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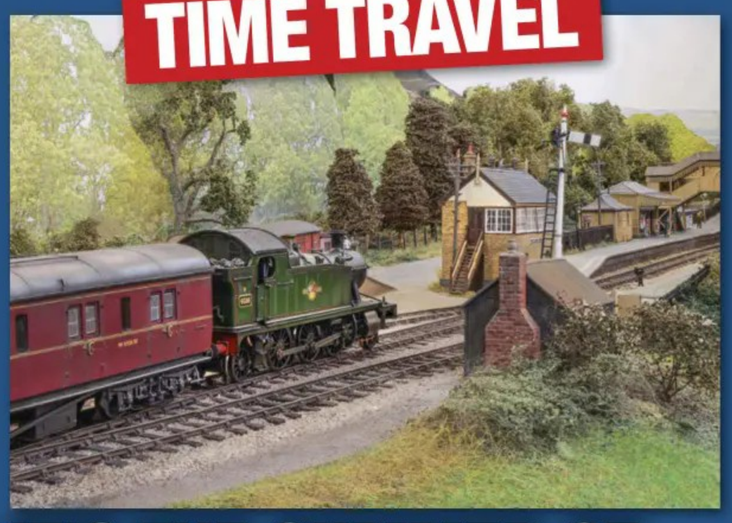
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CHEAP RESTORATIONS

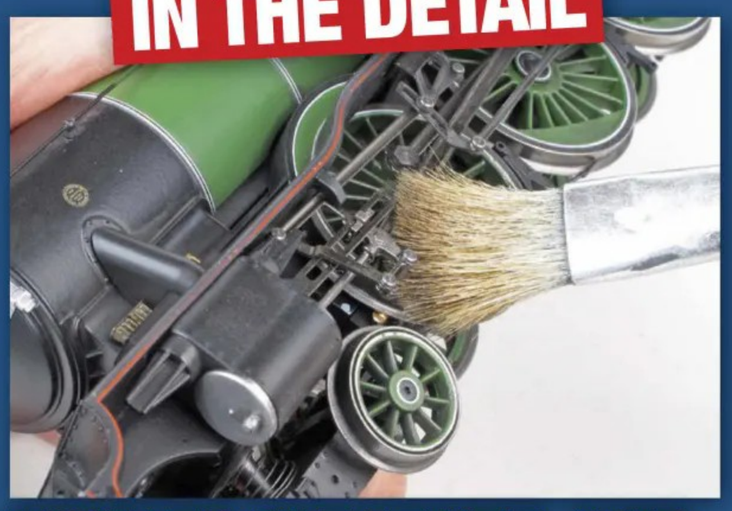
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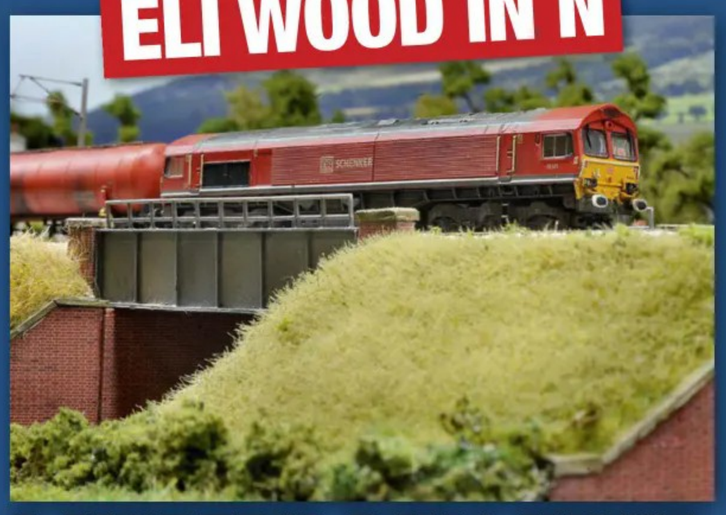
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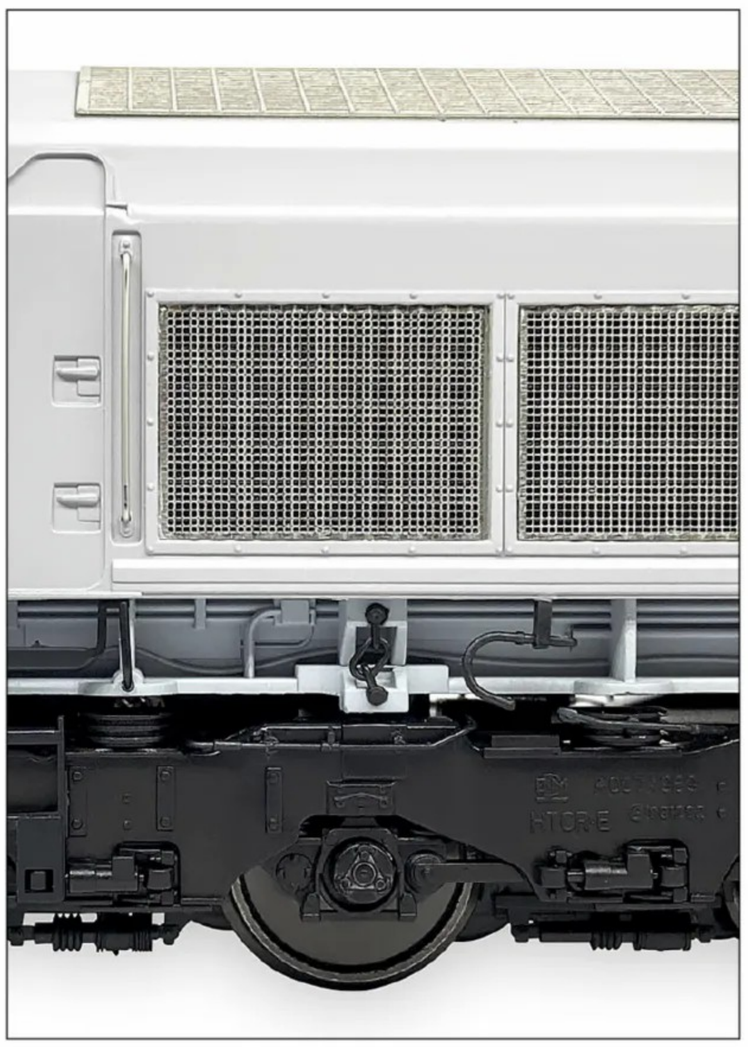
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PRACTICAL

Using Humbrol Smart Mud

In his latest practical demonstration, Phil Parker creates a country lane using Smart Mud.



FEATURE

The Hornby Big Four on test

These bold new locomotives from Hornby are a must-have for collectors and modellers alike. Here are two of the models on test...



INSIDE FEBRUARY BRM

p40



INSPIRING LAYOUTS

p20 Eli Wood (N) A fantastic modern image layout brimming with stock
p40 Yelverton (OO) We return to 1958 on this picturesque layout
p76 Bishopston (OO) A wonderful tribute to this builder's trainspotting days
p88 Bunkers Lane (0-9) A new layout that delivers plenty of entertainment









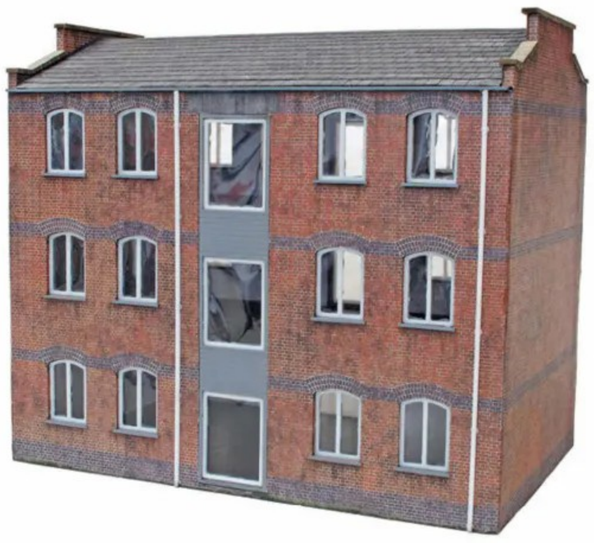
GETTING PRACTICAL...

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p62 How to keep track of your wiring



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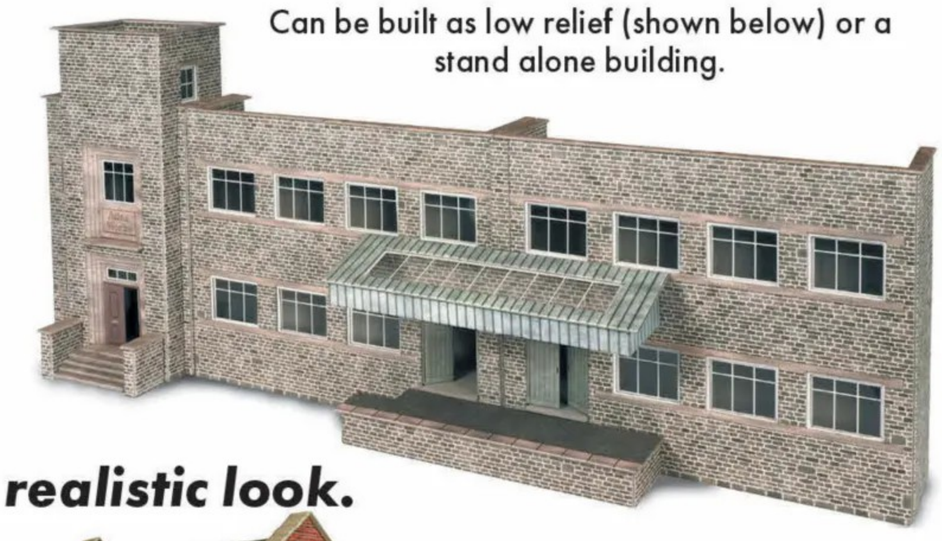


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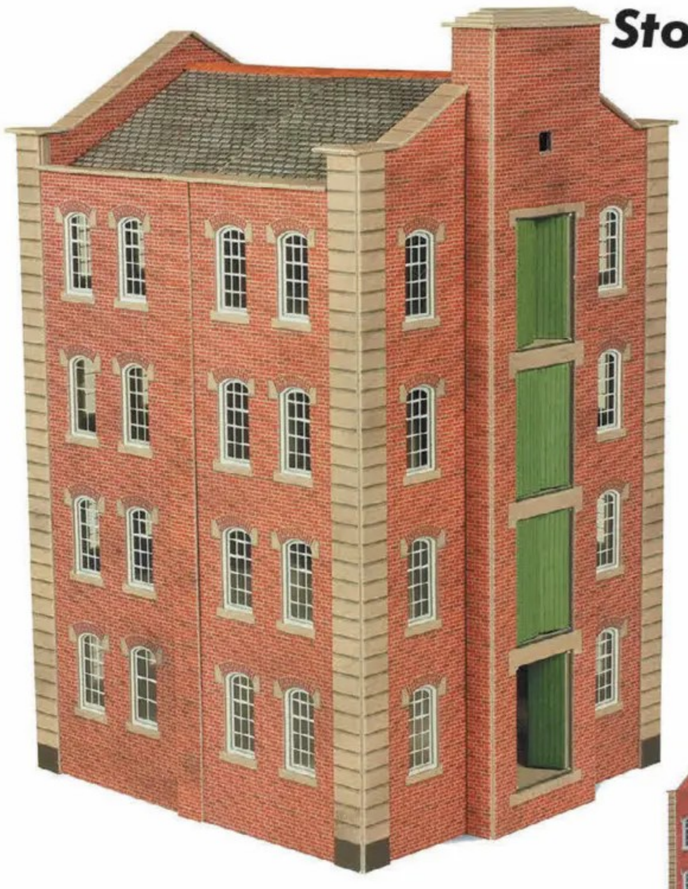


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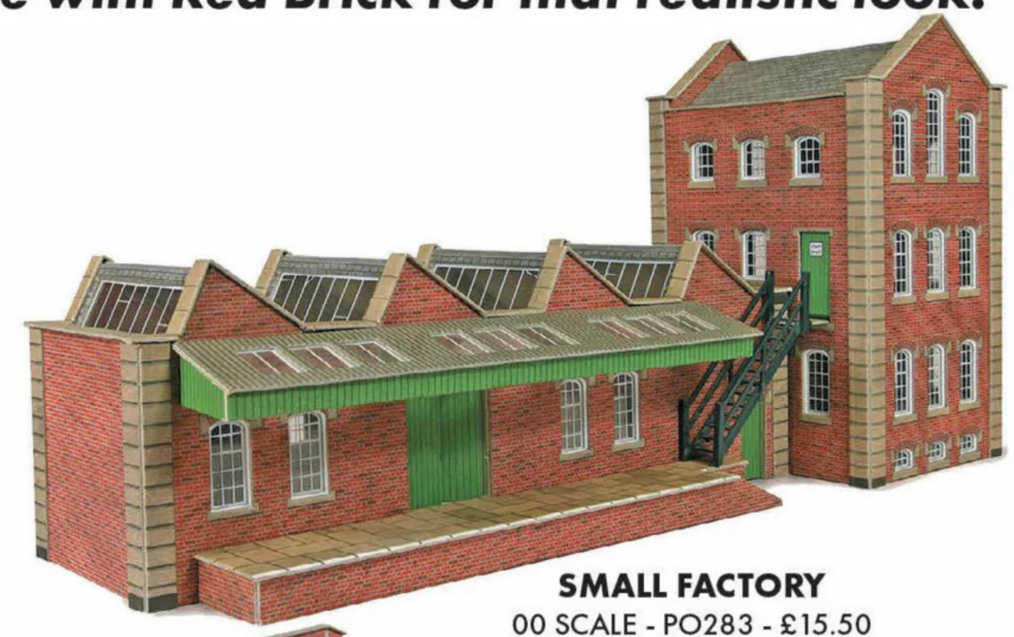


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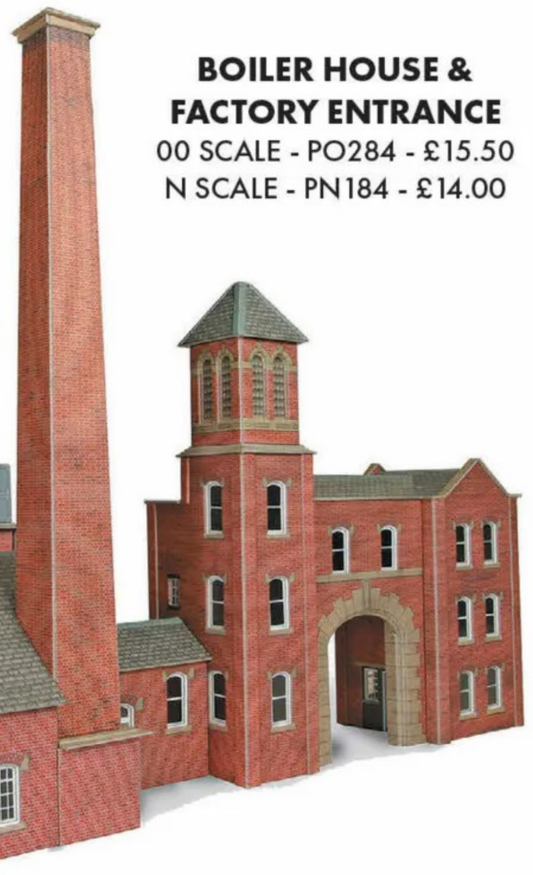
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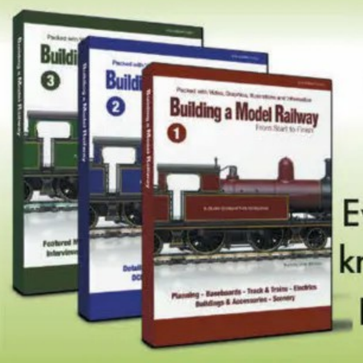
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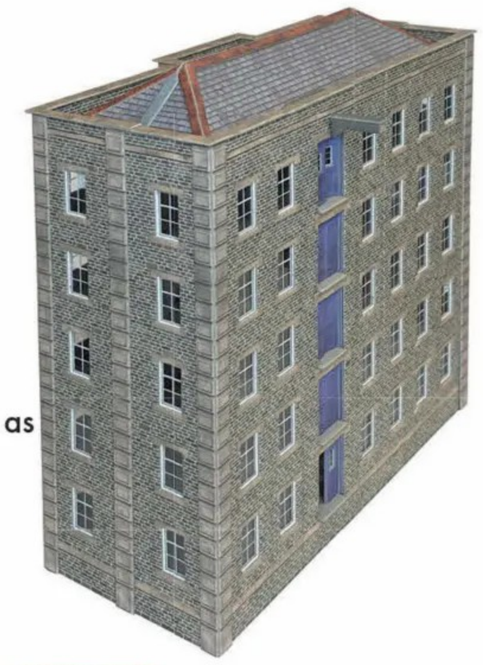
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‘O’ WHAT A USEFUL LOCO

G5 Class No. 67322 spent the entirety of its BR life allocated to ex-Great Eastern sheds, either Stratford or Cambridge. In an early 1950s view at the former shed, the 0-4-4T shows off its handsome lines. COLOUR-RAIL.COM

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THE NER CLASS O/G5 IN PROFILE

They were stout and handsome machines, but sadly none survived. To mark the arrival of the new North Eastern Railway O/G5 class in model form, **Nick Brodrick** looks into their history... and future! *Article Courtesy of Bachmann Times Magazine*

If the Southern Railway’s go-to, do-all, branch line motive power was the Drummond M7, the GWR with its Collett 14XX and the LMS the Fowler 3F, then the former North Eastern Railway (NER) G5 tanks must have a claim to most useful and successful ever used by the LNER.

Perhaps it is that multiple examples of the ex-SR, GWR and LMS locomotives survived into preservation that they jump readily to mind, whereas the total wipe-out of the G5s has left them behind, now only documented in photographs and fading first hand memories.

With that, it is to be celebrated that these well-proportioned Darlington ‘tankies’ should finally be made in OO scale, ready-to-run form, thanks to a tie-up between Bachmann Europe and The Model Centre, giving the class some overdue love and attention. With eight different versions to choose from, what better time to remind ourselves of exactly what these locomotives were and how they came into being?

Introduced in 1894 as NER Class O, what became the G5 was the creation of the railway’s then Locomotive Superintendent, Wilson Worsdell. The Crewe-born engineer had taken over the position four years previously, from his older brother, Thomas. Thomas Worsdell had been responsible for the smaller Class A 2-4-2T (built 1886-1892) – subsequently redesignated F8 by the LNER. This class, along with several other of his designs, incorporated a raft of new features that became standard on NER engines all the way to Grouping in 1923. These included a tapered chimney, brass covers for the safety valves, and a large protective cab.

Sixty engines of this design were built at Gateshead between 1886 and 1892. The last two of the six batches that made up the class were produced during Wilson’s own tenure, but experience of their performance led him to the view that this small passenger engine was actually inferior to its predecessor, the larger Bogie Tank Passenger 0-4-4T, designed by Edward Fletcher. The latter’s own 28-year stint as NER Locomotive Superintendent was merely the final chapter of a remarkable career that began with his apprenticeship to George Stephenson and involvement in the construction of Liverpool & Manchester Railway 0-2-2 ‘Rocket’ for the Rainhill Trials.

The Bogie Tank Passenger, later reclassified G6 by the LNER, was designed for passenger duties on NER branch lines. In total, 124 engines of this design were built across five locations between 1874 and 1884; the



LNER liveried G5 Class No. 2097 stands at Whitby Town station in the 1930s. The distinctive NER style of ironwork of the trainshed roof can today be seen replicated on the reinstated roof at Pickering station on the North Yorkshire Moors Railway. *R S CARPENTER PHOTOGRAPHIC*

In the transition era from LNER to BR, No. 67271 arrives at West Hartlepool – its 'home' town – with a well-laden passenger train. COLOUR-RAIL.COM

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majority within the NER's own works at Gateshead, York and Darlington, the remainder by third-party manufacturers.

NOUGHT TO 60...

In designing its successor, Wilson brought to bear the experience he had gained working with larger engines during a spell working the Altoona Works of the Pennsylvania Railroad in America, focusing on the advantages in range and performance that could be achieved by creating greater coal and water capacity and by reverting to Fletcher's choice of wheel arrangement.

A total of 110 Class Os (later G5s) were constructed at North Road Works, Darlington, in seven discrete batches, in the period between 1894 and 1901. First off the rank was No. 1096 (BR No. 67240) which emerged into the Victorian daylight of County Durham in May 1894.

They soon carved out a reputation for both performance and reliability. Allocated widely across NER territory, they were equally at home with modest branch line passenger trains and heavier suburban services around the likes of York, Newcastle, Hull and Darlington. They were quick off the mark, too, often timed at upwards of 60mph on five-coach Tyne-Tees operations.

Their pre-eminence around Newcastle lasted until 1907, when larger classes, such as the Class A8 4-6-2Ts, began to be introduced. That was already two years after many of the city's suburban services had been electrified, already cutting into the O's work, but without withdrawals being necessary; the class simply hoovering up the work of ageing G6s and F8s. The O's range was enhanced further in 1917 with the fitting of cages on top of the coal bunker to increase coal storage capacity. These were extended further four years later.

A representative selection of the services the Worsdell engines could be found working was thus: Hull–Selby–Leeds, Northallerton–Hawes, Pickering–Scarborough, Malton–Whitby, Barnard Castle–Bishop Auckland, Ferryhill–Stockton, Sunderland–Pittington, Newcastle–North Wylam, Haltwhistle-Alston, Monkseaton–Blyth, and Kelso–St Boswells.

Now well into the BR era, a pull-push train for Goole awaits departure from Selby behind No. 67311. COLOUR-RAIL.COM

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A rare colour view of a G5 in pre-nationalisation days: No. 1786 is captured in 1937 at an unrecorded location in commendably clean LNER lined black. COLOUR-RAIL.COM

The advent of Grouping in 1923 saw the NER subsumed into the LNER, of which it was the largest constituent part. The O class was reclassified G5, in line with the company's policy of allocating letters to wheel arrangement types.

The new company was soon faced with profitability issues on branch line services, as a consequence of the significant increase in the use of motor cars, and many of the 0-4-4Ts used on such routes were replaced by steam railcars, with the advantage that they could run to-and-fro without time wasted running-round stock. As it was, 21 of the versatile tank G5s were converted to vacuum-operated push-pull working in the late 1930s when the Sentinel railcars started to become less reliable in service and more difficult to maintain.

As well as giving the tank engines extra versatility on home North Eastern metals, these conversions also enabled their relocation for use in places as far apart as Stratford on the former Great Eastern Railway in the south (six members), and in 1939, three were sent to the Moray Firth on the ex-Great North of Scotland Railway in the Highlands.

Keith shed's No. (6)7292 was frequently used on the Banff branch, when not required on station pilot duty. Kittybrewster (Aberdeen) also provided work to Nos. (6)7327 (after spells at Dunfermline and Parkhead, Glasgow) and No. (6)7287. None of the Scottish trio ever returned south of the border. The Statford complement of G5s were later supplemented by a clutch of classmates dotted around the former GER system. Cambridge G5 duties included turns from its sub-shed at Saffron Walden to work the Audley End to Bartlow branch, while others found gainful employment on the Epping–Ongar line prior to being absorbed as part of the London Underground in 1957.

MINOR TWEAKS

Although the G5s received relatively few modifications during their lifespan of over 60 years, the early 1930s saw the introduction of a new boiler design, Type 69, which featured a single plate barrel (rather than riveted) and 199 tubes – later increased to 207 – and a re-siting of the dome 20in further back from its original position. Around the same time, approximately a quarter of the class were given hopper coal space extensions, to cope with the company's newly-installed mechanical coaling plants.

Such was the success of Worsdell's 0-4-4T that they continued into the 'Big Four' era relatively unmodified. As well as the aforenoted tweaks, further changes were limited to minor details, like the removal of the ornate safety valve bonnet, with the whistle moving from the cab roof to the top of the firebox and replacement of the wheel smokebox 'door dart' with a standard twin-handle fixture.

As built, the G5s were painted in T W Worsdell's rather fetching 'standard' lined green with black edging and white lining. This was offset by oval number/works plates. The large plates were disposed of by the LNER, which favoured small works plates with the numbers painted in shaded numerals on the tank sides beneath the company initialism. Gone too was the green, in favour of black with neat red lining.

The later LNER and early BR era brought unlined black and unshaded lettering into play for the first couple of years, but pride



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LNER Lined Black No. 2082 with Push/Pull apparatus, Cage Bunker and Ross Pop Safety Valve [Smokebox door handles].

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was eventually restored with the application of fully lined mixed traffic black with both BR crest variants in the early 1950s.

A short-lived experiment with larger side tanks to give greater water capacity on what were designated 'lightweight express trains' in the Hull area didn't proceed beyond the modification of No. 387 in 1938.

Two years prior to nationalisation, the LNER renumbered all the locomotives in the class from 7240 to 7349. All 110 were transferred to the newly-created British Railways on 1st January 1948, but it was a close-run thing. The first of the class to be withdrawn, No. 7306, lasted in BR service for only six months. It and No. 7285 were the only pair to never actually display their allocated BR running numbers.

Under BR, the class was allocated a prefix of 6, creating a number range of 67240–67349. As the 1950s progressed, withdrawals from the class gathered pace, reaching a crescendo in the period 1955-58, as the introduction of BR-designed railcars and DMUs began to spell the end for branch line steam services. The final 11 survivors were withdrawn in December 1958.

Of those late survivors, No. 67246 (1783) holds claim to the longest service record at 64 years and three months, having been originally turned out from North Road in June 1894. Unusually for pre-Grouping locomotives in the BR-era, the lack of early casualties meant that, without exception, the whole class scored at least 50 years. Sadly, none made it to the preservation era.

TIME FOR RENEWAL

Determined to address this gap, a group of enthusiasts took the decision to create a brand-new G5 from scratch. The Class G5 Locomotive Company (CG5LC) was founded in 2007, and is based, appropriately, at Shildon, right in the heart of the former locomotives' sphere of influence.

The company has acquired copies of more than 130 original drawings, which have been updated and redesigned, where appropriate, to take advantage of improved methods and materials.

Steady progress is being made. The frames have been assembled, sandwiching the cylinder block and stretcher castings. The bogie is complete and underneath the frame, with the leading driving wheel complete and awaiting the finishing of its crank-axle mate.



The 111th G5 takes shape at the Class G5 Locomotive Company's Shildon workshops.CG5LC

Brake linkage has been made and temporarily positioned, as work gets underway on funding and making the final motion parts. Already, the slidebars and motion bracket are fitted, while the coupling rods await fitting.

If sufficient funds for the motion and valve gear can be raised quickly enough, the aim is to have a completed bottom-end, rolling chassis in time for the 200th anniversary of the Stockton & Darlington Railway in 2025 (the S&DR was a direct ancestor of the NER).

The sense of visual progress has been enhanced by the fabrication of a smokebox, chimney, cab and bunker. An all-welded boiler has been made, ready to metaphorically drop onto the G5's wheels.

The aim is to replicate the appearance of the original prototype as closely as possible and to have the locomotive certified for use on preserved railways, whilst building it to the standards required for operation on the main line. To ease operations, a rocking grate its being fitted, which will save the fireman having to ladle ash and clinker out through the firehole door.

When complete the new locomotive will be numbered No. 1759, after the engine, later West Auckland's LNER No. 7306 and BR No. 67306, built at Darlington in 1897.

For more information about this exciting project, visit the CG5LC website at ***www.g5locomotiveltd.co.uk***

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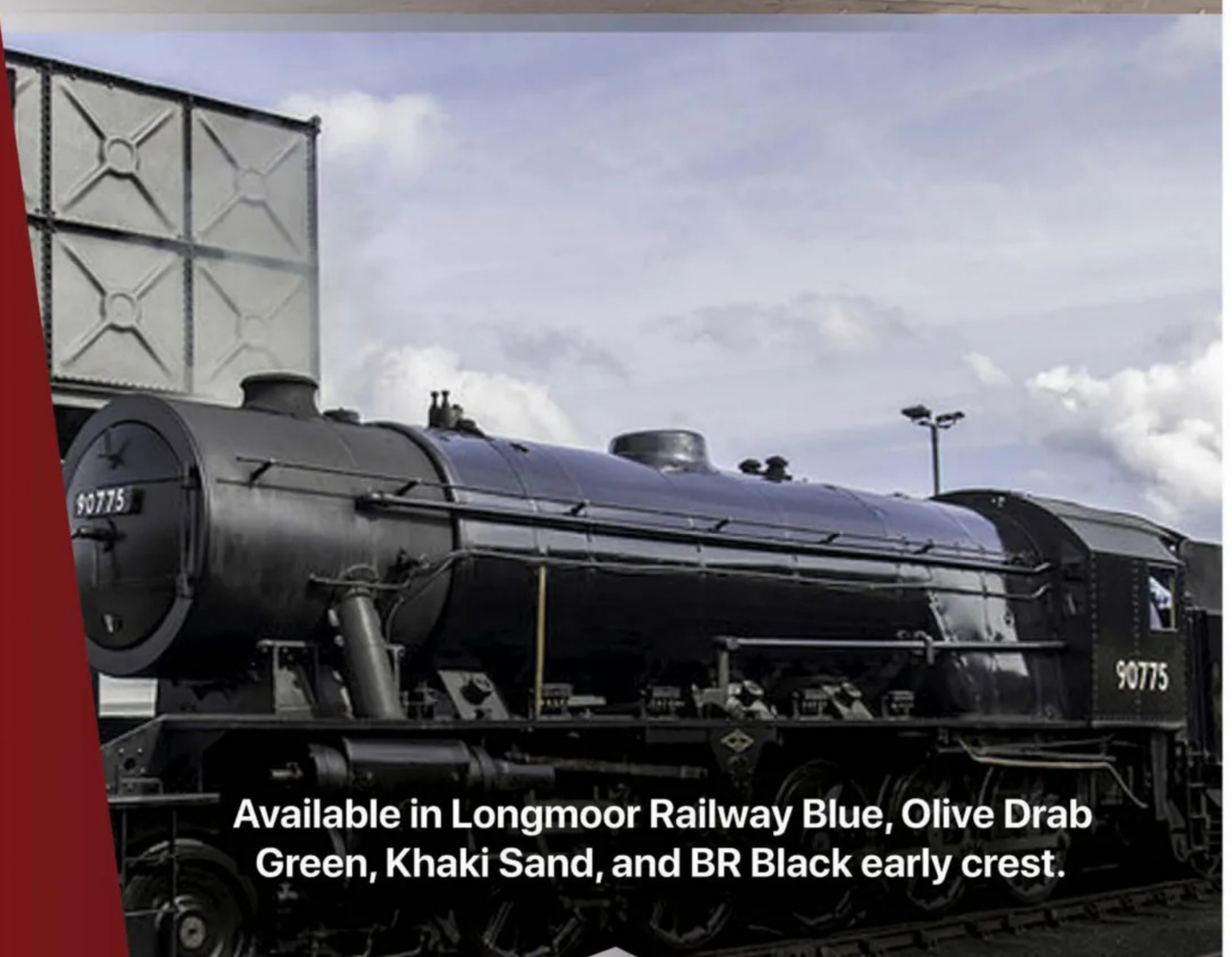
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LAYOUT | N | ELI WOOD

FAST FORWARD

Switching to a modern image layout with diesel and electric traction was a fresh challenge for Eric Farragher, who took the opportunity to showcase a vast selection of rolling stock.

Words: Eric Farragher **Photography:** Tony Wright

FACTFILE

NAME: Eli Wood
SCALE/GAUGE: 2mm:1ft scale/9mm gauge/N
SIZE: 20ft x 8ft
ERA/REGION: 2000 to present day/London Midland
LAYOUT TYPE: Continuous run

The old disused yard at Eli Wood with Network Rail staff in attendance and a Class 321 EMU in the siding awaiting its next turn of duty. On the main line, a EWS Class 66 heads south with a container train towards Eli Wood station, which is off-scene.

In recent years, I have started to take more notice of the current railway scene. This seemed out of character to some people who knew me, as my previous layouts had all been steam-based, but the idea of a modern image layout with diesel and electric traction was beginning to appeal to me.

A lot of time was spent considering what type of layout it should be – fictitious or prototype. Also, I had to consider its size, portability, features, operation and a name.

I had originally thought of basing the model on Ely, only to find a layout of that name already existed and was also modelled in N gauge. The name came about by adding Wood to Ely and changing Ely to Eli, Eli Wood being a favoured comedian from the past.

Laying foundations

The existing fiddleyard that I already had consisted of three boards across the back and two end boards. This was extended by another board's length, which would allow me to have four scenic boards across the front of the layout. This then gave an overall size of 20ft x 8ft for the model, which fortunately would fit in my shed.

The fiddle yard baseboards are of solid top construction using 9mm ply, and the framework consists of 50mm x 18mm ply strips (two pieces of 9mm ply glued together) forming the cross members and 75mm x 18mm strips forming the longitudinals, although the inner laminate is only 50mm deep which produces a recess under the board to accommodate a fold-up leg. The cross members have holes drilled in them to accommodate the wiring. Each board has a fold-up leg at one end only and is piggybacked off its neighbour. This requires a detachable leg for the first scenic and fiddle yard board to be erected. The two end boards each have a detachable leg.



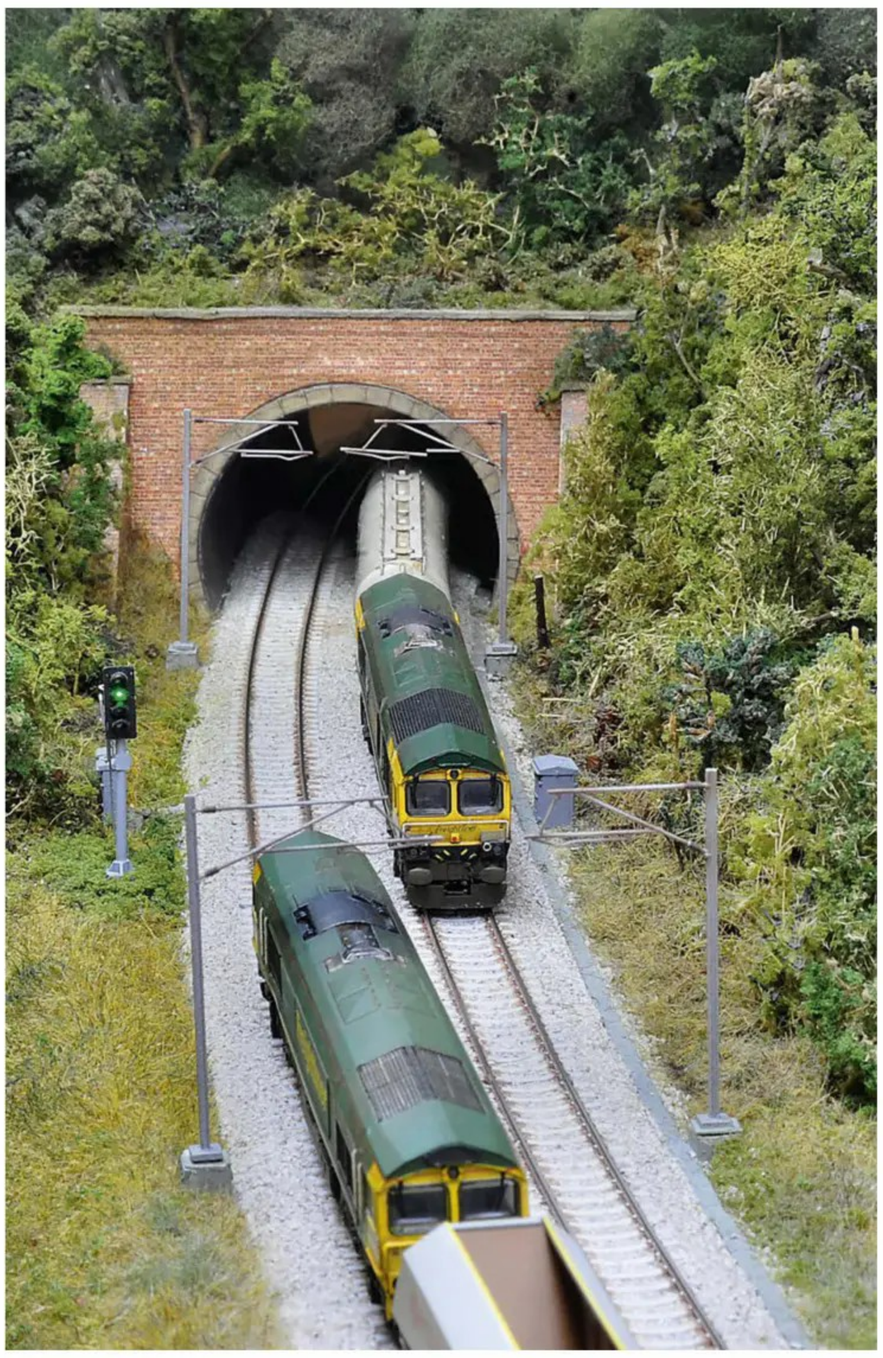
ABOVE: The White Swan pub and cottages near the canal. In the more rural part of 'Eli Wood'. These buildings are some of the SD Moulding buildings on the layout. I was not happy with the roof on the pub, so I made a new roof from embossed Plastikard.



ABOVE: A Schenker Class 66 heads north with a rake of tankers, while heading in the other direction is a 12 car set made up of Class 350 EMU units. The single track on the right is part of the branch line where it crosses the canal.

GBRf Class 92 92032, named *IMechE Railway Division*, is heading south with a train of car carriers, which have been weathered, while the locomotive is clean, suggesting it might be ex-works.

ABOVE: A Class 156 DMU is seen coming down the branch heading for Eli Wood. The train has just crossed a bridge over a stream, which forms a small valley here.



RIGHT: At the north end of the tunnel, two Freightliner Class 66s pass with both trains running under clear signals. The signal is operated by a Heathcote control module, which makes use of an Infra-Red Detector that is sited at the other end of the tunnel where the train enters the fiddle yard. Once the train has been detected, the signal will turn red.

The 'Eli Wood' wish list

I believe landscape modelling on a larger scale to be the true province of 'N' and provides the opportunity for watching trains go by – trains in the scenery, which helped to formulate the initial design criteria:

- A double track electrified main line capable of running near scale-length trains in the countryside
- A fiddle yard with enough storage for a variety of trains to be stored and would make use of the fiddle yard from my steam layout, 'Clifton and Lowther', which would be extended
- The model to be based on the period from the year 2000 to the present day
- Working colour light signals
- The layout to be easily erected, dismantled and transported for exhibition use

In order to create other movement on the model while viewers are waiting for a trains to pass on the main line, I decided to include:

- An automated branch line
- An automated siding to represent a electrified turnback siding
- A working road system

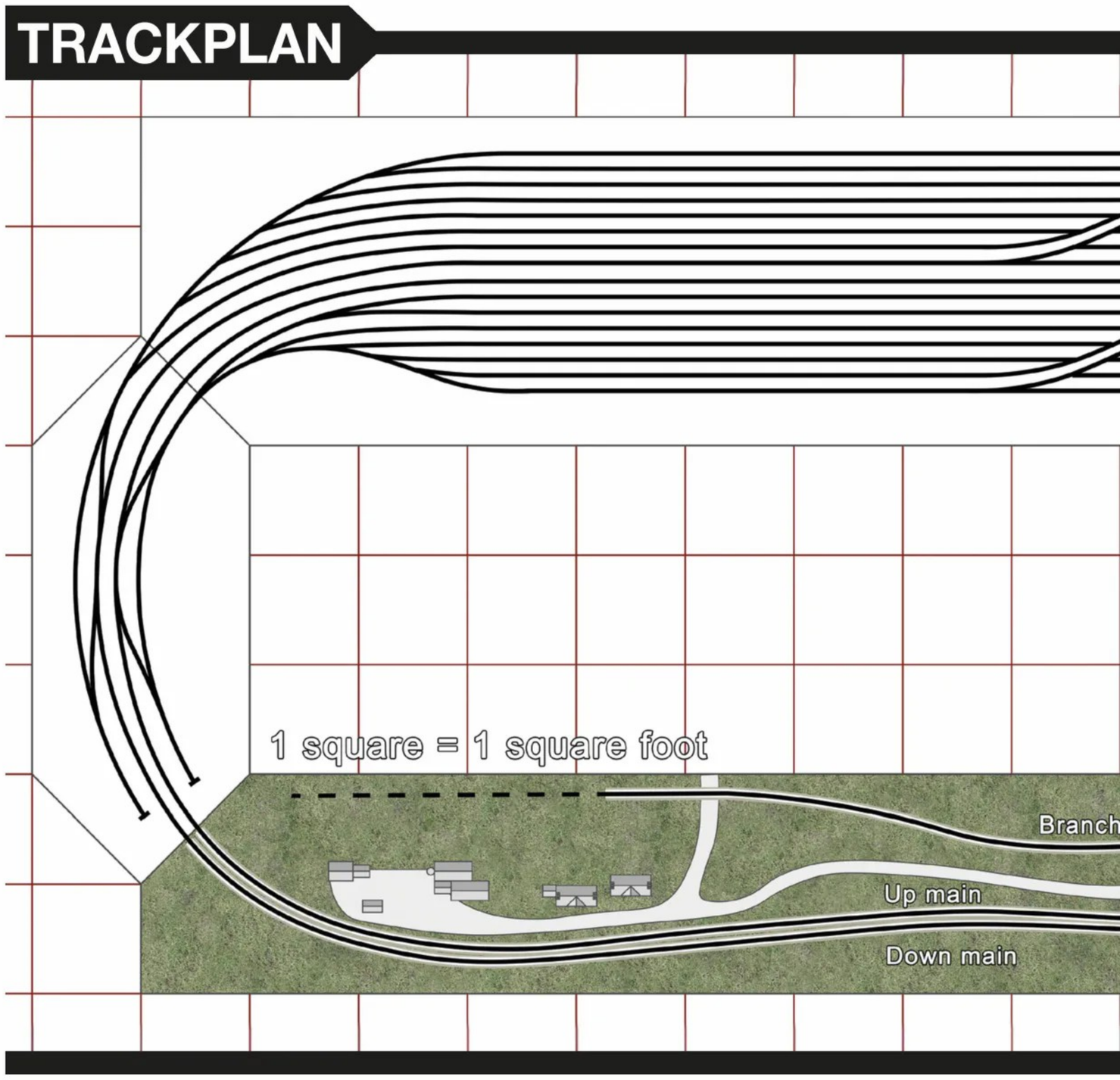
The scenic boards are of open-top construction with cross members, as with the fiddle yard boards but have longitudinals made from left-over UPVC plastic soffit and barge board pieces. The longitudinals are two strips (75mm wide) of UPVC fastened together to form an 'L'-section girder. The cross members are then fastened inside the bottom angle of the 'L'.

Trackwork

I decided that, because there was only plain track and no pointwork on the scenic section, I could use the 2mm Association Easitrac system. This system involves threading lengths of Code 40 rail through plastic sleeper bases, producing a realistic track.

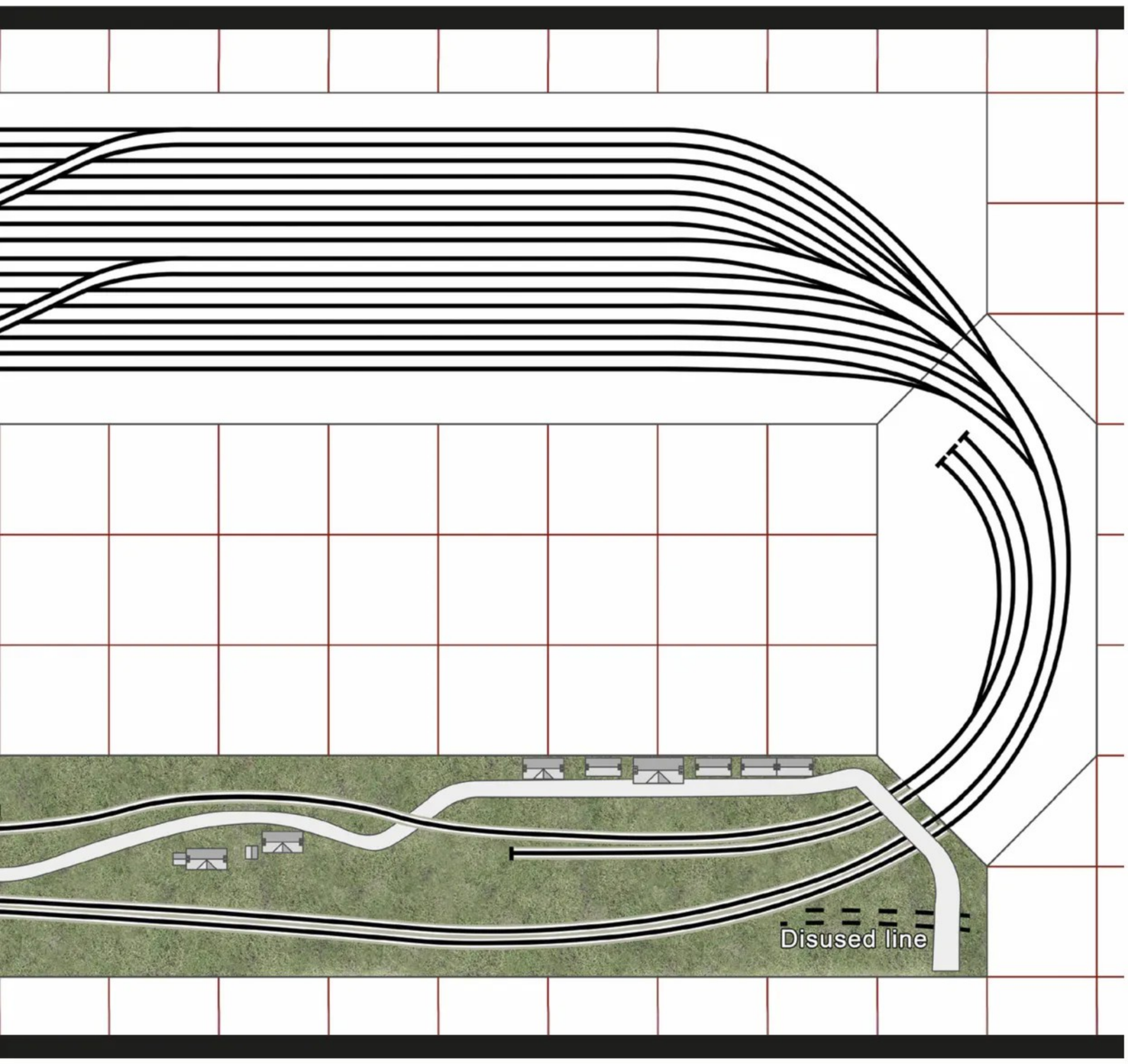
Each section of track had two drop wires soldered to each rail, which would be passed through the track bed before being fastened to a busbar under the baseboard.

Although this is a finescale track system and not to the correct gauge for N, rolling stock fitted with the latest N gauge wheel sets will run on this system, providing there are no points to run through, as this is an area of conflict between the two systems. To create a ballast shoulder, 3mm foam board was glued to the track bed before fixing the track down. The track was ballasted and painted after it had been wired and tested.





A train of Malcolm containers hauled by a Malcolm Class 66 approaching Eli Wood. The Class 153 DMU is running on the branch line.



The fiddleyard makes use of Peco code55 track and electrofrog points. A total of 32 tracks were arranged to give four groups of eight loops – two groups on the inner circuit and two on the outer.

For point control, eight diode matrix boards enable individual loops to be selected by pressing the appropriate entrance and exit buttons. Visual confirmation of the selected loop is provided by LEDs worked by auxiliary switches fitted to the point motors. The point motors also operate micro switches, which set the polarity of the point frogs.

The end boards of the fiddle yard house the control panels (points and track feeds) for the inner and outer circuits together with the 12-volt DC sockets for the controllers, which are hand-held.

The two control positions on the layout, one at each end of the fiddle yard, have their own power boxes and are completely independent of each other, hence the inner and outer circuits of the layout are completely separate. One of these produces the necessary 16v AC and 12v DC power supplies for the DC controllers and electronic control modules. The other power unit houses the 24v AC CDU for operating the points.

All track supplies and control wiring for the scenic section of the layout are taken from these two control positions.

Crossing the stream and heading for Eli Wood is another train of containers, this time an EWS Class 66 providing the power.

A Class 37 in Network Rail livery is seen leaving the north end of the tunnel with a test train.

“The name came about by adding Wood to Ely and changing Ely to Eli, Eli Wood being a favoured comedian from the past.”

Running sessions

Kent Panel hand-held controllers are used on the main lines. The branch line and siding are both operated by control modules from Heathcote Electronics, which make use of Infra Red Detection of Trains (IRDOT).

The siding has one train that runs between the fiddle yard and buffer stops, where it waits, and then returns to the fiddle yard. After a delay, the sequence repeats itself.

This sequence makes use of a simple shuttle module and an IRDOT-1.

The branch line sequence sees one train leave the fiddle yard and travel to the end of the branch, which is hidden in a tunnel. After a delay, the train returns to the fiddle yard and, after a further delay, a second train runs up the branch and returns. After another delay, the sequence repeats itself.

