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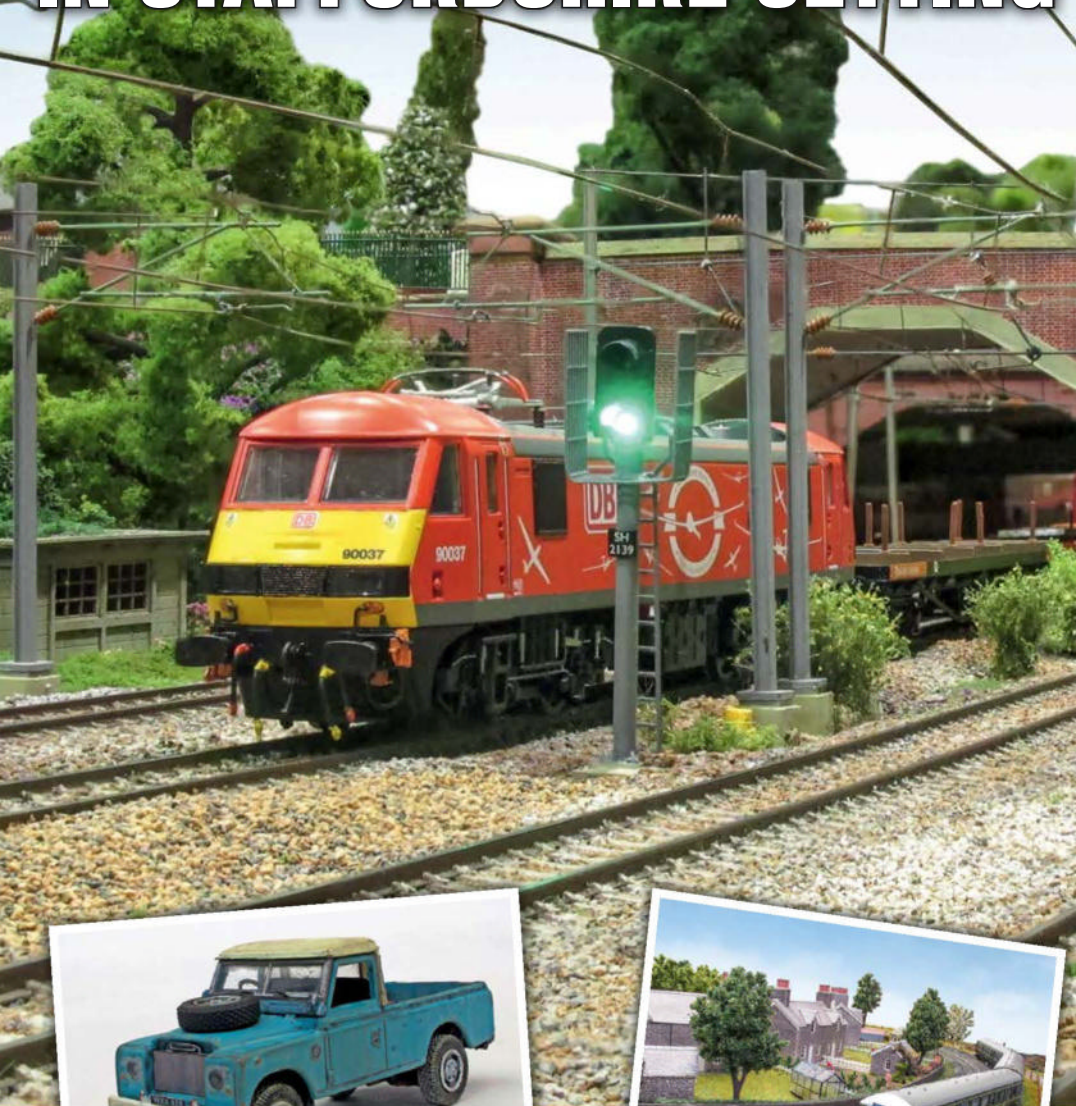
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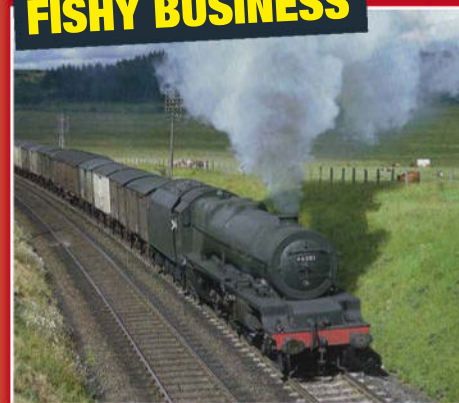
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'Weaver Hill' (OO)

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BRITISH RAILWAY MODELLING
BRM

Welcome

to August

Good weather is here at last! When we were preparing the July issue, summer was still trying to make a proper appearance, but it's finally here now – and what wonderful weather we have been having.

Modelling usually takes a back seat in the warmer months, but we've been pleasantly surprised by the many updates we have been receiving from readers, who are really getting stuck into their modelling projects, some of which you will see on these pages in the months to come – don't forget to get in touch with us if you would like to share your latest project at editorial@warnersgroup.co.uk

Summer can also be a great time of year for inspiration – heritage railways 'up the ante' on their timetables, plus it's also a great time of year to visit many different places you're interested in modelling, especially the beach!

If you need further inspiration, you needn't look far, as we've some fantastic layouts and practical features in this issue, including our cover feature, 'Weaver Hill', which delighted visitors at our Doncaster show (The Festival of British Railway Modelling) in February this year. It's a great layout to watch the trains go by and features a loop circuit and a mix of eras – find out more on page 20.

Another Doncaster attendee, 'Low Fell', also features and majors in operational fun. And if it's picturesque scenery that you're looking for, Richard Holmes's idyllic creation based on the Ashover Light Railway, 'Ashgate', is sure to appeal. Our final layout is 'Killybegs', an Irish narrow gauge layout showcasing fantastic scratch-building.

Looking to model fish vans and not sure where to start? We've got you covered, with an extensive prototype article covering some of the history of these vans on page 76, plus Jesse Sim provides simple, yet effective, modelling techniques to replicate a fish train on page 56.

That's just the tip of the iceberg – there are many more practical features, new models reviewed, and more modelling ideas inside.

Enjoy the issue (and the sunshine)!

The BRM team

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R30030	CI87 City of Glasgow.....	£196.20
R30120	BR Green Class 31.....	£196.20

R30158	BR Blue Class 31.....	£201.60
R30203	Class 121 Coca-Cola.....	£87.30
R30152	GBRF Class 66 Sector.....	£87.30
R30223	DRS Class 66.....	£87.30
R30180	BR Class 37 Intercity.....	£87.30

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R207	Track Fixing Pins.....	£3.25
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R610	Short Straight.....	£1.65
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R617	Uncoupling Ramp.....	£3.95
R618	Double Isolating Rail.....	£9.90
R620	Railer Uncoupler.....	£6.95
R628	Half Curve 3rd Rad.....	£2.80
R643	Half Curve 2nd Rad.....	£2.25
R8072	LH Point.....	£11.85
R8073	RH Point.....	£11.85
R8074	LH Curved Point.....	£18.85
R8075	RH Curved Point.....	£18.85
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31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
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31-932DC	BR Compound.....	£127.75
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31-267A	Class 419 MLV Blue/Grey.....	£135.95
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31-511A	CI. 158 Arriva Wales.....	£280.45
31-502A	CI158 WPT Metro.....	£280.45
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Single Track Controller/Transformer

Most Suitable For: OO, HO, and N Scale
Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track and a 16V AC output for accessories.



BEST FOR
Twin Tracks

GMC-D

Twin Track Controller

Most Suitable For: OO, HO, and N Scale
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Most Suitable For: OO, HO, and N Scale
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Our Panel Mounted Controllers are designed to be able to be set into a control panel of your choice. They require a separate transformer and can be flush mounted too.



BEST FOR
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GMC-100

Single Track Panel Mount Controller

Most Suitable For: OO, HO, and N Scale
Requires 1x GMC-M1/GMC-WM1 transformer

The panel mount controllers are designed to fit snugly into a control panel of your choice. A flush fit fascia results in a clean finish.



BEST FOR
Realistic Running

GMC-U

Single Panel Mount with Simulation

Most Suitable For: OO, HO, and N Scale
Requires 1x GMC-M1/GMC-WM1 transformer

With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.



BEST FOR
Flexibility

GMC-W

Single Track Walkabout Controller

Most Suitable For: OO, HO, and N Scale
Requires 1x GMC-M1/GMC-WM1 transformer or GMC-100M
Fitted with 1.5m of cable, this controller allows you the freedom to move around while still controlling your layout.

The Walkabout

This controller is the perfect controller for moving around the layout.

Also in the Gaugemaster Analogue Range

Cased Controllers

GMC-100M	Single Track Controller
GMC-P	Single Track Controller with Simulation
GMC-100MO	Single Track Controller for O Scale
GMC-10LGB	Single Track Controller for G Scale
GMC-10LGBSF	Single Track Controller for G Scale with Fan
GMC-DS	Twin Track Controller with Simulation
GMC-TS	Three Track Controller with Simulation

Panel Mounted Controllers

Orange text shows transformer required

GMC-100.O	Single Track Controller for O Scale 1x GMC-M2
GMC-UF	Single Track Controller with Feedback 1x GMC-M1 or GMC-WM1
GMC-UO	Single Track Controller with Simulation for O 1x GMC-M2
GMC-UD	Twin Track Controller 1x GMC-M1 or 2x GMC-WM1
GMC-UDS	Twin Track Controller with Simulation 1x GMC-M1 or 2x GMC-WM1
GMC-UQ	Four Track Controller 2x GMC-M3 or 4x GMC-WM1

Cased Transformers

GMC-M1	2x 16v AC Outputs at 1A
GMC-M3	1x 24v AC Outputs at 1.25A

Wall Mounted Transformers

GMC-WM1	1x 16v or 12v DC Output at 1.1A
GMC-WM2	1x 9v DC Output at 1.6A
GMC-WM5	1x 12v DC Smoothed Output at 2A

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N SCALE STONE PN141 / N SCALE BRICK PN140 - £13.00



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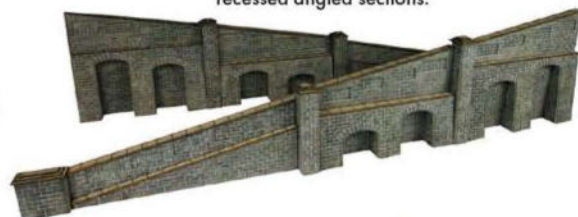


TAPERED END WALLS - STONE & RED BRICK

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N SCALE STONE PN149 / N SCALE BRICK PN148 - £11.50



A pair of matching realistic sloping walls with
recessed angled sections.

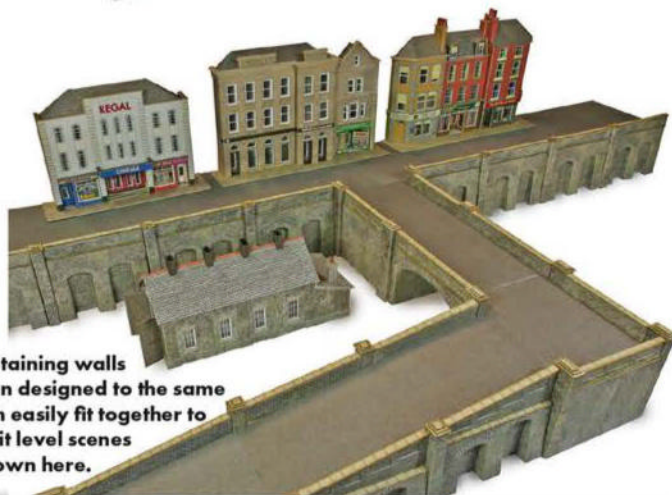


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N SCALE PN933 - £16.00

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S&C DOUBLE TRACK ENGINE SHED

00 SCALE PO337 - £25.00

N SCALE PN937 - £17.00

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Red Brick - 00 SCALE PO313 £25.00

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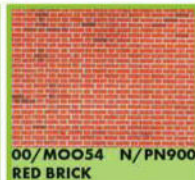
00/MOO51 N/PN903
COBBLESTONES



00/MOO52 N/PN903
DRESSED GRIT-STONE



00/MOO53 N/PN903
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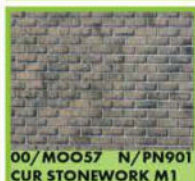
00/MOO54 N/PN900
RED BRICK



00/MOO55 N/PN903
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MOO56 - 00 & N
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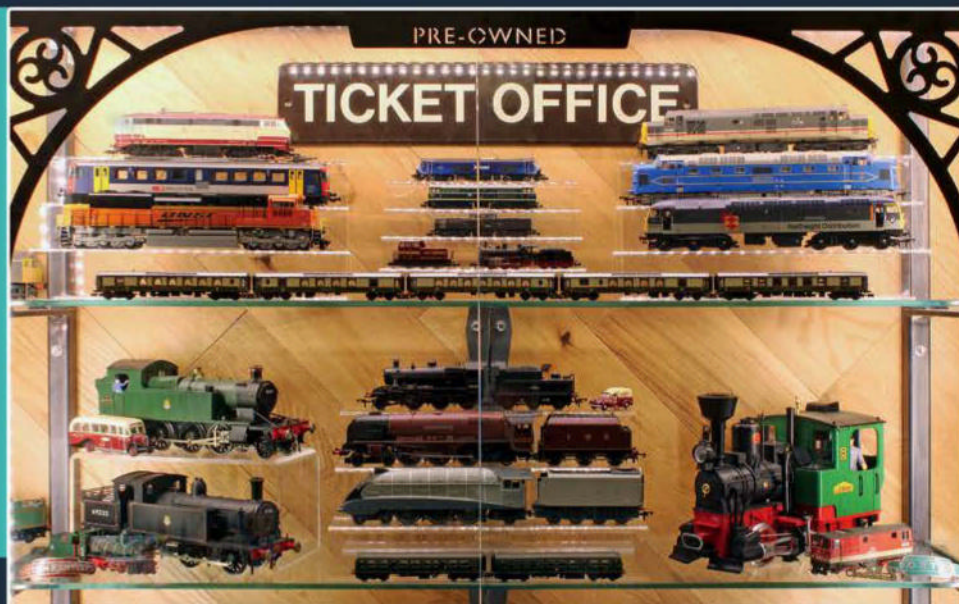
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Digital: 18-pin



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Digital: 18-pin

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3x3



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Digital: 18-pin



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Digital: 21-pin



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Digital: 18-pin



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Price: from £177.65
Digital: 21-pin



Class 47
Due: Q3 2023
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Digital: 21-pin



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Due: Oct 2023
Price: from £160.65
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Due: Q1 2024
Price: from £216.71
Digital: 21-pin

HORNBY



Ruston 88DS Shunter
Due: Jun 2023
Price: £102.59
Digital: 6-pin



Class 04 Shunter
Due: TBC
Price: TBC
Digital: TBC

OO Gauge Multiple Units

HELJAN



W&M 4-wheel Railbus
Due: Q3 2023
Price: from £169.15
Digital: 21-pin



GWR AEC Parcels Railcar
Due: Sep 2023
Price: from £198.90
Digital: 21-pin



Class 104
Due: TBC 2023
Price: from £330.65
Digital: 21-pin

HORNBY



Class 423 4-VEP EMU
Due: Q3 2023
Price: £326.69
Digital: 21-pin



Class 755 FLIRT BEMU
Due: 2023/ 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

accurascale



BR Mk1 Suburbans
Due: Q3 2023
Price: £64.95
Digital: N/A



BR Mk2B & Mk2Cs
Due: Q3 2023 & Q1 2024
Price: £59.95
Digital: N/A



NER 20t Hoppers
Due: Q1 2024
Price: £84.95 (3pk)
Digital: N/A



SR 10 ton Banana Vans
Due: Q4 2023
Price: £84.95 (3pk)
Digital: N/A



FNA-D Nuclear Flasks
Due: Q3 2023
Price: £74.95 (2pk)
Digital: N/A

dapoi



14 ton Air Ministry Tanks
Due: Q3 2023
Price: £32.13 each
Digital: N/A



JHA P&D Hoppers
Due: Q3 2023
Price: from £46.75
Digital: 6-pin (Taillamps)



GWR Toplight City Coaches
Due: Q3 2023
Price: £55.08 each
Digital: 6-pin



GWR Churchward Autocoach
Due: Q1 2024
Price: from £58
Digital: 21-pin

HELJAN



TCV Car Transporters
Due: Q3 2023
Price: £194.65 (3pk)
Digital: N/A

HORNBY



TTA Tank Wagons
Due: Q3 2023
Price: £31.49 each
Digital: N/A



YMO/ YMA Salmon Flats
Due: Q2 2024
Price: £34.64 each
Digital: N/A

3x3



Wisbech & Upwell Tramcar
Due: Q3 2023
Price: £33.71
Digital: N/A



GWR B-Set Coaches
Due: Q4 2023
Price: £144.45 (2pk)
Digital: N/A



LMS 5-Plank Wagons
Due: Q4 2023/ Q1 2024
Price: £28.01 each
Digital: N/A



GWR Toad Brake Van
Due: Q3 2023
Price: £33.96
Digital: N/A



Revolution



TEA 100t Tanks
Due: Q3 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

dapoi



LMS Class 2MT 2-6-2T
Due: Q3 2023
Price: from £93.50
Digital: PCB Swap required



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



LNER Class B17 4-6-0
Due: Q3 2023
Price: from £128.52
Digital: 6-pin



SR Light Pacific 4-6-2
Due: Q4 2023
Price: from £189.98
Digital: 18-pin



dapoi



Class 33
Due: Q3 2023
Price: from £133.11
Digital: 18-pin



Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin



Class 59
Due: Q4 2023
Price: from £146.88
Digital: 18-pin



Class 66 (New Tool)
Due: Q2 2024
Price: from £146.88
Digital: 18-pin



Class 86
Due: Q3 2023
Price: from £110.16
Digital: 18-pin



Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

3x3

N Gauge Multiple Units

dapoi



Class 153 Sprinter
Due: Q3 2023
Price: from £119.30
Digital: 18-pin



Class 156 Super Sprinter
Due: Q3 2023
Price: from £146.88
Digital: 18-pin



Class 221 Super Voyager
Due: Q3 2023
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapoi



Mk3 Packs & DVTs
Due: Q2 2023
Price: Prices vary
Digital: 18-pin



Grampus Open Wagons
Due: TBC 2023
Price: £16.48 each
Digital: N/A



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



OAA Open Wagons
Due: TBC 2023
Price: £59.45 each
Digital: N/A



SECR Freight Packs
Due: TBC 2023
Price: £84.96 (4pk)
Digital: N/A



SECR 5 & 7 Plank Wagons
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A



SECR 10t Covered Vans
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A



FNA-D Nuclear Flasks
Due: Q3 2023
Price: £32.95 each
Digital: N/A

Revolution

O Gauge Steam Locos

dapoi



Class J94 Austerity 0-6-0ST
Due: Q3 2023
Price: from £229.50
Digital: 21-pin



BR Standard 3MT 2-6-2T
Due: Q3 2023
Price: from £527.85
Digital: 21-pin



GWR Class 55xx 2-6-2T
Due: 2024
Price: from £435.48
Digital: 21-pin

O Gauge Diesel & Electrics

dapoi



Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £213.78
Digital: 21-pin



Class 66
Due: TBC
Price: from £308.30
Digital: 21-pin

HELJAN



Class 02 Shunter
Due: Q3 2023
Price: from £330.65
Digital: 21-pin



Class 37/0
Due: Q4 2023
Price: from £568.65
Digital: ESU XL



Class 45 Peak
Due: Q1 2024
Price: from £568.65
Digital: ESU XL



Class 55 Deltic
Due: Q4 2023
Price: from £619.65
Digital: ESU XL



Class 58
Due: Jun 2023
Price: from £619.65
Digital: ESU XL



Class 73 Electrodiesel
Due: Q3 2023
Price: from £662.15
Digital: ESU L

O Gauge Multiple Units

HELJAN



Class 117 DMU
Due: Q4 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

dapoi



TTA Tank Wagons
Due: Q3 2023
Price: £78.03 each
Digital: N/A



12 ton Goods Vans
Due: Q3 2023
Price: £47.18 each
Digital: N/A



14t Slope Sided Open
Due: Q4 2023
Price: £51 each
Digital: N/A



24t Iron Ore Hopper
Due: Q4 2023
Price: £59.50 each
Digital: N/A



GWR Toad Brake Van
Due: Q4 2023
Price: £86.29
Digital: N/A



HIA Aggregate Hoppers
Due: TBC 2023
Price: £68
Digital: N/A

HELJAN



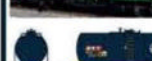
LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin



BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A



SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A



35t Class B Tanks
Due: Oct 2023
Price: from £105.40



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OO Gauge (1:76 Scale)

Steam locos



R30216 Class A3 4-6-2 2573 'Harvester' in LNER green - diecast footplate & firebox flicker (Hor) NEW £227.69

Diesel locos



1401 Class 14 14029 in BR Blue - as preserved (Hel) (RRP £199) BARGAIN £160



R3880 Class 31/1 31147 'Floreat Salopia' in Civil Engineers 'Dutch' grey and yellow (Hor) (RRP £217.99) BARGAIN £129



4D-005-001 Class 59/1 59103 'Village of Mells' in ARC (Dap) (RRP £173.20) BARGAIN £129.95
4D-005-001B Class 59/1 59103 'Village of Mells' in ARC - Digital Fitted (Dap) (RRP £206.73) BARGAIN £159.95



4D-005-003 Class 59/2 59204 'Vale of Glamorgan' in National Power (Dap) (RRP £173.20) BARGAIN £129.95



4D-005-002 Class 59/2 59206 'John F Yeoman' in DB Schenker (Dap) (RRP £173.20) BARGAIN £129.95
4D-005-002B Class 59/2 59206 'John F Yeoman' in DB Schenker - Digital Fitted (Dap) (RRP £206.73) BARGAIN £159.95

HSTs



R30219 Pair of Class 43 HST Power Cars 43049 'Neville Hill' and 43050 in East Midlands Trains (Hor) NEW £326.69



R30204 Pair of Class 43 HST Power Cars 43058 and 43059 in Rail Charter Services green (Hor) NEW £326.69



R30096 Pair of Class 43 HST Power Cars 43136 'Railway Heritage Trust' and 43139 in First Great Western Green and Gold (Hor) £326.69



R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains (Hor) (RRP £362.99) BARGAIN £277.70

DMUs



R30011 Class 153 single-car DMU 153377 in ScotRail Highlands (Hor) NEW £137.24
R30071 Class 153 single-car DMU 153380 ScotRail Highlands (Hor) NEW £137.24

EMUs



R3674 Class 370 APT 7-car pack 370001 & 370002 in Intercity APT black front window surrounds (Hor) (RRP £596.99) BARGAIN £440

Train sets - analogue



R1283M Royal Scot trainset in Hornby-Dublo style packaging LMS coronation loco, two coaches, and oval of track (Hor) (RRP £429.99) BARGAIN £310

Coaches



R4679A Collett 57 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (Hor) (RRP £59.49) BARGAIN £25



R40020 Mk1 BCK brake composite corridor in Intercity white roof - 21274 (Hor) (RRP £42.49) BARGAIN £19



R40342 Mk1 FO research vehicle 'Laboratory 2' in BR research department red and blue - 975606 (Hor) NEW £40.49

Public Service vehicles



76SFE012 Scania Pump Ladder CP28 in South Wales Fire & Rescue red (Oxf) NEW £20.50



76VE0001 Volvo FL Emergency One Pump Ladder in West Yorkshire Fire & Rescue red (Oxf) NEW £26

N Gauge

Steam locos



2S-016-006 Class M7 0-4-4T 245 in London & South Western Railway lined green 'S W R' lettering (Dap) NEW £89.92
2S-016-006D Class M7 0-4-4T 245 in London & South Western Railway lined green 'S W R' lettering - Digital fitted (Dap) NEW £124.36



2S-016-008 Class M7 0-4-4T 30038 in SR malachite green 'British Railways' lettering (Dap) NEW £89.92
2S-016-008D Class M7 0-4-4T 30038 in SR malachite green 'British Railways' lettering - Digital fitted (Dap) NEW £124.36



2S-016-011 Class M7 0-4-4T 30245 in BR lined black late crest (Dap) NEW £89.92
2S-016-011D Class M7 0-4-4T 30245 in BR lined black late crest - Digital fitted (Dap) NEW £124.36



2S-016-010 Class M7 0-4-4T 30673 in BR lined black early emblem (Dap) NEW £89.92
2S-016-010D Class M7 0-4-4T 30673 in BR lined black early emblem - Digital fitted (Dap) NEW £124.36



2S-016-005 Class M7 0-4-4T 37 in SR lined green (Dap) NEW £89.92
2S-016-005D Class M7 0-4-4T 37 in SR lined green - Digital fitted (Dap) NEW £124.36

O Gauge (1:43 Scale)

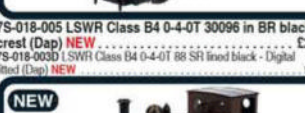
Steam locos



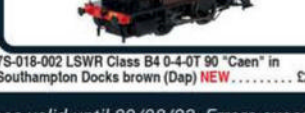
7S-018-004 LSWR Class B4 0-4-0T 30089 in BR black early emblem (Dap) NEW £213.78



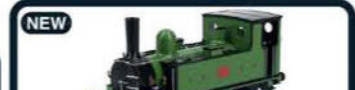
7S-018-005 LSWR Class B4 0-4-0T 30096 in BR black late crest (Dap) NEW £213.78
7S-018-005D LSWR Class B4 0-4-0T 30096 in BR black late crest - Digital fitted (Dap) NEW £242.28



7S-018-003D LSWR Class B4 0-4-0T 88 in SR lined black - Digital fitted (Dap) NEW £242.28



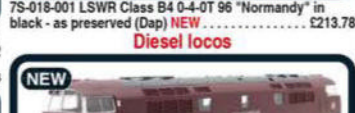
7S-018-002 LSWR Class B4 0-4-0T 90 'Caen' in Southampton Docks brown (Dap) NEW £213.78



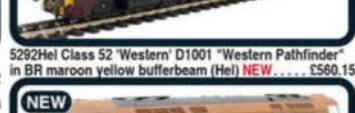
7S-018-006 LSWR Class B4 0-4-0T 91 in LSWR lined green (Dap) NEW £213.78



7S-018-001 LSWR Class B4 0-4-0T 96 'Normandy' in black - as preserved (Dap) NEW £213.78



5292Hel Class 52 'Western' D1001 'Western Pathfinder' in BR maroon yellow bufferbeam (Hel) NEW £560.15



5295Hel Class 52 'Western' D1015 'Western Champion' in BR golden ochre small yellow panels (Hel) NEW £560.15



5294Hel Class 52 'Western' D1031 'Western Rifleman' in BR blue full yellow ends - weathered (Hel) NEW £577.15



5295Hel Class 52 'Western' D1015 'Western Champion' in BR golden ochre small yellow panels (Hel) NEW £560.15



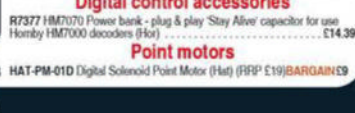
5294Hel Class 52 'Western' D1031 'Western Rifleman' in BR blue full yellow ends - weathered (Hel) NEW £577.15



5293Hel Class 52 'Western' D1038 'Western Sovereign' in BR green small yellow panels (Hel) NEW £560.15



5291Hel Class 52 'Western' in BR blue full yellow ends - unnumbered (Hel) NEW £560.15



HAT-PM-01D Digital Solenoid Point Motor (Hat) (RRP £19) BARGAIN £9

Any or Multiple Scales

Digital decoders

DCR-21Pin Direct Neo 21-pin 4-function 1.1Amp direct plug decoder back EMF (H) £18
DCR-8Pin Direct Neo 8-pin 2-function 1.1Amp direct plug decoder back EMF (H) £18
DCR-8Pin Direct Neo 8-pin 2-function 1.1Amp mini harness decoder back EMF (H) £18
DCR-8Pin Direct Neo 8-pin 4-function 1.1Amp harness decoder back EMF (H) £18
R7322 1M7000 21-pin TXS bluetooth and DCC sound decoder (Hor) £82.99
R7306 1M7000 8-pin TXS bluetooth and DCC sound decoder (Hor) £58.49

Digital control accessories

R7377 1M7070 Power bank - plug & play 'Stay Alive' capacitor for use Hornby HM7000 decoders (Hor) £14.39

Point motors

HAT-PM-01D Digital Solenoid Point Motor (Hat) (RRP £19) BARGAIN £9

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R30229 BR, Class 370 Advanced Passenger Train, Sets 370003 and 370004, 7 Car Train Pack - Era 7

R30104 BR, Class 370 Advanced Passenger Train, Sets 370001 and 370002, 5-car Pack - Era 7

R40209/A BR, Class 370 Advanced Passenger Train 2-car TS Coach Pack, 48201 & 48202 / 48203 & 48204 - Era 7

R40210/B BR, Class 370 Advanced Passenger Train 2-car TRBS Coach Pack, 48401 & 48402 / 48403 & 48404 - Era 7

R40211/C BR, Class 370 Advanced Passenger Train 2-car TU Coach Pack, 48301 & 48302 / 48303 & 48304 - Era 7

R40212/D BR, Class 370 Advanced Passenger Train 2-car TF Coach Pack, 48501 & 48502 / 48503 & 48504 - Era 7

R30105 BR, Class 370 Advanced Passenger Train (NDM), 49002 - Era 7

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ACCURASCALE OO

ACC2410 Siphon G Dia. 0.33 No. W2977W BR Carmine Red.	£54.95
ACC2411 Siphon G Dia. 0.33 No. W2988W BR Carmine Red.	£54.95
ACC2412 Siphon G Dia. 0.33 No. 2789 GWR Brown.	£54.95
ACC2413 Siphon G Dia. 0.33 No. 2924 GWR Brown.	£54.95
ACC2414 Siphon G Dia. 0.33 No. W2942W BR Maroon.	£54.95
ACC2415 Siphon G Dia. 0.33 No. W2980 BR Blue.	£54.95
ACC2416 Siphon G Dia. 0.59 No. W2780 GWR Brown w/ transitional BR branding.	£54.95
ACC2417 Siphon G Dia. 0.59 No. W2982 BR Maroon.	£54.95
ACC2418 Siphon G Dia. 0.62 No. W1023 BR Blue.	£54.95
ACC2419 Siphon G Dia. 0.62 NNV No. W1013 BR Blue.	£54.95
ACC2421 Siphon G Dia. 0.62r NNV No. W1048 BR Blue.	£54.95
ACC2422 Siphon G Dia. 0.62r NNV No. W1047 BR Blue.	£54.95



ACC2423 Siphon G ex Dia. 0.33 Overseas Ambulance Train 32 Ward Car Olive Green.	£54.95
ACC2424 Siphon G Dia. M34 No. W2774W BR Blue.	£54.95
ACC2425 Siphon G Dia. M34 No. W2766W BR Blue.	£54.95

BACHMANN OO

31-616 LNER V1 Steam Tank Loco No. 7684 LNER Lined Green (Revised).	£144.99
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32-852A BR Standard 9F Steam Locomotive No. 92069 BR Black, weathered.	£208.95
32-852AF BR Standard 9F Steam Loco No. 92069 BR Black, weathered, DCC Sound.	£293.95
32-852B BR Standard 9F Steam Locomotive No. 92010 BR Black.	£195.95
32-852BSF BR Standard 9F Steam Locomotive No. 92010 BR Black, DCC Sound.	£280.95
32-859B BR Standard 9F Steam Locomotive No. 92184 BR Black.	£195.95
32-859BSF BR Standard 9F Steam Locomotive No. 92184 BR Black, DCC Sound.	£280.95
32-861A BR Standard 9F Steam Locomotive No. 92090 BR Black.	£195.95
32-861ASF BR Standard 9F Steam Locomotive No. 92090 BR Black, DCC Sound.	£280.95
34-725A Bulleid Semi-Open Brake Third Coach No. 3993 Southern Railway.	£63.95
34-725B Bulleid Semi-Open Brake Third Coach Southern Railway Set 790.	£63.95
34-750 Bulleid Corridor Composite No. 5771 Southern Railway.	£63.95
35-302SF Class 37/0 Diesel Loco No. D6710 BR Green, DCC Sound.	£297.95
35-302SFX Class 37/0 Diesel Loco No. D6710 BR Green, DCC Sound Deluxe.	£322.99
37-830 MXA 'Lobster' Bogie Open Wagon No. 965066 DB Cargo.	£49.95
37-830A MXA 'Lobster' Bogie Open Wagon No. 950212 DB Cargo.	£49.95

BACHMANN SCENECRAFT OO

44-0164 Scenecraft Loco Maintenance Crane.	£29.99
44-0165 Scenecraft Pill Box.	£19.95
44-0168G Scenecraft GCR Signal Box Green.	£76.99
44-0168M Scenecraft GCR Signal Box Maroon & Cream.	£76.99
44-0169H Scenecraft Harbour Station Booking Office - Red.	£46.95
44-0174G Scenecraft Gatekeeper's Cottage Green.	£46.95
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44-0181B Scenecraft Lined Brick Substation Black.	£32.99
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44-0185G Scenecraft GCR Mess Room Green.	£50.99
44-0185H Scenecraft GCR Mess Room Red & Cream.	£50.99
44-020H Scenecraft Covered Metal Footbridge Blue Cream.	£63.99
44-020H Scenecraft Covered Metal Footbridge Red Cream.	£63.99
44-0213B Scenecraft Low Relief Left Bay Terrace Blue.	£31.99
44-0213G Scenecraft Low Relief Left Bay Terrace Green.	£31.99
44-0214B Scenecraft Low Relief Right Bay Terrace Black.	£31.99
44-0214H Scenecraft Low Relief Right Bay Terrace Red.	£31.99
44-0215 Scenecraft Low Relief Terrace Courtyard.	£21.99
44-0524 Scenecraft Metal Workman's Hut.	£13.95
44-0525 Scenecraft Concourse Machines.	£19.95
44-0526 Scenecraft Steel Plate Load with Black Straps.	£19.95
44-0529 Scenecraft NER Water Column.	£20.99
44-0540 Scenecraft Tarpaulin Tractor and Plough Load.	£13.95
44-0541 Scenecraft Sand Load for 13T Sand Tippler x 4.	£13.95

