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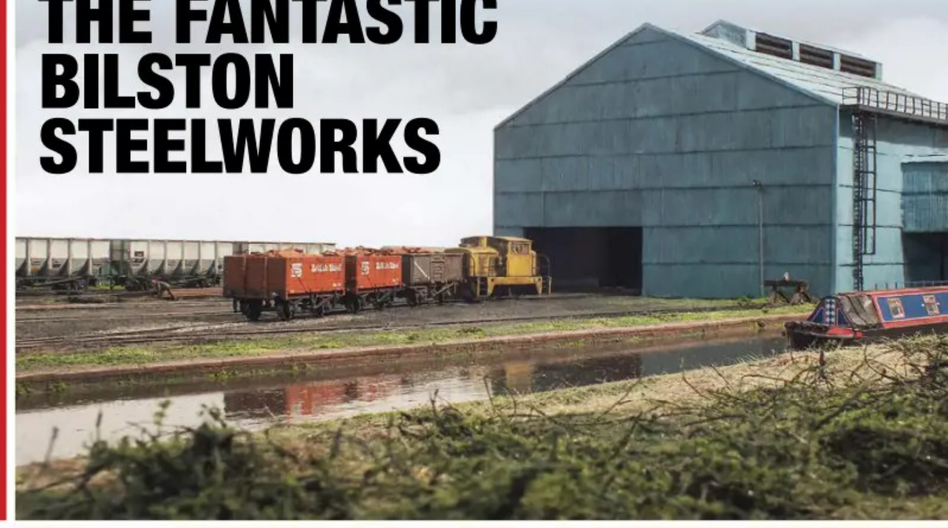

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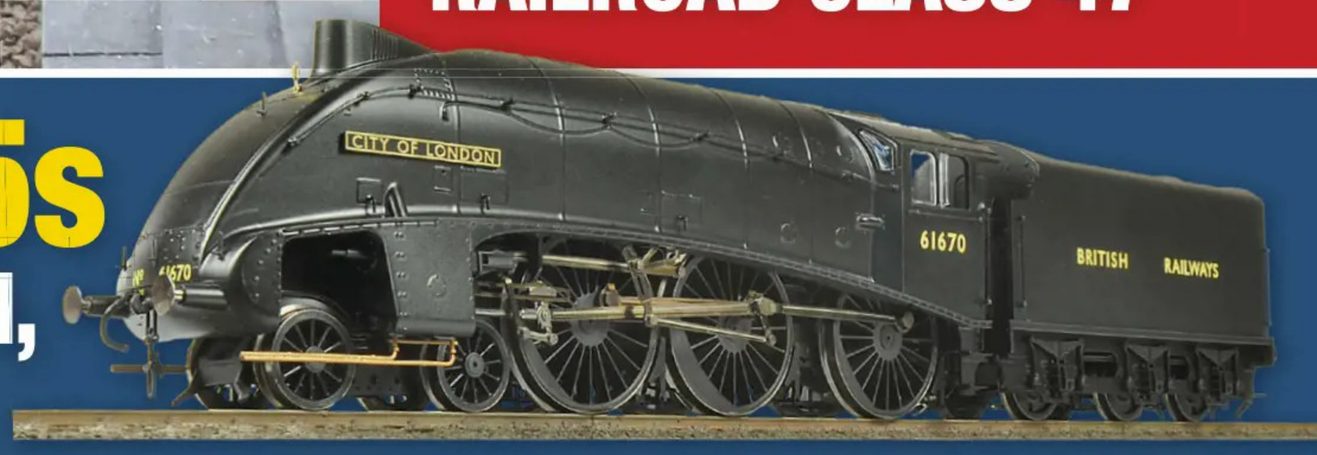

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INSIDE NOVEMBER BRM

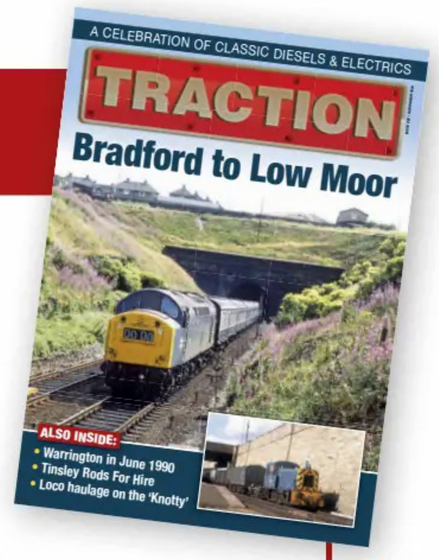
INSPIRING LAYOUTS

p20 Harbourne St. Mary (O)
An abandoned layout is given a new home and some key renovations.

p34 Bilston Steelworks (OO)
A typical slice of an industrial West Midlands landscape from the 1970s – a steelworks alongside a canal.

p92 Roundhay (O-16.5)
A quirky scene that demonstrates how to create an illusion of depth.

TRACTION



Bradford to Low Moor discovered, Warrington in June 1990, Tinsley Rods For Hire, and more...

LATEST REVIEWS

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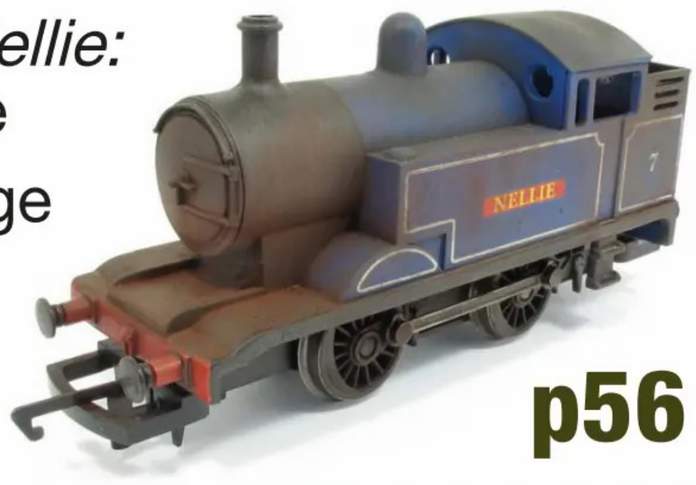

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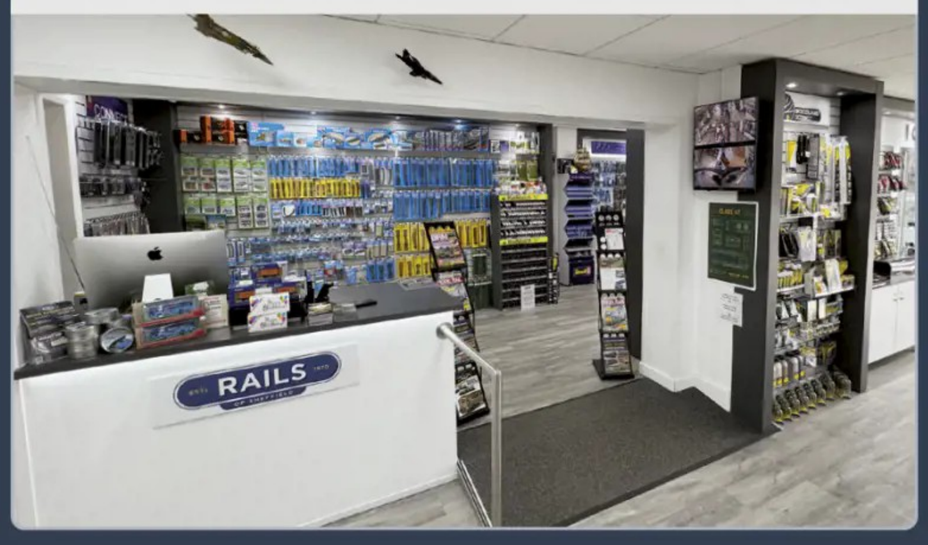

