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FEBRUARY 2023

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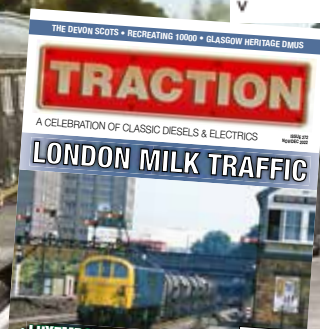


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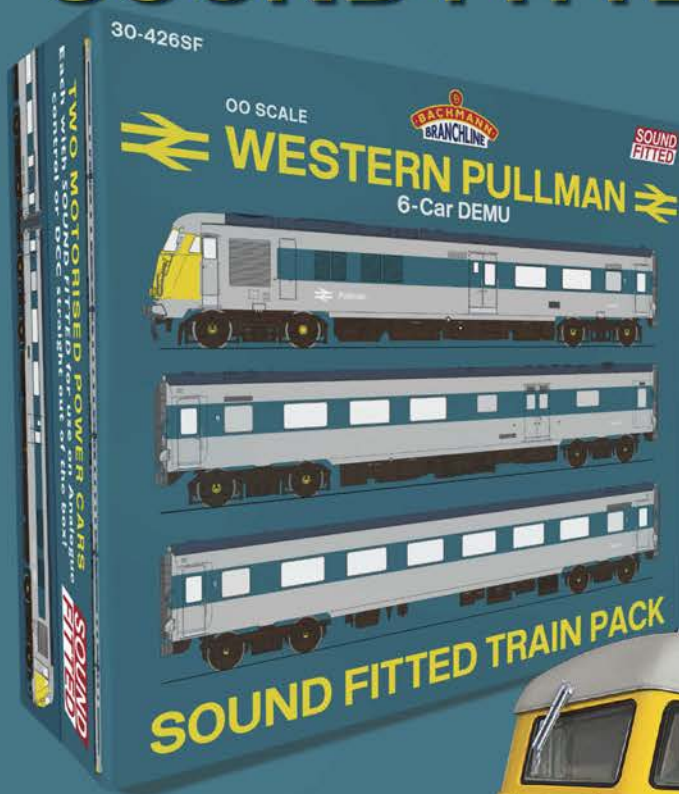
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WORLD OF RAILWAYS

TV

FEATURE

BRM team look back at 2022

Howard, Phil and Andy look back at some of the highlights of 2022 whilst indulging in the usual seasonal mickey-taking. All of the content discussed is access...

WATCH THE VIDEO HERE

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



PLAY

PRACTICAL

Building a Tea Bar

Phil Parker tackles a quick project, building the Wills Tea Kiosk kit. Along the way, he provides plenty of tips for anyone new to building plastic kits.



PLAY

FEATURE

WOR TV 2022 summary

In what has been a great year for exploring manufacturers, retailers, heritage railways and new-build projects, Howard Smith has uncovered footage that didn't make it into the final edits...



PLAY

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BRITISH RAILWAY MODELLING
BRM

Welcome to February

By the time you're reading this latest issue of BRM, the Christmas festivities are drawing to a close, with the New Year celebrations to enjoy. Another year is almost over, and it's been a challenging one for many reasons.

Times can be tough, and our hobbies have an even more important role to play in lifting morale and keeping us busy. What better way to escape the daily troubles than enjoying a card kit build, or sketching out plans for your next model railway?

The editorial team attended The Warley National Model Railway Exhibition last month and it provided us with a perfect opportunity to meet some of our readers and introduce others to World of Railways – it was a great weekend for all. It was also enjoyable to be shown so many new modelling projects, some of which will likely appear in future pages – watch this space! We enjoyed your interaction, what you like about the magazine, and hear your ideas about future articles.

If you missed the show, fear not, tickets are live for our Doncaster and London exhibitions, with fantastic layouts and exhibitors to appear – for more information and to book tickets, visit www.world-of-railways.co.uk/information/all-shows. We've also got a Doncaster preview on page 90 this issue, which highlights some of the detailed layouts you can expect to see at the show. Hopefully, we'll see you there!

Speaking of detailed layouts, in this latest issue of BRM, we've got four to share, each offering a little slice of escapism. The scenic work on 'Stratford St. Mary' is particularly something to marvel at – turn to page 20 to see for yourself, plus 'Ryecroft Arena', starting on page 62, provides much inspiration for those lacking space. If you're considering modelling a farm, see the excellent 'Millthorpe Light Railway' on page 44, and the interior details on 'Exhill Works' on page 78 will blow your socks off!

We've hopefully included something for everyone in this issue, and we hope you enjoy all the articles and practical features on offer. As always, get in touch if you have topics you would like to see in the future.

Here's to another great year of modelling!

The BRM team

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R8206	Power Track.....	£8.95

31-465	C Class BR.....	£93.46
31-461A	C Class SR Black.....	£106.20
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31-003A	Robinson LNER.....	£110.45
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31-635B	GWR 64xx.....	£118.95
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35-527	Cl 121 Network Southeast.....	£131.70
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35-126	Harry Needle Cl20.....	£152.95
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NR-P987JW	Shell/BP black no. 5173 withd.....	£14.25
NR-P987KW	Shell/BP black no. 5179 withd.....	£14.25
NR-P987LW	Shell/BP black no. 5168 withd.....	£14.25
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NR-P993FW	BP Grey no. BP067184 withd.....	£14.25
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NR-P994B	BP Green no. BP067162.....	£13.45
NR-P994C	BP Green no. BP067368.....	£13.45
NR-P994DW	BP Green no. BP067765.....	£14.25
NR-P994EW	BP Green no. BP067783.....	£14.25
NR-P994FW	BP Green no. BP067574.....	£14.25
NR-P995A	BP Black no. BP065762.....	£13.45
NR-P995B	BP Black no. BP065764.....	£13.45
NR-P995C	BP Black no. BP065771.....	£13.45
NR-P995DW	BP Black no. BP065770.....	£14.25
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R3707	R&H 48DS Longmorn.....	£71.99
R3884	Cl 60 DB Cargo 60100.....	£161.99
R3885	Cl 60 DB Cargo 60062.....	£161.99
R3901	Cl 60 Colas.....	£161.99
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R30089	Cl67 Transport for Wales.....	£174.59
R30184	Cl. 67 Colas (RR plus).....	£87.30
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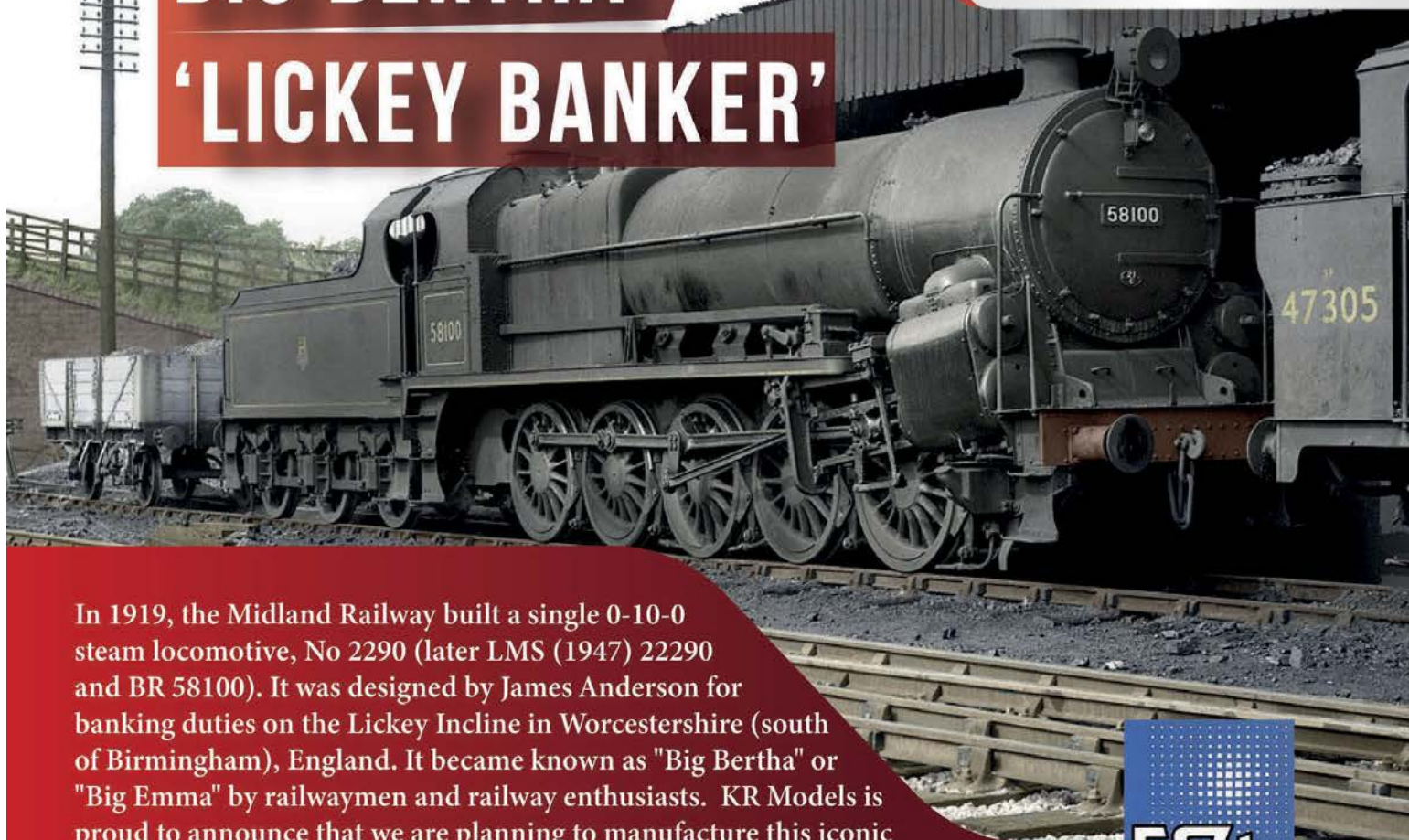
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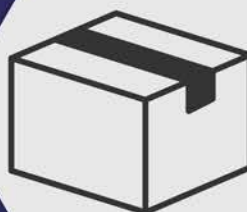
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COUNTRY STATION
00 SCALE PO237
N SCALE PN137

Country Station includes platform shelter.



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00 SCALE PO236
N SCALE PN136

A platform to platform bridge which is easily extended with the addition of extra kits.



DOUBLE TRACK ENGINE SHED
BRICK 00 SCALE PO313 / N SCALE PN913
STONE 00 SCALE PO337 / N SCALE PN937

Includes laser cut roof trusses & a separate workshop building. Stone version shown on the page opposite.



GOODS SHED
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N SCALE PN912



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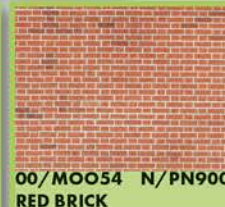
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S&C STATION MASTERS HOUSE
 00 SCALE PO335 / N SCALE PN935



S&C STATION SHELTER
 00 SCALE PO334 / N SCALE PN934



S&C DOUBLE TRACK ENGINE SHED
 00 SCALE PO337 / N SCALE PN937

Although there were no large sheds on the S&C. This matching building is great for those imaginary layouts, or for those that don't want brick. Brick version shown on the page opposite.



S&C GOODS SHED
 00 SCALE PO336 / N SCALE PN936



S&C STATION BUILDING
 00 SCALE PO333 / N SCALE PN933

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T05
UHU
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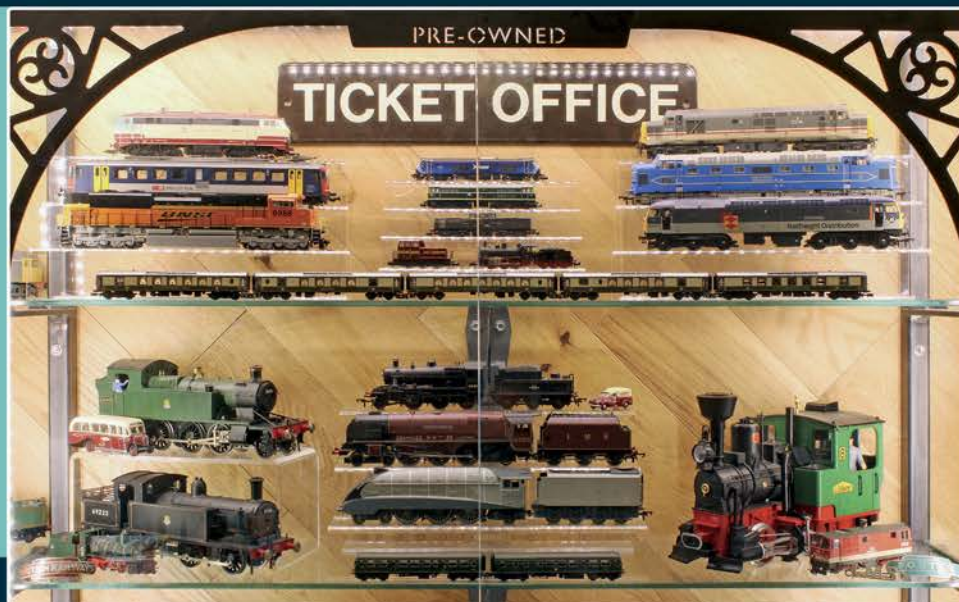
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L&MR 'Lion' 0-4-2
Stage: Engineering Sample Due: Q2 2023
Price: from £152.96 Digital: NEXT-18

Hawthorn Leslie 0-4-0ST
Stage: Engineering Sample Due: Q3 2023
Price: from £107.41 Digital: NEXT-18

LBSCR Class E1 0-6-0T
Stage: Render Due: TBC 2023
Price: from £140.21 Digital: NEXT-18

Class 43xx 'Mogul' 2-6-0 (Update)
Stage: CADs Due: Q1 2023
Price: from £154.18 Digital: 18-pin

Class 78xx Manor 4-6-0
Stage: In production Due: Q1 2023
Price: from £169.99 Digital: 21-pin

HR Class I 'Jones Goods' 4-6-0
Stage: CADs Due: TBC 2023
Price: from £186.96 Digital: 21-pin

OO Gauge Diesels & Electrics

Class 02 Shunter
Stage: Engineering sample Due: Q3 2023
Price: from £152.15 Digital: 18-pin

Class 26/1
Stage: Engineering Sample Due: Q2 2023
Price: from £177.65 Digital: 21-pin

Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin

Class 47
Stage: Engineering Sample Due: Q1 2023
Price: from £212.46 Digital: 21-pin

Class 50
Stage: CADs Due: Q4 2023
Price: from £189.99 Digital: 21-pin

BR NBL Prototype 10800
Stage: Decorated Samples Due: 2023
Price: from £216.71 Digital: 21-pin

OO Gauge Multiple Units

Class 104 DMU
Stage: Engineering Samples Due: TBC 2023
Price: from £330.65 Digital: 21-pin

BR Mk1 Suburbans
Stage: Engineering Samples Due: Q3 2023
Price: £59.95 each Digital: N/A

BR Mk2B Coaches
Stage: Deco Samples Due: Q1 2023
Price: £59.95 each Digital: Yes

GWR 'Toplight City' Coaches
Stage: Deco Bodysells Due: 2023
Price: £55.08 Digital: 6-pin

Wisbech & Upwell Tramcars
Stage: Engineering Samples Due: Q2 2023
Price: £63.71 Digital: N/A

Siphon G Vans
Stage: Deco Samples Due: Q1 2023
Price: £54.95 Digital: N/A

GWR B-Set Coaches
Stage: CADs Due: Q4 23/ Q1 24
Price: £144.45 (2 pack) Digital: N/A

SECR 6-wheel Brake Van
Stage: Early sample Due: Q1 2023
Price: £33.96 each Digital: N/A

14t Air Ministry Tank Wagons
Stage: CADs Due: Q3 2023
Price: £32.13 Digital: N/A

FNA-D Nuclear Flask Wagons
Stage: Engineering Samples Due: Q3 2023
Price: £74.95 (2-pack) Digital: N/A

SR 10t Banana Vans
Stage: Engineering Samples Due: Q4 2023
Price: £84.95 (3-pack) Digital: N/A

NER 20t Coal Hoppers
Stage: Engineering Samples Due: Q1 2024
Price: £84.95 (3-pack) Digital: N/A

JHA P&D Hoppers
Stage: CADs Due: Q3 2023
Price: from £46.75 Digital: 6-pin

N Gauge Steam Locomotives

LSWR Class M7 0-4-4T Retool
Stage: Deco Samples Due: Q1 2023
Price: from £89.92 Digital: PCB swap

SR 'Light Pacific' 4-6-2
Stage: CADs Due: Q1/2 2023
Price: from £189.98 Digital: 18-pin

Class 63xx Mogul 2-6-0
Stage: CADs Due: Q1 2024
Price: from £156.06 Digital: 18-pin

Class 2MT Ivatt 2-6-2T Retool
Stage: Engineering Sample Due: Q3 2023
Price: from £93.50 Digital: PCB Swap

N Gauge Diesel Locomotives

Class 28 Co-Bo
Stage: Production samples Due: Dec 2022
Price: from £101.96 Digital: 18-pin

Class 44 'Peak'
Stage: CADs Due: 2023
Price: TBC Digital: 18-pin

Class 59
Stage: Engineering Samples Due: Q1 2023
Price: from £146.88 Digital: 18-pin

Class 43 HST (Updated Batch)
Stage: Engineering Sample Due: Q2/3 2023
Price: from £156.06 Digital: 18-pin

Conflat P Wagons
Stage: In Production Due: Q1 2023
Price: £25.46 Digital: N/A

SECR Wagon Packs
Stage: CADs Due: 2023
Price: from £59.46 Digital: N/A

LNER Dynamometer Car
Stage: CADs Due: 2023
Price: £84.95 Digital: N/A

OAA Open Wagons
Stage: CADs Due: 2023
Price: £59.45 (3 pack) Digital: N/A

O Gauge Steam Locomotives

Class J94 Austerity 0-6-0ST
Stage: Early Sample Due: Q2 2023
Price: from £229.50 Digital: 21-pin

Class B4 0-4-0T
Stage: Deco Samples Due: Q1 2023
Price: from £213.78 Digital: 21-pin

Class 3MT 2-6-2T
Stage: Early Sample Due: Q2 2023
Price: from £527.85 Digital: 21-pin

Class 37/0
Stage: Early sample Due: 2023
Price: £568.65 Digital: ESU XL

Class 45 'Peak'
Stage: Early sample Due: Q3 2023
Price: from £568.65 Digital: ESU XL

Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £619.65 Digital: ESU XL

Class 66
Stage: Engineering Sample Due: Q1 2023
Price: from £308.80 Digital: 21-pin

Class 73 'Electro-Diesel'
Stage: Engineering Sample Due: 2023
Price: from £662.15 Digital: ESU XL

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q1 2023
Price: from £104.52 Digital: Yes TBC

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2023
Price: from £254.15 Digital: N/A

LMS 50ft Inspection Saloon
Stage: Engineering Sample Due: TBC 2023
Price: TBC Digital: TBC

HIA Hopper Wagons
Stage: Engineering Sample Due: Q2 2023
Price: £68 Digital: TBC



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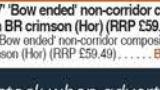
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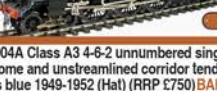
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STRATFORD ST. MARY

With a scenic refresh underway, this long-established home-based loft layout was photographed at its best angles – and they were plentiful.

Words & photography: Kelvin and Robin Pinnock



Scratch-built Waggon und Maschinenbau railbus passes Stratford's home signal with a Hadleigh to Elmleigh Market service. The oak tree was modelled from life.

Dedham Vale; the heart of 'Constable Country', an area of outstanding natural beauty, its riverside meadows and fertile farmland immortalised by the artist John Constable; a jewel of the East Anglian landscape. We built a railway through it...



FACTFILE

Layout Name: Stratford St. Mary

Scale/gauge: 4mm:1ft scale / 16.5mm gauge / OO

Size: 18ft x 17ft 6in (complete layout, including storage yards) 15ft x 2ft 6in (Stratford St. Mary section)

Era/region: Late-1950s/early-1960s BR Eastern Region, Great Eastern section

Layout Type: Continuous loop

A small stream runs down the valley side and under Fishpool bridge. Water is a sheet of clear plastic, painted underneath and varnished on top, with ripples of Glue 'n' Glaze. The sluice waterfall was made from the clear plastic casing of a ballpoint pen, cut and melted.



The village of Stratford St. Mary, situated on the River Stour, marking the border of Essex and Suffolk, has never been railway-served in reality. It is imagined that a station was built on an eastward extension of the Stour Valley line from Cambridge, branching off at Sudbury, and connecting with the Great Eastern Main Line at the fictional town of Elmleigh Market. Much of the inspiration for 'Stratford St. Mary' station came from prototypes at Clare, Cavendish, and Linton along the former Stour Valley route, and Lavenham on the line to Bury St. Edmunds.

Layout origins

Following a house move in 1978, we had access to a clear loft area, which allowed us to plan a layout with a main line station and cross-country branch. Previous experience over 10 years had developed from an old train set on an 8ft x 4ft board, through to our first Great Eastern-based layout 'Langenhoe', which established the

desirability of a main line junction and branch operation.

Layout design was based around the loft access hatch and a few roof supports that divide the space, producing a pear-shaped scenic area with storage tracks behind a continuous backscene. Elmleigh Market station occupies one side, with the main line from London to Norwich heading north across open country as the branch diverges and curves around the broad end of the scenic section before crossing the river at Stour Quay. The line passes an area of meadow featuring a small timber trestle bridge before entering Stratford St. Mary station. Departing under a characteristically arched road bridge, the line curves sharply as it leaves the scenic section, thus forming an elongated 'S' shape, and re-joins the main line at Highfield Junction, where routes to the branch storage, main line storage and reverse loops can be selected. More than 30 complete trains for the main line and branch can be accommodated behind the scenes on

three levels, including yet another reverse loop. The basic design has remained largely unaltered through 44 years, although track and operating systems have been replaced, and storage capacity has grown. 'Stratford St. Mary' has recently completed a major revision of scenery and structures, with some original models dating from 1983.

The layout was built as a permanent installation, with a timber frame and chip-board trackbed, although the original construction is best described as inadequate, needing some additional support in parts. Storage tracks run beneath the trestle bridge section, which has a shallow frame of planks supporting a hardboard base, upon which the landscape is carved from polystyrene foam blocks.

Experienced modellers will have identified potential problems with the design – mainly the extra difficulties involved with controlling storage tracks that are hidden from the operators, the steep gradients between different levels of storage, and the

Hornby J15 65477 with scratch-built tender cab, shunts the narrow confines of the goods shed. Some sheds of this type, such as the sole survivor at Clare, had the arched doorway widened with a flat lintel in later years.



Lighting up

All station buildings are illuminated by dimmed nano SMD LEDs, as well as scratch-built gas lamps along the platforms and oil lamps on the crossing gates. The merits of lighting are debatable. The layout is not operated in the dark, the lights are barely visible in normal conditions, and the extra work involved is considerable – but they can create some magical images.



electrical complications of reverse loops. The loft environment can also be very stressful for models and modellers, with temperatures sometimes exceeding 45 degrees C.

Challenging terrain

For additional operational interest, it is imagined that a short branch to Hadleigh was built from a junction to the west of 'Stratford St. Mary', operated by a push-pull service that works through to Elmleigh Market.

Making a return journey along the line, our train's position can be seen by LEDs on the main storage control panel, together with the route selected through Highfield

Junction. There is also a CCTV system to monitor the hidden tracks. A steep gradient of 1-in-50 faces all trains leaving the lower loops, which can be challenging for some of the small locomotives permitted over the branch.

Key features

Passing under the bridge on approaching Stratford St. Mary, the first notable feature is the coal shed, a relic of Great Eastern days, and loosely based on prototypes at Lavenham and Clare stations. These sheds were demolished or disused by the 1950s, with unloading done on the open ground or bagged straight onto a lorry.

There is a weighbridge office near the yard entrance, modelled on Buntingford, which was an experiment in using Superglue for assembly instead of solvents, in an effort to eliminate warping. Glued paper was also used for small details such as guttering. This technique was adopted for most new construction, although it can be difficult to work with, and one should always avoid breathing fumes from the glue.

Not included in the original plan was the goods shed, which required the complete rebuilding of the approach tracks to serve it. Handmade pointwork uses bullhead rail and C&L chairs on plastic sleepers, with C&L plain track. Some awkward shunting moves

Creating foliage

Trees were always going to be a feature of the layout, inspired by the pioneering work of George Iliffe Stokes, and the demise of English elm trees due to disease in the 1970s. Construction uses steel cable, unwound to form the branches and polyfibre or steel wool for twigs supporting homemade foliage mat, or other leaf products – even old-fashioned sawdust has been used.

Large elm trees are only depicted on the backscene at Stratford St. Mary, there being more room to model them on the Elmleigh section. Oaks behind the garage and crossing keeper's cottage form a soft scenic break before the line crosses the road.



are needed, using a long headshunt parallel to the running line. The shed is based on the surviving example at Clare, although the prototype has been greatly altered over time, so we have incorporated some original features from other Great Eastern sheds to make an idealised version.

An LNER-style cattle dock is situated on a siding south of the running line, together with a loading bank and end loading dock. A small shed housing a Bachmann Wickham trolley is another recent addition.

Hinged gates on the cattle pen allow them to be posed for photographs – similarly, doors on the goods shed, station building and various gates can also be closed. Steel panels were built into the station entrance doors so they can be pulled shut with a magnet.

The station is of the Great Eastern '1865' type, the main buildings are based on photographs and measurements taken on site visits to Clare, with alterations as required. Construction is mostly from embossed plastic card, although these 40-year-old models have now been reinforced with an inner shell of 2mm thick plastic during their recent renovation.

Layout control

Control of the branch is from a small diagrammatic panel along the front edge of the loading bank. Toggle switches operate Tortoise motors for the platform roads, and solenoids via a capacitor discharge unit for the sidings. Power is supplied from a Codar CT2000 twin controller with inertia simulation and a hand-held controller, still going strong after 50 years' use. Common return wiring through DPDT switches distributes power from either controller to the approach tracks, platform roads and sidings, as required.

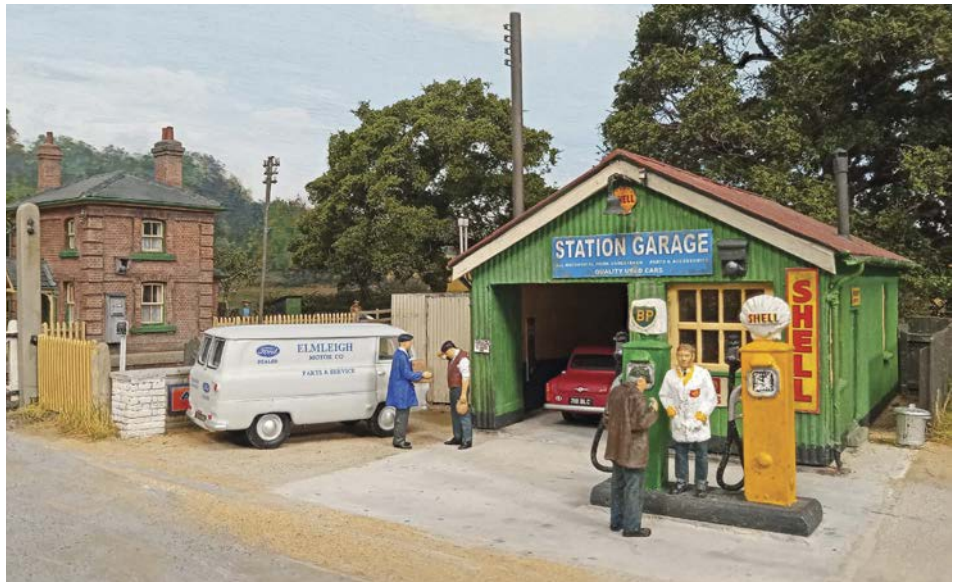
As the branch forms a reverse loop within the layout, the required polarity reversal of the track is performed along the section between 'Stratford St Mary' level crossing and the approach to Elmleigh Market. A three position rotary switch controls the direction of travel along this reversing section, with a centre shunt option with normal control for shunting operations beyond the crossing. Separate feeds from the power controllers, wired into their reversing switch inputs, provide a non-reversing supply to the direction selector. Trains can therefore be driven without stopping along the branch, the operator only needs to reverse direction on their controller



The main station building combines features from prototypes at Clare, Cavendish and Linton. The taxi driver risks losing a fare as an Ipswich-based North British type 2 departs with a train for Elmleigh Market and Colchester.



The signalman returns to his box with the token from a Metropolitan-Cammell DMU, waiting for the Hadleigh railbus to arrive. The distant backscene is viewed at an angle, but the clouds and skyline are painted to appear horizontal.



Elmleigh Motors seem to have delivered the wrong parts to the service bay, while the long-suffering pump attendant endures more complaints about the price of petrol – 4/8d (23p) per gallon!

anywhere in the reversing section.

Signals on the branch are all GER lower quadrants, built from MSE/Wizard components, together with GER and BR ground signals in the goods yard – all servo-operated by MERG kits.

Finally, the most important switch on this crowded panel controls the level crossing gates, which are interlocked with the track power to prevent accidental demolition.

Creating the scene

A growing population of 3D-printed figures from Modelu and Hardy's Hobbies, together with older castings and the venerable Airfix/Dapol figures, bring the station to life. Most figures are free-standing, enabling appropriate positioning or cameos to be set up for photographs.

On leaving the station, the line crosses the B1029 road to Dedham, forming a focus of interest around the level crossing with the attendant crossing keeper's cottage. The gates are powered by twin mechanisms, using 1970s vintage tape recorder motors with a simple threaded rod and travelling nut drive. There are no gears, and the motors turn slowly, so the gates move in satisfying silence.

Opposite the station entrance, the station garage has been likened to Scripps' garage in the TV drama 'Heartbeat', but was based on typical village workshops of the time.

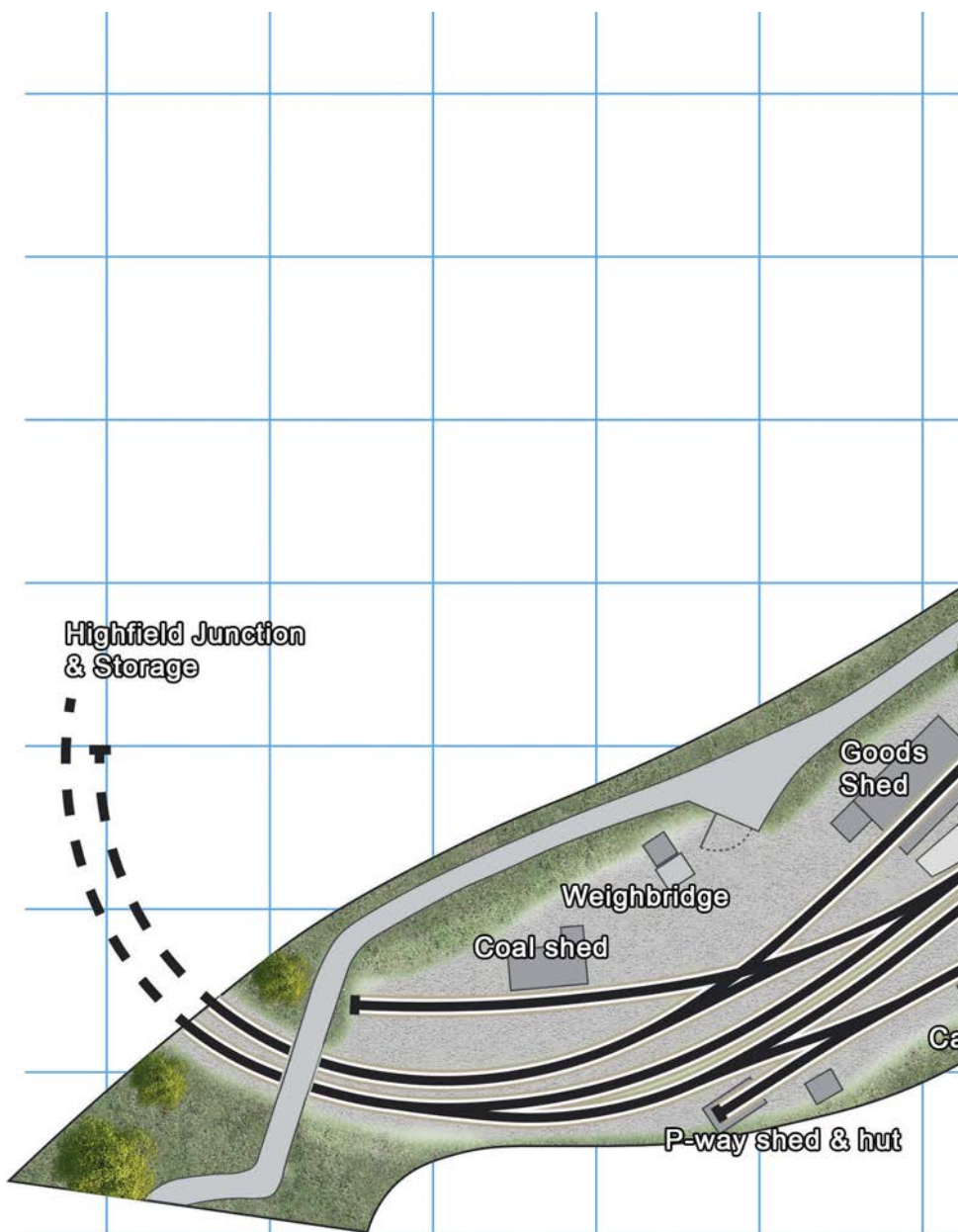
The road leads the eye towards the backscene, which might have gone unnoticed so far, but that was intentional! It was painted with simplified detail, in the same way that the distant landscape might be represented in a painting, and with very little linear perspective that only looks 'right' from one viewing position. The skyline and clouds are painted with great care to support a wide viewing angle. Most of the village is hidden by trees, although there is a fine view of Saint Mary's parish church.

Fishpool Bridge was loosely based on a prototype still extant on the former Maldon branch at Wickham Bishops. In reality, bridges of this type imposed severe weight restrictions on the locomotives that could use them, but we have granted special dispensation for some of our favourites!

On a personal note, we are now both retired and have more time to devote to detailing the layout, progressively working our way along the branch line, and moving on to the junction station at Elmleigh Market, which hopefully will be the subject of a future article. Watch this space!

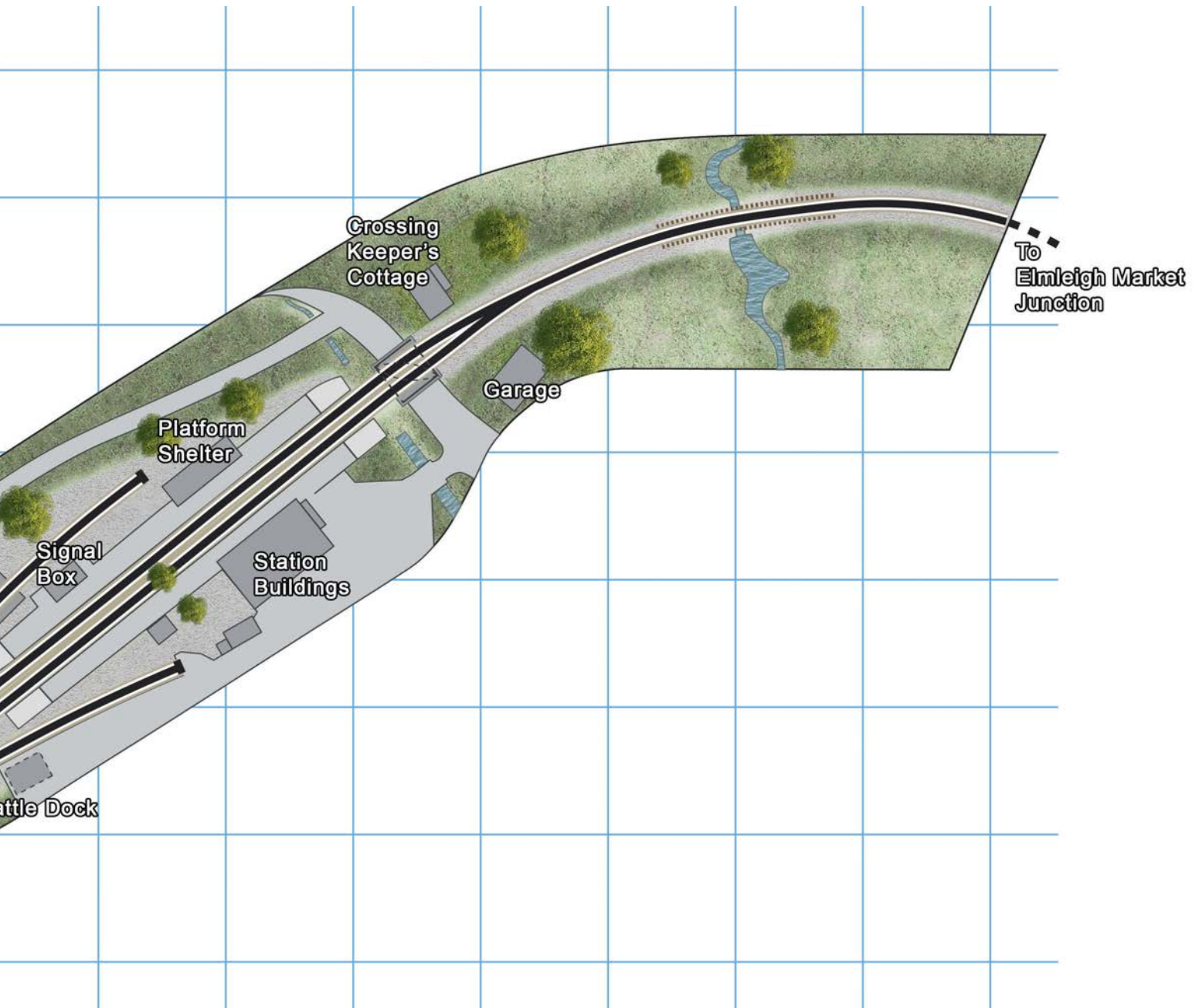


A wide variety of coaching stock can be seen on branch services. J15 65445 waits to depart with some elderly Gresley examples, including an articulated twin set converted from early Kirk kits. Oak and ash trees line the road behind the station.





65477 eases a train of grain wagons over Dedham Road crossing. The leading vehicle is an Acorn etched brass kit, the remainder are Bachmann. The brass crossing gates, tapered along their length, with delicate infill rods and working lamps, represent Great Eastern designs adapted for use with concrete posts.





The trains of 'Stratford St Mary'

The time period for the layout is set in the BR steam/diesel transition, with a degree of modeller's licence, from the mid-'50s until 1962, prior to the introduction of yellow-fronted diesels. Ex-Great Eastern J15s are the main motive power – the excellent Hornby models, one fitted with a scratch-built tender cab, have replaced an ancient whitmetal kit dating from the 1970s, although a similar vintage E4 has been rebuilt in nickel silver with only parts of the running plate and tender remaining from the original kit! A fully sprung chassis and coreless motor help it glide along serenely, representing 62785, the last working 2-4-0 on British Railways. A scratch-built Ivatt C12 tank, also of 1970s vintage, works the push-pull service while the regular F5 tank is being rebuilt, and a heavily modified Hornby Ivatt 2MT 2-6-0 makes an occasional appearance. Some through trains and excursions from Cambridge can use a D16/3, B12 or B17, but the trestle bridge trembles at the thought.

The diesel era mainly uses Cravens or Derby Lightweight DMUs, with a Waggon und Maschinenbau railbus working the Hadleigh service. The railbus was scratch-built over a period of 13 years! Pride of the line is a BTH Type 1, later Class 15, based on a Dave Alexander whitmetal kit, but greatly modified, with a Mashima 1833 motor squeezed under the bonnet driving all axles. It was built to handle any train over the steep gradients of the line, and the power is more than adequate. A Drewry shunter sometimes works a trip freight from Elmleigh and shunts the yard. This is an old Bachmann 04 with a High Level chassis.

We were fortunate to be able to build the Gresley 52ft 6in East Anglian coaching stock kits from Mailcoach, and also many from Ian Kirk, when they were freely available. A solitary scratch-built GE full third coach and D&S kit built six-wheeled full brake give a vintage look to services. Freight stock is largely from kits, such as those from Kirk, Parkside, and several smaller suppliers, many now defunct. A variety of goods trains, showing traffic seen in this part of the country, can be created, such as farm machinery, bulk grain, fruit, sugar beet and even a train of horse boxes, heading cross-country to Newmarket.

The layout operates from a sequence table, based on research using 1950s BR Working Timetables for the region. Local freight trains operate from the various London yards and further afield, via the main line junction, along the branch to destinations such as Sudbury, Cambridge, Bury St. Edmunds and Whitmoor. Passenger trains of Gresley and Thompson stock, operate stopping services along the line to Sudbury, Long Melford, and onward to Cambridge or Bury St. Edmunds, while excursion trains pass through, either visiting 'Constable Country', or on their way to the Essex coast, which creates a mixture of ex-LMS and BR Mk. 1 coaches.





46565 is a 1980 vintage Hornby Ivatt Class 2, extensively rebuilt in the 1990s, now benefitting from a coreless motor. The trestle bridge was constructed from balsa wood, with Ratio EM gauge track bases cut up and adapted as rail supports.



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TECHNIQUES

HOW TO... CREATE CROPS

Words & photography: Michael Russell



Farmers' fields often border railway lines, and in model form, these are a great solution to an awkwardly shaped gap in the scenery. Realistic crops are difficult to make by hand, but, fortunately, realistic items are available off-the-shelf. It can be expensive to make a large field full of a crop, so you may choose to do what I have done and use a mat to depict a newly-sown or recently harvested field. In that case, the crops can be used to depict the gleanings

around the edge of the field. These come from the sowings of previous years that overspill from the main growing area, and oilseed rape and cereal crops are often seen along the margins.

Polytunnels are used to give a longer growing season, or to provide a controlled environment for crops that aren't ideally suited to our climate. Along with greenhouses, they are a common feature and provide a great backdrop.



Craft knife
Small sieve
Static grass applicator
Scissors
Small spray bottle containing water
Mixing spatula
Cocktail sticks
Pen
Fan-shaped hog's hair brush
Small drills
Hand drill
Toothbrush
Small paint brushes
Small clamps
Side cutters



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builder's merchants.



TECHNIQUES

Constructing the landscape



I prefer to use foam wherever I have a lot of vegetation to plant. The material is soft to work with, light, and support spigots can be buried below ground without poking through the other side of the material. Extruded foam is much easier to work with than expanded foam.



Where the mat will butt up to another piece, ensure the cuts are perfectly straight and push them tightly together so the joint can't be seen. Ensure the furrows line up. Where it tapers out into bare soil, pull pieces off by hand to leave a ragged edge.



Using more PVA and tile grout, cover over the mounds. You should also feather the stubble mat into the landscape using the same technique so that it all blends smoothly together.

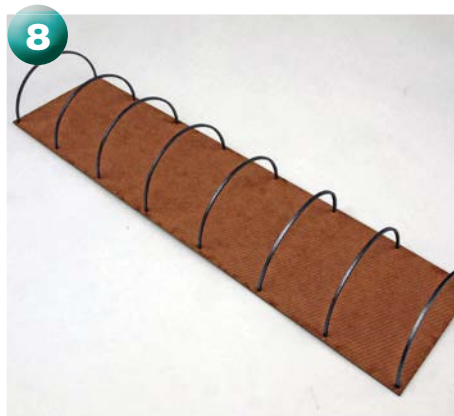


Make an overall covering of soil on your baseboard to give it the appearance of irregular sandpaper. To give a small particle size, I use coloured tile grout. Sprinkle this over wet PVA glue and then spray with water to smooth out the finish.



For the wilderness between the farmer's field and the market garden/allotment, I decided to remove the 'flat earth' look by adding height. To keep weight down, small offcuts of extruded foam were glued in this space using Styrogoo.

Making the polytunnels



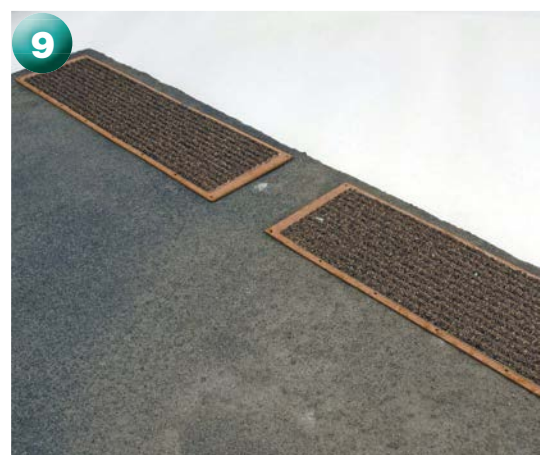
Cut the parts out using a sharp knife and temporarily push the hoops into place on the base to make them easy to handle. Paint the hoops with gunmetal or white acrylic paint.



It is easier to model a farmer's field to show where a crop has been, such as this depiction of stubble. The mat is easy to install, too – simply cut to shape with scissors and fix in place with Copydex.



Mix grey acrylic with filler and spread this over the foam to smooth-over steep edges. While the material is still wet, it's a good time to add texture. I used a model vehicle to create tracks, and water can be used to restore the vehicle to pristine condition.



When dry, remove the hoops. Glue the soil floor to the base, then glue the complete assembly in place on your layout/diorama. Use PVA glue and weight them down so that they dry flat. A few old books are good for this purpose.



There's more to growing crops than just turning the soil over and planting seeds. Crops mature at different times, and you need to be aware of the season you are modelling. For example, winter wheat is sown in late autumn and overwinters as small plants thereby getting a good start once the weather starts to warm up the following year. Some plants, such as sweetcorn, cannot endure low winter temperatures and need to be started once the chance of frost has passed, which is generally around the end of May, but varies a lot with location. Sweetcorn is always planted in blocks as it is wind-pollinated.

Farming has changed over the years. Fields used to be smaller with hedgerows between them. As harvesting has become more mechanised, fields have got bigger and hedgerows have disappeared. Cereal crops used to be tall-growing, but more productive, low-growing varieties have been developed. Many plants are sown in the field as plugs and planted in neat rows using special machines, for example, brassicas. Modern fields tend to be monocultures, although crop rotation is still practised. These issues should be reflected in your model and fit in with the era you are depicting.

10



Add the crops to the ground inside the polytunnels. Here, I have stuck tomato plants in place using scenic glue. Ensure that these are below 20mm in height so that they don't foul the cover when it is added later.

11



Glue the hoops in place using PVA and trim vegetation that rises above them using scissors. Add scenic glue to any bare cardboard and sprinkle scatter on the supplied ground cover to blend it in.

12



Use Clearfix to stick the polythene in place using a blob in the middle and the two outer ends of each hoop. Try not to use excess glue as it will cause an unsightly mark. When dry, trim the polythene using a sharp knife.

13



The end covers are formed by wrapping the plastic provided around a Biro insert, or similar diameter object, and taping it at one end to stop it unravelling.

14



Slide the roll from the insert and use five pieces of white cotton to form a string of sausage shapes. Secure each knot with superglue to hold it in place while holding the knot tight, then snip the sticky tape off.

15



Cut the end covers to length, then glue in place around the polytunnel ends using a contact adhesive. Be sparing with this as it will cause unsightly blemishes if over-applied. Use a cloth to wipe the end of the glue nozzle after each application to stop it forming a barrier for the cap.

18



Apply straw-coloured static grass to the green base layer using scenic glue and a static applicator. Apply the glue to the top of the green grass, lightly using a fan-shaped hog's hair brush.

21



Vegetable patches inevitably have weeds growing no matter how vigilant you are. Represent these by flicking dilute scenic glue with a toothbrush and then dropping on a mix of green 2mm and 4mm static grass without using a static device.

Adding vegetation

16



Grass is green at the base and so a layer of 4mm green grass should be added using scenic glue and a static applicator. I used a winter mix as this isn't one type of grass, but a random mix of several varieties.

19



The sides of fields often reflect what was grown in the field in previous years. Here, wheat and oilseed rape are being added using scenic glue. Ensure the placement is as random as possible.

Adding the Fencing

22



Paint the fencing and posts while still on the runners using a dilute mix of water and Indian ink. Be careful not to overwork the application as it makes the card liable to split into layers. A random application looks best.

17



To reflect the damage done to the vegetation around the trailer, I applied 4mm straw-coloured grass around this area using a static applicator. While the glue was still wet, press down the grass using your fingers.

20



Measure the width of vegetable stalks and use a drill of the same diameter to make holes for the crops. Stick in place with a blob of PVA. Contemporary crops are spaced equidistantly using machines.

23



To join fence pieces, split the end post down the middle and remove half the material. Do the same on another fence piece so that you can join them back-to-back using PVA glue without making them unduly wide.

24



The fence is far too straight to represent Chestnut Paling. By gripping one section and carefully moving the adjacent area relative to it, you can reproduce the characteristic wavy appearance.

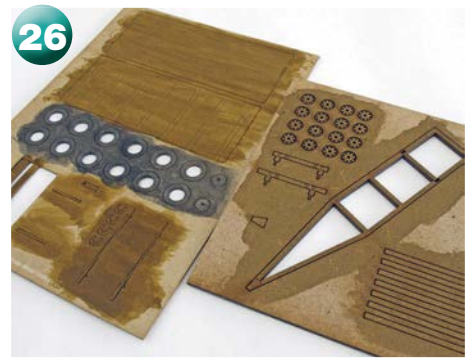
25



Cut the posts out using a sharp knife and fix in place using PVA and predrilled 1mm holes. Stick the paling to the posts using PVA glue and hold in place with clamps until it dries.

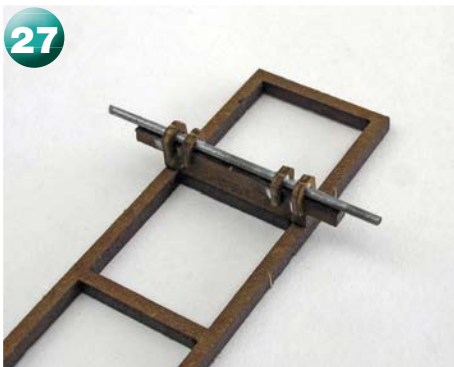
Constructing the Bale Trailer

26



The card material is thick enough to withstand painting before removal from the runners. I used dilute acrylics, but ensure that they are totally dry before commencing construction.