EFE RAIL OO



E83022 Class 143 2-Car Pacer DMU No. 143 001 BR Provincial (Original).	£212.99
E83021 Class 144 2-Car Pacer DMU No. 144 003 BR WYPTE Metro.	£212.99
E87062 PRA China Clay Wagon RLS 6312 (Early).	£45.99
E87063 PRA China Clay Wagon RLS 6311 (Early).	£45.99
E87064 PRA China Clay Wagon RLS 6304 (Early).	£45.99
E87065 PRA China Clay Wagon RLS 6303 (Late).	£45.99

E87066 PRA China Clay Wagon RLS 6307 (Late).	£45.99
E87067 PRA China Clay Wagon RLS 6310 (Late).	£45.99

HORNBY OO

R1282M Mallard Record Breaker Train Set.	£224.99
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R3872 Hitachi IEP Bi-Mode Class 800 5 Car Unit GWR 'Trainbow'.	£452.99
R3972 Dublin A4 Class 4-6-2 Steam Locomotive No. 4900 'Gannet' LNER Blue.	£304.99
R3997 Princess Coronation Class 4-6-2 Steam Loco No. 46245 'City of London'.	£217.99
R7363 Skaldale South Eastern Railway Station Building.	£49.99
R7364 Skaldale South Eastern Railway Platform Shelter.	£22.99
R7376 Skaldale Grounded 6 Wheel Coach Summer House.	£27.99
R9342 Playtrains Builder - Station Platform.	£7.99
R9343 Playtrains Builder - Station Building.	£9.99
R9344 Playtrains Builder - Tunnel.	£13.99
R9345 Playtrains Builder - Signal Box.	£8.99
R9346 Playtrains Hopper Wagon.	£14.99
R9347 Playtrains Car Transporter & Ramp.	£15.99



R30071 Class 153 Single Car DMU Set No. 153 380 BR ScotRail.	£137.99
R30146 Class 153 Single Car DMU Set No. 153 305 ScotRail.	£137.99



R30165 Class 91 Bo-Bo Electric Loco No. 91 101 'Flying Scotsman' LNER.	£201.99
R30204 Class 43 Rail Charter Services Train Pack.	£326.99
R30216 A3 Class Steam Locomotive No. 2573 'Harvester' LNER Green.	£227.99
R30219 Class 43 HST East Midlands Railway Train Pack.	£326.99
R40213 Mk1 Brake Second Corridor BSK Staff Coach BDC 977165 Railtour Beatty.	£40.99
R40214 Mk1 BCK Test Coach Mercury No. HD8975280 BR Research.	£40.99
R40215 Mk1 Brake Corridor Composite BCK No. M21034 BR Crimson & Cream.	£40.99
R40215A Mk1 Brake Corridor Composite BCK Coach M21033 BR Crimson & Cream.	£40.99
R40289 6 Wheel 1st Class Coach No. 490 LSWR.	£32.99
R40291 6 Wheel 3rd Class Coach No. 821 LSWR.	£32.99
R40293 6 Wheel 3rd Class Coach No. 648 LSWR.	£32.99
R40295 4 Wheel Passenger Brake Coach No. 72 S&DJR.	£32.99
R40298 6 Wheel 3rd Class Coach No. 109 S&DJR.	£32.99
R40300 6 Wheel 3rd Class Coach No. 72 S&DJR.	£32.99
R40304 6 Wheel 1st Class Coach No. 519 GWR.	£32.99
R40306 6 Wheel 3rd Class Coach No. 2523 GWR.	£32.99
R40308 6 Wheel 3rd Class Coach No. 2548 GWR.	£32.99
R40310 4 Wheel Passenger Brake Coach No. 505 GWR.	£32.99
R40328 6 Wheel Generator Coach No. DE320104F BR Blue & Grey.	£32.99
R40342 Mk1 First Open Coach No. 975606 Laboratory 2 BR Research.	£40.99
R40346 Mk1 First Open Coach No. D8977351 Departmental.	£40.99
R40348 Mk1 Brake Second Open BSO Coach No. AD8977135 BR Blue & Grey.	£40.99
R40352 Mk3 Trailer First TF Coach No. 41166 Rail Charter Services.	£40.99
R40352A Mk3 Trailer First Disabled TFD Coach No. 41167 Rail Charter Services.	£40.99
R40353 Mk3 Trailer First TGF Coach No. 41160 Rail Charter Services.	£40.99
R40353 Mk3 Trailer Guard First TGF Coach No. 44081 Rail Charter Services.	£40.99
R40354 Mk3 Trailer Restaurant First Kitchen TRFK Coach 40804 Rail Charter Services.	£40.99
R40359 6 Wheel Crew Coach No. KDF107F BR Departmental Red.	£32.99
R40360 6 Wheel Tool Van No. KDF2574F BR Departmental Red.	£32.99
R60102 Twin Vent Van PARTO No. S49186 BR Brown.	£20.99
R60188 3 Plank Wagon No. 472667 LMS Bauxite.	£20.99
R60189 3 Plank Wagon No. 11 E-Marsh Cross Keys.	£20.99
R60190 4 Plank Wagon No. 12 Brooks Limited, Halifax.	£20.99
R60191 5 Plank Wagon No. 45 John Barnett, Worcester & Bromyard.	£20.99
R60192 6 Plank Wagon No. 437 Hedleys.	£20.99
R60193 7 Plank Wagon No. 20 Challenge Coal Company, Southend.	£20.99

RAPIDO OO

931001 SECR 6 Wheel Brake Van No. 2033 SECR Grey with Black Underframe.	£35.95
931002 SECR 6 Wheel Brake Van No. 2036 SECR Grey.	£35.95
931003 SECR 6 Wheel Brake Van No. 55382 SR Brown with Red Ends.	£35.95
931004 SECR 6 Wheel Brake Van No. 55409 SR Brown with Red Ends.	£35.95
931005 SECR 6 Wheel Brake Van No. 55384 SR Brown with Red Ends.	£35.95
931006 SECR 6 Wheel Brake Van No. 55386 SR Brown with Red Ends.	£35.95
931007 SECR 6 Wheel Brake Van No. 55429 SR Brown with Red Ends.	£35.95
931008 SECR 6 Wheel Brake Van No. 555434 BR Grey.	£35.95
931009 SECR 6 Wheel Brake Van No. 555371 BR Grey.	£35.95
931010 SECR 6 Wheel Brake Van No. 060383 Engineer's Black.	£35.95

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BACHMANN SCENECRAFT OO



35-302Z Class 37/0 Diesel Locomotive No. 37 207 'William Cookworthy' BR Blue.	£249.95
35-302ZSF Class 37/0 Diesel Loco No. 37 207 'William Cookworthy', DCC Sound Fitted.	£349.95
35-302ZSFX Class 37/0 Diesel Loco No. 37 207 'William Cookworthy', DCC Sound Deluxe.	£379.95



35-305Z Class 37/0 Diesel Loco No. 37 196 'Tre Pol and Pen' BR Railfreight Grey.	£249.95
35-305ZSF Class 37/0 Diesel Loco No. 37 196 'Tre Pol and Pen', DCC Sound Fitted.	£349.95
35-305ZSFX Class 37/0 Diesel Loco No. 37 196 'Tre Pol and Pen', DCC Sound Deluxe.	£379.95

KMRC EXCLUSIVE / OO-9

BACHMANN SCENECRAFT OO-9

44-048Z Lynton Coaling Stage.	£9.99
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44-096Z Lynton Engine Shed.	£54.99
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LATEST ARRIVALS / N

DAPOL N

2S-016-005 M7 0-4-4T Steam Locomotive No. 37 Southern Lined Green.	£89.95
2S-016-006 M7 0-4-4T Steam Locomotive No. 245 LSWR Lined Green.	£89.95
2S-016-008 M7 0-4-4T Steam Locomotive No. 30038 BR Lined Malachite.	£89.95
2S-016-010 M7 0-4-4T Steam Locomotive No. 30673 BR Lined Black.	£89.95
2S-016-011 M7 0-4-4T Steam Locomotive No. 30245 BR Lined Black.	£89.95
2S-016-012 M7 0-4-4T Steam Locomotive No. 35 LSWR Lined Green.	£89.95

GRAHAM FARISH N

371-790 Class 9/10 Electric Locomotive No. 90 042 Freightline Powerhaul.	£165.95
371-790SF Class 9/10 Electric Loco No. 90 042 Freightline Powerhaul, DCC Sound.	£250.95
371-360SF Class 60 Diesel Locomotive No. 60 095 GBRF, DCC Sound.	£220.99
373-811A HKA Bogie Hopper No. 300621 'National Power' Blue.	£44.95
373-811B HKA Bogie Hopper No. 300643 'National Power' Blue.	£44.95
373-813A HKA Bogie Hopper No. 300671 DB Schenker.	£44.95
373-9250 30T 'Prawn' Bogie Bolster KDB940144 BR Gulf Red, weathered w/load.	£28.95
373-9250 30T 'Prawn' Bogie Bolster KDB940144 BR Gulf Red, weathered w/load.	£28.95
373-9261 30T Bogie Bolster C No. B943444 BR Grey, weathered with load.	£28.95
373-9261 30T Bogie Bolster C No. B944226 BR Grey, weathered with load.	£28.95
373-927C 30T Macaw B Bolster No. 84350 GWR Grey, weathered with load.	£28.95
373-927D 30T Macaw B Bolster No. 84249 GWR Grey, weathered with load.	£28.95
377-276B BR 27 Ton Steel Tippler Wagon No. B380656 BR Grey 'Chalk'.	£19.95
377-276C BR 27 Ton Steel Tippler Wagon No. B383327 BR Grey 'Chalk'.	£19.95
377-278A BR 27 Ton Steel Tippler Wagon No. B385893 BR Bauxite (TOPS).	£20.95
377-278B BR 27 Ton Steel Tippler Wagon No. B386096 BR Bauxite (TOPS).	£20.95
377-282 BR 27 Ton Steel Tippler Wagon No. 63 NCB Blue.	£19.95
377-282A BR 27 Ton Steel Tippler Wagon No. 47 NCB Blue.	£19.95

LATEST ARRIVALS / O

DAPOL O

7T-071-048 7 Plank Open Wagon No. 06527 GWR Grey.	£43.99
7S-018-001 B4 0-4-0T Steam Locomotive No. 96 'Normandy' Southern Black.	£213.95
7S-018-002 B4 0-4-0T Steam Locomotive No. 90 'Caen' Southampton Docks Brown.	£213.95
7S-018-003 B4 0-4-0T Steam Locomotive No. 88 Southern Black with Green Lining.	£213.95
7S-018-004 B4 0-4-0T Steam Locomotive No. 30089 BR Black L/C.	£213.95
7S-018-005 B4 0-4-0T Steam Locomotive No. 30096 BR Black L/C.	£213.95
7S-018-006 B4 0-4-0T Steam Locomotive No. 91 LSWR Lined Green.	£213.95

KMRC EXCLUSIVE / O

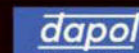
DAPOL O

7K073 7 Plank Open Wagon No. 5 T Meakins & Son Dorking.	£56.95
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Renumbered GNER Class 91101 *City of London*, heads a Glasgow – Kings Cross service on the up fast at Weaver Hill. Just visible are the castellated tunnel mouths of the slow lines. This shows how the track curves across the scenic section. It also demonstrates how the model can be swapped from the WCML to the ECML by altering stock.

FACTFILE

SCALE/GAUGE: 4mm:1ft/16.5mm gauge/00

SIZE: 19ft x 9ft

ERA: 1980s to present

LAYOUT TYPE: Continuous run



WEAVER HILL

For the sheer pleasure of running trains, a loop circuit without a specific era is hard to beat. Benjamin Brady of the Alsager Railway Association agrees.

Words: Richard & Benjamin Brady Photography: Tony Wright & Andy York

The railway cuts through the parklands of Tixall Hall. The estate was the playground of Richard Powell Scholefield, who landscaped the grounds and constructed numerous follies, many of which are still visible today; the legacy being the obelisk built to commemorate his daughter, Georgiana. The tunnel mouths are built in a castellated style, their only purpose being to hide the railway from the hall. Visible in the foreground is the grave dedicated to Starlight, Lionel Archibald Forseter's mount who was lost during the Boer War where he insisted the horse should be repatriated.'

This is what 'Weaver Hill' represents as a model after 10 years of exhibitions and alterations. The original concept for the model was to build something different. We wanted to build a model that did not incorporate all the usual aspects associated with a modern image model railway. We wanted to create a scene that could be just as recognised by anyone in 19th century as in its current format. The idea started to formulate while taking a canal boat holiday navigating the four counties ring. The canal spends much of its time alongside the

West Coast Main Line.

In 2013, there was an opportunity to attend a local charity model railway show. This was deemed the perfect opportunity to put the ideas into reality. The largest hurdle to attending the show was the four-week deadline needed to complete the model. This did not deter us as we wanted to build something simple with trains passing through the countryside. 'Weaver Hill' was built to a plain, four track main line concept.

The layout has been built purely for the enjoyment to run trains in a continuous circuit. Our selling point at the shows is being able to showcase the trains passing by. Many exhibition managers choose to add seating in front of the layout to enhance the viewing of the model. From this lower angle, the model takes on another form as the trains pass between the trees, which break up the scene, purposely positioned in front of the railway.

Inspiration for the model has mainly come from the North Staffordshire region. The tunnel portals are the most prominent feature on the model and reflect the castellated architecture of Shrubrough Tunnel (the 'Gates of Jerusalem').



LEFT: A pair of Class 66s break cover from the tunnel both travelling in the up direction. The Freightliner 66 heads an intermodal service bound for Tilbury on the 'fast', while the large logo GBRf '66' proceeds on the slow with a cement train. An axle counter head is just visible to the lower right of the photo.

RIGHT: Looking towards the roundabout, 6K38 hauled by a Colas Rail Class 37 heads for Basford Hall from Longport Land Recovery on the down slow passed by another Stoke-on-Trent service 6K32, Warrington Arpley to Marcroft wagon repair trip, hauled by a DB Class 66.

“ We have managed to construct a model that is firmly placed in Staffordshire, easily recognised by many of the visitors who enjoy watching the trains pass by. ”



Our model depicts the WCML as if the LNWR had decided to quadruple the line between Milford and Brocton and Colwich. Visible towards the right-hand end of the layout when viewing, you can see where the old level crossing used to be situated, complete with crossing keeper's cottage. This is a representation of the old Holdiford Road, which now also bridges the WCML at Milford.

Layout evolution

On its first outing in 2013, the model looked sparse. Much time has been spent adding to, and upgrading the model. The overhead catenary was the biggest change. We originally used Dapol supports, but these were found to be too flimsy and we have since changed the supports to Peco, along with scratch-built headspans using parts from Sommerfeldt. The trains don't run with their pantographs raised. However, this does not detract in any way from the overall effect. At exhibitions, we often receive favourable comments on the overhead line equipment, making the effort involved even more rewarding.

Continuing the theme of improvements made to the

model, one of the most noticeable changes to the layout is the appearance of the countryside it passes through. Alluded to earlier was the sparse nature of 'Weaver Hill', the railway passing through open countryside, with very little to break up the scene. The tunnel mouths were only of modest brick construction. These were changed to better represent Shugborough and a plastic Medieval castle kit was sourced and converted into the tunnel portals, which are now present on the model. This really has brought this area of the model to life and it's my favourite end of the layout.

Georgiana's obelisk, which sits above the tunnel, was our take on Hadrian's Arch. This was formed from a block of wood, whittled to form the basic shape. Card was added, one stone block at a time, with the added plaques being created from dolls' house accessories.

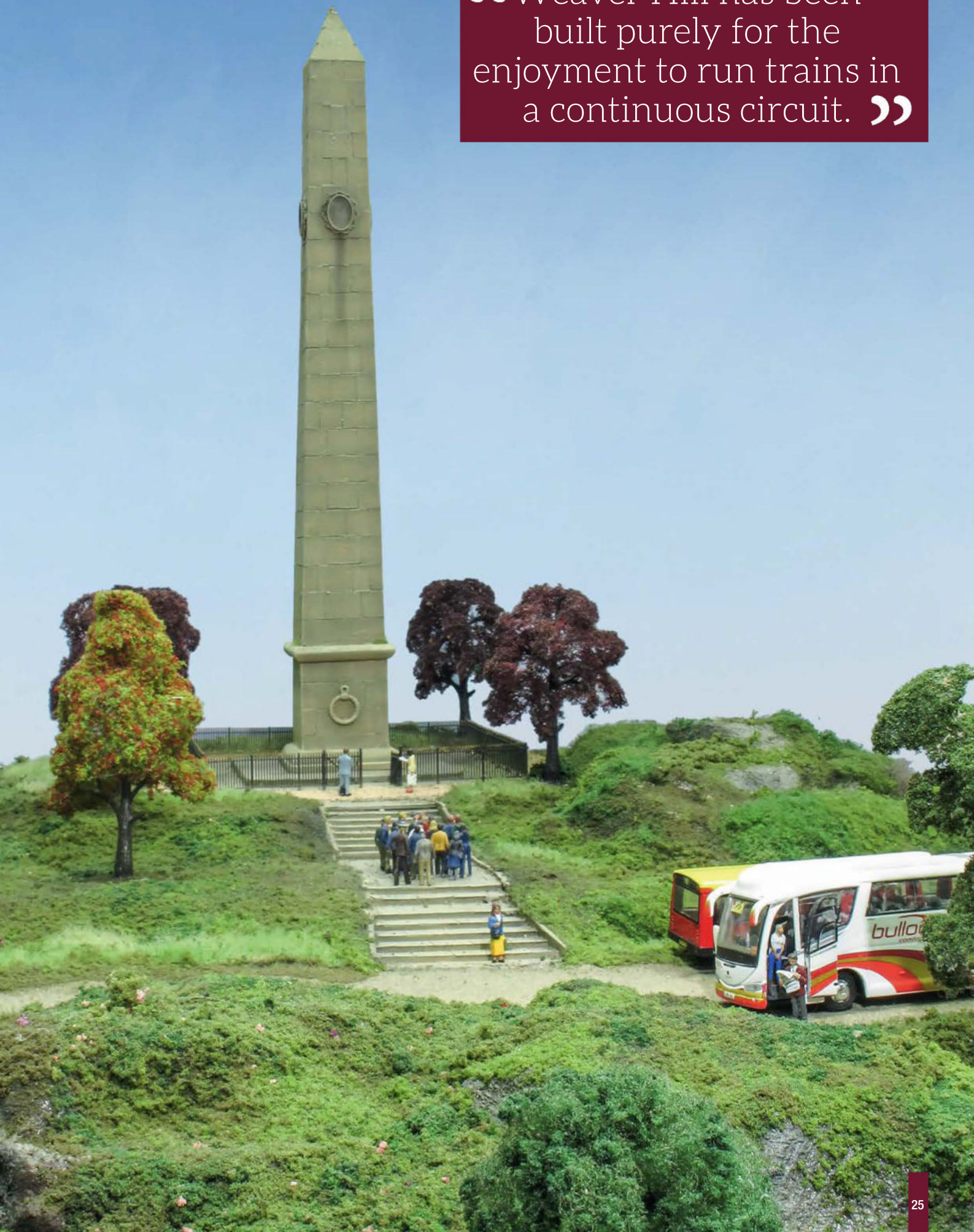
The monument was pre-shaded to highlight the stones before layers of varying colours of stone were added over the top. It was then finished with a distinctive copper lighting conductor. We added more follies to the length of the scenic section, which has now transformed the layout from open countryside to estate parklands.

RIGHT: Georgiana's Monument towers above the coach tour. The coach driver makes the most of his break, reading the paper. The area covers the curves into the fiddle yards to maximise the scenery. The monument was built up, stone by stone.

BELOW: An Intercity Mainline on the 'up fast' emerges from Weaver Hill tunnels. This locomotive was a hybrid respray of the standard Intercity swallow release. We wanted to create an imposing tunnel entrance and the height of the turrets can be clearly seen.



“Weaver Hill has been built purely for the enjoyment to run trains in a continuous circuit.”



On show

'Weaver Hill' was built to run stock covering a fluid time period, starting from the privatisation of the railways. When we are exhibiting the layout, we ensure that all stock is from the same period, creating a constant time period during the weekend.

The infrastructure on the model firmly places it closer to the present, with the tell-tale 'yellow mushrooms' track-side, suggesting axle counters are present, and LED signal heads. This does not stop Rule 1 being applied now and again – the photographs portray this well with our back-dating to the 1990s. 'Weaver Hill', however, was well received when we ran it in this guise for the first time at BRM's Doncaster Show.

The model is run entirely on DC and, to keep things simple, each line has three fiddle roads associated with it. All points are manually operated in the fiddle yard giving us a good opportunity during a two-day show to achieve our goals. Signals are operated via infrared sensors set into the sleepers, which replace the signal to danger when a train passes over and breaks the light

contact. This initiates a timer to run through the signal sequence – yellow, double yellow and green.

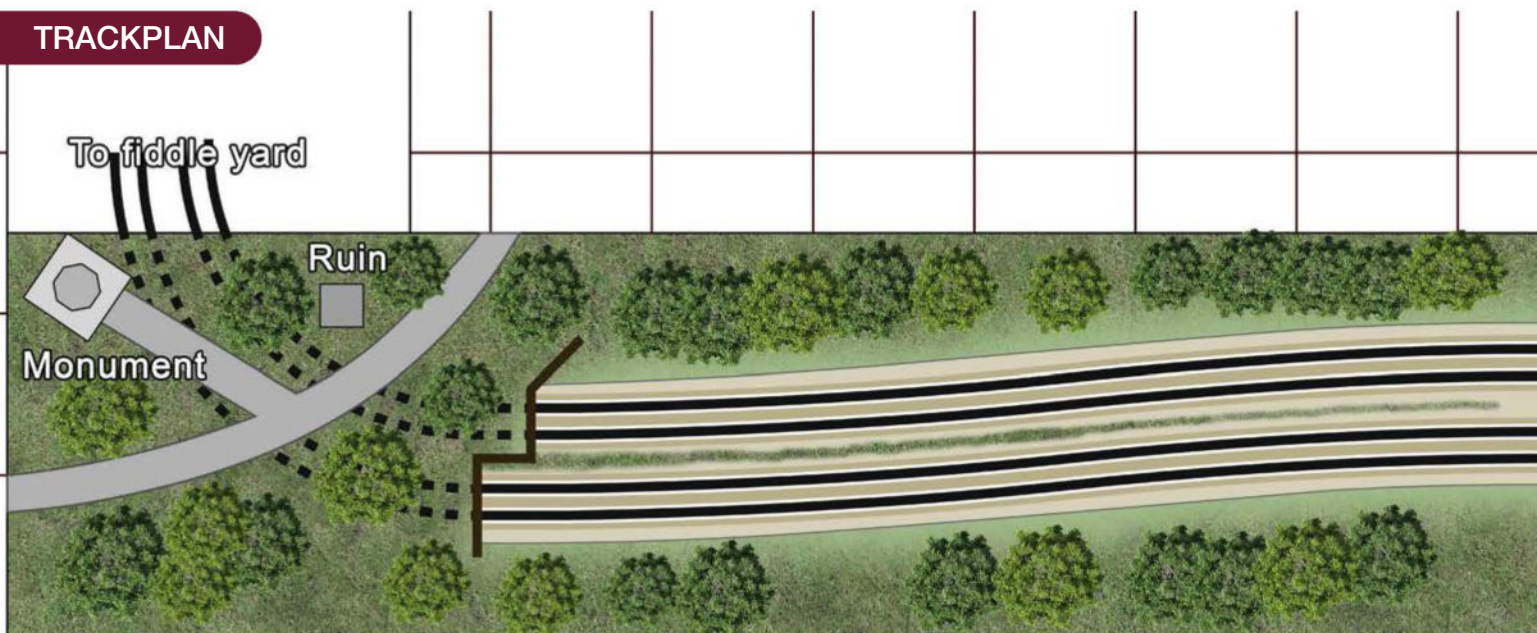
If we were to repeat this project, there would be a lot we would do differently. One of the main frustrations is the constant realignment of joints at the setting up of any show. The fixing of the track and the way the boards are joined would be completely altered to alleviate this problem. We would look at metal dowels to locate the boards, and ensure the track was fixed in place with copper-clad rather than pins.

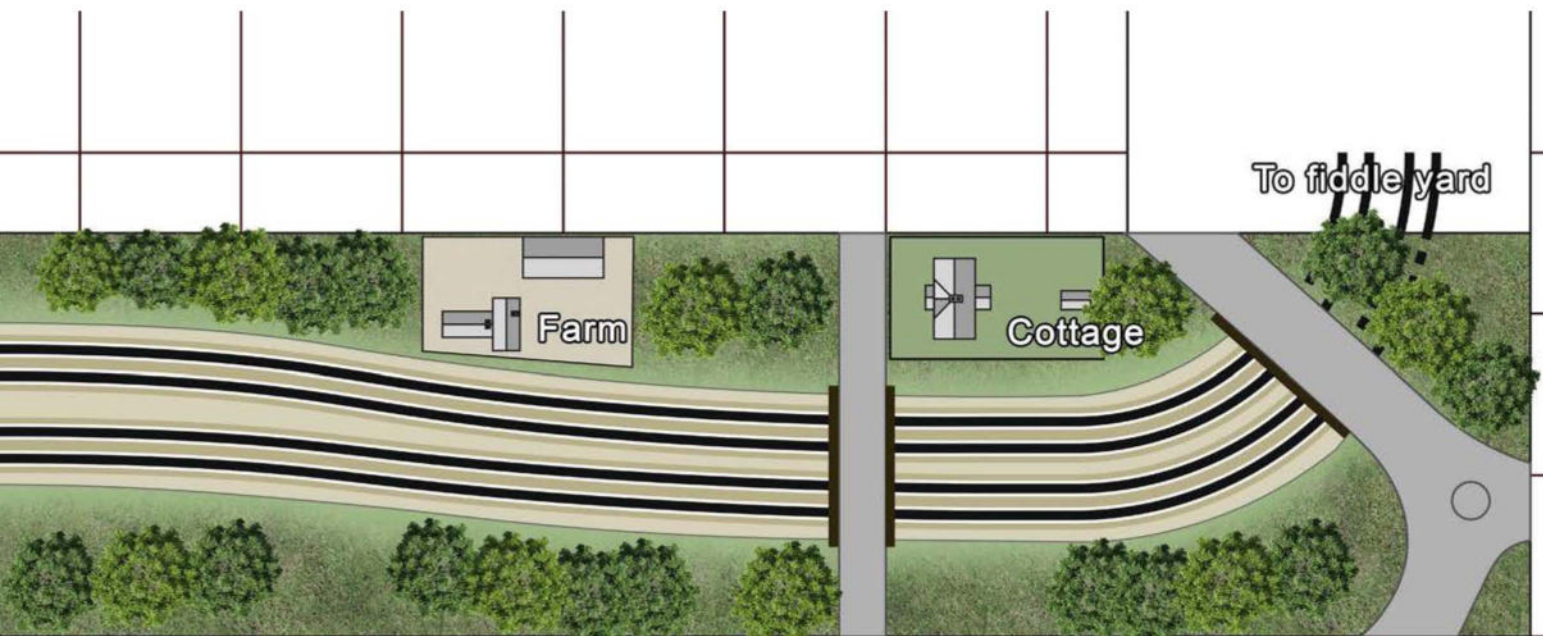
Some of the scenery elements would also be easier to replicate with the availability of bespoke laser-cutting, which would have made the construction of the tunnel mouths and follies easier, but maybe take away that modelling aspect that has made 'Weaver Hill' so enjoyable.

Although 'Weaver Hill' was built to represent any region, and any main line in the UK, we have managed to construct a model placed in Staffordshire, easily recognised by many of the visitors who enjoy watching the trains pass by.

RIGHT: An East Midlands Trains Class 158 travels along the up fast.

BELOW: Scotrail 47710, heads a Liverpool – Newcastle Trans-Pennine express in the early 1990s, formed of Hornby Mk. 2s and a Bachmann Mk. 1 BG. The plastic card tube (painted concrete) is visible, made to the Peco stanchions to increase their height for use on Weaver Hill.

**TRACKPLAN**



THE TRAINS OF WEAVER HILL

- Class 350 London Midland (x3) running in an eight-car formation and single four-car
- Pendolino (x2) these swap between Avanti and Virgin
- Caledonian Sleeper (Mk. 3s & Mk. 5s with either a Class 90 or Class 92)
- Virgin Voyager
- Cross County Voyager
- Freightliner (x2) DB, Freightliner, or DRS using a variety of locomotives
- Car trains (DB Class 90/66)
- Charter Train (x2), one formed from blue & grey Mk. 2s, the other crimson and cream Mk. 1s
- Wagon repair train with a selection of miscellaneous wagons

- Engineers' train, Class 66 with ballast wagons
- Grand Central Blackpool test train.

RUNNING AT DONCASTER 2023

- Class 91 GNER
- Intercity Mk. 4 set with a Class 90
- Anglia Railways Class 170
- Class 166 NSE on test
- Parcels
- West Yorkshire Class 158
- Project Mercury, Dutch Class 37
- Intercity Sleeper
- Freightliner
- Steel train
- Reginal Railways Class 153
- Trans-Pennine Express Mk. 2s & Class 47
- Steam charter

BELOW: The year is now 1999 and a Virgin Trains HST powers along the down fast passing a rail freight Class 47 on the up slow with a lightly-loaded intermodal service. The bridge shows evidence of reconstruction work required for electrification, with the concrete. Here, we can see the Sommerfeldt/scratch-built headspan catenary, which is more common on the ECML.



An Avanti Pendolino snakes its way towards the tunnel mouth on the down fast, while a GBRF large logo Class 66 heads the cement train along the up slow. Just visible to the left are the stables, and in the distance, the gatehouse to the hall, complete with a cliché bus on a bridge.

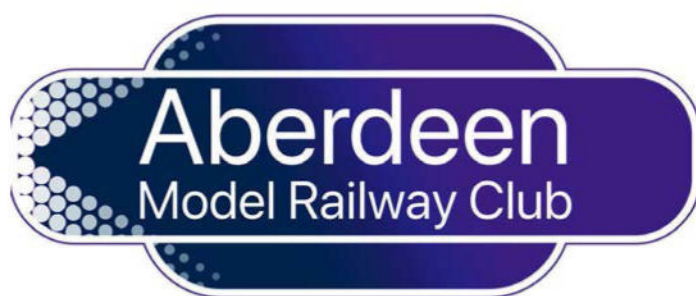




It's 2022, and 0Z90, a quadruple of Freightliner 90s, make a light engine move from Crewe Basford Hall to Ipswich, displaying a variety of liveries used by the company. The number of trees can be appreciated in this scene, adding an excellent backdrop to the locomotives. The old crossing keeper's house and overgrown 'p-way' hut complete the image.



WEEKEND PLANS...



Wickham MRC show

With over 20 layouts, trade stands and societies in attendance, Wickham Club's 2023 show promises to offer a great day out for the model enthusiast. Entry is priced at £8.00. A bigger venue is announced for this year, to be held at the Forest Boys' School, Forest Hill, London, SE23 2XN.

Saturday, October 21
10.00 – 16.30

Aberdeen Model Railway Exhibition

After its unfortunate cancellation last year due to the venue becoming unavailable, the 2023 Aberdeen Model Railway Exhibition has been confirmed and will take place at Curl Aberdeen, Eday Walk, AB15 6LN. A variety of layouts is promised, plus a selection of traders and societies. Prices start from £4.00, with under 3s free. Free parking is available.

October 28-29, 10.00 – 17.00
Saturday, 10.00 – 16.00 Sunday

Shoeburyness MRC Exhibition

With numerous layouts, trade stands and preserved railways in attendance, the 39th Shoeburyness Model Railway Club Model Railway Exhibition promises much for model railway fans based in the south east. Adult tickets are £7.00. The event will be held at The Seaglass, Thorpe Hall School, Wakering Road, Southend on Sea, SS1 3RD.

August 5-6, 10.00 – 17.00
Saturday, 10.00 – 16.00 Sunday

Q: With reference to your 'more weekends' in the June edition, bearing in mind the hobbies demographic of retired/semi-retired (including myself), why not weekday shows? It would give the option of 52, five-day weekends! *David Wills*

A: A wonderful idea David and one I'm sure many modellers will get on board with! The problem is, not all modellers are retired, we have many show-goers who still work full time, and this may make going to shows difficult. We want younger generations to attend, too, and hosting events on weekdays will undoubtedly clash with school from time to time.

