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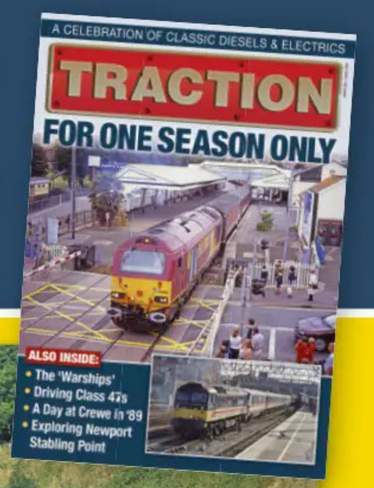

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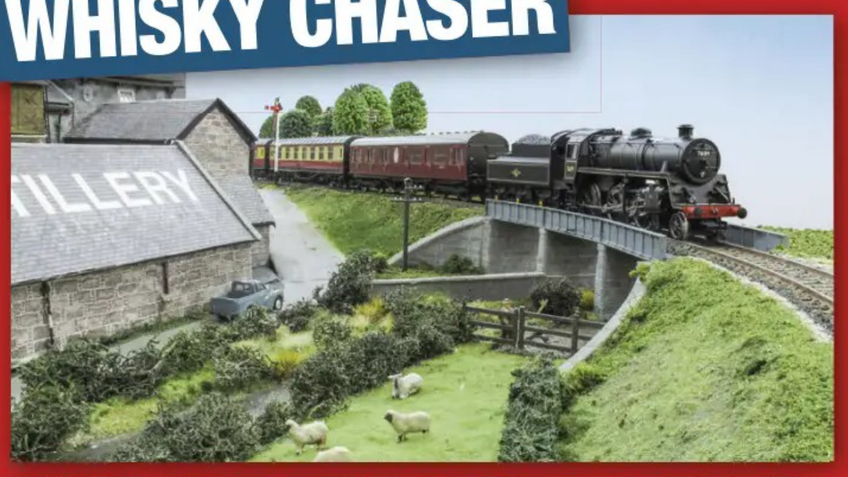

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We go lineside with Mike Plowman’s N gauge layout to enjoy a selection of trains under the wires.



PRACTICAL

Dry-brush painting brickwork with Phil Parker
Phil shows us the simple, but very useful, technique for painting bricks on model buildings.



FEATURE

New Hornby P2 with steam generator in action!
Hornby's new LNER Class P2 2-8-2 Prince of Wales No. 2007 with steam generator is put to the test in this latest video.



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INSIDE JUNE BRM



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INSPIRING LAYOUTS

p20 The Viaduct (N) A new layout that features a stunning viaduct as its centrepiece

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p108 Bakewell Street (O) A shunting layout that delights the crowds

p128 Foxbury (3mm) Reimagined to entertain a new generation

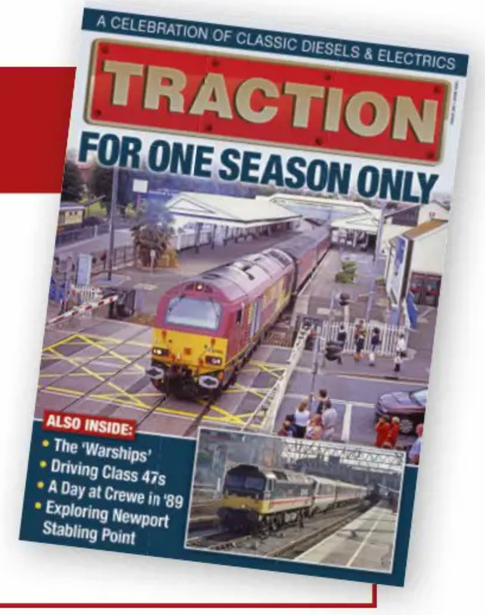






TRACTION

Driving Class 47s, a day at Crewe, a look back at the Western Daring, plus much more...



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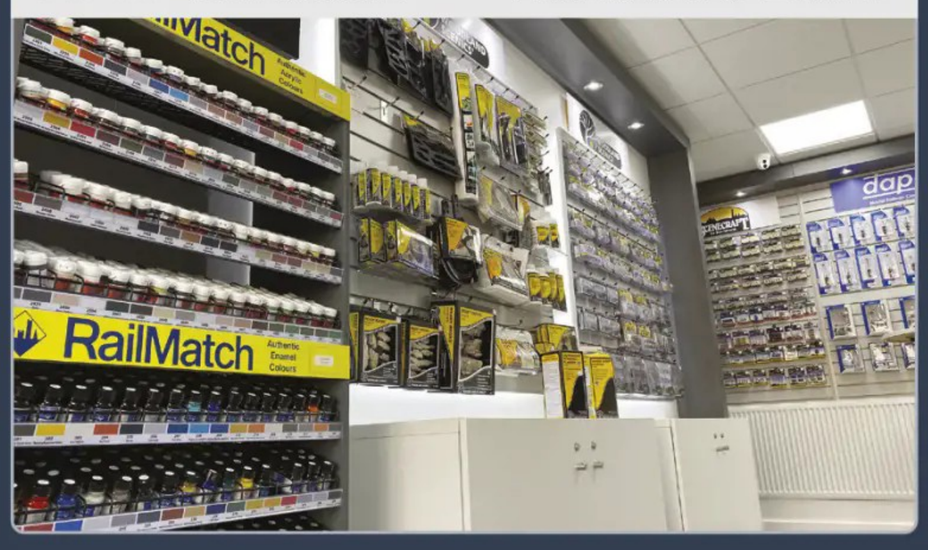



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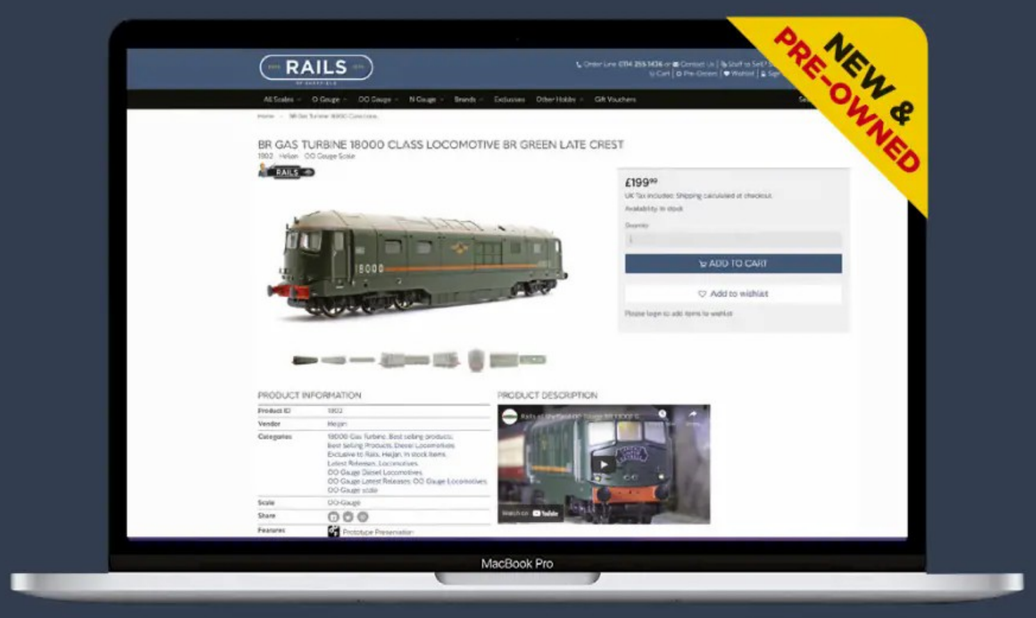

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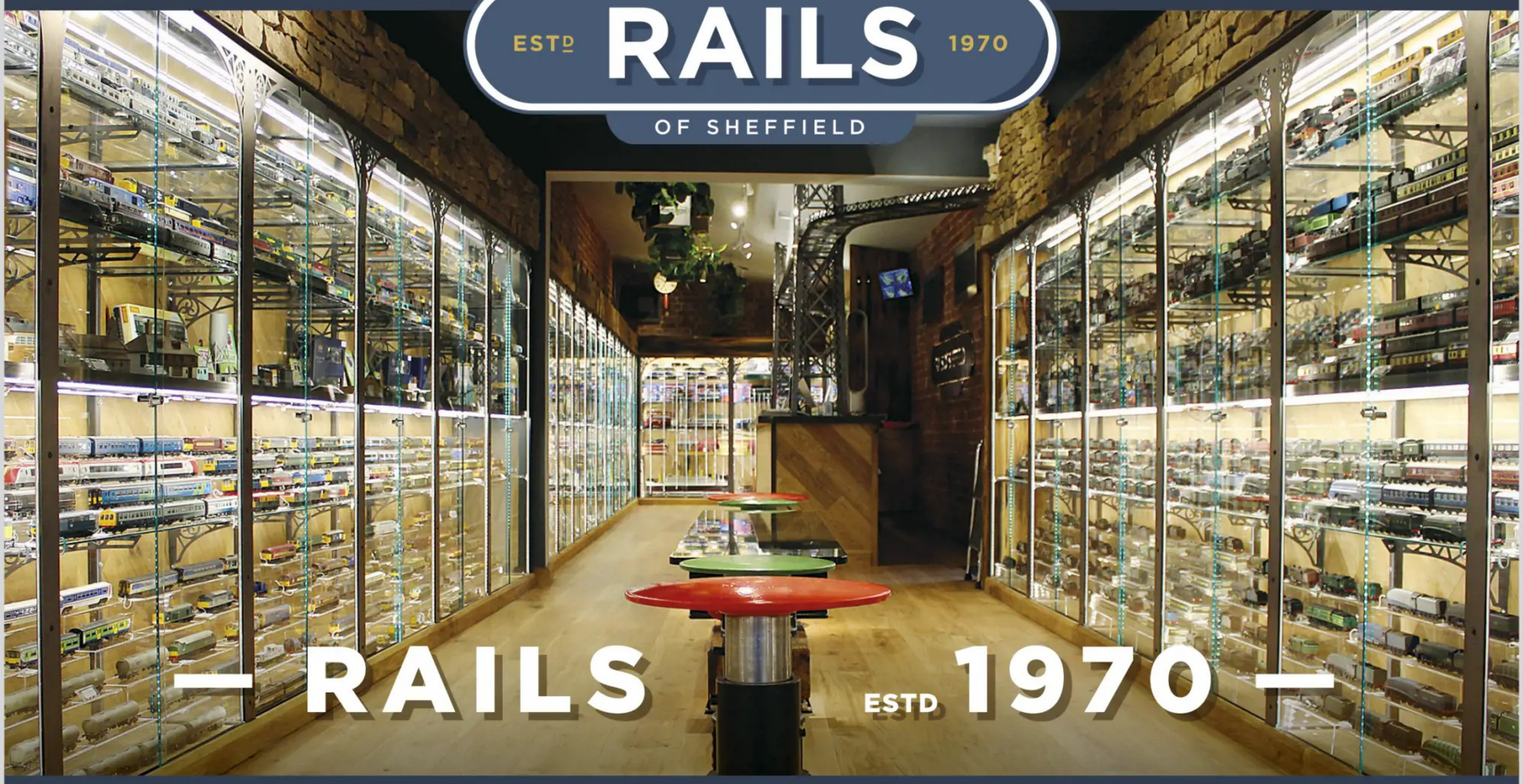

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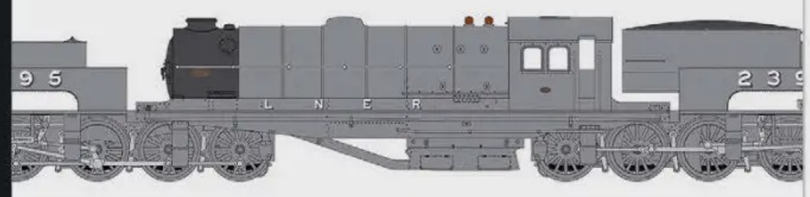

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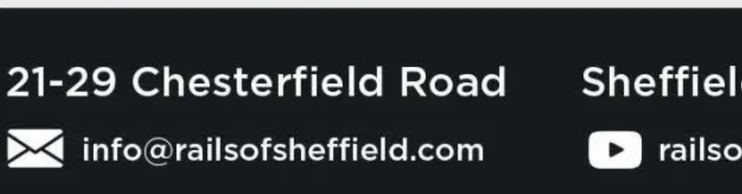

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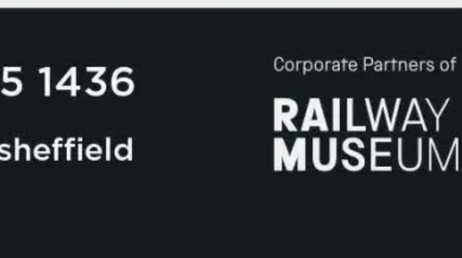

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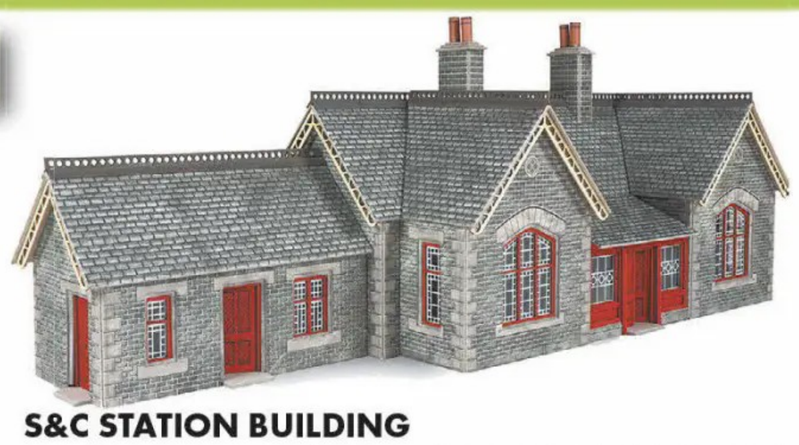

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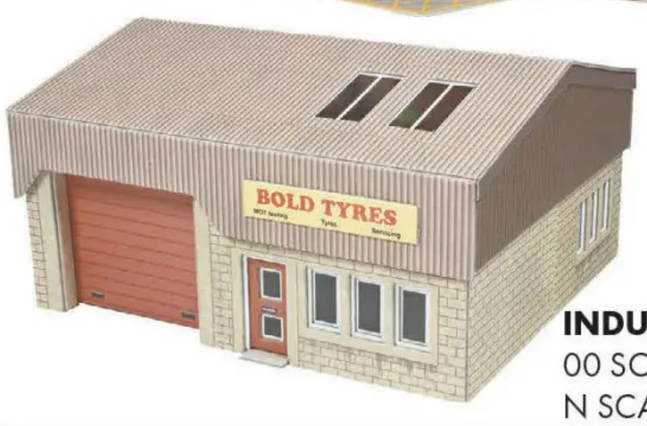

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N SCALE - PN185 £9.00



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N SCALE - PN141 £13.00



VIADUCT - RED BRICK
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N SCALE - PN140 £13.00



DOUBLE TRACK TUNNEL ENTRANCE
00 SCALE - PO242 £12.00
N SCALE - PN142 £10.00



RAILWAY ARCHES (VIADUCT NOT INCLUDED)
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00 scale - PO240/241 & N scale - PN140/141
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TAPERED END WALLS BRICK
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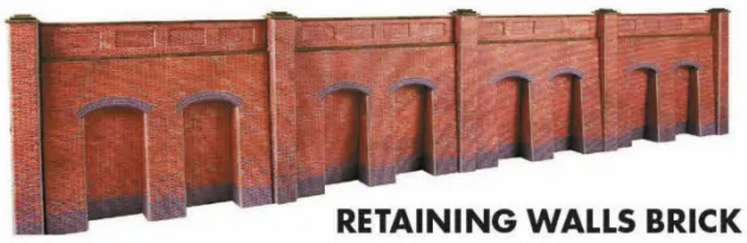
N SCALE - PN148 £11.50



RETAINING WALLS BRICK
00 SCALE - PO244 £15.50
N SCALE - PN145 £11.50



RETAINING WALLS STONE
00 SCALE - PO245 £15.50
N SCALE - PN144 £11.50



DOUBLE TRACK BRIDGE BRICK
00 SCALE - PO246 £16.50
N SCALE - PN146 £14.50



SINGLE TRACK TUNNEL ENTRANCE
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N SCALE - PN143 £9.00



TAPERED END WALLS STONE
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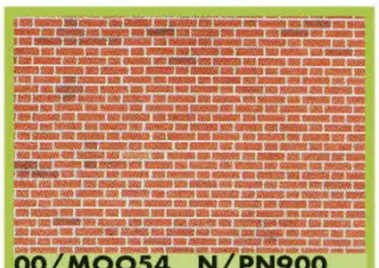

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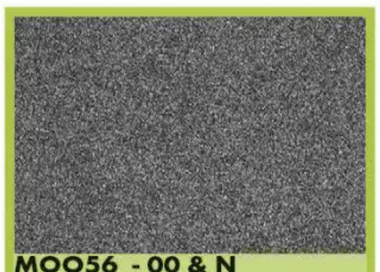
£7.00

MO060 (00 SCALE)
INDIVIDUAL PAVING



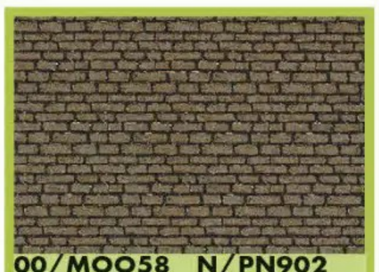
00/MO055 N/PN903
PAVING SHEETS



MO056 - 00 & N
TARMAC



00/MO057 N/PN901
CUR STONEWORK M1



00/MO058 N/PN902
CUT STONEWORK B1



00/MO059 N/PN904
OLD MILL STONE

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THE VIADUCT

This exciting new layout features a stunning viaduct as its centrepiece, providing the perfect setting to run this builder's growing collection of N gauge modern image stock.

Words: Mike Plowman Photography: Phil Parker

THE VIADUCT | N | LAYOUT

A railway running through a landscape, a representation of a viaduct on the West Coast Main Line.

FACTFILE

NAME: The Viaduct
SCALE/GAUGE: 2mm:1ft/ 9mm/ N
SIZE: 13ft 6in x 2ft 6in
ERA/REGION: Era 9/WCML
LAYOUT TYPE: Continuous run

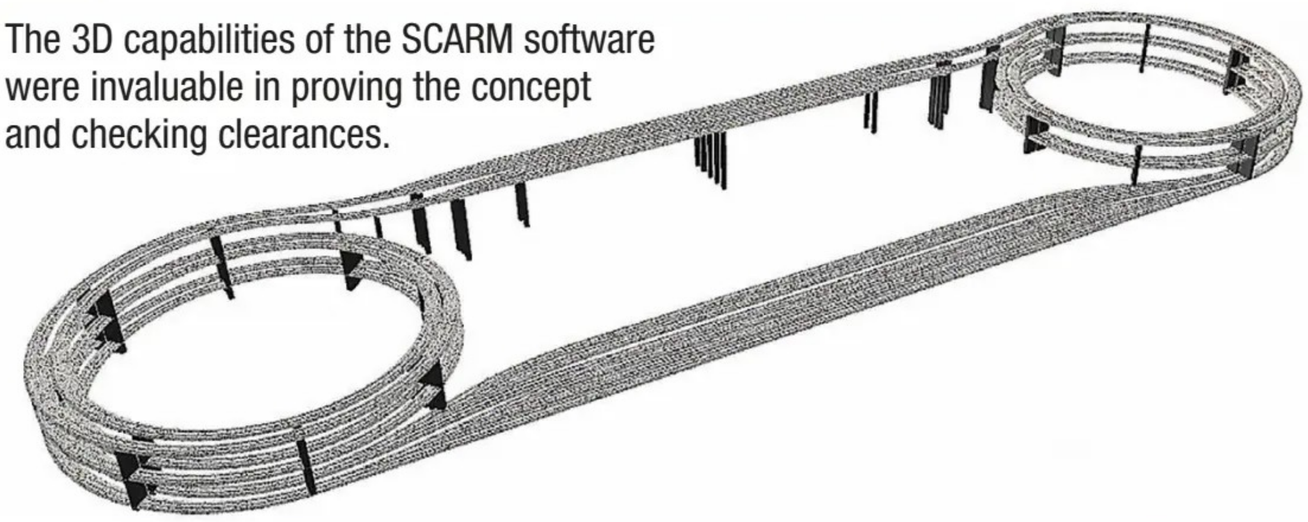
For some years, I wanted to build a model incorporating a viaduct to run my growing collection of N gauge modern image stock. The stock with pantographs and the Virgin Pendolinos confined the location to the WCML with its Over-Head Line Equipment (OHLE). It was to be "vaguely prototypical" – that is, be influenced by the prototype but not constrained by it.

The trackplan is simply four lines across the viaduct fed by six fiddle yard sidings, but to increase the running length, a helix with 2½ turns is installed at either end. With a 1:40 incline, it rises 128mm and provides an additional 5.5 metres of running track at either end, giving a significant run time increase for trains, allowing the operators time to plan their next move. Each complete circuit is approximately 16.5 metres (about 1.56 scale miles). The track layout was confirmed using SCARM software written by Milen Peev.

Inspiration

The main source of reference material was the internet and especially drivers' YouTube videos. Searches for viaducts on the WCML highlighted the Dutton Viaduct, which carries two tracks over the River Weaver in Cheshire. However, as I wanted the ability to pause trains on the viaduct, the four-track Wolverton Viaduct over the River Great Ouse, near Milton Keynes, provided further inspiration.





The 3D capabilities of the SCARM software were invaluable in proving the concept and checking clearances.



The signal gantries are scratch-built using plastic sections and brass etches. The small red and green LEDs are set by the position of the exit turnouts to provide the operators with a visible indication.

An exercise in realism as a Revolution Flowing Silk Pendolino passes by - the viaduct's structure comprises over 400 parts, to which are added the OHLE gantries, the fencing and the refuges. The Network Rail team needs to sort out the weeds before they take hold!



Adding realism to the scene - engineering teams carrying out maintenance. The trees in the background are hand-built.

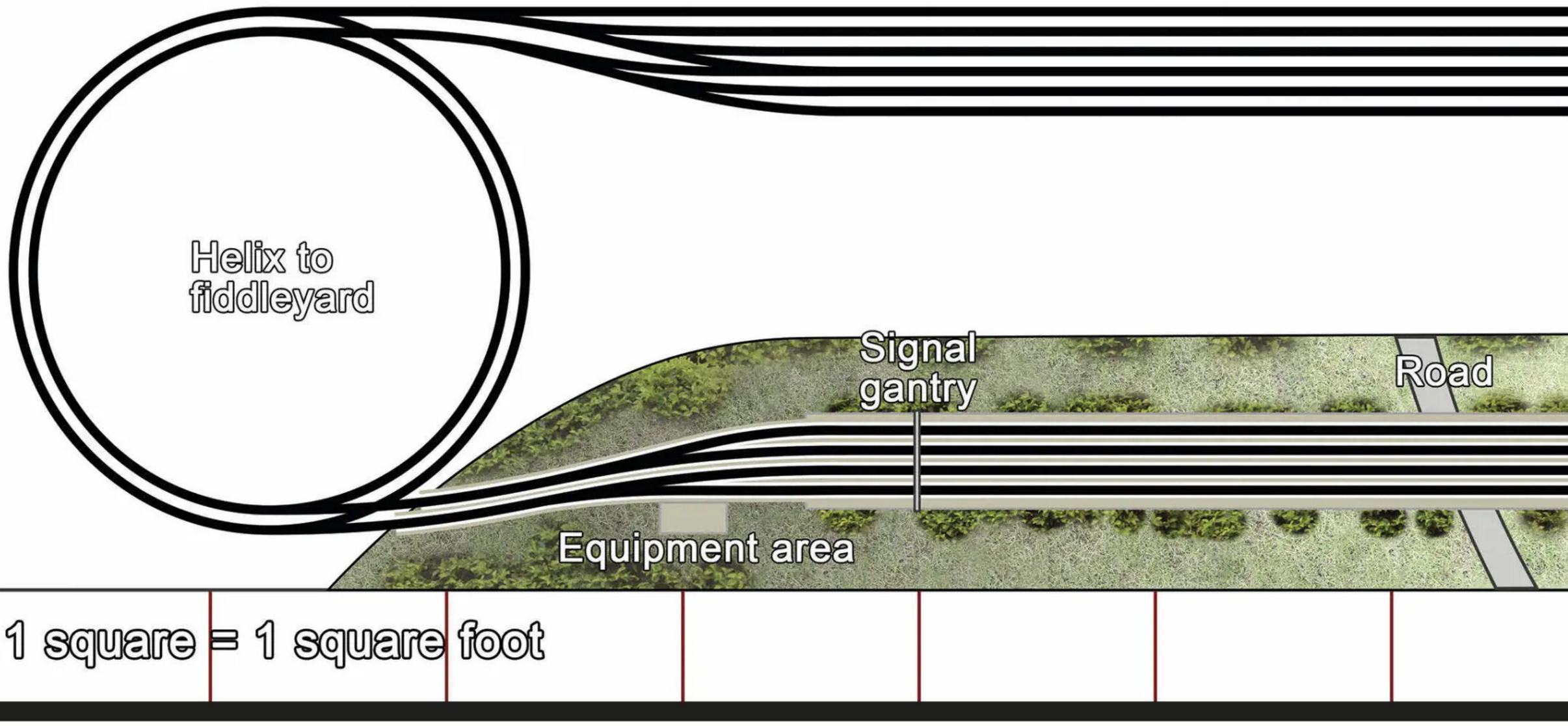
The face view could reflect the Dutton Viaduct, while an aerial view, that of the four tracks of the Wolverton Viaduct. Both had an interesting landscape and featured the standard gantries, register arms and catenary supports of the WCML.

At exhibitions, 'The Viaduct' runs with one operator for the clockwise circuit and another for the anti-clockwise who controls all the turnout settings on the control panel. They also decide which trains they want to bring forward from the fiddle yard into the viewing area. The objective is to run a mix of traffic to keep the paying public and the operators entertained. When we exhibited at Warley, we provided a list and photos of all the stock so younger visitors could "train spot" as locomotives passed by.

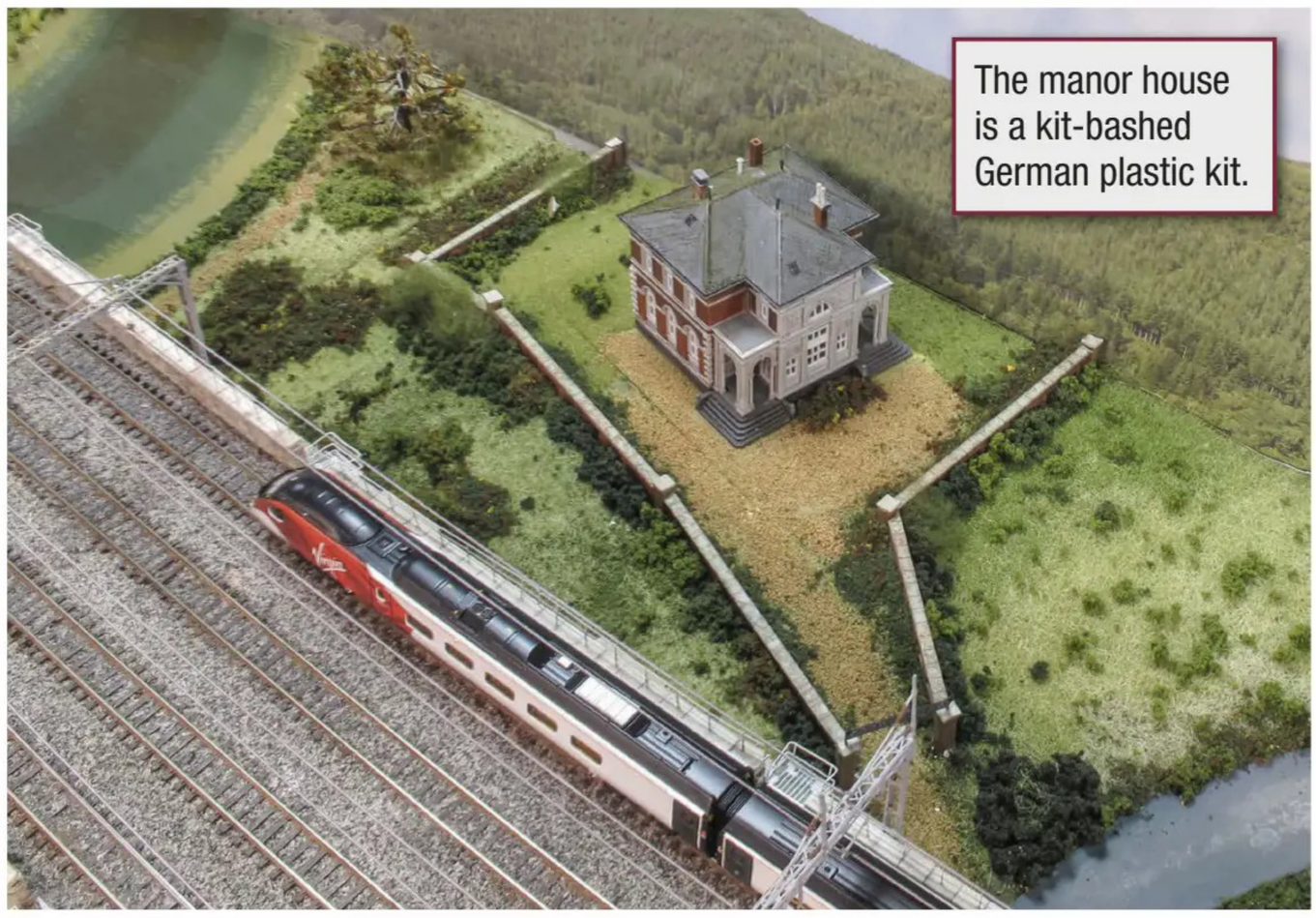
I have been a member of the Leamington and Warwick MRS since 2014. The members have an enormous array of skills and knowledge, from landscaping to track building to electronics for accessory control and DCC. Their experience, enthusiasm, willingness to share knowledge and their ability to build robust models that will survive the rigours of transport to and from exhibitions, were firmly established in my mind.

The blocked waterway reflects that of the River Weaver over which the Dutton Viaduct passes. The boat is a Scalescenes download, representing "Danny", which operates from Liverpool Docks.

TRACKPLAN







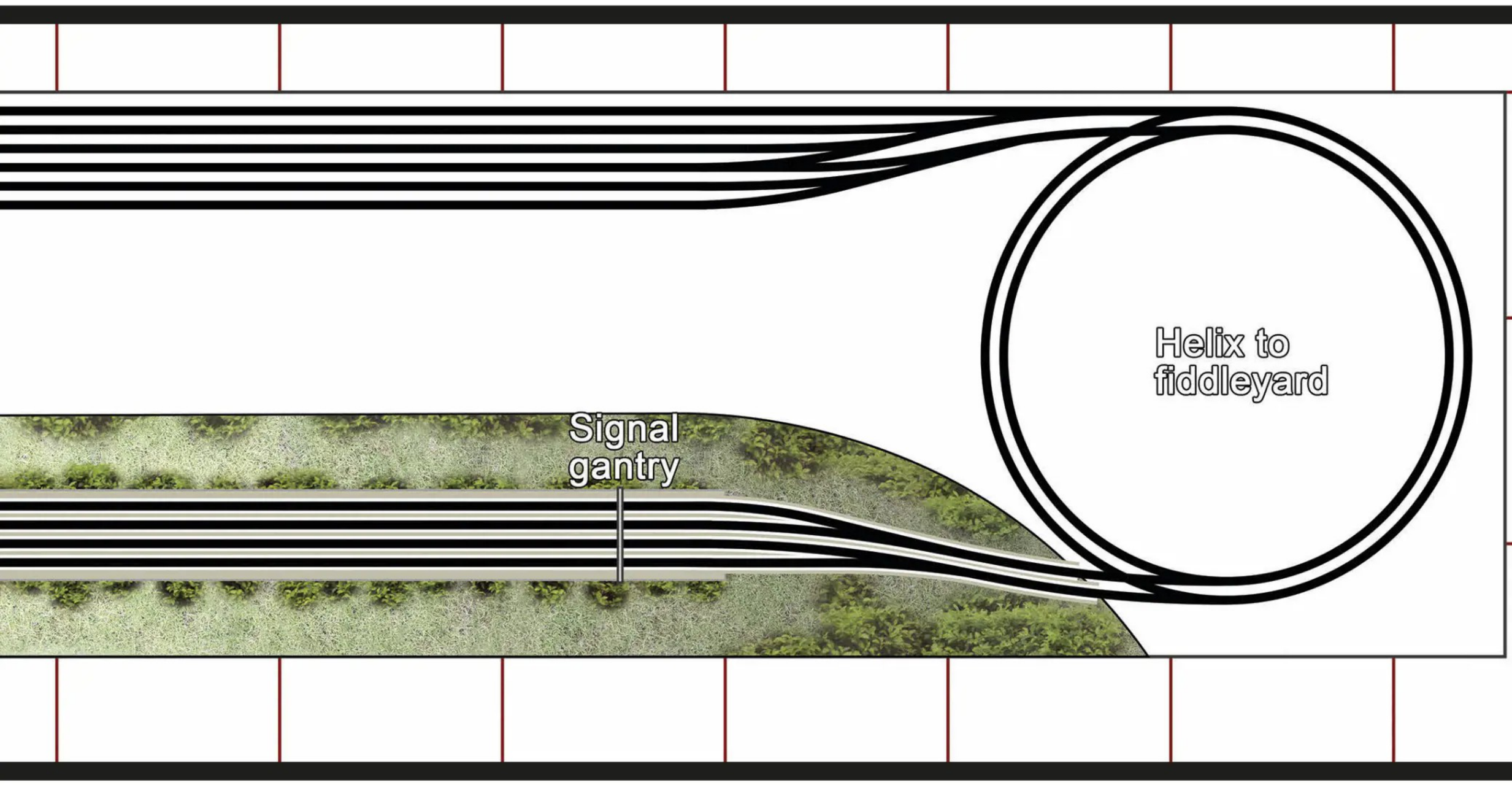
Building commences

Although some planning was done before, the layout was truly a lockdown project. Build commenced in earnest in March 2020 when we were told, "Now is the time for everyone to stop non-essential contact and travel". With no external interruptions and other demands on my time, I was able to dedicate myself to working almost every day through the "shielded" summer and on through the second lockdown in November 2020. It was first exhibited at Syston Club Show in May 2022, at the Gauge 1 anniversary event at Bicester in October 2022, and finally at Warley in November 2023.

I wanted 'The Viaduct' to give the appearance of a railway running through a landscape. The shape of the land was carefully mapped out and built around the structure and matched into the backscene. The position of the River Weaver was critical to make it "flow" from the backscene under the viaduct. The river bed was sealed and painted to represent varying depths, and Woodland Scenics Deep Pour Water was poured between the banks and allowed to cure thoroughly.

The viaduct arches comprise many parts: the front face, the inner front face, walls, ledges, buttresses, parapet, and parapet topping. Cutting each of the arch shapes consistently for the 36 arches was not something I wanted to do. All 424 parts that comprised the full length of the structure were laid out in Autocad to produce a DXF file that was sent to Grainge and Hodder for laser-cutting in 2mm MDF. The parts were covered with Scalescenes brick paper before the structure was completed. The accuracy of laser cutting made this a simple repetitive task with the central section fitting exactly on the middle board.

There are only two buildings on the layout: a public house and a manor house.



The Network Rail New Measurement Train is popular with the public at exhibitions, running through at scale speeds of 125mph.





Modelling catenary

To ensure that the OHLE looked correct, I used the excellent *A Guide to Overhead Electrification* produced by Network Rail.

One of the often-missed features of the OHLE is that the contact wire, and therefore the catenary support wire, zig-zags along its length so that a groove is not worn in the pantograph. This means the register arms that hold the contact wire need to be fixed to the gantry in the correct position. The OHLE gantries, register arms and catenary supports were all soldered together using brass etches from NBrass.

Due to issues with tensioning and diameter of the wires, it is unusual for the contact wire and the catenary to appear in N gauge models. Experiments with fine soft wire were not successful, but my wife offered a solution: sewer's shirring elastic. It provides good tension with little pressure on the register arms and is available in many sizes and colours, one of which was used without the need to recolour.



Longer trains feature on the viaduct. Here, nine tankers make their way north.

An empty container train returns to Portsmouth to collect another load of bananas.

ABOVE: After a previous "near miss" on the Dutton Viaduct, the engineering workers are observing the safety regulations and standing in one of the refuges while the NMT (aka Flying Banana) passes.

NEAR RIGHT: Following my objective to have a railway "running through a landscape", I have tried to create "views" through each of the arches.



Rolling Stock

The rolling stock comprises Revolution Pendolinos, Graham Farish Class 90s, Class 66s, Class 37, Dapol APT sets and Class 86s, together with appropriate coaching and container traffic. My favourite is the double-headed Dapol Class 68s hauling Revolution's nuclear flask train with a Farish Mk. 3 support coach.

The layout uses MERG CBUS to control all the accessories. The main benefit of CBUS is the simplicity of wiring. Only four wires are required to be run through the layout to control a multitude of accessories. The four wires (+12v, GND, CANH and CANL) provide power and control signals to each of the local controllers. A switch pressed on a control panel produces a signal that travels along the CBUS to a servo controller positioned near the servos, which moves the servo connected to a turnout; the servo controller sends a message back to the control panel to light an LED showing the position of the turnout. Further, the control panel that contains 16 switches and 32 Red/Green LEDs (so in effect 64 LEDs) is connected to the CBUS by just the four wires of CBUS and could easily be located either on the front of the layout or the rear.

About the modeller

Name: Mike Plowman
Age: 80
How many years modelling: Almost 50 years
Name of your first layout: It didn't have a name – it was an N gauge layout from the Peco layout book, running a selection of Minitrix locos
Favourite era/region: Era 7 onwards – West Coast Main Line
Favourite locomotive: Pendolino

I was born in Portsmouth and spent much of my youth train spotting on the "white stone bridge" near my home in Copnor and outrunning the Shed Foreman at the Fratton Yard. In the 1970s, I built my first N gauge layout in our spare bedroom. A growing family necessitated the repurposing of the railway room, and my layout building days were suspended until the 1980s, by which time we had relocated to Stratford upon Avon. I was a lone modeller for years, "dabbling" in various gauges but never finishing anything worthwhile. In 2014, I joined Leamington & Warwick MRS, where I found a group of modellers who were willing to help encourage and share their skills. Being involved with running the club's N gauge 'Meacham' layout at Farnham and then the development of the prototypical 'Kineton' layout taught me so many things and crystallised my desire to build a layout at home.





ABOVE: A Class 92 container train pauses at the signal to allow a faster passenger service to pass.

MERG DCC is used, which provides the flexibility to control the locomotives from the front or rear of the layout.

Final thoughts

If I could pass any advice on to fellow modellers, it would be that, for challenging areas, always build a test piece and be prepared to discard ideas. Better to find a flaw on a test piece than on the final model. Four of the viaduct arches were built as a test piece to determine how best to build an easy-to-assemble yet robust structure. Additionally, mount control components, such as servos for turnouts, where they can be easily accessed.

I will be involved mainly with the completion of the LWMRS layouts ready for future exhibitions. My personal interest has now moved on to Gauge 1 live steam, where I have been involved over the past two years building a 45mm gauge, 90-metre track adjacent to the Society's clubrooms. ■

Two Class 68s pull a nuclear flask train on its way to the Sellafield waste processing facility.

COMMUNITY

EDITOR'S COMMENT

Railway modelling in 2024 sure is an exciting place to be. There is so much innovation and techniques being developed, that newcomers to the hobby are spoilt for choice when they want to start building.

The same is true for locomotives, with manufacturers constantly raising the bar in terms of quality and detail. This month features Hornby's new P2 (on page 146), fitted with a steam generator, which, according to Tony Wright, features the best smoke effects on a locomotive to date. Be prepared for more from others over the coming months, too!

Creating realism on our layouts is key to many of us, and although more expensive, being able to re-enact the lights, sounds and steam of the days we remember, or want to pay homage to, is a very attractive prospect.

Innovation isn't just limited to stock - so many of you have been in touch, showing us how you enhance and elevate scenic items, and this month, Michael Russell shares some top tips on elevating another building, Beaumont House (on page 51), and the end result is quite brilliant.

Our lead layout this month, 'The Viaduct', as the name suggests, features a stunning viaduct at its centre, while the wonderful 'Longmorn' recreates the greatest concentration of distilleries in Scotland. The final two layouts, 'Bakewell Road' and 'Foxbury', couldn't be more different, one an industrial scene, the other an idyllic branch line terminus.

Innovation is all around us, and hopefully, the projects and practical features in this issue will inspire you to get modelling – as always, get in touch and share your latest models with us at **brm@warnersgroup.co.uk**, we would love to hear from you.

Happy Modelling
Debbie Wood

WEEKEND PLANS...

Leicester Model Railway Group Open Day
The Leicester Model Railway Group is opening its clubroom at Cossington Open Gardens as part of the village fundraising for its 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 the hours of 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, June 1st, 2024

Blyth and Tyne Model Railway Club Father's Day Model Railway Exhibition
Looking for a day out to celebrate the dads in the family in North Shields, Tyne and Wear? The Blyth and Tyne Model Railway Club is putting on a Father's Day exhibition at Redpath House, Saville Street, North Shields NE30 1NT, featuring visiting layouts and trade stands. Entry costs £3 and free for under 16s.
DATE: June 15-16th, 2024

Cupar Model Rail 2024
The 31st exhibition organised by the club will showcase over 15 layouts in various scales, plus the Cupar & District Model Railway Club's new N Gauge layout 'Rossie'. Displays from Dundee Model Boat Club, The N Gauge Society, and MERG will also be in attendance, plus a variety of trade stands. Admission costs £6 and includes a free colour show guide, children up to 15 years old will go free with a paying adult.
DATE: July 20-21st, 2024

Pickering Model Railway Show
Held at the Memorial Hall, Potter Hill, Pickering, YO18 8AA, the show includes layouts like 'Napier Road' (0), 'Guisborough' (00), 'Ledston Tramway', (00), 'Thomas for Kids' (00), 'Summers Mill' (009), 'Martini Junction' (N), 'Sandy Bay' (N) plus demonstrators and trader support. Entry costs £7, with children free with a paying adult.
DATE: August 17-18th, 2024

LETTER OF THE MONTH

HEALTH WARNING

I've been modelling for more than 50 years, and I think that most of us grew up with enamel paints; these little Humbrol or Revell cans with code numbers everyone knows almost by heart.

Well, about 10 years ago, I looked up what chemicals these older harmless-looking cans contained, and it really frightened me. Especially knowing a lot of us are working in small, unventilated rooms, even airbrushing these paints. I wouldn't use these anymore, even if I were standing outside in a hurricane!

So, I took the wise decision to bring them (more than 100 cans) to the container-park as severe toxicity waste, and got rid of them in a sensible way.

I'm not an over-sensitive health environmentalist, but my advice is to stop using all cellulose-based paints, including oil paints, and move to water-based paints. I know it's quite an adaptation, even expensive if you build up a big stock, but I only see benefits. In the first place, your health. But once you get used to acrylics and acrylic inks, there is nothing that can beat these. Benefits include hardly any odour, water-based, they dry very fast, the colour range is as big, or even bigger, and they are colourfast.

The only thing I advise is to wear a mask when airbrushing, but that goes for every fine particle you make airborne.

Danny Vanstraelen

BRM Says: Thank you for getting in touch about such an important issue, though Humbrol and Revell paints are now enamel-based, not cellulose-based. So many of the modellers that we know still use these paints, and it is important to share the health risks, we will also review the paints we use in-house, too.

GREAT READ



I sat reading the feature on 'Lochdubh' in BRM March, and I'd like to say how well the author captured the journey. I sat there reading and could almost feel the sway of the carriage as I sat in the garden. The journey was almost real, I really enjoyed the article. And a brilliant magazine.

Anthony Dodds

PUG MOTORISING

I saw your article on the pug motorising kit in Buffer Stop in the May issue and, while I have never built one, I do remember Bill Daniels, the owner of the long-gone Wolverhampton Models & Hobbies, telling me that he did build one during a period of recuperation after illness. Bill related that it did work (after a fashion), but the biggest drawback of these kits is that they still relied on using the original Kitmaster motion together with the associated plastic motion pins.

Bill was a fairly competent modeller and it was his opinion that for a small shunting loco this might be ok, the other Perfecta kits such as the BoB, Italian tank and the 61XX were really not suitable for motorising using the plastic components.

Terry Staines

A NEW RAILWAY IN FIFE

Fifty-five years on from the last train to Edinburgh heading out of the 'old' Leven station, all is primarily set for trains to run again as from the ScotRail Summer timetable commencing Sunday 2nd June.

This new project began to see the light of day at the turn of this year when driver training became the norm whilst external work on the new site at the Shorehead was being carried out. It is anticipated that whilst the intention is to run a half-hour service (one train via Kirkcaldy, and the other through Dunfermline), that is an ambition along with electrical power in the future.

For current practical reasons, existing available diesel rolling stock will be provided at the start, and trains will solely be hourly through Kirkcaldy.

Not to be outdone, a completely new station – close to the original – has also been constructed at Cameron Bridge to replace the one removed when the line was closed in 1969. Located roughly between Leven and the former Thornton Junction, this location on the outskirts of Levenmouth occupies a much larger car parking site, preventing potential users



8th January, 2024, JIM HAMILTON

from going into town unnecessarily.

There is an air of excitement about the town which centres on one of the largest conurbations not currently connected to the rail network, as locals prepare to support the new service long-awaited for. Various events are being planned to coincide with the opening celebrations. One of them (from 11th May to 10th June) is a static model of the former Leven station, circa 1965 when trains still ran round the coast via St. Andrews. That window display shall be made in The Hub, located roughly halfway up the High Street from the transport terminal.

Ian Lamb

COMMUNITY

Inspirational modelling with RMweb



It's another sunny day in the Vale of Pickering as Class B No.860 passes Wilton Carr gatehouse with the daily Scarborough to Helmsley pick-up goods. **RMweb user: thetalkinlens**



Double Fairlie *Livingston Thompson* is serviced at Glanfa Fach as Quarry Hunslet *Elidir* pushes some slate wagons into the exchange shed. **RMweb user: Karl**

COMMUNITY

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



A new arrival, 45127, sits on the table at High Peak Junction shed.
RMweb user: TT100 Diesels



Quiet time at Kirkby Malham.
RMweb user: Mrkirtley800



Class 47975 waiting outside the freight yard for clear road in. **RMweb user: saxokid**



Here, we have a view of a J70 at Ewe, a now-forgotten extension of the Wisbech and Upwell tramway. **RMweb user: NHY 581**



A NEW HERITAGE ATTRACTION

Due to open in summer 2024 and set across 7.5 acres of historic railway land in the heart of Darlington, the new visitor attraction celebrates and promotes Darlington's proud 200-year railway heritage.

Nestled amongst early railway buildings, including the world's oldest railway bridge still in continuous operation – the Grade I listed Skerne Bridge, built in 1824 – sits North Road Station Museum, formerly the Head of Steam - Darlington Railway Museum.

The Grade II listed building, constructed in 1842, contains a new permanent exhibition that tells the story of the Stockton & Darlington Railway, and Darlington's influence on railways across the world. Visitors can marvel at the selection of historic locomotives on display, including *Derwent*, a Robert Stephenson & Hawthorns No.39, and the last Class 37 diesel locomotive built in Darlington.

The A1 Steam Locomotive Trust, housed in Darlington Locomotive Works, which forms part of the Hopetown Darlington site, is currently building the UK's newest and most powerful steam locomotive – the P2 class No.2007 *Prince of Wales*. Visitors to Hopetown Darlington can gaze at the progress from a new viewing gallery.

The Grade II listed Carriage Works, built in 1853, contains The Stores, where the remainder of Hopetown Darlington's collection will be on display and allow visitors to get up close and personal with the objects and artefacts, some of which haven't been in the public domain before.

2025 sees the bicentenary of the Stockton & Darlington Railway, of which Hopetown Darlington will play a major role in the year-long celebrations. To find out more about Hopetown Darlington, visit **www.hopetowndarlington.co.uk.**

Life goes on as normal as BR Standard 2-6-0 No. 76109 heads over Longmorn viaduct with a local service to Keith. Meanwhile, a shepherd and his dog survey the flock of sheep to ensure all is well. The essential ‘burn’ streams past with its primary source of water.

LIFE IN LONGMORN

This eye-catching layout depicts the northern edge of the greatest concentration of distilleries in Scotland, with the Ruston 48DS sitting at the heart of operations.

Words: Ian Lamb **Photography:** Phil Parker

FACTFILE

NAME: Longmorn
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 12ft x 5ft
ERA/REGION: 1960s/Northern Scotland
LAYOUT TYPE: Continuous run

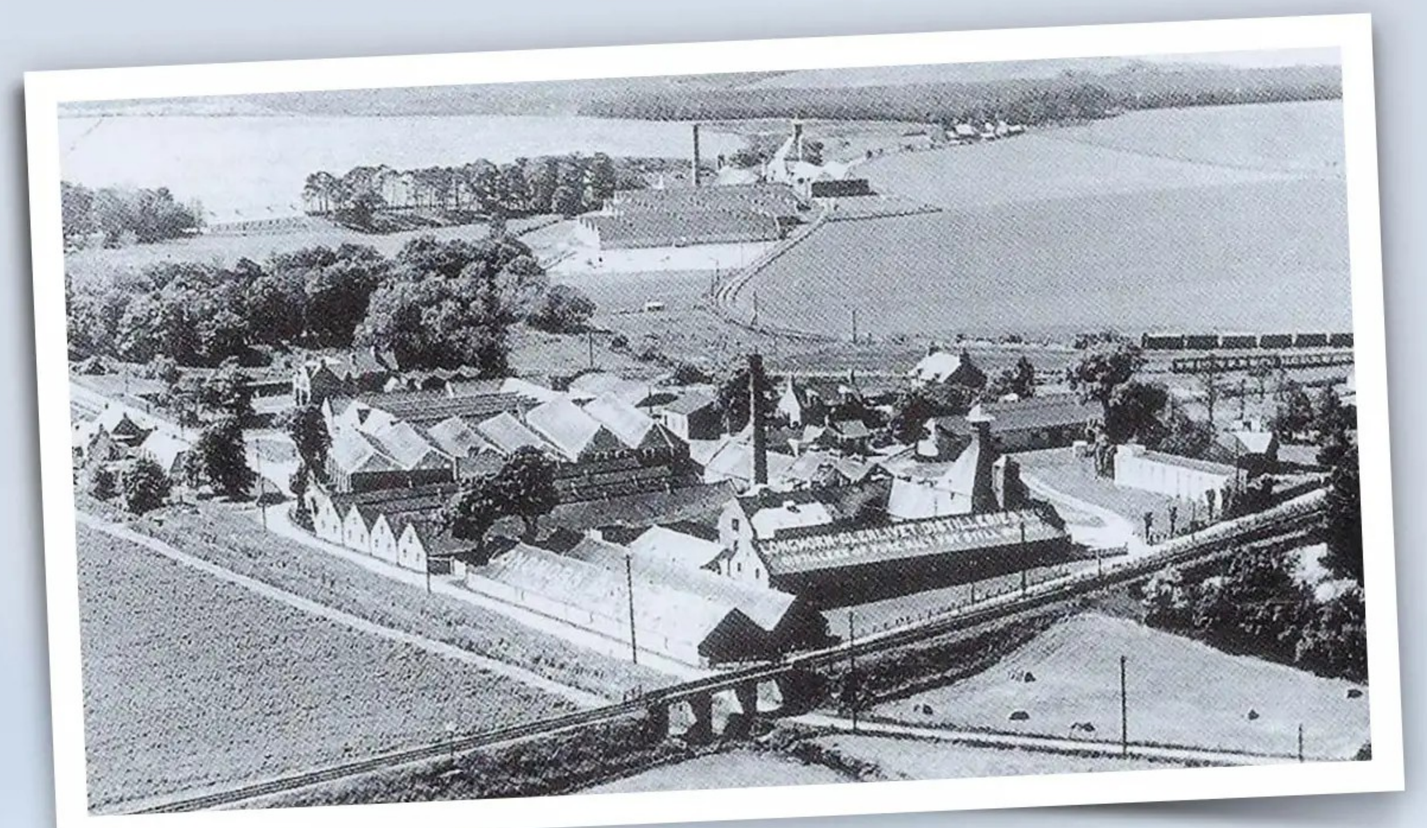
Yes, I know that displaying a model railway is only an illusion, but it doesn't mean that the original atmosphere cannot be created with careful planning and a great deal of research.

