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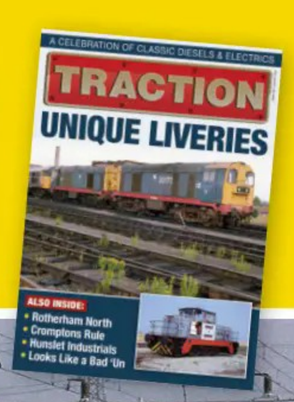

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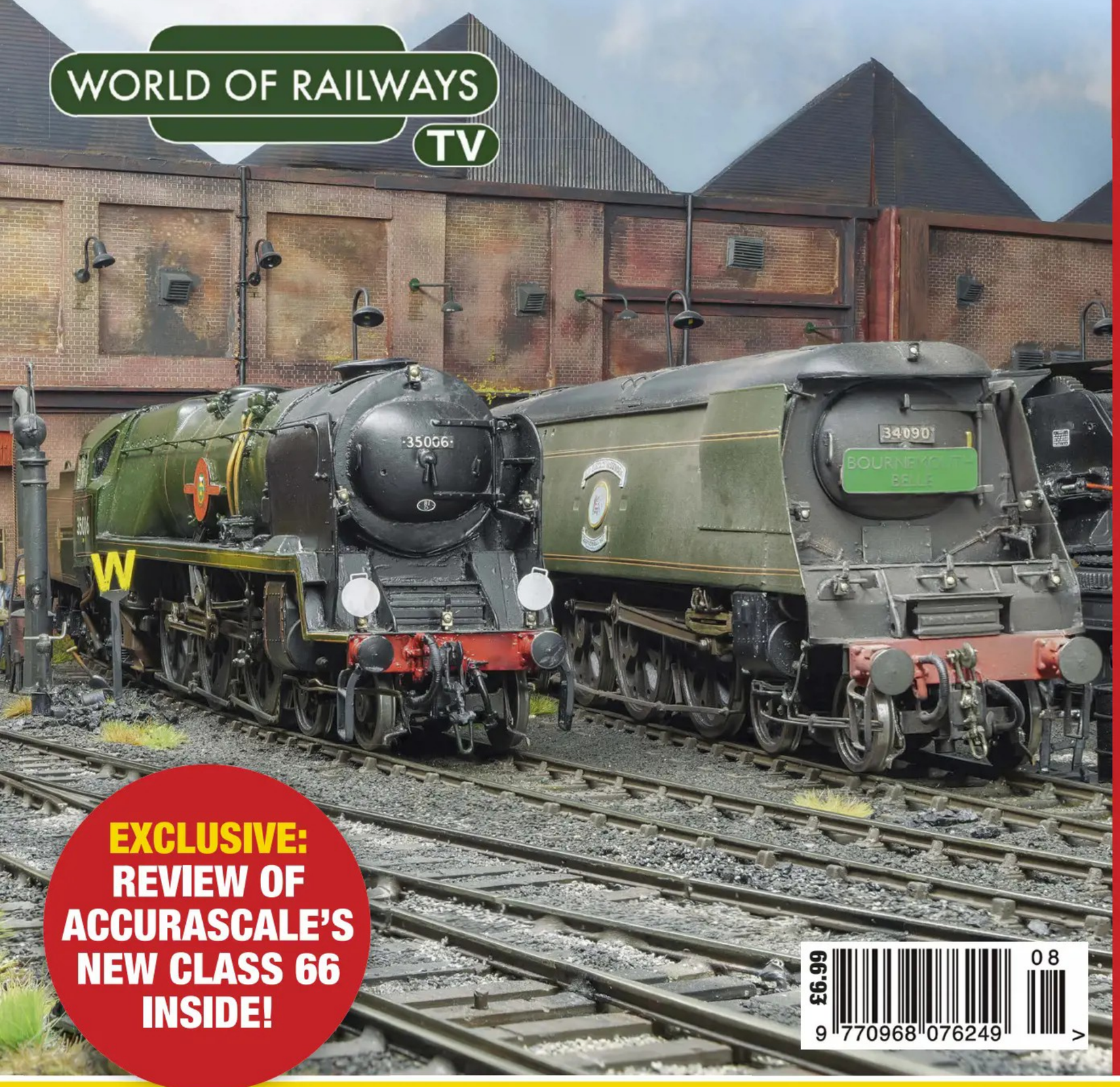

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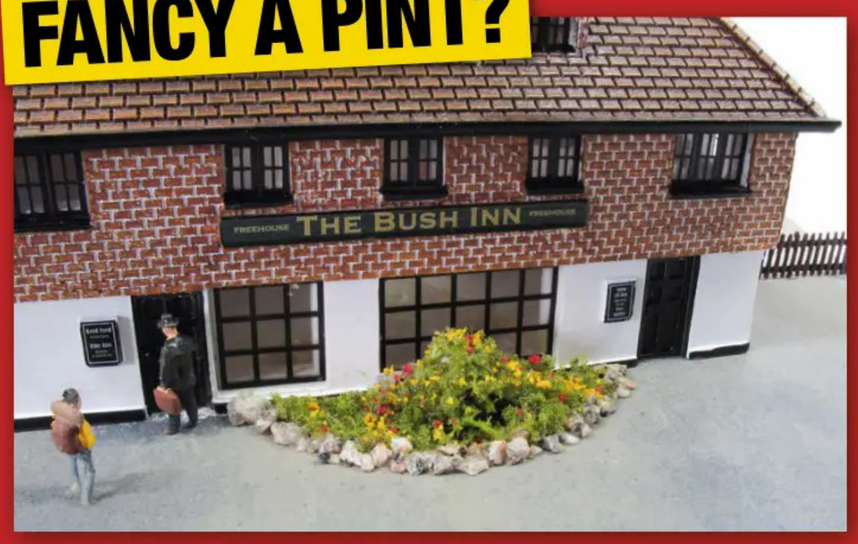

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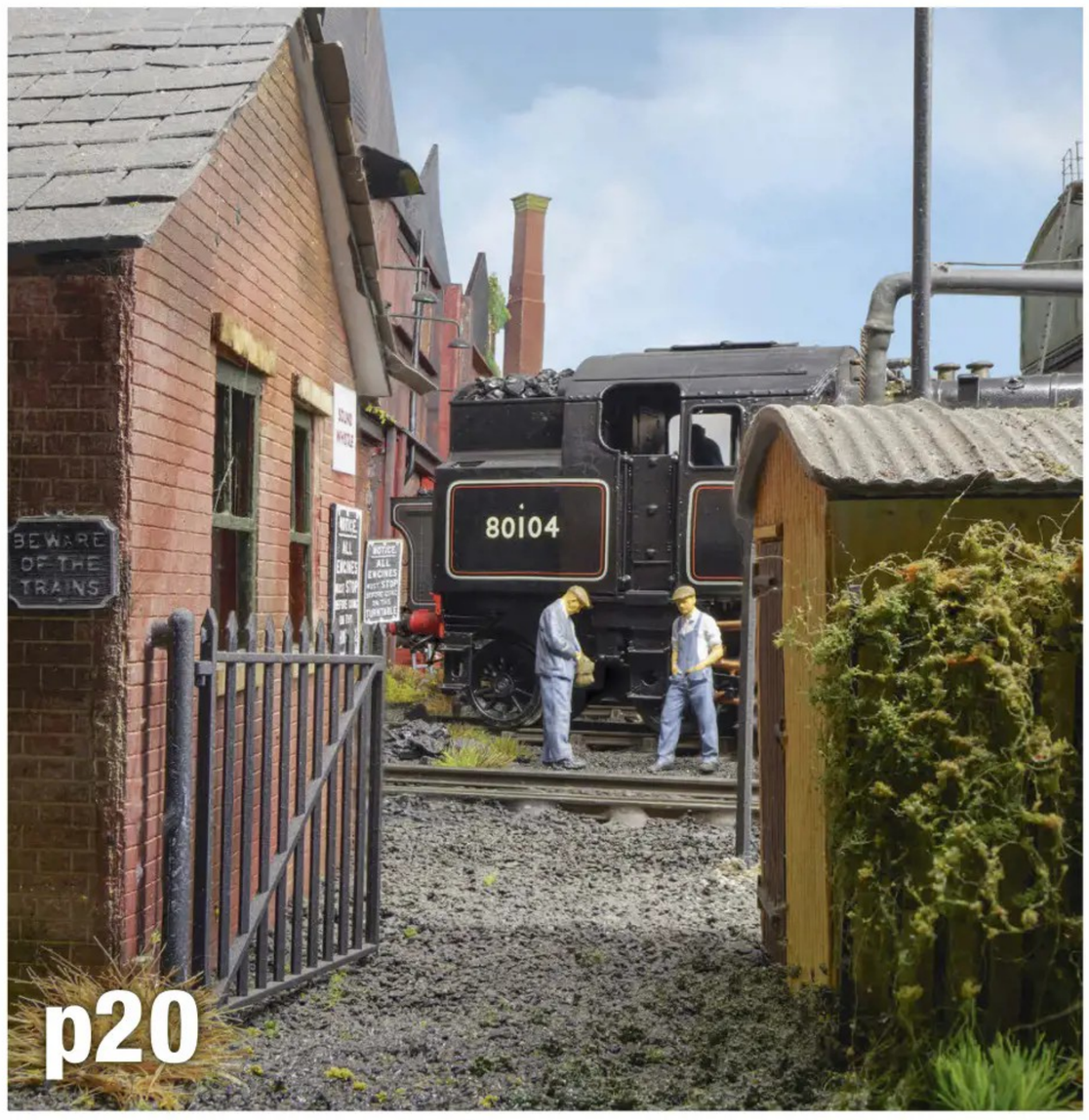
p126 Old Town to Riddle (N) This twin layout offers plenty of operational fun







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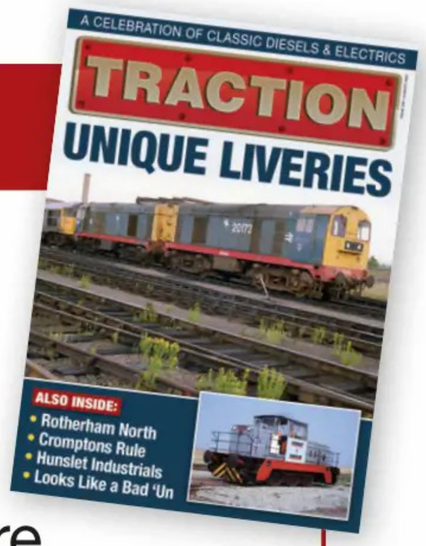

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R30031	Cl87 City of Birmingham	**£196.20**
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R30120	BR Green Class 31	**£196.20**
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32-131A	GWR 4575	**£140.20**
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35-418	BR Class 47 Construction	**£203.95**
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32-614	Cl. 90 BR RES red/grey	**£195.45**
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32-612A	Cl. 90 Freightliner green	**£195.45**
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31-265A	Class 419 MLV BR green	**£135.95**
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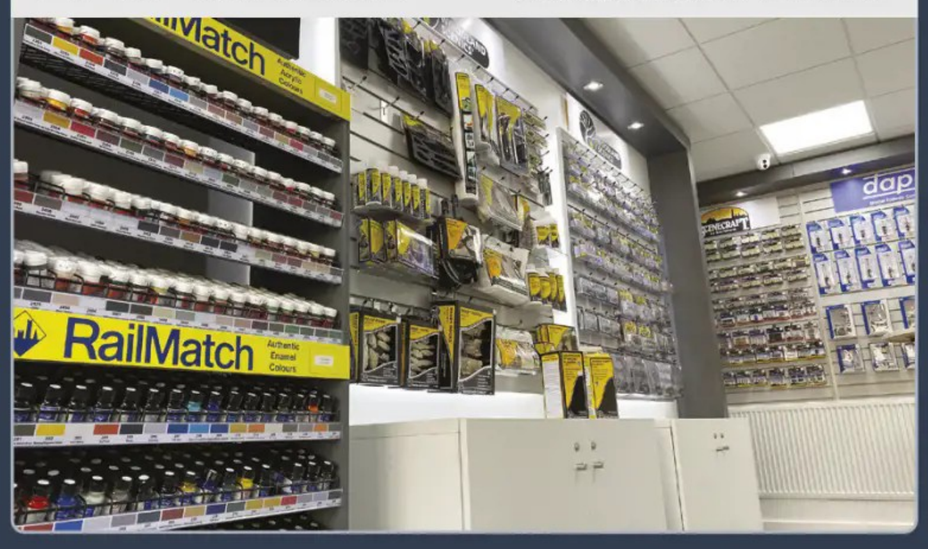



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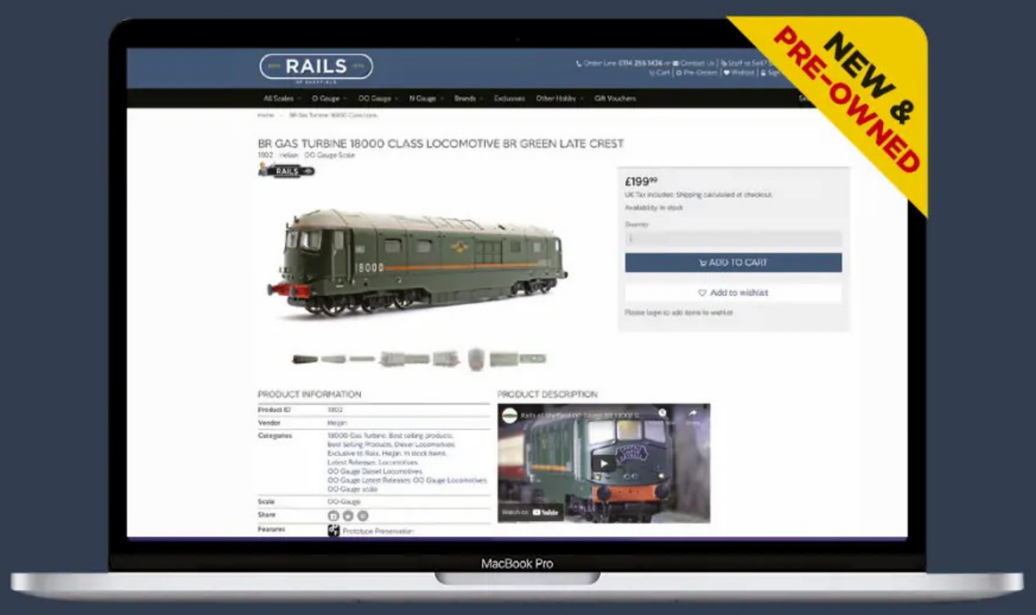

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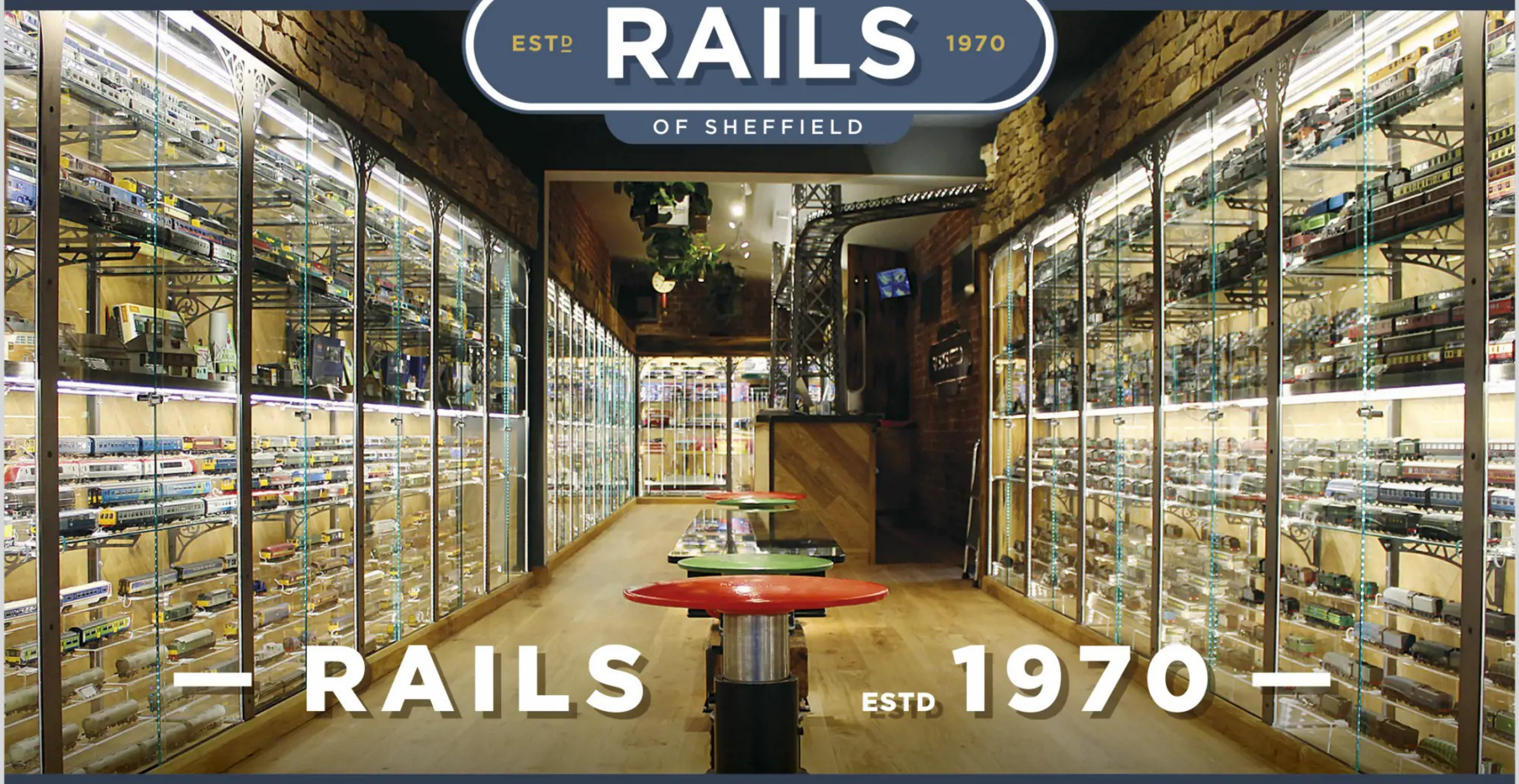

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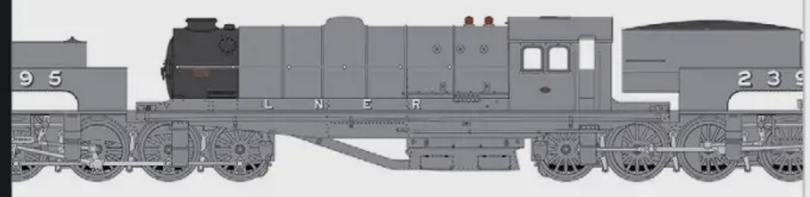

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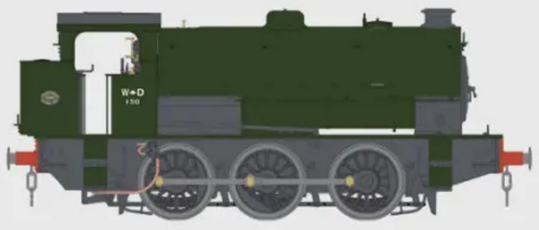

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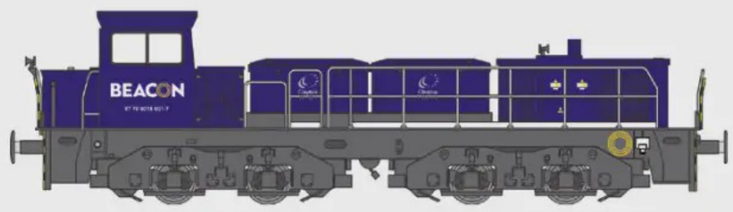

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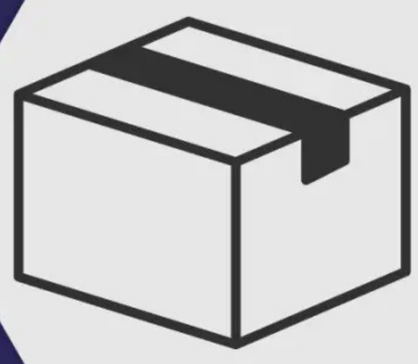

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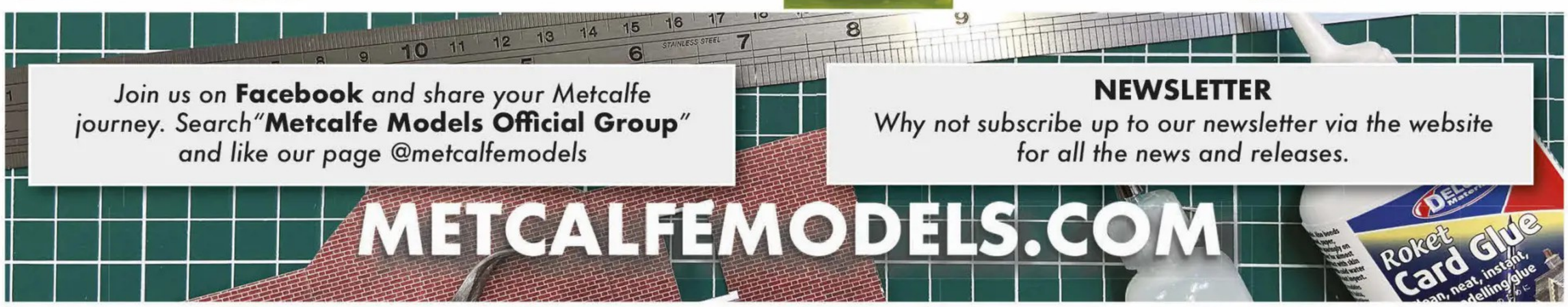

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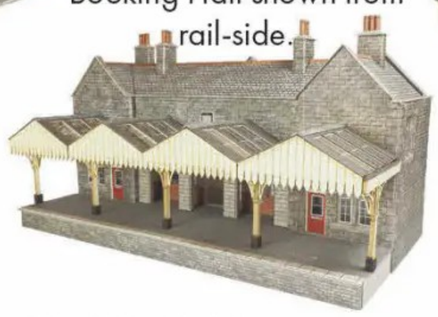



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ON SHED

Images of Old Oak Common and visits to Didcot inspired this builder, whose enthralling layout provokes memories of going through the fence by the Grand Union Canal.

Words: Mark Pollard **Photography:** Jamie Warne

FACTFILE

NAME: Old Elm Park
SCALE/GAUGE: 7mm:1ft/32.5mm/O
SIZE: 17ft x 4ft
ERA/REGION: 1950/60s - BR Western Region
LAYOUT TYPE: Fiddleyard to terminus

A mix of locomotives at rest in the roundhouse, including 9F, 15XX Pannier, 14XX, and a large Prairie, while a Q1 is turned on the turntable.

I had for some time been thinking about a really minimum space O gauge layout and, in particular, the inside of an engine shed or roundhouse. Last summer, the Great Western Society magazine arrived with a nice picture inside Old Oak Common as the centre spread - seeds were sown!

We are local to Didcot and many an hour has been spent in the engine shed soaking up the atmosphere, and this is really where the inspiration has come from. I was born the wrong side of steam ending, so only have preserved railway locations as a 'real' location to see what an engine shed was like.

'Old Elm Park' is what I think a roundhouse could have been like. The idea has come from Old Oak Common, but having both a Southern Region and Western with a little Midland Region interest in locomotive stock, I moved the location to Reading - hence the name. The Old from Old Oak and Elm Park being the name of Reading Football Club's old ground. With Reading being a crossroads with many inter-regional train movements, a mixture of locomotives would need to be shedded.

As a serial locomotive builder, I wanted somewhere to display my fleet. The roundhouse part of the layout was planned and started as a standalone layout, and also to show what can be fitted in a small area in O gauge, four feet square. When Kitwood Models released a kit for a 65ft turntable, which my wife bought me for Christmas, 'Old Elm Park' was born.





LEFT TOP: A couple of engine crew have a chat by their Pannier while a small Prairie heads to get some water and coal.

LEFT BOTTOM: A couple of yard staff discuss the next task in hand.

BELOW: A line up of locomotives waiting for their next duties outside the roundhouse. The Standard Class 4 2-6-4T will probably taking a train to the Southern Region, and the WR 2-6-2T will take a local service.

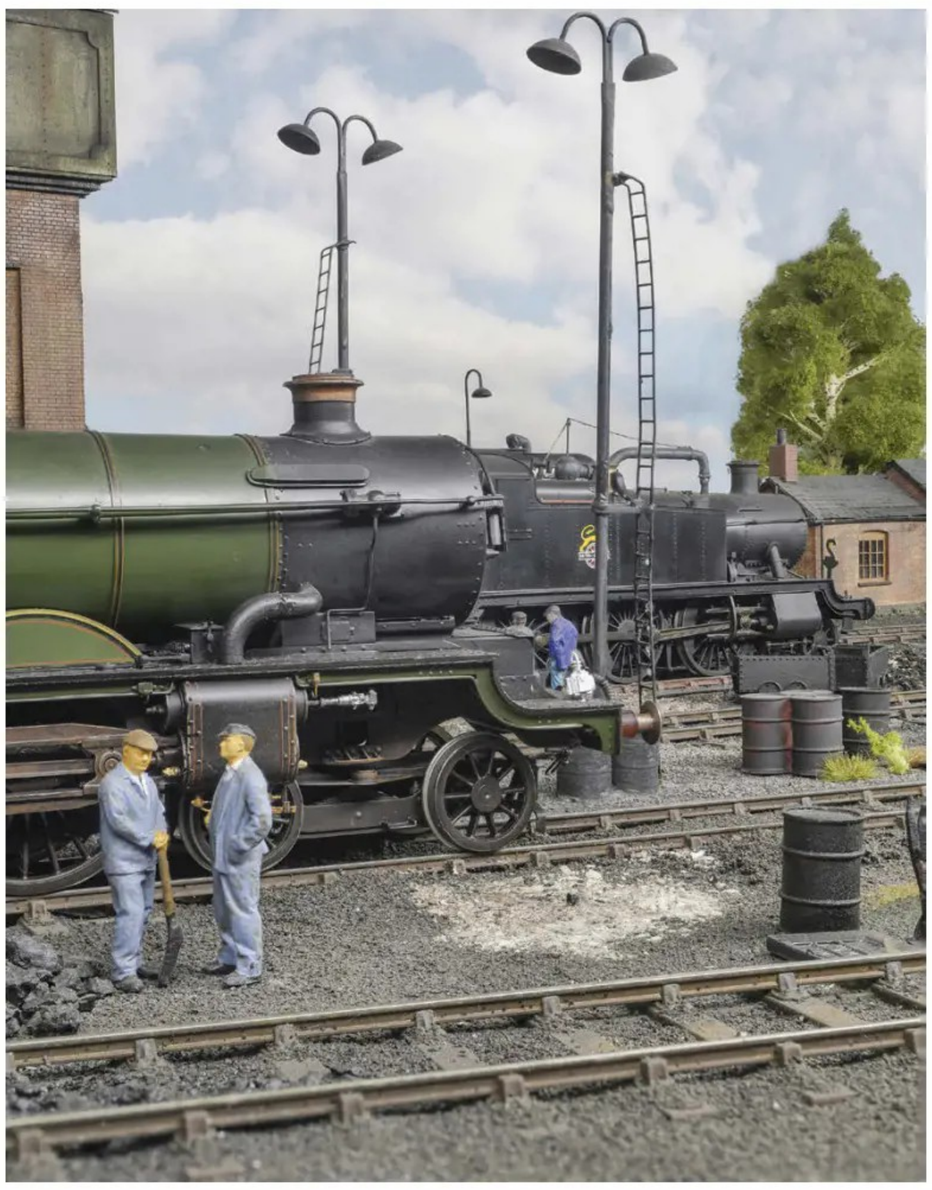
> "... if you are standing looking into the gloom and dark of the shed, sound-fitted locos can be heard resting, just hissing and bubbling away."



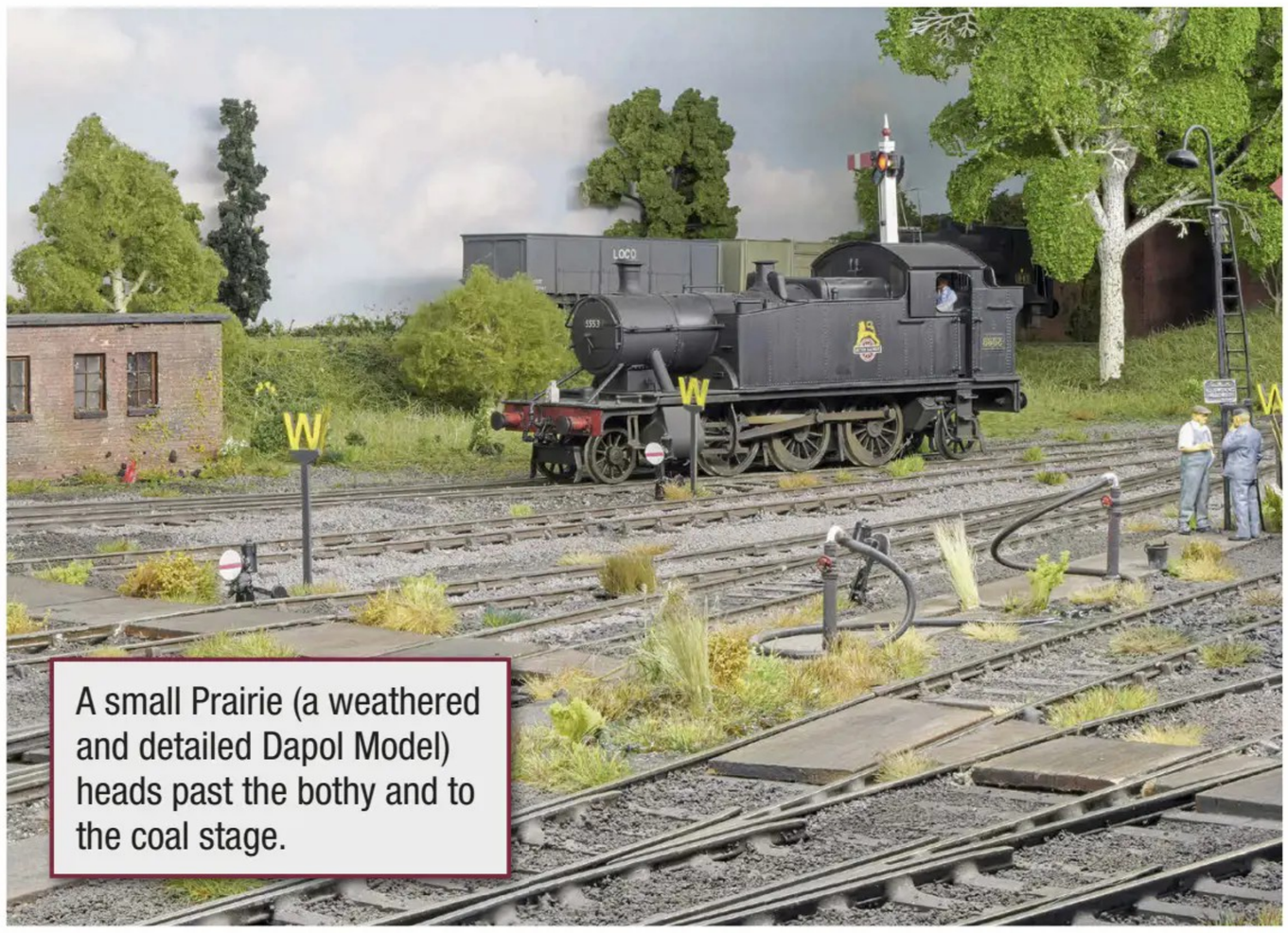
ABOVE: The coal stage dominates the yard while a small Prairie takes on water and an original Merchant Navy *Cunard White Star* takes on coal before heading an inter-regional express to the south coast.

NEAR RIGHT: Driver and fireman discuss their next turn on Castle *Spitfire*, probably a run down the West of England main line.

FAR RIGHT: Merchant Navy 35004 *Cunard White Star* rests between duties.







A small Prairie (a weathered and detailed Dapol Model) heads past the bothy and to the coal stage.



Pannier 5717 (a weathered and detailed Dapol Model) has some attention in the roundhouse.



The weed-killing train has come into the yard to be replenished with water.



The kit assembled well and is the centre stage for the layout. Planning with some plain timber, I settled on a size of four feet square made up of two boards so that the layout fits in the car to take to exhibitions. It has just had its first outing at our local club show in Maidenhead.

Basing the layout around Reading gives the opportunity to run Western, Southern and a few other visitors on inter-regional trains where locos would be serviced before heading off on their next working.

Layout expansion

As mentioned, 'Old Elm Park' started off as a 4ft by 4ft inside of the roundhouse, modelled as if you are standing looking into the gloom and dark of the shed, sound- fitted locos can be heard resting, just hissing and bubbling away. The track in the roundhouse was made from C&L components with the chairs laid on the engine shed floor. Pits were

WR 14XX is turned on the turntable while an Ivatt class 2 rests between duties.



A Standard Class 4 takes on water ready for its next train.

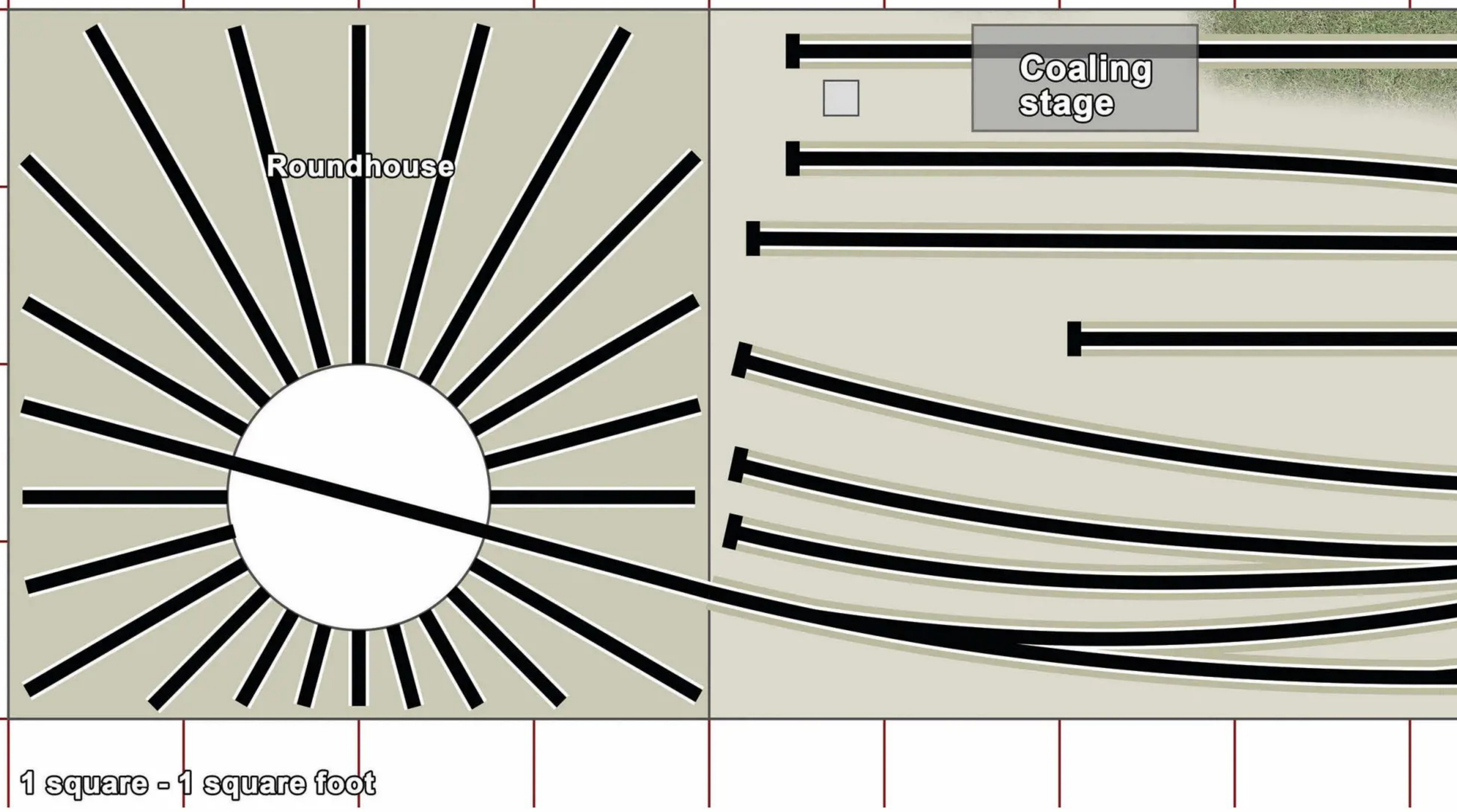
cut out and there is a 10mm copper pipe underfeed, which I can connect a small vape to which adds to the atmosphere with smoke coming up through four pits. The roof of the roundhouse has smoke shoots and girder work along with lighting, which is connected to a panel-mounted controller so it can be dimmed or brightened.

Like so many layouts, it grew! After taking the layout to a few shows, it was decided to break out of the shed and build a yard with a coal stage, again modelled on Didcot along with storage sidings, ash road and everything else that goes with a busy shed and loco yard. The layout can be displayed in daylight or as a night scene with yard lighting.

The track in the yard is a real mixture of C&L, Marcway and a few small bits of Peco. The points are operated from the front of the layout with Tortoise motors. I have used three three-way points to help save space. The yard is 10ft long and 4ft wide where it meets the roundhouse. The baseboards are fairly lightweight but a little large at 5ft by 4ft.

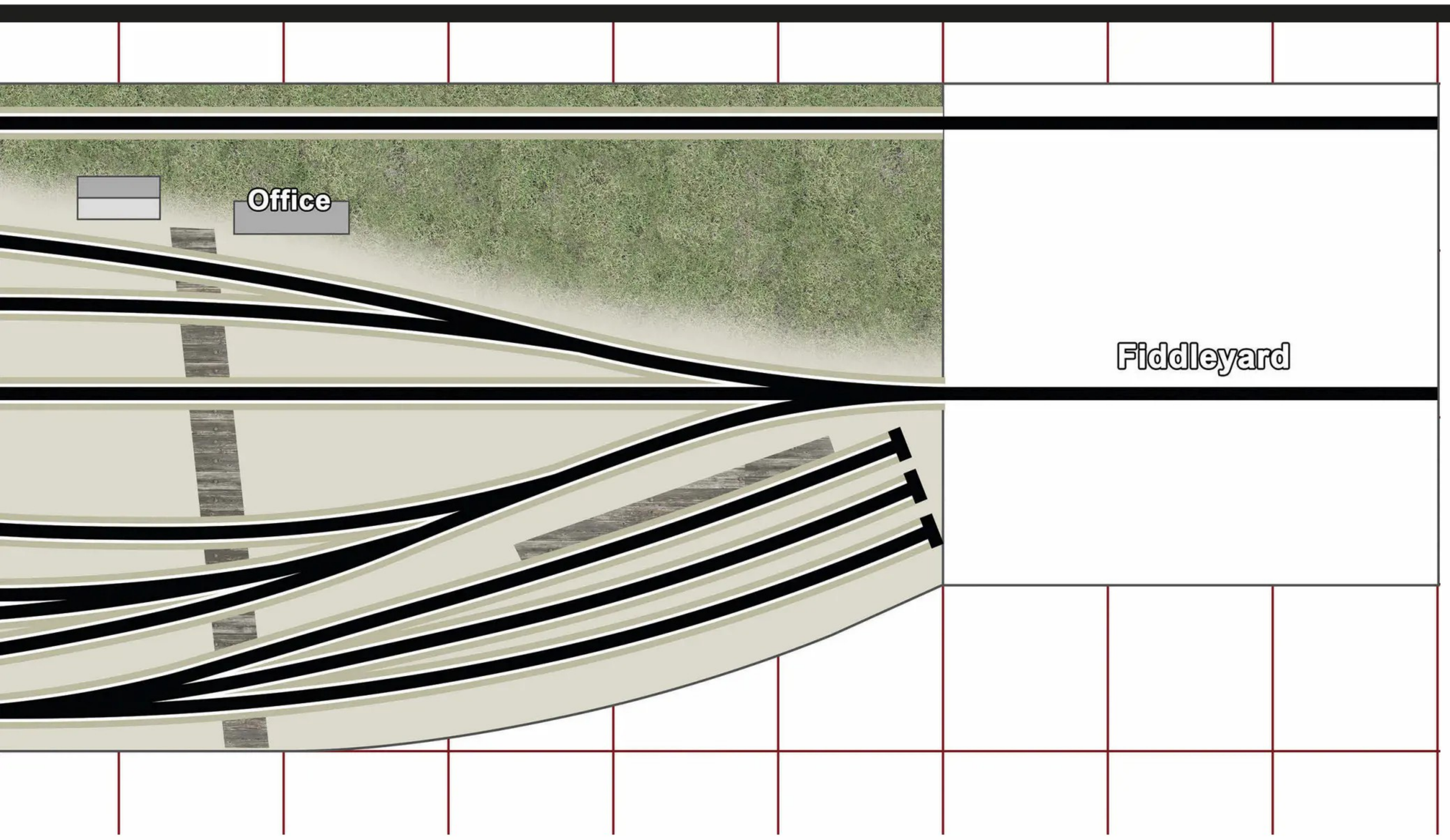
Large Prairie 6144's driver chats with a couple of colleagues while taking on water.

TRACKPLAN

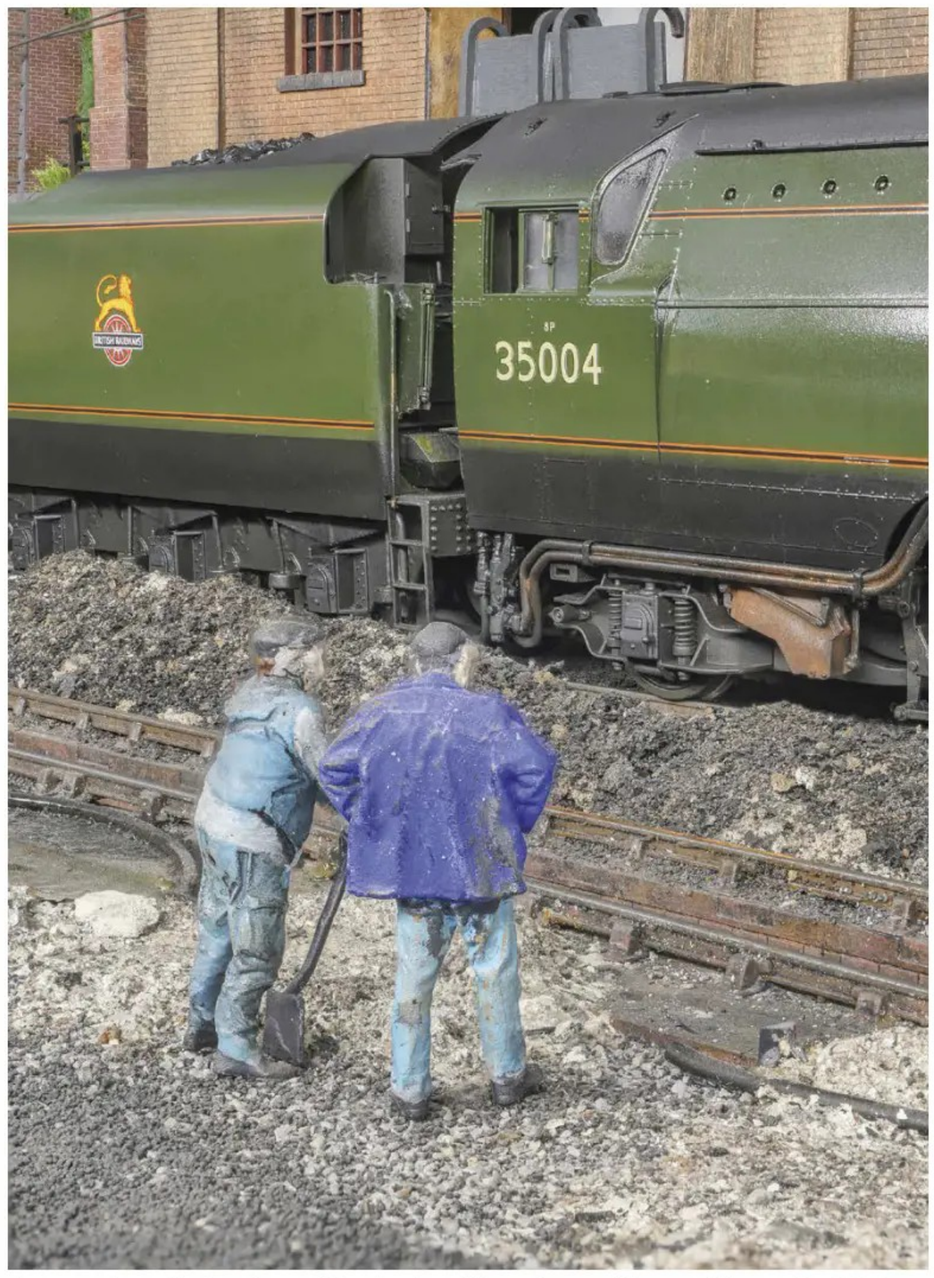




Standard Class 4 tank and a Castle rest between their trains.



Rebuilt Merchant Navy 35006 *P&O*, built from an MOK kit, rests between duties. Its next run will be an express to the south coast.



A couple of shed staff admire Merchant Navy Class 35004 *Cunard White Star* while the tender is loaded with a few tons of coal.

The advantage is that the layout breaks down into five boards with the fiddle yard, and at shows can be up or down in around half an hour!

The fiddle yard is a simple traverser, along with a single line for the coal road at the rear of the layout.

The layout is really a box and supported on legs with the viewing height set at nearly 5ft, so it is viewed at eye level. I am 6' 5'! The roof is made of wood and plastic mouldings, with small LED lights hanging down. Pits are on all lines and the track (made from C&L components) was laid on the plywood base, which is painted to look like concrete.

Adding the detail

Scenics are a mix of many materials, ash is the real deal from the bottom of the log burner! Coal is also smashed from a few big lumps. Woodland Scenics, Greenscenics, along with details part from Modelu and various scratch-built parts all add to the scene.

There is a lot of detail in the shed with figures, signs, tools and the general clutter found in a busy engine shed. There is also a member of the shed workforce having a kip in a wheel barrow - he is nicknamed 'Barrow Bob' !

As the layout grew and the yard built with siding space, I have built some depot trains to run like a weed killing train, breakdown train, permanent way train and also various depot wagons and shunters' trucks.

The layout is operated with a Lenz DCC system from the front. All locos are DCC-fitted and around 50% sound-fitted**.** Steam locomotives are mainly kit-built, with diesels being ready-to-run and a few pannier tanks and 14xx from Dapol.

About the modeller

I had a model railway as a child, and when I did the Duke of Edinburgh Award at school, one of the tasks was to take a hobby forward, which cemented my interest in model railways and the rest is history!

I have been a member of the Maidenhead Marlow Model Railway Club for many years and have been chairman for around a decade, many members have shared their experiences and modelling techniques, so we learn together for the enjoyment of the hobby in both club projects and our own layouts, locos, rolling stock, etc. My son Harry, as my wife puts it, never had a chance! He is also a keen modeller, so we again share skills and ideas.

I have always wanted to be able to draw or paint, but can not, so I treat my model-making as my art thread/skill. I have also always enjoyed boats, planes and trains. I put this to use every day, as I run my own travel agency and with railway modelling, I enjoy the whole subject, from research, history, and photography to making a model.

'Old Elm Park' is all about recreating memories. When I exhibit the layout, many viewers talk about sneaking into steam sheds, and it is always interesting listening to their stories.





TOP LEFT: Southern Class W large tank on shed about to take on some water before heading a goods train back into London.

BOTTOM LEFT: A 9F and a small 45XX Prairie rest in the roundhouse.