LETTER OF THE MONTH

FLORAL DISPLAYS

Seeing the wonderfully-detailed and colourful gardens lining the platforms of Sherton Abbas (April BRM) inspired me to 'revive' the run-down station floral bed on my own layout. And I'm so glad I did! Set in the late 1950s, I have generally gone for a slightly neglected look, but this splash of colour makes a perfect counterpoint to the grimy locomotive shed environs opposite. Particularly before the War and Nationalisation, great pride was taken at many wayside stations in the presentation of flower beds and floral displays – an activity the railway companies encouraged, prizes being awarded for the best-kept locations. The GWR also liked to plant conifers at its country stations – something which later grew a little out of hand at the otherwise picturesque Gara Bridge! On many quiet branch lines, the staff had ample time to attend to horticulture. Even today, some stations are enlivened with hanging baskets and planters, while heritage railways often make a point of recreating former floral glories. Certain locations, such as Midsomer Norton on the S&D, found fame for their displays, while a spectacular Baynards, on the ex-LBSCR Cranleigh line, became a favourite with film makers – alas, no longer available to them. How about a feature on the horticultural side of Britain's railways and representing it in miniature?

Richard Maby



READER MODELLING

CHARRINGTON'S BEDFORD TK COAL LORRY

As part of my Romford Station layout, I wanted to recreate vehicles that plied their trade in the local area. Charrington's operated from the coal yard adjacent to Romford Station. Therefore, the objective of this project was to convert a ready-to-run vehicle into a Charrington's coal lorry. The model was bought second-hand for approximately £6.00 and was liveried as a Chipperfield's Circus lorry. Like all Oxford Diecast models, it was a good representation of the prototype, but had a less-than-realistic gloss finish.

The first job was to dismantle the vehicle. The model was held together with two screws, and the cab simply unclipped once these had been removed.

The main work was focused on altering the trailer and adding a top box above the cab to match the prototype. The trailer was modified using Plastruct and brass strip. The top box was fashioned from Plastikard, and required careful filling with Milliput at the interface with the cab roof. The coal load was a purchase from Harburn Hobbies, which required repainting. A driver was added using a hand-painted Prieser figure. Taillights were added by amending the original model and gluing them to a strip of Plastruct angle. The large wing mirrors were fashioned from 0.3mm brass rod and small pieces of Plastikard with silver foil added. The original transfers were removed with T-Cut and the vehicle was sprayed with Halford's grey primer, then airbrushed with Tamiya dark green – an excellent match for the prototype. Details such as the indicator and brake/headlights were carefully picked out with enamel paints.

The main expense was the decals and lettering. Similar to my model of the London Transport RT bus, I used Fox Transfers. However, the lettering on this model was individually-applied. The numberplates were recreated on my computer and printed on a laser jet printer. It was then weathered with a 3:1 mix of Humbrol dark grey and leather. The final touch was to add coal bags from folded chocolate wrappers, which were then painted.

I love modelling road vehicles because you can produce satisfying and realistic results in a very short period.

Gary Day



BEFORE



AFTER

COMMUNITY

Inspirational modelling with **RMweb**



The road to Stratford St. Mary. **RMweb user: Kelvin Pinnock**



31418 stabled at Charwelton goods.
RMweb user: 43110andyb



87XX and BR 20T brake in Whitehill Quarry, Lydbrook Dean, October 1962. **RMweb user: wiggoforgold**



Weald Junction in the County of Kent. **RMweb user: westerhamstation**



There will be a normal service at Mantles Wood as May Day won't be a bank holiday until 1978. **RMweb user: Metr0Land**



A busy afternoon in St Mary Harbour. **RMweb user: Dan46**

TRENDING ON SOCIAL



'Heaton Lodge Junction': 200ft giant to expand. Viewed by thousands of visitors the last two years, the UK's biggest layout in 'O' prepares for scenic additions.



Six new arrivals from Scale Model Scenery. The new kits caught our attention – something for all tastes and most scales.



Transpennine Express: So long and farewell. Operator placed into Operator of Last Resort from end of May.



Does anyone remember the iconic 'Bournemouth West'? Roger Sunderland returns with his new OO layout, 'Stancliffe' and what a fantastic railway it is!

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KILLYBEGS

If there's a line you've wanted to model, in a not-so-common scale, why let impracticalities get in the way? Chris Romain didn't...

Words: Chris Romain **Photography:** Jamie Warne



FACTFILE

SCALE/GAUGE: 10mm:1ft scale

SIZE: 3ft 2in x 23ft 6in (length excluding garden section and fiddle yard) 65ft 6in including garden section and fiddle yard

ERA/REGION: 1958, County Donegal Railway Irish narrow gauge

LAYOUT TYPE: Fiddleyard to terminus



A few passengers await the crew to return from their break to operate the afternoon train to Donegal, Stranorlar and Strabane. Meanwhile, locomotive No.11 *Erne* shunts wagons in the yard. The platform front is card faced with printed building paper, and the platform surface is very fine grit applied over wet glue on card.



I have always had a fascination with narrow gauge railways and volunteered, briefly on the Ffestiniog Railway on the deviation at Dduallt. I became aware of the County Donegal Railway in the mid-1970s and eventually visited Donegal, where I quickly became heavily involved in the County Donegal Railway Restoration Company, whose mission is to restore a section of the old railway east of Donegal Town. During my numerous visits, I travelled to all parts of the old railway and I learnt all that I could about the history. The restoration of part of the railway is still to be achieved, so I thought that the only way to see the CDR in action was to recreate it in model form. To do this, the model had to be a faithful record of the original, down to every practical detail.

I chose the terminal station at Killybegs fishing village in the far-flung reaches of Donegal as the station had many features, including the only train shed on the system.

I decided to set the date of 1958, just before one of the steam locomotives demolished the engine shed one dark night.

I can't claim to have used new modelling techniques. As a member of the Gauge O Guild for nearly 40 years, I've had the opportunity to read about and see other people's layouts and discovered how they achieved theirs. I have always enjoyed

making things, so scratch-building was the obvious choice. In any case, there are no off-the-shelf models available and certainly nothing in the scale I've chose.

I have been particularly inspired by the layouts by Gordon and Maggie Gravett ('Pompouel'); 'Melcombe Magna' by my friend Mike Baker (BRM October 2021) and the excellent models of Irish railways by Neil Ramsay and John Campbell.

First steps

The layout design is based on the terminal station at Killybegs on the County Donegal Railway as at 1958, two years before closure. All traces of the station have since disappeared.

To accommodate the layout, I demolished the old garage at my house and rebuilt it with a highly-insulated timber-framed shed of greater length. The main layout is along one side of the shed, with a fiddle yard the other side and the two are connected by a 12ft diameter loop outside running under the extended eaves of a purpose-built octagonal shed. The external part of the layout is monitored by four CCTV cameras, in case of derailments or other problems.

The layout was drawn on CAD, based on an historical large-scale Ordnance Survey drawing. Due to space limitations, three compromises were made: omission of the siding to the fishing pier,

ABOVE: The afternoon train to Strabane, comprising ex-Clogher Valley Railway railcar No. 10 and a red luggage van awaits the late-running freight from Donegal town. The starting signal is operated by a servo motor, which is programmed to simulate the action of the prototype.

RIGHT: The penultimate railcar No. 19, dating from 1950, is being turned as all the railcars were single-ended. The turntable bridge comprises the adapted frames of a scrapped locomotive, and the rails are of a larger section, cantilevered over the ends to accommodate the longer railcars.



“the model had to be a faithful record of the original, down to every practical detail.”



reducing the angle of the bend out of the station from 35 to 22 degrees and foreshortening the distance from the station to the engine shed.

The main layout is made up of 1m x 1.2m sections for ease of construction. Each section is made of a baseboard on an egg-crate framework of 9mm plywood, pre-cut to size by a specialist supplier. This is cost-effective if you have a powered router tool. A thin cork sheet was glued to the baseboard before the track was glued down, to reduce noise transmission.

Track is hand-built using Code 143 flat-bottom nickel silver rail, which is correct to scale for the 60lb/yd prototype, soldered to copper-clad sleepers with proprietary cast brass fishplates. Rails are cut to scale 30ft lengths with additional joints to pointwork, and each rail length is connected to the DCC bus for optimum power supply. Points and curved sections were made up on the bench using CAD-generated templates. To maintain easy curves, a mirror was placed on the rails to give a 'worm's eye' view to check the alignment before final soldering of the rails to the sleepers.

The turntable has larger profile rails, cantilevered over the ends to accommodate the later, longer, railcars on converted frames of a scrapped locomotive, all as the original.

The fiddleyard has a three-road traverser and a manual turntable to turn the railcars. All track to the fiddle yard and the garden section is of Peco flexible track.

The main buildings are constructed from foam-board with modelling clay, textured and scribed to replicate the actual geometry of the prototype stonework. The 1200mm long train shed is made of basswood framing with laser-cut thin ply cladding. The roof trusses are made in a jig using brass strips and rods.

All windows and doors are laser-cut ply and the roof slates from adhesive-backed grey card with slates to scale: this saved having to cut 1200 slates individually! Chimney pots are made of cast resin to the design of the prototype.

The water tank has a 'stone' base with an etched brass tank partially filled with thick plywood, painted dark grey and topped up with Magic Water.

As a conservation architect, I have studied weathering of buildings and applied this knowledge to the model, mainly using coloured washes. As the station was on the seashore, I purchased some white-metal seagulls and placed them on roof ridges, with accompanying white stains!

Modelling challenges

Despite having pored over Gordon Gravett's books on scenery, I have struggled with making trees and hedges. The three large trees were bought.

The backscene was difficult to resolve. Ideally, I wanted to model the buildings in the street immediately behind the station, but lack of space

ROLLING STOCK

The rolling stock comprises two steam locomotives, a diesel shunting locomotive, three railcars, six coaches and 15 assorted wagons.

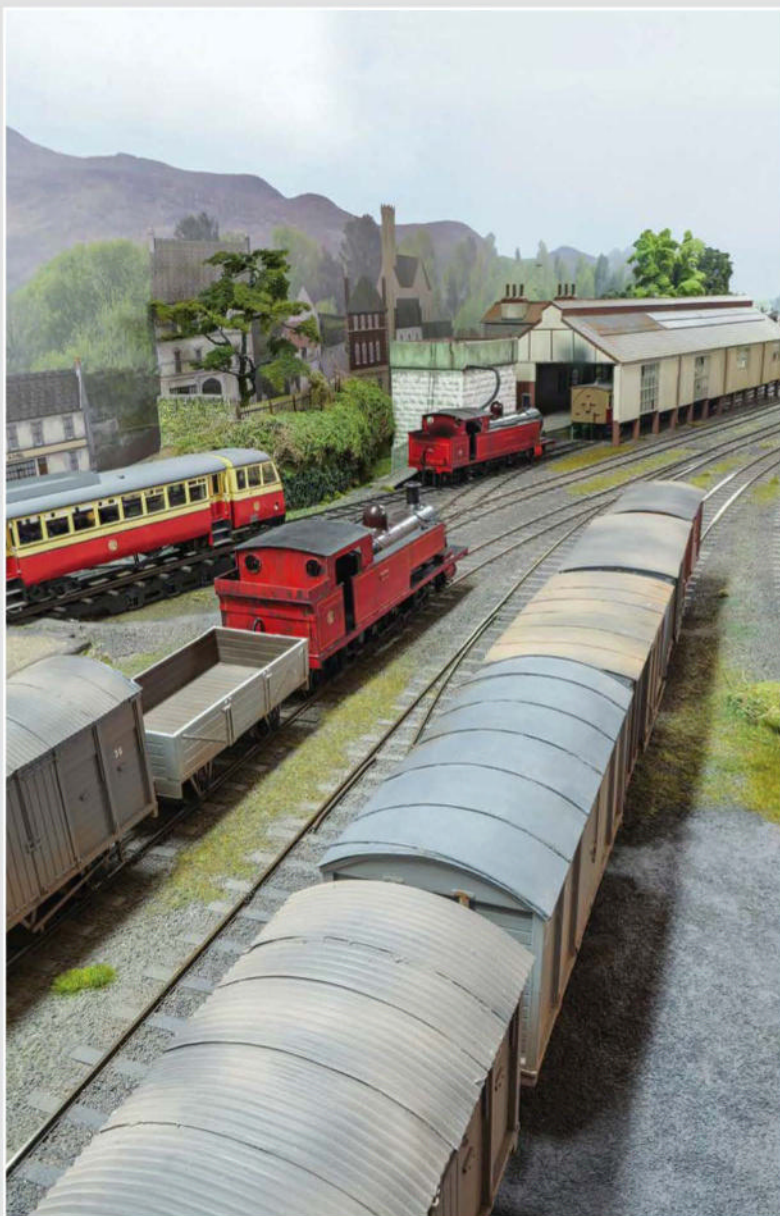
The locomotives are made from photo-etched brass based on my own artwork, with cast iron wheels and coreless motors with high-efficiency gearboxes from suppliers. Chimneys and domes are brass, turned on the lathe.

Coaches have etched brass underframes with purchased brass bogie frames and insulated split-spoke wheels. The bodies are a mixture of photo-etched brass, Plastikard, or laser-cut thin ply with laser-cut card beading.

Wagon underframes are of etched brass, compensated and fitted with proprietary wheels. The bodies are made of plastic sections and embossed sheets, while the roofs are mostly of corrugated aluminium sheet, pressed to the correct scale profile. Plain roofs are made of thin nickel silver sheet with soldered beading. Hinges and brackets were made from brass etchings.

All vehicles have sealed roller bearings and 'chopper' type couplings of lost-wax brass castings made from my master with laser-cut steel choppers to allow easy uncoupling using a magnet on the end of a brass rod.

I'm not one for extreme detailing, such as inside motion, but if a model on the track looks right, I'm happy.





A close-up of Baltic tank No.11 *Erne*, built in 1904 by Nasmyth Wilson of Manchester, simmers during shunting operations to make up the return freight to Donegal and beyond. The photo-etched body shows the rivet detail to good effect. The hand-built track was sprayed with matt muddy grey/brown to give a realistic effect.



All is quiet inside the train shed during one of the long periods of inactivity. Brake coach 28 awaits loading with parcels and small items before being attached to the rear of the daily freight. The roof trusses were made in a jig with laser-cut ceiling boarding and clear acrylic rooflights, with thin tape to represent the glazing bars.

“ Despite having pored over Gordon Gravett’s books on scenery, I have struggled with making trees and hedges. ”

precluded it. I drew the surviving buildings, from measurements on site and photographs, while buildings that have disappeared since closure were scaled from many old photographs. I then drew these in 3D to give some degree of perspective and rendered/weathered the images in Photoshop. I was unable to take panoramic photographs of the village and mountains behind as I would need a boat offshore to do that. Instead, I took a series of photographs of mountains in the Dingle Peninsula to make a background, 8m long, also in Photoshop and reduced the saturation levels of distant objects, to give the impression of aerial perspective. The buildings in the backscene are also reduced in scale and the vehicles in the street are O gauge size.

Initially, I printed the backscene on my ink-jet plotter on self-adhesive backed printer paper, but the colours faded, so I had a replacement printed professionally with colourfast ink, at reasonable cost, with much better results.

Pick-ups on the locomotives is a problem yet to be completely solved. I have tried plungers and spring wires, but the two-axle little railcar and shunting locomotive do not run as smoothly as I would like.

Operation of the turntable is not perfect: I have tried indexing it with microswitches, then a photo-electric cell switch and now use a potentiometer switch, but lining the rails up accurately is difficult.

My initial operation of the point motors was using the excellent lever frame by the Scale 4 Society, but linking it to the DPDT switches to operate the point motors was unsuccessful. I solved the problem by changing to toggle switches.

If I were to repeat this project, I would take more time and try to improve my modelling skills generally, especially to make good-quality trees, hedges and vegetation.

Operating Killybegs

From the very beginning, I intended to operate the layout by DCC with sound. Although the locomotives are of large scale, the use of coreless motors and roller bearings on all stock kept the power demand within the capability of OO gauge decoders, and a few simultaneous operations have also helped.

The wireless controller allows very slow movement and smooth starts and stops, and the steam locomotives are fitted with axle-mounted cams to ensure the correct chuffing rate at all speeds. The garden section and fiddle yard are on a separate bus circuit with a power booster.

I did not wish to operate points by DCC as I considered having to input a code to change every point tiresome. Instead, I use toggle switches on a mimic panel.

Very few people now remember the sound of the County Donegal locomotives, but I decided to use decoders programmed with the sounds of a BR Standard Class 4 tank. The railcars have American



Railcar No.19 has been turned and the crew is back on board before moving into the station to collect passengers. With insufficient room to model buildings in the street behind, they were drawn in 3D, then saved in 2D and imported into the large panoramic background in Photoshop.



'Galloping Goose' decoders, which have good diesel sounds, as well as the horn with a similar tone to the preserved County Donegal railcar at Fintown in Co. Donegal.

The timetable at Killybegs in 1958 comprised three daily arrivals/departures by railcar, often with a van or passenger trailer, and a daily freight operated by steam. Occasional steam-hauled specials with many coaches visited Killybegs. The single-ended railcars and their trailers were turned and they also carried out shunting movements, often with passengers on board.

Naturally, there were long periods of inactivity, which can't be replicated on the model! A day's timetable can be carried out in about an hour on the model.

Activity on the layout isn't so intense now that it is nominally finished, but I continue to add further stock and intend to make a 3D-printed bus, which was often parked in the station yard. I don't intend to dismantle the layout.

Final thoughts

I am particularly pleased with the locomotives and rolling stock, which I think faithfully copy the original. Also, the buildings have generally come up to expectations. The trackwork also has smooth curves with no kinks or dips.

My advice to other modellers would be to make design decisions and plan the layout in detail before building anything. Don't change them during construction, and ensure the track layout has smooth curves, and avoid making your layout too busy: I see many layouts with too much going on.

ABOUT THE MODELLER

Name: Chris Romain

Number of years modelling: 40 years

Favourite eras/regions:

County Donegal 1950s and Somerset & Dorset 1960s

Favourite locomotives:

CDR Baltic tank, and Bulleid Pacifics.

I live in Dorset and my interests include the Ffestiniog and County Donegal railways. I have always been keenly interested in railways from a small boy to the present day, including modern day railways. I am also interested in trams, which I remember in Edinburgh as a small boy.

In addition to modelling the County Donegal and Edinburgh trams, I'm a volunteer on the 2ft gauge Gartell Light Railway near Templecombe.

I have no specific timetable for operation of the layout. I operate it frequently, including when friends visit.

I am now working on a Gauge 1 scale model of Edinburgh trams, though the layout is fictitious.



Railcar 19 is awaiting departure, with trailer No. 5 in tow to provide additional accommodation. The clay-covered foam board structure of the station building was carved to closely resemble the original. The telegraph poles and cross bars are made from balsa wood, the insulators are small sewing beads and the wires are elasticated.



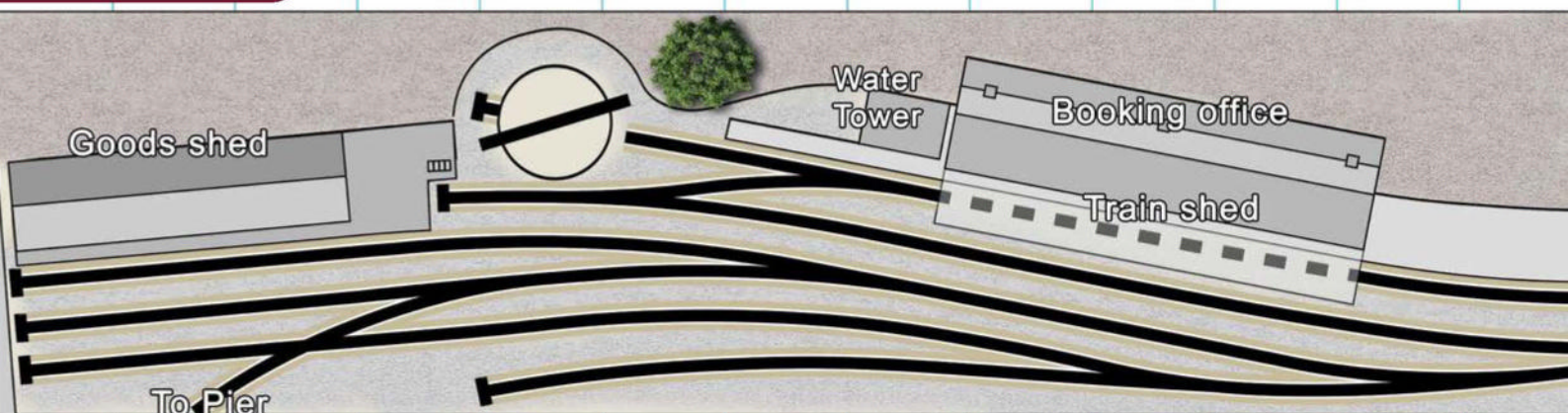


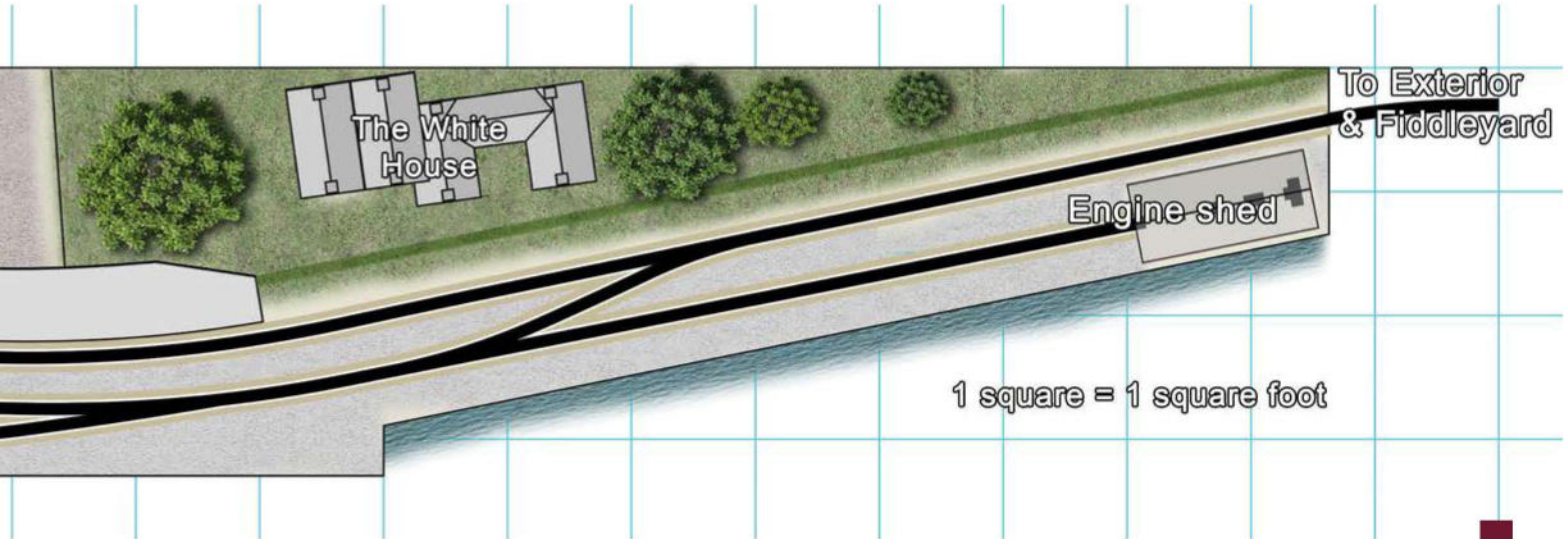
LEFT: The daily freight to Killybegs arrives, passing the engine shed, which was demolished one dark night in 1957 by a locomotive-hauled train, due to the crossover points being incorrectly set. The fence is plastic 7mm:1ft scale railings and the hedge is rubberised horsethair with leaf scatter. Static grass has been applied to the trackside and across the track by the engine shed.

TOP RIGHT: Looking across the yard to the turntable, railcar 19 has been turned, ready for its next duty. The gate is made of soldered brass sections to the original County Donegal design. The beer barrels are painted whitmetal.

BOTTOM RIGHT: The arrival of the freight when it stops in the yard will allow the train staff for the single-line section to Inver to be handed over to the driver of the railcar and the signal pulled to 'off' for departure. Passengers are plastic figures painted in restrained colours to match the period being modelled.

TRACKPLAN





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Getting practical with...



Michael Russell



Jesse Sim



Phil Parker

TOOL MONTH

of the

"What's wrong with a bit of sandpaper?" you might ask. Nothing much, is the answer, except that your fingers will tend to follow the surface as you sand, producing a curve, rather than a flat area.

Sanding sticks are widely available – those adjacent are from Coach and Wagon Works and are marked with the coarseness of the grit on the paper. You can even make your own with abrasive paper, lolly sticks and some glue!



Ask Phil

What colour should I paint model jeans?

First invented in 1871, 'jeans' as we know them became popular about the same time as British Rail was created, so at least some of the figures on our layouts should be wearing them.

I find Humbrol enamel (144) Intermediate Blue, a good match for new denim. To add a little wear, mix a little Humbrol (64) Light Grey, into the (144) Intermediate Blue, and dry-brush the resulting colour on, once the base coat has dried.



New on the workbench

MiG Panel Line Wash

Plastic kit modellers might have been playing with this for a while, but I've not seen it used for railway modelling. The wash is a very thin acrylic that, when placed in a depressed line (such as between planks on the side of a wagon), is drawn into the line by capillary action. It's important to shake the bottle regularly, as the colour drops to the bottom fairly quickly.

Ideal for adding some ingrained dirt in the recess of our models, 20 different colours are available, although I suspect the Deep Grey will do for pretty much all my weathering requirements.



Cleaning locomotive wheels



Phil Parker

It doesn't matter whether you use DC or DCC, good operation requires that locomotive wheels make contact with the rails, without a film of dirt getting in the way.



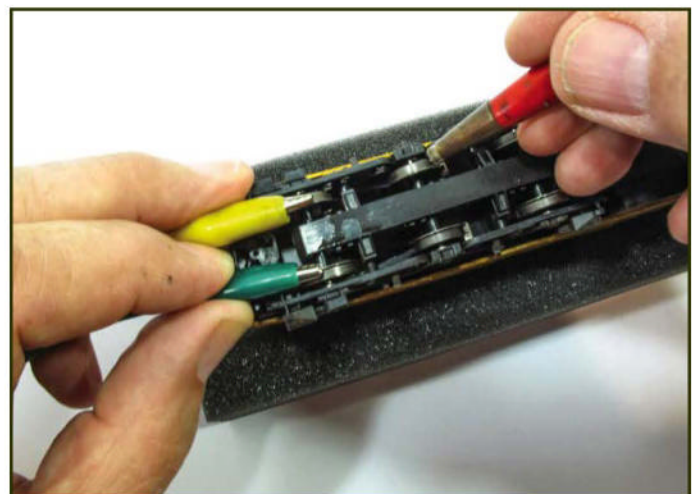
1 We'll be working with the locomotive upside down, so it needs to be properly supported. Let it fall on the floor and dirty wheels will be the least of your problems! I'm a fan of the Peco (PL-70) servicing cradle. The foam grips both N and OO gauge models gently, but firmly.



2 Start by examining the chassis for lumps of fluff and detritus picked up from the layout. Old Hornby models with 'Magnadhesion' are particularly good at picking up track pins, which then short the electrics out, but they can be removed with tweezers.



3 My tool of choice is a fibreglass pencil, readily available from the trade. Twist the end so around 3mm of fibres are sticking out. Don't touch them as they will stick to your finger – remove them from your skin with sticky tape if this happens.



4 Clip power leads to the back of your controller, or onto the track, and hold them onto the wheels. This should start them turning, allowing you to gently hold the fibreglass pencil on the wheel treads. You should be able to see a difference after a few seconds.

Weather a Land Rover

The Land Rover is surely one of the most iconic British vehicles and can be used on many layouts and dioramas as it covers so many eras. Many farmers own one and it has now become beloved by 4x4 enthusiasts. Being often used off-road, it makes an excellent subject for weathering, although, in this instance, I haven't gone for a particularly muddy look.

This subject started with bright chromium bumpers that really needed toning down. The paintwork was also the gloss enamel finish that is typical of model cars. Some of the changes are to tailor the vehicle, some to age the paintwork and others to add signs of use, all of which are important to achieve the desired overall effect. Pick the ones you want and add your own touch to make your vehicle unique.

No airbrush has been used on this project and only very basic tools are required. All the paint and varnish used is acrylic.



Michael Russell



WHAT YOU NEED

Lifecolor acrylics

(UA840) Orange, (LC01) White, (LC02) Black, (LC08) Pale Blue, Black and Rubber Shades Set: (UA735) Deep Cockpit, (UA732) Vulcanised Rubber, Rust and Dust Shades Set: (UA701) Rust Dark Shadow, (UA702) Rust Base Color, (UA703) Rust Light Shadow 1, (UA704) Rust Light shadow 2, (UA705) Dust Type 1, (UA706) Dust Type 2

Superglue

Plastikard

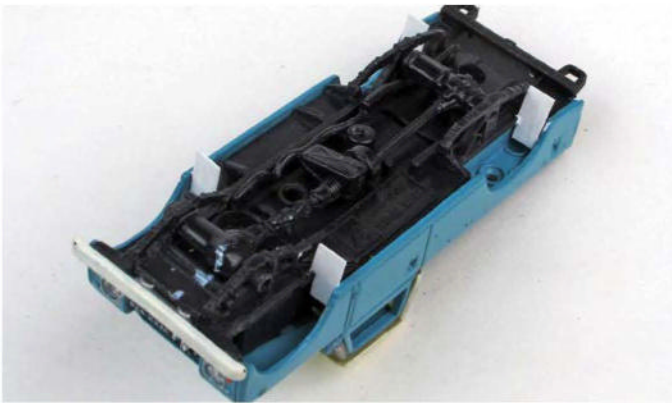
Poly Cement

Smoke and White Weathering Humbrol powders

Vallejo Matt Varnish



1 Carefully remove the wheels from the axles. These are a push-fit and can be pulled off. Be careful not to damage the chassis as it is plastic and cannot be used for leverage. Take the tyres from the rims.



2 Mud flaps can be made from 3mm wide 0.020in Plastikard. Stick these on with Poly Cement and paint black. Small detailing such as this can make a big difference to the appearance of a model.



3 I made several improvements to the model before I started weathering. I painted the indicators orange, the front bumper white, the rear bumper black, the wheels white and more blue on the bodywork below the windscreen.



4 Brush a dark shade of grey onto the body and rub this off immediately with a cloth so that it stays in the crevices. The gloss finish of the model aids this. Work on a small area at a time.



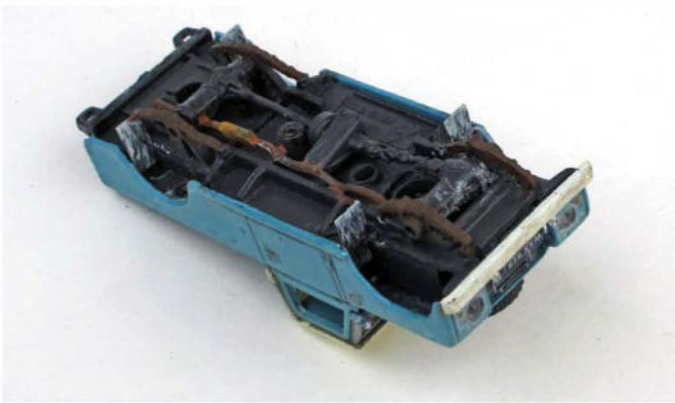
5 Paint the underside with a dark shade of grey. Although you might not think that this would be a prominent part of the model, it is surprising what a difference this makes.



6 Brush the bodywork with a matt varnish to which has been added a small amount of an ivory colour. Use vertical strokes on the bodysides. Don't worry if the finish is patchy, it will look better.



7 Weather the tyres, brushing with a mud colour and then wiping most of the colour off so that it stays in the recesses. Use an off-black for the spare. I used Lifecolor's vulcanised rubber shade for the latter.



8 Add more weathering underneath. Use rust shades on the exhaust and a darker rust on the leaf springs. Add mud splashing from the wheels onto the mud flaps.



9 Weather the wheel rims by brushing with a dilute mix of a dark grey. Refit the tyres to the rims and refit the wheels to the vehicle.



10 For wooden fittings, such as seats and the grille cover, first score lines in a piece of 0.020in plastic card using a wire brush.



11 Brush with thinners, then apply three shades of brown – light, medium and dark. You want the colours to mix and merge without filling in the grain on the surface.



12 When dry, dust with grey weathering powder (mix black and white together) to tone down the colours and blend them together. Now cut to size, touch up the edges and superglue in place.