In 2019, Hornby's model 0-4-0 shunter came with a match truck, which had electrical pick-ups plugged into the locomotive with a tiny 2-pin plug to give power continuity at cross-overs.

The Ruston 48DS and its predecessor, the 44/48 series, were among the smallest and cheapest standard gauge locomotives ever produced and, as such, were ideal for confined yards and intermittent use, especially when fitted with exhaust conditioners and flame traps, to be used safely inside buildings and even in mines. Ruston offered several build options, so it was often said that no two locos were ever the same.

BOTTOM: A seagull's eye view of the Longmorn distillery complex in model form tries to capture the overall atmosphere of the original site, including the creation of the principal buildings required to produce whisky.

BELOW: The prototype. Longmorn Distillery complex near Elgin in Morayshire, Scotland.



At the end of the 2019 Elgin Modelfair, I brought together (mainly from the Elgin Model Railway Club) some of the best and most experienced railway enthusiasts and modellers in the North of Scotland and asked them to help me create a layout for this little diesel loco to run on.

Star of the show

No sooner had we got started when COVID came on the scene with its 'Lockdown' restrictions – which in many ways was a blessing in disguise, because being stuck at home gave some of the modellers more than enough time to construct their contribution to this overall layout, many models taking up to a year before they were ready to be fitted in place.

While all this was being taken on board by the modellers, my contribution was to create a reasonable representation of the actual loco in action with its three wagons.

The prototype loco was a 48hp four-wheel (rather than 0-4-0) vehicle, used basically at the Longmorn Distillery to connect three separate sites - Ben Riach nearby and a branch line to Glenlossie, almost two miles away across open country, and said to have been built without parliamentary approval! These private routes were known as the Birnie Distillery Rail Spur. In consequence, even when the BR 'Glen' line between Elgin and Craigellachie closed to passengers on 4th May and freight on November 2nd, 1968, the main line from Elgin to Rothes had been taken out of use on January 8th, 1967, while goods services were withdrawn a month later. During that time,



the loop and signal box at Longmorn were removed. The internal line was still used until 1979 because the railway was needed to move casks between the distilleries.

Meanwhile, efforts were made to construct a proper set of vehicles behind the Hornby shunter model to truly represent those of the original internal ones operating between the Glenlossie, Ben Riach and Longmorn distilleries when this service was in force, mostly the period that we are actually modelling.

Having obtained long redundant model wagons to match the original ones, plus – with reference to limited colour images – the existing 'conflat' body was removed to be replaced with that of a former Hornby Dublo truck, and 'believed' correct colour applied to represent adapted, rusted and severely weathered vehicles as per the pictorial evidence currently to hand. At the end of the day, this model set is what the whole project is all about. From a modelling point of view and spectator attraction, this little diesel shunter is going to be the star of the show!

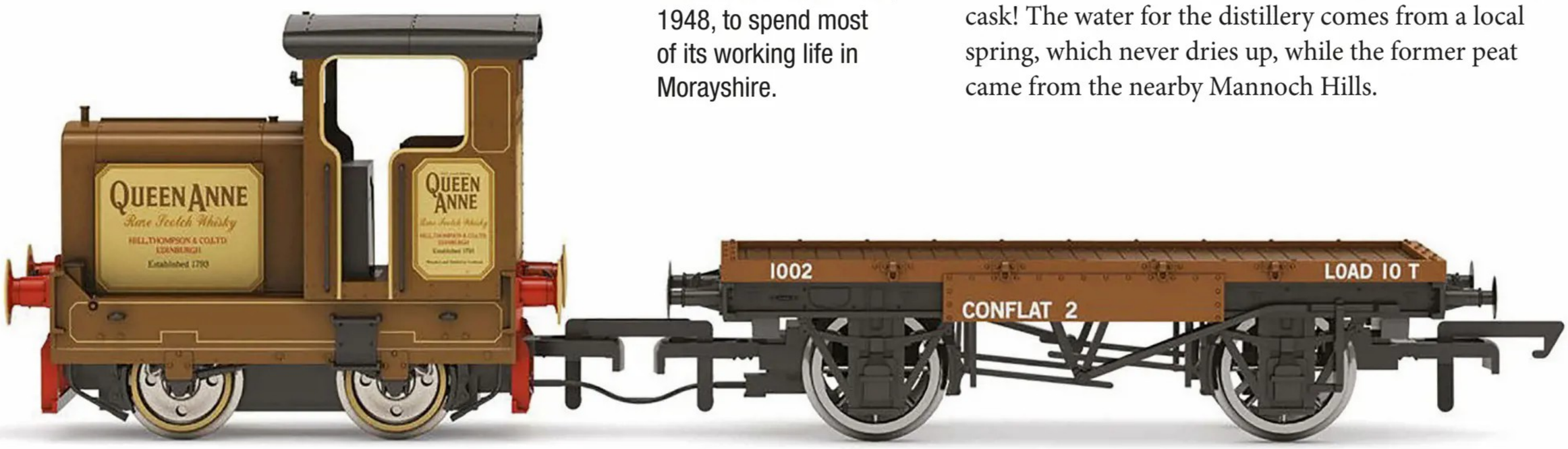
ABOVE: In perfect harmony. True life in Longmorn in the 1960s, as a steam locomotive and its train forms part of a typical scene, while the aroma of continual whisky distillation permeates over the surrounding area, with cattle in the background and farm workers passing the time of day.

BELOW: The attractive Hornby model with very fine lettering precisely depicting the real R&H locomotive No. 25618, which left Boultham Works on October 11th, 1948, to spend most of its working life in Morayshire.

Prototype research

If an operating model was to be constructed, much research would be necessary as most distilleries had made significant changes to the structure of their buildings and surroundings compared to how they looked 50 years ago.

It is no coincidence that most distilleries were established after the railway. In this region, the River Spey and its tributaries provided water of required quality while the railway provided the transport for the inward coal and grain, then outward whisky. This most densely populated whisky region in the world sits in a fertile valley of rivers and glens. Home to over half of Scotland's distilleries, malts from these 50 or so Speyside locations are hard to summarise, as there's a lot of flavour variety. Each whisky is unique. Glenlossie may be speaking for itself or all when it suggests that distilleries are known for being frugal with peat and lavish with nutty fruit flavours! Apple, pear, honey, vanilla and spice all have a part to play, and the spirit certainly knows its way around a sherry cask! The water for the distillery comes from a local spring, which never dries up, while the former peat came from the nearby Mannoch Hills.



Whisky is an Anglicisation of the Gaelic 'uisge beatha' (pronounced oosgay va) meaning 'water of life'. The basic definition of whisky is incorporated in law, normally the Finance Act, because of the duty paid on it. The term 'Scotch' means that it has been distilled and matured in Scotland. The oldest reference to whisky is in the Scottish Exchequer rolls for 1494. In 1644, the Scots Parliament passed an Excise Act fixing the duty at 2s 8d per pint.

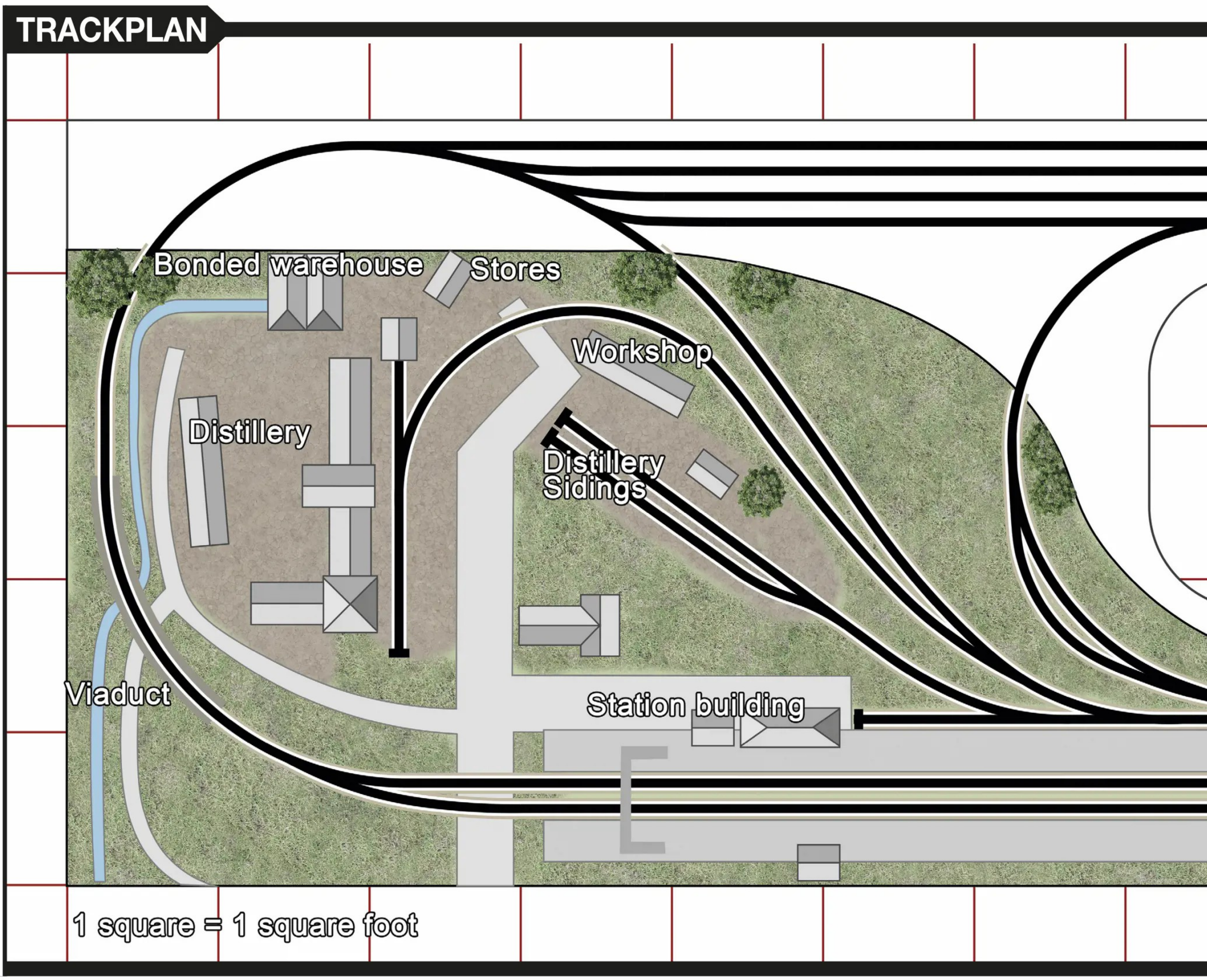
In 1707, the Act of Union united the English and Scottish Parliaments. However, that Act did not abolish the frontier so far as 'Colonial Liquors' were concerned, which included Scotch Whisky. Thus, when the North British Railway started to run trains into England in 1846, there were delays as the customs men searched the luggage. Until the law was changed, the NBR posted notices warning travellers not to take whisky into England!

At first sight - looking at the plan - to fit such a large complex, there was a distinct feeling that we would need to hire the main hall of Edinburgh Castle to do justice to the required space for such a project. However, in reality, we only had a maximum size of 12ft



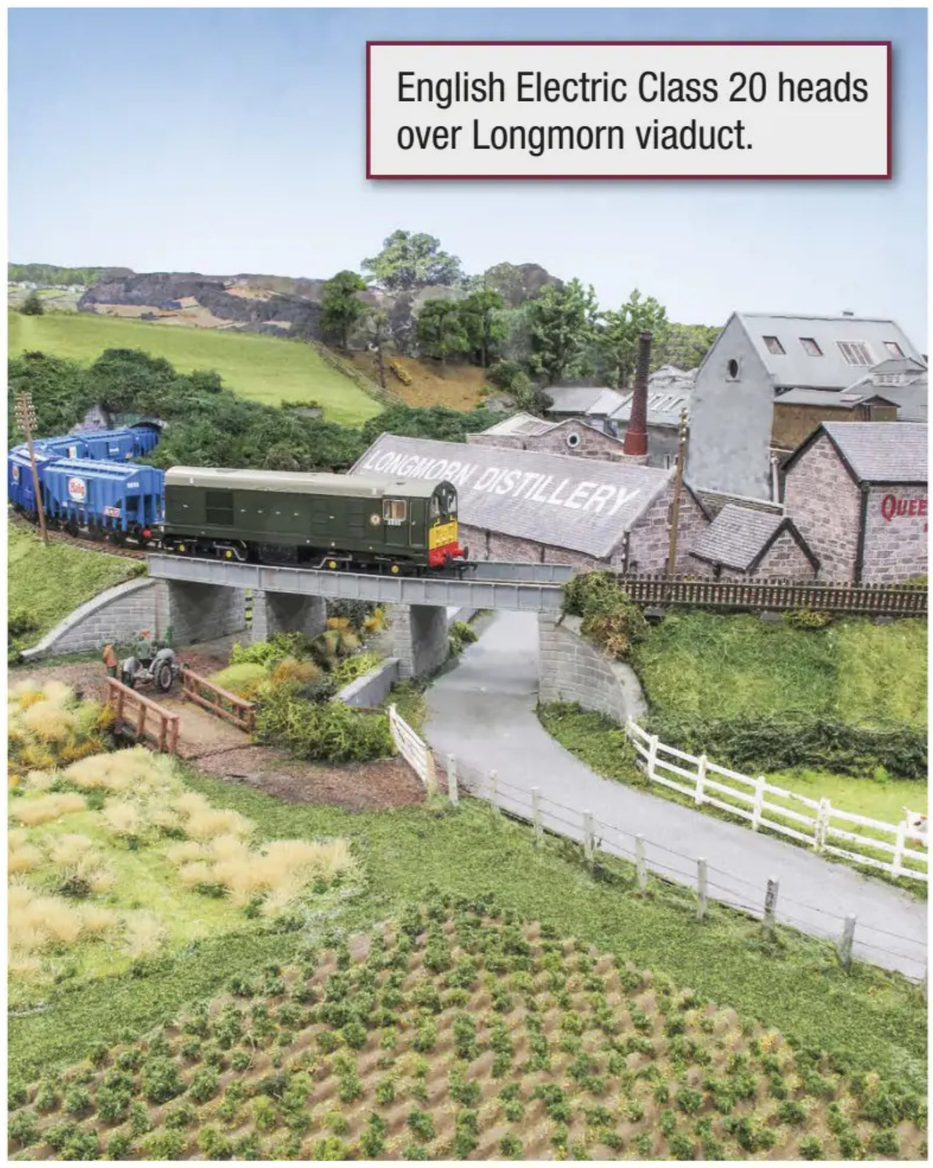
Preparing for the day's work outside the main distillery building.

TRACKPLAN

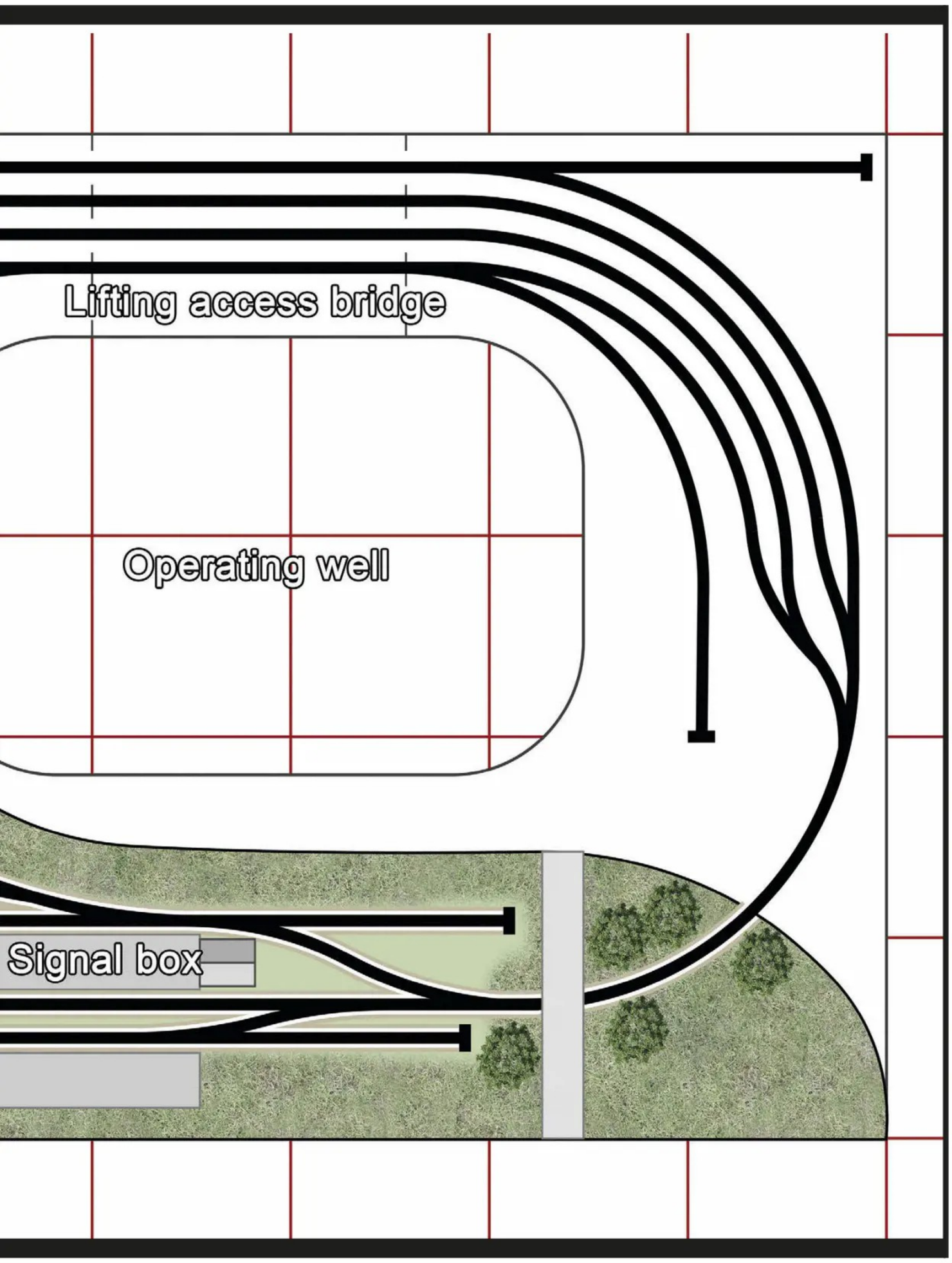




Ken McKee's superb model of the former station-master's house.



English Electric Class 20 heads over Longmorn viaduct.



by five available to us for an inclusive model, in which we had to create as near as possible an impression of how 'Longmorn' looked in the 1960s.

To do that broke many rules in railway modelling, the first one being that principal buildings and structures needed to be built first before any permanent track could be laid. Consequently, scrap and second-hand rail items were used until a specific section was completed. Hornby kindly donated all new points required to be fitted when necessary.

The central main distillery complex is, of necessity, a relatively large piece of baseboard at 5ft 6in long by 3ft 6in wide, but unavoidable as cutting it into further sections could affect the stability of the overall layout. Finally, appreciating the age and mobility of some essential operators, it was necessary to construct a lifting bridge in the middle of the storage sidings; not necessarily to be recommended on a portable exhibition layout. In due course of time, it was wonderful to see many hours of work fit so beautifully when located in their rightful place with little or no 'improvements' needing to be done.

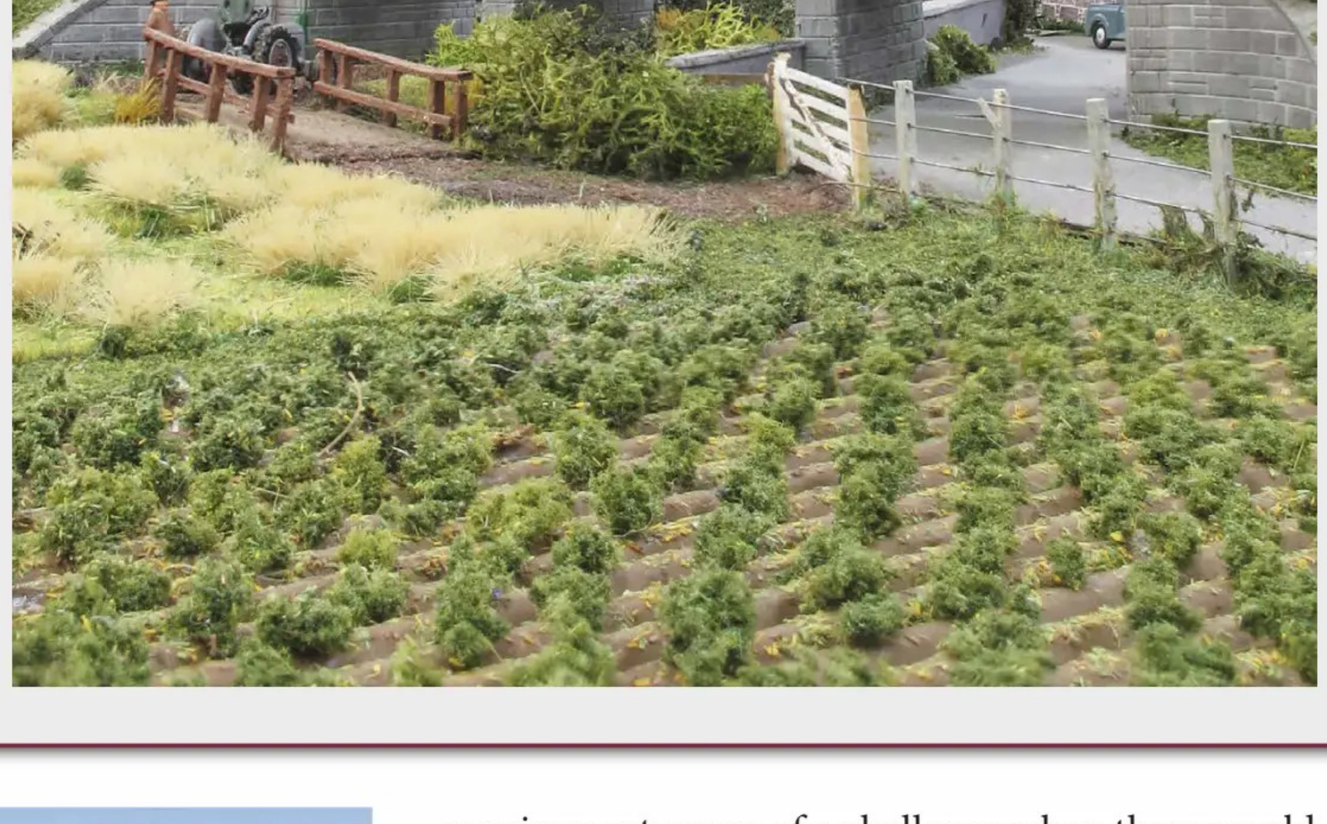
Layout construction

It has to be said that the average age of the railway modeller is probably quite high, maybe around retiring age, leading to remarks about 'Old Men Playing with Trains'. However, maybe we have just reached the point in life where we have the time, knowledge, skills and money to pursue an interest that has been there since childhood. But, with age comes deterioration, meaning that crawling underneath a three foot layout for operational access becomes uncomfortable, painful or even impossible. Hence, when we were planning 'Longmorn Distillery', the design brief included a lifting section to make access quicker and easier when exhibiting at shows. David Childs undertook to construct this

The viaduct

Iain Ross from Perth came up with an amazing piece of 3D printing that really put the overall model into expert mode. The 'Longmorn' viaduct is undoubtedly going to be one of the most attractive locations on the layout, in this instance depicted by Iain's wonderful bespoke 3D-printed interpretation of the original and the finished model painted by Iain Fairweather. From a modelling perspective, it was not just a case of looking at a picture, and - hey presto – a magnificent model suddenly appeared! Much research had to be done beforehand, not least of all because the viaduct no longer existed, and the original Great North of Scotland Railway 'Glen' line between Aberdeen and Elgin (via Dufftown) was uplifted around 50 years ago, the period that is being modelled.

Apart from site visits to make exact measurements from what was left of the original viaduct, scale drawings then had to be made to ascertain whether or not the completed model would fit into the layout under construction, especially concerning the curvature of the railway line. Bearing that point in mind, it was necessary to make an accurate template of the viaduct decking to ensure that the radius matched up to that of the intended track alignment. Through this overall careful process, the end product fitted like a glove!





On the main line, B1 4-6-0 No. 61352 with the morning Elgin-Aberdeen train waits to leave Longmorn station.

requirement, more of a challenge when there would be frequent assembly and disassembly operations.

The dimensions were to be 300mm wide and 400mm long, with four tracks of which one was the main line return path. It had to be easy and quick to fit, reliable, and it needed to connect the main 'bus' to the adjacent sections. ('Longmorn' is analogue but may in future be DCC-controlled).

The overall layout baseboard is in five sections, relatively light, and constructed by John Diffey (latterly owner of Cromdale Station on the former Speyside line) and David Childs. From an operating point of view, this layout contains two separate model railways – the internal distillery complex and the outer GNSR main line, the only formal connection of the two being at Longmorn Junction, exactly as the original railways were. It is intended that in general display there will be two operating teams, but when the Braeriach and Glenlossie branches are not in operation, they can be used for shorter connections to the main line or for turning locomotives or small trains without the need for a turntable.

The lifting section bridged the gap between sections three and four, with the hinge on board three. This is a brass two-part instrument case hinge, so you merely slide the bridge away from you to release it from the fixed part. The interface with section four is angled at 15 degrees in order that there is a close fit when down and good clearance is achieved when lifting. Accurate location is by two solid brass cabinet bolts to which it was easy to solder the two bus connections.

TOP: The late-running Railbus from Aviemore to Elgin approaches Longmorn station, with little or no interest from the cattle below!

CENTRE: Times are changing as a Craven Class 105 DMU bound for Aberdeen heads into Longmorn station. The overbridge was scratch-built by Iain Fairweather, while I constructed the arched entrance to give depth of field to the road itself.

BELOW: Being only a short distance from Elgin, it is amazing that such a substantial station was ever built. Nevertheless, even today, the area surrounding the updated main distillery still exudes a calm and peaceful setting within a rural environment.





The four tracks were laid across the two joints, some of the plastic sleepers having been removed adjacent to them. In their place were some scrap PCB sections pinned in positions first (copper-clad VEROBOARD would work and there are purpose-made items available from a certain excellent firm residing at Settle Station Yard). The track was then soldered to this PCB material and carefully cut using a rotating cutting disc. The system has worked reliably during the five shows attended, the main problem being uneven floors, now largely overcome by making the layout supports infinitely adjustable.

Creating the scene

Being a combination of distilleries makes for a potentially attractive layout, including a through 'main line' from Elgin. Once essential buildings and structures were identified, and respective modellers allocated for construction purposes, to avoid wasting time creating a model that did not fit, some items were built in 'mock-up' form, especially where there was more than one connecting building, such as the main distillery. To avoid future damage to main buildings (some of which cover baseboard joints), they are free-standing and securely boxed when in transit to shows.

Longmorn station was the first item to be modelled. Today, the original is mostly intact, with both platforms, though now heavily covered with wild vegetation. The main station building is on the north side (Elgin-bound) platform and a waiting shelter on





About the modeller

Name: Ian Lamb
Age: 83
How many years modelling: 70+
Name of your first layout: St Margarets MPD
Favourite era/region: 1960/Scottish (E)
Favourite locomotive: Gresley 'V2' 2-6-2

My paternal side of the family originated from the Borders, where my great grandfather was a loco foreman at Galashiels MPD in 'NBR' days. He was followed by my grandfather – who was the person who inspired me – employed as a driver, then goods guard at St Margarets. My father was a wagon repairer at St Margarets, serving his apprenticeship while employed by the NBR', followed in 'LNER' operation, then latterly British Railways until the Edinburgh depot closed in the late 1960s.

Five of my layouts have appeared at Alexandra Palace over a fifteen-year period. My main layout, 'LEVEN', has been resurrected after 20 years to coincide with the re-opening of the line after 55 years from 'Beeching' days.



October 28th, 2023: The Operating Team at the Great British Model Railway Show, Gaydon. L to R: Iain Fairweather, David Childs, Ian Lamb, Peter Robertson and Jeremy Burr.





the other, which was burned down by vandals some years ago. All the buildings were glazed, painted cream and brown.

The waiting shelter was made of vertical wooden boards while the main building was also wooden on a stone base, over six feet high at the rear as the ground drops steeply away. Access to the platform was by the south end ramp at the entrance to the goods yard.

The impressive station is quite large for such a small population in the middle of nowhere. All railways have their own style and the Great North of Scotland was no exception. Much of the route was single track with passing places, usually at stations that required two platforms, needing a footbridge. The GNSR type was wooden, and many were replaced by the LNER. Longmorn's one found a 'second life' at Aviemore on the infant Strathspey Railway in 1988. The signal box appears to have been of wooden construction to match the station buildings; it is only awaiting the single line tablet catcher to be fitted. All other main station buildings were fixed in place while the platform fencing and level crossing gates were appropriately prepared, painted and secured with the help of Jeremy Burr. The heavily overgrown

TOP: The star of the show – the little R&H shunter – having completed its day's work, rests outside its engine shed.

ABOVE: The porter's shed and signal box were scratch-built by Iain Fairweather to match up with the existing kit buildings.

remains of the railway embankment, plus the abutments of the former bridge over the Longmorn burn are still prominent at the eastern edge of the Longmorn distillery.

The main distillery buildings were constructed as accurately as possible by Malcolm Sutcliffe using images mainly sourced from Chivas Brothers, while Iain Fairweather modelled the bonded warehouse based on photographs taken from an original visit to the site.

The railway staff was expected to live near the station, so small houses – usually single storey - were provided. Sandy and Julie Taylor, current residents of the former Longmorn station house, have been extremely helpful right from the start of this project. Their co-operation has been greatly appreciated.

There is much scenic work yet to be completed, and relevant locomotives and rolling stock to be run on the layout, to determine the most appropriate items. For the moment, such models will be run and tested for their reliability and performance required for the exhibition circuit.

Simple yet effective

As 'Longmorn' was to be an historical project, the electrical aspects were kept as simple as possible. DCC may replace analogue in the future; but many of the relevant locos are quite old and would be onerous to convert. A power 'bus' is in place should we ever be joined by new members who are cleverer than us! Points are either Hornby or Peco insulated frog. However, all major points are motor-controlled by Peco solenoids or the lower-profile Seep type. The storage yard has the familiar probe and panel stud control, whilst the station has momentary switch control. Guest operators have found this set-up reasonably easy to learn.

BELOW: Ex NBR 0-6-0 No. 65311 coasts into Longmorn station to eventually uplift wagons from the yard to be transferred to Elgin. This station complex was constructed by Iain Fairweather from cardboard kits produced by the Great North of Scotland Railway Association, whilst the footbridge was 3D-printed by Iain Ross and painted by Graham Maxtone.

Isolating switches are provided to allow one train to enter the station while another is waiting for the single line token. Three semaphore signals are provided to control the station movements via Dapol home signals. These have two wires for their built-in power supply and two that are merely connected momentarily via a suitable off (on) switch. The semaphore simply changes from one mode to the other. These have worked effectively during exhibitions, if somewhat fragile.

Power is provided by an elderly but efficient Hammant & Morgan Duette twin output unit. These robust units have a 12vDC fixed auxiliary and 16v AC output. There are no electronics in these units and the worst problem so far is dirt on the resistor tracks due to probably 50 years of accumulation – easily cleaned with a proprietary cleaner. The clockwise/anti-clockwise operation is much more logical than the familiar uni-directional speed control with change-over switch. Of course, this H&M type of power supply would be prohibitively expensive to manufacture in the 21st century. The resistors are nickel/chrome wire-wound onto a mica former, a particularly rare process nowadays. Is this another useful legacy for which we must thank Hornby?

Longmorn – on the northern edge of the greatest concentration of distilleries in Scotland – once produced "Queen Anne" whisky for blending. Today, its product is a single malt, distilled in a modern rebuilt complex for the 21st century.

Thanks and appreciation is acknowledged to the Chivas Brothers and Longmorn Distillery staff, Moray Council Elgin Library Research Team, the Great North of Scotland Railway Association and members of Elgin Model Railway Club for their help with this model and article. ■

> "The term 'Scotch' means that it has been distilled and matured in Scotland. The oldest reference to whisky is in the Scottish Exchequer rolls for 1494."



BIG BERTHA
'LICKEY BANKER'

KRModels



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.

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- OO gauge

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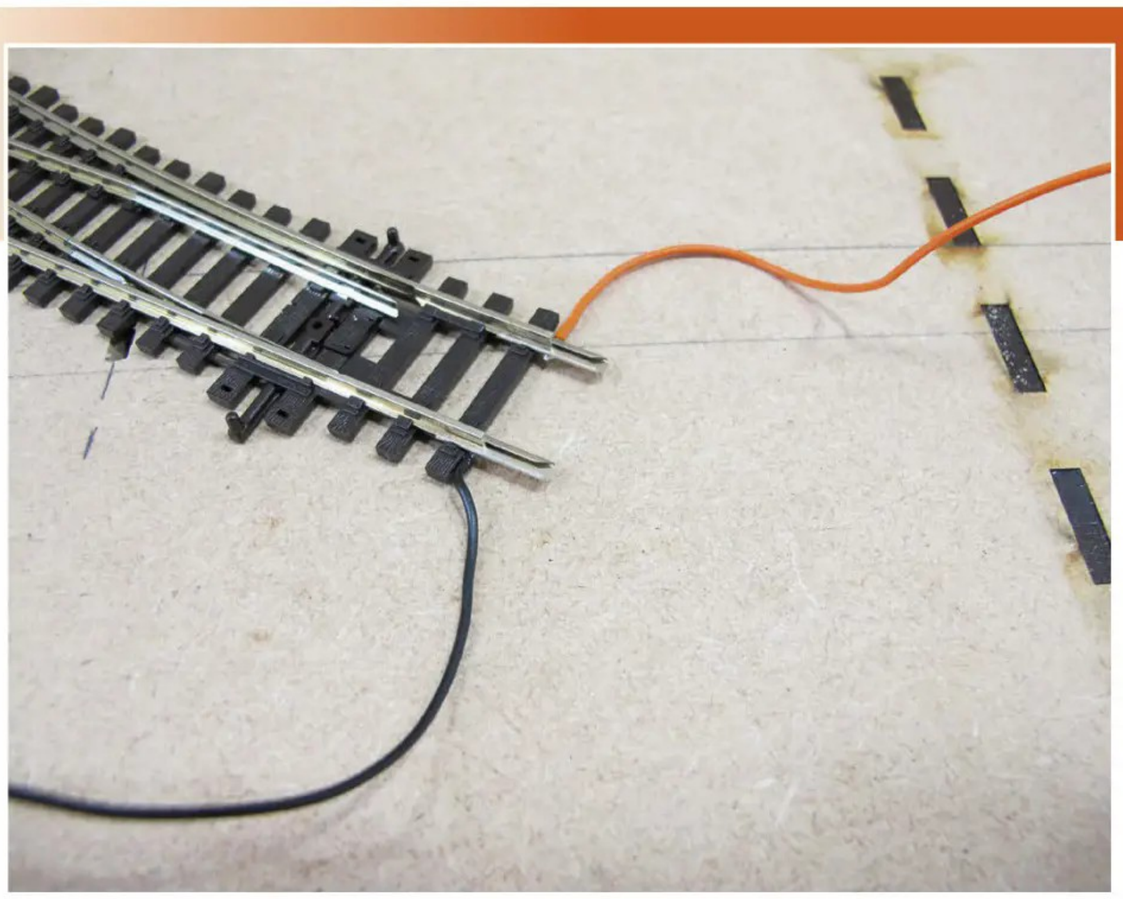
Getting Practical with...

TOOL of the MONTH

Xuron track cutters

I don't normally mention the trade names of the tools in this slot, as plenty of alternatives are available. Not so with track cutters, the Xuron versions are the best. Maybe not the cheapest mind. I persevered with small saws and slitting disks (both still useful, of course) before stumping up for a pair. But, what a revelation – snipping straight through OO and N gauge rails quickly, accurately, and leaving a neat end that needs little or no attention from a file. They make track laying a lot easier.





Ask Phil

I can't solder, so how do I connect power to the rails?

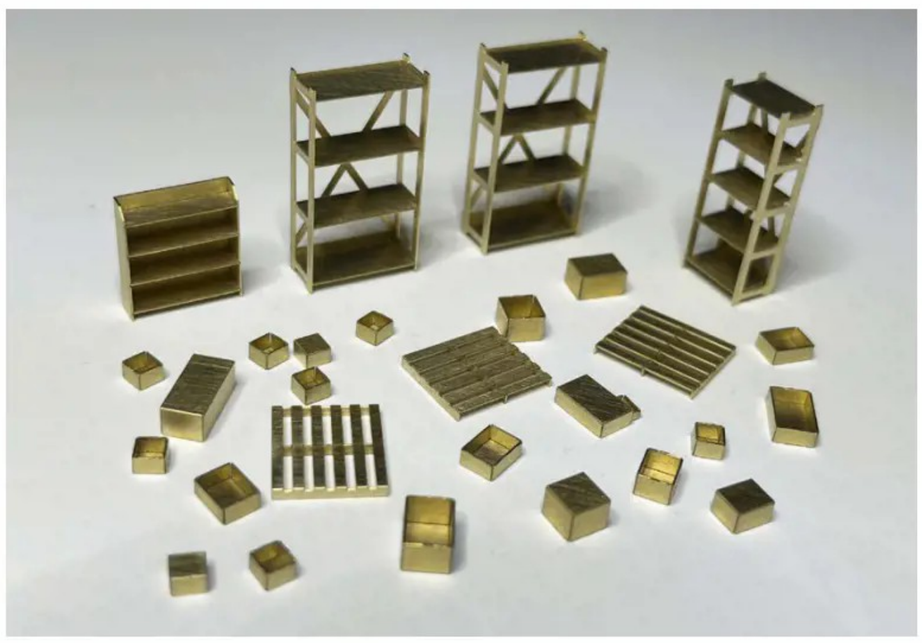
You could use a power clip from either Hornby or Peco, but they tend to be ugly lumps on the side of the track. Fortunately, pre-wired fishplates are available from Gaugemaster and Peco. You simply use them instead of a pair of normal fishplates. A bit of pre-planning is required as you'll need some holes under the rails for the wires to exit through, and of course, you need to drill them before laying the track!

New on the workbench

Shelving and pallets kits from Severn Models

If your industrial buildings have open doors, a bit of interior detail is a good idea. This new kit, in N and OO, for racks, boxes and some pallets could be just the thing.

Etched in brass, but designed to be assembled with superglue, it's also the perfect introduction to metal bending. After all, if the results aren't perfect, then a bit of weathering and they will look super realistic. You'll need a sharp knife to remove the parts from the fret, a file to clean off any remains of the tab, and small pliers to make the bends. A quick spray of primer, and everything will be ready for paint.




Phil Parker


Michael Russell

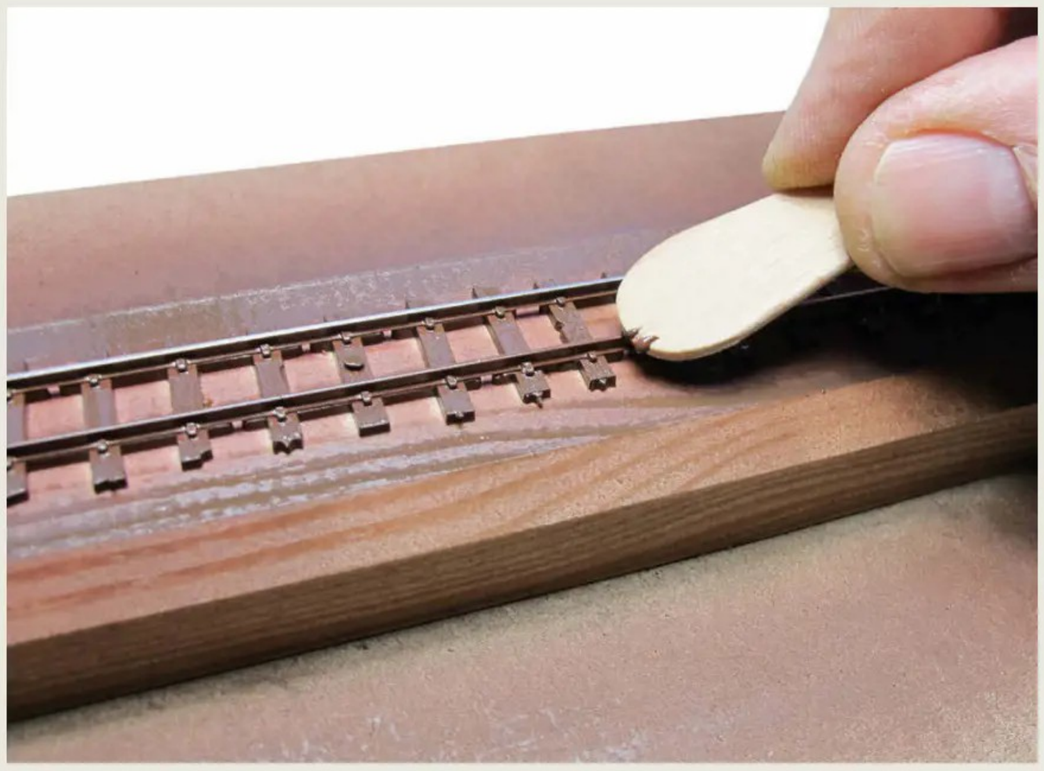

David Wager


Tony Wright


Darius Aibara

Ballast your track

Track ballasting. We all have to do it, so here's a quick and easy method to produce a neat result in any scale.



1 I've sprayed the track with red oxide car primer, and then Railmatch "Sleeper Grime" paint. This needs to be removed from the top of the rails, an easier job when it's still fresh. Sliding a piece of wood over the tops of the rails will clear most of it, followed up with a track rubber. Let this dry overnight.



2 Sprinkle a small amount of ballast on the track, and brush it along the line. You might find rubbing your fingers along the sleeper tops helps too. Always use finer stones than you think you need, N gauge for OO, it always looks better than covering the track with scale rocks.



3 Now the clever bit. Hold the brush by the bristles, about a centimetre above the rail. Then drum your fingers on the handle so it gently taps the railhead. This should bounce the stone around, and off the top of the sleepers.



4 Lightly wet the ballast with a water mister and then place PVA glue, watered down 50:50 on the stones, with a pipette. To make all this flow, add a drop or two of washing-up liquid to both the glue and misting spray.



Weather a Big Boy



Michael Russell

ALTHOUGH I model the British railway scene, I cannot help but admire the large American steam locomotives such as the Union Pacific Big Boy. I have a model of the latter that I built about 15 years ago and although it is mounted on a plinth, I've never got around to weathering it until now.

There are several models of the Big Boy around, but the cheapest way to get one is to build the Revell kit. It has some limitations, there is no brake gear for a start, but it isn't a bad model. If you're building the Revell kit, the instructions omit to tell you where the air pumps go - they fit just ahead of the forward cylinders. If you wish to improve the model, the simplest way to do it is to remove the moulded-on handrails along the side of the boiler and to fit turned knobs and wire.

My model was finished in satin black and aluminium, so the first job was to remove the shine. I used an airbrush throughout, but it should be possible to achieve similar results using a brush and weathering powders.

WHAT YOU NEED

Airbrushes.com
Lifecolor matt white, black, light rust
Tensocrom Oil acrylic paint
Thinners

Expo Tools
The Army Painter Anti Shine varnish

Other
Double action airbrush, small paintbrush

TOP TIPS

• For weathering locomotives, you only really need three colours; white, black and a mid-brown for rust, used separately or in combination. Keeping things simple in this way allows you to get to know the colours well and avoids complicating things unnecessarily.

• I always use acrylic paints now. It took a while for them to grow on me as they are quite different from enamel, but I would urge you to persevere if you are struggling to make the change. They have many advantages, the main one being their fast drying time. You can use a hair dryer to speed things up and can handle the model, with care, as soon as it is touch-dry. They also smell a lot less and are better for your health, although always work in good ventilation when using any chemicals.

• Unless they are under cover, models get very dusty and will need cleaning before you can paint them. Sweep the loose material off with a brush and then scrub very gently with water and a small soft brush to remove ingrained deposits. Paint when completely dry.



1 Take a matt varnish and add grey to it to flatten the paint and fade it at the same time. Spray all over the model. It is a big model, so you'll need a full cup of mixture as you don't want to run out halfway through.



2 For variety, spray dilute grey in random vertical streaks along the sides of the locomotive and tender, starting from the top to bottom. This will break up the uniformity of the weathering and make it look more natural.



3 Spray grey paint on the pipework above the cylinders, on the forward cylinders themselves and on the trailing driving wheels and bogie wheels. On the tender, spray the wheels and axle boxes.



4 Reload with a rust colour and spray this on the smokebox and the firebox sides where they are painted aluminium. You need to be very subtle here - only a light dusting is required.



5 Swap to matt black paint. Spray around the smokestack top and a subtle mist over the smokebox. There often seems to be a patch of black on the smokebox door, although it isn't apparent how it gets there!



6 Continue to spray black on the centre pair of each set of coupled wheels and motion. I also resprayed the forward cylinders. Add a light mist of black in places to the firebox sides, too.

Getting Practical



7 Reload the airbrush with white paint. Add this around the regulator valve on the smokebox, below the safety valves and then add more to the cylinders, pipework and axle box covers, cab sides and cow catcher.



8 While you still have some white loaded in the airbrush, turn your attention to the tender and carefully add additional white to the axle boxes and lower tender sides.



9 Take a brush and apply Tensocrom oil to the motion and wheels. You only need to add very small quantities. These locomotives had roller bearings and didn't throw oil about as much as some steam locomotives.



10 Where the coal load has been over-sprayed, recoat with matt black using a brush. Pick out some of the coal faces with satin paint to represent the sparkle of quality coal. If you add real coal, then ensure it is uniformly fine as these locos had mechanical stokers.

CONCLUSION

This is a great weathering subject as there are so many contrasts in colours that the result is quite dramatic. The model is also a good example of why observation is so important. If I had completed the weathering from memory or experience, then it would not have come out anything like it has. I would never have guessed that the tender wheels would have been so light in colour - I would probably have covered them in brake dust. So always obtain pictures of the real thing and work from these, and if anyone ever questions it, you have your evidence ready!



ALL SKILL LEVELS

Beaumont House



Michael Russell

ONE THING that has struck me with housing is that many older buildings are far from square and are often finished with render in quite a crude fashion. I thought it would be fun to imitate this in model form.

Many building kits are now laser-cut in wood or thick cardboard and allow you the choice of exactly how to finish the walls. These kits are very accurate, strong, light, easy to work with and to a large extent 'green', making them my preferred choice for modelling buildings.

I used quick-drying PVA glue and acrylic paint throughout.



WHAT YOU NEED

Peco
SS46 Building Pack (for chimneys)

Petite Properties
LRBMHOO Beaumont House Low Relief dwelling

Scale Model Scenery
TX263-OO brick paper
LX418-OO weathered terracotta roof tiles

Other
Tile grout, white PLA filament, cellophane from kit wrappers, black, white, brown and green acrylic paint, quick-set PVA glue, black and white (or grey) weathering powder, anti-bacterial wipes, tissue paper, photocopier paper, FDM 3D printer, cocktail stick, craft knife, small paint brush, rule, engineers' small squares, spatula, small mixing dish.

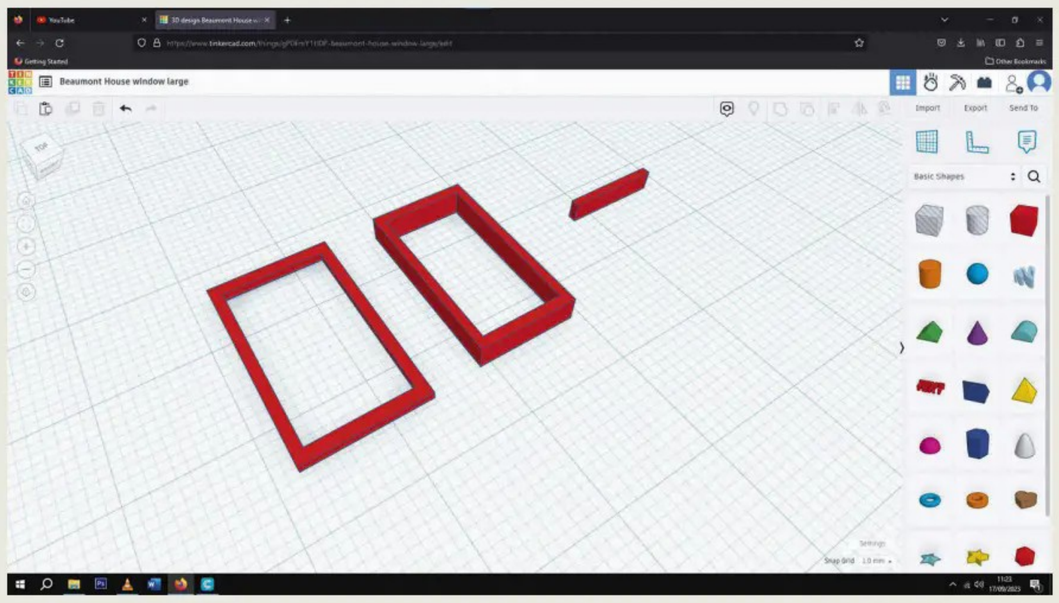
TOP TIPS

• **Building a terrace:** If you want to butt the building up next to others to form a terrace, then remember to finish your roof flush with the building sides as you proceed with the build by cutting down the roof piece accordingly. I have modelled the building standing on its own with an overhang at both ends. It is possible to cut the roof overhang afterwards, but you are more likely to damage it doing so and not get such a neat finish.

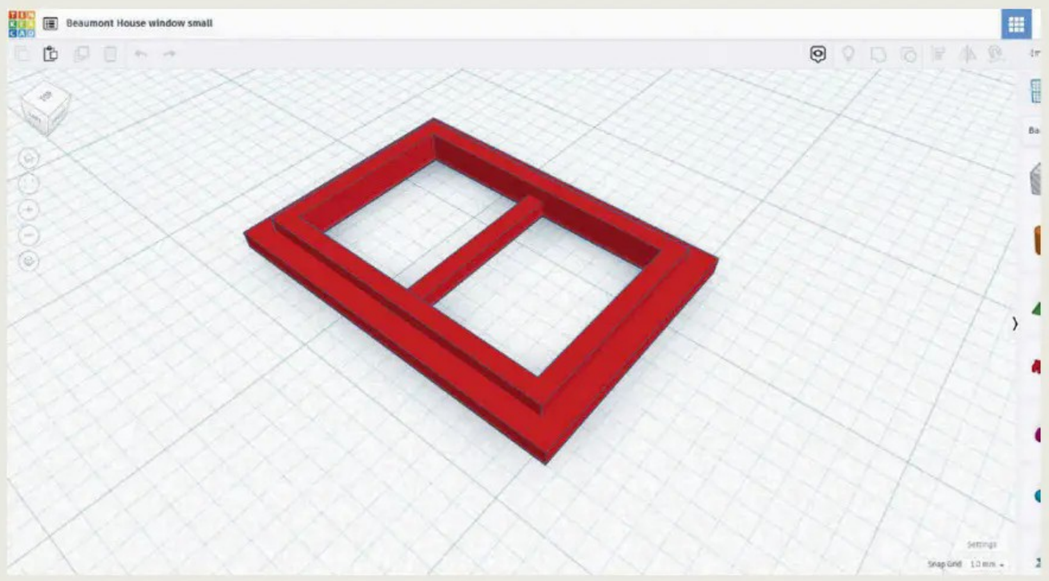
• **Why build windows with a flange?** First, a flange will butt up to the rear of the wall when the window is pressed into the aperture and will allow a consistent depth to be achieved and a uniform look. Second, the flange gives you more room to add glue, so helps to avoid getting it on the glazing and gives a stronger joint with the wall.