27



The strength of the model can be improved considerably by replacing the axle with a piece of 1mm diameter metal rod. Simply swap this for part E in the kit and fix in place using the U-bolts (F).

28



The cameo using the bale, cat and dog is posed on the trailer and the former has a flat spot to stop it rolling away. Use PVA to fix them in place or, if you wish to make it easy to reposition, then Tacky Wax is an excellent temporary glue.

Conclusion

Scenes such as this are relatively simple to make using off-the-shelf crops as they are just a planting exercise. Ready-made items can significantly accelerate the build time and those used all display a high degree of realism. The secret is in knowing how to deploy them in an accurate way.

If I were to do the scene again, I'd add another layer of straw-coloured grass to increase the height to better match the fence. I'd also add more farming detritus to reflect the untidiness of such places. The beans are a scale 20ft high, so chopping them in half would be more realistic and would double the number of plants.



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PRO-GRASS

LAYERING SYSTEM

1 GLUE
Apply basing glue to desired areas, We recommend VWScenics Basing glue.
Key Tip – No need for the crocodile clip of the applicator to be attached to a nail on your baseboard/model.

2 APPLICATOR
Next is the basing grass. Lay the grass to cover the areas the basing glue was applied. Using your micro applicator, hold the clip in one hand, keeping it close to the bottom of the hopper, gently shake it from side to side with the other, and cover the glue.
Key Tip – Make sure you always have a layer of glue when laying each layer of grass.

3 COLOURS
You should now have a nice layer of basing grass. No need to wait for the basing glue to dry, use our static grass layering spray and spray directly over the basing layer.
Apply layering static grass on top. Another shade of green (or whatever colour is chosen) will create depth and realism.
Key Tip – Do not keep the applicator in one spot, be sure to move it around for the best effect.

4 LENGTHS
Steps 2 and 3 can be repeated to add more layering grass. It is up to you to decide when you are happy with the results.
Done! – All that is left is to wait a few hours for the glue to dry. You can then add extra details such as scatter and flock.
Key Tip – when creating realistic-looking grass adding brown will break up the layers and create a more natural look.

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KEEP IN TOUCH

RAMSHACKLE WORKSHOPS

Co-incidence or what? I am in the middle of a canal project for my Tri-ang TT-3 collection, which includes a scaled-down Ramshackle Workshop, alongside a 'OO' version for my 'Yarmouth Town' layout. Just now, I reached page 80 of my morning read of BRM (December issue), and I've come across your article on 'building improvements'. Thanks for this, Phil, thanks very much!

There is just one regret; I wish I'd come across your suggestion of using cigarette papers for flashing before I finished my roofs. As you say, the supplied flashing is too thick, but too late for me to alter this now.

Reading through your article, though, brings me a lot of comfort because I remembered to tone down my white window frames and I re-tiled the roofs with strips of grey tiles. I didn't scribe my walls, but with a little weathering, I can probably disguise this and also in 3mm:1ft scale, scribing the walls might be overkill.

Some ideas to share with you before you complete your build...

1. A rope or chain for the hoist (I found a necklace for £1 in a local charity shop for the OO gauge version and used thread for the 3mm:1ft scale version)
2. A length of wire for a lightning conductor to disguise the split in the boiler house chimney
3. Press studs for wall strengtheners (OO gauge version) or platform canopy leftover 'clover shape' cut-outs for the smaller version
4. Advertising hoardings

One mistake I made during the build of the OO gauge version was gluing the extension to the wrong wall! This left a vulnerable door opening in the building with no outside ledge, so, as you can see, I had to brick up the opening from the outside. It was too late to brick up the opening from the inside at this closing stage.

You appear to have enjoyed this build as much as I have.

John Thewlis



ARE YOU SITTING COMFORTABLY?



Just seen the latest BRM (December), the article on seats was particularly interesting. Last year, I bought via eBay some 3D-printed GER benches from Pete Goss at model-railway-scenes. Fantastic quality, excellent value and great service.

Pete has quite a range of details, although mostly too modern for me. His telephone boxes are a work of art. Usual disclaimer.

To digress slightly; as a British Rail contractor, I managed the fitting of red benches and digital clocks across East Anglia in advance of the Network SouthEast rollout. My team had strict instructions not to return without a Great Eastern bench...

Steve Pearce

A SAD LOSS



It is with great sadness that the Railway Enthusiasts Club (REC), Farnborough, has announced that Kevin Fry, the club's secretary and exhibition manager for more than 30 years, has passed away following the shock onset of Motor Neurone Disease in 2021. Over the years, Kevin had been at the heart of the club's model railway activities, the highlight being the organising of the extensive bi-annual exhibition that outgrew its Farnborough venue and subsequently moved to Woking as an annual event. This became a well-known and highly-popular exhibition with visitors and exhibitors alike and brought him into regular contact with a wide network of model railway clubs and societies, as well as with traders and individual modellers.

An accomplished modeller, he contributed exquisitely-built locomotives and rolling stock to many exhibition layouts, and often joined in operating when not dealing with all the

enquiries, legal matters and day-to-day running of the REC, to safeguard its future.

A science graduate from Imperial College London, he was also greatly interested in aviation and classic cars as well as all aspects of railways, including visiting heritage preserved lines all over the country, but especially the narrow-gauge lines in Wales.

Nigel Smith, REC Chairman, said, "He was a perfectionist in all the tasks he undertook, whether at work, in retirement, or modelling projects and layouts, which ranged from OO gauge and 'HO' to 'EM' and 'N'. He will be greatly missed and a great loss to the club, and condolences are sent to his long-time companion, Jane."

Richard Gardner

MIXING UP THE ORIGINS

On page 77 of the December issue of BRM, you describe the seat in step 4 as being of Midland Railway origin. However, it is a Cambrian Railways seat, so has not travelled very far as it is on the Welshpool and Llanfair Light Railway at Ravens Square. There were at least 200 scattered across the platforms of ex-Cambrian Railways stations. Some still exist, such as at Newtown station in Powys. Modeu retails the legs in 4mm:1ft and 7mm:1ft scales.

Alan Rhodes

SEASONAL JOY!

'The railway elves on tour' had its origins in the Christmas market, Birmingham. One of the gang was being 'cheeked' by the others, and revenge came that each was provided with an elf hat that had to be worn for the Warley NEC show.

The ongoing joke is we excuse our daft behaviour by informing the public that it is the last elf weekend off before Christmas! All elves are members of Jarrow Model Railway Club.



LOCKDOWN PROJECT



My latest layout has no name other than 'Industrial Layout' and was, like many, a lockdown project. The basis is the Scale Scenes (LY01) Industrial Boxfile Layout, expanded to give greater shunting potential. As several structures can be printed in more than one colour, it allows for visual variations to be included.

A wharf from Scalescenes (TO16) Dock Edge runs along the front to add dimension and cover my carpentry. Additional items include workmen, oil drums and boxes, a wharf-side crane, oil discharge pipework, an industrial backscene, and access ladders and handrails to the hopper tower.

The track is Peco Streamline Code 100 and utilises small radius points. Point motors are

Seep, which include changeover contacts for frog polarity switching. If I made another similar layout, I would use slow-action point motors for greater reliability. Control is by an NCE controller as all my locomotive stock is DCC-fitted. Points are controlled using biased centre-off switches and a capacitor discharge unit. The off-scene area includes a three road traverser, point schematic, point switches, NCE Powercab panel and controller holster. Power comes from two 12V 2A plug-in adapters.

Peter Vestey

A NEW CHALLENGE

As gas works don't often feature in layouts, I decided to have a go myself. I managed to get a decent gasometer, which had bad design flaws that I sorted out. I managed to get a couple of gas-related parts from Hornby, the rest was made up from kits by Fairprice, and Dapol. Timbscale 3D parts helped, too. It took just about a month to do, and has been a challenge and pleasure to make.

John Simpson




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Matt 61 Flesh	AA0669 Flesh	Matt 62 Leather	AA0672 Leather	Matt 78 Cockpit Green
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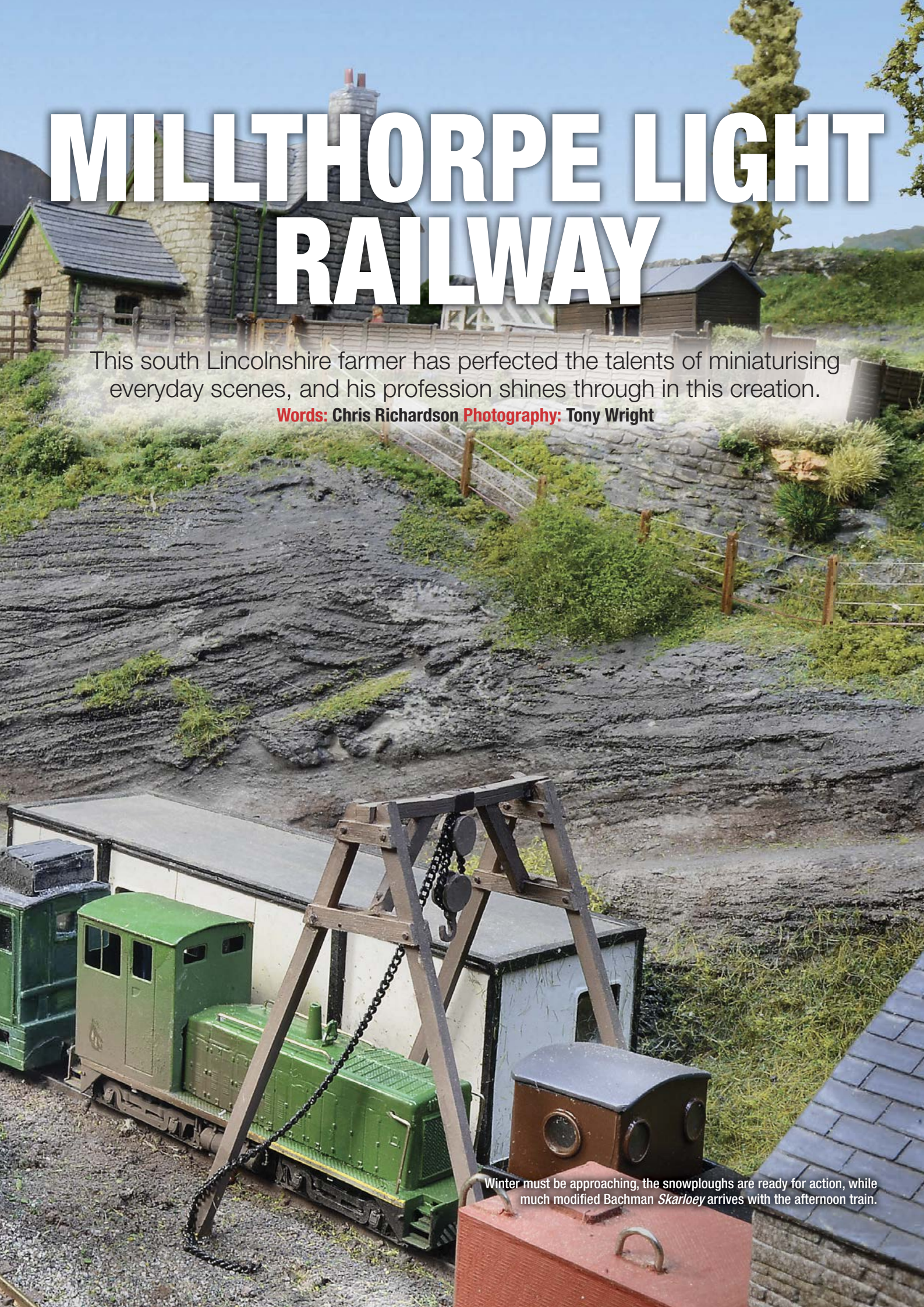




MILLTHORPE LIGHT RAILWAY

This south Lincolnshire farmer has perfected the talents of miniaturising everyday scenes, and his profession shines through in this creation.

Words: Chris Richardson **Photography:** Tony Wright



Winter must be approaching, the snowploughs are ready for action, while much modified Bachman Skarloey arrives with the afternoon train.

Like many people, model railways started at a young age with a Christmas present of some Hornby Dublo stock, some of which I still have. This was quickly added to and a board was assembled in my bedroom. A few years later, an outbuilding on the farm was converted into a family hobby room, where I was allowed 16ft along one side. My first proper layout, based on Fairford, was built, elements of which still survive today.

Modelling continued through my teenage years, a diorama even being built as part of my O level art. After marriage, starting our business and children, modelling took a back seat until about 10 years ago, when I found techniques had much changed. A small pizza layout was constructed to try out some of these new techniques, and various other layouts followed that still need completion.

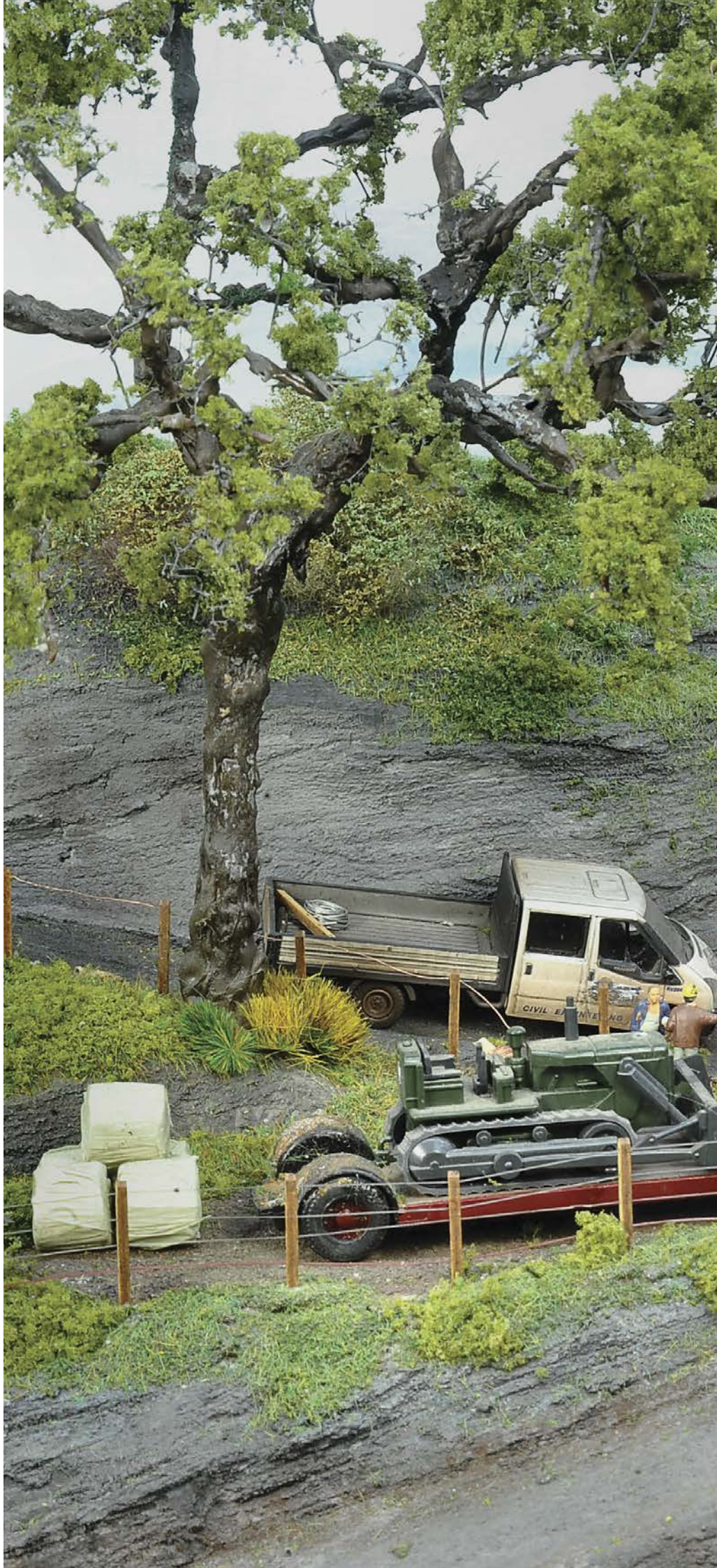
Millthorpe is a small hamlet in South Lincs where I grew up. I vaguely remember what must have been Class 03 shunters running at the bottom of the garden on the Bourne to Sleaford line. It is also a small village to the west of Sheffield in the Pennines, although, to my knowledge, it never had a railway, and this is the supposed location for the model.

Construction begins

In April 2020, when clearing my late father's house, I came across an old caravan table that seemed too good to dump. It occurred to me that it would make a starting point for a small narrow gauge layout. Thoughts turned to possible designs, bearing in mind that my preference is for trains moving in a scenic diorama rather than operating. Thus, the right half of the layout was built in the next three months.

Lockdown continued, so, with no club nights or projects, the left-hand board was built over the next year. This was centred around a small hill farm, which I had always fancied building.

The design centres on a basic oval with a maintenance depot and engine shed areas to add interest. It is set in the present day and it is supposed that a narrow gauge mineral line has been preserved and now offers regular passenger services for visitors to the area. Automatic uncouplers are incorporated to allow shunting movements, although I find shunting in OO9 a bit tedious, especially when in front of the public. My main interest is in creating detailed scenes based around movement, and to this end, a number of specific dioramas can be found around the layout. I am particularly pleased with the farming-related items.





Fencing contractors are busy erecting a new fence while the farm's old 'Dozer awaits the next vintage rally.

THE FARM



Buildings come from a number of sources. The cattle shed is a weathered and altered Bachmann item, it having internal fencing added along with straw bedding made from chopped up sisal string and dried soil to represent the dung. The silage along the feed fence is static grass fibres soaked in PVA. Wrapped silage bales use strips of real silage wrap cut into 3mm strips and wrapped around suitably-sized pieces of dowel. Straw bales are similar-sized dowel coated in PVA and rolled in straw-coloured static grass.

The Dutch barn started life as a Ratio carriage shed but has been much modified with the addition of strip wood and corrugated styrene. The final barn in the farmyard is a laser-cut kit and has a fully detailed interior with tools, stairs to a mezzanine, spare parts and a series 101 Land Rover being restored, although much of this can't be seen – perhaps I should consider internal lighting?

The derelict barn idea came from an article in BRM, which I remember reading but can't now find. (BRMs August 2012 / January 2017 / July 2021). It is constructed from a shell of square strip wood covered in individual wood planks, suitably broken and missing. The frame was then painted with washes of wood dye and diluted Indian ink. The roof is individual pieces of corrugated styrene sprayed metallic grey and then rusted using acrylic paints.

The farmhouse is a Petite Properties laser-cut kit, covered in Das clay and scribed when dry, then painted with washes. The roof slates are individual rows of paper cut and then sprayed before gluing down.

Another favourite area of modelling is creating unusual vehicles, often by modifying kits or items from the likes of Base Toys or Oxford. A number of trailers have been created by removing the cab and engines from lorries to create trailers, just like I have done in real life. Farm implements have been built to add to tractors. All my layouts feature an ex-RAF yellow Land Rover as this is what I used as my daily drive until recently.

Morning feeding time, the yard has been cleaned and the feed fence topped up with fresh silage. A vintage 101 Land Rover hides in the barn awaiting restoration. The silage is a mix of static grass fibers, the straw bales are static fibres glued to a core of 15mm dowl. The silage bales are similar dowl covered in strips of real silage wrap.



Scenic work

Scenery is built up from layers of insulation foam, carved and then covered in layers of PVA-soaked paper towel. I find this retains the original carved shape better than using plaster bandage. When dry, the whole area was covered with grey tile grout. The road surfaces are smoothed with a wet brush, sanding when dry, where necessary. This was then painted with a wash of diluted ink, and grey pastels scraped onto the surface to give variation.

The rock faces use the same tile grout applied a bit thicker. As this dried, a rough 1in paint brush was used to introduce the strata. Once dry, diluted ink was allowed to run down the face – this collects in the grooves and highlights the texture. At a recent show, a lady complimented me on the rock faces, then revealed she was a geologist!

Grass areas are created by the usual method of building up layers of static grass, with various coloured flocks used to represent areas of weed. Sprayed Polyfibre sprinkled with flock represents brambles, with static grass and yellow flock used for gorse bushes.

Making trees is one of my favourite areas of modelling. These mainly use stranded electric fencing wire bundled together, coated with hot glue around the trunk. The branches are then untwisted to make a realistic tree structure, the rest of the tree

is then coated with hot glue. The tree then receives a spray of matt black. When this is dry, the structure can be painted with acrylics – I use raw umber as a base and fine-tune from there.

The foliage of choice is Woodland Scenics fine leaf, but this has proved not to travel well as it is too brittle. I am in the process of changing to trees with sprayed Polyfibre (as found in pillow filling) stretched over the branches, then sprinkled with various types of flock. The tree in front of the derelict shed has an armature from dried lavender prunings covered in a similar way.

The trains

Track work is standard Peco OO9 and points, with the points controlled by wire rods set into the baseboards before track was laid. Originally, the point blades were used to switch power to the frogs, but this proved unreliable, so double pole switches were added adjacent to the point control knobs. I would have liked to use switches connected to the control wires, but could not find what I wanted during lockdown. Changing these is a project for the future.

The first board can be used on its own. This contains a passing loop under the hill. When the boards are connected, a five road traverser, running on drawer sliders is under the farmyard.

Control is DC using a Morley controller,

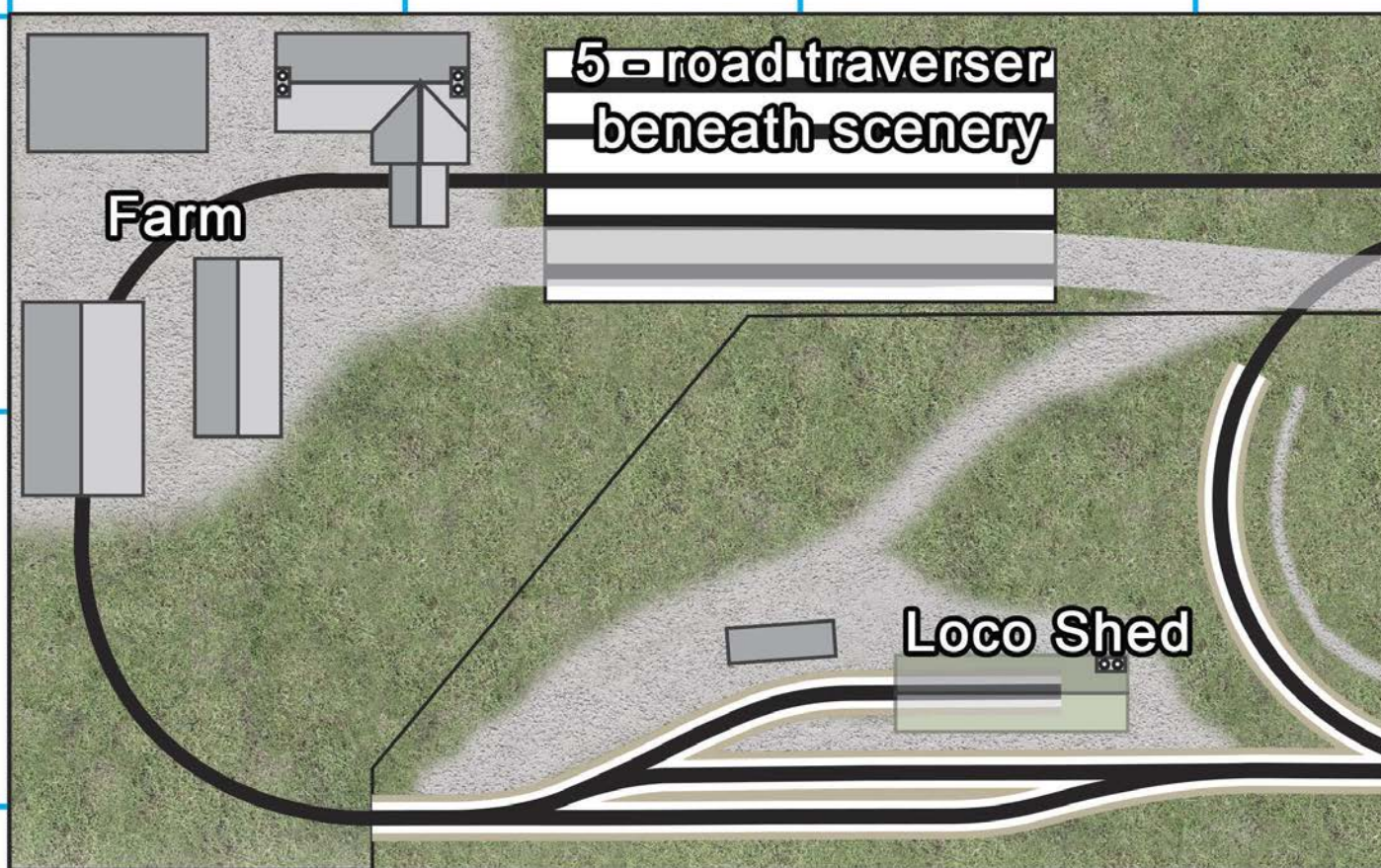
I didn't fancy fitting chips into some of the smaller locomotives and didn't think the extra cost was justified.

Most stock has been acquired pre-used or unfinished, either from a well-known auction site or from the OO9 Society sales stand. Some of the best items came from a large collection that was being sold just before lockdown. There are more items requiring finishing than I will ever get round to completing.

The future

'Millthorpe' is largely finished bar the few items already mentioned. I hope it will be around for a number of years yet. There are all those unfinished layouts needing completion, the first being a picture frame industrial layout with both OO and OO9 that has been promised for the Sleaford MRC show in early June. There is also a modular OO9 layout that fits into wrapping paper boxes, and the long-term project of a model Weybourne Station on the North Norfolk Railway. I also fancy doing a full-size farmyard diorama, possibly of the farm where I live as it was in the 1960s.

Many thanks to Tony Wright for the photographs and all the members of Sleaford MRC who have helped exhibit 'Millthorpe' and who have encouraged me along the way, and also to my wife Elaine, who has tolerated my obsession with railways.



About the modeller

Name: Chris Richardson

Age: 62

Years modelling: 50+

First named layout: Fairford

Favourite era: Preserved, allows me more opportunity to run what I want

Favourite locomotive: J72

I live and farm in South Lincolnshire and have had an interest in railways since watching at the bottom of the garden, what was probably a Class 03 running from Bourne to Billingborough on the twice weekly service. I am interested in many aspects of modelling, not just railway-based. In fact, I say that my interest is a diorama with a railway running through it.

I have been a member of Sleaford and District MRC since seeing an advert in the local paper in 2016.

Prior to that I was a solo modeller but club membership has enabled me to learn so much from fellow members.

FACTFILE

Layout Name: Millthorpe Light Railway

Scale/gauge: 1:76 scale / 9mm gauge / O09

Size: 7ft x 2ft 2in

Era/region: 2010-2020 / Pennines

Layout Type: Continuous loop



0-4-0 saddle tank arrives alongside the river with a rake of 4 wheelers after taking the short route.

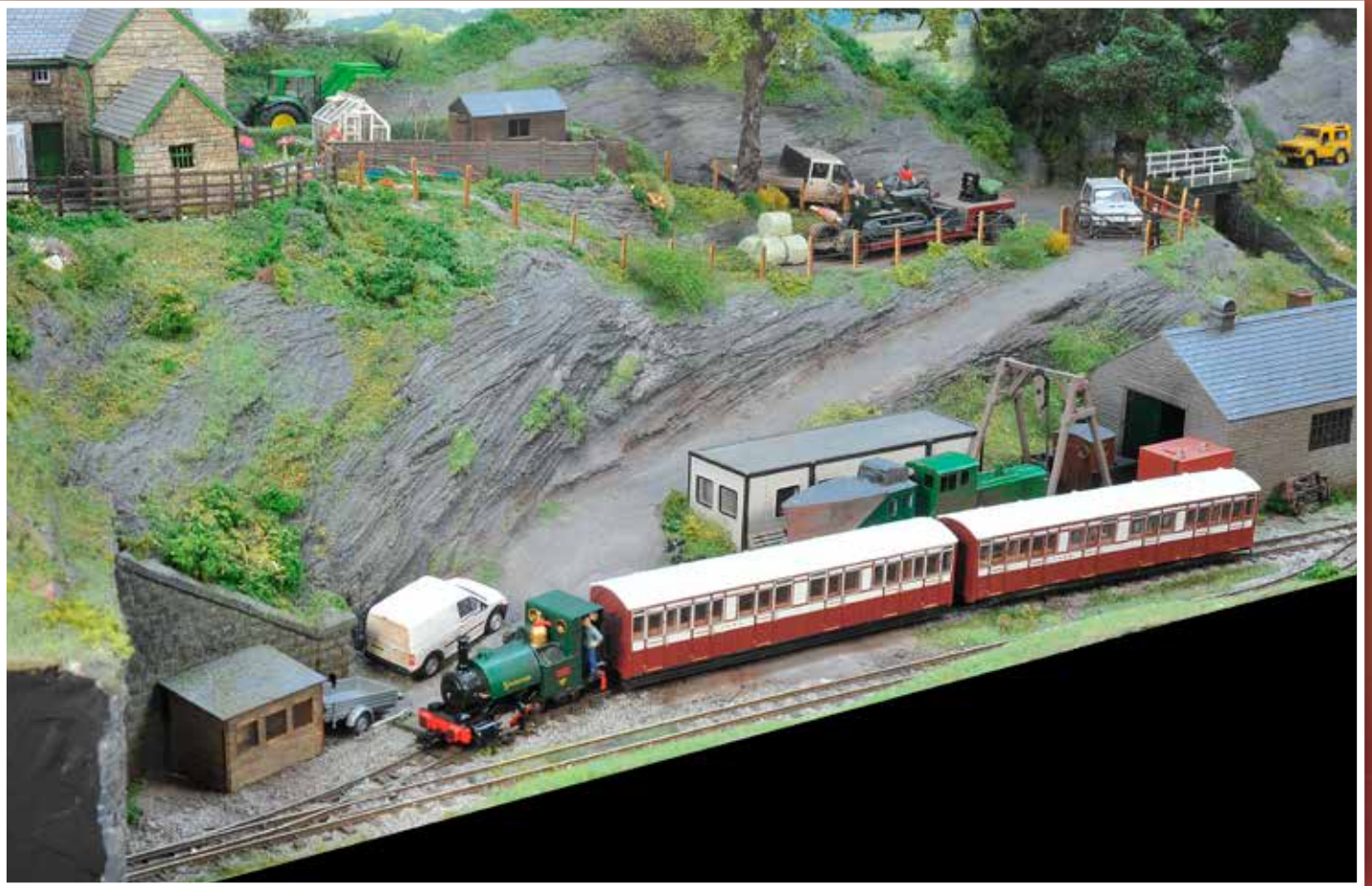
**Hidden sidings
beneath scenery**

Station



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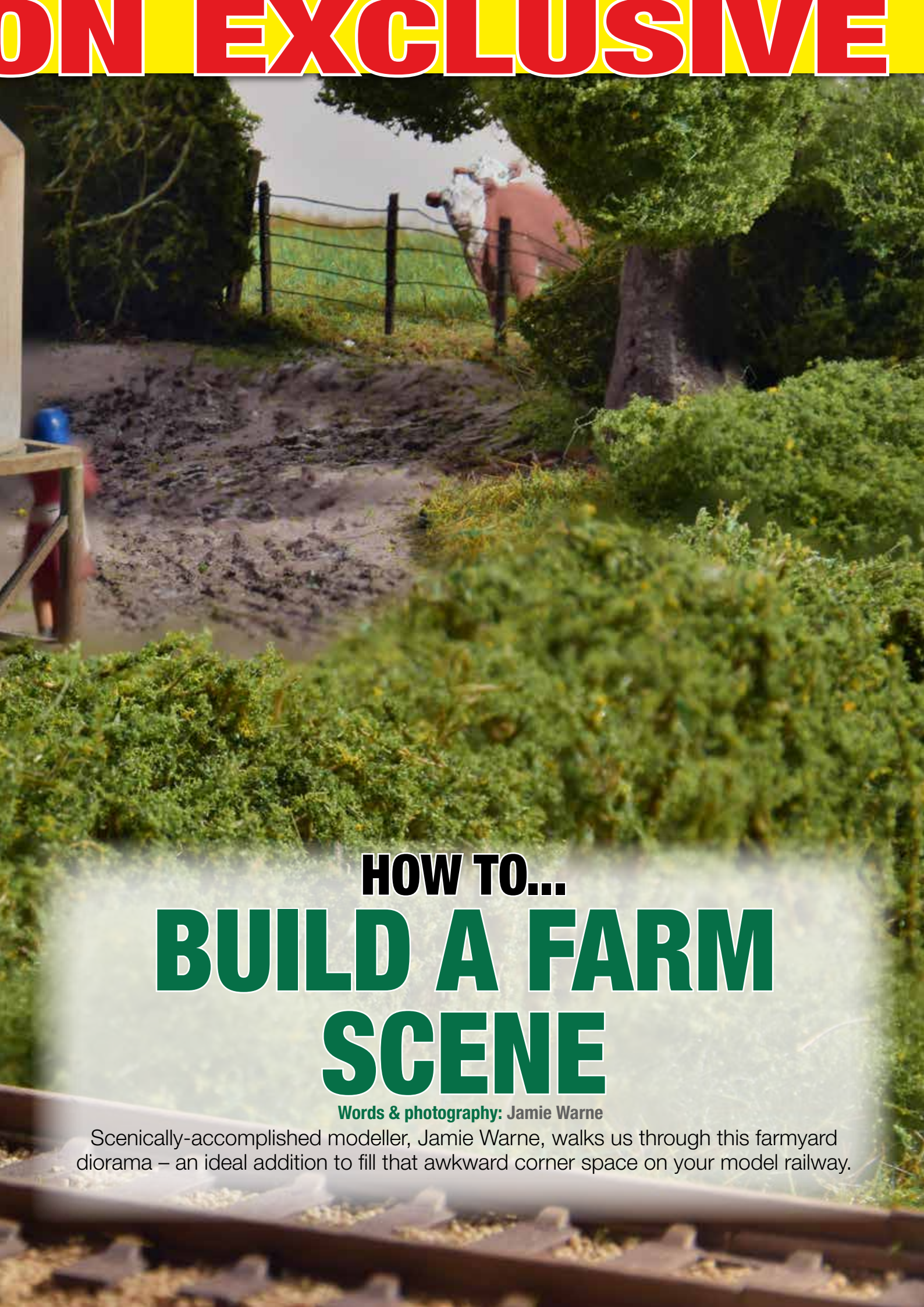
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HOW TO... **BUILD A FARM SCENE**

Words & photography: Jamie Warne

Scenically-accomplished modeller, Jamie Warne, walks us through this farmyard diorama – an ideal addition to fill that awkward corner space on your model railway.

SHOPPING LIST



Bachmann Scenecraft (44-160) Pendon Wanborough Barn

W: www.bachmann.co.uk

Gaugemaster (GM420) Fordhampton Farm Silos

Gaugemaster (GM167) Balsa Wood Mini Bundle

W: www.gaugemasterretail.com

Hornby (R7209) Oak Tree, 15cm (Classic Trees)

Hornby (R7118) Farm People

W: www.hornby.com

John Day Models (RDS10) Hereford Cattle

W: www.johndaymodels.co.uk

MiniNatur (725-22 S) Summer Tufts with Leaves

W: www.modeldisplayproducts.co.uk

Noch (07460) Hay Bales

W: www.noch.com

Plastikote Primer Super

W: plasti-kote.co.uk

Slater's (0110) 0.010in Plastikard

Slater's (0140) 0.040in Plastikard

W: www.slatersplastikard.com

South Eastern Finecast (FBS409) Corrugated Iron

W: www.sefinecast.co.uk

Tasma Products (00378) Straw Bales

W: www.tasmaproducts.com

Vallejo Model Color Acrylics

(70.951) White, (70.949) Light Yellow, (70.862)

Black Grey, (70.837) Pale Sand, (70.976) Buff,

(70.876) Brown Sand, (70.974) Green Sky,

(70.985) Hull Red

W: www.acrylicosvallejo.com

Wills (SSMP212) Plain Bond Brickwork

or Will's (SS28) Occupational Bridge Kit

W: www.peco-uk.com

Woodland Scenics (B73) Fine Buff Ballast

Woodland Scenics (T49) Blended Turf

Woodland Scenics (FP178) Poly Fibre

W: www.woodlandscenics.com

World War Scenics (01-1217-WWS208) Four

Seasons Static Grass & Glue Kit

World War Scenics (26-0219-WWS002

Autumn Hedgerow Kit

World War Scenics (10-0519-WWS231) 2mm

Hayfield Fibres (30g)

W: www.wwscenics.com

Despite the sprawling nature of farms, a bit of selective compression can turn one into an interesting corner scene on your model railway. There are plenty of 'ready-to-use' buildings available, particularly from Bachmann, which offer a really easy way to get you started; as was the case here with this Pendon barn. What's more, many farms have similar styles of buildings, so something like the Bachmann (44-0056) Dutch Barn can be found all across the country.

While most modelled farms seem to be found on steam era branch line layouts, there's nothing to say you couldn't model part of a farm on a modern era layout. Many farms have kept their original barns and outbuildings, opting to build additional modern steel frame structures nearby, so the only adjustments needed would be to any machinery, figures, and additional details. The growing urbanisation even means that

some farms have become increasingly close to housing and industrial sites.

For this project, I've tried to show how a mixture of ready-made buildings, kits, scenic materials, and a bit of scratch-building can be used together to form such a scene. To give an idea of size, the trackwork consists of two third radius curves, and two 110mm straights. Inspiration for this project came both from browsing farms on the internet, and also from memories and photographs of my grandfather's farm; the small rusty metal dairy parlour is something I vividly remember, and I just had to model it!

In any case, I've tried to focus more on the scenic aspects, such as the structures and vegetation; so forgive me if I've glossed over aspects such as the woodwork, or tracklaying that have been covered in previous articles. Either way, I hope that this article will inspire you to build your own farmyard scene!



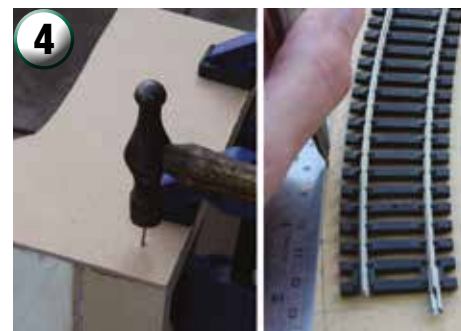
The baseboard is a standard frame of softwood battens and plywood. However, the inside of the rear softwood batten is notched to allow it to be curved to the required shape. This is glued and clamped overnight.



With the baseboard made, a 50mm slab of foil-backed insulation is cut to shape to form the terrain base. A blunt knife is used to remove the foil, and the insulation is glued with a polyurethane adhesive.



Having left the glue to cure overnight, terrain contours are carved using a fine-toothed saw. Subtler ground variations like muddy ruts are achieved by ripping up small chunks with a dentist's pick. Everything is then smoothed with relatively-fine grit sandpaper.

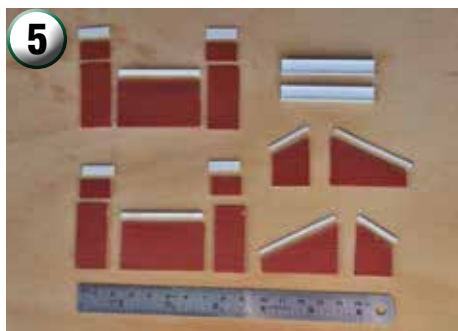


3mm hardboard fascias are cut to match the terrain, then glued and nailed onto the baseboard sides. The trackbed is also hardboard; allowing 4mm either side of the track for a ballast shoulder. Chamfer the edges with a plane/sandpaper.

Top Tip

For a diorama like this, 3mm hardboard is plenty sturdy enough for a trackbed and fascia. However, for model railways, replace these with 6mm or 9mm plywood for better rigidity. You don't want movement, especially on a board joint!





It'll be easier to build and fit the bridge before gluing down the trackbed. Rough measurements are worked out by counting bricks from a Google Streetview photograph, and the components are cut from Wills Flemish Bond sheets and 2mm thick Plastikard.



The abutments and wing walls are mitred. A line on the inside edge marks the sheet thickness, and a block of wood with a 45-degree angle is clamped on top. A file against the slope forms the mitre.



Top Tip

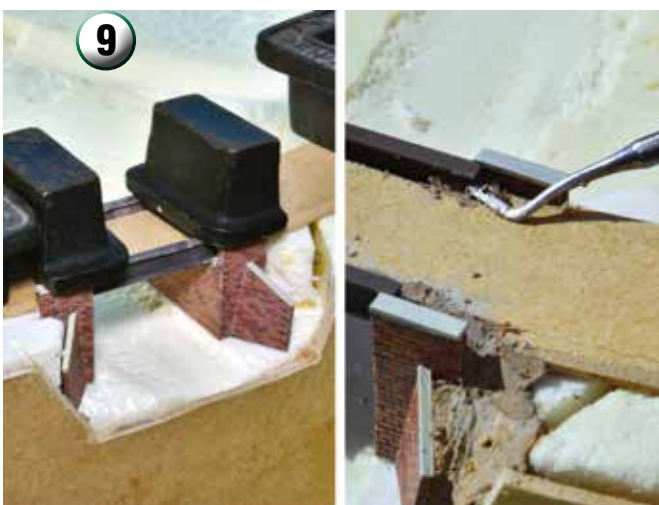
Wing walls are seldom formed from right-angled triangles; the side against the bridge tapers in towards the top. This angle helps hold the embankment securely in place behind. You can use a needle file to scribe any missing bricks/courses.



The components are glued together with plastic cement. Note the parapets are made from two parts, glued back-to-back, as both sides will be visible. These are primed, and then painted with a mix of Vallejo Brown Sand and Hull Red.



Random bricks are picked out; three to four subtle tones are sufficient, with darker shades used sparingly. You may instead prefer to dry-brush random spots. Various washes are applied – and mostly wiped off – to form the mortar courses, and additional weathering.



The bridge components are assembled; allowing it, and the trackbed, to be glued with PVA. Both are weighed down overnight. The next morning, plaster is used to fill holes, and track is painted, glued down, and ballasted.



The diorama's two other bridges are made from balsa, with the corners mitred, and glued using PVA. The old lengths of rail will sit in the recesses underneath the foreground wooden bridge deck. The rear bridge will be all concrete.



Top Tip

Owing to the lightweight nature of balsa, long sections are likely to bow slightly; particularly if plaster is only applied to one side. For larger structures, try a ply base or similar material, but be wary of the extra weight!

11



Concrete-coloured plaster is applied on the visible sides, left to dry, and sanded lightly. The abutments are glued with PVA into recesses cut into the polystyrene terrain.



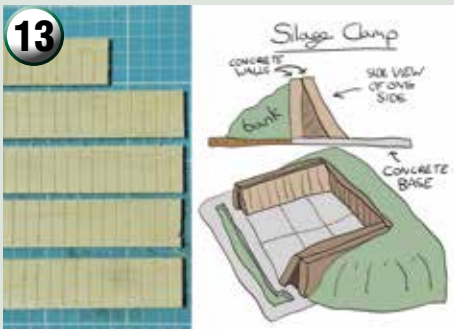
12



To paint the wooden deck, a watery wash of Black Grey is followed by a wash of a Brown Sand and Black Grey mix. Dry-brushing Light Sand for worn areas, and a brown emulsion for mud, completes it.

STRUCTURES

13



The silage clamp is made in exactly the same way as the concrete bridges, but with joints scribed into the balsa. Plastering over these creates a raised joint, as is found on silage clamps, which need to be watertight.

14



Weathering requires a mixture of washes. Black Grey is first, most of which is removed to keep the effect subtle. This is followed by an off-white, and subtler washes of browns and greens for mud and effluent.

Did you know

Silage effluent is actually surprisingly corrosive, being 200 times more polluting than raw sewage! That's why joints in the concrete are sealed – the clamp needs to be watertight on at least two sides. Similarly, that explains the need for the drainage channel in front; to capture the run-off and divert it into an underground slurry tank, away from the watercourse. I love the research phase – there are always new things to learn and model!

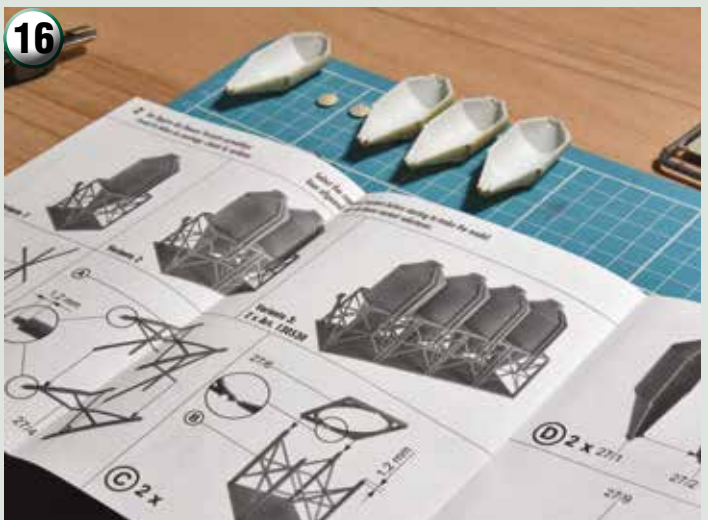


15



The Gaugemaster Farm Silo kit goes together quickly and easily, but take care cutting the delicate leg braces from the sprue. If you don't have a sprue cutter, a sliver of something underneath these will help avoid damage.

16



The kit allows a variety of placements, and multiple kits can be joined together; so choose your layout before cutting parts, and watch out because some components have particular orientations! Don't forget to remove excess flash with a sharp blade.

17



After priming, a wash of Vallejo White was applied to tone it down. The top was painted first with a mixture of Brown Sand and Dark Grey, with final dry-brushing of Brown Sand streaks elsewhere to complete the rusty look.

18



The dairy parlour's shell is cut from 0.040in Plastikard. Three elevations have additional 0.010in layers lightly scribed to form exterior metal cladding. The corrugated cladding is cut into 8.5mm wide strips later. Retain the offcuts for now.



Top Tip

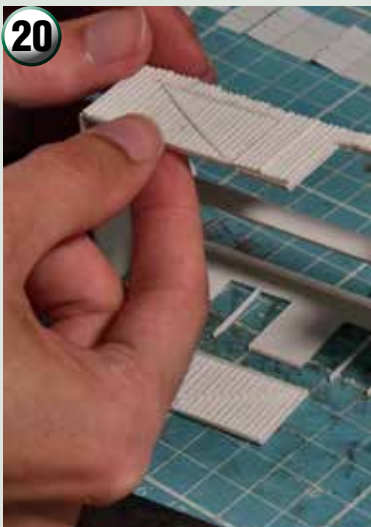
Each corrugated panel will need to overlap the previous one; so don't forget to accommodate for this! Note that to make life easier, three of the six front doors are simply bent as part of the walls, rather than being separate.

19



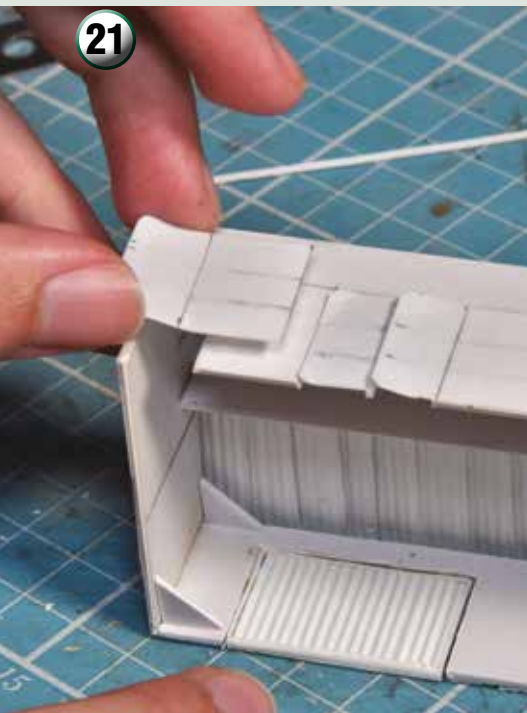
Offcuts of Plastikard are trimmed into right-angled triangles to help strengthen the corners. These also make assembly much easier by holding everything square. Don't forget to ensure the ends are square, filing them with a needle file if necessary.

20



The rear cladding, doors, and roof are fabricated from South Eastern Finecast corrugated panels, with door frames cut from the leftover moulding around the edges. I also use a single corrugated length for guttering. Nothing goes to waste!

21



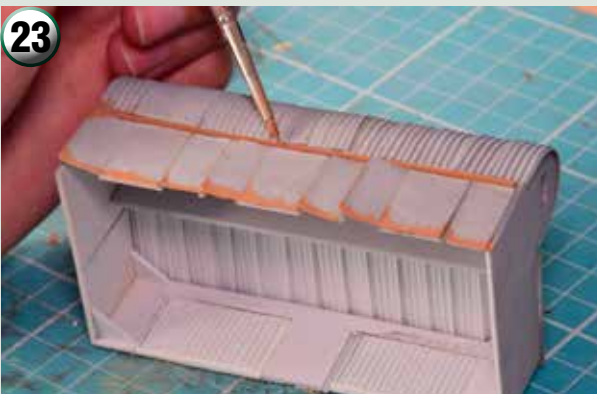
The other three sides have their 0.010in panels glued on. The front have the outward edges of each door filed to a curve. They are also bent until out of shape – cows have a habit of bashing these thin iron doors!

22



Bending roof panels to shape is best done by securing them to a suitable diameter tube with rubber bands, then carefully immersing them in hot water. Additional Plastikard is added for an additional gluing area and support for the roof.

23



Finally, painting and weathering is similar to the silos; grey primer, a white wash, Brown Sand painted rust and a black wash. Observation is key, as is keeping a consistent colour palette; I use the same handful of colours everywhere!

SCENERY



24

The entire diorama is covered with a layer of household plaster, working in small areas at a time. Before it dries, hoof and tyre marks, footprints, and field furrows are gouged out using a dentist's tool, then sanded smooth.



26

Weathering consists of a wash and instant removal of Vallejo Dark Grey, and again with White. A thin wash of Green Sky is applied in the cracks, and blended turf sprinkled on top. Further brown mud marks are added using dry-brushing techniques.



27

Everything not to be covered in vegetation is now masked. Working in small areas at a time, World War Scenics Basing Glue is applied with an old brush. This is a watery glue, so be careful with the application!