CONCLUSION

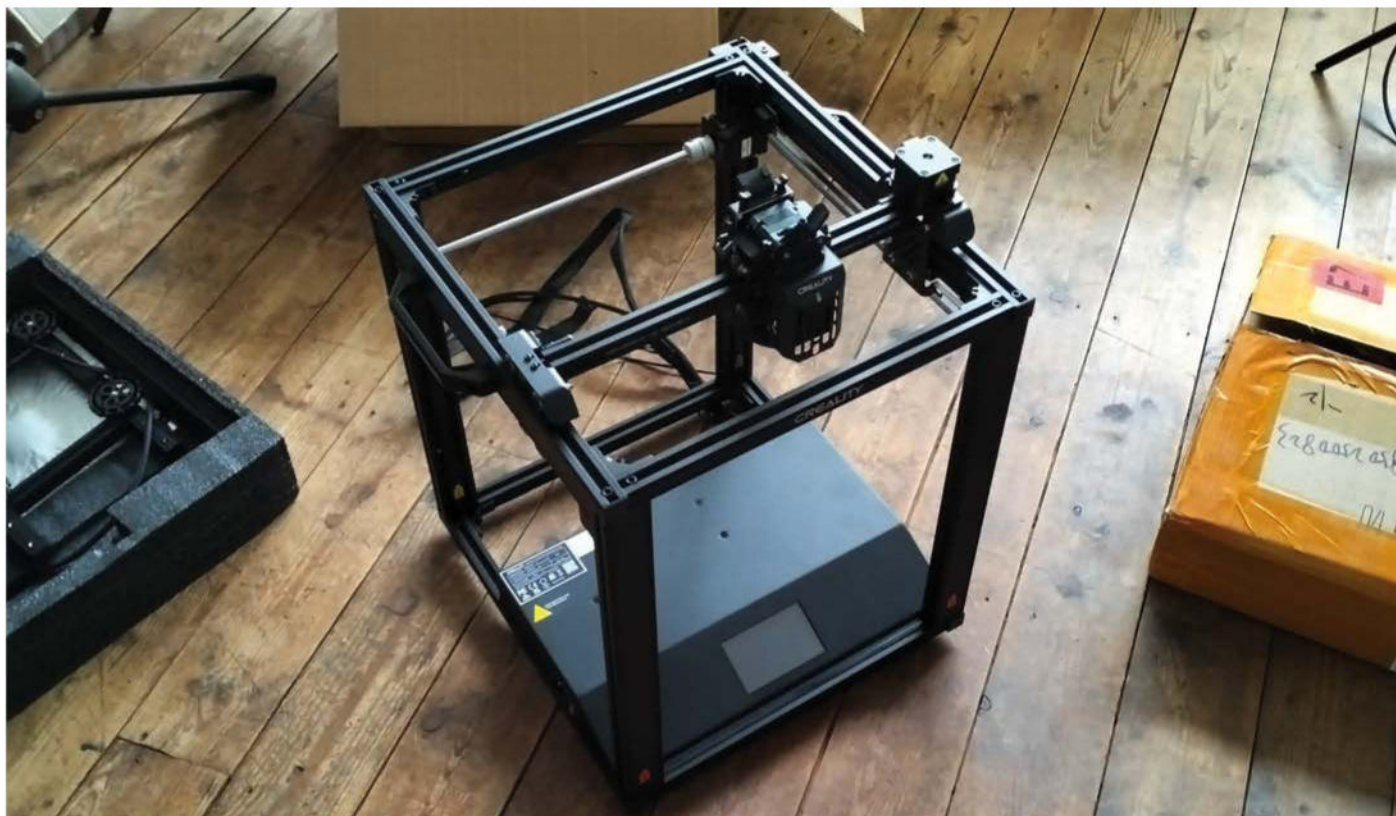
This is a simple project well within the capabilities of the average modeller. Small projects like this don't take long to finish, but give you a sense of achievement that will fire your enthusiasm for more. It is a good stepping stone for larger and more complex weathering projects.



Diary with a 3D printer: Setting up



Michael Russell



Before my printer arrived, I ensured that I had a suitable space for its home. It takes up about 2ft square of desktop and the latter must be solid as the printer weighs 12kg. Also, the print head accelerates and decelerates very fast and this leads to a good deal of shaking and vibration that the desktop must cope with. I bought some one-inch-thick hardwood plywood to beef my worktop up, the legs already being screwed to the wall and floor.

3D printers don't come ready to use and a certain amount of construction is necessary. Don't worry, it's not all at component level, but factory-made sub-assemblies. These are precision devices and they need to be because the printing process involves moving the print head through very small movements where accuracy is everything. So, it is vital that you take your time with the build to ensure that everything fits together as well as it possibly can.

You will need a good amount of space to build the printer and a large table is to be recommended. I used the floor of my workshop, which I vacuumed first. Have somewhere to store the box afterwards, but the packing is useful during construction, so don't tidy it away until the build is complete. For the Creality Ender 5 S1 that I was building, you won't need tools, because everything is provided – screwdrivers, spanners, allen keys and side cutters.

The instructions are very good for the physical build, and I started by taking the three layers of foam packing out to see all the contents. The first parts needed for the build are on the bottom layer of the box. There is a cardboard box containing small parts, and I checked these against the contents list to ensure that nothing was missing. An SD memory card is listed as part of the contents, but I couldn't find mine, so perhaps this has changed and you need to buy one. As a result, I had to download software and the manuals from the website.

It took me a few hours to complete the assembly, and I didn't encounter issues as I double-checked everything as I went along. Just follow the instructions and take your time.

Transferring the printer to its permanent home was easy, because although the printer is heavy, two carrying handles are built into the frame, which saves you from accidentally grabbing any of the delicate mechanism on display.

Leave the side cutters and scraper out next to the printer as these will be used regularly. My wife also made a cover for the unit to keep dust off when not in use. Ensure that you use a material that is as lint-free as possible.

The printer has a box-like frame, which should prove to be sturdy, and so I anticipate good results. Next time, I'll be setting up the printer for its first print and testing it out on the basic settings to see what it can do.

Modelling fish vans

Modelling the LNER is much easier these days with all the new 'bells and whistles' that the RTR manufacturers are producing. However, it still requires an amount of kit-building to create a realistic portrayal.

I have gone down the route of exploiting what RTR stock is available and kit-building the rest. However, when purchasing the same piece of stock multiple times for a scale length train, it can leave it looking somewhat boring and uniformed. With that being said, there are things you can do to make each wagon look unique with minimal work and expense and the result is having many duplicate wagons looking completely different.

One such instance of too many duplicate wagons was my fish train, consisting of around 12 Bachmann LNER 10T fish vans. This could be remedied by changing all the numbers, but for a quicker alternative, I decided to change only one letter here and there, using my weathering method to hide the differences.

Once these vehicles are placed in a train with various other kit-built LNER wagons travelling at a scale speed, the small changes become unnoticeable. These methods can be used on any vehicle or in any era of your choosing.

I hope these tips help you to improve the magnificent models the manufacturers produce for us railway modellers. Some of the wagons illustrated require a little more time than others, but the results are worth it.



Jesse Sim



Jesse shares his top weathering tips with us next month!

Wagon 1



The first wagon is a simple method. It's been weathered to a medium standard with a single number change. Due to Bachmann's numbers being over-scale, the HMRS number is smaller. The trick is to weather the wagon and hide the smaller number. This is a quick alteration that works – it's hard to spot the incorrect size number in a train at scale speed.



Wagon 2

In some cases, a wagon could spring a leak on its roof and potentially damage the contents, so a tarpaulin was draped over the roof and tied down. This would have enabled the wagon to reach its destination with the merchandise unspoiled before being sent for repairs. The LNER tarpaulin is from the Smiths range, turned inside out. It's scrunched up before being placed on the model to give a worn and beaten look. I glue the tarp to the roof only and use the rope to pull tension down the sides, just like you would in real life. The rope is sewing thread that I stole from my sister's sewing box... don't tell her!



Wagon 3

Mimicking the first wagon, this also has a single number change with a lighter weathering effect. One small yet effective method that brings a wagon to life is chalk markings made by shunters, station staff or dock workers. This can be replicated by using a white pencil sharpened to a very fine point. Paraphernalia would include marshalling yard line numbers, random markings and small instructions, notices or descriptions. Random scribble works well for showing many words. The trick is to keep the pencil sharpened after every use to keep words and letters clear.



Wagon 4

Carrying on with another somewhat clean wagon, this one doesn't have a number change and carries the original factory lettering. However, it's been weathered to show someone has attempted to clean the wagon while it was being loaded or unloaded, resulting in muck and dirt on the right-hand side where the door would have been if it were open. Often, spur of the moment ideas work best. This wagon could have been a disaster as I wanted to replicate scratch markings from the door sliding across the outside. Using a scalpel, I gently scribed scratch marks horizontally to demonstrate this; thankfully, my crude idea worked.



Wagon 5

This wagon has also received the single number change and been weathered, but this time I have gone for the heavy approach showing a really grimy in-use look. Once the wagon was heavily weathered, I went along with a cotton bud and thinners and wiped away the enamel paint mix on the numbers, letters and 'NE' branding. This gives off the idea that an employee of the LNER has attempted to clean the wagon with a rag as best he or she could to help identify the wagon better.



Wagon 6

My favourite fish wagon – compared to the other five, this required more work, but it was worth it. The Bachmann fish wagons are in the pre-1937 lettering scheme, but I wanted to create one in the post-1937 small lettering with the older style showing through the repainted sides. This was achieved by removing the large numbers on the door and the tonnage on the bottom left side with a scalpel, then cleaning the areas with a fiberglass pencil. With the wagon cleaned, I repainted it using Phoenix Precision LNER red oxide paint. Only apply one coat so the larger 'NE' is still visible. I re-lettered the wagon using HMRS transfers with Peter Tatlow's *LNER Wagons Volume 4A* as a guide.

How to transport rolling stock



Phil Parker

Don't you just love opening the box on a new locomotive for the first time? Carefully extracting the model from its plastic cocoon to place on the track. Once run, do you put it back in the box? I prefer not to. Years of exhibiting layouts mean that I want stock storage that is quick and easy to use. I have seen people put every item back in its makers' box, but they tend to be last out of the door when the show is closed.

If you really must keep the boxes, with the stock in more user-friendly trays, you can store them in the loft; out of the way where it's safe. We know that perfect boxes appeal to collectors, so this way avoids rips, bashes and other damage – even collectors benefit from stock boxes.



1 Modern rolling stock is supplied in plastic clam-shell packing, perfect for keeping it secure on a journey from China. It will happily pass a 'drop test' where a box lands on a hard surface from a height, but at a cost sometimes of making extracting a locomotive, without knocking details off, difficult.



2 If, like me, you add details to your models, the chances are they won't fit back in the packing without alteration. Here, we have a Bachmann Quarry Hunslet with a crew from Modelu. To get the locomotive back in its box, I've had to carefully cut away the plastic to accommodate them.



3 The 'Warley Stock Box' is a slot-together cardboard construction with two levels and removable cardboard dividers. As supplied, it is perfect for traditional OO gauge, four-wheel rolling stock, but easy to modify if you need to accommodate longer items. Available from Modellers Mecca, the Bachmann Collectors club, or the NEC exhibition.



5 Sold as a laser-cut flat pack, these stock trays from Scale Model Scenery are stackable and designed around an OO gauge coach, or bogie locomotive length. If your model doesn't fill the slot, place sponge in the end to stop it rattling when the tray is being carried.



4 Many firms sell foam inserts to fit into readily available, and very strong, plastic crates. This version is from Ten Commandments Models, available in many different formats for both N and OO models. As well as protecting your stock, the crates are stackable, reducing the space required, and dustproof, so the models are kept in the best condition.



6 I made my own trays using 45mm by 12mm stripwood on a plywood base – with an added layer of 9mm square to accommodate the extra height of vans. Individual pockets are made from 2mm thick Daler board. They are quick to load with stock at the end of a show.

Painting coal



Phil Parker

Railway wagons had to earn their keep, and the most common load was coal. Read-to-use loads are available for many models, but moulded plastic needs a little help to look like lumps of the black stuff. We've taken Parkside (PA02C) loads designed for Hornby wagons, and made some improvements using real coal, and paint.



1 Coal isn't really black – it's more a dark grey, so I start with a base coat of Revell No. 9 enamel 'Anthracite', but you could use Railmatch 'Weathered Black' if you prefer. Both look more realistic than a pure black, something you rarely see in real life.



2 With the paint semi-dry, but not hard (leave it about half an hour), dry-brush with Humbrol 27004, 'Gunmetal' to give the coal a little sparkle. Once dry, you can polish this with a cloth, and it will highlight all the edges, giving the plastic texture.



3 Finally, to provide the all-important dustiness, brush black weathering powder over the load. This will sit in the hollows, adding more depth to the moulding.

REAL COAL



4 Ignore advice about hitting coal with hammers to break it up – that just makes a mess. Squash lumps with the biggest pliers you can find, and you'll have far more control, and it won't get everywhere!



5 Cover the plastic load with neat PVA and sprinkle smaller lumps of coal over it. Try not to use dust, which looks unnatural. Coal varies in size a lot, with some collieries producing really large lumps.



6 Mist the coal with water, then drip some watered-down PVA with a few drops of washing up liquid added, over the load – just like you do with ballast. This should keep it in place forever.

Build a shed for a Wickham Trolley



Phil Parker

Not so long ago, the railways didn't like storing equipment outside vulnerable to the weather. Locomotives had sheds, with a roof, and even the humble Wickham Trolley was provided with a small garage to keep it dry when not in use. These shelters sometimes incorporated a platelayer's hut in one end. They make fantastic additions to the station area of a steam- or early diesel-based layout. You can even cheat, and leave the doors shut if you don't have a trolley to display!



WHAT YOU NEED

Ellis Clarke

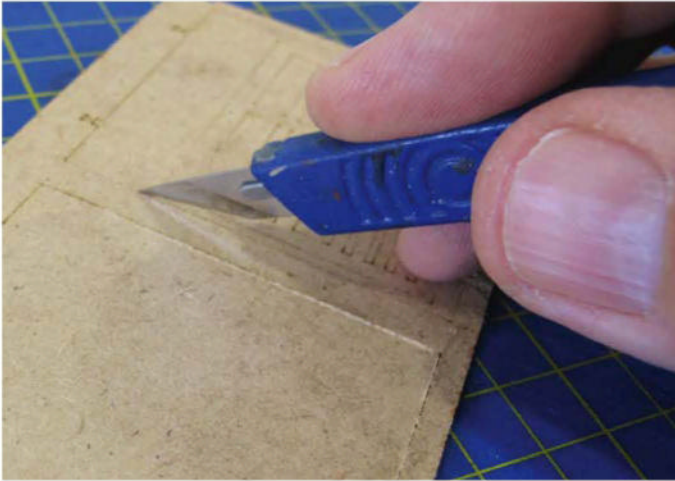
- O gauge E7000 Wickham Dual Lane Shed Kit

How did the Wickham get on the rails?

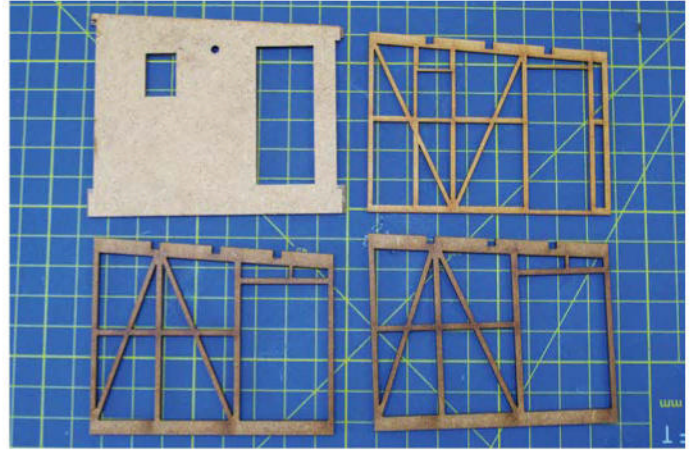
A Wickham trolley isn't very heavy, and a gang of four could heft it off the track. In fact, this is what they would do once they reached their work site to leave the line clear. The sheds were normally situated at right angles to a siding, the trolleys would be rolled in and out, then lifted onto the track as required.



1 I've built many kits, and none has ever been presented as well as this one. The high-quality card box contains neatly-wrapped parts, and a folder with detailed step-by-step instructions inside.



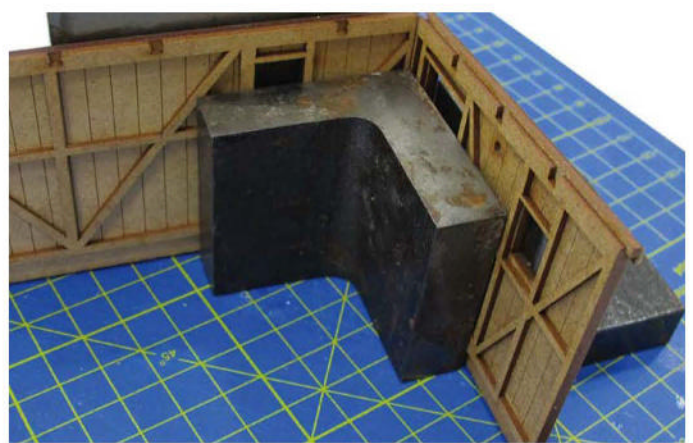
2 All the main components are laser-cut in thin MDF. Releasing them from the frets is a matter of cutting the retaining tabs with a sharp knife. These can be tricky to see from the front, but flip the fret over, and they are much easier to spot.



3 Although well designed, you really need your wits about you. Follow the instructions to the letter, checking carefully that you have the correct components for each stage. Some look similar to each other, and with the walls, check that the engraved side is inside the building.



4 PVA or superglue is recommended for assembly, but I prefer Roket Card Glue from Deluxe Materials for the job. It grabs faster than PVA, but not as quickly as superglue, allowing a little wiggle time when aligning components. It's runny stuff, so needs careful handling, but does everything you need for the main assembly.



5 The walls need to be located accurately, or the floor won't fit. Engineers' squares are useful, but for model building work, I find these cast iron angles (from Squires Tools) invaluable because they are heavy enough to hold parts where you want them.



6 When fitting doors into buildings, where I can, I leave them slightly ajar. This hints at the life within, as well as avoiding any worries that the door actually fits the frame, although that's not a problem with this kit.

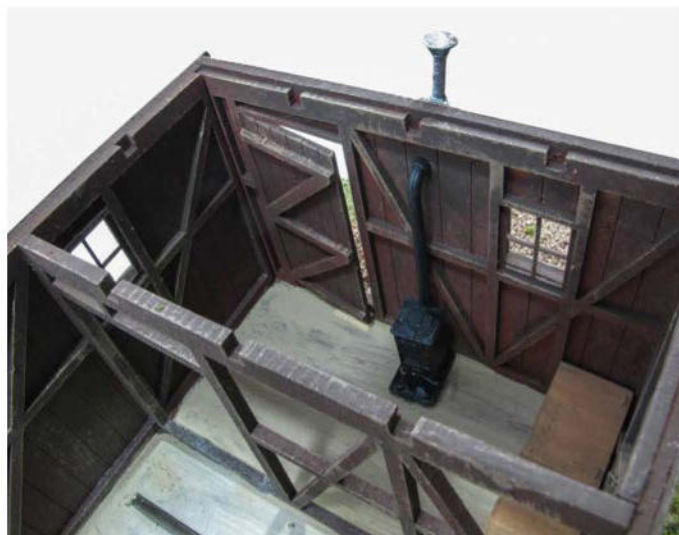


7 The modeller needs to supply some O gauge track. I cut a few lengths 125mm long, and removed all but three sleepers. The rail slides into the floor for the trolley to stand on. Bullhead rail would be most appropriate, however, I used flat-bottomed rail, and it works fine.

Getting practical



8 Painting is kept simple – the building is sprayed with red oxide car primer and then patchily over-coated with Railmatch Sleeper Grime so the oxide shows through in places. This is finished with a dry-brush of Humbol 93, Desert Yellow. Talented painters could really go to town in here, but this gives a pretty good effect.



9 Despite being difficult to see on the completed model, the office end includes a locker and stove. A few chairs might be useful, and even some figures in the future. Fortunately, the roof can be left removable, so I can come back to it one day.

Conclusion

The kit certainly lived up to the initial first impressions when opening the box. All parts are cut with precision, and none needed fettling to fit. What was required, was care and attention during construction. Check and double-check each stage with a dry run to make sure you have the right parts in the right orientation. It's only the need to really concentrate that makes this an intermediate build – the build is no harder than a Metcalfe kit and the end result is considerably more detailed.

On a layout, I'd treat this as a starting point with much detritus added to the scene – old signs, sleepers, oil drums, that sort of thing. It's the perfect cameo scene that will attract attention. My scene has a footprint slightly smaller than A4, so space shouldn't be too much of an issue.



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A selection of Scammells



Phil Parker



It all seemed like such a simple project at first. 247 Developments handed me a selection of its new 3D-printed bodies for die-cast Scammell trucks at our Doncaster show. All I had to do was 'pop' them onto die-cast models, and the result would be an interesting fleet of road vehicles.

Steam-era modellers should be familiar with the Scammell mechanical horse. Large numbers of them were operated by railway companies to deliver light goods from local stations to customers. Strictly speaking, only the older, boxier cab versions are 'mechanical horses', the more streamlined cabs were known as Scarabs, but the name has stuck. Over 30,000 of all variants were produced by the time manufacturing ended in 1968. Tracteurs FAR in France also licensed the design and made their own version with a Citroën engine.

We tend to assume that the three-wheel tractor and trailer combination was the only option, but Scammell offered a number of other bodies. Oxford Diecast has made a refuse truck version, but to date, that's it. Now, 247 Developments provides several alternatives.

The plan was to buy some Oxford Diecast Scammells, and fit the bodies, but I couldn't find any. One minute the item you're looking for is everywhere, but when you want it – no chance! So, I thought to use the Corgi Tractside version – how different can they be?

Very different, it happens. The Corgi model is slightly bigger than that from Oxford, but not consistently. The measurement from the back of the cab to the mudguards is shorter, even though the cab is bigger. So, the new bodies don't fit. Not without the attention of a razor saw, anyway. It's tricky, because the resin is brittle, and my attempts at shortening a milk float body left me with many broken pieces.

Another alternative, the ancient Airfix, now Dapol, model, is a different size, too. A pity, because despite its age, this is a more-detailed alternative than the metal versions, though its cab windows are wrong.

After a few lucky finds in second-hand cabinets, I managed to acquire Oxford Diecast models, and the replacement bodies are a good fit. With a little work, priming and filler, the way is open to add variety to our fleets. Even the trailers won't be wasted, as they cluttered up many goods yards awaiting their next load.

WHAT YOU NEED

247 Developments

- (E2) Pickup/Wrecker
- (E3) Flat Bed
- (E4) Horse box Unpainted
- (E5) Milk Float
- (E6) Box Van
- (E7) Drop Side
- (E8) Crane

Bodies are unpainted, but for a small additional cost, can be supplied painted.

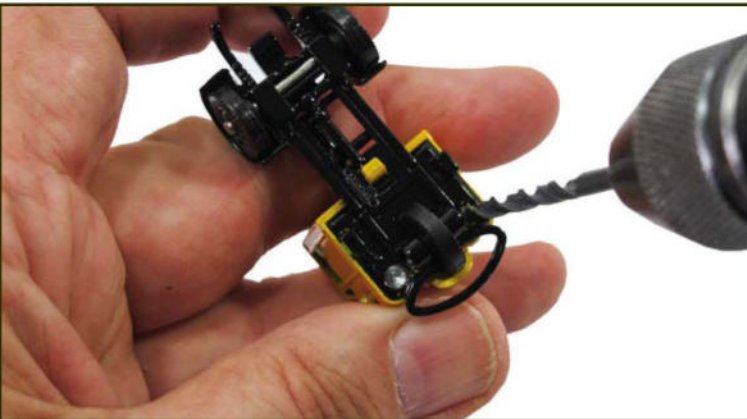
Ideal for intermediate modellers



A line-up of the options for 4mm:1ft scale modellers. From left to right, the venerable Airfix plastic kit, Oxford Diecast, Corgi Trackside, Oxford Diecast and another Corgi Trackside.



Something isn't quite right here. You can see that the Oxford model on the left is a bit smaller than the Corgi version on the right. Airfix fits between the two. These are all supposed to be to 1:76 scale...



Some die-cast models are held together with cross-head screws, which are easy to remove. Rivets, on the other hand, need to be carefully drilled out using a bit that is wider than the head of the rivet. An electric screwdriver is perfect for the job because it's slow.



Every die-cast model comes apart differently. This is one of the Corgi models stripped down – the chassis is interesting, being in two halves, clipped together to retain the wheelsets.

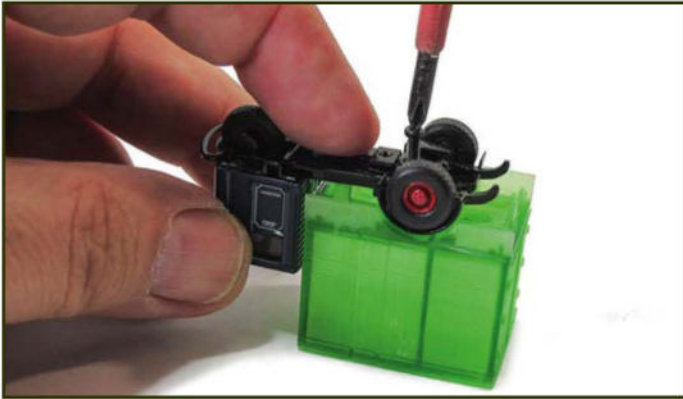


A soak in paint stripper for the metal parts will remove the paint. I've left the chassis alone as these don't change colour, so can simply be matt-varnished, but the body is stripped, then primed with car spray paint.



247 Developments bodies are 3D-printed using a translucent resin. I'd recommend a coat of primer, for no other reason than it's difficult to see what you have until there's some colour on it!

Getting practical



In theory, the replacement body should screw to the die-cast model, but the resin is quite brittle, and every time I tried this, the post I was screwing into shattered. Maybe if you tap the hole this would work, but it's easier to use superglue.



The dropside body. Ideal for builders and local delivery firms.



The horse box body. By sanding off the side windows, it could also work as a delivery truck, as I've found photographs of versions with the box over the cab.



The box body is favoured by larger firms who would emblazon the sides with their logos for advertising purposes.



A flatbed body – as with the traditional trailer, loads would have to be roped down or held in place with a tarpaulin.



My favourite – the recovery truck. Prototypes were found in both the Mersey and Blackwall Tunnels where the three-wheeler's manoeuvrability made them very useful.

Ballasting track



Michael Russell

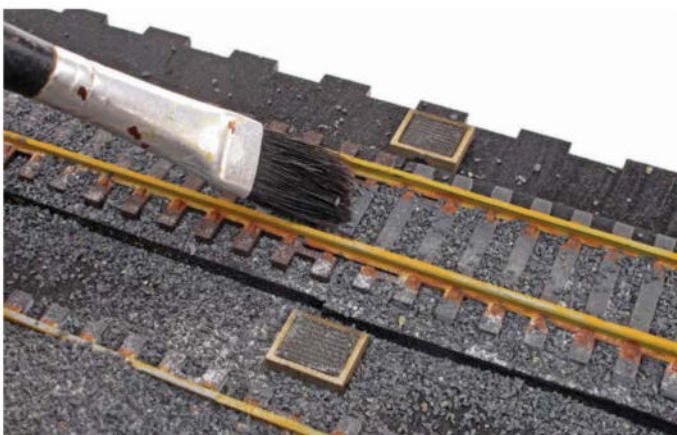
To model the real world, the track on your model railway needs ballast. Here is a quick guide on how to ballast your layout.



1 Use a measuring spoon to accurately mix seven parts ballast to one part Ballast Magic dry powder glue. As this creates dust, wear a mask. Ensure that the two are mixed well together and do small, separate batches as necessary.



2 Use a spoon to tip the ballast into place in small quantities. I like to start with the space between the sleepers first.



3 Use a stiff brush to push the ballast along the track and use a dabbing action to push ballast away from the sleeper chairs.



4 When all the ballast is in place, spray with ordinary tap water and leave it to set for a few hours. It will look shiny to start with, but will dry with a matt finish.



5 Drip small amounts of Dark tone onto the sleepers to represent oil and other liquids that have dropped onto the track. Concentrate on areas where locomotives are likely to stand.



FACTFILE

SCALE/GAUGE: 4mm:1ft scale/9mm gauge / OO9

SIZE: 6ft x 1ft

ERA: 1930s, Derbyshire

LAYOUT TYPE: Fiddleyard to terminus

ASHGATE

Bachmann's W.D. Baldwin locomotives have enticed many a modeller into OO9 modelling, the latest being Richard Holmes with this idyllic creation based on the Ashover Light Railway.

Words: Richard Holmes **Photography:** Phil Parker



An unusual view of two Baldwins at Ashgate Quarry. In later years, there was normally only one locomotive in steam on the line. *Bridget* is easing up to the water tank to replenish its supply before backing onto the two coaches for the return trip to Clay Cross.

Where the Rainbow Ends' was the name of a café situated adjacent to the terminus at Ashover Butts of the seven-mile-long Ashover Light Railway. The café was owned by the railway company to provide facilities for visitors. Interestingly, the café was managed by Mabel Holmes. I am not sure if this is any relative but my father, Dennis Holmes, was born only five miles away in Clay Cross. On bank holidays and summer weekends, hundreds of people would journey to Ashover on the "little railway." The railway was built by the Clay Cross Company primarily to service its quarries at Ashover Butts and Milltown/Fallgate but from its opening in 1925, it offered a passenger service to the 13 stations/halts on the line.

I first came across the railway in the late 1950s, when my parents and grandparents would visit the Miners' Arms at Milltown. I would wander down the road to Fallgate yard and, although the railway was officially closed in 1950, a number of wagons had been retained at Fallgate to service the facilities there, motive power

being in the hands of a small Ransomes and Rapier four-wheel diesel and a small Ruston diesel.

The original stock on the line was mainly ex-W.D., the company having purchased four W.D. Baldwins and almost 80 W.D. bogie wagons. Luxury was provided for the passenger services, however, in the shape of four brand new coaches constructed by the Gloucester Railway Carriage and Wagon Company.

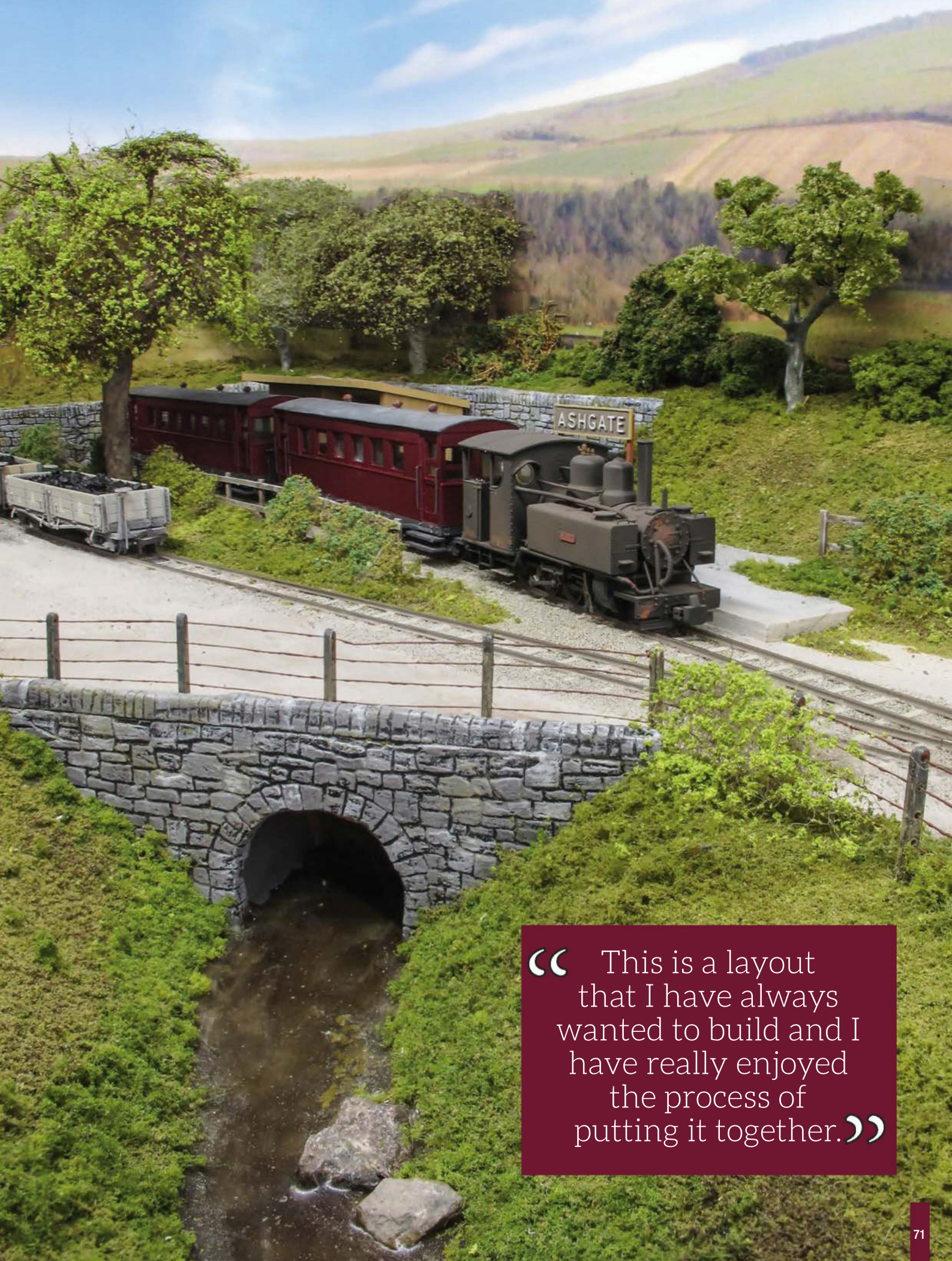
Layout Design

The track layout is loosely based on the facilities at Ashover Butts and Fallgate, which have been combined, hence the name. Ashover Butts comprised a single platform face and a coal wharf. This was located next to a triangle, which enabled passenger trains to arrive in a forward direction, turn on the triangle and leave in a forward direction. The triangle and the run-around facilities in the adjoining quarry complex are provided off-scene by a three-road turntable. Two of the tracks leave the main baseboard through the quarry buildings and the third, a main line track, exits behind

RIGHT: The crew is taking a well-earned rest to have a smoke and a cup of tea as they wait for their passengers at Ashgate. *Marsh Brook* runs through a culvert under the coal yard and reappears adjacent to the passenger station.