• **Painting the windows:** You may not have filament in the colour you want the windows to be, or you don't like the unfinished plastic look. They can be painted and an undercoat of primer is a good idea. You need to make the windows smaller, otherwise the paint will make the fit too tight. A 0.2mm to 0.4mm reduction in size should suffice, and a flange on the back of the window will help to disguise any gap if you make the windows a little too small.

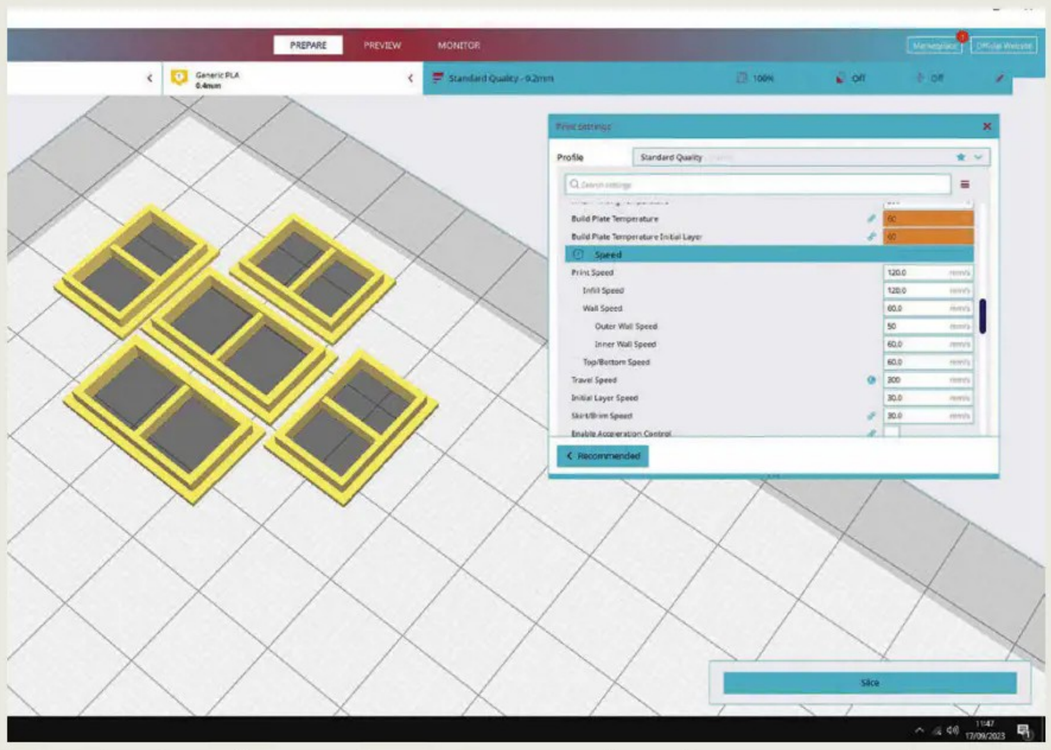
Getting Practical



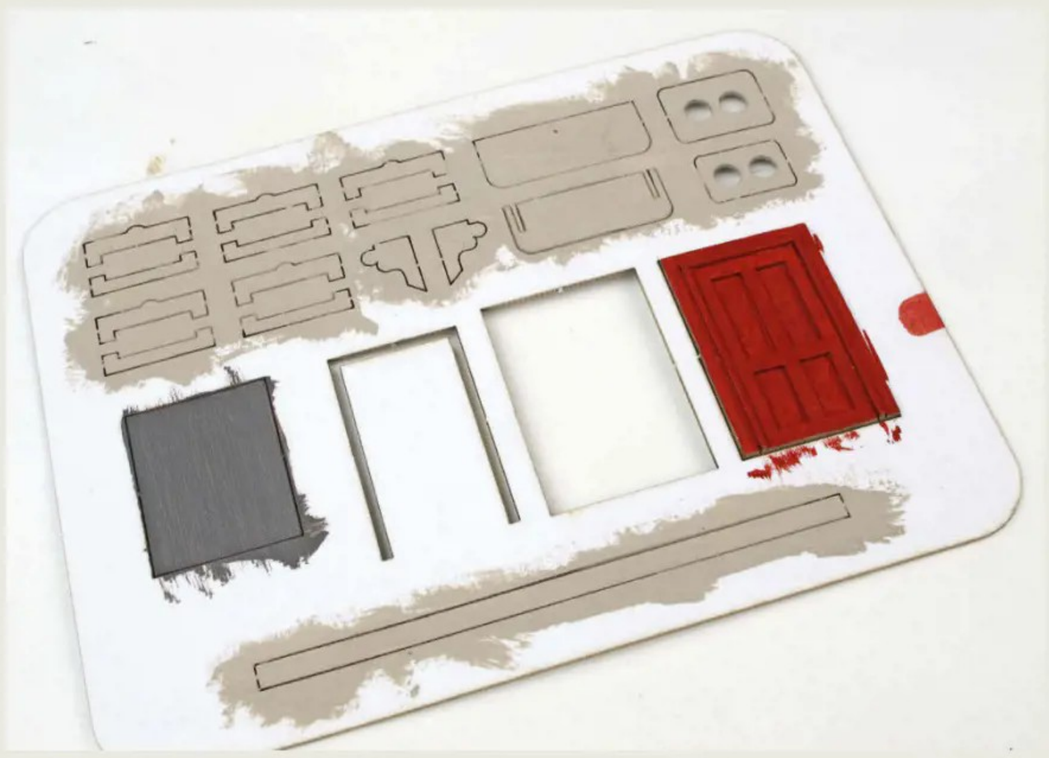
1 The windows are made from three parts using the box tool in Tinkercad. The downstairs apertures are 15mm x 10mm and the main frame part is exactly this size. The outer box is a flange that overlaps this by 1mm all around.



2 The frames are cut out using box holes that are grouped with the other parts using the align tool. The depth of the windows is 2.5mm. Make the larger downstairs windows by resizing the upstairs window design to 19 x 10mm.



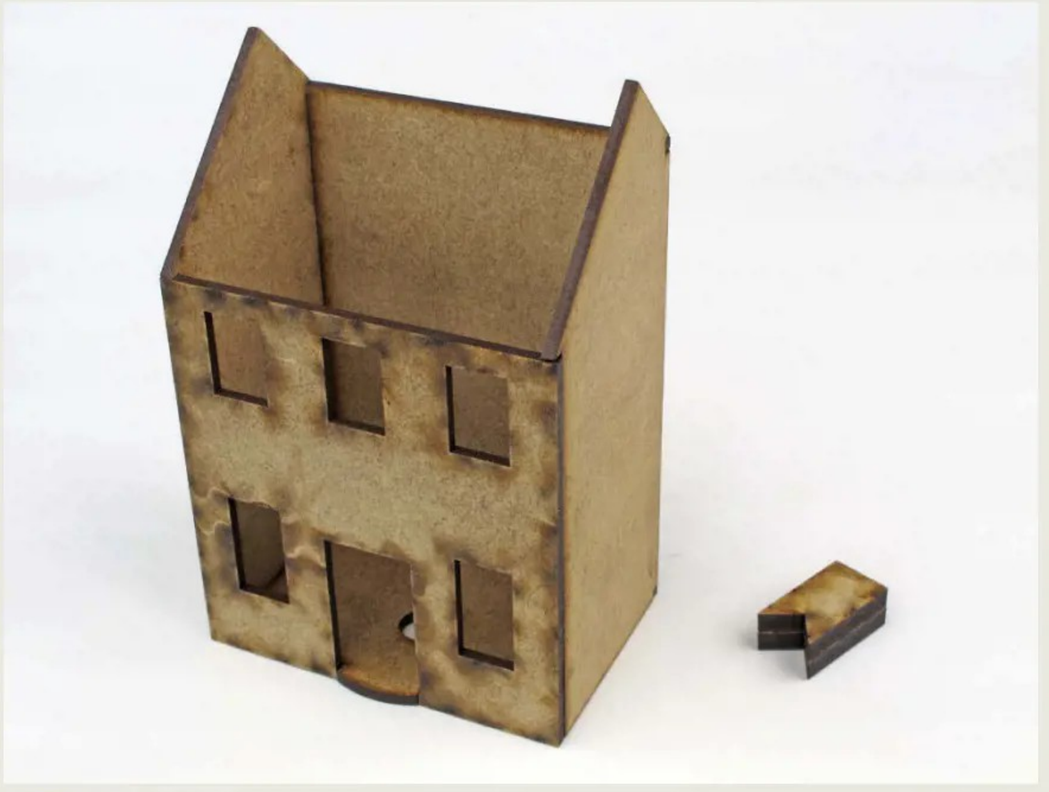
3 In the slicer software, auto-align the parts on the print bed and print them using PLA at a slow speed. They will not take long to print. To avoid painting, use a filament of the final colour, in this case, white.



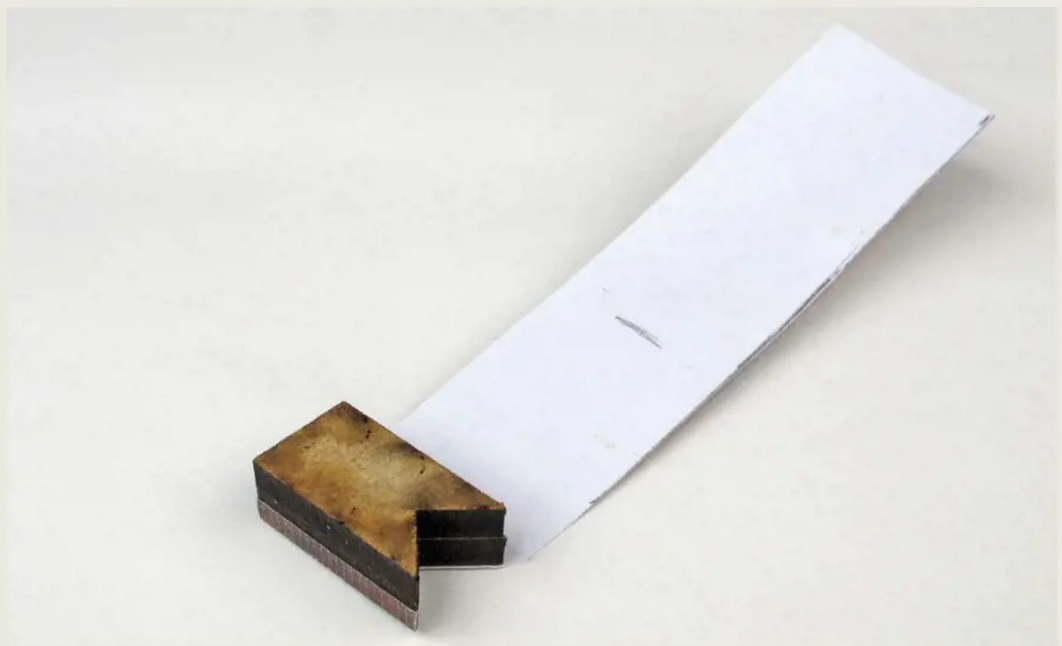
4 Pre-paint the cardboard parts while they are still on the runners so that the acrylic paint used does not warp them. Don't use too much water for the same reason.



5 The door is best weathered at this stage whilst it is easy to get to. Drag a knife over the most used areas and remove some of the paint to resemble flaking. Use a dark grey to add some dirt into the recesses.



6 Stick the carcass, which comprises four walls and a floor, together and ensure that it is square before leaving it to dry. Stick the two halves of the chimney together.



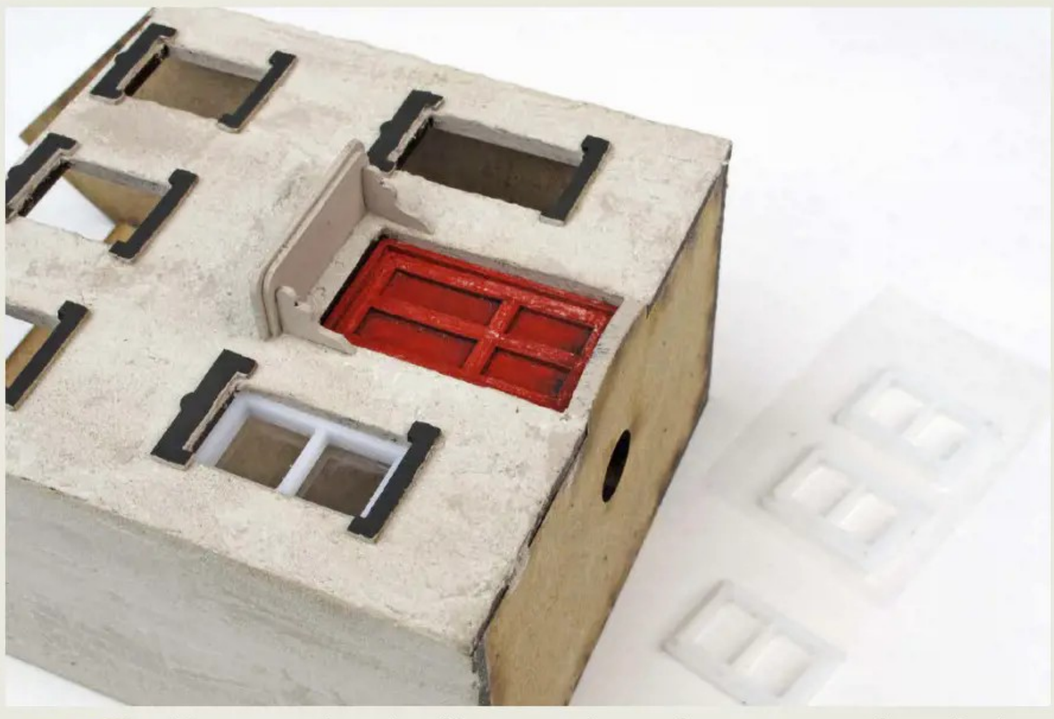
7 Cut a wrapper from the brick paper and use this to cover the chimney, gluing and folding each side in turn. Colour the edge of the paper that shows on the last fold with brown paint. Assemble the rest of the chimney.



8 To make irregular walls, cut strips of ordinary white photocopier paper and stick these onto the walls. Tear the paper to avoid stark edges. Build up several layers to add bulk and make it look as though the walls bulge.



9 Mix up some tile grout of your preferred wall colour and use a spatula to add this to the walls. Try not to fill in the valleys on the walls. You may need a second coat to cover the wall evenly.



10 Remove the detailing part from the runners; the window trims, door and porch, and stick them in place. Allow to dry, then stick the windows onto cellophane. Test fit the windows in the building and remove any render using a craft knife.



11 Make curtains by painting dried-out anti-bacterial wipes. ‘Hang’ these in place using realistic poses, ensuring that they are stuck at the top and drape as per the real thing. Now glue the windows in place.



12 Cut the roof down if the building will be part of a terrace. Paint the roof part black and, when dry, glue onto the building. I used a square to hold it in place whilst the glue dried since the roof angle is 90 degrees.

Getting Practical



13 Stick the chimney stack in place. You will make tiling easier if you position the stack one roof tile in from the end. Start the first row at the bottom of the roof and ensure that one end tile is cut in half, in this case it was on the right-hand side.



14 Add the second row, ensuring that the half tile is now on the left-hand side. Continue adding tiles and alternating in this fashion until you reach the chimney stack. Add the glue in two strips to ensure that the tiles are stuck to each other and the roof using a cocktail stick.



15 Use a square to ensure that your rows do not wander too far out. Each row should overlap by about half a tile, but it doesn't need to be too precise. Add tiles around the chimney, cutting them to maintain the pattern.



16 Fit the ridge tile by carefully cutting part way through on the outside of the bend. Note that I have modelled short and slipped tiles for realism, but don't overdo this unless you want dilapidation.



17 Make flashing by painting tissue paper, such as that found in shoeboxes, a dark grey and sticking 2mm strips around the chimney stack where it meets the roof. You will find that this will easily mould to the contours.



18 Guttering, downpipes and brackets are all made by cutting off parts of the cardboard runners and painting black. To make life easier, look for the most even part of the wall to add these to.



19 Drag a dark grey/green mix down the roof tiles using a dry brush to tie them together. Stipple the same mix on the porch roof and windowsills to represent moss and debris.



20 Use weathering powders mixed to a shade of grey to add a few dirt streaks down the walls. Paint a very weak mix of black under the roof and over areas affected by overhang to represent shadows.

CONCLUSION

I'm happy with how the building has turned out. Great results can be obtained by mixing parts from quality suppliers and making home parts too. The building will still look very good if you use the windows supplied, although the added depth of the printed ones has the edge. The rendering has worked well, although the initial work to make the walls irregular isn't necessary if your render mix is stiff enough to hold its shape.



Getting Practical

I don't have a 'flat earth' trainset to pose the finished set on (and the Wisbech & Upwell Tramway was certainly fenland-flat!), so this is the best I can do on my 'Little Bytham'. It certainly looks the part and it runs superbly. Rarely can it be said that a tram loco towers above its train, but it does here.



Detailing the Rapido Wisbech & Upwell Train Pack



Tony Wright

I'VE BEEN asked to produce an article on detailing this exquisite train pack representing what must be one of the most-quirky sets ever to run on a railway in Britain. The pack comes with a comprehensive little booklet which strongly suggests that the owner reads it first; something I entirely agree with.

The original model of a J70 (GER C53) tram loco was made by Rapido for *Model Rail* magazine, but never in GER livery. The happy coincidence of Rapido making the ex-W&U coach No.8 for its 'Titfield Thunderbolt' range meant making a 'complete' Wisbech and Upwell train was viable, and this delightful set is the result. It is, as the booklet suggests, gorgeous! The booklet also gives a complete history of the prototype loco and the pair of carriages. Though, sadly, carriage No.8 was scrapped in 1957, coach No.7 survives and has been fully-restored to 'Titfield Thunderbolt' condition. No J70 survived into preservation, however.

Inside the wonderfully well-packed set is a bag full of lots of pieces to be added by the owner. As I stated in my piece on the Dynamometer Car, to the 'absolute' collector mentality, adding these probably devalues the set, though, to me, that's not the point. Though an ideal candidate in a way for a display case existence, this wee train deserves to be run and used. I took the process a couple of stages further, as will be seen in the following photographs...

WHAT YOU NEED

Deluxe Materials
'Glue 'n' Glaze'

Rapido
Wisbech & Upwell Train Pack

Springside
White-bodied lamp & black-bodied lamp

Wizard Models
Sprat & Winkle-height couplings

Other
Xurons, piece of wire, superglue, matt black and white enamel, thinners

ALL SKILL LEVELS



1 The complete tramway train, straight from the box, is beautiful. Full instructions are provided telling the owner how to fit the myriad detailing parts supplied.



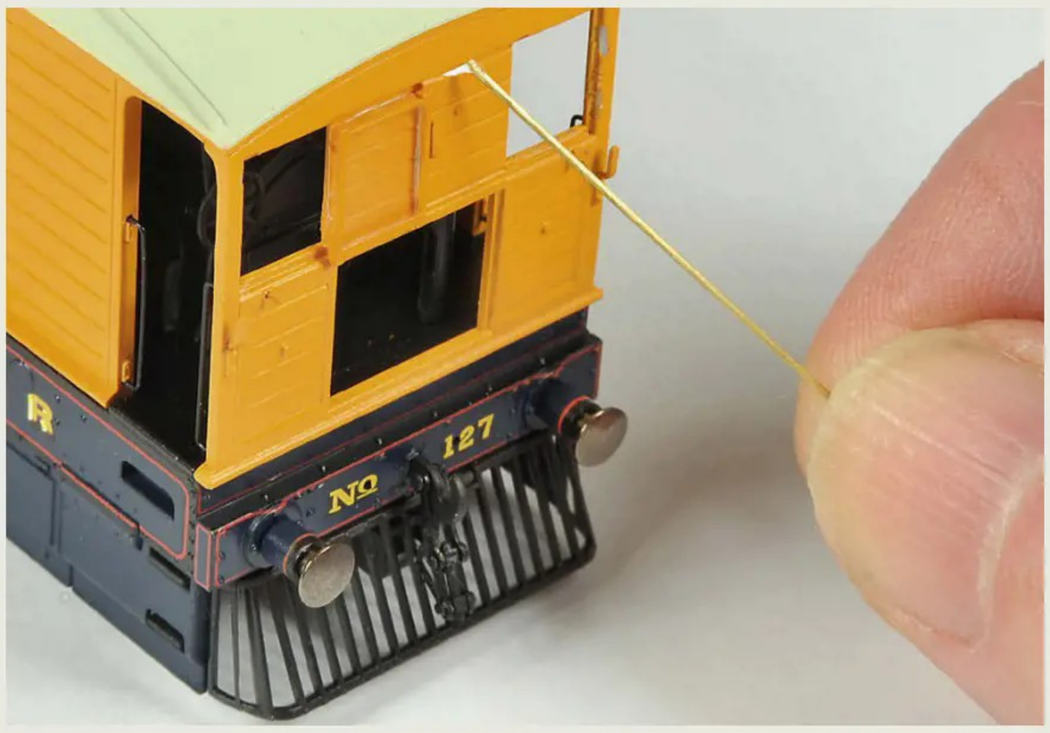
2 I know tension-lock couplings are the OO 'industry standard', but this arrangement just looks awful; the coupling, as it does, sticking out through the cow-catcher.



3 Isn't this so much better? The replacement cowcatchers just clipped into place (no adhesive being necessary) and the scale shackle was just pushed home into its hole in the bufferbeam (secured with a dab of superglue).



4 I decided to model the loco (at least at one end) in its more usual appearance; with the sliding windows open. They were easily 'popped out' by using the blunt end of a scalpel (take care, for they can easily ping into oblivion!).

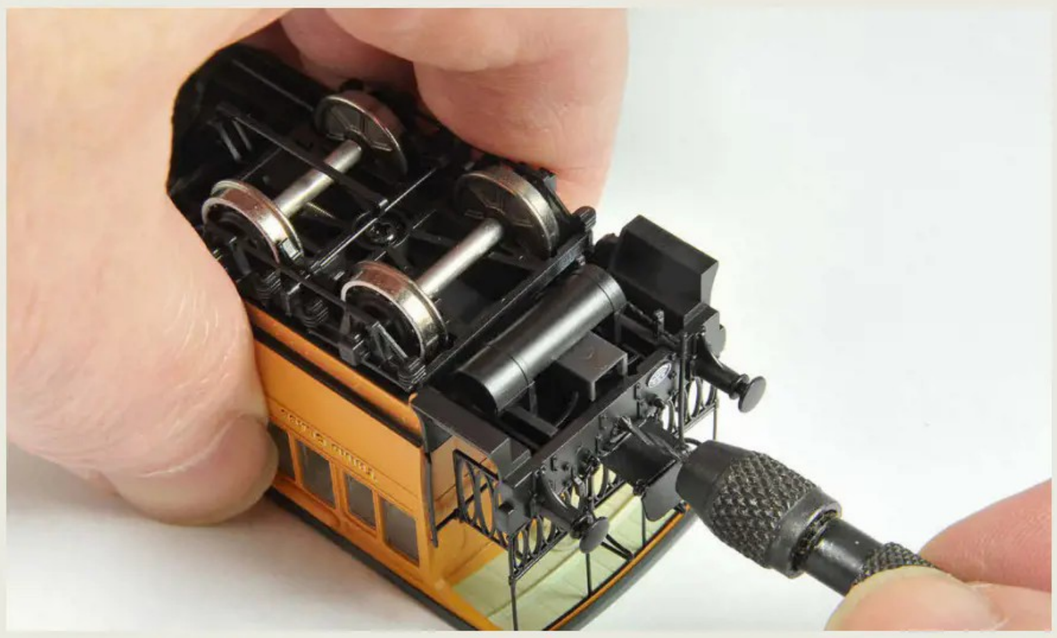


5 I applied a tiny dab of 'Glue 'n' Glaze on the end of a piece of wire to secure the windows in the open position. Spare frames are provided, which have to be glazed by the owner. A greater amount of 'Glue 'n' Glaze' was used to secure the open doors – the doors then being pressed home into the glue.



6 I have an almost pathological disdain for tension-lock couplings, so substituted this with .45mm brass 'goalpost', set at 'Sprat & Winkle' height (my preferred coupling), secured with superglue. It meant the complete cowcatcher could be fitted. I had the doors closed this end.

Getting Practical



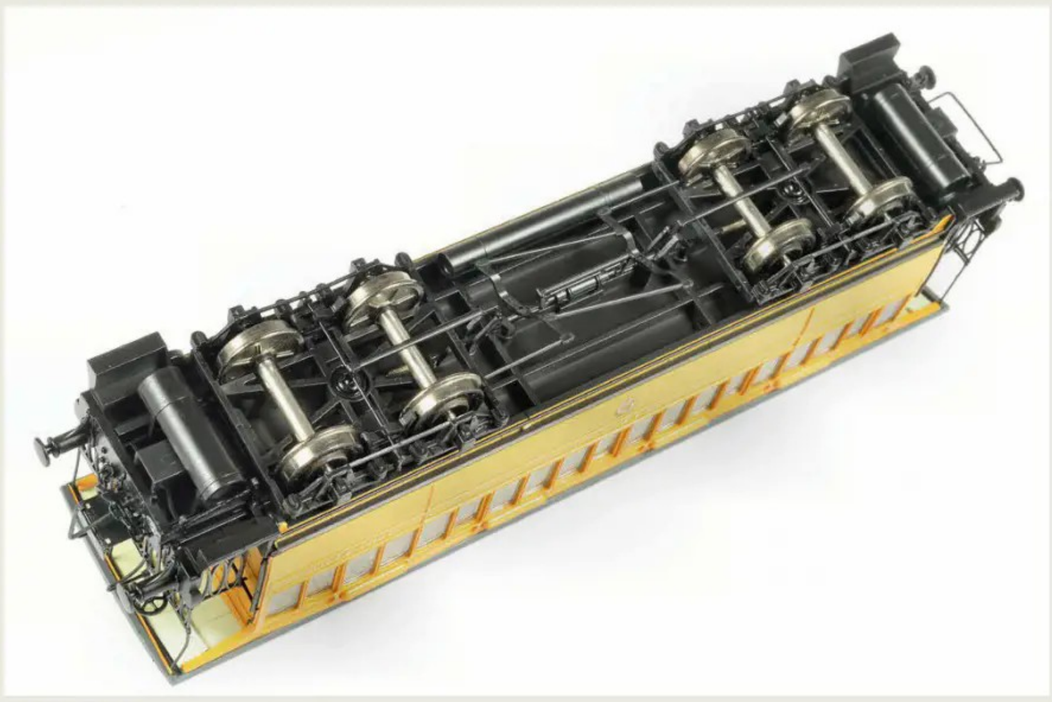
7 The tension-locks had to go on the coaches as well. I snipped off the dummy hook from the headstock and drilled a hole using a bit in a pin vice to take the other scale shackle provided. I then pushed in the screw coupling into the hole, securing it with a dab of superglue.



8 Coach No.8, the 'Titfield Thunderbolt carriage. As can be seen, I've installed my replacement couplings and I also weathered the roof with a wash of matt black enamel and thinners. Beware, the end detail is very delicate.



9 I also weathered the tram loco's roof (more matt black and less in the way of thinners) – no roof in the steam age would remain white for long. I also added a crew, which I found from my spares box, fixed into position with superglue.



10 Just look at this for underframe detail – it's astonishing. No matter how many carriages I've made (and the number must be approaching 200), I've never gone this far in representing the underneath of a vehicle.



11 Ready for the road. I toned down the shiny buffer heads with a lick of matt black enamel. Seeking reference in the RCTS Part 8A in its series on LNER locomotives, one shot shows a J70 carrying a black-bodied lamp, so I fitted one (held in place with superglue).



12 And the rear end (this time with a white-bodied lamp – Springside). A figure also looks out from the veranda. There seemed to be so much detail on the rear anyway, so I didn't bother adding further pipes. I painted out the white rims on the carriages' wheels, thinking they'd not stay that way for long.

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Build a steam-era bus stop

Phil Parker

WE ARE bombarded with ‘new’ products these days, which is wonderful, but do those products that older modellers remember still have a place on our layouts?

This thought came to me when working on last month’s water diorama. To fill in the background, I spotted an old box of lichen amongst my scenic materials and used some to make a few little bushes. These looked fine, so perhaps it is time to rediscover this material.

Alongside lichen, I’m also using rubberised horsehair. Sold in slabs around 30cm square by our trade, or in sheets 6ft long for upholsterers, it has a great texture, showing lots of what we can imagine are branches. The stuff is pretty much indestructible, too. If you need anonymous plants in an area of the layout that gets knocked, this could be your solution.

All this makes me wonder what other old materials we are ignoring. Do any of our more senior readers have suggestions for things we should try?

WHAT YOU NEED

Langley Models
Bus flag
Letterbox on a pole

Monty’s Models (Dart Castings)
MLV29 Insurance Man

Scale Model Scenery
LX077-OO Laser Cut Old Wooden Fencing

Wills
SS75 Bus Shelter

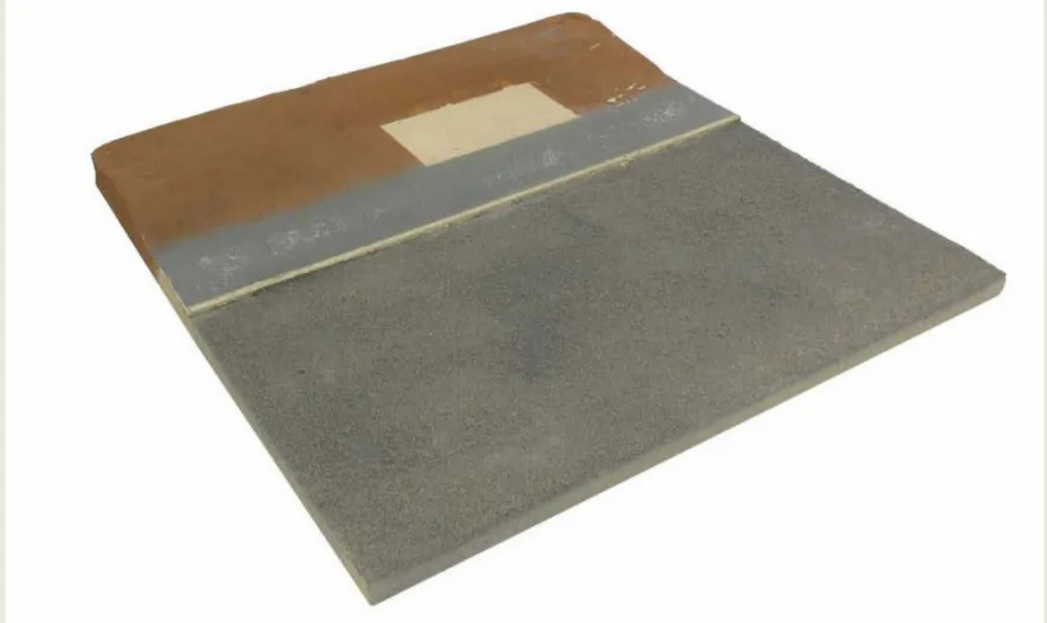
Other
PVA glue, lichen, rubberised horsehair, wall filler, textured paint, light and dark green fine scatter. Mid-green coarse scatter, hair lacquer.



1 My scene fits on a 19cm square MDF board. The pavement is 2mm thick card, the sort used by picture framers and sold in art shops. The kerb stones are scribed into the surface with a blunt tool, and the concrete pad the shelter will sit on is drawn in.



2 The road surface is Town & Country Scenics textured paint, light tarmac colour. This is a very thick mixture, so after a good stir, I spoon a little bit on and work it around with a cheap paintbrush. A single coat looks patchy, but after three, the effect is really impressive.

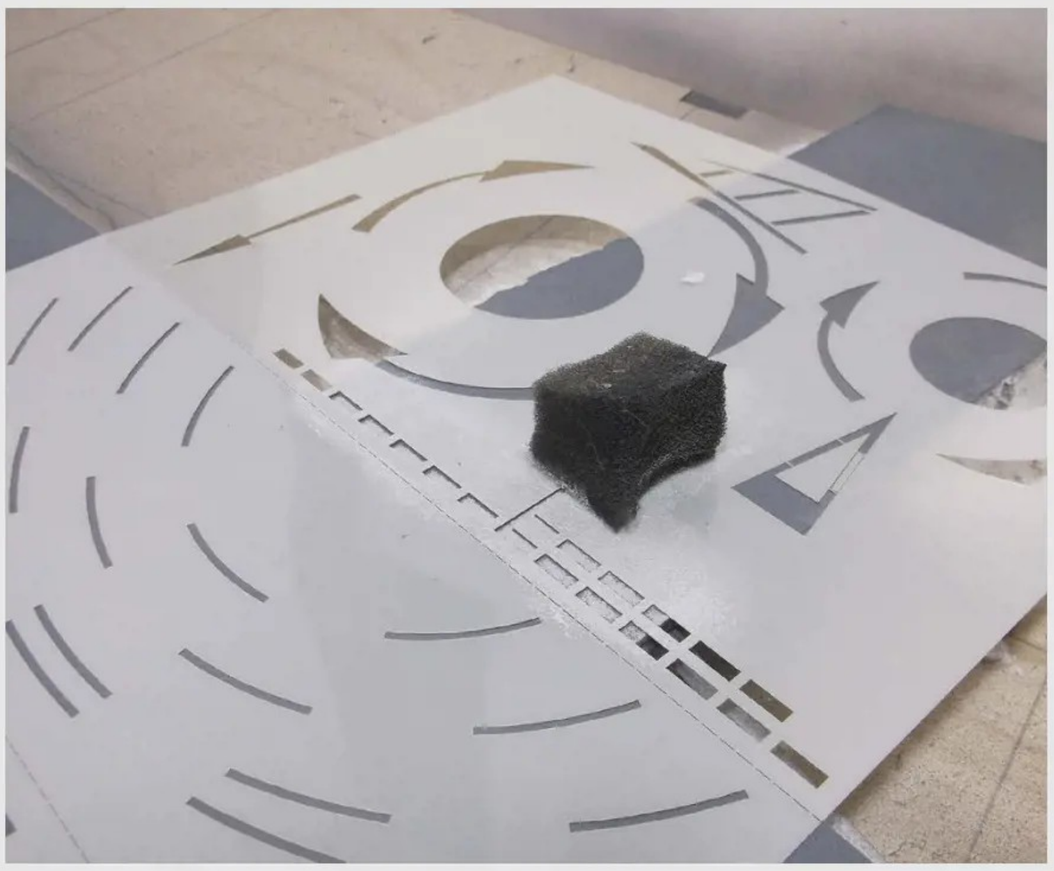


3 The ground around the shelter is built up with DIY store wall filler, gradually rising from the back of the pavement. Before painting, I use masking tape to ensure the concrete pad is really neatly edged, just like the real thing would be.



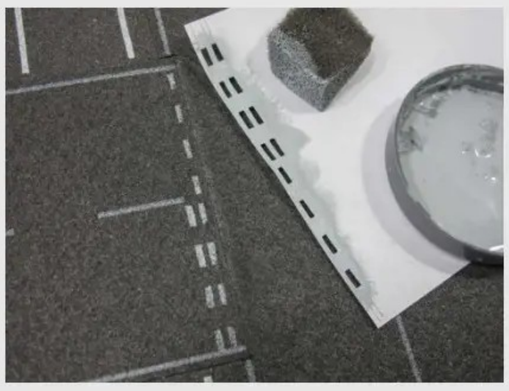
4 Scale Model Scenery's laser-cut Old Wooden Fencing is perfect for the background, but it's supplied in 144m lengths. Using the main posts as a guide, I cut some into three pieces, and set them into the ground, following the contours. At one point, this required a bit of ground to be gouged away, so the panels are horizontal.

PAINTING LINES ON THE ROAD



Country roads in the period I've modelled didn't sport the plethora of lines we see today. However, if your prototype requires them, then Scale Model Scenery's road marking stencils are a really effective way to achieve this.

Hold the stencil in place, and dab a sponge loaded with Humbrol 147 Light Grey paint through the mask. The result isn't a perfect line, but one that looks like it has seen a bit of wear.





Getting Practical



5 Rubberised horsehair is made from natural horsehair that is sprayed with liquid latex. Its main use is for upholstery, where it's sold in massive sheets. Fortunately, our trade sells smaller packs, with more tightly coiled hairs. Easy to cut and tear to shape, it's a material that modellers have employed for decades.



6 The hedge is cut to shape with scissors, trying to hack at it so the result isn't too near or regular. Fixing a couple of cocktail sticks into the ground and pushing the hedge over the top will provide a nice firm fixing. I'll sprinkle-paint the horsehair with PVA and sprinkle scatter on first, though.



7 Lichen is another natural product popular with modellers since Hornby Dublo days. Dried, and then dyed (its natural colour is off-white), the plant is springy and can be teased out if it's too dense straight from the packet.



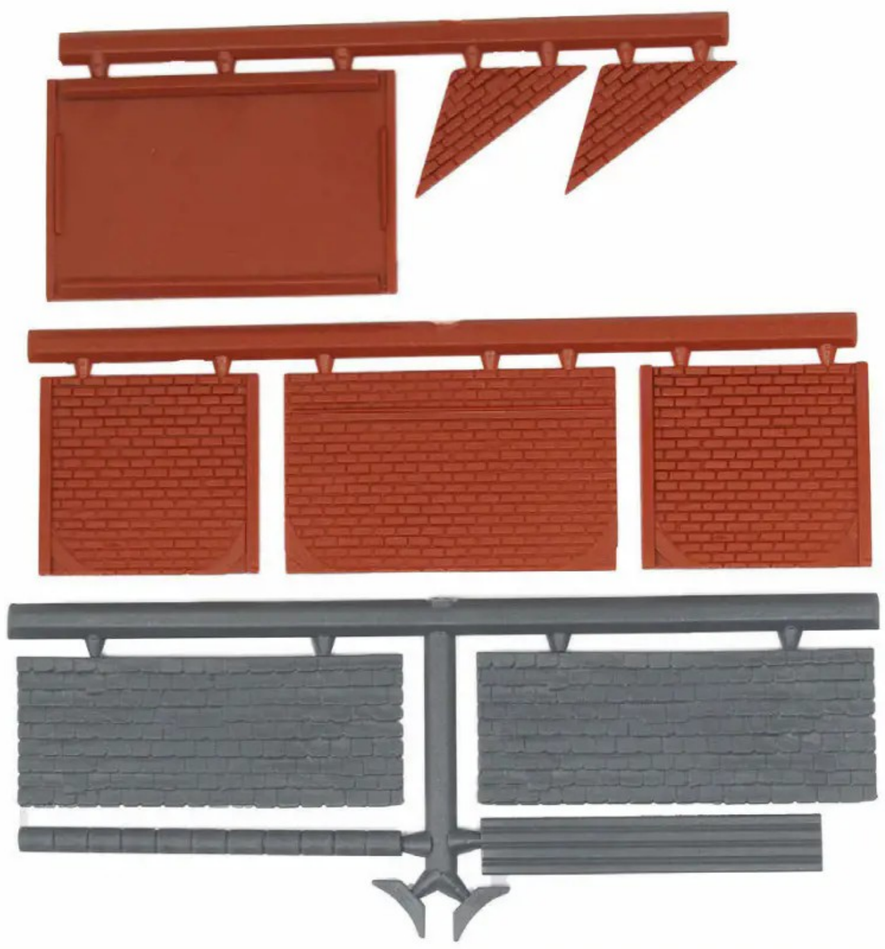
8 Lichen benefits from some support; copper wires bent and twisted to shape will do the job. Since the stands will be hidden behind the fence, I just spray some grey primer on the metal. Were they more visible, a bit of filler would hide the strands.



9 Using pretty big blobs of PVA, the lichen is stuck to the supports (left), sprayed with hair lacquer and sprinkled with scatter material (right). Both trees are 7cm tall and will fit into holes drilled in the baseboard.



10 Plants growing up the fence are simply a bit of PVA with coarse scatter material pushed into the glue. This is a great way to hide poor joints between fence panels if required!



11 Wills bus shelter kit is one of the more recent releases, and like all the range is a set of plastic mouldings with nice detail on both sides.



12 Assembly isn't helped by the lack of positive location aids, so the corners have to be formed carefully for a neat joint before the roof is fitted. Nothing difficult, just take your time and let the glue dry between each step. Using a liquid solvent speeds things up as this evaporates very quickly, but plastic cement is fine.



14 Details can be fiddly to paint, but life is a lot easier if they are fixed to a piece of wood to make handling more convenient. All the items have a spigot on the bottom, so they can be fixed into holes drilled in the wood, but if this isn't the case, superglue will work fine.



13 A small building is easy enough to dry-brush the brick colour onto. Wills mouldings are quite deep compared to Plastikard, so this is also an easier exercise for novice painters, which will build confidence in the technique.



15 Those same spigots are used to fix the details in place in the scene. Take care that the bus flag is perfectly upright – I didn't and had to retake the lead photo as it was leaning to one side. Not obvious in real life, but the camera is cruel.



Build a Coal Staithe



Darius Aibara

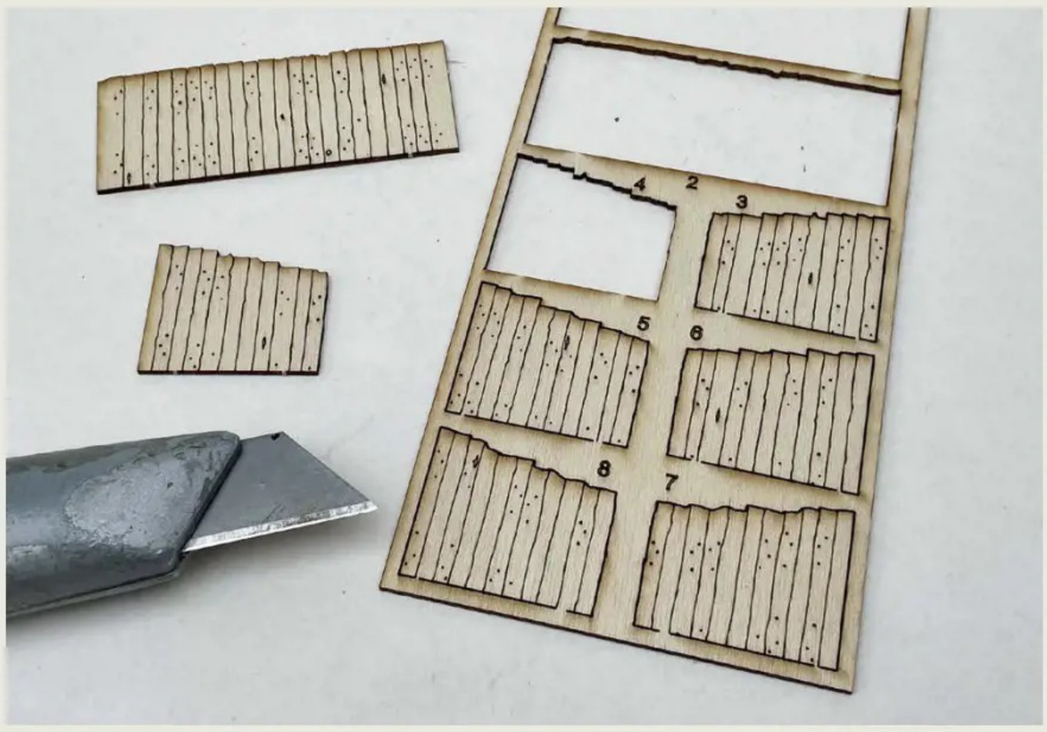
A SMALL coal staithe is a key feature of a branch line steam locomotive servicing facility, and Ancorton Models provides a simple-to-build kit in laser-cut plywood for this purpose. The kit comprises a single 1.5mm thick plywood fret of a two-bay sleeper-built coal staithe with the walls pre-cut and finished with wood graining and chair attachment points laser-etched into the surface.

The Ancorton Models kit is easy to build and results in a fine representation of a small sleeper-built coal staithe suitable for a branch line locomotive shed scene.

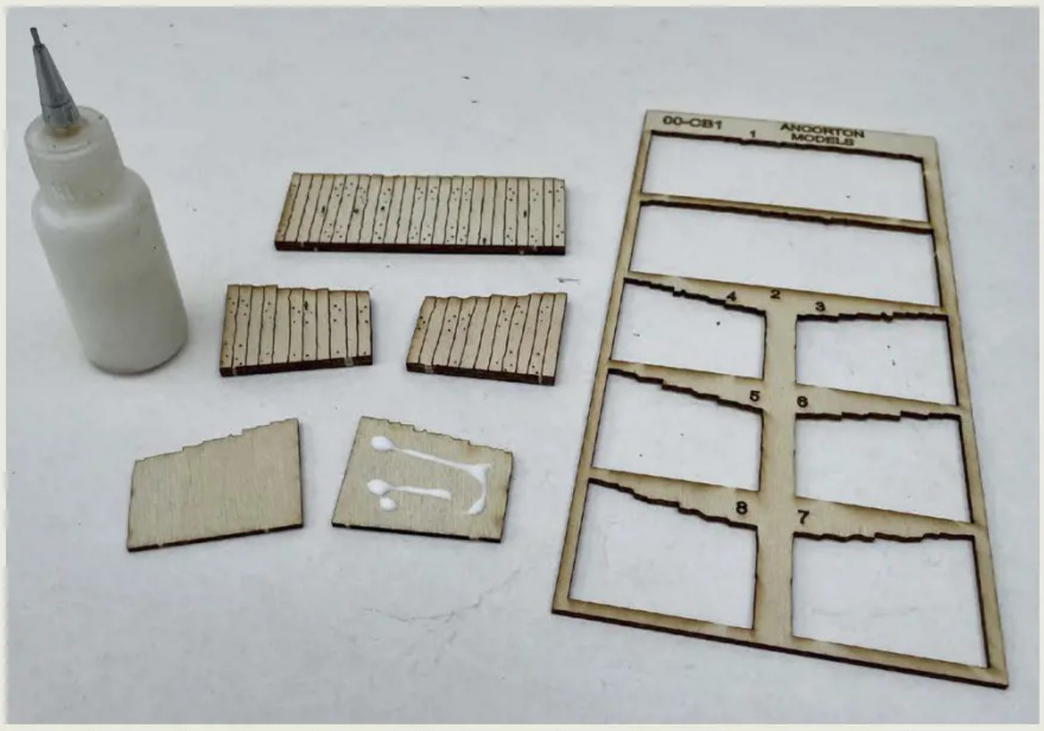
WHAT YOU NEED

Ancorton Models
Coal Staithe kit

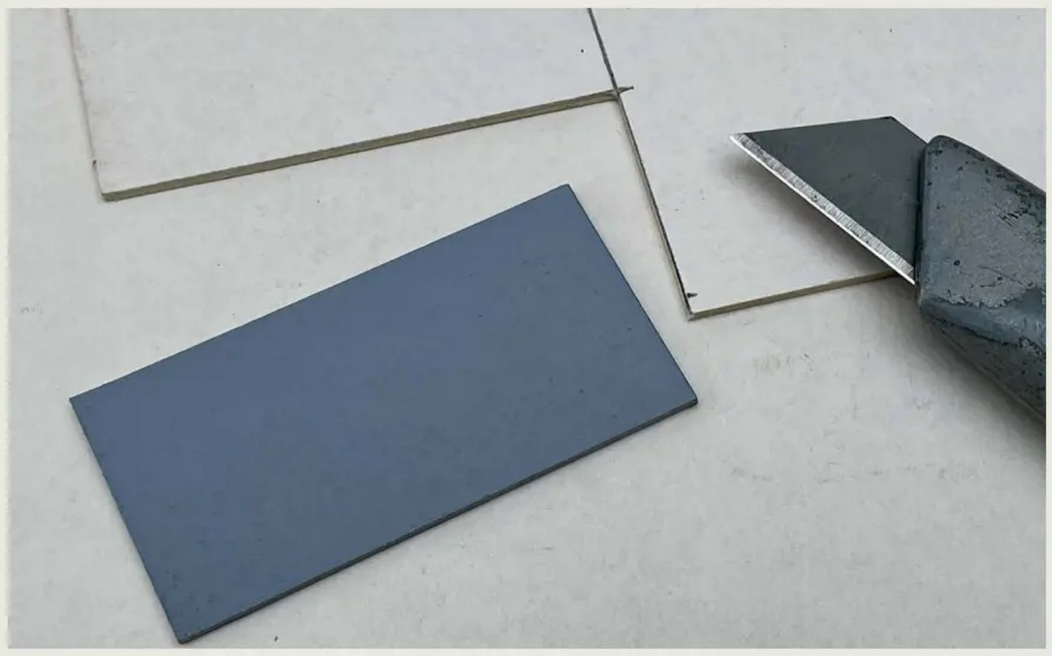
Other
Craft knife, fine paint brushes, yellow, red and matt black enamel paint, PVA adhesive, 2mm thick card, real coal



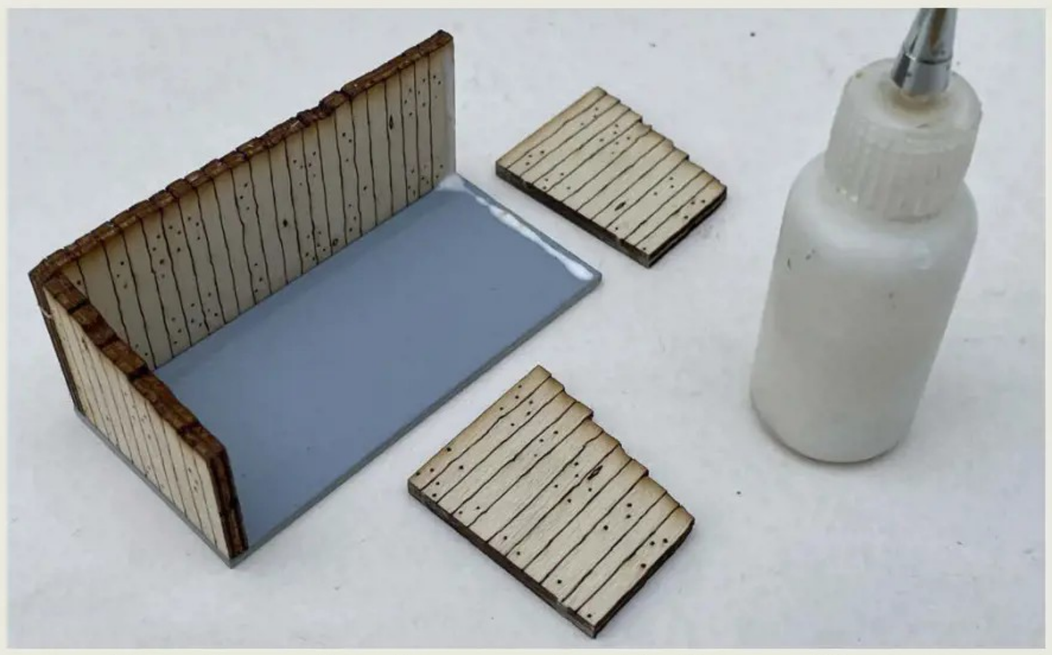
1 Ancorton provides pre-cut front and back parts for the walls of the staithe and these are removed from the fret by cutting the small attachment tabs with a sharp knife and popping them off the fret.



