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BRITISH RAILWAY MODELLING

3D PRINTING

BRM

JUNE 2022



ICONIC LINES

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PLUS 13 OTHER EAST COAST LAYOUTS REVISITED



WORLD OF RAILWAYS
TV

4 BONUS ARTICLES

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DAY TRIP TO 'LITTLE
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CARLISLE IN N GAUGE





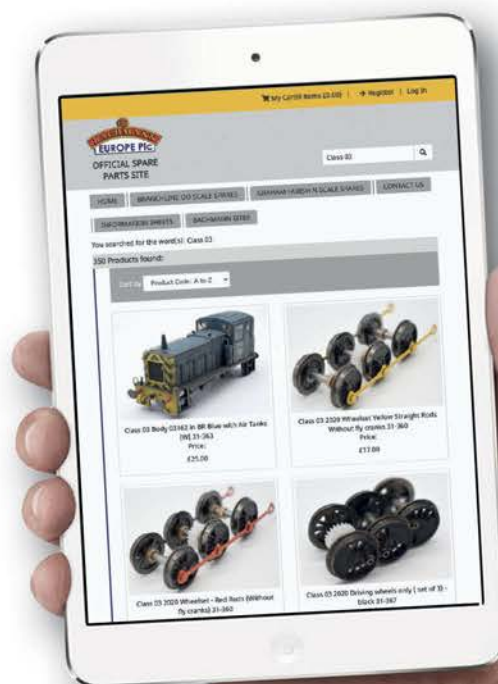
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Here at Bachmann, we understand how frustrating it is when your cherished Bachmann model is out of action due to an accident or lost part. So we were delighted to be able to unveil our dedicated 'Bachmann Spares' website!

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WORLD OF RAILWAYS

TV

LAYOUT

Operating 'Little Bytham'

Tony Wright shows Howard Smith around the controls of his OO gauge 'layout of a lifetime'.

WATCH THE VIDEO HERE

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



PLAY

INTERVIEW

Rails of Sheffield interview

Phil Parker talks to John Barber about the newly opened shop - and ambitious plans for the future.



PLAY

PRACTICAL

Operating an Inglenook layout

Phil Parker demonstrates how he uses a little layout as a fun shunting puzzle.



PLAY

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BRM

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R8075	RH Curved Point.....	£18.85
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31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
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31-128	BR ROD Weathered.....	£105.45
31-136DC	D11/2.....	£115.90
31-628DC	Class 3F BR weathered.....	£93.20
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31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
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31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-003A	Robinson LNER.....	£110.45
31-004A	Robinson BR Early.....	£118.95
31-481	G2A BR Early.....	£114.70
31-119	BR Class 4MT Black.....	£135.95
32-279A	LNER Class K3 Black.....	£118.95
31-614	BR Late V3.....	£110.45
32-575A	LMS 4MT.....	£114.70
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32-176	BR Crab.....	£123.20
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35-527	CI 121 Network Southeast.....	£131.70
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The Class 92 is a dual-voltage electric locomotive capable of running on 25kV AC from overhead lines via pantograph, or 750V DC from a third rail. It was designed specifically for operation through the Channel Tunnel between Britain and France. Since then, they have spread their wings, operating across the electrified sections of the national network and even to Eastern Europe.

We are producing a range of these elegant locomotives in OO/4mm scale, spanning the locomotives' lifespan to date, including the latest Caledonian Sleeper colour scheme, for which we are also manufacturing the new Caledonian Mk5 Coaches.

Models will feature dual motorised pantographs, a wealth of separate detail, running on a heavy die-cast metal chassis, powerbank capacitors, with availability in both DC/DCC Ready and DCC Sound Fitted formats, the latter including a twin speaker set up including an EM1 style 'Accurathrash' speaker, and ESU Loksound 5 digital decoder.

Due Q3 2022, our locomotives will be available and ready to perform from Q3 2022. Pre-order direct from Accurascale's website today www.accurascale.co.uk



The Class 92s to be released are:

92 001 EWS, Victor Hugo
92 003 Railfreight, Beethoven
92 009 DB Schenker, Marco Polo
92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

Retailer commissioned locomotives will also be available. These are; **92 015**, **92 017** and **92 023**.

1:76/4mm scale, OO gauge

Available Q3 2022

£179.00 DC/DCC ready, £279.00 DCC sound



FOOTPLATES & FIRE

The new Hornby A1 and A3 locomotives are now fitted with a solid diecast footplate and flickering firebox. The diecast footplate adds additional weight over the driving wheels and therefore increases the locomotive's pulling power, while the flickering firebox adds that extra piece of authentic realism to an already stunning model.



IN STOCK AND AVAILABLE NOW



R30087 LNER A3 Class No. 45 'Lemberg' (diecast footplate and flickering firebox) - Era 3

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION



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Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION



R3989 LNER A1 Class No. 2564 'Knight of Thistle' (diecast footplate and flickering firebox) - Era 3

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION



R3991 BR A3 Class 4-6-2, No. 60103 'Flying Scotsman' (diecast footplate and flickering firebox) - Era 4

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION

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For more information please visit your local Hornby stockist or go to www.hornby.com

Welcome to June

As will be immediately-apparent, this is very much an LNER-themed issue (though not exclusively). Not just the LNER but its predecessors and successors as well, such is the popularity of this system on the 'dry-side', though the LNER reached as far west as North Wales.

Some fantastic layouts are on display in this issue, including, of course, 'Grantham' by Graham Nicholas, a large and wonderfully-detailed tribute to the pride and pre-war optimism of the LNER at arguably its peak. We've been lucky to feature many layouts depicting the LNER/BR/ER/NER/ScR over the years, all of them built to a great standard. Some of these layouts feature in our LNER round-up on page 46 and thankfully, with the return of exhibitions, some can also be seen 'in the flesh' to both inspire and delight at one of the many shows on offer around the country over the coming months.

It's not only the layouts that have an LNER feel in this issue. Wartime modeller, Chris Mead, shares the steps taken to 3D print his Mobile Electrical Sub-station sets

of the LNER, Andy Sparkes offers a guide to sourcing period-correct rolling stock for popular ECML passenger trains of the 1950s, and Ian Lamb recalls memories of a vast power depot at the gates to Edinburgh.

Not forgetting our readers who favour other iconic railway companies, this issue also features the wonderfully-scenic 'Little Salkeld'. Strongly influenced by the Lake District and the Settle & Carlisle line, the picturesque scene created by Paul Moss celebrates the final years of steam. Also inside this issue is a comprehensive guide to locomotive lamps, how to construct a low-relief building, the BRM guide to glue, plus top tips on refurbishing a layout.

Model manufacturers have been busy over recent weeks, too, with plenty of exciting new models planned to appear over the coming months (see our news round-up on pages 100-105), plus a few already arriving on UK shores, like the new HYA/IIA hopper wagons from Accurascale and the new SECR open wagons from Rapido Trains – both reviewed in this issue.

Things are looking very good for future LNER-themed RTR products, too. Tony Wright is assisting Hornby with its forthcoming 'Coronation' streamlined train, plus two other RTR manufacturers with future locomotive and rolling stock projects related to the LNER and its successors.

Such is the current 'Cornucopia' of RTR/RTP wonderment, that building convincing models of locations using out-of-the-box items has never been easier. Regarding the future, no doubt we'll see the fruits of RTR/RTP 'riches' in forthcoming issues of BRM, though some hands-on 'modelling' will still be required, as it should be. With that in mind, Happy Modelling!

Unfortunately, the price of the latest issue of BRM has gone up slightly. We too have felt the pinch, with paper, postage and printing costs all rising significantly. Our subscription costs will increase slightly too, but not until May 31, so now could be the time to consider taking out a subscription, especially with our three issues for £5 introductory offer.

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N CODE PN189

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N CODE PN181

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BUILDING SHEETS



00/MOO51 N/PN903
COBBLESTONES



00/MOO52
DRESSED GRIT-STONE



00/MOO53
BLUE BRICK



00/MOO54 N/PN900
RED BRICK



00/MOO55 N/PN903
PAVING SHEETS



MOO56 - 00 & N
TARMAC



00/MOO57 N/PN901
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00/MOO58 N/PN902
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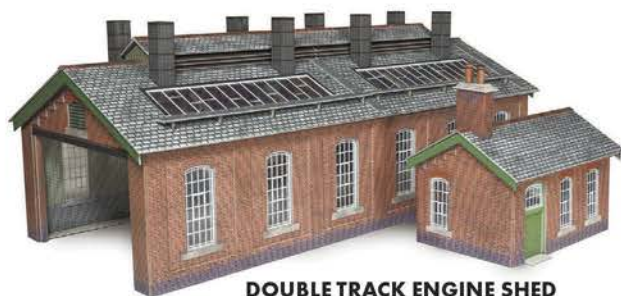
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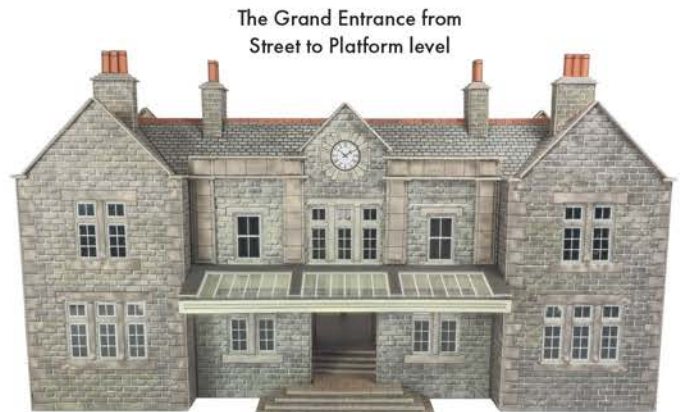
PARCELS OFFICE & WAITING ROOM
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Parcels Office View
from rail side



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add to the detail of
each kit.



The Grand Entrance from
Street to Platform level

MAINLINE BOOKING HALL
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Rear view of Mainline Booking Hall



WALLED BACKED CANOPY
00 CODE PO341
N CODE PN941



ISLAND PLATFORM BUILDING
00 CODE PO322 / N CODE PN922



PLATFORM CANOPY
00 CODE PO340
N CODE PN940

Image below shows the view from rail side
with Mainline Booking Hall, Walled Canopy
and the Platform Island Building



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NOT JUST WEATHERING

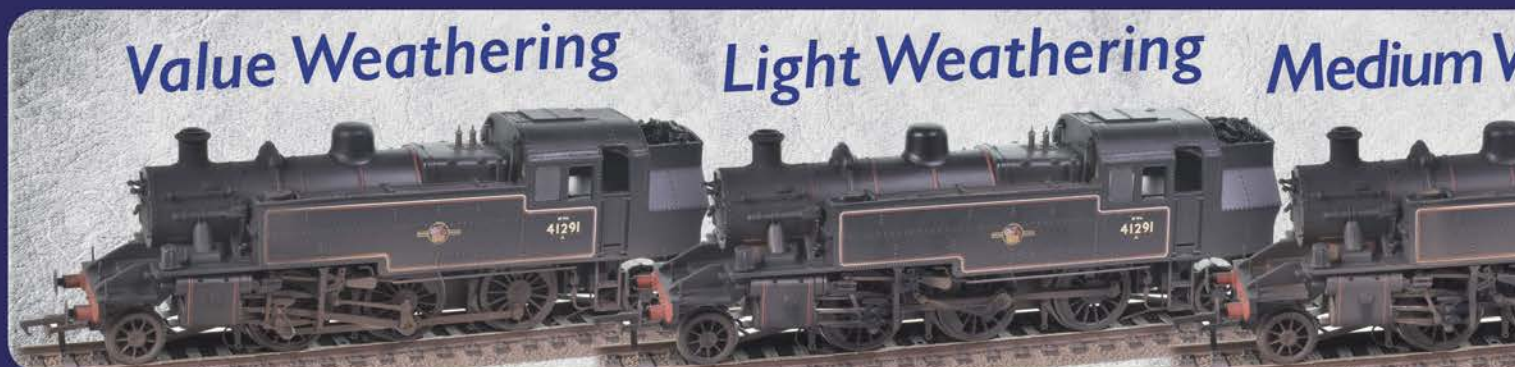


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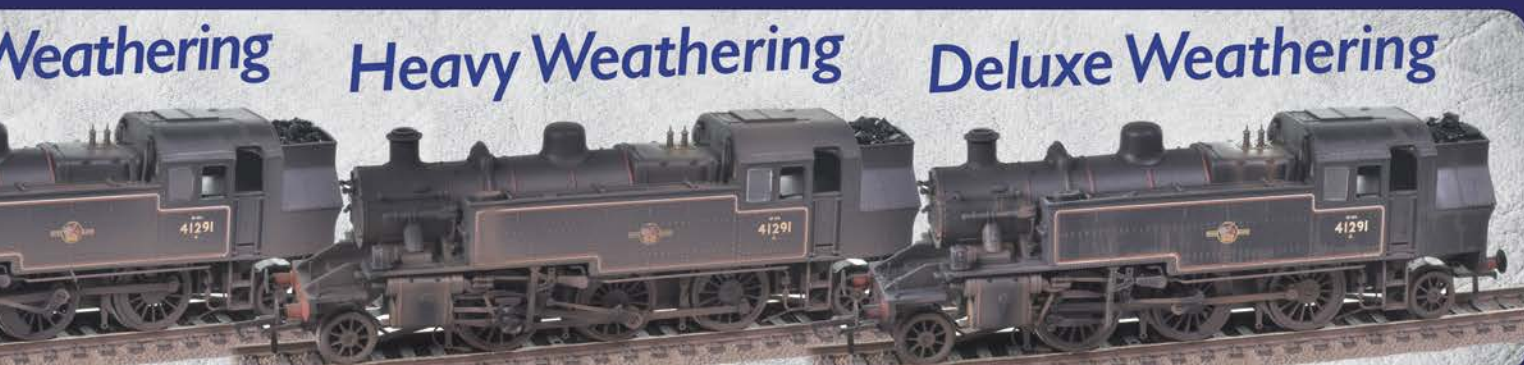


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L&MR 'Lion' 0-4-2
Stage: Engineering Sample Due: 2023
Price: from £152.96 Digital: NEXT-18
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Hawthorn Leslie 0-4-0ST
Stage: CADs Due: Q2 2023
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Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
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Class 78xx 'Manor' 4-6-0
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Class 37/0, 37/4 & 37/6
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Stage: Painted Samples Due: Late 2022
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BR NBL Prototype 10800
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OO Gauge Multiple Units



Class 104 DMU
Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin
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OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022
Price: from £30 Digital: 18-pin
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BR Mk2B Coaches
Stage: Deco Samples Due: Q4 2022
Price: £59.95 each Digital: Yes
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GWR 'Toplight City' Coaches
Stage: Engineering Samples Due: 2023
Price: £51 each Digital: 6-pin
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Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
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SECR 10t Goods Van
Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A
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VIX Ferry Vans
Stage: Engineering Samples Due: 2022
Price: £39.06 each Digital: N/A
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MHA 'Coalfish' Wagons
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Price: £74.95 (3-pack) Digital: N/A
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N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos



Class 28 Co-Bo
Stage: Early sample Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
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Class 59
Stage: Engineering Samples Due: Q4 2022
Price: from £136 Digital: NEXT-18
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N Gauge Wagons



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

O Gauge Steam Locos



Class J94 Austerity 0-6-0ST
Stage: CADs Due: 2023
Price: from £212.50 Digital: 21-pin
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Class 26
Stage: Deco Samples Due: Q2 2022
Price: from £509.15 Digital: ESU XL
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Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljan37



Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic



Class 56
Stage: Deco Samples Due: Q2 2022
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56



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



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

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar



Class 117 2/3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q2 2022
Price: from £96.77 Digital: Yes TBC
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Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
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Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
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00 Gauge (1:76 Scale)

Steam locos



H4-AB14-006 Andrew Barclay 0-4-OST 14" 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99) **BARGAIN**...£84



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



R3541 Class O6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £194.99) **BARGAIN**...£114



R3702 Class W4 Peckett 0-4-OST "Daphne" in Tytherington Stone Co. purple (Hor) ...£115



R3703 Class W4 Peckett 0-4-OST No.8 "Bear" in light blue (Hor) ...£115



H4-P-013 SECR P Class 0-6-OT 5027 in ROD green (Hat) (RRP £99) **BARGAIN**...£84



H4-P-014 SECR P Class 0-6-OT 5753 ROD green (Hat) (RRP £99) **BARGAIN**...£84

Diesel locos



R30084 0-6-0 "Sentinel" diesel shunter 3001 in Manchester Ship Canal blue (Hor) NEW **BARGAIN**...£98.50



R30083 0-6-0 Sentinel diesel shunter 30 in Port of Harland Authority blue (Hor) NEW **BARGAIN**...£98.50



R30085 0-6-0 "Sentinel" diesel shunter 57 "Stanton" in NCB green (Hor) NEW **BARGAIN**...£98.50



R3899 Class 08 shunter 08715 in BR Stratford depot orange Cockney Sparrow emblem (Hor) ...£167

Electric locos



R3751 Class 87 87002 "Royal Sovereign" in Caledonian Sleeper (Hor) (RRP £206.99) **BARGAIN**...£119

Train sets - analogue



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

Coaches



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



R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**...£23



R4447B ex-LMS Period III FK first corridor M1047M in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**...£25



R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (Hor) (RRP £58.49) **BARGAIN**...£29



R4843 Period III 50" passenger brake 31010 in LMS crimson lake (Hor) (RRP £60.49) **BARGAIN**...£25

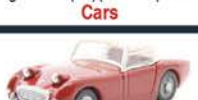
Wagons



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



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



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76RE001 Riley Elf MkII Arianca Beige/Pale Ivory (Oxf) NEW **BARGAIN**...£50

Commercial vehicles



76CUS002 Ford Transit Custom White (Oxf) NEW...£6.50



76SRH001 Scania R Series Highline Box Trailer in Eddie Stobart (Oxf) NEW...£24.50



76SNG005 Scania S Series Highline Box Trailer - "Stobart NHS" (Oxf) ...£24.50

Motorcycles & Scooters



76SC002 Scooter and Trailer - Union Jack (Oxf) NEW...£8

N Gauge

Steam locos



2S-013-007 Class 9F 2-10-0 92051 in BR black early emblem (Dap) ...£114.75



2S-013-008 Class 9F 2-10-0 92214 BR lined green late crest - as preserved (Dap) ...£114.75



2S-002-009 Class V "Schools" 4-4-0 924 "Haileybury" in SR olive green (Dap) ...£127.52

DMUs



2D-021-005 Class 156 "Super Sprinter" 156461 in Northern Rail Ravensglass and Eskdale Railway branding (Dap) ...£127.52



2D-021-004 Class 156 "Super Sprinter" 156509 in Northern Rail Ravensglass and Eskdale Railway branding - Digital fitted (Dap) ...£162.71

Bi-Modal Multiple Units



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

O Gauge (1:43 Scale)

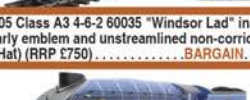
Steam locos



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



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



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



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



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

Diesel locos



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



4860 Class 47 in BR blue (1980s) - unnumbered (Hel) £594.15



4039 Class 50 50033 "Glorious" in revised Network SouthEast dark blue (Hel) ...£594.15



7D-009-003 Class 121 "Bubble Car" single car DMU W55029 in BR blue and grey (Dap) ...£263.05

Coaches



7P-001-301 Mk1 CK composite corridor E15140 in BR crimson and cream (Dap) ...£175.07



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DAPOL OO

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GRANTHAM

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GRANTHAM

We revisit Graham Nicholas' project, which portrays the pride and pre-war optimism of the LNER. With a little help, here's how he succeeded...

Words: Graham Nicholas **Photography:** Tony Wright & Graham Nicholas



The doyen of the LNER Streamliner trains, 'The Silver Jubilee' bears down on Grantham station at 19.00, with No.2509 *Silver Link* herself in charge. The contrasts of the era is all too apparent with the presence of the former GNR 4-4-2T (LNER C12), which would go on to give a further 20 years' service at the station. As if the station nameboard wasn't clear enough, the distinctive Lee & Grinling warehouse identifies the location.

Thursday, June 30, 1938, was a high-profile day for the LNER. Its ever enterprising publicity department put together an imaginative way of launching the new 'Flying Scotsman' coaching stock due to enter service the following week by resurrecting iconic GNR Stirling 'Single' No. 1 and assembling a rake of ancient six-wheeled stock to recreate the train from 50 years previously to highlight progress.

Three days later, this time under a cloak of secrecy, A4 'pacific' No. 4468 *Mallard* hurtled down Stoke Bank to attain an unprecedented speed of 126mph – a record for steam traction that stands to this day.

Within a breathless week, the LNER had both wowed the railway press and stunned the world at large with its engineering achievements. It is this pinnacle of a remarkable era of railway history that we have sought to recreate with 'Grantham the Streamliner Years'.

Resumé

The layout last appeared in the pages of this magazine in March 2014 and much required

to be done at that stage. Eight years and more than a dozen exhibition appearances later, 'Grantham' is now finished, or at least as finished as it's ever going to be. There has been one last 'final push' to get the layout ready for the Festival of British Railway Modelling, where Tony Wright (de facto official photographer for the project) took the majority of the photographs that accompany this article.

Although I've undertaken a lot of the layout construction work myself, I'll be the first to acknowledge that it has ultimately been a team effort. Joining RMweb and starting a layout thread proved to be one of the best things I did – through this link I met a remarkable group of like-minded modellers who have become key members of 'Team Grantham'. Each has made their own unique contribution to the layout, which I hope to give due credit for in the following.

The trackplan for the layout is based on the pre-war track layout at Grantham station and its derivation was described in the previous (2014) article. Despite the apparent complexity of the trackplan,

it was an early decision to make use of the Peco Streamline Code 100 trackwork system (partly for exhibition robustness). Most of the formations are straightforward combinations of standard Peco pointwork and only one item had to be handmade.

Notwithstanding, the full layout occupies a hefty 33ft by 17ft footprint. Fortunately, a significant 2012 house move resulted in the acquisition of a former Methodist chapel and school house. With the latter providing comfortable living accommodation, the chapel has become my 'man den' where the layout has been set up in between show commitments to enable it to be worked on – a key factor in its ultimate completion.

Permanent way matters

I love tracklaying! If only it were an Olympic sport... For me, the overall layout and configuration of the trackwork is absolutely key to defining a railway location and era, companies often having a house style or penchant for particular features. I was determined to capture this when it came to tracklaying. Two aspects are worthy of note.

Rolling schedule

I've always been interested in the operational side of railways – both in full size and model form. The principal reason for choosing Grantham as a prototype to be modelled was its operational interest as a key staging post on the East Coast Main Line in the classic steam era. In its heyday, it had sizeable goods yards either side of the line south of the station, was a notable junction station where main line trains made connections with local trains from Lincoln, Boston, Nottingham/Derby and Leicester and – best of all – was a strategic locomotive change location for the long-distance expresses. Grantham's top link men 'signed the road' south to London and north to York, and Grantham was the ideal mid-way point for a comfortable day return trip in either direction. The shed enjoyed a proud reputation for good running for many generations of both men and locomotive types.

'Grantham the Streamliner Years' thus attempts to depict all these operations in a rolling schedule that takes the viewer through a representative 'day in the life' of the location set in the era 1935 to 1939. Yes, that's right – the more obvious BR steam era has been eschewed for the added challenge of recreating the pre-war scene, when Gresley's magnificent Pacific locomotives were still very much in their prime. It transpired that all the key rolling stock contributors modelled this era and the rest just fell naturally into place. It's a decision I have not regretted for one moment.



“ Steam age trackwork was maintained in a very distinct manner as is apparent through the study of pictures of the time – quite different from today’s largely automated approach. ”



Perhaps better known by its BR alter ego of 60059, when originally outshopped as a Gresley A1 in 1925, No. 2558 *Tracery* was allocated to Grantham shed, staying until 1938. All images of the locomotive in our era appears to show it kept in beautiful condition, an indication of the high esteem in which the locomotive held the Gresley thoroughbreds. This image is inspired by a Gordon Hepburn photograph of the locomotive setting out from Grantham in the early evening, overseen by the distinctive tall, double-acting GNR somersault signal (replaced by a nondescript colour light signal in 1943). To the locomotive's left can be glimpsed our depiction of the long lost east-side bay platform, as it might have appeared in the pre-war era.

Firstly, the main double track running lines have been laid at standard (for the prototype) 11ft 2in track centres, which scales out at 45mm rather than the more usual 50mm track centres for OO gauge. This involves modifying the points where they are paired up within the double track formation – in most cases, this involves a pair of single slips to create a trailing crossover, a classic formation from the steam era. By cutting away a short length of wing rail and corresponding sleeper ends on each, the necessary reduction in spacing can be achieved. By contrast, relief running lines either side of the core double track require the gap to increase to create the so-called 10ft, which results in 61mm track centres – this involves adding a short length of plain track (typically five or six sleepers in length) between the points. For me, this additional work is well worth the effort.

Secondly, for the main curve at the north end of the station, some of the points have been modified to maintain the smooth alignment through the curve by cutting away selective parts of the underneath webbing between sleepers. The curve was purposely set out on a gentle (by model railway standards) 6ft radius so it only requires a small amount of adjustment of the points. The resultant effect of the trains sweeping gracefully round the curve is most satisfying.

The other element associated with the Peco trackwork system is the use of Peco foam ballast inlay on the principal running lines, namely the double track East Coast Main Line and the double track Nottingham lines, branching off at North Junction. The centre gap between the individual ballast inlays is filled in level, as it would have been in practice. The use of the foam ballast may surprise some, but it often comes as an equal surprise for those leaning on the barriers at an exhibition to learn that it's foam ballast. They also comment on how smooth and quiet the running is and the two very much go hand in hand. One thing I always emphasise is the principle of 'spray before you lay', this helps to disguise and thus blend in the foam ballast – I do also have a theory that the spray coating protects the foam from the well-known degradation problem. The earliest lengths were laid in 2007, with no sign of problems to date.

Other passenger/relief running lines are ballasted using Gaugemaster GM118 N gauge granite ballast, with the rest (goods lines and sidings) treated with a cinders and earth mix, meant to represent ash ballast.



The southbound 'Coronation' sweeps round the Grantham North curve. In model form, the train is turning through a full 90 degrees, whereas the real curve at Grantham probably alters the course of the ECML by less than 10 degrees – such is the compromise of railway modelling. The locomotive is astride a standard Peco single slip, which has had sufficient curve introduced in it to maintain the flow round the curve.

This mixture of three levels of ballast helps accentuate the well-maintained lines for higher speed running against the slower, goods lines.

But, that left a lot of track to be ballasted in the more traditional manner. Take a bow Barry 'the ballastmeister' Oliver, who seemed to develop a peculiar fondness for this most tedious of activities, undertaking many a day visit to gradually plug away to get it all done. My grateful thanks.

In summary, steam age trackwork was maintained in a very distinct manner as is apparent through the study of photographs of the time – quite different from today's largely automated approach. I hope we have managed to go some way to replicate this distinctive 'look', while making good use of a proprietary trackwork system.

Command and control

In terms of how the layout is presented at exhibitions, I often refer to it being like a theatre production: the fiddle yard is the wings, with the actors and props preparing for the next scene. Out front, the 'day in the life' presentation moves along effortlessly in front of the viewing public... but even now, I can see members of the operating team rolling around on the floor clutching their sides in helpless laughter as I say that. Nonetheless, that is what we strive for and the control system for the layout is designed accordingly.

In its heyday, overseeing all the varied activity at Grantham were three signal boxes: Grantham South, Yard Box and Grantham North. In order to present things as prototypically as possible, this has



Large boilered ex-GNR Atlantics were still part of the scene at Grantham in the 1930s. Here, Jonathan's No. 3275 is 'standing pilot' in the southbound locomotive change siding, adjacent to Yard Box. Locomotive changes are very much a part of the presentation at exhibitions, Kadee couplings and hidden electromagnets being used for a (hopefully) 'hands off' operation.



This aerial-like view summarises well the approach to trackwork on the layout. The southbound van train is on the main ECML formation, laid on Peco foam underlay, blended in to depict neat, well-maintained higher speed running lines. The rest of the tracks are as described in the text, deliberately ballasted differently to depict their relative importance. The telegraph pole run is a fairly recent addition; all were impressively tall to clear the roofs of the various industrial and railway buildings.

been replicated in the configuration of the control positions for the layout. So, we have an operator at North Box, Yard Box and South Box, together with a 'front of house' operating position for the locomotive depot, which serves a real purpose, locomotives coming on and off shed for their allocated workings.

North and Yard have double Gaugemaster controllers; South and Depot have a single controller. In theory, therefore, six different locomotives/trains can be moving on the public (viewing) side at any one time. That's quite unlikely, but it's not unknown for four or even five simultaneous movements to be happening at once.

An intrinsic part of the layout control system is the configuration of the electrical track sections such that they correspond with the 'absolute block' sections between the relevant signals – each has a master section switch accordingly. That way, the logic of the control system corresponds to the traditional method of signalling trains safely through and around the depicted station area.

Much of the wiring is centred around

the points and signals in terms of their corresponding control logic such that they work as if controlled by an absolute block signalling installation. I'll be the first to admit that I find layout wiring a somewhat tedious task, so it was effectively tackled in bitesize chunks. As each signal, or group

of signals was constructed, the necessary wiring and control logic was figured out and that part of the control system installed. With a modicum of planning ahead, subsequent wiring could build on that already installed.

The hub of the control system is the main



A seemingly eclectic yet apparently typical cluster of locomotives, surround the so-called 'Old shed' building. Smaller C12, K2 and D2 types are from the former GNR era, while a newer Gresley A1 No. 2548 *Galtee More* (beautifully weathered by Tom Foster) moves forward into one of the designated shed departure positions. Photographs of this shed building in its complete state are somewhat scarce as it was little more than a roofless shell by the BR period.

control panel behind the station (dubbed 'the mighty Wurlitzer'), which contains the control positions for both Yard and North box. Each has a lever frame, purposely on view to the public. When I say 'lever frame', these are in fact a series of Peco passing contact levers, arranged in blocks of six to look like a lever frame.

Electrical interlocking

Unseen by the public, deep in the heart of the control panel is a sizeable bank of relay panels (four double relays to each from Heathcote electronics) and these look after four aspects of how the layout is operated as viewed by the public.

- Switching and connecting together track sections – this greatly reduces

the number of track section switches required on the panel

- Electrical interlocking of points and signals
- Selection of correct signal arm to raise/lower whenever two or three signal arms are gathered together as a junction signal. Just one lever is required and the logic works out, from the lie of the associated points, which arm to raise
- Automatic operation of distant (yellow) arms – 'auto distants' in my parlance. The relays deal with the logic of only firing the corresponding distant motor when all associated stop (red) arms are clear (and similarly returning to danger accordingly)

Via such deception and skulduggery, the

number of levers required is greatly reduced. The real North box had well over 100 levers; on the layout, there are only 30.

This aspect of the layout is one where my long-time railway friend and fellow modeller, Andrew Burchell, has latterly been a great help. He keeps having a friendly go at me for the crass way in which certain aspects were wired up in the first place (often true!), undertaking certain tweaks and improvements where he can. An example is the addition of a five second delay timer to each of the distant signals such that what the public sees is the stop arm pulled off, followed by a slight pause before the distant goes 'off' – just as you would if observing the real thing.

Overall, the whole thing has proved

There are probably more steam age photographs of this viewpoint at Grantham than any other. It probably had a lot to do with the angle of the sun, but the juxtaposition of the classic GNR bracket signal and the adjacent Yard Box made it such an irresistible scene for countless photographers. To me, this is what prototype modelling is all about. King's Cross allocated A4 No. 4467 *Wild Swan*, a standard Hornby product but with extra front end details added, takes centre stage.



remarkably resilient to the rough and tumble of exhibition life, especially given the complexity of what we try and do with the various operational moves. The ethos is that, from the front, public viewing point, the signals work in correct correspondence with the points and really do signal the trains movements through and around the station area in the prototype manner. It also does the job of the real thing in terms of reducing the likelihood of trains colliding into each other – very useful when many of these are the product of many hours careful work by the builder!

Upper and lower quadrant

Like many, my signal modelling journey began with the classic Ratio plastic kits

– with inevitable limited success at getting them to work reliably for anything with a degree of complexity. I then tried making one out of MSE metal parts – and have never looked back. The greater precision and the feeling of solidity was overwhelming.

Each of Grantham's signals was carefully researched for its physical appearance and operational role within the layout control system. As we were in the pre-war era, all signals were of the semaphore type. However, some featured lower-quadrant arms (in the GNR somersault style), while others had been converted to the LNER standard upper-quadrant style. Delightfully, this all seemed to have happened in a piecemeal manner as opposed to any systematic re-signalling programme.

Furthermore, lattice post signals existed cheek-by-jowl with wooden post types, with a few concrete posts thrown in for good measure – I love variety like that and the lack of coherent style seemed rather symptomatic of the LNER's harsh financial situation at the time.

Each signal was built from the appropriate parts within the extensive former MSE range, now happily part of Andrew Hartshorne's Wizard Models' operation. Andrew got quite used to me turning up at a show, with a picture or two to hand and then fishing out the requisite parts.

For some obscure reason, I quite like fiddly mechanisms; thus it was that I tackled my first somersault signal with a sense of anticipation. With one additional moving

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joint and linkage (arm to spectacle plate), I considered it not to be any more technically difficult, just that it took a little longer overall. Once complete, the effect is very satisfying. Thus emboldened, I was happy to take on any of the other signals – the more elaborate the better! Particular favourites are the lovely down goods departure signal – this has three main arms, descending in height according to relative importance of the route ahead, together with three stacked miniature arms. Plus, the lofty three-way junction signal at the south end (lofty to provide sighting clearance over the Great North Road bridge).

Solidly built they may be, but quite impractical to be permanently affixed to the boards for a portable layout. Each signal therefore lifts out for transportation, the mechanisms being arranged to return the arms to danger under gravity. Through the base of the signal, the actuating rod ends up in what I describe as a 'paddle' – a 10mm square piece of brass. This engages on a cam, powered by a Veissman signal motor, mounted under the board. It's a push upwards action to lower (or raise) the signal to the 'off' position; and a retraction back (fall) to allow the signal to revert to danger.

Each signal is 'molly coddled', having its own transportation box for taking to exhibitions, being the last things to be set out and the first to be packed away. They're my little babies...



Bringing the scene to life

One of the buildings on the layout was the result of the study of a 1927 aerial photograph from the excellent Britain from Above website. The picture had caught the legend 'Belvoir Baby Carriages' – that just had to be Googled to find out more. It turns out that, pre- the 'Silver Cross' revolution, local businessman William Brewster Harrison made prams from locally-grown osier willow. That was far too good not to base a little cameo around and so, based solely on this information and the aerial photograph, we part imagined, part recreated a corner of the factory.

This seems as good a moment as any to recognise the contribution of the other principal member of the scenic team – Tom Dewdney. Tom's particular forte has been creating the various people that populate the layout, bringing scenes to life with carefully painted and posed figures. In the case of the baby carriages' factory, he created a horse-drawn delivery dray, with bundles of osier, and a factory hand unloading the bales, while a colleague craftily helps himself to the product of the rear end of the horse as it waits patiently. It's very easy to overdo such cameos, but Tom's deft touches feel about right to me in terms of the overall look and feel of the layout.



Based on another well-known Gordon Hepburn photograph at Grantham, unique A3 No. 2751 enters the scene at the south end, overseen by the tall three-way junction signal, one of the most complex to make, with the linkages for five operating somersault arms all converging on the base. The works of Ruston & Hornsby were a Grantham institution throughout the steam era, so it was another 'must have' building on the layout.

Mind how you cross the road

Fairly recently, the layout's road system has been activated, creating another dimension to the presentation at exhibitions. Based on the well-known Faller guide-wire system, it's largely for fun and ensures that there is always 'something running' if all else fails. It turns out that even the occasional 1930s road traffic accident can be entertainment in itself!

Although brought into use only recently, the system had to be designed from the outset and large parts were installed as I went along. The system consists of two interlaced parts: the local roads centering about Harlaxton Road bridge and the town scene at the north end; and the long run down to the south end (via a non-prototypical long tunnel under the locomotive depot!) for the road under the railway at Springfield Road then crossing over the railway on the Great North Road bridge.

A degree of automation has been incorporated to enable parts of the system to run itself, particularly at the south end, where Andrew's sequencer controls the logic of vehicles making it through the stretch of 'single track' through Springfield Road bridge, controlled by a traffic light – quite a new-fangled device at the time but we have photographic evidence that one was installed here.



In terms of the vehicles, Faller mechanisms have been used with a variety of 1930s(-ish) bodies on top, including a Foden steam wagon, LNER 'Harrington' horsebox and a Lincolnshire Road Transport bus. In truth, there would have been a fair

proportion of horse-drawn vehicles – so, in time for the Doncaster Show in February, I rigged up one of those, too! It's fairly crude and the horse's legs don't move, but hopefully, it enters into the spirit of the concept.



Down the side of the 'new shed' were some basic maintenance facilities, where axlebox repairs could be undertaken, thus relieving pressure on the principal depot in the area at Peterborough. This is our recreation of that scene, with a long defunct K's O4 depicted as having been lifted for its front wheels to be removed. The shed building was just completed in the nick of time for the Doncaster show, replacing a long-lived temporary mock-up!

Setting the Scene

When it comes to the buildings on 'Grantham', it all started with Jonathan Wealleans' first fateful visit to the chapel in 2013. He brought a railway modelling friend with him, Paul Bolton. Having tried Paul out on the main control panel, conversation turned to other aspects – anything! – of the project. "Do you like making buildings?" "Er, possibly... why, what do you need?". I showed Paul a photograph of the imposing Lee & Grinling warehouse that was such a distinctive backdrop to the Up goods yard, and the die was cast for a buildings programme that has continued ever since. Within a few weeks, Paul was back with an impressive-looking version, but this was only a mock up! The resulting final version is the largest building on the layout and shouts its presence to all who knew the original.

Other than the surviving up platform buildings and the former railway buildings on the approach road, Paul's buildings have had to be made largely from whatever pictures we've been able to get our hands on. In many cases, the buildings have



Paul's magnificent rendition of the Lee & Grinling warehouse. It hardly needs any words, so suffice to say that it is constructed from foamboard, overlaid with printed brick papers from Model Railway Scenery. The windows frames were cut on a Silhouette printer.

been scaled down in size to fit the space so it was more a case of 'if it looks right...' If something turned out not to fit or be quite right, then it was taken away without a murmur and cheerfully returned a few weeks later – sorted. Quite magnificent commitment to the cause.

Meanwhile, I quite enjoy a building or two to have a go at myself and, without

deliberately planning it thus, a natural division of labour emerged, with myself focussing on the railway-specific buildings such as the locomotive sheds and signal boxes; Paul meanwhile has concentrated on the factory and town buildings.

By way of example, I was walking the streets to the immediate north of the station, trying to see if there were any traces left of

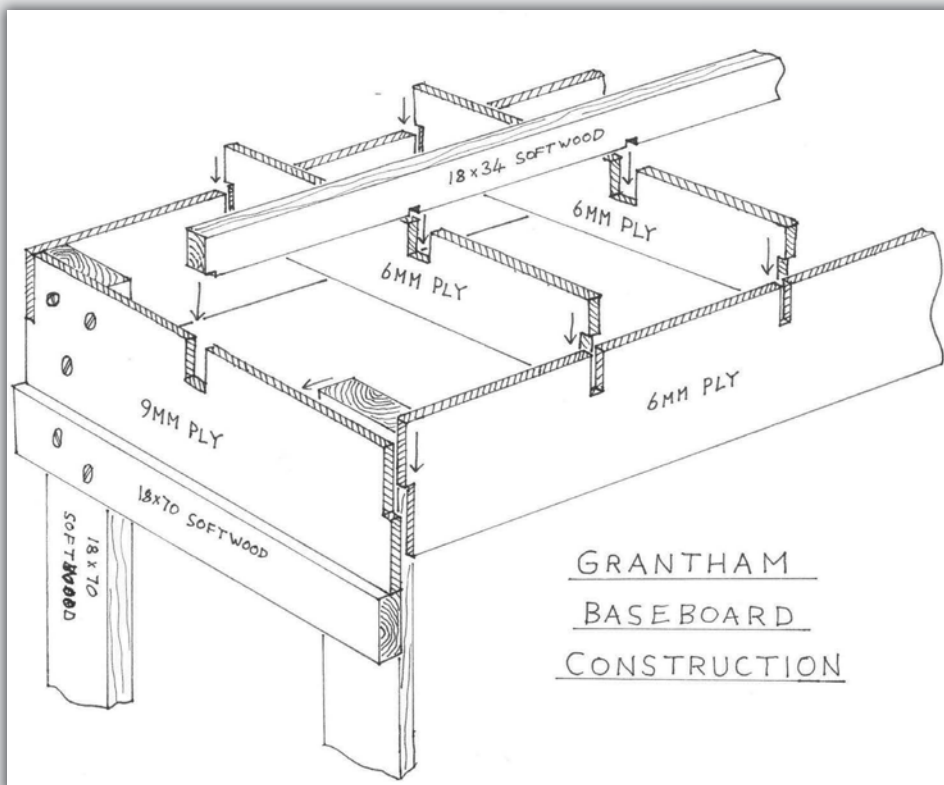
Building basics

Baseboards are constructed as a plywood box – lightweight, but strong. The ends are 9mm ply, 4in deep, with 6mm sides and cross members. The trackbed bases are then cut from 9mm ply to match the extent of the track formation – no more. North of the station, the tracks run over the Harlaxton Road bridge and onto a short length of embankment, giving a finite limit to the extent of the trackbed.

All trackwork is Code 100 Peco streamline, laid either on Peco moulded underlay or 3mm cork sheet. All trackwork is painted (sprayed) before laying. Ballast is then applied on the areas laid on cork – thinned PVA (50:50) is painted between and around the sleepers.

Wiring is traditional DC, with track sections arranged to coincide with the signalling sections on the 'absolute block' principle – only one train in section at only one time. Individual isolating sections are added as necessary to enable various prototypical shunting moves to be carried out. Gaugemaster controllers are predominantly used. Both North and Yard operating positions have a double controller – one is intended for main line running, the other for local (shunting moves). There's a further single Gaugemaster for South Box and on the locomotive depot.

All points are motorised (apart from some of the closer goods yard points at the south end, which are operated by simple wire rodding), and almost all use Peco point motors (a few venerable Hammant & Morgan point motors have also been used). In the signalled areas, many points operate as pairs as a crossover – for most of these, one motor



operates both points via a mechanical linkage under the baseboard. The point usually has a switch mounted on the base that is linked to a relay board for various logic and switching functions in the main control panel.

The scenic areas at the front and rear of the layout are formed of chicken wire mesh, which is then covered with Mod-Roc plaster bandage. A

coating of coloured plaster mix is then applied and then conventional flock is used for the ground cover.

The buildings on the layout are almost all scratch-built as all are bespoke to the location and very few RTR or kits match what is required. Key buildings have been built from photographs, using either foam board, card or thin ply shells, covered with either brick Plastikard or printed paper sheets.

“ In terms of how the layout is presented at exhibitions, I often refer to it being like a theatre production – the fiddle yard is the wings, with the actors and props preparing for the next scene. ”



One of the delights of Grantham locomotive depot is that it grew like Topsy over the years, resulting in a 'I wouldn't start from here' track configuration. It's 11ft long, yet only 18ins across at its widest point. It does, nevertheless, conform to a classic shed 'one way' system to minimise congestion – locomotives on the right hand track head away from the camera past the coaling stage to the ash disposal area, then return on the left hand track for stabling. By the time we get to the shed area, the ground cover is coloured plaster with some cinders / flock added, to give just a suggestion of texture. Any trace of the original ash ballast would have long since disappeared, compacted into a near-level surface by decades of oily, hobnailed boots.

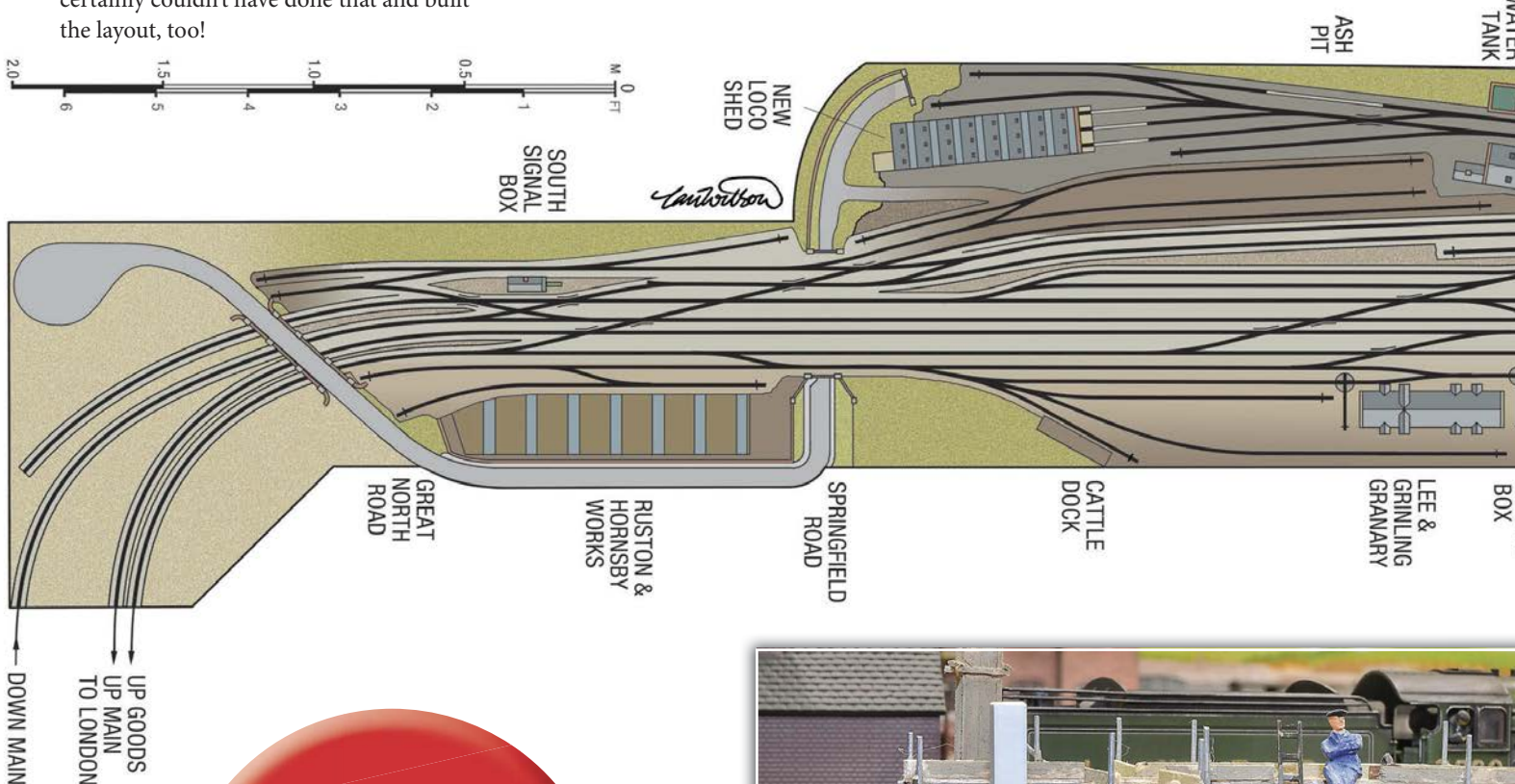
the cattle market or at least the entrance to it. Just round the corner was the Blue Bull pub. It still had a characterful look to it. I took a few photographs then e-mailed Paul: 'I've found a pub!' Although technically beyond the footprint of the layout, it was far too good not to include within the planned vignette of the town scene. I subsequently found a period postcard that included it and thus it came into being, its rear elevation backing on to the cattle market scene.

To be continued...

The stage is set and the *dramatis personae* wait in the wings to make their entrance. The follow-up article will describe the stars of the show – the trains – and how they are operated according to the 'day in the life' schedule. And give due recognition to those members of 'Team Grantham' whose contribution lies in the not inconsiderable LNER 1930s stock-building challenge. I certainly couldn't have done that and built the layout, too!



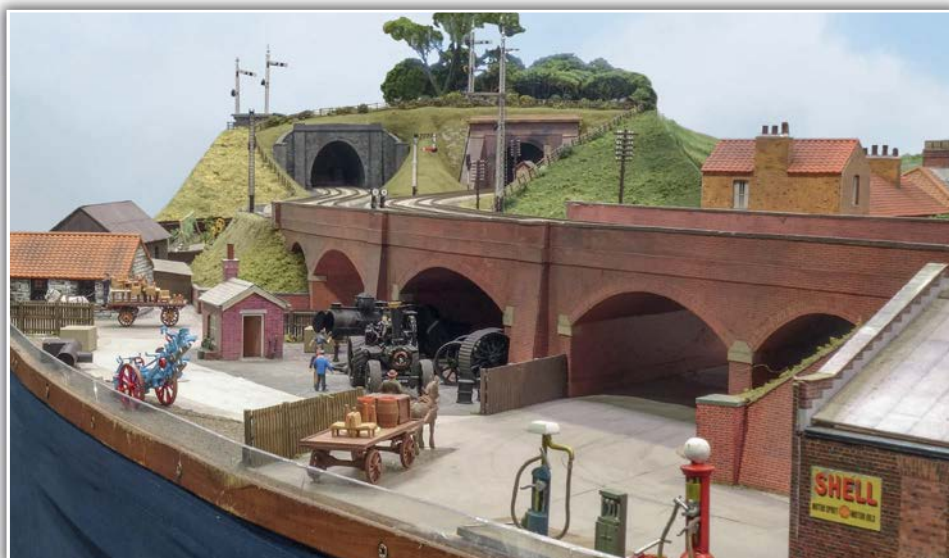
Each of the three signalboxes on the layout is a reasonable depiction rather than a slavish copy. Grantham North Box makes use of the Knightwing kit, which has been adapted to feature windows both sides. The point rodding is a fairly recent addition, using the Wills detailing kits.



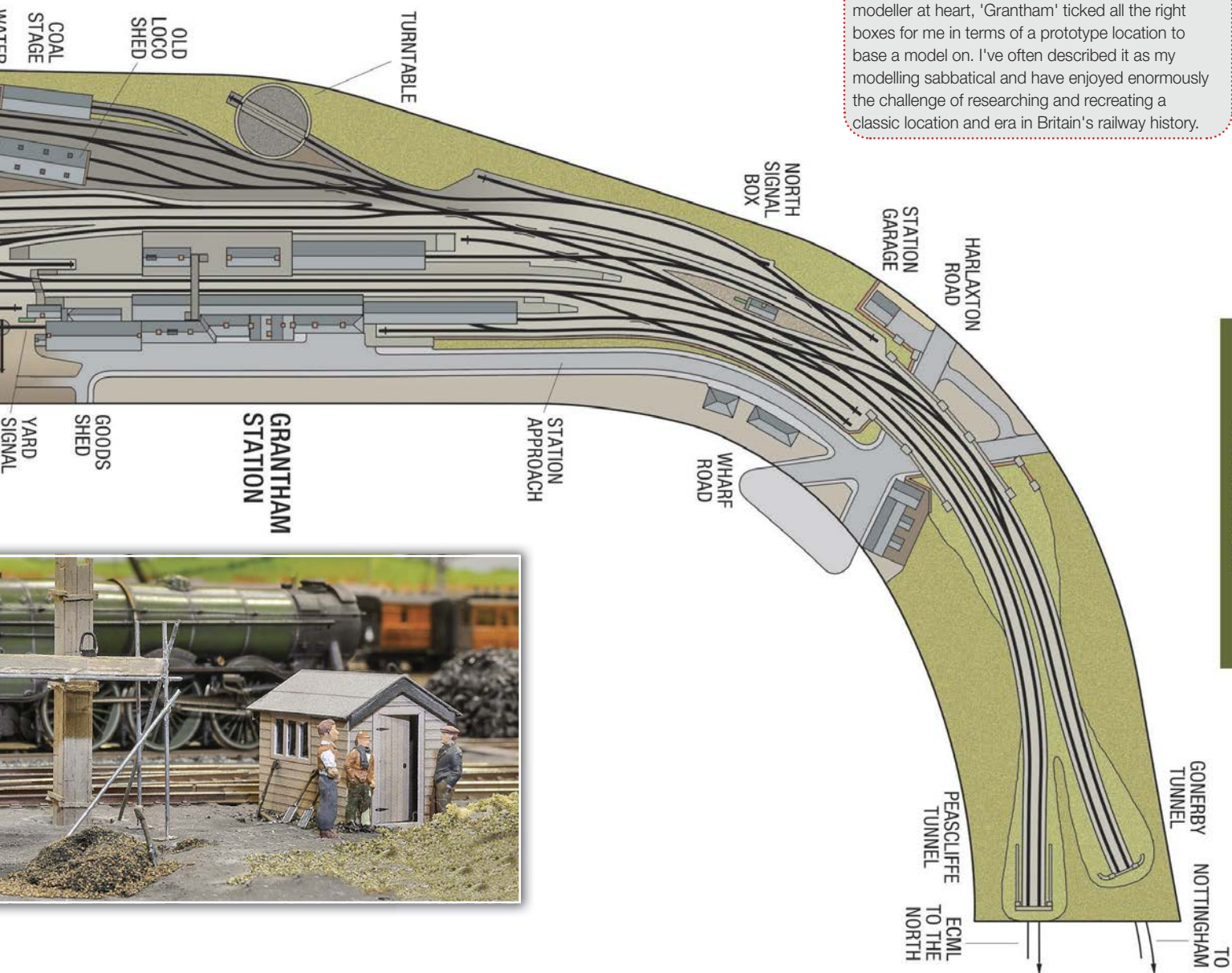
Next issue
we
explore
the iconic
locomotives
that
ran at
'Grantham'.



A conundrum neatly solved? Right in the middle of our 1935-39 time frame, Grantham shed was equipped with a concrete coaling tower. I always thought it would be too overpowering right at the front of the layout; instead, this little cameo shows it in early stages of construction, with scaffolding and wooden shuttering in evidence. No-one seems to be working very much!



The busy scene in front of the Harlaxton Road bridge – with perhaps just a touch of modellers' licence! Source information was a bit sparse, but a 1906 map identified the yard below the bridge as a 'steam plough works', another irresistible gem of information. Horse-drawn carts dominate this scene, but in fact a route is clear for the motorised road vehicles to call in the yard. In the background can be glimpsed the twin tunnel mouths that take the respective running lines off scene at the north end.



Meet the modeller

Name: Graham Nicholas

Age: 57 (too old to worry about it anymore!)

How many years modelling: 57... well, almost! 50 years if you count first attempts with Airfix kits; 42 years since first recognisable railway modelling

Name of your first layout: 'Gowhole Sidings'

Favourite era/region: BR LMR 1950s

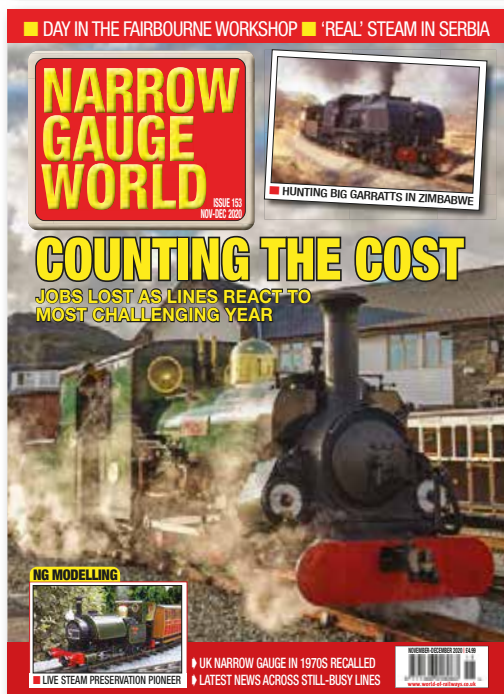
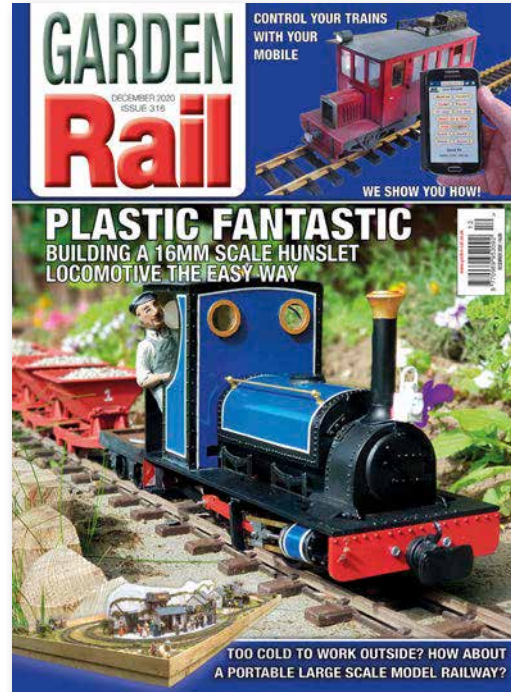
Favourite locomotive: LMS Stanier 4-6-2 *Duchess* Pacific.

Nurtured on all things railways, steam trains and railway modelling by my father since from before I can remember, perhaps it was a foregone conclusion that I would become a career railwayman and an avid railway modeller. My love for the steam locomotive has never wavered – diesel or electric traction simply doesn't stir the soul in the same way. I also regard the pre-1968 railway as being more photogenic and operationally interesting than the railway of today.

I've always had a preference for prototype modelling – why make something up when there's such endless variety out there just waiting to be modelled? Despite being a BR LMR steam era modeller at heart, 'Grantham' ticked all the right boxes for me in terms of a prototype location to base a model on. I've often described it as my modelling sabbatical and have enjoyed enormously the challenge of researching and recreating a classic location and era in Britain's railway history.

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HILLS OF THE NORTH

The sight and sounds of steam locomotives climbing this most-arduous of West Coast Main Line peaks have been forever immortalised by its builder.

Words: Graham Nicholas **Photography:** Andy York



Factfile

Layout name: Hills of the North
Scale/gauge: 4mm:1ft scale / 1:76 / 00
Size: 30ft x 15ft
Era/region: British Railways 1950s/1960s
Location: Shap Summit, West Coast Main Line
Layout type: Continuous run

A northbound train climbing Shap bank comes 'on scene' through the distinctive bridge at Greenholme. In reality this is around three miles from Shap Wells; however, it was too good a device to miss for a prototype otherwise conspicuously devoid of handy bridges and tunnels. The rock face on the left-hand side was carefully recreated from photographs while the effect of distance is enhanced by the simple use of N gauge telegraph poles towards the backscene.

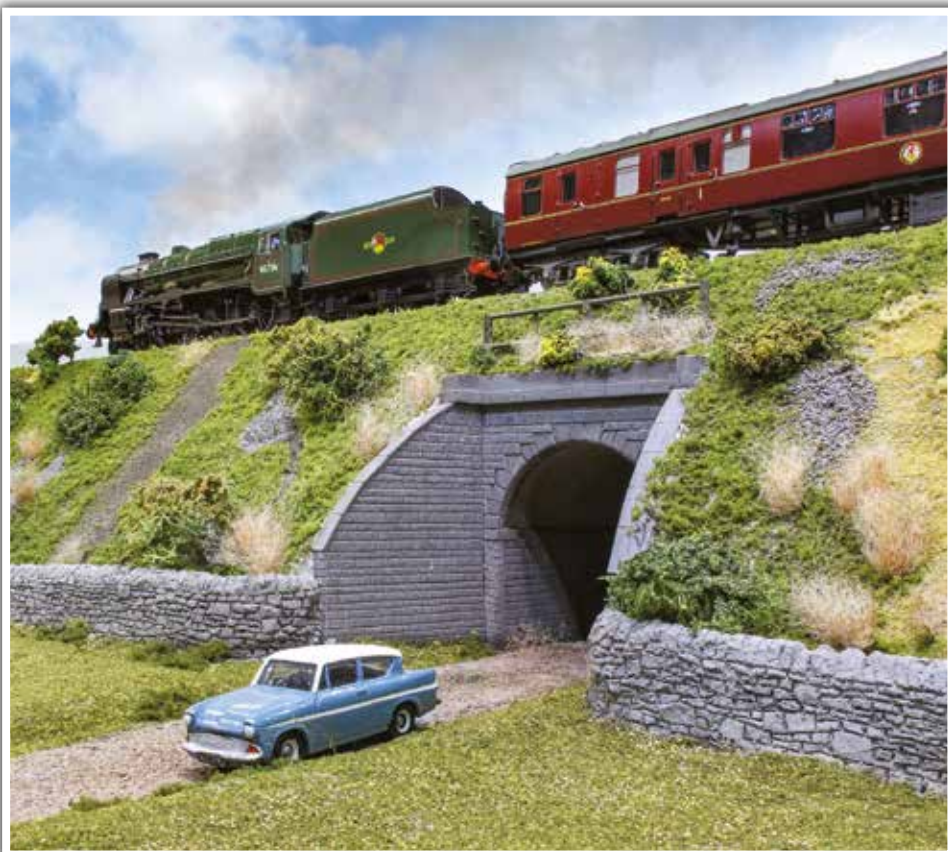
I've always liked big, main line layouts. For me, it has to be the 'total railway' to submerge oneself in the intricacies of railway operation, the timetabling, diagramming, signalling... in short, a prototype railway system in miniature, where trains run from A to B (or C or D...) with an imagined purpose.

Despite a most enjoyable and continuing immersion in the world of all things pre-war LNER, my first love will always be 1950s London Midland Region. I guess that's a combination of an upbringing in the North West of England (where I just have some very early memories of the last knockings of BR steam) and my railway enthusiast father always being happy to nurture a railway interest. I was willingly indoctrinated in all things LMS/LMR and in particular, the magnificent LMS Stanier fleet of locomotives.

Somehow, the juxtaposition of these wonderful locomotives in the vast, open landscapes of the North England was ingrained in my sub-conscious from an early age, Dad regularly enthusing over the work of the peerless 'Duchess' Pacifics over the ultimate challenge of Shap bank – something he had witnessed and captured on colour cine film in 1964.

Despite taking almost forty years to come to fruition as a layout, young Graham was forever sketching grand model railway 'system' schemes featuring railways in the hills of the North of England, usually centring on Carlisle. The concept was therefore 'ready to go' when I was engaged in idle conversation with fellow LMR modeller Barry Oliver. This was 2015 and thoughts were turning to Warley's 50th anniversary celebrations in 2017, Barry being a member of the organising committee at the time. The idea of a layout depicting Britain's railways as they were in 1967 came up and the rest, as they say...

My Carlisle 'master plan' includes a 20ft long section of Shap Bank – basically the Shap Wells scene – and so this stretch forms the basis of the scenic section of the layout, configured as four boards, each 5ft long, which pack together for transportation in pairs. To this, a further two boards have been constructed, configured to take the railway round a gradual 90 degree curve that depicts the iconic Shap Summit scene, where the bankers drop off and the train locomotive fireman can put the shovel down, bang the injectors on and take a well-earned rest for the subsequent free wheel down to the border city...



A northbound express strides confidently over the Shap Wells road bridge. The bridge is a central feature of the embankment scene, so it was given due attention during construction. The scenic treatment is a combination of traditional flock, lichen and tufts from carpet underlay tufts. Completing the scene is Dad's Ford Anglia Super 123E.

Railway in the landscape

If I have a railway modelling 'muse', it would be David Jenkinson, a lifetime constructor of LMS railways in the North of England, centring on his deep love and knowledge of the Settle & Carlisle railway. Although sadly never completed before his switch to O gauge, his 'Little Long Drag' scheme was truly inspirational and I still have many of his constructional articles of the time to this day, together with his book summarising his lifetime's railway modelling work *Historical Railway Modelling*.

One of his pearls of wisdom is that a model railway should readily portray its prototype origins – without a single item of rolling stock being present. Thus it was that, in creating the landscape of Shap Wells and Shap Summit, I was keen to capture the look and feel such that any observer with knowledge of the area could readily identify with it. And besides, as an area of the country that I feel a particular affinity with, I wanted to pay it due homage.

An important aspect for me is the sense of a railway driven through a landscape that had been around for a very long time before the railway was ever thought of. Added to this, there is usually a harmonious balance between the railway in a cutting and on an

adjacent embankment, the spoil from the former being used to construct the latter.

This natural 'ying' and 'yang' of the landscape meant that a depiction of the deep cutting on the approach to the summit was equally important, helping to accentuate the undulating, random nature of the shape of the surrounding landscape in sharp contrast to the carefully-engineered, man-made embankment. Its inclusion also helps with the transition between the Shap Wells embankment and summit scenes.

Depicting moorlands

Behind the railway, the shape of the scenery gradually slopes up towards the backscene as part of the attempt to convey the vastness of the landscape within what is a ridiculously small space. This has been prioritised such that the profile of the distant hills is correct from the classic viewing location at Shap Wells. This background scenery deliberately has very little texture applied as it is in truth depicting hillsides that are anything up to 10 miles or more away. Such 'softening' of the background scene can help increase the illusion of depth.

Attention has been paid to the natural drainage in the area. Although the line appears to be high up on the flanks of the

ON EXCLUSIVE

fell, it is in fact following a very shallow valley. The water drains off the fell to the west side of the railway, (towards the front of the layout as viewed), flowing into Birk Beck, a minor tributary of the main flow of the River Lune, which it joins at Tebay. In particular, there is a culvert underneath the railway – actually bridge number 116 – in the middle of the Shap Wells embankment (otherwise, the embankment would become a dam!). I have to confess that I wasn't even

aware of this myself until I studied a detailed map. That in turn sparked a trip to site (staying over at none other than the Shap Wells hotel itself) and there it was – bridge No. 116 lost in a little copse of trees. Nearby was an attractive footbridge taking a path across the stream. All this has been worked into the model, including the attendant trees that have grown up close to the source of water (trees are otherwise very few and far between on the exposed moorland).

Extensive use has been made of the Peco Moorland grass tufts, grouped together as observed and then blended in with simple green-brown grass scatter material, with some finescale grey ballast added. Rough, bare, sparse, open moorland - not lush waving grass(!) - was what we were hoping to convey.

But of course, the most distinctive signature feature are the drystone walls



The high-level footbridge across the summit cutting still exists today, so was one of the key items to research during a very pleasant site visit. The two hikers are the work of Tom Dewdney, along with all the other figures on the layout.

and I felt that merely sticking ready-to-plant wall segments together would not do them justice. Instead, I could be found peering unusually closely at a variety of drystone walls in our local area. Such close inspections only served to highlight the apparently random nature of their appearance, although they are of course a distinctive blend of engineering and art. More than anything else, I wanted the walls to follow the natural undulations around them to accentuate the rise and fall of the land. The approach was to create the drystone walls first as an integral part of the structure of the scenery, with the ground cover treatment being added subsequently.

Key research

Extensive use has been made of the many photographs taken in the 1950s and 1960s. Not only do these show representative trains from the intended era, but also repay careful study to pick up on subtle, but important

details, such as lineside features and the nature of the undergrowth, trees or shrubs. Generally, there are more trees and shrubs nowadays compared to 50-60 years ago.

As well as the inevitable crop of photographs from the internet, three principal reference books were used. Firstly, the peerless images of Bishop Eric Treacy, doyen of modern railway photographers. A book compiled after his death by David Jenkinson, titled *Treacy's LMS* has many of his classic views of Shap, dating from the 1930s onwards. While we can but dream of seeing the streamlined blue *Coronation Scot* set climbing past Shap Wells (although Hornby's 2020 product announcement now brings that somewhat closer!), such sumptuous images provide endless source of both detail and inspiration.

It was however, an equal joy to dust down my first every railway book from over 40 years ago – *London Midland Steam over Shap*, by Derek Cross. This was of equal help

and several pictures were used as the basis for train formations we run on the layout. Derek Cross in turn eventually persuaded his great friend, Ivo Peters, to make the long trip north in the legendary Bentley car and the book of his resulting photographs, taken in the era 1965-1967, also proved to be very useful, as well as an engaging read. Apparently, he quickly latched on to the Shap Wells Hotel as the place to stay, so the Shap Wells embankment scene (a location he simply christened 'classic') was right on his doorstep.

The build

Construction took 20 months, initially making use of Grantham's fiddle yard to exhibit the layout. A purpose-built fiddle yard has subsequently been constructed.

Many folks are quite surprised at how short a construction time it was, but I work on the basis that I only have one lifetime in which to complete my larger 'Carlisle'



Playing to the gallery. The enthusiasts at Shap Wells take position at the 'classic' spot to capture yet another northbound train tackling the 1-in-75. The orientation of the fellside and backscene behind the railway is prioritised for this view.

ON EXCLUSIVE

magnum opus (of which Shap is a key part) and have consequently developed an approach that provides the level of detail that I am comfortable with while allowing for fairly quick construction.

First and foremost is the use of the Peco Streamline trackwork system, with some subtle adaptations of the pointwork to capture prototypical track formations and alignments. There isn't exactly a lot of complex pointwork on my Shap layout and the main scene past Shap Wells is just a plain length of double track. A subtle detail here though is that it is all laid to the prototypical 11ft 2in track centres dimension, which scales out at approx. 45mm, as opposed to the more typically OO spacing of 50mm. To me, laying the tracks slightly closer like this makes a huge visual difference in seeking to convey the distinctive British look to a double track formation.

Eagle-eyed readers might also spot the

use of foam ballast underlay. Undeniably a compromise to speed up the creation of the permanent way, it has a number of well-documented shortcomings, notably its eventual degradation. However, once again I have developed an approach to suit my purposes, chief amongst this being 'spray before you lay'. This takes away the slight sheen and otherwise unconvincing colour of the foam as supplied and, as a by-product, the spray paint also provides a protective layer to natural UV light that is a contributor

to the degrading process.

The use of the foam ballast has the further benefit of quiet, smooth running often commented upon at exhibitions, as well as replicating the neat ballast shoulders so typical of the steam era.

A final task is to infill the central section with a similar colour ballast to complete the trackbed effect.

Aside from the trackwork, the creation of Shap was largely an exercise in carpentry and chicken wire.



Framed by drystone walls and the trees surrounding the stream under the Shap Wells embankment, 'Duchess' Pacific No. 46251 *City of Nottingham* accelerates down the bank with the lightweight Caledonian Glasgow-London (Euston) express.



1967 is the latest year we depict, being the last year of regular steam over Shap. That just lets us squeeze in D400, released to traffic in October of that year. Complete with a full blue/grey rake, including two early Mk. 2 coaches, this is our depiction of the 1967 *Royal Scot* as the finale of the rolling sequence.

Engine Banking

In the design and construction of the layout, I was determined to feature the iconic banking arrangements, including them 'dropping off' the rear of their train at the summit. It comes as quite a surprise to many to know that we are DC traditionalists, as DCC would appear to be the obvious solution for replicating this type of operation in miniature. However, as the locomotives for Shap come from up to six different people (including myself), none of whom is a DCC user, then it was a bit of a non-starter. Instead, the banking operations were designed into the DC control system from the outset.