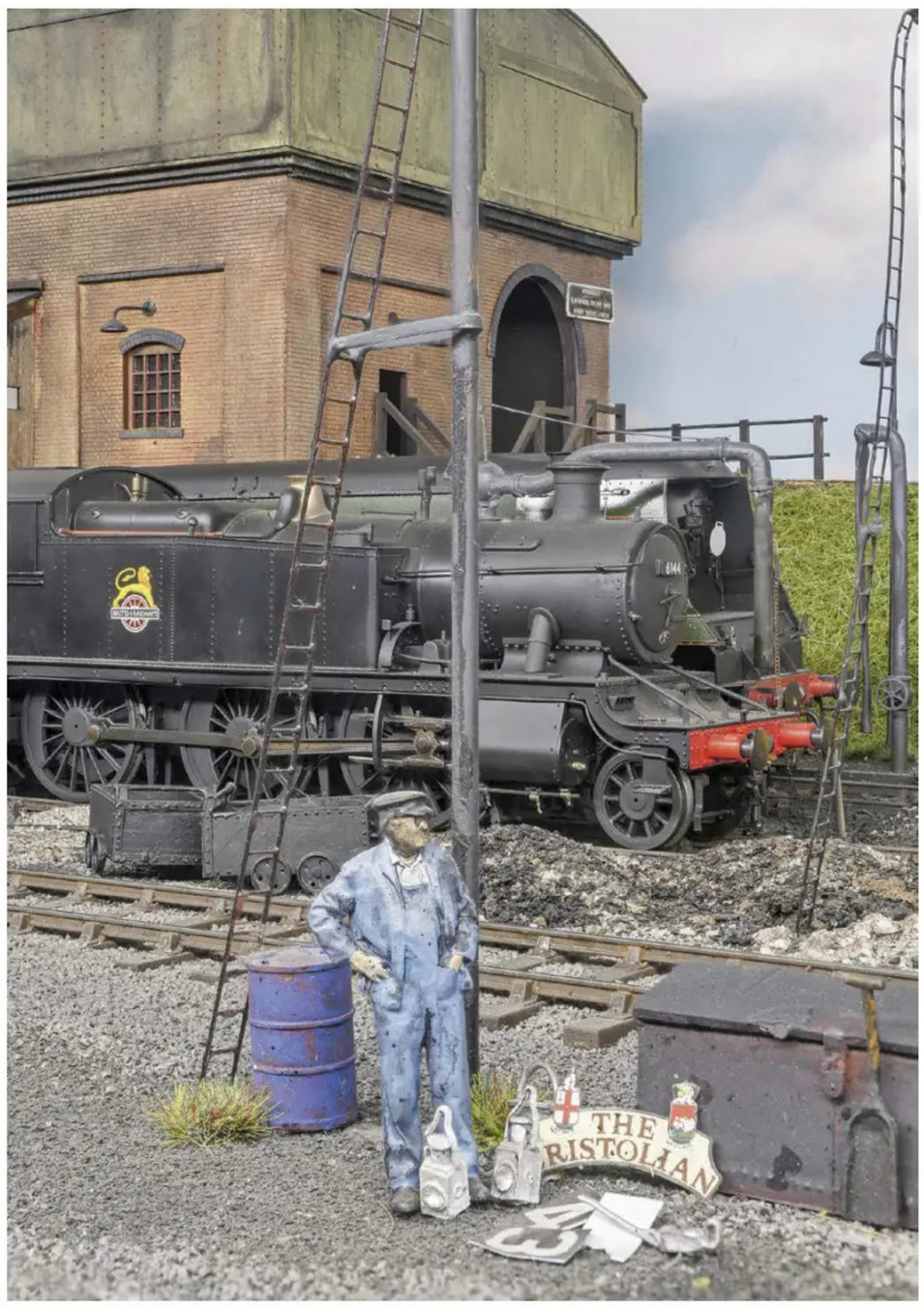
BELOW: There must have been a mishap up the line as Old Elm Park's breakdown crane is being readied for service.

> "The layout is a large shunting puzzle, moving locomotive from line to line and the small fiddle yard, it is all about creating an atmosphere, a friend blew his vape into the shed recently!"



ABOVE: A few locomotives resting between duties in the roundhouse.

RIGHT: A shunter takes a well-deserved break!



It is a case of everything goes! With the locations, there would be many inter-regional trains, and, with some modeller's licence, football specials, so in the usual way, Western Region and Southern locomotives are seen with visitors from the Midland and Eastern.

The layout is a large shunting puzzle, moving locomotive from line to line and the small fiddle yard. It is all about creating an atmosphere; a friend blew his vape into the shed recently!

Main layout lighting is by LED strip with the layout displayed like a moving picture and at eye height, as if you are looking through the yard fence. I am fortunate to have the layout up without the fiddle yard permanently at home and it provides hours of entertainment or just a 20-minute quick model railway fix after a day's work!

The layout is operated from the front. At shows, many visitors say the layout provokes their memories of going through the fence by the Grand Union Canal into Old Oak Common. I was born after the end of steam so it is nice to hear that my model/modelling recreates a scene.

I have taken the layout to a few shows and it has been well received. I would like to thank my usual operating crew of Harry Pollard, Alan Monk, Chris Rich, plus a few other fellow members at our local club, Maidenhead Marlow Model Railway Club. ■

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COMMUNITY

EDITOR'S COMMENT

Gone are the days of the big yearly announcements from manufacturers, as Hornby, one of the late adopters, has now also switched to a staggered approach when revealing new models, with its summer announcements revealed in this issue, its third big product announcements of the year so far – turn to page 144.

Bachmann already moved to quarterly announcements a few years ago and many tend to announce individual models as and when they get to a stage of production.

Although we enjoy the fanfare of a big yearly announcement, this more frequent approach does help fill our news pages every issue, plus helps the manufacturers keep lead times down, with Hornby stating in the presentation that it was keen to avoid announcing new models that were more than a year away from arriving on shelves.

That will certainly be welcomed by many modellers and collectors, who have frequently shared their frustrations with us about how long they have to wait for new models to arrive.

The quality of new models continues to raise the bar on standards, and as more details and features are introduced, this has a knock-on effect on prices, which can really stretch modelling budgets. You can't beat the excitement of opening a brand-new locomotive, but there are plenty of bargains in the second-hand market too, as demonstrated by Tony Wright, who breathes new life into some second-hand bargains (see page 66). This series of articles has proved really popular with many of our readers, and hopefully inspires many of you to have a go at restoring some of your older stock.

If it is some modelling inspiration you seek, you will be spoilt for choice with our August issue, with fantastic practical features and layouts covered, catering to all skill levels – make sure you share your latest creations with us, as we always like to feature readers' modelling in our community pages.

Happy Modelling
Debbie Wood



STATION LAMPS

I've reluctantly given up active railway modelling, but I still find interest in BRM. In particular, I enjoy and learn from the series of articles headed "Prototype". Clive Baker's latest, on platform lights, is a corker. A previous layout of mine was based on the "royal" station at Wolferton, and I faced a considerable challenge in creating platform lamps (see attached photo). I managed it, but I couldn't do it now.

Incidentally, the photo will show how well the current owner looks after his half of the station.

Tony Wilmore

WEEKEND PLANS...

Inverness and District Model Railway Club
Held at the Leonardo Hotel (formerly Jurys Inn), Millburn Road, Inverness, IV2 3TR, this weekend show will offer eight layouts in O, OO, N and T and three trade stands. Open from 10am until 5pm on the Saturday and 10am until 4pm on the Sunday, entry tickets cost just £5 for an adult and £2 for a child.
DATE: August 17-18th, 2024

Pickering Model Railway Show
Held at the Memorial Hall, Potter Hill, Pickering, YO18 8AA, the show includes layouts like 'Napier Road' (O), 'Guisborough' (OO), 'Ledston Tramway', (OO), 'Thomas for Kids' (OO), '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

The Soar Valley Model Railway Club's 2024 Exhibition
Celebrating its 40th anniversary in 2024, the Soar Valley exhibition will include over 30 layouts, numerous traders and demonstrators, and a free show guide for all attendees. Held once again at the Loughborough Grammar School, entry costs £10 for adults and £5 for children, with free parking available.
DATE: August 17-18th, 2024

Cambridge Model Railway Show
The annual model railway show will be expanded to include a third hall, which will have a finescale theme in 2024. Held at Comberton Village College, Comberton, between 10am and 4pm, a range of model railway layouts in N, OO and O will be on display, including finescale layouts in 2mm, 3mmm, S and P4.
DATE: September 14-15th, 2024

Faversham Model Railway Club exhibition
At this local show, you can see 23 layouts across a variety of scales and gauges, plus 14 traders and societies in attendance. Held at The Abbey School, London Road, Faversham, Kent, doors open each day at 10am and include on-site free car parking, with tickets costing £6 for adults.
DATE: September 14-15th, 2024

CELEBRATING 20 YEARS OF TINGS

The show dedicated to all things N gauge returns on the 14th and 15th of September.

See major manufacturers and nearly 40 specialist suppliers showcasing the latest models and products in one place. There will be over 25 layouts on show across modern image, steam, American and continental layouts; along with society displays and demonstrations.

This is a hugely popular specialist railway exhibition that totally focuses on N Gauge. Nowhere else can you see and enjoy the N Gauge scale in such volumes of either layouts or exhibitors, making it the only place to see all things N Gauge.

Tickets are on sale now!

LETTER OF THE MONTH

THE VIADUCT

As a native of Cheshire who has also lived next to Wolverton (with a decade-long stint in London in between), the West Coast Main Line (WCML) has been an ever-present constant in my life.

Given this, Mike Plowman's 'The Viaduct' certainly chimed with me, the Dutton and Wolverton Viaducts each having been 'my local spot' at different times. Mike's layout certainly captures the character of these locations, and I attach two of my pictures of his inspirations.

Wolverton Viaduct: on February 26th, 2021, a Felixstowe to Garston northbound intermodal crosses Wolverton Viaduct with 90013 (leading) and 90045.

Dutton Viaduct: at dawn, 60096 returns the 0530 Drax biomass empties to Liverpool Bulk Terminal over Dutton Viaduct on January 1st, 2022. The blocked channel of the Weaver Navigation that Mike has modelled is visible under the arches.

Edward Longinotti





PETERBOROUGH BETWEEN THE WARS



We've been involved with a Peterborough Museum and Library summer exhibition titled 'Peterborough between the Wars'. This will be open to the general public from July 13th to Sept 21st, 2024. Market Deeping MRC was asked if we could provide a static layout depicting this period of Peterborough's railway history. We were fortunate in having had a donated replica of Peterborough East Station (pictured) – the station opened on June 2nd, 1845, and closed to passengers on June 6th, 1966.

Over the past few weeks, a tremendous amount of work has gone into developing this layout with a very dedicated team of modellers; the buildings are now renovated, modified, lights fitted, the track laying is almost complete, the diorama and props being worked on, rolling stock and locos prepared, all in keeping with the 1920–40 period and region. In preparing for the build, we have carried out a large amount of research, ensuring that the historical content is correct and assisted by the Museum staff. One aspect was how few members of the local community ever knew that Peterborough East station ever existed, especially since the station was the hub and crossroads of several regional railway companies all coming together. It played a major element and role in the city's development. Unfortunately, all that remain are the engine sheds and part of one platform.

With MDMRC being a registered charity, the charity's Constitution agreed with the Charity Commission, meaning that our Charitable objectives include reaching out to the community with the aim of introducing our amazing hobby to others. By preparing this layout, our aim is to keep an important part of the local history alive through model railways.

Bill Sowerby – Market Deeping MRC

GAUGEMASTER TO CELEBRATE 50TH BIRTHDAY

This year, Gaugemaster marks a significant milestone – it's 50th anniversary!

It all started in 1974 when Gaugemaster began as The Engine Shed, a model shop in Bognor Regis founded by Rod and Dianne Taylor. This shop was dedicated to stocking all the latest model railway products for distinguished modellers and young enthusiasts alike. 1975 saw the formation of Gaugemaster, a sub-assembly company based in Worthing, which started manufacturing controllers, the first becoming available in 1977. Both businesses grew hand-in-hand and then merged in the spring of 1982, moving onto the current site in 1989.

The range then expanded, and over the years, Gaugemaster has developed and refined its offering to bring customers one of the most comprehensive ranges of model railway control equipment on the market today and is constantly looking to enhance and expand the range, and with more modern technology becoming available every day, its most recent endeavour is the Infinity range of controllers and accessories.

Gaugemaster has made many connections throughout the years to bring unique locomotives and rolling stock in the Gaugemaster Collection, with others helping form a range of building kits in both the Gaugemaster Structures and Kestrel Designs range.

To celebrate its achievements, Gaugemaster is hosting a range of in-house events throughout August and looks forward to these celebrations being the start of another successful 50 years. The firm is also offering 10% off any sale over £50.00 in-store throughout August - how about that for a celebration?

All events will take place at the Gaugemaster HQ, which can be found at: Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN.

Model Railway Control Release Weekend
Saturday, August 3rd, 2024. 10:00 - 16:00
With our Infinity Control system available to purchase, this event gives you the chance to try before you buy and find out all about our fantastic new analogue and digital control systems.

Train Trade - The Preowned Model Railway Market
Saturday, August 10th, 2024. 10:00 - 16:00
Come along and pick up some preowned bargains at this event. There will be lots to choose from and in-store offers on the day.

The GM Motor Show - Slot Car Racers - Start Your Engines!
Saturday, August 17th, 2024. 10:00 - 16:00
Come along and see all the fantastic automotive products we have to offer, including Scalextric Slot Cars, Diecast collectables and model vehicle kits.

The Ford Festival Of Railways - A Celebration Of Railway Modelling
Saturday, August 24th, 2024. 10:00 - 16:00
Come and celebrate all things Model Railways in this definitive event. We will be showcasing some of the best local model railway layouts, dioramas, and modelling, as well as exhibition giveaways and competitions.

LEVENMOUTH LINK OFFICIALLY OPENS!

This was totally an informal event. Having been involved in such ventures over the years (mainly in my capacity as a Duke of Edinburgh's Award Officer) they are usually very formal occasions. Not so today!

Once the 'official' train from Edinburgh arrived at the station, all the passengers – including the First Minister and invited guests – headed towards the adjacent large Reception Marquee and queued up for their welcome drink. Instead, John Sweeney saw the dais and static model display at the other end, and came straight to me standing by the various past and present railway references.

We chatted for a good few minutes, recalling the last time we met many years ago in the Hebrides where – by chance – he happened (while on Scottish Parliamentary duties) to be residing in the same hotel where my pensioners' walkers group were based. Our conversation then concentrated on what other railways should be re-opened, and – of course – independence!

Just before the First Minister took his place on the dais to formally open the Levenmouth Rail Link as part of the national railway network … after 55 years … I showed him a copy of an email I had just received a few hours earlier in response to a family met the day before while dismantling the five week's static display in the High Street for its one-day location for the official opening.

"It was our great pleasure to visit with you yesterday at the HUB, to see the detailed model of the former Leven station and talk to the people there. We did not get round to filling out the form that asked for information, but here is what we would have written.

Mary and Arch (Archie) Reid from Chapel Hill, North Carolina, USA, visited on May 28 to the HUB in Leven High Street and had a wonderful time talking to the people there and examining the remarkable Leven Station model. Mary was born in Kirkcaldy and had worked in Boots on Leven High Street as a dispenser. Arch was born in Leven in 1935 and lived there till Mary and he were married and left the area in 1957.

Arch worked a summer as a porter at Leven station. My father worked most of his life for LNER in the Leven-Methil-Kirkland area. My grandfather was signalman at Leven Station in the days when the signals were controlled by a set of levers in the station signal box. (I have at home a picture of him in the Leven signal box and I will see if I can find it and send you a copy.)

A pleasure to talk with you.
Best wishes
Arch Reid"
Ian Lamb

‘GOLDEN’ GALA WEEKEND

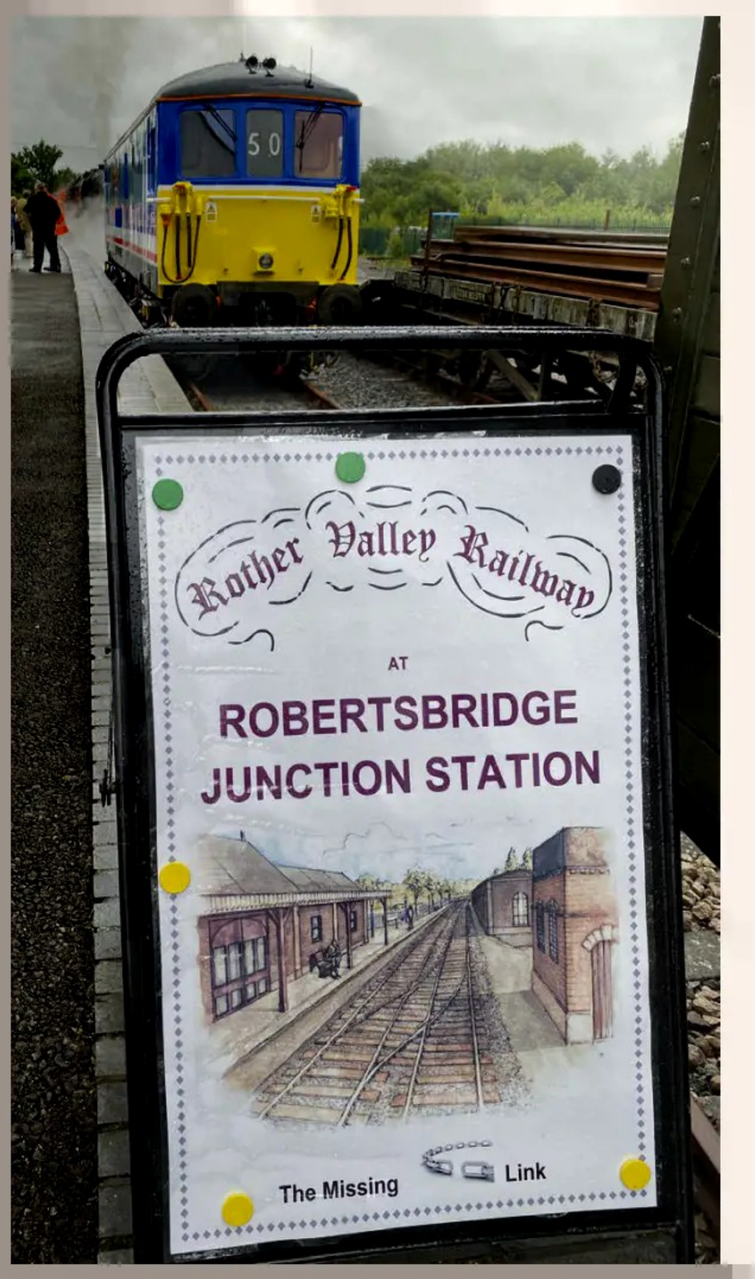
Famous locomotive guests, the return of steam favourites and a passenger link with the national rail network at Robertsbridge for the first time since the 1960s, were the amongst highlights for the Kent & East Sussex Railway (K&ESR)'s 50th Anniversary Gala at the weekend (Saturday 1st and Sunday 2nd June), which saw visitor numbers soar to levels not seen since before the pandemic.

The weekend started with a special event at Robertsbridge Junction on Friday to mark the latest milestones in extending the line from Bodiam.

At the same event, GB Railfreight-owned Class 73 128, an historic British electro-diesel locomotive, was named *Kent & East Sussex Railway: 50 Years of Heritage 1974-2024* in honour of the golden anniversary. This replicated the 1991 naming of a previous Class 73, no longer in existence, to celebrate the extension of the line to Northiam. The 1960s rail transport icon was also unveiled in a restored historic livery, developed in collaboration with GB Railfreight (GBRf) and railway heritage experts to match its original Network South East colours.



(Left to right) Tony Hocking, founder of the original Kent & East Sussex Railway Preservation Society; Gardner Crawley, Chairman of the RVR Heritage Trust, and volunteer K&ESR fireman Sarah Taggart perform the commemoration ceremony applauded by K&ESR Chairman Simon Marsh. Photo (digitally enhanced) by Robin Coombes.



The official start of the Gala on Saturday was marked by a commemoration of the 1974 opening ceremony at Tenterden Town Station. The re-enactment was performed by representatives of the past, present and future of the line, watched by special guests, including the Mayors of both Ashford and Tenterden and K&ESR members and volunteers who had been present at the original opening and for the 40th anniversary.

Like the original ceremony, performed on June 1st, 1974, by William (later Lord) Deedes the MP for Ashford, the locomotive given the honour at the platform was a Terrier - *Knowle* - which was returning to the K&ESR fleet for the first time in two years. Bearing the original opening event head board and supported by another returning loco, Hunslet Austerity *Hastings, Knowle* then replicated the first passenger train service of 50 years ago.

For the first time, a K&ESR Gala extended all the way to Robertsbridge, with RVR opening the Robertsbridge Junction site to the public to see its progress, including the newly commissioned locomotive turntable in operation.

As the physical line extension has yet to be built, a ‘rail replacement bus service' ran between Bodiam and Robertsbridge Junction so that passengers embarking at Tenterden could travel to Robertsbridge on one ticket, while passengers starting their journey at Robertsbridge could buy a ticket to travel onto the K&ESR for the first time.

A shuttle train service also enabled passengers to ride along a restored stretch of line not used since 2013. This was hauled by visiting iconic locomotive BR Pacific No. 70000 *Britannia* and ‘tailed' by the newly renamed Class 73 128 *Kent & East Sussex Railway*.

To deliver the busy two-day timetable, alongside the K&ESR home fleet, the Gala line-up included U Class 31806 visiting from the Swanage Railway, courtesy of sponsorship by Rapido Trains, on its first visit to both the K&ESR and Kent, and British Railways Standard 4 locomotive 76017, which is staying at the railway until the end of the year.

COMMUNITY

Inspirational modelling with RMweb



Two loanees in from other sheds, No. 65253 drifts down the gradient into Riccarton Jnc while No. 76110 makes a good effort heading up the hill. **RMweb user: JonathonAG**



Cement delivery for the military depot at the top of the valley. **RMweb user: Captain Kernow**

COMMUNITY

Get involved and visit rmweb.co.uk – under topic 'Show us Yours – Realistic Modelling - and post your pictures!



The fitter can't believe his luck as, once again, his North British nemesis D8409 arrives for more work. **RMweb user: Boleyn Road**



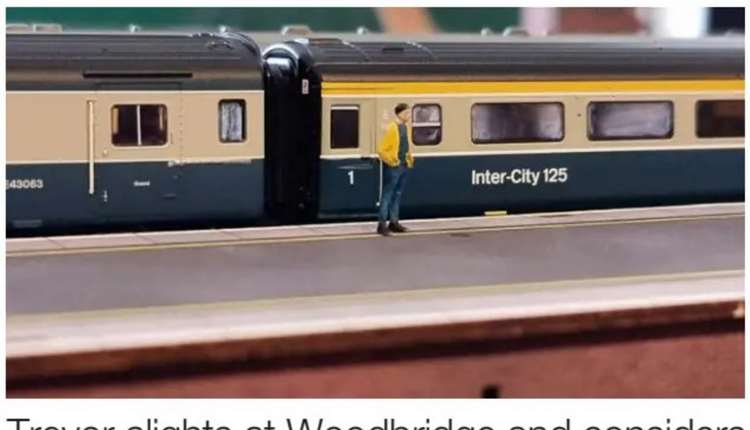
Start of another "night shift" at Colmore TMD... **RMweb user: Saxokid**



A recent photoshoot from my fictional model bus fleet, Crossways. It's great to finally see some nice weather - never fails to amaze me how much difference decent natural lighting makes. **RMweb user: birch1**



ZXO Loriot Y with a JCB. **RMweb user: 43110andyb**



Trevor alights at Woodbridge and considers whether to go to McDonalds or Burger King (but not KFC). **RMweb user: froobyone**



Western Lady heads up LE from Worcester to Oxford over Sadler's Crossing just outside Norton… **RMweb user: Phil Bullock**

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Auto-fitted Pannier Tank No. 6415 of Aberbeeg shed commences its return journey back down the valley with the local stopping passenger service.

COURSEWORK

Creating this idyllic branch line terminus helped the builder not only fulfil his ambition to build a model railway, but also complete his first year at Art College.

Words: George Haylock **Photography:** Phil Parker

FACTFILE

NAME: Llandafal

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

SIZE:7ft 2in x 1ft 3in

ERA/REGION: 1950s Western Region, but with flexibility to run late-'40s/-early '60s

LAYOUT TYPE: End-to-end

The concept of making a manageable micro-layout came about in the first COVID lockdown of March 2020. Like many of us, I was faced with not being able to continue my regular day-to-day activities, which at the time was a foundation year in Art and Design. I thought this was the perfect opportunity to start a new layout, so after much consultation with course staff at Art College, they agreed that my final project could essentially be making a model railway!

I had toyed with the idea of building a micro-layout for many years before this point - the idea of a hyper-detailed cameo or diorama layout, over an overly large unwieldy beast, really appealed. The first example of an end-to-end layout that caught my attention was the now defunct 'Llwydd Town', which I saw in an old *Model Rail* issue belonging to my dad. This was set in North Wales during the colourful, multi-liveried sectorisation days of the end of British Rail; trains came on to the scene from one end to arrive into a branch line terminus, or to serve the oil depot. The operational variety available to the owner of this layout piqued my interest too; by keeping scenery/the backdrop fairly vague, they could, within reason, run trains from a 20-year period.

Being a military modeller for as long as I can recall (this hobby was, of course, passed down to me by my dad, and links directly to my passion for 19th/20th century history!), many elements about layouts at model railway exhibitions bug me. First and foremost,





TOP LEFT: The station staff work swiftly to make sure the morning's milk doesn't spoil!

MIDDLE LEFT: An overall shot of the bay platform, which serves as the station's goods yard. Road access is available via gated entrances on two different levels, meaning all kinds of goods can be transferred here.

BELOW: The crew of an ex-GWR 66xx water and coal their engine after the steeply-graded climb to Llandafal. The locomotive is still wearing its heavily weathered pre-nationalisation livery.

> "As a basis for colour references of an age gone by, in my opinion, there's nothing better than a high-quality physical image in front of you whilst you're model making!"



the backscene having corners and edges – in real life, does the sky have corners? Hence, when I came across the railway modeller, Chris Nevard, around the 2010 mark, I felt his fully-enclosed layout designs with a beautiful infinity curve for the sky were a real breakthrough in the world of railway modelling! His work, in general, has heavily inspired how I went about making 'Llandafal', along with my understanding of light, tone and the weathered nature of the real world we perceive around us.

In building 'Llandafal', I wasn't trying to recreate something that is historically accurate, but to create a rose-tinted homage to post-war industrial South Wales that looks natural to the eye, compressed into a 1.2 x 0.4m branch line terminus. Built over the course of the COVID pandemic, it took around two years to complete in amongst work and study.

Laying foundations

The baseboard and traverser started life as Grange and Hodder flat-pack kits, with the former being a custom-designed order with fully enclosed sides, a proscenium arch, and built-in lighting on the underside of the lid. The outer faces of the enclosed baseboard and traverser have both been painted black to draw the viewer's eyes into the scene. I wanted to be able to treat the layout as a traditional theatre space; with the actors being





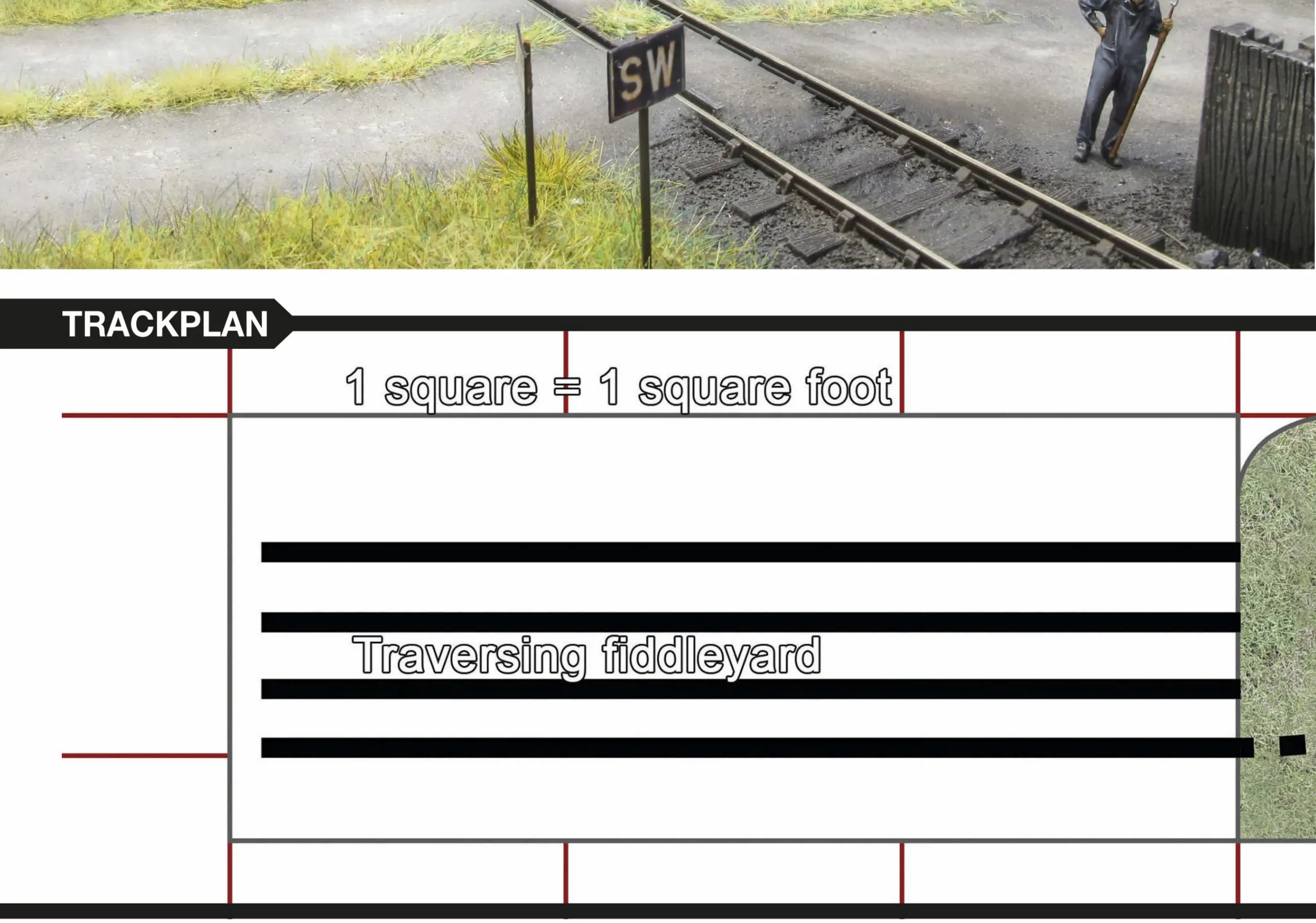
ABOVE: The ferocious bark of this 66xx in second valve echoing through the tunnel as it ascends the bank must have attracted the attention of the Signalman!

MIDDLE LEFT: Things are surely looking up for the Coal Merchant, as the foreman has just bought a new car! The other two seem not to be impressed as they await the next delivery of coal from a nearby colliery.

BELOW LEFT: A 64xx Pannier Tank retrieves a lone box van from the kick-back siding to attach to its train. Look at the state of this track - it clearly hasn't been used in a while!

The Signalman seems to be keeping his eye on the clock for once as the Autotrain has been given the right of way and will be departing Llandafal on time - miracles never cease!

TRACKPLAN





I tried to make the S&T elements of Llandafal as realistic as possible in OO. The wooden walkway over the point rodding was created from the top of a Peco uncoupling ramp with some scratch-built brick supports.



A close-up of the private roadway into the Coal Yard. Note the attention to detail with the ground-shunt signals, check-rails and sign-posted crossing.

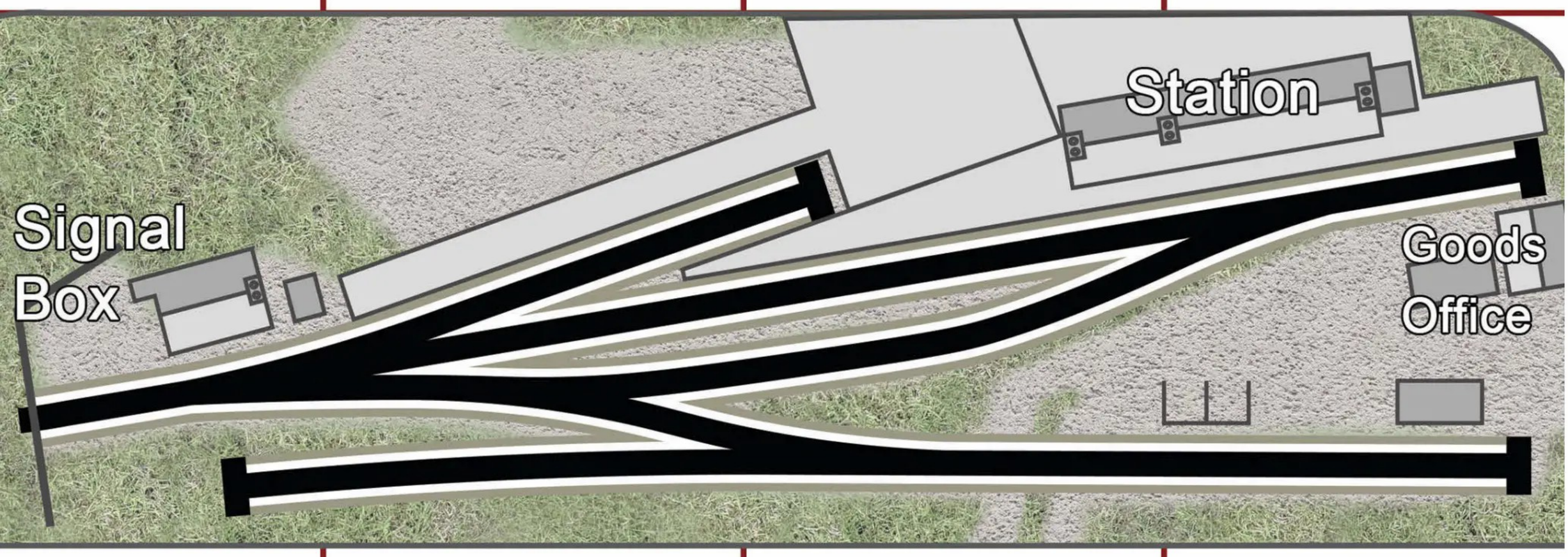
replaced by the trains that emerge onto the dressed stage. Something I was desperate to avoid was for trains entering the scene to be visible as they cross the threshold from 'side-stage' into the make-believe world - hence a repainted and detailed Hornby Skaledale tunnel mouth to the front left of the scene, buried neatly into the sweeping curve of the mountainside.

The trackplan was an amalgamation of multiple real-world examples, with practical, interesting, operational potential being at the forefront of my mind. This evolved constantly during the build as new elements were added or issues arose, so what you see in front of you today is far from what I'd originally intended. 'Llandafal' is entirely fictitious; set in the early BR transition period, it gives me enough leeway, with a heavy helping hand of artistic licence, to run rolling stock from the 1940s to the early 1960s. The name comes from a small farming hamlet at the bottom end of Cwm in the Ebbw Fawr valley, which was altered beyond belief during the upheaval of the industrial revolution in South Wales.

Creating the scene

In my layout, 'Llandafal' is the terminus of a slightly run-down, sleepy branch line. The town is served by regular passenger services that use the main platform, while the odd box van carrying parcels or milk can be shunted into the bay for distribution. Mixed goods trains can be split into their individual elements, with coal from nearby collieries being delivered to the coal merchants at the front of the scene. This yard is also shared by a small watering and coaling point for locomotives that have just slogged up the steep bank.

I'm pleased to say that everything on this micro-layout, from the scenery, to the weathered rolling stock, and the painted figures, was done by myself. The micro-layout is DCC-controlled from a Dynamis handset, but with points being operated via a very old-fashioned





ABOVE: I tried to make each section of the layout feel natural and lived-in, despite Llandafal's compressed proportions. Note the pile of discarded sleepers and the fire bucket by the lamp hut.



MIDDLE: A collier checks this month's timetable while sheltering from the quintessential drizzle of the Valleys, others opt to brace the weather and make use of the cast iron benches.

RIGHT: The station is managing to cling to its previous Great Western identity with the colour palette on the station fittings, buildings, and lamps. The passengers seem to not care for the out-of-place 'Swanage' advertisement.



toggle switch system (I just like the action of a physical switch!). I can already hear the comments rolling in about the choice of controller, but the reality is I'd already invested a vast chunk of my childhood savings into this project over the course of the pandemic, so had no alternative but to roll with the original Dynamis controller that I have had since I was a child. It may not be as advanced as what's out there currently, but it's served me well, and given the fact that the layout is operated from the front, the wireless nature of the remote has been a blessing when I've taken 'Llandafal' to shows!

The signalling on 'Llandafal' is prototypical enough for me to be content, but I'm sure someone will be able to point out where I've slipped up! The trackplan is entirely controlled from the signal box (a repainted and detailed Skaledale iteration that I had lying about from my old 6ft x 4ft layout), with ground shunt signal and reams of point rodding being Ratio/Wills offerings (now Peco). The two post signals are the old Ratio kits, built, painted up and weathered, and to be fair, I think, given my budget, they can give the recent electric Dapol ones a run for their money. Both are controlled by a very simple pulley mechanism, which is operated from the front of the layout, next to the rank of toggle switches.

Track is all off-the-shelf Peco Code 75 Bullhead and then flat bottom rail points. At the time, only the large

RIGHT: The Signal Box is one of two designs released as part of Hornby's original Skaledale range, and I've owned it since I was a child. It is very reminiscent of the still-existing example at Pontrilas. After being fitted with an interior and repainted, I think it looks the part!



RIGHT: A very short goods train consisting of two ventilated vans (one of GWR origin and a newer BR plywood design), with an ex-GWR Toad on the rear, waits for the all-clear.



BELOW: An overview of the right-hand side of the layout, showcasing the mixture of Code 75 Peco track used. Note the oil, ash and muck where the locomotives stand for a long while.

radius bullhead points were available, hence the mixing and matching here. Sadly, I didn't have the stamina to plant signal wires…! Many people ask me about the track at shows and how I achieved the effect. The basis is Chris Nevard's trademark clinkered ballast look, with the ballast being fine builder's sand of a suitable colour for the area that you're modelling, but the rest of it was just time spent analysing trackwork in the real world. It's as simple as that; next time you're at a railway station or heritage railway, take photos and pay attention. I think it's all too easy to rush painting and blending in the trackwork just to get on to the more exciting stages of building a railway, but the reality is that the track is fundamentally the most obvious element to anyone who's looking at it.

Scenery is a mixture of scratch-built, kits and off-the-shelf items, all having been repainted and weathered suitably. Some of you might recognise Highley Station booking hall in disguise, with the Gents' toilets propped up next to it. The Figures are all Modelu3D, and are, in my opinion, the best you can get in the business for this scale of scene.

Trains of 'Llandafal'

Most of the rolling stock are ready-to-run items from Hornby and Bachmann that I've detailed and weathered, with some of the engines being fitted with DCC sound and stay-alives. The Bachmann 66xx

> "The town is served by regular passenger services which use the main platform, whilst the odd box-van carrying parcels or milk can be shunted into the bay for distribution."

(or 'Taffy-tank' as it was known) is a firm favourite of mine. Yes, I realise they didn't frequent the Ebbw Valley, but being one of my first model trains, it's been through the mill - yet after a quick repaint and weathering job, it's fabulous to give such a sentimental item a new lease of life! 6415 on the other hand was a regular in the area, and I have wonderful photos capturing it working an autotrain up to Ebbw Vale Low Level Station from Aberbeeg in the 1950s - hence the requirement for the ubiquitous Western Region branch line crimson and cream autocoach. This is the old Airfix/Dapol/Hornby autocoach, but, of course, I have detailed, re-wheeled and weathered it. All of my rolling stock is fitted with Kadee couplings for ease of operation, and these are controlled by magnets mounted under the track at specific points. One of the things I wish I'd done (if I'd had the budget at the time) is to have installed electromagnets over the permanent fixed magnetic blocks, as I've had more than my fair share of random uncoupling at shows.

Final thoughts

Overall, for anyone starting out and wanting to make a manageable and practical layout, I would highly recommend investing in the *Steam in Colour* series





ABOVE: I fundamentally believe that subtlety to one's weathering is the make or break between a mediocre and exceptional vignette. I spent hours working on the track alone.

LEFT: A close-up of the coaling stage end of the layout. The Coal Merchants must have had an agreement with the GWR to share the small portion of land where locomotives are refuelled, hence this bizarre arrangement!

BELOW LEFT: Ex-GWR 6606 eases into Llandafal with the pick-up goods. This train will be split up into its individual components to be shunted around the station, prior to the locomotive returning light-engine to its shed.

About the modeller

Name: George Haylock
Age: 23
Name of your first layout: 'Llandafal' (this was my jump into the world of railway modelling!)
Favourite era/region: I'm definitely a Western Region man, but I'd be hard-pushed to choose between the 1950s and 1990s!
Favourite locomotive: GWR 56xx Class.

I have always loved railways, and as a child, I had the classic 6ft x 4ft model railway on a baseboard with collapsible legs, two continuous runs and a plethora of sidings. This was a father-son project, using many of my dad's old model railway items from when he was a child, while bolstering it with his own DIY skills and my growing collection of trains! Sadly, due to the size of our house, this layout could never be a permanent feature. There was never a dedicated room for it, and so it lived propped up on its end. This came with a whole host of issues, such as the scenery having to be removable, but, being blissfully ignorant of the inaccuracies of Hornby trackwork at that time, to me, the layout was perfect.





ABOVE: After being given the road out of the loop, Ex-GWR 6606 will reverse towards the tunnel mouth, before backing onto the train that's waiting in the main platform. Llandafal offers many hours of enjoyment for the operator by being a highly decorative shunting puzzle!

BELOW: Ex-GWR 6606 runs around its goods train before waiting further instructions from the Signalman. The brake van seems to be very far from home indeed!

of small books published by Ian Allan that are now out of print. As a basis for colour references of an age gone by, in my opinion, there's nothing better than a high-quality physical image in front of you while you're model-making!

My career as a professional singer means I have only limited time to devote to my many hobbies. As it stands, my latest model railway project is on hold, but if any of you follow my Instagram (@g.haylock), you'll have seen a few updates! It's an even smaller micro-layout built atop the Scale Model Scenery modular baseboard that's designed to fit into a Really Useful Boxes 77L Christmas Tree box – the ultimate 'shelfie' one might say! The small on-scene section is a slice of a colliery exchange siding, again fictitious, but heavily inspired by my home territory of South-East Wales, with plenty of muck, corrugated iron, drams and a covered loading screen hiding the scenic break. I very much look forward to getting back into the swing of railway modelling when I have a holiday!

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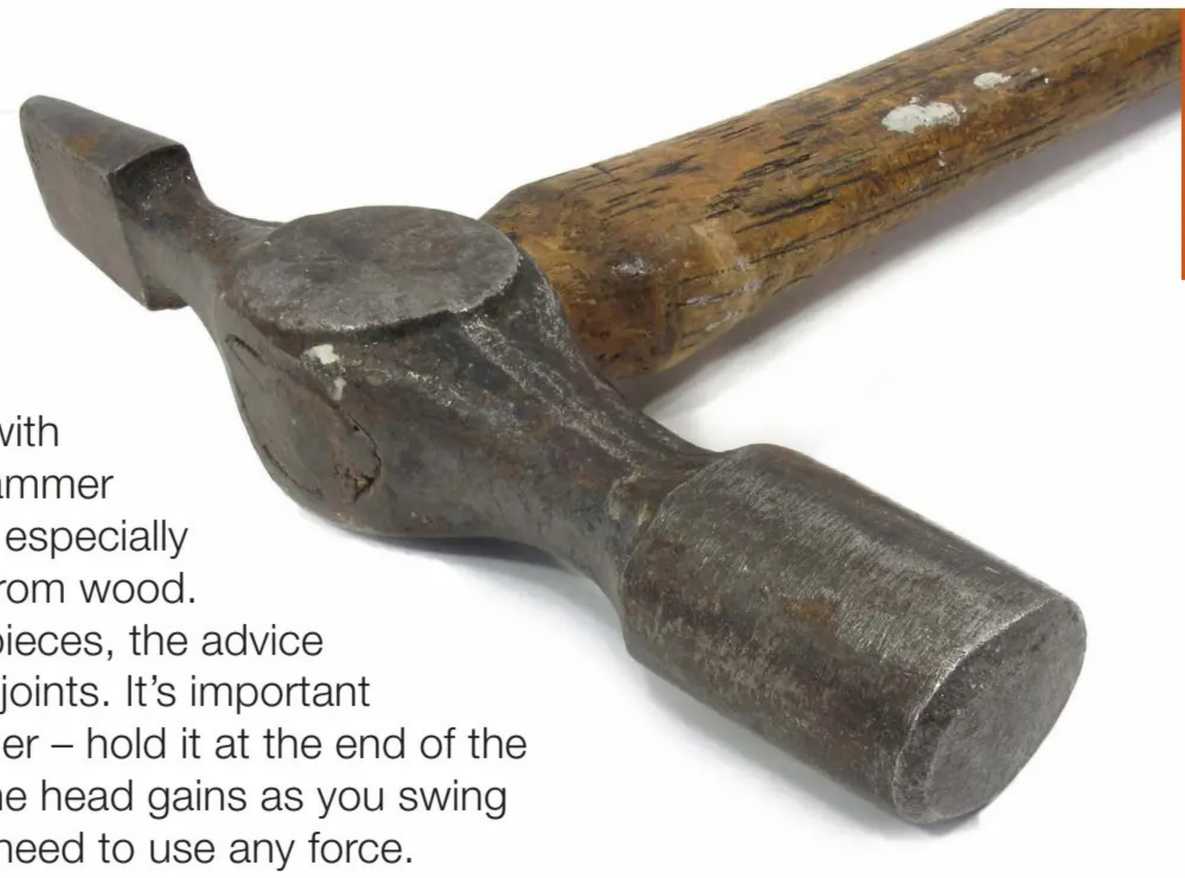
Getting Practical with...

TOOL of the MONTH

Pin hammer



We're railway modellers, and at some point, we all need to give things a bash with a variety of tools. The pin hammer is probably the most useful, especially when building baseboards from wood.

Even if you use laser-cut pieces, the advice will be to "pin and glue" the joints. It's important to learn how to use a hammer – hold it at the end of the handle so the momentum the head gains as you swing it does the work, you don't need to use any force.

Check the head is secure, and don't use the tool if it is loose, we don't want it flying off while working!



Ask Phil

Do I need to cover Modroc with plaster?

Plaster-impregnated bandage, often sold by the trade name "Modroc", is a boon for scenic work. Cut into small pieces, dunked in water, and then smoothed down on top of hillside formers, it provides a strong surface.

However, even after you smear the plaster around, the weave of the bandage still shows through, and you'll even see it through any grass applied on top.

A thin coat of plaster, or wall filler on top of the dried Modroc will solve this.

New on the workbench

Roket Cyano Glue Gel

I'll come clean, this isn't that new on my workbench. In fact, I'm on my second tube of the stuff – but I am really impressed. While not the cheapest gel superglue on the market, it does live up to the claims on the tube of a 10-second bond. Being a gel, it doesn't run out of the joint, and will fill small gaps.

Best of all, it sticks materials other glues won't touch, including the Perspex axleboxes in a large-scale wagon kit that have always been prone to falling off.

Kept with the nozzle upright, and out of the sun, the shelf life is pretty good, too.




Phil Parker


Michael Russell


Chris Mead


Tony Wright


Darius Aibara


Ian Smith

Build a 00 fuel pump house

Ugly brick buildings were everywhere on the diesel-era railway, and with the Stoneybridge Structures kit, you can quickly add one to your layout.



1 The kit is made up of laser-cut Rowmark, a type of acrylic resin. All the parts are quite realistically pre-coloured, saving painting time.



2 The brick walls interlock at the corners. Normal plastic glue isn't up to the job of sticking them together, though. We need to use glue designed for ABS plastic - I used EMR Plastic Weld.



3 The roof is laminated from two pieces, and when stuck in place, you have to line these up by eye to keep the walls nice and square.



4 A couple of extra details, some drainpipes from plastic rod and a window sill made of Slater's microstrip, and the building is ready for the layout.



Constructing low-relief buildings



Darius Aibara

PETITE PROPERTIES describes itself as “designers & manufacturers of dolls’ houses, miniature accessories & railway model building kits”, and its railway model range comprises kits of complete and low-relief buildings in N, OO and O gauges. These kits comprise building walls and floors in laser-cut MDF and roofs and other parts (doors, window frames, etc.) in thinner laser-cut cardboard. Window glazing is provided in the form of a screen-printed clear acetate sheet, but roof tiles, gutters and downpipes are not provided.

The low-relief models are generally of pre-1800s style buildings such as “Plum Pudding Cottage” and “Butterwick House”, which BRM kindly provided for me to have a go at constructing.