2 The front and back halves of each wall were glued together with PVA. I decanted some PVA into a small applicator, which makes applying small runs of adhesive a simple and a lot less messy task than applying it using a brush.



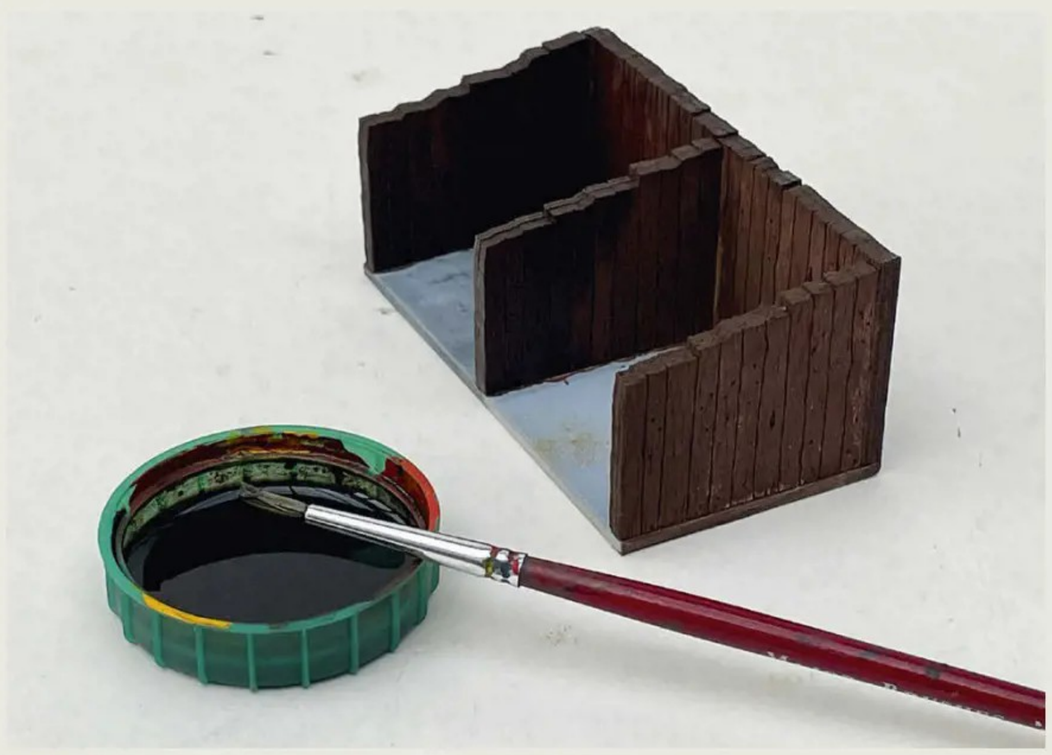
3 Care should be taken not to mix up the wall pairs as each complete wall has a slightly different profile. A base for the staithe is not provided in the kit, so I cut one out from a sheet of 2mm thick card and painted it grey to replicate a concrete base.



4 The plywood walls were glued to the card base using PVA, starting with the rear wall and then the end and centre side walls. The glue is not instant, so care should be taken to avoid knocking already-glued walls out of alignment.



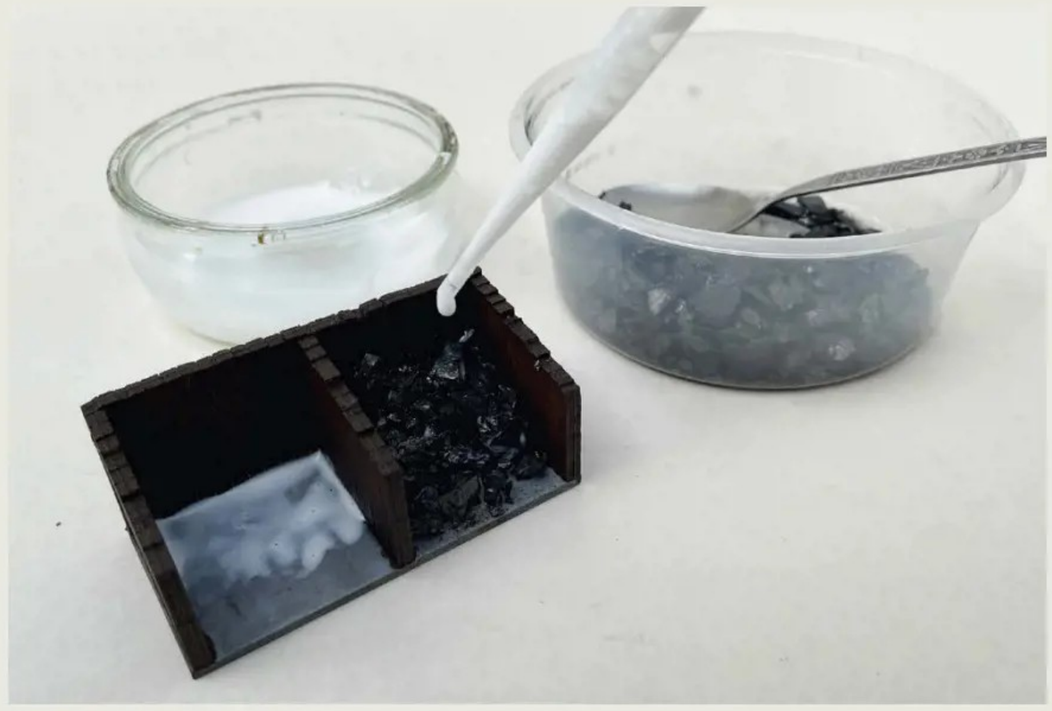
5 Once set, I mixed red, yellow and black enamels with a reasonable amount of thinner to produce a sort of wood stain consistency. This was brush-applied to the timber walls so that it soaked in, giving a nice, variegated colour.



6 After the brown staining had dried, I applied a wash of much-thinned black enamel paint to highlight the wood graining and sleeper joint lines. This also tones down the “new timber” effect of the initial brown paint staining.



7 The real coal that I had came in somewhat overscale lumps for 00 gauge, so I made smaller lumps using a large hammer. This needs to be done carefully to avoid smaller lumps of coal being projected around the room! Don’t ask me how I know this.



8 Neat PVA adhesive was brushed onto the base of the staithe and coal lumps were spooned into place to form heaps against the rear wall of the staithe. A dilute PVA/water mix was dropped over the coal heaps to secure them in place – similar to track ballasting but with larger lumps.



Findhorn Viaduct with 11 spans.
STEPHEN MARSH

Construct a lattice girder deck Truss Bridge



David Wager

I AM keen on bridge construction, and my interest grew even further after building the M &GNR truss bridge for Tony Wright's 'Little Bytham' layout.

I wanted to have a go at constructing something with a degree of complexity, and that was visually appealing. A lattice girder deck bridge seemed to fit the part, and I opted for a design based on the marvellous Findhorn Viaduct. Unfortunately, there was only space on my layout for one span as it measures 530mm in length. However, in retrospect, considering the time taken to construct one span, and with it consisting of over 4,000 components, this was probably fortunate.

The intention was to keep the design details as close as possible to the prototype. However, there needed to be some compromise, as many components were adapted from bridge kits used for the builds of substantially different designs.

In addition, the following preferences would be applied:

- The layout would have double track, whereas the Findhorn Viaduct has single track
- A plated deck would be built, instead of a ballasted surface
- Way beams/transoms with guard rails were to be included
- A wooden walkway, and service pipes would be added to the deck

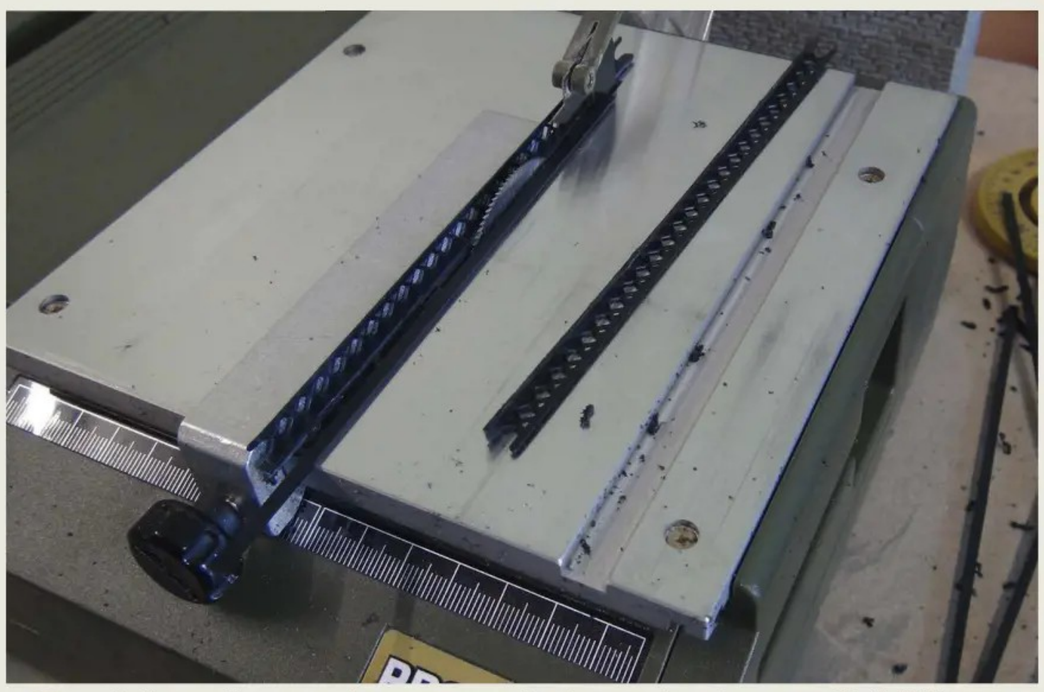


My finished model owes a lot to parts from Central Valley Model Works, as well as extra styrene and etched parts.

1 I used as many components as possible from bridge kits produced by Central Valley Model Works (CVMW), plus various bridge girder and kit components supplied separately by the same company. Of course, there was a great deal of additional styrene profiles needed.







2 A few diagonals are made from the larger CVMW standard lattice girders, but to get a narrower rectangular section they were trimmed to give 2.5mm extension below the lattice face. This was done carefully on a Proxxon table saw.

TRICKY COMPONENTS

The construction of the basic elements of the Findhorn Viaduct girders are varied and complex.

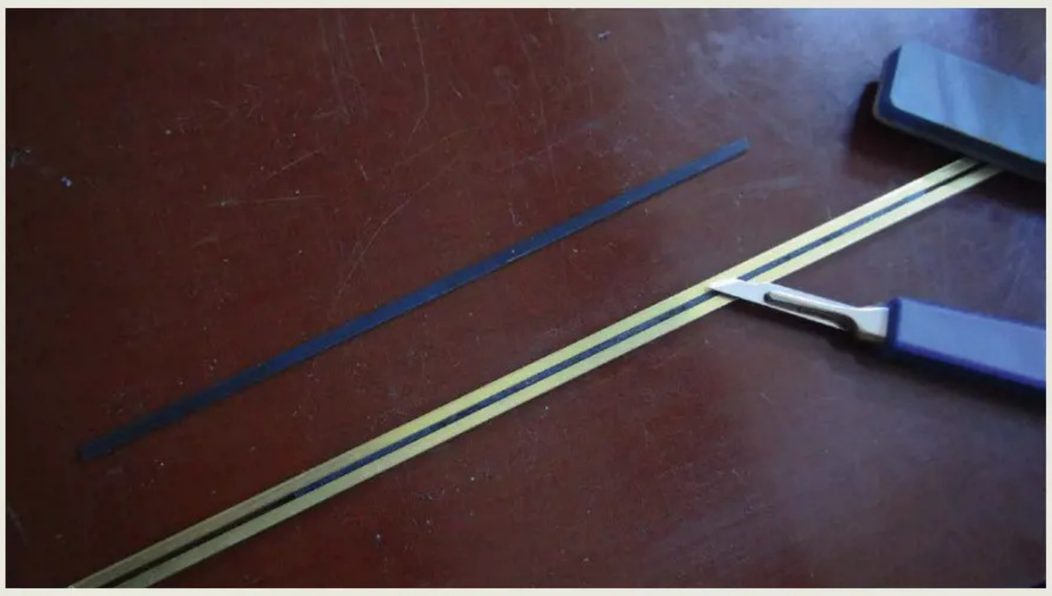
a) The outer beams are plates with attached angle making outward facing flanges. These are either plated, left open with internal strengthening gussets, or laced.

b) The diagonals mostly have inward-facing channel sections, with lacing joining the flanges. What is rather strange is that the diagonals have different designs, which vary between the ends and the centre of each span. Double laced, single laced and simple straps are evident.

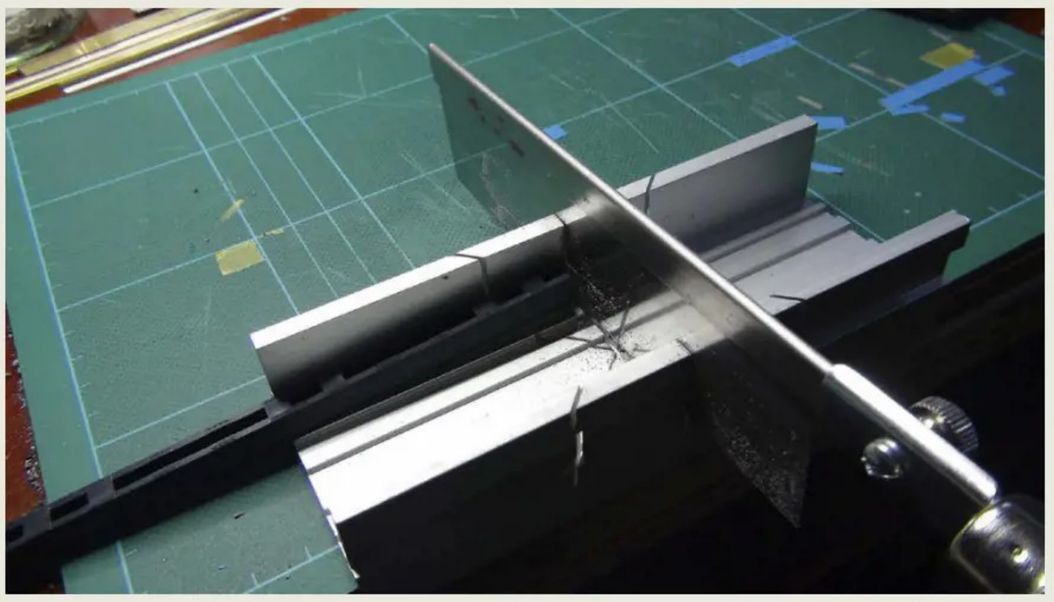


Truss girders and diagonals. NETWORK RAIL

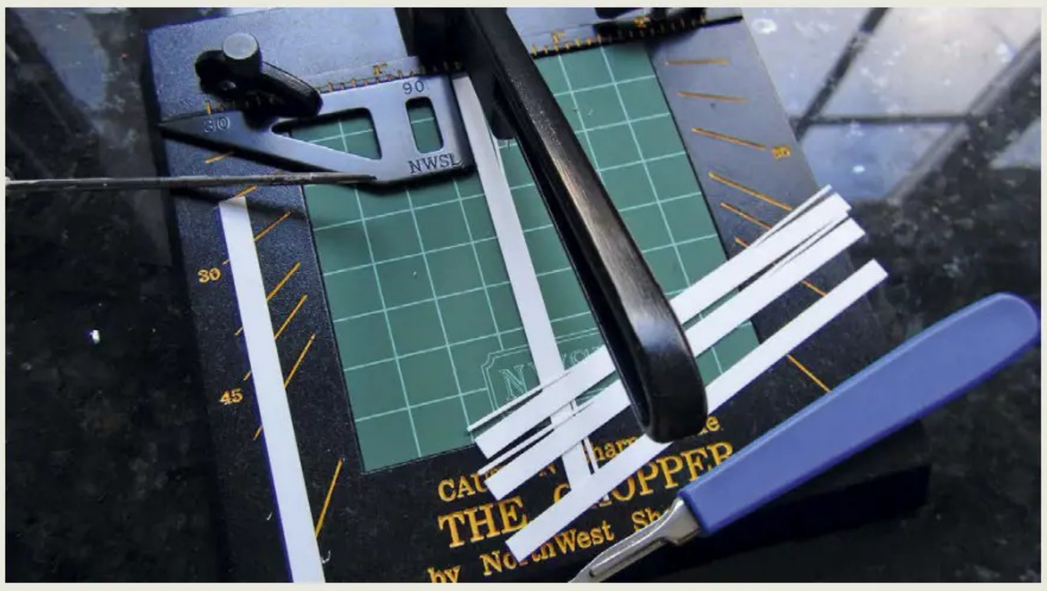
Getting Practical



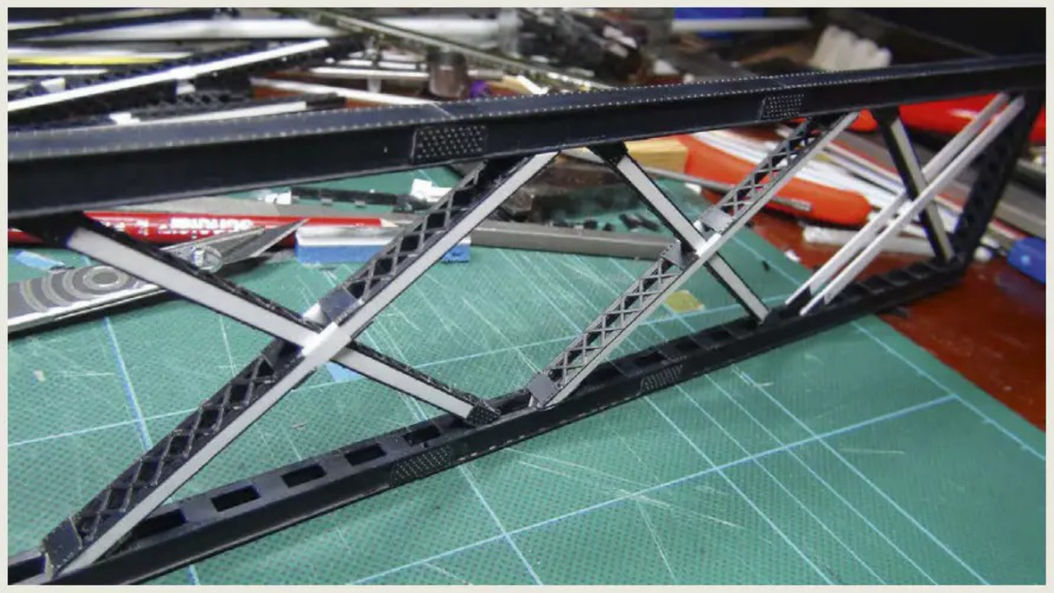
3 Offcuts were used to make up the single laced diagonals. They needed to be reduced to 2.5mm depth over the length by placing the styrene offcut between two 2.5mm square section brass pieces. They were held together by hand, and a scalpel blade was run along the surface until the brass was reached. The edge was finished with sanders.



4 Longitudinal beam sections were cut and sanded square, as they needed to be joined accurately to give the overall length of each truss frame. Sanding sticks supplied by Flory models have been used extensively during this build, and a recently purchased DSPIAE multi-angle sander, which gives superb end faces.



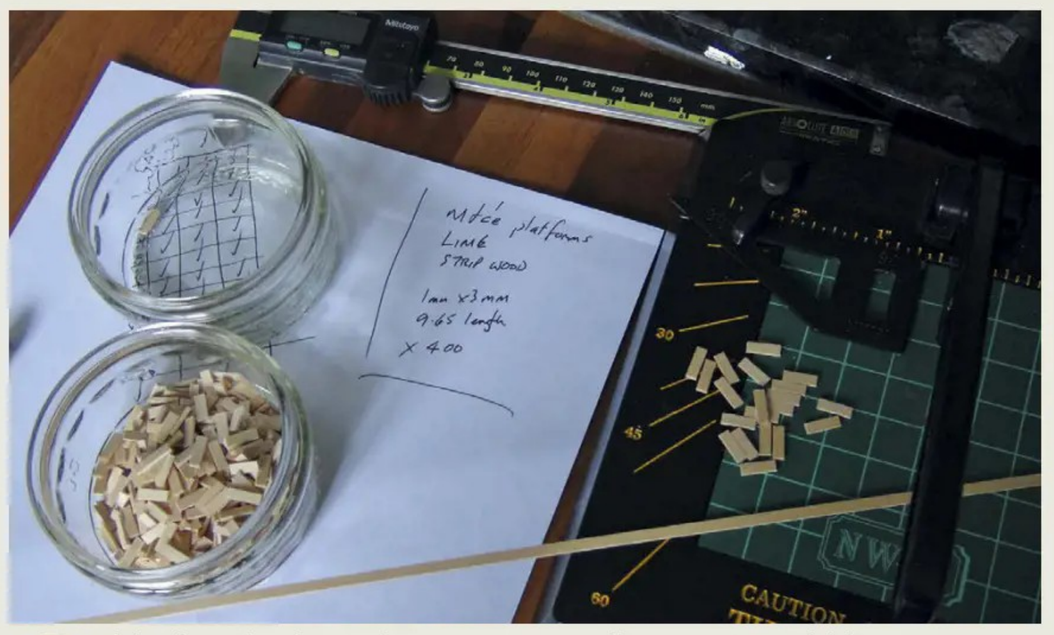
5 To get equal beam lengths, and a frame that was square, a CAD ‘to scale’ template and assembly, a jig was set up. The height is set by two pieces of styrene square tube 70mm in length. Diagonal straps were cut from styrene to consistent widths; initial cuts (slightly oversize) made using ‘The Chopper’.



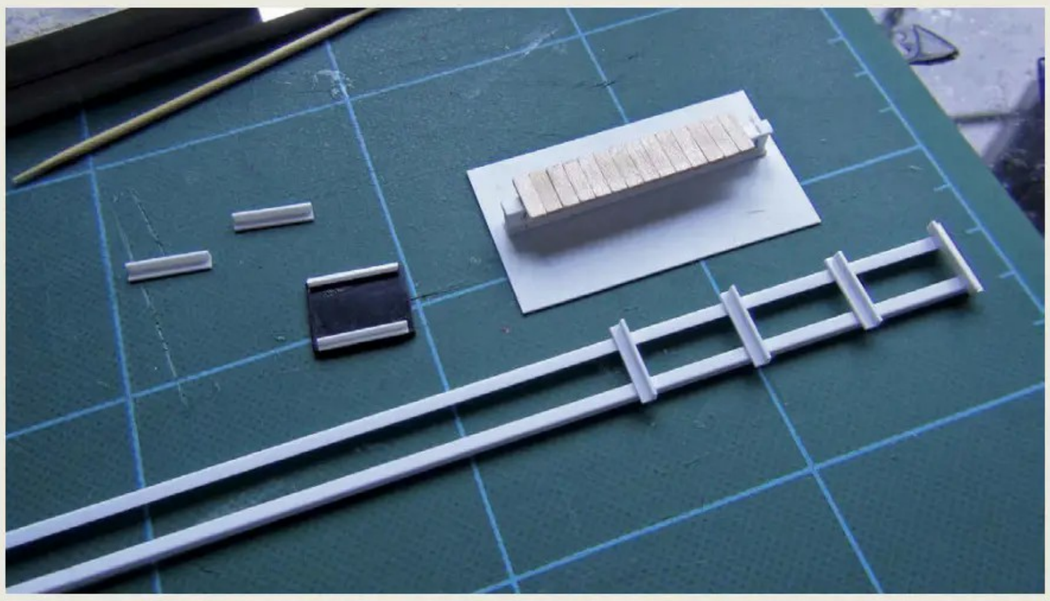
6 The ‘Chopper’ partial cuts were finished with a scalpel and by sanding, while checking for width (5.3mm) using vernier callipers. This picture shows an intermediate position, with one truss frame part complete. Getting one diagonal to pass through the other was the challenge. Some splice pates and additional rivets still to added, before a clean-up.



7 To replicate the Findhorn Viaduct diagonals, additional rivets were also needed. N scale rivet decals gave the right size and spacing. Fortunately, for the double row of rivets, I was able to cut out the two rows in one decal strip. There were 320 decal strips to add in total, so this was tackled in several sessions.



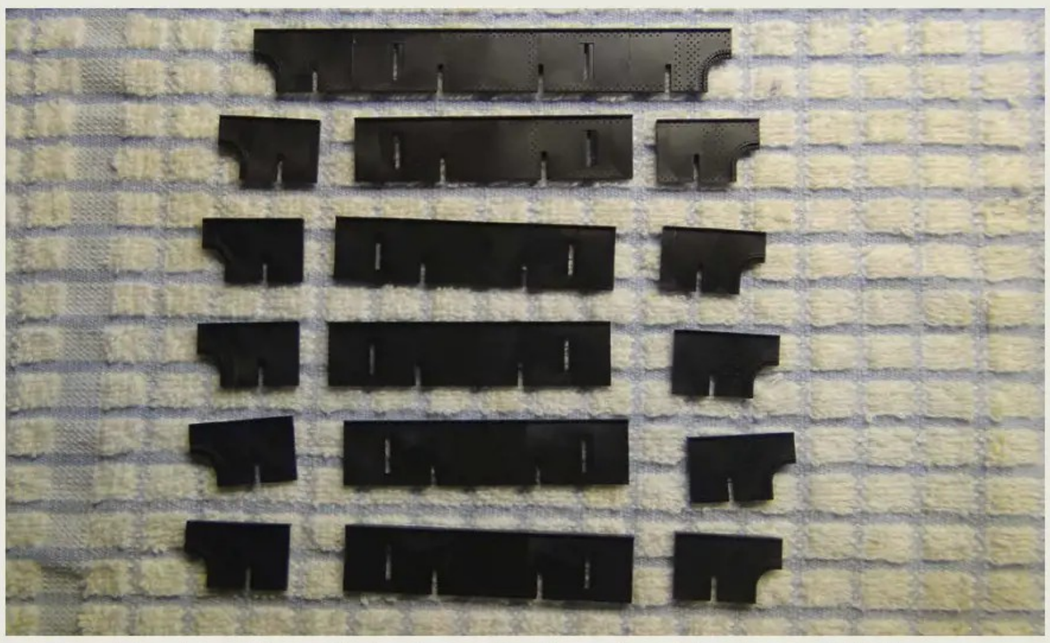
8 Under deck maintenance walkways would be viewed on the layout from both the top side, and the underside. Suitable ready-made walkways were not available, so they were constructed from scratch. Furthermore, for realism, the walkway planking was cut from strip wood, sourced from a hobby shop that supplies materials for model boat building.



9 I wanted to paint all the ‘steelwork’ before installing the wooden deck. So, a method was needed to construct the steelwork without the deck in place, and for all parts to be accurate. A pair of jigs was made, to both set the distance between the longitudinal angles and to space the distance between the cross angles (underneath the deck).



10 Walkway handrails were then constructed with brass wire and the planking was installed. A platform (connecting the two walkways), a deck-to-walkway access ladder along with the walkways and platform were then installed into the truss frames.



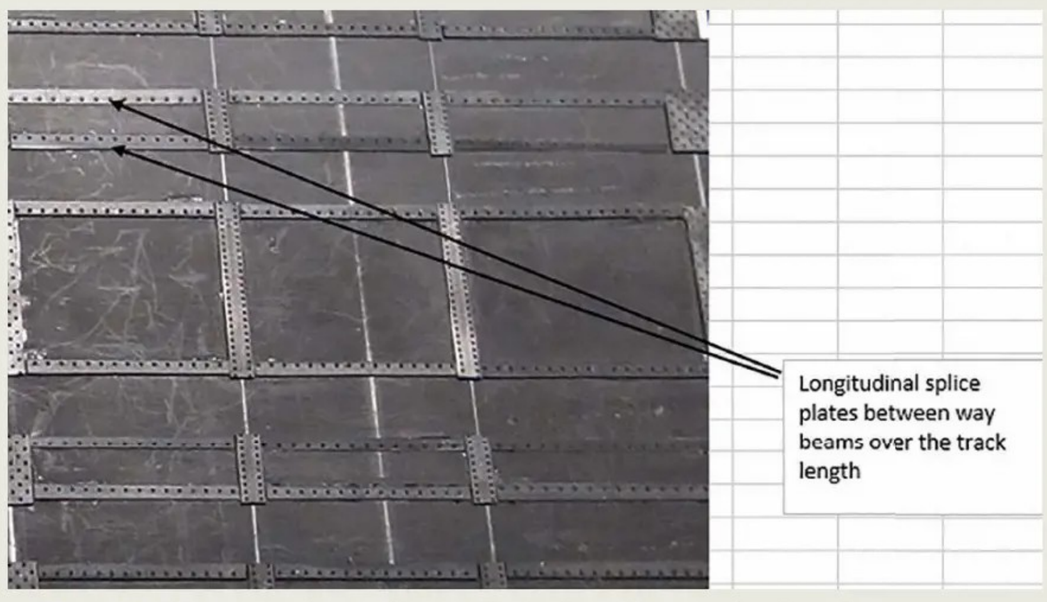
11 For the plated deck, the double track kit from CVMW would enable the wider width of the deck, but to add a deck walkway and services, the deck needed to be widened further (+9.5mm). A bit of a ‘cut and shove’ job was carried out to enable this. Two cross bearers were cut and joined to give a wider version.



12 Now I moved onto the deck framework with stringer plates, intermediate stiffeners and strengthening steel strips threaded. This was fully glued up after setting square. The deck plate and edge details were added to the deck framework. The deck plate was added to the assembled frames using Butanone.

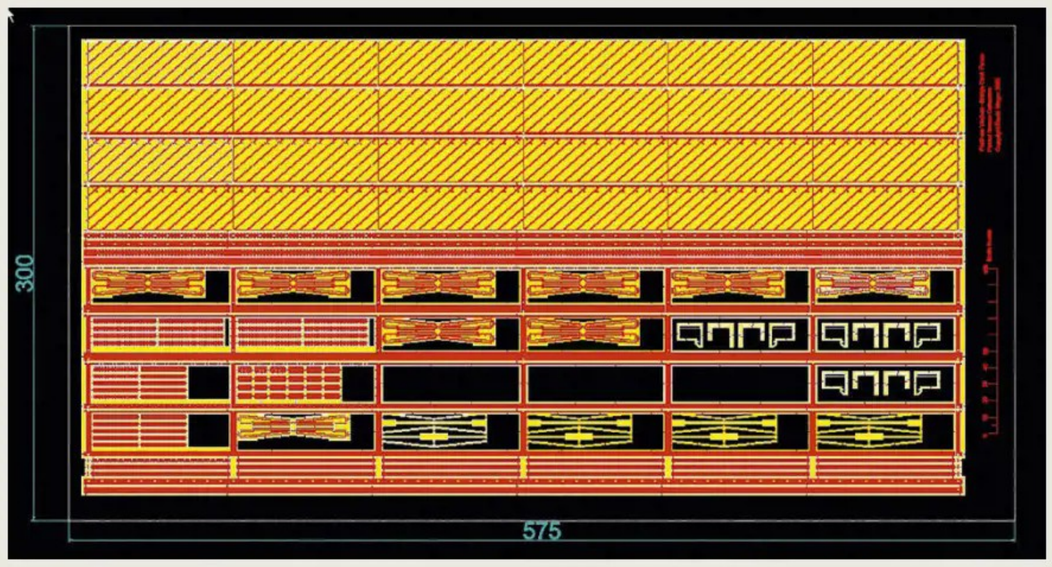


13 Rail bearers and deck plate supports were then added to the underside. Of course, this will be a struggle to see when installed on the layout. Attachment of the lattice truss frames to the deck assembly was a big step and practised a few times before gluing in place. Notice the fine ‘construction’ diagonals crossing above the walkways.



14 It was difficult to find details of deck plate construction. Most photographs of railway bridge decks are either covered with ballast, or muck and grime. So, I used detailed engineering drawings from the M & GNR Bytham bridge as a basis and also adapted details from the book *Bridges for Modellers* by L.V.Wood.

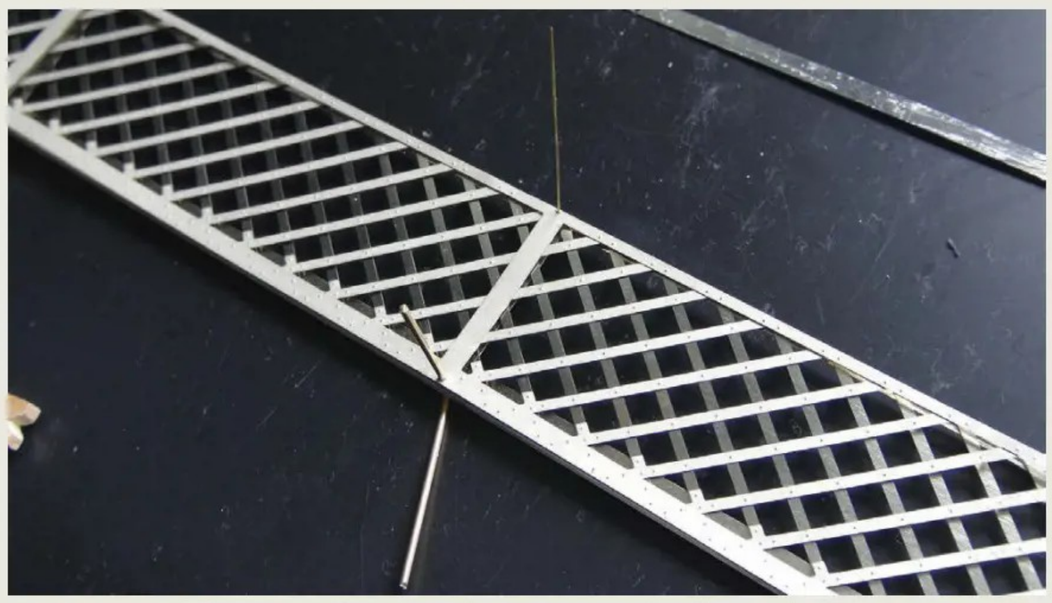
Getting Practical



15 To replicate closely the Findhorn Viaduct fencing, and to get the level of detail required, the only option was to design using CAD, and have a nickel silver photo-etch produced. I went to PPD Ltd, who did a superb job. The stanchions consist of four layers. Two flat plates make up the centre to give the required thickness, and the two outer folded faces.



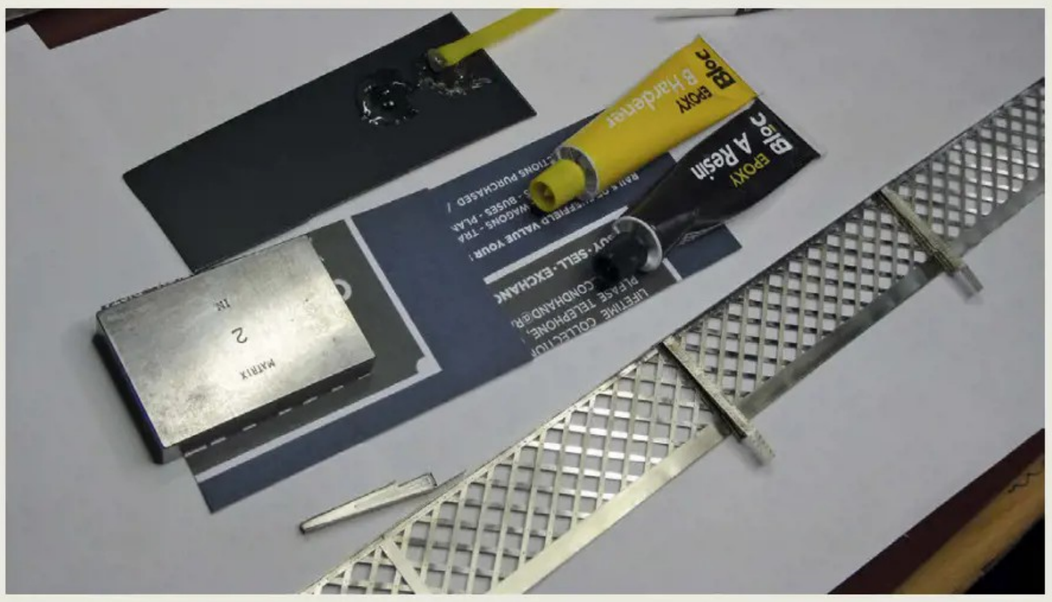
16 The sub-assemblies, each with four layers, were constructed by tinning faces with the conventional soldering iron and then joining with the resistance soldering kit. To aid construction, protruding pins on the inner plates of the stanchions were designed to fit into alignment holes in the lattice fencing.



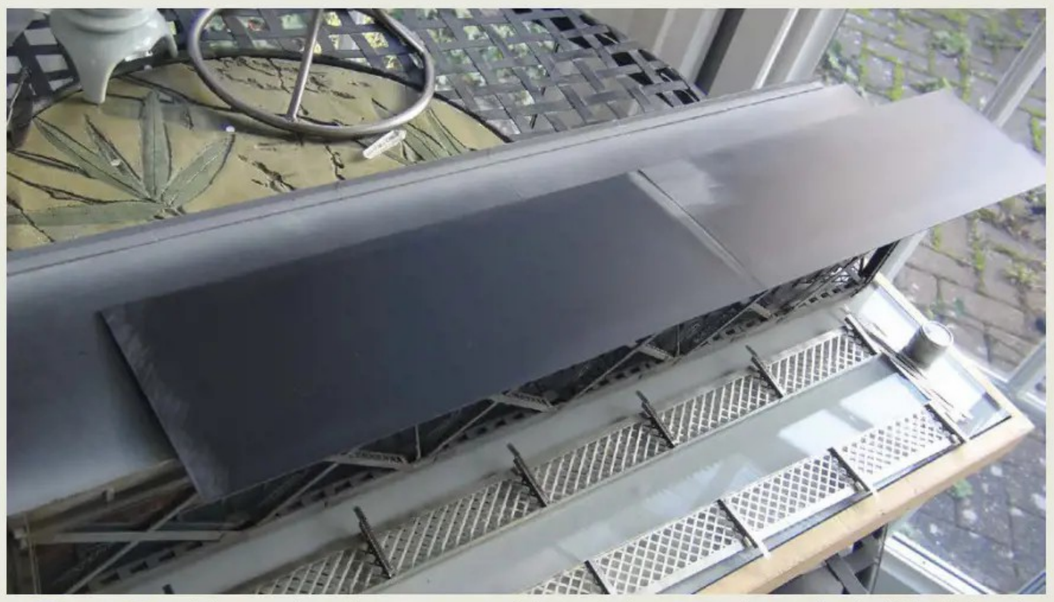
17 The top flange plates were built up in layers, again using the resistance soldering kit. The design of the lattice work included three off 1mm diameter alignment holes in each layer, to enable brass wires to be passed through. The seven holes for the stanchion pins at 0.3mm diameter were also used for alignment by threading brass wire.



18 The 'sandwich' was initially tacked using the resistance soldering kit. As the layers are only 0.15mm thickness, the voltage was set at 2V, rather than the 3V usually adopted - lots of flux between each of the layers, and one section at a time. This method enabled the four layers to be joined in 'one shot'.



19 The top flange plates were aligned and attached to the lattice work using a conventional iron. The stanchions, however, could not be soldered no matter how hard I looked for a solution, so I used 2-part epoxy. The alignment holes/pins were a great help during this part of the construction.



20 To make the assembly of the trackwork 'off bridge', and to have a detachable sub-assembly, a second styrene bed was made up to fit between upstands supporting the fences. The detail of track timbering was a compilation of information from different sources, however, as most track over bridges has been subsequently changed to cross timbering and ballasted, information is limited.



21 The L1 bridge chairs used are narrow, but as the prototype is a single casting holding both rails, the L1 chairs were trimmed on the insides after fitting to the rails. They were pushed together when fitting to the way beams to represent the single casting. A 1mm shim, (check gauge) was used for the spacing.



22 To position the transom bolts on the inside of the way beams, and the nut/washer/screw combination on the outside, the Proxxon bench drill was used with fences set up as a jig for both X and Y axis to make 0.7mm diameter holes. The bolts were cut from 0.6mm diameter brass wire, at 14.5mm length and a piece of 1mm long wire insulation used to represent the clamping of the two halves of the transom bolt assembly.

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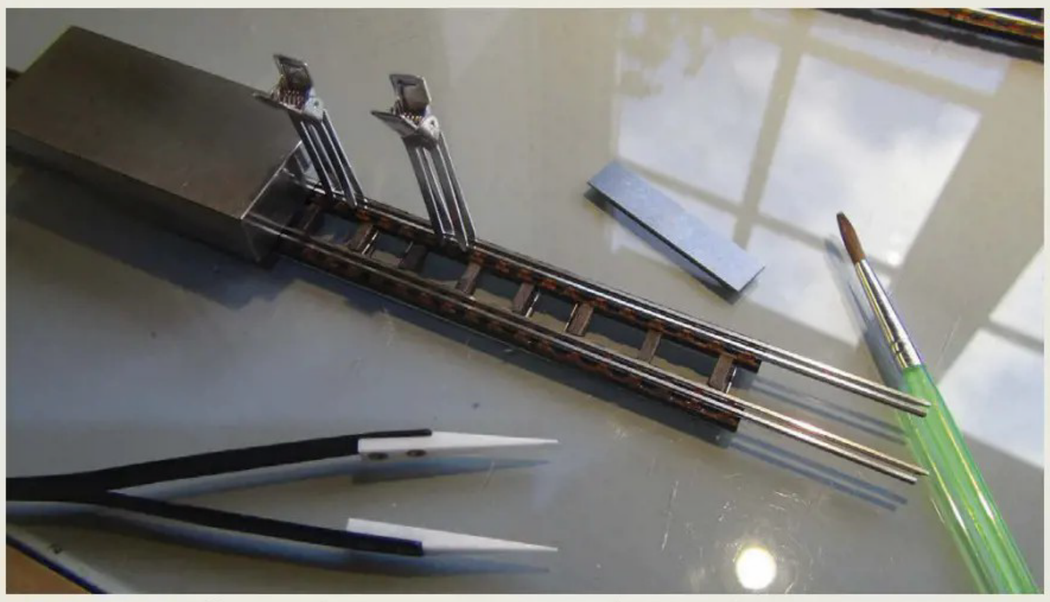
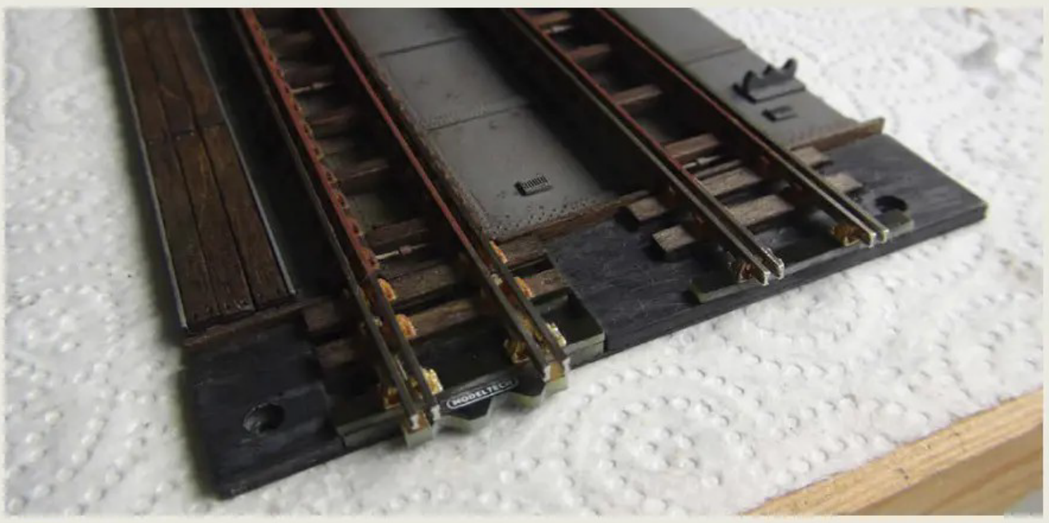


23 Several steps were used to make each way beam sub-assembly. This was aided by using a couple of 8.5mm slip gauge blocks. First, the running rails, fixed using track gauges and Butanone. This was done adjacent to an open window to aid ventilation. Second, installation of the check (guard) rails. The chairs were lined up, the gap closed to the check gauge and fixed with Butanone.



24 This was followed by finishing off the transom bolts on the outside of the way beams. It is a combination of flat washer and nut, which were used to tension the bolts. These are components from 'Grandt Line' code 5096. The two tracks were set at 45mm between centres. The remaining parts of the tracks on the bridge consist of standard cross timbering, but with the same L1 bridge chairs to fit guard rails, which extend beyond the length of the bridge.



25 To ensure good alignment with tracks to be laid on the adjacent stone arches, Model Tech ProTrack Rail Aligners were set at each end of one track. These were not installed by the standard method, as DCC Concepts Legacy Trackwork, LM-TK3 etched sleepers and brass chairs were placed over the aligners to give a good 'fixed' end position for the rails. Although not modelled, it is assumed that there is a slight intentional bow to the deck plates to aid water drainage. Drain covers were added.



NEXT MONTH
David paints and weathers the Truss bridge and completes the final details.

26 Deck walkway timbers were cut from C&L sleeper timbering, holes formed to represent fixing to the steel frame, and then they were stained with Colron wood dye. Deck service piping was constructed of parts from a HO Cornerstone Piping kit. Drain lines were added below deck including ModelU pipe brackets. A few experiments were done to get a reasonable bend in the 1.3mm styrene - holding the bend near a flame, then plunging to cold water. Not forgetting electrical connections, made at each end for added redundancy.

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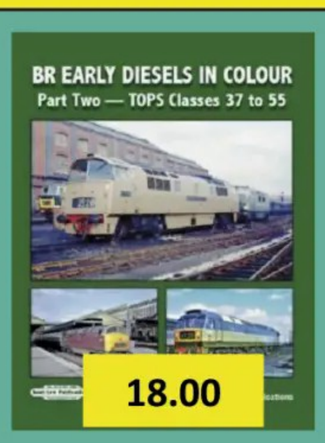

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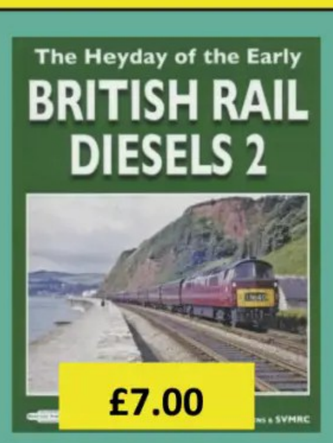

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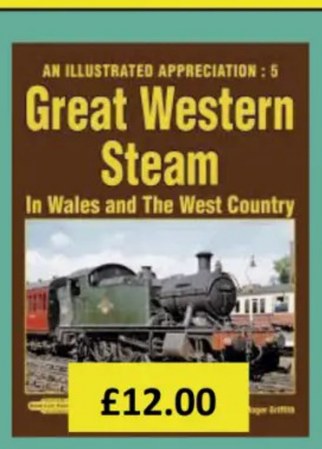

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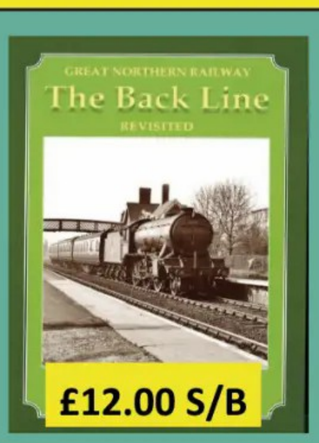

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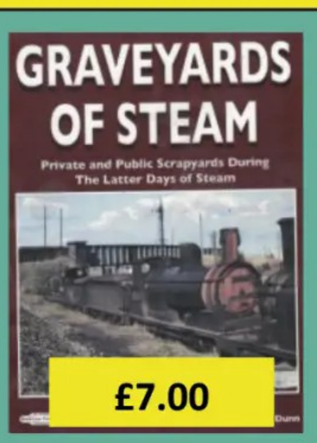

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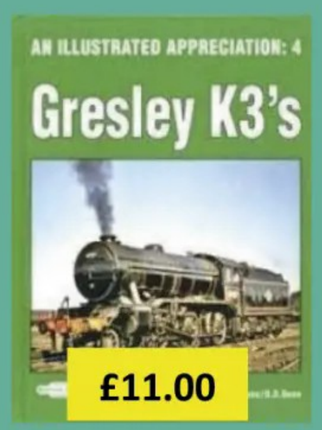

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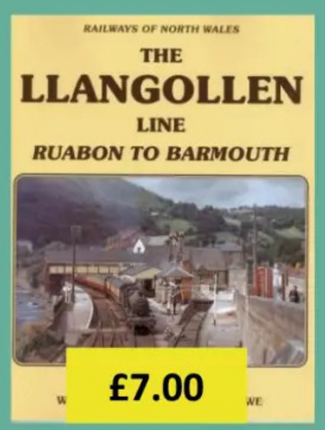

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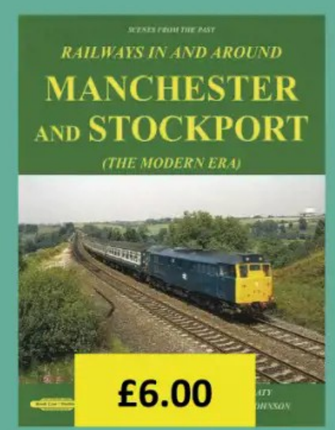

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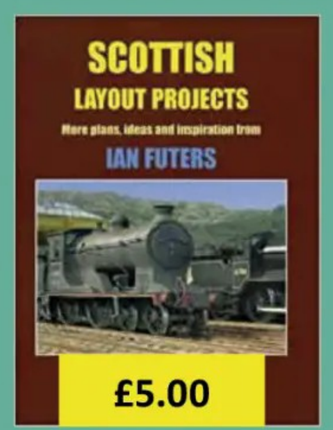

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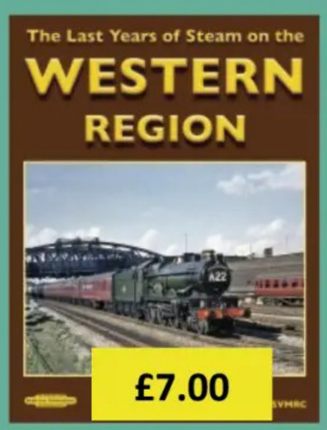

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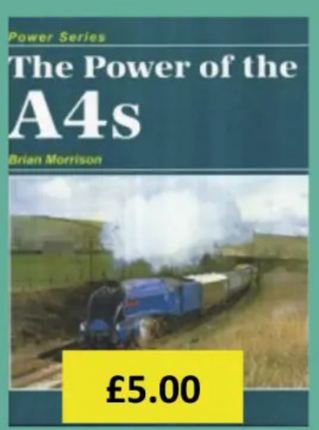

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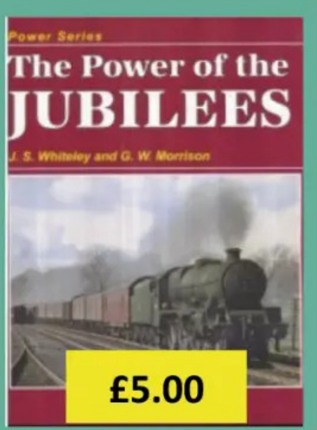

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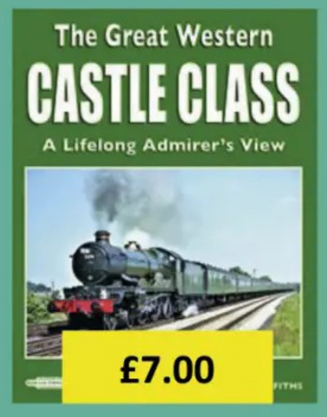

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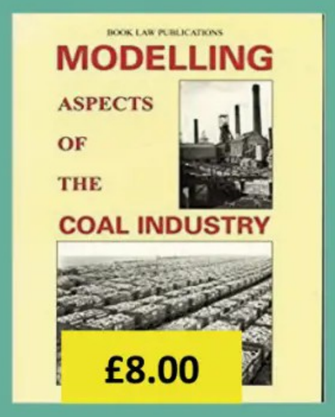

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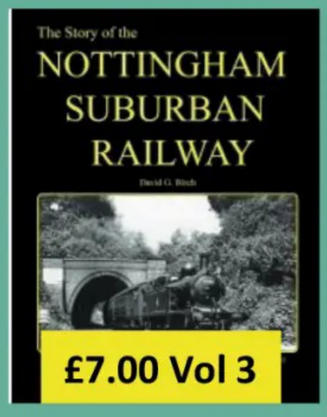

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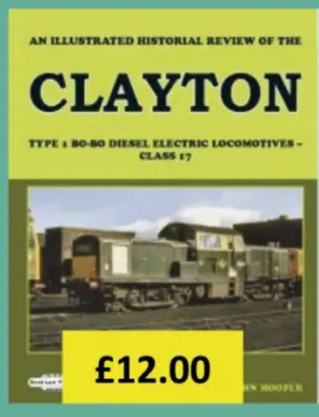

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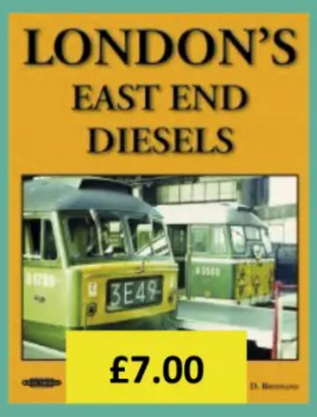

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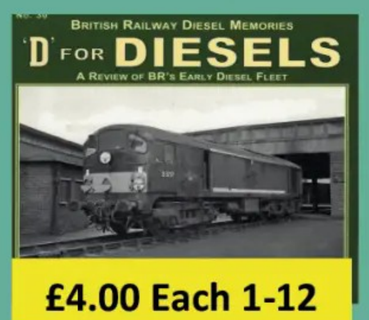

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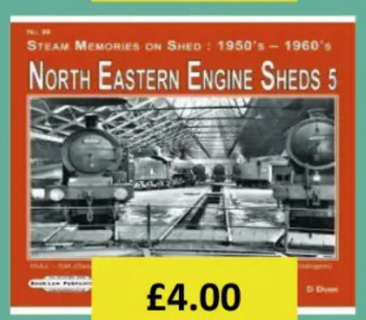

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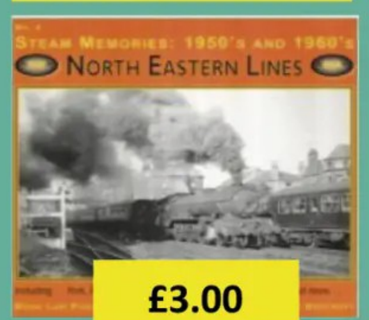

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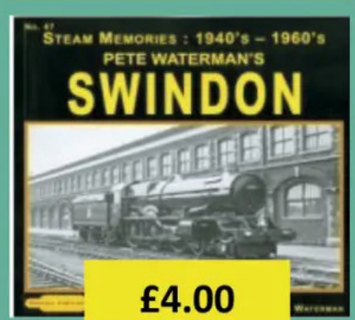

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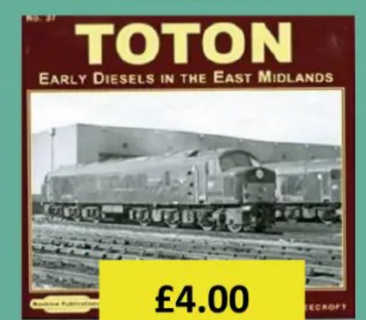

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TRACTION

ISSUE 284 | JUNE 2024

FOR ONE SEASON ONLY

ALSO INSIDE:

- The ‘Warships’
- Driving Class 47s
- A Day at Crewe in ‘89
- Exploring Newport Stabling Point





Editor's Welcome



We start this issue of TRACTION with a look back to the days of the 'Warships' on the Western Region. Our next feature covers the summer of 2004 when, just for one season, the Class 67s hauled some of the summer Saturday trains to the West Country. A former driver gives us a fascinating insight into driving Class 47s on empty coaching stock workings in the North West of England. Most enthusiasts will have spent some time on Crewe station and would, no doubt, like to return to days of locomotive haulage, as seen in the feature about an October day in 1989. Finally, we look at one of those small but important stabling points that could once be seen all over the country; here we visit Newport.