First however, there was a fundamental decision to be made in terms of whether to have the layout set on a gradient so that the trains really do have to work. I decided that I would do this in the interest of realism. The real gradient being 1-in-75, that would mean a rise of 4in (100mm) over the five boards that comprise the incline on the model. The problem with this is that this height has to be 'lost' again over the remainder of the layout, including the fiddle yard roads. I therefore decided to compromise and set the gradient at a slightly shallower 1-in-90 instead; this reduced the height differential to 85mm. Most of this is lost along the boards that link the fiddle yard to the scenic section of the layout. Through the fiddle yard the drop is only 5mm per board.

The next decision was how to power the two locomotives (train locomotives and banker) up the incline. I originally wired it so that the uphill line (amusingly, in railway parlance, actually the 'Down' line) was split electrically into 5ft long sections, the reasoning being that any banked train would be longer than this, so that train locomotive and banker would never be in the same section together. The train locomotive would automatically switch the power in the section behind via use of an IRDOT detection system. However, early trials seemed to show that one controller was perfectly capable of powering both locos at any one time; the trick was to find a combination of train and banker locomotives that were reasonably compatible with each other.

Thus began a process of assembling the trains to be banked and trying out a variety of combinations. In some cases, the train locomotive was powerful enough, while the banker was a bit sluggish, leading to the amusing – but not very realistic – sight of

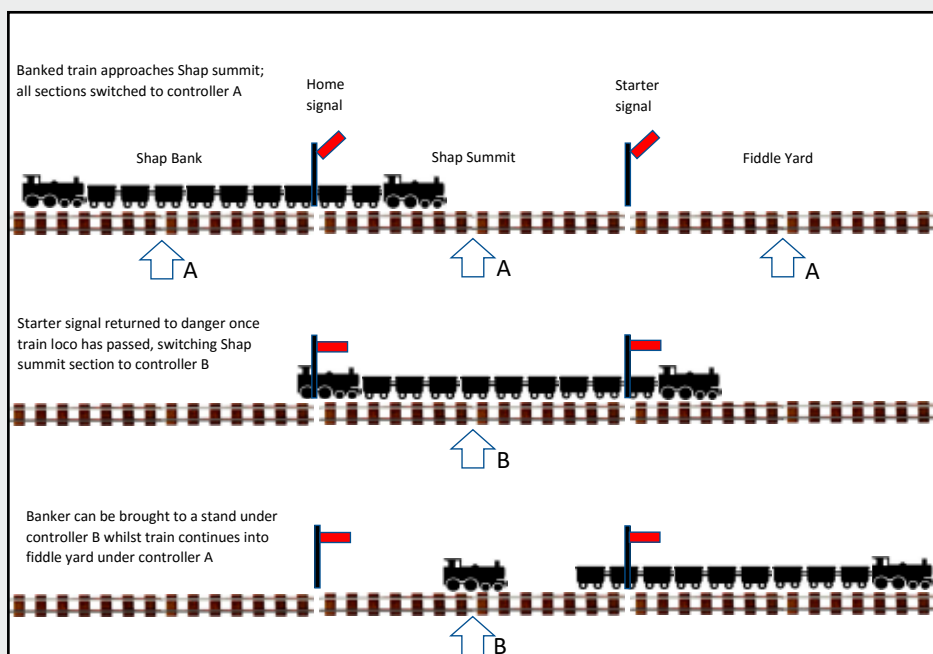


the banking locomotive trailing in the wake of the train it was supposed to be assisting. Such things did – allegedly – happen very occasionally, when traincrew were being playful, but it was by no means the norm (and no doubt broke all the rules).

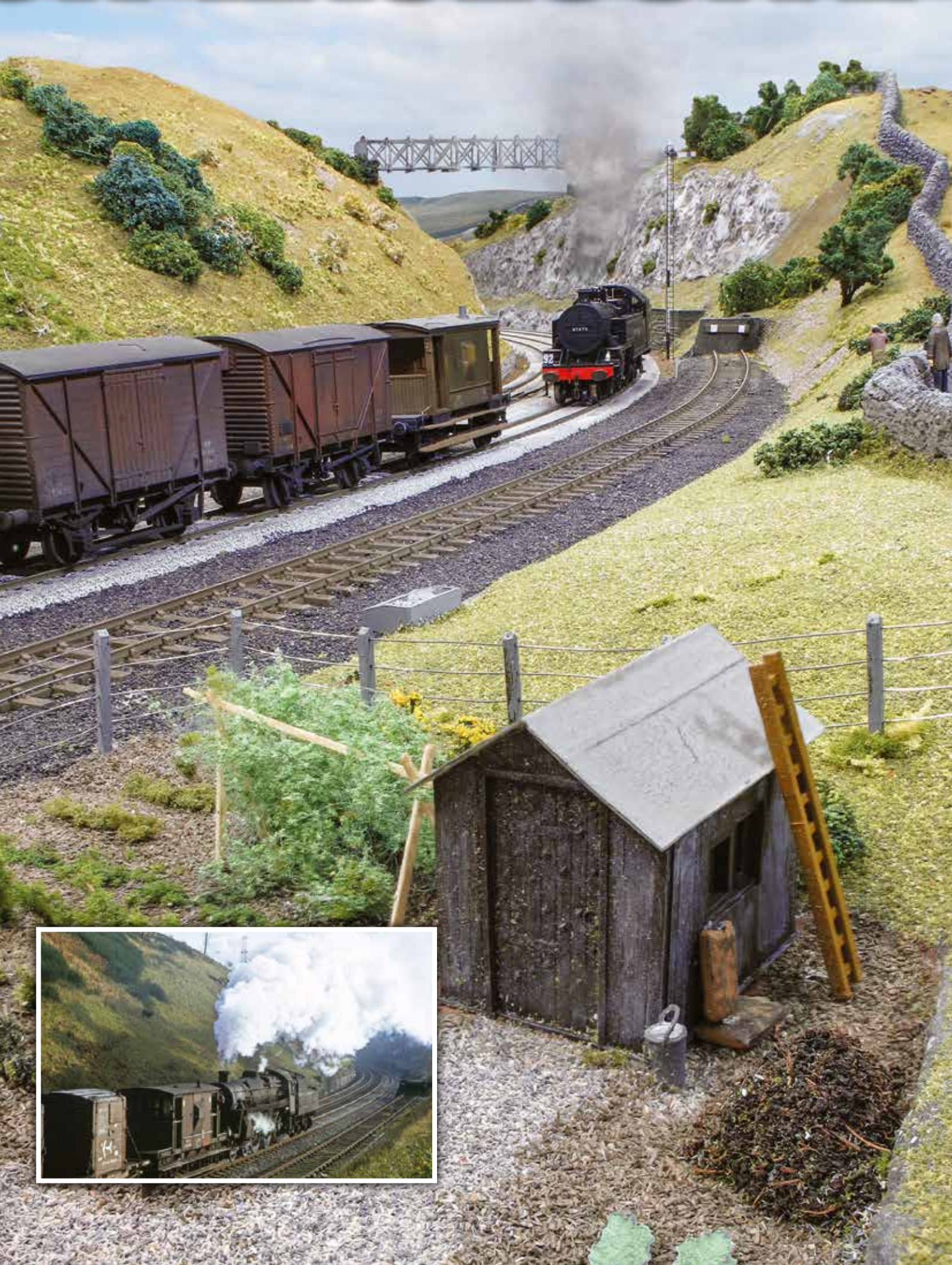
In other cases, the banker was too 'keen' (i.e. it would move with a relatively low controller setting, before the train locomotive) and thus attempt to push the whole train, compressing all the couplings against the train locomotive, leading to the inevitable pile of wagons – again, not very desirable! The best combinations resulted in a balance whereby the train locomotive is hauling two thirds of the train and the banker is pushing the rear third – when you watch carefully, you can see the point in the train where the couplings go slack. All the banked goods trains have a brake van with a pusher bar fixed across the buffers to prevent any buffer locking.

When it came to using the Hornby Fowler 2-6-4T locomotives (the iconic Shap banking locomotives from the classic 1950s steam era), they were both too 'keen' for any of the locomotives tried out for their designated banked trains. In this case, the solution was to slow them down by soldering a couple of resistors in series with their motors. For continuous use, this might lead to over-heating, but for a relatively short burst of approx. 45 seconds to traverse the Shap Wells scene, it does not appear to cause any problems.

At the summit, the 'dropping off' arrangement is achieved by the relatively simple switching of a track section once the train locomotive has cleared it. Generally, this works very effectively and provides some interest for the Shap Summit operator for what could otherwise be a rather monotonous job of simply running trains by one after another.



ON EXCLUSIVE



Rolling Stock

Although the layout was originally displayed in strict 1967-only mode (for Warley 2017), my desire all along has been to recreate the classic 1950s LMR steam scene on Shap, with the full gamut of the Stanier steam fleet still in full cry. There was however much interest on the 1967 depiction, so the pictures that illustrate this article feature a rolling time period that we have currently settled on. This starts with a clutch of trains in pre-1957, blood and custard/early emblem condition, before transitioning to late 1950s all maroon. Before long, it's the early 1960s and the diesels have appeared, with the once proud 'Duchesses' relegated to freight train duties. Then it's the final run down of steam with blue/grey stock increasingly making an appearance, the last working steam locomotives in deplorable condition – but with some early preserved examples to add a splash of colour.

Some specific trains and how we put them together are described:



1950s Royal Scot

The *Royal Scot* London-Glasgow service was the most prestigious train on the route, its 10:00 Euston departure time providing a direct equivalent of the East Coast *Flying Scotsman* 10:00 departure from King's Cross to Edinburgh. I was drawn to the fact that the 'Royal Scot' was one of the earliest BR services to be equipped as a full Mk. 1 set of coaches, the so-called *Festival of Britain* sets from 1951. This was an ideal choice for a 'curtain raiser' to start the sequence.

The original was a 13-coach rake. I've compromised slightly to make a representative 11-coach rake, which looks long enough on the layout. Most of the vehicle types are available as RTR items, but the catering core of the train provided a bit of a challenge as is often the case. Bachmann do the Restaurant First vehicle, but in reality this ran with a full Kitchen Car and a Restaurant Third. Fortunately, both are

available as etched brass sides from Comet/Wizard and I had plenty of Lima Mk. 1s as potential donor vehicles.

It was a relatively straightforward job to do the conversion, a spray of Precision Paints Crimson and Cream to give the very satisfying sight of a fully uniform early 1950s Mk. 1 rake. Precision Labels roof and end boards provided the finishing touches.

For motive power, it could only be a sloping smokebox 'Duchess' Pacific in BR express passenger blue livery. A second-hand example of the original Hornby Chinese model was purchased and some essential detailing added to bring it up to an acceptable standard. Renumbered/named as 46224 *Princess Alexandra*, as a long term resident of Polmadie (Glasgow) depot, it would normally only be seen on the *Royal Scot* over Shap in the summer months when the locomotives worked through to London, with a crew change at Carlisle.



Fully-fitted van train

This is a train that I built up over 20 years ago, making up two or three Parkside van kits at a time. Studying numerous photographs of fully-fitted van trains, I was struck by how no two vehicles in these long assortments looked quite alike. Different roof styles, plain versus planked sides, BR-built or 'Big Four', clean or dirty, some adorned with trader labels... the variety appeared endless. As well as the Parkside builds, I have added several of the newer RTR offerings. Assembled in a suitably random order, I like to think that it is representative of the sort of high-value, time-sensitive traffic that was typical of the route over Shap in the pre-Freightliner era.



Double-headed parcels train

Interminably long parcels trains seemed to have been a feature of operations over Shap for years. Derek Cross repeatedly refers to 'the morning Crewe-Carlisle parcels train' and Crewe to Carlisle was indeed a key artery for the distribution of northbound parcels, traffic congregating from points south before being sent over the Shap route in one huge combined train. And, like the van train, there seemed to be almost a perverse delight in marshalling up a train with no two vehicles alike, the diversity even greater with various types of bogie vehicles gloriously mixed in with both short and long wheel-base vans, together with the occasional six-wheel vehicles or milk tanks.

In the end, the best approach seemed to be to try and replicate a photographed formation and so a 1958 photograph in the Derek Cross Shap book was chosen as we had all the vehicles we needed, plus there was an interesting double-headed formation of a rebuilt 'Royal Scot' piloting a Fowler 'Crab' 2-6-0. The leading locomotive, No. 46146 *The Rifle Brigade* is a skilfully detailed and weathered Hornby product, placed on loan by fellow LMR modeller, Iain Henderson (RMWeb '92220') while his Camden project is under construction.



Euston-Perth Express

This is my recreation of the memorable sighting Dad captured on his cine camera of rebuilt 'Jubilee' No. 45736 *Phoenix* storming up to the summit at Shap Wells.

Research of train formations showed that this would be an all Mk. 1 maroon rake by the date of 1964, with a standard Mk. 1 RB for the catering vehicle, so the train wasn't too difficult. For the locomotive, I had a Hornby rebuilt 'Patriot' to hand so simply renumbered/named it accordingly, together with the essential details (front steps, screw coupling). It has since been pointed out that the cab side sheet length was slightly different between the rebuilt 'Patriots' and the 'Jubilees'. I'll live with that anomaly for now. It needs the infamous cabside stripe and a healthy dose of weathering to be more accurate. Parked up at the side of the Shap Wells Hotel road is Dad's blue Ford Anglia and he is there on the hillside with others in the photographers' 'gallery' to record the scene.



Maiden Lane Perishables train

This train was inspired by a picture in the Derek Cross book of 'celebrity' 'Duchess' 46256 *Sir William A Stanier FRS* on this working in the last few weeks of its life. Although a little sombre, given that we indulge in a relative glut of Stanier Pacifics otherwise working the glamorous express trains they were designed for, it seemed only right to have one on such a train. It was in fact a fully-fitted service, carrying time-sensitive traffic (hence its 'perishables' moniker) and would have attracted a premium rate, so it was at least quite an important service for the 'Duchesses' in their dying days.

Once the picture and the idea was shared among the team, it was Paul Bolton who reckoned that he'd got virtually every vehicle required for the train. A couple of quick Parkside kit builds, together with some suitable road vehicle payloads, the train was ready for a test run and subsequent weathering. One feature that has already attracted much comment are the milk tanks at the end of the train, marshalled outside the brake van as fully-fitted (braked) vehicles – as per the prototype. This appears to have been a long-standing practice on the old Lancaster & Carlisle as the same feature can be seen in some of the 1930s Eric Treacy pictures, when the LMS thought nothing of attaching them to the rear of an express passenger train.



Car Train

This was a 'must have' train, a homage to the well-known flow of new Ford cars from Merseyside's Halewood plant to the Scottish distribution centre in Bathgate (Edinburgh) – the train was equally photographed traversing the Waverley route through the Borders north of Carlisle.

The introduction of Oxford Rail's new car carrier vehicles was perfectly timed, Paul and me buying 11 between us. Paul then made it his mission to scour all the model shops in the district for suitable 1960s Anglia and Cortina cars; I meanwhile had acquired a Railroad Crosti BR 9F, inspired by a superb colour picture of the service headed by No. 92022, being banked up the final half mile to the summit. The surviving former Crosti 9Fs (actually only rated as '8F') had all congregated at Birkenhead shed in their final years, so their use on the service is logical. De-Crosti-ing the locomotive was mainly focussed on removing the obvious appendages and judicious application of Plastikard sheet. It still has its lower pre-heating boiler in place if you look closely – life's too short! It's a great crowd-pleaser, children particularly enjoying counting all the cars.



1967 Glasgow-Euston relief

This is firmly based on pictures of trains such as these in the summer of 1967, headed by one of the rapidly dwindling numbers of 'Britannias' and 'Black Fives'. Enthusiasts flocked to take a ride on such workings for one last experience of steam over Shap (or so it was thought at the time). The formation pictured took its inspiration from a photograph of 'Britannia' 70029 on such a working at Shap Wells – well two photographs in fact, as remarkably a second photograph of the train was sourced, taken just 100yds or so further up the bank.

What particularly catches the eye is the leading brake coach – an LMS Stanier Port Hole coach, repainted in the then new BR corporate blue and grey livery, one of only a handful that were so treated. Without any RTR type to make easy use of, the coach was built and painted by Barry Oliver. Assembled as a slightly shorter version of the prototype rake, the mix of maroon and blue and grey stock is typical of the time. At the business end is a 'Black Five', again the work of Iain Henderson, beautifully weathered in condition typical of the time.

Trackplan

HILLS OF THE NORTH



FIDDLE YARD - 6 DOWN ROADS - 3 BANKED ROADS

DOWN MAIN

UP MAIN

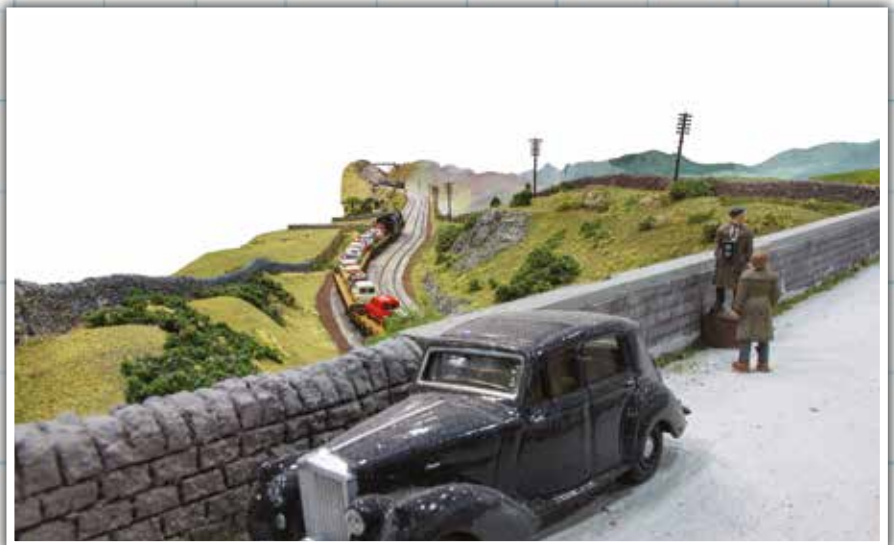
UP RELIEF

SHAP SUMMIT SIGNAL BOX

COTTAGES

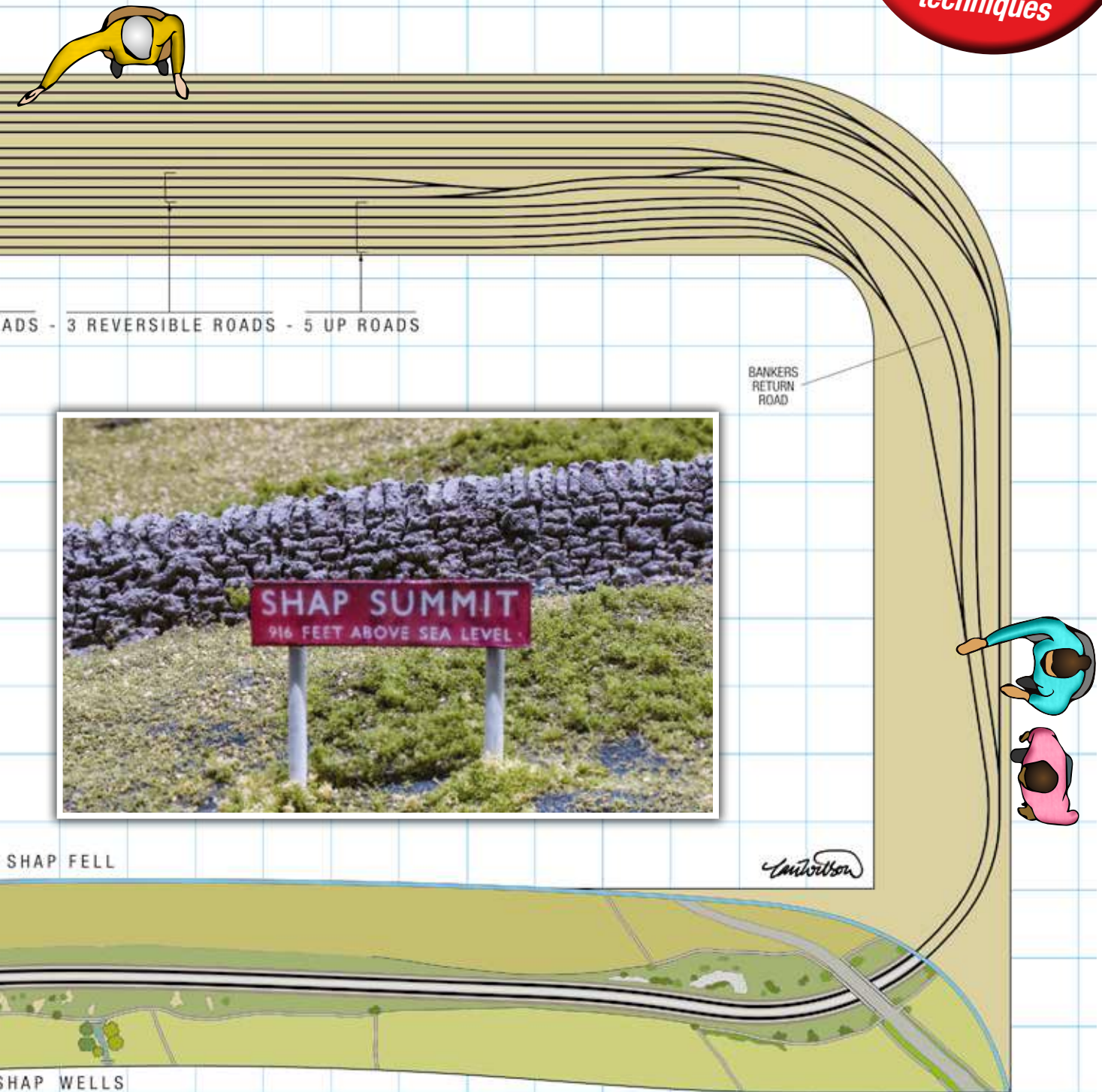
FOOTBRIDGE

Each grid square represents 1 foot



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For a
step-by-step diary
of the construction
of 'Shap' visit:
[www.world-of-railways.co.uk/
techniques](http://www.world-of-railways.co.uk/techniques)



HOW TO... 3D PRINT ROLLING STOCK

Words & photography: Chris Mead



World War Two posed some of the greatest challenges to Britain's railways that it had ever faced.

In addition to the pressures on the system, it also gave rise to the creation of many specialist vehicles and equipment, either designed from new, or adapted from existing

rolling stock. An example of the latter were the Mobile Electrical Sub-station sets of the LNER.

They have been on my 'to do' list for many years (15, to be precise), but all attempts to build them to an acceptable standard led to nothing. However, with help and

information from the Military Railway Study Group, a visit to the Mangapps Railway Museum where one wagon is preserved, together with the purchase of a 3D resin printer, I have at last been able to create models that I'm happy with. Here's how I designed and made the models.

The prototype

Originally appearing in the 'Railways' Magazine of November 1943, the article describes their purpose 'To supply electricity to the main locomotive, carriage and wagon works, and for general railway purposes in the event of air raid interference with local substations', and, 'stationed at strategic points, they are ready for use at a moment's notice.'

The sets consisted of three adapted standard NE 12T covered vans. One contained a transformer, and another, a pair of rectifiers. These two vans were semi-permanently coupled together with 19 electrical cables between them. The third van provided storage for the all the various cables, boxes and jointing materials necessary to make emergency connections. The last-mentioned appears relatively unaltered from its original form, benefitting only from the addition of ventilation louvres to the bottom of each door, whereas the other two underwent a number of extensive visible modifications. These included strengthening the floors for the electrical equipment, raising their roofs, adding ventilations louvres to the sides, and installing the cable sockets in the van ends.

Little is known of their service history, but at least one of the rectifier vans ended up in the hands of the British Rail Engineering Department, serving as an electrical spares van at Norwich (it may also have spent time at Colchester). By this time, the LNER blue had been replaced with BR engineering red, and the screw-link couplings replaced by the three-link variety. But, it was still marked to the left of the van sides with 'CM&EE's Rectifier Set No. 2' and below, 'Rectifier Van'. By the 1970s, it occupied the end of a siding at Bolton and Paul's in Norwich.

There it languished until it was acquired by the Mangapps Railway Museum near Burnham-on-Crouch Essex. By that time, the metal louvres on one side had decayed away to nothing, and the electrical sockets had been scavenged for scrap. However, the volunteers got to it just in time. What remained has now been preserved and restored, and can be found in the main hall of the Museum.

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Creating CAD models



I think this is where the combination of easy-to-use CAD tools and 3D printing proves really valuable to create multiple subjects that share many characteristics, while also having unique features of their own.

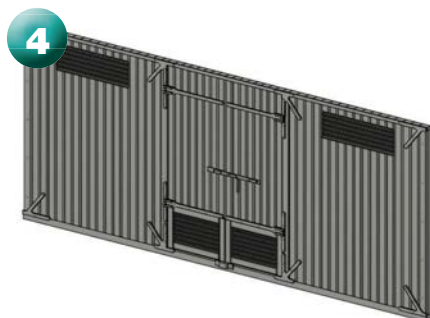
As described earlier, the original vans were based on standard 12T covered wagons, which were modified, and I followed a similar approach for creating the CAD files. The first part created was the end of a standard van. This was used for both ends of the cable stores van.



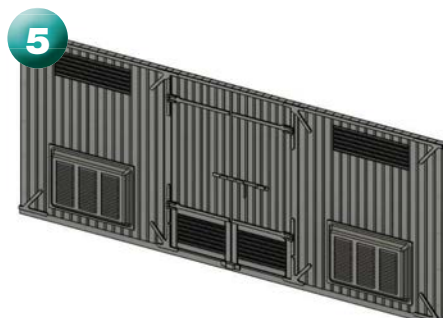
To this were added the raised roof arrangement present on the rectifier and transformer van. Each had an end like this.



The remaining ends for these vehicles were created by adding the cable sockets to produce the third variant.



A similar approach was taken to drawing up the van sides, starting with a standard side and incorporating louvers to the doors for the stores van. Top grilles were added for the Rectifier van and extra diagonal strapping for the Transformer van.



The set of side variations was completed by the addition of pressed steel grilles. I only had a photograph of this side of the rectifier van, but assumed it was also common to the transformer van.



The sides and ends for each van were assembled together in 3D and the roofs drawn on.



Strengthening features were built in underneath and inside to reduce possible bowing or distortion during printing and curing. Locating lugs help position the chassis during assembly.



The chassis was built in a similar fashion from sub components such as the main frame, buffers, axle boxes and springs. Working this way means you can gradually build up your own catalogue of components to re-use on future projects.



Once in situ, the brake gear, plates and other details were added. There was a final 'virtual' fitment check of the parts for each van before printing commenced.



The Military Railway Study Group

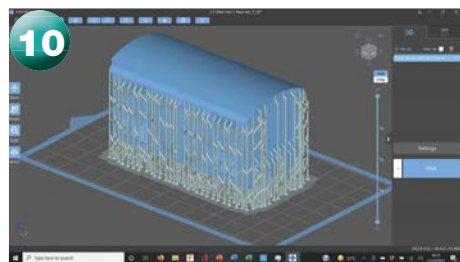
The Group exists to 'promote the publication of information about the railways of any combatant country, in any era and in civil or military use. This involves the collection and exchange of factual information'. Originally founded in 1989 as the World War Two Rail Study Group, its original purpose was to capture and record the memories and information from those who worked on railways throughout the world during this great conflict. As a result, it has an extensive collection of archive and reference material covering this time. However, the material in its possession extends from as early as World War One almost up to present day. As a result, it has recently changed its name to reflect this.

Members are updated with a bi-monthly bulletin of articles covering all aspects of the past and present impact of railways in use for military purposes. It was one such article in their November 2006 issue that started my interest in the mobile sub-stations. Apart from pieces written specifically for them, the bulletins also include news and information on any related publications or modelling matters such as new releases – or even articles such as this.

If you are interested, or have information or memories you would like to share, please visit the Group's website www.ww2rsg.org.uk for further details.

TECHNIQUES

Printing the models

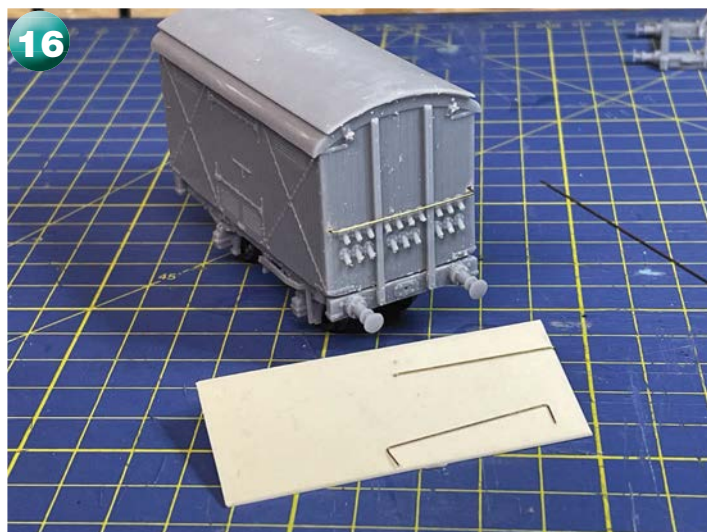


The files were loaded to the printer slicing software, and the supports added. On the settings I use, the van bodies took about six hours each to print, the chassis, four hours.

Assembly



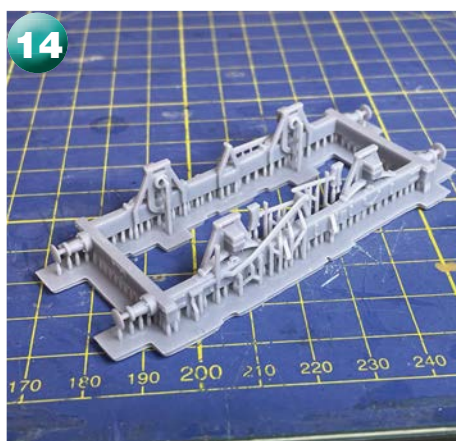
Floors were added to the inside lip of the van body using cyanoacrylate superglue. A blob of Blu-Tak on a drill bit helped locate the floor into the van and hold it in place while setting.



Apart from the cable sockets, a notable feature of all the van ends are the hand rails. Small pilot holes were incorporated into the CAD model, and these were drilled out after printing. The handrails were made from 0.45 mm brass wire. As there were six to do, they were bent to the correct length using a simple fixture made from a piece of Plastikard with a hole drilled in it at the appropriate distance from the card's edge. The process was to first bend the end of the wire 90 degrees, insert it into the hole, and bend the remainder over the edge of the card.



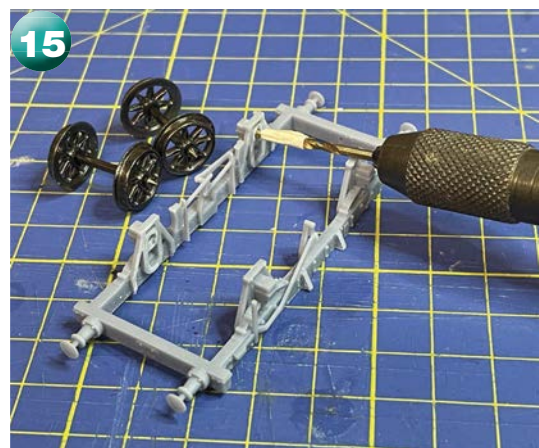
After printing, the supports were removed and the van body separated from its base. Just as important as the external supports to the van, are the internal ones to the roof, which prevent sagging or bowing during printing. I probably add too many supports, but I feel it is better to be safe than sorry.



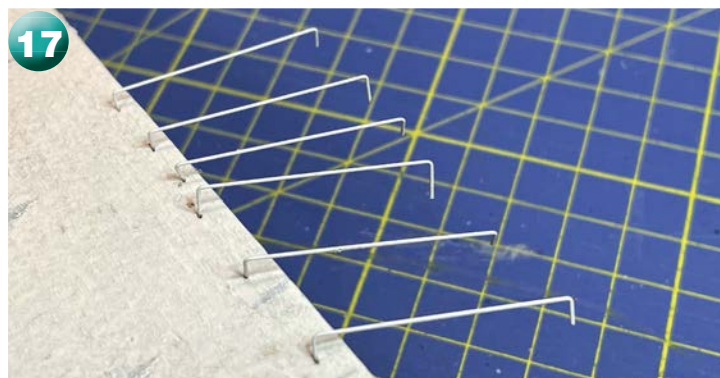
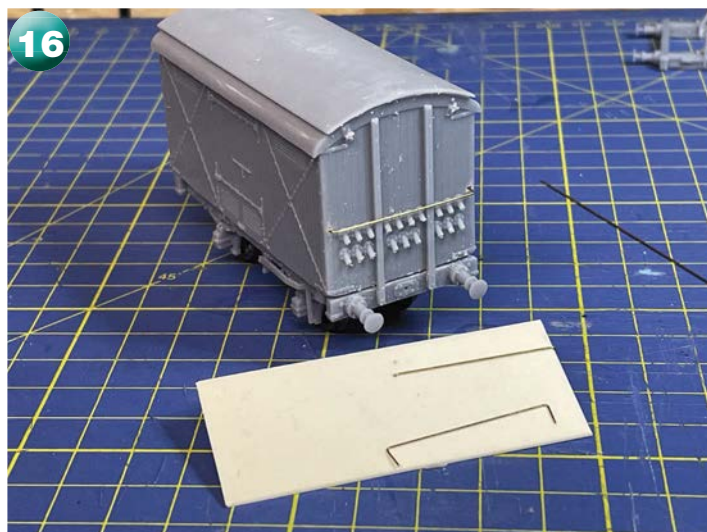
The chassis were deliberately produced separately to minimise the risk of failure either during the printing or clean up process. If any damage occurred, I would only need to run off another chassis rather than a complete van.



The model must be cured under ultraviolet light. The body was put on end on the turntable to allow the inside and outside to be 'cooked' at an even rate.



After the chassis were printed and cured, the axle boxes were drilled out for the wheels (in this case Hornby 12mm split spoke). The tape on the drill bit is my crude way of ensuring I drill to the correct depth and don't go straight through the axle box!



They were then pushed into a piece of soft wood and sprayed with white primer to await final assembly.

Chris's 3D Printing Top Tips

- Any 'complicated' model can be broken down into a number of simple ones. The first step is to identify what they are.
- Find the simple shapes from which they are made;
- wagon planks are rectangles;
- a bolt head is a hexagon;
- a rivet head is a hemisphere;
- a buffer is basically a collection of different sized circles extended into different length tubes.
- Create these and then put them together to make the complete model.
- Save the lower-level models for re-use on later projects

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The bodies and chassis were cleaned up and assembled, again with superglue. As the original vans only had brakes on one side, it was important to assemble them the right way round. The first pair ended up in the bin because they weren't!

20



The vans were finished off with grey paint to the roofs, and black to the metalwork. The handrails were fitted to the ends, along with the screw-link couplings to the buffer beams (another useful Hornby accessory). The correct lettering will unfortunately have to wait until I can find an appropriate source.

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A spray of acrylic primer prepared the vans for the final finish of LNER Engineering blue. The grey paint really shows the level of detail that can be achieved by the affordable resin printers of today.

Conclusion

It has been very satisfying to have eventually been able to complete a project like this after so many years of frustration and abortive attempts. Not only that, but my understanding of the capabilities of the equipment increases with each new challenge. For example, this time around, I printed the wagon body whole, instead of individual parts as I did for my first – a Warwell 'B'.

More importantly, is the growing confidence in my ability to create an effective CAD model worthy of printing. Again, as with many things, this comes with practice and experience, as well as a few failures along the way.

I often hear people say they feel they would not be able to use CAD software and printers to make their own models as they think it's too difficult to learn. This is not the case, it only seems difficult from the outside. I would thoroughly encourage anyone thinking about creating and printing their own models to take the plunge.





How to...

GET STARTED IN 3D PRINTING

N Gauge LNER D49 *Yorkshire* while operating as a guest engine on The North of England Line. The basic locomotive body and tender are 3D printed and the running gear is sourced from a variety of Dapol parts.

3D printing offers a world of railway possibilities. Steven Da Costa describes the materials and procedures of use to railway modellers.

3D printing, sometimes referred to as Rapid Prototyping, is a process where a three dimensional object is grown, layer by layer, from a computer-generated file. 3D printing is an additive manufacturing process, which means that material is added to the object rather than removed as per traditional milling and turning processes.

There are many different processes that fall into the 3D printing category; far too many to adequately describe in this article. Whatever the process, all 3D printers require the model to be built in layers and it is these layers that create the distinctive 'stepping' effect inherent to 3D prints. As a rule of thumb, the thinner the layers and the finer the material deposited, the better the quality of the raw print. However, this is not an exact science, as some printing processes will produce finer/smoothier prints despite the fact that, on paper at least, they have

lesser specifications than another type of machine.

3D printing seems to be misunderstood and frowned upon by many modellers. I believe that this is largely due to the wrong materials and/or processes being used, or not knowing the best techniques to clean up a print. There are many 3D printers available on the market that seem attractive due to their low price. Most of these machines are incapable of producing a high quality product; Generally speaking, anything that prints in layers thicker than 50 microns is not likely to be suitable for fine modelling work. Luckily there are several companies that offer 3D printing services at reasonable prices. Some even enable designers to sell their work to customers, thus removing the need to have to learn Computer Aided Design (CAD) skills.

Shapeways has offices in Europe and the USA that offer 3D printing services using a

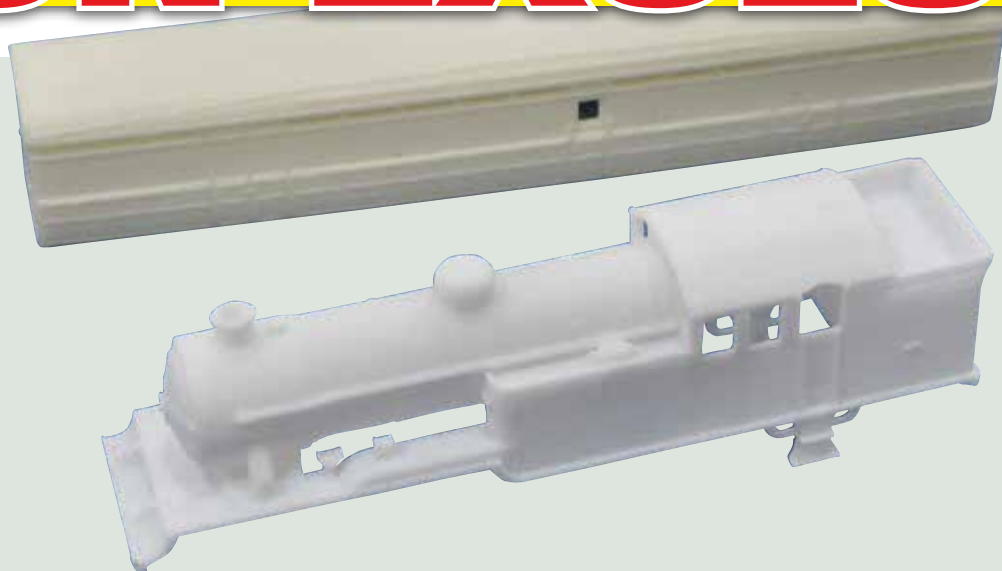
variety of different machines and materials, and the company works with designers to allow them sell their work via their own 'shops' on the site. Shapeways handles the manufacturing, quality control, shipping and customer service and the designer receives a mark-up for any items they sell.

Shapeways also offers a varied choice of materials for designers to work with, but not all of the designs uploaded will be able to be printed in all of the materials. In any case, not all the materials would be best suited to a particular design.

I have preferences for certain materials that give a good level of detail and can be cleaned up relatively easily. Some of Shapeways' most commonly used materials for railway modelling include: ■

*Next time
you've bought your
first 3D print, but here's
how to turn it into
a brilliant model*

ON EXCLUSIVE



Strong White and Flexible (SWF) can give a good basic shape but the surface is very rough and not as detailed compared to finer materials. The coach body at the back has been polished by Shapeways using a tumbler which, while successfully making the surface much smoother, has had the effect of removing much of the detail and will still require some filling due to its porous nature.

Strong White and Flexible:

This material is made of microscopic nylon particles that are sintered together using a laser; a process known as Selective Laser Sintering or SLS. The 3D objects are built in a box that is gradually filled with these particles allowing the unused areas to support the model as it is built. The resulting 3D prints are quite strong and have a good degree of flexibility, but they are porous in nature. The printer can produce details as fine as 0.2mm in height and width; although they are not as crisp as some other materials. This is one of the cheapest materials Shapeways offers and can be supplied in several colours other than white.

Due to the nature of this process, the prints will have a grainy look and feel. Shapeways offers a polishing service, but this can polish away detail so is of limited use. It is better to sand/polish the prints by hand, but the porous and flexible nature of the material does make this a little difficult.

I find that this material's use in N gauge is limited to parts that require a good degree of strength and flexibility, but where surface detail is unimportant. With work, it can be used to produce an acceptable finish in the larger scales. In fact I have seen some nice 4mm and 7mm models printed in this material, including the chassis!

Frosted Detail Materials:

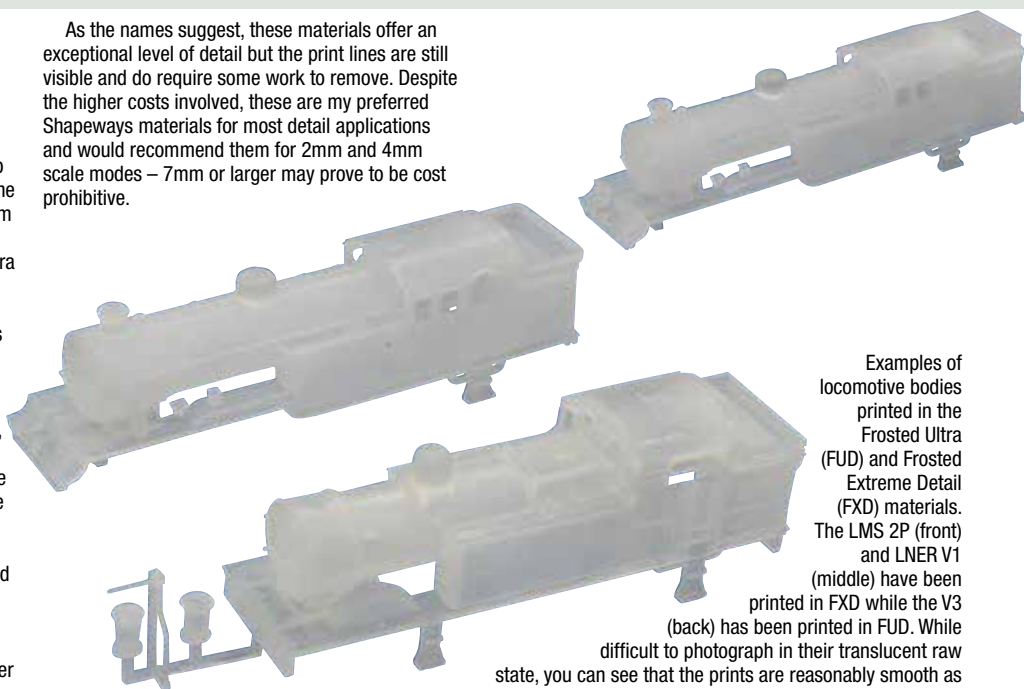
Examples of locomotive bodies printed in the Frosted Ultra Detail (FUD) and Frosted Extreme Detail (FXD) materials. The LMS 2P (front) and LNER V1 (middle) have been printed in FXD while the V3 (back) has been printed in FUD. While difficult to photograph in their translucent raw state, you can see that the prints are reasonably smooth as supplied but still benefit from rubbing down to get the best results.

Shapeways offers this material in two forms – Frosted Ultra Detail (FUD) and Frosted Extreme Detail (FXD).

Both these are printed in an acrylic resin using multijet technology (similar to an inkjet printer); the only difference is the thickness of the layers and the price. Frosted Ultra Detail is printed in layers around 30 microns thick, while Frosted Extreme Detail refines this to 16 microns. Therefore Frosted Extreme Detail takes longer to print than Frosted Ultra Detail, hence the higher price. Both these materials can produce details as small as 0.1mm in height and width. While capable of printing thinner cross sections, this material is more brittle than Strong White and Flexible.

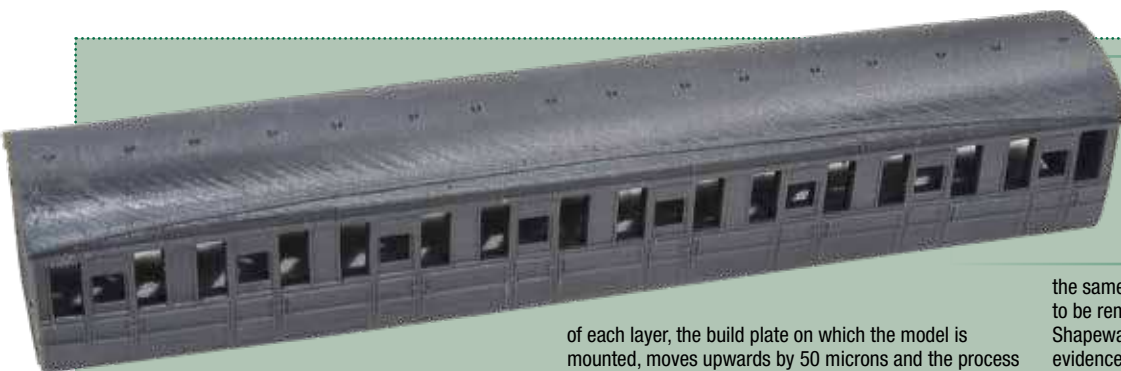
During the printing process, any overhanging areas must be supported with a wax material that is subsequently melted away. This does react with the acrylic resin used, which makes the surface slightly rougher where it was in contact with the wax. Any residual wax will need to be cleaned from the model before painting, as it will rise through the paint over time and give the model a sparkly effect!

As the names suggest, these materials offer an exceptional level of detail but the print lines are still visible and do require some work to remove. Despite the higher costs involved, these are my preferred Shapeways materials for most detail applications and would recommend them for 2mm and 4mm scale models – 7mm or larger may prove to be cost prohibitive.



Examples of locomotive bodies printed in the Frosted Ultra Detail (FUD) and Frosted Extreme Detail (FXD) materials. The LMS 2P (front) and LNER V1 (middle) have been printed in FXD while the V3 (back) has been printed in FUD. While

difficult to photograph in their translucent raw state, you can see that the prints are reasonably smooth as supplied but still benefit from rubbing down to get the best results.



High Definition Acrylate:

This material is a photosensitive resin that is cured using a laser, a process known as Stereolithography (SLA). The laser is mounted under a vat of the resin and is directed to the areas in each layer where the resin is to be cured. At the conclusion of the building

of each layer, the build plate on which the model is mounted, moves upwards by 50 microns and the process repeats.

High Definition Acrylate can produce features as small as 0.1mm in height and width, and its price and strength are comparable with the Frosted Detail materials.

This material also requires a support structure to be printed, although it is capable of handling limited overhanging areas without additional supports. However, unlike the Frosted Detail materials, these are made out of

This Gresley non-corridor third coach body has been printed in High Definition Acrylate (HDA). While the black resin shows the print lines more prominently, the model is almost as smooth as a FUD/FXD print. However, this model suffered from bowing along the bottom edges and, as a result, I will print the next revision in either FUD or FXD.

the same resin as the model. This requires the supports to be removed once the 3D print is complete. Fortunately, Shapeways will do this for the modeller, but some evidence of these will remain and have to be carefully removed.

While the layers are thicker than either of the Frosted Detail materials, SLA usually produces smoother finishes than the other 3D printing processes. However, High Definition Acrylate does seem to have a greater tendency to warp than the other materials. As such, I would suggest that this material is best suited to figures or well-braced models.

Other Materials:

Shapeways offers a variety of other materials which might be of use to the modeller. These include, but are not limited to:

- Steel – Similar surface characteristics to Strong White and Flexible but a lot harder!
- Platinum/Gold/Silver/Bronze/Brass – All printed in wax and then investment cast, not quite as detailed as some of the other materials and quite expensive.
- Castable Wax – For those wishing to investment cast their own work.
- Aluminium – Laser Sintered, not great for fine detail and expensive.
- Metallic Plastic – Strong White and Flexible mixed with Aluminium powder.
- Full Colour Sandstone – Cheap and colourful (if the designer has added colour renders to the CAD file) but grainy in finish and not good for fine details - more fragile than many other materials.



Once you've found what you want (assuming somebody has designed it) you can click on the item, select from the materials the designer has made available and add the item to your 'shopping cart'.

You can continue this process until you have found all the items you wish to purchase. You can move between multiple 'shops' during this phase as Shapeways will consider all these items as one order, regardless who you have purchased from.

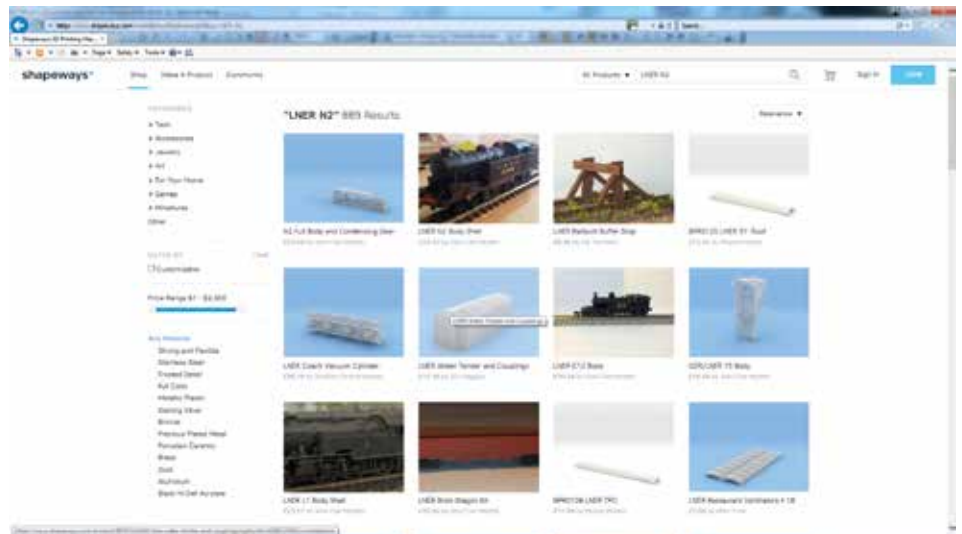
Next Steps

Once you have completed payment, Shapeways sends you an email confirming your order and, in most cases, you will have your model within a couple of weeks. You can then start to work on turning your print into your chosen model, which will be covered in another article. Here, though, are a few images that show what is possible with 3D printing.



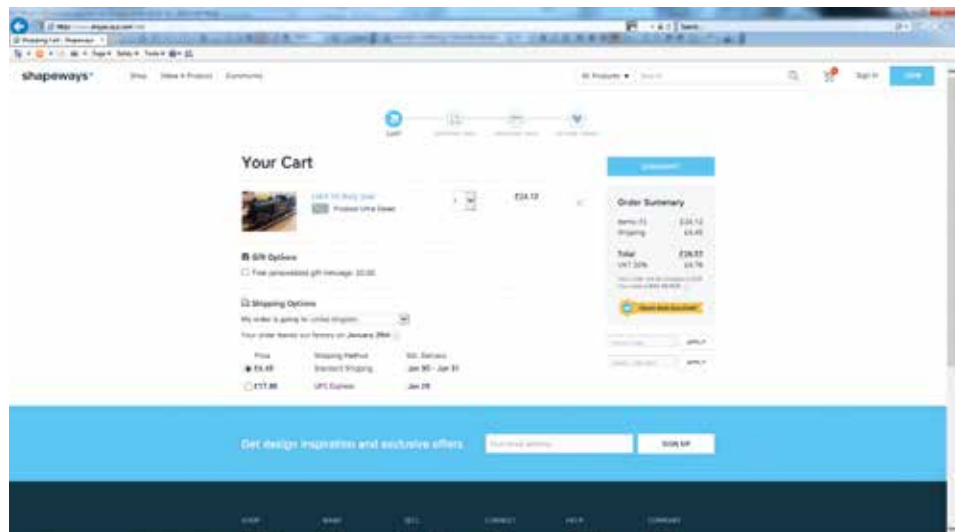
Two Strong White and Flexible prints following numerous priming and sanding applications as well as some gloss black car paint. While, with heavier detailing, this material may produce acceptable results in the larger scales, it is not the best material for fine details in N gauge.

Buying from Shapeways:



Shapeways is easy to use and you do not need to join as a member to purchase from the site. However, the sizeable number of items available does mean you can spend hours window shopping!

You will need to know which model you wish to order and, if you know the address of the 'shop' you want to visit, you can go directly there. If you do not know this, or are simply browsing, you can use the search box in the upper right hand corner of the screen.



Once you have completed your shopping, simply click on the 'shopping cart' icon at the top right hand corner of the screen to review your purchases, select your shipping method and proceed to the checkout.

If you have joined Shapeways as a member your details will be securely retained by the site. This is not necessary, but you will have to submit your name, postal address, email address and telephone number before continuing to the payment screen. You can make payment to Shapeways for your order using PayPal, a credit card or by bank transfer



These two locomotive bodies have been printed in FXD and, following a couple of rounds of priming and sanding, are now ready to be painted and have final detailing, such as handrails and buffers fitted. The difference between the SWF and FXD prints is clear once painted. The numerous rivets on the Stanier 2P are around 0.25mm diameter which show the advantages of the Frosted Detail materials over Strong White and Flexible.

ON EXCLUSIVE



This is one of my earliest efforts working with a FUD print and is around five years old. I have not detected any deterioration in the material and it retains all the properties of my newer models. This model would benefit from lamp brackets, coupling hooks and vacuum pipes.

This is one of my more recently completed models and has been printed in FXD. While I hope my ability to fit details, paint and line has improved over the last five years, I feel that this demonstrates that, despite the finer printed layers, there is not a lot to distinguish many FUD and FXD prints once cleaned, rubbed down and painted. However, for a model with numerous compound curves or rivets, FXD would be the material of choice.



A completed 3D printed, painted and weathered LNER K3/2 bodysell by the author.



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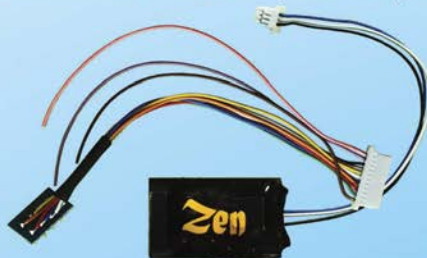
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MODELLING PROTOTYPICAL FORMATIONS FOR ECML EXPRESSES

With a keen eye for authenticity, Andy Sparkes offers a guide to sourcing period-correct rolling stock for popular ECML passenger trains of the 1950s.



60015 *Quicksilver* with the Up Tees-Tyne Pullman.
COPYRIGHT: RAIL-ONLINE

Railway modellers give a lot of attention to the locomotive at the front of a train but often much less to the rake of coaches it is pulling. This article describes prototypical train formations based on expresses on the East Coast Main Line (ECML) during the 1950s.

In this era, most ECML expresses were formed predominantly of Mk. 1 coaching stock, most of which is available ready-to-run (RTR) from Hornby and Bachmann. However, the vast majority had a catering core based on ex-LNER vehicles, which, in general, have to be kit-built.

Sources of information

The starting point for putting any prototypical formation together is a

combination of the relevant Carriage Working Notice (CWN) and/or photographs of a train in question. CWNs are probably the greatest help – many of them are available on the BR Coaching Stock group's forum run by Robert Carroll. Prototypical photographs are harder to find as it can be like looking for the proverbial 'needle in a haystack'. Sadly, many photographs concentrate on the locomotive and the rest of the train is obscure or not present. Many more aren't captioned with useful information about which service they are of, or the date of the photograph. The glamorous-named trains are easiest as they are more often correctly-captioned and may carry a headboard to help with identification. Secondary, unnamed,

expresses are often captioned with 'an up express' or similar, which is less helpful and some detective work is required to ascertain whether the photograph is of the train of interest. This research can be part of the fun but it is time-consuming. The best books to look in are ones that deal with particular trains rather than general picture books.

Creating accuracy

On the ECML in the 1950s, apart from the catering and a few specific trains, Gresley and Thompson stock mainly featured as strengtheners, maintenance spares replacing a Mk. 1 and on reliefs. The *Elizabethan* was an honourable exception to this, retaining its ex-*Flying Scotsman* pressure-ventilated Thompson stock through the 1950s. Earlier

in the decade, there was more variety with a fair smattering of Gresley and Thompson coaches in the formations, particularly on the secondary expresses.

On my model railway, 'Gresley Jn', I run representations of most of the main ECML expresses. Rather than having the 1000s of Mk. 1s, which would be required for this, I have a selection of about 40 Bachmann and Hornby Mk. 1s, which are stored in trays and can be put together in different formations to represent the different expresses. Similarly, the ex-LNER catering cores were formed of two or three coaches such as a Gresley triplet dining set or a Restaurant First (RF)/ Second Open (SO or RSO) combination and I have a few of these cores that are used in a number of trains. I took this idea from Gilbert Barnatt who employs a similar tactic on his 'Peterborough North' layout, which has been featured in these pages and on RMweb. Ease of coupling the different formations together

is achieved through the use of the new West Hill Wagon Works magnetic couplings, which enable formations to be shuffled very quickly. One consideration when using the same coach for several different trains is the carriage roofboard, which carried either the name or origin/destination of the train. These were a distinctive feature of ECML (and many other) expresses and I feel are worth including. I have a selection with the common destinations and tend to have different roofboards on each side of the coach to allow for different trains by turning the coach round with just the viewing side correct. A few have to be attached with tacky wax for less common destinations.

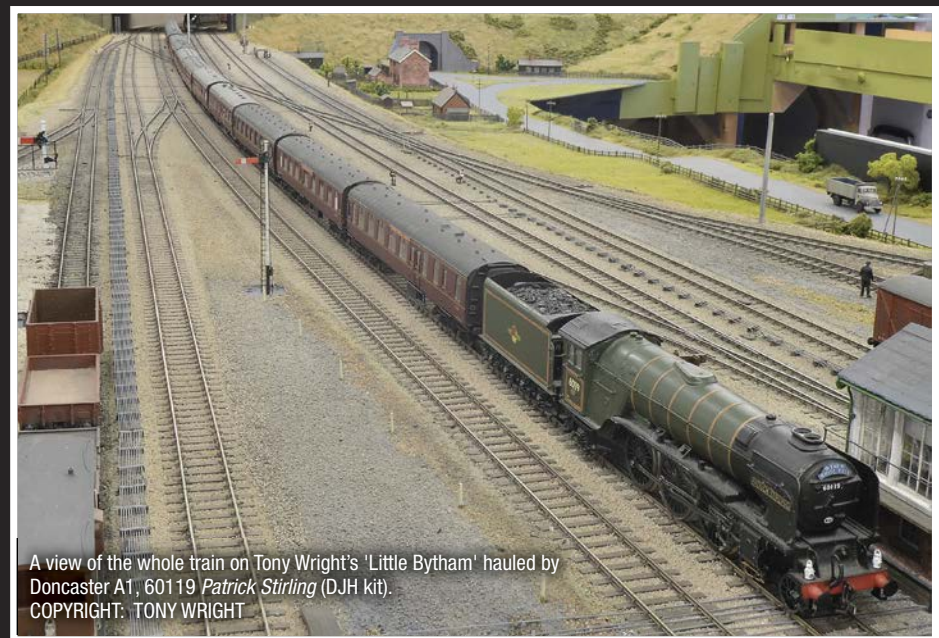
Others take a more purist approach and refuse to re-use coaches in this way. This inevitably means that they are unable to model as many different expresses but have to choose a representative selection. This approach works better on layouts that are used more intensively where a constant

stream of trains is required and there is no time for assembling the correct formation. Tony Wright's 'Little Bytham' is a great example of this approach.

The named trains often carried a headboard and I feel these really make the train stand out. Model examples are available from Fox, 247 Developments or Sankey Scenics amongst others. Another element that helps the train look good are corridor connectors, which glue onto the plastic representations provided by Bachmann or Hornby and close the gap between the coaches. These are available from many suppliers and can be expensive, but I have found Fair Price Models on eBay offer excellent value.

Finally, all expresses should carry two headlamps on the bottom left and bottom right lamp irons and a tail lamp on the rear coach. These are available from Springside, Modelu, DCC Concepts and Lanarkshire Model Supplies, amongst others.

The White Rose



The White Rose was one of two named trains serving the West Riding of Yorkshire. It was a fairly standard-looking West Yorkshire rake of coaches with several brake vehicles to serve different portions and a catering core consisting of an ex-LNER Restaurant First (RF) and Pantry Car (RSP). These catering cars could, in practice, be either Gresley- or Thompson-designed. Extracts from the 1959 CWN show the configuration of the train as in the table below. Standard Mark 1 cars are marked with an asterisk, the RF and RSP are not so marked

indicating that they are of an earlier design. It's difficult to tell exactly which earlier design, although the vehicle weight and the number of seats can give a clue. The other coach without an asterisk is the seventh vehicle shown as SK(A) with a footnote 'Prototype Vehicle E25457'. This was one of the 14 Mk. 1 prototypes built in 1957 to test different design ideas. It is a second-class compartment coach but with one less compartment than the standard SK. As such, it is one of the less radical vehicles which emerged, externally at least.

Banks and Carter in their book *LNER Passenger Trains and formations 1923-1967*, state that the catering on this train was sometimes of Gresley origin and sometimes Thompson. I represent the catering pair with Thompson examples. These have been built using brass sides from Southern Pride Models (The RF) and Comet (the RSP), but both companies can supply both vehicles. The brass sides come pre-formed into the correct curvature for the sides. All the modeller has to do is add door handles and paint and line the sides. They are then added to a Bachmann donor coach. Full instructions are given in the Southern Pride pack about the work required to the donor vehicle and they even include the necessary roof vents. The RF should strictly have Gresley heavy-duty bogies. These are available from MJT and Comet in white metal or Isinglass Models if you prefer to work in resin. If you prefer an all brass coach, Comet (now Wizard Models) offers a complete kit.

The other coach is the Mk. 1 prototype, E25457. No company supplies a kit or sides for this as far as I know. But luckily, it has almost the same window arrangement as a standard Mk. 1 FO. On the compartment side, it is the same. But on the corridor side, there were no toilets and the toilet windows need to be filled. I based mine on a Replica Mk. 1 FO but you could use the Hornby version now.

In 1959, haulage of the up train was normally a Doncaster A1. However, the down train was occasionally hauled by the prototype Deltic as far as Doncaster, so this would be a good train to model if you want a good use for your Deltic model.

Locomotive - A1	Mk. 1 BSO	Mk. 1 CK	Mk. 1 FK	Ex-LNER RF	Ex-LNER RSP	Mk. 1 TSO	Mk. 1 SK (prototype)	Mk. 1 BSK	Mk. 1 TSO	Mk. 1 BSK	Mk. 1 SK	Mk. 1 CK
Bachmann or Kit	Hornby	Hornby or Bachmann	Bachmann	Kit – see text	Kit – see text	Hornby or Bachmann	RTR bash - see text	Hornby or Bachmann	Hornby or Bachmann	Hornby or Bachmann	Hornby or Bachmann	Hornby or Bachmann

The Heart of Midlothian



The Heart of Midlothian was a new name given to the early afternoon express from Kings Cross to Edinburgh and vice versa in 1951. It was chosen as a Mk. 1 showpiece formation and, as such, it was one of the few 1950s ECML trains formed entirely of Mk. 1s. Most of the vehicles are available from Bachmann and/or Hornby but the Kitchen Car and RTO aren't available RTR and have to be made from kits. The train can be seen in the image where the RTO and kitchen car can be seen as the sixth and seventh vehicles. I made my versions of these vehicles from Comet (RK) and Southern Pride (RTO) brass sides on donor vehicles – shown below.

The full train is 13 vehicles, so rather long for many layouts, but, if you have the space to run this formation, it makes an impressive sight. If you want to run a shorter version, this train can be reduced by leaving out a few of the SK and CK corridor coaches, but I feel that to go much below 10 coaches would be a compromise too far.

Mk. 1 BTK	Mk. 1 TK	Mk. 1 CK	Mk. 1 BG	Mk. 1 FK	Mk. 1 RFO	Mk. 1 RK	Mk. 1 RTO	Mk. 1 TK*3	Mk. 1 CK	Mk. 1 BSK	Loco - A4
Hornby or Bachmann	Hornby or Bachmann	Hornby or Bachmann	Bachmann	Hornby or Bachmann	Hornby or Bachmann	Kit- see text	Kit- see text	Hornby or Bachmann	Hornby or Bachmann	Hornby or Bachmann	Hornby

The Elizabethan



The Elizabethan was the flagship train on the ECML in the 1950s running non-stop between King's Cross and Edinburgh. Its origins lay in the *Flying Scotsman*, for which Thompson produced a new formation of 15 pressure ventilated (PV) coaches in 1947/8. These were similar to his standard coaches but with fairing over the solebars to give a sleeker appearance and pressure ventilation, which meant a simpler ventilator arrangement on the roof. The stock was renamed and retimed as *The Capitals Limited* in 1949 and *The Elizabethan* in 1953 to celebrate the new Queen's coronation. By the 1956 season, it had shrunk to 11 vehicles, which included nine of the original pressure ventilated Thompsons, a standard Thompson RF and a Mk. 1 BCK in the Aberdeen portion.

Apart from the Mk. 1 BCK, the coaches are not available RTR but Southern Pride produces excellent conversion kits for the Bachmann Thompsons, which contain brass sides and the necessary roof furniture to produce the PV versions of the coaches. For the purist, heavy-duty LNER bogies should also be used and these are available from several suppliers including Comet, MJT and Isinglass. Adjacent is a close-up of the Buffet Car. I think they make lovely vehicles, well worth the effort involved.



For the 1957 season it was repainted in the new maroon livery and I chose to model the train in that year, mainly because I find maroon much easier to paint than 'blood and custard'. The picture shows my version headed by A4, 60009, *Union of South Africa*. For those wishing a little less conversion work, later versions of the train had more Mk. 1s and fewer of the Thompson PVs so would make an easier project. The train had several SKs, so a shortened representation could be created by leaving one or two out.

Locomotive – A4	Thompson PV BG	Thompson PV FK *	Thompson RF	Thompson PV S0	Thompson PV SK	Thompson PV SK	Thompson PV SK*	Thompson PV SK	Thompson PV Buffet	Thompson PV SK	Mk. 1 BCK
Hornby or Bachmann	Southern Pride overlay on Bachmann donors										Hornby or Bachmann

DEL TIC on 12.30 Hull – King's Cross on my layout, 'Gresley Jn'.
COPYRIGHT: ANDREW SPARKES

The rest of my rake is formed of Hornby and Bachmann Mk. 1s as shown in the image.

Locomotive – DELTIC	Mk. 1 BSO	Mk. 1 CK	Mk. 1 FK	Ex-LNER Tourist Buffet	Ex-LNER RSP	Mk. 1 BSO	Mk. 1 CK	Mk. 1 BCK
Bachmann	Hornby	Hornby or Bachmann	Bachmann	Kit – see text	Kit – see text	Hornby	Hornby or Bachmann	Hornby or Bachmann

Tees Tyne Pullman headed by D9006.
COPYRIGHT: ANDREW SPARKES

The same coaches could be used to double-up as the *Master Cutler Pullman*, which was an even shorter six coach rake with four Metro Cammells and the two older brake cars. This was always diesel hauled (excepting failures), initially a Class 40, later Class 37s, 31s and both *Falcon* and DP2 when on trial.

[illegible]

17.35 King’s Cross – Newcastle

Another Newcastle service, this time the 17:35 from King’s Cross to Newcastle, which was a key peak express service with dining provided by the ex-Silver Jubilee Restaurant Triplet, a very fine set of coaches. In order to limit the length of the train, I have based my model on the FX service from July 2 to September 15 in 1956, which loaded to 12 vehicles. It was another mainly Mk. 1 formation, but in addition to the catering facilities, it featured some ex-LNER Brake Thirds, which gives us a chance to use the excellent new models from Bachmann. It also features a portion for Saltburn, which was detached at Darlington.

The main modelling problem recreating this train is to create the *Silver Jubilee* triplet set. Wizard models produces a brass kit and Marc Models used to produce one that may appear second-hand. An alternative would be to use the standard restaurant triplet, which would have been a substitute on occasion. This was produced for many years by Ian Kirk and is more readily available second-hand and is still produced in brass by Comet/Wizard Models.



A3, 60046, *Diamond Jubilee* on 17.35 King's Cross-Newcastle on 'Little Bytham'.
COPYRIGHT: TONY WRIGHT

My own is from Marc Models and was bought second-hand, having formerly run on the 'Gamston Bank' exhibition layout.
The rest of the train is formed of RTR Mk. 1s from Hornby and Bachman, three of the new Bachmann

Thompsons and a Hornby Gresley Full Brake. All in all I think this makes a nicely mixed train. It is shown above headed by A3, 60046 *Diamond Jubilee*.

Thompson BSK	Mk. 1 CK	Mk. 1 SK	Thompson BSK	Gresley BG	Mk. 1 BCK	Mk. 1 FK	Ex-Silver Jubilee Restaurant Triplet Set	Mk. 1 TSO	Thompson BSK	Locomotive – A3
Bachmann	Hornby or Bachmann	Hornby or Bachmann	Bachmann	Hornby	Hornby or Bachmann	Bachmann	Kit – see text	Hornby or Bachmann	Bachmann	Hornby

The Car Sleeper Limited

For the final train I’m going to cover, I’ve chosen The Car Sleeper Limited, which was the first Motorail service in the UK. It started in 1955 and for the first two years, the car carrying capacity was formed by LNER ‘extra long CCTs’ as produced by Hornby, which makes it a very practical train to model and quite an impressive sight. The three sleepers were initially LNER D.95/109 61’6” SLTs (SLS from 1956). These were available as kits from Ian Kirk. While these are no longer available, they are now available as 3D-printed kits from Isinglass. Passenger coaches comprised a BSO (Hornby), a TSO (Bachmann or Hornby) and a Thompson BSK (Bachmann). From 1957, the train used the longer 66’ LNER D.148 sleepers and bogie CCTs converted from redundant 54’ LNER passenger coaches displaced by electrification on the Great Eastern. These are not available RTR or as kits as far as I know, so would be a major challenge to model. In 1962, bogie CCTs were replaced by two tier ‘Newton Chambers’ car carriers, which are available as kits from Southern Pride Models. I used the Ian Kirk sides for my Sleeper Thirds, grafted onto a Hornby Gresley donor coach to give the smooth running, better roof profile and underframe detailing of the Hornby model.