This sequence makes use of a simple shuttle and a IRDOT-P, which changes the point in the fiddle yard.

The colour light signals on the model (4-aspect on the main line and 2-aspect on the branch) are by CR Signals. These are also controlled by Heathcote Electronics modules.

All these modules are mounted on fold-down panels at the rear of the scenic front scenic section. This gives easier access to the adjustable settings on the various modules.

Adding life

The buildings on the model were made by a company called SD Mouldings, which sadly is no longer in existence. It produced a large range of plaster-cast buildings and those on the model were collected over a number of years from various sources. The occasional item appears on eBay from time to time, but not often.

The buildings were mounted on a sub-base which enables detailing work to be carried out on the workbench. This detailing work included back gardens,



The trains of 'Eli Wood'

The rolling stock is a mixture of proprietary, scratch-built and modified items from various manufacturers, including Dapol, Graham Farish, Revolution and C-rail. A good friend of mine, Les Nehrlich, also contributes items of rolling stock from his own collection.

Most of the rolling stock has been weathered to various degrees and is arranged into trains that can be seen running almost anywhere in the country, although mainly on the West Coast Main Line.

Locomotives include Class 37, 47, 57, 60, 66, 68, 70, 73, 86, 90 and 92. The freight stock includes container trains, oil tanks aggregates, ballast, engineers' trains and test trains. Included in the passenger stock are DMU Classes 153, 156 and 220. EMU Classes include 321,350 and 800. A charter train and an empty stock train are also included.

While the fiddle yard has 32 loops, all the loops can hold two trains each, although normally, we usually have up to 40 trains on the layout during an exhibition.



A Network Rail New Measurement Train heading for 'Eli Wood' passes the canal, which is behind the trees and bushes, as is the roadway.

garages, outbuildings, fences, hedges and gardens. Some of the buildings have been repainted and weathered before being mounted on the sub-base to be built into the landscape.

The required bridges were built on the workbench and then incorporated into the basic ground contours, which were formed out of foam insulation board, shaped and covered with filler before sealing and painting.

The sub-bases for the various buildings, roads and water courses were incorporated into the ground contours before the final contours, formed out of filler, were then sealed and painted. Fencing and walls were then added before the final ground cover layers of static grass applied. Bushes and trees were from varying sources, which included sea moss covered with scatter and foliage materials from the Woodland Scenics range and various other manufacturers' products.

Faller road system

'Clifton and Lowther', my steam layout, included a working road system based on the N gauge Faller Car System, and I wanted to include this feature on the model as it would provide more movement for the viewer.

I had decided that there would only be one vehicle at a time running on the road. The wire in the road actually forms a continuous loop, with the road running behind the backscene at each end of the model, which is where the Parking Stop and sensors are fitted.



LEFT: Looks like a big job has broken out! The orange army is having a site meeting to plan their next move. Behind them, a Class 321 EMU sits in the siding waiting for its departure time. These sidings were sometimes called turnback sidings as they were used to hold trains waiting for their return journey time.



LEFT: These two larger houses were probably built before the railway arrived in the area resulting in the branch line, which was probably built first, curving round the rear of the properties. The main line being built at a later date, passed in front of the houses on an easier alignment.

A charter train hauled by two Class 37s leaving 'Eli Wood' for the south. The station and the main part of the town is off scene behind the bridges.



Crossing the stream heading towards 'Eli Wood' is a train of tankers in charge of a Schenker Class 66.

Vehicle 1 sets off from one end of the model and runs to the other end. After disappearing behind the backscene, it runs over a sensor, which tells the control unit to momentarily disable the Parking Stop, which is fitted in the road a short distance in front of the sensor.

The Parking Stop is actually a magnet, which operates a miniature reed switch in the vehicle that turns the vehicle motor on or off. Vehicle 2, which is being held on the Parking Stop, then sets off for the other end of the model, while vehicle 1 arrives on the Parking Stop and stops, the Parking Stop having been enabled again.

When vehicle 2 arrives at the other end of the model behind the backscene and passes over the sensor, the sequence is repeated and vehicle 3 sets off.

The vehicles are the basic Faller N gauge lorries, which have been fitted with kit/scratch-built bodies to represent what might be seen on British roads today.

About the modeller

Name: Eric Farragher
Number of years modelling: 50
Name of your first layout: Thurston
Favourite era/region: Late 1950s to mid-1960s/London Midland
Favourite locomotive: Stanier Pacific 46238 *City of Carlisle*

I was born in what was then West Cumberland and had an interest in railways from an early age. However, I left the area when my father, who worked on the railways, had to move for a promotion, but the seeds had been sown for a lifelong interest in railways and steam in particular.

I Joined the Preston Model Railway Club in the early-70s, when N gauge modelling was beginning to take off. Apart from a brief spell making a OO layout for the kids, all my modelling has been with N gauge.



Heading south into the tunnel is a GBRf Class 73 in charge of a stock move with redundant Grand Central Mk. 3 coaches.

Looking toward the bridges, a London Midland liveried Class 321 EMU sits in the siding, while a Class 350 EMU heads south away from 'Eli Wood'.

RIGHT: A small factory is located in a disused quarry near the tunnel. This is another SD Mouldings building, which was mounted on a sub base and detailed on the workbench before fixing to the layout. Most of the accessories around the site are 3D printed and obtained from various suppliers on the internet.



Final thoughts

'Eli Wood' was conceived as a layout for running modern day trains through the countryside. I believe it has achieved that.

The future development will probably be spent concentrating on expanding the rolling stock collection and possibly a new steam-based layout.

I would like to thank the various members of the operating team for their support and assistance over the years. Thanks must also go to Tony Wright for his excellent photographs – and last but not least, a special thank you to my wife and family for their patience and understanding.

A train of hoppers heading towards the tunnel with a Freightliner Class 66 in charge. The factory chimney and roof can be seen showing above the embankment in front of the train.

COMMUNITY

EDITOR'S COMMENT



Warley weekend has to be one of the most tiring and exciting weekends of the model railway calendar. And what a blast we had this year. There were plenty of new products revealed (see our news pages) and lots of fantastic layouts to view. If you visited our stand, you would have seen that we were giving away a show special magazine for FREE to everyone; no catch, no sign up required, completely free.

The team was kept incredibly busy all weekend and managed to hand out almost 7,000 magazines – what a result! The reason for us doing the free special magazine was simple; BRM has been through a redesign process and is now looking fresher than ever, and we wanted to show as many people as possible. Not only that, but it also gave us a chance to showcase the type of fantastic layouts, practical features and news we cover every four weeks.

Didn't go to Warley? Don't worry, we plan to give out future special issues for free at more events next year, including Model Rail Scotland, The London Festival of Railway Modelling, and The Festival of British Railway Modelling – hopefully, we will see you there.

Here at BRM, we are always looking forward and striving to make the best magazine possible for our readers; we hope you are enjoying the new-look BRM, and if you have any feedback, please let us know at **brm@warnersgroup.co.uk**.

Speaking of new beginnings, sadly, two of our team left us last month, Howard Smith and Ruth Jamieson, both of whom had been part of the BRM family for over a decade. I would like to take this opportunity to thank them for all their incredible hard work over the years and wish them the very best as they head to pastures new.

Happy Modelling
Debbie Wood

WEEKEND PLANS...

Southampton Model Railway Exhibition
Organised by the Southampton Model Railway Society, the exhibition will be hosted at the Barton Peveril College. Over 20 layouts in popular scales/gauges will be on display, plus traders covering most aspects of the hobby, specialist society stands and demonstrations.
DATE: January 27-28, 2024

Tenterden Model Railway Exhibition
Organised by the Ashford Model Railway Club and hosted at Homewood School, Ashford Road, Tenterden, TN30 6LT, the exhibition will be held across two halls and will showcase several layouts, trade stands and demonstrations. Entry costs from £3 and car parking is free.
DATE: February 10-11, 2024

Model Rail Scotland
Scotland's big show of the year returns in 2024 to the Scottish Event Campus in Glasgow. The three-day event will showcase loads of fantastic layouts, trade and societies to satisfy all different types of railway modellers.
DATE: February 23-25, 2024

The London Festival of Railway Modelling
BRM's London exhibition is back for 2024 and will take place across the weekend of March 16/17th. Hosted at the iconic Alexandra Palace, visitors can expect around 40 fantastic layouts, more than 80 traders, and numerous clubs and societies in attendance.
DATE: March 16-17, 2024



'Bishopston' will be one of the layouts that can be seen at The Festival of British Railway Modelling in February.

The Festival of British Railway Modelling
Once again to be held at the Doncaster Racecourse, visitors can expect 30 fantastic layouts in N, OO, EM, O, S7, P4, OO9, and more, catering to all tastes. And that's not all, there will be an abundance of leading retailers, plus specialist manufacturers and traders showcasing harder-to-find products.
DATE: February 10-11, 2024

LETTER OF THE MONTH

I loved the 'Pwllheli' layout in the November issue of BRM. On page 47 is a 153 with a Cornish palm behind. Can you give me any information as to how the foliage was made or where it was bought from?

Charlie Russell

Jonathan Buckie says:

The palm in the back garden of number 34 Ffordd-Y-Maer is quite distinctive and appears in the background of numerous photos of run-round operations at 'Pwllheli'. Until recently, I have erroneously referred to it as a Yucca, but it is probably a Cordyline Australis.

The palm has a wire armature made from lengths of 1.5mm copper wire bound with cotton and secured together with superglue. The bark is Humbrol model filler, thinned with EMA Plastic Weld to a slurry, and brushed on over the armature and, when dry, painted with acrylics.

For a long time, I struggled to find a convincing way to replicate the fronds, but a chance Google image search led me to a website **https://nancyland.com/2017/11/19/an-exaltation-of-yuccas/**. While the kit referenced on the page is 1:12 scale, and intended for dolls' houses, I felt that the approach used to replicate the fronds could be adapted for 4mm scale



The fronds were laser-cut from sugar paper to a drawing I produced in AutoCAD. A fair amount of trial and error was involved in getting the right size/proportion to the fronds, as in real life, they are very long and thin. Several 'crowns' are threaded onto each branch using the hole in the centre for alignment, with the individual fronds shaped following reference photos. The seed heads are small balls of Woodland Scenics polyfiber.

SENSATIONAL SEMLEY

In the December issue of BRM, page 25, there were two flat-bed two-wheeled platform carts - can you identify the supplier of these in 1/76 scale, please? This P4 layout is one of the best I've seen. Outstanding.

George Willetts

Martin Finney says: Hi George, I built the LSWR Luggage barrows from kits produced by Southwark Bridge Models - item SBM4019 – from Roxey Mouldings.

Thank you for your kind comments regarding 'Semley for Shaftesbury'.



COMMUNITY

AMAZING ARCHITECTURE

I have to say that I am very impressed by Giles Baker's model of York Station in your Warley Special magazine. It is very similar to mine, but I have had to make even more compromises and I have squeezed the south end of the station into a layout space of 18ft x 10ft. Now that we have 3D printing, I may have another go at my roof.

We lived on Marygate in York, and I used to push my bike over Scarborough Bridge on my way to school in the 1950s. We badly need a RTR B16. This is a serious omission. I have not started my DJH kit yet. It's still pristine.

Louis Heath



TRAINS & AUTISM

Next April in Kent, AIMREC (Ashford International Model Railway Education Centre) is putting on the Ashford Festival of Railway Modelling April 6-7 2024. A special part of the exhibition will be called "Tracks across the Spectrum", which will be all about railway modelling and Autism.

My son Finlay, who is 8, has just been diagnosed with Autism and ADHD, is train-mad and good friends with the team at AIMREC. We have been wanting to build a model layout for some time now, and this seems to be the perfect opportunity.

The reasonably ambitious concepts that we have for the model include many elements that Finlay has a fascination for and finds helpful in his everyday life. Unlike most layouts, which are spectator viewing only, this will have multiple interactive parts to it. I have designed some controllers that use sensory products that many autistic people use to help with stress and as coping mechanisms. These would activate some quite interesting automation on the layout.

I am contacting people to raise awareness of this event, the work of AIMREC and our layout. We are also looking for any help that anybody would want to and be able to give us.

What we are hoping to achieve will be a unique layout that we want to premier at this exhibition, take to any other exhibitions we can get into and also events put on by the SEND community as a whole.

James Marks

BRM says: What a fantastic idea! We've been in discussions with James and will be watching this project closely – look out for an update in the future.

Inspirational modelling with RMweb

Done a bit more to get rid of the roof in the loft. **RMweb user: brian daniels**





Nesta's driver has a cuppa and a fag while waiting for the Fairlie to bring some trucks to shunt. **RMweb user: 92912**



NLR tank at rest. Middleton Top, 1940s. **RMweb user: JustinDean**

COMMUNITY

Inspirational modelling with RMweb



A late-'70s view of the diesel maintenance shed as duo 24081 and 47003 idle away. **RMweb user: Boleyn Road**



The former BR D2049, now in use by the National Coal Board Opencast Executive, leads MGR empties into Blacker Lane D.P. **RMweb user: Ruston**



Another image from Bridport Town and K1. **RMweb user: mudmagnet**



A Ruston on the Waterloo Tramway. **RMweb user: Quintus**

Get involved and visit rmweb.co.uk/topic/156891-show-us-yours-realistic-modelling/ and post your pictures



Bodmin Moor. **RMweb user: Gedward**



Collecting some cement for the ongoing work at the Army Depot up the Light Railway. **RMweb user: Captain Kernow**



A grubby-looking shunter on duty. **RMweb user: SouthernBlue80s**

TRENDING ON SOCIAL

Rapido reveals FOUR new locomotives!

INTERVIEW OF THE WEEK: ACCURASCALE

Clark Railworks has announced its first OO steam locomotive!

JSModels announces new range for N gauge modellers!

Brand-new tooling for the Southern Railway Booster locomotives.

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Building a model railway is fun, engaging and rewarding, but don't overlook your control system.

As used on Pete Watermans Making Tracks 2 & 3 exhibition layouts, our System2 product range offers exciting possibilities for controlling your model railway. It *will* reduce cabling around the layout and expand your control options depending on your needs. Designed with expansion in mind it's easy to begin with a small control panel and expand as your railway grows.

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Our currently available System2 range includes mimic panel controllers and motor drivers as well as a DCC accessory decoder with more being added over the coming months. *See website for up to date news and details*.

We've had System2 on Pete Watermans layout since Making Tracks 2 (2022). On Making Tracks 3 it is extensively used alongside popular Arduinos that are providing custom logic and talking to System2 motor and relay drivers. Yes it's easy to build in custom logic as no two model railways are the same. Our website contains extensive documentation and instructional videos, so pay us a visit and see what we can do for you. Visit: **megapointscontrollers.com/system2**.

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Images of Pete Watermans Milton Keynes Station for Making Tracks 3, extensively controlled by MegaPoints System2.

Rev:0823A



Decorated samples shown. Fit and finish to be refined for production

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The layout depicts Yelverton station on the ex-GWR branch between Plymouth and Tavistock as it would have been in the summer of 1958. A northbound Plymouth-Launceston train headed by 4567 drifts to a halt in the down platform.

TURNING WEST

The idea of a small Great Western tank engine working through a tree-covered landscape provided the perfect muse for this builder, and an excuse to switch from modelling the LNER.

Words: Alex Warren **Photography:** Jamie Warne

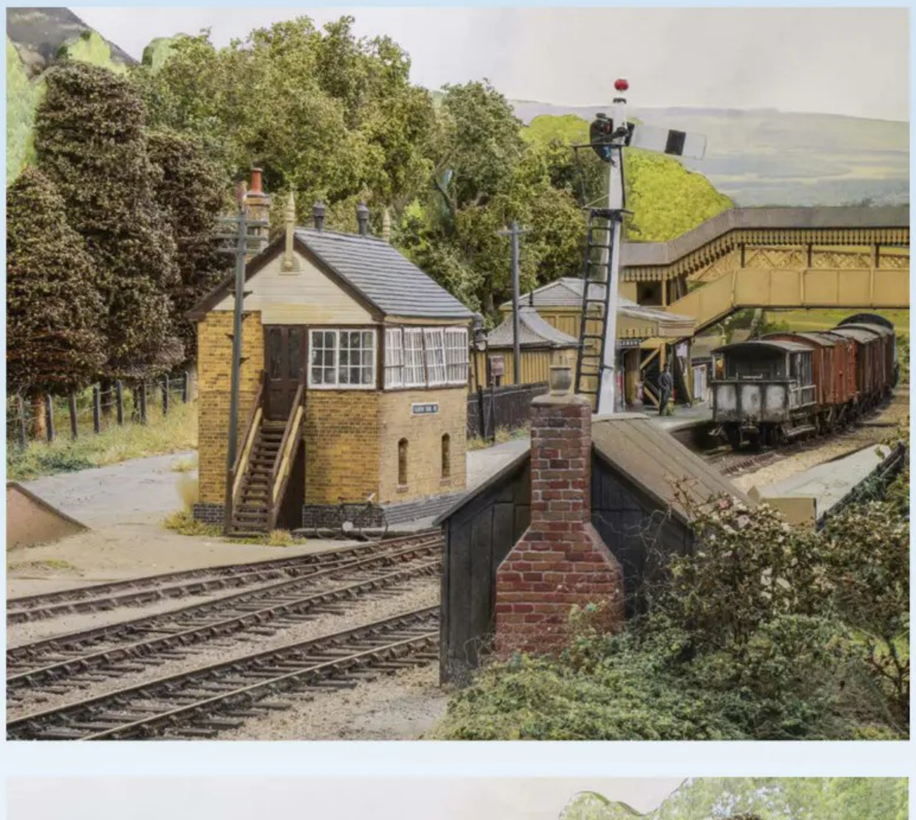
FACTFILE

NAME: Yelverton
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 14ft x 4ft
ERA/REGION: Summer of 1958/Great Western
LAYOUT TYPE: Fiddle yard to fiddle yard

'Yelverton' began with a dog walk. One evening, a few years ago, my wife and I took our son's dog for a walk up the Plym Valley, and I found myself wondering what the route looked like when trains were running on it. Back home, I searched for pictures of the line on the internet. The unusual station building of Yelverton looked familiar, and I realised that the building was modelled as part of Pen Tor Road station on the Dartmoor scene at Pendon. I found the idea of a small Great Western tank engine working through a tree-covered landscape attractive, and I looked for suitable locations to model. I wondered about modelling Shaugh Bridge, but that was just a halt on a single line, and Yelverton had a little more in the way of trackwork.

I am a modeller rather than an operator, and my interest is in creating scenes like those I can see in old photographs. One of my early influences was Ken Payne's layout 'Castle Coombe', which has a wonderful impression of space and an uncluttered feel. Later, I was drawn to the works of Iain Rice, and my ideas on layout presentation are wholeheartedly drawn from him. I was lucky enough to work with Iain through the Launceston Model Railway Club, and I found we shared a love of the railways of East Anglia.

So, what is a modeller of the LNER doing modelling a Great Western branch?





LEFT: 'Yelverton' from the south with a goods train for Launceston in the platform.

MIDDLE LEFT: A rail motor for Plymouth waits in the up platform. In the foreground is the disused platform for Princetown. This model is a pre-production sample of the Kernow rail motor, which they asked to run on the layout at a show where the pictures were being taken.

BELOW 4588 with an up train approaching the station.

Tricky Trees

Trees were a challenge. My previous layouts, 'Diddington' and 'Upwell Drove', were set in East Anglia, which didn't have much in the way of trees, so a leafy South Devon scene was something new. I realised I needed lots of trees and there are two types, which I call foreground and background trees, depending on whether they are in front or behind the running lines.

Both start with an armature of florist's twisted wire. The outer branches on the background trees are made from pieces of seafoam, glued to the ends of the wire branches with superglue. The completed armatures are then covered with Treemendus bark powder, which is painted when dry with various grey/brown shades. I have used a variety of water paints, acrylics and spray cans for this. On the foreground trees, the finer branches are made from acrylic fibre, such as can be found in cushion stuffing, glued to the wire branches with PVA. The acrylic fibre is white, so the branches are sprayed with a dark grey/brown/black. The fibre or seafoam is then sprayed with hairspray, and covered with a suitable scatter. I use various shades, starting with Treemendus fine midsummer scatter. Increased density can be built up with further applications of hairspray and scatter.



I wanted something that was not too big so I could finish it in a reasonable length of time. I wanted the track at eye level, with wings, a proscenium arch and self-contained lighting. It had to be easy to set up, dismantle and fit in the car. Yelverton offered a suitable scene with conveniently placed view blockers. The viewpoint I decided upon is captured in a view by RC Riley, taken from the Princetown branch starter giving a view of the station from the signal box at the south end of the station to the footbridge at the northern end.

The layout is modelled as running in the summer of 1958. There are a number of reasons for this, number one is that it's the year I was born, second because the Princetown branch was closed in 1956 and I didn't have enough space to model the junction for the branch. I also wanted to have a signal, and the trains working through the up and down platforms. The signal box was closed, the signals removed and the station reduced to a single line with all trains running through the old down platform in 1959, so the layout had to be set before then.

Work begins

The layout is 4mm scale, 00 gauge. Trackwork is Peco code 75 Bullhead. Control is DC. I enjoy wiring, so it was not an onerous task. The train movements are such that DCC is not necessary. Only one train is required to move at any time and only one operator is required. The one feature of DCC that would add something to the layout is sound. However, as this would mean an additional cost of some £100 per loco, I shied away from it. The overall length of the layout is 14ft, with a scenic section 8ft 6in long occupying the centre of the layout. The front of the layout is curved, from 1ft 3in at each end to 2ft 3in at its widest point. The trackplan is very simple, with a loop giving two platform roads. Only the turnout at the up end of the loop is modelled. At the other end of the layout, a sector plate provides switching between the up and down lines. On the down side of the station there is a refuge siding, accessed by a turnout in front of the signal box.

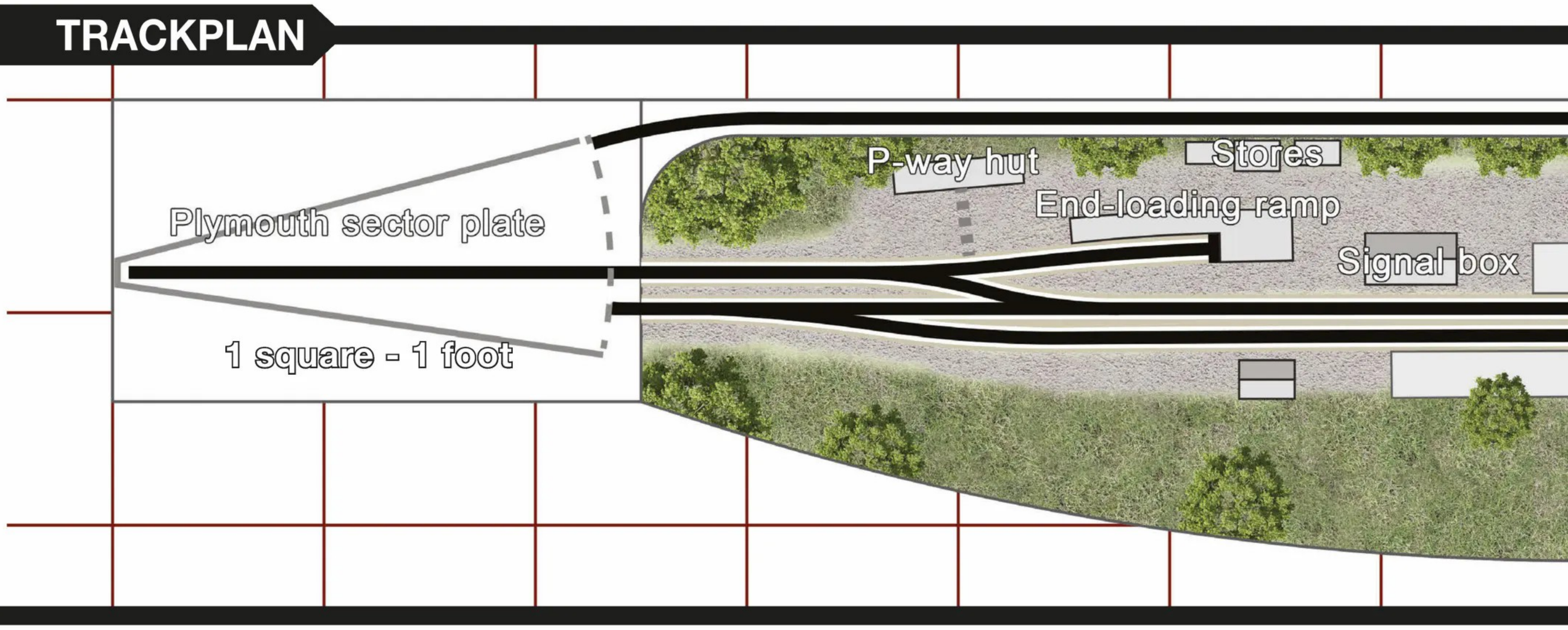
Baseboards are from ply, glued and screwed together. The size and shape of the boards were dictated by the need to pack them in the car. There are three scenic boards, the two outer scenic boards bolt together face-to-face for transportation. Their length is dictated by the need to fit them between the wheel arches in the back of the car, with room for me to put my hands in to load and unload the boards. The curved front to the centre board matches the curve of the tailgate of the car. The board has a cover made from 9mm ply, which it bolts into for transportation. The three scenic boards sit on a substructure consisting of a pair of "L" girders that hinge in the middle to fold up. There is a set of telescopic legs at each end, which also fold in to the "L" girder for transportation. The final two boards comprise a cassette deck at the south (Plymouth) end, and a sector plate at the north (Tavistock) end. The sector plate gives access to a hidden return track behind the station, which allows trains that have run north through the station to return to the cassette deck. These two boards piggyback off the scenic boards, and have their own telescopic legs fitted to the boards. Like the scenic boards, they bolt together in a pair for transportation.

ABOVE: A favourite view; The station seen from the footpath to Gratton Lane. The pagoda is two Wills kits grafted together, with windows cut in the front. The tor on the backscene is a photo of Cox Tor, by the road between Tavistock and Princetown.



RIGHT: 4588 entering 'Yelverton'. The Wickham trolley shed is scratch-built from plastic sheet.

TRACKPLAN


Plymouth sector plate
1 square - 1 foot
P-way hut
Stores
End-loading ramp
Signal box

LEFT: Plymouth-Launceston train in the down platform. All the locomotives and coaches used on the layout are available ready-to-run. The Hawksworth coaches are Hornby models.



RIGHT: A sailor returning from leave walks towards the train in the up platform, which will take him back to Plymouth.

RIGHT: Looking across the southern end of the station building. On the left can be seen the track bed of the spur from the small turntable, now lifted. The iron fence (Ratio) has been moved so that the toilets in the up platform building can only be accessed from the Plymouth platform.



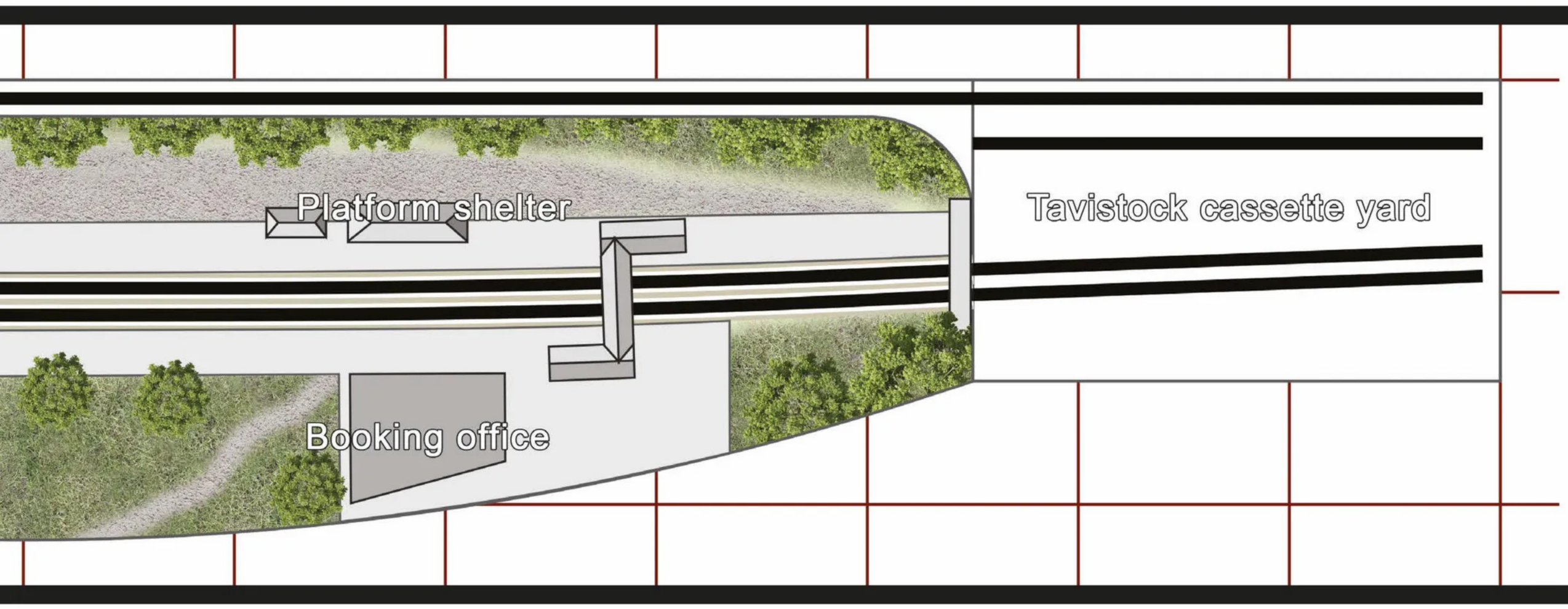
Layout lighting is by flexible LED strips, one behind the proscenium and one about 4" in front of the backscene. I have found "warm white" gives a suitable colour balance. The wires for the lights plug into sockets on the centre support and connect to a pair of drivers (one for the front, one for the back) under the layout.

Three-part backscene

For many years, I have used full height backscenes, which go up to the level of the rear lighting beam. The use of such backscenes means that the layout cannot be operated from the back, which, to my mind, is a good thing as it puts the operator in the audience and makes them much more accessible. Operating from the front in this way has never given me any problems, and I have never felt the need for a barrier at the front of the layout.

'Yelverton's' backscene is in three parts to give some depth. The front part is ply and forms part of the bracing for the scenic boards. It is level with the tops of the trees, and gives them protection when the layout is being transported. This wooden back board is covered with photographic backscenes from ID backscenes, mainly trees. The backscenes, as supplied, didn't give me quite the arrangement of features I wanted, so the photographic backscenes were cut up, allowing me to make a suitable arrangement of the various elements. The surrounding land is gentler and lower at the south end of the station, rising towards the moors at the north end of the station. The top of this part of the backdrop is cut with a fretsaw to the profile of the tree tops. The cut edge is painted green to match the colour of the trees on the printed backscene. Behind this, another plywood section is fitted, with a photographic view of distant tors. Locals may recognise Cox Tor and Great Staple Tor, taken from the car park at the top of Pork Hill on the road from Tavistock to Princetown. The final section is the sky. This is made from a single piece of wallpaper lining paper, which rolls up for transportation. This gives me a backscene with no visible joints in it. I wanted to avoid having too many vertical joints in the backdrop as I feel they detract from the scene.

The backscene is secured in place by drawing pins pushed into the back edge of the rear lighting beam.



RIGHT: Looking along the disused Princetown platform, a 45xx can be seen passing with a freight for Tavistock. Sections of Modelu guttering were used to make the gully at the base of the building.



BELOW: Another favourite view - the road giving access to the yard. The gate is made from Plastruct strips and the real one is still there today!

BOTTOM: A row of huts behind the signal box. The corrugated lamp hut is Wills, the others are plastic sheet and Scalescenes brick paper.





The use of wallpaper lining paper is something of an accident. I had intended to use cloth, as I had done with 'Upwell Drove'; however, it was lockdown and I couldn't get any cloth, so I decided to make a template from the lining paper. The sky is painted using acrylic spray paints in cans, matt white and a blue. The two colours are sprayed at the same time, with the intensity of the blue increasing towards the top.

Buildings

The distinctive station buildings are scratch-built from styrene sheet. I used planked sheets for setting out the sides, as the planking helps me set out the windows and doors and keep everything square. Plastruct strip was used to build up the panels, and .040mm rod was used to create the capping strips over the joints between the planks. The building is heavily weathered, particularly at the southern end. The building is still in Great Western colours, and does not appear to have been repainted since before the Second World War. By 1958, the year modelled, the paintwork was looking very shabby, especially at the southern end of the building, which was exacerbated by exposure to the wind salt and sand being blown off the English Channel a few miles to the south. I recreated the effect by painting the building in various shades of grey after priming, to represent old wood. The building was then given a coat of MIG chipping fluid, followed by a coat of Mig "New wood" acrylic to represent faded "Light stone". As soon as this was dry, it was given a coat of water, which soaked through the layer of paint and activated the chipping fluid beneath, causing it to come off, leaving the effect of peeling paint. Similar treatment was given to the dark stone areas to represent faded light stone. Further weathering was done by dry-brushing shades of grey and earth and applying weathering powders.

The signal box is a typical Great Western design. I wanted the structure to have the solid, regular look of a purpose-built railway building. The sides are laser-cut from MDF, and assembled into a rigid box. The brickwork is a printed sheet from Scalescenes. For this structure, I felt that plastic sheet or engraved brickwork had too much texture, and I wanted the regular effect of the printed brick. I used photographs as a guide, and, as a starting point, the etched fret of GWR signal box windows by Churchward Models. I worked out the size of the finished building from these, and the sides were cut to leave an appropriately-sized aperture for the windows. The signal box is painted in WR chocolate and cream colours. It is not unusual for stations in this period to have the signal box painted in one style, and the station in another. This is because signal boxes came under the S&T department, while station buildings were under a different department, with different painting schedules. Things like this that add to the character and slightly run-down air of the place.

Apart from a couple of huts, the only commercially-based structure is the footbridge, which is a cut-down and 'degentrified' Gaugemaster kit. This structure plugs into the platform surface to obscure the baseboard joint.

I have tried to model what was actually there and documented in photographs, nothing more, nothing less. I have resisted the urge to add features because they were "typical Great Western". If the station had it, it is there, if it doesn't, I haven't included it. I think this adds to the authenticity of the scene.





LEFT: Small Prairie 4588 – a Bachmann model. I mainly go for the lined green ones. They are pretty good as they come and I just add a few small details before weathering.

BELOW LEFT: The Mogo is a Ratio kit and depicts a working for a local cart maker in Walkhampton who would telephone the Station Master at Horrabridge and ask for a van to be delivered to collect his wares when they were ready for delivery.

BOTTOM: The signal box is a standard GWR design. The model is based around a set of Churchward Models etched windows, with the main body being laser-cut and covered with Scalescenes paper.

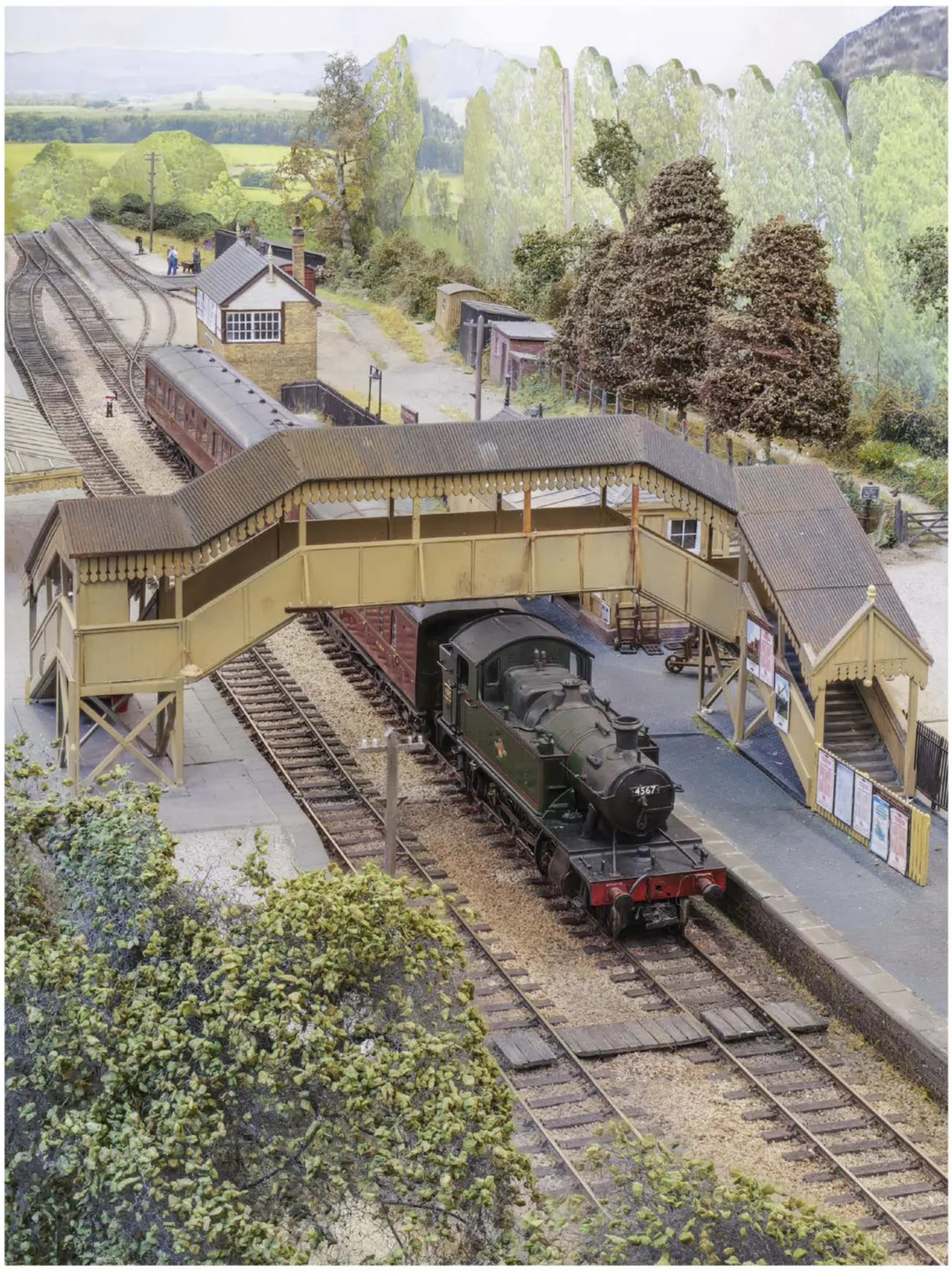
Research for the layout is been almost entirely from photographs, many of which I found on the internet. A site visit isn't possible, or necessary. The station site is on private land, and I have not visited it. While the layout was under construction, I created a layout thread on RMweb, where others contributed valuable information and made some useful suggestions.

There are some little cameo scenes, but they are all things that happened around the station, and hopefully add to the scene. Bramble, the dog whose walk inspired the layout, is lying on the up platform by the footbridge, and a sailor walking by recreates a scene from the 1953 documentary *A Brief Journey*, about a sailor's run ashore from Plymouth (naval enthusiasts please note his uniform is correct for the mid-1950s). On the down platform, Roye England's bicycle can be seen leaning against the down platform shelter, while Roye records the station for the Pen Tor Road model.

Rolling stock

When planning the model, I realised that all the rolling stock I needed was commercially available. Motive power is mainly 45xx and 4575 Class small prairies, and I have a selection of these. In the period I have modelled, many of the prairies were appearing in lined green. Bachmann does a better job of the lining than I could achieve with transfers, so I have used lined BR green models, and restricted my activities to changing crests and numbers before weathering them.

I've modelled actual locomotives running on the line. One of them, 4555, never received BR green or the later style crest. Another, 4574, although outshopped in lined green, had lost its lining by the time it got to Plymouth, and ran on the branch in plain green. Coaches are by Hornby and Bachmann, and wagons are Hornby,





ABOVE: Another view of the 45xx in the Up platform with a Launceston train. The footbridge is a heavily modified Gaugemaster Fordhampton model.

LEFT: A 4575 and Collett stock arrives with another Launceston train. Yelverton was the summit of the line and the notice instructs train crews to stop and pin down brakes before starting the descent towards Plymouth.



ABOVE: A view of the whole layout, showing the wings, proscenium arch and full-height backdrop. The sign was laser-cut by a local firm, Charlie Foxtrot models.

BELOW: An overall view of the station. The wooden extension to the curved Princetown platform is made from Plastruct strip. Parts of it still exist today, 60 years after its closure. Note the fire buckets hanging under the footbridge steps, adding to the authenticity of the scene.

Bachmann, old Mainline on kit-built chassis and entirely kit-built. My preferred wheels are Hornby.

Couplings are DG, which are unobtrusive, and I have used them with great success on my home layout, but they can be a little delicate for the rigours of exhibiting.

The layout is now largely complete. As I mentioned at the outset, I am a modeller rather than an operator, so the time has come to move on to a new layout, 'Lydbrook Dean', set in the Forest of Dean. After that, it's a return to East Anglia, and the redevelopment of my main layout 'Diddington' and its associated tramway terminus, 'Upwell Drove'. ■



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Orange text shows transformer required

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WORLD OF RAILWAYS TV

Catching up with Rapido Trains

Phil Parker chats with Andy and Corwin from Rapido Trains UK, taking a look at their latest projects, as well as playing with some real locomotives and eating cake.

WATCH THE VIDEO HERE

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



Market Deeping TT:120 update - Developing ballast for the layout

TT:120 is a new scale, so there's not much available off-the-shelf in the way of accurate, Cornish ballast. Not to worry, the Market Deeping team has been working with Maxey Models to create the perfect track bed.



BRM Accurascale interview

Fran Burke of Accurascale talks to Andy York about project progress, hints about what we may see in future Irish Railway Models projects, a visit to the factories in China and a clue about their announcement for Warley Show 2023.



Getting Practical with...

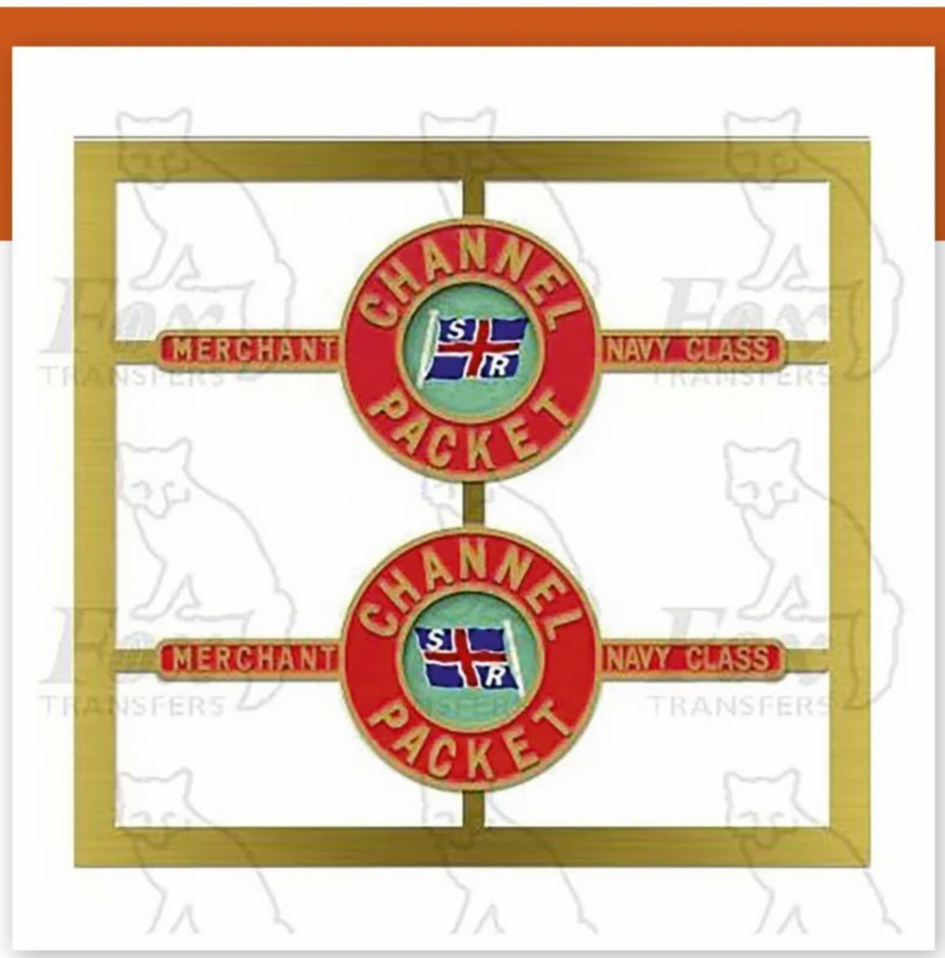
TOOL of the MONTH

Workbench bin

If there is one tool that has made me a better (or at least more organised) modeller in the last couple of years, it's a tiny little bin. Only 16cm tall, the bin doesn't take up much space, but has become the place where offcuts and detritus brushed off the modelling board go, rather than cluttering up my workbench, keeping the work area a lot tidier.



Ask Phil



Can I renumber and rename "Channel Packet"?

Faced with a duplicate gift of a Merchant Navy locomotive, BRM reader Graham is looking for ways to change the identity A quick email to Fox Transfers (www.fox-transfers.co.uk) and they tell me that they can supply both etched nameplates, smokebox rings and sheets of number transfers to do the job for both SR and BR liveries. Is the loco as original or rebuilt condition? Beware in Southern Railway days. 21C1 was the first of the Class (the prototype) and, as such, unique in detail. Renumbering to another member of the Class is possible in BR days, though do be careful in its un-rebuilt guise. Later locos had 'limpet board' for their casing, with prominent horizontal lines, and also the tenders differed. As always, consult prototype material.

New on the workbench

Humbrol weathering acrylic pens

Paint pens are very handy when you want to touch up a model, without the hassle of opening a pot of paint and cleaning up a brush afterwards. Pop the top off and apply the paint straight from the fibre point and then pop it back on again.

The colours in this six-pen set are very handy, in theory. To be honest, the "Natural wood" is a dull yellow, but still useful. "Rust" is bright red, good for signal arms and lenses on lamps, but not much else. The others though, are nice, muted shades, perfect for base colours and quickly touching up a model. For exhibitors looking to quickly hide shiny metal where paint has chipped off, these are an effective and economical addition to the toolbox.





Phil Parker



Michael Russell



Tony Wright

Adding cameo scenes to your layout

People bring a model railway to life but use them with care. We want them to enhance the scene, not make it look ridiculous. **Phil Parker** explains.



1 Choose your little people carefully. With so many options, from plastic to 3D-printed resin and whitemetal, make sure they are properly proportioned. You'll notice overlong arms, no matter how much detail the faces have.



2 How many people do you need? A single figure on the platform of a quiet branch line station will often be enough to give the scene atmosphere. Check prototype photos from the appropriate period if you aren't sure.



3 Our figures are static, obviously, so try to pick poses where real people will also be still. The guys chatting and eating lunch wouldn't appear to move much if you watched them in real life, so look natural on a model.



4 If the figures are fixed to bases, carefully cut these away and glue them onto the layout. If you want to be able to move them around, try some Deluxe Materials Tacky Wax; it forms a joint strong enough to hold a person, but easily broken to ring the changes.

Build a Bonded Warehouse





Michael Russell

ONE OF the leftovers from Britain's manufacturing history are warehouses. This kit represents a bonded warehouse where goods were securely stored, and so is most suitable for port and docklands locations. However, it could represent a place of manufacturing if you combined it with other kits. Many of these warehouses still exist and have been refurbished for a new life.

The website text hints at repurposing the kit for modern image usage, so I decided to take up the challenge. This building has been modelled to represent a renovated building being used as apartments. The main upgrade is to replace the windows and doors, and since I have recently acquired a 3D printer, I decided to use this. The kit is helpful as it comes with two sets of brickwork that represent the warehouse either with or without ghost signs and I used the former. Some features, such as the hoist, I have left off, but sometimes these are retained as period features. Alternatively, omit the bulk of the hoist and just fit the brackets to show where it used to be.