25

A worn concrete base for the parlour and silos is created with an additional thin layer of plaster, which is sanded when dry. Joints are scribed, and random holes/cracks gouged out with the dentist's tool again.

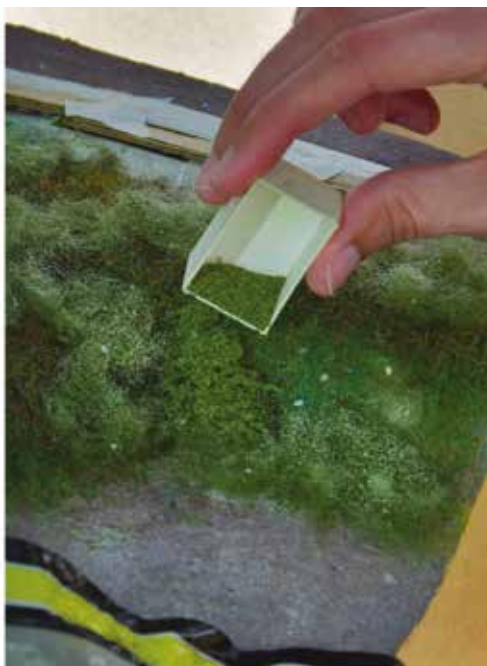


28

For the water meadow, Blended Turf and Scale Scenics Medium Brown foliage were added; the latter around damp areas. Don't worry if it looks patchy, as this is then sprayed with layering spray, and covered with 2mm spring static fibres.



29



Subsequent layers of spray and fibres are applied in increasingly random and sparing amounts. The meadow is restricted to 2mm autumn and 4mm winter, but elsewhere 4mm autumn and 6mm winter are used. Poly Fibre teased and covered in flock represents overgrowth.



30

The farm track ruts are partially filled with a mixture of brown emulsion and flock. This is also used to soften the transition between the mud and static grass. A thin layer of PVA in the ruts forms the puddles.



31 The straw field has its furrows masked with 1.5mm low-tack tape. Don't attempt to do large areas as I did; the glue applied later will get underneath and cure before you can remove the tape, causing absolute mayhem!



32 Pre-fill the applicator with 2mm hay fibres, and cover the masked area in basing glue. Apply the hay fibres with the applicator. Secure with layering spray, and add a second layer. Carefully remove the masking tape as soon as possible.



33 Hedges are from the WWS hedgerow kit. This comes with a soil-type base, which can be applied to the relevant area first. The rubberised horsehair is shaped with scissors, and random bits are pulled by hand for a wilder look.



34 Like all the vegetation, layering spray is applied, and blended turf is sprinkled on top. I glued the hedges first, so had to mask off and tilt the diorama to get the flock to stick properly – you learn from your mistakes!



35 The Hornby Classic Oak Tree has a nicely-moulded armature, which I dry-brushed in grey to bring out the detail. However, the foliage was thin and garish, so it is wrapped in Poly Fibre, with blended turf sprinkled all over it for a better appearance.



36 The stream is the last piece of scenery. A level plaster base is applied and stippled with a brush to form slight undulations. Having cured, a subtle transition from light brown to dark brown is painted towards the centre.

37



The water is formed by gently stippling five thin layers of PVA; letting each layer cure until transparent. Gaps between the plaster/water and static grass are hidden using the same mud mix from earlier, and MiniNatur Tufts with Leaves.

Top Tip

Ready-made trees often have well-detailed bases; some are detachable, but this one wasn't. A large hole was cut into the scenery, and the dirt mix from the WWS Hedgerow Kit is used to cover and blend the tree base.



FINISHING TOUCHES

38



Fencing is made from lollipop sticks chopped into 1mm sections, and beading wire. The posts are tacked 30mm apart onto masking tape placed onto glass sticky-side up. At one end, the wires are wrapped around wooden templates with grooves filed to space the wires.

39



The other end of the wires are individually wrapped around metal bolts, and suspended from another grooved wooden template to keep them taut. PVA is dabbed where each wire and post meet. Leave to cure for a day before installing.

40



Unlike the fences, these 'Hampshire gates' of barbed wire panels, loosely stretched over a gateway, are created by hand. The wires are individually wrapped tightly around each post, making sure the correct spacing is achieved. It's fiddly, but a unique feature.

41



These cows from John Day Models are whitemetal and come unpainted. These are primed, and being Hereford cattle, are then painted a suitable off-red colour, with white features. These are beef cattle, hence the abandoned dairy parlour and silos!

42



The barn's red features are repainted brown. Various colours were dry-brushed to age the barn further; including green for lichen. Climbing growth is Poly Fiber, with layering/hair spray and flock applied. Moss is simply flock dunked in yellowy-green paint!

43



There are plentiful opportunities for additional detailing at a farm. A foot crossing was made from sanded balsa, while the stile was formed from chopped-up lollipop sticks. Both were painted in the exact same way as the wooden sleeper bridge.

44



Hay and straw bales are added. Along with the straw field, these are toned down by dry-brushing various browns. The concrete silage clamp floor, both stream bridges, and the farm track are also given muddy marks using a similar method.

Conclusion

All things considered, I'd call this diorama a success. There are always things to improve upon. For starters, I think that the railway bridge could do with a bit more space either side of the track, along with suitable handrails. I also think that the diorama would benefit greatly from a few bits of farm machinery and additional detailing such as water troughs and round bale feeders for the cattle, as well as a proper field margin.

That said, I think the diorama fulfilled the brief nicely, and explores a range of scenic avenues that should be able to be reproduced without too much trouble. The scratch-built dairy parlour and the 'Hampshire gates' are probably the fiddliest things; but it's not challenging provided you have a little patience and a steady hand! If you don't feel comfortable scratch-building, there are usually plenty of alternatives – be it in kit form or as ready-made structures.

I appreciate that I've tried to squeeze a lot into this article, so if you have any questions, I'll happily answer them on RMweb.co.uk. Look out for this month's magazine topic in the BRM section!



Clay Cross Model Railway Club



We chat with Nigel Fisher from Clay Cross Model Railways Club on life as a small club, building track, plus the perks of joining a club.



BRM: For those readers who have never heard of Clay Cross before, where is the club based?

Nigel: The club was founded in March 1980 and we are in central Clay Cross, Derbyshire, in our own dedicated premises and attract members from approximately 12 miles around. As an educational charity, we train people in the skills required. Our core members are widely experienced and are keen and eager to pass on their knowledge. Two of our members are now volunteering at the Museum of Making in Derby, helping

to finish and maintain the O gauge Midland Railway model there.

BRM: What age do you have to be to become a member?

Nigel: 18, however, we allow under 18s if always accompanied by a parent/guardian.

BRM: How many layouts does the club currently have?

Nigel: We have three club layouts. 'Hindlow', a model of Hindlow station on the Buxton to Ashbourne line in Derbyshire, is our current

exhibition layout. 'Penmore' is a main line station set in South Derbyshire, and is approaching completion; both of which are OO gauge. Our latest layout, 'Chesterfield Road', which is based on the Ashover Light Railway station of the same name in Clay Cross, is in O-16.5mm, and builds on work by Ralph Gibbons that was gifted to the Society.

We send 'Hindlow' out if invited to other clubs' shows. Like any other club getting prepared for an exhibition, we would set the layout up as if it were at the exhibition. We

would then inspect it and test the running and make repairs that may be required. The layout would then be packed away again ready for transport. Then, any other equipment required would be checked and stacked alongside.

BRM: Do you have a favourite layout from the past?

Nigel: In the mid-1980s, the club built the prize-winning layout 'Ashford in the Water' based on the Peak District in the early 1950s.

BRM: Do you have a favourite era or region to model?

Nigel: As a club we model 1950s to early 1960s on the London Midland Region. When layouts go to shows, we enforce correct stock and periods. On club nights, members are allowed to bring and run whatever they are interested in.

BRM: We hear you build your own track – what's the reasoning for doing this?

Nigel: All our current layouts use hand-built track. In many cases, commercial track won't create the formations we need. For example, 'Penmore' has a few slips that are so shallow they need to have switched diamonds in them, and hand-built track 'flows' and looks so much better.

BRM: And you're also looking to adopt DCC?

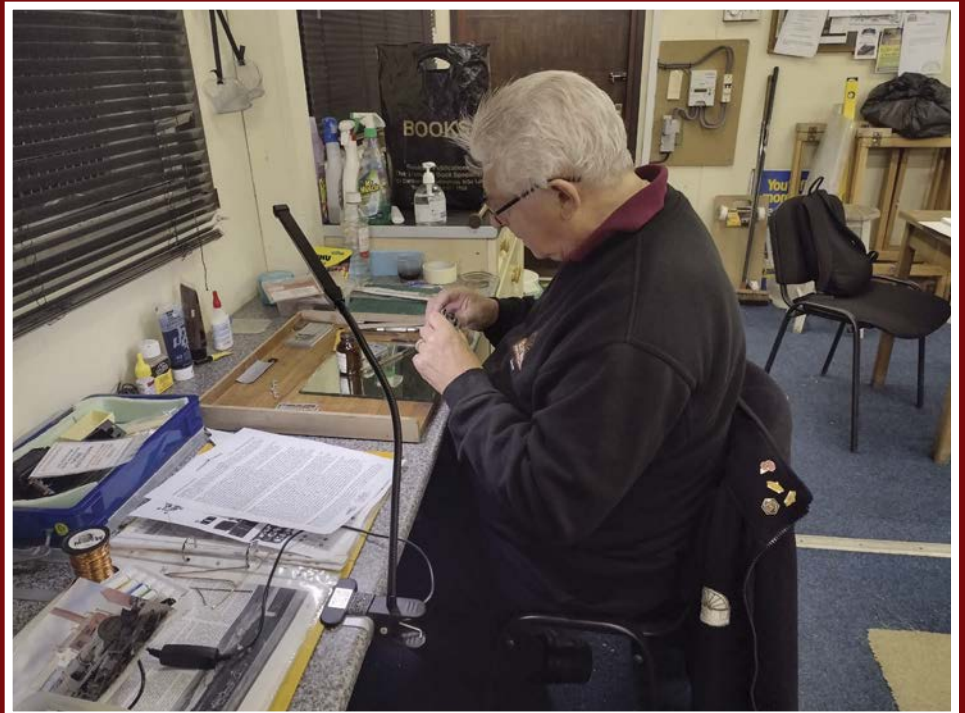
Nigel: Our latest layout, 'Chesterfield Road' is being used as an introduction to DCC for interested members to educate them about DCC. Since I suggested the project and I like and use NCE, that's what the club has standardised on.

BRM: What would you tell people considering joining a model railway club?

Nigel: Not to hesitate, go ahead and join. Don't be afraid to get involved and ask questions. Be prepared to put in as much as you get out. It's amazing what you will learn.

I had a friend who I had been trying to get to join a club for about 40 years. When he finally joined a club, he was working in O gauge, the club was mainly N gauge, but he was amazed at how much he learned. If you asked our members, they would say that the best thing about our club is the friendship, mutual support, shared experiences, and the encouragement to improve skills.

BRM: What can people expect on a club evening?



Nigel: A warm welcome. There will be small groups or individuals working on projects either club or private, receiving or giving encouragement to others. These will be either on a layout or at one of several workstations. Some members just chat or read magazines or books from our own library. Recently, some members have been seen putting a jigsaw together, a railway-themed jigsaw of course. Then, later, we enjoy a cup of tea or coffee and a biscuit before heading off home.

BRM: What's big on your plans for 2023?

Nigel: We are actively trying to recruit new members to expand the club and to finish 'Chesterfield Road' and get it out to exhibitions.

Quick facts

Members: 10

Club nights: Every Tuesdays and Thursdays from 7:00pm to 10:00pm

Membership fee: £10.00 per month with reduction for seniors

Website: www.cxmrs.org.uk

BUILD AN INDUSTRIAL SCENE

Small industry played a big role in the existence of many branch lines. Michael Russell explores a kit which could justify a number of sidings.

Words & photography: Michael Russell



There are an increasing range of industrial locomotives and wagons available off-the-shelf, enabling many modellers to fit layouts into the small spaces afforded by modern houses. Industrial buildings to give these locomotives a home can be large in size, but it's possible to model smaller facilities, too. One such model is the Grover Croft Mine kit from P&D Marsh, which is the subject of our build this time.

Most layouts aren't custom-built to model a mine. Often it is a model added to fill a corner, justify a siding and to add goods wagon traffic to a layout. As such, it is important that such industrial facilities occupy a small footprint. In this respect, this kit is ideal, measuring only 32cm x 38cm, or 9cm x 45cm in an alternate configuration.

This article should be used in conjunction with the kit instructions to augment, and not replace, them. Several of the buildings have common features, so I have included these as separate sections to avoid repetition.

Remember – white metal is a lead and tin alloy and, since the former is an accumulative poison, you must clean up your work bench and wash your hands after working with the material in its bare state. Also, make sure you don't eat while working with this material.



TECHNIQUES



Look at the projection diagrams, the laser plate maps and the instructions. Copy the part numbers from the maps to the actual part sheets (plates 1 to 5) using a permanent marker pen. Roll up the cable string and store it securely away until needed.



Since the bulk of the model is made from wood and card, I decided to stain these using ink. Dilute Indian ink works well as it is permanent and should be applied to plates 1 to 4. Brush this on both sides except for plate 3, which has a self-adhesive backing.

THE GANTRY AND HAULAGE ENGINE HOUSE



Glue the gantry sides and legs in place using PVA glue. Use a set square to ensure the model is square and build it on a flat surface; I used an old bathroom mirror.



Glue the ramps and railings in place and the cable attachment point. You need to decide if you want to depict the ramp being used and the length of cable you want to install. Add the self-adhesive cross members.



I glued the engine haulage house together in one go, upside down, using the roof as a guide. If the tabs won't fit into the slots, flatten them slightly using plain-jawed pliers. Don't glue this building into place until the gantry is in position on the layout and after the cable is installed.



Roller Shutter Doors

Measure the widths of the building doors and cut the supplied half-round plastic rod to slightly exceed these using a razor saw and mitre box. You will need three pieces of 29mm and one of 19mm.

Cut the roller doors to fit the widths of the openings. Have these in a rolled-up position if you wish to show the building in operation. I glued strips of 0.020in plastic sheet across the bottom of the roller doors that I made from Evergreen corrugated sheet rather than the supplied roof material.

After priming the roller doors, paint them any colour you like. Weather by dabbing with a rust colour acrylic paint using a small piece of sponge. Now glue in place using PVA glue.



Fitting the Windows

Stick the outer window in place by peeling off the cover and lowering the side onto the window in order to centre it exactly. You will find that some of the sticky surface is exposed inside the window aperture, which we will use in a moment.

Cut the appropriate window glazing out using scissors or a knife and rule. Ensure that this fits inside the window aperture using tweezers, but don't fit it into place yet.

Peel the cover off the inner window and fit the glazing to it. You should find that it fits exactly. Then, lower the glazed inner window assembly into the window aperture where the outer window sticky surface should hold it in place.

THE HEAD GEAR

6



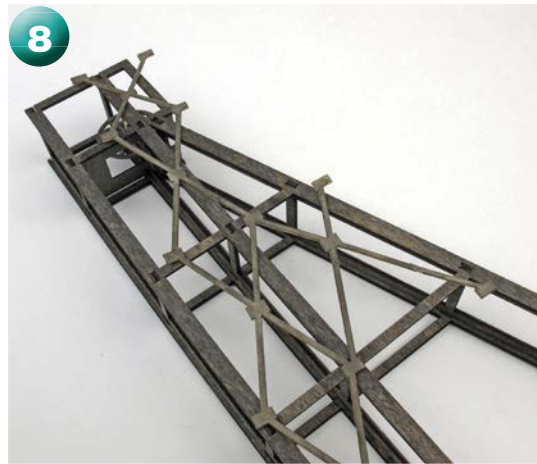
Assemble the sides and spacers together on a flat surface using PVA glue, ensuring that the wheel housing on part 4 is at the top of the structure.

7



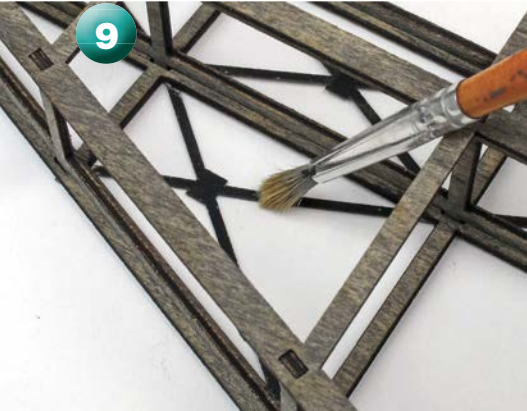
Stick the top platform H6 in place. Stick the two halves of the pulley together and then whittle a cocktail stick down, using a small knife, to act as a pivot. Pass this through the pulley, then glue in place with PVA.

8



Carefully remove the backing from the crossmembers from plate 3 and stick in place. Align the ends along the longest edge before pressing firmly into place. This should cover the tabs and slots used for aligning the side and spacers.

9



The back of the self-adhesive cross member parts need painting. Use the same Indian ink mix as before, but increase the concentration of ink if it doesn't adhere well. When dry, spray with a matt varnish to remove any sheen.

10



You can disguise the beam ends by cutting off spare crossmember ends from plate 3 and sticking them in place to give a more uniform look. Use the diluted Indian Ink mix and look for edges that need touching up such as around beam ends and runner attachment points.

The Tippler House

11



I found it easier to stick the ends to one of the roof pieces first. Use a set square and ensure that the roof doesn't extend beyond the gable end piece apex. Leave to dry before proceeding.

12



Stick the other roof piece into place and ensure that it butts up against the first. I found that the sides were about 0.8mm too wide to fit between the end pieces. Use callipers to mark 0.4mm off each end, including the tabs, and cut the excess off with a sharp knife.

THE ENGINE WINDING

13



Give the chimney and plastic overlays an undercoat of grey primer. When dry, add random patches of white and black to vary the mortar course. Use thinners to get the colours into the recesses.

14



Take a piece of cloth and wrap it around your index finger. Use this to dab random patches of various brick tones of acrylic paint around the brick surfaces. Ensure that the cloth isn't too damp so that only the top of the bricks are painted.

TECHNIQUES

15



Use a predominant brick colour to avoid too random an effect. Don't forget to add the brick colour to the edges, including around door frames and window openings. The use of a cloth for application adds texture to the finish.

16



Peel off the self-adhesive backing and attach the brick overlays to the wall sides. Lower the overlays onto the sides using the windows as a centring point. Add the doors and cover using PVA glue.



17



Affix window sills and door and window lintels in place. For the smaller self-adhesive parts, I added a dab of PVA glue at each end to stop these from lifting.

18



Glue the piece of strip wood into place along the top of the roof with PVA glue. When dry, pare with a knife to match the roof profile. Disguise this with some dilute Indian ink.

19



The chimney doesn't match the roof pitch. Use Milliput to fill the gap and to fix the chimney into place. Mix the two parts of the Milliput together well, place under the chimney, push it into place and trim with a knife.

FITTING THE CORRUGATED ROOFS

20



Cut the roof material so that it is slightly wider than the roof width, but allow 3mm on each end to account for overlap. Use tin snips to cut the roof material. Divide the length into three portions and cut these out.

21



Stick the three roof sections into place starting at the bottom and overlapping them. Use cyanoacrylate glue. Finish with a cover for the roof apex cut from the same roofing material.

22



Corrugated roofs are best primed with a grey etching primer. Use acrylics to weather these using washes of a rust colour and a dark green-grey mix. Also, flick the same paint at the roof using an old toothbrush to represent moss and detritus.

23



File whitmetal parts to remove flash (usually between limbs) and seam lines which run around the centre line. Wash the parts in water and, when dry, spray with an etching primer. Paint using acrylics and coat with Quickshade to give depth to the models.

24



Paint the cable with a mix of gunmetal and matt black, then install it into position using a needle for weight, drilling holes as needed. Fix into place using cyanoacrylate and ensure the cables are taut when doing so. Use Anti-Shine to dull any glue that shows.

CONCLUSION

This kit gives a good impression of a mining facility and is small enough to fit into place around a siding on many layouts. You are not restricted to mining coal; it could also depict a mine used for fireclay, lead, fluorspar, or barytes. There are many opportunities to upgrade and personalise the model. Small improvements would be to add door handles, guttering and downpipes. Bigger improvements could be to add the engine inside the winding house, add a wagon tippler mechanism, improve the gantry railings, or add a washroom and storage block.

Industrial kits are great for the beginner because these facilities were never pristine. If you don't achieve a perfect finish, so much the better. It is often harder for pedantic, accurate modellers to get a realistic appearance because they are too neat and tidy and have to go against their instincts.

If I were to build the kit again, I would add small pieces of wooden dowel to the building inside corners to strengthen them. The dilute Indian ink mix used has given a good impression of the silvery-grey appearance of weathered wood, which is what I wanted to achieve.

There are other industrial kits within the PD Marsh range that are well worth investigating and the clay works looks particularly impressive.



(GCM00) Grover Croft Mine OO gauge, (PW159) Coalmen with scales www.pdmarshmodels.com

Evergreen Opaque White Polystyrene
Corrugated Metal Siding strip, (AD45)
Deluxe Rocket Max Cyano, (AD62)
Rocket Plastic Glue, (PVA250) Fast PVA
Craft Glue, (FILMY40) Milliput Standard
Yellow Grey
www.eileensemporium.com

RailMatch Grey Etch Primer Aerosol
www.howesmodels.co.uk

Acrylic paint and thinners
www.humbrol.com

Strong tone Quickshade, (43003) Anti-Shine Matt Varnish
www.expotools.com



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Permanent marker pen
Set square
Modellers' paint brushes
Bathroom mirror
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Scissors
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0.5mm drill
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RYECROFT ARENA

High-rise, high impact, but at a relatively low cost, Steven Farmer was inspired by inner city regeneration for his modern station terminus layout.

Words: Steven Farmer **Photography:** Phil Parker



FACTFILE

Layout Name: Ryecroft Arena

Scale/gauge: 2mm:1ft scale/9mm gauge /N

Size: 39in x 10in plus 23in fiddleyard

Era/region: Modern image/fictitious city scene

Layout Type: Fiddleyard to terminus

Looking towards the Arena, a Chiltern Trains class 168 waits for the off with a service to London while a 153 on a local train waits on the other platform. All the signals operate as they should, and we do our best to obey them!



This is a minimal space N gauge fiddle yard to terminus layout, born out of the lockdown of 2020.

I'd painted the house and dug the garden, and was looking for something to do modelling-wise. The type of layout I wanted was a station hemmed in by tall modern developments, and I had an idea in my head for some time as I wanted something to run my DMU collection on.

I had a variety of Outland Models' buildings as I'd been introduced to them by a modelling friend. At the time, they were very cheap and, as you can see, very adaptable.

Construction timeline

The baseboard for the layout is laminate wood flooring, which was knocking around the garage. Simple battens were screwed underneath for strength.

Being 8in wide and only 39in long, it was never going to be anything spectacular trackplan-wise. In fact, it's three lengths of Peco Code 55 flexitrack coupled to four small radius Code 55 points. The track was glued down and weights were put on while it dried.

The fiddleyard has four dead-end sidings long enough to hold a three-car unit or a two-car and a single by isolating sectors.

The backscene was added but was placed back from the edge of the board on blocks to have a dropped backscene, as I wanted a service road for the buildings along the back. The photographic backscene is a North American city scene, but I knew only the tops would be visible, so it didn't bother me what was lower down.

Wiring the layout took a while as there were many isolated sections to go in as each platform will hold two units. It was also decided at this stage to have working signals, but I wanted three-aspect ones to portray the short sections around busy locations. These were added later as two are platform-mounted. The control panel is hardwired to the layout.

I like to test run any layout I build at this stage to see if it does what I want, plus it's far easier to make changes at this point, than later.

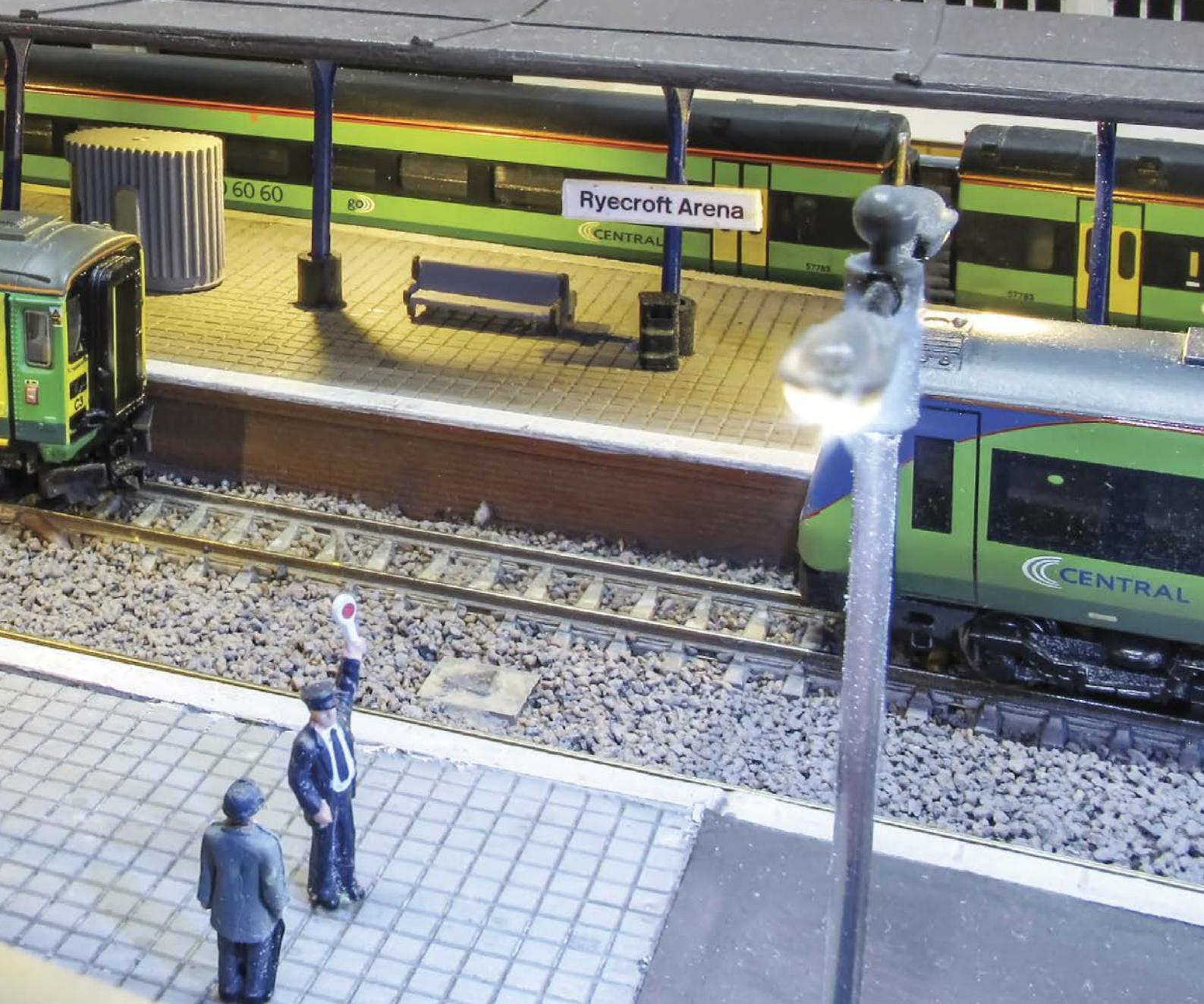
Once satisfied, the first scenic treatment was to paint the rails. I used Humbrol 29 for this. Next, the platform faces were glued, which are Peco brick and concrete sides. Over the years, I've not found anything better than these for making a platform. With the sides in, they were painted in brick and concrete colours



Commuters wait for their train on platform 1 while other units await departure on the other platforms. Each platform is wired to allow two trains to occupy it, a job that would be easier with DCC, but a few isolating switches accomplish the same thing for DC control.



Looking down from the top of the station, you can just see the service road along the front of the background buildings. Even in a small space, I've managed to incorporate a lot of different levels.



All the visual clutter of an inner city station. In the front, equipment cabinets. Behind, modern, tall buildings. The trains are almost incidental in this scene.

respectively and toned down with a weathering wash of paint. The layout was ballasted using Greenscene products. Again, this was toned down with a dirty wash, but nothing too drastic as I wanted to portray a not-long refurbished line with a new station.

I was beginning to think about structures while all the above was going on, and how best to use my Outland Models' kits. I then thought about a station building with a major redevelopment and a shopping complex/event arena on top – similar to what has happened in many cities where space is only available upwards. This would add to the hemmed-in feel, but how to go about it?

Boxes were placed on the layout to gauge how much should be hidden and still allow me to see the trains when operating. When I had decided what would look OK, out came the Plastikard and microstrip, and the complex was roughed out. The bridge over the fiddleyard was constructed at this time, so it gave me my viewing area. The Outland Models' kits were looked at and decisions were made on what I wanted to do, but to be honest, I just built them and put bits on as I went along. Some of the kits were even turned sideways, but all have added bits of embossed Plastikard and microstrip. It was really enjoyable to let my mind go and see what I could come up with.

Before finishing the arena complex and gluing it into position, stop lamps were added to the bufferstops, and lighting was placed under the lower section to light the platform. The rest of the platform and layout streetlights are from Amazon and were exactly what I was looking for.

The buildings were completed, and a bit of juggling around gave me the positions they suited. They were finished, glazed and glued in place. The wall behind the tracks was glued – this is balsa with embossed Plastikard. A Bachman hut completes the scene. Across the tracks at the front of the layout is a Portacabin, again from the Bachman range. Other small details were found in the 'bits box', which have been accumulated over the years.

Playing trains

Operation is fairly straightforward as the layout holds seven DMUs ranging from a Class 153 to a three-car train. I imagine the layout is set in either Manchester or Birmingham, so First North Western or



Background buildings are from the Outland Models' range. Although based in China, they work just as well for a modern British skyscraper as these now tend to appear in a variety of colours – in contrast to the brick-built station, which I had to scratch-build.



One advantage of an urban scene is that it's easy, and appropriate, to hide the exit to the fiddleyard with a road bridge.



A Regional Railways-liveried Class 153 awaits departure as a Central Trains Class 150 enters the station.

Central Trains are the main operators. I can also operate it in the Regional Railways era. That's the reason there's no station branding, so I can move the location around.

Locomotives rarely run on the layout, but it still gives a lot of pleasure in operation, even though its only units running.

Services come and go into the platforms and further movements can be the units going to the berthing sidings, which is on the far road nearest the hotel as it goes under the road bridge. It's like being in a high-rise building watching the trains coming in and going out but not particularly knowing where they're going...

RIGHT: Platform details are easy to build if you find suitable photos online and print out your signs and notice boards. Beware, the designs change a lot over time, so make sure you use images from the correct era.



About the modeller

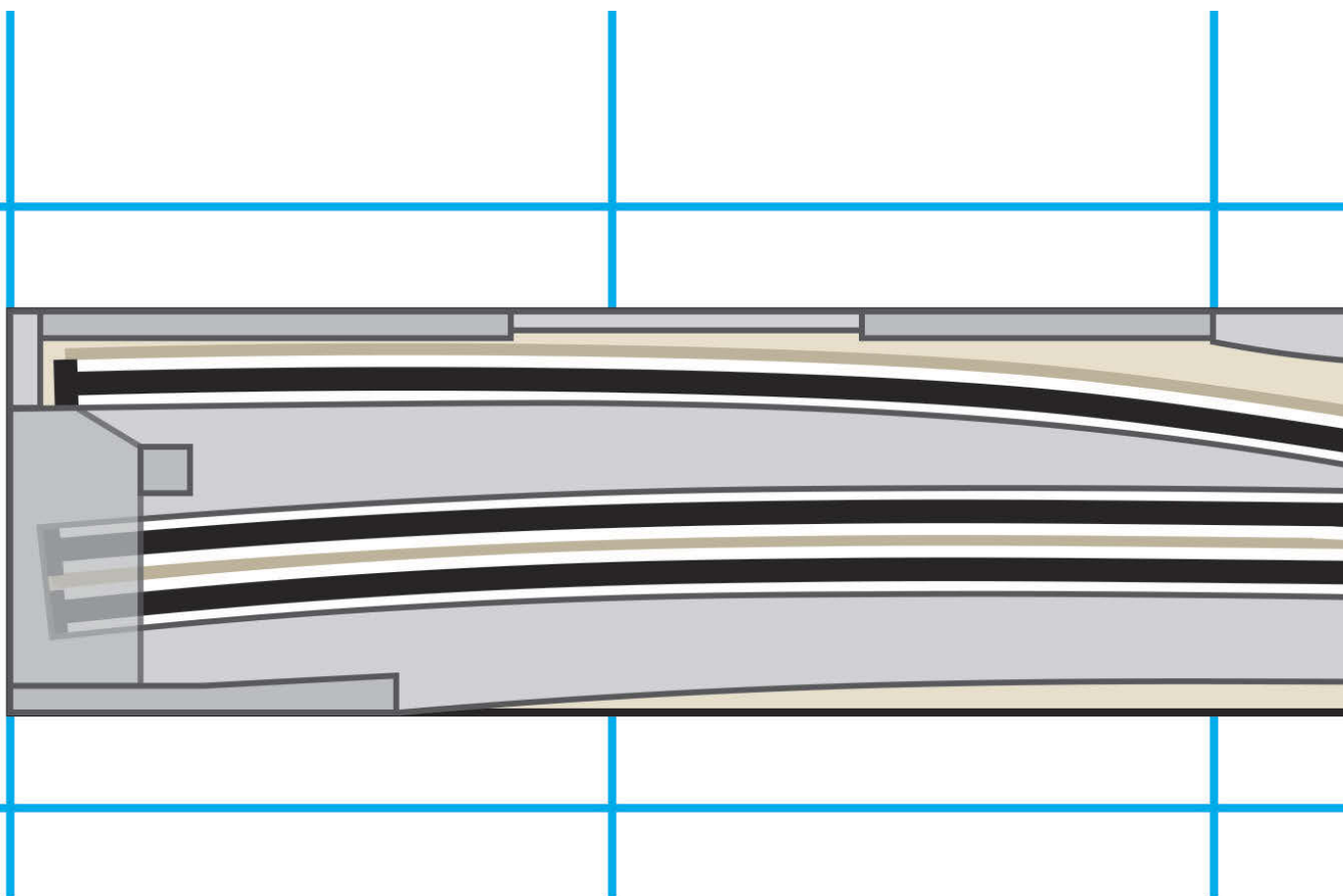
Name: Steven Farmer

Age: 57

Number of years modelling: Since 1980

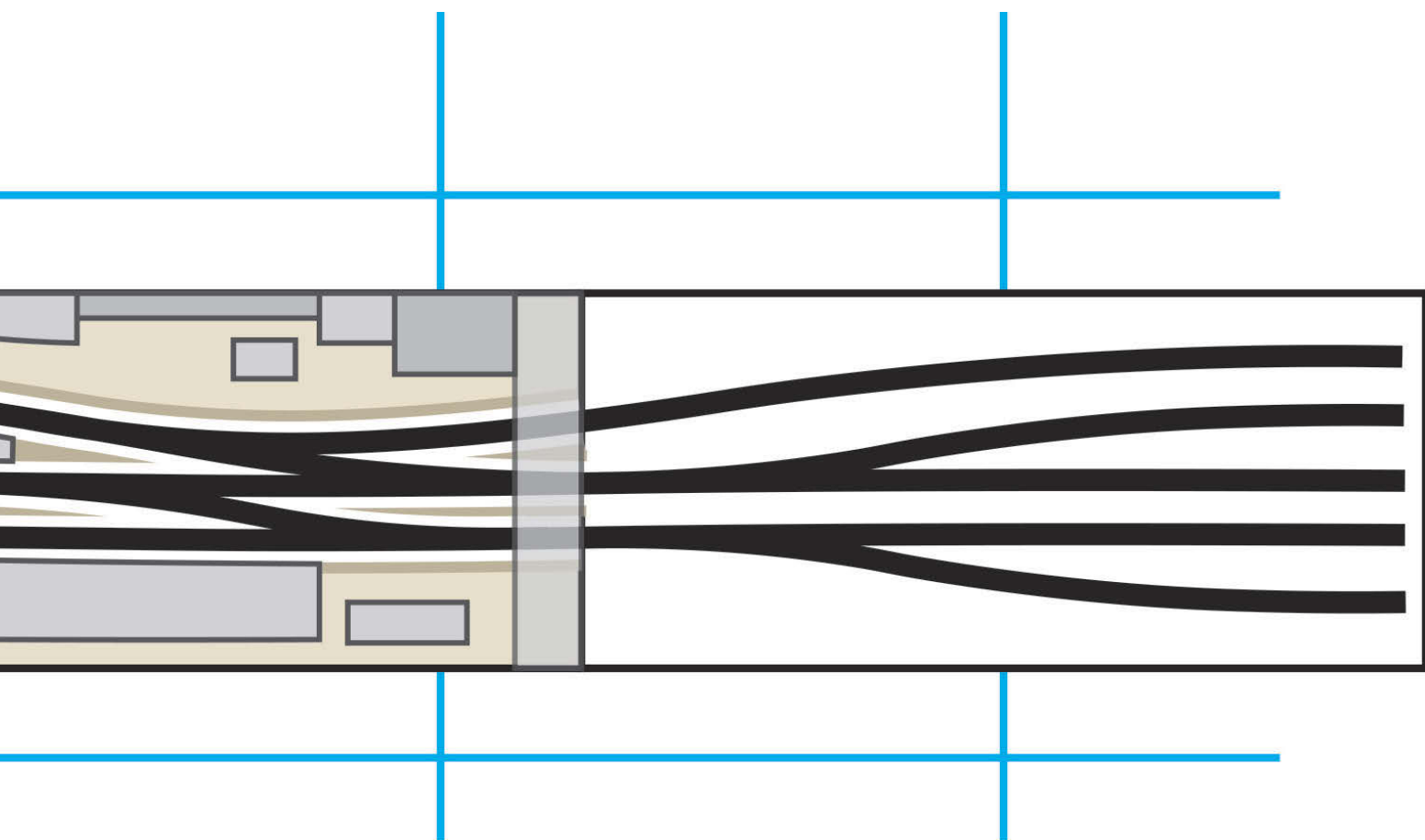
Name of your first layout: I had the usual layout in a spare room at home, it was OO gauge.

I have been exhibiting layouts since 1993 and moved to N gauge in about 1998. I have recently started modeling in O gauge.





The Class 158 in Central Trains livery is utterly dominated by the surrounding buildings, but this makes my tiny layout look a lot bigger than it is.





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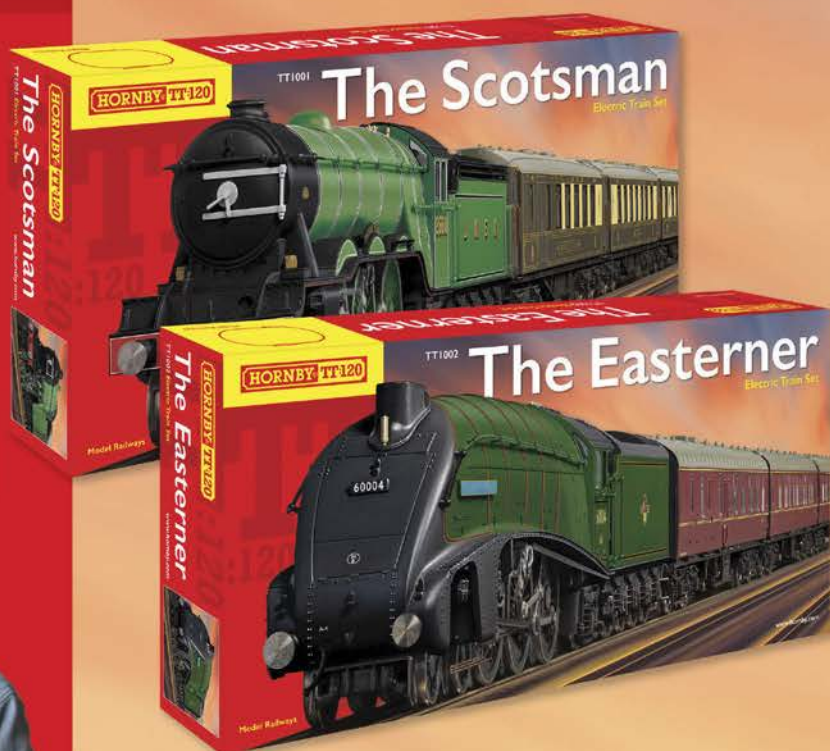
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spotify.com/BeyondtheBuffers

MODELLING REALISTIC TRACKSIDE IN N

It's often said that it's the small details that make a layout great. With this in mind, David Lund undertakes the challenge of adding lineside equipment.

Words & photography: David Lund



One of the hallmarks of today's railway is the sheer amount of trackside equipment that graces the permanent way. Signals, electrical cabinets, train protection systems, point motors, and many other elements essential to the smooth running of a major main line hint at the technical complexities of modern-day railway operations. The number of different types of equipment in use can make representing their distinctive presence at the trackside a bit of a challenge, especially when modelling a stretch of a four track main line such as on the East and West

Coast routes, where so many examples can be found.

N gauge is a particularly effective scale for modelling a busy main line scene, because being half the size of 'OO', you gain twice the length and four times the area that you can model on the same size boards. Being that much smaller, however, modelling trackside equipment in 'N' might seem to be an even greater challenge, but in this article, I will show, step-by-step, how to create the feel of today's equipment-heavy permanent way in N.

The location I am modelling is a stretch

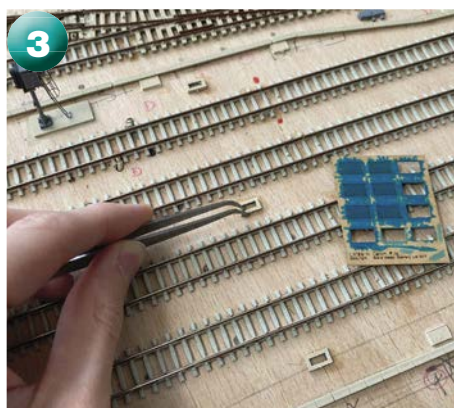
of the West Coast Main Line, and, thanks to the internet, it is a simple task to find many trackside photographs to help build an idea of what equipment goes where. Doing this research before you begin is important because there are major differences depending on where and when you are basing your layout. In N gauge, while you can fit much more in than in 'OO', there is also more that has to be left out as some details will be too small and fragile, but there is a lot that you can realistically include to create a busy modern-day scene. Here's a selection of ideas...



Planning your scene before you begin is important as you need to know what to add before ballasting the track and what can be safely added afterwards. Once you have plotted where signals, point motors, lineside cabinets, and other electrical equipment are going to go, laying the distinctive concrete trunking between them is a good first place to start. I used Ratio trunking and painted them with Humbrol 121 concrete enamel to dull the plastic sheen. Peco dummy point motors were added at the same time.



Painting the sides of rails is a monotonous task, but it really helps add a layer of realism to any model railway. For this scene, I also decided to paint the turnout sleepers, as Peco has yet to release concrete sleeper turnouts in N despite producing concrete sleeper track. Several coats of Humbrol 121 disguised the black plastic sleepers entirely, reflecting the almost total replacement of wooden sleeper turnouts on the actual West Coast Main Line.



A distinctive feature not seen modelled very often are the trackside drainage catchpits that sit between the running lines. Scale Model Scenery produces laser-cut card versions in N, the bases of which I again painted with Humbrol 121 and used a blue felt-tip pen to colour the grilles that sit on top. Leaving the grilles to one side, the bases were glued into place.



Blue and black felt-tip pens
Paint brushes
Tweezers
Superglue
UHU glue
Sharp knife
Airbrush



Peco Dummy Point Motors (SL-347)
www.peco-uk.com

Ratio Concrete Trunking (258)
Ratio Relay Cabinets (257)
www.gaugemasterretail.com

Scale Model Scenery Drainage Catchpits (LX106-N)
www.scalemodelscenery.co.uk

N Brass Locos TPWS Grids (25666)
N Brass Locos AWS Ramps (25663)
N Brass Locos 6' Palisade Fencing (22650)
www.nbrasslocos.co.uk

Rust Rails (eBay) Ground Signals
Woodland Scenics Light Gray Fine Ballast
www.woodlandscenics.com

Humbrol (121) Concrete
Humbrol (4) White
Humbrol (32) Black
Humbrol (154) Yellow
www.humbrol.com

Hycote Grey Plastic Primer
www.hycote.co.uk

Vallejo Model Air Concrete (131)
Vallejo Model Air Light Gray (050)
Vallejo Model Air US Sand (138)
Vallejo Model Air Middle Stone (131)
www.acrylicosvallejo.com

Plastic Strip and square section rod
Brass rod
Grass mat

4

Increasingly common around the network today are trackside junction lamps. Found near complex trackwork formations, these permanent lights are used during maintenance possessions. I made the first few of these out of simple styrene strips, cut and glued together, and while successful, as I needed a large number of them, I decided to 3D-print the rest as one piece instead. Painted grey with white lamp heads, these proved to be far more durable than expected.

TECHNIQUES



Adding the lamps with a dab of superglue, the spacing between them was worked out from photographs and adjusted to what felt right on the layout. At the same time, I placed strips of concrete-painted Plastikard to act as the bases for lineside cabinets, signals, and overhead line electrification portals – to be added at a later date.



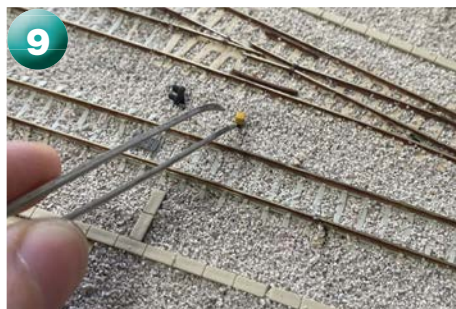
The growth in modellers designing and selling 3D-printed detailing items has really benefited N gauge, and eBay is filled with many selling unique and unusual parts. Ground signals from eBay seller Rusty Rails and Axle counters from a now sadly closed eBay account were carefully painted up and ready for use, alongside etched metal TPWS grids from N Brass.



With all the details that needed to be embedded within the ballast in place, ballasting could commence using Woodland Scenics Light Gray Fine Ballast. Taking time to carefully brush loose ballast off the trunking and other details meant that, when sprayed with glue, the scene looked much tidier.



With the ballast dry, the grilles that sit on top of the drainage catch pits were added. I learned to leave them off when spraying the ballast with glue the hard way as, first time round, the blue ink leaked, and I ended up with a patch of blue ballast that had to be quickly replaced!



Adding the axle counters and TPWS grids requires fine tweezers, superglue, and a steady hand. Superglue is particularly useful when affixing small items as the fast setting time means less 'wobble time' when holding them in place, resulting in a straighter alignment.



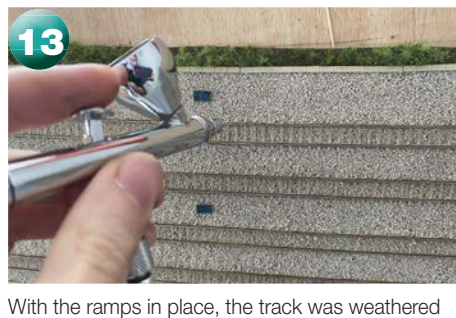
Ratio equipment cabinets were given a light coating of Hycote grey plastic primer and fixed into place. Generally, wherever there is any equipment on the railway that is powered, a cabinet will be found nearby, so I placed these next to signals and point motors.



N Brass produces a good range of N gauge etched metal kits, including two types of AWS ramps. These simple fold-up sheets were bent and shaped using a pair of tweezers.



Painted grey with yellow sections at either end, the ramps were carefully placed across the sleepers and fixed with superglue at an appropriate distance from the signals they were protecting, which scales to about 1m in N gauge.



With the ramps in place, the track was weathered with an airbrush using a mix of Vallejo Model Air paints. This scene is recreating the upgraded West Coast Main Line of the 2010s, so the weathering was quite light to suggest recently-laid ballast. Several fine coats helped to blend all the details together, particularly the yellow ramps and axle counters, which would otherwise stand out too much.



14

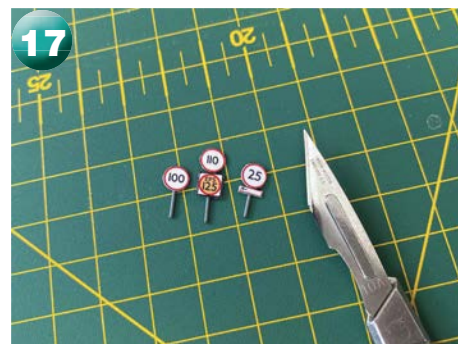
Sankey Scenics produces a range of modern trackside signs, but cutting these tiny circles out can be a challenge. Using a template to cut around really helps, but having lost a small disk that I found in a spares box that was just the right size, I decided to make my own. When ordering etched metal parts for a building I was making, I included some extra sign-sized disks in the etch. These were just the right size to cut round.



Gluing the disk to the rear of the sign, I used a scalpel to cut it out. Having something to cut around, even if not an exact match for the size of the sign allows for a much neater appearance, given these signs are around 6mm across!



The back of the sign was then painted with grey primer and a thin piece of brass rod attached with superglue to hold the sign upright!



For the EPS sign, I used a black felt-tip pen to colour the edge of the sign, and as this photograph shows, speed signs in N gauge are very small indeed – possibly the fiddliest part of this scene that I encountered during the build.



Adding the speed sign to the track was another job that required fine tweezers, superglue, and a steady hand. Superglue is excellent at securing fine parts such as this, but I had to keep checking the sign from different angles to make sure it was standing vertically. Even slightly off in this scale, it really shows.



Cutting a fine strip of grass mat (any brand will work here), I applied this to the edge of the ballasted area just behind the concrete trunking. This helped give the appearance of weeds growing next to where a fence was to go.



The fence was the final detail to be added. This was important to leave until last as it would get in the way of my hand when trying to place the finer details such as the speed signs. N Brass etched metal palisade fencing was used, and as these were going flush to the ground, the bottom of the legs were cut off. The metal was then sprayed with a light coat of grey primer on both sides.



The fence was added using small dabs of superglue to hold it in place while I checked to make sure it was standing vertically. Framing the edge of the railway environment, details such as etched metal fences really help draw the eye down to rail level.