BELOW: *Bridget* meanders through the yard at the start of its slow return journey to Clay Cross. The trip, while only seven miles long, will take the best part of 45 minutes, including up to 13 stops. There was an unusual number of farm crossings and level crossings, which slowed progress.





“ This is a layout that I have always wanted to build and I have really enjoyed the process of putting it together.”



a strategically-placed tree. Hopefully, this creates the illusion that I was looking for.

As soon as I saw the Bachmann W.D. Baldwin Tank, I had to build an ALR-inspired layout. I have two Baldwins, one factory-weathered and one which I have weathered myself, together with a number of W.D. wagons, which are either the Bachmann version or earlier Parkside Dundas kits. All the rolling stock has been weathered and I have also built a model of the ugly duckling locomotive *Amos*, a Dick, Kerr diesel electric. This is based on a Worsley Works etches and a Dapol Terrier chassis with the middle wheels removed. Coaching stock is constructed from Meridian Models kits and the coaches and the wagon kits have Bemo couplings, but I have fitted Dapol magnetic couplings to the other rolling stock, together with under-track magnets.

The track is Peco Code 55 N gauge track with every other sleeper removed, and this gives a good representation of the ALR permanent way. The track requires careful ballasting and, once this has been sprayed with a buff-coloured paint, it is toned down with a dusting of sieved ash from the fire. The points

are similarly Peco, operated by Seep solenoids.

Scenic work

The buildings are mainly scratch-built with the exception of the mess hut and grounded wagon body, which are both Ratio kits. Other buildings are constructed on card mounting board cores with appropriate finishes. For boarding, I use postcard strips and rooves are a mixture of corrugated aluminium and wet-&-dry paper. The main quarry building is principally corrugated aluminium with details added – the louvres are Class 20 etched side vents.

As it is Derbyshire, I wanted to incorporate stone finishes. The stone is created by mixing Polyfilla and PVA glue and then scribing the individual stones – very time-consuming, but worth the effort. The water tank is a small piece of copper tube overlaid with thin card that has had rivets embossed on the rear. It is a shrunken version of a tank, which stood in Fallgate yard. To create the stream, I painted a base colour of browns and covered this with several thick coats of varnish. Small stones were set into the varnish and in places, scatter was introduced between the coats to represent weeds.

ABOVE: *Bridget* reverses out of Ashgate Station with two empty coaches having dropped off its passengers. The train will reverse onto the triangle, turn and reverse back into the station so that it can leave in a forward direction with its new passengers safely on board.

TOP RIGHT: *Hummy* takes a break from shunting the quarry screens. The locomotive is fitted with Dapol magnetic couplers. These are strategically placed permanent magnets beneath the track in the yard to enable 'hands-free' shunting. With careful setup, this system works well.



PORTABLE DESIGN

The layout is designed to be portable and to fit into the back of my car for easy transport. Consequently, it needed to be light. It is built in two sections: the main scenic area is on a single board 4ft 6in long and approximately 1ft wide. All the main controls are incorporated into this board. The fiddle yard is approximately 20in long. The construction is similar to my other layouts utilising 3mm ply, laminated for the front and rear and joined by softwood cross members. The surface is 3mm ply with a cork topping and ply doublers under the point areas for strength. I have incorporated diagonal bracing under the surface to prevent warping.

The boards are mounted on trestles and cross beams, giving a viewing height of approximately 51in. I have installed a lighting pelmet which is cantilevered from the rear of the baseboard on tubular supports, these are also utilised jointly with my other layout, 'Midholme'.



The scenery follows my normal methods of cardboard formers and glued paper strips, which are painted with weak Polfilla incorporating black or brown acrylic paint. When it has dried, various flocks and other ground cover are built up using diluted PVA. Trees are twisted wire for the main shape, again covered in Polfilla and PVA with teased-out postiche, lightly covered in flock. The backscene is Gaugemaster, sprayed with matt varnish to tone it down. I spent much time trying to blend the scenery into the backscene to create the illusion of depth.

Operation sequence

The control is analogue using a Morley N gauge controller. The wiring is relatively simple as it operates on the 'one engine in steam' principle. The points are solenoid-operated and uncoupling is a mixture of permanent under-track magnets for the Dapol couplers, and some lifting ramps for the Bemo couplers, which are operated by aircraft control push linkages. The ramps are disguised within the track bed – I hope you can't see them.

The layout doesn't operate to a timetable, but I have a sequence of operations, entailing bringing in empty mineral wagons, removing and shunting the full ones, and then taking these off-scene. The mineral operations are interspersed with passenger activity and occasional coal supplies being taken to the coal dock. In all, a sequence lasts about 20 minutes, which hopefully maintains interest for anyone looking at the layout.

In building the layout, I have tried not to cram too much in. It is always tempting to incorporate another siding or more features. On this occasion, I have tried to keep it simple by having the triangle and run round facilities off-scene, and the turntable performs these functions well. I appreciate we all model differently, but what I was trying to create was a small portable layout that I could operate and enjoy myself and hopefully provide some entertainment for other like-minded souls at exhibitions.

ABOUT THE MODELLER

Name: Richard Holmes

Age: 72

Number of years modelling: 60

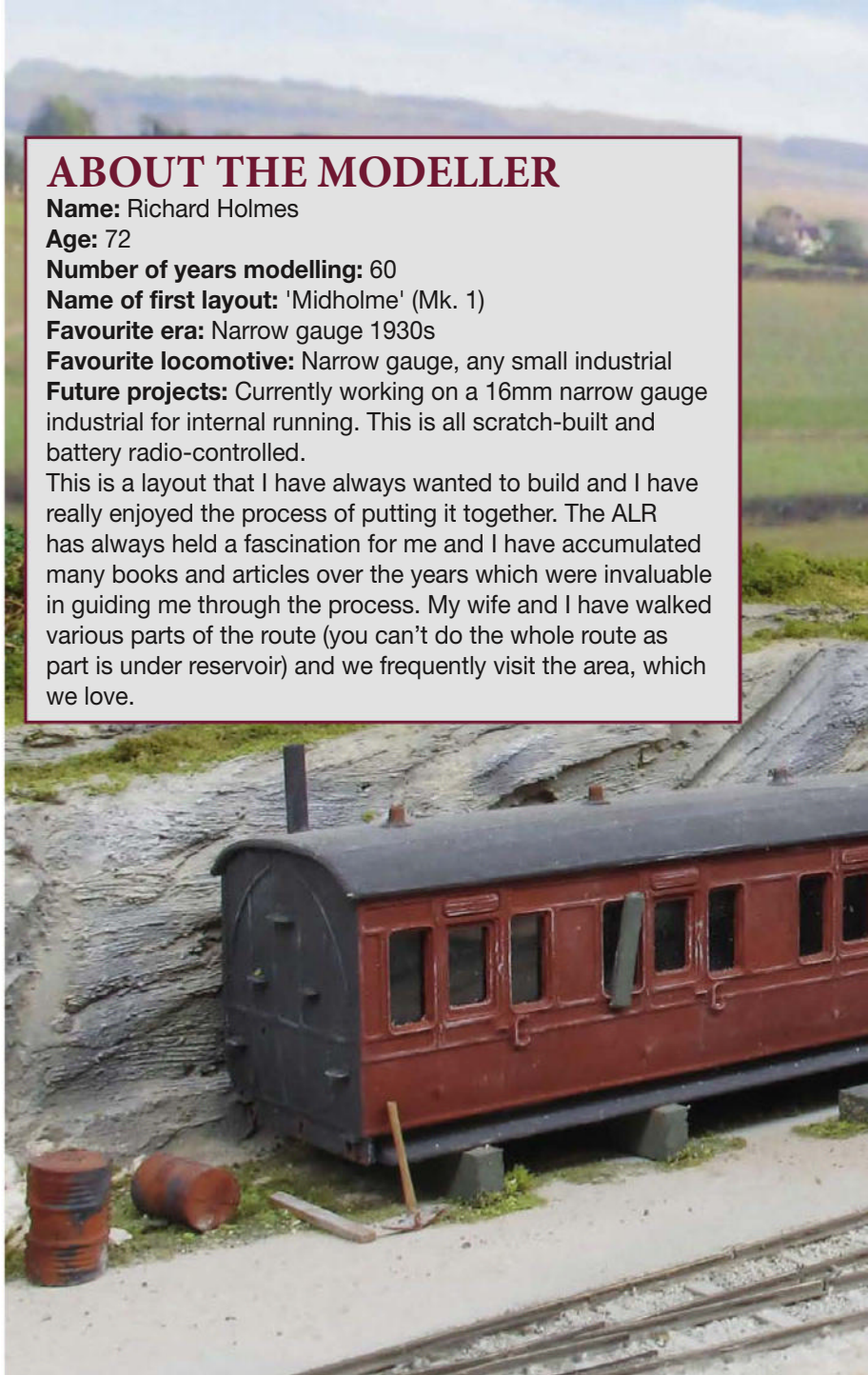
Name of first layout: 'Midholme' (Mk. 1)

Favourite era: Narrow gauge 1930s

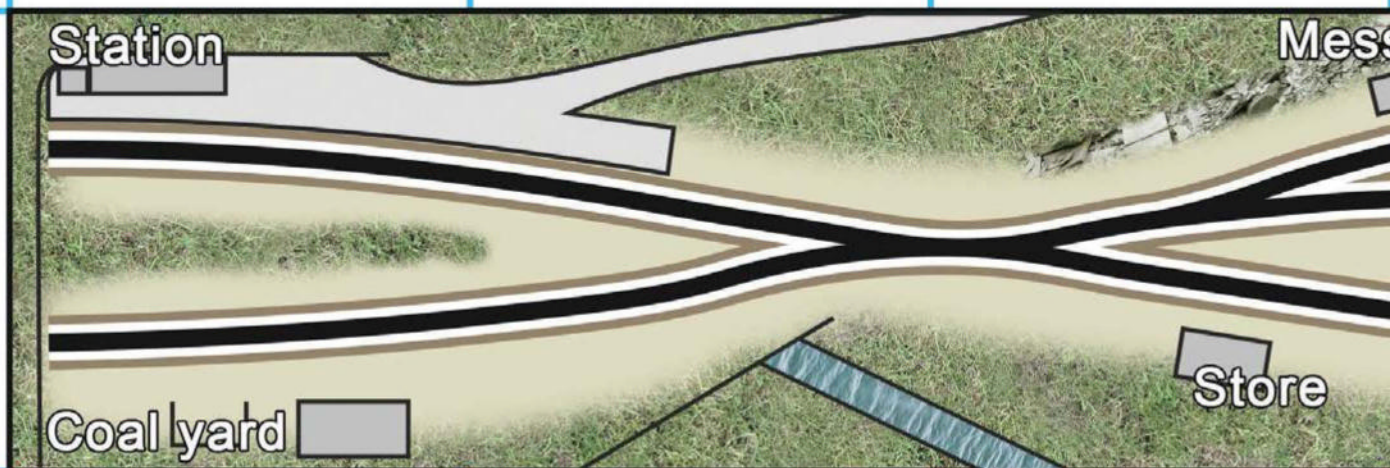
Favourite locomotive: Narrow gauge, any small industrial

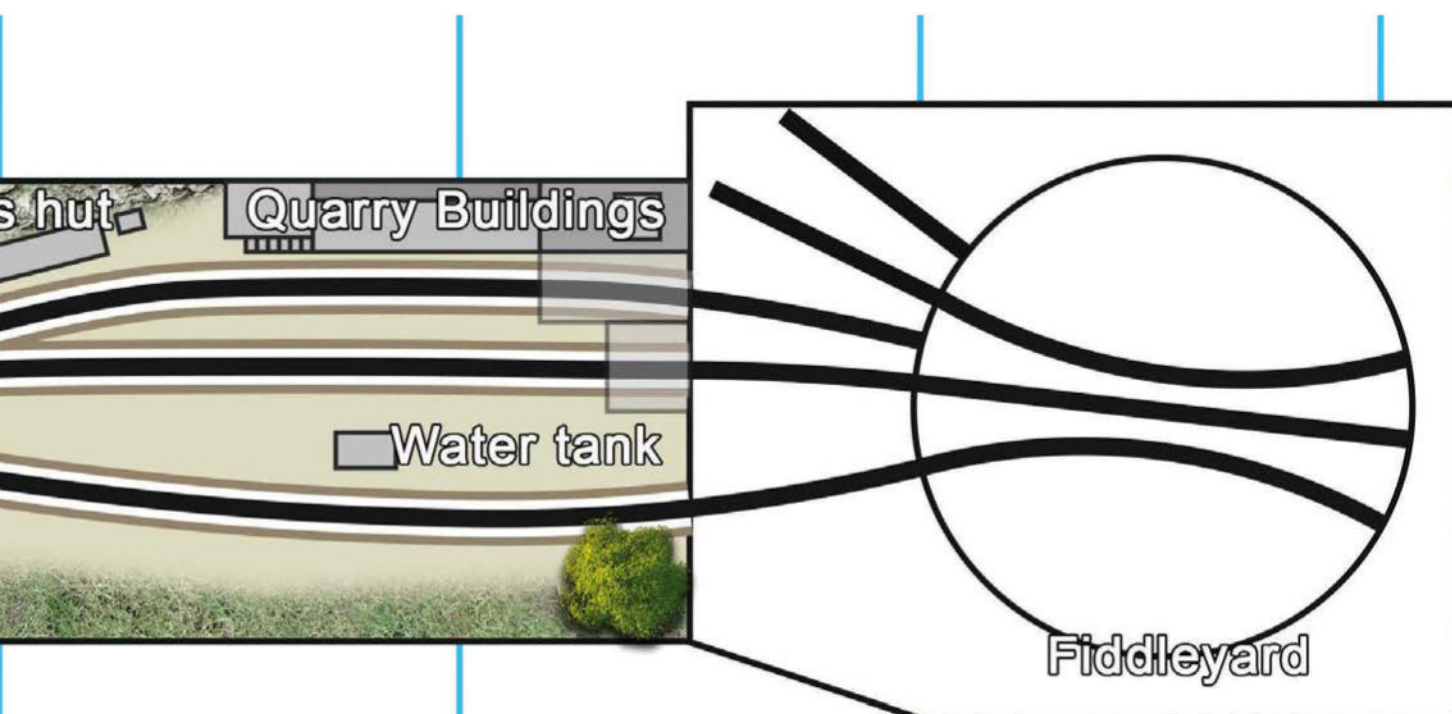
Future projects: Currently working on a 16mm narrow gauge industrial for internal running. This is all scratch-built and battery radio-controlled.

This is a layout that I have always wanted to build and I have really enjoyed the process of putting it together. The ALR has always held a fascination for me and I have accumulated many books and articles over the years which were invaluable in guiding me through the process. My wife and I have walked various parts of the route (you can't do the whole route as part is under reservoir) and we frequently visit the area, which we love.



TRACKPLAN







Behold the shoals of herrings

By Ian Lamb



BR Britannia 'Pacific' 70009 *Alfred the Great* departs from Perth with the 4.45pm fish train to the south in April 1964. COPYRIGHT: Rail-Online

PROTOTYPE

In Highland Railway days, at the height of the herring fishing season, a special express fish train was run daily from Buckie to Liverpool and Manchester via Aviemore – one could say that it was the forerunner of the 4.45pm from Perth – but that route was never going to compete with the better access over Great North of Scotland/ North British and Caledonian routes via Aberdeen.

Those of us of a certain age may well be very familiar with Ewan McColl's evocative song, *The Shoals of Herring*, a fisherman remembering his youth and becoming a man on the Scottish sailing luggers that followed the herring in the heydays before WW1. To a certain extent, the song celebrates the massive presence of the Scottish fleet in the Yarmouth fishery and the onshore curing works. Quite apart from the fishermen, the singing of the Scottish herring girls was a familiar setting on the streets and quays of Yarmouth. They were

also famed for being able to gut 46 fish every 60 seconds, all day long.

"With our nets and gear, we're faring on the wild and wasteful ocean. It's there that we hunt and we earn our bread as we hunted for the shoals of herring."

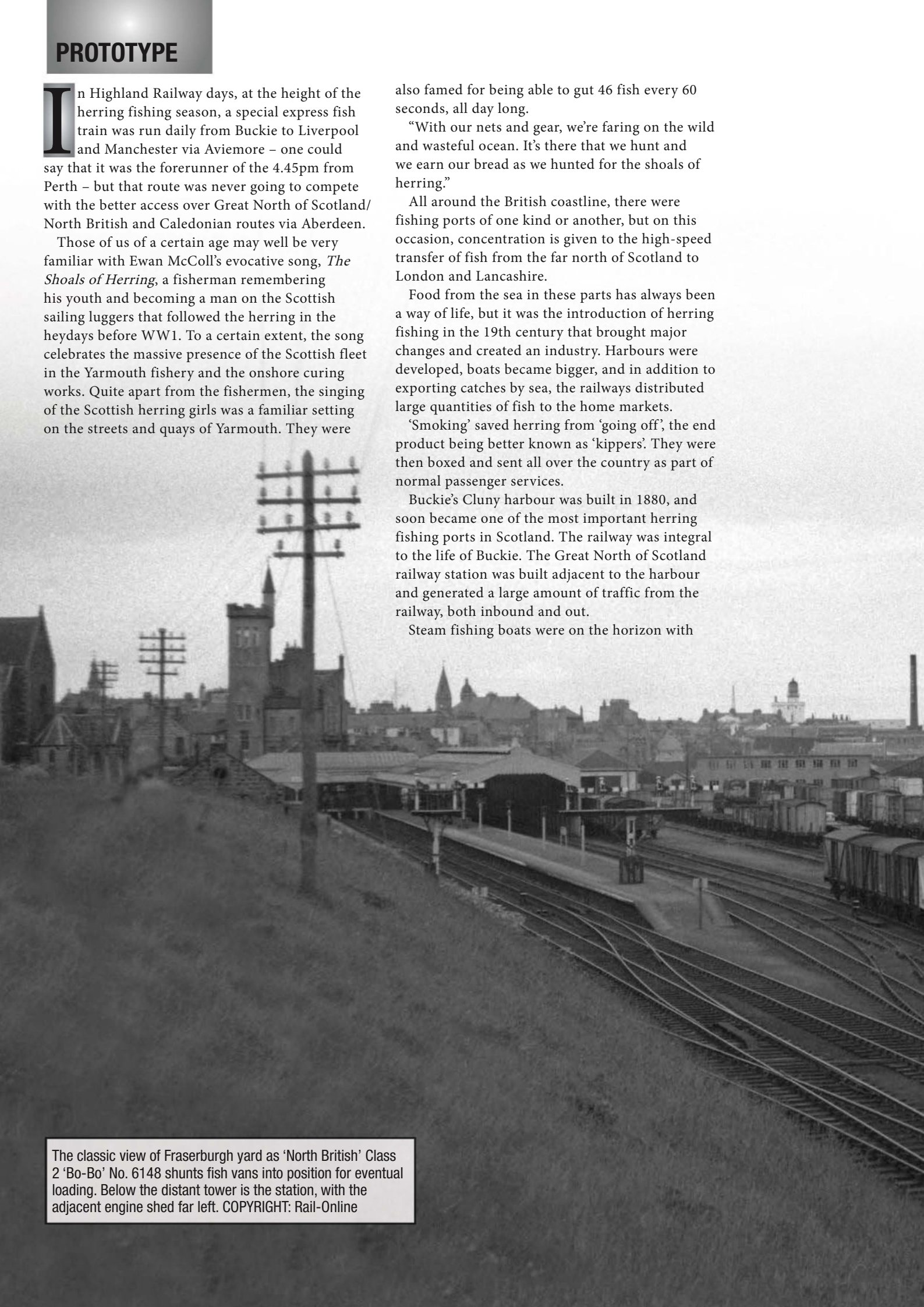
All around the British coastline, there were fishing ports of one kind or another, but on this occasion, concentration is given to the high-speed transfer of fish from the far north of Scotland to London and Lancashire.

Food from the sea in these parts has always been a way of life, but it was the introduction of herring fishing in the 19th century that brought major changes and created an industry. Harbours were developed, boats became bigger, and in addition to exporting catches by sea, the railways distributed large quantities of fish to the home markets.

'Smoking' saved herring from 'going off', the end product being better known as 'kippers'. They were then boxed and sent all over the country as part of normal passenger services.

Buckie's Cluny harbour was built in 1880, and soon became one of the most important herring fishing ports in Scotland. The railway was integral to the life of Buckie. The Great North of Scotland railway station was built adjacent to the harbour and generated a large amount of traffic from the railway, both inbound and out.

Steam fishing boats were on the horizon with



The classic view of Fraserburgh yard as 'North British' Class 2 'Bo-Bo' No. 6148 shunts fish vans into position for eventual loading. Below the distant tower is the station, with the adjacent engine shed far left. COPYRIGHT: Rail-Online

their propensity for 'trawling', which was to cause much argument and animosity among the conservation-minded driftnet fishermen for many years to come. By the turn of the 20th century, the fishing industry in the North-East was very buoyant.

The coming of the railways revolutionised the UK fish traffic. Grimsby's old harbour was rebuilt in the 1850s by two railway companies; the Manchester, Sheffield and Lincolnshire, plus the Great Northern. By the 1890s, it was handling a quarter of Britain's fish output. At the end of the Victorian era, whether coast or inland, fresh fish had significantly changed the nation's eating habits. It is said that the 'fish specials' earned the 'saxpence' for the Great North of Scotland Railway, and their shares on the Stock Exchange were known as 'Haddocks'!

By 1912, fish traffic was comparatively small – around 2500T – whereas in 1918, 28,500T were sent from Fraserburgh and Peterhead, mainly due to a large export trade with Germany and Russia. July 2, 1918, registered the peak of traffic, when 16 fish trains ran on the Buchan line. On one occasion in 1920, 14 specials left Peterhead for the south! Extra trains were simply run on telegraphic notice alone!

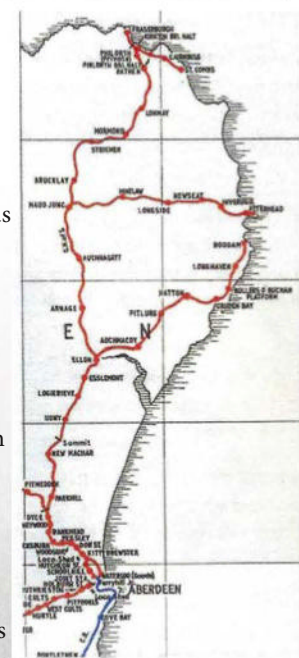
Once upon a time, there were 700 trawling boats in Grimsby harbour. With all this fish around, 'Fish and Chips' became the 'national dish'! Whitby in particular – as of today – was always considered as the best location for such a meal.

A quote from LNER days at Grimsby Fish dock, "It was still dark on a very cold morning, and the trawlers had off-loaded their catches onto the 'pontoon'. The hubbub and – to an outsider – the chaos of the fish auction began, and the 'lumpers' started their task of barrowing the boxes to the various merchants' premises. The rest of the day was taken up with despatches to customers in all parts of the country.

Empty fish vans were placed in three rows right round the land side of the dock, joined together by bridging boards. Each van bore a number, and each merchant was given a gazetteer showing the appropriate van number alongside the name of each town and village in the country.

For several hours, the constant noise of barrows continued as the 'lumpers' moved the boxes to the vans. Everyone worked to strict time limits. Early traffic for the south-west left about 1pm for Banbury, and a little before that the bridging boards were dropped, doors slammed to and the engine backed on. It might be a 'K3' 2-6-0 or an ex-GC 4-6-0. If this traffic was not in the hands of consignees early next morning, there was the devil to pay."

Fish was big business, and the LNER served more fishing ports than any other. Nevertheless, the LMS also carried heavy loads, some of it from the smaller ports like Oban and Mallaig, of which the latter was the principal reason for constructing the railway extension from Fort William.



Map showing the key fishing ports of Fraserburgh, Peterhead and Aberdeen.





That doyen of railway photography – Verden Anderson – has captured so wonderfully the typical atmosphere at Mallaig port as the whole railway involvement in the fishing trade builds up to a climax before heading south with the precious cargo. A decade later would see diesels replace steam motive power, then – in the 1970s – the whole area would be redeveloped, with only the station platform remaining, primarily for passenger services.

During an attempt to resurrect fish traffic on the Mallaig extension, a trial consignment to Grimsby was run in March, 1987. An Icelandic vessel landed the fish at the rail terminal on March 6 and they were taken south in 11 insulated 'Interfrigo' wagons. They were worked as a separate train to Fort William for attachment to the following day's 06.01 Speedlink service to Mossend. This enterprise was the result of several months planning by 'Icescot', a consortium of Icelandic and Scottish businesses. It led to further similar consignments, until mid-summer when the traffic was suspended due to circumstances at the Iceland end.

Throughout its life, the fish trains must have been a logistical nightmare for the railway operating department, never mind acquisition of all the necessary locomotives and rolling stock. North of Aberdeen, most services combined at Maud Junction, usually proceeding double-headed as that saved line capacity, though the length of such trains could cause problems when crossing others further

down the line.

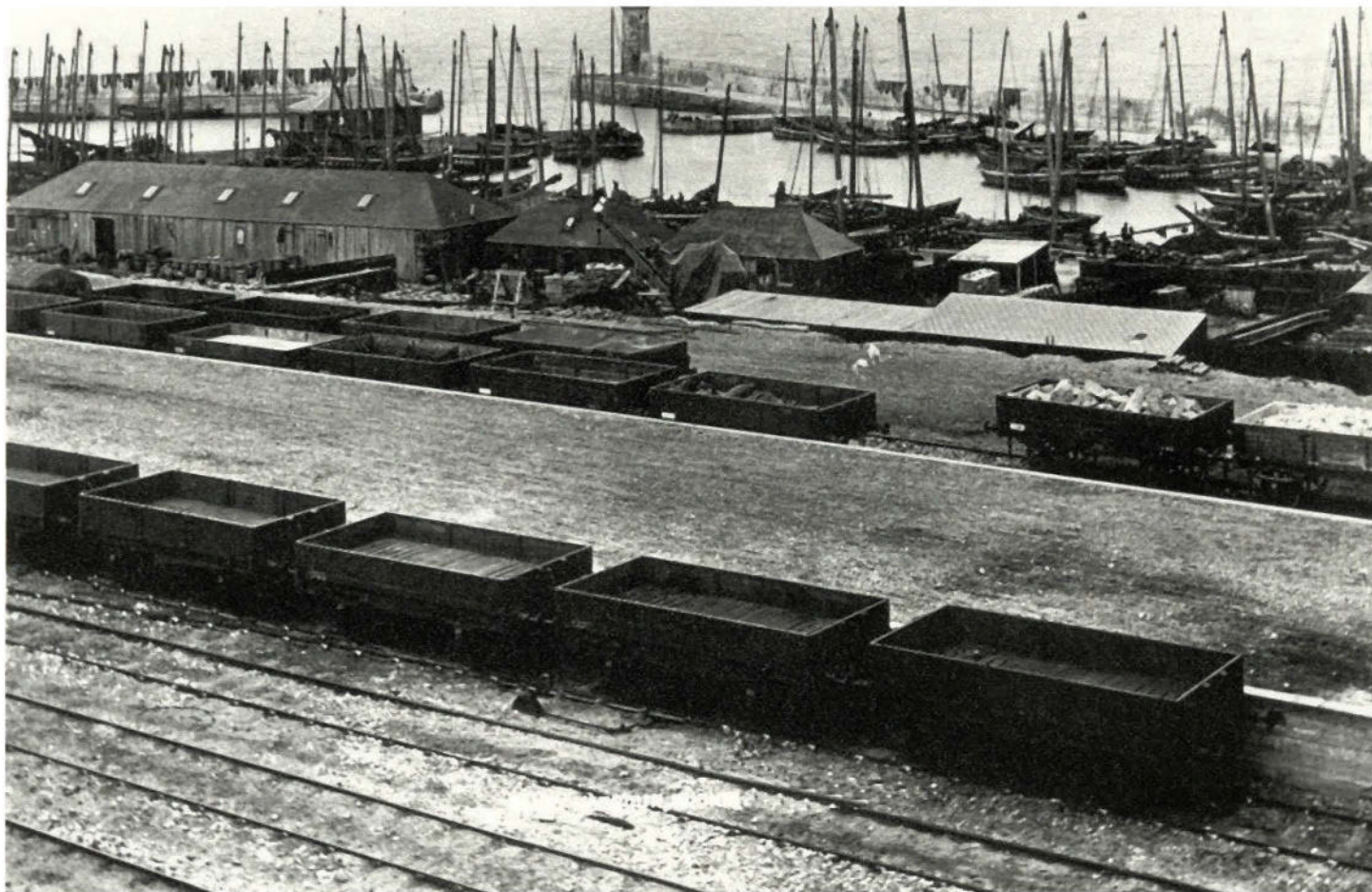
Rolling stock changed over the years. Initially, open wagons conveyed fish in a similar manner to the holds of trawlers that had landed the catch. Gutted fish was boxed, stored in wagons and sheeted over before a vehicle specifically designated for this form of traffic came into widespread use around 1910 primarily because of refrigeration technology. It is believed that in the early- to mid-1950s regular 'XP' vans were packed with ice to keep the fish as fresh as possible. The same was true of Hull exports.

In British Railways days, fish traffic was totally composed of insulated vans or containers. Those for the express trains to London had roller bearings and a large 'blue spot' for easy identification. The main fish train from Buchan was due in Aberdeen at 1pm and marshalled into the 1.43pm 'Blue Spot Special' to London. Whenever I could find the time in the late-1940s/early-'50s, I would cycle to Saughton Junction on the western outskirts of Edinburgh to observe the 'Blue Spot Special' – usually Gresley 'V2'-hailed – as it leaned to the sharp curve at fast speed on approach to the myriad of points shortly after accelerating from the Forth Bridge.

However, for most of us, the fish trains really made their name in the 1950/'60s, particularly those designated as the 'Blue Spot Specials', or as my dad put it, "The fish got a better journey to London than us passengers!" That comment would seem to be correct from research where a native Buchan

ABOVE: June 1962: Stanier 'Princess Royal' Class Pacific 46201 *Princess Elizabeth* heads south through Gleneagles with the 4.45pm fish train from Perth. COPYRIGHT: Rail-Online

RIGHT: Buckie Harbour 1880s. COPYRIGHT: Buckie & District Fishing Heritage Centre.



resident explained in the local dialect, “Deid fish get a quicker hurl than live passengers!” In order that the good people of London could have fresh fish as quickly as possible from landing to table, that very valuable load had to cover a distance of around 600 miles in such a short time, but it was worth it.

From the mid-20th century, road vehicles were becoming more competitive. Nevertheless, fish continued as good railway business until the late-’70s, and in the case of the Buchan line, such freight continued until 1979, some 14 years after the passenger services had been withdrawn. Steam was still in vogue in 1960 as the shadow of the new diesels gradually encroached to replace the required motive power. It may only be one train a day that trod the Buchan tracks, but just look at the amount of vans that were conveyed to Aberdeen where even more vehicles were added for the long, but speedy, journey south to London.

Around 70 years ago on the East Coast route, whether a ‘Pacific’ – more usually a ‘V2’ – or occasionally a ‘K3’ locomotive, fish traffic was rightly given over to express speed conditions. British Railways developed the ‘Blue Spot’ van from LNER designs to enable ‘The Fish’ to run at express speed.

Not to be outdone in the 1950s/’60s, the West Coast train left the Deeside Yard at Aberdeen a few minutes after the ‘Blue Spot Special’ and headed over to Perth, where normally a Carlisle-based engine would take over the train on its southward



R6917 12T Fish Van, BR - Era 6

A Hornby Fish Wagon.
COPYRIGHT: Hornby

journey.

A steady 75mph was no problem for the motive power, yet – even today – these ‘heavy-weight’ refrigerated articulated lorries are restricted to drivers’ hours and a maximum 60mph, and regularly seem to be stranded at Dover for some reason or other, when that cargo could be so easily transferred through the Channel Tunnel through the night in containerised bogie wagons. Surely, this traffic (not least of all due to the perishable nature of the load) should be successfully run on the railway, in much the same way as Tesco has done with the overnight freight train between Mossend and Inverness and elsewhere?

As modellers, invariably concentration and accolades tend to focus on locomotives and great

trains, often missing out on the humble goods wagon. Not so in this instance. In recent times, Hornby has gone to great lengths to upgrade wagon stock, especially so with the BR Diagram 800 12T fish van.

My models are predominantly Hornby Dublo/Wrenn and are around 50 years old. Apart from complete repainting and number change, my rather ancient Hornby (R866) ex-Great Eastern Class B12/3 4-6-0 locomotive had a lot of work done on the body and tender, but benefited enormously from a new chassis in recent years.

Working conditions throughout the period, when almost all fish traffic went by rail, is admirably recorded by David Bayes of the 'Midland & Great Northern Circle' in the 1970s. "During the height of the herring fishing at Yarmouth in the 1920s, Harry Prince was a leading shunter and worked 12-hour shifts. The season was ending, so the fishing girls returned to Scotland.

Harry – who was a passed guard – was on a 6am to 6pm turn of duty, was told just before going off duty that four 'Scots Girls Specials' had been run, but a fifth was necessary, and, as no guard was available, he would have to work it to Melton Constable. He protested: stating that he'd had no food since midday, and no money. So, he was given cash to buy food (which meant beer to Harry!).