The Car Sleeper Limited on Tony Wright's, 'Little Bytham'.
COPYRIGHT: TONY WRIGHT

Thompson BSK	Mk. 1 TSO	Gresley SLT	Mk. 1 BSO	Ex-LNER extra Long CCT	Locomotive – A3
Bachmann	Hornby or Bachmann	Kit – Kirk or Isinglass	Hornby	Hornby	Hornby



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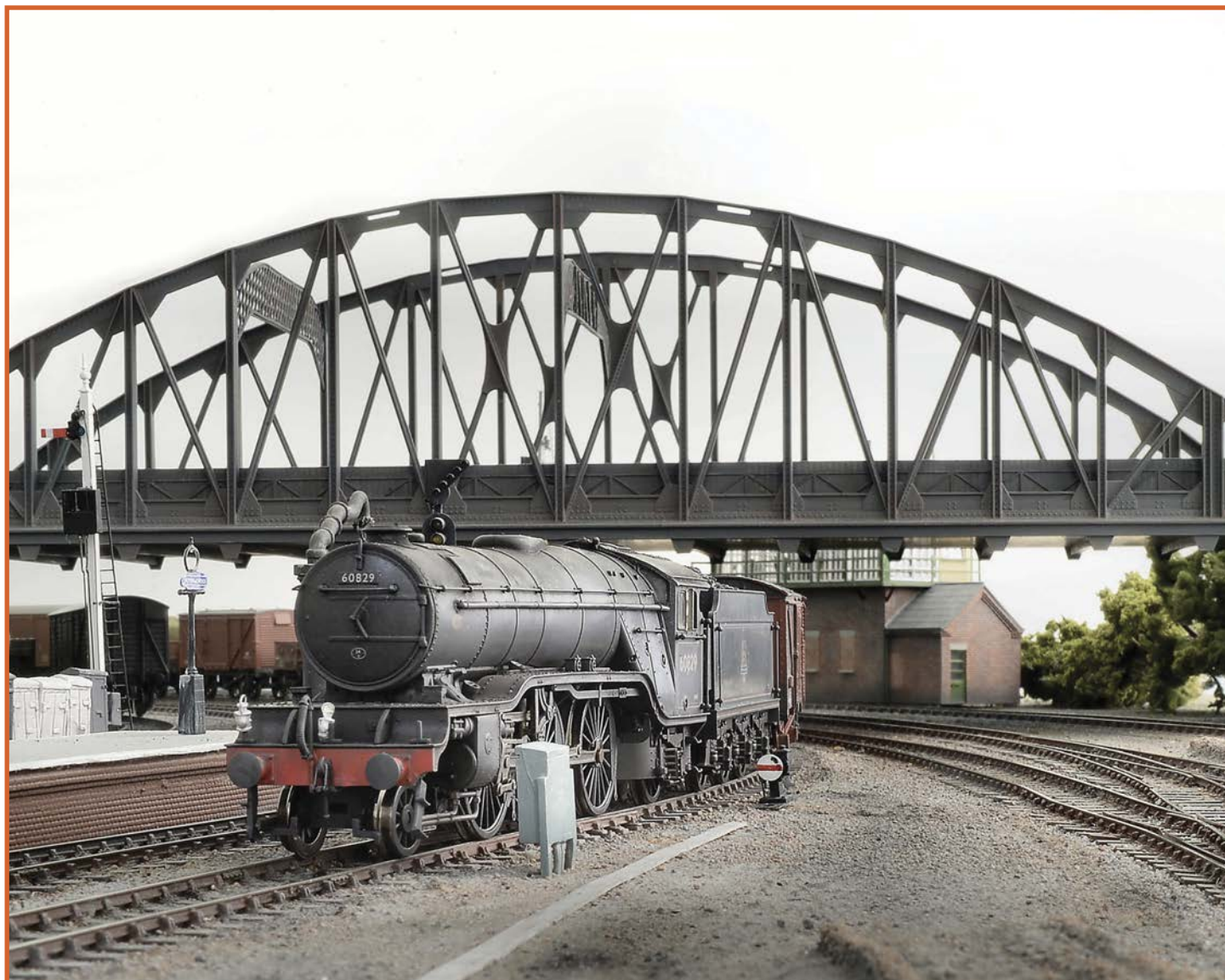
LNER LAYOUTS: OUR PICKS

Photography: Tony Wright

This iconic stretch of railway has inspired many to create layouts of locations set in England and Scotland – here's our selection of the most memorable.

The LNER, its predecessors and its successors, has always been popular among modellers. Indeed, there are probably more main line layouts depicting the ECML in all scales/gauges than any other trunk route. In this modest selection – not all ECML representations – a range of scenes from the past is presented in model form. Some from the distant past (the GNR) and some at the dawn of the diesels/electrics of BR. All show modelling of a very high standard.

Peterborough North



Built in OO gauge, this model represents what the old Peterborough North station used to look like in the late 1950s, complete with dog-leg curves and tight speed restrictions. In this view, a V2 (modified Bachmann) heads north under Crescent Bridge with a fully-fitted freight.

Sandy Bay



A delightful rendition in N gauge, depicting the long-closed ex-NER route along the Yorkshire coast. Here, an A5 crosses a typical metal viaduct on a very short parcels train (a single Thompson BG) bound for Middlesbrough.

Little Bytham



Modelled in OO gauge, and set in the late 1950s, this layout features the British station most-named in any timings of speed records – 'Little Bytham', a modest railway installation on Stoke Bank between Grantham and Peterborough. Seen from beneath the MR/M&GNR girder bridge, Class A1 60130 *Kestrel* (DJH) has charge of the Down 'Queen of Scots' Pullman as it ascends Stoke Bank.

Retford



An heroic model in EM, this vast creation (still to be completed) is a scale model of this juxtaposition of two main lines in Nottinghamshire. In this shot, Class B17 61620 *Clumber* (Crowline) heads eastwards towards Lincoln and beyond on the 'North Country Continental' boat train, Liverpool-Harwich.

Stoke Summit



Once a favourite on the exhibition circuit, 'Stoke Summit' in OO gauge now permanently resides in a barn in Devon. This was the starting point for some of the fastest runs in the realm, and A4 60024 *Kingfisher* (Pro-Scale) has just come over the top to prepare for a frantic dash down to Peterborough, hauling the Up 'Elizabethan'.

Over Peover



O gauge on the grand scale; a huge layout capable of running full-length LNER expresses. Expresses such as the 'Yorkshire Pullman', seen here behind *Dominion of Canada*, complete with commemorative CN bell. The locomotive and the train are from Golden Age Models.

United Mills



A bucolic backwater, built in P4, and set in the Scottish Lowlands, this layout depicts an ex-NBR branch towards steam's end. Indeed, as in this view, the diesels (however small) are taking over.

Woodhead



Though not completed until BR days, the Manchester/Sheffield/Wath electrification project was promulgated by the LNER. Gresley and his team designed the first electric locomotives for it; as seen here, as an EM1 leaves Woodhead Tunnel on its way to Manchester. It's a true 'railway in a landscape', for which N gauge is perfect.

Billingham



Set in the North East and built in the North East in OO gauge, this ex-NER main line sees a wide variety of traffic; mainly freight, but the usual mix of passenger trains as well, including this D20-hauled stopper.

Charwelton



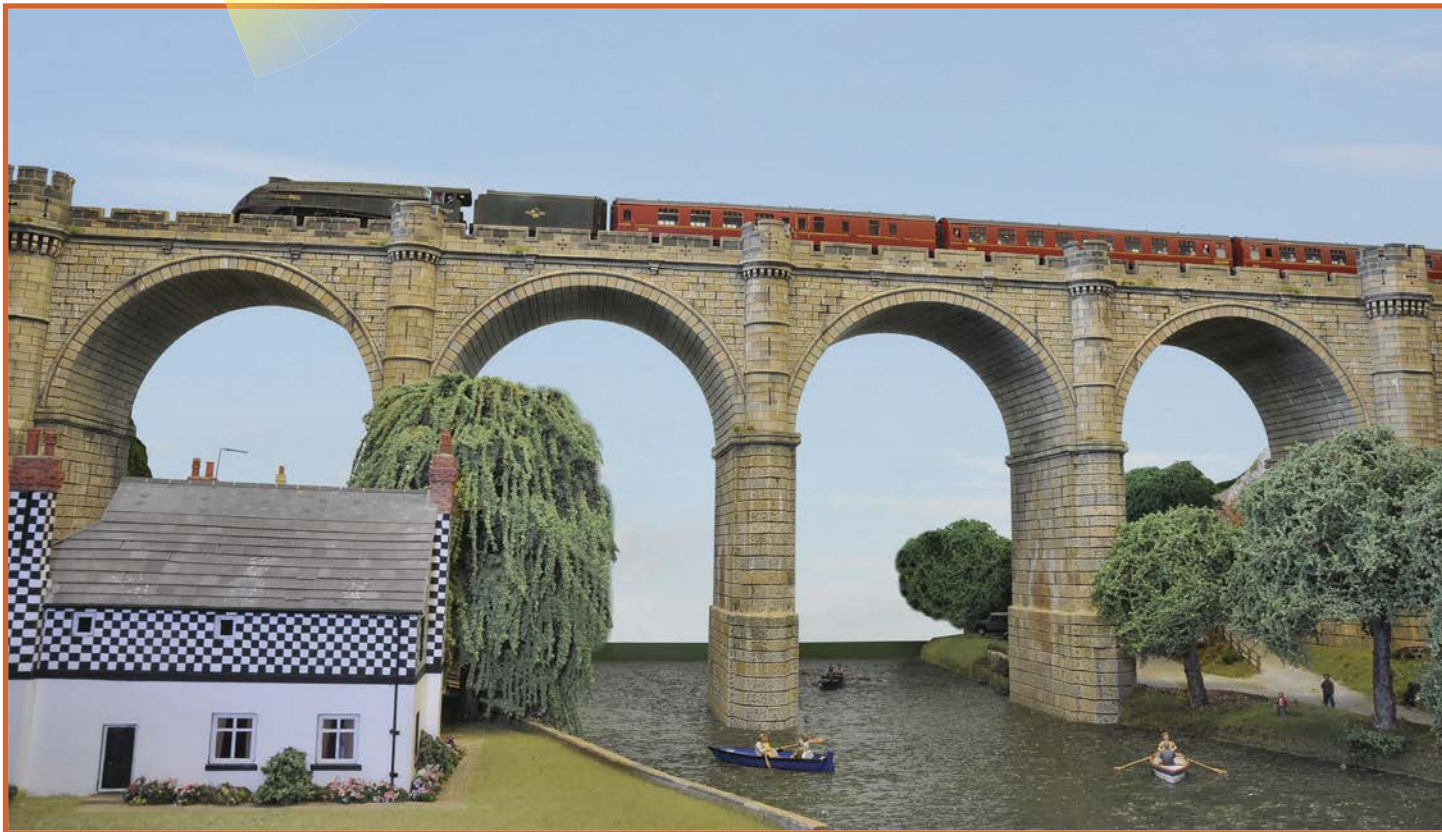
Built in OO gauge, this large layout represents this long-closed station on the long-closed Great Central's 'London Extension', in Northamptonshire. It was mainly steam-hauled when built, but now, under new ownership, history has been re-written to include blue diesels. It certainly had some interesting workings, and, in this scene, a V2 (Nu-Cast) is heading northwards on the Bournemouth-York through train.

Durham Street



When one has a superb collection of O gauge motive power, what better way to display it at exhibitions than on a motive power depot? In this shot, Class A2 60534 *Irish Elegance* prepares to take on coal before departure, light engine.

Knaresborough



Though the layout is officially called 'World's End' (after a pub adjacent to the railway), there is no doubt that this is Knaresborough Viaduct, spanning the River Nidd. Built in OO gauge, and representing more modern times, here a modified Hornby A4 crosses the stately structure on a special working.

Copenhagen Fields



Magnificence in 2mm scale, this epic creation represents the environs just north of Kings Cross on the LNER main line. Steeply-graded northwards, occasionally (in earlier days) trains had to be double-headed, as pictured here as a Stirling Single heads an Ivatt Single on the climb to Holloway.

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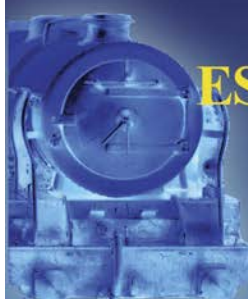
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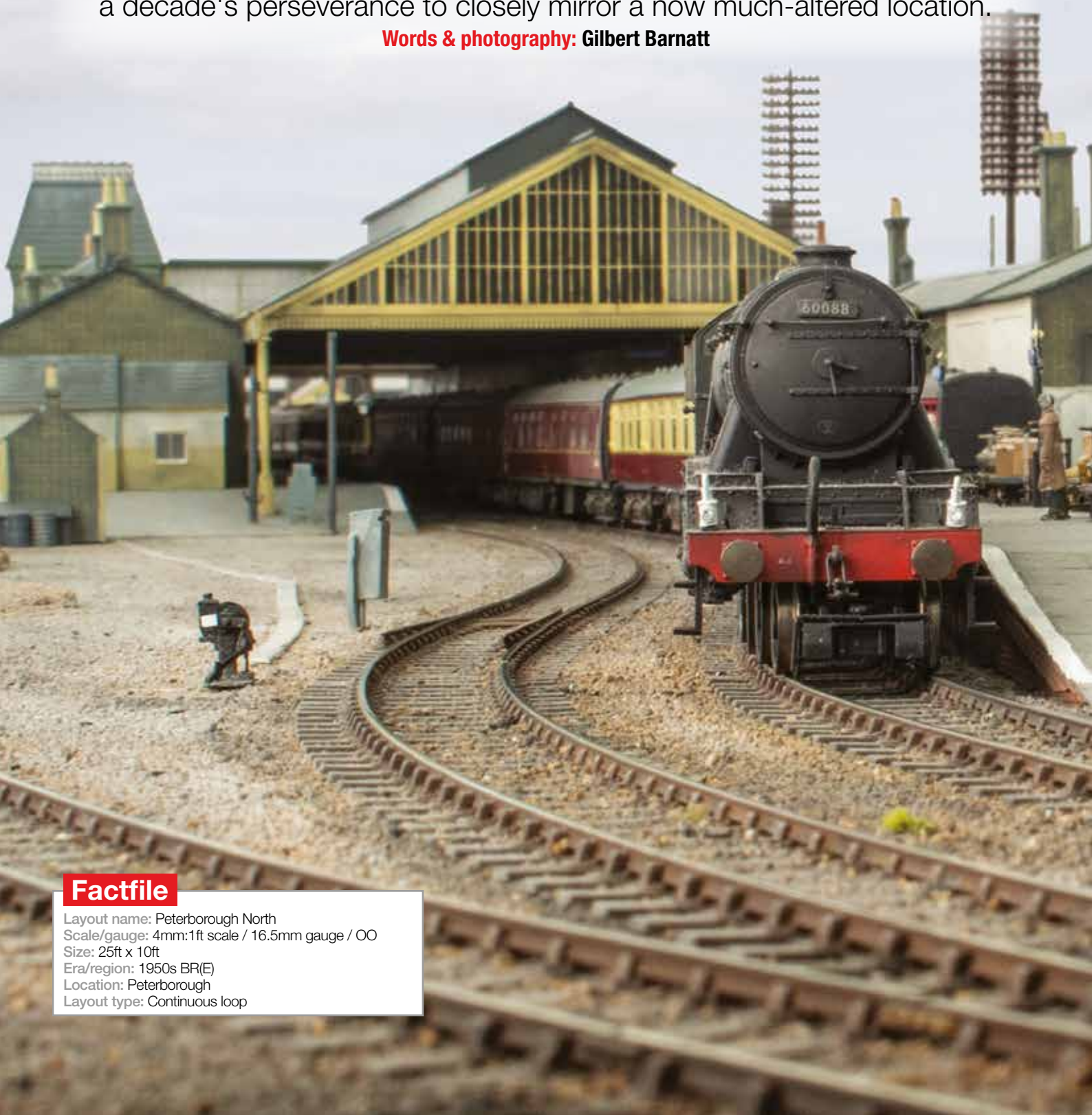
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PETERBOROUGH NORTH

We re-visit this outstanding model made possible with a clear vision and a decade's perseverance to closely mirror a now much-altered location.

Words & photography: Gilbert Barnatt



Factfile

Layout name: Peterborough North
Scale/gauge: 4mm:1ft scale / 16.5mm gauge / OO
Size: 25ft x 10ft
Era/region: 1950s BR(E)
Location: Peterborough
Layout type: Continuous loop

ON EXCLUSIVE



Seen from the far side of Crescent Bridge, a Heaton-based A3 has arrived with a Sunderland to Kings Cross train. It will now come off and be replaced by the local A2/3 waiting in the bay.

My layout, a representation of Peterborough North as it was in the late 1950s, has appeared in BRM twice before, in 2014 and 2015. This year has seen a significant milestone, as it is now 10 years old. There have been quite a few developments in the last five years, so it is time for an update.

For me to keep the same layout for 10 years is very unusual, and for it still to be giving me the same pleasure and motivation as it did at the beginning, is even more so. 2020 has been a year of unprecedented challenge for all, particularly during lockdown. I live alone, by choice these days, and during seemingly endless days, I have realised more and more how my hobby, and specifically this layout, has helped me enormously in getting through those challenges.

What did I do this time that broke the previous long cycle of aborted or abandoned projects? Well, I decided exactly what I

wanted and why, drew up a rough scale plan to prove that I wasn't kidding myself as I have in the past, and concentrated hard on identifying precisely what must be included, and what I must avoid. I also banned the weasel words 'should' and 'ought'. This was for me, so all that mattered was what fitted in with my own parameters. This layout is 25ft long, space most people would love to have, and perhaps never will, but it isn't long enough to accommodate 'Peterborough North' accurately.

The distance between the two bridges at each end of the station is 30ft to scale, and I've still got to get approach curves in too. So, there is quite a lot of compression and some glaring anomalies. To the North, the main line runs dead straight, but I have a 3ft radius curve. At the other end, the real thing was on a gentle curve, but mine is far more severe. Mind you, how many of us have curves that are prototypical?

Within that 25ft, I could get in all

the main running lines, and the station platforms would be nearly as long as the prototype. I would be able to perform most of the movements that happened. Also, the location had sharp curves at each end after the bridges on the station side, and those would help me in fitting things in.

Now, I have quite a lot of plus points, and for me, they far outweigh the compression and the curves. You can't get any major ECML station to scale into a 25ft length, but this one isn't that far out, and I can comfortably put up with the minus points. End of story. Others may disagree, but the purpose of all this is to satisfy and entertain me. Realising that and accepting it is the reason for this layout's longevity.

Operating challenges

For those who haven't seen the previous articles, and who may not be familiar with the pre-1970s railway at Peterborough, a few recaps are in order, if only to show that it



ON EXCLUSIVE

was the real thing that was – to say the least – eccentric, rather than me.

The GNR wasn't the first railway to Peterborough. George Hudson, as in other places, got there first, and the Midland Railway's route from Leicester to Peterborough East station was in place to the West. The GN, therefore, had to squeeze into the space between the Midland running lines and the City on the other side. The result was a mess, which was not sorted out for well over a century. Thus, you will see only one platform face for Up trains on the ECML, and no access from the Up to either the bays on the Down side or to the far platform. There was an Up slow, but to

access it, trains had to cross the main lines at the north end thread through between the far island platform road and the Down slow, then cross both main lines again to get back to the Up, and eventually to an Up slow road.

The huge New England yards were almost all on the Up side, so although there was a Down slow road, it re-joined the main just before Spital Bridge, and then once again, all traffic for the yards had to cross the main lines, and block both. Add to that the 'dog's

leg' curves at each end between the bridges, which had a 20mph permanent speed restriction, and the result was an operating nightmare.

My expresses, if running non-stop, all have to run through very slowly, which at least gives plenty of time to observe them in detail. The original intention was that the two bridges, Crescent to the south and Spital to the north, would form the scenic breaks, and that everything else would be off scene. That is still what happens at the north end, but there's a bit more room to the south, and I couldn't resist adding some more detail there. It is incorrect, of course, because of the sharp curve, which shouldn't be, but it



This was the view from on the bridge. The Ivatt 4 2-6-0 has brought in a local from the old Midland and Great Northern section, and terminated here. To the right the station forecourt and the Great Northern hotel can be seen.

allows the lovely Crescent Junction signal box to be included, and one or two other features as well.

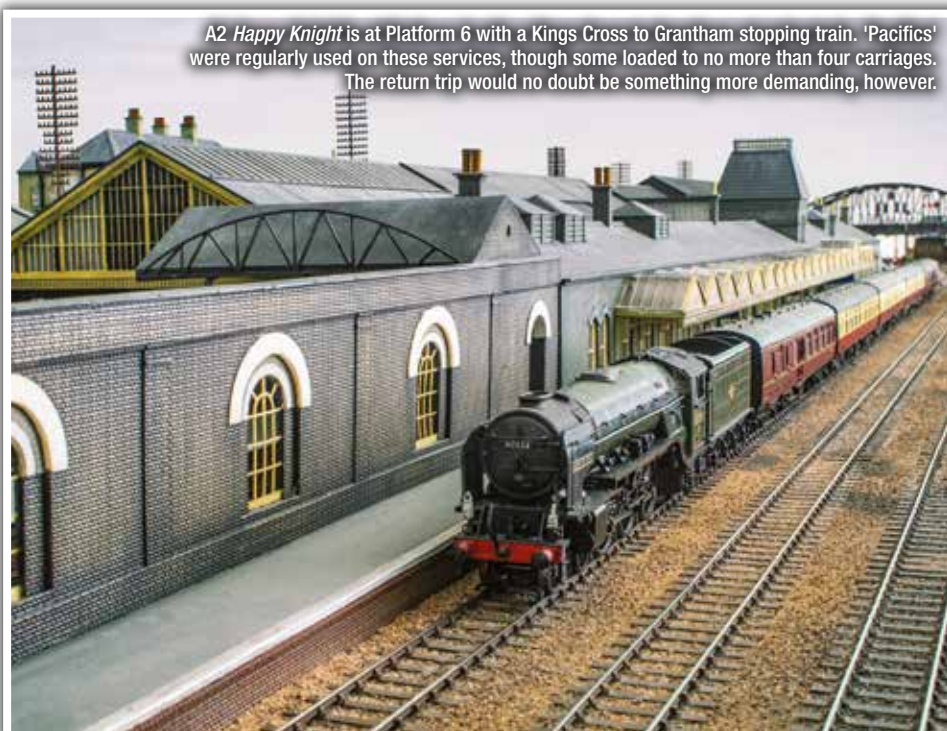
What is there still to be seen of this rather ramshackle and unfit for purpose stretch of railway? The two bridges are there, and the Great Northern Hotel, together with three buildings along the boundary on the Up side and to the north of the new station buildings. Everything else has gone. More efficient, but to me at least, pretty sterile.

Progress update

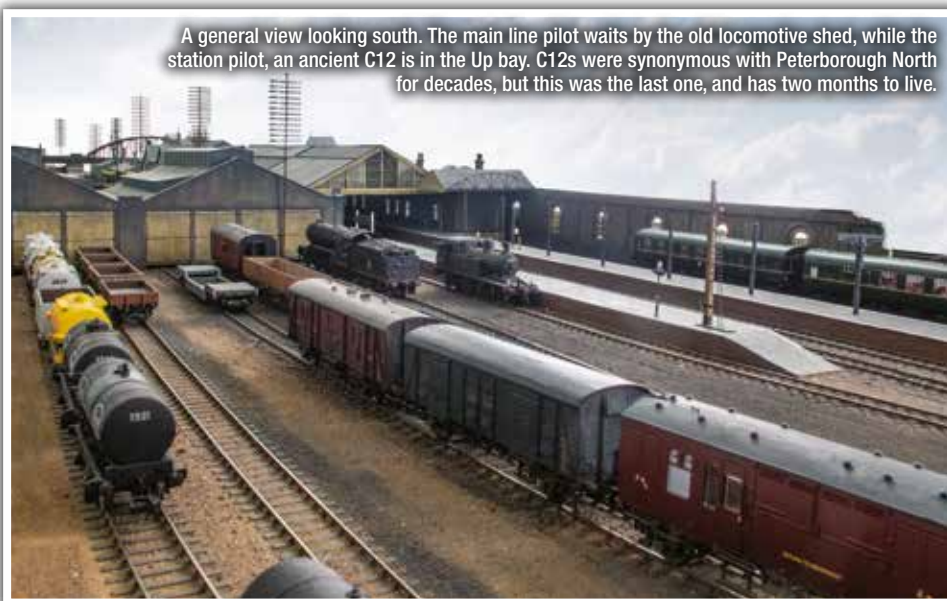
Let's look at what has happened since 2014. By then all the track was in place, courtesy of the late Norman Saunders of Just Tracks, and Peter Leyland had completed the extremely complex job of making the station buildings and the gradually disintegrating overall roof. There remained a void on the Up side where the District Engineer's complex should be, and which would have to be filled. I was concerned, too, about the other side of the layout, which ended alongside the Down slow line. By this time, I had become interested in photographing the layout for my thread on RMweb, and felt there should be something there to provide a backdrop.

I'll deal with the Down side first. What was there in reality? Two very long and dead straight sidings, usually pretty full of goods stock, and behind those the Midland running lines. The other side of those was occupied by Spital Bridge shed and associated buildings, including a very tall Cenotaph coaling stage. I had no room for any of that, unfortunately, and even if I had, a totally impracticable width of baseboard would have been required. I had left 15in between baseboard edge and outside wall – enough to give access, albeit with a contortion or two, and a bit of a squeeze. Then it occurred to me that, if I could just put in those two long sidings and partly fill them with vans and wagons, I would have the ability to move them up and down to provide a backdrop when required. This would be purely static, so no need for wiring, or other complications. It would also need to be 4in wide, reducing the wiggle room available in most places to just 11in. The positive element was that it would also be a powerful incentive to keep my waistline under control!

We went ahead with this, and I reckon it was a good decision, but you can decide for yourselves from the images that accompany the article. A lot of thought has been given to making a scenic background along the far wall at the end where Spital Bridge shed



A2 *Happy Knight* is at Platform 6 with a Kings Cross to Grantham stopping train. 'Pacifics' were regularly used on these services, though some loaded to no more than four carriages. The return trip would no doubt be something more demanding, however.



A general view looking south. The main line pilot waits by the old locomotive shed, while the station pilot, an ancient C12 is in the Up bay. C12s were synonymous with Peterborough North for decades, but this was the last one, and has two months to live.

would have been visible, but that is on hold, as we haven't satisfactorily worked out how to make it look convincing from more than one angle.

Building work

Peter Leyland has also built new bridges for both ends of the layout. Spital Bridge is now much more like the real thing, and the replacement Crescent Bridge has been extended, and is a considerable improvement. Behind it, I couldn't resist adding more detail. The signal box is from the prototype, but a tranship shed, which on the real thing would have been on the straight, now curves quite a lot. I've also included more buildings under and beyond

the bridge, guesswork to a degree, as not many photographs of that area have been found, but I feel that it adds atmosphere.

We also needed to include the complex of buildings on the east side of the running lines at the north end, which, by the 1950s, were occupied by the District Engineer's department. The building nearest the main lines was fairly straightforward because it appears in many photographs, or at least one side of it does. Behind that were several more, all long gone, and of which I had found just one close up image. I had many more taken from the platforms on the Down side, but what could be seen varied considerably depending on the photographer's position. This caused a lot

ON EXCLUSIVE

A high level view of the north end. The B1 in the bay is going to Grimsby, and the WD is commencing its journey to London with one of the many coal trains for the capital, which ran day and night. The District Engineer's area frames the image on the right, and wagons on the Midland siding on the left.



The view beneath the overall roof, as another WD heads for London with more coal, as it will have done probably thousands of times. This view should really be obscured by the smoke that hung around under here most of the time.

DIGITAL EDITION

of head scratching and a realisation that I could not hope to accurately reproduce the original.

Behind railway property ran Westwood Street, and the two were separated by a high wall, above which the upper storeys of houses and a pub could be seen. I needed to use that as a backdrop, and I had a maximum of 22 inches in which to do it. That resulted in a lot of experimentation with forced perspective, mocked up 2mm low relief terraces, and one or two other ideas. In the end, with Peter's considerable help, I settled on what can be seen now. It works best when viewed from rail height, but overall, I think it gives a reasonable effect, so I'm happy with the result.

So, on the scenic side of the layout, that is what has happened since 2015, and I'm pleased to say that it has all achieved what I hoped it would. There's still plenty of small detail to work on, though, which I'm sure I'll get round to, eventually.



Another locomotive getting close to the end of its long working life. I have a photograph of this B12 at Peterborough in the summer of 1958, still well cared for by Cambridge shed. The finish on the locomotive has been beautifully captured by Tim Easter, who now deals with all such projects for me.

The premier ECML express runs through, the 'Elizabethan', hauled by the usual spotless A4. Like all other non-stop trains though, it has had to reduce speed to 20mph while passing through the station.



ON EXCLUSIVE

What we think...

The measure of success of a model of a prototype location is how well the model stacks up against the real thing when it's completed. Despite Gilbert and his team compressing distances within the model (and there has to be a limit to the world modelled), we think that this comparison shot from Crescent Bridge shows how successful it appears.

In Ben Brooksbank's picture is the view northward from Crescent Bridge towards Grantham and the North. On the left is platform six where we see the rear of the last coach, while the Up Class E freight, headed by BR 9F 2-10-0 92041 (built 12/54, withdrawn 8/65) is occupying the only Up Through platform line at the station.

Gilbert's image shows 92188, a Bachmann 9F, on a similar Up mineral working. It is only the absence of the rear portions of the Great Northern Hotel and the area around Station Road that initially betray the difference between model and reality.



BEN BROOKSBANK



Final thoughts

Putting this in writing has really brought home to me how many benefits accrue from having a hobby. I have a passion for the steam age railway, which I can express through it, and it occupies time in a positive and creative way. It has – and still is – getting me to experience new skills. All that applied when life was normal. Over these unprecedented last nine months, it has been a lifeline.

There have also been developments on the other side of the layout, the fiddle yard and ancillaries. They are part of my project to create a sequence of trains through 'Peterborough North' which are, as near as I can make them, correct for the summer of 1958. Hopefully, there will be a further article dealing with that in the near future.

My parents were both very keen amateur photographers, members of the Royal Society in fact, so I grew up with darkrooms, chemicals and the like. Some of their knowledge must have rubbed off on me, so I bought a decent camera, a Canon G12, and started taking photographs that I could share on RMweb. Very soon I also decided that I'd like to at least be able to put a sky background behind them, and so I had to acquire a new skill, photoshopping. There's an advantage of a hobby straight away – learning a new skill at quite an advanced age.

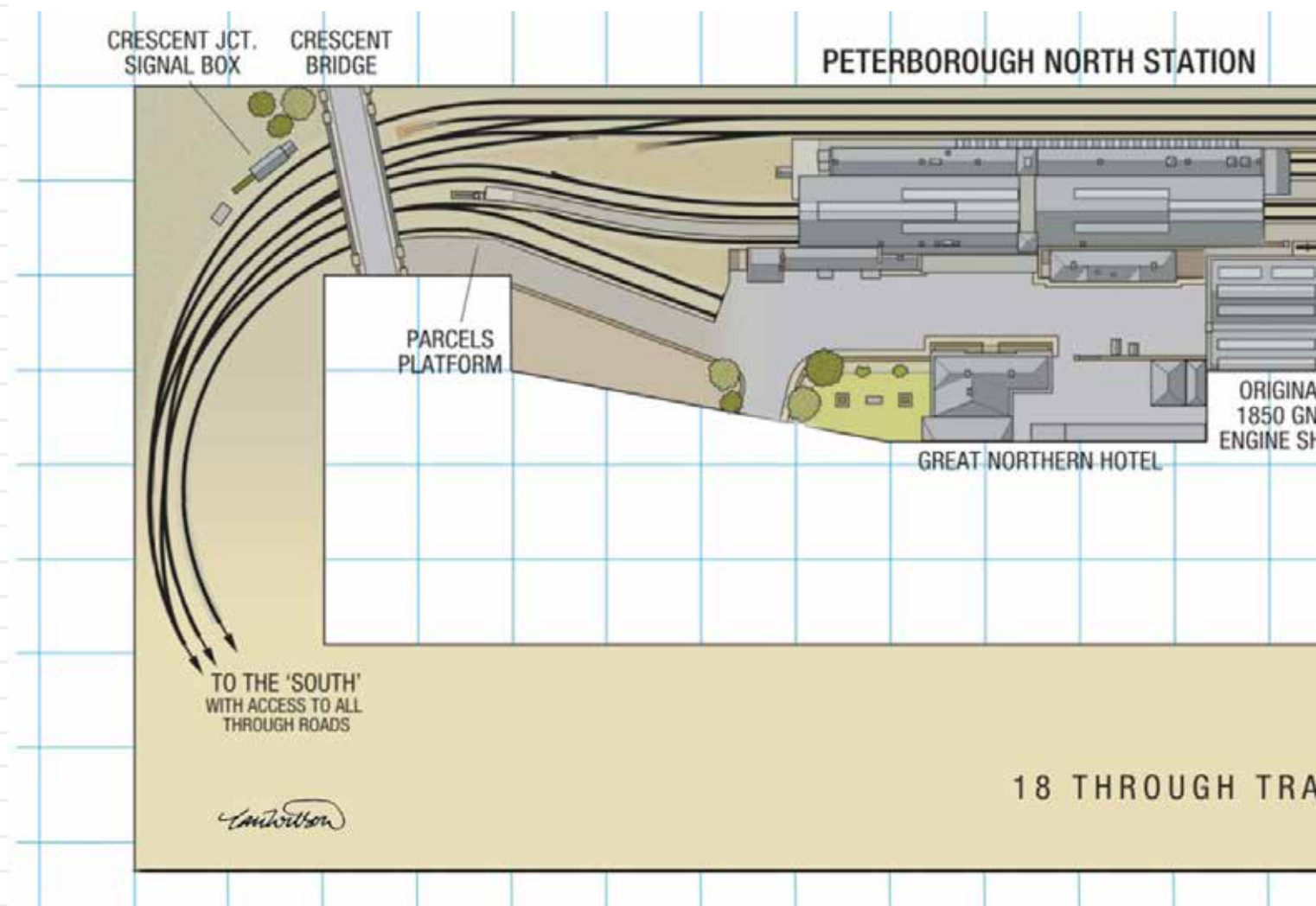
I've made a lot of friends through RMweb. Some I have had the pleasure of meeting, and who have visited and watched things falling off, while many others I shall probably never see in person. The great advantage has been in motivation to use the layout regularly, record what goes on, and post it for others to enjoy, which a gratifying number seem to do. My parents talked a lot about the composition of scenes for photography, and that has helped me

a great deal in getting the angles and assessing what and where to crop.

So, what about the challenges? Well, there's a bit of physical pain when squeezing into confined spaces to get different angles, but the main one is signals. Why did the LNER have to choose lattice posts? They can take an absolute age to deal with, and when three get superimposed one on the other, as can happen at the north end, they are beyond my level of skill. Then there are the many things, poles, signals water cranes etc, which like to grow out of the chimneys of locomotives, and which I sometimes don't notice until after the photograph has been taken. Those, of course, are also the pictures which otherwise have come out very well. With a small camera, you get a small viewing screen, and my vision isn't what it used to be, so when I've crammed myself into a corner, and sometimes even when I haven't, these things go unnoticed. Overall, photography and the processing of images is another big plus.

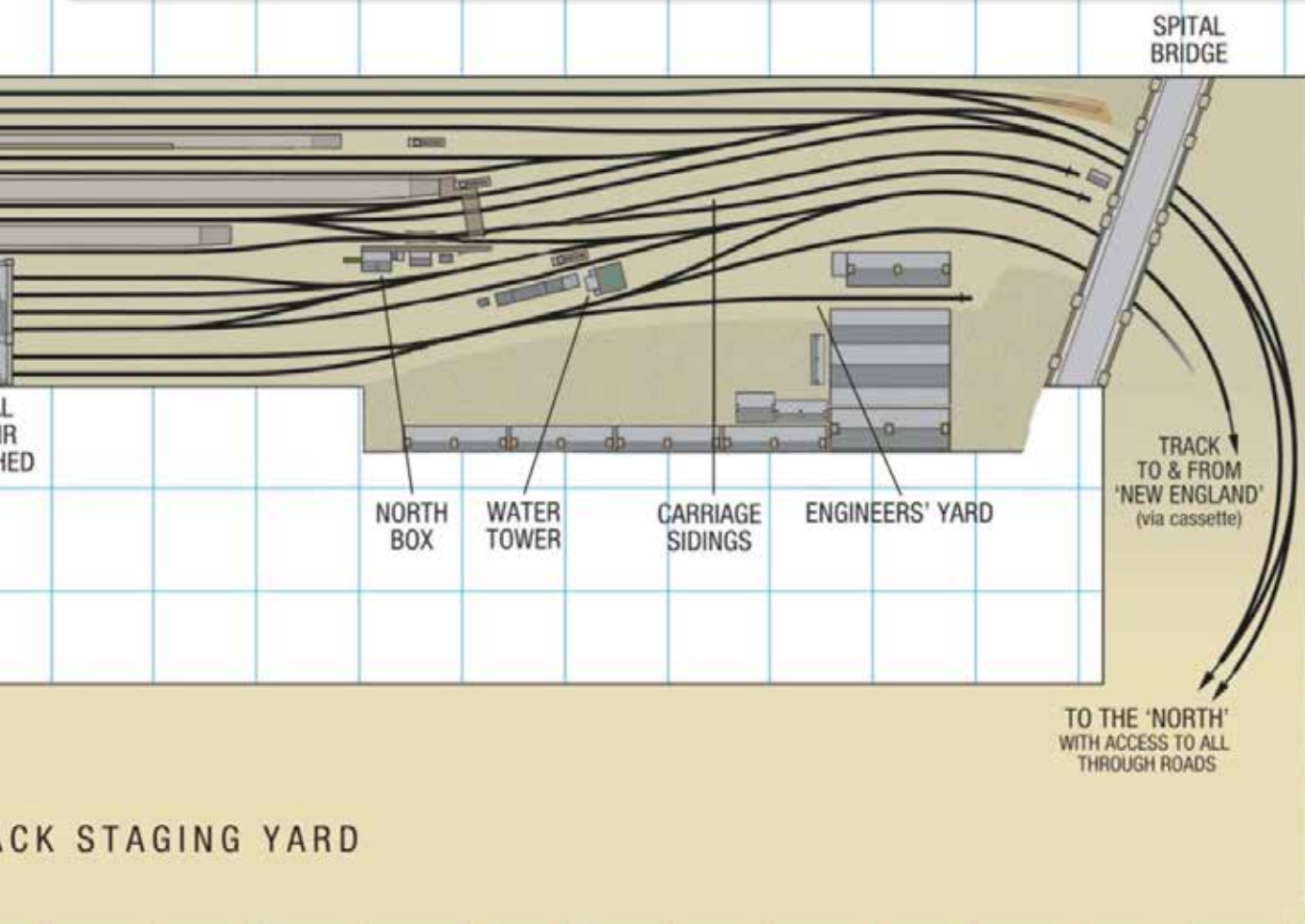
Trackplan

PETERBOROUGH NORTH



ON EXCLUSIVE

The first signs of change appear in this image, as this Pullman service is headed by one of the EE Type 4 diesels that arrived on the ECML in 1958.



DURHAM STREET

Can a successful layout concept leave room for improvement? Ian Harper and his fellow club members believed so, changing to a larger scale in the process.

Words: Ian Harper **Photography:** Tony Wright



Factfile

Layout name: Durham Street
Scale/gauge: 7mm:1ft / 32mm gauge / O
Size: 19ft 6in x 3ft 2in
Era/region: Early 1960s, BR(NE)
Layout type: Fiddle yard to shed

ON EXCLUSIVE



A1 60124 *Kenilworth* is turned ready to go on-shed for servicing. In May of 1966 it would be sold to A. Draper of Hull for scrap.

My interest in model railways started around 1953, when my father bought me a Hornby-Dublo train set. In the late 1950s early-'60s, I spent most of my time trainspotting, most of which I did at York. I was lucky enough to have a father who was an avid amateur photographer and he would lend me his camera, enabling me to take photographs of the trains.

I am a founder member of the Scarborough & District Railway Modellers, which was formed in 1978, and it has been here at the club that my desire in building exhibition layouts started.

'Durham Street' is the club's first O gauge layout and is based on the success of the previous OO gauge exhibition layout, 'Haymarket Cross'.

The era modelled was based on my memories of trainspotting in the early-1960s, when I spent many days on York Station watching the comings and goings of the trains. I also spent time at Doncaster and Northallerton where you had the chance of seeing the trains passing at speed. I still have my 'spotting books' and many photographs taken at the time, so it was easy to copy into 'Durham Street'. Thanks to my records, it's been easy to recreate what I saw at the time, even down to the correct shedplates!

The design of 'Durham Street' depicts how the older steam sheds were having to accommodate the new diesels, particularly with having to add a fuelling depot. The Greenwood Model's turntable is still in use, turning the steam locomotives, and is a unique way of accessing the ash pit, saving space.

Permanent way

The track used is by C&L Finescale and the points are hand-built from C&L kits. Point operation is by Circuitron's Tortoise point motors, whose built-in switches power the point frogs.

With C&L track, you are able to make points to any size and shape you need. When we started to build the points, it was quite daunting. However, once we got going, it became easier to do as we were able to follow what we had done previously. It also helped to rectify any problems we had encountered.

Once the track was laid, it was ballasted using Woodland Scenics OO scale ballast. This was held in place with the usual mix of 50:50 PVA glue and water. The ballast was first sprayed with a water and washing up liquid mix. Once dry, I airbrushed the track

Locomotives are a mixture of Finescale Brass/55H, Loveless, Heljan, Dapol, Gladiator and DJH kits.



ON EXCLUSIVE



DIGITAL EDITION

V2 60860 *Durham School* stands outside the repair shop. Entering service on May 26, 1939, the locomotive would have a career lasting 23 years, four months and 26 days. Withdrawn from Heaton (52B), the locomotive was cut at Darlington Works in January of 1963.



ON EXCLUSIVE

with Precision Paints track grime, applying a couple of coats. I also airbrushed a few areas with dirty black where locomotives would normally stand. We also added weathering powders in some areas.

DCC Control is by Digitrax. With 20 or so locomotives on the layout at any one time, we've added a booster to ensure adequate power is available for the often power-hungry O gauge locomotives.

Point motors are controlled by Digitrax's DS64s. Sig-naTrak DTM30s allows the points to be changed from the panels and/or the handsets, while at all times showing the exact settings on the individual handsets and by LED lighting on the panels. If a point is changed, both panels and all handsets register the change.

Power to the layout is divided into sub-districts by Digitrax's PM42s. These devices protect the command station and booster from shutting down if a short-circuit occurs anywhere on the layout. Most short-circuits are down to operator error, for example, driving a locomotive onto wrongly set

An ex-LNER brake van is prepared to be marshalled onto freight wagons.



Peppercorn A2 60526 *Sugar Palm* moves onto shed for water. The prototype covered a recorded 718,432 miles over its 14 year career.



points. With these units, only the affected sub-district shuts down and the rest of the layout stays operational. We feel this is essential for an exhibition layout. Once the short has been rectified, the PM42s automatically restore power. Often visitors don't even notice our mistakes!

The turntable was made by Mike Green of Greenwood Models and came as a complete unit. It includes a control panel for easy setup and operation. It will also work digitally, which is something we are working

on. Mike sends complete instructions for fitting it and we made sure all the incoming tracks lined up correctly both track-wise and height-wise.

Exhibiting

'Haymarket Cross' was a layout where you had to work out your locomotive movements – it wasn't a straightforward 'in and out' layout. We had a team of between four and six people running it and they had to work together arranging locomotive

movements in and out of the shed.

With this in mind, we have tried to incorporate a similar system on 'Durham Street'. We don't have the same number of locomotives, but operators have to work together when running in or out of the shed. One of the best things about 'Haymarket Cross' was the constant movement of rolling stock, which the public at shows loved. We have moved forward with 'Durham Street' by adding front of layout operation as well as to the back. This is popular with the public



ON EXCLUSIVE

because we can interact while running locomotives. We also encourage youngsters to have a go at controlling the locomotives.

MPD fleet

All locomotives (including examples of A4s, A3s, A2s and A1s, 'Britannias', 9Fs, V2s, B1s, B16s, V3s, N2s, J72s, 5MTs, J50s, 'Deltics', 37s, 31s, 20s and 08s) are sound-equipped by Loksound or Zimo decoders. Models are from Finescale Brass/55H, Loveless, Heljan, Dapol, Gladiator and DJH kits. All

locomotives are prototypical for the era and region. Coal wagons supply the coaling stage and oil tankers service the new diesel depot.

Unlike 'Haymarket Cross', where we had around 70 locomotives on shed, 'Durham Street' only boasts around 20. Of course, that doesn't matter as the locomotives are considerably larger. Most of the stock is based on BR (ER/NER) in the early-1960s.

My favourite locomotives are the A4s, A2s and 'Britannias', although I have a soft spot for the B16, which is a Gladiator

kit-built locomotive that depicts the one that was shedded at Scarborough in the 1950s and 1960s. My late father-in-law was a driver at Scarborough and would have regularly driven it. Most have been weathered, although there are one or two I just can't bring myself to do as I like to keep them in ex-works condition – a bit of modeller's licence! They're all sound-fitted, the majority with Zimo decoders for OO models, but the bigger locomotives are fitted with Zimo MX699KS O gauge units. I have

A4 60022 *Mallard* needs no introduction. Its driver stands beside it, as it prepares to move off shed.



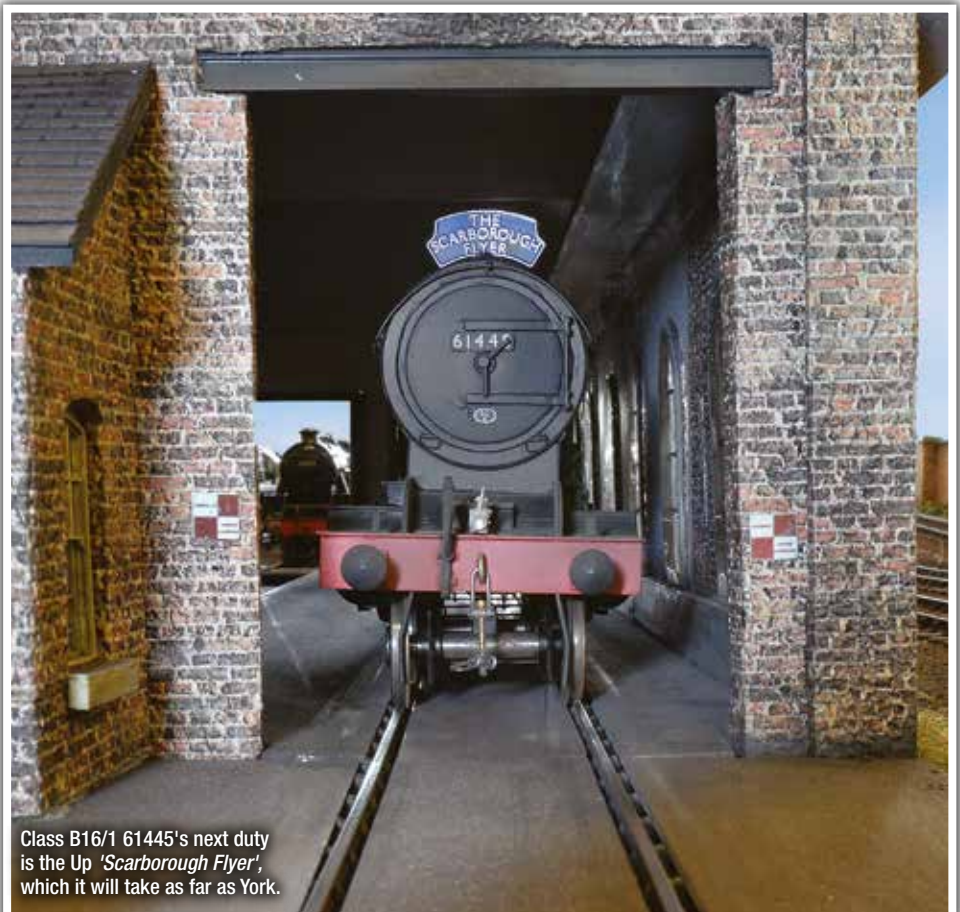
recently been fitting the OO gauge ones with TCS 'Keep Alive' units. These units are fantastic, giving locomotives a constant power supply of around 12 seconds over dirty or problematic track.

Creating the scene

Buildings are all scratch-built, based on North Eastern designs from the era, using Foamex and embossed brick paper. We used railway books with photographs of buildings and locomotive sheds to research how they may have looked. Windows are laser-cut from York Model Making. Yard and building lighting is by RMLectronics.

In terms of scenery, there's a lot of dirty ballast, many oil spills, and scattered ash. Mod Roc was used to shape the ground, and some grassy areas still survive! Figures are 3D-printed by Hardy's Hobbies and hand-painted by our layout team.

At the moment, we don't have plans to build another layout, mainly due to not having enough space in the clubroom. We are working on a few members' layouts, which can be brought to the club and then taken home after work is completed.

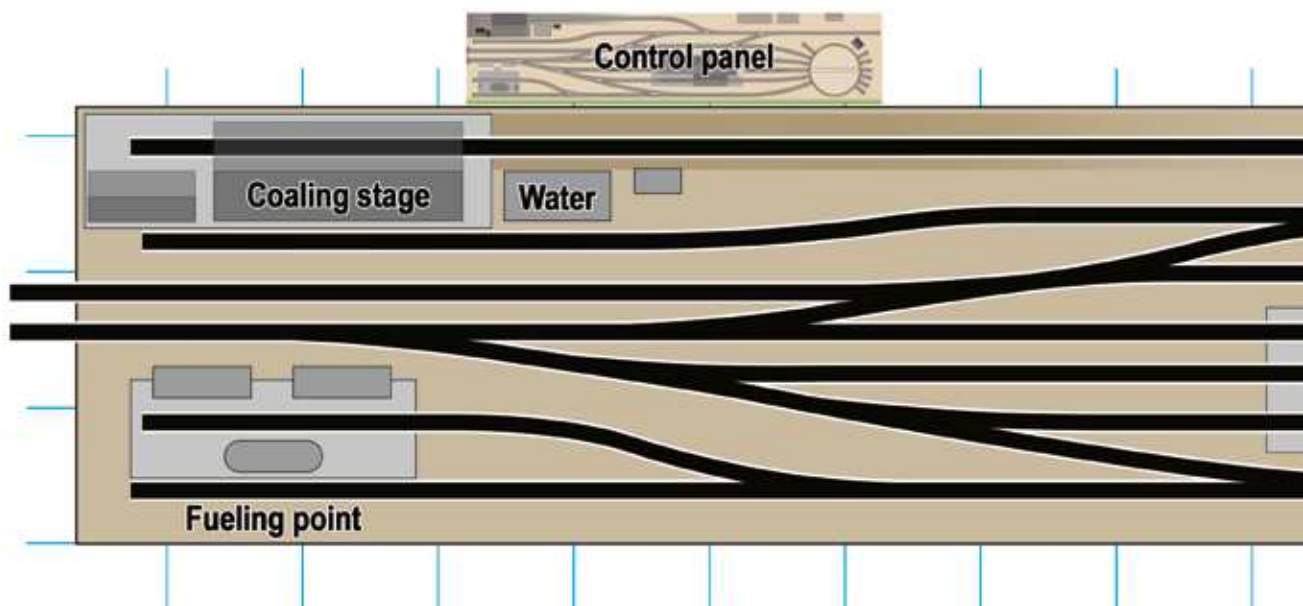


Class B16/1 61445's next duty is the Up 'Scarborough Flyer', which it will take as far as York.

Trackplan

DURHAM STREET

**Fiddle
Yard**



ON EXCLUSIVE

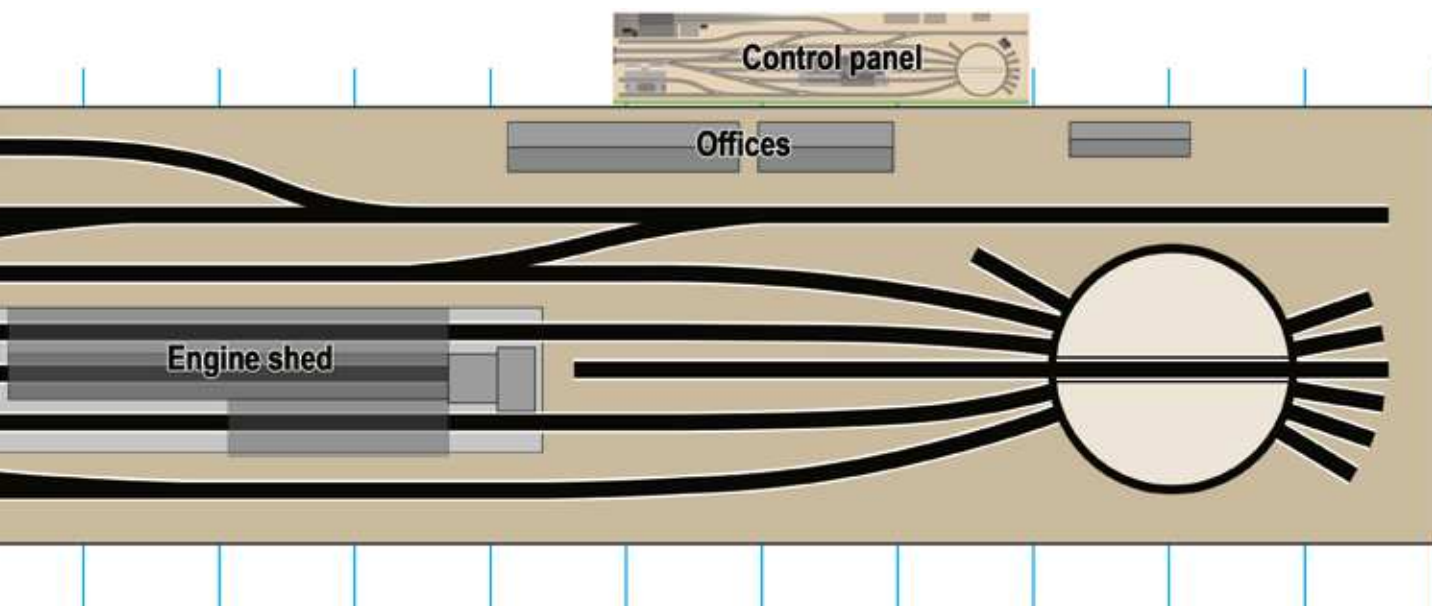
J72 69016 stands outside the workshops while its driver enjoys a 'cuppa' with colleagues. The locomotive was first allocated to York (50A), but would end its years at Gateshead (52A) in 1964, after passing by Thornaby (51L) and West Hartlepool (51C).



Locomotive List

A4 60022 LH.LOVELESS O GAUGE WITH SOUND
A4 60017 HATTONS O GAUGE WITH SOUND
A2 60526 GOLDEN AGE MODELS O GAUGE WITH SOUND
A2 60534 GOLDEN AGE MODELS O GAUGE WITH SOUND
A1 60124 DJH FACTORY BUILT O GAUGE WITH SOUND
A3 60100 DJH O GAUGE WITH SOUND
V3 DJH FACTORY-BUILT O GAUGE WITH SOUND
9F FINESCALE BRASS O GAUGE WITH SOUND
V2 FINESCALE BRASS O GAUGE WITH SOUND

'BRITANNIA' 70034 FINESCALE/55H WITH SOUND
N2 KIT-BUILT O GAUGE WITH SOUND
B16 GLADIATOR O GAUGE WITH SOUND
J50 FINESCALE BRASS O GAUGE WITH SOUND
J72 KIT-BUILT O GAUGE WITH SOUND
BLACK FIVE O GAUGE FINESCALE BRASS
DELTIC HELJAN D9007 PINZA
DELTIC HELJAN D9009 ALYCIDON
DELTIC HELJAN D9015 TULYAR



A SUNDAY AT CLOCKMILL LANE

There was always much to 'cop' on this vast shed at the gates to Edinburgh, and Ian Lamb's memories are recalled thanks to model manufacturers.

Written by: Ian Lamb



North British Railway to the core. Greeting all and sundry who may have entered the hallowed grounds adjacent to Clockmill Lane on this particular Sunday are a 'Y9' 0-4-0ST with wooden tender by the arch, and J88 0-6-0T No. 68338.

COPYRIGHT: COLOUR RAIL

For those in the know, Clockmill Lane was the official entrance to St. Margaret's Motive Power Depot (64A in my adolescent days). This depot with the romantic name and the rather mundane look has been associated with Scottish railways since they reached Edinburgh in the 1840s. Built on the site of St. Margaret's Well, it lay astride the East Coast main line on approach to central Edinburgh.

'Astride' is the correct word, as the main line actually split the depot in two; the north side had the 'old' shed, principal entrance,

offices, tool store and 'C&W' sections. The south side housed the main running shed and its supporting services. The manual coaling stage dispensed 3,000T of coal per week, and for the 70ft turntable, it was necessary to blast the site out of sheer rock.

The complex included two sunken ashpits, two preparation roads and a six road 'dead-end' shed. Within the running shed was an electrically-operated wheel-drop so arranged that the wheels could be transported direct to the wheel lathe in the adjacent machine shop in which there was also an axle-box

lathe from 1847!

For all the problems and frustration that such a packed environment gave rise to, there was always a great affection amongst the staff for the depot, whom realised that they were all in it together. Apart from my father – and before him my grandfather – I had other friends and relatives who spent their working life in the relative confines of this amazing place. Charles Meacher spent 27 years at St. Margaret's, and sums up the atmosphere so well, "We were no less enthusiastic about the steam locomotive

than the addicts of today, although our enthusiasm was born of the need to earn a living rather than any desire to satisfy the spirit". Supportive skills to driving the engines were necessary in maintenance and administration.

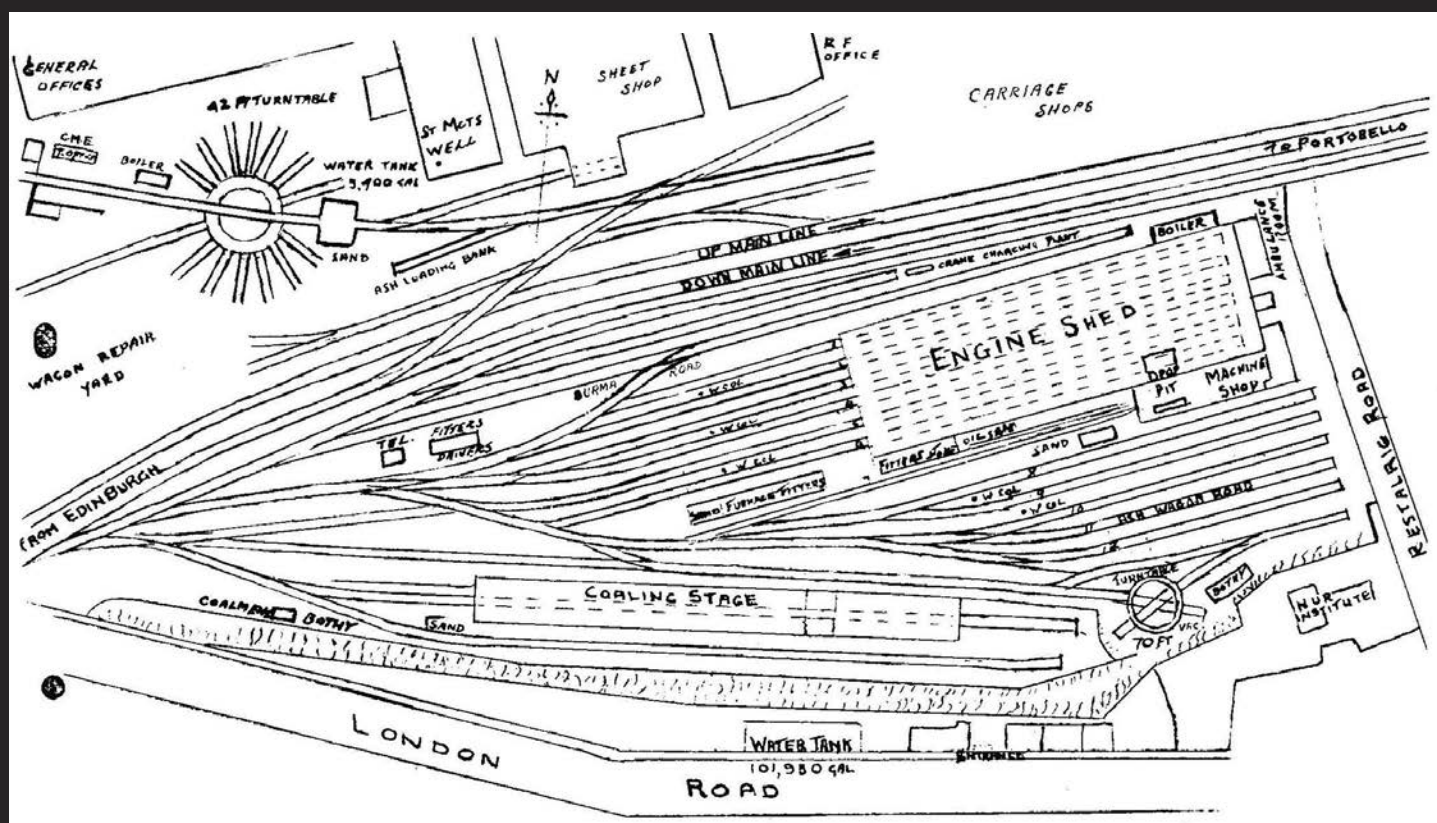
Locomotive crew had a great deal in common – the same ambitions, the same fears, the same unsocial hours of work, and trade union membership. According to Meacher, there is nothing more unsocial than a trainman's duty roster! He went on to say that "Steam engine driving was 99 per cent drudgery and one per cent glamour".

Such was the track layout, squeezed to the limits by high tenement houses and the 'sub' line down to Leith Central or the loop through Abbeyhill station, that not one blade of grass was left where once existed open space near to Holyrood Palace after the North British Railway decided to develop the area for its first locomotive works, before that part of its empire was eventually transferred to workshops at Cowlaers in Glasgow.

With a certain amount of envy from friends; as my father was a wagon repairer, I took advantage of his Sunday overtime to have free rein around the depot while others of my peers had to find clandestine



One day in 1957, my dad told me that three new shunters had arrived and were occupying a spur of St. Margaret's 'old' shed turntable. I had recently acquired a plastic Kodak 127 camera so rushed down to the depot to take this picture. COPYRIGHT: IAN LAMB



The first mention of St. Margaret's depot was made in January 1846 when 14 locomotives obtained by the North British Railway from Hawthorn of Newcastle were stored there pending the opening of the railway, six months later. The first locomotive superintendent was Robert Hawthorn who had been in charge of the Haymarket depot of the Edinburgh and Glasgow Railway. COPYRIGHT: CHARLES MEACHER

ways to enter 64A! That was quite a military exercise, but – schoolboy honour – you never ‘cliped’ on your mates. My usual ploy was to take my dad’s ‘piece’ (that is sandwiches) to him and simply asked for ‘Big Tam’. His name was then shouted from man to man, and eventually, he would appear at the entrance to ensure I had recognition to proceed. Very quickly I espied the ‘clock-in’ apparatus (something I would get used to myself when I became an engineering apprentice in Ferranti).

The entrance hallway was quite narrow and crossed the whole length of the building from roadway to ‘old’ shed track. On one side was a mass of essential working notices, while on the other was a large space for cycles. On emerging into daylight, I was invariably greeted with either a ‘Y9’ 0-4-0 ST locomotive, or an 0-4-0 ‘North British’ diesel shunter. The former was rebuilt from a Hornby model and the latter from a scrap Playcraft production. St. Margarets did have an ex-Caley saddle-tank 56035 and that has also been created for my St. Margarets collection.

A railway writer of the day said that St. Margarets always reminded him of that old lady who had so many children she didn’t know what to do. At the weekend, when some of her brood came home, the house was full; literally crammed from end to end with locomotives of all shapes and sizes – ‘pugs’ to massive ex-WD 2-8-0s.

Like many a parent with a large family living in a moderately-sized house, quite a number of its members had to reside elsewhere in sub-depots at Seafield, North Berwick, Dunbar, Longniddry, Hardengreen, Galashiels and Peebles, plus eight signing-on points.

In the St. Margarets of the 1950s, there were around 221 locomotives specifically allocated to it, and 980 men rostered to work on them. Such a large amount of locomotives required 190 fitters and other grades in the supporting workshops, while the total staff – including admin – totalled nearly 1500. Amazingly, some 1000 locomotives a year passed through the ‘4pm Daily Statement’ as having some form of repair carried out on them!

The site of the principal running shed is now commercial offices, while the original ‘old’ shed was swallowed up by the encroachment necessary for the construction at the adjacent Meadowbank Stadium in preparation for the 1970 Commonwealth Games. Today, as trains build up speed down Abbey Hill towards

Craigentinny, you would never have known that the line once bisected one of the largest motive power depots in the land.

The predominant locomotive models in my collection not only have to operate like the prototype, but most of them can be identified with the depot at Clockmill Road. Additionally, many models represent the locomotives that friends and relatives drove, so I can bring them back to life. Rather than

static display for most of the time, around 30 years ago, I created a model of Leven station in East Fife as my principal layout. It inevitably meant a lot of ‘modelling licence’ because many of my models never – in reality – ran on these metals, but most of them did. For this particular article, I have concentrated on classes that Hornby has created over the years, showing locomotives that were allocated to St. Margarets, or at



least were serviced there.

From research, I was surprised that no English Electric 0-6-0 diesel shunters had been allocated to 64A in the early 1950s. They seemed to prefer their 0-4-0 diesel allocation, though in the steam scene quite a few 0-6-0 shunters found their way to Edinburgh from south of the Border. St. Margarets was the principal depot for the sadly closed 'Waverley' route to Carlisle

(now opened as far as Melrose) so LMS locomotives like 'Black 5s' and BR standards were often seen on-site, particularly near the end of the depot's life.

Whilst St. Margarets had no allocated A3s in 1950, there was always at least one 'on shed' at weekends, usually a Newcastle-based locomotive. I recall in my early 'spotting days' in the cab of 52B Heaton's 60080 *Dick Turpin* as it lay 'dead' on the

'Up' spur adjacent to the main line. I would hasten to add that its condition was simply due to lack of steam and had nothing to do with a hunted highwayman! I just let my imagination run riot as I sat in the driver's seat – hurtling along the east coast cliffs with a heavy southbound express!

Many B1s were allocated to 64A; my favourite, 61355, was the last scheduled steam locomotive to run on the East Neuk



A2 Pacific 60530 *Sayajirao* awaits its turn to come off shed and head up the steep Abbeyhill to Waverley station to take over a southbound train. The main A1 London Road lies below the tenement houses in the background. COPYRIGHT: RAIL-ONLINE

of Fife (September 4, 1965) prior to the line's closure. Perhaps 61029 *Chamois* might be a better representative as it was seen more, and I spent some time in the driver's seat when it lay 'dead' during a visit to Haymarket sheds.

I'm not aware of any K1s being based in St. Margarets, but with so many of the class being placed around Newcastle and Northumberland, surely at least one of them must have had a trip to Edinburgh? Certainly five of the class were allocated to Fort William, during which time I travelled at least once behind 62052. I believe these locomotives went new to the West Highlands, so maybe they were serviced at 64A on their way from Darlington, where they were built.

64A was blessed with a handful of J36s. These late 19th Century locomotives were the bulwark of freight motive power from St. Margarets and surrounding sheds. They were reliable and unsung heroes, especially for branch line goods and trip workings. 65311 was allocated there in the 1950s.

Seven of these consecutive J50s originally designed for the Great Northern Railway found themselves reallocated to Glasgow, shared with 65A Eastfield and 66A Polmadie. I don't recall seeing them on

spotting trips to these depots, but seem to have a record of 68952 being at St. Margarets? From a modelling perspective, no matter what activity it is rostered to, it seems out of place. Strange really.

On the other hand, nine locomotives of another class from Greater London origin seemed to fit in well to their Scottish surroundings, primarily for suburban work in Glasgow. N2 0-6-2T 69510 was allocated to 64G Hawick where it is believed that the photograph was taken, but also that some time had been given to its residence at 64A.

Carlisle tended to have an allocation of Standard Pacifics decanted there as electrification south made them redundant, so in all probability found work on the 'Waverley' route, especially freight, that would have required servicing at 64A. I'm sure that at one point it was intended that at least one of the 'Clans' would permanently be based at St. Margarets.

No motive power depot collection would be complete without a breakdown crane, and my set was created from second-hand Hornby models.

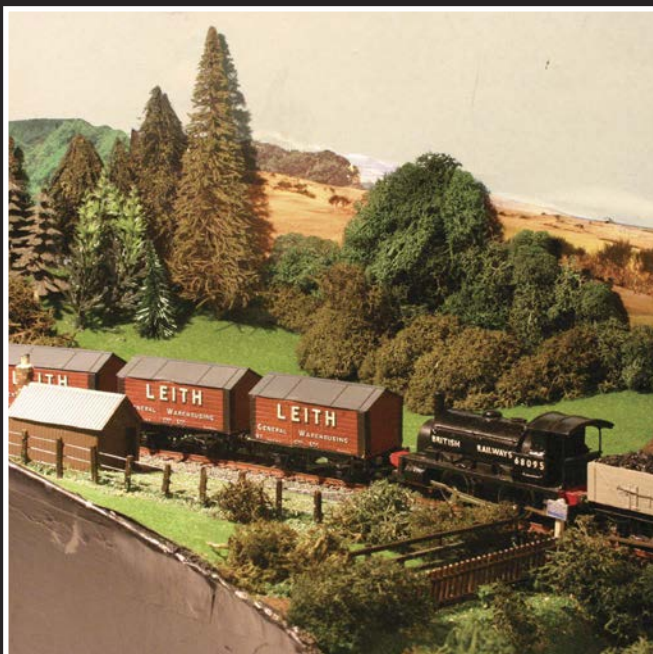
Breakdown trains are always attractive at exhibitions and never fail to interest onlookers. This is especially so by those who understand these complicated-looking

machines and can therefore appreciate what is involved in making a model. These cranes always fascinated me, especially the St. Margarets one, during my many visits to the sheds off Clockmill Lane. My great uncle Tom was regularly involved in the operation of this intricate piece of engineering, which today lies at the Scottish Railway Preservation society site at Bo'ness. My father told me that there were times when he and his workmates went out with the crane to sort out derailments, or to crashes where wagon stock was involved. Nevertheless, I have identified my model as that of the Glasgow (65A) Eastfield crane simply because of the day's entertainment given to us as it helped to locate a footbridge at Saughton Junction between Carrickknowe and Stenhouse in the west of Edinburgh.

St. Margarets is now but a memory, but through model manufacturers – like Hornby – they can live on in miniature to ensure the locomotives, the railway personnel who made them work, and the environment they found themselves in, can be displayed to recall great times past. 17 of my Hornby locomotives are of classes that would have been seen in Edinburgh's senior MPD – quite an achievement for any model manufacturer.

