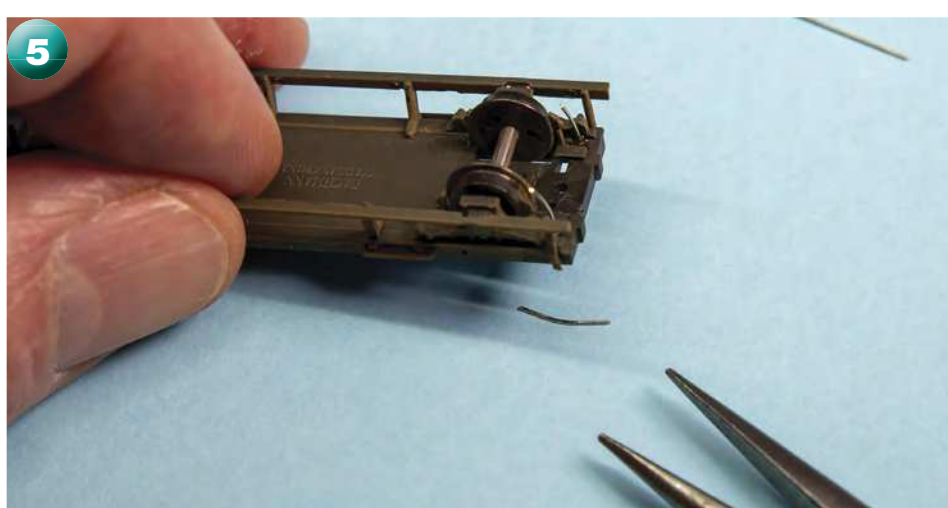
Cut small pieces of clear 0.254mm (0.1in) plastic card and glue inside the van body to provide glazing for the windows. Use the adhesive sparingly and avoid spreading it across the windows.



Now is a good opportunity to apply light weathering to the inside of the veranda. I have also added a touch of white to the brake handle and door handle. I've used matt acrylic paint on this as it's a pre-painted surface, however, you can also use thinned enamels.



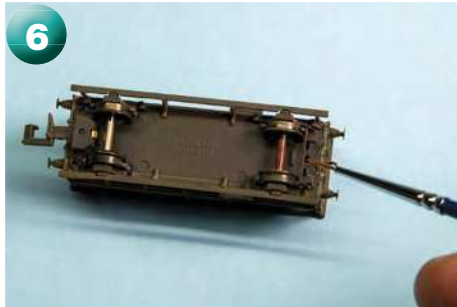
Using a 0.4 mm drill, add four holes, one adjacent to each of the wheels close to the end of the chassis.



Cut four pieces of 0.33mm nickel silver rod, 6mm long. Form a curve on each. Insert into each hole and secure with superglue. Orientate towards the wheels but ensure that they aren't touching. Also, fit a further rod between the trailing set of brake shoes to form a brake linkage.



Proprietary N gauge RTR couplings can look ugly when exposed. A simple improvement for a brake van is to remove the trailing coupling.



Using a mixture of matt black and rust enamels, paint the sand pipes, brake linkage and axle of the rear wheel set as this will be partly visible now the RTR coupling is removed.



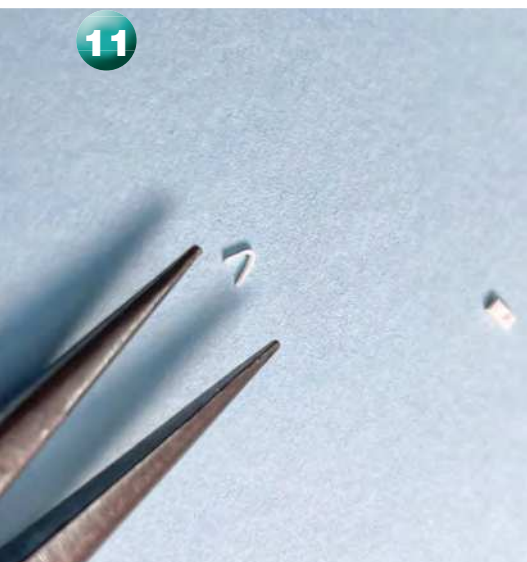
Avoid fitting detail items to the chassis, which are low enough to catch on trackwork or other raised items on the track bed. Better to accept a small compromise here and maintain good running.

Adding lamps

Lamps are an important item of detail that were fitted to the end of all freight trains on the brake van, or today, the last wagon in the consist.



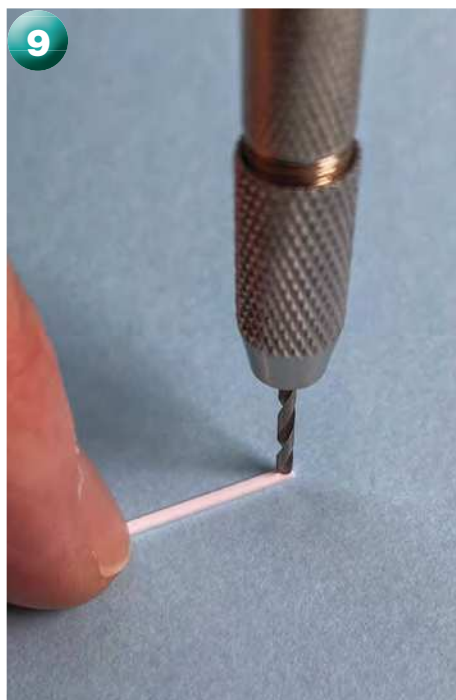
Lamps can be made using thin plastic strip. For this, you'll need two sizes of strip, 0.25mm x 0.5mm (.010in x .020in) and 0.75mm x 1.0mm (.030in x .040in).



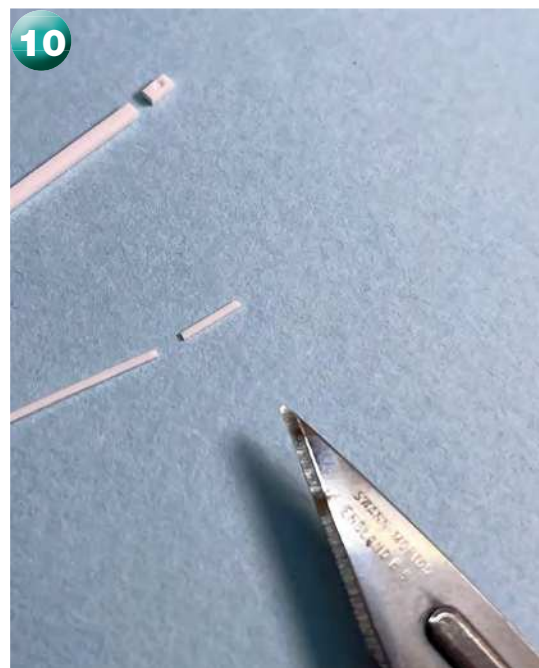
Fold the 0.25mm x 0.5mm plastic strip in half to form a 'V' shape.



Before assembling the van, a little extra weathering can be applied to the van body using a diluted black wash. Allow this to run into all of the grooves of the plank detail.



Lay the 0.75mm x 1.0mm plastic strip with the widest side flat down and very lightly use a 1.5mm diameter drill bit to create a concave indentation close to the end of the strip to form the lamp lens.



Cut the 0.75mm x 1.0mm plastic strip to a length of 2mm to form the body of the lamp. These are slightly overscale, however, it's not that noticeable. Cut a piece of the smaller 0.25mm x 0.5mm plastic strip to a length of 4mm. This will form the handle for the lamp.



Glue the thinner 0.25mm x 0.5mm plastic strip to the top of the thicker 0.75mm x 1.0mm strip. Ensure that the concave indentation is visible at the bottom.



Using a fine paintbrush, add a small amount of red paint into the concave indentation to form the red lamp lens.



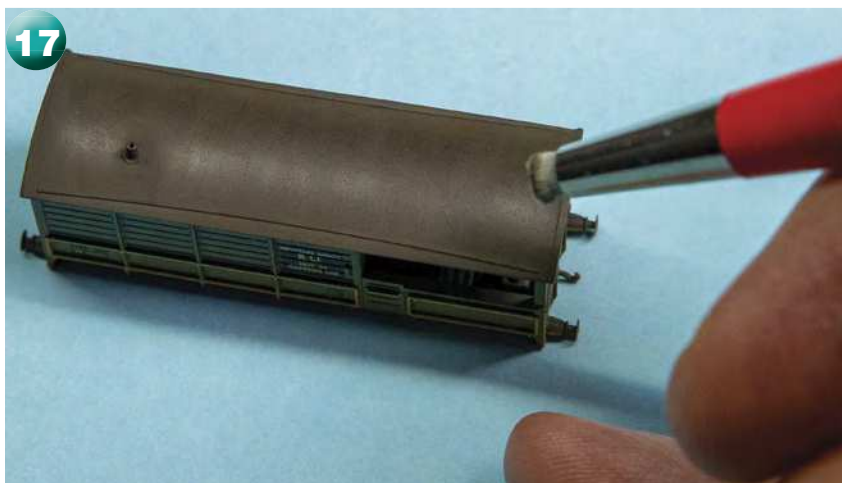
The side lamps for this brake van are painted black and have clear lens facing forward and a red lens facing to the rear.



Using a sharp-bladed knife, carefully trim off the moulded lamp irons. The lamps can now be glued in place.



On the veranda end of the brake van, we'll now add a chain. I prefer to use slightly under-scale chain links to prevent damage or loss during handling. Add a dab of matt black and rust enamel to finish.



A simple and quick method to add a little wear and tear is to use a fibreglass brush to abrade the roof on the van. Lightly brush across the roof in the direction that rain would run.



The reassembled and finished brake van with glazing, sand pipes, brake linkage, three-link coupling and lamps. Bespoke weathering completes the effect. We have used an ex-GWR Toad brake van as a detailing exercise for this article, though it is also possible to apply the same techniques for other types of N gauge rolling stock.

Further detailing opportunities...



For locomotives, use the optional detailing parts supplied. You need to remove the N gauge RTR coupling first, and then vacuum, heating and other pipework can be superglued to the front. Finish the effect with a light dusting of weathering powders.



Conflat wagons can be greatly enhanced by adding brass wire to the corners of the containers to represent the tie-down chains. Drill shallow holes to locate wire ends and fix in place with superglue. Finish with matt black enamel and a touch of rust colour to weather.

Replacing couplings

A significant improvement to N gauge coaching stock can be made through replacement of the NEM couplings for more discrete units and the addition of corridor connections.



Factory-fitted N gauge RTR couplings can be replaced with more discrete units such as the magnetic Hunt couplings supplied by West Hill Wagon Works Ltd. These are drop-in replacements for the original couplings and a set can be fitted to a coach in less than a minute.



The final effect using discrete magnetic couplings and paper corridor connections transforms the realism of coaching stock. I have utilised these connections on all of the coaching stock on my exhibition layout 'Little Salkeld' to good effect and they have proved to be reliable.



For wagon loads, the railways typically preferred to move freight stock while carrying loads wherever possible because that maximised revenue for them, so adding loads to a number of your wagons aids realism.



Similar techniques can be applied to coaching stock by adding the optional detailing parts provided by the RTR manufacturer, together with a light weathering of underframes and coach roofs. In addition, this brake coach has also had the RTR coupling removed and a lamp fitted.



Corridor connections are available in N gauge in the form of small paper kits. The two halves of each corridor connection are mated together to form the corridor connection. To ensure that your corridor connection stays in place when traversing a smaller radius curve, cut a small piece of plastic card to fit into the end of the coach and glue it to the face of the paper corridor connection. Add a little tacky wax as well as this also helps to prevent any movement.



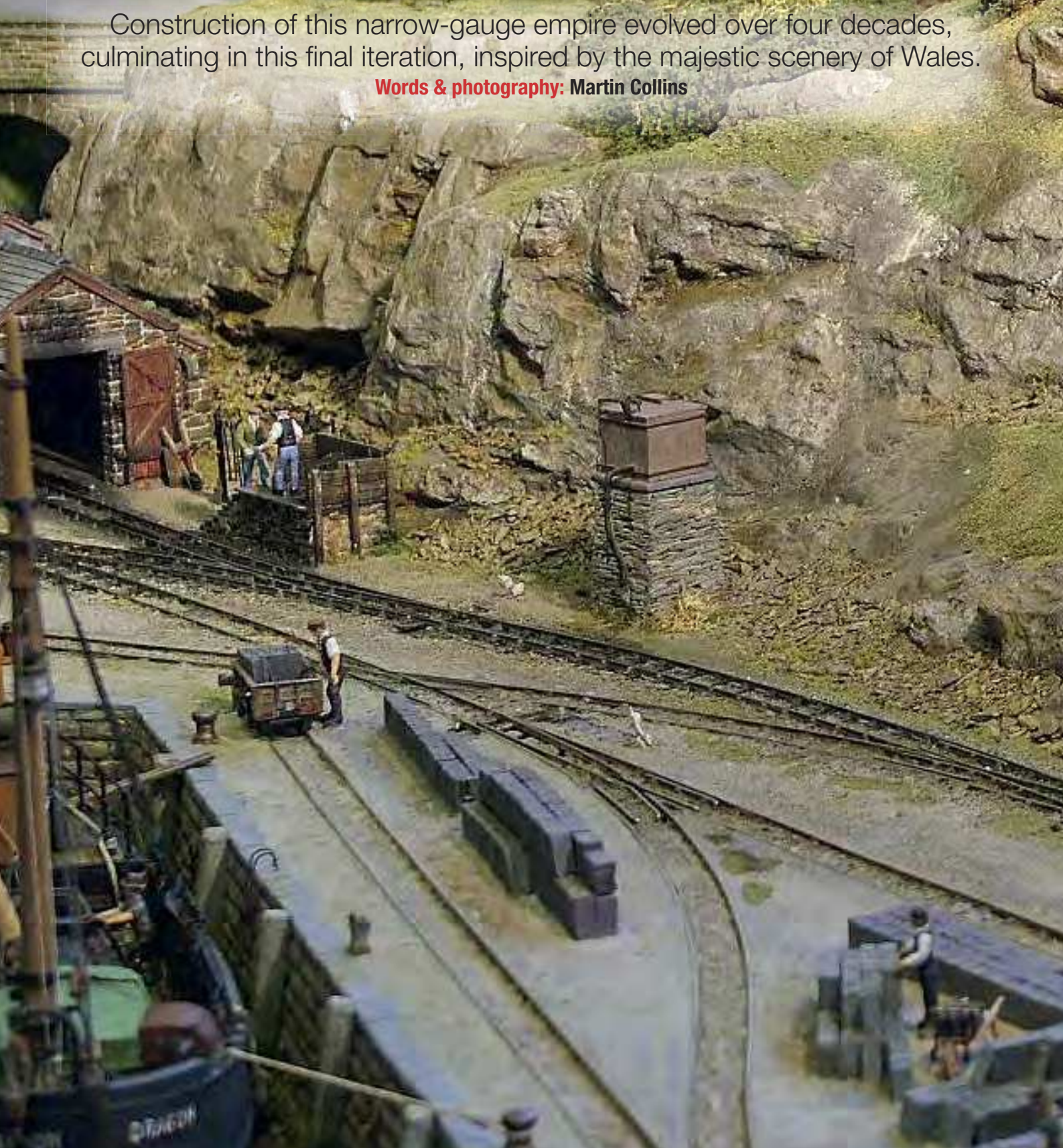
Sharp Knife
0.4mm drill
1.5mm drill

Fibreglass brush
Fine paintbrush

THE LLANDECWYN RAILWAY

Construction of this narrow-gauge empire evolved over four decades, culminating in this final iteration, inspired by the majestic scenery of Wales.

Words & photography: Martin Collins





George England 0-4-0 STT *Anna* exits the short tunnel heading a train of four-wheeled coaches. It is built from an F.R./GEM kit of the 1970s, designed for the original Minitrains *Baldwin* chassis, and is named after my wife who bought me the locomotive for a Christmas present – 39 shillings and 6 pence – just under £2.00! It was finally completed in 2018 on a Fleishmann N7000 Maffei chassis.

I have been modelling for almost as long as I can remember, and indeed, still have the first locomotive I made. This consisted of a small block of wood, four slices of dowel cut as wheels nailed onto each corner, a larger piece of dowel as the boiler, and a smaller piece for the funnel. Made under the watchful eye of my father, I was about five years old at the time. Later, we progressed to Tri-ang Transcontinental with a layout that filled our large loft. When Airfix brought out its Spitfire kit, all trains were abandoned in favour of WWII aircraft, and this continued until 1970, when the aviation venture I was involved in folded financially, and mentally caused a lot of heartache. I abandoned that in favour of narrow gauge steam, and Wales in particular.

Towards the end of my aviation period, I had managed to scrounge a few days off and drove home from Blackpool to Croydon via Portmadoc, Towyn, and Aberystwyth. I fell in love with the country and the railways, and once I had found a new job, and managed to accumulate some money, drove back to Wales the next year to explore more.

“Modelling is, I think, probably 70% observation and 30% skill.”

I soon joined the Ffestiniog Railway Society, and then the London Area Group and went on working parties, eventually becoming LAG Working Party Organiser for some four years. Meanwhile, the N gauge German-based layout I had started at home was discarded in favour of Welsh narrow gauge and I haven't stopped since.

Although my excursion into aviation ended badly, I was lucky enough to have worked with a guy who had made models for the Imperial War Museum, and despite differences of opinion as the project gradually collapsed, I am eternally grateful to him for what he taught me about scenic modelling, weathering, and kit-bashing.

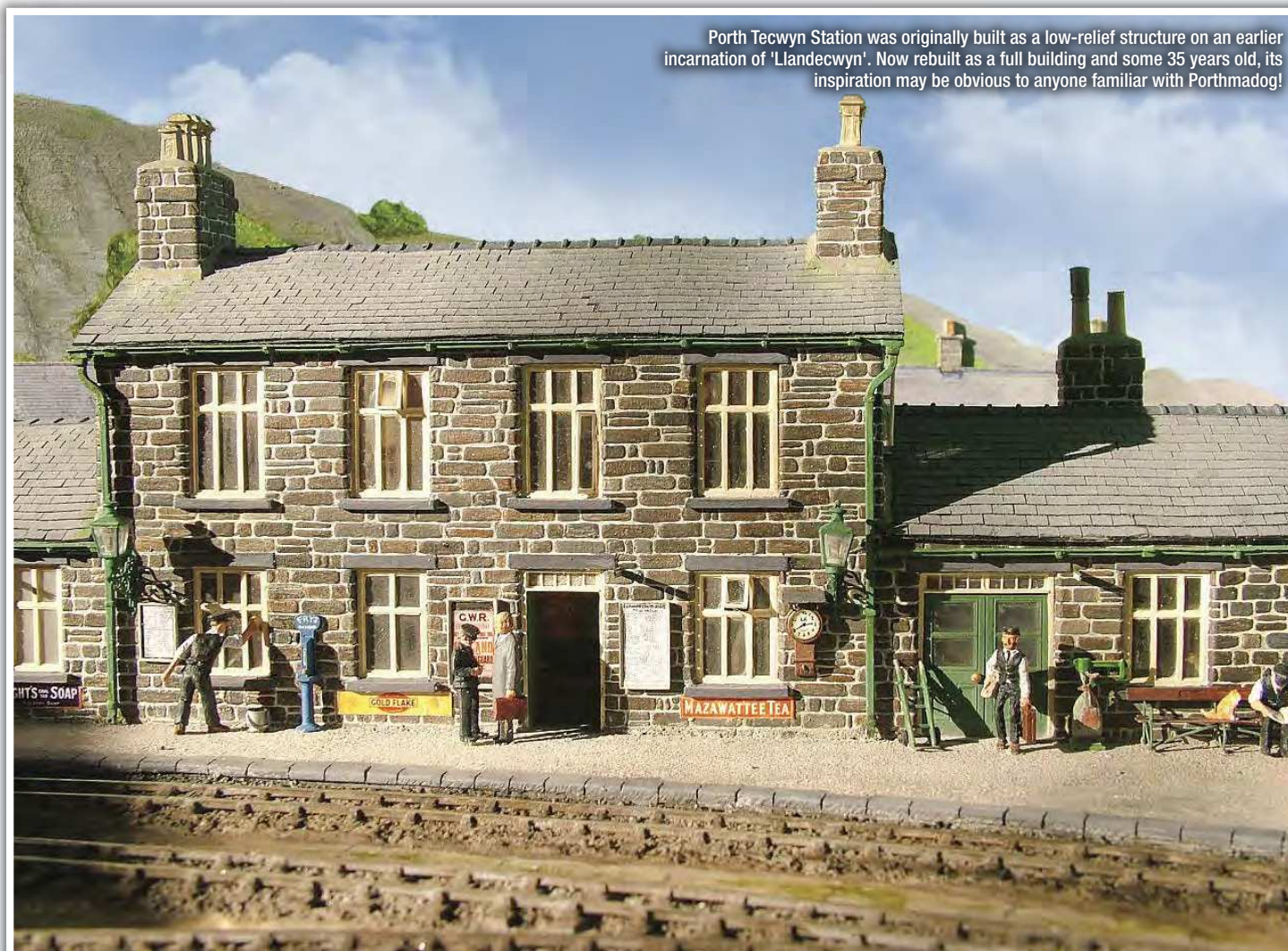
A home for the layout

'Llandecwyn' was conceived as an exhibition layout some 30 years ago, evolving from a fixed layout started 20 years prior. The idea

was to incorporate as many scenic features of the Welsh narrow gauge scene as possible, but not to stick to any one prototype as that was too restrictive.

The layout has moved around since I started. Initially, in the loft and then my bedroom at home with my parents. However, as soon as I had a place of my own in 1977, I appropriated a 12ft square front bedroom and constructed a layout. This would start at Porthmadog Harbour Station, cross the Cob, pass Boston Lodge, arrive at Tan-y-Bwlch, and then morph into the quarries at Aberlefeni (Corris) before arriving back at Harbour Station via a hidden spiral and the Welsh Highland branch across the Britannia Bridge. It never got beyond track laying and very rudimentary buildings. No photographs were taken, and, after 10 years, we moved.

Here, the space was more challenging,



Porth Tecwyn Station was originally built as a low-relief structure on an earlier incarnation of 'Llandecwyn'. Now rebuilt as a full building and some 35 years old, its inspiration may be obvious to anyone familiar with Porthmadog!



George England No.2 *Dafydd*, propels empty slate wagons up the Harbour Branch behind the pub. Named after the author's father, it is a Langley *Prince* kit, built on a Fleischmann Maffei chassis.

only 8ft square, which I soon outgrew, and when, even with a small extension, that was curtailed owing to the need for a dining room. Despite a number of redesigns, a portable exhibition layout became a necessity.

A few years later, I had the spare bedroom available to me, but by now, 'Llandecwyn' had reached its ultimate configuration requiring a space some 10ft 6in x 9ft 6in. Carting large, heavy boxes up and downstairs wasn't ideal, so in 2013, I built a 13ft square cabin in the garden, and that is where the 'Llandecwyn' empire now resides.

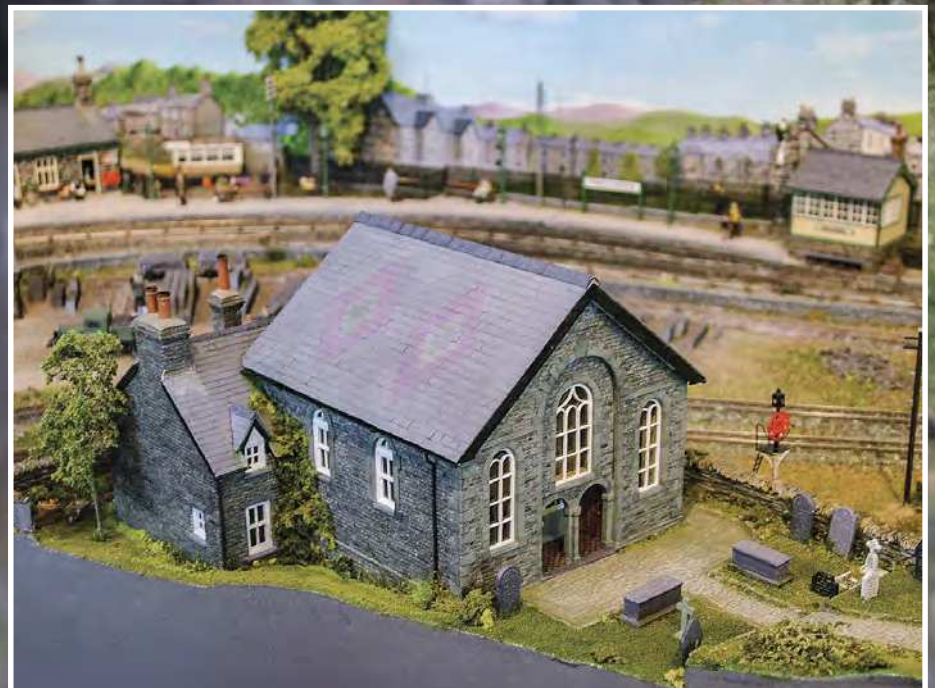
The best bits....

Probably because I am primarily an artist, not an engineer, I consider the ambience of a layout to be most important, so I suppose I am most pleased with the scenic effects that I have achieved. My rock faces have graduated over the years from cork bark to resin castings, and incorporate real slate/shale from the locality in which the layout is set. The drystone walls, such a feature of this part of North Wales, took a long while to perfect – and could probably still do with some improvement – but if pushed, I would say that the Chapel, and the Clyde Puffer *Dragon* in the harbour are my two most satisfying achievements.

The chapel, which is scratch-built including most of the windows, took some 400 hours of modelling to complete, and incorporates a choir and the organ internally, with the roof being covered in individual slates, as per most of my buildings. It was suggested to me at one exhibition, that the congregation wasn't big enough, but I pointed out that if it was a Chapel service on a Sunday, there would be no trains running. Hence it is a Saturday and choir practice! On the other hand, if at an exhibition we have an operating problem, it can become a Sunday!

Dragon started life as a Gramodels resin kit, but has been enhanced and modified. It was also the subject of a lot of research into Clyde Puffers generally, and any connection with North Wales in particular. Its history, like the layout, is complete fiction, but could have happened.

Most of the buildings are based on real structures, having been adapted in either layout or scale to suit the location on the baseboards. They are nearly all made of plastic card, and most are at least partly detailed inside and lit.



This scratch-built chapel is one of my favourite features on the layout and took around 400 hours of modelling to complete! Inside, choir practice is taking place.



0-6-4T Single Fairlie *Gowrie* approaches the short tunnel with a down passenger train. It started life as a Chivers kit on a much-modified Fleischmann 2-6-0T chassis, but ended up being almost entirely scratch-built from nickel silver and brass.