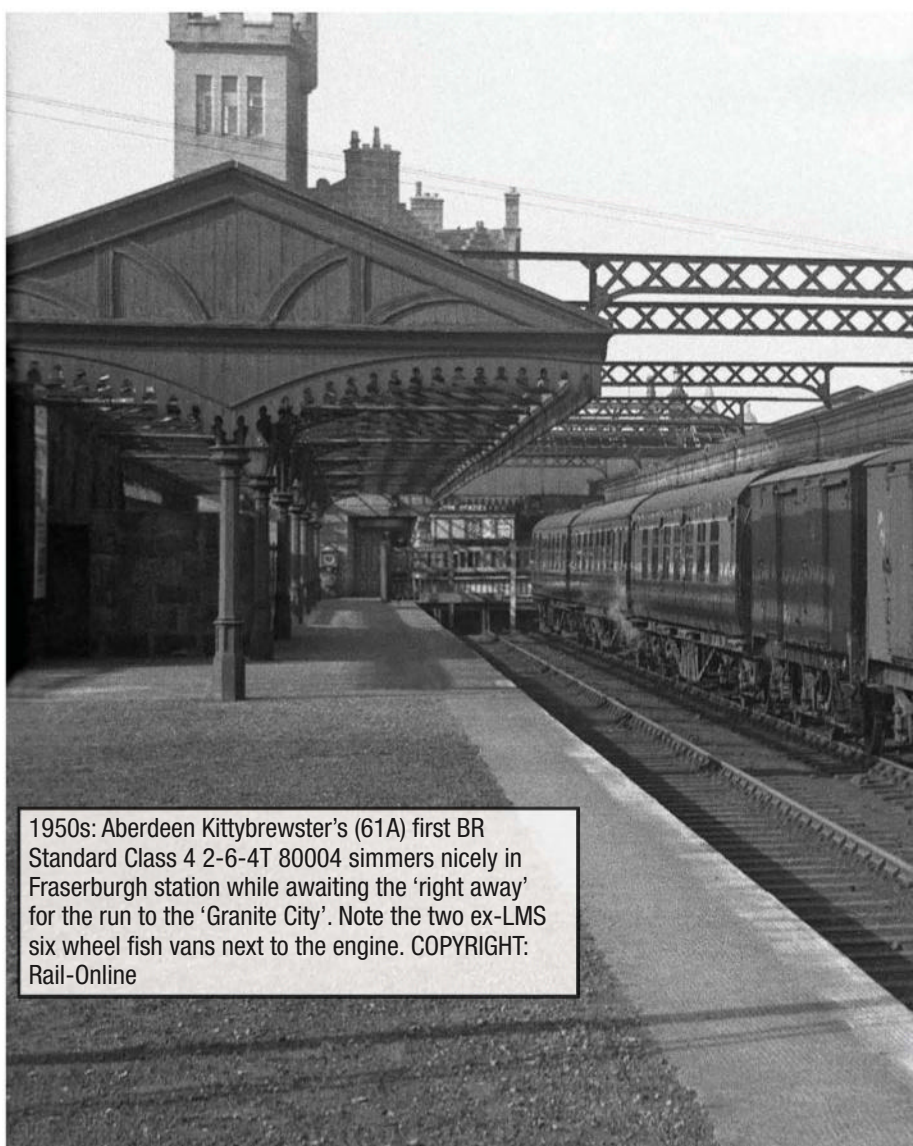
At Melton, they had no relief, so was told he would have to work to South Lynn. Again, he complained and was given money – and the same thing happened at South Lynn and Spalding. Here he protested that he didn't know the road, but was told to get in the brake and go. Harry didn't know where he was, and locomotives were changed at various places en-route, the driver telling him just to get in the brake van, and things would be alright.

He arrived in Edinburgh Waverley late-morning and told his tale to the Station Inspector who took him to the Station Master. Harry was taken to the dining room where the Station Master told the staff to give him all he could eat and pack some food for the return journey. He arrived back at Yarmouth Vauxhall on Sunday after nearly 60 hour's duty! He never returned a guard's journal, and was never asked for one!"

To summarise – in 1880 Wick alone boasted 800 fishing boats in harbour, purely for the herring market, and during late 1963, some 75 vans of fish left Aberdeen daily; amounting to over 40,000T per year being sent by rail. Of this, the quantities from the smaller ports at Peterhead, Fraserburgh, Buckie and Lossiemouth amounted to nearly 7,000T. According to a 2019 survey, Peterhead is the biggest fishing port in Europe, and the town itself (32 miles/51km from Aberdeen) is further from a railway station than any other town of its size in Great Britain.

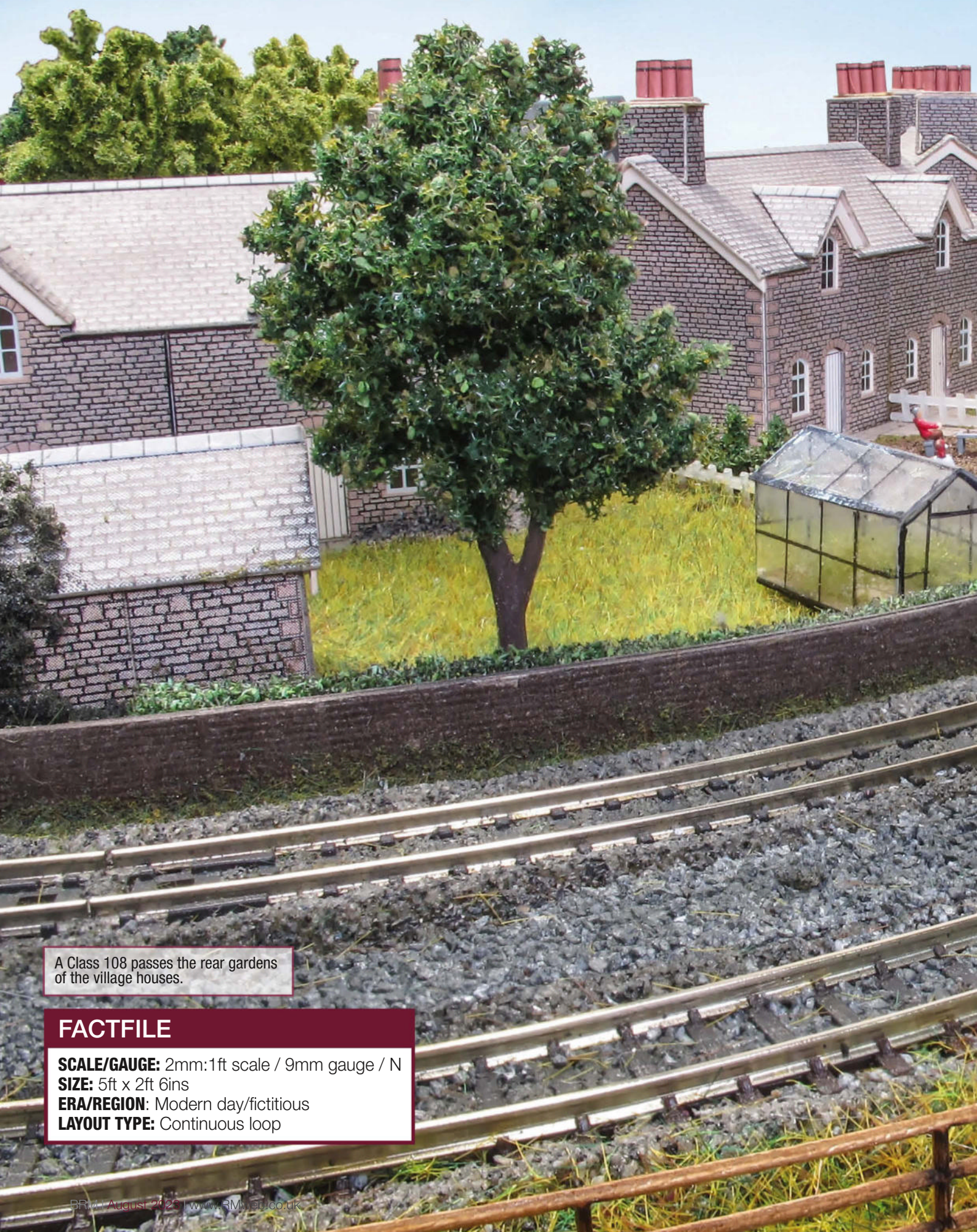


A long-distance loaded express fish train passes through Little Bytham. A pair of 'swingers' are present *behind* the brake van. This was common practice, where the extra vans were added *en-route* (the train being fully-fitted), meaning minimal delay. Rob Davey built/ weathered the whole train using Parkside Dundas kits. COPYRIGHT: Tony Wright



1950s: Aberdeen Kittybrewster's (61A) first BR Standard Class 4 2-6-4T 80004 simmers nicely in Fraserburgh station while awaiting the 'right away' for the run to the 'Granite City'. Note the two ex-LMS six wheel fish vans next to the engine. COPYRIGHT: Rail-Online





A Class 108 passes the rear gardens of the village houses.

FACTFILE

SCALE/GAUGE: 2mm:1ft scale / 9mm gauge / N

SIZE: 5ft x 2ft 6ins

ERA/REGION: Modern day/fictitious

LAYOUT TYPE: Continuous loop

LOW FELL

Lengthy layout builds not for you? Perhaps recycling an older layout with solid foundations can save you time and money, with greener credentials...

Words: Roland Wood **Photography:** Phil Parker



“ Our advice for other modellers would be to ‘keep it simple’, particularly if it’s your first layout. ”



A member of our club (Scarborough & District Railway Modellers) bought some rolling stock from someone who was giving up modelling in N gauge. The accompanying layout (now obsolete) was destined for the tip. After a few telephone calls, the layout was given a second chance and brought back to the clubroom. Here, a small group took up the challenge of completing it and preparing it for one of our club's own exhibitions. The group realised that such a small layout could be slotted in almost anywhere at an exhibition and they applied for club funding, were successful, and a new project was started.

The layout was originally called 'Westlands'. The club has another layout called 'Low Fell', however, due to an administrative error (by SDRM) when booking the layout to exhibit at BRM's Doncaster Show (The Festival of British Railway Modelling), we had to swap layout names. While at the Doncaster Show, such was the appeal of the layout that we received four invitations to appear at other shows. To avoid further confusion, the switch of names has now become permanent.

The layout is on a 5ft x 2ft 6ins baseboard. Compact, yet big enough to have an interesting trackplan, allowing plenty of action. It's also a practical size – we point out that this size of layout could easily be stored under a single bed when at home. It is light enough to be simply lifted and placed on a table for operation. Back in the club workshop, it's small enough to be easily squeezed into any available workspace. We made a

plywood cover to aid storage at the club, which made it easy to transport, going to and from shows.

A tricky trackplan

The original trackplan did not allow two trains to run continuously. With show visitors known to prefer layouts that keep something moving, we added a double slip that removed the original trackplan's pinch point. It also allowed more complex manoeuvres to keep operators and visitors entertained.

The layout is a double track with sidings, and a passing loop in one of the stations, which used to be analogue. To give us more chance of running multiple trains at any one time, we also decided to convert it to DCC. This also allowed us to run sound-fitted locomotives. The club has spare Digitrax and Lenz systems available. Either can be used depending on the operators' preferences. We added working signal lights, wired to the point motors. The signals automatically change as the points change, always keeping the correct aspects. The track is Peco. The original points are Insufrog. Any points that needed adding (including the double slip) are Electrofrog.

One or two of the Gaugemaster SEEP point motors have caused concern. They reliably throw the point, but sometimes the in-built accessory switch doesn't always make its connection. Usually, it can be cleared by throwing the point again (and again). The points are operated using a CDU from a panel on the layout – simple and relatively foolproof.

LEFT: A view from the Fell Pyke station overlooking the shed area.

BELOW: Old semaphore signals lie waiting for collection after being replaced with three colour light signals, which were introduced to improve safety.



Operating fun

We chose to run the layout as a heritage line, that way we were less restricted on what rolling stock we could use and mainly run modern-day heritage stock. We say it is somewhere close to the southern end of the Lake District – Low Fell is one of the mountains in that area. This is not the Low Fell we now know is near Gateshead!

The buildings are a mixture of Metcalfe's kits and resin and the layout is set at the foothill of a mountain, giving the excuse to add a tunnel.

The layout is popular with club members (as well as show visitors). It's easy to operate with two people, quick to set up and pack away again, and fits in the back of an estate car. We think it will be popular at shows for some time – visitors can see what is easily achievable. Good layouts don't have to be massive.

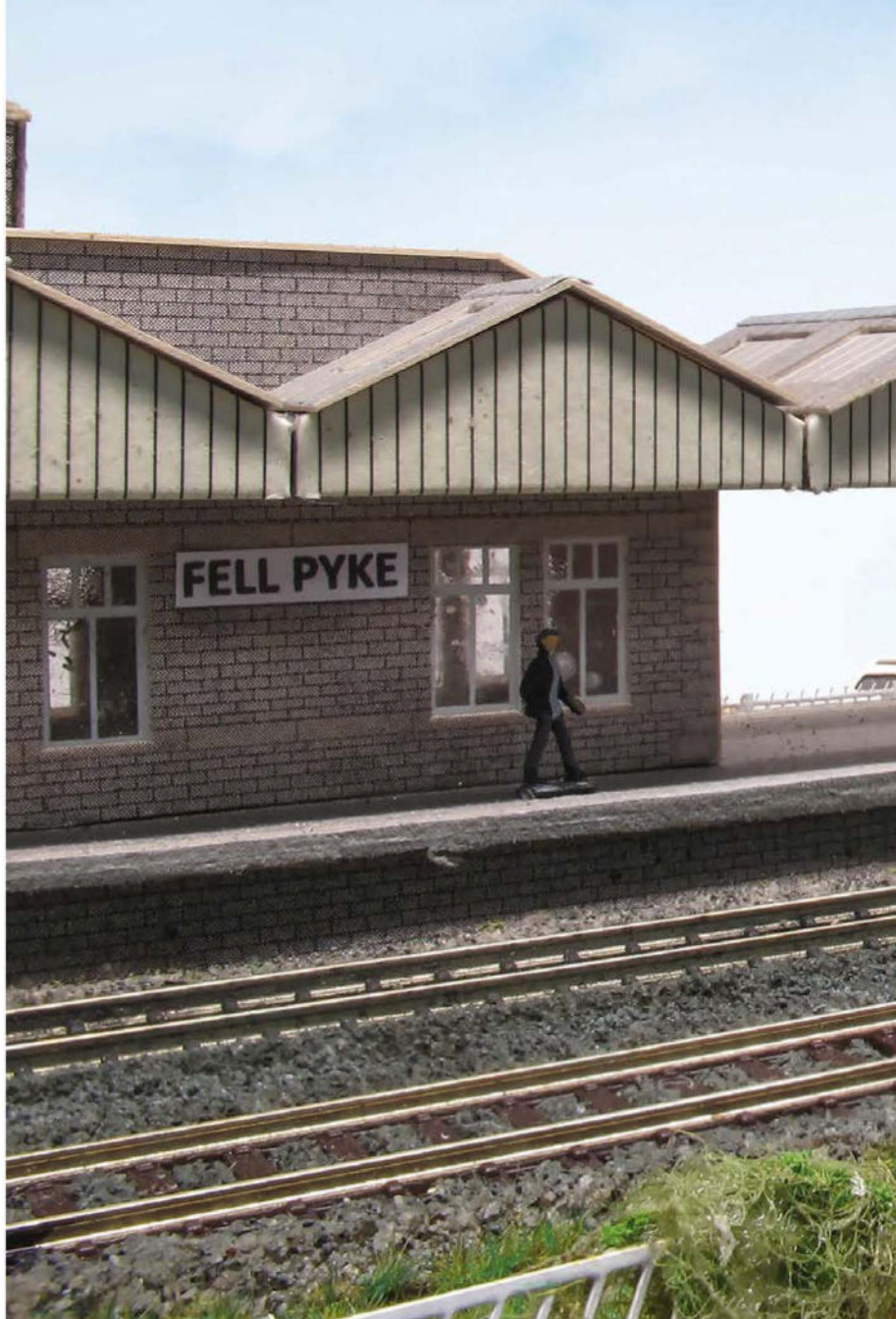
Final thoughts

If we were to do the layout again, we probably would have completed the double loop right around the layout, adding twin tracks through the tunnel.

Our advice for other modellers would be to 'keep it simple', particularly if it's your first layout. We hear of too many who start an ambitious project only to stumble before finishing. Join your local club, ask questions and see what others are doing. Go to exhibitions and seek out those operating small layouts, also ask them how to get started.

The layout is due to be exhibited at SDRM's Spring Show over the weekend of 6-7 April, 2024.

The club is also in the early stages of building a 20ft x 8ft OO gauge continuous run layout that will go to exhibitions. It'll be DCC and be able to be either computer-controlled or operated by regular DCC panel/throttle operation. Watch this space!



ABOVE: A Class 25 locomotive hauling a load of concrete beams passes slowly through the station.

LEFT: A glimpse of a Class 4, 2-6-4T through the gap between two houses in the village.

RIGHT: A quiet day with only a few passengers waiting for the DMU to take them further up the preserved railway line.



ABOUT THE MODELLER

Name: Roland Wood

Age: 72

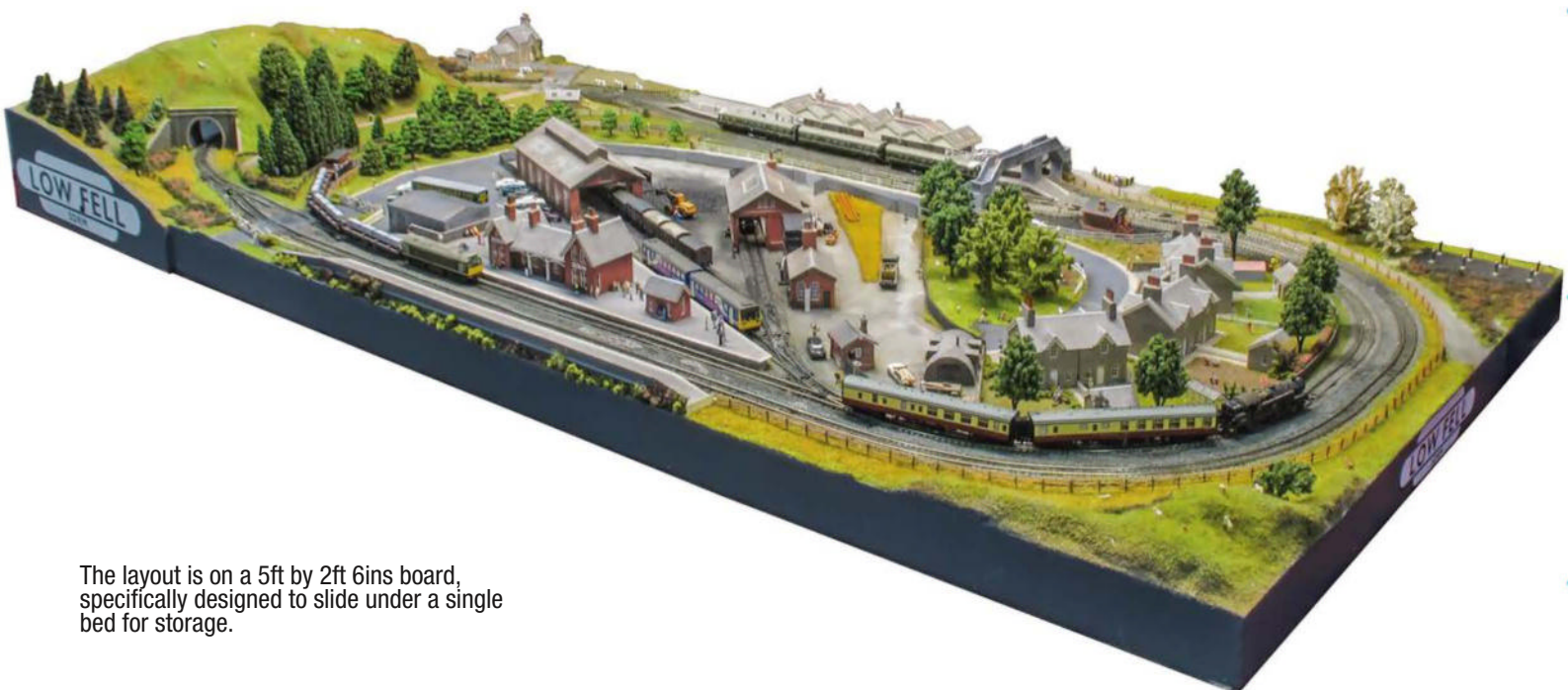
Number of years modelling: 15 (a late returner)

Name of your layouts: 'Burniston Bay' was the first home layout I built. I'm now exhibiting 'Yorkshire Pennines' (featured in BRM – August 2021).

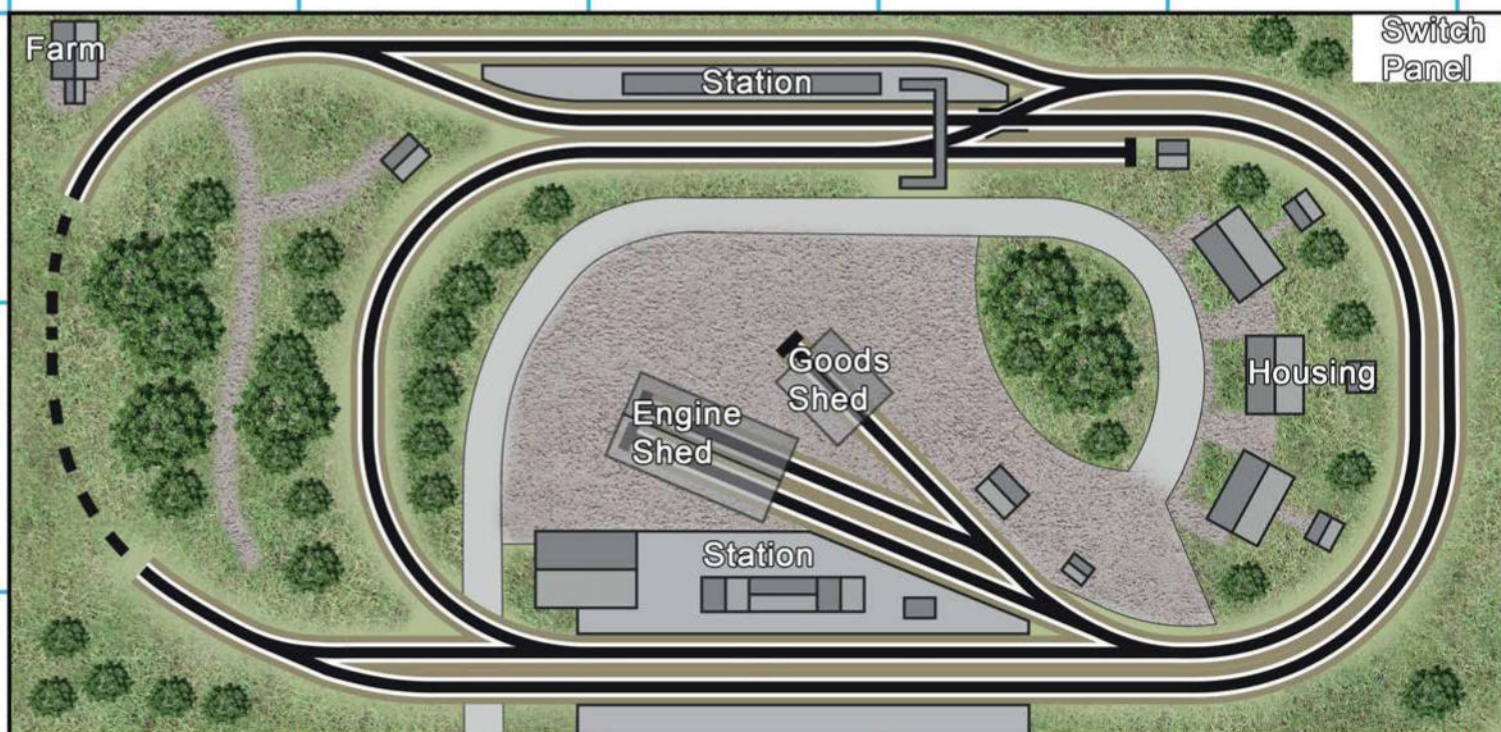
Favourite era/region: LNER and Post-Modernisation

Favourite locomotive: Azuma (both in real life and the excellent Kato model)

I joined Scarborough & District Railway Modellers in the early noughties and I have been a member ever since, now serving on the committee, keeping the club website (sdrmweb.co.uk) up-to-date and helping out with club exhibitions. I have an interest in DCC and computer control.



The layout is on a 5ft by 2ft 6ins board, specifically designed to slide under a single bed for storage.



1 square = 1 square foot

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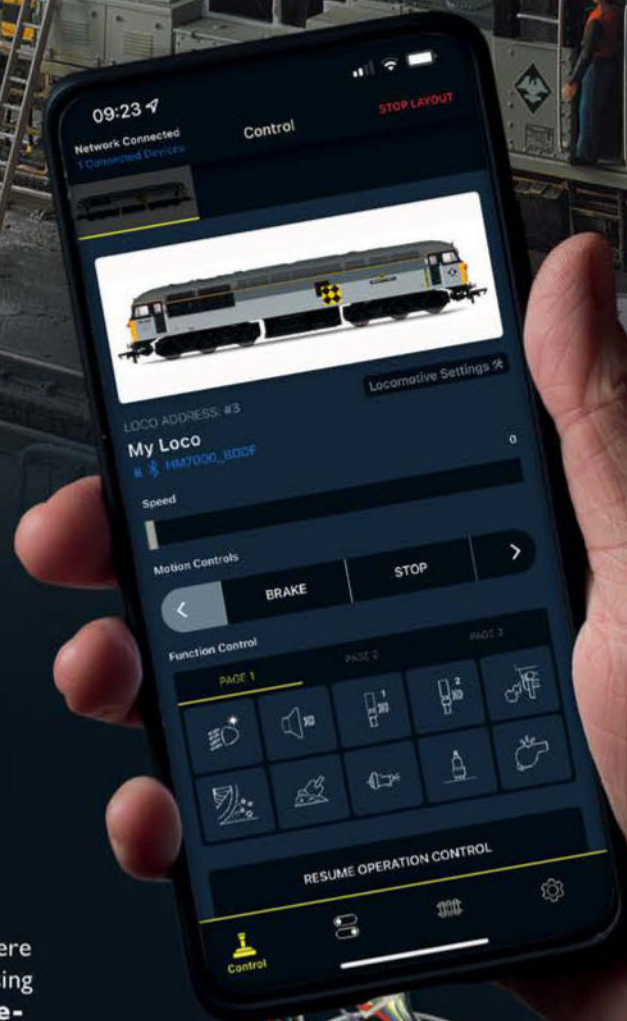
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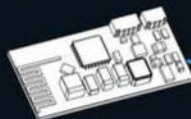
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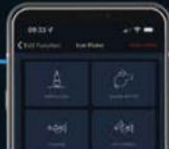
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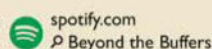
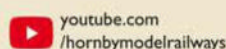
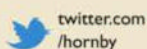
5 Start controlling



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If there's to be a month of any given year notable for the most scenic accessory launches for railway modellers, let June 2023 go down in history as being one of the busiest!

With so many smaller model manufacturers embracing the benefits of 3D-printing and laser-cutting (as we predicted almost 10 years ago!), the

age of small-scale cost-effective upscale manufacturing has truly dawned.

While RTR duplications are becoming increasingly common, as Exclusive First Editions release of the Newton Chambers car transporters highlighted again this month, they're rarely deliberate. We're looking forward to comparing the Heljan and Bachmann models when they're

received for review.

If you're seeking the latest news, why not 'bookmark' our website, World of Railways, and visit occasionally, or better still, add yourself to our weekly newsletter and let the news come to you – visit www.world-of-railways.co.uk/register. You'll find many an interesting story – and if you have modelling news, send it to us!

EFE to release new car transporter

News arrived just before this issue went to press that Bachmann Europe is to release models of the Newton Chambers-built car carriers for 4mm:1ft scale under its Exclusive First Editions Rail brand (EFE Rail).

Available as individual models, these are said to be in production with delivery expected later this year. Eight models have been revealed, now available to order from Bachmann stockists, with an RRP of £59.95 each.

Revealed on a Friday June 16, the weekend that ensured left some model railway forum participants questioning if this was re-purposed tooling from a different manufacturer. Tooling is indeed Bachmann, and imagery shared with us highlights the advanced nature of the project, with decorated samples shown below...



Brief history

These double-deck bogie vehicles were built by Newton, Chambers & Co. in 1961 and delivered to British Railways' Eastern Region. 14 vehicles were built to carry six cars each: two in a well between the bogies and four on the upper deck up. Usually

employed on Anglo Scottish trains, these vehicles were built and registered to UIC standards allowing them to work on train ferry services to the continent.

Outshopped in BR lined maroon livery with 'Eastern Region Car Transporter' lettering, the introduction of 'Motorail'

services in 1966 saw them repainted into BR's corporate blue and grey scheme with 'Motorail' branding applied.

Withdrawals commenced during the 1980s and all had gone by the end of the decade.

Model tools that “answer most needs”

Golden Valley Hobbies is to provide Amtech tools to model and hobby shops in the UK, complementing its range of other modelling consumables.

With products ranging from needle files to clamps, tweezers and knives, or more specialised mini-drills, sharpening stones, magnetic trays and telescopic pick-up tools, Golden Valley Hobbies says that the Amtech range “answers most needs”. Amtech tools come with a two or three year product replacement warranty.

“Modellers tell us they need quality tools to do the best possible models and dioramas. We are very happy to answer their needs by bringing the quality of Amtech tools and their three years warranty to model shops.”

Emma Hendy – Project Manager, Golden Valley Hobbies



Class 89 for ‘OO’ - update

Accurascale and Rails of Sheffield updated modellers this month on their partnership project of the unique Class 89 electric locomotive for 4mm:1ft scale.

Despite factory shutdowns resulting in a slight delay in progress, decorated samples of the forthcoming model have been received by the Accurascale design and development team and have been undergoing assessment ahead of production. Since launch in late June 2022, the project has progressed swiftly.

Accurascale is said to be awaiting completion of the repairs of the real locomotive at Brush (Wabtec), Loughborough, before recording a sound project for the locomotive. Delivery will now be in Q4, 2023 instead of Q3, 2023 as mentioned when first announced.

Visit World of Railways to see the full specification of models, and liveries being produced.



WOR THIS MONTH

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



Watching model trains ‘go by’ is a great way to enjoy a ‘cuppa’. So, we trust you’ll like this video of regular BRM contributor, Tony Wright’s Midland and Great Northern section on his ‘Little Bytham’ layout, with its variety of locomotives and rolling stock.



Interview of the month: Severn Valley Railway – fighting for survival? Jonathan Dunster, Chairman of the Severn Valley Railway, explains the railway’s financial situation and the steps it is taking to secure its future through its Survival Fund initiative.



Hornby’s Mallard Record Breaker train set arrived for review this month. Upon unboxing for its inaugural run, we examined the contents of the set and filmed it in action.

NEWS

Exclusives galore for KMRC

1

Bachmann Class 37/0 37207 *William Cookworthy* in BR blue with Cornish Railways branding. The locomotive depicts the prototype in its early-1986 to July 1987 form. Prices are: £249.95 DCC ready, £349.95 DCC sound-fitted, and £379.95 DCC sound-fitted deluxe.



2

Bachmann Class 37/0 37196 *Tre Pol and Pen* in BR Railfreight grey – the first Class 37 to be painted into the Railfreight Grey livery, which was first seen on the new Class 58s. The model depicts the prototype in its July 16, 1985 to May 2, 1987 period, and is priced as per the model above.



3

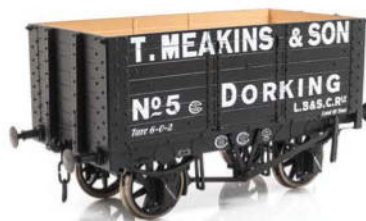
Bachmann Scenecraft Lynton and Barnstaple Railway OO9 Lynton Engine Shed and Coaling stage (available separately). Lynton Engine Shed is modelled in its post-1909 condition, with separately-fitted opening doors and a selection of enamel advertising signs on the side. Prices are as follows:

- (44-096Z) Bachmann Scenecraft Lynton Engine Shed £54.99
- (44-048Z) Bachmann Scenecraft Lynton Coaling Stage £9.99



4

Dapol 1902 RCH seven plank open wagon in the livery of Dorking coal and coke merchants T. Meakins & Son. During 1899 and 1900, eight 10T seven-plank private owner wagons, in two batches of four, were ordered on the Gloucester Wagon & Carriage Co. Ltd, numbered 1 to 8, in black with white lettering. The KMRC exclusive model is based on Dapol's RCH 1887 specification wagon and features a 9ft die-cast chassis.



Original 'Merchant'

Hornby released its newly-tooled SR Merchant Navy Class 4-6-2s a few years ago, and now we're treated to further liveries, with a sample of 21C1 *Channel Packet* in Southern lined green livery being provided. Carrying an RRP of £223.99, the first locomotive of the Class carries an exquisite level of detail, enhanced further by its accessory pack. In its original form, the locomotive should suit earlier (Era 3) modellers of Southern 'heavy metals', when allocated to Salisbury from new, and Exmouth Junction from 1942.



Depot details

Received in abundance this month was a selection of samples from Westhill Wagon Works in 4mm:1ft scale from its depot accessory range. Pictured is a cooling group from a Class 08/09, which retails at £9.95 for a pack of two. 3D-printed, it'll require careful painting to highlight detail, not forgetting wasp stripes if depicting more recent times. Read more of our thoughts on this range in the reviews section on World of Railways.