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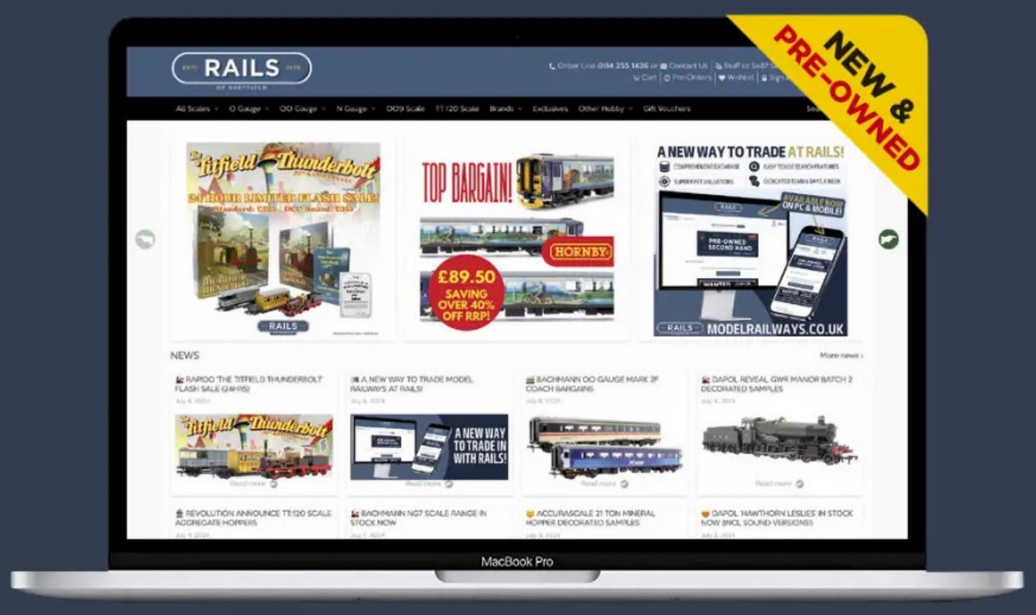

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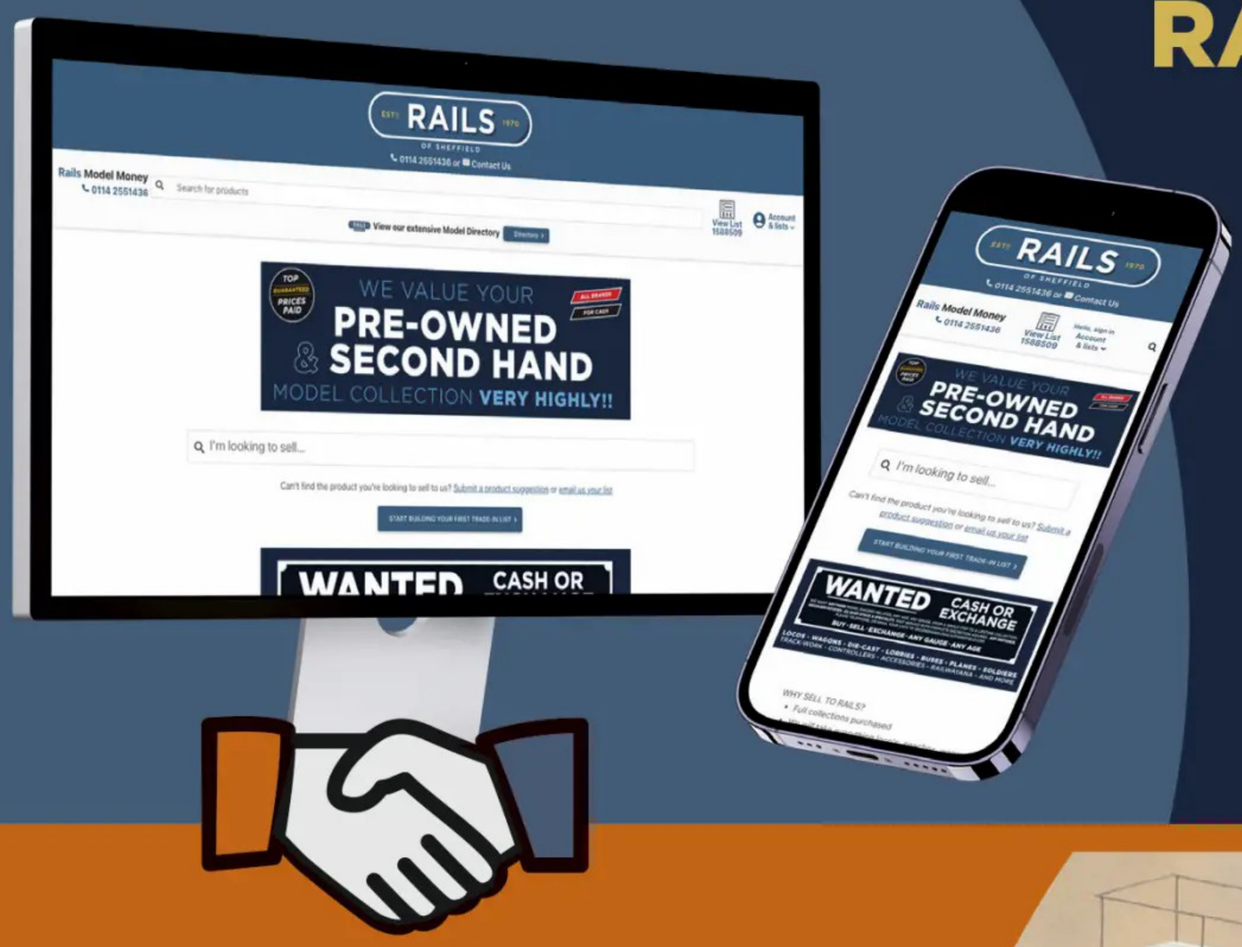

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S. Robertson ★★★★★

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P. Woodcock ★★★★★

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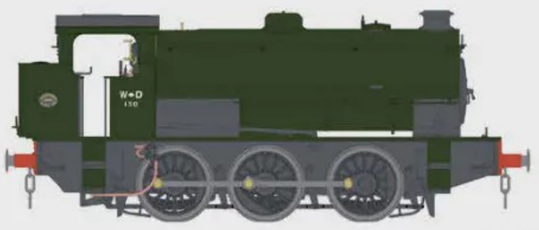

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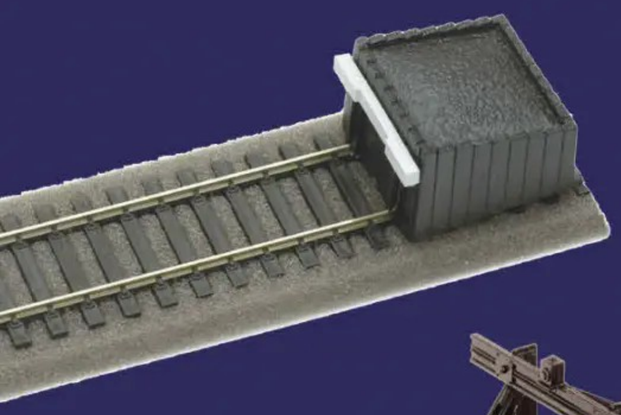

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Panel Mounted Controllers

Orange text shows transformer required

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LAYOUT | 0 | HARBOURNE ST. MARY

An engineering maintenance train pulls away from Harbourne St. Mary, crossing the river bridge. The bridge is from a Top Link kit alongside a scratch-built cattle creep. Slater's embossed stone sheet adorns the structure, which is constructed from 3mm plywood.

FACTFILE

NAME: Harbourne St. Mary
SCALE/GAUGE: O gauge finescale
SIZE: 22ft x 2ft 3in
ERA/REGION: Pre-war, Great Western
LAYOUT TYPE: End-to-end

THE NEXT CHAPTER

The chance to give an abandoned layout a new home proved too tempting for the Market Harborough Model Railway Group, whose significant modifications have delighted the original builder as well as exhibition goers.

Words: David Tuffs & Roger Tozer **Photography:** Phil Parker

TOP RIGHT: There are many cameo scenes on the layout; this one depicts the pedestrian footpath that crosses the main line with suitable gates and warnings. There's an abundance of wildlife to interest younger viewers.

MIDDLE RIGHT: The river scene is a dropped baseboard. The rolling scenery is plywood formers, overlaid with aluminium mesh and then overlaid with fibreglass matting and two-part resin. After painting, static grass and scenic materials are added, mostly from Woodland Scenics. It's robust and light in weight.

BELOW: Passengers await an incoming service while a Parcels Railcar unloads in the bay. The flowerbeds on the platform are much admired. They are removable, located with magnets, and are edged with round-topped tiles. The bushes are N-gauge trees!

The history of the layout is unusual. We, the Market Harborough Model Railway Group, didn't plan to have a second O gauge layout. We were exhibiting our large continuous circuit, 'Medborough', when word reached us of a layout needing a new home. It was a sad story of an owner with Alzheimer's having gone into residential care. The layout had originally been built by the owner's close friend, who had now been asked to dispose of it. That friend was Bill Davis, a respected locomotive builder, well-known in O gauge circles. Two of us visited Bill's house. The layout's three baseboards looked rather sad leaning against the garage wall – ballasted track on otherwise bare baseboards, except for a station platform. The highlight of the visit was seeing Bill's layout in all its finery. We came away with the layout in the van, along with two loose buildings, some supports and a wooden control panel. A donation was made to the Alzheimer's Society as per the wishes of the owner's wife.