Operation

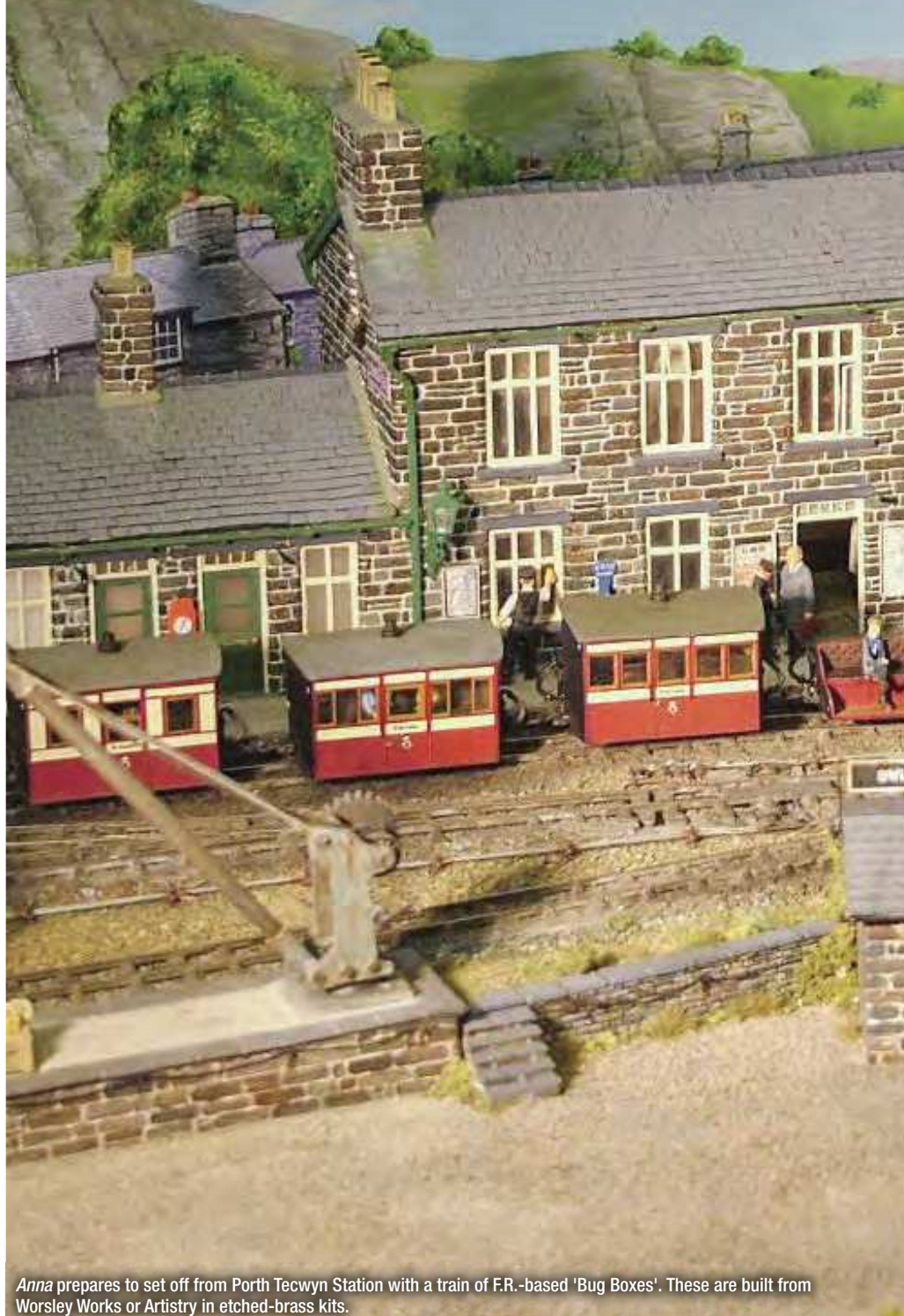
The majority of the locomotives and rolling stock are based on Welsh prototypes, but there is a fair sprinkling of freelance items, too. The layout is a 'might have been', so I have no problem with rolling stock of a similar genre.

As I am a complete technophobe (I can't even work a smartphone), the idea of DCC control doesn't appeal. My electrical knowledge is firmly in the era of red = positive, black = negative, and green = earth, so controlling a layout from a computerised cigarette packet is way beyond me! I was intelligent enough to wire the layout using colour-coded wiring, but eventually ran out of different colours. I really ought to have a wiring diagram, but couldn't find a big enough piece of paper!

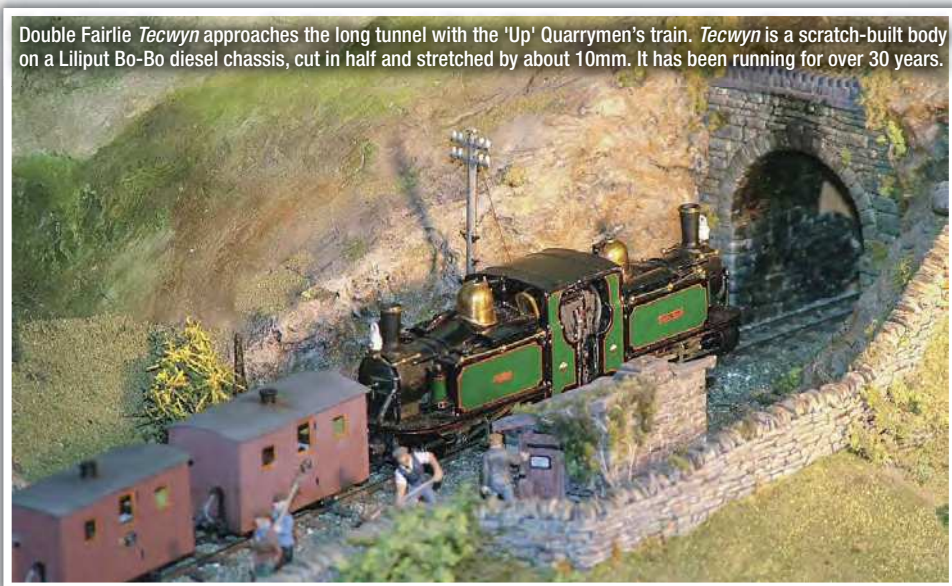
To control the layout, I have three panels that plug into the layout with umbilical cables using various D-plugs, from nine-way up to 51-way. These can be fixed at the front of the layout when at home, or at the rear for exhibitions. Each panel has its appropriate track plan and all switches are fixed in the appropriate place on the plan. Different colour caps determine which switch does what, for example, grey for points, or red for sections. Points are powered using either Fulgurex or Lemaco slow-motion motors and uncoupling is by electromagnets. Couplings are B & B (3mm version) with a loop at one end only. I currently use Kent Panel controllers with switchable feedback, but I can never remember which locomotives need feedback and which don't, so there's usually a bit of experimenting during operation!

For me, the most important aspect of operation (especially at exhibitions) is to minimise the amount of handling of the rolling stock. I build models with as much detail in them as I can manage, much of which is necessarily very delicate. My friends in the Sussex Downs OO9 group who assist me with 'Llandecwyn', recognise this and are very careful, but even so, I do wince on occasions. Therefore, the layout was designed to minimise human contact, hence the use of automatic uncouplers. There is one fiddle yard that serves both the main line (high level) and the harbour (low level).

Trains are run in a sequence that takes about two hours to complete, with all shunting movements precisely designated. Full slate wagons (either locomotive-hauled or gravity-powered) run down the main line to the slate yard area, where they are



Anna prepares to set off from Porth Tecwyn Station with a train of F.R.-based 'Bug Boxes'. These are built from Worsley Works or Artistry in etched-brass kits.



Double Fairlie Tecwyn approaches the long tunnel with the 'Up' Quarrymen's train. Tecwyn is a scratch-built body on a Liliput Bo-Bo diesel chassis, cut in half and stretched by about 10mm. It has been running for over 30 years.



Anna again, working hard up the 1-in-40 gradient, exiting the short tunnel at the head of a train of four-wheeled coaches.

split and shunted down the Harbour Branch to the fiddle yard. Empty slate wagons are brought back up the branch ready to be drawn back up the main line to the quarries. Passenger and goods trains run up and down the main line, and the sequence tries to provide a good mix of locomotives and stock for the public to view. Storage in the fiddle yard is on cassettes of various lengths to suit the different trains.

The future

Looking back, now that 'Llandecwyn' is, to all intents and purposes, finished, I think the only thing I would do differently is build much lighter baseboards. Mine are mostly based on 3in x ½in softwood, dovetail-jointed, with ply contours and track beds, and MDF backscenes, and were

built for strength when I was planning to have integral drop-down legs. They are heavy, as those who help me at exhibitions will testify, but when the trend for plywood box construction came in, I had already progressed too far with track and scenery to want to start again.

Any tips for other modellers? On a well-known internet forum some years ago, a correspondent asked "what colour grey should I use for Welsh slate?". My response, and biggest tip for any modeller in any field of model making, is to go and have a look. Use your eyes. Modelling is, I think, probably 70% observation and 30% skill.

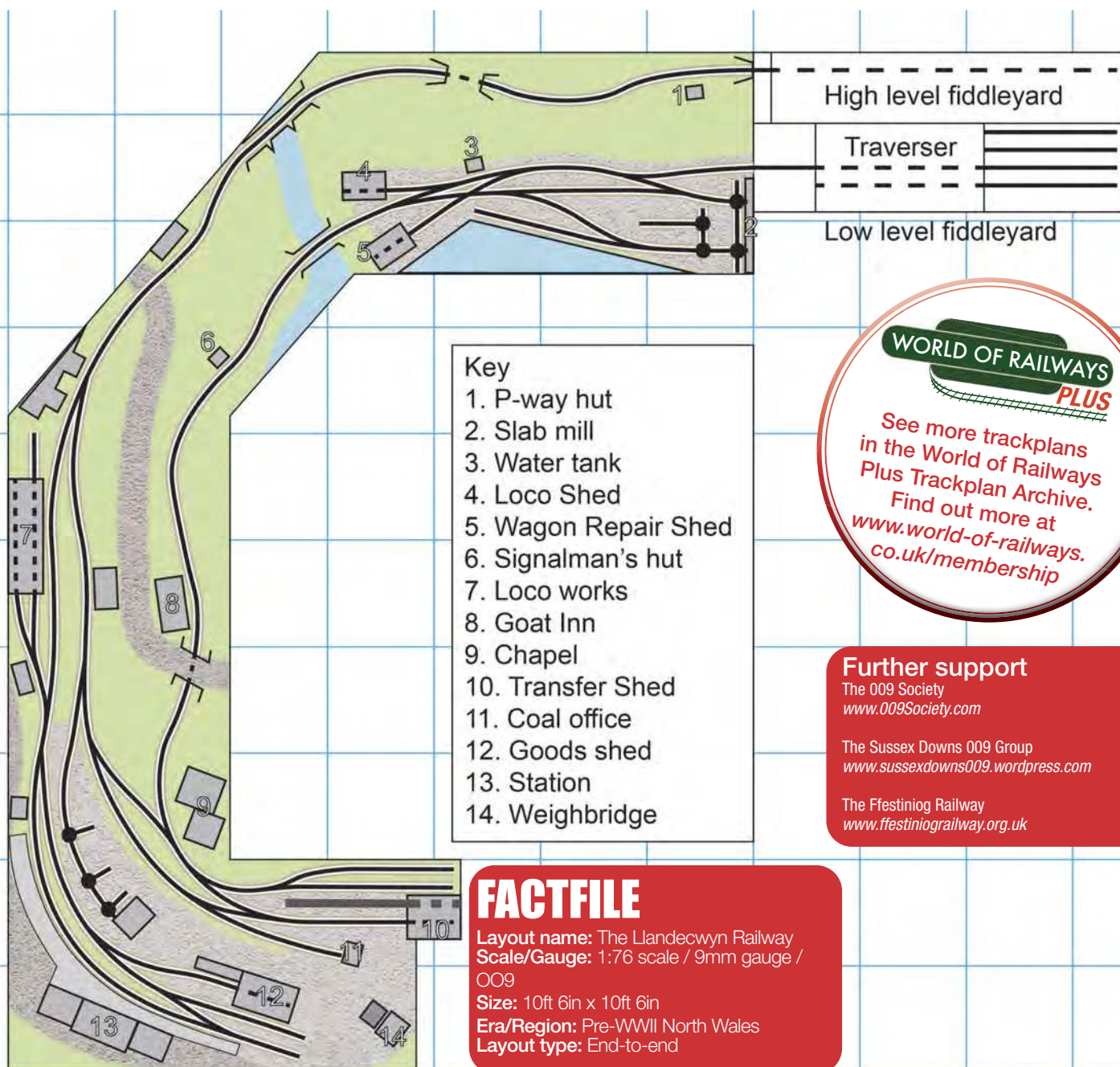
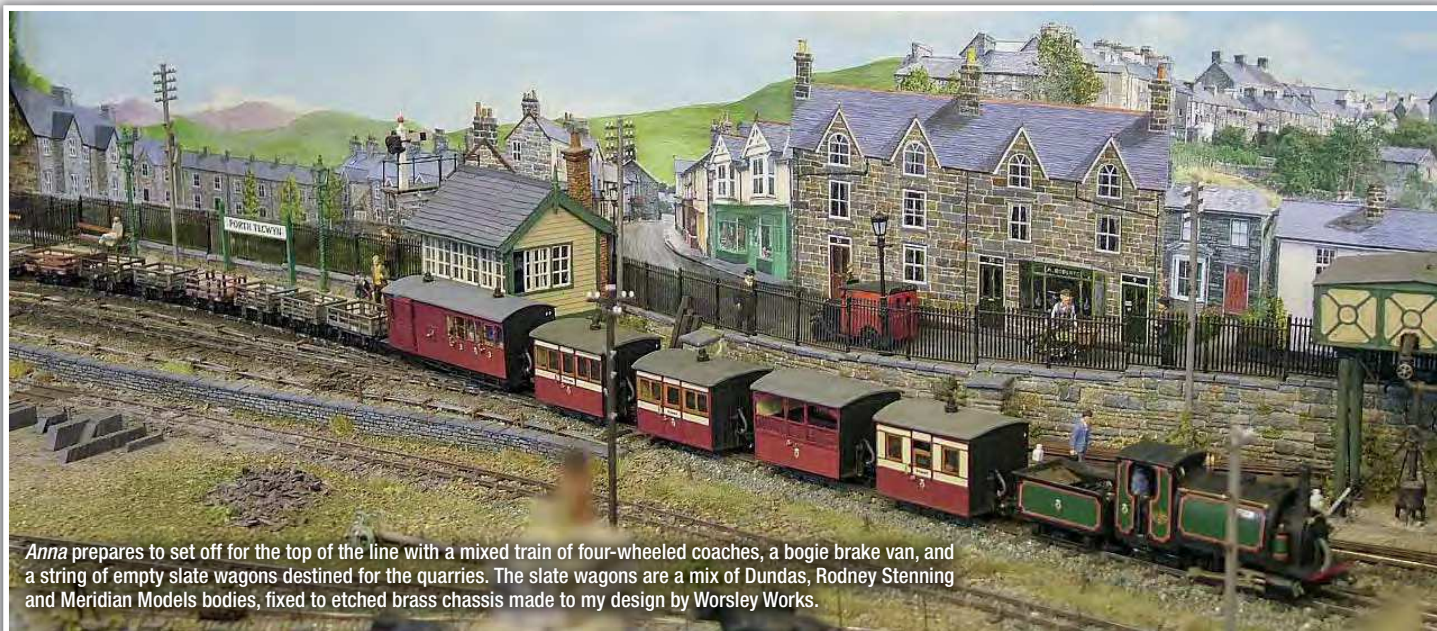
As 'Llandecwyn' has already taken up the majority of my life, and could only really be considered complete at the end of 2019, I have no plans for a replacement layout at

the moment. I currently have 22 locomotive kits awaiting construction (26 before Covid lockdown kicked in), as well as about a dozen coaches, so I have plenty to keep me busy. There are one or two scenic details I might add, or alter, but basically, I am satisfied with my efforts.

It has been a long journey, and one that I sometimes thought I would never finish, but it would not have been possible without the help and support of my fellow OO9 Society members, many of whom I have never met, but who have inspired me through exhibitions or the pages of the OO9 News. I am particularly indebted to the members of the Sussex Downs OO9 Group, whose comradeship I have cherished for over 40 years and without whose help, I would be unable to show 'Llandecwyn'.



Tecwyn runs round a recently arrived train of full slate wagons which will shortly be shunted to the slate yard or down to the Harbour by the 'Bottom Shunter'.



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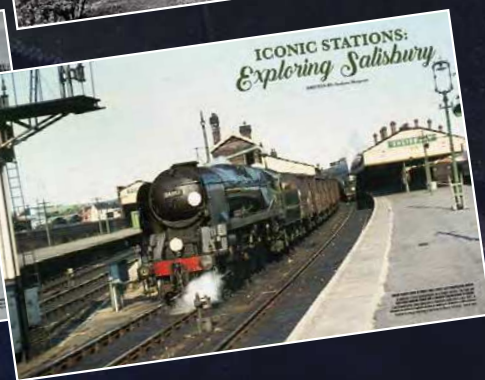
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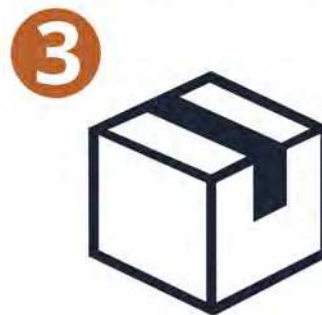
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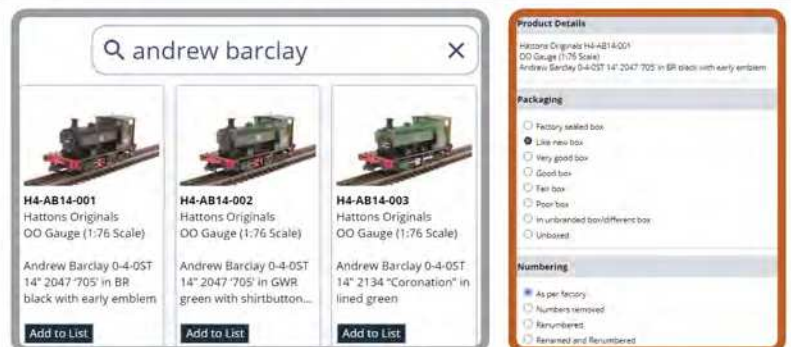


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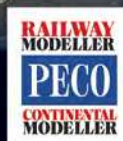
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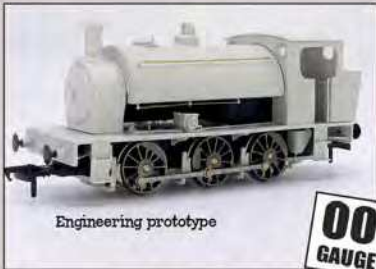
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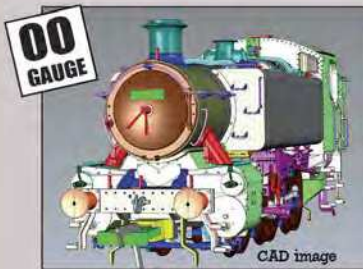
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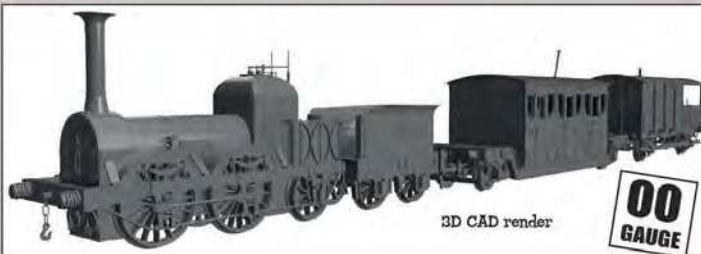
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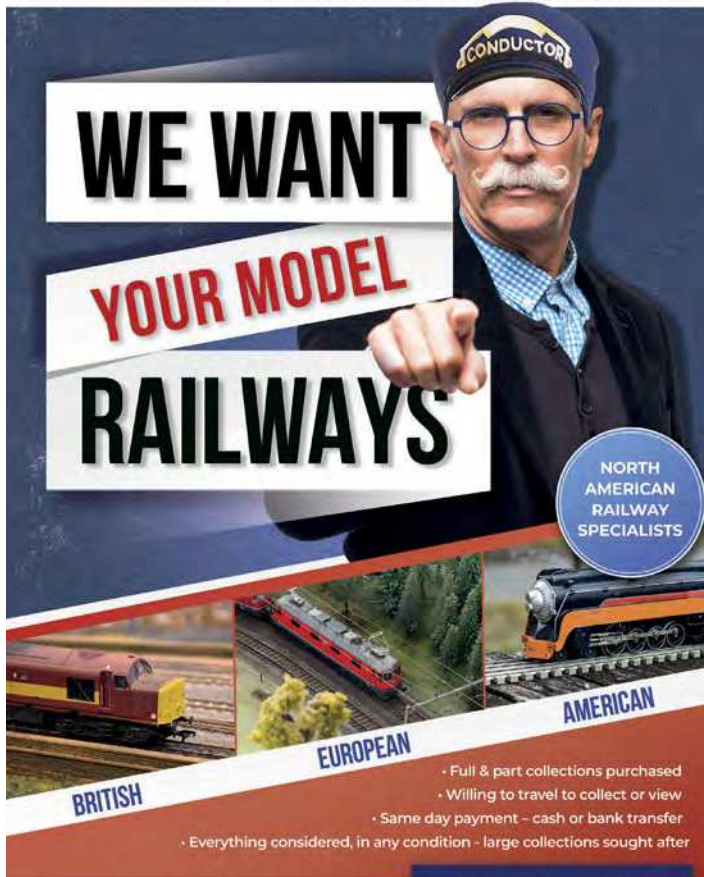
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BACHMANN REVEALS WINTER 2021 ANNOUNCEMENTS

Bachmann has shown new products for N, OO, OO9 and O scales in its Winter British Railway Announcements. Among the new items, all due to arrive with Bachmann stockists over the next three months, were several surprises alongside much-requested models like the DCC-ready N scale diesel shunters and further Class 90s from Bachmann Branchline.

Bachmann Narrow Gauge has reaffirmed its position as a leading name in British-outline OO9 scale with the introduction of the iconic Ffestiniog Railway Double Fairlie as its next OO9 locomotive. The most recognisable narrow-gauge locomotive of them all, the Bachmann Narrow Gauge Double Fairlie, captures the unique beauty of the prototype in miniature. Three models will be available that incorporate locomotive- and era-specific details, completed by the exquisite livery application using Ffestiniog Railway-specification colours along with authentic crests and symbols. The high specification chassis incorporates a coreless motor with twin flywheels driving both bogies, all-wheel pick up, separate metal bearings on each axle and a Next18 DCC decoder socket with pre-fitted speaker. The three models will be available this November in standard or sound-fitted format. Read our review on page 116.



New Class 03 and 04 diesel shunters were revealed for the Graham Farish N scale range, and for the first time, these are equipped with a DCC decoder socket. In order to fit within the minute space inside the models, Bachmann also published details of a new DCC decoder – the six Pin Micro DCC Loco-Decoder (36-571) – which is the perfect fit for the new Class 03 and Class 04s. Like other Bachmann DCC decoders, this new decoder also includes the brake button function.



For 'N' Class, 150/1 DMU appears in BR Greater Manchester Passenger Transport Executive livery for the first time, along with a sound-fitted version of the Class 101 DMU in the iconic BR Green 'Speed Whiskers' livery.



In OO scale, the Bachmann Branchline Class 90 returns by popular demand, and four new liveries adorn this stunning model. Combining a detailed body shell with an authentic chassis and bogies – each featuring a wealth of separately-fitted detail – the Bachmann Branchline Class 90 also incorporates authentic lighting and a finely-rendered Pantograph that can be raised or lowered via the built-in servo motor when operated on DCC. Sound-fitted versions of each are also available, which, like all Bachmann sound-fitted models, can be enjoyed on both DCC and Analogue control. For those wishing to fit a DCC decoder to a standard model, a new decoder configured specifically for these new Class 90s has been announced (36-569A).



Two new Class 150 DMUs also appear, including the Class 150/2, which features the windows in the cab-end corridor doors, as fitted to the units when first built, for the first time.

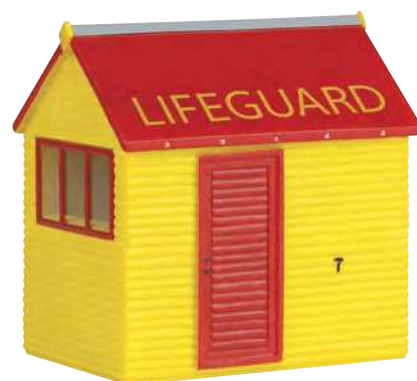


New from EFE Rail this winter is a range of OO scale SPA and SEA Wagons, the latter featuring the distinctive hood, and no fewer than 13 models will be available in a variety of liveries.



The Scenecraft range is expanded with the addition of several seaside-themed items, including two holiday coaches, a seaside café and lifeguards' hut, helping consumers reminisce about summer holidays of days gone by. Numerous low relief models return to the range by popular demand, along with the Coach Washing Plant, while in O scale, the Sectional Lineside Hut is available once again. N scale additions include the Parachute Water Tower and Fuelling Pump House, and among the accessories, the Lineside Cabinets and Small Kiosk. Like every Scenecraft model, these new items are highly detailed and hand-decorated, making them the perfect choice to add instant impact and realism to any layout or diorama.

To coincide with the launch of the Bachmann Narrow Gauge Double Fairlie, the Bachmann Collectors Club announced its next Exclusive model and its first in OO9 scale – Ffestiniog Railway Double Fairlie *David Lloyd George* in Ffestiniog Railway Lined Red livery. To cater for the growing number of OO9 scale consumers, a new OO9 Scale Membership option is also now available, which provides the same extensive benefits that are enjoyed by all Club members.



NEWS HEAD TO WWW.WORLD-OF-RAILWAYS.CO.UK

KERNOW MRC COMMISSIONS 'O' AND 'OO' EXCLUSIVES

Kernow Model Rail Centre has announced its second exclusive locomotive for O gauge. Produced by Heljan exclusively for KRCM, and expected to arrive before Christmas 2021, are models of 60040 in Deutsche Bahn Cherry Red with DB Schenker branding, named *The Territorial Army Centenary*.

60040 was built by Brush Traction for British Rail in February 1992, one of 100 class members. The entire Class 60 fleet became the property of English Welsh & Scottish (EWS) following the privatisation of British Rail during the mid-1990s. In November 2010, EWS's successor, DB Schenker, announced that a portion of the fleet would be overhauled, referring to such units as Super 60s, extending their service life through to around 2025.

60040 operates from Toton TMD in Nottinghamshire, and was originally named *Brecon Beacons* between February 1992 and July 1996. After gaining the DB Schenker cherry red livery, it was named *The Territorial Army Centenary* along with a Union flag motif in June 2008, and was unveiled at the National Railway Museum. It is this condition that the KMRC Exclusive model represents.

Chris Trerise, Managing Director, said: "We are pleased to announce our second O gauge exclusive model, following on from our previously announced 'Brush' Type 4 Class 47 D1670 Mammoth. 60040 keeps with the 'Brush' theme, and celebrates the centenary of the Territorial Army looking striking in its iconic DB Schenker livery."

Meanwhile, models of 92017 *Bart the Engine* for 4mm:1ft scale have been commissioned exclusively from Accurascale. Models will feature a heavy die-cast metal chassis with all-wheel drive and electrical pick-up, while other features include dual motorised pantographs, sprung buffers, separately-applied etched metal and plastic detail parts, including grab handles, steps, wipers and nameplates.

Lighting includes directional lighting in both DC and DCC modes, lighting clusters with appropriate day and night-time modes, red and white marker lights and separately switched cab lighting. An illuminated driver's console will turn on and off automatically with movement. Provision for sound and DCC is via a 21-pin MTX socket.

Models are expected to be delivered in the third quarter of 2022, with a choice of DC, DCC-fitted and DCC sound-fitted variants.



KR MODELS SELECTS 'PALBRICK' AS NEXT WAGON

At The Great British Model Railway Show, KR Models was displaying samples of its newly-announced 'Palbrick' wagon for OO gauge.

