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BRITISH RAILWAY MODELLING

BRM

MAY 2024

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TRACTION
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Then and Now

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- Kith and timber
• Hornby in detail
- Class 67s for sale
- Whitton June 1985
- NLS Concrete Train

TRACTION

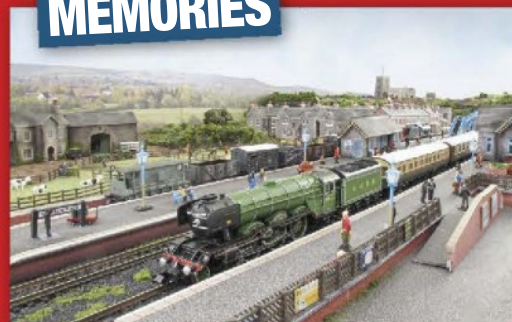
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INSPIRING LAYOUTS

p20 Metcalfe Road (OO) Stunning architecture leaves a lasting impression.

p36 Chieftain Place (N) Rebuilding this layout as a tribute to a family member provided the perfect testbed for new skills.

p106 Trowland (S) This idyllic layout has a new custodian.

p120 Barrihandie (OO) In part two, we take a closer look at the details.



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GETTING PRACTICAL

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- p48** How to enhance a Hornby crane
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- p70** Modelling deep water in six steps



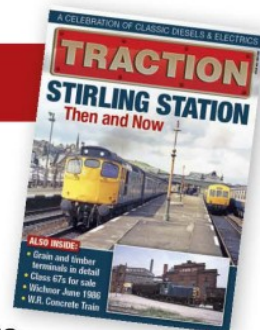
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TRACTION

Stirling Station explored, Grain and Timber terminals in detail, Class 67s for sale, plus much more...



LATEST REVIEWS



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R3896	R&H 88DS BR Green.....	£102.59

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R609	Double Curve 3rd Rad.....	£3.25

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R8073	RH Point.....	£11.85
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31-931	LMS Compound.....	£112.90
31-932DC	BR Compound.....	£127.75
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-004A	Robinson BR Early.....	£118.95
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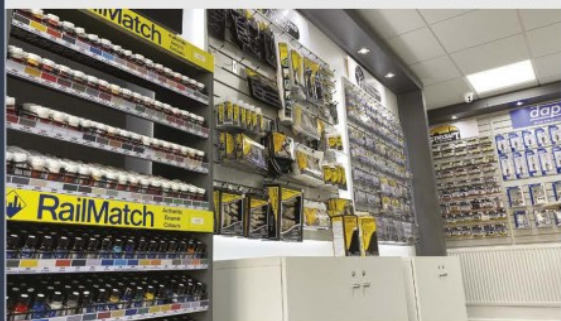
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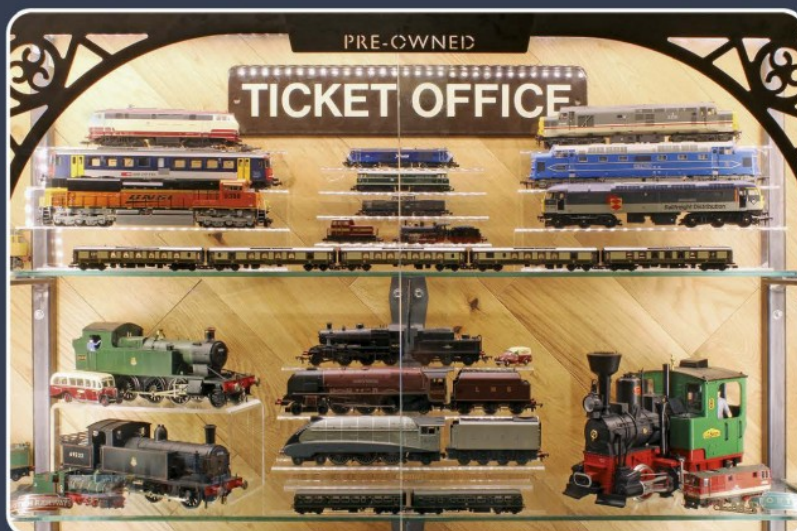
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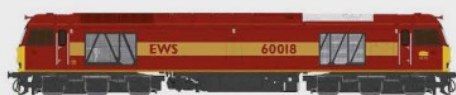
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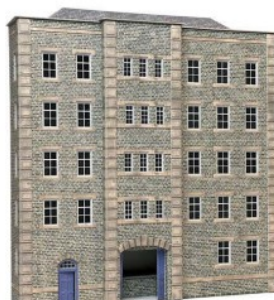
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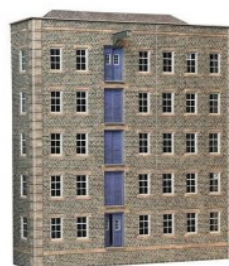
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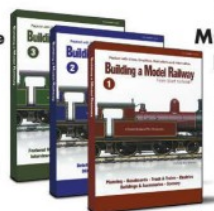
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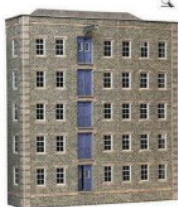
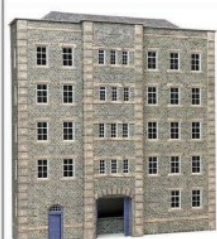


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The generic urban backscene with trees matches the feel of the layout scene and adds depth to the 19" boards.



FACTFILE

NAME: Metcalfe Road

SCALE/GAUGE: 4mm:1ft/16.5mm/OO

SIZE: 15ft 6in x 19in

ERA/REGION: LNER/LMS (1935-48) or BR Eastern/Midland regions (1948-68)

LAYOUT TYPE: End to terminus, scenic fiddle yard at one end

WORK OF ART

Creative cameos and distinctive buildings are plentiful on this serial builder's latest layout, which helps fulfil his love of shunting.

Words & Photography: Jonathan Grant



At the height of the pandemic during the latter part of 2020, I decided to build a layout to run some of the British outline OO rolling stock that I'd acquired or kit-built during the previous few years. I returned to modelling British outline in 2015, following a hip-replacement operation after spending over 10 years building and exhibiting two American HO layouts ('Sweethome Chicago' and 'Sweethome Alabama').

Having grown up with Tri-ang and Hornby model railways, I'm no stranger to modelling Britain's railways in OO, and two of my layouts have featured in British Railway Modelling over the years – 'Hudson Lane NER' (BRM December 1995) and its successor, 'Hudson Road NER' (BRM January 2013).

When I returned to British outline, I started building some of the Metcalfe range of card kits to get me back into the modelling groove and had quite a selection by the time I was ready to start planning the layout.

Layout checklist

Before designing the layout, I set out a few parameters that I wanted to include. The layout had to be portable, with exhibiting in mind, and the boards light enough to carry easily by myself. Each of the main baseboards is 3ft 3in (1m) x 19 inches (0.5m), with separate backscenes and open-frame construction. Only the trackbed, baseboard edges and ends are constructed from 5mm plywood sheet, the scenery base being constructed from foamboard for lightness.

BELOW: The height of the main line through the scene raised above street levels creates interest rather than a flat earth.



Fictional History

Having imagined how the land looked before the railways and buildings arrived, I decided to create a history of how the modelled area developed. Originally, there was a country lane at the top of the hill linking two villages (right end of layout). Coal was discovered nearby and the colliery owners built the embankment as part of a railway connection to the pit.

The colliery workers needed somewhere to live, so streets of houses were built at the bottom of the hill, linked by a road cutting through the embankment up to the country lane, which was subsequently widened to accommodate the increased traffic. These workers had money to spend, so shops, pubs and more houses were built on the hill. The Colliery managers also needed somewhere to live, so larger, posher houses with bay windows were built at the top of the hill, away from the riffraff.

Much later, the factory arrived and wanted a rail link, so the road at the top of the hill was bridged and the colliery embankment was cut through with an embankment at the bottom of the streets of colliery houses. A small bridge had to be constructed into the new embankment to preserve a footpath and an occupation crossing allowed the farmer to reach his fields.

To reflect the different periods, I chose to model the older buildings in stone, with only the newer factory buildings and walls made from brick.

Lastly, food shortages during two world wars meant that lots of waste ground was converted into allotments, very popular with both the miners and factory workers.





LEFT: A view over the wall and smaller buildings in front of the factory frames the Peckett on shunting duties.

BOTTOM LEFT: The weathering of the Metcalfe buildings improves their appearance immensely.

BELOW: The view through the factory yard shows the frontage of the engine shed, the venerable Airfix tooling of over 60 years ago.



I wanted to use the freestanding folding leg assembly that I had built for and salvaged from 'Sweethome Chicago', whereby folding leg assemblies with adjustable feet on each leg piggyback onto one another to form a solid, level foundation for the baseboards that can be used for multiple layouts, although not at the same time.

Operation is from the ends and front, which helps to immerse the operator into the modelled scene, rather than having to peer over the backscene.

I also decided to showcase the potential of the Metcalfe card kits, so all the buildings, wherever possible, are from the Metcalfe range - hence the layout name being 'Metcalfe Road'. I also had a load of ready-made kits, built while recuperating from the hip operation.

I wanted to explore using a scenic fiddle yard, rather than having a completely off-scene area for making up the trains, and the potential for a reversible layout - the backscenes can be removed, the whole layout turned 180 degrees, new backscenes added to what was the front and the layout viewed the other way round.

Lastly, I wanted buildings and details that were generic enough to represent a 30-year period from the 1930s to the 1960s and could represent anywhere from

North East England, Scotland, North West England, The Midlands, Wales and the South West, the period and location being hinted at simply by changing the rolling stock, the advertising hoardings, the road vehicles, plus the company and destination on the bus on the layout at the time.

Construction begins

The track layout is a modified Inglenook design - three sidings and a headshunt. I have added a service track for the yard shunter and a siding beyond the over-bridge (the original scenic break before I hit on the idea of the scenic fiddle yard). The siding behind the street of shops is the fiddle yard track where the next train waits to enter the scene and is partly obscured by the buildings.

Most of the trackwork is also laid at least halfway back on the baseboards, with view blocks and scenery in the foreground - the opposite is the case when the layout is reversed. The layout has also been split into at least four distinct scenes - the factory, the allotments, the streets of houses and the street of shops. The road that traverses the entire length of the layout is called Metcalfe Road.

While Metcalfe card kits are perfectly acceptable when built as per instructions, I thought I would utilise my scratch-building skills to upgrade the basic card model with some modifications to the basic building kit to represent examples on a slope, rearranging the basic shape of the structure, mixing parts from different kits to create a new building and adding details.

When viewing a layout either at home or at exhibitions, the first part of the building that you usually see is the roof, as you are looking down at the layout. Therefore, I replaced all the kit roofs with



Wills Scenic slate roof tiles, using the discarded card roof as a template for cutting. I also used the Wills Scenic building details pack for chimneys, ridge tiles, guttering and downpipes. Flashing around the chimneys and roof joints was cut from the instruction sheet using a scalpel and steel rule, two of my essential kit-building tools.

For buildings at the front of the layout, I scored the stonework with the back of a cutlery knife and steel rule, giving the illusion of a 3D effect. I didn't bother doing it on the buildings sited further back as the detail can't be seen at normal viewing distance.

Interior walls were added to all buildings, both for added rigidity and so that you can't see through the windows at the back of the house when viewing from the front.

Several ghost signs (advertising signs painted onto walls) from Scale Model Scenery and homemade billboards have been added to the end gables of some houses, mainly ones where the sign can be seen from the road.

Walls and bridge abutments were all scratch-built from Metcalfe stone and brick sheets, strengthened with grey board and high-quality picture mounting board (available from The Range and artists' supply shops). The offset road bridge was a heavily modified Metcalfe kit. I used Wills Scenics for the plate girder bridge and Plastikard beams for the support girders underneath, necessary as they are visible from normal viewing distance.

I have deliberately kept what the factory produces as vague as possible to maximise the potential for varied rail traffic. Other local traders can also arrange to have their raw materials delivered or products sent out using the rail facilities – for a fee. I have also created a second smaller factory using Metcalfe and Wills products, which fits the same footprint as the large factory building. Not only does this provide some variety, but it is also an advantage when operating the layout back to front, with the tracks at the front of the layout.



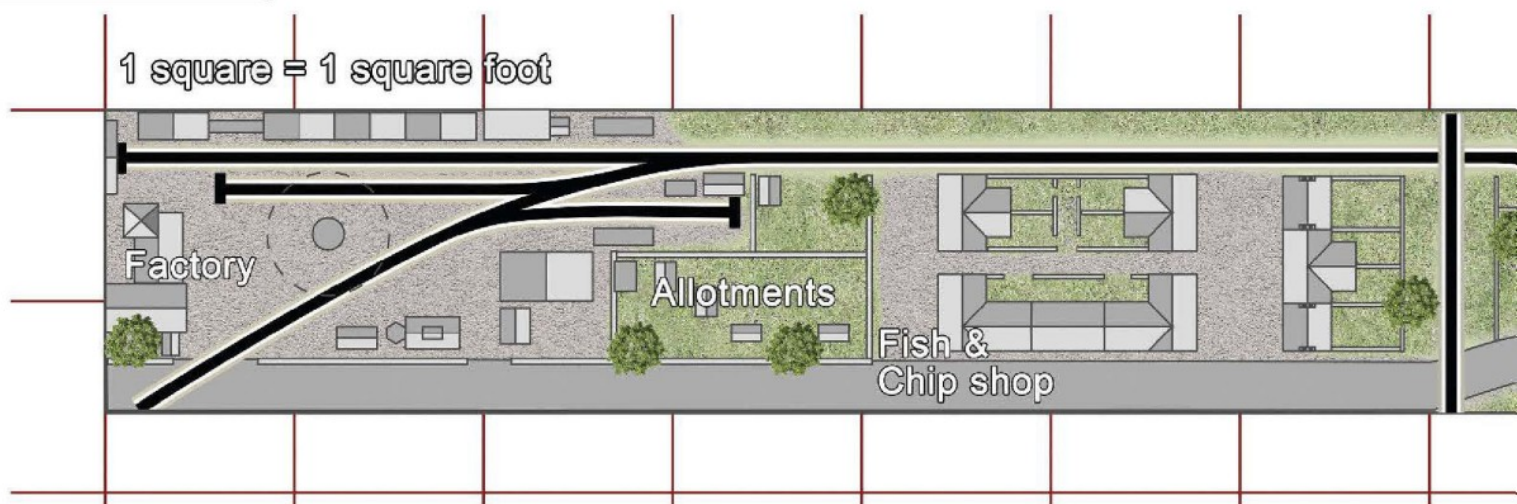
Road Vehicles

Most of the road vehicles used on 'Metcalfe Road' are either from Oxford or Classix, although several of the lorries have been built from Springside white metal kits. The choice of vehicles on the layout helps define the period being operated, so cars from the late 1930s onwards and ex-military vehicles would be common well into the 1950s as well as newer examples. Many of the cars and lorries have drivers fitted, painted interiors and have been weathered to varying degrees. I found that HO figures look and fit better into the cars than OO figures.

I did apply stickers under the car showing car type and years active, to help with selection for different time periods. Googling the registration number on the model can help tremendously with identification, especially if you've lost the box.

The company livery and destination on the buses help to locate the geographical area and I have examples covering Sunderland, East Yorkshire, Lancashire, Midland and Western National so far. I'm still on the lookout for a South Wales bus livery for when I run Western Region or GWR stock.

TRACKPLAN



RIGHT TOP:

Each viewing angle throughout the layout is carefully considered and shows just how much detailing work has been carried out.

RIGHT MIDDLE:

Each of the side streets provides a view of the passing railway, with shades of a Colin T. Gifford photograph.

RIGHT BOTTOM:

Carefully structured cameos around the layout provide scenes of everyday life.

**Setting the scene**

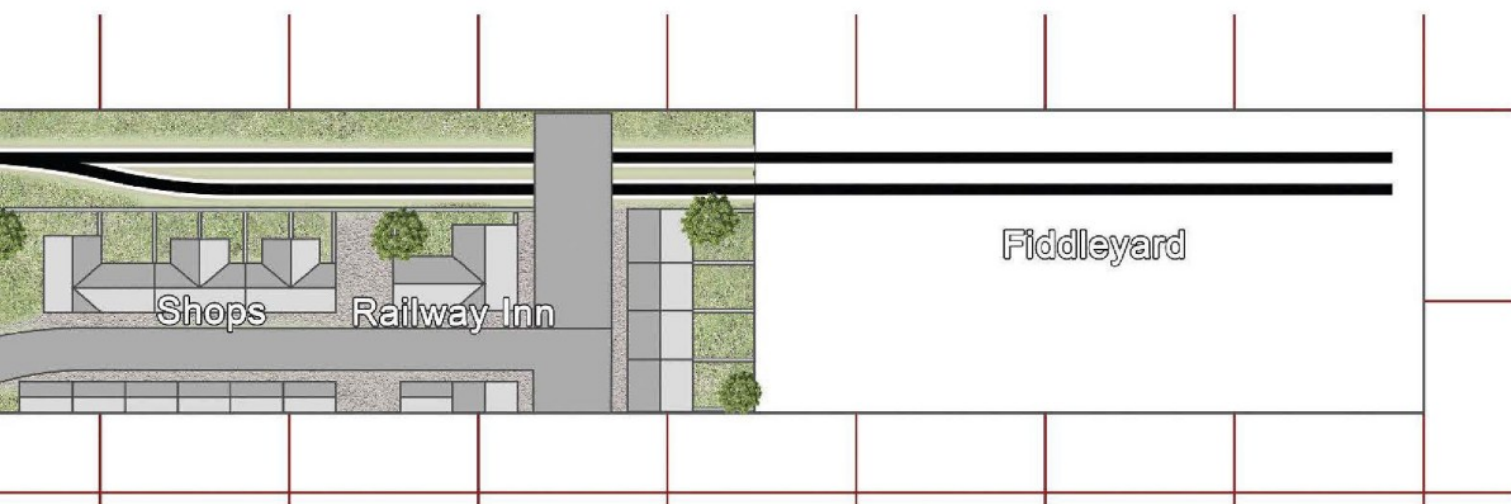
As stated earlier, the sub-base for the open-frame areas of the layout was constructed using foamboard for lightness. It is easily cut using a sharp Stanley knife or scalpel and glued with woodworkers' PVA glue. Basic scenic shapes and hills can be easily and quickly formed, so you rapidly get an idea of how the overall scene will look and which areas don't look as prototypical as imagined.

Throughout the planning and building of the basic scenery shapes, I kept an idea in my head of how the land would have looked before the railway, roads and buildings arrived. This helps with imagining how the embankments, roads and cuttings would have been constructed and helps to create the overall realism of the layout.

Once happy with the basic sub-forms, I covered the embankments and grassy areas with Mod-Roc plaster bandage. After fitting the buildings, streets were covered with Metcalfe cobblestones, scribed for a 3D effect and the paving/curb stones were also from Metcalfe. The tarmac roads were formed from grey, fine-grit sandpaper, which, when glued, can be easily weathered by rubbing another piece of sandpaper over it until the desired effect is achieved.

Other than the factory yard and the trackbed, none of 'Metcalfe Road' is flat; the scenery falls from each end towards the middle of the layout, suggesting that there may be a stream running underneath the wide street between the houses at the centre of the layout. The scene also falls towards the back of the layout at this point, suggested by the roof profile of the houses and falls towards the front of the layout at the top of the hill, again suggested by the house roofs.

I have set out the layout into four distinct scenes, each one bounded by either a tree or a building to frame the scene, and this was something I picked up from both Iain Rice and Barry Norman in their excellent books on scenic layouts. From left, the factory scene is the principal focus of the railway activity as this is where the shunting happens, so I left the scene quite open,





The Allotments

The allotments were a joy to make and I really went to town on them. After some research online, I discovered that the standard size for an allotment was 10 poles (250 square meters or about the size of a doubles tennis court). It was common practice when there was high demand for an allotment, a council would break up the standard size into halves or quarters to meet the demand. My allotments represent either the half or quarter sizes.

The greenhouses and cold frames were Metcalfe mini kits and the pigeon lofts were scratch-built from card. Many of the vegetables were by Noch and Busch, with plant pots by Gaugemaster. The bean frames were scratch-built and the pigsty was a Scale Model Scenery Anderson shelter. The raised soil beds were formed from a carpet tile from the Pound Shop.

Fencing was from various sources and represents the random, homemade boundary fences often found in allotments of old.

bounded by a tall tree at each side. The next scene is the allotment area, again bounded by two tall trees. The streets of houses are bounded by a tree and the railway embankment, and the shops and pub is bounded by the embankment and large houses at the top of the hill.

Grass was laid using parts of grass mat salvaged from 'Sweethome Chicago', and the bushes were from various manufacturers such as Green Scene, Gaugemaster, Woodland Scenics and Martin Wellberg products. Trees are made using Forest in a Box trees and/or Woodland Scenics tree formers. Several were constructed using twisted wire formers covered in Flexi Bark/Artex, available from Green Scene. Many of the bushes and trees have been covered in Noch leaves after spraying with gloss varnish or spray glue.

The photographic backscenes were from Gaugemaster, modified to fit my scenery. I also painted clouds and trees to help match up different backscene photos and to blend in the embankment and cuttings with the photographs.

Trains at 'Metcalf Road'

Locomotives are mostly ready-to-run examples with additional details such as crew, real coal, fire irons, lamps and other small details added. All locos receive at least some weathering, lighter or heavier weathering depending on the time period, traffic patterns and cleaning practices of the owning company. Steam locomotives could be a lot dirtier in the 1960s than they were in the 1940s. I also have a small stud of early diesel locomotives in green or black, which are also detailed and weathered.

My main modelling interest is building accurate wagon kits, so I needed a freight/shunting layout on which to run them. Wagons are either high-quality ready-to-run examples from the likes of Bachmann,

LEFT: The tones of the vegetation on the layout match the backscene well, along with a variety of tree shapes.

RIGHT TOP: The changing levels, with no two buildings on the same level, add to the plausibility of the scenes.

RIGHT BOTTOM: Period signs and advertising hoardings date stamp the scene without the need for railway references.

BELOW: The open edge to the front of the baseboards allows for low-level viewpoints along the layout.



Hornby, Rapido, Accurascale, Oxford, etc., with additional detail, such as brake details, metal buffers, accurate interior bracing, removable loads, etc. Kit-built wagons are from manufacturers such as Peco/Parkside, Cambrian, D&S, ABS and others.

All wagons are weathered with acrylic washes, frame dirt and weathering powders to represent track dust and roof dirt. GWR vans posing as LNER vans and other incorrectly-liveried wagons, shiny axles and white rimmed wheels are banned from the layout (wheel rims on wagons were only ever painted white for the official photograph by the wagon builder and quickly reverted to the more common colour of 'mucky').

I have used Kadee couplings throughout with delayed action magnets set at particular points on the inglenook track layout, and the delayed action means that the uncoupled wagon can be pushed to anywhere on the siding without coupling up again.

Coupling heights and ease of coupler movement are checked regularly to get the couplings operating at their best and a Kadee height gauge and their lubricating powder are essential for this. I try to choose the correct length and height coupler that best suits the locomotive or wagon being fitted, ensuring that the coupler knuckle protrudes just in front of the buffers, thus preventing buffer lock or too great a distance between wagons.

I have found that using the NEM pockets provided on RTR wagons often results in a sloppy coupler fit, which

“My main modelling interest is building accurate wagon kits, so I needed a freight/shunting layout on which to run them.”



pulls the knuckle towards the magnet when trying to uncouple, resulting in uncoupling difficulties. I've sometimes cured this by sliding a small strip of paper between the coupler shank and the NEM pocket. On other occasions, and on kit-built wagons, I resort to the trusty Kadee #5, with the coupler box, which is often at the correct height when fitted directly under the wagon buffer beam.

Operation of sound-fitted locomotives, Cobalt Digital turnout motors and Dapol signals is via an NCE Powercab. I've used NCE products for over 20 years, preferring the ease of operation and programming over other DCC systems. Routing the power along the layout is by a track bus (red and black wires) wired into terminal blocks (chocky blocks) at both ends of each board. Feeds to each length of track, no matter how short, emanate from the terminal blocks, and I chose to wire the black wires to the rails at the back of the layout (black for back) and the red connections to the rails at the front. Connection from baseboard to baseboard is via 35-pin connectors, salvaged from 'Sweet Home Chicago'. Lighting is via 3 x 4ft LED cool white, fluorescent tubes, hung from a wooden gantry. This gives off sufficient light for the darkest of exhibition halls without being too 'yellowish' or too bright. The lights are normally hidden behind a fascia panel.

Running Session

'Metcalfe Road' operates as a 5-3-3 Inglenook-type shunting puzzle. The object of the puzzle is to form a departing train consisting of five out of the eight wagons sitting in the three sidings. Three wagons, plus a shunting engine, start on the layout and a train arrives from the fiddle yard with five more wagons. Each wagon has had a waybill/car card written for it, showing the identifying details for each wagon - type of wagon



LEFT TOP: The upper level bisects the boards and, again, adds to the interest of the various levels.

LEFT BOTTOM: Peeping over the backscene at the left-hand end of the layout shows plenty of added detail in hidden corners.



BELOW: A weathered Oxford Rail J27 poses on the overbridge, showing the stringing of the telegraph poles.





ABOVE: The combined and re-jigged Metcalfe kits around the factory yard illustrate the creativity of thinking on the layout.

RIGHT: The factory Peckett peeps out through the yard gates to cross the main road through the scene.



(van, open, tank, etc), owner details (LMS, BR(E), etc) and the running number. Once the locomotive and brake van have departed the yard, five of the eight wagons are selected at random to form the outgoing train and the position of each wagon within the train. I select the wagons by shuffling the eight car cards and selecting five at random, which are set out from left to right in a ducket at the front of the layout. The shunter is also restricted by several rules – one siding is limited to a maximum of five wagons and the other two sidings are limited to three wagons each. The head-shunt is limited to the shunting loco and three wagons. Selecting five wagons from eight available produces over 40,000 permutations, so repetition isn't an issue, and the shunting process and problem solving can be quite absorbing.

Final thoughts

'Metcalfe Road' has been very enjoyable to build. I had a basic idea of what I wanted it to look like but had no idea how parts of it, such as the factory, allotments and street of shops, would work out. Therefore, I only model the areas that I know, such as the trackwork and the streets of houses and not worry about those areas of the layout I haven't decided upon yet, leaving them until later. As the layout progresses, the areas I'm unsure of get smaller and smaller.



Spending some time planning for a lightweight layout helped with the choice of construction materials. Using strong glue instead of screws in baseboard construction helped reduce weight, as did the decision not to have integral, folding legs or fixed backscenes. Using foamboard for non-weight-bearing areas also kept the overall weight of the layout down and I can lift one board with one hand, even with the protective plywood carrying cover on.

One thing I've learnt is to use longer backscenes to reduce the number of joints and plan to hide those joints behind buildings or features.

Despite 'Metcalf Road' being my fifth portable exhibition layout build, I have learnt some new skills during construction, such as open frame construction, choice of materials and learning to plan ahead, so I don't over-engineer the layout with too much framing to prevent twisting or laminating several layers of wood, where, with a bit of forethought, one would suffice. For instance, attaching a wooden scenic fascia board to the wooden baseboard front, when the scenic fascia could also be the front, instantly saving on the weight of a sheet of plywood.

About the modeller

Name: Jonathan Grant

Age: 60

How many years modelling: 50+

Name of your first layout: 'Hudson Lane NER' (BRM December 1995)

Favourite era/region: NER/LNER/BR North Eastern Region/industrial

Favourite locomotive: Can't decide between Worsdell J72, Aspinal LYR Pug, Austerity J94 or the old Tri-ang Britannia 4-6-2.

I've lived in North East England most of my life and some of my earliest memories involve steam engines in and around Sunderland and Seaham Harbour, especially ones involving a cab ride on a steam shunter along Seaham Harbour dockside and the bus racing a coal train on the road between Ryhope and Seaham.

I've also had a keen interest in modelling railways from an early age and remember watching my dad building the iconic Airfix/Kitmaster Pug kit for me in 1965/66 - the box art is still one of my favourite railway images. My dad also built me my first train set for Christmas 1970, which included the Tri-ang/Hornby Britannia, which remains one of my favourite model railway locomotives.

LEFT: A J94 with loaded coal hoppers sits on the line above the layout scene, manned by its miniature crew.

RIGHT TOP: It's not an angle the viewer would normally see, but it shows that no shortcuts have been taken anywhere.

RIGHT BOTTOM: A subtly arched road level over the bridge and down into the scene makes the look more realistic.

BELOW: Scale road signs and furniture along with subtle colours and kerb detail set the scene overlooked by the Bachmann Fairburn tank and Gresley BG.



I chose to build a small-to-medium-sized layout with limited trackwork, ballasting, scenery, buildings and detailing, meaning that a fully-sceniced model railway is achievable within a reasonable amount of time, and I didn't lose interest during the more laborious tasks such as ballasting the track or doing the electrics.

Finally, there's only so much planning you can do before you must start cutting some wood, laying some track, gaining priceless modelling experience and learning from your mistakes. Practice, not planning, makes perfect.

Since completing 'Metcalfe Road' in the summer of 2021, I started collecting rolling stock and materials to build a small O gauge layout and built a 15ft 6in (4.75m) long O gauge shunting layout between July and December 2023. The layout, 'Bankgate Sidings', is a fictional setting somewhere near Brampton in Cumberland on a short colliery branch off the Newcastle to Carlisle line. The time period is between the mid-1940s and early 1950s, so rolling stock is either late LNER and LMS or early BR liveries can be used on the layout. 'Bankgate Sidings' is scheduled to be at its first exhibition during the summer of 2024.

I'm now collecting bits and pieces for an O gauge micro layout and several smallish OO and American HO layouts, having salvaged much of the buildings and scenery from the last two HO layouts. ■



COMMUNITY

EDITOR'S COMMENT

It has been a hectic few weeks here at BRM headquarters, as we juggle a busy show schedule with the usual pressure of getting each issue off to the printers. It has been a few months since we included Traction within the pages of BRM, and we hope you are enjoying the extra diesel and electric prototype articles.

Lots of you have written to tell us how much you are enjoying the new format, which is great news. A few of you have also been in touch, understandably concerned about the balance of BRM now, and worrying that steam enthusiasts (and modern scene fans) are going to feel short-changed due to the amount of diesel and electric articles now appearing.

We certainly haven't forgotten about you, and there are lots of fantastic prototype articles, practical features and layouts that will cater to all preferences coming up in future issues. Indeed, now at 180 pages, BRM has never had so much to offer to readers. Take this issue, four great diverse layouts in N, OO and S, loads of practical articles, offering advice on modelling water, wagon loads, adapting card kits, and so much more, plus this issue is full to the rafters with new models – proof that this hobby of ours is really thriving!

It is important that BRM is a magazine for all, and we welcome any feedback from our readers on ways we can improve, plus future articles you would like to see appear – if you have any thoughts you would like to pass on, please get in touch and send us an email at editorial@warnersgroup.co.uk.

Happy Modelling

Debbie Wood



A NEW CHAPTER FOR DREAM STEAM

After 10 years, it's time for a bigger shop, that and the fact the building we are currently in is being knocked down! We aren't going far, we will still be on the same business park, but it will be bigger and better.

The new store opens on April 2nd, and the new address is Unit 9, Lake Road, Aylesford, Kent ME20 7TQ. Opening hours are 10am until 4:30pm, Monday to Friday, and 10am until 1pm on Saturdays.

Ruth Fletcher

WEEKEND PLANS...

Bristol Model Railway Exhibition

Our three-day show in the south will once again take place at Thornbury Leisure Centre. Visitors can expect a wide variety of trade stands, modelling demonstrations, plus over 30 layouts on show in a variety of gauges and scales to suit all tastes. Ticket prices start from just £7.

DATE: May 3-5th, 2024

expoEM Spring 2024

The flagship event of the EM Gauge Society will take place at Bracknell Leisure Centre. On display will be 13 finescale layouts representing the best in 4mm modelling, plus a 'Guest Layout', in 2mm scale. There will be a good range of specialist traders, plus demos and society stands.

DATE: May 11-12th, 2024

Title: Leicester Model Railway Group Open Day

The Leicester Model Railway Group is opening its clubroom as part of Cossington Open Gardens' fundraising for its village Community Centre. Passports, which give admission to all the open gardens and the LMRG clubroom, are £7.50, and visitors can access the clubroom between 11am and 5pm.

DATE: May 26-27th, 2024

Exmoor Rail

Minehead-based club, The Exmoor Coast Railway Modellers, is offering an exciting day for all railway enthusiasts at West Somerset College, Bircham Road, Minehead. There will be a wide selection of high-quality layouts, plus demonstrations and trade support. Doors are open from 10am until 4:30pm.

DATE: Saturday, August 5th, 2024

The International N Gauge Show

This two-day show is dedicated to N gauge and will feature a range of modern image, steam, continental and American, along with society displays and demonstrations. Over 30 specialist suppliers are expected to attend.

DATE: September 14-15th, 2024

A GREAT IDEA

Further to your request for ideas on how to improve the magazine, and with reference to Tony Wright's article on second-hand restorations in February 2024 BRM, it would be worth having a regular "Wheeler Dealer" type feature whereby you purchase a cheap second-hand item, enhance it then sell for a profit. This will help demonstrate that you do not have to spend megabucks on your models and even be able to turn a tidy profit.

Gary Day

BRM says: A fantastic idea Gary, we are glad you enjoyed the second-hand restoration articles in the February and March issues. They proved very popular with readers, and we are exploring further articles on similar subjects.

LETTER OF THE MONTH

TRICKY TRACKWORK

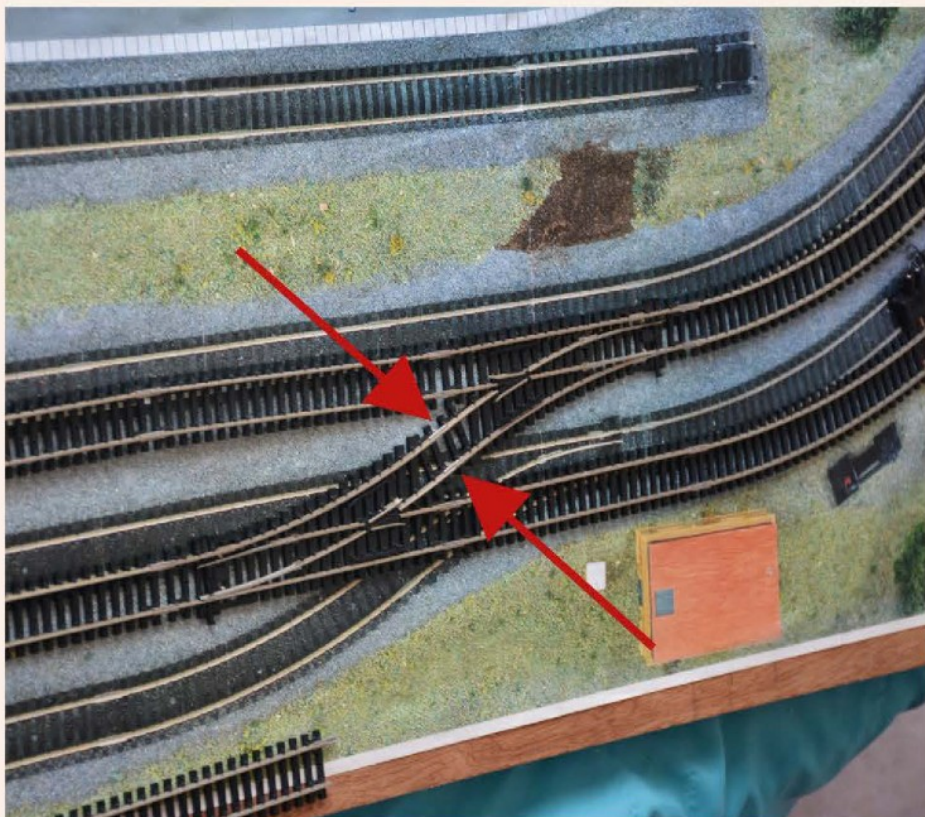
I'm looking for some advice. I've built a double loop for my grandson. The train runs on either the inner or outer track, but when I change the points to try and switch from inner to outer, the train stops. This is on analogue track.

Ian Youl

BRM says: This is a common problem we all make at some point; fortunately, it has an easy solution.

What's happening is when you throw the point, the tracks that allow you to cross from one circuit to another have different polarities. That causes a short circuit, and the trains won't run.

All you need to do is replace the metal fishplates that I've arrowed for insulating ones (Peco and Hornby make them) and all should be well. If the track is really firmly down, you could just cut the rail where the fishplates are - all we are looking to do is electrically disconnect the rails from each other. Do this wherever points face each other (technically called a "crossover"), and the problem should go away.



DC SOUND MYTHS

I fear it's possible that what once was a common myth might be perpetuated, the myth being that loco sound could only be enjoyed on DCC-controlled layouts. In the article about the lovely layout "Turning West" (Yelverton), in BRM February 2024, the writer rather implies this on page 43, after talking about his choosing DC control.

While it has been true for many years that only with DCC can things like the whistle or horn be sounded, the basic loco sounds due to power source - "chuff" or diesel engine, related random sounds, brake squeal, and so on - are available on sound decoders from a number of manufacturers, often already factory-fitted by the manufacturer.

The writer of the article cites the additional cost for a sound loco of some £100, and this figure applies to the high-end feature-rich decoders. If an "Analogue DC capable" loco is found not to deliver sound on simple DC, changing a CV on the decoder will suffice. Less expensive sound decoders suitable for DC sound are provided by SoundTraxx in its Econami range, those for UK locos being available at £70-75. Though, as far as I know, no UK outline locos are delivering locos ex-factory with Econami decoders.

Sound decoders come with either sounds suiting a specific loco or with a selection of loco types in the case of Econami. So, a DC user would need the help of a DCC-using friend if choosing

an Econami decoder to retrofit to their loco unless the vendor was prepared to do this for them.

Our layout is DC and we have a few sound-fitted locos in our collection. Using them is always fun! The oldest is a US-outline diesel by BLI, which, from the factory, was "DC Sound" and allows a "DCMaster" to sound Horn or Whistle. Otherwise, we use ESU Loksound.

For anyone not choosing DCC for their layout, adding sound to locos is still a wonderful thing. Ask a friend with an ESU or Zimo chipped sound loco if they would be willing to test it with you on your layout. Or do the same at your local Club. Then you can decide for yourself.

Tony Burgess

COMMUNITY

Inspirational modelling with **RMweb**



A rare occasion in the 1930s, when *Old Reliable* and *Old Faithful* were utilised together on empties to Ward Fell Slate Quarry.