Early steps

From the outset, we saw the value in a smaller layout that could be erected quickly in our clubroom. However, some work would be needed to achieve that, so we took it to my garage. The layout wasn't freestanding, so extra leg frames were made along with X braces to keep them vertical while detached. These braces have captive nuts enabling quick leg assembly using a drill with a spanner bit.

There were two scenic boards and a fiddle yard with traverser made using drawer runners. The centre board was narrower as it probably sat in front of a chimney breast. We decided to widen it, which, in turn, enabled us to fit over-centre catches on the board edges along

with alignment dowels inboard, plus add two sidings as a goods yard. That, in turn, meant that we could theoretically run two trains at a time, one shunting and another in and out of the station.

The two new points we added were fitted with Hammant and Morgan SM3 point motors with micro-switches on top to control frog polarity, following the practice used elsewhere on the layout.

We added valances to either side of all the baseboards made from 9mm ply with 22mm above board height - very necessary and much neater.

We would always have re-wired to some extent, just to remove wires across baseboard joins. However, a new control panel was also necessary if we were to run two trains at once.

We started by creating a wiring book; as a club, we strive to ensure that all wiring is documented and not reliant on one person's knowledge who might leave! The book starts with a trackplan showing the boards with their points and sections, with each being labelled. We then list the connections from panel to board – controller and points, common returns, one wire for each section and two for each point. Our normal practice is that every board is a freestanding layout fed via a 25-pin D-sub socket on the side; this means that all continuity across baseboards occurs inside the panel.

ABOVE: GWR 2922 *Saint David* takes on coal and water from the rudimentary facilities at 'Harbourne St. Mary'. This kit-built locomotive was purchased as shown from eBay. Many of us buy locomotives for sentimental reasons, and this is such a case.

LEFT: Diesel Railcar #24 leaves 'Harbourne St. Mary' and crosses the river, scaring a seagull on its way to the main line junction. The river is well depicted in this picture. It took three pourings of Woodland Scenics Realistic Water to finally achieve the effect we desired.

Signalling

Having completed the scenic side, our attention turned to signals. Dapol launched its single-post GW signal; we bought one at the first opportunity and installed it just before the entrance to the fiddle yard. It is controlled by the fiddle yard operator and used to designate an empty road for an incoming train. Taking note of the wiring needed for the Dapol signal, we upgraded the main panel with latching push-buttons that would operate two bracket signals. The Dapol bracket signals were eagerly awaited, but their eventual arrival was too late for us; in the meantime, the first signal stopped working. There was no choice but to make our own signals and we used kits from Scale Signal Supply.

With the layout being stored flat, all the signals had to be removable, so we made them with servos attached beneath their bases. There are rectangular holes in the baseboards for the signals; the leads for the servos and LEDs are usually left poking up through these holes so that the signals can be connected and then dropped into their mountings. Having never dealt with servos, we were pleased to discover the Heathcote Electronics range of servo control boards. Fortunately, all the wiring we'd done for the Dapol signals would still work. So, the servo on the broken Dapol signal was replaced and a Heathcote board used to power it.

That still left us with four roads where ground signals would be most appropriate. We used MSE (Model Signal Engineering) kits and came up with a scheme to operate them via a servo-driven bent wire poking through the baseboard lifting the signal's operating lever; we then rely on the counterweight to drop back down. We added tiny LEDs in the lamps and electrical contacts through the base, which connect to batteries under the baseboard. Hence, we've achieved fully operable, yet removable, ground signals.

The panel connects to the boards via interchangeable leads with 25-pin D-sub plugs at both ends. The new panel was made using an aluminium project box from Maplins (what a shame they closed!).

The new panel presented another challenge. All our panels have visible route selection via LEDs connected to the section and point switches. The switches for the SM3s had to be of the instantaneous type, so not conducive to leaving a LED permanently lit. The solution was a bank of latching relays inside the panel controlled by the point switches and powering the LEDs.

All this sounds as though we were not planning for DCC. The panel includes DIN sockets to plug in hand-held controllers. We assume the Gaugemaster convention, where AC is fed out and controlled DC is fed back in. Hence, DCC operation is simply achieved by connecting a DCC base unit to the DIN socket feeding via the two DC pins.

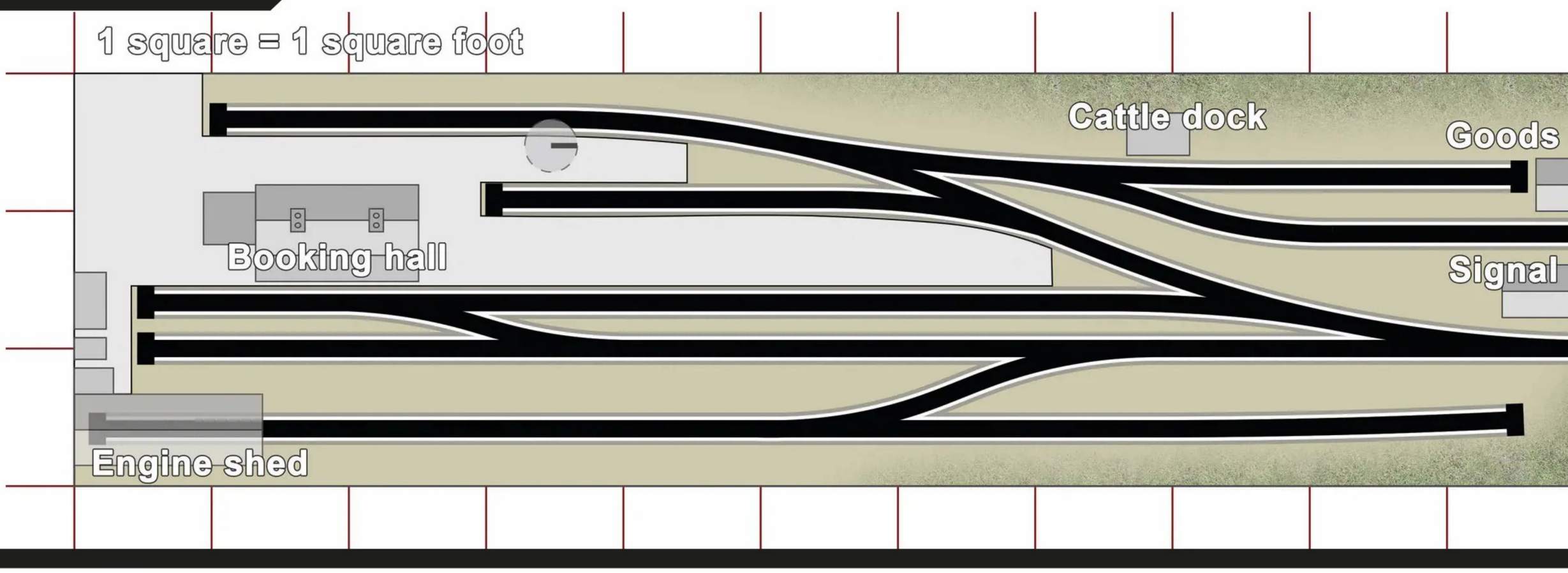
In the clubroom

So, we were now able to erect the layout in our clubroom. It worked well from the outset, so we turned our thoughts towards development. The two loose station buildings were timber-framed and nicely made. However, we decided against using them and they now reside on a member's layout. We did some research to try and identify a prototype station with our trackplan, but we drew a blank. So, we settled on a Great Western branch terminus somewhere in Devon or Dorset.

We had to come up with a place name; Harbourne is derived from where we live – Harborough and Medbourne (our other layout, 'Medborough', is equally unimaginative!). However, there was already a Harbourne on the exhibition circuit, so we added "St. Mary", which, we felt, typified a Devon place name.

At around 14ft, the layout was designed for a room in a house. We are less constrained, so we decided to rectify two constraints that affected operation significantly. The head shunt at the terminus end was very short – the length of a tank engine – and we wanted to be able to run GW 4-6-0s. We decided to

TRACKPLAN



add a short (1 foot, 300mm) extender board, which would both extend the head shunt and also enable a platform across the end of the station. At the other end, it was only possible to run around a train by entering the fiddle yard, but this would not look good at exhibitions and effectively deprived us of one of the five fiddle yard tracks. The remedy would be to add a complete new baseboard between the station and the fiddle yard, described later.