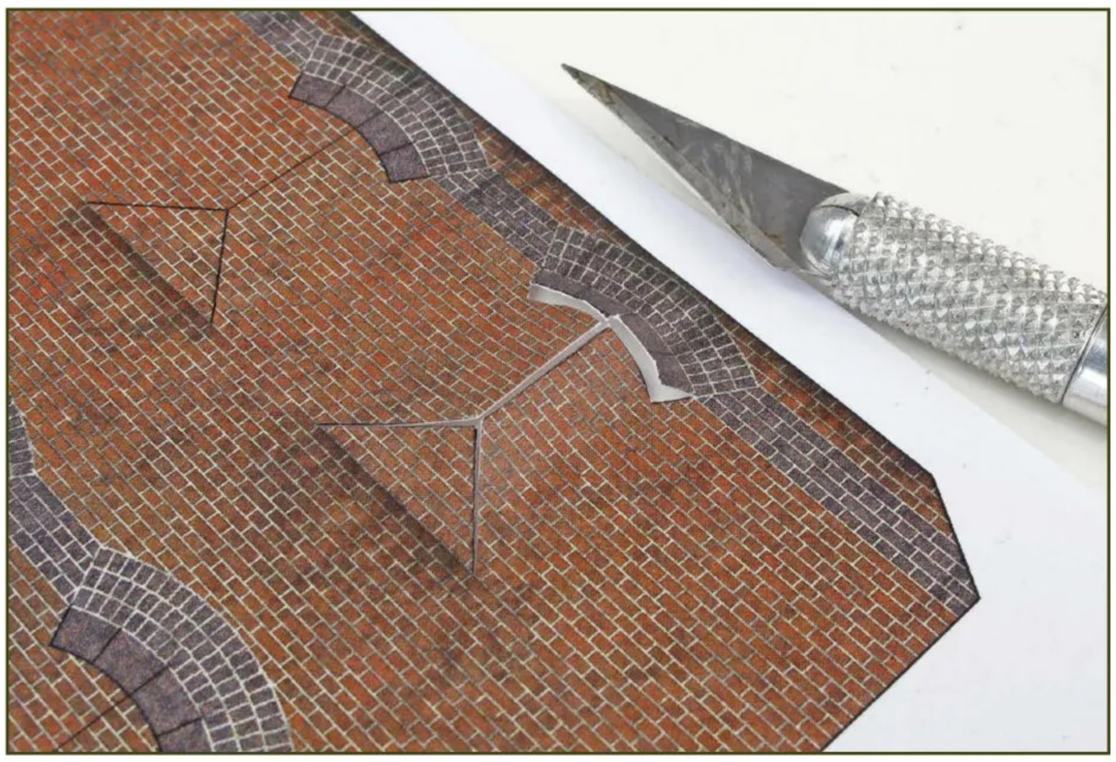
Spend some time looking through the parts to familiarise yourself with them. It will save you time in the long run. In order that you can pre-paint items, it is important that you can identify them on the runners, and group them based on their final colour.

WHAT YOU NEED

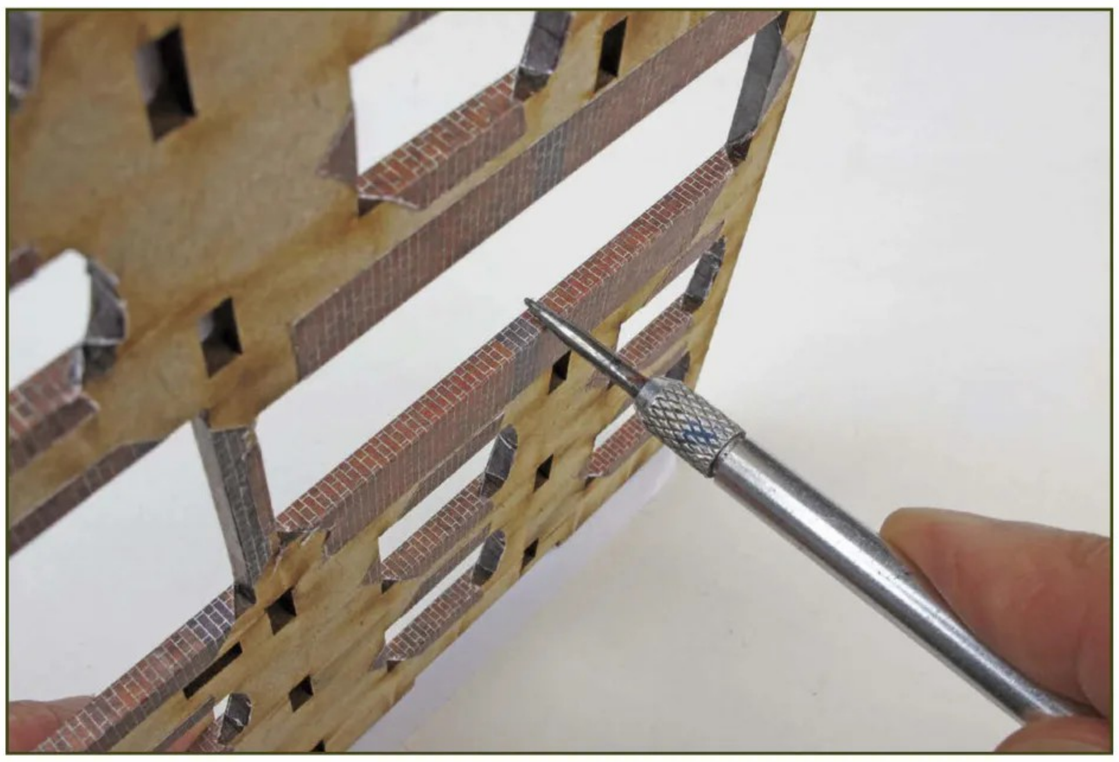
Humbrol
Brown and grey acrylic paint, grey aerosol primer

Scalemodelscenery
KX090-OO Robertson's Bonded Warehouse

Other
PVA glue, White emulsion paint, scissors, craft knife, steel ruler, burnishing tool, small paint brushes, seam roller



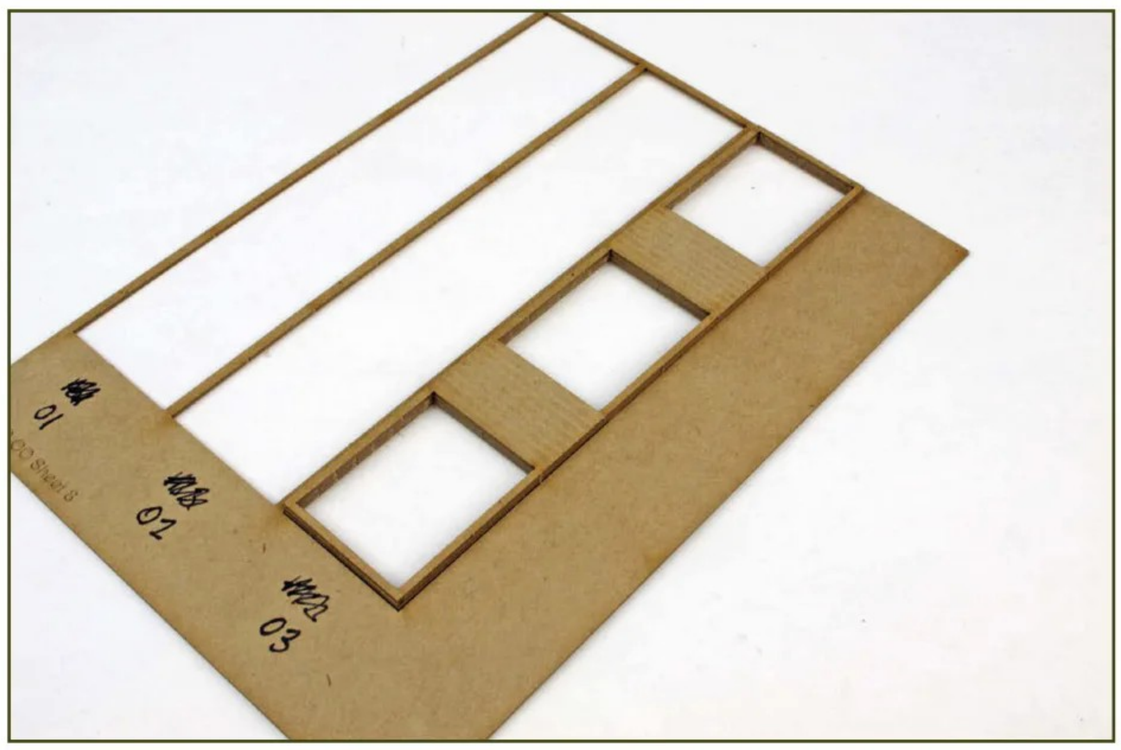
1 It is important that you cut the paper overlays along the black marks before mounting them in place on the walls. This is particularly important for the top section that covers the arched windows. If you don't cut this correctly then you will rip the paper.



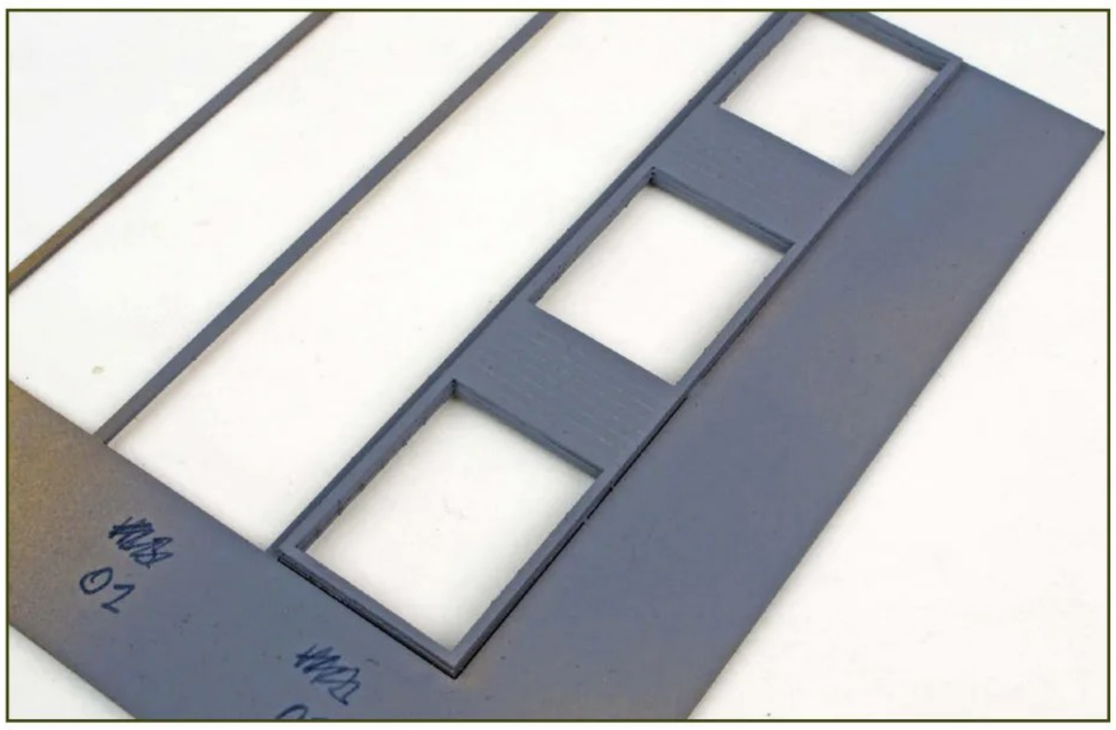
2 Ensure the overlays fit the contours of the window openings exactly. If they don't, then not only does it look unsightly, but the windows won't fit correctly. Use a blunt tool to burnish the sides carefully as the damp paper is delicate.



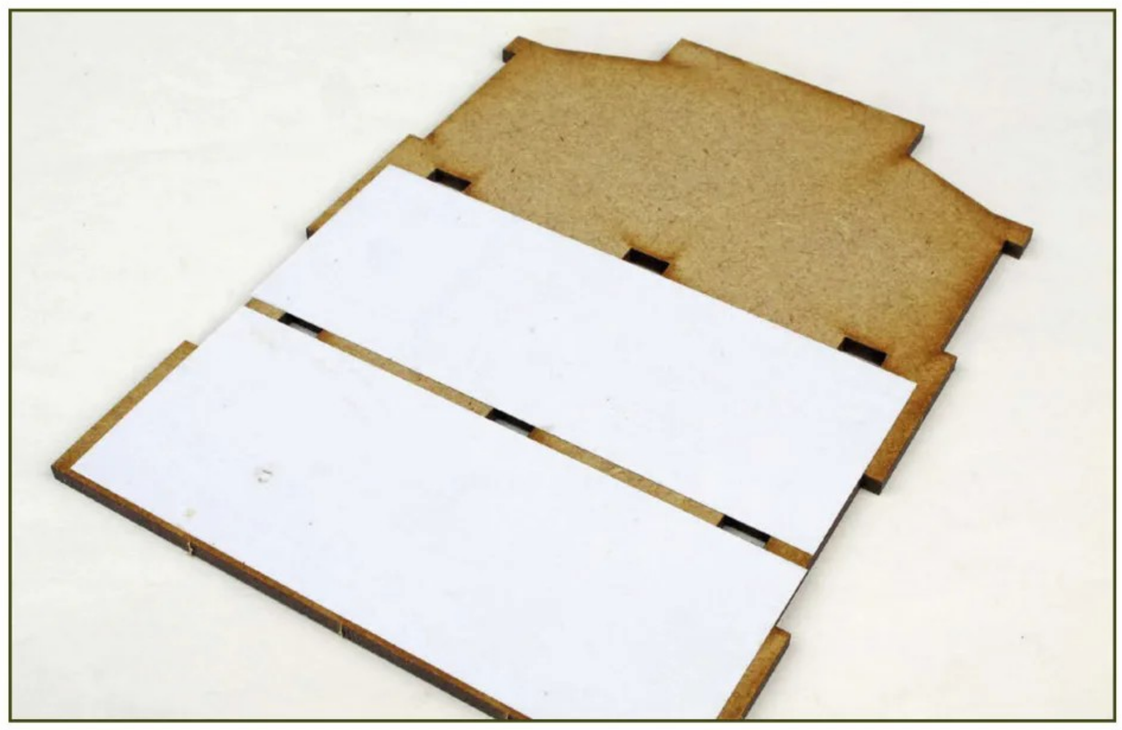
3 Respray the windowsills in a modern colour; I chose grey and used ordinary grey primer. Bend the parts away from the runners so that you can spray the ends and sides in one go, and so they remain easy to handle.



4 Cut the existing doors from the loading bays and retain for a future project (M1, M2, M3 & 01, 02, 03). Now stack up the surrounds, as per the instructions, but leave the bottom part still on the runner. Be sure to line them up carefully.



5 Spray with grey primer using the runners as a handle. Do this at the same time as the windowsills and gutters. Release the parts from the runners once the paint has dried using a knife.



6 For the internal walls, cut out the overlays and reverse them to represent white walls. Be sure not to cover up any slots. I chose to use the ceiling on the floor as it looked more like a carpet. I then painted the ceiling using white acrylic paint.

Getting Practical

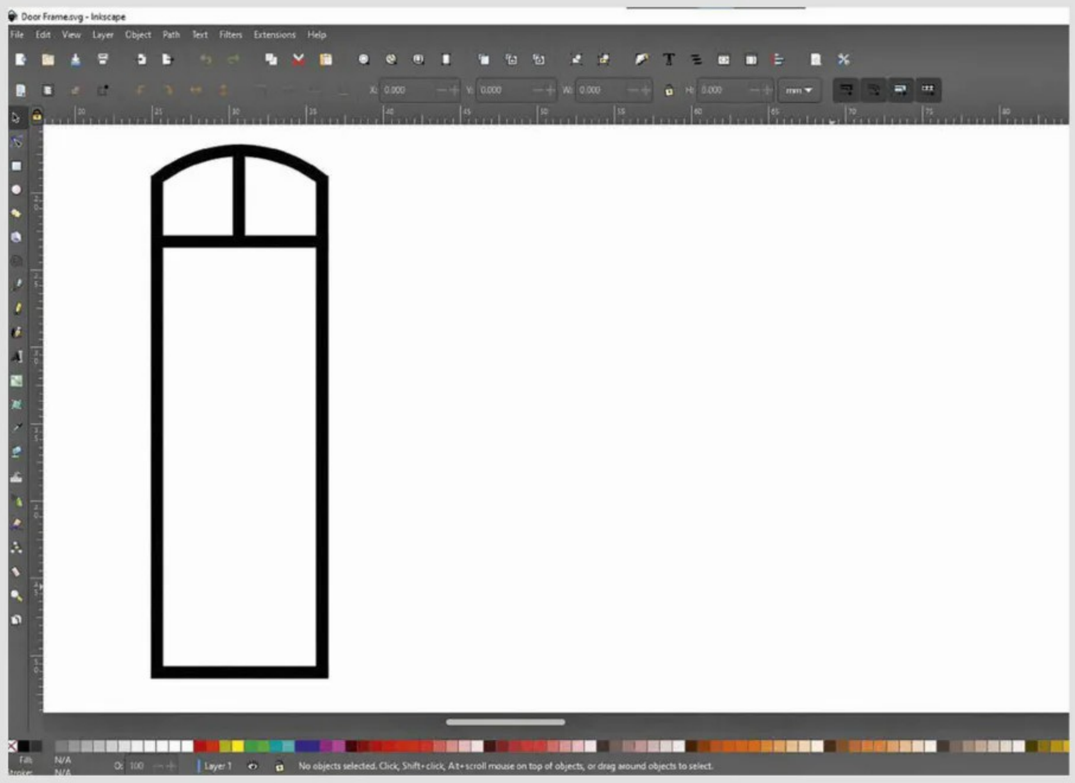
3D-PRINTED DETAILS

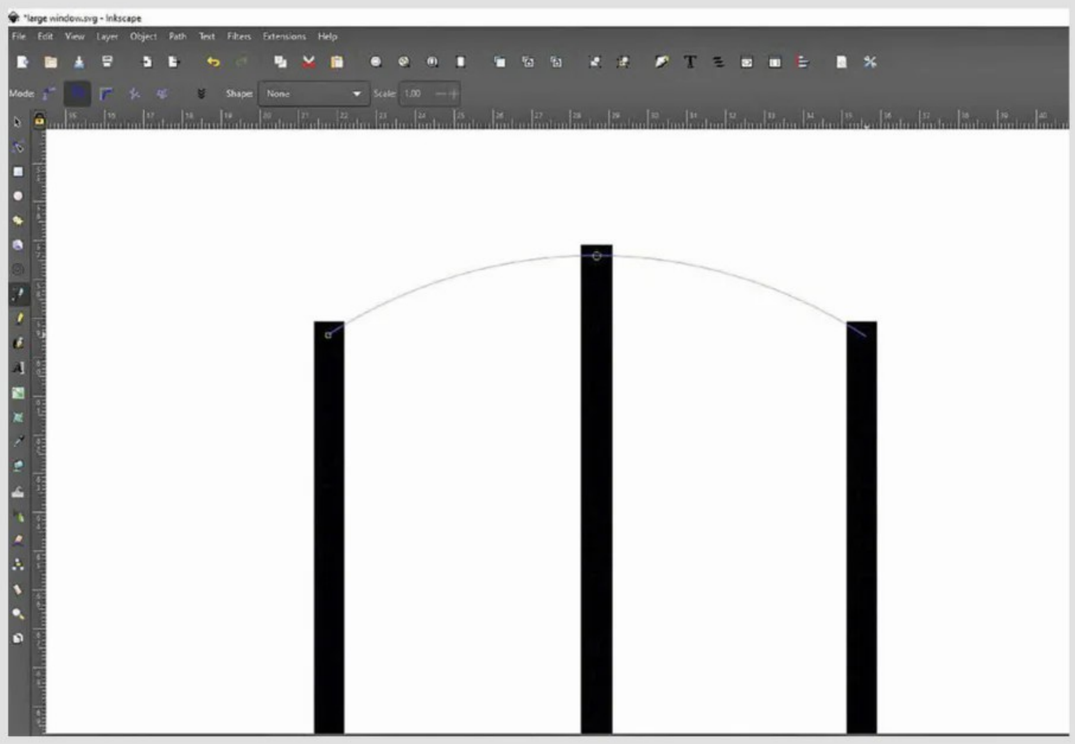
Parts where an arch was required were made using Inkscape. The Draw Freehand Lines and Draw Bezier Curves tools are all that is required. After drawing the lines, stroke them to size 0.8mm.

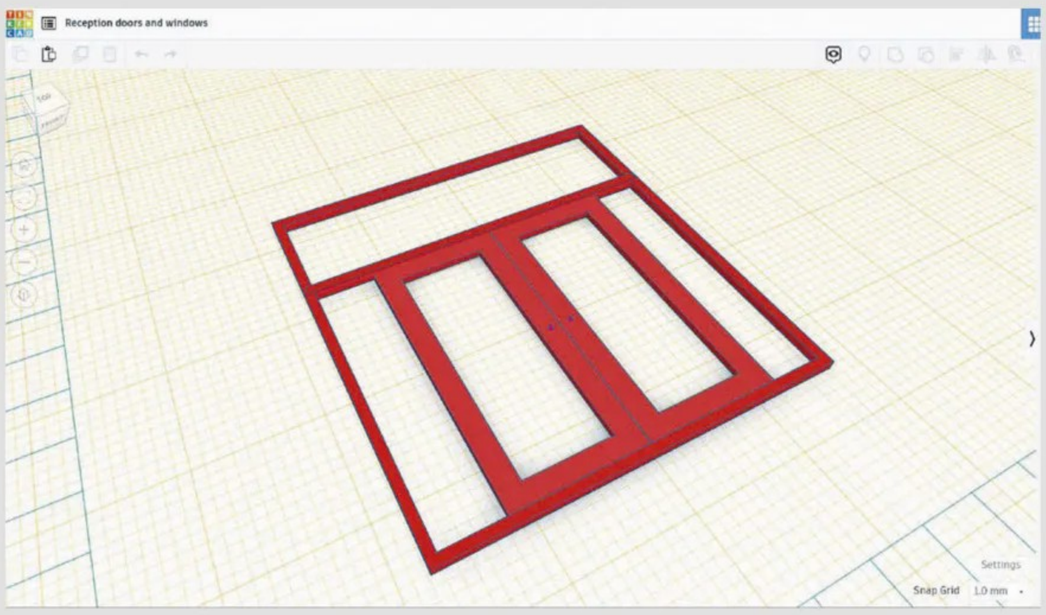
To form the arch, draw the vertical lines of the window and make the central one 2mm longer than the outer two. Using the Draw Bezier Curves tool, click on the top of the left-hand line, click on the top of the middle and then double-click on top of the right-hand line.

Use a free online tool to convert the Inkscape SVG files to STL files suitable for use in your slicer software. These are easily found using a search engine. I used an extrusion height of 1mm for the conversion. I used Tinkercad for parts without an arch, although you could use Inkscape for these as well. Ensure that you distribute the parts around the print bed in your slicer software using the move tool, for example, in Cura.

Ensure that the 3D-printed parts fit properly. You will need 20 larger arched windows, three smaller arched windows, five large square windows, a fire escape doorway and reception front. Print one of each and if they are the wrong size, adjust before printing the full set.







Note: If you don't have a 3D printer, perhaps you can access one in the community or at your local model or railway club. There are also online services where you can upload your CAD files and receive the printed articles back in the post.



TOP TIPS

To get the paper to lie flat, and to iron out any air pockets, a seam roller is very useful. This is designed to work with wallpaper, so is purpose-made for our task. The roller will get contaminated with glue and debris, so it is a good idea to wash it with soapy water occasionally to keep it working at its best.

Adding more internal walls would prevent being able to see right through from one side to the other, you may wish to add furniture and other items too.



7 If you've made your own 3D-printed windows or used acetate, stick the windows and doors to the plastic wrapper the kit came in. PVA glue works fine. When dry, cut out with scissors. Try to get a really close crop of the window material to the frame to avoid any buckling of the pane when fitted in place.



8 Glue the windows and doors carefully into place with PVA glue. If you have a spare window or door, perhaps a reject from the printing process, it would be a good idea to use it as a spacer to align all the inserts to the same depth in the walls.



9 I chose to paint the internal walls with white emulsion paint. However, I retained the internal wall overlays for the gable ends in order to preserve the brickwork. Simply paint over the depiction of crumbling plaster.



10 The building can now be completed by following the kit instructions. The windows, especially now they are larger, are delicate and are easy to push in, so try and handle the building by the gable ends.

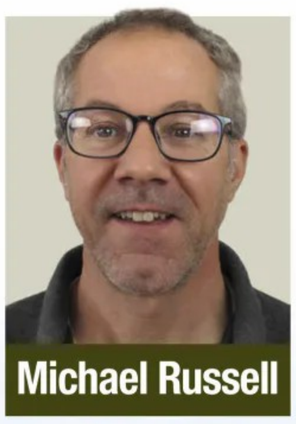


11 Guttering was 3D-printed and is an easy item to create in a CAD program. If you don't have a 3D printer, you could use plastic strip instead. Using white filament saves you the job of painting. Glue into place using PVA.



12 White paper edges are very noticeable from cutting out and it is easy to scuff the edges of paper when it is handled during construction. Touch these up with acrylic paint and a small paintbrush using tiny spots of paint. Job complete!

Weather an LNER Pacific

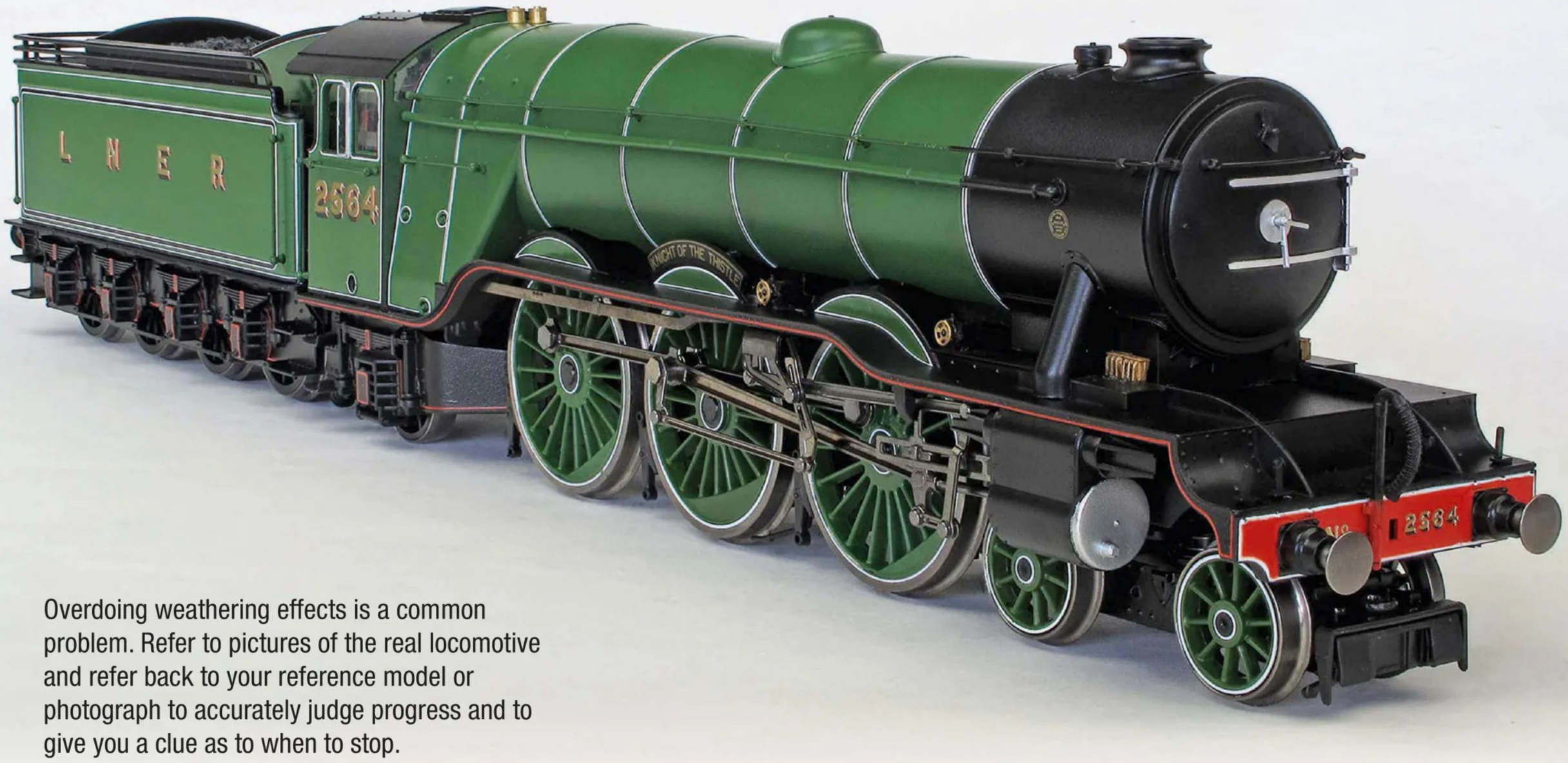


Michael Russell

THIS LOCOMOTIVE is depicted in used, but clean condition, which is realistic for an express engine of the LNER period. The weathering is subtle and not that obvious unless it is compared with another pristine model or a photograph taken beforehand. It is useful to have such a reference so that you can judge your progress, otherwise, the temptation is to add too much weathering. Most of the work involves removing paint that has been added in small quantities beforehand. This may seem like a waste of time, but it does make a difference and mimics the actions of cleaning staff in the real world. Be sure to only use water for paint removal and not thinners, otherwise, you risk removing the transfers. Because only water is used, it is important to remove paint immediately and so only a small quantity is added in a limited area at a time.

My model lacked the detailing bag normally provided and so numerous detailing parts are missing. I would advise you to fit these beforehand, though. Acrylic paint is used throughout.

If you don't have an airbrush, then you can still weather your model using the steps outlined here by applying the paint with a brush using the dry-brush technique and slowly building up the effect in layers. If you don't have any hollow punches, then you could try using a paper hole punch instead.



Overdoing weathering effects is a common problem. Refer to pictures of the real locomotive and refer back to your reference model or photograph to accurately judge progress and to give you a clue as to when to stop.

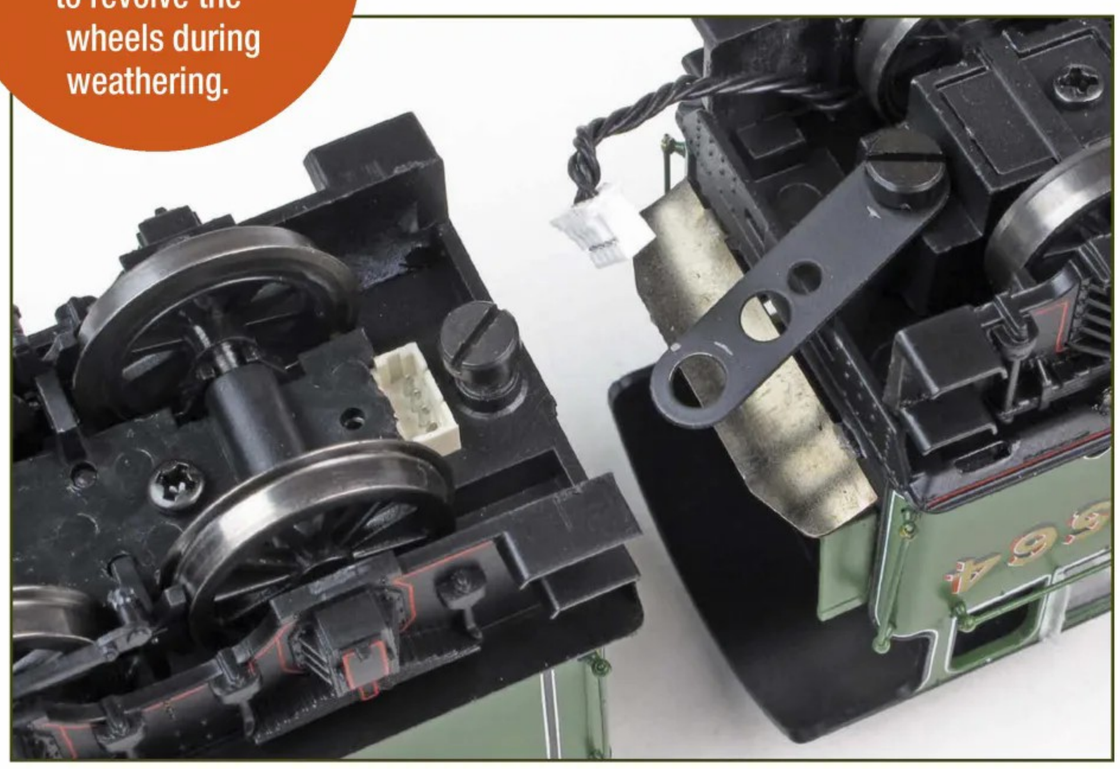
WHAT YOU NEED

Vallejo
Acrylics: aluminium, steel, black, black/brown

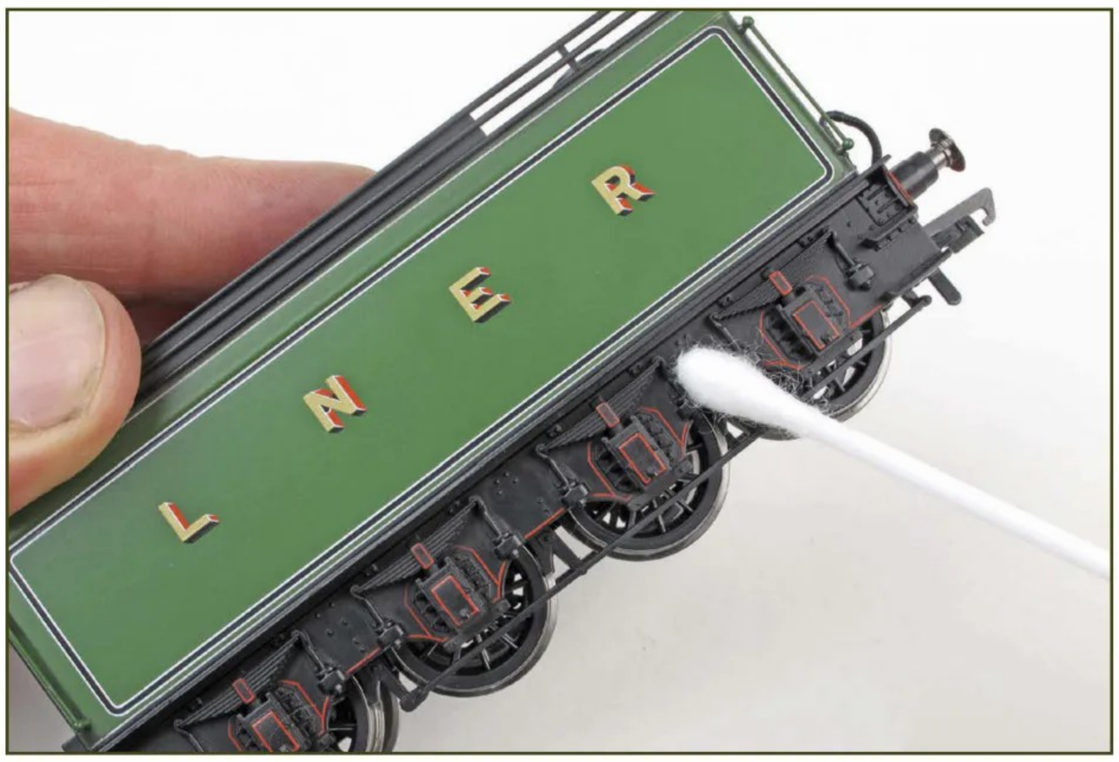
Other
Masking tape, thinners, etching primer, small paintbrush, soft cleaning brush, airbrush, scissors, craft knife, 2mm and 6mm hollow punches, cocktail stick, rag, cotton buds, tweezers, rule, small hammer, small flat-bladed screwdriver, paint mixing sticks, white photocopier paper.



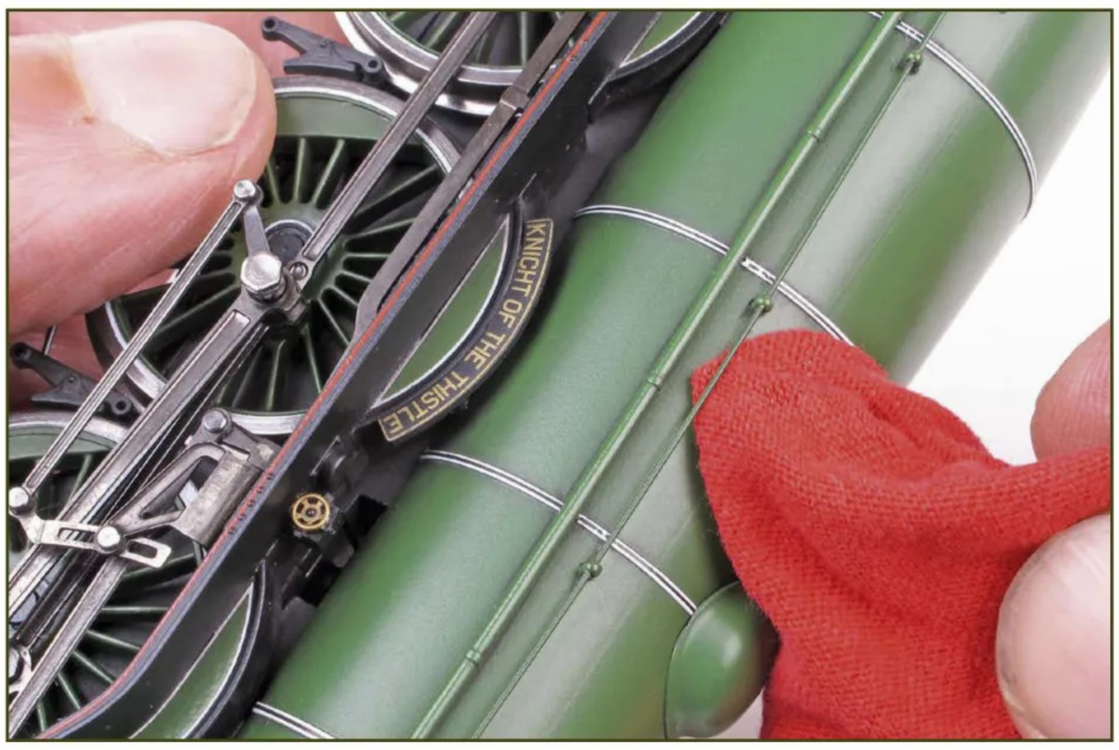
Be aware that you will need to reconnect if you wish to apply power to revolve the wheels during weathering.



1 Separate the tender and locomotive by using a flat-bladed screwdriver to lever out the white electrical connector and undo the screw. Put the screw back on the tender so you don't lose it. Close the engine cab roof vents.



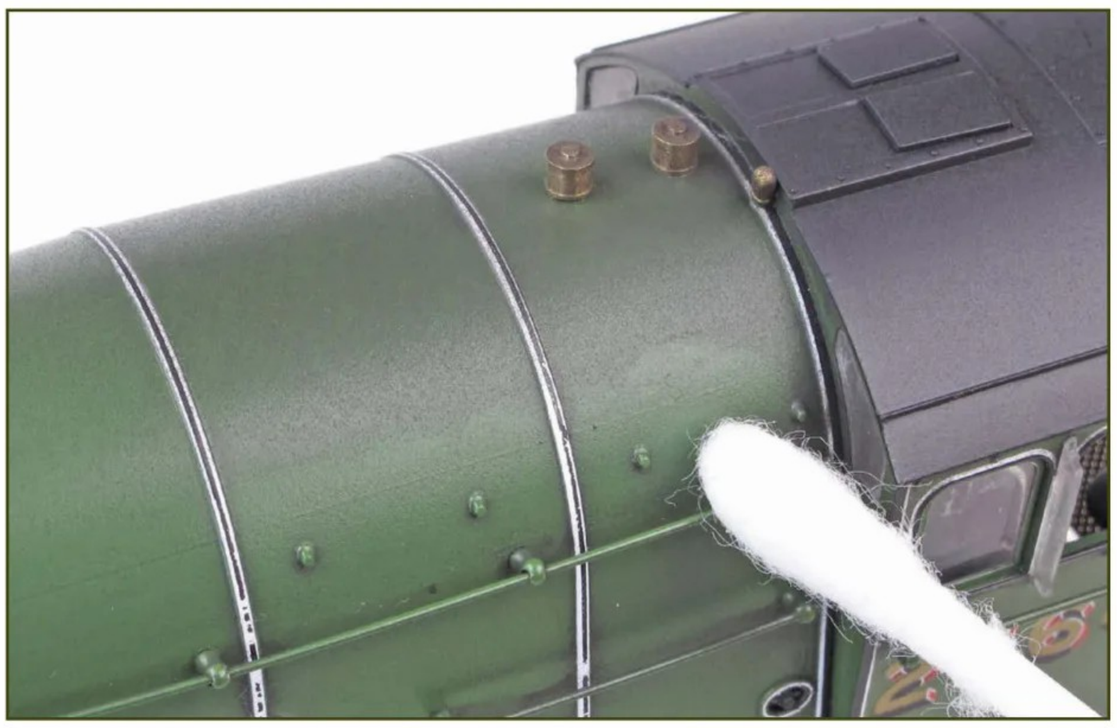
2 Mix black and black/brown acrylic paint together and spray a small area of the model. Now, using damp cotton buds, carefully wipe off most of what you have applied. Some will be left in recesses and crevices.



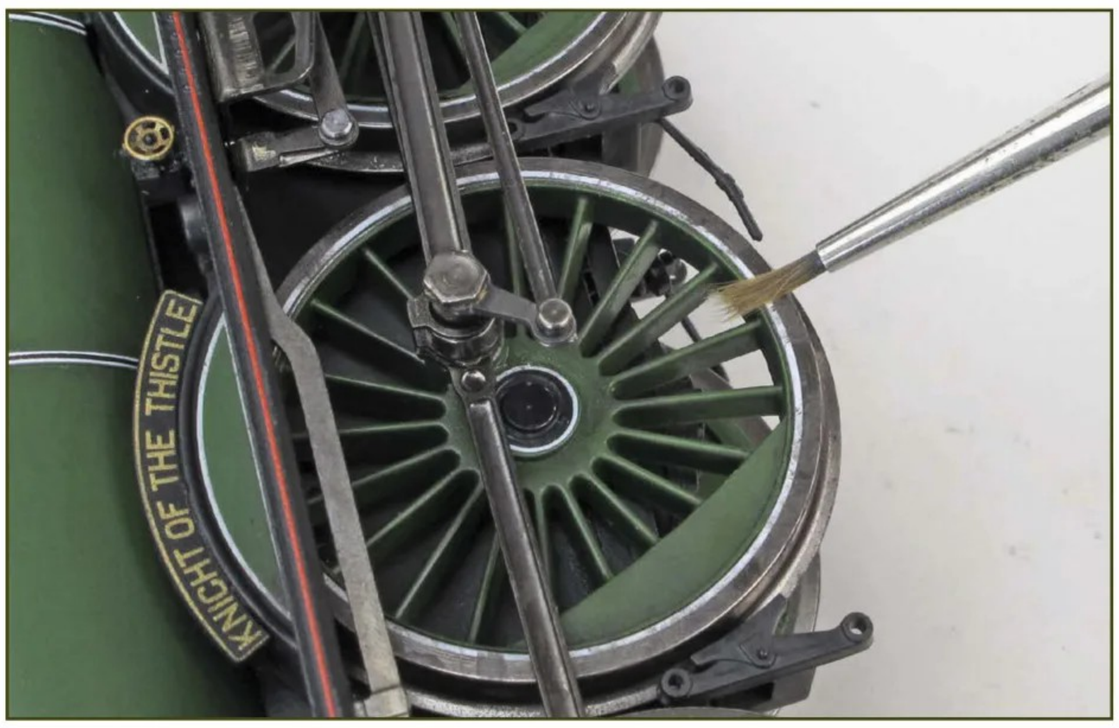
3 Repeat this for the entire locomotive, which will take some time. Be sure not to leave too much in awkward-to-reach places, such as between the handrail and the vacuum ejector pipe on the driver's side. Use a cocktail stick and rag for these areas.



4 The next step is to polish the engine with a cloth and make a close inspection for any missed areas of paint build-up. Remove pieces of fluff and debris with tweezers and a soft, clean brush.

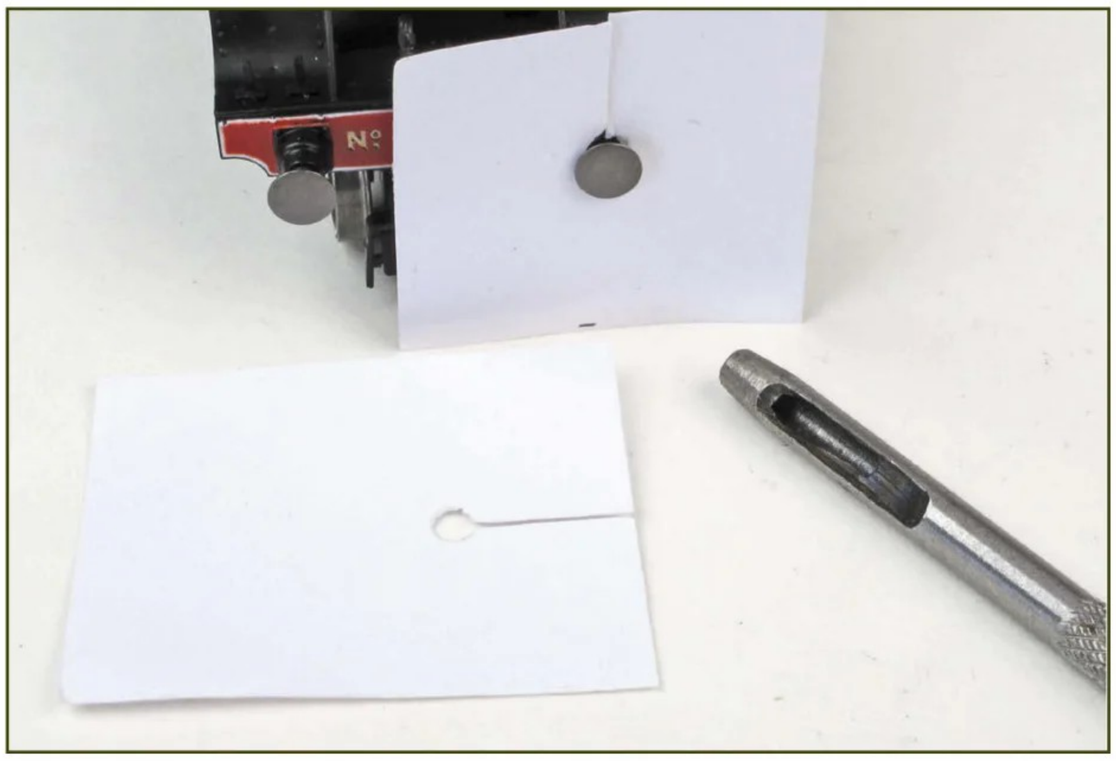


5 Add a mist of the same dirt mix to the top of the boiler cab and tender, especially around the safety valves. Take a cloth and wipe off some of the lower covering to mimic the difficult-to-reach area above the firebox where the footplate drops.



6 Using a small brush, add small streaks of the same dirt mix on the driving wheel rims where the rotation of the wheels has spun oil away from the motion. It's a subtle effect that makes a big difference.

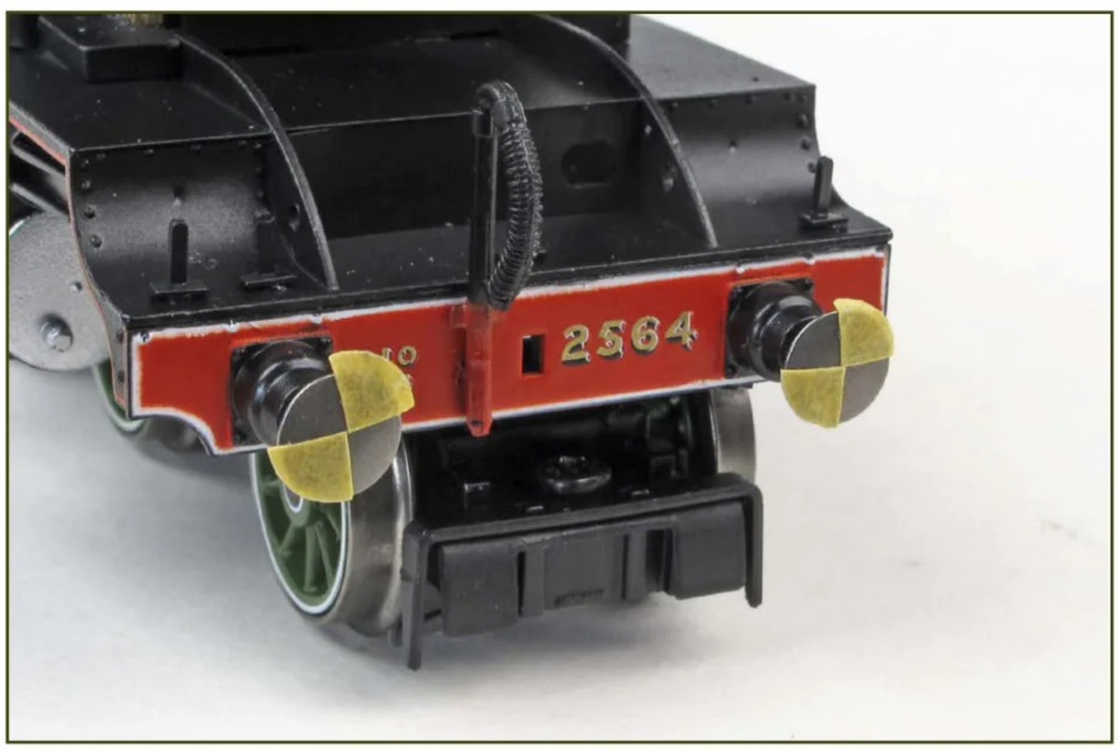
Getting Practical



7 Use masks when spraying the buffer faces. Cut two pieces of 3cm square white paper and punch a 2mm hole in the middle using a hollow punch. Use a knife and rule, or scissors, to cut a line from the outside to the circle. Slide this over the buffer shank.