RMweb user: Tom F



A little scene taken during the Crewe Station remodelling in 1985. A short train of empties passes through Nifkin's Bridge.

RMweb user: 97406

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



Mariners and locals gather for fishy conversations! **RMweb user: brylonscamel**



A fitter raises his attention from his sandwich to ex-LNER O1 63746 leaving the workshop. The lamp he fitted to its front earlier seems to have gone walkabouts...

RMweb user: Boleyn Road



Ben Ashford must have climbed onto the roof of the adjacent factory to capture this view of 5328 bringing a train of Whitecliff Quarry ballast from the Forest of Dean into Callow Lane.

RMweb user: Captain Kernow



Always nice to see BR blue Class 08s moving about the freight yard!

RMweb user: saxokid



TORNADO RETURNS!

Following completion of a major £1m overhaul, A1 class, No. 60163 *Tornado* will return to the national network this summer.

Through 2022 and 2023, No. 60163 has been in the workshop receiving significant engineering maintenance, as well as the world's first fitting of digital signalling equipment to a steam locomotive.

Now, as the locomotive concludes that work and enters its proving period, 21st Century Steam has announced *Tornado*'s first tour. Travelling from the city of Leicester, calling at East Midlands Parkway, Chesterfield, Doncaster and Leeds on Saturday, June 29th, passengers will be treated to a steam train excursion over the Settle to Carlisle railway.

Tornado will be active throughout the UK in 2024 and into 2025. The regular programme of 'The Aberdonian' tours in Scotland will run from July to September, and there will be further tours announced across the country. It is planned for this programme of trains to enable passengers from the North East, South East and West Midlands to enjoy a steam-hauled special train headed by *Tornado*.



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Flying Scotsman arrives
at the 'Chieftain Place'
heritage line station.



A FAMILY TRIBUTE

Rebuilding a layout to pay tribute to a loved family member and memories of trips to a heritage line provided a perfect opportunity for this builder to test out new skills.

Words: Jack Stansfield **Photography:** Phil Parker



FACTFILE

NAME: Chieftain Place

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

SIZE: 9ft 9in X 2ft 4in

ERA/REGION: Heritage Line, United Kingdom

LAYOUT TYPE: 2 continuous Loop

Chieftain Place' is a rebuilt layout dedicated to the memory of my granddad, who first introduced me to live railways and was a talented engineer who worked in the agricultural machinery industry all his life, and in later years became a keen railway modeller. My own interest in railways stems from regular visits during school holidays with him to local heritage railways and the National Railway Museum in York – a particular favourite. I always took great interest in the interactive model railway they have on public display, spending considerable amounts of time watching engines disappear into tunnels.

When he retired, my granddad took up railway modelling, firstly with an O gauge layout built around the walls of a spare bedroom, which had a hinged hatch to gain entry, before moving to a 00 gauge layout in his shed. From the moment he introduced me to railway modelling, I was hooked and over the years we shared the hobby, creating multiple different layouts until I finally received my own layout one Christmas.

My first layout was N gauge, which was a very new concept to both of us but we eventually adopted this many years later as our preferred gauge and completely converted to N gauge as our designs grew in ambition. Due to the scale reduction and need for less space, we moved the layouts back into the house, which later helped when he grew older. Together, we built an initial layout, which we changed and re-designed continuously and ran for many years, creating great enjoyment for both of us.



TOP LEFT: A view from the hilltop churchyard overlooking 'Chieftain Place' village. Buildings are modelled from Metcalfe kits and road surfaces created with Metcalfe textured sheets.



MIDDLE LEFT: Recreating scenes from the Channel 5 documentary, a B1 causes lineside fires during the dryer months. Modelled using two pre-painted Farish figurines and a single Oxford Land Rover coupled with thin cotton wool to simulate the smoke.

BELOW: A school class awaits the whistle to depart as a resting driver looks on from the station footbridge. The footbridge was constructed from laser-cut MDF and then painted in the matching station blue.





'Chieftain Place' signal box overlooks the crossing. Visiting enthusiasts begin to gather at the line side, ready to view passing steam locomotives.

The Chief

Having completed the layout, all that remained before running the locomotives was to name our station. This is a break from tradition as we didn't name our layouts built over the years, but being a tribute, I felt it would be appropriate. There is already a commemorative plaque fitted to the baseboard edge in honour of my granddad, so I felt the station should rightfully be named after him as he was my inspiration for this new build. The name I selected is inspired by my granddad's nickname, "Chief". Therefore, the station was christened, 'Chieftain Place'. I specially commissioned two station signs to be built that were 3D-printed and then hand-painted by myself, which can now be found on the platform.

The layout incorporates many nods to my granddad based on his interests and past career in the agricultural industry. Vehicles, such as Massey Ferguson tractors, can be found around the farm, and his old red MG Midget sports car is parked with his old Mini Cooper at the tunnel entrance. The town also has its own fish and chip shop, which was a weekly visit for us. The man himself can be seen in a flat cap and large brown work overcoat, usually with his car and motorbike, admiring the passing trains.



ABOVE: Granddad pictured in front of the iconic *Mallard* at the National Railway Museum in York.

Unfortunately, we lost him at the grand age of 95 in 2021. By then, our layout had begun to show its age through not receiving the regular care and attention in earlier years. So, as a tribute to him, I made the decision to rebuild it from the ground up and for the design to incorporate as many features linking to the sentimental memories from our days out over the years. The design is loosely based on the famous heritage railway that we visited together many times, with the feature station inspired by Grosmont Station. I have taken some artistic licences around the overall look of the layout and the fleet running on it. These include a collection of our favourite locomotives and rolling stock seen at the National Railway Museum and North York Moors.

First steps

The layout is a modular baseboard measuring 9ft 9in x 2ft 4in, which is constructed from three separate sections of MDF board mounted on softwood frames. The sections are bolted together in situ and are supported by legs positioned at each of the mating joints and at each end of the layout. The frame is set to give a convenient working height of 36in, with the space underneath used as dedicated storage organised using regular plastic storage tower drawers.

While not planned for, the height of the layout also had the unexpected benefit of being an ideal level to view the operational railway whilst seated. I always think the best way to view a model railway is at eye level – perhaps harking back to my earliest memories as a child in the Railway Museum.

LAYOUT | N | CHIEFTAIN PLACE

I began the build by laying a cork underlay for the tracks, both to provide a degree of noise reduction when the trains were running and also to create a more natural shoulder for the track ballast, which would be added later. The design, using the track from the original layout, is two concentric loops with sidings for a double engine shed and small goods yard. The track was fixed onto the cork using standard tacks, and, once in place, I began installing the electrics.

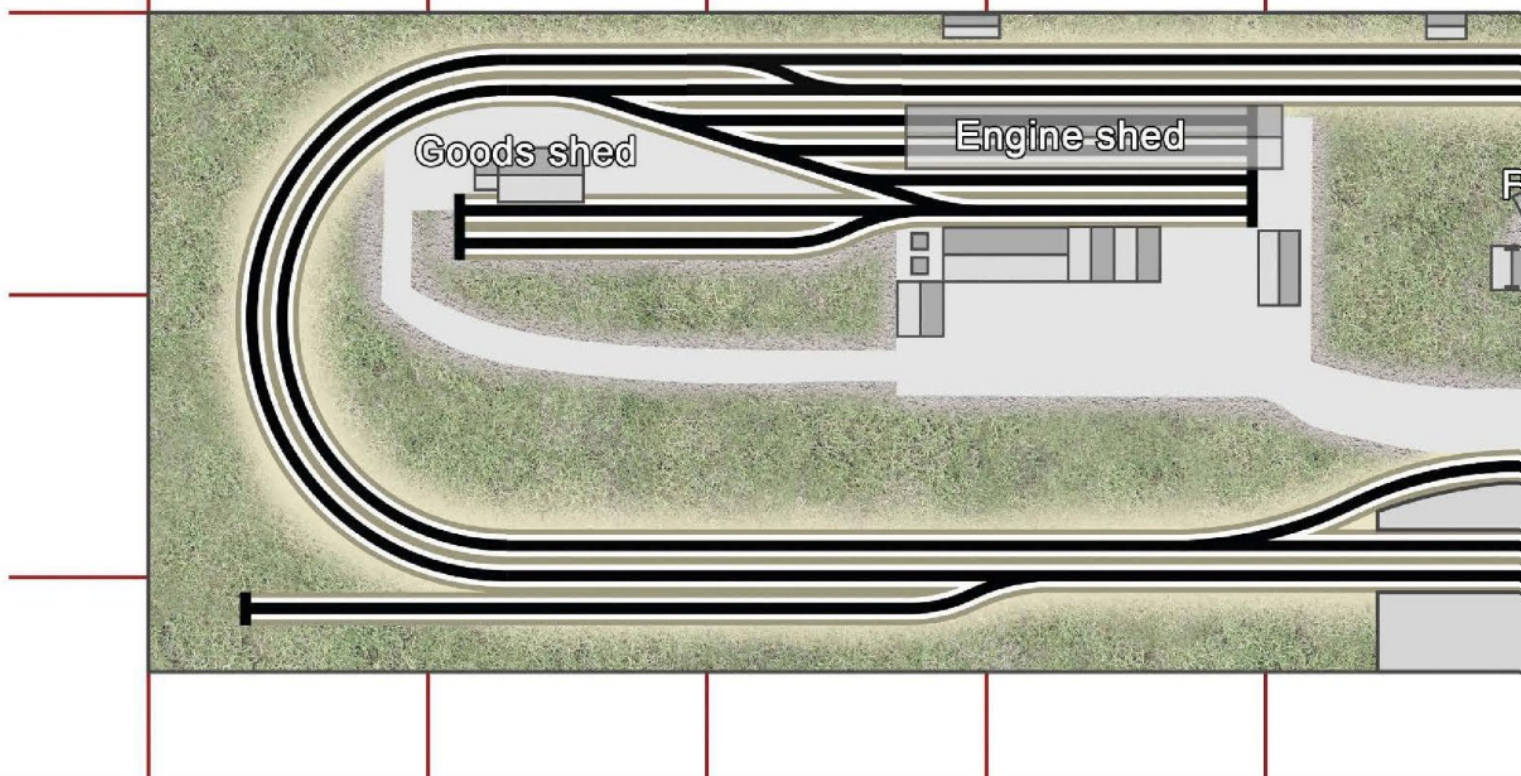
Being a child myself the last time, and this previously being my granddad's department, this was the first aspect that was new to me, so I did need to consult the *Peco Beginners' Guide* and previous layout references to ensure I did this correctly. The layout uses two Modelux DC controllers, one for each main loop and these were built from kits purchased at a local model railway exhibition by him for my first layout, so are of great sentimental value to me. So, with some practical Peco instructions, and I like to think his guidance, I was able to complete this stage. A quick test run identified a couple of power drop-offs, which required some adjustment to the track joints, but functionally I was happy it was working.

I initially sketched designs for the scenery and landscape knowing that I wanted to add some elevation to allow for a tunnel – an essential feature harking back to our previous layouts. As part of my research, I revisited the stations at the NYMR and also watched the Channel 5 documentary about the heritage line (*The Yorkshire Steam Railway*), taking photographs on location to gather reference images of the station, tunnel areas and wider scenes across the moors.



TRACKPLAN

1 square = 1 square foot



An Ivatt Class 2 pauses after shunting coal wagons into the goods store. The shed is modelled from Metcalfe card kits and weathered with an airbrush.

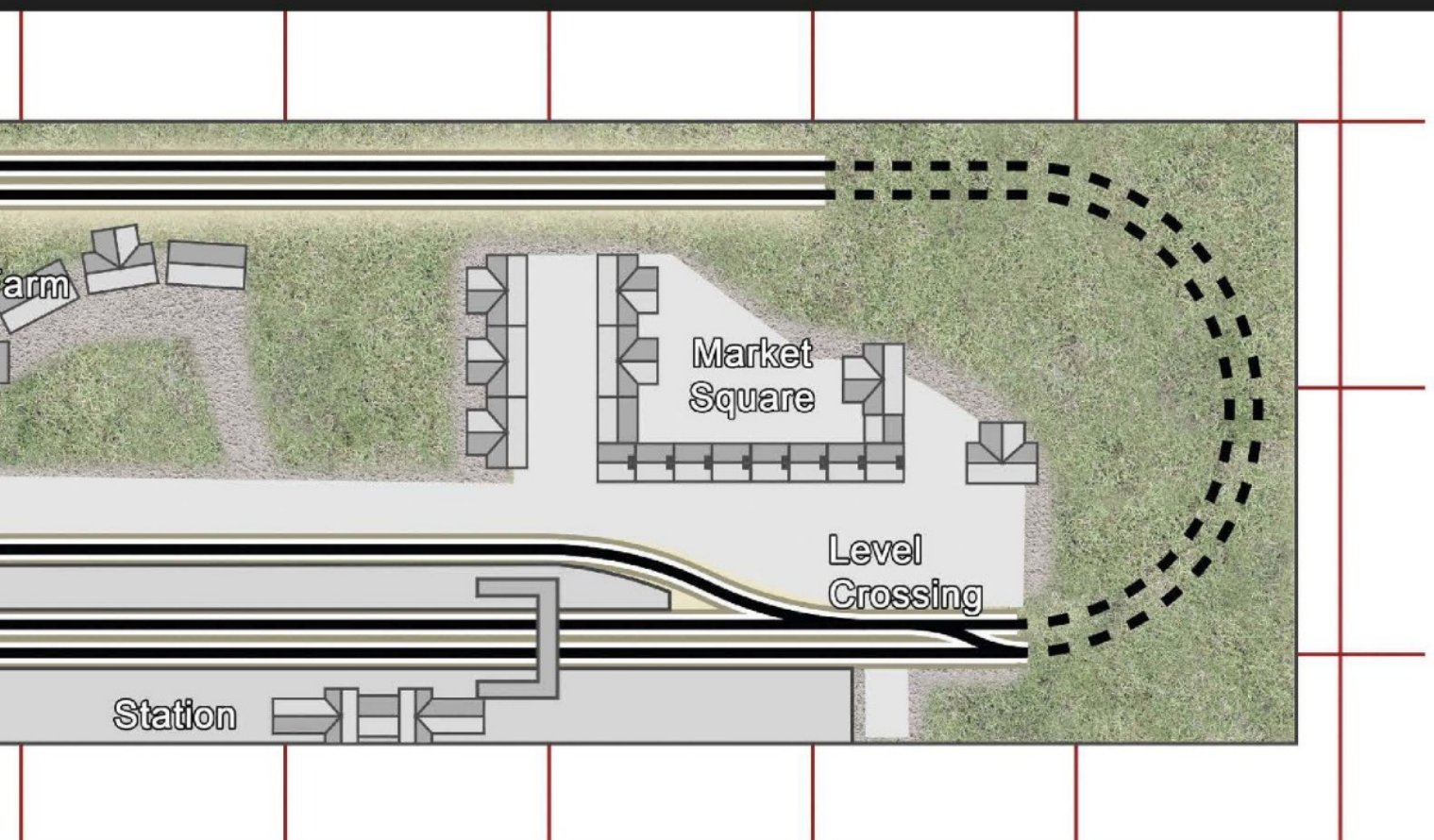


I settled on a design based on Grosmont station located in the Moors, using the station as the central focal point with a few additional features from Goathland station. The hillside and tunnel area are set to the rear/right-hand side of the board to provide the viewer with a realistic view of the trains disappearing into the tunnel and an almost head-on view for when they emerge. This also left a large surface area of the board free for buildings and landscape, while separating and merging the hill into the distance, which enhanced the perspective.

Scenic features

The raised hill and tunnel were constructed from hand-cut layers of stacked polystyrene sheets, roughly shaped to build the contours of the elevation. These were glued together with PVA and I used cocktail sticks as anchors between layers while drying. The polystyrene, being structurally sound but light, meant that it was strong enough to support the hollow tunnel section without needing a subframe. The hill was then finished with a layer of Polyfilla to add some texture and fine shaping to the hillsides. This provided a sealed base for painting and later scenics. This is a technique that I had previously learnt when making boards for Warhammer.

My granddad and I had featured tunnels in some of our earlier builds. However, they were on a much smaller scale, and as a result, we experienced difficulties accessing engines and rolling stock in the event of stoppages or derailments. Even routine track





LEFT: A1 *Tornado* approaches the station from the moors, pulling a rake of customised Graham Farish cream and crimsons. These feature matt black roofs and light weathering, as per the NYMR. They also feature onboard passengers, which have been lightly glued in place using PVA.

BELOW: The signature 9F passes by the farm with the early morning Pullman dining service.

BOTTOM: The hilltop church can be seen hosting a small wedding service. A particular detail at my granddad's request was that a St George's flag be added to the church tower. This was created using thin florist wire, then printed flags glued around the pole with PVA.

maintenance was a major challenge and this was something I decided to remedy in this new layout, especially given the scale of the tunnel.

I researched how other modellers had dealt with the issue, watching YouTube videos and reading back issues of modelling magazines. The most common approach was to incorporate small access doors in the back of the tunnel to reach the track. However, given my layout was fitted into an alcove, this wasn't an option, and I didn't want to compromise the scenery by having access on the front side.

So, I approached it differently and designed a fully-removable top section to give full access to the whole track while also minimising the number of joints that would be difficult to visually hide in the finished scenery. The removable lid was fabricated by pre-cutting the final layers of polystyrene that would form the upper quarter of the hill. I then applied grease-proof paper on the mating faces to prevent pieces bonding when laying the filler. Since the hilltop is removable, there was only a single horizontal joint, which could be easily disguised with vegetation. I'm particularly proud of this feature and it has already proven its usefulness many times.

Once the main landscape features and tunnel were complete, I moved onto the foreground and middle ground of the board, which contains most of the buildings and street scenes. The buildings were constructed from Metcalfe card kits and supplemented with Ratio plastic kits to complete the finer details.

The station was designed to be a model heritage layout; the station buildings and infrastructure were repainted in a light blue and cream colour scheme,



TOP LEFT: The yard houses numerous trucks and machinery. Small 3D-printed excavators and rollers can be seen outside the maintenance office.



MIDDLE LEFT: Clayton's farm, modelled using weathered Metcalfe buildings. Ivy was created by gluing fine scatters to pre-glued areas. Including a farm adds a perfect backdrop for a collection of agricultural vehicles and farming scenes.



BELOW: Onlooking visitors witness *Flying Scotsman* emerge from the north tunnel (which replicates the Grosmont twin tunnel) and head towards 'Chieftain Place' station. Tunnel entrances are created by adapting a Metcalfe tunnel kit and then weathering.

reminiscent of that found at Grosmont. For an extra level of detail, posters and timetables were added, which have been taken directly from the NYMR. To create these, I photographed some of the actual signs and boards on the station buildings and then uploaded these to Photoshop, which allowed me to amend them to suit our layout specifically by changing the information and names where needed. I printed various sizes on one sheet to give me scaling options, with the final size fitted to various parts of the station and billboards found around the car parks.

When setting out to rebuild the layout, it was always my intention to learn new skills that enhance the realism/authenticity of the layout. I consulted various online tutorials and magazines, learning about ballasting, weathering and static grass. For anyone new to model railways, I would highly recommend that this be investigated, as these relatively simple techniques, when done correctly, dramatically increase the realism of a layout. While a little trial and error was involved, I found that airbrushing gave me good even coverage for the majority of areas when weathering or adding soot staining. However, adding oil spills left by stationary locomotives had to be painted by hand using a mixture of black acrylics and inks to capture the iridescent shine commonly seen at stations.



A4 William Whitelaw departs from 'Chieftain Place' station towards the moors as the B1 Moorlander service approaches platform 2.



About the modeller

Name: Jack Stansfield

Age: 29

How many years modelling: 23 years (assisting my granddad at a young age)

Name of your first layout: First layouts were unnamed

Favourite era/region: Anything steam-related

Favourite locomotive: My favourite locomotive has to be *Flying Scotsman*; I understand this is probably a popular choice, but its place in my heart comes from the near 20 years of chasing it by myself and granddad. Due to its serviceability and our own mistakes, we managed to narrowly miss it every time.

I have strong memories of waiting on the balcony at the National Railway Museum in York overlooking the station waiting for it to arrive but eventually leaving with no sign of it after numerous delays. On one visit, as we left the car park and drove towards the tunnel that runs under the station lines, we saw a quick flash of apple green and we had narrowly missed it by seconds. We did eventually see it in its restored black wartime livery, and it was worth the wait, but unfortunately, my granddad never had the chance to see it in live steam.

For me, it wasn't until 2023 and a last-minute decision to journey to York station that I finally saw *Scotsman* arrive under its own steam, as my granddad and I had attempted many years before. This was an emotional moment, but well worth it to finally close this unfinished chapter.



Once the landscapes were covered, buildings weathered and the smaller details positioned, I was content that the layout was completed and ready for services to begin on the model heritage lines.

The fleet

'Chieftain Place' runs a steam-heavy home fleet that is inspired by the NYMR collection and is supplemented with visiting locomotives reflecting my granddad's favourites, such as the famous *Flying Scotsman*, *Tornado* and *Silver King*. The fleet has now grown to one diesel and 25 steam engines, with an assortment of rolling stock. In keeping with the Moors' services, our rake of cream and crimson coaches have been customised to feature the matt black roofing and other details such as the passengers, which can be seen sitting in the window seats.

I have the option to run a mix of engines and rolling stock, be this freight, passenger and even Pullman services, which can be run as purely home fleet, plus

RIGHT: A rare view of the streets of 'Chieftain Place' village as the 45XX leaves with a autocoach from platform 3.

LEFT: The main loco depot can be seen storing both upcoming visiting Gala engines and the CP home fleet. Special guest *Silver King* awaits service alongside the 'Schools' Class and *Jinty*.

BELOW: A *Jinty* manoeuvres through the busy station with a small freight train, simulating older services seen on the lines for heritage line visitors.



steam galas featuring visiting locomotives like A3 and A4 classes. I'd like to expand these themes further into recreating the NYMR wartime weekend events; we are currently limited to one Bulleid Light Pacific engine.

No model railway is truly ever finished; I'm sure many more small details will find their way onto our layout. I have planned to add some unique features to the railway, such as the AA gun wagon and a static model of Piglets shunting engine, *Lucie*, which appeared in the Channel 5 *Yorkshire Steam* railway TV series. Both will be manufactured using a 3D printer, painted with an airbrush and detailed by hand. ■

“'Chieftain Place' runs a steam-heavy home fleet that is inspired by the NYMR collection and is supplemented with visiting locomotives reflecting my Granddad's favourites.”



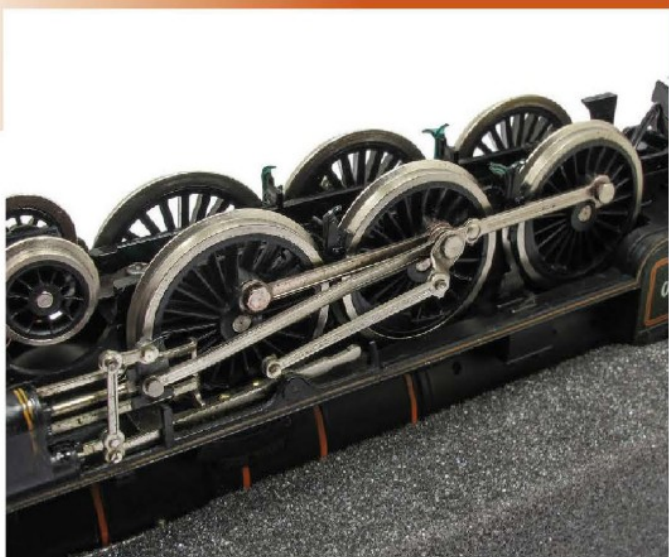
Getting Practical with...

TOOL MONTH

of the

Old toothbrushes

Some of the most useful tools come for free. Don't throw away your old toothbrush, stick it in the modelling kit. What for? Well, both 3D prints and resin castings benefit from a light scrub with washing-up liquid to remove any releasing agent. Collectors can often spruce up an old wagon with a scrub to remove many years of grime. Kit-builders need something more potent to remove flux, but it's still applied with a toothbrush!



Ask Phil

Why does my loco only run, when upside down in a cradle?

What I think is happening is that when the loco is on its wheels, the pick-up strips are moving and touching something live. Either the chassis (if it's an older loco) or the back of a wheel where they shouldn't. I'd check each one by holding the chassis the right way up and gently pushing each wheel up, looking to see if anything moves. You might even see a small spark, indicating a short circuit. Then bend the strip so it no longer makes contact, or use paint/superglue to insulate the metal.

New on the workbench

The Art of Modelling

This is James Hilton's second book, and yet again, it is chock full of inspiration, especially for those of who prefer to build smaller layouts and dioramas.

I particularly like the last section where a series of realistic micro layout ideas are shared. No tricky stuff, just observation of the prototype, turned into a model that will actually look like the real railway. Each project is presented with drawings and prototype photos to bring it to life.

Don't think this is a coffee table book, while the 103, A4, full-colour pages look fantastic, there is a lot of reading inside, to inspire a lot of thinking. One you can pick up time and time again for ideas.





Phil Parker



Michael Russell



Jamie Warne



Darius Aibara



Chris Mead

Fill a coal wagon

Sometimes, we all need a quick and simple project that makes our layout better but doesn't take very long. Peco's range of wagon load kits might be the answer.



1 Apart from needing some PVA, everything you need to construct the load is in the box. A bag of load, simulated coal in this case, and some high-quality corrugated card to place underneath the load.



2 Start by making a little platform by cutting a piece of card to fit the wagon and then adding 6mm tall legs underneath. The height required will vary – taller legs for coke, which is light, and short legs for heavy iron ore.



3 Colour the top surface to match the load, then cover it with a thick layer of PVA. Sprinkle the granules in place and fix with some PVA thinned 50:50 with water and a drop of washing-up liquid.



4 As most of us know, coal is very dusty, so I like to finish up with some black weathering powders, both on the load and the wagon, to help make the load look more authentic.



Enhance a Hornby Crane



Michael Russell

THIS HORNBY crane model is one inherited from the Lima range. Whilst not the most accurate model crane on the market, there is no denying its play value and robustness. It is fun to use and the functions to operate the winch and the jib are easy, quick and allow for positioning. It is also good value for money. It could be used to represent a crane on a private railway network, such as a steelworks, albeit one that is probably larger than those used in practice. If portrayed in industrial use then it is likely to be in a neglected condition.

While it probably isn't worth the time trying to make this crane resemble a UK prototype, there are a number of quick and easy modifications that can be made to make it look more realistic. The general principles of the changes could be applied to many cheaper and older models that allow you to achieve your layout aspirations without breaking the bank.

I have chosen to weather this model without the aid of an airbrush or aerosol paints, although I would recommend using the latter for applying a coat of matt varnish.

WHAT YOU NEED

Deluxe Materials

Glue Buster

Hornby

R6881 RailRoad Breakdown Crane

Humbrol

AC5601 Mattcote

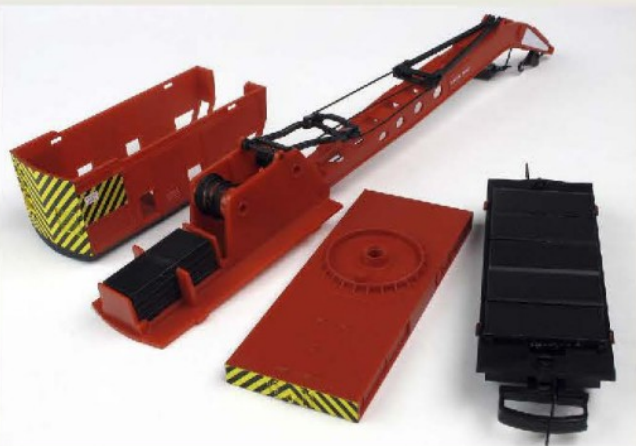
AC7501 Enamel Thinners

AC6134 DecalFix

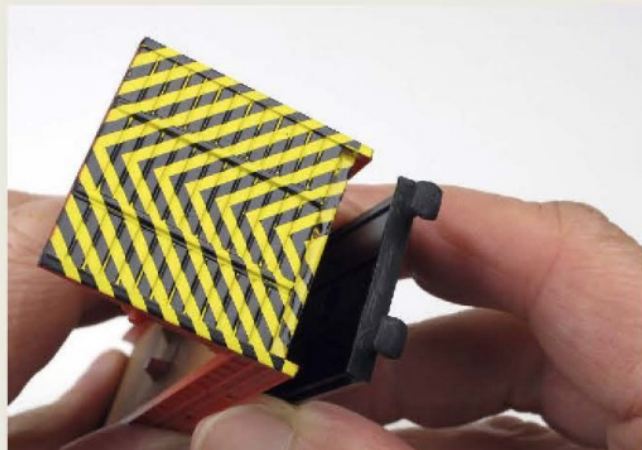
Weathering Powders: Smoke or black, rust, and white

Other

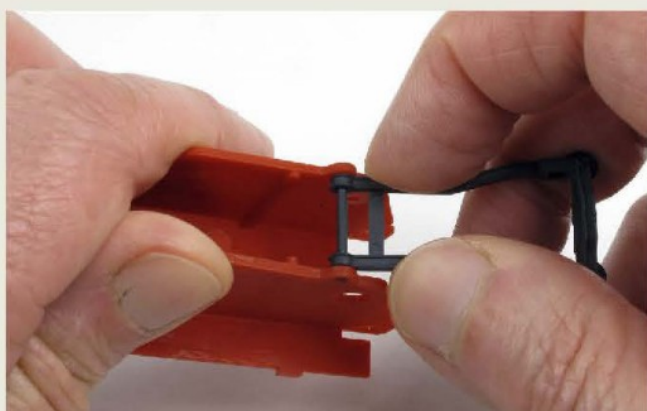
Indian ink, superglue, light grey & red acrylic paint, acrylic thinners, matt black & dark grey enamel paint, small paint brushes, mixing pallet, paint stirrers, small flat-bladed screwdriver, small cross point screwdriver, scissors, toilet roll inserts, small craft knife, 1mm drill and drill holder



1 Break the items down to their individual parts, but first take some photographs to aid reassembly, particularly of the cable arrangements. There are tabs to press in on the sides of the crane and match wagon to separate the chassis and two crosspoint screws to remove.



2 You will need to snip the ends off each winch cable as close as possible to the roller they are wound on. The match wagon is stuck down at each end, but you can break the bond by using gentle, steady pressure.



3 Many of the parts are a press fit. For example, squeeze the ends of the pivoted sections so that they can be slipped out of their seatings. Use a container to hold all the parts so that you do not lose anything.



4 To gain access to the full match wagon floor, lever off the jib rest with a flat-bladed screwdriver. If it proves obstinate, then use a little Deluxe Material Glue Buster to persuade it to part company.



Getting Practical



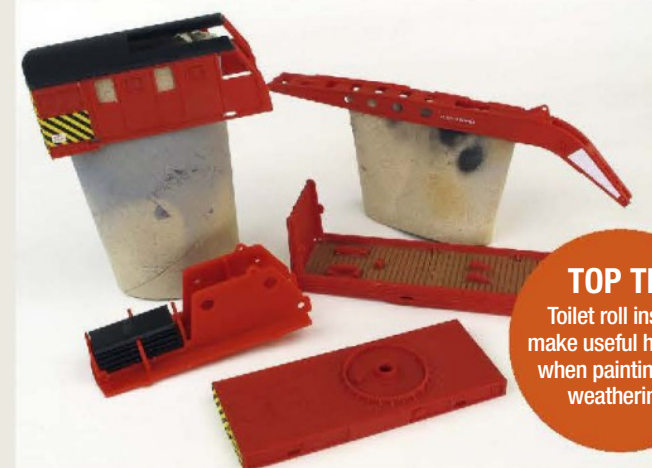
5 Add some wood texture to the decking by scratching with a file. Use the same implement to clean up the seam lines from the buffer beams and buffer faces and then paint matt black.



6 Paint with a light grey and then, when dry, add a wash of diluted Indian ink. This will run into the score marks and the recesses between the planks to give a realistic weathered wood look.



7 Paint the black parts with a dark grey enamel paint and leave to dry. Avoid getting paint on items that move or pivot, such as the ends of the cable drums and especially the pivots of the tension-lock coupling hooks.



TOP TIP

Toilet roll inserts make useful handles when painting and weathering.

8 When dry, thoroughly mix black, white and rust weathering powders and add this to the grey-painted areas using a brush. Coat all the red parts with Matt Cote with a brush. Use enamel thinners to thin the mix slightly.



9 On parts coloured red, use a dark grey enamel to paint around items that move or pivot to imitate oil and grease deposits. Thin the paint a little, and don't add too much so that it accumulates in corners. Paint the fixing tabs with red acrylic.



10 Paint red areas of the model with DecalFix and, while wet, add small quantities of black/smoke weathering powders to colour the mix. This can be used to tone down all the surfaces, or just areas where you wish to make a stain.

TOP TIP

If DecalFix is allowed to collect in recesses, when it dries it will leave behind a white deposit. Sometimes, this is useful for adding lining to areas such as the jib, but otherwise avoid it, or remove when dry with the back of a knife blade.



11 Use more weathering powder with the DecalFix to form a stiffer mix to coat areas that would accumulate a lot of dirt and grime from oil deposits, such as around the rollers and bearings beneath the crane body.



12 Drill the drum holes out to 1mm to make threading the cable easier. Smear superglue on the ends of the thread and, when dry, cut the end off to form a solid point. Leave the wheels off the crane until you have refitted the thread.



CONCLUSION

DecalFix works well as a fixer for weathering powders, but it needs to be applied to a matt surface. If you apply a matt varnish with a brush, then it is easy to miss parts and this can lead to problems when applying DecalFix. Spraying a matt varnish will produce a uniform surface, although I chose not to do this in winter (when I wrote this article) as the cold and dampness can adversely affect the finish, so perhaps this is a job for warmer months. I also found that DecalFix can start to produce a satin finish if applied

in thicker layers or multiple layers, so you may need to finish off with a matt varnish. If you use weathering powder other than Humbrols with DecalFix, then you could end up with a granulated finish. This may be useful, but check if you like the effect on a test piece.

Simple upgrades that you might want to make to this crane to further improve it are to replace the couplings and fit an exhaust pipe to the roof, but be careful with glazing so that you do not interfere with the lifting and winding tool insertion points.



Build a Lowmac in OO



Darius Aibara

THIS LOWMAC kit is older than I am, being first released by Airfix in 1964 with a JCB excavator load. In the 1980s, Dapol re-released it in its “Kitmaster” range, without the excavator, but with

new wheels and decals and it is still available from them today. The kit is of a BR Lowmac “EK”, which was based on a Great Eastern Railway design and had a payload limit of 14 tons. Most were scrapped in the 1960s. In this article, I will show how to add a realistic load to this simple kit in the form of an Oxford Diecast Bedford RL British Army lorry.

WHAT YOU NEED

Cambrian Model Rail

Fine chain (C307)

Humbrol

Matt Black enamel paint

Oxford Diecast

Army Lorry (76RL002)

Phoenix precision paints

Enamel track colour and warning yellow

Roxey Mouldings

Wagon load shackles (4A130)

Other: Craft knife, small screwdrivers, fine paintbrushes, medium and fine wet-and-dry sandpaper, needle files, small diameter drill bits and a pin vice, airbrush and compressor, dark grey primer, 0.4mm diameter brass rod, 2mm thick card stock, superglue, Fosco NATO Green spray can, Fosco US Olive Drab spray can



1 The Lowmac kit has few parts and they go together quite well considering they originate from moulds that are almost 60 years old. I replaced the wheelsets with all-metal 10mm diameter wheels and added self-adhesive tyre balancing weights to the underside of the completed wagon for stability.



2 The finished model was painted all over dark grey and the timber decking masked and painted dark brown. The Oxford Diecast lorry is provided as a Cyprus-based vehicle in desert sand finish. I wanted a UK-based example, so the lorry was disassembled into its component parts for repainting.



3 For rail transport, the “tilt” – the canvas cover to the load bed - was lowered in height on the real life lorries to fit within the railway loading gauge. The easiest way to accomplish this with the model is to cut down the rear load bed sides and front to enable the separate tilt to be re-fitted in the lower position. About 3mm off the top of the load bed was carefully removed using a razor saw.



5 Wheel chocks were made using 2mm thick card stock cut with a sharp knife and a steel straightedge with the blade angled at 45 degrees. Two angled cuts produced a triangular sectioned length of card that was sliced to form four individual chocks. These were sprayed with white primer paint.



4 The separate cab, chassis, load bed and tilt were painted using military modelling spray paints: NATO green for the cab, chassis and load bed; and Olive Drab for the tilt. Painting these parts separately avoids the need for difficult masking of the complete lorry model, plus avoids the risk of paint getting on the cab glazing. The lorry parts were reassembled with the lowered tilt in place.

Getting Practical



6 The lorry is kept in place by chocks and securing chains that are tightened using turnbuckles. To reproduce this in model form, I used fine copper chain and etched brass wagon shackles. The ends of the chains were fixed to tent pegs, which were formed from lengths of 0.4mm diameter brass wire bent to shape. These were glued into 0.5mm diameter holes drilled into the Lowmac buffer beams.



7 Lengths of chain slightly longer than needed were cut, and one end glued to the end of each etched turnbuckle using a small amount of superglue. The etched turnbuckles were then glued to the tie-down points on the front of the model lorry, and once dry, the free ends of the chains were threaded through the wire tent-peg hoops, pulled taught and glued. At the rear, a single length of chain was looped around the tow hook, with each end pulled tight and glued to the wagon tent peg loops. The wheel chocks were glued in place with small dabs of PVA adhesive.



CONCLUSION

I toned down the chains and turnbuckles using thinned brown enamel paint (track colour) and airbrushed a light weathering coat to the sides of the wagon using a thinned mix of track colour, yellow and black enamel paints.

The Dapol Lowmac kit is inexpensive, easy to build and provides a canvas for an infinite variety of interesting loads. Using cottage industry model chains and turnbuckles really "lifts" the final model as they represent the actual method by which the real load would be secured and are not too difficult to install.



Fitting out a signal box



Phil Parker

BACK IN March, I built the excellent Intention Models kit for a GWR signal box. An easy model to build, it's sat on a shelf since then, waiting for me to finish it off.

Signal boxes enjoy big windows, and that means that if they lack an interior, it's going to be obvious. Trouble is, inside the top of a box is complicated. If you ever get the chance to visit a steam-era signal box, you will marvel at all the equipment up there. Not just the levers, but the

instruments, bells and various plungers and indicators a signalman needs to be able to operate without thinking. It's no easy job.