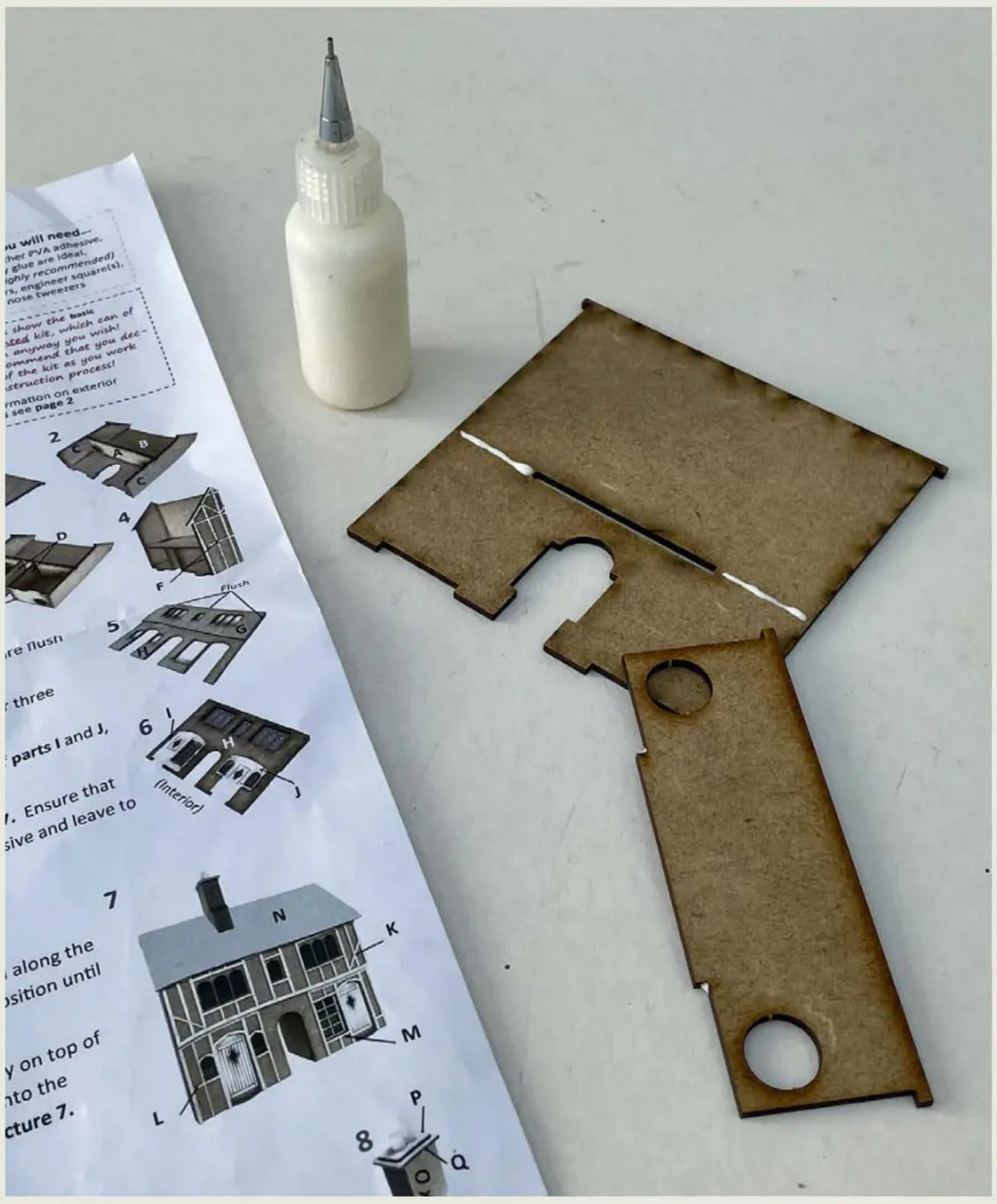
WHAT YOU NEED

Petite Properties
Plum Pudding Cottage and Butterwick House

ScaleScenes
Brick paper

York Modelmaking
Self-adhesive roof tile strips

Other
Craft knife, fine paint brushes, fine tweezers, Halfords white primer spray paint, various colours of enamel paint (or acrylic), superglue, Pritt glue, PVA adhesive, 3D-printed chimney pots – eBay



1 Construction starts with the assembly of the basic building shell, comprised of laser-cut MDF panels with tabs that fit into slots to ensure accurate assembly. For this purpose, I used neat PVA glue in a precision applicator, which I obtained from eBay to assemble card kits. The use of such an applicator is highly recommended as it makes assembly much easier and far less messy.



2 The kit instructions (printed on a single sheet of A4 paper) direct you to assemble the complete kit before painting. However, I decided it would be easier and neater to paint most of the detailed parts before assembly. Accordingly, I just assembled the basic building shell as per the instructions, using tape to hold the corners in place while the glue set.

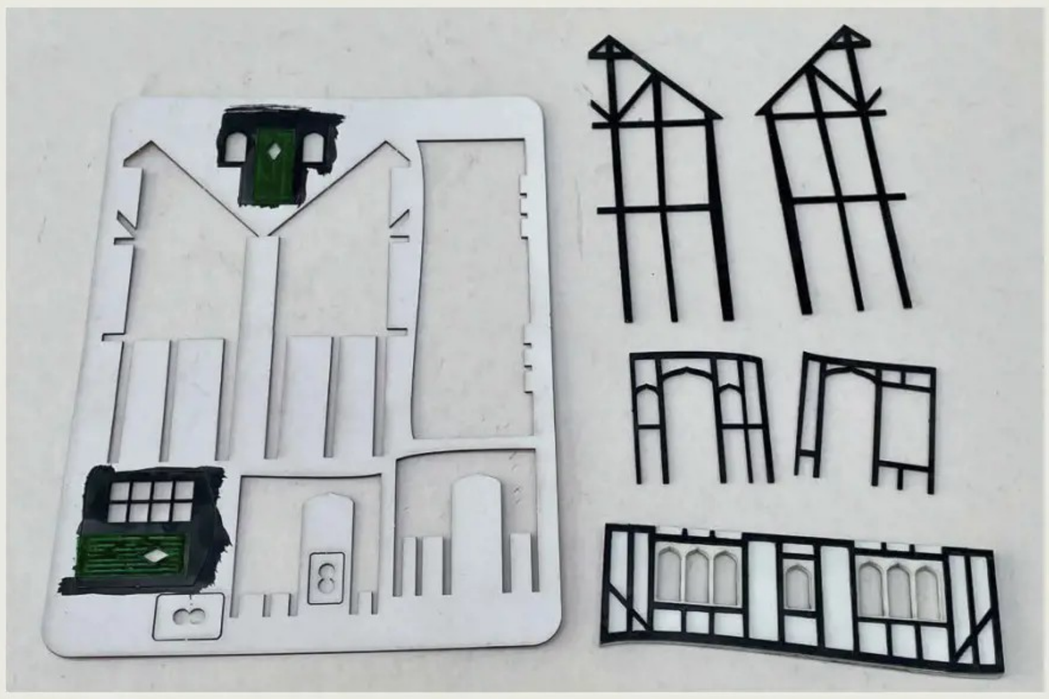


3 To avoid the need for multiple finishing paint coats on the MDF material, I primed the completed building shells with white spray primer. I also primed the frets of laser-cut cardboard parts.



4 I decided to finish the ground floor walls of each building in rustic brickwork, with the upper floors in a painted render finish. The paper was cut to size and stuck on with Pritt glue. Window and door openings were cut away after the brick paper was affixed.

Getting Practical



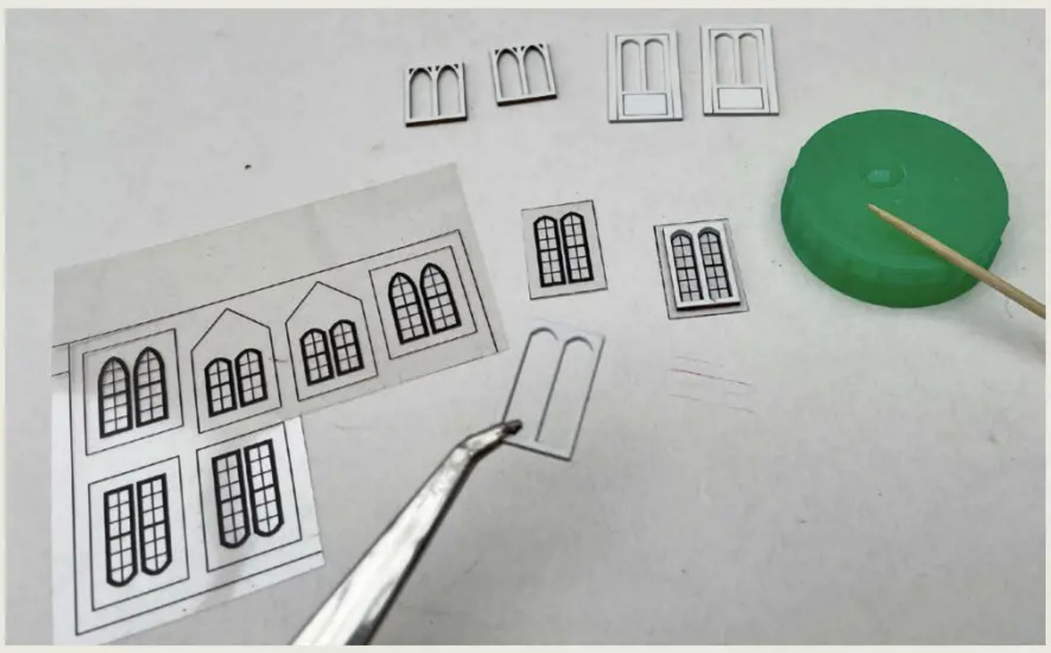
5 The half-timbered parts of the walls were cut from the cardboard fret and pre-painted with suitably coloured enamel applied by brush. The doors were painted while still on the fret, as it is easier to do this before they are detached.



6 The Plum Pudding Cottage half-timber frets were glued to the walls using small dabs of PVA, applied to the rear of the frets, with any excess glue being removed using a small brush. I brush-painted the reveals of the window and door openings in the same enamel colour as the half-timbered parts.



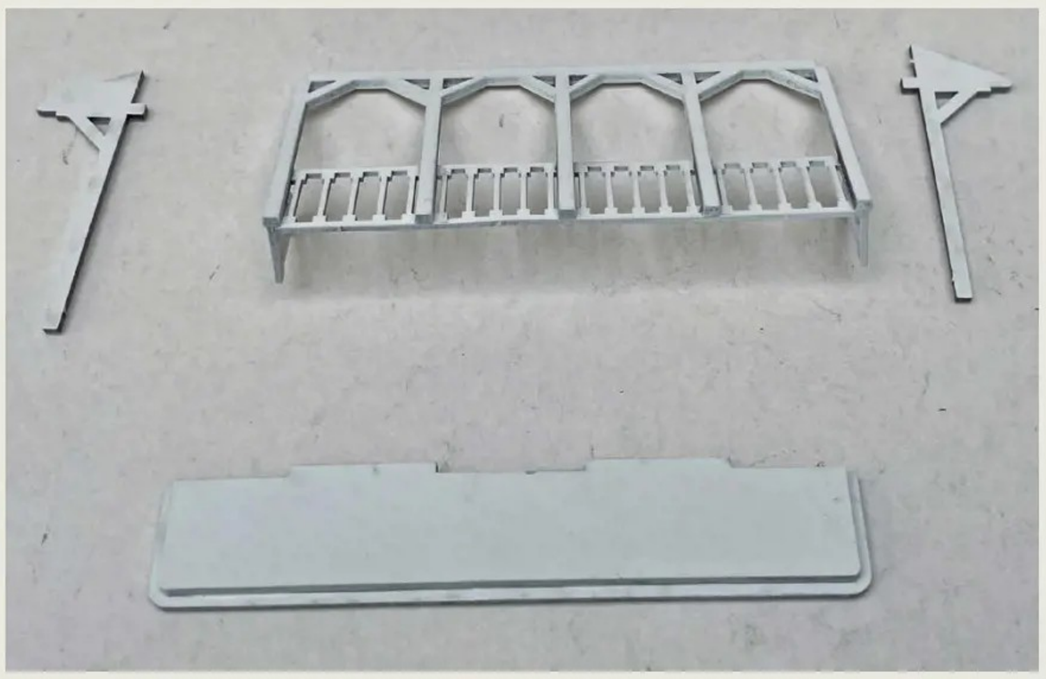
7 The same technique was used for the half-timbering of Butterwick House, which was painted a dark brown colour. The attic windows and front door were painted while still on the fret. I decided on a light yellow render colour for the upper floors and this was mixed with enamel paint and brush-applied.



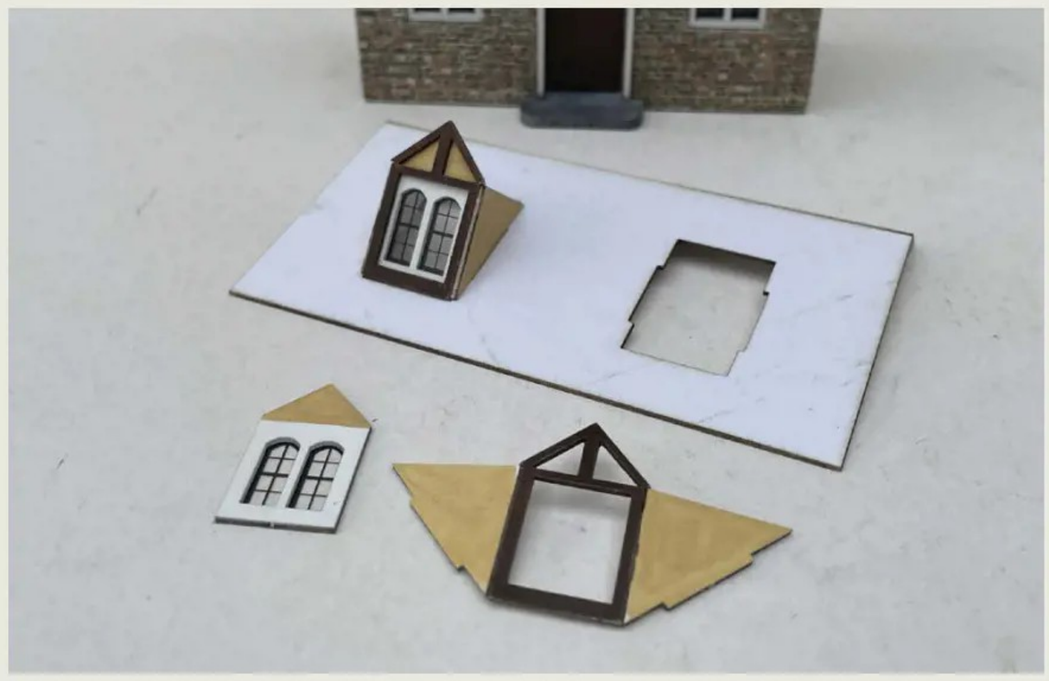
8 Each window panel was carefully cut using a sharp craft knife, and the cardboard frames affixed using small dabs of superglue applied using the end of a toothpick. The “framed” windows were fixed in the window openings using small dabs of superglue to the inside surface of the wall.



9 The fit of the windows was perfect, so this was quite a straightforward process. The cardboard front doors were fixed using PVA, remembering to leave room for the doorsteps, which are part of the ground floor MDF parts that I fitted at this stage.



10 Butterwick House has an elaborate timber-framed balcony, which is provided as parts on the cardboard fret. This was partially assembled and then sprayed with whiter primer before fixing it to the front face of the building.



11 The attic windows of Butterwick House were assembled and fixed to the cardboard roof part before attaching the roof to the building. This ensured a strong glued connection between each part.



12 Petite Properties offers separate roof tile sheets for its kits; however, I used a set of 4mm scale self-adhesive roof tile strips available from York Modelmaking. These make a task that could be quite a chore good fun and much less time-consuming. For the ridge tiles, I used printed strips that were spares from some ScaleScenes kits that I had made.



13 Chimney stacks were made from kit-supplied MDF parts that I wrapped with brick paper. The kit provides a short length of plastic tube from which to construct chimney pots, though I used some 3D-printed chimney pots that I found on eBay. I think these look much better than plain plastic tube and are easy to apply.

CONCLUSION

I "toned down" the rather uniform printed roof tile colour with thin washes of enamel paint and picked out individual tiles on Plum Pudding Cottage with different enamel paint shades.

The Petite Properties building kits are well designed and easy to build with a good parts fit. I would definitely recommend pre-painting the parts before assembly as this makes painting much easier. You need to source brick paper and roof tiles as these are not provided in the kits, but these are also available from Petite Properties.





A Pick-Your-Own Strawberries Scene in 00 Gauge



Chris Mead

NOTHING PROBABLY heralds the coming of summer than the smell and taste of fresh strawberries. As the season gets underway, signs inviting you to pick your own fruit begin to pop up along country roads throughout the land. So, I was given the task to see how easy it would be to model a small example.

It is sometimes better to make a cameo scene like this by itself on its own base rather than directly onto your layout. It is easier to handle and add detail, and you don't have to put it in its final position until you are happy with it.

WHAT YOU NEED

Langley Models
00 gauge pack F3 - Market Stall

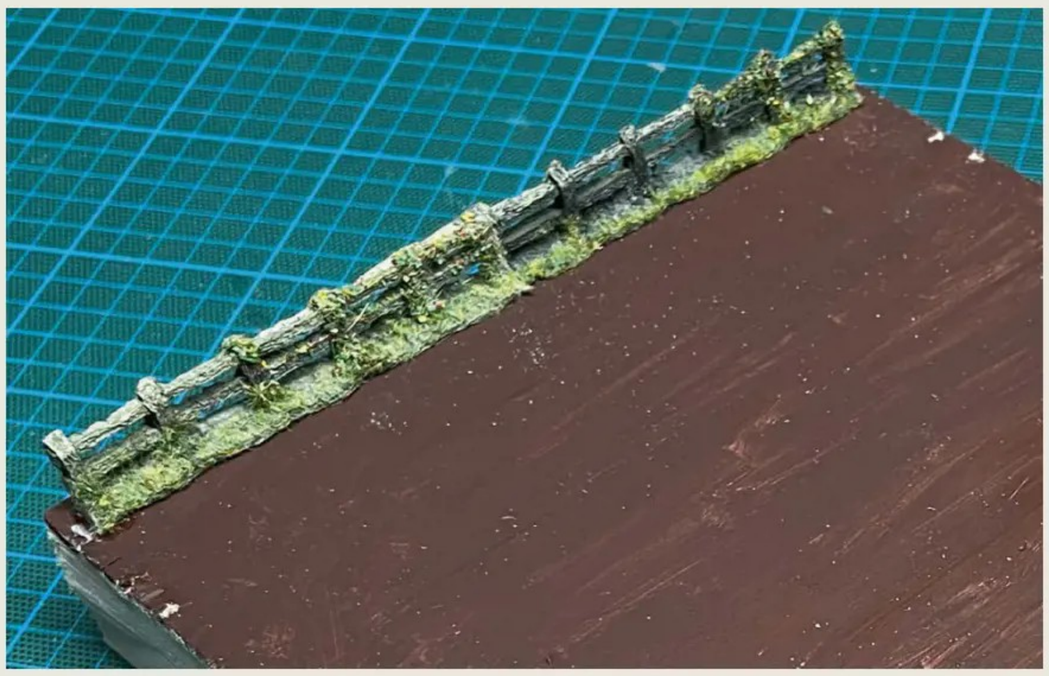
Javis
PF1 '00' Rough Country

Slaters
20 thou & 40 thou Plastikard

Tasma Products
00685 Strawberry plants

Wills Scenics
SS36 Dressed Stone Wall

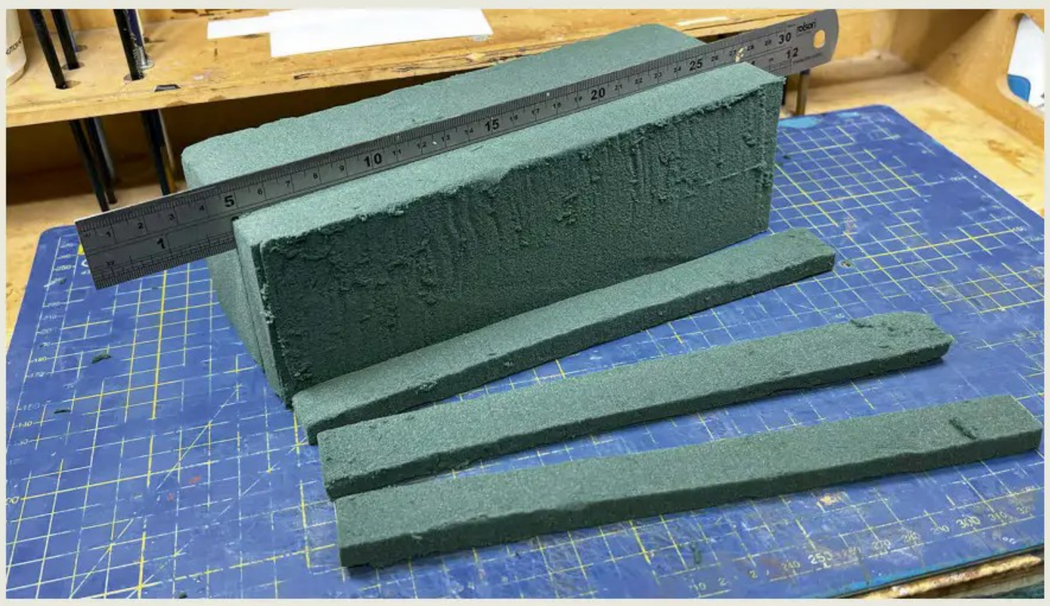
Other
Cutting mat, modelling knife, miniature hacksaw, steel rule, impact adhesive (UHU), cyanoacrylate superglue (medium viscosity), small syringe, watered-down PVA, various paint brushes and acrylic thinners, 6mm plywood for the base, flower arranging foam, 2mm square plastic rod, self-adhesive labels, grey and green tea leaves, primer and brown acrylic paint for the base, acrylic grey and stone for the walls, primer, white, red and brown for the stall, variety of figures.



1 The base was of 6mm ply, 200mm x 250mm on a frame and given a coat of primer and brown acrylic paint. The first feature added was a fence to the rear, using two pieces of Javis Rustic Fencing, cut to size with a miniature hacksaw, then fixed with contact adhesive, leaving a small gap at each end to allow for the side walls.



2 The essential addition to this scene are the strawberry plants; these were picked up from the London Festival of Railway Modelling at Ally Pally and are by from Tasma Products – TP00685, containing 20 bushes made of twisted green wire with foliage and small red spheres for the berries.



3 The raised strawberry beds were made from flower arranging dry foam blocks cut into 10mm* 20mm strips. It starts off a bit too big to be tackled with an ordinary modelling knife, but it can easily (and safely) be done by slowly pushing a steel rule through it.



4 The foam was glued onto 20mm wide strips of Plastikard and pared to shape with a modelling knife. After a coat of brown paint, a couple of layers of 4mm long static straw grass were added with watered-down PVA. Being initially circular, the bushes needed to be gently shaped to fit the raised beds. Finally, the wire was cut leaving enough to push into the straw and fixed with glue.

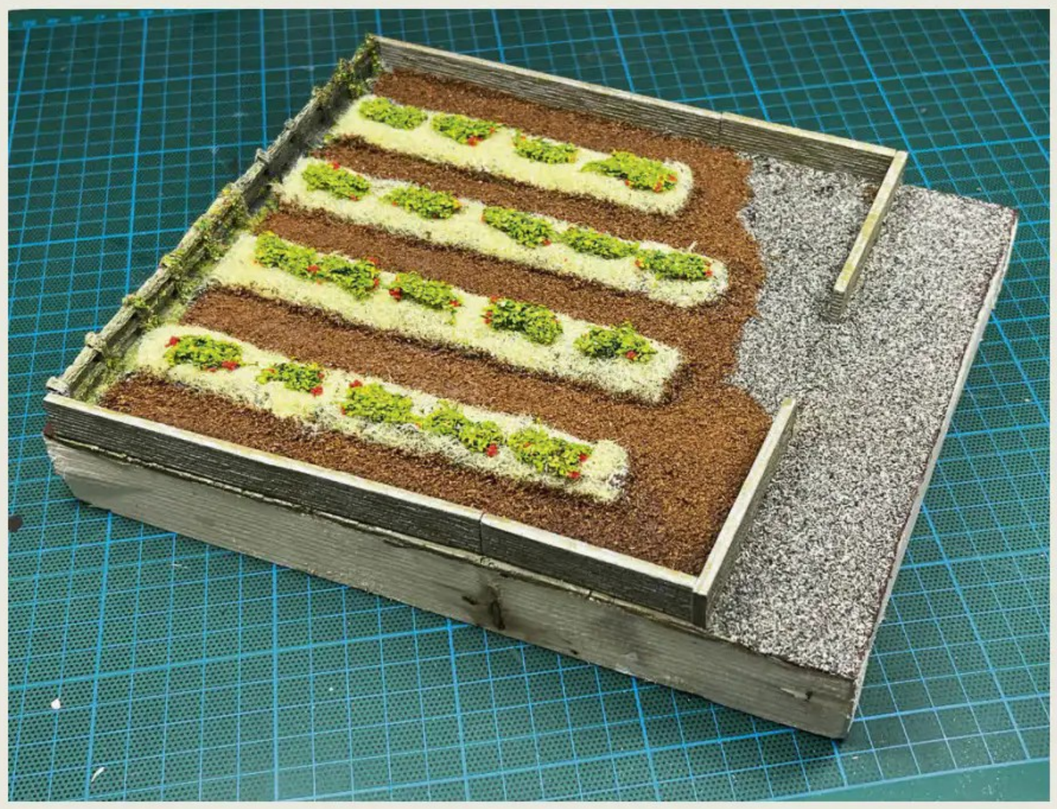


5 Four raised beds were made in this way and stuck onto the board evenly spaced apart. I took advantage of the foam's softness to give them their final shape as they were gently pressed into place. Dried tea leaves were used for the paths between the rows.

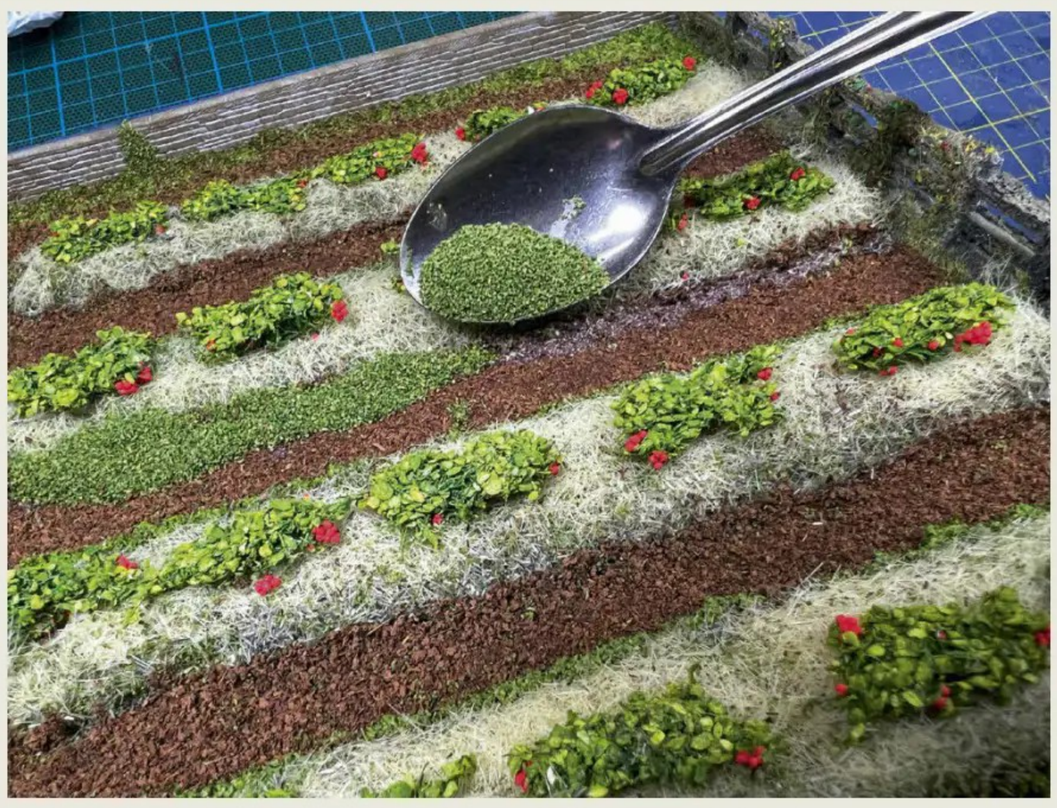


6 Next, the side and front wall were added. These were a pack of Wills Dressed Stone Walls. The pack contained enough to do both sides and the front with an entrance gap. The kit also contains capping and corner stones.

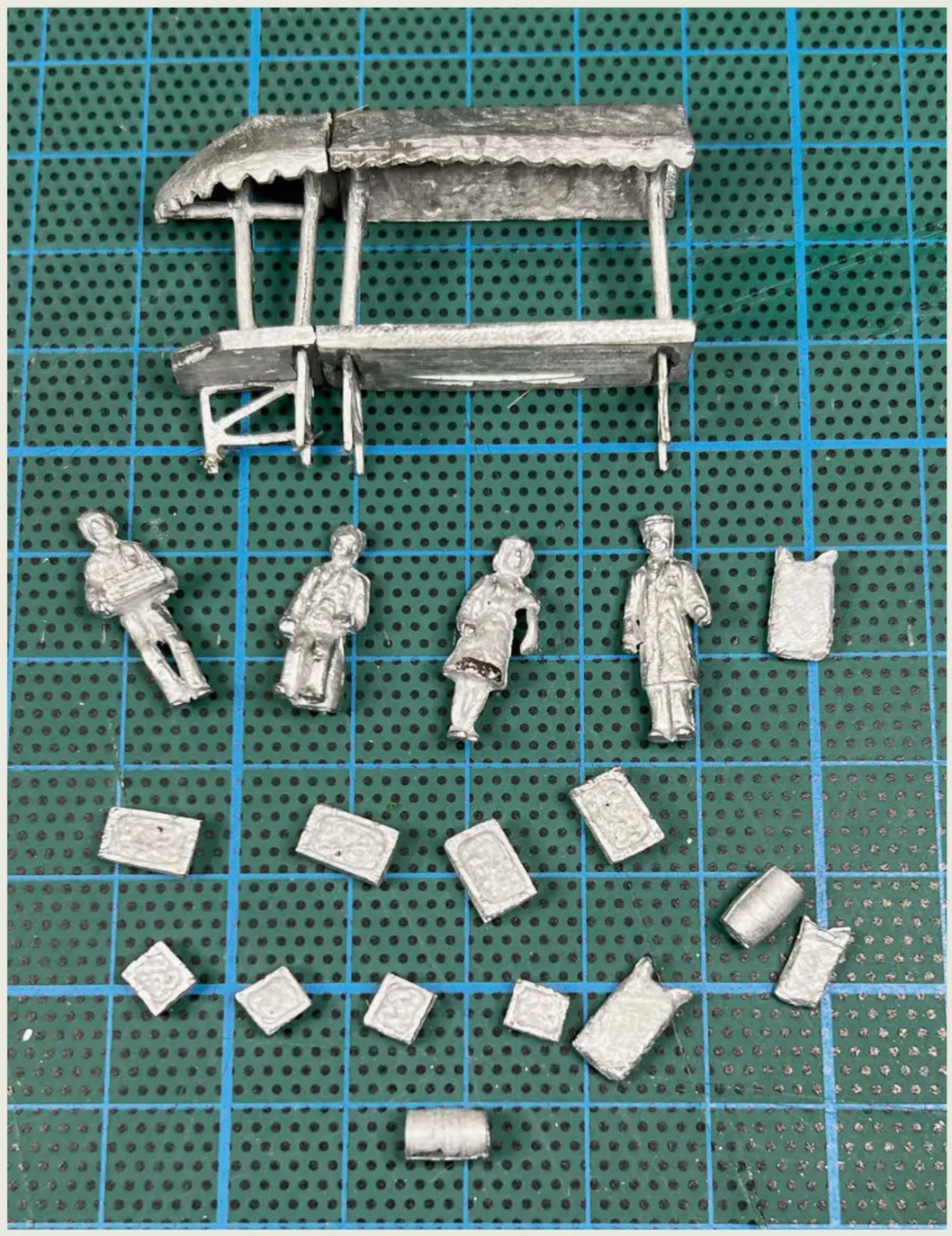
Getting Practical



7 The dressed stone walls were glued in place and given a base coat of light grey, followed by dry-brushing with shades of brown and stone to highlight the bricks. Light grey scatter material was added to represent the granite gravel pathway into the field, leading to the corner of the plot, which will be the position of the market stall stand.



8 Next, the raised beds and the ground were blended in. Watered-down PVA was applied using a syringe to keep the glue bead as thin as possible and then covered with a small amount of green scatter using a teaspoon. Any excess was tapped off quickly, and more added if any gaps appeared. The same technique was used to disguise the joints and corners in the walling.



9 The scene needed some kind of sales stand where the fruit could be taken for weighing. The ‘00’ gauge Market Stall Pack F3 from Langley was used to create the sales counter. Usefully, it comes with optional full and empty tables, as well as a selection of boxes, barrels, sacks and figures, all ideal for creating a scene like this.



10 Once the whitemetal parts were assembled with cyanoacrylate superglue and painted, they were positioned in the corner, with the boxes painted to represent full crates of strawberries. Brass rod was inserted into the base of the figures to locate them securely into the scene so it can be easily transported.



11 I created the advert on my home PC with a well-known piece of presentation software, printed onto a self-adhesive label. This was stuck to 40 thou Plastikard, which was then cut to the shape of the poster. A pair of 2mm square plastic rods served as the posts. As with the figures, brass rods secured it in place. The bases were blended in with grass tufts.



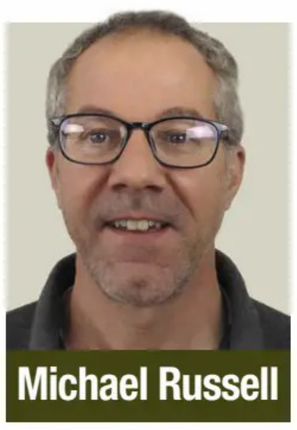
12 Finally, the scene needed to be populated. I was not aware of any strawberry pickers in '00', so the people came from a second-hand bag of figures. Having some of them carrying leftover boxes from the Market Stall pack helped add to the effect, although it looks like some of the customers may have already eaten quite a lot of the strawberries before filling the crates!

CONCLUSION

Small scenes like this can easily and quickly add character to a layout using readily available materials, and simple tools and techniques. I am quite happy with the outcome; in particular, the advertising sign. Creating your own bespoke labels and posters can be a bit of a challenge, and this seems like it might be a solution for those such as me who never excelled in their art classes. Plus, it gave me an excuse to try dried used tea leaves - a cheap method from my youth, not used for many years!



Weather a Class 37



Michael Russell

LIKE ALL models, this Bachmann Class 37 can be improved with a little weathering. Contemporary motive power and rolling stock tend to be kept commendably clean, even freight locomotives. This makes weathering more of a challenge, but motive power that has been in use for a while will accumulate some degradation of finish no matter how good the cleaning regime. Close observation is the key to producing a realistic result and most locomotives have their own little weathering quirks that need to be reproduced in order to represent the prototype accurately. For example, on these older three cab window designs, it is that the centre window is often the least cleaned, and that vertical streaks appear at the corners of bodyside grilles.

An airbrush and acrylic paints were used throughout, although there is no reason why you shouldn't use enamel paint. Often paint is retained in the airbrush cup between steps. You can mix your own shades from basic colours using photographs for reference purposes.

WHAT YOU NEED

Humbrol
Maskol, DecalFix

Kernow Model Rail Centre
32-780U Class 37/0 37261
Direct Rail Services

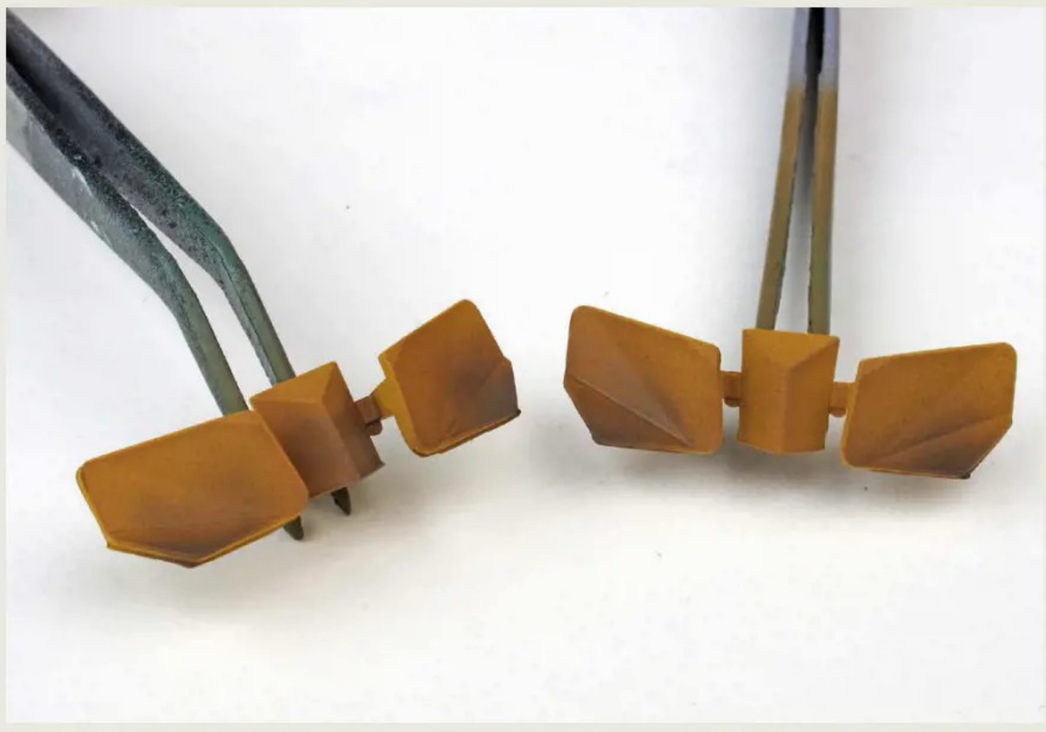
Other
Rust, white, black, brown acrylic paint, black and white weathering powder, paint thinners, masking tape, cocktail sticks, scissors, small sprung clamps, model railway power supply, double action airbrush, small paint brushes



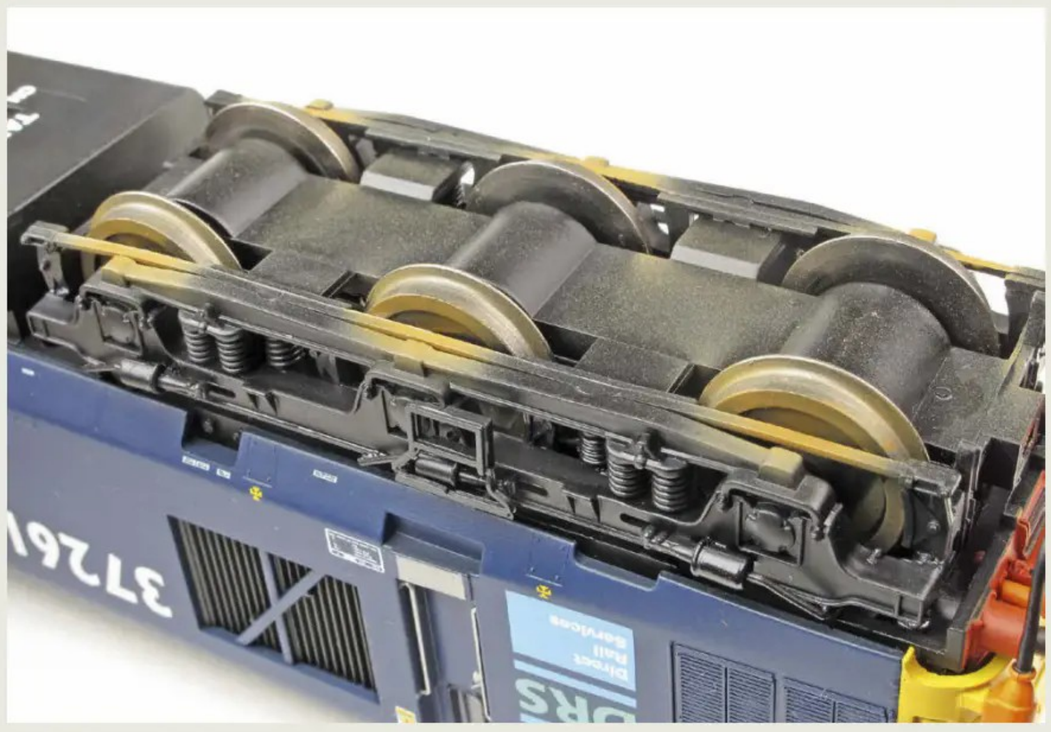
1 Apply Maskol on the glazing using a cocktail stick except for the centre cab windows at each end. You must wait for the Maskol to dry before starting painting or weathering, but it does dry quickly.



2 Cut short pieces of masking tape and apply this to the sides, with small gaps between them for vertical streaks. Spray a very light coat of pale grey to the gaps and then immediately remove the masking tape.



3 Remove the snowploughs and hold using sprung clamps for spraying. Weather with a light rust colour, applying more to the lower regions. Use a darker rust on the lower parts for a stronger effect.



4 Use a suitable power source to rotate the wheels and ensure that they have an even coating of the same rust colour. If you don't rotate the wheels, an unnatural patchy finish will result. DCC will allow greater control and ease the task.



5 Keeping the same rust colour in the airbrush cup, spray around the bogies, body grilles, roof and bonnet tops. The last-mentioned area seems to be the least cleaned and can receive a stronger coat.



6 Mix up an oil colour from black and brown and spray this around the bogie axle box areas and the fuel tanks. Aim to get variation in these areas to add interest and to avoid a monotone look.

Getting Practical



7 Spray black around the two roof exhaust vents and drift it along the roof lengthways. This is one of those occasions where you do want to spray unadulterated black as soot is strong in tone.



8 Mix a little black and white weathering powder with Decalfix to form a stiff mix. Apply this to the faces of the buffers using a cocktail stick. When dry, use a darker grey paint to add a central area in the middle.



9 Dilute the weathering powder mix with more DecalFix to form a runny solution and apply this to the fuel tanks by brush to represent the marks caused by spillage. The mix should be semi transparent and merely add a slight satin finish to the existing weathering.



10 To finish, remove the Maskol carefully with a cocktail stick, being particularly careful around the wipers. After a few days, when the paint has fully hardened, refit the snowploughs, couplings and clean the wheel treads.

CONCLUSION

If you overdo any of the effects, the paint is easy to remove using thinners and will remain so until the paint has hardened after about 24 hours, depending upon conditions. If you overdo the vertical streaking, then drag a damp brush dipped in thinners lightly over the surface of the model to tone the effect down. Don't use IPA to remove acrylic paint, especially strong solutions, as it will remove the factory finish, too.

If you don't like your weathering and consider that you've overdone it, there is a simple solution that you could try to tone it down and merge things together. Simply fade the paintwork using a small amount of white diluted in a matt varnish. An overall coat of this mix will even things out and stop your weathering from looking too extreme. To get an even finish, you should spray this mix on. You may want to add further coats and perhaps vary the amount of white that you add.



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N gauge

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The Tri-ang 'Jinty'

Budget Modelling



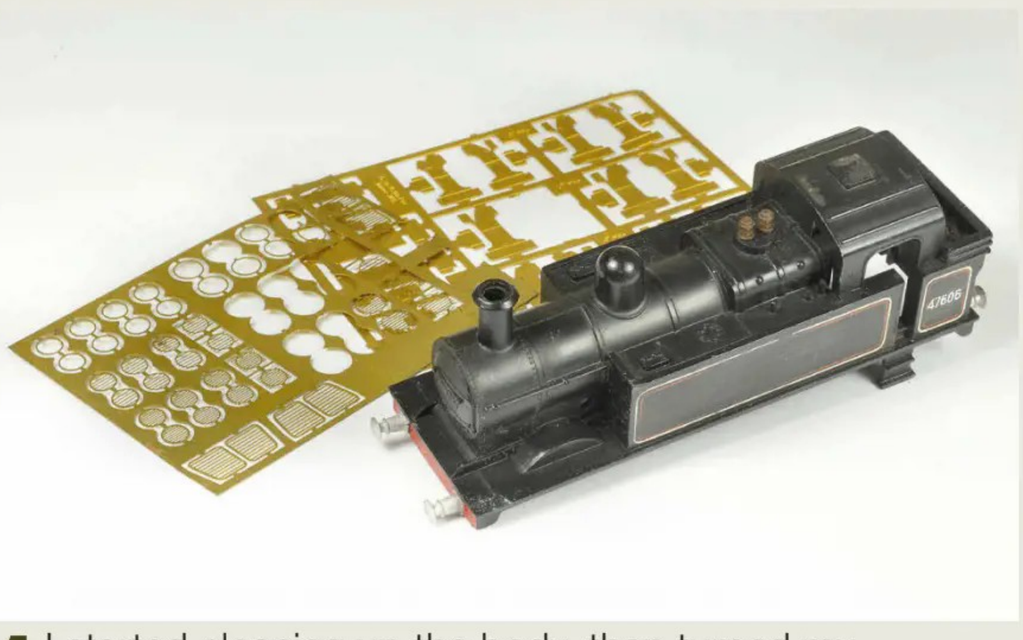
Tony Wright

AT THE same time as acquiring the Mainline BR Standard 4-6-0 for a pittance from Grantham's Model Shop as featured in last month's issue, I also bought a couple of Tri-ang 'Jinties' and an older Bachmann B1 for the total of £13.00! None was a good runner (if at all), and the B1 had no tender. All had suffered a bit from life's knocks, but at £13.00, I couldn't go wrong, could I?

Here's the first 'Jinty' project (above); no buffers and one of the front steps missing. Yes, it's on its chassis (hidden by the tight angle of my photograph). As for its chassis, to get it running, all it needed was the XO4's brushes replacing, a clean, adjustment of the pick-ups and a drop of oil.

WHAT YOU NEED

Ordinary modelling tools, cast metal and etched detail items, car acrylic rattle can paint, PVA, superglue, Pressfix transfers, Pacific Models' front numbers, Springside lamps, scale coupling, cast metal crew.



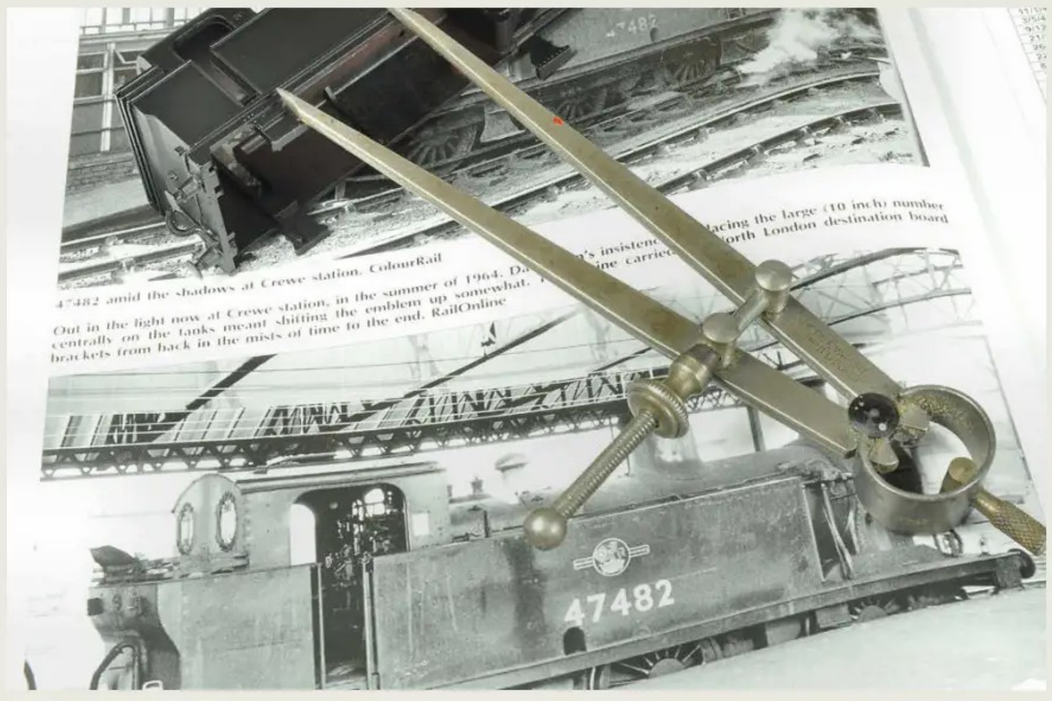
1 I started cleaning up the body, then turned my attention to what was missing. New (cast metal) buffers came from my spares boxes, and the steps came from an etched fret once supplied by Mainly Trains (now with Comet). Another fret contained the rear spectacle guards.



2 Tri-ang (in its wisdom) chose one of the hundred or so ‘Jinties’ built without vacuum brakes, but I was going to change this example into one suited for carriage shunting work. The ejector pipe-work needed and the vacuum standpipes came from my spares boxes, super-glued in place.



3 The new step soldered-up and super-glued in place; also seen are the rear spectacle guards. Again super-glued in place. In hindsight, it might have been better to replace all the steps, but foresight is a much rarer attribute.



4 Once all the lining and numerals had been removed with emery paper and a fibreglass brush, and a coat of car acrylic rattle can satin black applied, attention turned to giving it a new identity. Using Irwell’s *The Joy of ‘Jinties’* as a guide, I plotted the numbers’ positions (start with the centre digit).

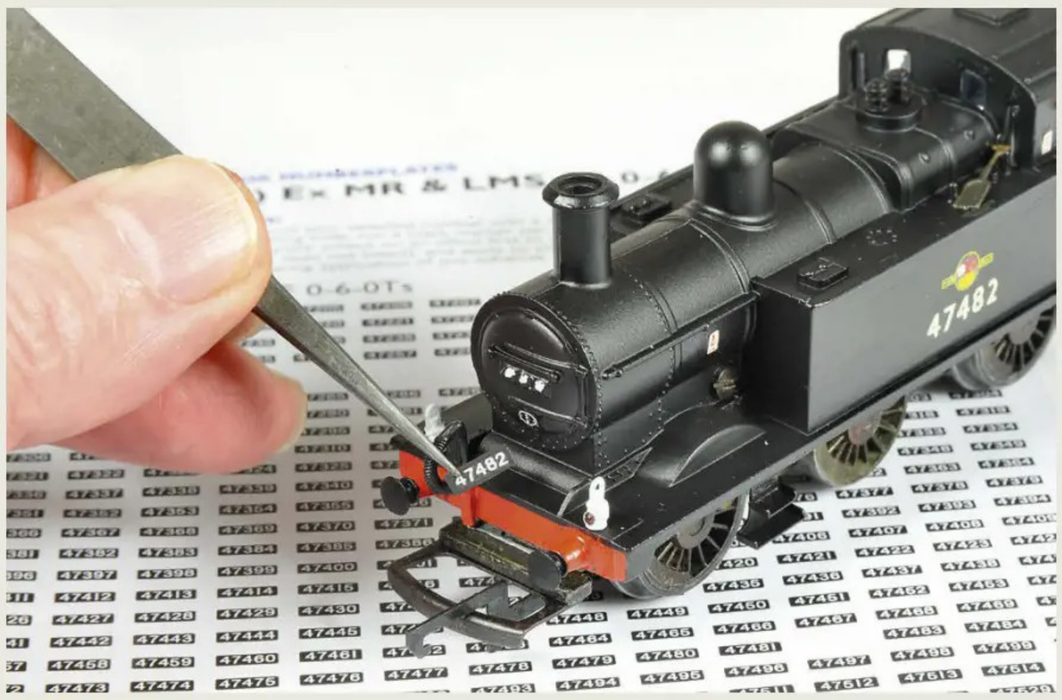


5 The numerals and BR device came from the HMRS ‘Pressfix’ range of transfers, applied as prescribed; just with water. However, just to make sure of their ‘stick-ability’, I applied a dab of Humbrol ‘s ‘Decal Fix’, wiping off any residue when set.