A Lima (now Hornby) J50 renumbered as St. Margarets 68952 carrying out 'trip' duties in Leven goods yard. COPYRIGHT: IAN LAMB





My 'memorial' train to my dad on my Leven layout. The guard's van reminds me of the 'guider' (trolley) he made for me based on a locomotive outline out of a damaged guard's van step when I was about seven years old. The Leith wagons were the bane of his life because of the rats in them during repair, and – of course – the tender truck instruction. COPYRIGHT: IAN LAMB



A long awaited – and a great performer – K1 62024 gets the 'all clear' at Superquickton station (alias Alnwick) with an express for Newcastle. COPYRIGHT: IAN LAMB



July 11, 1954. A3 Pacific 60080 *Dick Turpin* leaves the Waverley station with the 9.40am Sundays only, Glasgow Queen Street to Kings Cross express. COPYRIGHT: JOHN ROBERTSON / THE TRANSPORT TREASURY



Pride of the line and long term resident 4-4-0 62712 *Morayshire* with an old much improved body and new powered chassis. This locomotive is currently based at the Scottish Railway Preservation Society's site at Bo'ness. COPYRIGHT: ERIC DALE



One of the later production Standard 'Britannia' Class Pacifics 70050 *Firth of Clyde* and 72008 *Clan Macleod* are fine Hornby models representing fellow members which may have found themselves at St. Margarets prior to closure. COPYRIGHT: IAN LAMB



Playcraft model that was 'rebuilt' on a Hornby chassis to represent the prototype 11706. COPYRIGHT: IAN LAMB

KEEP IN TOUCH

PEAKY BLINDERS



I have been visiting model railway shows with my husband (David) for years now and have always been fascinated with the work and skills involved in making a layout. My husband had already built one, which was handy for me when I decided to build mine. I did a lot of research online and decided that OO9 could fit more into a small space. I used Kingspan for the base and first laid my track under guidance from my husband. When we tested it, I layered it to create the contours of the land and carved out the rocks and tunnels. I painted the rocks, starting with a washed-down black and used grey and brown tones to get my desired finish.

I created the grass with a dark green scatter and then 2mm static autumn mix on top. I also made my stone walls out of Kingspan insulation board and carved out the stonework. I used the same techniques as I used on the rocks. Finally, I added all the fencing, where I used posts and fishing line, plus foliage and an old barn, which was made a few years ago from scratch. David built me a frame for it and painted a sky background. I have called my layout 'Peaky Bluff' and, if you look closely, you will see Thomas Shelby near the woods. I've certainly caught the bug now – it's just deciding what to do next...

Beverley Herbert



TRAIN SPEEDS

I would like to thank you for being so friendly on the BRM stand in London, and answering so many of my questions. But I have one more...

Trains run well on my track, but then slow after passing a point. From there, the train continues straight and continues slowly until a section of track before another point, where it returns to the main line again, only to return to normal speed. If the train turns off at the point and re-joins at the other point, no speed is lost. The track wiring is outside of this section. Any tips would be great.

Trevor (Sweden)

Howard Smith says...

It sounds like your train is experiencing some form of resistance, be it electrical, or mechanical, though most-likely the former. Is this a DC or DCC layout? Copper wires conduct electricity better than rail, and longer lengths of rail increase resistance. I'd advise soldering a dropper wire to each rail and connecting it to a common bus wire (check the gauge of the wire used, too!), which can carry sufficient amperage. If you're controlling the layout using a DCC system, for longer sections of track, segmenting the layout into 'zones' with booster units is good practice. Never rely solely on point blades making contact with the outer rails for electrical continuity.

With this done, and, assuming you have no short circuit – test with a multimeter – for layouts with tight radii, mechanical rolling resistance is worth considering, too, and locomotives can be affected by small radius curves. The issue can be exacerbated for locomotives with a high axle count, where wheel flanges are more prone to push against the rail sides, increasing resistance. As axles are displaced to conform to track curvature, the rear of the wheels can be pressed into sprung pick-ups, again, impacting performance through increased resistance. Longer trains around curved track increase rolling resistance, too.

In summary, a little mechanical slowing of trains around curves is to be expected, but it sounds like an electrical problem at fault here, so a resistance test, rail breaks, and dropper wires should cure the problem.

LOCOMOTIVE COLLECTION FOR SALE



I have been a railway modeller from the age of five when my dad bought me a Hornby Dublo train set for my Christmas present and the hobby has stayed with me for 70 years. I now run trains in the garden and have experienced many aspects of the hobby from being a 'Deviationist' on the Ffestiniog Railway to becoming a Director and Trustee of the B17 Steam Locomotive Trust. This latter charity is dedicated to producing a new B17 steam locomotive to run on the main line. We believe that this locomotive is the missing link in the evolution of the steam engine under the influence of Nigel Gresley. It was designed for greater efficiency and to produce more power – a quest that is still relevant today.

Over the years, there have been a number of models of B17 locomotives produced and sold principally by Hornby and Bachmann. The general reproduction has been good and the models have focussed on the 'Footballers' as these are the names that are popular with the general public.

I know one or two members of the Trust who have owned several of the commercially-available models, but at the end of last year, I came upon something, which to my mind, is truly remarkable! Unfortunately, one of our elder members passed away and he very kindly left a legacy to the Trust in order to help with our new build project. This legacy included all of his model railway equipment as well as other property. The model railway collection amounted to over 240 OO gauge models, which will be sold, and the funds raised passed on to the Trust. Nothing terribly unusual about that even if we, in the Trust, are extremely grateful for any help offered to us. In addition, the collection included over 60 models of B17 Locomotives running in BR Livery.

While there were 73 B17 locomotives built, 10 of them were converted in later life to B2 Locomotives by removing the centre cylinder and modifying the running plate. Therefore, the collection contains a model of nearly every locomotive that remained a B17 at the end of its life. Some have had drain cocks added and some have had brake hoses added. All are painted in BR Brunswick green and have correct nameplates and running numbers. Each one has been modified from a Hornby or Bachmann model by hand using new nameplates. This is truly unique as I have never seen such a complete collection before. They are all in working order and come with their original boxes. Each nameplate has been individually etched to order and the running numbers have been amended using commercially-available transfers. Where air pumps have been added, it reflects the locomotive and some have been professionally weathered. All of the 'Footballers' display the correct club colours beneath the name on the central splasher.

This collection of B17 locomotives will be offered for sale and anyone interested should contact b17enquiries@gmail.com in the first instance as this is a once-in-a-lifetime chance to acquire virtually all the B17 Class Locomotives together in perfect condition.

Larry Sampson – The B17 Steam Locomotive Trust

BRM APRIL – CAPTION ERROR

Unfortunately, an error resulted in some Latin holding text being printed instead of the picture captions on page 75 of Andy Armitage's excellent 'West Coast Southern Section' article in the April issue of BRM.

We apologise to Andy and all our readers for the error – below are the correct pictures and captions.



Snaking the length of the wall, the turbos on the Paxman Valenta engines of the HST spool up, momentarily drowning the slightly agricultural sound of the bus and taxi engines passing on the bridge above.



In charge of a rake of fitted 16T mineral wagons, a 'Peak' prepares to pass under the busy road bridge. In the background, the houses and gardens which bring this layout to life demonstrate a variety of architectural styles, culminating in the same witnessed in two-dimensional form on the backscene.



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RECYCLING AN OLD RAILWAY LAYOUT

Words & photography: Phil Parker



We've all been there. You have reached the point with your layout where all the main jobs are done. Maybe you can add a few details, but essentially, you are tinkering.

If operation is your main interest, this is great news – it's time to run some trains and forget about the painty and gluey fingers. On the other hand, if like me, construction is your main interest, there is a problem. What do you do next?

A very similar situation occurs when you find yourself given an old layout. This often occurs after the original builder has become tired of the layout, or even, has passed away. Relatives feel they are being generous, but in reality, they just want it off their hands. The new owner finds themselves looking at a model and wondering what to do with it.

Going through my store of old BRM projects, I re-discovered 'Casket Yard', our layout in a box project from February 2020. Built on a Scale Model Scenery laser-cut MDF baseboard designed to fit into a Really Useful Box Company plastic crate, it's a classic Inglenook shunting puzzle made up

using a few points and some lengths of Code 100 track.

Scenics were pretty minimal – a low hill with some grass plus a few trees. All good beginners' stuff, but perhaps, I thought, it's time for something a bit more advanced. Instead of building a new layout, could I recycle this one?

Small shunting yards are rare in the countryside. Land is cheap, so they tend to be fairly generous. However, in urban areas, railway companies didn't use any more expensive space than necessary, leading to tiny yards squashed in between buildings. Perfect for the space-starved modeller, but all those buildings take more time to model than applying a bit of electrostatic grass around.

The thing is though, I love industrial layouts where towering warehouses dominate the trains. If they can be a bit scruffy, then that only adds to the visual appeal. Could 'Casket Yard' become urban?

Scratch-building warehouses is out. It takes ages and I want this to be a quick project. There are some terrific layouts out

there for inspiration if you have the time for this, and working in raw materials means minimal costs. On the other hand, 'ready-to-plant' models might look good, but understandably, cost more.

Which leaves kit-building. July 2020 saw me building a JS Models laser-cut warehouse kit, a process I'd enjoyed. Fast forward to February this year, and I'm loitering in front of the stand at The Festival of British Railway Modelling in Doncaster, eyeing up the rest of the range and wondering what excuse I could find for building a little more of it.

Fortunately, the website provides dimensions for all the buildings and, after a little work with a tape measure, four kits will fill the space and give my old layout a completely new look.

Of course, a new look really should mean a new name, but how to choose one? Well, with all this laser-cut material on the model, how about naming it after the inventor of this magic tool – Theodore Maiman?

And this, dear reader, is how 'Maiman Sidings' came to be.



'Casket Yard'. A nice looking model, and as a classic Inglenook shunting puzzle layout, it has plenty of operating potential. I just think it's time to change the scenery.



My plan involves several JS Models warehouses. While I had measured them, and worked out that they should fit on the layout, it's only when the frontages are put into place that I'm sure the idea will work.



Stripping the layout starts with removing all the buildings. Fixed down with PVA glue, for most, sliding a sharp blade underneath will remove them. For the more stubborn, a fine saw blade does the job, lifting them in one piece for reuse later.



Fencing is definitely worth saving as it can find a home on most layouts, and doesn't take up much storage space either. Waggling the posts will normally free them from the glue. If a little damage occurs, this can be used to advantage in the future as real fences aren't always perfect.



Stripping away the plaster bandage-coated scenery called for more violent efforts with a chisel. Once started, the plaster lumps peel away easily enough. I'm not going to try to save these; the trick with recycling is to know what to throw away as well as what to keep.



One of my less successful techniques on the original build was using re-positionable spray glue for the backscenes, as they kept peeling at the edges. This does make removing them nice and easy, though!

TECHNIQUES



The scenic areas are still covered with lumps of glue and plaster, which I can't get the chisel underneath, so I'm resorting to a sanding drum in a Dremel. It's a dusty job and carves divots in the surface of the baseboard, but at least it leaves a clean area for the rebuilding.

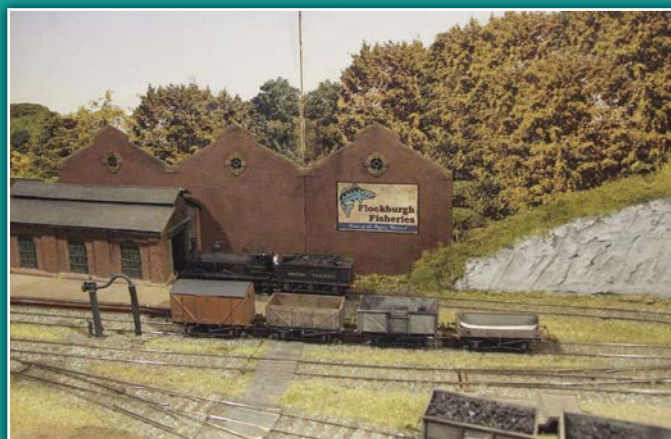


With all the old scenery out of the way, my baseboard is a blank canvas for the rebuilding to commence. All the dust and detritus has been vacuumed away, and after a quick test, the track still works.



Scenic works starts with a few coats of sky-coloured emulsion paint. Most of this will disappear behind the buildings, but it's quicker to cover all the backscene area than try and work out where the 'sky' will be visible.

Repairable backscenes



Years ago, I used an early photographic backscene on a layout. After a few shows, it started to look really tatty around the edges, but there was no way I could repair it. The solution was either to replace the thing (impossible) or to build a chimney to cover the joint and hide the damage.

Since then, I've stuck with sky paint as it can be quickly touched up when grubby fingermarks appear. Next time I use a photographic backscene, I think I'll make it a separate fitting on the back of the layout so it can easily be replaced, and should be easier to look after, too.



Looking at other layouts, I've decided some end boards to constrain the scene would be nice. At the track end, the board needs to have a cut-out to let trains in and out. It also has to be fitted to the top of the board rather than nailed on the end, in case I want to fit a fiddle yard. This way, I'm spared trying to work out how to bridge the 3mm gap this would create in the track if I'd gone for the easy option.



I'm using a Peco Old Industrial Town backscene, but don't want the sky, so I carefully cut around the buildings with a sharp knife. If required, you can modify the backscene by cutting out individual buildings and overlaying them on the sheet for extra variety.

12



Since the baseboard surface isn't perfect, I'm using Wills Granite Sets around the warehouses. The thick plastic sheets are reasonably self-supporting, but their small size means visible joints are inevitable. A bit of grouting with DIY wall filler should hide this. The toothbrush and screwdriver are to remove excess filler; fiddly, but worth the effort.

14



I'm planning a doorway near to the track, so there needs to be a way for lorries and trolleys to cross over. Scalemodelscenery's laser cut barrow crossing will do, but it's important to chamfer all the edges so it sits just below the rail tops so these can be cleaned.

16



While a useful technique for the future, a big puddle wasn't the look I wanted now, so the whole lot was painted with emulsion dabbed on with sponges. Working quickly, the colours blend and look natural.

13



Lashings of UHU and some heavy weights should give me a strong and tidy result. I hate it when model cobbles aren't flat; the real things generally are.

15



I felt the yard surface would look better if treated to some Geoscenics Pothole Road Dust. A thick coat of slightly watered-down PVA glue was spread, and the dust sprinkled on. A few hours later and, disaster, I'd used too much glue and the surface was glossy, as if it were covered in a giant puddle.



GeoScenics

Pot Hole Road kit

Peco

(SK-26) Large Old Industrial Town Backscene Extensions

Scalemodelscenery

(LX186) New Timber Barrow Crossing/Foot Crossing Kit OO/HO

Wills

(SSMP2040) Builders' sheets – granite sets

See
Phil's stone
warehouse build
on World of
Railways



NEXT MONTH: Phil builds the warehouses, add a fascia and finishes the layout with some details, including a model railway classic.

LITTLE SALKELD

England's green and pleasant land couldn't be better summarised than in Paul Moss' own composition, inspired by this small Cumbrian village.

Words: Paul Moss **Photography:** Phil Parker





An engineering train pulled by a Sulzer Type 2 waits patiently in the refuge siding for faster moving traffic to pass through the station.

In 2013, I returned to the hobby after a break of nearly 30 years and soon decided to get going with a new layout. Pretty much everything has been a learning curve for me and, at each stage, from start to finish, needed to be thought out carefully before starting work.

The choice of prototype to model was strongly influenced by my interest in the Lake District and the Settle & Carlisle line. During the early 1960s period, where steam locomotives were in their final years, various classes of new green diesel locomotives were appearing and a mixture of coach branding, together with ageing freight stock, all provided lots of opportunity to create an interesting layout. 'Little Salkeld' was selected as it has a through track layout together with a simple yard design and a refuge siding allowing a mix of train formations to be run.

Another source of inspiration for me was the well-known EM gauge layout 'Black Country Blues', which appears to provide a viewing window on a section of line with trains running through at very realistic speeds. I must admit, I find it quite mesmerising to watch, with lots of atmosphere and I've therefore tried to recreate a bit of that same feeling, albeit on a much smaller scale.

Tricky trackwork

The track layout is closely based on the prototype and the use of a smaller scale enabled me to avoid the use of any compression when the original track layout was created using Templot planning software. The choice of hand-built track with the use of finescale track using Code 40 rail for an exhibition layout had a bearing on many of the fundamental aspects of the following build. Code 40 rail is extremely small and any misalignment or distortion between board joints can adversely impact the way that trains run. Good quality beech plywood was selected for baseboard construction as it is typically very stable. Separate baseboards are aligned using steel dowels and are secured together using large bolts with wing nuts to prevent overtightening. Trackwork is a mix of assembled Finetrax components from British Finescale. (See construction techniques for N gauge finescale trackwork featured in BRM March 2021).

I elected to use a Lenz DCC control system, which is connected to the layout via two separate power districts, each with



FACTFILE

Layout name: 'Little Salkeld'

Scale/Gauge: 2mm:1ft scale / Finescale N gauge

Size: 11ft x 3ft

Era/Region: Early 1960s/Settle & Carlisle line

Layout type: Continuous loop

An English Electric Type 4 heads south with a fast moving parcels train.



short circuit protection, one for the scenic section and one for the fiddle yard. This has proven to be reliable and the separation of the two power districts means that any 'operator errors' causing short circuits in the fiddle yard won't impact trains running in the scenic section. The layout is often praised at exhibitions for smooth slow running, and this is because every piece of rail is connected to the DCC power bus via a dropper wire.

Rolling Stock

Most of the rolling stock used on 'Little Salkeld' is Graham Farish or Dapol proprietary stock. Everything has been weathered to represent how it will have appeared after being in service for some time during the early 1960s. Coaching stock is also now in the process of being converted to magnetic couplings for improved appearance and ease of use when corridor connections are also utilised. Freight stock is enhanced with additional details where possible and DG couplings are also fitted to some vehicles that will be shunted and remotely uncoupled.

The locomotive fleet represents the period and location being modelled and includes a mix of steam locomotives together with green diesels and DMUs. Wherever possible, I also remove ugly RTR couplings from the front of locomotives and add vacuum and steam heating pipes, where appropriate, together with lamps. Crews are also added to the open cabs of steam locomotives. The tail vehicles of all trains are also fitted with appropriate lamps.

Modifying card kits

My original intention was to scratch-build all of the buildings on the layout. However, it was very timely that Metcalfe introduced a range of card kits closely based on the standard structures seen at various stations on the Settle Carlisle line. The newly-released kits included the station building, station master's house and station cottages that were present at 'Little Salkeld'. The kits were mostly assembled as per the instructions, although they were modified, enhanced and now have gutters, drainpipes and other details added. Weathering powders finish the effect.

The signal box is a heavily-modified Ratio kit, which has been significantly cut down to match the small standard Midland type located at the station. Other structures such as the station shelter, lamp hut and lineside

Creating the landscape

While there are large swathes of the landscape in the Lake District that are devoid of trees, photographs of the time suggest that there were a number of trees and some unkempt foliage surrounding the station area. The modelled landscape is broadly based on a combination of information derived from photographs, Ordnance Survey maps, Google Earth and visits to the general area. Construction of the hills and topography was achieved through the use of insulation material, carved roughly to shape and finished with plaster bandage together with various scenic scatter materials. Trees are a mixture of commercially produced and ready-to-fit products, modified seafoam and some scratch items built to gain a bit of variety. To improve the overall appearance of the landscaping and better unify it, I gave the green scenic area a very light spray of matt green using an airbrush and I've been very pleased with the final result.



Small set pieces such as the parked mineral wagon in the process of being unloaded provide additional interest for the viewing audience.



A Brush Type 2 trundles through 'Little Salkeld' with a formation of cattle wagons.



No sign of the 10:15 to Settle yet, and its already 5 minutes late!

hut have all been scratch-built. The help of Dave Sutton here is very much appreciated.

Operation

While the layout remains set-up and operational in a spare room, it doesn't get much use until it goes out to exhibition. The control system and fiddle yard are designed to enable two operators to run the layout. This enables each main running line to be controlled independently. I've found this a good way to ensure that trains keep running for the viewing audience. Trains are always run at scale speeds and that is one of my takeaways from seeing the excellent 'Black Country Blues' layout, which is clearly operated in that way.

I prefer to keep trains running for audiences at exhibitions, where we set out to run a sequence of trains that don't repeat in less than 30 minutes. I set out to use realistic train formations formed from the kind of locomotives and rolling stock that would have been seen on the line in the



A small but regular throughput of freight was handled on the loading dock at the top of the yard.

Modelling a prototype

Freight services to the station ceased in the mid-1960s, followed by the cessation of passenger services in 1970. The Settle & Carlisle line continues to run today and the original platforms remain in position. The station building also remains and has been converted into an award-winning private residence. Never one of the busiest stations, there is, however, sufficient research material available from books and on the internet. While I set out to produce a layout based on the original prototype, the overall look, feel and the atmosphere is more important to me rather than counting the last rivet, and thus far that approach seems to have been accepted by the majority of people who have seen it at exhibitions.

If availability of motive power issues arose, particularly during the final years of steam, operating departments provided whatever power they had to hand to keep time sensitive trains such as milk moving, leading to some interesting sights!



'Little Salkeld' looking south and very much as it did until the mid-1960s, after which, the yard, refuge siding and signal box were removed and the station focussed purely on passenger traffic until its eventual closure in 1970.



period. At the start of the day, just before the exhibition hall doors open, the sequence of trains to be run is set-up in the fiddle yard by the operators. The trains are then cycled throughout the day, although locomotives or stock may be changed occasionally to ensure that repeat visitors in the audience get a fresh view.

Lessons learned

In hindsight, I'm really pleased that I put a good level of effort into getting the baseboards, trackwork and electrics right before starting the scenic work. Getting the

basics right from the start is significantly important for saving time and trouble at a later point. This has paid massive dividends for smooth and reliable running while at exhibitions.

One lesson from designing the layout electrics that will change my strategy in the future, is the orientation and number of cables between the layout and the main control panel. I originally decided to run independent power and control cables from each of the layout boards to the control panel. They are soldered into position at the layout board end and connect to the control

panel using connectors. This approach enables me to power up and control each board independently, which is great for testing or fault finding. Unfortunately, this does also result in a lot of vulnerable 'flying' cables and connectors, which need to be protected when the layout is being transported to exhibitions. Next time, I will manufacture cable sets with connectors on each end so that they can be transported separately and securely.

The future

I have enjoyed building and exhibiting 'Little



Salkeld'. However, I now have a templot plan for a new project which is a model of Brading station on the IoW as it was in the late 1930s, and I intend to build a new exhibition layout in 4mm:1ft scale/EM gauge based on that. This is a new gauge and scale for me, and it will require me to start converting RTR locomotives. I intend to initially build a small EM gauge micro layout as a precursor-learning exercise. While I can also accommodate an additional micro layout, it's likely that I will advertise and sell 'Little Salkeld' when I start the Brading project in earnest due to space constraints.

A Sulzer Type 2 runs through 'Little Salkeld' with a mixed freight heading south to Settle.



About the modeller

Name: Paul Moss

Age: Late fifties

How many years modelling: I returned to modelling in 2013 after a 30-year break

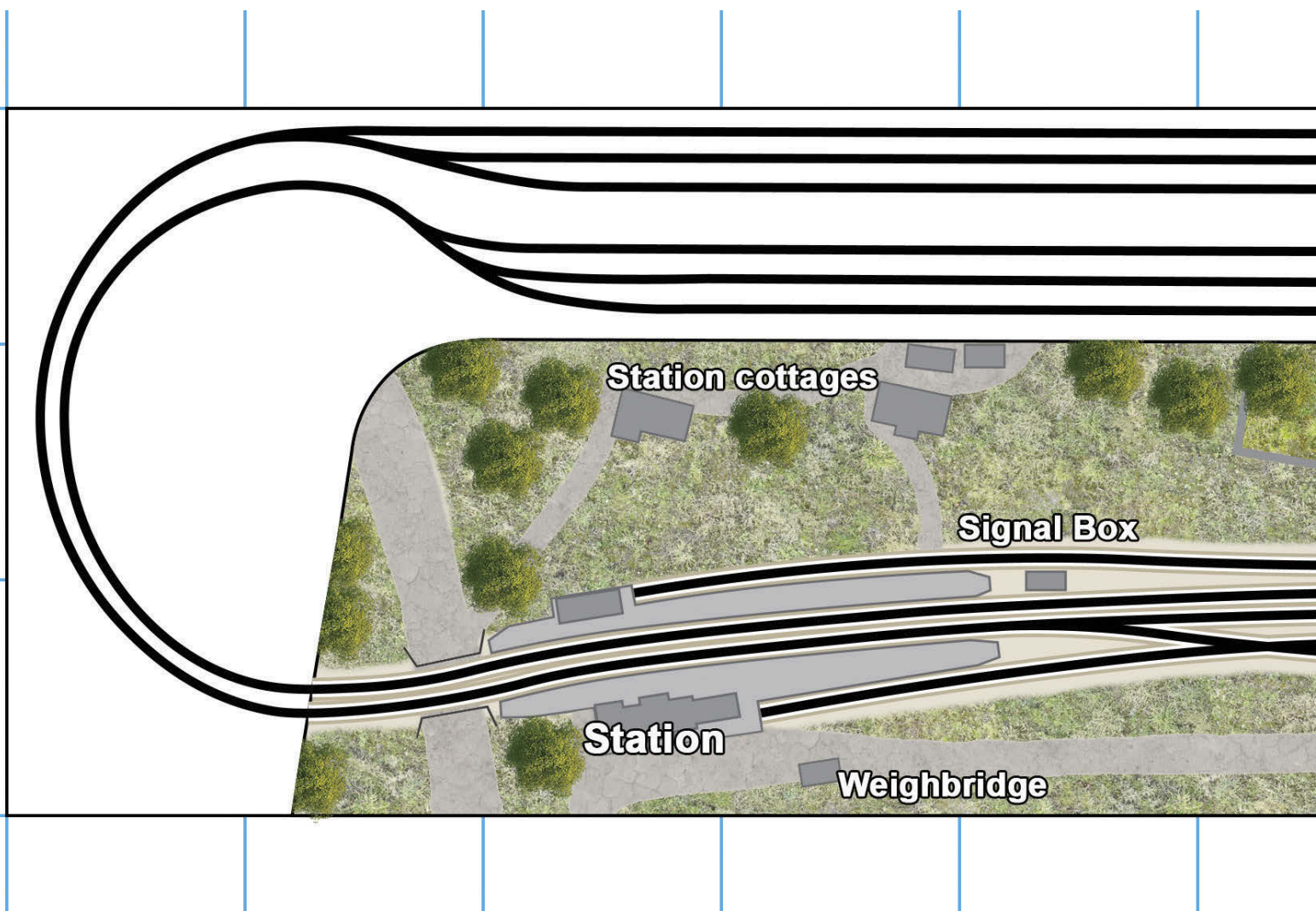
Favourite era/region: 1960s and Midland or Southern Regions

Favourite locomotive: (Steam) British Railways Standard Class 9F, (Diesel) Deltic

I live in Gamlingay, which is a village in South Cambridgeshire and belong to the East Bedfordshire Model Railway Society. A great long-standing club, which has recently lost its clubroom after 40 years as a consequential impact of a local business reacting to the post-COVID world. I take 'Little Salkeld' out to exhibition around four times a year, which is about the limit that works best for me as I rely on the availability of a few friends from my local model railway club to participate and run the layout with me at shows, plus I have a busy professional career in the background. Over the last 18 months, I have enjoyed working with the team at BRM and creating a number of articles, which have been published. My involvement in creating written, photographic, or video content for publishing is an activity and part of the hobby that I enjoy, and I would be keen to develop that further in the future.

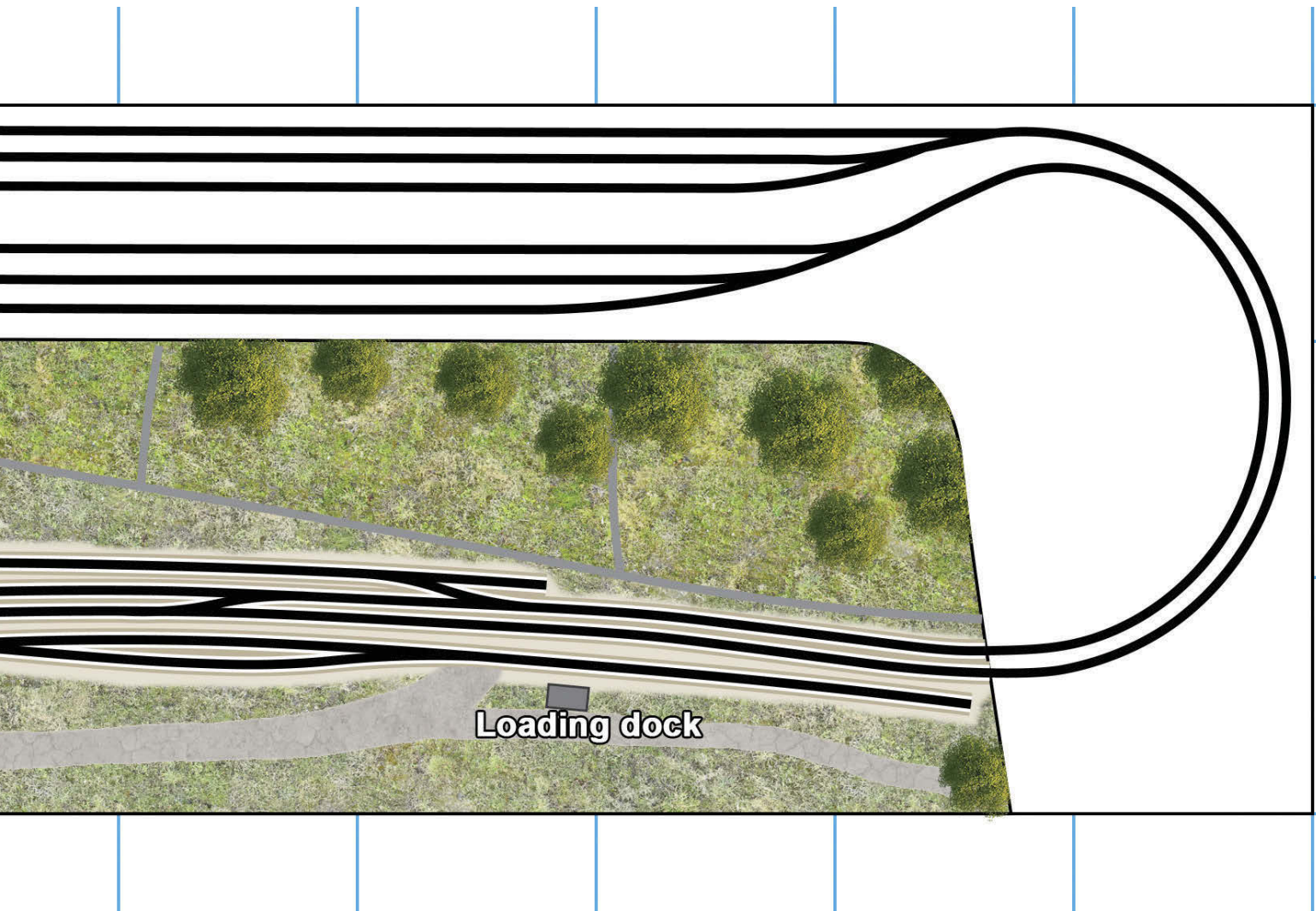


At last, the late running DMU service to Carlisle has arrived; it will need to make up some time en route!





The information panels at the front of the layout are hinged and are raised up for transport, just requiring a top panel to be added to each of the four baseboards to enclose and protect the scenic section.





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HOW TO... BUILD A LOW-RELIEF TEMPORARY OFFICE

Words & photography: Michael Russell



One of the great benefits when modelling is the ease with which we can put together realistic scenes using off-the-shelf kits. We all benefit from the accuracy and consistency of machine-made items that would be difficult, or take us a long time, to make. However, one drawback to this is that our builds can all look the same. Spotting the provenance of items on layouts at a model railway show is akin to my wife wanting to leave a social do because someone else is wearing the same clothes! Hardly the type of trainspotting I want to indulge in.

This is where modifying and detailing can come into their own. We can adapt kits to better suit our needs. I've had the pleasure of being greeted with the reaction, "it's never made from that kit, is it?" Often with a little effort, we can turn a drawback into a plus.

This article will show you how to adapt a kit and to make it your own. Of course, you may want to follow the guidelines here, but feel free to adapt yours in your own way if

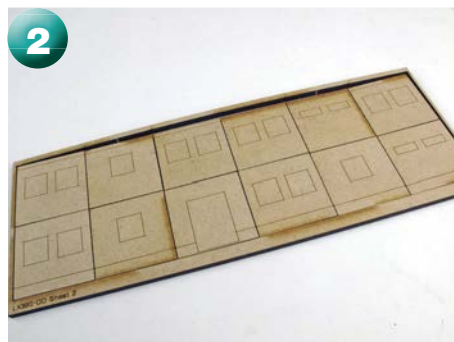
you can and make it unique! It's important that you spend time considering the changes you want to make and how parts will fit together. If not, you may find that you need to revisit previous steps. Allow time for thinking things through and for doing dry runs with parts for test fitment.

Follow the kit instructions and use these steps as additional guidelines.

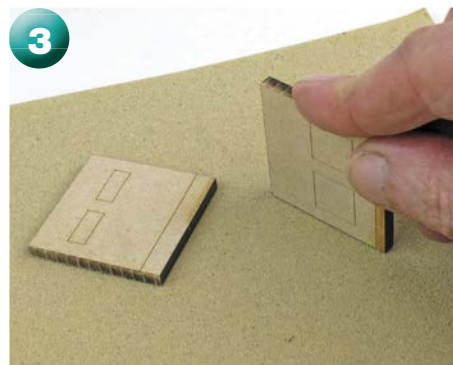
Constructing the main building



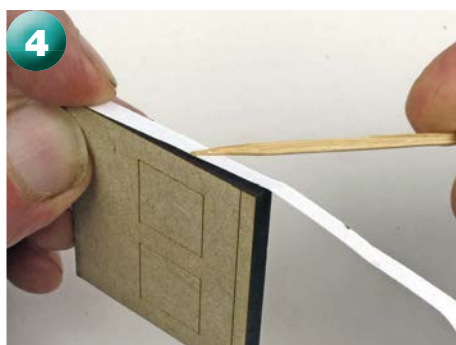
When I received the kit, the pieces had all become dislodged and mixed up like a jigsaw puzzle. By looking at the pictures on the cover, and examining the marks left by the laser, I was able to trace where they originally went.



I decided to move the pieces around to add variety and to allow fitment of a fire escape, fire door and air conditioning units. Plan carefully at this stage how all the kits will fit together and align them in layers to check sizes and fit.



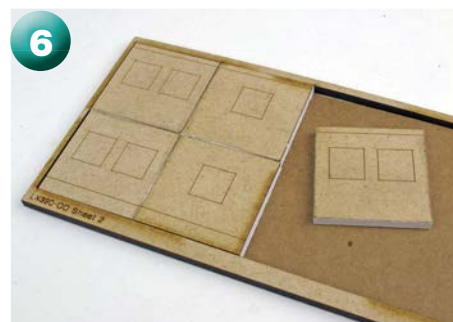
Stick all the building squares back together in their new order. To get a good bond when reassembling, first sand the edges flat using 150 grit sanding paper, where necessary.



Use PVA glue to stick ordinary photocopier paper around the edges. Cut this into 4mm wide strips beforehand. Don't use thicker material, or you will alter the size of the building, resulting in misalignment.



For extra strength, cut a support backing for the pieces out of a spare piece of cardboard. This will only add a millimetre or two to the building width. Mine came from a cereal packet. Use the sprue as a cutting guide to get the size correct.



Stick the pieces into place using PVA glue. Ensure that you line them up carefully before pressing fully home as the glue will grab quickly, making them difficult to move afterwards. When dry, use a knife to trim the outer edges of protruding cardboard.



(LX390-OO) Modular Temporary Site Offices, (AX038-OO) Air Conditioning Units, (LX134-OO) Small Brackets, (LX245-OO) Laser Cut Steel Staircase/Fire Escape, (LX202-OO) modern glass panelled fire doors, (LX097-N) Laser cut tube clamp style railings
www.scalemodelscenery.co.uk

(47040) 250ml Expo Fast Set PVA, (70250) Wet and Dry Sanding Set, (47021) Standard Grade Super Glue, (A22021) 10m roll of Black 18/0.1mm cable
www.expotools.com

(AD6001) No. 1 Primer - Modellers Spray 150 mL, (AD6033) No. 33 Black Matt - Modellers Spray 150 mL, (AD6073) No. 73 Matt Wine red Oxide - Modellers Spray 150 mL, (AD6034) No. 34 White Matt - Modellers Spray 150 mL, (AV0015) chrome oxide green, (AV0013) sand, (AV0011) black, (AV0012) white, (AG5110) Masking Tape Set, (DB0033) 33 black acrylic paint, (DB0034) 34 white acrylic paint
www.uk.humbrol.com

75gsm Photocopier paper



Spray all the parts with a primer. I used grey, white and red primer, but you could just use one primer colour and add a second layer of ordinary acrylic instead. I added the black strip by fitting masking tape and then spraying matt black. Use a facemask.



Modelling knife
Steel rule
Side cutters
Small modellers' paintbrushes
Old modellers' paintbrush for weathering
Pencil
Drill set
Pin vice



Complete the build for the windows and the fire escape. If you chose to spray paint the sprues as I did, then you may find that the edges of the pieces were missed. Paint these a matching colour using acrylic paint and a small paintbrush.

TECHNIQUES



To prevent the body colour influencing the windows, paint the window and door placeholders with a dark grey or diluted black and allow to dry. Now stick the windows in place with PVA glue.



When gluing the windows in place, it is easy for glue to show through and this looks ugly. Disguise this by making up a weak wash of black/blue acrylic paint to darken the windows.

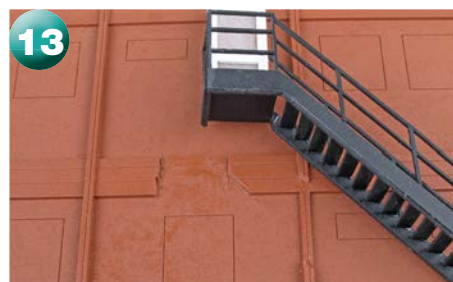


I used N gauge railing around the top of the building. To make fitment easier, cut a length of sprue with each length of railing and use this as a mount. Start from the middle and work to the edges and use PVA glue.

Constructing the main building



The fire escape needs modifying to fit the fire door. Cut the top stair post off and glue the fire door into the gap using PVA. Allow to dry.



Cut a space for the fire escape in the trim using a sharp knife. Mark the place using a pencil beforehand using light strokes. Use a primer to touch up any damage, then glue in place with PVA and weight it until set.



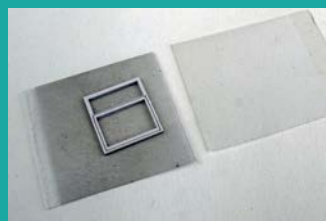
The fire escape doesn't quite reach the ground and this can be disguised using a small spacer. I cut this from the cardboard outer of the sprue, painted it with grey acrylic, and stuck it in place with cyanoacrylate.

Making frosted glass

There are various methods that you can use to model frosted glass. The first point is to bear in mind that frosted glass varies considerably in the real world, so it is important to experiment, try out several techniques, and decide on the one you like best. You may like to use a combination of techniques to mirror the situation where some panes have been replaced with new frosted panes that vary from those still extant.



Locate some art tracing paper or greaseproof paper from the kitchen. Glue small squares behind the window frame. You may or may not like to add the kit cellophane in addition.



Take some plastic glazing material and sand it with a Scotch pad or fine emery paper. Use a circular motion to avoid a regular pattern. I preferred the effect when both sides of the material were sanded. This is the method that I chose to employ on the final build.

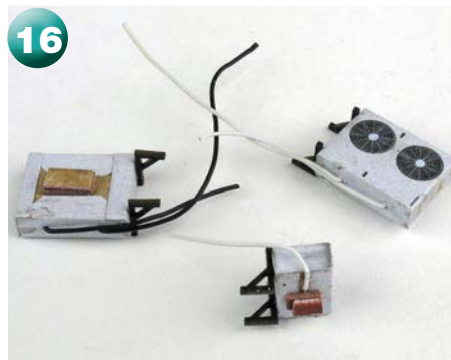


Use paint or varnish on glazing material. I found the best effect was obtained by dusting white or grey primer at the glazing material from a distance. Tinting a matt varnish with acrylic paint also works well.

Building the air conditioning units



Paint the brackets with black acrylic and glue to the underside of the units using PVA. When dry, drill holes to match the diameter of small electric wires and glue in place. My wires were offcuts leftover from fitting decoders.



To ensure that the units have a good purchase on the wall, make additional hidden brackets from the kit sprue and glue in place with PVA. Match the cosmetic bracket height to ensure they sit flush to the wall.



Glue the units in place using PVA or cyanoacrylate. Drill holes to match the diameter of the wires and push these through to the other side. Snip the wires off flush with the back using side cutters.

Weathering



Portray the effect of rain washing dirt down from the window edges using streaks of smoke weathering powder. Resist the temptation to add this to every window end. Use small amounts of powder as it will adhere well to the matt surface of the primer.



Mix white and smoke weathering powders to form a grey. Work this into the bottom edge of the building, using an old paintbrush, to represent dirt splashed up by rainfall.



Add green weathering powder under the fire escape and rust around the air conditioning units. Be careful not to overdo it. Ensure that you wash the workbench and your hands afterwards.

Conclusion



I am pleased with the final result and the ease with which it went together. The nature of the material the kit is made from, along with the matt of the primers used, makes this an ideal subject for using weathering powders. However, the powders 'grab' really well and it would be easy to overdo the effect. Employ a small amount of powder at a time, remembering that it is extremely difficult to remove if you apply too much.

It may have been better to turn some of the building pieces over to avoid the unused window placeholders from showing where windows were no longer fitted, as the new kit assemblies added don't always hide these. However, this would necessitate scoring new lines at the top and bottom to match the other pieces. I would recommend fitting the building into place on your backscene as soon as possible after the build is completed as the fire escape and top railings are delicate and likely to get damaged.

WORLD OF RAILWAYS

TV

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Building a low-relief temporary office

Michael Russell shares some easy tips on adapting buildings to produce realistic scenes using off-the-shelf kits.

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PLAY

A BEGINNER'S GUIDE TO LAMPS

Important for identification and safety, lamps have played an important role on the railway. Tony Wright shares an informative guide on their positioning.

Model locomotive lamps are something of a 'bee in my bonnet'. They are such an easy way of increasing realism. I've written about them before in BRM, and also in *Bachmann Times*, such is the importance I put upon them. There is now no reason for not including them on model locomotives (not just steam-outline) and trains, with so many marvellous examples available from suppliers.

As the standard of accuracy has improved beyond all recognition in the last few years with regard to all model railway items, modellers have been striving to place these excellent products in as real a railway environment as possible. One of the things which adds realism to both the appearance and operation of a model railway is the placing of lamps on locomotives to describe the trains they're hauling.

From the early days of railways, lamps have been used to describe the status of trains being hauled and, in the case of a red lamp at the rear of a rake, to denote that the train is complete. These lamps were there to assist the signalmen and operators of the railway. They were never bright enough to light the road ahead or warn track workers of an approaching train, unlike the high-intensity headlamps used on locomotives today.

Separate lamps on steam locomotives were oil-lit and had slots at their rears or sides to be fixed to lamp brackets on locomotives. Different companies adopted different styles of lamps, but all carried a white or a red gel behind the lens as appropriate. Lamp bodies varied in colour; the GWR favoured red until the 1930s, the LMS black until well into BR days and the LNER white. The Southern used white discs instead of lamps, as did the ex-Great Eastern section of the LNER/ER, though there was a difference in their meaning. The SR discs denoted a route taken, the GE the status of the train.

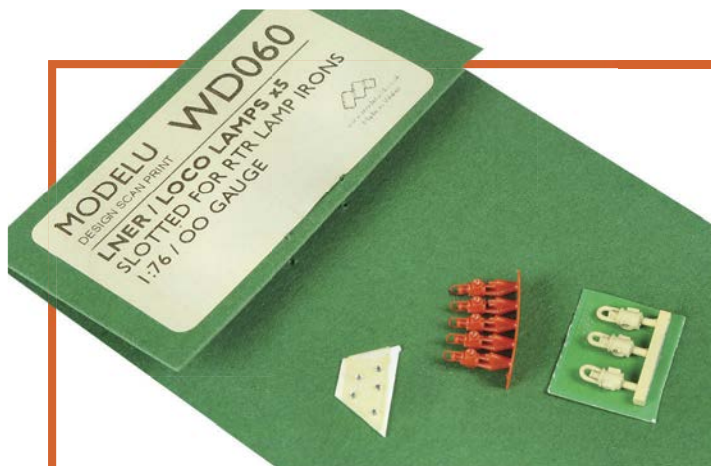
The lamps on the locomotives I've illustrated represent immediate pre-War and Post-War codes. These were standardised by BR, and I've used BR's descriptions. Apart from the SR, these codes were used by all BR's regions with the exception of the Somerset and Dorset, which kept its unique codes to the end.

The only time when all four brackets carried a lamp was for the royal train, but only if the monarch were on board. Without the monarch, Class A lamps were carried.

The following illustrations should explain my simple methods



of representing lamps. I've not shown model examples of every category of train, but Ian Wilson's excellent graphic should be self-explanatory. In the main, the photographs illustrate 4mm:1ft scale examples, but other scales are catered for, too.



Some of the finest and most-accurate lamps are now made in 3D-printed resin by ModelU. Amazingly, these are already slotted to fix on to lamp brackets (which have to be very fine). They just need painting and the tiny jewels fixed in place. Some Springside white metal LNER locomotive lamps are shown for comparison.



I've used many Springside lamps (though not the BR versions, which I feel are too big), and the easiest way to fix them in place is to drill a hole in their bases, large enough to fit over a lamp bracket. Beware, some RTR plastic brackets are flimsy and can break, so I use solder to hold the brackets on my kit-built locomotives. A blob of Blak-Tak is then used to secure them. This method of fixing allows locomotive lamps to be changed to signify different duties.

British Railways Headlamp Codes

Class A

Express passenger, newspaper, or breakdown train; express diesel car; snowplough on duty; light engine proceeding to assist disabled train



Class B

Ordinary passenger, branch passenger or 'mixed' train; rail-motor (loaded or empty) or parcels diesel car; breakdown train not on duty.

Class C

Parcels, fish, fruit, livestock, milk or other perishable train composed entirely of vehicles conforming to coaching stock requirements; express freight, livestock, perishable or ballast train piped throughout and with automatic vacuum brake operative on not less than half of the vehicles; empty coaching stock (not specially authorised to carry class 'A' headcode).

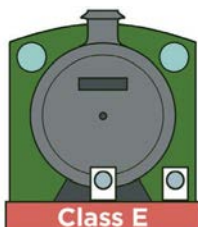


Class D

Express freight, livestock, perishable or ballast train with not less than one third of the vehicles vacuum braked and piped to the engine.

Class E

Express freight, livestock, perishable or ballast train with not less than four vehicles vacuum braked and piped to the engine, or express freight of limited load not fitted with vacuum brake.



Class F

Express freight, livestock or ballast train not fitted with continuous brakes.

Class G

Light engine or engines coupled with not more than two brake vans.



Class H

Through freight or ballast train not running under class C, D, E, or F regulations.

Class J

Mineral or empty wagon train.



Class K

Branch or pick-up freight, mineral or ballast train.



This is a ModelU 7mm tail lamp fixed to a brake van on Graham Clark's Manchester-Sheffield-Wath electrification depiction.



The same ModelU product, this time in 4mm:1ft scale, fixed to a Tom Foster-weathered RTR brake van. Note the side lamps as well – usually fixed (one each side) to denote an un-fitted train, where the locomotive crew could look out to ensure their train was complete. The side lamps displayed a white light forwards and a red one rearwards.



Springside lamps in use on my 'Little Bytham' layout, depicting a Class A working and Class C working respectively. With a dab of dirty thinners, these lamps are quite acceptable.



Another source of excellent lamps are those produced by Lanarkshire Model Supplies, here just held in place by Blak-Tak on the brackets of a DJH 4mm:1ft scale A1. Despite locomotives of this class being fitted with electric lamps, oil-lit lamps were carried, too. I've not painted these.



Lanarkshire Model Supplies' lamps in use on a brake van running on 'Alloa'. Again, note the side lamps because the train is unfitted.



In early BR diesel days, despite the locomotives having electric lights, unless one had discs, oil-lit lamps still had to be displayed in order to denote the class of train being hauled. Here, an NRM/Bachmann prototype 'Deltic' hums through 'Little Bytham' carrying Lanarkshire lamps.



The Midland Railway painted its locomotive lamps in the same colour as its locomotives, here displayed on the late Bob Essery's 'Dewsbury' layout in Scale 7. The locomotive on the left is running as a light engine and that on the right an express.



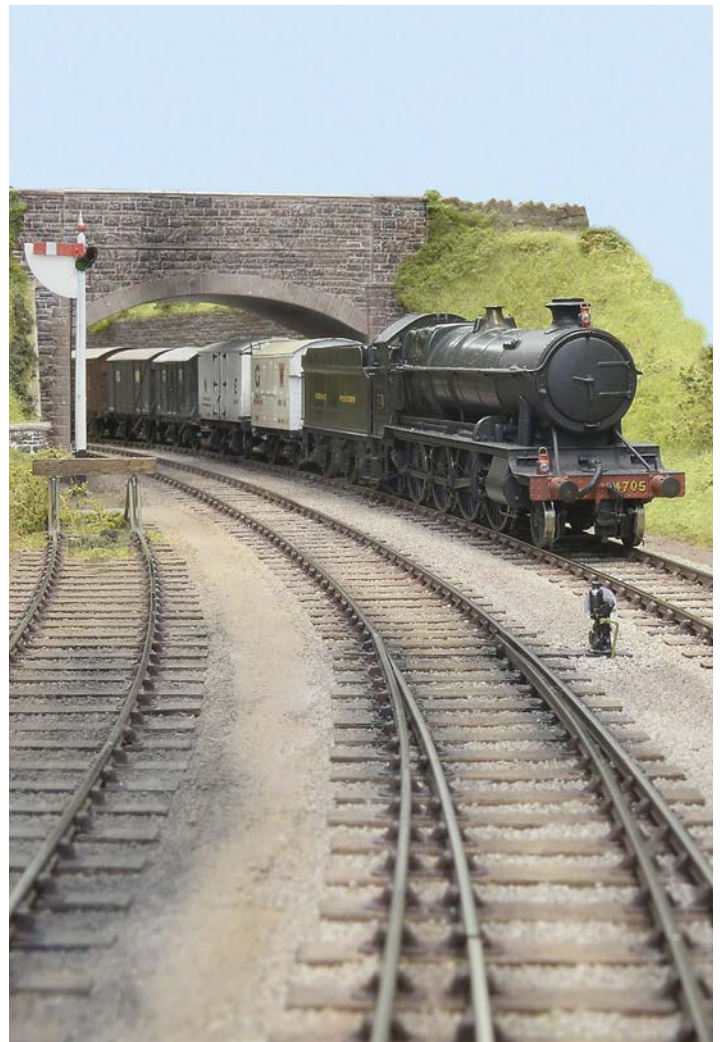
As mentioned, the LMS favoured black as the colour for its locomotive lamps, and this lasted well into BR days. In this shot, an MPD 3F displays the code for a pick-up freight as it runs on the MR/M&GNER section of 'Little Bytham'. This being a very old kit, it has no lamp brackets and I only built its chassis, so this lamp is permanently fixed with superglue. It only ever works a pick-up turn.



A Springside rear lamp has been permanently fixed to this non-gangwayed carriage with superglue.



A V2 displaying Class B lamps on Gilbert Barnatt's 'Peterborough North'. Just to the right is an N5 on station pilot duty. It'll display two lamps at both ends – one red (visible) and one white (hidden by the van).



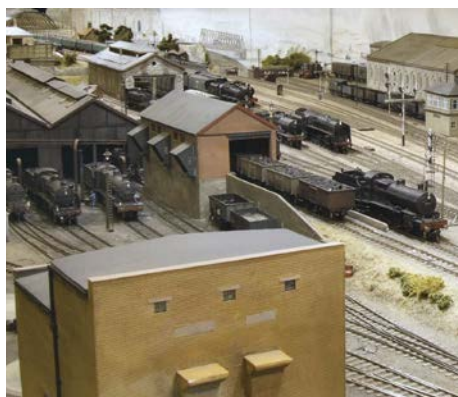
Up to the 1930s, the GWR used lamps with red-painted bodies. Here, a 47XX has charge of a Class D express freight on 'Sanford and Banwell' in P4.



Also on 'Sanford and Banwell', this shot shows how the GWR locomotives carried spare lamps. Brackets were fixed to the side footplate for this purpose.



BR favoured carrying spare lamps on the tender's front; just visible here as a DJH 9F speeds along on 'Little Bytham'.



As recorded in my introduction, the Somerset and Dorset had a unique headlamp code for either goods or passenger workings, both of which are displayed on locomotives on 'Bath Green Park', along with single lamps.



Some early BR diesels were equipped with discs as well as lamps for indicating their trains, as seen here as an EE Type 4 heads a Class A Pullman train on 'Stoke Summit'.



The SR favoured discs instead of lamps, but these denoted the routes taken, not the train's status. This code is for the Waterloo-Exeter road and could be displayed on the most-important trains or the most-humble of goods. In this case, it's carried by the 'ACE' on 'Feniton' in OO.



Where regions overlapped, both discs and lamps could be displayed, as appropriate. Both are shown here on 'St. Merryn' in P4.



One lamp on the top bracket denotes a Class B service; a stopping passenger train, often a local, as depicted here on 'Kendale' in O gauge.



In some circumstances, the 'top' bracket was lower, as seen in this shot taken on 'Abingdon' in O gauge. This is an Auto Train (Class B), with the locomotive pushing.



The top lamp here doesn't denote any status of train; it's 'Big Bertha's' headlamp, used when buffering up to a train before assisting it up the Lickey at night.



Finally, don't forget that in earlier BR DMU days, an oil-lit tail lamp had to be carried. Where locomotives or trains don't alter their workings, I'd advocate fixing lamps permanently in place to prevent their loss.

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HOW TO... BUILD A DJH RAVEN A2

Words & photography: Tony Wright



I've never seen an article on building one of these limited edition kits before. They were produced by DJH quite a few years ago now, each one given an individual number (out of a run of 'only' 175). I believe a later (but much shorter run) catered for the three locomotives with Cartazzi rear frames and also with an eight-wheeled, LNER tender. My kit was from the first batch, representing the first two, NER-built locomotives, with inside bearings to the rear truck, and a large, NER six-wheeled tender. None of these kits is available now from DJH, though they do pop up on eBay, often at wildly-inflated prices.

The history of these five A2s, the largest of the North Eastern Railway locomotives, makes rather depressing reading. Built in

a rush during 1922 – the NER's last year in existence – they were the answer to the GNR's own Gresley Pacific, built at the same time. As with the GNR examples, two were built prior to the Grouping. They were enormous; much longer than the GNR equivalent.

On test, initially, there seemed to be little to choose between the two Pacific types, both being heavy on coal and water. However, the GNR example was the genesis of a design, whereas the NER one was the end of a line of development – a step too far in fact. The Gresley Pacifics were capable of future development, culminating in the A3s and the A4s, but the Raven Pacific, with its out-dated valve gear and too-long boiler had no such flexibility. A further three were

built by the LNER, and all five settled down on mainly secondary duties in the old NER area, though frequent trips were made to Kings Cross and to Edinburgh Waverley down the years. Latterly, to increase their range, they were fitted with LNER high-sided, new type, non-corridor eight-wheeled tenders, and the steam reversers and Westinghouse brake pumps were removed. All lasted until the middle-1930s, when they went for scrap – the first LNER-built locomotives to be withdrawn.

I opted to model 2401 *City of Kingston Upon Hull* at the end of its life, substituting a South Eastern Finecast tender for the one supplied. The nameplates came from 247 Developments, and the following photographs illustrate how I got on.



I bought my kit (No. 156) second-hand, though at a lower price than on the box. Strangely, given this loco's huge length, DJH only fitted into a small box. Romford wheels were included.



I had an equally-old Portescap power unit that fitted the bill perfectly for this locomotive. Since friend Geoff Haynes will be painting this locomotive, he'd painted the wheels in readiness for my assembling it – easier than once it was complete.



Though it would seem holes for the handrail pillars should have been etched-through the boiler, this was not the case. Most were 'blind' or not evident at all. I plotted their positions and drilled through accordingly, supporting the boiler through this process with a piece of dowel. Without this, the boiler would be pressed-in (and ruined). A strip of self-adhesive PVC insulation tape held everything secure.



Many locomotive kit instructions suggest a bolt hanging down, fore and aft, to secure the body to the chassis. In my view, it's much better to solder a nut securely in place, as here. I'd already soldered the smokebox to the saddle, and positioned the nut with a cocktail stick passing through the chimney aperture for soldering.



The brass boiler was pre-rolled, and held in place with Sellotape. It rather indicates the age of the kit that this tape had virtually crumbled away, leaving a nasty residue. I eventually shifted this with fine emery paper.



Pick-ups installed (the chassis is live-to-one-side) and the brake rigging in place. I devised my own method of pivoting the pony truck – just a piece of brass tube and a length of 0.45mm nickel silver wire. The main footplate was cast in two sections, both contaminated with a lot of flash.



With the holes now drilled, I temporarily seated the boiler onto the footplate. Considering the different media involved, the fit was excellent, with just a gap to attend to on the saddle. I'd built the tender some little time before, and tested it at this stage to ensure that the two units lined up as hoped; they did.



Now, with the gap between the smokebox and the saddle filled with low-melt solder, the boiler/cab assembly was securely soldered to the footplate. At key stages in the construction of any locomotive kit, it's essential that it's layout-tested to check that all is as it should be. To complete a locomotive, without regular running checks throughout its construction, is a recipe for problems.



The frames were accurately etched in substantial brass and proved easy to solder together. Note how I've removed some spring detail to accommodate the pick-ups. I fitted extra spacers to accommodate the PCB pick-up pads.



After much in the way of cleaning up, the two sections were soldered together and the whole footplate fitted on the frames just fine. 10-spoked bogie wheels had been supplied, but NER types had 12-spoked wheels. These came from Markits.



The etched cab had to be folded-up into shape. Without bending bars, I considered this procedure impossible without distortion. The folded-up cab was then soldered to the boiler (which had previously been seam-soldered at the bottom).



The start of detailing now, with main horizontal handrails and vacuum ejector pipe in place. Cab handrails are also secured, as is the chimney (the latter with solder, for this will be drilled out later). The cab roof was fixed on at an early stage – without it, the cab is liable to be damaged when assembling other bits.



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THE BRM GUIDE TO... MODEL ADHESIVES

Words: Howard Smith

Sourcing and producing content for World of Railways and BRM magazine comes with a pitfall on the days I'm in the office – I'm the 'go-to' glue person! The conversation usually goes as follows, "Howard, do you have some glue?". I ask, "What sort of glue?". They reply, "I don't know, I just need some glue to repair my... (headphones/camera tripod/shoe/desk ornament/child's toy) – select the relevant object. I'm sure you get the gist.

For a successful bond between materials, the type of materials must be known. This will give the bond a chance of lasting – or not, as the case may be if temporary adhesion is required. To the more experienced modeller with experience and knowledge, this will be obvious, but for the beginner, these two commodities are in short supply. Some plastics require specialist glues, for instance.

To many who don't make or construct things, glue is a single substance capable of bonding anything to everything. While it would be great if such a product existed, adhesives have specific properties, making them ideal for some tasks, but less effective for others. Matching the right adhesive to an application is what an office colleague was lacking when attempting to repair a shoe sole with a glue stick some years ago.

So, where better to boost the beginner's knowledge than by starting with a run-down of common modelling adhesives?

UHU

A flexible glue and the recommended choice for modellers constructing Metcalfe card kits by the manufacturer. Its shelf life is long-lasting if stored correctly away from heat.

The glue leaves a semi-translucent finish and is best applied sparingly to joints for better mechanical properties. It is gap-filling – to an extent – helping bond minor imperfections. For beginners 'cutting their teeth' at card kit construction where folded angles perhaps aren't a perfect 90 degrees, it is very forgiving and dries translucent.

UHU is an excellent glue for bonding scenic items to a layout. When cured, the bond can often be broken free – with persuasion – allowing buildings or trees to be lifted if the layout is redeveloped in the future. The mechanical properties of the glue offer a little flex, helping prevent breakages if trees or telegraph poles are lightly knocked.

Applying a small amount of UHU glue only around the edges of buildings enables the bond to be broken if required in future, running a knife underneath, around the edge.

To the seasoned modeller, selecting a glue to create a successful bond is almost second-nature. For the beginner, however, Howard Smith offers advice...



How much glue do I need?

Some suppliers favour buying adhesives in bulk. While it might seem tempting, some adhesives have a short shelf life and their properties will change as a result. This is particularly relevant for cyanoacrylates, which often thicken over time, taking longer to dry and creating a weaker bond. Regardless of the shelf life, all adhesives must be stored in optimum conditions to prolong their shelf life – avoid storing near radiators or in heated rooms, and keep them away from sunlight. Unless you're using a large volume of glue, buying in bulk might be a false economy.



Cyanoacrylate

Commonly called 'superglue', this adhesive was originally developed for use in the Vietnam war by army medics on battlefield wounds. Although the use of superglue by modellers is less extreme, it's important to know that not all are the same. Some superglues are sold in small tubes, ideal for single-use purposes because superglue has one of the shortest shelf lives once opened of any of the adhesives here, others are in bottles too large for the amount consumed by the average modeller, leading to waste when it dries in the bottle.

Superglue is available in different viscosities, from a gel to a very thin runny glue. The thicker the adhesive, the longer the drying time. Superglue dries upon contact with moisture in the air, and the drying process can be sped up by using a spray accelerant. Superglue accelerants are available from a number of retail outlets, in addition to hobby-centric manufacturers like Deluxe Materials, The Army Painter or ZAP. Famed for its ability to bond most materials together, it works best when material surfaces are porous. If the surfaces are smooth, the bond can be made stronger by 'keying' the surfaces beforehand using emery paper to create micro scratches into which the glue can attach.

Superglue is best used for bonding mixed-media together, for example, resin to brass. My preference is to use specialist adhesives on similar materials such as card to card, plastic to plastic, or soldering when fixing brass to brass. That said, manufacturers such as Severn Models recommend supergluing some of its kits because of the size of components and gluing being a more accessible option to many than soldering.

Aside from its many uses in kit construction, superglue can be used to make custom tarpaulins too, applying a thin amount carefully over tissue paper. Superglue will require supervision if used by young modellers, and be warned if soldering in close proximity, because the resulting fumes are toxic! Be warned of the vapours from superglue reaching glazing, which might cause fog on models if small amounts of grease are present from fingers!



Plastic adhesives

For gluing plastic kits, whether buildings or rolling stock, or scratch-building models from plastic sheet, there are a number of plastic adhesives available. The most popular adhesives are sold by kit manufacturers – Revell's Contacta adhesive with its kits, or Humbrol's 'Poly' with the Airfix range under the Hornby Hobbies umbrella. Both glues are best applied in small quantities to speed drying times, and work by fusing plastic together. Humbrol's Poly Cement is available in a tube, or a bottle with brush, or in a bottle with a precision applicator.

For a faster drying time, a stronger adhesive like EMA's Plastic Weld can be considered, but it's important to work in a well-ventilated area when using this adhesive and avoid breathing the vapours. A small brush works best for its application, applying a minimum quantity at a time.

Some modellers who spend many hours with a strong solvent adhesive might suffer a mild allergic reaction, usually a runny or blocked nose. A less-pungent version of a rapid-drying adhesive and one that I've used quite regularly is Mr Cement Deluxe (MC127), retailed by Albion Hobbies. The resinous type glue is designed for when a longer drying time is required, while its Mr Cement S (MC129) is ideal for styrene products and kits, drying quickly within 5 to 10 seconds. Its Mr. Cement SP (MC131) is a low-viscosity glue, similar to Mr Cement, but useful when an extra fast drying time is needed. Lastly, Mr Cement SP-B (MC132) is like Mr Cement P, only it has black ink inclusion, which will highlight glue deposits and imperfections before painting your model. All three can be applied by brush or a fine-tipped needle applicator, as retailed through stockists of its products under the 'Flexi-file' brand. These thin solvent adhesives use capillary action to 'wick' along joins to be glued.

If constructing track from kits, or individual components, common plastic solvents rarely work on the ABS plastic used, so a Butanone solvent is often required.



PVA and derivatives

Polyvinyl acetate adhesive, commonly shortened to PVA is an important glue for layout-builders. Its uses are numerous, from bonding timber in the construction of baseboards, to bonding ballast when diluted with water in a 50:50 ratio – with a dash of washing up liquid to remove surface tension – it is even used as a primer and sealer when constructing scenery. Its non-layout construction uses to the modeller have been somewhat reduced in recent years with the rise of more specialised laser-cut adhesives with modified properties.

Laser-cut wood fibre kits can be assembled with PVA adhesive, but the curing time is often accelerated when using a specialist laser-cut adhesive from the likes of Noch (61104), Busch (7592) or Deluxe Materials (AD87). Though all are labelled as laser-cut kit adhesives, many of these work equally well on card kits as a slightly faster-drying alternative to multi-purpose adhesives.



Epoxy Resin adhesives

These are probably the strongest glues made – some cars today are even assembled with epoxy. The two-part system (resin and a catalyst) is often mixed together in equal quantities. Curing time is usually a minimum of five minutes, after which a bond is made, but it's wise to leave at least 12 hours for maximum strength.

Modellers have epoxied cast metal locomotive kits together, and it's ideal for fixing pick-up pads to locomotive frames. It can be quite runny, hence messy, and isn't inherently 'sticky' until cured, which means the components glued together often have to be held in place with elastic bands and/or weights. Providing that surfaces have a good key, when set, the bond is very strong and it will glue any modelling material together.

Impact adhesives

These adhesives work by the smearing of both of the components to be fixed together with a layer of the glue. After leaving for about five minutes to dry, the two parts are then joined together, forming an instant bond (which is non-adjustable if done properly). It gives a much stronger joint than general-purpose glues, though it can deteriorate with time. It's ideal for bonding mixed-media materials such as metal to plastic, and so on. Use in a well-ventilated area.

Conclusion

The above list of glues is by no means exhaustive, as a visit to your local model shop will no doubt reveal, but I feel these are the essentials to always carry in stock if you're starting out in the hobby. A versatile laser-cut adhesive, a small selection of superglues with different curing times, a small selection of plastic glues with different curing times and a tube of multi-purpose adhesive will see your way to victory when constructing most kits and models you'll encounter in the hobby. Of course, beyond the basics are specialist adhesives, designed for specific applications, but we'll save those for another time. In the meantime, I'd be interested in knowing what your favourite brand of adhesive is? Please spare a few moments to let us know – and, more importantly, why – in our current RMweb polls.

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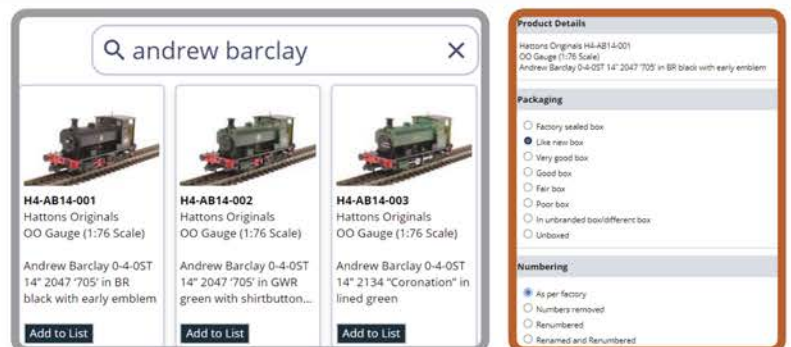
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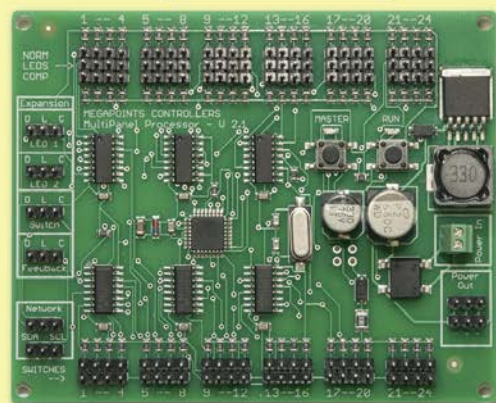
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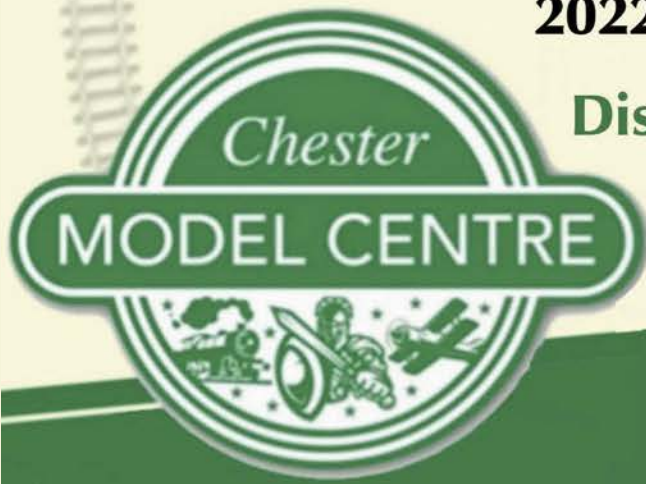
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RAPIDO TRAINS TOOLS FOR SECR SIX-WHEEL BRAKE VAN

Rapido Trains UK is to complete its line-up of OO gauge South Eastern & Chatham Railway wagons with an all-new brake van.

The manufacturer has chosen the design that had its origins with 10 20T six-wheeled vans originally ordered by the South Eastern Railway in 1898. This design was heavily influenced by Midland Railway practice. The SECR built a further 35 between 1900 and 1909.

A veranda was added to the non-veranda end and 50 vans to this design were built in 1910. When 25 single ended vans required overhauls, they were rebuilt with two verandas. BR inherited 86 dual-veranda vans and didn't withdraw the last until 1960. One survives, at the Kent & East Sussex Railway.

Sales & Marketing Manager, Richard Foster, said, "We have enough items in our range already to form an authentic looking SECR goods train. The only thing missing was the brake van. We are delighted to be able to bring such a distinctive looking wagon to the market."

Rapido is tooling two bodies: one for the dual-veranda vans built new and another to cater for the detail differences on the single ended vans rebuilt with two verandas. As with previous Rapido SECR models, these brake vans have been designed in the UK and feature full external and interior detail, split-spoked wheels in brass bearings and NEM pockets.

The following liveries are being produced:

- (931001) No. 2033, SECR grey with black underframe parts
- (931002) No. 2036, SECR grey
- (931003) No. 55382, SR brown with red ends (large lettering)
- (931004) No. 55389, SR brown with red ends (large lettering)
- (931005) No. 55384, SR brown with red ends (small lettering)
- (931006) No. 55366, SR brown with red ends (small lettering)
- (931007) No. S55429, SR brown with red ends (BR lettering)
- (931008) No. S55434, BR grey
- (931009) No. S55371, BR grey
- (931010) No. 80383, engineer's black

In other news, Rapido Trains UK has unveiled a new OO gauge OAA wagon (right), tooling for which has begun, with models expected to arrive early 2023. Its model has been designed using original drawings and help from Peter Harvey of PH Designs Etchings. Models can be ordered direct until July 1, 2022.