We later extended the fiddle yard traverser by 16 inches (400mm) to accommodate a 4-6-0 plus two coaches or three coaches and a tank engine. We split all five roads in the middle and added section switches to control the far end. This allows auto trains and diesel railcars to share one road. We toughened the alignment mechanism by using a household bolt on each road. The common return for each track now feeds via a hefty spring-loaded wiper rubbing against brass angle beneath the traverser.

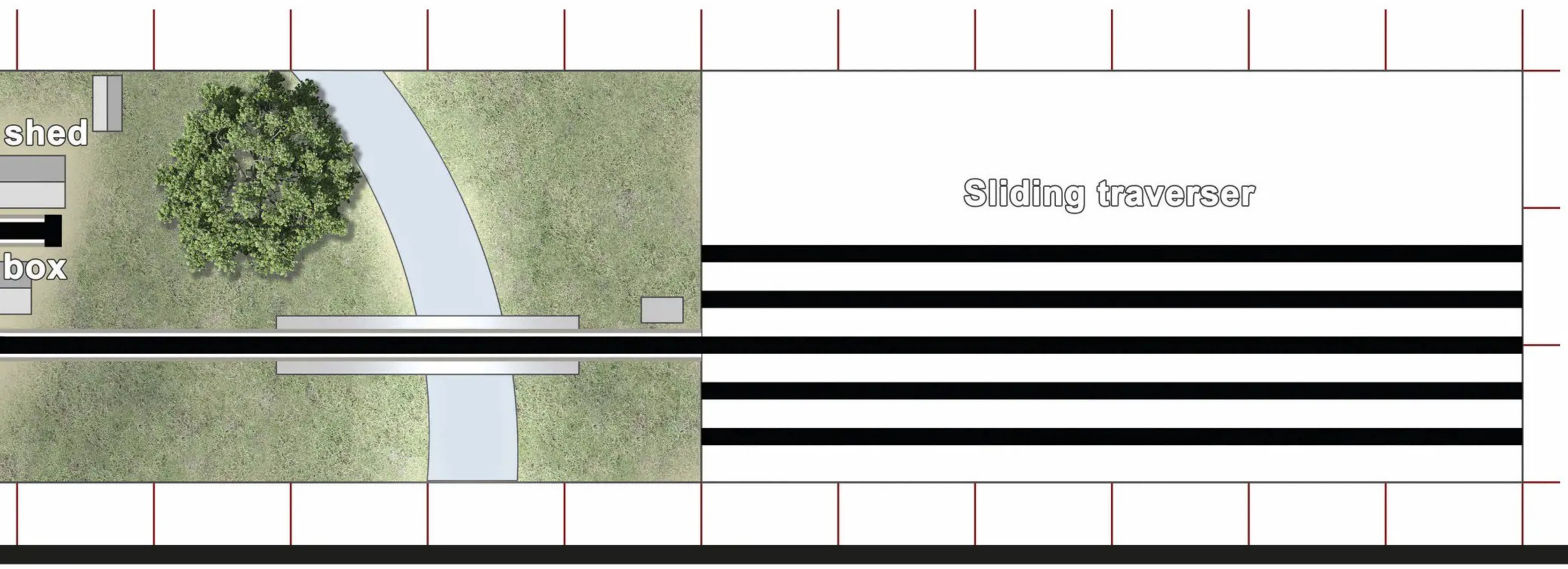
Scenic decisions

With a blank canvas, we were free to designate a purpose for the various roads on the trackplan. The main decisions involved the long double-ended siding at the front of the layout, reached via a crossover. The terminus end seemed made for an engine shed, so we lifted some track ahead of it for an ash pit. The other end of the same siding had no obvious use and we considered making a carriage shed. However, in the end, we decided it would be a good home for a camping coach. The latter fitted the idea of 'Harbourne St. Mary' being a picturesque resort location. The picturesque idea persisted with a decision to make all buildings and structures in a matching stone – what town planners call a "vernacular style". The "resort location" informed the decision to make the new baseboard as a dropped design with a river scene. That scene would include a bridge and a cliff face, both featuring the local stone.

Now we had to find prototype Great Western structures made of stone to give realism to the concept. We came upon Abbotsbury as a near-ideal design for the station building. We needed the station to have

TOP LEFT: : A 57XX pannier sits on shed. The engine shed doors are fabricated from plastic strip and sheet, and are mounted on working hinges. The coach to the right is a slip coach. This arrives behind the regular B set and gets marshalled onto the "middle road" awaiting its return to the main line later in the day.

BOTTOM LEFT: GW 61XX large prairie steams towards Harbourne over the river ahead of a milk train. This picture shows the rock face, which is carved from expanded polystyrene. We regard polystyrene to be too fragile for exhibition use, so this is covered with "No More Nails" adhesive, which both hardens and textures the surface.



The interior of the station building is fully modelled and illuminated. A battery pack powers pendant lamps cut from glass vaccination vials glued to cup washers with miniature LEDs inside. The whole building is made from plastic sheet of various thicknesses, welded with EMA.

TOP RIGHT:
The rear of the station looks as good as the front, even though largely out of sight at exhibitions.
The vehicles are from Oxford Diecast.
Our pet hate is diecast vehicles on layouts carrying their original gloss paint! All of ours are matt varnished except for the windows.

BOTTOM RIGHT:
Also taken from the rear of the layout. GW Duke class locomotive *Isle of Jersey* stands in the station, having just arrived pulling a 2-coach B set. This locomotive is kit-built from an old DJB kit and was somewhat challenging having a curved frame and footplate.

its main entrance at the rear so used some modeller's licence to add a porch and double entrance doors on that side. The engine shed had a size constraint, and we came upon a scale drawing of the Wills OO gauge engine shed kit. This building had a water tank on top, which would be omitted in favour of a GW conical water tower. Both of these buildings are scratch-built, with the stonework hand-scribed into plastic sheet overlaid on the surface. Roof slates are laid individually, the interior of both is modelled and the station has interior lighting. The engine shed has a non-prototypical wooden mess room tacked on the side.

Most of the other buildings are from kits. The signal cabin is a resin kit; we replaced all the windows with the typical Great Western pattern - three panes on top, two below. The goods shed is laser-cut MDF; this was clad in Evergreen plastic planking, mounted on a foundation of stone courses and given a rear entrance platform. The girder bridge over the river is from a Top Link kit, with the bridge supports covered in Slater's stone sheets. It sits beside a cattle creep, which is an arched structure surfaced with the matching stone.

A later addition was a low-relief stable. It took a while to find a GW prototype design in brick that was then modelled as stone. Modeller's licence then prevailed and a cart shed was added with a manure bunker between the buildings. This defunct railway building is now used by the local coal merchant.

There is no backscene as we need to lean over to couple and uncouple. Formal stone walling and dry stone walling can be seen along the rear. The latter is hand-made using OO scale cork boulders on plywood using copious amounts of PVA.

All the stonework is painted using the same three shades of Humbrol. All the building woodwork and fences are painted in GW stone #1 and #3 as appropriate. So, the layout is pre-nationalisation and we usually say pre-war as most of the stock is very clean!

Portability

We do not have a permanent clubroom, but we are fortunate to have quite a bit of storage space at the church centre where we meet. All the layouts have to be stored flat, with buildings kept in flight cases. For Harbourne, we elected to make custom lids for the extender board and the river scene and acquired flight cases for everything else, mostly from car boot sales. The new boards are 9mm ply, whereas the ones we inherited are chipboard and much heavier than our other layouts.