Fortunately, in the popular scales, there are plenty of kits available to help out. They are always a little generic because every box is different, and so it's up to the modeller to use the components in a way that suits them.

Ratio is the latest entrant in the signal box interior market, with a nice set of plastic mouldings, obviously intended for the signal box kits in Ratio and Peco's range. None of these kits are large; probably smaller than the GWR box I built, so this pack is a little light on equipment. Extras, such as train staff machines, can be made up from suppliers like ModelU, which has extra kits in its range if required.

The good news is that fitting the box out isn't hard. What there is, is a lot of fiddly painting. I found myself painting a few bits, then going away to do something different while the paint dried. It's a time-consuming process, that is best not rushed. Perfect if you only have a few minutes each day, but want to see some progress on a project.

Of course, this is one slight snag to all of this. Once it's done, we put a roof on the box, and all the work can only be glimpsed through the windows! Still, in my case, I know it's there.

WHAT YOU NEED

Humbrol

62 Leather
66 Olive drab
70 Brick red

Ratio

553 Signal Box Interior

Other

Wall filler, small pieces of sponge.

Why are the levers different colours?

To help the signalman, as well as being labelled, each lever is colour coded, and while it's not essential to know what they mean to model them, it's certainly interesting.

Red – Home signal (the ones with the red arms)

Yellow – Distant signal (the ones with the yellow arms)

Black – Point

Blue – Point facing lock. This would normally be next to the relevant point

White – Spare

Brown – Gate mechanism lock

Getting Practical



Painting a GWR Signal Box

The Great Western Railway had, in theory, a set paint scheme for pretty much everything, including signal boxes. Or at least that's what I thought until I started digging through photos of the prototypes!

The main colours are light and dark stone, but some used a lot more lighter stone than others, and that's what I have gone with.

A consistent feature on brick boxes, as seen at Kidderminster, which is admittedly a recreation, is the use of grey bricks around the base, doors and windows.



1 The last time we saw this model was in March's issue, where I built it, but left the model in raw MDF. The first stage was to spray it with white primer, to let the MDF soak this up, as well as providing the colour for the window frames. This is then masked off, and the red brick painted using a sponge, with Humbrol 70 (Brick red) and 62 (Leather).



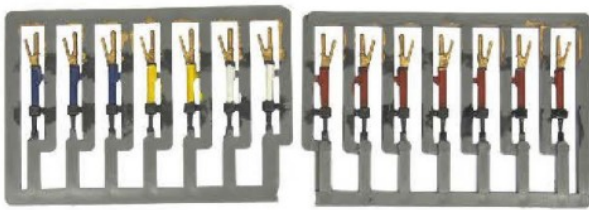
2 Picking out the grey bricks in Humbrol 66 is fiddly and time-consuming, but there is no other way than using a small brush to carefully colour each face. After a couple of hours, you'll want to model a different railway company, but the end result is worth it.



3 Once the paint has had a couple of days to dry, I wipe small amounts of ready-mix wall filler over the surface, scraping it back to leave the brick faces as clean as possible. A final polish with a piece of sponge finishes the job, leaving the paintwork looking nice and tidy, no matter how it looked before this stage.



4 Glazing the windows, some of which slide over each other, completes the exterior, and I think the result shows the quality of the Intention kit.



5 Ratio's kit is a modern plastic moulding with nice, crisp parts. There's some clever planning too. Painting the levers while they are on the sprue is easy as there's enough space to get a brush around, and when you cut them off, only the white plaque and black foot need to be touched up.



6 Levers slot into the base with a tiny dot of plastic cement, but it pays to take time to line them up as neatly as possible. Remember, they only have two positions unless the signaller is operating them. The order here is random, but if you are modelling a real box, you might be lucky enough to find a photo to use as a guide.



7 Instruments and bells are found on a shelf that will sit over the lever frame. Ratio obviously intends its kit to be used in small boxes, as there are only two of each. If your line is busier, some 3D-printed, or even simply scratch-built, extras might be a good idea.



8 Our signaller needs to be kept warm, the windows in steam-era boxes let in terrible draughts, so a stove is an essential feature, along with a comfy armchair. After the photo was taken, I cut the pipe level with the top of the wall.



9 Of course, the chimney needs to poke out of the roof, so I drilled a hole and poked some plastic tube through it. It's pretty close to aligning with the pipe inside, but as it's difficult to see from the outside, I didn't worry too much.



10 Finally, a stand-up desk holds the train register, where every movement will be recorded. Old registers are found on the shelf above, and a clock supplies the time. I should put the clock more central, but it is firmly glued to the walls now!



Part 3

How to Build a Goods Shed



Jamie Warne

LAST MONTH, we continued the build of the LCUT Creative 'Small Drive Through Goods Shed' by scratch-building roof trusses and a new canopy. This month,

we'll be adding all the small details; such as gutters, downpipes, doors, and steps. While the kit does come with doors, we'll be scratch-building more detailed replacements to further improve the look of the final building. Oh, and we'll also finish off the main and canopy roofs.

WHAT YOU NEED

Deluxe Materials

AD87 - Laser-cut Kit Glue

Humbrol

AE3016 - Model Filler (31mm)

Plastruct

90859 - 2.0mm Round Rod

Ratio

538 - Gutters and Downpipes

Slaters

0110 - 0.010" Plastikard

0120 - 0.020" Plastikard

Vallejo

70.862 - Black Grey

70.951 - White

70.837 - Pale Sand

70.976 - Buff

70.876 - Brown Sand

70.847 - Dark Sand

70.882 - Middlestone

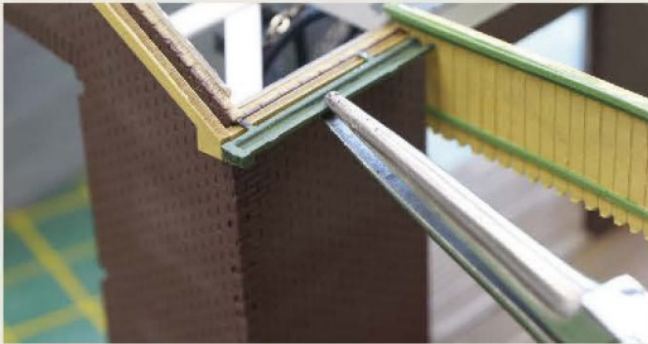
70.891 - Intermediate Green

York Modelmaking

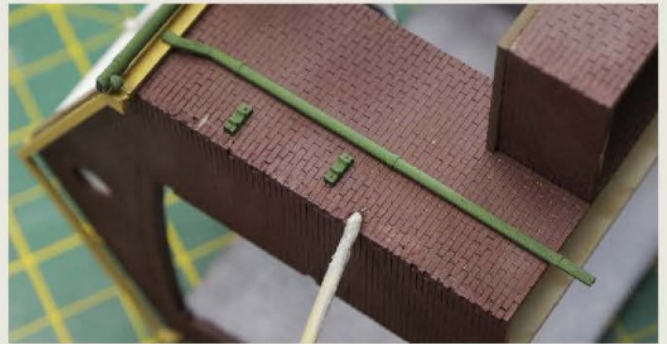
00-TILES01GG - Self-adhesive Slates/tiles

Other

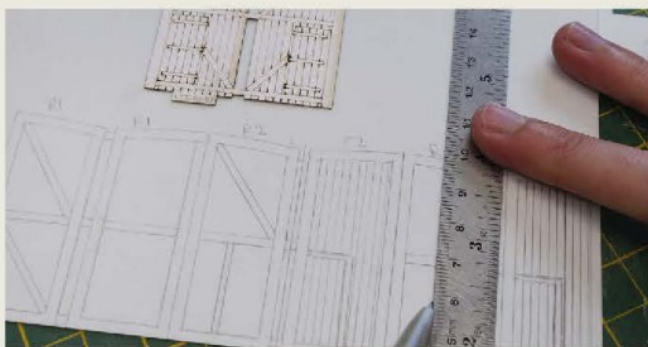
No.0, 2 & 8 brushes, metal rule, mechanical pencil, craft knife, compass (with two points), cocktail stick, fine-nosed pliers, needle files, squares.



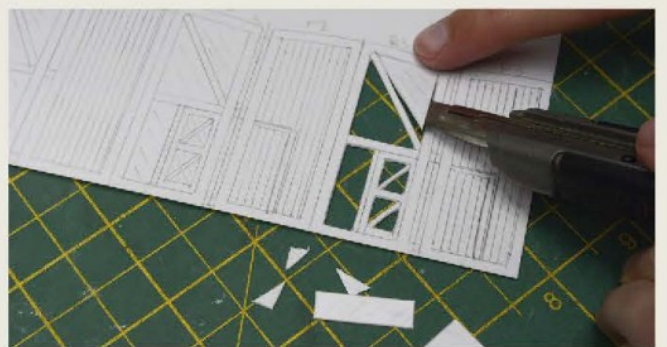
1 While a little overscale, the Ratio 'Gutters and Downpipes' are much easier to install than other, more realistic, 3D-printed options available on the market. The gutters can simply be trimmed to length, and glued with cyanoacrylate (superglue) to the top of the fascias easily, thanks to the protruding brackets that they are moulded with. Do try to allow a bit of extra length, as the roof will later overhang the end of the gable walls.



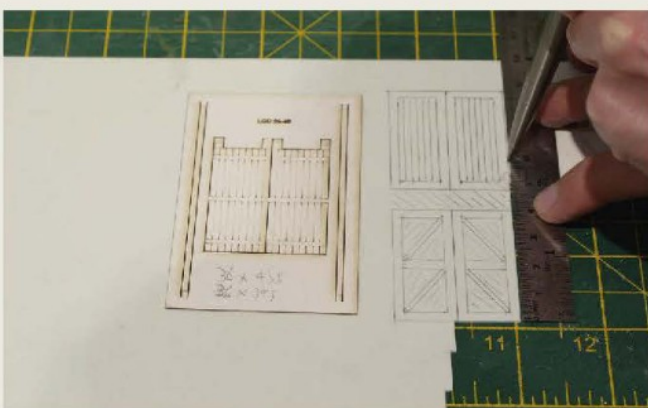
2 We can now tackle the downpipes and their support brackets. As we have no control over the location of the spout of the gutter, we'll need to exaggerate the bends in the downpipe carefully, using fine-nosed pliers. When marking the locations of the brackets, temporarily line the downpipe up and try to match the locations of these brackets with the raised detail on the downpipes. Finally, superglue the brackets on, then trim and glue the downpipe into place.



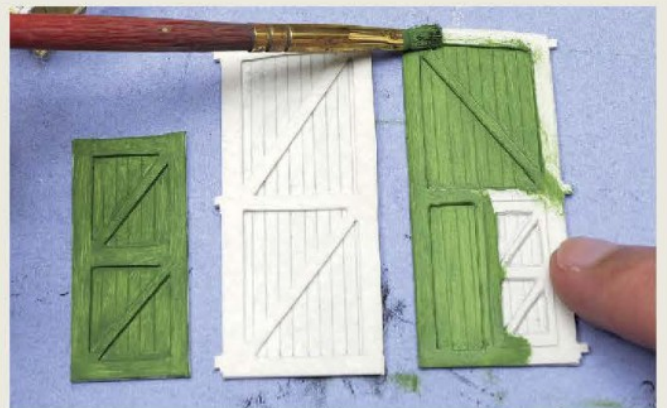
3 The doors provided with the kit do have some flaws, in my opinion. For the four main doors, the framing is on both sides of the door, whereas it should only be on the inside, and the sliding doors of the platform side don't have any detail on the inside. Though technically, if you leave the doors open, the latter isn't a problem. When scratch-building new doors, I use two layers of 0.020" Plastikard - one is the framing, and the other is the door itself; scribed to represent planking.



4 Before cutting any of the parts out, it's a good idea to cut the waste sections of the framing out first. First, cut nicks into each corner of each section to be removed to create dips, which will prevent the blade from wandering. Then, use careful passes with a craft blade against a steel rule to cut out each waste section. The 'planks' should then be scribed gently into both sides of the main door. Only then should you cut out each door and frame.



5 This photo shows the sliding doors from the kit, and my new replacements alongside. Note that, on my versions, I've removed the tabs from the top. On the original, these would wrap around the two planks on that 'sprue' to allow the doors to slide. In any case, note that I've also modified the planking detail so that on the front of the door there is an outer frame, with the planks within.

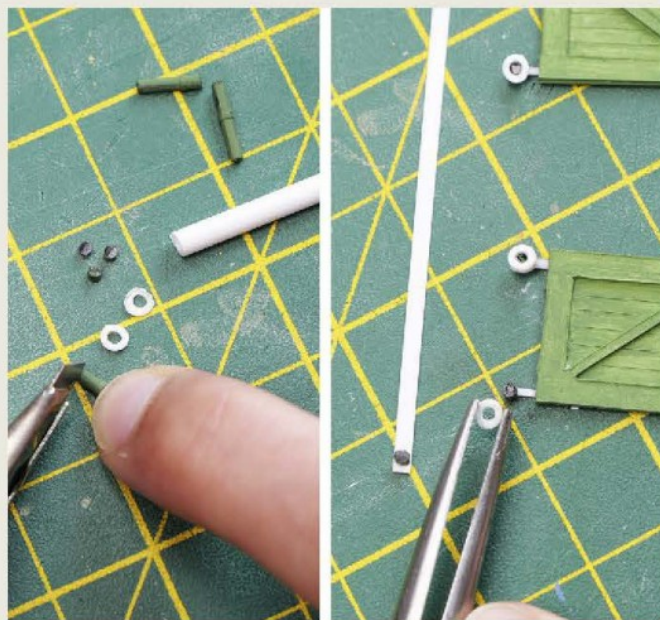


6 With all six doors cut out and their two parts glued together with plastic cement, we can paint them. However, first it's a good idea to prime them with spray paint. As in the previous part, I'm not making any real effort to match the paint to official railway company colours, but paint schemes on wooden buildings in particular seemed to fade quite quickly... at least that's my excuse!

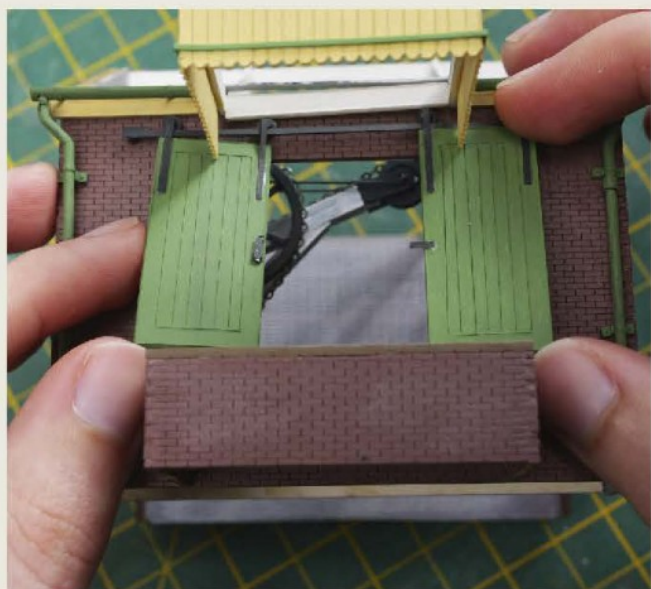
Getting Practical



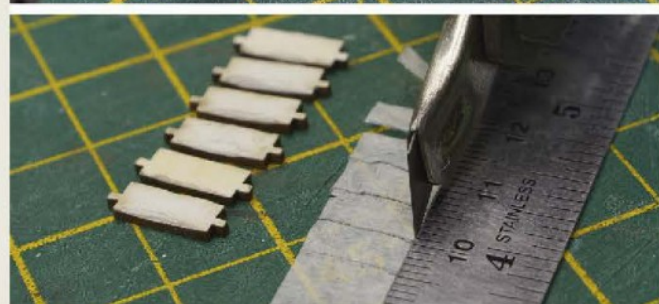
7 The door hinges and brackets on all doors are formed from 0.010" Plastikard. There are three long hinges (top, middle, and bottom) for each of the four bigger doors, with three shorter hinges for each of the personnel doors. That's 18 hinges just for the main goods shed doors alone! There are also two long brackets for each sliding door - so another four. All of these have 'bolt detail' added simply by using the point of a compass to indent the rear at regular intervals.



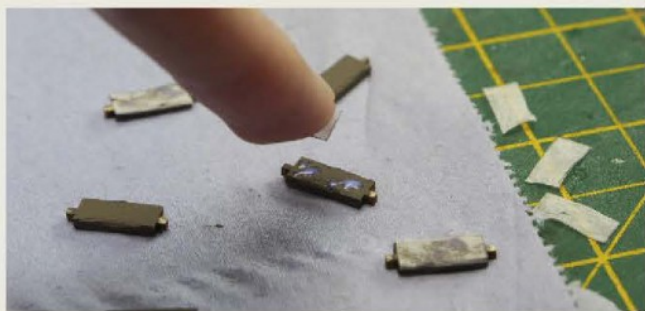
8 The sliding doors require a bit more effort. Using some of the leftover downpipes, an 'axle' can be created for the wheels; the latter of which are made by thinly slicing 2mm round styrene rod. It's hard to get perfect thin slices, but it won't be too noticeable on the final model. Anyway, these two parts are glued onto the brackets made in the previous step - leaving about 4mm overhang above the door. The rail is simply made from a length of 0.010", and more slices of the downpipe remnants.



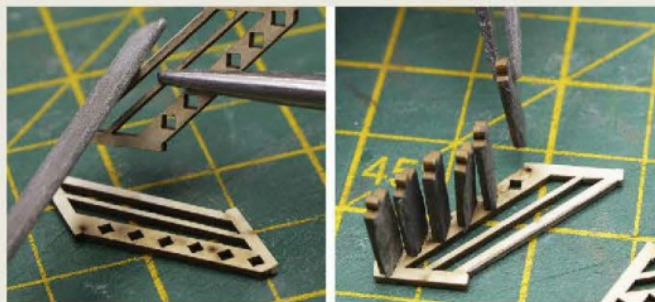
9 The rail can then be threaded through, with the doors hanging from their axles. In reality, the rail would be 'U' or 'I' shaped so that the doors hang via their wheels. Note that the ends of the rail are wider to act as stops, and that, because of my wonky rear canopy crossbeam, it's a tight fit! No glue was needed here, but you may need to glue the assembly into place on your model. Finally, note the simple lock/handles that I've created from 0.010" and 0.020" Plastikard scraps.



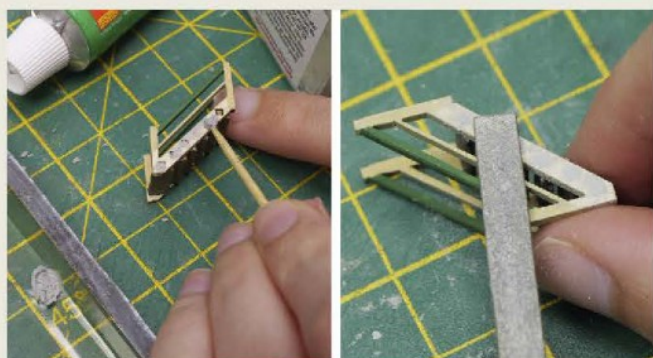
10 The steps provided in the kit are quite nice, but there are a few simple steps we can take to improve them. First, removing some material from the centre of each step makes it look well-trodden and less uniform. Less is more though - this isn't a stone step that has been walked on for centuries! The next thing we can do, depending on the era, is to add some non-slip covers. For this, I'm using tissue paper, cut to fit the top of each step, plus enough to cover some of the leading edge.



11 The steps can then be painted in a generic brown colour. Nevertheless, having applied a bit of laser-cut kit glue to a step, press your finger onto one piece of tissue paper. The natural oils in your skin will then 'grab' the paper with just enough grip to accurately allow you to align and then press it into the glue. A fine brush with a bit of glue can then be used to ensure the front 'flap' sticks to the front edge of the step.



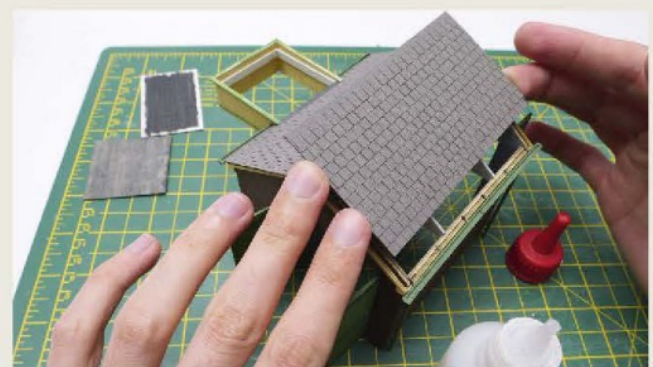
12 After adding a wash of grey to each step, another improvement can be made - this time to the railings. As they come, due to the nature of laser cutting, the handrails are a bit too uniform. This is easily solved, particularly for the top handrail, by using a needle file to round the top edges. At this point, I should say that it's worth painting the inside faces of the side pieces before it comes to assembling them.



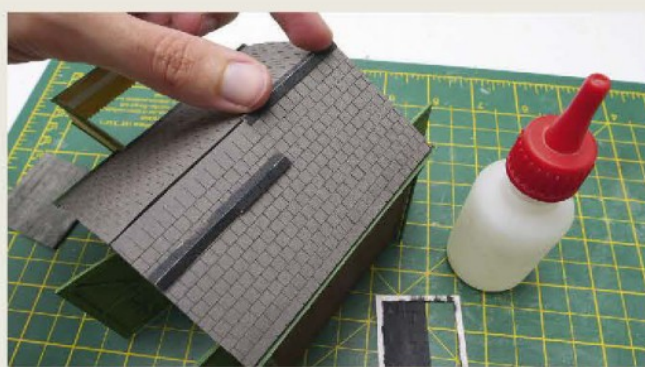
13 One downside of this type of laser-cut construction is that it involves making holes in components to allow multiple pieces to fit together. This is particularly evident on the sides of the staircase, which have huge square holes. Having used model filler to disguise the joints of the goods shed walls, I figured I could do the same here (although I stupidly painted the sides first!). As per the brickwork, it's simply a case of blocking-in the holes with filler, then sanding it down after it has fully hardened.



14 Now for the roof! Rather than using the provided laser-cut wood sheet, a better effect can be created using a thinner (0.020") piece of Plastikard, and self-adhesive slates from York Modelmaking. Two things to note here; firstly, that a slot has been cut from the bottom of one side to accommodate the canopy roof, and secondly, I've drawn horizontal lines to help me align the self-adhesive tiles. The bottom line of both roof sides is 7mm from the bottom, with the rest spaced in 4mm intervals. Don't forget to stagger the tile joints!

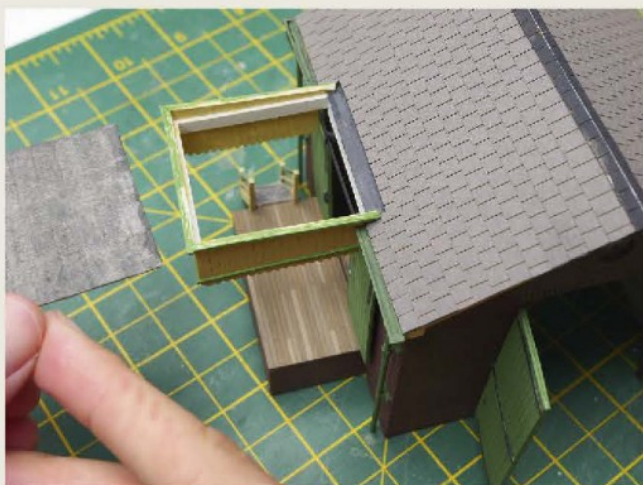


15 Both sides of the main roof are then glued on with superglue. Where possible, it helps to add a thin bead of glue to the bargeboards. You may also wish to weigh the roofs down while the glue 'grabs'. Try to make sure that roofs have an overlap of equal size on each end, and that you have fitted them squarely. I suggest focusing on making sure the roofs sit tightly against the bargeboards - as a gap will be very obvious.



16 We can now add the ridge tiles provided with the kit. I've loosely painted the tiles in a slightly darker grey than the main roof, though we'll add a wash of lighter grey later. Once again, although I suspect you are advised to use the laser-cut kit glue, I opted for superglue - the reason being that it would ensure a fast and strong hold that would resist any pressure from the two sides of the roof potentially pulling in opposite directions.

Getting Practical



17 It's now time to attach the canopy roof that we built in the last issue. Adding a grey wash to it has really brought out the detail of the tissue paper texture, and has created a weathered appearance. The trough at the back of the canopy structure can also be seen - now painted grey. Note that the tiles of the main roof slightly overlap the edges of it, and hide any gaps. In reality, I think the trough should extend beyond the sides of the canopy, but it'll be in shadow anyway.



18 The final step is to weather our roof. Random tiles are painted in fairly subtle shades of the base colour - approximately 10-15 per colour, per side, in about three colours. Then, it's just a case of adding a couple of washes of light grey acrylic paint just to help tie things together. A word of caution though - try not to make it too watery and soak the paper tiles as there is the potential that it will make them curl. That said, despite adding a fairly wet wash, I got away with it!

CONCLUSION

While I'm happy with how the goods shed looks for the most part, naturally, there is always plenty of room for improvement.

In this case, I forgot to weather the brickwork, and I feel like adding interior and exterior lighting, as well as suitable goods waiting on the platform, would improve things dramatically. If I were really feeling brave, the sliding door assembly could perhaps be modified to create working doors by using servos.

I ended up scratch-building a lot more than I expected. That said, these kits seem to be a very useful base from which to put your stamp on, whether a beginner or an experienced modeller, as no part of the kit itself was particularly challenging. I dare say though that it would be harder without magnetic squares; which are now a permanent fixture on my workbench!



Diary with a 3D printer: time for conclusions

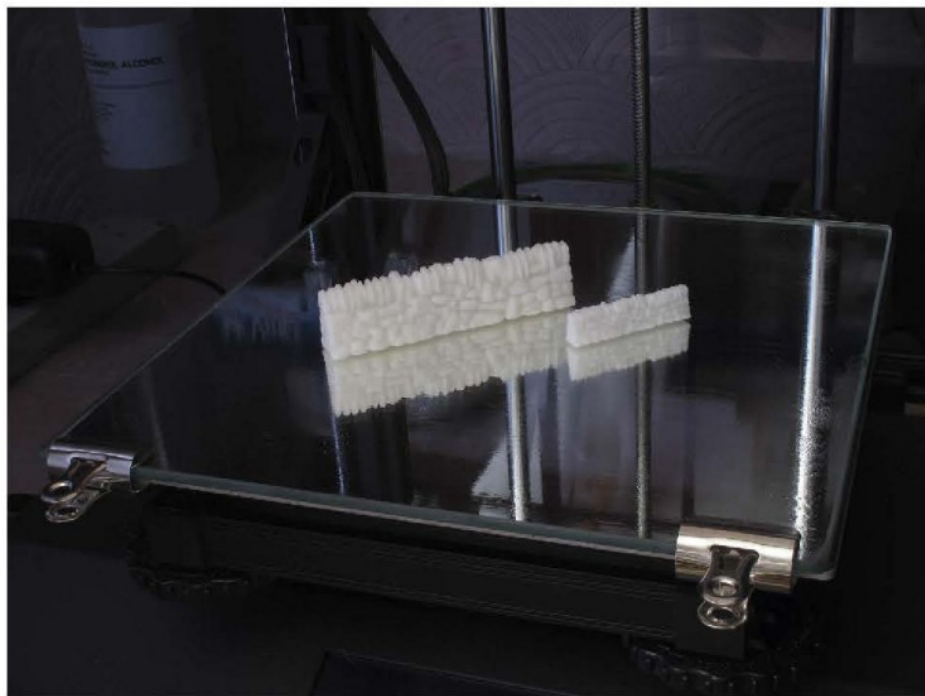


Michael Russell

FDM printers such as this work by depositing material in layers and the biggest issue is that these layers are visible, to a greater or lesser extent, on the final product. This may not matter on prints that are purely functional, but what about where we are making models where appearance is everything? There are options for covering over-layer lines, but they all involve compromises to the other printed detail, especially when the models are small. Model railway figures at the most popular scale, 4mm, are rather small for such remedial work. It is best to avoid such issues by matching print technology to each job and that is not always FDM or any home printing technology.

There are many more technologies available, such as laser cutters, card cutters, resin printers, handheld scanners, even injection moulding and no doubt others will follow. These are all useful to the railway modeller too. If you bought equipment for all of these then you would need a great deal of space, time and money not just for the devices themselves, but also for the consumables. You would also find that the technology would improve and you could be left frustrated at the need to upgrade. There are also health and safety aspects to consider. Plastic and resin are not healthy things to work with, and high-power cutting lasers aren't without danger.

You can't really own a 3D printer without getting involved with difficult and intricate settings such as bed levelling, although this may get better with future models; it needs to. There are a large number of settings that can affect print quality. If you want 3D printing as a separate hobby, then fine, but it is likely to take significant time away from



3D printing is an ideal hobby for people who like to modify equipment and tinker with settings in the quest for 'perfection', although nirvana is hard to reach.

your railway modelling. It is an ideal hobby for people who like to modify equipment and tinker with settings in the quest for 'perfection', although nirvana is hard to reach.

Years ago, I bought a home colour inkjet printer and soon realised that it was far easier to upload the files online and have the prints sent back to me in the post. I didn't have to buy expensive ink, refill cartridges, etc. The higher cost of the prints balanced out in the savings made in hardware and consumables.

So, this is the route that I recommend for any equipment that is best maintained by a third party. Buy models made and sold as kits from established makers, or create your own design from scratch or remix existing designs, and then have them printed out professionally via online service providers. Use your home 3D printer for

prototyping purposes to ensure that your professional prints are right first time.

The 3D printer I have used has been a useful tool, but its usefulness for railway modelling purposes is limited. If you do decide to get a 3D printer, then do some research before buying. As with anything, don't go for the cheapest option. I would recommend the new Creality Ender 3 V3 SE as it comes from a proven line of popular, easy-to-modify printers that have a large following and with a good specification for the price. An FDM 3D printer shared between users, perhaps at your local model railway club, is a great option.

Read previous updates of Michael's experiences with a 3D printer by visiting <https://www.world-of-railways.co.uk/Store/Back-Issues/british-railway-modelling>

Getting Practical



Create a new business model



Chris Mead

AS THE rail network shrank dramatically in the second half of the 20th century, vast tracts of land were released for other purposes. One common use these were put to was the creation of estates for business and trade, employing either the existing redundant railway buildings or new, simple purpose-built structures. So, small industrial units offering a wide range of products and services are nowadays a common sight close to railway tracks across the country, making them a worthy and interesting subject for the railway modeller. There are a number of good quality kits available in '00', one such in card being the Industrial Unit from Metcalfe Models. It is quite adequate as it comes, but it is also relatively easy to add extra detail and personalise it to your own tastes.

WHAT YOU NEED

Kytes Lights

Internal lighting, wall-mounted area lighting, double AAA battery holder

Metcalfe Models

Modern Industrial Unit kit

Oxford Diecast

White Modern Ford Transit Van

Scale Model Scenery

Air-conditioning units, electrical conduits, vintage Office set, security cameras, graffiti decals, Warehouse and Industrial Unit signs

Slaters

'00' corrugated Plastikard sheet
20 & 40 thou Plastikard sheet

West Hill Wagon Works

Wall vents, roof vents, large industrial cabinets, burglar Alarm

Other

Cutting mat, modelling knife, miniature hacksaw, steel rule, impact adhesive (UHU), cyanoacrylate superglue (Rocket Medium viscosity), Blu Tak, various small files, paint brushes & drills, various seated and standing figures, various sizes of plastic angles, channels and rod, brass wire, plastic-covered soft wire.

Acrylic paint

Grey Primer, White & Black (security camera & window grilles), Aluminium (roof vents, door shutters & door handle), Gunmetal (wall vents), Brick Red (roof edgings, downpipes & gutters; office floor), Light Grey & Desert Sand (50/50 mix for loading bay insert & office doorstep), Yellow & Dark Blue (burglar alarm), Mid Grey (Air-conditioning brackets & conduits), Dark Green (large metal cabinets)

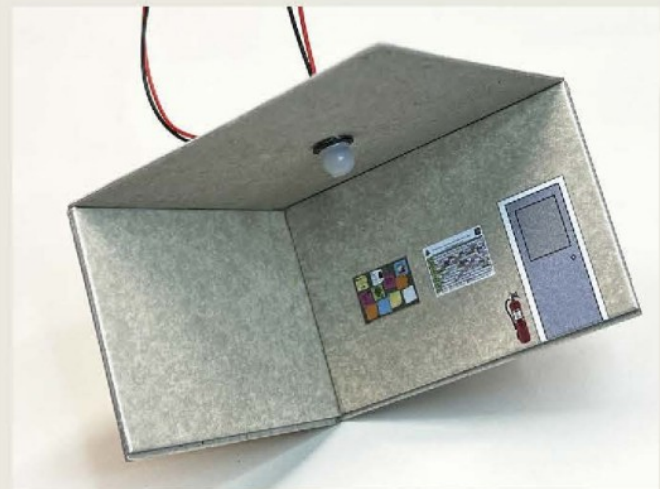
A project like this can almost offer too many detailing opportunities. If, like me, you are someone who can become easily distracted, it may be a good idea to list out all the possible additions before starting.

Use the list to check out what is already available in the way of detailing packs. There is more out there than you may realise.

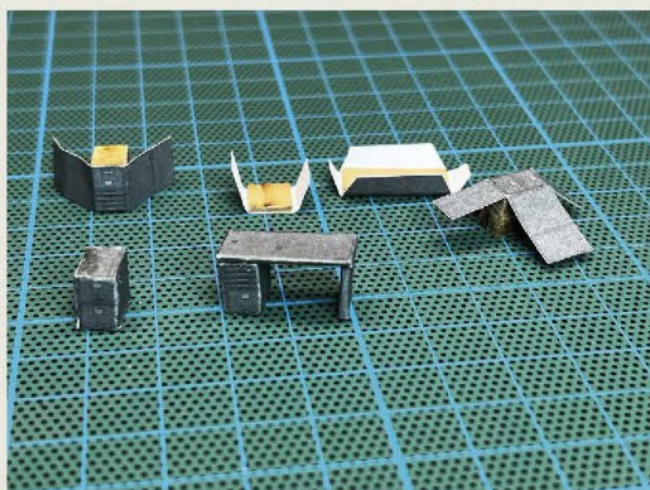
You can also use it to break down the project into small manageable sections, plan the steps, keep focus on the key tasks, and also get a sense of progress as you work through the items.



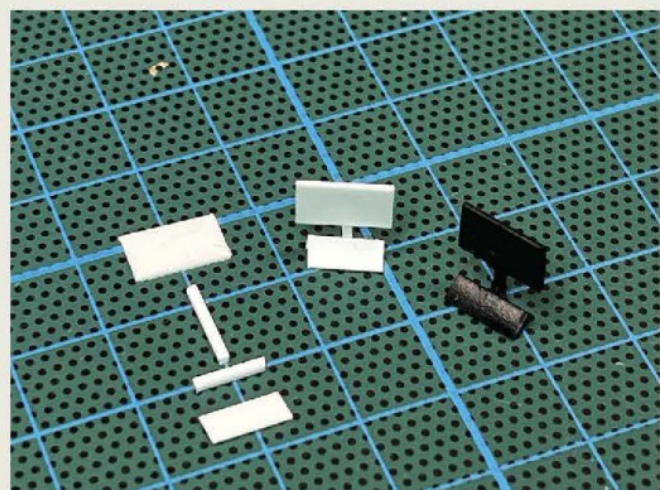
1 The walls and office were cut out and glued together with UHU general adhesive. This is a fairly straightforward process thanks to the kit's good design and the clear and simple instructions that come with it. I followed the instructions for the most part except for the bay door, which I decided to model open high enough to take the Ford transit van from Oxford Models.



2 The office was the first task, and was a nice mini-project in itself! The kit comes with wall charts, fire extinguisher and a door printed on the back wall. Sadly, if you just glue it into place, not enough illumination reaches through the window to see any of this. So, I added an LED globe light from Kytes Lights in the centre of the ceiling, running straight from a pair of AAA batteries.



3 The good news was that it illuminated the room, but the bad news was that it showed how empty it was. Therefore, the only option was to add some furniture and people. The office tables and small cabinets were Scale Model Scenery laser-cut MDF pieces with printed paper wrappers glued around them with UHU glue.

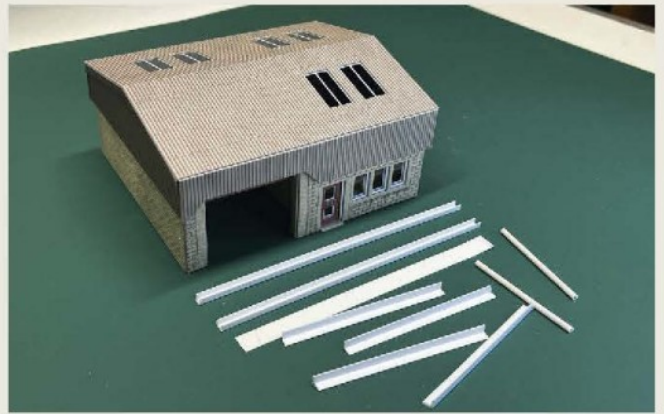


4 The people in the scene came from a large bag of assorted figures I picked up on a second-hand stall (with plenty more left for future projects!), and the large cabinets were resin 3D-printed items from West Hill Wagon Works. The chair and modern desktop computer were made from Plastikard.

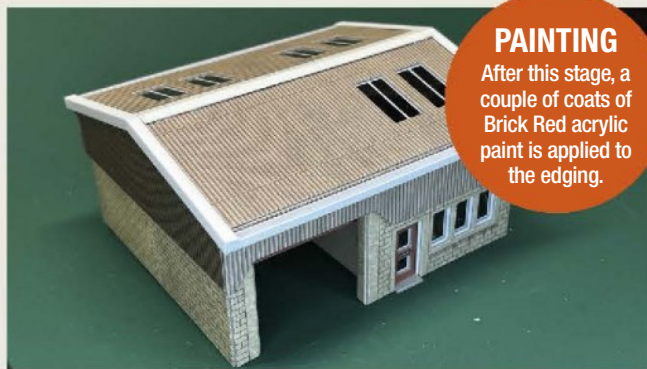
Getting Practical



5 I made a Plastikard floor for the office so it was easier to set up the scene and then place it inside afterwards. 4mm X 3mm pieces of paper with light pencil scribbles on them were stuck randomly onto the desktops as a final touch.