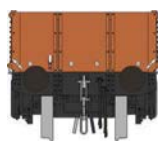
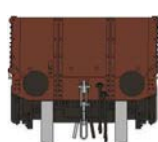
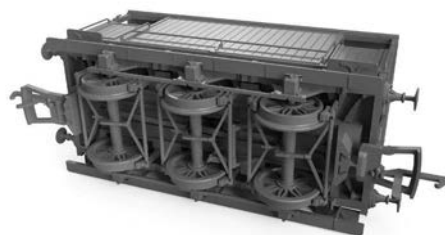
The following variants are being offered:

- (915001) No. 100093, BR bauxite, yellow 'ABN' spot
- (915002) No. 100018, BR bauxite, yellow 'ABN' spot
- (915003) No. 100054, BR bauxite, yellow 'ABN' spot
- (915004) No. 100066, BR bauxite, yellow 'ABN' spot
- (915005) No. 100016, BR bauxite
- (915006) No. 100029, BR bauxite, Corpach pool lettering
- (915007) No. 100026, BR bauxite, Corpach pool, patched finish
- (915008) No. 100040, 'repaired' finish
- (915009) No. 100020, Railfreight red/grey (three red planks)
- (915010) No. 100004, Railfreight red/grey (three red planks)
- (915011) No. 100081, Railfreight red/grey (three red planks)
- (915012) No. 100088, Railfreight red/grey, (three red planks) patch finish
- (915013) No. 100095, Railfreight red/grey (two red planks)
- (915014) No. 100021, Railfreight red/grey (two red planks)
- (915015) No. 100072, Railfreight red/grey, (two red planks) patch finish
- (915016) No. DC100065, Civil Link grey/yellow
- (915017) No. 100088, EWS maroon

Richard Foster explained, "The OAA has the body and underframe detail you'd expect from a Rapido model. But we're particularly excited about the liveries that we're planning. We're not only planning to replicate the myriad changes to the positions of letters, logos and numbers that you can see on these wagons but we're also planning to replicate where wagons have received repairs and quick repaints. These range from a new plank to a complete set of doors. On one wagon, nearly the whole body has received a non-standard colour. We should have a very interesting collection of wagons on our hands!"

"We're delighted with how these wagons are looking and we think modellers will be pleased with the finished result. We know that we're likely to be asked about producing the mesh door and Redland versions, which we'll do – as long as sales of this batch is strong enough to justify producing a second run of models!"

BR undertook much research to produce a new wagon underframe suitable for the 1970s' railway and the first vehicle to benefit from this research was the 45T Open AB open wagon,



better known as OAA.

Ashford Works built the 100 OAAs (Nos. 100000-100099) in 1971. The new 20ft 9in wheelbase underframe, with air brakes and upgraded running gear, would go on to be used on the VBA and VDA vans as well as on developments of the OAA, including the OBA and OCA opens.

As part of BR's air-braked network (a forerunner of Speedlink), the OAAs could be found across the network. But as newer wagons were introduced, some were relegated to departmental duties or were adapted for other duties, such as those modified to carry Redland roof tiles.

The OAAs continued to be useful, particularly for carrying concrete blocks from Foster Yeoman's Merehead quarry to Acton. EWS rebuilt a batch of in the late 1990s for this work, replacing worn wooden doors with mesh.

Meanwhile, the manufacturer is to make 1:76 models of the Mk.1 and Mk.2 Leyland National bus, celebrating the 50th anniversary of the vehicles with a new range of 1:76 scale models. Laser-scanning a Mk. 1 and a Mk. 2 National at the Transport Museum, Wythall on April 22, the range of models, livery options, prices and delivery dates have yet to be confirmed. Rapido Trains UK says that customers can have a say on what versions and liveries are to be produced.

The scanning process is the first stage in the model development and enables Rapido's designers to capture the National's distinctive shape. The new models are expected to match the standards set by its critically-acclaimed 1:76 scale WMPTE Fleetlines and BCT 'New Look' Guys.

Full specifications are to be confirmed, but we expect to see an injection-moulded plastic body to enable panel lines and rivets to be rendered. A detailed interior will be visible through the flush-fitting windows and the new National is also planned to have working steering.

Cumberland Motor Services became the first operator to receive Leyland Nationals, with ERM35K being handed over on March 13, 1972. To celebrate this, 'LN50' events are to take place at Whitehaven on April 30/May 1 and at Gaydon on July 2 to mark 50 years since it entered revenue-earning service.

Richard Foster continued, "The Leyland National is a true 'Marmite bus'. But love it or loathe it, the National played a seminal role in British bus history. Given that the National celebrates such a milestone this year, we're delighted to announce that we're adding it to our growing range of 1:76 scale buses and coaches."

For further details and pricing on its new wagons and buses, visit the Rapido Trains UK website.



HORNBY SELLS OUT ON MODELS OF PURPLE LOCOMOTIVE

Hornby has revealed plans to produce 1,500 limited edition models of No. 70 *Elizabeth II*, the temporary name and number to be applied to SR West Country Class locomotive 34027 Taw Valley, based at the Severn Valley Railway, this month.

The Hornby OO gauge model (R30231) HM The Queen's Platinum Jubilee West Country No. 70 *Elizabeth II* will be issued in a strictly limited edition of 1,500 and were reportedly sold out in a matter of hours from appearing on the Hornby website, the Severn Valley Railway shop, and leading Hornby stockists. An arrival date for the new models has yet to be confirmed.

On the day HM The Queen celebrated her 96th birthday, the Severn Valley Railway revealed it partnered with Hornby to produce a limited-edition collector's model of the locomotive with a special royal connection.

SR West Country Class 34027 *Taw Valley*, will soon appear in a unique purple and silver livery in honour of The Queen's Platinum Jubilee, renamed as *Elizabeth II*.

The heritage railway sparked worldwide excitement in February this year when it revealed its plans for the head-turning repaint. The name *Elizabeth II* was selected by public vote, and has received royal approval via the Cabinet Office. Additionally, the locomotive will be renamed as '70' to reflect the seven decades of Her Majesty's reign.

"We knew we'd cause a stir by painting this wonderful heritage locomotive in such a striking colour," said the SVR's head of visitor experience Michael Dunn.

"It's a huge seal of approval that Hornby wants to reflect this bold move and we're delighted to be working with such a prestigious partner. There's already a huge amount of interest from visitors who want to see the 'purple loco' for themselves and we can't wait to welcome them to the railway so they can travel behind it."

Hornby's marketing and product development director Simon Kohler added, "Hornby has had a strong relationship with the Severn Valley Railway for a number of years, and the opportunity to produce this model is the absolute pinnacle of our association. We're thrilled to be doing this, and are certain this will be a hit with model railway enthusiasts and collectors and also those who simply want to celebrate such a momentous event in royal history. On a personal level, I'm thrilled to be producing a model that's not green or black, just for a change!"

The locomotive will be officially renamed as



Elizabeth II on Thursday, June 2, at the start of the SVR's Platinum Jubilee weekend event. It will run in its purple livery, carrying its new name and number for a limited time, after which, the SVR will return it to its original name, number and livery. The SVR and Hornby will donate a proportion of the profits from the sale of *Elizabeth II* to The Patron's Fund, which supports the charitable organisations across the UK and the Commonwealth for which Her Majesty acts as a Patron.

TMC HIGHLIGHTS RESPRAYED CLASS 416S

The Model Centre (TMC) has resprayed a small number of Bachmann's OO gauge Class 416 EMUs (2-EPBs) into BR blue, in response to customer demand. Highlighting the exclusive models that were completed during lockdown, but largely kept hidden from the public, the model retailer and customisation specialist said that "only a small quantity of the models remain for sale".

Chris Yates of TMC said, "As this model wasn't available in BR blue livery, we gambled by making 'on spec' multiple running numbers – excuse the pun! There are numerous processes and techniques depending on which technician resprayed the model. Some completely dismantle model, while others mask out the glazing with Maskol."

"Most projects are customer led, making it more commercial. The research is invaluable and picks up variations such as the twin horns, which were fitted to the later blue units. These are replicated on the model," he added.

As with most of the models that can be purchased from TMC, buyers can opt to further customise models for an additional cost when ordering, via a number of menus. These cover the model finish (choose from: value weathering, light weathering, medium weathering, heavy weathering, custom deluxe weathering, or a high-gloss finish), installation of DCC or DCC sound, changing the destination markings, renaming and renumbering the model, adding a cab crew, and fitting screw-link couplings. Alternatively, models can be ordered without the above, with a standard pristine finish.

Find an up-to-date list of the models, running numbers, current pricing and options available on the TMC website.



FAMILY-FRIENDLY RAILWAY FILM TO LAUNCH THIS SUMMER

Studiocanal has premiered the official trailer and poster for *The Railway Children Return*, arriving in UK cinemas this summer.

The Railway Children Return is a new sequel film described by StudioCanal as "an enchanting, moving and heart-warming adventure for a new generation" return.

Written by BAFTA-winning Danny Brocklehurst, the film is inspired by one of the original 1970 film *The Railway Children* – one of the most beloved British family films of all time, and is due to arrive with UK cinemas on July 15, 2022.

The synopsis: 1944 – As life in Britain's cities becomes increasingly perilous, three evacuee children – Lily (Beau Gadsdon), Pattie (Eden Hamilton) and Ted (Zac Cudby) Watts – are sent by their mother from Salford to the Yorkshire village of Oakworth. There to meet them on the railway station platform are Bobbie Waterbury (Jenny Agutter, reprising her iconic role in the original film), her daughter, Annie (Sheridan Smith), and grandson Thomas (Austin Haynes), and with their help the evacuees are soon settling into their new life in the countryside. When the children discover injured American soldier Abe (KJ Aikens) hiding out in the railyard at Oakworth Station, they are thrust into a dangerous quest to assist their new friend who, like them, is a long way from home.

Directed by BAFTA-winning Director Morgan Matthews, *The Railway Children Return* is shot in key locations in Yorkshire from the original film including Haworth, The Brontë Parsonage, Oakworth station and other locations on the Keighley & Worth Valley Railway. Watch the trailer on World-of-Railways.



CLUB PREPARES FOR ANNUAL SHOW



Market Deeping Model Railway Club (MDMRC) is to host a model railway exhibition on May 14-15, 2022. Promising 24 layouts, 15 traders, refreshments and a bar, the event will take place between 10.00 and 16.00 both days.

This is to be the club's first two-day event, it traditionally being held on a single day prior to Covid, its last show taking place in 2019. The club is banking on good attendance by the public, and tickets are now available to purchase online ahead of the event from its website.

David Ashwood of MDMRC said, "A number of our club layouts will be there – 'Canons Cross' (OO), 'Woodcroft' (EM), and its new 'Deeping Road MPD' (OO). Joining these will be its new 'Euston Station 1875' in (OO) – a 110 sq.ft. static cutaway of the Victorian station, new 'Butterwick' (O), and the Little Layout Company's 'Spirit of Swindon' (N)."

The show will be held in Stamford at the Welland Academy, PE9 1HE. To pre-book tickets for the show, visit the MDMRC website.

RAILS OF SHEFFIELD COMMISSIONS EXCLUSIVE SECR BRAKE VAN

Rails of Sheffield has commissioned a new exclusive OO gauge model of the South Eastern & Chatham Railway single-veranda six-wheel brake van. This model is the single-veranda version of Rapido Trains UK's newly-announced SECR brake van.

Rails' version depicts the original body design, of which 10 were ordered by the South Eastern Railway in 1898, followed by 35 built by the SECR between 1900 and 1909.

Three single-veranda brake vans are to be produced, with delivery expected late-2022/early 2023:

- (931011) No. 2005, South Eastern Railway red livery
- (931012) No. 2025, SECR grey with black underframe metalwork
- (931013) No. 12067, SECR grey with black underframe metalwork

Rails of Sheffield's Oliver Davies said, "We carefully select subjects for our exclusive wagon projects to fill in the gaps, so to speak, and this new brake van offers an exciting opportunity to do just that."

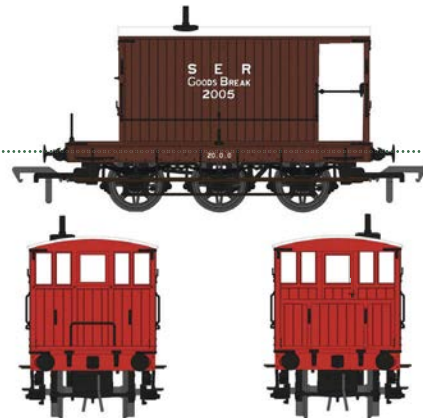
"Rails of Sheffield and Rapido Trains UK have put together quite a collection of ready-to-run OO gauge SECR models and it's great that we're able to join forces to not only complement both our existing ranges but to offer SECR modellers more choice."

Richard Foster of Rapido Trains UK said, "Rails' exclusive SECR brake van shares the same high standard as our dual-veranda version. It's highly detailed externally

and internally, will have a high-quality finish and has split-spoke wheels in metal bearings so it should run as well as it looks."

He continued, "On top of that, it's been designed by our UK design team. The only compromise that we've had to make is in order to share a chassis with our model, the single-veranda version has the later oil axle boxes rather than the grease versions of the prototype. Other than that, this new model has all the hallmarks of quality that you've come to expect from Rapido and Rails of Sheffield."

Production is limited and ordering now is recommended to avoid disappointment. For further details, current pricing and availability, visit the Rails of Sheffield website.



Pre-production artwork - subject to change



Pre-production artwork - subject to change

STORE NEWS

MODEL SHOPS REMOVE HUMBROL ENAMEL FROM SALE



News broke this month that a number of model shops have had to remove Humbrol Enamels from sale, following the reclassification of a chemical ingredient in tins.

Test Valley Models of Andover posted the news to its website, triggered by a change in regulations which it says has left it with paint that can't be sold to customers by law after March 1, under Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) regulations.

Test Valley Models said, "We have received information from Hornby with regard to the current situation with its Humbrol branded enamel paints. Customers are advised not to continue to use Humbrol enamels until further notice, and to seek alternative paints. Test Valley Models has by law had to remove all Humbrol enamel paints from sale."

Hornby's statement on its Humbrol Enamel range of products issued to the model shop was as follows: "The CLP (Classification, Labelling & Packaging) Regulation regularly assesses and occasionally reclassifies chemicals. "Meko", a popular anti-skinning agent, extensively used in the paint industry, has been reclassified under CLP. The change in classification resulted in the substance being phased out for supply to the consumer in Europe. The affected paint cannot be sold to the general public after 1st March, 2022 under the REACH Regulation."

The Humbrol Acrylic range appears not to be affected, and modellers are to seek advice from their local model shop or retailer if experiencing difficulties in obtaining the paint.

RETAILER OPENS IN LINCOLNSHIRE



It's time to make tracks to Whisby Road, near the Lincolnshire Transport Museum, for enthusiasts interested in garden railways and live steam models.

Tony Green Steam Models opened its doors on April 4, and offers a range of new models from manufacturers, including LGB, for which it is an authorised main dealer, Wilesco, Mamod and USA Trains. In addition, the retailer can supply spare parts for Mamod and Wilesco models, including obsolete parts that it manufactures, such as gas tanks, burners and the popular Unit steam engine.

Tony Green Steam Models can be found at 3 Whisby Road, Lincoln LN6 3QT, and is open Monday to Thursday 09.00 to 16.00, Friday 09.00 to 12.00 and Saturday 09.00 to 14.00. For more details and to see the entire range, including second-hand models, visit the Tony Green Steam Models website.

RAILS OF SHEFFIELD EXPANDS

Rails of Sheffield opened a new store adjacent to its premises on April 15, and invited manufacturers and the press to explore the site. The new space stocks the practical products that are required to build a model railway – track, buildings, electrics, paint and tools. There's a large range from Dapol, Woodland Scenics, Metcalfe Models, Gauguemaster and DCC Concepts among others.

On the day, visitors could meet the teams from Bachmann, Cavalex, DCC Concepts and Rapido Trains UK. Rails generously provided a buffet and some delicious cakes, although the crowds quickly worked their way through these!

New staff have been recruited as part of this expansion, and they were kept busy with questions and sales as the new and old shops were crowded all day. Bachmann was showing a range of new products in OO, N and OO9, while the team from Cavalex brought along model samples that we'll be seeing in shops soon, and were discussing future projects. DCC



Concepts was advising on all things electrical, and explaining how to make running through a three-way point more reliable with a hands-on demonstration.

Explore the space in store at 21-29 Chesterfield Rd, Heeley, Sheffield S8 0RL.

DECORATED ACCURASCALE CLASS 37 APPEARS



Accurascale has previewed the first decorated sample of its Class 37 locomotive in OO gauge/4mm:1ft scale. It received samples for assessment ahead of Model Rail Scotland earlier this year, with some BR liveries previewed on its stand at the show.

Its latest arrival sees a limited-edition Accurascale Exclusive model of Network Rail 97301 in yellow with radar equipment previewed to the public.

Commenting on the images, Accurascale said, "While the crispness of the decoration and detail is broadly satisfactory, there are still minor tweaks to fit and finish required, particularly in the roof area and some tampo printing. Overall, the Accurascale EE Type 3 is shaping up to be the definitive Class 37 locomotive in OO gauge/4mm:1ft scale."

Further decorated samples are expected to be previewed in the coming weeks, with delivery of models expected to commence from Q3, 2022. Accurascale has said that, due to the demand for models, they are, "broadly sold out direct at Accurascale, including 97301, which is only available direct as an Accurascale Exclusive model." However, Accurascale stockists still have limited quantities of the main range of Class 37s remaining. Customers are advised to check with their local stockist for availability.

HORNBY CELEBRATES CENTENARY WITH BELMOND PULLMAN



Hornby's long-awaited final 2020 centenary celebrations came true on April 8, with a tour of the Surrey Hills aboard the Belmont Pullman. Owing to the Covid pandemic, its planned trip on the luxury train had to be postponed until earlier last month.

In 2020, Hornby celebrated a significant milestone – its 100th anniversary. Alongside its main range of models, it released many new and exciting limited-edition products in retro packaging. As part of a marketing campaign, it released a limited number of golden tickets with models, too. The lucky winners of these gift vouchers, which ranged in monetary value, could be redeemed against Hornby products, and one of the prizes was a trip on the luxury train, the British Belmont Pullman. Owing to the pandemic, the Pullman train had to be postponed until April 8 this year.

Tim Mulhall, Chief Operations Officer at Hornby Hobbies said, "This was to celebrate Hornby's 100th anniversary. We put golden tickets in the commemorative models that were sold in 2020. The lucky ticket holders joined us on this tour, alongside Hornby developers and brand managers who have helped promote our products."

Subscribe digitally to BRM to watch a video from the day, as featured in the May 2022 episode of WOR TV.

FIRST LOOK AT RAPIDO TRAINS UK'S *LION*

Rapido representatives brought two engineering prototypes of its OO gauge *Lion* and *Titfield* models to the Rails of Sheffield new store opening on April 15 (see separate story). Both were working models that are being assessed for feedback to be given to the factory ahead of production.

With delivery expected in 2023, to coincide with the 70th anniversary of the famous Ealing Comedy, *Lion*, in 'Titfield' guise, will be joined by a GWR 'Loriot' wagon, complete with 'Dan's House' coach body, a GWR 'Toad' brake van, a Great Eastern Railway Buffet Car and Pearce and Crump's Bedford OB road coach.

Attending the event, we felt that the OO gauge model is surprisingly heavier than expected for something so small. All the black parts are die-cast metal. The model is capable of moving more than 20 wagons according to a video shot by the company. The tender houses the Next 18 DCC decoder and speaker, the connection to the locomotive being through a six-pin plug and socket.

An NEM socket is fitted to the tender only, and despite there being no holes in the underside, the sound is impressively loud. We took the opportunity to run the model around the Rails test track, and a video of it in action can be watched on World of Railways.

The Titfield Models will be available as packs:

- (SKU922001) A deluxe pack, containing sound-fitted *Thunderbolt*, Dan's House and Loriot with W67840 plus 4mm:1ft scale figures and a commemorative booklet.
- (SKU922002) A standard pack, containing *Thunderbolt*, 'Dan's House' and Loriot Y with No. W68740.
- (SKU922003) Contains the Buffet Car and No. W114814 (masquerading as W68740), plus 4mm:1ft scale figures.

Lion will also be available separately in DCC Ready and DCC fitted form.



HERITAGE NEWS

£1M BRIDGE REPLACEMENT APPROVED



The Great Central Railway PLC's Board has given approval for work on the replacement of Bridge 326 crossing the A60 adjacent to the former Brush Works in Loughborough to commence with immediate effect.

A purchase order has now been placed with VolkerLaser, who are the preferred main contractors. Fabrication of the two new steel and concrete 'U' decks will commence as soon as the final design work is completed by HBPW Consulting of Retford and the steel (which has already been design-specified) arrives at the fabricators, Carver Steel in Harworth, Doncaster.

Volker will be ready to demolish the old bridge deck and install the new twin decks from October 1, as well as making good the existing bridge abutments. This will enable both the track to the Midland main line chord and the future line from GCR south to pass over the newly-constructed bridge. Two tracks over the bridge are essential to secure a future connection with the main line.

The project represents the next major step in the reunification of the Great Central Railway Loughborough with the northern section that leads to Ruddington in Nottinghamshire. Work, in the first instance, to investigate a possible repair to the more than 120-year-old deck rather than replacement proved that too much original section had been lost to corrosion and replacement proved to be the only financially-viable option.

The major project will cost in excess of £1M and is projected to complete at the end of October this year. The bridge replacement will be funded by supporters and the Railway's charitable trust and will therefore be cost-neutral to the PLC.

'SIR NIGEL GRESLEY' RETURNS TO ACTION



Gresley LNER A4 Class No. 4498 *Sir Nigel Gresley* returned to revenue-earning service at the Severn Valley Railway's Spring Steam Gala on Thursday, April 21. A short midday ceremony at Kidderminster station was held to mark the occasion.

Nigel Wilson, Chairman of The Sir Nigel Gresley Locomotive Trust, which owns No. 4498, said, "The event marked the return of our popular A4 Class locomotive following the tremendous efforts of our essentially volunteer engineering team. This overhaul is probably the most thorough the locomotive has ever had. Thanks to all involved and the results of the hard work are now for everybody to enjoy. We're also very grateful to the SVR for hosting us for the all-important running-in tests."

Sir Nigel Gresley, brother of world speed record holder, *Mallard*, is now the only operational A4 locomotive. Other surviving members of the Class are unlikely to return to steam in the next few years, and in many cases will never steam again. *Sir Nigel Gresley* is owned by a charitable trust committed to keeping it steaming as long as is possible.

The locomotive ran at the SVR's Spring Steam Gala between April 21-24 before relocation to the Locomotive Services Group depot at Crewe where it is being prepared for main line trips. The overhaul, which started in late 2015, was completed in March this year prior to a period of running in at the SVR.

The locomotive is currently in a temporary livery of LNER black, which it carried in the 1940s. Later this year, it will be repainted in British Railways express passenger blue and returned to its other running number of 60007. Sir Nigel Gresley Locomotive Trust (SNGLT) purchased the locomotive from British Railways in 1966 and has been maintaining and operating it since.

SUPPLIER NEWS

NEW FIGURES FOR KATO/PECO LOCOMOTIVE



Osborns Models of Bideford, Devon has released images of its new exclusive figure pack, designed for the Kato/Peco 009 gauge Small England 0-4-0TT locomotive. Containing two figures per pack – a driver and fireman – models are available painted, or for a lower price, unpainted. Prices are £5.99 per pack unpainted and £9.99 painted.

The retailer is offering its figures free with a purchase of one of the new locomotives. Commenting on the new figures, Michael Pearce of Osborns Models said, "These weren't 3D scanned, but we have a good relationship with Kato. The manufacturer used our flexible walling on its small England display, and we wanted to produce these figures to complement its new locomotive. All figures are manufactured and painted in-house."

CUSTOMISABLE PUB SIGNAGE FROM SANKEY SCENICS



A new range of customisable pub signage has been designed to convert the Metcalfe Models 4mm:1ft scale / 00 gauge

corner shop (P0263 or P0264) into a pub, or apply to ready-to-use, kit-built, or scratch-built pub buildings. The designs are suitable for use on period or contemporary pubs, and allow modellers to have the exact name of a pub, as required.

Sankey Scenics has introduced printed packs, available in five styles, each with different colours, also suitable for converting the Superquick range of kits, in addition to those manufactured in resin by Hornby and Bachmann.

Included in each pack are a variety of different-sized signs to suit most locations, some interior backdrops, stained glass panels and a bar. One set of signage allows modellers to convert the Metcalfe Corner Shop (P0263 or P0264) into a small pub. Included are licensee plates for above doorways that can be customised to order by the modeller.

Printed on A5 photographic paper, signs require careful cutting, colouring of the edges, and applying to selected locations on the model. For further details, pricing and availability, visit the Sankey Scenics website.

NEW LAYOUT FUSE BOARDS LAUNCHED



Model railway electronic manufacturing specialist, Brimal Components has released its FB350 series of fuse boards, available in a range of current ratings. The boards are designed to protect layout components from a potential power surge from a transformer output, helping to prolong the lifespan of sensitive components.

Measuring 92.5mm x 40mm x 15mm and manufactured in the UK, the boards have six automatically resettable thermal fuses. The boards can protect the output from a DC or DCC controller, a 5V or 12V DC accessory power source output, or the output of a 16V AC power source, simultaneously.

Andrew Duckworth of Brimal Components said, "You could have one power source feeding all six fuses, which feed separate sections of the layout. Each resettable fuse has a 'fuse OK' indicator that can be mounted on the board or mounted on your control panel via a flying lead. The input and output terminals are rising clamp and rated at 16A and will accept up to 32/0.2mm wire. The fuse will trip at the 'trip currents' available, and will remain open circuit until the fault is removed. At this point, the fuse will reset and restore power to the circuit."

Brimal is able to manufacture different current 'trip points' on each board, as per customer requirements, if required. For further details, and to see examples of applications of the new board, visit the Brimal Components website.

WORLD OF RAILWAYS

TV

**DIGITAL EDITION
EXCLUSIVE**

Rapido Trains UK "Lion" EP sample running

Rapido's 00 gauge "Lion" takes a spin around the Rails test track.

WATCH THE VIDEOS HERE

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



PLAY

DARSTAED POST-WAR THOMPSON CARRIAGES

Words & photography: Tony Wright



Just in for review are five examples of Thompson's Post-War LNER carriages, presented in earlier BR carmine and cream. The five types are RB (Restaurant Buffet), RF (Restaurant First), RTO (Restaurant Third Open), TK (Third Corridor) and BCK (Brake Composite Corridor).

In 1946, the LNER planned to introduce new coach sets to form the Post-War non-stop 'Flying Scotsman'. These were very different from what had gone before. Traditional all-wood bodywork construction was replaced by a wooden skeleton, but clad in 16 SWG mild steel panelling, painted in ersatz teak. They were pressure-ventilated (as had been the 1938 wooden FS sets), had covered solebars in the main, and rode on 8ft 6in heavy-duty Gresley bogies. It was to be 1948 before the sets went into service (by then under BR, though still in ersatz teak paint). They were magnificent vehicles all round. In the next year, the non-stop status was passed to 'The Capitals Limited', still using the same stock, and still in ersatz teak.

In 1953, in celebration of the start of the new monarch's reign, the summer non-stop

title finally became the wonderfully-chosen 'The Elizabethan', and by now the stock was painted in carmine/cream, as displayed by these models. By 1957, the carriages had been painted maroon, and it was the last year that an RB was included in the rake – these were rebuilt for service in Cambridge Buffet Car expresses, and one survives in

preservation, the sole survivor of Thompson PV stock. Bit by bit, Mk. 1s replaced odd cars in the 'Lizzie's' formation, until the last year the train ran in 1962 (though not non-stop), there were fewer Thompson cars in the sets. Those that survived saw service in all manner of trains up until 1963.

The Thompsons suffered from body-rot,



As noted in the main review, the colours for the train description/destination roof-mounted boards for 'The Elizabethan' are in LNER-style of black on white, rather than (what they should be) white on carmine. They do fit perfectly, but I'd suggest a tiny piece of Blu-Tak or similar to hold them in place, as they can drop out when a carriage is inverted. Despite the incorrect colours, they're a nice touch.



An end view, showing the bar magnets in the gangway for coupling cars together. The correct-style buckeye couplings are fitted, but I couldn't get them to engage (it could be me), meaning that the magnets have to be strong to hold together a full rake.

particularly around the windows and to the solebar covering, and later-built cars had radiused corners to the windows. Some earlier ones received this modification or had a beading strip fixed around the window frames.

We certainly have splendid models of them here. These are really impressive, and massive as models. The packaging is wonderfully-substantial and it's wise to follow the instructions on how to extricate the cars from their tight-fitting boxes, though even then, one had a broken off footstep, presumably from being packed?

Checking on the drawings at my disposal, they're accurate bar a few observations, of which more, later. They correspond to photographic evidence in my library as well.

The bogies are works of art, fully capturing the massive double-bolster look of these heavyweights. One is arranged to pick-up track current for internal lighting, and on one car (the RTO) we're told that it's 'Fitted with Roller Ball Bearings'. Bogies are available as separate items from the manufacturer, too. Full internal detail is supplied, which comes 'alive' when the lights are on. The livery-application is sublime; peerless in fact, with not a blemish or evidence of 'bleed' between the colours and the lining anywhere. The TK has radiused corners to the windows (as does the RF), meaning a later-built example (there are two of this sort shown in the train in the wonderful BTF film 'Elizabethan Express').

On such magnificent vehicles, it almost seems churlish to be 'critical', but there are one or two issues. All the door handles are set at 45 degree, as if being opened, which is odd. Apart from only a tiny number of early cars of this type, all the oval windows were 'opaque' white, whether they were for a

lavatory or just the corridor ends, meaning no handrail could be seen behind them. One of the cars is not pressure-ventilated, the BCK. This is quite right, and one of the type would often be seen as part of the Aberdeen portion. It thus has exposed solebars and ordinary torpedo ventilators on the roof. These are different from the monsoon ventilators on the PV cars' roofs. These are expertly applied; however, though those above the compartments are fixed correctly along the centre line of those compartments, those above the guard's area should be on the centre line of the roof, apart from the offset one for the guard's cabin.

The BCK carries a tail lamp, affixed to the end bulkhead of the carriage, not to the corridor connector, as it should be. The roof destination boards, which clip perfectly into their brackets, are white with black lettering, which is the LNER-style, and correct for the cars in ersatz teak; except, by the time these cars formed 'The Elizabethan', they would have white letters on a carmine board. Correctly coloured 'South Yorkshireman' boards are also supplied, but these PV vehicles were rare in that train. These are pedantic quibbles and don't take away from what a magnificent sight a complete rake of these beautiful vehicles will look like in full flow.

Coaches are coupled by Kadees, with corridor connectors attaching by means of

datafile

BASICS

Manufacturer: Ellis Clark

RRP: £229.00 each (£225.00 each three or more, or £220 each eight or more)

Gauge/scale: 1:43.5 scale/32mm gauge/O

Era: 4

Company/Operator: British Railways

Body: injection-moulded plastic

Chassis: brass

Minimum Curve Radius: Second radius

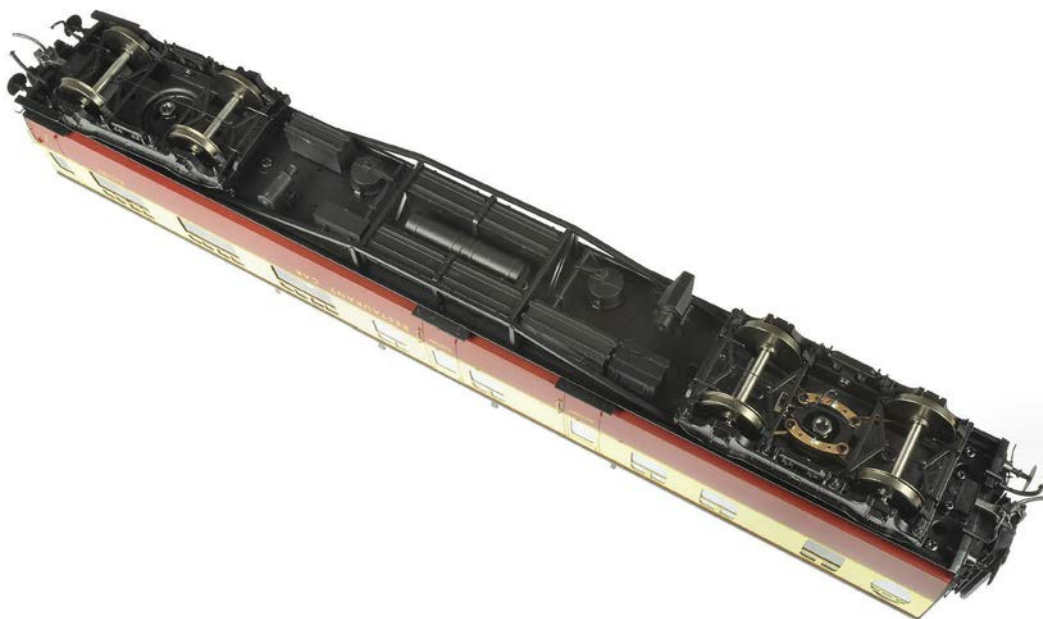
Wheel Profile: GOG Finescale standard

Couplings: Kadees

bar magnets of opposite poles, set into the end gangways.

I think they're splendid coaches, overall. The research must have been thorough because things like the radiused window surrounds on the RF and its exposed solebars are perfectly observed. Well observed, too, are the lighter weight bogies on the BCK. There's also a handy little booklet explaining all about these cars' histories. The best thing, though, is their exceptional value for money, though you'll need a fair bit of cash to buy a whole, 11-car 'Lizzie' rake!

Produced exclusively for Ellis Clark Trains, I'm sure they'll fly. Any chance of them appearing in OO, please?



Underside detail is comprehensive (though there appears to be no trunking for the Smith Stone pressure ventilation; no matter, because this is invisible from normal viewing angles) and the bogies' ride exceptionally smoothly (almost rolling off my photographic table!). The arrangement for pick-up for the internal lighting is visible on the nearer bogie.

ACCURASCALE HYA/IIA BOGIE HOPPER

Words & photography: Andy York



Accurascale's latest wagon arrivals are from a family with common heritage, but significant variations.

These high-capacity wagons for imported coal traffic to power stations around the UK were built in several batches by IRS, Romania, and WH Davis, UK, between 2007 and 2011. Almost 400 were delivered for service across the network.

TOPS coded HYA (later recoded IIA after the adoption of 12-digit UIC numbers), they were developed for First GB Railfreight from the EWS HTA by Thrall successor IRS, complete with track-friendly TF25 bogies, enabling GBRf to quickly start running coal trains and break the EWS/Freightliner monopoly of the business. Soon after the GBRf order, then new operator Fastline Freight also contracted IRS for a batch of its own HYAs, later IIAs, delivered from 2008.

Both the GBRf and Fastline Freight hoppers were delivered in unpainted steel, featuring distinctive weld line patterns along the bodyside of each wagon.

Most wagons were festooned with branding of their operators and leasing companies such as GE and VTG, although some didn't receive operator logos when entering service. After the demise of Fastline in 2010, its wagons were leased to other companies such as Colas, Freightliner and GB Railfreight, with some wagons

continuing to operate to this day carrying the Fastline branding.

From 2010, many of the British-built IIAs were converted to biomass wagons or delivered with the distinctive roof doors and operating equipment as seen in Accurascale's GBRf/VTG-branded models.

The doubling of the UK's carbon tax from April 2015 had a severe impact on the railway industry and almost overnight, hundreds of coal hoppers, most between five and 15 years old, were stored. While many vehicles were redeployed to carrying aggregates, this wasn't ideal because the

heavier nature of stone compared to coal meant the wagons could only be partially-filled. VTG was the first to look at reducing the length of the hoppers to make them more suitable, commissioning WH Davis at Langwith Junction to remove the centre bay – some three metres or so – from the HYA/IIA variant. From February 2016 to 2021, almost half of the original build of 368 wagons had been converted for a new life as aggregate hoppers, most taken from the IRS, Romania-built batches.

Accurascale has produced each of the original build, biomass, and cut-down



The HYA/IIA hoppers have worked with every major freight operator bar EWS/DB, making them a key addition to the fleet of any post-2007 model railway.

versions of the wagons in twin packs with branding permutations and different running numbers enabling the modeller to build lengthy rakes with variety.

The initial impression of the wagons is of excellent quality and a respectable 160g weight and detail, which bears close scrutiny. The base colour of the original-length wagons is a dull metallic silver, which is a great representation of the wagons as delivered. Some metallic finishes can be too 'grainy' or sparkly, but this is excellent. The welded seam lines in a darker brown are less than uniform, which reflects the appearance on the real wagons. Some of the lack of uniformity can be observed in photographs of prototypes, which show the attention to finishing the models. The numbering and lettering are superb, with great definition and accuracy. There's plenty of it when you look closely, such is the wealth of information shown on modern wagons in data panels. On the GBRf-branded biomass wagons, the gloss blue branding really looks like the vinyl lettering applied to the surface.

The model certainly captures the look of these lengthy wagons and beneath the tumblehome at the bottom of the body sides there are multiple recesses, fine handles and wiring conduits. The decoration of that area and on the solebar demonstrates the skill of the decorators at the factory. Inside the body, the hopper sections have internal bracing for strength and the scalloped central load dividers. Have a look at the centre pages of the instruction leaflet and ask yourself if you could actually build that kit of parts and decorate it to this standard!

Turning the wagons over, the hopper discharge doors and linkages are all there in full detail and the TF25 low track force bogies with brake blocks in line with wheels and separate brake-shoes and brake adjusters are a delight. As with other Accurascale wagons, the wheelsets can be easily swapped out for EM/P4 modellers.

Pack 1 in each of the variants and liveries includes a working tail lamp – the end plate of the wagon can be prised out quite easily and an LR41 battery inserted into the holder on the circuit board and thereafter turned on and off with a magnetic wand.

There are detail differences between the wagons with the number of ribs on the end panels and with the roof covers and pneumatic operating equipment at the ends for the biomass wagons. The cut-down version of the HYA wagon completes the model family, which, of course, requires



separate tooling for the chassis and body to recreate the impression of the removed centre hopper section. The cut-down version of the wagon comes in four distinct livery permutations – three for the original HYA for Fastline, GBRf and Touax, and one for the biomass hoppers.

The designer for this project, Gareth Bayer, should be very pleased with the outcome. Speaking about the project, he said, "Although most closely associated with GBRf and Fastline Freight, the HYA/IIA hoppers have worked with every major freight operator bar EWS/DB, making them a key addition to the fleet of any post-2007 model railway and a clear number one on our wagon hit list. It has been an absolute pleasure to work with WH Davis at Langwith Junction, Shirebrook, to develop this important vehicle for British modellers, which enabled us to get the wagon as close to the real thing, even the bits you can't see!"

In summary, this is an excellent contemporary era model. Several versions are already sold out with Accurascale, but may be available from stockists, and, at £74.95 for a twin pack, they represent excellent value.

datafile

BASICS

Manufacturer: Accurascale

Catalogue Refs:

(ACC2600FF1) HYA - Fastline Freight – Twin Pack 1
(ACC2601FF2) HYA - Fastline Freight / GE - Twin Pack 2
(ACC2602FF3) HYA - Fastline Freight / GE - Twin Pack 3
(ACC2603GBRF1) HYA - GBRf Coal Branding - Twin Pack 1
(ACC2604GBRF2) HYA - GBRf Coal Branding - Twin Pack 2
(ACC2605GBRF3) HYA - GBRf Coal Branding - Twin Pack 3
(ACC2606TOUAX1) HYA - Unpainted Touax - 1
(ACC2620IIA1) IIA Biomass - GBRf / VTG - Twin Pack 1
(ACC2621IIA2) IIA Biomass - GBRf / VTG - Twin Pack 2
(ACC2622IIA3) IIA Biomass - GBRf / VTG - Twin Pack 3
(ACC2623IIA4) IIA Biomass - GBRf / VTG - Twin Pack 4
(ACC2640CEM1) Cutdown HYA - GBRf/ Cemex/Touax logos - Twin Pack 1
(ACC2641CEM2) Cutdown HYA - GBRf/ Cemex/VTG logos - Twin Pack 2
(ACC2642CEM3) Cutdown HYA - GBRf/ Cemex logos - Twin Pack 3
(ACC2643TAR1) Cutdown HYA - GBRf/ Tarmac/VTG logos - Twin Pack 1
(ACC2644TAR2) Cutdown HYA - GBRf/ Tarmac/VTG logos - Twin Pack 2
(ACC2645TAR3) Cutdown HYA - GBRf/ Tarmac/VTG logos - Twin Pack 3
(ACC2646NAC1) Cutdown HYA - NACCO - Twin Pack 1
RRP: £74.95 (set of two wagons)
Gauge/scale: 16.5mm gauge, 1:76 scale
OO
Era: 9
Company/Operator: British Steel/VTG
Weight: 160g per wagon
Chassis and Body: Plastic
Minimum curve radius: 460mm (R2)
Couplings: NEM-mounted tension-locks
Accessories: Dummy screw-link couplers, brake pipes



There are detail differences between the wagons with the number of ribs on the end panels and with the roof covers and pneumatic operating equipment at the ends for the biomass wagons.

HORNBY

W4 PECKETT BEAR

Words: Howard Smith Photography: Tony Wright



datafile

BASICS

Manufacturer: Hornby Plc.

Catalogue Ref:
(R3703) Peckett W4 0-4-0ST *Bear*

RRP: £127.49

Gauge/scale: 16.5mm gauge, 1:76.5 scale, OO

Era: 3-5

Company/Operator: James Dunlop and Co. Ltd / Colvilles Group

Weight: 129g

Chassis: die-cast Body: plastic

Minimum curve radius: 371mm (R1)

Wheel Profile: RP25

Couplings: NEM-mounted tension-lock

Accessories: N/A

Plucky little industrial locomotives are difficult to resist. They're not representative of the speed, power and excess of main line giants – more the 'underdog' of motive power. But, apply a sprightly livery to these, and for the railway modeller, you have a winning combination.

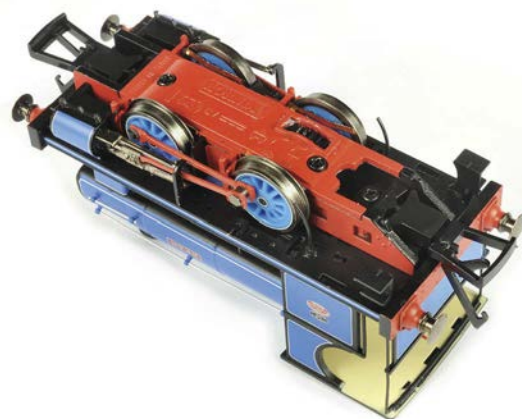
Luckily for enthusiasts, Peckett & Sons Ltd located in Bristol was renowned for turning out locomotives in bright, lined liveries, and Hornby's latest addition to its W4 Peckett line-up continues the theme.

Already available with tooling alterations to reflect the differences in dome and safety valve arrangements, with either a side tool chest – or not – further tooling changes for an open-backed cab has enabled the manufacturer to represent works No. 614 of 1896. This is now the oldest surviving Peckett locomotive in the UK, being preserved at the Sittingbourne and Kelmsley Railway.

Delivered new in 1896 to James Dunlop and Co. Ltd at the Clyde Ironworks, the locomotive was named No. 2 *Bear* and worked at Rutherglen until 1930, when Dunlop became part of the Colvilles Group. In 1941, the locomotive was life-expired,

but such was its versatility that it was sent to Andrew Barclay and Co.'s Works at Kilmarnock for a heavy overhaul. It is in this post-refurbished guise that Hornby has modelled the locomotive, as evidenced by the tampon-printed Andrew Barclay and Co. builder's plate affixed to the cab sides. Watch a 'quickview' video of this model on World of Railways.

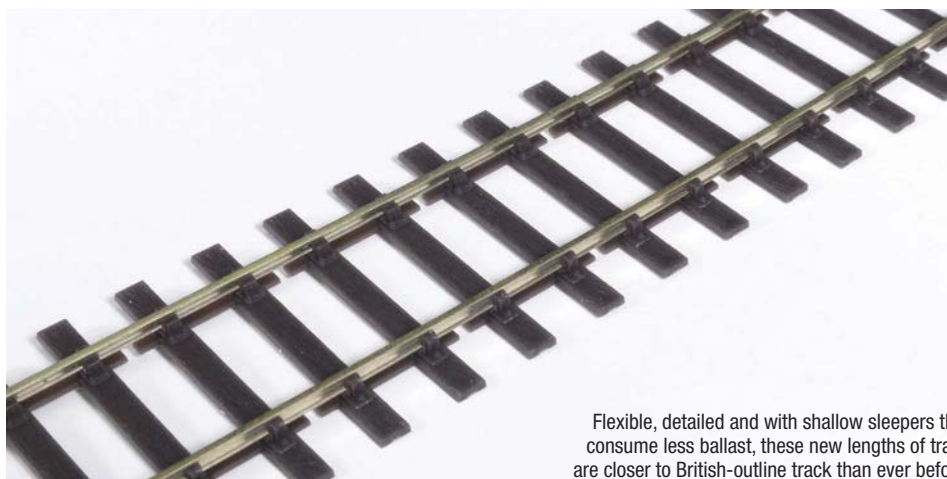
For an industrial locomotive, *Bear* sports a remarkably-optimistic red chassis. How long it would have stayed this clean could possibly have been measured in days rather than weeks or months, but, for once, I'll argue that it's almost a shame to weather the locomotive, such is the perfection of the livery application. We often forget that these locomotives, rolling stock – even buildings – are decorated by hand by real people using a relatively small arsenal of tools, not some robotic arm in an atmospherically-controlled environment. I have marvelled at the pin-sharp application of the livery while examining this model. Not a fault, anywhere. Its lines are crisp, no overspray, the perfect depth of colour, with no bleed, and no foreign objects embedded in the paint. Perfection.



Though Hornby has been generous in fulfilling the modeller's needs for steam and diesel industrial locomotives in recent years, this locomotive is surely the one to get if you're a fan of detail. The exposed cab shows all the components into which Hornby's designers have invested time. With the addition of a crew, one with a hand on the regulator, the other with an arm out of the cab window, perhaps – this locomotive begs to roam around industrial sites, brightening up the scene to raise a smile. Very highly-recommended.

DCC CONCEPTS LEGACY TRACK

Words & photography: Howard Smith



Flexible, detailed and with shallow sleepers that consume less ballast, these new lengths of track are closer to British-outline track than ever before.

Since 1993, BRM has seen its fair share of new RTR models for review – several hundred, perhaps low thousands accounting for variations. And yet, for all the RTR locomotive and rolling stock releases we've reviewed, the ready-to-use track on which they're run is largely dominated by two manufacturers – Hornby and Peco.

Most recently during the pandemic, a shortage of model track occurred as supply lines were impacted, while a surge in new layout builds swept across the nation. It was a lesson to all in the risk of putting so many eggs in so few baskets.

Granted, British-outline OO gauge track with a narrower sleeper spacing is never going to be perfect – we chose 4mm:1ft scale over 3.5mm:1ft, after all. While the history of this dates to a time when fitting off-the-shelf motors into our smaller loading gauge model prototypes was problematic, this hasn't been the case for a number of years. Yet, the running of running 4mm:1ft scale models on 16.5mm gauge track remains, and our sleeper spacing is a compromise.

My reasoning for the brief history in OO gauge track is because DCC Concepts has launched its own 16.5mm gauge track to finescale standards. We've been kindly sent

enough to build a small layout, for review.

In the eyes of the untrained non-enthusiast, track is track – it has sleepers and rail. While this statement is true, the levels of detail on model track have improved over the years, slowly. I'd argue that DCC Concepts' Legacy bullhead track is the finest of its type we've seen to date.

Legacy track offers the modeller lengths of flexible track in 970mm lengths. Tooling for new items is an expensive business, so as of yet, we haven't seen points emerge. Joining the new flexible track are insulated and conductive rail joiners, both featuring bolt detail. These are certainly the best I've seen in the scale, and fit to the ends of rail smoothly, provided it has been cut accurately with Xuron shears, from top to bottom, never side to side!

Important details to note on this track is that it has a high nickel content, for a 'closer to polished steel' appearance. Rails sit inside detailed three-bolt chairs with a central camber, to better match the conical profile of wheels, as per reality. Sleepers are longer than those of Peco or Hornby proprietary track, to better match prototypical appearance. And, sleeper spacing is wider than that of Peco and Hornby points, and this too better matches reality.

datafile

BASICS

Manufacturer: DCC Concepts

Catalogue Ref:

(LTH-BH00.12) Legacy Track

RRP: £69.95 (pack of 12)

Gauge/scale: 16.5mm gauge, 1:76.5 scale, OO

Rail: high-nickel content alloy metal

Sleepers and chairs: Injection-moulded engineering plastic

Minimum curve radius bend: 371mm (R1)

Accessories: Phosphor-bronze rail joiners, insulated plastic rail joiners – available in different pack quantities from your stockist



DCC Concepts has manufactured easy-to-install conductive phosphor-bronze and insulated rail joiners, which join its track-making component range.

DCC Concepts' new track is compatible with the Hornby and Peco ranges, which will be key to its success, though I can't be alone in wishing for the range to develop further, surely? Here's hoping.

There are so many different chair, sleeper, rail and bolt fixing combinations that asking one manufacturer to cater for every variation ready-made from the box is perhaps a little much. However, if it's accuracy you desire to accompany these lengths of track, constructing your own points from kits might be required, such is the finesse of detail present, here. For that, DCC Concepts stocks all compatible components you'll need. All told, a very welcome addition to the range of tracks available, and we're looking forward to putting it to the test in a layout build soon.

WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

On test: Hornby's W4 Peckett 'Bear'

The newly-tooled 0-4-0ST with open-backed cab is tested hauling wagons – and its tractive effort surprised us all!

WATCH THE VIDEOS HERE

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



PLAY

RAPIDO TRAINS

SECR OPEN WAGONS

Words: Howard Smith Photography: Phil Parker



Spot the difference. Note the changes in side door design and buffers used, aside from the obvious difference in wagon heights. Usefully, the NEM coupling sockets can be removed with a screw, making coupling alterations simple.

Only last issue I reviewed the excellent gunpowder vans from Rapido Trains. In quick succession, I'm treated to more wagon samples for review from the manufacturer, this time, its SECR wagons.

Revealed in late May last year, less than a year later, models are being delivered to retailers and customers. Removal of the long lead times by manufacturers is to be welcomed, though Rapido Trains adopted the strategy of announcing models at tooling stage upon its official entry to the UK market.

Tall or short? Both!

Never has the former South Eastern and Chatham Railway (SECR) region received so much attention from OO gauge RTR manufacturers as in recent years. With the release of popular RTR locomotives of the

region, Rapido Trains UK has sought to introduce suitable rolling stock, and has chosen the most numerous of SECR open wagons – common sense, really.

Built on a standard steel chassis, more than 2000 seven-plank wagons were constructed between 1915 and 1927 – under the SECR until 1923, and later under the Southern Railway. Their design changed very little over the years, the SR merely adding a sheet rail to better protect goods from the worst of the British weather. Constructed to diagram 1355, the wooden-planked wagons featured steel corner reinforcements, supports and diagonal bracing. Being unfitted, with a useful 13T tare, and of simple design with little to go wrong, the wagons lasted well into the BR era, some later seeing departmental use. Internal users even lasted into the 1980s.

Tooled alongside its diagram 1355 wagon

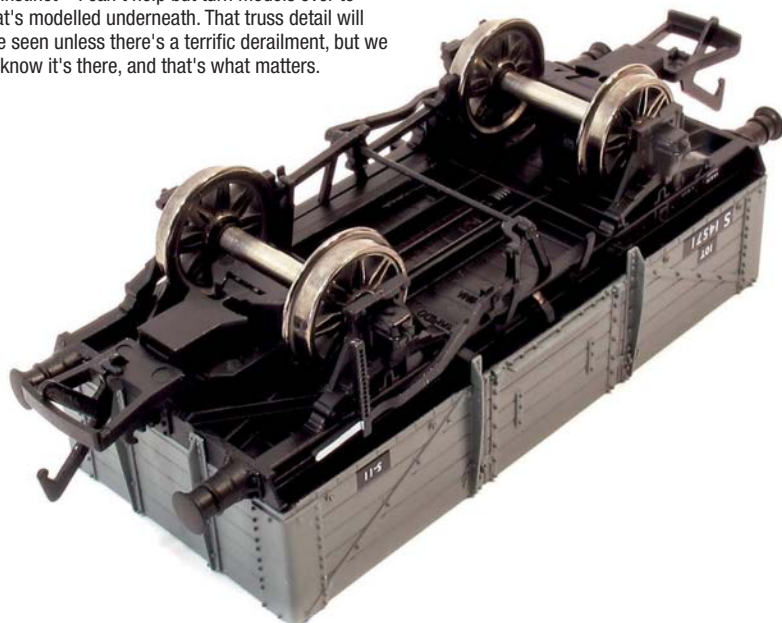
are its diagram 1347 and 1349 wagons, these being lower five-plank designs of the seven-plank wagon. Having the underframe in common has led to Rapido Trains tooling for the wagon body only. Its diagram 1347 wagon shares the buffers of its taller seven-plank cousin, while self-contained buffers are fitted to the diagram 1349 model.

Design overview

Within the RCH parameters, wagon construction by 1915 was beginning to look a little more standardised, certainly where the design and dimensions of drawgear and buffers were concerned. These wagons sported a 10ft 6in wheelbase, and measured 18ft over headstocks.

Rotating the wagons, we find that Rapido has modelled the underframe truss members, these incorporating diagonal members transferring the forces applied

Natural instinct – I can't help but turn models over to see what's modelled underneath. That truss detail will never be seen unless there's a terrific derailment, but we smugly know it's there, and that's what matters.



to buffers in the event of rough shunting – more than likely – to the centre of the wagon. In addition, further diagonal supports can be found between the headstocks and the wagon irons, presumably to assist in keeping the wagon frame square if being pushed around curves. It's a far cry from the wooden-underframed wagons being constructed only a few years earlier by some builders around the country.

A feature I've come to appreciate – despite being entirely hidden under normal viewing circumstances – are the moulded drawbars that pass through the central cross-members, terminating with the impression of a spring and nut.

The vertical steel stanchion-like supports to the wagons' ends and framing the side doors are some of the finest I've seen on a model. The 'L'- and 'T'-shaped angle shares the same taper on the model as it does on the prototypes upon which they're based. I'm intrigued by the reasoning for this, particularly when companies had to keep a tight control on costs – perhaps a reader can inform me?

The centrally-located drop-side doors were ideal in helping with the even loading of goods, thereby improving weight distribution in the wagon and its ride quality. The twin-hinged design of the five-plank is retained by two split-pins, which keep it bolted shut. With the heft of timber consumed in their manufacture, these would have been heavy to descend, and so the seven-plank wagon has a lighter door, being one plank shorter. Above this are hinged barn doors, opening outwards, again held in place during transport with split pins. I've

seen photographs of such wagons online – albeit in a state of disrepair – missing these upper doors, affording the budding modeller with opportunities for further modification.

These wagons were no doubt simple in their design, but were versatile. Their ability to be loaded with such diverse goods made the transport of 'less than lorry-load' consignments more cost-effective. The open merchandise wagon is now a thing of the past; today, goods being either containerised, or transported in bulk in covered or specialised wagons.

Rapido Trains' models are robust – I

datafile

BASICS

Manufacturer: Rapido Trains

Catalogue Ref:

(907007) Diagram 1355 SECR seven-plank open No. 16510 in SR brown (pre-1936)

(906018) Diagram 1349 SECR five-plank open No. S14571 in BR grey

(906005) Diagram 1347 SECR five-plank open No. 14283 in SR brown (post-1936)

RRP: £32.95

Gauge/scale: 16.5mm gauge, 1:76.5 scale, OO

Era: 2 to 7

Company/Operator: SECR, SR, BR

Weight: five-plank: 31g, seven-plank: 32g

Chassis and Body: plastic

Minimum curve radius: 371mm (R1)

Wheel Profile: RP25

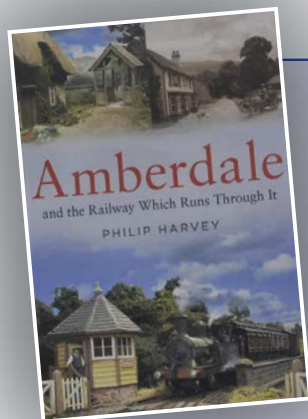
Couplings: NEM-mounted tension-lock

accidentally dropped one and luckily no damage was observed. The brake gear looks authentic, though I noticed a little flash to the underside of the push rods. If I hadn't said that, you would probably never have noticed, and it isn't noticeable in normal circumstances. It's the sole aspect I could find that could be enhanced by the modeller, everything else being excellent.

In essence, these wagons are great, not only for their attention to detail, but a reminder of a time no more. Highly recommended and little wonder they're selling fast. What will you load in yours?



A small amount of additional support detail around the safety straps strengthens them. Livery application is excellent.



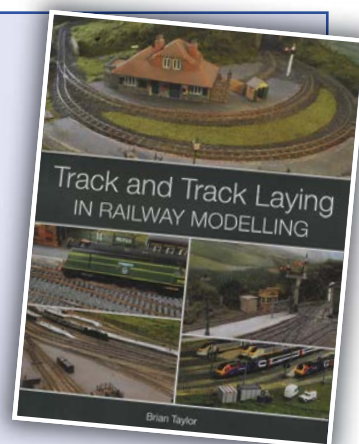
AMBERDALE AND THE RAILWAY WHICH RUNS THROUGH IT, by Philip Harvey. Fonthill. PRICE: £20.00

I admit to never having heard of the railway described in this book, despite its being over 60 years old in its creation. I'm told it appeared in a few issues of the MRJ, but those escaped my gaze. As such, it's a pity it isn't more widely-known, but this beautiful work should redress the balance somewhat. It's certainly not a text book on the use of the modelling techniques employed to create the whole thing, and the author admits that. Instead, it's more of a visual journey along the model Amber Valley by rail, taking everything in from the carriage window and beyond. Considering the age of some of the modelling (I assume the layout's complete now?), the consistency is incredible. The overall standard of modelling is very high indeed, and it's impossible to tell which structures date from the 1960s from those of more-recent construction. The level of expertise behind the model-making is incredible – I learned a lot about the workings of a colliery and a mill, for instance. And, everything seems to have been built from the simplest of materials. It really is a visual joy, capturing a scene familiar to our grandparents and great

grandparents. By 'our', I mean those well into retirement! The photography is remarkable, made all the more possible by modern digital technology and some notes on how the author achieved his results are provided. In truth, many of the images, it would seem, have been heavily Photoshopped, particularly with regard to backgrounds and skies, but some of the effects are astonishing. How the builder gets so much in, to produce some wonderful cameos is extraordinary. I loved this book for what it is, yet I found the back story to the railway entirely unconvincing. Where is it actually set, for instance? It's called the 'East Coast Railway', but the author cites part of the old LSWR in Devon as his motivation. Can a Pacific be 'bullied', by the way? An Adams Radial (a K's kit?) supports this view, as does a Pullman Observation Car, but a GEM 'Jumbo'? And, a Brunel-style viaduct in the east? The 'Amber' will always be in Derbyshire to me. No matter; though it goes against all my criteria for a prototype-based model railway, and in a way, it doesn't matter. Just enjoy this 'joy' of a book for what it is. A nostalgic journey back in time – an enchanting time if you remove the hard work, poverty, diseases and usual short lives associated with the late-19th Century. Enjoy the brilliant standard of architectural and scenic modelling – if not 'Pendonesque', not far off! Curl up in a comfy chair, with a favourite tippie and just get engrossed in it. It's superb value for money as well.

TRACK AND TRACK LAYING IN RAILWAY MODELLING, by Brian Taylor. Crowood Press. PRICE: £14.99

On first reading the title, I assumed this would be a book about trackwork; how to make it, lay it, wire it, and ballast it. Granted, those essential elements are described (briefly, for there are only 112 pages), but we're also given descriptions among other things of the dynamics of train motion, forces, versines and chords (sounds like hard sums to me!), perspective modelling, photography, layout design, backscenes, where to put layouts and baseboard construction. Indeed, over half the book is devoted to these other elements. Accepted, all those mentioned are essential understanding for railway modelling, but when fewer than three pages are devoted to scratch-/hand-building track with no photographs, only quirky drawings, I questioned the validity of the book's title. Perhaps a more-general overview of the basics in railway modelling might have been a better description? The book is full of quirky drawings, including a fire bucket and its sign, door handles, a Selsey Tramway train, harbour scenes, a Class 56 locomotive lying on its side, various buildings, a platform trolley, fences, gates, pulley wheels and cranks, plus some layout plans. I accept, there are drawings illustrating aspects of trackwork, but surely these should be in the majority? Few of the photographs (of which there aren't many compared with the drawings) illustrate trackwork specifically, and most are of somewhat indifferent quality. The wiring and ballasting chapters are of some interest, but good photographs would have been of more use than the drawings in my view. At the modest price, it might be of use to the beginner, but experienced railway modellers will have sourced much more-specific source material.



BULLEID WEST COUNTRY AND BATTLE OF BRITAIN PACIFICS, by John Jennison. Irwell Press. PRICE: £28.95.

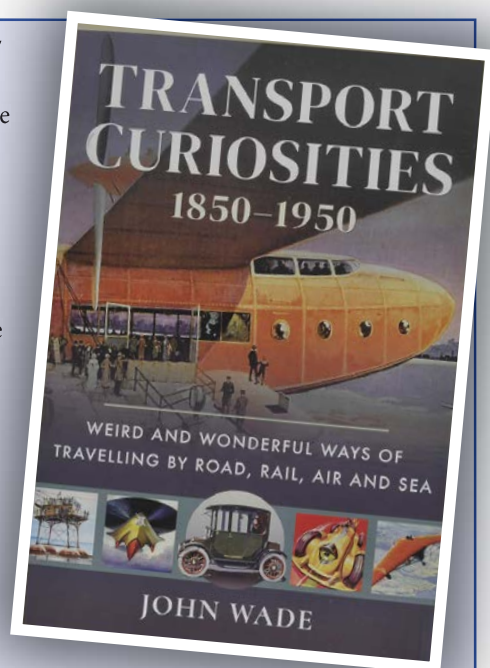
As always, I must express an interest when reviewing anything from Irwell inasmuch as I'm often asked to proof read a book beforehand, suggesting any additions and/or alterations. This was the case here. That acknowledged, the fact that this is a truly lovely book owes nothing to me. It follows on the high-quality A4 landscape format of superb pictures depicting the two classes in question (previous 'Celebrations' have featured the 'Coronations', Gresley's A1s/A3s and the 'Britannias' – the A4s are next!), all showing the locomotives on a full page, on all the workings associated with these enigmatic machines. The printing is first class, on gloss stock, and it goes without

saying that anyone contemplating building a model of these Pacifics in any scale/gauge, will find this work invaluable. Though I haven't checked, throughout the 144 pages, most of the 110 examples will have been illustrated, ranging from being brand new to the Jarvis rebuilds (and the originals) right up to the ends of their lives. The captions are accurate, concise and informative, picking out details of particular use to students of railway history and, especially, modellers. The railway infrastructure (mostly demolished now) through which the locomotives worked is depicted as well, and it's good to see a few examples showing *Boscastle* and *Biggin Hill* at work on the ex-Great Eastern main line between Liverpool Street and Norwich, during the class's time on loan in 1951/'52. The 'Britannias' did the jobs better. The rebuild turned these locomotives into the finest 7P types ever to run in this country in my view and it's arguable that their early withdrawals resulted in no money being recovered. The original plan was to have them working until, at least, the mid-1970s. I saw many of them at work on the SR, and this book brings back splendid memories; as it will to all those who saw them, too. It's a lovely work; either to just browse through or use as a valuable source of reference, and I thoroughly recommend it.



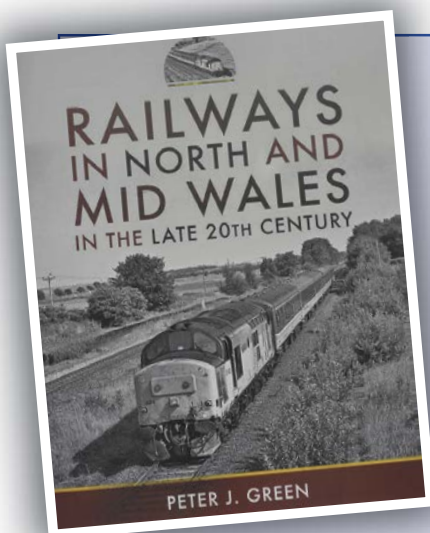
TRANSPORT CURIOSITIES 1850-1950 WEIRD AND WONDERFUL WAYS OF TRAVELLING BY ROAD, RAIL, AIR AND SEA, by John Wade. Pen and Sword. PRICE: £20.00

The first of two from Pen and Sword to review this month (a third describes the South Wales line from Whitland to Pembroke Dock, by John Hodge), this is a delightful and, at times, amusing read. As the title suggests, the four main means of unusual transport are considered, the first chapter, on railways, being of the greatest interest, though the other chapters are fascinating, too. In the 62 pages (out of a total of 196) various railway wonderments are described, including Trains with Propellers, Pneumatic and Atmospheric Railways, Daddy Long Legs, Impossible journeys, New York's lost railways, Pedal Power, Horse Power, Railcars and more. The whole work is well-illustrated, mainly by drawings – many of the schemes never made it to reality to be photographed – and, in some cases, contemporary advertisements. I learned a lot from reading this work. For instance, I had no idea that a contraption called Daddy Long Legs actually ran on rails at Brighton, with the rails submerged at high tide! A 'carriage' (which more resembled a boat) was carried on top of four 24ft stilt-like legs (hence the public's epithet for it), though its inventor, Magnus Volk, called it his 'Seaside Electric Railway', giving it the name *Pioneer*. It ran between 1896 and 1901, before being abandoned, though stone foundation blocks still survive at Rottingdean. It's all described in full detail, and what a fascinating model it would make! As would George Bennie's propeller-powered, elevated 'Railplane'. A model exists of this in the Kelvingrove Museum, built by Bennie himself. Again, I knew nothing of this; first built in 1929 at Milngavie (I believe pronounced Mulgy) near Glasgow, suspended above an existing railway. It was finally dismantled in 1956, the year before its inventor's death. All fascinating stuff, and brought to life in this eminently-readable book. At the price, I thoroughly recommend it.



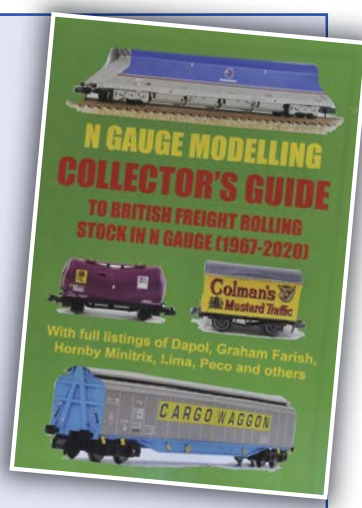
RAILWAYS IN NORTH AND MID WALES IN THE LATE 20TH CENTURY, by Peter J. Green. Pen and Sword. PRICE: £25.00.

Another Pen and Sword book representing excellent value is this one describing an area of particular interest to me. Why? Because, as a Cestrian (a native of Chester, where the book starts), the places described are well known to me. Granted, I knew them best over 20 years before the oldest pictures in this volume are described, but I did return to my old haunts, with a camera, during the time described in this work. And, how well-described they are. The places considered extend from Chester in the east, to Llandudno in the north, Holyhead and Pwllheli in the west and Aberystwyth and Devil's Bridge to the south, with all parts in between. It's mainly pictorial (all in B&W), with extended, accurate and informative captions. The standard of reproduction is first class, all presented on high-quality stock. Every type of motive power/unit is illustrated, on just about every type of working/service. For modellers of the period and the area, it's an absolute must. Sad to say (as with many such works), much of what's shown has now gone forever. The reason I returned with my camera 40 years ago to the areas described was because much of the signalling (pre-Nationalisation) was still semaphore, with its attendant signal boxes; most now swept away, though a few, isolated examples might still survive. It really is a joy of a book – nostalgic even, to the next generation after me, and I found it thoroughly absorbing. I wonder how many are photographing the same places today. With difficulty, I'd imagine, because what survives is probably hidden now behind rampant Mother Nature! Recommended.

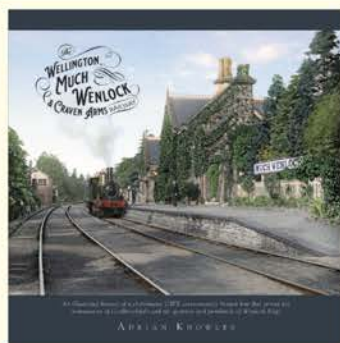


N GAUGE MODELLING COLLECTOR'S GUIDE TO BRITISH FREIGHT ROLLING STOCK IN N GAUGE (1967-2020), compiled by Howard Foy. Engee Publishing. PRICE: £8.95

Anyone modelling in the smaller scale (not just in N gauge) will find this jolly little compilation extremely useful. Contained herein are the full listings of the freight rolling stock produced by Dapol, Graham Farish, Hornby Minitrix, Lima, Peco and others, all to British outline as far as I can tell. Good colour photographs supplement the listings, and there are brief histories of the various manufacturers. Looking at the photographs, some of the models from over 50 years ago were pretty good, though the wheels are a bit gross on some. Looking at more-recent offerings, it's astonishing how standards have improved, with detail on N gauge stock being produced to a very high standard now. Useful little end pieces advise the reader on what items might be worth – not much in some cases, it would seem, despite the age of some of the items described. More recent superior equivalents of the same vehicles have meant older items are less-desirable – a maximum of £15.00 for any Graham Farish models prior to Bachmann taking the range on, for instance; items there command much higher prices second-hand. A complementary Guide to British Passenger Rolling Stock is still available from the same publisher, priced £7.95, post-free. I've never been into collecting, frequently chucking boxes away, but for those who enjoy 'the thrill of the chase', then this is a most-useful little guide.



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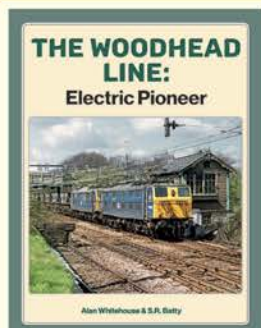
THE WELLINGTON, MUCH WENLOCK & CRAVEN ARMS RAILWAY

ADRIAN KNOWLES

An illustrated history of a charismatic GWR cross-country branch line that served the ironmasters of Coalbrookdale and the quarries and farmlands of Wenlock Edge. This is a sumptuous production of what will be regarded as the definitive history of this highly scenic line, using a new (for us!) larger page format in order to best present the illustrative material included. For the same reason colour is used throughout, so that early maps, station plans, sepia photographs, Edwardian colour postcards and original paintings (including three by the well known railway artist Sean Bolan) can be enjoyed as they appear in real life, with much of what is included here never having been published before. The result of over forty years of research by the author, who is also editor of the Great Western Echo, the book has also been designed by him and sets a new standard in the field of railway history. Local historians and people who live in the area, railway historians in general and GWR branch line enthusiasts in particular, along with railway modellers looking for inspiration will all find much to enjoy and entice here.

308 pages, 275mm x 275mm, silk art paper, colour throughout, laminated board covers.