6 I added a crew and a small shovel, just to add a little bit of individuality to the wee loco. Just the buffer beams to paint now, and that should see most of the job finished. 47482 was unique in being shopped at Darlington, that works giving the loco the large, tank-side numerals.

Getting Practical



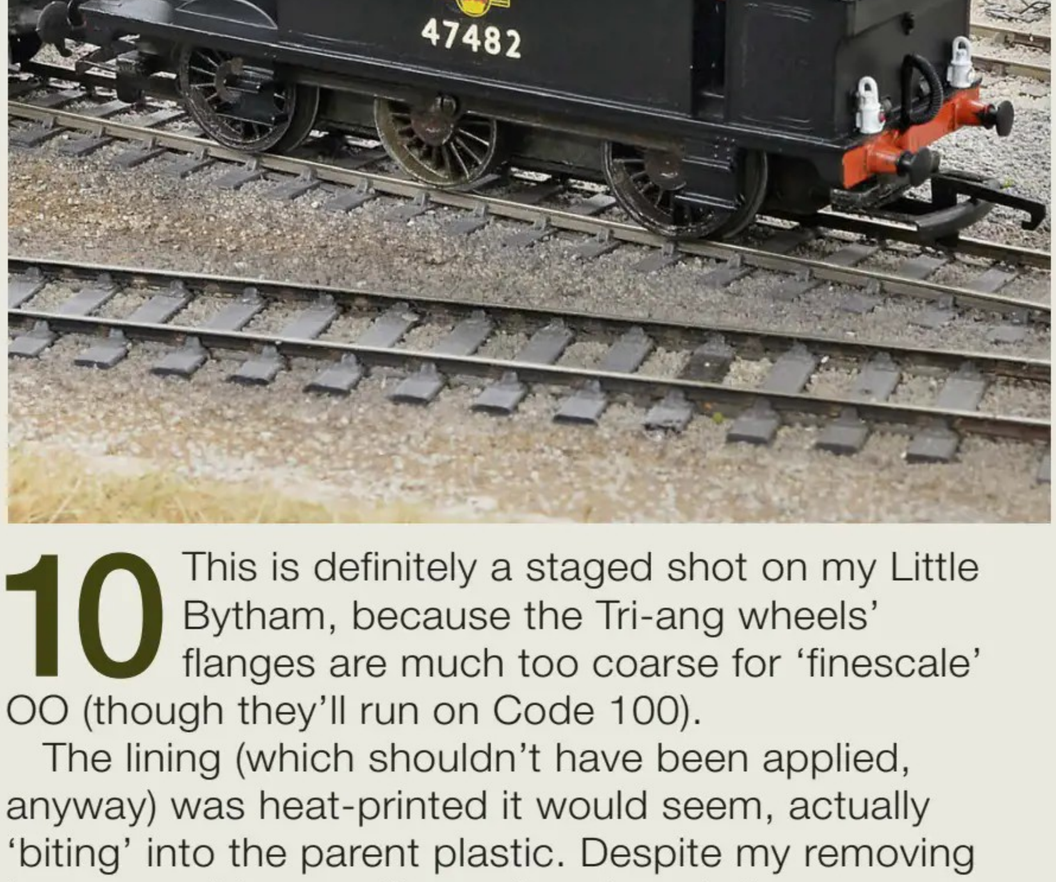
7 The replacement front numberplate came from Ian Wilson's Pacific Models' range (all a class's numbers are contained on a sheet). It was cut out carefully using a scalpel and rule, the white edges removed by dabs from a felt-tip pen, and then stuck in place with De Luxe's 'Glue 'n' Glaze'.



8 Complete and ready for work. The lamps (Springside) denote the role of a station pilot, four lamps being carried (two at each end) showing a red gel over one buffer and a white gel over the other. These were permanently fixed with superglue.



9 As a postscript, I also acquired this first-generation Tri-ang 'Jinty' from some 70 years ago, complete with non-see-through spokes and the original (non-tension-lock) style of coupling. It never had lining, though it would originally have carried '47606' on its bunker sides.



10 This is definitely a staged shot on my Little Bytham, because the Tri-ang wheels' flanges are much too coarse for 'finescale' OO (though they'll run on Code 100).

The lining (which shouldn't have been applied, anyway) was heat-printed it would seem, actually 'biting' into the parent plastic. Despite my removing it, some evidence still remains, though future weathering will disguise this, I'm sure. Real coal in the bunker just finishes the job.

How a Crewe South-allocated 3F 0-6-0T came to be repaired/repainted at Darlington is anyone's guess, especially as Crewe's massive own works was just at the other end of the station. Still, it makes it rather different, and I photographed the real thing at Crewe myself over 60 years ago!



11 Out of nothing more than 'sympathy', I re-applied that famous number. I imagine Tri-ang made more model 'Jinties' than any other loco in its range. This one's wheels are so coarse it'll only run on Triang's original 'Standard' trackwork.

ALL SKILL LEVELS

The Bachmann B1

With thoughts on my recent prototype article on B1s in mind, the next project was, obviously, a model B1, in this case, a Scottish example by Bachmann. Now, the current Bachmann B1 is mechanically far superior to this split-chassis version. Indeed, this one's chassis displayed a typical tendency for the drivers to shift on their axles, jamming everything up. It just about lurched along, but by re-quartering the wheels and securing the axle muffs with a dab of superglue, I got it to work again! It came with no tender.





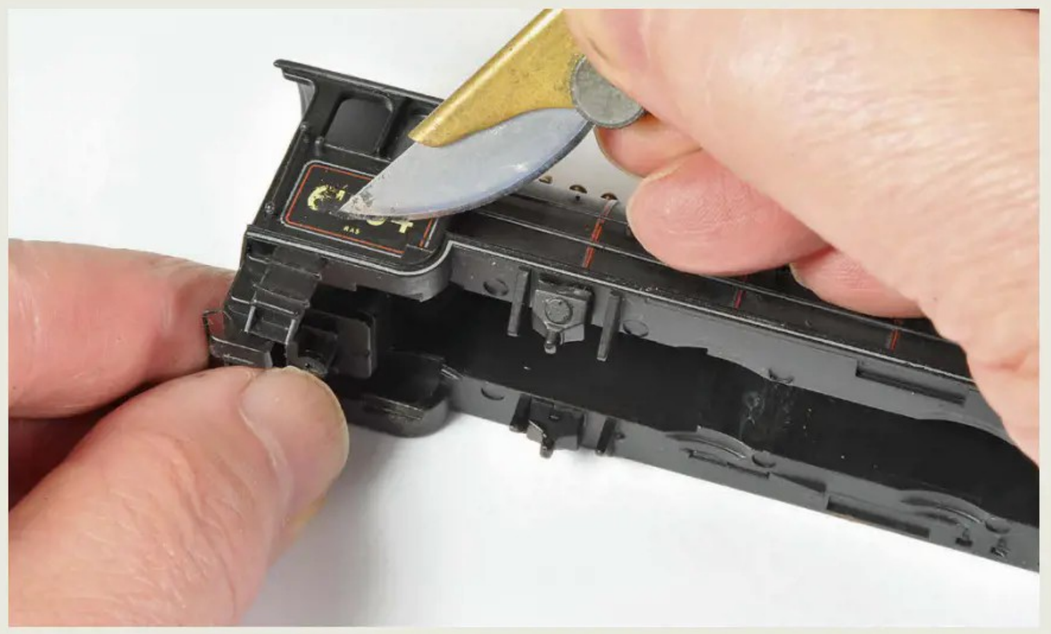
1 I had a spare Bachmann B1 tender, so this was attached. I cleaned the scale 'mud' weathering off the chassis (that certainly hadn't helped with the running), and, after a drop of oil, it worked very well. Though being an electric-lighting-fitted example, no conduit was present on the offside of the boiler. I just used 30Amp fusewire, stretched out and super-glued in place.



2 Once happy with the running, I gave the loco a thorough run-out on Little Bytham. I was amazed; from being a 'lame dog' runner, this one proved to be a really sweet performer. However, what would be the likelihood of a 64A-allocated (St Margaret's, Edinburgh) B1 running on the ECML in Lincolnshire? Never?



3 So, I thought I'd change its identity to one I saw regularly at Retford, 34E's 61213, as with 61354 conveniently fitted with electric lighting. Here she is, leaving her home with a Sheffield-Lincoln stopping train (picture by courtesy of Railonline).



4 The first job was to remove the original numbers, very carefully using a new, curved blade in a Swann Morton knife. The trick is to just remove the printed numbers without damaging the surface beneath; practise on some scrap models.

Getting Practical



5 The replacement cabside numbers came (as usual) from the HMRS 'Pressfix' range. Sadly, I'd run out of enough cream-coloured numbers to complete the B1; which meant reversion to an older sheet, which only had white or yellow numbers, not cream as they should be. The front numberplate came from Ian Wilson's Pacific Models' range.



6 The addition of a scale front coupling completed the loco (or so I thought). I've probably got the armoured lighting conduit far too straight (they were often wobbly and varied in thickness), but I'd forgotten the (much thinner) conduit from the generator to the top electric lamp. I'll also need to alter the shedplate.



7 It's certainly present on this other Bachmann B1 example; in this case, the bodywork detailing and weathering being friend Geoff West's work. I built a Comet chassis for this one, its original split-chassis literally, err, splitting!



8 Prompted by that omission, I fixed the thin conduit (5Amp fusewire) to the right-hand side of the smokebox and painted it matt black (I also disguised the wrong shedplate with thinned-down matt black). Here she is now, in service on Little Bytham, with a crew installed, of course.

CONCLUSION



For an initial outlay of only a fiver, I've now ended up with a very useful locomotive. All that was needed was the 'ability' to 'see beyond what it initially was', and then do some actual modelling; 'modelling' the like of which any participant in this great hobby should be able to do.

Should I build a replacement Comet chassis for it, as I have done with my six other Bachmann-bodied B1s? They were out of necessity, but this one (after I'd fixed it) runs better than any other split-chassis I've known. Maybe, but I'll wait until it finally 'splits'.

MegaPoints Controllers

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WiFi is also built into all our System 2 boards giving you the option to run without the 2 wire network – all that is needed is to download some free software on a PC on your network.



Certification team: Dan Rotherham, Pete Waterman, Chris Clenton, David Fenton.

System 2 supports JMRI and is also kept up to date with over the air updates from MegaPoints Controllers ensuring your device has the latest updates and new features.

Visit our website, see the videos, download the documentation and begin your System2 simplified layout control installation today.

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Getting Practical



All layouts need people, but it's pretty easy to rack up the bills to populate your model. A set of five figures can cost over £14 – but if you are handy with a paintbrush, there are savings to be made. Both these packs cost under £16 from Gaugemaster, and yet contain a total of 110 figures in a variety of poses. That's 29p each!

Detailing a TT:120 pub



Phil Parker

SUMMER HAS arrived, and where better to spend those long hot days, than basking in a pub garden?

Well, there's no reason your TT:120 people should miss out on this, as the good folks at Hornby can supply a ready-to-plonk pub, "The Bush Inn" is part of the building range accompanying the trains. It's a nicely generic model that could appear in the countryside of pretty much any layout, sturdily cast in resin, and fitted with really fine etched windows.

Looking closely at the details, there are a couple of boards beside the entrance doors that look reasonably modern, but otherwise, the model would fit in a steam-era layout just as well as one home to late-livery HSTs.

So, all the modeller has to do is take the building out of the box, and drop it on the layout? I think not. There's far more fun to be had personalising it first.

For a start, we need a car park at the front, and a garden around the back. Modern pubs are required to have a smoking area, and all the waste and empty casks have to live somewhere.

TT:120 is increasingly well-served with accessories, but not everything is available yet. I've made my own wheelie bins for a start. Easy enough, and strangely satisfying. I'm sure someone will eventually 3D print some, but these cost peanuts and took minutes to produce.

Ready-to-use buildings have changed our hobby since they first appeared, but at the cost of a lot of layouts looking the same. I'm showing that a little work can make them look a little different when sat in your scene.

WHAT YOU NEED

Bunters Yard (via eBay)
TT:120 Steel Beer Kegs (10 Pack)

Hornby
TT9011 - "The Bush Inn"

Noch
43070 – TT Garden Fence
44985 – TT Unpainted figures

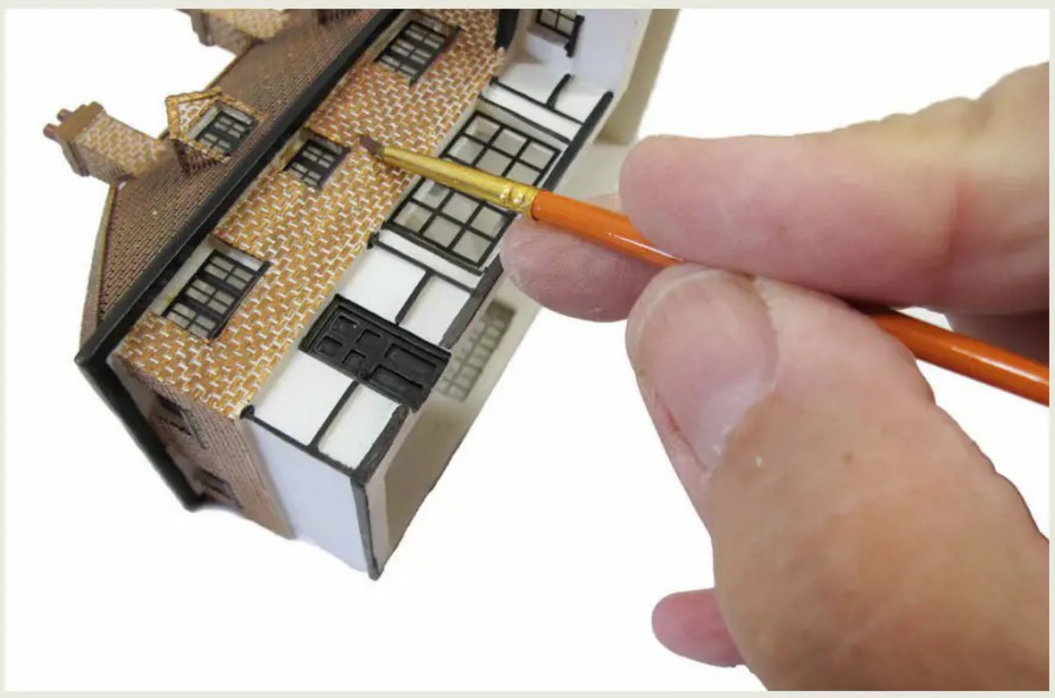
Other
Plastruct square sections, assorted Slater's Microstrip, corrugated plastic, green and coloured fine scatter, potting grit, PVA glue, Daler board.



1 "The Bush Inn" by Hornby straight from the box – Code: TT9011. It's a nice ready-to-use model with etched brass windows and some really good surface detail.



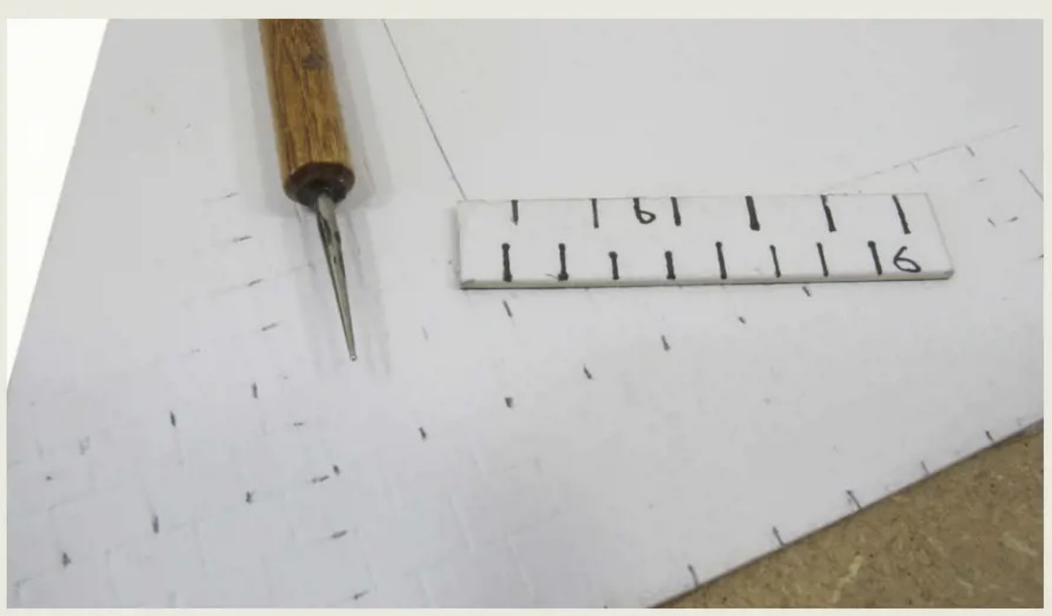
2 Resin buildings are hand-painted, and I've seen a few examples of this one where the paintwork in difficult-to-get-at areas is less than impressive. The area over the extension seems to suffer the worst, as it's quite fiddly.



3 Improving the paintwork isn't hard. Simply paint in the mortar, and then dry-brush the brick faces with Humbrol 70 enamel. It's not a great match (I'm not sure what colour is), so I do all the bricks to blend things together. The job takes about an hour, time the factory painters don't have.



4 My model sits on an 8-inch square MDF base, which is partly covered with 2mm thick cardboard (Daler board). Cutting the back of this away will provide a slightly different level for the grass in the pub garden.

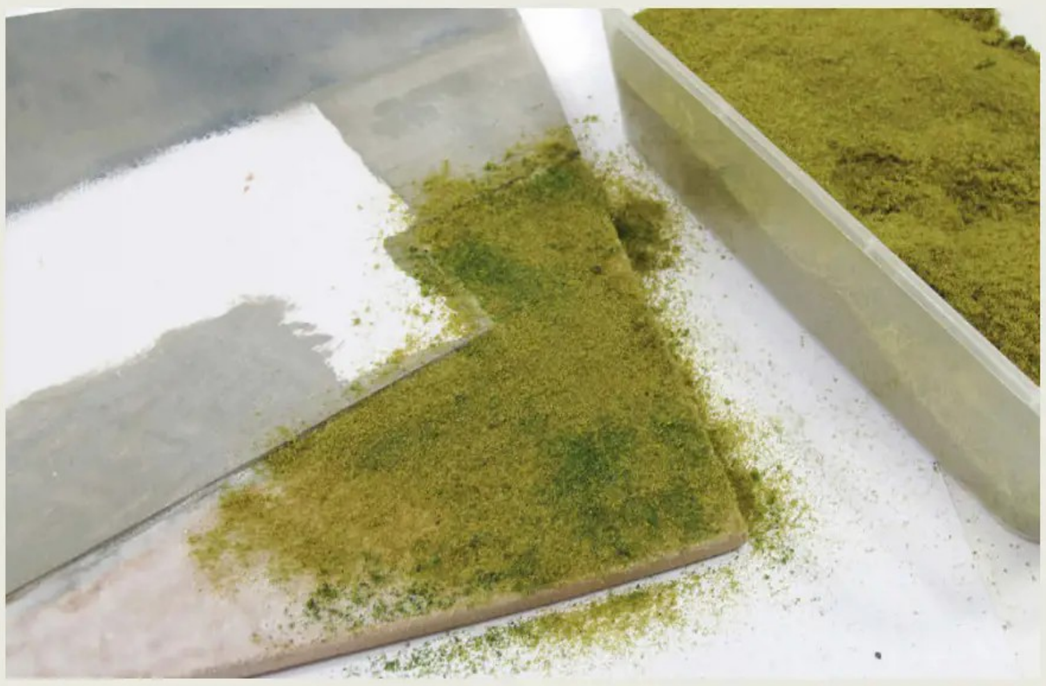


5 Using card, I can scribe paving slabs into the surface. To make marking out the slabs easier, I make up a little ruler from card. So the maths is easy, my slabs are 9mm by 5mm, perhaps a little oversize, but that just means less scribing!



6 Card provides just the right surface to model tarmac. Sponging on a mix of Precision Paints new and bleached tarmac colours, followed by some talcum power, is easy enough and gives a nice finish with plenty of subtle shades in it.

Getting Practical



7 TT:120 grass isn't going to be very long, especially if it's mown regularly, so a sprinkling of scatter material on some PVA glue does the job very nicely. Pat the scatter down before tipping any excess into the pot again for a smooth finish.



8 All pubs need a smoking shelter nowadays, and they are uniformly ugly. This one is based on a local prototype and starts with some posts of 2mm square Plastruct section. On top, I'm keeping my customers dry with a sheet of Wills corrugated iron. At 4mm scale, it's a little big, but looks the part.



9 Tables are made from 3D-printed casks with a circle of Plastikard stuck on the top. Cut the circle with a pair of compasses fitted with two points; just spin them to cut a groove in the plastic, and snap the excess away.



10 Most pubs like to advertise the opportunity to watch sport on a giant TV, and a quick look online will bring up pictures of banners sold for the purpose. Print a few out in various sizes, and pick the ones that fit best on the pub walls.



11 Noch garden fencing appears to be made of a resin, which, straight out of the packet, has a curve in it. To straighten it, I use some gentle heat from a hairdryer, and then push it flat. Not too much heat or the fence curls up into a ball, as I found out the hard way!



12 The fencing is carefully fixed down with superglue; be warned, it is quite brittle. Then, I've added more banners, this time for Sunday lunches. If you want to set the period of your layout, consider other adverts – Christmas lunch, maybe?



13 I couldn't find any wheelie bins for sale, so measured up the one outside our house, and made my own using 8mm lengths of 3.2mm Plastruct square section rod. A little Microstrip around the top, and slices of round rod for the wheels, and they don't look bad to my eyes.



14 The bins are hidden around the back, along with a load of the casks, as they would be at the local pub. Ideally, we'd have commercial-sized bins, but I didn't have one handy to measure, and these are easier to make and a lot of fun to create.



15 At the front, I fancied a raised flowerbed. Sleeper-length pieces of 2mm thick plastic were cut and assembled. The result looks more like a small swimming pool than a raised bed, so it goes in the bin. Never be afraid to throw away something that doesn't look right - you'll always regret it if you don't.



16 A smaller bed is made by edging a half circle painted earth colour, with stones from a bag of horticultural grit. As a guide to do this, I made a card template by drawing around a reel of solder on my bench. Once the paint is dry, add a coat of PVA glue so we can add flowers.



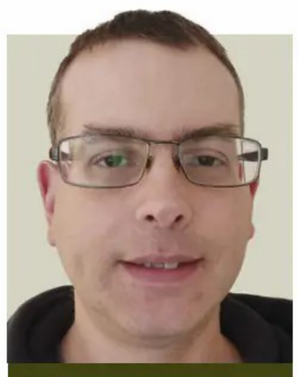
17 Onto the bed of PVA glue, I toss plenty of coarse scatter material, topped off with some colourful fine stuff. The large lump has a piece of lichen underneath it. I suspect gardeners will despair of my efforts, but they do add colour.



18 I'm so pleased with the garden out the front, I've made a small one at the back too. The method is the same, but the plants have been extended to climb up the wall. Job complete - now I have an ideal pub for a layout!

How to add working platform lights



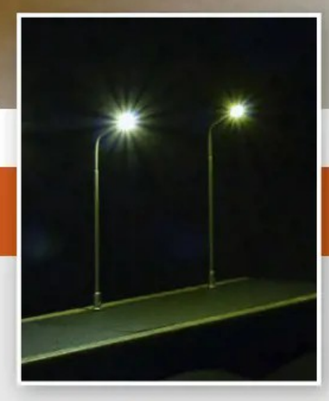


Michael Campbell

WORKING LAMPS add interest to any layout. Not so long ago, making model lamps work required patience and skilful work, but today we are spoilt with a range of commercially available lamps, which any modeller can fit to their layout with only basic tools. The use of tiny light-emitting diodes allows scale-size lamps to illuminate brightly, without getting hot and taking little power, they can even be run-off batteries. These tall, slender, modern lamps from Kytes Lights would look great on any modern-era layout.

Looking at my local stations, I estimated the platform lamps to be between 12 and 20 metres apart (160mm to 260mm at OO scale), although this can be closer around buildings and busy areas. I used a much closer spacing for this demonstration. Closer spacing on a compressed model may help the illusion of length.

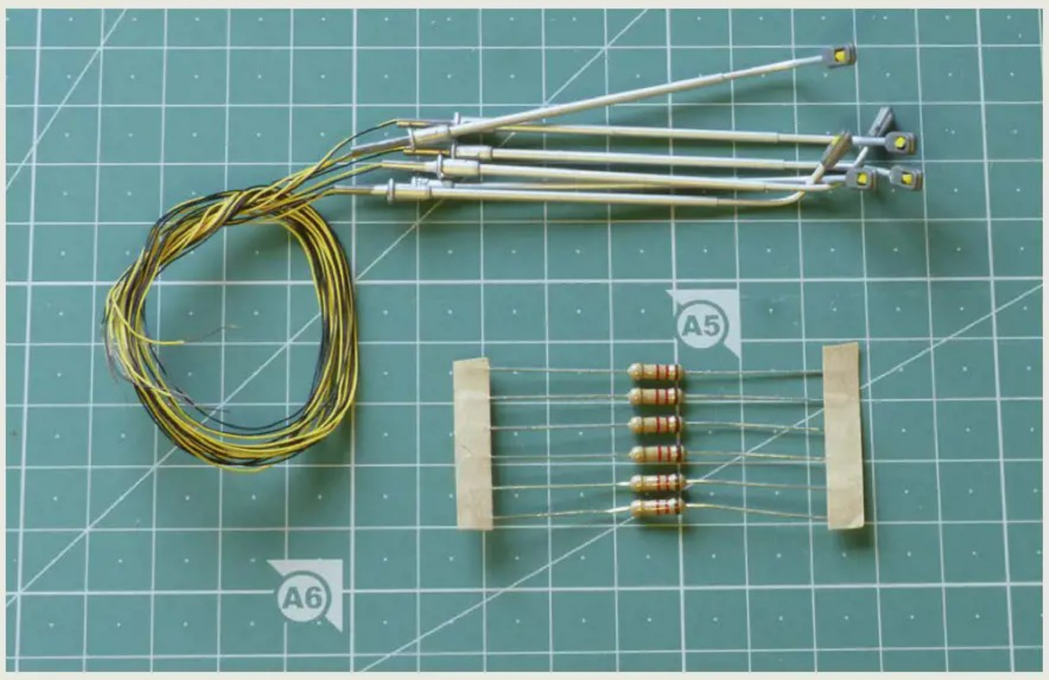
I powered the lamps from a 12V DC supply via a DC power connector. If using the 16V AC accessory output of a controller, a rectifier or voltage regulator circuit is required. Alternatively, batteries can be used (3V) without the resistors. The parts for all options are available on the Kytes Lights website or from other electronics suppliers.



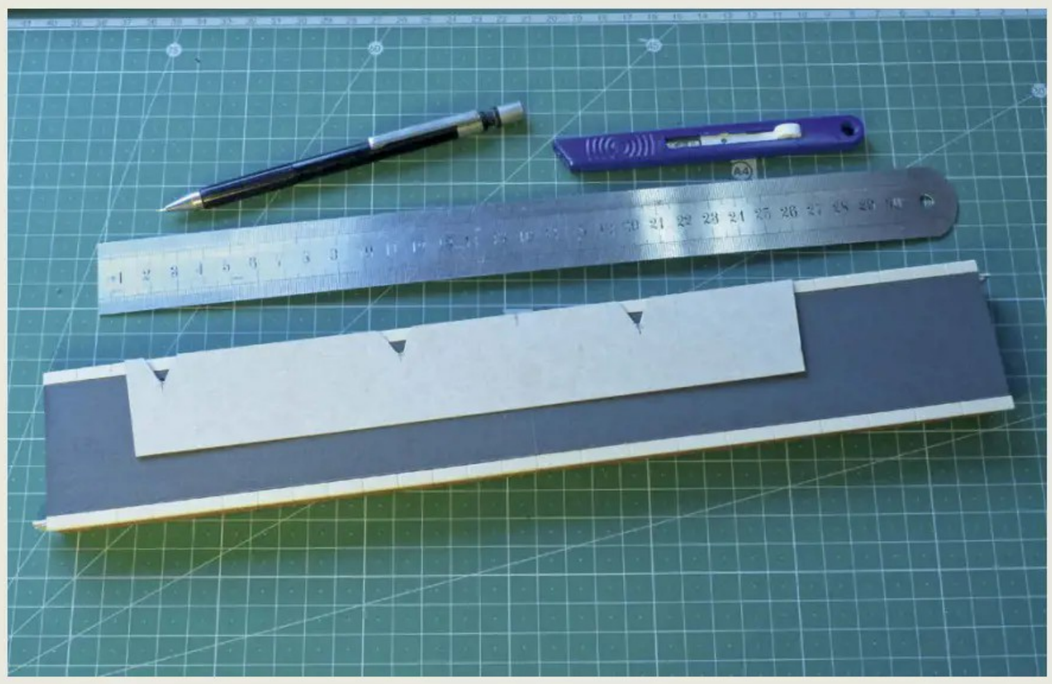
WHAT YOU NEED

Kytes Lights
Ultra-slim platform LED lights

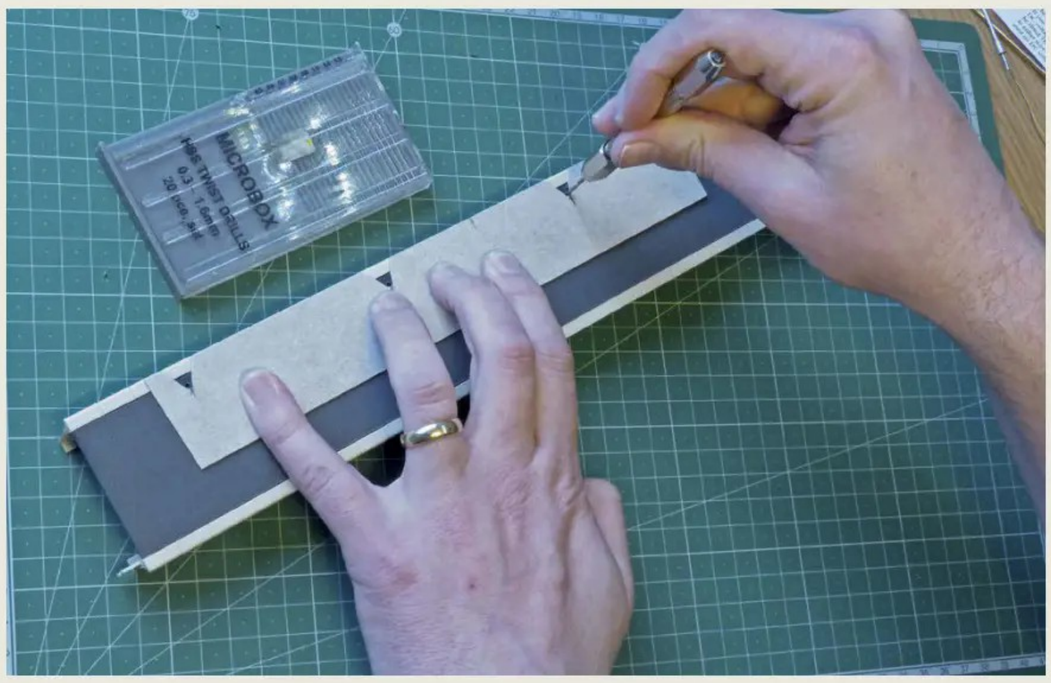
Other
Screw terminal block, layout wire (ideally two colours), 1.6mm drill bit, pin vice, fine files, PVA glue or matt medium, rule, craft knife, pencil, scrap card (for marking out template), plastic sheet and plastic cement (for support blocks), screwdriver, pliers, wire cutter, wire stripper (for wiring connections).



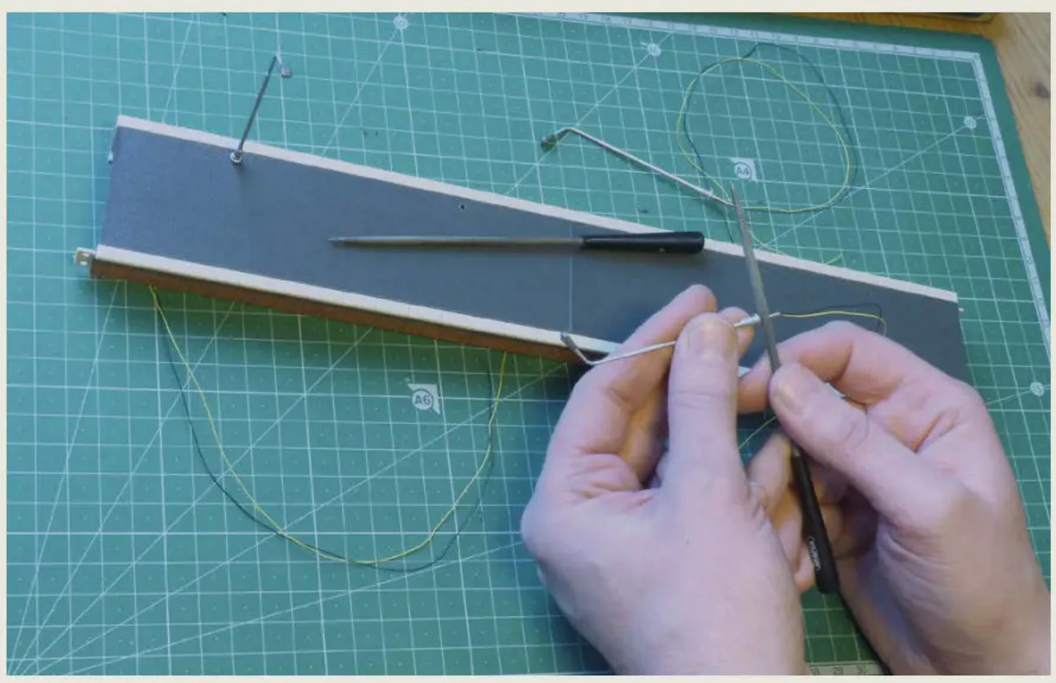
1 The pack contains six lamps, each with a resistor. The lamps are finished in a satin silvery-grey, representing a galvanised steel finish, so need no painting. The first task is to carefully separate the fine wires.



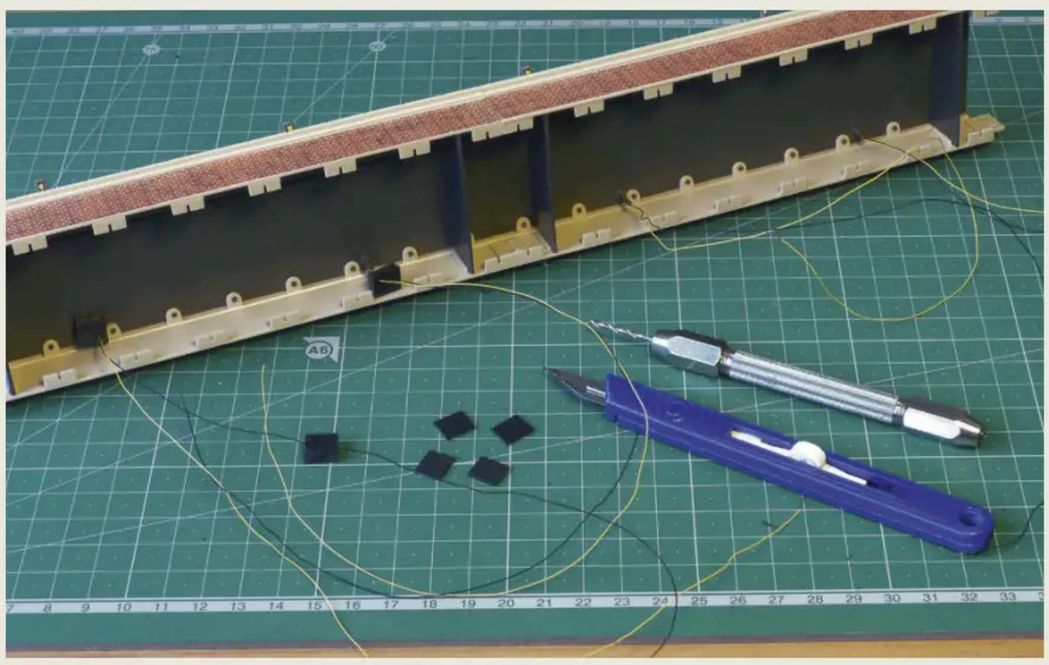
2 Rather than mark the platform, I measured and cut a card template to set out equal spacing apart and from the back of the platform for each lamp. Check there are no obstructions under the platform at the site of each lamp.



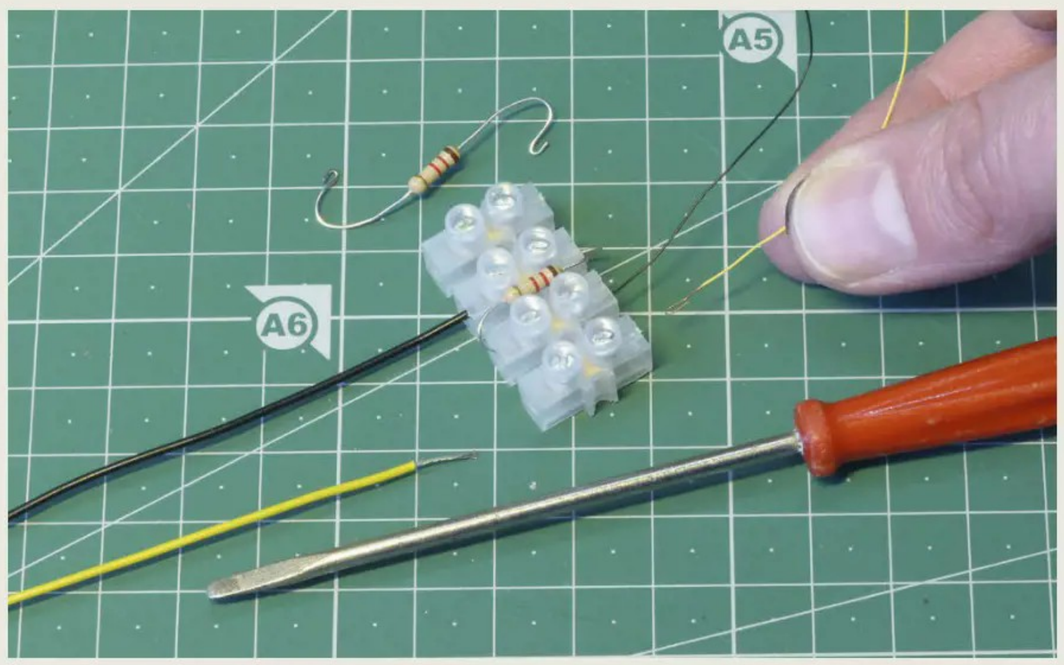
3 The lamps fit into a 1.6mm hole. The plastic platform surface is easily drilled by hand using a pin vice, ensuring it is vertical. A power drill might slip or melt the plastic, although a mini drill may be needed for platforms on a wooden base.



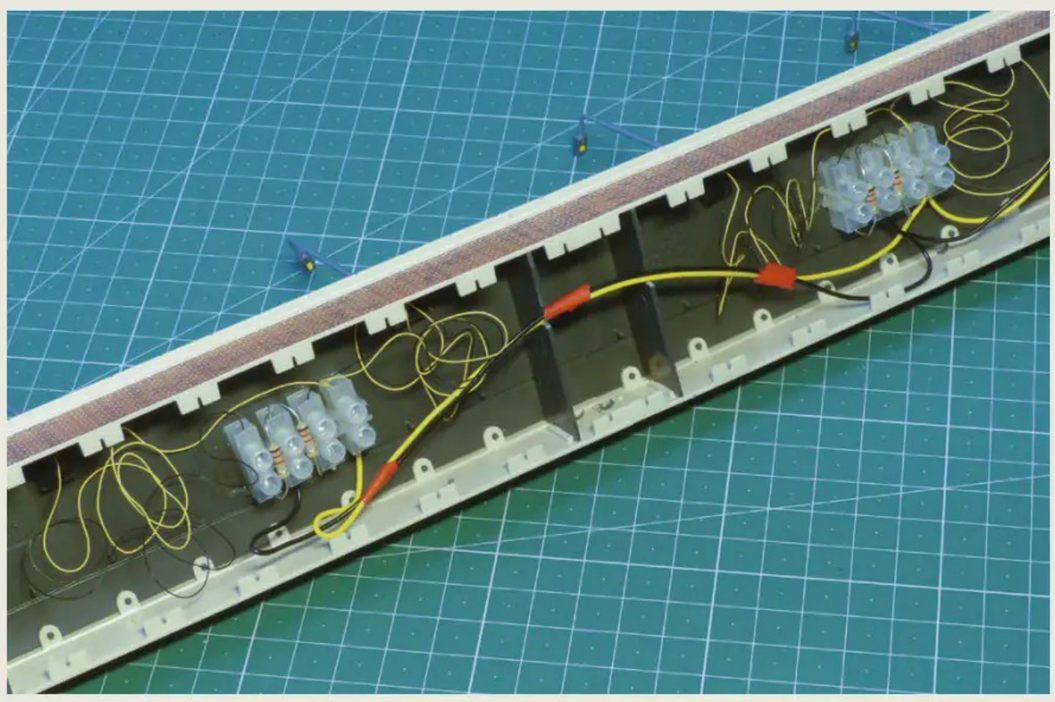
4 Some lamps had paint residue around the shaft. I ran a square file around the shaft under the base of the lamp, and a round file in the hole, until the lamps fitted snugly to the platform surface. Take care with the wires as they are very fine.



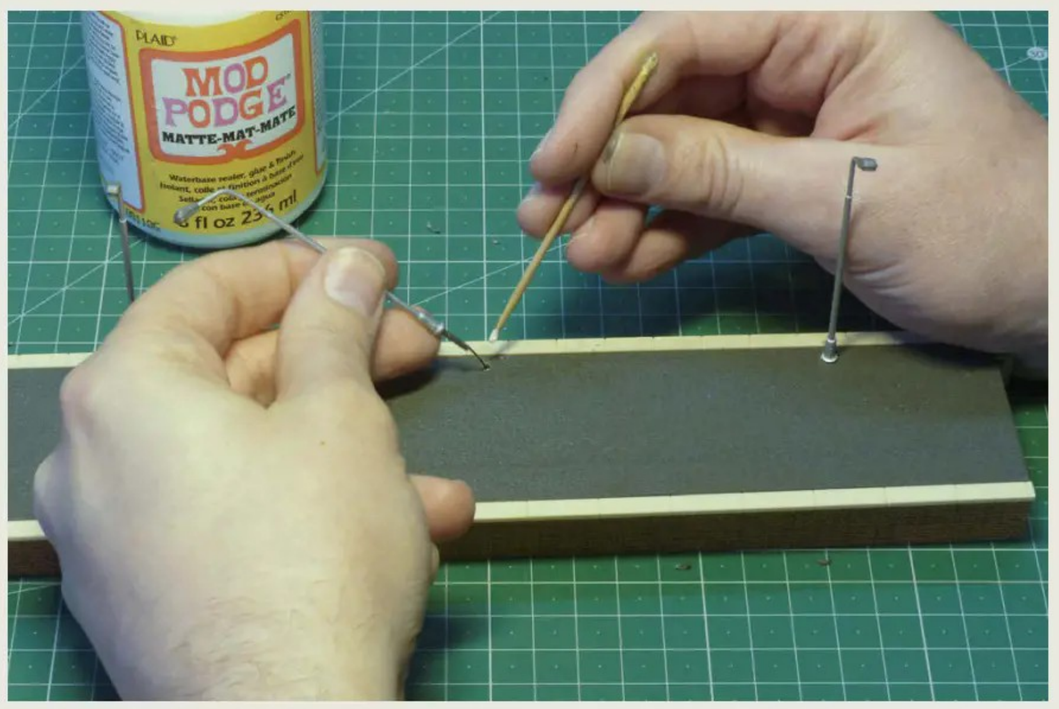
5 For a secure footing, I made blocks from four layers of 1mm Plastikard, drilled with a 1.6mm hole, threaded up the wire over the lamp base, and cemented to the underside of the platform, checking the lamp stands vertically. For a card platform, wooden blocks could be used.



6 I connected the wires to a screw terminal block, which is a convenient place to fit the resistor in series with each lamp. I wired two lamps to each block. I find folding the end of the fine wires and resistor tails helps the screw secure them.



7 The terminal blocks can then be connected in parallel. I stuck the terminal blocks under the platform with contact adhesive, allowing wiring up on the workbench. Alternatively, pass the wires through a hole in the baseboard and connect them up underneath.



8 If the lamp isn't a friction fit in the hole, sparingly apply a little PVA glue or matt medium (which doesn't dry shiny) into the hole. This should grip the lamp adequately but give way if it ever needs to be removed.



The specific branding on the 24½ Ton wagon. The yellow triangle was initially quite pale, but after a little retouching by hand and weathering, it looks suitably work-worn.

Bargain custom transfers for unfitted rolling stock



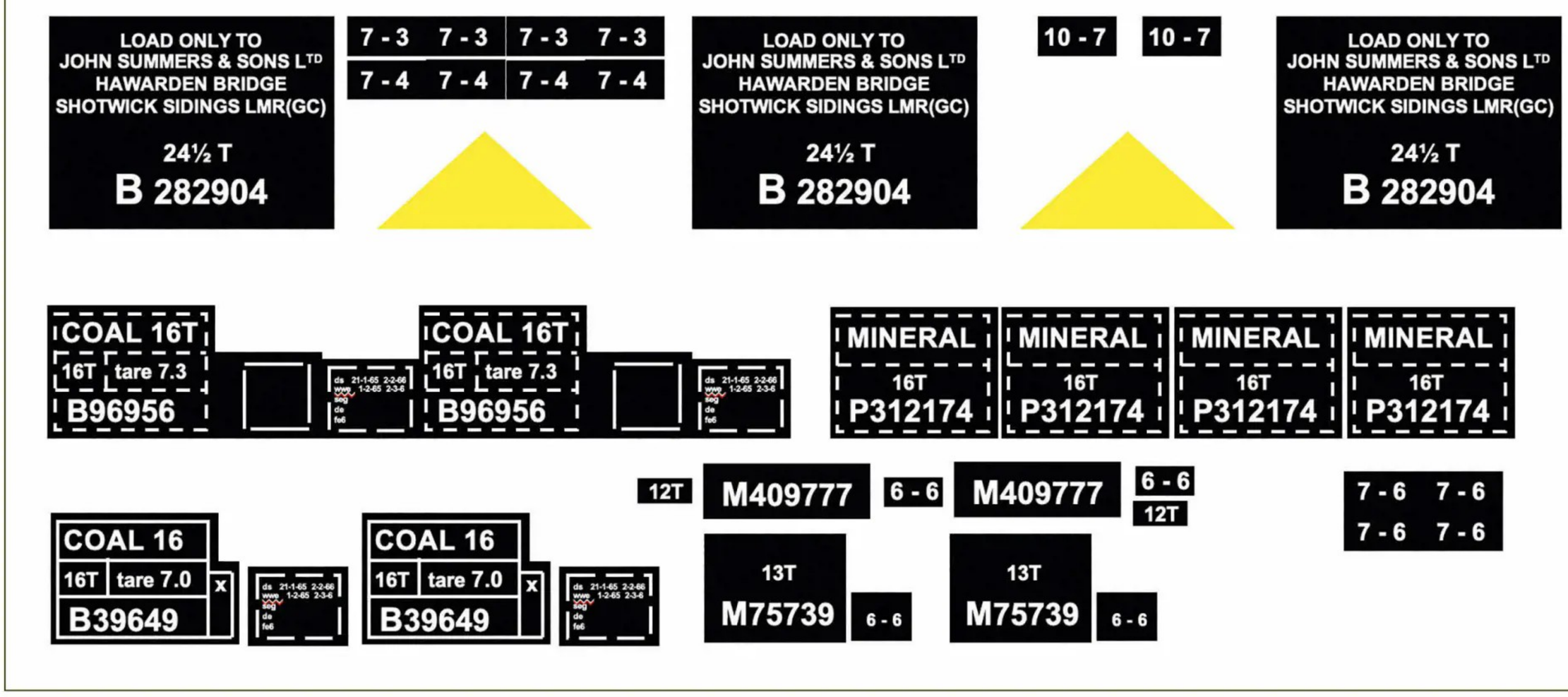
Ian Smith

DESPITE A wide range of waterslide transfers being available for OO, it is not always possible to find your particular requirements, especially when modelling a specific prototype. Three number groupings from Fox make assembling a chosen number easier than manoeuvring six individual digits, but you may have already used one of the required groups and other markings may be even more elusive. Some firms offer custom transfers, but these are quite expensive, especially for small orders. Surely it cannot be hard to make your own with a home printer and some decal paper?