Conclusion

I think the finished scene captures the range of equipment found on today's main line railways well. Despite the small scale of N gauge compared to OO gauge, there is a surprisingly wide range of trackside details available, and thanks to 3D-printing and modern photo-etching processes, they are both durable and well-detailed. Modelling such details in 'N' might take a slightly steadier hand than in larger scales, but the effort is definitely worth it, all adding extra realism to a scene and making N gauge feel surprisingly large.

This scene is not quite complete, however, as it wouldn't be the West Coast Main Line without overhead electrification portals in place, and in a future article, I will be showing how you can model these in N gauge as well to take advantage of the expanding range of electric locos and EMUs now available to run.



How to...

MAKE A LINESIDE EMBANKMENT

Following our 'vintage modelling-themed' issue, we briefed Michael Russell to make a lineside diorama using time-tested techniques. Are older modelling methods still valid?

Over the scores of years that modellers have been making scenery, many techniques have been used. Some have fallen out of favour as new products have arrived. The question is, are any of the older techniques still valid? Also, can they stand alongside newer products and techniques or will they detract? This article is an attempt to answer these questions, because I will employ a combination of methods and materials from different modelling eras.

The subject I have chosen to model is a generic lineside grass embankment in winter. This is pretty much ubiquitous to our layouts, although they do vary depending upon your location. I shall be

modelling a lineside that enjoys a relatively fertile situation, as this is probably the most common in our green and pleasant land. Be aware that in some locations vegetation may be quite sparse; for example, if the terrain is rocky and the soil thin.

Most modellers shy away from portraying their layouts during winter. This is a shame, as it will differentiate your layout and allow you to easily portray vegetation. There are a lot of misconceptions about what flora looks like at this time of year too, so go out and take a look and shoot some reference photographs. Apart from the colour provided by flowers, which is obviously lacking, there is actually more colour out there in autumn and winter! ■

Tools required

- Hanging basket liners made from Coco-fibre, Jute, sisal string
- Sprigs (rubberised horsehair)
- Urethane foam sheet (50mm thick)
- PVA glue
- Aerosol glue for polyurethane backed carpets, decorators'
- All-purpose filler (powder or ready mixed)
- Acrylic paint (black, Burnt Umber, Burnt Sienna, grey, off white, green)
- Emulsion matchpot (earth colour)
- Tile grout (chocolate colour)
- Ready diluted car screen wash
- Washing up liquid
- Static grass (Heki 3369, Parched Grass from Elmet Images)
- Carr's Autumn Leaves
- Tea leaves
- Paint brush bristles

ON EXCLUSIVE



1» Collect your materials together ready for the build. One hanging basket liner is made from Jute and is a pale green colour and the other is made from coco fibre. The string is Sisal. I made my base from insulation board. You also need to buy some glue that will stick polyurethane-backed carpets. Prepare the board by tearing off any backing to expose the foam surface.



4» Decorator's filler is used to cover the foam. I used a premixed filler, which I pre-coloured with black and burnt umber acrylic paint. Apply the filler using a spatula. Ensure that the thickness doesn't exceed 5mm or use multiple layers once the previous has set. Leave to dry before continuing.



7» Spray the surface with a wetting agent. I used a ready-diluted car screen wash. Immediately spray again with a 50/50 mix of PVA and water with a few drops of washing up liquid added. v



2» The foam is easy to cut with a handsaw. Although it doesn't make much mess, have the vacuum cleaner standing by, or work outside. You must use a facemask. The glue and groundcover layers will stick better if the foam is free from loose particles, so run over it with a vacuum cleaner.



5» Paint on PVA glue and distribute evenly across the surface. Apply some glue and spread it out quickly before moving to the next area. Avoid overworking the coverage otherwise you will rewet and disturb the filler below.



8» Leave the surface to dry. I've added some surface debris to give a rough finish. You can repeat the previous two steps to build up the colours and textures that you want.



3» Build up the foam in layers to get the profile you want. The taller the landscape, the greater number of strata you need to build up. Stick the foam together with carpet glue. Spray the surfaces of both pieces evenly and wait a couple of minutes before pressing together, ensuring that they are correctly aligned before you do so. The glue will take 24 hours to cure.



6» Sprinkle on tile grout sifted through material cut from a pair of tights; I used a chocolate colour. An aerosol lid makes an ideal holder for this task. You can add different colours and sand to represent debris if you wish. It's advisable to wear a dust mask for this phase.



9» The grass is made from hanging basket liner. Peel away any plastic backing and apply a thin layer of PVA. Don't work on too big a section in one go.

be aware that in some locations vegetation may be quite sparse; for example, if the terrain is rocky and the soil thin

10»



Use scissors to divide the hanging basket liner into pieces about 10cm square and lightly press these into the wet PVA until it moulds to the shape of the surface.

11»



When the PVA has dried, use a nailbrush to roughen up the surface. Do this by pressing the brush lightly into the material and waggling it from side to side.

12»



Now pinch the liner and tear pieces off to form clumps. You can also pull at the loose edges to tear material away. Trim with scissors to reduce material of excess height. Gently comb the grass to remove any loose material. You may want to repeat the previous stage afterwards

13»



Daub PVA onto areas where the liner is missing and where it is at its lowest level.

14»



Now apply green static grass. Tilt the board upside down to remove excess material or use a vacuum with a cloth over the end of the nozzle.

15»



Use various shades of off-white acrylic paint to highlight taller grass stalks. Apply the paint thinly to minimise the number of strands that stick together. While the paint is wet, use a comb to remove any clumping. Repeat the last two steps with shades of brown, grey and burnt umber to represent other vegetation.

Making specific non-grass vegetation Brambles/Blackberries

1»



Take coco fibre basket liner or Sprigs (rubberised horsehair). Pull some small clumps off and dip into acrylic paint and set aside to dry.

2»



Even in winter brambles retain some leaves. To represent this, run some PVA glue over the limbs and dip into scatter. I used Carr's Autumn Leaves.

ON EXCLUSIVE

Umbelliferas

1»



Sisal string is used to portray taller plants. Unravel it, moisten and snip each portion into two inch lengths. Leave each portion separate and it dries without the twist. Take a pinch of sisal and snip the ends off to make all the stalks level. Now spread them out slightly between your fingers.

Rosebay Willowherb

1»



Use sisal string, but when you initially wet it, colour using burnt sienna or burnt umber acrylic paint and leave to dry. Dilute the paint to tone the colour down and to prevent sticking. When dry, roll small bunches of the stalks between your fingers to separate them from each other.

2»



Add parched grass at the ends of the stalks to represent the remains of the inflorescence.

2»



Dip the very ends into PVA and then into Parched Grass fibres and leave to dry in an upright position.

Docks

1»



Prepare dried tea leaves by grinding them to a dust in a pestle and mortar.

3»



Once dry, dab some PVA on the ends and dip into tea leaves to represent seed heads.

2»



Prepare some dried tea leaves by grinding them to a dust in a pestle and mortar.

Non grass vegetation planting

1»



Prepare some dried tea leaves by grinding them to a dust in a pestle and mortar.

2»



Push the clump into the glue and leave to dry. Do not worry about a few pieces that fall over – this mirrors what happens in nature.

3»



Add single stems by dipping the ends in PVA and then transfer to the embankment. This method is slow and best reserved for when you want more accurate placement.

Expert Tips

Grass and other vegetation grows much taller than most people realise. Pay a trip to the nearest piece of ground that isn't maintained and you will find stalks that are as tall as a person.

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EXHILL WORKS

Combining an unusual scale with a common gauge, and innovative animated features makes this layout attention-grabbing. John Besley explains...

Words & photography: John Besley



FACTFILE

Layout name: Exhill Works

Scale/Gauge: 1:13.7 scale / 16.5mm gauge / 7/8ths scale

Size: 2800mm x 460mm

Era/Region: circa 1970s

Layout type: End to end



The WW1 Baldwin is seen pulling a short rake of works wagons through the Long Shop. These wagons are built on the chassis of long-wheelbase Hornby brake vans. In the foreground is a pair of 16mm wheels from a Hudson V skip wagon. Just in sight on the right is a clump of dock leaves.

The concept of 'Exhill Works' goes back to my first layout in 4mm:1ft scale back in 1973, which used the same trackplan. In fact, this trackplan has been used on three other layouts I've built in 4mm:1ft scale or 16mm:1ft scale – A SR locomotive shed layout built around 1977, a OO9 layout based on Eastern Europe/Yugoslavia, and a 16mm garden railway where this trackplan became the locomotive shed service area.

Moving to the current time, I needed somewhere to showcase my 7/8ths scale traction engine parts I build and one thing led to another during lockdown.

The layout design was set by the

limitations of space. 'Exhill Works' is a shelf layout/working diorama for want of better words. The scale was determined by working out the scale that Wilesco traction engines are made to, as this fitted in with my other interest – rebuilding Wilesco traction engines and road rollers. It was while doing this work that I came across 7/8ths as a proven modelling scale. Track used is Peco O-16.5 narrow gauge as this fits with the scale combination well.

Prototypical inspiration

I like to think this is based on a time period in the late-'60s/early-'70s when the traction engine industry was still in its early stages

and the leisure industry was beginning to look at ideas such as miniature railways as an option. Having grown up in the early days of preserved railways in this period, I remember how old workshops looked. Thus, the model represents a way to move parts around with an internal rail system.

In my employment, I have a site that I service every month that is a step back in time where the buildings and setting are concerned. This formed the basic idea for the workshop building – in fact, the pedestrian doors are direct copies of this site as is some of the internal signage I've made. The cable tray and the water pipes in the workshop all came from sites like this.



I've tried to portray the sort of place that would have closed in the 1980s or '90s and been sold for redevelopment.

The geographical location is, as the name would suggest, in the area of Exeter and shows a small engineering works yard that has a 9 1/4in minimum gauge railway serving the various outbuildings.

Rolling Stock

The locomotives (all two of them) use a Wrenn R1 chassis block that I started out with, though it wasn't long before I rebuilt these with High-Level 60:1 'Road Runner' gearboxes and can motors. These run very slow and are controllable.

The Bat is, in essence, based on a battery mine locomotive made from Plastikard around Lego blocks to keep it square. The air tank is from the centre of a printer roll. Painted in Ford Highland Green, it has plenty of salt chipping as part of the weathering effect.

The Baldwin is based on a WWI Baldwin mechanical, but scaled to fit my needs. The cab is a tight fit for the driver – it looks like he's wearing the locomotive. Painted in a camouflage green and lightened with dry-brushing to represent chipping, it also had a pin wash for weathering.

The wagons are all built on Bachman/Hornby wagon chassis – really, whatever I

could get hold of. At the moment, there are eight wagons, all based on the same format with removable plywood decking so that I can change the loads.

Stock comprises of five short-wheelbase wagons and two long-wheelbase types, all of which are flat wagons – there is also a bulkhead flat for collecting logs, a coal wagon for the stationary engine, and a 'V' skip wagon built using parts from a 16mm Binnie Engineering kit.

Stock is fitted with my chopper couplings – these are correct for W&L 16mm stock and they fit my plans. I had tried couplings from Kadee, link and pin and Bachman hook and bar before settling on these.



'The Bat' (short for battery-powered shunter) is sorting out some short-wheelbase wagons used for a recent wood cutting trip into the forest – one of the wagons has a model of a 1950 diesel-powered chainsaw in a crate along with the hand tools and tool boxes.

THE LITTLE DETAILS

The Long Shop

As the name would suggest, this building is much longer than the section modelled. Inside is a working lathe, which is based loosely on typical lathes from the 1950s/'60s, taking the features I liked and using them – this was scratch-built using mostly Lego, with a Ferrero Rocher lid for the splash tray suitably cut down and re-joined. Lego provided the building frames for the lathe, which was then clad in a mix of 0.030in and 0.060in Slater's Plastikard. Hidden inside the gearbox behind the chuck is a tiny 12V motor to turn it. Below the splash tray is the lathe's make, 'Hindley', named after my grandfather who was an engineer at Stothert and Pitt in Bath in the early 1930s.

On the wall behind the lathe is a swan-neck work lamp with a grain of rice bulb, the cable from which goes into a dummy 13A socket and plug top. Above the lathe is a girder with a chain hoist, which transverses the width of the workshop.

Opposite is the workbench with a tool chest that is a modified Lego drawer unit. On the bench is a set of drawings for a 7 1/4in gauge Bulleid Pacific and behind the bench, tucked on the window sill, is a scale SR headcode disc along with a number plate for my traction engine – TT 2759, which is an abbreviation for my date of birth.

Alongside the workbench is a model of a Meddings' pillar drill. The rear wall has a fire exit door, complete with a model of a Briton T-series door closer and the correct period triangular fire exit sign. Above the door is a model of a 1960s' fire exit lightbox illuminated with a low-volt LED.

The Corner Shop

This is simply an 'L'-shaped corner building to hide a wall buttress for my garage. The framework was covered in plaster filler, then scribed for brickwork. On this building there are just shy of 3500 bricks!

Alongside is a lean-to shelter for charging the battery shunter, 'The Bat'. This is a simple building of two walls and a corrugated roof made from flattened-out bean tins – inside is the battery charger and a single light.

The Stationary Engine

In front of 'The Corner Shop' is the stationary engine that powers a backup generator – this is built from parts from a scrapped Wilescot traction engine with a Mamod flywheel. This, in turn, is powered from a Meccano geared motor driving through a Delrin sprocket and chain.

There is a light inside the firebox that glows through the fire hole door, the ashpan was made by melting an orange CD case with a blowlamp and adding broken coal on top for the fire bed. The gauge glass is made from a section of Perspex that was drilled through the middle to give the effect of the gauge glass tube. The rest of the fittings are made from my own brass castings.

The whistle is a copy of a Bulleid Pacific whistle, complete with its whistle valve. Hanging off the siphon tube, the pressure gauge is a dirty rag drying out (made from blue paper wiper roll and soaked in PVA).

Behind the generator/motor is an electrical switch box made from a piece of Duplo. Running from this is a cable tray with HV SWA cables attached.





Setting the scene

I used Polyfilla over high-density foam where needed to bring the ground level up. Once dried, it was then over-painted in a match pot emulsion Mocha, as this matches my garden soil. Finely-sieved and dried garden soil was then glued on top and a base dressing of 4mm static grass added thinly along with a mix of dried tea leaves and crushed dried leaves of different types to vary the colour and give a pleasing effect of woodland mulch.

The area opposite the corner shop to 'The Hole in the Wall' saw around 150 homemade grass tufts added, made from green garden twine – a simple process of cutting and teasing out a small clump, then poking holes in some foam and gluing these in place. Once they had dried, they were removed and the glue line tidied up. Then, some random trimming of the tufts, a hole drilled in the plaster and the grass clump was planted.

In addition, I have made daisies, dock leaves, hart's tongue ferns and other tall miscellaneous weeds based on those I've found and photographed growing around industrial buildings. Flower heads were made from Woodland Scenics (WS) flower flocks and garden twine spray-painted, along with the flowers, either the WS colours or dried tea leaves painted yellow.

Thinking outside the box

One of the biggest challenges (and this is what I enjoyed) was working in a scale gauge combination that no one else seemed to have looked at – 7/8ths on 16.5mm gauge track... how could I make it work? I've used Peco O-16.5 track to prove the concept could be done without having to build my own track and points. For locomotive chassis, I've used second-hand Wrenn R1 chassis on both locomotives with new motors and multi pick-up points.

I had to develop my own coupling system that was simple to use, looked prototypically right and allowed shunting with the aid of a shunter's pole (yet to be made). Everything else is scratch-built, through trial and error – hand scribing all the brickwork. Above all, thinking outside of the box was the answer, looking at how film props were created.

Control is old fashioned analogue with section switches. Point control is with Gaugemaster point motors, with all of the wiring clipped with intruder cable for 12V and mains for 16V. Baseboard joints are catered for with quick release connections (it helps when you're a fire alarm engineer and recover useful fittings from scrap panels). Locomotive control is through a Gaugemaster Model W Walkabout controller.

The lighting and controls for the stationary boiler and workshop are run through variable control knobs and on/off switches on bolt-on panels on the baseboard front. I have tried to make the controls on the front look like they came from the '50s, along with antiqued brass slotted bolts.

Future plans

There are plans afoot for further stock – a brake van, box van, a workman's open coach based on the Dinorwic slate workers' open coach and some more 'V' skip wagons. The workshop also needs a bogie well wagon to carry longer parts, along with a pair of bogie bolsters,

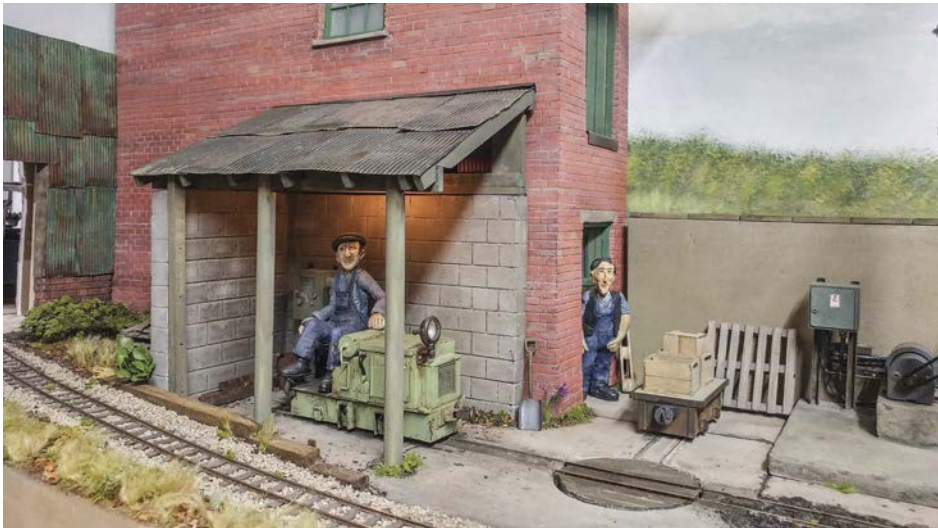
The next locomotive to be tacked will be a modified 'Tinkerbell' from Smallbrook Studio. This was a Roger March design for 7 1/4in gauge in the late-1960s that has proved to be very popular. I will be using a Branchlines Quarry Hunslet chassis kit to power it.

There are other locomotive ideas I'm pondering, and an extension through 'The Hole in the Wall' to the other part of Exhill works – 'The Yard' to be considered.

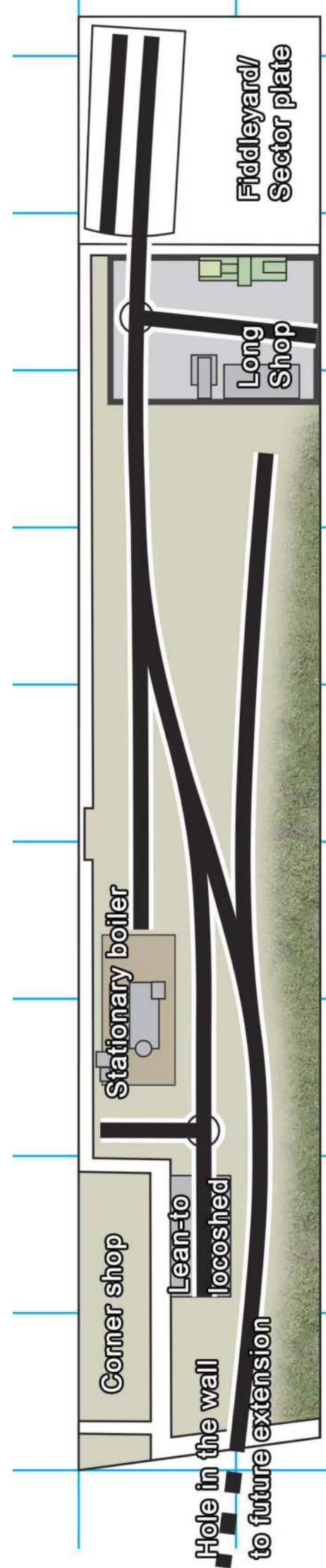




Fred Dibnah has popped in to see how work is progressing and discusses the finer points of the stationary engine with the foreman. The selection of parts on the wagons are from such diverse sources as toothpaste top and a Tipp-ex mouse, the stationary engine has a bundle of firewood underneath to keep it dry.



A quiet moment at Exhill finds 'The Bat' backing into the lean-to shed to go back on charge with a workman going about his task of loading a wagon up with boxes of parts to go for machining. The dynamo and electric switch box by the wall are run by the stationary engine – the dynamo is, in fact, the Meccano motor that drives the stationary engine.





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OPTING FOR FIBRE OPTICS

Why struggle to fit a bulb into a model, when you can pipe your light to where it's needed? As Phil Parker demonstrates

Words & photography: Phil Parker



Last month, I fitted lights into road vehicles using tiny LED bulbs. Sometimes though, even these are too large for the space available, or you simply don't want to risk them failing and needing replacement. Or you don't fancy soldering wires together.

No problem, there is another way to bring light to any location – fibre optic cables.

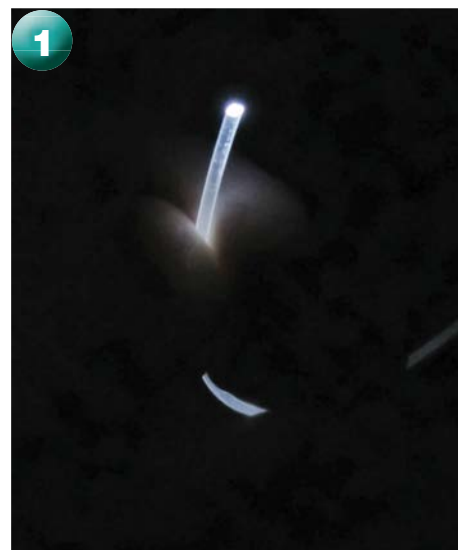
You've probably heard of fibre optics from your broadband provider. Data is transmitted as a series of light pulses along a plastic cable. The technology is simple enough – shine light into one end, it bounces around, thanks to internal refraction, within the plastic rod, and shines out of the other end. The fibre optic cables are flexible, and available in lots of different widths. The fatter the cable, the more light can move through it.

The beauty of this is that all the cable ends can be brought to a single place under the

baseboard where you fit a lamp. They then distribute the light to the places you want, without any heat being given off en-route. If your buildings are cardboard or plastic, there's no worry about warmth distorting them.

I'm using fibre optics to illuminate the headlights in a van, which is pretty easy, and a motorbike, which isn't. My models are 4mm scale, but these techniques will work in all scales. OK, the lamps of an N gauge bike will be fiddly, but not out of the question. And if you manage it, please send us photos!

Cost-wise, this is pretty cheap. The fattest cable, 1.5mm diameter, is just under a pound a metre, and it's not going to wear out. If you really want to cut costs, fibres are often used in kids' cheap toys, so it might be possible to repurpose once the owner is bored of it. Better use them for modelling than sending more stuff to landfill.



At one end of this 1.5mm diameter fibre optic, there is a torch. Light is transmitted along the "pipe" until it emerges at the other end. You can see that some escapes along the way; a coat of black paint cures this, if it's a problem.



Railway Scenics
www.railwayscenics.com
 0.5mm and 1.5mm fibre optic cable.

SGTS' Mess Models
www.sgtsmess.co.uk
 NC30 - BSA motorbike and sidecar



Drill bits and pin vice
 Sanding sticks
 Superglue

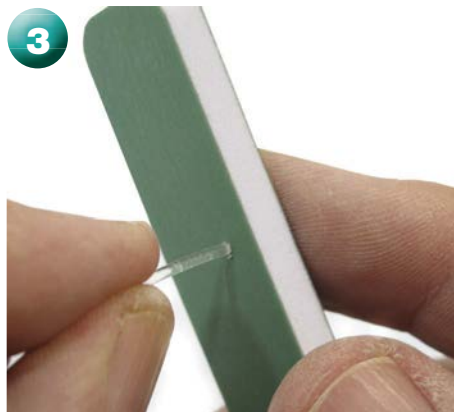
TECHNIQUES

2



So the cables can poke through the headlights, the front of the van is drilled carefully. Make sure the model is firmly held as we don't want the bit to wander and damage the paintwork.

3



The cables are cut with a knife or snips, then the ends should be trued up and polished with a fine abrasive. For our purposes, perfection isn't required, but smoother ends emit light better.

4



Although the cable is flexible, inside the van it needs to make a sharp right turn, so I'm bending it over a hot soldering iron to fix the corner. This isn't ideal as the light will escape on the sharp bends, but a couple of coats of paint will help it stay in the pipe, where we want it.

5



With the van back in one piece, the last job is to trim the headlight cables to length. I've had to modify the interior a little to get this far, but as it's hidden, this work, mainly drilling a couple of holes to match the ones in the bottom, doesn't need to be pretty.

6



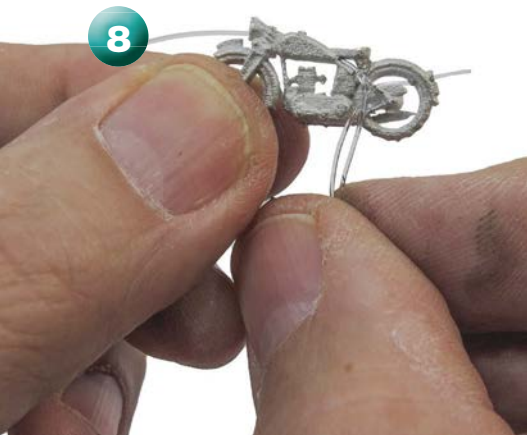
Military modeller supplier SGTS' Mess supply the whitmetal motorcycle and sidecar. The casting is a little rough, but it's stronger than either plastic or 3D print, which is important for the work I'm going to do on it.

7



Using a 0.7mm diameter drill, I make the holes for the fibre optics in both the head and tail lights. The plan is to use 0.5mm cable, which will allow me a little wiggle room when installing it.

8



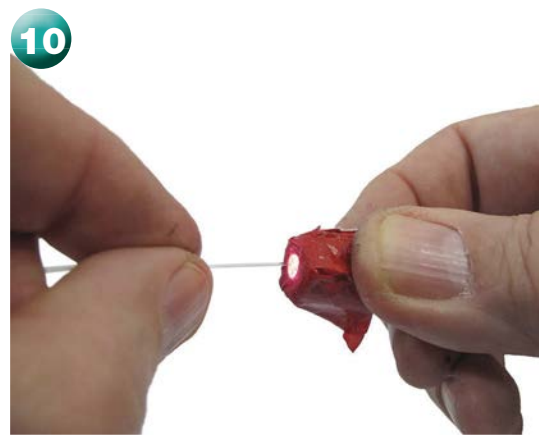
Cable is threaded through the holes and tested to see it will bend down the side of the bike, largely hidden by the sidecar. Filing channels into the side detail provides a route for the cables and hides them further.

9



After painting, the cable is installed in the bike using superglue to hold it in place. The headlamp is filled with Deluxe Materials Glue'n'glaze, with the end of the cable poking through the middle.

10



Let there be light! Obviously, the tail light should be red, and this can be achieved by using a red LED, painting the end with translucent paint, or just holding a sweet wrapper over the torch used to provide illumination.

WANTED

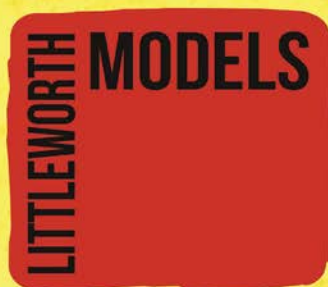
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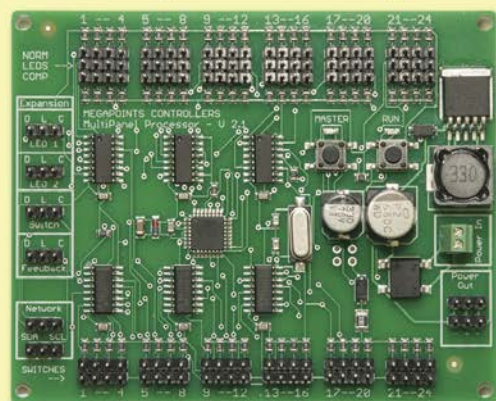
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MUST-SEE LAYOUTS!

We're delighted to announce that the following layouts are already confirmed for The Festival of British Railway Modelling 2023, with more to be revealed!*

Clayton End Signalman – OO
BRAND NEW Hind-Leigh Yard – OO
Leigh Bridge Stabling Point – OO
Overlord – OO
Pont-y-Dulais – OO
Rushwick – OO
Southgate Park – OO
Stonesby Magna Layout – OO
Templecombe Lower – OO
Uppingham – OO
Weaver Hill – OO
West Street Station – OO
Alexandra Sidings – O
Durham Street – O
Harlyn Pier – O
Scout Green Crossing – O
BRAND NEW A Nice layout – N
Aldergrove – N
Alston – N
Low Fell – N
Newcastle by the Water – N
Blakey Rigg – S
Port Solway – P4
Lower Hanworth – OO9/OO
Millthorpe Light Railway – OO9
Merthyr Riverside – EM

*More layouts to be announced soon. List subject to change.

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A Running Sequence on Little Bytham - December 2022

Another visit to the stunning 00 gauge model railway layout, Little Bytham. The creator of this model railway is well-known railway modeller Tony Wright.

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PLAY

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.



DIGITAL EDITION

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



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.



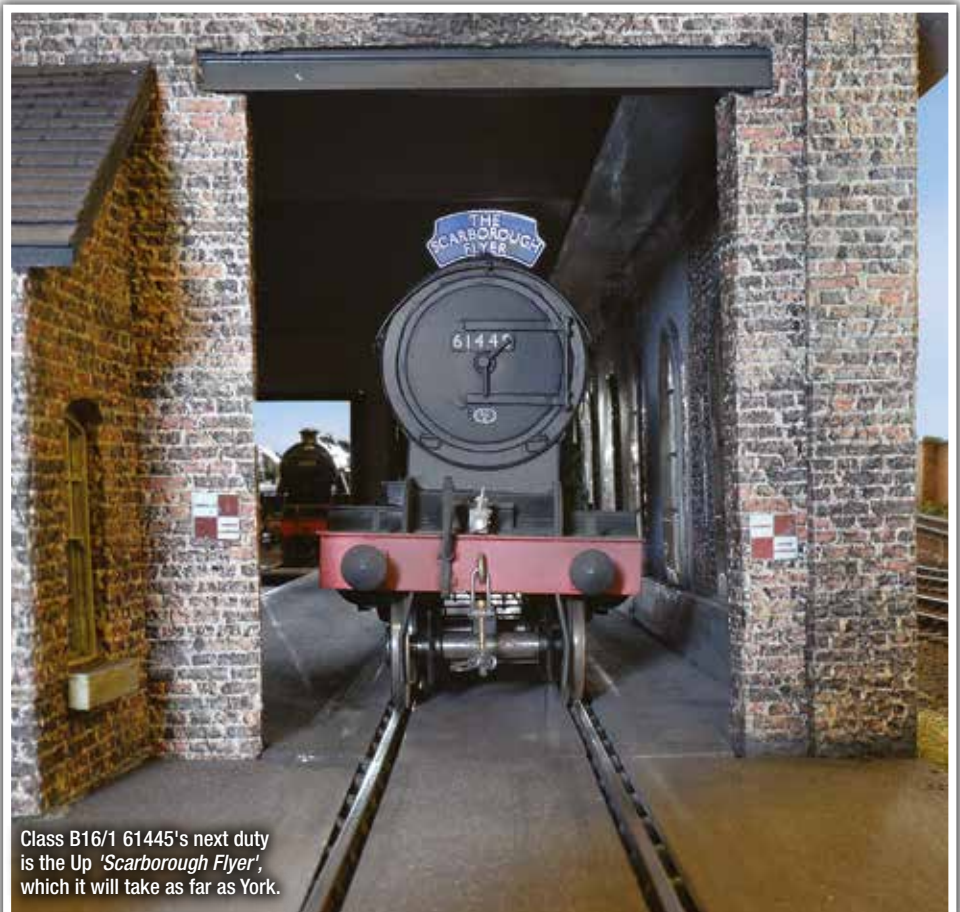
recently been fitting the OO gauge ones with TCS 'Keep Alive' units. These units are fantastic, giving locomotives a constant power supply of around 12 seconds over dirty or problematic track.

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.

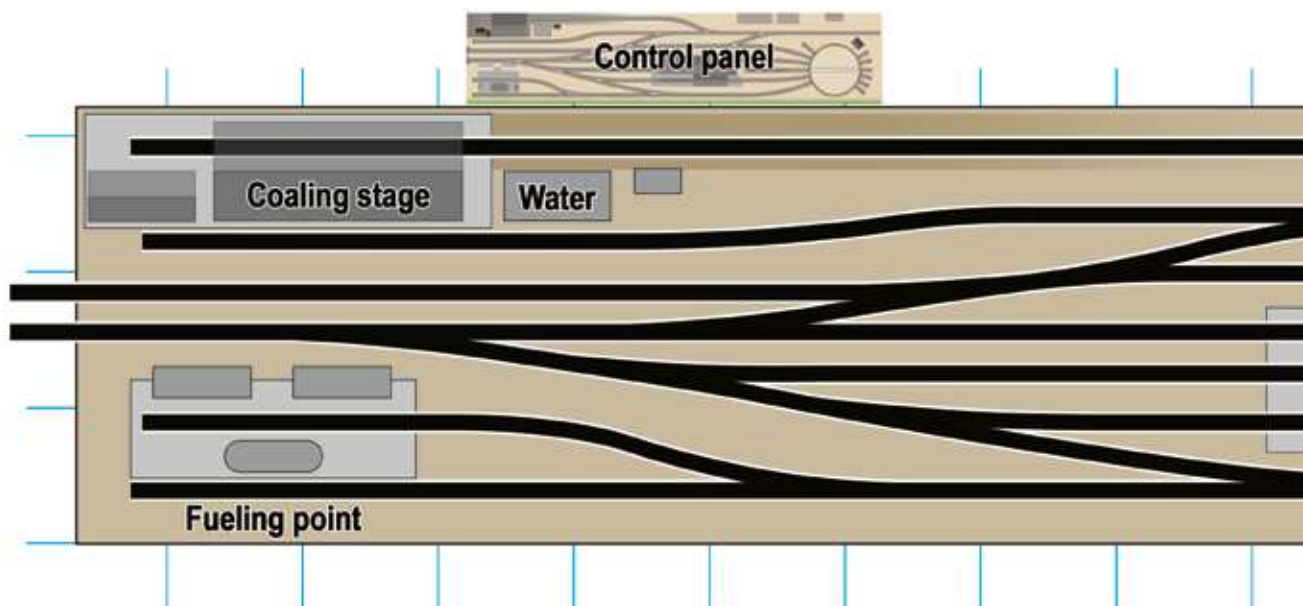


Class B16/1 61445's next duty is the Up 'Scarborough Flyer', which it will take as far as York.

Trackplan

DURHAM STREET

**Fiddle
Yard**



ON EXCLUSIVE

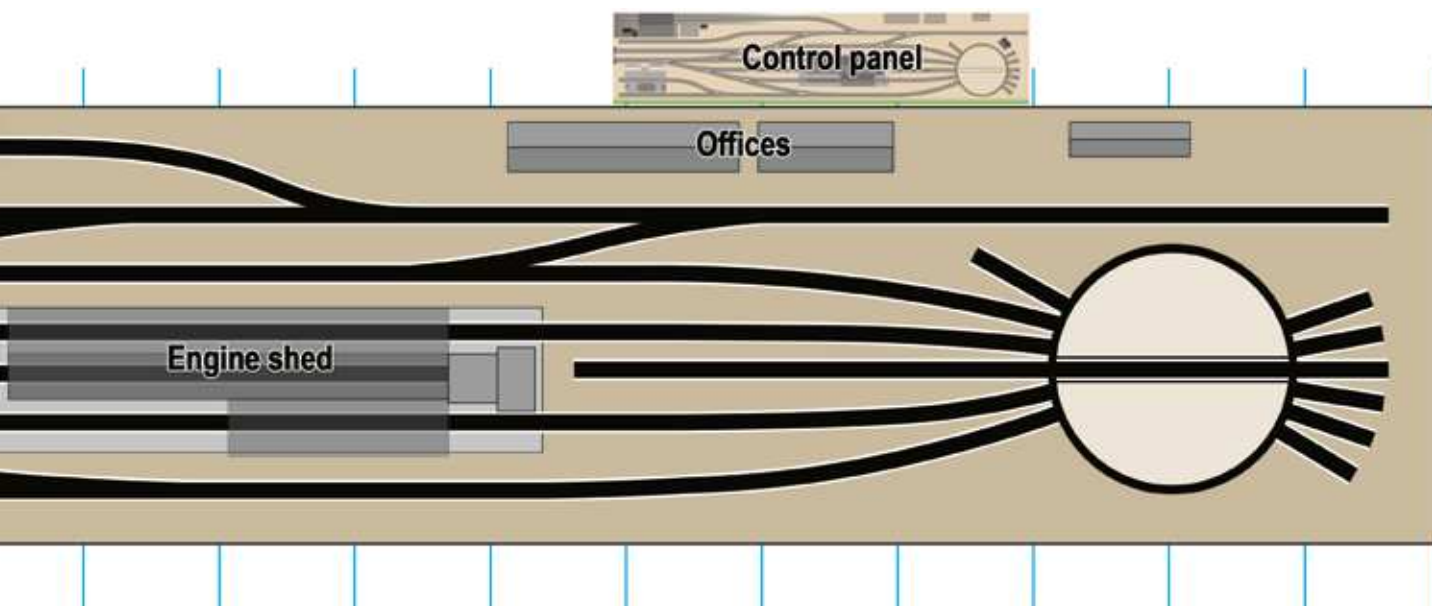
J72 69016 stands outside the workshops while its driver enjoys a 'cuppa' with colleagues. The locomotive was first allocated to York (50A), but would end its years at Gateshead (52A) in 1964, after passing by Thornaby (51L) and West Hartlepool (51C).



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





Factfile

Layout name: Harlyn Pier
Scale/gauge: 7mm:1ft scale / 32mm gauge / O
Size: 23ft x 2ft 6in
Era/region: 1960 BR(SR)
Layout type: Fiddle yard to terminus

ON EXCLUSIVE

HARLYN PIER

Peter Beckley's ode to Cornwall's coastal lines was a triumphant self-test of modelling ability, which resulted in this attractive exhibition viewing experience.

Words: Peter Beckley **Photography:** Tony Wright



A few passengers wait for the next train to take them to Wadebridge. All very pleasant on a sunny summer's day but probably not so much fun in the winter with a gale whipping in from the south west!

'Harlyn Pier' came about because of my desire to build a layout on my own and prove to myself I had the skills and patience to produce something of exhibitable quality, that satisfied me and would be entertaining for the public. The impetus for this came when I was fortunate to retire early and we were able to have an extension built to provide me with a dedicated railway room.

I had previously been involved in the construction of two 7mm:1ft scale layouts, one in a club setting and the other as part of a team with two friends. The latter was 'Harlyn Road', which appeared in BRM way back in December 2007. I had learnt a lot in the process, but never tried my hand at all aspects of constructing a layout. Now was my chance!

Sunny setting

I already had a small selection of locomotives that I had constructed over the years that were, in the main, suitable for a BR period, Southern Region layout set in North Cornwall. However, I had fond memories of Lymington Pier from family holidays to the Isle of Wight in the 1960s and, whilst it would have been nice to build a model of a prototype, to fit something in the available space that would be interesting to operate and entertaining for the public was impossible. I settled on the idea of

taking inspiration from Lymington Pier, but moving it to North Cornwall.

The setting is therefore an imaginary extension from the Padstow branch, serving a ferry terminal on a quayside. The quayside setting gives a good excuse for short sidings and a cramped track layout, while still looking believable. Exactly where the ferry sails to has never been fully explained but people have been kind enough to make several, fairly believable, suggestions since I began exhibiting the layout!



ON EXCLUSIVE



Drummond 'Greyhound', 30715, sets off with a through service to Waterloo via Okehampton and Exeter Central. Passengers for Waterloo will need to be patient as they will be on the train for 7 to 8 hours!



Laying track

The baseboards utilise 6mm and 9mm birch plywood with diagonal bracing to ensure a stable and twist-free foundation. Something I had never tried before was track construction. I have used 1.5mm laser-cut ply sleeper bases, C&L bullhead rail and 'Exactoscale' chairs, bonded to the sleepers using 'Butanone'. While I have stayed with 32mm gauge, in a slight departure from normal finescale 0 gauge standards, I have narrowed the check rail gaps by 0.5mm to 1.25mm and I find this gives a much improved appearance and causes the check rails to do their job of guiding the wheel flanges through the pointwork in a smooth and prototypical manner.

The reason for using 1.5mm thick sleepers rather than the more common 3mm thickness is because I didn't need to show a deep ballast shoulder, the layout being predominately set within the station area. This halved the amount of ballast required and, if using granite ballast as I did, there is quite a useful weight saving. By laying the track on 1.5mm thick sheet cork, I have been able to match the sleeper depth of standard 'Peco' track that is used in the fiddle yard, without any cork underlay.

After laying and ballasting the track, I then added the point rodding, which is often so prominent in photographs of the real railway in steam days. The lack of rodding is, I feel, particularly noticeable in 7mm:1ft scale and I spent quite a time studying various books and articles to get

the layout as correct as possible. I have used C&L stools and cranks, and, whilst fairly time-consuming, it was quite an enjoyable exercise. One lesson for the future, however, is to set the bases for the stools and cranks in position before you ballast the track. You won't then need to excavate and make good the ballast like I did!

One aspect of the layout that gets almost as much attention as the scenic part is the fiddle yard. The rationale behind the design was that stock wouldn't need to be handled and especially not lifted on or off the track.

The design is basically one large sector plate with an additional small sector plate inset at the far end to facilitate loco release. At the layout end there are five short sidings to enable loco run rounds to be completed off-stage and also provide a small amount of extra storage for the odd wagon or van. The individual tracks are energised via rotary switches which also illuminate LEDs mounted between the end sleepers of each track to give a visual indication of which tracks are live.

Electronic control

Electrically the layout employs good old-fashioned analogue DC control. I was already too committed to contemplate a change to DCC when I started building the layout and I felt more comfortable with a system I knew and understood! I use a cab control system and common return wiring, which allows any one of three controllers to operate any part of the layout. The principle

is that trains are always driven towards the operator and LEDs on the control panel indicate the route set and which controller has command.

Point operation was initially by DCC Concepts Cobalt motors, but after failures, I changed them for Circuitron Tortoise point motors, which have proved 100% reliable. The signals and level crossing gates employ servo control, which I have found simple and reliable, as long as you separate the wiring from the track power and point motor cable runs to avoid interference, which can cause wagging or twitching signals and gates! There is a limited amount of interlocking of the signals with the points and level crossing, which helps the operators avoid incorrect signal indications.

I should also, at this point, make mention of the layout lighting. I feel it is vital to light a layout in a manner that adds to the effect one is trying to create and doesn't distract the viewer by shining in their eyes. This also applies to the operators' eyes as well! I have used LED tubes, which are sold as low energy replacements for fluorescent tubes. They have the advantage of not requiring any of the control gear associated with normal fluorescent tubes and are light in weight as well. I was able to construct a lighting box that sits above the front face of the layout, its able to span the length of the scenic section without intermediate support and cuts the light off at the back of the layout at the top edge of the backscene. I selected 'daylight' tubes because I was

ON EXCLUSIVE

8750 Class pannier tank 4666 comes to a halt at the end of its journey with a local service from Bodmin North via Wadebridge. The ferry has yet to arrive. Perhaps it's running late today?



aiming for the bright clear light that one gets on the coast and give an even spread of light without creating harsh shadows. While prototypically correct for a sunny day at the seaside, I don't think dark shadows look right and I have done my best to avoid getting unwanted shadows on the backscene.

Low tide

Once again, a new departure for me and nothing revolutionary, the landform is expanded polystyrene hacked to shape, covered with plaster bandage and D.I.Y. filler, which was carved to shape before it had completely dried. The whole lot was painted with poster paints before the usual scattering of flock and static grass. In some places, I have used carpet underlay teased and trimmed to length for overgrown summer grass as well as commercial grass mats in the background to try to give a sense of perspective. I have found that the secret of doing any scenic work is to have photographs to refer to and I find this much easier than trying to imagine what something should look like.

Something else that generates lots of queries at shows is the wet mud in the harbour at the front of the layout, not to mention the occasional prod from an inquisitive finger! I was trying to avoid modelling water as boats rarely seem to sit well in it and I had two board joints to cross as well. It occurred to me, while on holiday in Cornwall, that Cornish harbours are more often than not just wet mud at low tide, so I thought I would give this a try, not least because I felt it would be something not often seen on other layouts.

The contours were built up with DIY wall tile adhesive, which unsurprisingly sticks well and is easy to smooth to the required shape. This was then given a good coat of a horrible brown gritty scenic paint and odd rocks (broken pieces of filler), seaweed (various scatters), sand and some debris added, all done with reference to photographs of real harbours at low tide. Finally, several coats of Deluxe Materials Solid Water, a two-part resin product, were poured and/or painted on to build up pools in some places and the effect of wet sand and mud in others. This gave a very nice wet look to the area. It did however, over a period of a few years, start to lose its sheen and I have found that I need to give a refresher coat every couple of years. Lately, I have taken to using Deluxe Materials Aqua Magic for this as, being ready to use, there is



T9 30715 waits to depart with a stopping service to Okehampton, comprising Bulleid 'L' set 778. The fireman only needs to complete coupling up and remove the rear lamp from the front coach and they will be ready to start the journey.



The local fishmonger loads some of the day's catch into his van. The fishermen of 'Harlyn' won't be setting out to sea for a few hours yet as the tide is only just on the turn.



Beattie well tank 30587 drifts past with the china clay empties. The parents keep an eye on their three children who are investigating the rock pools, accompanied by their pet labrador, Toby. It must be quite a squeeze for them all in their Morris Minor convertible, which is parked on the roadside nearby.

Locomotives

Setting the layout as an extension to the Padstow branch has enabled me, as time has gone on, to refine my stock of locomotives and coaches to those that operated on the branch in and around 1960. The research involved has been pleasurable in itself and as a by-product has saved money by preventing me from making the inappropriate impulse buys that one can easily fall victim to at shows! At present, the locomotive fleet comprises the following:

- T9 4-4-0 30715 – An Exmouth Junction locomotive in 1960 and frequently photographed on the branch. The model was my first attempt at a Martin Finney kit and was a pleasure to build. I did, however, chicken out on the lining and had this done professionally so as not to spoil the ship.
- Beattie 2-4-0 'Well Tank' 30587 – One of the three 'Well Tanks' that existed at Wadebridge shed in 1960 and, although not strictly correct for the Padstow Branch, how can a North Cornwall layout be without at least one of these lovely locomotives? The model was built from a Roxey kit.
- 700 Class 0-6-0 30697 – Another Exmouth Junction locomotive, but it didn't move there until 1961 and, like the 'Beattie', not to my knowledge seen on the Padstow branch. It is a nice locomotive, so I stretched the rules slightly! The real locomotive was officially withdrawn in 1962, but lasted a little longer on snowplough



duties during the big freeze of 1962/63. It suffered a cracked cylinder block after being stuck in a snow drift for four days in January 1963 and never steamed again! The model is from a Sanspareil kit.

- 8750 Class 0-6-0 'Pannier' Tank No. 4666 – A distinct change from all the ex-LSWR locomotives, but entirely appropriate as two 'Pannier' tanks were operating on the branch from 1960 until 1963. I built mine from a JLRT kit and completed it a couple of months before Minerva and Dapol produced their RTR models. Some say, "Isn't that always the way?", but in my experience, one feels differently about models that you've built yourself, so I'm not sorry I beat them to it!

- O2 0-4-4T 30200 – Another Wadebridge locomotive in 1960 and the latest addition to the fleet. It was constructed from a Connoisseur Models kit and, I have to say, was one of the best and certainly easiest locomotive kits I've ever built. I didn't chicken out on the lining this time!

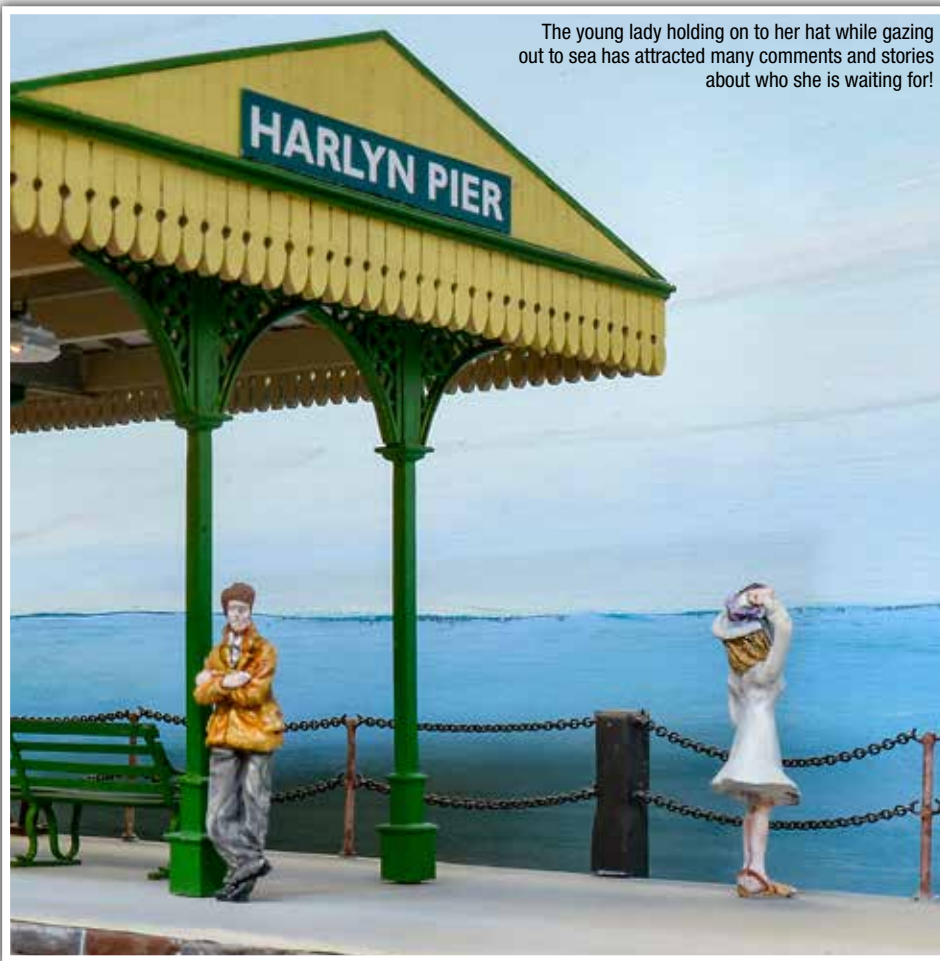
You may also see a few interlopers on the locomotive front in the shape of an N Class, other O2s, a G6, a B4 and occasionally a 'West Country', the last-mentioned being a bit of a squeeze. These are courtesy of my operating team, who've been excellent at lending stock for shows to bolster the stud while I was busy building mine.

no mixing and it gives a good result.