8 With the masks in place, spray the buffer faces with etching primer and leave to dry. This step is important otherwise the acrylic paint won't stick to the bare metal and will peel off when you remove the mask - patience is required.



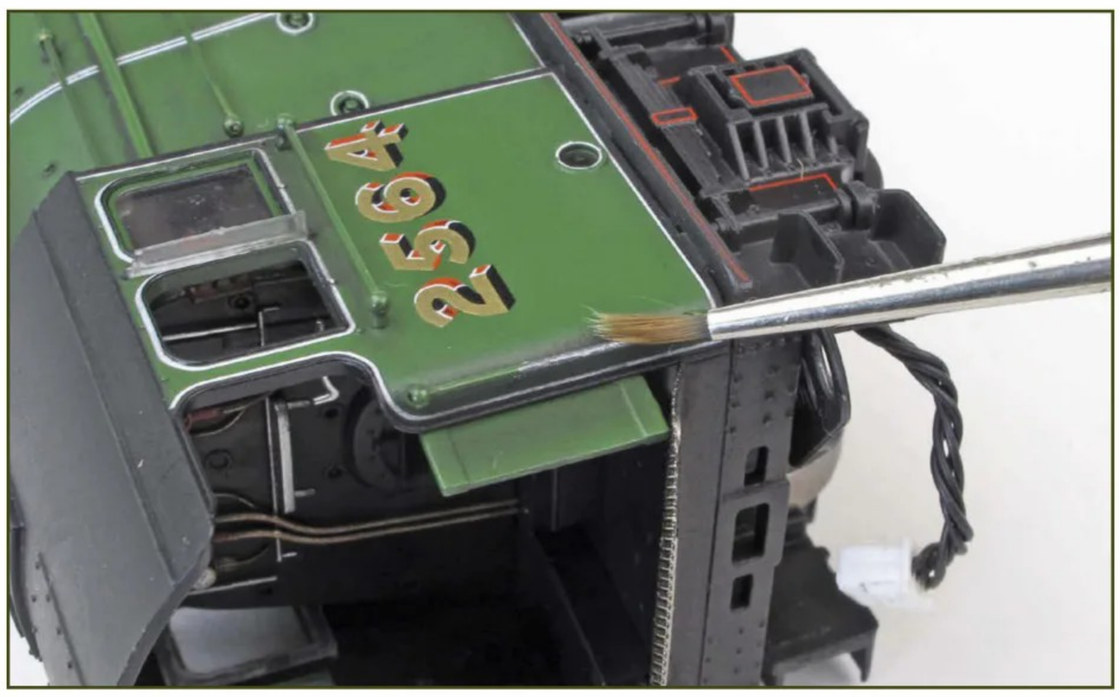
9 Stick a small piece of masking tape to a clean surface. Use a 6mm hollow punch and hammer to cut a disc out. Peel the outer material away and cut the disc into four equal pieces. Place these quadrants on the buffer faces using tweezers.



10 Spray the buffer faces with aluminium paint. When dry, move the masks to the area you just painted and spray with steel paint. When that is dry, carefully remove all the masking.



11 The buffer faces on the tender would not have been burnished like those on the front of the locomotive, as express engines such as this always pulled trains in forward gear. Spray the dirt mix at the buffer faces to simulate oil build-up.



12 To simulate paint wearing off handrails where the crew has been active, use a brush to add aluminium paint. You could also treat the cab sides where the driver and fireman have leant out. Reconnect the engine and tender. Job complete!

Diary with a 3D printer: Making Components



Michael Russell

Some 3D-printed parts are deployed where the need to cope with higher temperatures is a must or the parts need to be stronger. This means changing materials from PLA, but you need a printer with the right specification to handle this. There are a wide range of filament types available and they all have varying characteristics. The print head on the Ender 5 S1 is designed to work up to 300 degrees, but at these higher temperatures, it is important that the work be kept in a more cosseted environment. Cooler air can cause shrinkage problems during printing, resulting in lifting from the print bed, cracking and poor adhesion between layers. It is helpful if the ambient temperature of the room is raised. However, it is often not enough to keep the printer open-framed.

One aid to help with this is to place the printer in an enclosure. This is easier on a printer such as this, as the print bed only moves in the vertical, z axis and won't intrude outside of the device's desktop footprint. The enclosure will keep the warm air around the printed piece and protect it from draughts.

The enclosure that I have fitted is a dedicated one supplied by Creality and has acrylic panes for the sides, but not the top and bottom, which remain open.



You don't need to dismantle the printer to fit the enclosure.



Creality supplies its own enclosure, including all the tools needed to construct it.

Some enclosures encase the whole printer so as not to leave any point for the heat to escape. So, I was keen to try the enclosure out and experiment with materials other than PLA to see how it performed.

The printer doesn't need dismantling to fit the enclosure and you will already have all the tools you need as they are supplied with it. When fitting the enclosure, I advise installing the back panel first and then the door before tackling the sides. The door is a rather tight fit between the hinge brackets and you may want to mill the latter down a fraction so that the door opens easily and the hinge mountings to the frame are not stressed. You need to remove the trim on the front lower crossmember to fit the hinges, but you can cut it down to size and refit it afterwards.

I started my trial of higher temperature material with ABS. I needed to use this material for some parts to modify the printer and lots of designs are to be found on the Printables website without charge. I found the prints came out perfectly well, with no distortion or any cracking between layers. The enclosure didn't help much with noise levels, but did trap heat around the work area. One thing that is important with the higher temperatures is to let the work cool off entirely before trying to remove it from the print bed. Of course, this is the last thing you want to do after waiting for the print run to finish. It will take much longer from the higher temperatures, but I did find that, once at room temperature, the work came from the print bed with just the merest touch.

Be aware that the higher-temperature filaments give off fumes that are best avoided, so you may want to provide ventilation or a fume extraction system, which is another reason why an enclosure is helpful.

Keep track of your electricity



Phil Parker

POKE YOUR head under any model railway layout, and you'll likely find a jumble of wires that looks more like a colourful explosion in a spaghetti factory than a logical and carefully assembled electrical system. The usual response of a beginner seeing this is, "I can't do wiring."

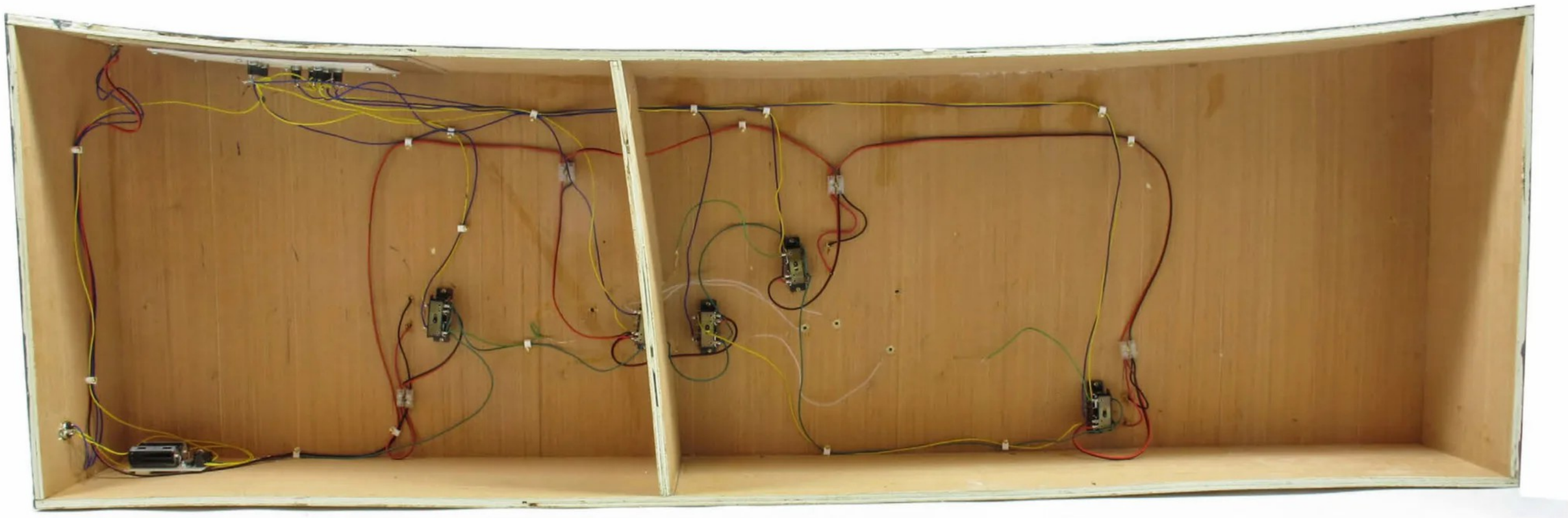
Sadly, unless you have a tame electrician on hand, perhaps as part of a club project, then wiring is an essential part of modelling. No electricity, no moving trains; unless they're clockwork or battery-powered.

Fear not though, wiring a layout isn't as complicated as you might think. What you are seeing in the bundle of cabling is actually a lot of identical circuits, which have been added one at a time until everything works.

Key to wiring up, and just as importantly, being able to repair any faults in the future, is to colour code your wires. If each colour does a specific job, then when you take a look, you know what each one is doing. Very handy when it stops doing its job, and needs to be investigated. For example, if there is no power to a section of track, then you can ignore the point motor wires, easier if track power is always the same colour.

In this article, we are looking at DC wiring. DCC is slightly different, but not that much. Anyway, understanding one, helps explain the other.

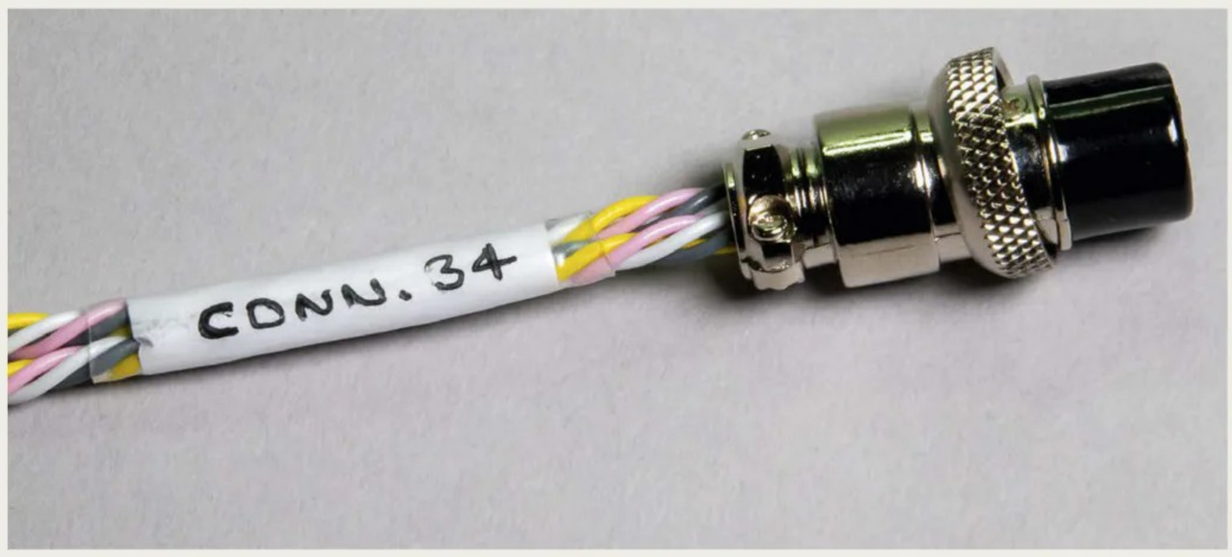
There are no rules for colour coding your wiring. Modellers are free to make up their own codes, often based on how much of each coloured wire is available at the time! I'm showing you how I do it; please feel free to do something different. I'm also using Peco solenoid motors. Again, other point changers are available, but the basic principles are similar.

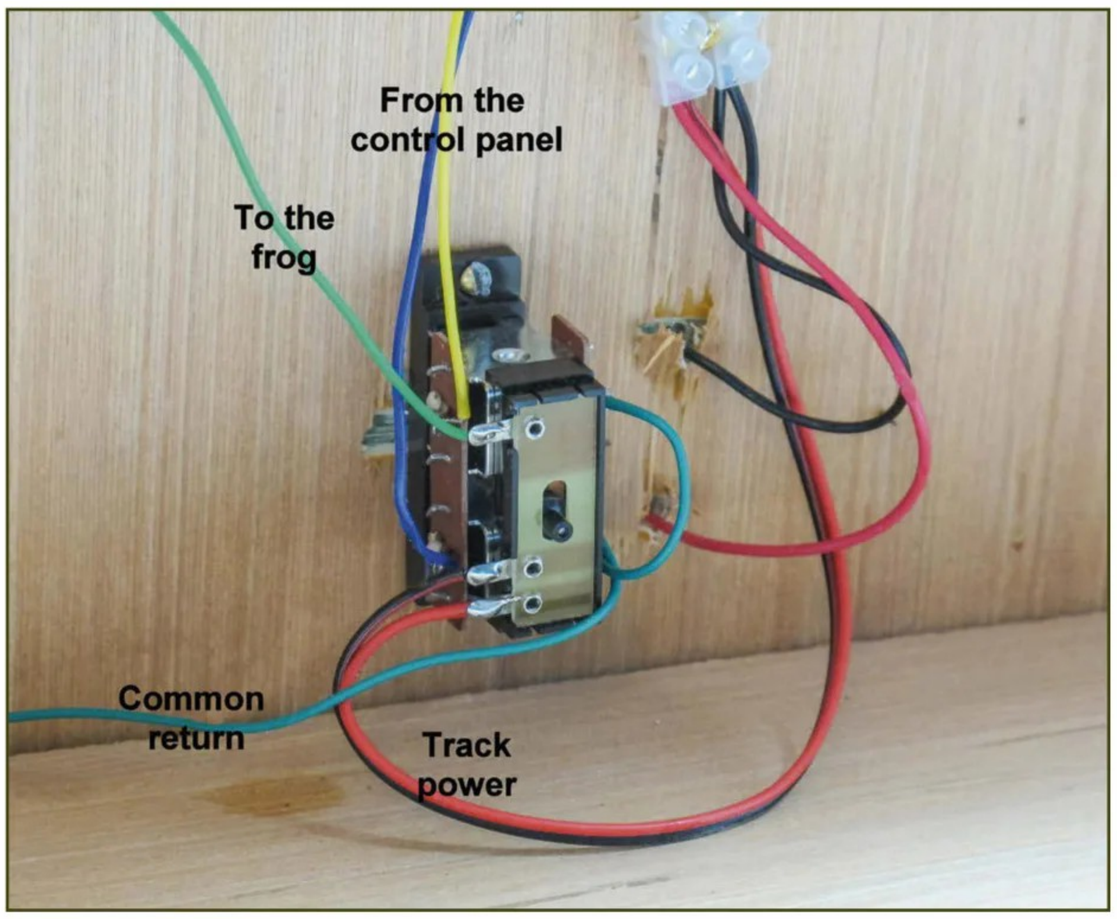


This might only be a small layout, but there's plenty of wire under the board.

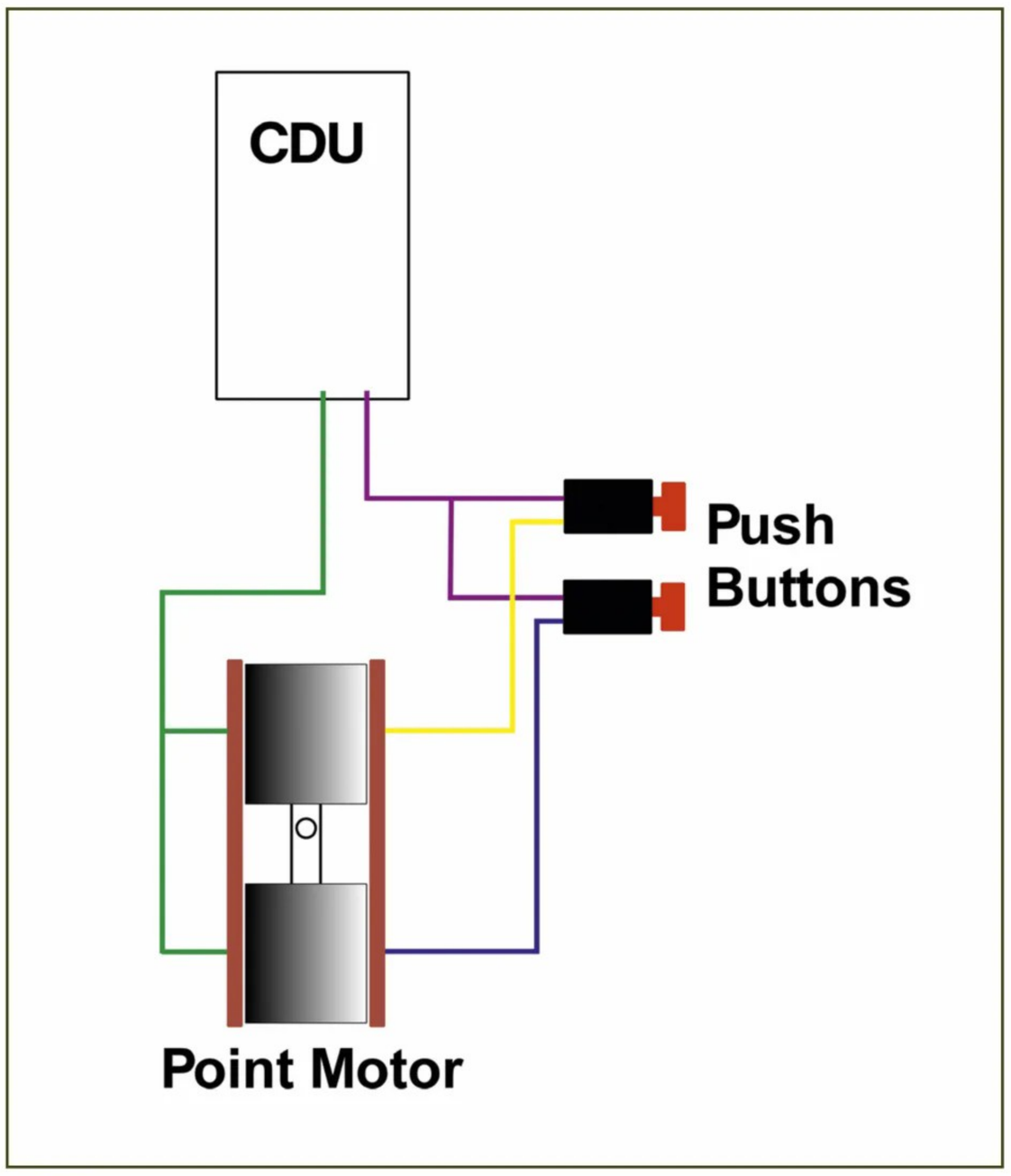
TOP TIP: LABEL YOUR WIRES

Three wires underneath your baseboard that disappear to the underside of the rails in the direction of a point can be difficult to identify when the topside has been ballasted. If your layout is complex and you have crossovers, or a double slip, the problem can be compounded further still. Coming back to these after a few years to troubleshoot a problem or correct a fault can mean nothing if you're not sure what each one does. A small label on each wire costs nothing and can save a great deal of time later with a multimeter.

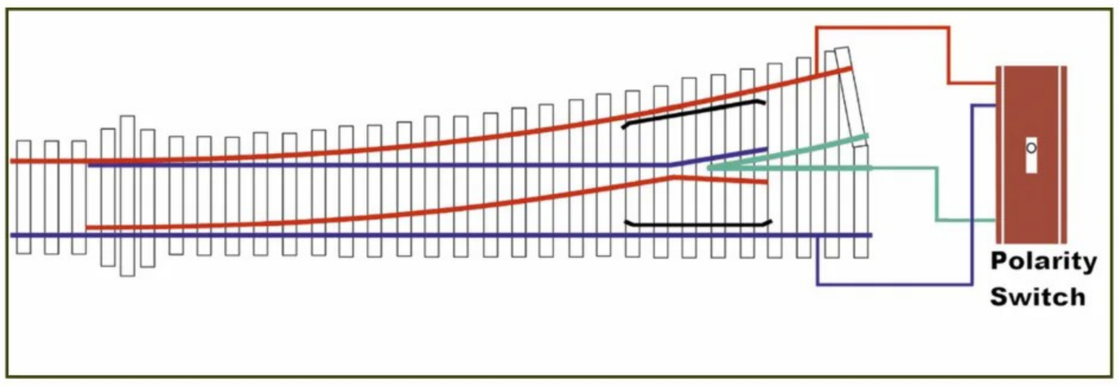




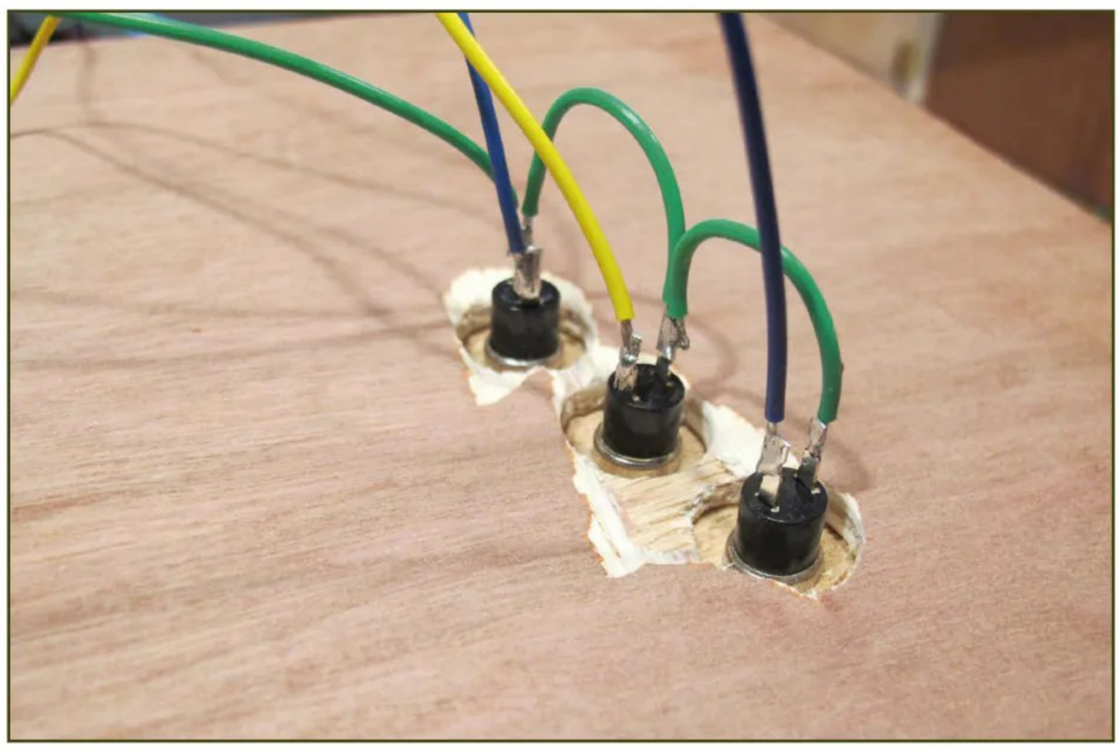
1 All the wires are in a small space. Red and black are track power because that's how I always wire things and run back to the track outputs on the controller. Everything else relates to changing the point. A solenoid point motor is simply a pair of coils with a moving bar in the middle. Energise one coil, and the bar moves towards it. Energise the other, and the bar moves back. The bar has a pin sticking out, which pokes through the moving tiebar in the point.



2 A diagram explains things more clearly. Point power is supplied from a Capacitor Discharge Unit (CDU). This provides a hefty jolt of electricity for a fraction of a second, when the button on the control panel is pushed. For solenoid points, this is perfect, overcoming any stickiness. The green "common return" connects one side of each coil in the motor. The others are switched, so press the button, and the appropriate coil is energised, moving the pin, which in turn moves the point tiebar.



3 A second set of wiring handles changing the polarity of the point crossing, or "frog" in modeller's lingo. This isn't essential; out of the box, the frog polarity is set by the moving rails touching the static "stock" rails. As long as the contact areas on the blades are perfectly clean, this is fine. For greater reliability, though, many modellers prefer to have a switch to handle this work. Peco's sticks on top of their motor, and the point operation circuits and frog switching are completely separate.

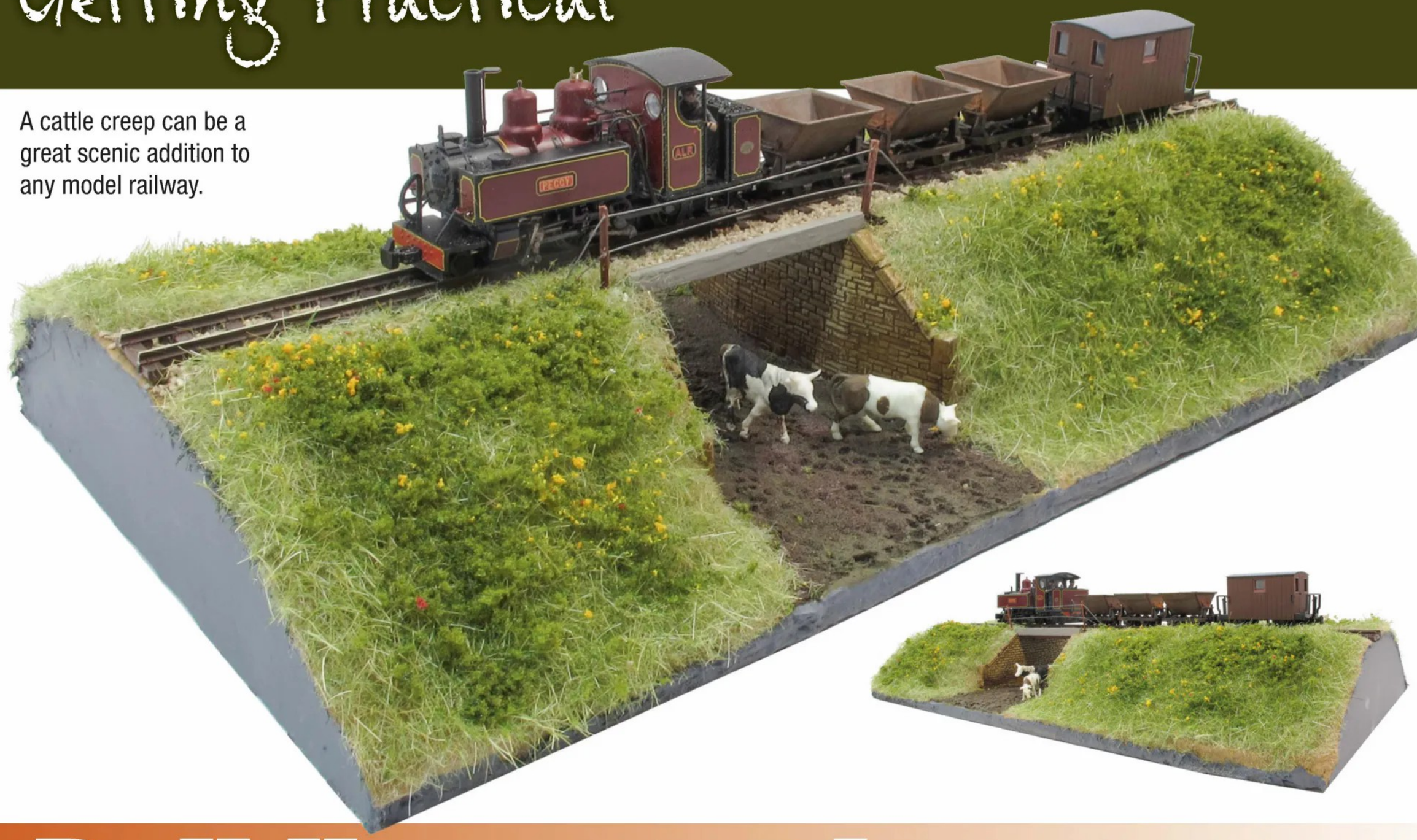


4 Looking inside the control panel, there is a common return attached to one side of every push button switch, the blue and yellow wires go to either coil on the point motor. I know this means a lot of blue and yellow wires; I didn't have enough wire to give each switch its own colour!



5 A finishing touch, to improve reliability, and in an effort to tidy up the wires, is to use cable clips holding everything in place. Self-adhesive versions are available, but they can drop off the woodwork, so I prefer something fixed more firmly. Standard clips (right) are fitted with nails designed to go into brickwork, resulting in serious hammering on the underside of the baseboard. Replacing the nail with a small screw (left) results in less noise and damage. You can also easily remove the clip to add or remove wires.

A cattle creep can be a great scenic addition to any model railway.



Building a cattle creep



Phil Parker

MODEL RAILWAYS can be very educational. I only learnt what a "Cattle Creep" was in the 1980s, when Wills introduced their kit (SS38) for an attractive stone-built version. At the time, magazines happily explained the role of this little thing that wasn't a bridge.

For those not well versed in farm lore, a cattle creep allows the herd to move around the farm when it's been cut in half by a railway. Normally too small for anything bigger than a full-grown Friesian to pass through, they can be found all over the country.

One example can be found under the trackbed of the Lynton and Barnstaple railway, and it's this that Paul Levy of L&B Resin Models has chosen to offer in kit form. A new trader to me, I found him at the 009 Society 50th Anniversary exhibition, just the sort of interesting "cottage industry" producer you find at specialist events.

Assembly isn't exactly difficult, there are three main parts, plus the handrails. Better still, a quick search for prototype photographs online reveals that the creep isn't a thing of great beauty, and is currently mostly hidden in undergrowth, making modelling easier.

What I've done here is build a slice of layout that I can use to pose my 009 trains on for photos. Everything here is the same as you'd do for a larger project. If fitting a creep to an existing layout, you'll have to work out how to tunnel under the track, and that will depend on how you built the scenery in the first place.

A first for me is using Humbrol "Smart Mud" - a textured compound aimed at the military modeller who wants somewhere to display a tank. It arrives in a large pot, and, looking inside, the contents resemble chocolate cookie dough. In fact, the texture is a grittier version of this, but when spread thinly, it dries hard, retaining any texture the modeller has worked into it. I'll admit to being impressed and will be using it again.

Standard gauge modellers could use the same kit, but only for lightly loaded branch lines. Perhaps a Terrier trundling through the countryside on a short train would look right, but I don't think this would support a large tender engine, or at least look like it could.

Of course, you'll need some suitable cattle for the scene, but that's a whole new subject, and more complicated than you might think...

WHAT YOU NEED

L&B Resin Models
L&B Cattle Creep

Humbrol
Smart Mud, Enamel paints 70, 94, 121, 173

Peco
009 track, Cattle

Woodland Scenics
7mm long fibres, 4mm long fibres, Coarse turf Fine turf, Fine ballast

Other
Plywood, foamboard, expanded polystyrene, thick solvent-free glue, PVA, extra-hold hair lacquer, Hot wire cutter, coarse saw or bread knife, pin vice and 0.5mm drill bits, fine iron wire, wall filler, in powder and ready-mix forms, brown acrylic paint.



1 The three main parts are cast in resin. Handily, the master was made from Peco NB-40 sheet, so making matching walls will be easy if required. A separate small packet, not shown here, includes plastic angle and thread for the bridge handrails.



2 To build my embankment, I use some expanded polystyrene, with plywood offcuts for the deck the track runs on. My cutting isn't particularly precise, but sticking everything together with a bulky white, non-solvent glue allows me to use weights to squash things into position. Crude, but effective.



3 More polystyrene for the embankment. Neat cuts are achieved with a hot wire cutter, but a coarse saw or even a breadknife will achieve the same result, it will just be a lot messier. Keep a vacuum cleaner handy!



4 Use more of the bulky glue to assemble the various lumps of polystyrene into a shape for final carving. Cocktail sticks hold them in position while the glue dries, which are easy to insert, and remove.



5 Final shaping is carried out with a small surform. Yes, it's incredibly messy, but this method is very easy to do and can be quite fun if you don't mind getting your hands dirty.



6 As this is a standalone diorama, I want to tidy up the ends, so I cut out bits of foamboard to match the profiles. This isn't essential, but it does hide the lumps of polystyrene and make the whole model look better.

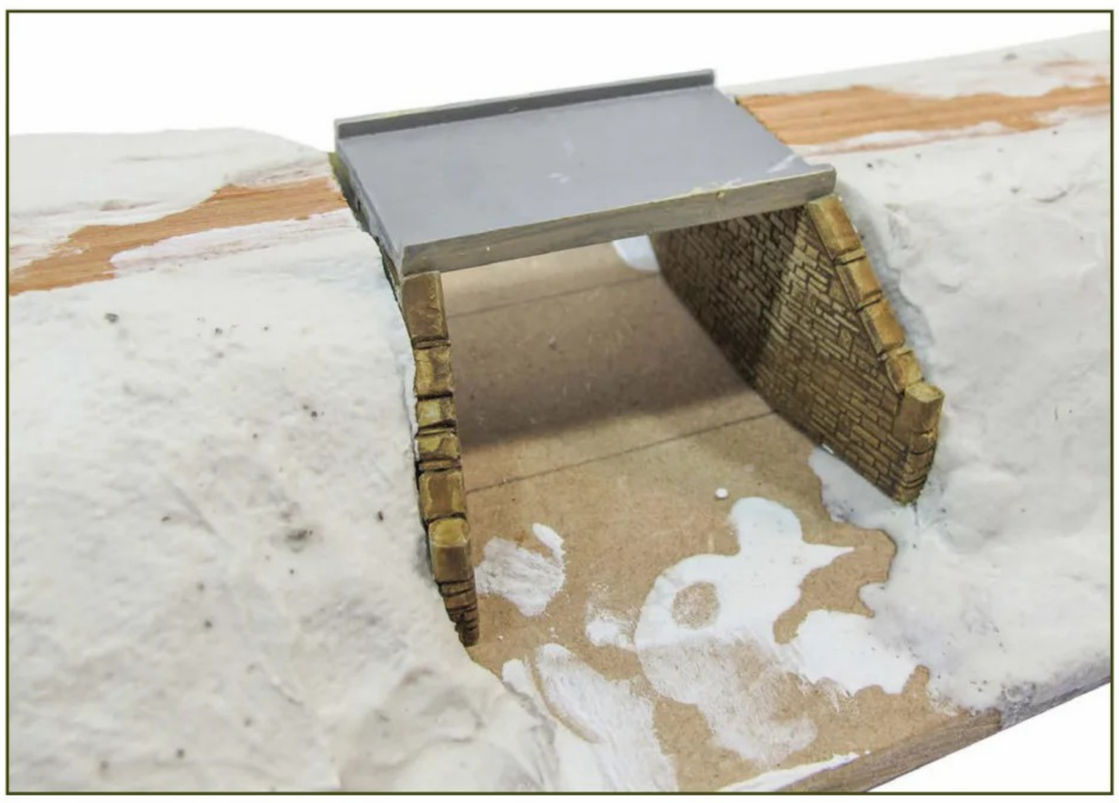
Getting Practical



7 I like a hard surface for the final scenery and normally use plaster-impregnated bandage, but didn't have any handy. Strips of kitchen towel well-soaked in some runny DIY wall filler will work just as well.



8 I keep the stone painting simple. Humbrol enamel 94, dry-brushed with 121. Once dry, a wash of thinned acrylic paint emphasises the mortar lines.



9 The walls of the creep are glued in place using the deck, left loose, to keep them aligned. Now is the time to use more filler to deal with any gaps behind the walls.



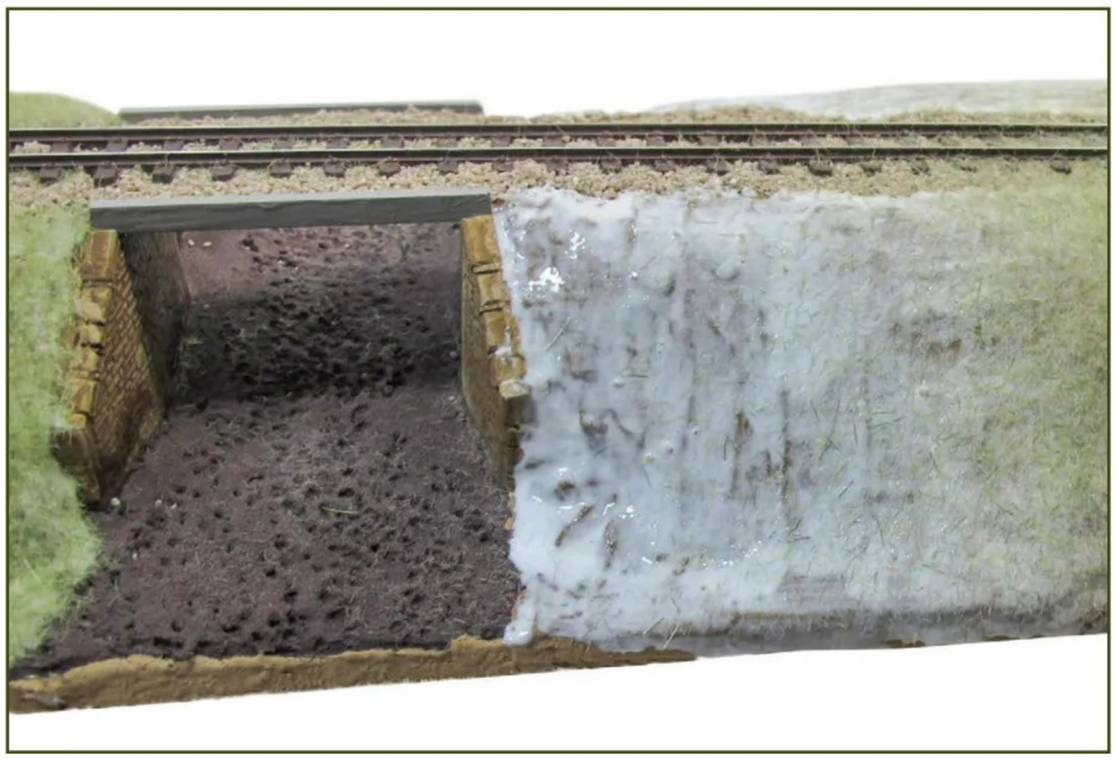
10 Humbrol "Smart Mud" is trowelled into place using a damp pallet knife. Unsure how well it will stick, PVA glue is spread over the MDF base before starting with the mud. My aim is a coating 2-3mm thick.



11 While still wet, I use a plastic cow to give the mud texture by dabbing its hooves everywhere. A few random scrapes are added with a screwdriver, but as a tractor won't fit under the deck, I resist the urge to push one up and down to leave tyre tracks.



12 A mud-coloured base over the white embankment sides is a good idea before adding grass. I'm brushing on a slurry of thinned wall filler and brown acrylic paint to smooth the landscape, and thicken the hard shell over the polystyrene.



13 A thin coat of PVA is allowed to go tacky, and then electrostatic grass is applied over the model. This is just a collection of leftover fibres from other jobs, and is there simply to provide a base texture, which I will liven up with more applications.



14 A blast of hairspray, followed by some 12mm Woodland Scenics fibres looks great, until I let the vacuum cleaner nozzle get too close to them when removing the excess, and make a hole in the grass. It's not a disaster though, there is a bodge to fix it...



15 More hairspray and generous sprinkles of coarse and fine scatter turn the grass into longer weeds and undergrowth. No sign of the hole, and more texture to the embankment surface.



16 The mud has hardened overnight and looks great, but a bit monotone. Some dry-bushing with earth-coloured enamel cures this, as well as emphasising the textures.



17 Plastic angle is included in the kit to make the handrails. Simply drill 0.5mm diameter holes in the sides (a guide is printed on the instructions) and pull the supplied thread through. I replaced the latter with fine iron wire, as it's easier to keep this straight.



18 Finally, some cows. These are Merit Models pre-painted products. Cows need to be treated like people, set them in poses where they would be static, and if your bovine is eating, stick its nose in some grass. Job complete!

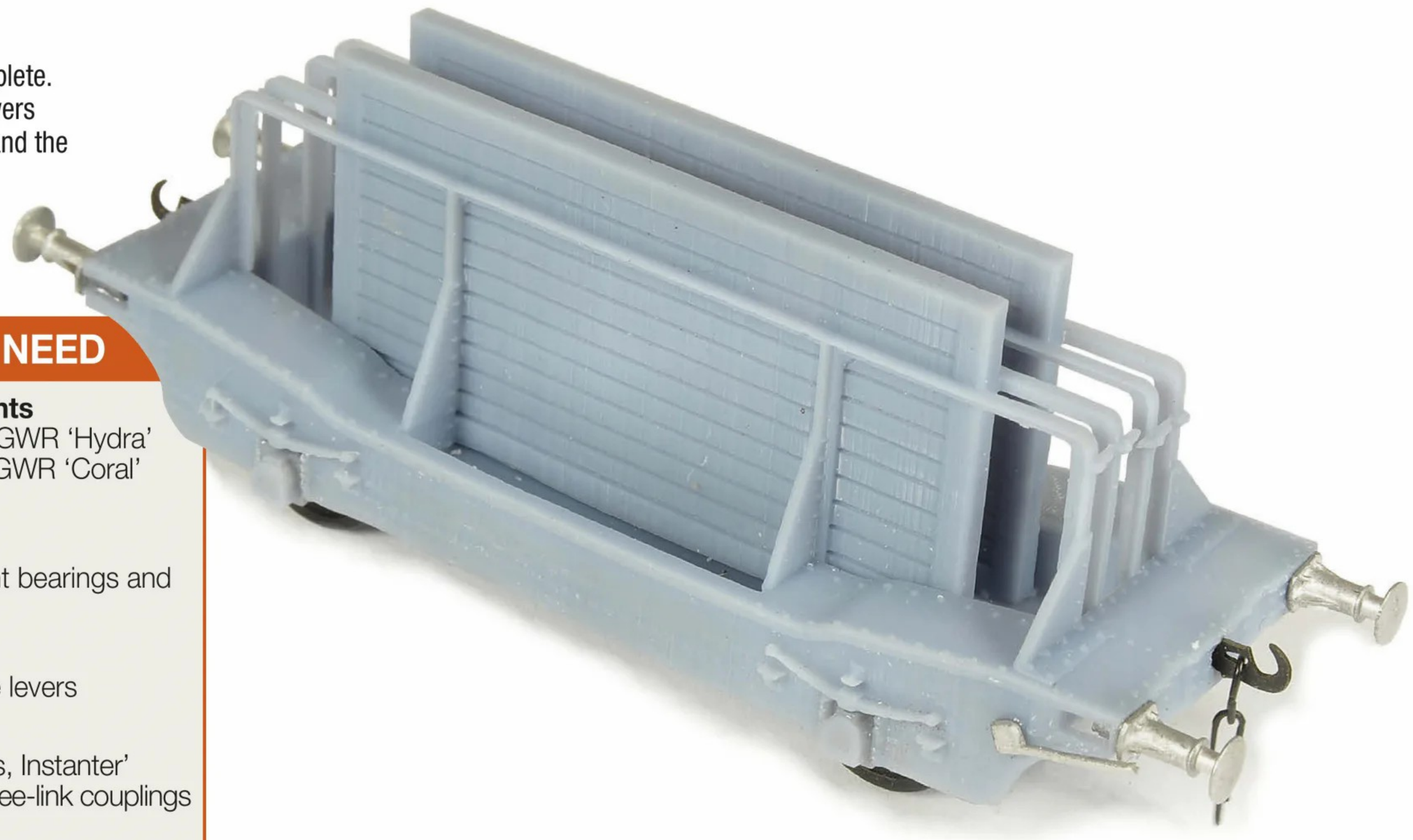
247 Developments wagon kit



Tony Wright

I'VE BEEN sent this pair of 3D-printed wagons by this enterprising firm for review. To call them 'kits' is something of a misnomer because the main bodies are just one piece each, the only separate parts being six axleboxes. The builder is left to source any other parts to complete, including buffers, bearings, wheels and couplings. A list of suppliers is provided in the kits.

The 'Hydras' (Dia.G19) were built in 1908, their purpose being to carry horse-drawn carriages and early motor cars. They were long-lived, lasting into BR days. The 'Corals' (Dia.D2) were also built in 1908, their purpose being the safe carriage of sheet glass. They were also long-lived; some later being used at Port Talbot for carrying sheet steel. In early BR days, there is evidence of their working in the St. Helens district and to Doncaster, where there were glassworks. The following photographs show how I got on.....



The 'Coral' now complete. Buffers and brake levers came from Kenline, and the three-link couplings from Smiths.

WHAT YOU NEED

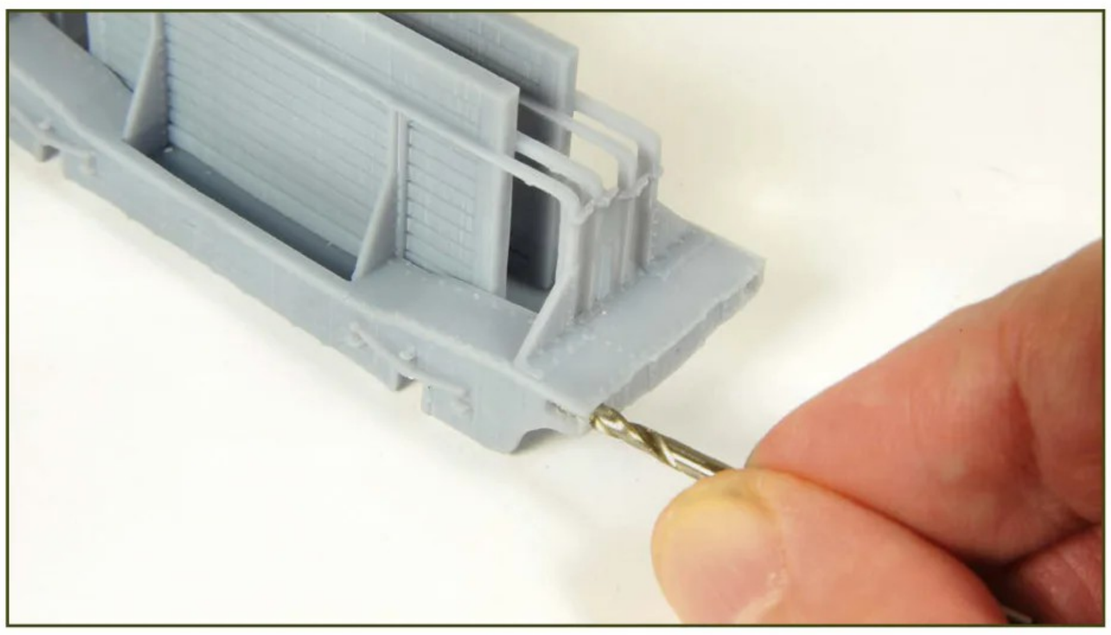
247 Developments
4mm 3D-printed GWR 'Hydra' Well Wagon and GWR 'Coral' Glass Wagon

Alan Gibson
'Top-hat' pin-point bearings and Spoked wheels

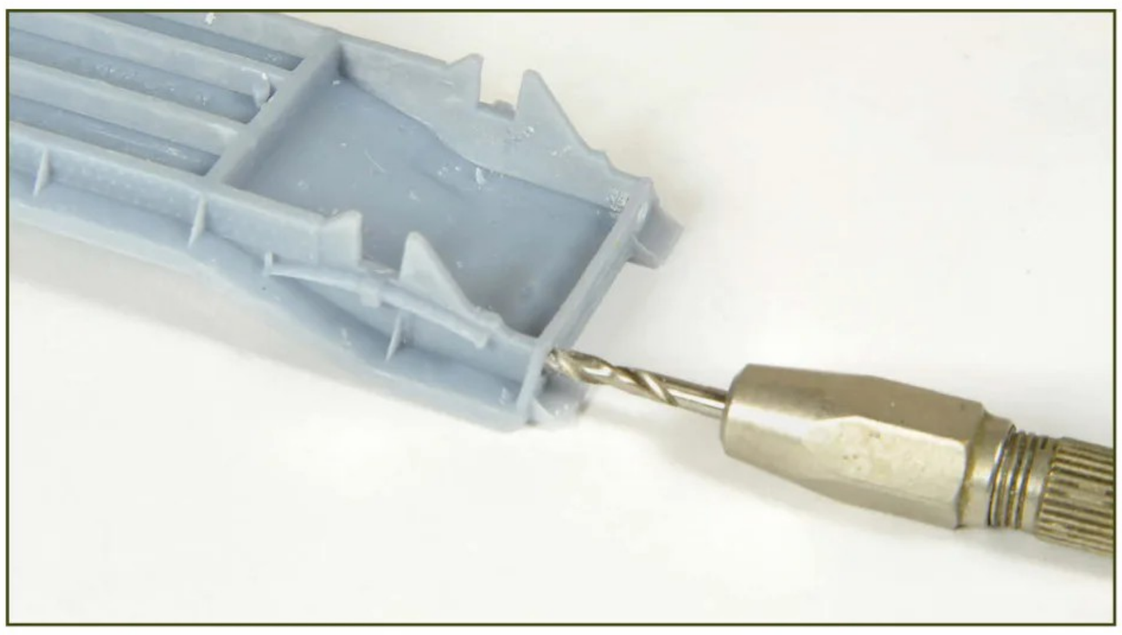
Kenline
Buffers and brake levers

Smiths
Pin-point bearings, Instanter' couplings and Three-link couplings

Other
Swiss file, superglue



1 Dimples were provided in the headstocks to locate any buffers, but they needed drilling through. On the 'Coral' this was done with the greatest care – no more than a bit twisted in the fingers. 3D-printed resin is very brittle and will shatter under too much load! How do I know this?