ISBN: 9781911038 99 3. Price £50.00 + £6.50 p&p



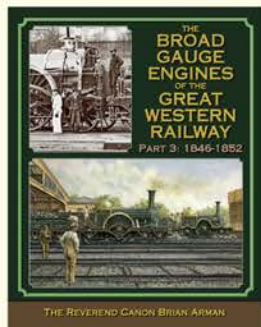
THE WOODHEAD LINE: Electric Pioneer

Alan Whitehouse & S.R. Batty

The Woodhead Line went from being the poster child of British Railways with its pioneering electrification scheme to closure in just under thirty years. What went wrong? Forty years after the closure of the Manchester, Sheffield & Wath lines, this is a long and dispassionate look at the whole electrification project. What led to the Woodhead Line, and the associated route to Wath Concentration Yard, being chosen for electrification? How was the design of the locomotives arrived at? How well did the system work? And, finally, why was it run down and closed so soon after the huge investment that turned into Britain's first all electric main line? This account brings together the hard facts and the memories and experiences of those who operated the MSV system to shed new light on an iconic part of the national railway network which still generates heated debate.

192 pages, in colour throughout, 215mm x 275mm, gloss art paper, laminated printed board covers

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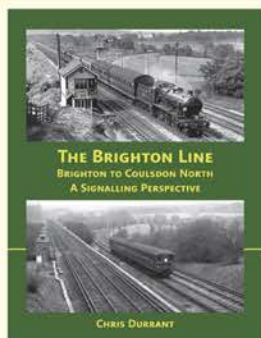
THE BROAD GAUGE ENGINES OF THE GREAT WESTERN RAILWAY

PART 3: 1846-52 THE REVEREND CANON BRIAN ARMAN

In 1843 Swindon Works opened. Equipped with the most modern machine tools and with a workforce drawn from every corner of the kingdom, the seeds were being sown for one of the world's great locomotive, carriage and wagon manufacturing factories. By 1845, the works were sufficiently developed to allow the construction of locomotives to commence. Thus, from 1846, some of the most successful and technologically advanced engines in the world were produced under the guidance of Daniel Gooch. Between 1846 and 1852, seven new designs or developments of proven prototypes were produced, culminating in the beautiful 8ft 0in 'Single' express locomotives of the 'Iron Duke' and 'Courier' classes. So successful were these engines and so much in advance of their time that the type would serve the broad gauge for the rest of its existence. Daniel Gooch was not only a highly competent locomotive engineer but also a pioneer of the science of locomotive testing. He designed and built the very first Dynamometer car in 1847 and then conducted a series of trials with his new engines to determine their thermal efficiency, cylinder performance, running qualities, wind resistance and much more.

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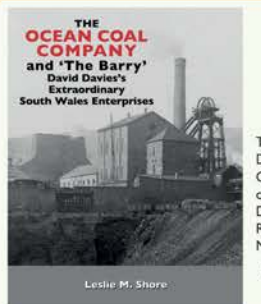
THE BRIGHTON LINE BRIGHTON TO COULSDON NORTH A SIGNALLING PERSPECTIVE

CHRIS DURRANT

Charts the developments of the LB&SCR through the Southern Railway to British Rail with particular focus on a signalling perspective. With a wealth of illustrative detail, the historical progress of the railway is recounted – from steam to electric motive power, and mechanical to colour light signalling – using original documents and photographs from national and regional archives, supplemented by material from personal collections including the author's own. Whilst the author's technical and professional expertise as a signalling engineer is employed to the full, this book is also about a way of life. Giving access to the proudly polished interiors of historic signal boxes with glimpses of signalmen's domestic routines, the triumphs and tribulations of life in the S&T maintenance department, and the liaisons with fellow departments, this book is as much a history of railwaymen as of the railway. The story of the surrounding landscape encroaches, too: from racecourses to airport traffic at Gatwick and the building of a motorway; signal boxes encased in brick protect against wartime air raids. Documenting a time when performance targets and train operating companies were unheard of, this book celebrates the work of the engineers who built the railway, recognises those whose aim was to maintain and run an excellent service, and honours the photographers who captured evocative images of architecture and infrastructure from construction to demise. While thoroughly research-informed, it is threaded through with the author's inimitable personal commentary.

360 pages, 215mm x 275mm, gloss art paper, laminated printed board covers. ISBN 9781911038 96 2.

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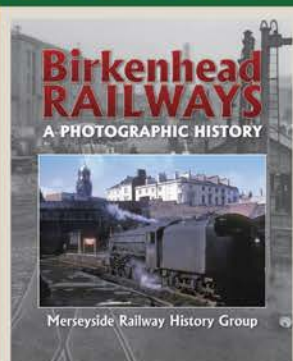
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A PHOTOGRAPHIC HISTORY

Merseyside Railway History Group

The railways of Birkenhead have not been well covered in print to date but this photographic album looks to redress that imbalance. The Birkenhead Railway was operated jointly by the L&NWR and GWR from 1860, and then by the LM&SR and the GWR after the 1923 Grouping, thus producing a great variety in locomotives etc in a comparatively small area, greatly increasing its interest. Being somewhat out on a limb, Birkenhead did not receive the photographic coverage that many other railway centres enjoyed. The members of the MHRG have scoured many archives and sources to put together this album of pictures, drawing on the work of numerous photographers to provide a comprehensive review of the railways in the Birkenhead area from the 19th century to the present day, including many previously unpublished pictures.

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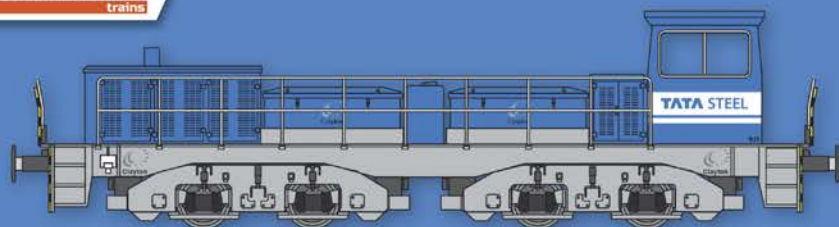
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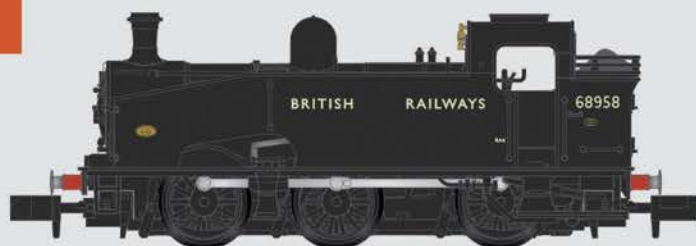
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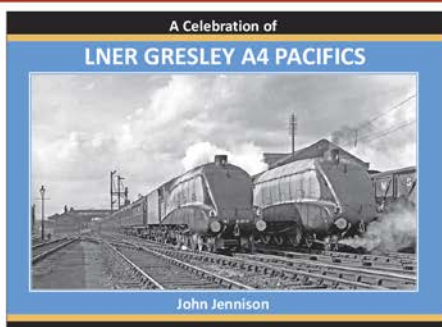
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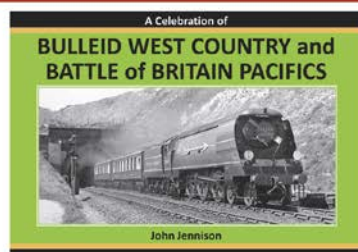
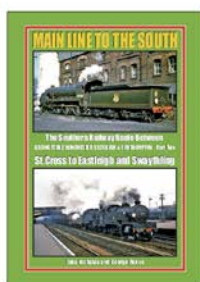
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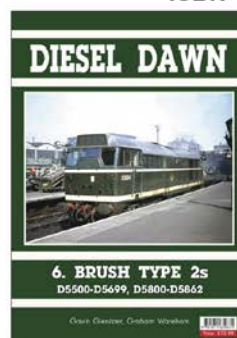
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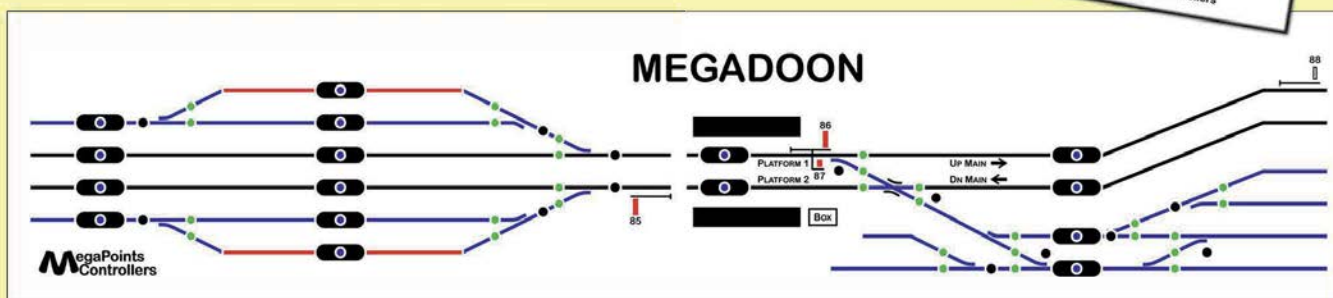
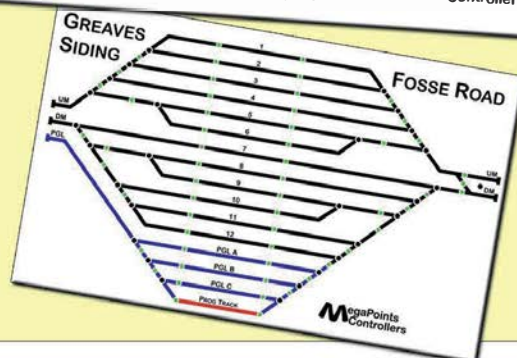
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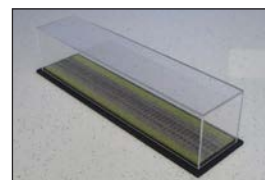
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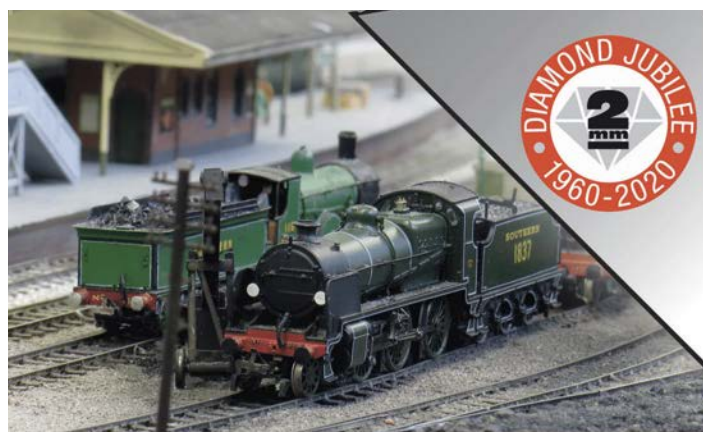
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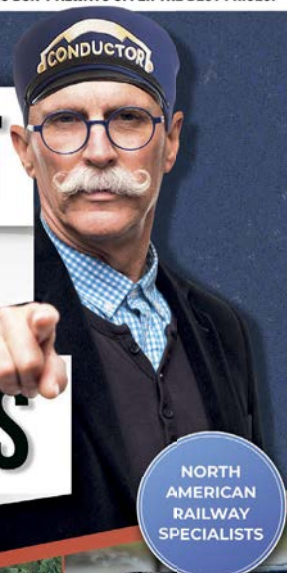
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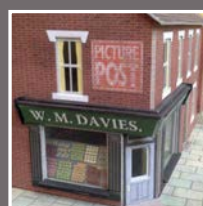
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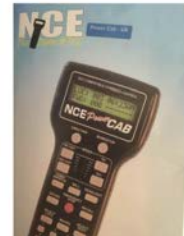
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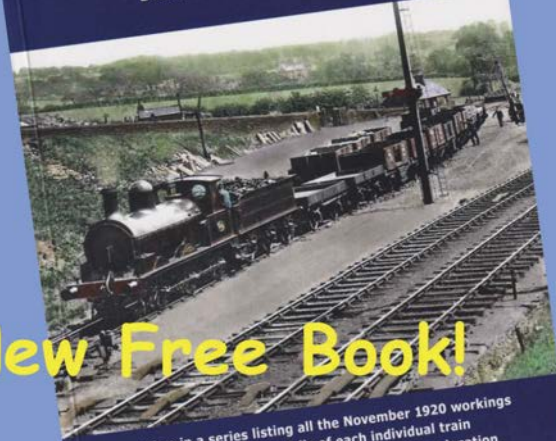
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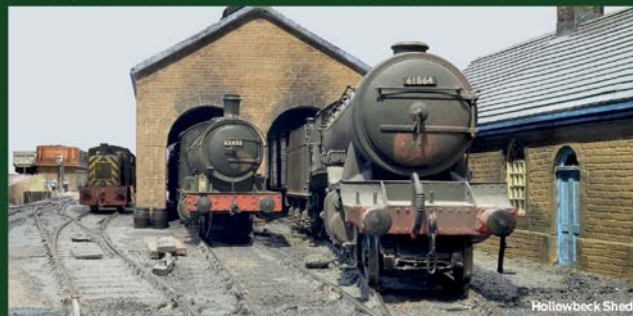
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**May 21/22 - JARROW** MRC Annual Exhibition, Primrose C.A., Lambton Terrace, Jarrow, **NE32 5QY**. Sat 10-5 Sun 10-4.

**May 28/29 - GLASGOW** 'O' Gauge M/Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. \*Free Parking, Close to Railway Stations\*

**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** MRE, Dewars Centre, Glover Street, Perth, **PH2 0TH**. Sat 10 - 5.30, Sun 10 - 5. [www.perthmrc.com](http://www.perthmrc.com)

**July 2/3 - BARRY & PENARTH** Model Railway Exhibition, St Cyrus School, Sully Rd, Penarth, **CF64 5XP**. Sat 10-5/Sun 10-4 \*FREE PARKING ON SITE\*

**July 2/3 - GUILDFORD** Railway Gala Weekend, Guildford Model Engineering Soc, Stoke Park, London Road, Guildford, Surrey, **GU1 1TU**. Sat 10-5/Sun 10-4 \*\*FREE PARKING ON SITE\*\*

**July 10 - ROMSEY IPMS** The Romsey Scale Model Show, Crossfield Hall, Broadwater Road, Romsey, **SO51 8GL**. Sun 10 - 4. [www.romseymodellers.co.uk](http://www.romseymodellers.co.uk)

**July 23 - BAKEWELL** - Gauge 1 North, Agricultural Business Centre, Haddon Rd, Bakewell, Derbyshire, **DE45 1AH**. 10-4.30.

**July 30/31 - NEW MILTON** - South Coast MRC Annual Exhibition, The Arnewood School, Gore Road, New Milton, Hampshire, **BH25 6RS**. Sat/Sun 10 - 5.30.

**Aug 13 - BEXHILL** Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, **TN40 1SE**. Sat 10-5. \*FREE PARKING ON SITE\*

**Aug 20 - MILTON KEYNES** Silverfox DCC Model Railway Exhibition, Oakgrove Secondary Sch, Brickhill Street, Oakgrove, Milton Keynes, **MK10 9JQ**. Sat 10 - 4. \*\*NEW VENUE\*\*

**Aug 20/21 - CARDIFF** Model Railway Exhibition, The Ice Arena Wales, Olympian Drive, Cardiff, **CF11 0JS**. Sat 10 - 5 Sun 10 - 4.

**Sep 3/4 - STAFFORD GUILDEX 2022**, Gauge 0 Guild Exh, Bingley Hall, Stafford Showground, Weston Road, Stafford.

**ST18 0BD**. Sat 10 - 5, Sun 10 - 4. [www.gauge0guild.com](http://www.gauge0guild.com)

**Sep 25 - BURY ST EDMUNDS** South Lee Community Sports Centre, Nowton Rd, Bury St Edmunds, Suffolk, **IP33 2NN**. 10-5.

**Oct 1/2 - FOLKESTONE** Model Railway Exhibition, Leas Cliff Hall, Folkestone, **CT20 2DZ** Sat/Sun 10-5.

**Oct 8/9 - SHILDON** MRE, Locomotion Museum, Shildon, **DL4 1PQ**. Sat/Sun 10 - 5pm. \*Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!\* :-)

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

**Oct 15/16 - UCKFIELD** Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, **TN22 1AE**. Sat 10 - 5 Sun 10 - 5.

**Nov 5/6 - SPALDING** MRE, Springfield Events Centre, Camel Gate, Spalding, Lincolnshire, **PE12 6ET**. Sat 10 - 5 Sun 10 - 4.30. [www.spaldingmrc.co.uk](http://www.spaldingmrc.co.uk) - Plenty of FREE Parking

**Nov 12/13 - TELFORD** IPMS Scale Model World, Telford International Centre, St Quentin Gate, Telford, Shropshire, **TF3 4JH**. Sat 10 - 6, Sun 10 - 4.

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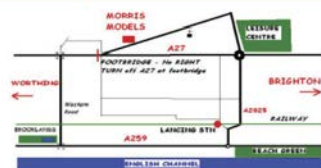
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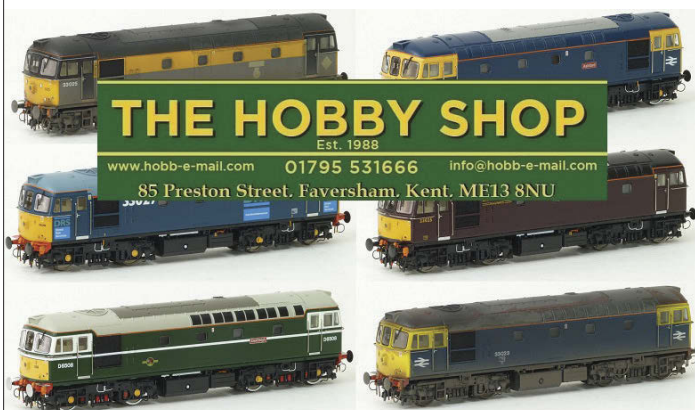
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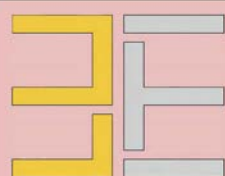


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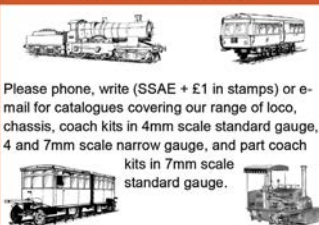




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# NEXT ISSUE

## WIMBOURNE

We travel to the picturesque South West in the 1950s.

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### Inside:

- Three amazing layouts
- Rebrand a ready-to-plant building
- Build an N gauge signal box
- The trains that ran at 'Grantham'
- Weather your coaches better – we show how
- Furnish your streets – our pick of accessories
- Modelling a landscape – techniques explored
- The latest new products on test, plus much, much more!



# BufferStop

Just a group of  
mates playing trains  
and eating pasties



Writing this, we're just getting over the South West Area Group of RMweb's annual get-together in Taunton.

In many ways, it's typical of small shows taking place up and down the country. Held in a village hall, there are layouts, a few people selling second-hand items, a trader and of course, delicious food.

For a few hours, all the troubles of the world were forgotten as old friends came together to talk model trains and compliment each other on their layouts.

This wasn't a closed event, and was advertised on the forum. People have been known to travel long distances to attend. Others simply popped down the road. Entrance was free, but donations to charity were welcomed.

No-one expects to make money from this. The exhibitors come for the fun of it, paying their own expenses, but this didn't reduce the quality of exhibits. Quite the opposite, we carried out three photo shoots for future issues and have arranged two more for a time when the layouts are ready to show their best side.

Big shows are great, but there's definitely something special about little ones, too. If you'd like to put on an event, perhaps this is the way to go? It's good fun, and you never know who might come through the door and catch the railway modelling bug!

## The RMweb servers have been upgraded, but what was the first computer you used?

**Andy:** Something bigger (and slower) than Babbage's Difference Engine that just spat the punch card out and said "No"! I should have heeded its advice.

**Debbie:** ZX Spectrum for me, although the only thing I remember was the 'Horace goes Skiing' game.

**Howard:** A BBC Micro at school. First home computer was Windows 95 – a Pentium II at 133MHz, but wait, the 'turbo' button clocked it to 166MHz!

**Phil:** ZX81. 3D Monster Maze is still the best computer game ever. Not that I played games, of course...

**Ruth:** Sinclair ZX Spectrum. I actually managed to programme the old tennis game!

## This month in pictures...



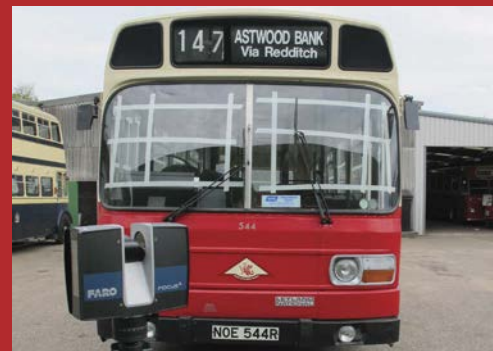
Howard was invited to join Hornby aboard its centenary celebratory Belmond Pullman tour.



The massive 'Heaton Lodge Junction' was at the Bath and West Country Showground.



Phil is unsure why the trains are angry at the East Somerset Railway, but the cake was delicious.



We joined Rapido UK on a 3D scanning session for its forthcoming Leyland National bus.

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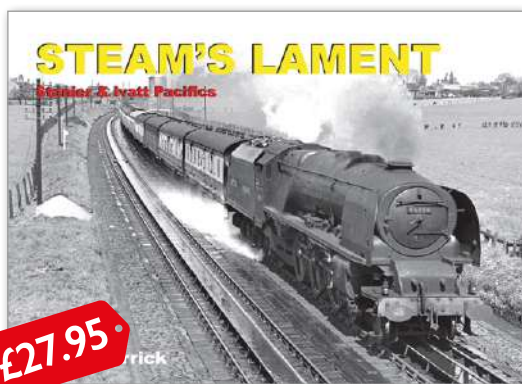


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This popular series expands further, as we take a detailed look at both the Lizzies and Duchesses in detail during their British Railway's careers from 1948 until 1967.

Once again taking a hard and long search through the archives we have compiled we think a superb selection of first-class photographs to depict each and every one of both classes of Pacifics with hitherto un-published shots almost throughout. Each individual locomotive is depicted at least twice as we take a look at different modifications, duties, liveries etc throughout their British Railways days, not only on their usual stomping grounds on the London Midland and Scottish Regions, but also at work on the Eastern, Western and Southern Regions too.

Not to be missed this volume will be a joy to every reader and you will want to return to it to reminisce time and time again.

Inside you will find coverage of livery, detail and naming variations using the highest quality photographs to tell the story in a large landscape format. We can enjoy once again these impressive locomotives in action, on shed and in close-up.

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We take perhaps the most thorough look yet at this once iconic 1,500v dc route across the Pennines between Manchester and Sheffield drawing from hundreds of previously unpublished photographs. Inside we examine every one of both the Class 76s and 77s photographically covering many details, livery, numbering, naming, withdrawal and working variations, with even the EM2s on freight. The EFl class of Bo-Bo banking locomotives are not forgotten either.

We have trawled through countless photographer's collections to reveal many scenes scarcely seen in print before now. Our story starts of course with Tommy in the Netherlands, then we follow the early days of the production locomotives from Gorton Works to firstly Ilford in Essex on test and back onto the Woodhead route proper. Likewise, the Class 77 Goddesses are covered one by one at work, rest and play. Background of their names and their naming are given along with a number of detail photographs for both classes.

Taking a tour of the route with stop offs as we would have done in our spotting days during the period covered to see some of the changes through the years, starting at Rotherwood, we visit the central Sheffield area around not only Victoria station, but Darnall, Woodburn and Tinsley too. Following the line west we visit Wadsley Bridge, Deepcar, Thurgoland, and Penistone before we catch the freight only section from Wath depot & yard. Here we visit Elsecar, Wombwell, Worsborough, West Silkstone, Oxspring and back to snowy Penistone to catch our breath and continue westwards once again via Hazelhead, Dunford Bridge, Woodhead Tunnel, Torside, Hadfield, Dinting including the shed in BR days, Mottram, Godley Junction, Guide Bridge, then a thorough tour of Reddish before a lingering look at Manchester London Road as it morphed into Piccadilly station during the 1960s.

Next, we enjoy a look at some the rail tours on the route from the earliest electric one we found in 1953 to the dying days. Works visits are covered next with views of the Class 76 & 77 or EM1s & EM2s if you prefer at Gorton, Doncaster and Crewe. Finally, we take a good look at their demise and scrapping with views at Crewe Works, Reddish, Booths and Vic Berry's.

Along the way we see the odd Class 04 and J11 steam locomotives even a Cravens DMU on test, not to mention many of the Class 506 EMUs through the years too.

All of these superb and historic photographs are backed up with detailed captions, surely a blockbuster and one not to miss.

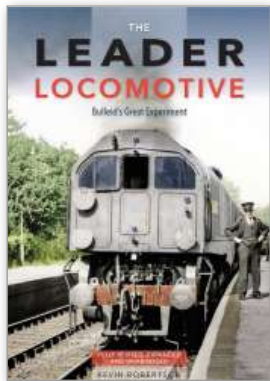
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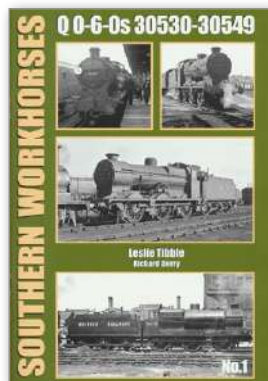
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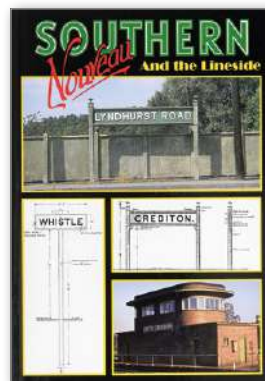
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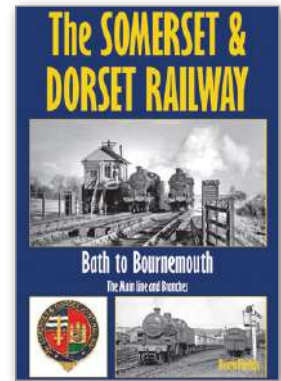
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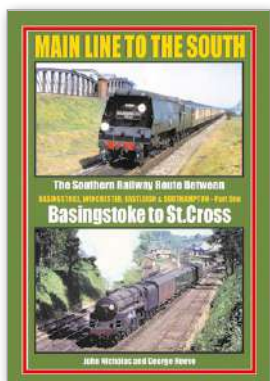
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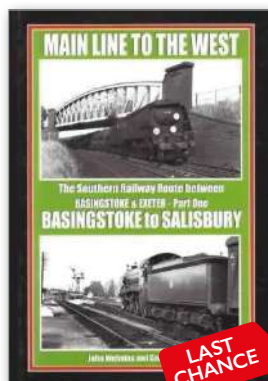
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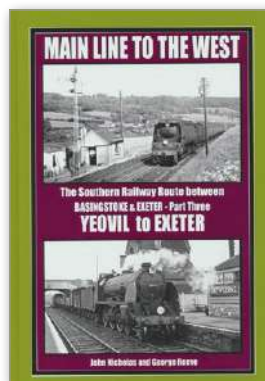
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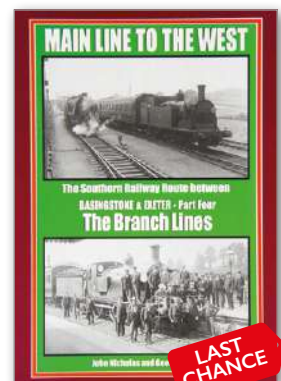
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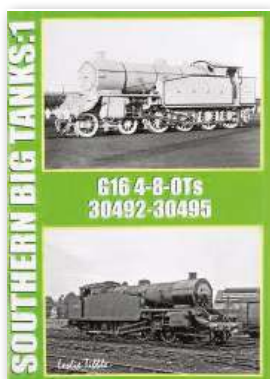
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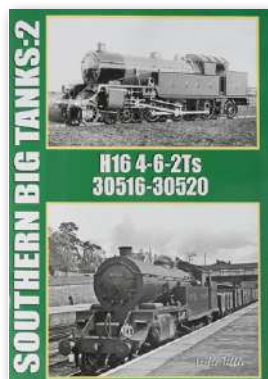
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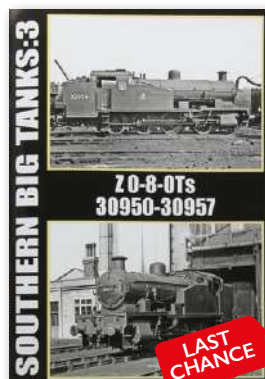
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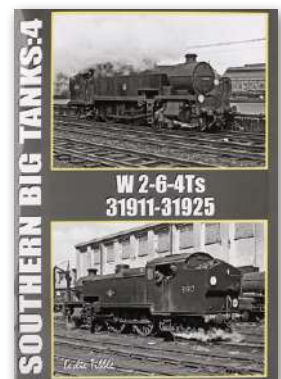
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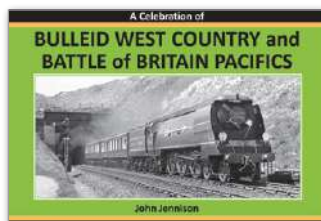
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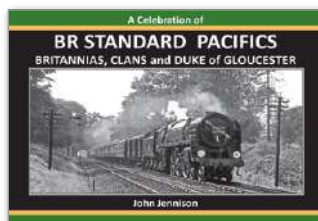


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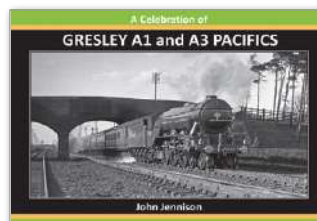
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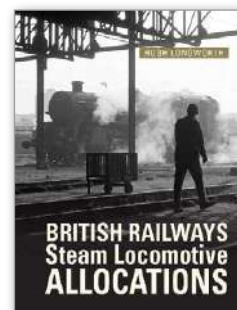
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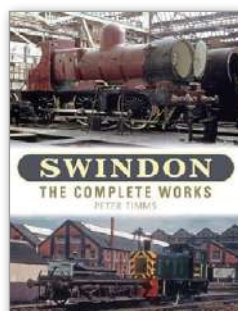
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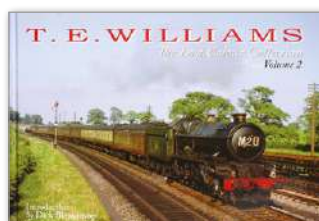
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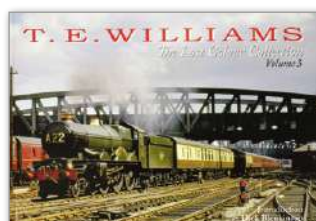
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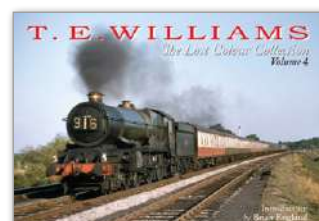
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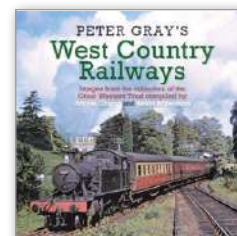
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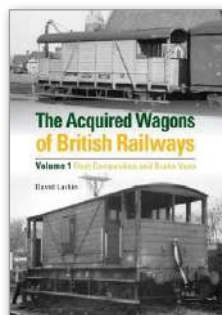
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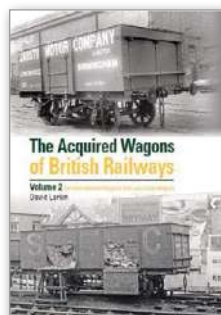
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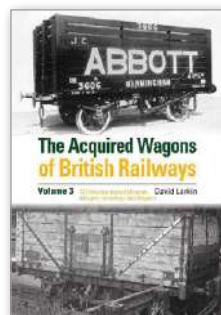
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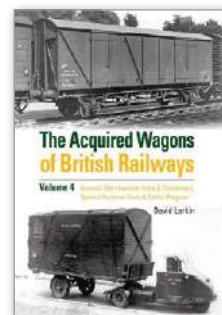
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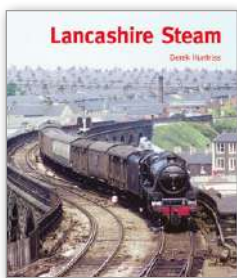


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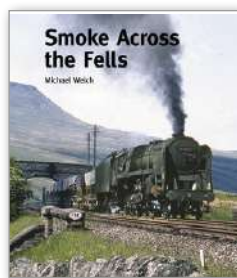
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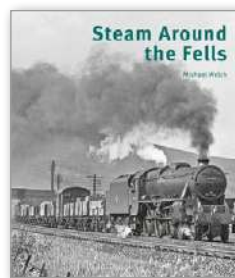
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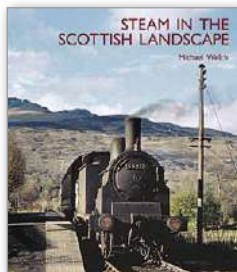
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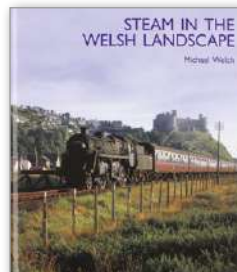
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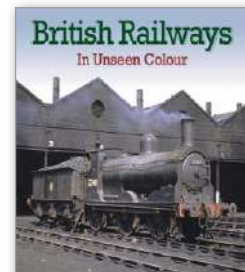
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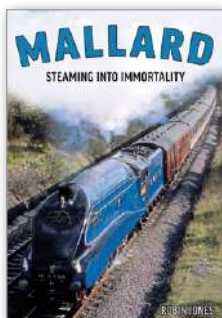
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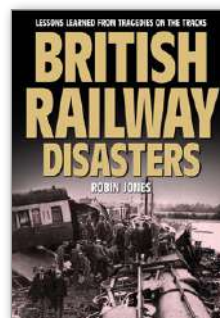
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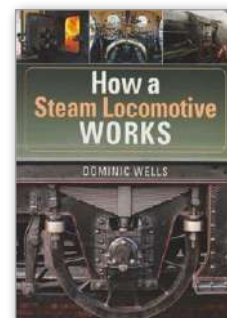
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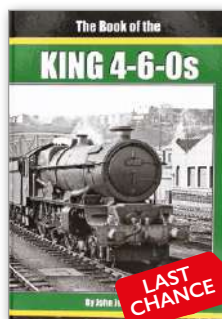
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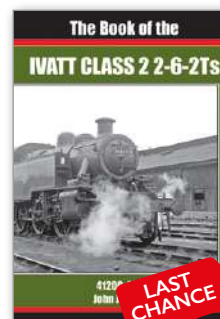
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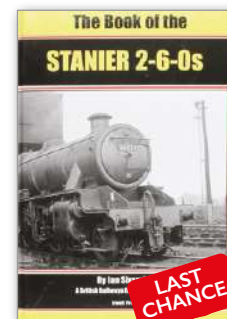
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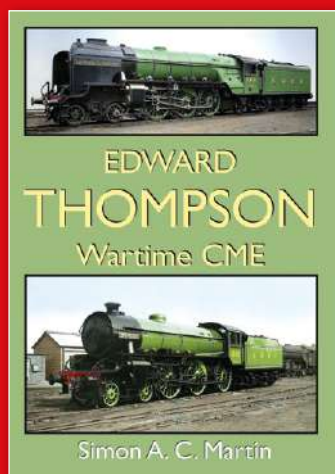
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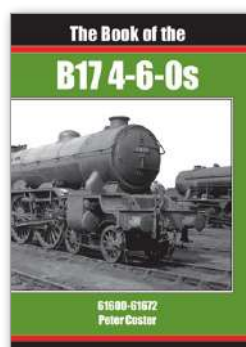
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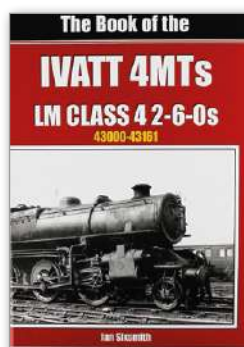
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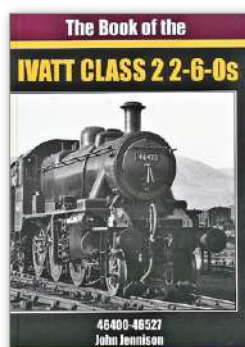
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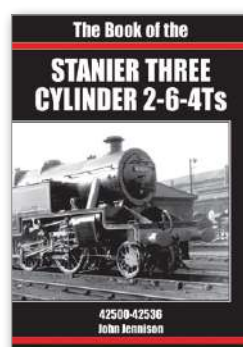
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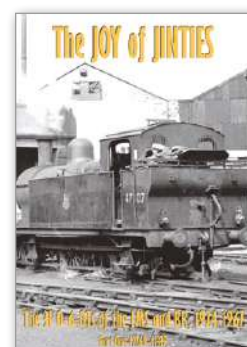
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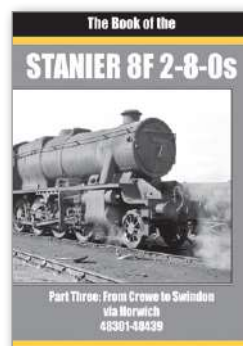
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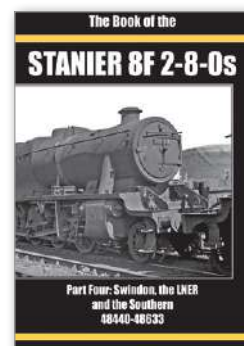
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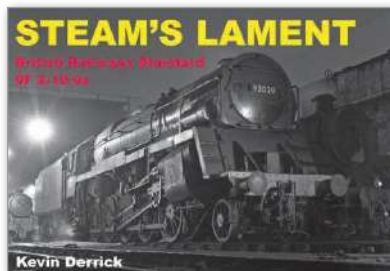
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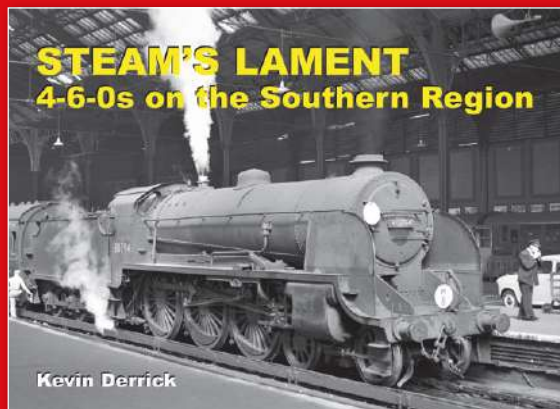
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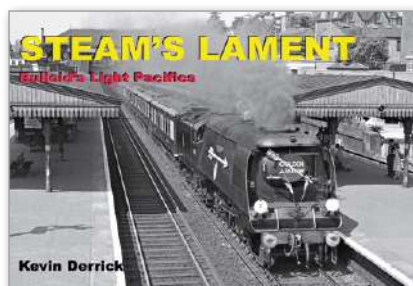


We present another Southern biased title for you to collect within this popular series as we take a detailed look at a number of classes of 4-6-0s on the Southern Region during the British Railway's era from 1948 until 1967. Some of these might be expected but others may surprise some of our readers as they are found firmly within Southern territory, hence this is another volume to delight. Taking a hard and long search through the archives we have compiled we think a superb selection of first-class photographs to depict each and every one of the Urie and Maunsell King Arthurs, along with all of the Lord Nelson and Remembrance Classes. In addition, we examine the various varieties of H15 and S15 classes in all of the forms, not forgetting the venerable Class T14 Paddlebox 4-6-0s, all in the post 1948 era.

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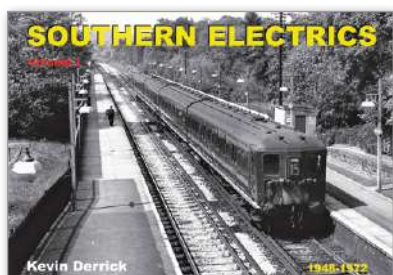
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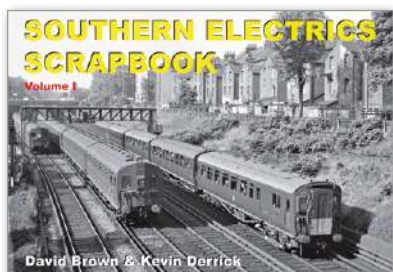
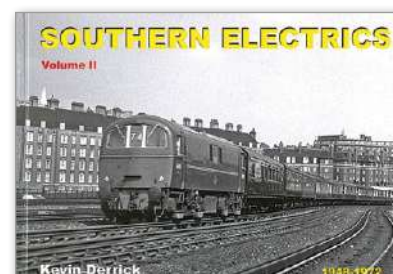
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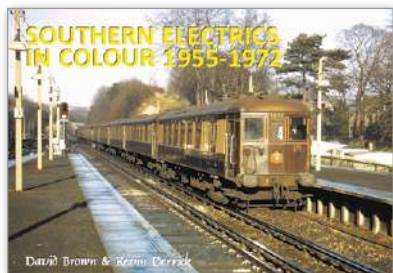
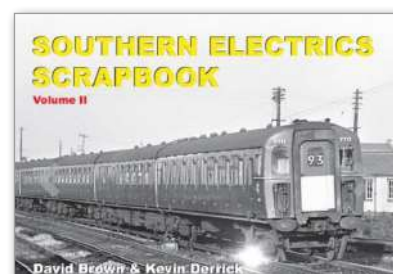
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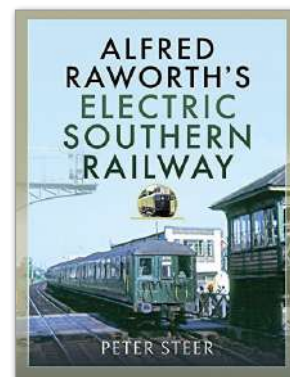
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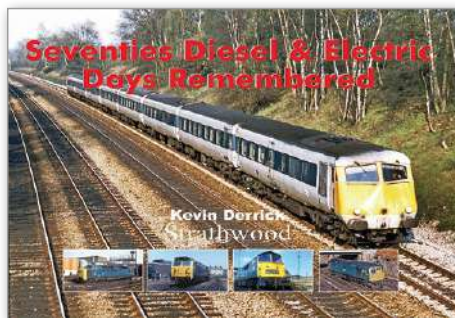
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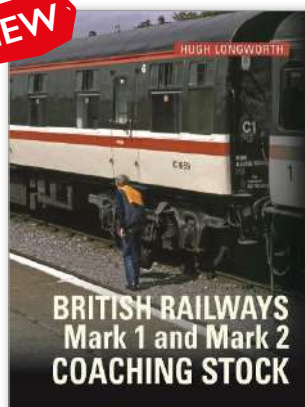
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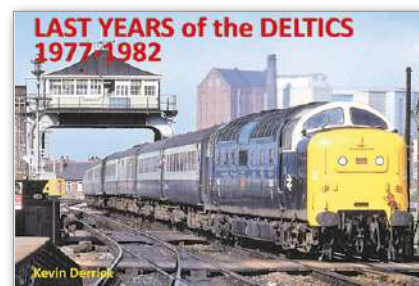
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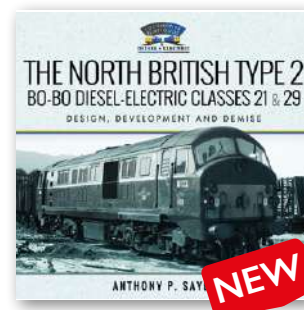
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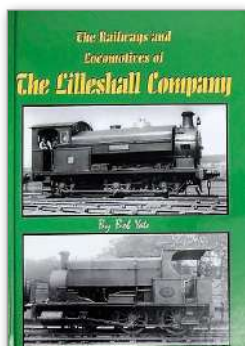


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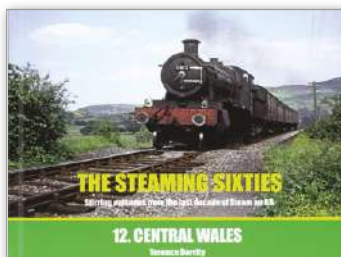
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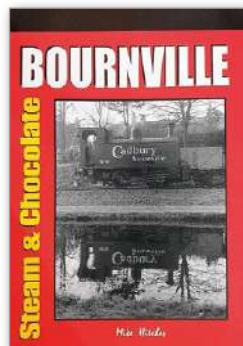


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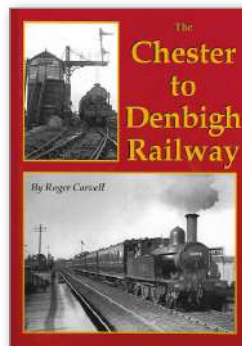
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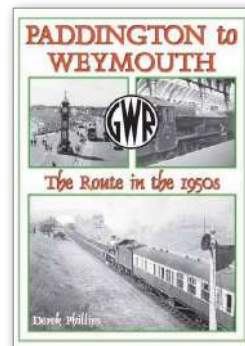
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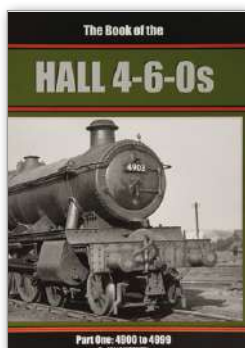
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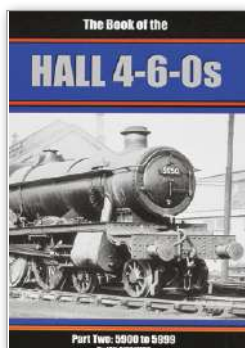
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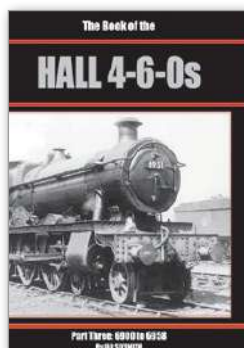
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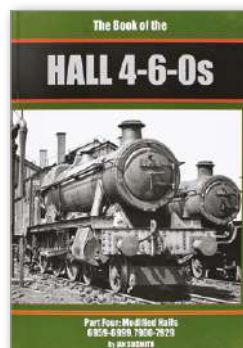
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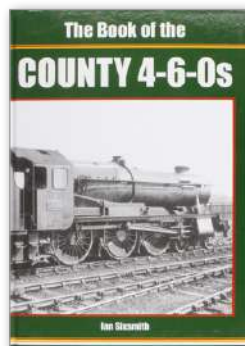
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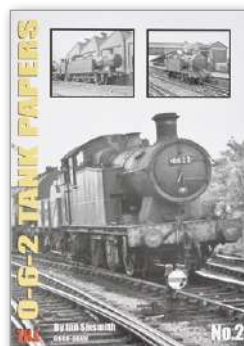
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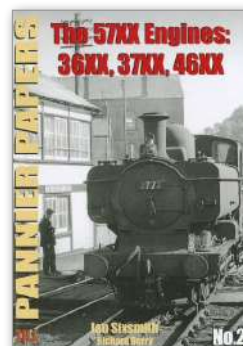
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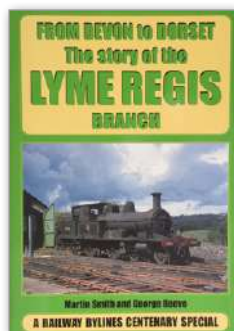
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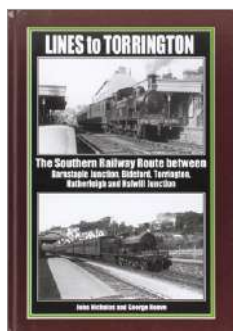
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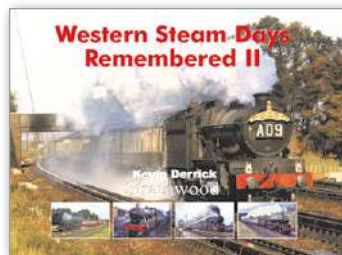
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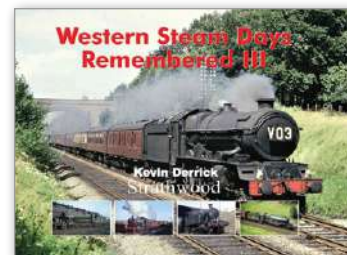
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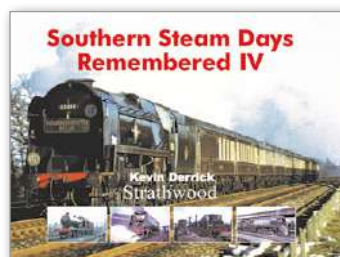
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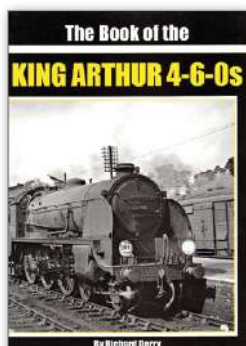
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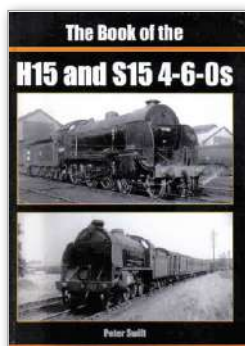
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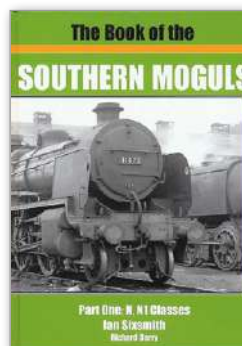
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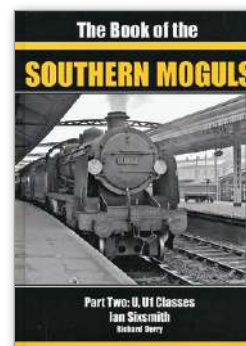
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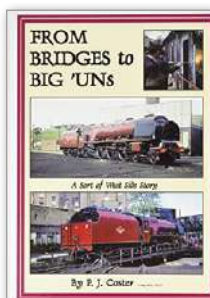
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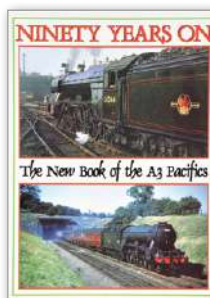
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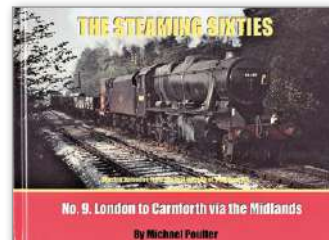
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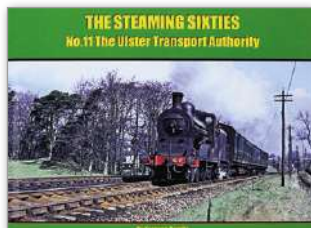
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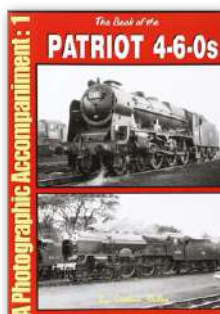
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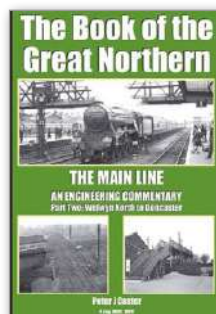
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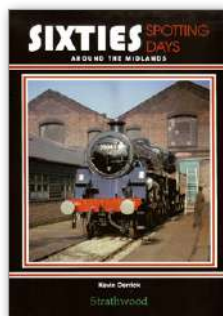
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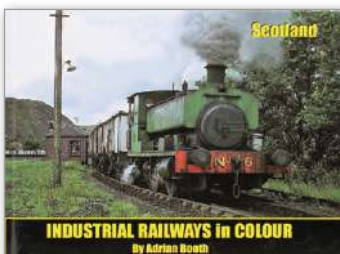
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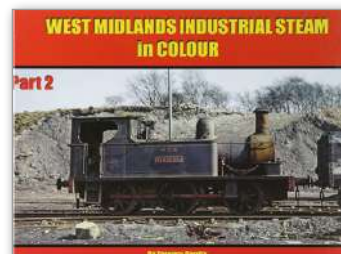
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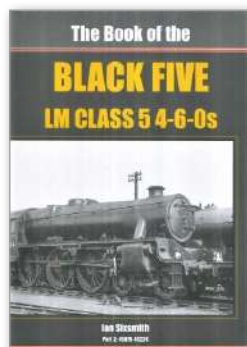
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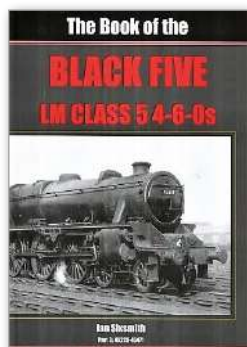
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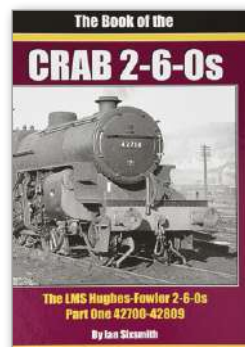
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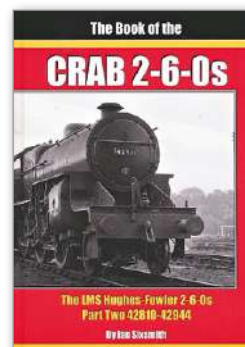
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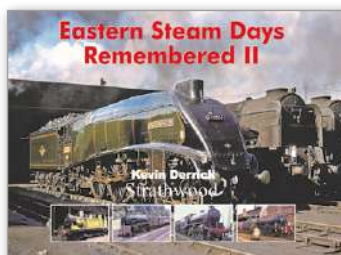
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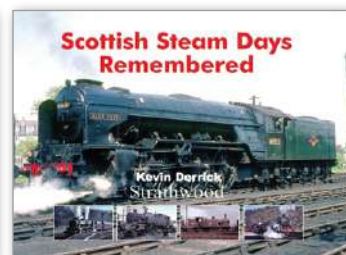
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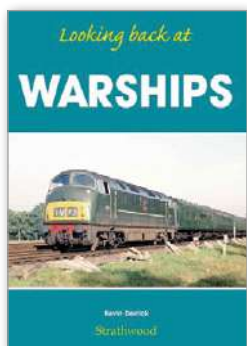
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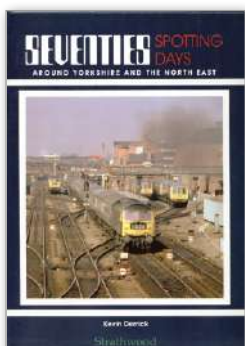
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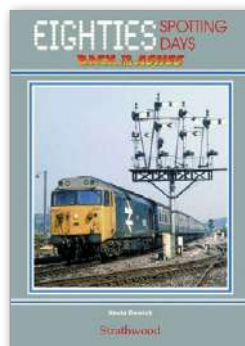
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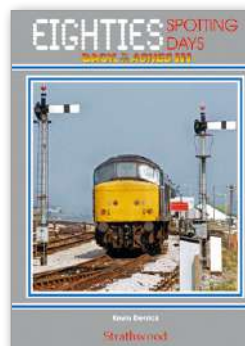
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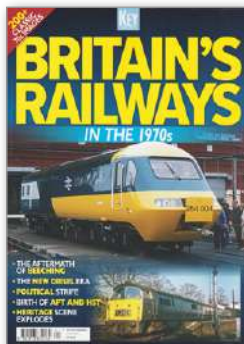
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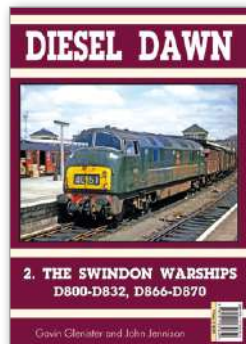
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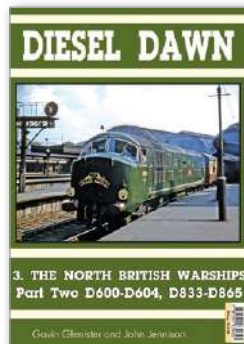
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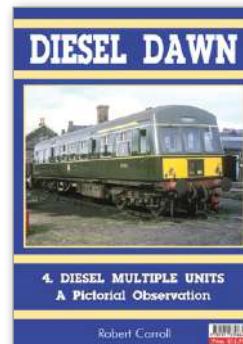
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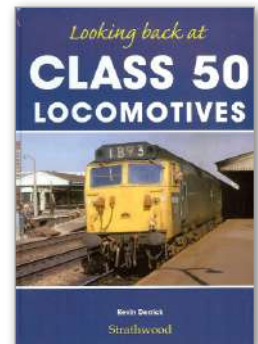
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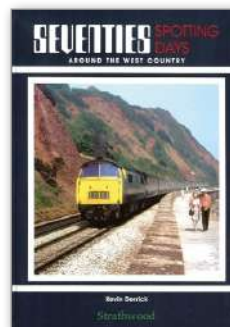
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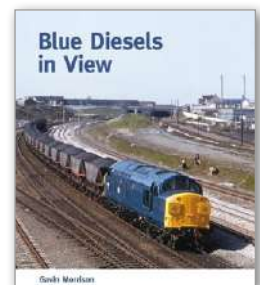
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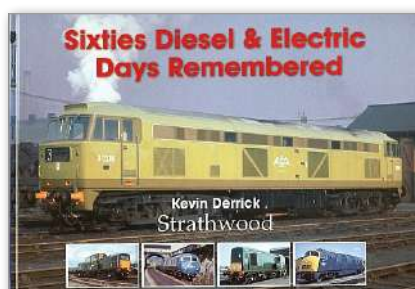
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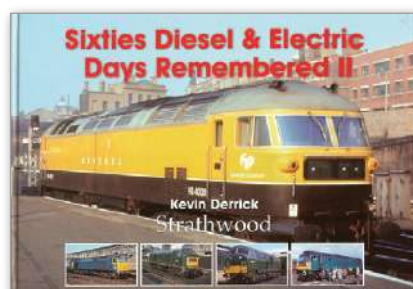
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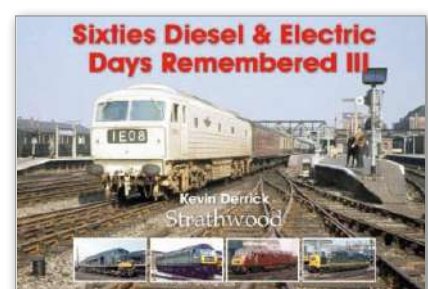
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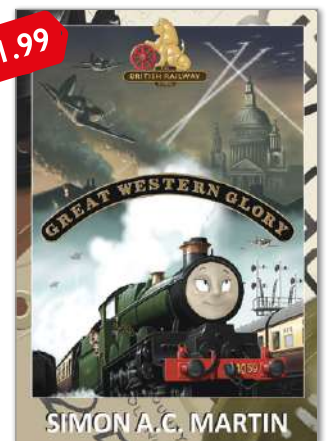
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# NARROW GAUGE WORLD

ISSUE 164  
MAR-APR 2022



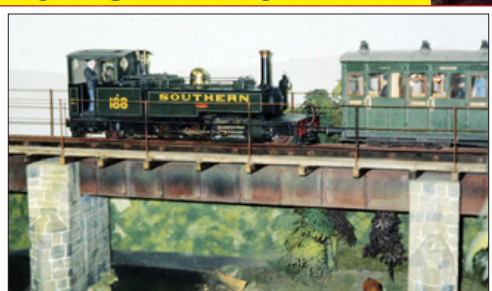
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Cover: The Welsh Highland Railway's Hunslet 2-6-2T 'Russell', celebrated in this issue, is surely one of the most iconic of narrow gauge locomotives. This picture was taken on the loco's long-awaited return to the Aberglaslyn Pass in 2019. The inset shows a Darjeeling Himalayan Railway train crossing a river bridge with far more complicated a history than one might think, also described in this issue.

Photos: Joey Evans and Fuzz Jordan

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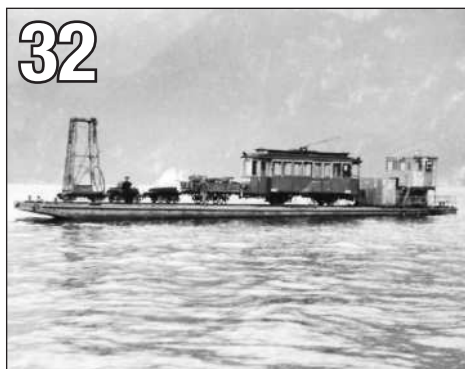


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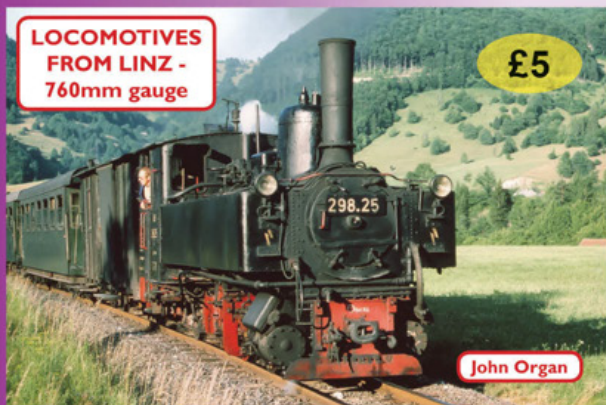


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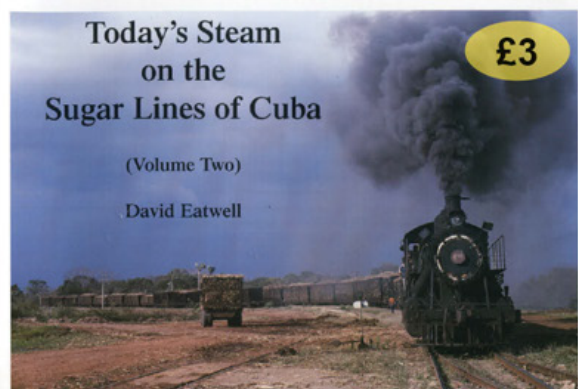
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# New season – new crisis...



***“Even the most ardent steam enthusiast would not argue against the fact that fossil fuels are harming the planet and need to be phased out...”***

**Photo: Volunteers on the Welshpool & Llanfair Light Railway shovel coal for the visiting ZB2 loco to burn during the 2019 Steam Gala. It's a scene that is so traditional of the heritage railway scene, but also one that is under serious threat. Photo: Steve Sedgwick**

Welcome to *NGW* 164 and I'll start by inviting you to take a good look at the picture above – this is a scene that on some of our railways, particularly the smaller ones, has a very real chance of slipping into history.

As we report on the next page, on 28th January Fros-y-Fran colliery announced that it could no longer supply coal to the UK heritage sector following a systems breakdown that was uneconomical to repair.

So what's the problem? We knew the mine was closing later this year, so what's a few months? Well quite a lot actually. Fros-y-Fran was the very last UK mine producing the coal that our locomotives need and the closure came out of the blue, no warning at all – just as many a heritage railway manager was preparing their first order of 2022.

Suddenly the only option is to order imported coal, which comes with a huge premium – some are saying the effective budget needed is double that of UK coal.

Such cost increases, coming on top of two years which have been devastated by the effects of the Covid pandemic, could be nothing short of crippling for some of our lines. Who would be a heritage railway manager? (Okay many of us, but you have to admit it's a role that has been by no means easy in more recent times...)

Now larger lines such as the Welshpool & Llanfair pictured

above might be able to absorb the costs, though obviously money being redirected to pay for coal is money that can't be used for such things as restoring steam locomotives. But for smaller lines such a cost hike could be the difference between survival and failure, or at least ending steam traction in favour of diesel.

Many in the industry were surprised we did not lose a slew of railways due to Covid, thanks to welcome grant-aid and excellent fundraising efforts, but perhaps the issues could be still to come...

## Politically incorrect

The most frustrating thing about all this, however, is that it has been brought about by a political agenda based on image rather than common sense. Don't get me wrong, not even the most ardent steam enthusiast would dare to argue against the fact that fossil fuels are harming the planet and need to be phased out. But the key word is 'phase'...

There is steam coal still in the ground in the UK, but no politician wanting to keep their seat will dare support planning applications for mines – such moves bring absolute condemnation from the environmental lobby, and on the surface for understandable reasons.

The problem is, we can't simply switch off our need for coal, until there is a workable alternative. And we are not talking heritage steam here, but industry, such as

steel production which needs vast amounts of coal. You cannot simply say “no more steelmaking until we find an alternative power source,” because steel is needed everywhere – to give one example from tractors that farmers use to grow food, to the lorries that deliver that food to the pots and pans we cook it in. We cannot do without steel.

## On troubled waters

So with no UK coal supplies, the only thing we can do is import it, passing the fossil fuel issue to countries such as Russia. Except that the cargo ships that deliver said coal burn heavy fuel oil, and as a result pump a much greater amount of harmful emissions into the atmosphere than would extracting coal from any UK mine.

We all accept that we have got to give up coal – for ourselves in heritage steam no coal could mean no trains and would be hugely disappointing, but in today's world no steel, for example, would just not be possible, the plants have got to continue working.

So while the scientists and engineers work to produce the environmental alternatives that will replace coal, while we still need the stuff should we not use it in such a way that produces the least environmental damage – which means using the coal that's already here rather than shipping it halfway around the world?

*Andrew Charman*



# New crisis for steam lines as UK coal supply ends suddenly

Railways face “100 per cent” cost hikes as they are forced to import coal for the 2022 season.

Heritage steam across the UK was thrown into a new crisis on 28th January when coal supplies from Britain's last remaining pit suddenly ceased.

The Ffos-y-Fran mine in South Wales declared itself no longer able to supply lumped coal to the heritage steam sector, following a breakdown in its washing and grading plant.

The mine was already due to close later in 2022, and as a result the failure was declared uneconomic to repair. All remaining coal mined on the site will be crushed for use in the steel industry.

UK lines were already working with the Heritage Railway Association (HRA) towards finding alternative coal supplies following the planned closure of Ffos-y-Fran, but the sudden cessation of supplies caught many unawares before they had placed orders for the 2022 season.

Alerting its members to the closure, the HRA said it was very concerned about this situation and working to identify sources of coal suitable for steam locomotives.

“But we also need to make you aware of the current coal supply landscape and that it does have the potential to impact seriously on your operations and budgets in the very near future,” the HRA said.

As reported in previous editions of *NGW*, Government legislation under pressure from the green lobby is enforcing the end of UK coal mining, despite coal still expected to be needed for some years by particularly the steel industry.

As a result both industry and UK heritage users will have little option but to turn to importing coal, which has both major environmental issues and greatly

increased costs, particularly for heritage users – the entire annual needs of the UK heritage industry represents only around one cargo ship's worth, and ordering such quantities further inflates the price to levels that could cripple some heritage users.

One coal supplier, Hatfield Energy Ltd, has already begun importing steam coal from Russia and indicated that it would be able to supply the UK heritage industry.

Coming just as lines were beginning to recover from two seasons disrupted by the Covid pandemic, the news from Ffos-y-Fran and its inevitable cost implications were the last thing UK lines wished to hear.

## Unpleasant surprise

Tallylyn Railway general manager Stuart Williams told *NGW* that the news had been an unpleasant surprise. “We obviously knew that the supply was a finite resource, and had been working with others, including the HRA and the North Yorkshire Moors Railway, on securing viable supplies going forward,” he said.

“Last year we trialled some coal from Russia, specifically sourced for steam locomotive use, and found it perfectly acceptable for our needs. But I think we all face a significant increase in the ‘hassle factor’ of sourcing coal, and most definitely a sizeable cost hike which along with all the other prices of materials and labour will inevitably result in our attractions becoming more expensive and perhaps less competitive in the ‘experience’ market.”

Stuart added that the narrow gauge railways are better positioned to weather the increases, as in the main consumption per passenger is far less than on standard gauge equivalents. “But we nearly all share the same supply issues as

our business is burning the black stuff.”

Welshpool & Llanfair Light Railway general manager James Brett said that while the line had been planning for the phasing out of domestic supplies during 2022, the sudden loss of Ffos-y-Fran just a few weeks before the start of the operating season had come as a blow to the sector.

“Whilst alternative products are coming onto the market, it seems likely that we will be reliant upon imported product for the immediate future,” James said.

“We anticipate a 100 per cent increase in our fuel costs over the next six months, coming at a time when our other fixed costs are also on the rise, meaning we need to operate our services as efficiently as possible going forwards.

“It is also sad that after more than 100 years service,” James added, “the next few weeks will be the last time our engines steam with Welsh coal.”

Meanwhile more heritage railways are experimenting with potential alternatives to traditional coal, with the Fairbourne and Lynton & Barnstaple among lines that have tried ‘e-coal’ briquettes over the winter.

The Bure Valley Railway, which pioneered experiments with e-coal reported in *NGW* 159, undertook further trials of the fuel in November, with representatives from manufacturer CPL in attendance.

“We used loco no 6 as before, but also a trial with no 1 ‘Wroxham Broad’”, BVR manager Andrew Barnes said. “The loads were heavier and in autumnal rail-head conditions, so we sought to gain a greater understanding of combustion and steam generation rates.”

Andrew admitted that the cost of the e-coal made it at present commercially unviable; “but with the question mark over future coal supplies we wanted to better understand the alternatives.”

He added that there were issues with the size of the Russian coal being imported. “We have spoken to Hatfields about the Russian coal they are bringing in, but sadly at the moment they do not have the grading facilities and can only supply trebles which rules out the narrow gauge railways.

“Hopefully in time they will have better ability to grade and supply a greater range of sizes.”



**Top:** Some lines may appear to need a lot of coal, here on the Welsh Highland, but it's small beer in the overall picture of supplies.

*Photo: Andrew Charman*

**Left:** E-coal trials continue, but cost is an issue.

*Photo: Andrew Barnes/BVR*



## Statfold event to recall last days of Penrhyn

The final days of the Penrhyn Quarry Railway will be recalled at Statfold Narrow Gauge Museum's first enthusiast weekend of the year on 19th-20th March.

The event will see the Avonside 0-4-0 'Ogwen' reunited with its former Penrhyn stablemates, Avonside classmate 'Marchlyn' and Barclay 0-4-0WT 'Cegin', restoration of which was recently completed.

Ogwen was the last steam locomotive to work at Penrhyn, finishing on 15th January 1965 when driver Iowerth Jones signed the inside of the cab ahead of the loco joining several others in heading to the USA following purchase by C B Annette.

The signature was protected during the restoration at Workshop X in Killamarsh that followed Ogwen's repatriation in May 2012. The loco returned to steam at Apedale in September, an event that had been due to have taken place at Statfold's July Steam Fair had not the Covid-19 pandemic delayed the restoration.

Two other former Penrhyn locos, Hunslet 'Sybil Mary' and Hudswell Clarke GP39, the former 'Bronwlyd' will also feature at the enthusiasts weekend.

Meanwhile the Staffordshire museum has added a new event to its calendar – its first model railway exhibition will be held on 9th-10th April and feature 30 layouts and around 30 traders. Six locos will be in steam on the 2ft gauge line offering unlimited rides, and the Burton Ashby tram will be running.

Details of both events are on the museum website at [www.statfold.com](http://www.statfold.com).



## Welshpool celebration to host first Garratt?

The Welshpool & Llanfair Light Railway will celebrate the 120th anniversaries of its two Beyer Peacock 0-6-0Ts 'The Earl' and 'The Countess' at a new event dubbed the 'Beyer Bash' in May, and the two could be joined by a rather special visitor.