We now come to the backscene, which I was dreading, not being an artist in any sense of the word! When I started 'Harlyn Pier', photographic backscenes were in their infancy and, in my opinion, unless very well done, they don't always work terribly well. However, at the St. Albans Show many years ago, I saw a display explaining how to paint your own backscene. Well, this spurred me on to have a go! I worked from some photographs of the North Cornwall coast and 'Harlyn Bay' in particular and, using artists' acrylics to paint the lining paper that I had stuck to the ply back boards, I followed the instructions from that demonstration. Honestly, it wasn't that difficult and anything that I wasn't happy with I just painted over until I was satisfied. The advantage of painting your own backscene is that you can make it exactly match the colour and texture of your scenery and the size and perspective will be correct, too.

Buildings

Most of the buildings on 'Harlyn Pier' have been copied from various West Country locations on the old LSWR network to ensure that they look correct for a Southern Region North Cornwall branch line.



The young lady holding on to her hat while gazing out to sea has attracted many comments and stories about who she is waiting for!



I should perhaps mention the two boats that sit in the mud of the harbour. 7mm scale boats are a very rare commodity but I did find the 'Langley Models' fishing trawler kit that serves very well for the larger boat and was available with the full hull that I required, rather than a waterline model. I wanted a second smaller fishing boat but was unable to find anything suitable in kit form. I really didn't fancy building a boat hull, which I suspected would be the difficult part, so after photographing suitable boats whilst on holiday in Cornwall, I settled on a suitable prototype. After working out the length required, I purchased a suitably-sized 1/24th scale rowing boat kit and used this for the hull and scratch-built the superstructure within it. Another enjoyable exercise I have to say!

The Skipper of the trawler 'Isabel Joan' chats to the Harbour Master whilst waiting for the incoming tide. Once again, observation of the real thing provided the answer as to how boats stay upright when there is no water to support them!

The signal box is a mix of 'Budleigh Salterton' and 'Lyme Regis', but built as a mirror image to suit the site. It was constructed as a Perspex box and then clad with Evergreen strip for the shiplap boarding and all the timber framework, window frames and glazing bars. The roof is once again a Plastikard shell covered with individual 0.010in Plastikard slates. The distinctive ventilator on top was scratch-built from Plastikard and odds-and-ends from the 'useful bits' box! The interior is detailed and illuminated using LEDs because you can see it quite well and anyway, who can resist modelling signal box interiors?

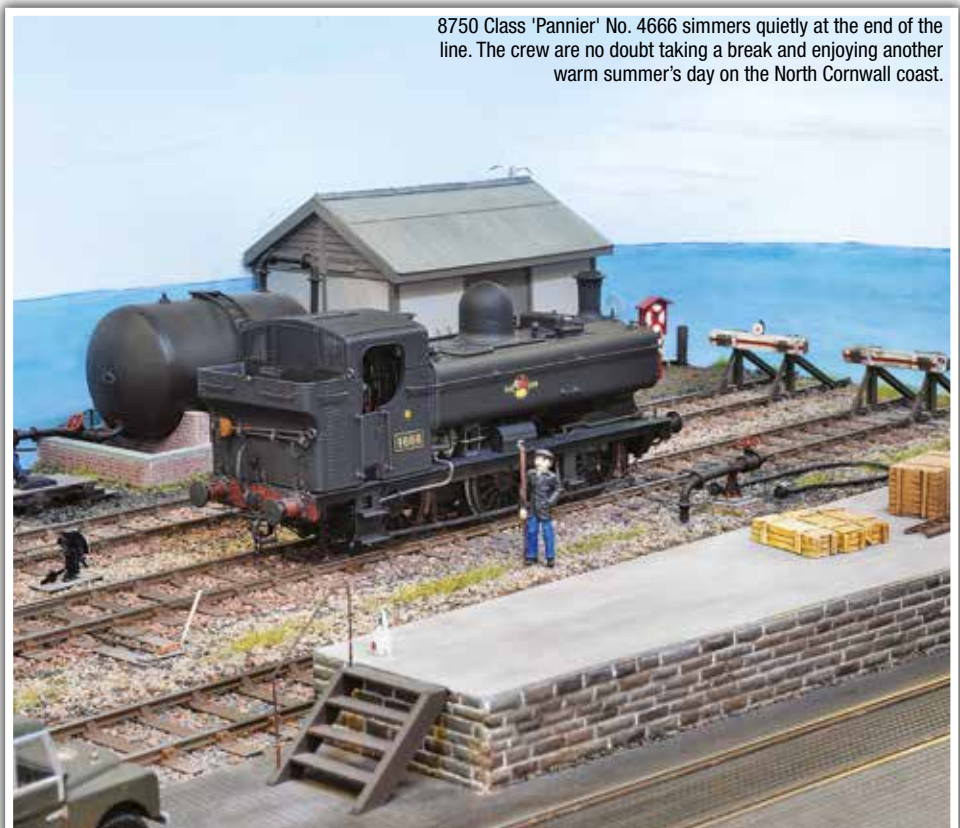
The only other buildings on the layout are the store beyond the end of the platform, which is a Skytrex Southern Region provender store kit, but altered and reduced in size to fit the available space, and the permanent way hut, which is again courtesy of Skytrex but in this case not altered.

The final building on the layout – if I can call it that – is the harbour light at the end of the quay. I'm always being asked about it. I wanted a feature and while a lighthouse would have been nice, it would have been much too big! After some searching on the internet, I found a picture of a light on the end of the Banjo Pier at Looe in Cornwall that seemed to fit the bill. Well, having a picture was one thing, but I then had to build it! Some rough scaling of the photograph gave me a size to work to and a visit to the invaluable 'useful bits' box for all sorts of odds and ends including hexagonal

brass bar, various nuts, washers, Plastikard, wire and a plastic bottle cap, resulted in a most satisfying scratch-building exercise.

At this point, I was asked "well, aren't you going to make it flash"? So, an LED was fitted inside the light housing together with a 'blind' so it didn't make puddles of light on the backscene. My mate Rob then pulled a master stroke and produced a Lighthouse Simulator – a 'Pocket Money Project' from

the Model Electronics Railway Group (MERG). It makes the LED emit a series of flashes – just as the lamps in lighthouses appear to do – and you can select from several different flash sequences. A visit to the Trinity House website helped me decide how many flashes to have! I have subsequently visited the prototype at Looe and was quite pleased to see that it matched my model quite well, although I can't say if



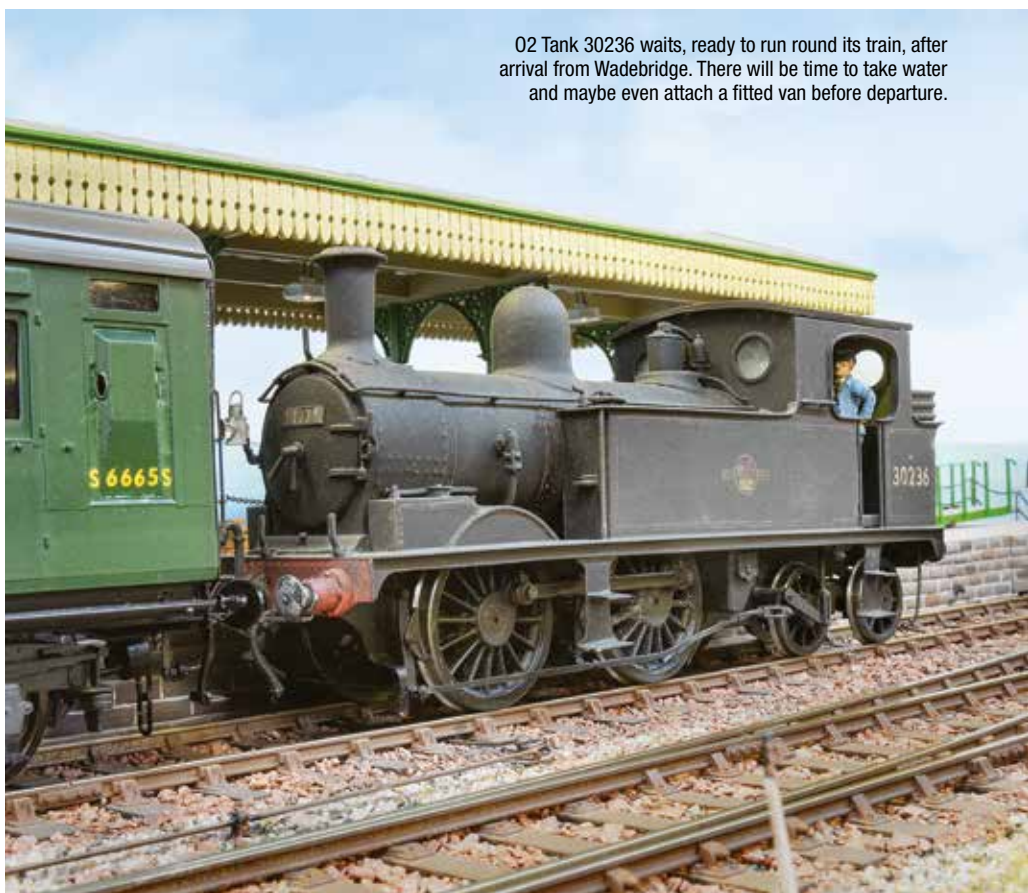
8750 Class 'Pannier' No. 4666 simmers quietly at the end of the line. The crew are no doubt taking a break and enjoying another warm summer's day on the North Cornwall coast.

the flashing is correct.

Easy running

People often ask about the smooth, slow running achieved on 'Harlyn Pier'. The secret to this starts with the obvious, clean wheels and clean track. The track is cleaned each morning at shows using nothing more than a clean dry cotton cloth as this leaves no residue on the rail surface and doesn't abrade it either. The locomotives are all either sprung or compensated to ensure maximum current collection at all times and are generally fitted with 40:1 gearboxes, Mashima or Canon motors and flywheels.

The controllers used are very ancient H&M Walkabouts, which I have found are better than anything else I have tried. They have been collected over the years by word of mouth and internet purchases and the inertia setting gives very smooth and controllable starts and stops. The team and I are always conscious that we are trying to give the impression of many tons of locomotive starting and stopping, which they don't do 'on the spot'. We have actually been accused in the past of shunting too slowly, but we like it that way!



02 Tank 30236 waits, ready to run round its train, after arrival from Wadebridge. There will be time to take water and maybe even attach a fitted van before departure.



The station building is based on 'Bodmin North' (actually just part of it) and adjusted to fit the space. I wanted a small building so as not to dwarf the single platform and didn't want a half-relief building that disappeared into the background as, to my eyes, this rarely looks right from all viewing angles.

Construction is from foamboard covered with Slater's embossed Plastikard, particular care being taken around window and door reveals to make sure the courses lined up and the corner joints were all filled and filed to shape.

The roof is a Plastikard shell covered with

individual 0.010in Plastikard slates. Windows are clear styrene sheet with the glazing bars and frames made from layers of Evergreen strip of various sizes. It is important when covering foamboard to 'balance' the other face with a layer of Plastikard to avoid warping. As I was doing this, it seemed a shame not to model the interior too, so it now sports internal detail and is lit with LEDs so you can see inside it!

For the station canopy, I went for a freelance design, but based it on photographs of Lymington Pier – for the width and double row of columns

– and Camelford (for the pitched roof and gable ends) to give a South Western flavour. It was constructed using Skytrex columns, brackets and valancing, assembled on a jig. The roof framework was made using various sections of Evergreen strip, including fitting all the individual rafters, which you now can't see.

The roof covering is from Evergreen seamed metal roof sheets. Skytrex SR platform lamps were drilled and fitted with LEDs and then mounted below the roof timbers to create pools of light on the platform surface.

Like the cliffs, the sea in front is painted on the backscene. The illusion of depth is created by having something, in this case a fence, placed a few millimetres in front of the backscene, which separates the three-dimensional modelling from the two-dimensional backscene. In my view this makes all the difference!

Cornish hedgerows are fairly awash with wild flowers in the summer, so I felt it important to include as many as I could. They are all commercially available scenic items from a variety of sources that just happened to catch my eye on stands at shows. I feel it is important not to overdo it as you don't want to make the scene look too crowded.

I felt something was needed at the entrance to the car park and mentioned this to a friend who has an encyclopaedic knowledge of SR stations. He suggested a notice board and sent me photographs of various examples. It was then a case of choosing a few notices from commercially available sheets, making a backboard to suit from Plastikard, and photoshopping an appropriate picture to get the BR totem, name, and direction arrow.



ON EXCLUSIVE

Telegraph poles were seen alongside nearly every railway line in steam days, and for a good few years after, so they are something that really must be included in any model of that period. Mine are, from Duncan Models kits.

The timber post and rail and concrete fencing are both courtesy of Peco, while the concrete post and wire fences are from Slater's. It is important when fixing fences to remember to keep the posts upright and again, reference to photographs helps. For the wires, I used grey cotton, which looks less obtrusive than black, always remembering to keep it taught because, to my eyes anyway, sagging wires don't look right on a model.

The level crossing was a challenge and could almost make an article in itself! It is a Crossing Gates Models' kit and is operated by servos driven by a GF Controls servo controller.

I think it is important to model the common rather than the unusual and telephone boxes were such a common sight outside railway stations, especially in the days before mobile phones, that I was determined to include one somewhere! The model is from Langley Models, with a bit of help from my mate Rob who produced the 'TELEPHONE' lettering to go at the top of each face, as my first effort looked awful!

The vehicles on the layout are all proprietary models, mostly from Oxford Diecast and chosen from exhibition stands as I spotted something that took my fancy. Some care was taken to ensure that they are correct for around 1960. All have been given a coat of matt or satin varnish to take away the 'out of a box look' and the bottom of the tyres slightly flattened so they sit properly when fitted on the layout. They have also had tax disks fitted to the windscreens and some have been slightly weathered.

The figures are mostly from Omen Miniatures. I have purposely chosen figures in static poses as I think these look more natural than a figure 'frozen in time' as it were. The seagulls, of which there are quite a few on the layout, are from Langley Models. Painting the figures and seagulls took quite a time but is easier to do in batches when you are in the mood!



On the coaching stock front; this has taken a bit of time to refine but I am now happy to be able to run authentic stock in the shape of a three coach Bulleid; 'L' set No. 778 and a two coach Maunsell 'P' set No. 25.

The Maunsell set was built from Slater's kits and comprises a six-compartment brake third and a six-compartment brake composite. Numbering was fairly easy to decide upon as numerous photographs of 'P' sets in the correct period and location existed in books about the lines around Wadebridge.

The Bullied set, which I built from three CRT kits; two semi-open brake thirds and a corridor composite, was a bit more problematic as, try as I might, I couldn't identify a set number in any photographs at the correct period and location. I was relating this problem to a gentleman at the Warley Show a couple of years ago and he admitted to having taken details of coach sets and numbers on the North Cornwall line in the period I was after. He was then kind enough to send me the details, which even included the direction in which the coaches were marshalled! Many thanks to Roger Whitehouse for his invaluable help.

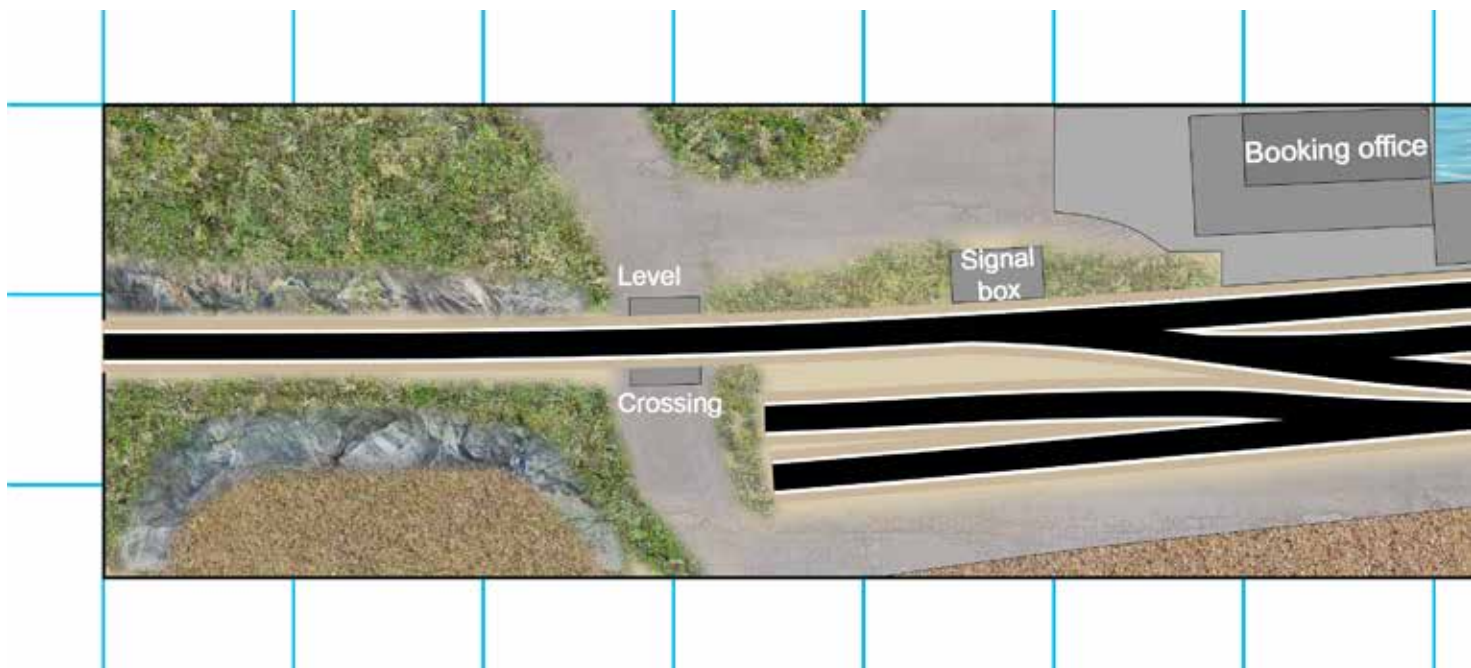
I will admit to not taking the same trouble

02 Tank 30236, a Wadebridge locomotive, has arrived with Maunsell 'P' set 25 on a service from Bodmin North via Wadebridge. It will shortly run round its train and take water before starting its return journey.



Trackplan

HARLYN PIER



over goods wagons and vans as there are limits! I select goods stock as the fancy takes me, but I try to stick to items that are arguably appropriate for the area and pick vehicle numbers that hopefully still existed in 1960. There are exceptions to this but please don't tell me if you spot any as I'll then be forced to change them!

The goods stock is mostly built from kits with one or two RTR items for good measure.

Final thoughts

Did I achieve what I set out to do? Most certainly, yes and the moral is very much that none of us knows what we are capable of until we try. I have learnt many new skills in the process and continue to learn new

ways of doing things.

I was fortunate to have the assistance of some very good friends who were always happy to give advice and constructive criticism during the building of 'Harlyn Pier' and also form my loyal operating team at shows. Thanks, Bob, John, Rob and Peter; I couldn't have done it without you!

I must also thank my very understanding wife, Christine, who was happy to give her opinion, particularly regarding scenic matters and whether something looked right. It is all too easy, when working on a particular scene, to get too wrapped up in it and a fresh pair of eyes can be invaluable.

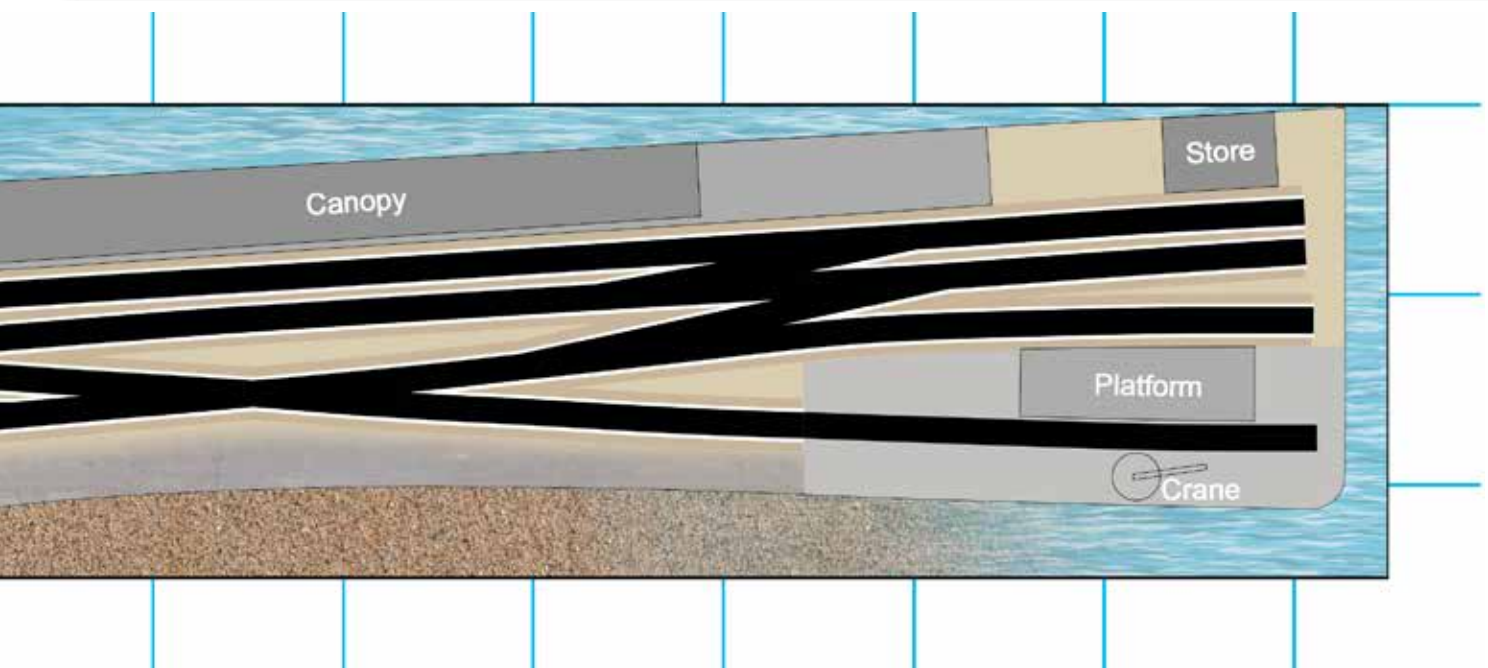
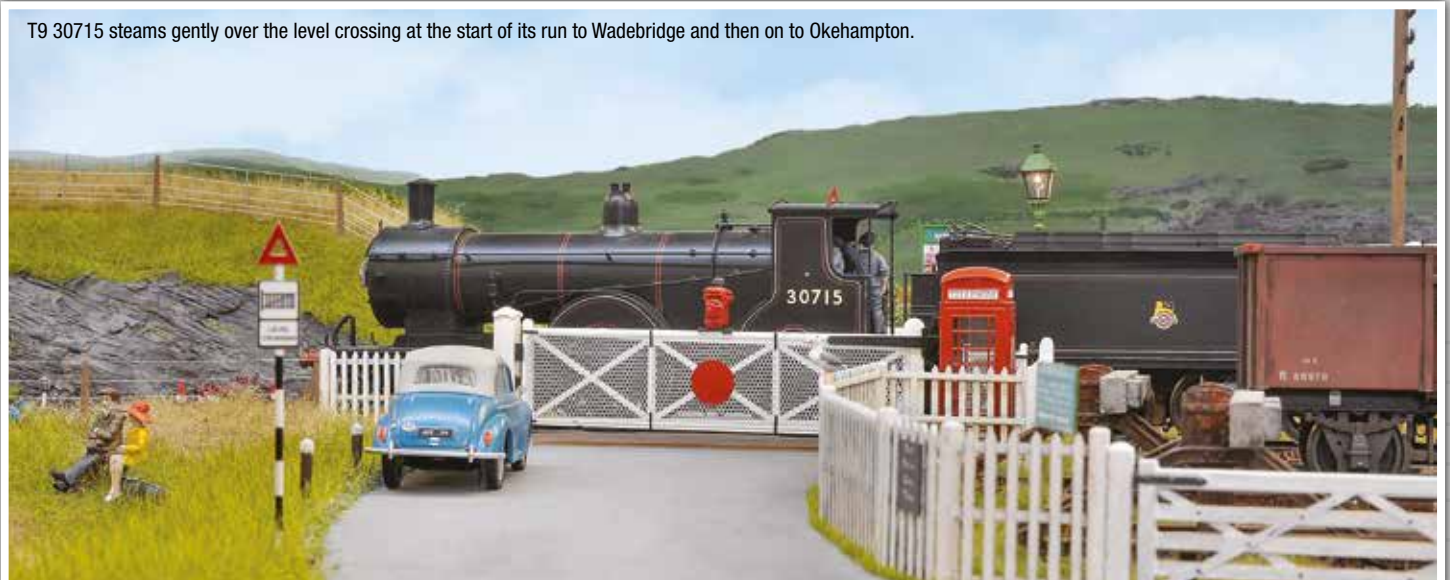
One surprise has been the amount of pleasure I have experienced taking 'Harlyn Pier' to shows. The viewing public are a

wonderful bunch of people. It is always a pleasure chatting at shows and the amount of knowledge that is out there and happily shared is a continual source of amazement to me.

I must also thank the numerous exhibition managers up and down the country who have been kind enough to invite 'Harlyn Pier' to their shows and apologise to those I have had to put off for a number of years or disappointed because their show is just too far away from home.

Finally, are there any other skills that I have found I can master while building and exhibiting 'Harlyn Pier'? I'm tempted to say becoming a writer, but if you've ploughed your way through the article this far, well I'll leave you to be the judge!

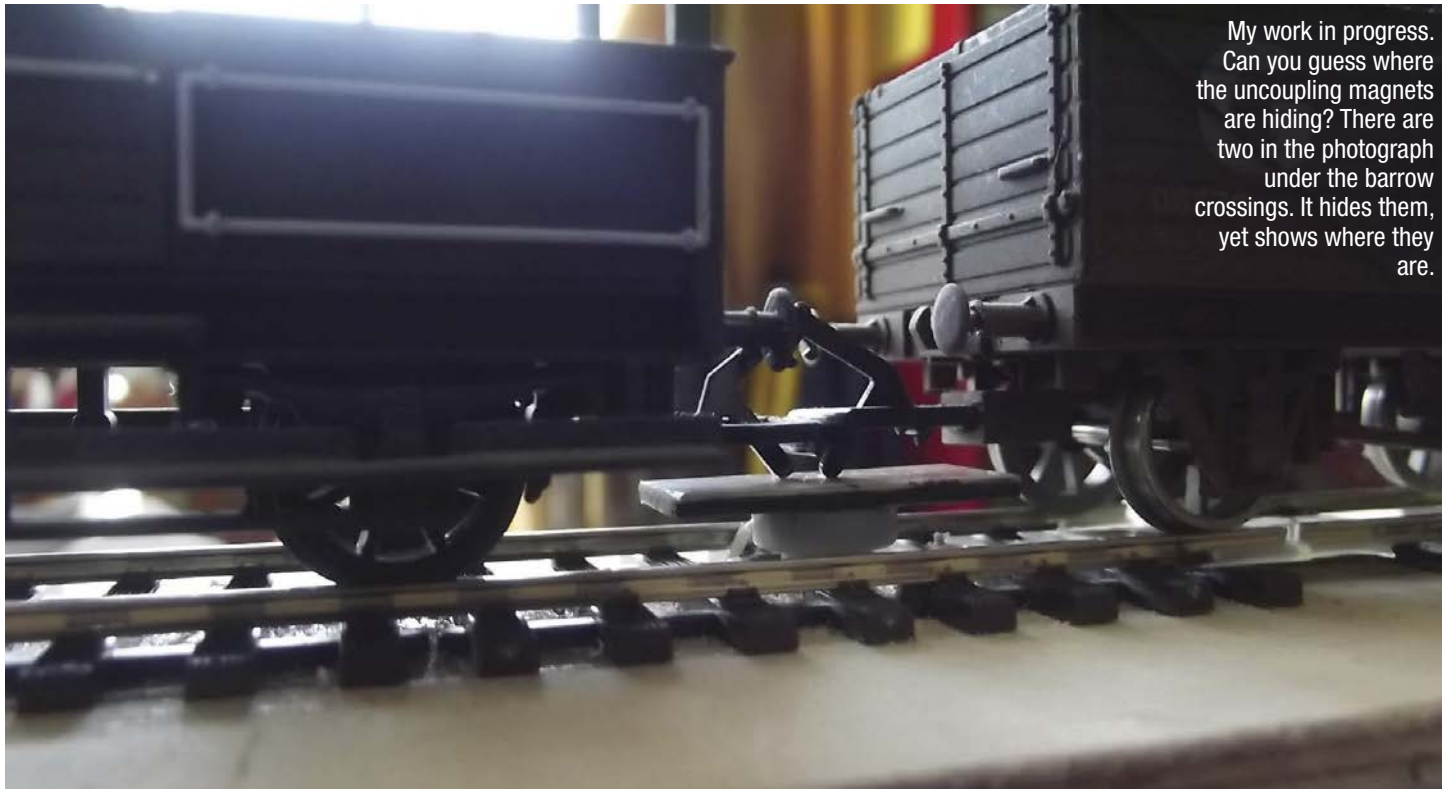
T9 30715 steams gently over the level crossing at the start of its run to Wadebridge and then on to Okehampton.



MAKE AN UN-COUPLER FOR TENSION-LOCK COUPLINGS

Simplifying hands-free operation, a reader shares his method to create an uncoupling ramp, compatible with tension-lock couplings.

Words & photography: George Willetts



My work in progress. Can you guess where the uncoupling magnets are hiding? There are two in the photograph under the barrow crossings. It hides them, yet shows where they are.

I wanted a way of uncoupling on my OO layout that prevented trains uncoupling when they're not supposed to.

It needed to be simple to make with basic tools, be low cost, not burn out if left powered up too long, and not suffer from electrical spikes. So, I based the design on the idea that a 12V DC motor powered by a 1.5V DC supply would stall at the end of stroke without overheating or burning out.

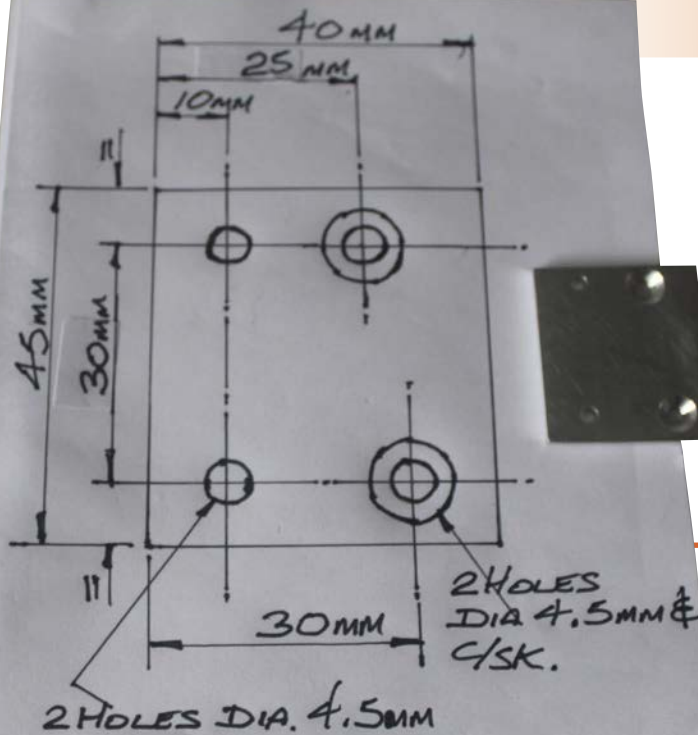
I designed this mechanism in the first place for Sprat & Winkle couplings that need a magnet for uncoupling. Raising the magnet only when needed, thus avoiding unwanted uncoupling.

I wanted to prove that it could be adapted for tension-lock uncoupling as they are the main standard with most modellers, the answer being yes! The same mechanism can, with minor differences, work for both. Here's how I got on...

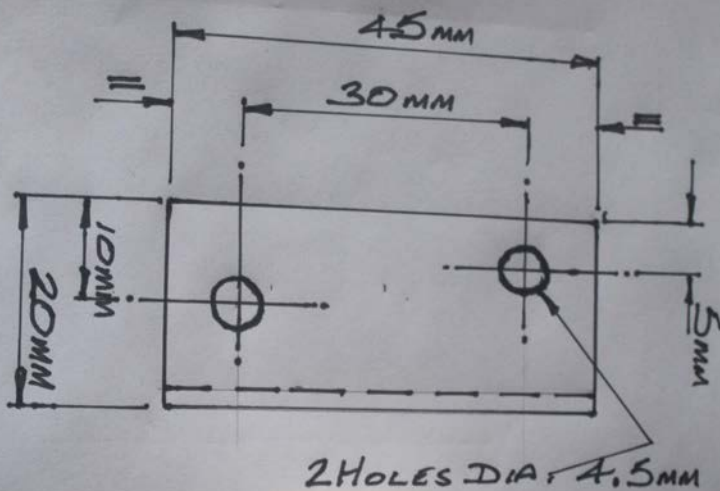
WHAT YOU NEED:

- HSS drill bits and countersink bit suitable for aluminium
- Large-frame and junior hacksaw
- Round and flat files
- Allen key
- Spanner
- Nuts and bolts
- A vice
- Gorilla glue - the expanding type or two part epoxy
- Aluminium angle 30mm x 20mm section x 2mm thick wall x 45mm long x Aluminium flat strip 40mm wide x 3mm thick x 45mm long (best to buy short lengths of aluminium to cut up to make all the mechanisms you need)
- 1mm diameter stainless steel straight rod x 75mm cut from 300mm sold lengths
- Hammer fixings 6mm x 70mm
- M4 countersink-headed Allan screws x 30mm long and nuts
- Selection of small self-tapping screws
- Wood screws to fix it under the baseboard
- Off cuts of 1mm and 0.5mm thick Plastikard
- Two plastic tubular spacers 8mm o/d x 4.5mm i/d x 20mm long and one plastic tubular spacer 12mm o/d x 6.5mm i/d x 10mm long
- 3 to 12V DC right-angled geared motor 1:220 RPM
- DPDT on-off-on switch wire
- Either 1.5V DC supply or wired battery holder for AA battery

If you've got a project you'd like to share, get in touch at brm@warnersgroup.co.uk



STEP 1: Make the unit mounting plate: Cut a 45mm long piece from the 40mm x 3mm thick strip. Drill four holes of 4.5mm diameter and counter-sink two holes as the drawing shows. The counter-sink should be to a depth so that the screw head is flush or just below the surface of the plate.



STEP 2: Make the motor gearbox mounting angle: Cut from the 30cm x 20mm angle a 45mm long piece. Measure the positions of the two gearbox mounting holes, gearbox shaft and dog boss. Mark out the positions on the angle 30mm wide face so that the edge of gearbox side will be in line with the left-hand edge as in the photograph. I drilled the two 3mm diameter mounting holes, the 8mm diameter gearbox shaft hole and the 'dog boss' 4mm diameter hole. I then used the round file to correct the hole position.

Drill two 4.5mm diameter holes as the drawing shows. You can use the holes in the mounting plate as a template for these two hole positions.

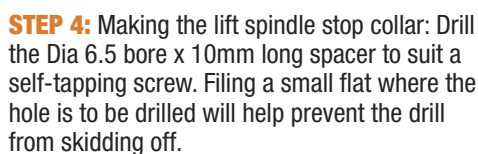


STEP 3: Make the lifting spindle: You only need the rawl plug part of the hammer fixing – you don't need the nail. Check the slot in the rawl plug for flash and remove any you find. From 1mm thick Plastikard cut a piece 26mm x 12mm. Drill a 2.5mm diameter hole at the centre and counter-sink so that a 2mm x 5/8in counter-sunk head wood screw sits flush with the face of the Plastikard. Put a small amount of Gorilla glue into the flanged end of the rawl plug.

Put the 1mm thick plate on top and push the screw through into the glue, which will anchor it in place once the glue sets. Make sure it's located in the centre of the spindle and aligned either length-wise or sideways to the slot to suit how you want to mount the unit in the space you have under the baseboard. Hold the spindle vertically in a vice with underside of the flange sitting on the vice jaws and place a weight on top of the plate. Leave for 24 hours to set.

When the glue has set, check for and remove glue that has expanded into the slot. From 0.5mm thick Plastikard cut a piece the same size as the 1mm thick Plastikard.

Now glue the 0.5mm plate on top of the 1mm thick plate to complete the lifting spindle.



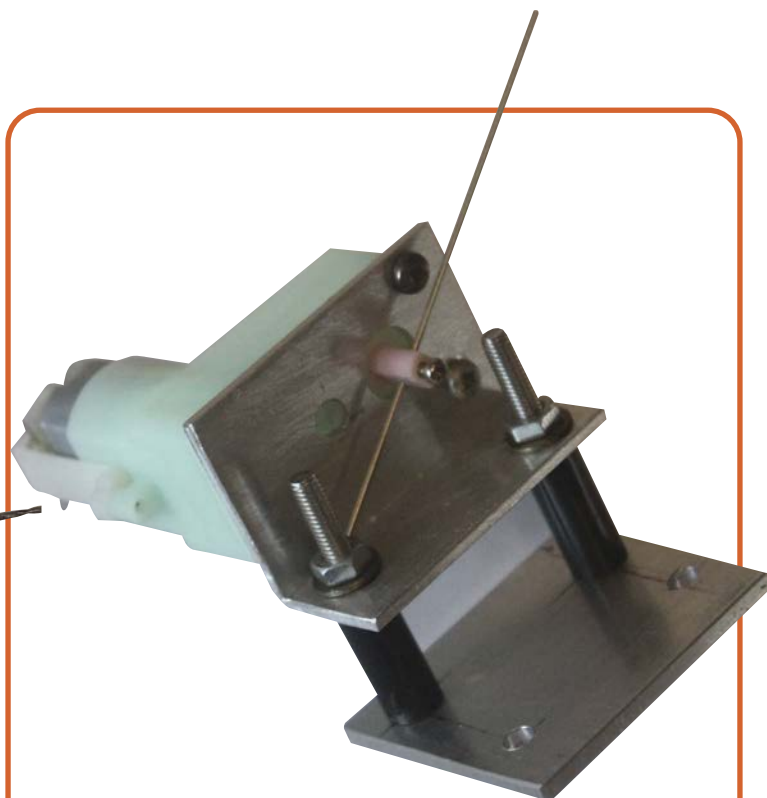
READER PROJECTS

Motor gearbox mounting assemble



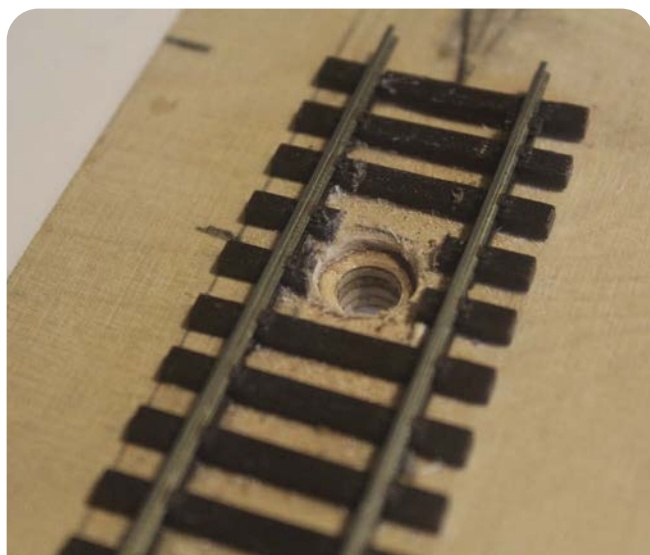
STEP 5: Drill a 1.2mm diameter hole in the gearbox shaft, 4mm from the end on the centre line of the flat face right through the shaft. Fit a suitable flat-ended self-tapping screw into the existing hole in the end of the shaft. Assemble the motor gearbox to the bracket with suitable self-tapping screws or M2.5 x 25mm long screws, nuts and washers.

Cut a 75mm long 1mm diameter piece of stainless steel rod and thread it through the hole in the shaft 25mm as in the photograph. This may need adjustment after mounting.



STEP 6: Fit the unit mounting plate as shown, using the M4 x 30mm screws, M4 nuts washers and 20mm long spacers. The screws in the photograph are 40mm long from my stock box.

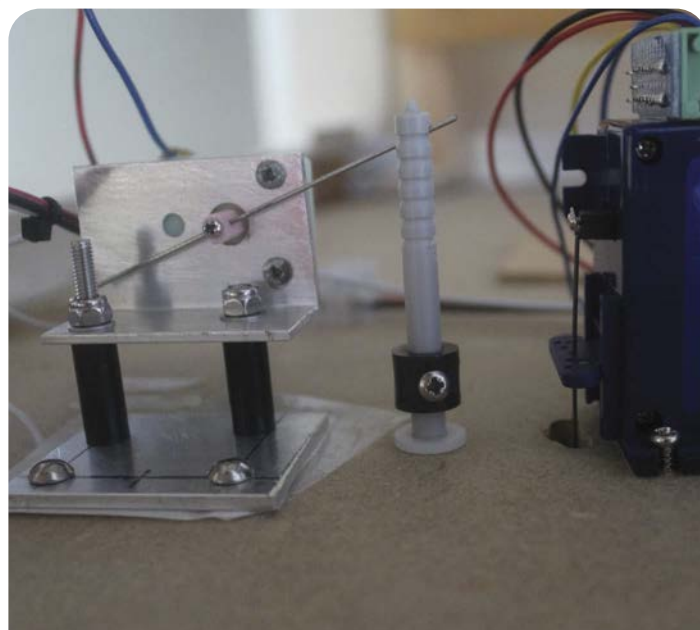
Using nut-lock fluid or Nylock nuts will stop the nuts coming loose after fitting the unit to the baseboard.



STEP 7: For the lifting spindle baseboard hole, a minimum 8mm thick baseboard is required. If yours is thinner, add a packer to the underside of the baseboard to increase the thickness locally.

Cut a 10mm wide gap between two sleepers. The track, in my case, is Peco Code 75.

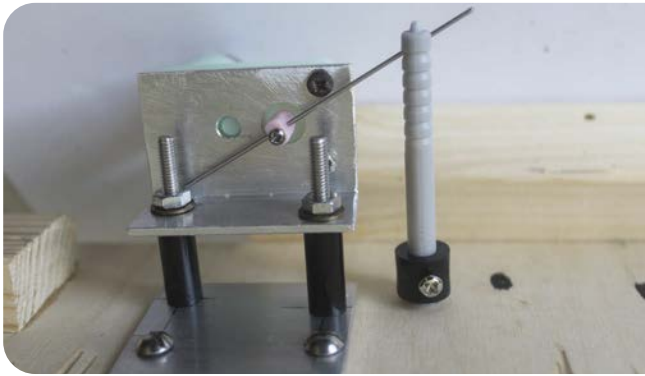
Drill Dia 6.5mm on the centre line of the track and central between the two cut sleepers. Counter-sink with a 10mm diameter bit, just deep enough that the top of the lifter plate is flush with the top of the rail.



STEP 8: You can, if you wish, fit a top hat bush to the spindle hole. This one is from eBay, as is the M6 x 9.53 shoulder bush insulation washer.

To fit, drill the hole and push-fit the bush from the underside of the baseboard. You may need to thicken the baseboard by adding a local packer if the bush protrudes too far into the counter-sink.

Mounting to baseboard

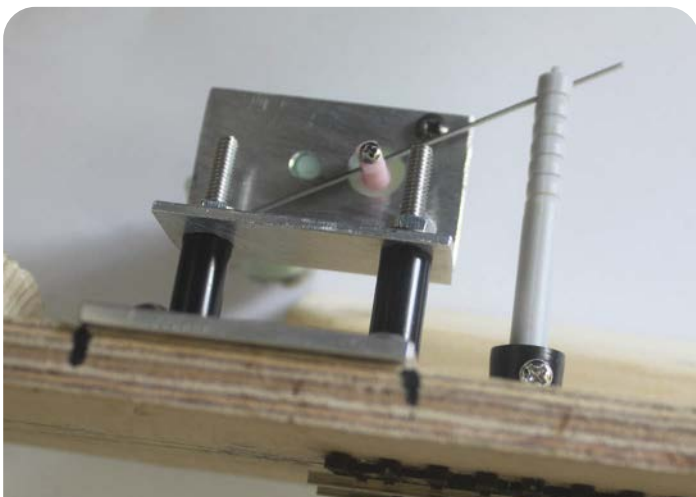


STEP 9: Insert the lifting spindle through the baseboard and locate the collar. Adjust the collar position so that the spindle lifts enough to uncouple fully.

Align the lifting plate with the track and hold down in place with masking tape. Put a strip of double-sided tape where the unit is to be mounted.

Thread the lifting rod through the spindle slot in line with the slot. Position the unit with 30mm between centre of lifting spindle and gearbox output shaft and locate the unit onto the double-sided tape. Don't stress too much if 30mm is not spot on, there is plenty of tolerance in the design.

Once happy with location and alignment, fix in position with wood screws.



STEP 10: The lowered lifting plate should be flush with the rail top. Set the position of the stop collar so that the plate raises enough to uncouple – around 2 to 3mm.



STEP 11: Wiring is the same as for a point motor, except instead of using a six-pole change-over switch, this will be a centre-off latching change-over switch, power being from the AA battery.

Using a latching switch means both hands are free when the un-coupler is raised to operate the train and for as long as needed to be raised. Once uncoupling is complete, lower the spindle completely and return the switch to the centre-off position, saving battery life.

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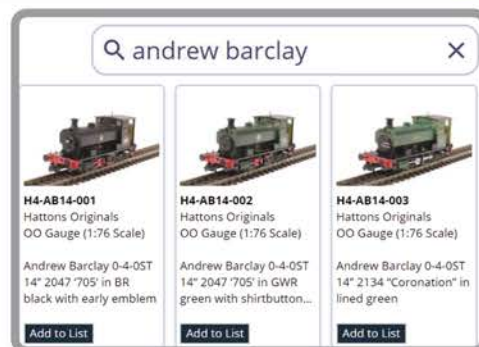
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32-255B WD Austerity 77196 WD Khaki Green.....	£169.95	44-0169R Harbour Station Booking Office - Red.....	£46.70
32-255BSF WD Austerity 77196 WD Khaki Green - Sound Fitted.....	£254.95	44-0170G Harbour Station Main Hall - Green.....	£72.70
32-259A WD Austerity 90074 BR Black (Late Crest) [W].....	£178.45	44-0170R Harbour Station Main Hall - Red.....	£72.70
32-259ASF WD Austerity 90074 BR Black (Late Crest) [W] Sound Fitted.....	£263.45	44-0171G Harbour Station Gents and Office - Green.....	£46.70
32-852AS BR Std 9F + BR1F Tender BR Black (Early Emblem) [W].....	£293.20	44-0171R Harbour Station Gents and Office - Red.....	£46.70
32-852B BR Std 9F + BR1F Tender 92010 BR Black (Early Emblem).....	£195.45	Graham Farish N Gauge	
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RAPIDO TRAINS UK

'Y7' CLASS PLANNED FOR 'OO'

Never-before produced RTR in the scale, NER and LNER variants of the diminutive Worsdell 'Y7' 0-4-0T locomotive are to be produced for release in 2023/2024 by Rapido Trains UK.

Prices are still to be confirmed, however, Rapido hopes to open the order book late December, with tooling to begin early 2023.

Key differences between the 1888, 1891, 1897 and 1923 batches incorporated. Models will have a coreless motor and flywheel for smooth slow running as well as NEM coupler pockets and a factory-fitted sound speaker.

The North Eastern Railway built six of these locomotives in 1888 to modernise its dockside railways. Classified 'H', they were so successful that more were built in 1891 and 1897. Even the LNER wanted more, ordering five in 1923.

Classified 'Y7' by the LNER, they could be found all over its network, from St Margaret's shed and Leith docks in Scotland to Tweedmouth and York and even as far south as Stratford and Neasden.

This net was cast even further during the Second World War: some were loaned to the Ministry of Works at Shrawardine near Shrewsbury, while one went to the Admiralty at Kyle of Lochalsh and three to the Royal Arsenal at Woolwich. Dock work was hit hard during the Great Depression and withdrawals started in 1929.

Some 17 ended up in industry, while BR inherited only two – 68089, unique in that it was fitted with train brakes, was used on the North Sunderland Railway until it closed in 1951 and ended its days on Morecambe promenade, while classmate 68088 was sold to the National Coal Board in 1952. Luckily, 68088 was saved for preservation and is now based at the Mid-Suffolk Light Railway. Classmate No. 1310 was sold into industry in 1933 and was saved for preservation in 1965. It's now based at the Middleton Railway.



DAPOL: 2MT TOOLING FOR 'N' UPDATED, NOW DCC 'FRIENDLY'

Anticipated to arrive in Q3, 2023, Dapol's latest announcement in a flurry of updates revealed at the Warley 2022 Model Railway Exhibition in November sees its Ivatt 2MT 2-6-2T tooling partially updated to "make DCC decoder installation easier."

Dapol is reviewing EP samples, while RRP's have been set at DCC 'friendly': £110.00, and DCC-fitted: £148.00.

The new models will feature tabs onto which decoder wires can be more-easily soldered, while the wheel profiles of the model appear more refined, too. The tooling was initially released in 2007, and this, in what could be described as a 'facelift' with improved features, will assist DCC users to install digital decoders. A PCB is located in the bunker onto which pick-up and motor connections are terminated.

The LMS Class 2 2-6-2T locomotives were designed by H. G. Ivatt and constructed between 1946 and 1952 to replace older locomotives. This versatile class was built primarily for branch line duties for which their 'Prairie' wheelbase was well suited.

During BR days, the locomotives were allocated to the LMR, SR and WR regions and were equally at home hauling passenger and goods services. The last member of the class was withdrawn in 1967, but four examples of this popular locomotive type have been preserved, and all are presently operational.