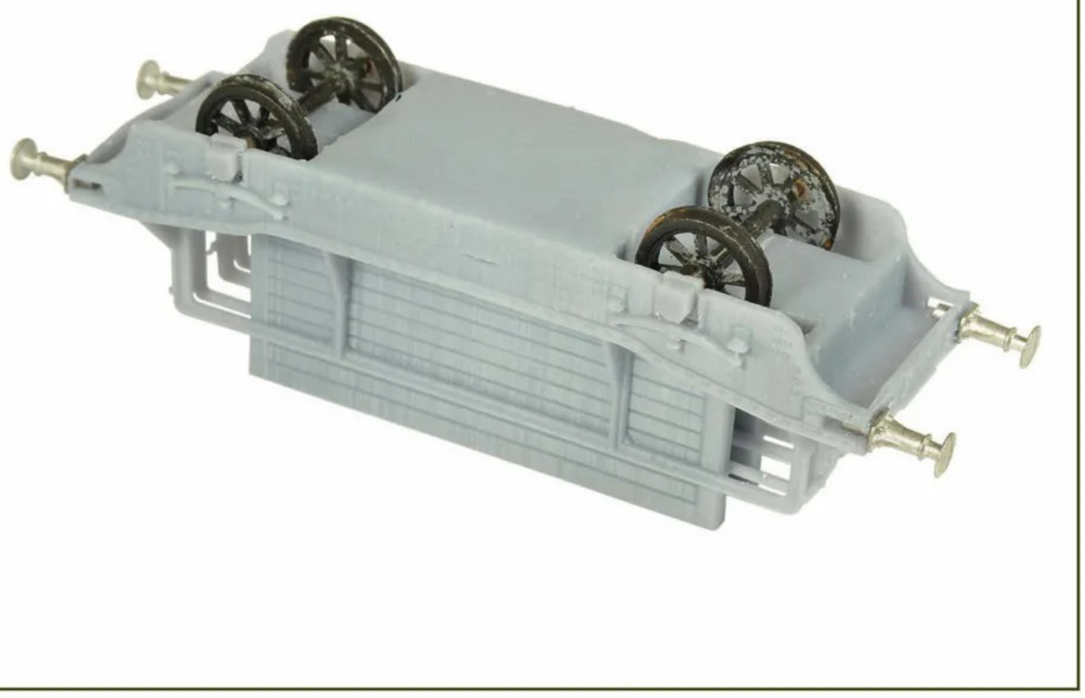
2 The 'Hydra' needed a bit more effort, but no more than a bit in a pin vice, again achieved with great care. The instructions (for what they were – very concise!) suggested the axleboxes might need opening out to take any bearings. Again, this was achieved with great care.



3 These are the axleboxes for the ‘Coral’ (different from the ‘Hydra’, and, thankfully, six were supplied). Yes, I succeeded in losing two as they pinged into oblivion onto my workshop floor! They just needed snipping off their ‘nibs’. I needed the horn-guides for the axleboxes opened up slightly for a snug fit, achieved by very careful filing with a Swiss file.



4 I mentioned the different axleboxes; this one was for the ‘Coral’ and needed pin-point bearings with no shoulders. I used those supplied by Alan Gibson, superglued into the holes. Those needed for the ‘Hydra’ were the ‘top-hat’ pin-point type, again supplied by Alan Gibson. Once again, the horn-guides for the axleboxes were opened up slightly for a snug fit.



5 I had some appropriate Alan Gibson spoked wheels from a previous project, so used these. Despite their fine flanges, they still fouled the underside of the ‘Coral’ when the axleboxes were pressed fully-home. I dropped the axleboxes slightly to give clearance, finally securing them with superglue. General RTR rolling stock wheels simply wouldn’t fit.



6 The inverted ‘Hydra’, again with wheels from Alan Gibson. I imagine these would have been originally spoked, but they’re almost invisible as the wagon runs. The prominent outer brake blocks came from Kenline. See what I mean about the wheels being almost invisible on the ‘Hydra’? Being fitted, this model had ‘Instanter’ couplings from Smiths.

CONCLUSION

No more than an evening’s work and one has two most-unusual wagons. I do have a very large spares box, from which the Kenline fittings came. I don’t know if these are still available, but the likes of Comet/Wizard carry large ranges. Wheels are readily available from Alan Gibson, and I believe Smiths couplings can still be obtained. It should not be too difficult to fit tension-lock couplings if desired.

At just £15.00 each, these 3D-printed models represent excellent value for money, and will be going off to Geoff Haynes for painting.



Part 1

Second-hand restorations



Tony Wright

AT A time of very tight economic restrictions for many, how is it possible to participate in this great hobby of ours without spending large amounts of cash? One frequently hears bleats about current RTR stuff being way beyond the pockets of many now (though I still think, for the quality currently available, it's still exceptional value for money), especially if one is a 'younger' modeller. I mention the current RTR quality, and such is that quality that almost nothing needs doing by way of 'improvement' to make, say, a locomotive more accurate; which means no need for 'personal' modelling. And, even if there were, it takes a brave soul to alter/detail/weather a model at current RTR prices in case it all goes wrong! By the way, collectors will never contemplate such things.

I've taken five subjects, all bought cheaply from Elaine of Elaine's Trains and all in need of some TLC. The five items, all in OO, were bought for no more than £37.50. Obviously, more needed spending to bring them up to scratch so to speak, but the end total was around £70.00 – for a Lima 45XX, a Hornby 57XX, a Hornby brake van, a Hornby PO wagon and a Hornby Pullman Car. £70.00 today is what's being asked for a new RTR carriage, with £40.00 being asked for some wagons. Not only are my finished models cheap, they've also required some personal modelling; modelling anyone in this hobby should easily be able to do.

Here are the first three projects, with more to follow next month.



Hornby 57XX

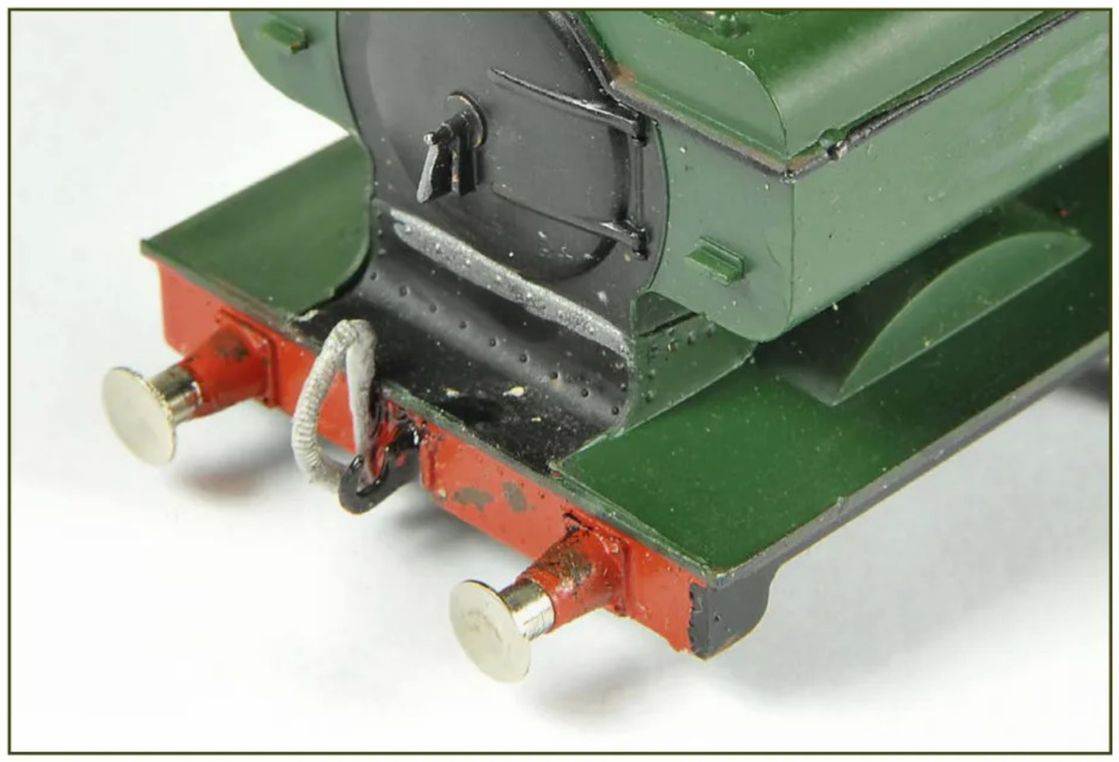
Paid: £15



1 There was evidence that this model had already been repainted, its previous incarnation having just 'GWR' on the saddle tanks. A fibreglass propelling pencil quickly shifted the 'Great Western' letters.



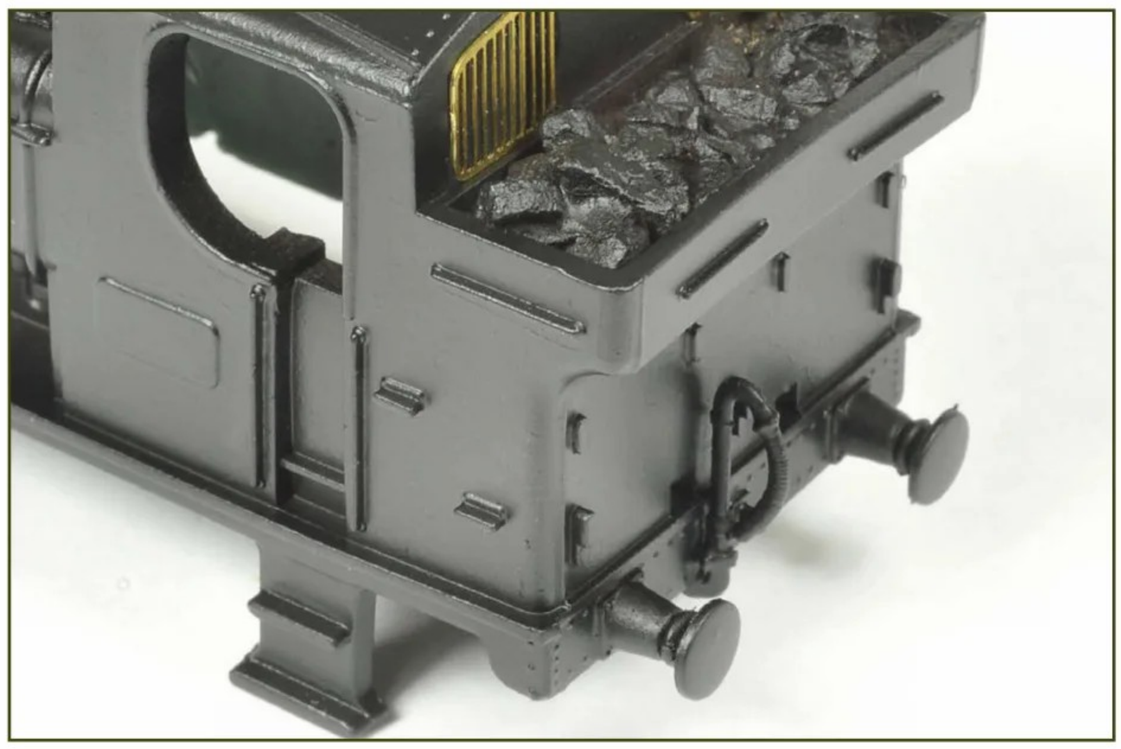
2 With the replacement 'Great Western' removed, evidence of the Hornby-applied 'GWR' is clear here. After removing the body from the chassis, I rubbed this down even further.



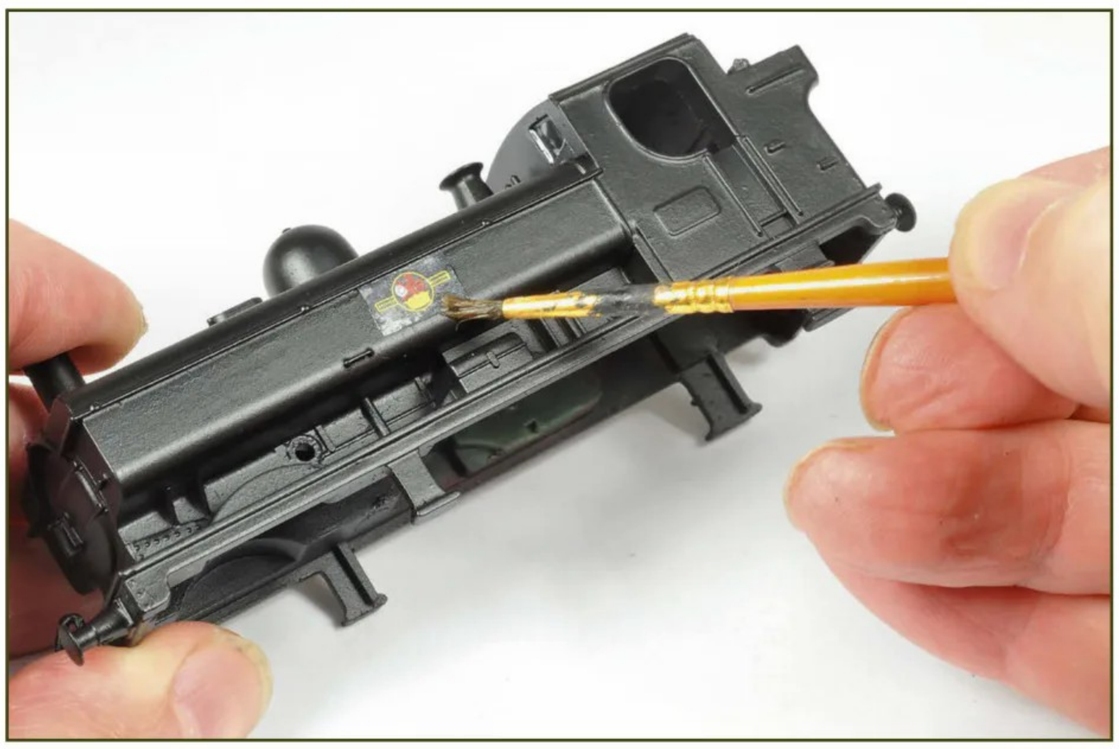
3 I don't know whether Hornby buffer heads are available as spares, but I just used a pair from my stock. I know beginners won't have large spares/stock boxes, but as one's modelling experience expands (as it will), so does what one accumulates. A front coupling hook and vacuum standpipe also came from my stock.



4 I couldn't have achieved anything in this hobby without the unending support of my wife Mo. Here, she's demonstrating how my models are painted – a Halfords rattle can car acrylics, a sturdy glove, a mask (even outside) and a spring gadget for holding the thing being painted.



5 A couple of points of detail; the rear spectacle guards (fitted after painting for clarity and brush-painted) came from a fret produced by the late Iain Rice for Mainly Trains, which I think are now available from Wizard/MSE/Comet. The second – real crushed coal in the bunker.



6 Changing the loco to BR guise, I used the HMRS 'Pressfix' transfers for the purpose. Distilled/filtered water is best for this, especially (as here in limestone Lincolnshire) if the water is hard at source. Used straight from the tap, it leaves a white residue.



7 Even though the transfers are quite 'sticky', it's best to use a fixing agent for full security, wiping off when dry with plain water and then blotted with a linen handkerchief.



8 The finished loco, with plates by Fox Transfers. I left the front tension-lock coupling off, but that could be easily reinstated. Weathering would enhance this model even more. From a starting point of £15.00 and a little bit of work, not bad?

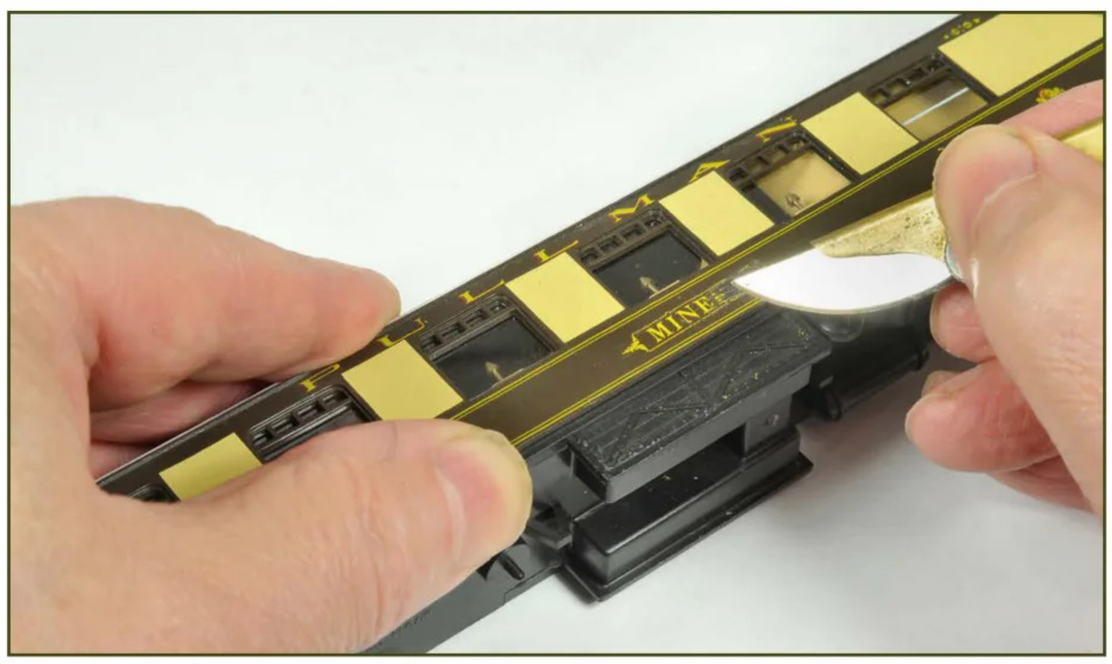
Hornby Pullman

Paid: £2

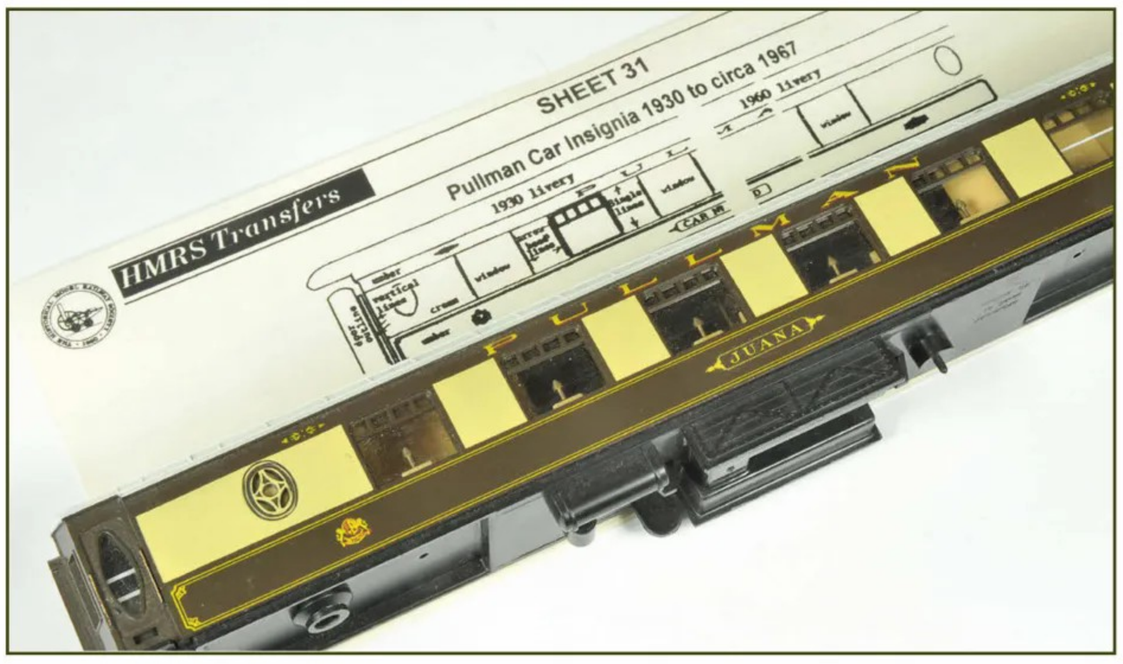


The finished model after some TLC. I weathered the bogies/underframe to make it look more realistic. Certainly worth more now than the £2 I paid.

I don't know what a current Hornby Pullman car costs (if you can get them), but it's a lot more than this!



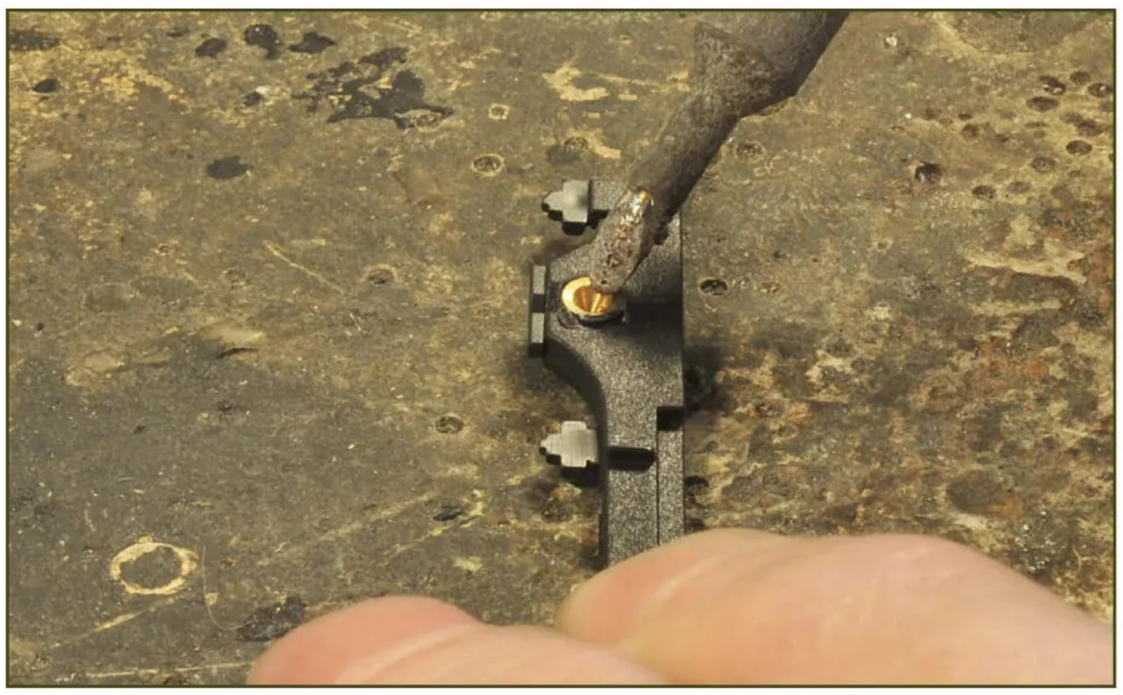
1 *Minerva* is not an appropriate name for this style of car, so I removed it with a Swann-Morton craft knife with a new curved blade. The name had not been applied centrally to the lower body, so a slight offset mark was left. This was buffed-out using a soft handkerchief, though not completely.



2 *Juana* was in the Eastern Region pool of Pullman cars in the mid-'50s, so this name was chosen as a replacement. The transfer came from the HMRS 'Pressfix' range, applied with distilled/filtered water. Used straight from the tap, it can leave a white residue.



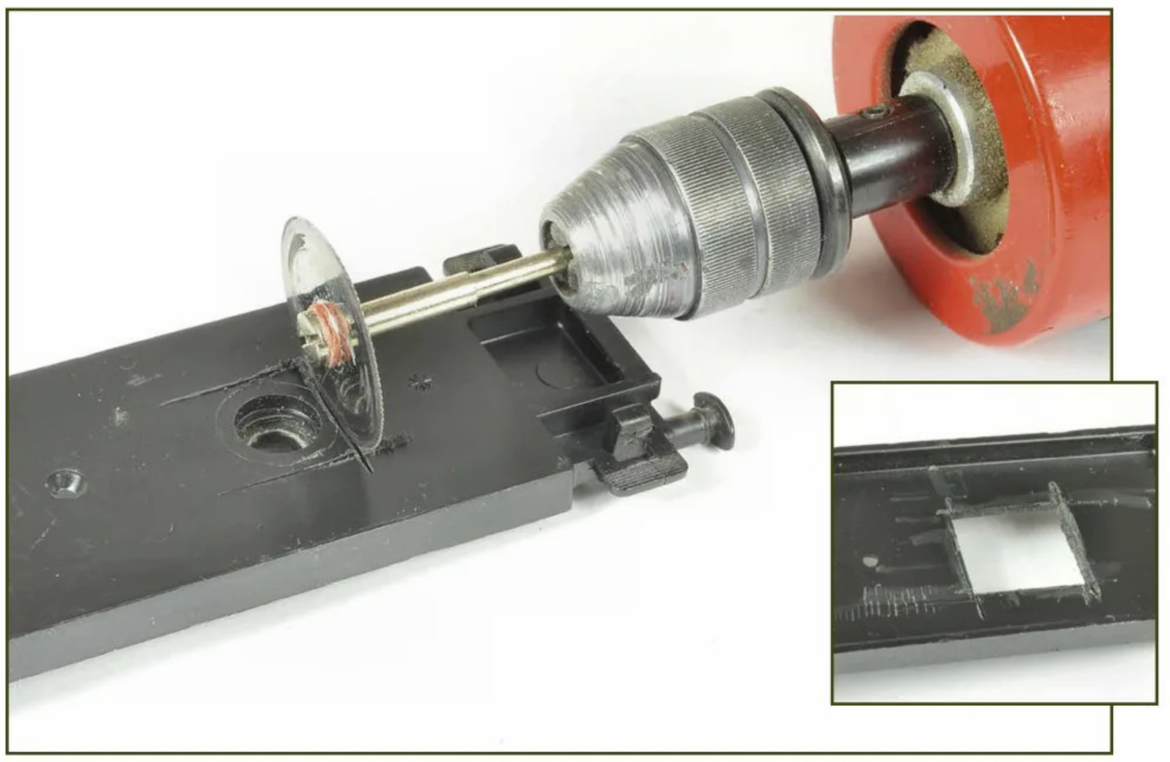
3 Obviously, bogies were required and these came from Keen Systems (again, an absolutely first-class mail-order service). At the price of just £3.50 a pair, these are outstanding value for money.



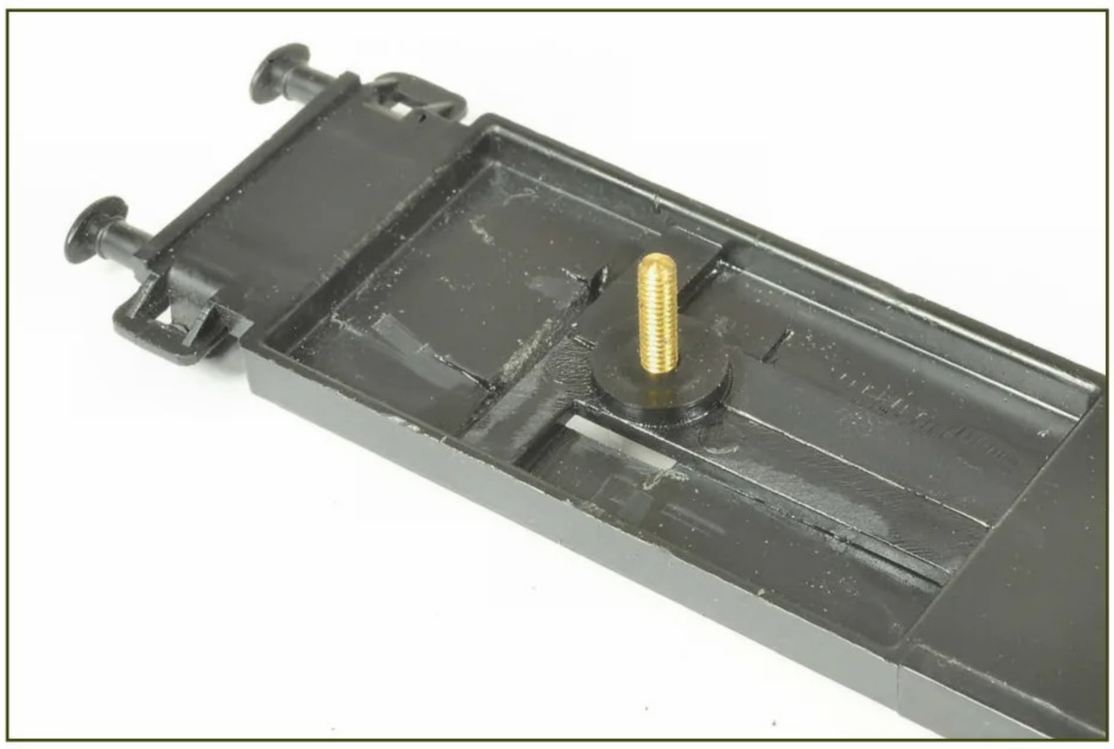
4 It's recommended that holes are drilled in the sideframes to take pin-point bearings, but I install such things by pushing them in with a 'dry' soldering iron. It's quick, but not for the inexperienced.



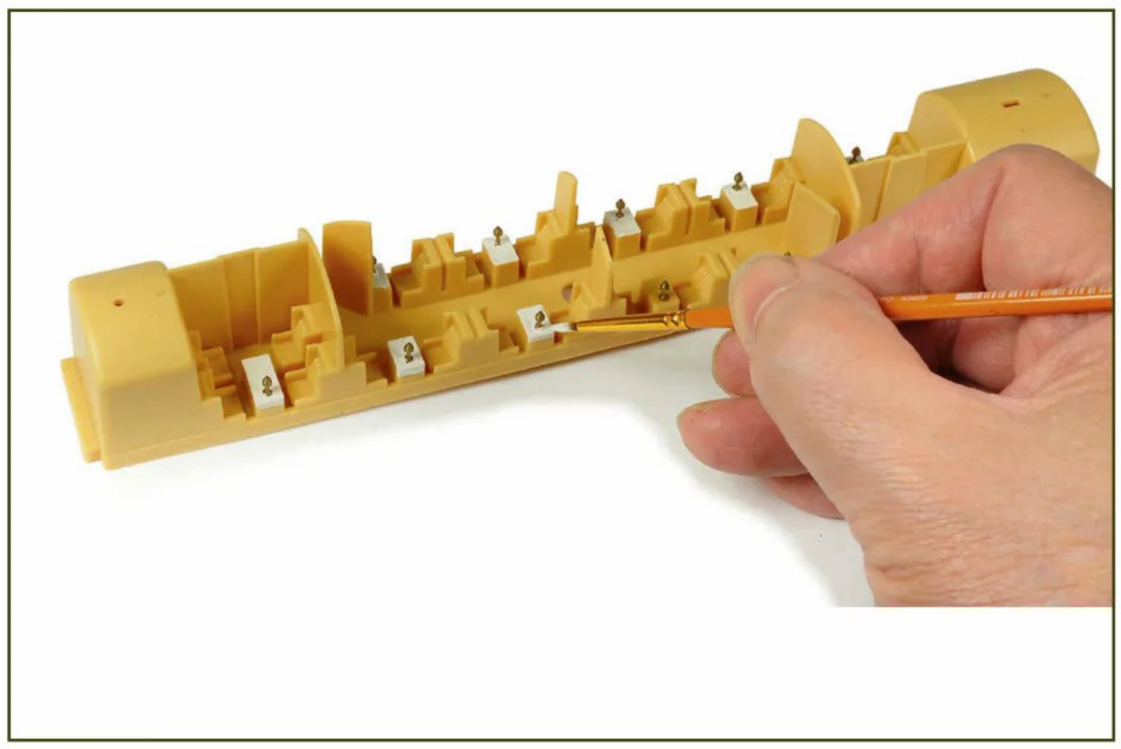
5 One of the Keen bogies, assembled and ready to roll. As mentioned, these represent outstanding value for money, are easy to make and ride really smoothly. The wheels are 14mm Jackson/Romford discs I had in stock, but alternatives are readily available.



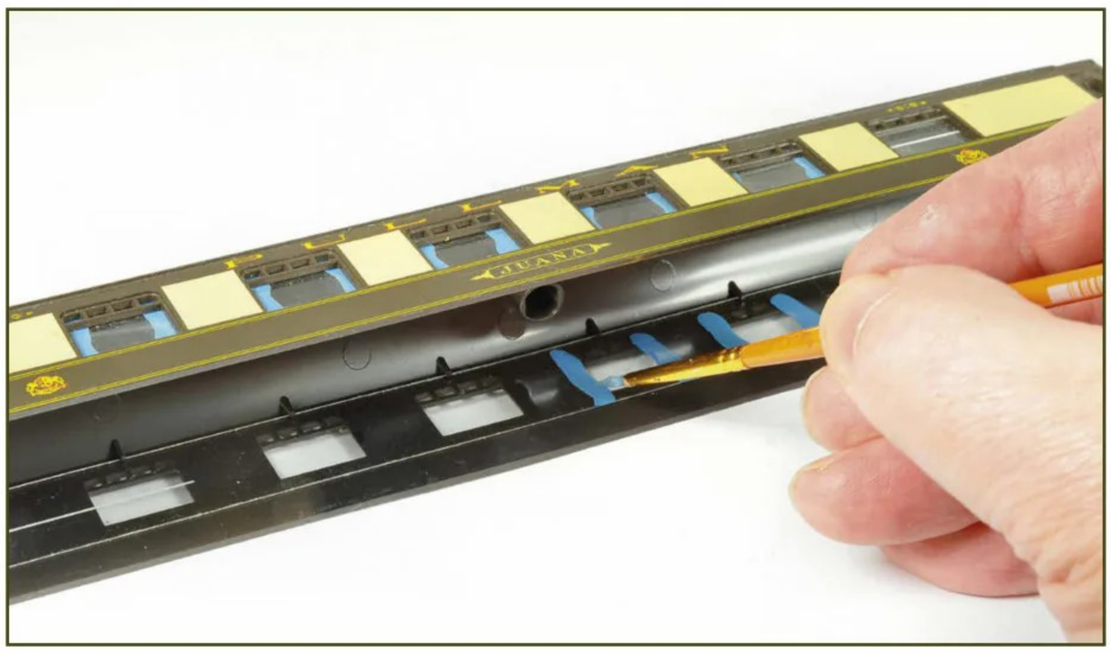
6 The floor pan of the Hornby car needed modifying to take the new bogies. The original Hornby bogies would have had an 8' 6" wheelbase (18 inches too short), though strangely the 'well' in the floorpan is the correct 10'. A circular saw in a mini drill soon did the trick to produce this rectangular aperture.



7 The parts for the new bogie pivot fitted perfectly. The design relies on a peg to hold the bogie in place, but I dislike this idea, so substituted a 6BA bolt instead, superglued into the pivot.

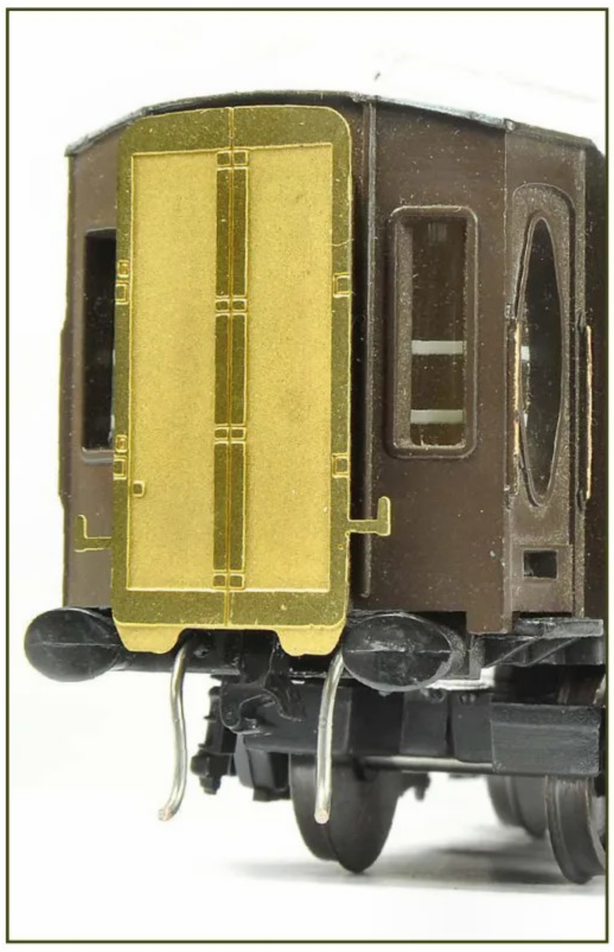


8 Originally, the Hornby Pullman interiors were all-white, but now they're supplied in this honey colour. Tablecloths should be white, so licks of matt white paint soon represented these.



9 Post-War Pullman cars had curtains behind the windows; pre-War they had blinds, but neither was represented on this early Hornby model (later ones do have curtains). The simplest expedient to represent curtains were licks of blue paint for the First Class (Third/Second Class had beige curtains).

10 I made this car to be representative of one standing in a siding, meaning I detailed both ends. The gangway end boards came from my stock of MJT components, the dropped-down buckeye from Bachmann and the steam-heating/vacuum brake conduits from 30 Amp fusewire. Provision is made on the bogies to carry tension-lock couplings if required.



Getting Practical

These models will be on display at Tony Wright's stand at the Festival of British Railway Modelling in February, and they'll eventually be offered as prizes.



Brake Van

Paid: 50p



1 One of the first jobs was to fit replacement wheels (those to the left), the originals (to the right) being the most gross I've ever seen. I've also started cutting away the mounting for the equally-gross tension-lock coupling at one end. After I'd cut away the area below the headstock at the one end, I drilled a hole to take the new coupling using a bit in a pin vice.



2 This is no more than a plastic 'dummy' coupling from an old Airfix wagon kit. The vacuum standpipe came from the same source, both being fixed in place with superglue. Who in the world would glue a house chimney to the roof of a brake van? That daft chimney has been removed – one squeeze of the Xurons!



3 Ready for final painting. I installed the horizontal handrails at the ends, making them from .45mm brass wire, fitted into pre-drilled holes and secured with superglue. Replacement roof ventilators came from my stock of Comet parts. I left the tension-lock coupling at one end.



4 In service on 'Little Bytham', complete with a guard. Though this early Hornby model has 'dimensional' issues, on a layout at 'normal' viewing distances, I think it's just about tolerable, especially considering its origins. The end lamp came from Springside.

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LAYOUT | OO | BISHOPSTON

Western class D1036 *Western Emperor* arrives with the through coaches from Paddington while passing a pannier tank idling in a siding between shunting duties.

FACTFILE

NAME: Bishopston
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 14ft x 4ft
ERA/REGION: 1960s Western Region
LAYOUT TYPE: Fiddleyard to terminus

TRAINSPOTTING IN THE SOUTH

The seeds were sown for this new exhibition layout while sitting on the platform watching trains go by.

Words: Nick Palette **Photography:** Andy York

Let's go back a number of years to almost when the world was still in black and white, many people didn't have a telephone in their homes, and some maybe not even a television. A time in the early 1960s when the railway was still responsible for conveying thousands of people to the coast for their annual holiday. It's also a time when the railway was rapidly changing – steam locos were disappearing and diesels were taking over. We're sitting on the platform seat at Bishopston, down in the south-west of England, doing a bit of train watching.

Bishopston is a small terminus station on the end of a secondary line, similar in a lot of respects to Kingswear, Newquay, or Neyland – actually anywhere on the Western Region of BR where one could expect to see main line trains in a less-than-main line setting.

The layout is, as is my usual method, built almost entirely of readily-available components, the only scratch-built items being much of the scenery.

Early days

It started life in a completely different guise, namely a couple of modular 4ft x 18-inch boards for North American-themed Freemo. Having become redundant from that purpose, the board frames were recycled with new surfaces and given a new lease of life.





ABOVE: Warship D835 *Pegasus* arriving at Bishopston with the inter-regional train from the Eastern Region. The headcode 1V39 was, I believe, used on the Devonian at one time.

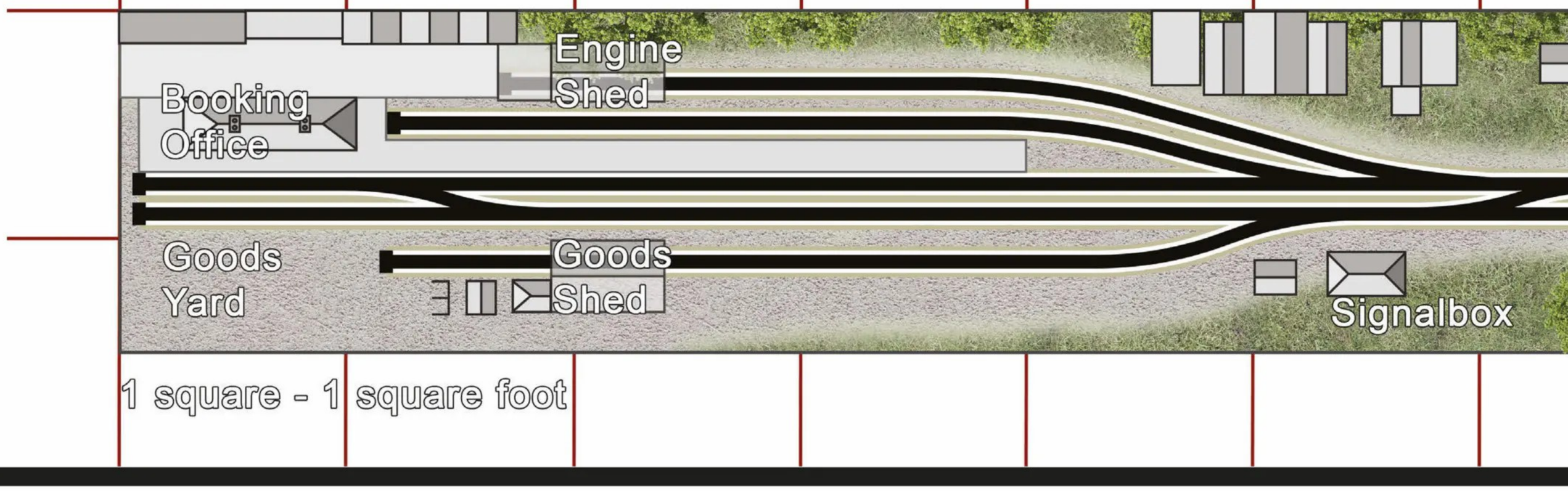
LEFT TOP: The local coal merchant's lorry being loaded in the goods yard. This was a time when coal was still the main source of energy for most homes.

LEFT BOTTOM: A couple of cows waiting in the cattle dock to be loaded on the next freight train later in the day.

BRCW 'Crompton' diesel running round after arriving at Bishopston. This train is the daily train from Salisbury, hence the SR loco and stock.

NBL Hydraulic (Baby Warship) D6326 leaving Bishopston after shunting the daily freight.

TRACKPLAN



Initially, the layout was to be set in the 1930s with a GWR theme, and so I started accumulating various items of stock for that purpose. However, I found the running qualities of the locos I had bought, mostly second-hand, left a bit to be desired, so I thought, if I were to present a layout that ran well, I would have to bring the date forward by 30 years and use diesels, which I knew would run reliably. So, farewell to the pannier tanks, etc., and hello to Warships, Westerns et al.

Construction

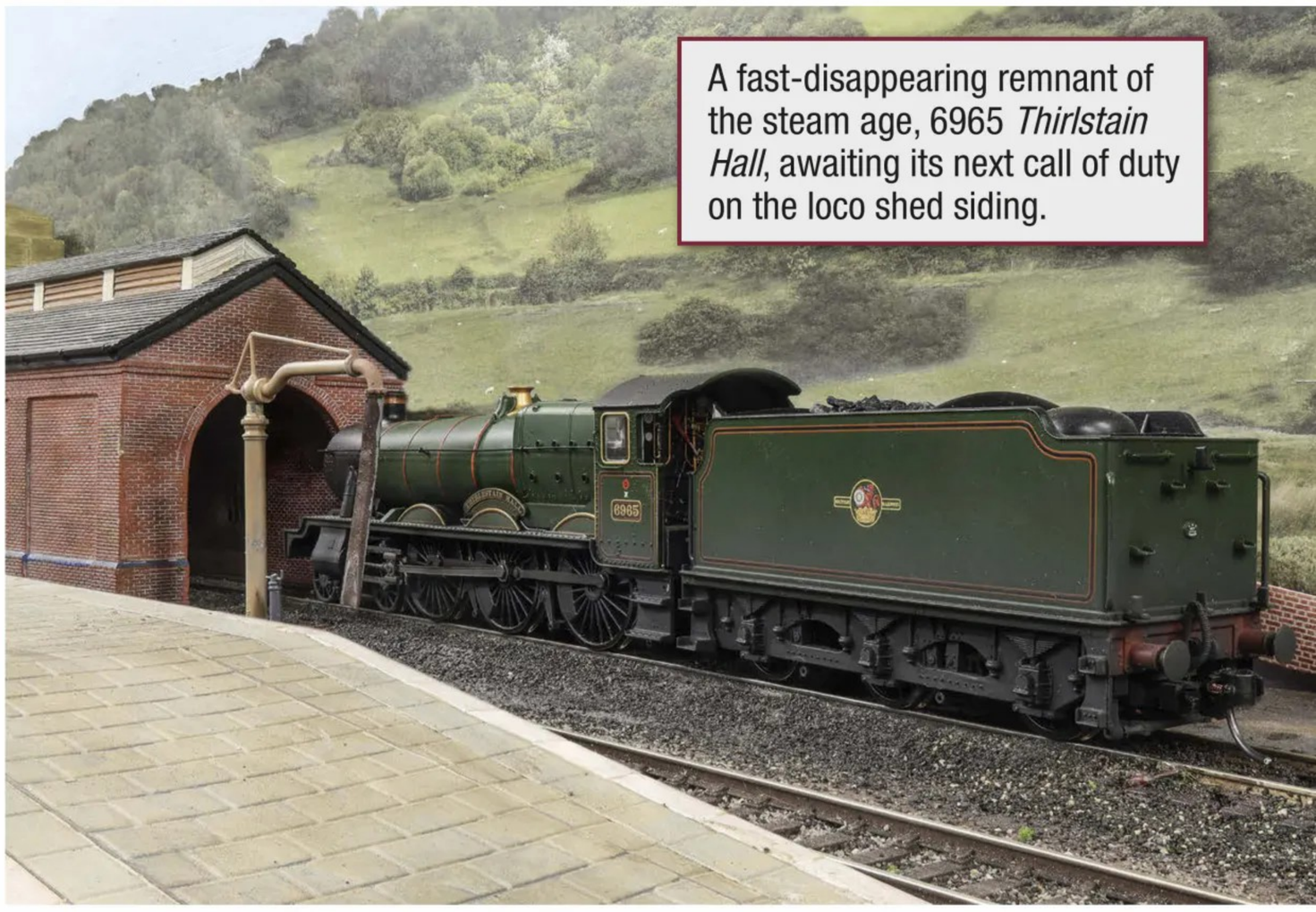
The layout comprises two main scenic boards, each, as mentioned, 4ft long by 18in wide, plus a five-track traverser/fiddle yard which is 5ft long. When at home, it usually sits on a shelf in the garage; when at shows, it is supported by four metal trestles.

Track is Peco code 100, ballasted with a mix of Woodland Scenics fine ballast – brown, grey, buff and cinders. I like to use a finer ballast as, to me anyway, it looks more realistic. The track is laid on cork tiles stuck to the baseboard. The cork is shaped and shouldered at the "country" end of the layout but is laid across the whole board at the buffer stop end. If you look at the prototype, there isn't much, if any, definition between the tracks/ballast in station and yard areas.

The points are electrofrog powered by Peco solenoid motors, in turn driven by Digitrax stationary decoders. Frog polarity is changed by Gaugemaster DCC80 autofrogs.

Scenery is a mixture of materials and techniques. On all my layouts, I start with a base of finely-sifted earth from the garden laid on PVA glue brushed onto the area to be covered. This is then embellished with layers of scenic materials such as ground foam and that most wonderful of all scenic materials – static grass.