SLS library re-opens

The Stephenson Locomotive Society has relocated its library to Redland, Bristol. The collection is arguably one of the largest private library collections of railway reference material, covering UK and overseas subjects.

Accessible to railway enthusiasts and historians, with the assistance of digital communication, the doors are open to its 1000s of objects to potential readers worldwide.



Assorted tools from Mudmagnet

Scale wheelbarrows, assortment of tools and opportunities for miniature cameos arise as Mudmagnet Models has shown images of its latest 3D-printed resin creations for 7mm:1ft scale, now in stock. A Garden Tool set (£8.00), and Workmen Tool set (£12.00) contain a useful supply of tools for many a gardening, lineside, depot, or allotment diorama. See more from its fast-growing range on its website, with many 4mm:1ft scale models, too.



Monkton Combe halt miniaturised

Peco has released its 4mm:1ft scale kit of Monkton Combe halt, priced at £24.95 (RRP) with retailers. Laser-cut from wood, the model assembles using tab-and-slot construction to closely resemble the timber-built prototype, constructed in 1910 by the GWR on its Camerton branch of the Bristol and North Somerset railway line.

Requiring basic assembly – we'd recommend a fast-drying laser-cut kit glue – the model will require painting too, once complete. Detail on the laser-cut models extends to the wood graining of doors and interior flooring.

Using green packaging, over its traditional blue, the kits are perhaps a nod to its greener credentials, using environmentally-friendly wood for the most part in favour of injection-moulded plastic. The latter is used only for round chimney pots. Plastic packaging doubles for glazing material, too.



See the contents of this kit in our video on World of Railways

Waggons for Locomotion

Locomotion Models has revealed exclusive new models, designed and produced by Accurascale, which depict the three different types of Chaldron waggon in the National Collection, representing their evolution from S&DR to Londonderry types.

Available as a single or a triple-pack, models are available to order now for immediate delivery.

The single-pack type reflects an S&DR built waggon with an NER P1 type. A South Hetton legend and a Londonderry type, with an L legend make up the other two waggons in the triple pack. For more information, visit the Locomotion Models website.



O16.5/On30 wagons

New short-wheelbase RTR wagons made by Taiwanese firm Haskell are available in the UK, exclusively via EDM Models. For those working in 7mm:1ft scale narrow gauge, or those looking to add a narrow gauge feeder line, the range has two body widths, each having a different axle box and body style details. Flats, low-sided, high-sided and bolster wagon types are available in boxes of four assorted bodies, or boxes of the same type.



Pre-weathered architecture

Scale Model Scenery's (KX094-00) Stoney's Workshops, RRP: £15.99 and (KX095-00) Small Platform Shelter, RRP: £9.49, arrived for review this month, and we examined the contents of each in our video on World of Railways. Laser-cut from thick wood for strength, detailed overlays are provided, with a choice of weathered brick, or sandstone finishes for the small platform building. The platform shelter is a recommended build for beginners.



DAPOL: EXCLUSIVE INTERVIEW

We've become accustomed to model manufacturing of ready-to-run locomotives, rolling stock and some model accessories taking place in the Far East for a few decades, now.

Dapol, however, continues to manufacture some of its products in the UK, and this summer has further invested in new machinery. To find out why and what its new machinery does, we spoke with Neil Morrille, its Marketing Manager...

Howard: Neil, a big investment for Dapol has just arrived – what is it, and what does it do?

Neil: We took delivery of our new machinery only the other week – it's a sliding-head CNC lathe machine. It has multiple tools, and can machine parts from different angles. Our main use will be to make our own wheels, in-house.

The one thing Dapol hasn't been able

to do, until now, is make our own metal parts. This machine gives us access to that and makes us less reliant on imports.

Because it's so efficient, it allows us to compete on an almost level playing field with production in the Far East.

H: What are the main benefits?

N: We're no longer reliant on China for our wheels. Earlier this year, we received notification that our 7mm:1ft scale wheels were to be delayed by three months from China – that has a knock-on effect for our UK-production, too. Such a problem will soon be a thing of the past. I think you'll see they're better than the wheels we've been receiving until now, too – they're far crisper.

H: Are the wheels to be for rolling stock only? What about locomotives?

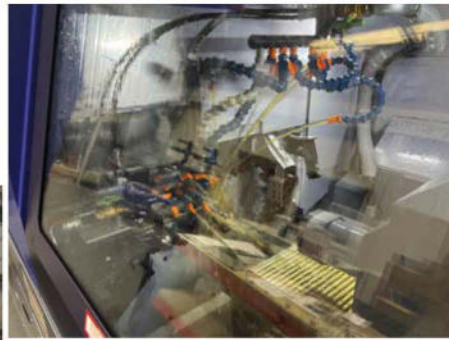
N: For now, it's to supply our own rolling

stock demands. It can machine N gauge, OO gauge and will be doing O gauge wheels, too. We can do spoked wheels, three-hole disc wheels – pretty much anything we want.

It will also be producing the axles and bushes and everything else needed. We obviously need to build up a stockpile of parts before we go into full-scale finished production with them.

H: When can modellers expect to see the first items of rolling stock fitted with these new wheels with stockists?

N: Well, we're busy stockpiling OO gauge wheels at the moment, and these will have to be chemically-blackened first, but I think you'll start to see models fitted with them within the next few months.





HM DCC now on Android

Hornby's recently-introduced Bluetooth control system, HM7000, has become more accessible thanks to a new App, available to download from the Google Play store for Android device users.

Released upon launch for iOS (Apple) users only, the system can now be used by Apple and Android users, widening its compatibility with model railway enthusiasts. Apps are free-to-download. With the correct decoders installed in compatible locomotives, these are 'linked' via Bluetooth and made operational under the control system. Visit the App Store or Google Play to get started.

Skills survey

A new survey of 2000 grandchildren and 2000 grandparents has been commissioned by Legal & General, which shows how grandparents have been the inspiration behind countless hobbies and habits to last a lifetime.

The research highlighted a surge of interest in crafting among young people, with 14% of grandchildren saying that they learnt model building from their grandparents. While cooking and baking was the main inter-generational skill acquired, with 51% saying they learnt from their grandparents, model-making was in seventh place at 14%.

The survey was to understand the role of the grandparent in 2023 and explored the extent to which there are still opportunities for inter-generational sharing. It was split into four themes – hobbies, values, time and influence. The results give an insight into the role grandparents play within families in 2023, and the lessons they pass on.

At a time when many people are worried about screen time, it's perhaps no surprise that tactile hobbies like crafting have become 'cool' in the eyes of a new generation of model-makers. And our grandparents' influence remains important to this story.

Mineral wagon and iron ore hopper for 'O'

Dapol is to produce models for 7mm:1ft scale/O gauge of the Charles Roberts 14T (later uprated to 16T) slope-sided mineral wagon, and 22-24T iron ore hopper.

Tooled and inbound later this year in Q4, photographs of samples have been shown, with models said to be under evaluation at present. Its diagram 1/100 slope-sided mineral wagon is to carry an RRP of £60.00, with its more-complex-shaped diagram 1/162 iron ore hopper sitting a little higher at £70.00 RRP.

Visit World of Railways to see the liveries announced as part of its first production run of these new models.



Yellow '31' exclusives from Accurascale



Accurascale has made public the changes to its tooling for the Class 31 locomotives for 4mm:1ft scale/OO gauge to depict 31105 and 31285 in Network Rail yellow.

Joining its Accurascale Exclusives range, like its past models in this series, such as 'Deltic' No. 9016 *Gordon Highlander* in Porterbrook purple and Class 97/3 97301, these additional releases require unique tooling.

The locomotive pairing is available to pre-order direct from its website in DC/DCC Ready and DCC sound-fitted formats, priced at £169.99 and £269.99, respectively. Accurascale is expecting decoration samples towards the end of this year and delivery of the finished models in Q3, 2024. Locomotives are to feature 'special presentation packaging'.

The manufacturer's Class 31 tooling suite has been designed to cover 31105 and 31285 and Network Rail's other trio of Brush machines, 31233, 31465 and 31602. As well as the modified cab roofs, functioning spotlights and 31105's additional lamp irons, other never before produced tooling on its initial NR pairing dates these locomotives to the period from 2008 onwards with LED tail lights/washer jet modifications.

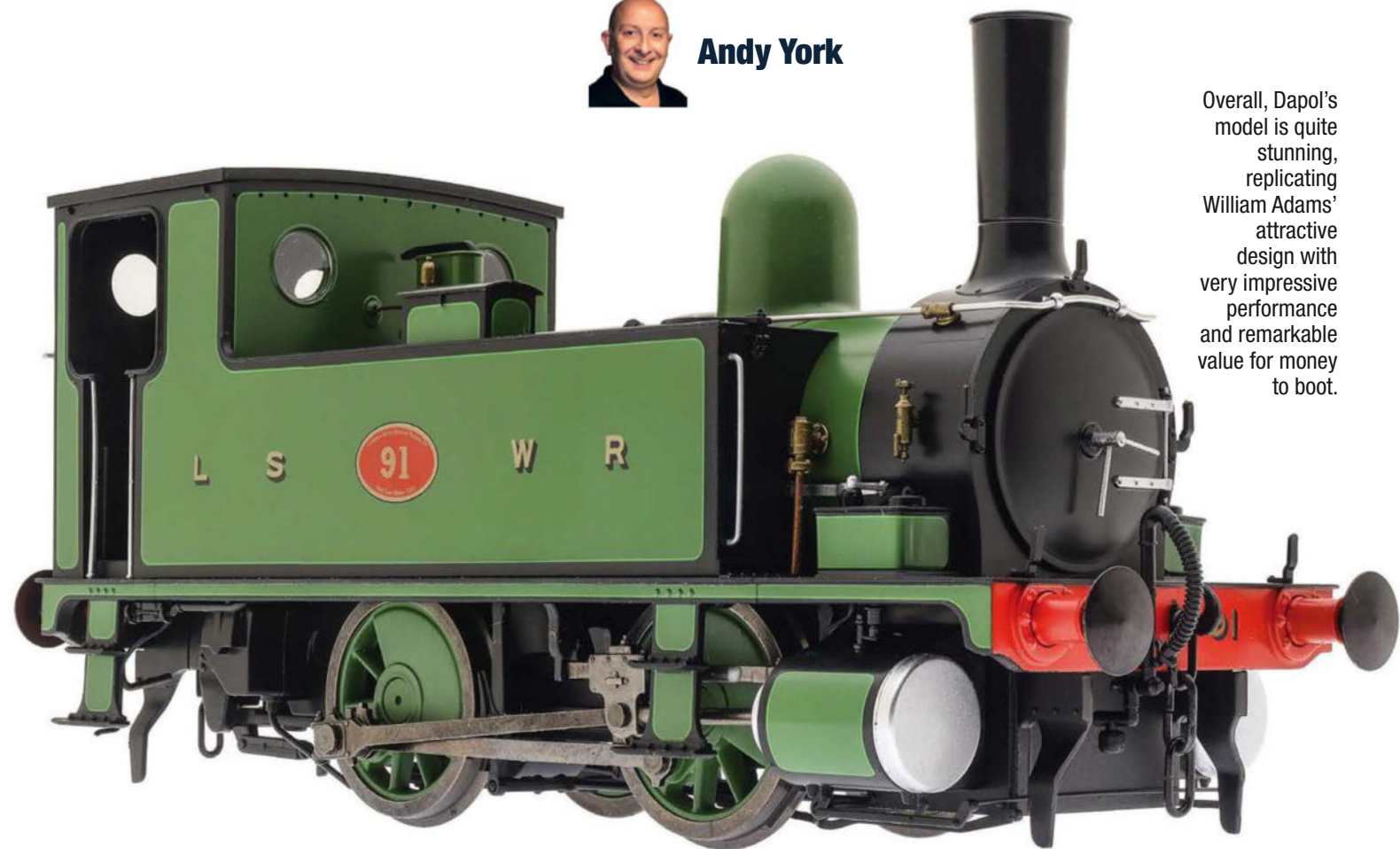


Dapol L&SWR Adams B4 Class



Andy York

Overall, Dapol's model is quite stunning, replicating William Adams' attractive design with very impressive performance and remarkable value for money to boot.



Over the years, Dapol has really cracked value for money in the O gauge market and inspired many to dip their toe in the scale for the first time. I can see its new Adams B4 pulling more people in as it's the ideal locomotive for a small harbour or yard layout for those who like the Southern Region.

Five years ago, Dapol brought us the well-regarded OO gauge model of the B4 and this is bigger and better with superb running qualities and performance. With six models to choose from, ranging from the early London & South Western livery of our review sample, through the grouping

years, into British Railways years, with the last example withdrawn from service in 1963. Then, into preservation with *Normandy*, which has the significant difference of cut-out front and back cab sheets. Detail differences between stove pipe chimney and buffers are catered for, too.

The model is well protected in its box, mounted onto a clear acrylic base with two screws, which makes a useful display stand while not in use. The immediate impression is the weight, a substantial 740g thanks to its die-cast chassis. For a model that is less than seven inches in length, it certainly makes an impression and undoubtedly helps with its haulage capabilities.

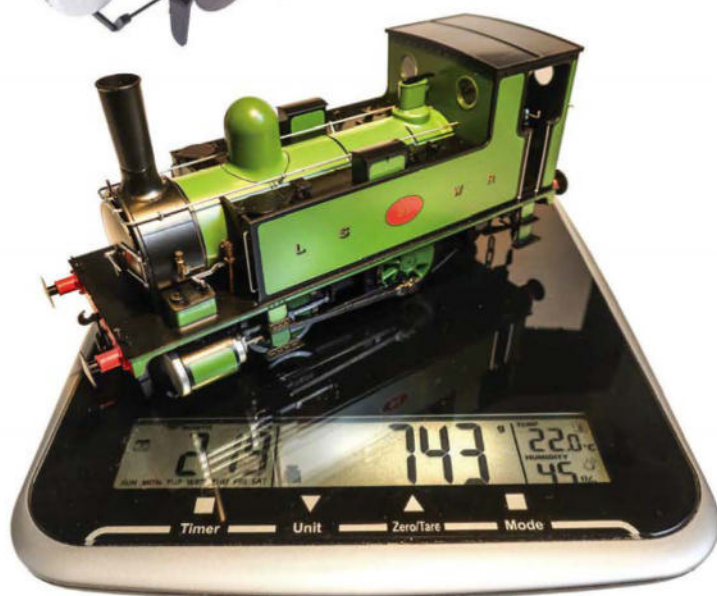
The superb running is aided by brass bearings to the driving wheels and a degree of compensation from a front axle that rocks thanks to a central rib over the wheelset.

The buffers are sprung, as are the coupling hooks but quite stiffly and, I must say, everything, down to the fine details, is very solid and robust – it just feels well-made quality. If the model were mine, I would be looking to the custom-made aftermarket for an etched or resin transfer of the prominent tankside numberplate to sit over the well-printed number as supplied.

The only accessory not fitted is the front vacuum pipe (which is simple to attach) as the buyer may wish to fit



Open the smokebox door, pull out the circuit board and fit your decoder and speaker; a two-minute job.



740g of weight in a model less than seven inches in length!



a decoder; this is remarkably simple with the smokebox door opening on its hinge, and pulling out the circuit board to fit a 21-pin decoder with space for two 'sugar cube' speakers beneath which sit in the right place for sound, at the base of the chimney.

The cab roof is attached by small magnets for easy removal to see the excellent level of interior detail, which

includes the flickering firebox effect, and to be able to fit a crew.

The RRP of the DCC ready model is £251.51, £285.04 with a Dapol Imperium decoder fitted, and £388.80 with sound fitted, so the prices are comparable with a 4mm:1ft scale large locomotives – it's easy to see why modellers make the move to the larger scale.

FACTFILE

Models:

(7S-018-001) L&SWR *Normandy* – black (as preserved)
(7S-018-002) L&SWR CAEN brown 90
(7S-018-003) Southern black 88
(7S-018-004) BR early crest 30089
(7S-018-005) BR late crest 30096
(7S-018-006) L&SWR lined green 91

Liveries: L&SWR green, brown; Southern & British Railways black

Era: 1891 – preservation

Construction: Plastic body with die-cast chassis

Weight: 740g

Minimum curves: Radius 2 (1028mm)

Accessories: Front vacuum pipe

WHAT WE LIKE

- ✓ Impressive weight
- ✓ Ease of decoder and sound fitting
- ✓ Cab sheet and chimney variations
- ✓ Livery selection
- ✓ Robust detailing



Ready to drive! All of the cab controls look like they could really be operated and the internal cab bunkers are all coaled up.



Sonic Models J50



Andy York



Sonic Models has now delivered its N gauge model of the J50, solely distributed via Rails of Sheffield. It is probably one of the most useful tank engines for the Eastern Region modeller with the class of 52 distributed from Hornsey to Glasgow on yard and light goods duties.

Taking the model from its bright and attractive Sonic-branded packaging, it certainly captures the distinctive look of Gresley's design and scales out across all dimensions. Livery choice is as utilitarian as the prototype's design, all being black, but with the red lined and yellow numbered with red shadowing version starting the chronology from their introduction in 1926, through unlined LNER, British Railways' early emblem and later crest to last withdrawals in 1963. Our review model is in the latest dated style, including electrification warning flashes.

The model feels robust with separately-fitted handrails to the front of the tanks and the cab, as well as the boiler and smokebox. The lamp irons on the front are sturdy distinct

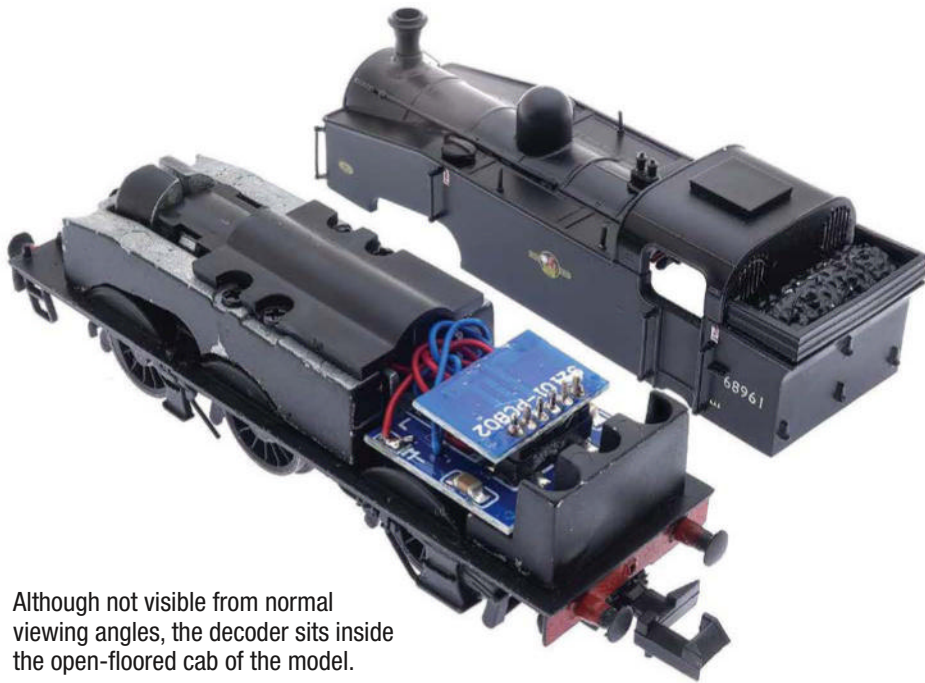
mouldings, while those on the rear of the bunker are cosmetic mouldings. There's a respectable amount of well-defined detail to the top of the tank sides and boiler and the only visual downsides are the pronounced joint in the chimney and the fit of the plated coal rails at the top of the bunker, although these are both acceptable from normal viewing distances. Early era models feature open coal rails, fluted

rods and flush Ross pop safety valves. The livery application is good with the numbers looking quite fine.

There is detail within the cab, but close inspection shows that the circuit board blanking plug is visible in the open floor of the cab; a touch of dark paint would minimise that. To gain access to the model to fit a decoder, it is necessary to remove the four screws at each corner of the underside of the

Sonic's J50 certainly captures the brutish style of Gresley's Group Standard locomotive.





Although not visible from normal viewing angles, the decoder sits inside the open-floored cab of the model.

FACTFILE

Model:

(S2102-08) 68961 BR unlined black late crest

Era: 1926 – 1963

Construction: Plastic body with die-cast chassis

Weight: 40g

Minimum curves: Radius 2 (263mm)

Accessories: Cosmetic screw-link, knuckle and Easi-fit magnetic couplings



The screws at each corner for removing the body can be accessed without too much difficulty around the brake gear.



WHAT WE LIKE



A useful new model for Eastern modellers

Running qualities

Robust detail

Livery variety and application

Detail differences over eras

chassis. Use exactly the right size of screwdriver as these are a very tight fit and took a little persuasion to release. The body then lifts from above the running plate. A right angle six-pin decoder, such as Bachmann (36-556RA), is needed if you are fitting for DCC, although DCC-fitted is an option for a further £20, which may be worth taking.

Inside, it can be seen that there is a respectable amount of weight within the tank area, either side of the small coreless motor, giving a centre of

gravity in line with the middle driving axle, commendable considering how far forward this axle is in the unevenly spaced wheelsets. Electrical pick-up is from the axle bushes and the model performed very smoothly in pick-up and running characteristics on test, capably handling eight Farish Mk.1 coaches.

Overall, I was very impressed with the model for the scale and I'm sure will be a welcome addition for anyone modelling the east in steam or transition era.



The characteristic recess over the leading driving axle reveals the reversing lever on the driver's side.



Dapol L&SWR Drummond M7 Class



Andy York

The short-frame M7 has always looked an attractive design, as with many late Victorian locomotives, especially in earlier colourful liveries.



Dapol has revisited its N gauge M7 model, first released in 2006, to improve several aspects. The body moulding is still largely the same, as it was quite accurate, with improvements to the dome and whistle detail and coal load, which is now removable. The most significant improvements are to the chassis and wheels, with additional weight giving good balance and improved performance, better electrical pick-up, and most of all, a shift from the solid wheelsets to an open-backed wheel, which dramatically improves appearance.

Our review model in lined Southern Railway livery caused me to consult sources to check on the yellow lining as, certainly, white lining edged in black, where appropriate, was the

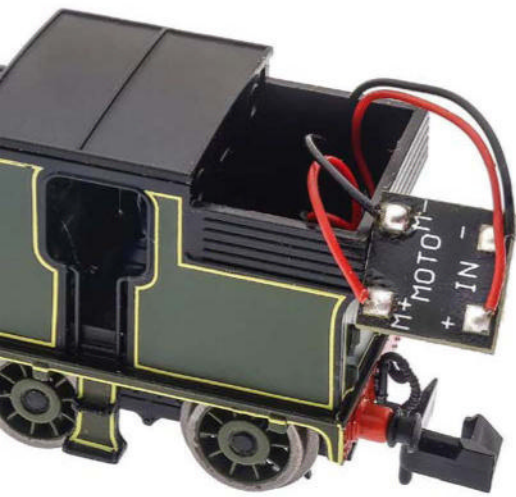
most common livery. There are some references to yellow lining having been used around 1923/4, but with a lack of colour reference images, it's inconclusive if this was applied to this specific locomotive. From normal viewing distances, the lining is tidy – under the cruel magnification above, it's a little awry over the leading axle splashers, but nothing to worry about.

With regard to the green colour of the body, checking sources showed that there were at least five different shades of green around in the transition from pre-grouping to early grouping period and I'm unsure which green this is – it's not Maunsell green (which we are familiar with on white-lined locomotives) but tends towards a shade referred to as 'Moderate Olive'. The Egyptian style of Southern lettering

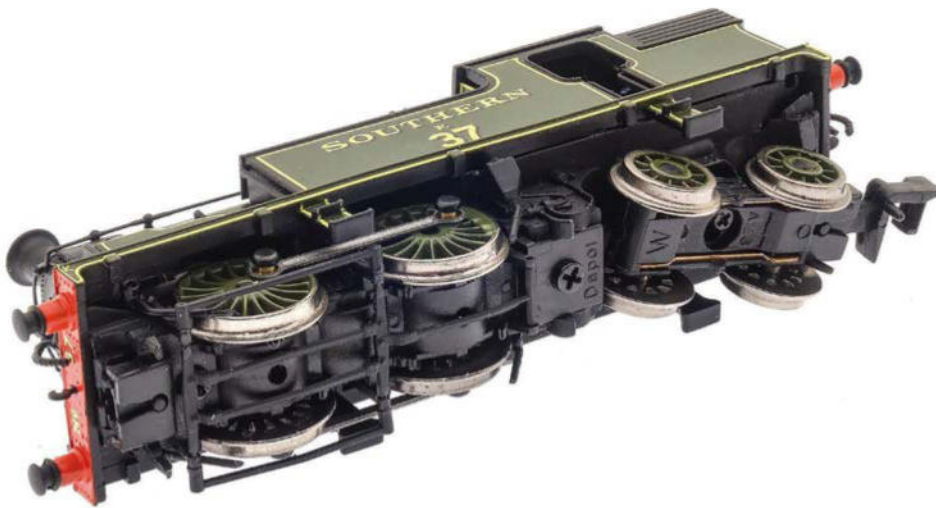
on the tankside is neatly executed but appears, on close inspection, to have a black shadow to it and to the number, which seems incongruous; however, it's not particularly noticeable at normal viewing distances. As there are a total of seven different livery and number permutations available there are other choices compared to this short-lived livery.

The smokebox door has a moulded numberplate correct for the BR era, but not for the era of this locomotive. An acceptable compromise perhaps, given that further tooling might have been necessary.

As supplied, the review sample sat a tad high at the back end caused by the pick-up contacts from the trailing bogie that brush on plates inside the rear of the chassis. It affected haulage



Easing the coal load from the bunker gives access to the blanking plate for DCC fitting.



0-4-4 chassis can be difficult to balance well, but Dapol has the centre of gravity perfectly in line with the rear drivers.



capabilities. The solution is to splay the contacts a little further and it's a simple fix if anyone encounters the problem. Dapol has acknowledged this issue on its website, with instructions to resolve the issue. The cab roof can handily be removed to install a crew – ideal for taking the detail on these locomotives a step further.

I know Dapol went to substantial lengths to consider decoder fitting but with minimal space and choices available in a small locomotive, and not wishing to impinge on the delightfully detailed cab interior, a pragmatic solution had to be implemented. Wiring from the circuitry is taken to the coal bunker where, once the coal load is

FACTFILE

Models: (2S-016-005)

Southern Lined green 37
(2S-016-006) SWR lined green 245

(2S-016-007) Southern black 246

(2S-016-008) British Railways lined malachite 30038

(2S-016-010) BR black early crest 30673

(2S-016-011) BR late crest lined black 30245

(2S-016-012) L&SWR lined green 35

Liveries: L&SWR/SWR green, Southern greens and black, & British Railways black

Era: 1897 – preservation

Construction: Plastic body with die-cast chassis

Weight: 42g

Minimum curves: Radius 2 (263mm)

Accessories: Dummy screw link, knuckle and Easi-fit magnetic couplings

WHAT WE LIKE



Modern improvements to older model



Improved running and ease of use

The rear of the bunker includes moulded lamp brackets and the cab is wonderfully detailed.

lifted out with a scalpel blade, there is a blanking plate, which the wires can be de-soldered from and hard-wired to a small decoder. If the modeller isn't confident, a DCC-fitted version of each model is available at an RRP of £146.30.

Overall, it's a welcome improvement to a useful model, particularly if you are modelling the BR era.

Hornby Scotrail Class 153



Howard Smith



There can be few liveries as evocative, or as complex as this. Applied to ScotRail's fleet of five Class 153s, modified to carry extra bicycles and luggage onto West Highland line services between Glasgow and Oban – the vinyls highlight landmarks and many of the picture-perfect scenes of one of the UK's most beautiful scenic journeys.

Working with Scotrail's Class 156s from July, 2021 – also available from Hornby (R2950) – the units are known as 'Active Travel Carriages'. Modified units have 24 seats (20 around tables and four airline-style), and can carry up to 20 cycles in racks, or large items of luggage. There are spaces for tandem cycles and an e-bike charging socket, too!

While Hornby's tooling hasn't changed internally or externally to reflect the changes made to the prototype, the exterior carries the distinctive livery. Tampo-printing is a

time-consuming process. Instead, Hornby has opted for a colour-printing process to apply the 'would-be' vinyls to these bodysells. From normal viewing distances, the livery is convincing, but a closer look reveals areas where the technique struggles – the Scotrail logo, OHLE signs, door buttons and Abellio logos, for example.

For what it's worth, the livery is far better than what I, or many others could achieve in model form. But, I feel this somewhat new technique on models calls for a hybrid approach – use it for large complex areas, but retain limited use of tampo-printing for concise details like those mentioned.

Complex liveries are the bane of many manufacturers, and their intricacies would translate into justifiably-expensive models. Hornby's use of this emerging technique proves that a way forward exists, and I suspect we'll see more complex liveries in the coming years.

FACTFILE

Model: (R30071) Scotrail Class 153, 153380

Livery: Abellio Scotrail 'Highland Explorer'

Chassis and body: Injection-moulded plastic

Weight: 348g

Minimum curves: Radius 2 (438mm)

Accessories: Cosmetic 'Scharfenberg' couplings

WHAT WE LIKE

- ✓ Bold choice of livery
- ✓ Great for use with Scotrail Class 156
- ✓ Great for present-day modellers

WHAT WE NOTICED

- ✓ Livery application lacks crispness
- ✓ Interior detail unchanged for new liveries
- ✓ Tooling is showing signs of age around bogies



Hornby Class 08



Howard Smith



The Class 08 needs no introduction – the backbone of freight and marshalling yards, station pilots, branch line goods, and later, private industry, and now preservation. The Class has been one of Britain's longest-lived and most-successful locomotives. With a new range launch, it made sense to feature this prototype for space-starved OO gauge modellers who didn't want main line express locomotives. Here, you have ample opportunity to devise a compact shunting layout, without reverting down a scale further to 'N'.

Released in three liveries as its first run – with hopefully more to follow – we find BR blue for the 1970s to 1990s era modeller, and DB Schenker red and GBRf/HN Rail for the 2010s era. I'd argue that a BR green livery wouldn't have gone amiss upon launch, however, given the wider appeal to steam-era modellers.

These locomotives are incredible! Detailed to the 'N'th degree in every possible way – take the connecting rods, for instance, their bolts have been scaled-down perfectly. Both early and later builds are featured, too. 08489 and 08623 feature square cab-side windows with a single door handle, with HNRail 08818 featuring the later rounded-style,

with two handles, making cab access for crews easier when entering.

Correctly, later builds also feature different 'whistles', revised battery box location with the addition to the left-hand side, and reduced air grilles. All locomotives are smooth runners, with six-pin decoder interfaces, and liveries are almost perfect, bar a minor wobble to the cab wasp stripes across a running light, common across the samples.

I'm told that this wasn't Hornby's first tooling of the model for the scale, and that it had to go 'back to the drawing board'. But what has resulted is a very worthy model, and is highly recommended.



FACTFILE

Models: (TT3003M) 08818 GBRf (HN Rail), (TT3002M) 08623 DB Schenker red, (TT3001M) 08489 BR blue

Chassis and body: Injection-moulded plastic

Weight: 130-131g

Minimum curves: Radius 1 (267mm)

Accessories: Air reservoirs, cosmetic screw-link couplings, vaccum and air pipes

WHAT WE LIKE

- ✓ Cab detail abounds
- ✓ Early and later builds tooled
- ✓ Warning labels to modern liveries

WHAT WE NOTICED

- ✓ TT:120-standard couplings are large!

Rapido Trains SECR 20T brake van



Tony Wright



Here's a beautiful model in OO gauge by Rapido, depicting a long-lived ex-South Eastern & Chatham six-wheeled un-fitted brake van in BR days. The original design dated from South Eastern Railway days in 1898. A brief history of these vehicles can be read on World of Railways with our first look at the new model tooling.

Two body variants are available – direct from Rapido, alongside exclusive editions from Rails of Sheffield, Train Times and the Bagnall Locomotive Group, in 12 different liveries.

Designed in the UK from original works drawings, models will complement the existing range of SECR wagons produced by Rapido, and many other ranges, too.

It really is an outstanding model, and looks exactly like the prototype pictured on page 90 of David Larkin's *The Acquired*

Wagons of British Railways Volume 1, though there is no black background to the brandings on the real example. Rarely have I seen such incredible attention to detail, much of which cannot be seen from normal viewing angles.

Every item of the brakes and their riggings is present, with the brake blocks perfectly in line for OO gauge treads. As expected, users of more-accurate gauges will have to perform alterations. The correctly split-spoked wheels are all true-round and went through handmade and Peco pointwork with perfect ease.

The distinctive buffer shanks are beautifully modelled, though buffer heads aren't sprung. Coupling hooks are provided in the headstocks, above the NEM-mounted tension-locks. Handrail detail is exquisitely delicate – delicate enough for one side to have come loose in transit, though easily

repaired with a tiny bead of superglue.

The only way to see the fully-detailed interior is to remove the roof; very gently, because it's held in place with tiny spots of glue – be brave, and ignore an ominous 'cracking' sound! Once it's off, the full interior is revealed, but the roof won't stay in place by itself without new glue being applied. I know it would potentially add to the cost, but some form of friction-fit or use of small magnets might have been better. Livery application and brandings are perfect.

At nearly £40.00, this is at the 'high-end' of RTR non-bogied rolling stock, but I still think it represents excellent value for money. All it needs, in my opinion, are the tension-locks removing, 'proper' couplings fitted and weathering – something I'll be doing very soon! And, as alluded to, these vans weren't wholly confined to the SR in BR days. Highly recommended.