Models are to feature the following specification:

Highly-detailed body with many separately-added parts
A choice of liveries
Die-cast wheels and chassis
Keyed axles (similar to the Dapol N Gauge A4/A3) to prevent quartering slippage
The model is DCC 'friendly'
Three-pole 'can' motor providing smooth slow-speed running and a realistic top speed

The following liveries are proposed:

(2S-015-005) Ivatt 2-6-2T 1207 LMS Unlined Black
(2S-015-006) Ivatt 2-6-2T 41227 'British Railways' Lined Black
(2S-015-007) Ivatt 2-6-2T 41208 BR Early Crest Lined Black
(2S-015-008) Ivatt 2-6-2T 41236 BR Early Crest Lined Black
(2S-015-009) Ivatt 2-6-2T 41204 BR Late Crest Lined Black
(2S-015-010) Ivatt 2-6-2T 41319 BR Late Crest Lined Black
(2S-015-011) Ivatt 2-6-2T 41241 KWR Lined Maroon



NEW GWR 'SMALL PRAIRIE' AND 'B SET' FOR 'OO'

Rapido Trains UK has announced a new range of GWR 'Small Prairies' for 4mm:1ft scale/OO gauge. Design work is underway and Rapido aims to include key changes made to the 'Small Prairies' throughout their lives as well as many smaller detail differences.

The manufacturer aims to produce 45XXs, 4575s and a 44XX too, which has never been produced ready-to-run before.

Though a release date and prices are TBC owing to ongoing design work, models are promised a Next18 decoder socket, factory-fitted sound speaker and firebox flicker. Rapido UK would like to thank Mark Sealey from Peak Rail, the Waterman Heritage Trust and Kenny Felstead for their help in developing this range of models.

Meanwhile, Rapido Trains has designed all-new Dia. E140 'B-set' coaches for 'OO', from original works drawings. The models feature etched luggage racks, specific details in First, Third and Guard's compartments, and underframe detail. and carry an RRP of £169.95.

It is expected that the order book will open by the end of the year and that tooling will start early 2023, with model exclusives already announced by retailer, Derails – see separate story.



JHA WAGONS REVEALED

Dapol is tooling for 'inner' and 'outer' variants of the Powell and Duffryn-built JHA bogie hopper wagons, with its OO gauge models expected in 2023.

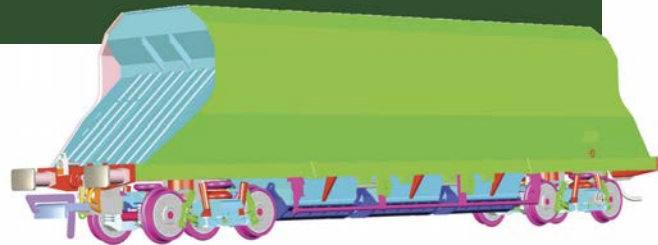
Models are in tooling, with first 'shots' expected early 2023, and production models arriving with retailers in Q3, 2023. Early CAD images are shown for illustration only, and Dapol has said that the number of internal ribs has been corrected, with "other adjustments made to underframe detailing."

Models are to carry an RRP of £60.00 for the end hoppers, with middle hoppers priced at £55.00.

Inner wagons without buffers will be fitted with buckeye couplings, while outer wagons will have sprung buffers and tension-lock couplings with an NEM pocket at one end. A die-cast chassis and profiled wheels are expected to complement the wagon designs, derived from works drawings.

A close coupling mechanism is to be fitted to both wagon types, capable of operating on a minimum of 438mm radius, while a working rear lamp on the outer-most end of the train (DC directional, six-pin DCC socket for control of flashing lamp) will feature.

See a list of the liveries proposed on World of Railways.



ON WOR THIS MONTH

See our website www.world-of-railways.co.uk to enjoy the following videos, interviews and features:



Video: Hornby Railway Collectors Association – watch tinplate trains in action from the Hornby Railway Collectors Association's Gaydon gathering.



10 things you should know about DCC – one of the most popular methods for model railway control – here's what you need to know.



First look: KR Models 0-6-0WT *Bellerophon* – Witnessed for the first time in engineering prototype form, here's what we think of this forthcoming new model.

NEW CLASS 319/3 VARIANT RELEASED

Bratchell Models has launched 4mm:1ft scale/OO gauge models of Class 319/3, unit number 319373, in 2007 First Capital Connect purple to blue gradient livery.

As per its previous models, the decorated model is available in 'flat-pack', ready-to-assemble format at £400, with a four-car wheel-pack priced at £80. An assembly service for the models is also available, priced at £80.

Bratchell Models said, "The 2010 production run and launch of 319372 in FCC livery soon sold out, so it's fitting to see the launch of 319373 in FCC livery during the 20 years anniversary of these fine models."

For details on how to order the kits, and to see the full range of Bratchell Models multiple units, visit its website.



MULTI-SCALE TRACKSIDE SIGNS



A number of trackside sign packs are available from Sankey Scenics. Colour-printed in three scales, ready-to-cut and apply to models, these sign packs should interest multi-era modellers.

The recently-introduced additions to its range are available in 2mm:1ft, 4mm:1ft and 7mm:1ft scales, covering the latter-end of the steam era to the present day. Prices per pack start from £2.99, each.

Sample packs provided across the three scales highlight the numerous options for modellers, from 'sound whistle', to catch point warnings, water trough boards, tunnels, gauge warnings, incline and descent markers, CCTV, telephone, stop, site information, parking, live wire signs and more.

Items must be cut from the sheet with scissors or the sharp blade of a scalpel or craft knife, before affixing to posts or structures with a multi-purpose adhesive.

See the full range of products from Sankey Scenics and current pricing across its scales on its website.

OPERATIONAL 'BUCKEYE' COUPLINGS

Ellis Clark Trains has introduced working 'buckeye' couplings for 7mm:1ft scale. Sold in pairs, the chemically-blackened, detailed, die-cast items are robust, and sprung, too. The sprung-loaded knuckle tongue keeps rolling stock locked together when coupled, while the drophead function works too, operated via 'lift and drop' method.

The manufacturer has said that, "after extensive research, design and testing, we are now proud to offer these for sale. They will fit most RTR and kit-built stock through the buffer beam coupling eye. They're working replicas of real-life articles, so they're perfect if you're after the ultimate level of detail and realism."

Couplings are priced at £12.50 per pair, with 10% off when buying five or more pairs, and when fitted, allow rolling stock to operate on Peco second radius curves. In the 'drop' position the hook can link to three-link, instanter or screw-link type couplings, while in the 'raised' position, they will 'push' couple to one another, alongside most other brands of Buckeye couplings.

Further details of the new items can be found on the Ellis Clark Trains website.



HST CONVERSION KIT LAUNCHED



3D-model design and component print specialist, Asis 3D has created prototype HST cab ends for 4mm:1ft scale/OO gauge.

The one-part cab ends feature the distinctive shape of the prototype units and are 3D resin-printed. The 4mm:1ft scale cabs are designed to convert a Lima or Hornby Railroad HST power car into the prototype Class 252 HST power cars. Cabs are priced at £30.00 a pair and don't include glazing, buffers or interior detail.

The 3D modelling of the cabs has been reportedly created using original BR drawings. The models include etched crew doors and front coupling access panel.

HORNBY CLASS 755 UPDATE

Hornby's forthcoming Class 755 models for OO gauge of Greater Anglia's Stadler bi-mode trains have reached a step further after sounds for the model were recorded in October.

The manufacturer is creating both three- and four-carriage variants of the trains, which can run on diesel and electric power and run on Greater Anglia's regional routes in Norfolk, Suffolk, Cambridgeshire and Essex.

Hornby started work on its models in 2021, when it obtained blueprints of the full-size trains from Swiss train manufacturer, Stadler. The model manufacturer visited Greater Anglia's Crown Point depot in Norwich in June 2021 to photograph and take measurements of the Class 755 trains, looking at roof details, underneath and inside it.

A 3D print was made and, during the testing phase, Hornby discovered problems with the small motor and the articulated bogie, and so modified the design, to include a new, bigger motor, hiding it from people looking through the windows.

Hornby visited Greater Anglia in October 2022 to record the sound for the project at the depot. The horn, diesel engine, and automated announcements on board were recorded, including a conductor going through the train asking for tickets.

The train is ready to be made by Hornby's manufacturer in China and should be in the shops in 2023, with models available to pre-order, with prices starting from £362.99.

Simon Kohler, marketing and product development director at Hornby Hobbies, said: "Greater Anglia's Stadler Class 755 trains are a radical design for the UK railway, which we understand have caused a lot of excitement among rail passengers in East Anglia.

"It's a radical design for us too and one we were very excited to reproduce in 1:76 scale. We take great care with every model we produce. Railway model enthusiasts are an exacting community who expect our models to be exact scale reproductions of trains – down to the number of fans on top of a train and rivets on the bodywork."



RAIL POSTERS HIGHLIGHT HISTORY OF LIVERIES



A new range of posters depicting British locomotive classes and the liveries they've carried has been released by Intercity Posters. The new entrant to the lucrative market of railway-related artwork displayed its range at the recent Warley National Exhibition at the NEC.

Proprietor of Intercity Posters, George Elston has created the imagery using a combination of model photography and photoshop techniques. A range is available to purchase in common sizes from A4 to A0.

We were given samples of its most popular larger posters measuring 297mm x 840mm each, depicting the Intercity 125 (HST), and Brush Type 4 (Class 47).

Prices start from £6.00 for an A2 poster. To discover the full range in stock, visit its website at railposters.myshopify.com

MINIATURE RAILWAY – OUT NOW

West Hill Wagon Works has released a novelty 3D-printed kit depicting a 7 1/4in gauge railway.

Manufactured to its own design, the kit contains parts to assemble a 7 1/4in gauge railway for 4mm:1ft scale. Modelled in CAD and 3D-printed in white plastic, the set contains an impression of a 1-Co-Co-1 'Peak' locomotive, a driving truck and four bogie carriages.

Track is provided too, with three lengths of straight track, a set of points, and two short curves. Priced at £5.95, add-on packs of the 3D-printed track section are also available, priced £2.95.

See the full range of West Hill Wagon Works products on its website.



GWR SHIRTBUTTON B-SET EXCLUSIVE

Derails has announced an exclusive run of Rapido Trains' GWR Shirtbutton B-Set. This, its second OO gauge exclusive commission model, lacks regional allocation markings, giving modellers a blank canvas. Delivery is estimated for late-2023/early-2024.

The coach numbers chosen are 6381 and 6382, and its RRP is £169.95. However, pre-ordering today reduces the price by 15% for a limited period, matching the price of the main range releases at £144.45.

A stalwart of Great Western Branch Line passenger services, the B-set was comprised of a pair of non-corridor brake ends in a fixed formation. They were of composite design with two first class compartments and 10 third class compartments per set, along with two guards vans and luggage areas and could be seen on the majority of GWR branch lines.

Models are expected to be the most detailed RTR B-sets made, with a detailed interior, many separately-fitted details and working lights. Deposits of £10 are being taken to secure models via the Derails website, or in store.



BACHMANN OO9 UPDATE

Engineering prototypes displayed of Bachmann Europe's first diesel-outline locomotive, alongside rolling stock for the scale, too.

Entering the Bachmann stand at Warley show, we were given access to photograph a sample of its forthcoming Baguley-Drewry 0-4-0 for its OO9 Narrow Gauge range. Seen in its undecorated engineering prototype stage for the first time, samples were placed alongside a display of its soon-to-be-released Royal Naval Armaments Depot (RNAD) rolling stock.

Bachmann's Europe's Baguley-Drewry 0-4-0 locomotive should be one of great interest to OO9 modellers, not least because it represents the manufacturer's first non steam-outline model for the scale, of a prototype that was built in the early 1980s, placing it firmly in the – now almost comically vague – 'modern image' category. Models will feature a six-pin DCC decoder socket and NEM coupling pockets.

Constructed by Baguley-Drewry in the early 1980s for use on the network of narrow gauge lines operated by the RNAD (Royal Naval Armaments Depot), these locomotives bolstered its existing fleet of elderly locomotives.

The 0-4-0 locomotives worked trains carrying explosives and sundries between the standard gauge exchange sheds and hidden storage locations. As the MoD consolidated operations, some depots were closed, and the redundant locomotives and rolling stock were either moved to other locations or sold off, allowing some of the locomotives to enter preservation, now carrying different liveries and names.

Also shown were decorated samples of its RNAD rolling stock, too...

The Bachmann Narrow Gauge rolling stock models for OO9 will feature NEM coupling pockets, with examples of wagons in both RNAD and private use being modelled.

For further details on the forthcoming range of Bachmann Europe Narrow Gauge products, visit the Bachmann website, or for pricing and availability, consult your local stockist.



CLASS 50 REVEALED FOR 'OO'

Accurascale has made public its plans to manufacture 1:76 scale/4mm:1ft scale models of the English Electric Class 50. With delivery expected late 2023, and tooling "almost complete", six locomotive identities are revealed, with exclusives to follow. The models are to be the third and final member of its English Electric (EE) six-axle trio that began with the Class 55 in 2018 and the Class 37 in 2019.

Tooling is almost complete but due to a local COVID shutdown in China, the first sample had been delayed for the 2022 Warley show. This first sample will follow early in the new year.

Six locomotives make up the first announcement, with some Accurascale Exclusives to follow soon. Prices range from £189.99 for the DC/DCC-ready examples to £299.99 for the DCC 'Accurathras' sound-fitted models. Delivery is expected late Q4 2023.

The Accurascale Class 50 model began with a 3D laser scan of 50017 at the Great Central Railway in 2019. Building on its growing range of diesel and electric locomotives, the EE Type 4 features its most impressive specification yet, with its twin-speaker set up, working radiator fan, flange squeal sensor, and full lighting package that includes preservation-era oddballs, engine room and cab lighting with auto off feature, and eight cab configurations with illuminated driver's control desk.

The Class 50 Alliance also allowed Accurascale to visit its fleet based at Kidderminster Diesel Depot on the Severn Valley Railway on several occasions, even raising 50044 on jacks to allow the Accurascale research team unprecedented access to the underframe. The "full gamut of changes" experienced by this class has been included on its extensive tooling suite to create "the definitive Class 50", including optional multiple-working equipment, missing handrails on D400, original headcode or plated with marker lights or sealed beam lights, no headlight, blanked headlight and headlight, wind deflectors, sandbox fillers, 'grilled' windows on refurbished locomotives (including the first pair which retained the window grommet for several years), early or late cast bogies, dynamic brakes, roof scavenger port, NRN or GSM-R radio equipment/fittings, seven- or 12-blade radiator fan and roof walkways.

Visit the World of Railways website to read the full specification of these models, with provision for re-gauging with scale-sized wheels for P4/EM gauges.

First run locomotives proposed are as follows:

D423 BR blue (no MU, arrows on both cab sides)
50006 <i>Neptune</i> BR blue (early refurbishment)
50008 <i>Thunderer</i> Hanson+Hall
50014 <i>Warspite</i> Large logo w/black roof
50017 <i>Royal Oak</i> original NSE
50021 <i>Rodney</i> large logo w/grey roof & orange cantrail stripe



CLASS 89 – EP SAMPLE SHOWN

The first engineering prototype (EP) sample of the forthcoming Accurascale Class 89 locomotive in OO gauge, an exclusive edition model in association with Rails of Sheffield, has been shown.

Announced in late June of 2022, the unique design and specification of this special-edition locomotive has captured the imagination of modellers, with a large volume of pre-orders said to have been placed upon its announcement, and samples on the Rails of Sheffield and Accurascale stands drawing much favourable comment and admiration.

Initial impressions are said to be very favourable, with a crispness to the mouldings, that can be seen around the bogies in particular, along with detail touches on the front, underframe and pantograph well. Changes are to be fed back to the factory and rectified ahead of decorated samples, due in early 2023.

The project remains on schedule too, with delivery anticipated for Q3, 2023. Orders can be secured via the Accurascale and Rails of Sheffield websites for a £30 deposit, with prices for the DCC-ready version priced at £229.99, and the DCC sound ESU Loksound 5 fitted models at £329.99, reflecting the limited nature of this release.

Find further details on the Accurascale and Rails of Sheffield websites.



DECORATED SAMPLE OF NB 10800 SEEN



Announced earlier this year, Heljan's OO gauge model of the North-British Type 2 was displayed for the first time as a decorated sample at the Warley NEC model railway exhibition in November. The model is still expected to be delivered early 2023, and is to be available in a choice of four liveries:

- (1080) BR Early Emblem black/silver 10800 (SR/LMR condition)
- (1081) BR Early Emblem black 10800 (SR/LMR condition) Weathered
- (1082) BR Early Emblem black/silver 10800 (final BR condition)
- (1083) BR Late Crest green 10800

From handling the locomotive, we were very impressed with the level of observation and work that has gone into manufacturing this model. Heljan has a reputation of manufacturing models of prototype locomotives in OO and O scales, and this decorated sample leaves us with high hopes for the production batch of this unique locomotive to follow.

For further details, see your local Heljan stockist, or its website.

NEWS IN BRIEF

'CORONATION' EXCLUSIVE FOR HORNBY COLLECTOR CLUB

Hornby has revealed a new model exclusive for members of its Collectors Club. In the lead up to what will be a globally momentous occasion, being the Coronation of HM King Charles III, the manufacturer is to produce 500 models of BR Coronation Class 4-6-2, 46220 Coronation (R30283).

The limited-edition model in BR standard blue is DCC-ready with a 21-pin socket, including sprung metal buffers, NEM tension-lock couplings and a five-pole skew-wound motor.

NEW 'FROG' CONTROL MODULE

RK Education, specialist in the design and manufacture of low-cost electronic circuits for electronics hobbyists has released a new model-railway orientated product.

Its new (RKcs Frog1) module follows the success of its RKsc1 and RKsc2 servo control units, and is an evolution allowing the control of a servo for turnout control, while incorporates a relay to allow automatic frog polarity switching.

The module is priced at £12.99, with details to appear on its website shortly.

CLASS 58 FOR 'O'

New RTR models of the Class 58 will join the Heljan range of products. Six liveries will be available on general release via its stockists, with a further locomotive in Mainline Blue available from Gaugemaster stockists as part of the 'Gaugemaster Collection'. Two more will be available exclusively from O gauge specialist, Tower Models.

Suggested Retail Price is £729.00 or £749.00 for factory-weathered models. Tooling covers both 'Phase 1' and 'Phase 2' locomotives with numerous authentic detail variations.

REALISM REDEFINED AND HELJAN UNVEIL PCA FOR 'O'

Models of two-axle powder tank wagons for cement and chemical traffic are to be released in 2023.

Joining its announcements at the Warley National Model Railway Exhibition in November, Heljan has revealed it is to release models of an all-new PCA powder tank wagon for O gauge. The new models are being produced exclusively for Realism Redefined, the retail arm of 'Britain's Biggest Model Railway'. CAD work and livery artwork is reportedly complete and the manufacturer expects the first engineering prototype samples to arrive in the UK early-2023. Priced at £99 each, the wagons are expected to be popular with 'O' gauge modellers.

HIA BOGIE HOPPER WAGONS FOR 'O'

Dapol is to release RTR models of the HIA bogie hoppers for 7mm:1ft/O gauge. Expected to arrive in Q2, 2023, the models carry an RRP of £80.00 each. Decorated samples are awaited, though the manufacturer has shown first samples from its tooling (some differences between these and the final models might occur).

The HIA limestone hopper was designed for the haulage of limestone, stone and sand and was introduced in 2005 for exclusive operation by Freightliner Heavy Haul Limited.

Models are to be made available in six liveries, featuring sprung buffers and couplings, a heavy die-cast chassis and many separately-applied details.

ACCURASCALE CLASS 92

Words & photography: Andy York

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 for sleeper and freight services and, as a common user, are classified CC 92000 on French Railways. Since introduction in 1994, the fleet has been allocated to freight. However, six of the class now operate the Caledonian Sleeper service between London and Scotland.

A total of 46 of these interesting and complex locomotives, which were capable of delivering 6,700hp in AC mode and 5,630hp on third-rail DC (making them amongst the most powerful on the British network) were built between 1993 and 1996 as part of the landmark Channel Tunnel project, to convey freight and sleeper trains between Britain and France. The power requirement came from the need to be capable of drawing heavy trains up the steady gradients towards the exits of the tunnel portals. The locomotives had to be able to draw current

from either the 25kV AC overhead supply where available, or the 750V DC third rail on the former Southern Region lines to the Channel, which increased their complexity.

Throughout their history, the class has been something of a 'Cinderella', with the anticipated freight traffic on the opening of the Channel Tunnel taking a while to materialise and the 'Nightstar' sleeper trains saw cancellation before services could start, meaning that the 92s built for the role languishing in storage for many years at Crewe. Five of the class were acquired by



Eurotunnel for operation onto the French network. Eventually, they got to go to the ball with the start of the Caledonian Sleeper from 2015, one of their intended traffic uses, a service that led Accurascale to choose the Class 92 as its second locomotive to tie in with the soon to arrive Mark 5 coaching stock.

Luckily, the locomotives have acquitted themselves well on intermodal, steel and general freight traffic for BR, EWS, DB and GBRf over the past 25 years. Accurascale's launch models span the life of the Class 92 on the WCML, ECML, Ex-BR(S) lines and HS1, and our review model, an Accurascale Exclusive limited edition run of 500 of the blue-roofed RfD livery 92022 *Charles Dickens* with cast plates rather than the vinyl names originally carried in DCC sound form.

The stylishly-designed box sets the initial impressions of quality, which follows through to every aspect of the model. There's an excellent bi-lingual Operator Guide giving notes on the class history, operating instructions, a handy DCC function guide card, and a small card with window blinds for the user to fit, if desired. There is an impressive heft of the model when taken from the box. The shape and style of the real locomotive is totally captured from the extremes of flat, relatively

plain, bodysides through to fine detail with many individually fitted parts on the chassis and roof. Through close examination of photos of the class, there are no faults to find but you soon get sucked into admiring the detail on the roof and the very fine, but sufficiently robust, pantographs. There's a yellow warning card in the box to make sure you unclip these before use!

The livery and numerous markings are to a standard equal of the best in the scale, especially the roof and bogie detail. The glazing is quite superb and fine enough to see that there's a lot of paint and transfer detail on the cab backhead which can easily be seen with cab and driver's control panel lighting. Etched nameplates, cabside arrows and depot plaque are provided with the accessory pack to place over the printed versions. The tunnel polos on the bodyside of our review model are moulded and added to the bodyside as they are of greater depth containing a layered depth of rings, which an etched part would not be able to capture.

Personally, I'd never given much consideration to sound provision for electric locomotives but this model has completely changed my opinion. Listening to the assorted whirrs and clunks during the start-up and variety of sounds in motion are as impressive as any sound diesel loco – I am completely won over!

datafile

BASICS

Manufacturer: Accurascale

RRP: £189.98 DCC ready, £279.98 DCC Sound

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

Era: 1994 to present

Company/Operator: British Rail, EWS, DB, GBRf, Caledonian

Weight: 680g

Chassis and Body: Die-cast chassis, plastic body

Minimum curve radius: 460mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Dummy screw-link couplers, etched plates, front dams and bufferbeam detailing.

ACC2190-92001 92001 *Victor Hugo* EWS

ACC2191-92003 92003 *Beethoven*

Railfreight Grey

ACC2192-92009 92009 *Marco Polo* DB Red

ACC2193-92010 Exclusive 92010 Caledonian Sleeper

ACC2195-92038 92038 Caledonian Sleeper

ACC2196-92020 92020 GBRf

ACC2197-92022 Exclusive 92022 *Charles Dickens* RfD

ACC2198-92032 92032 'IMechE Railway Division' GBRf

ACC2199-92036 92036 *Bertolt Brecht* EWS (logo vinyl on grey)

ACC2200-92042 92042 DB Red

ACC2201-92043 92043 *Debussy* Europorte (logo vinyl on grey)



This model's party trick is the pantographs, individually motored and operable with a superbly smooth and quiet motion, all of the associated noise coming from the sound features. The pantographs arm and heads are finely captured but do not feel as though they would be easily or inadvertently damaged. Literally the only criticism of the model I could mention is that the pan head does not sit level in its down position, but it is correctly positioned when raised. In its up position, it's very lightly sprung, so you are unlikely to have any issues with contact to overhead wiring; I would have to do some exploration to see if the operation can be set at a lower or higher maximum height than the default, which is around 20mm above roof height. I'm sure this feature will be demonstrated far more on the model than it would be on the real thing.

I could play for hours with all of the 28 sound and light functions and the permutations in operation, even as the

ultimate executive desk toy, but putting it to the test on track the model manages to be virtually silent in non-sound mode and smile-inducing noisy in sound mode. Straight from the box, it's superbly smooth and romped off with 22 Mk. 1 coaches through to its scale top speed of 87mph, so there are no concerns there at all, thanks to the beefy 5-pole motor, two brass flywheels and helical gearbox. There's unlikely to be any interruption to power and sound on your layout thanks to the bank of stay-alive capacitors.

To get inside to find what packs a powerful punch to this model, it's a case of unclipping the bodysides from the chassis around the centre of the bogies and separating to reveal the substantial die-cast alloy chassis block. The circuit board housing the 21-pin MTC DCC socket sits on top of the chassis block, but you can't fail to miss the large Accurathrash branded 55 x 24mm EM1 ultra bass sound speaker fitted to the sound models with the secondary sugarcube speaker to give plenty of noise from the ESU Loksound 5 decoder.

In summary, this is an exceptional model, with superb execution of detail, fascinating performance and functionality, and astonishing value for money by comparison with general market trends for a product of this quality. If you can find any justification for this model, you will certainly not regret it.

The etched plates, as shown in this picture, are an exact fit over the printed versions, so care should be taken when fitting.



Although slab-sided, there are complex shapes to the roof curvature over the cab, all well captured by Accurascale.



There's a lot to digest when you open the model, with a rewarding read on the complex history of the class and how to get the best out of your model.

HELJAN BR CCT

Words & photography: Howard Smith



Such was the widespread use of the Covered Carriage Trucks (CCT) vehicles, these are arguably a long overdue item in ready-to-run format for 7mm:1ft O gauge modellers. Between 1959 and 1961, 827 of these two-axle vehicles were constructed between BR's Doncaster and Earlestown works for use on Motorail and parcels traffic.

Though their use on Motorail services was short – BR preferring the use of GUVs from the mid-1960s – the vehicles could often be found marshalled singly into rakes of stock for the transport of bicycles or luggage on longer-distance services, into rakes of parcel-carrying stock for postal services, and in their twilight years during the 1980s, repurposed for other uses from tool vans in the BR engineer's fleet, to use in its research department. Of course, many were left to languish in sidings around the country, too.

Heljan's model joins its existing GUV tooling for O gauge, making the pairing of CCT and GUV stablemates very tempting for modellers. With a review sample kindly sent by the manufacturer in BR maroon (unnumbered), other liveries include lined

BR maroon, BR blue unbranded, BR blue 'Red Star', Breakdown Train Unit yellow, Engineers' olive, M94799 in BR lined maroon and weathered, W94476 in BR blue 'Express Parcels' and weathered, Tartan Arrow red/white and red/blue RTC livery unnumbered.

The end door hinge thickness is perhaps a little 'over pronounced', but the bodyside detail is to a very high standard. The bars behind windows are printed behind the glazing – an overlooked opportunity for separately-applied items, perhaps? Lettering, numbering and lining on this sample is crisp and legible.

As with its GUV vehicles, the axles sit too high in the axleboxes. The design has sought to over-compensate by leaving a larger than normal gap between the top of springs and the frames. The underframe detail is arguably chunky, too, most noticeable with the 'W' irons, when viewed end-on, or from a three-quarter angle. It makes for a robust model, but leaves room for refinement, if desired.

Van ends are well-detailed, and I feel the end shape looks 'right'. Sprung buffers and

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BASICS

Manufacturer: Heljan A/S

Catalogue Refs:

Heljan (9500) BR Mk. 1 CCT in lined maroon

RRP: £199.99 (£219.00 weathered)

Gauge/scale: 32mm gauge, 1:43.5 scale O

Company/Operator: BR

Weight: 422g

Chassis and Body: plastic

Minimum curve radius: 1028mm (R2)

the working screw-link coupling are a little bright, but work perfectly. The panel lines of the two doors, which would open outwards, and the lower door, which would drop down over the buffers allowing vehicles to be loaded, are evident – great details. Also obvious is the impression of the strapping, rivets and locking mechanism, though the black paint on our sample is a tad thick under the cruel magnification of the camera, with a few signs of pooling around gaps.

Underneath, there's 'oodles' to admire – lighting points, twin battery boxes, dynamo, vacuum pipe, and brake gear. Just as well, because from most angles, it's all on show. All except those springs behind the headstocks, which remain discreetly hidden.

A solid model which abounds with detail.

HORNBY DUBLO THE ROYAL SCOT

Words & photography: Howard Smith

Only last month, I was praising Hornby for the release of its Lord of the Isles train set in its beautiful retro-inspired box. In quick succession, I find myself with another, this time, even better!

I must admit, that when Hornby created a small range of its steam-outline 'locomotive greats' with die-cast bodies, my interest piqued. Now, we find one such example boxed as part of a 'train set'. Despite there being no official definition, to me, a train set is best described as containing track, a locomotive and, if you're lucky, rolling stock, but most importantly, a controller. Its newly-released 'The Royal Scot' contains all the above, but omits a controller. Perhaps more economical than certifying plugs for different countries? Either way, this boxed set – more akin to a 'train pack' in my view

– hits the perfect spot for the collector and enthusiast.

The thought that went into creating the marvellous retro packaging inspired by the maker's first release of this set in 1953 – to a very different set of standards – almost dwindles as the locomotive is removed, it being the centrepiece of the package and to the cutting-edge standards of the present day.

A BR Coronation Class 4-6-2 46232 *Duchess of Montrose* is complemented by a BR ex-LMS Stanier composite, and Stanier brake third, while Hornby provides a third radius starter oval of track, a power connecting track and re-railer. Best of all, just like the original, the set also includes a 'Royal Scot' headboard, while the coaches have separate destination boards – quality metal items no less, no expense spared!

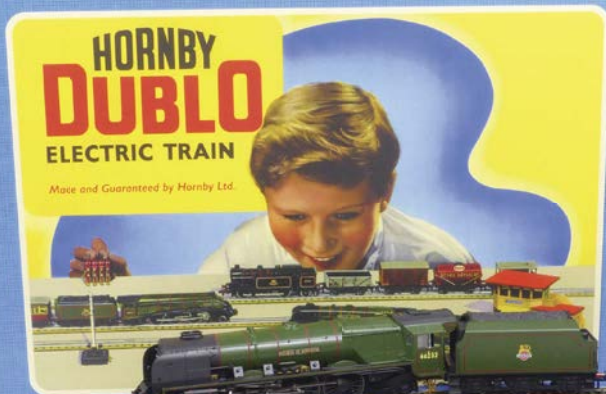
The impressive haulage capabilities of this locomotive – as previously revealed in BRM – demand that more coaches are placed 'in tow' to benefit from the scale-length train spectacle that would ensue. What a sight that would be!

Here's a set whose detail and quality is arguably undersold by its packaging. By that, I mean that the contents inside the box are to a much higher quality than those depicted on the outside, but it's all related to nostalgia. If you dreamt of owning the set when first released, gazing through the window of a retailer, but missed out, the manufacturer has offered a second chance.

Much has changed since 1953, but the excitement of owning such a set remains. This set is an investment, but one that'll bring a smile and great joy – for generations to come.

Despite not fitting the accessories from the detailing pack included with the model, it looks a magnificent creation. The weighty locomotive offers torque in droves, and yet, belies its die-cast metal construction – no seam lines, metal flash, or overly thick application of paint here. Beautiful, in every regard.





datafile

BASICS

Manufacturer: Hornby Dublo 'The Royal Scot' Train Set (R1283M)

RRP: £429.99

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

Company/Operator: BR

Weight: 636g (locomotive), 139-142g (per coach)

Chassis and Body: Locomotive – die-cast, coaches – plastic

Minimum curve radius: 505mm (R3)

Accessories: Power clip and uncoupling ramp

Quality through and through. A cutting-edge locomotive elevated on the third radius sections of track – the die-cast model is the star of this set, though coaches are equally pleasing with their interior details.



The two 'Stanier' coaches provided – a brake third, and composite – are very respectable models, and the livery application is pin-sharp, just like the locomotive.



Carriage roof boards, a headboard and tail board are provided in metal. The items are to very high standard. Should you wish to supplement the train with further coaches, Sankey Scenics produces a matching printed set, ready to cut out.



For layouts with more generous curves, a flanged trailing truck wheelset is provided, while corridor connections, close couplings, brake gear, cylinder cocks, vacuum pipes, grab handles, and more, is included.

ACCURASCALE HBA/HDA/HMA WAGONS

Words & photography: Andy York



Following our reviews of Accurascale's MGR wagons, starting with the original HAA in BRM July 2022, followed by the HCA and CDA wagons in BRM September 2022, the range further expands with three more derivatives in the form of the HBA, HDA and HMA variants, which are suitable for the later years of MGR wagons before the introduction of large-capacity bogie hoppers.



HDA

The Last 460 wagons, built at Shildon in 1982, were given uprated suspension and braking to allow them to run at 60mph loaded and unloaded. These uprated wagons gained the TOPS code HDA and were used on long-haul services and in shorter formations in Speedlink services. Around the mid-1990s, Mainline and Transrail began removing the canopies from HBA and HFA wagons, the vehicles being recoded back to HDA and HAA respectively. Under EWS, mixed rakes of all types became common with HAA, HDA and HMA being seen in the same trains, with HBA, HCA, HFA and HNA also being regularly marshalled together.

HBA

As collieries closed in the years following the miners' strike, MGR coal flows started to get longer and Railfreight began a programme of refitting canopies to a wider number of wagons. Initially, all HAAs were to be equipped with the canopy from new, but many collieries were unable to accept the taller design, leaving a rump of around 150 dedicated to Scottish flows. The new 'aerodynamic' canopy design introduced in the early 1990s was slightly modified from the original to cut down on coal dust being blown from the top of the wagons. The first to be modified was the entire fleet of HDAs between 1991-2, these being recoded HBA.

HMA

Mainline Freight began modifying HAAs from around 1995, these being recoded HMA, a scheme that was continued by EWS.

Accurascale has produced two packs of three wagons in HBA form, one set with Railfreight red cradles and the other with Loadhaul orange cradles. There are three packs, with differently numbered and marked wagons, in Railfreight red in HDA form. There are two packs in HMA guise, one in RfD Coal yellow cradle livery and the other in Mainline blue cradle style. Three of the HDA wagons, two in Pack 3 and one

in Pack 2, display the Barry sail ship stencil denoting their service in the South Wales area, while the third wagon in Pack 3 has a blue panel on the cradle with 'Mainline' branding which adds a little difference.

As with the preceding wagons, the galvanised hopper body is created with a pleasing metallic steel finish, and you won't fail to see the levels of interior detail with rivets, reinforcements and the levers for operating the bottom-door discharging. While the wagon is upside down, it's evident that Accurascale's approach to normally unseen detail carries onwards with accurate replication, with discharge door stops, suspension and brake gear elements making them a delight to examine from every angle. Take a close look at the clasp brakes sitting around the wheelset and the brake blocks in line with the wheel treads.

The models include a detail pack with scale dummy Instantan couplings and bufferbeam pipes to be fitted by the user if coupling choices permit. The fitting of the pipes is the neatest I have seen, with a peg that mounts into a socket on the rear of the bufferbeam on each side of the coupling mount – simple and tidy! Priced at £74.95 for a pack of three wagons, the models represent excellent value for money for a quality product.

datafile

BASICS

Manufacturer: Accurascale

Catalogue Refs:

(ACC2590HBA-RR1) HBA – Railfreight Red – Pack 1

(ACC2591HBA-LH1) HBA – Loadhaul – Pack 1

(ACC2570HDA-RR1) HDA – Railfreight Red – Pack 1

(ACC2571HDA-RR2) HDA – Railfreight Red – Pack 2

(ACC2572HDA-RR3) HDA – Railfreight Red – Pack 3

(ACC2580HMA-MB1) HMA – Mainline blue – Pack 1

(ACC2585HMA-TC1) HMA – Trainload Coal – Pack 1

RRP: £74.95 (set of three wagons)

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

Era: 9 to 11

Company/Operator: BR

Weight: 51g per wagon

Chassis and Body: Die-cast frame and plastic body

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Dummy instantan link couplers, brake pipes



The Railfreight Red HDAs will be the prime interest for the 1980s modeller but they really do need a good weathering!



LEFT: The galleon motif on several of the HDA models shows wagons that went through Barry Wagon Depot's repair facility from the Trainload Coal era onwards.

ABOVE: The RfD yellow cradle livery models are suitable for the early privatisation era with the EWS maroon panel painted onto the cradle of two of the wagons in the Trainload Coal Pack 1.

HORNBY ACCESSORIES

Words & photography: Howard Smith

Containers are a vital element of the modern railway, transporting all manner of goods from ports such as Felixstowe or through the Channel Tunnel, to distribution centres nationwide. Seen in block trains, their variety never ceases to amaze, as operators, branding and the cargo within changes with time.

Many 20ft ISO shipping containers are available for 4mm:1ft scale in either assembled or kit form. However, tank containers variants for the scale aren't as readily available, presumably owing to their more complex shape.

For the present-scene modeller, Hornby's new container trio should please then, providing not one, not two, but three different liveries to its tooling of a 20ft tank container.

Concisa, GE and Hoyer Odfjell liveries are all sufficiently different to provide much-needed interest to rakes of Hornby KFAs, and are labelled as such for being compatible. The savvy modeller will look to employ these new containers across other types of container wagons for the scale too, such as Bachmann's FGAs, for instance.

A glance at the shape of the containers looks 'correct' to my untrained eye, with the container 'skeleton' detailed with the ovoid locking eyes, an end access ladder, and upper access platforms for good measure. Meanwhile, for the curious, the labelling sees two of the containers marked as 'for foodstuffs only', with capacities of between 24,000L and 25,000L each. What's inside each, and to where is it destined? Only your imagination can tell...



datafile

BASICS

Manufacturer: Hornby Plc
Catalogue Ref: Hornby (R60130) 20ft tanktainers
RRP: £30.49
Gauge/scale: 1:76 scale OO
Minimum Curve Radius: 438mm (R2)
Wheel Profile: RP25
Couplings: Tension lock

A bridge too far? Hardly – this new impression of a stone footbridge joins Hornby's Skaledale range for 4mm:1ft scale and already our creativity is running rife with ideas for a new diorama or scene on a layout where it could be placed. The resin-cast structure is a sturdy affair, and lends itself well to the more rugged nature of the prototype, built at a time when things should last to withstand the forces of nature for years to come.

Though a small stream crossing is perhaps its natural habitat, that would require

planning and confidence to create realistic water effects, perhaps not the most familiar territory for those looking to purchase this ready-to-plant model. For this reason – particularly if modelling the ever-popular summer season – we'd suggest modelling a dry stream bed, using small-scale rocks, a little tinted sand, mud effects, and carefully placed weeds around the structure.

For those confident at creating water effects, however, perhaps this is a good cameo for a fisherman on the steps, or children playing 'poo sticks'?



datafile

Manufacturer: Hornby Plc
Catalogue Ref: Hornby (R7341) stone footbridge
RRP: £21.99
Gauge/scale: 1:76 scale OO

Nothing quite beats the eeriness of a dark graveyard on a cold wintry evening. The air thick and damp, the view across the churchyard partially masked by the fog, guarded only by the occasional glimpse of the top of a gravestone. Creepy, right? Though Halloween has passed for another year, it'll be around again. Whether creating a miniature diorama for Halloween in 2023 (or beyond), or decorating the oh-so-cliché church scene on your layout, this pack of 15 gravestones from Hornby are very workable.

Provided in a variety of sizes and styles, the pre-weathered resin-cast items lack

carved details, but then we wouldn't expect such fine lettering to be visible on a cast item, anyway. Don't forget to dress up the odd one with flowers, plant the occasional one at a jaunty angle, or add a little scale ivy to those that haven't been attended to in

many years. When you 'plant' them, make sure that they follow the same axis as the church – that is the graves lying east-west, with the 'stone at the 'head' end.

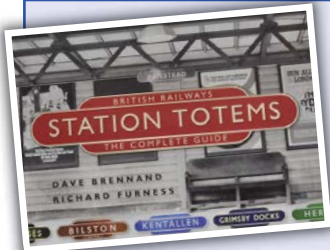
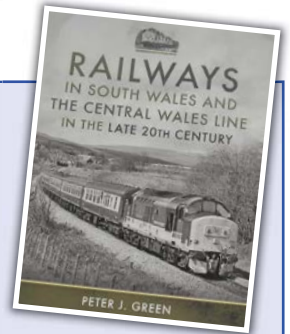


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Manufacturer: Hornby Plc
Catalogue Ref: Hornby (R7297) Assorted Gravestones
RRP: £15.99
Gauge/scale: 1:76 scale OO

RAILWAYS IN SOUTH WALES AND THE CENTRAL WALES LINE IN THE LATE 20TH CENTURY, by Peter J. Green, Pen and Sword. PRICE: £30.00

I could fill these book review pages with comments on Pen and Sword's books, such is the prolific output of this publishing house. Along with this work and the one on railways and the PO, I've been sent volumes on the history of the London's Underground map, a gallery of pictures of the railways of South Wales, the Brecon & Merthyr Railway, a history of the British Transport Police and a book describing British Trolleybuses in Lancashire, Northern Ireland, Scotland and Northern England. Anyway, on to the work headed, which complements very well a previous book by the same author where North Wales's railways of the same period were featured. It follows the same pictorial format of black and white imagery, with extended and accurate captions, all reproduced on high-quality stock. The coverage is entirely comprehensive and, although (in railway history terms) what's shown is relatively recent, much of what's illustrated has gone forever, including most of the locomotive classes and DMUs on display. Indeed, much of the wonderful infrastructure illustrated has also gone forever, along with much of the workings. Workings, the like of which involved steel and coal (the industrial lifeblood of South Wales), which are now but a memory – Marine Colliery, the last deep coal mine in the Ebbw Valleys, closed in 1989. I'm surprised the period and the locations described are not more popular with railway modellers, because there are some fascinating subjects just crying out to be modelled, especially as much of what's on show is available RTR from the mainstream manufacturers. A model of Barry Station in 1995 would make a splendid project, still with its marvellous ex-GWR lower-quadrant semaphores. Speaking of Barry, there are three pages showing images of crumbling locos in the Docks' scrapyard of Dai Woodham. A fascinating and most-enjoyable read.



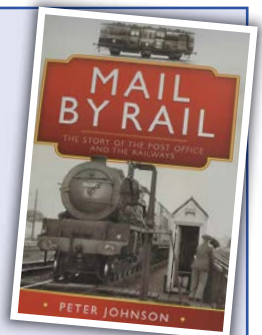
BRITISH RAILWAYS STATION TOTEMS THE COMPLETE GUIDE, by Dave Brennard and Richard Furness, Crecy. PRICE: £30.00

This is a monumental book! It's nearly 20 years since the first edition of this work was published, and this volume has been well worth waiting for. In its over-150 high-gloss pages, the whole gamut of these most-distinctive signs is covered in 11 chapters, comprising Introduction and Background, Design, Manufacture, Fonts and Usage, Rarities, Themes and Collections, The Eastern Region, The London Midland Region, The North Eastern Region, The Scottish Region, The Southern Region, The Western Region, A Pictorial Survey and Totems in Retrospect. It couldn't be more comprehensive. Most of the imagery is in full colour, all reproduced to a very

high standard. Naturally, some of the totem photographs show signs of being a bit battered (Grangetown for one), but the majority show signage in excellent condition, a testament to the quality of steel-enamelling employed by BR. I found this great work incredibly nostalgic, because these were the totems of my trainspotting years; totems suggesting distant places from home, with the different regional background colours. Light blue, tangerine or green were a long way from Chester's LM maroon! It's a lesson in geography as well, because all the station's names have their county of location alongside. It's remarkable how many totems have survived, though it's sad to note those which have disappeared forever. Closure dates (where applicable) are also included. Eric Gill's fantastic font is instantly-recognisable and instantly readable, the finest survivor being the vast sign still at Lowestoft Central (so much more 'dignified' than the 'Janet and John' fonts of more recent times). Modellers will find this work of great value, because some of the totems are seen in situ. Though Little Bytham (of which I've made a model) never got any BR totems, Essendine (the next station south on the ECML) did, but none survive according to this book; a great pity. The volume is principally a work of reference, though it's not dry or dull. In fact, it's highly-informative and entertaining. It'll have a permanent home in my library, but just one question. How can all of this be published for just £30.00? Fantastic value and entirely recommended.

MAIL BY RAIL THE STORY OF THE POST OFFICE AND THE RAILWAYS, by Peter Johnson, Pen and Sword. PRICE: £35.00

The association between our railways and the Post Office goes back a very long time. Indeed, the first paragraph in this fascinating book reads 'The connection between railways and the Post Office started with the opening of the Liverpool & Manchester Railway in 1832 and has been maintained until the present day'; nearly 200 years and counting! The oldest named train in the world was called 'The Irish Mail'. The work is divided into three principal sections; Part 1, The Travelling Post Office, which includes chapters on Mail by Rail 1, The Apparatus, TPO services, TPO rolling stock, Accidents and claims for damages. Part 2 describes the Post Office (London) Railway, Operations and transition to Mail Rail. The book is completed by 19 comprehensive appendices. The highly-readable text is complemented by scores of mainly well-reproduced maps, diagrams, drawings and photographs – all most-useful to modellers down the ages (has anyone ever built a layout depicting London's PO railway?). I say 'mainly', because one or two of the more up-to-date shots are a bit 'muddy' and not pin-sharp. Models of TPO stock always make interesting subjects (I've recently built an Isinglass Gresley TPO that featured in BRM), and this volume will be invaluable to anyone contemplating such activities. Shots of the lineside apparatus are particularly useful to modellers (though I've never seen a really convincing working model). A remarkable number of Mk.1 TPOs have survived into preservation, and these are well-illustrated in full colour. The chapters on London's underground PO railway are particularly fascinating. Though not strictly part of my review, I used to live just a few hundred yards from where a TPO derailed in 1996, as shown on page 168. I even have a slight association with the railways and the PO. During my teacher training years in the late-'60s, in the Christmas holidays, I worked on Chester General Station, loading and unloading the overnight Irish Mail services (work now lost to the railways). If the PO delayed train departures, fines were levied, so we all worked like stink into the wee small hours. This excellent book reminded me of those far-off days. Recommended.

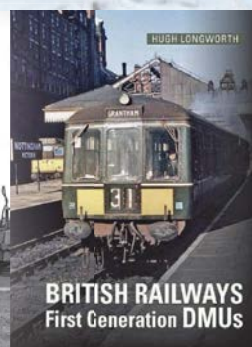
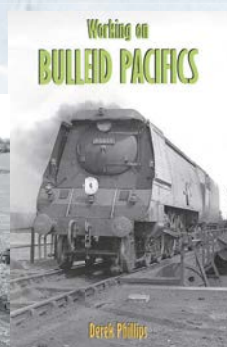
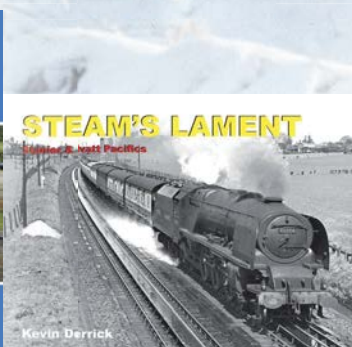
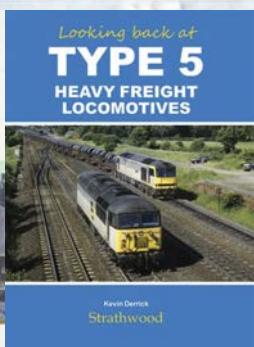
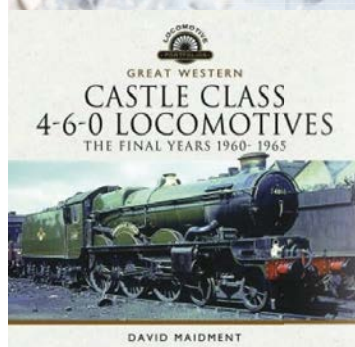


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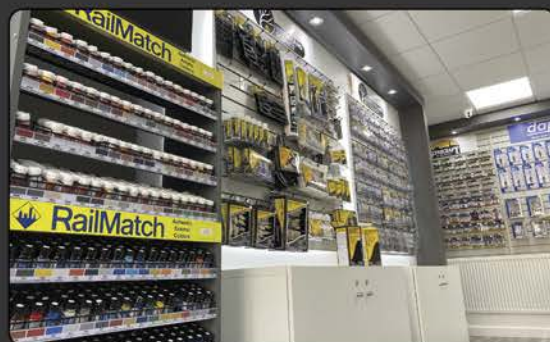
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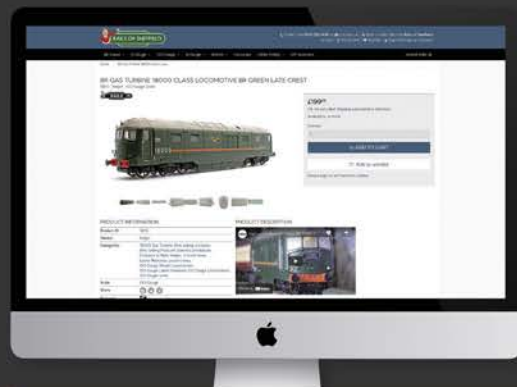


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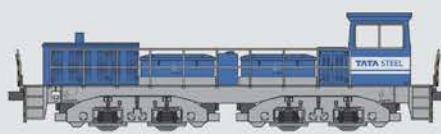
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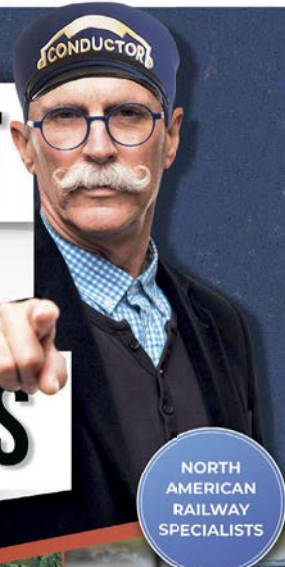
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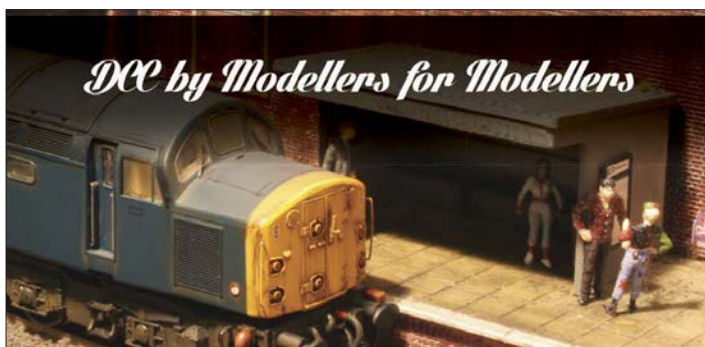
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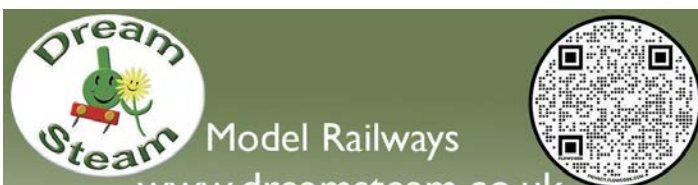


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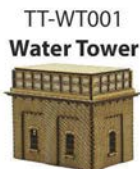
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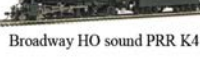
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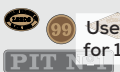
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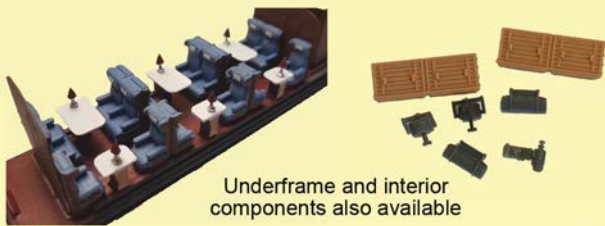




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Jan 15 - GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sunday 10-5. www.astolatmrc.co.uk

Jan 22 - BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. Sunday 10 - 4pm. ****FREE PARKING****

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Feb 4 - SWINDON ALSRM 7mm Trade Show STEAM, Museum of GWR, Firefly Avenue, SWINDON, Wilts. **SN2 2EY**. Sat 10 - 4.30. www.alsrm-events.co.uk

Feb 4/5 - ALTON - FebEx 2023 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, **GU34 4EQ**. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 10/11 DONCASTER Festival of British Railway Modelling Doncaster Racecourse, Bawtry Rd, Doncaster, **DN2 6BB**. Sat 10-5, Sun 10-4. 3 Squires Stands will be featured at Doncaster; Squires Model & Craft Tools, Green Scene and South Eastern Finecast.