Expected to arrive in the first quarter of 2022, the manufacturer is to produce the numerous BR 16T Palbrick B, reflecting wagons built to diagrams 1/024 and 1/026 between 1957 and 1959.

Dating to the mid-1950s, as a replacement for ageing brick wagons used by the LNER, approximately 1400 'Palbrick' wagons were made. The wagons were modified across their careers and KR Models is to provide two versions of the models, with full body or modified frame-only variants, each sold in packs containing three wagons. Running numbers and variants are to be confirmed.

By the 1960s, most 'Palbricks' were withdrawn or converted into other wagon types, some becoming match wagons or shell case wagons.

The 'Palbrick' was designed to securely hold pallets of bricks without damage during shunting manoeuvres. To secure the load, end screws would tighten against the load, preventing pallets from moving in the wagon. Three variants of 'Palbricks' were designed for differences in pallet size – the 'Palbrick' A for loads of 13T, and 'Palbrick' B and C for loads of 16T.

Samples of the wagons highlight interior plank and turn screw details, while Oleo hydraulic buffers and roller bearing axle boxes appear authentic.



Samples of its GT3 (centre), Fell diesel (lower left) and Consett Iron Ore wagons (lower right) for OO gauge were also on display on its stand, photographs of which can be found on our website, world-of-railways.co.uk.

FOR ALL THE LATEST MODELLING NEWS & REVIEWS

RETAILER NEWS

SQUIRES MODEL & CRAFT TOOLS PURCHASES GREENSCENE



Squires Model & Craft Tools is to purchase model scenic manufacturer, Greenscene. In a joint statement by John Lloyd of Greenscene and Roger Lewis of Squires, the future of Greenscene has been secured post-2022.

After 34 years of owning and running the company, starting the scenic materials manufacturer and supplier business from scratch, John Lloyd is to retire. John is to remain in charge of Greenscene up to the end of Model Rail Scotland in February 2022, when the formal handover will be complete.

John said, "Pat and I have enjoyed developing the unique manufacturing processes employed in Greenscene and thoroughly enjoyed meeting so many customers over the years, many of whom have become friends. I am delighted that Roger has purchased the business, who I know will uphold the quality of manufacture and service that has been at the core of Greenscene."

Roger added, "Having been a stockist of Greenscene, we know the quality and popularity of the products produced by the manufacturer. We are proud that John has entrusted us and look forward to working with him to ensure continuity and quality is maintained."

GAUGEMASTER CONTROLS ACQUIRES TRAIN-TECH



Gaugemaster Controls has taken over the support and sales of the Train-Tech range of layout and rolling stock electronic accessories from DCP Microdevelopments. The transfer was completed during the first week of November. Gaugemaster Controls is to continue distribution of the range to the model railway trade.

Train-Tech was launched in 2012 with a modest range of products promoted by a single A4 folded sheet, eventually expanding to more than 250 products in a 32-page catalogue.

Over its nine years, Train-Tech has been honoured three awards for 'Innovation of the Year' for its DCC-fitted signals, Automatic Sensor Signals and Smart Screen animated display. Last month, Train-Tech launched five new SFX+ sound

capsules for DMU, steam freight and diesel locomotives, one for playing clunks and screech sounds of goods shunting, and one playing the slam door sounds and guard calls and whistles around a passenger coach.

Andy Rouse, Design Engineer at DCP for over 20 years has transferred with the Train-Tech business to Gaugemaster to continue developing new products.

Managing Director of Gaugemaster, Ian Fowler commented, "We are thrilled to be able to add Train-Tech to our portfolio of brands particularly as it is such a perfect fit for us on so many levels. We are looking forward to showing you all the new products we have already been working on together prior to the formal coming together of both businesses"

Commenting on the sale, DCP Managing Director David Palmer said, "Train-Tech has been a wonderful and exciting business to develop and build over the past nine years, and through it, we have met many wonderful people and hopefully helped inspire and bring layouts to life. While we realise that it may be disappointing to some people that Tammy and I will no longer be on the Train-Tech exhibition stand or answering the phone every day, we hope that they will understand as we take life at a slightly gentler pace. We hope that everyone will continue to support Train-Tech under Gaugemaster and designer Andy on the next stage of its life, because it is a major part of our legacy. Future Train-Tech products will continue to include our ideas and DNA".

DCC CONCEPTS MANUFACTURES STORAGE CASSETTES



DCC Concepts has launched two new storage cassettes, which can double as service cradles. Already available in shorter lengths, its new units are longer, allowing multiple units or a short locomotive and train consist to be lifted on or off a layout, without being handled.

Referring to its units as Motive Power Depots (MPDs), the manufacturer has said that its units are perfect for transporting to the club or a show and are "So secure you can even post a locomotive across the world in it". The new units prevent the need to couple and uncouple trains, too.

Its MPD-1120 measures 1120mm in length and is long enough for a Bachmann 4-BEP or similar length trains, while its longer MPD-1680 at 1680mm is long enough for a Bachmann six-car Midland Pullman, or another train of similar length.

Commenting on the new releases, Sales Manager of DCC Concepts, Richard Brighton said, "Following the success of our Motive Power Depot range, we were asked repeatedly for longer units which could be used as storage or transportation cassettes. We have therefore launched two new products which are now available to order."

OSBORNS MODELS RELEASES NEW FIGURES

Osborns Models has shared images of a new model figure and milk churns for OO scale. Sold as unpainted 3D-printed models (OSBF080), though also available painted (OSBF079) at additional cost, the figure and churns are ideally suited to a platform cameo.

Milk churns feature detailed authentic handles, while the porter is dressed in uniform, with cap and tie. From images shared, Osborns Models painting of the figure and churns brings out miniature details.



The retailer recently celebrated Halloween with the production of a number of 4mm:1ft scale model accessories. Manufactured in-house to its own designs, is its (OSBF0030) OO gauge Dracula, amusing addition to a house rooftop, perhaps?

Meanwhile, pictured are its (OSBF0045) 4mm:1ft scale pumpkins, adding interest to fields, or outside model houses or driveways, sold in packs of eight. A witch (OSBF0031), also for 4mm:1ft scale is available, in a flying pose, and could be animated with a motorisation unit, if desired.



WEST HILL WAGON WORKS RELEASES PLATFORM ACCESSORIES

A range of trolleys, tugs, mailbags and piles of newspapers has been created by scenic accessory retailer, West Hill Wagon Works. The 4mm:1ft scale high-resolution 3D printed models are sold unpainted, to be finished by the modeller.

Mail and newspaper trains were an important feature of night-time traffic at stations large and small, until recently. The traffic required specialist equipment and moving the trolleys at a larger station was often achieved using a powered tug. Many slopes for the underpasses that allowed these land trains to move around stations remain.

Tugs are sold in packs of four with cabbed and open versions, while platform trolleys are supplied in packs of six, stacks of newspapers in tens, and mailbags in packs of 14.



HORNBY SHOWS DECORATED COACH SAMPLES

Ahead of its 2022 main range launch on January 10, Hornby has revealed decorated samples of more forthcoming Maunsell and Mk. 4 coaches.

Sharing the images and news via its website blog, Engine Shed, Hornby added, "In keeping with the old adage, 'A picture paints a thousand words', we have a selection of decorated samples of the new Mk. 3, Mk. 4, and Maunsell coaches, which we can't stop looking at – wait until you see the close-ups!"

Shown in carmine and cream, and BR green, the images highlight window and coach end detail. Window curtain and door grab handle details look promising, while table lamps can be observed through windows.



In other news, Hornby also shared the latest decorated samples of its GNER Mk. 4 coaches, showing the high detail and livery applied to these vehicles. Included with each coach is a newly-developed close coupling, allowing a smaller gap between adjacent ones.

An image was also shown of a Mk. 3 coach carrying First Great Western dynamic lines livery.

For further details on these new models, including pricing and availability, visit the Hornby website, or see your local Hornby stockist.

FOR ALL THE LATEST MODELLING NEWS & REVIEWS

NEWS IN BRIEF...

ACCURASCALE DECORATED 'CHALDRONS' REVEALED

Decorated samples have arrived with Accurascale for assessment of its Chaldron wagons. It signifies the rapid progress of the models since the initial announcement in September 2021. Initial impressions of the decorated samples are generally positive, with chemical blackening of metal parts, sharp printing and crispness of the white lettering against the black background.

Marked as the genesis of Accurascale's 'Powering Britain' series of coal wagons covering the entire age of the railway, it offers pre-grouping and industrial modellers with an essential item of rolling stock, which forms a cornerstone in British industrial heritage. The samples have been signed off and production is underway, with the release date of Q2 2022 on target.

The recognisable Chaldron design appeared around 1820, but it was the continuation of an outline that dated from the mid-17th century onwards. These two-axle wood-framed 'black waggons' were built to slightly varying degrees of design, but a common outline, for the transportation of coal, brick, timber, stone and 'muck' across the North East of England.



'HEATON LODGE JUNCTION' GOES ON SHOW



After seven years of construction and boasting the title of Britain's biggest model railway, 'Heaton Lodge Junction' is set to appear in Wakefield this December.

The giant 200ft-long model is to be exhibited between Saturday, December 4 and Sunday, December 19 between 10.00 and 16.00, with a payable entrance fee. Up to 30 full-length O gauge trains are to appear in action on the detailed 180ft slice of 1980s West Yorkshire.

'Heaton Lodge Junction' O gauge layout is to go on display in Wakefield's WX (Former Market Hall) centre. Masterminded by its owner, Simon George, and featured in our January 2017 issue of BRM, the model is popular for its attention to detail, exquisite realism and epic proportions. With over three miles of track, the realistic model railway is the largest in Britain and took over seven years to build. With sound and automatic operation, the display is a treat for trainspotters and miniature lovers alike.



A1 STEAM LOCOMOTIVE TRUST TESTS NEW ALTERNATOR



Builders of new steam locomotive No. 2007 *Prince of Wales*, the A1 Steam Locomotive Trust, has tested a newly-designed and built axle-driven alternator. The new design will be used by the Trust to replace the Stones Altonum alternators presently used from early British Railways Mk. 2 coaches of the early 1960s, parts for which are becoming scarce, with costly overhauls. Testing took place using 1920 Leeds-built 7NHP Fowler steam road engine *Providence* to eliminate electrical interference.

JULIE WALTERS TO NARRATE SVR CHRISTMAS EXPERIENCE



Christmas services are underway at the Severn Valley Railway, and run until Christmas Eve. Bridgnorth-based Reach Out Arts is providing pre-departure entertainment at Bridgnorth station for Steam in Lights, as well as the Christmas show at Arley that forms a central part of the Santa Train experience. This year, the company developed the script for the railway's new Enchanted Express experience, which has been recorded by Dame Julie Walters.

DAPOL TTA FIRST SAMPLES



The first shots of Dapol's newly-tooled TTA wagon have emerged. The detailed bodyshell and chassis has many details, including etched hand rails, ladders and walkways. Wagons will feature metal 'Instantan' couplings, and sprung coupling hook, metal sprung buffers and a compensated chassis. A weight in the tank barrel and finely profiled metal wheels are expected to provide smooth running. Dapol is tooling for variations and modifications in the fleet, with Type A and Type B vehicles being modelled. Further versions of this wagon are expected to appear in later production runs.

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Hornby W1 final running sample

Ahead of the hotly-anticipated new locomotive arrival, Simon Kohler of Hornby shares why this prototype was chosen.

WATCH THE VIDEOS HERE

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



PLAY

BACHMANN DOUBLE FAIRLIE

Words & photography: Andy York



In its continued move away from long development periods from announcements to products arriving on shelves, Bachmann delivered a fait accompli at the beginning of November, with the announcement of its OO9 scale Ffestiniog Double Fairlie model, it being shipped to retailers as soon as the announcement was made. What a little stunner it is!

Robert Fairlie first patented his articulated locomotive design in 1864, with power to all wheels providing the maximum performance from its small size. Thus, the 'Double Fairlie' design with a central cab and two boilers and smokeboxes served by a single central cab and firebox became synonymous with the Ffestiniog Railway (FR) from Porthmadog to Blaenau Ffestiniog in North Wales as well as different versions

for the Neath and Brecon Railway and for the export market.

The iconic Ffestiniog locomotives have been wonderfully captured through their long life, from 1879 to the present day, from the tooling suite. The locomotives were built at the railway's Boston Lodge workshops under the lifetime licence to use the patent, in return for use of the railway as a demonstration stage, from Robert Fairlie. No. 10 *Merddin Emrys* was to be the first Double Fairlie, named after a Welsh wizard. Bachmann has captured this version in its (391-100) model as built and resplendent in the original lined green of the FR with open-topped cab, stovepipe chimney, square sandpots at the uphill end without vacuum braking. This version allows the modeller to see the wealth of cab detail with

separately-fitted regulators, reversers and gauge frames that are present on all models.

Our review model, (391-103) *Livingston Thompson* (the FR's major shareholder of the time) of 1886 is supplied in the railway's better known lined brick red livery, including revisions to the design including longer side tanks with shorter splashers, revealing all of the innermost driving wheels. Vacuum braking was now a feature of the locomotives with vertical cylindrical sandpots, full-roofed cab with slightly smaller spectacle windows, standard chimney and later linkage from the safety dome. The locomotive was 'restored' to this condition in 1988 and moved to the National Railway Museum at York.

(391-102) *Earl of Merioneth* portrays the railway's revival years of the 1960s when use

datafile

BASICS

Manufacturer: Bachmann Narrow Gauge

Catalogue Refs:

391-100 *Merddin Emrys* FR Lined Green
 391-100SF *Merddin Emrys* FR Lined Green
 391-102 *Earl of Merioneth* FR Lined Green
 391-102SF *Earl of Merioneth* FR Lined Green

391-103 'Livingston Thompson' FR Lined Brick Red

391-103SF 'Livingston Thompson' FR Lined Brick Red

Collectors Club No. 12 'David Lloyd George' FR Lined Red livery

RRP: £234.95 DCC ready, £334.95 Sound-Fitted

Gauge/scale: 9mm gauge, 1:76 scale 009

Era: 1 to present

Company/Operator: Ffestiniog Railway

Weight: 70g

Chassis and Body: Diecast running plate, bogie towers and chassis block with plastic body

Minimum curve radius: 228mm (R1)

Couplings: Narrow gauge

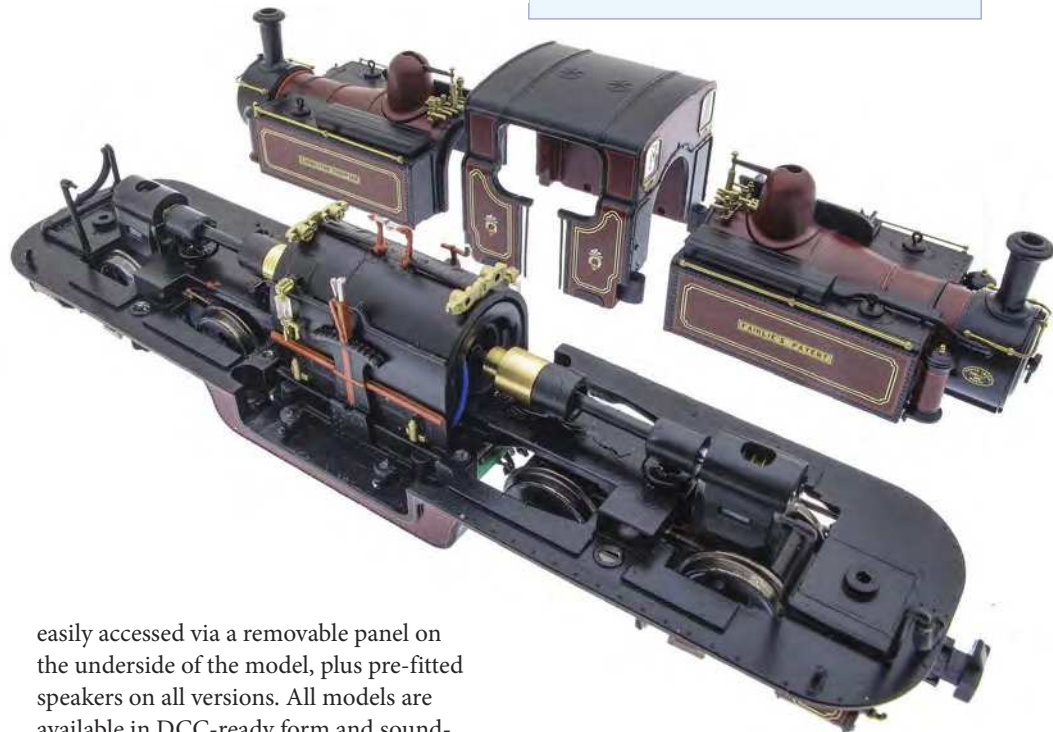
Accessories: Etched nameplates



was made of existing stock and *Livingston Thompson* was outshopped in Garaway green livery; first named as *Taliesin* (the Welsh poet) and then renamed as *Earl of Merioneth* (*Iarll Meirionnydd* as Welsh form on the other side) in 1961. The model features white-walled tyres, with black boiler and domes, which date the model to the period after this last overhaul until withdrawal in 1971, later being returned to the *Livingston Thompson* guise previously referenced.

The fourth model is only available to Collectors' Club members and is No. 12 *David Lloyd George* (*Dafydd Lloyd George* on the opposite side), which was completed, again at Boston Lodge, in 1992, as an oil-fired locomotive before conversion to coal-fired in 2014; the condition is modelled with its current slightly brighter version of red.

The precision-moulded bodies are adorned with numerous individual components, including the real brass handrails and the metal tank filler cap rings, along with fine mouldings for parts such as the steam fountain, cab controls and tallow cups. The mechanism is similarly impressive with a twin shaft coreless motor, fitted with twin flywheels, driving both bogies, all-wheel electrical pick-up and separate metal bearings fitted to each axle. Provision for DCC is a given and the model incorporates a Next-18 DCC decoder socket,



easily accessed via a removable panel on the underside of the model, plus pre-fitted speakers on all versions. All models are available in DCC-ready form and sound-fitted. The sound-fitted models give motion sound with assorted random sounds on analogue with greater control of the individual sound functions when operated on DCC.

Stripping the model down, the die-cast running plates, chassis block, gearboxes and bogie towers can be seen and the central coreless motor is concealed within the firebox, powering a drive shaft to each

articulated bogie with a brass flywheel at the motor end of the driveshafts.

The 9mm wheels are set to OO9 NEM310 standards with authentic profiles and details. NEM355 standards apply to the coupling pockets on each bogie, with a standard OO9 coupling fitted. The pre-fitted speaker is housed above the circuit board beneath the firebox where a Next-18 decoder can be fitted once the access panel is unscrewed.



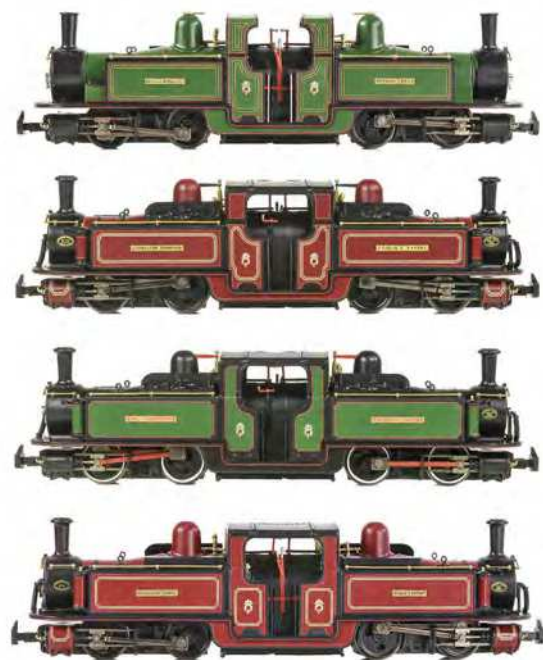
The sound versions of each model are fitted with a Zimo MX659N18 DCC sound decoder with sound files produced specifically for Bachmann using recordings from real locomotives on the Ffestiniog.

The paint finishes are based upon authentic liveries from FR colour specifications and have a nice satin sheen. Bachmann has a good benchmark for decoration standards and this is reflected in the quality of lining and the crests on the cabsides, which have at least six separate tampo applications for a crest that scales out at 3mm x 2mm. While the model comes with printed nameplates, which reflect alternative Welsh spellings on one side of the appropriate models in addition to the 'Fairlie's patent plate, Bachmann includes etched nameplates for the specific model, but there's no etched alternative for the smokebox builders' plates on the smokebox. However, these may be available as aftermarket products.

As with the prototype, both of the bogies are articulated with good rotational movement, enabling them to negotiate first radius curves, with sufficient up and down movement to navigate poorly-laid track and sufficient lateral yaw to compensate for unevenness across the track. The compromise for this is that there's greater than scale clearance between the bogie and running plate, but this is only evident when viewed from low angles with a light background behind the model.

Straight out of the box, the running

qualities are superb, with excellent slow-speed control and gearing matched to the appropriate speed and performance of the prototype. With pick-up and drive to all wheels, the model capably handled pointwork and frogs, and along with Bachmann's previous Baldwin narrow-gauge



model, it sets a standard that is rare on OO9 layouts. An ideal accompaniment to this model will be Peco's 'Bowsider' Ffestiniog coaches, which were announced earlier this year. All in all, this is a superb product that came as a pleasant surprise to Bachmann's winter announcements.



Win a Bachmann Double Fairlie

Here's your chance to be the proud owner of Bachmann's new OO9 locomotive.



The Bachmann Narrow Gauge Double Fairlie locomotive follows in the footsteps of the award-winning Baldwin 10-12-D, its first OO9 scale locomotive, which was released to great acclaim in 2018.

Synonymous with the Ffestiniog Railway, the Double Fairlie is an icon of the narrow gauge world, and this instantly recognisable locomotive is now available in OO9 scale for the first time.

Three models will be available to the public that incorporate locomotive- and era-specific details, completed by the exquisite livery application using Ffestiniog Railway-specification colours along with authentic crests and symbols. There is also a fourth model available exclusively to Bachmann Collectors Club members.

For your chance to win (391-103) *Livingston Thompson*, just answer the simple question and head to the website link below to be entered into the prize draw. The competition will close at the end of January, with the winner contacted shortly after. Good luck!



Which of the four Double Fairlie models released by Bachmann is available exclusively to Collectors Club members?

- A: *David Lloyd George*
- B: *Livingston Thompson*
- C: *Merddin Emrys*
- D: *Earl of Merioneth*

Enter the competition by submitting your answer at:
www.world-of-railways.co.uk/Competitions



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Bachmann Double Fairlie

Narrow Gauge World editor, Andrew Charman, learns of Bachmann Europe MD, David Haarhaus's love of the Ffestiniog Double Fairlie since childhood and discusses the brand new model.

WATCH THE VIDEOS HERE

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



PLAY

HORNBY DUBLO MERCHANT NAVY

Words: Howard Smith Photography: Tony Wright

Hornby's 100th year anniversary has yielded great products, the UK lockdowns seeing the arrival of many new models in revisited retro packaging. Importantly for the manufacturer, many of these limited-edition products have sold well.

Brand heritage

A perfect example is this latest model for review from the manufacturer. From the late 1930s, the premium-priced three-rail Hornby Dublo brand gained a loyal following. Its quality and reputation increased throughout the 1940s, but it fell victim to the popularity of less-expensive

plastic models in the 1950s. In 1963, following the acquisition of the brand name by Lines Bros Ltd, the Hornby Dublo range was discontinued in 1964 in favour of its lower cost Tri-ang brand range of plastic models.

Loyal following

Memories of quality Hornby Dublo models remain strong, however, and with its recent anniversary, Hornby re-visited some of the star steam locomotives from its range, replacing the injection-moulded plastic bodies with die-cast metal – a nod to its three-rail models of yesteryear. Though power delivery of these new models is

two-rail, packaging is inspired by vintage Hornby Dublo, with models supplied in solid card boxes, fitted with a retro-branded outer sleeve. The box alone has a premium, quality feel.

New arrival

Kindly supplied for review by the manufacturer is a sample of (R3971) 35011 *General Steam Navigation*. Models of limited production runs have often appealed to collectors, and with production of this model limited to 500 units, most of which are sold out, some are being sold at above retail price. It's a retailer's market.

A brief history of these innovative



locomotives, the brainchild of Oliver Bulleid can be read in copies of *Smoke and Steam*, available from our website, world-of-railways.co.uk and stockists. For further reading, I'd recommend *The Power of the Merchant Navies* by Gavin Morrison, *The Book of the Merchant Navy Pacifics* by Richard Derry and Ian Sixsmith, and *Locomotives of the Southern Railway Part Two* by the RCTS. Combined, they provide a concise history of the evolution of the Class, with many illustrations.

Weighing almost the same as a small O gauge 0-4-0 locomotive, a bonus of the heavier die-cast body shell is the increase

in rail adhesion. The six-coupled design is capable of hauling 23 coach trains formed of heavier brass kit-built examples, around curves with ease. The single weakness of RTR compared with heavier metal kit-built locomotives has been rectified.

Just as the injection-moulded plastic manufacturing business has seen progress in the level of detail it can offer for models, so has that of die-cast metal. Let's not forget that the use of die-cast metal on RTR railway models isn't new. For many years, and even now, it has been the low-cost material of choice for manufacturing locomotive chassis, adding much-needed weight to

datafile

BASICS

Manufacturer: Hornby Plc

Catalogue Ref:
(R3971) Hornby Dublo Merchant Navy Class
4-6-2 35011 *General Steam Navigation*

RRP: £291.95

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

Era: 3 to 5

Company/Operator: SR, BR(S)

Weight: 575g

Chassis and Body: Die-cast chassis and locomotive body, plastic tender
Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: front tension-lock coupling, cylinder drain cocks, front steps, vacuum and steam heat pipes



compensate for light injection-moulded plastic bodies. Largely hidden from view, the quality of the tooling process wasn't critical on model locomotives, until recently.

Metal gear, solid

Tender aside, which retains injection-moulded plastic components – as per Hornby Dublo of old – the locomotive bodysell is die-cast, yet is beautifully detailed. If ever there was proof that RTR model manufacturing could survive a post-plastic future, surely this is it?

Die-cast manufacturing has garnered an unfair reputation for poor quality in the past, largely through mass quantities of low-cost die-cast vehicles aimed at a younger market, often produced using life-expired tooling.

Hornby's Merchant Navy proves that this

manufacturing process has a bright future, with great potential for more widespread use. With increasing pressures around the globe to reduce our use of plastics, could we see more die-cast models in the future? Based on the quality of this model, I'd welcome it.

Surrounding the die-cast body are detailed injection-moulded parts, from a tactile slidable cab roof hatch, to smoke deflectors, a counter-sunk whistle and authentic-looking nameplates. Wire handrails feature throughout where possible. There has been a push to increase separately-applied components, as witnessed with the smokebox door dart and cab backhead detail. Here, numerous control dials have been designed with skill to be created from a single piece of tooling, while complex details such as control valves and firebox door

lever are separately-applied from injection-moulded plastic.

The result is a model that feels exceptionally sturdy and is less fragile than it ought to be, for the level of detail provided. The complex curvature of the outer casing has been captured with precision – panel lines are crisp, and rivet detail is sharp, just as though it had been created from malleable plastic. Looking down the chimney reveals the multiple jet blastpipe, on the prototype, derived from a Lemaitre design.

Heavy hauler

On test, the model performed admirably. With a suitable rake of heavy kit-built coaches in tow, the locomotive's high tractive effort can out-perform many kit-built locomotives, to the point of embarrassment, with ease. With the increase in weight over

In un-rebuilt form with long smoke deflectors, the casing above the smokebox door acted as an air collector, deflecting smoke upwards at high velocity, away from the cab.