Home printing has two main problems. Firstly, most printers do not produce the dense colours present on professional transfers. However, this is not especially noticeable once weathered and can actually contribute to a nice faded look. The other problem is more serious. With a few exceptions, British Railways marked its freight stock with white lettering. Home printers don't use white ink, they just don't print the white bits, letting the white paper show through. White transfers would, therefore, just be clear!

Home printing is, therefore, a non-starter for vacuum-fitted wagons, where lettering is applied direct to bauxite bodywork, but there is a solution for unfitted wagons, where the letters are printed onto a black panel. I was inspired to try this when repainting some old kit-built wagons, which I had originally hand-lettered. I saw a photograph of a 24½ Ton mineral wagon in *An illustrated History of BR Wagons*, showing very specific instructions, which I wanted to reproduce. I prepared my artwork in Microsoft PowerPoint, zooming in to 400% to make everything visible. I measured the area on the model where the black box would go and then started with a black rectangle of this size in PowerPoint. I used Ariel font for the lettering, adjusting the size to look right within the black box. The 'B' ended up being size 6, the numbers size 5, and the fine lettering 2.7. Once happy with the layout, I copied everything to make four sets (two spares) and also drew up some lettering for other wagon projects. I printed my transfers on Mr Decal paper (readily available online), using the photo paper setting for fine printing and sealing the printed result with spray varnish (I find 151 clear matt varnish both effective and economical, but others will no doubt work, too) according to the instructions.

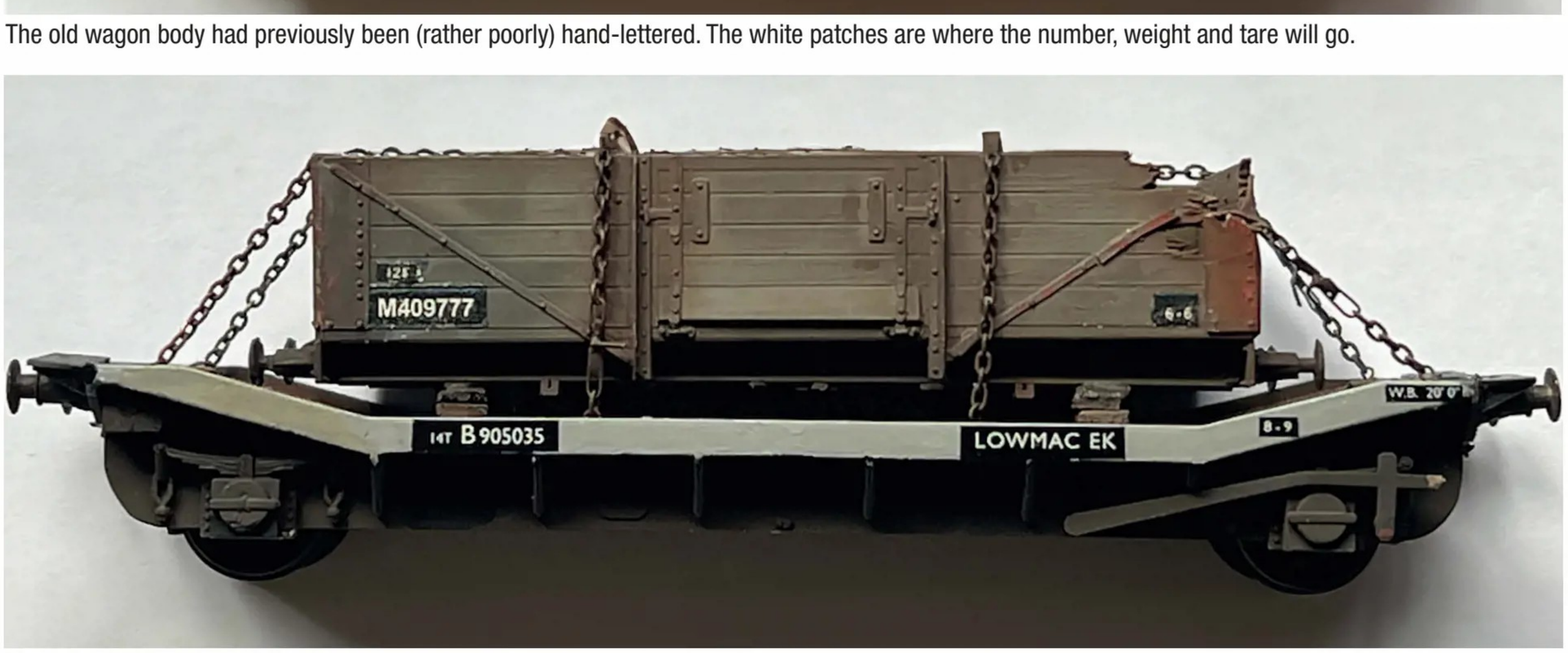
The final trick is to paint a white area slightly smaller than the black box onto the wagon. This doesn't have to be especially neat, as the transfer will cover the edges. A white gel pen also works quite well. The transfers are then applied such that the white shows through the clear area, revealing the lettering. Although the final result is not as crisp as a professional transfer, such as the ModelMaster examples on the Lowmac, the result should be acceptable once weathered. Now there is no excuse not to model a specific prototype.



Artwork for a number of wagons produced in Powerpoint. The specific “load only” instructions were the inspiration, but the broken line boxes for the mineral wagons had also proved hard to find.



The old wagon body had previously been (rather poorly) hand-lettered. The white patches are where the number, weight and tare will go.



With the transfers applied, the black patch neatens the edges while the white shows through the transparent numbers. The homemade transfers can be contrasted with the professional ModelMaster ones on the Lowmac.

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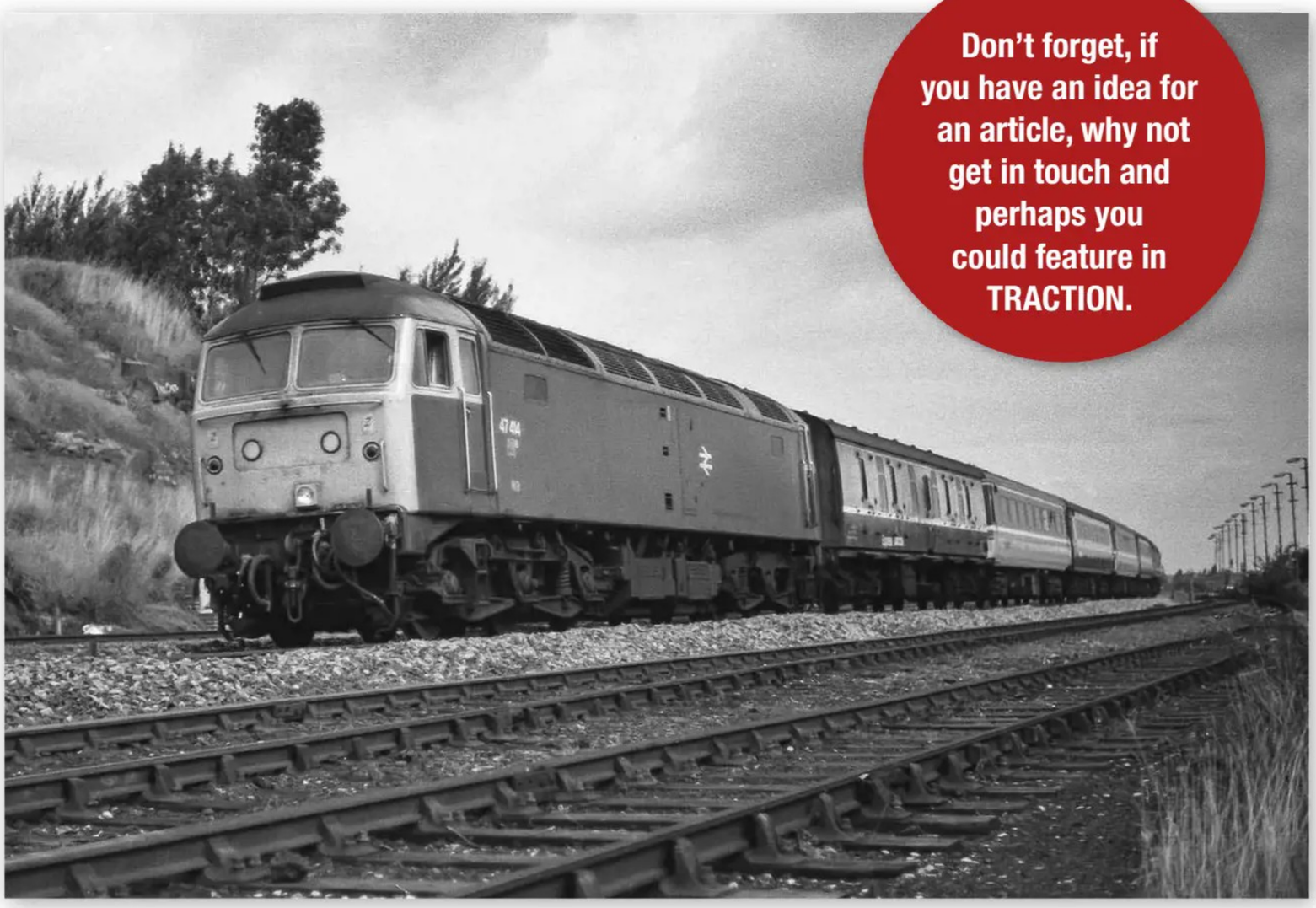
UNIQUE LIVERIES



ALSO INSIDE:

- Rotherham North
- Cromptons Rule
- Hunslet Industrials
- Looks Like a Bad ‘Un





Don't forget, if you have an idea for an article, why not get in touch and perhaps you could feature in TRACTION.

Editor's Welcome



We start this issue of Traction with some of the unique liveries that locomotives carried in the 1980s and 1990s.

The area around Rotherham features in a detailed look at the Swinton and Knottingley line. Some of the later industrial locomotives built by Hunslet are also examined in detail, plus a dramatic accident at Paddington, when a Class 50 and its train derailed. This was witnessed by a former railwayman, who recounts his part in the event.

Finally, we focus on the Class 33 'Cromptons' built for use on the Southern Region, although seen more widely across the country over the years.

Stephen

Stephen Rabone
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Cover photo: 20172 and 20028 are seen at Thornaby on July 3rd 1988.

Unique Loco Liveries

Unusual liveries applied to locomotives have always had a special appeal for railway enthusiasts and photographers. **John Dedman** presents a selection from his extensive photo collection.



20172 and 20028 were two of the Thornaby blue Class 20s with the addition of the red solebar and in some cases names; the other locos similarly treated were 20070, 20173 and 20174. The named locos were 20028 *Bedale*, which had nameplates, whilst 20172 *Redmire*, 20173 *Wensleydale* and 20174 *Captain James Cook RN* all had their names painted on the solebar. 20172 and 20028 are seen here at Thornaby on July 3rd, 1988.



In February 1987, Tinsley Depot repainted and named two of its Class 20s in BR Green, 20030 *River Rother* and 20064 *River Sheaf.* By the time this photo was taken on September 15th, 1987, they had both lost their painted names on the red solebars. They are shown here heading north at Stretton with empty steel wagons.



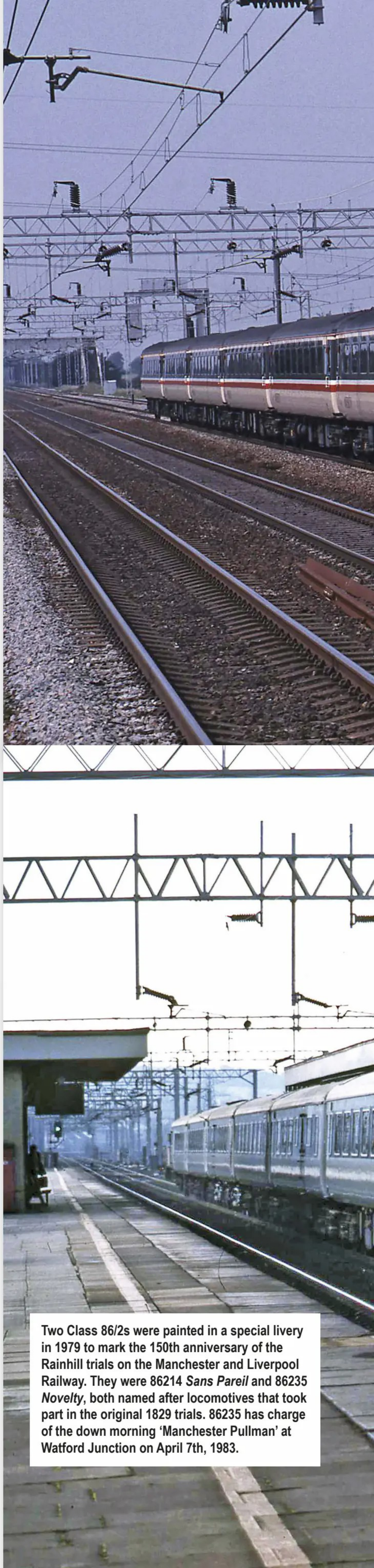
In the spring of 1987, Thornaby Depot repainted 37501 into British Steel blue livery and named it *Teesside Steelmaster.* It was often paired with 37502 *British Steel Teesside* in Railfreight Red Stripe livery and on September 7th, 1987, the pair is at Stenson Junction running light engine probably heading back to Teesside.



47361 *Wilton Endeavour* is another one of Thornaby Depot's one-off liveries. It is at Stenson Junction on September 7th, 1987, with a train of pressurised tanks with a barrier wagon behind the loco.



The other side of 47817 can be seen here at Warrington on August 13th, 1996.



Two Class 86/2s were painted in a special livery in 1979 to mark the 150th anniversary of the Rainhill trials on the Manchester and Liverpool Railway. They were 86214 *Sans Pareil* and 86235 *Novelty*, both named after locomotives that took part in the original 1829 trials. 86235 has charge of the down morning 'Manchester Pullman' at Watford Junction on April 7th, 1983.

47817 was one of two Class 47s in *Porterbrook* livery, the other one being 47807. 47817 is seen here at Coppenhall with a southbound Inter-Regional train on July 11th, 1997.





86246 was repainted into the style of the electric blue livery with white windows and cab roof, red buffer beams and cast lion and wheel emblem. It is running light engine with 87019 at Mossend on June 27th, 1989.



86401 was painted into Network SouthEast livery for services between Euston and Northampton in December 1986. According to the railway press at the time, more were to follow in this livery but never appeared. 86401 was later named *Northampton Town* and is seen heading an Inter City working north through Stafford on October 13th, 1989.



90128 was painted into Belgian Railways livery for the Freightconnection 92 Exhibition. It was named *Vrachtverbinding* and is shown running light engine at Coppenhall on July 11th, 1997.



90136 is in Railfreight Distribution livery with added orange ends similar to the French liveried 90130. It is heading a southbound Freightliner at Warrington on February 25th, 1993.

90129 was also repainted for the 1992 Freightconnection Exhibition, it is in German livery with the name *Frachtverbindungen* and heading south at Warrington on June 7th, 1995.

Rotherham North by the S&K

By Andrew K Overton

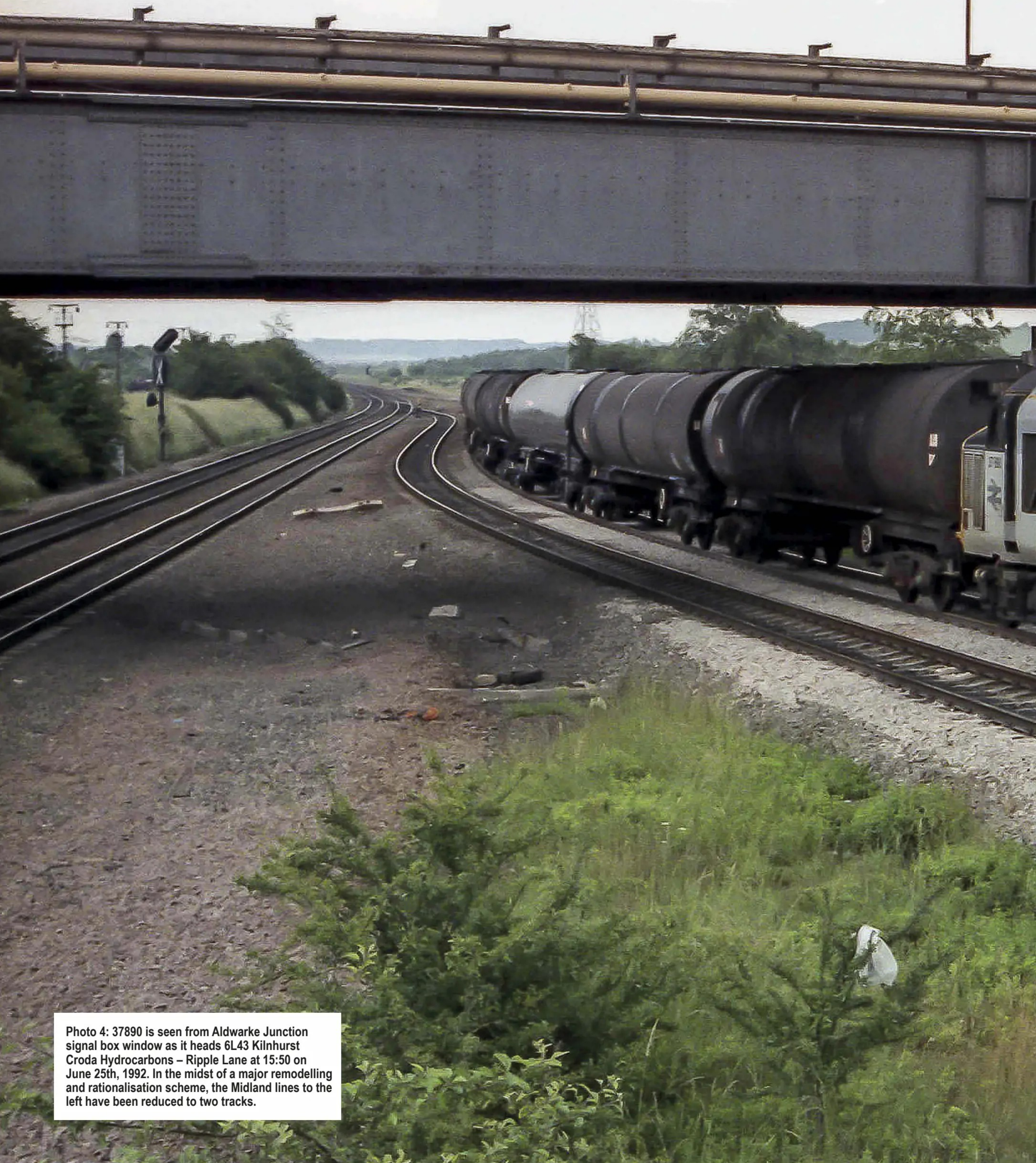


Photo 4: 37890 is seen from Aldwarke Junction signal box window as it heads 6L43 Kilnhurst Croda Hydrocarbons – Ripple Lane at 15:50 on June 25th, 1992. In the midst of a major remodelling and rationalisation scheme, the Midland lines to the left have been reduced to two tracks.

In TRACTION 282 (April 2024 issue), I described the workings on the ex-Great Central Railway (GCR) routes in the Mexborough area and ended at Aldwarke Junction. We now turn back on ourselves and follow the former Midland Railway, and onwards towards Leeds and York via the Swinton & Knottingley Joint (S&K) line through Moorthorpe.

The S&K diverged geographically from the Midland Main Line at the site of Wath Road Junction, but by the 1980s, re-signalling to the Sheffield Power Signal Box (PSB) had brought the pointwork between the routes southwards to near the future site of the present-day Swinton station at Swinton Junction. The Midland route was originally an Anglo-Scottish main line, but at the end of the summer 1982 timetable, regular passenger services were withdrawn from the line north of Swinton Junction and through Cudworth due to colliery subsidence, and diverted onto the S&K. From 1984, NE-SW services not calling at Leeds were further diverted off the S&K to run via Doncaster.



Photo 1: 47427 heads south off the S&K route at the site of Wath Road Junction with 1V61 14:40 SuO Leeds to Cardiff Central at 15:13 on May 28th, 1989. The severed former Midland route tracks via Cudworth can be seen opposite the loco, the trackbed diverging across the middle of the photo to the left, and the cutting of the former GCR line to Wath runs across the middle of the frame. The Manvers Complex occupies the background.



Photo 2: 47414 passes the Croda Hydrocarbons discharge siding at Kilnhurst with 1V80 08:20 SO Bradford Interchange to Paignton at 10:40 on August 21st, 1985. This train will cross over to the main lines to its right (in direction of travel) at Aldwarke Junction.



In the summer of 1983, the Midland route through Cudworth saw just a few summer-dated services: 1E33 07:26 SO Luton to Scarborough, 1E22 12:46 FO Portsmouth Harbour to Leeds and 1V56 22:31 FO Bradford Interchange to Paignton. In 1984, the Luton to Scarborough was replaced by 1E05 07:39 SO Leicester to Scarborough, the Portsmouth to Leeds had gone and the Bradford to Paignton departed at 22:37. This was repeated in 1985 with minor changes to departure times and, in 1986, the Scarborough service started back from Bedford Midland at 06:06. The line closed completely as a through route north of Swinton Junction on June 1st, 1987 (Photo 1).

Between Aldwarke Junction, where services towards Doncaster crossed onto the former GCR lines, and Swinton Junction, the Midland route was still a major four-track railway. The junctions at Aldwarke were used to position trains onto the two westernmost tracks for the Midland line through Cudworth or the two easternmost tracks for S&K traffic, with Swinton Junction usually only used for crossing moves with freight trains. When the line through to Cudworth closed, the two westernmost tracks north of Aldwarke Junction consequently saw limited use for civil engineer's recovery trains before being taken out of use completely from March 26th, 1989 (Photos 2 & 3).

The Croda Hydrocarbons works was mentioned in the previous article and by this period was only connected to the main line network via a private siding off the Midland route south of Swinton Junction. It was served a few times a week by a working from Ripple Lane, which took a circuitous route to approach from the north, so as to be able to back its train in. The loco then left light engine while the wagons were connected up to steam heating pipes to facilitate the heavy tar product flowing through the discharge pipes. After unloading was completed, the loco would return, crossing over at Swinton Junction to regain the siding and work the empties back south.

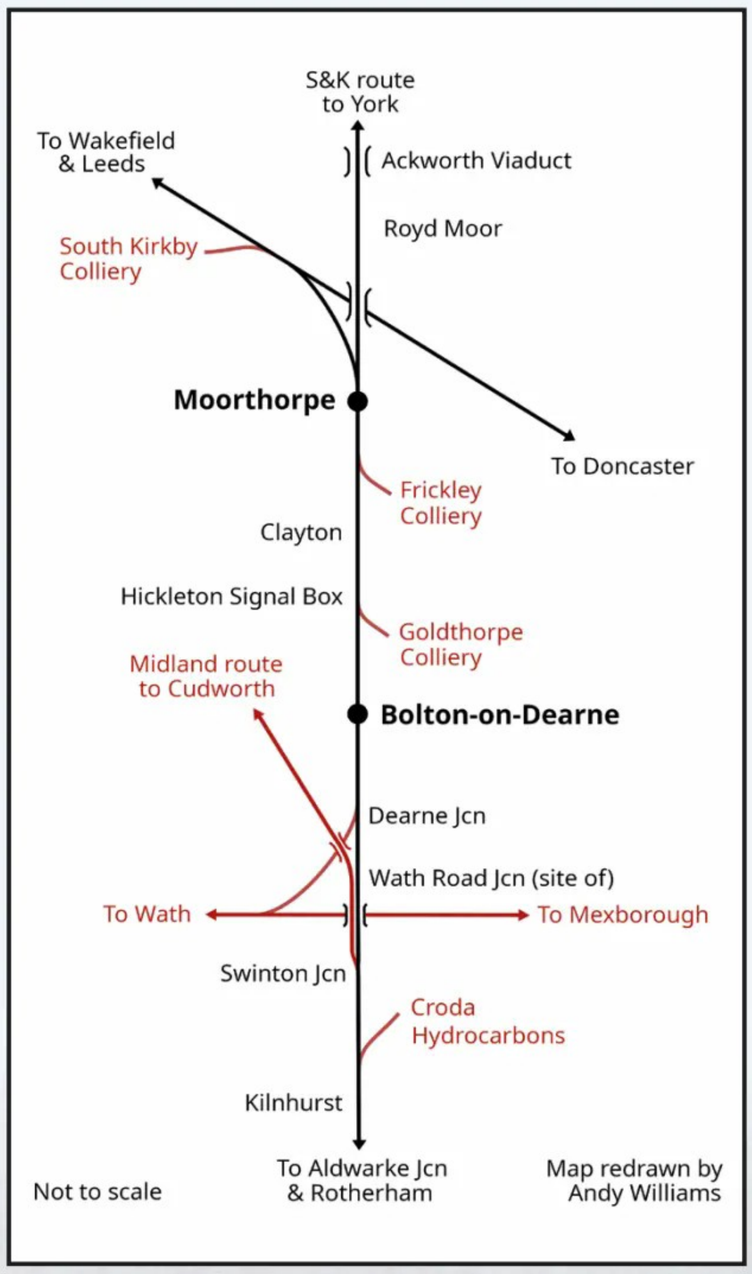


Photo 3: 47803 powers 1O11 10:05 SuO Newcastle to Poole through Kilnhurst West between Swinton Junction and Aldwarke Junction at 12:39 on May 28th, 1989. By now, the two main line tracks furthest away are out of use.

Photo 5: 45111 *Grenadier Guardsman* with 1E05 07:39 Leicester to Leeds passes Clayton, north of Hickleton, at 09:45 on a misty January 12th, 1985. This service returned as 2Y19 12:22 Leeds to Sheffield. On summer Saturdays, it ran outward via Cudworth to Scarborough.



In later years, with the opening of the Swinton Curve in 1990 and the remodelling of Swinton Junction, the inward train and returning light loco came via that route (Photo 4).

The Midland line through Cudworth was always a difficult one to photograph due to embankments and being hemmed in by industrial sites with no public access in the Wath area, and with limited vantage points onwards to Cudworth. Once it became mostly freight-only, the photographer also had to hang around, possibly for hours, waiting for something to turn up. It was not accessible by train service and being a long and hilly bike ride from my home in Doncaster, I sadly missed the opportunity to photograph it before it shut – closure came as a shock as it had only been re-signalled at the south end in 1980/1.

The S&K was more accessible and was a busy main line with mixed traffic. From 1984, most loco-hauled passenger trains did not venture north of Moorthorpe, instead turning off there to join the Doncaster to Leeds line at South Kirkby Junction, but it was busy throughout with freight. Apart from local DMU services, the only regular loco-hauled passenger trains north of Moorthorpe were 2H10 08:33 M-F Sheffield to Scarborough

Photo 6: 45135 *3rd Carabinier* storms south at Clayton with 1O19 08:01 Newcastle to Poole on January 12th, 1985.



Photo 8: A pair of unidentified Class 31s head north over Ackworth Viaduct on a train of empty steel bogie bolsters in the weak winter light of January 19th, 1985.

(08:05 SO from Chesterfield) / 2H02 08:55 SuO and the return workings 2H15 19:10 M-F Scarborough to Sheffield / 2H03 18:35 SuO, which ran for the last year in 1985 to similar times. In addition, the summer-dated services to Scarborough, noted above as travelling out on the Midland route via Cudworth, came back south via a convoluted route through Bridlington and then up the S&K from Milford. After the Midland route closed, they ran both ways via the S&K.

Photographic locations north of Wath Road Junction were initially limited, due to the line being on a high embankment. Dearne Junction was situated up on this embankment and a curve round to the GCR route at Wath diverged, used by some coal traffic, but photography was impossible. It was not particularly wise to hang around the Bolton-on-Dearne, Goldthorpe and Thurnscoe areas as they were exceptionally rough and with no stations at the latter two in those days. North thereof, the line runs through pleasant open countryside, which even in the 1980s, with mining extant nearby, was relatively unspoiled.

Photo 7: A 2-car Class 110 Calder Valley DMU on the 13:16 York to Sheffield all stations service is seen south of Royd Moor on January 12th, 1985.

It was also sufficiently far removed from the mining villages to deter the casual youths likely to be a nuisance to the lineside photographer (Photos 5 & 6). Further north you were into Moorthorpe, which was also well-dodgy, so there was quite a limited safe working area, shall we say? I do wonder whether some readers think I'm exaggerating the risks in these areas, but it was very much the case that you could get badly beaten up or shot at by air rifles when minding your own business; you really did need to be street-wise and not draw attention. This stretch of line also fed MGR traffic to the Aire Valley power stations to the north from the pits at Goldthorpe and Frickley, reached by short branches off the main line.

Unlike the Midland route, which had pockets of semaphore signalling right up to closure, by the 1980s, the S&K had been re-signalled with colour lights and motor points operated from the traditional lever-framed boxes at Hickleton and Moorthorpe. The intention was to extend Sheffield PSB's control through this area but this never happened. Panels in the boxes at Ferrybridge, Milford and Church Fenton took over further north.

North of Moorthorpe the line crosses the Doncaster to Leeds route, after throwing off a connecting south to west curve, and heads out again into quiet countryside. This curve was also used by MGR services to and from South Kirkby Colliery, alongside the former line, which proceeded via the S&K to the north and ran round in the loop at Moorthorpe. Vantage points along this section were good but were mostly well away from public roads, requiring the use of footpaths and bridleways. A 1 in 151 gradient rising to the north provided a challenge to locos, especially those in charge of trains that had set off from a stand at Moorthorpe, and it could be quite a spectacular place to spend a pleasant day with a camera, undisturbed by anyone and rarely visited by photographers.

A favourite spot was a bridleway bridge at Royd Moor, just where the steeply rising line enters a cutting, which I first discovered at the end of a bitterly cold January day with snow on the ground. The previous weekend I had photographed just to the south of this point (Photo 7), and this time I had been photographing around the Wakefield area and was working my way home, exploring new locations. I had detoured off the Doncaster road to have a look at Ackworth Viaduct and got a lucky



Photo 9: 47303 powers an oil train up the gradient at Royd Moor at 16:00 in the last light of a bitterly cold January 19th, 1985. Moorthorpe signal box's M588 signal warns of the junction ahead, and the slag heaps of South Kirkby colliery can be seen on the skyline.



Photo 10: 45033 passes Royd Moor with 1V46 12:55 York to Swansea relief at 13:30 on August 22nd, 1985. This was a most unexpected photo, regular NE-SW services having been diverted off this section of the S&K the previous year.



Photo 11: 56013 beats its way uphill at Royd Moor with a loaded MGR for one of the Aire Valley power stations at 10:10 on August 22nd, 1985. The train would have originated from Goldthorpe, Frickley, or South Kirkby collieries.



Photo 12: 37212 heads split-box 37086 on a Lackenby to Corby steel coil working at Royd Moor at 14:55 on August 22nd, 1985. As can be seen from the signal on the left, Ferrybridge signal box supervised the auto sections on the Down line with Moorthorpe 'box supervising those on the Up.

shot, as even on Saturdays in those days, quite a bit of freight was moving about (Photo 8). By the time I arrived at Royd Moor, the afternoon light was failing and I knew I would have to return another day to what was a very promising spot, but again, my luck was in as I managed to get a photo before packing up (Photo 9). I still remember the fiasco on the way home caused when the bolt holding the derailleur onto the frame of my bike stripped its threads – what to do now? Too far to walk home, no mobile phones in those days and no-one at home had a car. You had to look after yourself in those days, so after a think, I hammered a stick into the place of the bolt with a rock and made it back.

When I returned, it was in completely different conditions in the middle of summer. I set myself up only expecting to photograph freight but was delighted when a 'Peak' came rushing south on a rake of Mark 1s during the afternoon. In those days, armed only with the public timetable, it was nigh on impossible to identify special workings and it was only during the preparation of this article that I have been able to pin it down as a relief working from online gen (Photo 10). Freight workings did not disappoint either, with regular flows of steel, coal and petroleum using the line (Photos 11 & 12). If only the cost of film and developing in those pre-digital days hadn't been an issue, how many more photos would I have taken?

The photographer today would take very different pictures and probably struggle to get any at all north of Moorthorpe. Pits, power stations, hydrocarbon and steel works have all gone, along with their traffic and the once industrialised sites are now covered by modern housing estates, link roads, business units and country parks (a.k.a. grassed-over slag heaps). Passenger traffic south of Moorthorpe is still frequent, although lacking in loco-hauled trains, but most freight paths throughout the line are unused on a day-to-day basis, trains running as required. Even the local passenger service to York is subject to bus replacement. Hickleton and Moorthorpe are still as rough as they were though, so some things never change.

The 32-ton Hunslet 0-6-0DH locomotives proved popular with the National Coal Board, which purchased several for use in its North Derbyshire and South Midlands areas. Hunslet works number HE6289, a 32-ton 0-6-0DH sold to the NCB in 1966, initially worked at Desford Colliery, Bagworth, but during the following decade, it was transferred to Snibston Colliery at Coalville, where it was recorded in June 1989. Although by this date the colliery had been closed, the site was undergoing redeveloped into a museum and park complete with working rail line. DAVID RATCLIFFE

Hunslet Diesel Industrials

Having discussed the Hunslet Engine Co.'s earlier designs in TRACTION 248, **David Ratcliffe** now considers the Leeds manufacturer's later industrials.

The Hunslet Engine Co., first established in 1864, built a wide range of steam, diesel, and electric industrial locomotives, both standard and narrow-gauge, until production at its Jack Lane Works in Hunslet ended in 1995. Initially, the company's diesel output, which had begun in the 1930s, was predominated by four-wheel diesel mechanical designs but, following the Second World War, modernisation of the railway system saw wagons becoming bigger and trains heavier with industrial users requiring larger and more powerful locomotives. Furthermore, the benefits of hydraulic transmission, in providing a smoother build-up of power, influenced future diesel locomotive development.

Consequently, during the 1950s, Hunslet began building diesel hydraulics, with both 153 bhp 0-4-0DH and 260 bhp 0-6-0DH types available to potential customers. Measuring 22ft over buffer beams, with 3ft 4in diameter wheels and a 9ft wheelbase, the 0-6-0DH was powered by a 260 bhp Gardner 8L3B engine providing a maximum tractive effort of 21,750 lbs.

Now owned by RMS Locotec, the second of the 325 bhp Hunslet 0-6-0DH locomotives, works number HE6295 built 1965, is pictured at Cobra Raifreight's Middlesbrough Goods freight terminal in April 1999. Weighing 40 tons, this loco had also previously worked for the NCB at Snibston Colliery before its sale to RMS Locotec. DAVID RATCLIFFE



Also purchased from Hunslet by the NCB was works number HE7180, which is seen when working at Lea Hall Colliery, near Rugeley, in August 1980. Built in 1970, it would later be acquired by the Shropshire Locomotive Collection. TREVOR MANN

In 1965, Hunslet decided to upgrade its 0-6-0DH design by fitting the more powerful six-cylinder 325 bhp Rolls Royce C6SFL super-charged engine, which provided a maximum tractive effort of 21,750 lbs. Now measuring 25ft 4in over buffer beams, and with larger 3ft 9in diameter wheels and a 9ft 6in wheelbase, the new design also had recessed steps at each corner on which the shunter could ride in safety, while the lower bonnet and larger cab windows afforded better all-round visibility for the driver. The first of the 325 bhp 0-6-0DH locomotives weighed 40 tons, but this was soon increased to 55 tons with a view to improving adhesion on wet rails.

As with the earlier 0-6-0DH version, the new design proved popular with the National Coal Board (NCB), which purchased over 20 to work at collieries in Durham, the Midlands and Yorkshire. Many of the NCB locomotives were fitted with train air brakes to facilitate working rakes of the recently introduced MGR coal hopper wagons to and from BR exchange sidings, while other customers for the type included British Petroleum, the Central Electricity Generating Board and Esso. In later years, many second-hand examples found their way into the locomotive hire fleets of firms, such as RMS Locotec and



Built in 1976, Hunslet 0-6-0DH, works number HE7410, had worked for the NCB's Opencast Executive at Coalfield Farm Coal Disposal Point, Hugglescote (South Leicester Colliery). Subsequently acquired by RMS Locotec, it had then worked for Celtic Energy at Coed Bach Washery, although by February 1997 it was on hire to Grant Rail and is pictured near Wednesbury when hauling a ballast train during the building of the Midland Metro system.
DAVID RATCLIFFE

In 1979, the CEGB ordered two new Hunslet 0-6-0DH locomotives to work at Carrington Power Station, near Manchester. The second of the pair, works number HE8977, was sold back to Hunslet in 1990 and then rebuilt as works number HE9307 for hire to ICI's Billingham Works on Teesside. However, following a decline in rail traffic at the chemical plant, the locomotive was transferred, still sporting ICI badges, to BSC Shotton, being recorded at the North Wales steelworks in August 1997.
DAVID RATCLIFFE



Built for the British Steel Corporation in 1979, BSC No. 404, Hunslet 0-6-0DH, works number HE8978, shunts empty YLA rail carrying wagons at Moss Bank Works, Workington, in April 2005. Following closure of the steelworks in August 2006, No. 404 was transferred to Tata Steel's Shapfell Limestone Quarry, near Hardendale. DAVID RATCLIFFE

the Hunslet-Barclay group, and could be seen working at various locations around the country including chemical plants, docks and distribution depots.

Although for most industrial rail users the 325 bhp locomotives provided sufficient starting and haulage capability to handle the majority of jobs, the movement of heavy hot metal or ingot wagons at steelworks called for greater power. Therefore, in 1971, Hunslet built four 0-8-0 diesel hydraulics powered by twin 388 bhp engines for use at the British Steel Corporation's Ebbw Vale Works

The Ebbw Vale locomotives were 31ft 6in long, with 3ft 9in diameters wheels and a 13ft 6in wheelbase, and weighed in at some 80 tons, while even larger were the 10 1,124 bhp Bo-Bo diesel-electrics, which Hunslet built for BSC's Appleby-Frodingham steelworks at Scunthorpe in 1972/73. At the time, they were the most powerful industrials in Britain, being powered by Rolls Royce DV8 engines and weighing 90 tons. Measuring an impressive 41ft 2in over buffers, the Bo-Bos had an overall wheelbase of 29ft 8in and a bogie wheelbase of 8ft 6in with 3ft 7in diameter wheels.



Hunslet diesel electric Bo-Bo, works number HE7289, BSC No 78, is seen being completed at the company's Jack Lane Works in August 1973. Also on the workshop floor were a narrow gauge locomotive and two Hunslet 0-6-0 diesel hydraulics. The light green livery was carried by all the British Steel Scunthorpe Bo-Bos from new until they were repainted yellow during the 1980s. DAVID RATCLIFFE

Looks Like a Bad 'Un

Roy Kethro recalls his involvement with the Paddington sleeper train derailment of 1983.

The night shift in the Western Region's Control Office at Paddington on November 22nd, 1983, was a fairly routine affair. By 05:00 the four Traction Controllers had all but finished allocating the locos at their disposal to various diagrams, communicating their plans to the depot running foremen by phone. Barring any last-minute failures, the last hour of the shift was their own to either put their feet up and examine the backs of their eyelids, read a newspaper or one of the office's collection of 'gentlemen's' literature, or go for a wander along the corridors of power in the departure side offices to stretch their legs.

For myself as the Senior Maintenance Controller, 05:00 was when I had to step up a gear for an hour and a half of intensive callovers with our HST depots at Old Oak Common, St Philips Marsh, Laira, Long Rock, Landore and the DMU servicing shed at Cardiff Canton.

Whereas locos were generally serviced all around the clock, HSTs were vastly different. They went into traffic during the day and came into the depots for overnight servicing at the end of their diagrams. My nightly task was to produce a set of management information, which included lists of vehicles stopped out of service, defects cleared overnight, defects outstanding and concluded casualty reports. On behalf of the HST Controller, I had to confirm that nominated A exams had been carried out and relay any details of shunts and reforming of sets carried out so he could keep his formation board up to date.

But it was not just a clerical exercise. I had to be satisfied that sets were fit for traffic with no outstanding defects that the Rule Book dictated could not leave a maintenance depot, such as defective lights, horns, or safety systems like Driver's Safety Device (DSD) and Automatic Warning System (AWS). Any irregularities with the latter were subject to specific engineering test procedures, which I needed to be sure had been followed to the letter.

While the Junior Maintenance Controller, who dealt with locos, had the rather unwieldy and user-unfriendly TOPS system to assist with his work, everything to do with HSTs was done with pen and paper on clipboards. That persisted for the first decade of their existence until the mainframe RAVERS (Rail Vehicle Records) system was developed. So, for the last phase of the shift, I would be ringing around the depots, filling out forms, making entries on vehicle history cards, then dashing up and down to the photocopier two floors below making multiple copies of documents for the senior managers. There were mornings when my early turn relief was breathing down my neck at 06:30, eager to get stuck into the handover when I was still up to my ears sorting piles of paperwork.

Having been righted and reunited with the bogies, a wheel skate was assembled around the damaged no.6 wheelset. A tail lamp has been mounted in readiness for the slow-speed recovery to Old Oak Common.
R. TRETHEWEY/COLOUR-RAIL



I was still relatively new to the job and on temporary secondment there from my depot in Bristol, covering for long-term sickness of one of the team. All of the Senior Maintenance Controllers commuted in for the early turn on the up 'Waker', the overnight sleeper service from Penzance, joining at Reading, Swindon, or for myself at 03:30 from Bristol Temple Meads due to arrive at 06:04 in time for the 06:30 handover.

After a few months in the job, one of the suggestions I made was to delay our handover for an hour, which gave everyone a fairer chance to get the paperwork completed. The bonus for all of us was at least another hour in bed. For me, that was two hours as I could then travel in on the much faster 05:30 Bristol to Paddington HST. The hours balanced out over the shift cycle, and it was agreed by all that it was a sensible idea. This is a significant factor in the story I am about to tell, as my relief on the morning in question could potentially have ended up in hospital had it not been implemented.

It was right on the end of the night turn of November 22nd, 1983, when the London end Traction Controller, who had been out for a stroll, came back to the office excitedly announcing, "Hey lads, there's a train on its side outside". Known for his occasional tomfoolery and with no punchline to follow, everyone ignored him. But then a phone rang somewhere in the office with mention of a derailment in the Paddington area.

As I had been a breakdown on-call officer back on my depot, I suggested to the Deputy Chief Controller that I should pop downstairs to have a look. Descending the long flights of stairs from the fourth floor, I emerged out onto platform 1. The first thing that hit me was the extreme cold. Looking across towards Bishop's Bridge, spanning the west end of the platforms, I could see a large dark shape in the gloom. Getting closer, I could see that I was looking at the underside of a loco lying on its side. 50041 *Bulwark*, bereft of bogies, which lay further back, was in a sorry-looking state.

Peering further out to the west through the freezing fog, I could make out a tangle of derailed coaches resting at crazy angles and some lying alongside each other. A handful of passengers were wandering along the ballast towards the platforms. With great British resolve, it looks as if they had just dusted themselves down and intended to get on with their day. It later transpired that injuries were relatively minor, with just three people needing hospital treatment. The one thing I did ascertain was that the driver was not in his cab. The driver and assistant from the station Class 08 pilot loco had found a ladder to allow him to climb out uninjured through the now horizontal cab door.



The scene that confronted the author at around 06:15 on November 23rd, 1983, except that it was still dark and foggy. The extent of the derailed stock in the background was not immediately obvious in those conditions until closer inspection. RAIL PHOTOPRINTS

Returning to the Control Office, I relayed what had happened to the rest of the team, then contacted the HQ on-call engineer to calmly break the news. Telling someone that a loco is on its side and double figures of coaching stock derailed is not something to pass on in a state of excitement, especially if you had just woken them up.

We agreed that I should return to the scene to gather as much evidence as I could. Back on platform 8, I met a gentleman who turned out to be a Traction Inspector. We agreed to examine the locomotive together, me with my engineer's hat on and him focussing on operational standards.

Rather than climb up the underframe to gain access to the cab, I decided to break one of the windscreens and crawl in from ground level. That was a rash decision on my part because none of our depots had any Class 50 windscreens in their stores. The story I heard was that, when a new batch was ordered, the dimensions quoted were that of the aperture, so when they were fitted, they fell through the opening. If one became broken in service due to vandalism or flying ballast, the short-term remedy was to rob Peter to pay Paul from a loco that was stopped out of service for a lengthy period, such as on a major exam.

As well as getting the railway back up and running, two things I had learnt as a breakdown on-call officer were to identify the likely cause of the incident, then preserve and record evidence for any subsequent inquiry. The initial conclusion I came to was that excessive speed had to be a primary factor, so gathering raw data as to how this had come about was an absolute priority.

As for recovery, something as major as this was well beyond my pay grade and limited level of rerailing experience, which mostly revolved around straightforward derailments in yards or running through trap points, putting a few wheelsets in the dirt.

With clipboard in hand, I crawled into the disorientated cab and started recording where all relevant controls were set. That included the position of the power handle, driver's brake valve, loco straight air brake valve, any air left showing on the brake gauges, the AWS sunflower indicator and cab heater switches, while my newfound colleague looked on as my witness. Returning to the outside of the loco, I checked the position of all the buffer beam brake pipe and main reservoir cocks.

One fact I did note was the extreme accumulation of ice on the front of the loco. That was a potential piece of evidence that would disappear as the temperature rose during the morning. Walking back to where the bogies had come to rest, I put my hands on the brake blocks and wheel treads, the residual heat confirming in my mind that braking had taken place. Again, that was a detail that would disappear in time. A propane gas bottle was wedged under the front end of what I adjudged had been to be the leading bogie. I did briefly consider that might have been the cause but then decided it had just been sitting by the side of the track and got caught up by the wayward bogie before it came to rest.

Before I returned to the office, I walked towards the pile of derailed coaches. As I approached, a short character with a white goatee beard and wearing a long black mac emerged from the gloom. Apart from the absence of a scythe, he could easily

have been mistaken for the Grim Reaper. That was the breakdown on-call officer from Old Oak Common and, as Depot HST Engineer, someone who I had spoken to over the phone on numerous occasions but had never met face to face. This was his patch, so I effectively handed over any further investigation to him as he would by then be starting to take in the size of the task ahead in clearing the site.

Back in the office, I wrote out an account of my findings while it was all fresh in my mind, then completed all the outstanding night turn paperwork. My early turn relief, the early turn Loco Maintenance Controller and our boss walked in, having travelled up from Reading. With all main line up services terminating at Ealing Broadway, they had managed to reach Paddington by a local service to Westbourne Park, then by Underground. Had we not changed our shift handover time shortly beforehand, at least two of them would have been travelling in on the sleepers and potentially could have been caught up and injured in the derailment.

Handing over my report, it was time to make my way home to Bristol. It was early afternoon before I walked in the front door. With the adrenaline rush I had experienced earlier that day, I was by now beyond sleep and dreading the fact that in another six hours, I would be heading back to Control for my next night turn. With Paddington going to be closed for a few days, that was likely going to be a protracted journey with the final few miles by Underground until some of the platforms could be reopened.

Relief came when the phone rang telling me that my night turn had been covered and I was to report to the Area Manager at Western Tower in Reading to be debriefed the following afternoon. Disembarking onto the platform, the first person I encountered was none other than our CM&EE John Butt. He had a knack of putting me on the back foot even before he said anything, so straight away I apologised for any delay and omissions from my fleet reports from the night of the accident.

"Not at all," he replied. "You were right to do what you did and leave your assistant to man the office alone". That was a comment which threw me. At the appointed time, my assistant had rinsed out his mug, put it in his locker along with his pens and pencils, picked up his bag and made his way home without waiting for his relief. Granted, he commuted all the way from Colchester, and he was due back in again that night. While I was still out on the platform, he had passed me uttering words that became part of Control office folklore for many years. His total contribution, "Looks like a bad 'un doesn't it?"

During my meeting with the Area Manager, he explained that the immediate session was to establish how the incident had been dealt with. The formal inquiry would follow later. He said he had no idea what my role as a Maintenance Controller entailed, but thanked me for my involvement and report, which appeared to have been copied and shared widely.

A question that had been raised was a perceived delay in alerting the emergency services. It was something I was unable to comment on apart from saying that by the time I and my operations colleague had started examining the loco, there were plenty of firefighters on site. In fact, I had borrowed an axe from one of them to break the windscreen of the loco to access the cab. I was then challenged by the chief clerk as to how I could be sure they were firefighters. Uniforms of white helmets, black tunics and yellow trousers were the order of the day back then. There was temptation to refer to the red lorries with blue flashing lights parked at the lawn end of the platforms, and I had not heard anything about a Village People convention in the West End the previous night. But this was not a time for frivolous comments.

So, that was that for a while. The recovery crews had moved in to start removing the derailed vehicles using Old Oak Common's Cowans Sheldon 76 ton diesel hydraulic telescopic crane and Cardiff Canton's older 75 ton version from steam days, which had been converted to diesel hydraulic. *Bulwark* was dragged out from under Bishop's Bridge then righted with a double lift and reunited with its bogies. A wheel skate was assembled around what had been the leading wheelset that had been damaged in the derailment. It was then moved to Old Oak Common, as were all of the rerailed coaching stock. The Civil Engineers and S&T departments moved on site to repair the track and signalling. Over the course of the following week, Paddington started to return to normality. A scratch formation made up of maintenance spares from different locations was put together to allow a full sleeper service to resume.