The mid-Wales 2ft 6in gauge line has already indicated that the weekend, over the weekend of 20th-22nd May is set to include "visiting displays large and small," but was unable at *NGW* press time to confirm the identity of any visiting locos.

However sources have indicated to *NGW* that the star turn over the weekend could well be Garratt locomotive K1, the first of the articulated type built by Beyer Peacock just seven years after the W&LLR locomotives in 1909.

We understand that should the plan come to fruition K1, today owned by the Welsh Highland Railway but resident on the Statfold Barn Railway, will be displayed at the W&LLR's Welshpool Raven Square station. Whether the 2ft gauge loco will be

on static display or in steam on temporary track is still to be revealed.

The Earl, returned to steam in 2021 after a major overhaul at the Vale of Rheidol Railway, will be the prime motive power over the weekend.

Visitors will be able to photograph the loco alongside The Countess, which now wears an identical Great Western Railway livery. This loco's boiler ticket expired in 2021 and it is on display at Welshpool for a time before its next overhaul commences. This is to ensure the W&LLR always has one of its original locos available for service.

The W&LLR intends to gather a wide representation of the Beyer Peacock marque for the weekend, down to miniature and model locos and artifacts, and anyone with potentially suitable items is asked to contact the railway at [info@wllr.org.uk](mailto:info@wllr.org.uk)

**Above: Does Garratt K1, seen here at Statfold in August 2020, have a May appointment at the Welshpool line? Photo: Andrew Charman**

## Boost for Gowrie project as loco frame is erected

The project to create a new-build representation of lost North Wales Narrow Gauge Railway single-Fairlie 'Gowrie' has taken a major step forward with the locomotive's carrier frame being bolted together ready for riveting.

Platwork for the frames and stretchers, along with the relevant steel angle was delivered to 'Workshop X' in Killamarsh back in December 2020, before the Covid pandemic significantly delayed the project.

Work restarted at the end of March 2021, all the holes being drilled in the carrier frames, rear buffer beam, stretchers and the pieces of angle to enable assembly of the frame to take place in December.

Various castings required for the project have been obtained and several machined – parts now in the workshop include the piston rod and valve spindle glands, the regulator quadrant and gland, injector steam valves and clacks, plus castings for the coupling and connecting rod bearings.

The pattern for the coupled wheels is

complete and an order has been placed for these to be cast, while the wheel tyres have also been ordered.

While details concerning the original Gowrie remain sparse, the locomotive was known to have a reputation for not performing as well as its builders had hoped. The team working on the new-build have concluded that this was due to a boiler of insufficient size, and this will be addressed in the design of the new boiler. The new carrier frame has been designed to suit a longer firebox.

**In the frame: Tradition has it that a locomotive exists once its frame is built and so 'Gowrie' certainly deserves its place amongst other projects currently underway at Workshop X.**

**Photo: Joey Evans**







## Winter rebuild of Corris station underway...

The long-awaited project to remodel the layout of the Corris Railway's Corris station has made rapid progress over the winter off-season.

The project to create run-round facilities at the 2ft 3in gauge Mid-Wales line's station and remove a need for trains to be propelled in one direction, had been planned ever since a temporary building housing a doctor's surgery was removed from the station yard, freeing up the space required.

Due to the cramped nature of the site preventing the installation of a headshunt point, the CR contracted Statfold Engineering to construct a traverser.

During the autumn of 2021 new recycled plastic sleepers were drilled and their rail fixings installed ahead of the relaying. These sleepers are being installed on the running line while the station itself will make use of new wood sleepers for appearance's sake.

Following the 2021 Santa Trains the existing track leading into the station was

lifted and sections of the existing platform removed – recovered rail including an existing point and sections of the platform will be re-used elsewhere on the line.

Following delivery of a new point new track was laid over the weekend of 29th-30th January between Braichgoch farm crossing and the station throat.

The relaying and installation of the loop line will be completed once the traverser has been delivered and a new platform constructed ahead of the line reopening for its 2022 season at Easter.

While the present day-site restrictions makes it impossible to completely recreate the former station as it was the new structure will eventually include the overall roof that was a signature feature of the original station.

**Above: The new point is moved into position.**

**Below: Statfold Engineering has manufactured the traverser for the station.**

**Photos: Patrick Jolley, project co-ordinator, CR**



## ...but costs force pause in Corris loco new-build

Mounting costs have forced the Corris Railway to temporarily suspend work on its project to create a new-build version of one of the line's three Hughes 0-4-2STs.

The locomotive is under construction at Alan Keef Ltd in Ross-on-Wye, and during 2021 major progress was made including the boiler and cab being mounted on the completed chassis.

The CR was targeting a completion date of autumn 2022, with work still needing to be funded and carried out including manufacture of the cab and boiler fittings and the saddle tank.

However, at the end of 2021 it became clear that with inflation of material prices, the amount of the build still outstanding and some unplanned complexities, costs were rising and funds to hand were rapidly becoming depleted.

"As a result, the decision to pause has been made to allow the funds to recover and permit a speedy resumption of the work," A CR spokesman stated.

"This has not been an easy decision to make but from the formative years of the revival it has been Corris Railway Society policy not to spend money that it does not have and only dip into its general funds to complete particularly time-sensitive projects," he added.

"There are a number of continuing standing orders providing support and many people have made generous contributions through the Falcon section of the website."

Donations to the Corris station or Falcon project can be made online at [www.corris.co.uk](http://www.corris.co.uk) or by cheque payable to the Corris Railway and sent to Peter Guest, 38 Underwood Close, Callow Hill, Reddich, B97 5YS.

## NG15 rebuild gears up at WHR

The project to restore the Welsh Highland Railway's South African Railways NG15 2-8-2 tender locomotive no 134 (2684/1953), halted by the Covid pandemic, is gaining pace having restarted in April 2021.

Locomotive Services, which was awarded the boiler contract in May 2021, has made significant progress and had virtually completed firebox repairs by the end of the year, moving on to fabricate a new forward barrel section and tubeplate.

The loco chassis is now standing on its wheels and among jobs set to begin shortly is the fabrication of a new ashpan.

The first working party of 2022 on 22nd-23rd January focused on the tender frames – more details are at [ng15-134.co.uk](http://ng15-134.co.uk)





## Glyn Valley seeks £250K to rebuild Chirk station

The Glyn Valley Tramway Trust has launched a £250,000 project to rebuild the long-lost station building and platform at the mid-Wales line's terminus at Chirk.

The 'All Change at Chirk' project follows several working parties by Trust volunteers at the station site alongside the standard-gauge line from Shrewsbury to Chester.

Planning consent has been granted for the reinstatement of the first section of the tramway from Chirk to a temporary station at Pontfaen, approximately one mile. The Trust has a long-term desire to reach Glyn Ceiriog and to team up with the industrial heritage group which has successfully restored the GVT engine shed as a museum.

Trust members first started work at Chirk in 2007 but the pace has quickened rapidly over the past couple of years, despite the disruption of Covid. The site has been excavated down to the former trackbed level, revealing the platform edge and the footings of the long-demolished station building.

As well as reinstating the building, the appeal will generate funds required to repair the station's retaining wall – the most pressing job for safety reasons – and to start a 'fighting fund' for asset purchases, including further trackbed and land.

Then the new station building will be built,

using surviving remnants of the original and giving the GVTT an official home. Once it is complete, a 'donations wall' will be created listing donors contributing £150 or more.

A demonstration track is then planned, initially not to the tramway's 2ft4½in gauge but to 2ft 6in, enabling the GVTT to move in a former Royal Naval Armaments Depot box van from a neighbouring property, providing essential storage.

There are bold plans to then regauge the line to 2ft 3in – "As many will know, the two surviving GVT carriages were rescued from fate by John Milner who has produced many detailed books on the GVT," Trust spokesman Andy Christie told *NGW*.

"The carriages now reside at the Tallylyn Railway and have been regauged to 2ft 3in. It is my aim to arrange an event to see these carriages visit Chirk for a special weekend, and to hopefully run them on a length of track with steam. This will be the first time a narrow gauge train will arrive at Chirk station in 86 years."

Anyone wishing to join the project can email [contact@glynvalleytramwaytrust.co.uk](mailto:contact@glynvalleytramwaytrust.co.uk). Donations to the All Change At Chirk appeal can be made by PayPal using [thegvttrust@gmail.com](mailto:thegvttrust@gmail.com) or by bank transfer at sort code 40-17-20, account no 31409948



**Above:** The remaining walls of the Glyn Valley station building and recovered bricks alongside, along with its proximity to Chirk's standard gauge station, are clear in this view.

**Left:** Frequent working parties are making rapid progress in revealing the old station and GVT route into the Glyn Valley.

Photos: GVTT

## Ratty locos head for Beamish

Two Ravenglass & Eskdale Railway locomotives will be part of Beamish Living Museum's annual Steam Gala on 9th-10th April.

Krauss 4-6-2 'Whillan Beck', which was returned to service on the R&ER in 2018 and Heywood 0-4-0T 'Katie', which is part of the Cumbrian line's museum collection, will play very different roles at the County Durham museum's event.

Both locomotives are owned by the Ravenglass and Eskdale Railway Preservation Society and Katie will be displayed with a suitable period transport alongside the Society's sales stand at the event.

Whillan Beck, however be part of the Gala's 'heavy haulage' theme, towed around the museum site by the 1920-built Fowler road locomotive 'Providence'. The Society's first locomotive, 'River Mite' was displayed in similar fashion at the 2017 version of the Gala, having been delivered to the R&ER by Providence following its Society-funded construction in 1966.

## BRIEF LINES

### Tony return on hold

Hopes that bo-bo diesel 'Tony' would return to service on the Fairbourne Railway in 2022, as reported in *NGW* 163, have been scuppered by further issues with the loco's gearbox. The 12¼in gauge line will now hire a loco from the Littlehampton Miniature Railway to enable resident four-wheel diesel 'Gwirl' to undergo a much-needed overhaul.

### Old Kiln marks Ruby year

The Old Kiln Light Railway will celebrate its 40th anniversary on 10th-11th September with a Gala event. The 2ft gauge line ([oldkilnlightrailway.co.uk](http://oldkilnlightrailway.co.uk)) is located at the Rural Life Centre, near Farnham in Surrey.

### BVR targets lineside ecology

The Bure Valley Railway is working with rail accredited ecology consultancy Ecus Ltd on a full ecological study of the line's nine-mile route. "This will help us better understand our lineside environment and allow us to manage it from a position of knowledge whilst meeting the obligations of a statutory regulated railway and in harmony with the natural environment," BVR manager Andrew Barnes said.



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## Columns complete for TR Ty Dwr heritage project



The Talyllyn Railway's project to recreate the 2ft 3in gauge mid-Wales line's former locomotive watering point above Abergynolwyn station has passed a milestone with the completion of a series of slate columns at the remote Ty Dwr site.

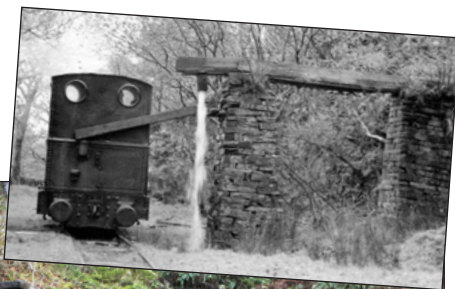
Specialists Tomos and Rhys Thorndyke of Celtic Masonry built the columns, the originals of which carried wooden troughs taking water from a mountain stream to a point where it could be directed into the tanks of the TR's two locomotives.

The attention to detail even extended to giving one of the two main columns a more

'rustic' look, reflecting the fact that the original was thought to have been built 35 years earlier than its predecessor.

Meanwhile in another heritage initiative the TR has acquired a standard-gauge wagon, which will be restored to form part of a display of slate transshipment at Tywyn Wharf station.

**Photos: TR**



## Museum display celebrates Peat lines

The 2022 temporary exhibition in the Narrow Gauge Railway Museum at Tywyn will mark the effective end of peat harvesting operations on the Bord na Mona railway network in Ireland – the largest narrow gauge industrial railway ever to operate in the British Isles.

The peat lines, and the power stations that they served, are closing as the use of peat as fuel is wound down in a response to climate change concerns.

The Talyllyn has a connection with the peat lines – one of the three former Bord na Mona steam locomotives, no LM43, was acquired by the Welsh line and eventually

extensively rebuilt to become TR no 7 'Tom Rolt'.

The exhibition also documents other narrow-gauge peat railways that formerly operated in England and Scotland and acknowledges the dependence of the heritage railway industry on coal and other fossil fuels, highlighting some of the challenges currently being faced, together with the steps being taken to offset and reduce their environmental impact.

The display will be on show in the Narrow Gauge Railway Museum when the Talyllyn Railway is open – for dates see our diary pages, p48 - 49.

## Exbury veteran Ian steps down

The Exbury Gardens Steam Railway will start its 21st anniversary year with a new face in charge following the retirement of foreman Ian Wilson.

Ian, lynchpin of the New Forest 12¼-inch gauge line since its earliest days, will hang up his overalls in March after some 21 years at Exbury.

As the *NGW* editor will testify, Ian is well-known for his cheerful, chatty nature, and the pride with which he cares for the rolling stock, but no-one who ever meets him could ever be in doubt of his past life in the military, before he made use of his engineering and rail expertise at the line.

"His stance, the set of his shoulders, the angle he wears his beret, all bear testament to his past as a soldier," Exbury Gardens Ltd chairman Marcus Agius commented.

Exbury Gardens was created by the Rothschild family and Ian is renowned for his dedication to the family and the railway that was built by Leopold de Rothschild (Mr Leo), opening in 2001.

"When Mr Leo died, Ian put the coffin on the train and, accompanied by the family, gave Mr Leo one last ride round his railway before the funeral," said Leopold's nephew Lionel de Rothschild, Chairman of the Exbury Gardens Trust.

"He takes huge pride in his work, and the engines and carriages always look lovely," Lionel added.

Leopold's niece, Charlotte de Rothschild, added that Ian had a wonderful relationship with her father, Edmund de Rothschild, who had fought in three campaigns in World War II. "He always took great care of the 'old soldiers' who came on the railway," she said.

Exbury is currently seeking a successor to Ian – further details regarding the post and how to apply can be obtained from head of operations, Robin Savill by email at [robin.savill@exbury.co.uk](mailto:robin.savill@exbury.co.uk).

**Below: Seen here in 2018 with *NGW* editor Andrew Charman and wearing his signature beret, Exbury foreman Ian Wilson has always been fond of a chat. Photo: Rosemary Charman**





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■ A lost class returns. On a visit to the Darlington works of North Bay Railway Engineering just before Christmas *James Waite* was able to view the almost complete Sharp Stewart new-build 2-4-OT 'Blyth' for the Southwold Railway Trust. At the time the 3ft gauge loco was undergoing varnishing and having some final components fitted including the couplings. Blyth was due to be delivered before the end of the year but a breakdown of the transporter lorry delayed matters – as *NGW* went to press the loco was heading towards a haulier's yard for a first steam test.

James also photographed evidence of another major new-build that will keep NBE busy during 2022 – the wheels for 'Mountaineer', the project to build an original specification Ffestiniog Railway England 0-4-OT as reported in *NGW*163.



## New electric loco for Bure Valley

The Bure Valley Railway board has approved the construction of a new electric locomotive for the 15-inch gauge line, which will be built by Clayton Equipment Ltd, responsible for the two hybrid locomotives recently introduced on the Snowdon Mountain Railway.

"Our diesel locomotive is very tired and uses a Bedford TK30 diesel engine which is 1940s technology and is well overdue a heavy overhaul – we have long considered a replacement," BVR general manager Andrew Barnes told *NGW*.

"In February 2020, along with the Romney Hythe & Dymchurch and Ravenglass lines, we visited and met the team at Clayton Equipment in Burton on Trent to see the locos they were building for the Snowdon Mountain Railway and to explore what they could do for us."

Following a subsequent meeting at the BVR in September with Clayton managing director Clive Hannaford, an outline design specification has been arrived at for the new loco, which will be a 12-tonne Co-Co battery electric engine with twin cabs. It will carry a 96KwH battery powering four 20kw traction motors, with electric regenerative braking and anti-slip control.

### Heavy hauler

The loco is designed to be capable of hauling a fully-loaded 12-carriage BVR train and a failed tender steam locomotive at 25mph up a 1 in 100 gradient, and to be able to undertake at least three full round trips per day on a single overnight charge.

"As part of this project we aim to fit PV solar panels on our trainshed roof at Aylsham to reduce our energy bill," Andrew added.

The project was approved by the BVR board on 25th November and a deposit paid to Clayton – detailed design and specification started with a site meeting on 6th January. Delivery of the loco is envisaged in the winter of 2023/24 ready to enter service at Easter 2024.

*NGW* will follow this project closely, watch for future updates.

■ BVR loco no 9 'Mark Timothy', built by Winson Engineering in 1999, is expected back in service in the summer of 2022 following the completion of an extensive 10-year overhaul. "Thankfully her boiler caused no concerns and satisfied the boiler inspector," manager Andrew Barnes said.

All three new locomotive boilers ordered from North Bay Railway Engineering are now at the Norfolk line. The first has spent the 2021 season in no 6 'Blickling Hall' and has proved "extremely efficient".

The second was installed in no 7 'Spitfire' during its winter overhaul, the loco expected back in service for the 2022 season, while the third boiler has been put into store for future use.

## Bure Valley to fit full barrier gates to its road crossings

The Bure Valley Railway has made a costly decision to install full barrier remotely monitored interlocked systems at its two public road crossings, following a number of close calls with road vehicles.

Andrew Barnes, general manager of the BVR, told *NGW* that the experience of fellow 15-inch gauge line the Romney, Hythe & Dymchurch Railway in upgrading crossings (*the Kent line had suffered several collisions on its crossings, two of them fatal – Ed*) would be made use of, but the system would be further developed to suit its location on the Norfolk line.

"One of our volunteer drivers is a signalling systems design engineer and he is

undertaking the design work with us," Andrew said.

The BVR will use Pintsch Bamag barrier machines from Austria, chosen for their compact design and ease of maintenance.

Both the crossings will be remotely monitored by CCTV from the BVR's main control centre at its Aylsham headquarters and due to the prohibitive costs of installing mains power to the sites the operating batteries will be charged by a combined solar and wind turbine bank.

"This is really a two-year project, but we aim to have the CCTV system live and the basic groundworks underway by Easter," Andrew said.

■ Over the winter break the Welshpool & Llanfair Light Railway installed a new island platform at its roadside Sylfaen Halt, following reinstatement of the passing loop at the location. The project, made possible by a grant from the Welsh Government using funding from the European Union, is now virtually complete, with only the ground frames and station shelter still to be added. The return of the loop will add greatly to the timetable flexibility available to the line. Photo: Joe Gunby/W&LLR





## 'Sabotage' claim over Horse Tram reopening delays

Continuing delays over the reinstatement of the Douglas Horse Tramway has led one Manx politician to suggest the Isle of Man Government is deliberately trying to sabotage the tramway.

The Victorian line has not operated since 2019 due to a major rebuilding of the Manx capital's promenade which includes rerouting the tramway, along with a controversial shortening of its length.

Infrastructure minister Tim Crookhall told the Manx Parliament that reopening of the tramway had been further delayed by issues with the points.

Having previously stated that the tramway would operate in June in time for the return of the Isle of Man TT motorcycle races, the Minister admitted he had "no idea" when services would begin, adding that it could be as late as July.

Member Daphne Caine responded; "Does his department want to complete the horse trams, or are they trying to sabotage them so they never get reinstated?"

The previous Manx Government had already sparked anger when it suspended plans to reinstate the tramway along its full length from the Manx Electric Railway station to the Sea Ferry Terminal.

The Minister said that while £1.2m had been budgeted for the tramway's reinstatement to the war memorial, around two thirds of its original length, another £1.5m would be needed to return it to its full length and he was not prepared to ask for such funding in the next year or possibly even two.

In a strongly-worded press release, the Manx Electric Railway Society slammed the delays, saying that it would "damage the osland's reputation as a unique vintage transport destination".



The Lincolnshire Coast Light Railway is restoring a third vehicle to increase train capacities to meet passenger demand.

Due to a restricted platform length at the line's Walls Lane station, the only unrestored vehicle in the collection short enough to be suitable for restoring was the 'Queen Mary' carriage, built on the Nocton Estate Light Railway in 1926 or 1927 to transport shooting parties on the estate where much of the LCLR stock came from.

The name was given to the carriage by estate workers as it was reserved for the use of the estate owner and friends. Simplex loco 'Paul', now also on the LCLR, was used to take the shooting party out onto the estate with an ex-WWI ambulance van for the beaters, dogs and the shot game.

Narrow Gauge Railway Society members also travelled in the carriage on a visit to Nocton in 1955 during which the idea of establishing the Lincolnshire Coast Light Railway at Humberston was first discussed.

The vehicle originally had sliding doors at each end and apparently either had six 'office' type chairs or ten leather chairs.

The carriage was built onto a steel-framed War Department Light Railway Class D bogie wagon. After the Nocton

line closed around 1969 it was used as a taxi office in a garage in Boston which preserved the wooden body. The vehicle was presented to the LCLR at Humberston and when that site closed it was stored at Burgh Le Marsh along with much of the rest of the railway until it was established on its current site at Skegness Water Park.

In its original form access to the vehicle was from the ends over the bogies via sliding doors, no longer acceptable on health and safety grounds.

The redesign to include a side entrance, started by LCLR shareholder and former director Eddie Draper at Humberston, is underway alongside a full overhaul of the bodywork, chassis and bogies. Work should be completed for the 2022 season.

No glass will be used in the windows of the Queen Mary carriage. "The resulting semi-open coach should prove a popular addition to the passenger fleet alongside our World War I Class D open wagon 2572 and our enclosed former Ashover Light Railway No. 2 coach," said LCLR spokesman John Raby.

**Above: The carriage at Skegness prior to work restarting. Photo: David Enefer/ LCLR**

■ One in, one out – Beyer Peacock 2-4-0T no 11 'Maitland' was returned to the Isle of Man Steam Railway in early January following its major overhaul which was completed at Statfold Engineering. David-Lloyd Jones pictured the loco undergoing testing at Dougals station following its return – final painting and lining will be completed following the loco's running in.

Meanwhile the major overhaul to class-mate no 12 'Hutchinson' saw a Severn Valley Railway-built boiler destined for the loco taken out of storage in Castletown station goods shed in September, but when offered up to the frames issues were found particularly with the locations of washout plug holes. So the IOMSR dispatched boiler and frames together to the SVR for remedial work to be undertaken, the loco pictured in Bridgnorth works in January.







## Ffestiniog-built Directors saloon arrives on Ratty

The 'Directors Saloon' carriage built by the Ffestiniog Railway's Boston Lodge Works for the Ravenglass & Eskdale Railway has been transported to its new home in Cumbria, marking a major milestone in an ongoing carriage upgrade programme underway at the R&ER.

The observation vehicle 'Ruth' includes padded seating, extra headroom over standard R&ER stock, fold-down tables, and built-in USB speakers. The vehicle is also wheelchair-accessible with double-opening front doors on each compartment.

The carriage has seating inside for eight people in two separate compartments, and semi-open 'balcony' seating with a roof for two on each end.

It has sliding partition panels in the middle splitting the space into two separate internal compartments suitable for up to six people, or it can be hired as a whole carriage for up to 12 people.

The carriage has been named in memory of the Honourable Mrs Ruth Adorian, a former R&ER director and well-known local campaigner for disabled access to public spaces.

Mrs Adorian's daughter Georgina Townsend said that her mother, the youngest daughter of Lord Wakefield of Kendal and a director of R&ER owner

Lake District Estates for more than 50 years, had been devoted to serving all the many facets of the company, adding: "She would have been absolutely delighted with 'Ruth' and very proud of the high standards of craftsmanship it represents."

Lake District Estates marketing head Rachel Bell said that the wheelchair access had been a vital part of the design specification. "We wanted to ensure that all visitors have the option to experience a wonderful first-class journey – we are so pleased that we can now extend our popular carriage hire gift experiences to wheelchair users too."

**Above: The new Directors Saloon 'Ruth' on arrival at Ravenglass.**

**Below: The interior offers standards of comfort not typical on the 15-inch gauge.**

**Photos: District Estates**



## Seaside line enters new era

Hampshire 2ft gauge line the Hayling Seaside Railway will enter the 2022 season under new management following the retirement of its creator Bob Haddock.

Volunteers of the East Hayling Light Railway Society have set up The Hayling Light Railway Trust, a not-for-profit charity to operate the line.

The change of operator will likely see few outside changes to the mile-long line, which was built by volunteers and has run along Hayling Island seafront since 2003.

In announcing the takeover Trust members took the opportunity to wish Bob and his wife Marilyn a long, happy and well deserved retirement.

The Trust is keen to hear from anyone wishing to get involved with the railway. "No previous experience is necessary as full training will be given, whether you aspire to be a Driver, Guard or 'Clippie', serve customers in our shop, help maintain our track, or work on our locomotives, carriages and wagons in our Eastoke Corner depot," a HLRT spokesman said.

Anyone interested can contact the Trust via the Hayling Light Railway website or Facebook page, or by writing to Hayling Light Railway, Eastoke Corner Station, Sea Front, Hayling Island, Hants. PO11 9HL.

**Above: Hayling Light Railway Trust directors Cliff Robinson, Chris Martin and Malcolm Harris toasted the new venture in traditional fashion with a cup of railway tea.**

**Photo: HLRT**



■ Hunslet 0-4-2T 'Seaforth' (1026/1910) has arrived at the Statfold Narrow Gauge Museum following the 2ft gauge locomotive's repatriation from Australia. Employed at sugar mills in Queensland but out of use by 1960 and plinched, the loco was acquired by the Statfold Narrow Gauge Trust in 2020 and there had been plans to unveil it at the 2021 Trangkil Gala event, until Covid delayed the repatriation of the loco.

**Photo: Joey Evans**

## Not really Sholto

The Hunslet named as 'Edward Sholto' in Joey Evans' photo of the four restorations carried out by 'Workshop X' on page 10 of *NGW162* was in fact 'large quarry' class sister and Statfold resident 'Sybil Mary'. Edward Sholto has been out of ticket for some time and is stored at Beamish museum so Sybil Mary stood in for the photo, wearing temporary 'nameplates'.

Also in the picture in our feature on the Bala Lake Railway in *NGW163* we wrongly identified one of the Hunslet locos as Bala resident 'Winifred' when it was in fact the visiting 'Hugh Napier'. Our apologies for the errors.





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# East Broad Top wins \$1.1 million to restore 7.8 miles of its route

The East Broad Top Railroad has been awarded \$1.1 million by the state of Pennsylvania to allow the 3ft gauge line to rebuild 7.8 miles of its 33-mile route.

The Redevelopment Assistance Capital Program grant, which follows a grant of \$1.4 million made in 2021, will be spent on the section between the EBT's headquarters in Rockhill Furnace and the towns of Three Springs and Saltillo.

It is seen as the first step in rebuilding a route which once carried major freight traffic from coal fields south of Rockhill, but which has been disused since 1956.

The award will also boost the heritage effort underway at the EBT – an initial heritage operation ran between 1960 and 2011 along five miles until its lease was terminated. The line then remained closed until a new non-profit organisation, the EBT Foundation, purchased it in 2020. Excursion trains restarted in mid 2021.

## USA

Work funded by the grant will include restoring track and bridges to Saltillo, improvements at Colgate Grove, a picnic area 4½ miles north of Rockhill Furnace on the EBT main line to Mount Union, the purchase of track maintenance equipment, water supplies for a planned fire-suppression system in the Rockhill Furnace workshop complex and roundhouse and to repair a historic coal office building.

Extending operations will take the line into more mountainous and rugged scenery – the EBT Foundation has said it ultimately intends to reopen the entire line to Robertsdale and Woodvale.

**Above: The EBT Foundation is currently restoring two steam locomotives for its heritage operations – Baldwin 2-8-2 no 17 is seen here on the day of the line's sale on 14th February 2020. Photo: Wayne Laepple**

# Matheran hill railway rebuild 'complete by end of year'

Reconstruction work on the Matheran Hill Railway in Mumbai, **INDIA**, following the 2ft gauge line's devastation by Cyclone Nisarga in 2020, is expected to be completed by the end of 2020 according to railway officials.

Trains on the popular route, which have not run for two years except for a short section between Aman Lodge and Matheran, are planned to restart over the full line early in 2023.

Much rebuilding still remains to be carried out on the 21km section between Neral and Matheran. Several bridges require building, while a 1.5km section that runs along the side of a valley is being fitted with concrete sleepers.

"The work is in its advanced stages and we are making sure that in future heavy rainfall or landslides do not lead to severe impact on the toy train services," a senior official of Central Railway, which is carrying out the work, told local media.

The upgrading of the route is also expected to increase line speeds – officials are predicting that journey times, which previously took 2.5 hours to cover the entire distance from Neral to Matheran, could be reduced by some 30 minutes.

**Have a World News story that's not on these pages? Then get in touch with us! Contact details are at the top of the page.**

# New platform and potential longer run for the Flyer

Expansion at the Light Railway Centre in Milang, South **AUSTRALIA** has seen regulator approval received for an extension of the centre's 610mm (2ft) gauge track to lengthen visitor trips.

Meanwhile the installation of a new platform, now called 'Milang West', has made boarding easier for elderly and disabled visitors.

The train shown in the photo is formed

of carriages converted from munitions wagons built in Adelaide in 1940. Motive power is a 1942 BEV battery locomotive made by Wingrove & Rogers Ltd from Liverpool. "We are restricted to a track speed of 5mph so couldn't resist calling the train the 'Milang Flyer', museum spokesman Peter Lucas told **NGW**."

Fowler 0-4-0 no 17683 of 1927 has now gone on static display following the completion of the current programme of cosmetic restoration, Peter adding that 22 years spent in a seafront children's playground had caused a lot of damage which required new metal in several places.

"Most of the valve gear was missing so our volunteers have used Fowler drawings to manufacture new parts – the intention now is to maintain the locomotive in good condition until such time as we have volunteers with the experience needed for a full steam restoration," Peter said.



Photo: Caled Railfilms



■ A major winter maintenance programme at the revived Vivarais Railway in FRANCE (*writes Simon Cannon*) has included a significant amount of track work, with sections of line replaced by contractors financed by the regional council. Track at both ends of the 34km-long metre-gauge line at Tournon and Lamastre has been upgraded, with the work at Tournon including the installation of a new three-way point. In recent years the whole of the running line has been renewed.

Meanwhile at Lamastre work has begun on a major renovation of 1940-built Billard A150D railcar no 214, the interior being stripped out.

*Photos: Michel Pin*



# Passengers can again dangle legs from Puffing Billy carriages

A ban preventing passengers on the Puffing Billy Railway from dangling their legs out of the side of the line's semi-open carriages, imposed following a collision with a road vehicle in March 2018, has been lifted.

The overturning of the ban on what was described as a "more than century-old tradition" was announced by PBR chief executive Peter Abbott on 4th February.

"It's been a labour of love for our team, partners, and supporters, and we are absolutely delighted to be able to offer the

## PORTUGAL

iconic sitting on the sills experience to adults and children aged from four to 13 once again," Mr Abbott said.

"Nothing beats the ride through the towering forests, around bends, over bridges and streams, waving at passers-by, all the while sitting on the carriage sill as Puffing Billy steams gently along the tracks," he added.

The imposition of the ban on the

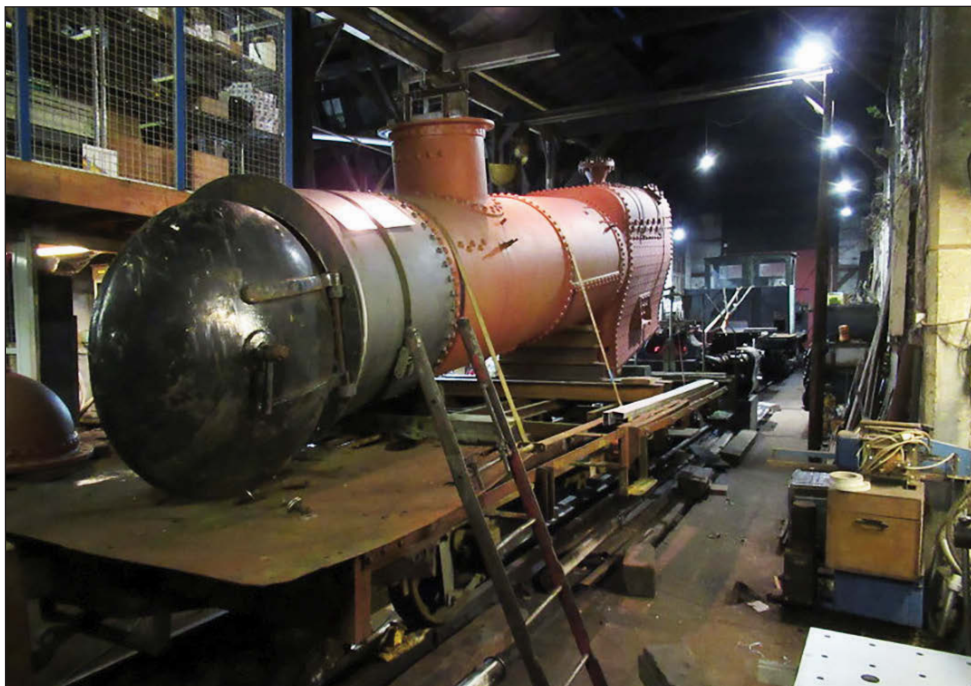
world-famous line 2ft 6in gauge line, which carries more than half a million passengers a year, was made on safety grounds following the collision on 7th March 2018 on a crossing at Menzies Creek. A tourist coach towing a trailer failed to stop at the crossing and was run into by a train, fortunately with no injuries resulting.

The ban was heavily criticised by visitors, many taking to the line's social media feeds to describe it as an overreaction to the incident.

■ The possibly unique experience of dangling one's legs from the side of a railway carriage, which would be outlawed as a health-and-safety nightmare in the UK, is back as part of the ride on the Puffing Billy Railway after four years. *Photo: Michael Chapman*







■ The Museum of French Steam Tramways and Secondary Railways (MTVS) is celebrating a successful 2021 season – despite the Covid pandemic restricting the museum's open days at its Crévecoeur-le-Grand, FRANCE, headquarters more than 5000 visitors were welcomed through the year, and the Santa train season proved a record attracting 1585 visitors.

Work at the metre-gauge museum in recent weeks has centred on the continuing restoration of its Orenstein & Koppel-built Decauville 2-6-0T no E96, dating from 1913. All of the components for the brake system have been reconditioned and refitted, a new coal bunker sheet was having its holes drilled in early February and a boiler pressure test is expected in the coming weeks.

*Photos: Olivier Janneau/MTVS*



## BRIEF LINES

### Locomotive job lot

A 2ft 6in gauge 0-6-0 once owned by the Mc Bryde Sugar Co and a 3ft gauge 0-4-0 formerly with the Glen Alden Corp are among 14 steam locomotives sold to the Oregon Coast Scenic Railroad, USA following the passing in the autumn of Fred M Kepner, who has built up his collection over half a century. Both narrow gauge locomotives are to be re-sold.

### Carriage reconstruction

The 600mm gauge Böhmbahn gemeinnützige UG in GERMANY has begun a project to recreate a type of passenger carriage dating from 1896, all five examples of which were scrapped in 1937. Unusually the chassis was of a well wagon design to keep the weight as low as possible for stability, and this feature will be useful in making the new carriage suitable for wheelchair users.

### Entertainment to entice

JAPANESE 3ft 6in gauge regional line the Tsugaru Railway has begun a programme of special trains with decorations and entertainment in the carriages in a bid to restore passenger levels decimated by the Covid pandemic.

## Shaun McMahon

The global steam industry was shocked and saddened by the sudden passing at just 57 years old of Shaun McMahon, long an advocate of advanced steam technology, in early February. Shaun was found dead in his home in Buenos Aires, Argentina.

Shaun began a career that would encompass many narrow gauge and indeed steam railways in general at the Ffestiniog Railway in 1984. He later moved to the Vale of Rheidol Railway following which, working with fellow engineer Nigel Day, he became renowned for his expertise in improving the drafting of steam locomotive exhausts – many narrow gauge locos have benefited from his work both in the UK and beyond.

In 1994 he moved to the 2ft gauge Alfred County Railway in South Africa as assistant mechanical engineer, working under his former boss at the FR Phil Girdlestone, and then 1999 he emigrated to Argentina as technical manager for the Argentine railway development company Tranex Turismo S.A, working particularly on the steeply graded 500mm gauge Ferrocarril Austral Fueguino on Tierra del Fuego (FCAF).

This line has always been known for its advancement of steam technology and Shaun worked particularly with renowned engineer Livio Dante Porta, translating Porta's ideas into working examples. The two became close friends – their development of a modern internal boiler water chemical treatment for advanced steam engines has been described as “the best system available in the world today.”

From 2009 Shaun headed modern steam development at INTI, Argentina's National Institute of Industrial Technology, where he ensured the continuation and progression of Porta's work on advanced steam technology.

The Advanced Steam Traction Trust commented that Phil's untimely death “leaves a big hole in the ‘modern steam’ community in South America that will be very hard to fill.”

New Zealand-based future steam specialist AgLoco Ltd added that Shaun was “highly respected for his skills as a mechanical engineer, his guidance as a leader and for his tireless efforts to preserve and promote the continued use of advanced steam technology.

“We were honoured to have Shaun



as a key advisor,” the AgLoco tribute added, saying that he “lived a life full of passion and adventure and his dedication to advanced steam will always be remembered and celebrated.”

The photo shows Shaun McMahon inspecting the firebox of a locomotive he was modernising in Ayacucho, Peru.

*Photo by Pablo Rojas/AgLoco*



# Debut of the Bakery line

*Stuart Chapman reports on a newly-built 2ft gauge line in Essex.*



A new recruit to the UK's ranks of narrow gauge railways is always good news and it can be revealed that a 2ft gauge line is set to open for the first time in Essex on 2nd April.

The Braxted Bakery Railway, located behind a tea rooms of the same name near Witham, has been built during lockdown, using track sourced from the Romney, Hythe and Dymchurch Railway.

Described on the Braxted Bakery's Facebook page as owner Gary's "hobby", the layout consists of a large balloon loop running around a field, including crossing a repurposed former station footbridge, with a spur running off to an engine shed and a freight shed.

The railway's motive power fleet currently comprises two internal combustion locomotives: Ruston & Hornsby no 296111 which was repatriated from the Netherlands, and Alan Keef 4WDH no 18, built in 1985 and formerly used by ICI.

Dates of future openings of the line are likely to appear on the Facebook page, @thebraxtedbakery **NGW**

**Above: New route – the Ruston & Hornsby sets out on another circuit of the newly-built Braxted line.**

**Centre right: The line runs around the edge of a field and includes plenty of rail infrastructure.**

**Lower right: The loco stabling facilities are simple but attractive railway themed structures.**

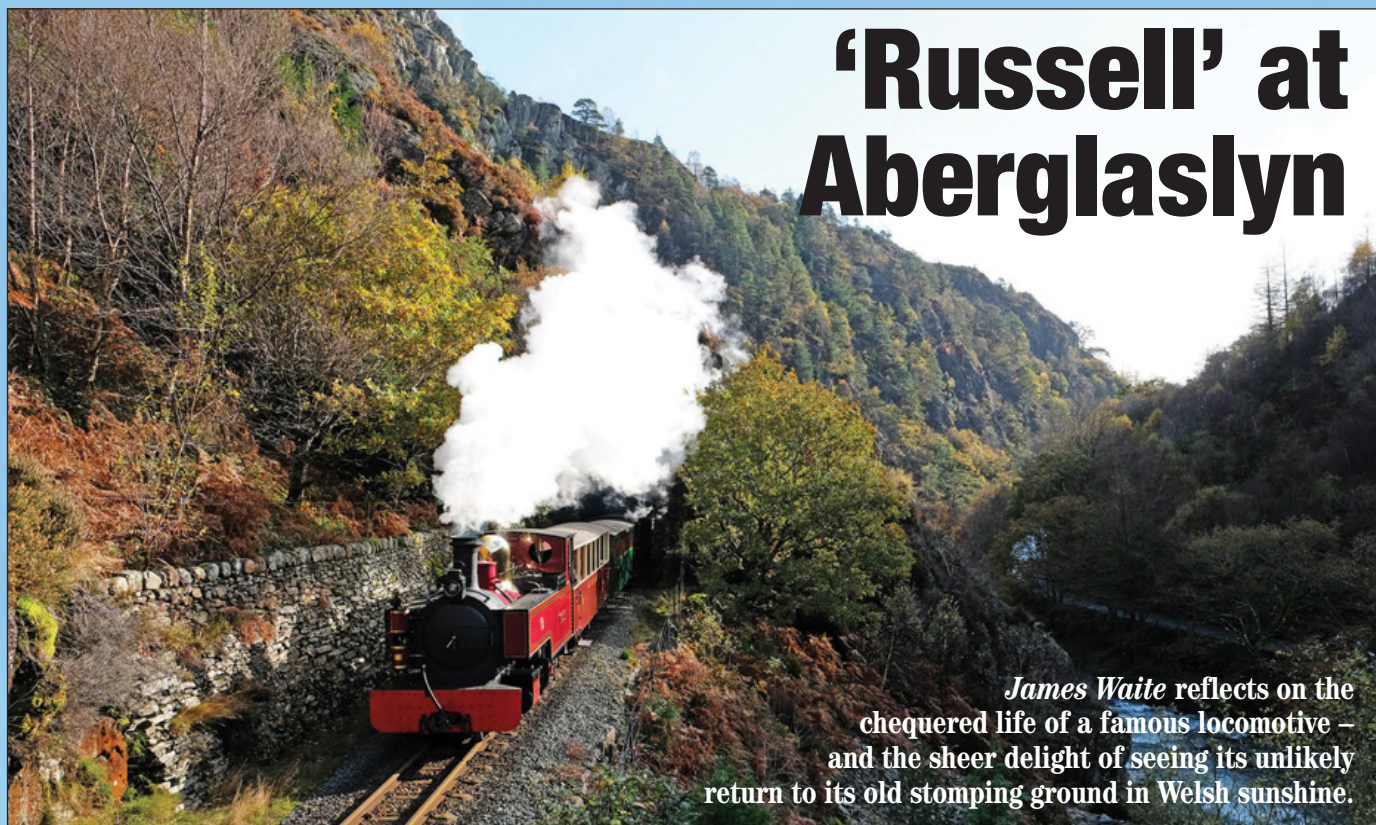
**Below: The line's second loco is this Alan Keef product, formerly employed by ICI.**

*Photos: Stuart Chapman*





# 'Russell' at Aberglaslyn



*James Waite reflects on the chequered life of a famous locomotive – and the sheer delight of seeing its unlikely return to its old stomping ground in Welsh sunshine.*

The Welsh Highland Railway's 2-6-2T locomotive 'Russell' has always led something of a charmed life. It would never have been built in the first place had construction of the Portmadoc, Beddgelert & South Snowdon Railway in the early 20th century gone to plan. The idea was that this line would link up with the old-established North Wales Narrow Gauge Railways (NWNGR) at Rhyd Ddu and that the entire route would be electrified.

Much of the construction work was completed, including the trackbed through the Aberglaslyn

Pass and the well-known bridge over the main road near Beddgelert which was bypassed when the later Welsh Highland scheme took a different route. At least six electric locos were built under licence from Ganz in Budapest, and the hydro-electric station at Cwm Dyli, which would have powered the line, still provides electricity to the National Grid more than 100 years later.

Sadly the money ran out and the scheme could not be completed. Its promoters had to seek a release from their commitments to the NWNGR which was suffering increasing

**Photo spread: The return of 'Russell' to the Welsh Highland Railway was marked by an evening special operated for WHHR members on 21st June 2019. The special is pictured here crossing the Glaslyn estuary at Pont Croesor.**

**All photos by James Waite**

difficulty with locos that were geriatric, if not completely life-expired. Its price for letting them off the hook was that they should give it a new loco. Hence Russell was born in 1906 – the name is that of the NWNGR's long-suffering managing director and receiver.

Russell was used mostly on the Bryngwyn branch from Tryfan Junction which carried slate from mines above the Nantlle valley and was relatively busy. The much longer line to Rhyd Ddu was built to serve the slate mines there but by the turn of the century they were moribund.





What little traffic remained could be handled by 'Moel Tryfan' and 'Snowdon Ranger', the two 0-6-4 Single Fairlie tanks which dated from the line's opening in 1875. As for the electric locos, they were eventually scrapped without ever seeing service.

On the Bryngwyn branch Russell replaced 0-6-4T 'Beddgelert', which had been built in 1878. This was also a Hunslet product, and after the arrival of Russell it was promptly scrapped, though its memory lives on, prompted largely by the splendid half-scale replica at the Fairbourne Railway which is currently under restoration for a return to service.

The new loco's boiler was similar to one on a loco recently built for Leeds Corporation, while the overall concept owed much to the Sierra Leone Government Railway's 2-6-2Ts such as no 85 which is today at the Welshpool & Llanfair. One of Russell's wheels is indeed marked 'SLR' though this is believed to be a replacement.

The fortunes of the NWNRR must have taken a turn for the better since in 1908 it was able to buy the new 0-6-4 Single Fairlie tank 'Gowrie'. However this engine did not meet expectations and was sold to the government towards the end of the First World War, never returning to Wales.

## New role

Russell became very much the premier loco when the Welsh Highland Railway, the successor to the PB&SSR, was completed in 1923. Indeed there was little competition, since Snowdon Ranger had been scrapped and Moel Tryfan was largely ineffective, though it survived to be taken over by the



**Heading photo:** During a photo charter on 3rd November 2019, Russell and train head out of the tunnels in the Aberglaslyn Pass.

**Above:** Looking back to a visit to Alan Keef's works on 30th July 2014. Newly restored Russell is with the unusual Harrogate Gasworks Thomas Green 0-6-2ST 'Barber', finished a few weeks later. To the regret of many, the South Tynedale Railway is currently replacing Barber's distinctive low cab roof with a nondescript taller version.

Ffestiniog's preservationists in 1954. One of their first acts was to scrap the loco – they may have been desperately short of money at the time but many consider this was an act of vandalism for which they will never fully atone until they build a replica engine.

The only other candidate on the WHR roster was 4-6-0T no 590, one of the 495 Baldwin class 10-12-D locos built for the War Department Light Railways for service on the Western Front. However no 590 shared the class's reputation for rough riding, especially when running backwards, whereas Russell, with its trailing truck, went equally well in either direction. The Baldwin was largely confined to freight traffic and by the 1930s this was more or less non-existent on the WHR.

Both the Ffestiniog and the Welsh Highland then came under the management of light railway entrepreneur Colonel HF Stephens.

One of his earliest acts was to decree that Russell should be cut down to suit the Ffestiniog's restricted loading gauge. There was reluctance at first to carry out the work, but Stephens had his way and the brutal surgery left Russell as an ugly duckling. Like the bird in Hans Christian Andersen's tale the loco would eventually become a thing of beauty once more, but not for many years, and with several brushes with fate in the meantime.

The cutting down was to no avail and Russell still couldn't run over the Ffestiniog. After the Welsh Highland closed in 1937 it worked the last trip, a return journey from the northern terminus of Dinas to the Ffestiniog's Boston Lodge works where the Ffestiniog stock on the line was

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rounded up and returned to Porthmadog. No 590 was then collected from Boston Lodge and taken with the rest of the WHR's own stock to Dinas – though Moel Tryfan became Ffestiniog property in exchange for past debts and was left at Boston Lodge.

The two locos slumbered in Dinas engine shed until executioners arrived in 1942 to assist the wartime scrap metal drive. Poor no 590 was cut up on the spot, but Russell found an unlikely saviour in the shape of HM Government which requisitioned the loco for a role of national importance at Hook Norton in Oxfordshire.

Hook Norton is best known today for the exotic architecture of the village brewery, as well as the quality of its product! However it was then home to ironstone pits which served the Brymbo steelworks near Wrexham. Brymbo had a contract to supply the high-grade steel used in the manufacture of Roll-Royce aero engines, notably the supercharged V12 Merlin which powered many Second World War aircraft including

the Spitfire, Hurricane and Mosquito fighters and the Lancaster and Wellington bombers.

Russell joined Brymbo's own locos and was fully occupied helping the pits to dispatch the ore, later being assisted by 'Betty', a Quarry Hunslet 0-4-0ST which had been requisitioned from the granite quarry at Trefor, on the Llyn peninsula, not far from her its home.

### Another saviour

Demand for Hook Norton's ore collapsed after peace returned and the pits and railway closed in 1946. Russell was still government property and was put up for auction in April 1948 as part of a large-scale disposal of war surplus equipment. One might think that by then nobody would want elderly 600mm gauge steam locos, but another saviour appeared, one Frank Longmire.

Mr Longmire was a metallurgist by training who spent most of his career at the huge Rio Tinto copper-mining organisation north of Seville in Spain, best known among

**Above: On 21st June 2019 public specials were run. Russell is at the northern end of the WHHR station at Pen-y-Mount, waiting to head the train brought to the WHR station at left by the FR's 0-4-0ST 'Prince'.**

**Facing page, top: At the northern end of Aberglaslyn Pass hauling a public special.**

**Below: Russell headed a photo charter on 3rd November 2019. Approaching Nantmor, autumn colours abound.**

**Facing page, right: Sunset as the charter nears the site of the former Ynysfor Halt.**

enthusiasts for its busy 3ft 6in gauge system which employed more than 100 steam locos until the 1970s. He retired in 1937 but in 1946 was prevailed upon to take over the management of B Fayle & Co, owned by his family, which ran ball clay pits near Corfe Castle in Dorset.

An ancient 3ft 9in gauge tramway took the clay to exchange sidings at Norden with the Southern Railway's Swanage branch. Mr Longmire hatched a plan to replace it with a 60cm gauge line using modern skip wagons which could be manhandled by one person.

Whether he adopted the gauge conversion plan first, or only after learning that Russell was available, is not known, but he was inordinately proud of his acquisition. He perhaps saw the loco as his very own version of the Rio Tinto engines, and liked to show it off at every opportunity. Russell moved from Hook Norton to Purbeck in May, was refurbished at the Dorset Ironworks in Poole and was ready to take over operations when the gauge of the system was changed that October.

The loco was not, however, an overwhelming success at either Hook Norton or Corfe Castle, and displayed an alarming tendency to derail. At various times the pony or trailing trucks, or both, were removed but the problem was never resolved. In 1949 Mr Longmire oversaw a merger of the Fayle business with Pike Bros (Wareham) Limited, which worked clay pits nearby and ran the 2ft 8in gauge Furzebrook Tramway. He died two years later, after which Russell became unloved once again and was set aside after breaking an axle in 1953.

Once more the outlook was bleak, but in the following year the Birmingham Locomotive Club enquired about preserving the Furzebrook line's 'Secundus' which was one of the few locos ever to have been built in their city. They were offered Russell as well, but only accepted after the Talylyn Railway agreed to provide storage space for the loco at Tywyn – at last its future was secure.

### First meeting

I first met Russell as a child, in the course of a family holiday at Porthmadog when we called in at Tywyn. A few days later we visited Aberglaslyn, and it was easy to imagine what a fine sight this engine would make running through the pass. This wasn't just a fanciful thought as there were already suggestions that the Welsh Highland line could be restored.

The years of fighting between





those promoting the scheme and its opponents, principally farmers and environmental groups and, at first, the Ffestiniog Railway, lay many years in the future, but a great step forward occurred in 1987 when Russell was restored to working order by the Welsh Highland Heritage Railway, to which the club had given the loco in 1965.

Still the prospects of seeing the loco run once more through the Aberglaslyn Pass seemed remote, not least when relations between the WHHR and the FR reached rock bottom during efforts to reconstruct the old line.

Following a period in service on the WHHR's three-quarter mile line at Porthmadog, Russell underwent a comprehensive rebuild at Alan Keef's works near Ross-on-Wye, and emerged in original condition and resplendent in its original NWNCR paint scheme in May 2014. Patrick Keef kindly allowed my wife and me to visit on the day when the work was completed and a lorry arrived to take it home – the loco can't have looked so good since the day it was built!

### On home ground

Soon afterwards I began work on *Twentieth Century Narrow Gauge*, my first book for Pen & Sword Transport. Including a photo of Russell was a must and more in hope than expectation I added a comment about how fine she would look running once more at Aberglaslyn, not really believing that this was likely to happen any time soon.

Shortly before the book was published the news arrived that Russell had made a test run to Beddgelert in November 2018, and it wasn't long before trips there in June 2019 and a photo charter the following November were announced.

I was on hand for both and the runs which involved the WHHR's superb heritage train were especially memorable. I happened to watch Russell complete its first journey through the pass in June in the company of another **NGW** contributor. We reflected on how good the occasion was, and how we had both wondered whether we would ever live long enough to see the engine there.

Pen & Sword Transport asked me to write a second book, *Narrow Gauge Panorama* (reviewed in **NGW** 162 – Ed). Like my first it is about railways all around the world, but it seemed to me that the return of Russell was such a momentous event that it should take centre stage, and this is what I have tried to achieve. I hope it will be as much a pleasure to read as it was to write. **NGW**





# Festive gifts for photographers

Seasonal trains in December may irritate the purists but they can provide some atmospheric pictures..



Above: It's not often one sees photo activities at the Teifi Valley Railway but *Joey Evans* pictured this bucolic scene on 22nd January. Quarry Hunslet 'Alan George' remains out of boiler ticket at present.

Below: The end of the year means Santa Specials on the public lines and often celebration steam-ups on the private lines. *Joey Evans* attended just such an event at Adrian Shooter's Beeches Light Railway on 12th December, capturing this view of resident Darjeeling 0-4-0 no 19 gently running round the line. *NGW* understands that a previously-planned move of the railway to a new location is now not likely to take place.







Above: After dark, chilly and wet, festive lights – it must mean Santa Specials, here on the Leighton Buzzard Railway. The line enjoyed a record Christmas season with more than 6,200 passengers travelling during December, beating the record set in 2019.

Below: The other beauty of the Christmas season on the railways is that even in a typical year without snow, the cold and grey weather conditions emphasise the steam effects and add a whole lot of extra atmosphere to photos, as pictured here on the Corris Railway on 12th December.

*Photo: David Coleman/CR*



Overleaf: Another private line staging a Christmas steam-up for its supporters was the Richmond Light Railway in Kent. *Steve Town* pictured Schwartzkopff 0-4-0WT 'Bronhilde' crossing the line's signature bridge on 29th December.



**NARROW  
GAUGE  
WORLD**

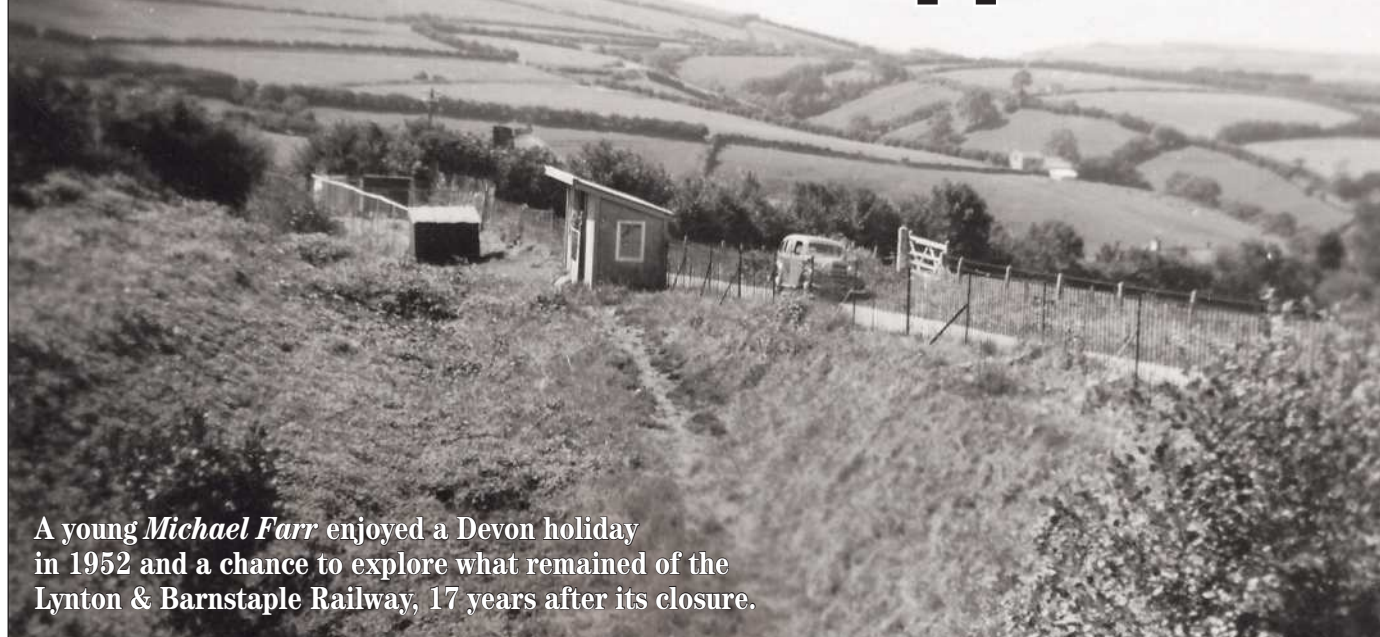








# After the trains stopped



A young *Michael Farr* enjoyed a Devon holiday in 1952 and a chance to explore what remained of the Lynton & Barnstaple Railway, 17 years after its closure.

Our post-war holidays normally took us to North Devon so my father, Grahame, could continue his researches into Bristol Channel shipping. One year we stayed at Barnstaple in a B&B in Pilton where I saw my first narrow gauge rails, still embedded in the road at the former level crossing near the former Lynton and Barnstaple loco shed and works – 17 years after the line closed.

Having been bitten by the railway bug when four years old (when the driver of a Great Western 'flying banana' railcar invited me to sit in the cab), that Christmas my parents bought me Leslie Catchpole's book about the Lynton & Barnstaple. The following year, 1952, I persuaded them to spend 12th August exploring the remains of North Devon's legendary narrow gauge line. For the

people living there that turned out to be a week they will never forget.

Our first call was at Snapper Halt where coach no 1, converted into living accommodation, stood in the platform. A little way nearer Lynton coach no 15, looking rather the worse for wear, had been abandoned when the track was lifted.

Sadly no 1 was destroyed in an arson attack in the 1970s but no 15 had been rescued by Ffestiniog volunteers and after modification became the Snapper Bar, no 14 in the FR fleet.

More than 60 years after I took the photo, while travelling from Blaenau Ffestiniog to Porthmadog I realised I could convert one of Peco's L&B models with the revised internal layout and corridor connection ends. Fortunately someone in the

**Above: All it needs is the track putting back – Parracombe Halt before a bungalow was built on the site.**

**Below: Michael earned a slice of fruit cake at Bratton Fleming station, which has recently been purchased for the railway revival.**

**All photos by Michael Farr, taken on 12th August 1952**

Ffestiniog Shop realised this possibility and sponsored a run of coaches in the correct FfR livery. *Railway Modeller* subsequently ran an article describing how I converted the model to match the rebuilt bar car.

From Snapper we continued along the route of Filer's service 310 bus on which I now travel when visiting Woody Bay. We drove past the magnificent Chelfham viaduct, which I duly photographed, but at 13 I heeded the warning to trespassers on the gate to the station itself and did not enter.

## Refreshed at the station

I had more luck at Bratton Fleming where the lady living in the most attractive former station building not only allowed me to use my camera but insisted on giving me a glass of milk and large piece of fruit cake. I was still enjoying her hospitality when an anxious mother walked down from the road, fearing I was lost!

The owner of Blackmoor station (with café emblazoned on the roof) at first eyed me suspiciously when I took a photo of the yard but then was happy enough to sell me a postcard! Presumably generous accommodation was provided here to cater for passengers changing from the train for the railway bus to Combe Martin.

Sadly this service fell foul of the local police who issued a fine for speeding! However, all was not lost as the bus was sold to the GWR and transferred to run from Helston to The Lizard.

Our next stop was Parracombe





where a simple waiting shed was deemed sufficient to cater for residents of the largest village community along the line. In 1952 it looked as if the shelter had been used for keeping poultry. The scene has since changed considerably with the construction of a large bungalow.

Parracombe was of particular interest to us as in the 1860s young Mary Sommerville left the village for Bristol where she met and married my great grandfather, Samuel Farr.

On next to Woody Bay, also provided with an impressive station due to plans to develop the Bay itself for tourism which were, sadly, thwarted. It was still in remarkably good condition in 1952 and has, of course, become the operating base for the rejuvenated L&B.

It appears that the outbuilding on the right, now a display room and provided with stable doors was used during the war as an illicit pig sty, away from the prying eyes of the government inspectors.

### Spirit of steam?

While taking my photo a man came up to me and said, cheerfully, that a ghost train went past every night, to which I replied that it must have come all the way from Brazil, were the last L&B loco had been sent after the auction.

We had some difficulty finding the remains of Caffyns Halt where the neat shed had been almost completely overtaken by vegetation. Since the reopening of the line, a field there was used for parking at gala days but the only indication of the railway is the derelict remains of the nearby overbridge.

At Lynton '& Lynmouth' I again heeded trespassing warnings and just took a photo of the cottages built in the former goods shed, but as we headed towards the coast we passed



**Above: Carriage no 1 had been turned into living accommodation at Snapper – sadly it fell victim to arson in the 1970s.**

**Right: A well-known view – carriage 15 before its rescue by the Ffestiniog Railway and rebuilding.**

**Below: White paint expels the station from the travel options.**

**Below right: Woody Bay station – perchance it really was sleeping before becoming the base for the revived L&B.**

this signpost at Fountains Cross. White paint could not entirely erase the reference to 'Lynton via station' 17 years after the station closed.

Having so patiently spent a day looking at a railway, my father just had to drive down to Lynmouth to see the sea. The photos he took that

day quickly became of historical interest as on the Friday night, torrential rains caused the Lynmouth flood disaster and washed away so many buildings. We did not immediately realise the extent of the damage – but I remember it was a VERY wet journey home. **NGW**





# New Life at Cashelnagor

*Hugh Dougherty* delights in deepest isolation at a former station in the wilds of Donegal.



If you have ever wondered what life was like for station staff on the remote Letterkenny & Burtonport Extension Railway in Ireland, then look no further than Cashelnagor station, 420 feet above sea level. It is 56 railway miles from Derry and, even today, feeling as if it's in the middle of nowhere.

And you can experience the atmosphere of the narrow gauge line for yourself, even though the last train ran in 1947 and the track was lifted in 1949. The station was brought back to life in 2018 thanks to Josephine Kelly and her husband Gavin. They bought the derelict site and restored it to as near-original condition as possible – they now operate it as a holiday let.

My wife and I had the pleasure of staying at Cashelnagor for two nights in June 2019, thanks to the Kellys. It was a real journey back in time to the heyday of the 3ft gauge railway that was built by the British Board of Trade in 1903. This line had the dual aim of giving the Burtonport-based fishing trade a shot in the arm, while offering efficient transport to new lives for the many young people crowding land that could not sustain them. Their journey took them to Derry and then onto Glasgow and across the Atlantic to New York.

Just standing on the 400ft platform at Cashelnagor, carefully cleared by the Kellys, and looking across the bogs to Errigal, the highest mountain in Donegal, it was possible to trace the trackbed which came to the station courtesy of taxing 1 in 50

gradients from Falcarragh, to the north-east, and Gweedore to the south-west. It was easy to imagine a train stopping and drawing breath while passengers boarded, many never to see home again.

This was a station that saw action during the Irish War of Independence and Irish Civil War. It was fought over by the Old IRA, Crown and Free State forces. Surrounded by bogs, it dispatched thousands of tons of turf – Irish for peat – to Dublin during World War II to help the coal-starved city solve its fuel crisis.

Cashelnagor turf also made it into the fireboxes of the Londonderry & Lough Swilly Railway locomotives which worked the line during World War II. The station boasted a siding

and a goods shed, the foundations of which are still extant behind the restored buildings.

## No photographs

Surprisingly, there are no known pictures of a train at Cashelnagor. Josephine has a photo display of the station down the years in the sitting room, one of which shows a stationmaster, a relative, and porter, but no train. “We’re very keen to come across a picture of a train here,” she says, “but we simply don’t seem to be able to find one, although views of the line at Gweedore and Falcarragh, our two closest stations, are well known. If any readers can help, we’d be delighted to hear from them.”

Well-known railway photographer

**Above: The station at Cashelnagor looking towards the 2,466ft peak of Errigal. The round gateposts beyond the platform are a characteristic feature of the Burtonport line.**

**Facing page above right: The utter remoteness of Cashelnagor is evident when approaching the station along the cleared trackbed from Falcarragh.**

**Below right: Owner and restorer Josephine Kelly with one of the station's lamps.**

**Facing page, right: A stark warning for failing to shut gates is displayed on the station's exterior wall.**

**Photos by Hugh Dougherty, June 2019**







Henry Casserley travelled over the line in 1937, and left shots along the route to posterity, but not of Cashelnagor. In the same year narrow gauge chronicler James Boyd also passed through on his way to and from Burtonport, but does not seem to have taken any pictures. In his Oakwood Press book *Saga by Rail: Ireland*, he recalls strolling along the platform at Cashelnagor as his train shunted goods wagons. His train, like all on the L&BER, was mixed.

The Kellys left no stone unturned in restoring what was a derelict building to authenticity, while filling it with the comforts of the 21st century. The result is a very comfortable billet offering accommodation for eight guests in the main house, and room for four in the separate waiting room facilities. Both have central heating but, as this is Donegal proper, a turf fire too!

There's a Lough Swilly trespass notice on the outside wall and framed

***"We're very keen to come across a picture of a train here but we simply don't seem to be able to find one..."***

copies of Swilly notices and timetables within, while a length of rail, dug up when the trackbed was being cleared, is on display. Look towards Gweedore and you'll see the characteristic round gateposts of the Burtonport extension where the station gates once protected a minor road.

Follow that minor road for a mile or so and you'll be able to access the cleared trackbed of the line, leading for six miles towards and beyond Falcarragh station, Lough Altan and the slopes of Muckish Mountain. The walk offers a real taste of this heroic narrow gauge line which struck out, far from roads, into the wild Donegal Highlands to reach its destination.

### Back to life

The quality of the engineering that went into the line is a revelation with steel and cut-stone bridges still standing. Embankments and cuttings are still in use, carrying today's leisure traffic on foot, horse and bike, rather than the fish and human cargoes of the past. This section of the trackbed will link up with another portion at Burtonport, and will also be cleared through Cashelnagor itself to offer a Greenway along the route of the Letterkenny & Burtonport Extension Railway, so bringing the whole line back to life.

"We're delighted with this," says Josephine. "We're also planning to lay track along the trackbed beside the platform and, who knows, we may look at a replica locomotive. I've already sourced drawings of the 4-6-0 Barclay tanks, built for the opening of the line in 1903, and it would be wonderful to have one at the station."

"Rebuilding Cashelnagor station has been about much more than

restoring the building, for it's also about remembering the narrow gauge railway heritage of Donegal, so that it's not forgotten."

Cashelnagor has had one moment of fame during its 116-year life, when it 'starred' in the 1992 Julie Christie and Donald Sutherland film *The Railway Station Man*. The buildings, which had been derelict since 1954 when the last railway family left the house, were given a cosmetic makeover but after filming were abandoned again. They stayed that way until some remedial work was done by Neil Tee, the former chief operating officer of County Donegal Railway Restoration Ltd, which bought the building in the mid-1990s before selling it on to the Kellys in 2017.

This is a station that has seen plenty of railway and social history, but it's also 70 years since it saw off its last train when the tracks were lifted. It continues to make history and, best of all, keeps the memory of the Letterkenny & Burtonport Extension Railway very much alive.

All that's missing is a train. But given the resourcefulness and commitment of the Kellys in bringing Cashelnagor station, in all its remoteness and redolent with narrow gauge atmosphere, back to life, might we yet see a Barclay tank, lettered and numbered for the Letterkenny & Burtonport Extension Railway, back at the platform? **NGW**

### More Information

For more details of holiday lets at the station or if you can help with the search for period photos, go to [www.facebook.com/cashelnagore](http://www.facebook.com/cashelnagore) or call 00353 86 823 4449.





# Narrow Gauge to the Austrian Lakes



*Donald Brooks looks at a fascinating group of electrified lines in sunshine and snow.*

Transporting salt to Bohemia from the Salzkammergut, the Austrian region where it was mined, led to the construction of one of Europe's earliest railways – the 1106mm gauge horse-worked route running 197km north from Gmunden to Linz and Budweis, now České Budějovice, officially opened in 1832.

This pioneering line is long gone but the delightful lakeside town of Gmunden still sees narrow gauge trains today, running on one of the Salzkammergut's three surviving metre gauge railways. Best known by far is the steam-worked rack line from St Wolfgang to the summit of the Schafberg, but the scenic electric light railways serving two of the lakes south

west of Linz, the Traunsee and the Attersee, are also well worth a visit.

These lines are operated by Stern und Hafferl (StH) Verkehr, part of the Gmunden-based Stern-Gruppe, founded in 1883 by Josef Stern and Franz Hafferl. Today it employs more than 700 staff in a range of businesses including running standard and metre gauge electric light railways in the Salzkammergut and around Linz. The rail infrastructure is largely owned by the local government, StH holding shares in some of the companies.

## The Traunseebahn

The longer and busier metre gauge line, the Lokalbahn Gmunden-Vorchdorf (GV) or Traunseebahn,

**Above: Railcar 20108 on the mixed gauge section of track between Gmunden and Engelhof as it runs through the wintry late afternoon landscape with the 15.05 for Vorchdorf. January 1977.**

**Photos by Donald Brooks except those credited**

offers a secondary route to Gmunden, terminus of the 1832 horse line.

Gmunden's main-line station, on the secondary route south from Attnang-Puchheim on the Vienna - Salzburg Westbahn, is some way out of town and originally the metre gauge line was little better, terminating in an obscure back street across the River Traun from the town centre.

The line's northern terminus is at Vorchdorf-Eggenberg, where it makes an end-on connection with the Vorchdorferbahn, a standard gauge branch also operated by StH, making a junction with the Westbahn at Lambach, 15km to the north. Both metre and standard gauge lines are electrified at 750v DC.

The GV, originally 15km long, opened in 1912 with a service of four trains a day following the granting of a concession for its construction to the Municipality of Gmunden in 1911. At 13 kilometres from Vorchdorf it met up with a separate ÖBB standard gauge branch from Lambach at Gmunden Engelhof. From here the two lines shared a three-rail mixed-gauge alignment until, shortly before the ÖBB terminus at Gmunden Seebahnhof, the GV branched off to the west, almost immediately reaching its own terminus at Gmunden Traundorf, where an attractive station pavilion, dating from the opening, served the simple run-round loop.

The GV was electrified from the start, its original motive power a pair of two-axle railcars, built by Grazer





Waggonfabrik in 1912 and initially equipped with bow collectors. A third car, still used today for heritage services, followed in 1921.