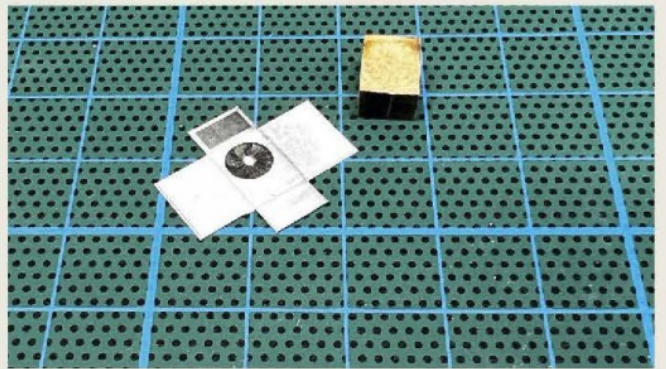
6 Most modern industrial units have some form of guttering and edging to their roofs. To model this, I used a variety of extruded plastic channels: 5mm L-shape for the roof edgings, 5mm U-channel for the gutters, 3mm dia tube for the downpipes and 0.5mm (20thou) Plastikard for the roof apex.



PAINTING

After this stage, a couple of coats of Brick Red acrylic paint is applied to the edging.

7 Roof edgings were added, ensuring their angle was vertical to the apex of the roof, leaving extra on the front and rear faces. 20 thou plastic strip was added between them on the top of the roof and the U-channel was cut to size to fit between the edgings on the front and rear walls, the extra pieces then being cut back flush. Vertical pieces of L-channel around the corners of the roof cladding were also added.



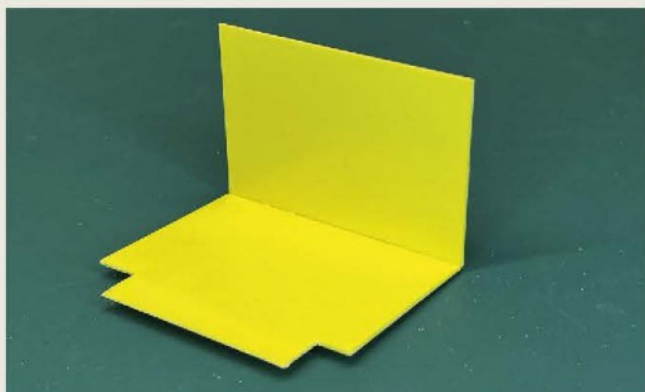
8 Practically all buildings these days will have some form of air inlets and outlets both in the offices and work area, not only for the overall working conditions but also to remove any dust or fumes created by whatever equipment is inside. For the office, I used the Scale Model scenery Air Conditioning kits. As with the office furniture, these are laser-cut wood blocks around which you glue a paper wrapper.



9 I failed to notice that the support brackets are sold separately, but I was able to make my own from L-shaped channel using a modeller's hacksaw. The air-conditioning units were stuck to the left-hand wall in such a position that the pipework (another SMS laser-cut detailing pack painted mid-grey) obscured the joint in the kit's wall. Wall and roof vents came from West Hill Wagon Works.



10 A pair of large cowls for the roof were set on a support made from Plastikard, which set them level and was also large enough to cover one of the roof skylights. One of their smaller cowls was also used. They were all painted aluminium and given some rust streaks before being set in place. A couple of small inlet vents were painted gunmetal and added to the rear and side walls.



11 As with the office, for the loading bay, I made a false floor and back wall from 40 thou Plastikard. This was shaped to fit around the bay entry columns, the leading edge filed flat to eliminate any obvious step, and then painted with 50/50 light grey and desert sand to represent concrete, also applied to the doorstep.



12 The door supplied with the kit was cut down to be fitted in a raised position. Warning stripes from Scale Model Scenery Warehouse and Industrial Unit signs pack were glued to the edges of the door columns. As they are printed on white card, it is best to run a black felt tip pen to disguise this. To break up the monotony, some of the remaining large cabinets were stuck on the side walls together with a hand trolley found in the second-hand people bag.



13 The Security Camera is from Scale Model Scenery. I attached the camera body to the bracket using a piece of plastic-covered soft wire sometimes used for flower arranging. This allowed me to set it at the required direction and angle. As it is quite exposed and liable to be accidentally knocked off, the assembly was attached in place to the building wall with another piece of stiff brass wire.



14 Steel shutters are a common sight these days on commercial buildings. I used 4mm square plastic rod capped by 20 thou Plastikard, and corrugated card, glued with cyanoacrylate superglue to a 20 thou backing piece, framed by 1mm L-shaped channel. This was painted aluminium and located to the centre of the right-hand wall to cover the gap in the card as the air-conditioning units did for the opposite side.



15 The shutters for the office door were modelled in a similar way but without the corrugated front piece. I also added a piece of brass wire to the door for a handle just above the printed one, which became the keyhole. Pressing the wire hard with pliers flattened it slightly to make it better resemble a handle.

Getting Practical



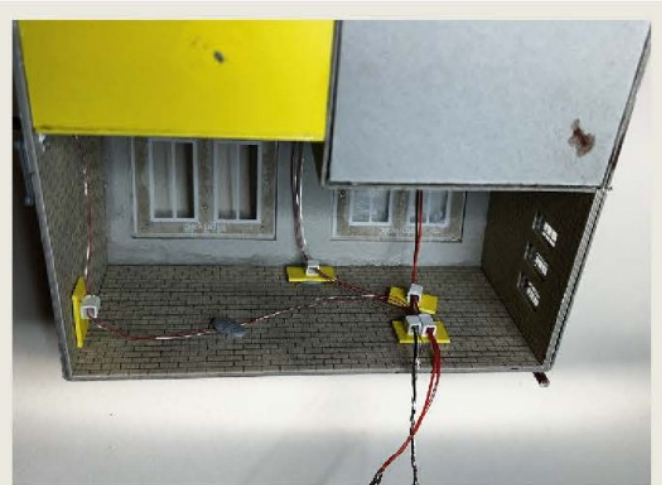
16 Windows need just as much protection as doors these days. The bars were made from 2mm x 1mm plastic rod and .45mm brass wire. Holes were drilled at 3mm intervals into the rod and oversized lengths of wire glued into the outermost positions using a Plastikard spacer. The rest were then glued into place using superglue. When set, the excess wire was cut away and the top and bottom faces filed flat before being primed, painted and fitted to the building.



17 The SMS pack, which provided the hazard stripes for the bay door, includes a great variety of other signs and notices that can add another level of realism to any building. Apart from the main business signage for the model, I also used CCTV warnings, no smoking signs, fire assembly point, unit number, general health and safety notices, plus a couple of 'tags' from the graffiti pack.



18 The final touch was to add some external lighting. I used the modern building Lights pack from Kytes Lights (three of the four), two on the front over the business sign and the loading bay and another over the side door to complete the camouflaging of the assembly joint in the wall. Wiring from these were joined together and fed directly from 2 'AAA' 1.5v batteries. If you decide to run them from 12v dc, you will need to add resistors to the circuit, but these are provided in both packs.



19 The wiring was routed within the building using simple brackets made from Plastikard and spare channel sections held in place with Blu Tak so that I could reposition them if needed, and fed down through the board to the battery pack. As it is supposed to be a fabrication business, an imitation arc welding flash unit could be added later.

CONCLUSION

While the Metcalfe kit is perfectly acceptable as it comes, the advent of affordable laser-cut and 3D-printed detailing packs makes adding extra layers of realism and individuality very easy these days. Incorporating a few lighting effects, together with some simple scratch-built add-ons can enhance the appearance even more. And the practice gained on a project like this will hopefully build up anyone's confidence to tackle larger challenges and give any proprietary building that individual touch.





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Modelling Deep Water



Phil Parker

THE BRM stand has been out at a lot of shows recently and includes a micro layout I built a couple of years ago. Each time, the most popular questions are about the water at the front of the model.

This method is for modelling still water in a lake, canal, dock, or very slow-moving river. The sort of feature many of us have on a layout.

The main ingredient is Ronseal Yacht Varnish, a high-gloss polyurethane product, sold in DIY stores. It is slightly yellow, which makes the water, in reality, a couple of millimetres thick, appear to have murky depths when painted over a suitably mucky (no clear blue water here) base coat.

While this is a really simple, but effective method, I'd still suggest taking a small square of MDF or foamboard and making a test piece if you've not done it before. Once you've tried it though, the only downside (for me) is that you won't be so impressed when you see us at a show!

WHAT YOU NEED

Scalemodelsценery

Rowing boat (LX435-00) kit

Other

Ammo Acrylic Mud, Ronseal Yacht Varnish, brown, green and grey acrylic paint, matt varnish, paintbrushes

For more
modelling advice,
head to our
techniques
section at
www.world-of-railways.co.uk



1 Water is flat, so the baseboard has to be too. I build up the banks with wall filler, and then give everything a brown basecoat. The water is painted with a mix of green and grey acrylics, appearing darker as it should be getting deeper. Once painted on, they are blended by dabbing the paint with a sponge.



2 Our boat is made from a laser-cut kit from scalemodelscenery, which is built up in several layers to form the full hull. If your boat is in the middle of the water, waterline hull versions are available. The all-important oars also come with the kit and are easy to construct.



3 The 'water' is Ronseal Yacht Varnish from a DIY store. This is a high gloss varnish, with a hint of yellow in it. This gives the water depth and the trick is to apply lots of thin coats; my model has four, but the more the better. Cover the model while it dries to avoid dust, as it takes eight hours!



4 Along the shore, I'm painting some acrylic mud from Ammo. A textured paint, it must be thoroughly stirred before use, and while painting, as the texture sinks to the bottom. The result is slightly shiny, exactly the right effect for damp mud beside the water.



5 Of course, not all mud is shiny, so further inland I use some matt varnish on the mud to dull it down. For a more realistic look, you could also dry-brush it with different shades of brown to add more variety to the earth colour.



6 The water must be dry before applying electrostatic grass, or the fibres will stick in the surface. Even though I'm confident that mine is dry, I still mask it off, and for this job, a sheet of tinfoil is perfect as it can be put in place, touching the shore, but not the varnish.

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TRACTION

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STIRLING STATION

Then and Now



ALSO INSIDE:

- Grain and timber terminals in detail
- Class 67s for sale
- Wichnor June 1986
- W.R. Concrete Train





Editor's Welcome



Stephen

Welcome to this issue of TRACTION in British Railway Modelling.

We have a variety of articles ranging from features about grain and timber terminals and a photographic visit to the Wichnor Junction area in 1986.

There's also an article about Stirling station, both in the past and today, as well as a look at the Class 67s that are being sold by DB Cargo.

Finally, we look at the curious Western Region re-signalling scheme concrete train.

Stephen Rabone
steverabone@hotmail.com

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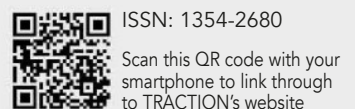
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Cover photo: 27038 departs Stirling with a Dundee to Glasgow service on June 6th, 1981.
GLEN BATTEN

Grain and timber terminals

Paul Shannon looks at two types of terminal handling specific freight flows - grain and timber. What they have in common is their rural loading points, many of them small-scale and, therefore, good subjects for modelling.

In BR days, the railway conveyed wheat and barley from numerous station goods yards and private sidings. The loading facilities ranged from fixed overhead hoppers fed from adjacent silos to simple sidings where grain was transferred from road vehicles to wagons by mobile conveyors. The granular nature of the product, whether malted or simply dried, meant that it could easily be poured into covered hopper wagons through top hatches and discharged by gravity through bottom doors.

East Anglia and Lincolnshire were well known for generating grain traffic, but there were facilities elsewhere, such as Wallingford maltings in Oxfordshire and Knapton maltings in North Yorkshire. The destinations for grain included flour mills, breweries and distilleries, the last-mentioned found largely in North East Scotland. BR also carried grain to and from ports such as Barry, Avonmouth, Tilbury and Lowestoft. For a time, there was even a train ferry flow of grain for animal consumption to Pinhoe near Exeter.

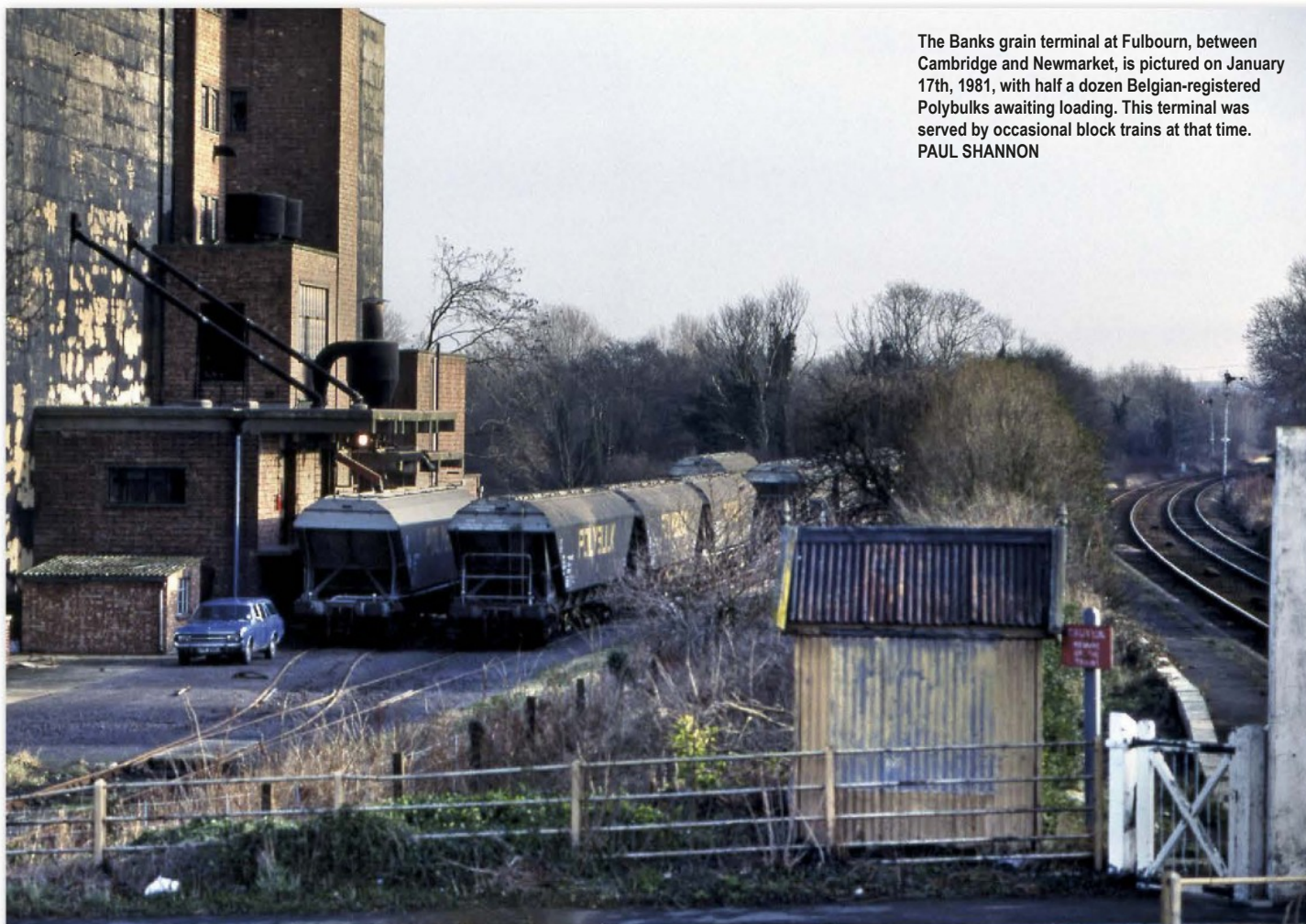
The rail system at Birkenhead Docks was still active in the 1980s, and one of the customers was Rank Hovis, located alongside the line from Canning Street to Birkenhead North. 03189 propels vacuum-braked grain hoppers with wheat from Chettisham into the Rank Hovis siding on July 6th, 1983. It will then continue its short journey to Birkenhead North with coal hoppers.

PAUL SHANNON

Grain terminals in East Anglia and Lincolnshire, 1980

Location	Customer
Louth	Associated British Maltsters
Gainsborough	Paul & Sandars
Ancaster	Paul & Sandars
Chettisham	Byford
King's Lynn Harbour	Dalgetty Franklin
Royston	Dalgetty Franklin
Kennett	Banks
Fulbourn	Banks
Newmarket	Dower Wood
Bury St Edmunds	Associated British Maltsters
North Elmham	Seaman
Wroxham	BR
Diss	East Coast Grain Silos





The Banks grain terminal at Fulbourn, between Cambridge and Newmarket, is pictured on January 17th, 1981, with half a dozen Belgian-registered Polybulks awaiting loading. This terminal was served by occasional block trains at that time. PAUL SHANNON

As with many rail freight flows, the number of grain loading points declined as BR focused on the higher-volume locations. Efforts to make operations more efficient were already well established in the 1970s, when BR ran a block train of vacuum-braked grain wagons from Doncaster to

North East Scotland for the distillery industry. However, even with that block train, the wagons had to be tripped from individual locations using the old-fashioned wagonload network. Sometimes, the tripping comprised two or three stages: for example, wagons from Tuxford travelled first to Mansfield

Concentration Sidings, then to Tinsley and finally to Doncaster, where they joined the trunk train to Burghead, Dufftown, or Muir of Ord. Grain traffic to other parts of the country used the wagonload network throughout.

By 1980, some of the smaller grain terminals had closed, but the list in East Anglia and Lincolnshire was still quite long. The table on the previous page shows the principal locations. Some terminals were busier than others: for example, Newmarket was served almost every day by a wagonload trip working, but nearby Fulbourn saw only occasional special trains.

In terms of overall tonnage, the early 1980s was a period of growth. As part of its plan to convert as much wagonload traffic to the air-braked Speedlink network as possible, BR and wagon supplier CAIB set up Grainflow, using a new generation of bogie Polybulk wagons as well as some refurbished two-axle Minibulk hoppers. The result was an increase from 100,000 tonnes in 1981 to more than 300,000 tonnes in 1984.

Confidence in Grainflow was boosted by the opening of R. Johnston's private siding at Eccles Road, between Thetford and Norwich, in July 1985. The new terminal was reached by a half-mile-long spur from the main line and could handle a range of agricultural traffic,



Newmarket stopped handling general freight by rail in 1969, but the Dower Wood grain terminal remained active until 1991. 37090 is captured on film during shunting operations at Newmarket on June 9th, 1981, before returning with the morning trip working to Cambridge. This was a time of transition, with old-style unfitted and vacuum-braked grain hoppers still in use alongside the air-braked Polybulks. PAUL SHANNON

A grain loading facility was commissioned on the Seaforth branch in January 1986, but it saw only intermittent use and failed to generate any long-term traffic. Passing underneath the bunker on April 2nd, 1986 is 47380 with an afternoon Freightliner departure from Seaforth.
PAUL SHANNON



Grain terminals for Scottish traffic, 1988-91

Forwarding points

King's Lynn
 Royston
 Sandy (until 1989)
 Kennett (until 1989)
 Fulbourn (until 1989)
 Newmarket
 Eccles Road
 North Elmham (until 1989)
 Wroxham
 Diss
 Dover (train ferry)
 Wroxham
 Diss
 Dover (train ferry)

Destinations

Muir of Ord - barley
 Burghead - barley
 Roseisle - barley
 Keith - wheat
 Hillside (Montrose) - barley
 Cameron Bridge - wheat (until 1989)
 Cambus - wheat
 Leith South - wheat (until 1989)
 Glasgow Deanside - wheat

The loading of grain could take place on any siding with enough lateral space for a mobile conveyor. 31323 and 40096 wait in the up sidings at Banbury while their train of air-braked Polybulk wagons is loaded with grain for export via Hull on April 7th, 1983. Meanwhile, a Class 115 DMU pulls into the station ready to work an afternoon service to London Marylebone.
 PAUL SHANNON



Boston pilot loco 08386 has just positioned four Polybulk grain hoppers for loading in the remnants of Boston freight depot on July 31st, 1984. The wagons had arrived on a Class 31-hauled Speedlink trip working from Lincoln, which connected out of another trip working from Doncaster. PAUL SHANNON

including grain. But the enthusiasm for Grainflow waned once the railway analysed the high costs of tripping small and irregular loads from isolated locations. North Elmham on the former Fakenham branch stood out as unsustainable, with each train taking up two train crew shifts because of the time-consuming level crossings on the branch. Nevertheless, a good number of terminals remained active until the demise of Speedlink in 1991, especially catering for Anglo-Scottish distillery traffic. The table to the left shows the terminals that handled Anglo-Scottish flows in the late 1980s.

After Speedlink, two further attempts were made to convey grain by rail. The first saw semi-trainload movements of barley from King's Lynn and Eccles Road to Roseisle and Burghead, but the operation was a complex one and it ceased in 1992. The second attempt took place in 1998/99, when English Welsh and Scottish Railway won a 12-week contract to move grain from Andover to Roseisle. By that time, no suitable grain wagons remained in Britain, and a pool of Polybulk hoppers had to be imported from France. Ultimately, the seasonal and disparate nature of grain traffic in Britain meant that rail transport was not a sustainable option and no grain terminals remain in use today.



Viewed from a train heading north from Crianlarich Upper, the timber sidings at Crianlarich Lower are pictured on January 11th, 1979. In some ways, the Crianlarich to Corpach flow was ahead of its time, with trainload operation focused on just two terminals. The sidings at Crianlarich Lower were brought back into use many years later, but the tracks were finally removed in 1993. PAUL SHANNON



Timber

Until the 1980s, BR conveyed logs to and from general freight terminals in wagonload quantities, using standard wagons. The only trainload operation with a dedicated loading facility was the movement of logs from Crianlarich Lower, on the rump of the former line to Stirling, to Corpach paper mill. This operation used a specific fleet of Timber P wagons converted from redundant Conflat P stock in 1966. BR ran block trains from Crianlarich to Corpach from 1967 until Corpach pulp mill closed in 1980.

A revival of log traffic came in the mid-1980s, when BR introduced a fleet of two-axle OTA wagons to carry timber on the Speedlink network. The OTAs were converted from redundant air-braked vans and open wagons, with side stanchions that allowed easy loading and unloading by mechanical grab. Among the destinations were the new paper mill at Shotton, built as part of the former Shotton steelworks site, as well as Thames Board at Workington and Caberboard at Irvine. The BR freight depot at Hereford received timber for two customers - Pontrilas Timber and Western Softwoods.



One of the busiest timber destinations was Shotton Paper Mill, which was reached by a spur from the Wrexham to Bidston line. A Class 08 pilot tripped the wagons between the paper mill and Dee Marsh sidings. On July 9th, 1991, that duty fell to 08894, which is propelling OTAs from Stirling towards the mill. This was the first week of post-Speedlink operation, when the timber traffic had just been reorganised into contract trains. The company later stopped receiving logs by rail, but the siding remained open for outgoing paper traffic until 2009. PAUL SHANNON



The Kronospan siding at Chirk received its supplies via the EWS Enterprise network and a regular feeder service ran from Warrington. 56120 has just arrived with the 09:25 departure from Warrington Arpley on August 6th, 1999. PAUL SHANNON

Timber loading points, 1998-99

Thurso
Kyle of Lochalsh
Inverness
Elgin
Huntly
Inverurie
Laurencekirk
Dunkeld
Stirling
Fort William
Oban
Taynuilt
Crianlarich
Arrochar
Deanside
Irvine
Beattock
Carlisle Upperby
Hexham
Tees Yard
Brandon
Eastleigh

Typifying the can-do attitude of EWS days, an existing refuge siding at Pontrilas was re-fettled to provide a convenient unloading point for Pontrilas Timber in 1997. A daily Enterprise trip from Newport Alexandra Dock Junction used a Rail Express Systems Class 47 locomotive in its marginal time. 47741 backs into the siding with the 11:08 departure from Newport on July 17th, 1997. Unfortunately, this traffic ceased when EWS began to run down its Enterprise wagonload network. A trial movement from Newton Abbot to Abergavenny for Pontrilas Timber took place in January 2022, but was not repeated. PAUL SHANNON



Fortunately, the down siding at Ribblehead was left in place after the long-standing ballast traffic finished in 1986. Colas Rail began to use the site in 2010 to load timber from the large coniferous plantations on nearby Cam Fell. 47739 *Robin of Templecombe* prepares to set off from Ribblehead with the 14:10 departure to Chirk on October 20th, 2010. PAUL SHANNON



Not all timber was conveyed in the OTAs. BR catered for traffic growth by using OBA and OCA open wagons with drop-down sides, as well as BSW bogie bolsters - former steel carriers fitted with through air pipes to make them compatible with Speedlink - and YAA bogie bolsters redeployed from railway infrastructure duties.

The loading points for timber in the Speedlink era were either existing BR freight depots or sidings that did not have any other regular traffic but were easily accessible for lorries. By 1987, the list included Elgin, Keith, Huntly, Inverurie, Fort William, Taynuilt, Crianlarich, Ardlui, Arrochar, Dumfries, Carmarthen and Exeter. Some Speedlink

trip workings combined the logs with other freight flows, such as whisky tanks from Elgin, agricultural lime to Inverurie, and fertiliser to Carmarthen.

The flexibility of Speedlink enabled BR to take on new flows at fairly short notice. For example, the railway was able to carry some of the windfall timber that resulted from the storms of October 1987. The temporary loading points for this traffic included existing sidings at Ashford, Hoo Junction, Crawley and Chichester. One of the destinations was Hexham, the railhead for the Egger chipboard factory, a location that also forwarded timber by rail from the Kielder Forest.

A longer-term development was the opening of Kronospan's new siding at Chirk, near Wrexham, in 1989. The Kronospan plant already had a siding that passed through the adjacent Cadbury's site, but that siding was little used and not suitable for high-volume traffic. Most of the logs for Kronospan came from East Anglia, with loading points including Ipswich and Brandon. Another new destination for timber in 1989 was Caledonian Paper at Irvine, although the siding at that location handled mainly china clay and paper.

The withdrawal of Speedlink in 1991 left just one rail-borne destination for timber, the Shotton Paper Company.

Logs from Arrochar and Beattock are unloaded from OTA wagons at Chirk on August 6th, 1999. PAUL SHANNON



Two sidings on the west side of Carlisle New Yard became the loading point for timber to Chirk. Colas Rail introduced Class 66 haulage on these workings in 2010, enabling an increase in train length from 13 to 27 bogie wagons. 66850 is about to combine two rakes of wagons and form the 12:50 departure to Chirk on July 19th, 2011. PAUL SHANNON



The timber being loaded at Carlisle on July 19th, 2011, comes in four set lengths – 2.5m, 2.8m, 3.1m and 3.7m – and each bundle of logs must be positioned behind at least two stanchions before being secured by two straps. Careful planning is necessary to ensure that the space on each wagon is fully used. PAUL SHANNON

Deliveries to Shotton were regular enough for BR to introduce contract trains from Scotland and South Wales. The Scottish service ran twice weekly and carried logs from Inverness, Elgin, Keith, Huntly, Inverurie and Stirling. South Wales also generated two weekly trains: one from Carmarthen and Swansea, and another from Cardiff, which also conveyed timber from Exeter.

A second renaissance of rail-borne timber began after Transrail launched its Enterprise wagonload service, later adopted and expanded by EWS. The Kronospan siding at Chirk came back into use, with deliveries from Scotland replacing those from East Anglia. Deliveries to Shotton Paper reverted to wagonload operation, a service to Workington resumed, and a new terminal was established on an existing siding at Pontrilas for Pontrilas Timber. Other receiving points in the Enterprise era included Boat of Garten,



Carlisle, Hereford and Cardiff for BSW, to Elgin for James Jones and to Nairn for Gordons. More than 20 loading points were active at some point in 1998/99, as listed in the Table on page 80.

The Enterprise bonanza proved to be short-lived, as the network contracted rapidly after 1999. Within a few years, the only regular destination for rail-borne timber was Chirk, which received most of its traffic from Carlisle and additional volumes from Arrochar and Crianlarich. Some timber loading was also carried out on the running line at Kinbrace for rail movement to Inverness, but that did not last long. Proposals for a new timber loading facility at Beattock attracted a Freight Facilities Grant but ultimately came to nothing.



A little gardening is necessary to ensure that the train is within gauge. The wagon is a KFA converted from a Tiphook ferry van and the scene was recorded at Carlisle on July 19th, 2011. PAUL SHANNON

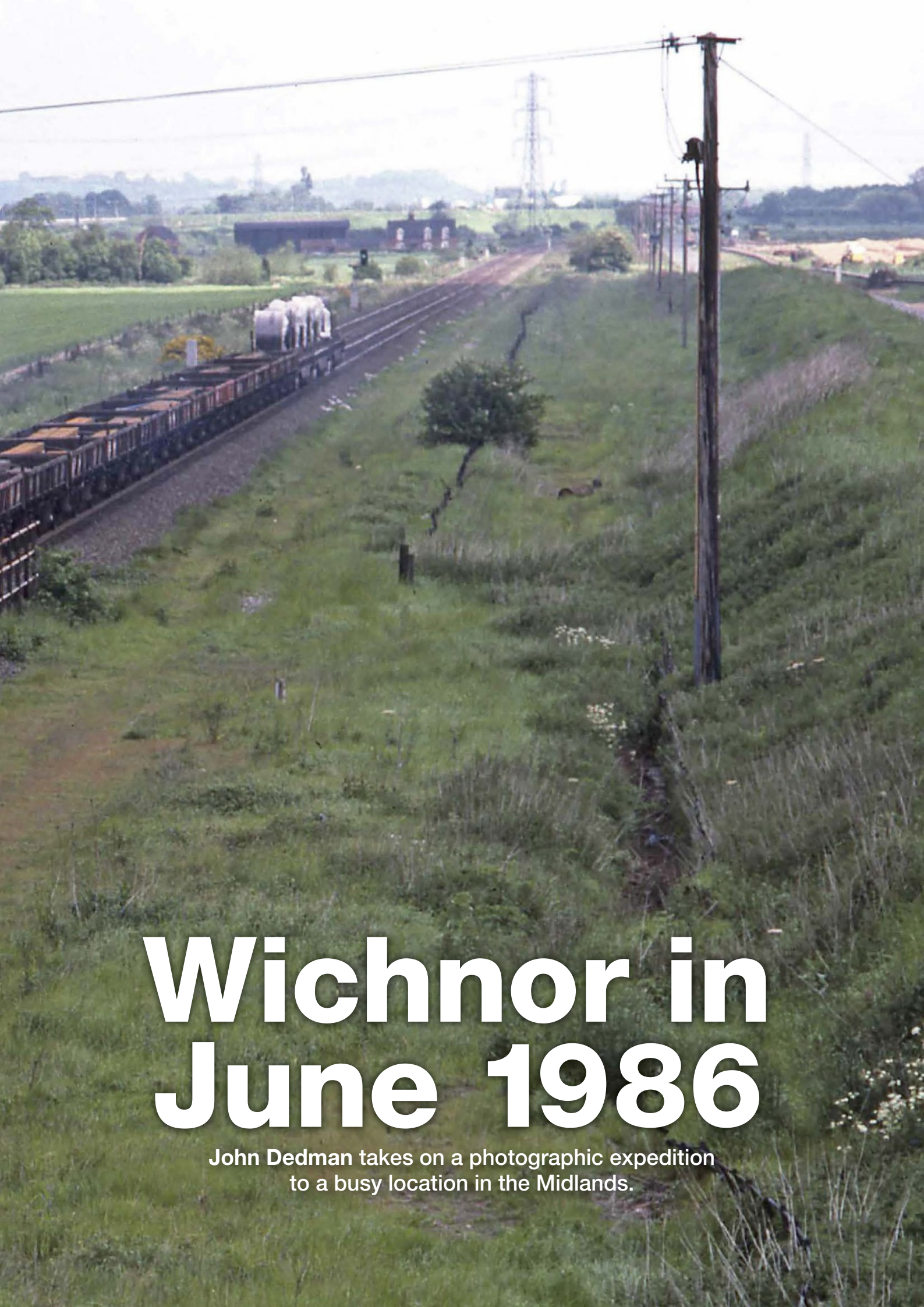


Freight returned to Aberystwyth in April 2022 when the station run-round loop was used to load a short trainload of timber for Chirk. Apart from one previous trial timber movement with a Multi-Purpose Vehicle in 2005, there had been no revenue-earning freight at Aberystwyth since oil traffic ended in 1993. With the adjacent former loco shed being transformed into a museum for the Vale of Rheidol Railway, timber loading has just begun on 29th April. The trial was a success, and several further trains have run, using Network Rail Class 97 and Colas Rail Class 37s for haulage west of Shrewsbury. PAUL SHANNON

The Kronospan traffic switched from EWS haulage to AMEC-SPIE in December 2006 and became a Colas Rail operation when AMEC-SPIE and SECO Rail merged to form Colas Rail in July 2007. At that point, all remaining OTA wagons were stored and replaced by bogie KFA vehicles, giving a better payload-to-length ratio. Colas Rail remains in charge of the operation today, with Carlisle standing the test of time as the main point of origin but supplemented by deliveries from other locations as required. Currently, there is traffic from Baglan Bay and less frequently from Hellfield and Aberystwyth, in all cases making use of existing sidings, which had thankfully remained in place after their previous use ceased. Loading points no longer in use include Ribbleshead, Teigngrace and Exeter.

45138 is heading south towards Wychnor Junction with loaded steel wagons: 15 SPAs and three BBAs. June 11th, 1986.





Wichnor in June 1986

John Dedman takes on a photographic expedition
to a busy location in the Midlands.

While exploring the Coalville area with local Ordnance Survey maps, we discovered Catholme Lane, which leads to a sand and gravel pit. At the end of the lane is a bridge that crosses the Burton upon Trent to Tamworth main line with good views in both directions; Wichnor Junction can be seen about 250 metres to the south. This turned out to be a very busy main line; we made two visits to this location in consecutive weeks, and a total of three hours produced eight different diesel locomotive classes, as can be seen on the list on the right.

Our first visit on June 11th started well with 45138 heading south with a loaded steel train, which was possibly a late-running Tinsley to Wolverhampton Steel Terminal train.

A surprise at this location was 50038 *Formidable* passing towards Burton with empty MCV wagons. June 11th, 1986.



Railfreight Grey 31144 with 10 container wagons forming 4D51, the 12:18 Lawley Street to Nottingham Freightliner, June 11th, 1986.



The next freight was a surprise with 50038 and a rake of empty MSV wagons. I did not expect a class 50 here, although I know they did go to Doncaster Works at times. The rest of the freights and loco-hauled passenger trains are listed on the list and these were interspersed with local DMUs and cross country HSTs, which were not recorded. A couple of the highlights were 45118 with a short rake of six STV empty tube wagons with a brake van on the rear, and 31144 with containers bound for Nottingham.

We spent the rest of the day around the local area and returned a week later at a different time of day. As in the week before, Classes 56 and 58 were sharing the MGR workings, while 20061 and 20096 passed with empty steel wagons.

Class 20s 20061 and 20096 are heading north with 6E52 08:28 Wolverhampton Steel Terminal to North Lincoln Junction. The train is composed of SPA and BBA wagons. June 19th, 1986.





Wichnor Junction - June 11th, 1986				
1220	45138	S		Steel wagons
1225	50038	N		MCV mineral wagons
1245	47491	S	1V61	10:05 York - Pembroke Dock
1248	58026	S		Loaded MGR
1250	45118	N		VB STV wagons and brake van
1300	31467	N		HST Power car and BG
1305	47326	N		Oil tanks
1315	56102	N	6P21	12:25 Rugeley CEGB - Mantle Lane MGR
1320	20185 + 20155	N	7F01	11:19 Bescot - Bardon Hill ballast
1330	31144	N	4D51	12:18 Lawley Street - Nottingham Freightliner
Wichnor Junction - June 18th, 1986				
09:55	58024	S	7G21	08:50 Bagworth to Rugeley CEGB MGR
09:56	20061+20096	N	6E52	08:28 Wolverhampton Steel Term. - N. Lincoln Jct.
10:08	31158+31195	S	6M65	05:30 Lindsey - Brownhills
10:08	20108+20010	N		Light engines
10:13	31309	S		Brake van to freight line
10:17	37176	S	6M97	08:22 Tinsley NY - Wolverhampton Steel Terminal
10:28	56020	S	7V46	10:12 Toton Old Bank to Didcot Power Stn. MGR
10:39	47610	S	1M55	08:35 Leeds to Birmingham New Street
11:06	253 020	N	1E30	07:00 Plymouth - Newcastle
11:21	58003	N		Empty MGR
11:44	31309	N		4 Tube wagons and brake van from freight line
Barton Under Needwood				
16:42	58020	S		Loaded MGR
17:00	20121 + 20073	S	7G01	16:25 Bardon Hill - Bescot Up Yard ballast
17:05	37176	N	6E68	Wolverhampton - Tinsley steel
Portway (North of Tamworth)				
17:26	45033	N	6E68	14:16 Wolverhampton Steel Terminal - Tinsley
	DMUs	S		Excursion
17:52	58004	S		Loaded MGR
18:00	47328	S	6M18	16:05 Earles Sidings - Greaves Sidings cement
18:06	45051	S	1V88	15:38 Leeds - Plymouth parcels
18:23	58024	N	6M82	15:45 Didcot Power Station to Toton empty MGR
Trains in bold were photographed.				



37176 has a good selection of steel wagons with 6M97, the 08:22 Tinsley NY to Wolverhampton Steel Terminal. June 19th, 1986.



56020 is leading 7V46 10:12 Toton Old Bank to Didcot Power Station loaded MGR. June 19th, 1986.



31309 has come off the Lichfield freight-only route at Wychnor Junction with four STV Tube wagons and a brake van. June 19th, 1986.



47610 is approaching Wychnor Junction with 1M55 08:35 Leeds to Birmingham New Street. 47610 was allocated to Crewe Diesel Depot but has the Eastfield 'Scottie Dog' logo on its bodyside, which shows it was previously a Scottish loco. June 19th, 1986.



The next working was headed by a pair of Immingham Class 31s with 100-ton bogie oil tanks from Lindsey Refinery. It was a heavy train at the time, but these would be much longer when the Class 60s were introduced five years later. This was followed south by 31309 with a BR brake van, which took the freight-only line towards Lichfield. It did not go far, as it returned 90 minutes later with four STV tube wagons and the brake van. It was a similar working to the one we saw a week earlier with a Class 45. The only Class 37 seen here was 37176, which was heading south with a mix of loaded steel wagons destined for Wolverhampton. We saw the return working later in the day a bit further north at Barton-under-Needwood, returning to Tinsley.