For myself, it was back to the rotating shifts with those long commutes between Bristol and London. A few days on, a letter from the CM&EE arrived for me in the internal post thanking me for what I had done immediately following the incident. Then, about a month later, another arrived from him informing me that my temporary secondment to Control had been made permanent. I was never asked if this was what I wanted, but it was a promotion two grades higher and with first-class staff travel facilities, which would have been hard to turn down. Any thoughts about needing to move home closer to the job were put on hold as there were rumours that Western Region HQ was to move out of London and merge with the Divisional offices from Reading, Cardiff and Bristol. Within a year, we were all in brand-new offices in Swindon.



50041 *Bulwark* is waiting the right away from High Wycombe working 1V11 06:45 Birmingham New Street to Paddington in 1982, a year before the Paddington derailment. KEITH BROWN

Department of Transport inquiry

If I thought that my involvement with the major incident from the previous November was over, I was mistaken. A letter arrived at my home address summoning me to attend and give evidence at a Department of Transport inquiry to be held at the Great Western Hotel at Paddington. It was conducted by Major C.F. Rose of the Railway



The loco having been dragged from under Bishop's Bridge, Old Oak Common's 76 tonne Cowans Sheldon telescopic crane being manoeuvred into position in readiness for a double lift. R. TRETHEWEY/COLOUR-RAIL

Inspectorate assisted by our CM&EE John Butt. As well as the numerous witnesses who had been called to submit evidence, there was a contingent from the press corps and members of the public.

Proceedings started by describing the train as 1A07 the 21:35 from Penzance formed with 11 vehicles comprising three Mark 3 sleeping cars (SLEP), five Mark 2 D/E/F air-conditioned day coaches (4 TSO & 1 FK), two gangwayed full brakes (BG) and a General Utility Van (GUV), hauled by loco 50041 *Bulwark*. At North Road, the Plymouth portion, comprising one additional sleeping car and two BGs, was attached immediately behind the loco. That was close to the electrical train supply capacity of a Class 50, known as the ETH index. Each vehicle in the formation had an individual ETH index based on how much power it took from the train supply, which when summed up together could not exceed that of the loco providing it. In this case, the stock added up to 57 with the loco rated at 61.

That was a large formation, in excess of 600 tons, compared to that of the 'Night Riviera' service, which was running in the final few years of my career with First Great Western. With just seven or eight vehicles hauled by a Class 57 by that time, during my perambulations around Temple Meads during the night shift, I would make a point of observing its passage on the Up Through Line; a wave to the driver, looking out for door handles not in the horizontal position, listening for unusual noises from the running gear and making sure there was a tail light illuminated at the rear end. The down service ran via the Berks and Hants route with crew relief at Taunton during that period. A number of intermediate stops, including at Bristol, had been removed by then. During the journey on the night of the incident, driver relief had taken place at Plymouth, Exeter and Bristol, with the guards changing over at Exeter and Bristol.

Continuing the account of what had occurred, a 60mph restriction two miles out from the terminus had not been observed and it was estimated that on reaching a crossover restricted to 25mph half a mile from the platforms, the train was still travelling at around 65mph. Derailment commenced with the loco becoming detached from the stock and continuing for a further 400 yards, turning onto its side and coming to rest alongside platform 8 under Bishop's Bridge. 12 of the following 14 vehicles were completely derailed. Only the last vehicle in the formation ended up with all wheels still on the rails.

A factor noted quite early in the proceedings was the extreme cold and high humidity that developed during the journey, with the temperature having dropped to around minus 5 degrees C around Swindon. That would certainly have accounted for the build-up of ice on the front of the loco. The potential accumulation of condensation within the air brake system of the loco and stock was considered.

In this regard, the maintenance staff who had last serviced the stock at Willesden were questioned, as well as the fitters who had carried out the last fuel point examination on the loco at Plymouth Laira. All reported that very little condensate had been present during the blow down procedure. It was policy to add methylated spirits to the compressor anti-freeze reservoir of the loco to reduce moisture and blow down the air system when freezing weather was reported.

The problem was that this was based on passive information when the frost detector at one of our depots activated. Control would be notified, who would then advise all other depots under our jurisdiction to activate 'frost precautions'. That would include running the engines of stabled locos for 20 minutes every two hours. On this occasion, no such warning had been needed when the loco had last been serviced almost 24 hours prior to the accident. In pre-internet days, we did not have access to local and regional weather forecasts to pre-empt what might happen before the next fuel point examination.

Following servicing, 50041 had worked a trip to Burngullow, then returned to Laira for fuel to be topped up prior to working the 16:35 stopping service from Plymouth to Penzance, the coaches of which formed part of the up sleeper service. On arrival, the sleeping car portion was attached and the loco shunt released to be formed up in readiness for the 21:35 departure of 1A07.

The Senior Railmen involved were able to confirm that all brake and reservoir pipes were correctly connected and all cocks were in the correct position. The guard who was to work as far as Exeter confirmed that he had successfully carried out a brake continuity test by opening the brake pipe cock at the rear of the formation. Once air ceased to flow, he closed it again and noted that when he returned to his brake van in the fourth from rear vehicle, the brake pipe pressure gauge reading had risen to 72.5 psi (5 bar) as expected.

The run up to Plymouth involved nine stops with no difficulties being experienced with the brakes. Shunting took place on arrival to remove the GUV from the front and reattach it at the rear. Then, the Plymouth sleeping car portion comprising one sleeping car and two gangwayed brakes was shunted on to the front, followed by a further successful brake continuity test. With severe frost on climbing Hemerdon bank, the loco suffered a temporary slip resulting in a traction overload, which shut the engine down. Then, there was a bit of delay due to engineering work between Tiverton and Wellington, resulting in single line working. Other than that, the journey up to Bristol was without incident and no issues with braking were noted by either of the drivers or guards.

The driver and guard, who were to work 1A07 from Bristol through to Paddington, had worked the down sleeper 1B02 departing Paddington at 00:05. Due to the preponderance of planned overnight engineering work at different times, the sleeper services were spoilt for choice with diversionary routes via Badminton, Box, the Berks and Hants route via Westbury, Chippenham to Westbury via Melksham and even over the former London and South Western main line from Exeter via Yeovil and Castle Cary. On this occasion, the Box route via Bath was in use, resulting in an early arrival into Bristol, where the crew took their break. The driver reported that, during the down journey, which included icy and foggy conditions, he had carried out a number of running brake tests, reducing speed by around 5-10mph without difficulty. He had worked the same service the previous night.

The journey back to Paddington with 1A07 was also via the Box route. On leaving Bath, the brakes applied due to an unintentional deadman's activation. That was when the driver had noticed one of the cabside drop windows was not fully closed. In closing it, his foot had inadvertently released the pressure on the pedal for a few seconds. That at least confirmed the brakes were working normally via the Driver's Safety Device (DSD). He also reported that he had experienced no issues when braking for the Swindon and Reading station stops as well as slowing down, having encountered double and single yellow signals on the approach to Didcot, bringing speed down to 15mph before encountering a green at the far end of the platform. Further running brake tests due to the freezing and foggy conditions were carried out normally from the maximum speed of 90mph, including a successful one reducing speed from 90 to 80mph at Slough, then back up to 90.



The lift also utilised Cardiff Canton's 75-ton Cowans Sheldon crane, which had been converted from steam to diesel hydraulic operation. R. TRETHEWEY/COLOUR-RAIL

The fog had cleared beyond Twyford and he recalled passing various landmarks along that part of the route, including the prominent Horlicks factory on the up side at Slough, 18 miles out from the terminus. In the Ealing Broadway area six miles out, he reported that he had closed the power handle and coasted with speed starting to drop to around 70 – 75mph by the time he reached the Old Oak Common engine and carriage overbridge at Kensal Green.

Making an initial brake application, he recalled that the brake pipe pressure had dropped with brake cylinder pressures rising as he would have expected, but there was no impression of deceleration. Pushing the brake handle through to full service and then to the emergency position resulted in brake pipe pressure dropping to zero and the brake cylinder gauges indicating maximum pressure but still no discernible retardation. Applying the loco straight air brake made no difference. It was suggested that he could have applied the loco handbrake, but that would have been a futile gesture.

It was calculated that the time from realisation of a problem to the point of derailment was just over one minute. Aside from trying to retard a 600 ton train just using the loco brakes, the handbrake was not just a simple lever as on a car. It was a handwheel that required multiple turns to operate the linkages, pulling the brake blocks onto the wheel treads. Any retardation in the time available would have been minimal at best. By the time the formation entered a 25mph crossover, it was estimated to be still running at around 60 – 65mph, the loco derailing and tipping onto its side before eventually coming to rest.

Fortunately, the driver was uninjured and other members of staff helped him to climb out of the cab. He reportedly said he had 'put the lot in but nothing had happened'. The guard had realised that they were approaching the terminus at a higher speed than expected and had considered applying the brake from his van. But noticing that brake pipe pressure on his gauge had already fallen, led him to conclude that the driver had by then made a brake application. But he could not hear any indication of the brakes actually working underneath, unmistakeable with cast iron blocks grinding on the wheel treads of Mark 1 vehicles. On coming to rest, his immediate action was to contact the signaller to protect from the rear.

Two of the sleeping car attendants described their recollection of events, one reporting that he was unaware of any braking, but the other said he noticed a smell of fumes once they had come to rest, which he adjudged had come from the brakes. The disc pads of Mark 3 coaches were notorious for their pungent smell when hot in the early years.



Bulwark **is back on the rails and the badly damaged side has been covered with plastic sheeting. R. TRETHEWEY/COLOUR-RAIL**

When it was my turn to give evidence, I was called alongside the Traction Inspector I had worked with. I described the position of the controls in the cab, which mostly appeared as expected. The only contradictions to the driver's account were the driver's brake valve, which I had found in the 'full service' position rather than 'emergency' as he had stated, and the loco straight air brake was in the off position. That would have had no difference on the outcome. The driver had been unable to confirm whether or not he had acknowledged AWS indications in the final moments. I found the sunflower indicator showing all black, which on the face of it indicated that he had not pressed the reset or acknowledgment button. Our CM&EE pointed out that, as this was an electro-mechanical device, it could not be relied upon as evidence following a heavy impact. That was something I had not heard before.

There followed reports by several of the Western Region HQ engineers who had carried out more detailed examination of the loco and stock on site prior to recovery. In particular, they had looked at the loco brake cylinders, some of which had been torn off in the derailment. Any anomalies they found with brake pipe cocks throughout the formation were considered as likely due to damage that had occurred at the time. They noted that there was no evidence of ice around the brake pipes, but a good few hours had passed since my initial examination.

Once the loco and stock had been removed to Old Oak Common, more detailed examination was carried out over several weeks, directed by the CM&EE through his team of Inspection Engineers. Nothing untoward was found regarding brake adjustment, any of the individual brake components, or even the wheelslide protection equipment on the Mark 3 sleeping cars, which could have resulted in partial loss of braking just on those vehicles under fault conditions.

Major brake components from the loco were removed and sent to Doncaster Works for further testing, including under sub-zero temperatures. Brake distributors from the coaching stock went to their respective manufacturers Westinghouse and Davies & Metcalfe for testing. It was reported back by them that they were designed and manufactured to an international code specifying temperature and humidity limits under conditions throughout the world more onerous than would be experienced in the UK. The consensus of opinion was that there was no evidence to indicate that at the time of the derailment the brake system was other than 'satisfactory and available to the driver'.

Examination of the track by the Principal Scientific Officer from BR's Research Department established the point of initial derailment due to the flange of a wheel having climbed over the railhead while crossing from the Up Main to Down Relief line. The evidence pointed to excessive speed, later supported by a computer simulation of the journey up from Reading. The leading wheelset of the loco was confirmed as the first one to derail.

Despite being extensively damaged to the point where scrapping would have been likely, *Bulwark* was repaired at Doncaster and carried on in service until 1990, sometimes being referred to by the Traction Controllers who were around at the time as 'Sidewinder'. Although 18 of the class survived into preservation, 50041 was not one of them and was cut up at Old Oak Common in 1991.

I never did read a copy of the report produced by Major Rose. That is until just over 20 years later. I volunteered to take part in the 3-Peaks Challenge by Rail in support of the Railway Children charity. I was teamed up with three others, including HST drivers from Bristol and Paddington. The Paddington man mentioned that he recognised my name from the report. Having confirmed my involvement on the day, he later emailed me a link. It came as no surprise to read the conclusion that excessive speed was the principal cause of the accident, either due to brake failure or a failure to apply the brakes in time by the driver. With no technical evidence to support the former, on balance, it was concluded that the driver had probably lost concentration despite his consistent testimony to the contrary.

The inspecting officer made some recommendations that would have

mitigated the risk of this incident. The Driver's Safety Device (DSD) was designed to detect if a driver has lost consciousness. On a Class 50, it was a foot-operated pedal that had to be kept depressed to prevent an automatic brake application, but it was not a completely effective system. For example, it was possible for the weight of a driver's legs to keep the pedal depressed if slumped forward. He recommended that a vigilance feature be fitted, as had increasingly been done on other types of traction. This requires the driver to make a conscious action at regular intervals, such as releasing and reapplying pressure to the pedal.

At the time, BR had not fitted its traction units with a form of data monitoring device. The Inspecting Officer described it as a 'tachograph', a device that records time, speed and driver activity usually associated with the road haulage industry. BR later installed what we called the On Train Monitoring Recorder (OTMR), recording data versus time, including driver inputs. During my final years as an Operations Manager, I was occasionally asked to download data onto a memory card for the Driver Standards Managers, either to investigate an incident or just monitor driver performance. As in the case of the Paddington derailment, such a system would have been able to either corroborate or refute the driver's testimony. It could certainly have been a key witness.

The importance of drivers immediately reporting anomalies with brakes to enable engineers to investigate and provide feedback was also emphasised.

The track layout approaching Paddington at the time was subject to a stepped series of permanent speed restrictions of 85, 60 and then 25mph. Despite these restrictions, it was possible to approach under green signals with no restrictive AWS indication until it was too late. An Advanced Warning Indicator (AWI) with associated AWS magnet at each change of permitted speed would have prevented this. It was referred to as a 'Morpeth board', a reference to the derailment of a sleeper service due to excessive speed in Northumberland the following year, but before the Paddington report was published in 1985.

I did note that there were two parts of the proceedings that were not recorded in the report. Major Rose had travelled west from Paddington in the cab of a London Underground service to get a first-hand perspective of the main lines approaching Paddington as would have been seen by another witness. On the morning of the accident, a London Transport driver had observed the sleepers approaching the terminus at speed in the Royal Oak area with sparks coming from the wheels, at which point it had not yet derailed.

He was asked to clarify if sparks were coming from all of the wheels or just some of them. A logical question to gauge if it was just the loco braking, just the coaching stock, or a portion of the formation. He thought about it briefly before responding 'I cannot answer that question because I could only see the wheels on one side'. That resulted in a bit of tittering from the press corps.

While the driver involved was giving his evidence, if there was a suggestion in the line of questioning that he might have been somehow responsible for the outcome, a young man who had spoken earlier kept jumping up, calling out 'objection'. It had to be pointed out to him that this was not a court of law to determine guilt and pass sentence, the inquiry's function being to establish the facts from which lessons could be learnt and make recommendations. That young man was the driver's assistant on the station pilot who had helped the sleeper driver to extricate himself from the cab. Many years later, I encountered that young man as a Bristol HST driver.

The evidence presented to the inquiry does lean towards the driver having momentarily lost concentration at a critical moment. The Inspecting Officer acknowledged that his recall of events had been very consistent. As a night shift worker, I was very familiar with the concept of microsleep whereby I could suddenly have no recollection of the previous few seconds or even minutes. Despite decades of rotating shifts, my body clock never fully adapted to the disruptive sleep patterns. Expert witnesses in the field of engineering were unable to find or recreate any fault with the hardware, the inference throwing the onus back on human error. So, was it down to a momentary loss of concentration on the part of the driver, or did a spurious loss of braking take place at that critical moment with the high humidity and very low temperature as possible factors? If it was the latter, the recommendations from the inquiry regarding DSD/vigilance and AWIs would have been unlikely to affect the outcome, but the data recorder would at least have been able to confirm the sequence of events and corroborate or otherwise the driver's recollection. I will never be one hundred percent convinced that the correct conclusion was reached.

On June 1st, 1985, with extensive repairs having been carried out at Doncaster Works, *Bulwark* crosses Derrycombe viaduct on the Cornish main line, just months after the official report into the derailment had been published. COLOUR-RAIL



Cromptons Rule

By J Crosse

Every region of British Railways had its features that influenced its motive power requirements, but the Southern was by far the most specialised of the six that BR had created back in 1948. That said, the Southern in BR times was little different from that which had existed since the grouping of 1923, with a large network of electrified commuter services. Long-distance services were in the hands of steam, but as the third rail electrification expanded, the requirement for loco-hauled expresses decreased.

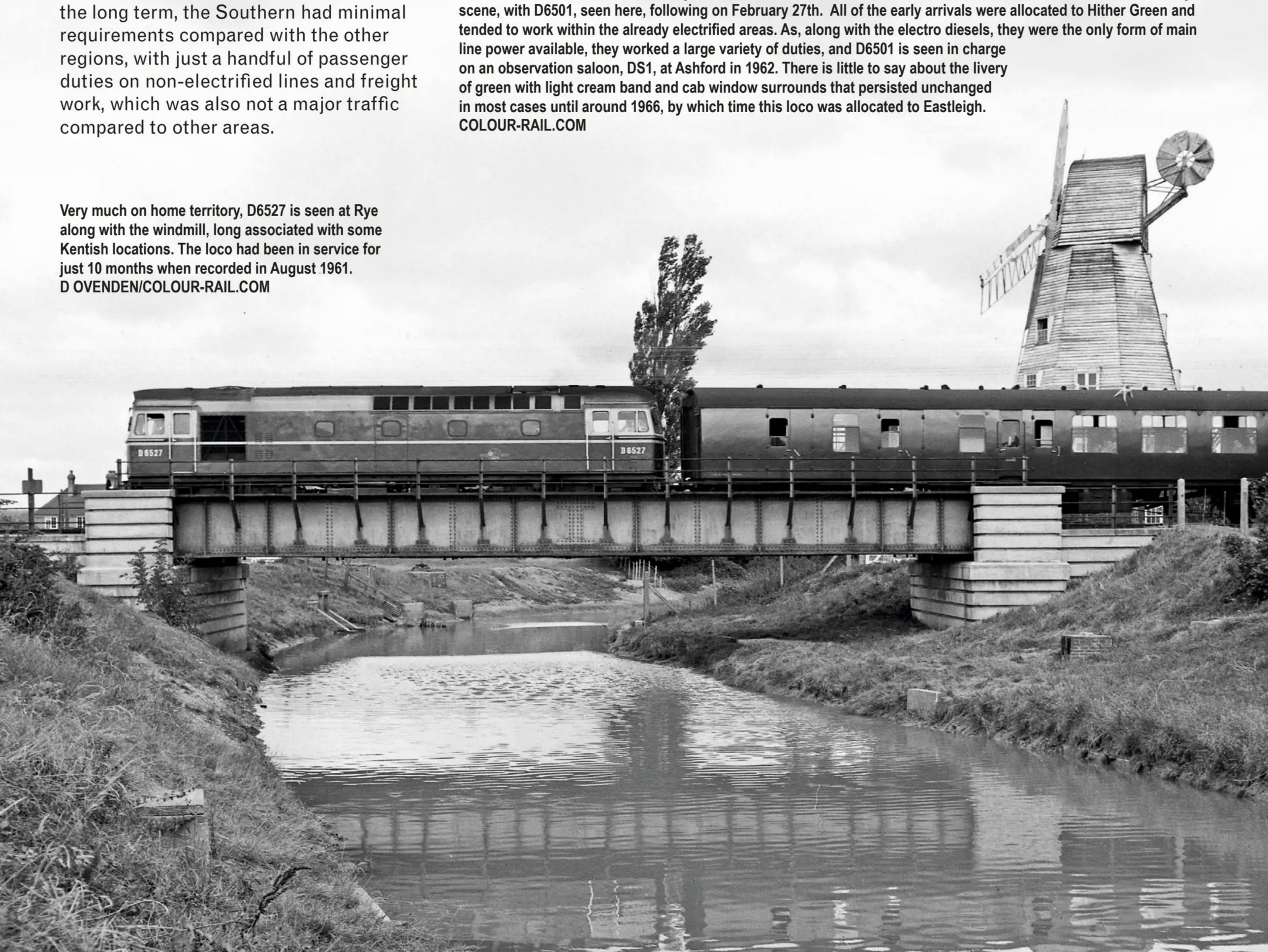
Electrification on the Southern grew in the 1950s with the Kent Coast scheme, which saw the ordering of some 24 high-powered electric locomotives to work remaining passenger and some freight duties in that area and effectively leaving just the route to Bournemouth requiring steam power. Even that line was scheduled for electrification, which took place in 1967.

Thus, when it came to diesel power, in the long term, the Southern had minimal requirements compared with the other regions, with just a handful of passenger duties on non-electrified lines and freight work, which was also not a major traffic compared to other areas.



D6500 was first allocated on January 30th, 1960, so the class was one of the later arrivals on the modernised railway scene, with D6501, seen here, following on February 27th. All of the early arrivals were allocated to Hither Green and tended to work within the already electrified areas. As, along with the electro diesels, they were the only form of main line power available, they worked a large variety of duties, and D6501 is seen in charge on an observation saloon, DS1, at Ashford in 1962. There is little to say about the livery of green with light cream band and cab window surrounds that persisted unchanged in most cases until around 1966, by which time this loco was allocated to Eastleigh. COLOUR-RAIL.COM

Very much on home territory, D6527 is seen at Rye along with the windmill, long associated with some Kentish locations. The loco had been in service for just 10 months when recorded in August 1961. D OVENDEN/COLOUR-RAIL.COM



RIGHT: How rare is this image? Ignoring the location for a moment, firstly we have here D6597. This was one of the engines built especially for working through tunnels on the route to Hastings that had a restricted loading gauge and so these engines had a narrower body profile than the earlier builds. However, the rarity factor is that this loco is in green livery with a yellow warning panel. It seems that the Southern, having operated green-liveried EMUs without any warning panels for years, decided that they had no need to adorn their diesels with one, and the vast majority of the Crompton fleet never carried a yellow panel on their green livery. The second rarity of this view is that D6597 is at Taunton on August 26th, 1967. At this time, the class might be encountered at Exeter or Bristol but not usually at Taunton. Possibly the Exeter to Salisbury route was blocked and the train has been diverted to reach Salisbury via Westbury? COLOUR-RAIL.COM



D6504 had spent its early life in Kent but then had an interesting spell compared with most class members when it was first loaned to the London Midland Region at Derby in January 1961, then passing to the Eastern Region at Finsbury Park a month later. It quickly returned home but in 1962, it was an early transfer to Eastleigh as the final deliveries of the class arrived in the South East. It went back again to Hither Green briefly in 1964 before becoming a permanent resident of Eastleigh. It appears to be just ex-works in this view at Bournemouth taken on May 6th, 1966. R BROUGHTON/COLOUR-RAIL.COM



Enthusiasts of the day enjoyed a good shed bash, as one would never know what rare engine might be lurking at a depot. Visitors to Hither Green in November 1961 would thus have noted down D6502/10/9 plus what appears to be D5013. The Southern had a number of the Derby Type 2s on loan as the Cromptons were only fitted with electric train heating, but the Southern still had quantities of steam heat-only carriages and so required the Type 2s to work those duties during the winter months pending delivery of ETH-fitted stock. Also of note in this view is D6502, which only managed just over four years in stock before being condemned following an accident at Itchingfield Junction. C VALE/COLOUR-RAIL.COM

Despite being generally confined to the Southern in the early days, the Class had one well-known duty that took them far away from home, this being a cement train to Uddingston, which they worked as far as York, usually double heading the working. Thus this picture of a solo D6561 at York in 1962 is a bit of a rarity. The loco was new in 1961 and it was to be 1986 before it moved from Hither Green to Eastleigh. M CHAPMAN/COLOUR-RAIL

When the Crompton fleet was painted blue, full yellow ends were applied, as can be seen in this picture of D6535 taken at Bournemouth. The loco was also one of the first to be converted for push-pull working, initially to allow use with the 4 TC units on Waterloo-Bournemouth duties ahead of electrification going live but principally thereafter to work with a 4 TC set on the non-electrified section between Bournemouth and Weymouth coupling to the previously 4 REP powered unit at Bournemouth and hauling the train westwards but propelling on its return. It had transferred from Hither Green to Eastleigh in December 1964. The picture is dated June 17th, 1967, just three weeks before the end of steam duties on the Southern. COLOUR-RAIL.COM



6538 rests in Clapham Junction yard displaying its blue livery where the yellow ends extend around the cab windows. Initial blue repaints included the use of the 'D' prefix but 6538 is devoid of the letter. This is another member of the class fitted for push-pull duties, these eventually being denoted as Class 33/1 when TOPS numbering was introduced in 1973. It apparently enjoyed a fairly unremarkable career, being new to Hither Green on January 7th, 1961 with a move to Eastleigh in July 1966. It spent a brief two months at Stewarts Lane in 1987 but otherwise remained in the care of Eastleigh until condemned in 1993. COLOUR-RAIL.COM



The conclusions reached were that the region needed two locomotive types, being electro-diesels for use where there were sidings and other short unelectrified sections and a ‘mixed traffic’ diesel type suitable for all other freight work and the remaining unelectrified passenger duties. This latter need was to be met by the 1550 HP Birmingham Railway Carriage and Wagon Company-designed Type 3 diesels. These machines were powered by a Sulzer 8LDA28 engine with electric transmission via four Crompton Parkinson nose-suspended traction motors. Eventually numbering 98, they turned out to be one of the most reliable of the diesel classes and, despite being permanently allocated to the Southern, spread their operating wings across much of Southern and Western England as well as duties into Wales.



D6552 seems to have lost its train at Birmingham Snow Hill on July 22nd,1962. Normal logic might dictate that it had worked a football special to Birmingham, but it is only July, so very unlikely. Possibly, it had been sent back to the builder for some attention but that seems equally improbable, so unless the reader can provide the real reason, it will have to remain a mystery. At this time, it was allocated to Hither Green but was one of a small number of locos that frequently moved between London and Eastleigh sheds. A long-term survivor, it was eventually broken up at Swanage in 2013. C VALE/COLOUR-RAIL.COM

We take another look at the Uddingston Cement train, this time double headed as per the norm as D6582 and another power through Sandy in June 1962. Note the headcode of A4 - was this just the crew having some fun? As the Cromptons could not display a full headcode, maybe it is. Always allocated to London sheds, D6582 lasted as 33062 until 1987, meeting its end at Vic Berry’s scrapyard in Leicester. COLOUR-RAIL.COM



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LAYOUT | 009 | CEFN BRYN CARREG

A usual day at 'Cefn Bryn Carreg', *Princess* passes through the loop with her rake of stone wagons from the quarry sidings.

FACTFILE

NAME: Cefn Bryn Carreg
SCALE/GAUGE: 4mm:1ft scale/9mm gauge/009
SIZE: 4ft x 2ft
ERA/REGION: South Wales/ficticious
LAYOUT TYPE: Continuous loop

LIFE AT THE QUARRY

Loosely created using ideas from industrial locations around Wales, this exciting compact layout comes packed with detail and engaging cameos.

Words: Twmos Bayliss **Photography:** Phil Parker



'Cefn Bryn Carreg' layout depicts a small back area of a pennant sandstone quarry in a fictitious area of South Wales during the 1960s to 1970s. The layout was designed around several industrial locations around Wales, but some location references and ideas were lost in the final design and building stage due to the plausibility and realism for a 009 layout.

The areas of Wales that were used to help create 'Cefn Bryn Carreg' were Penwyllt, Blaenau Ffestiniog, Aberschan (The Big Arch) and Tranch Pyle and Abereiddy. Living in South Wales, I was always surrounded by the different industries that Wales was so heavily littered with, from Collieries quarries and manufacturing industries. So, it was only a matter of time before I would decide on creating a layout based around one of the industries surrounding me.

Switching plans

'Cefn Bryn Carreg' went through many designs until the one you see modelled today. It started as a small coal washery, then to a stone-crushing plant, to the back area of a quarry that you can see modelled today. These ideas changed numerous times due to the operation capability of the layout design (from trackwork and space used), which





TOP LEFT: The local wrecker team arrives at the quarry to get information on which lorry needs a bit of help. A lorry awaits its ticket on the weighbridge.

BOTTOM LEFT: Fitters are discussing with the site manager what is needing repairing during the day as *Livingston Thompson* brings the first rake of slate wagons through the tunnel to pass the quarry on its way to the local port.

BELOW: Loading up stone wagons with help from a JCB Major loader ready to be taken down the line.

> "Living in South Wales, I was always surrounded by the different industries that Wales was so heavily littered with..."



Pontneddfechan loco gets ready to shunt the loaded stone wagons onto the brake van ready to be taken away.



Britomart brings down another rake of slate wagons through the loop passing the old pillbox, where a worker is ready to switch the points ready for the next train to go up the main line.

was mainly due to it not seeming realistic or plausible to an audience looking at the layout. This (normally referred to as model railway disease, trying to put in too much in such a little area) would usually work for modelling a 009 layout, as the smaller gauge of track gives you the extra space that a standard gauge railway would not, but this was not the case for what I wanted to create.

After doing research, changing the design of the layout several times and looking for plausible ideas for a 009 gauge layout, it was suggested to me by Brian McCulloch to go back to basics and reference local photographs to come up with the final idea for 'Cefn Bryn Carreg'.

Satisfied that the idea of a small back area of a stone quarry was cemented in my mind, I decisively got rid of the Big Arch idea to cover the end of the transition of the main area to the backscene and crusher unit in the main scenic area and focused on what would the back area of the quarry would be used for.

The idea I came up with was for the use of this small back area of the quarry at the 'back of a stone hill'. It would be an ideal place where the smaller private companies would fill up their lorries without disrupting the work going on at the main part of the quarry (around the corner in front of the 'Cefn Bryn Carreg'). This is also where the light railway

is still being used as one of the main transport links for the local areas due to weight restrictions on the local bridges and width restrictions of the local roads towards the smaller villages and towns.

Reflections

One part of the layout I like is the pillbox, just slightly hidden away in the brush and undergrowth of the three trees. I think it gives an insight into how old the quarry is and how long it has been working. The pillbox was a bit of a late addition to the layout as it would have just been a blank space with trees in the corner. The reason for the location of the pillbox is it was protecting the line going into the rest of the quarry through the little tunnel (which disguises the backscene entrance).

The scene you see when you look at ground level across the railway line towards the weighbridge and conveyor system with a few figures and vehicles really does create a small cameo scene where you can imagine seeing your work colleagues just finishing their shift and getting the bus home, or where one of the workers had nursed the excavator to the back area to see if it can be repaired without causing too much disruption in the main area.

If I were to do it again, I would make sure that, when I am in the designing stage, I would look at reference/related photos and, if possible, go visit actual locations related to get a scale of the space that would be required realistically and in scale, which was drilled into me by Brian McCulloch.



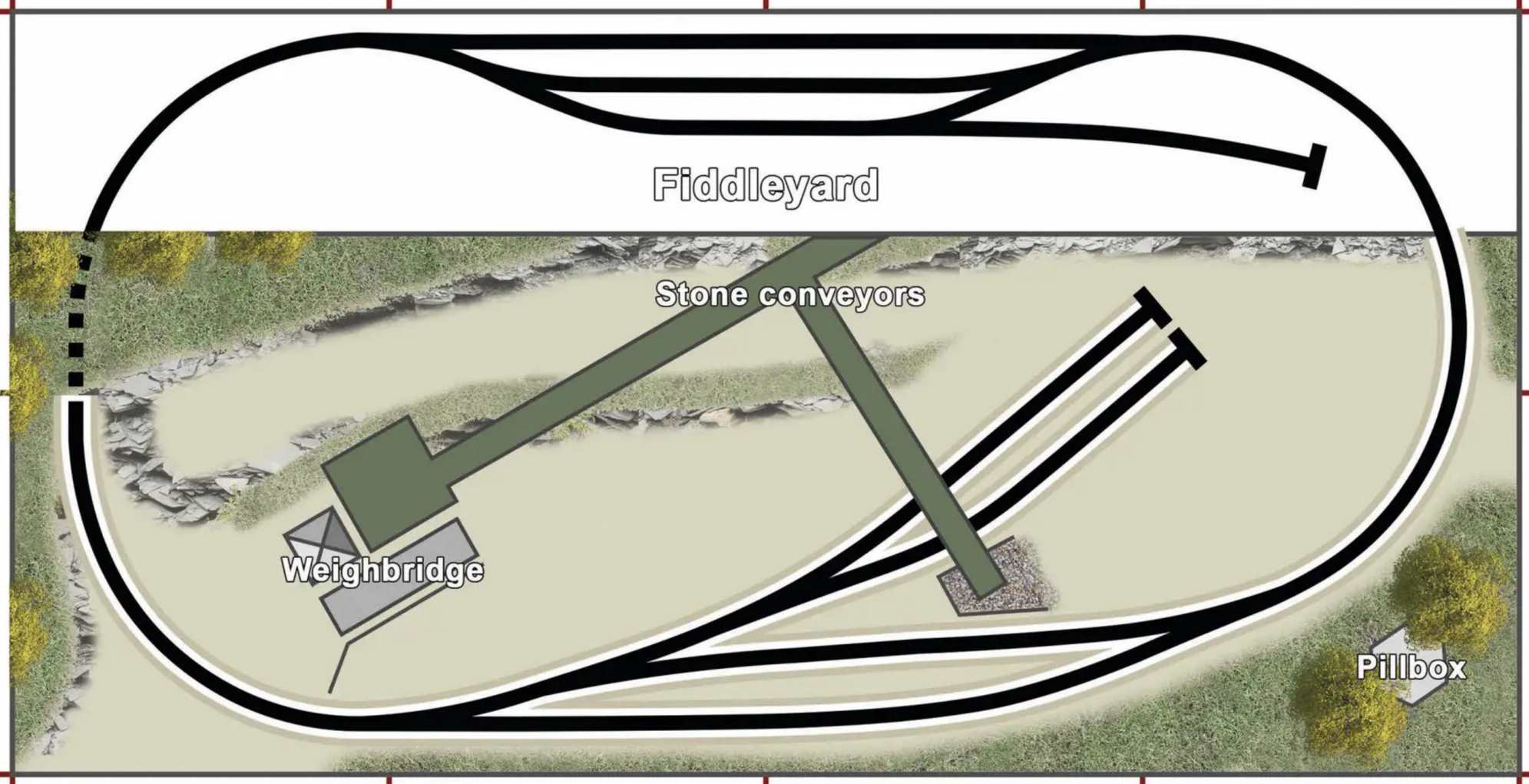
About the modeller

Name: Twmos Bayliss
Number of years modelling: 15+
Favourite Locomotive: GWR Pannier Tank 57xx Class loco, the Ffestiniog Double Fairlie locomotives and the LNER Sentinel Y3

I visited a local museum that had a model railway show on, and, from that time, I was hooked. I joined the local railway club at the museum, and ever since, it has been a hobby of mine.

Modelling gives me the opportunity to be creative and put my design skills and research into play. Making a layout look realistic in appearance and the working of it gives me joy, plus seeing other people take inspiration from my work is a lovely feeling. I also like to share any modelling tips and tricks I come across, so we can all become higher-quality modellers.

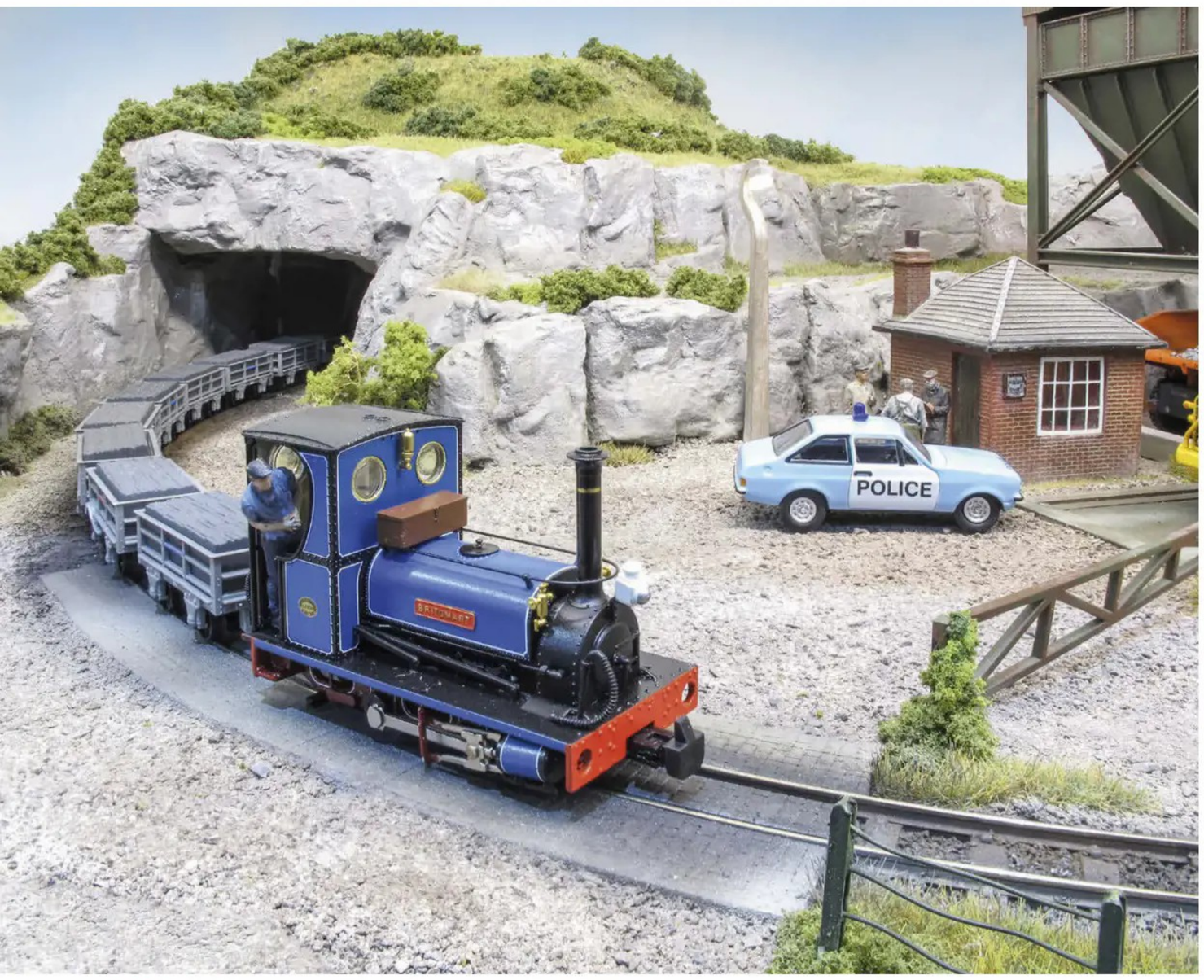
TRACKPLAN



Pontneddfechan again shunting another load of smaller stone wagons ready to be taken to the local areas that do not need as much.

A spot of bother. 'What's going on 'ere then?', the local bobby turns up to discuss any issues that have gone on around the quarry with trespassers.





ABOVE: *Britomart* brings its second rake of slate from the local slate quarry through the tunnel and over the road crossing.

It is easier to reference things when it is right in front of you or physically there to see how things were done.

I would also invest in some sort of sound-proofing for track as when the trains and locos are running around, it can get a bit noisy but not unbearable. When building the layout, I forgot to put down the cork sheeting that I had bought for this purpose because I was too excited to get the track down and get some locomotives running around - a mistake I will not make again.

Honourable mentions

I must thank Dan Evason for helping me with the industrial theme of the layout as well as giving me tips and tricks for weathering, between Dan, Brian and me, we were what I would call a 'vicious idea circle' coming up with different ideas that we wanted to do in one way or another.

Brian McCulloch for helping me keep the layout looking realistic and making sure I kept referencing photos and locations for usable information. As well as keeping me entertainingly distracted with his own projects and dioramas such as 'Caledonian Basin' and helping to create buildings for his father's layout.

TOP RIGHT: Bringing a layout to life is one of my favourite parts of the construction process. Here, *Britomart* brings down another rake of slate wagons, while the worker switches the points.

BOTTOM RIGHT: *Dorothea* is bringing down the last rake of stone wagons down from the quarry while a Ruston Bucyrus front shovel prepares a rake of wagons ready for the next day.

BELOW: *Livingston Thompson* brings the last rake of slate wagons through the loop just as the final lorry load of the day is getting ready to leave.





Callum Wilcox (overall person to blame) for help with trackwork and the actual interest after seeing 'Amiens 1918' in person at the Swansea Show in October 2018, which solidified the idea of building a 009 gauge layout and, after speaking to Callum (for what probably seemed to him like hours), about how he built 'Amiens 1918' and how he runs the layout.

Chris Nevard has also been an inspiration to me after seeing all his layouts, dioramas and commission work, giving me an interesting insight into which designs can be created and what makes exciting scenes and layouts that keep the audience's attention drawn to the layout and what interesting concepts can be created in small amounts of space.

And finally, John Chivers, for keeping me interested and inspired to do an industrial-themed railway operation for the layout after seeing the layout 'Shwt' at the Swansea Model Railway Show in 2019. Seeing how much a layout can demonstrate the concept of how a twin track main line is then reduced to a single line running and finally truncated is very enlightening; as well as the overall effect of how an open layout/scene can still be interesting and draw in attention with simple running and scenery. ■

> "It easier to reference things when it is right in front of you to hand or physically there to see how things were done."

PROTOTYPE

Andrew Barclay 0-4-0 Saddle-Tanks

By David Ratcliffe

McKechnie Bros. purchased two Barclay 0-4-0 saddle-tanks to work at its copper smelting factory in Widnes, with the second of the pair, w/n AB1598 built 1918, being fitted with 14in x 22in cylinders and 3ft 5in diameter wheels. Named *Efficient*, it was finally withdrawn in 1969 and sold to the Liverpool Locomotive Preservation Group, then being used to haul a railtour around the Liverpool Docks system. In 1973, it moved to the recently established Steamport Transport Museum at Southport, where it was recorded when about to work the first train of the day on August 24, 1997. Today, it is preserved in the Ribble Steam Railway's museum at Preston.



Barclay 0-4-0ST w/n AB1823, pictured at Shipley in August 1984, had been built in 1924 with 3ft 2in diameter wheels for the Colzium Quarry Co. Ltd. of Lanarkshire. In 1929, it was sold to Yorkshire Tar Distillers Ltd. and then worked at its tar distillation plants at Cleckheaton and Kilnhurst before preservation in 1972 on the Yorkshire Dales Railway at Embsay. From 1982 to 1984, the little Barclay enjoyed another brief period in industrial use at the Crossley Evans scrapyard in Shipley, before moving on to Peak Rail at Buxton.



The footplate crew was enjoying the benefit of the open cab fitted to Barclay 0-4-0ST w/n AB1937 as it propelled a Thompson-design Brake Composite coach along the Scottish Railway Preservation Society's Bo'ness & Kinniel line during a sweltering August 26, 1984. Built for the Clyde Valley Electric Power Co. in 1928, AB1937 spent its entire industrial life at Clydesmill Power Station, Cambuslang, before being donated to the SRPS in 1970. Visible over on the opposite bank of the Firth of Forth in this view is the now demolished 600ft tall chimney of Longannet Power Station.



Fitted with 12in cylinders, Barclay 0-4-0ST w/n AB2199 was built for the Royal Navy in 1945. *Named Victory*, it spent its working life at Chatham Dockyard. Here, it gained a modified cab, as shown when pictured shortly after being taken out of revenue service at Chatham in summer 1970. It was later preserved on the Whitwell & Reepham Rly. in Norfolk. ©Trevor Mann collection

Built from the 1880s at the Andrew Barclay Sons & Co. Ltd. works in Kilmarnock, the company's 0-4-0 saddle-tanks, with their outside cylinders and flat-sided appearance, were amongst the most recognisable and successful of all small steam industrial locomotives. The design was available with cylinders ranging in size between 10 to 16 inches while wheel diameters varied from 3ft to 3ft 7in. The locomotives overall weight also varied from 22 to 35 tons, while for an extra cost, customers could order extra features such as cupro-nickel boiler tubes, combination injectors and larger-diameter buffer heads.

Prior to the Second World War, the majority of Barclay saddle-tanks were only fitted with half-height back plates to the cab, although after 1945, fully-enclosed cabs became common and in later years some of the older locomotives were rebuilt with full-height cab backs.

At first, the design was employed by contractors involved in the construction of the rapidly expanding rail network, but it soon proved popular with a broad range of industrial concerns, including those involved in mining and quarrying, iron and steel manufacture, metal working, power generation, chemical processing and paper making. Unsurprisingly, Barclay's locomotives initially sold particularly well to customers in Scotland, but by the 1930s, they were also to be seen in action at locations across England and South Wales.

A large number of the company's saddle-tanks were sold to various coal mining companies, the ownership of which was transferred in 1947 to the National Coal Board, who would continue to operate examples at numerous collieries well into the 1970s, when they were finally replaced by a diesel locomotive or else the colliery was closed.

At the end of 1968, over 100 Barclay 0-4-0 saddle-tanks remained extant, but only about two dozen were still in service, and then often on standby, with the majority that were still active based in the NCB's Scottish, Northumberland and Durham areas. However, other concerns to continue operating a Barclay 0-4-0ST for a few more years included British Aluminium at Burntisland, British Gypsum at Cumwhinton, the Corn Product Co. in Trafford Park, Manchester, and the Yates Duxbury & Son's Heap Bridge Paper Mills, near Bury. Fortunately, the longevity of the type has meant that several have survived into preservation and can now be studied and enjoyed at heritage lines and museums. ■



Built for the NCB in 1952, Barclay w/n AB2320 had worked at East Hetton and Blackhall collieries before being transferred to the National Smokeless Fuel's coke works at Fishburn, Co. Durham. Following closure of the smokeless fuel plant in 1985, it was moved to the Yorkshire Dales Rly. where it was first used to haul P.W. trains during work to restore the heritage line between Embsay and Bolton Abbey. Fitted with 14in cylinders, the Barclay had recently been overhauled and repainted in its original livery, albeit with replacement cab windows, when recorded at Embsay in September 2023.

TWO FOR ONE

Modelling both a rural station and an industrial backwater, this urban layout offers plenty of operational enjoyment for its owner and the viewing public.

Words: Andy York **Photography:** Phil Parker

A former small steam shed based upon Ratio kits sees some changes as a diesel stabling point with the addition of a refuelling facility.

RIDDLE TO OLD TOWN | N | LAYOUT

FACTFILE

NAME: Riddle to Old Town
SCALE/GAUGE: 2mm:1ft/ 9mm/ N
SIZE: 5ft x 2ft 6in
ERA/REGION: Various
LAYOUT TYPE: Continuous run through two scenes

Layout owner, Anthony Hubbard, took the opportunity to get a head start with an exhibition layout by purchasing a compact, clever design that ensures operators and audience alike can be kept entertained with plenty of activity, all with good reasons and purposes for the trains that do appear. Set in the 1960s modernisation period of the railways, the design cleverly combines a rural station and an industrial backwater.

It was originally built by Wayne Webb, who constructed the compact layout for the space he had available at home at the time in 2009. He wanted a layout that included a station, goods yard, engine shed and an industrial factory. Realising that this would not all fit on a singular board in an end-to-end style, the design was split into two and placed back-to-back to form a continuous oval. The layout came up for grabs when Wayne embarked on his 19ft-long Settle and Carlisle N gauge layout, 'Dentdale' (BRM April 2014), which he is still exhibiting along with the Milton Keynes Model Railway Society's N gauge model of 'Brinklow' on the West Coast Main Line in the 1950s (BRM February 2018).



TOP LEFT: A Dapol railcar threads its way from the branch to the urban Old Town station tucked behind the factory.



BELOW: The siding for Swift Engineering runs through into the fiddle yard, hinting at a world beyond.

> "This approach means two distinct scenes can be modelled in a compact area, each a little under three feet in length and fifteen inches in depth."

ABOVE: A Farish Class 108 DMU is on shuttle duty in the urban station platform.

TOP RIGHT: The rear run-through line does see non-passenger services, such as this Class 37 with Mermaid ballast wagons.

BOTTOM RIGHT: The rear of the layout blends the flat backscene with low-relief structures.





Urban scene

In simple terms, the layout is a continuous oval, which runs through two separate scenes on the straight legs of the oval, which are split by the central divider that forms each section's backscene. One curved end of the oval forms the storage sidings of the fiddleyard, while the other end of the oval is a simple return to the neighbouring scene. This approach means two distinct scenes can be modelled in a compact area, each a little under three feet in length and 15 inches in depth, with the traffic performing a function either as passing services or where the scene is the destination.

The station scene includes Riddle Station with its through platform on the main oval, a bay platform, which runs in parallel to the main oval, eventually joining that oval in the other scene. A goods yard sits to the back of the scene, including a siding that runs off-scene under the bridge, possibly to another industry, providing reasons for traffic, and a long siding at the front of the board off the main oval.

The signal box, station, goods shed, housing and industrial buildings of Riddle, along with the bridge at the right-hand end, are adapted kits from Peco, Kestrel and Ratio or scratch-built with complementary platform fittings with vehicles and

bicycles sitting in the station forecourt, in the car park or waiting to cross the level crossing at the far left of the scene. Two Dapol home signals are positioned to control trains leaving from the main through platform or the bay. Ground cover is used across the scene, with half-relief trees at the rear blended into the hand-painted rural backscene.