The form of the Bulleid-Firth-Brown 'boxpok' wheels, inspired by US designs and which reduced rail hammer-blow look accurate, with good depth to the moulding.

The locomotive 'face' looks accurate. The complex domed oval smokebox door with its twisted, curved hinges looks right.



the driving wheels, moving components must be stronger, too. Valve gear is substantial and looks the part. Coupling rods, connecting/main rods, slidebars and cross heads are robust, and appear cast, rather than stamped from thinner metal, making it an attractive proposition for layout owners who enjoy long running sessions. The blackened nickel-plating of rods and slidebars looks excellent. I'd like to see similar thicker and more realistic linkage used on other steam locomotives from manufacturers.

To improve or not?

Cab windows are moulded from transparent plastic, which protrude inside the cab to form crew seats. With the high level of decorated detail inside the cab – even down to the dials on gauges – perhaps the

unpainted transparent plastic seats was an oversight? It wouldn't take long to correct these with a small brush, however, and I'd recommend a matt black paint, if desired.

On the subject of further additions, why not consider making or adding fire irons to the tender, or adding SR route discs? The lamp irons on the model are excellent, and could accept such removable accessories, without modifying the model and detracting from its collectable status.

Adding real coal and weathering could be applied to this model – both common RTR model steam locomotive additions to improve realism – but for once, I'm going to recommend you don't. The locomotive looks and feels special. The limited production run aspect aside, I'm unsure whether the main attraction of this model lies in its superior packaging, such is its novelty, or

the crispness and weight of the die-cast locomotive itself, with excellent decoration.

Despite all the detail, it feels collectable. And, the toy collector's market demands that models remain pristine and boxed. Just how many of these models will run regularly on layouts is unknown, but I suspect not as many as will remain boxed, away from sunlight. Surely that would be a travesty to Hornby's fabulous work in bringing this model to market. That ample haulage ability should be put to good use!

Should the opportunity arise to purchase one of these models second hand, I'd highly recommend it.

WATCH THIS
LOCOMOTIVE IN ACTION
Download the digital
edition of BRM from
www.pocketmags.com/BRM

Panel lines and boiler washout plug detail is comparable to injection-moulded detail. Handling the locomotive is comparable to the weight of a solid white metal kit.

Trailing truck wheels are flangeless for second radius curve capability, but could be substituted for a more scale appearance on layouts with generous track curves.

Livery application is exceptional. Lettering and numbering is pin-sharp and straight.



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

On test: Hornby 'Dublo' Merchant Navy

Watch Hornby's 4-6-2 'Merchant Navy' die-cast-bodied locomotive tour Tony Wright's 'Little Bytham' layout.

WATCH THE VIDEOS HERE

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



PLAY

CALEDONIAN CLASS 812

Words & photography: Andy York



Rails of Sheffield commissioned Bachmann to produce an exclusive model of the McIntosh 812 class and they are to arrive shortly. Scottish ready-to-run steam classes are largely under-represented and this will be a welcome treat for those so interested.

The locomotives were produced during the time that John McIntosh was Chief Mechanical Engineer of the Caledonian Railway (1895-1914). The first 17 locomotives were built at the Caledonian's St. Rollox works during 1899 (Nos. 812 - 828). A further 12 were built at St. Rollox later that year.

At the turn of the 1900s, the Caledonian found itself to be short of locomotives suitable for mineral traffic. With St. Rollox committed to other work, it turned to three outside contractors (Nelson Reid, Sharp Stewart and Dübs) to build 50 more locomotives among them using the Class 812 drawings, orders being placed on December 29, 1898. The locomotives from the outside contractors differed from the original batch only in having

Drummond-style numberplates (the originals having the McIntosh type) and three-link couplings.

The first 17 built were officially mixed-traffic locomotives but were turned out in the distinctive Caledonian blue livery. Some had Westinghouse pumps and screw-link couplings to enable them to be used on passenger services. The remaining members of the class spent much of their time working coal and other mineral trains around Scotland. Under LMS ownership after 1923, class members were painted in black livery and lost their Westinghouse pumps.

The first of the class was withdrawn in

1946 and the last in 1963. No. 828 is the sole survivor, having been earmarked for preservation by the Caledonian Railway 828 Trust for display at the Glasgow Museum of Transport, then located in a former Glasgow Corporation Tram Depot. It was restored at Cowlairs Works during 1966 and painted in Caledonian Railway blue and has, over the years, visited several heritage railways after restoration to operating condition.

The range of models span the life of the class with five options available – light Caledonian blue as-built, darker Caledonian blue as-preserved, LMS black, British Railways early emblem and late crest. Our review model is as-built with the lighter



datafile

BASICS

Manufacturer: Rails of Sheffield**Catalogue Refs:**

(35-280Z) Caledonian Railway blue No. 828 (as built)

(35-281Z) LMS black No. 17566

(35-282Z) BR black early emblem No. 57565 (weathered)

(35-283Z) BR black late crest No. 57566

(35-284Z) Caledonian Railway blue No. 828 (as preserved)

RRP: Caledonian liveries £199.95 DCC-Ready, £299.95 Sound Fitted, Black liveries £179.95 DCC-Ready, £279.95 Sound Fitted**Gauge/scale:** 16.5mm gauge, 1:76 scale OO**Era:** 2 to Current preservation**Company/Operator:** CR/LMS/BR(Sc)**Weight:** 240g**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, steam and vacuum pipes, cab doors and lamps

blue Caledonian livery, which locomotives acquired after works overhauls following the original slightly darker Prussian blue.

The models have detail variations across the years, with varying safety valves, smokebox door decoration and numberplate and the Westinghouse pumps. The lining and decoration are superb with the company crest on the tender side particularly intricate. The running plate and tender frame lining are also superb, showing the early railways had greater pride in the locomotive. There's a good gap below the boiler, with dummy inside motion picked out in red and, as customary, sprung buffers.

The detail pack is dependent upon the version purchased, with cab doors and early lamps painted in blue, a drawhook, cosmetic screw-link coupling, plus steam and vacuum pipes. It's worth testing your clearance on curves before finally fitting the cab doors, which attach to the tender.

Decoder fitting is straightforward, with two screws to remove the body as shown in the comprehensive instructions with a Next18 socket sitting above the motor. The weight of the die-cast body is evident on removal, which gives an excellent balance to the model. This is reflected in its healthy performance, capably managing 10 Mk. 1 coaches on test. Inside, we also see the coreless can motor with the gear tower driving the centre axle. The circuitry is commendably compact above the tower and behind the backhead, with the pre-fitted speaker nestling between that board and the tower. I always prefer steam models that have the speaker fitted inside the locomotive rather than the tender. The model also features firebox glow and flicker from two LEDs on the circuit board behind

the backhead, which remains constant in analogue use; with the Next18 decoder fitted there is further control of this with DCC.

The model, despite having many separately-applied fittings, feels robust and owners shouldn't feel fear in handling it. This approach means that there are a few points that have drawn comment, one being the thickness of the cab handrails (especially when viewed from behind) and thickness of the top edge of the flared tender top, which has a flattened surface rather than a thin edge. The latter point would be difficult to effectively capture the thin steel plate of the prototype around the complex curves to the edge and the processes in tooling necessary to achieve that. I have seen it done with other models but those had separate surfaces in the tooling process without curves. If the modeller wishes to improve the appearance of this, some careful use of sanding sticks to thin down the internal edge would be

straightforward. With respect to the cab handrails, it's an issue of robustness again but if they offend, replacement with brass rod would be an easy task.

In summary, I find this characterful pre-grouping model to be a delight in appearance and performance. The models are available from the Rails of Sheffield website and I believe the colourful pre-grouping liveries are the most popular. So, where are all the layouts that match the two ends of the life of the class?



REVIEW

RAPIDO LEYLAND FLEETLINE BUS

Words & photography: Phil Parker



datafile

BASICS

Manufacturer: Rapido Trains

Catalogue references:

Leyland Fleetline bus 69xx – £54.95

Undecorated version – £44.95

Gauge/scale: 1:76 scale, OO

Era: 4 to 7

Company/Operator: Birmingham City
Transport & West Midlands Passenger
Transport Executive

Weight: 138g

Body and chassis: Plastic



By the late 1950s, the world of transport was changing. Bus companies were finding it harder to recruit, and two members of staff for each vehicle was becoming a luxury that couldn't continue. Fortunately, changes in the rules governing the size of vehicles allowed Daimler, later taken over by Leyland, to move the engine to the back of the bus, and let passengers board at the front. No longer shut away in a separate cab, drivers became responsible for collecting fares.

The prototype for the model we are looking at, KON 311P, was built in 1976 for the West Midlands Passenger Transport Executive, normally known as WMPTE. As the second-largest operator in the country, WMPTE eventually operated around 1200 buses of this type, all built between 1971 and 1979. This timescale puts them nicely within the increasingly popular with modellers '70s BR blue period, and many will remember travelling on this sort of bus, the final example of which was withdrawn in 1997.

Rapido took the opportunity to 3D scan the real bus, now preserved at Transport Museum Wythall, to ensure it continued the standards set by its previous Guy Arab model released two years ago.

The level of crisp detail is comparable to the latest railway models, both outside and inside the model. The subtleties of the shape are well captured and all the panel lines are correctly smothered with rivets. At the front, windscreen wipers and rear-view mirrors have been added separately, while a handle is present on the back for the emergency exit.

In the passenger area, seats and poles are modelled, but more impressive is the driver's compartment complete with ticket machines, and 'exact fare only' cashbox and mirror to keep an eye on the passengers. Although the steering wheel doesn't move the front axle, the rubber-tyred wheels can be repositioned to something more realistic than just straight ahead.

All this can be seen through the flush-glazed windows, or by removing the body, which clips in place.

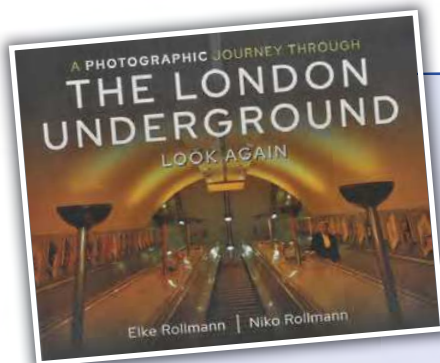
Unlike the Arab, all models include lighting, which can be powered from a 9V battery. It seems that, while the instructions mention a 12V supply, a manufacturing fault can cause the circuitry to fail if you do this. A magnetic wand is provided to switch the illumination on and off. Presumably, the small price differential between the standard and deluxe versions of the Arab persuaded most modellers to go for the full version, so



this is all that is on offer this time.

Two liveries and 10 different routes for each are offered, plus a pair of undecorated versions for those who want to brand the model to suit their own layout or perhaps create an open-top version. With these buses appearing all over the country, and even making it to Hong Kong, there are plenty of possibilities.

At first glance, the price, twice that of a die-cast double-decker, might look steep, but comparing the two, you can see the extra fidelity your money buys. The paintwork alone is streets ahead of the thick colour smothering a metal model, and this accentuates the external detail. Quality costs, but feedback from modellers suggests that most think it is a price worth paying.



A PHOTOGRAPHIC JOURNEY THROUGH THE LONDON UNDERGROUND LOOK AGAIN, by Elke Rollman and Niko Rollman, Pen and Sword. PRICE: £25.00

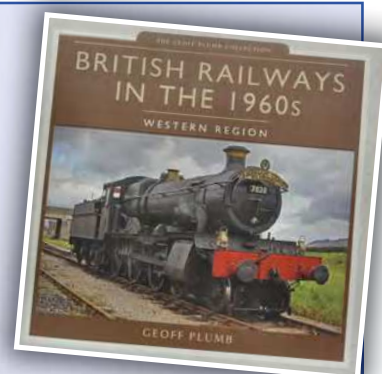
I have a couple from Pen and Sword this month, starting with this fascinating volume. It's very thought-provoking inasmuch as it 'challenges' the reader to go and look at London's vast Underground system for him/herself. Perhaps 'invites' might be a better word, but certainly, days and days would be needed to see first-hand what's illustrated, and to seek out much more. It's entirely up-to-date, with, as far as I can see, no long-ago, historical images. Not that it matters, because many of the features on show are from a long time ago; architecture, stairs/escalators, ornaments, signs and signals, as well as abandoned stations, many of which – at least above ground – are still in remarkably good condition. Trains feature

only in passing, though there are useful shots for modellers showing some of the Underground's engineering stock.

Some four old Jubilee Line cars now reside high above the ground at the Village Underground at 54 Holywell Lane, serving as space for local artists. There are even photographs of buskers plying their trade. It's interesting to note that over half the system is actually 'overground' and that more than 70 of its stations are on the 'Statutory List of Buildings of Special Architectural or Historic Interest'. The architects Leslie Green and Charles Holden are rightly revered. It's more than 50 years since I last travelled extensively on London's Underground – a friend and I used it to get to the model shops in the capital over a few days – some 20 in number? This book has tempted me to try again. Not that there are the model shops to visit, but to use my own camera and capture for myself some of the wonders to be daily observed. The whole work is a joy and should appeal to many who are not really railway enthusiasts at all. For enthusiasts, it's a must for the library in my opinion. Thoroughly recommended and excellent value for money.

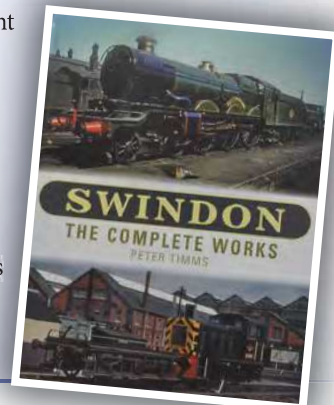
BRITISH RAILWAYS IN THE 1960S WESTERN REGION, by Geoff Plumb, Pen and Sword. PRICE: £30.00

This is the third in the series from the author, the first two featuring the Southern Region and the London Midland Region of BR respectively. It follows the same format of high-quality imagery and extended captions throughout its 176 pages, with the majority of photographs in colour. Considering that the photographer was born as 'late' as 1949, the standard of picture-taking is remarkably high, given that he'd not have been out of his teens by the time steam disappeared from BR. It's not only the photographic standards that are high, but also the diligence applied to ensure that the dates when the pictures were taken were recorded (and retained), so that each image has an exact date, which will be invaluable to modellers, particularly those whose time frame is very tight. I wish I'd been as diligent, and I'm three years older! It's not all steam; there are some images of the 'Blue Pullmans', though we are told three times how the units got their name, plus early diesels. Motive power from the other three regions is also featured. The extremes of the WR do not feature (Cornwall and Cheshire, for instance; given the youth of the photographer, this is not surprising, considering he was brought up in the West Riding), though there are many delightful Cambrian shots. The narrow gauge Welshpool & Llanfair, and the Vale of Rheidol also feature. To finish off, there are scenes of 'Panniers' in action for London Transport and on colliery work in South Wales, plus one preservation shot on the Dart Valley in 1967. I'm not sure how the preservation shot taken in 1989 on page 36 fits in. There are some sad shots of derelict locomotives awaiting disposal, but extreme weatherers might find these of use. All in all, a well-produced book illustrating a most-popular time for modellers. It's excellent value for money and I recommend it.



SWINDON THE COMPLETE WORKS, by Peter Timms, OPC/Crecy. PRICE: £25.00

This is a greatly enlarged, restructured and expanded version of the author's previous work on the subject. It is indeed 'A detailed history of the Great Western Railway's centre of manufacturing during its heyday in the 1930s, '40s and '50s'. Throughout its generous 248 pages, comprising 25 chapters, we're told about every activity the great factory was involved with. Not just locomotive building and maintenance, but accounts of the workers and their grades, including personal recollections, how the drawing office worked, the CME's department, the medical side of things, the carriage and wagon works, outdoor responsibilities and the works in wartime, among many others. It's comprehensive, to say the least! The book is well-illustrated, mainly in black and white, with extended captions where necessary. The reproduction is generally of a fair order, on high-quality stock, with just a few 'gloomy' images. It's more than an account of what went on during the period covered, more a complete social history. There are several plans and drawings to supplement the text. The volume will be of particular use to students of railway history, and, to some extent, to modellers. Model locomotives, carriages and wagons are rarely, if ever, made like the real things. Nonetheless, the images of how the actual vehicles were erected might be of use. The book concludes with Swindon's 'final acts of independence' – the building of railcars, DMUs and the early diesel-hydraulics. Typically, the GWR/WR did things in their own way, even to the extent of painting diesel shunters green and giving them cast numberplates. As with all OPC/Crecy titles, it's outstanding value for money and should find a place on the shelves of any GWR devotee. As such, I thoroughly recommend it. The only thing I'd question is the suggestion that Swindon's heyday was during the '30s and after. I'd say it was before that, during Churchward's time as the GWR's CME, when Swindon's locomotives were the best and most economical in the realm. During the '30s, the LNER and the LMS took things much further; especially the LMS under the Swindon-trained William Stanier.



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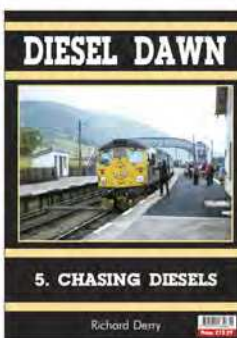
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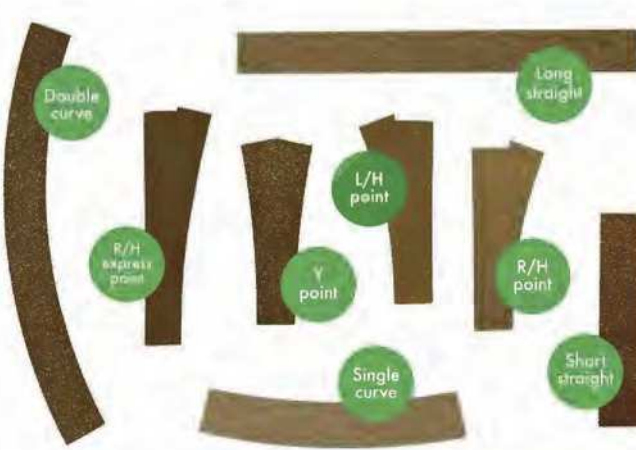
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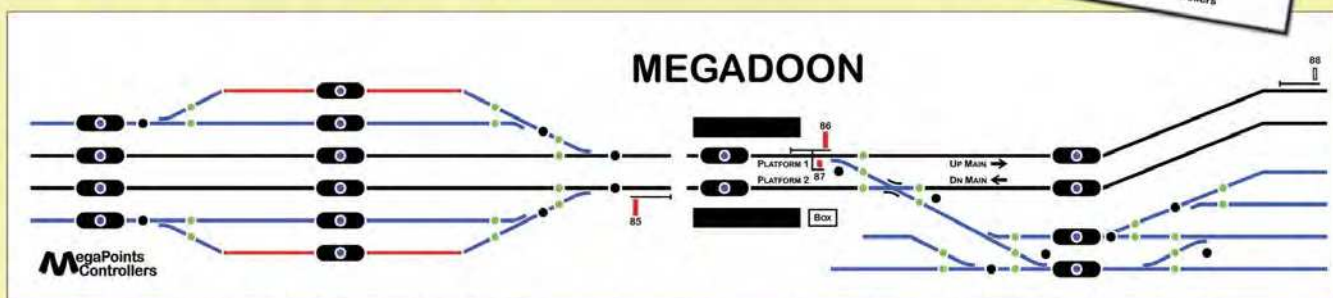
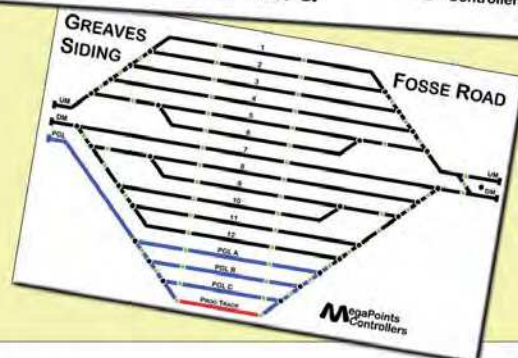
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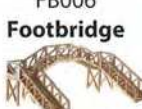
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Squires will be exhibiting at the following shows in 2022

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 Eggs 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 Knivesmire 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**

Oct 8/9 - ALDERSHOT Model Railway Exhibition, Farnham MRC, Alderwood Leisure Centre, Tongham Road, Aldershot, **GU12 4AS**. **Show guide included in admission and FREE Car Parking**

Nov 5/6 - SPALDING Model Railway Exhibition, Springfield Events Centre, Camel Gate, Spalding, Lincolnshire, **PE12 6ET**. Sat 10 - 5 Sun 10 - 4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking

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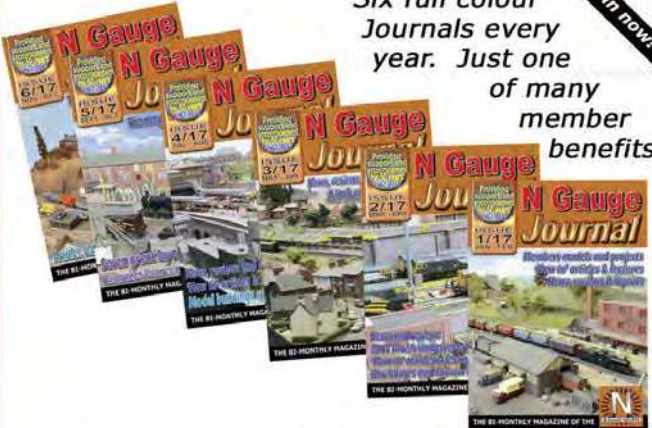
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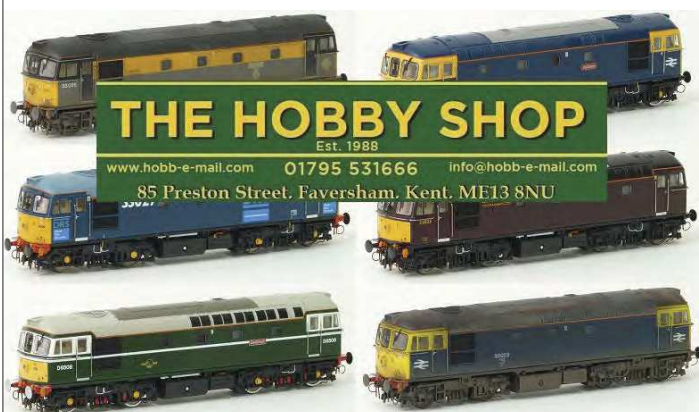


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Buffer Stop

Showtime

We're hard at work putting The Festival of British Railway Modelling together and looking forward to a weekend among fellow modellers.

2021 wasn't much better for shows than 2020, and we are missing them terribly. Those that have taken place weren't exactly the same as pre-pandemic, but even with a few restrictions, they've been a lot of fun.

Railway modelling can be a solitary hobby. The typical picture most people have is of some middle-aged bloke tinkering away in his loft building a miniature empire. At a live event, you discover that, in reality, there is a wide range of people sharing our interests.

Take Tom, who Phil met at The Great British Model Railway Show. After completing a degree last year, pandemic job-hunting became a slow process. To fill in time, he started work building some O gauge etched locomotive kits.

The results are superb. Helped by advice from Connoisseur Jim McGeown, he's assembled a couple of locomotives to work a model of Thatcham now under construction. We're looking forward to seeing how the layout progresses.

A weekend of mobile phones being thrust in our faces as people show off their creations is just the dose of inspiration we need – so we're looking forward to seeing you in February.

What is the best thing about the return of physical shows?

Andy: The chance to buy things I didn't know I wanted or needed.

Debbie: Catching up with all our readers.

Howard: Sharing ideas and talking with the creators of extraordinary models.

Phil: Some of the shows have excellent cake.

Ruth: Picking up a bargain at one of the stands.



This month in pictures...



Howard enjoying the Thomas layout at the Hornby Visitors Centre. The bubble protects the trains.



Phil's weathered "Hornby Dublo" van – nice model or ruined collectable? What do you think?



Andy doesn't like wiring at the best of times; working out someone else's wiring on his new layout was even more fun!



Guess who got the job reviewing a Bassett-Lowke "Brickpunk" kit. You can see the video on World of Railways if you really must.

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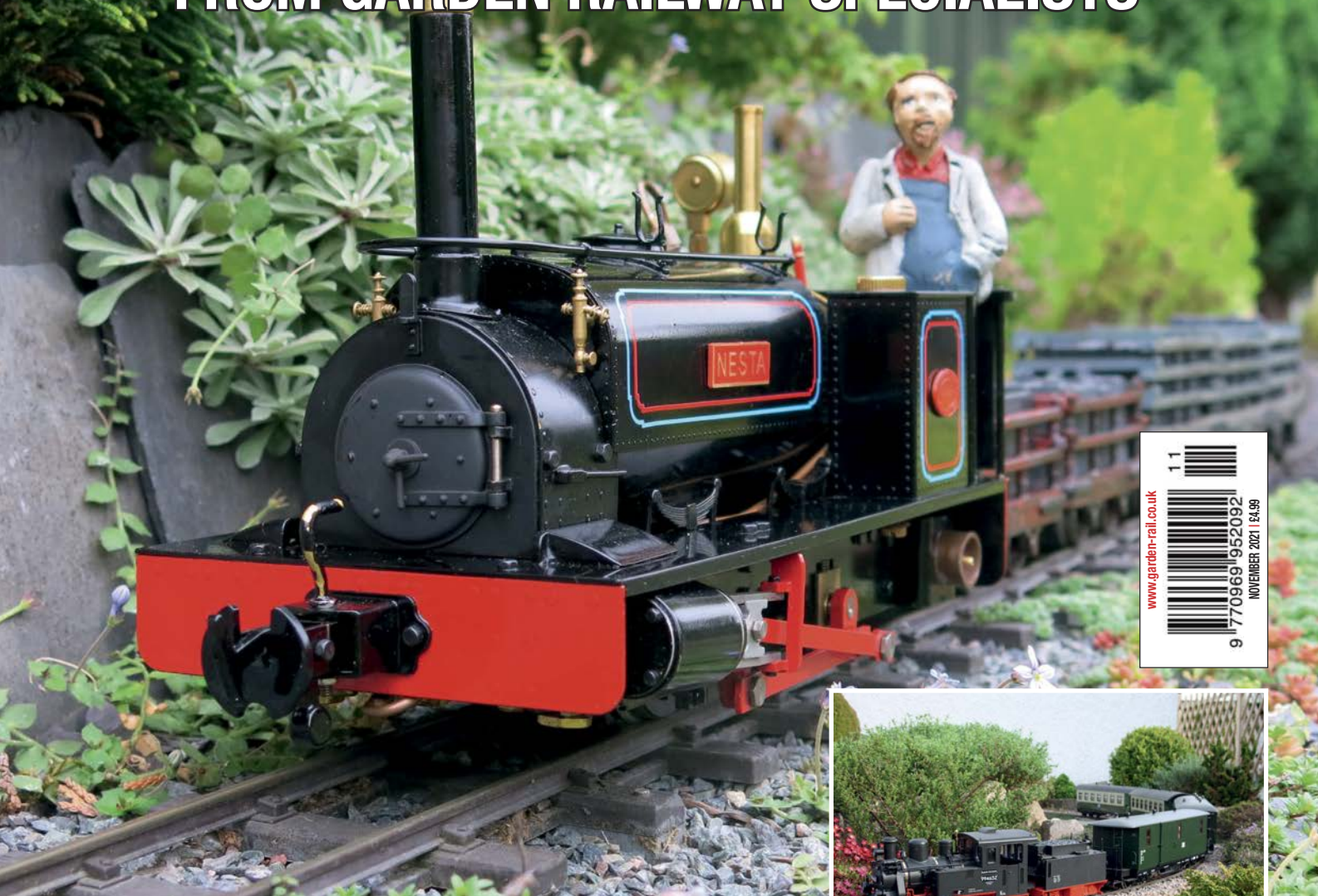
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VIEW FROM THE END OF THE PLATFORM



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WRITE AWAY

One of the great things about **Garden Rail**, and its sister magazines, is that we offer the chance for anyone to see their name in print. Although all the magazines have regular writers, for whose efforts we are always grateful, there's plenty of space for newcomers too.