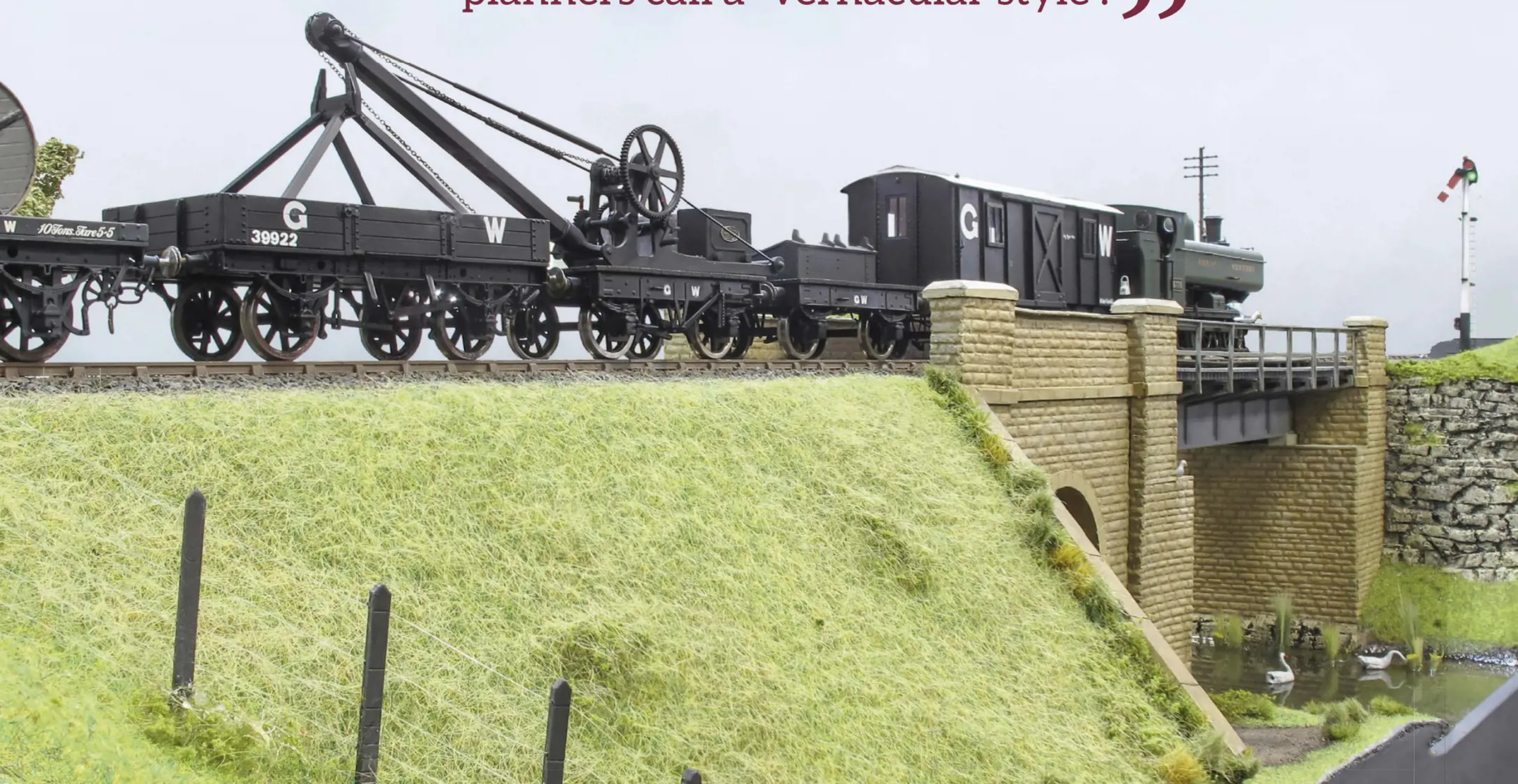
On club meeting nights, we tend to erect the legs and baseboards and leave the buildings in their cases. For exhibitions, we add the buildings, figures, vehicles and fine details. We have a screen for the fiddle yard, which features a Great Western-style station name board bearing the words "Harbourne St. Mary". Exhibition curtains all have Velcro hook tape on their top edge and attach via pads of Velcro loop tape stapled to the valances. The lighting rig is LED strips in aluminium channel and is used for all our layouts. It is held aloft by household slotted shelf supports and brackets.

TOP RIGHT: All the locomotive stabling facilities are on view in this picture. The typical GWR conical water tower is from a Skytrex kit. The coal stage is from a laser-cut MDF kit, with the crane made from a white metal kit. The ash bunker and engine shed are both scratch-built.

MIDDLE RIGHT: A GW Cordon gas tank wagon is marshalled next to the Camp Coach. The coach, a converted clerestory, still has its gas lamps so needs the gas to be topped up from time to time. Whether this actually happened in practice is the subject of some conjecture. The Cordon is from a WEP kit.

BELOW: The maintenance train steams away from Harbourne. The tool van at the front is from a WEP brass kit. The crane and its match truck are from Meteor Models kits and are generic rather than GW-specific. The jib rest is improvised from a Peco 3-plank wagon with plastic strip for the superstructure.

> "The picturesque idea persisted with a decision to make all buildings and structures in a matching stone – what town planners call a "vernacular style"."



ABOVE: The engine shed roof appears here. The louvres presented a particular challenge. Eventually, Maquett styrene was discovered, which comes in a triangular section and did the job perfectly. This firm also makes U-section styrene suitable for guttering. Type "Maquett styrene" into an eBay search.

ABOVE: A closer view of a flower bed and some of the platform ephemera. The shape of the milk churns helps to date the layout, and homing pigeons sent by rail speak to a pastime, which was practised very differently back in the day.

About the modellers

Name: David Tuffs
Age: 77
Name of first layout: 'Watlingford', 1980s - O gauge
Favourite era/region: Great Western
Favourite locomotive: All GW 4-6-0s

Name: Roger Tozer
Age: 68
Name of your first layout: 'Medborough' - O gauge
Favourite era/region: Great Central, early BR steam and green diesels
Favourite locomotive: Rebuilt West Country

We are members of the Market Harborough Model Railway Group – not a club but a group of like-minded friends who meet every Friday in Market Harborough.

Our other O gauge layout, 'Medborough', is being re-developed from a continuous (very large) circuit to an end-to-end format. With a sector plate at both ends and a passing loop behind the layout, it will be able to run main line trains in both directions at a good frequency, representing early-BR steam and diesels in Great Central territory. The space in front of the sector plates will be filled with a new motive power department at one end and a goods yard with canal basin at the other, making the layout scenic from end-to-end at 32ft long. The group also has an OO gauge exhibition layout in development. And we regularly run our multi-gauge test track – O, OO and N gauges.

ABOVE: From left to right: Roger Tozer, Matthew Tozer, David Tuffs, Luke Winters. These four are the self-styled "Operations A-Team", capable of erecting and taking down the layout in record time – I hour from show close to everything in the van!

GW 48XX hauls an auto trailer out of the bay platform while Duke Class *Isle of Jersey* waits on the main platform ahead of a milk train. The trackwork and ballast on view here were all part of the original layout that we inherited.

Looking along the whole length of the layout. The corrugated huts in the foreground are Skytrex resin kits. The station paving is 1/12th scale dolls' house roof tiles; they are the wrong colour, but exactly to scale for 3ft x 2ft paving in O gauge.

I own a suitable van, so we can get to exhibitions cheaply. We rarely charge expenses as we would have to pay for a room to have a day-long running session. Exhibitions are therefore our main opportunity to "play".

Rolling Stock

As a group, we have far more locomotives and stock than are needed to operate the layout. Locomotives range from fine kit-built examples through to Chinese brass and ready-to-run. Rolling stock also features kit-built and ready-to-run coaches and wagons. As opportunities to run the layout are limited, those operating on the day will often run their own stock.

While pre-nationalisation is the norm, our group owns enough BR-liveried GW engines to run it as a later era, so this sometimes happens. We usually run the layout in analogue, however, we own enough DCC sound-equipped stock to run the layout digitally, so may switch over for a half or full day.

Getting this layout exhibition-ready has been a joint effort. Thanks are due to Roger Tozer for all his prototype-inspired design input, the bridges and other scenic items, Matt Tozer for all the figure painting, Vaughan Young for the river scene, Dave Burditt and the late Chris Booth for scenic items. Above all, thanks to Bill Davis for making a reliable layout that's fun to operate. Bill could never have imagined what would become of the layout. We know that he's very pleased with the outcome and that means a lot to us. ■

MIDDLE LEFT:
This shot of the station and engine shed shows the ash pit and bunker in the foreground.
The former is from a laser-cut MDF kit.
The bunker is plywood, covered in Slater's stone sheet. Real ash from the log burner comes in handy.

BOTTOM LEFT:
The atmospheric station yard to the rear of the layout is usually only seen by visitors we invite behind the scenes. The period telephone box, post box and vehicles add to the atmosphere. On the vehicles, we mask the sweep of the wipers and allow the rest of the windscreen to receive matt varnish.

COMMUNITY

EDITOR'S COMMENT

We've had a very busy few weeks at BRM headquarters, with the hobby's show season now in full swing. Holidays and sunny 6am starts already feel like a distant memory and our calendar has been jam-packed as we head into the autumn.

For many, the changing of seasons is heralded by falling leaves and a drop in temperatures. For us, nothing quite feels like the end of summer than a busy exhibition hall, fighting for position to watch the trains go by. That being said, if anyone needs the former for it to feel like autumn, Chris Mead is on hand with his excellent 'Modelling an Autumn Scene' article on page 62.