Old Town is an urban industrial scene with the main oval forming the front of the scene, with the line from the bay platform at Riddle joining the main line at the junction controlled by the kit-built signal box. Before the junction is reached, a point diverges to access the sidings for the scratch-built engineering works, giving a purpose to the trainloads of vans arriving and departing, plus oil tanks for the fuel storage tanks at the side of the works. To the left of the scene are the engine sheds, built from Ratio kits or parts thereof, hinting at earlier steam days that have since passed as they are now joined by a diesel refuelling point serving two of the storage lines.

To the rear of Old Town's scene, a simple shuttle line runs straight through from one end board to the other, unconnected to the rest of the trackplan, serving a platform halt barely visible behind the engineering works, controlled by early two aspect electric light signals, which operates as an independent shuttle of diesel multiple units or railcars.

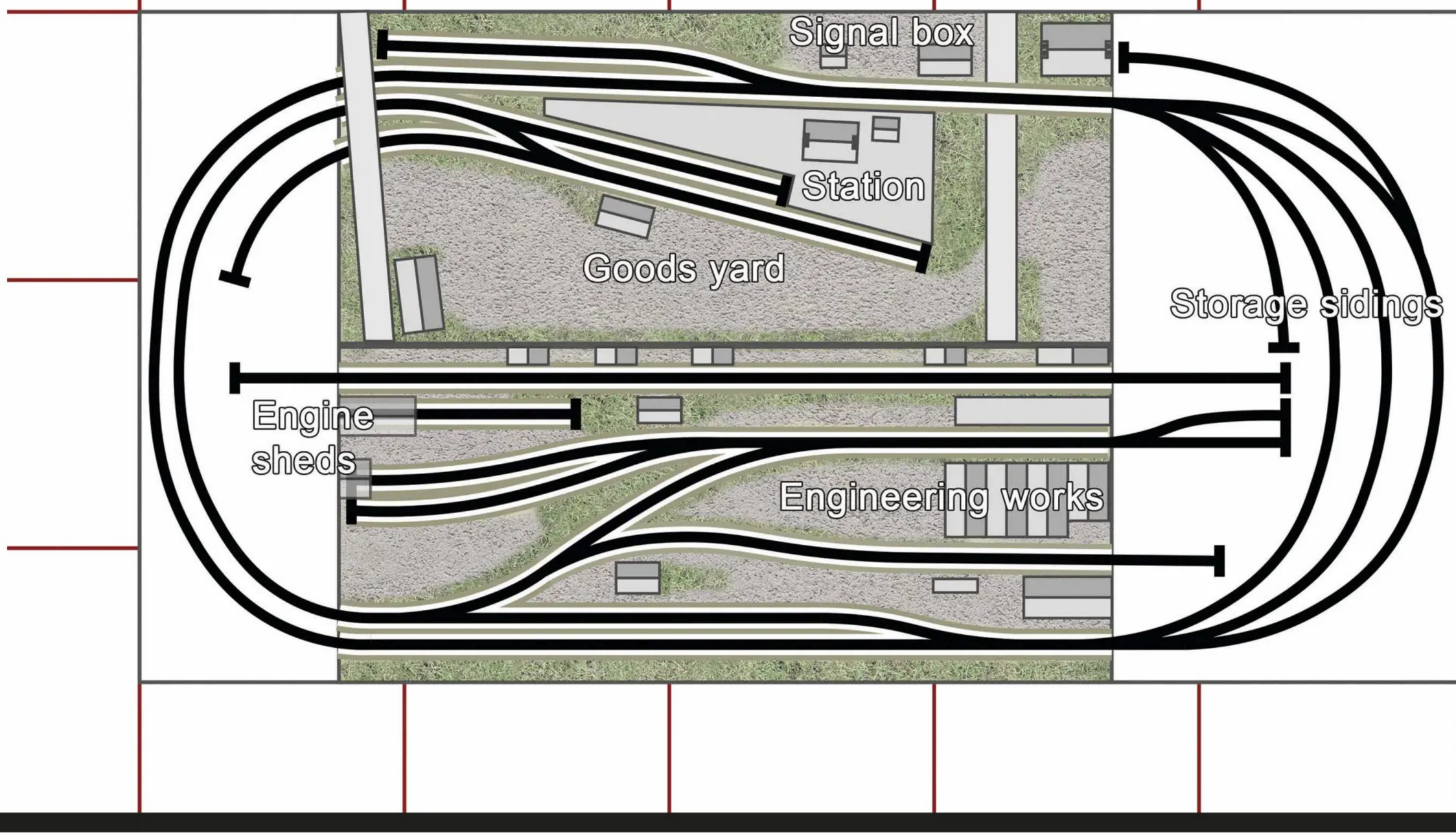


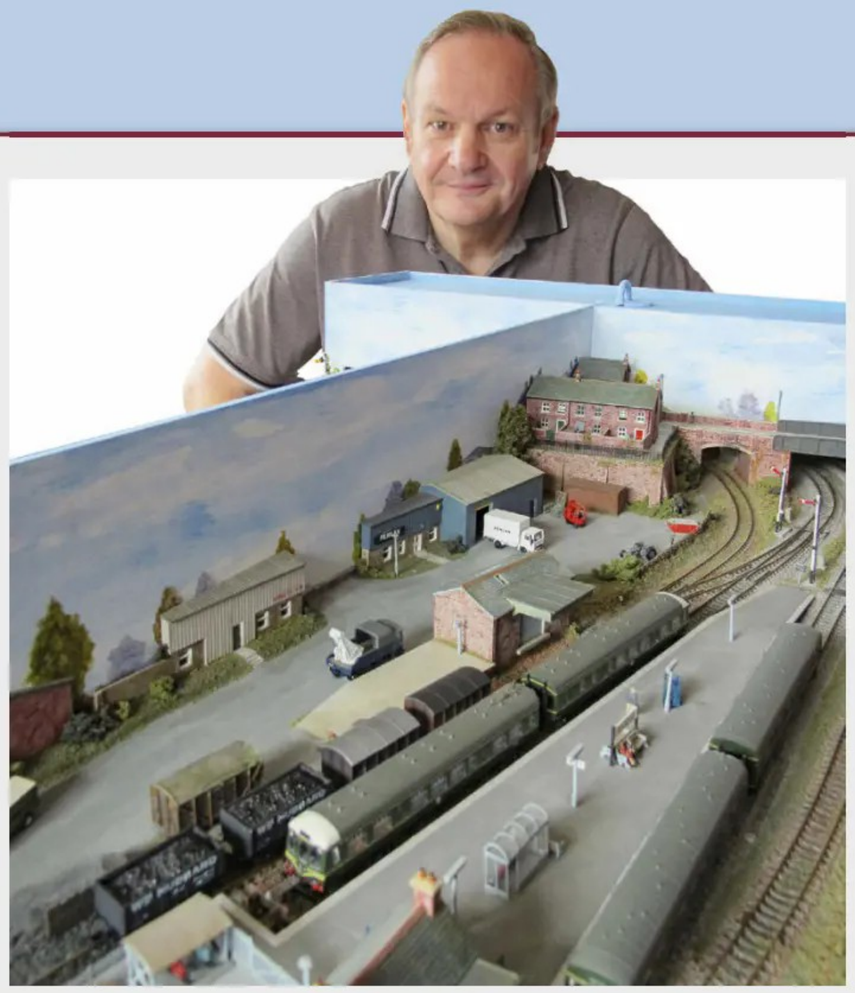


TOP LEFT:
The DMU departing Riddle station's bay platform will run parallel to the main loop of the layout, joining it in the Old Town scene.

BOTTOM LEFT:
There are plenty of cameo scenes scattered around the layout, with a couple of shed workers loafing by the shed skip it seems.

TRACKPLAN





About the modeller

Name: Anthony Hubbard
Number of years modelling: 50+
Favourite era: 1960/70s
Favourite Locomotive: Class 37

Anthony Hubbard, from Kettering, has modelled for over 50 years starting with such nostalgic models as a Tri-ang Class 31 and *Nellie*. Encouraged to consider N gauge in the 1990s by his sister Shelagh, known as 'Toots', he dived in with a Graham Farish *Duchess of Hamilton* set for £150 and cut his teeth on a selection of N gauge layouts before acquiring 'Riddle to Old Town' from Wayne Webb in 2012.

Behind Riddle station's goods shed there is quite a depth before the low relief buildings against the backscene.

The Gloucester parcels unit has passed the box for the junction at Old Town, where the branch from Riddle joins the main circuit.

TOP LEFT: The use of adapted Kestrel house kits forms the end of terraces.

MIDDLE LEFT: Dapol semaphores are used as starter signals for the two platform roads at Riddle.

BELOW: The level crossing marks the left-hand end of the Riddle scene as a Farish MetCam DMU slows for the station.





A long stone retaining wall forms the bottom of the backdrop made of low- and half-relief buildings, some from cut-down kits, blended into an urban backscene from the venerable Townscene range, complemented by a hand-painted sky indicating that 'Riddle to Old Town' is part of a much larger urban environment.

Linking layouts

Linking the two scenes, as mentioned previously, is the fiddleyard shown at the right-hand end of the trackplan, providing two passing loops with Peco set track insulated points for the main oval, a short dead-end siding and the off-scene ends of the shuttle line and sidings behind and in front of the engineering works. The 15 isolating sections are also controlled from the fiddleyard switch boxes, meaning that a single operator of the layout can be kept very busy indeed on such a compact system. Experience has proved that it's always important to get an electrical wiring diagram when you acquire a layout to assist with troubleshooting and maintenance.

The track is Peco Code 80 throughout with medium and large radius points wherever possible, ballasted with fine material and with the rails nicely weathered with rusted brown tones disguising the

> "Experience has proved that it's always important to get an electrical wiring diagram when you acquire a layout to assist with troubleshooting and maintenance."



SEE IT IN ACTION!

'Riddle to Old Town' is booked to appear at Silver Fox's exhibition in Milton Keynes on August 17th and at Hinckley Model Railway Show on October 26th.

ABOVE: All of the buildings are nicely bedded into the scenes with low scrub scatter material used.

TOP RIGHT: The Peco level crossing is also well blended into the scene, but the postman's got a long wait for the gates to open.



BOTTOM RIGHT: The good shed is an adapted Peco kit with coal staithes just beyond the crossover.



high profile of the rail, but still providing reliable running. The layout is analogue throughout, with power supplied by a Gaugemaster four-track controller. All of the points in the scenic areas are motorised with SEEP motors controlled by a switch panel in the fiddleyard, while the off-scene points are hand-operated as they are close to hand from the normal operating position.

The stock is mainly ready-to-run with locomotives, units and rolling stock from Graham Farish, Dapol and Revolution, complemented by a couple of CJM diesels, plus rolling stock from Peco and N Gauge Society kits. The majority of stock is weathered, but this is an ongoing task as more products are released and acquired.

The format of 'Riddle to Old Town' does make it difficult for exhibition managers to plan the best position for the layout for visitors to see both sides, but the different approach is a family entertainer with a lot of detail and different operations to keep the viewer happy for a longer period than one may expect from a 5ft layout, which can easily fit into the rear of a family hatchback for trips to shows. It certainly keeps Anthony and his partner, Michelle, busy for a day operating and talking to everyone. ■



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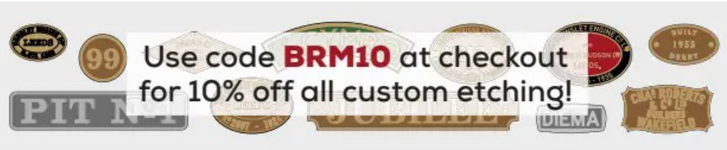

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July 20 - BAKEWELL - Gauge 1 North 2024, The Agricultural Business Centre, Haddon Rd, Bakewell, Derbyshire, **DE45 1AH.** 10-4.30.
July 27/28 - NEW MILTON - South Coast MRC Annual Exhibition, The Arnewood School, Gore Road, New Milton, Hampshire, **BH25 6RS.** Sat/Sun 10-5.30.
Aug 10 - BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Rd, Bexhill on Sea, **TN40 1SE.** Sat 10-5. ****FREE PARKING ON SITE****
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Aug 31 ANDOVER Model Railway Exhibition, John Hanson Community School, Floral Way, Andover, Hants, **SP10 3PB.** Sat 10-5

September 7/8 - STAFFORD GUILDEX 2024,
Gauge 0 Guild Exhibition,
Bingley Hall, Stafford Showground, Weston Rd,
Stafford, **ST18 0BD.**
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www.gauge0guild.com

Sep 14/15 - SWINDON The Swindon Railway Festival, STEAM Museum of the GWR, Firefly Avenue, Swindon **SN2 2EY.** Sat/Sun 10-5.
Sep 14/15 - SWANSEA Model Railway Exhibition, Swansea Leisure Centre, Oystermouth Road, Swansea, **SA1 3ST.** Sat/Sun 10-4. www.srmg.org.uk/2023-show
Sept 21/22 HIGH WYCOMBE Scaleforum 2023, Cressex Community Scholl, Holmers Lane, High Wycombe, **HP12 4QA.** Sat 10.30-5.30, Sun 10-4.30.**Adult Two Day Admission £12.00!!!** For all enquiries email scaleforum@scalefour.org website www.scalefour.org
Sep 28 - BURY ST EDMUNDS 75th Anniversary Show St Edmundsbury Cathedral, Angle Hill, Bury St Edmunds, Suffolk, **IP33 1LS.** Sat 10 - 5.
Sep 28/29 - SUNDERLAND NEOG - The North East 0 Gauge Show, Nissan Sports & Social Club, Washington Rd, Sunderland, **SR5 3NS.** Sat/Sun 10-4.
Oct 5/6 - SHILDON 37th Autumn Model Railway Exhibition, Locomotion The National railway Museum at Shildon, 1 Dale Rd, Shildon, **DL4 2RE.** Sat/Sun 10-5.
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Oct 26/27 - ABERDEEN Model Railway Exhibition, Curl Aberdeen, Eday Walk, Aberdeen, **AB15 6LN.** Sat 10 - 5 Sun 10 - 4.
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Dec 7 – WIGAN Gauge 0 Model Railway Exhibition, Robin Park Leisure Centre. Loire Drive Newtown, Wigan. **WN5 0UL.** Sat 10-4. www.gauge0guild.com
Dec 7/8 - PAISLEY Renfrewshire Club Model Railway Exhibition, The Paisley Centre, Causeyside Street, Paisley, **PA1 1UQ.** Sat 10-5, Sun 11-4.

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Feb 1/2 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX.** Sat 10 - 5. Sun 10-4.30

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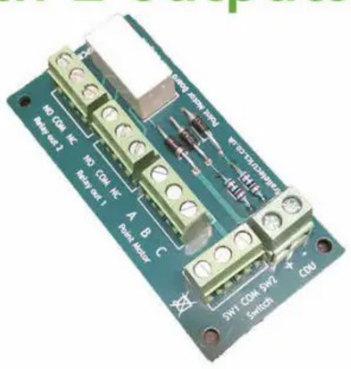

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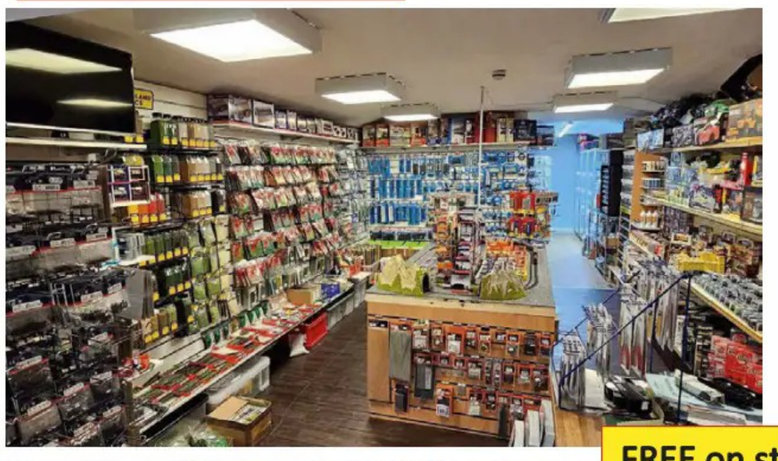

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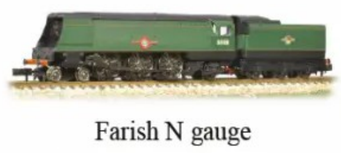

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THE LATEST HEADLINES

Hornby mid-year product announcements

The Margate manufacturer has revealed new products to join its range, which are due to be released in the coming months.



LNER, W1 Class, 4-6-4, 10000 'Hush Hush' With Steam Generator - Era 3

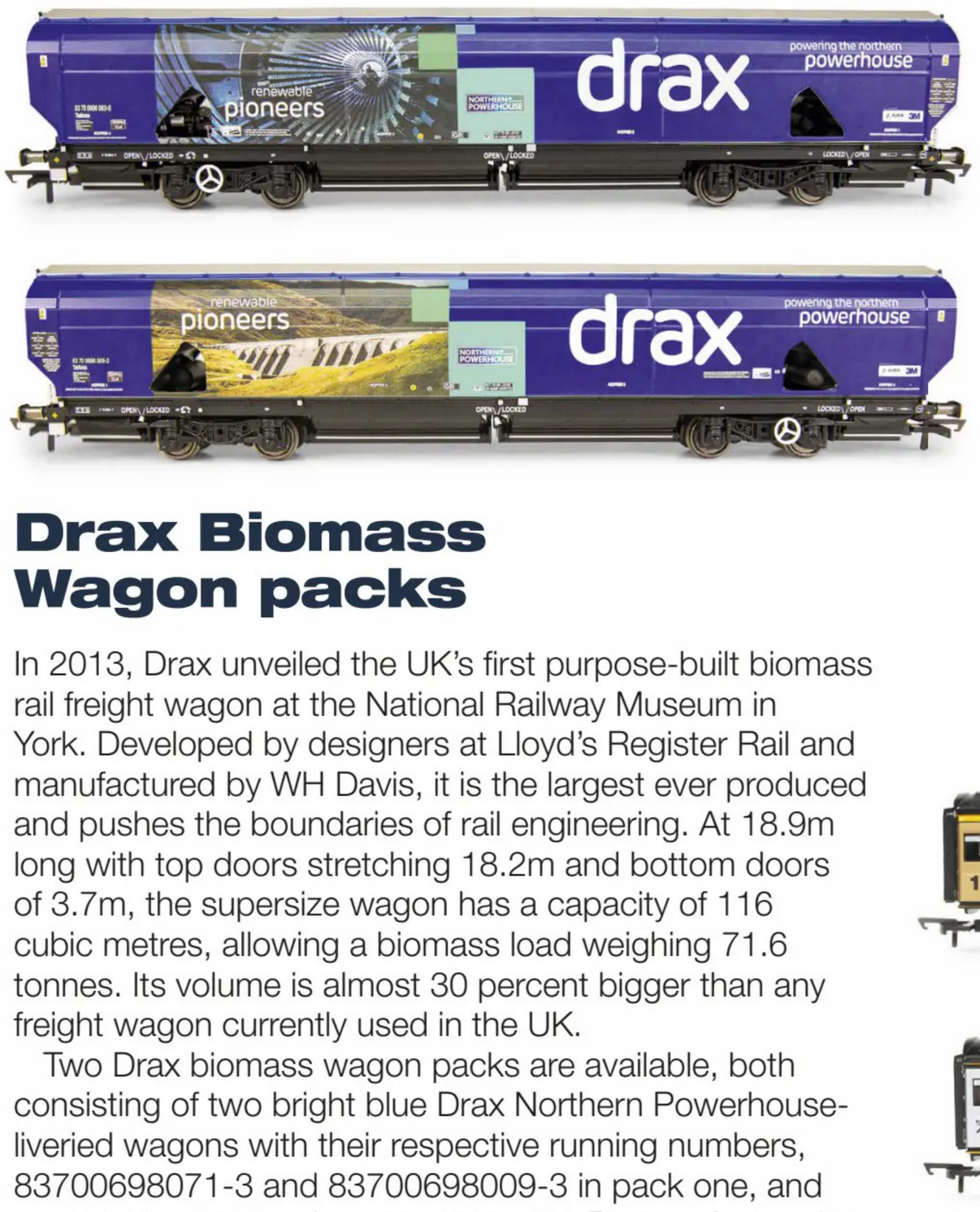
Among the big announcements, is the arrival of the 'Hush Hush' with steam generator. Hot on the heels of the P2, which was the first to launch with the technology – you can watch our video of the LNER Class P2 2-8-2 *Prince of Wales* No. 2007 with steam generator put to the test on World of Railways.

Adding to the rise of modern locomotive innovation, the Class W1 No. 10000 'Hush Hush' is installed with a steam generator, which provides the ability to produce great clouds of water vapour, which will billow through the locomotive's chimney.

Available: December 2024

Price: £294.99





Drax Biomass Wagon packs

In 2013, Drax unveiled the UK's first purpose-built biomass rail freight wagon at the National Railway Museum in York. Developed by designers at Lloyd's Register Rail and manufactured by WH Davis, it is the largest ever produced and pushes the boundaries of rail engineering. At 18.9m long with top doors stretching 18.2m and bottom doors of 3.7m, the supersize wagon has a capacity of 116 cubic metres, allowing a biomass load weighing 71.6 tonnes. Its volume is almost 30 percent bigger than any freight wagon currently used in the UK.

Two Drax biomass wagon packs are available, both consisting of two bright blue Drax Northern Powerhouse-liveried wagons with their respective running numbers, 83700698071-3 and 83700698009-3 in pack one, and 83700698083-8 and 83700698158-8. R60176A contains two biomass wagons with different decals as decoration on the livery compared to this pack.

Available: Spring 2025
Price: £79.99



RailRoad Grand Central HST Train Pack

The Grand Central HST pack contains a power car with the running number, 43465, and a dummy car with the running number 43484. Each locomotive sports the distinctive Grand Central black and orange striped livery with the iconic Grand Central logo emblazoned on the bodysides. Two etched nameplates with the legend, *Peter Fox 1942-2011 Platform 5*, are included in an accessory bag for the dummy car. For a full rake, these locomotives are perfect to run with the following Grand Central Mk.3 coaches: R40440, R40441, R40442, R40443 and R40444.

Available: September 2024
Price: £149.99

RailRoad Grand Central Rail coaches

The Mk.3 TSO coach model sports the distinctive Grand Central black and orange striped livery with the iconic Grand Central logo emblazoned in the middle of the stripe. Featuring an accurate corridor connection and close coupling, this model is suitable to run with a Class 43 power and dummy car from the R30375 Grand Central HST Pack.

Five coaches have been announced;

- Mk.3 1st Class Coach, 41206 - Era 10
- Mk.3 Trailer Standard Open, 42401 - Era 10
- Mk.3 Trailer Standard Open, 42402 - Era 10
- Mk.3 TSD, 42403 - Era 10
- Mk.3 Buffet Coach, 40424 - Era 10

Available: September 2024
Price: £34.99 each



RailRoad Procor, PVA Van - Era 8

A small batch of 20 curtain-sided vans, numbered between PR6915-PR6934, were constructed between 1982 and 1984 by Procor at Wakefield in Yorkshire. These vans were owned by Procor and were made available for spot hire. Under TOPS, they were coded as PVA and were built to Diagram No. PV009A. Each van measured at 41ft 11in over headstocks and included a wheelbase of 29ft 6in, with the batch able to carry about 31t as a load.

The model features a PVA curtain-sided van, with the side featuring a blue Procor livery. The running number is PR6934 and is modelled as the prototype was on Immingham Docks in 1986. It incorporates fixed tension couplings for easier coupling to other locomotives and rolling stock.

Available: Autumn 2024
Price: £25.99





New BR Class 08 and Class 09 Diesel Shunters

Bachmann Europe Plc has revealed that it has been working on brand new OO models depicting the iconic BR Class 08 and Class 09 diesel shunters.

Models of the Class 08 Diesel Shunter have been produced in OO by Bachmann since 2000, when the new Branchline models were released under the then-embryonic 'Blue Riband' title.

The all-new Class 08/09 Diesel Shunters owe nothing to their predecessors. These new models have been developed from the rails up and benefit from the latest production techniques and material technologies, while incorporating all of the features that are expected of a modern Bachmann product – including lights, sound and Auto-Release Couplings.

Now at an advanced stage of development, livery samples for the first models will be revealed in August. The details of those first models, including liveries, identity and pricing will be included in the Autumn 2024 British Railway Announcements at the start of August, at which point Bachmann retailers will begin taking orders ahead of the first models arriving in early-2025.

Specification highlights

- Five pole motor with flywheel providing drive to the rear axle
- Diecast metal chassis block incorporating the gearbox, with gearing arranged for prototypical running speeds and haulage capabilities
- 16.5mm (OO gauge) wheels to NEM310 & NEM311 standards with authentic profile and detailing
- Detachable coupling pockets to NEM362 standards fitted at both ends
- Auto-Release Couplings fitted at both ends – DCC-operated, hands-free uncoupling with the press of a function button (Sound Fitted Deluxe models only)
- Separately-applied metal detail parts, including sand boxes and sand pipes, grab handles, windscreen wipers, light conduits and lifting points
- Cab interior detailing, which includes the control desk, instruments & dials, equipment cabinets and handbrake, all with era-specific decoration
- Each model supplied with a full set of decorated, model-specific bufferbeam pipework and accessory parts, including screw-link couplings (cosmetic)
- Fully operational front and rear lights with two, four, or six lights, dependent on the prototype being modelled
- Shunting lights (one red and one white light at each end) operated via a dedicated function on DCC, or using an easy access microswitch on Analogue control
- Cab light operated via a dedicated function on DCC, or using an easy access microswitch on analogue control
- Plux22 DCC decoder interface
- Sound files produced specifically for the Bachmann Branchline Class 08 using recordings from real locomotives
- Where applicable, etched nameplates are also provided

Heaton Lodge Junction launches £100,000 crowdfunding campaign

Owner of the giant 'O' gauge 200ft 'Heaton Lodge Junction', Simon George, has launched a crowdfunding campaign to raise the £100,000 still required to finish the huge extension to the existing layout.

Simon comments, "The original phase 1 of Heaton Lodge Junction, which took around six years to build largely on my own, cost around £230,000. This ongoing second phase will come in at around £100,000 and take another 18-20 months to complete. I want this to be a layout we can all be part of and enjoy".

Bolted onto out-of-town shopping outlets once finished, the layout will visit locations from Exeter in the South West all the way to Aberdeen in Scotland.

Simon continues, "In return for minimum donations of £25, two free tickets to view the completed layout at any of its touring locations will be offered.

In addition, the person donating will receive an on-location 'behind the scenes' tour for two."

A £100 donation gets unlimited visits for two people, plus all the above.

Regular monthly updates are already available online through the *Britain's Biggest Model Railway* YouTube channel.

The phase 2 extension of Heaton Lodge will include a giant O gauge building to scale, such as a power station, Blue Circle cement factory and a scale replica of Toton Traction Depot & MGR train unloading facilities.

A large new station is also being constructed, plus moving radio-controlled vehicles will traverse the road system.

The era modelled is also changing, with DB Schenker, Freightliner, GBRF, DRS & Colas being heavily prominent on heavy freight working. Full length Class 43 HSTs will also feature on passenger working.



Exclusive Rapido BP Fireless locomotive launched

World of Railways has teamed-up with Rapido to produce an exclusive, limited edition BP-liveried version of its recently announced Andrew Barclay 0-4-0 *Caledonia* Fireless locomotive.

This exclusive model is in the BP livery carried by works number 2238, delivered in February 1948 to Distillers Co. Ltd. for its British Resin Products plant in Barry, South Wales. BP acquired Distillers in 1967, with the livery of the locomotive changing to that which we see in Rapido's renders of our forthcoming model, with BP's well-known shield logo used from 1961-1989. The locomotive is therefore liveried for the period from 1967 to its withdrawal when the plant closed in 1986.

RMweb editor, Andy York, has been involved with the commissioning of this model, and had this to say: "We have chosen a livery that would be appropriate for modellers to use in private sidings; maybe an oil terminal or chemical plant? Another consideration in choosing this livery would be the easy removal of the BP logo, giving an ideal base to work from for your own colour scheme."



The product run is strictly limited. A DCC-Ready version can be ordered at a price of £139.95, with a DCC-Sound version at £249.95. Secure your locomotive for a deposit of just £30.

Order yours today at https://worldofrailways.hooluh.co.uk

Artwork for new Dapol Ventilated Vans revealed

Dapol has shown a selection of artworks and decorated samples for new OO wagons, which will arrive in August.

Available to pre-order now, each model will also be available in a weathered variant and is at priced £13 for pristine and £14 for weathered.

The new model will feature detailed body moulding and NEM pockets with self-centring couplings.

Proposed Liveries

- 4F-011-136 Ventilated Van Lyons Tea No1
- 4F-011-137 Ventilated Van Lyons Tea No1 Weathered
- 4F-011-138 Ventilated Van Typhoo Tea No1
- 4F-011-139 Ventilated Van Typhoo Tea No1 Weathered
- 4F-011-140 Ventilated Van Lyptons Tea No1
- 4F-011-141 Ventilated Van Lyptons Tea No1 Weathered





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ON TEST: 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.



TOP TIPS: In the Spring 2024 issue of BRM, Phil built a water tower with a stone base. In his latest practical video, he shows how this is painted.



LAYOUT TOUR: Ivan Cadge gives us a tour of his slice of this former branch line terminus, Abingdon, with plenty to admire and enjoy!



Accurascale announces OO Brush British Rail Class 60 locomotive

Accurascale's Class 60 signals the return to the products of Loughborough and takes on its biggest and most powerful production diesel locomotives.

Development work on this new model began almost three years ago as a locomotive model compatible with its modern air-braked wagon offerings. The "Tugs" complement Accuracale's later members of its "Powering Britain" coal wagons, biomass wagons and, of course, the aggregate and steel wagons, too.

Despite the Class 60 looking pretty much the same as it did when the first one rolled out of BEM Traction Division in Loughborough all those years ago, they have received plenty of subtle modifications and changes over their careers in front line service. It is Accurascale's mission to correctly capture these and bring modellers the most extensively-researched Class 60 on the market. This included invaluable cooperation with the staff of UKRL Loughborough, including team members who were originally involved with the initial commissioning and building of the locos. DB Cargo and DC Rail have also contributed massively to Accurascale's model.

Elements such as the original twin exit exhaust silencer and replacement single exit alternative, the roof panel without vents or scavenger fans, differing lamp brackets depending on locomotives (which will be yellow, not black on the models), two-piece windows on the driver's side and updated three piece replacements, early fibreglass snow plough and their steel replacements, T piece metal plates in the radiator room to prevent the locos being counted as a wagon on MGR trains by scanners, air receiver in original and modified positions, extended long range and standard fuel tanks, exposed and covered buffer beams, air ventilation scoops on the cab fronts, modified multiple working socket covers, original and modern LED style lighting clusters and more will be covered.

Standard specification includes full lighting package of independently-controlled head, tail, marker lights and bi-colour LEDS where relevant with various day, night and depot configurations, cab lights, control desk light, radiator room lighting, magnetic roof hatch to access your DCC decoder and DC light mode switches, helical gearing, space for EM and P4 wheels with drop-in replacement wheels available separately, hall sensor to automatically detect curves and activate flange squeal on DCC sound locos, stay-alive capacitor bank for uninterrupted running, large Accurathrash speaker set up with ESU Loksound 5, and a weighty die-cast chassis (over 800g!) with all axle drive to move those miniature mountains.

Accurascale has received and signed off with feedback on the decorated samples and the purchase order is now with the factory. That means quantities are set and the 60 is production-approved, so availability will be strictly limited between direct sales and quantities that manufacturers will receive. Delivery is expected around Q2 2025.

There will be seven different Tugs to choose from in the initial launch range, with another four more exclusive locomotives to come soon between exclusives, a charity fundraiser and a retailer exclusive. Prices begin at £169.99 for the DC/DCC-ready versions, and £269.99 for DCC sound-fitted variants.





Rapido Trains reveals new S160 range

Rapido has revealed a new OO gauge USATC S160 2-8-0 – with 10 different versions available.

In 1942, when the world was at war, the UK railways were struggling to cope and our American Allies reinforced the UK with a multitude of supplies, including a fleet of one of the most iconic locos to run on Britain's Railways, the S160.

The new range from Rapido will cover a large number of tooling variants that cover the Big Four, LMR, and preserved examples.

General specification

- Two factory-fitted speakers, one in the loco and another in the tender
- Dual LED firebox glow with dynamic fire draw effect
- Twin flywheel motor
- Detachable loco-to-tender connection
- Pick-ups fitted on both the loco and tender
- 21-pin DCC Decoder socket-fitted

Variations between models include left- and right-hand drive, lamps, smokebox doors, pipework, air pumps and tenders to name just a few

Versions available

- No.1604 (GWR), black with U.S.A. on tender
- No.2415 (LMS), dark grey with U.S.A on tender
- No.1712 (LNER), light grey with U.S.A on tender

No. 2356 (SR), light grey with Transportation Corps U.S.A. on tender

- No. 700 *Major General Carl R Gray Jr*, Longmoor Military Railway blue
- No. 5820 *Big Jim*, light grey with Transportation Corps U.S.A. on tender (as preserved)
- No. 6046, black with U.S.A on tender (as preserved)
- No. 2253, *Omaha*, maroon with Transportation Corps U.S.A. on tender (as preserved)
- No. 95820 *Big Jim*, black with early BR emblem (as preserved)
- No.5197, black with U.S.A on tender (as preserved)

Priced at £269.95 DCC-Ready and £379.95 DCC Sound-Fitted, the new models are now at tooling stage and are expected to arrive in the autumn.



Bo'ness model railway suffers arson attack

Volunteers have spent 30 years building an O gauge layout at the Bo'ness and Kinneil Heritage Railway, and it has been destroyed in what appears to be a deliberate attack.

According to the club, "Two people broke into our coaches and started a fire, heavily damaging the interior of the fiddleyard coach and causing smoke damage to the viewing coach. Much of the rolling stock was either damaged or stolen, along with countless other items.

Naturally, we are all absolutely devastated. The layout has done nothing but bring joy to us members and the public for many years, and it hurts to see it in this state."



Police Scotland Forth Valley has issued a statement, "We are appealing for information following a break-in and deliberate fire in Boness. Around 7am on Sunday, May 19th, we received a report that two train carriages had been broken into in a railway yard on Union Street, Boness. A small fire was also extinguished by Scottish Fire and Rescue Service within.

"Inspector David Black said: "Our enquiries are ongoing to trace those responsible. The carriages are maintained by a team including many volunteers who work tirelessly to keep these carriages running and are a popular tourist attraction.

"We are appealing to anyone who saw anything suspicious in the area of the railway yard, particularly around 2am, where it's been reported two men were acting suspiciously in the area. We are also asking people to check their private CCTV and dash-cams to see if there is footage that could assist with our enquiries."

Anyone with information is asked to contact Police Scotland on 101, quoting incident number 1043 or make a call anonymously to Crimestoppers on 0800 555 111.

A JustGiving page has been set up for people to donate towards restoring the model.



Accurascale announces 21-ton BR HTO/HTV wagons

Accurascale has revealed the latest addition to its "Powering Britain" line of coal wagons through the ages of the railway.

Offered in their original and rebodied formats, Accurascale's first release of this much-requested wagon covers the Diagram 1/146 5-rib hoppers in their unfitted guise and the 1/147 and 1/149 rebuilt 2-rib bodies both with and without vacuum braking.

The tooling suite means Accurascale has the ability to fit four different styles of axlebox to match the prototype wagons, either plate or cast grease 'boxes and SKF or Timken roller bearings.

Each wagon features a wealth of separately-applied detail, from handrails on the diecast chassis and hopper ends to the intricate brake gear and hopper operating mechanism underneath.

As well as a diecast chassis with full hopper detail, each wagon will ride on 26mm axles, which are 2mm in diameter, with pin points in brass bearing cups for smooth performance and ease of conversion to finescale tolerances.

With the first engineering prototype models in hand for assessment for some time now, feedback has been drawn up and sent back to the factory, with improved samples with full decoration due in the coming weeks. Delivery of the models to customers is currently estimated at Q3 2025.

The wagons are available in a variety of the now familiar Accurascale triple packs, featuring both BR freight grey and bauxite liveries, with various running numbers and individual markings as modelled from real photographs of each wagon, allowing modellers to build a prototypical rake.

Each pack is priced at £99.95, and Accurascale is operating its usual 10% off when you buy two packs or more, along with a new offer of 15% off when you buy five or more packs directly from its website.

Modellers can either pre-order directly via Accurascale or a local stockist.

Peco releases new range of 1960s House Kits

Having released a range of Victorian House kits, Peco has moved on a few generations and released a new range of 1960s House kits in OO.

They probably number in the tens of thousands throughout the UK and will easily fit into a layout for the period from the 'sixties to the present day.

There are three wooden laser-cut kits available: Low-relief Fronts & Backs, and the Full Building Kit. With brick and tile textures on the surface, the models also feature guttering and downpipes, a separate porch at the front and blinds in the windows, which can be positioned as desired.



Prices are as follows;

- LK-214 OO/HO 1960s Semi-Detached House Complete - £29.34
- LK-212 OO/HO 1960s Semi-Detached House Fronts - £15.25
- LK-213 OO/HO 1960s Semi-Detached House Backs – £16.74



New OO Refuse figures

If you need a team of workers to accompany your new Oxford diecast refuse lorry, Osbourn Models can help.

The firm is pleased to announce the release of a OO Refuse Collection team figure pack, designed to complement the Oxford Diecast Dennis Eagle bin lorry.

This set includes a team of three Bin Men, each dressed in high-visibility workwear and equipped with bins and refuse bags, fully painted and ready to plant straight on your layout, plus three separate wheelie bins.

New Captain Birds Eye refrigerated vans in O

Dapol has released images of its new 'Birds Eye' wagons in O gauge, which will be in stock in August.

Available in both weathered and pristine condition, the new wagons feature a self-compensating chassis, metal sprung buffers, 3-link metal coupling chain and sprung coupling hook and profiled wheels and axles with brass bearing pockets.

Priced at £55.62 and £57.62 weathered, a limited number of these models will be available, so pre-ordering is recommended.

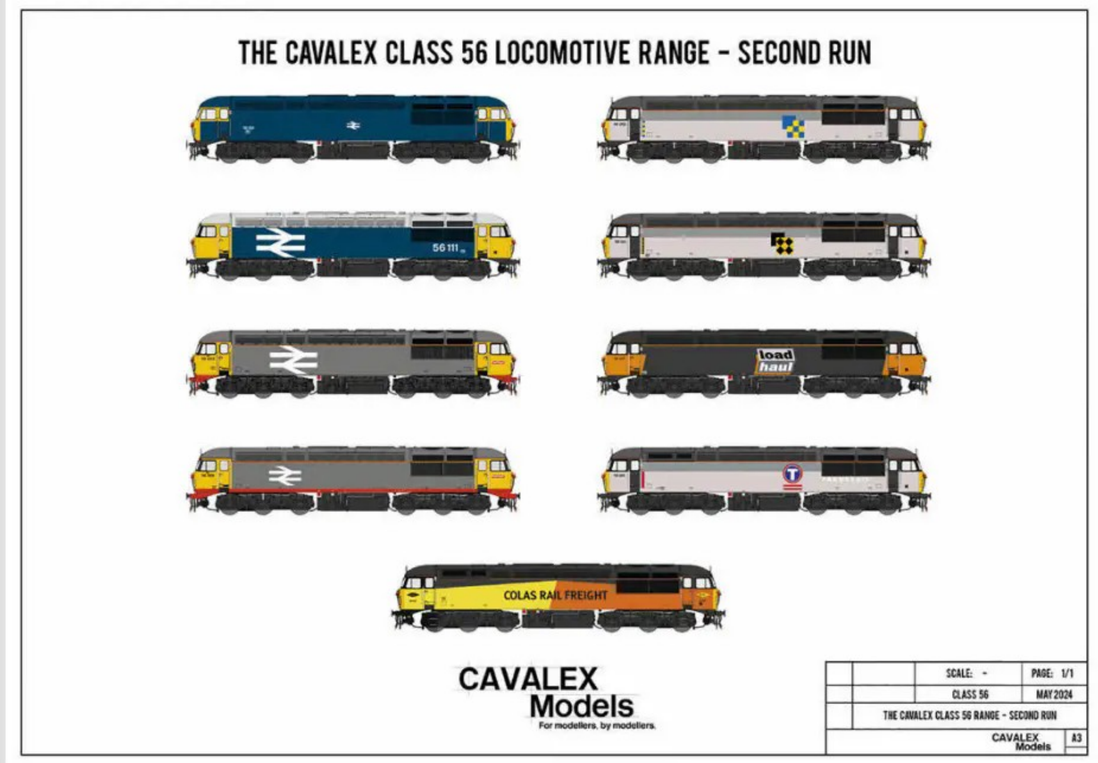


Second run of Cavalex Class 56 announced

Following the success of the first run of its first locomotive, Cavalex has revealed the next locomotives ready to pre-order from the range.

Cavalex has deliberately chosen prototypes that complement the first production run of models of the class, while also continuing to release liveries never seen in OO before, for example, Original Railfreight on a Romanian-built Class 56, and TransRail livery.

Following feedback from the first run, a few small improvements to the Class 56 for the second production run have been introduced, namely the bogie pivot centre, which on the production models was circa 1mm too far back, and also pushing the factory to match the triple grey roof more closely to the paint samples supplied.



Specification

- 21-pin DCC interface and removable panel to allow for easy DCC chip installation and access to the dip switch control for DC users, which allows access to all of the DCC functions for lighting, without the need to remove the model from the track
- Photo-etched grilles throughout the model, including body side, roof and cantrail
- Separately-fitted parts across the model, including bogies that aren't just one-piece mouldings to allow for proper detail relief as well as the underframe
- Full independently controlled lighting, allowing for parked, yard, light engine, and 'on train' modes, with realistic levels of brightness and colour representative of the prototype being modelled
- Cab lighting, driver's desk with individually-printed dials and decorated full-depth cab interior as per the prototype
- Hall sensors for fully adjustable automated flange squeal on sound-fitted models
- 5 pole motor with twin flywheel and low ratio gearbox for prototypical running speeds typical of the class
- Provision to order drop-in wheelsets to easily convert the loco to EM and P4 gauges
- Detailed and accurate underframe with numerous separately-fitted parts
- DCC sound with custom ESU project for factory-fitted sound versions and stay-alive fitted to all models
- Etched nameplates as appropriate to each model number
- Both standard and revised cantrail grill options, depending on prototype

The Cavalex Class 56 range

- 56021 - BR Blue
- 56111 - Large Logo
- 56002 - Original Railfreight
- 56089 - Red Stripe Railfreight
- 56052 - Construction Sector
- 56134 - Coal sector
- 56107 – Loadhaul
- 56129 – Transrail
- 56105 - Colas Railfreight

Alongside the models above, Cavalex has also revealed a number of retailer exclusives, with more to follow;

- 56036 - Large Logo - Rails of Sheffield
- 56037 - BR Blue - Railway Icons
- 56133 - Large Logo - Rails of Sheffield

The price of the Cavalex 56 remains at £189.95, with the sound version at £289.95. Production will commence following completion of the Cavalex Class 60 production, with a current expected delivery date of Q3 2025.

Dapol shares video of Hawthorn Leslie 0-4-0



Expected to arrive in the UK by the end of this month, Dapol has shared new footage of the production samples in action, which you can watch on World of Railways.

The new Dapol model is based on the 0-4-0 saddle tanks built between 1899 and 1924. They were produced in large numbers and continued in a variety of industrial uses (including iron works, collieries and power stations) until the early to mid-1970s. Over 10 locomotives have made it into various states of preservation.

Available to pre-order now, the new model is priced at £126.36 DCC-Ready, £164.16 DCC-Fitted and £266.36 DCC Sound.

Cavalex reveal deco samples of new Class 60

The first decorated samples of the firm's Class 60 locomotive have been revealed, along with an update on the project.

The samples have been reviewed and feedback passed to the factory, where minor tweaks will be made ahead of the pre-production samples arriving over the next couple of months. Sound recording for the project will also be taking place soon, with delivery of the new models expected in January 2025.



00 | 1998 – present | £££ £169.99+

Accurascale Class 66



Andy York



Spot the difference. Our review models of an early-build and later low-emission variant of the Class 66 show the variations in light cluster types, cab windows, grilles, tanks and access doors.

Hattons released its Class 66 in 2019 as part of its 'Originals' range, working directly with a China factory. It was a well-regarded model in terms of detail, performance and finesse, but suffered from some build quality issues. Accurascale acquired the rights to the model a good while before Hatton's closure and has taken the project from good to excellent.

Accurascale's first products in the range cover the life from the very first locomotive, 66001, in original form when commissioned in 1998, through to the last built, 66779 *Evening Star* of 2016, which should become part of the National Collection at the end of its 40-year anticipated life. In between these numbers, there's a good selection of choice, from EWS through to its takeover by DB, including the vibrant *Climate Hero,* 66004 pictured here (so named for its capability to be fuelled with hydrogenated vegetable oil rather than diesel), which it acquired in 2021, followed by 66/5s in original Freightliner livery and Genesee & Wyoming orange, DRS early blue livery, GBRf blue and orange shown with our sample of 66763 and Accurascale Exclusives of *Evening Star* and 66769 in its grey and orange Prostate Cancer UK livery through which Accurascale has raised £10,000 for that charity. I'm sure many more liveries and numbers will be released in the future! *Climate Hero* is also a fitting choice for Accurascale to make with its commitment to carbon-neutral shipping on all direct orders.

Within the 25-year life we have seen so far of these locomotives, there are numerous differences and these are well demonstrated, comparing the models of 66004, which was the third locomotive to be delivered, with 66763 from the last batch, which has the low-emissions variant's signatures of larger radiator area grilles for increased cooling and reduced operating temperatures along with the side access door, larger cabside window, and newer BMAC light clusters. The fuel tanks are also smaller to maintain weight limits and use less fuel to carry the weight of the locomotive. Other variants will be seen in the future, with tooling variations for parts on locomotives that were brought to the UK after operating in Europe.

The model is a good fit for Accurascale's range with its quality approach to detail, tooling variations, features and performance. Further improvements made to the original model make it easier to own and maintain, with a simple lift-off exhaust roof panel



The exceptional bogie detail extends to revolving axleboxes; this Achilles' heel of the original model is now fixed.

FACTFILE

Models:
66001 - EWS Maroon
66004 - DB *Climate Hero* Green
66122 - DRS Blue
66167 - DB Red
66171 - EWS Maroon
66415 - Freightliner Orange
66507 - Freightliner Green/Yellow
66763 - GBRF Blue/Orange
66769 - GBRf Prostate Cancer UK Black
66779 - GBRF BR Green *Evening Star*
Class 66 Crew - Driver/Driver – Privatisation
Class 66 Crew - Driver/Secondman - Privatisation
Era: 1998 - present
Construction: Diecast chassis and plastic body
DCC socket: 21-Pin MTX
Weight: 704g
Minimum curves: Radius 2 (438mm)
Accessory pack: Alternative bufferbeams with detailing, etched plates as required



The interchangeable bufferbeam and dam show the read-fitted coupling and piping.



Available as extras, Accurascale offers packs of drivers and secondmen in pairs in ready-coloured resin printed for £9.99.





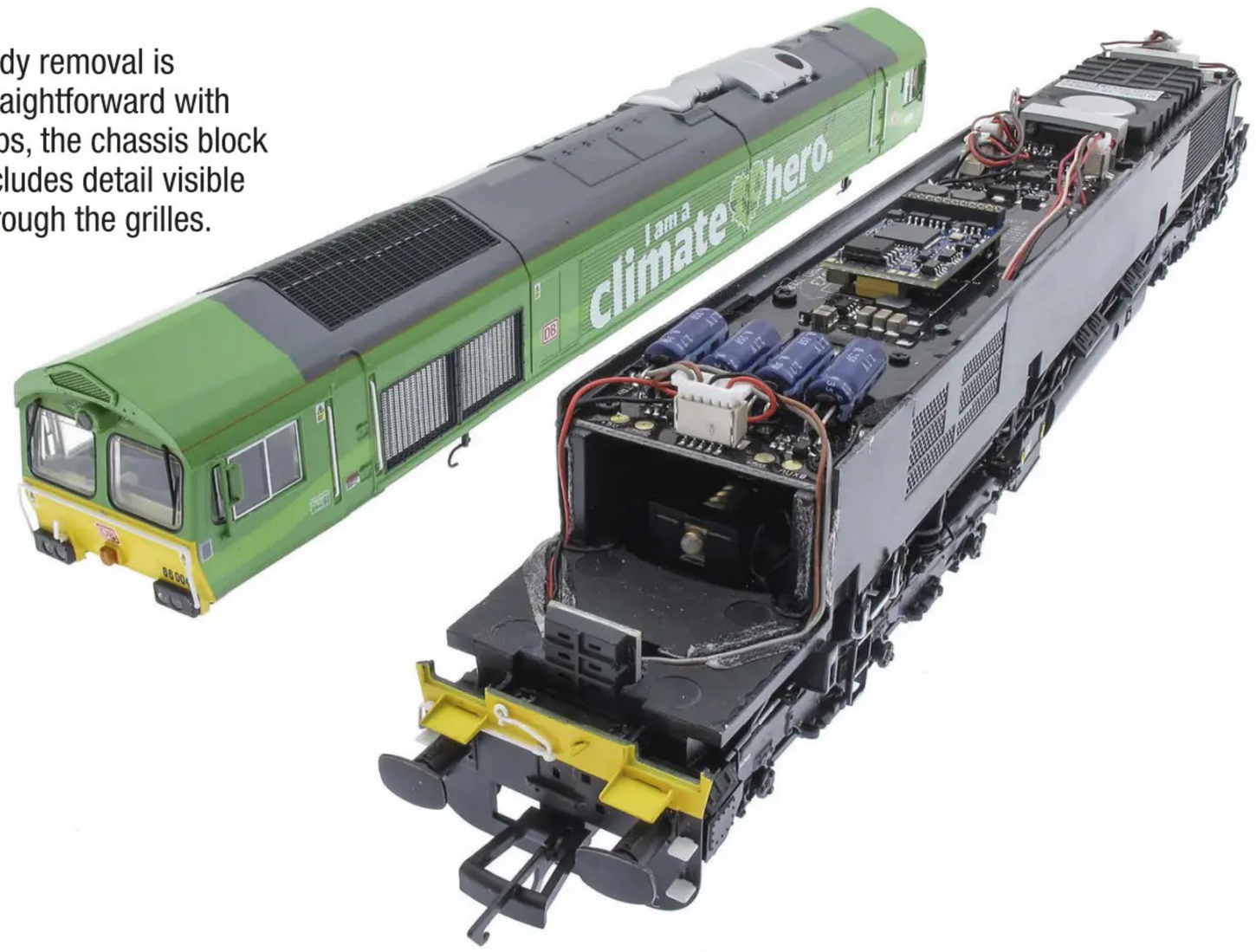
The roof grille is of improved quality, retaining the view through to behind, as do the side grilles.