High Speed Train set 253020 is forming 1E30 07:00 Plymouth to Newcastle. June 19th, 1986.





20121 and 20073 are heading south at Barton-under-Needwood with 7G01 16:25 Bardon Hill to Bescot Up Yard loaded ballast. The train is composed of mostly Catfish wagons with a single Dogfish and Shark van at the rear. 19th June 1986.



45033 has a selection of empty steel wagons at Portway; the train is the 6E68 14:16 Wolverhampton Steel Terminal to Tinsley. 19th June 1986.



A 10-car train made up of various diesel multiple units, the blind on the front of the leading vehicle reads 'Excursion'. 19th June 1986.



After an afternoon visit to the Coalville line, we returned to this route at Barton-under-Needwood in order to catch the Bardon Hill to Bescot ballast, which was hauled by 20121 and 20073. While we were there, 58020 passed by with another MGR and 37176 with steel wagons.

Our final visit of the day was to move a few miles further south to Portway, just north of Tamworth. Here, we spent a very productive hour that started with 45033 on steel wagons, followed by a 10-car collection of DMUs going south; the leading vehicle had 'Excursion' on its destination board. Class 58s with MGR services passed in both directions while 47328 went south with PCA and PDA cement Presflos, followed a few minutes later by 45051 with the Leeds to Plymouth parcels.

I have been able to identify most of the workings from working timetables. I have visited the Catholme Lane bridge in recent years, and it seems to be quite popular with photographers now. On these and later visits, I have also covered the main line further north of Burton at Stenson and South Staffs Junctions, which could make a future article.

45051 has charge of six plain blue GUVs forming 1V88, the 15:38 Leeds to Plymouth parcels at Portway. 19th June 1986.



58004 is seen with a loaded MGR at Portway, probably heading to Didcot Power Station. At the time there were around ten paths a day shown in the working timetable for Didcot MGRs. 19th June 1986.



47328 is heading south at Portway with 6M18, the 16:05 Earles Sidings to Greaves Sidings cement wagons. The train is composed of fourteen PCA wagons and three bogie PDA wagons. 19th June 1986.

58024 with 6M82 15:45 Didcot Power Station to Toton empty MGR. 19th June 1986.



Stirling station: then and now

David Clough was inspired by a feature about Stirling station, published in 'Railway Magazine' in January 1927.

The Ancient and Royal Burgh of Stirling, the one-time home of Scotland's parliament, sits on the River Forth, which the railway crosses just north of the station. Stirling station was opened by the Scottish Central Railway in 1848 when the company's line arrived from the Caledonian Railway at Garrtsherrie (near Coatbridge) via Greenhill and Larbert. The Stirling and Dunfermline Railway opened from Alloa in 1852 and, like the Forth and Clyde Junction Railway that arrived in 1856, both soon became part of the North British Railway. While the former enjoyed success,

the latter's route to Balloch was never more than a very minor branch.

The station quickly became an important centre because it was in a pivotal position for radiating routes. Ownership rationalisation saw it become part of the Caledonian Railway, which consequently operated the main north-south route from Perth to Greenhill, while the North British came in from the east via Alloa or south from Falkirk over Caledonian metals. Railway grouping forced a reluctant Caledonian to become part of the London Midland & Scottish Railway (LMS), while the North British went into the London & North Eastern (LNER).

Traffic growth by 1915 required a much enlarged station and extensive goods facilities and marshalling yard. The Caledonian also had an engine shed. The station building was laid out in a grand, spacious manner, with sweeping staircases, and has stood the test of time. It is listed by Historic Environment Scotland as a Category A listed building. The platform layout in 1927 and today is set out in the table (bottom right).

In 1927, a loading dock and sidings were adjacent to platform 1, but today there is just one siding. The Callander and Oban route diverged further north at Dunblane and services that started

At the time of the photo, April 22nd, 1978, Class 27s covered the Dundee to Glasgow Queen Street diagrams. An example makes a spirited and smoky departure from platform 3, while a Class 101 sits in platform 8, before setting off for Edinburgh Waverley. The stock of a special train is in platform 6.
DAVID CLOUGH





On April 18th, 1989, Class 101 DMU forms a Dunblane to Glasgow Queen Street working. The traffic to Menstrie finished in 1988, but a rake of wagons remain in the sidings. The signal box is Stirling Middle, which controlled the southern end of the station area. DAVID CLOUGH

in Stirling used platform 1, as did other locals. Behind platform 2, at the south end, was the LMS goods shed and offices, together with carriage and goods sidings. North-facing platforms 4 and 5 served workings to Balloch and other LNER locals. Beyond platform 10 was a marshalling yard, a loading bank and LMS livestock loading dock, together with other sidings. A LMS engine shed and turntable were at the far south end.

Four tracks led northbound, with the Balloch branch diverging left soon after. Both the Caledonian and North British had their own bridges over the River Forth, and the latter then headed east to Alloa, while the former continued to Dunblane and Perth.

In the post-Grouping era, LMS trains usually used platforms 2 and 3 but could also use 6 or 9. LNER trains usually used 6 or 9 but could use 2 or 3. Goods trains usually used 6 or 9 but would use 10 if they were to be held.

Today, all the surplus land, including the Up side yard, has been sold off and the station is corralled on three sides by roads, especially the relatively new inner relief bypass.

The 1910 issue of Bradshaws shows some trains from Edinburgh Waverley had through carriages for Balloch and the branch off to Aberfoyle, while others started north of the Forth Bridge, for example, at Dunfermline.

In 1927, there were five through LMS trains to Euston, six linking Glasgow

Buchanan Street and Aberdeen, four through services to Oban and seven to Edinburgh Princes Street. Locals served a range of destinations, including Creiff and Grangemouth, while three fish trains and a number of parcels and goods workings exchanged traffic at the station. On the LNER side, eight trains went to Edinburgh Waverley over the Forth Bridge, with locals providing links to destinations to the Fife coast. An unquantified number in the 'Railway Magazine' worked to Glasgow Queen Street, while five ran to Balloch.

Passenger traffic figures for the mid-1920s quote (round figures) 385,000 tickets issued, 600,000 collected and 110,000 platform tickets issued annually.

Points of interest in 1927 operations included the Euston to Aberdeen sleeper, which conveyed carriages, including a sleeping car, for Oban. These were stabled in a siding next

to Platform 1 until being attached to the first service from Stirling to their destination. The 2.35am from Euston conveyed through carriages from Liverpool and Manchester and restaurant car from Crewe and terminated at Stirling at 4.30pm. All the Glasgow to Aberdeen workings had a Pullman restaurant car.

The Diesel Era

The transition from steam to diesel power at Stirling began in the late 1950s. The Scottish Region formed the view that Type 2 diesels offered better flexibility for its needs because these could be paired to give equivalent power to a Type 4 where extra power was needed. Anglo Scottish services after the demise of steam were hauled by English-based Type 4 traction. This arrangement brought visits of the early 'Peaks' in the D1-D10 series (later Class 44) to Perth during the short time when

No.	As built 1915	Current designations
1	Down bay for LMS	Down side north end siding
2	Down LMS main	Down main
3	Up LMS main	Up main
4 & 5	North-facing bays, LNER locals	Out of use,
6	Down relief, LNER services	Down Alloa
7 & 8	South bays LMS locals, train remarshalling	South bays
9	Up relief, LNER services	Up lines from Alloa
10	Outside spare, bi-directional signals	South bay

several were allocated to the LMR Western Lines, but English Electric Type 4s (Class 40) prevailed until the more powerful Brush and English Electric Type 4s (Class 47 and 50) displaced them from the mid-1960s.

The Scottish Region formulated its diesel scheme for the Glasgow to Aberdeen route in June 1959, and this was based on using 18 North British Type 2s (Class 21) for passenger, parcels and freight movements. The British Transport Commission approved the scheme on December 17th. Although details of the scheme are not to hand, trains calling at, or passing, Stirling along the ex-LMS line would be a part of the scheme. The former LNER lines would have to wait a little longer for steam replacement.

By October 1960, the Scottish Region was revising its thinking and a fresh submission went to the British Transport Commission. A peculiar line of argument held that the North British Type 2s was not really a Type 2 because it was now rated at 1,000hp for technical reasons instead of 1,100hp; the lower value was the same as the English Electric Type 1s (Class 20s) on order for the Region. A further issue was the class had a control system that meant locomotives could only work in multiple within the class and not with other designs. A very strange argument was made against the use on freight services, which said the class was unsuitable for shunting work due to forward and rearward visibility problems.

The proposal was to use North British Type 2s in multiple on all passenger trains along the Glasgow to Aberdeen route, with an augmented Glasgow to Dundee and expanded Perth to Aberdeen operations. This plan required 38 North British Type 2s, not the 18 of



On April 18th, 1989, 47636 brings the 18.05 Glasgow to Inverness into the station.
DAVID CLOUGH



On August 1st, 1975, the loaded Motorail car wagons off the Friday evening Motorail from Kensington Olympia are being removed from the station to the car unloading siding by a Class 08. On Saturdays and Sundays, it came from Brockenhurst.
JOHN DEDMAN

the 1959 proposal, of which 32 would be diagrammed (85%) and six undergoing maintenance. Based on the Eastern Region and Scottish Region's initial experience with the North British Type 2s, it seems bizarre to think that an availability of 85% would be remotely achievable.

The additional North British Type 2s were being reallocated from the Eastern Region in order to concentrate all the type in Scotland. The British Transport Commission was not happy with the use of locomotives in multiple but agreed until other work could be found that would not require multiple operation. The Commission believed that a single Type 2 was inadequate for the principal services over the route and recommended Type 3 traction.

History records that the use of North British Type 2s in multiple did not last long, allegedly due to poor locomotive reliability, and services reverted to steam in 1962 until more suitable diesels became available. Thus, for several years, former LNER Pacifics of the A2 and A4 classes appeared on many of these services, especially the principal Aberdeen to Glasgow trains.

Later on, Class 40 became the mainstay on the expresses, while Class 27 handled the Glasgow to Dundee stopping trains. Class 47s of several sub-types displaced by HSTs in England were moved north towards the end of the 1970s and Class 40 had faded away by 1982. Locomotive haulage by Class 47/7 came to an end in the early 1990s as Class 158 DMUs became available.

Glasgow to Inverness passenger trains saw dieselisation after those to Aberdeen. By virtue of Highland Line gradients, these were handled by pairs of the Sulzer and BRCW Type 2s (Class 24 and 26), usually a mixed pair until the former were withdrawn in the early 1970s, when pairs of Class 26 held sway until Type 4s became available later in the 1970s. Services bound for Oban via the Callander & Oban route saw steam replaced by BRCW Type 2s (Class 27) for a period before the line closed.

Stirling became a Motorail centre in 1966, and over the following decades, these trains ran from Sutton Coldfield, Kensington Olympia, Newton-le-Willows, Newton Abbot, Newhaven

Harbour (for Dieppe), Dover and Brockenhurst (for the Isle of Wight). Operating losses brought the axing in 1989 of the London to Stirling service, and all Motorail activities had gone by rail privatisation.

Very little is on record concerning freight motive power at Stirling. For sure, the Scottish Region preferred to allocate the Sulzer Type 2s (Class 25) to this work and, of course, the Region had a large allocation of ‘Clayton’ and English Electric Type 1s (Class 17 and Class 20), and both designs were used almost exclusively on freight.

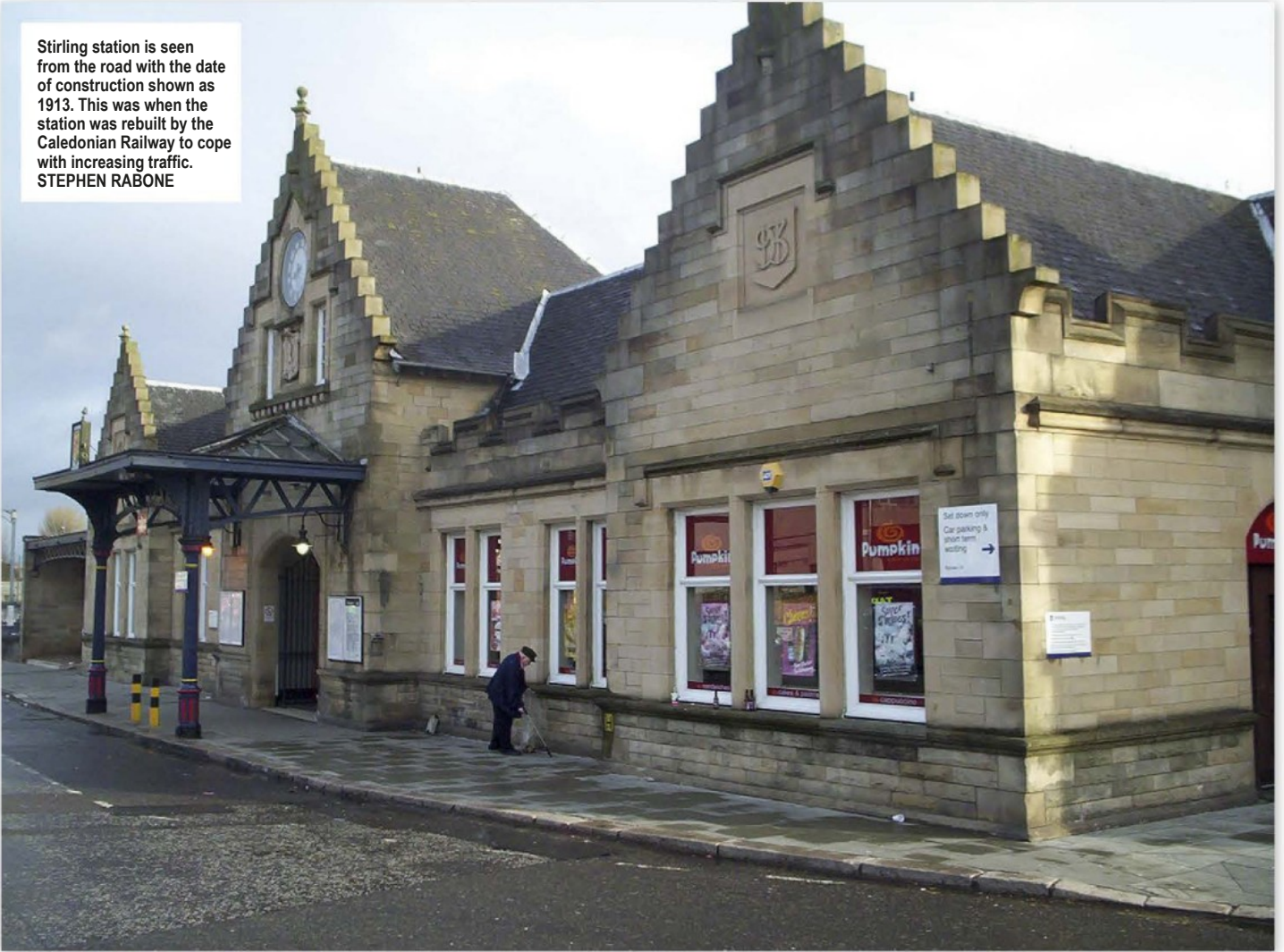
Today, Stirling remains on the main route between Glasgow and Perth. It is the junction for the branch line to Alloa and the currently out-of-use line to Dunfermline via Kincardine. It is also served by trains on the Edinburgh to Dunblane route and long-distance services to Dundee and Aberdeen and to Inverness via the Highland Main Line. Alloa regained its passenger service on May 15th, 2008. Trial electric train running commenced in November 2018 between Stirling, Dunblane and Alloa, with service operation initiated the following month.

Closures		
Route	Passenger	goods
Balloch branch as a through route Port of Menteith to Stirling	1/10/1934	1/11/1950* (formal) 10/1959
Stirling-Alloa-Dunfermline (Edinburgh) Stirling-Alloa- Menstrie	7/10/1968	1979 1988
Oban line (Dunblane- Crianlarich)	1/11/1965	27/9/1965
*One source quotes 1942 as a through route. The route via Kincardine lost its passenger service in 1930 and freight as far as Longannet Power Station in 1981 but has since been reinstated as a through freight route to Dunfermline to provide an emergency alternative to the railway across the Forth Bridge. A landslide in Glen Ogle caused closure of the Dunblane- Crianlarich line on 27th September 1965.		

Today's passenger services can be summarised as follows		
Route	Frequency	Traction
Edinburgh-Dunblane	Half hourly	Class 387
Glasgow QS-Alloa	Half hourly	Class 385
Glasgow QS-Aberdeen	Hourly	HST short set
Glasgow QS-Inverness	Seven daily	HST short set, Class 158, Class 170
Edinburgh-Inverness	Four daily	HST short set, Class 158, Class 170
Kings Cross-Inverness	One daily	Class 800 'Azuma'
Euston-Inverness	One daily sleeper	2 x Class 73+Mk 5 coaches



Stirling station is seen from the road with the date of construction shown as 1913. This was when the station was rebuilt by the Caledonian Railway to cope with increasing traffic.
STEPHEN RABONE



This view shows the dramatic semi-circular concourse with its glass roof.
STEPHEN RABONE



Looking north towards Perth along platform 2 and 3 showing the extensive platform buildings and canopies. On the right is platform 7, with a train for Edinburgh.
STEPHEN RABONE



On this March Sunday in 2008, the north-facing bay platforms 5 and 6 were occupied by stabled Class 158s. The location of the old platform 1 is behind the green fence.
STEPHEN RABONE



This view is looking from the footbridge onto the Alloa line platforms 6 and 9. In March 2008, the platforms had obviously been prepared for the reopening of services to Alloa in May of that year. STEPHEN RABONE



A view of the south end of the station with the new Forthside footbridge under construction. Note the former Caledonian Railway signal posts that were still in use. A four-car Class 158 is in platform 8, while on the right is platform 10, a south-facing bay platform. STEPHEN RABONE

67001 is seen arriving at Chester with the 09:50 Manchester to Holyhead on May 26th, 2015.



Class 67s for sale

The news that DB Cargo has put 10 of its Class 67s up for sale should perhaps come as no surprise, given that there is little work for these 125mph locomotives. Gavin Morrison has looked through his photo archives for images of these locomotives in happier times.



67003 viewed from Bradley Junction footbridge to the east of Huddersfield is heading 1Z73, 'Northern Belle' Edinburgh to Aintree for the Grand National on April 9th, 2005.



67004 stands at the south end of Ipswich station with the 19:50 Norwich to Wembley mail vans on February 21st, 2003



67009 works the diverted 1V64 14:06 Low Fell to Plymouth mail vans, passing Sherburn in Elmet on March 6th, 2001.



67011 has just shunted the stock of the Caledonian Sleeper from London Euston in the siding at Fort William station on May 29th, 2009.



Both 67028 and 67011 are on the for-sale list. Here, they double head 6E02, a Basford Hall to Scunthorpe empty rail train past the site of Horbury station on October 27th, 2008.



67018 is propelling the 16:30 Marylebone to Birmingham as it is seen from a road bridge just north of Banbury station on August 3rd, 2011.



On April 3rd, 2006, 67019 heads a Serco test train past Winchfield where it is seen from the bridge at the west end of the station. A second Class 67 is at the other end of the train.



67026, in silver livery, heads down the Calder Valley line with the empty stock of the Royal Train. It is seen from from a footbridge at Eastwood on May 16th, 2012.

The concrete train is approaching Berkley Lane bridge.



The W. R. re-signalling scheme concrete train

By Phil Barnes

As part of the West of England Main Line (MAS) re-signalling scheme of the early to mid-1980s, the S&T department used a train created from 'old' vehicles to transport concrete to form the bases for the colour light signals. The train would be loaded with concrete from a lorry in Frome west

yard and then moved to locations along the line, to be poured into shuttering at the locations for the new signals. On September 10th, 1982, this train was in action between Frome and Westbury and was photographed at three locations during the day. The motive power was 47244 and the train consisted of one

GWR and two BR brake vans, a former wooden-bodied pipe wagon and two former plate wagons. Ultimately, the West of England Main Line progressively switched to multiple aspect signalling, with the area around Frome coming under the control of Westbury Power Box on October 8th, 1984.



Passing Clink Road Junction signal box.



The concrete train in Frome yard.

Letters

A selection of letters sent in by our readers. Got a question you'd like an answer to or an interesting story or fact? Drop Stephen a line – email: steverabone@hotmail.com

BRISTOL BATH ROAD

The author of the series, Roy Kethro, has written in with some corrections.

Some extra research I carried out recently threw up two errors in the text for part 6. The supplementary nameplates attached to 47816 actually said 'Quality Approved', not 'Quality Assured'. The second error concerns the cutting up of Class 47s on site. This happened in 1995, after the depot closed as part of the residual activities, and not 1991. It was carried out by outside contractors (Booths I believe). I think the error crept in due to one loco being scrapped on-site in 1991. This was 47202, which had been severely damaged in a head-on collision with a Class 33 at Frome in 1987.

ROY KETHRO BY EMAIL

Thanks for continuing to produce a fascinating read with each edition. Part 5 of the series about Bristol Bath Road by Roy Kethro got me thinking about a particular day as a teenage trainspotter in Worcester sometime in the early 1980s. I was there the day after a GUV parcels van had been rammed through the buffers of one of the parcels bays at the south end of the down platform of Worcester Shrub Hill. The van had ridden up and was wedged against the canopy. I watched, enthralled as a named Class 47 (47081 *Odin*, I think) arrived from Bristol with the breakdown crane and the recovery of the van took place. I have been fascinated by rail-mounted cranes ever since! With the down platform occupied (at least up to the 'Banjo' signal), I saw a terminating express from London come into the up platform and the Class 50 run round via the through goods line. I seem to recall that DMUs from the Hereford line to Birmingham were still able to come into the north end of the down platform. I was told that the accident had been caused by the shunter driver believing that he was signalled along the main line while pushing some vans. It should be noted that signalling moves into the bays was always by hand signals as there was never an actual signal to control such a movement.

PHIL BROWNE, WORCESTER, BY EMAIL

YORK AT NIGHT

Stephen Rabone's article about night workings at York brought back some great memories for me. In 1972, as part of my apprenticeship at Bristol Bath Road, I was sent up to Yorkshire for main works experience. Prior to my three months at Doncaster loco, I spent three months in York carriage works covering new build (4-VEPs and postal vans) and overhauls (Mark 1s and the early Mark 2s).

Aged 19, my interest in trainspotting was starting to wane, having underlined most of the WR diesel hydraulics in my ABC. With just a handful of replacements arriving as part of the gradual transition to diesel electric traction on the WR, for a while, new cogs became few and far between.

Arriving in York was like a breath of fresh air, which rejuvenated my interest. With wall-to-wall Brush Type 2s, English Electric Type 3s, those whistling EE Type 1s and Type 4s, plus the throbbing hum of the 'Deltics', it was like starting out with a blank sheet of paper. Even the Brush Type 4s seemed to be ones that rarely, if ever, travelled south of Birmingham on the cross country route.

I spent many enjoyable evenings on the platforms at York, marvelling at the extremely long platforms 8 north and south with the scissors crossover in the middle. On a few occasions, I walked from my digs down past the racecourse to Chaloners Whin Junction to see and hear those 'Deltics' working hard.

With my bedroom window open, I was within earshot of railway workings at night, including numerous freight workings identified by their clanking buffers. But I hadn't realised just how intensive those workings were until reading your records. Had I known then, I might have been tempted to spend a few nights on the platforms myself.

ROY KETHRO BY EMAIL

COLWICH ACCIDENT

It has been brought to our attention by Andrew Overton and Michael Hodgson that there was an error in the article about the Colwich accident. The original incorrect sentences as published are below:

On the northbound fast line, drivers of trains turning off towards Stoke-on-Trent and Manchester would first see a flashing green aspect warning of the junction ahead. This would be followed by a flashing double yellow, then double yellow and yellow aspects before the junction. The driver would then see a red signal (signal CH23), sited before the crossing ahead to ensure his speed was under control to match the 50mph limit through the junction.

The corrected version reads:

On the northbound fast line, drivers of trains crossing from fast to slow before turning off towards Stoke-on-Trent and Manchester would first see a flashing double yellow, then a flashing single yellow, and finally a steady yellow aspect with route indicator lit at the turnout to the slow line before the physical divergence of routes. Signal CH23, sited before the crossing ahead, had no bearing on these flashing aspects and could be at red if a southbound train was signalled to cross the northbound train's path ahead.

The author of the article Colin Boocock comments:

Andrew Overton and Michael Hodgson make some very clear points that obviously I had not fully understood. (Ed. Their original emails have not been reproduced here because of space constraints). I am quite happy to admit I have misinterpreted or forgotten what I heard about the Colwich signalling.

NORTH WEST FREIGHTLINERS

The picture of 86032 and 87023 at Wigan Springs Branch reminded me of when my friends and I would watch loco swaps at Wigan North Western station in the early 1980s. The electrics would wait in platform 1 to do the swap with the diesel, usually a Class 40 on platform 6, and we would regularly be allowed to cab both the Class 40 and its replacements. We would sometimes get a cab ride in the electrics from platform 1 to platform 6. One evening, while cabbing the '40', a friend asked if we could have a cab ride and get off at platform 4. The driver agreed to this and off we went. Due to the number of people on platform 4, the driver didn't want to get into trouble and instead took us all the way down to Springs Branch depot. He dropped us off on the corner that led to Bickershaw colliery. We thanked him and his second man for an unforgettable journey and then watched them drive into the shed from the nearby bridge.

ROBERT FOGG BY EMAIL

'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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Every Brush 'Type 4' (later Class 47) was delivered to British Railways in two-tone green livery except the last nine, delivered by Brush in its version of BR Monastrol Blue. These locomotives were numbered D1953 to D1961. The final two locomotives (D1960 and D1961) differed from the others with their ETH (Electric Train Heating) fitment.

Of the locomotives delivered in blue, just two kept this livery when receiving TOPS numbers. D1956 became 47260, and D1960 became 47514, retaining the livery until late 1975/early 1976. ETH-fitted D1960 makes a great exclusive, running in this livery from July 1967 until late 1975/early 1976, including a period with its TOPS number (albeit only on one cab side). Also a great candidate for renumbering to 47514 (at extra cost). Always allocated to London Midland Region sheds, after conversion to 47703 the locomotive moved to Scotland.

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LAYOUT | S | TROWLAND

Hudswell Clark 4-4-0T Number 9 drifts into Trowland with a short goods train. With the brick and flint cottage, big open sky, and locomotive resplendent in M&GN Gorse Yellow, this could only be North Norfolk.



COASTAL CHARACTER

This exhibition favourite has a new custodian, who relishes the opportunity to promote S scale modelling, while showcasing some impressive scratch-built locomotives.

Words: Robert Rayner **Photography:** Phil Parker



FACTFILE

NAME: Trowland

SCALE/GAUGE: 4.76mm:1ft scale / 22.5mm gauge / S

SIZE: 8ft x 1.5ft

ERA/REGION: Early 1890s/ North Norfolk coast

LAYOUT TYPE: End-to-end

Trowland' is a little piece of the Midland and Great Northern Railway on the North Norfolk coast in the early 1890s, modelled in the uncommon, (but just the right sized) S Scale (1/64th scale or 3/16" to the foot).

The layout was built by the renowned S Scale modeller, Trevor Nunn, as a smaller, lighter layout to replace his Great Eastern Railway masterpiece 'East Lynn and Nunstanton' on the exhibition circuit.

Trevor has now retired from the exhibition circuit and generously offered the layout with rolling stock to members of the S Scale Model Railway Society so that it could still be shown to the exhibition-going public and also to continue to promote S Scale modelling.

I am fortunate to be the first custodian, and when the time comes for me to move to a new project, 'Trowland' will pass into the careful hands of another SSMRS member, so that Trevor's work can be enjoyed for many years to come.



ABOVE: The Quay and Granary Cottage await a refresh with modern scenic materials and the addition of a few extra details, such as mooring ropes and crab pots, to complete the scene.



LEFT: Rebuilt CMR tank locomotive 3A waits for her passengers to alight before running around. Although the loop is long enough for three coaches, running shorter trains helps create the illusion of space.

The key features

'Trowland' has a typical compact 'loop and two sidings, trackplan, with the added shunting complication of the quayside kickback siding from the goods yard.

The hidden sidings behind the granary consist of a simple two-road sector plate, just long enough for the 4-4-0T locomotive and the three 4- and 6-wheeled coaches.

The two lightweight baseboards, 48 inches by 19 inches (2440mm x 410mm), each have an integral fold-down leg and there is a separate leg for the centre support. The lighting is provided by an LED strip light, hung from a pair of gallows brackets made from thick walled ½ inch square steel tube bolted to the back of the baseboards. Most of the screws and bolts for assembling the legs and lights have captive nuts built into the framing and legs, which simplifies and speeds up the erection and dismantling considerably.



Having run around its train, 3A simmers while the crew takes a well-earned break.



ABOVE: Black Hawthorn saddle tank 6A ventures along the gated siding to the quay. Trevor's exquisite Granary Cottage, with embossed card brick and stonework, roofed with individual pre-formed card pantiles, forms the perfect backdrop.

TOP RIGHT: As 3A runs around, we can see a Great Eastern Railway open wagon with a tarpaulin covering the load, probably hay or straw, to protect it from both the weather and stray sparks from the locomotive.

BOTTOM RIGHT: The trees and hedging are starting to show their age, but the eye is drawn to Number 9 in her distinctive M&GN yellow livery.



In practiced hands, 'Trowland' can be up and running within 15 minutes, and, once the rolling stock is safely put away, it can be dismantled and ready to go within 10 minutes.

The track is laid with Peco Code 70 flat bottom rail soldered to copperclad sleepers, covered by the deep ballasting of the period. Most of the points and the starting signal are operated by a GEM brass 4-lever frame hidden within the station building, via wire in brass tube and angle cranks above the baseboard, but hidden by the removable platform and station building. Two simple sprung plungers transfer the point rodding across the baseboard joint to the first point and signal.

I suspect Trevor added the quayside siding as an afterthought as it is operated by a simple hand lever adjacent to the tie bar.

A small control panel, also hidden behind the station building, has four isolating switches and a socket for the Gaugemaster hand-held controller to plug into.

The buildings are made from foamboard and card, embossed and coloured with techniques very similar to those used by the creators of Pendon Museum. The railway buildings are typical of those found across the M&GN system, while the quayside granary and cottage are based upon those to be found at the Norfolk coastal village of Burnham Overby Staithe.

Rolling stock

Trevor has scratch-built three locomotives for 'Trowland', all with a split frame chassis using the cast brass wheel centres available from the SSMRS. All three are very smooth and reliable running locomotives.

The passenger train is usually hauled by 4-4-0T number 9, proudly wearing the M&GN's Gorse Yellow livery. The real locomotive was built by Hudswell, Clark & Rogers for the Lynn and Fakenham Railway in 1879, named *Fakenham*, and she lasted until 1932.

The goods trains are entrusted to two more locomotives purchased by the M&GN's predecessor companies.

Black, Hawthorn 0-6-0ST number 6A, appropriately wearing black and formerly named *Holt*, was built in 1881 for the Yarmouth & North Norfolk Railway. She was sold, with a sister locomotive, in 1895 to the Ibstock Brick Company and lasted until 1940.

Sharp Stewart 2-4-0 tender number 3A. My favourite locomotive with a complicated history. She was built in 1874 as an 0-6-0T for the Cornwall Minerals Railway with 17 others, but nine were returned to the makers when the GWR took over the CMR.

As Lynn & Fakenham Railway number 3 *Blakeney*, she gained one of Sharp Stewarts little 4-wheeled tenders, and in 1891 she was rebuilt at the Melton Constable works of the L&F's successor, the Eastern & Midlands Railway, whose brown livery she wears, as a 2-4-0 with 4ft 7 in driving wheels but she had gone to the scrapyards by 1899.

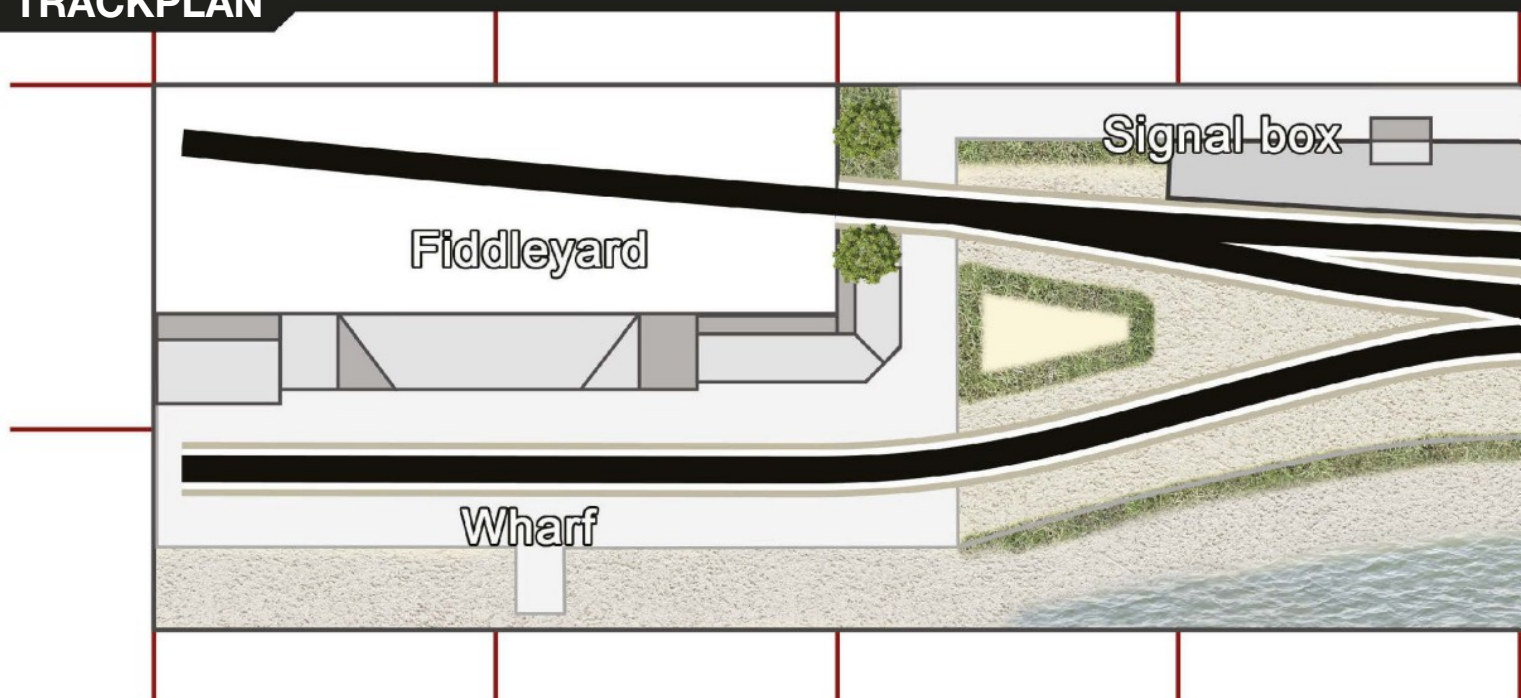
Two of the three coaches are scratch-built, the third uses a set of etched zinc Trevor Charlton sides of some considerable vintage.

The 16 wagons and a brake van, mostly scratch-built by Trevor from thin plywood and card with a few built from SSMRS whitmetal and resin cast

Number 9 passes with her goods train. The M&GN (ex-Eastern & Midlands) van is dual-fitted (ie both vacuum and Westinghouse air brakes) so that the locally-grown perishable produce could be sent all over the country by express goods trains.



TRACKPLAN

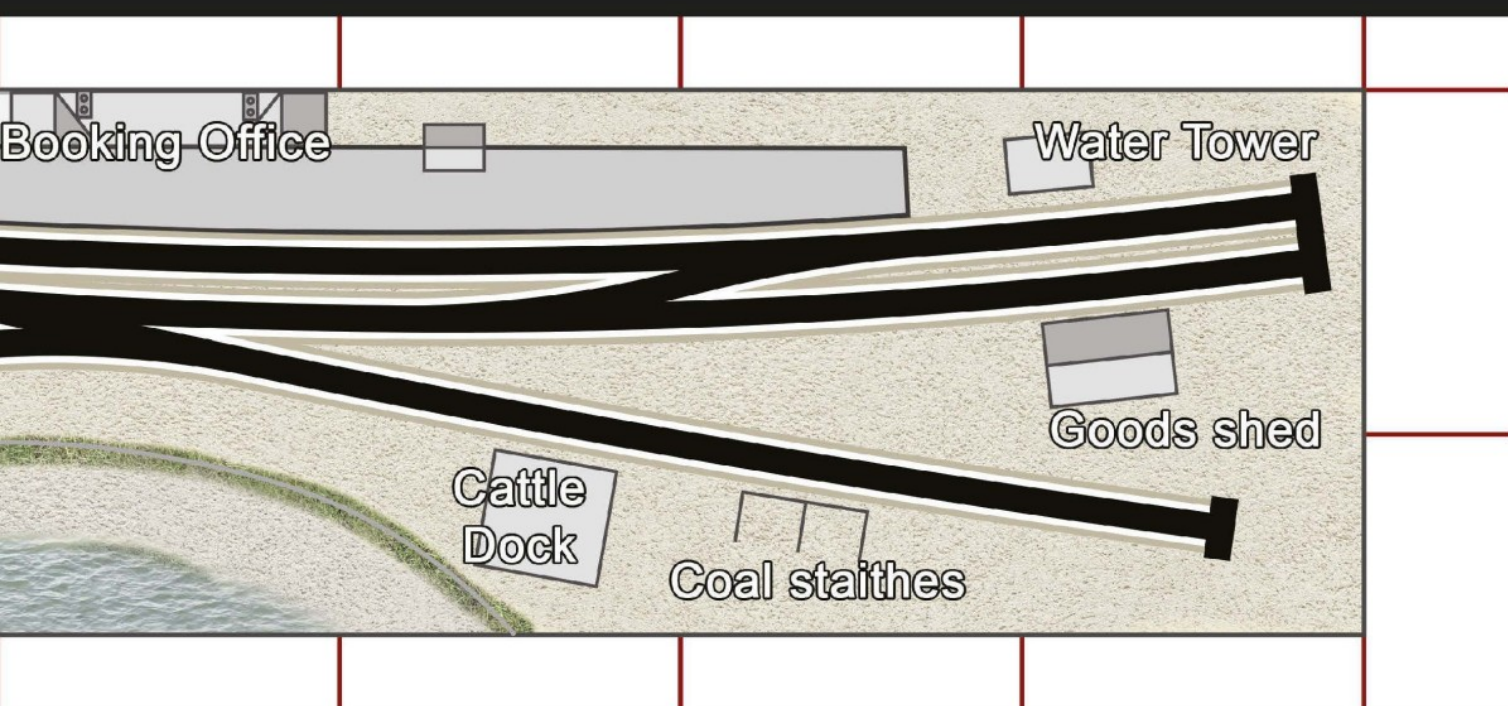




ABOVE: The freshly limewashed cattle dock and cattle truck await the arrival of some bovine customers.