Never have I seen so much detail applied to an area of a model which cannot normally be seen - unless there's a crash or derailment; in which case, don't build a layout where this might happen because this model will be far too good for such unreliable systems!

The roof can be gently taken off to reveal the full interior, but only with care. All that's needed is some overall weathering. I cannot find any prototype shots of brake vans looking quite this pristine.



FACTFILE

Manufacturer: Rapido Trains UK

Weight: 34g

Company/Operator: SE&CR/ SR/Southern Region

Body and chassis: plastic

Minimum Curve Radius: 438mm (R2)

Couplings: NEM-mounted tension-lock

WHAT WE LIKE

- ✓ Interior detail with individually-painted parts
- ✓ Great observation of external ironwork and timber chamfers
- ✓ Individually-fitted lamp brackets
- ✓ Non-prismatic flush glazing
- ✓ Chassis bolt and brackets scale very well



Hornby departmental stock



Howard Smith



Modellers and collectors often crave models that stand out from the crowd – models that make their collections different from those of others. And, though calling on the imagination to make a ‘might have been’ location is often needed, there are still many real rolling stock liveries, waiting to be applied to models – opportunities are plentiful for the modeller willing to research. Luckily, this month we’ve taken delivery of three Mk. 1s from Hornby, which has carried out research for us, applying ‘stand out’ liveries to its toolings for the British Railways Mk. 1s.

As British Rail’s Mk. 2 and Mk. 3 coach-building programme was in full swing, it was common for displaced Mk. 1 coaches to be sent for scrap. A number would be re-purposed for further use, however, and it wasn’t uncommon to see such vehicles used by the engineers, replacing older inherited stock from the ‘Big Four’.

We’ll start with a look at 977165 in all-over white, with yellow ends. Depicting the vehicle in its 2000s condition, painted all-over white with security mesh guards across windows, it was used as a staff and generator vehicle, and can now be found preserved on the West Somerset Railway.

Imagery can be found online of the vehicle in use with Balfour Beatty, sandwiched between two Plasser & Theurer GP-Tramms – a short formation, ideal for smaller layouts, and sure to spark interest with modellers. In the early 1990s, this vehicle was painted light blue with a dark blue stripe – opportunity for a further livery release, perhaps?

In this guise, the model is a close match to the prototype, though the central window and door have been painted white rather than being flush – a requirement of using existing tooling no doubt, though an opportunity for the modeller to improve. So too are the

ends, which have incorrect handrails and number of steps. Where everything else is concerned, particularly the livery, the model really looks the part!

In BR blue, with white-painted windows is ADB 977135, a barrier vehicle for moving rolling stock around Wembley yard. The quality of livery application is exceptional here, too, though comparing the model with photographs, there is scope for detail enhancements to coach ends. I couldn’t find an image of the vehicle with white-painted windows – can readers help?

Finally, the best ‘til last – Derby’s Research and Development division livery, a department responsible for many technical advancements in rail travel. It often required data on the move in test coaches such as this – RDB 975280, Test coach *Mercury*. Used in the 1970s on the WCML to test sleeper-mounted transponders prior to the introduction of the APT, the model can be justified at the head of a passenger train, as per photographic evidence.



Though mostly hidden from public view in yards and depots, departmental stock, such as this vehicle, can be a compact layout modellers' dream, being perfectly justifiable as if a rolling stock maintenance facility is just out of view.



Though blanked off by over-painting, the door and window apertures remain across these models, where in reality, these were over-plated. A tamper-printed grille to the end of the van highlights the discrepancy. Filling these and repainting is likely a step too far for most modellers.



Tampo-printed window screens reduce glass breakages on a worksite where the handling of infrastructure materials like ballast was commonplace. These are incredibly fine and realistic.

FACTFILE

Models: (R40214) 975280, (R40213) 977165, (R40348) 977135

Liveries: BR blue, Departmental white, Derby R&D TC

Chassis and body: Injection-moulded plastic

Weight: 130-131g

Minimum curves: Radius 2 (438mm)

Accessories: Cosmetic 'buckeye' couplings or magnetic vacuum pipes

WHAT WE LIKE

- ✓ Liveries expertly-applied
- ✓ Rarely-modelled prototypes
- ✓ Liveries for modellers of 1970s-2000s

WHAT WE NOTICED

- ✓ Tooling limitations result in compromises
- ✓ Interior detail unchanged for new liveries
- ✓ Inconsistencies with couplings provided



Rapido SR eight-plank open



Andy York

Rapido has steadily and speedily brought a range of useful and accurate wagons to market that have, maybe, had a bias towards the Southern and Western Regions, and this now continues into the grouping era.

Choosing an eight-plank design set the Southern apart from most other railway companies and considering some 7,950 were made to Dia.1379 with a 9ft wheelbase between 1926 and 1933 and a further 1,400 made from 1935 to Dia. 1400 with a 10ft wheelbase, it's very surprising that this numerous type has not been produced by any ready-to-run manufacturer to date.

The body of both wagon diagrams are the same and the differences lie in the chassis, with the two wheelbases. Further variations come from the type of braking, the first 3,000 with Morton brakes and subsequently Southern 'Freighter' brakes.

The wagon body features a wealth of moulded detail with its large, lower drop door with and smaller 'cupboard' doors

above and the associated fasteners and chains. The strapping and boltheads are spot on and the interior is planked with grooves indicating the doors. The second plank from the bottom on each side has small mouldings of the tie rings for sheeting the wagon where necessary.

Rapido has a reputation for going all-out on the underframe, and these wagons are no different with underside planking, framing, buffer springs (although the model's buffers are un-sprung as they are a fine spindle type), braking systems and the differently-spaced W-irons. Twin-spoked and three-hole disc wheelsets complete the variations for the permutations of wagons modelled. The brake hangers and door bang bars are etched components, and, despite being very fine, are commendably robust.

The wheelsets each have a bearing in the axlebox, which gives exceptionally free-running – idly spinning the wheels on the desk saw the wheels keep turning for near on 30 seconds, so there will be

very little resistance with a train of these wagons. However, with individual wagons it's normally beneficial that they remain where you left them while shunting, which could be a problem if your track isn't as flat as glass.

The decoration is as good as any manufacturers, with the BRCW maker's plate on the Dia. 1379 wagons worthy of mention for its finesse. There are liveries covering their introduction in pre-1936 SR livery with large lettering, post-1936 with smaller SR letters above the number, their transition into BR ownership and numbering, while retaining SR brown, and onwards to BR unfitted grey and one black example allocated to the Motive Power Department. With this and different numbering, including examples used on the Isle of Wight, there is 31 products for the modeller to choose from in this release – a far cry from when we may have one number in each livery from a manufacturer. Mr. Hardy – you are spoiling us!





The difference between the 9ft and 10ft wheelbases of the two diagrams is evident when viewed next to each other.



The interior of the model is neatly planked in a pleasant wood tone. Shadows help show the wealth of moulded detail on the wagon sides.



Read the small print! You'll need a close-up lens to do so, but the four lines of the BRCW maker's plate are perfectly legible under high magnification. The whole plate is barely 1.5mm tall.



It's very surprising that the SR eight-plank hasn't been available ready-to-run before, especially considering there were over 9,000 in use.

FACTFILE

Models: Pre-1936 SR brown, D1379 - 9 wagons
Post-1936 SR brown, D1379 - 8 wagons, D1400 - 3 wagons
SR brown with BR numbers, D1379 - 1 wagon, D1400 - 1 wagon
BR grey, D1379 - 5 wagons, D1400 - 2 wagons
BR MPD black, D1379 - 1 wagon

Liveries: SR brown (pre and post 1936), BR grey and departmental black

Era: 1926 - preservation
Construction: Plastic body and chassis

Weight: 30g

Minimum curves: Radius 1 (371mm)

Accessories: N/A

WHAT WE LIKE

- ✓ Accuracy
- ✓ Fine moulded detail
- ✓ Braking variants
- ✓ Print quality
- ✓ Variety of liveries and numbers
- ✓ Robust detailing



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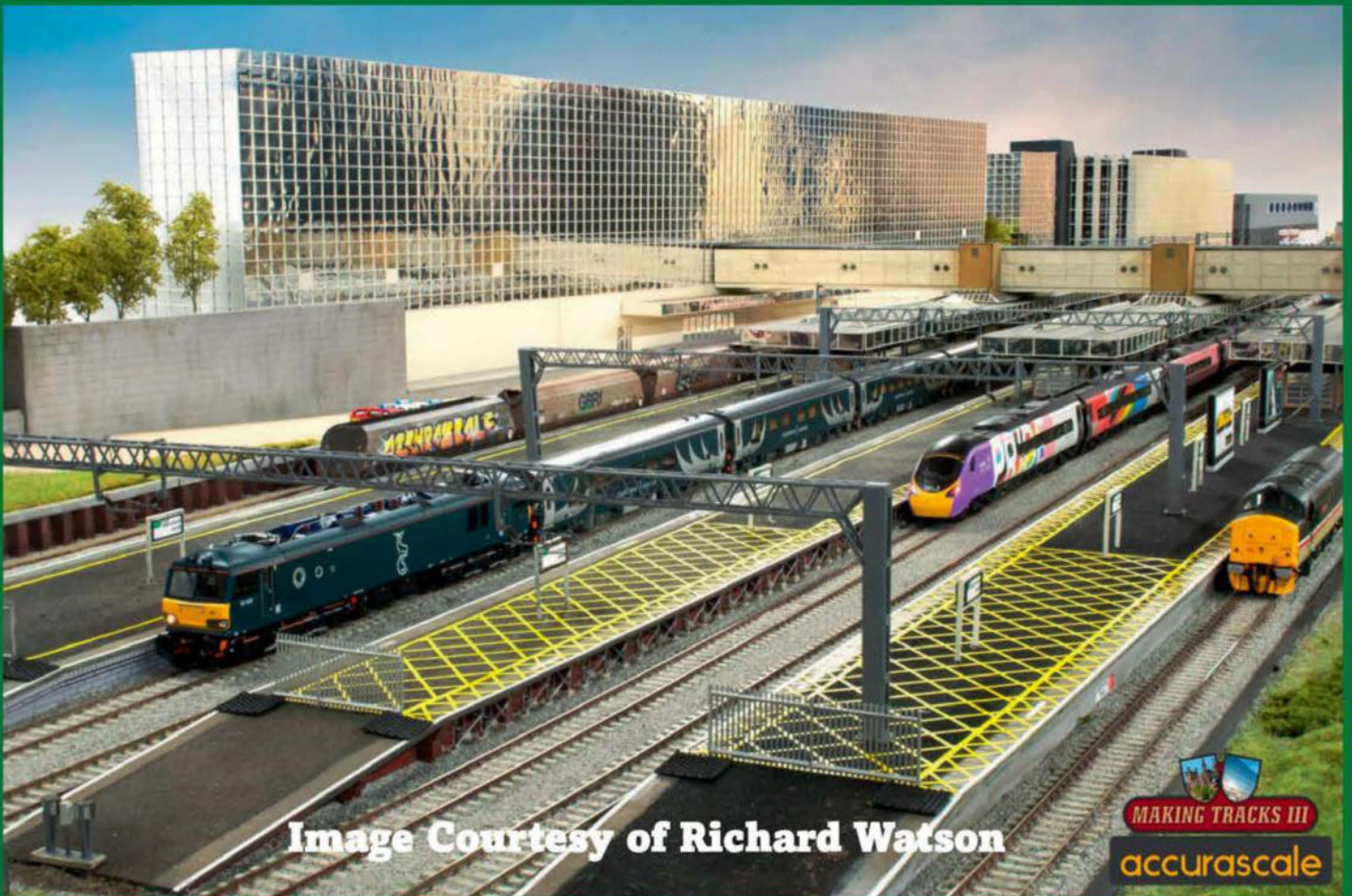


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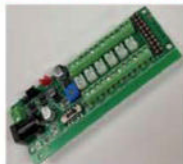
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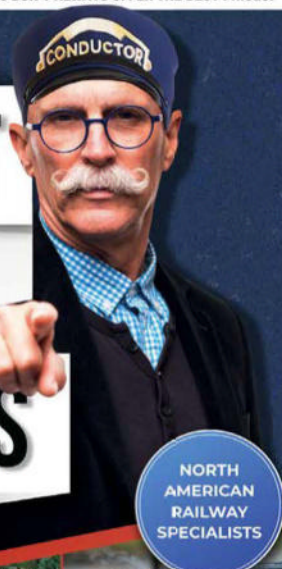
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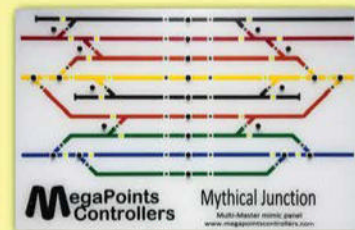
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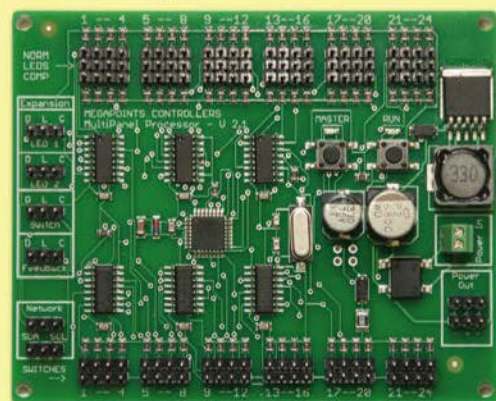
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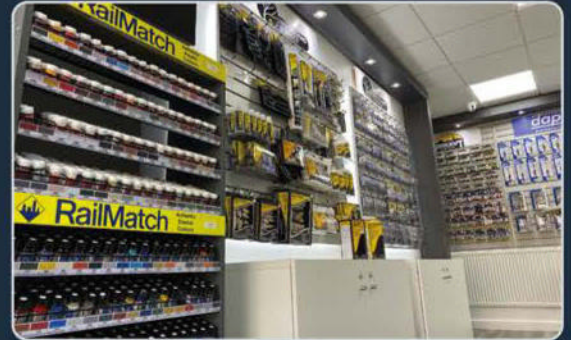


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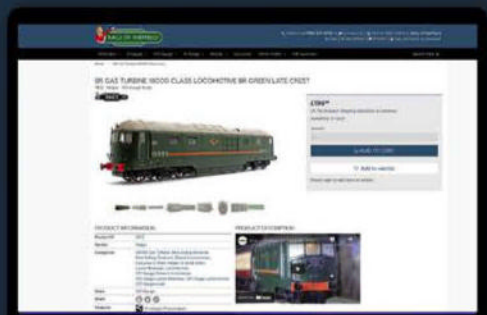
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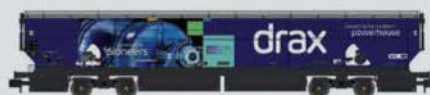
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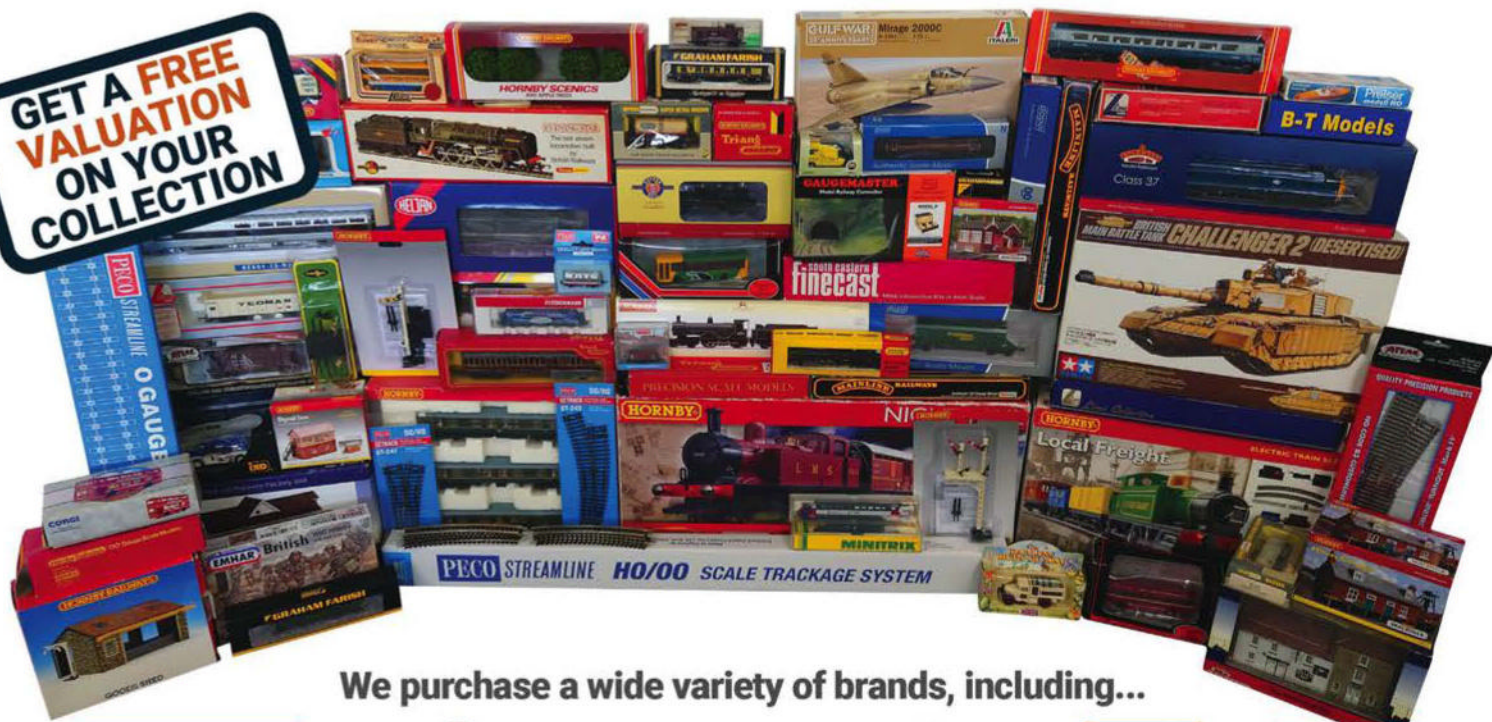
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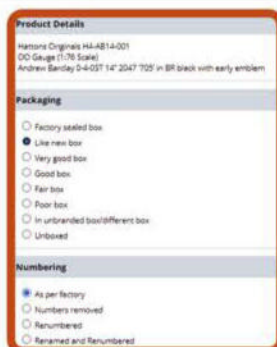
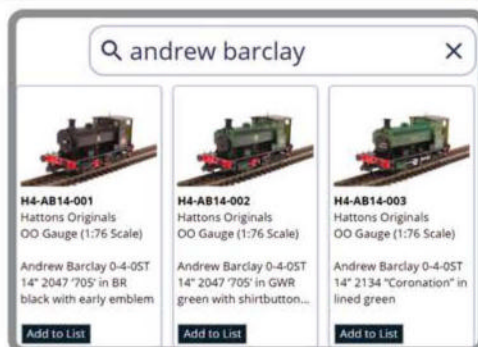


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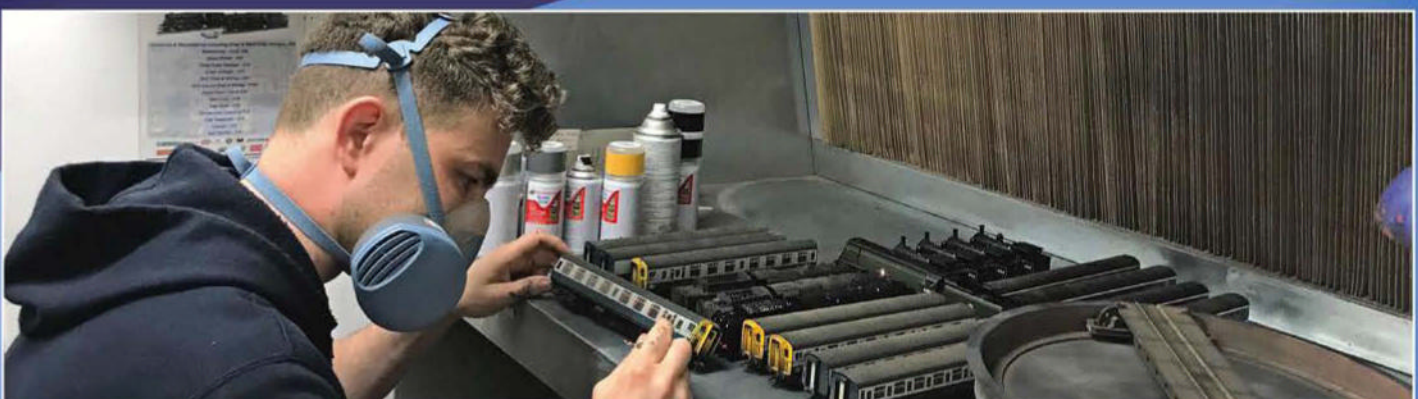
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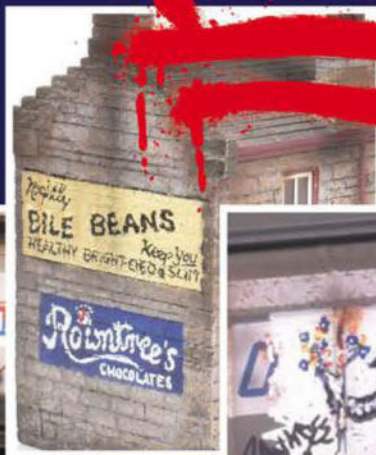
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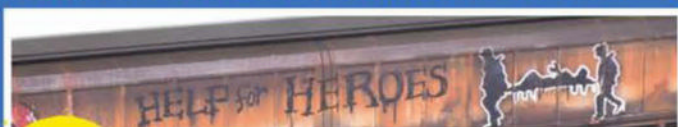
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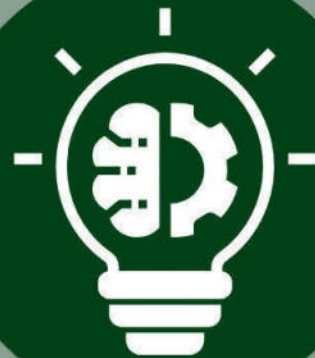
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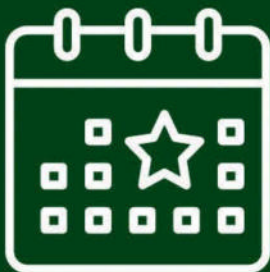
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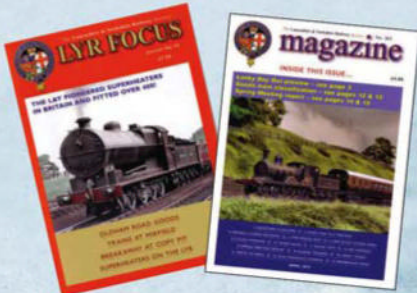
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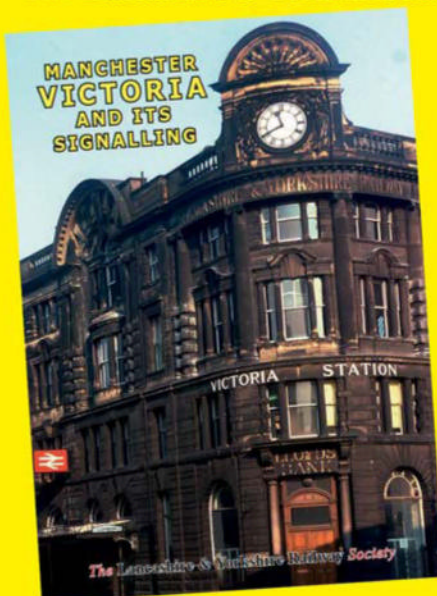


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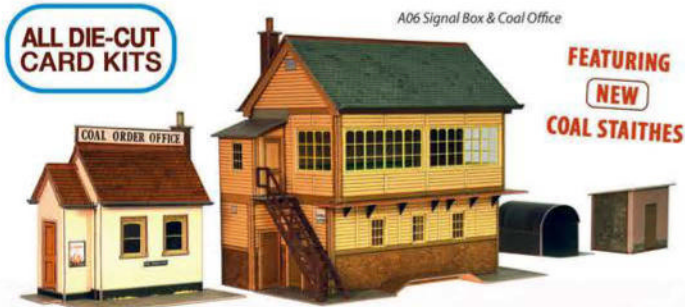
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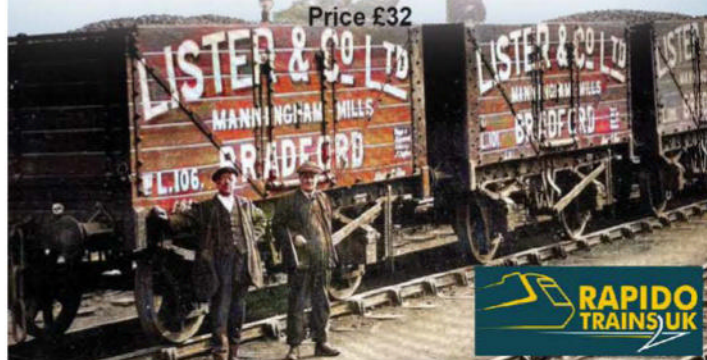
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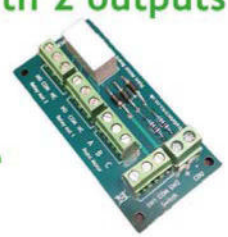
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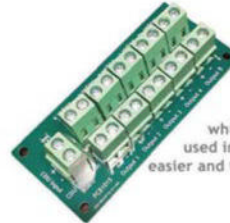
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July 16 - ROMSEY IPMS The Romsey Scale Model Show, Crossfield Hall,

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July 29/30 - NEW MILTON - South Coast MRC Annual Exhibition, The Arnewood School, Gore Rd, New Milton, Hampshire, **BH25 6RS**. Sat/Sun 10-5.30.

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Aug 19/20 WAKEFIELD - ExpoEM SUMMER Show, Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield, **WF2 7EL**. Sat 10-5, Sun 10-4.

Sep 2/3 - STAFFORD GUILDEX 2023, Gauge 0 Guild Exhibition, Bingley Hall, Stafford Showground, Weston Rd, Stafford, **ST18 0BD**. Sat 10-5, Sun 10-4.

Sep 9/10 - SWINDON The Swindon Railway Festival, STEAM Museum of the GWR, Firefly Ave, Swindon **SN2 2EY**. Sat/Sun 10-5.

Sep 16/17 - AYR Model Railway Group Exhibition, Walker & Concert Hall, Troon, **KA10 6EF**. Sat 10-5, Sun 10-4.

Sep 17 - OXFORD OXRAIL, Cherwell Sch, Marston Ferry Rd, Oxford, **OX2 7EE**. 10.30-4

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School Sports Hall, Northgate, Wakefield, **WF1 3QX**. Sat 10-5 Sun 10-4.30

Oct 7/8 - SHILDON Model Railway Exhibition, Locomotion Museum, Shildon, **DL4 1PQ**. Sat/Sun 10 - 5pm. ***Free Car Parking & Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!!! :-)**

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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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Oct 21/22 - CARDIFF Model Railway Exhibition, Glamorgan Cricket, Sophia Gardens, Cardiff, **CF11 9XR**. Sat 10-5 Sun 10-4.30.

Oct 28/29 - GLASGOW CATHCART Model Railway Exhibition Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat/Sun 10-4.

Oct 28/29 - LEEDS Model Railway Society Annual Exhibition of Model Railways, The Grammar School at Leeds, Alwoodley Gates, Harrogate Rd, Leeds, **LS17 9NA**. Sat 10-5 Sun 10-4.30.

Nov 4/5 - SPALDING Model Railway Exhibition, Springfield Events Centre, Camel Gate, Spalding, Lincolnshire, **PE12 6ET**. Sat 10-5 Sun 10-4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking

Nov 11/12 - TELFORD IPMS Scale Model World, Telford International Centre, St Quentin Gate, Telford, Shropshire, **TF3 4JH**. Sat 10-6, Sun 10-4.

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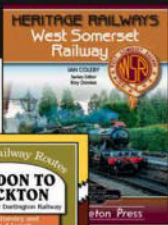
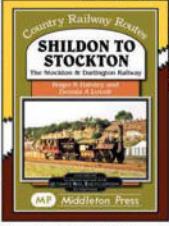
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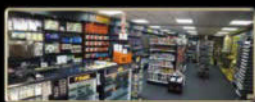
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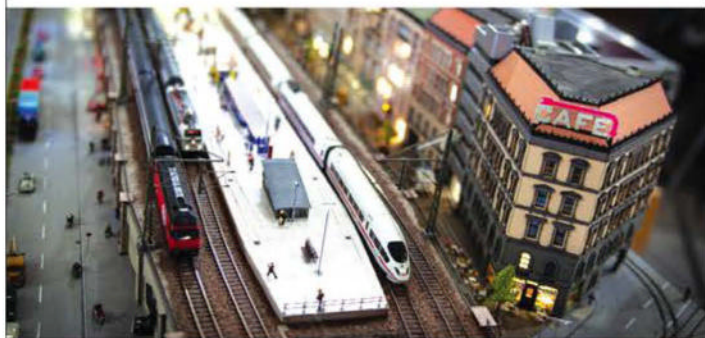
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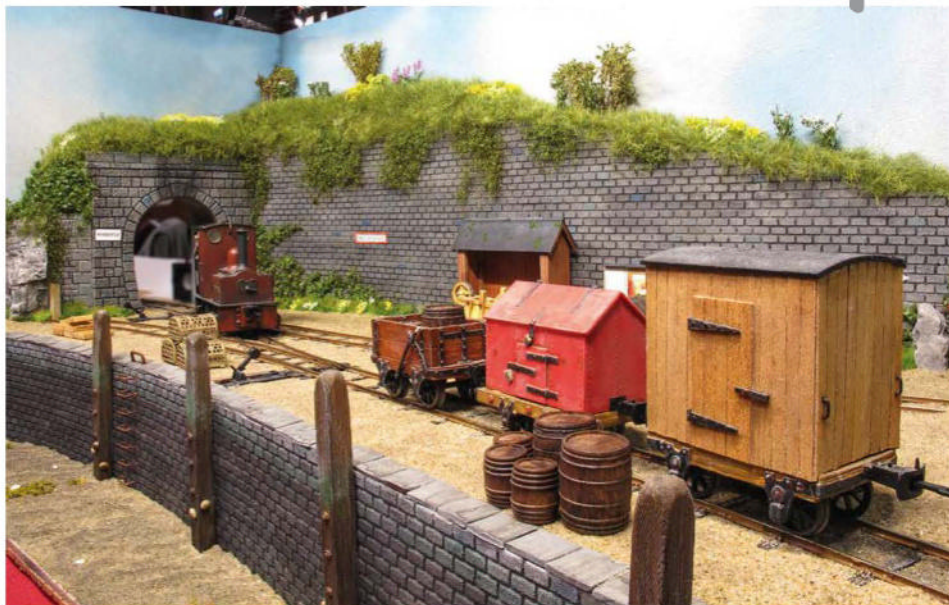
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Summertime specialists



The exhibition calendar might have slowed, but the summer sees a different type of show calling to us – those organised by the specialist model railway societies.

Recently, we've been to events hosted by the Gauge 3 Association, 7mm Narrow Gauge Association, and, of course, DEMU Showcase. Still to come are Expo EM, Scaleforum, Guildex, and Phil will be heading to Gauge 1 North, although since this is in Bakewell, he might be hoping for more than trains.

Scale- or subject-specific shows are sometimes seen as being aimed more at the 'rivet counter' than the general public. There isn't the same emphasis on 'crowd pleasing' layouts, and the selection of these is driven by showing the best in the society, rather than a balanced mix serving up something for everyone. It's useful for us to pick up layouts we can bring you in future issues.

Normally, such events are far more relaxed than a normal show, with plenty of modellers keen to pass on their skills to visitors. There will be trade appropriate to the subject, too, often stands that won't appear at mainstream events. Perfect for the days when the British summer lets us down, or you're bored of topping up your tan.

What's the tackiest souvenir you've bought on holiday?

Andy: A Catalan caganer.

Debbie: A large wooden toucan from Costa Rica. To this day, I still don't know why.

Howard: A cast resin red elephant in Genoa – hideous from every angle, 'gifted' by a street seller, before charging a five euro 'donation'.

Phil: A straw sombrero, bought in Devon when I was six. It doesn't really fit me any more.

Ruth: Fridge magnets... I do it every time and they always end up in the bin!

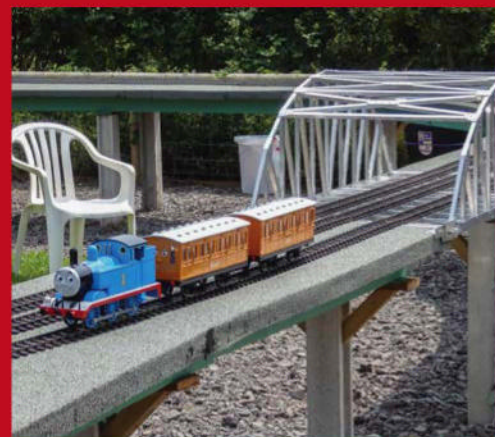
This month in pictures...



Debbie enjoyed a bit of 'tram spotting' while on a trip to Blackpool.



Statfold Barn Railway had borrowed this Mozambique Fowler 0-4-2 for its Summer Spectacle of Steam weekend.



A famous face helps launch the Leamington & Warwick MRS 45mm gauge outdoor track...



The promise of cake drew Phil to visit Stratford & District MRC for its friendly open day.

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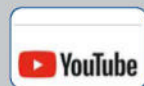
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