All you need to do is drop me a line with an idea for an article and I'll be happy to discuss it with you. Don't worry if you've never written before, all words and photos are polished before appearing on the page. After all, we want you to look your best, that way **GR** is the best magazine we can produce for the readers. Sending articles to magazines, in my

case BRM, is how I started, and look how that turned out!

So, if you are building something new, why not take a few photos and let me see the finished result? You might be inspiring more modellers via these pages. You'll even be paid a little for your efforts.

Talking of getting in touch, my e-mail address and phone number are in each issue. If you have a question about the magazine, you'll have an answer by dropping me a line far faster than posting on social media. There are lots of groups and I can't be watching all of them all the time, I have some track in urgent need of ballast!

This is the very typewriter the Rev W Awdry wrote his first *Railway Series* books on. Thomas the Tank Engine sprung to life from these very keys. Thanks to the Tallylyn Railway museum for letting me near this precious object, which can be seen in the recreation of Awdry's study, part of the excellent narrow gauge museum.



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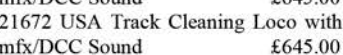
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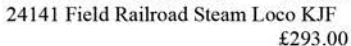
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Waldheim – a garden railway in Cumbria

Jim Trotman takes us to Saxony with his very distinctive layout.

Having been interested in railways from childhood, I have built many model railway layouts in various gauges from Z to HO. But, after moving to a new home almost five years ago, I decided to build a garden railway.

A couple of friends had built very attractive garden lines and this helped to persuade my wife that we should do the same. She was happy to take charge of the planting, but I needed to keep the plants to a size not too far out of scale for the trains and buildings.

A small rockery was to be expanded, and about five tons of soil and sand, plus rocks from foundation excavations, were added to increase the size to approx. 12 metres by 6 metres (40' x 20'). Higher rocks and plants were positioned in the middle of the new rockery so that trains would disappear

behind them and not be in view at all times. A few plants proved to be a bit vigorous and had to be moved, and I regularly need to trim back thyme and other plants that stray too close to the track.

The railway is just a long loop with a station near to the patio and a small halt on the other side. There is only a shallow gradient of about 30mm between my station and the halt. The station has two through lines plus two sidings. There is a cement-made central platform and a loading dock, plus a "crossing" that allows access across the tracks to maintain the centre of the rockery. During the 2020 lockdown, it was possible to enjoy the sunny spring days and run trains in the garden.

The track is mostly from LGB with just four manual points from Piko. Track was

laid a couple of metres at a time on a thick base of cement. This was a firm mix using mostly sharp, and the track was pressed into it once levelled. This has worked well and has not cracked even after being stood and knelt on many times. Fine potting grit has been used either side of the track bed, but sometimes this needs to be removed from between the rails and points after birds or rabbits have used the track as a route across the garden. Heavy rain also moves this light ballast around a bit too much.

I have often modelled German railways, as well as occasionally modelling British and Canadian lines, and I decided to base this railway on the narrow-gauge lines of former East Germany. In this way, I could model Saxon railways from about 1900 to the DR lines of the 1950s and 60s. There was the



A Ruegen mixed train.

standardisation of railways in Germany well before anything similar happened in Britain and so many narrow-gauge lines were built to 750mm gauge. This allowed stock to be easily moved to other lines if one closed or now when special events take place. For example, the Saxon historic train, as modelled by LGB, appears on various Saxon lines during gala days.

Some modellers happily run any models that they like, but I have kept to models of 750mm gauge prototypes. Mine are based on trains now running on preserved lines in Germany and I have been privileged to ride on many of them from Ruegen in the north to Zittau in the south.

On some days, I choose to run Saxon State Railways trains, but on others, I run trains that can be seen on the Ruegen and Prignitz lines. Mostly, I run DR trains as seen on the preserved lines in Saxony. The seven trains and the buildings are kept in my railway room, just across the patio, and the chosen couple of trains run around the rockery while we enjoy a relaxing drink or two.

Most of the rolling stock is LGB, but I also have a couple of DR carriages from Train (Chinese manufactured). Some were bought new and some came via eBay. The less expensive second-hand wagons and locomotives have been repainted and re-lettered as Saxon period stock, some based on



Loco 12 of the Friedlaender Bezirksbahn.

photographs take of surviving examples in Germany.

I have always liked the Austrian U class locomotives, as also modelled by LGB, and I discovered that a line in the Austro-Hungarian province of Bohemia connected with the Saxon lines at Hermsdorf (now Hermanice in the Czech Republic). This line ran from Friedland to Hermsdorf and then crossed into Saxony and the town of Reichenau

(now Bogatynia in Poland) before crossing the Oder river near Zittau. Very little remains of the former Austrian line east of the Oder river apart from some old buildings.

Austrian lines were normally built to 760mm gauge, but the Line from Friedland to Hermsdorf was built to the Saxon 750mm gauge and used the same Heberlein braking system. Therefore, this gave me the excuse to buy and repaint a second-hand

U class locomotive that now strays across the old border and pulls some of my Saxon rolling stock. I had renumbered it as the one surviving locomotive but discovered that its pre-1920 identity was as No12 'Friedland'. I have not found any pictures of the prototype, so the livery is likely rather than original - modellers license, I guess.

When attending a local auction, I bought a few LGB items, only worthy of repainting, and some rather battered and incomplete Pola buildings. The buildings are to the usual scale of 1:22.5, but I model to 1:17.5, which is more accurate for 750mm models. I repaired and modified the structures I had bought but wanted to add more buildings that better represented those found between Saxony and Brandenburg. Using Google, I could easily find pictures of timber-framed buildings and these now help me scratch-build structures for the railway.

I extended the parts of the old Pola station to form a bigger station; the original idea being to build it like one on the Zittau lines between Bertsdorf and Jonsdorf, but I decided to make it more 'generic' so that it would not look out of place when I'm running trains seen on the Prignitz or Ruegen lines. The small shelter on the opposite side of the rockery from the main station is called Winterberg and is loosely based on a shelter at Teufelsmuehle between Bertsdorf and Oybin. My model is much simplified but is painted in green and cream Saxon colours, although the real shelter appears to have reverted to brown. Similar small shelters with a single pitch roof appear on many narrow-gauge lines in Germany.

The plastic kits for garden railway buildings can be rather expensive and I prefer to spend money on trains rather than buildings, so after experimenting with the station building extension, I turned to scratch-building houses. These are built to a compromise scale of 1:20, which is much easier as 5cm on the ruler equals 1 metre on the building being constructed.

The first was the small cottage for the station master. This is built from MDF board with roof panels from Pola. A company at Fleetwood supplies Pola parts, so I get the roof panels and gutters from there. The walls are painted with masonry or acrylic paint and are overlaid with plastic strip to give the timber-framed (Fachwerk) effect. The windows are cut from thin black plastic sheet and are varnished to give a gloss effect. Comparing to photographs, they look quite realistic and are much easier to make than cutting through the MDF board and fitting real windows. Flower boxes are just square section plastic with N gauge hedges added



Scratch-building the structures might be more work than buying ready to use, but they lend the line a unique atmosphere that sets the location well.



The new Winterberg Halt being passed by the track cleaning train.



My work bench with a new cottage under construction.

and covered with scatter material and painted geranium red.

The MDF board and occasional spare ply construction of the buildings make them a bit heavy but at least they do not move about in the Cumbrian weather. I glue (PVA) and pin the wall and base panels together, which makes them very robust. The Raiffeisen warehouse (**Garden Rail** January 2021) fits over a drain cover by the station and used up a full square metre of MDF sheet. This sheet has to be cut outdoors as MDF dust can be harmful if breathed in and, even though MDF can be easily sanded, that too should be done in a well-ventilated space.

I have now started building larger structures and I am using a variety of roof panels rather than just the Pola ones. I have used Shirecraft pantile panels on the new warehouse and also use 1:12 scale adhesive stone sheets on some of the buildings. This is supplied for dolls houses but looks fine at 1:20 scale. My new structures cost less than a



A Zittau passenger train.



Friedland heads back to Bohemia.

quarter of the price of similar plastic kits.

I base the new houses on pictures taken off the internet or from magazines like Dampfbahn. Often these only show one or two sides of the real building, so the other sides are designed to match.

Each building takes at least one week to build, and once completed, they are sprayed with a satin varnish even though they are not left outside after running sessions.

Even though I do like to stick to one gauge, certain geographical areas and time periods, I am still flexible enough to run and build things that I like.

My garden railway brings back many happy memories and provides many hours of enjoyment. ■



Passengers travelling on the Saxon 4th class wagons.



The work train with repainted loco and wagons.



The historic Saxon train.

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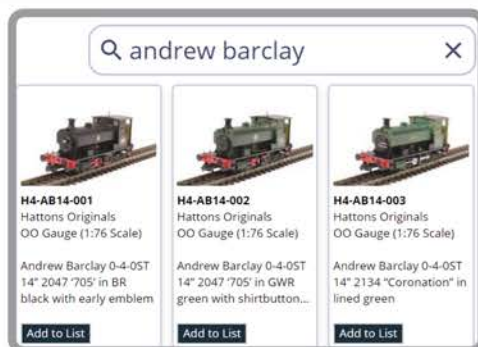
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Restoring a centenarian

Eddie Castellan brings a Gauge One Bing Dunalastair back to life.

My friend Graham Vincent was the most astonishing collector I ever met. He collected anything and everything to do with railways for more than 50 years. And kept the lot. A genial Pickwickian character and Tallyllyn stalwart, familiar at any local model show, swapmeet, or book fair, Graham also was not to be underestimated. He was astute, knowledgeable and drove a very hard bargain.

Then came the sad day that an entire house packed with models, books and railwayana, none of it organised, had to be disposed of. I've never seen anything quite like it, you could find a near-mint 7mm model hidden under a cheap plastic toy from Hong Kong.

I volunteered to help with the sort-out, being reasonably competent to identify the many complete models in various scales plus a vast collection of bits. Delving into a mountain of assorted stuff, I found some intriguing and chunky newspaper-wrapped parcels, which turned out to be vintage Gauge One.

Despite being into 7mm rivet-counting at the time, I've always loved the best of the old stuff; Bing, Leeds, Bassett-Lowke. I think it's the rattle and hum factor of classic coarse scale like Jack Ray's Crewchester or Carl Slater's Outwood Railway, built recently using traditional methods.



The loco as acquired, scruffy but basically intact apart from the missing bogie.

Thus, I acquired a 1911 Gauge One Bing for Bassett Lowke Dunalastair IV.

The 109-year-old loco was smothered in grubby car primer and the front bogie was missing, but I wasn't going to let that worry me. You can't really do much with a mint model, it's too precious. But an old wreck allows you a lot of freedom to reinterpret it for a useful new life without vandalism.

The Dunalastair then lay fallow in a shoebox for nearly 25 years while I emigrated and did other stuff, but then finally came the day when I wanted to make models again. Over the years, my eyesight had

considerably deteriorated. I decided that a broad-brush approach in G1 would be better than trying to count invisible rivets in 7mm: The vintage Caley's moment had arrived.

The model was originally clockwork but I wanted electric drive with radio control, and G1 standard wheels so that the engine could run outdoors on any track and make an interesting stand-in between the live steamers.

The clockwork mechanism is held in the tinplate body by four screws, so it can simply be set aside undamaged, and an electric version substituted.



The original clockwork mechanism.

A 24-hour bath in paint stripper revealed that loco body and tender were basically in good condition. I found only two tiny traces of the original blue and claret. As the project progressed, I came to know and love the sheer quality that Bing put into its models. The tinsmith's work is superb, neatly soldered without any cleaning up beyond washing the flux off.

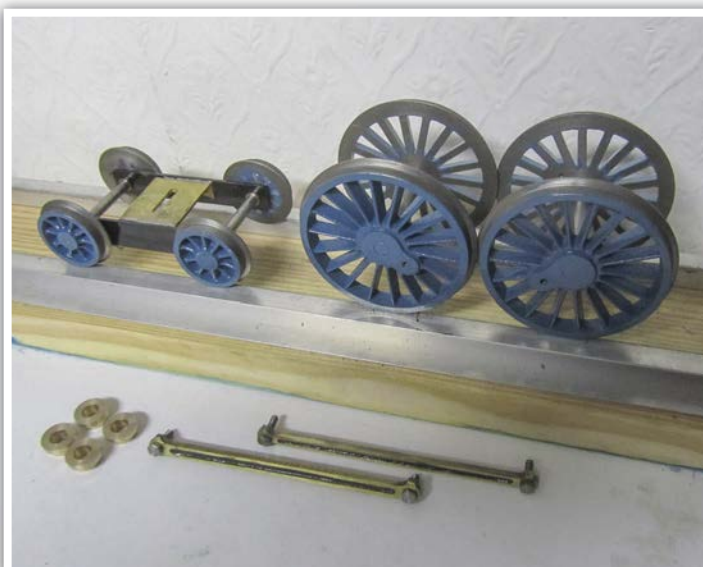
The main missing items were steps and buffer heads. Someone had cut the tender steps off with tinsnips, but one original loco step remained to use as a pattern.

Reaming the bufferstocks out a few thou with a No2 drill allowed a set of Walsall Model Industries buffer heads to be fitted.

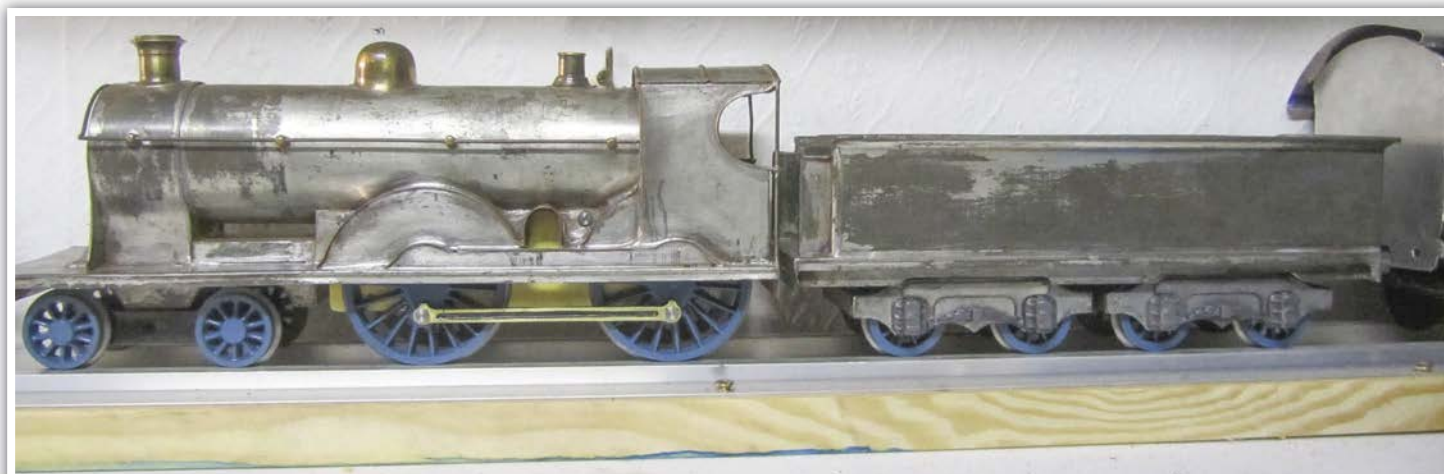
The one original feature I didn't like was the uncharacteristically clumsy front drawhook, so I replaced it. Stuart Rose of the G1MRA Vintage Tinplate Group kindly provided an accurate repro Bassett Lowke pattern rear coupling. I considered adding some extra detail but finally decided that the model was satisfying as built.



The stripped and cleaned loco, already looking the better for it. The tender arrived in delightful tarred and feathered black!



The new front bogie, driving wheel sets and bronze axle bushes.



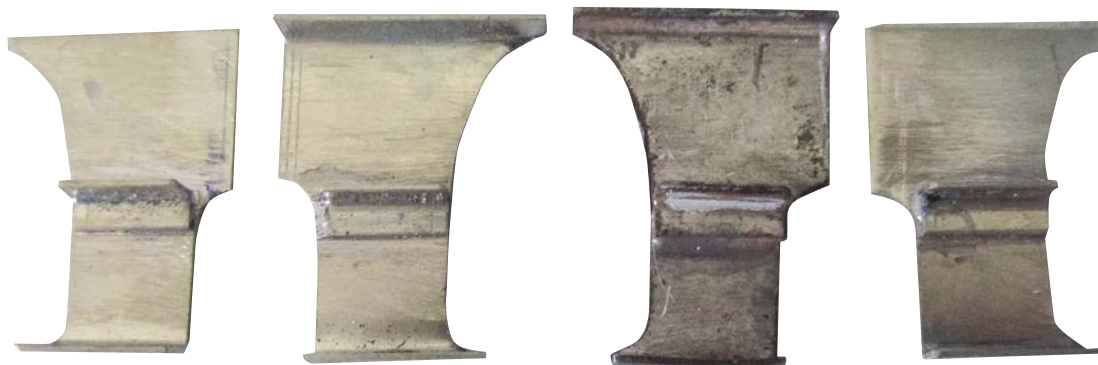
Taking shape: Having measured up carefully from the original chassis, I was puzzled by the slightly low loco footplate and modified the screw holes on the chassis to correct it. Later, I saw another example in original condition and found that the footplate was low on that one too!

An interesting discovery was that the body and tender were in imperial dimensions, while the wheels and clockwork mechanism were mostly metric, as you would expect. I suspect that drawings were made probably by Henry Greenly for Bassett Lowke and sent to Bing in Nuremberg. A few dimensions on the mech seemed to be in nothing obvious, so were possibly in ancient German clockmakers' groats!

I cut new main and bogie frames from 1/16 brass and turned bearing bushes, axles and wheels and crankpins. I had a couple of frame spacers in stock, so I used them as the basis of the cross stretchers. The wheel castings were Walsall, however, they also supply machined wheelsets if you don't have a lathe. The motor/gearbox came from ABC and I made a frame stretcher to secure the motor body.



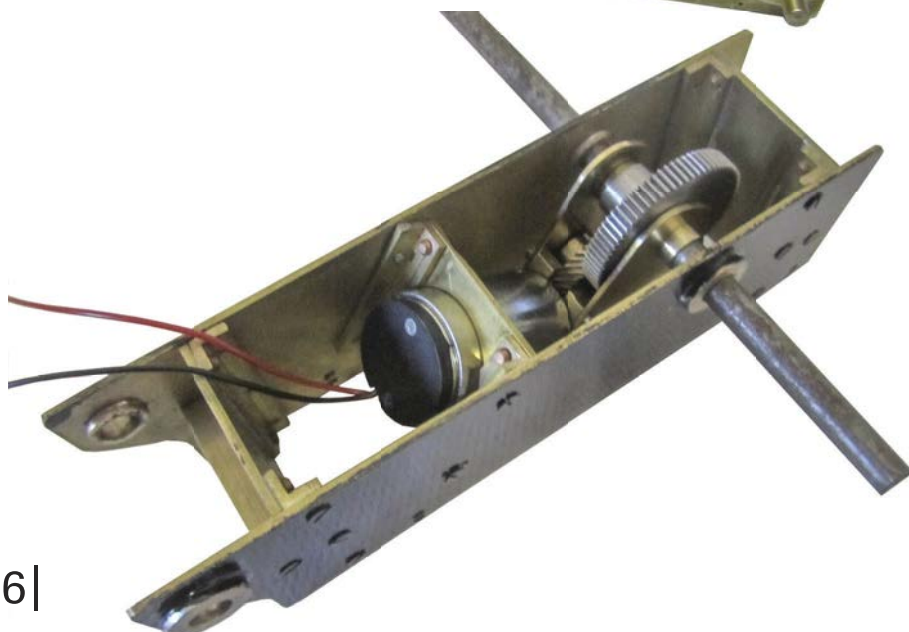
Stuart Rose's Bing Dunastair, converted to electric drive but otherwise original, on the Vintage Tinplate Group layout at the 2019 G1MRA AGM show last October. Note the loco footplate, curiously lower than the tender, which prevents the fallplate from lying flat.



Replacement steps made using the surviving original.



Checking the coupling rod centres against the axle centres, using dummy axles. If these two dimensions are not identical, you will not get the chassis to run properly, even if the quartering is correct.



The ABC motor/gearbox secured in its frame stretcher.

I kept the original Bing brass coupling rods for period flavour. The crankpin holes were badly worn, so bronze plugs were turned and silver soldered in, then the rods redrilled.

Adding radio control proved to be a lot easier than I imagined, having no previous experience. The pile of Omni components from Fosworks initially looked slightly intimidating, but my G1 compadres assured me it was basically 'plug and play' and it was indeed working in about 10 minutes.

The big boiler on a Dunalastair IV, which made it ideal for a clockwork mech, made it equally ideal for housing the rechargeable batteries.

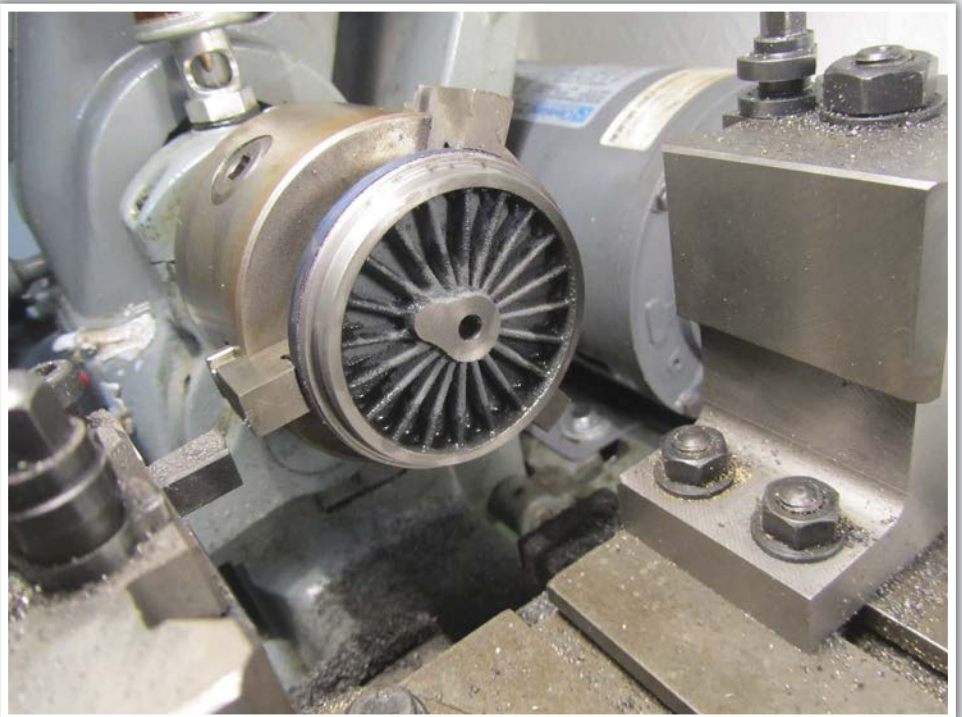
I had to cut a small hole in the tinplate backhead to allow the radio signal to reach the radio receiver. This has a red LED on it, thus giving an unexpected bonus of 'realistic firebox glow'!

On test, the ABC motor/gearbox proved highly satisfactory for both power and realistic speeds. Loads were limited more by adhesion. The tinplate loco with modern electrics is not particularly heavy and extra ballast has not yet been tried.

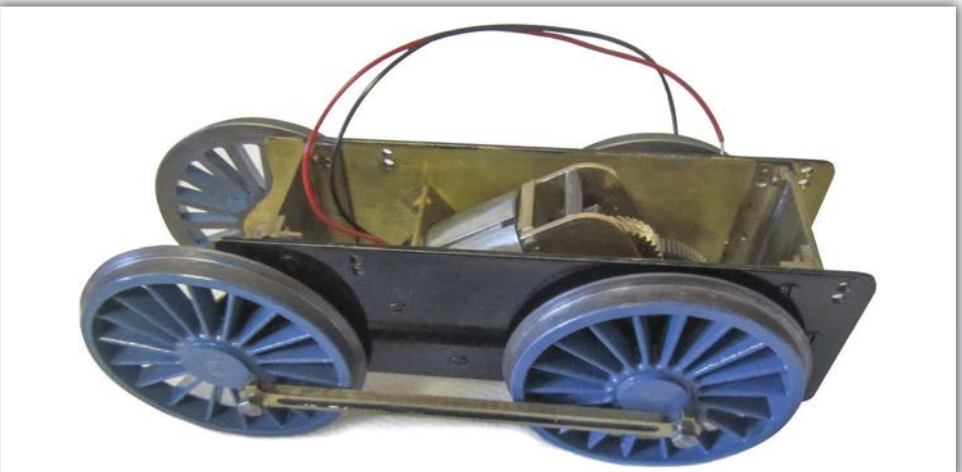
I dropped a clanger in choosing Caley light blue. I found out too late that Bing used dark blue. However, as the light blue is prototypically correct and Phoenix Precision is unable to ship to France where I live, I decided to go with it.

The body colours are applied with a big high-quality artist's brush over sprayed grey primer. It's not perfect, but it gives the handpainted feel of the original.

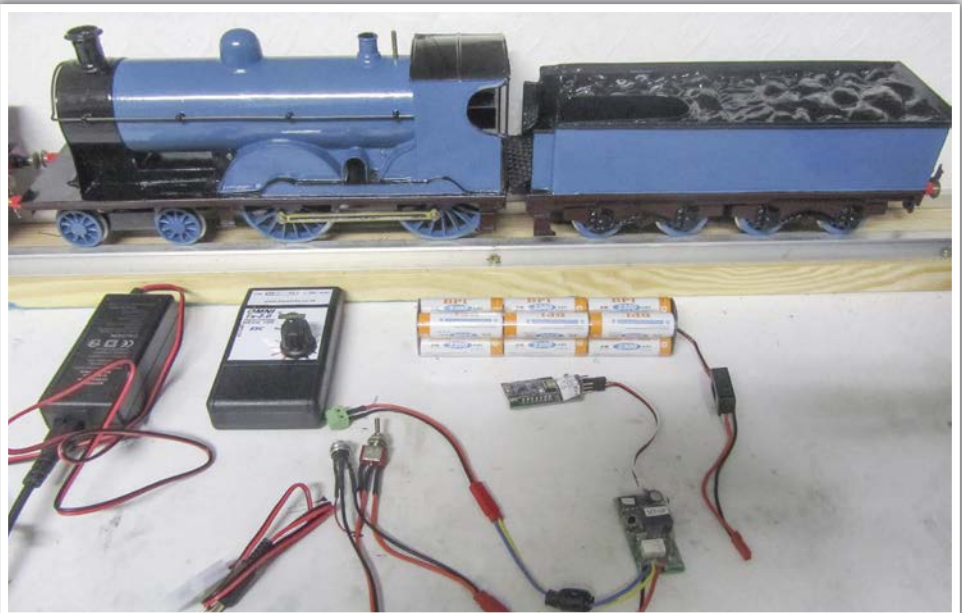
By this time I liked the Dunalastair so much that I felt she deserved a pro lining job by Liz Marsden. Sadly, the Covid 19 crisis put a trip to the UK on hold. However by late June, thanks to Richard Hill and his track near Bordeaux, I was thrilled to have this lovely old engine running for the first time in probably 50 years. ■



Turning the driving wheels from the Walsall castings.