Feb 18 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5. www.tonbridgemrc.com Less than 5 minutes walk from Tonbridge Railway Station.

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April 8/9/10 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Rd, York. **YO23 1EX**. Sat & Sun 10-5, Mon 10-4.30.

April 28/29/30 - BRISTOL The Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1pm-7pm, Sat 10-6.30, Sun 10-5.

May 13 - LLANGOLLEN Llangollen Railway Festival, Llangollen Pavilion, Abbey Rd, Llangollen, Denbighshire, **LL20 8SW**. Sat 10-4.30.

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Oct 14/15 - ALDERSHOT Model Railway Exhibition, Farnham MRC, Alderwood Leisure Centre, Tongham Rd, Aldershot, **GU12 4AS**. ****Show guide included in admission and FREE Car Parking****

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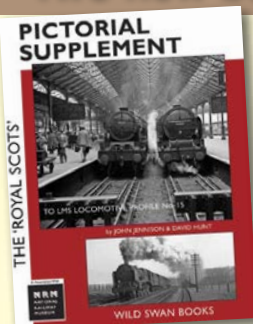
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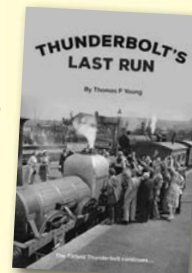
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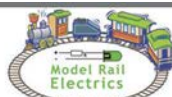
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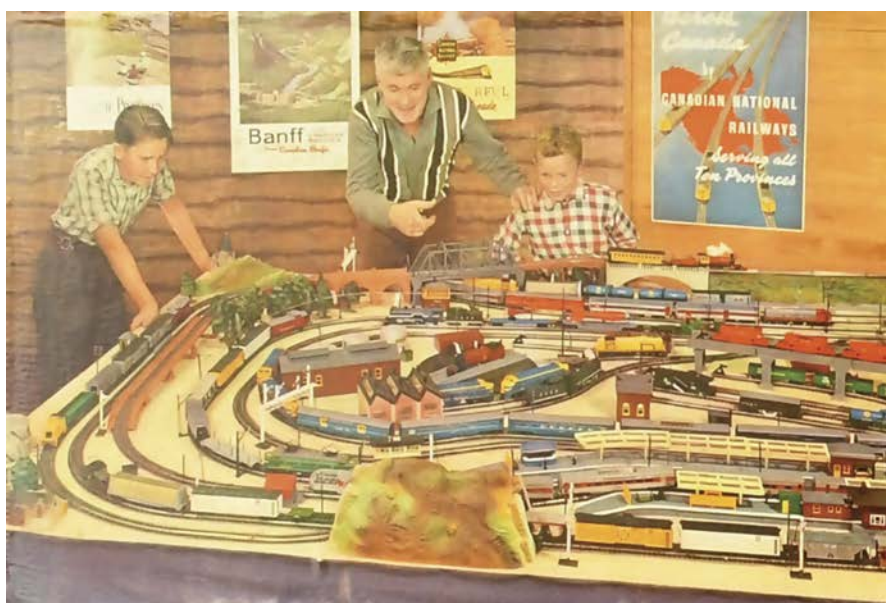
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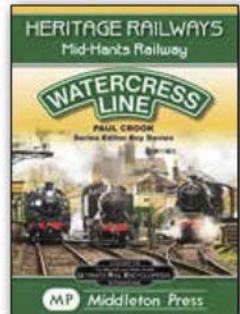
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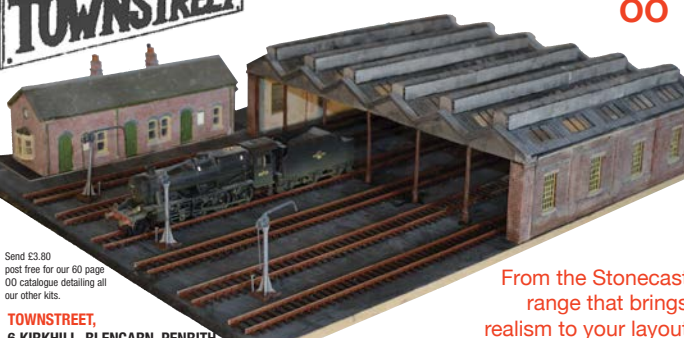
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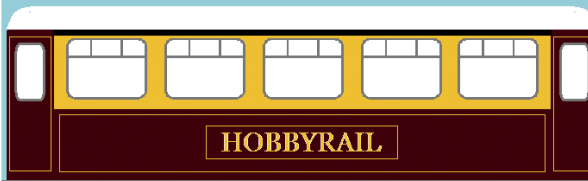
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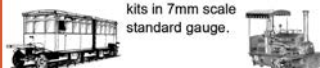
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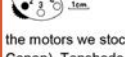
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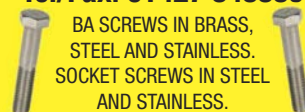
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Buffer Stop

Who says there are no young modellers?

At Warley, we met Oscar Robson, and photographed his fantastic layout, 'Fordon Hill'. Oscar's dad, Ken, tells us more...

Oscar has always liked travelling on boats, trains, buses, planes and so on, but his interest has always been towards trains. We visited many exhibitions around the country, by train of course, which started him asking when he could have his own railway. So, we started with a 6'x4' OO, but this was proving difficult to run in the dining room due to lack of space.

After a couple of visits to the Dapol open day, we decided to build an N gauge layout (4'6 x 2'), but this was going to be his layout (he told me!). I agreed, on the condition that he was going to learn how to do it. I would show him, and he would continue on. Oscar, then eight, agreed and so the building of the current set began from baseboards, including cutting and drilling for the boards, to laying the track and ballasting. He watched, and then continued.

He was kindly invited to the last Dapol open day to show it off and, while it didn't have even a quarter of the features it currently has, it did have a town, road, trees, cars and a tunnel.

Since then, he has added lots more to it with plans for more. Oscar allowed me to do most of the electrics as he didn't like the soldering iron, but happily got on with everything else!

Taking the layout to Warley was a big event for him (even for a 12-year-old), but it was well-liked and he is very happy. He is now looking for what he can put in what little space is left!



As you can see from InBox, we saw some terrific hats at Warley, so what's your favourite headgear?

Andy: A great big Noddy Holder hat. Or a balaclava.

Debbie: I'm not a hat fan, but always liked those with an umbrella fixed to the top – very practical!

Howard: I'd prefer a pair of earmuffs.

Phil: A nice trainspotterish woolly hat to cover up my bald spot in the winter.

Ruth: After a lovely stay at Whitby and working at Warley show, I'm saying Top Hat. I'm kind of loving steam punk now!

This month in pictures...



Howard pretending he knows how our Warley stand goes together. Debbie isn't quite so convinced.



Before Warley opened, Olof Wickstrom came over to interview us for a Swedish model railway magazine. International fame beckons!



Tom Cunningham of the Model Railway Club tries to persuade Phil that he should buy one of its mugs.



Spotted at a plastic kit modelling show. What exactly do they get up to?

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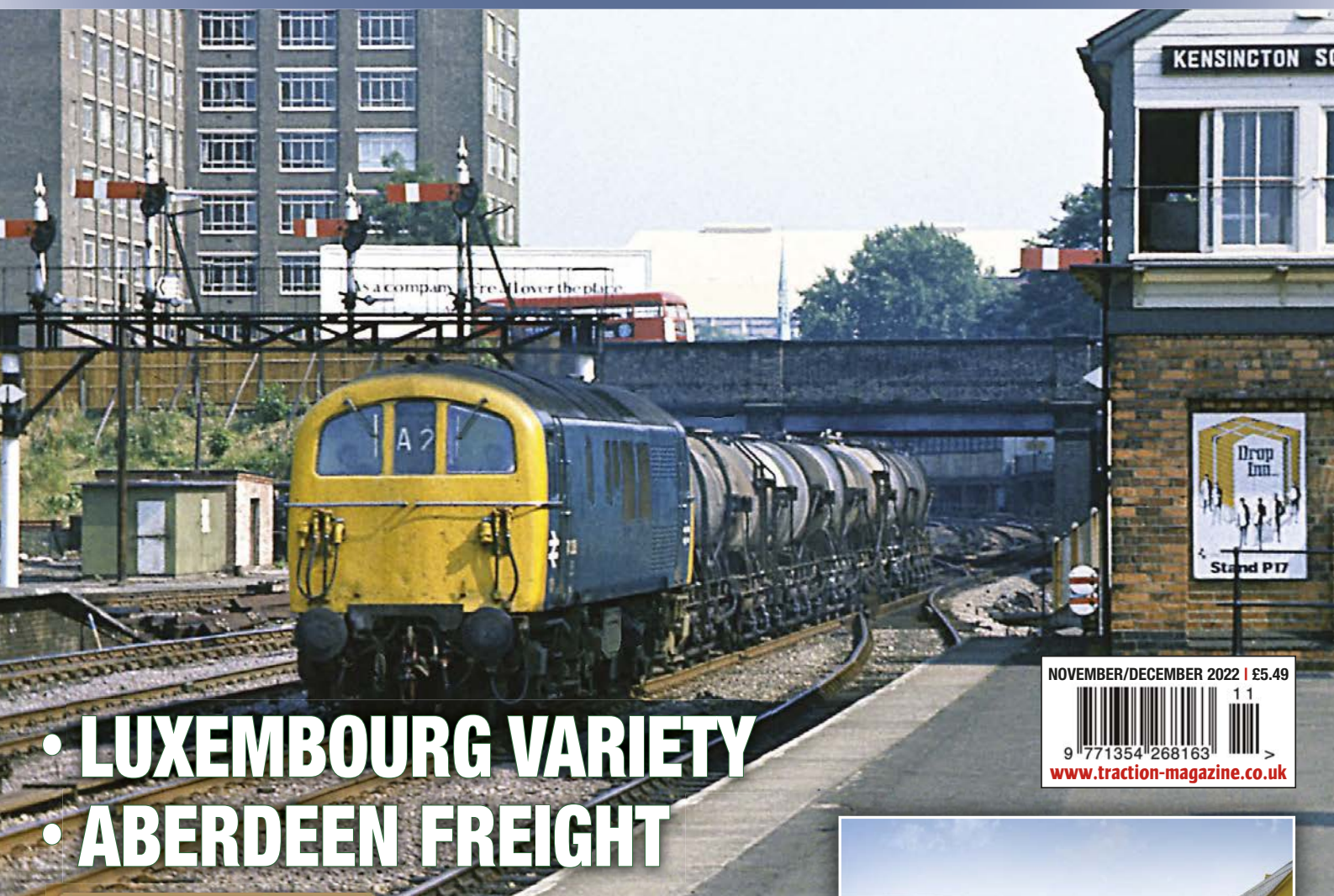
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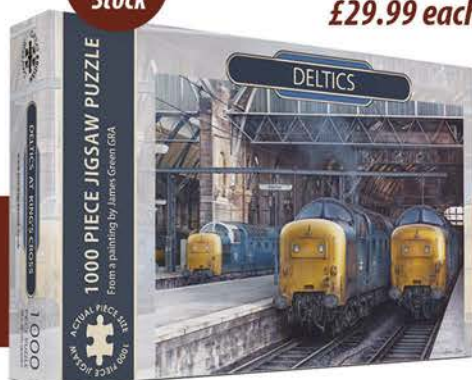
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Welcome

In this issue we start a two part series by David Hayes about the once vibrant traffic that brought milk from all over Britain to London. In the first part we concentrate on the 1960s and 1970s.

One of the more demanding tasks that any heritage group is undertaking at the moment is the re-creation of the former LMS designed Co-Co diesel No. 10000. Andrew Hoseason describes the background to the first British main line diesel and brings us up to date on progress using parts from a variety of sources.

In 'Devon Scots' Steve Carter presents a selection of photographs of the Class 47/7s when they moved from Scotland to work trains between London Waterloo and Exeter.

Ian Buck was involved in the gradual run down of the Metro-Cammell multiple units in the Glasgow and Manchester areas. He recalls their final days in traffic around Glasgow.

David Ratcliffe's feature looks back at the variety of privately owned Mark 1 coaches on the main line after they had finished working on BR services.

In our last issue we covered the run down of loco haulage on Virgin Cross Country's service. Richard Giles sent us some photos of the final weekend of summer Saturday trains to the West Country and we couldn't resist a follow up feature!

Colin Boocock returns with a study of the rather overlooked, but fascinating, railway network in one of the

smallest countries in Europe: Luxembourg. In the first part of this article he concentrates on the 1960s and 1970s.

The Aberdeen area freight scene is the focus of the images from Gavin Morrison's collection.

In TRACTION MODELLING...our featured layout is the superb TT gauge 'Portsea', inspired by Portsmouth Harbour, with green Southern Region electric multiple units and freight traffic to the naval yard.



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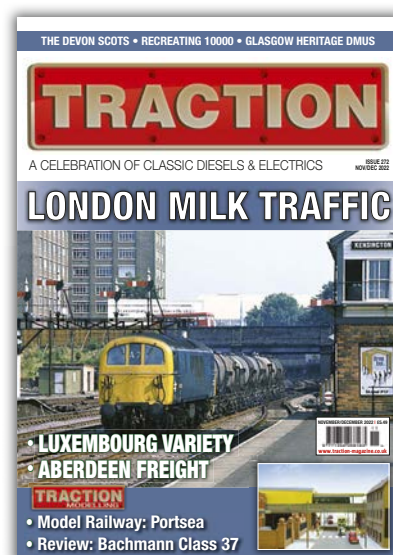


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On 29th July 1976 74008 passes Kensington South Main box with milk empties. COLOURRAIL



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LONDON MILK: Part One

Milk by rail on BR ended more than 40 years ago with the cessation of the last movements between Cornwall and London in 1980. David J. Hayes looks back at these workings, with particular emphasis on their final decade of operation during the 1970s.

The movement of milk by rail was one of the many fascinating aspects of railway operations to be seen in the UK, hence its popularity amongst railway enthusiasts and the railway modelling fraternity. By 1923 some 282 million gallons was moved annually on the 'iron road', much of it by the Great Western Railway. The average milk run by rail in the 1960s covered around 250 miles, with London being the principal destination for this traffic.

Although volumes had greatly diminished since the 1920s, there was still some 70 million gallons of milk being railed annually to 'the smoke' by the late 1960s, accounting for some 25% of all milk moved.

Unlike most general freight moved by rail in the UK during the 1970s, milk by rail was a seven days per week operation, especially with regards those trains serving the London area, and Sunday workings to the capital were the norm. Because of its perishable nature, such workings had priority status and ran to tight schedules. The 1970s turned out to be the last full decade of milk carriage by rail, although

attempts were made to revive the traffic in the late 1990s (covered in Part Two).

A variety of rolling stock was used over the years for milk traffic, including various bogie vans and louvered/vented vans for the conveyance of milk churns, and such traffic was often attached to scheduled passenger services for all or part of its journey during the steam era to ensure the fastest transit times possible between creameries and destination.

With regards rolling stock, it is probably the numerous 3,000 gallon capacity, glass lined six wheeled tank wagons, many adorned with company colours and brandings - 'St. Ivel', 'United Dairies', 'Express Dairy' etc - that are fondly remembered by enthusiasts and modellers alike. However, such colourful sights had pretty much gone by the 1970s, the bare metal tank barrels by then having a coating of filth and grime rather than a nice coating of paint! A detailed account of the six-wheeled milk tanks will appear in David Ratcliffe's 'companion' feature in TRACTION 273.

London operations

Milk for the London area was sourced from various parts of the UK. Depending on the era in question, this included Appleby in Cumbria; Chard in Somerset; Dorrington, Gobowen and Whitchurch in Shropshire; Marshfield, near Newport; and Felin Fach, Newcastle Emlyn, Pont Llanio and Whitland in Carmarthenshire. But it was probably the creameries of the West Country that generated the most volume and were the most familiar to enthusiasts of a certain demographic, especially during the last decade of milk by rail. Those Cornish and Devonian loading points supplying London into the 1970s included Dolcoath, Hemyock, Lostwithiel, Seaton Junction, St. Erth, Torrington and Totnes.

At various times over the years, the trunk milk trains to London may have started their journey from a creamery, such as those from Seaton Junction to Kensington Olympia, and from Chard Junction and St. Erth to Morden South. Others commenced their travels to the capital from places such as Exeter, Fishguard, Penzance,

Shrewsbury, Tiverton Junction and Whitland.

In pretty much all cases, by the time they reached London their consists would include loaded milk tanks and vans from several different sources. Most trunk milk trains serving London conveyed traffic for Wood Lane and this was detached at Viaduct Junction on the West London Line (see Table One). Many also called at West Ealing, as detailed in Table Four.

Combined consignments of milk and other perishables ran to London as well, such as conveyed in the late 1960s by 6A17, the 14:50 service from Penzance to Paddington (arr. 02:20), which called at Southall (01:20-01:40) where milk was detached for prompt onward movement at 01:55 as 6A38 to Kensington Olympia with a call being made en route at West Ealing (02:01-02:18).

Likewise, 6A39, the 11:45 weekday perishables departure from Fishguard Harbour to Paddington Goods (arr. 22:23) detached milk traffic at Acton Yard (22:00-22:08) for immediate forwarding at 22:15 as 6M23 to Cricklewood and at 22:27 as 6A45 to Kensington Olympia, the latter location at this time acting as an important gathering point and distribution hub for the London area, as detailed and tabulated later.

The service from Fishguard ran as a dedicated milk train on Saturdays, running as 6A19, the 11:45 to Kensington, while the Sunday 6A19 milk run to Kensington Olympia started from Whitland at 14:55 and called at Acton Yard (22:27-22:37) for the detachment of traffic for onward forwarding at 22:50 as 6M24 to Cricklewood.

In addition to those London locations

already mentioned, other milk destinations in and around the capital were Channelsea, Ilford, South Ruislip, Stewarts Lane and Vauxhall. Most of these were served by local feeders radiating from Kensington Olympia (later from Acton Yard). Traffic to Channelsea was often combined with that for Ilford.

Willesden was the destination of a trunk train from Shrewsbury, which, as of October 1970, ran as 6A12, the 17:23 SuX 'Q' from Abbey Foregate. There was also a train to London starting from Shrewsbury station. This ran as 6A17, the 20:27 SuO 'Q' departure to Kensington Olympia, calling at Abbey Foregate (20:30-20:46) to attach. These trains operated on an 'as required' basis and were booked for electric haulage from Wolverhampton High Level, travelling from there via Bescot, Aston and Stechford. They would have conveyed traffic portions from the likes of Dorrington, Gobowen and Whitchurch.

Clapham Junction was a detachment and onward forwarding point for milk to Vauxhall (see later) and for the gathering of the return empties for movement back to Kensington Olympia (later to Acton Yard) for forwarding to the West Country and elsewhere. Clapham Junction also served as a gathering point for loads and/or empties generated at Morden South, and was also a calling point for certain feeders running to and/or from Stewarts Lane.

Kensington hub

Up until the early 1970s, Kensington Olympia, on the busy and, back then, mainly freight dominated West London Line (see articles in TRACTION 224 and 252), was an important operating hub for

London's railborne milk traffic. This was mainly in the capacity as a distribution point for loaded six wheeled milk tanks to various locations around the capital and for the gathering of the return empties, but some loaded traffic was also transshipped to road at Kensington itself back in the day (this included the offloading of milk churns from ventilated vans). The milk was destined for a nearby Express Dairy bottling plant located a short distance from the station and deliveries were apparently conducted using a small fleet of demountable rail/road tanks ('Rotanks') dating from the 1930s.

Table One details the trunk milk trains converging on Kensington as of October 1968. It will be seen that milk trains back then ran as Class 3 services, but by 1969 these had been given Class 6 designation. It should be mentioned that Kensington Olympia at this time was still part of the Western Region, but was later absorbed into London Midland Region (LMR) territory with effect from February 1970.

The table tabulates a potential 44 trunk milk train arrivals at Kensington Olympia each week, equating to six each weekday and 14 spread over the weekend. Those services originating from the West Country were the most dominant, accounting for up to 28 arrivals per week. The remaining services were split pretty much evenly between Shropshire and West Wales, with seven and nine weekly trains respectively from these two regions. However, the figures stated could fluctuate due to certain workings only running on an 'as and when required' basis (indicated by the letter 'Q'). The table provides a snapshot of the intense activity that took place at Kensington Olympia during a typical week in the late 1960s (and into the early 1970s) with regards to just milk train operations.

A more comprehensive tabulation of this activity can be found on the TRACTION section of the RMweb website. That version of the table details not just the loaded and empty trunk trains at Kensington Olympia, but also the numerous feeders and light engine movements associated with milk train operations at this busy West London Line location, equating to around 300 movements each week for this traffic alone!

It will be seen that many of the services contained in Table One called at Viaduct Junction for the detachment of traffic for the busy Wood Lane milk depot (near to the former BBC Television Studios at Shepherd's Bush). Viaduct Junction was also the point from where some of the heavier West London Line freights were banked northwards towards North Pole Junction and Willesden.

One of the milk trains originating from the West Country was 3O19 from Tiverton Junction, which ran through to the Southern Region where it terminated at Morden South. At various other times,

TABLE ONE							
Kensington Olympia trunk train arrivals: October 1968							
Train	Service Details & Calling Times at Viaduct Junction (VJn)						Arr.
3A64	12:10 SuO from Penzance; calls at VJn (00:31-00:41 MO)						00:45 MO
3A64	13:12 SSuX from St. Erth; calls at VJn (00:47-00:57 MSuX)						01:01 MSuX
3A64	13:12 SO from St. Erth; calls at VJn (00:52-01:02 SuO)						01:06 SuO
3V36	20:15 SuO (Q) from Shrewsbury						01:08 MO (Q)
3A68	17:25 SuO from Whitland; calls at VJn (01:34-01:44 MO)						01:48 MO
3V36	20:15 SSuX from Shrewsbury						02:03 MSuX
3V36	20:15 SO from Shrewsbury						02:10 SuO
3A67	16:00 SuO from Penzance; calls at VJn (03:26-03:36 MO)						03:40 MO
3A68	19:45 SO from Whitland; calls at VJn (03:41-03:51 SuO)						03:55 SuO
3A67	17:25 SO from St. Erth; calls at VJn (04:05-04:15 SuO)						04:19 SuO
3A67	16:55 SSuX from St. Erth; calls at VJn (04:30-04:40 MSuX)						04:44 MSuX
3A68	20:40 SSuX from Whitland; calls at VJn (04:55-05:05 MSuX)						05:09 MSuX
3A59	13:45 SO from Whitland; calls at VJn (20:43-20:53 SO)						20:57 SO
3A59	14:55 SuO from Whitland; calls at VJn (23:05-23:15 SuO)						23:20 SuO
3A63	17:05 SuX (Q) from Seaton Junction; calls at VJn (23:13-23:23 SuX Q)						23:27 SuX (Q)
3A63	17:30 SuO from Exeter						23:36 SuO
3O19	19:05 DLY Tiverton Junction to Morden South; calls also at Viaduct Junction (23:41-23:51 daily) and Clapham Junction						23:55-00:05 daily
Daily Arrivals							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
6	6	6	6	6	7	7	44

the trunk service to Morden South started from Chard Junction, Penzance and St. Erth, with calls for traffic purposes at West Ealing, Acton Yard, Viaduct Junction, Kensington Olympia and Clapham Junction.

Although there was an abundance of milk originating in the West Country, it shouldn't be overlooked that West Wales was a fertile region for London bound traffic as well. As of 1971, there were 15 loaded trains each week booked to run between Whitland and the capital, all of them destined for Kensington Olympia. Table Two has the details. Most, if not all, would have probably called at Viaduct Junction (for Wood Lane).

The produce from Felin Fach and Newcastle Emlyn would have been amongst the London bound consignments handled by the Whitland trains, but, even by the early 1970s, the traffic from West Wales was already in steady decline. The output from Pont Llanio had already finished in 1970 and was followed by that from Felin Fach and Newcastle Emlyn in September 1973.

Kensington Olympia's importance as a major operating centre for London's milk

TABLE TWO

Whitland departures to Kensington Olympia: 1971

Train	Departure Time
6M16	13:40 Mon-Sun
6M16	16:00 Sunday
6M12	17:45 Sunday
6M12	20:45 Saturday
6M12	20:25 Mon-Fri
Mon-Sat 2 departures; Sunday 3 departures	

traffic was greatly reduced for most of the 1970s. Two years or so after its absorption into the LMR, much of its workload, as of May 1972, was transferred to Acton Yard from where the majority of the loaded milk feeders for the London area would now radiate. A modicum of milk activity was already being carried out at Acton before then, as certain perishables trains for Paddington Goods station called there to detach milk for such locations as Cricklewood and Kensington, as mentioned earlier.

Table Three shows the diminished activity at Kensington Olympia as of May 1974. It will be seen that of the 37 weekly movements tabulated, 21 of which were milk trains (14 loaded and seven return empties), no milk services were actually calling there at this time, those to be seen being feeder workings to and from Acton Yard, Clapham Junction and Morden South, and their associated light engine movements.

Calls were still being made at Viaduct Junction by the loaded forwarding runs from Acton Yard to Clapham Junction (6O20) and Morden South (6O19) for the detachment of traffic for Wood Lane.

Separate feeders dealt with the empties from Wood Lane to Acton Yard, but these weren't to be seen at Kensington. It appears that the empties from Morden

South and Vauxhall were combined into one train at Clapham Junction to form the daily mid afternoon 6V05 cross London departure to Acton Yard.

TABLE THREE

Kensington Olympia milk train activity (includes light engine movements): May 1974

Train	Service/Movement Details						
0O20	01:58 SuX LE Stewarts Lane to Acton Yard; to work 6O20 SuX to Clapham Junction (see 03:38 SuX timeline)	Pass 02:16 SuX					
6O19	02:00 SuO Acton Yard to Morden South, calls at Viaduct Junction (02:15-02:25 SuO) to detach for Wood Lane and at Clapham Junction to detach for Vauxhall	Pass 02:30 SuO					
6O19	02:08 SuX Acton Yard to Morden South; calls at Viaduct Junction (02:20-02:30 SuX) to detach for Wood Lane and at Clapham Junction to detach for Vauxhall	Pass 02:33 SuX					
0O20	02:55 SuO LE Clapham Junction to Acton Yard; to work 6O20 SuO to Clapham Junction (see 04:35 SuO timeline)	Pass 03:06 SuO					
6O20	03:08 SuX Acton Yard to Clapham Junction (arr. 03:51 SuX); calls at Viaduct Junction (03:23-03:33 SuX) to detach for Wood Lane	Pass 03:38 SuX					
0V00	03:40 SuO LE Morden South to Old Oak Common (arr. 04:34 SuO); after working 6O19 SuO from Acton Yard (see 02:30 SuO timeline)	Pass 04:27 SuO					
6O20	04:08 SuO Acton Yard to Clapham Junction (arr. 04:48 SuO); calls at Viaduct Junction (04:20-04:30 SuO) to detach for Wood Lane	Pass 04:35 SuO					
0V00	03:40 SuX LE Morden South to Old Oak Common (arr. 04:52 SuX); after working 6O19 SuX from Acton Yard (see 02:33 SuX timeline)	Pass 04:42 SuX					
6V05	15:09 DLY ETY Clapham Junction to Acton Yard; believed to convey milk empties from Morden South and Vauxhall	Pass 15:22 DLY					
0O62	16:15 SSuO LE Acton Yard to Clapham Junction (arr. 16:40 SSuO); after working 6V05 from Clapham Junction (see 15:22 daily timeline)	Pass 16:29 SO/16:30 SuO					
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
5	5	5	5	5	6	6	37
ABBREVIATIONS: ETY (Empties). LE (Light Engine).							



Monday 5th June 1967: A classic late sixties scene showing a short milk formation, with a brake-van up front, coming off the Greenford loop at West Ealing behind Class 22 No. D6345. The service is no doubt a local working (from South Ruislip, perhaps?) and appears to be making for the nearby milk dock. The sidings in the background, where the period cars are parked, was known as New Goods, which closed in May 1980. JOHN FAULKNER (COURTESY OF PETER FIDCZUK/LENS OF SUTTON).

West Ealing hub

Another important calling point for some of the London bound trunk trains was West Ealing where there was a milk dock (also served by local feeder services). West Ealing also acted as a forwarded point for milk to South Ruislip and for some loaded traffic for Kensington, which appears to have been detached from certain perishables trains running to Old Oak Common and Paddington that originated from the West Country and West Wales. Table Four has the details for West Ealing as of May 1969 with a potential of 52 trains each week, equating to six or seven each

weekday and 17 over the weekend. Naturally, nearly all the trains calling at West Ealing arrived from the west. However, for operating convenience, empty milk tanks for returning to the West Country and West Wales were worked to Kensington Olympia where they would join the corresponding trunk train departures from there back to those milk producing regions. One of the services tabulated worth further mention is 6A27 from Bristol's Dr. Days Sidings to Old Oak Common, which conveyed empty stock and milk; it was booked to call for traffic purposes at

Swindon (14:51-15:04 SuX), Didcot (15:50-16:07 SuX) and Reading General (16:35-17:00 SO). Arrival at West Ealing was due around 17:15 during the week, but only on an 'as and when required' basis (booked 17:55-18:10 SO). A picture of the West Ealing Milk Dock, which may be of interest to modellers, accompanies this article.

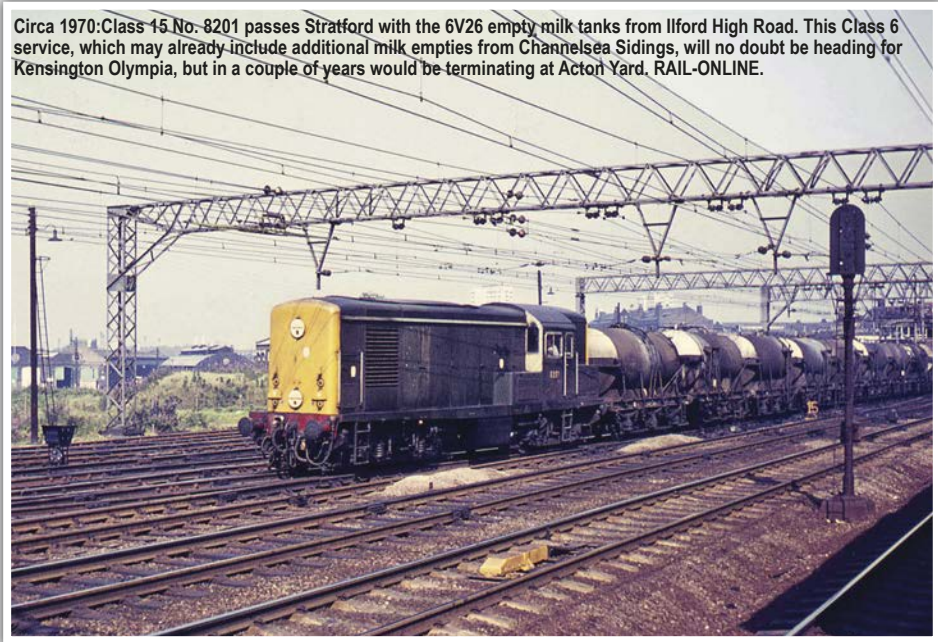
The Vauxhall tanks

Some milk trains calling or starting from Kensington Olympia, such as those to Morden South and Stewarts Lane, also called at Clapham Junction to detach traffic for onward tripping to Vauxhall station, situated on the extremely busy passenger route into and out of Waterloo. This was probably one of the most interesting milk train workings to be seen in the London area and possibly, from an operating point of view, one of the more challenging.

To avoid conflicting with the intense passenger service in and out of Waterloo, the Vauxhall tanks and vans were tripped outside the busy rush hour periods, often using a Class 09, and were dealt with at Vauxhall's Platform 1 where the necessary pipework and hose connections were in place to facilitate the discharge of the six wheeler tank wagons directly to the Unigate bottling plant situated opposite the station (see accompanying image).

Another interesting aspect of the Vauxhall operation was that, for operating purposes, the empties were required to run to Waterloo station first in order to reverse direction. At Waterloo, another Class 09 was attached to the opposite end of the formation for the return run back to Clapham Junction. Could you imagine this happening today!

TABLE FOUR							
West Ealing milk operations: May 1969							
Train	Service Details					West Ealing	
6A18	17:45 SuO Whitland to Kensington Olympia					00:21-00:36 MO	
6A15	16:02 SO Perishables Milford Haven to Od Oak Common (arr. 01:26 SuO)					00:59-01:14 SuO	
6A17	14:50 SO Perishables Penzance to Paddington (arr. 02:00 SuO)					01:25-01:40 SuO	
6A38	01:55 MSuX Southall to Kensington Olympia					02:01-02:18 MSuX	
6A38	02:10 SuO West Ealing to Kensington Olympia					Dep. 02:10 SuO	
6A17	16:00 SuO Penzance to Kensington Olympia					02:41-02:51 MO	
6A18	20:00 SO Whitland to Kensington Olympia					02:41-02:56 SuO	
6A18	20:00 SSuX Whitland to Kensington Olympia					03:15-03:30 MSuX	
6A38	03:55 SuO Kensington Olympia to West Ealing					Arr. 04:10 SuO	
6A38	03:55 SuX Kensington Olympia to West Ealing					Arr. 04:20 SuX	
6A38	05:00 Daily West Ealing to South Ruislip					Dep. 05:00 daily	
6A38	11:48 SO Empties South Ruislip to West Ealing					Arr. 12:02 SO	
6A38	11:52 SuO Empties South Ruislip to West Ealing					Arr. 12:06 SuO	
6A38	12:45 SuO Empties West Ealing to Kensington Olympia					Dep. 12:45 SuO	
6A36	13:35 SuX Empties West Ealing to Kensington Olympia					Dep. 13:35 SuX	
6A27	12:55 SSuX Dr. Days Sidings to Od Oak Common (arr. 17:30 SSuX)					Calls As Required 17:15 (approximate)	
6A27	12:55 SO Dr. Days Sidings to Od Oak Common (arr. 18:20 SO)					17:55-18:10 SO	
6O19	17:10 Daily Chard Junction to Morden South					23:58-00:13 daily	
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
7	7	7	7	7	8	9	52



6B09 to St. Erth

To conclude Part One, mention is worth making of a trunk service from London returning milk empties to Devon and Cornwall, this being 6B09 from Acton Yard to St. Erth. As of 1974/75, this departed the capital at 13:40 SSuX and at 15:47 SO; an image of the Saturday train (at Reading) accompanies this article.

What makes this working of particular interest is its numerous traffic stops and end-to-end running time during the week of almost 17-hours! After calling at Didcot for an hour, another lengthy call was then made at Swindon (17:07-18:40 SSuX/17:55-18:45 SO) to collect loaded milk tanks, from which point westwards the service would now be comprised of a combined consist of milk loads and empties. Further calls were made at Bristol (Kingsland Road Goods), Taunton, Exeter, Newton Abbot, Plymouth, Lostwithiel, Par (crew change only) and Truro.

The scheduled stops beyond Bristol were also pretty much mirrored by that of the Saturday 6B09 departure from Acton, but with a Sunday recess at Plymouth booked from 01:40-04:10; arrival at St. Erth was due at 06:55, more than 15-hours after departing the capital.

To be concluded in TRACTION 273.

Saturday 1st August 1970: 'Hymek' D7065 stands at Kensington Olympia with a short rake of milk tankers. This photogenic location had become LMR territory in February that year, but its role as a major milk hub for the London area would cease as of May 1972 when most milk activity for the capital would be focussed on Acton Yard. RAIL-ONLINE.



Saturday 1st August 1970: Class 43 No. D860 'Victorious' is awaiting departure from Kensington Olympia with 6V07, the 19:00 milk empties to Penzance (amended in January 1971 to terminate at Plymouth). Note that such workings from Kensington Olympia to the WR now ran as an inter regional service. RAIL-ONLINE.

Sunday 22nd November 1970: The distribution of milk around London was a seven days a week operation, as was the trunk haul movement of milk to the capital. A 2-HAL and 2-BIL EMU combination, formed respectively of Nos. 2610 and 2112, is seen at Clapham Junction, as Class 09 No. D4103 (later 09015) arrives from Waterloo with the milk empties from Vauxhall. GORDON EDGAR.





Circa February 1971: A Class 33/1 heads for the West London Line at Latchmere No. 2 Junction with what are believed to be milk empties from Stewarts Lane to Kensington Olympia. The lines off to the right lead to Clapham Junction and were traversed by various workings, which included milk trains and the 'Kenny-Belle' postal workers' shuttles. SIMON DEWEY.



Saturday 8th March 1975: A fine view showing the milk dock at West Ealing to good effect, which may be of interest to modellers (note the period cars!). West Ealing was an important calling point for certain trunk-haul milk and perishables trains heading into London from the West Country and West Wales, and was also served by local milk feeders (see Table Four). KEVIN LANE.



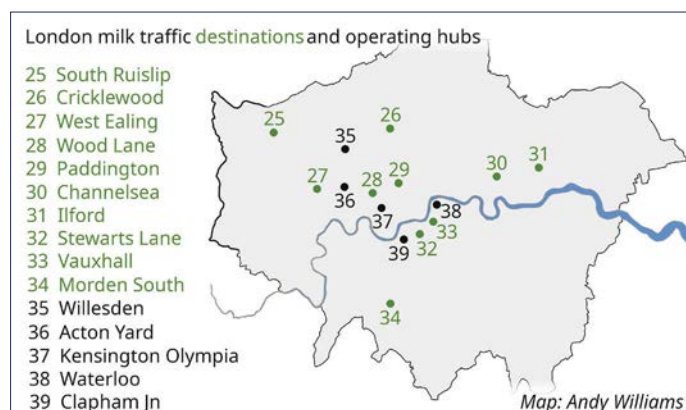
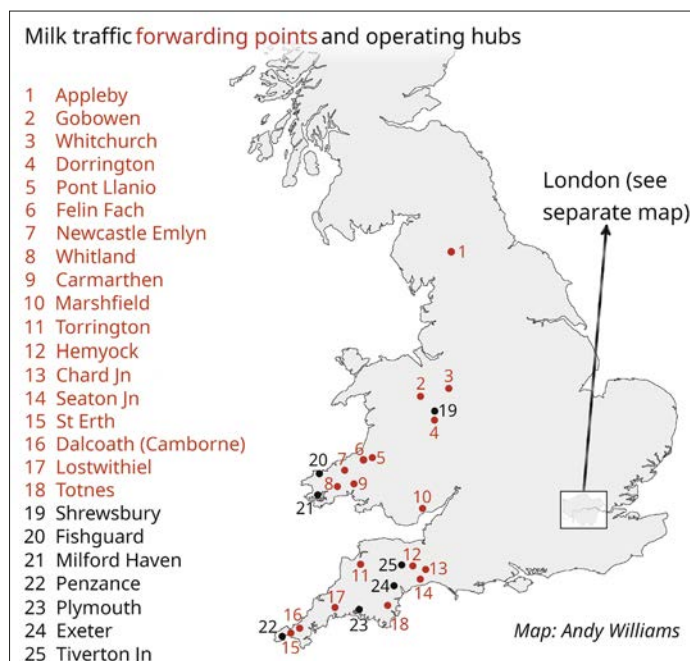
Saturday 5th April 1975: Possibly standing in for a 'Western' diesel hydraulic, 31412 approaches Reading with 6B09, the 15:47 SO empties from Acton Yard to St. Erth (arr. 06:55 Sun). This service was interesting in that it called at Swindon to attach loaded milk tanks and also made additional calls elsewhere, as described in the article. Judging from the paintwork, the Brush Type 2 looks as though it's been through the Old Oak Common carriage washing plant a few times! STEPHEN BURDETT (with thanks to Adrian Nicholls for service details).



Saturday 2nd August 1975: One of the more interesting milk operations taking place in the capital during the 1970s was that involving the Class 09 hauled trip from Clapham Junction to Vauxhall and the corresponding return run back to the 'Junction' requiring a reversal at Waterloo. With 09005 in attendance, an employee checks one of the milk tanks during the discharge process in this rarely seen scene recorded at Vauxhall station. KEVIN LANE.



Thursday 29th July 1976: Loaded and empty milk movements to and from the SR via the West London Line during the 1970s often produced electro-diesels. 74008 is seen passing Kensington South Main box with 6V05, the 15:15 from Clapham Junction to Acton Yard, conveying milk empties from Morden South and possibly from Vauxhall as well. COLOUR-RAIL/COURTESY OF PAUL CHANCELLOR (with thanks to Adrian Nicholls for service details).



Hunslet BO-BO Diesel Shunters

Scunthorpe Steelworks ordered 10 Hunslet BO-BO shunters in 1972. After several overhauls and improvements, KR models would like to produce the three remaining units still running in Scunthorpe today. To complement them, the torpedo molten iron wagons will also be available from KR Models

Named locomotives

- > No.70 "Big Keith"
- > No.75 "General"
- > No.30 "Fusion"

DCC Ready £180

DCC Fitted £210

DCC Sound £280

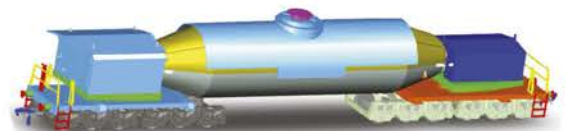
Scunthorpe Steelworks "Torpedo" Wagons

British Steel ordered 20 Torpedo Molten Iron wagons from Distington Engineering Company in Workington. The first batch arrived in 1973. Originally built to carry 250t of molten Iron at a temperature of 1480° C, and still in use to this day. These wagons can often be seen from the Scunthorpe Steelworks rail tours with the Appleby Frodingham Railway Preservation Society.

Available in a prototypical twin pack £160.

We also have developed a DCC operated version, to allow the barrel to rotate 180° to simulate emptying. There will also be an orange light in the mouth of the barrel to simulate the molten iron.

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Recreating LMS No.10000

10000 was Britain's first successful mainline diesel locomotive. However, it was scrapped in 1968. Now a replacement locomotive is being constructed by the Ivatt Diesel Re-creation Society. The Society's Secretary, Andrew Hoseason, tells the story and explains progress made this year.

Britain's first mainline diesel locomotive, 10000, was built in Derby in 1947 but tragically scrapped in 1968. Now an engineering charity, the Ivatt Diesel Re-creation Society, is constructing the third of the class as a living legacy for the original number 10000, based on a surviving power unit from the same batch as the originals. They are currently fundraising to create the rolling chassis. The Ivatt Diesel Recreation Society was formed in 2011 with the aim of producing a recreation of the lost pioneer mainline diesel loco, 10000, which, along with its twin 10001 was scrapped in 1968, long before the diesel preservation movement got off the ground. The official reason for not preserving one of the locos seems to have been that they "weren't original enough". What really happened will probably never be known, but by April of 1968, four months before the end of steam, both locos were gone.

The LMS first looked at mainline diesel locomotives in America in the 1930s. The

view at the time was that the benefits were not worth the high cost of introduction. During the Second World War, this view understandably continued. This changed in January 1946 when H. G. Ivatt became CME, and immediately started looking for support for both 1,600 and 800hp designs. His plan to reduce the initial cost was for English Electric to supply the power equipment at their cost. Despite Ivatt's plans, the final cost of the two pioneers was around 5 times higher than initially expected.

The contract for the power equipment was placed in November 1946, and the design work completed by the drawing office at Derby in April 1947. Work on the main frames started in July. It was at this point that the now President of the Society, Stan Fletcher, first got involved, as a Commissioning Engineer for English Electric. After the war, and as a qualified engineer, he had decided that it was time he got a 'proper job'. A friend of his had been offered the job, but was unable to

take it, and recommended Stan. It turned out to be a good move, as he spent the rest of his career with the company, travelling the world commissioning new diesel locos and training drivers and maintenance staff to operate them. Now 102 years old, Stan continues to be involved with the project to recreate 10000 and has provided a huge amount of information after travelling over 150,000 miles on the original locos.

It is well known that the first loco was an LMS product, being completed just weeks before nationalisation. We had read stories of Mr. Ivatt pushing hard for the loco to be completed on time, but Stan tells a different version, saying that Ivatt was an excellent boss, and that there would be trouble if he caught them working late. He says they worked hard because they wanted to complete it for him.

10000 was first started on 4th December 1947 and emerged from the paint shop with Ivatt at the controls 3 days later. 10000 officially entered service on 13th December 1947, joined by 10001 on 5th July 1948. They



58022 arrives at Wirksworth from Rowsley South on 18th August 2020 with the English Electric 16svt power unit under the tarpaulin. IDRS



By the 14th June 2022 58022 has been stripped except for cooler frame and the number 1 end cab. IDRS



The big lift in August 2022 sees 58022's frames lifted off its bogies. IDRS

were used both as separate units and in multiple. One common misconception is that the locos required two crews, as there were often people in the cabs of the trailing loco. This was not the case though, and the people in the rear loco were usually English Electric staff, monitoring the operation of the engine and electrical system.

Probably the most notable journey made by the twins was on the 1st June 1949, when the 'Royal Scot' was diesel hauled for the first time. Although the locos were built with nose end connecting doors, an additional special corridor connection was constructed to allow guests to move from the train, through both locos, to meet the driver. Stan recalls taking VIPs in groups of four through both locos, as they travelled flat out up the West Coast Main Line. By 1958, when the locos had been in service for 10 years, the first Class 40 locos appeared, powered by the Mk 2 version of the 16SVT engine, followed closely by the Class 44 'Peaks'. As these newer locos became more numerous, it was inevitable that, as non-standard prototypes, the Twins' days were numbered. 10000 was stored at Derby Works in November 1962, and never ran again. 10001 soldiered on until early 1966 but was withdrawn in March of that year. Both were cut up in 1968.

The new loco

Fast forward 43 years to 2011, and a group of chaps started a discussion on the WNXX website about lost diesel designs, and what the possibility would be of recreating them. It might have all ended there, but Paul Etherington, now the Society's lead engineer, happened to know that the ex-EM2 / Class 77 bogies owned by the EM2 Locomotive Society and stored at the Midland Railway, Butterley, were almost identical to the bogies used on the twins. Fate was on the side of the project, and an advert was spotted for two 16SV generating sets for sale in Chesterfield. One of them turned out to be a genuine Mk1 16 SVT, number IH1861. It had been produced as part of a batch of ten 16SVT engines for a locomotive order that was subsequently cancelled, then sold to the RAF, who used them as standby generators. So it was that the Society came to purchase an engine virtually identical to that used in the twins, maintained to a military standard, and with less than 500 hours running since it was built.

Over the next few years, much design work was done in the background. Paul's theory that the Class 58 chassis would be a suitable base to work from was confirmed, and this led, in 2016, to the purchase of Class 58 loco 58022, which has donated its chassis to the new 10000.

Sometimes it is asked why nobody restored 58022 instead. The answer is easy - it wasn't bought for preservation! Many components were removed from the loco before it was sold to a scrap company.

The loco was withdrawn from traffic relatively early and was known to be one of the least well performing members of its class. To replace parts and refurbish the loco would cost more than to obtain one in better condition. Since we only required the chassis, it made sense to use a loco which was missing many parts and on which the remaining parts were likely in bad condition. Therefore, locos in better condition would be more worthwhile candidates for preservation than 58022. No preservation body bought it from the scrap yard, nor when it was for sale at Crewe. Instead, it was bought by a private individual solely to donate to the IDRS, specifically to form the basis for the new 10000.

At first 58022 was stored at Rowsley South, where the Ruston Paxman 12RK3ACT power unit was removed upon sale to a private company, who reconditioned it and it is now used in a ship. In 2019 the Society found a permanent home at the Ecclesbourne Valley Railway and since then rapid progress has been made. They now have a workshop to restore parts or fabricate new ones and have obtained almost all the key components that are needed.

The intention is that the loco will look, sound and perform like the original, but it is important to say it will be a recreation, the third of the class, not a replica. The external appearance and the cab interiors will be close to identical, and with our 1947 engine complete with the correct Brown-Boveri turbos, it will sound right as well.