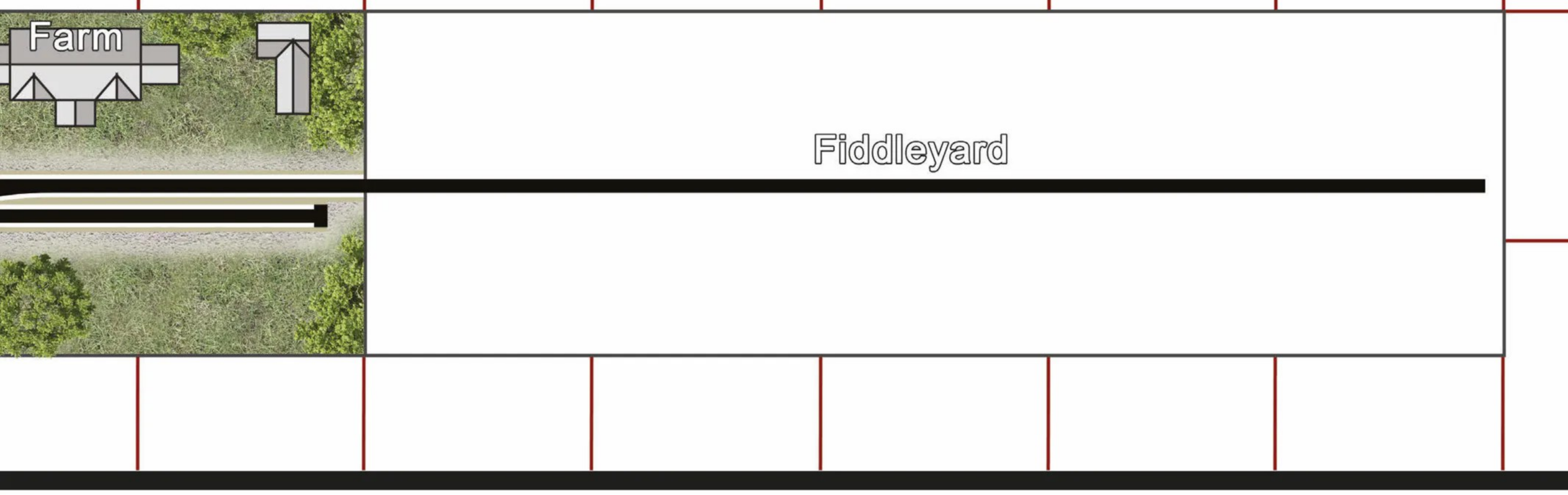
Much use is also made of Woodland Scenics Poly Fiber. This is a great material for making brambles on embankments, as well as small bushes and trees in conjunction with twisted wire armatures. The Poly Fiber is given a quick spray of brown, or other dark paint, then a spray of hairspray and finally a sprinkling of Woodland Scenics fine or coarse turf, or leaf material.



A fast-disappearing remnant of the steam age, 6965 *Thirlstain Hall*, awaiting its next call of duty on the loco shed siding.



BRCW 'Crompton' D6507 arriving at Bishopston with the daily passenger train from Salisbury. It is passing the farm cottages on the approach to the station.









Larger trees are made from either natural wood from pruned branches or wire armatures. Foliage is a mixture of rubberised horsehair and Poly Fiber with Woodland Scenics coarse turf in varying shades of green.

Buildings are mainly from the Skaledale and Scenecraft ranges with a few kits thrown in. The main station building is from what was the Oxford range (now Hornby?), which, whilst an ideal building for this kind of setting, surprisingly had no chimneys. So, here I did have to resort to a bit of scratch-building!

Kadee couplings are used on stock wherever there is a need to uncouple. Uncoupling is carried out mainly by strong magnets placed under each rail where appropriate. Why is it I always find another spot that needs magnets once all the track is laid and ballasted? If there is a need to uncouple at a location without a magnet, the Kadee hand uncoupling tool is used.

Where there is no need for uncoupling, for example, in a fixed rake of coaches, either Fleischmann or Roco (Hornby) close couplings are used. This has the advantage of greater realism with the closer coupling effect and the knowledge that the vehicles won't inadvertently uncouple over a magnet.

On show

With a five-track fiddle yard, the sequence at an exhibition is three passenger trains, one parcels and one freight. The passenger trains are representative of the location and period with WR hydraulic diesels and BR Mk.1 coaches with occasional pre-nationalisation types. While I try to be as authentic as possible in my choice of locomotives and rolling stock, there is a train comprising Gresley stock purporting to be an inter-regional train in the style of 'The Devonian'. The passenger trains arrive, run round and depart, but not

LEFT: Baby Warship D6326 arriving at Bishopston with the daily freight.

MIDDLE LEFT: A view of the station entrance as seen by passengers. The scene was given added depth by a photo taken locally, printed at home and used as part of the backscene.

BOTTOM LEFT: The station building from the platform side. No trains are in the station and none due for a while, hence the absence of staff and passengers.

necessarily that quickly. The schedule does call for movement from the main platform to the bay and the detachment of vehicles, especially with the parcels train. The freight train is usually made up of around nine wagons and a brake van. It arrives at the main platform when there is a lull in the passenger service and the wagons are shunted to the various spots in the goods yards and the return train made up. I remember back to my days working for BR attending a course entitled *Safe Working of Trains*, here I learnt that, where possible, a freight train should be marshalled with the fitted wagons next to the locomotive for the longest continuous brake. It is a practice that I adopt on my layouts as it increases the operating potential. I have also been told that cattle wagons should also always be marshalled next to the locomotive, so, potentially, more operational moves.

So that's 'Bishopston'. It has been to a couple of exhibitions, with more scheduled in 2024. Being based in South Staffordshire, I tend to concentrate on shows within a 50/60 mile radius (with a few exceptions), so hopefully I'll see you at a show in the not-too-distant future.

Now, back to the peace and quiet of the platform in anticipation of the next arrival – a Western? Or maybe a Hymek? ■

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Warship D835 *Pegasus* leaving with the return service to the North of England. The locomotive will no doubt travel as far as Bristol, there to be replaced by a Peak, or even possibly a Jubilee.

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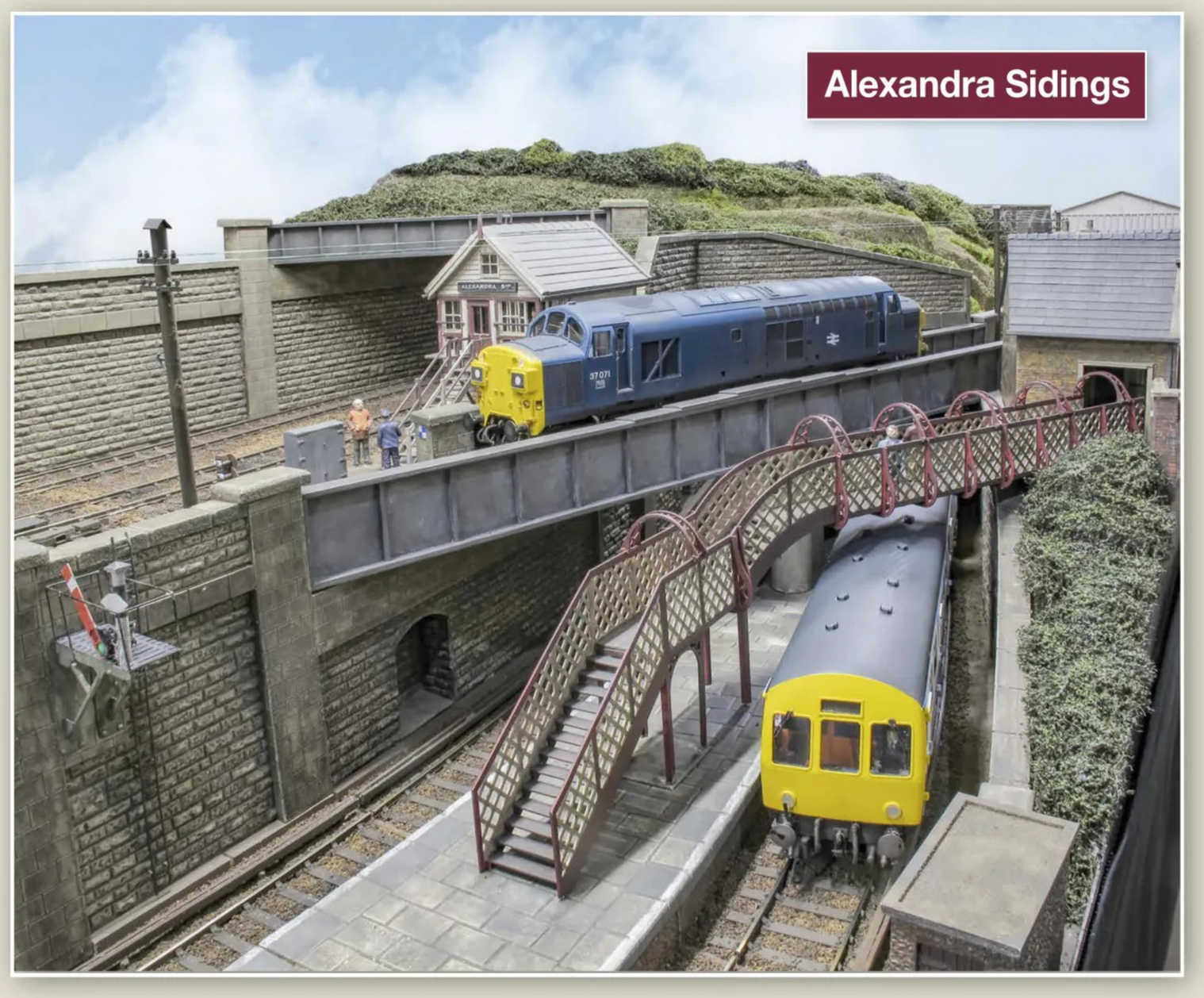
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Fantastic 'Hills of the North' will be exhibiting at the 2024 Festival of British Railway Modelling.

Euxton Junction

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Layouts confirmed so far...

Bishopston – OO
Copper Wort – OO
Euxton Junction – OO
Fair T'Middlin - OO
Goodley Lane TMD - OO
Hills of the North – OO
BRAND NEW Somewhere – OO/OO9
Spilsby – OO
Tytton Hall Yard- OO
Alexandra Sidings – O
Badgers Bottom - O
Calstock Halton Quay – O
Newchapel Junction – O
Oakley Lane - O
BRAND NEW Oakhurst Town - S7
Abbotsford – N
Coal Hill West- N
Hartshill Bank - N
Monkchester – N
Scarlington – N
Tuemyll Junction – N
Rolvenden – P4
Splott – P4
Ashgate – OO9
BRAND NEW Port William – OO9
Raven's Ravine – OO9
Navigation Road – EM
Steeple Bumpleigh – EM
Exebridge – 3mm
BRAND NEW Market Deeping & BRM project layout – TT:120

This list is subject to change.

Book your ticket today at www.world-of-railways.co.uk/shows



Bishopston

LAYOUT | 09 | BUNKERS LANE

Locomotive number 9, a Sentinel geared steam locomotive, drifts past the block post into the loop at Himley Green. Sentinel steamers have a vertical boiler in the cab, and a vertical two-cylinder steam engine in the boxes at the front.
The cylindrical bit in the middle is the water tank.

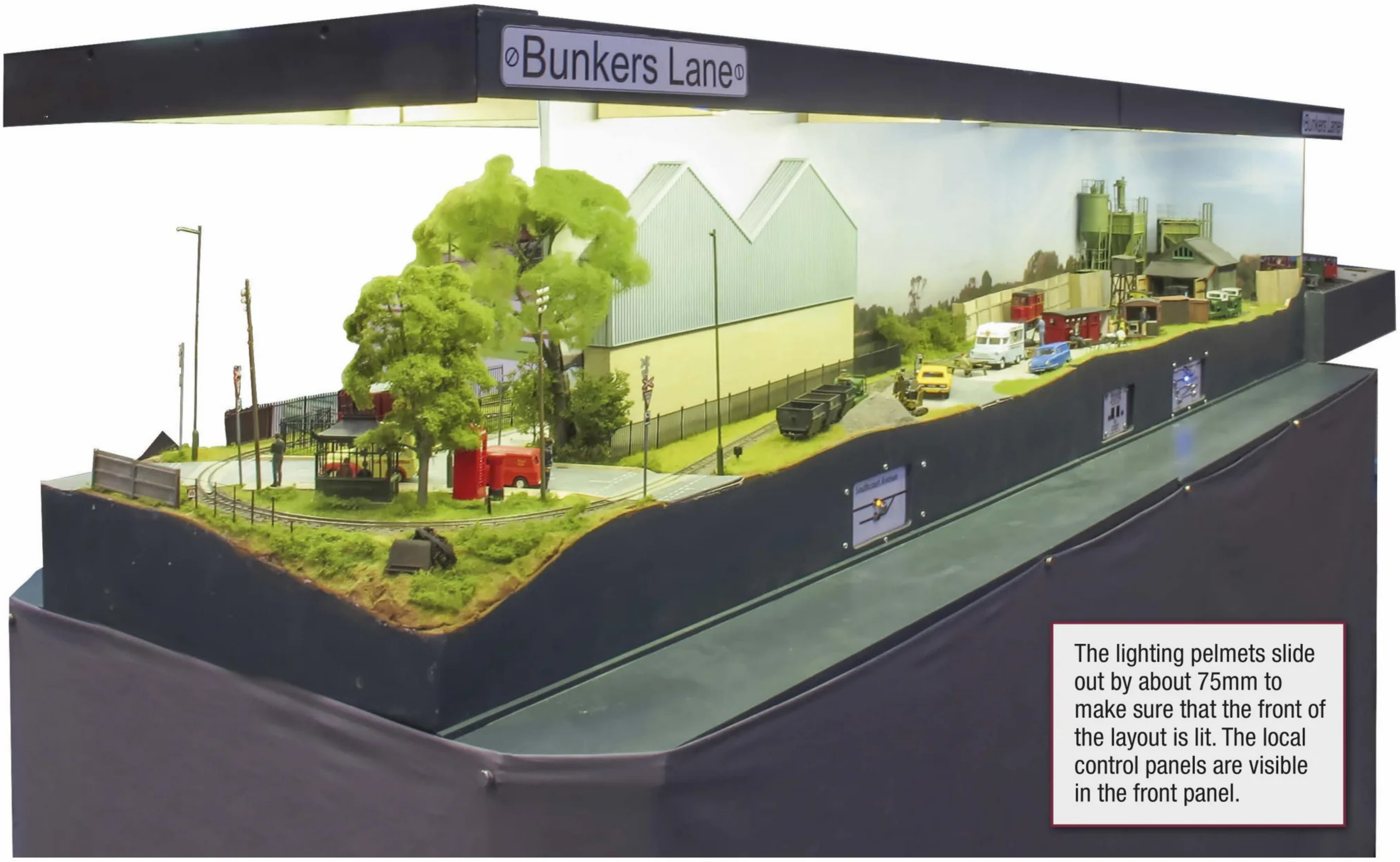
SHIFTING SAND

Inspired by his beloved Leighton Buzzard Narrow Gauge Railway, Bill Flude takes on a new layout challenge, which delivers plenty of entertainment for exhibition-goers.

Words: Bill Flude **Photography:** Phil Parker

FACTFILE

NAME: Bunkers Lane
SCALE/GAUGE: 09 7mm/ft 9mm gauge
SIZE: 9ft x 22in
ERA/REGION: 1985 Bedfordshire
LAYOUT TYPE: Continuous run



The lighting pelmets slide out by about 75mm to make sure that the front of the layout is lit. The local control panels are visible in the front panel.

I started to think about ideas for a new layout during the first COVID lockdown. I wanted to continue the Leighton Buzzard Narrow Gauge Railway-inspired theme in 1985, first explored in my 'Derwent Road' layout, featured in September 2019 BRM. I had visited the line several times and had identified key scenes; the passing loop at Leedon, the roadside section out in the country on the way to Stonehenge Station, the road crossings and the engine sheds at Pages Park.

A key design criteria is that the layout must fit into my car, a Ford B-Max. This sets the maximum length of baseboards. How could I fit these scenes and a fiddle yard into two 105cm baseboards?

My thoughts went back to 'Buttermere Mining' (BRM May 2017), my first exhibition layout with a central backscene to fit two narrow scenes in back-to-back.

I used layout planning software, AnyRail, to turn my ideas into a trackplan. I was having difficulty fitting all of the elements onto two baseboards, so I tried adding a third shorter board to house the fiddle yard and that solved the problem.

'Derwent Road' was inspired by the Leighton Buzzard Narrow Gauge Railway. The area around Leighton Buzzard and Linslade is rich in sand deposits. My idea was that another railway was built to the west of the West Coast Main Line to transport sand to a standard gauge interchange south of the main line station. A route was identified for the new layout using maps, and this gave names to the elements in my plan.

What is 09?

09 models use a scale of 7mm/ft running on 9mm gauge track. This can be used for gauges of 15" or 18". Some modellers use 09 to model 15" gauge miniature railways like the Ravenglass and Eskdale, or Romney, Hythe and Dymchurch lines, others like to model 18in narrow gauge prototypes like the Sand Hutton Light Railway. I favoured the 18in small narrow gauge railways as opposed to the miniature lines for my models.

I enjoy building models and I am happy to use kits as a starting point. I can also scratch-build items but have problems successfully building locomotive chassis. I have tried quite a few times, but although I can get them to sort of run, they don't seem to want to run smoothly or reliably. I discovered the 09 resin kits from Black Dog Mining. They were designed to sit on smooth-running N gauge chassis, so kits were purchased and locomotives and wagons were built. At that point, the project stalled for a while. My thoughts turned to building a small layout that might get invited to exhibitions. It occurred to me that it might be possible to use DCC with this stock. A small decoder was fitted into one of the locomotives and it ran very well.

While searching online, I found the 'Narrow Gauge Railway Modelling - Online' forum and on that forum, there were other 09 modellers. Information about projects was posted on the forum and other members were very supportive.

TOP RIGHT: Loco 70 is making good progress from Bunkers Lane, sounding its horn it crosses Southcourt Avenue for the first time. The Ruston 33/40 was built from a Wrightlines kit on a Halling motor bogie with a Zimo sound decoder loaded with the excellent sound set by Paul Chetter.

MIDDLE RIGHT: Caravan, a 20hp plate framed Simplex, chugs down Leighton Road heading for Bunkers Lane. The overall roof was usually offered on locomotives for export. The driver of the 'Massey' has just cleared the road, but the Caravan's driver will make excessive use of the exhaust whistle just in case…



Rolling stock

There are more than 30 items of motive power. Some of them are scale models of smaller 2ft gauge prototypes, for example, the Simplex and Ruston diesels and the Groudle Glen steam locomotives. Others might have been selectively scaled to work on an 18in gauge line, the Sentinel steam locomotive, for example. Kits have been used as starting points, in the case of the KB Scale skip wagons they have been built 'as intended' and just had their wheelsets re-gauged to 9mm gauge, whereas coach number 4 has sides that should have been part of a San Francisco cable car!

Couplings are based on the Greenwich Couplers; some stock has a full coupler, some just loops, and some just have a pin. Most of the internal combustion locomotives, like the Simplex and Rustons, have the characteristic cast-slotted buffers and have a brass pin coupler.

I took the plunge during COVID lockdown and decided to try my hand at 3D printing. After some research, a printer and wash cure station was ordered, and days later they arrived. I realised, to my horror, that I had very little idea of how to design a 3D model and then how to print it. After a few weeks of failed or distorted prints, I managed to finish my first model, brake coach number 5, ISABEL, from Leighton Buzzard. Since then, I have produced a few locomotives, steam and internal combustion, as well as other items of rolling stock and scenic items like doors, windows and whistle posts.

BELOW: The Ruston eases her passenger trains of open coaches away from the platform at Bunkers Lane, passing one of my many ice cream vans. The ice cream van and the Reliant Robin van help to hide the baseboard joint!





TOP LEFT: The 'facilities' at 'Bunkers Lane' are somewhat improvised; the station building is the body of an unsuccessful passenger coach that wouldn't stay on the track, and the café is housed in a scrapped British Railways Type A container. The tables and chairs are brass etches from Minimum Gauge Models.

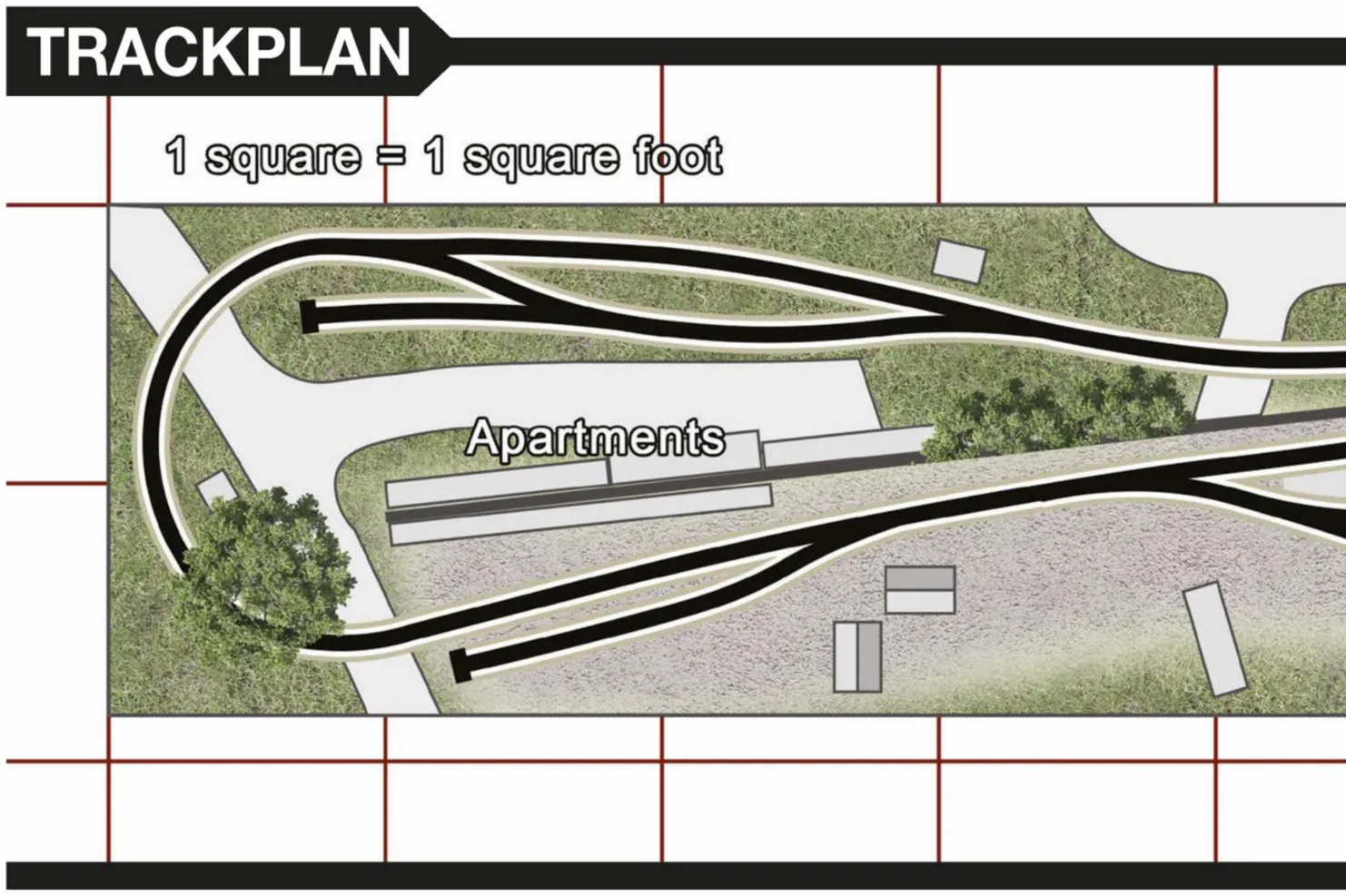
BOTTOM LEFT: 60hp Simplex *Eldar* is based on Feanor at Leighton Buzzard. I used drawings and photos to create a 3D-printed model running on a Halling motor bogie with a Zimo sound decoder. The permanent way team is hoping that the owner of the Capri will move it as they have a new delivery of ballast due any minute!

RIGHT: *Eldar* pulls her train into Himley Green loop by the block of flats. The first vehicle, a 4 wheeled brake coach, is a model of coach 6 at Leighton Buzzard. It used the frame of a 20hp Simplex. Coach 4 features sides and ends adapted from a plastic kit for a San Francisco Cable Car.

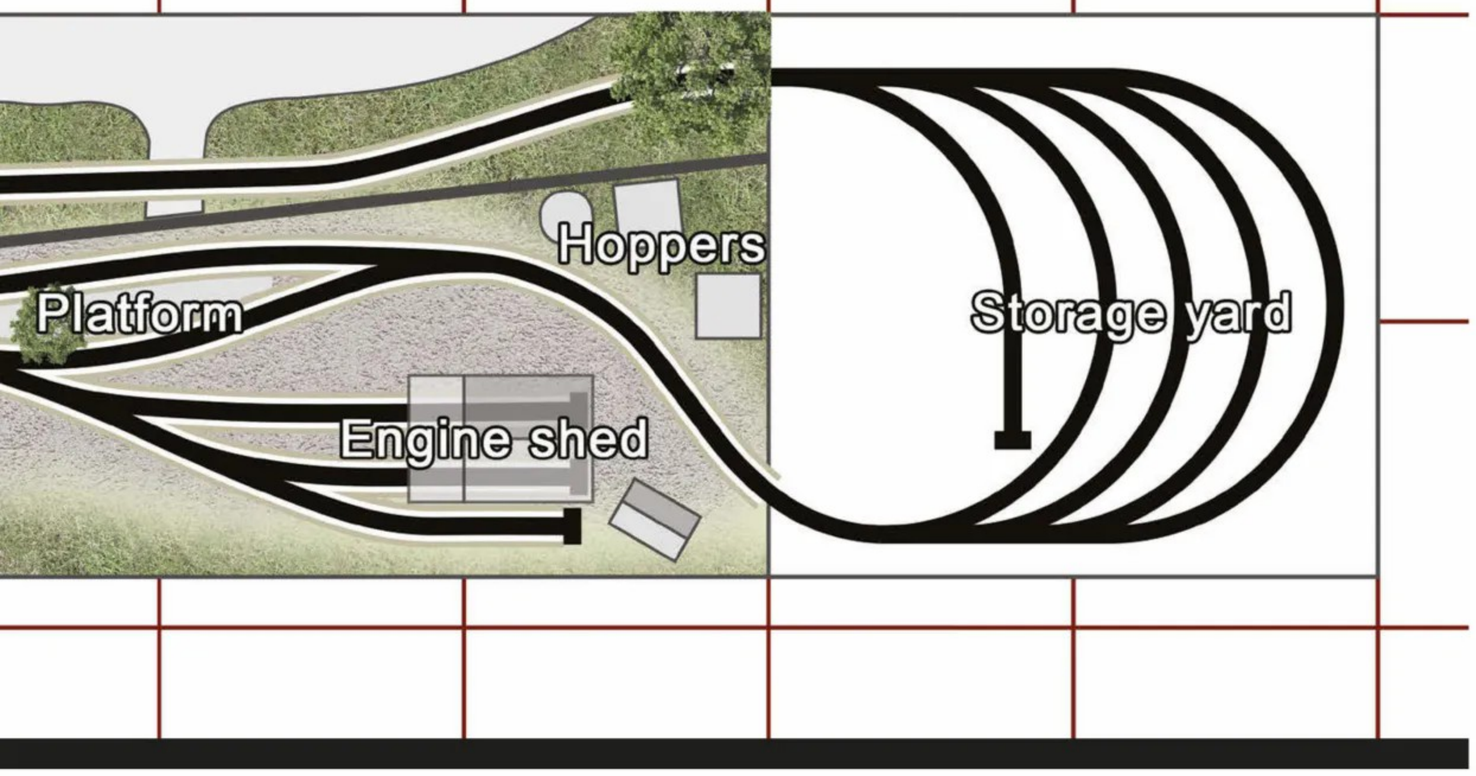
Creating the scene

The large block of flats next to the loop at Himley Green was inspired by the ones adjacent to Leedon Loop on the Leighton Buzzard line. Lots of photographs were taken, and then I indulged in some brick counting to establish dimensions. A basic shell of mount board was built, with holes for windows and doors, a layer of Slater's styrene brick sheet was added and the windows and door were 3D-printed. The warehouse by the ballast siding was a custom kit commissioned from J S Models. The engine shed was scratch-built using lime wood strips and corrugated foil. A friend shared a picture of a retired British Railways type A container converted into a coffee kiosk. A couple of Slater's container kits were converted into a cafe and block hut; the closed doors were carefully removed and interior detail was added. The station building at 'Bunkers Green' is the body of a laser-cut coach kit. The ground frames are assembled from various etched kits.

TRACKPLAN







Insulating foam was used, where appropriate, to add contours to the ground, and the surface was given a thin coating of DAS clay. As an experiment, a layer of Vallejo Mud was then added. The mud comes in a variety of colours and also gives texture. Static grass was applied over PVA glue using a mixture of lengths and colours, and a layering spray was used to add more height to the grass.

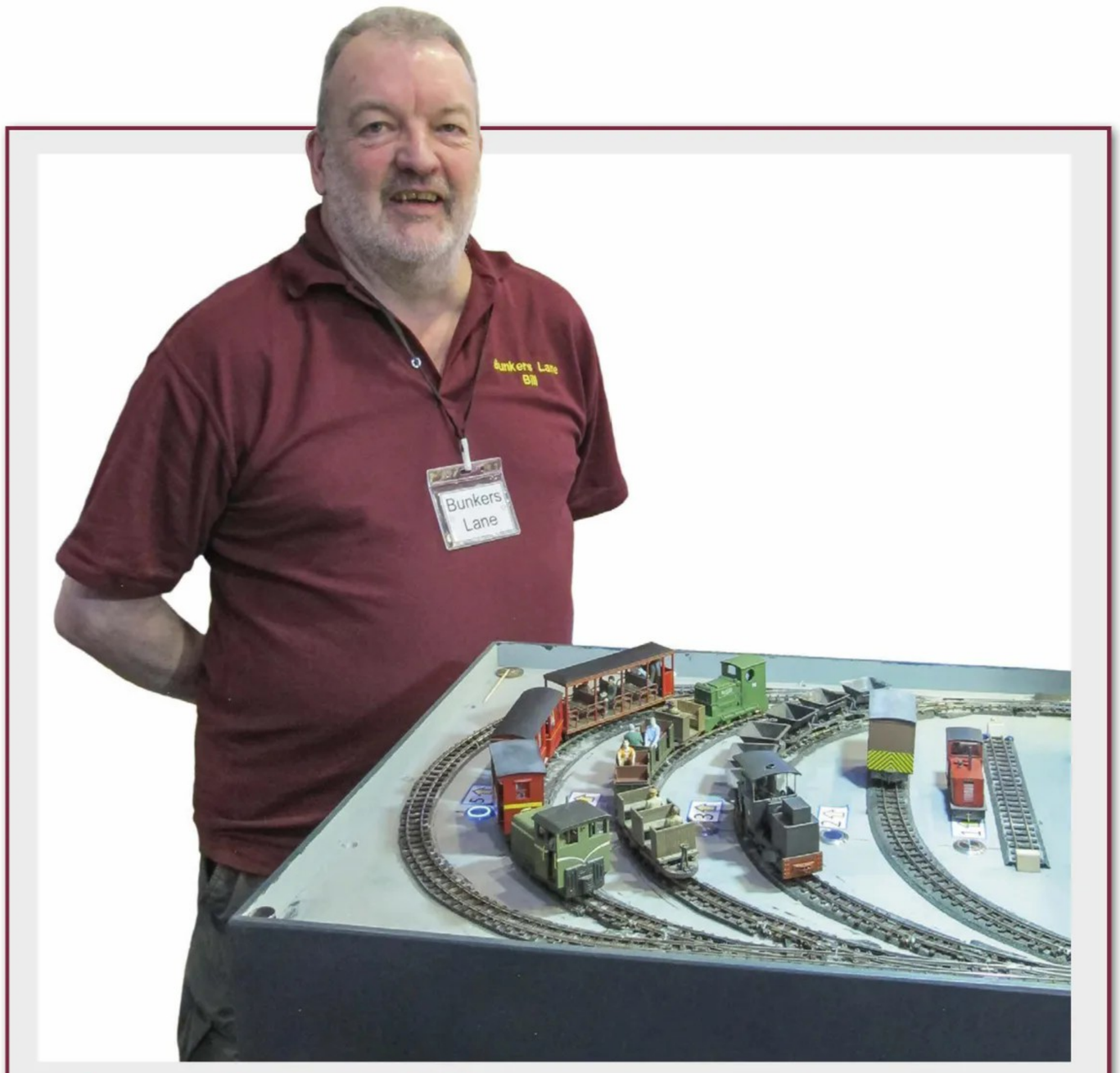
Fences are useful scene dividers on small layouts. The Peco spear fencing has been used at Himley Green; the fence in front of the warehouse has had its spears removed. The feather edge fencing behind the station at 'Bunkers Lane' was built from limewood strips. Peco flexible field fencing and Slater's wire fencing posts are on either side of the railway in the roadside country scene with a scratch-built stile by a footpath crossing.



ABOVE: Potential new owners are inspecting the disused sand processing plant at Bunkers Lane! The silos are Ratio coaling towers with added 7mm/ft ladders and railings, one has a 3D-printed cyclone separator on the top.



ABOVE: The Sentinel has crossed Southcourt Avenue and is heading for Bunkers Lane. The warehouse is a custom laser-cut MDF kit I commissioned from J S Models.



About the modeller

Name: Bill Flude
Age: 66
How many years modelling: 60+
Name of your first layout: 'Buttermere Mining Company'
Favourite era/region: British narrow gauge
Favourite locomotive: Plate-framed 20 HP Simplex

My dad is responsible for my interest in railway modelling. He built me a Lone Star 000 electric model railway when I was about four, then we tried Tri-ang 00. Quite a few years later, the 00 was sold, and I had a go at 009, and have modelled narrow gauge ever since. I enjoy visiting full-sized narrow gauge lines and, during the COVID lockdowns, I joined the Leighton Buzzard Railway Society. The initial idea was that my membership would help support them during difficult times, but they followed up my joining by asking if I wanted to take an active part in running the railway and I started working in the booking office and shop and have now become an Assistant Guard and hope at some stage to qualify as a Guard.

The layout features road vehicles that would have been seen on the roads in 1985. All vehicles are given at least a spray of matt varnish to remove most of the shine and, where appropriate, a coat of grime. It is also necessary to convert some from left-hand to right-hand drive. I do admit that I have become a bit obsessed and have collected far too many vehicles, including seven ice cream vans!

Figures on 'Bunkers Lane' are a mixture of white metal, resin and 3D-printed. I avoid action figures and look for poses that work as 'still life'.

At exhibition

'Bunkers Lane' was designed to fit as much operation into the small space as possible. Most of the trains will run from the fiddle yard, stopping at both passing loops and continuing back into the fiddle yard. The majority of the locomotives have sound decoders, mostly Zimo, supplied by Digitrains, and horns and



ABOVE: *Kestrel*, based on the Groudle Glenn Bagnall 2-4-0T locos, runs alongside Leighton Road towards the footpath crossing. *Kestrel* is a commercial 3D print running on a Minitrains HOe chassis with a 3D-printed frame extension. Sound decoder, speaker and stay-alive fit into the boiler.

TOP RIGHT: The works train rounds the 185mm radius curve at the end of the layout. The Inspection Car is a 3D print inspired by the HOe Eggerbahn Contractors' Loco from the 1960s. Details have been added, including dustbins and a cast iron garden chair.

MIDDLE RIGHT: Diesel No 2 is a U Series loco by Motor Rail, designed to be easy to build and maintain and the prototype was tested at Leighton Buzzard. The model is one of my 3D prints, the mesh panels on the bonnet sides have the correct pattern of hundreds of tiny holes.

BELOW: The shed was built from drawings produced from photos of the original shed built at Leighton Buzzard. Two Wrightlines 20HP Simplex diesel locos sit with steamers *Pip* and *Osprey.* Osprey was printed from my design from drawings of the Bagnalls from Groudle Glen.

whistles are used when a train starts to move, on approach to stations, and all crossings - 3D-printed whistle signs should remind our drivers!

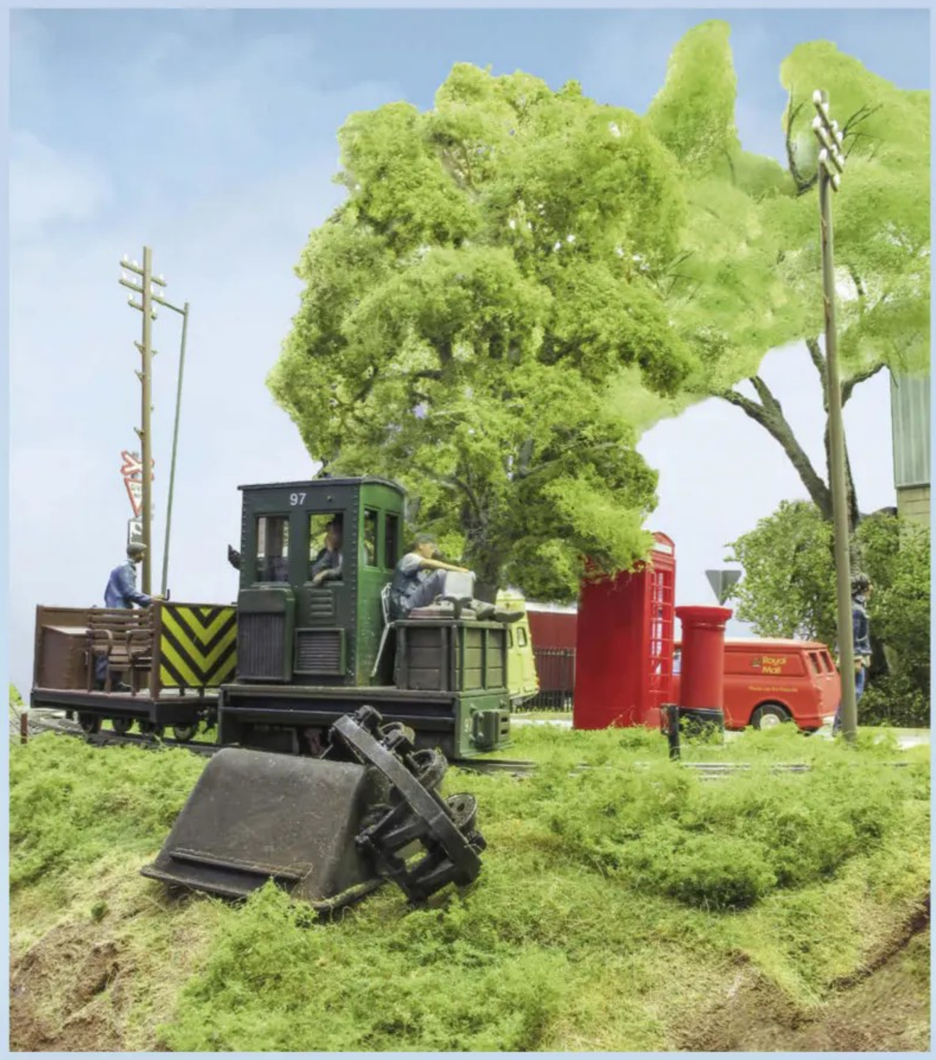
There is a railcar set that will sometimes reverse direction at one of the loops. A ballast train lurks in the Southcourt Avenue siding. This will venture out onto the main line for a while before returning to its siding.

I have been using DCC for about 25 years. 'Bunkers Lane' has a Digitrax command station with Uhlenbrock wireless Daisy 2 throttles to allow operators to wander freely round the layout. The Daisy throttles are very easy to use and operators only need a short bit of training. Cobalt point motors are controlled from local control panels. In addition, there is a master control box for all points connected to the layout by an 8 core cable.

The lights are LEDs on a roll, two strips running along both of the long sides of the layout. A power box sits on the floor and passes low voltages to the layout. There is a sound system that plays background sounds.

At exhibitions, we run a busy timetable – usually three or four trains on the scenic section of the layout with another three or four in the fiddle yard. Two operators at a time follow their trains round the layout mingling with people watching the trains; sometimes running a train all of the way round the layout, sometimes running to a passing loop, and then switching to run the other train in the loop. There are a number of extra locos to ring the changes.

'Bunkers Lane' is always well received at exhibitions and I enjoy operating it for the public, which I hope to do for many more years to come. If you ever see us at an exhibition, do come and say hello. ■





> "At exhibitions, we run a busy timetable – usually three or four trains on the scenic section of the layout with another three or four in the fiddle yard."



PROTOTYPE

Modelling Inspiration: Pensnett

The modelling potential offered by this Black Country location is examined in detail by **David J. Hayes**

Although not a railway modeller myself, I do enjoy attending model railway exhibitions as and when the opportunity arises. The ingenuity, modelling skills, in-depth research and attention to detail of the modelling fraternity never cease to amaze me, and I doff my cap to you all.

As with a visit to a heritage line, exhibitions can be a time portal to the golden age of railways, rekindling fond memories of steam for some, the sectorisation and privatisation years of the 1980s and '90s for others, or, for the likes of myself, the BR blue and green/two-tone green era of the 1970s, at a time when I was in my teens enjoying days out spotting and depot bashing with like-minded mates.

A couple of my favourite layouts covering this period are *Black Country Blues* and *Shenston Road* (both have featured in *BRM*), as they perfectly depict the gritty industrialised environment I recall from my youth, that of living in the Black Country region of the West Midlands with its monolithic gasworks, steelworks and power stations dominating the local landscape - all gone now, of course.

Indeed, there are several locations in the Black Country that I have often thought would make for interesting 'modern era' (i.e. 1970s, '80s, '90s) modelling projects, one of which is the once busy general rail freight terminal at Pensnett, hence the reason for this feature.

The main purpose of this article, and its accompanying images, is to hopefully provide a reasonably detailed account of what Pensnett had to offer in the way of modelling potential - trains, wagons, motive power, etc - and to suggest what other traffics could be realistically incorporated as well. It doesn't attempt to go into any modelling technicalities, as such, as I'm pretty sure you're all far better qualified than me in that department!

BELOW: Wednesday, April 15th, 1987: With the branch to Pensnett diverging off to the left, Class 37 No. 37223 arrives at Brierley Hill with the morning 6T69 SCN Trip from Washwood Heath Yard consisting of seven loaded HEA hoppers for onward delivery to Pensnett (LCP Fuels CCD) using the loco off the 6T42 Speedlink Trip from Bescot. Eight empties can be seen awaiting return to Washwood Heath. Brierley Hill steel terminal was quite busy at this time, handling wagonload consignments from Bescot (Speedlink traffic) and being served by block trains from Cardiff, Margam and Scunthorpe. Sadly, the signal box was destroyed by arsonists in November 2001. **David J. Hayes.**



Thursday, November 8th, 1973: A general view of Pensnett at a time when the staple traffics were coal, coke and pig-iron. Class 25 No. 7613 (later 25263) is seen allocated to Stourbridge tripping turn T55, which around that time spent much of the day shuttling between Brierley Hill (Kingswinford Junction) and Pensnett. The Trip also visited Bescot, Round Oak and Wednesbury during the course of the day. The diagram was later amended to operate as Trip T57. **Richard Davies**



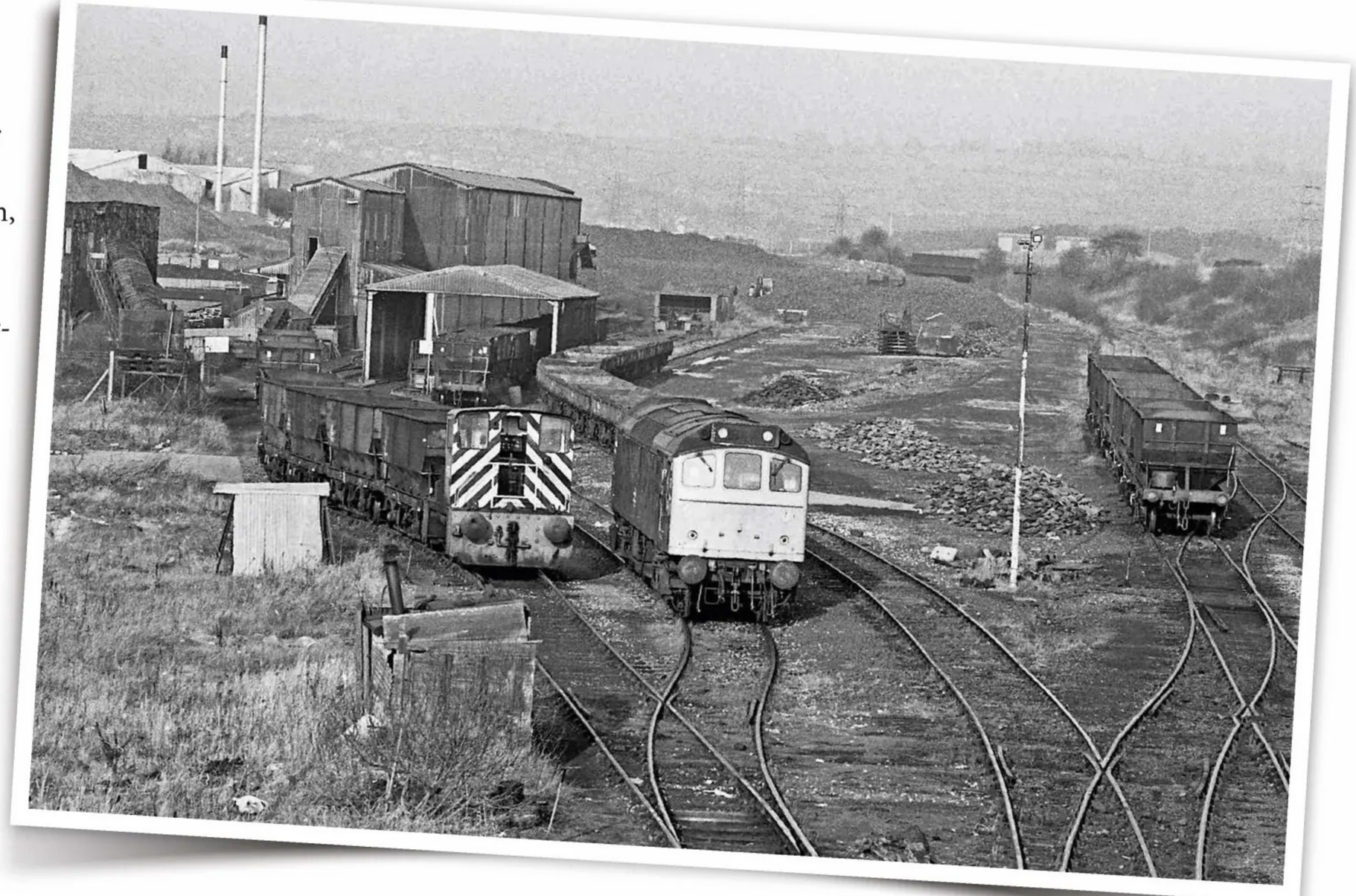
Historical Overview

Pensnett was reached by a Great Western Railway (GWR) branch from the former Oxford, Worcester & Wolverhampton Railway (OWWR) at Kingswinford Junction, Brierley Hill. This branch was initially opened to goods traffic in November 1858 and served an ever-changing industrialised area filled with canals, brickworks, tileworks, coal mines and iron foundries.

It wasn't until some years later, in 1913, before construction began to extend the line northwards to form a through route to Wolverhampton via Wombourne, but work on this was soon hampered by the outbreak of the First World War. A triangular junction was eventually made at Oxley with that of the Shrewsbury to Wolverhampton Low Level main line.

When completed, the route was generally referred to as the Wombourne line, a mainly single track alignment, but with a passing loop at Wombourne, that came into operation in January 1925. At the same time, the section from Kingswinford Junction to Baggeridge Junction became double track.

Passenger services eventually commenced in May 1925, and served a mixture of stations and halts along its 12-mile (approx.) axis, these being, from north to south, Tettenhall, Compton Halt, Penn Halt, Wombourn (spelt without the 'e' by the GWR), Himley, Gornal Halt, Pensnett Halt, Bromley Halt and Brockmoor Halt.