Some users have reported some buzzing/ vibration on sound models; check the exhaust silencer is properly seated.

WHAT WE LIKE

- ✓ Running qualities
- ✓ Detail differences
- ✓ Paint and decoration quality
- ✓ Sound files and stay-alive performance
- ✓ Improved quality
- ✓ Value for money



Body removal is straightforward with clips, the chassis block includes detail visible through the grilles.

section to access the decoder socket and configure the dip switches for the different lighting options under analogue control; when it's back in place, it really is very difficult to see the joint. The inside of the model has seen an upgrade too; the loose wiring tidied up with plug and socket connections and utilising pogo connectors for electrical connections to the body's lighting functions. Sound enthusiasts also benefit from the inclusion of both a sugarcube speaker and Accurathrash bass speaker in the sound-fitted options; this is sensibly set at half volume by the factory at a level that I think suits the sound at normal viewing distances, although I'm sure most will turn it up via the CVs. The sound files now include a flange squeal, which is triggered by sensors on tighter curves without the need for a separate function.

Performance of the models is exemplary, even before running-in, with superb stability on my extremely sensitive rolling road with no hint of any wobble, proving that the original rocking bogie issue has been overcome. The five-pole motor with twin brass flywheels is matched to gearing, which gives excellent slow-speed control through a prototypical scale of 75mph. Weighing in at over 700g, the package with all-wheel electrical pick-up and drive gives stunning haulage capabilities. 'Power pack' capacitors mounted on the circuit board give around 30 seconds of power to the model, so progress over dodgy trackwork will be unhindered. The original models quickly gained a reputation for the rotating axle boxes falling off in transit or in use, which Accurascale redesigned to make them more secure and ensure smooth running.



The easily identifiable social media personality, Bessie Matthews, who works to encourage female drivers into the rail industry, is shown fitted in the detailed later wrap-around desk of the GBRf 66.





Climate Hero was named for its capability to be fuelled with hydrogenated vegetable oil rather than diesel.



The livery colours and decoration of the review models is excellent.

The livery colours and decoration of the review models is excellent, down to the finest of print, with excellent etched *Severn Valley Railway* plates for 66763, which it received in 2016; GBRf being a regular supporter of gala events on the railway. Aside from these models, I have seen the EWS livery of 66171, but I did feel that the red colour was light compared with other model renditions. However, if it had more of a sheen than the fairly matt finish of the model, it would look like a factory-fresh real locomotive, as it does seem to be a colour that dulls and darkens over time.

The accessory pack with each model includes quality etched plates where appropriate and replacement bufferbeams and air dams with fitted piping and cosmetic knuckle coupler for the face of the locomotive, which visually is a huge improvement from the tension-lock coupling type without detail that the model is fitted with from the box. To fit these, it's a simple process of unclipping and lifting the body, unscrewing the fitted bufferbeam and releasing the NEM coupling pocket and screwing the detailed bufferbeam in place; far better than wrestling with magnifiers, small pliers and superglue to fit normal detail packs. While you're inside the model, it's the ideal time to fit a driver and/or secondman, which Accurascale commissioned from Modelu in ready-coloured 3D-printed form. These cost £9.99 but you know they're real 66 drivers. The cab interior unclips from inside the body and the early locomotive models have the centre pedestal arrangement, while the later variants feature the ergonomic wrap-around control system.

The box also includes instructions, sound decoder functions where applicable and an interesting booklet giving more class history and a driver's perspective from none other than RMweb's 'big jim'.

Accurascale's genetically-modified General Motors-built locomotives are a hit; most have sold out directly as I write this, but some are available from Accurascale stockists, but you will need to be quick to secure one.

WIN A CLASS 66!

Prebook your ticket to our NEC show, The National Festival of Railway Modelling, this November 23-24th, and you will enter a prize draw to win a Class 66 *Climate Hero*.

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T&Cs: This competition closes on September 1st, 2024. The winner will be chosen at random from those who have pre-booked a ticket to our new NEC show before the closing date.

00 | 1956-68 | £££ 229.99

Hornby R30226 BR Stanier 5MT Black 5 4-6-0 No.45157



Tony Wright

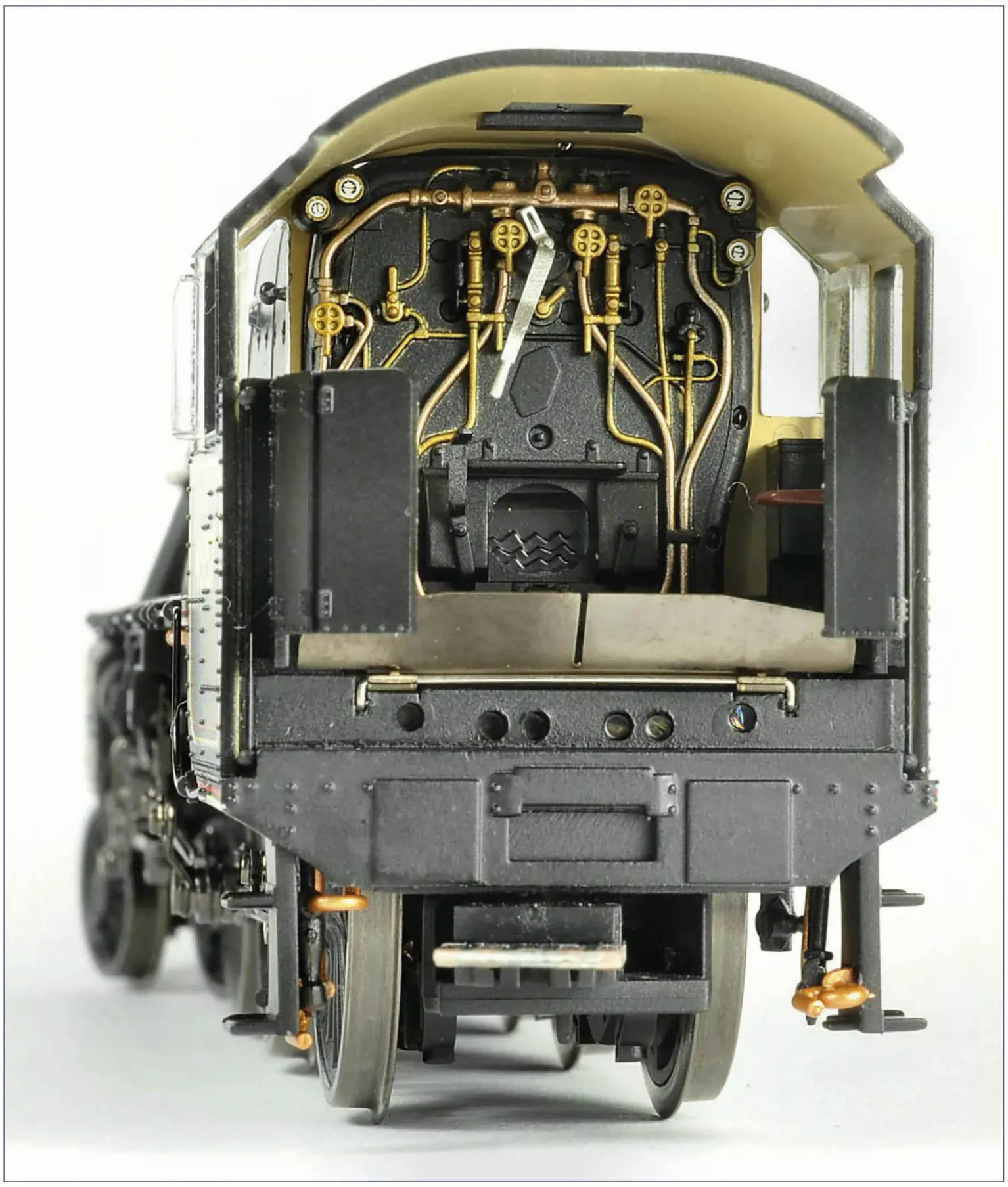
Hornby has had a Stanier Black Five in its range of OO locomotives since 1973. Despite its 'Silver Seal' status, it was a poor affair, and though the principal handrails were separate wire fittings (prior to that time, most Tri-ang/Hornby locos had moulded-on handrails), the loco was compromised by the use of (inappropriate) Britannia valve gear. It also had tender-drive, which most 'serious' enthusiasts abhorred. The Black Five was completely re-tooled in 2002, this time with loco-drive, and in several variations. Apart from a curious 'flange' beneath the tender's soleplate and rather scrawny axleboxes, it was (and still is) an excellent rendition. Now, 22 years later, we have the 'ultimate' Black Five from Hornby, this time with even more variations.

The model I've had for review represents 45157 *The Glasgow Highlander* in BR lined black livery. One of four Black Fives named after the Scottish military, it always worked in Scotland apart from a few months when new when it was based in Liverpool (two came south later in their lives). It was built for the LMS by Armstrong Whitworth in 1935 and always ran with a domeless boiler. It was withdrawn in 1962, and the model represents the loco in its final condition, with AWS fitted, a speedometer installed and electric warning flashes present. As such, it depicts 45157 in the last three years of its life.

Is it the 'ultimate' RTR Black Five? In most cases, I'd say 'yes' with just a couple or so 'qualifications'. In every major and minor detail, it is absolutely spot-on. I can find no scale discrepancies at all. Detail is incredible in its application, with numerous separately-fitted parts. A full cab interior is included, and there's even a firebox glow visible through the firehole. I've rarely, if ever, seen a model so beautifully finished.

The livery application is exemplary and fully up to the highest 'professional' standards of painting, and certainly far superior to the finish which most ordinary mortals can achieve. All numerals and brandings (including the correct Scottish '5MT' above the cabside numbers) are perfectly-applied. The crispness of the lining is probably beyond the finest that any human hand might accomplish.

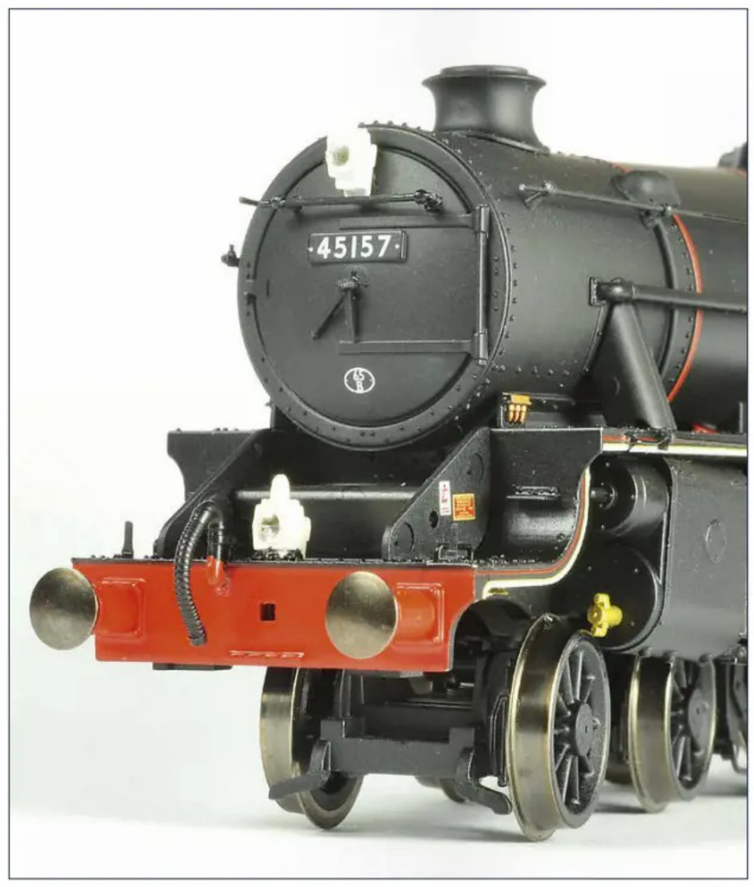
In performance, it is beautifully-smooth, quiet and with silky starting and stopping. A powerful five-pole skew-wound motor in the body provides that quality of running. All the wheels are true-round, to RP 25 profile and with consistent back-to-backs, enabling the loco to run perfectly through hand-built and Peco points/crossings. The valve gear is exceptionally good for a small-scale model and (at last!) the return cranks lean correctly forwards, both sides. Current collection is from



Out of all the 100s of locos I've built, I've never detailed a cab interior to this standard. It's superb! The split fall-plate folds down but it doesn't reach the tender's footplate.



The plug-in drawbar is easy to use, though it results in the loco and tender being too far apart.



The correct shedplate (St.Rollox) is carried. What a pity the lamps are so big.

FACTFILE

Models:
'Black 5' Caprotti, 4-6-0, 44755 - Era 4 (Web Exclusive)
'Black 5', 4-6-0, 45157 'Glasgow Highlander' - Era 5
LMS 'Black 5', 4-6-0, 5200 - Era 3
Era: 1956-68
Construction: Plastic body and diecast footplate
Weight: 410g
Minimum curves: Radius 2

both loco and tender, meaning that there is little likelihood of the model stalling. Full provision for DCC fitting is in the tender body, and current between the two units is carried via an eight-pin plug-in drawbar. I like this feature, though it does result in a rather large gap between the loco and tender.

The thing I'd question about the loco's performance is its inability to haul the fullest prototype-equivalent load for a 5MT. On test, it managed no more than eight plastic carriages, and no more than six metal ones. I had to reduce my usual 40+ full mineral rake by 15 wagons, otherwise, the loco just polished the rails! Though it appears to have a diecast footplate, most of the loco's body is made of plastic, and thus lightweight. Whether extra ballast can be added, I don't know because nowhere in the instruction sheet are we told how to remove the loco body; that being the case, I left well alone.

REVIEWS

00 | 1956-68 | £££ 229.99

With all the extra bits fitted, we now have the ‘complete’ RTR Black Five. It’s seen running on Little Bytham (with altered lamps).



> **“Many ex-LMS locos carried black-bodied lamps, not gleaming white as here.”**

My principal ‘criticism’ of this model concerns the fixed lamps (two at the front for a Class H unfitted freight and one on the tender for a Class B stopping passenger train). In my opinion, they are a misguided gimmick. They’re far too big, far too bright in operation and are difficult to alter without damaging adjacent surfaces. Not only that, many ex-LMS locos carried black-bodied lamps, not gleaming white as here. Between us, a friend and I did alter the lamps, but we obviously qualified as having ‘a good degree of modelling ability’ (according to the instructions) to be able to do so. Were the model mine, I’d lose all those lamps and fit the replacement lamp brackets supplied so that they’d carry non-illuminated correctly-sized lamps.



There is the usual bag of extra components for the purchaser to fit – cylinder drain cocks, AWS bang plate, front steps, train heating pipe, a snowplough and so on. There’s even a crew.

In conclusion; an outstanding model, let down by those ridiculous lamps. That said, still thoroughly recommended.

WHAT WE LIKE

- ✓ Incredible level of detail
- ✓ Beautifully-smooth performance
- ✓ Superlative standard of finish



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In the early 1970s, the Class 47 fleet underwent a renumbering process with sub-classes created based on the specific electrical equipment fitted to each locomotive. Notably, two locomotives from the Class 47/7 sub-class, namely No.47798 'Firefly' and No.47799 'Windsor Castle', were dedicated for Royal Train service and later renamed 'Prince William' and 'Prince Henry' respectively. 'Prince William' is now part of the National Collection at the National Railway Museum in York.

MODELS FEATURED ARE **N GAUGE / 1:148 SCALE**

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Signatrak Ace 3 V1.2



Ian Mellors

Signatrak has launched its new ACE-3 DCC Controller into a crowded market; does it stand up to the competition?

The ACE-3 is a significant evolution of the popular ACE-2 and on first inspection, the ACE-3 controller looks very similar to the earlier model. It maintains the strong Signatrak family appearance, but is, however, quite a step forward from the previous version.

One of the biggest initial differences is that there are no pre-printed buttons on the screen like the ACE-2. On the ACE-3, the entire 7-inch screen is used and changes depending on which screen you are on. This greatly increases the device's flexibility; each screen can have completely different information presented to the user.

Key new features of this release are:

- Increased power supply - up to 6 Amps
- Full 7-inch touchscreen
- Increased loco capacity – up to 120 locomotives
- Loco List for easy selection of locos

So, what is it like to use? Having not tested the previous version, I was a newcomer to the ACE controller, but happily, set-up was very simple, with a good quick-start guide to help you on the way. To get access to the full 52-page manual, internet access is needed to download it, unless it was ordered at extra cost with the main unit. A hefty quality 6 amp switched mode power supply is included and simply plugs in. Power connections to the track and separate programming track are provided for by a plug-in 4-way terminal block that is becoming very common across the hobby, so no surprises there.

Operation of locomotives is well supported; all the usual DCC refinements are present, consisting of 14/28/128 speed steps, separate programming track output and the ability to control up to 29 functions in Panel Mode. The manual makes no mention of Railcom, which is becoming increasingly popular across the hobby. The touchscreen gives good fine control of speed from the slider or increase/decrease buttons when operating in Panel Mode. The slider does require the user to first touch and hold the slider button to activate it before changing the speed, which takes a few tries to get used to.

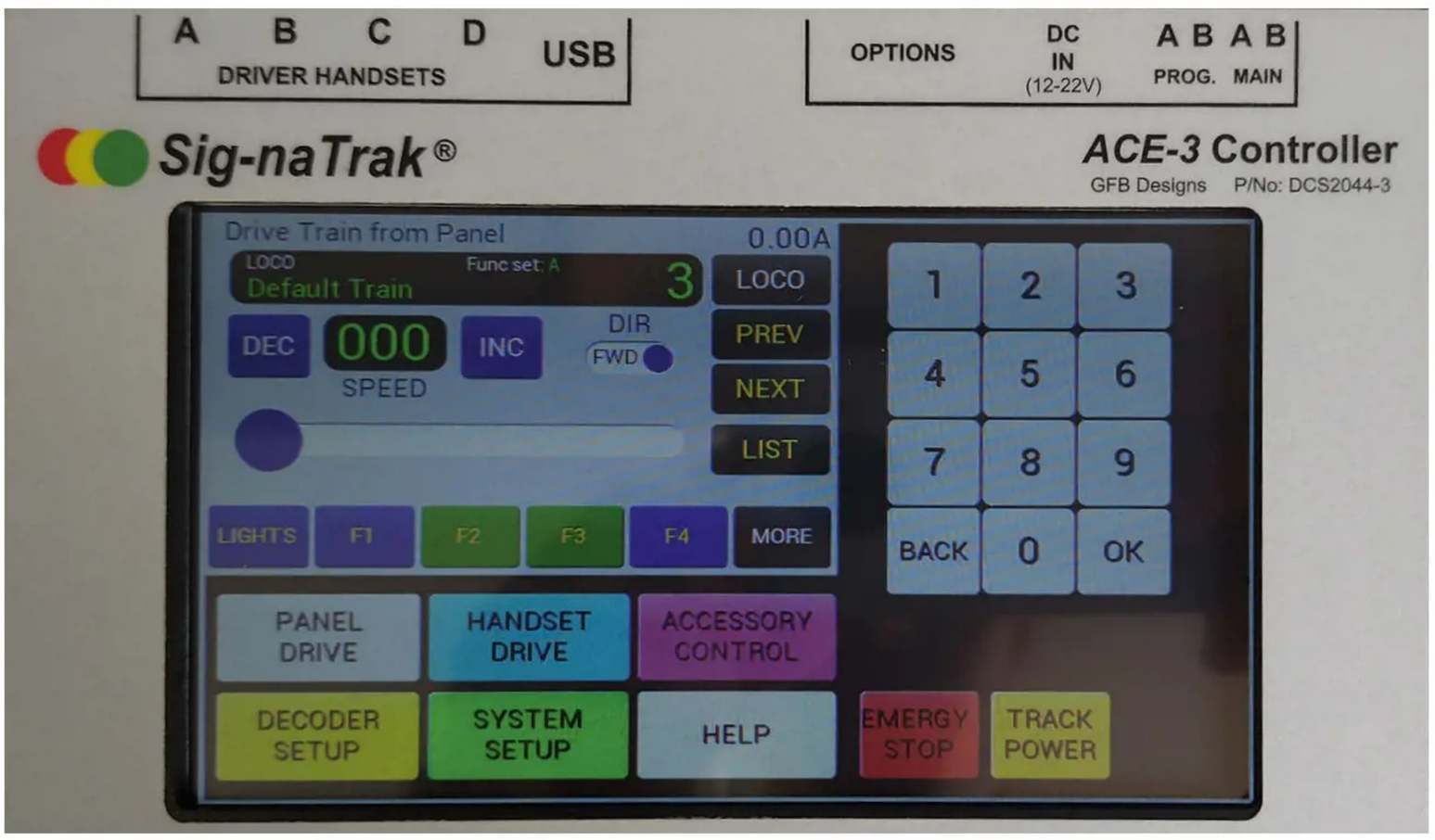
SPECIFICATION

Current Features:

Power supply - 6 Amps
Full 7-Inch touchscreen
120 loco capacity
16 Function Sets
Loco List for easy selection of locomotives
Accessory List for easy selection of accessories
Locomotive and accessory control
Easy locomotive programming
USB link for updates via PC
Consisting options for multiple locos (up to 6)
4 Handset ports

COSTS

Base Unit (no handset) - £379.95
Driver handsets - £39.95 each
Replacement handset cables (2 to 10M) - £4.00 to £11.00
Full printed manual - £5.00

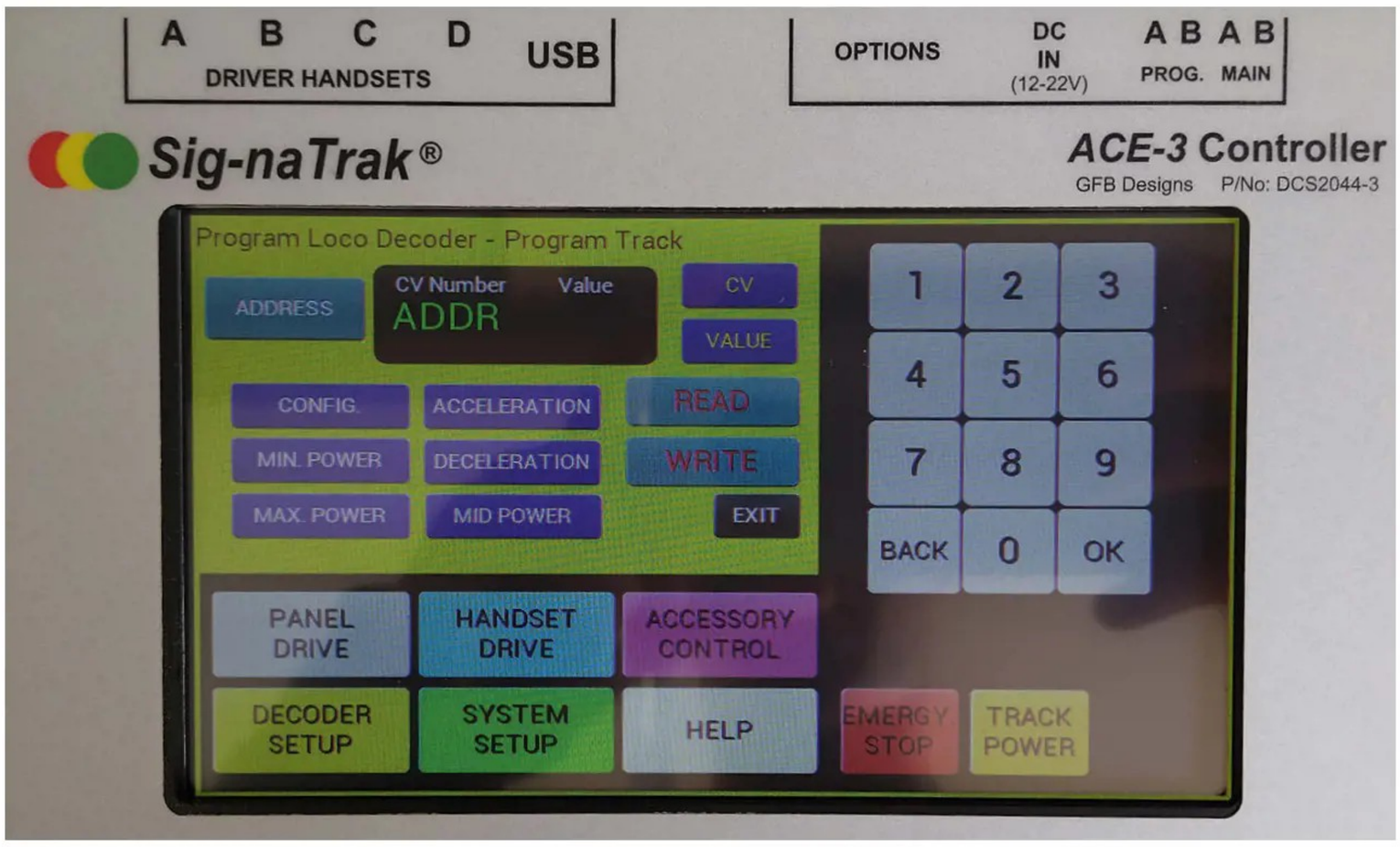


The supplied set came with a separate "Driver" handset and 2M cable that simply plugged into one of four sockets on the back of the unit. They are normally an optional extra, so make sure you add one or two when ordering. They provide a basic walkabout handheld controller for when you need to be away from the base unit. Speed control forward and backwards, plus the first five functions, are provided for. This is fine for non-sound decoders but is quite limiting if you are operating DCC sound. There is also no provision for accessory control – this must be done from the base unit's touchscreen. Longer handset cables of up to 10M are available at an extra cost and it is possible to set up a bus system with plug-in panels around your layout if needed.

Handover from the screen control to the Driver handset is carried out from the base unit and is not as seamless as the way the ROCO Z21 works, for example. Changing the speed on the handset does not change the display on the base unit screen and control is not possible with both options at the same time.

An unusual feature is that you cannot reverse the direction of the loco without first bringing it to a stop. On the base unit, changing direction forces the slider to zero, and on the Driver handset if the direction switch is changed with the loco moving, it will carry on in the original direction until the speed knob is brought to zero. The direction switch needs to be moved back to its original position before the direction can be changed. I can see that this is seen as a way of protecting the loco mechanism from sudden changes of direction but could be a limitation when shunting over automatic uncouplers or other low-speed manoeuvres.

Locomotive names of up to 20 characters can be defined. In addition, function names can also be defined, with limitations. Function names are defined in up to 16 "sets", with function names limited to six characters each. Each locomotive can be assigned one of these function sets during set-up. This could be quite limiting if you have a large collection of locomotives with different supplier's decoders – running out of function sets needs to be carefully considered.



FUTURE FEATURES

In the next update after V1.2

- Increase to 300+ Loco Capacity
- 52 Function Sets (A-Z and a-z)
- Fix bug with maximum characters in function buttons. At present, in the V1.2 release a maximum of 130 characters (A-Z, 0-9) can be shown across the 29 function buttons

In further updates/releases

- Full PC control via layout control software, eg iTrain
- Accessory Route Mode
- Variable current selection
- Reallocation of function keys on driver handset to different functions
- LYNX add-on module with both LOCONET and XPRESSNET ports
- New Handset Type for loco selection from handset

WHAT WE LIKE

- ✓ Touchscreen control
- ✓ Simple traditional handsets available
- ✓ Very affordable handsets
- ✓ Future upgrades providing extra features

WHAT WE DON'T LIKE

- × Only five functions available from the handset
- × Accessory control only from the touchscreen
- × Limit of 16 function sets until the next update
- × Railcom not supported

It is planned to extend the number of function sets to 52 in a future firmware update.

Accessory control is only available from the base station touchscreen. Up to 85 accessories can be programmed into the unit and each can have a name of up to 20 characters defined. Operation is simple with Normal/On and Reverse/Off buttons available from the touchscreen. The system does have a "Route" option button, but this is not currently enabled. It is planned that groups of accessories will be able to be set in a future update to allow them to be controlled from a single key press.

The ACE-3 presents an interesting alternative to other DCC systems on the market, with unique features that set it apart from the rest. The ACE-3 gives touchscreen control without the need for a smartphone or tablet, while still allowing for more traditional plug-in handset controls too.

00 | 2015 - Present | £££ 139.99

Hornby Class 66 TXS sound-fitted



Andy York



Cries that new products are expensive are often heard, but there are new bargains to be had.

Hornby's model of the Class 66 can trace its history back to the 1999 Lima model, certainly with regard to the bodyshell and chassis, but it does have an improved 3-pole motor, circuitry and, most visibly, the decoration, and in this case, a budget model with sound.

This model of GB Railfreight 66754, named *Northampton Saints* in 2015 to recognise the rugby union side's successes at that time, it certainly has crisp decoration of lettering and markings over the base colours (even if the orange on the cabs is far too light and the blue too dark) on what is still, fundamentally, a correctly shaped and proportioned model (apart from the body being the early style rather than the low emission type that it should be). Where it is lacking, compared with more recent models, is the simple mouldings, with a lack of separately-fitted detail and features, such as working lights, which is anexpectation for many these days.

I've always referred to the Class 66 as a Railroad Hornby model fitting into its budget range but, although the price point fits, I can see it's never been branded as such, which maybe hints at the confusion around blurring standards and features of products between the Railroad and standard range. Etched plates are provided, but the edge and lettering are printed-on with no relief, the model does look better with their addition, though.

Only one bogie is driven, but there is respectable weight to the model, plus one wheel on each side of the bogie has traction tyres, which means the model should handle what most layout owners will put behind it. The model ran smoothly enough with pick-ups to all axles.

What it does give is an attractive price; with an RRP of £139.99, this model includes Hornby's R7322 21-pin HM7000-21TXS Bluetooth® & DCC sound decoder, and comparing it to the RRP of £99.99 for a standard range model and £69.99 for the decoder means a saving £30. This means that the model can be controlled via DCC or with Hornby's HM7000 system to access the 28 functions listed. Initially, the model didn't respond to controller input, so the decoder was removed, checked and reseated whence it sprung to life.

The body is a simple unclip from the chassis type and the decoder is mounted to the simple circuit board on top with wiring to the sugarcube-style speaker, which is mounted facing downwards over the non-powered bogie. There doesn't seem to be any enclosure as such, which probably contributes to distorted sounds heard when the sound functions were turned on.

The sounds didn't seem to be particularly synchronised to speed settings, especially when using the 'Thrash' function, but many users at the budget end of the hobby will just be pleased that they've got a nicely-decorated model that has sound functionality; it'll do the job that they expect well, and it's unlikely to have bits fall off.



The etched plates are certainly worth fitting because printed plates follow the contoured panels of the bodyside.

FACTFILE

Models: R30353TXS GBRf, Class 66, Co-Co, 66754 *Northampton Saints* - Era 11 (Sound Fitted)
Era: 2015 - present
Construction: Plastic body and diecast motor bogie
Weight: 404g
Minimum curves: Radius 2 (438mm)
DCC socket: 21-pin
Accessory pack: Alternative end dams, bufferbeam detailing and etched nameplates.

WHAT WE LIKE

✓ Value for money
✓ Decoration



Two wheels on the power bogie are fitted with traction tyres, so performance shouldn't be a problem with the model's weight.



The Bluetooth/DCC decoder sits on the simple circuit board with wiring to the small speaker, facing downwards.

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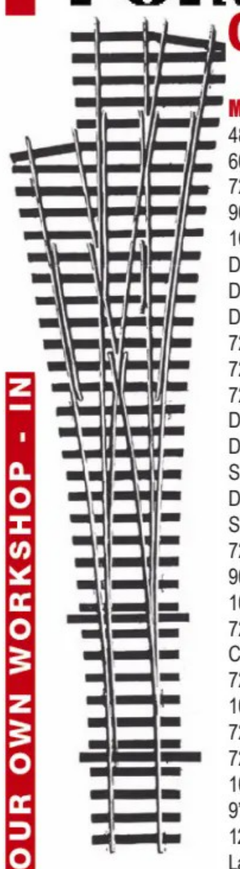

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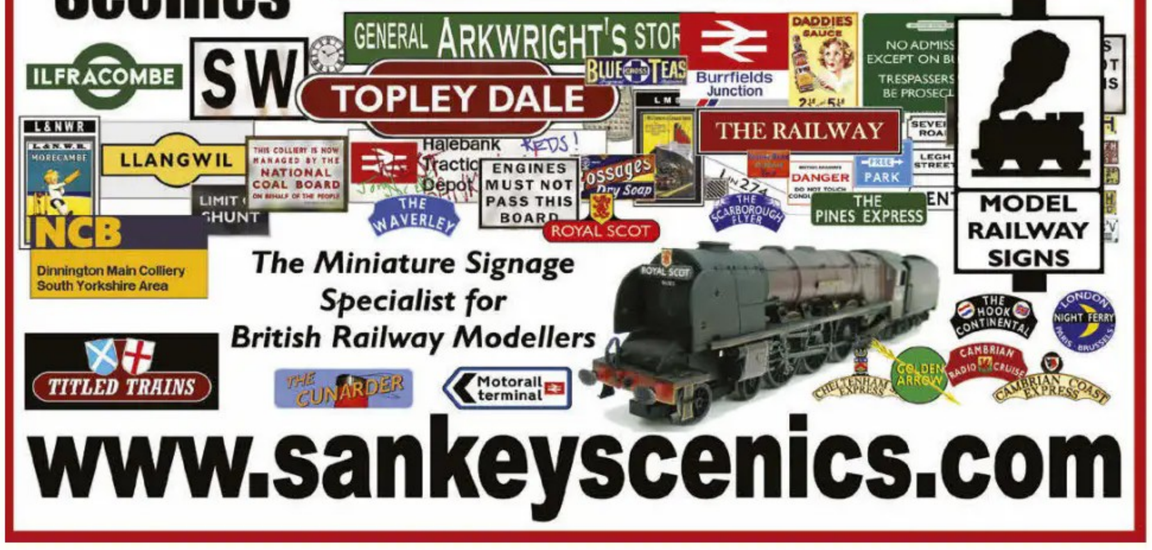

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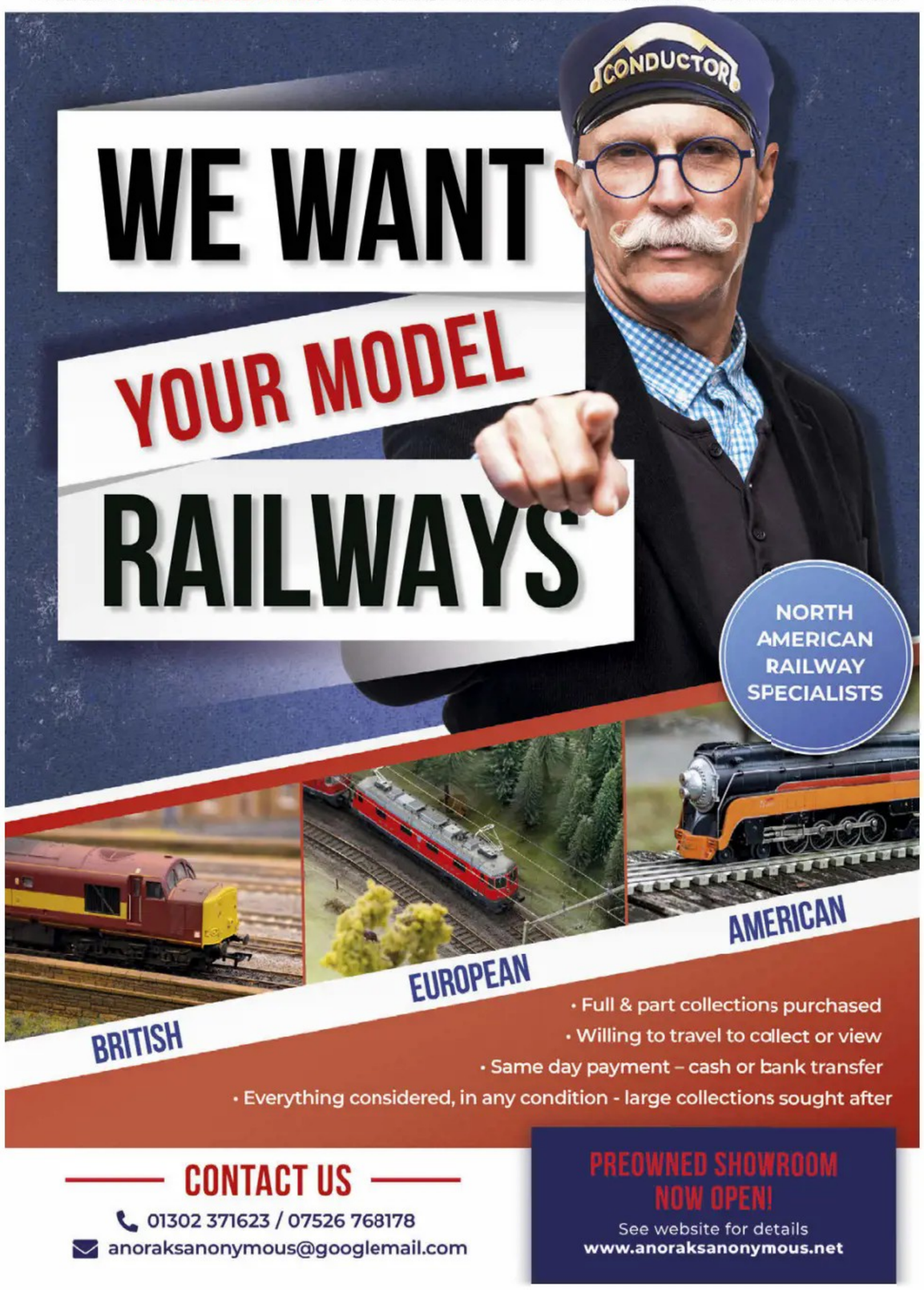

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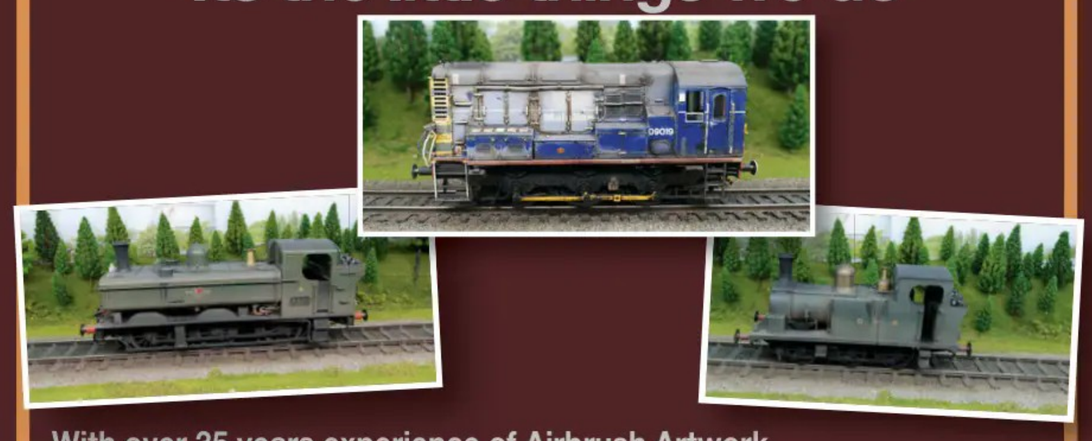

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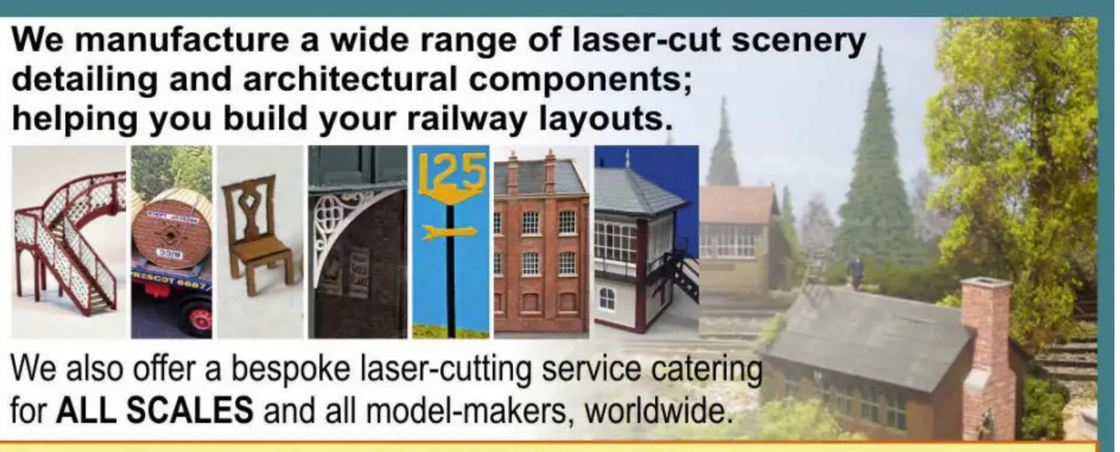

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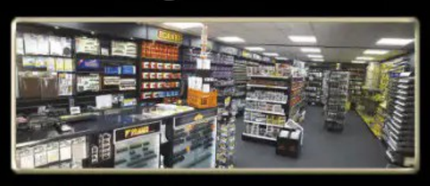

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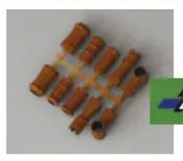

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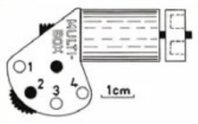

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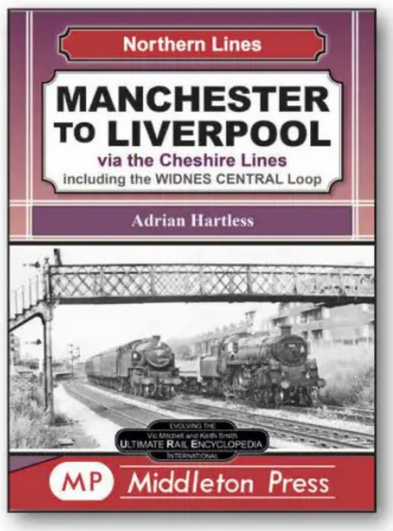

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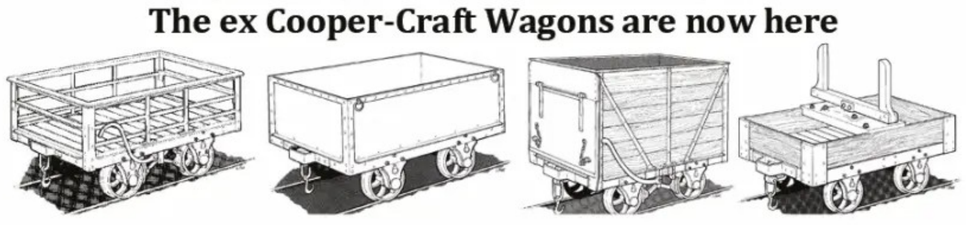

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Are two, or three, better than one?



Do you really want one of these for your layout? Phil built the Judith Edge kit because he loves this wort of an oddball locomotive, but we can't see it being a big seller RTR.

As we write this, the news that Accurascale is to produce a Class 60 in OO gauge has just come out. This follows on from Cavalex announcing a model of the same prototype, one that has been available from Hornby for many years.

Unsurprisingly, this has generated quite a bit of fuss on RMweb. Plenty of people are angry that two manufacturers are producing the same loco, when there are "so many other classes waiting to be done."

In reality, duplication is a fact of life. Class 31, 37 and 47s are all available from more than one source. Shunter fans can choose between Bachmann and Hornby 08s, with rumours of more on the way.

Is this a bad thing? Surely, choice is nice? Or are these wasted opportunities?

Some of the alternative suggestions don't seem as if they would tempt a manufacturer to invest thousands of pounds. A Class 06 shunter would certainly appeal to Scottish modellers. There were 35 of them, and they were quite widely travelled north of the border. Hornby's version is pretty crude, being designed to fit its 0-4-0 steam chassis, so it wouldn't be hard to make a better model.

But, is the 01 diesel really a "massive gap"? Two of the five examples spent most of their lives hauling rocks to the end of the Holyhead breakwater railway, not exactly a popular prototype for modellers. Other than that, they lived in Stratford Docks with a sole example in Peterborough PW depot.

If that's a gap, you can see why another main line diesel, even one already on the market, appeals.

This month in pictures...



No space for a 7mm scale layout? This On3 model offers a continuous run in a tiny suitcase!



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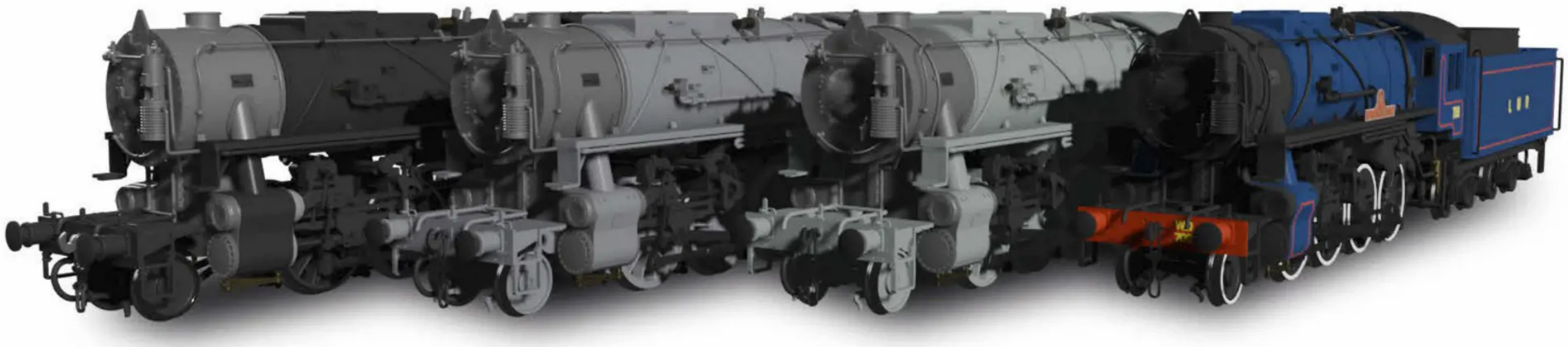

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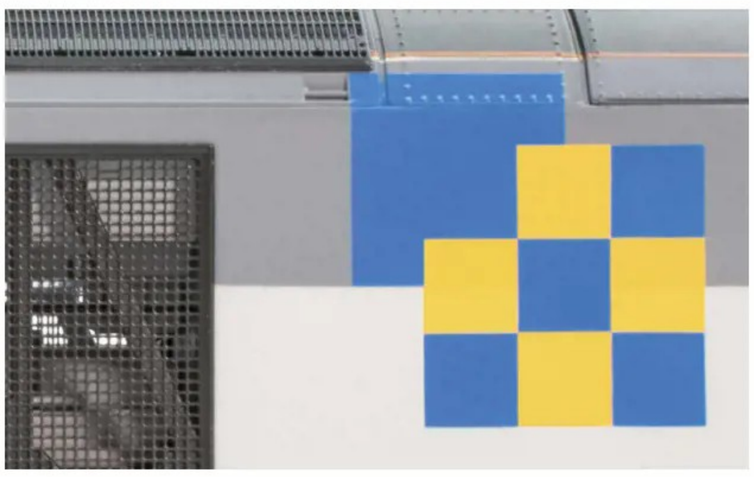



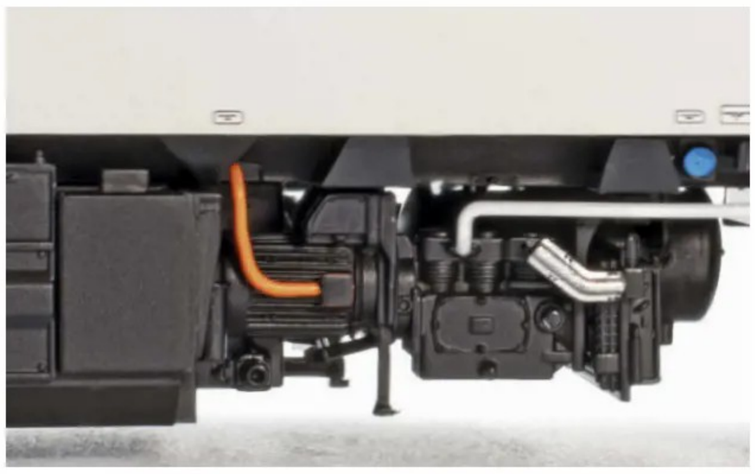



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