ABOVE: 6A places a pair of dumb-buffered mineral wagons, typical of the late Victorian period, next to the coal staithe.





components, are more than adequate to keep the operator busy at exhibitions. All are fitted with 3-link couplings, although I have now replaced the lower links with soft iron wire so that a magnetic shunter's pole can now be used.

Tweaks and maintenance

I expect many of you have acquired a ready-built layout and then gone about altering it to suit your tastes but I am reluctant to change too much to 'Trowland'. I feel that I am just the current custodian of a work of art and while all layouts need to be developed, any drastic modifications would, to me, spoil the layout's character.

'Trowland', as it stands, is a very nice, well-constructed layout and a tribute to its builder, but it is now starting to show its age, both scenically and mechanically. There are also a couple of design issues that, if I were building it, I would do slightly differently.

The 2-road fiddle yard hidden behind the Granary makes for a very compact arrangement for home use

TOP: Another view of the coal staithe. The small 8-ton wagons of the period are ideal for smaller layouts.

ABOVE: Number 9 continues her leisurely shunting. The white point lever controls the quay siding.

RIGHT: Many pre-group companies had distinctive designs of buffer stops, and the M&GN was no exception. It's the little details, such as this, that help to place a layout without a single piece of rolling stock being present.



About the modeller

Name: Robert Rayner

Age: 62

Number of years modelling: More than half a century...

First layout: 'Elterwater' EM gauge Lake District minor railway (was in Practical Model Railways – remember that? My big brother was joint editor)

Favourite era/region: Anything off the beaten track

Favourite locomotives: 19th Century Manning Wardles and Sharp Stewarts

My first club was the Mid-Essex MRC and the start of their long-lived 'Swallows Cross and Blackwells Brewery' layout in EM gauge. I think the second-hand baseboards were over 20 years old even then.

Work moved me north to the Manchester Model Railway Society and the 2mm scale 'Chee Tor' layout. After a bit of a break raising a family, I joined the S Scale Model Railway Society where, as well as 'Trowland', I am currently exploring the world of 3D-printed wagons.



TOP RIGHT:

Although the prototype Granary at Burnham Over Staithe is only 40 years older than the railway (early 1840s), Trevor's foamboard and card model, with its distinctive pantiled roof, looks as if it has already been part of the Trowland quayside scene for a century or more.

**MIDDLE RIGHT:**

The Quay and Granary. A simple scene, not too overpowering, but enough to conceal the fiddle yard.



BELOW: Number 9 returns to passenger duties. The lightweight flat-bottomed rail is typical of many early minor railways. For the M&GN, it would soon be replaced with bullhead rail due to improved finances, increasing loads and new masters at Doncaster and Derby.

but it is very restrictive when operating at exhibitions. When there is just one operator available, more time is spent "fiddling" than operating the public side.

To resolve this, I am planning to replace the sector plate with plain track and extend out to a 3-road train table. This will enable an almost instant "turn around" so that there are no long delays to the public viewing, and it will also eliminate handling the locomotives and rolling stock, reducing the potential for damage.

Another issue that will need attention soon is the tie bars for the points. As the layout gets older and used more, the soldered joints are starting to fail regularly, usually when it is most inconvenient. Replacing the tie bars will involve digging out the surrounding - very solid - ballast and reinstating afterwards. While everything is in a mess, I may replace the hand lever on the quay siding by operating it from the same lever as the adjacent point at the same time.

The scenery throughout needs a refresh; static grass has arrived since 'Trowland' was made, and there are many small details and items to be added, especially on the quayside and in the goods yard.

'Trowland' is also, for me, a bit too clean. The layout represents a rural location that is about 10 years old, but it still looks brand new. I need to pluck up the courage to weather the buildings and the trackwork to give it a more "lived-in" look, hopefully without overdoing it.

Future projects are many and varied (mostly S Scale) and include 1970s US outline (Frisco), 1890s Irish 5ft 3" gauge (Waterford Limerick and Western) and possibly some 3ft 6" gauge New Zealand Railways. ■

“I feel that I am just the current custodian of a work of art and, while all layouts need to be developed, any drastic modifications would, to me, spoil the layout's character.”



Semaphore signalling

Words & photography: Clive Baker

The safety of both the railway traveller and personnel has been the reason for installing signals since the 1830s when passenger-carrying rail travel really began. Introduced at that time, the semaphore signal still graces the remaining mechanically-controlled railway lines. I find the semaphore signal a fascinating subject to photograph and will share some of my images to demonstrate the varying styles once found throughout the system.

The practice of signalling requires a vast knowledge of the subject; I will not be explaining the correct position or type of unit suitable for a particular placing on a model layout.

The Oxford Dictionary meaning:

‘System of sending messages by holding the arms or two flags in certain positions according to an alphabetic code’.

‘A signalling apparatus consisting of a post with a movable ‘arm’ or ‘arms’, ‘lanterns’, etc., taken from the French word: ‘sémaphore’.

In the early days of the Railway Age, signalmen who had a similar role to a policeman, often called ‘Bobbies’ but now officially known as ‘signallers’, used green and red flags to control the passage of trains. Hence the term ‘semaphore’ continued to describe the later mechanical units; consisting of posts with pivoted ‘arms’ that, by their degree of inclination, indicated to a driver whether the train could proceed or not.

However, flags are not totally redundant as signallers keep a pair ready should they need to convey an instruction to a driver.

Joseph James Stevens, founder of Stevens and Sons of London and Glasgow, patented the mechanical semaphore signal circa 1840; having numerous variations in design, this type of equipment by 1870 became accepted by the railway companies.

The erection of the first semaphore signal is attributed to Charles Hutton Gregory of Gregory, Eyles and Waring, working for the London and Croydon Railway circa 1842.

This lower quadrant distant signal, near to Shrewsbury on the Wrexham line, is likely to be a product of the GWR Caversham Road works. Image captured in 1967, some of these early examples had become electrically-controlled – as the first contact from a train acted on a treadle, the arm immediately returned to the horizontal (danger) position. With both tapered post and arm made of wood, the condition of the amber and green aspect glasses must be of some concern. The painted centre of the finial will match the amber colour of the distant arm.





This lower quadrant McKenzie & Holland signal, supplied to the (NSR), circa 1880, now protects the station on the Amerton Steam Railway in Staffordshire. Note the taper of the timber post, cast finial and the arm with a black circle, as opposed to a black stripe, on its reverse side.

The stop position for all semaphore signal arms is horizontal. To indicate right of way, the early signal arms would pivot downwards by approximately 45° (lower-quadrant), but during the post-Grouping era, commencing 1923, signals were erected with an arm pivoting upwards (upper-quadrant). ‘Split post’ and ‘somersault’ arms are two variations.

Semaphore signals controlling a British main line railway system have become a rare sight. As mechanical signal boxes are phased-out to be replaced by regional ‘signalling centres’, the once familiar, graceful posts and arms are being replaced by computer-controlled colour-light units.

As my modelling period ranges from the late-Grouping period to post-WW2 days of Nationalisation, I have featured semaphore signals, both lower- and upper-quadrant, as an important part of my layouts. Along with telegraph poles, I feel these often graceful structures add a vertical dimension to the model landscape.

The signalling contractors

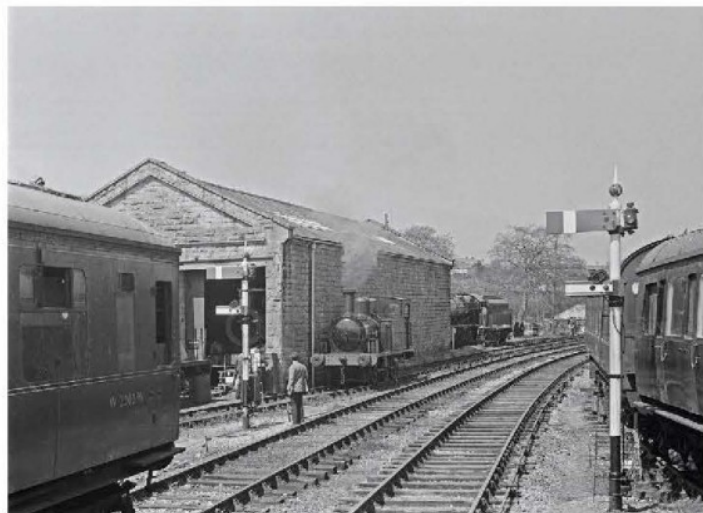
Throughout the railway system, various styles originating from the pre-Grouping era were evident. The founding companies, either constructed units to their own individual design, or sourced equipment from specialist suppliers, the first being Saxby & Farmer, a partnership that began to manufacture such equipment from 1860 at a works in Kilburn, London. An advertisement dating 1869 introduces the company as ‘sole contractors to the London North Western Railway’.



At Darley Dale heritage station, the signalling equipment has been sourced from other areas in the Midlands. Clearly of MR origin, this upper-quadrant arm, cantilevered from a timber post, replaces a taller unit with a single post that occupied the same position in earlier days, on the southbound platform. Note that due to the siting of this signal on a platform, the access ladder has been made secure by attaching a plank over its rungs, and the control rodding needs to be out of public reach.



The MR junction signal at Peak Forest on that railway's main Derby-Manchester line is a classic example of a product of the Derby signal works. The right-hand, taller, lower-quadrant arm gives right of way to the passing limestone train, while the left-hand controls access to any traffic from the sidings. Note the signals to the right, in the sidings, appear to be upper-quadrant and may have been installed later.



Taken from the northern end of Bridgnorth station, in early Severn Valley Railway days, two later GWR-style signal units are a legacy from the days prior to this station becoming a terminus. With short tubular posts with cast finials, both feature short main arms with smaller ‘calling-on’ or ‘shunt arms’ below. Due to their station location, the main arms are less than 0.9m (3ft) in length; the shunt arms are shorter, their paintwork, mainly white, features two narrow longitudinal red stripes top and bottom. It is not uncommon for the arms of such ‘permissive’ signals to pivot from the centre.



This signal gantry, with lattice style structure and upper-quadrant arms, controlled movements at the western end of Southampton Central station. Originally named Southampton West when opened by the LSWR in 1895, its name changed to 'Central' in 1935 following being enlarged by the SR. The signal gantry would have been erected at that time, lattice construction being commonplace on the SR. Present-day images reveal two gantries of modern construction supporting colour light equipment and the defunct art-deco style 'Southampton Central' signal box.



The GNR favoured the somersault type of signal following a serious accident at Abbots Ripton in 1876. On that occasion, an arm failed to return to danger due to the weight of ice formed on it. Situated at Etwell on the ex-GNR Derby-Egginton Junction route, both posts and bracket are cast in concrete. Apart from reducing the cost and weight, the oval holes in both posts lessen wind resistance and make handling easier during assembly. Note the balance bar and weight at the bottom of the bracket post are linked by wire and pulleys to the signal box. Photograph by Phil Waterfield.



Captured at Buckfastleigh in 1969, these two early GWR lower-quadrant signals have tapering timber posts and cast finials. Such posts measured 0.15m (6in) square at the top and tapered at 1ft in 5in to the bottom, a process carried out in the planing shop at the company's signal works at Reading. The white ring attached to the arm of the right-hand unit indicates passage from a siding onto a main line; a similar example remains at Buckfastleigh station as a heritage feature.



The North NER and Furness Railway (FR) both favoured slotted post-type signals as seen in this NER example captured at Goathland station on the North Yorkshire Moors heritage line. Lower-quadrant, with the posts widened at the slotted area, the earliest examples would feature arms that rotated to a vertical position, making them invisible in the 'go' position. Those in this illustration reflect later days when the arms were lowered by approximately 45°.

McKenzie and Holland, Railway signalling engineers of Vulcan Iron Works, Worcester and Westminster, began trading circa 1880. Having been awarded a prize at the Inventions Exhibition for railway signals, points and crossings in 1885, the company later worked in conjunction with the Westinghouse Brake Company, becoming the first to introduce power signalling in Britain by installing such equipment in 1899 at Bishopsgate Station, for the Great Eastern Railway (GER).

The Westinghouse Brake and Signal Company was registered as 'The Westinghouse Brake Company' in 1881. Founded by George Westinghouse in 1869, he patented two types of air brake before re-organising in 1920 to associate with signal manufacturer Evans O'Donnell before merging with Saxby & Farmer.

A new company commenced trading in 1907 as 'McKenzie, Holland and Westinghouse Power Signal Company' to equip the whole London underground railways system with power-operated automatic signalling.

Having acquired the assets of the Consolidated Signal Company in 1920, Westinghouse Brake Company secured the controlling interests of McKenzie, Holland and Westinghouse Power Signal Company to form the 'Westinghouse Brake and Saxby Signal Company', with the works situated at Chippenham.

Following a complex period of takeovers and merges, the company became part of Siemens Mobility in 2013.

The in-house signalling departments

Only four of the pre-Grouping railway companies are known to have constructed their own signalling equipment.

The independently-minded Midland Railway (MR) established its own signal works in 1872 at Derby; producing all equipment from signal cabins, lever frames and bells, plus timber posts measuring up to 20m (65ft) in length were also produced. The movement of these huge baulks of timber around the works necessitated the laying of an internal narrow-gauge railway.

By 1880, the MR signalling department employed 500 men at Derby and a further 300 spread across the system. The works underwent modernisation in 1912, continuing to function until 1932 when, under the London Midland Scottish (LMS) umbrella, all stock was transferred to the ex-London North Western (LNWR) signal works at Crewe.

The works of the LNWR encompassed almost all aspects of railway operation, including the manufacture of signals. Francis William Webb served the company from 1851, rising to the position of chief mechanical engineer, overseeing the whole operation, including signals. During Webb's time at Crewe, a new method of signal operation was developed incorporating a solenoid motor and electro-magnet, fixed to the base of the post. This development replaced the need for wires connecting the signal arm with the lever frame, often some distance away.

Due to the complexity of its rail network, the Lancashire & Yorkshire Railway (L&Y) had become the most densely signalled of the pre-Grouping companies. Initially, signalling had been supplied by Saxby & Farmer, Stevens & Sons, E. S. Yardley & Co, the Gloucester Wagon Co. and the Railway Signal Co., but from 1881 until 1889, the L&Y placed almost all of its signalling requirements with the Railway Signalling Co.

From 1890 until its merger with the LNWR in 1922, most L&Y signal work was handled in-house at its Horwich works, the equipment based on designs developed by the Railway Signalling Co.

It is not surprising that the Great Western Railway (GWR) possessed its own signal production facility – not sited amongst the company's extensive works at Swindon, but at Caversham Road situated to the north side of Reading station.



These elegant upper-quadrant junction signals once guarded the eastern approach to Sleaford station, being mechanically-operated from Sleaford East signal box built by the Great Northern and Great Eastern Joint Railway in 1882. With lattice lower and upper posts, these units are typical London North Eastern Railway (LNER) in design, supplied by McKenzie & Holland. Note the tall ancillary posts supporting numerous guy ropes to stabilise the signals. This image was captured in 1969, another undated reference indicates distant arms on both right-hand, lower posts.



This signal gantry consisting of tubular posts and lattice span controlled some of the movements at the west end of Newton Abbot station. To the right of this image, captured in the summer of 1982, 'Newton Abbot West', GWR (type 28C) signal box, is visible. Opened in 1927, it is likely that the signal gantry with lower-quadrant arms would have been commissioned at that time. Each of the six posts carries a home arm and 'calling on' or 'shunt arm', also on the span, three white diamonds are displayed to inform locomotive crews that there is no need to call the signaller if held at that signal. Re-signalling of the whole station area occurred later, during the 1980s, replacing this gantry and others. One such structure is now preserved at a nearby location.



Observed at Stirling in 2007, prior to a signal improvement programme, this triple junction unit was controlled from 'Stirling Middle Box'; a type N2 cabin, its original lever frame by Stevens GNP, it was built by the Caledonian Railway in 1901. Most semaphores at this station consisted of lattice posts with upper-quadrant arms, but one lower-quadrant type survived until 2000. Note a second post to stabilise the main unit with what appear to be rigid links.



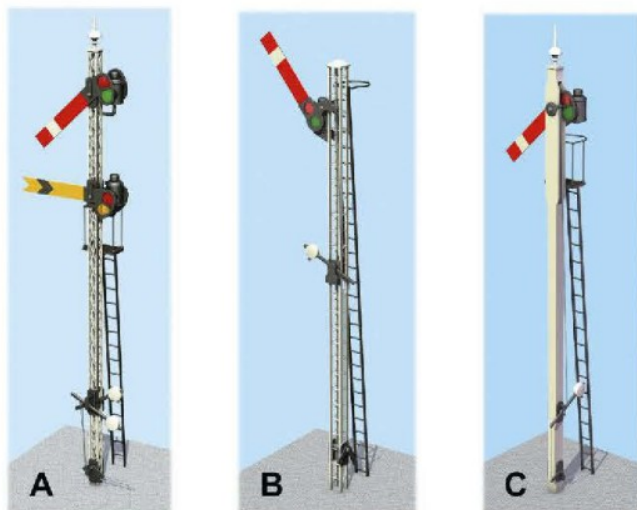
Traffic at Heckington station in Lincolnshire is controlled from a GNR signal cabin of 1876 (grade II listed) with conventional level crossing gates and a modern upper-quadrant home signal. Robustly constructed of galvanised steel posts, ladder and landing, the unit is equipped with a rectangular sighting board.



Installed by the Midland Railway, crossbar signals became a familiar sight throughout the Bass brewery railway system at Burton upon Trent. This unit, guarding a level crossing, survived in use until the demise of the line circa 1970. At the foot of the post, the capstan and turning mechanism are discernible, also the narrow vertical shaft connecting it to the crossbar and lamp.



Disc signals once acted as auxiliary signals throughout the Ffestiniog railway system. This unit situated on the Cob, close to the junction with Boston Lodge works, acts as a fixed distant, warning drivers of the possibility of the next signal being set at danger. Often positioned at the approach to a station, a working version would be operated by a capstan linked by an axle-rod.



Window 'A' demonstrates a double arm, home and distant signal with lattice steel post. Such posts offered less wind resistance to those of solid timber and found favour with the London South Western Railway (LSWR), their units generally supplied by Stevens & Sons. Lattice posts with both upper- and lower-quadrant arms could be found on other pre-Grouping company's territory such as North Eastern Railway (NER) and in post-Grouping times, the LMS.

Window 'B' features an upper-quadrant unit with post, having the verticals constructed from rail, welded to horizontal spacers. With an eye for economy, the Southern Railway (SR) utilised worn-out bullhead rail for this purpose. Note the balance arm and weight in an elevated position on the post, a practice occurring to alleviate a shortage of ground space.

Window 'C' shows a lower-quadrant home signal with slotted post; a timber post made wider at the top to accommodate the arm passing through the slot. This type was common throughout the NER system. Originally to indicate 'line clear', the arm would be pivoted in a vertical mode, completely hidden by the post, but later arms remained visible at 45°.

Previously, early signal installations had been handled by specialist contractors, including the Railway Signalling Company, McKenzie & Holland and Evans O'Donnell, but with the establishment of the Caversham Road works in 1855, the GWR undertook the production of most of its signalling requirements, initially under the leadership of Thomas Blackall. One reference image of the works interior shows a workshop where belt-driven planing machines are in use to shape posts to the required taper.

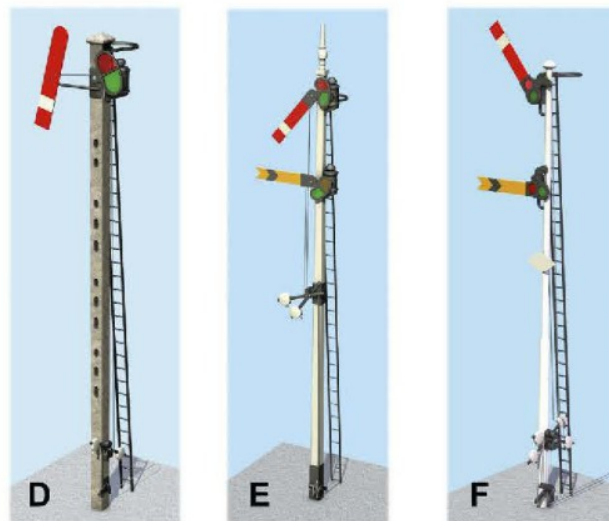
Early versions, pre semaphore

I have included 'Crossbar' and 'board signals' in the semaphore category. Dating from the 1830s, these simple wooden boards or discs revolved on a vertical axis; with the board or disc positioned parallel to the running rails, traffic would be allowed passage, but when facing the driver, passage would be forbidden. As the two images to the left demonstrate, a lamp fixed above the board with green and red or amber aspects revolved on the same axis as the board.

Some of these types, although superseded quite early in the railway era, remained in use at goods yards until the 1980s. The later semaphore, whether lower- or upper-quadrant, because the arms revolved on a horizontal pivot, had the 'fail-safe' facility not possible with the revolving boards and discs.

Types of semaphore signals

The type of semaphore signal introduced circa 1850, a time when the Board of Trade stepped-up its requirements for transport safety, can still be seen on a handful of lines yet to come under the control of a 'signalling centre'. Early designs featured a lower-quadrant arm;



Window 'D' illustrates a 'somersault' signal mounted on a cast concrete post. McKenzie & Holland, the main signalling contractor to the Great Northern Railway (GNR), invented the somersault arm, which became that railway's standard. The arm is pivoted at its centre with the spectacle plate a separate item. The cast concrete post was used by some companies as a cheaper material than timber.

Window 'E' represents a McKenzie & Holland lower-quadrant signal with tapering timber post as supplied to the North Staffordshire Railway (NSR). The balance arm and weights are elevated, and in some situations, the spectacle plate would be separate from the arm, at a lower position.

Window 'F' demonstrates a modern upper-quadrant signal, a common sight on the remaining mechanically-signalled routes. The diameter of the tubular steel post decreases in steps towards the top; first introduced by the GWR in 1940, this type of post became standard into the BR era. The arms, made of enamelled steel, ribbed top and bottom, replaced earlier wooden types.

remaining the norm until the amalgamation, all companies, except the GWR, favoured upper-quadrant arms for new builds.

In either formation, in the event of a failure, arms would return to a horizontal 'danger' position.

The illustrations above demonstrate six different types of signal units. Originally, timber formed the main material for both posts and arms, but as the industry developed, posts of steel lattice, rail and concrete became widely used, and sheet steel became the main material for arms. A shortage of good quality timber following World War 1 necessitated the use of these alternative materials. The preparation of a timber post, particularly by the MR and GWR involved planning a taper from bottom to smaller top section.

Remaining semaphores

The section of the ex-NS Derby-Stoke-on-Trent route between Egginton Junction signal box and Stoke Junction to the north of 'Foley Crossing' box continues to be operated mechanically. The semaphores are mainly BR standard types, but one distant signal with a lattice post survives close to Spropton.

The level crossing at Heckington in Lincolnshire (pictured top left), on the Sleaford to Boston section of the GNR's route to Skegness, is semaphore-controlled, as is Hubbert's Bridge further along the line towards Boston.

Signals are sparse on the ex-Furnace Railway, Cumbrian Coast line, but BR-type, upper-quadrant home signals survive at Foxfield, Silecroft, Bootle and Sellafield. When observing the modern equipment coupled to much earlier examples at Heckington, it would seem clear that this traditional signalling technique will remain for some years to come. ■

RETURN TO BARRIHANDIE

In part one of the 'Tales of Barrihandie', we explored the details of how the layout came about, and how it was progressed by the Wirral and North Wales Model Railway Group. In this second part, the details of the construction of various elements of the layout are looked at in more detail.

Words: Alisdair Macdonald **Photography:** Andy York



A quiet afternoon in Barrihandie harbour. A local inshore fishing boat arrives with another catch, while the painters attend to the repainting of the fishing vessel in the boatyard. The boats are by Artitec, and the fishing vessel crew and painters are models from Langley Models.



FACTFILE

NAME: Barrihandie

SCALE/GAUGE: 4mm:1ft/16.5mm/OO

SIZE: 16ft x 10ft U-shape

ERA/REGION: Fictitious/Scottish coast 1970s-1980s

LAYOUT TYPE: End-to-end

With the water level in the harbour and seashore being set out below the level of the track, this required the baseboard to be constructed on two levels. The area of water to the harbour covered quite a large part of the layout, and thought had to be given to produce a watery scenic effect that had some credibility. Added to this was the decision that the Clyde puffer to feature on the layout had to move around the harbour. This would require a concealed guide wire set into the harbour to set its route. After the installation and testing of the guide wire to ensure the puffer followed the track, and did not collide with the harbour wall, the guide wire was glued in place.

Work then progressed to create the water effect on the harbour and the sea shore. The plywood baseboard was first sealed in a base coat of grey oil paint. The form and shape of the surface of the water was then created by coating the surface of the baseboard in PVA, and forming the waves and ripples with a paper kitchen roll soaked in PVA. The paper was shaped with a one-inch paintbrush to form the natural undulating surface of the water, all to a maximum paper depth of around two to five millimetres. After all, the minimum height of the waves had to represent a quiet harbour. To enable the puffer to negotiate its guided wire route around the harbour, this area of water was left with a smooth finish.



LEFT: A seagull's eye view of the water in the harbour. Five acrylic paint colours were used to achieve the water effect. The shaped waves and ripples of the water were formed from kitchen roll soaked in PVA, all shaped with a paintbrush. (Image by Alisdair Macdonald)



LEFT: The smaller water ripples were formed by blowing the still-wet varnish with a hair dryer. (Image by Alisdair Macdonald)

BELOW: As the crew on the fishing boat prepare for their next trip, the seagulls from Langley Models await any opportunity for a tit-bit. In the distance, the islands of the Inner Hebrides can be seen.

“The landscape to the west coast of Scotland could not be described as flat, with its many hills and contours.”



RIGHT: Close by the original Barrihandie fishermen's cottages, a quiet corner can be found where creels and lobster pots are repaired. Harburn Hobbies produces the creels, and the prominent Seamen's Mission is a Pop-Up Designs laser-cut kit.

BELOW: The Hebridean Ferries *Uist* is being loaded with cars for its regular service to the Inner Hebrides. The vessel is another HO gauge waterline model from Artitec, and the motor vehicles all come from a variety of sources. The weather-beaten fish dock canopy began life as an Airfix station canopy.



ABOVE Much of the clutter that makes up this harbour scene came from many years of accumulation of 'bits and pieces that might come useful', and found in Graham and Alisdair's modelling cupboards.

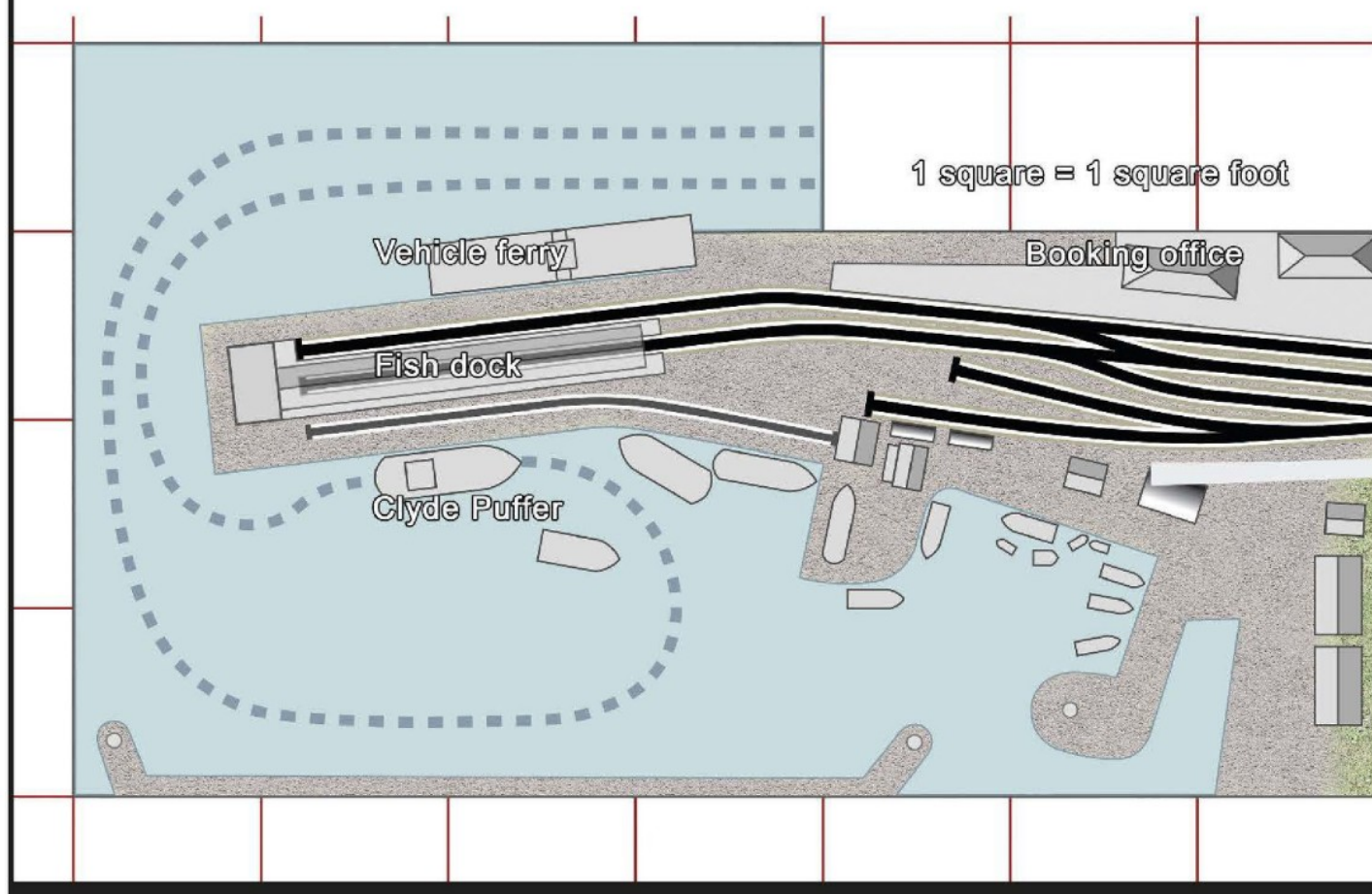
After the undulating waves and ripples of the kitchen roll water surface had dried and hardened, the surface was painted in blended acrylic paint colours of mid-green, raw umber, turquoise, light blue and titanium white. The deeper areas of water in the harbour were given a darker hue, while those areas towards the backscene, where it is a more open sea, were coloured in lighter hues to blend in with the lighter colours of the backscene.

When the acrylic paint for the water had dried, it was sealed with an initial layer of gloss yacht varnish. A note of caution when using yacht varnish on the baseboard. Make sure that there are no holes, no matter how small, in the board. If there are, the varnish will certainly find its own way through and drip on the floor. After the sealing coat had dried, and with the holes sealed, further thicker layers of varnish were applied. The undulating water finish from the hardened kitchen roll enables the varnish to follow the watery contours, with thicker pools of varnish being formed in the dimples, all of which adds to the variation in the appearance of the water. A hot hairdryer can help by 'pushing' the thick wet varnish around into more natural wave formations.

And should the water lose any of its glossiness at a later date, all that is needed is the application of another coat of yacht varnish. Be warned, it does take some time for the varnish to go off and harden when thicker coats are applied. The varnish must be allowed to completely dry before the next coat is applied.

To add to the effect, and to show the differences between high and low tide marks, the stone paper-faced harbour walls were finished in a darker colour, with green algae clinging to the stonework. If in doubt, just have a look at images on the internet. There is nothing like copying real life to get it looking right!

TRACKPLAN



As some of the boats in the harbour had full hulls, and were not waterline models, a slot was cut in the baseboard to accommodate the depth of their hulls in their appropriate locations in the harbour.

The boats in the harbour

When the Gramodels kit of the puffer had been purchased to sit in the harbour, it was found that this waterline model had a resin body and hollow hull. This prompted the idea that perhaps it might be motorised. None of the group could recall ever seeing a maritime vessel 'sailing' around a harbour on a layout. Member Chris M, with his excellent skills in modelmaking and specialist knowledge in electronics, which involve bits of wire, resistors and a soldering iron, was tasked with finding a workable solution to motorise the puffer.

With the benefit of lockdown, Chris was able to find a workable solution to make the puffer 'sail', as well as carry out the construction of the vessel. The solution to operate the puffer was a drive system using radio control. An on-board Flysky radio receiver was installed. This was connected to a Lautenbach Racing Products R-7013WP 3kg servo, a type of servo used in radio-controlled models. The servo is coupled to a Faller road vehicle drive mechanism to steer the Faller road wheels. A magnet is attached on a pivot towards the bow of the boat, which seeks out the concealed wire in the sea bed to enable it to negotiate the harbour. The whole mechanism is powered by an



Lighting rig

Taking a layout out on the exhibition circuit requires it to have a decent level of lighting. At exhibition venues, the main hall lighting level is generally quite unsuitable to show off a model railway to its best advantage. Any detail on the layout is often lost in the low main lighting level of the hall. At an exhibition venue, a layout is part of a theatrical performance, and the trains are the actors on the stage. And if it is a theatrical performance, then the layout must be properly lit. 'Barrihandie' is lit by LED batten light fittings, which provide an overall even level of lighting, replicating the natural daylight to the scenic parts of 'Barrihandie'.

RIGHT: Not a disaster at sea, but an image that shows the mechanical innards of the Gramodels Puffer *Vital Spark*. The vessel has a Faller drive and steering mechanism, which is powered by an on-board PP9 battery. In the photograph, the battery has been removed to show the detail of the components, all controlled by a hand-held radio controller. The route the puffer takes is shown on the trackplan, guided by a hidden wire in the water.



RIGHT: Two Barrihandie residents lean on the railing 'setting the world to rights' while a third takes some exercise in his rowing boat. Another local tidies up his boat. All are courtesy of Langley Models.

RIGHT: *The Vital Spark* rests at the harbour wall as fishing boats bustle for their place at the quayside before the next weather front comes in from the Atlantic.



on-board PP9 battery and is controlled by a separate hand-held radio controller.

For added realism, the vessel has been fitted with LED navigation lights, and its funnel has been drilled out to enable a Seuthe smoke system to be installed to replicate the boat's steam boiler. The on-off switch to control the electrics on the puffer is ingeniously concealed in one of the two ventilation cowls on the boat deck by means of a simple twist of the cowl.

Graham completed the work on the puffer by adding a finely detailed winch obtained from Langley Models, and painting the various deck components, all with a judicious bit of weathering. Rubber tyre fenders were added, which hang over the side of the vessel, sourced from model road vehicles tyres that were found in the modeller's box of bits. Finally, the motley crew was added to give *The Vital Spark* some life.

And how many model layouts at exhibitions require a navigation officer in their operating team?

Many of the fishing boats and trawlers in the harbour, as well as the island car ferry, were sourced from the wonderful range of H0 gauge maritime kits produced by Artitec, the Dutch model company. These were all constructed by Graham over lockdown.

Unfortunately, these particular waterline models are not fitted with Faller motor drives!

Landscape and buildings

The landscape to the west coast of Scotland could not be described as flat, with its many hills and contours. To replicate this, lightweight polystyrene blocks have been glued together with PVA to form the typical 'Barrihandie' landscape. The polystyrene blocks are then generously covered in plaster bandage to shape the landscape form and to produce the rock formations of the local geology. The bandage surface is sealed to prevent dusting, in a brown or grey oil paint mixture.



Having arrived by rail, tank wagons by Bachmann sit in the siding with another delivery of fuel for the local fishing fleet.



LEFT: A green-liveried Heljan Class 26 brings in the daily goods service, while a second Heljan Class 26 awaits its next turn of duty. The single line curving off to the left is the siding leading to Lochband Distillery.

BELOW: A view across the scratch-built laser-cut Distillery with Hornby and Bachmann wagons in the yard.

BOTTOM: The Pier Hotel has been scratch-built using laser-cut 2mm MDF. The black and white Western SMT Burlingham Seagull coach by Corgi awaits a party of tourists on their stopover at the hotel on their Highland holiday.

This highlights the rock formations, which are then coloured in white, grey and raw umber acrylic paints. The surface treatment for the natural vegetation of the landscape is completed with the use of the landscape scenics products sourced from Woodland Scenics and WW Scenics.

Group member John Rob produced many of the trees, and another member, Paul, progressed the laborious task of ballasting the track. To complete the scenics, Alisdair painted the backscenes, ensuring the variations often found in Scottish weather; part is on a summer's day with a blue sky, and part has dark stormy clouds.

Still in lockdown, Graham undertook the construction of many of the buildings and structures to be found around the harbour and the station goods yard area. He is also responsible for scratch-building the station building, a typical West Highland Railway structure based upon Glenfinnan, as well as completing the goods transit shed, the period piece petrol station and garage, and the fishermen's cottages. He also modified the Bachmann Caledonian signal box to give it more of a West Highland feel.

The engine shed, based upon the former engine shed at Mallaig, had its 2mm MDF templates designed by Alisdair during lockdown, and then assembled by Graham. Also during lockdown, Alisdair designed and built a model of a typical Scottish distillery with its own railway yard, which was laser-cut in 2mm MDF by group member, Ron. The distillery was then incorporated into 'Barrihandie'. Other buildings scratch-built in 2mm MDF by Alisdair, again using laser-cutting techniques, are the Pier Hotel and the distillery warehouse. He also built the



'Barrihandie' has its first public outing at the 2024 Liverpool Model Railway Society Annual Exhibition over the weekend of September 7-8th, 2024.

A general view across Barrihandie harbour, with a local McBraynes service bus bringing ferry passengers for their onward journeys to the islands.



cottage on the main road, again using laser-cut 2mm MDF, taking inspiration from a Pop-up 3D Designs cottage. The Seamen's Mission also began life as a building in the Pop-up range.

To enable the visiting observation car on the steam special to be turned before its return journey back home from 'Barrihandie', Chris C motorised a standard Peco turntable with a 12-volt supply, operated close by the turntable. The layout 12-volt supply, with the appropriate electrical resistors, also lights the LED navigation lights and beacons to the harbour.