The exact layout of the loco took some time to work out - a compromise between what would work, what was available, what we could afford and what would fit. The loco will be dual braked and be able to provide steam and ETH train heating, although the cables will be hidden, so the loco will be useable all year round. Steam heating will be provided by one of

two Spanner Mk2b boilers removed from 55009/19 a couple of years ago.

The cooler group from 58022 will be reduced in size and reused. The Class 58 electrical cubicle will also be rebuilt and reused. The alternator from 58022 will also be repaired and attached to our 1947 engine. A couple of rare items that will be in the finished loco are a pair of Class 31/0 toffee apple power controllers, although the distinctive power handle will be replaced by a replica 10000 design.

The EM2 bogies have now been moved to our workshop at Wirksworth. It had been thought that the traction motors might need to be replaced, but the originals have turned out to be in much better condition than expected and will be retained.

Progress in 2022

In the last few months things have moved on at a pace toward the immediate goal of creating the rolling chassis for the new loco 10000. Inevitably, voluntary work comes in waves, as our working and family lives permit. Fortunately, the fates have decreed some good progress in 2022.

In May a traction motor was removed from the bogies in order to evaluate its condition. We chose to assess the motor in the 'least good' condition and are cautiously optimistic about its condition. Luckily the design is well engineered and most parts are in good condition for their age.

Next, 58022 was stripped. The cabs were removed in June, with the number 2 end cab being sold privately. The other will form a Gate Guardian at the outdoor display area outside Centenary Works at Wirksworth. Meanwhile we drained the 58022's fuel tank, which contained quite a lot of the stuff! The tank itself was removed in June. It will be professionally resized to a more practical size for use on a heritage line. Many odd jobs had to be accomplished, such as fitting a buffer. The loco came to us with

three buffers and we were fortunate to obtain one from a DVT. This makes for easier shunting around Wirksworth yard. One of the more unpredictable uses to which we have put parts from 58022 are the roof sections, which now adorn the ex-EM2 bogies, keeping the weather off parts also covered by tarpaulins.

The electrical cubicle and cooler unit were also removed in June, leaving a bare chassis upon the Class 58 bogies.

The chassis lift

During August 2022 the chassis of 58022 was lifted off its bogies, inverted and placed on our Sturgeon wagon, so that it can be prepared to fit the ex-EM2 bogies. This employed two large cranes and a bespoke lengthy safety procedure.

A lot of work undertaken in the heritage world results in little new to be seen. This 'Big Lift' is one such instance, with many hours of work behind the scenes culminating in a safe and efficient lift of the chassis. Work will now continue in readiness for manufacture of parts to fit the underside of the chassis.

So, in summary, the LMS10000 charity has achieved a lot, but still has a lot more to do. Almost everything needed to make the new 10000 a reality, has been acquired. What is needed now is time, people and funding.

If you would like to get involved, or just want to find out more, you can look at the website www.lms10000.co.uk or on Facebook by searching for LMS10000. Members of the society receive a range of benefits, based on the amount donated. So if you would like to become a member, get in touch, and help recreate the legend. Cheques can be made out to the Ivatt Diesel Recreation Society at 46 Biddick Village Centre, Washington, NE38 7NP and other ways to donate can be found on the website www.LMS10000.co.uk



The former EM2 bogies. IDRS

LMS 10000

Building the rolling chassis



10001 pictured at Crewe circa 1967. David Benbow.



£15,000 needed to secure unique parts

The Ivatt Diesel Re-creation Society is constructing the third class D16/1 locomotive as a living legacy for Britain's first successful diesels, the LMS's 10000/1, built in 1947/8 and both scrapped in 1968.

Over the past ten years we have steadily collected a wide collection of parts toward the new locomotive. We have a policy of obtaining at least two of each part in order to speed future overhauls. This collection of parts has been integral to the success of the project to date. Some can be extremely rare and if gone forever, things become much more difficult.

Back before the pandemic, we set up the President's Centenary Appeal in order to raise a fund from which we could buy essential and unique parts as soon as they became available. This includes engine spares, traction motors, manganese liners and bogie parts. The designs are all around 70 years old and so parts are extremely scarce.

Some of these unique spares are set to become available this year and we have appealed for a total sum of £30,000, of which half has now been raised, to ensure the Society can obtain the parts at short notice.

Thanks to our loyal supporters, a sum of £73,000 has been already donated toward that objective, some of which has already been used to obtain and transport rare parts. But we urgently need a further £15,000 to avoid missing the opportunity to obtain *at short notice* these otherwise unavailable parts, .

We have been advised that these critical parts are about to become available. Most are in the UK while some are in the Netherlands.

Please consider making a donation or loan toward this essential appeal and let us finish this unique rolling chassis and re-create Britain's first successful mainline diesel, 10000.

Donors are kept informed of monthly progress via our Ivatt Informer email and all donations count toward our 'Benefits for donors' offer, explained on our website. But most importantly, you will have made a real difference toward seeing a re-created 10000, running again.

www.LMS10000.co.uk

The 'Big Lift'

The process of construction of the new Class D16/1, 10000, has begun in a dramatic and unique fashion. Following weeks of careful planning, the bare chassis was lifted off its bogies and inverted using two large cranes.

The photo above shows this process nearing completion, after which the chassis was placed on a Sturgeon wagon. This enables the chassis to be shunted when necessary during the period of fabrication and fitting of parts.

This marks the beginning of work toward creation of the rolling chassis for 10000.



How to donate

- **Cheques** - made out to the "Ivatt Diesel Recreation Society" post to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP
- **Online banking** - donations to Lloyds 30-94-77 50405860
- **Paypal Giving Fund** via our website: LMS10000.co.uk

Please also offer Gift Aid if you can.

Contact & Details

Ivatt Diesel Re-creation Society
info@LMS10000.co.uk

Charity no: 1147032
0755 162 1685

Set your own Membership rate!

All donors of £24 or more per year are entitled to be members of the Society at no extra cost.

Membership forms are available via the website www.LMS10000.co.uk or can be posted to you.



No. 47701 'Old Oak Common Traction & Rolling Stock Depot' sits at London Waterloo on 29th October 1991 awaiting departure with the 18:15 service to Exeter St David's. This would be the final Exeter bound service of the day with the 172 mile journey scheduled to take just over three and a half hours.

The Devon Scots

Steve Carter spent many happy hours photographing the Class 47/7s when they moved from Scotland to work trains between London Waterloo and Exeter.

Over the years diesel locomotive hauled services along the former LSWR London Waterloo to Exeter route have utilised a variety of traction types. 1991 saw the last variant to operate regularly along this demanding route when former Scottish Region Class 47/7s found a new home with Network SouthEast. Introduced as a stop gap to assist the dwindling number of Class 50s, the long in the tooth 'Devon Scots' performed gamely until loco hauled services were finally brought to an end by the introduction of Class 159 units in 1993.



Salisbury Tunnel Junction is the setting for No. 47703 'The Queen Mother', seen emerging from the southern portal of the 443 yard long Fisherton Tunnel (the lines to the left leading to Romsey and Southampton) as it gets underway from the cathedral city with the 08:10 Exeter St David's to London Waterloo service on 12th August 1991.

A nocturnal scene at London Waterloo on the night of 14th November 1991 sees the driver preparing for departure with the 20:40 London Waterloo to Yeovil Junction service, with parcels liveried No. 47703 'The Queen Mother' at its head. Originally carrying the name 'Saint Mungo', the 47703 received its new identity courtesy of receiving nameplates which were formerly carried by 47541, although the crests carried by that locomotive were not transferred.



In revised Network South East livery, No. 47705 is about to negotiate Basingstoke GWR Junction as it gets underway from its scheduled stop en route with the 08:10 Exeter St David's to London Waterloo on 11th March 1993. Formerly named 'Lothian', 47705 had migrated south to take up NSE duties in May 1989 and was later selected for rebuilding as a Class 57/3 and given the number 57303. In this guise the loco formed part of the Virgin Trains 'Thunderbird' fleet and was accordingly named 'Alan Tracy'.



Depicting the curvaceous nature of the route at its western end, No. 47709 drifts past Coker Wood, Somerset heading the 08:40 Sunday London Waterloo to Exeter St David's service on 18th August 1991.



Roughly half way through its journey, No. 47709 clears its exhaust as it gets the 13:15 London Waterloo to Exeter St David's moving after its scheduled stop at Salisbury on 30th September 1991. At 83 miles and 60 chains from Waterloo, Salisbury still forms an important staging post today with four of the five routes built to serve the city still operational, the only one to succumb to closure being the former Salisbury & Dorset Junction Railway which ceased operations in May 1964.





No. 47709 takes the former LSWR mainline out of Yeovil Junction as it leads the 12:25 Saturdays only Exeter St David's to London Waterloo eastwards on 23rd May 1991. Just to the rear of the train can be seen Yeovil Junction signal box. Its closure in March 2012 (with operations being transferred to Basingstoke) brought to an end token exchanges for workings using the chord line to Yeovil Pen Mill, seen curving away northwards.



The tranquillity of the Hampshire countryside in the vicinity of Monxton is briefly interrupted by No. 47710 as it heads eastwards with the 06:45 Saturdays only Exeter St David's to London Waterloo on 20th July 1991. Weeks later the erstwhile 'Sir Walter Scott' would be bestowed with the rather more cumbersome 'Capital Radio's Help A London Child' title at the Old Oak Common open day of 18th August 1991. Even this was not to be the end for it was later bestowed with 'Lady Godiva' and 'Quasimodo' nameplates when part of the Waterman Railways fleet.



Only weeks after arriving at Old Oak Common for use on NSE sponsored services, No. 47712 'Lady Diana Spencer' powers through the former station of Seaton Junction with the 12:25 Saturdays only Exeter St David's to London Waterloo 17th August 1991. The former LSWR station, now a private residence, marked the start of the 4 mile 50 chain branch to Seaton. Withdrawal of services from the branch on 7th March 1966 led to the station being closed for good.



With the Stockland Hill TV transmitter mast on the skyline, No. 47714 descends the 1 in 80 gradient of Honiton Bank as it makes its way east with the 10:20 Exeter St David's to London Waterloo on a sunny bank holiday Monday 26th August 1991. Reaching its summit just to the west end of Honiton Tunnel, the six mile long Honiton bank provided a stern test to locomotives operating in either direction.



Just about to pass under Aldric Avenue footbridge at New Malden is No. 47714, which is seen on a pleasant autumnal day heading along the down fast line at the head of the 13:15 London Waterloo to Exeter St David's on 4 October 1991. One of six regular weekday workings to traverse the 172 mile route between the capital and the West of England cathedral city, arrival at Exeter was scheduled for 16:36.



Standing at Exeter St David's Platform 1 on 3 September 1991, No. 47716 'Duke Of Edinburgh's Award' prepares to leave with the final Waterloo bound service of the day, the 17:38 Exeter St David's to London Waterloo. With a trailing load of eight coaches, 47716 will have its work cut out to ascend the 1 in 37 incline leading to Exeter Central which presumably will delight the attendant rail enthusiast!

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PORTSEA

Paul Hopkins and John Wakeman's south coast harbour scene is a fusion of scales that tested their creativity.



Photography by: Andy York



The 3mm Society celebrated its 50th anniversary in 2015 and, to commemorate that milestone, had set a challenge to build a '50 something' item to be on display at its 2015 AGM. 'Portsea' was the entry from members Paul Hopkins and John Wakeman, and satisfied the criteria, as there is 50ft of track on the layout, including fiddle yards. It's end-to-end, with the Harbour station at one end, and the town station at the other, which provides the scenic break to the fiddle yard.

There are three levels on the baseboards – sea level, road level and the elevated railway, which is 2in above sea level. Trying to marry the three became quite challenging for Paul and John at times. The most difficult part of the layout to construct was the Harbour station. It is mostly scratch-built and has a modified Tri-ang station building and signal box, which are representative of those prototypical buildings at Portsmouth Harbour station. Fortunately, they were able to obtain photographs of the underside of the real station and were able to replicate most of it on the model with 132 piers, each one cut and individually braced.

Paul and John wanted to include the Isle of Wight paddle steamer, tied up to the terminal, but, in 3mm:1ft scale, it would have been longer than the width of the baseboard, and look out of place. Instead, they concentrated on the Gosport Foot Ferry that operates from a pontoon alongside the station, which has enjoyed a variety of craft over the years.

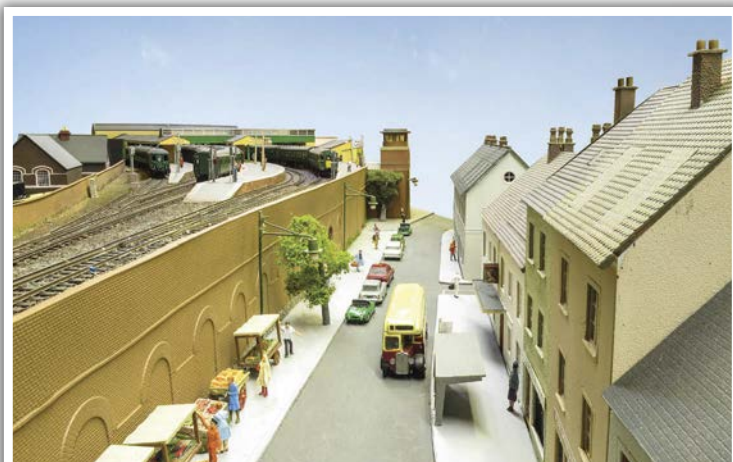
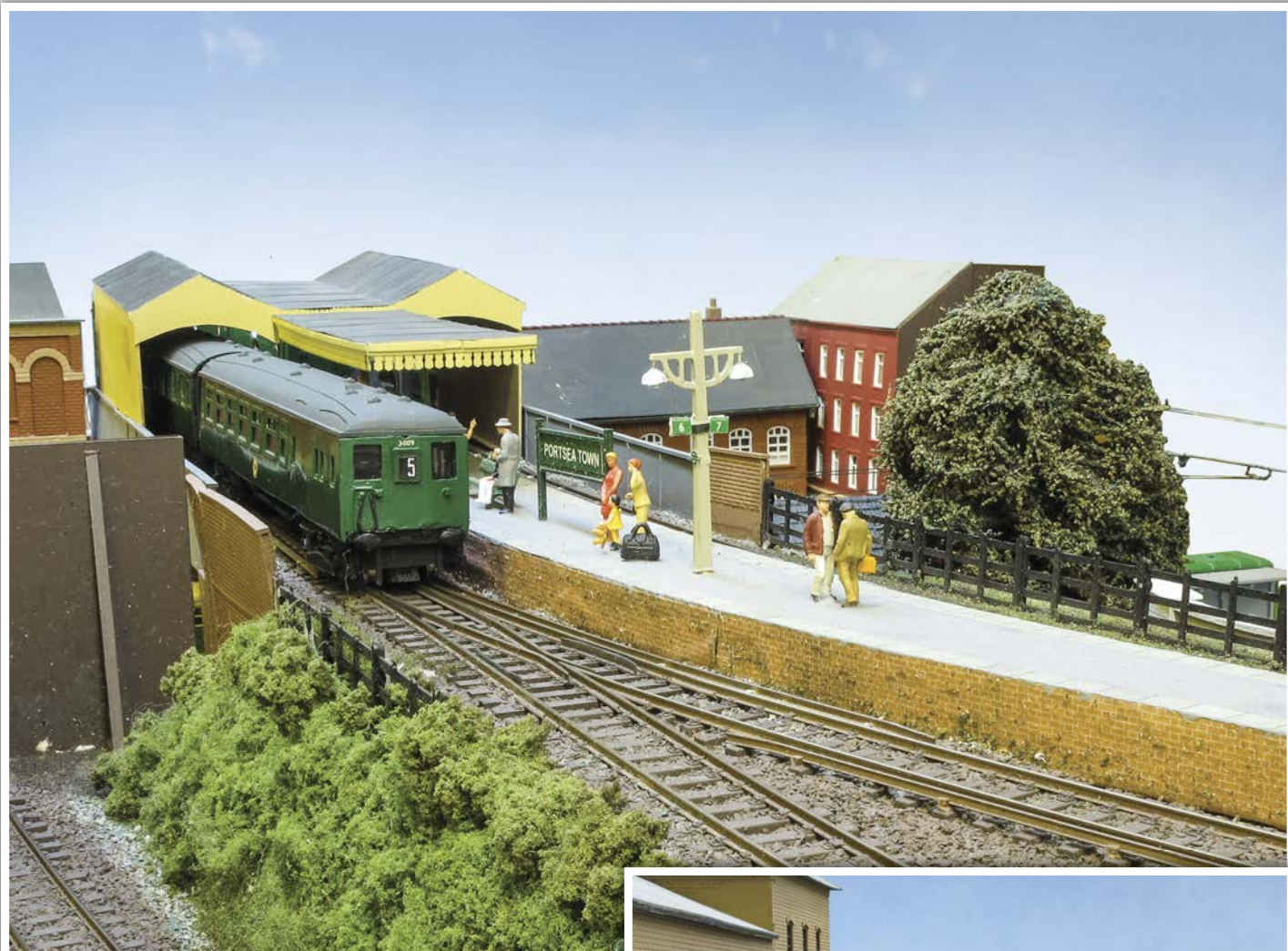
The trackwork throughout the scenic part of the layout is 12mm gauge Peco HOm – overscale for 3mm:1ft scale, but partly masked by ballasting and painting the rails. The trackplan is a smaller version of the prototype and, when viewed from above, is a good compressed replication of its shape.

The Royal Navy Dockyard area is to the north of the Harbour station, but on 'Portsea', it occupies the central scenic area, incorporating the entrance gates, Semaphore Tower, and Royal train shed. The Queen is also modelled, with her entourage, which gives justification to operate a Pullman train or the Brighton Belle EMU, which were used on Royal Train duties on the Southern Region. The dockyard part of the model includes the internal railway system with a representation of the Planet 0-4-0 diesel shunter, adapted from a Berliner Bahnen continental shunter. Internal-user wagons and BR versions on transfer freights feature. This part of the model uses B&B delay uncouplers.

The area around The Hard contains public houses, small shops and domestic properties and these have been modelled from converted HO scale buildings to give an anglicised look. The infamous tattoo parlour is included under the arches of the railway viaduct, as is the tunnel to the naval premises to the south of the running lines. The dockyard railway system is connected to the national network with a spur from the high-level town station, and south of the railway line is Guildhall Square, which includes the scratch-built war memorial, Verrechia's Ice cream parlour and the kiosk selling sweets and cigarettes. The street scene includes the Corporation trolley buses and police on traffic duty, reminiscent of Portsmouth in the early 1960s.

The rolling stock is representative of the period and is made from kits, scratch-built, or adapted from Kitmaster and Tri-ang TT ranges. Many of the multiple units are made from Worsley Works kits and etches or scratch-built. Steam and diesel locomotives are mostly built from brass kits. Locomotive-hauled coaches are made from a combination of original TT Kitmaster kits or brass kits, and the wagons are almost all made from kits sold by the 3mm Society.





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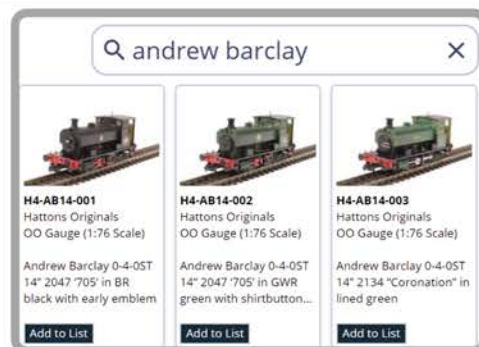
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Bachmann Class 37



Bachmann has already produced many iterations and developments of a Class 37 in OO gauge over recent decades, but the time has come for it to produce a model from new tooling that caters to the demands and expectations of the modern buyer.

The initial impression of this all-new model is more detail and sharper definition all-round – this is particularly noticeable around the nose and roof areas. The shape is spot-on, particularly in the all-important ‘face’ of the model around the nose and windscreen area. The panel lines are more distinct, while the top of the nose features separately-fitted doors. The fan and roof grille are the most eye-catching features with a woven mesh and separate retaining frame. The bodyside grilles are crisply moulded, but the provision of interchangeable nose sections for the first series of locomotives with split headcode boxes and second series with centre headcodes creates a seam at the sides, which is more noticeable on our large-logo

example with the wraparound yellow ends. On models where only the nose face is yellow, this is less obvious.

Moving down to chassis level, it is evident this model is new with detailed fabricated bogies on our example with separately fitted details and conduits. The handbrake chain on each bogie is well executed with the top of the chain permanently secured to the chassis, so the body can still be removed for decoder fitting without affecting the chains. There will be water and fuel tank variations among models, and the piping between and around the tanks is a delight, with further pipes to be fitted from the accessory pack, if desired. If the model is to be kept for static display, bogie retention clips are included in the pack.

Returning to the body, different features have been tooled, with original or welded doors, original or plated bodyside steps and cantrail grilles depending on whether the locomotive was built by English Electric or Robert Stephenson & Hawthorns.

Locomotives with frost grilles are

included in the range, and this is a very refined etch. The roof caters for open boiler ports and later plated or blanked versions. Roof panels come in welded or riveted panel form. The nose permutations with glazed, plated and removed headcode options also cover original valance styles or later cutaway area around the buffers and marker lights, and sealed beam lights according to the period.

Directional lighting works in all control guises, however DCC brings additional control for marker and tail lights, including a new ‘yard mode’ where tail or marker lamps can be displayed at both ends simultaneously, cab lighting – which shows the interior decoration well – and engine room lights.

Sound-fitted models are pre-fitted with the latest DCC sound decoder technology from Zimo – the MS450P22 sound decoder, the first ready-to-run model to do so. The model is supplied with two pre-fitted speakers for those choosing to provide their own sound decoder. Sound-fitted models, as with other Bachmann products, will have basic sound functionality on analogue control.

Will you dispose of all your previous Bachmann 37s? Probably not, but time and the market moves on, and I’m sure there will be liveries and numbers that appeal well into the future.

Datafile

Manufacturer: Bachmann Europe

RRPs: £244.95 DCC ready, £344.95 sound-fitted, deluxe £374.95

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

Era: 5 to 11 and preservation Company/Operator: BR and privatisation

Weight: 350g

Chassis: plastic with die-cast running plate and weights **Body:** die-cast

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, brake pipes, snowploughs, chassis pipes, tank pipes, sanding pipes and bogie retention clips



Class 08 exclusive for Bachmann Collectors Club

The Bachmann Collectors Club launched a new limited-edition Class 08 diesel shunter during its annual Members Day at the Dean Forest Railway on Saturday, September 3.

The new models exclusive to members, available for 'OO' under its Branchline brand, and 'N' under its Farish brand, depict 08818 / No. 4 *Molly*, as owned by 'spot-hirer', Harry Needle Railroad Company. The locomotive is currently seeing use by GBRf. The partnership has resulted in the house colours of GBRf being applied to the locomotive, with additional markings to promote both companies.

For those wanting to enjoy sound – either on analogue control or DCC – a sound-fitted model is available at £244.95. Just 250 standard and 250 sound-fitted models have been produced, each supplied with a numbered certificate of authenticity.



New 'Peaks' for 'N' from Rapido Trains UK

Rapido Trains UK is set to fill one of the biggest gaps in the ranks of diesel-outline locomotives for 2mm:1ft scale with a new family of 'Peaks'. The RRP of models isn't set, with the order book yet to open. Models are still in the design phase of development, with models expected to arrive in 2023. Livery artwork is approved, with preparation of factory decorated samples to commence shortly.

Rapido's new models are to commence with the Class 44 and are set to feature detail differences, from plated-over steps on the body side, removal of inner sandboxes and extra steps on the bogies. Models are to include directional lighting, a Next18 decoder socket, a motor and drive mechanism promising smooth running, a DCC sound option, NEM coupling pockets, separately-fitted handrails and wipers and a selection of discs to apply specific headcodes. Etched radiator fan grilles with a separate fan DCC decoder interface, NEM couplings, all-wheel pick-up and axle drive, and a heavy die-cast chassis are said to provide excellent performance and haulage power. Visit the Rapido Trains website to see the list of variants proposed.



'HST' announced by Dapol

Dapol has revealed a newly-tooled Class 43 'HST' for N gauge / 2mm:1ft scale to depict the high-speed locomotives during its British Rail era of use without later light modifications. Dapol previously released models of the prototype HST for the scale, and so is well-versed in their intricacies and history.

The new diesel-electric outline model for N gauge is to be compatible with its previously-manufactured range of Mk. 3 rolling stock, and is also to be made available as a complete 11-car set, with options for modellers seeking to depict the eight modified Class members fitted with buffers to work trains on the East Coast Main Line in conjunction with the Class 89 and 91s.

Dapol has identified a correction to its roof headlight which will require alterations to the tooling, and the manufacturer is awaiting updated samples and artworks. For a look at the variants proposed, visit the Dapol website.



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Having reached the end of its short journey from Glasgow Central 101694 (51188 & 53268) sits at Whifflet on a damp 8th March 2000.

The last days of the ‘Heritage’ DMUs in Glasgow

Ian Buck asks, “What do these two cities of Glasgow and Manchester have in common?”

The answer is that the last first generation or ‘Heritage’ dmus to operate were the Class 101 and, as they ended their days around Glasgow, some of that fleet were sent south to Manchester to assist in the last rites there. Ian’s involvement was with the owning leasing company and managing a controlled run down of the fleets. For many reasons the withdrawal took a little longer than expected, meaning that the units just lasted into the 21st Century. The following describes the last few years of their use in the Glasgow area.

Glasgow’s Finest

Of the two fleets the one based in Glasgow was the most homogenous and the smallest. It consisted of twelve power twin sets which consisted of a Driving Motor Brake Standard (DMBS) coach and a Driving Motor Standard (DMS) coach which gave them a good power to weight ratio.



Caledonian blue liveried 101692 is under the roof of Glasgow Central waiting departure for Whifflet on 24th May 1999.

The entire fleet was based at Shields Road depot and all but one were painted in the Strathclyde PTE orange livery. The only evidence of privatisation was the application of Scotrail 'whoosh' decals.

Towards the end they operated on four routes:

- Glasgow Central to Paisley Canal
- Glasgow Central to Whifflet
- Glasgow Central to Barrhead
- Motherwell to Cumbernauld

The first two routes ran half hourly and the second two were hourly. They worked all services almost until when they were replaced largely by Class 156 units. Some of the routes have since been electrified. The end came in May 2000 but some units were to have further life in Manchester which we will see in the next issue of TRACTION.

Working the shuttle between Motherwell and Cumbernauld 101695 (51226 & 51499) is seen at Motherwell on 28th April 1999.



Nearly at the end of its life in Glasgow set 101694 (51188 & 53268) waits at Paisley Canal for its return to Glasgow Central on 10th April 2000.



Local stopping services from Glasgow Central to Barrhead were operated by Class 101 as seen with 101691 sitting in the bay at Barrhead on 13th September 1999.

Adjacent to the West Coast Main Line, and close to both the Settle & Carlisle and Cumbrian Coast lines, the Steamtown site at Carnforth was an ideal base for many of the rail tour coaching fleets. These included the dozen Mark 1 coaches belonging to Train Tours of Manchester (comprising eight Corridor Second, two Corridor Composite, and two Brake Corridor Second) which until 1995 could be seen on charter workings around north west England and Wales. BR Mark 1 Corridor Composite TRTS 99714, built at Derby in 1961 and previously numbered 16187, is seen at Carnforth in September 1993. Purchased from BR in 1987 this fleet's colourful livery promoted Pilkington Glass of St Helens, the tour company sponsor. After being sold to Riviera Trains in 1995 this coach was later moved to the East Somerset Railway.



Privately Owned Mark 1 Main Line Coaches

by David Ratcliffe



The Great Scottish & Western Railway Co.'s coaches, which formed 'The Royal Scotsman' luxury tourist train, were also based at Carnforth and included BR Mark 1 Sleeper First GSWR 99887. Seen at Carnforth in May 1993, when awaiting repairs to minor frame damage, the sleeper had been built at Wolverton in 1961 as No. 2127. First preserved by the Steam Locomotive Owners Association in 1983, it was sold to the GS&WR Co. in 1987, continuing then to work in 'The Royal Scotsman' rake until 1997. However, by 2002 it was noted back at Carnforth stored out of use in a dilapidated condition.

The expansion of the rail tour charter market in the 1980s saw an increasing number of preserved coaches being refurbished and registered for main line operation. This also meant allocating them with new TOPS numbers in the 99xxx series, which had previously only been occupied by the escort coaches owned by the Ministry of Defence and the various coaches and vans used in the Chipmans and Fisons weed control trains. In addition the handful of coaches that had been modified for use as support vehicles with preserved steam locomotives were also given TOPS numbers in the same series and their number also steadily increased during the decade as more steam locomotives were passed to main line operation.



From 1990 'The Royal Scotsman' set also included a number of Pullman coaches which had been built originally by Metro-Cammell in 1960 for East Coast Main Line services. These include GSWR 99963, a BR Mark 1 Pullman Parlour First originally numbered 331 and named 'Topaz', which was also photographed at Carnforth in May 1993. Initially preserved privately it was stored at Taunton until 1983, then sold to the Severn Valley Railway before its sale to GS&WR in 1989. The Pullman was then rebuilt as a sleeping coach with four twin bedrooms and named 'STATE CAR No.3'.



BR Mark 1 Tourist Second Open WDS 99318, built at Wolverton in 1961 as No. 4912, headed the West Coast Railway Co.'s maroon rake of coaches when spotted at Carnforth in March 1993. Purchased from BR in 1991 it later underwent internal conversion having a Restaurant Miniature Buffet style buffet fitted at one end. The WDS number prefix given to these coaches reflected the initials of Steamtown's major shareholder.



Since the early 1980s the Scottish Railway Preservation Society has operated rail tours from the Scottish Railway Museum Trust's base at Bo'ness using their own dual braked rake of coaches. These include BR Mark 1 Buffet Restaurant No. 1730 which was built by the Birmingham RCW Co. in 1960. After preservation in 1988 this coach was refurbished for use in the SRPS Railtours main line set being fitted with B5 bogies, fluorescent lights and new interior decoration. It was also allocated TOPS number SCR 99818 and is pictured at Hellifield in July 2021, when on the return leg of a circular tour from Linlithgow to York and back.



Recorded at Sheffield Park station on the Bluebell Railway in September 1993, this rake of four Mark 1 coaches had previously been used in the 'Queen of Scots' tour train and prior to that in the original 'Royal Scotsman' rake. Nearest the camera is GSWR 99884, 'State Car No.84', which had originally been built as a BR Mark 1 Corridor Second at York in 1962 numbered 26208. Following purchase by Resco in 1985 it was rebuilt as a luxury sleeper and leased to GS&WR. It then became 'Sleeper 2' in the 'Royal Scotsman' train before being transferred to the 'Queen of Scots' set in 1990. Beyond 'State Car No.84' was GSWR 99882, also originally a BR Mark 1 Corridor Second built at York in 1963 as number 26169, which had been modified into the 'Queen of Scots No. 10000, the 'Imperial State Car'. This was followed by GSWR 99883 and GSWR 99885, both BR Mark 1 Sleeper First coaches built by Metro Cammell in 1960 as numbers 2108 and 2110 respectively, which had become 'State Car No.83' and 'State Car No.85'. Subsequently 'State Car 84' was sold to Railfilms and based at the Crewe Heritage Centre until 2021, when it was moved to Eastern Rail Services at Great Yarmouth, while in 1997 the other three coaches were all moved to the Llangollen Railway. Since then GSWR 99882 has become holiday accommodation at Titley Junction while State Cars 83 and 85 went into store at Carnforth.



Several Brake First and Brake Second coaches have been adapted as support carriages for heritage steam and diesel locomotives, providing storage, workshop, dormitory and catering facilities. These include BLC 99035, a Brake Second Corridor coach built at Wolverton in 1962 as No. 35322, which was preserved by the Britannia Locomotive Group in 1989 and modified to be No. 7000's Support Coach. By August 1994, when seen at Worcester Shrub Hill, it had been dual braked and was based at the Great Western Society, Didcot. In 1997 it went to Clapham Junction for use in the 'Queen of Scots' set, while in 2008 it was sold to the West Coast Railway Co. for use as a support coach with its Carnforth based locomotives.



In 1989 the Schering Agrochemicals weed killing train's elderly former GWR and LMS coaches were withdrawn and replaced by four BR Mark 1s. Renumbered as SA 99907 to SA 99910, the four Mark 1 coaches were modified by RFS Industries of Doncaster into spray, generator/stores, workshop/staff, and dormitory coaches respectively, with all being air braked and fitted with B4 bogies in place of the original BR1 bogies. Repainted into the company's attractive emerald green livery SA 99909, the train's workshop and staff coach, which was previously Corridor Second E18401, is pictured at Castleton PW depot in September 1990. This roller shutter door gave access to a workshop area with non slip chequer plate flooring, while in the centre of the coach was a kitchen with gas cooking and washing facilities for the crew. A lounge area was also provided at the far end of this vehicle while beyond can be seen SA 99910, the dormitory coach, equipped with two showers and seven sleeping berths.



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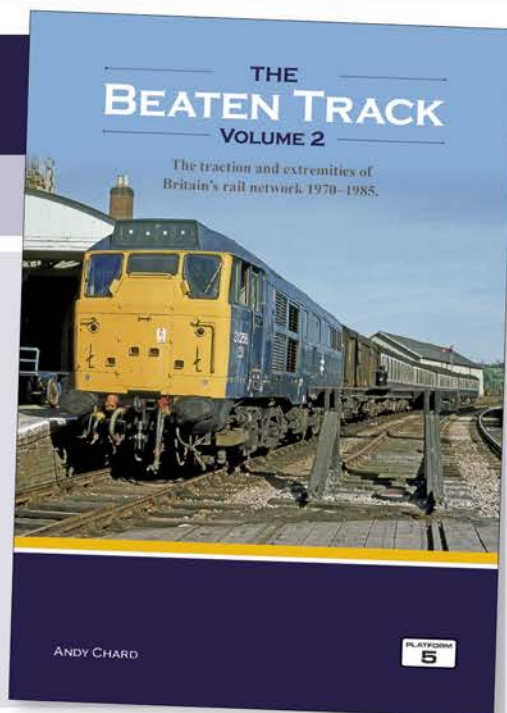
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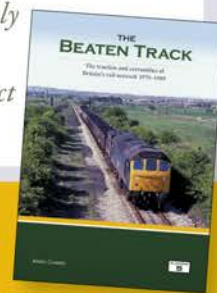


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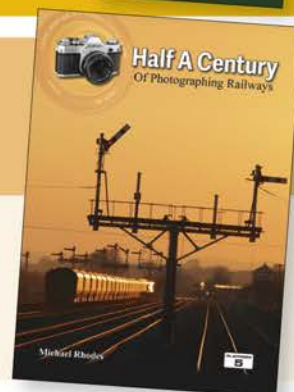


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Reliability had been an issue even on what was billed the final loco hauled summer Saturday date, with 47812 'Pride of Eastleigh' needing assistance onwards from the Bristol area whilst working 09:16 Manchester to Paignton. It is seen passing Flax Bourton later with assisting RES loco 47761 in charge.



Virgin Cross Country loco hauled summer Saturday farewell: 17th August 2002

The final long distance Virgin Cross Country loco hauled service ran on 19th August 2002. The 08:46 Penzance to Manchester, will long be remembered by enthusiasts and was headed by 47840 'North Star' and 47847 'Brian Morrison/Railway World Magazine'. A photograph of this train appeared in TRACTION 271 on page 60. The previous summer Saturday, two days earlier, saw several loco hauled workings which Richard Giles recorded passing through the North Somerset area.

Final summer Saturday loco hauled summary: 17th September 2002

47826

1V26 23:30 (FO) Manchester to Paignton
1S66 09:00 Paignton to Edinburgh (to Birmingham New Street)
1V52 10:03 Glasgow to Penzance (from Birmingham New Street)

47853

1M56 08:46 Penzance to Manchester

47812

1V45 09:16 Manchester to Paignton
1M25 16:17 Paignton to Manchester

47843 + 47818

1V50 08:46 Glasgow to Paignton
1M39 18:45 Paignton to Derby

Notes: 47812 was assisted between Bristol and Paignton and back by 47761.

1V45 did in fact continue to be a loco hauled operation until Saturday 22nd September.



Having worked the 1V50 08:40 Glasgow to Penzance service during the previous day, 'XP64' liveried 47853/D1733 'Rail Express Magazine', one of a number painted in special liveries marking the end of Class 47s frontline passenger use, passes Flax Bourton with the 08:46 Penzance to Manchester service.



The 'booked' return, 16:17 Paignton to Manchester passes Lympsham (near to Weston-super-Mare) with RES 47761 and 47812 with DVT 82111 up front. DVTs (with Mark III stock) first appeared in the West Country on summer Saturday trains from 1989 so West Coast Midlands based coaching sets could be used in their normal formations. Bristol Bath Road and Penzance staff needing specific training for this type of stock.



The 08:46 Glasgow to Paignton was unusually top and tailed with 47843 'Vulcan' and 47818. It is seen passing Brent Knoll, just north of Highbridge. The pair later returning as 18:45 Paignton to Derby. With further 'Voyager' Class 220/221 sets available during the following week, a single loco hauled summer Saturday working did remain, but the days of freight locos not in use over the weekend but able to haul 'extra' timetabled Mark 1 stock passenger trains was becoming an ever distant memory.



With 47847 and 47840 working west on 1V84 10:03 Glasgow to Penzance on Sunday 18th August, prior to powering the already mentioned 'finale', 47826 'Springburn' headed the penultimate 'long distance' Cornish service train departure. The 09:35 Penzance to Manchester is seen calling at Weston-super-Mare on the town's loop line, becoming almost certainly the last northbound long distance loco hauled train at this location. Also visible is HST power car 43065 (with 43067 leading) on the rear of the 1V47 08:30 Leeds to Plymouth service. Local services using a loco and stock did however return here for a couple of years later between Cardiff and Taunton just over six years later.

Brand new electric Bo-Bo No. 3612 heads a commuter train out of Luxembourg city station in 1961. Note the ancient four-wheeled coaching stock in use at that time. The 3600 class of Bo-Bos lasted until the end of 2004. COLIN BOOCOCK



Variety in Luxembourg: Part 1 the 1960s to 1970s

Colin Boocock shows how even the smallest EU state can exhibit a wide variety of motive power.



A pair of Z151 class four-wheeled diesel railbuses leaves Luxembourg city station. The powered vehicle with the exhaust outlets visible on the roof is at the far end and is coupled to an unpowered trailer. CFL bought ten of these prototype Uerdingen railbuses in 1951, the production series of which became such a common type in Germany until the 1970s. Z151 is preserved by Association des Musée et Tourisme Ferroviaires. The editor saw the CFL railbuses out of service in 1969. COLIN BOOCOCK

I first visited Luxembourg in 1961 on the doyen continental trip undertaken by the Bournemouth Railway Club, albeit it was a brief experience there. We changed trains in Luxembourg station on the way from Trier (Germany) to Namur (Belgium), and had a spare hour or so to watch part of the evening rush hour from an overbridge near the main station in Luxembourg city. The variety of trains was surprising. Indeed, the passenger rolling stock included some real old-timers such as four-wheeled carriages for commuters. Unsurprisingly, none of these trains survives in regular service today.

After the second world war, Luxembourg had begun the task of replacing its steam locomotives with diesels, either railcars, railbuses or locomotives. From the mid-1950s, CFL (les Chemins de fer Luxembourgeois) decided to adopt the new French 25kV 50c/s ac electrification system, and purchased twenty centre-cab Bo-Bo electric locomotives (Nos. 3601-3620) of the same design as the SNCF class BB13000. The more heavily used radial routes out of Luxembourg city went under the wires, eventually reaching all main lines in the country except that north to the Belgian city of Liège and the more westerly route to Brussels via Athus (these have been electrified much more recently). Happily, the CFL version of these popular locomotives outlived the French ones by several years. They were still in use working passenger trains into the 21st century.



One of CFL's 200 class diesel railcars leaves the capital on a suburban working in 1961. Some of this class ended up on non-electrified branch lines into the 21st century, but all have gone now with two units preserved. COLIN BOOCCOCK



(RIGHT) The first batch of Brisonneau et Lotz Bo-Bo diesel electrics was delivered to CFL in 1956. No. 858 was one of the eight 800 bhp. locos and on 10th August 2006 the veteran was yard pilot at Petange. COLIN BOOCCOCK



Two-car EMU No 251 was one of the suburban units of French design that served on CFL for 40-odd years. It is seen at Bettembourg station on the 17:04 to Volmerange-les-Mines on 1st April 2004. COLIN BOOCCOCK

Of the diesel locomotives we saw on our first visit, the biggest was one of the four 'streamliner' NOHAB/General Motors 1,500bhp Co-Co diesel electrics (Nos. 1601-1604) working an empty mineral train. These were similar to locomotives being delivered at that time to Belgium, Denmark and Norway.

Nearby was a Bo-Bo of the Brissonneau et Lotz type that also worked in France and Portugal. CFL had received 21 of these in two batches of 800bhp (Nos. 851-858) and 900bhp (Nos. 901-913) respectively. (Note: There was also a small batch of General Motors Bo-Bo 801 class shunting locomotives built in 1954. See photo caption for more details)

On our brief visit to Luxembourg, diesel railcars were represented by a pair of four-wheeled railbuses of obviously German origin (Nos. Z151-Z161) and there was also a smart two-car diesel unit of a type later known as class 200 (Nos. Z201-208) and which did have a long lifespan even though there were just eight of them. I saw one or two of these railcar sets eking out their last years on branch lines when I was in the country in 2004. (Note: The editor saw almost all the Z151 railbuses stored out of use at Luxembourg in August 1969. In addition to the above CFL also operated ten single unit diesel railcars that were built by de Dietrich in 1949. See the photo caption for more details).

Other types began to appear on Luxembourg Railways in the years after that first visit. 1963 saw CFL buy 20 GM Co-Cos (Nos. 1801-1820) of the same design as the Belgian class 55, a product



The fine-looking B&N Co-Co diesel electrics of class 1800 were based on SNCB's class 55. They were used mainly for freight, but also hauled passenger trains on the line towards Liège in Belgium until that was electrified. No. 1805 was passing Petange on 10th August 2006. COLIN BOOCCOCK



On the wet morning of 26th April 1998, centre-cab Bo-Bo 3612 stands in Luxembourg station with a long train of Wegmann coaches after arrival on a morning commuter train. To the right is a SNCB AM80 EMU for Brussels, and far right a DB class 628 DMU arrived from Trier. COLIN BOOCOCK



On 31st July 1982 No. 806, one of the 1954 built General Motors Bo-Bo heavy shunting locos, is seen at Luxembourg shunting CFL Wegmann suburban coaches, then in the dark green livery. The '801s' spent much of their lives until withdrawal in 2010 shunting in Bettermbourg yard. STEPHEN RABONE

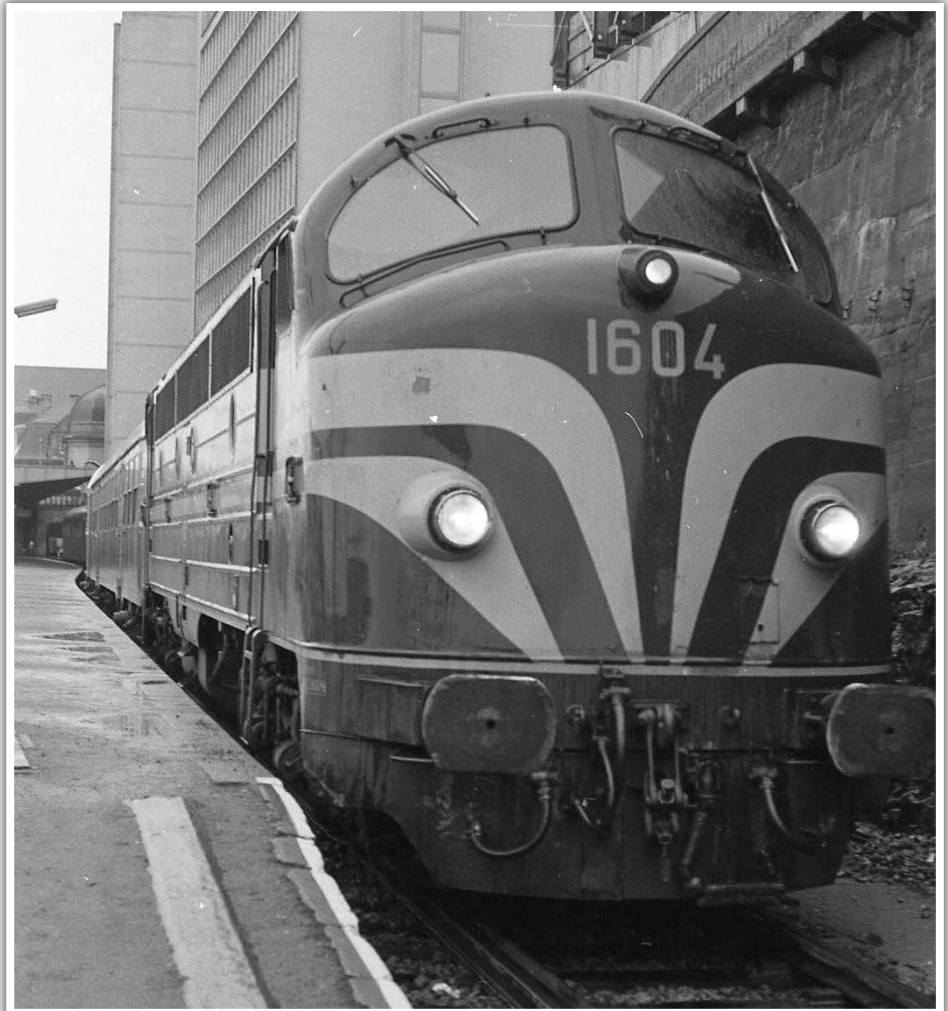


The second batch of thirteen Brisonneau et Lotz Bo-Bo diesel electrics were more powerful at 900 bhp with the locos being delivered to CFL in 1958. No. 911 is shunting the empty stock of a train from Koblenz in Germany after arrival at Luxembourg on 31st July 1982. STEPHEN RABONE

of that nation's Brugeois et Nivelles works and outputting 1,800bhp. These lasted through to the 21st century, mainly on freight work, though they also shared with SNCB 55s the international passenger trains on the Luxembourg to Liège route. Freight trains in Luxembourg served the steelworks at Rodange and Esch as well as several smaller industrial places. International freight brought French and Belgian locomotives into the country. This necessitated some switching of voltage in short sections of overhead line. For example, the line from Brussels via Athus, which SNCB electrified at 3,000 Volts dc, penetrates a few miles into the country of Luxembourg to reach the city station, and two platforms there have traditionally been wired for Belgian trains at the lower voltage.

In 1965, CFL took delivery of the first of 60 main line coaches from Wegmann in Germany. These had two sets of wide entrance doorways for boarding and alighting passengers and formed the backbone of CFL services for around 40 years.

In the 1970s, CFL began purchasing EMUs of the low-slung French stainless steel bodied type that became familiar to anyone who went to Paris in that decade and after (Nos. Z251-256). Being inoxidable (as the French dubbed them) these units had the physical potential to last for ages unpainted because their stainless steel structures did not corrode, and they were indeed still operational when I was there in 2006. Indeed some SNCF examples were sold in the 21st century to start new lives in distant places such as Romania.



On the wet afternoon of 31st July 1982 one of the four NOHAB/General Motors 1,500bhp Co-Co diesel electrics No.1604 waits departure from Luxembourg with a train for Gouvy in Belgium. This will take the line that runs north up the complete length of the country. STEPHEN RABONE



Whilst Colin didn't record seeing any of the De Dietrich Z101 railcars the editor saw all but one of the ten single car units on his visit to Luxembourg in 1969. Built in 1949 to a pre-war French design they had two Saurer diesel engines producing 320hp and had a maximum speed of 120 kmh. The last was withdrawn from service in 1978. Only one has survived, Z105, which is seen here in its beautifully restored condition in Luxembourg station.

CREATIVE COMMONS LICENCE (https://commons.wikimedia.org/wiki/File:CFL_Z105_Gare_Luxembourg_01.jpg)



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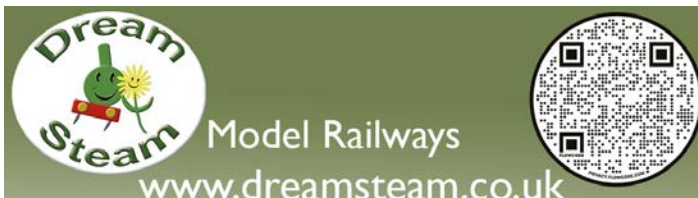
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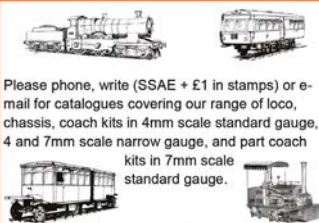
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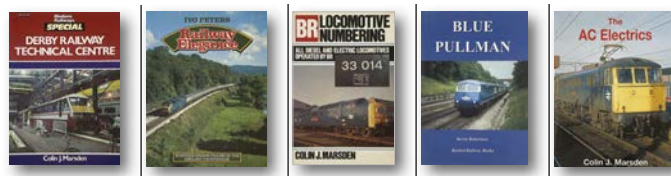
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47208 is heading south past Craiginches in Aberdeen with a afternoon southbound freightliner on September 2nd 1977.

Photos by Gavin Morrison



Aberdeen area freight



On the following day, 3rd September 1977, 47208 came to grief at Montrose whilst work a northbound freightliner when it failed. 47207 was dispatched to rescue the stricken train which is seen here passing Ferryhill shed. A Class 26 and a pair of Class 40s can be seen in the shed yard.

40065 is shunting empty grain wagons just outside Aberdeen station on 2nd September 1977. It is likely that these would soon be heading south to East Anglia to collect a load of barley for the Scottish whisky distilleries in north east Scotland.



On March 26th 1992 one of the small batch of 47/6s, No. 47675, is shunting the Inverness portion of a timber train alongside the closed platform of the Dufftown branch at the east end of Keith station.



33025 is seen in Aberdeen Guild Street yard on the 31st May 2000 where it was used for shunting the yard. Two Class 33s, Nos. 33025 and 33030 were used for a short time by EWS to work in the yard with its tight curves as they had controls on both sides of the cab which made matters easier for the crews.



6222 is ready to leave Aberdeen Guild Street yard with a timber train for the south on May 31st 2000.



37025, in the 'Dutch' engineers department grey and yellow livery, is seen at the east end of Elgin station on 23rd March 1992 with a rake of empty timber wagons.



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