Our recent busy schedule included a trip to TINGS, which was celebrating its 20th year. It was great to see so many people in attendance, plus there was a wave of new models announced for the event – see our news round-up on pages 112-115 for full details. Layouts on show were also plentiful, many of which have never appeared in the pages of BRM before, something we will look to rectify in the not-so-distant future.

Exhibitions are a great scouting exercise, as we have four of our own shows to host each calendar year. Our biggest and newest show is at the end of November, filling that infamous vacant spot at the NEC. It has been a real labour of love to get the show ready, and we are excited to welcome everyone for what promises to be an excellent weekend of modelling entertainment on November 23-24th!

The show will be the UK's largest railway modelling exhibition, with over 60 of the country's best model railways already confirmed and over 70 leading manufacturers, retailers, specialist suppliers and clubs/societies, you can find out more at **www.nfrm.co.uk**.

Before that, though, we have many shows to attend – Stafford Railway Circle's exhibition is next on the list, hopefully we will see you there.

Happy Modelling
Debbie Wood

PERFECT TIMING!

Like you, I treated myself to a set of lawn green bowlers and they arrived on July 22nd. To my delight, I opened an article in BRM with your tips on how to improve my planned diorama in September's issue. Thank you! I've tried the "Andy tip" - matt varnish. For me, the roller stripe effect has turned out very "subtle", but it HAS worked to a degree; I think it's not as obvious as yours because I've used felt as a base.

I'll keep in touch and send you a photo or two when I complete this project.

John Thewlis

WEEKEND PLANS...

The Midlands Model Engineering Exhibition
Held once again at the Warwickshire Event Centre, the show for Model Engineers returns with over 30 clubs and societies present, nearly 40 of the specialist trade suppliers, practical workshops and demonstrations, as well as the Model Engineers' Workshop Lecture Programme.
DATE: October 17-20th, 2024

Severn Valley Railway 'O Gauge Get Together'
The SVR's O Gauge Get Together returns for a 4th year and will include layouts, trade stands and several displays. The exhibition takes place at the SVR's Engine House, entry is free with a SVR ticket - members of the O Gauge Guild will be able to obtain discounted tickets on presentation of their membership cards.
DATE: October 19-20th, 2024

Dundee Model Railway Club Exhibition
Held at the clubroom on the Ardler Community Complex, the 2024 exhibition will also be celebrating its 75th birthday. There will be layouts, trade stands and demonstrators in attendance, offering something for everyone. Adult entry costs £6 and the doors are open both days, 10am-4:30pm.
DATE: October 19-20th, 2024

Caistorail model railway show
This is the 30th-anniversary show for Caistor Model Railway Club to be held in the Town Hall at Caistor, Lincolnshire, from 10am to 5pm on Saturday and 10am to 4pm on Sunday. Entry fees are £6 for adults and £3 for juniors. Visitors can expect 10+ layouts and traders, plus a tombola for charity.
DATE: October 19-20th, 2024

Narrow Gauge NOW
Hosted by the East Midlands NG Modellers Group, the event will be held at Portland College, Nottingham Rd, Mansfield. Layouts in attendance include Ashgate, Bardsea Quay, Devil's Bridge and Port William (009), alongside 15+ trade stands, demonstrations and a Layout Planning and Design Clinic.
DATE: October 26th, 2024

A NEW HOME

The Hull Miniature Railway Society has recently moved into new clubrooms on the first floor at 151-153 Wincolmlee, Hull, HU2 0HD. The Club has layouts in all major gauges, with more under construction, and members come from Hull, East Yorkshire and North/North-East Lincolnshire.

Having settled in, we are now reopen to potential members of all skills, gender, ethnicity, or age (12+); although children under 16 years of age must be accompanied by a parent or guardian.

Meetings are held on Monday and Thursday evenings between 7pm and 9pm. Unfortunately, being on the first floor, access is limited as there is no lift.

Graham Armstrong

LETTER OF THE MONTH

COPENHAGEN FIELDS AT 40

It can be really difficult to get close enough to see the details on Copenhagen Fields at an exhibition; it's all rather frustrating for visitors to shows. Therefore, to celebrate the layout's 40th birthday, the MRC is offering an opportunity for people to get a personal viewing of the layout fully up and running under exhibition conditions at Keen House. There will be no front barriers, and you will be able to get behind the scenes, even under them, to find out how the layout is built and see parts of it that are never visible under normal show conditions. The public also never usually sees the best view from the operating panels at each end, looking along the length of the layout.

The team has been busy adding new features, including the underground station platform at York Road, adding to recent work above ground at the station and around the goods yard. You can also hear about the history of this colourful part of London and learn about the modelling techniques that have been used in an era that spans photoetching to 3D-printing. There will also be a chance to ask questions to your guides, Tim Watson and other members of the layout team.

Several other London layouts will be on show at Keen House, including two new club projects, 'Orchard Wharf' (London Docks) in EM, and 'Bow Junction' (NLR) in S7. The 2mm Scale Association will also be in attendance and several other specialist groups. All will be accessible to ticket holders for the full day.

Admission to any of the 45-minute timed slots on Saturday and Sunday costs £12. A limited number of tickets will be available at the door, but booking in advance online is recommended. If you book online, you will receive a copy of a richly-illustrated commemorative Copenhagen Fields booklet.

The event will take place on Saturday, 2nd and Sunday, November 3rd, 2024, at Keen House, 4 Calshot St, London N1 9DA. Opening times are 10am to 5pm on Saturday and 10am to 4pm on Sunday.

Ben Weiner

RESTORATION PROJECT

I read with great interest Tony Wright's article regarding renewal, restoration and reviving older 00 gauge locomotives and rolling stock in BRM recently.

It was great to see a hands-on approach to the hobby and focus on the less costly end of the rolling stock market. As a result of the article, I asked around at the local railway club, and a very kind member gave me a 50-odd-year-old Hornby Dublo Stanier 4-6-2 Duchess Class loco and tender.

The locomotive was tired and well-worn when it arrived and the process of renewal began. On my first attempt at stripping the thick, impenetrable paint on the body, I found that commercial paint stripper didn't even touch it. I had to make my own lethal concoction of caustic soda and paint stripper, which should have had the skull and cross-bones on the stripping bath. Once the paint began to peel, I found a wealth of detail the old Hornby paint had obscured. I scrubbed and removed the residue until all the paint had been removed.

I sprayed it with grey car paint primer and used Precision Paints Brunswick green, both on the loco body and tender. I lined it with HMRS transfers and used Fox transfers to number it. Two etched nameplates were purchased and the black-painted details were airbrushed on.

I fitted the correct diameter bogie and pony truck wheels after grinding out larger wheel recesses in the chassis. A new tender/locomotive drawbar was made and fitted to close the gap between loco and tender.

The body was sprayed with an acrylic semi-matt varnish and work was then completed.

Bob Wood

PROJECT UPDATES

A few years ago, I read a report that there was someone going to set up a National Model Railway Centre. I think it was to be somewhere in Kent?

Shares were being sold to raise funds. I may have missed it, but I have heard nothing since. Did it not happen, is it still in the pipeline?

Also, on a visit to NEC (Warley), and after the introduction of *Tornado*, we were told of another engine that was in construction and it will be called *The Unknown Warrior*.
I did buy a fridge magnet with the name *The Unknown Warrior* that is still on my fridge. But I have heard nothing since. Do you know what happened?

I am not what you would call a rivet counter, but I have loved model railways for over 60 years.

Back in the day, when we were having timed power cuts, I was running my then layout in our bedroom. I had two trains running, lights in the trains, in the buildings, station, and street lamps. Also, a reel-to-reel tape with train sounds. It was great!

But, at 10pm, all the power went off, so there was nothing for it but to go to bed. It was 4am in the morning when the power came back on. Yes, I had forgotten to turn the power off on the railway and was sharply awakened by two trains running around with lights and a tape recorder at full volume!

After rushing out of bed to turn the power off, my four kids and my wife all sat on our bed and had a good laugh. All my wife said was that my next layout would not be in our bedroom!

I hope this will bring a smile to your face. It's a great hobby and BRM is a great MAG!

Jeff Osborne

BRM says: A great story! Thank you for sharing, Jeff! In response to your questions, the model railway centre referred to is the Ashford International Model Railway Education Centre (AIMREC), which had a difficult gestation with different building projects falling through and Covid impacts, but is now situated in the village of Bethersden, which is five miles west of Ashford in Kent. Further information can be found at **www.aimrec.co.uk/**

The Unknown Warrior project to build an LMS Patriot Class has suffered delays due to engineering and funding challenges but continues to make progress with the frames and other parts recently being moved to Tyseley for the next stages of work.