BELOW: Bachmann Class 37 37408 *Loch Rannoch* awaits departure from Barrihandie with the mid-morning passenger service, complete with fish vans bringing up the rear. The sleeping cars in the bay platform have arrived on the overnight train from London, and will form part of the afternoon service south.

Acknowledgements

Thanks must be given to all who have contributed their bit to 'Barrihandie'. John Brayford, Chris Channon, Paul Evans, Clive Gardner, Brian Guthrie, Graham Heald, Alisdair Macdonald, Chris Manners, John Roberts, and John Rutter, all of whom are members of the Wirral and North Wales Model Railway Group, and to former members Raymond Reed and Ron Lincoln.

The Wirral and North Wales Modelling Railway Group meets regularly in its clubrooms in Ewloe and welcomes new members. For details please contact wirralandnorthwalesmrc@gmail.com. ■



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Handset Ports

Loco list



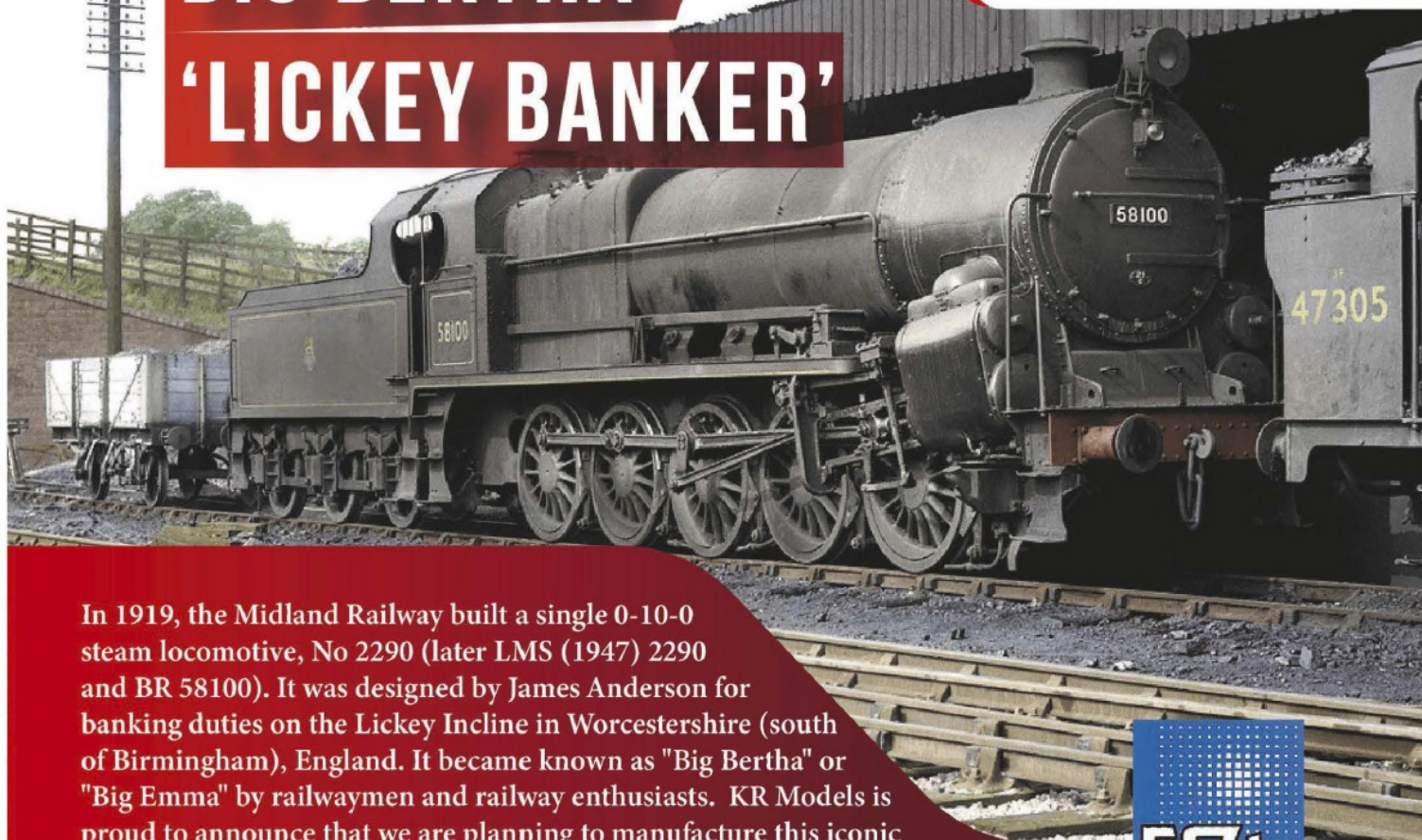
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BIG BERTHA 'LICKEY BANKER'



In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and railway enthusiasts. KR Models is proud to announce that we are planning to manufacture this iconic 0-10-0 loco in OO gauge.

- Cast chassis
- Firebox flicker
- Stay alive
- LokSound V5.0 sound decoder
- Working front light
- Fine detail
- OO gauge

LMS Crimson, LMS Black,
BR Black Early Crest



DCC Ready £220
DCC Sound £320

THE LATEST HEADLINES



Hornby reveals new products for TT:120 range

We were invited to attend a press preview last month, where Hornby revealed its latest models to join the TT:120 range.

When Hornby announced it would be entering the TT:120 market in October 2022, it was the largest single investment in new tooling by a manufacturer for years, as locomotives, rolling stock, track and accessory range were unveiled.

The new announcements will be welcome news to those modelling in TT:120, as more and more products become available, catering to different eras and locations.

Hornby has built up a strong fan base with its TT:120 club, with around 12,000 members, and we are already seeing new layouts appearing in the scale, including our very own joint project layout with Market Deeping, which had its first exhibition outing in February.

New J50 Class (pictured above)

The star of the show has to be the new J50, which is currently at sample stage and will be available initially in three liveries.

- TT3024M BR (Early), J50 Class, 0-6-0T, 68983 - Era 4
- TT3025M LNER, J50 Class, 0-6-0T, 2793 - Era 3
- TT3026M BR (Late), J50 Class, 0-6-0T, 68965 - Era 5

Featuring all-wheel pick-ups and an ABS cab area, this model is also DCC Ready with a 6-pin socket and includes a 3-pole motor.

Expected to arrive in November, the new J50 is priced at £139.99.

Two new tank wagons

A pair of tank wagons also join the TT:120 range, a BP/Shell silver-liveried 12T tank wagon, which includes the running number: SM1061, and a 12T tank wagon in eye-catching Benzol & By-Products Limited livery.

Also expected to be delivered in November 2024, priced at £25.99 each.

New TT:120 accessories:

- TT8044 Level Crossing – available in September
- TT8045 Home Signal – available in October
- TT8046 Distant Signal – available in October
- TT8047 Junction Home Signal – available in October
- TT8048 Junction Distant Signal – available in October
- TT8042 Isolating Fishplates – available now





Inter-City 125 High Speed Train Set – available with Sound

This train set features the following: a Class 43 HST power car numbered E43063, a Class 43 HST dummy car numbered E43062, two Mk.3 TS coaches numbered E42064 and E42065, a transformer, a train controller, a buffer stop, a full curve, a power straight, a standard straight, a 3rd full curve, a left-hand point and a re-railer.

Due to arrive in October, the trainset is priced at £249.99 or £339.99 with sound.



TOUAX, Sffgmss IFA Wagons

The TOUAX Sffgmss IFA wagon will be available in three liveries for the load;

- TT6025 TOUAX, Sffgmss IFA Wagon with 45' Container 'DFDS' - Era 11
- TT6026 TOUAX, Sffgmss IFA Wagon with 45' Container 'Hapag-Lloyd' - Era 11
- TT6027 TOUAX, Sffgmss IFA Wagon with 45' Container 'HANJIN' - Era 11

With a chassis made of die-cast metal, this sturdy wagon would be ideally coupled with a Hornby TT:120 Class 66 locomotive. The model also features close coupler mechanisms and detailed wheel sets with low flanges.

Expected in October 2024, the new wagons are priced at £47.99 each.



Pullman 1st Class Kitchen Coaches

The Pullman Car Company took rail travel to the next level of opulence at a time when rail travel was already a premium experience. There are two new Pullman cars available, both painted in the classic Pullman umber and cream livery, with either *Medusa* or *Iolanthe* names. Curtains are printed on the inside of the windows, plus an opulent crest is emblazoned on the body side.

Expected to arrive in November, the coaches are priced at £53.99 each.

WORLD OF RAILWAYS

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



WATCH: Having examined the OO GWR Castle and LNER A1 representatives of Hornby's Big Four, it's now the turn of the LMS' representative in the form of Fowler's highly-successful 2-6-4T.

All done. Was it fun?



BRICK WORK: Time for a bit of fun! We take Locomotion's new brick-building kit of the *Flying Scotsman*, designed for kids, and hand it to Phil Parker to see if he's up to the job.



WATCH: We run the fantastic model from Rapido Trains on 'Little Bytham', plus take a look at the modifications Tony Wright has made to it.

Rapido Trains reveals new RCH 1907 Private Owner wagons



967419



967420

Rapido Trains UK is expanding its popular range of OO RCH 1907 Private Owner Wagons, with a batch of 7-Plank opens featuring another new tooling.

During their lifetime, these wagons were issued a variety of diagram numbers by the main line companies that had either purchased or inherited them.

Priced at £32.95, the wagons are currently in tooling and available to pre-order from Rapido's website.

OO Gauge RCH 1907 7-Plank Private Owner Wagon - Side Door Variant

This version is the RCH 1907 compliant design, equipped with two side doors. These wagons are also six inches longer than the first models produced by Rapido.

A selection of liveries covering the history of these wagons from War Department service through private ownership and into their BR-era renditions are available.

In addition to this, Rapido has produced four 'What if' liveries brandishing businesses named after some of the UK's most famous locomotive designers.

All versions of the OO Gauge RCH 1907 7-Plank Private Owner Wagon-side door variant feature full external, internal, and underframe details, including brass bearings for friction-free running, NEM coupling pockets, and a high-quality livery application.

Proposed liveries:

- SKU 967418: WD No.81797
- SKU 967419: Middleton Colliery No.686
- SKU 967420: John Davies & Sons No.3
- SKU 967421: S Brookman No.33
- SKU 967422: J L Davies & Co No.121
- SKU 967423: Lockhurst Lane No.15
- SKU 967424: Gittings & Sons No.6
- SKU 967425: WM Cory No. 2427
- SKU 967426: Gresley No.4468
- SKU 967427: Stanier No.6220
- SKU 967428: Bulleid No.21C1
- SKU 967429: Collett No.6000
- SKU 967416: BR PO ex-Henry Hall and Son
- SKU 967417: BR PO ex-Wilks

OO Gauge SECR 12 Ton 7-Plank Mineral Wagon. (SR Dia.1357)

As the 19th Century drew to an end, the newly amalgamated South Eastern and Chatham Railway wasted no time in capitalising on the recently discovered coal in and around Shakespeare Cliffs and the Kent coalfields and ordered a large number of 12-ton RCH-compliant mineral wagons, which included a sizable quantity of 7-Plank that would later become SR Dia.1357. An order for 1850 units, including Dia. 1357 versions, was placed, the wagons being built between 1910 and 1914.

When combined with the substantial number that the SECR used as part of a business agreement with William Cory and Son of Erith, who owned some 5000 wagons of numerous types, it is fair to say that the Dia.1357 were a common sight throughout Kent during this period.

Proposed liveries:

- SKU 967401: SECR (Early) No.13578
- SKU 967402: SECR (Early) No.13540
- SKU 967403: SECR (Late) No.13620
- SKU 967404: SECR (Late) No.14517
- SKU 967405: SECR Loco Coal (Late)No.14374
- SKU 967408: SR (pre-1936) No.17065
- SKU 967410: SR (post-1936) No.10560



967426



967427



967428



967429

OO Gauge LBSCR 7-Plank 12 Ton Coal Wagon. (SR Dia.1373)

Much like their Kentish counterparts had done the previous year, the London, Brighton, and South Coast Railway began ordering 7-Plank 12 Ton Coal Wagons in 1911. 225 wagons were added to a previously ordered SECR batch by the LBSCR, so the astute builder (Hurst, Nelson & Company) sensibly constructed them using the same SECR drawings. The LBSCR regarded these as a non-standard wagon, and illustrated this by ordering further parts for them from the manufacturer only a year after delivery, instead of producing parts themselves in their own wagon works.

Once they had moved to Southern Railway ownership, they were issued a unique diagram number (Dia. 1373) despite having the same origin as their SECR cousins. These wagons carried both styles of SR goods livery prior to withdrawal.

Proposed liveries:

- SKU 967406: LB&SCR No.10972
- SKU 967407: LB&SCR No.10880
- SKU 967409: SR (pre-1936) No.27461
- SKU 967411: SR (post-1936) No.27320



967412



967413

OO Gauge GNR 7-Plank 12 Ton Loco Coal Wagon. (LNER Code 4150)

Following the end of the Great War, the Great Northern Railway was given 50 7-plank wagons by the WD as replacement for GNR wagons lost or damaged during the War and set them to work as loco coal wagons. Incredibly, all 50 survived and were passed to LNER ownership, where they were issued the LNER Diagram code 4150.

Proposed liveries:

- SKU 967412: GNR No.54952
- SKU 967413: LNER (Early) No.454941
- SKU 967414: LNER (Late) No.454950
- SKU 967415: LNER Train Ferry No.109.743



New CDA wagons from Peco

Peco has released its previously available N gauge CDA china clay hopper based on the HAA MGR wagons in its most recent DB Cargo livery with a maroon frame and load cover. The models are based on the 2004 chassis tooling but now feature steel wheels for better running qualities. Although the real things ended up predominantly white-coated under kaolin, the DB branding, wagon date and the St. Blazey lizard plaques are all neatly portrayed.

The DB Cargo livery marks the end of these iconic wagons in revenue service in 2023 after 35 years of service, and the models are also being released in previous EWS maroon and English China Clay's blue liveries.

Priced at £22.25, the new wagons are available to order now.

Rails reveals decorated sample of exclusive Class 50

Rails has received a decorated sample for its exclusive model of Class 50, no 50020 *Revenge* in OO gauge.

According to Rails, the new model is shaping up very nicely - with release expected during quarter four, 2024.

Available to pre-order now, priced at £189.99 (or £299.99 with Digital Sound), the new model comes with many separate parts including handrails, pipework, underframe relief, fans, windscreen wipers and sprung buffers.





Bachmann reveals OO Palvans

Bachmann has revealed it is developing models of the BR 12 Ton 'Palvan' Pallet Van – the first time models of these distinctive vehicles have been produced in OO.

New tooling allows a range of 'Palvan' models to be produced, depicting the various differences incorporated in the different build lots and during their service lives. The first wagons were built with Morton brakes, acting upon four wheels with the associated tie-bar, and with oil axleboxes. Later lots had eight shoe clasp brakes, some of which were fitted with oil axleboxes and others roller bearings, both combinations are catered for with the Branchline tooling.

Buffers are of metal construction and can be of the spindle, self-contained, or OLEO type, whilst wheels may be disc, 3-hole disc, spoked, or split-spoked – all of metal construction – depending on the specific van being modelled. Advertising boards also feature where appropriate.

Every model includes separately-fitted parts, including the door hold open brackets, handrails (the protrusion of which is too great on the Engineering Prototypes and will be corrected in production) and chalk boards on each side and end.

The bufferbeams sport separate lamp brackets, vacuum pipe brackets and coupling hooks. The chassis features a full complement of brake gear, including optional brake pulls and safety loops supplied with those wagons that are fitted with eight-shoe clasp brakes. Standard tension-lock couplings are fitted via NEM pockets whilst optional accessories include the vacuum brake pipe and Instanter couplings.



Oxford Rail provides project updates

At the Warley Model Rail Show in November 2023, Oxford Rail's stand featured some first shots of the J26 locomotive, and a 3D print of the Cowans & Sheldon 15t Crane. Now, it has further updates on these models.

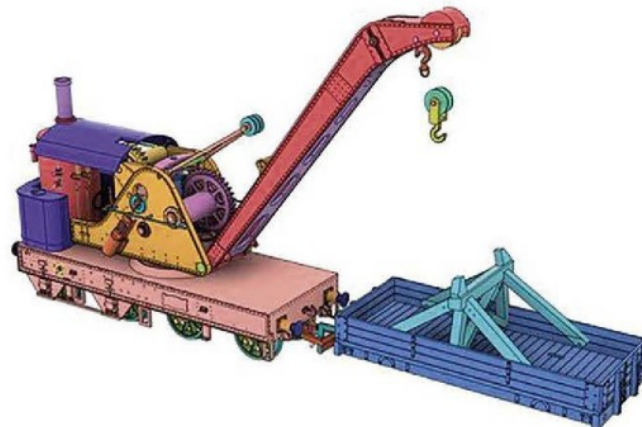
J26

Oxford has just finalised the CAD for the tooling amendments and is now looking forward to receiving new samples. Once these have been received, any necessary amendments will be made before moving to production.

The 3D render above, shows all four versions of the J26, (Left to right OR76J26001, OR76J26002, OR76J26003 and OR76J26004).

Cowans & Sheldon 15t Crane

The crane is currently undergoing some major changes for the new mechanism, and CAD development has started on the now-included match truck. A 2024 release date is still anticipated.



Scalescenes reveals new Chapel kit

Modellers will be able to add architectural interest to even the smallest of layouts with this latest downloadable kit. Costing just £5.99, this new downloadable kit includes a choice of door colours, various faith-related signs, gable stone plaques and noticeboards, a selection of "converted to retail" sign options, pre-shaped plywood sheets for derelict versions, interior wall and ceiling details, plus fully illustrated instructions

Customers can also choose between N gauge and OO, plus select between red brick, brown brick, dark red brick and Ashlar textures.



FINESCALEBRASS

55H Models to retire Finescalebrass brand

After 15 years of supplying brass models built by San Cheng in China, Finescalebrass has sold its final model. The Finescalebrass brand is retired. However, the team is focusing on the 55H Models, manufactured exclusively for 55H Models in South Korea.

From April 2024, 55H Models will be the only models sold, and the owner, John Riley, has confirmed that the business address will remain the same, but the email address has changed to john@55h.co.uk. John also confirmed that they will no longer hold any spares for the San Cheng range of models.



Dapol reveals PDS JHA Hopper decorated samples

The decorated samples have been reviewed by the design team and feedback has been provided to the factory to correct any issues.

Dapol is currently waiting for a production slot to be confirmed by the factory but expects to have these models in the shops in the autumn of 2024.

Priced at £55 for the middle hoppers and £60 for the end hoppers, the new models are available to pre-order now.

Specification:

- Inner and outer versions of the hopper will be produced
- Inner wagons without buffers and buckeye couplings
- Outer wagons with Lamp, Sprung Buffers and Standard OO model coupling with NEM pocket at one end, other end without buffers and fitted with buckeye couplings.
- Diecast chassis
- Profiled wheels
- Sprung Buffers on the outermost wagon end
- Close coupling mechanism fitted to both types, capable of operating on minimum of 438mm radius
- Working rear lamp on outermost end of the train (DC directional, 6-pin DCC socket for control of flashing lamp)
- The models will include many separately-added details
- Designed from works drawings

Proposed liveries:

- 4F-081-001P & D JHA (end hopper) ARC Olive & Grey 17912
- 4F-081-002P & D JHA (end hopper) ARC Olive & Grey 17918
- 4F-081-003P & D JHA (end hopper) Hanson Blue & Grey 17913
- 4F-081-004P & D JHA (end hopper) Hansen Blue & Grey 17922
- 4F-081-101P & D JHA (middle hopper) ARC Olive & Grey 19823
- 4F-081-102P & D JHA (middle hopper) ARC Olive & Grey 19841
- 4F-081-103P & D JHA (middle hopper) ARC Olive & Grey 19853
- 4F-081-104P & D JHA (middle hopper) Hanson Blue & Grey 19802
- 4F-081-105P & D JHA (middle hopper) Hanson Blue & Grey 19811
- 4F-081-106P & D JHA (middle hopper) Hanson Blue & Grey 19833

IRM announces new Fuel Oil Tank Wagon

Irish Railway Models (IRM) has announced an all-new CIE Fuel Oil tank wagon, based on the standard Bulleid triangulated underframe, as its next Irish outline freight wagon in OO/4mm scale.

Tooled as part of IRMs Bulleid triangulated underframe project, the CIE fuel oil tanker wagon is the third model of the series, and an essential part of both mixed goods trains of the '50s, '60s and '70s.

Perfect for both mixed goods trains, fuel transfer trains, and also any Irish locomotive depot or CIE bus or road haulage depot sidings, IRM's tooling features a wealth of etched metal and injection moulded plastic construction.

Easily convertible into 21mm gauge, it's complete with separate brake gear, intricate fuel filler cap detail, brass bearing cups for excellent running capabilities and sprung buffers.

Production delivery is slated for Q3 of 2024, with decorated samples due in the coming months.



Vintage Motorcar MOGO Delivery Vans in O

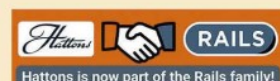
Dapol has revealed plans to produce O gauge vintage motorcar delivery vans. Four liveries have been announced, and customers can choose between a pristine finish and a weathered finish.

- 7F-068-003 Great Western MOGO ALVIS 126342
- 7F-068-005 Great Western MOGO AUSTIN 126342
- 7F-068-007 Great Western MOGO MORRIS 126336
- 7F-068-009 Great Western MOGO RILEY 126336

Available to pre-order now, with deliveries expected in April, prices are set at £59.95 each or £61.95 weathered.



Rails takes over Hattons



Rails of Sheffield has announced it has brought Hattons into the Rails family. It was a shock to the modelling world earlier this year, when stalwart of the industry, Hattons, announced that it was to close.

Rails of Sheffield has said, "At Rails, we could not allow the legacy of this esteemed brand to disappear and we have sought a way to keep the spirit of Hattons alive. Many customers reached out to us, dismayed, that the valuable resources on the Hattons website such as the product database and expansive "Directory" system may be lost forever."

Rails will soon relaunch these services and will continue to update them with new information.

Accurascale Mk. 2b coaches



Andy York



Dimensionally and shape-wise, Accurascale has nailed the Mark 2b coach, which has never been previously available ready-to-run.

1 969 saw the introduction of 111 of the Derby-built Mark 2b coaches in Trailer Second Open (TSO), Corridor First (FK) and Corridor Brake First (BFK) guises as a significant development with their 3' wraparound end doors and no centre doors from the earlier Mark 2a coaches. The majority went to the Western Region for their front-line express services, with 11 of the FK vehicles allocated to the Eastern Region. As air-conditioned and HST stock were introduced, the coaches were decanted down onto secondary services.

Our review samples of Western Region TSO and BFK are in the earliest form of blue and grey livery, with the Inter-City branding appearing in later 1970. Accurascale has also released the models in Network SouthEast colours, suitable for 1986 onwards and Trans-Pennine brand as used between North Wales, Liverpool and Cleethorpes, Scarborough and Newcastle from 1987. 1987 also saw two moved into Railway Technical Centre services in the red and blue livery, released as an Accurascale exclusive, while the most recent livery is that of West Coast Railway Company for charter and heritage operations.

The immediate impression of the models is quality and this is constantly reinforced as the coaches are looked at in more detail. Dimensions and shape are absolutely spot

on, with roof pressure air vents all correctly placed by coach type; the livery application is superb with excellent detailing, including separate parts for handrails and many of the underframe equipment boxes. The flush glazing is excellent, looking quite fine and with very little prismatic distortion, with the framing bars neatly picked out in silver. The toilet and guard's windows have a pleasing frosting, which the interior detail can just about be seen through. The B4 bogies are the best that we have seen in terms of detail and finesses (which allow for drop-in EM/P4 wheelsets), and the underside equipment with associated piping and trunking is top-notch.

I think I've already used most of the superlatives, but the best is yet to come, with the interior detailing with the characteristic winged headrests to the seats, coloured to suit the class, tables in the TSO and corridor panelling in the BFK and FK with the framing picked out in aluminium tones and a handrail inside the corridor windows. The caged parcels compartment in the BFK can be clearly seen, too. All comes to life once the interior lighting kicks in. It's not just for DCC either, the mini-LEDs work on DC and, thanks to the circuitry and stay-alive, will not just be flicker-free over pointwork, but will stay lit for a few minutes without power, which means that your train

will stay lit at a station stop even on analogue control. All of the LEDs are correctly positioned for the compartments, end vestibules, toilets and guard's/parcel area and are of a neutral tone, echoing the fluorescent lighting of the prototype. The body simply unclips for internal access if you would like to add some fare payers.

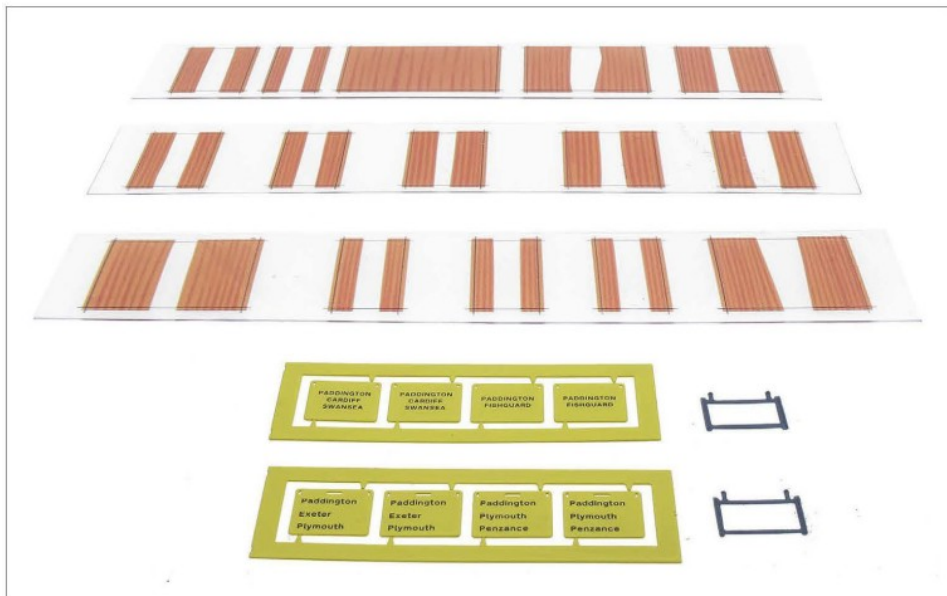
The accessory pack includes some real treats, dependent on the model, with destination boards and frames for use on Western Region services with four pairs of destinations and a blank reverse if you want to personalise your models. First class accommodation can be enhanced with the typical orange curtains, which can be cut from the acetate and stuck inside; there's a variety of stages of opening of the curtains so you will achieve some natural variety. Magnetic couplings are included too, which bring the gangway ends into contact but extend due to the kinematic mechanism when rounding curves and pointwork.

Irish modellers are not forgotten either with the eight Mark 2b coaches for Enterprise services between Belfast and Dublin, some of which featured some unique types of Mark 2b, such as the driving trailer, grill-bar and generator coach being produced under the Irish Railway Models brand.

Overall, I can't fault the model and would be happy to carry out further internal detailing; excellent value and thoroughly recommended.



The interior lighting is superb and not too overpowering in use, and with stay-alives fitted will give constant light on DC usage.



The Western Region first-class coaches include a detailing pack with bodyside destination boards and frames with orange curtains to be cut and fitted if you choose.



With the supplied magnetic couplings fitted, the kinematic close-coupling brings the gangway ends right up to each while extending when traversing curves.



The guard's accommodation and toilets are detailed and lit too, and, yes, this can be just about seen through the frosted glazing.



FACTFILE

Models:

West Coast Railway – TSO (2 running numbers)
Trans-Pennine - TSO (2)
Network Southeast - TSO (2), FK (2)
Blue/Grey – TSO (6), BFK (2), FK (2) SK (1)
RTC red/blue – ex-FK (2)

Liveries: Blue/Grey, NSE, WCRC, RTC

Era: 1930 – early 1980s

Construction: Plastic

Weight: 151g

Minimum curves: Radius 2 (438mm)

Accessories: Brake pipes, magnetic close couplers, destination boards and curtains where applicable.

WHAT WE LIKE

- ✓ Livery application and sharpness of print
- ✓ Magnetic close-coupling
- ✓ Interior lighting and detail
- ✓ Glazing
- ✓ Underframe detail
- ✓ Value for money



Hornby TT:120 HST



Andy York

Arguably, this is what TT:120 is best at; the potential to create scale-length express trains on home layouts.



Although all moulded, the bogie detail on power cars and coaches is excellent, with brake discs to all the wheelsets.

Let's get the difficult bit over with first; why have we pictured original livery blue and grey power cars with InterCity Executive grey coaches? Well, that's what Hornby sent to us over two separate deliveries and, like the train, I had to get the review done at high speed. But it shows the potential of the range in that if you removed the early set number from the drawbar cover of the nose from each power car, you could have a style that occurred during the transition from original to Executive livery from the middle of the 1980s; admittedly, it was far more common the other way around with Executive power cars and blue/grey coaches but, from the range, you could do that too. That's the beauty of these coaches, with all types differently numbered and available individually, you can not only make up full trains but the mish-mash that has happened at different times through the long life of the Inter-City 125. What we have received for review shows that Hornby has catered for both West of England and East Coast services, plus the contemporary GWR dark green livery; I'm sure many other liveries will follow in the future.

Personally, I was sceptical about the whole TT:120 project from Hornby, but I have to say I am hugely impressed with this HST, not

just the appearance and the quality of the decoration, but it demonstrates better than anything before the potential for creating accurate and complete trains on layouts of manageable size. Our samples include four Trailer Standard (TS) coaches, two Trailer First (TF), a Trailer Guard Standard (TGS), which was a later coach type to provide more comfortable accommodation for the guard than in the rear of the power cars, and a Trailer Restaurant First Buffet (TRFB). Please note that the 'T' does stand for trailer rather than tourist, as Hornby shows on its website.

While Hornby has released pairs of power cars in original livery, Intercity Executive and GWR green in DCC-ready and sound-fitted forms, it seems as though only the Executive livery coaches have been delivered so far, but my recommendation would be to buy the power cars at least now while they are still available. I'm sure there will be a pent-up market for the corporate image blue/grey and GWR coaches when they do land.

On the subject of power cars, I'm really impressed with the amount of bogie detail represented without the need for any separately-fitted parts, and the brake discs fitted to the outside face of all wheels. The underframe equipment boxes are a little

more blocky, but perfectly adequate. The encased underframe area of the Mk.3 coaches is a distinctive feature, with some very small print details and the BT bogies look the part. The standard TT couplings work well in their kinematic pockets, bringing the gangway ends close together and opening up on the inevitable trainset curves most of these models will have to handle.

Our review set is sound-fitted (a good job as I couldn't release the overly tight body screws beneath the bogies of the power car) with directional lighting; only one power car is motored, but two NEXT18 decoders are required if you are fitting them yourself, one for each power car. There are no through electrical connections, so you will have to decide whether you run DCC-fitted or sound-fitted trains as a pair of decoders on the same number, or a consist of separate numbers to give individual control over some of the sound functions. The functions run from F1 to F28 on the sound version, so a suitable controller to access all functions is necessary. All are, of course, accessible using Hornby's HM7000 TXS systems.

In summary, I love the feel and quality, and I'm impressed that a full-length (2+8) train can be achieved in 6 feet. I'll look forward to seeing the Class 50 and air-con coaches – next stop Paddington?

FACTFILE

Models:

TT3021M BR Blue/Grey power cars
 TT3022M BR InterCity Executive power cars
 TT3023M GWR Green power cars
 TT4027 BR Intercity Executive, Mk3 Tourist Standard Open (4 numbers)
 TT4028 BR Intercity Executive, Mk3 Tourist Guard Standard
 TT4029 BR Intercity Executive, Mk3 Tourist First (2 numbers)
 TT4030 BR Intercity Executive, Mk3 Restaurant/Buffer

Era: 1976 - present

Construction: Plastic body and chassis for coaches, diecast chassis for power cars

Weight: Power cars – 153g and 81g, coaches - 50g

RRP: Power cars £219.99 (DCC ready)/ £329.99 (DCC Sound), trailer cars £37.99

DCC: Next18

Minimum curves: Radius 1

Accessory pack: Cosmetic buckeye couplings

WHAT WE LIKE

- ✓ Superb livery applications
- ✓ Fully numbered trains
- ✓ Bogie and underframe detailing



Although unlit, the interiors of the coaches are accurately depicted.



The standard TT coupling brings the spacing between gangway connections to a pleasingly small gap.

Hornby has enabled modellers to build up a complete and accurate train with individually numbered vehicles of the suitable types.

PC

TF

TF

TRFB

TS

TS

TS

TS

TGS

PC

Heljan Class 47



Andy York



Heljan's all-new Class 47 model is an improvement over the previous iteration, but is it as good as it could be?

Heljan announced in 2019 that it would produce a completely new Class 47 model, replacing its previous model from the early 2000s, which, although a very good performer, became known for being overscale in width across the bodysides.

The new model shows little of its ancestry except for the large 5-pole motor with twin brass flywheels, so its previous excellent performance returns unhindered with impressive weight. Internally, there is completely revised circuitry bringing the functions, including lighting up, to contemporary standards, which includes pre-fitted speakers. Each of the models is available as DCC-ready and DCC sound-fitted.

The life of the Class 47 is taken from introduction in 1962 through to the sectorisation era with the following initial releases: D1526 BR two-tone green (small yellow panel), D1969 BR two-tone green (full yellow end), 47137 BR blue (glazed headcode panel), 47316 BR blue (plated headcode panels), 47450 BR blue large logo, 47555 *The Commonwealth Spirit* Intercity Executive, 47125 *Tonnidae* Railfreight Petroleum, 47214 *Tinsley Traction Depot* Railfreight Grey, 47329 Departmental General Grey and 47575 *City of Hereford* Parcels Red/Grey, with the promise of further variants and liveries, including 'one-offs' in the future.

The model collects current off the outer wheelsets of each bogie, in effect an A1A-A1A, with the centre axle having a good 5mm of vertical play to manage poor track conditions; that might sound retrograde, but the model performed well on test, capably moving 20 Mk.1 coaches.

The decoration looks respectable from normal viewing distances, but under the critical stare of the camera, the definition between the bodyside red and grey of our parcels sector review model is a little soft, with evidence of the red sitting over a thicker layer of yellow at the cab corners where the red overlaps the

yellow. The locomotive number appears to be a little larger on the model than the real thing and the nameplate and cabside arrows are well-printed, but no etched plates seem to be included, which I would expect to see in comparison to competitors and the price point.

The bodyside appears to come a little too low at the bottom; it's rare to see a model that has too little distance below the body and above the bogie, but this is evidenced by the gap when comparing to prototype images, which also reveal the sloping frame should be visible from the inner end of the door. This appears to impact upon other features, the height of the door, the height of the face of the front from the bottom of the window 'ledge' to the top of the bufferbeam with the plated headcode panel sitting a little too low – and on the early glazed headcode models not sufficiently recessed. Turning to the roof, the space between the cantrail and the bottom of the roof louvres looks too small and the radius of the curve from the roof to the bodyside looks to be too tight rather than a softer curve. The large roof access panels over the engine are modelled as two large doors, rather than four. The Serck vents are well modelled but the handles at the base are a little too prominent.

It's justifiable that there's more than one Class 47 in the market given their ubiquity and variety and there has been for many years now; this is a robust and good performing model and will still appeal to modellers, but I think it a shame it's not a little better.

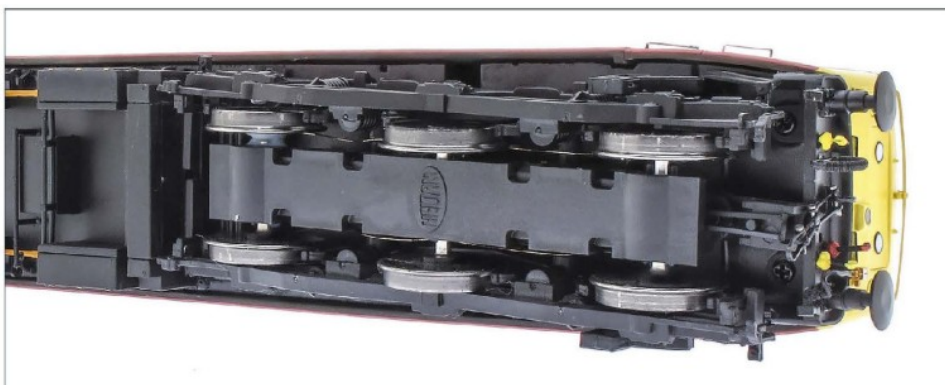




Excellent flush cab glazing gives a view into the detailed desk and bulkhead.



The prominent radio aerial on top of the cab looks very fine but is a wire part that is very robust.



The centre axle of each bogie is unpowered and doesn't collect current, but has plenty of vertical play to compensate for poor trackwork.



The large pale roof access doors are incorrectly modelled as two doors rather than four.



FACTFILE

Models:

D1526 BR two-tone green (small yellow panel)

D1969 BR two-tone green (full yellow end)

47137 BR blue (glazed headcode panel)

47316 BR blue (plated headcode panels)

47450 BR blue large logo

47555 *The Commonwealth Spirit* Intercity Executive

47125 *Tonnidae* Railfreight Petroleum

47214 *Tinsley Traction Depot* Railfreight Grey

47329 Departmental General Grey

47575 *City of Hereford* Parcels Red/Grey

Era: 1962 - present

Construction: Plastic body and diecast chassis

Weight: 560g

Minimum curves: Radius 2 (438mm)

DCC socket: 21-pin

Accessory pack: Snowploughs and bufferbeam detailing

WHAT WE LIKE

- ✓ A welcome update
- ✓ Cab detail
- ✓ Performance

Dapol Class 59



Andy York



The picture shows just how much detail has been captured, but it's all exceptionally robust!

Following on from Dapol's well-regarded Class 59 in OO in 2023, we can now enjoy the N gauge version of the Class 59; a welcome addition to the range.

The first five Class 59 General Motors' locomotives were delivered to Foster Yeoman (FY) during 1986 and 1989, and numbered in the 590xx number series. Amey Roadstone Corp. (ARC) followed this lead with four locomotives from 1990 numbered in the 591xx series, rebranded as Hanson from 1999 and Aggregate Industries until the sale of their fleet in 2018 to Freightliner. A further six locomotives numbered in the 592xx series were ordered by National Power for 1994/5. Other than 59003, which, after return from loan to HHPI in Germany, is operated by GBRf, the Class 59 fleet is now operated by DB Schenker and Mendip Rail (an ARC and FY joint venture).