ABOVE: Friday, January 20th, 1984: Although this image dates from the 1980s, it could almost depict a scene from the late 1970s. Class 25 No. 25285, possibly allocated to Bescot's T43 diagram, stands at Pensnett amongst antiquated coal hoppers and modern air-braked SPA wagons, the latter having replaced the older vacuum-braked SPV types previously used for the pig-iron traffic (note evidence of pig-iron on the ground). Also visible is former BR Class 02 *Peter* (ex-D2853/02003). Modern air-braked HEA hoppers would soon begin appearing at Pensnett on coal traffic for the LCP Fuels CCD, together with air-braked vans for general merchandise, both domestic and imported. **Paul Dorney**



ABOVE: Friday, May 31st, 1985: 'Peak' Class 45 No. 45013 ambles along the Pensnett branch and through the site of Bromley Halt with the afternoon 6T42 Speedlink Trip to Brierley Hill and Bescot. Judging from the number of empty HEA hoppers, the coal traffic to the LCP Fuels CCD would appear to have been making a healthy recovery following the damaging year-long miners' strike of 1984/'85. The long filled-in Stourbridge Extension Canal ran parallel with the line at this point (it was located to the left of the picture). **David J. Hayes**

BELOW: Friday, May 23rd, 1986: The Class 20 pairing of 20077 + 20135 depart from Pensnett, at 15:55, with the 6T42 Speedlink tripping turn to Brierley Hill and Bescot. The consist includes a mixture of vans (Continental and domestic types) and a few empty HEA coal hoppers. Note the fairly new covered unloading area, which has already sustained some minor damage, possibly from the mast of a forklift truck. Some of the Continental vans on the left have *Perrier* branding on their bodysides. Other modelling detail includes empty wooden pallets, piles of pig-iron and scattered wooden sleepers. **David J. Hayes**

A branch diverged northwards at Baggeridge Junction, near Gornal Halt, to reach Baggeridge Colliery, which had gone into production in 1912. Coal from Baggeridge was railed to the likes of Stourport Power Station and Round Oak Steelworks. That to the latter used the Earl of Dudley's Railway, the haulage of trains swapping from National Coal Board (NCB) saddle tank engines to the steelworks' own locomotives at a location known as Askew Bridge, where coal loads for the steelworks were also exchanged for empties returning to Baggeridge. The last coal to pass between Baggeridge and Round Oak ran in September 1966, although the steelworks remained in production until December 1982.

Passenger services over the Wombourne line were a short-lived affair, lasting only until October 1932. The line itself, however, remained a useful freight-only through route, by virtue of steering such traffic away from the busy Wolverhampton area. This continued until March 1965, when it was officially closed northwards from Baggeridge Junction.

The section between Baggeridge Junction and Pensnett later succumbed when the NCB closed Baggeridge Colliery in March 1968. At the Wolverhampton end, a remnant of the Wombourne line survived until 1970 to serve Courtaulds' Dunston Hall works, near Tettenhall.

Much of the trackbed today is a popular nature walk and cycleway, especially along the rural alignment northwards from Wombourne, where the station is now a charming tea room.

The 1970s

The staple traffics handled at Pensnett during the 1970s were deliveries of coal and coke in hopper wagons, and of pig-iron using two-axle SPV plate wagons. Messrs Lunt, Comley & Pitt (LCP Fuels) had opened their Coal Concentration Depot (CCD) at Pensnett in May 1964, the first delivery originating from the Cannock coalfield.



ABOVE: Friday, May 30th, 1986: Pictures taken from the road bridge at Pensnett don't often show the view looking south, as seen here. Shortly before 10am, LCP Fuels' former BR Class 02 *Peter* has positioned several vans ready for collection by the Class 45 (No. 45149) allocated to that day's 6T42 Speedlink tripping turn to Bescot. **David J. Hayes**

During the 1970s, coal for LCP Fuels arrived from various sources, with trains originating from such locations as Bescot (Trips), Bestwood Park, Newstead and Lea Hall. The majority of these terminated at Kingswinford Junction for onward tripping to Pensnett. Some of the coal hoppers seen at Pensnett back then were branded 'House Coal Concentration'.

Likewise, coke from South Wales was also tripped to LCP Fuels, Pensnett. The trunk train ran from Llantrisant to Kingswinford Junction (later terminating at Stourbridge Junction), but was laden with coke produced at the coking plants at Coed Ely and Cwm, both of which were sited adjacent to their respective collieries (there's believed to have been coke from Nantgarw coke ovens to Pensnett as well). The hoppers used for the Pensnett coke were of all steel construction (without the wooden raves at the top), some of which were dedicated to the Pensnett traffic and thus branded 'Pensnett' accordingly.

Two former BR Class 02s were acquired by LCP Fuels for shunting the CCD: Nos. 02003 (ex-D2853) and D2868. These were withdrawn from BR service in 1975 and 1969 respectively, and given the names *Peter* and *Sam* respectively by LCP Fuels. However, only one of these was in regular operation, as *Sam* became a source of spares to keep *Peter* running. Happily, both have survived into preservation.

Two sources of pig-iron were handled at Pensnett during the 1970s, both of which were conveyed in trainload volumes. One of these originated from Dagenham Dock, the other from Workington. The service from Dagenham could produce Classes 25 or 45 and ran to Oldbury Goods (Bromford Lane) on certain days of the week.

That from Workington was electric-hauled to Oldbury (Bromford Lane), but called at Bescot to detach a portion for Pensnett. When the goods facilities at Oldbury closed (circa 1976), part of which later became the car park for Sandwell & Dudley Station (opened May 1984), the train from Workington was amended to run to Kingswinford Junction. It was electric-hauled to Walsall (Brook Siding), where a diesel was attached to the opposite end of the train for the final leg of the journey via Dudley; this is known to have produced representatives of Classes 25, 40, 45 and 47.

Pensnett Sample Headcodes & Workings: January 1970 to January 1976

Train	Loco	Days	Service/Movement Details
8T55/9T55	Class 25	SSuX	'As Required' Kingswinford Junction-Pensnett-Kingswinford Junction
8T57/9T57	Class 25	SuX	'As Required' Kingswinford Junction-Pensnett-Kingswinford Junction
9T86	Class 25	SuX	Brierley Hill-Pensnett-Brierley Hill
6M35	Class 45	MWFO	COY Dagenham Dock to Pensnett (arr. TThSO)
6E55	Class 45	TThSO	COY Empties Pensnett to Dagenham Dock (to Ripple Lane SO)
0G95/0P60	-	SSuX	Light Engine from Stourbridge Junction Holding Sidings to work 8G95 WO to Lea Hall Colliery or 8P60 WSSuX to Burton-on-Trent
8G95	-	WO	Pensnett to Lea Hall Colliery
8P60	-		Pensnett to Burton-on-Trent (calls at Round Oak Steelworks). Later amended to run as 8D49 WSSuX to Toton
ADDITIONAL: Other headcodes and trains that could potentially be featured on a *Pensnett-themed* model layout			
6G51	Class 25	SSuX	COY Bescot Up Yard Reception Sidings to Kingswinford Junction. Pig-iron portion detached off 6G50 SSuX COY Workington to Oldbury Bromford Lane Goods (BLG)
6G51	Class 25	SSuX	COY Kingswinford Junction to Oldbury (BLG). Empty pig-iron wagons to connect with 6P47 SSuX COY Empties Oldbury (BLG) to Workington
8H25	-	ThO	Newstead to Brierley Hill. Later amended to start from Bestwood Park Junction
0Z00	-	ThO	Brierley Hill to Derby after working 8H25 from Newstead
9H59	-	FO	Lea Hall Colliery to Kingswinford Junction
8M64	-	SSuX	Llantrisant to Kingswinford Junction (arr. MSuX)
6V55	-	MSuX	Kingswinford Junction to Llantrisant
0T69	Class 25	SSuX	Light Engine from Stourbridge Junction Holding Sidings to Kingswinford Junction to work 8T69 SSuX empty coal hoppers to either Bescot or Washwood Heath
8T69	Class 25	SSuX	Kingswinford Junction to Bescot or Washwood Heath (empty coal hoppers)
8T36/9T36	Class 25	SSuX	Works from Bescot Yard 'As Instructed By Control'
8T27/9T27	Class 25	SSuX	Works 'As Required' between Bescot Yard, Birchills Power Station, Hednesford and Kingswinford Junction

The accompanying table gives examples of headcodes that would have typically been displayed by locomotives visiting Pensnett during the 1970s up until January 1976, when BR officially dispensed with the use of four-character alpha-numeric headcodes. However, for those modellers wishing to exercise a degree of 'modelling licence', so to speak, the additional details depict trains which, although often dealing with traffic associated with Pensnett, weren't actually booked to turn up there, but could perhaps be featured on a Pensnett layout to add further operational interest.

Many of the local Trip Workings operating in the region back then were powered by Class 25s, sometimes working in pairs, although, over the years, a good representation of motive power has appeared at Pensnett, which is also known to have included Classes 20 (single and in pairs), 31, 37, 45, 47, 56 and 58. Nearby Brierley Hill steel terminal had a resident Class 08 pilot duty up until the early 1980s, so it's possible this may have made occasional visits to Pensnett from time to time as well.

The Speedlink era

The advent of Speedlink, launched by BR in September 1977, opened up further traffic opportunities at Pensnett, especially during the mid to late-1980s, at a time when the air-braked wagonload network probably reached its zenith. Domestic business still included long-standing flows of coal and pig-iron, but now delivered using air-braked HEA hoppers and SPA plate wagons respectively. The pig-iron is believed to have now been sourced from Teesside (Lackenby). It is perhaps worth mentioning that the SPAs were angled along their inner length so as to facilitate unloading by mechanical shovel.

The volume of coal and patent fuels arriving at Pensnett was obviously affected by the infamous year-long miners' strike of 1984/85. Although tonnages were far less than those dealt with during the 1970s, deliveries to Pensnett appeared to be making a promising recovery after the strike action. Sources included Abercwmboi, Bolsover, Daw Mill and Lea Hall. The coal was delivered using the 6T42 Speedlink Trip from Bescot, which made two out-and-back round trips each weekday to Brierley Hill, with visits to Pensnett during the morning and afternoon.

Most wagonload coal was later extracted from the core Speedlink network and moved under the aegis of the Speedlink Coal Network (SCN), which was established in several stages during 1986/87. The main hub for SCN operations in the West Midlands was Washwood Heath Yard from where a regular 6T69 SCN Trip operated weekdays to Brierley Hill laden with coal for Pensnett. This was often worked by a Class 37.

The operating arrangements at Brierley Hill by this time were for the loaded HEA hoppers off 6T69 to be delivered to Pensnett using the Railfreight Distribution (RfD) locomotive, usually a Class 47, allocated to the aforementioned 6T42 Speedlink Trip from Bescot. However, again with the benefit of some 'modelling licence', it wouldn't be beyond the realms of realism for the SCN Trip from Washwood Heath to work through to Pensnett with the Class 37, which could perhaps be adorned in Trainload Coal sub-sector branding.

Indeed, for a short while, a local Metals sector Class 37 tripping turn operating in the Black Country was diagrammed to deal with RfD train-ferry traffic to and from Pensnett, thus highlighting the sub-sector cooperation that once existed between the Railfreight business sectors during the late 1980s and early 1990s.

Other domestic Speedlink traffic handled at Pensnett during the 1980s included deliveries of fertilizer, seed potatoes and whisky. There was also a movement of paper from the Wiggins Teape paper mill at Corpach, near Fort William. Most of these flows would have used various two-axle vans, such as the VGA types used for the said paper traffic. Paper from Corpach was also dispatched using intermodal flats laden with large reels of paper covered with

BELOW: Friday, May 30th, 1986: Class 45 No. 45149 nears Kingswinford Junction with the morning 6T42 Speedlink Trip from Pensnett, which might attach additional traffic at Brierley Hill, such as steel empties and/or loaded molasses tanks, and pay a visit to Round Oak before returning to Bescot. The track on the right was out of use, thus giving this impression of 'bang road' running!
David J. Hayes

ABOVE: Wednesday, April 15th, 1987: The morning 6T42 Speedlink Trip from Bescot is seen at Pensnett with Class 47 No. 47503 in charge. Six high-capacity *FERRYWAGON* vans (later coded IWB) have been shunted into position and are now being unloaded by two forklift trucks. At least one of the wagons has *Perrier* branding. **David J. Hayes**

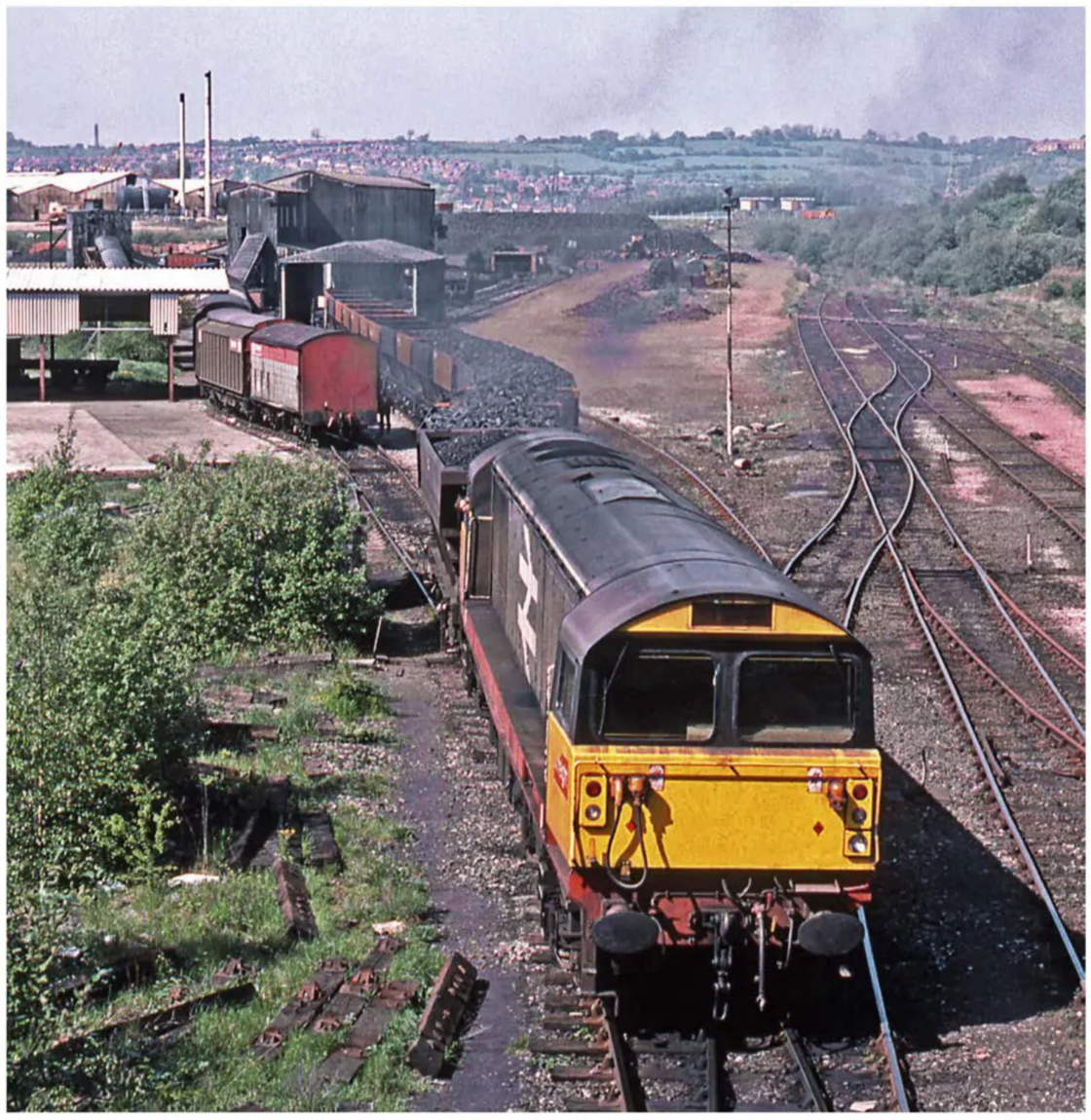
tarpaulin sheets. These were known to have been Speedlink-hauled to a distribution terminal at Oxford, so could perhaps make for an interesting feature on a Pensnett layout.

In addition to the domestic business already described, the nearby steel terminal at Brierley Hill was used as a road-to-rail trans-shipment point for molasses to Menstrie in Scotland. The molasses is believed to have originated from the Foley Park sugar works at Kidderminster and used the Speedlink network. Again, a little 'modelling licence' could see this traffic being trans-shipped from road tankers to railway TTA tankers at Pensnett!

Another type of tank wagon that could be depicted on a Pensnett layout is the TTA/TTB types once used for carbon dioxide. This is another commodity that sometimes requires nothing more sophisticated than a hose connection between the tank wagon and a road tanker. Such trans-shipments of CO2 between rail and road had taken place at various locations, such as at Ardwick Goods in Manchester and at the former Motorail terminal at Newton-le-Willows.

Imports

Thanks to Speedlink, the 1980s saw imported business reaching Pensnett from mainland Europe via the Dover and Harwich train-ferry operations, thus bringing an interesting selection of European freight rolling stock to this Black Country railhead. This included high-capacity bogie *VTG/TIPHOOK FERRYWAGON* vans (later coded IWA/IWB), *CARGOWAGGON* twin-sets (coded IZA) and Italian-registered IMA bogie vans.



ABOVE: Friday, May 8th, 1987: Adding further variety to the motive power visiting Pensnett during the 1980s is Class 58 No. 58001, making an unusual but welcome sight shunting HEA coal hoppers as part of its afternoon 6T42 Speedlink Trip itinerary from Bescot. Regular deliveries of coal ceased the following year. **Paul Dorney**



ABOVE: Although seen on this parcels service on 'Black Country Blues', Peaks were no stranger to the Pensnett branch often seen in pictures of Kingswinford Junction.



ABOVE: A Bachmann Class 25 rattles alongside the canal on 'Black Country Blues' with the sort of 45mph speed-limited service that would have been found around the area.

Typical traffic included chipboard from Austria and Switzerland, wine from France, plus a high-profile movement of *Perrier* mineral water also from France; this began arriving at Pensnett circa summer 1986. Some of the Continental vans used for this business were adorned with *Perrier* branding. Indeed, modellers may wish to include a selection of other wagons bearing customer branding, logos and company colours on their Pensnet-inspired layout. Names such as *Ben Chairs*, *Cambell's Soups Limited*, *Norsk Hydro Fertilizers* (featuring a Viking ship), *Taunton Cider* and *UKF Fertilisers* (later *Kemira Fertilisers*) immediately spring to mind, thus giving the impression of an even broader range of traffics being handled at the terminal. Another that might also appeal and look the part is the European *Ermefer* wine tankers.

There were also imports of zinc from Belgium using Belgian-registered two-axle vans fitted with a unique roll-top roof arrangement. In addition to Pensnett, these wagons also delivered imported zinc to the smelter plant at Bloxwich and could also be used for conveying other loads, such as steel sheets, tinplate and tubes.

The three-piece telescopic-hooded VTG FERRYWAGON type have also appeared at Pensnett, which is rather unusual as their main purpose was that of conveying steel coils. These would normally be dealt with at nearby Brierley Hill steel terminal or perhaps at the then recently commissioned Round Oak Rail Terminal, the latter officially opening in September 1986.

BELOW: Monday, July 18th, 1994: The last known traffic handled at Pensnett was block train deliveries of fireclay from Butterwell, Northumberland, which is believed to have finished during September 1994. This was a LoadHaul contract and initially used HEA hoppers before switching to MEA box wagons. Class 37s Nos. 37415 (unofficially named *Mt Etna*) + 37068 *Grainflow*, together with the former LCP Class 02 *Peter*, are seen at Pensnett at around 7:40am, the Class 37s having just shunted and positioned the loaded fireclay train. Note that the makeshift covered unloading area dating from the mid-1980s is still standing. **Andy Williams**





ABOVE: Greg Brooke's superb 'Shenston Road' layout (BRM February 2022) oozes Black Country utility with this picture capturing both Classes 47 and 40 working around the area.

Another international wagon type that may have appeared at Pensnett at times is the *INTER-FRIGO* refrigerated van, used for UK deliveries of perishables such as fruits, meats and even offal (e.g. pigs' lungs from Denmark to Melton Mowbray for Pedigree Petfoods!). They were also used for exports from the UK as well. Photographic evidence from the late 1970s/early 1980s has shown examples of these wagons at Brierley Hill or marshalled in the consists of Dudley line Trip freights, so they may well have visited Pensnett on occasions.

The bogie IGA *CARGOWAGGON* flatbed could also be featured on a Pensnett layout. They were often to be seen in the region delivering imported steel products to the various Black Country steel yards, but also found use for deliveries of sawn timber from Luxembourg to Great Bridge, Wednesbury and Wolverhampton (Wednesfield Road Goods), so why not to Pensnett, too?

As will be seen from the accompanying images, a somewhat basic-looking covered unloading area was provided at Pensnett in the mid-1980s. This offered some protection from the elements for forklift truck operatives engaged in the unloading of wagons.

After Speedlink

By the time of Speedlink's demise in July 1991, the volume of traffic handled at Pensnett was already in decline with most surviving business by now consisting of imports of bottled water, wine and metal products. All the domestic traffic described earlier had gone, including that of regular deliveries of coal, which ended in 1988 due to ever-diminishing tonnages, although it is believed that ad-hoc specials from South Wales were arranged to run from time to time for a while.

The post-Speedlink arrangement for serving Pensnett was now handled by a single out-and-back 6T50 'Euro' Trip from Bescot to Brierley Hill, which visited Pensnett 'as and when required' late-morning/early-afternoon. This Class 47 diagram operated as part of RfD's European Contract Services business arm (later known as Connectrail), which mainly dealt with imports and exports based on the Dover train-ferry (the Harwich train-ferry had finished in 1987). But even the international traffic to Pensnett fizzled out eventually.

The last known commodity to be handled at Pensnett was a short-term block movement of fireclay from Butterwell, in the North East, which was a LoadHaul contract. The fireclay trains were initially formed of HEA hopper wagons, but these were soon superseded by MEA box wagons because of difficulties experienced with the unloading of the HEA hoppers. The traffic appears to have ended in September 1994.

Ironically, this was the same month and year that Transrail launched its ambitious Enterprise wagonload venture, which would see a much-welcomed wagonload revival sweep the UK, especially during the late 1990s under the aegis of English Welsh & Scottish Railway (EWS). But that, as they say, is another story…

This concludes our look at Pensnett and what it has to offer as a potential modelling project, which I hope will be of use and interest to the modelling fraternity. ■

THE LATEST HEADLINES

Triple announcement from Heljan

Heljan has revealed three new exciting models this month…



The new Class 24.

Class 24 (O)

According to Heljan, in recent years it has received more customer requests for an O gauge Class 24 than anything else.

The 'skinhead' Class 24/0s will arrive first, in six BR-era liveries, with five Class 24/1s to follow in 2025. These new models feature all-new body toolings with variations between the different sub-types, bespoke bogie and underframe parts and detailed cab interiors.

The new models cost £649.00 (£669.00 weathered) and also feature a plug-and-play DCC decoder interface (ESU Loksound XL decoder required), powered roof fan, six separately switchable light functions and Heljan's twin motor/flywheel chassis.

Class 24/0 models

2450: BR Green Unnumbered
2451: BR Green Unnumbered (Small Yellow Panels)
2452: BR Two-Tone Green Unnumbered (Small Yellow Panels)
2453: BR Blue Unnumbered (Full Yellow Ends)
2454: BR Green 24090 (Full Yellow Ends) Weathered
2455: BR Railway Technical Centre 97201 *Experiment*

Class 24/1 Models

2470: BR Green Unnumbered
2471: BR Green Unnumbered NER (Small Yellow Panels)
2472: BR Green Unnumbered ScR (Small Yellow Panels)
2473: BR Blue Unnumbered LMR (Full Yellow Ends)
2474: BR Blue Unnumbered ScR (Full Yellow Ends)
Twin Headlights

Class 44 'Peak' (OO)

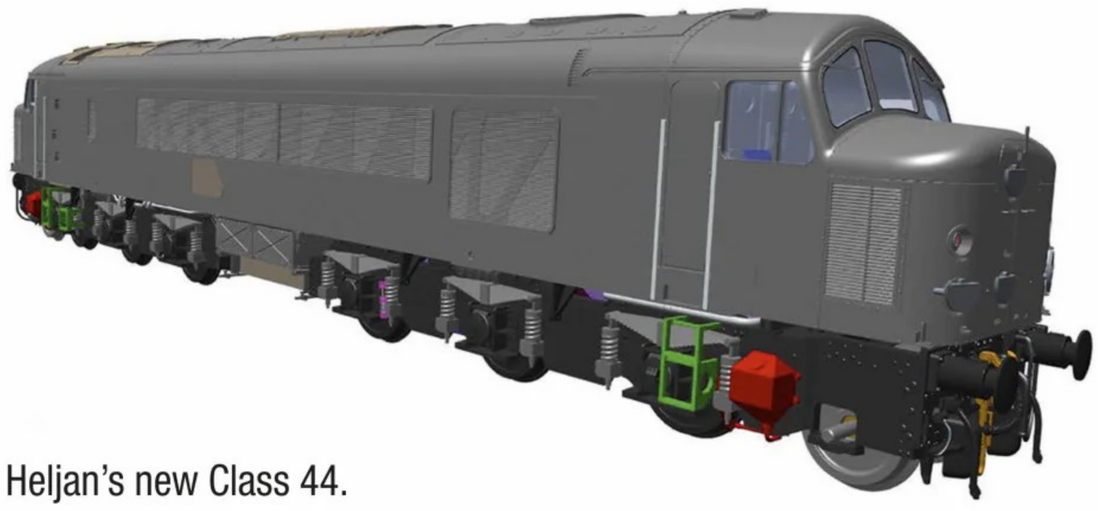
The 10 Pilot Scheme locomotives were among BR's first big diesel locomotives and their evocative mountain names helped to inspire a strong enthusiast following in their final years. Heljan's new model will be the first to cover all the major Class 44 variations, including the experimental slotted grilles carried by D9/D10. This new model will feature all-new body tooling with bespoke bogie and underframe parts, detailed cab interiors, and much more.

Design work has been completed and the first engineering prototype sample is expected to arrive in the UK for review in early 2024. First releases are planned for late-2024 or early-2025 in five popular liveries for the 59-'80 period.

Available to order now, the new model will cost £249.95 for DCC-Ready versions and £389.95 for DCC Sound.

Expected versions

BR Green D6 *Whernside* DCC-READY/DCC SOUND
BR Green D9 *Snowdon* (Small Yellow Panels/Slotted Grilles) DCC-READY/DCC SOUND
BR Blue 1 *Scafell Pike* DCC-READY/DCC SOUND
BR Economy Green D5 *Cross Fell* (Small Yellow Panels) DCC-READY/DCC SOUND
BR Blue 44010 *Tryfan* (slotted grilles) DCC-READY/DCC Sound



Heljan's new Class 44.

'U1' 2-8-0+0-8-2T (OO)

Heljan has revealed its plans to produce the LNER's 'U1' 2-8-0+0-8-2T Beyer-Garratt in time for the centenary of the prototype in 2025.

Using original works drawings and photographs, Heljan has designed models covering the entire career of the locomotive, including the various modifications it underwent over its 30-year life. These include changes to the smokebox, water tank breather pipes, coal bunker, handrails, cab and additional vacuum tanks.

Also included is a model depicting the locomotive after conversion to oil firing, which saw modifications to the former coal bunker, the addition of a turbo generator for the electric headlight and associated pipework/cable runs.

The model is currently in tooling and Heljan expects to receive the first working samples for review in January 2024, with first releases planned for early-2025 priced at £399.00 for DCC-Ready versions and £520.00 for DCC



The U1 will be out next year.



World of Railways and Rapido Trains team up for new locomotive

The exclusive model, designed in consultation with Andy Hardy and Corwin Bainbridge of Rapido Trains UK, sports a striking Oxford blue National Coal Board livery with white lining and lettering and red connecting rods, using the same welded tank style as the 1953-built locomotive. As the NCB lettering has been kept to the cabside bunkers, the design is suitable, and ideal, for modellers to customise with space on the saddle tank sides to add nameplates of choice from third-party suppliers, plus it's the ideal partner for our previously announced NCB 7-plank internal user wagons from Rapido Trains.

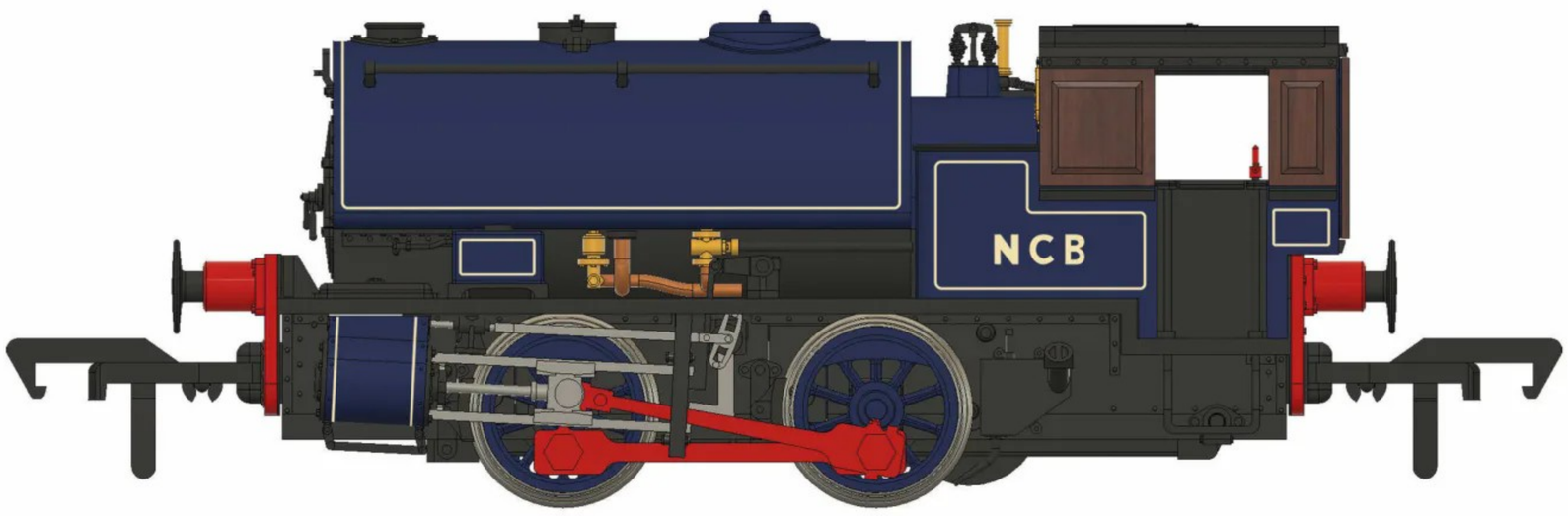
The model includes a highly-detailed cab interior, posable rear cab shutters, a diecast metal running plate, sprung buffers and bufferbeam inserts with scale couplings as an optional fit. The model features a coreless motor and flywheel running from plunger pick-ups, geared for slow running with a factory-fitted speaker for sound. For the DCC sound model, the locomotive will be fitted with an ESU Nano chip and a bespoke electronic setup to help with smooth running on DCC.

Designed and manufactured by W.G.Bagnall of Stafford for the Port of Par railway, this diminutive and distinctive design of 0-4-0 saddle tank locomotive will give OO modellers something very different for their scenes with a locomotive type used where restricted headroom is available due to bridges and other structures and suitable for tight curvature.

While two locomotives were built for the Port of Par in 1937 and 1953, Bagnalls, as an industrial locomotive builder, manufactured products, both standard and narrow gauge, for an impressive number of private railways as well as the national railways from their Castle Engine Works with a design catalogue that customers could choose to purchase from with the ability to adapt standard designs to specific needs. It is with that premise in mind that other customers could have chosen to have locomotives built to this unique design, finding use at sites where height restrictions were a consideration.

Available in both DCC-ready and DCC-sound forms, the new model is priced at £139.95 and £249.95 (plus postage) respectively.

You can pre-order your loco now at worldofrailways.hooluh.co.uk.



WORLD OF RAILWAYS

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



WATCH: Hornby's new Turbomotives are an excellent addition to the RTR range, but how do they fare on test running on Tony Wright's 'Little Bytham'?



INTERVIEW: Phil Parker meets Andy Hardy and Corwin Bainbridge to chat about the latest Rapido Trains UK projects, and play with some real locomotives.



UPDATE: Here's the latest update from the Market Deeping Model Railway Club on our TT:120 project layout, with track laid, and some scenic progress.

Production samples arrive for exclusive 18100 Gas Turbine



Rails of Sheffield has released images of the finished production samples for its exclusive Heljan OO gauge range of 18100 Gas Turbine electric locomotives.

Three locomotives are to be available in this range, British Railways 18100 Gas Turbine, plus the later rebuilt E1000 and E2001 electric locomotives in OO gauge.

Available to pre-order now directly from Rails of Sheffield, the new models cost £225, with a £30 deposit required when placing the order. The models are expected to arrive in early 2024.

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

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

In terms of size and specification, this loco is similar to gas turbine 18000.

Model Specification:

- Five pole motor driving all four axles (two on each bogie) with flywheels
- Powered wheels on outer axles of each bogie
- 21-pin DCC socket with easy access
- Separately fitted wire handrails and sandpipes
- Spoked wheels
- Etched grilles
- Sprung OLEO buffers
- Flush glazing
- NEM coupler pockets
- Lighting: As per 18000. Two warm white headlights at front (lower left and lower right) in direction of travel and one red tail light at rear (lower centre). Including function (DC and DCC) to switch off tail light when hauling a train.
- Warm white cab lights, including a function to switch on/off.
- Separate engine room lights





New Accurascale Pannier Tanks revealed

Accurascale has revealed samples of its new Great Western Railway/British Railways 57xx, 67xx and 8750 Pannier Tank locomotives in 00 at the recent Warley Exhibition.

Following the recent success and reaction to its GWR 78xx Manor Class locomotives, and the feedback following the launch of its GER Buckjumpers, Accurascale has revealed plans to model one of the most iconic tank locomotives in 00 gauge.

Although a locomotive class that has been modelled in ready-to-run format before, the Accurascale model brings variants never before done as a RTR model. This means locomotives with backplate feed (not top feed fitted) feature heavily in the launch range. Another striking variation amongst the contractor-built locomotives was the use of rivets for constructing the tanks. Later modifications like the large "8750" cab is also included, as is the 67xx sub-class that was built without steam heat or vacuum brakes – with relevant pipes and equipment missing from the model as per prototype.

One smaller, but no less important, change is around the cab area. When built, the 57xx Class didn't have an external front handrail or bunker steps. The handrail was flush with the cab side and built into the beading, the steps were also a later addition, which Accurascale has recreated on its model.

Smaller variations like the whistles with or without a whistle guard, types of water filler, which can either screw down or clip down, position and number of spare lamp irons, cast or fabricated brake hangers, couplings were either screw-link or three-link and right down to the route of the injector overflow pipe, whether it ran through the running plate or around the outside, are also catered for in the Accurascale tooling suite.

KR Models announces new War Department 2-10-0 locomotive

Responding to customer demand, the manufacturer will offer the new model in four liveries.

The team at KR Models has been working on the project for over a year, working closely with the custodians of the full-size LMR number 600 *Gordon*, measuring up the real locomotive on the Severn Valley Railway.

The new model will have a sound option using ESU Loksound V5 decoders, plus KR Models' newly-designed synchronised smoke unit that uses a specially developed smoke fluid.

Specification:
- Pick-up from all drive wheels and tender
- Firebox flicker
- 21pin DCC socket in tender
- Detail differences to cater to different prototype variants
- With and without Westinghouse air pump
- Full sound option with synchronised chuffs



- Optional working synchronised non-oil-based smoke unit for sound-fitted models

Liveries:
- LMR Blue/Red
- Olive Drab
- Khaki Sand
- BR Early Crest Black

The model is available to pre-order now, with delivery dates yet to be confirmed. Prices start at £240 for DCC-Ready models, £340 for DCC Sound-Fitted, and £370 for DCC Sound-Fitted plus smoke unit fitted.

Locomotion Models reveals decorated samples of new Class 41 HSDT



The new model, which can be pre-ordered today for just a £30 deposit from the Locomotion Models website, is the first of the new Railway Icons brand.

Produced in partnership with Rails of Sheffield, the two had previously worked together to introduce some models to the National Collection in Miniature, including *Hardwicke*, D Class, Terrier and, most recently, the NER ES1.

Traditionally, Locomotion Models has produced models in the condition in which they are preserved in the National Collection, while Rails of Sheffield produced alternative but authentic versions as they appeared in traffic prior to preservation. The new Railway Icons brand allows Locomotion to produce models both within and outside of the National Collection that will be of interest to both modellers and collectors.

Expected to arrive next summer, the Class 41 Prototype HSDT is priced at £199.99 and can be reserved with a £30 deposit on the Locomotion Models website today!

Bachmann announces new DCC system for 2024

The Kinesis Wireless DCC System Starter Pack will be released in 2024 with a recommended retail price of £399.95. Each Starter Pack includes a Kinesis Hub DCC Base Station, a Kinesis Edge Wireless Handset, and a fully licensed copy of RailController software, allowing users to operate their model railway with DCC via PC, App, or with the Edge Handset, with operation synchronised across all devices so that multiple devices can be used simultaneously.



The Hub DCC Base Station is central to the Kinesis system, with 2.4GHz wireless capability and built-in Wi-Fi and USB connectivity. The Hub connects to a PC running RailController and provides outputs to the main track and programming track. The Hub's backlit LCD Screen provides real-time information, while the 2amp power supply will provide enough power to run N, OO, OO9 and O scale models – a high-power booster will also be available to provide additional power where necessary. With the Hub connected to any layout, locomotives, points and accessories can be controlled using the RailController software on a PC or using Android and Apple-compatible Apps.

The Edge Wireless Handset connects to the Hub Base Station via 2.4GHz wireless, while the numeric keypad is supplemented by a second, dedicated expandable function keypad with 10 function buttons (operating in up to 6 banks). CVs can be read and written using the Edge, which also allows users to write short, automated programs directly from the Edge, or run more sophisticated programs from RailController. Locomotives, points and accessories can also be downloaded from RailController and accessed instantly from the Edge handset, showing loco names and functions and allowing the easier operation of multi-aspect light signals. With a range of up to 50 metres, the wireless handset provides up to 12 hours of use and is chargeable via the USB port, with an optional charging dock available separately.

Up to five Edge handsets can be used with one Hub Base Station and additional handsets will be available to purchase separately.

The new RailController App for Android and Apple devices provides a simplified hand-held version of RailController, with rosters, points and accessories all replicated in the app for easy and enjoyable operation. Create a mimic trackplan with RailController and switch between the locomotive controller and trackplan instantly in the app by rotating the device.

Look out for further details ahead of the Kinesis release in 2024.



First OO steam locomotive for Clark Railworks

Clark Railworks has announced its first OO steam locomotive - The War Department Austerity 2-10-0.

The model has been fully designed and engineered in the UK and will feature a high-quality coreless motor and gear train, alongside catering for left and right-hand drive variants. The manufacturer will also be producing a range of liveries, including LMR Blue, WD Khaki Green, BR Black Early & Late Crest, and Brunswick Green.

All versions are available to pre-order now, with no upfront costs, at the Clark Railworks website.

DCC-Ready models are priced at £295, with DCC sound models TBA, but expected to be around £395 - £425. The firm expects to have the first batch in stock for spring 2025.



JS Models announces its first range N gauge range

The new nine kits are based on the 'Canalside' range, which is already available in both 4mm and 7mm scales. The buildings include the firm's signature removable windows, as well as internal floors. Kits are cut from 1mm thick MDF and come with fully pre-cut roof slates, glazing material, and full colour-printed instructions. More N gauge 12mm scale kits are expected to be available in 2024.

JSM20313S - Canal Warehouse Front - £22
JSM20323S - Canal Warehouse Back 1 - £19
JSM20333S - Canal Warehouse Back 2 - £19
JSM20343S - Canal Warehouse End 1 - £12
JSM20353S - Canal Warehouse End 2 - £12
JSM20393S - Canal Warehouse Full building - £50
JSM20801S - Retaining Wall - £15
JSM29311S - Industrial Chimney (Small) - £6
JSM29313S - Industrial Chimney (Large) - £10



OO Brewery Vans and Tanker from Dapol

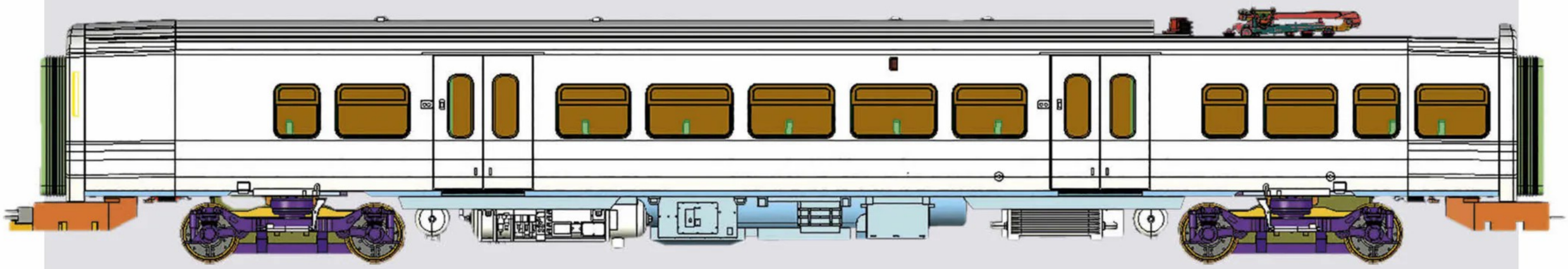
Dapol has released a series of licensed brewery-themed vans and tankers, the initial offering including seven LMR and GWR ventilated vans and a tank wagon.

Featuring detailed body moulding, profiled wheels, NEM pockets with self-centring couplings, plus separately-added ladders and rails for the tanker, the new models are available to order now from Dapol stockists or direct through the Dapol website and are offered in pristine or weathering condition.

Prices start at £13 for the pristine vans and £14.20 weathered, with the tankers costing £18.60 pristine and £19.75 weathered.



Dapol announces OO Class 323 EMU



Dapol has announced the development of the British Rail Class 323 Electric Multiple Unit in OO gauge. Available in DC, DCC and DCC Sound versions, the new models are expected to arrive in February 2025 and will be priced at £350 DCC-Ready, £385 DCC-Fitted and £470 DCC Sound.

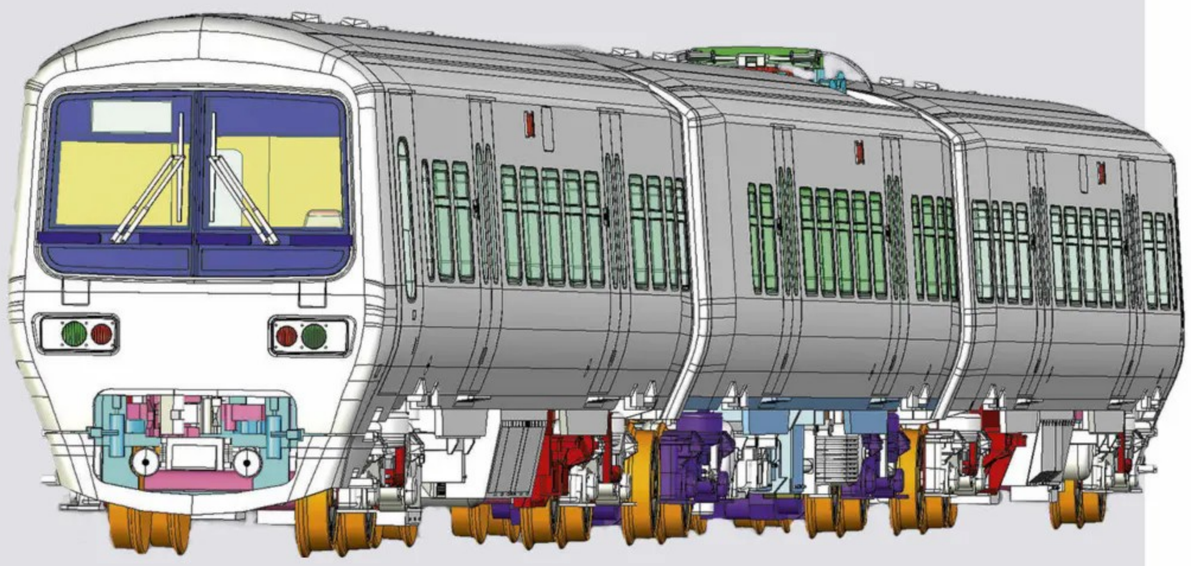
Model Specification:
- Plux-22 DCC Socket
- 14-pin electrical connection between cars – just one DCC chip needed
- Speaker fitted in each driving car as standard
- Low profile motor in centre car driving all wheels
- DCC controllable lighting, including door-open lights when in stations
- DC switchable tail-lights as standard
- Bespoke DCC sound scheme
- Bodyside display indicators on 4D-323-001 and 4D-323-002
- Close-coupling mechanism within set
- Alternative destination labels
- Interior and cab lighting
- Working BSI coupling on front ends to allow 6 or 9-car operation
- Correct bodyside and headlight arrangements for all versions
- Original and refurbished internal layout in centre car
- Correct toilet modules for original and refurbished units
- Fully-painted interior, with correct colour schemes for each version
- Poseable dummy pantograph and full roof detail

Proposed liveries
- 4D-323-001 - Class 323 323203 Regional Railways Centro
- 4D-323-002 - Class 323 323227 Regional Railways **Greater Manchester PTE**
- 4D-323-003 - Class 323 323213 London Midland
- 4D-323-004 - Class 323 First North Western “Barbie” with **Northern branding**
- 4D-323-005 - Class 323 323241 West Midlands Trains
- 4D-323-006 - Class 323 323225 Northern New – White/Blue
- 4D-323-007 - Class 323 323221 Regional Railways Centro

Heritage Repaint

The British Rail Class 323 is a class of electric multiple unit (EMU) passenger train built by Hunslet Transportation Projects and Holec. All 43 units were built from 1992 through to 1995 for British Rail’s Provincial Sector.

Entering service in 1994, the 323s were among the last trains to enter service with British Rail before its privatisation in the mid-1990s. The units were designed to operate on inner-suburban commuter lines in and around Birmingham and Manchester with swift acceleration and high reliability. Of the 43 units built, 26 are in operation with West Midlands Railway and 17 with Northern Trains.



A Class 37 engine - in pieces!

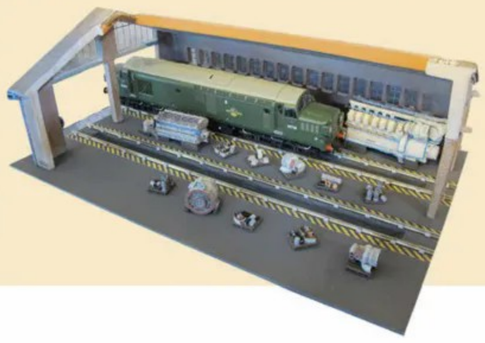
Perfect for your depot scene, West Hill Wagon Works has released a kit containing all the parts for a OO gauge Class 37 engine - available to order now, directly from its website.

The pack includes a dismantled engine block, generator unit and various parts such as cylinder heads, pistons and turbochargers on 10 wooden pallets.

All are 3D-printed in high-resolution resin, ready to paint and weather.

If you prefer, an assembled Class 37 powerplant is also available in both OO and Gauge 1 scales.

Prices:
Class 37 engine bits - £14.95
Class 37 complete engine (OO) - £11.95
Class 37 complete engine (G1) - £47.95



New Hornby Sound-Fitted 9F

We reviewed Hornby’s latest 9F models in BRM some little time ago (92167 and 92220), commenting on what outstanding models they were. All those plaudits apply to this latest manifestation, representing 92002, the third of the (eventually 251-strong) class, built at Crewe in 1954.

The model is correct for the loco as-built and is entirely appropriate for layouts depicting the lines in South Wales up to the late-‘50s, operating from Ebbw Jct. It’s accurate, with a superb, ex-works finish. It’s DCC sound-fitted, and since its decoder has been programmed not to work on DC, DCC control is required. You can see it in action on the latest WoR video, along with other new Hornby locos.

It costs from £282.99, available from Hornby’s website.



N gauge | 1989-present | £££ 259.95+

Graham Farish Class 158 DMU



Andy York



Graham Farish's all-new Class 158 'Express Sprinter' is not just a world away from the old Poole-era model but light years ahead; it's superb.

Our review model is that of their original appearance in the smart Regional Railways livery dating from their introduction in 1989; Farish has produced two different numbers in this livery, with specific details for this era including, original air conditioning, toilet discharge, Perkins engine, standard air dam with original light cluster and gangway doors with small windows. Other liveries with two differently-numbered models are Scotrail Saltire, First GWR Green and Northern White, while Central Trains, East Midlands Trains and Arriva Trains Wales in revised livery have one model number. I'm sure other liveries will follow in the future.

The model combines high-fidelity bodyshells with an underframe that's adorned with separate components depicting the engines, electrical equipment, and auxiliary gear. It's the livery application that really brings these models to life, and every element has been replicated in miniature. While the main colours are spray-painted, the myriad smaller logos, symbols and lettering are applied by multi-stage tampo printing, using BR and corporate specification fonts, logos and colours.