Although rebodied, renumbered and fitted with pantographs, the two original cars, 23 101 and 23 102, were still in working order 65 years later when I visited the railway on a snowy day in January 1977. Working the passenger timetable of ten return trips, several notable for poor or non-existent connections at Vorchdorf, was the secondhand bogie car 20 108. Built by DÜWAG in the mid-1930s for the Rheinische Bahngesellschaft of Düsseldorf, it came to StH in 1963 and was put into service in 1967, the GV's first bogie railcar.

In the 1970s the StH lines were run on a shoestring and needed secondhand stock to keep going. Unrestored rolling stock from Germany and Switzerland was stored around the railway, though some of it never ran in Austria. Despite their age the serviceable trains looked very smart, with the old plum and custard livery in the process of being replaced by a much brighter red and cream with a new StH logo on the front.

Since then things have changed dramatically. From the beginning there had been an intention of extending the GV across the Traun to reach Gmunden town centre, joining up with the urban tramway there. The first change was in 1990, following the withdrawal of passenger services on the ÖBB branch to Gmunden Seebahnhof. The old GV terminus at Traundorf was closed and trains diverted to Seebahnhof, a much more prominent waterfront location.

### Gmunden tramway

Operated by StH, the metre-gauge Gmunden tramway was built in 1894 as a 2.5km single track route with passing loops, connecting the main ÖBB station with the town centre down a hill with resultant gradients as severe as 1 in 10.

In 1975 the route, already one of Europe's shortest, was cut back slightly in the town to terminate at Franz-Josef-Platz instead of Rathausplatz. A single car, usually 1961 Lohner Werke bogie car 8, provided the off-peak service



**Below left: Likely the only bona fide passenger boards 20 108 at Vorchdorf-Eggenberg, as it waits to depart for Gmunden Traundorf. Today the rejuvenated line sees very respectable levels of passenger use. January 1977.**

**Above: An Atterseebahn original motor car hauls loaded wagons from Halpi sawmill off the diesel train ferry 'Resi', shortly before it was taken out of service in 1966. Photo: Stern und Hafferl**

**Below: On 30th May 1951 'Resi' undertook a much longer voyage than usual, to the bottom end of the lake to retrieve the stock of the closed Unterach-See tramway. On deck is 1907 Graz power car SM1 with assorted goods and service stock. Photo: Collection August Zopf**

connecting with ÖBB trains, but at peak times a second tram was needed. In 1977 this proved to be car 4, converted locally from a pre-World War 1 Ganz standard gauge Pressburgerbahn trailer.

The dream of connecting the tramway to the GV started to become a reality almost a century after it was first proposed. In 2006 the local authorities agreed to the work, which was implemented in stages from 2014. First the Seebahnhof terminus was replaced with a stop on a new alignment and then the tracks were gradually linked across the Traunbrücke, finally connecting the two halves of the town by rail. The budget for the 700m link and associated works was €30m.

Following trials with cars from Innsbruck in 2011 a fleet of new five-section low-floor tram-trains was ordered from Vossloh's Valencia factory and was delivered in 2016 by Stadler, following the firm's takeover of the Vossloh plant.

Full opening of the 18.6km combined railway and tramway on 1st September 2018 led to a new Traunseetram timetable. Today's service of four trams an hour from Gmunden station through the town to Engelhof, continuing to Vorchdorf half-hourly, is a total transformation of 1977's vintage operations. The mixed-gauge section has also gone after ÖBB cut branch freight services back from Seebahnhof to Engelhof in 2009 and even further in 2015.

Engelhof, which opened in 1836

to serve the horse railway, claims to be mainland Europe's oldest station still in operation today – a claim disputed, probably justifiably, by Bujanov on the Czech section of the same line.

### Atterseebahn

StH's other rural electric metre gauge railway, Lokalbahn Vöcklamarkt–Attersee (VA), is much more straightforward, starting from Vöcklamarkt, 23km beyond Lambach on the Westbahn. The single-track 13.4km route, also known as the Attergaubahn, opened in 1913 and has always been electrified at 750v DC. Three two-axle cars provided the original passenger accommodation as well as the motive power for the freight traffic that was once important for the line.

The Attersee, largest of the Salzkammergut lakes, was already popular with visitors when the VA reached its terminus on the western shore. The lake also had a following among the Viennese artistic community, with Mahler composing his second and third symphonies on its banks while Klimt spent summers painting there.

Although today's Attersee station is virtually on the lakeside, the line once continued 300 metres north to a stub terminal directly adjoining the steamer pier, allowing passengers to connect directly with the lake boats which were also operated by StH. A road scheme led to the lifting of this section in 1972. »







More interesting was another short extension to the lake south of the station. This was built in 1942 to serve a small train ferry, which transported up to three wagons to the Häupl saw mill, a little further down the lake. It fell out of use in 1966,

when road transport became a cheaper option.

The ferry also provided a final service for another metre gauge StH rural tramway. Between 1907 and 1949 this ran for 3.25km from Unterach, at the southern tip of the



**Left: Stadler car 121, the first of the Traunseetram new series, leaves the old town of Gmunden through the Trauntor. It is on the new section of track linking the town's metre gauge tramway and railway. Photo: Roland Beier, March 2021**

**Centre left: No 130 runs through the fields on the historic GV alignment near Eisengattern, roughly halfway between Vorchdorf and Gmunden. Photo: Roland Beier, March 2021**

**This page: Nine kilometres into its wintry journey on the Atterseebahn from Vöcklamarkt, 26 105 pauses at the surprisingly substantial station of St Georgen in Attergau. January 1979.**

Attersee, to See on the Mondsee. In 1951 the abandoned stock of this isolated line was removed using the train ferry.

When I visited the Atterseebahn in January 1979 the service was operated by two 1936 ex-Rheinbahn cars, 26 105 and 26 106, though again there was older stock around. The journey back was enlivened by a very minor collision with a car at a level crossing, though it caused little delay to the train.

In those days there were ten weekday returns; today the number has almost doubled. As on the GV, the service is now worked by Stadler Tramlink V3 cars. Three of the 11 cars from the 121 to 131 number series are usually based at Attersee, with the rest at Gmunden.

Although the StH lines today present a thoroughly modern image the past is not forgotten. On selected dates in the summer vintage trams run hourly between Gmunden Bahnhof and the Seebahnhof. On the Atterseebahn there is a combined heritage train/lake cruise excursion, while train driving experiences with vintage cars are offered on both railways. Unchanged is the chance to explore the charming towns and villages served by the railways and the scenic lakes and mountains in which they are set. **NGW**

### More Information

■ The writer would like to thank Torsten Veit of Stern und Hafferl, Roland Beier, August Zopf, Alfred Moser and Keith Chester for their help providing additional photos and information for this feature.

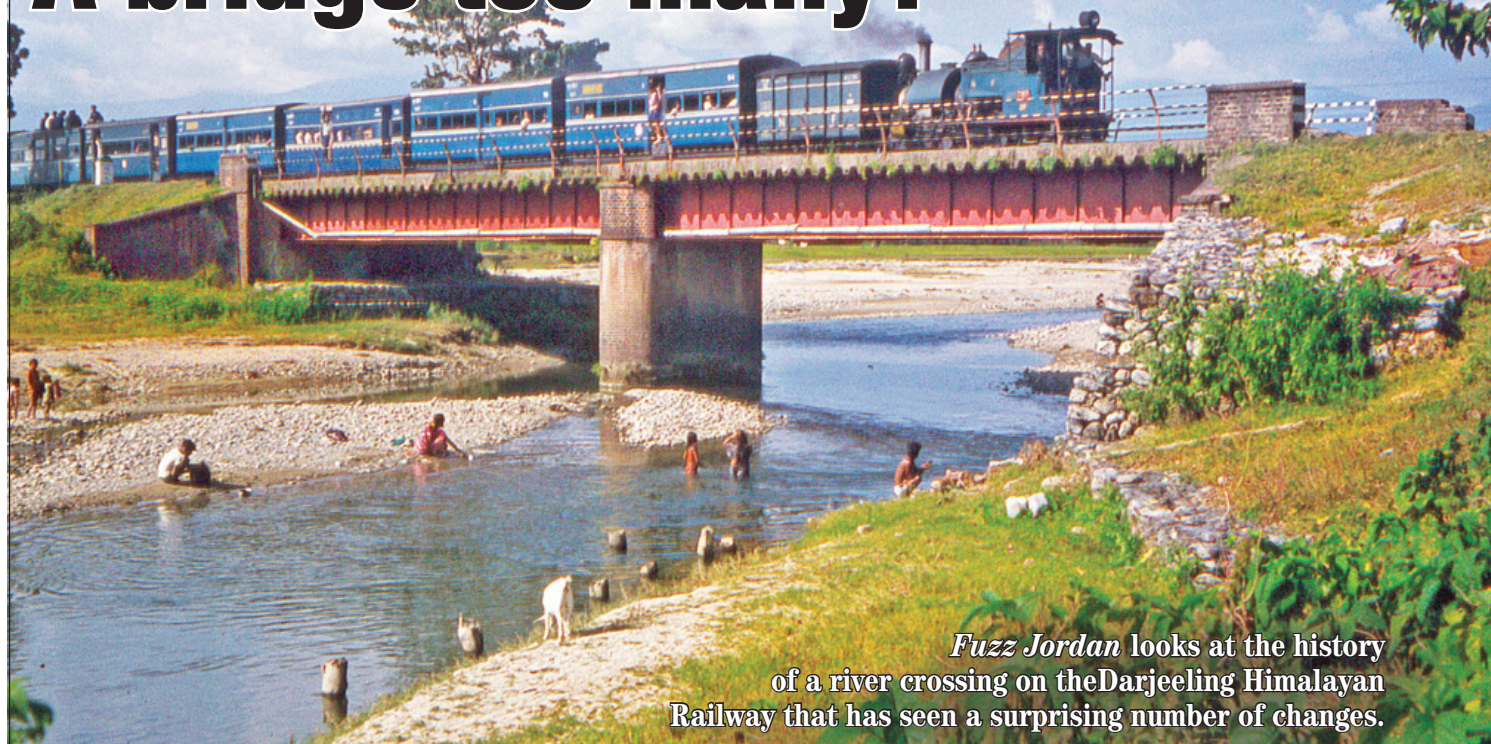
For maps and current services on these lines see [www.stern-verkehr.at](http://www.stern-verkehr.at)

Steam-worked railways in the Salzkammergut will shortly feature in our *Waite's World* series.





# A bridge too many?



*Fuzz Jordan looks at the history of a river crossing on the Darjeeling Himalayan Railway that has seen a surprising number of changes.*

*“Inspectors were highly critical of these wooden trestle bridges...”*

**Heading photo:** Panchanai was a very rural location before serious development took place north of Siliguri. The central pier of the ‘pinch bridge’, as built, looks to be still in excellent condition as a Siliguri-bound train crosses in 1977. *Photo: Laurie Marshall*

**Right:** Map of the bridge and its surroundings. *Map: David Charlesworth*

**Photos in this feature by** Fuzz Jordan unless credited

Most readers will know the Darjeeling Himalayan Railway runs from the city of Siliguri on India’s Gangetic plains up to the hill resort of Darjeeling, about 7,000 feet above sea level. Siliguri sits in the ‘chicken’s neck’, a narrow corridor of land separating the north-east of India from the ‘mainland’. It was created in 1947 when independence was gained at the price of having the country divided into India and West and East Pakistan (Bangladesh from 1971).

A new railway needed to be built to reconnect the north-eastern states to the mainland through this neck, with its main station at New Jalpaiguri (NJP) – in practical terms this is South Siliguri, but technically

just over the municipal border with Jalpaiguri, hence the station’s name.

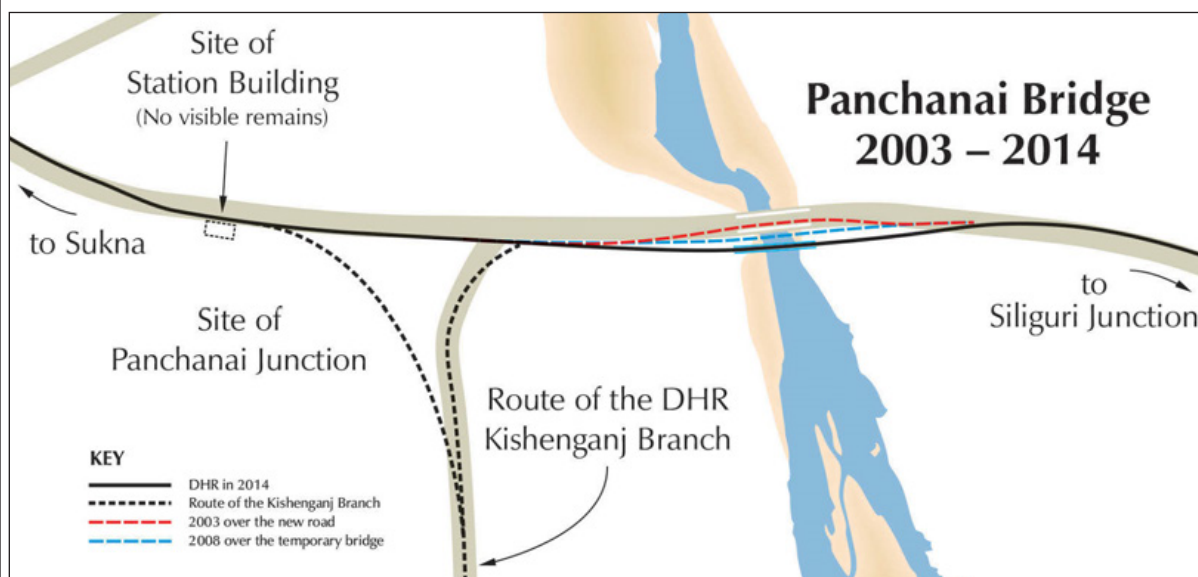
The DHR was extended south from Siliguri Town to NJP to serve this major junction station and thereby provide direct connections to both Delhi and Calcutta (now Kolkata). For much of its journey the DHR parallels the Hill Cart Road, which until recently carried most of Darjeeling’s freight requirements.

North of the original Siliguri terminus, the line runs (fairly) straight and (fairly) level for the first seven miles to Sukna where the climbing begins. Just over halfway along this stretch lies Panchanai, where the line crosses the Panchai River.

This river is a gently flowing large

stream for most of the year, but definitely a force to be reckoned with during the late summer monsoons when it becomes a raging torrent. The river has two branches which meet near Sukna: each branch is only about ten miles long. South of Siliguri, it flows into the Mahanadi River, a tributary of the Ganges.

The DHR opened from 1880. The crossing of the River Panchai, in common with the much larger Mahanadi river crossing in Siliguri, was by the original wooden road trestle bridge strengthened and adapted to take railway as well as road traffic. The Panchai bridge had 18 spans of about 20 feet each, a total length of maybe 360 feet. »







Successive Government inspectors were highly critical of these wooden trestle bridges and indeed had imposed a 4mph speed limit on trains whilst crossing them. By 1890/91 the

Mahanadi bridge had been replaced and the condition of the Panchai bridge was described as 'critical'.

Action was taken and a replacement iron plate girder bridge



**Top:** By 2002, the authorities had decided that a weight limit was appropriate, for road vehicles at any rate. We did note a few lorries whose weight was almost certainly over 5 tons crossing the bridge!



**Above right:** Looking beyond the freshly-washed cattle, the reinforcements added to the central pier indicate the level of problems with the bridge. *Photo: John Clemmens*

**Right:** At the end, extra bracing was required for the bridge to be used at all. *Photo: John Clemmens*

for Panchai was ordered from England and installed in 1892. It was again shared by railway and road and shortened to two 60ft spans with one central pier, so significant civil engineering work must have been involved in its installation.

Opening the Kishenganj branch of the DHR in 1914 brought a near doubling in weight of the locomotives using the bridge from the 13 tons of the B-class to the 28 tons of the C-class 4-6-2 locomotives working to Kishenganj. This caused concern and for some years, until it was resolved, the Pacifics would not be permitted to run over the Panchai and Mahanadi bridges.

### Growing problems

Panchai became known as the 'pinch bridge' and continued to serve both railway and the Hill Cart Road. By the late 1970s the first signs of problems were evident. Laurie Marshall's 1977 picture shows the bridge in largely 'as built' condition with a very neat central brick support. However, by the end of the 1980s this central support needed strengthening, which took place in two phases.

By 2001, the authorities obviously were greatly concerned, resulting in a notice being displayed limiting the weight of road vehicles to 5 tons. It might be thought mildly amusing, seeing this, and then watching a 13-ton B-class steam locomotive crossing the bridge! However, this may be explained by the track structure (rails and sleepers) spreading the weight of the train over a greater surface area than a road vehicle, whose weight is distributed over the very small area where the wheels touch the road.

As a result of this concern, and the meteoric increase in traffic through the ribbon development taking place between Siliguri and Sukna, the decision was taken to build a completely new road bridge. This arrangement at least allowed traffic in opposing directions to pass on the bridge, rather than operate what can only be described as a chaotic single-line-traffic system.

This new bridge was constructed in 2003 and eased the road traffic crossing considerably, but trains continued to use the old bridge, even though its condition was becoming increasingly dire and eventually required extra scaffolding supports to maintain structural stability.

By 2005 it had reached the end of its useful life and a temporary track was laid along the new road bridge. At least bi-directional traffic was still possible, but this could not be considered a permanent arrangement.



## Temporary solution

In 2007, following demolition of the decking of the old 'pinch bridge', a new(er) girder crossing on temporary supports was installed between the two bridges. Although, to the layman's eye, this gave every impression of being the long-term solution to crossing the Panchai River, this was not the case.

This was, in fact, a form of Bailey Bridge, a design dating back to British Army days during the Second World War. However, the actual build date could well have been later, although many 'bridge kits' were kept in strategic reserve in depots all over the world. It did have the advantage of providing a single-span crossing: the final state of the 'pinch bridge' central pier showed the parlous condition it had reached, caused by scouring of the river bed during the heavy monsoon rains.

During the following few years, because of the rapid rise in population, there was some discussion as to whether the DHR south of Sukna should be converted to broad (5ft 6in) gauge, which would have needed a brand-new trackbed. Whilst a 2ft gauge line can run fairly happily beside a busy road, the same is certainly not true for a full-size train. When this debate had finally died, after a period of six years, maybe with one eye on UNESCO Heritage status, at last the decision was taken to construct a permanent new stronger girder bridge, which continues in use today.

This bridge sits on new brick abutments which are better founded and much stronger than those used for the 'pinch bridge' and it is a single span, having no need of a central pier. The original abutments and the central pier used for the 'pinch bridge' have been removed. The 'box' section has bracing ties at the upper level to provide additional rigidity.

Perhaps the strangest thing is that the railway is still to the west of the road. If a site had been found to the east of the new road bridge, it would have eliminated the only two Cart Road level crossings on the lengthy section all the way to Sukna, and beyond. If you haven't ridden over it, it can be highly recommended (by steam, of course!). **NGW**

## Thanks to/More Information

The author would like to thank David Churchill, Barry Jeffery and David Charlesworth for information about the bridges here. More information on the DHR including train services can be obtained through the UK-based Darjeeling Himalayan Railway Society website at [www.dhrs.org.uk](http://www.dhrs.org.uk)



**Top: The new road bridge, constructed in 2003, also carried rail traffic on a temporary track from 2005.**

**Above: The Bailey Bridge looks solid and chunky enough to do the job as B-class 786 heads north with a charter train in February 2008.**

**Left: The new girder bridge was in place for 2013. B-class 792 blasts across with yet another charter heading for Darjeeling.**





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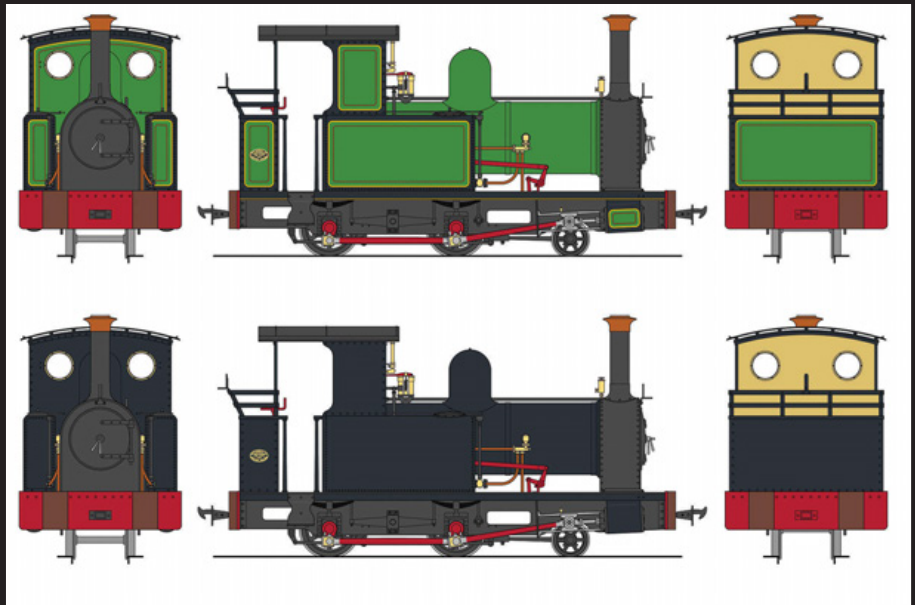
## Rheidol from Accucraft

Having recently launched a Cranmore Peckett, Accucraft UK adds to its new range of smaller live-steam locos in 16mm scale, focusing on one of the earliest commercial models offered in the formative years of the scale. The Vale of Rheidol Railway Bagnall 2-4-0T 'Rheidol' was produced by pioneer maker Archangel Models back in the 1980s.

The Accucraft model will of course be to the much finer standards offered by modern production techniques, built in stainless steel and etched brass with a gas-fired copper boiler. It will also be gauge-adjustable between 32mm and 45mm.

The loco is expected to be available in late 2022 or early 2023 at a price of around £1695.00. It will be offered in five liveries and with two chimneys, the original balloon stack and the more traditional type.

Accucraft UK Web: <http://accucraft.uk.com>



## Peckett meets its inspiration

Meanwhile an *NGW* reader in Australia, David Fletcher, has sent in a picture of Accucraft's Peckett 0-4-0ST meeting its inspiration at the Puffing Billy Railway's museum in Menzies Creek, Melbourne.

"The Accucraft UK model was developed using drawings measured from the preserved original, 'Sir John Grice' of 1926 – this is the only surviving example of the Cranmore class in the world, as built for the Melbourne gas works and is preserved in working order," David tells us.

"The lighter green used on the model was altered to a more progressive green, and her counterpart is also likely to see new paint in time to come," David adds.

Accucraft meanwhile has confirmed a range of four liveries for the Peckett, green, crimson, blue and unlined black.



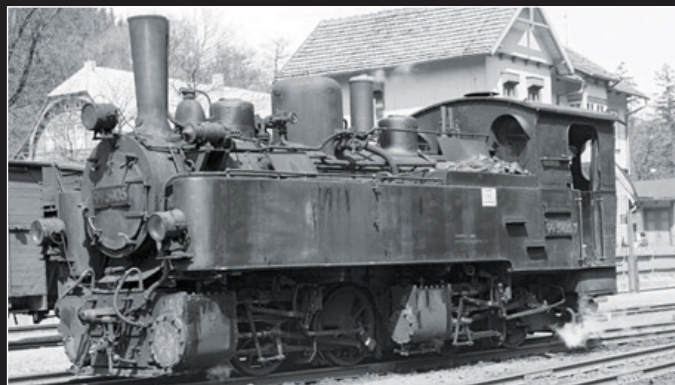
## New HOe/HOm Mallet coming from Tillig

With the traditional Nuremberg toy & model trade fair again not happening in 2022 German manufacturer Tillig has made its new product announcements online and they include a number of items of interest to 4mm scale modellers of continental prototypes.

Most notable is a ready-to-run version of the Mallet 0-4-4-0T 99 5092, today based on the Harz Railway. The model will be offered in both HOe (9mm) and the more prototypically accurate HOm (12mm) gauges and with current pick-up on all four axles.

The Tillig announcements also include a wide range of new modern and period passenger and freight stock.

Tillig Modellbahnen GmbH Web: [www.tillig.com](http://www.tillig.com)



■ Following the major announcement by Bachmann Europe of its four-strong range of ready-to-run Ffestiniog Railway double-Fairlie locomotives in 4mm scale 009 gauge, reviewed in *NGW*163, the manufacturer's Spring announcements on 3rd February revealed a fifth variant.

'Merddin Emrys' will now be available in the lined maroon livery that the loco currently wears in service. This version will also be offered with fitted DCC sound.

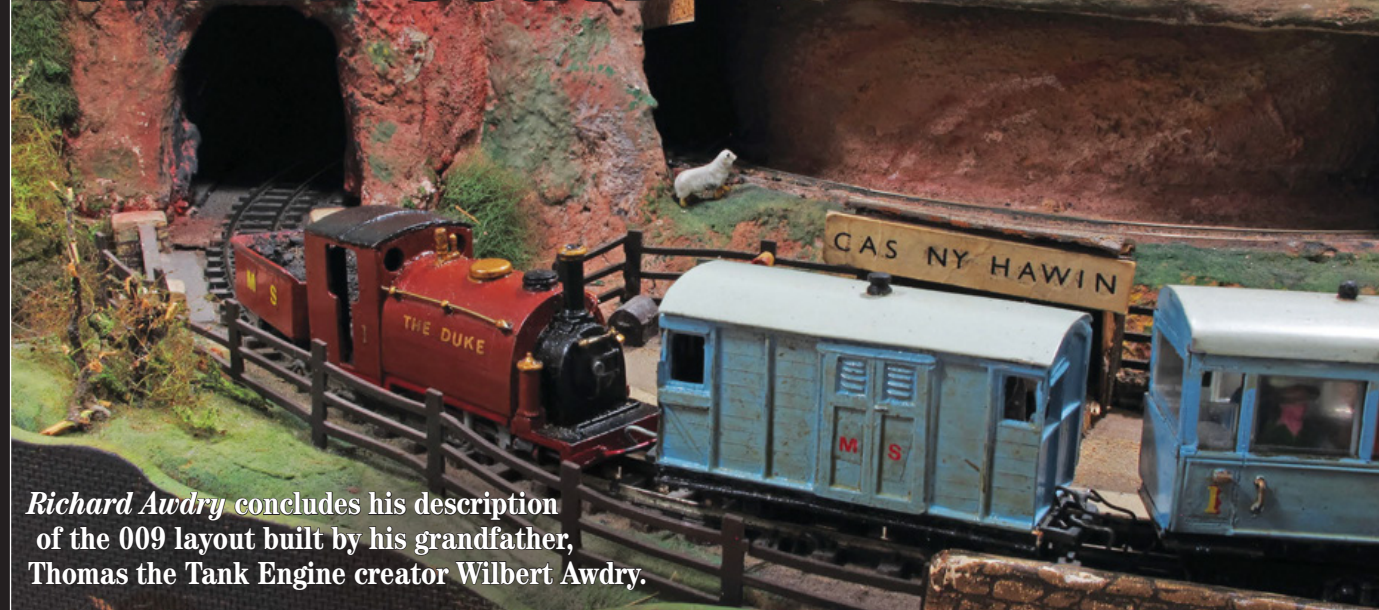
The Bachmann Fairlies have certainly been well received by the 009 modelling fraternity, social media posting suggesting many layouts now feature one of these delightful locos.

Produced by Bachmann Europe  
Tel: 01455 245577  
Web: [www.bachmann.co.uk](http://www.bachmann.co.uk)





# Ulfstead Road for Mid-Sodor



**Richard Awdry** concludes his description of the 009 layout built by his grandfather, Thomas the Tank Engine creator Wilbert Awdry.

*The Editor writes:* **NGW163** featured 'Ulfstead Road', the 009 layout built by the Reverend Wilbert Awdry in the late 1960s and inspired by the books describing the Tallylyn-inspired Mid-Sodor Railway in his famous *Thomas the Tank Engine* series – Wilbert's grandson now concludes the story, with descriptions of the rolling stock, timetables and operation.

When Wilbert displayed the Mid Sodor Railway, it would be run with full timetable and running commentary – this being taped (read by his brother George originally) and played with corresponding movements – but also written on flip-cards of A4-ish size which could be displayed above the layout.

The commentary included quite some detail, giving a flavour of the line either side of the scenic section and also explaining

what was actually happening either within sight or off-scene. For example; the mine train pauses either side of the junction to allow the crew to unlock and relock the points; or Up trains stop at Ulfstead Road for water and Down trains stop for brake checks before their descent. This also helped the operator keep his place in the sequence!

This timetable was partly for practical reasons. It was found that just running trains around wore thin, particularly at longer events. While the track plan shows a continuous run and a balloon loop, in practice these are seldom used as such, so the layout works mostly end-to-end between the upper and lower fiddle yards, representing the line towards Peel Godred and Arlesburgh respectively.

In the event something should upset normal running then hopefully a train may be sent around by itself for a few minutes

allowing any snag to be rectified. Split into morning and afternoon sections, each should take around 30 minutes to complete.

There are six

train formations that are timetabled for the layout. The three distinct passenger trains consist of:

- 1) The Boat train: two bogie coaches
- 2) The Parly: two four-wheeled Tallylyn-type coaches plus van
- 3) The Picnic: bogie saloon with brake van
- 4) A workmen's train: two Ffestiniog-type 'bug boxes'
- 5) The 'horse and cart' goods train and one serving the lead mine.

The carriage and wagon collection is mostly an assortment of kit bashes including the pair of whitmetal bug boxes, various Eggerbahn and Mike's Models carriages (at least in part) – some on Lone Star wagon bogies – with vans and some wagons with interchangeable loads on Peco N-gauge chassis, painted in the line's Saxe blue livery where appropriate.

The mine train consists of three Playcraft tippers pulled by the mine engine. These have removable loads embedded with metal so they may be removed magnetically (on a good day!).

Couplings are mostly home-made from wire as proprietary types wouldn't cope on the sharp curves. Locos are fitted with a simple wire loop, rolling stock a loop at one end and a hook at the other, with brake vans the only vehicles with a hook at both ends. As all trains are timetabled as fixed sets the only shunting takes place in the fiddle yard and even that is worked into the timetable to keep it to a minimum.

## Locomotives

Initially, Wilbert started out with two locos, both whitmetal kits. One was a Ffestiniog small England 0-4-0 which became 'The Duke' (no 1) and the other a



**Above:** Signature loco 'The Duke' is on the picnic train.

**Left:** The same train but with 'Stuart' now in charge pauses to take water.

Photos by Phil Parker



**Right: The mine train passes poor 'Stanley', relegated to stationary duties.**

**Below right: 'Jim' is another Peco Vari-kit bash.**

WHR-type Baldwin cut short to fit on a 0-6-0 chassis. This became 'Stanley' (no 2).

Stanley performed so poorly that it was retired and became a feature of the building near the mine as a pumping engine, similar to as told in the book *Duke the Lost Engine*. Given the real Baldwin's reputation for rough riding I believe this is a case of art imitating model, imitating life!

There are now 12 locos on the roster:

- 1) The Duke – 0-4-0TT 'Small England', brown (the only loco with a doppelgänger spare, though with a different chassis type) similar to the Ffestiniog Railway's 'Prince'.
- 3) 'Falcon' – 0-4-0ST, blue; based on Corris Railway Hughes design of which type 'Sir Haydn' is at the Tallylyn Railway (TR)
- 4) 'Stuart' – 0-4-2ST, dark green; based on Kerr Stuart Tattoo class as worked at the Corris and which also survives at the TR as 'Edward Thomas' (not wishing to ignore the current Corris Railway's new builds of this and the 'Falcon' but they were not yet conceived when the models were built).
- 5) 'Albert' – 0-6-0T, dark red.
- 6) 'Jim' – 0-6-0T, green.
- 7) 'Tim' – 0-6-0T, black, fitted with tram side plates.

The Mine Engine: 0-4-0T Decauville-type repainted brown and chimney cut down by Playcraft/Eggerbahn, the only ready-to-run loco on the layout.

There are four other non-named or numbered engines to provide relief as required. One, resembling the Tallylyn Railway's 'Dolgoch' maintains Wilbert's naming tradition, known as 'Jennings' in his notes; others were known as 'Alfred', 'Jerry', 'John' and 'Atlas' but these have either been remodelled or painted over.

Most of these are kit-bashes on Minitrain or Arnold chassis and utilise Peco and Airfix kits of the period. Some use the same Vari-kits assemblies (notably Albert, Jim and Tim) in slightly different combinations with assorted amounts of tweaking and different colours to make each one distinct.

For long exhibitions (back when such events could last three days or more) a small second set of stock was built depicting that of the Skarloey Railway (as written about in *Railway Series* volumes 10, 14, 17, 20, 29, 40). Some of these are displayed at the Narrow Gauge Railway museum at Wharf Station on the TR.

## In literature

*Duke the Lost Engine* was published in 1970, after this layout was built. At least one of the illustrations in the book are noticeably drawn from the layout, Ulfstead Road station particularly recognisable. Stuart and Falcon appear to have been added to the loco roster relatively late in the evolution of the model, showing how the content of the stories (echoing the closure of the Corris Railway and locos 3



and 4 moving to the Tallylyn) affected the model. Wilbert originally envisaged that the set time period was 1880-90.

## The Future

After being contacted by Luke Ryan of the Narrow Gauge Railway Museum, Ulfstead Road appeared at the 'Awdry Extravaganza' at Wharf Station in August 2021 for its first operational appearance in the best part of 40 years. We were fortunate that the 'Awdry Study' next door proved an extremely helpful source of spares. Much appreciated work was put in by the TR's Steve Thorpe and Ross Waddington who ironed out various afflictions and operated (with a few other helpers) the layout for the weekend. As a 50-year-old layout built out of materials that weren't necessarily chosen with longevity in mind, happily, it performed well. Future displays are by no means ruled out, but will need to be chosen very carefully.

This layout has had a place close to my heart for a long time, and discovering its secrets and reading Wilbert's notes on its construction (out of habit I have had to rewrite 'Granpuff' as 'Wilbert' many times for this article!) has only added to the magic and charm of it.

'Rabbit-warren' layouts have long been looked down upon in the modelling press and I understand why, but sometimes modelling should be just as much about entertainment and creativity as much as it

can be about faithful recreations. After all, I'm sure there have been many improbable track formations from the real world printed in these pages over the years!

At just over five square feet of scenic area the layout cannot accommodate many viewing it simultaneously, however a quote from Wilbert's notes reads, "it was worth it for the commentary, even though the crowd was so thick I couldn't get a look in."

I see it is as a great privilege that it has come to my care, though I have to defer to others' expertise when it comes to the electrics in particular. The endeavour now is that it shall be cared for and hopefully not forgotten as 'The Duke' once was. **NGW**

## Further Reading

*The Railway Series* by the Rev. W V Awdry (1945-72) and Christopher Awdry (1983-2011) in particular no.25 *Duke the Lost Engine*, 1970

*The Island Of Sodor Its People, History And Railways* by the Rev. W V Awdry and George Awdry, 1987

*The Thomas the Tank Engine Man* by Brian Sibley, 1995

For more information on the narrow gauge railways of Sodor, Luke Ryan and Tim Dunn presented this relating of Wilbert's own lecture on the subject on YouTube for Christmas 2021: <https://www.youtube.com/watch?v=1SF1HGJDano> – searching for 'Narrow Awdry lecture' should find it easily.





# Lynbridge – vintage L&B

Henry Holdsworth's superb large-scale vision of the Lynton and Barnstaple Railway, recalled by David Pinniger.



Henry Holdsworth was one of the early members of the Narrow Gauge Railway Society and his first layouts in the 1960s were to 7mm scale on 16.5mm gauge track with a strong Lynton & Barnstaple influence. He moved up in scale to 16mm on 32mm track to build the first Lynbridge, mainly indoors and electrically powered but with an outdoor section.

I was fortunate to visit Henry in 2000 and to see what I believe to be the second reincarnation of Lynbridge in operation at first hand. It was truly a wonderful piece of work which managed to recreate the appearance and atmosphere of the long

**Above:** Devon with a Welsh twist – 'Lew', built by Henry Holdsworth, on the Banwy Bridge.

**Left:** Manning Wharf with the paddle steamer 'Lynmouth Castle' tied up.

**Facing page, top:** 'Lyn' crosses Collard Bridge and passes the Mill – Lancy Brook viaduct can be seen in the background.

**Facing page, right:** The Ramsey coaster 'Glen Wyllin' moored at Manning Wharf

*Photos by David Pinniger*



## MODEL LINES

### NG North show returns

After two Covid-afflicted years of absence the popular Narrow Gauge North model exhibition will return this year on Sunday 12th March.

Organisers promise more than 18 layouts in various scales and gauges, popular examples confirmed including 'Canalside Ironworks', 'Coleford', 'Tonys Forest', 'Wood Brook' and 'Turtle Bay'.

More than 12 societies and traders are also expected, including Worsley Works, Dundas Models, 422 Modelmaking, Stoneybridge Structures and more.

The show will be at Pudsey Civic Hall, Dawsons Corner, Pudsey, West Yorkshire LS28 5TA. It's open between 10.30am and 4.30pm, admission being £8 adults and £1 accompanied children, with all proceeds going to the Sue Rider Care charity.

More details are on the show's website [www.narrowgaugenorth.org.uk](http://www.narrowgaugenorth.org.uk) or on its Facebook page at /ngnorth

### And NG South back too

Yorkshire too far to travel? How about Hampshire? The Wessex Narrow Gauge Modellers will be staging the Narrow Gauge South show on 23rd April, and expected are around 25 layouts showcasing top narrow gauge modeling in the popular scales and gauges.

Highlights this year include Dave Yaylor's 7mm scale 'Bridport' and Tim Couling's 'Clyre Valley Railway' in 4mm scale 009 gauge.

The show takes place at Barton Peveril College, Eastleigh, near Southampton, SO50 5BX and is open from 10am to 5pm. You will find more information on the show website at [www.narrowgaugesouth.org.uk](http://www.narrowgaugesouth.org.uk)



### Fairlie full crew

If you are one of those 009 modellers who have invested in one of Bachmann's new Ffestiniog Railway double-Fairlies reviewed in *NGW* 163 (and judging by social media posts very many modellers now own one...) then you will likely want to properly crew your new models.

These figures from ModelU could well fit the bill – despite being only 20mm or so high they are well detailed. There are two different packs each containing a driver and fireman either facing forward or reverse. The 4mm scale versions cost £7.20 per pack and they are available for scales right up to 16mm – more details at [www.modelu3d.co.uk](http://www.modelu3d.co.uk)



dead Devon line. The whole room of 32 feet x 13 feet was filled with examples of superb modelling skills coupled with vision and an eye for what looked right.

### High standard

I am sorry I did not have a better camera at that pre-digital time and with the tricky lighting the photos do not really do Lynbridge full justice. Henry's Lynbridge was not just about beautiful locomotives and rolling stock, but the buildings, bridges and two boats, a paddle steamer and a coaster, were all to the same high standard.

Lynbridge Station was based on Lynton with its distinctive Swiss chalet style. Although Manning Wharf was fictitious, to allow Henry to include his lovely boats, it included typical L&B infrastructure. The bridges were an eclectic mix of the L&B Caffyns bridge and Lancey Brook viaduct, the Welshpool & Llanfair Light Railway's Banwy bridge and Bryn-y-fellin from the North Wales Narrow Gauge Railway.

Henry commissioned two locomotives from a professional builder, the Manning Wardle 2-6-2T 'Exe' and a very nice example of Baldwin 2-4-2T 'Lyn'. He then scratch-built two further Manning Wardles, 'Yeo' and 'Lew' but baulked at building a third, so Lynbridge never had a 'Taw'.

Henry really did achieve his ambition to recreate the atmosphere of this long-lost railway and would have been delighted had he lived to see the new 'Lyn' and beautiful carriages at Woody Bay on the full-size line.

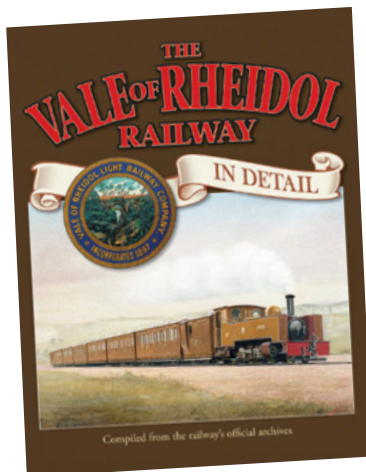
Henry was not just an L&B enthusiast but also scratch-built a superb South African NG11 Garratt and a WD Hunslet 4-6-0T. When I visited, he was building a 16mm scale First World War layout in another room complete with a Baldwin 4-6-0T and a Pechot Bourdon, but that is another story. **NGW**

### Further Reading

Lynbridge was featured in *Railway Modeller* magazine in June 1983







## The Vale of Rheidol Railway in Detail compiled from VoR archives

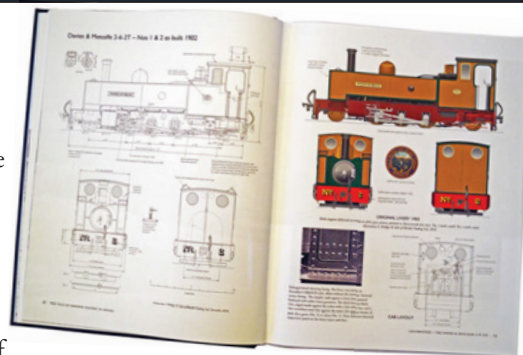
■ No other British narrow gauge railway has published its own book on quite the same scale as this magnificent volume of more than 450 pages. It has detailed measured drawings, not just of locomotives, rolling stock and stations, but extending to signals, track and sundry ephemera so often overlooked. Carefully prepared livery diagrams faithfully illustrate the myriad of paint schemes used since opening in 1902. There are more than a thousand photos, mainly from the railway's own archives. Coverage is broadly to the end of 2019 but includes restoration of the NGG13 Garratt and its first test run in October 2021.

The opening pages outline how purchase of the Vale of Rheidol from British Railways in 1989 included much archive material not previously in the public domain. The 'official archives' were enhanced by acquiring the collection of C.C. Green, who had meticulously recorded many aspects of the railway for his 'Illustrated History' published by Wild Swan in 1986.

The book dates from 2013 when the railway wished to produce a volume of detailed drawings and approached accomplished designer Stephen Phillips. He was privileged to meet VoR owner Peter Rampton, "a very private man" who gave the project his full support. The concept steadily evolved, with Stephen undertaking design, illustration and research for a production team comprising Llyr ap Iolo, Robert Gambrell and Robert Bance (respectively the VoR's chief engineer, CEO and archivist). Peter Rampton wrote a foreword shortly before his death in 2019.

In short, this is a hugely important book that cannot be recommended too highly. Those who quibble at the price should bear in mind that it had a limited print run. A copy could well prove an investment. *DJ*

Published by the Vale of Rheidol Railway ISBN 978-0-95445-464-7,  
Web: [www.rheidolrailway.co.uk](http://www.rheidolrailway.co.uk) Price: £70.00



## Irish Narrow Gauge Album Michael Whitehouse

■ This is the third album of narrow gauge photos produced by Michael, compiled by delving into the extensive archives left by his father, noted railway photographer P B Whitehouse – this archive also includes work from several other well-known rail photographers of the period.

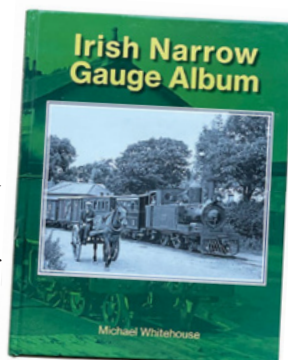
What results is a glorious collection of all monochrome pictures bringing back to life a narrow gauge rail environment that has almost entirely been lost. The photos are of excellent quality, both in content and reproduction, used large – half pages being normal, full pages frequent – and printed on high-quality paper, and they are supported by authoritative and highly readable text from contemporary historians describing the system in question.

The book is divided into two main sections, covering systems in the Republic of Ireland and then Northern Ireland. Each separate system generally gets its own chapter, while there are specific studies of such as the Owencarrow disaster when a train was blown off a viaduct by high winds.

The major lines are of course studied in detail but your reviewer found particular pleasure in the sections on the quirkier lines such as a brief look at the Guinness Brewery railway and an extensive study of the Listowel & Ballybunion monorail.

Modellers who favour Irish prototypes will find this book of great assistance, while for students of the Irish narrow gauge it's a must-have. *AC*

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## The Lough Swilly Remembered Jim McBride

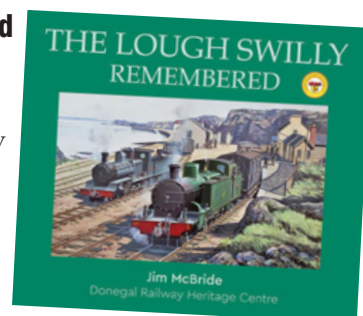
■ This photo album delves into the later days of the famed Londonderry & Lough Swilly Railway, which, at its height, operated 99 miles of 3ft gauge lines from Derry to Letterkenny, Burtonport, Buncrana and Carndonagh.

Using a selection of pictures, most of which have not been published before, Donegal Railway Heritage Centre board member Jim McBride traces the route of the railway, showing locomotives, trains, carriages, wagons and stations along the way.

Most fascinating are shots taken on the Burtonport line before final closure of the Letterkenny-Gweedore section in 1940, showing the railway's magnificent 4-8-0 tender loco, no 12, in action, as well as the 4-6-2 tanks which also operated the rugged route. It goes without saying that the Owencarrow Viaduct, scene of the notorious 1925 accident is not forgotten, while the Carndonagh line, notorious for being little photographed, is included with a view of Carn station itself on the back cover.

This excellent book is also just the ticket for modellers, while the Swilly is further brought to life thanks to an article taken from *Trains Illustrated* of December 1953, written by the railway's original chronicler, Dr Edward M Patterson, who travelled on the line just before closure, in August of that year. *HD*

Published by Donegal Railway Heritage Centre  
ISBN 978-874518-09-9, Web: [donegalrailway.com](http://donegalrailway.com). Price 17 Euros





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## Threlkeld Quarry & Mining Museum Charter & Gala 2021 (DVD)

■ Michael Field is getting out and about again with his video camera and in July 2021 headed for the Threlkeld Quarry Museum Gala and photo charter, the Cumbrian venue's much looked forward-to event back on the calendar after two years cancelled by Covid.

Two main attractions this year included a trio of visiting locos from the Statfold Barn Railway, among them the former Hampshire Narrow Gauge Society Bagnall 'Wendy', and the availability of the museum's newly-built extension line with its horseshoe curve offering a range of different filming points.

The beauty of Threlkeld is the sheer industrial nature of the place, and as we would expect from an MFVP product it's all captured very well from a variety of carefully thought-out angles. Nothing is left out, over the full day of the charter and both days of the Gala, and of course the coverage includes the museum's impressive excavators at work.

Running to just over an hour, this is a particularly atmospheric film, both in video and audio – turning up the volume and filling the office with the sound of hard-working small locos and especially painfully squealing tipper wagons on the horseshoe curve did much to brighten a wet February morning! **AC**

Produced by MFVP, The Rowans, Bishop Kinkell, Conon Bridge, Ross-shire  
IV7 8AW Tel: 01349 861129  
E-mail: m.fieldvideo@googlemail.com  
Price £14.95 plus £1.95 post and packing

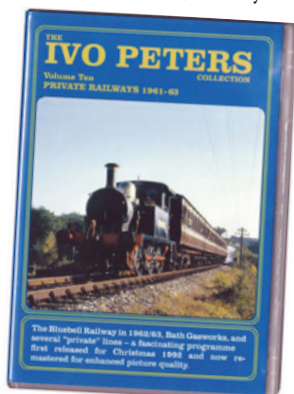


## The Ivo Peters Collection – Private Railways 1961-63 (DVD)

■ As described most recently in *NGW*160, Julian Peters, son of the renowned rail photographer and videographer Ivo Peters has been reissuing on DVD his father's films – these were produced as VHS video tapes in the 1980s, and include much glorious narrow-gauge material from the final industry and early preservation days. Volume Ten is headed 'Private Railways 1961-63' and majors on the formative years of the standard gauge Bluebell Railway, but there are standard gauge industrials and some interest for narrow gauge fans too.

There is a brief visit to the Cadeby Light Railway, the 2ft gauge line laid by larger-than-life character the Reverend Teddy Boston around his rectory, but by far the most interesting are detailed sequences filmed on the 3ft gauge ironstone lines in the Midlands, mainly around Kettering. While the narrow gauge coverage only comprises 15 of the 50 minutes running time of the disc, it is truly fascinating stuff. **AC**

Produced by Julian Peters, copies available by sending a cheque payable to I J Peters to 2 Dark Lane, Steeple Ashton, nr Trowbridge, Wilts, BA14 6EY Price £16.95 including postage



## A visit to Regua

I write having read James Waite's feature on the Tâmega and Congo lines of Portugal in *NGW*161.

I paid a fleeting visit to Regua station in November 2017 – it is five minutes uphill from the quay where the river cruisers berth. The dual-gauge turntable was still there, along with some steam locomotives and four-wheel carriages.

The staff, who were using an old carriage as a 'howff' (apologies for the Scotticism) waved me across the running lines but I could not get close enough to record any of the works plate details without climbing fences, which I would consider a breach of trust. I have included some photos from the visit.

The overall impression was of a working station that was having a heritage site for the tourists added, but there is nothing online to support that having happened.

**Dick Patterson**

## Early years at Bala

**Editor's note:** My feature describing the creation of the Bala Lake Railway in the early 1970s in *NGW*163 has not surprisingly produced several recollections, additional information and some corrections from readers who were there at the time. We're delighted to include some here – more will follow in *NGW*165 and further submissions in similar vein will always be welcome!

I really enjoyed your excellent article about the early years of the Bala Lake Railway. I must have discovered the line about the same time as you – in my case the last week of July 1973, when we came up from northwest Kent to try out our new boat on the lake.

Being almost 15 at the time, I was able to persuade my parents to let me spend a couple of days volunteering, and I rapidly signed up as member 27 of the embryonic society – a move



Photos from Dick Paterson showing the scene he found at Regua station, Portugal on a brief visit in November 2017. The dual-gauge turntable (above) was still extant, while on display were a somewhat odd rail motorcycle (left) and Henschel 04-0T E1.





I have never regretted. Reading the article transported me back to long evenings with George Barnes at the Cyfnod cafe or at his house, discussing all things railway and dreaming about how the line would develop in the future.

Interestingly, the early reports that you quote from *NGN* do not quite coincide with my recollections of what George told me about the start of the railway. He explained that the promoters wanted to keep quiet about their plans, having been warned that British Railways were liable to increase the price of the trackbed if they had an inkling that there was any sort of railway scheme in prospect. So what leaked out to the enthusiast press was probably 50:50 fact and speculation. Things got a bit more 'open' after the sale of the trackbed to Merioneth County Council went through on 1st January 1970.

Meanwhile, George had been collecting relics from the disused railway and engaging in a battle with the scrap contractor to save the signalbox at Llanuwchllyn with its original lever frame.

My understanding is that the county council's support for the project was very much driven by Tom Jones, the finance committee convenor and first chairman of the railway company, who had a great deal of influence in the area. He was the son of a railwayman and keen to put Llanuwchllyn on the map, so he was determined to make it happen.

I don't think there was actually any plan to retain the standard gauge track, as suggested by Richard Greenhaugh. George specifically wanted an Ravenglass & Eskdale style miniature railway, and frequently commented that standard gauge was too heavy, unwieldy and expensive for a small railway. And at that stage no preservation society had successfully relaid 'new' standard gauge track on an old alignment.

Recollections from George's son Nigel which appeared in the Bala Lake Railway Society magazine *Llanuwchllyn Express* suggest that the visit to Ravenglass by George and Tom took place some time in 1969. George told me that in recommending against the use of 15-inch gauge (as "b\*\*\*\*y useless!"), Douglas Ferreira had suggested 18 or 20-inch instead. It was George that then decided they might as well go for 1ft 11<sup>3</sup>/<sub>8</sub>-inch (Ffestiniog) gauge as that had the benefit of allowing them to use standard components. That in turn led to the acquisition of the Ruston 432652 and assorted wagons from Oakley quarry for the construction trains.

The original Ruston, along with

**Right: These two images were sent in by John Downes, who added; "I was a volunteer fireman on the BLR for about 20 years from 1992. These were taken one very hot July in the 1990s with a cheap film camera that I carried in my fireman's bag. After discussions with the general manager we did take passenger trains carefully over this section at very low speed for the rest of the day."**

**"An evening track gang then loosened everything off and removed a small length of rail to bring everything back into alignment."**

**Amazing – today negotiating such a piece of track would not even be considered...**

**"Hunslet reportedly proposed a 2-6-2T on the lines of 'Russell' or the Sierra Leone tanks, which was rather outside the railway's budget..."**



the volunteer-bought Ruston no 2, was part-exchanged to Alan Keef for 'Chilmark' in 1974-75, and subsequently exported to India, where it apparently still is. One or two people have half-heartedly suggested trying to get it back, but it doesn't have quite the same appeal as repatriating 'Winifred'.

In terms of steam locos, while Tom Jones had been thinking of a half-scale 'King', George apparently approached Hunslet to see what was on offer – this being around the time the firm was building 'Trangkil No 4' (*its last steam locomotive - Ed*).

Given the length of run and gradient, they reportedly proposed a 2-6-2T on the lines of 'Russell' or the Sierra Leone tanks, which was rather outside the railway's budget – hence the order for 'Meirionydd' going to Severn Lamb.

Incidentally, 'Trixie' was not actually built by Alan Keef, but by Trevor Barber, although it was Keef that marketed and sold it after its trials at Llanuwchllyn. George was never really a fan of narrow gauge, as he felt the proportions were all wrong – although the sterling performance of 'Maid Marian' and 'Holy War' gradually started to earn some grudging respect from him.

Another minor correction regarding the 1 in 70 gradient of Dolfawr bank – this is nothing to do with the packing up of the trackbed between the platforms, but is part of the old main-line alignment as the railway climbs away from the lake towards the summit of the line at Garneddwen and then descends towards Dolgellau. The bank finishes about ¼-mile from Llanuwchllyn, as the standard gauge line was broadly level through the station before resuming the climb westwards.

The raised trackbed in the station area is graded out at about 1 in 300

and regains the original GWR vertical alignment by the end of the yard – it is only really noticeable because of the dip over the crossover leading down into the loco shed and carriage sidings.

Regarding the extension from Penybont into Bala – George told me that he had agreed a lease of the foreshore strip with Merioneth County Council at the same time as that for the ex-GWR trackbed. However, he did not want to take it up until the tracklaying got a bit closer to Bala, both to save the cost of the annual fee and to delay the clock ticking on the 99-year term. How we have come to regret that decision!

By the time that the rails did reach Penybont in early 1976, Merioneth CC had been abolished in the 1974 local government reforms and Tom Jones had a lot less influence with the new Gwynedd CC, which insisted that it would not be bound by any uncompleted agreements with the previous authority.

The extension dream did not quite die in 1981. When the Light Railway Order was being drafted in the early 1980s a second was prepared for Railway No 2, covering the extension. In the end that was not submitted as the finances were getting tight.

The Mid Wales Development agency funded a study of four possible extension routes by Ove Arup in 1987, to feed into the Bala & Penllyn strategic plan. However, no agreement could be reached between the railway and the Snowdonia National Park, and it was that which really marked the end of any serious planning for the next 25 years.

One final minor correction. Although the station building at Llanuwchllyn was rebuilt over the winter of 1979-80, the ex-Aberdovey canopy was not erected until the following year.

**Chris Jackson**



# That was the year that...

Narrow gauge news stories from the archives and their legacy...

## From 60 years ago

**Penrhyn Railway**, North Wales  
A visit by Eric Cope on 1st February revealed that the line, contrary to information received, was still very much in operation. 'Blanche' and 'Linda' are both in working order, one at work, the other spare at Bethesda. There has been no change in the steam loco position recently, the derelicts, and the few locos working still continue on the job in the quarry. However, the main line track is in very poor shape indeed, and cannot survive indefinitely, so if you want to see a train on the Penrhyn this year, don't delay too long.

(NGN, March 1962)



When David Mitchell took this photo a year earlier in 1961, the Penrhyn main line already looked on its last legs.

*Prophetic words – the Penrhyn main line closed on 24th July that year and the two locos were loaned to the Ffestiniog Railway, subsequently being purchased and running there, in much-modified form, ever since.*

## Welshpool & Llanfair Light Railway, Mid Wales

The Welshpool & Llanfair will receive a visit from Colonel Robertson, Ministry of Transport inspector, on 12th or 19th May, and if the track is passed the first passenger service for over 30 years will start at Whitsuntide. A timetable has not yet been worked out, but it is likely that a service of four trains each way a day will run between Llanfair and Castle. The fare has not yet been decided upon, but will probably be 3/6 return. Bus-type tickets with ticket racks will probably be used, as the Edmondson-type tickets are too expensive at present. (NGN, March 1962)

*Optimistic times at Llanfair but there were to be delays – Colonel Robertson made two inspections, an unofficial one and an official one on 1st May, but then spent time in hospital and the official transfer order allowing leasing of the line from British Rail was not made until 3rd October, too late for the 1962 season. The line finally reopened to the public in April 1963.*

## Dinorwic Quarry, north Wales

The severe gales in February caused widespread damage in the north, particularly in Sheffield, and this has resulted in an unexpected increase in the demand for slates. Dinorwic has started overtime working – unheard of in recent years. The whole of Dinorwic's weekly output of 400 tons is being sent to Yorkshire and this position will continue for some time.

The upsurge in the industry has caused the Dinorwic Slate Quarries to consider proceeding to develop a new quarry at Marchlyn. This was started in a small way in 1931, but was suspended in 1958, but will be reopened in about six months' time. At first the slate slabs will be taken to the main quarry for dressing, but eventually the whole operation will be done at Marchlyn and will be highly mechanised to cut down on labour costs.

Whether rail transport will be used in the new quarry is not known, but this development will almost certainly mean a running-down of the main quarry, and closure of some sections. (NGN, March 1962)

*Such optimism was short-lived. The big new operation at Marchlyn never happened and the quarry as a whole had only another seven years of work, the rail system not even lasting that long.*

Extracts from **Narrow Gauge News**, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join up, go to [www.ngrs.org.uk](http://www.ngrs.org.uk) or see the advert on page 45.



## Diary & Special Events

Please note that no responsibility can be accepted for dates on these pages and anyone planning a visit for a ride or to an event should check the line's website and/or social media feeds for the latest information before travelling.

## Trains in March

Most UK lines begin their main 2022 seasons in April, but the following have confirmed opening dates in March.

- Amberley** – Wed-Sun through March
- Bure Valley Railway** – every weekend
- Evesham Vale Railway** – every weekend
- Exbury Gardens Railway** – from 19th March
- Fairbourne Railway** – 19th-20th, 26th-27th
- Ffestiniog Railway** – 26th-27th, 29th-31st
- Great Whipsnade Railway** – every weekend
- Hayling Light Railway** – Wednesdays and weekends
- Isle of Man Steam Railway** – Fri-Mon plus 24th, 31st
- Kirklees Light Railway** – Fri-Mon, not 11th, 14th
- Llanberis Lake Railway** – Tue-Thur, plus 13th, 20th, 27th
- Perrygrove Railway** – Tue, Thur, weekends
- Ravenglass & Eskdale Railway** – Daily from 19th
- Romney, Hythe & Dymchurch Rly** – weekends, daily from 26th
- Ruislip Lido Railway** – weekends
- Talyllyn Railway** – weekends
- Vale of Rheidol Railway** – daily from 26th
- Welsh Highland Railway** – 29th, 31st (Caernarfon-Bedgelert)

## Special Events in April

Only events of interest to rail enthusiasts are included in this guide.

- **10th April, Amberley Museum Spring Industrial Trains.** Multiple locos in operation, steam and diesel
- **15th-18th April, Isle of Man Rush Hour on the Railways.** Special events and experiences across steam/electric lines
- **23rd April, Ffestiniog & Welsh Highland Railway Snowdonian.** 80-mile round-trip over whole line – pre-booked only
- **30th April-2nd May, Bressingham Steam Gala.** Visiting narrow-gauge steam and steam road locos
- **30th April, Talyllyn Railway Back to the 70s.** Intensive service Tywyn-Abergynolwyn, Nant Gwernol shuttle

## Tramways

- **Douglas Horse Tramway** [www.iombusandrail.im/heritage/](http://www.iombusandrail.im/heritage/) No reopening date announced at press time
- **Great Orme Tramway:** Conwy 01492 577877, [www.greatormetramway.co.uk](http://www.greatormetramway.co.uk) Open daily from 'late March', check tramway's website.
- **Manx Electric Railway, Snaefell Mountain Railway:** Isle of Man, 01624 662525, [www.iombusandrail.im/heritage/](http://www.iombusandrail.im/heritage/) From 15th Mar daily except Mon & Fri. Daily in April except 4th, 25th. Rush Hour Festival 15th-18th.
- **Seaton Tramway:** Devon 01297 20375, [www.tram.co.uk](http://www.tram.co.uk) Weekends in March, daily from 26th March.

## Miniature Railways

- **Audley End Railway** (10.25in): Essex 01799 541354, [www.audley-end-railway.co.uk](http://www.audley-end-railway.co.uk) Wknds from 19th Mar, daily 2nd Apr
- **Beer Heights Light Railway** (7.25in): Devon 01297 21542, [www.pecorama.co.uk](http://www.pecorama.co.uk) Daily from 5th April.
- **Lappa Valley Railway** (15, 10.25, 7.25in): Cornwall 01872 510317, [www.lappavalley.co.uk](http://www.lappavalley.co.uk) Wed-Sun, daily 9th-24th Mar.
- **Littlehampton Miniature Railway** (12.25in): Sussex [www.littlehamptonminiaturerailway.com](http://www.littlehamptonminiaturerailway.com) Opens 2nd Apr, see website.
- **Moors Valley Railway** (7.25in): Hants 01425 471415, [www.moorsvalleyrailway.co.uk](http://www.moorsvalleyrailway.co.uk) Weekends, daily 9th-24th Apr.
- **North Bay Railway, Scarborough** (20in): Yorks 01723 368791, [www.nbr.org.uk](http://www.nbr.org.uk), No details released at press time, see website.
- **Rhyl Miniature Railway** (15in): Clwyd 01352 759109, [www.rhylminiaturerailway.co.uk](http://www.rhylminiaturerailway.co.uk) Daily 15-24 Apr, then wknds.
- **South Downs Light Railway** (10.25in): Sussex 07518 753784, [www.south-downs-railway.com](http://www.south-downs-railway.com) Wknds, bnk hols, not 17 Apr.



# What's On

|                                                                                    | Fri 1st | Sat 2nd | Sun 3rd | Mon 4th | Tue 5th | Wed 6th | Thu 7th | Fri 8th | Sat 9th                                                                  | Sun 10th | Mon 11th | Tue 12th | Wed 13th | Thu 14th | Fri 15th | Sat 16th | Sun 17th | Mon 18th | Tue 19th | Wed 20th | Thu 21st | Fri 22nd | Sat 23rd | Sun 24th | Mon 25th | Tue 26th | Wed 27th | Thu 28th | Fri 29th | Sat 30th |
|------------------------------------------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|--------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>Almond Valley Rly:</b> 01506 414957<br>www.almondvalley.co.uk                   |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Amberley Museum:</b> 01798 831370<br>www.amberleymuseum.co.uk                   |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Amerton Railway:</b> 01785 850965<br>www.amertonrailway.co.uk                   |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Apedale Valley Rly:</b> 0845 094 1953<br>www.avlr.org.uk                        |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Bala Lake Railway:</b> 01678 540666<br>www.bala-lake-railway.co.uk              |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Brecon Mountain Rly:</b> 01685 722988<br>www.bmr.wales                          |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Bressingham:</b> 01379 686900<br>www.bressingham.co.uk                          |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Bure Valley Railway:</b> 01263 733858<br>www.bvrw.co.uk                         |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Cleethorpes Coast Light Railway</b><br>01472 604657 www.cclr.co.uk              |         |         |         |         |         |         |         |         | Details not published at press time – check website                      |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Corris Railway:</b> 01654 761303,<br>www.corris.co.uk                           |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Evesham Vale Light Rly:</b><br>01386 422282 www.evlr.co.uk                      |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Exbury Gardens Railway:</b><br>023 80891203 www.exbury.co.uk                    |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Fairbourne Railway:</b> 01341 250362<br>www.fairbournerrailway.com              |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Ffestiniog Railway:</b> 01766 516000<br>www.festrail.co.uk                      |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Golden Valley Light Railway:</b><br>01773 747674 www.gvlr.org.uk/               |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Great Whipsnade Rly:</b> 0844 225 1826<br>www.zsl.org/zsl-whipsnade-zoo         |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Groulle Glen Railway:</b><br>01624 670453 www.ggr.org.uk                        |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Hampton Kempthn Rly:</b> 07583 560167<br>www.hamptonkempthnrailway.org.uk       |         |         |         |         |         |         |         |         | Details not published at press time – check website                      |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Hayling Light Railway:</b> 07902 446340<br>haylinglightrailway.wixsite.com/ehlr |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Heatherslaw Light Rly:</b> 01890 820317<br>www.heatherslawlightrailway.co.uk    |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Isle of Man Steam Rly:</b> 01624 663366<br>www.iombusandrail.im/heritage/       |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Kirklees Light Rly:</b> 01484 865727<br>www.whistlestopvalley.co.uk             |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Launceston Stm Rly:</b> 01566 775 665<br>www.launcestonr.co.uk                  |         |         |         |         |         |         |         |         | Easter reopening planned but not confirmed at press time – check website |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Leadhills &amp; Wanlockhead Railway</b><br>www.leadhillsrailway.co.uk           |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Leek &amp; Rudyard Railway:</b><br>01538 306704 www.rlsr.org                    |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Leighton Buzzard Railway</b><br>01525 373888 www.buzzrail.uk                    |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Llanberis Lake Rly:</b> 01286 870549<br>www.lake-railway.co.uk                  |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Lynton &amp; Barnstaple Railway:</b><br>01598 763487 www.lynton-rail.co.uk      |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>North Gloucestershire Railway:</b><br>www.toddington-narrow-gauge.co.uk         |         |         |         |         |         |         |         |         | Easter reopening planned but not confirmed at press time – check website |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Old Kiln Light Rly:</b> 01252 795571<br>www.oldkilnightrailway.co.uk            |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Perrygrove Railway:</b> 01594 834991<br>www.perrygrove.co.uk                    |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Ravenglass &amp; Eskdale Rly:</b> 01229<br>717171 www.ravenglass-railway.co.uk  |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Romney, Hythe &amp; Dymchurch Rly</b><br>01797 362353, www.rhdr.org.uk          |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Ruislip Lido Railway:</b> 01895 622595<br>www.ruislipidorailway.org             |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Sittingbourne &amp; Kemsley Railway:</b><br>01795 424899, www.sklr.net          |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Snowdon Mountain Rly:</b> 0870 450<br>0033 www.snowdonrailway.co.uk             |         |         |         |         |         |         |         |         | Service to Clogwyn only – see website                                    |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>South Tynedale Rly:</b> 01434 381696<br>www.south-tyndedale-railway.org.uk      |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Steeple Grange Lt Rly:</b> 01629 55123<br>www.steeplegrange.co.uk               |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Talyllyn Railway:</b> 01654 710472<br>www.talyllyn.co.uk                        |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Teifi Valley Railway:</b> 01559 371077<br>www.teifivalleyrailway.wales          |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Threlkeld Msm:</b> 01768 779747, www.<br>threlkeldquarryandminingmuseum.co.uk   |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Vale of Rheidol Rly:</b> 01970 625819<br>www.rheidolrailway.co.uk               |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Waterworks Railway:</b> 020 8568 4757<br>www.waterandsteam.org.uk               |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Wells Walsingham Rly:</b> 01328 711630<br>www.wvlr.co.uk                        |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Welsh Highland Railway</b><br>01766 516000, www.festrail.co.uk                  |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Welsh Highland Heritage Railway</b><br>01766 513402, www.whr.co.uk              |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>Welshpool &amp; Llanfair Light Railway</b><br>01938 810441, www.wllr.org.uk     |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>West Lancashire Light Railway</b><br>01772 815881, www.westlancs.org            |         |         |         |         |         |         |         |         |                                                                          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
| <b>KEY</b> Trains (steam or diesel),  Special events,  No trains                   | 01      | 02      | 03      | 04      | 05      | 06      | 07      | 08      | 09                                                                       | 10       | 11       | 12       | 13       | 14       | 15       | 16       | 17       | 18       | 19       | 20       | 21       | 22       | 23       | 24       | 25       | 26       | 27       | 28       | 29       | 30       |



# Easter Week 1995

*Keith Chester experienced deep snow in Romania.*



Palm Sunday 1995 saw us on a night train from Budapest arriving at Cluj in the early hours of the morning, then changing to a local train north. Dawn had barely broken when we reached our destination, Vişeu de Sus.

By the mid-1990s the surviving forestry railways in Romania were rapidly closing. But there were no roads in the Vaser valley and the 40km-long line from Vişeu was, indeed still is, going strong. With reports of the arrival of diesels, it was time for a visit.

It was with some relief that we saw smoke rising over the small CFF depot – there would be steam today. We took our seats in one of the stuffy carriages crowded with workers

heading into the forest for the week's lumberjacking. As the train headed up the valley, the low cloud gave way to sunshine.

Springtime in the Carpathians is, however, an unpredictable season. By the early afternoon we had reached that day's destination, Stâvioara, where no 764-484 took water from a nearby pond using a pulsometer. The weather suddenly changed as an intense sleet storm, with rays of sun breaking through, covered our 0-8-0T and everything around it with snow. We all huddled around the carriage's stove for the return trip to Vişeu.

Next morning was bitterly cold but the sky clear. Snow lay everywhere and by the time 764-484 paused for a first water stop, we were in a gricers'

**Above: A few kilometres out of Vişeu de Sus, 0-8-0T 764-484 (Resita 1439/1958) pauses to take water using a pulsometer. 10th April 1995.**

**Below: The only water crane on the Vişeu system was at km 8. No 764-484, complete with snowplough, almost disappears in the snow. 13th April 1995.**

**Photos by Keith Chester**

paradise: sun, snow, steam. It would be short lived, the sun yielding to clouds for much of the day.

The last of the four-wheel trucks was dropped off at Miraj and we settled down for the journey back. Suddenly, we were surrounded by the loud bleating of a flock of sheep. The shepherd and the unfazed crew then began to load what would soon be somebody's Easter lunch into the bogie carriage and four-wheel van that now comprised our train. We squeezed into one corner of the carriage and had a noisy and increasingly malodorous ride back down the valley.

## Ploughing on

On Wednesday we visited nearby Sighet in the vague hope of seeing a 5ft gauge loco from Ukraine. In the afternoon the snow began falling heavily and when we woke the next morning it was 40–50cm deep. It was 13th April. We had planned to leave Vişeu de Sus that day but at the station a gang of men were struggling to attach a large snowplough to the front of no 764-484 and this was too rare an opportunity to miss.

We rode the train about 12km up the valley. Then, intending to take an afternoon train to Cluj, we walked back to Vişeu, to find a second train ready to depart. This we took as far as the water stop at km 8, photographed no. 764-457 as it moved off and for a second time that day we hiked back to Vişeu, where welcome hot soup and beer awaited us. **NGW**





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