Dapol has covered the life of the Class 59 in its launch range with Foster Yeoman, ARC, National Power, Hanson, Aggregate Industries, EWS and DB Schenker liveries, covering variations between the types and through the years. Our review model is 59104 *Village of Great Elm* in the vibrant Hanson livery suitable for 1999 onwards. The model's weight allied to a smooth-running 5-pole motor and flywheel, translates into a solid performance managing a full train load with ease. Although there are a lot of

separately-fitted detail parts, such as the cab front handrails, lamp brackets, lights, bufferbeam fittings and exhaust, it feels very, very robust. Most of the roof and bodyside details and grilles are moulded as part of the body shell. It is well-executed and could be made to pop a little more with suitable infill and weathering. That detail tends to get shouted down by the orange colour that Hanson chose for the roof; an odd choice, but it was a component colour of their logo before the business became part of Heidelberg Materials.



The fine cab glazing allows a view of the driver's desk, especially with the cab lighting in play. The cab and directional lighting are configurable via internal dip switches for analogue users and controllable on DCC functions. Access to the interior for configuration of the switches, which includes switchable day or night running lights or for Next18 decoder fitting, is extremely straightforward with a body that unclips and lifts off. Space is provided for speaker fitting, but the model can be purchased in DCC-ready, DCC-fitted and sound-fitted forms. All factory-fitted DCC Locomotives are equipped with Dapol's Imperium Next 18 decoder and sound-fitted models are fitted with a Zimo Decoder and prototypical sound recording.

While the body is off, the eye is drawn more to the bogie and underframe detail, which, although all moulded, is exceptionally fine and a pleasing portrayal of this prominently complex area of the locomotives.

The accessory pack includes bufferbeam detailing parts and replacement air dams and etched plates to place over the printed ones as delivered. The printed versions are perfectly acceptable at normal viewing distances, but the data panel under very, very close magnification loses some of its definition over the pale grey background.

Overall, this is a welcome addition for modellers covering nearly 40 years (frightening!), solidly built with excellent performance in a range of liveries.



Look at the bogie and underframe conduit detail; brilliant!



A peep inside the cab windows shows it's all fitted out inside; the directional lighting is remarkably fine.



Although the exhaust port changed throughout the life of the locomotives, Dapol has nailed the changes with differing types.

FACTFILE

Models:

2D-005-000 *Kenneth J Painter*
 59005 Foster Yeoman Silver
 2D-005-001 *Village of Mells*
 59103 ARC
 2D-005-002 *John F Yeoman*
 59206 DB Schenker
 2D-005-003 59204 National
 Power Blue
 2D-005-004 *Village of Great Elm*
 59104 Hanson
 2D-005-005 *Yeoman Endeavour*
 59001 Aggregate Industries
 2D-005-0065 *Vale of York* 59201
 EWS

Price: DCC Ready £172.80,
 DCC Fitted £205.20, DCC Sound
 £291.60

Era: 1986 - present

Construction: Plastic body with
 diecast chassis

Weight: 88g

Minimum curves: Radius 2 (263mm)

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

WHAT WE LIKE

- ✓ Excellent bogie and underframe detail
- ✓ Robust detailing
- ✓ Detailed cab interior
- ✓ Performance





Accurascale SR Banana Van



Andy York



Our review models sport the early Southern livery and the transition into early British Railways ownership, although Accurascale has catered for later modellers, too.

When Elders & Fyffes moved their banana import handling operations from Hull to Southampton in 1933, the Southern Railway found a need to build dedicated wagons, which came into service from 1935, with 200 being built to Diagram 1478, the first to use the new Rail Clearing House 10' wheelbase underframe, as seen in the Southern stone-liveried wagons we review here. The SR needed to expand the fleet again, and this was achieved by amending an existing order for D1458 ordinary covered vans; the bodies being modified and fitted to the same 10' underframes as the existing stock. In total, 125 vehicles were built in this manner, and the SR issued a new diagram number of 1479 for these new Banana Vans, which are the type with the more rounded roof sides shown on the bauxite review samples.

Accurascale has spanned the life of the wagons with the early SR Venetian red lettered over their SR Stone bodies (which

only applies to the D1478 vans), with SR's standard brown applied to the chassis, which makes the models look slightly weathered on the chassis. The post-1936 SR livery loses the large letters, seeing the inclusion of the first D1479 vans) and the 1948-50 period is covered with our review set in the transitional British Railways livery in bauxite with yellow lettering and a green corner band across both diagram types. 1948-1961 and post-1961 liveries are also covered, and later departmental use, de-branded and gaining 'Tadpole' classification. Accurascale has also released an exclusive single D1478 van, which saw service in a ballast cleaning train.

The inclusion of a diecast chassis can be felt as soon the model is inspected, and the detail to the door furniture and ends is particularly fine, along with the chassis detail and underframe braking systems and steam heating pipes replicating those used to ripen the bananas in transit after their period of refrigeration while on board ships.

The decoration of the models is spot on, with minor variations across the differently numbered packs of wagons. I particularly like the Geest and Fyffes labels on certain wagons and also those showing panels that have been torn off after previous journeys; all very well done. Further variations between wagons are achieved, with three styles of wheel design; Split spoke, single spoke and 3-hole disc, which are all chemically blackened, improving their appearance. Axles are set in blackened brass bearings and conforming to Accurascale's standards of 14.4mm back-to-backs, using 2mm axles over 26mm pinpoints.

The turned metal buffers are sprung and eroded metal, plastic and wire detail parts are utilised, including, handrails, grab handles, door handles, lamp brackets, vacuum and steam pipes, through pipes, steam heating cock and brake gear.

Banana vans have featured highly on wishlists over the years, so I am sure these excellent models will please many customers.

FACTFILE

Models:

D1478 - Original SR Livery (pre-1936) (2 packs)
 D1478 - Modified SR Livery (1936 to March 1941) (1 pack)
 D1478 - British Railways bauxite (1948-1961)
 D1478 - British Railways bauxite (1961 onwards)
 D1478/D1479 - Transitional British Railways (1948-1950)
 D1479 - Modified SR Livery (1936 to March 1941) (2 packs)
 D1479 - British Railways (1948-1961)
 D1479 - British Railways (1961 onwards)
 ex-D1479 - British Railways Departmental (2 packs)
 ex-D1478 - British Railways Departmental Service Van (post-1971) - Single van Livery: Teal blue with white flask
Construction: Diecast chassis, plastic body with detailing parts
Weight: 47g per wagon
Minimum curves: Radius 1 (371mm)
Accessory pack: Bufferbeam detailing and screw couplings

WHAT WE LIKE

- ✓ Livery application and sharpness of print
- ✓ Underframe detail
- ✓ Finescale wheelset provision
- ✓ Variety of liveries and periods
- ✓ Value for money



The door latching mechanism, along with the bolthead detailing on the strapping, is well executed.



The print quality is as good as it gets, even if the liveries themselves are quite straightforward.



Beneath the wagon, there's plenty of brake and heating piping on show.



Rapido GWR 5-plank open wagons



Andy York



Rapido continues to identify useful, numerous and widespread wagon types to produce to its high standard.

The GWR built 10,815 unfitted five-plank opens to Diagram O11 between 1911-1919 with DCIII handbrakes, and alongside these, 2,105 vacuum-braked versions designated as Diagram O15 were built up to 1922.

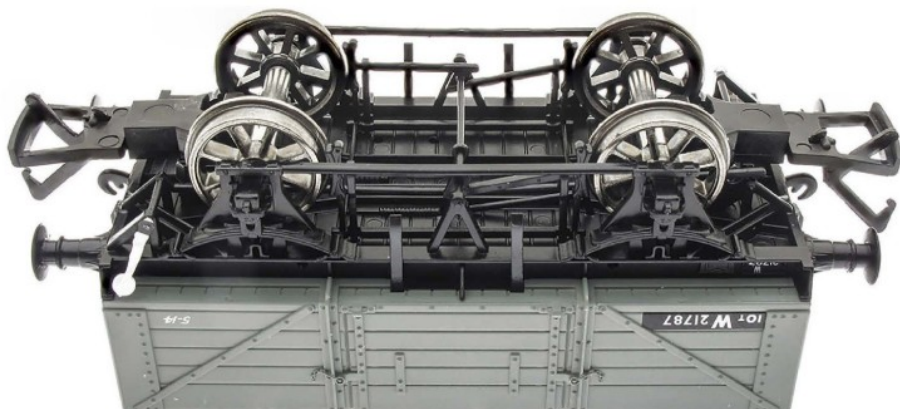
Resourceful as ever, Rapido has gone beyond the main revenue operators and has manufactured models in War Department livery reflecting a number of Open A wagons that were requisitioned during WW1 for use in France and also the Port of Bristol Authority, who acquired a number of wagons for internal quayside movements.

A significant feature of these models is the Williams patent sheet supporter, included in the accessory pack, with sufficient brackets to mount the bar in raised or lowered positions. In its raised position, it would cry out to the modeller to make some sheeting over the load.

The body detail is finely moulded with crisp definition, good decoration and interior strapping but without rivet heads, a limitation of moulding processes. However, it's from the solebar downwards that the model excels with fine but robust W-irons, axleboxes, brake rigging for brakes on both sides and lovely cranked brake levers, door bangs, and framing detail.

The tension-lock couplings and their mounts are removable, and when fitted with three link couplings, it would not disgrace itself on the highest standards of finescale layouts, although the brake blocks, which are perfectly aligned for OO, would require adaptation to finescale track and wheelset standards.

Another useful product that shouldn't just be of interest to GW modellers as they could, and would, turn up in many places – especially into the British Railways era.



The chassis detail is exceptional, and so is the running with brass bearings holding the pinpoint axles.

FACTFILE

Models:

Dia.O11 GW grey 25" letters (3 numbers)
Dia.O11 GW grey 16" letters (2 numbers)
Dia.O11 GW grey 5" letters (3 numbers)
Dia.O11 BR unfitted grey (3 numbers)
Dia.O11 War Department grey (1 number)
Dia.O11 Port of Bristol blue (1 number)
Dia.O15 GW grey 25" letters (3 numbers)
Dia.O15 GW grey 16" letters (4 numbers)
Dia.O11 GW grey 5" letters (3 numbers)
Dia.O15 BR fitted bauxite (3 numbers)
Dia.O15 BR fitted grey (1 number)

Era: 1911 - preservation

Construction: Plastic body and chassis

Weight: 28g

Minimum curves: Radius 1 (371mm)

Accessories: All fitted



The finesse of the body moulding is evident when you look at the scale thickness of the walls of the body.

WHAT WE LIKE

- ✓ Accuracy
- ✓ Fine moulded detail
- ✓ Decoration and print quality
- ✓ Running quality
- ✓ Variety of liveries and numbers
- ✓ Robust but fine detailing



00



1830-1850



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REVIEWS

Hornby Liverpool and Manchester coaches

**Andy York**

A few years ago, who would have thought the pioneering years of the railway would be a lucrative mine? But it appears to be for collectors.

Previously available in boxed sets, Hornby has now released further Liverpool and Manchester Railway items individually, which is a bonus for collectors, and maybe modellers, who wish to extend their trains from earlier releases. We haven't reviewed these products since the initial Rocket boxed sets in 2020, so thought it was a good opportunity to take a closer look.

Firstly, the additional first-class coach, named *Sovereign*, is the same as the initial coaches but with just the name changed. The blue third-class coach, which, according to Hornby's notes, dates from 1844 onwards, is some time after the opening of the Liverpool and Manchester in 1830 with little more than a couple of partitions to hold passengers upright; no seats but plenty of fresh air!

Most noteworthy is the mail coach; the first railway contracted to transport mail rather than stagecoaches was the Liverpool and Manchester, and the model, again derived from the style of a 19th-century lithograph of the different types of trains that ran on the route, is largely similar to

the first-class coach with three passenger compartments and a dicky seat at the back of the roof for the coachman. The extended roof rails would probably give capacity for passengers' luggage, but the main focus of the intense stare and crouched position of the mail employee seems to be a casket in front of his position. Hopefully, all the post would fit in there.

All of the coaches utilise the same chassis; the RRP of the third class is £10 less than the other two coaches. The decoration of the mail coach largely reflects the aforementioned print, with a maroon body with black upper sections. The Royal Mail name is printed onto the centre door but there seems to be no crest on the door as in the print. Maybe that would have attracted a licence cost?

Anyway, they're nice little extras for those interested, but if I was to add them to my Rocket set, I'd have to replace those rigid chain couplings, which jump off the hook when you so much as look at them.



The Royal Mail's first rail transport! Dating from the opening of the railway in 1830.

FACTFILE

Models:

R40445 L&MR, 1st Class Coach *Sovereign*

R40439 L&MR, 3rd Class Coach

R40436 L&MR, Royal Mail Coach

Era: 1830 - 1850

Construction: Plastic body and diecast motor bogie

Weight: 11g and 19g

Minimum curves: Radius 1 (371mm)

Accessory pack: Coachman and chain couplings.



The coachman has a large wire peg sticking out of his rear, which fits into a hole in his bench seat.



The rigid chain sometimes holds long enough for a lap, but rarely if you try to propel anything!

WHAT WE LIKE

- ✓ Cheerful nostalgia
- ✓ Good decoration



Rapido GWR Mink A vans



Andy York



Spanning the years; the long-lived wooden-bodied Mink A vans had a life from before the Great War through to BR days.

Rapido has added more to its increasing and useful range of wagons that span the pre-Grouping era through to British Railways usage, and the latest addition are wooden-bodied Mink 'A' vans in vacuum- and unfitted-brake forms. The vacuum-braked vans, built to Diagram V14, generally saw use on longer distance services, while the unfitted Diagram V16 vans ran shorter distances or in slower services. These were both numerous and widespread, with some 5,500 vacuum-fitted vans and almost 2,800 unfitted vans built from 1912 through to 1927 and lasting well into British Railways revenue traffic, with examples ending up in departmental and industrial usage.

The Rapido story on these wagons has its first chapter in the early GW years with the large 25" lettering and even a Rhymney Railway example, through to smaller 16" lettered and final 5" lettering GW liveries.

Via the variations of BR and departmental variants, the story continues with several examples in preservation.

Rapido has accomplished variations between the models beyond the braking and liveries, with spoked and disc wheels, short and standard rainstrips to the roof above the door and standard or vertical-planked doors according to prototype. Traffic markings will be of interest in determining which models you'd like, and I'm sure the banana van pictured above will result in multiple purchases to make up a train.

As ever, the finesse to the body mouldings and underside detail is excellent, with clear and well-defined decoration printing. They are superb runners thanks to the pinpoint axles with metal bearings inside the axleboxes.

No self-respecting GW or early Western Region layout should be without a few of these.



The chassis detail is exceptional, and so is the running with brass bearings holding the pinpoint axles.



The finesse of the body moulding is evident when you look at the scale thickness of the walls of the body.

FACTFILE

Models:

- Dia. V14 - Early GWR grey (3 numbers)
- Dia. V14 - Late GWR grey (3 numbers)
- Dia. V14 - Final GWR grey (3 numbers)
- Dia. V14 - Early BR bauxite (2 numbers)
- Dia. V14 - BR departmental red (1 number)
- Dia. V14 - BR departmental bauxite (1 number)
- Dia. V16 - Early GWR grey (3 numbers)
- Dia. V16 - Late GWR grey (2 numbers)
- Dia. V16 - Early BR unfitted grey (3 numbers)
- Dia. V16 - Early GWR grey meat van (1 number)
- Dia. V16 - Rhymney Railway (1 number)
- Dia. V16 - Port of London Authority (1 number)
- Dia. V16 - War Department (1 number)

Era: 1912 - preservation

Construction: Plastic body and chassis

Weight: 34g

Minimum curves: Radius 1 (371mm)

Accessories: All fitted

WHAT WE LIKE

- ✓ Accuracy
- ✓ Fine moulded detail
- ✓ Decoration and print quality
- ✓ Running quality
- ✓ Variety of liveries and numbers
- ✓ Robust but fine detailing



009



1980-preservation



109.95

REVIEWS

Bachmann Narrow Gauge Baguley Drewry 70HP

**Andy York**

Pictured in later Royal Naval Armament Depots' yellow livery, the Baguley Drewry will, I'm sure, find usage on other narrow gauge layouts away from hauling defence department wagons.



FACTFILE

Models:

392-025 DH88 RNAD Dean Hill
392-026 Plain Green
392-027 Lined Crimson
392-028 ICI Orange & Grey
392-029 British Industrial Sands White

Era: 1980 - preservation

Construction: Diecast chassis and body with plastic detail parts.

DCC socket: Next18

Weight: 45g

Minimum curves: Radius 1

Accessory pack: Replacement bufferbeam weights

WHAT WE LIKE

- ✓ The first ready-to-run narrow gauge diesel
- ✓ Performance and appearance

The diminutive Baguley-Drewry marks Bachmann's first foray into the world of narrow-gauge diesels for its OO9 scale range. These 70hp machines were originally built for use at Royal Naval Armament Depots (RNAD) from 1980, so suit more modern and heritage narrow gauge applications, which employed narrow gauge networks to move armaments between storage locations and transshipment sites.

There's a respectable amount of weight to the model, evident when taken from the box as a result of a predominance of diecast chassis and body parts to ensure

there's adhesion and traction when in use. In that regard, the model performs well at slow speed and with decent loads. The short 15mm wheelbase may be problematic unless trackwork and cleaning regimes are good, but Bachmann has tried to assist with this by including a brass flywheel from the small coreless motor. The technically minded may wish to consider stay-alive components but there's really not a lot of space left after a Next18 decoder is fitted inside the body over the motor block.

The finish of the model is excellent, with our review sample portraying RNAD Dean Hill Yellow livery, numbered

DH888, which ran under defence ownership until 2004 before moving to preservation. The density of the yellow is great, and the warning stripes are particularly tidy, with the Baguley-Drewry maker's name printed onto the front and a tiny rendition of a fuel gauge on the driver's side of the body panel. Bachmann has also released models in a plain dark green, maroon lined with fine yellow and black, an ICO orange and grey and British Industrial Sands' white and yellow with their trademark camel.

Several details are fitted separately, including the air filter mounted on top of the bonnet, headlights (non-functional) at the front and rear of the cab, windscreen wipers, the exhaust conditioner and, inside the cab, chairs and controls. The detail pack includes alternative bufferbeam weights, as shown on the front of the model in the review photographs, if you are content to remove the standard narrow gauge couplings.

It's a nicely executed model of a type more relevant for use in industrial settings alongside diesel-era layouts.



The view in the cab shows the seats and control panel sitting atop the circuit board.



The non-functional light is neatly executed, while this view highlights the rivet detail.



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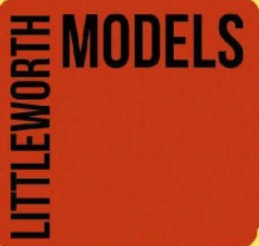


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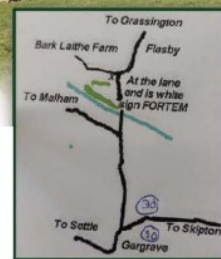


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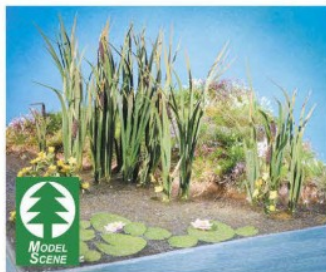
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Organised by: Risborough & District Model Railway Club, Registered Charity No. 1173659. More info at: railex.org.uk

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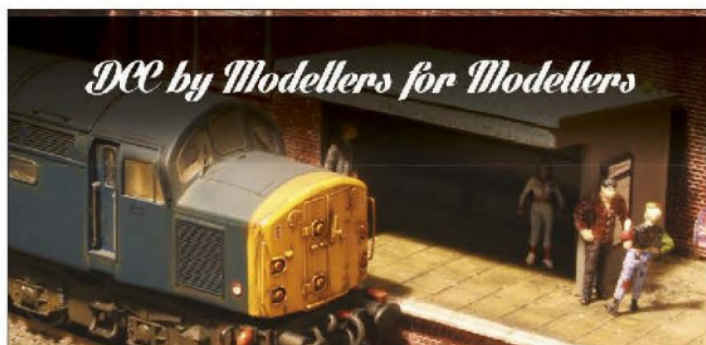


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April 20/21 - **MACCELSFIELD** Model Railway Group Exhibition, Tytherington School, Manchester Rd, Macclesfield, SK10 2EE. Sat 10-5, Sun 10-4.30.

April 27/28 NEC BIRMINGHAM Model World Live,
Hall 12, NEC, B40 1NT.

Saturday 10 - 5. Sunday 10 - 4.

****NEW SHOW FOR 2024****

****Model Railway Exhibition & Scale Models****

May 3-5 - BRISTOL Model Railway Exhibition,
The Thornbury Leisure Centre, Alveston Hill,
Thornbury, Near Bristol, BS35 3JB.

Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.

May 11/12 - **BRACKNELL** expoEM Spring Show, Bracknell Leisure Centre, Bagshot Rd, Bracknell, Berkshire, RG12 9SE. Sat / Sun 10.30 - 5.30. ****TICKETS VALID ON BOTH DAYS****

May 11/12 - **STAMFORD** (Market Deeping) Model Railway Exhibition, Stamford Welland Academy, Green Lane, Stamford. PE9 1HE. Sat 10-5, Sun 10-4. ****FREE Parking on Site****

May 18/19 - **JARROW** Model Railway Club Annual Exhibition, Primrose C.A, Lambton Terrace, Jarrow, NE32 5QY. Sat 10-5/Sun 10-4.

May 25/26 - **RAILEX2024 AYLESBURY** Risborough & District Model Railway Exhibition, Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Bucks, HP21 9PP. Sat 10 - 5.30 Sun 10 - 4.30. ****FREE Parking on Site****

June 1 - **KEMPTON PARK** Gauge 0 Guild Southern, Kempton Park Racecourse, Staines Rd, Sunbury on Thames, TW16 5AQ. Sat 10-4. ***FREE Parking + Railway Station on Site***

June 1/2 - **NEWTON AYLCLIFFE** Model Railway Exhibition, Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe, DL5 6QZ, Sat 10-5, Sun 10-4.

June 15 - **ST NEOTS** Model Railway Exhibition, The Priory Centre, St Neots, Cambridgeshire, PE19 2BH. Sat 10-4.30.

June 15/16 - **GLASGOW 'O'** Gauge M/Railway Exh, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. ***Free Parking, Close to Railway Stations***

June 15/16 - **SUTTON COLDFIELD** DEMU Showcase 2024 Model Railway Exhibition, Sutton Coldfield Town Hall, Upper Clifton Road, Sutton Coldfield, B73 6DA. Sat 10 - 5, Sun 10 - 4.

June 29/30 - **PERTH** Model Railway Exhibition, Dewars Centre, Glover Street, Perth, PH2 0TH. Sat 10-5.30, Sun 10-5. www.perthmrc.com

July 6/7 - **BARRY & PENARTH** Model Railway Exhibition, St Cyrus School, Sully Rd, Penarth, CF64 5XP. Sat 10-5/Sun 10-4 ***FREE PARKING ON SITE***

July 14 - **ROMSEY IPMS** The Romsey Scale Model Show, Crossfield Hall, Broadwater Rd, Romsey, SO51 8GL. Sun 10-4. www.romseymodellers.co.uk

July 20 - **BAKEWELL** - Gauge 1 North 2024, The Agricultural Business Centre, Haddon Rd, Bakewell, Derbyshire, DE45 1AH. 10-4.30.

July 27/28 - **NEW MILTON** - South Coast MRC Annual Exhibition, The Arnewood School, Gore Road, New Milton, Hampshire, BH25 6RS. Sat/Sun 10-5.30.

Aug 10 - **BEXHILL** Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, TN40 1SE. Sat 10-5. ****FREE PARKING ON SITE****

Aug 17 - **MILTON KEYNES** Silverfox DCC M/Railway Exh, Oakgrove Secondary School, Brickhill Street, Oakgrove, Milton Keynes, MK10 9JQ. 10-4. ****FREE PARKING ON SITE****

Aug 17/18 - **WAKEFIELD** ExpoEM Summer Show, Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield, WF2 7EL. Sat 10-5/Sun 10-4.

Aug 31 **ANDOVER** Model Railway Exhibition, John Hanson Community School, Floral Way, Andover, Hants, SP10 3PB. Sat 10-5

Sept 7/8 - **STAFFORD GUILDEX 2024** Gauge 0 Guild M/Rail Exh, Bingley Hall, Stafford Showground, Weston Rd, Stafford, ST18 0BD. Sat 10-5, Sun 10-4. www.gauge0guild.com

Sept 14/15 - **SWANSEA** Model Railway Exhibition, Swansea Leisure Centre, Oystermouth Road, Swansea, SA1 3ST. Sat/Sun 10-4. www.srmg.org.uk/2023-show

Sept 21/22 **HIGH WYCOMBE Scaleforum 2023**, Cressex Community Scholl, Holmers Lane, High Wycombe, HP12 4QA. Sat 10.30-5.30, Sun 10-4.30. **Adult Two Day Admission £12.00!!** For all enquiries email scaleforum@scalefour.org website www.scalefour.org

Sept 28 - **BURY ST EDMUNDS** 75th Anniversary Show St Edmundsbury Cathedral, Angle Hill, Bury St Edmunds, Suffolk, IP33 1LS. Sat 10 - 5.

Sept 28/29 - **SUNDERLAND NEOG** - The North East 0 Gauge Show, Nissan Sports & Social Club, Washington Rd, Sunderland, SR5 3NS. Sat/Sun 10-4.

Oct 5/6 - **SHILDON** 37th Autumn Model Railway Exhibition, Locomotion The National railway Museum at Shildon, 1 Dale Rd, Shildon, DL4 2RE. Sat/Sun 10-5.

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Oct 5/6 - **FOLKESTONE** M/Rail Exh, Leas Cliff Hall, Folkestone, CT20 2DZ. Sat/Sun 10-5.

Oct 12/13 - **ALDERSHOT** Model Railway Exhibition, Farnham MRC, Alderwood Leisure Centre, Tongham Rd, Aldershot, GU12 4AS. ****FREE Show guide & FREE Car Parking****

Oct 19/20 - **UCKFIELD** Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE. Sat/Sun 10-5.

Oct 19/20 - **CARDIFF** Model Railway Exhibition, Glamorgan Cricket, Sophia Gardens, Cardiff, CF11 9XR. Sat 10 - 5 Sun 10 - 4.30.

Oct 26/27 - **LEEDS** Model Railway Exhibition, The Grammar School at Leeds, Harrogate Road, Leeds, LS17 8GS. Sat 10-5, Sun 10-4.30.

Oct 26/27 - **GLASGOW CATHCART** Model Railway Exhibition Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, G43 1NE. Sat/Sun 10-4.

Nov 2/3 - **SPALDING** M/Rail Exh, Springfield Events Centre, Camel Gate, Spalding, Lincs, PE12 6ET. Sat 10-5 Sun 10-4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking

Nov 16/17 - **FALKIRK** Model Railway Exhibition, Grangemouth Athletic Stadium, Kersibank Avenue, Grangemouth, FK3 0EE. Sat 10-5, Sun 10-4.30.

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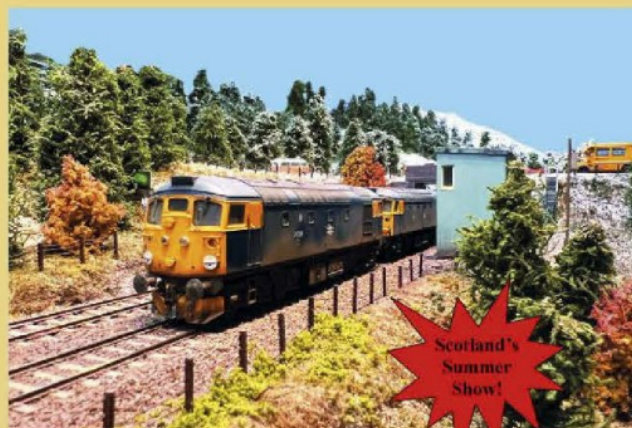


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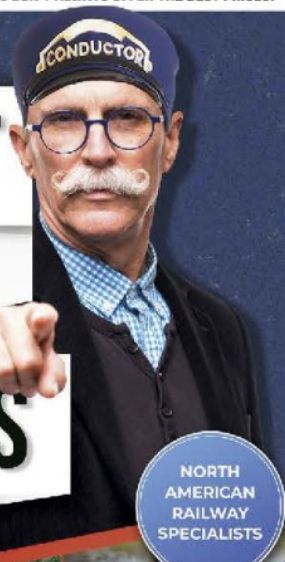
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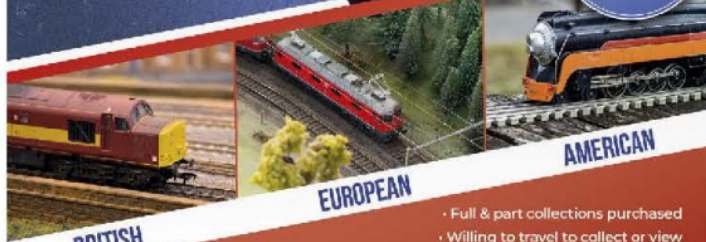
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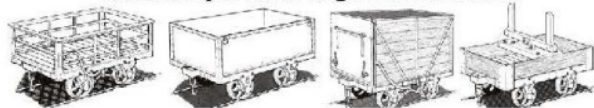
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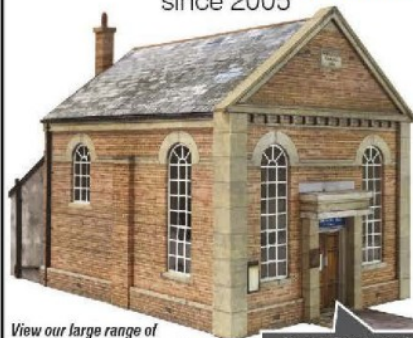
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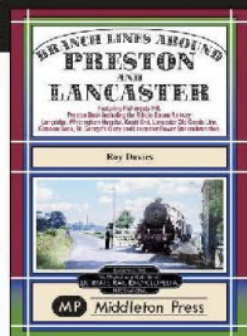
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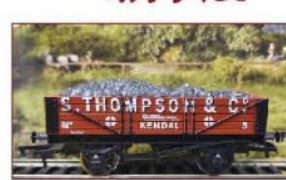
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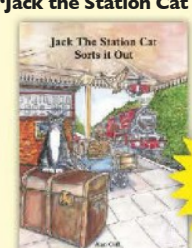
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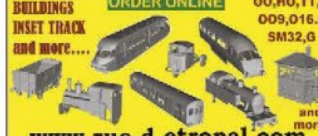
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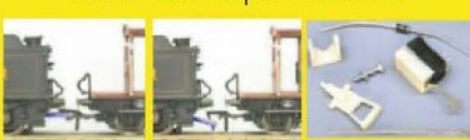
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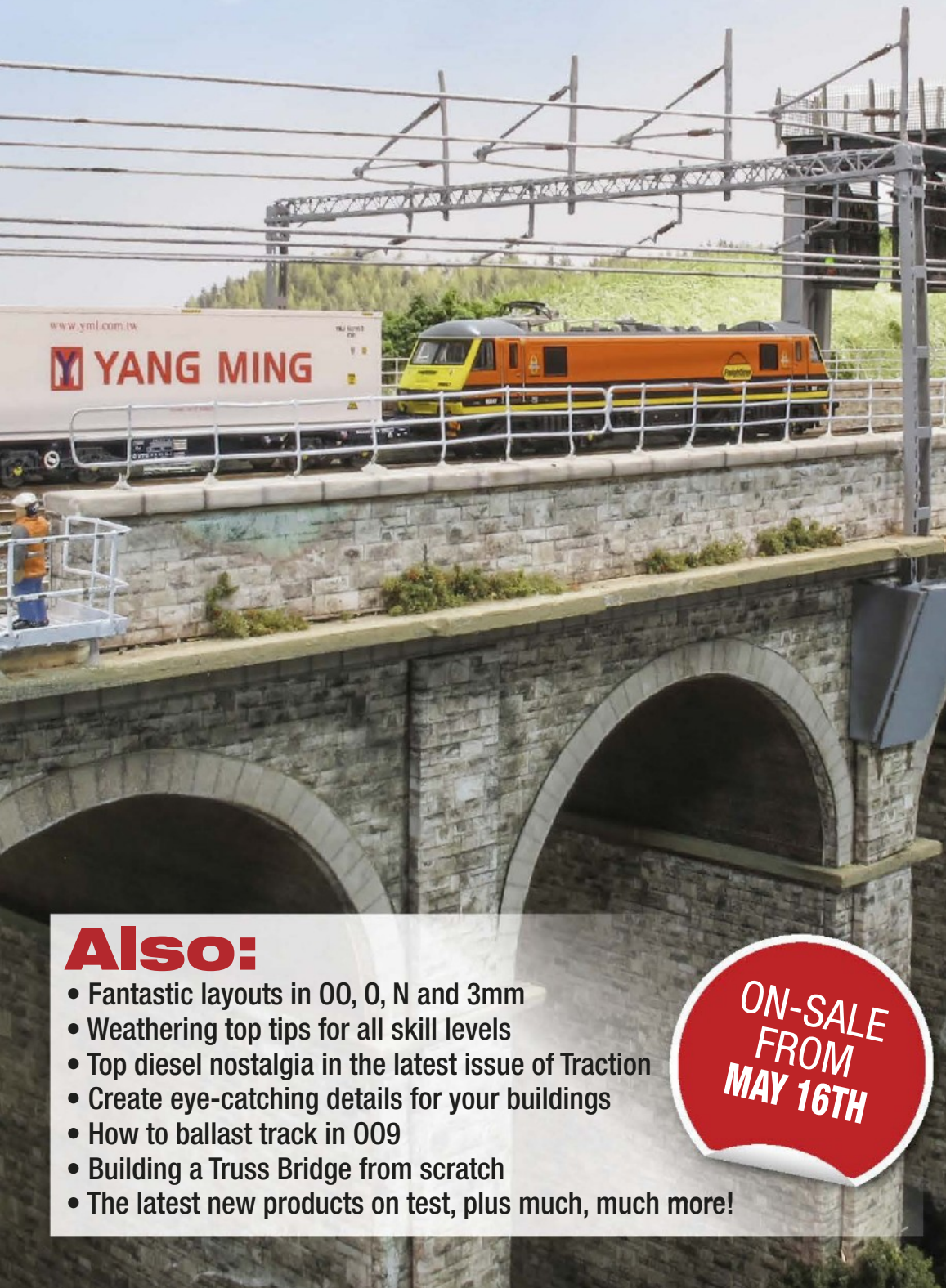


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Looking back, and moving forward



kit to help you out. It contained all the hardware required, including nickel silver tyres to allow the plastic wheels to pick up electricity. All this for the princely sum of eight shillings and nine pence (old money), plus the loco kit for another four shillings and sixpence (including purchase tax), and a motor costing a whopping 21s-10d! I think that comes to £3-4s-5d, worth around £50 today.

At the time, this was state-of-the art. Compared to hacking a model out from sheets of tinplate and soldering them together, this must have seemed like a quick way to some motive power. Mind you, spending a third of the average weekly wage for the time was a big commitment. You'd certainly take your time on the build, as for that money, it had better work!

Nowadays, we are saved this effort thanks to Dapol, and later Hornby. A "Pug" is a bit more than £50, but it works straight out of the box.

Did anyone manage to make one of these kits work? Being fascinated by this sort of junk, sorry, historical artifact, Phil couldn't resist acquiring a mint kit from a second-hand stall, but will he ever find time to give it a go?

If you want an L&Y "Pug" for your layout, what do you do?

Most people will say they would buy the Hornby ready-to-run model. Older readers might mention the model was first introduced by Dapol, in 1985, and finescale fans will buy the same model, and replace the chassis with a kit from High Level Models, for improved looks and running.

What no one is saying, in these modern times, is to take the Kitmaster/Airfix/Dapol plastic kit, and motorise it.

But, back in 1959, that's exactly what you had to do. Fortunately, a company called "Perfecta" produced a

This month in pictures – Glasgow Special



End of an era, as Dennis Lovett retired from his role at Locomotion. We are told he will be building a Hornby Dublo layout in his spare time.



Keeley's favourite layout was next to our stand – Glenkiln Road. We are staying in touch to shoot a future feature.



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DCC SOUND

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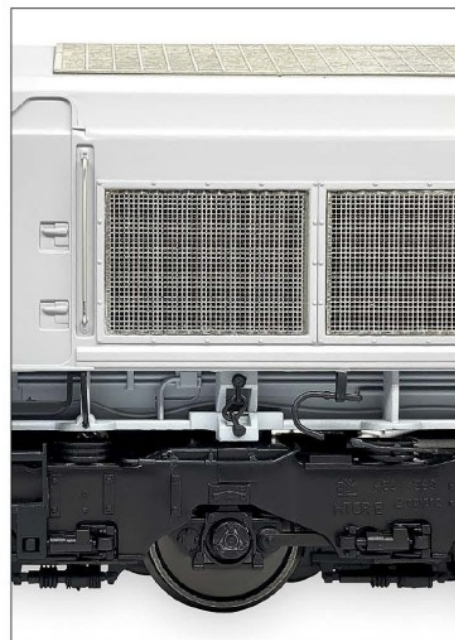
Scan the QR Code or visit:
www.accurascale.com
to view the full range
of Class 66 locomotives
available to order.



All models shown are pre-production samples
and are subject to refinement and alteration

SHED HEAVEN!

Taking on the Hattons Originals Award Winning Class 66 'Sheds' gave us an excellent platform to build the ultimate Class 66 in 4mm/00. Our first run consists of six different liveries and numbers whilst updating the tooling in line with the rest of our range. These models will cover all the major and some of the more subtle variations of the class depicting their successful 25 year career.



All Class 66 models feature

- High level of detail
- Die-cast chassis
- Five-pole motor with twin flywheels
- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- High fidelity metal and plastic parts
- Rotating axle boxes
- Helical gears for maximum performance
- Comprehensive lighting functions
- Enhancing the model with redesigned axle boxes for the smoothest running
- Easier decoder access with a lift off roof section upgrading the PCB to eliminate wiring
- Revised lighting to give access to day, night and yard mode under DCC
- Hall sensors added to DCC sound models
- Cab access step and handrails have been moved from body mount to chassis mount to allow for breakage free access to chassis
- Cab Front Handrails now have the option of 5 point or 7 point mounting with correct round profile handrail mounts
- And other typical Accurascale features.

www.accurascale.com