Stephen Rabone
steverabone@hotmail.com

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Cover photo: 67006 leaves Paignton station with the empty stock of the 07:08 York to Paignton on August 28th, 2004. GLEN BATTEN

This interesting view of D801 *Formidable* shows the yet-to-be-painted locomotive receiving fitters' attention outside the end of Swindon A shop on September 17th, 1958. It was to be another seven weeks before it entered traffic. Quite why the work was being undertaken in the open rather than within the confines of the workshop we most likely will never know. The original plan was that the engines ordered as part of the Modernisation Plan would be given a full service evaluation before a decision was made as to which would be ordered in bulk. By the time this picture was taken, large orders for more of the Swindon design had been placed, although nearly half were scheduled to be built by North British. COLOUR-RAIL.COM

Western Daring

By J Crosse

There never was a 'Western' named Western Daring but the Western Region of British Railways' pursuance of hydraulic transmission for its fleet of relatively lightweight main line locomotives was certainly a daring move when set against the determination of the railway bosses to provide them with heavy weight diesel electrics. The first fruit of that Western determination were three B-B locomotives numbered D800-D802, perhaps an irony of the time being that of the relatively few prototype units built in BR workshops, these were anything but 'homegrown'.

The Western chose to name all but two of them after warships, another trait that found little favour elsewhere.

D800 *Sir Brian Robertson* was the first of the Swindon-designed 'Warships' to enter service (in August 1958), some 2½ years after the order was placed. As part of the Modernisation Plan of 1955, BR had agreed to evaluate hydraulic transmission but had ordered five locomotives from the North British Locomotive Company of Glasgow, who set about producing a conventional heavyweight engine, which eventually weighed in at 117 tons. But that was not what the Western management desired. Instead, just over 10 years since the end of World War II, they favoured an engine based on the German-built V200 locomotives, and succeeded in squeezing everything into our much smaller loading gauge to produce a 2000hp locomotive weighing just 78 tons. COLOUR-RAIL.COM

D803-D812 looked to be identical to the first three prototype engines, but ways of uprating the engines had already been found and these machines were rated at 2200hp. Initial allocations found them all based at Plymouth Laira, other than D800, when under test and evaluation. First use was on express services in Cornwall and through to Paddington, but as can be seen here, D804 *Avenger* soon appeared on a freight duty at Saltash. COLOUR-RAIL.COM

The only instantly recognisable design change applied to the Swindon-built 'Warships' was the move from the three-digit reporting number frame to the four-digit wind-round reporting number box. This first appeared on D813, which entered traffic in December 1959. Here, we see it carried by D816 *Eclipse* at Paddington in September 1960. D800-D812 were retrofitted with these screens. D817 *Foxhound* and D818 *Glory* provided enthusiasts with a treat when displayed at a Swindon works open day in March 1960, when both were new, that being for the naming of the last steam engine built for BR 92220 *Evening Star*. Visitors could walk through the engine room of D817 with the engines running - may be a challenging experience for the young spotter. D OVENDEN/COLOUR-RAIL.COM

Over time, the 'Warships' spread their operating area with a major incursion to the rest of the network being through running to Crewe via the North & West route, but that did not last long. However, with the Western Region taking control of services from Waterloo to Exeter, the class found long-term employment on that line, this almost exclusively being for the Swindon-built variety. Yellow panels had started to appear as early as 1962, followed by the application of maroon to several class members, including D867 *Zenith*, seen here just out from Waterloo and heading for Exeter in 1967.
The 'Warships' held the record for the largest number of locomotives having a name starting with 'Z'. K FAIREY/COLOUR-RAIL.COM



Livery variations abounded on the 'Warships' and multiplied when standard BR blue replaced maroon. BR arrow locations saw them under cab windows, behind the cab doors and placed centrally as here on 823, this also having the 'new style' numbers, no 'D' prefix and a data panel. A unique fitting was the cabside crest on this loco 823 *Hermes*, this only appeared relatively late in the locomotive's life. It is seen here at Paignton. COLOUR-RAIL.COM



Every class has its rare bird, and in the case of the Swindon-built 'Warships' it was D830 *Majestic* seen here on an unusual outing on a freight near Worle Junction. Note that the arrow is above the nameplate on this loco rather than below, as seen on 823. D830 was selected to be fitted with a pair of Paxman engines as a trial. Being a 'one-off', it spent time out of service awaiting parts on occasions, and being 'non-standard' was an early candidate for condemnation. It spent all but about a week allocated to Newton Abbot and was frequently employed on the 'Devonian' between Paignton and Bristol and return. It is reported as having run only around 800,000 miles, whereas the other Swindon-built machines amassed over one million. It also had the shortest working life, being new in January 1961 and condemned in March 1969, having been stored in the February. It did not reach Swindon until July 1970, and a further 15 months elapsed before it was cut up in October 1971. P CHANCELLOR/COLOUR-RAIL

One class member could be readily identified at a distance, that being the last to be built, D870 *Zulu. T*his was due to the fact that it had its horns mounted on the cab roof, where the presence of the covers made it one to look out for. The usual 'high summer weather' of rain in August 1966 seems to have deterred any spotters from gathering to enjoy the Maybach sound, and with a headcode of 1M90, it has a train bound for Manchester, although by this time that is likely to be headed by a Brush Type 4 beyond Bristol. Note the Western Region red route disc below the running number, which stood out despite the maroon livery. COLOUR-RAIL.COM

No doubt designed for at least 30 years of service, the locomotives should have seen many more years in traffic than transpired due to the shrinking loads moving by rail. Vast numbers of small diesel shunting locomotives had already perished by the time the axe started to fall on the first 'Warships' in 1968, and all hydraulic types within another 10 years. As one of the longer survivors, 806, formerly *Cambrian*, had both a 'Hymek' and two 'Westerns' for company on the Swindon dump in 1974. It was new in June 1959, and spent its whole life allocated to Laira and Newton Abbot, and was condemned in November 1972, reaching Swindon relatively quickly on December 27th, but there it lingered until finally being cut up around April 1975. Only 824 and the 'works mascot' D818 survived it, other than the preserved D821/32.
COLOUR-RAIL.COM



67002 passes Hall End in Gloucestershire with 1V19, 09:51 Preston to Paignton Virgin 'Holidaymaker' service on August 7th, 2004.

For one season only

Glen Batten looks back two decades to Cross Country's Class 67-hauled Holidaymaker trains.

2002 could be described as a watershed year for West Country railways. As the summer season drew to a close, Virgin Cross Country ended the use of 'traditional' locomotive-hauled trains to the South West in favour of the new Class 220/221 'Voyager' DMUs. First Great Western followed suit, with the remaining Class 47 daylight diagrams replaced by HSTs, leaving just the operator's overnight Penzance sleeper services worked with loco-hauled coaching stock. The only variety would be provided, in the busy summer period, by a few 'foreign' HSTs hired from other operators, and the continuing assortment of weekend excursions. The latter had, admittedly, received a boost following the 2001 opening of the Eden Project visitor attraction in Cornwall. But the days of 'bashing' up and down the famous Sea Wall behind 'heritage' traction seemed to have ended forever.

Lost Post

Another blow, particularly for photographers, was to come in the summer of 2003 with the shock news that Royal Mail had declined to renew its contract with railfreight operator EWS. As a consequence, postal services, the remaining stronghold of loco-hauled Class One operations to Plymouth and Penzance, would also cease. This particular cloud, however, contained a small shred of silver lining...

Rumours

Early in 2004, rumours began to circulate on the enthusiast 'grapevine' of a Cross Country loco-haulage revival. Reports of horribly overcrowded Voyagers, with aisles blocked for want of adequate luggage space, added credibility to the rumours.

Certainly, there was no shortage of available coaching stock, with plenty of high-quality air-conditioned vehicles either in store or soon to be freed-up by completion of the Virgin West Coast 'Pendolino' EMU fleet. Motive power might, however, have been a stumbling block. Class 47s were still available for hire, many still in Virgin livery, but the company was sceptical about their reliability.

There was also a potential presentational issue: Virgin had made much of ditching its '47s' in 2002. Bringing them back, particularly if reliability proved a problem, could generate very unflattering headlines! This is where the silver lining came in: the loss of postal traffic had freed up EWS's nearly new fleet of 30 ETH-equipped, 125 mph Class 67 diesels: seemingly a perfect solution (any whispers that Class 50s could be involved were rightly put down as pure wishful thinking!).

67006 leans into the curve at Teignmouth with 1E99, 09:05 Paignton to Newcastle Virgin 'Holidaymaker' service on August 28th, 2004.

67002 leaves Bristol Temple Meads under blue skies on July 3rd, 2004, with 1V19, the inaugural Preston to Paignton Virgin Cross Country loco-hauled 'Holidaymaker' service. The Mark 2f air-conditioned stock was hired from Riviera Trains, some still in Virgin livery from the days of Class 47 and 86 haulage.



67001 crosses Exwick Flood Channel after leaving Exeter St David's with 1V15, 07:08 York to Paignton 'Holidaymaker' service on August 14th, 2004.



67027 passes Long Ashton, west of Bristol, with 1M89, 08:43 Paignton to Preston Virgin Cross Country summer Saturday extra on July 31st, 2004.



67001 passes Aller with the 09:51 Preston to Paignton 'Holidaymaker' service on July 24th, 2004. Contemporary reports suggest the train had restarted at Bristol Temple Meads as 1Z19 after major delays further north.



67006 crosses Torbay Road on leaving Paignton with 5A15, empty stock from 1V15, 07:08 York to Paignton 'Holidaymaker' service on August 28th, 2004. This was the last day of the loco-hauled operation, never repeated by Virgin Cross Country or its successor.

The Plan Comes Together

As summer approached, the rumours solidified into reliable media reports and details began to emerge. Virgin had negotiated with Riviera Trains to provide 44 Mark 2 coaches from storage at Shoeburyness, and these would be assembled into four 11-coach rakes - the first time trains of such length had been seen in the region since BR days.

A deal had also been reached with EWS to supply a number of Class 67 locomotives and crews, to be available each Saturday during the peak summer season. Together, these would provide spacious, comfortable, passenger accommodation with modern, powerful traction. Schedules were drawn up for a service of 'Holidaymaker' trains operating each way between the North East and North West and Torbay in Devon. The public workings were:

67028 passes Brent Knoll near Highbridge with 1V91, 09:51 Preston to Paignton Virgin Cross Country 'Holidaymaker' service on July 17th, 2004.

1V15, 07:08 York to Paignton (arrive 15:11)

1V19, 09:51 Preston to Paignton (arrive 16:46)

1M89, 08:43 Paignton to Preston

1E99, 09:05 Paignton to Newcastle

In addition, there were empty stock movements to and from Old Oak Common in west London, all adding up to an ambitious, complex, and no doubt expensive operation.

The services duly commenced on Saturday July 3rd, and ran for a total of ten weeks, ending on September 4th. Photographers and enthusiasts once again had a reason to 'go lineside' on summer Saturdays, albeit not in the numbers that had flocked to the Sea Wall in the final seasons of the Class 47s. 'Skips' (as the '67s had been nicknamed) clearly lacked the same appeal!

Personal observation, contemporary 'gen' reports and various web sources have identified the loco allocations for each working and these are presented, with usual disclaimers

Table - Class 67 Allocations, Summer 2004

	1V15	1V19	1M89	1E99
3 July	67027	67002	67016	67029
10 July	67019	67015	67002	67013
17 July	67010	67028	67012	67029
24 July	67003	67001	67002	67005
31 July	67021	67014	67027	67001
7 August	67006	67002	67014	67010
14 August	67001	67015	67005	67003
21 August	67018	67005	67022	67026
28 August	67003	67015	67018	67016
4 Sept	67026	67014	67028	67011

Passing Livermead, 67015 nears journey's end with 1V19, 09:51 Preston to Paignton Virgin 'Holidaymaker' service on August 28th, 2004.



67003 calls at Torquay with 1V15, 07:08 York to Paignton Virgin Cross Country 'Holidaymaker' service on August 28th, 2004.

(any corrections are always welcome!) in the accompanying table. The empty stock working allocations have proved more elusive, but seem to have involved different locos from those that worked down from the north. Given the distances involved and the complexities of 'traditional' train working, the operation appears to have run surprisingly smoothly. The notable exception was July 2th, when 1V19 suffered significant delay after the originally-allocated 67012 failed, with the train forced to run as empty stock for at least part of its journey. Interestingly, it has been reported that 47851 powered the train as far as Warrington Bank Quay. Enthusiasts will have been disappointed when 67001 was summoned to replace the heritage-liveried Class 47! The train did eventually reach Devon, apparently running as 1Z19 from Bristol Temple Meads.

No Repeat Performance

Unfortunately, passenger loadings on the loco-hauled 'Holidaymakers' did not seem to be high, even though they certainly helped relieve overcrowding on 'Voyager' services. Perhaps bad experiences in previous years had turned people away from rail, or maybe the traditional Saturday-to-Saturday holiday pattern had already begun to change. In any event, the operation was never repeated, although Cross Country services continued to be supplemented with hired-in HST sets from other operators. In late 2007, Virgin lost the Cross Country franchise to Arriva, which continued using 'Voyagers' and, until 2023, HSTs on its West Country routes. Great Western (now GWR) continues to operate its Night Riviera sleeper service. Powered by Class 57s, this is currently the only regular locomotive-hauled passenger service in the South West, although you will need to be a night owl or an early bird to catch it on the famous Sea Wall!



67006 passes Aller Divergence with 5A15, empty stock from Paignton to Old Oak Common on July 24th, 2004.

47844 and 47826 stand side by side at Longsight Traction Maintenance Depot in May 2000. 47844 hauled 5H05 on October 7th, 1999, and 47826 on April 18th, 2002.

Driving Class 47s on train 5H05

By Steve Griffin



Despite a serious amount of soul searching, my internal thought process had never resulted in feeling anything more than a notional affection for any of the 500 plus Class 47s. I have shown more than indifference; for example, travelling behind the steam heat members of the class at the turn of the 1980s when they had regular work on the Highland Main Line, I never experienced a performance that was in excess of the expected power outputs which would encourage some inspiration to make further investigation with relish.

Instead, the class gave me, at best, rail horsepowers (RHPs) approaching what would be expected from a locomotive with its engine rated at 2580 BHP, but many of the locomotives gave figures much lower. What could explain this wide variation with Class 47s was their designed-in flexibility; they could continue with a cylinder isolated if defective, and the locos with traction motors wired in parallel could have a traction motor isolated without losing field diversion, unlike their English Electric counterparts where a traction motor problem would mean taking the loco out of service.

An isolated cylinder could be clearly heard, the sound of the power unit with a rattling, unpowered piston increasing in frequency as the engine revs rose. I understand this sound is the origin of why 'Western 'bashers used to call them Duffs. An isolated traction motor would not be as obvious to a train timer, other than as a hypothetical reason for inferior RHPs. In the present era, I understand that the West Coast Railway Company examples are often working with either of these defects when there is no alternative. I was always puzzled by the drivers I worked with at the start of my career, who described this as being 'three-legged', even though they still had five operative motors!

Drivers of depots throughout the system in BR days regarded Class 47s as a good loco, capable of pulling any type of train, and with a cab environment an improvement on the first-generation locos. It was also, for many years, the most powerful diesel locomotive many of these drivers worked on, and, to reflect this, a popular nickname was 'four and a half'. At Longsight one evening, I witnessed a discussion between drivers agreeing they were the 'Black Five' of diesels; everyone liked them. So, well thought of with train crews who would not be concerned with the finer points of type 4 locomotive performance like train timers of the period. There was some strong opinion held in the various partisan groups of enthusiasts, who often had their personal preference for a particular type. My experience timing the different 'big' type 4 classes was that there might be advantages for each type in certain areas, but they didn't make much practical difference overall.

Unlike most depots where the Class 47 was part of the driver training from the 1970s, (coded MP12) at Longsight, where the author worked, the core traction was the Class 86. When I moved to Manchester Victoria for promotion to driver in the mid-1980s, I was trained on the class, with a gentleman of an instructor from Northwich, who took us down the North Wales Coast Line, enabling us to clock up many hours of driving practice. On his annual leave, our temporary instructor was the now famous Albert Seymour, whose ambition for the training process was to work the Nottingham to Glasgow train from Manchester to Preston and wait for the southbound 'European' from Glasgow to Harwich, giving us a few hours to admire the ceiling of Preston messroom.

Back at Longsight a year later, I subsequently worked passenger, parcels, freightliner and p-way trains around the Manchester area during the BR period up to 1994. At the end of the BR era, when it became clear that I would not be driving 'cross country' trains much longer, I made a determined effort to drive some Class 47s by making mutual exchanges with colleagues to work on turns that involved driving these trains from Manchester to Birmingham.



47829 in its unique 'Police' livery is standing on No. 24 road at Longsight TMD in August 2002.

This was an interesting period; a regular contact with one of the 'loco doctors' who lived near Stoke informed me of some of the defects and issues with the Inter City Cross Country (ICXC) fleet, and I became aware of the vital contribution 'travelling fitters' like him made to keep the locos in traffic. Again, there was no outstanding individual locomotive performances to enthuse about. My records show that the most powerful loco, by a small margin, was a recently overhauled parcels sector dedicated loco, 47603.

As the early spectre of privatisation loomed, I was fortunate to be at a depot and of sufficient seniority to have a choice of either the West Coast (WC) or Cross Country (XC) franchise, where I would eventually move to and complete my career with. Without the assistance of hindsight, the main factors influencing the decision were working for a franchise with a good business case (WC) but having to spend two to three years working exclusively on Longsight depot due to the adherence to seniority-related link progression. So, it was obvious from a financial and predictability point of view which to choose (WC), but it would mean there would be reduced variety of traction.

Personally, the less demanding depot work was helpful to cope with the childcare of my two young children. As the evolution of the West Coast franchise continued, work on Class 47s became more frequent on some Sunday diagrams when diversions of service trains away from the main line facilitated work on the upgrading of the West Coast Main Line. There was some work overload as a result, for example, for six months, my roster had 13 Sunday turns in a link of 20 weeks. I worked some of these Sundays against my will, unable to obtain leave, most notably the day my wife was due to give birth to our third child.

'Dragging' continued beyond the final days of loco haulage on Cross Country, so I kept in touch with the class more than I expected, with the bonus of experiencing the locomotives having to work harder as the typical train weights were substantially heavier than the six to seven coach XC formations. My last turn driving a Class 47 was in November 2004; after this, most trains were formed of Class 390s, which should not have been Class 47-hauled in passenger service as they could not provide full ETS and required use of the emergency coupler. An instance where 47840 hauled a Class 390 from Crewe to Liverpool in early 2005 was the last working of this combination; there was strict compliance afterwards.

Most Virgin train crew depots had regular work hauling an DVT/AC loco formation on an ECS train with diesel traction. At Manchester, this train was 5H05, the weekday 22:27 empty stock (ECS) from Preston to Longsight, formed off the 18:40 Euston to Preston. This also maintained route knowledge over the Preston to Manchester section, which was normally only used by Virgin trains during diversions. When the train was first introduced, it formed part of an intensive driver's diagram, which involved working Longsight - Piccadilly - Euston, followed by working the 18:35 down Glasgow to Preston. There, the driver immediately had to find and prepare the locomotive for 5H05, shunt and attach to the train before working back to Longsight to finish for the day.

Later, it became part of a depot turn combined with some light loco (LD) running, with a similar day length but considerably less driving time. The final incarnation, when the standby locomotive was used, was a fully blown night turn involving travelling to Preston, working the ECS to Longsight, going back LD after fuel and water, or a swap of locomotive. This was scheduled to depart Longsight at 04:00; attempts to reach Preston any earlier were usually thwarted by engineering possessions.

The locomotive for 5H05 was initially the final journey of an XC Class 47/8 diagram, which had previously worked into Preston on a down Scottish train that was worked

forward with an electric loco. The most frequent previous working was either a Bournemouth to Glasgow or a Bristol to Glasgow. Working 5H05 got the loco to Longsight for fuel and exam. Subsequently, the loco on the north end of the Portsmouth to Blackpool became another source, with the driver of 5H05 often needing to uncouple the loco at Preston from the ECS of the Portsmouth as it made its way from Blackpool to Longsight.

In the early noughties, as diesel haulage declined on XC routes, the train became a working of interest, so a small group of enthusiasts combined an evening of watching 5H05 depart with drinking in the station buffet, so there are many images of the train on photo sharing sites on the internet. The train was used as an option to convey other Class 47s that had been left at Preston during the day, circumstances the author experienced on a handful of occasions. Eventually, there was some restriction on the number of dead locos allowed on the train. When weekday XC loco haulage ceased in 2002, the Preston-based WC standby locomotive was used; normally this was an EWS Class 47/7.

On superficial examination, the schedule was not promising. 5H05 was pathed to follow a Blackpool to Manchester Airport service, which had several booked station stops. The interest, from an operational view, was that it was possible that with the punctual arrival of the 18:40 ex-Euston and willing shunting staff, the train could depart by 22:05. Preston powerbox was usually prepared to allow this, and sometimes a departure as late as 22:15. From the driver's perspective, he was finishing his day's work, so any chance to arrive early on Longsight was a bonus. Once through Piccadilly, with a clear road ahead of the 22:57 ECS from Piccadilly to Longsight (formed off the 20:00 from Euston), it was possible for the driver to be climbing off the loco after stabling it on the fuel road by 22:50, in his car, possibly seeing the Blackpool train passing on a bridge above him as he sped 'away up the road' towards home.



47739 is stable at Preston on July 14th, 2002, shortly before the author drove the locomotive to Longsight. The same loco was also used on September 18th, 2003.

However, more often than not, the regulator in Piccadilly powerbox would not allow this level of out-of-course running, even at this less busy time of night. In runs recorded by the author, more than 50% of journeys that departed Preston early were looped to enable the rest of the railway to catch up. To achieve this, the loop at Moses Gate was used, or, less frequently, that at Brindle Heath on the down side. It did give a conscientious regulator a chance to exercise the little used points and track circuits at both locations.

This example of regulating was known to result in a frank exchange of views between some drivers and signaller at the signal post telephone at the end of the loop, when the driver was informed that the train he had to wait for was just approaching Chorley. 5H05 would be released after the Blackpool train had passed, but this was not the end of the delay, as pathing time was inserted in the schedule to allow for the train to stand on Castlefield viaduct for a container train from Trafford Park, followed by a local passenger service, before tailing them through Manchester to Longsight. The author was able, on one occasion while waiting, to listen to several minutes of a drumming concert in the auditorium built into the site of the Roman settlement below the viaduct while waiting for the signal to clear.

Several years later, it was decided that drivers would benefit from a visit to their local power box or signalling centre to understand how trains were regulated. By this time, many of the driver complement were Virgin trainees and had no understanding of trains other than those operated by West Coast.

The day I was in the group that made the visit, I must have looked rather senior in service in comparison to some of my colleagues, as the manager on duty explained directly to me some of the regulating issues with double blocking approaching Slade Lane Junction from Stockport. Another of my colleagues offered some green bulbs for the signals as he was certain it was just that the filaments had broken.

When I was asked if I had any questions, I enquired, "Who was the regulator who used to allow 5H05 a run to get on Longsight early?" A voice from one of the desks behind the main panel said, "That was me". I turned and congratulated him on his good judgement and that he was clearly a man who understood his panel well. I assured him that if I had been the driver of 5H05 in that time period and was given the road, I would work the loco hard to try to ensure there would be no delay to any other trains.



47840, 47848 and 47812 are seen inside Longsight TMD on No. 18 Road in July 2002. 47840 was used to haul 5H05 on both the 18th and 20th of March, 2000.

He explained that he used to assess how well the train was running when it came on the panel at Horwich Parkway and decide then if he would give it a run. He turned to the manager who had previously been talking to me, pointed, then said with a laugh, "He would leave you in Moses Gate loop all night." Upon this comment, the rest of the signallers on the floor laughed. It was enlightening, and cheering to know that there was someone who applied their judgement to a regulating situation instead of being risk-averse and following the timetable. This is something that is missing in present railway operations, rather like the requirement that drivers must adhere strictly to the professional driving policy.

So, between 1999 and 2004, the author made more than 40 runs involving loco-hauled stock from Preston, with 34 on 5H05, mostly Class 47-hauled. Broken down further, there were 14 individual Class 47/8s, eight Class 47/7s, with others being Class 57/3s.

The gradient profile from Preston to Horwich Parkway was almost completely against the locomotive and steep enough to require full power for most of this distance with the weight of a WC train formation. There were two locations where intermediate permanent speed restrictions (PSRs) of 50mph required easing or braking; these were negotiating the connection away from the WCML at Euxton Junction and through Chorley station.

From Preston, full power could be used immediately, unless the train was starting from platform 3, which meant a 25mph PSR over the crossing that needed to be negotiated to access the Up Fast. Acceleration was usually of the order that when the train was approaching the ½ mile length of 1 in 100 after Farington Curve Junction, speed would be sustained, or could incrementally rise or fall. Out of 35 runs made by the author, speed decelerated in 14 instances and was sustained on 14 occasions. The junction at Euxton benefitted from being controlled by a flashing yellow sequence if the route over the junction was clear; this allowed a faster approach in comparison to the previous track approach control at the junction signal. One flashing yellow would be exhibited at the signal on the southern end of the platform at Leyland station.

The author suspects that at this point (and in line with professional driving instructions), most drivers would shut off power with the train doing around 65mph. The combination of the steepening of the gradient and the distance between the junction signal and the junction being around ½ mile would be enough to reduce speed to 50mph without braking. The author soon learnt that full power could be maintained beyond the single flashing yellow to the 'rainbow' shaped footbridge south of Leyland station (after the short stretch of 1 in 100), giving comfortable distance to shut off and brake gently to comply with the 50 PSR through the junction.



In November 2002, 47853 is seen in its XP64 livery in Chelford Loop while working 0D88 Longsight to Crewe to re-engine the 17:25 Euston to Holyhead. The author had this loco between Preston and Longsight on an unknown date in 2000.

This could even be considered a suitable point to make a running brake test. Negotiating this stretch of 1 in 100 on full power would result in deceleration of 2-3mph. Over this section, the loco's power unit would be warming up, having been shut down for an hour or two before being started up in preparation for 5H05. Therefore, the following assault of the upgrade to Chorley would be made with the power unit working to its full potential. While this claim cannot be proven with Class 47s, it is supported by the fact that Class 57s on 5H05 (which would have been started from cold having been on stand-by duties), the blue engine fault light, which stayed lit until the correct working temperature was reached, would usually extinguish between Skew Bridge and Leyland.

According to the book *Main Line Gradient Profiles*, between Euxton and Chorley, there is a 2½ mile gradient at a steepness of 1 in 128, with a few chains easing to 1 in 146 after Chorley tunnel, where the line passes under the A6. The gradient then steepens slightly for another ½ mile to 1 in 131. A Freedom of Information request to Network Rail has given data that confirms the main elements of the profile, with the measured distances giving more precise locations of the changes than could be ascertained from the profile book.

The gradient profile has been the basis of horsepower calculations used by the author and other train timers with Class 40s, with results consistent with other sections of line with the same locomotive. With 5H05, the 50 PSR at Euxton Junction was convenient as the train would start

RHP Table-Power outputs calculated on gradient between EuxtonJunction and Chorley 1999-2004								
Loco	**Date**	**Month**	**Year**	**Stock**	**LocoDead in Train**	**Gross**	**RHP**	**Speed**
47817	9	9	1999	10 Mk3	90	571	2099	46
47814	6	9	1999	10 Mk3	90	571	2029	52
47854	27	11	2001	8 Mk3	87	495	2025	48
47822	13	9	2000	10 Mk3	87	563	1993	53
47814	10	9	1999	10 Mk3	90	571	1961	52
47844	7	10	2000	9 Mk3	47/4+87	650	1939	54
47840	20	3	2000	9 Mk3	47/8+87+90	737	1927	45
47789	19	9	2002	10 Mk3	90	565	1909	52
47807	18	9	2000	9 Mk3	87	530	1897	47
47814	20	9	2000	8 Mk3	87	497	1885	57
47826	18	4	2002	9 Mk3	47/8+87	654	1879	51
47758	23	7	2002	10 Mk3	87	564	1867	51
47840	18	3	2000	10 Mk3	90	569	1853	46
47805	19	3	2003	9 Mk3	47/8+87	654	1835	50
47810	3	10	2000	10 Mk3	90	570	1819	51
47806	1	4	2002	9 Mk3	47/8+87	655	1816	50
47799	12	1	2002	9 Mk3	87	529	1812	50
47769	21	3	2000	10 Mk3	90	566	1797	48
47849	24	4	2000	10 Mk3	87	569	1778	52
47818	22	3	2000	10 Mk3	87	566	1763	53
47792	30	11	2002	9 EBW	87	516	1760	52
47810	23	3	2000	9 Mk3	87	532	1758	51
47854	3	4	2000	10 Mk3	90	562	1746	54
47806	26	1	2000	9 Mk3	87	526	1728	52
47817	26	11	2001	8 Mk3	87	497	1713	41
47739	14	7	2002	9 Mk3	87	524	1709	49
47757	7	12	2003	10 Mk3	87	565	1670	51
47849	5	4	2000	9 Mk3	87	530	1661	51
47817	11	1	2000	10 Mk3	87	569	1636	50
47853	uk	uk	2000	9 Mk3	87	530	1601	52
47739	18	9	2003	10 EBW	86	551	1583	52
47854	8	9	1999	9 Mk3	90	535	1581	48
47851	7	11	2004	10 Mk3	87	568	1551	50
47747	14	9	2000	9 Mk3	87	528	1377	46

the climb close to balancing speed for the power to weight ratio of a Class 47 and typical weight of the WC train consist.

To get the best out of the locomotive, it was necessary to move the power handle to full power as soon as braking for the junction had finished, as the field diversion system would have to go through two stages before full power was produced. In the time taken to do this (Class 47s were slower to go through this process than English Electric locos), the train would have completely passed through the 50 PSR before serious acceleration commenced. Delay in taking power would result in the train being 2mph down as the start of the steepening gradient.

If everything had proceeded as it should, the author would have the cab window open (regardless of air temperature!), listening and assessing the sound of the power unit as the climb started. A powerful performer would produce a throaty exhaust and a high-pitched revving engine on full power, easily distinguished from weaker locos by an experienced listener. The preferred orientation of the loco was to have No. 2 end leading (the boiler end) as the exhaust port would be on the side of the driver and could be clearly heard along with the speed of the revs. If you were driving from No. 1 end, the compressor room was immediately behind you, so the sound they made drowned out an already more distant sound from the power unit.

In the cab, the author also had the ammeter gauge as a guide to indicate the level of power output, using the values showing on the day in comparison to what is expected. In the leaf fall period, a handful of runs were disrupted by wheelspin, usually in the area starting from the cutting approaching Chorley tunnel and for ½ mile beyond. Another issue that disrupted the climb on a couple of runs was the re-occurring imposition of a temporary speed restriction (TSR) due to track foundation issues near Chorley tunnel.

The author, being the driver, had another benefit for assessing loco performance; as most of the trains were ECS, the author would switch off the electric train supply (ETS) at Euxton and restore it after passing through Chorley station, reducing the variability in draw of power that ETS takes, to produce the most representative RHP possible. The ETS could have been re-instated as soon as the 1 in 131 had been topped, but with curvature on the approach to a foot crossing followed by Chorley station in close proximity, it was necessary to watch for people at both locations and avoid being distracted leaving the process until an open section of line with good visibility was reached.

The effect of ETS on RHPs has been discussed by train timers in the past, and it is accepted that the power drawn to supply the train cannot be reliably estimated due to the variable factors that influence how much is needed at any one moment. To add to the understanding of this, it is worth describing what the author observed when the ETS was switched on during the journey, bearing in mind that the train was usually formed of nine or 10 Mark 3 coaches plus a DVT.

When energising the ETS circuit, the ammeter needle fluctuated noticeably as the on-train equipment took power from the auxiliary generator; after a few seconds, it settled back to a constant position; the author's notes show that this was usually 200-300amps (out of a total of 3800-4200A) lower than with the ETS off. In the situation after Chorley with 5H05, the train was not being supplied in a cold start condition; the train supply had been on for 10-plus minutes before being switched off at Euxton Junction and had been off for another five minutes or so while ascending the upgrade. So, the change in amps described is not an indication of a maximum demand condition but closer to the draw on the locomotive with the train being pre-conditioned, reflecting the 'typical' reduction in power available for hauling during a journey.

Depending on the speed at Euxton Junction, the weight of the train and the RHP being produced by the loco, it would normally be necessary to either ease off approaching the 50mph PSR through Chorley station or shut off and make a light brake application. The author would maintain full power on the climb as late as possible; timings indicate that he would ease or shut off after MP 22 ½. With 47817 (load 10 plus a dead Class 87), we accelerated from 52mph at the start of the 1 in 128 to 55mph through Chorley tunnel.



A view in the engine room of a Class 47.



The engine room door of 47739 seen from the driver's cab.

The author eased the controller to first notch at the whistle board for the foot crossing at Brock Lane; this allowed the train to decelerate to 50mph without braking. When re-applying power here, the author would move the power handle to around halfway, rather than to the full position used at Euxton Junction. This was necessary as the gradient through Chorley station was less severe, so less power was required to maintain the correct speed. The author found that the optimum point to select full power and avoid any speed infringement was in the platform. One evening, the author passed through the station with a Class 47-hauled train just after the departure of a railtour headed by two Class 55s, so there was an audience of disembarked passengers and observers. As we approached, the silhouette of a figure I thought familiar made the arm gesture indicating 'open up'. It was only in conversation several years later that I discovered it was a colleague who worked at Preston who had come out to see the railtour.

With the power back on, speed would increase faster than before on the easier grades that follow from Chorley, but nothing approaching the rate of current traction. The run with 47817 accelerated to 71mph at Adlington and 76mph passing Blackrod Junction box. Beyond here, the author usually eased the loco to keep within the applicable PSRs, particularly if there was no prospect of finishing early. The diagram was often discussed between drivers and if I was on duty the day(s) before I was rostered to work 5H05 and in the area when the train was expected to appear, I would mentally note what time I had seen it, to assess the likelihood of finishing early.

The author analysed the runs he recorded and used the notes he made at the time to seek some corroboration between the performance of the locos and the information in the notes he made. These were not always as comprehensive as the author would like; he has already mentioned that initially the journey was made at the end of quite an intensive diagram and then later as part of a week of night turns, both of which would leave the author less than capable of the level of maximum attention required to carry out driving and memorising detailed information to be written later. Should the signaller allow the train through Manchester early, this would usually result in no comments being recorded as the author would be preoccupied with getting home ASAP.

The table shows details of the RHPs calculated from the timings made by the author. Two runs have been omitted due to not having recorded the locomotive ID. The calculations are made using RPS supplied formulae and quoted weights for the differing types of locos. The coaching stock formation was usually taken from the train list supplied for a journey made during the afternoon of the day in question; usually this was the 15:27 Manchester to Euston or the 18:40 ex Euston. There was never a train list for 5H05. The metric tonnage has been converted to long tons. The calculation is not complete as the consist involved dead loco(s) in every instance. The weight of these has been included in the calculation, but there are no formulae for the rolling or atmospheric resistance of a locomotive dead in train. Therefore, the total RHP will be somewhat higher than stated; substantially in the case of trains with three dead locos in the formation.

I can recall that I thought 47814 and 47844 were good performers and that 47854 was remarkably variable. One evening when I climbed off 47854 on the fuel road at Longsight, the fitter pointed out that the brake blocks were glowing so I had experienced brake drag somewhere during the journey that I was unaware of. On subsequent journeys, I tried to ensure that brake drag was not occurring by overcharging the brake pipe more than the required specification.

The instruction was to overcharge once for a minute, immediately on departure from the train's starting point and again if the additional brake pipe pressure applied in the overcharge had not leaked off before the first brake application. With the Davies and Metcalfe brake handle on a Class 47, sometimes it required significant force to keep the handle in the overcharge position, so frequent use would leave your arm aching.

I was once advised by the signaller, after stopping in Moses Gate loop, that the driver of a Wigan-bound train had reported brake drag on the dead loco at the rear of the train. I hadn't felt any resistance during the journey, and a walk down the shadowy and creepy cess revealed cold brake blocks and tyres. I suspect that the driver who reported it wasn't familiar with the sparks



In the cab of 47739 working on full power with the ETS on and showing 4000 amps.



47840 is reflected in the windows on Preston's Platform 5, with the 23:50 ECS to Longsight Carriage Sidings in March 2000.

sometimes produced by the brake blocks on a locomotive.

47817 blew hot and cold; one evening my notes describe it as a low-revving shed, which may have been in the disillusionment of disappointment, having had a good performance on one of my first journeys. Overall, there is a wide range of power outputs, reflecting my experience previously mentioned. The lowest, with 47747, had no reference to defects in the repair book. It was clearly low revving, a fault sometimes caused by having the cab controls in the other cab unlocked (jemmied), but not in this case as I had driven the loco from the opposite cab when attaching it to the train.

I was surprised to see 47840 so high in the listing; my impression at the time was that it was likely to be ordinary, having experienced runs with the loco where the field diversion was problematic, interrupting acceleration. The other memory I have is being impressed by 47789; many of the 47/7s had been de-rated further than 2580 BHP by this time and my notes comment on the sound being 'good but slightly slow'. I would, of course, be more favourably minded if I had managed to arrive on Longsight early; even the run with the feeble 47747 made a start to stop time of 43m 49s. 47822's run was just below specification RHP; a good performance and an almost clear road, which enabled a time of 40m 30s to be recorded.

When studying the RHPs calculated, it is worth considering the physical aspects and the direction that the line takes. In the case of Chorley bank, the railway from Euxton starts being open on both sides, but by the time MP 23 ¾ is reached, the line is entering a cutting which continues for the rest of the climb. At a similar point, the line starts to change direction and after Chorley Tunnel, continues to curve gently right and left. The line starts by curving away from the WCML in an easterly direction, then arcs gradually to face more towards the south than south east.

The prevailing winds in this area are generally from the west and south west, so when present, the train would be assisted by a tailwind for the first mile or so, but from the approach to Chorley Tunnel the cuttings and surrounding buildings would shelter the train from any further influence. In some instances, the wind direction and force were noted; as previously stated, these were not comprehensive as I would often only make notes when the winds were noticeable.

In previous surveys made by the author, I was surprised by and often unable to explain the inconsistency of individual locomotives recorded on more than one occasion; no audible difference to the sound of the power unit or the presence of gale force winds. This study is no different; there are individual locomotives giving variable RHPs two or three times. It is also worth bearing in mind that the speed range that the climbs of the gradient to Chorley were made at should give optimum RHPs, as the speeds involved have been claimed by other performance experts to be where the Class 47 will produce their highest RHPs using published tractive effort curves as a guide.

In the period of Virgin operation, the Class 47/8s were given comprehensive overhauls (well publicised in staff newsletters), and three locomotives in the table are calculated to give RHPs close to, or approach the continuous rating of 2080 RHP. The author's experience with other classes suggests that degradation of RHP figures of around 10% less were normally experienced, which gives a lower threshold of 1880 RHP; 14 out of the 25 are between the continuous rating and 1800. The lower figure of 1800 is used to make some allowance for the unknown resistance of the dead locos in the train formation, which will bring the final figure closer to the 1880 threshold. Two of the runs with the lowest figures can be explained by an exhaust manifold blow (47851) and probable brake drag (47854).

Rumours of problems with engines abounded after overhauls; it was claimed that there was a batch of below-specification engine bearings that were causing problems. This may have led to some temporary de-rating on some locos to reduce stress on the power units and this might be an explanation for some of the runs.

It has been well known that Class 47/7s were de-rated by EWS to reduce maintenance cost and wear; the figure I have seen in print is 2400 bhp, which would produce 1935 RHP. This was more than adequate for their usual work of pulling a short formation of mail vans around the network. Only one loco approached this figure, with six out of the eight within the 10% below maximum previously suggested by the author. There have been examples in 'Milepost' of Class 47/7s on the WCML where it has been clear that the loco has been underperforming; the author has his own experience in these circumstances.

During the early 2000s, Class 57/3s started to enter into service. These proved to be superior (as you would expect) in acceleration and at high speed to the Class 47s. With load nine plus a dead loco, they could accelerate easily to 58mph before Chorley from 30mph at Euxton Junction. The sound of the Class 57 when idling in the station area was impressive; this was deceptive, as once under power it dissipated to a hardly audible hiss. For the driver, the cab at No. 1 end was subject to a constant loud vibration through the body structure while the loco was under full power. Happily, 5H05 did not have long periods of full power, so this was not an issue. To the author, who has previously expressed being almost indifferent to Class 47s, listening to the sound of a Class 57/3 left me seriously underwhelmed, struggling to define what a loco that was performing well sounded like.

31235 arriving from the North Wales route with research coaches.
PETER MANTLE

A Day at Crewe on October 13th 1989

By John Dedman & Peter Mantle



There was always something on the move at Crewe including many light engine movements; this one has Coal Sector 31275 and blue 31434 coming away from the depot. JOHN DEDMAN



37428 *David Lloyd George* is departing north with 1M11 07:03 Cardiff Central to Liverpool Lime Street. PETER MANTLE



20188 and 20227 are taking the Chester route with empty ballast wagons. PETER MANTLE



After quite a few years of visiting different lineside locations around the country, we thought about spending a day on a busy station, and they do not come much busier than Crewe. So, three of us made an early start from the South Coast and managed to get onto the platforms at Crewe by 09:00. Although I had previously passed through before by train, and mainly at night, this was the first time I had set foot on the platforms, so it took a while to find my way around.

Although the station was incredibly busy with both passenger trains and light engine movements, most freight trains bypass the platforms on the freight lines, which are at a lower level on the west side, although not far away but mostly out of sight, though within

Former Scottish Class 37/4s were a welcome sight when they moved south; 37408 *Loch Rannoch* and 37407 *Loch Long* are double heading 1V08 09:15 Liverpool Lime Street to Cardiff Central. PETER MANTLE

hearing distance. As the station is so large, it is not possible to record all movements so some were probably missed, especially when we were on the far platforms near the diesel depot.

The list on the next page shows all the train movements we recorded. There were plenty of light engine movements, especially earlier in the day, which produced locos from Classes 08, 20, 31, 47, 56, 85 and 86. Sometimes, they were single locos or in small groups. The late 1980s was an interesting period for liveries as there was still BR Blue around, plus all the various Railfreight and InterCity liveries with their variations.

Two Class 47s of note were Midland Railway Red 47973 *Midland Counties Railway 150 1839-1989* and 47522 *Doncaster Enterprise* in LNER Apple Green.



87020 *North Briton* is running non-stop through Crewe with 1A37 12:40 Liverpool Lime Street to Euston. PETER MANTLE

Crewe, October 13th, 1989 - 09:00-12:30				
Time	**Loco No.**	**N or S**	**Headcode**	**Train details**
09:00	85109	S		Light engine
	31448	S		Light engine
09:06	86229	S	1A19	08:25 Liverpool-Euston
09:13	47431	N	3H04	Crewe S.Yard-Longsight NPCCS
	87028	N	1S47	07:20 Euston-Glasgow
	20021+20020 Light Engine to depot			
09:26	86243	S	1A29	09:00 Manchester-Euston
	31444	N		ECS
09:35	86241	S	1A23	08:02 Blackpool-Euston
	47586		1D33	07:55 Coventry-Holyhead
	47333			Light engine
	31434 + 31275 Light Engine from depot			
	85040+ 85109+ 85023 + 86423 + 47520 Light engines			
09:46	90021	N	1H06	08:00 Euston-Manchester
	56019	S		Light engine
09:50	37428	N	1M11	07:03 Cardiff-Liverpool
	31235	S		Research coaches
	08823	S		1 MK3 FO
10:00	37408 +37407	S	1V08	09:15 Liverpool-Cardiff
	20188 +20227	N		Arrive with Ballast wagons
10:05	47520	S		Light engine
	87016		1S59	07:35 Euston–Inverness Motorail
	20194 + 20016N Light Engine from depot			
	47425	N		Light engine
10:20	86252	S	1A27	09:40 Liverpool-Euston
10:25	20188 +20227	N		Depart with ballast wagons
10:30	87004	N	1P28	08:20 Euston-Blackpool North
	08823+ BrakeVan + 08402N from depot			
10:33	87022	S		Passenger
	90026	S		Passenger
	20131 + 20073 Light Engine from depot			
	20172 + 20028 Refuelling			
11:00	31272	N		1 flat wagon
11:08	87017	N		Passenger
	31451	N		Light engine
11:15	90024	N		Passenger
	47615	N		Light engine
	47639	S	1A45	08:55 Holyhead - Euston
	47622			Light engine
	31435	S		1Turbot wagon
11:33	86234	S	1A45	08:55 Holyhead-Euston
11:40	87006	N		Passenger
11:45	86256	N		Passenger
11:47	90004	S		Passenger
11:50	90007	S	1O12	07:50 Glasgow-Poole
11:55	87031	N		Passenger
12:00	87039	N		Passenger
12:05	37428	S	1V11	11:13 Liverpool-Cardiff
12:10	86434	S		Passenger
	87023 + 86609	N		Light engine to Depot
	87003 + 90015 + 47xxx Light engines to depot			
12:25	90012	N		Passenger

Crewe, October 13th, 1989 - 12:30-16:30				
Time	**Loco No.**	**N or S**	**Headcode**	**Train details**
12:34	31290	N		Parcels
12:50	08613+BFK+BG+31290			
12:53	87002	N		Passenger
	47522			LE from refuelling point
12:55	87035	S		Passenger
13:00	86413	N		Passenger
13:10	47345 + 47050 + 47434N Light engines			
	56027	N		MGR
13:18	87020	S	1A37	12:40 Liverpool-Euston
13:19	47471 + 82128	N		Passenger
13:24	85003	S	1V52	09:50 Glasgow-Plymouth
13:30	85040	S		LE
13:33	90016 + 86261	N	1P62	11:30 Euston-Blackpool
13:37	87011	S	1A49	13:00 Manchester- Euston
13:40	47639			LE
13:42	85028	S		Passenger from Manchester line
13:45	86206	N		LE
13:48	20227 + 20188	S		Ballast wagons
13:49	87030	N	N	Passenger
	90034	N	N	Non-stop Passenger
	90013	S	1V54	13:20 Liverpool-Plymouth
14:08	87001	N		Passenger
14:20	86410	N		Passenger
14:30	85028	N		Passenger
14:32	47187	S	4L86	06:30 Holyhead – Stratford FL
14:34	90018	N	1S80	12:30 Euston - Glasgow
	47973			Light engine
14:35	86233	S	1A62	13:00 Blackpool-Euston
14:37	85109			Light engine
14:48	TDB975023	S		Single car DMU
14:50	90024	S	1A51	14:10 Liverpool-Euston
14:59	86239	S	1O90	11:00 Glasgow-Brighton
15:00	90007	N	1S71	07:20 Penzance–Glasgow/ Edinburgh
	86417	S		Passenger
15:16	47586	S	1A56	12:50 Holyhead - Euston
15:20	86424			Light engine
15:28	86414	S		Passenger
15:31	86241	N	1P50	13:30 Euston - Lancaster
15:35	86250	S	1V59	12:10 Glasgow-Plymouth
15:40	86102	S		Passenger
15:42	90026	N	1F29	13:50 Euston - Liverpool
15:45	87009	S	1M04	11:50 Glasgow-Euston
15:50	37407	N	1M17	13:15 Cardiff-Liverpool
	304032	S		
15:55	47456	S		Arrived with Parcels
	47442	N		LE
16:00	87032	N	1S39	10:40 Poole-Glasgow
16:05	56027	S		LE
16:08	90021	N		Passenger
	47522	S		Depart with Parcels
16:12	86609	N		LE
16:15	85019	N		Passenger
16:20	47584	N	1M12	13:34 Reading-Manchester

47471 *Norman Tunna G.C.* is powering northwards through the station with a push-pull InterCity set with driving van trailer 82128 behind the loco. PETER MANTLE

InterCity trains to and from Euston were shared among Classes 85, 86, 87 and 90, all loco-hauled without driving van trailers which were soon to be introduced. The Liverpool to Cardiff services were in the hands of Class 37/4s, with 37428, 37408 and 37407 all in large logo blue livery passing through; 37429 was also seen on the refuelling point. Inter-regional passenger trains were hauled by Classes 47, 85, 86, 87 and 90. The Holyhead trains changed from electric to Class 47 power at Crewe; they included 47639 and 47586. A sign of things to come was 47471 hauling a push-pull set of coaches with DVT 82128 behind the loco. We were unable to identify this working, which headed north on the down through line.