(Left to Right) B&NHMRS first Chairman in 1971, Wally Stamper, Steve Flint, Mayor Dan Puty and current Chairman Robin Gilchrist applaud the ribbon cutting, marking the official opening of the new club building on September 1st, 2024.

BASINGSTOKE & NORTH HANTS MODEL RAILWAY SOCIETY OPENS ITS NEW CLUBROOM

The Basingstoke & North Hants Model Railway Society (B&NHMRS), which recently celebrated its 50th anniversary, opened its brand-new club building on Sunday, September 1st.

Honorary Member of B&NHMRS, Steve Flint, officiated at the opening ceremony along with the Mayor of Basingstoke, Dan Puty, and club members, past and present.

It had taken the Society more than 20 years of fundraising to cover the costs using income from its highly successful annual model railway exhibition and numerous donations.

With the funds fully in place, planning permission was granted in March 2023 and construction commenced in September 2023. Much of the work was carried out by the members themselves, while tradesmen were employed where required. Whereas in the past, the members had to adhere to a layout rota, which meant individual layouts had to be erected on a monthly basis, this new building allows all the club layouts to be displayed and used concurrently.

It is hoped that the smart new building will provide a permanent base for the Society for the next 50 years, enabling it to continue its annual exhibition in the town, which is held on the second weekend in March at Richard Aldworth School, Western Way, Basingstoke. Moreover, since its successful appearances in Channel 5's *The Great Model Railway Challenge* in 2018, starring in the heat and the final, the Society has enjoyed a successful period of growing membership and has also undertaken commissions for display layouts from the Radio Times and Network Rail, the latter to demonstrate safety awareness on the UK railway network.

The Society has a fully inclusive policy and an active young person's section. Further details about membership, its annual model railway show, and the new clubroom building can be found on its website: **www.basingstokemrs.org**

Inspirational modelling with RMweb

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

More sneaky trespassing! I should know better, really!
RMweb user: Cuthbert 80

Sailing barge Renown, built at Halling on the River Medway 1886, seen here at Janes' Creek, Strood, near the Rochester Bridges. She is a "Stumpie" having no top mast, making it easier to lower the "gear" to pass under the bridges on the Thames and Medway. **RMweb user: fulton**

It's been a while since the last shed visit; luckily, arriving in time to see these two, one for the Docks and the other for the 4:00pm Plymouth.
RMweb user: Right Away

Little Hunslet with empty slate trucks.
RMweb user: 92912

Featured in BRM September 2020, Alastair Green found a previously unpublished picture of his Cromford & High Peak scene, Ladmanlow Sidings.
RMweb user: Alister_G

Andy Ross's superb 7mm scale model of the interior Hunslet's works in Leeds includes working cranes.
RMweb user: Andy Ross

RAILWAYS & WATERWAYS

Serial layout builder, Mike Lynch, gives us a tour of his latest project, which takes a nostalgic look at Bilston Steelworks and the canals that served it.

Words & Photography: **Mike Lynch**

FACTFILE

NAME: Bilston Steelworks
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 6ft x 3ft
ERA/REGION: 1970s West Midlands
LAYOUT TYPE: End-to-end

A typical slice of an industrial West Midlands landscape from the 1970s – a steelworks alongside a canal. The canal, created from a simple piece of smooth MDF, was painted muddy brown and given several overcoats of gloss varnish. The brick liner wall, capping stones and barge are Scalescenes products.

Having grown up in the West Midlands during the 1970s, I naturally have strong memories of the sights and sounds of heavy industry and the many miles of canals that ran alongside and at one time served it. I spent many a happy summer holiday cycling those towpaths, and one particularly fascinating place to encounter was British Steel's Bilston Steelworks in Wolverhampton. Canals were particularly synonymous with steel-making in Britain, which makes perfect sense given the transportation of the necessary amounts of coal, coke and iron ore required prior to the arrival of the railways.

Because of those powerful recollections, I have always wanted to construct a steelworks diorama and have drawn up several schemes over the years, but nothing ever came of them. However, a chance encounter with Andrew Simpson's website about Bilston Steel provided me with the necessary spark of inspiration. His site offers a detailed and interesting look at daily production. Andrew, who worked there during its final years, was more than happy to provide me with further information and put me in touch with Roger Deans, Chief Locomotive Fitter, who supplied additional information about Bilston's shunters.

TOP LEFT:
A Bachmann Class 08 pulling a Bachmann coil wagon and Dapol bogie wagon – nicely reflected in the adjacent Canal, which lends a further dimension and depth to the layout.

MIDDLE LEFT:
A Yorkshire DE2 Shunter – the mainstay of the prototype's motive fleet. A brass and resin Judith Edge kit, it makes for a splendid sight stabled alongside the canal. The weathering was carefully copied from prototype photographs sent to me by Roger Deans – Chief Mechanical Fitter, who worked at Bilston.

> "I am also obsessed with well-concealed scenic breaks and think I have succeeded with the construction of these on this project."

I often use photorealistic imagery to enhance a sense of place and time, and a picture of a typical steel furnace has been placed above the imposing rear shed. Also, note the walkways that enhance the structure – the handrails and caged ladders were all obtained from Scale Model Scenery.

LEFT: A freelance attempt at a Hunslet 0-4-0 shunter. This has been mated with a reliable Hornby mechanism of the same wheel configuration. The shunter has been copied from an online photograph of the prototype. A Hobby Trax stay-alive capacitor has been utilised for enhanced performance.

BELOW: A Dapol 16T wagon acts as a permanently attached barrier vehicle – electrical pick-ups have been installed on all wheels and have been directly connected to the shunter's motor via small wires. This greatly improves running through the small radius Peco 'Y' points.

BOTTOM: Another slightly modified Hornby 0-4-0 shunter has been utilised for duty on the layout. Its attached barrier wagon, a humble Dapol Lowmac, has also been given wheel pick-ups that again have been connected to the motor.

First steps

The initial plan began as quite a modest affair at 6ft by 18in deep, but an additional three-track exchange sidings and low-relief backscene were eventually added. There is also now a further six inches of detachable scenic area to the front of the layout – this is for photographic purposes and is removed during normal operation. These additions currently lend the layout a whopping 3ft of depth. From the start, there was a firm intention to link the layout on the left-hand side with my larger, loft-based run-around scheme. I also decided on a traversing-type fiddle yard in order to work the scene from the right.