The gearbox fitted in the chassis. You'll notice that this has the same fixing holes as the original clockwork mechanism.



The radio control gear ready for installation

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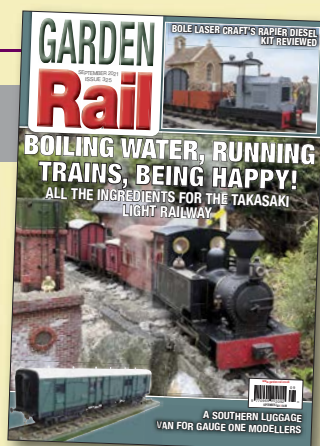


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Building a pub

Can't get out to your local? Paul Batchelor built his own!

My garden railway only came into being as a lockdown project, while in semi-retirement, and primarily as remodelling of a tired garden. It followed the purchase of a basic LGB starter set a couple of years ago, in contemplation of an unspecified future project. Previously I have only modelled in N gauge.

The project, principally the revival of our garden, started in March 2020. It largely developed as we progressed, firstly building a raised planting area incorporating a pond with the general concept for a railway being secondary, albeit a few quick sketches helped shape the raised area and the position of the pond.

While the railway had been a secondary consideration, I would have preferred it to be the other way around, but at least now have a railway in the garden!

12 months further on, the track has been laid and my wife and I have been filling in much of the areas around the track with plants.

As the gardening shops were open during lockdown, many plants had been purchased, but otherwise, the constraint to the

planting had largely been the positioning of the track and not much else. The position of the station and village had been looked at in general terms and pressure was on to keep this area free from the green stuff.

It was time to introduce some buildings so that the proposed building plots might be clearly marked out and secured.

Now, while I have scratch-built buildings in N gauge, the difference in scales would



My plywood mock-up pub.

require a completely different approach, especially if the buildings are to withstand the rigours of the English climate.

To prepare, I had read articles in **Garden Rail** and had looked at various websites suggesting the use of foamboard, which seemed a perfect medium.

Pre-Christmas 2020, I obtained some 6mm foamboard. My initial impression at that time was that the foamboard on its own might not be strong enough – and even maybe too light to be blown away in strong winds. My buildings will need to stay out year-round as I have no storage to overwinter.

Then, one reasonably dry sunny day early March 21 while out in the garden staring at the railway, and as a spur of the moment, I thought that I would make a quick mock-up of a building using a few offcuts of 9mm ply. Initially, this was just to get the feel of the size of a building and an idea of what I could do, and so to speak “put the towel down” on the building plot.

Within an hour or so, a mock-up was built. However, the proportions of the building were a little too large, albeit I was using 16mm to a foot and the building was not, if real, a large one. The structure was trimmed, with a circular saw. Not a pretty sight but the proportions reduced became more acceptable.

The mock-up was then positioned and sat in its rough location while I thought about what to do next.

I had already decided that my first building would be a pub, what else? If I cannot go out for a beer, might as well look at one.

Having looked at the plywood building for a couple of weeks, the conclusion I reached was that I would use the mock-up as a substructure to give weight and strength to the final building, which would use foamboard as a decorative finish.

Holes were cut into the ply using a multitool in the rough position of where windows and doors would be sited. The frame was then given a foamboard skin stuck on using ‘No nails’ adhesive. A test had shown this would work.

The style of the building I thought would be half-timbered, but I would use artistic licence rather than try to be accurate.

An earlier lockdown purchase had been a 3D printer, and whilst I am not fully competent in its use, I have managed to design and print basic windows. Some simple designs were created. These would be fitted into the apertures cut into the foamboard, which coincides with those in the ply.

The 3D-printed windows after painting were glazed using the plastic from redun-



The mock-up was covered with foamboard and sprayed with a white undercoat.

dant CD cases superglued to the back of the window frame, and a dab of clear glue was added to the rear of the clear plastic to give the effect of cast glass.

The ground floor windows, suspended bays, were created by three window frames glued together with corner posts.

All the windows were then set aside after test fitting and would be fitted after painting the main structure.

The half-timber framing of the building was created using strips of foamboard stuck to the foamboard skin again using ‘No Nails’ adhesive. For detailing the timber frame joints, I used small lengths of toothpicks to imitate jointing pegs. These were inserted, after being dipped in superglue into the foamboard framing, having first made a suitable hole using a pin drill. The pegs were later trimmed to size with a nail clipper.

The doors were made of foamboard, which had been covered with thin wood strips.

The building was then painted, having first been sprayed with a plastic undercoat. I tested this was water-based before using it, as some will melt the foam. I used acrylic paints applying the medium in a way to suggest timber.

Once the structure was painted, windows were fitted and the paint touched up.



Windows are 3D-printed and glazed with old CD cases. The glass bullions, or bulls-eyes, are a dab of clear glue.



Cocktail sticks represent the pegs in the timberwork.

Lastly, but most importantly, the roof.

I was not sure what to use. Plastikard would be the obvious choice, but I had none to hand in sufficient quantities, and it wasn't that easy to find supplies.

I decided I would try to use roofing felt and purchased a roll of lightweight shed felt. This was cut into strips and, while the material looked the part, trying to make it look like individual slates was not that easy. In order to produce a satisfactory result, I could either cut individual slates or try something else.

I had an idea that I would make a slate cutting jig using the 3D printer. This is basically a block with three notches that align with the slate size required. The block is thicker at the rear such that the front notched side is 2mm higher. This was fixed to a length of wood. A 40mm strip of felt was then cut and fed through the jig. Three slates are cut before the felt is fed through and the process is repeated. I cut lengths of 80cm at a time, which was enough for two rows of slate on the building.

To cut the felt, I made a double-bladed knife. This simply was two standard craft blades superglued together with a cardboard insert. A basic Stanley knife handle was used to hold the double blade, the two halves of the handle being very tightly screwed together to ensure the double blade was clamped in place.

The strips were stuck in place, with suitable overlap using 'No Nails' again and have adhered well. They were pinned in

place while the glue dried. It is waterproof and has withstood the garden sprinkler system. We have had a few hot days and so far, they have not raised any issue either. A 30-degree summer in full sun may be the ultimate test to come. I am hoping that the felt, if it heats up, may bond better.

The resulting strips of cut felt aligned well when applied to the roof and give a pleasing and realistic effect.

I am not sure if anyone else has developed this method of roofing and if they have, I apologise for repeating it and my lack of knowledge.

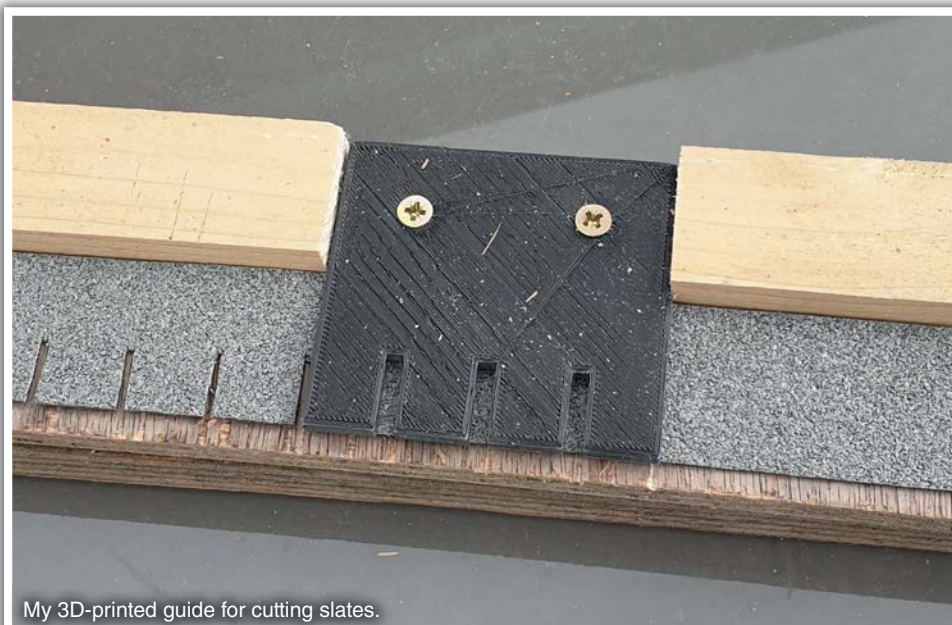
This building was built in some haste as my first trial – but I have learnt much and

hope to improve on my techniques. I will monitor the building through the year and be ready to adapt it if needed.

In the future, I hope to attend some of the garden railway exhibitions and learn more about this absorbing hobby and what is commercially available that will improve my modelling.

In the meantime, over the coming summer, my intention is to add internal detailing and solar-powered lighting.

Lockdown passes much quicker with things to do. ■



My 3D-printed guide for cutting slates.



Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor:
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NANO LAYOUTS

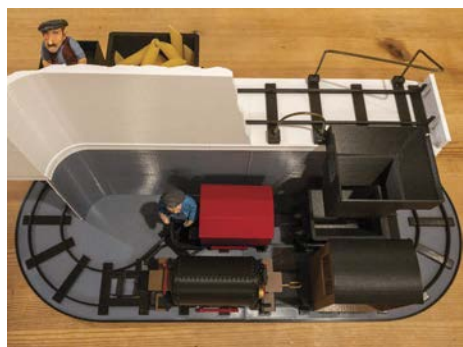
After October's mini layout collection, let me present a hive of activity on the 1sqft 16mm scale 32mm gauge nano layout.

Motorised Tipping Tim empties his bucket of penne from the pasta mine into a skip attached to Bel while 'Issing Sid waits for his driver to return.

All locos, wagons, track, scenery and even the baseboard and frame are designed and 3D-printed by Loco Remote.

Chris Rennie

Editor: Wow! Can anyone beat this for a fully working, tiny layout?



WOODEN TRACK

Looking at Shawn Viggiano's micro layout in the last issue of **Garden Rail**, I noticed that he has made his own sleepers from wood and fixed the track down with spikes. Would this work outside and be a way of saving money?

Isaac Stokes

Editor: Real railways traditionally used to run on wooden sleepers and I'm sure that in the early days of garden railways, there were wood sleepers and Bonds cast metal rail chairs. Does any reader have experience of these in real life? Mind you, the prototype is starting to follow the model world, with several narrow gauge lines introducing plastic sleepers for real!

ROSS HARRISON DRAWINGS

I wonder if any reader can help me? I am finishing building a coal-fired "Russell", from the plans in an article published in the early days of **Garden Rail** by Ross Harisson.

I also have drawings for a Hunslet. Can you still purchase drawings of the other engines that Ross Harrison published? I am looking for a new project in 22mm scale to run on 45mm track.

I find the bigger scale is better for not having 10BA and smaller as old age is creeping in.

Colin Powell



This is for *your* new terrier.



Modelling the original 'Toy Train'

Mark Thatcher cooks up a trio of DHR rolling stock from Timeless Models.

One thing I like about garden railways is that many of us don't take this hobby or ourselves too seriously. Pretty much anything goes. I have seen carriages full of Minions, and you can buy a wagon to hold your can of Coca-Cola (other varieties of soft beverages are available). You can even populate your railway with quirky characters from the likes of Busy Bodies, Kara's Little Kharacters and Modeltown, too.

However, sometimes when I am chatting to folk and the conversation gets a bit, how shall I say, 'rivetty', I remind myself that I am playing with toy trains. This is so true when modelling the Darjeeling Himalayan Railway, as when the DHR was completed in 1881, due to the diminutive size of the locos and rolling stock, it was nicknamed the 'toy train'. Darjeeling still remains the

terminus of the DHR today and much of the original stock is still in service, which is a testament to the skill and perseverance of the team.

Significant improvements

I have to say that Timeless Models, who produce these kits, are one of the most proactive and driven businesses I have come across in this marketplace, and are working tirelessly to promote its brand and rapidly expand its range, which will not all be DHR-related in the future. The three kits I review here actually were a precursor to the luggage van, which featured in **Garden Rail** July 2021. Certainly, the kits are of excellent quality and fit together really well too.

I can also report significant improvements in the packaging and instructions department. I was highly critical of the instruc-

tion for the luggage van but worked with Timeless to improve these, which are now so much better. Also, whilst it was great that the luggage van's parts were already removed from the frets meaning I could make a start on the build right away, nothing was labelled. Now, the parts are separated into re-sealable bags, each bearing a handwritten label to help identify them.

The three kits I cover here are the steel four-wheel van, a shunter's trolley and a four-wheel open wagon. I started with the van as it was the most complex kit in the range, yet is very similar in construction to the open wagon. First, one solebar was fitted to the underside of the floor. The floor itself is detailed, but you won't see that with the roof on. This is the same floor as used in the open wagon, so, if left empty, you will see it there. It is worth painting the solebars prior



Locating tabs and recesses greatly adds to the building up of the wagon body and ensures that everything stays square.

to fitting the wheels as it will be difficult to do after they are fitted.

I then fitted the ends of the wagon as the sides will slot neatly in between these and notches on the lower corners of these fit over the bufferbeams to help with alignment. You will notice one end has a small hole drilled in to accept the brake lever. This detail will be assembled much later in the build. It does not really matter which end you use in any case, just make sure the etched detail is outermost.

The centre buffer sandwich

I like the way the buffers build up. They are basically a sandwich of parts. The lower part has a notch, which locates at the bottom of the wagon ends, then you add further layers on top of this, topping it off with another part with a notch and a thin section of wood with a hole in it. Later on in the build, you will use a cocktail stick to hold the draw bar coupling between this and another hole in the base of the floor.

There is a wealth of rivet detail on this model, 494 to be precise! Yes, sorry, I counted them. Life is too short for me to model them all, but I certainly wanted to add rivets to the doors and the upright stanchions, but drew the line when it came to adding rivets to the rest of the body. I think I did about half of them. Cambrian's rivets were exclusively used around the door and for any other obvious bigger rivets, which, incidentally, are all clearly etch-marked on the model. But for the smaller rivets, I used 1.5mm Nail Art convex beads as there were so many to fit. I chatted to Cambrian Model Railways about this and they asked me to do a comparison between the two, so here goes.

Cambrian rivets

Pros: Very detailed and this really shows up on the model. Easy to pick up with a scalpel and, being plastic, easier to glue onto the surface with a variety of glues. The grey

colour makes them easier to see, although, if used below decks, they will need to be painted black. There is also a huge range of rivets, bolt heads and nuts to choose from.

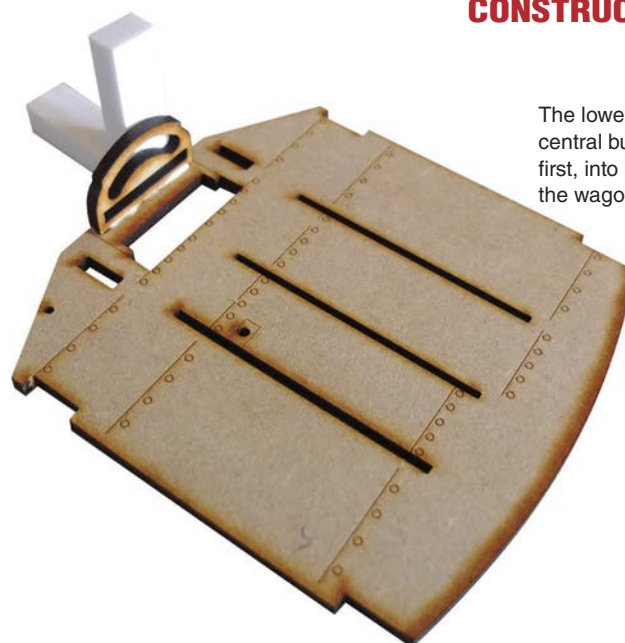
Cons: They have to be cut off the sprue and have a tendency to fly off everywhere. I resort to putting my finger over them as best as I can to reduce the 'fly-off factor', whilst hopefully not slicing my finger in the process.

Nail art 1.5mm rivets

Pros: Very inexpensive, around 2000 for a fiver delivered from the 'bay'. Pre-coloured in black, which is a very useful colour. Convex in shape to perfectly mimic a rivet.

Cons: Being glossy and shiny they are much more challenging to pick up with a pointy blade and, inevitably, some will ping off into oblivion. The material they are made of really only suits superglue, which, in

The lower layer of the central buffer is located first, into notches on the wagon ends.

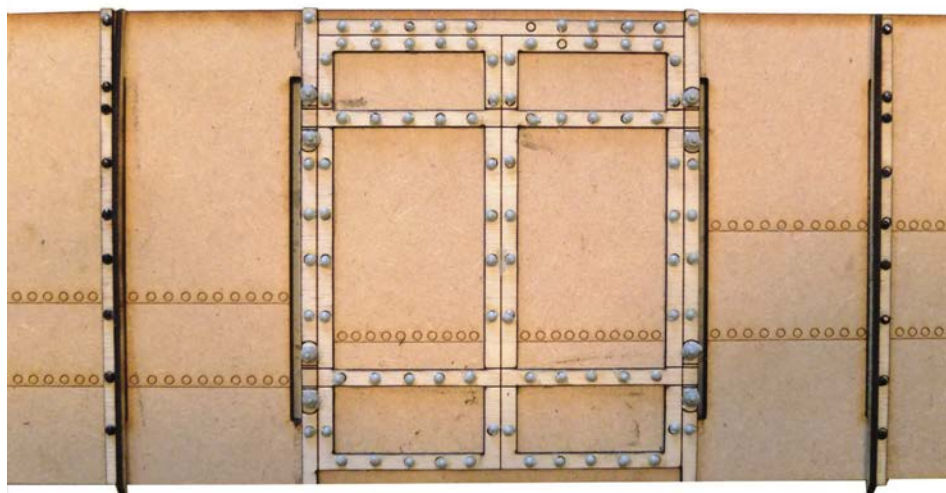


turn, could mark the wagon body if poorly applied.

So there we go, make your own choice as you see fit – but it is a riveting subject nonetheless...

Before we never talk about rivets again, I should point out that it is far easier to add them to the flat body sides and ends rather than to the built-up model. Then you can build up the body sections and finally add the roof. This was the standout component in this kit for sure, with half-etched plank lines in it. It is quite thin and fragile, though, so do take extra care when fitting this piece.

As far as the paint scheme is concerned, you could opt for the earlier oxide red colour or the later DHR blue variant. The choice is yours, but as I already had one in oxide red, I decided on the blue for a bit of contrast. Etched lettering comes with this kit, and after a quick spray of U-POL's adhesion promoter, I just blew over these with Halfords white primer.



Cambrian rivets were used exclusively on the doors - looks like I have missed a couple, though!

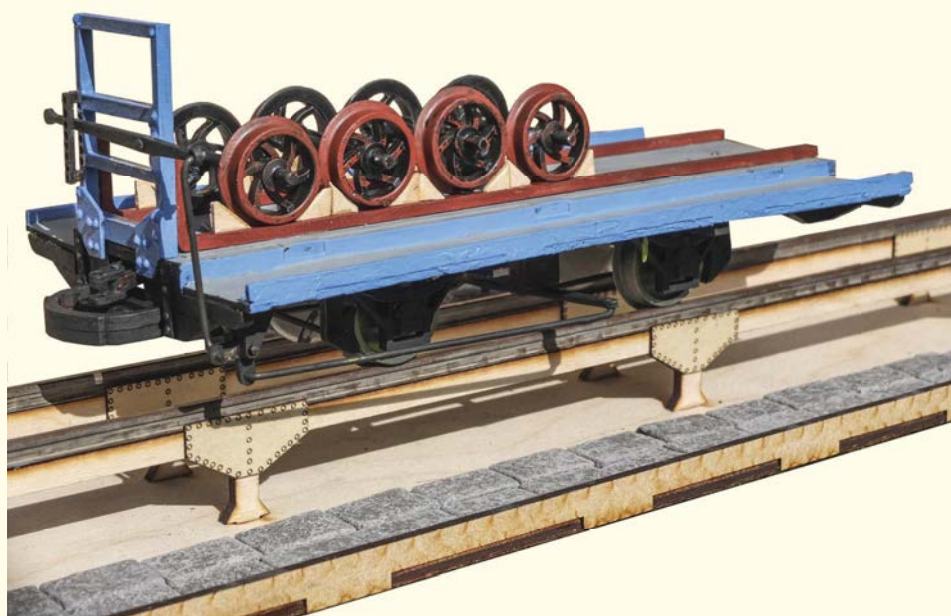
The brake gear was pre-painted in matt black and added to the wagon end. The only two holes that you will need to drill in this kit is for the grab handle to the left and at the top on the same wagon end that has the brake lever installed. A 1.5mm drill should do the job.

The four-wheel van

I am glad I tackled the box van first as the four-wheel open wagon is a very similar kit to the box van, but with different side profiles and, obviously, no roof. Instead of a roof, there is an oblong cut-out that is added to the top of the sides and ends of the body and creates a lip at the top of it. Apart from those differences, they are very similar kits.

I could not have an empty wagon, though, so having some scale ballast to hand (though what scale I don't really know), I added this. I would normally create a base with foam board or Plastikard, but only had cardboard to hand, however, I figured that if I used exterior grade PVA glue around the edges and left it overnight to thoroughly set, then when I drizzled my diluted 50/50 water PVA mix over the ballast, it would not leak out of every orifice. Result!

Shunter's Trolley



The shunter's trolley was built between 1914 and 1920 for the DHR at Tindharia. It is a mystery as to what it was used for, though there are photos of the trolley with two-foot gauge wheels on it. It is still in use today at Tindharia.

The floor and running gear are assembled in a similar way to the other kits in this range, but this kit has a stepped floor, which is unique to the model. Actually, while viewed from the topside, this is a simple-looking little kit to build, but things get a little more complex on the underside as there is a wealth of underframe detail to be added. However, thanks to the much-improved instructions, it is easy enough to build these details.

I had a few old cast white metal wheels and axles knocking around, so I added what I had and cut up some small triangles of wood to act as wheel chocks. This was an easy build and provided me with a break from building two similar kits.



The completed rolling chassis with the addition of the brakes.



Adding the rain strips to the roof is best done before you glue the roof on.



The finished van, all ready for the paint shop.



I could have added even more rivet detail to this open wagon, but sometimes life is too short, and you have to know when to stop.

Slide 'n' hide

The next challenge was to get the diluted PVA glue to dry. I have left models for days in the boiler room of the old house and the stuff still had not set. But in March, I was propelled from a crumbling old 1850's Victorian house with a kitchen of a similar vintage to another Victorian property, but one that had been thoroughly renovated. So, welcome to the world of a new kitchen with a Neff self-cleaning oven complete with a slide 'n' hide door that flips open and then promptly disappears as if by magic, never to be seen again. Why? Who knows! I have used this space-age device twice since moving in, to melt cheese on toast.

However, sitting the model on the middle shelf at 60 degrees C for two hours proved enough to set the ballast rock-hard, with the bonus that the model hadn't melted either.

These models are great and a must for fans of the DHR. If like me, you always wanted to get into modelling this line but could not find period rolling stock, well now you have an opportunity to jump in feet first. The kits have always been good, marred by inadequate instructions, until now that is. The much-improved instructions make for a more pleasant construction experience and you are also less likely to make errors along the way.

Having now built their entire range, and as it is the middle of May as I am writing this article, I can't wait to grab Timeless Models' forthcoming release of a passenger carriage, which I am told to expect at the end of June. Keep 'em coming Timeless Models, that's what I say. After all, I need every excuse I can get to use that fancy oven. Ballast and chips anyone? ■

The PVA/water mix has just been added. You can see the ballast is a darker shade, but it will return to its natural colour once the glue has set.



For crunchy ballast, bake at 60 degrees for two hours...



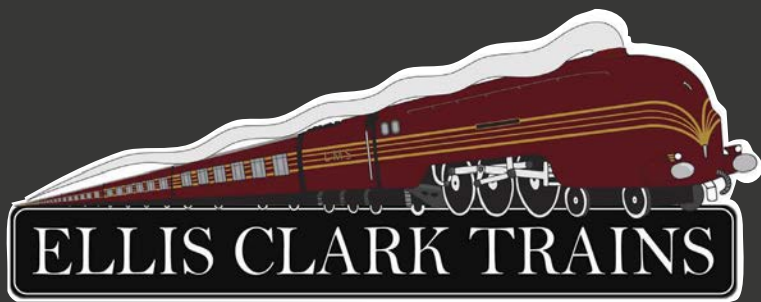
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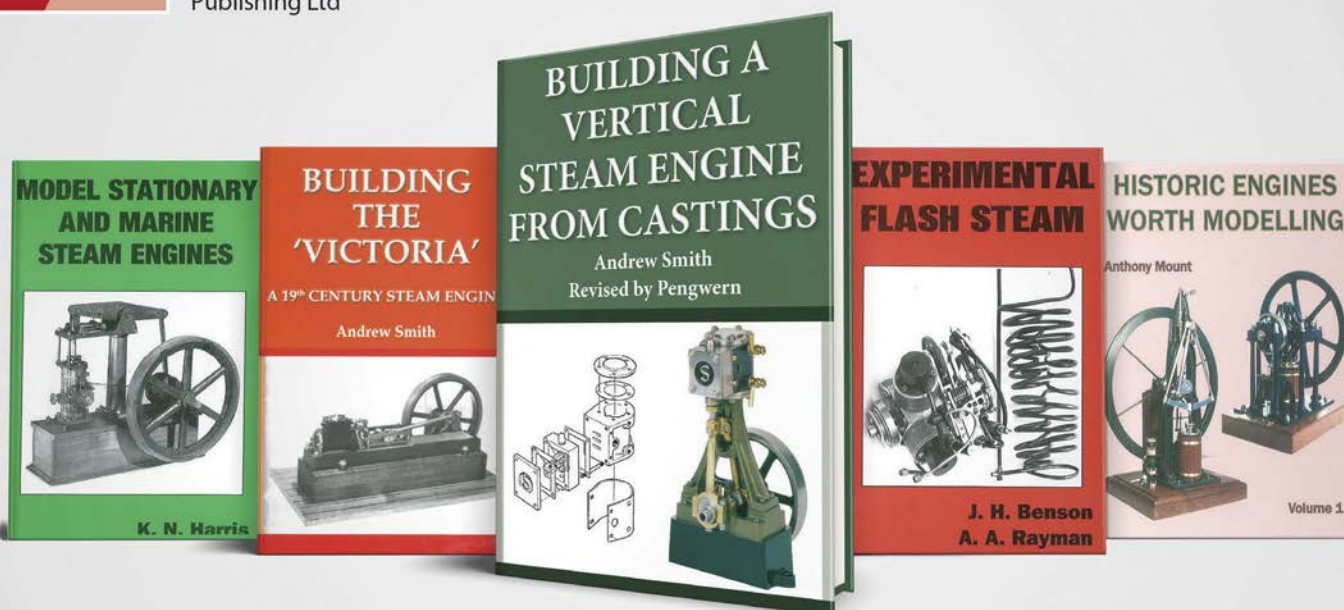
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A Gricers Guide to Pond life

The story of Dave Skertchly's wildlife pond, which adds so much interest to his cottage garden railway.