85028 is arriving from the Manchester route; the loco was taken off this train after arrival. JOHN DEDMAN



20227 and 20188 get underway after a brief stop in the platform with a departmental working consisting mainly of Turbot wagons. 20227 was once allocated to Edinburgh Haymarket Depot with its logo on the side of the loco bonnet. JOHN DEDMAN



Inter-City Mainline-liveried 90034 is passing on the through line with 1H10 12:00 Euston to Manchester Piccadilly. The paintwork on the cab front is not looking good for an almost new loco. JOHN DEDMAN

87001 *Royal Scot* is departing with 1M09 08:47 Plymouth to Liverpool Lime Street. PETER MANTLE

85028 is departing north from Crewe following a loco change; the train is 1S64 09:08 Plymouth to Glasgow Central. JOHN DEDMAN

InterCity 90024 is on the up through line with a 12-coach 1A51 14:10 Liverpool Lime Street to Euston made up of Mk.3 coaches with a Mk.1 BG behind the loco. JOHN DEDMAN

31235 in the attractive Railfreight Red Stripe livery passed by with research coaches. The only ballast train of the day was hauled by 20188 and 20227, which took the North Wales route and returned a few hours later and headed south. Parcel trains were in the hands of Classes 31 and 47, with only four being seen, although there were a lot more during the night.

Some of the train services were identified on the day, and others from timetables more recently, the remainder are more tricky as we do not know whether they were all running on time. Over the years, I have visited Crewe on a few occasions and it is different every time, firstly with the Euston Intercity services becoming push/pull sets with the driving van trailers on the London ends of each set. Then, the replacement of loco-hauled services with Pendolino and Voyager units followed. It is certainly a station to visit nowadays if you are a fan of multiple units.

Locos seen around depot area
08841, 08613
20028 + 20172, 20131 + 20073, 20141 + 20121
31101, 31400, 31414, 37429
47005 *Harrier*, 47050, 47227, 47432, 47434, 47442, 47448
47512, 47522, 47594, 47613, 47622, 47831, 47973
86234, 86609, 87003, 87023, 87031, 90015



86241 *Glenfiddich* is departing with Mk.3 coaches forming 1P50, the 13:30 Euston to Lancaster. Earlier in the year, 86241 was renumbered to 86508 and re-geared for use on freight trains, but by this time it was back in Inter-City use. JOHN DEDMAN



86250 *The Glasgow Herald* with 1V59 12:10 Glasgow Central to Plymouth. PETER MANTLE



Transrail-liveried 37898 and EWS-liveried 37668 are stabled on October 4th, 1997, with another Transrail grey Class 37 lurking in the background. 37898 was withdrawn in December 1999, finally being cut at Kingsbury in 2011. 37668 was sold to WCRC in 2007 and is still operational as part of the WCRC fleet in early 2024.

Newport Stabling Point

By Jonathan King

During the late 1990s, my father and I made regular train spotting trips from Devon to South Wales. A typical itinerary for one of these trips would be an early morning Great Western HST from Totnes to Bristol Temple Meads, followed by a Wales and West Class 150 or 158 to Newport. At Newport, we would head up to Godfrey Road to spot the locos on Godfrey Road stabling point and then spend a couple of hours at the station watching the seemingly endless procession of freight trains.

At the time, freight in South Wales was buoyant with frequent MGR trains from the surviving South Wales collieries, tank trains to and from the refinery at Robeston, 'Enterprise' freights and ore and steel trains to and from the large steelworks at Llanwern and Port Talbot to name a few. From Newport we would then move on to Cardiff and the footbridge outside of Canton Depot, before heading back to Newport for a few more hours spotting before retracing our steps back



Mirrlees-engined 37/9 37903, still wearing trainload metals livery, is stabled on 4th October 1997. Two other '37s' and two shunters can also be seen in the background. 37903 didn't have long left in service at this point being withdrawn in 1998 and cut up a few years later in 2005.

to Totnes. Typically, these trips were uneventful, although one day in the late 1990s our return train from Newport was worked by a preserved Hastings line DEMU, which was occasionally hired in by Wales and West to cater for extra demand when rugby matches were played in Cardiff.

Newport Godfrey Road stabling point consisted of five dead end sidings located on the Up side of the line at the west end of Newport station. Only basic facilities were provided, and there was no covered accommodation or fuelling facilities. The primary purpose of the stabling point was to stable locos between duties and undertake minor servicing. Due to the volume of freight traffic at the time, locos would move on and off the stabling point throughout the day with at least five or six locos stabled at any one point.



Heavyweight '37s' 37717 in EWS livery and 37702 in Transrail livery are stabled on September 6th, 1999, in the company of a trainload grey Class 60. 37702 was transferred to Spain in 2001 and cut up there in 2007. 37717 was sold by EWS in 2007, but despite being reinstated for a short period, was cut up in 2009.



On an unrecorded date in 2000, EWS-liveried 56114 stands next to EWS-liveried 60098. In addition to an EWS-liveried 37 and two of the Newport class 09 shunters, a pair of Class 66 locomotives can also be seen in the background.

There would normally be a variety of different loco classes on the stabling point; Class 37s, 56s and 60s being common up to late 1998 when the '37s' started to be ousted by the then new Class 66 locomotives. The stabling point was also used to stable the Newport area Class 09 shunters, which, in addition to shunting the local yards, would also work regular trip freights between Llanwern and Alexander Dock Junction.

A victim of the general decline in South Wales freight traffic, in part due to the decline in coal traffic and the end of steel making at Llanwern, the stabling point closed in the late 2000s. There is little evidence that the stabling point ever existed, the site now being covered by Newport station car park.



It's autumn 2000 and Class 66s are the order of the day as 66107 and 66112 head a line of similar locos. A Centro Class 150 passes in the background.

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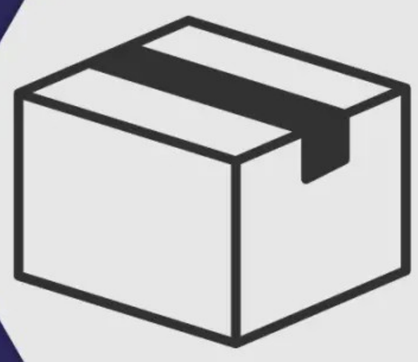

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SIMPLY ENTERTAINING

Seeds were sown for this new project after the purchase of a Lionheart 74xx Pannier, which took the builder on a new journey to create a layout that was easy to run and would delight the crowds.

Words & Photography: Chris Hopper

A visiting Heljan Warship is stabled in the headshunt as DJH Class 14 *Teddy Bear* D9523 heads for the fiddle yard. This photo was taken at a local exhibition with guest locomotives in use.

FACTFILE

NAME: Bakewell Street
SCALE/GAUGE: 7mm:1ft/32.5mm/O
SIZE: 10ft 6in x 1ft 6in
ERA/REGION: BR LMR/WR
LAYOUT TYPE: Inglenook shunting layout



Some years ago, I was at the (now gone and much-missed) Bristol O Gauge Show and fell into conversation with Richard Webster of Lionheart Models. The outcome was the purchase of a 7mm Lionheart 74xx Pannier with DCC Sound, which was fortunately funded by sales of surplus US HO equipment. I already had a wide range of other railway and modelling interests, and when I decided to build a 7mm layout so I could run my new purchase, I had limited space at home, and I also wanted to be able to take it to shows using just an estate car, so this rather determined the footprint.

I decided that within the 8ft scenic section, I could just about manage a shunting twig "test track". Firstly, I decided that it was best to see if I could build up a small fleet of goods wagons to go with my new loco. I also felt that passenger stock would have been much too big for sensible operation on such a small layout.



ABOVE: A Heljan Class 25 shunts the sidings. The angled telegraph pole was inspired by one seen on the Severn Valley Railway.

BOTTOM LEFT: A DJH/Tower Class 02 in action. The locomotive is finished as one allocated to Allerton shed on Merseyside (a bike ride from my childhood home) and used in Liverpool docks to replace the L&Y pugs.

BOTTOM RIGHT: Although the layout is very small for 0 gauge, I have still tried to incorporate small, detailed cameos to provide some visual interest.

A new gauge

One reason I was attracted to 0 gauge was because I could build a lot of what I needed. Some Parkside wagon kits were bought, and building these revealed how little I knew about how the full-size wagons were constructed and even how the brakes work. This was not really an issue for me in 4mm, but was something I felt I needed to address in 7mm. A bit of research and fieldwork ensued, and the wagons were duly built. I was also grateful to neighbour and fine EM modeller Gerry Beale, who had a comprehensive set of photos of a GWR Toad brake van, having been involved in the development of the Parkside kit.

A trip to the Avon Valley Railway a few miles from home also gave me an opportunity to photograph in detail (with permission) the underframe of one of their Palvans. This certainly made kit construction a bit more straightforward. I do think some instructions assume a



Rolling stock

Although the layout was initially conceived as representing the Gloucester area with a mixture of ex-Midland infrastructure and Western Region motive power and rolling stock with green diesels and black steam locos, I also like the railways of Liverpool in the 1960s and 1970s. This meant mainly blue diesels on the former LNWR/LMS lines around Edge Hill and Allerton and the alternative LNWR signal box fitted in very well with that location.

The purchase of Dapol 08 in blue was the start of a slippery slope and the "blue" roster now includes a 20, 25/3 and 03 from Heljan. This rather flies in the face of my aim of building things, but the layout is also run with kit-built diesels such as the DJH 02 and the JLTRT 22, as well as a brass Connoisseur 4F, which was a major achievement in itself. However, thanks to my move into 7mm, I'm now happy working in brass, and a Conflat runner for the Heljan 03 has recently been completed.

All the stock is weathered – initially, I did pay for custom weathering, but it was a skill I was keen to master and, after much deliberation, I signed up for one of the Missenden Railway Modellers Weekends.

All the locomotives used at exhibitions are sound-fitted and this certainly adds to the overall ambience of the layout as a single loco potters around re-arranging the eight or nine wagons we normally use. The sound projects are mainly by Digitrains on Zimo decoders.

I have always enjoyed the operational ease of Kadees in my previous HO US layouts, and more recently on some of my British 4mm projects such as 'Penmaenbach' (BRM December 2022). I wanted to have hands-off operation on 'Bakewell Street' so, when I started in O gauge, I tried fitting Alex Jackson couplings. I received a great deal of help from the late Bob Alderman, who was then the Technical Officer of the Gauge O Guild, but I couldn't achieve the degree of accuracy required for reliable operation, especially when moving stock around to exhibitions. The wagons are now fitted with Sprat & Winkle couplings from Wizard Models, which allow for remote uncoupling and propelling wagons away from the magnet while staying uncoupled.

We can usually achieve hands-off operation with a few accidental un-couplings along the way. Some minor changes of magnet location were necessary after a couple of shows as magnets near baseboard joints do tend to cause wagons to uncouple when you don't need it with the very slightest interruption to smooth running. This is particularly true when the loco is involved, as they are just fitted with a simple bar and the single wagon hook coupling is the only connection. Light, free-running wagons are the worst culprits. Unlike most modellers, I like a bit of drag so I install small black foam "brakes" on some of the wagons as well as additional weight. The electromagnets previously installed for the Alex Jackson couplings can be used for uncoupling from locos, and pairs of 3mm magnets are fitted in sleepers on each of the two sidings and "main line" for uncoupling between wagons. With the relatively small wagon fleet required for 'Bakewell Street', the effort of setting up and maintaining reliable couplers is certainly repaid in terms of reliable operation – particularly at shows.





ABOVE: A Dapol 08 seen from the canal towpath – typical of the views I was trying to create with the high embankment.



ABOVE: A busy scene in the yard as the Heljan 03 (complete with its new runner wagon made from a modified Bill Bedford Conflat kit) shunts a selection of kit-built wagons.

degree of knowledge of the prototype many modellers do not possess. However, plastic kits were something I was comfortable with, so progress was made.

On the other hand, I was also keen to develop other skills. Shortly after starting to work in 7mm, I attended an excellent half-day workshop on starting brass kit construction at a Gauge O Guildex at Telford, and this gave me enough confidence to progress to building the occasional brass kit.

I made a tiny amount of progress with the kit on the day and then left it for a few weeks before summoning up the courage to have another go. Eventually, I did complete the kit and decided to do a second one. I did acquire a few rudimentary bending aids and a simple gravity-powered riveting tool along with a few homemade wooden jigs for forming 90-degree joints, etc. I also watched and re-watched Tony Wright's Right Track DVDs on 4mm kit building – a very valuable learning resource.

The completed rolling stock was mainly painted with Halfords rattle cans and the occasional Phoenix or Humbrol equivalent. If I were building them now, I would substitute some of the finer parts with brass to minimise breakages from handling at shows when operating. The step boards and their supports on the brake vans are particularly vulnerable and they have had some replacement brass parts fitted during repairs.

I subsequently built and painted a Tower Models Class 02 diesel shunter and a Connoisseur brass kit of a 4F 0-6-0 steam loco. These are both great kits, but I am led to believe not all 7mm kits are as beginner-friendly.

The current availability of excellent RTR products would now significantly reduce the time required to complete a layout like 'Bakewell Street', but may possibly be less fun. I now find brass kits, as well as airbrushing, areas of the hobby I can completely immerse myself in without being easily distracted as long as I turn my phone off – genuine relaxation!

Construction starts

Once I had a rough trackplan, I was able to work out a baseboard design. Although the layout is very simple, it took quite a bit of adjusting as I needed to ensure the turnouts would fit either side of the baseboard joint, while still leaving sufficient lengths in the sidings and head shunt. The resulting short lengths of rail between the points at the baseboard joint did create a few problems later in use as they were a bit unstable and vulnerable to damage despite soldering the rail ends to brass screws, and no matter how well I protected them in transit. This led to some minor variation in rail head height, which caused sporadic uncoupling issues requiring some remedial work. A lesson learnt! I should add that 'Bakewell Street' was conceived before the introduction of the Peco O gauge set track points (or turnouts), so they were not an option.

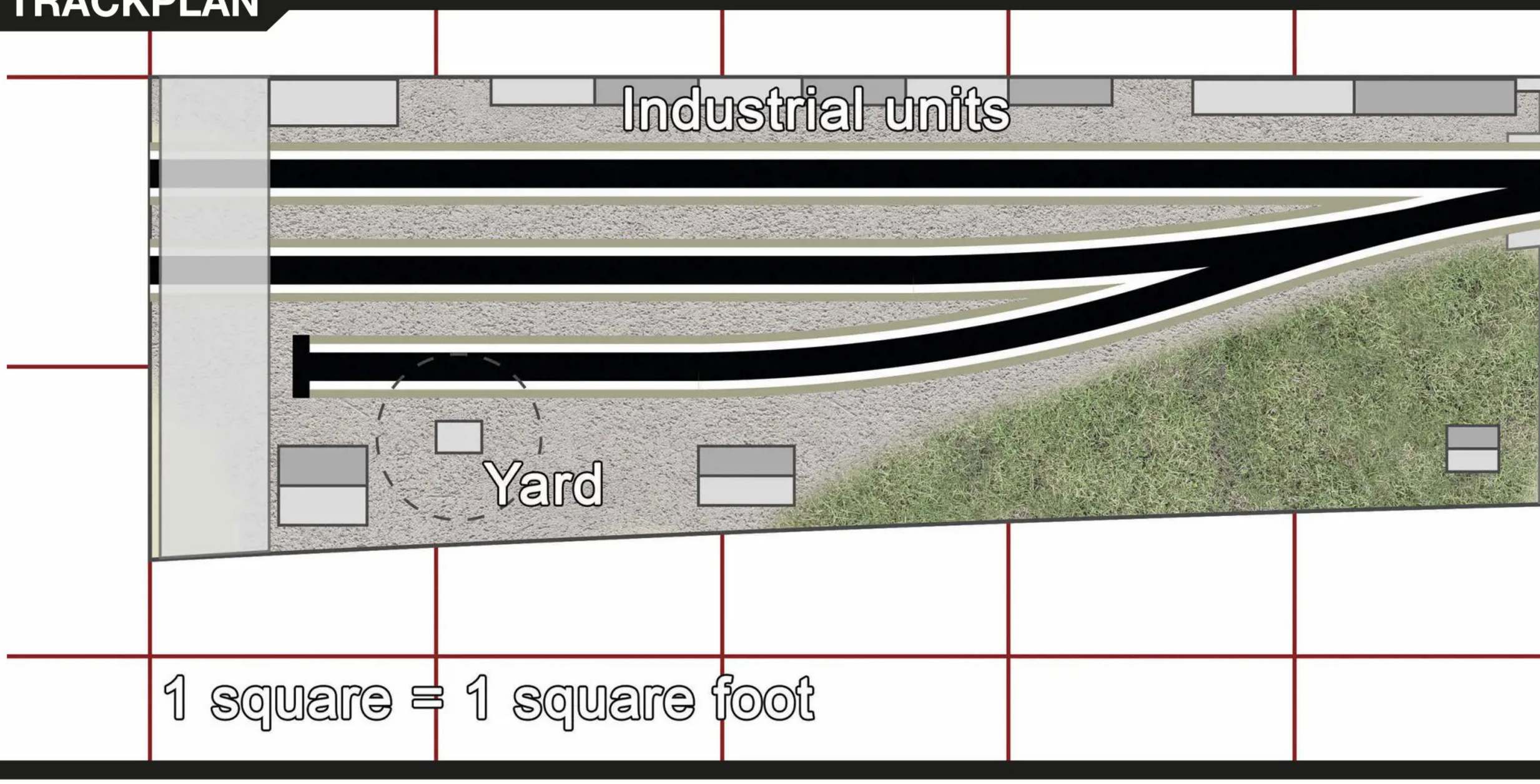
Given the amount of detail that is incorporated into 7mm scale models – and being aware of the efforts I'd made to accurately detail the underframes - I wanted to create a layout where viewers could easily look up at trains – something I also remember from my own trainspotting days in the 1960s and 1970s in Liverpool. The answer was to incorporate an under bridge and embankment into the baseboard design.

Without entering the great layout height debate, one happy accident is that wheelchair users can sit and look up directly at the trains, but the layout is reasonably comfortable to work at for the operators.





TRACKPLAN



TOP LEFT: Dapol 08 in action. The Parkside sand wagon is a recent kit-build project.

TOP RIGHT: The Tower Models 02 Diesel Shunter.

BOTTOM LEFT: Hymek D7005 crossing the canal bridge. The mirror at the rear adds depth to the scene – and often confuses viewers at exhibitions.

BOTTOM RIGHT: More shunting from the 08. The two single bolster wagons are from the excellent Connoisseur brass kit but with stained strip wood floors.



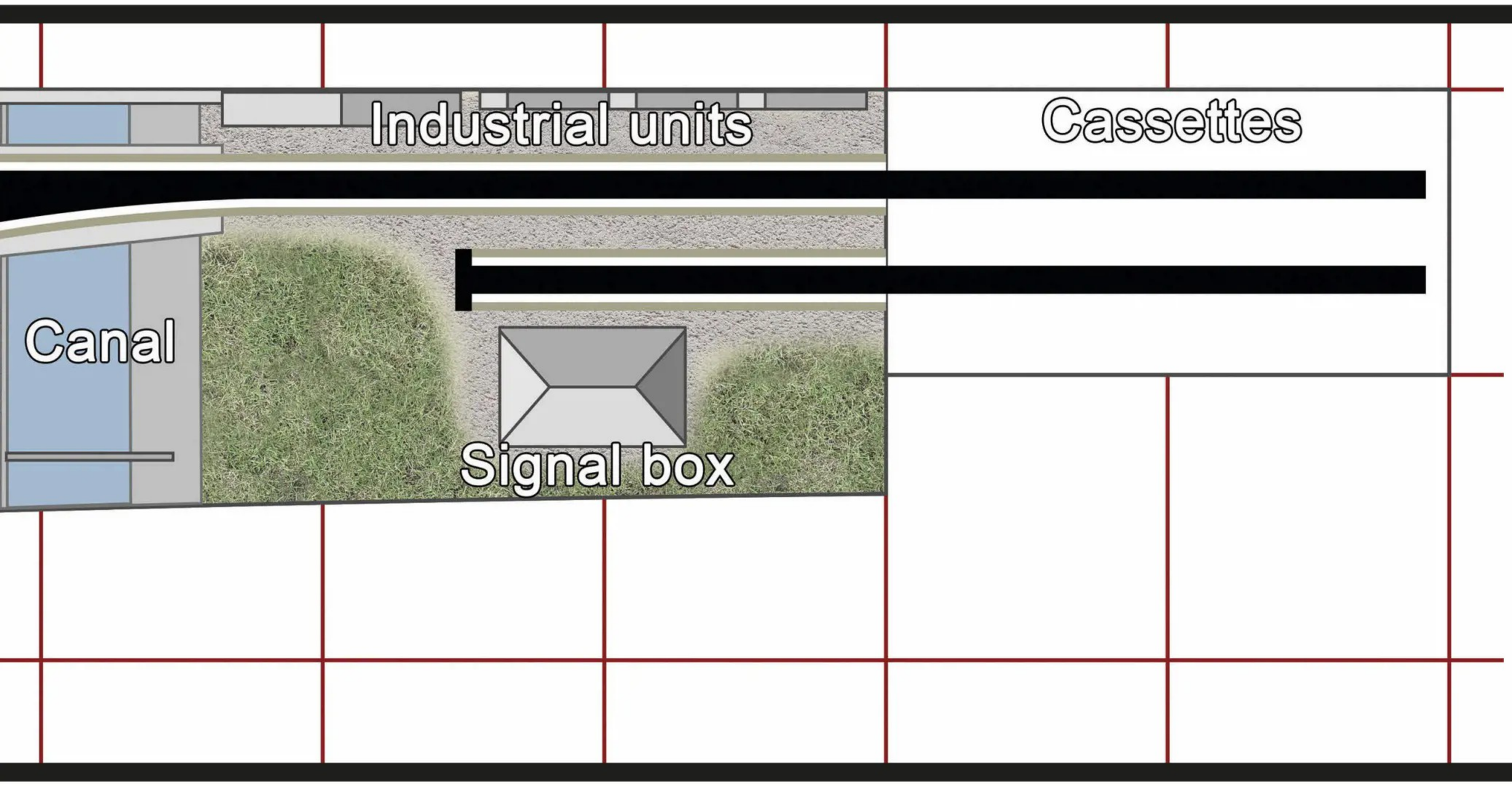


The bridge and abutments were built very early in the project and were integral to the baseboard – as were the overbridges at either end of the visible part of the layout. I made quite a bit of use of Skytrex parts – its girder bridge sides with railings are particularly attractive.

When I finalised the trackplan and had a rough idea of the landscape, the wood was ordered from my local supplier, Avon Plywood. The 9mm birch ply was cut very accurately indeed and, having carefully worked out what was needed when I drew up the plans, I was effectively presented with a kit of parts when I collected my order. I screwed and glued it all together using 25mm square redwood strip from the same source for reinforcement. I didn't order any legs as I have a set of Screwfix trestles and a supporting framework that I used for most of my previous layouts.

The two boards and scenery were originally designed to be crated together with square end boards for transport to shows, etc. However, the resulting box was just too heavy to manage sensibly, and so I made plywood and MDF lids for the two boards, which sit on top of the plywood backscenes and end boards in the back of my estate car. These are strong enough to have all the various other bits needed for an exhibition packed on top, and one doubles up as a shelf between trestles once the layout is set up at a show.

The head shunt was extended by incorporating a short fiddle yard into the plan, which would use cassettes made from aluminium angle strips supported on plywood. Power would be transferred by crocodile clips, however, the design did mean that I could use the 8' long scenic section at home without the fiddle yard as long as I stuck to short locomotives. A small head shunt from the fiddle yard with a buffer stop was laid at a slightly lower level than the main line in front of the signal box to add a bit more visual interest.



The trackplan also initially incorporated a two-track exit at the left-hand side leading to a sector plate providing a run round, but after a few shows it became clear the layout was actually more effective and interesting as a simple (and shorter) shunting Inglenook served only by the right-hand yard. The exit was replaced with a carefully-fitted mirror tile that disguised the end of the tracks very effectively. The layout is now just a simple shunting puzzle with laminated photo cards for each wagon randomly selected, displayed on the front of the fiddle yard. It works well and keeps us interested in the operation at shows.

At this stage, I also built an integral lighting rig using 3mm birch ply suitably reinforced with strip wood. This was shaped to follow the curved footprint of the layout, which widens from right to left, reflecting the trackplan. I used small Screwfix fluorescent tubes designed for kitchens – I had a variety of cables, fittings and spare parts, so I did not at that stage make the change to LED lighting, although I have now done so for my more recent layout builds. The same 3mm ply was also cut to shape and profiled ready to finish off the front of the board once the scenery was completed.

Track and electrics

The Peco Code bullhead track was painted with Phoenix Precision "Weathered sleeper" spray and then laid on Woodland Scenics track bed – I actually used the HO version. Wiring was relatively standard, with robust chocolate block male/female connectors used between the boards. The Seep point motors were installed at the same time so frog polarity switching could be tested before much else was done. The Peco points were modified by electrically bonding the switch rails to the running rails and isolating the frogs. After a number of shows, I subsequently installed small wires across the non-viewing side of the hinged fishplate joint on the switch rails as I started to get continuity issues in operation (this would be far better done prior to installation and is now a standard modification for me on any hinged switch rails, running a small flexible wire underneath the sleepers in a small cut out). Considerable testing then took place prior to ballasting. The track was also weathered, and the rails brush painted a brown rusty colour. Some cosmetic fishplates were added, and small slivers of plastic card fitted in the bottom of the flangeways next to the frog and checkrails to improve running. A couple of electromagnets were also included at this stage because, when I built the layout, I intended to use Alex Jackson couplings.

I originally installed switches for the point motors on a control panel at the rear of the layout, but during construction I added duplicates on the front of the layout for operation at home. As I started to show the layout, it became clear that operating from the front, standing or perched on an Ikea highchair by the fiddle yard, was also preferable at exhibitions, so when the Seeps were swapped out for DCC Concepts Cobalt Point Motors (after reliability issues with frog polarity switching on the Seeps), we retained the front switches and disconnected the ones at the rear.

About the modeller

Name: Chris Hopper
Age: 65
Number of years modelling: 58 at least (with some gaps!)
Name of your first exhibition layout: 'Gilbert Junction' (US HO Boston & Maine)
Favourite era/region: London Midland Region 1970s onwards, including Speedlink era
Favourite locomotive: My long-time favourite locomotive is the 3F Jinty – I have models in both 4mm and 7mm, but I actually have many favourites, including those associated with the Somerset & Dorset Joint Railway – I live close to the old route

Many years ago – it must have been the early 1970s – as a very young teenager, I was fortunate through a school friend to be asked to help at the Merseyside Model Railway Exhibition held in the Bluecoat Chambers in Liverpool. This meant I got to operate the 00 scale 'Bakewell', built by the late Stan Roberts, throughout the whole show. That experience - including seeing first-hand the superb structures Stan produced using the then relatively new Plastikard - has stayed with me since. The moment I finished the 7mm Midland signal box, I was instantly reminded of the signal cabin at Bakewell, and my 'Bakewell Street' is therefore named as a small but heartfelt tribute to that great layout and to Stan.

I have wide and varied railway interests, both prototype and model. I enjoy documenting the current scene, and I share a lot of my photos on RMweb and Flickr. I have built and exhibited layouts in a variety of scales, including 0, H0, 00, 0N30 and 16mm. I've also helped at shows with layouts in other scales, including 09 and EM.

Eight years ago, I attended a weathering weekend at Missenden Abbey with Tim Shackleton. I was a raw novice with a fear of airbrushing, but thanks to Tim's inspiration and subsequently the superb tutoring skills of the late Mick Bonwick on later courses, I now feel extremely confident dealing with both airbrushes and other weathering techniques, and since 2021, I have been the Airbrush Weathering tutor for the courses at Missenden as well as one of the organising team since 2019.



LEFT: Two Omen figures are used to create a small cameo.

TOP RIGHT: Wagons built from kits by JLTRT and Slater's are being shunted next to the Skytrex warehouse.

BOTTOM RIGHT: The tiny goods yard. Wills 4mm granite setts were used to good effect to create a 7mm yard. The crane is by Peco.

BELOW: The Dogfish wagon was built from a brass kit and was heavily weathered during a Missenden Weekend using both airbrush and pigments. The figure is strategically located to mark the position of an electromagnet for uncoupling.





Once everything was working satisfactorily, I added some fine wood ash in the cess and in a few other areas and then the track was ballasted with a blend of Woodland Scenics and Green Scenes products intended for 4mm. This was done in the normal way, being carefully laid dry and then fixed using dilute PVA (with a drop of washing up liquid) dripped on once the ballast had been lightly misted with water. Once completed, it was lightly dusted over with an airbrush to just blend everything together visually. When you look at the real railway from any distance, it is sometimes not unusual to not really notice any significant colour contrast between sleepers and ballast.

The layout is designed to be operated using an NCE Powercab DCC system. The main panel is installed on the front fascia of the fiddle yard. I have incorporated a Tam Valley booster on the advice of Jeremy at Digitrains. This increases the track voltage and improves the running qualities of the sound-fitted locos - especially the Heljan Hymek.

I started out in DCC with a Lenz system, which was fine as bought. However, I have come to prefer the ease of use of the NCE system. It is also easy to explain for guest operators and the six loco recall function usually covers our needs. One lesson I learned was to ensure I used the correct cables for the throttles when using a second handset (possibly for wheel cleaning or shuffling a loco onto the small siding by the signal box).

> “I wanted to create a layout where viewers could easily look up at trains – something I also remember from my own trainspotting days in the 1960s and 1970s in Liverpool.”

RIGHT: One of my more pleasing but lengthy projects – a Connoisseur brass and nickel silver kit-built ex-LMS 4F, which I also weathered. It is fitted with a Digitrains Zimo-based sound project and is a real pleasure to operate on the layout.

BELOW: The Heljan Hymek – one of my first purchases – was beautifully weathered for me by Fred Lewis (also the mastermind behind the NEWGOG 7mm exhibition).







ABOVE: Another small scene to provide some visual interest at the front of the layout, however, it does look a bit daft at the odd show when I forget to put the van in place. The black Labrador model is based on our own dog and was not part of the layout sale last year.

After a significant problem at a local show with apparently non-functioning throttles, I have since tested and labelled all the cables used with the system – and obtained spares. Not all cables that look the same are the same!

I am also now experimenting with a TCS Wi-Fi throttle, which is compatible with the NCE Powercab setup.

Setting the scene

The different scenic elements were based on several real locations, and this was a bit of an exercise in nostalgia with some elements inspired by where I grew up in suburban south Liverpool but also incorporating features noted on many rail journeys, mainly between Bristol and the North-West.

The railway over the canal is characteristic of the lines around Birmingham. The Midland signal box is typical of the Forest of Dean, Gloucester and Bristol areas. It was – at the time I bought it - a Modelex etched kit, which was previously sold by Churchward Models and more latterly by Phoenix Precision. It was a joy to build with very helpful instructions.

The small yard office is a weighbridge office by Lasercraft Devon (Now "Railmodel"). The small shelter (a fog-man's hut kit) on the allotment at the front of the layout is from the same range.

The other small shed in the goods yard was an early scratch-building experiment in 7mm structure construction using some 1/48 Grandt Line doors and windows and Northeastern strip wood and sheets acquired during my US HO and On30 modelling days.

The Post Office at the top left of the layout was scratch-built based on a former Martins Bank that stood next to my local station at Mossley Hill on the LNWR main line into Liverpool Lime Street. Once again, I used Grandt Line 1/48 US parts. The prototype for the DIY shop was also from near my old home in Liverpool.

The lineside fencing with vertical planks was based on memories from old childhood haunts around Liverpool, in this case in Aigburth, where the Liverpool Cricket Ground backed on to the old Cheshire Lines Committee main line into Liverpool Central.

The various factory backs were as anonymous and generic as I could make them - Wills 4mm scale corrugated asbestos sheets work well in 7mm - and the bridges with their girders and blue engineering brick retaining walls and abutments were also just meant to be as "typical" as possible. Skytrex kits were also well used.

Details, including the crane, telegraph poles and fencing are from Peco. The figures are mainly Omen. The Billboard is scratch-built, and the era-appropriate posters are from an old article in Hornby magazine, suitably expanded for 7mm.

The canal lock uses some cut-down Skytrex parts and has a small mirror at the rear to make it look twice as long as it is, causing some quizzical looks from viewers at exhibitions.

After the layout was finished, I decided to add an alternative signal box – I had a Lasercraft Devon Type 5 Size D LNWR box in my kit pile, and I can now use this in place of the Midland box depending on which locomotives are in use. The LNWR box tends to be used with blue diesels, whereas the ex-Midland box sees steam and green diesels. A big advantage with a small shunting layout like this is it just needs one locomotive to run, and I can therefore apply "Rule 1" whenever I like and run what I want – although I do try to match wagons to the motive power at exhibitions.

BELOW: An overall view of the centre section of 'Bakewell Street' – demonstrating the depth and visual interest possible in 7mm scale in a relatively small space with thoughtful planning. The boards are only 400mm wide but about the same in height.

A new home

The layout has exceeded my expectations and is fun to operate, despite its simplicity. I started the project with the purchase of a ready-to-run locomotive, but have been very happy to get back to building things as part of my 0 Gauge experience – although clearly the RTR market in 7mm is now significant. I've also learnt new skills and made more than a few mistakes along the way.

I have been assisted by many people, both at shows and during construction - I've certainly been shown much goodwill. 'Bakewell Street' would not exist in its current format without that help, nor would it have been shown without my regular helpers to whom I am - as always - very grateful.

After a great weekend of operating the layout at DEMU 2023, I sold 'Bakewell Street', and it now has a new home in Wales where it has been renamed 'Castlebank Sidings 1977', where ironically it is getting an extension at the left side to allow through running again.

'Castlebank Sidings 1977' does have its own Facebook page if anyone wants to see it in its new format and follow progress on its further development and preparation for future exhibitions.

As for the future, a few of the larger 'Bakewell Street' locomotives have gone to new homes, but I've kept most of the roster and another 0 gauge layout may appear, but I do have a number of small 00 and H0 projects to think about first, and maintaining and exhibiting my other micro layouts is also quite time consuming. ■



PROTOTYPE

The life of the B1 Class

Tony Wright takes a look through the archives of this iconic class, where its various manifestations were plenty, and the duties it would perform even more so...

In 1941, Sir Nigel Gresley died in office. He was one of the most celebrated of locomotive engineers, and, as the LNER's CME for 18 years, loco designs for which he was responsible were at the forefront of BR locomotive practice through the '20s and '30s; in fact, almost up to the end of BR steam in the late-'60s. It could be said that his designs were complex (usually three-cylinders) and needed careful maintenance; fine in peacetime, but in the spring of 1941, with Britain in a desperate fight for survival, much skilled labour was taken up making munitions, and Gresley's designs suffered.

Not only that, but at the time, the LNER was crying out for a go-anywhere, simple, easy on maintenance, mixed traffic locomotive. Enter Edward Thompson (a CME radically different to Gresley), and shortly after, enter his B1 4-6-0.

Thompson was a fan of standardisation, and the B1 was designed using readily-available components (with some modifications). The boiler was based on the B17 type (increased in pressure), the cylinders were from the K2, the bogie was standard, as were the driving wheels (the same as the V2) and so was the tender (a Group-Standard 4,200 gal. type).

On the 24th of April, 1948, 61160 dashes through Princes Risborough on an Up Manchester-Marylebone express. Four months into BR ownership, the loco is still branded as the property of the LNER. The carriages are all in varnished teak. Princes Risborough was on the joint LNER/GC section through Bucks. RAIL ONLINE

PROTOTYPE



By 1950, though still in LNER apple green, this B1 is displaying British Railways' ownership. Taken at York, 61010 *Wildebeeste* is fitted with electric lighting. The numerals are not correct Gill Sans. RAIL ONLINE



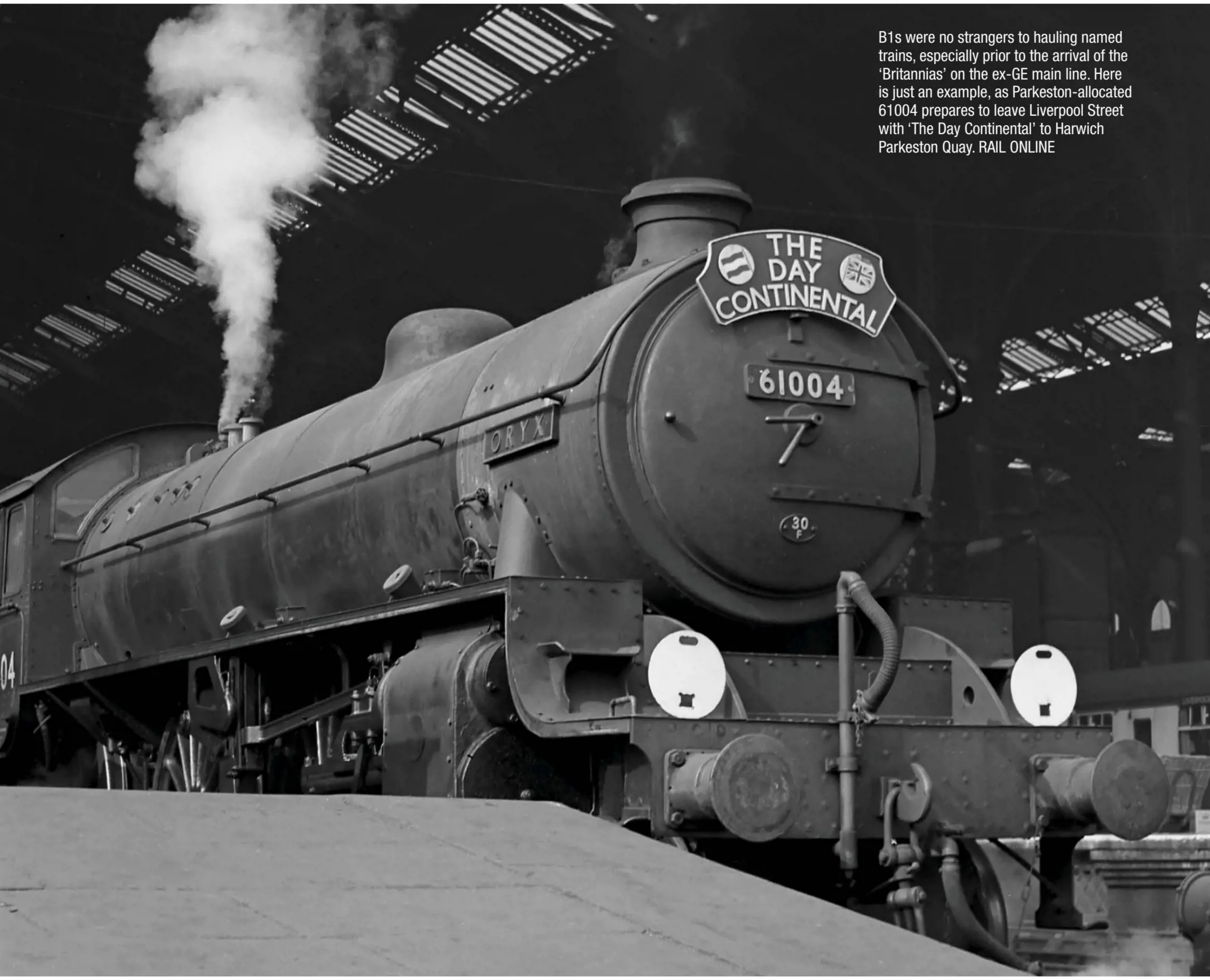
B1s were popular in Scotland (as they were everywhere), and 61402 (Dundee Tay Bridge-allocated) is hauling 'The Fife Coast Express' in the late '50s. This was a summer service from Glasgow Queen Street to St. Andrews and along the north coast of the Forth estuary. The stock was quite prestigious, being five cars from the ex-'Silver Jubilee' streamlined express. Though normally Class A status, this time the working is only Class B (one lamp at the top of the smokebox). RAIL ONLINE



When the 'Merchant Navy' Pacifics were temporarily withdrawn in the early '50s (following a broken crank axle at Crewkerne), several B1s were loaned to the Southern Region to operate on the Eastern Section. Here, 61148 (ex-Thornton Junction) passes through Stewarts Lane on a Kent service. It didn't stay long, no more than a month in the summer of 1953. RAIL ONLINE

Despite being hauled at times by much larger motive power (the likes of A3s and V2s), on the GC section 'The South Yorkshireman' was regularly hauled by B1s, as seen in this late-'50s view taken at Amersham. Leicester GC's 61106 has the train here, having either taken over the rake at Sheffield Victoria or, more probably, Leicester Central. RAIL ONLINE





B1s were no strangers to hauling named trains, especially prior to the arrival of the 'Britannias' on the ex-GE main line. Here is just an example, as Parkeston-allocated 61004 prepares to leave Liverpool Street with 'The Day Continental' to Harwich Parkeston Quay. RAIL ONLINE

Between 1942 and 1944, 10 B1s were built at Darlington. 30 more were built at Darlington in 1946/'47, with 100 supplied by the North British Loco Co. during the same period. 50 were built by the Vulcan Foundry in 1947, and the NB added a further 150 between the end of the LNER's existence in 1947 and BR's coming into being in 1948. The final 70 were built for BR at Darlington, Gorton and the NB. In all, 410 were built, but the total number was never more than 409, one being destroyed in a collision before the final batch was built. The Class was a complete success, and as good as any equivalent mixed traffic Class 5 anywhere.

Liveries were LNER plain black, LNER lined black, LNER lined green, LNER lined green but with British Railways' numbers and branding and finally lined BR black. All the liveries suited the class. Many were named, mostly after various species of antelope (a strange mixture, including some tautology – *Gnu* and *Wildebeeste*, for instance, which is the same animal). One deer was represented in *Roedeer*, a British species. With one exception (*Mayflower*, to commemorate the Pilgrim Fathers' sailing from Boston), the remainder of those distinguished carried the names of lesser-known directors/officers of the LNER (bigger wigs of the company were honoured by having A4s named after them!).

With a rating of Route Availability 5, the B1s could be seen almost anywhere on the LNER lines and on BR's Eastern, North Eastern, Scottish, London Midland and Western Regions. For a time in the early '50s, during the temporary withdrawal of Bulleid's 'Merchant Navy' Class, members of the class operated on the Southern Region as well (later on, one even carried a Redhill shedplate!). Other than the very fastest expresses, they could be seen on any work; from named trains to the humblest pick-up goods. The final survivors lasted in BR revenue-earning service until 1967, whereupon some were put into Departmental service until the spring of 1968 (BR steam's last year in operation), though eight had already been in Departmental service from 1963. Two survive in preservation, 61264 and 61306 (now named *Mayflower*), both built by the NB (appropriate since the Glasgow works built the lion's share of the class).

What I've done is to pick a selection of images showing the Class in its various manifestations, running on all sorts of duties. Space restrictions mean my selection cannot be comprehensive, though it's representative. All of these are by courtesy of RailOnline.

I've also included some model shots of B1s (all my work unless otherwise stated). ■

In Model Form

Tony shares a few pictures of the model B1 in action.



A new-chassis Bachmann B1 as supplied in weathered condition.



The same loco having had its identity altered, with detail additions and further weathering.



A much-modified Bachmann B1 body riding on Comet frames; the work of Tony Geary.



A Hornby B1 as supplied.



The same loco after detail additions, renumbering and weathering (the last-mentioned by Tom Foster).



A Nu-Cast B1 running on Stoke Summit.

A Pro-Scale B1.





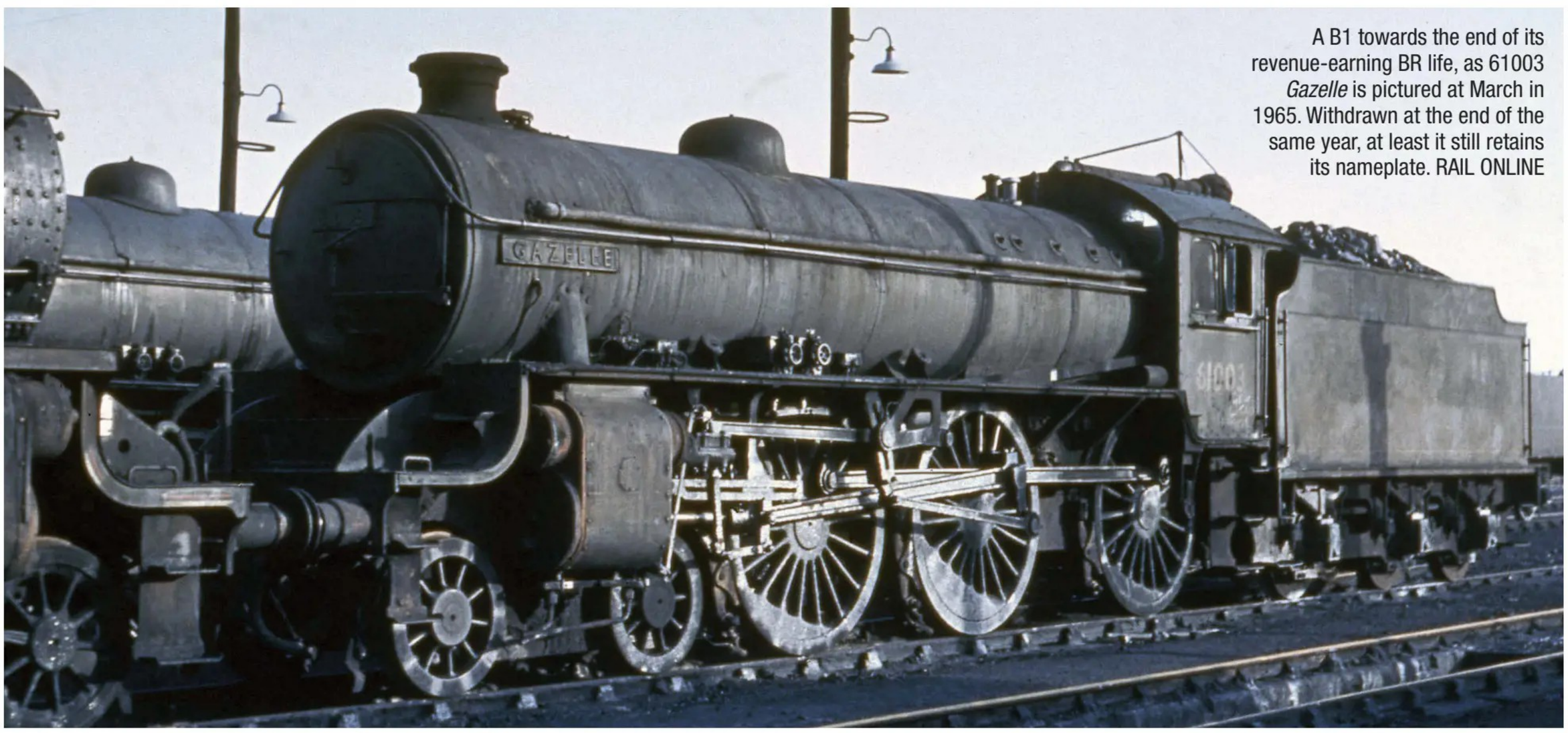
Because of their wide route availability, B1s were always popular on railtours; witness 61175 at Kensington Olympia (Addison Road) on an SLS tour comprised of ex-GWR rolling stock. In BR steam days, Kensington Olympia was a fascinating inter-Regional London hub for enthusiasts, with locos from all the ex-Big Four and BR Standards daily passing through. The signalling and infrastructure were all ex-LNWR. RAIL ONLINE



There were a few detail differences among members of the 410-strong class, including different styles of smokebox doors, and the positions of the hingestraps. On this example, though the hingestraps are far apart, the smokebox numberplate is *above* the top one (most unusual). The loco also displays a feature common to Scottish-allocated B1s; that of strengthening plates to the corners of the valance, resulting in a curved lower profile rather than a right angle. One other detail of note is the fact that this example tows a coal-weighing tender, something attached to a few B1s throughout their lives. RAIL ONLINE



Steam locomotives are often personified by their smokebox doors being described as 'faces', and here are the two most common 'faces' applied to the B1s. To the left, 61363 has the more-bulbous GN-style 'door, with a large diameter ring, and 61253 has the original NER-style 'door of smaller diameter. Both locos have electric lighting, but 61253's is damaged – a very common occurrence. Both also have AWS, and electric warning flashes, dating this view as post-1961. RAIL ONLINE



A B1 towards the end of its revenue-earning BR life, as 61003 *Gazelle* is pictured at March in 1965. Withdrawn at the end of the same year, at least it still retains its nameplate. RAIL ONLINE



Another named service hauled regularly by B1s (even exclusively) was the summer trains to/from Butlin's holiday camp on the Lincolnshire coast near Skegness. In this view, taken at Peterborough North, Immingham's 61406 passes through with the return service to Kings Cross (note that the loco is equipped with a self-cleaning smokebox). The leading carriage in the train is (most appropriately) an ex-LNER Tourist Open Brake Second. RAIL ONLINE



We're in ex-Midland territory on this occasion, as Darnall-based 61164 restarts a returning excursion for Sheffield from Gloucester. B1s were very common on excursions on summer Saturdays, travelling from their native Yorkshire to parts west and south. At least one or two (from Bradford and/or Sheffield) could be observed every summer Saturday passing through Chester (my home at the time) in the morning heading for the North Wales coast's resorts, returning later in the evening. RAIL ONLINE

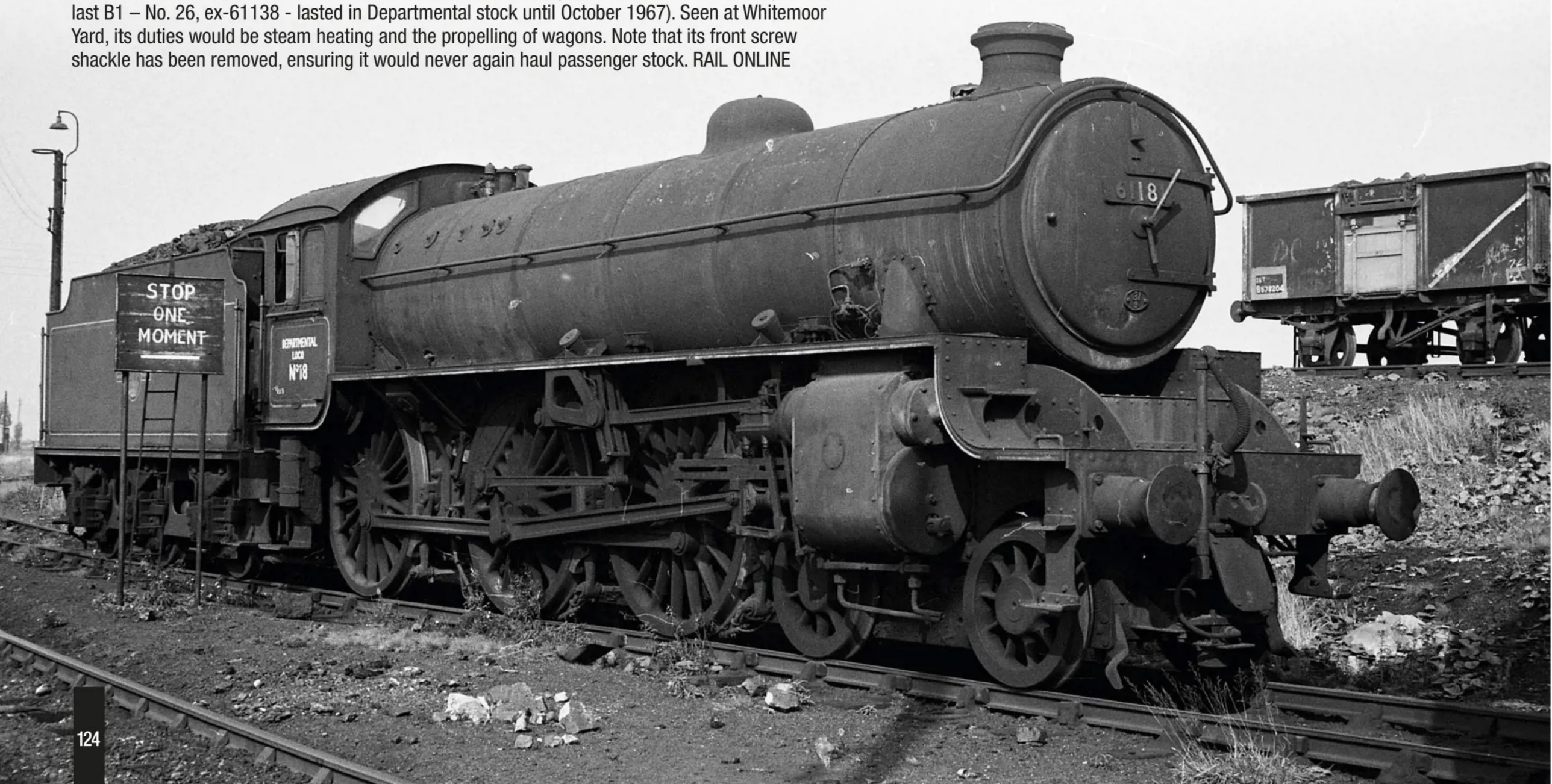


I've mentioned that the B1s certainly got around, and here we have an unidentified (and unidentifiable) member of the class on the Western Region (I think at Banbury). B1s were common enough at Banbury, having come off the ex-GC at Woodford Halse, travelling as far south as Oxford and even to Bristol Temple Meads on summer Saturdays. The tankers in the train will be for low-flashpoint petro-chemicals, hence the barrier wagons at the head (though four is excessive). RAIL ONLINE



Yet another B1 on ex-Midland metals as 61348 passes through Wellingborough London Road on a Class B passenger train made up of ex-LMS carriages. This was one of a pair of ex-Scottish-allocated B1s (note the strengthening gussets in the valance) that came down south in 1957, in this loco's case to Peterborough. The engine has electric lighting and (one for the loco-pickers) has an incorrect style of curly-tailed '6' on its front numberplate. RAIL ONLINE

A Case of two identities for this B1. Withdrawn as 61181 from March in November 1963, it was then renumbered into Departmental stock as No.18; it lasted in this guise until December 1965 (the very last B1 – No. 26, ex-61138 - lasted in Departmental stock until October 1967). Seen at Whitemoor Yard, its duties would be steam heating and the propelling of wagons. Note that its front screw shackle has been removed, ensuring it would never again haul passenger stock. RAIL ONLINE



I must have been standing next to the photographer who took this picture of 61039 *Steinbok* on an RCTS special at Chester General station. It had come in from the Manchester road at the east end of the General, then ran round its train (turning on Chester's triangle)and subsequently headed off towards Crewe, to turn off at Tattenhall Junction and head for Whitchurch on the (now) long closed line through Malpas. Though difficult to tell through the smoke, 61039 tows the rarest of B1 tenders – a rebuild of one once towed by an ex-NER C9. It has no continuous flange at the base of the tender tank. RAIL ONLINE



Eastfield's 61401 pulls away from Fort William with an express bound for Glasgow Queen Street in the early-'60s. It carries a 65A shedplate (Eastfield), but Thornton is displayed on the buffer beam (a not-uncommon contradiction). Since it was last at Eastfield at the beginning of 1961, and at Thornton Junction from the autumn of that year, I'd say the shedplate will soon be changed. The smokebox door on this example is the least common, having the hingestraps close together. RAIL ONLINE



March's 61095 is also on ex-Midland metals, though the location (Werrington, just north of Peterborough) is more well known for the adjacent ex-GNR East Coast Main Line. The loco (which tows a coal-weighing tender) is heading for Stamford, and will branch off at Helpston and head for Stamford and beyond, its destination probably Leicester (Midland) station, or even Birmingham New Street. The ex-Midland lines at this point were controlled by lower-quadrant semaphores of some antiquity, whereas the ECML had more modern upper-quadrants. RAIL ONLINE

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An AC Cars Railbus waits to leave for the junction. A 3D-printed body from Lincoln Locos is mounted on a Halling tram chassis. The station building is scratch-built in card and portrays one of the distinctive buildings built by William Clarke.