The low-level drive mechanism gives uninterrupted views of the interior, which is fitted out with tables, chairs and even metal luggage racks – made visible thanks to the saloon lighting. The directional and saloon lights can be switched on or off, with chassis switches on DC, or controlled on DCC. The directional lighting includes an illuminated destination panel, in this case, both ends show Liverpool Lime Street.

DCC fitting is extremely easy with a clip-off section beneath the driving vehicle giving access to the blanking plate and socket, and the inter-vehicle 4-pin coupling system is designed to ensure that the two vehicles work together with the use of a single Next18 decoder for DCC operation. Each model is available with sound, although the speaker is already fitted, which means using any suitable sound decoder would be easy.

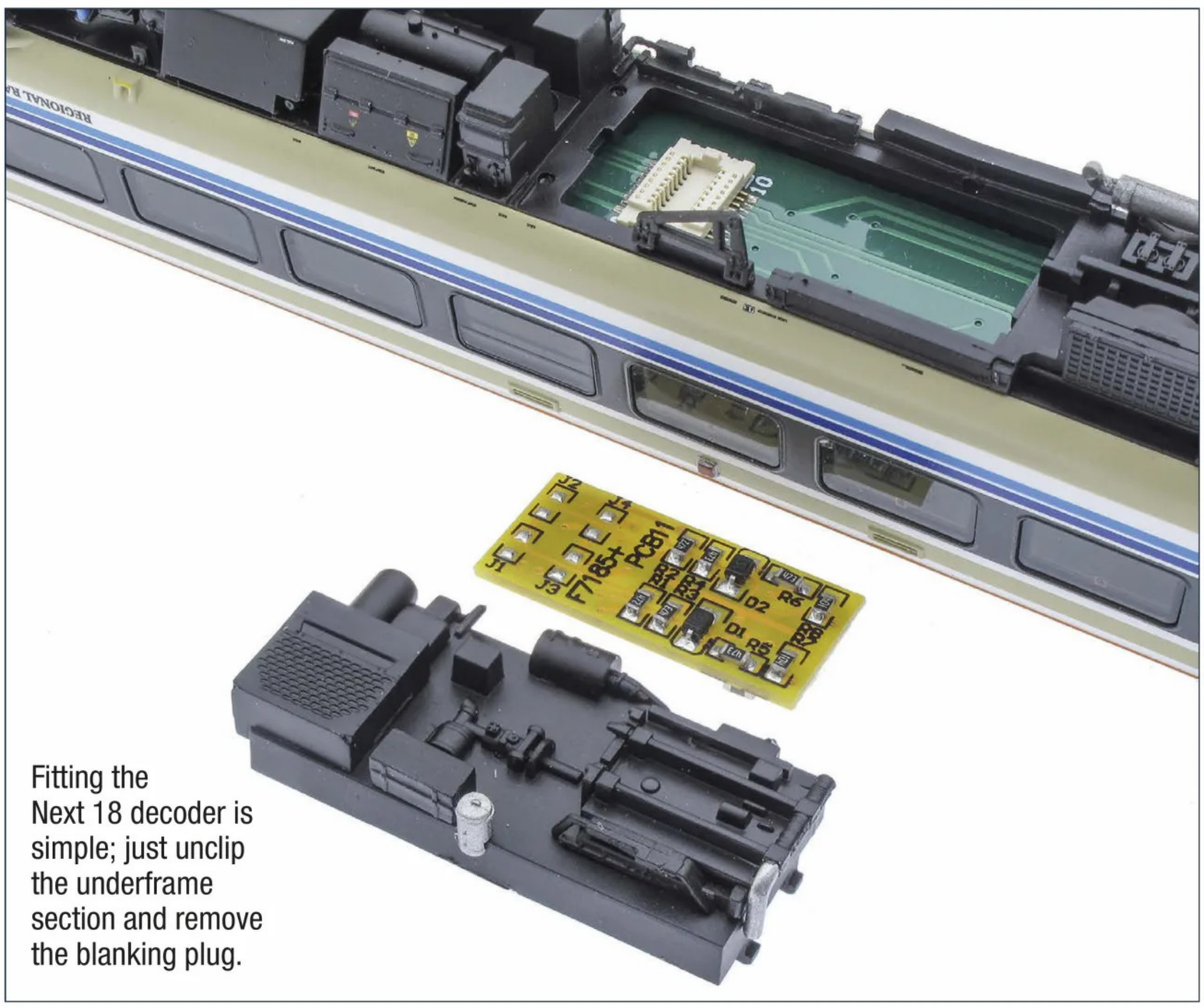
The model has scale couplings at each outer end, which are designed for more effective inter-unit coupling, but I did struggle with the vehicles staying coupled as there didn't seem to be a very positive connection. The running was silent, smooth and well-geared thanks to the coreless motor and drive to all axles on the driven vehicle, with good weight for the scale.

For other models in the range, variations in the tooling have been catered for with radio pods, revised air conditioning, toilet discharge via tank, Cummins engines, air dams, sanding gear and plated gangway doors to name a few.

For any N gaugers modelling the railway in the last 35 years, one or two of these is a very easy decision to make.



The inter-unit coupling brings the unit very close together in operation. However, I did have problems with it staying coupled.



Fitting the Next 18 decoder is simple; just unclip the underframe section and remove the blanking plug.

FACTFILE

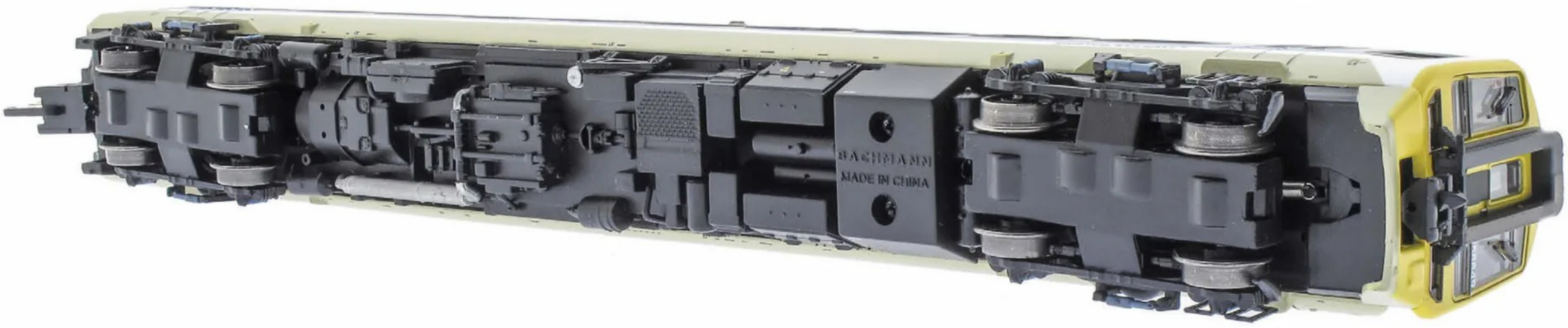
Models:
371-850 158849 BR Regional Railways
371-850A 158816 BR Regional Railways
371-851 158711 ScotRail Saltire
371-851A 158729 ScotRail Saltire
371-854 158824 Arriva Trains Wales (Revised)
371-855 158773 East Midlands Trains
371-857 158766 GWR Green (FirstGroup)
371-857A 158750 GWR Green (FirstGroup)
371-858 158844 Northern
371-858A 158861 Northern
371-862 158856 Central Trains
Era: 1989 - present
Construction: Plastic body with diecast chassis frame
Weight: 83g
Minimum curves: Radius 2 (263mm)
Accessories: End valances for tight curve coupling, exhaust pipe extensions

WHAT WE LIKE

- ✓ Superb livery application
- ✓ Low-level floor with no obscuring of passenger areas
- ✓ Fully configurable lighting



There's plenty of underframe detail, while the drive mechanism is seated very low inside the vehicle, giving clear views inside.



00 gauge | 3 | £££ £218.99

Hornby's Big Four Collection



Tony Wright



Hornby LNER Class A1 *Hermit* No. 4478

Released as one of a quartet of models representing 'The Big Four' (the other three being a GWR 'Castle', Southern Railway 'King Arthur' and LMS Fowler 2-6-4T; a limited edition of 500 pieces of each one), this is Hornby's latest manifestation of this elegant class.

The prototype was built in 1923 (the first year of 'The Big Four'), and the model is representative of this up to 1930; by then, long-travel valves had been fitted (an extended cover above the cylinders being the outward appearance) and the boiler fittings and cab roof had been cut-down from the GNR loading gauge to the LNER composite one. Some earlier models of this class suffered from a somewhat 'bendy' footplate, but this is not the case here. In fact (along with the firm's current A3 models), the footplate is now made of cast metal, which means no bending but also gives the added advantage of extra adhesive weight.

Performance was, as expected, silky smooth and powerful, and the livery application is superb. There's even a firebox glow. Provision for DCC is in the tender. I thoroughly recommend this model.





Hornby GWR Castle Class *Caldicote Castle* No.4074

The GWR representative of the 'Big Four' Limited Edition range from Hornby is this representation of the second-built of Collett's highly successful Castle Class 4-6-0. In fact, it's interesting to compare it with the Gresley A1 I'm reviewing at the same time, because, in the 1925 locomotive exchanges between the LNER and the GWR, the Castle proved its superiority over the LNER A1, on both its own Paddington to Plymouth road and the LNER's main line from Kings Cross as far as Doncaster (I have to say that both models were equally powerful and smooth running – so, an honourable draw?).

The model represents the Castle as built, towing the smaller type of tender attached to this class. As intimated, performance is exemplary and the standard of livery application is exquisite, though it's my understanding that the spasher tops should be black, not green. Strangely (given that it's been present on other Hornby Castles), the prominent lubricator 'blister' is missing from the RH side of the smokebox.

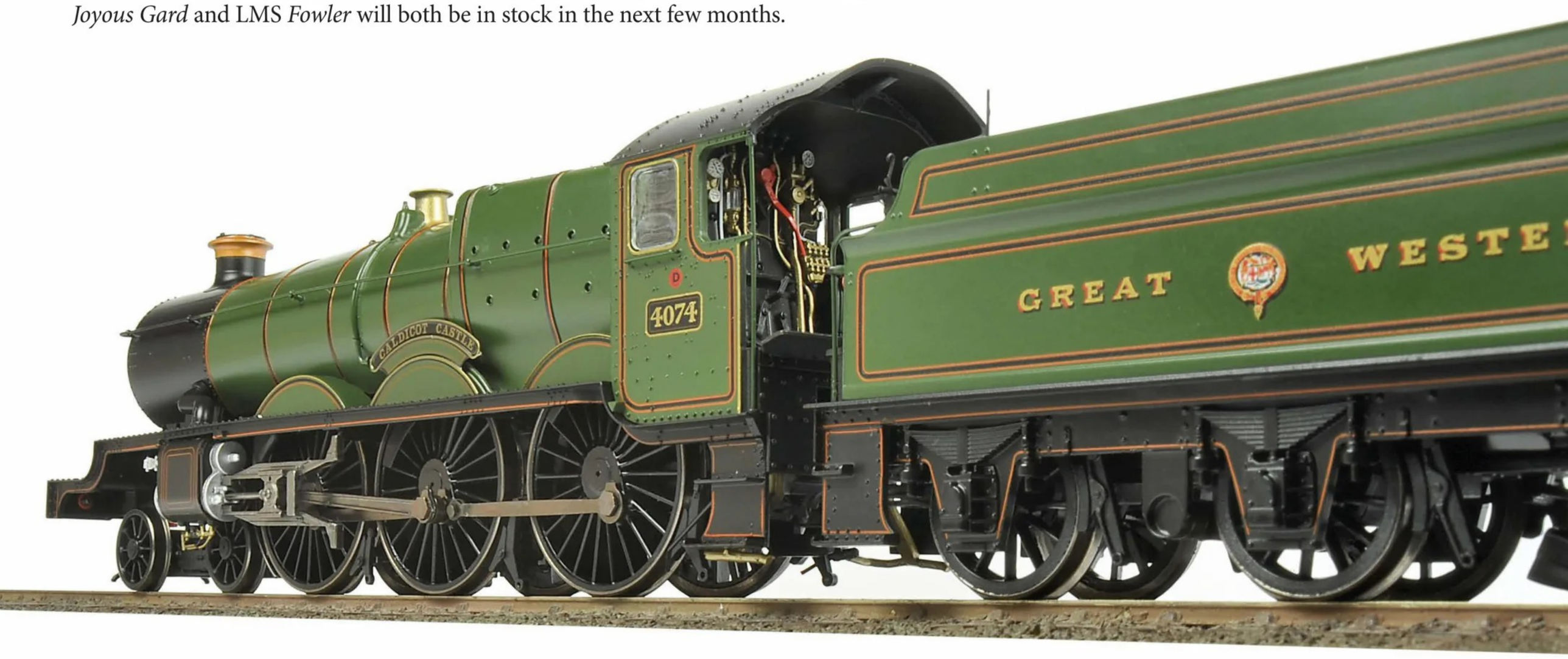
As with all new loco models these days, it would seem, there are bits to be added by the purchaser. Another thoroughly-recommended locomotive.

As with the other three locomotives in this limited edition range, I'm sure it'll be popular, and not just with collectors. A numbered certificate is also supplied with each one.

Both of these models are available to order now from Hornby's website, to make sure you can get the whole collection, Hornby recommends pre-ordering the final two models, too. The SR *Joyous Gard* and LMS *Fowler* will both be in stock in the next few months.

FACTFILE

Models:
Hornby LNER Class A1 *Hermit* No. 4478
Hornby GWR Castle Class *Caldicote Castle* No.4074
Price: £218.99
Era: 3
Construction: Plastic body and diecast footplates
Weight: 340g (Castle), 400g (A1)
Minimum curves: Radius 2



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00 gauge | 2003-2004 | £££ 459.95

Bachmann Class 411/9 3-CEP EMU



Andy York







Bachmann has extended the life and timeframe of its excellent 4-CEP units with new bodies to reflect the refurbishment process this class went through from the 1970s. Gone are the sliding top windows, replaced with inward-opening hoppers at the top, and so too are the guard's brake compartments from the driving vehicles relocated to become a Trailer Brake Composite, creating additional seating in the driving vehicles.

The new range includes refurbished 4-CEP units in BR Blue/Grey, Network SouthEast and BR London & South East Sector (Jaffa) liveries. A 4-TEP variant (Class 411/7) has also been produced in Blue/Grey with the inclusion of a Trailer Restaurant Buffet vehicle in lieu of the Trailer Second Open car. Later years saw the aging TSO vehicles removed from some units to form 3-CEP units, and it is in this form we see our review sample of unit 1199 in Southwest Trains livery.

Adapted to this configuration in 2003, the unit became synonymous with the Brockenhurst to Lymington branch in Hampshire and, for me, is a superb choice reflecting the later years of slam-door stock operation on the rail network. The unit was withdrawn in 2004, with its duties taken over by two 3-CIG units until the end of 'slam-doors' in 2010.

Bachmann's model features the '97' headcode, applicable to the Lymington branch, with a superb rendition of the Southwest Trains livery and a very tidy representation of the hopper windows neatly picked out in silver. It's adorned with fine detail from the door handles, hinges and bumpers to the window frames. Metal wire handrails are fitted at each end of the two DMSO vehicles, and the multiple working equipment, windscreen wipers and roof-mounted horns are all fitted separately. Metal handrails also feature aside the guard's door, and metal toilet filler pipes can be found at each end of the TBCK vehicle. Underneath each vehicle, the truss frames and brake gear are depicted, along with a full set of auxiliary equipment and boxes. Conductive couplings are employed between each vehicle, mounted on close-coupling mechanisms with NEM coupling pockets fitted at each end, allowing multiple units to be coupled together.

Spare headcode/end door panels are included in the accessory pack to allow the user to change the headcodes for blank front and tail light panels to suit usage. Directional lighting is configurable with DC usage and controllable on DCC, with interior lighting to all vehicles. The driving vehicle body can be unclipped to allow fitting of the single 21-pin decoder, which controls all lighting through the unit thanks to the conductive connectors.

All in all, Bachmann's update is very well executed, providing a unit more suited to the period from the late 1970s through to the end of their revenue-earning lives in 2005.



The clean lines of the hopper-opening windows were a main differentiator of the refurbished units.



The refurbishment led to the removal of the guard's compartment at the end of each driving coach.



The 97 headcode denotes a Lymington branch service, while the red markers, which are lit, are for the tail of the train.

FACTFILE

Models:
31-420 Class 411/9 3-CEP 3-Car EMU (Refurbished) 1199 South West Trains
31-421 Class 411 4-CEP 4-Car EMU (Refurbished) 411506 BR Blue & Grey
31-422 Class 411 4-CEP 4-Car EMU (Refurbished) 1512 BR Network SouthEast
31-423 Class 411 4-CEP 4-Car EMU (Refurb.) 1522 BR London & South East Sector
31-424 Class 422/7 4TEP 4 Car EMU (Refurbished) 2703 BR Blue & Grey
Era: 1970s - 2004
Construction: Plastic body and diecast motor bogie
Weight: 714g (3 car)
Minimum curves: Radius 2 (438mm)
DCC socket: 21-pin
Accessory pack: Replacement end panels and rigid connectors



Alternative ends are provided for blank headcode and rear light headcodes, which can be changed after the gangway connector is unclipped.

WHAT WE LIKE

- ✓ Superb livery application
- ✓ Refreshment of an old favourite

00 gauge | 1985-1993 | £££ 116.99+

Accurascale early Class 37



Andy York



Completing the first run of Accurascale's Class 37, our eyes are turned to the earliest batch of five locomotives built from the end of 1960, with split headcode boxes and interconnecting nose doors, buffer surrounds, early style cantrail grilles and round OLEO buffers.

Accurascale has gone to the nth degree in achieving even the smallest differences, with early windscreen surrounds, double rows of rivets on the roof, absence of corner grab irons, boiler exhausts and steam valves and original underslung fuel and water tanks, with the sum of these parts making a very pleasing whole.

Our review model of D6704 wears its BR green well, with a superb lion and wheel emblem and full yellow ends, placing it in the later 1960s when it had moved from working from Stratford shed to its time at Wath and Tinsley. Sightings could be anywhere between Manchester London Road and Scunthorpe, from goods traffic through to working the Harwich boat train over Woodhead.

As ever, there is a healthy detail pack that includes the correct vacuum/steam/control pipes and multiple working equipment for the period and frost grilles used in earlier years, with a comprehensive range of headcode characters that can be fitted to the lit nose boxes.

In addition to the main range items covering the early liveries, there is an exclusive edition of D6700, as delivered, the first class member. As with the firm's other Class 37s, this model performs exceptionally well and the sound option brings the model in at £259.99, which is excellent value considering the quality.

FACTFILE

Models:
ACC230437001 37001 BR Blue
ACC2302D6702 D6702 BR green, small yellow warning panel
ACC2303D6704 D6704 BR green, full yellow ends
Locomotion exclusive D6700 BR green as delivered, no warning panels
Era: 1961 – 1970s
Construction: Diecast chassis, plastic body with etched detailing parts
Weight: 690g
Minimum curves: Radius 2 (438mm)
DCC socket: 21-pin
Accessory pack: Bufferbeam detailing, etched plates and screw-link couplings.



The comprehensive detailing kit with the model includes alternative boiler exhaust ports, bufferbeam detailing, frost grilles, snowploughs, as well as a wide range of headcodes.



The fan is a more subtle colour on these earlier models and the etched frost grille is robust but very fine.

WHAT WE LIKE

- ✓ Superb decoration
- ✓ Excellent performance and sound
- ✓ Headcode options

Revolution Trains JNA-T EALNOS box wagons



Andy York



Another recent addition to large bogie aggregate wagons on the network is the JNA-T type, referred to as EALNOS wagons thanks to their European nomenclature, now numbering over 900 in service with a variety of operators around, mainly in England, between quarries and stone terminals. They only date from 2016 but are now a very common type.

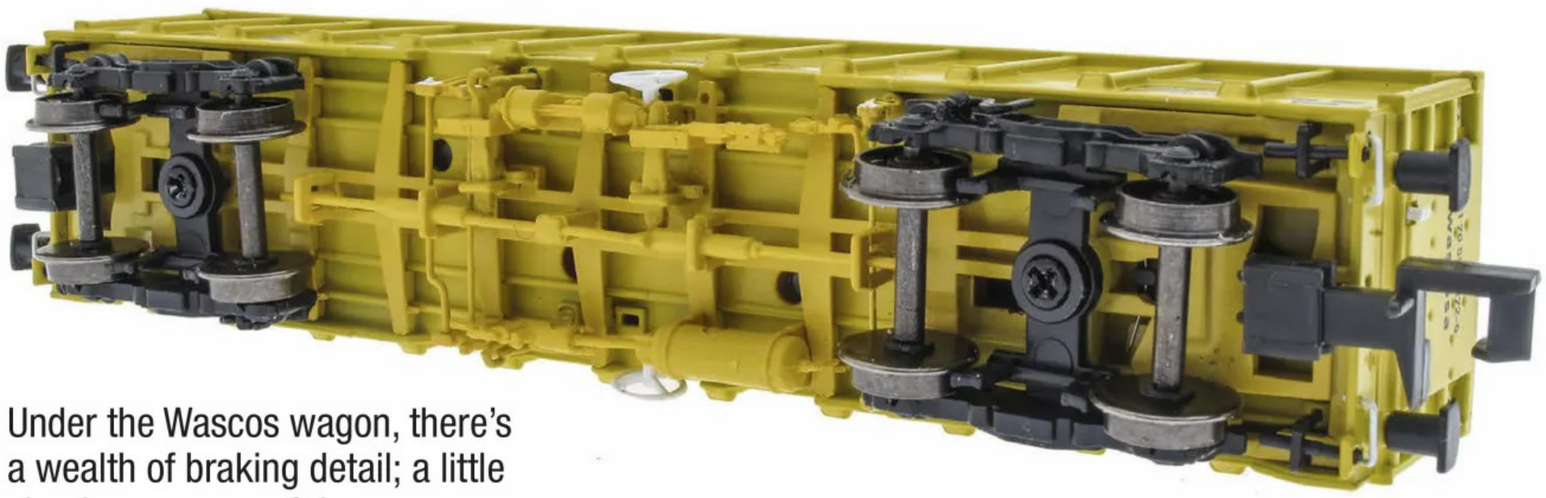
The wagon has two main types – one with nine bodyside ribs, and one with 11. Some have access doors between the ribs at the right-hand end and some do not, some have parking brake wheels on the lower edge of the body, while some have it on the bogie at one end, and these are variations that Revolution has tooled for, as MMA wagons operated by DB Cargo, while those of other operators have a tops code of JNA. Revolution has released Ermewa grey, VTG silver, VTG dark blue, Mendip Rail, GBRf and Touax liveries in, most cases, with different running numbers. In addition to the silver Mendip Rail model shown in this review, we also have a livery exclusive to Revolution in the striking Wascosa Network Rail yellow livery used in infrastructure trains. Any of the models listed with an L suffix include a working flashing tail lamp and are priced at £47.95; £3.00 more than the unlit versions.



The included stone load is a nice feature and I'm sure we'll see most trains running on layouts loaded; if it's there; use it!

The finesse of Revolution's model is excellent; particularly below, with intricate but robust brake detailing. The base livery density is very good and the definition of the tampo printing is excellent, only being legible, and clearly so, under huge magnification. Together, the models run well and are nicely weighted. Each model includes a removable stone load with characteristic humps in the loading pattern.

Overall, I am sure this will be a popular choice for the discerning contemporary modeller.



Under the Wascos wagon, there's a wealth of braking detail; a little simpler on some of the wagons.

FACTFILE

Models:
N-EAL-101A/B/C/D Ealnos MMA Wagon DB red
N-EAL-102A/B/C/D/L Ealnos JNA Wagon Ermewa grey
N-EAL-103B Ealnos JNA Wagon VTG silver
N-EAL-104L Ealnos JNA Wagon VTG dark blue
N-EAL-105L Ealnos JNA Wagon Mendip Rail
N-EAL-106L Ealnos JNA Wagon GBRf
N-EAL-107C/L Ealnos JNA Wagon VTG mid blue
N-EAL-108A/B/C Ealnos JNA Wagon Touax
N-EAL-109A/B/C/D/L Ealnos JNA Wascosa yellow
Era: 2016 - present
Construction: Plastic body with metal detailing
Weight: 33g
Minimum curves: Radius 2 (263mm)
Accessories: Bufferbeam detailing

WHAT WE LIKE

- ✓ Excellent livery
- ✓ Tooling variations
- ✓ Included load
- ✓ Tail lamps, where applicable

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Rapido Dia. 1/191 OAA 45T Open



Andy York



1971 marked the start of a significant era for British Rail with the introduction of the first 20' 9" long-wheelbase air-braked wagon with uprated running gear to permit faster running freight services in the shape of this 45t Open AB wagon, better known for its TOPS code, OAA.

Although we have seen the VIX ferry van from Rapido, this is the first 'modern era' wagon we have seen, and it's significant as the chassis was utilised across several open and van types in later years and we can see where this might give Rapido further potential and direction. 100 of the wagons were built at Ashford Works, lasting through to the Railfreight era in Speedlink services with later usage for engineers, with the final examples lasting into privatisation. Rapido has produced eight wagons in BR bauxite and seven in Railfreight liveries with different numbering, styles of lettering and data and also, brilliantly, patched wagons with different paint finishes as a head start to weathering. A Civil Link example covers engineers' use and there's one in EWS maroon.

It is a superb model with probably the most complex set of underframe detail imaginable, which is pretty robust, although care should be taken with the handbrake lever bracket as that could easily be caught on one side. The wheelsets have brake discs to the outer and inner faces and the shoes are aligned for OO wheelsets and would require adaptation if the modeller chooses to fit EM or P4 wheels. The long-planked side doors have a lot of detail to the strapping and the ironwork, although the paint does soften the definition of that detail under close magnification. There's a good weight to the wagon thanks to the diecast chassis elements, and with its sprung buffers should perform well within a train.

As these wagons could be found singularly and in multiple in trip and Speedlink services, there are few modellers of this era who could not find good reason to include some.

FACTFILE

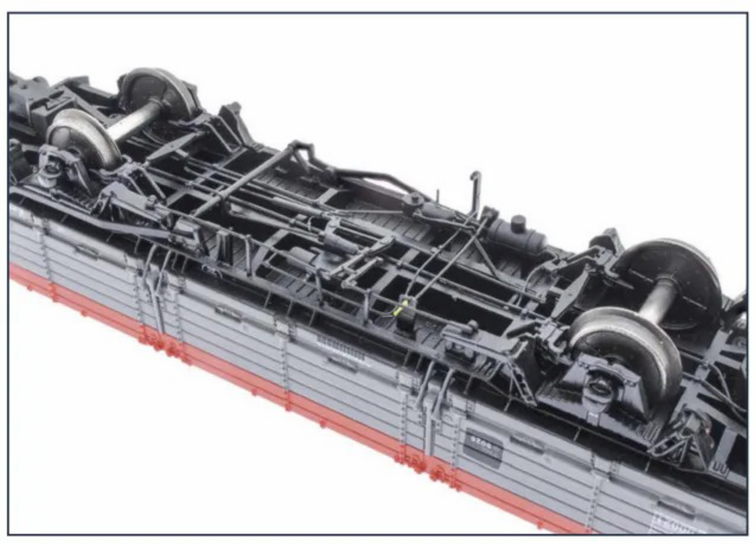
Models:
BR Bauxite – eight wagons
BR Railfreight red/grey – seven wagons
BR Civil Link yellow/grey – one wagon
EWS maroon – one wagon
Era: 1971 - privatisation
Construction: Plastic body and diecast chassis
Weight: 76g
Minimum curves: Radius 1 (371mm)
Accessories: All fitted

WHAT WE LIKE

- ✓ Underframe detail
- ✓ Door detail
- ✓ Print quality
- ✓ Variety of liveries and numbers



Planking details to the floor and sides of the wagon can be seen inside, important on such an open wagon.



Stunning! The underframe detail is exceptional, although it will be unseen for much of the time in use.



Fine detail can be found right around the wagon, especially at the bottom of the drop-side doors.

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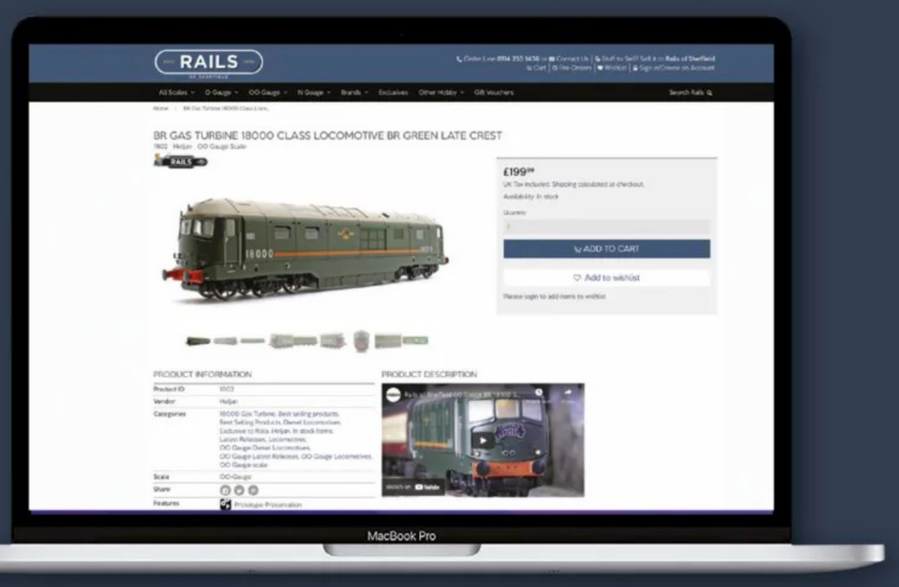
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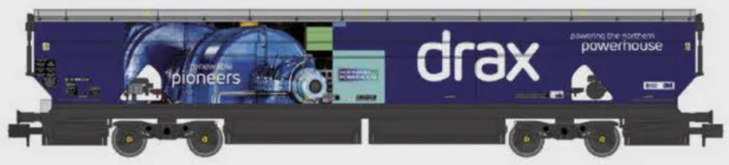


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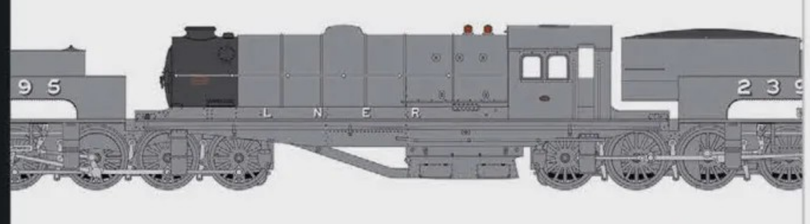
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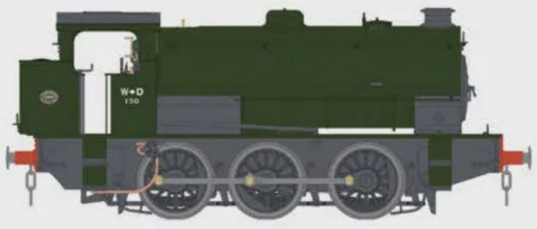


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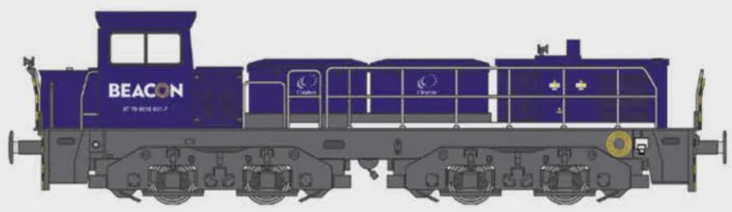
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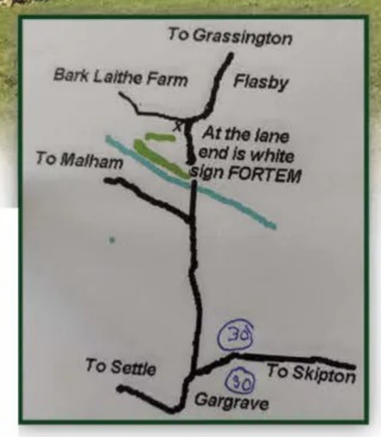
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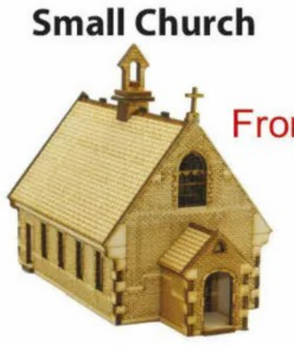


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Jan 27/28 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX**. Sat 10-5. Sun 10-4.30
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Feb 3/4 - ALTON - FebEx 2024 Alton Model Railway Group Exh, Eggars School, Anstey Road, Alton, Hants, **GU34 4EQ.** Sat 10.30-5. Sun 10.30-4.00.
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Mar 30 - April 1 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. **YO23 1EX.** Sat & Sun 10-5, Mon 10-4.30. **Coming to York? Why not try Sunday? or Monday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!**
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April 20/21 - MACCELSFIELD Model Railway Group Exhibition, Tytherington School, Manchester Rd, Macclesfield, **SK10 2EE**. Sat 10-5, Sun 10-4.30.
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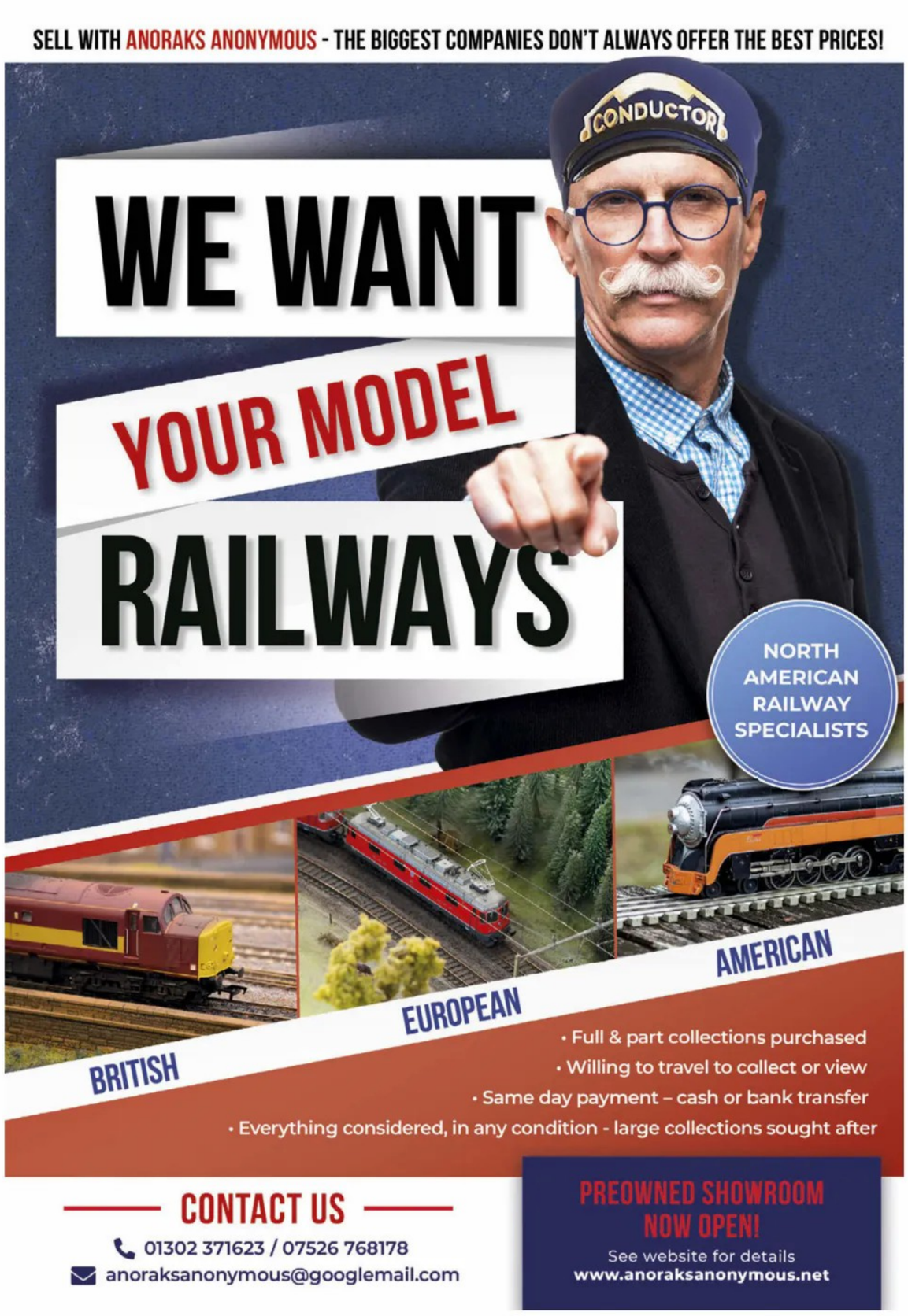
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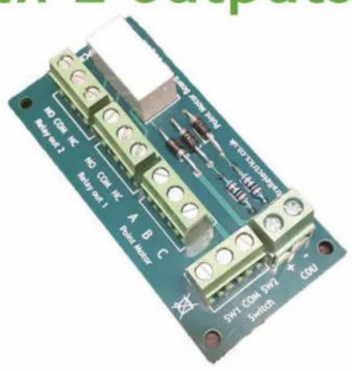
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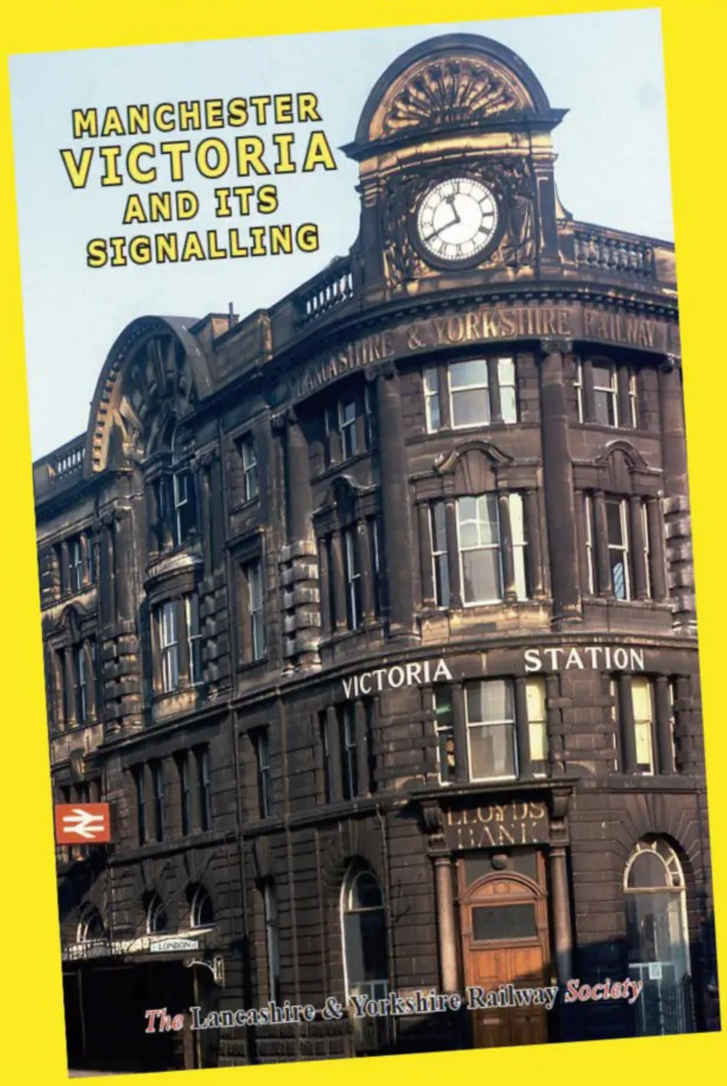

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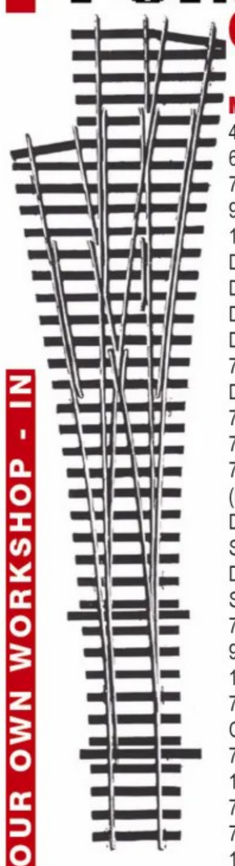
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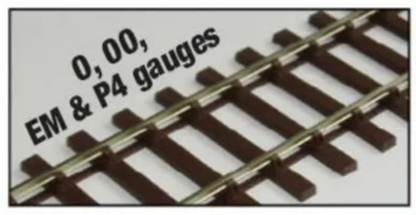
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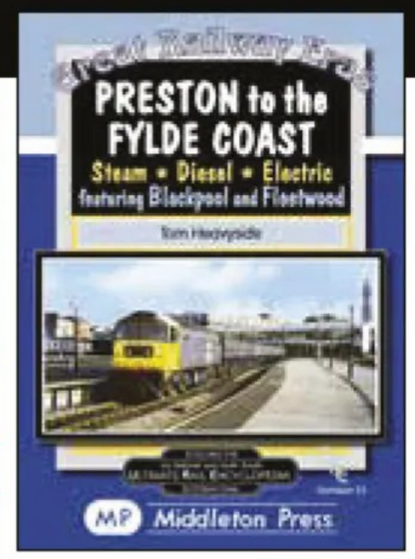
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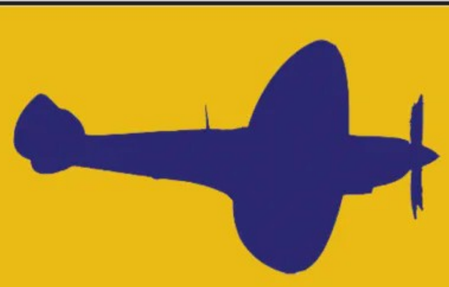
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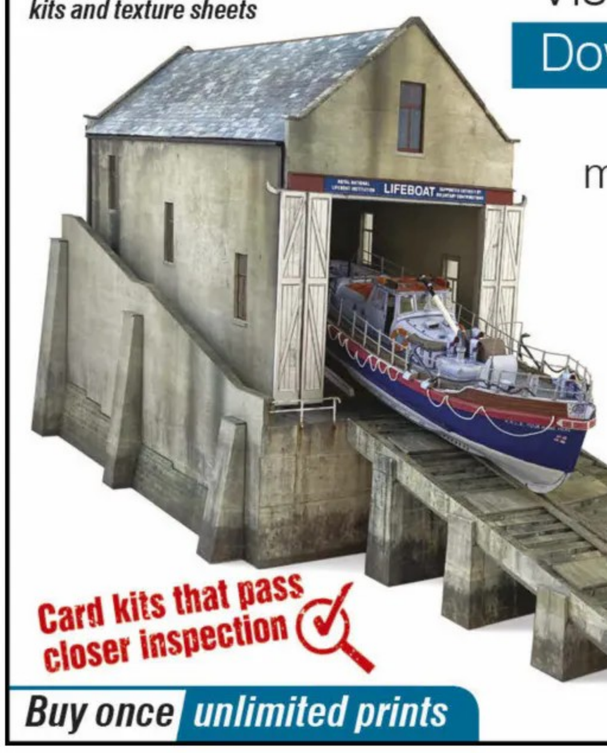
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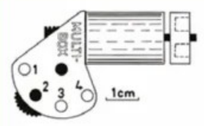


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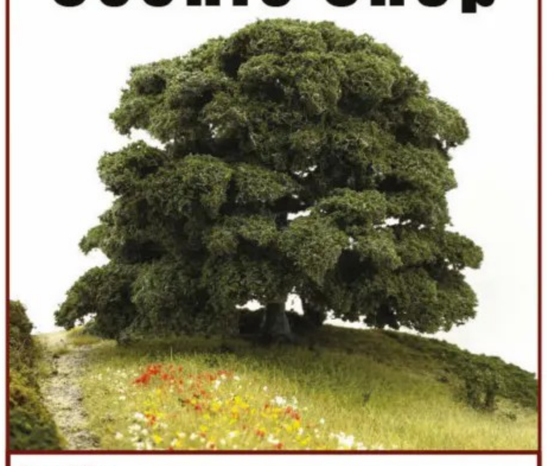






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Buffer Stop

Pictures from Warley

The National Model Railway Exhibition provided so many wonderful sights, and cakes, so we thought we'd bring you a selection this month.



The team on our stand, brandishing our free Warley Special issue. Over 6500 were handed out over two days; the van went back quite a bit emptier than it arrived!



Builder of York station, the lead feature layout in our Special, Giles Baxter, was delighted to see it on the page and took a few copies away as souvenirs.



009 enjoyed a big presence in the Society's 50th year, and no layout was bigger than the amazing 'Bron Hebog'.



Neil Podbery and Paul Bambrick's stunning diorama was very popular on RWweb.



Not all the visitors were dressed as impressively as Kitten-von-Mew and family, but they have given us some ideas for future clothing on our stand...



The LocoLadies cake was excellent, according to our correspondent, who didn't bring any back to the stand!



On the stand, our micro-layout played host to a load of pre-production models, such as the Kernow railcar, which is an excellent runner.



Over at the G scale layout, Phil made a friend.

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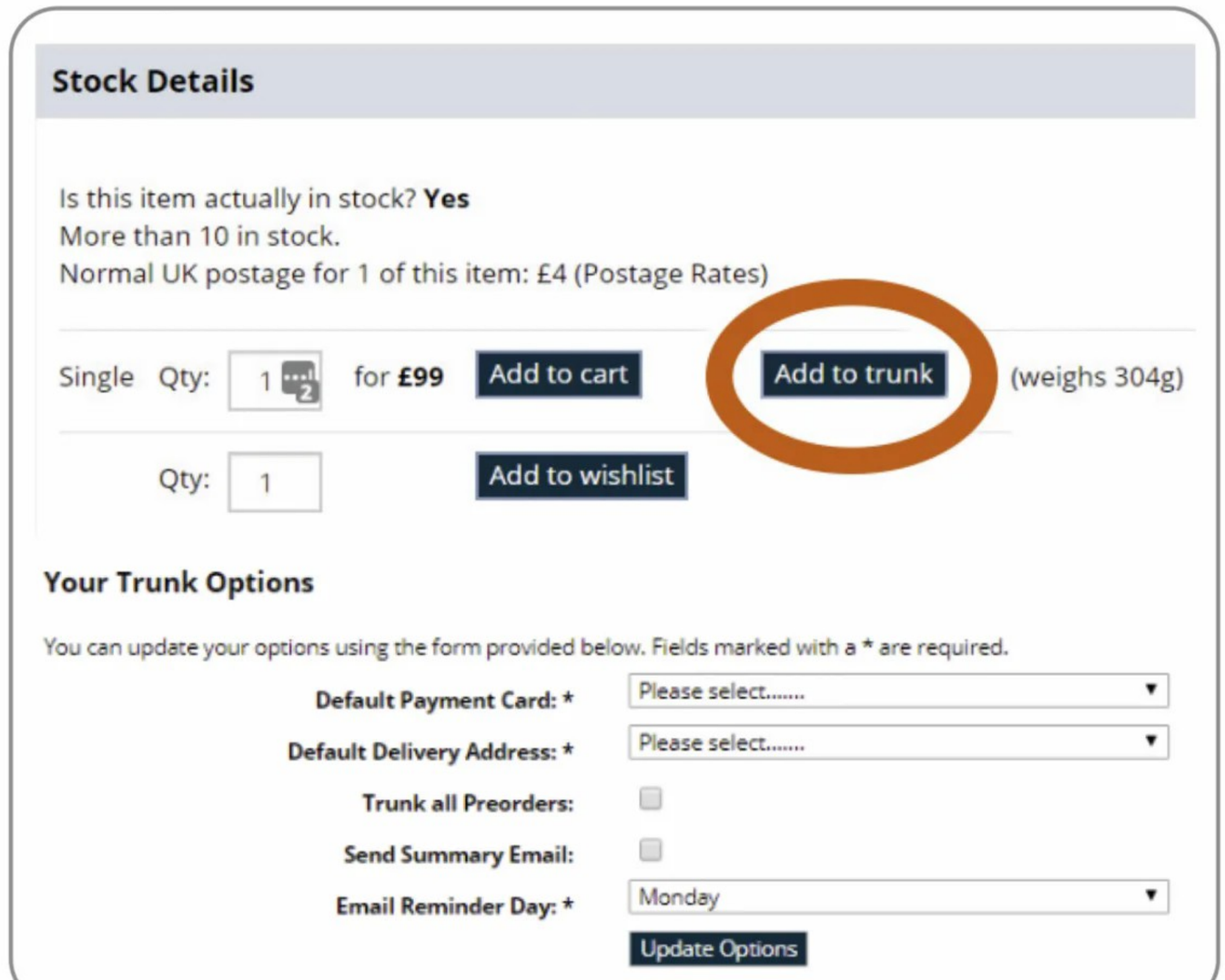
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