The pond on the Vale of Weedol Tramway is a profusion of plants growing both in and around the water, which is, of course, a constant delight. When I built the railway, I had no experience of making a pond. I never expected that it would look so good, nor that it would attract so much wildlife, but that is just what it has done and I would like to share this happy experience with you.

My wildlife pond is split over two levels, which provides an excellent opportunity for a waterfall and a bridge rather in the style of Dolgoch falls.

The starting point was a pair of vacuum-formed plastic ponds. The lower

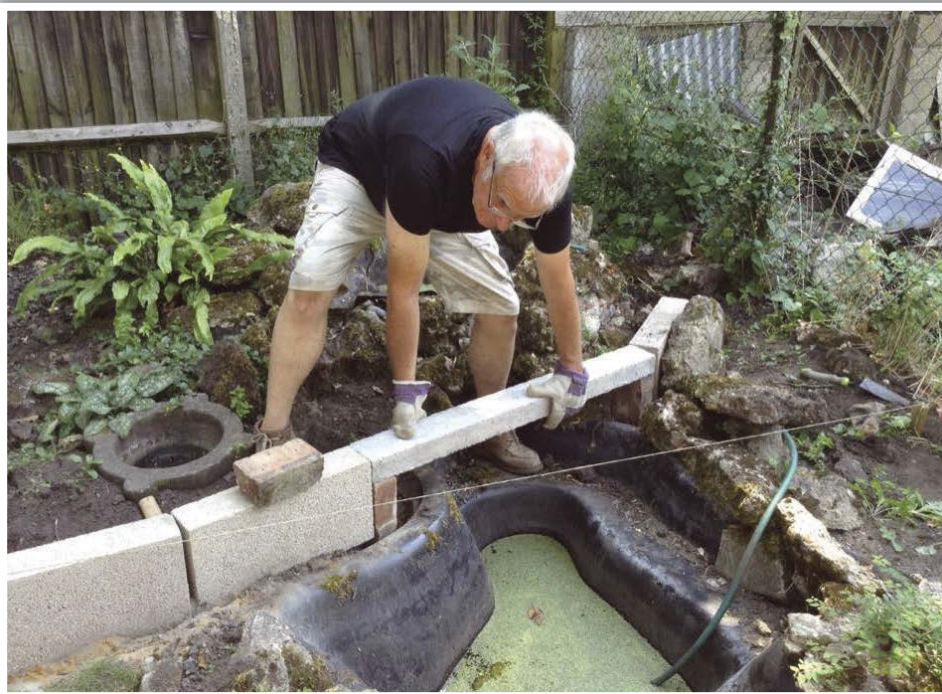
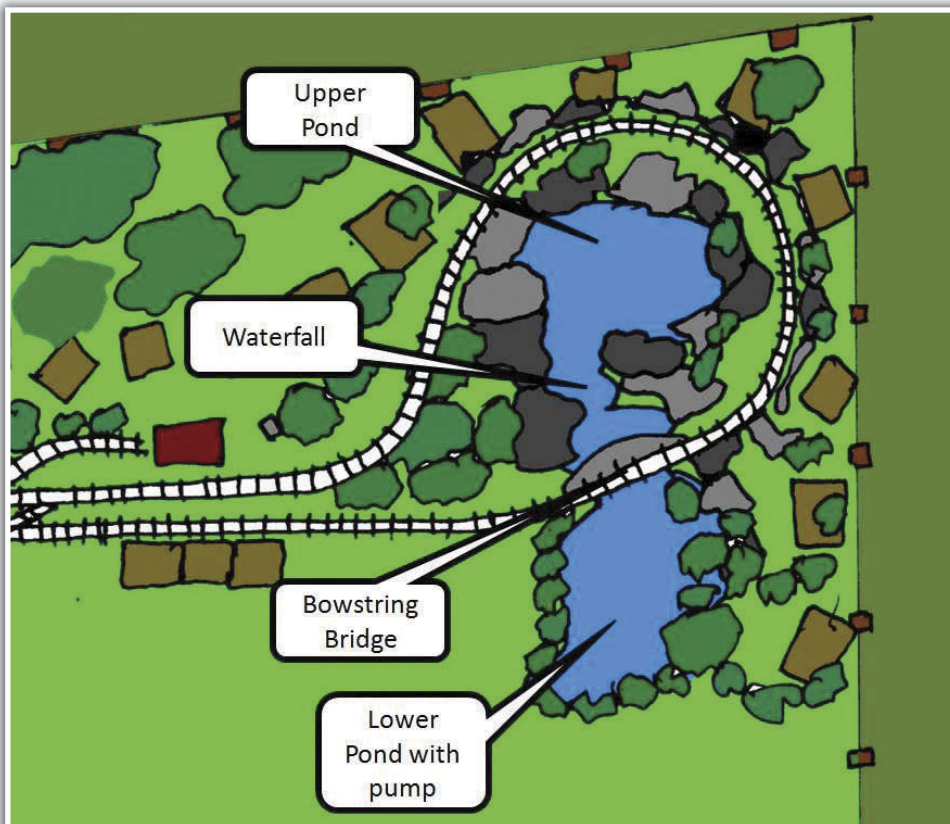
pond was in a hole and the upper in a dell formed by a pile of rubble said to have originated from dug-up footpaths as a result of the installation of natural gas back in the 1970s. Neither pond was level. I should have checked, the lower one, in particular, had distorted and subsided from the weight of the rubble placed upon it. The pond was stagnant and smelly, only duck weed would grow, but more of this later. Around the pond, the border was infested with bluebells, which had killed off anything else that might choose to grow there.

I first dug out the bluebells, you can never really get rid of them, then I started

by draining the pond, using a siphon. I got a mouth full of stinking water, how I didn't contract Beriberi was a mystery. Once the stinking mud was cleared out, I could start on the railway.

The track bed is laid on breeze blocks. The blocks were positioned on a bed of earth, mixed up with some sand and cement to stabilise the soil. Rocks were then positioned to further stabilise the track bed.

After a lot of calculations, the datum was set so that the planned bridge height would be exactly one block above the ground level. The bridge was positioned to cross the waterfall feature between the two ponds and then turn sharply to clear the fence.



The track bed is laid on breeze blocks. The datum was set so that the planned bridge height would be exactly 1 block.

This layout is similar to the track layout at Pont Plas-y-Nant on the Welsh Highland railway, so a bowstring bridge was decided upon.

Even as the blocks were still being added I had started planting. The Harts Tongue fern (*Asplenium scolopendrium*) was carefully nurtured, while Periwinkle (*Vinca Minor*) and Spotty Herbert (*Lung Wort*) were planted. Even so, once the final soil was added, it all looked a bit bare and uninviting.

The bridge structure was made from a window lintel positioned on bricks to give

an almost level track bed. OK, so it was supposed to be level, but then nobody is perfect.

The pond was filled and while some early running was possible, the potential of the pond started to reveal itself. Despite the smiles of Snotty and Gobby, the gnomes, it still looked a bit bare. Some succulents were planted and a rather nice lily, which sadly did not survive the winter.

The first step to building the arches was to paint a splodge of blackboard paint in the position of each abutment arch. The appliqué laminates are moulded from glass

fibre and painted with stone-coloured masonry paint, and then sponged with a darker shade. They are glued over the splodge of blackboard paint with exterior acrylic adhesive to give the effect of arches.

The bow string bridge parapet was moulded from glass fibre and screwed to the concrete lintel with a wooden spacer and painted with grey primer. The abutments at the end of the approach arches were cut from glass fibre moulded off-cuts and bonded with acrylic exterior adhesive. The completed model, with its approach arches, looked great and pristine just as when built. This would not do. The bridge was then stippled with a mixture of exterior PVA and iron filings in patches, where you might expect water to puddle, in order to create a rusty finish.

The plants soon blended into one another to create an impression of natural chaos, but it is in fact all planned.

The layers of planting are carefully structured with tall plants to cover the fence such as Ivy, Virginia Creeper, Buddleia and a large Hebe. There is then a gap for the stepping stones. The high-level rocks are covered in variegated ivy, which has spread from just a few small examples sold for use in hanging baskets. A few small shrubs surround the pond, with succulents growing in between to add some interest. The intermediate plants such as reeds and Harlequin plant (*Houttuynia cordata*) are growing in mesh pots placed on the moulded shelves in the pond to keep their roots wet at all times. The water lilies are growing in pots placed on the bottom of the pond in the deep water.

The pond plants can either be bought or can be planted in specific pond plant pots with mesh sides like baskets. The problem with these aquatic baskets is that the plant roots escape and create a matted floor of roots to the pond, which traps decaying matter that then smells and feeds the weeds. The compost used for pond plants is special aquatic compost, which comprises mostly of sand and not too many nutrients.

Public enemy number one is filament weed, which grows best when there is good light; it completely chokes the pond. Almost as much of a nuisance is duck weed, which grows when there are too many nutrients such as decaying leaves in the pond. I remove the duckweed, dead leaves, etc, with a kitchen sieve bound to the end of a garden cane, although someone suggested a duck - hmmm. Nothing beats removing filament weed by hand though, a rather chilly task in winter. I tried many chemicals with little success and now avoid them.



The blocks were reinforced with rocks and the gaps filled with soil to provide planting opportunities. Planting started almost as soon as the slabs were laid, no time to waste.

Autumn leaves falling into the pond and rotting are a key source of mud, smells and high nutrients. In autumn, I used to place a plastic net over the pond, effectively shutting the railway. Nowadays, I thread the net under the bridge to keep the track bed clear. The net is supported on a frame of garden canes.

As you can see, the pond takes a lot of maintenance, including topping up the water and trimming the plants, it is, however, an endless pleasure.

The first animals to move in were the pond skimmers but at some point two or three years ago, a yellow ringed dragonfly laid its eggs in the pond and the larvae must have eaten the poor pond skimmers; but we have been rewarded with more dragonflies. From time to time, I clean out the pond by lowering the water level and reducing the amount of mud in the bottom. One time, I recall seeing this



The appliqué panels for the abutments were made from glass fibre.



A bow string bridge laminate was also made from glass fibre.

The brand new bridge installed over the pond.



The layered approach to the pond planting is similar to Dave's Cottage Garden planting scheme, see *Garden Rail* October 2020 for more details.

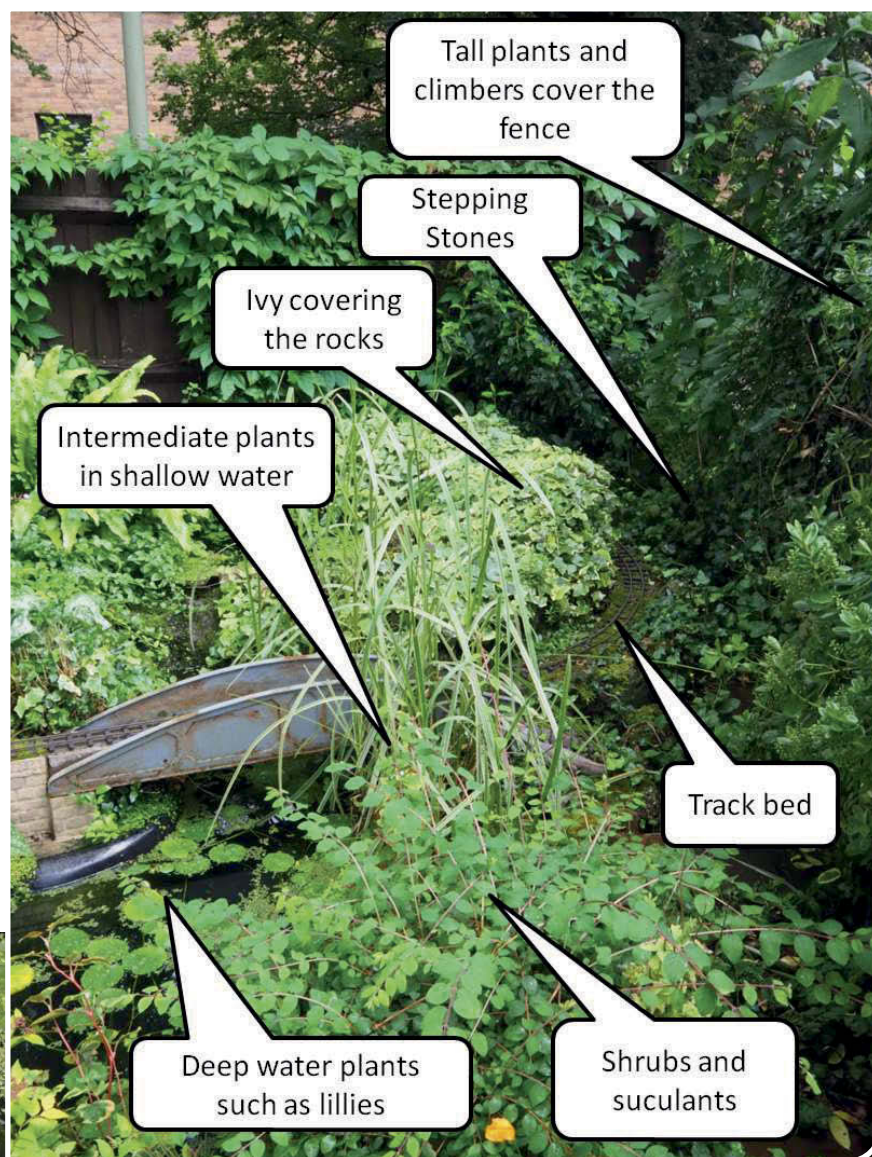
really ugly monster crawl out of the mud, I picked him up and threw him back, it turns out it was a dragonfly nymph. There is also a frog in the pond, who will often splash away from me during any maintenance activity.

Many birds drink in the pond including Jays, Magpies, crows and pigeons. Quite why pigeons should poo in their own drinking water is a mystery.

Every pond should have a harbour. My first effort at a harbour wall was made from pottery. The glaze was supposed to be matt; it wasn't, so the wall came out shiny. Even so, my tiny pond can accommodate a fishing boat (see *Garden Rail* Dec 2020).

It is certainly the bridge over the waterfall that draws the eye to the railway, but that said, the waterfall has almost disappeared in the undergrowth just as a real one would.

As I sit on my rustic park bench outside the Codpiece Inn, I can see across the harbour to Abbernuffawun, and to the little fishing boat bobbing around in the water lilies. I sip at my pint of fine Auld Phagbutt and appreciate the wildlife that can be attracted to this part of my garden and by no more than a large carefully tended puddle. ■



Public enemy Number 1; filament weed which clogs up the pond. Public enemy Number 2 is duck weed. Dave removes both with a kitchen sieve bound to a garden cane.

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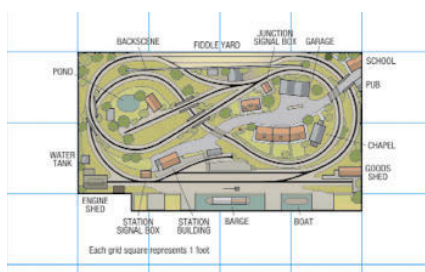


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Quarry Hunslet Review

Rob Golding examines the new steam locomotive from Garden Railway Specialists.

Introduction

To many, the 'Quarry Hunslet' might well be the quintessential narrow gauge steam locomotive. These compact, rugged saddle tanks were originally built for the principal Welsh slate quarries in the mid-19th century by the Hunslet Engine Company of Leeds. Their successful design and popularity are represented in the 36 that survive in preservation, with many now hauling passengers at various 2ft gauge railways around the UK. New build versions add to the number, and this classic locomotive design turned 150 years old in 2020.

Naturally, any popular design of locomotive is desirable in model form, and now, in its 151st year, we can celebrate two live steam models available off-the-shelf. Accucraft recently released a 'large type' version, and now Garden Railway Specialists (GRS) has treated us to a 'small' or 'Alice type'. 16mm scale modellers have never had it so good!

As a life-long fan of these locomotives, I was thrilled to be given the opportunity to play with, and review, three of these new offerings from GRS, which have been produced by Bowande.

First impressions

I received three samples for this review. A cabbed version in lined blue livery, as per 'Britomart' on the Festiniog railway, and a black cab-less version in Penrhyn quarry livery, as per 'Nesta' on display at Bala Lake Railway - both 32mm gauge. Finally, a Dinorwic quarry version in unlined maroon livery - set to 45mm gauge.

Straight out of the box, they look right. The proportions are all correct and, although I have not counted the rivets on each model, a few quick measurements compared to a drawing I have of No.409 'Velinheli' confirmed that the models are true to 16mm scale.

I was concerned that certain compro-

mises would have to be made to produce a 45mm gauge version of such a small prototype for the wider track gauge, making it look odd or just plain wrong. Thankfully, this is not the case. To accommodate the different gauges, the frames are wider apart than is true scale, and therefore the cylinders protrude past the footplate. But, I don't feel this detracts from the overall aesthetics of the model and it is not noticeable anyway. The footplate is the same width on all examples, and the models are the same dimensions other than the gauge and insulated wheels on the 45mm version.

Presentation and mechanics

The paint finish is excellent, and the lining, which I believe is printed on, is crisp and well produced. All these locomotives are presented in their preservation liveries when in their working lives they would be dirty and well-weathered.

There is a wealth of detail on each model, with plenty of rivets, firing tool brackets, lamp irons, dummy Roscoe lubricators, working water tank filler cap and safety valve bonnet all present and well modelled. The front end of the locomotive, the smokebox and the chimney, are very well captured. I have always viewed this area as the loco's 'face' - so it is important to get this right, which it is.

The boiler back head is neat, with all the usual components of a gas-fired locomotive present and correct, including a working water gauge glass. The squat dead-leg lubricator fits nicely in the left front corner of the cab, with the small reversing lever in the other corner. There is a small ½ inch pressure gauge, and the gas valve looks like a brake handle.

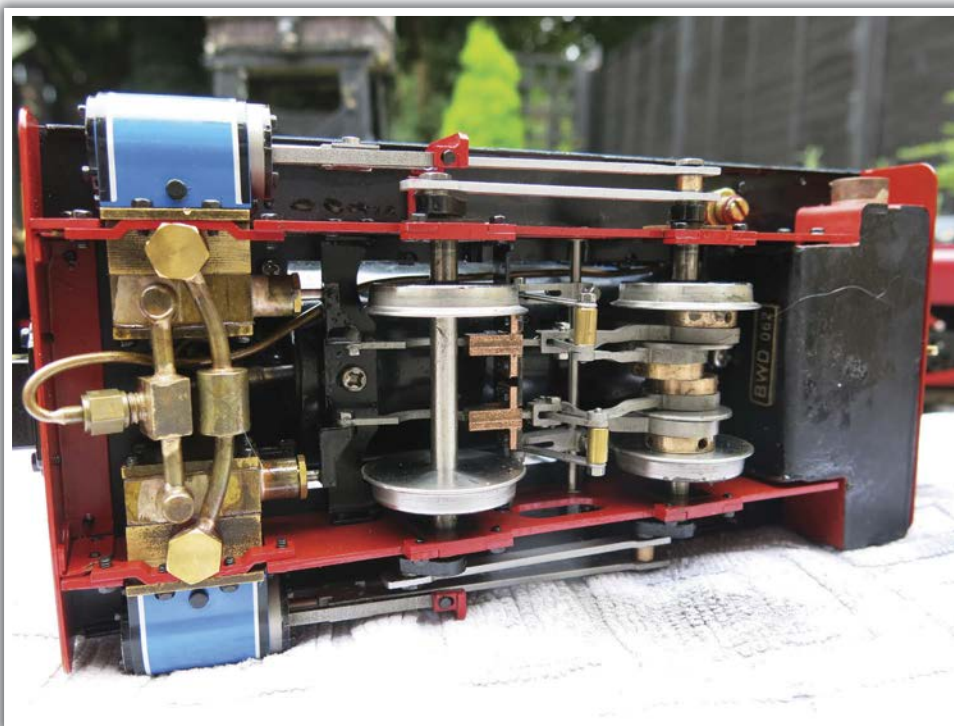
The doors on the rear of the cab on both versions slide open, allowing access to the burner. The upper rear cab back can also be removed on the cabbed version, allowing greater access to the controls.

There were, however, two aspects of the design that I personally didn't like at first. For a start, the chopper couplings are simply too big, although it is an easy job if you wish to change them. I removed the chopper part by un-bolting the 'hook' that holds it in place and then bent up a brass hook to slot through the chopper housing. Much more prototypical and suitable for the link and pin couplings on my stock.

Second, the large gas tank is situated under the cab floor and the gas filler valve has been placed on the side, with a protective cowl around it. This protrudes somewhat and, at first, I found this distracting. This has been done to keep the footplate clear for adding radio control servos and for footplate space to add a driver figure if running manual. I would have preferred the filler valve to be on top of the gas tank - accessed via a turret on the footplate (as per Tony Sant's Finescale version). This means that the loco must be placed on its side to fill and refill the gas tank - not ideal when the loco is still hot. On the flip side, it does mean you can leave the roof on to refill the tank.

In any case, this is a fair compromise in design that I can learn to live with. Should I come to own one of these locomotives, I would make little brass detachable steps to hide the filler valve. Alternatively, some black paint could be used to tone down the protective cowl.

Overall, these locomotives are extremely well-produced, and a look at the underneath reveals the beautifully engineered Stephenson's valve gear (as per the proto-



Looking underneath, you can see the Stephenson's internal valve gear.

type) between the 52mm sprung wheel-base. This really is a work of art.

Steaming up

So, I feel these saddle tanks look the business- but, equally important, how well do they run?

After reading the owner's handbook, preparing each loco for a run was just like prepping any other gas-fired steam locomotive. As already discussed, the gas inlet valve

is on the side, so I used an old towel to protect the loco as I laid it on its side and filled it with butane gas. The valve is self-venting, so once the tank is full, surplus gas hissed back out.

After draining the lubricator of water from a previous run via the small screw on the bottom, I filled it with 460 steam oil, as recommended in the manual. The lubricator cap screws on and off, so a long flat head screwdriver is needed to do this,



I initially opted to run with the cab back removed to improve access to the controls. A RC version is under development, contact GRS for more details.

especially with the cabbed version where access is more limited.

Lastly, water is added to the boiler. I chose to unscrew the filler valve (located by lifting the lid on the saddle tank) and directly fill the boiler completely, and then remove a 30ml using a syringe. However, you could fill the boiler via the water filler valve using a squeeze bottle until the gauge glass reads 3/4 full.

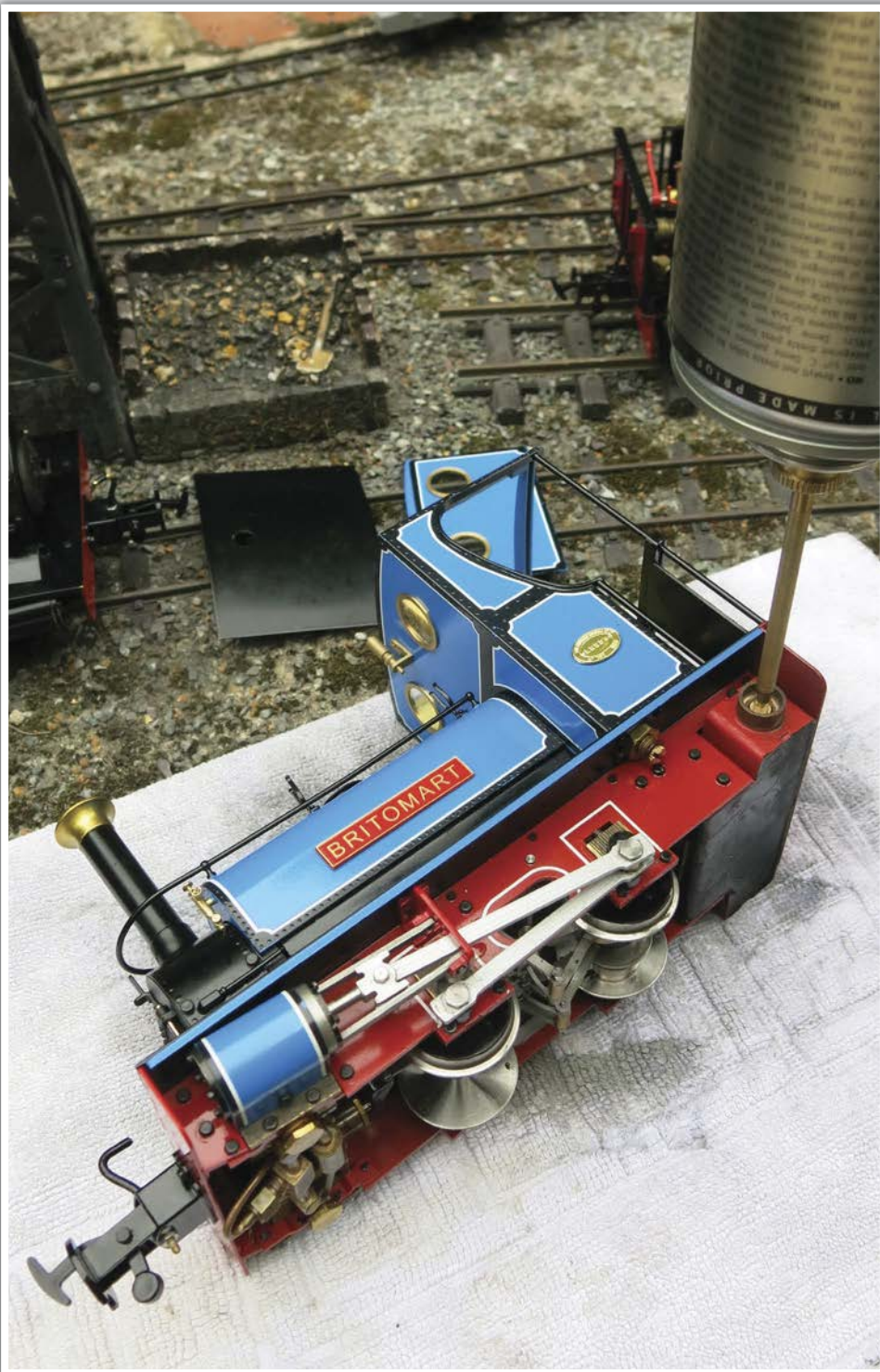
Lighting the poker burner on the locomotive is done via opening the smoke-box door. The gas control valve is very controllable, and by opening it just a crack, the flame popped back down the boiler flue and the burner was lit. I was delighted to find how quiet and efficient the burner was, and with careful adjustment, I managed to turn the gas right down so the sound was only just audible. I had to make sure a few times that the burner was definitely lit.

Steam was raised very quickly (8 to 10mins), with the safety valve blowing off at 40psi. Due to the efficiency of the burner, it is important not to have the gas turned up too high and roaring away. Just a crack open on the gas valve is enough.

With steam raised, wagons attached, and loco in forward gear, it was time to run. I decided to run the cabbed 'Britomart' with the cab back removed at first, to make it easier to reach the cab controls. The reversing lever on the cabbed version is slightly dog-legged, allowing easier access to it within the confines of the cab. Perhaps this could have been made a little longer for better access by human fingers, but an extension to the lever could always be made.

Gently opening the regulator, and we were away. At first, I gave it too much on the regulator, and the loco raced off. Then, after some adjustment, the loco settled down to a scale pace and ran beautifully. The loco's I received for this review were already reasonably well run-in, and my Bayfields Light Railway is reasonably level, but I was impressed with the scale speed I managed to achieve with this little locomotive. Watching it run, any niggles I had about the gas filler valve or large couplings were soon forgotten. It was wonderful to watch and listen to its soft chuffs. It negotiated any gradients and curves with ease and steady speed, its sprung chassis giving it plenty of traction.