FACTFILE

NAME: Foxbury Mark II
SCALE/GAUGE: 3mm:1ft scale/12mm gauge/TT
SIZE: 6ft x 1.4ft
ERA/REGION: BR (WR) 1955
LAYOUT TYPE: End to end, branch line Terminus

PHASE TWO

After a successful run in the ‘90s, ‘Foxbury’ has been reimagined to entertain a new generation of modellers, and showcase what can be achieved today in 3mm scale.

Words: Bob Brown **Photography:** Phil Parker

PDF MAGAZINES: WWW.XSAVA.XYZ

I have always preferred branch lines and secondary routes over their main line counterparts. When it comes to ex-GWR locomotives, anything larger than a 2251 0-6-0 or a Mogul just doesn't interest me much. Give me a pannier and 2 coach B-set trundling through the countryside, and I'm in heaven! It's only to be expected then that my layouts portray this type of line and 'Foxbury' is, of course, no exception. I still maintain an interest in the contemporary rail scene though, but miss the 1970s BR Blue days of my youth, when a Midland Runabout ticket meant a whole week of unlimited travel seeing West Coast electrics hurtling through Stafford or the seemingly unending stream of coal traffic through Derby or Nottingham.

The original version of 'Foxbury' (long since dismantled) was built in the mid-'90s and was my first real attempt at an exhibition layout. It ran well, was well received but used the rather coarse GEM track, and the stock still used an etched brass version of the Tri-ang coupling. For the next layout, 'Dunkton Combe', I set out to upgrade both the track and the couplings used. This time, I used the flexi-track available to 3MM Society members, along with pointwork made for me by fellow society member, Hugh Martin. While I am happy with my soldering skills, I prefer to leave point construction to someone far more competent than I! I will have a go someday, though.





TOP LEFT: The 14XX and autocoach are seen leaving and about to pass the diminutive signal cabin, which is modelled on the one at Watlington.

BOTTOM LEFT: The Royal Mail van has come to meet the train. As a Morris Minor fan, the opportunity to create such a scene was simply too good to miss. The ex-GW AEC railcar is from a Worsley Works etch, powered by a Halling motor bogie.

BELOW: I am particularly pleased with how the backscene (from ID Backscenes) has been able to be blended into the scene. On the right is the goods shed, modelled on that at Rowden Mill.

> "While something of a niche scale, 3mm offers a lot for the modeller who simply likes to build things and wants to do something different."



ABOVE: The fireman of pannier 7412 looks back for the 'right away' from the guard. The locomotive predates the kit from Brynkits, being part scratch-built, with the cab being modified from a GEM 57xx pannier.



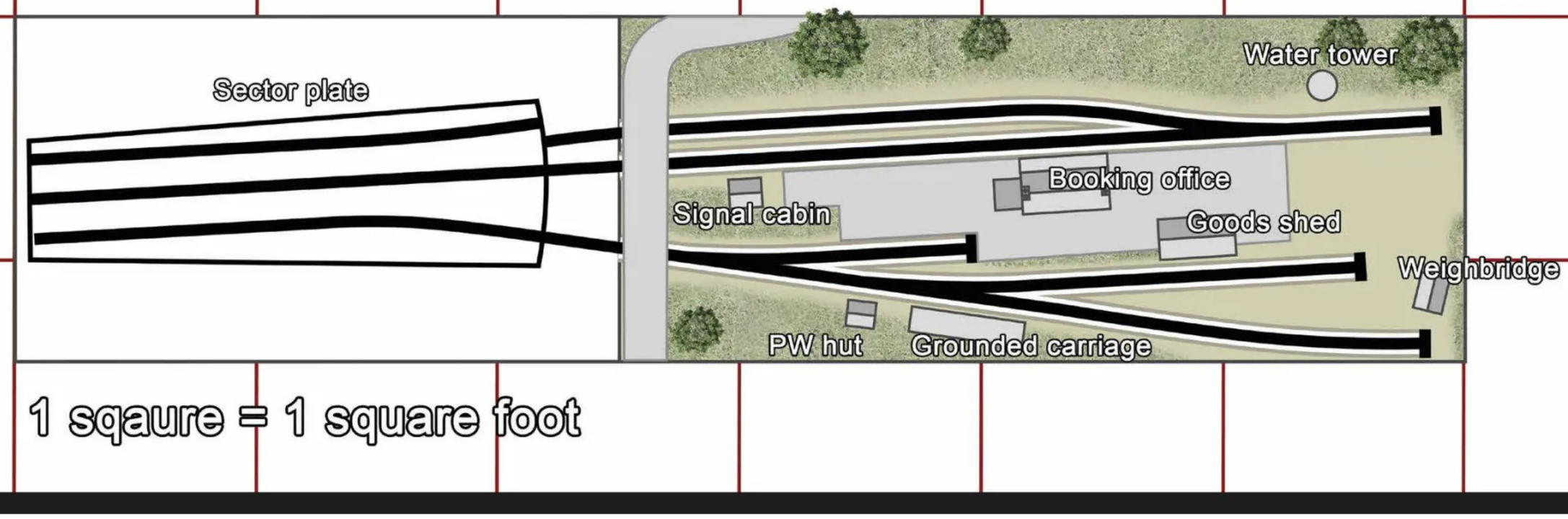
RIGHT: Collett 58XX tank number 5805 is seen running round its 2-coach 'B set' prior to returning to Cheltenham via Andoversford. Built from an old GEM kit running on a Brynkits etched chassis fitted with a Mashima 9/16 motor, it's my motor of choice in all bar one of my steam locomotives.

I am pleased with the new 'Foxbury', particularly with the running qualities (but more of that anon), the scenery and the general 'feel' of the layout. The backscene looks good (from I.D. Backscenes), and I have managed to merge it in with the scenery at the back of the layout.

The layout was designed to be easily portable and capable of being set up and operated by one person. I was attracted by the idea of modelling half a station, thereby not only saving space but also allowing additional traffic to an industry that is 'off scene' beyond the overbridge, which forms the scenic break. Had I built the layout with an entire run-round loop, etc., it would have resulted in an unrealistically short loop and much shorter trains. As built, it not only allows a typical loco+2 coaches comfortably, but also tail traffic such as a 4-wheel CCT or Fruit D van. The idea of modelling only part of the station is obviously not a new one, and the first layout like this I am aware of was Rodney Hall's classic 'Llanastr' back in the 1980s.

94XX pannier number 9471 has just arrived in the loop with the daily pick-up goods from Cheltenham St James. The next hour or so will be spent shunting the yard before returning before the next passenger train arrives. The wagons are all from 3mm Society kits, suitably weathered with the open wagons having removable loads.

TRACKPLAN



RIGHT: With 5815 about to take on water and the Royal Mail van in the foreground, we can see the local squire chatting to the station master. As with all the figures on the layout (with the exception of the passengers in the coaches), they are from the Modelu range. These came along at just the right time for me, and they have been a real 'game-changer' with their fine detail and natural, relaxed poses.



RIGHT: A closer view of the William Clarke goods shed. This was built from good quality card, overlaid with Howard Scenics brickpaper. One advantage of the DG couplings is the delayed action facility, enabling wagons to be 'spotted' anywhere in the yard. One electromagnet located by the overbridge suffices for all three sidings.



Creating the scene

One of my main modelling interests is making the buildings. Although there are a few made from Plastikard, my preferred material is good quality card. It is remarkably strong if built in layers, is easy to cut and when using a decent PVA, simplicity itself. The buildings on Foxbury are all scratch-built; the station building is one of the very attractive ones designed by William Clarke. The goods shed is also to the same architect's design. The weighbridge is from Leckhampton and comes from the classic book 'Ericplans', while the coal office is one those that stood at Bourton-on-the Water.

For me, creating the scenery is one of the most enjoyable aspects of layout building. For the foundations, a honeycomb of card was built up, then a covering of plaster bandage applied and given an undercoat of poster paint. After applying a basic groundcover of Woodland Scenics scatter, much use was made of static grass from various sources. I steered away from many of the more lurid greens, favouring lighter shades mixed with a straw colour. The few trees on the layout are hand-made from paper-coated sugarcraft wire of varying thicknesses, bound with 5 amp fusewire and coated in Greenscene Flexi Bark. Greenery was added from Noch foliage matting. The many bushes on the layout are simply Postiche rope (again from Greenscene), with various scatter materials held on with extra-hold (unscented) hairspray.



Two coalmen are having a break from bagging up the day's deliveries. The lorry is actually a WWII German Opelblitz truck, rebodied and detail added. These 1/100 wargaming models are very inexpensive and are easily adapted. Quite how one found its way to rural Gloucestershire from the Wehrmacht we may never know. Nobody has commented on it though, and it looks rather Bedford/Austin(ish) don't you think? Two local cats can be seen exploring the grounded van body.

Great inspirations

When it comes to railway modelling, it is certainly true that you never stop learning. While there is certainly no shortage of books, magazines or DVDs on the subject, a great way to learn things firsthand is to be a member of a model railway club. Upon joining The 3MM Society back in 1977, I was introduced to the local Gloucestershire Area Group, a great band of modellers and friends, one of whom, the late Peter Gentle, was instrumental in me improving my standards. Likewise, the late Fred Lea, a talented artist, taught me so much about painting and weathering. In the wider world of railway modelling, my main influences are those found in my collection of magazine back numbers of the 1970s, the work of George Iliffe Stokes, Peter Denny and John Flann.

I have picked up a lot of ideas along the way and several that I'd like to pass on as they certainly hold true. The first one is to follow the prototype and not somebody else's model. Quite a few layouts contain elements that would not be seen on the prototype; for instance, a steam-age goods yard with main line-style 'squeaky clean' ballast complete with shoulder. Examine a good colour photo from the period and you will most likely see ash having been used. It was a free material ideally suited to the purpose; in fact many branch lines were also laid with it.





ABOVE: Ex-GW Collett Goods number 2242 positions a 'lowfit' wagon into the end loading dock. Its load is a new muck spreader for a local farmer. The muck spreader is scratch-built from brass tube and metal sections.

TOP LEFT: The AEC railcar has just arrived from Cheltenham. The small market town of Foxbury can be seen in the distance and, as with many country stations, is a fair walk away.

BOTTOM LEFT: The station porter has just unloaded passengers' luggage onto a trolley and is taking a breather. I designed the layout so that trains are viewed across the platform as passengers arriving at would have done.



About the modeller

Name: Bob Brown
Number of years modelling: 52
Name of your first exhibition layout: The previous version of Foxbury
Favourite era/region:BR Western Region in the 1950's
Favourite locomotive: 57XX pannier tank
As a native of Gloucestershire, I am not only surrounded by beautiful countryside but also within easy reach of plenty of disused branch lines. Having been brought up with one at the bottom of the garden, it was naturally a great source of adventure when I was very young. The nearest station was soon located, albeit derelict, with its platforms still there and even the signal box. Modelling-wise, I started out as so many others of my generation did, with the ubiquitous Tri-ang 'OO' layout, which was set out for my brother and me by our father on Sundays and school holidays on the dining room table. I doubt I ever enjoyed the hobby more than in those distant days. After a very brief dalliance with N gauge, I was soon attracted to 3mm scale after seeing a layout at the Bristol Exhibition, and after 46 years, I am still in the scale.



ABOVE: A view across the station towards the town from the hillside. The farmer's new muck spreader still awaits collection, as do a couple of empty coal wagons. In the foreground is a grounded coach body now in use by the permanent way gangers. A chimney has been added for the stove.

Another tip from the great John Ahern was that he never painted anything black. What about all those black locomotives you say? Have a good look and you'll see that the freshly painted ones reflect all sorts of colours around. A dirty one will be a blend of grey/brown, probably with a dash of limescale and a good speckling of rust. Even with the prototype, though, you may find preserved rolling stock with liveries that they never carried in service, or lettering in the wrong font. If you want to be really sure, go back to good source material from books, magazines, or the internet. The material now available is better than ever; besides, one may well get to enjoy the research.



57XX pannier number 4628 shunts the wagons from the daily goods train around the yard. The 'type A' container is a Brynkits resin casting, and it sits on a Conflat wagon from a Parkside kit commissioned by the 3mm Society.

Pannier 4628 is shunting the yard while 58XX number 5805 has pushed its 2-coach 'B set' back in order to run round before propelling it back into the platform. The fireman on 5805 rests against the cabside watching his colleagues on 4628.



ABOVE: The station master and the local squire are busy in conversation before he boards the AC Cars railbus for its first run of the day to the junction. Thankfully, one of the preserved examples of these railbuses is located reasonably local to me on the Swindon & Cricklade railway at Blunsdon.

Running trains

With the exception of the 74XX Pannier, which is part-scratch-built, the locomotives on the layout are built from kits. All are built on Brynkits chassis kits and utilise Mashima motors with Branchlines gear cradles running on Markits (formerly Romford) wheels. As like many modellers, I have more rolling stock than can be accommodated on the layout. The stock used at exhibitions comprises of a GWR 'B-set' made from an Ian Kirk kit produced for The 3mm Society, an autocoach made from a Brynkits etched brass kit, an ex-GWR AEC railcar from Worsley Works and an AC Cars railbus, which is a 3D-printed body (Lincoln Locos) running on a Halling chassis. This last one is slightly out of period for the layout by three years, but I couldn't resist a couple, and they will come in handy for my next layout.

I must confess that I don't operate to a schedule, even at exhibitions. Besides, with the need to keep something running, a prototypical timetable would probably be over in 10 minutes. In reality, such a station would have four or five trains a day with perhaps one goods working or even a mixed working. This would also be handled by one loco and the same one or two coaches shuttling back and forth. We have to compromise, though, so I run a parade of 2-coach B set, autocoach, railcar, goods, etc., depending on who is watching and

how long they have been standing there. 'Foxbury' can also be run as essentially two separate layouts, with a passenger train going about its business while a locomotive can shunt the yard without fouling the main running line.

I tried, as much as possible, to avoid cramming in too much in the way of trackwork and create a balance between operational interest and creating the feel of a minor branch terminus. As it is, the layout is not boring to operate and constant operating at a two-day show has not become too repetitive (yet). It is intentionally 'low-tech' using analogue control and with all points and signalling operated by way of wire in PTFE tubing.

I feel that 'Foxbury' will keep me occupied for quite some time yet, and it has a growing list of exhibition bookings to keep me busy. I am in the final stages of planning my next project, though. It is not a replacement for 'Foxbury', but will be a fixture at home rather than being exhibitable. It will consist of a complete branch line running from a terminus to the junction by way of one through station and two halts. It is also intended to incorporate a continuous run, which will not only enable me to simply watch the trains go by, but also allow locomotives to be run-in properly, a facility that has long eluded me.

While something of a niche scale, 3mm offers a lot for the modeller who simply likes to have to build things and wants to do something different. At least one can be assured that spending months on building a new locomotive won't be spoiled by a manufacturer announcing a ready-to-run model. ■



LEFT: 94XX pannier 9471 rests in the run round loop having arrived from Cheltenham St James with the daily pick-up goods. The tarpaulin sheet rail of the 'Hybar' wagon is intentionally bent as so many of the prototypes were in traffic. The 8-plank coal wagon is painted to portray one with several of the planks having been replaced over time.



LEFT: Framed by the arch of the overbridge, this view of the station shows the diminutive signal box (modelled on that at Watlington) with a 14XX tank and autocoach at the platform.

More Info

For more details about joining the 3mm Society, visit https://sites.google.com/site/3mmpublic/

BELOW: '2251' Class 'Collett goods' number 2242 rests during shunting. This is the largest loco you will see on the line and it is built from a Brynkits mixed media kit employing etched brass along with resin castings for the boiler and tender body. A Mashima 9/16 motor coupled to a Branchlines 'slimline' gear cradle provides the power.



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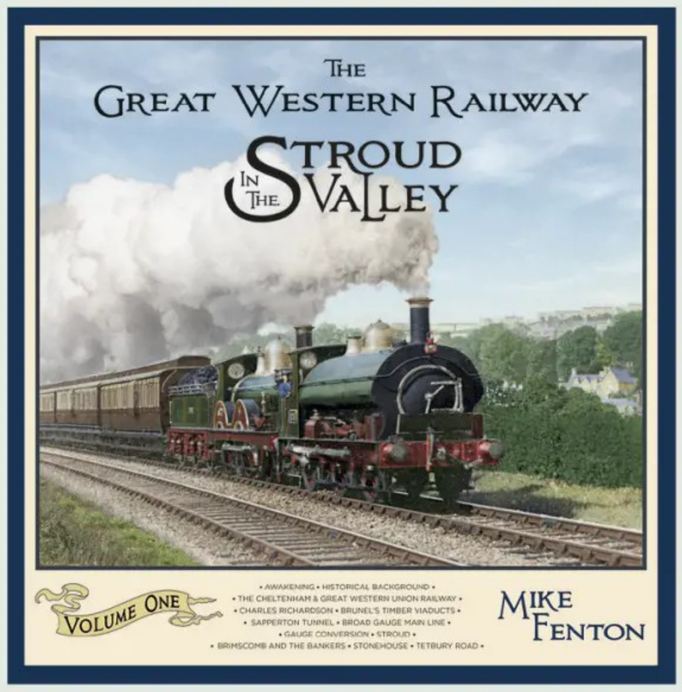

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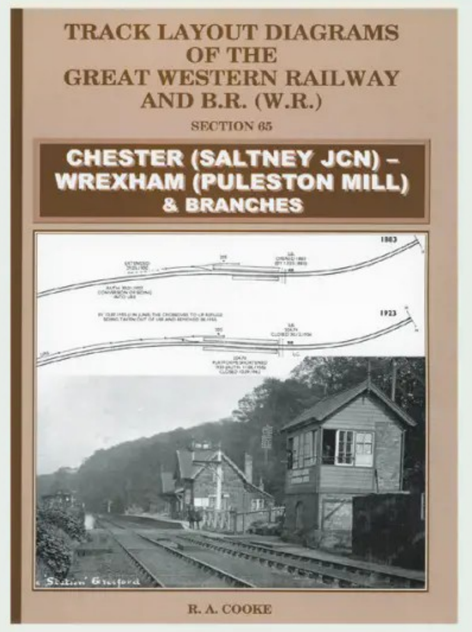

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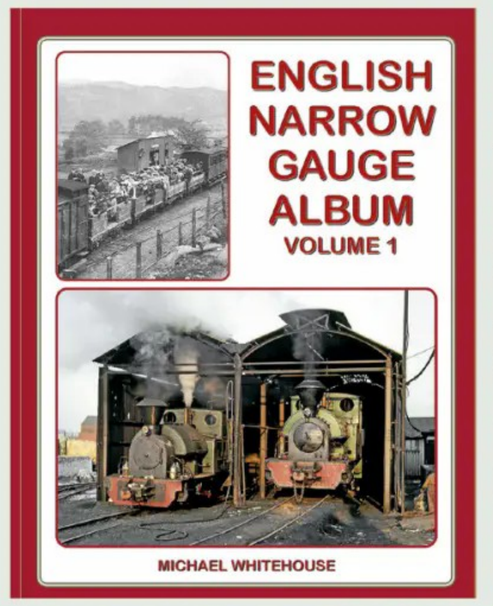

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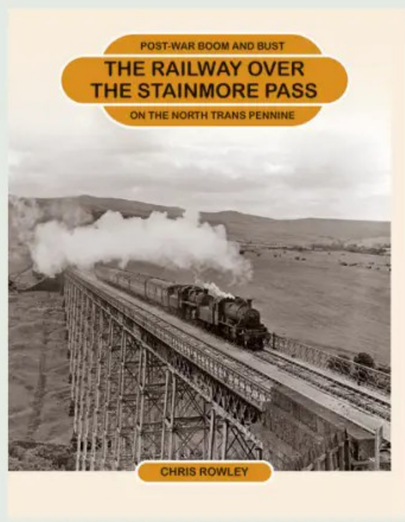

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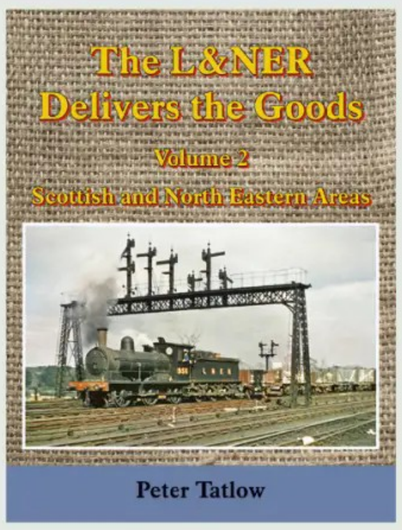

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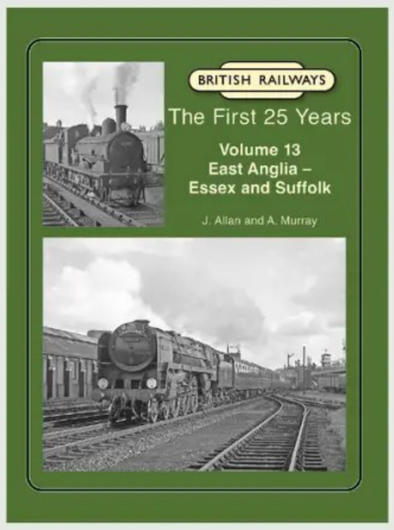

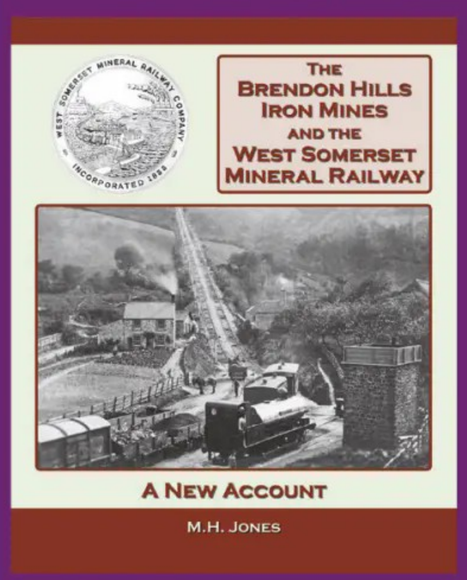

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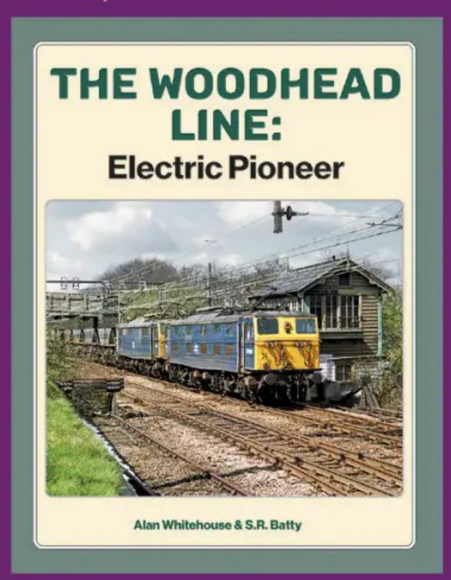

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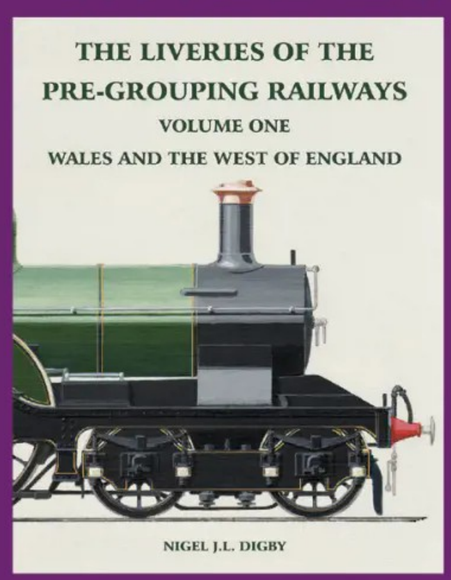

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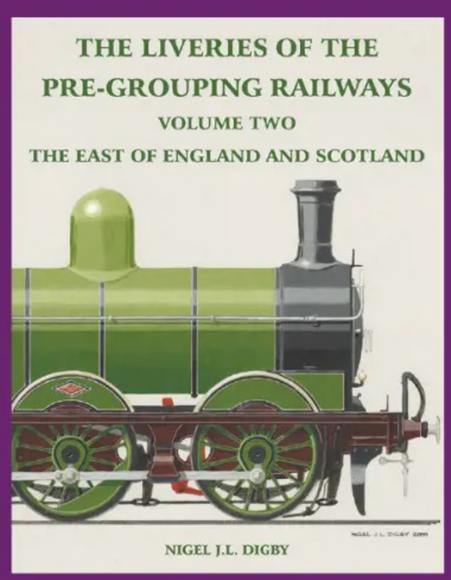

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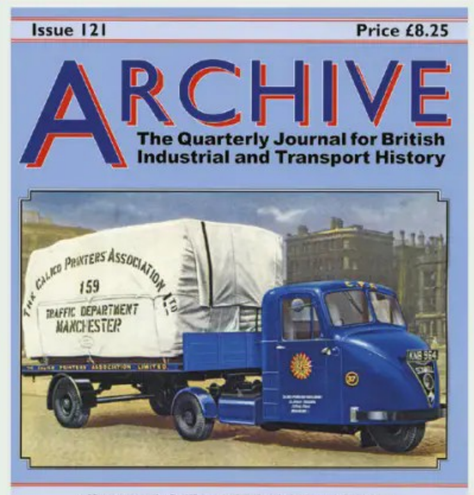

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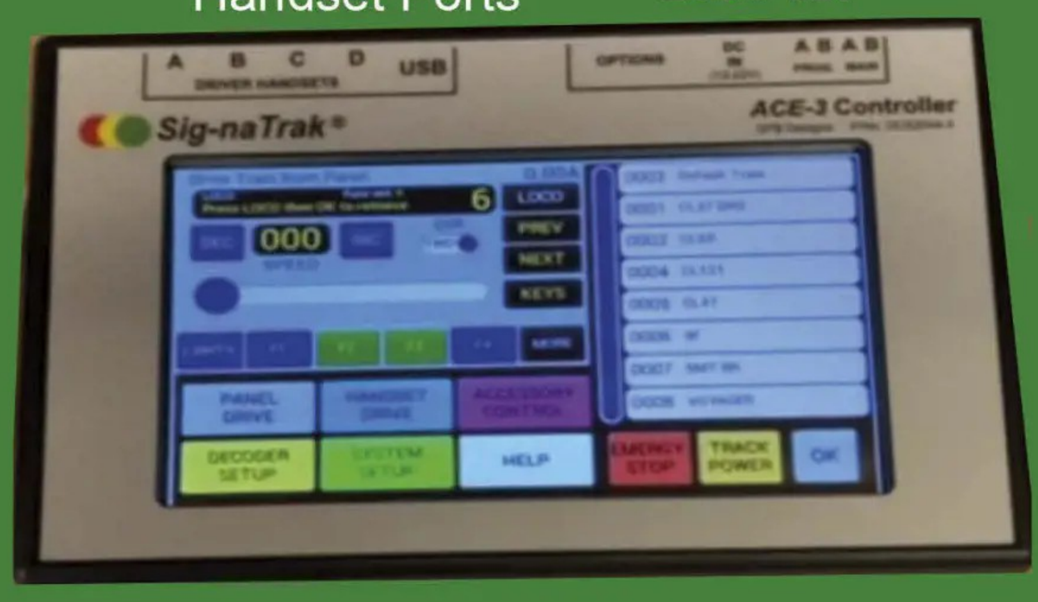

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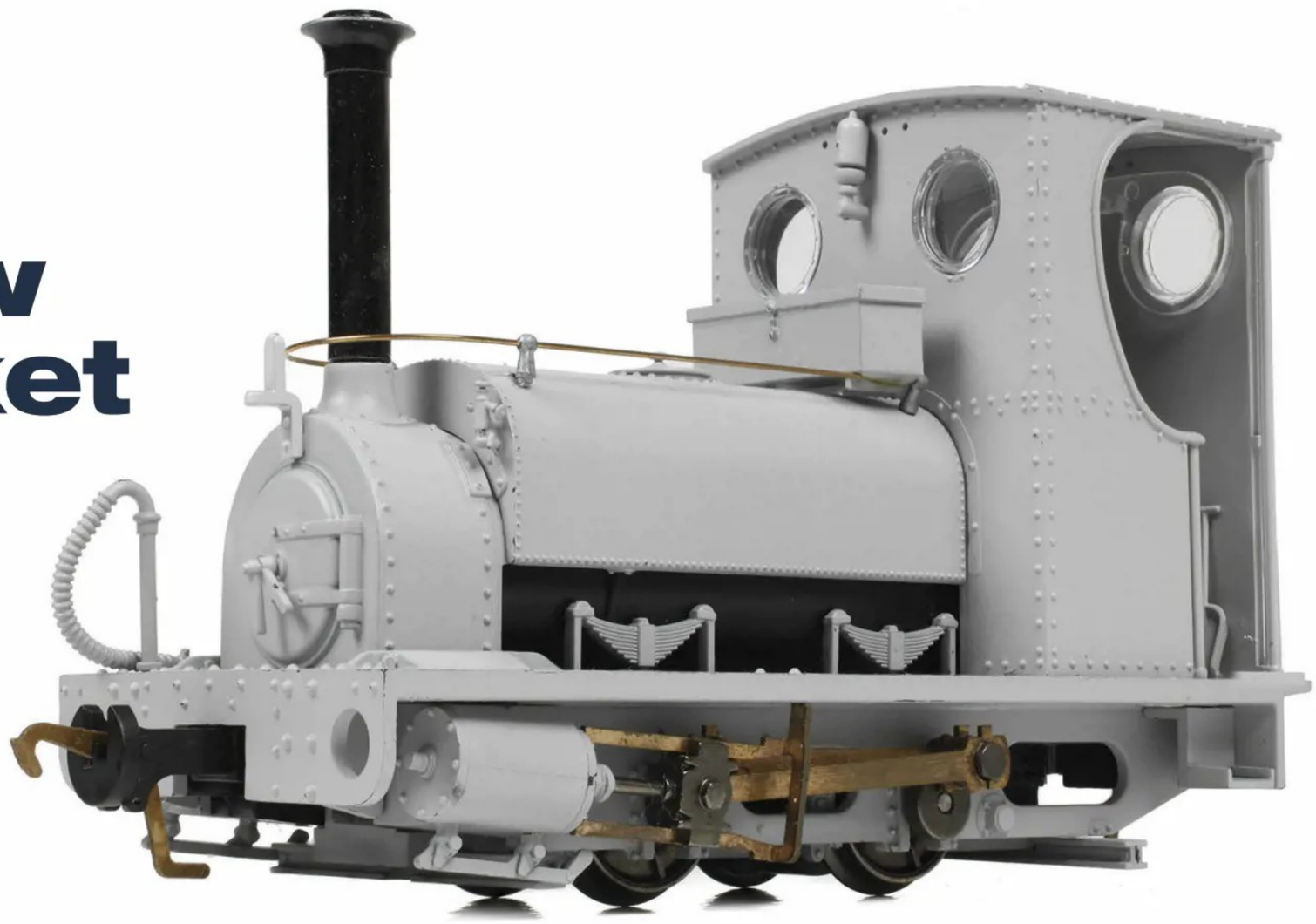
Bachmann moves into 7mm Narrow Gauge market



Bachmann has announced its entry into the British 7mm Narrow Gauge market with a range of new products unveiled at the 2024 Statfold Model Railway Exhibition.

Bachmann has established the term NG7 Scale for its new range – as the models depict Narrow Gauge prototypes at a scale of 7mm:1ft. The initial offering includes locomotives and wagons, along with complementary buildings and accessories from Bachmann's Scenecraft brand.

NG7 scale models are produced at a scale of 1:43.5, exactly the same as O Scale and O-16.5 Narrow Gauge, making NG7 items fully compatible with existing products for these familiar scales. Running on 16.5mm gauge track, proprietary narrow gauge track is already produced by Peco as part of its O-16.5 range, and NG7 models can also be used on standard OO/HO gauge track.

The new NG7 range is already at an advanced stage of development, with production completed and the launch products due to arrive in shops during the summer.

The first locomotive to join the range is the Quarry Hunslet 0-4-0 Saddle Tank Steam Locomotive, and both open- and enclosed-cab locomotives will be produced.

The Bachmann Narrow Gauge NG7 Scale models build on the success of their smaller 009 Scale counterparts, but with enhancements afforded by the larger scale, including the implementation of a Next18 DCC decoder socket, a pre-fitted speaker and the provision of sound-fitted variants.



Three wagons will be available depicting those types used by the Dinorwic Quarry, and all versions feature a diecast metal chassis, metal wheelsets with authentic spoke pattern, and NEM coupling pockets. The first type is a Flat Bed Slate Wagon; such wagons would have been used to transport slabs of slate from the rock face to dressing and finishing buildings and could also be employed to move other large, bulky items around the quarry.

The traditional Slate Wagon is next, with its basket-like sides, and these would have been used to move dressed slates around the quarry and to transhipment yards and docks. A Scenecraft load of dressed slates is included with each model. Last is the Coal Wagon, which features fully-enclosed sides and would have transported coal from the docks to the quarry to power machinery and locomotives used within the quarry workings. Supplied with a Scenecraft coal load, the wagons would have been loaded with slate to travel to the docks, and a pack of Scenecraft dressed slate loads is also available separately for those wishing to depict these workings.

Locomotives will be supplied with couplings that fit into NEM362 coupling pockets, and the options include a chopper-style coupling, which is a miniaturisation of the type found in use on many of the heritage narrow gauge railways in the UK today. Another option is the hook and loop coupling as employed on Bachmann OO9 Scale models. Wagons will be supplied with a discreet pin and eye coupling, which attaches to the model using a NEM355 coupling pocket, as successfully implemented on the equivalent OO9 scale models. To couple to locomotives, a pair of chopper-style couplings is supplied with each wagon, and these can be fitted to suit individual operational requirements.

To complement the locomotives and wagons, a trio of Scenecraft buildings have been produced in NG7 scale depicting a slate-built Engine Shed, Coal Store and Water Tower as found at Dinorwic Quarry. A pair of Narrow Gauge Engine Crew has also been produced, which will fit both the open- and enclosed-cab locomotives. Like all Scenecraft models, these NG7 products are hand-painted and fully finished, ready to be placed on a layout or diorama.

Heljan reveals Class 153 livery artwork

Hot on the heels of the Class 26 news, Heljan has shared the approved livery artwork for its O gauge Class 153s.

Based on original research and extensive assistance from Porterbrook Leasing, the Heljan Class 153 is packed with features, including;

Eight separately switchable lighting functions in DCC mode
Saloon interior and cab lights
Tail lights and headlights with day/night settings
Illuminated destination blinds
Bodyside door locking indicator lights and illuminated door buttons
Original/revised headlight units, according to period and livery

Other standard features will include rivets and panel lines typical of the British Leyland-derived body design, fine underframe and bogie details plus factory-fitted speaker on all models, detachable BSI auto-couplers, optional magnetic coupling bars, detachable snowploughs and fully detailed interior with separately-fitted seats, tables and partitions. Inside, the cab will also feature detailing, plus optional NRN radio roof pods and variations to underfloor radiator grille mesh.

All models will be offered DCC-ready or with factory-fitted DCC and sound.

Available liveries:

- 53201 Regional Railways 153301 DCC-READY
- 53203 Regional Railways 153301 DCC SOUND
- 53241 EMT Stagecoach 153311 DCC-READY
- 53243 EMT Stagecoach 153311 DCC SOUND
- 53251 Northern 'Swoosh' 153351 DCC-READY
- 53253 Northern 'Swoosh' 153351 DCC SOUND
- 53271 Transport for Wales Grey/Red 153906 DCC-READY
- 53273 Transport for Wales Grey/Red 153906 DCC SOUND
- 53291 London Midland City 153356 DCC-READY
- 53293 London Midland City 153356 DCC SOUND
- GM7240701 GWR Green 153380 DCC-READY – GAUGEMASTER COLLECTION
- GM7240721 GWR Green 153380 DCC SOUND – GAUGEMASTER COLLECTION

Suggested Retail Price for DCC Ready models is £399.00 or £519.00 with factory-fitted DCC and authentic sound. Delivery is now expected in early 2025.



WORLD OF RAILWAYS

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



WATCH: We pay a return visit to the fantastic 'Killybegs' to talk with Chris Romain about this fantastic layout, which featured in BRM August 2023.



TOP TIPS: Our latest practical video from Phil Parker takes a closer look at how to make miniature rope look realistic for your model railway.



WATCH: We take a closer look and watch the trains go by on the fantastic 'Whiteacres' model railway.



Rapido Trains reveals new fish vans

Rapido Trains UK has announced it will be expanding its OO wagon range with the BR Dia.1/801 Fish Van.

The new model will be the first Diagram 1/801 van ever produced in OO gauge ready-to-run and features many separately-fitted parts, including steps on the engineers' versions, and two different types of buffers as seen on the prototypes.

Separate label boards will also be provided for modellers to fit as required.

Currently at tooling stage, the order book is open, priced at £34.95, and can be ordered either direct from the Rapido Trains website or any of its official retailers.





Proposed liveries:

- SKU 957001: BR 1/801 Blue Spot Fish Van - No.E87929
- SKU 957002: BR 1/801 Blue Spot Fish Van - No.E87836
- SKU 957003: BR 1/801 Blue Spot Fish Van - No.E87506
- SKU 957004: BR 1/801 'Ice Blue' Fish Van - No.E87985
- SKU 957005: BR 1/801 'Ice Blue' Fish Van - No.E87736
- SKU 957006: BR 1/801 'Ice Blue' Fish Van - No.E87919
- SKU 957007: BR 1/801 Parcels (SPV) Van - No.E87934
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Special edition Andrew Barclay Fireless locomotive

Rapido is expanding its 'Caledonia' 0-4-0 Fireless range, with a G. Fawkes 'What If' Livery No. 31.

The special G. Fawkes Gunpowder Works No.31. locomotive will make an ideal companion to the previously launched Not-Quite-Mink.

Available to pre-order now, the OO model will be available in DCC-Ready (SKU965011) and DCC Sound (SKU965511) versions at the same price as the standard models.

Specification highlights of Rapido's new Fireless include a factory-installed speaker, NEM Coupler pockets, an ESU E24 decoder socket, variations of reservoir supports buffer guides, reducing valves, and also some versions with an extra tank and injector.

The models can then be personalised with oil and electric lamps, cab side windows, low doors, shutters, and full cab doors.

Currently in tooling, the order book is open for the new model, and you can pre-order your DCC Ready (RRP £139.95) or DCC Sound Fitted (RRP £249.95) versions directly from Rapido's website, or from any of its official retailers.





The Heljan OO Co-Bo Returns

This iconic model, originally released in 2011, was produced exclusively for Hattons Model Railways, and is now available exclusively at Rails of Sheffield.

Often referred to as 'Co-Bos', 'Metrovicks' or 'Crossleys', the class featured a highly unusual Co-Bo wheel arrangement (a 6-wheel bogie at one end, and a 4-wheel bogie at the other). Unlike other Type 2 diesels, the class was fitted with two-stroke Crossley diesel units and had a very high tractive effort of 50,000 lbf. The engines suffered frequent failures, and by 1961, the entire class was handed back to the manufacturer for remedial work.

The full range includes re-runs of the most popular models as well as some new variations not covered in the range previously, in BR green and BR blue. Aside from the new inclusion of DCC Sound provision, these models will also feature enhanced livery application over previous releases.



Hornby Railroad 45T SAA steel carrier wagon arrives

New to Hornby's Railroad range is the 45T SAA steel carrier wagon in a red/grey Railfreight livery, and it is available to order now.

This model traces its roots back to the 1970s, with a chassis common to its VDA and OBA wagons of similar vintage with pivoting axle frames so that the longer 4-wheel chassis can cope with first radius curves.

Sadly, the axle boxes aren't those of an SAA. SAA wagons with side stanchions that can be raised or lowered (which the models do too) weren't particularly long-lived or widespread until they were converted into FPA container flats or KTA coil carriers.

Hornby's model is closer to the KTA style with its transverse bolster beams. We assume the wagon is produced from reference pictures, which would hopefully explain the haphazard 'Not to be loose shunted' lettering on both sides.

The old, large tension-lock couplings are fixed to the pivoting axle with no provision for a coupling pocket. Still, for £19.99, it's not going to break the bank.



Harburn Hobbies receives Retailer of the Year award

Bachmann Europe has revealed the latest recipient of its prestigious Retailer of the Year Award, with Scottish retailer Harburn Hobbies crowned as the winner.

The award was presented to owners Bob and Gillian Baird and members of their team by their Regional Account Manager, Ron Jones and Bachmann's Head of Sales, Pauline Hinkley.

Harburn Hobbies was already well established in Edinburgh by 1938. It was a partnership between a Mr Hargreaves and a Mr Burns, with the resulting shop named Harburns. On July 15th, 1959, a limited company was formed – Harburn Hobbies Limited – and the Baird family took it over in 1966. Owner Bob started out working in the original shop (near the Foot of Leith Walk) as a Saturday boy in 1961! Gill, Bob's wife, joined the business and a move to its current larger premises nearer the city centre was made in 1978. Following years of construction, trams now run from the Airport down Leith Walk to Newhaven, and as owners Bob and Gill say, the upheaval has all been worth it. The McDonald Road Tram Stop is conveniently right at Harburn's door!

With its 90th anniversary on the horizon, Harburn Hobbies remains one of Scotland's leading model shops, which continues to cater to a variety of hobbies but with a strong emphasis on model railways.



Commemorative D-Day wagons announced by Dapol

This year marks the 80th anniversary of the D-Day landings, and Dapol is making a commemorative wagon in N, OO and O gauge.

Available as either a 5 plank, 7 plank, or ventilated van, depending on the gauge, the new wagons will also be offered in pristine or weathered guises.

Full specification:

- Diecast chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers & couplings
- Diecast open spoke wheels
- Profiled wheels
- NEM pockets with self-centring couplings

The new wagons are in production and will be released in May 2024. Prices are as follows, and every wagon price includes a donation to the British Legion to help them in the work they do for all of our nation's veterans:

- O Gauge 9ft 5 plank Wagon £54.75 (£57.95 weathered)
- OO Gauge Vent Van £15.20 (£16.40 weathered)
- N Gauge 7 plank Wagon £12.00 (£13.29 weathered)

DMG | electech
DMG Technical Limited

DMG Electech announces new magnetic addition to lighting range

DMG Electech has launched a new lighting system with magnetic attraction, which is available to order now as a single module.

Available to order on the DMG Electech website, a single module is being sold initially, with two, four, and five light versions expected by the end of May.

The units are powered by a small button-type battery, so no additional type wiring is required, and the magnetic actuator wand has a range of up to 20mm.

Measuring less than 11mm in diameter, the modules are ideal for most gauges - the rectangular versions are less than 10mm wide. Currently in warm white and cool white, more colours and flashing and flickering modules are expected.

The individual module price starts at £2.80, and the Starter Kit (four lights and an actuator) is currently on offer at £10, normally £12.50.



Hornby EWS Business Coach Pack arrives in the UK

The new OO coach pack in striking EWS Claret livery has arrived with retailers and is available to order now.

Inside the pack features four Mk. 2F coaches in EWS lined maroon – FO, 2 x TSO & BSO and the pack is priced at £169.99.

Exclusive 1907 RCH 12T seven plank open wagon

Kernow Model Rail Centre has revealed an exclusive 00 Gauge 1907 RCH 12T seven plank open wagon in the livery of Moger & Co Ltd as running on the London, Brighton and South Coast Railway (LB&SCR).

Produced for KMRC by Rapido Trains UK Ltd, the model is based on the RCH 1907 specification seven Plank open wagon and features angled brake hangers, double-sided brakes, round-bottomed grease axle boxes, smooth tapered buffers and split spoke wheels running in brass bearings.

Priced at £32.95, the new wagon is available on the KMRC website and from both Kernow Model Rail Centre branches.



Decorated samples arrive for exclusive Class 88



Rails of Sheffield has revealed the first decorated sample for its exclusive model of the Class 88 bi-modal locomotive in OO gauge, produced by Dapol.

This first sample showcases 88010 *Aurora* in the DRS 'Refrigerated Rail... Cool Move' livery.

The all-new range is currently due for release in Q3 2024, with four variations available to pre-order now. Prices start from £199, with DCC-fitted and working pantograph versions available.

Specification:

- Finely moulded body with many separately-fitted details
- Printed nameplates with etched plates supplied separately - where appropriate
- Sprung buffers
- Heavy Diecast chassis and all wheel pick up and all-wheel drive
- Smooth 5-pole motor with twin flywheels
- Cast wheels with fine relief and appropriate colouring
- NEM coupling pockets as standard
- Latest Plux22 decoder socket
- Comprehensive lighting package with white marker/headlights, red tail lights, Halo lights (DCC only), Cab lights
- Lighting independently controllable in DCC and switchable in DC
- Servo-controlled pantograph (DCC only) (Pantograph posable in DC)
- Factory DCC-fitted options
- Sound-fitted option using authentic sounds obtained with cooperation from DRS
- Both electric and diesel sounds, switchable by function key



Carbon-free shipping for Accurascale

Accurascale has announced the launch of an industry-first innovation to go green and offer free carbon-neutral shipping on all direct orders placed with the company.

In line with Earth Month in April 2024, when environmental issues take centre stage, Accurascale looked at how it could further improve and grow as a company, while also thinking about the environment.

The model railway manufacturer already offers 100% recyclable boxes and packaging but wanted to do more. Therefore, it has joined forces with a global effort of businesses to offset the carbon footprint of commerce.

For every order Accurascale receives on its website or from a trade partner, a formula is used to calculate the estimated shipping emissions. Based on those estimates, a portion of Accurascale's revenue goes to carbon removal companies – at no extra cost to customers.

Accurascale has taken the decision to absorb this cost themselves, and customers can choose to 'top up' Accurascale's support with the option of adding a further 20p to their order should they wish.



New livery for the Class 59 range

Dapol has revealed a further livery will be joining the future line-up of OO Class 59 models.

59104 *Village of Great Elm* in Hanson Livery will now join the range, which is anticipated to be in shops towards the end of the year, alongside the rest of the previously-announced Class 59 range.

Priced at £179.95 DCC-Ready, £213.50 DCC-Fitted, £299.97 DCC Sound-Fitted and £329.97 DCC Smoke- and Sound-Fitted, the new model is available to pre-order now direct from Dapol's website, or from one of its stockists.

Special edition Guy Fawkes wagon

The Wagon Yard has revealed a special commission with Rapido Trains UK for a G. Fawkes RCH 1907 spec. 10t open wagon.

The OO wagon is available to pre-order directly from The Wagon Yard website, priced at £32.95, and is expected to arrive later in the year.

The 7-plank wagon with side doors features twin-sided brakes, angled V-hangers and plain tapered buffers. Fitted with split-spoke wheels running in metal bearings and NEM coupler pockets, the new wagon is exclusively available from The Wagon Yard.



00 Present day £££ 294.49

Hornby LNER Class P2 2-8-2 Prince of Wales No. 2007

with steam generator



Tony Wright

This is a remarkable model; remarkable, innovative and simply outstanding. It's probably the first time that a model loco has appeared before its prototype was in service since Hornby Dublo first produced its Co-Co diesel (a 'sort of' all-green 'Deltic'), but that's the only similarity.

The first of Gresley's P2 Class appeared in 1934 in the form of No. 2001 *Cock O' The North*, instantly becoming the largest and most-powerful express passenger steam loco this country had ever witnessed. It was innovative in that it was fitted with Lentz rotary cam poppet valve gear. A second P2 appeared later in the same year, but, while it shared a similar front-end shape with 2001, it had conventional Walschaerts valve gear. In 1936, four more P2s were built (2003-2006), but these had A4-style front ends. With the exception of 2005, all had Kylchap double chimneys. Later, both 2001 and 2002 received A4-style front ends, and 2001 had its rotary gear replaced with Walschaerts valve gear. On the difficult Edinburgh-Aberdeen road, the giant 2-8-2s were matchless in their haulage abilities, but it was at a cost; a cost so high that Gresley's successor, Edward Thompson, had them all converted to ungainly-looking Pacifics during the War. With their factor of adhesion substantially reduced, the six A2/s ended up at York and New England, unloved and under-utilised, suffering early withdrawal.

And there, the story might have ended. However, in 2013, the A1 Trust (the creators of *Tornado*) decided to 'put the record straight' by building a seventh P2; to be 2007 *Prince of Wales*. In style, it will be very similar to the original 2001, but with many modifications. Modifications that will eradicate any of the problems associated with the original class, correct any 'historical' issues and ensure that the new loco complies with current railway operation. In particular, the boiler will share many features with 60163's. It should come as no surprise to learn that no group is contemplating building a brand-new Thompson Pacific!

The Hornby model is a fitting tribute to the A1 Trust's endeavours. I reviewed the new Hornby P2 model for BRM last year (in the form of *Lord President*) and all the accolades for that equally apply to *Prince of Wales*. The heavy die-cast chassis and footplate ensure terrific haulage ability, allowing the powerful five-pole skew-wound motor to give enough 'grunt' to haul any load. All the wheels are true-round, are to RP25 profile and have consistent back-to-backs, enabling the loco to ride perfectly through Peco and hand-made trackwork. The whole loco is accurate in all dimensions. The livery application is exceptional. The tender is similar in appearance to the original 2001's, but has increased water capacity and decreased coal capacity (similar to *Tornado*'s). There's a firebox glow, which works on DC as well as DCC (though, as supplied, the loco's decoder appears to be programmed *not* to work on DC at all). But it's the steam generator which is this models most-outstanding feature. I've never seen such realistic 'smoke' produced by an electrically-powered steam-outline model. Following the instructions, I filled up the reservoir behind the smokebox door with five millilitres of water (I used filtered water, because our local source is very hard). Having no DCC myself, I took the loco to a friend's DCC layout for a thorough test, which you can see on the latest episode of World of Railways TV – it's truly astonishing. There is full sound function as well, with 20 different settings ranging from whistle (two), through to the likes of wheel slip (unnecessary, because that didn't happen with the P2s), coal shovelling, safety valves blowing off, guard's whistle, coupling, fireman's breakfast (really?) and Westinghouse pump. Not being of DCC-mind, I found the whole lot confusing, so left the controls to my friend. There are the usual extras for the purchaser to fit, including a crew.

I'm told that, despite the price, these models are selling fast, which I don't find surprising. Demand is therefore high, so, may I suggest, buying one while they are still available? It's the most exciting model I've ever had the privilege to review.



Full instructions and a pipette are provided for filling the smoke-generating reservoir.



The representation of the rotary cam poppet valve gear is excellent. Nameplates in relief are supplied to fix over the printed-on ones if desired



Care must be taken not to over-fill the reservoir. The smokebox door is held in place by two magnets. Beware, one came loose!

FACTFILE

Model: R3983SS LNER, P2 Class, 2-8-2, 2007 *Prince of Wales* With Steam Generator
Price: £294.49
Era: 2014 - present
Construction: Plastic body with diecast chassis
Weight: 540g
Minimum curves: Radius 2

WHAT WE LIKE

- ✓ Very realistic smoke effects (the best yet)
- ✓ Ease of use
- ✓ Superb haulage capacity
- ✓ Very high standard of finish



N | 1986 - present | £££ 154.95+

Revolution Class 59/0



Andy York

There's a lot to take in with the detail of the model and the differences within a small class of five locomotives.

Hot on the heels of our review of the Dapol's N gauge Class 59 last month, we turn our eyes to Revolution Trains' Class 59, or more specifically, the Class 59/0 with its Class 59/1 and 59/2 to follow with distinct variations of detail. Models in Foster Yeoman, Aggregate Industries, ARC, Hanson EWS and DB liveries have been produced, with retailer exclusives in GBRf livery for Rails and Mendip Rail for Kernow MRC.

It's evident that detail matters in Revolution's approach to their model, with minor differences acknowledged and replicated such as our review model of 59005 in revised Aggregate Industries livery only featuring a radio pod at one end of the roof. This locomotive was slightly different from the first four delivered, having the same roof profile as the 59/1. Within the sub-class 59001-004 had a revised yaw damper arrangement and, again, this is reflected in each model.

Inevitably, in N gauge, the roof of a model gets seen more than any other angles, and it's here that the Revolution model excels with a fine mesh grille at the cooler group end of the roof, access panels with the correct number of hinges, accurate representation of the exhaust (with the exhaust port on the right side as modified in service) and the absence of seam in the roof at the No.2 end.

Moving to the body sides, the grilles at the cooler group end are a very fine etch mesh too, and the printing is very good on the model of 59005, but there is some fuzziness evident under magnification on our review model of 59004 between the blue and silver, most noticeably on the flat surfaces. The printed name and number plates are to a very high standard, but etched plates are included in the detail pack where appropriate.

The all-important face of the model with the cab front detailing looks spot-on, and while the handrails feel quite firm, there has been some distortion of this at one end of 59004. However, it's the lighting functionality of this model that makes it stand out, with all headlights and marker lights on during both daytime and night-time running. 59003, which operated abroad and is now owned by GBRf, is also fitted with an additional marker light above the cab windows. When running light locomotive, the Class 59/0s show a pair of red tail lights at the back; again, these are represented on the model; however, they can be turned off and on at each end by DC users using the switches on the DCC blanking plate and by DCC users with F3 – I do dislike seeing tail lights showing while a train is hauled behind a locomotive. DCC users have additional lighting functions that allow them to replicate the locomotives when shunting. For this purpose, the headlights are usually turned off, with just the marker lights left on - this mode can be selected with F6.



Access to the decoder socket and internal switches is easy with a lift-away body section.



While the roof grilles are a very fine mesh, they do not feel as though they would be prone to damage.



Etched bodyside grilles add to the finesse and allow a partial view through to the engine bay.

FACTFILE

Models:
Rt-N59-Ai-001 59001 Aggregate Industries - *Yeoman Endeavour*
Rt-N59-Fr-004 59004 Revised Foster Yeoman - *Paul A Hammond*
Rt-N59-Ai-005 59005 Aggregate Industries - *Kenneth J Painter*
Rt-N59-Fr-005 59005 Revised Foster Yeoman - *Kenneth J Painter*
Rt-N59-Hn-101 59101 Hanson - *Village Of Whatley*
Rt-N59-Ar-102 59102 Arc - *Village Of Chantry*
Rt-N59-Hn-103 59103 Hanson - *Village Of Mells*
Rt-N59-Ar-104 59104 Arc - *Village Of Great Elm*
Rt-N59-Db-201 59201 Db
Rt-N59-Db-202 59202 Db - *Alan Meddows Taylor*
Rt-N59-Ew-203 59203 Ews - *Vale Of Pickering*
Rt-N59-Fl-203 59203 Freightliner
Rt-N59-Ew-204 59204 Ews - *Vale Of Glamorgan*
Rt-N59-Fl-206 59206 Freightliner - *John F Yeoman*
Era: 1986 - Present
Construction: Plastic Body With Diecast Chassis
Weight: 104g
Minimum Curves: Radius 2 (263mm)
Accessories: Bufferbeam detailing, etched plates where applicable



Below body level, the General Motors' design is for accessible pipes and conduits, which are a headache for model toolmakers, but it's all there and looks great.

N | 1986 - present | £££ 154.95+









The Class 59/1 and 59/2 models will have the BMAC light clusters and operate with different and correct functionality. With all this talk of lights, rest assured that they look great with a nice tone and no light bleed.

To support this level of light functionality, Revolution has chosen the new E24 decoder interface, which is set to be adopted as Next 24, chosen because Next-18 was simply unable to offer the complete lighting options

The access to the decoder is by lifting off the centre section of the body and roof. It's a good fit, but being 2mm scale, it's a more obvious joint than the others moulded into the roof and body. Below body level, the complex areas of pipes and conduits are accurately portrayed with good detail to the bogies.

All key dimensions scale out accurately, and the performance is excellent, managing a full trainload with ease and with the range released, Revolution is to be congratulated on a model that shows such finesse and attention to detail.

WHAT WE LIKE

- ✓ Excellent attention to minute detail differences
- ✓ Performance
- ✓ Lighting functionality

Lubrication points for each driven axle mean that there's no need to dismantle anything for routine maintenance.



Hornby TT:120 LMS Stanier (Period III) Full Brake



Andy York



A useful and long-lived prototype joins the TT:120 range.

Dating from the early-1930s and Stanier's appointment as LMS CME, Period III coaching stock features smooth-sided steel panelling over a wooden frame and included a full brake on 50' frames. Hornby has captured this style well with the latest addition to its TT:120 range, although they refer to it as a Passenger Brake on the website; which it isn't.

Our review model is in BR maroon, and although a simple livery, the grey bands on the opening doors, numbers and lettering are perfectly neat. The moulded elements to the body, such as the ribbed roof and torpedo vents, bodyside handrails and gangway end detail are spot on; my impression of this on inspection is what 'design clever' as a principle mooted some 10 years ago is good at – there is no visual benefit to those sorts of components being separately-applied. It works and it looks good and is on par with the bogies (which are excellent). The underframe includes moulded battery boxes, but the horizontal truss on the opposite side of the coach to the battery boxes is a little distorted as the truss components are quite a soft plastic.

Right now, the model looks to be a bit of an outlier in the range; it's not an essential item in a train make-up but could run with the Mk.1 coaching stock released so far, but that's not as logical as a Mk.1 BG would be. However, it makes perfect sense (but not necessarily a must-have) to run with the LMS and BR 57' Period III Corridor First, Corridor Third and Brake Third coaches, which are not too far away. Modellers will have to wait a little longer for the most appropriate locomotive for this stock in the shape of the Princess Coronation class.

FACTFILE

Models:
TT4035 BR 50' maroon, M31040M
TT4039 BR 50' maroon, M31014M
TT4010 LMS 50' crimson lake, 31236
Era: 1930s - preservation
Construction: Plastic body and chassis
Weight: 27g
RRP: £37.99
Minimum curves: Radius 1
Accessory pack: Gangway end boards

WHAT WE LIKE

✓ Neatly moulded detail
✓ Livery application
✓ Shape and dimensions

Two models are shown on Hornby's website in BR maroon with the other seeming to feature two horizontal beading bands; it seems a little odd to be moulding two distinct bodyside styles on a less than-essential item. A lined LMS version is included in the launch items, too.

Several of these useful vehicles lasted well into the 1970s in parcel usage in corporate blue livery, often found in rakes of mixed-heritage parcels stock, so my recommendation would be to pick up the BR-liveried version to start to build up parcels stock in the hope that other items arise in due course.



Bogie detail is quite fine but robust enough to withstand regular handling.



While the gangway end has a moulded door, end boards are provided as extras.

OO | 1907 onwards | £££ 32.95

Rapido 1907 RCH open wagon



Andy York



Many liberties have been taken over the years by numerous manufacturers in the type, and therefore accuracy, of wagons that have been produced in private owner liveries and, inevitably, many customers have been accepting, or ignorant of, these inaccuracies for decades. It is surprising that no ready-to-run model in OO of the numerous and widespread wagons manufactured to the Railway Clearing House design of 1907 has been available until Rapido's model. The later 1923 design has been produced by several manufacturers, but that's not to say all of the liveries applied have been accurate for that model.

Rapido has initially released 16 models in 5-plank bodies with side doors and 20 models in 7-plank side and end door variants on a common 9' wheelbase chassis. Within those two body styles, there are detail differences with split or sold-spoke wheels, single or double-sided brakes with straight or bent 'V' hangers, axleboxes in square, round or Ellis shapes and ribbed or smooth tapered buffer housings. Many of the initial releases are now sold out on Rapido's website but should be available from stockists, plus there is a further set of models announced for 2024, which are 7-plank side-doored versions.

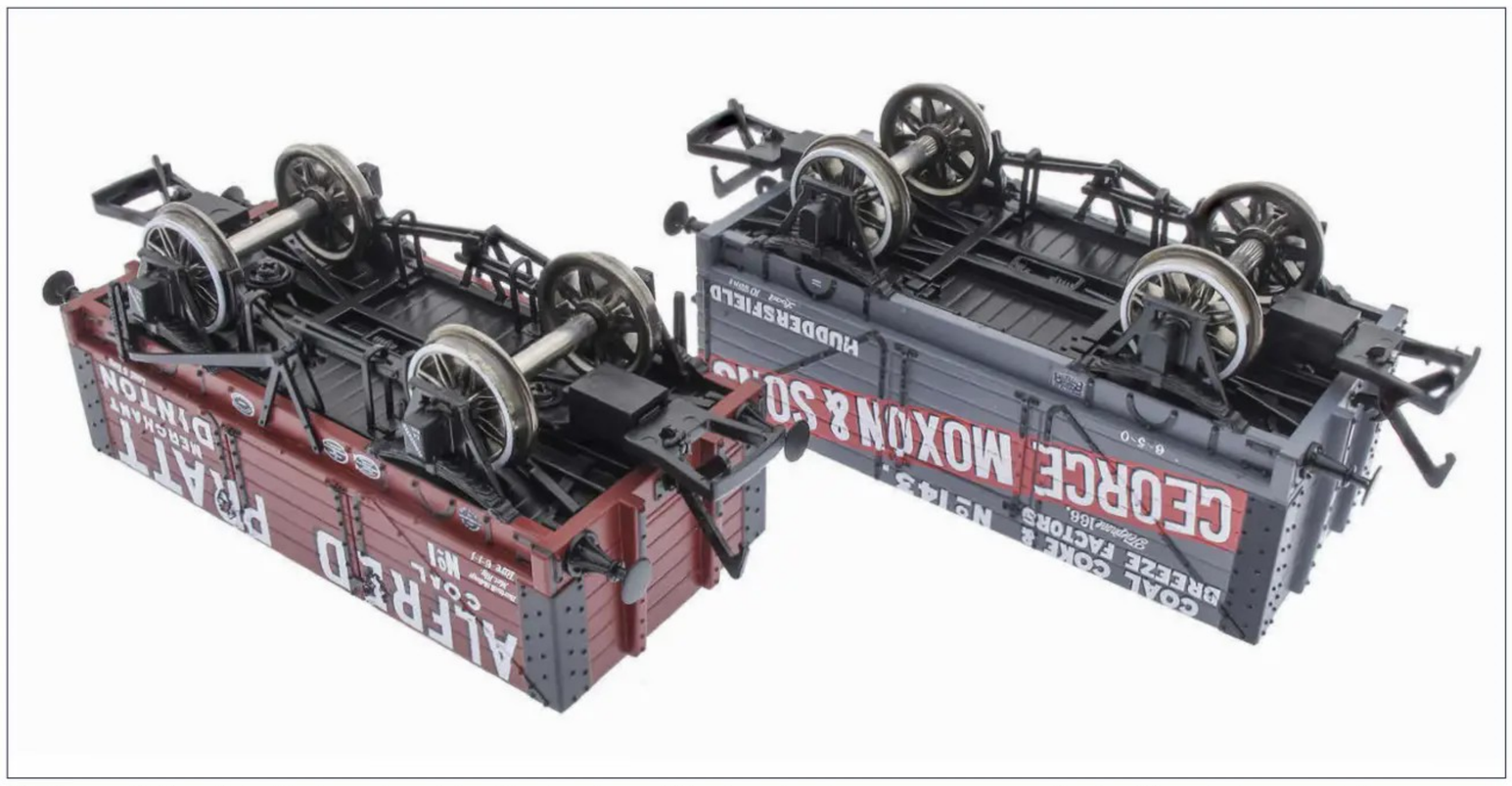
The first models represent a wide range of collieries and coal merchants from around the country in a striking variety of colours, while not neglecting some plainer, niche items such as Metropolitan and London Transport liveries. The decoration is the most striking aspect of the models, with great density and definition, with our review examples showing fine black shadowing beneath the main white text colour. The printing over the well-defined bodyside strapping and door furniture is very tidy, and the black washer plate ironwork on the body-coloured timber solebar is perfect, along with the black and white text on the solebar builder's plates. The Alfred Pratt-liveried review model also features the Gloucester builder's name on the square axleboxes. Rapido's models are researched from original images from the wagon builders where such detailed decorations were a point of pride for the builder and owner, recorded on glass plate negatives – a great modeller's resource 100 years on!

As we have come to expect, the underside of the wagons are excellent, with representations of planked flooring and coupling springs along with the correct framework with removable coupling pockets if you are fitting scale couplings. Inside the wagon, the internal planking is shown along with interior seams and strapping for the side doors and end doors where applicable.

The full range can be found on Rapido's website, plus an excellent video covering the history and usage of the wagons.

The life of the wagons extended into nationalised ownership and further onwards in industrial service and, indeed, form the basis for our Exclusive NCB Internal Use wagons, which are currently being despatched.

Overall, this is an excellent release and the first step to seeing more accurate early private owner wagons on more layouts.



A view of the detailed underside illustrates differing brake arrangements, buffer styles and the open split-spoke wheels.



The interior features internal planking and side and end door representations in a neutral wood tone.

For the first time in ready-to-run, Rapido has produced a wide selection of 1907 design private owner wagons.



The black-shadowed lettering and solebar decoration is finely applied with excellent definition.

FACTFILE

Models:
967001-967014/22/23 5-plank, side doors only (16 models)
967201-967220 7-plank, side and end doors (20 models)
Era: 1907 - preservation
Construction: Plastic body and chassis
Weight: 27g
Minimum curves: Radius 1 (371mm)
Accessories: All fitted

WHAT WE LIKE

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

Heljan/Rails Metropolitan Vickers Gas Turbine 10800/Class 80



One-off and prototype locomotives have long been Heljan territory and the firm has produced a beauty in 18100.



Andy York

Completing the trio of gas turbine prototype locomotives that British Railways tested or operated, Rails of Sheffield now has the Metropolitan Vickers gas turbine, 18100, produced exclusively for the firm by Heljan to complement the earlier, and arguably uglier, older brother 18000, which was released in 2001.

Originally ordered by the Great Western but delayed due to WW2, the locomotive, in gas turbine form, operated solely on the Western Region on expresses to and from Paddington as a capable 90mph 3000HP power unit, although it only ran in service from 1952 to 1954. After a period of storage, the locomotive was converted by Metropolitan Vickers to 25 kV AC electric form after removal of the gas turbines and replacement with electric transformers with a completely different roof with a well for insulators and the Stone-Faiveley pantograph, changing to A1A-A1A drive configuration from its earlier Co-Co drive. This became E1000, acting as the testbed for a new generation of high-voltage electric locos for the West Coast Main Line. After these duties were completed in 1961, E1000 (later renumbered E2001) was used for various test purposes, based at Rugby or stored until it was withdrawn in 1968 and eventually scrapped in 1972.

The model has a typical Heljan feel; robust, good moulded detail and great performance and is available as 18100, E1000, or E2002 from Rails; all in black with silver bodyside stripe, bogies and underframe detail but with early or late crests. The detail is superb with the silver colours of the bogies in particular showing clarity and depth of detail. An etched roof grille sits atop the roof and the roof panel lifting eyes are fine but robust with separately-fitted handrails and wipers.

Powered by a strong 5-pole motor driving the outer wheelsets of each bogie, and current collection from all wheels (which are correctly spoked), performance will not disappoint, capably drawing 20 Mk.1 coaches on test. A 21-pin decoder socket is mounted on top of the PCB, accessed by removing the four body screws. The model features directional marker and tail lights with warm-white cab (which shows off the moulded and decorated interior detail well) and engine compartment lighting, which can be configured with DIP switches for DC users, sited between the fuel tanks. Rails also provides the option to have the model DCC sound-fitted for an additional £125.00 and is available with gas turbine or 25kV electric sound.

The accessory pack includes bufferbeam detailing with screw-link couplings in loose or stowed form with a reporting number display for 18100. This is a plastic block, which would entail drilling into the nose of the model to securely fit and the front face of the block includes a magnet to which the individual metal characters can be attached; they didn't seem to want to stay in a tidy position, so I'd suggest just gluing them and accepting the one number you have decided upon. The detail pack also includes four sets of chrome-style numbers to be applied over the printed numbers; there's no mention of these in the accompanying instruction leaflet, but I found that, after peeling the brown backing away, they accurately covered the printed numbers, giving an improved thickness and depth – patience is rewarded.

This is Heljan doing what Heljan does very well and plugs another hole in the decreasing number of items never previously available in RTR form. Recommended.



The silver colour of the bogies really shows off the wealth of detail.

FACTFILE

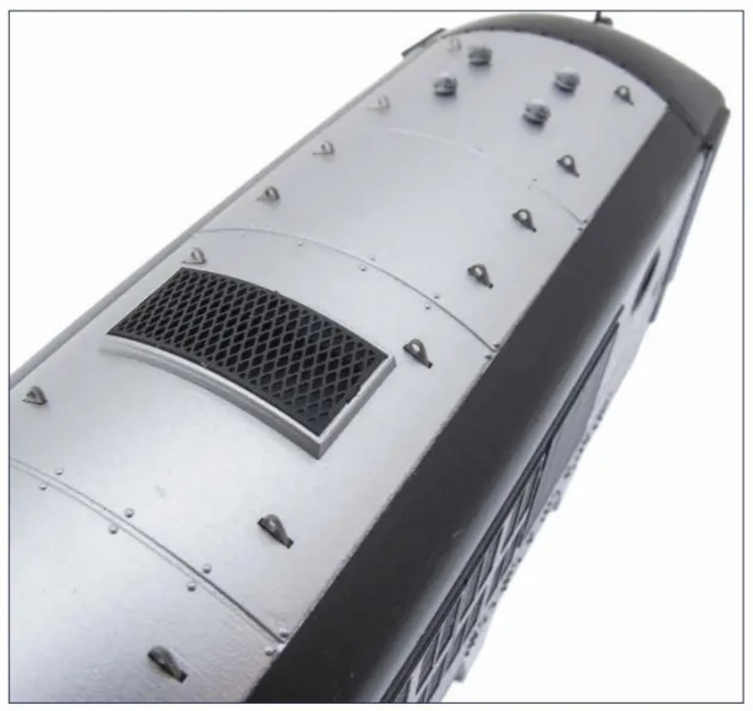
Models:
1810 Br Gas Turbine 18100 As Built 1951
1811 Br Class 80 E1000 Late Crest
1812 Br Class 80 E2001 Late Crest
Era: 1951 - 1968
Construction: Plastic body and diecast chassis
Weight: 508g
Minimum curves: Radius 2 (438mm)
DCC socket: 21-pin
Accessory pack: Bufferbeam detailing, reporting box/numbers and 'chrome' numbers



The model is supplied with BR(W) style reporting numbers and a magnetic mounting box.



The raised chrome-style numbers are a nice touch with easy application.



The lifting eyes are really robust, as is the etched mesh over the exhaust.

The builder's plates behind the cab doors are raised mouldings with the Metropolitan Vickers plate neatly printed.



WHAT WE LIKE

- ✓ Another prototype gap filled
- ✓ Robust detail
- ✓ Performance

00 | 1947 onwards | £££ 29.99

Rapido Exclusive NCB wagons



Andy York



We designed six different decoration plans for the wagons to reflect the varied markings seen in NCB regions around the country.

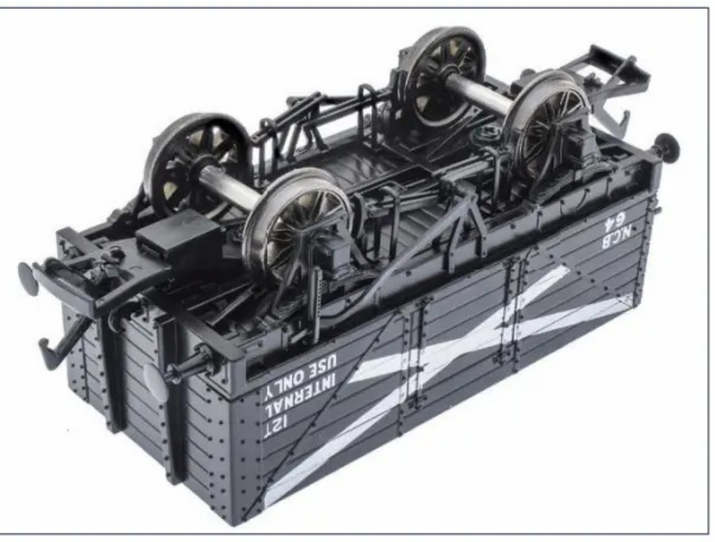
Last year we announced a BRM/World of Railways/RMweb exclusive model with Rapido, utilising the 1907 RCH design wagons as reviewed in this issue but in a form that they were widely used in later years. The nascent National Coal Board from 1946 started to acquire life-expired older private owner wagons that had been pooled during the war. Vesting day came on January 1st, 1947, and while most coal produced was shipped out by the trainload across the national network from the pits, there was often a need to transport coal around a colliery's own network of lines and sidings to land-sale yards or adjacent industries. The 1907 RCH design could be found in such use all across the country with a variety of markings, often similar across an NCB region, on the black-painted wagons, clearly showing that these were internal user wagons and should not be formed into outgoing main line trains.

We are absolutely delighted with how Rapido interpreted the design brief, which allows the modeller to further personalise the base models with individual colliery names and weathering. Featuring brakes on both sides, split-spoke wheels, end doors, in addition to the side doors and a detailed interior, these are a step forward in terms of detail than any other NCB wagons previously produced.

We kept the price down to £29.99 plus postage, with discounts on different bundles of wagons, and at the point of delivery, the wagons were just selling out. These bode well for the future with our exclusive NCB-liveried Port of Par Bagnall from Rapido, our British Steel internal user wagons from Accurascale, and there's more to come that will appeal to modellers of the industrial scene, an area that continues to grow thanks to several manufacturers.

FACTFILE

Models:
967242 NCB108
967243 NCB23
967244 NCB71
967245 NCB85
967246 NCB35
967247 NCB64
Era: Post 1947
Construction: Plastic body and chassis
Weight: 27g
Minimum curves: Radius 1 (371mm)
Accessories: All fitted



The underframe detail includes two-sided braking, a pre-requisite for shunters to easily apply brakes to the wagons.



The only thing wrong is that they are too clean; that's over to you!

WHAT WE LIKE

✓ Everything about the Rapido PO wagons but with added industrial usefulness

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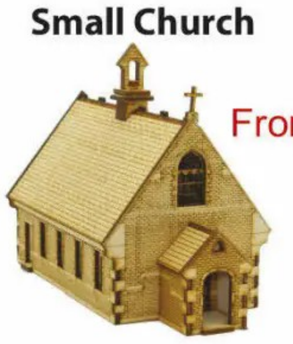

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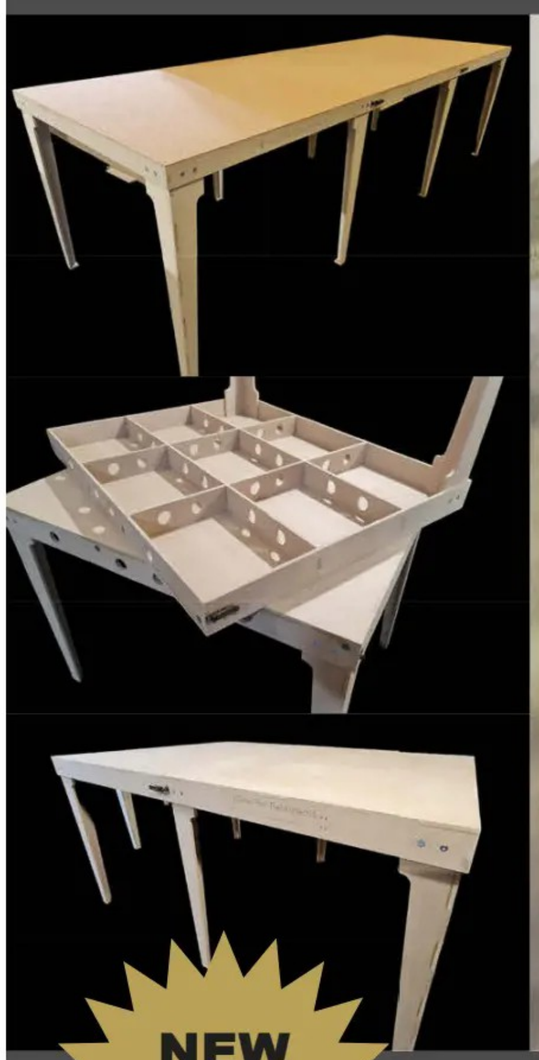

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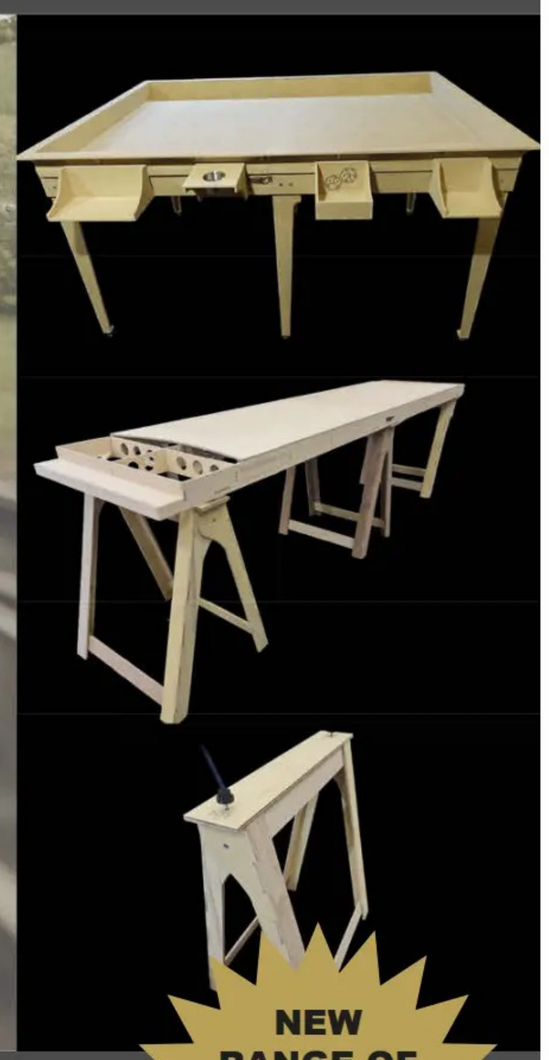

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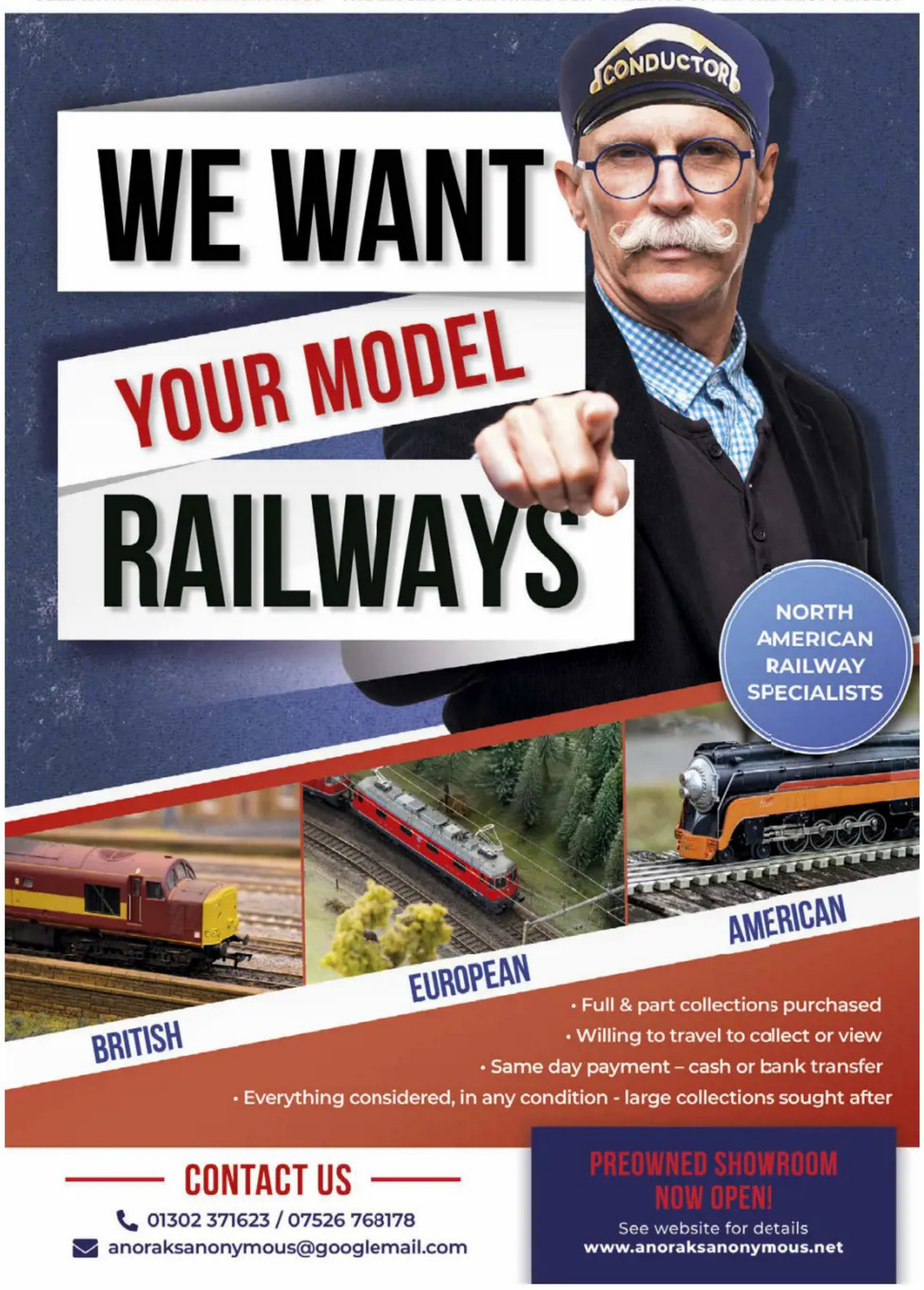

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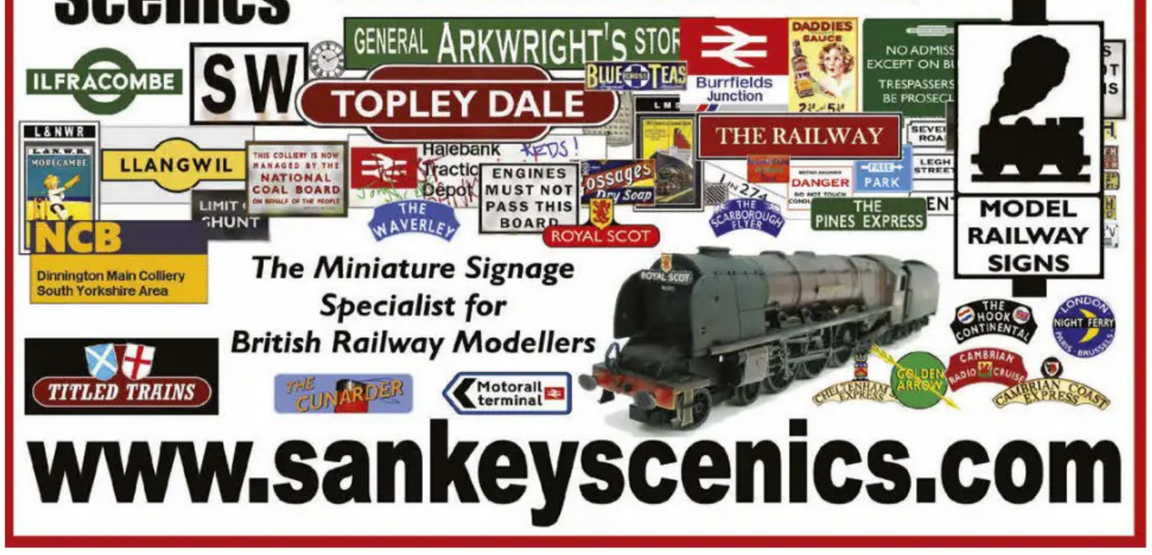

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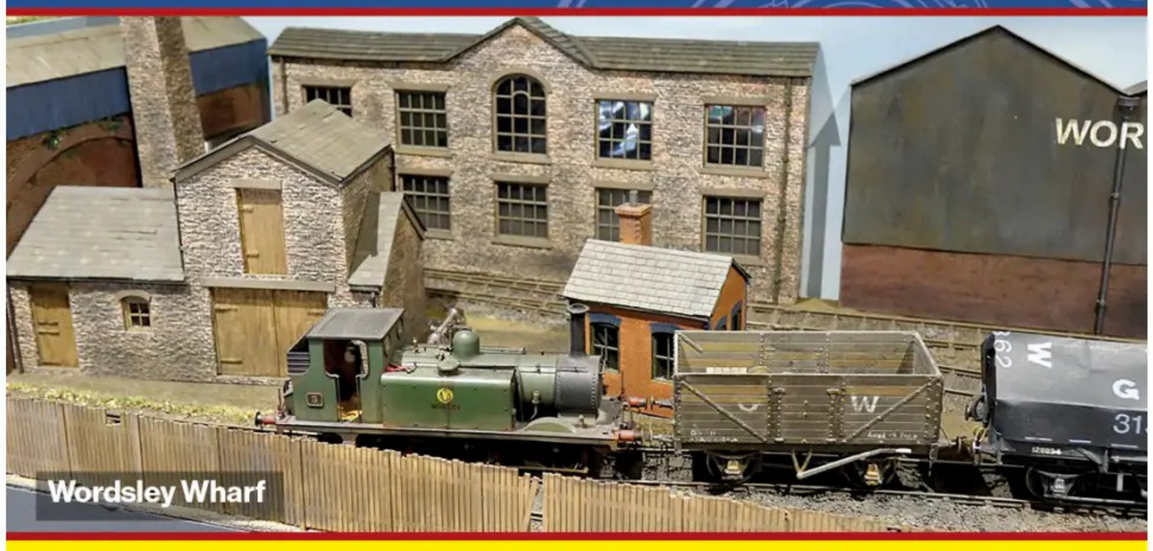

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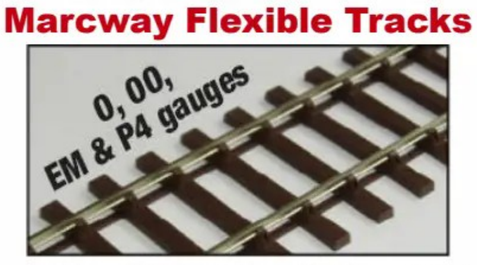

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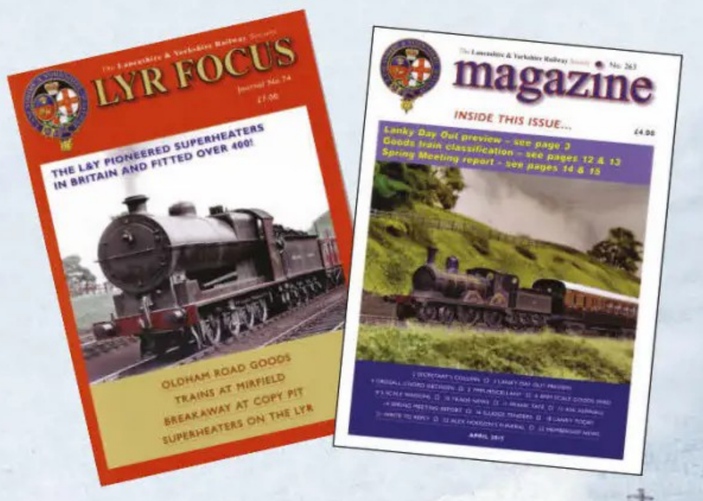

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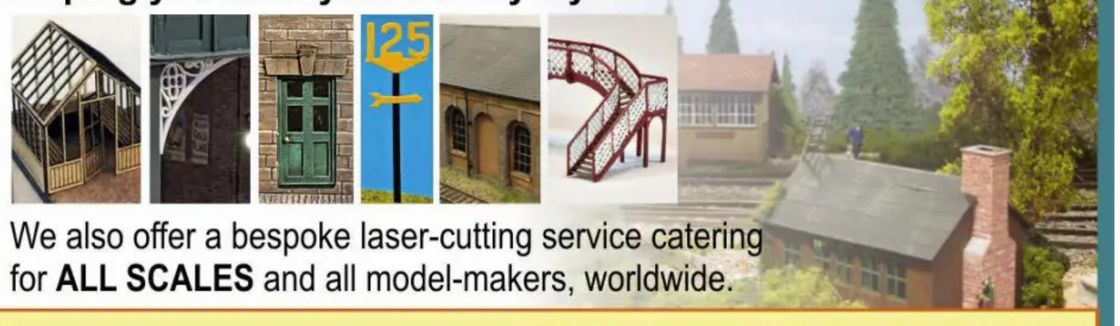

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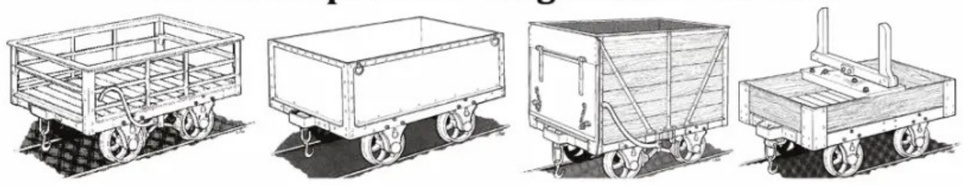

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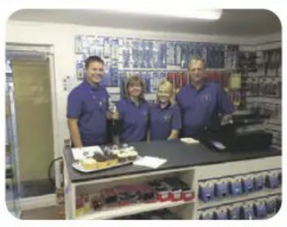



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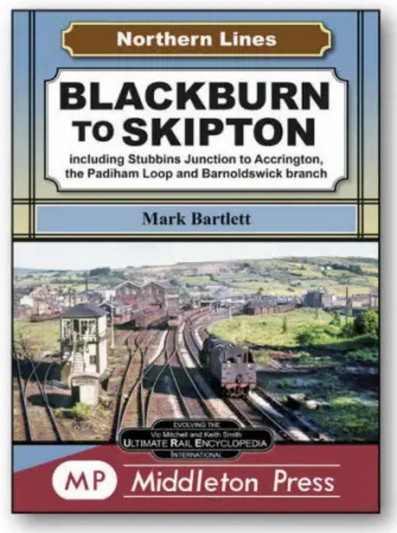

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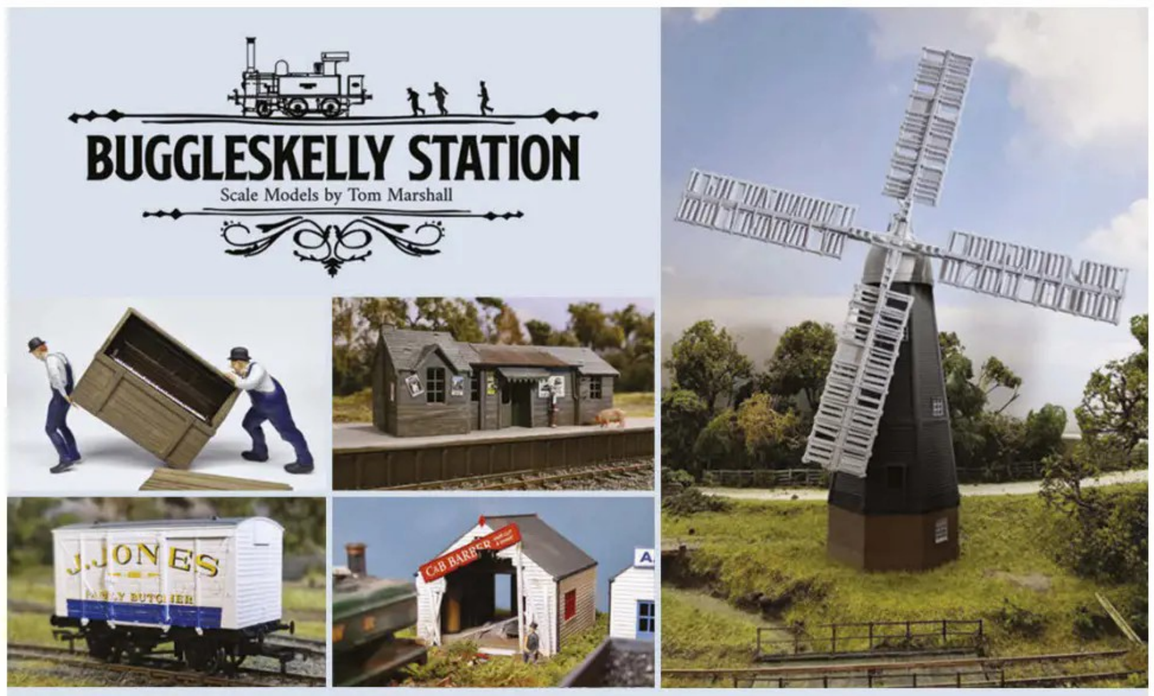

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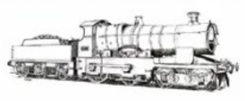



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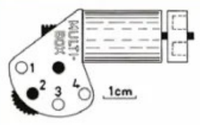

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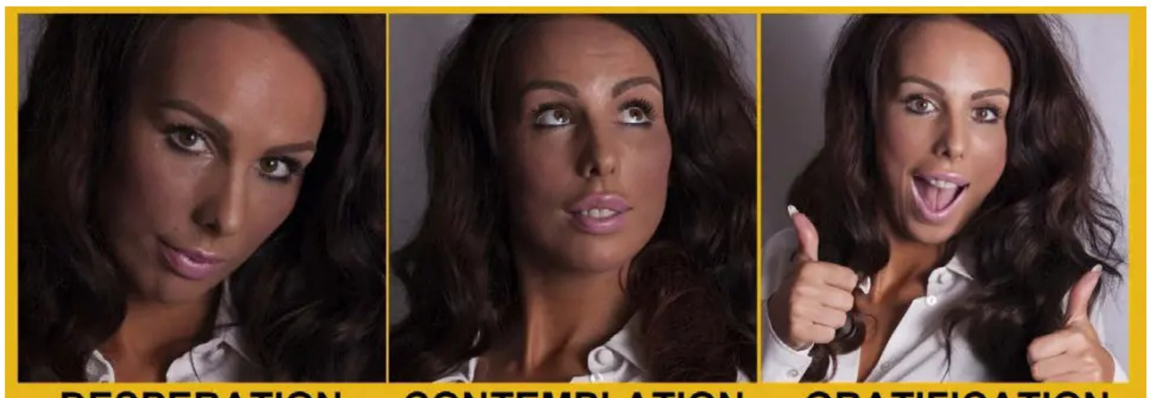

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Buffer Stop

New scale, new layout?



Bachmann's first NG7 Quarry Hunslet on show at Statfold Barn exhibition on the launch day.

What was your first thought when you saw TT:120, or Bachmann's new NG7?

Was it, "Oh that looks fun. I fancy building a layout in that new scale!".

Or are you confused as to why anyone would choose to go for one of those "weird" scales over OO, and why manufacturers use valuable slots at the factory to produce something away from the mainstream?

Both scales' main appeal is the ability to pack more railway into a smaller space. That's very much in tune with the way people live in smaller houses. Both manufacturers are thinking along the same lines.

We guess that it's all part of this wonderful hobby being something for everyone. Neither scale is really new, both enjoy the services of vibrant supporting societies. Chatting to the 3mm team at York recently, it seems the introduction of TT:120 has driven a growth in its membership; the same thing happened with 009, so let's hope the 7mm Narrow Gauge Association is ready to benefit as well.

Trying out a new scale could be a nice break from a long-term project, or just the chance to restore your modelling mojo. The team from Market Deeping, who have been working on a TT:120 layout, have certainly enjoyed themselves, and the YouTube views of their updates suggest there is a lot of interest out there.

Should BRM look at a 7mm narrow gauge layout as a future project? One member of the team is enthusiastic, which is handy as he's the one who will have to do the work. Being able to enjoy the benefits of a larger scale in the same space you build a modest OO layout certainly appeals.

This month in pictures...



TT:120 vs OO on Market Deeping's layout. More differences than you might expect.



The oldest layout at York show was 'Trerice', built by the late Iain Rice over 50 years ago. It still looks good, though.



From the people who built the Road Runner layout in our December issue, the Gn15 "Patented Olfactory Obfuscation Products" factory line.



An interesting take on *Thomas the Tank* engine...

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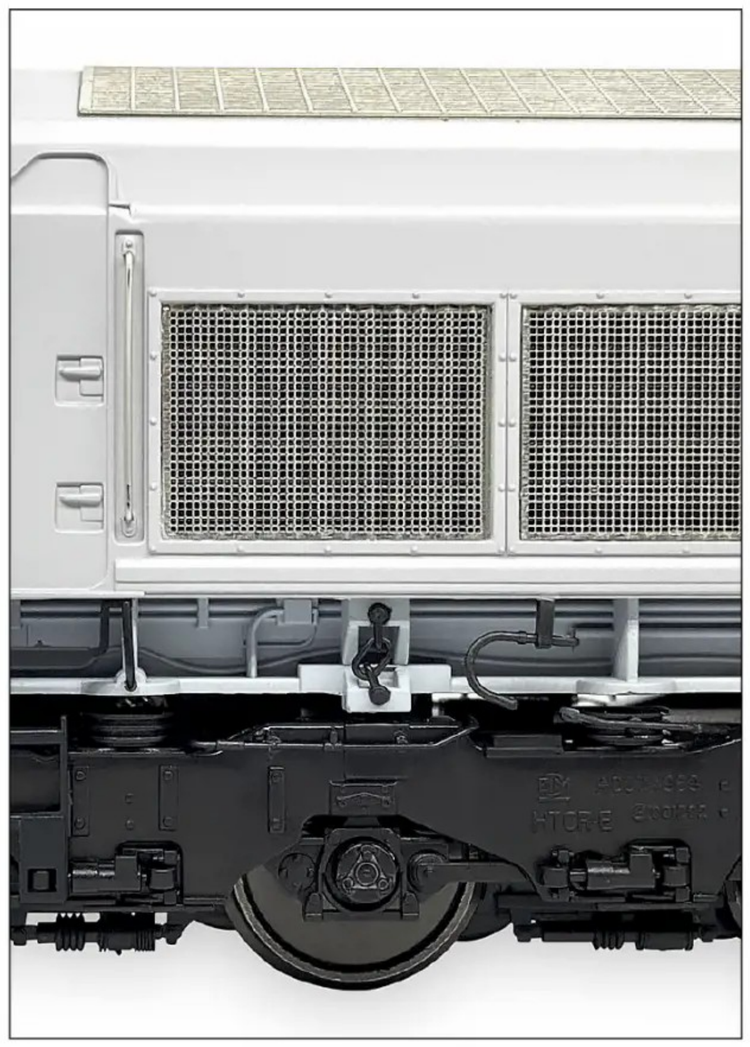

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