The loco's large gas tank meant I had to keep an eye on the water level via the gauge glass. And every so often, I would squirt in some water via the filler valve as I did not want the boiler to run dry. When the supply of gas in the tank is depleted, it was not



The gas tank is filled from the side, lie the locomotive on a towel to avoid damaging the paint.

possible to refill unless the loco is placed on its side. But with such a large tank, I was more than happy with the run time that was achieved. The main track circuit at Bayfields is 20m in length, and with careful gas regulation and regular water top-ups, little 'Britomart' managed 32 minutes of running, 36 laps at a scale speed. Seven laps shy of half a mile!

I was content with hauling trains of small quarry trucks or slate wagons, but should you wish to haul something heavier, then these little locomotives will have no

problem. 'Britomart' hauled my rake of Lynton and Barnstaple bogie wagons with ease!

I spent an enjoyable afternoon running both 'Nesta' and 'Britomart' at Bayfields and then ran the 45mm gauged 'Alice' on my local model engineering club track. All performed as well as each other. As already mentioned, the 45mm gauge version has insulated wheels making it suitable for running on electrified track. It then occurred to me that here is a controllable, prototypical, and affordable small locomotive that

perhaps may convert those running on 45mm or LGB tracks to giving live steam a go.

In conclusion

Having now had 14 years experience with live steam garden railways, I admit I have tended to stay away from the smaller prototypes in 16mm scale due to my pre-conceived notions (or lack of experience) of their performance. I have often found either they run far too fast, badly, or for only very short periods. But over the last few years, I feel small locomotive design and manufacture have turned a corner, with affordable and reliable small prototypes now being produced. I can honestly say I am amazed at what has been achieved here. GRS has produced a well-thought-out, beautifully engineered model of a desirable classic narrow-gauge prototype that simply runs well with careful management. Despite my minor gripes with the gas filler valve and couplings, I would certainly purchase one. This is a locomotive that is entirely suitable for my railway, and I would certainly recommend it to others too. And despite its diminutive size, you get a lot of locomotive for your money!



'Nesta' in Penrhyn quarry livery.

Thank you to Matt and Mark at Garden Railway Specialists for giving me the opportunity to review these locomotives, and to Dave Pinniger and Graham White for their encouragement and input. ■

The 45mm gauge 'Alice'. Although the cylinders protrude from the sides of the footplate, I don't think this affects the look of the model.

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New

16 mm Scale Talyllyn / GVT No 14 / 15 Coach Kit



Due to the release of the Accucraft Dolgach and Talyllyn loco we have designed some more coaches to enhance our existing Talyllyn coaches kit range. All coach kits are ply construction supplied with steel wheels, cast couplings and brass wheel bearings all is included except paint glue and time. Note all coaches can be made with either two buffers or Centre couplings which are supplied.

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Body kits feature half etched lines with major parts supplied pre-folded and roofs rolled for ease of construction.

All kits are supplied with the required fasteners for kit construction, a mix of lost wax brass and white metal castings and laser cut components where required.



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From the works

Trade information on new products for the garden railway modeller...
If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers



THE TRAIN DEPARTMENT

The Train Departmen

Baldwin engine Class 6-10D 0-6-0

This 1/20.3 Class 6-10D 0-6-0 Baldwin engine will be available in both the 1884 Olive Green lined livery and a post-1900 Black livery. It will be available as a tender locomotive, or a saddle tank in either livery.

The Bowande-built model should be the perfect-sized model for the smaller garden railway or for someone looking for one that's easy to manage and transport.

Full CAD profiles and detail drawings were developed from original Baldwin works drawings and used for the development of

the model, streamlining development and ensuring detail accuracy.

General specifications are standard for most of the Bowande line: Slide valve cylinders with a 1/2" bore with a full working Stephenson valve gear for reduced steam consumption. Butane fired ceramic burner in a sealed locomotive firebox needing no draft to run and is silent in operation. The use of brass etchings for bodywork offers a durable and easy to work with model for any user modifications. Fully bushed chassis and rods. High level and attention to detail throughout the model. The fuel tank is mounted in the cab saving the tender for R/C gear.

Standard boiler fittings include a 60psi pop safety valve, sight glass, internal throttle with a dry pipe in the dome and a Goodall valve as standard along with a 1/2" pressure gauge. The lubricator is a dead leg style mounted in the cab for easy access. In the cab is an oversized fuel tank for a long duration runtime, maintained by the Goodall valve and the sight glass.

A production sample is now in hand and under review. Test runs have started and Jay reports that running is very smooth and the model is capable of slow speed runs.

Steam up time to 60psi was just 3.5mins, although it was 80-degrees outside.

The models are currently available for reservation with production starting in the autumn.

Price

GS43-STG Baldwin 6-10D Saddle tank Olive Green 45mm gauge: \$2,350.00

GS43-STB Baldwin 6-10D Saddle tank Black 45mm gauge: \$2,350.00

GS43-TG Baldwin 6-10D Tender engine Olive Green 45mm gauge: \$2,550.00

GS43-TB Baldwin 6-10D Tender engine Black 45mm gauge: \$2,550.00

GS43-Tender Baldwin Tender 2 axle with link and pin coupler: \$425.00



THE TRAIN DEPARTMENT

www.thetraindepartment.com

LGB

G scale WW & F Ry Forney locomotive and coaches

A model of the Forney steam locomotive, road number 9, of the Wiscasset Waterville & Farmington Railway, as it is currently found on the museum railroad in the East of the USA.

Power comes from a Bühler motor and the locomotive has an mfx/DCC decoder with many light and sound functions as well as a digitally-controlled smoke unit.

Length over the couplers: 45 cm / 17-3/4".

Price: €669

Matching coaches are available. The doors can be opened, the car has complete interior details and it rides on metal wheelsets.

Length: 49 cm / 19-1/4".

Price: € 199 each



LGB

Stuttgarter Str. 55-57, D-73033

Göppingen, Germany

www.lgb.com



BACHMANN

G scale "Devious Diesel"

New to the Large Scale "Thomas and Friends" range is this 08 shunter-based character. Produced in two versions as "Devious Diesel" in plain black and "Paxton" in dark green with yellow lines, as with all the Bachmann models, they are track powered and run on 45mm gauge.

To amuse the kids, the eyes swivel as the locomotive moves.

Bachmann UK tells us that the model should be arriving in October/November this year.

US Price: \$299 (RRP)

UK Price: TBC

BACHMANN EUROPE

13 Moat Way, Barwell, Leicester LE9 8EY

www.bachmann.co.uk



IP ENGINEERING

16mm scale Tallyllyn/GVT coach

14 /15 Coach Kit

Rebuilt by the Tallyllyn Railway in 2000, the prototype is now part of the passenger-carrying fleet.

An upgrade to IP's laser cutting facilities promises the kit will require no sanding of joints or cutting, as everything fits together to give a very accurate and crisp piece of rolling stock.

The kit is complete with all castings, axleboxes, buffers and steel wheel sets.

32 and 45mm gauge (please specify when ordering). Insulated wheelsets are available.

Price: £60

IP ENGINEERING

Carousell, Spilsby Road, New Leake,

Lincolnshire, PE22 8JT

www.ipenginnering.com



BOOT LANE WORKS

16mm scale battery mine loco "Joey"

A small battery-powered, mining locomotive kit based on a Microsoft Train Simulator model. The kit is primarily laser-cut acrylic, with 3D-printed parts in filament & resin, and comes complete with a pre-built power chassis (not gauge convertible). Power is from a 3-6volt motor, and 46:1 brass & stainless worm gear reduction, Binnie Engineering 29mm wheels on 1/8" axles, and Delrin chain drive. Available in both 32mm & 45mm gauges. There is adequate room in the battery box for a 3.7V Lipo battery and a Loco Remote Mini B unit if desired.

Boot Lane Works tells us that the kit is reasonably easy to construct and requires glue, paint, basic tools, and batteries to complete. Some of the soldering has already been completed, too. The headlamps are printed in clear resin and suitable for customisation if the modeller wishes to add LEDs for working illumination.

Length (over buffers): 190mm

Width: 70mm

Height (from railhead to headlamp): 70mm

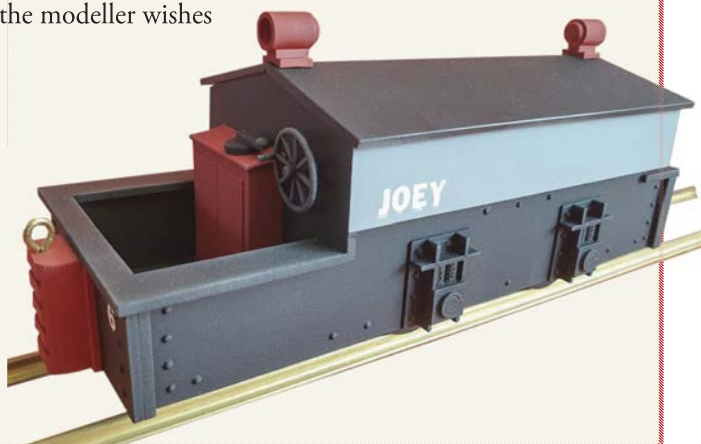
Chassis Wheelbase: 52mm

Price: £75 (including P&P within the UK)

BOOT LANE WORKS

PO Box 785, Broseley, TF7 9FT

www.severnmodels.com



P LINE

16mm scale DHR Steel Bogie Box Van sets

Featuring all brass construction, with chemically blackened gauge adjustable steel wheels, the body boasts actual scale copper rivet work, 'L' channels, working doors and latches and cast/machined brass detailing parts.

Fitted with prototypical DHR milled aluminium 'D' couplers and available in Oxide Red livery.

Length (over bufferbeams): 380mm

Width: 110mm

Height (above rail top) :128mm

Minimum radius: 600mm

Price per set (two vans): USD680 + UPS shipping charges (could attract additional duties and taxes in buyer's country).

P LINE

www.pline.co.in



BOWATERS MODELS

16mm scale freelance coaches

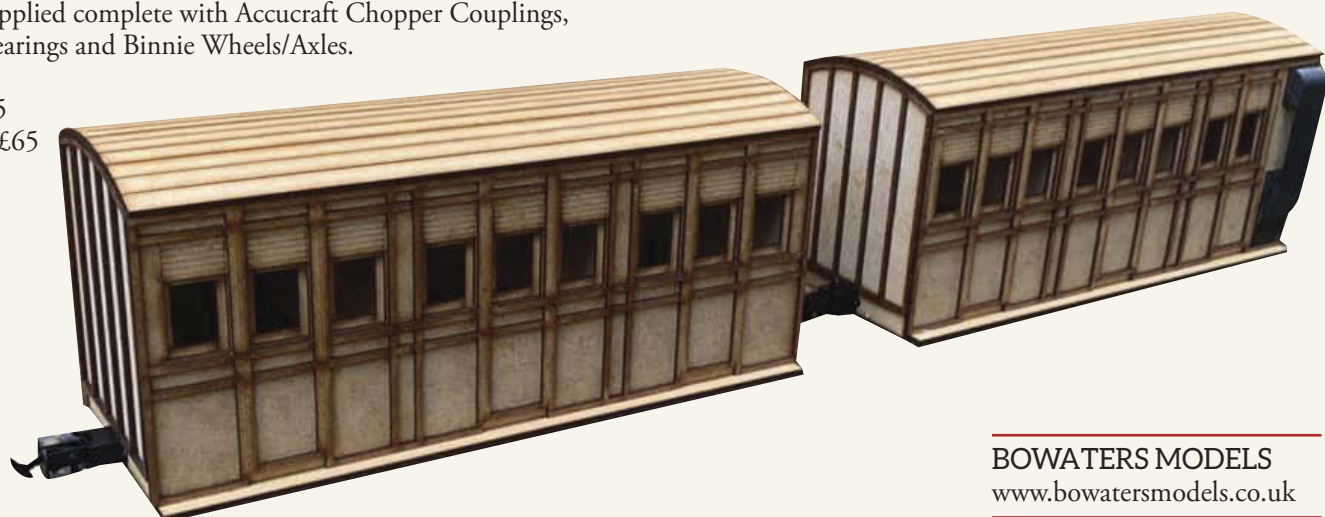
New from Bowaters Models, its first freelance model.

Both four-wheel coaches are available in MDF or Plywood, and are supplied complete with Accucraft Chopper Couplings, HGLW bearings and Binnie Wheels/Axles.

Price

MDF: £55

Plywood: £65



BOWATERS MODELS

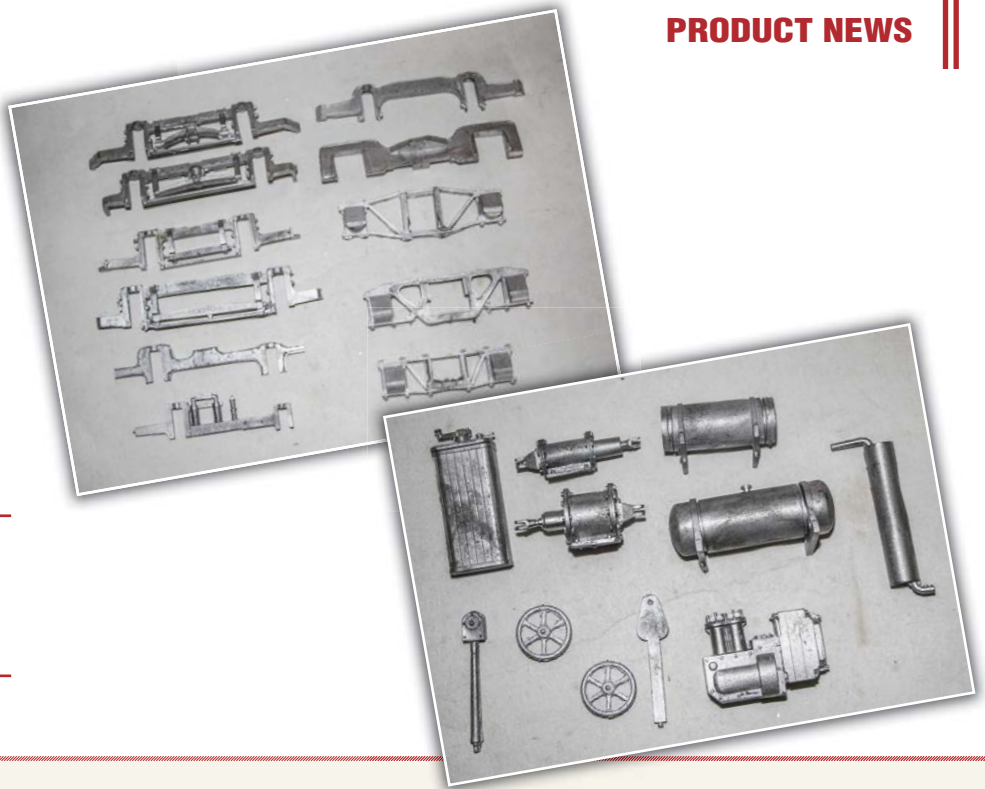
www.bowatersmodels.co.uk

KW TRAMS

G scale Tram parts

A new range of whitemetal casting for those modelling large scale trams – although there will undoubtedly be many other uses for some of these as there are some industrial bogies available.

Prices vary, but a set of bogie parts starts at £25 and there is a range of finials for only £1 each.



KW TRAMS

3 Merlin Gardens, Fareham,
Hants, PO16 8HB
www.kwtrams.co.uk

ACCUCRAFT UK

Update: 'Lawley' 4-4-0

Although the project got knocked back by the pandemic, progress continues to be made with Accucraft UK's forthcoming 'Lawley'. The model is internally gas fired and is gauge adjustable for either 32mm ('0' gauge) or 45mm ('1' gauge) – all the parts for this are supplied with the model. This operation can be undertaken by the owner and only takes a few minutes.

The cab roof lifts up to give access to the water filler. The boiler is fitted with a water gauge, pressure gauge and the gas tank is in a water bath in the tender (which also has a dry space for fitting radio control). The model is fitted with slide valves, functioning Stephenson valve gear and is built from stainless steel, copper and brass.

Revisions during the design stage have included the provision of a single-skinned roof only, sliding cabside louvres, twin lubricators and the decision to produce the headlamps as an after-market accessory.

The images show the final refinements to the design prior to construction commencing. There will be plenty of room in the cab to allow the fitting of radio control. The cabside louvres can be slid far enough back to be removed completely if the operator wishes the locomotive to have a more British appearance.

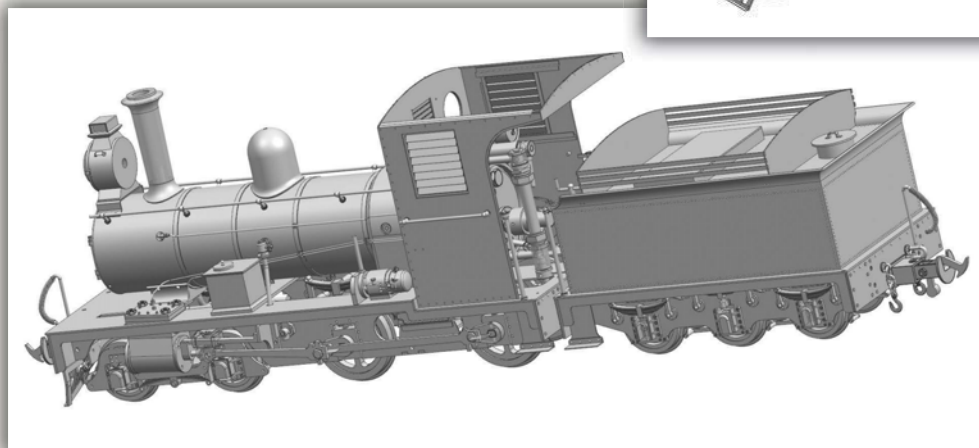
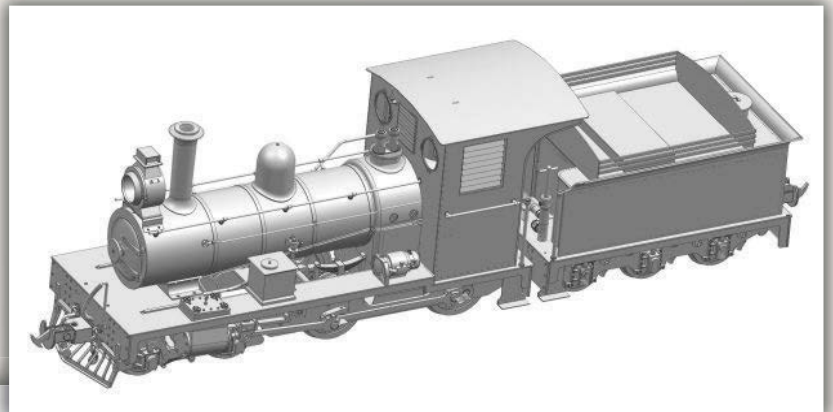
Research has shown that the SAR green livery is close enough to justify using the same colour as that which we applied to the companies Lynton & Barnstaple locomotives and it would not be too great a stretch of the imagination to envisage one of these plying its trade in North Devon!

S19-36A Lawley NG6 4-4-0 – Beira Railway Green

S19-36B Lawley NG6 4-4-0 - SAR Green

S19-36C Lawley NG6 4-4-0 - SAR Black

Estimated UK RRP: £2,950.00 inc. VAT



ACCUCRAFT UK

PO Box 394, Hereford,
Herefordshire, HR1 9QN
www.accucraft.uk.com

DIARY DATES

Date: 11th and 12th December 2021

Event: Steam at Rowington

Venue: Rowington Village Hall, Rowington Green, Warwick, CV35 7BU

Times: 10am - 4.30 pm both days

Admission: £4 Accompanied children under 16 free

Organiser: John Sutton

Additional info: Four garden railway layouts + smaller scale layouts + live road steam display. Nine traders. Refreshments, and free parking

Date: 25th February 2022

Event: Garden Railway Specialists LGB day

Venue: 6 Summerleys Road, Princes Risborough HP27 9DT

Times: 12 - 4pm

Organiser: Garden Railway Specialists

Web: www.grsuk.com

Additional info: Free entrance, but please book in advance. Food and drink will be provided.

Date: 14th May 2022

Event: Llangollen Garden Railway Festival

Venue: Llangollen Royal International Pavilion, LL20 8SW

Times: 10am to 4:30pm

Admission: £7. Accompanied children under 16 free.

Web: www.lgrf.co.uk

In light of current events, please check with the organisers before travelling a significant distance as **Garden Rail** can't be responsible for changes or cancellations. Please be aware that travel restrictions issued by the Government may also impact your journey. To submit an event for publication, please e-mail phil.parker@warnersgroup.co.uk

Date: 25 June 2022

Event: National Garden railway Show

Venue: Peterborough Arena, East of England Showground, Peterborough PE2 6XE

Times: 10am to 5pm

Organiser: The Association of 16mm Narrow Gauge Modellers

Web: www.nationalgardenrailwayshow.org.uk

Date: 14 to 16 July 2022

Event: Garden Railway Specialists 40th birthday

Venue: 6 Summerleys Road, Princes Risborough HP27 9DT

Times: 11 - 4pm

Organiser: Garden Railway Specialists

Web: www.grsuk.com

Additional info: Food and drink will be provided.

Date: 1st and 2nd October 2022

Event: 75 Years Gauge 1 Model Railway Association

Venue: Bicester Heritage Centre

Organiser: G1MRA

Web: www.g1mra.com

Additional info: O Gauge, Gauge 3, G Scale and of course Gauge 1 layouts.

SUBMISSION NOTES

Garden Rail welcomes articles submitted via posted disc, email, Dropbox (or other large file sending systems online). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication are included. Send to: phil.parker@warnersgroup.co.uk or to the contact address on the Contents page.

Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos should be included as part of the submission. You must own copyright to any material submitted and not have submitted it to other publications.

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AXLEGUARDS:

NA1 Tallyllyn Railway, NA2 "Record" Wagon, NA8 W & L Type Wagon, NA22 "Sandy River"
NA26 Simplex Loco, NA27 "Fowler", NA28 GVT Coach, NA34 Simplex, NA38 GVT Wagon

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NA12 Set of four sprung buffers, NA13 Handrail Knobs, NA14 Large Loco Headlight, L & B type
NA15 Coach Door Vents, NA16 Simplex type Radiator, NA17 Louvers, NA20 Radiator – Ford "A" type
NA21 Detailing parts for Simplex locos, NA23 Radiator Panel 48mm x 29mm, NA24 2 Diesel Horns
NA25 Pressed-type Loco Seat, NA29 Headlight, NA30 Cowcatcher, NA31 Coach end steps
NA32 Loco Brake Standard, NA33 Guard's Van Brake Standard, NA35 "Ruston" Radiator Grille
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The range of R/C receivers covers all scales and gauges; from N to SM32, Gauge 1 and beyond with motor currents from 0.5A to 6A. The smallest receiver, suitable for N and 009, measures 9x9.6mm. A selection is shown here.



All Deltang receivers have multiple auxiliary outputs for controlling lights, coupling actuators, sound modules or whatever on-board function your imagination wants to implement.

Batteries

On-board batteries can be NiMH or LiPo for best size/capacity ratio. LiPo cells can be charged in the model and frequently topped up when the loco is resting. Most locos do not need the full 12V – 4V or 8V from 1 or 2 LiPo cells is usually sufficient. For space restricted installations, a single LiPo cell can be used with a small booster to give 9V or 12V.



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Micron provides a complete R/C model rail installation service using Deltang R/C receivers, MyLocoSound modules and supporting components. We can install in most scales/gauges, from N through Gauge 3.

We discuss an installation specification with the customer to see what combination of products and features will best suit their needs and to estimate the installation cost. A firm quotation will be supplied after we examine the loco.

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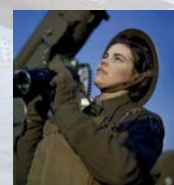
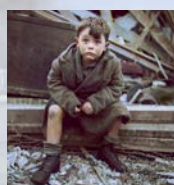
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Readers' Models

To celebrate the return of PDF Models to production, and commemorate Peter Farley, the Editor asked the PDF Models Facebook group for photos of locomotives built from kits from past and present items in the range.



A Skylark in India? It could have happened! With a headlamp from SLR and a livery inspired by the Shantipur railway, "Lovely Peggy" is a stalwart of the Beacon Hill Railway. Peter Farley fettled the motion for me when I got stuck; a typically generous gesture. Needless to say, she runs like a dream.
Richard Bratby



Emily is based on Hunslet Michael. The kit was a joy to put together and is detailed using bits from the scrap box, parts from the usual 16mm suppliers and some homemade 3D prints. The difficulty is deciding when to stop detailing – but don't miss off the rivets! The only significant modification I made was to enlarge the spectacle plates to scale and I think this has given her a good Port Class Hunslet look.
George Henry



The GVT Tram loco was a very simple kit of a much-loved prototype. Trenarren models offered a range of additional detailing parts, which were used to complete the project. A "dolls house" model servants bell was a finishing touch. My iteration is in post-1920 guise, with condensing gear removed. She also features the additional cab weather boarding. Andrew Armstron

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NEW FOR GAUGE 1 - 1:32 GWR 43XX 2-6-0



The GWR 43XX 2-6-0 'Moguls' were a product of Churchward's standardisation policy and owe their origin to the 'family' of locomotives he developed at the beginning of the 20th century. The class was built in a series of batches from 1911 until 1923 with Collett adding further examples (with a side-window cab) between 1925 and 1932. In total 342 of these useful mixed traffic locomotives were built. The class served all over the Great Western system and 11 examples from the 53XX series were sent to France to serve with the Railways Operating Division (ROD) during WW1. During the 1930s class members were withdrawn and their parts used to create the 'Manors' and 'Granges', a process interrupted by WW2 after which British Railways started to scrap the class, the last examples being withdrawn in 1964. Luckily two survived, No. 5322, now at Didcot, and Collett example No. 9303 at the Severn Valley Railway.

The model is to 1:32 scale, gas-fired with a single flue boiler. Built to a similar formula as our very successful 61XX 2-6-2T, the chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender. The model is designed to run round 4' 6" radius curves. We are aware that there were a large number of livery variations among members of the class and will therefore be offering the variants subject to order volume (full details on our website). The model is now in production with an anticipated UK RRP is £2500.00, subject to the usual provisos, and delivery is likely to be during Q4 2021.



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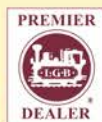
We have been busy having our showroom re-fitted with some smart new cabinets and shelving to house the ever growing stocks of both new and second hand items. As well as larger scale items for the garden we also stock second hand OO/HO and O Gauge. Why not pay us a visit and see for yourselves.



LGB DAY

Friday 25th February 12:00-16:00

Senior personnel from the LGB distributor will be at our premises in Princes Risborough to meet with customers, to get feedback and take orders for the new items due in 2022. With LGB becoming more of a collectors club and so many 'one time only', limited editions in the product line-up, it is becoming vital to keep up to date, so as not to miss out. If you would like to attend please phone to reserve your place as soon as possible, refreshments and light lunch will be provided and all LGB customers are welcome.



40th ANNIVERSARY EVENT

It's our 40th anniversary in 2022 join us for three days of celebration

Thursday 14th - Saturday 16th July

11:00-16:00 on each day

Join us for our 40th Anniversary celebrations. We are planning to hold various events over the three days and invite customers to attend on their preferred day. Refreshments and light lunch will be provided and all customers are welcome.



Please ensure you book your place for both of these events now!

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Monday - Friday 09:00 - 16:00hrs Saturday 10:00 - 16:00hrs