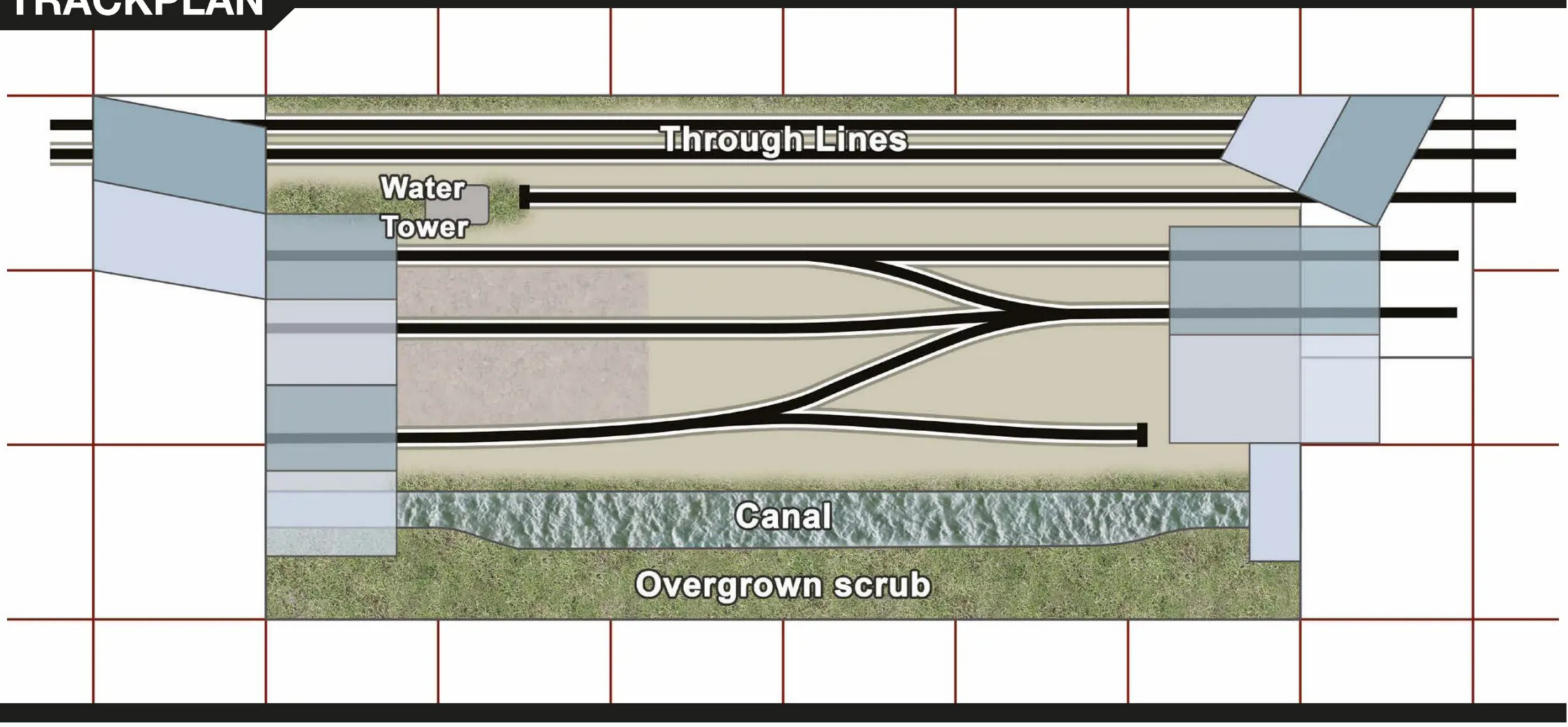
Once happy with the initial design, it was on to construction. Always keen to save money, I lifted the four Code 100 points required from an old redundant layout and fiddle yard. I also salvaged some pieces of MDF left over from a DIY project for the baseboard. The use of the larger profile track, I figured, would not present too much of a scenic problem because it would be largely hidden with blackened ballast, as on the prototype.

The points are hand-operated by push/pull mechanisms from under the baseboard, each made up from three 10mm square shafts of wood sandwiched side-by-side and secured by pieces of 3mm ply glued across the top and bottom of the outer lengths. A vertical wire, drilled into the end of the central sliding shaft, protrudes through the baseboard and into the tie bar hole in order to move the blades. All points are Peco Insulfrogs,

TOP RIGHT: The giant sheds were all made from 3mm ply covered in DIY corrugated panels – the panels have been made from baking tin foil using a proprietary product as a template. The corrugations were painstakingly scored with the tip of a small screwdriver.

BELOW: This night view of the same scene shows how much relief can be achieved by making your own corrugations – they look just like the real thing in this photograph!

TRACKPLAN



but for additional reliability, I have provided the frogs with a power supply via a homemade switch mounted on the push/pull lever. This simple device utilises a piece of moveable spring wire placed between two fixed brass screws; the gap being a fraction under the lateral movement of the actual blades. When the levers are worked, the conductive wire flicks back and forth between the contacts in order to pick up the appropriate current. While this arrangement sounds a bit Heath Robinson, it actually works quite well and has so far delivered faultless running, especially given the exclusive use of small wheel-based shunters on the points. Given that I am a DC user, the final electrical job was to install switches in order to control the necessary isolated sections for a typical shunting scheme of this size.

Creating the scene

Photographs of Bilston reveal how filthy and gunged up the track base became over time, so I tried to emulate this with some liberally-applied sand picked up from my local DIY store. It covers up the sleepers and almost comes up to the track top in most places; although I had to be careful that it did not impede the smooth running of my stock. Once satisfied, it was glued down with a water/PVA mix in the traditional manner. It then received a coat of black paint and then sprinkled with a mix of crushed coal and ash from my living room stove; nothing quite beats the appearance of the real thing.

All hard-standing areas are pieces of mounting card, scored to represent concrete sections. Once painted and weathered, fine scenic material was stuck to the scored lines in a dash-dot fashion in order to represent weeds and moss.

TOP: The Bachmann Class 08 is over 14 years old and does most of the heavy shunting work on the layout - I haven't yet found another mechanism that is so good at silky smooth, slow running!

ABOVE: Take note of the low relief structure at the rear – this is removable and hides a prototype photograph of distant cooling towers. This 'plonk and place' method helps provide a bit of backscene variety for the layout.

RIGHT: A nice shot of Accurascale's exquisite coil A wagons - they represent brilliant value for money and can even be posed without their hoods to reveal beautifully detailed coil cradles and hood supports.

Reflections, reflections. I wanted to create a credible canal scene and, in order for it to work, it was crucial to ensure that all of the structures were set at perfect 90-degree angles to the canal surface. Any deviation, no matter how small, would immediately spoil the illusion.

MIDDLE RIGHT: Steelworks are incredibly filthy environments; all areas are usually covered in thick layers of soot and slag from the process. I tried emulating this with sand, black paint and even soot from my living room fire - you just can't beat using the real thing! Also, note the rear slagheap.

BOTTOM RIGHT: The rusted metal cages seen on the Lowmac barrier wagon are from Scale Model Scenery. These have been scattered about the layout and help lend the whole scene a bit more authenticity.

The sheds are simple hollow shells made from 3mm ply that has been pinned and glued together and covered in homemade corrugated panelling. Before arriving at this method, I had asked John Wiffen from Scalescenes if he could supply me with a corrugated texture in the British Steel blue colour. He kindly did so, but once glued down it looked rather flat and failed to provide the convincing effect I wanted. This texture has since been used for the inside of the buildings instead.

I could go into exact detail about how I made my cheap panelling, but expect that a particular model railway supplier would not approve! Suffice to say that I used a proprietary 4mm scale product as a template. Simple tin foil was used for their construction; similar to that found on domestic baking tins. The blue colour match was entirely accidental, and it came out of an old discarded paint tin found some years ago at my local recycling centre. Despite protestations from my wife, I always knew it would come in handy one day! The sheds finally received a black wash in order to create a weathered look, and the detailing, such as the laser-cut walkway, railings, cages and ladders, all supplied by Scale Model Scenery, were made up and securely glued in place. All of the buildings are removable for track cleaning and maintenance.

RIGHT: A ViTrains Class 37 rumbles along the rear exchange sidings in a classic scene that would have been a regular sight at 1970s British Steel Works. Note one of Accurascale's beautifully detailed 24.5T Hoppers in the rake behind.

MIDDLE RIGHT: The slag cauldron is a H0 product that was obtained on a trip to Berlin back in 2010 - it had languished in its box for all those years until now! I have given it a heavy weathering and glued some ash over the sides to enhance a heavily used feel.

Waterways

The canal was the last major piece of scenic construction and is a single piece of MDF in order to provide the flat appearance required. I painted it with some roughly-mixed acrylics in order to simulate the filthy water found in a typical canal. Once dry, it received several coats of gloss varnish to deliver on the desired reflective effect. The canal edgings were then installed; these are simple pieces of 6mm ply covered in Scalescene's brick and paving textures. Once the glue had dried, a scalpel was gentle applied to each joint to create a realistic capping stone look. In order to hide the canal cut-off points and provide a greater sense of depth, small mirrors have been utilised at either end of the layout. These sit neatly behind the building overhangs. While not typical of canal side warehouses, structures like these did exist at Shelton Bar Steelworks in Stoke on Trent. In fact, a prototype photograph inspired the idea.

Final scenic details include the sparingly-applied scenic flocks and static grass to the canal edging and towpaths, a standard Dapol water tower kit and some Wills palisade fencing. A strip of low-relief, 3-inch deep, spoil/tip heaps serve as a backscene. These were run up from cardboard formers, covered in fine card and given a coat of matt black before being sprinkled with some coal dust to enhance a sense of gritty reality.

> "There is a fantastic sense of depth to the scene because of the mirrors and the additional exchange sidings, which immensely pleases the eye."

All of my wagons are Sprat & Winkle coupled, which exponentially improves their look. There is also something immensely satisfying watching this simple hands-free system do its stuff.

Transporting steel

In order to complement the layout, I set aside a modest budget and purchased some standard steel-carrying wagons. These include three Dapol bogie wagons, two Bachmann coil wagons, three Oxford Rail 'British Steel' internal 16T wagons, along with one of the superb Warwell steel carriers. I have also purchased some Accurascale 24.5T hoppers and Coil A wagons, which both come in triple packs. The Accurascale offerings are exquisitely-detailed and I cannot quite believe their value for money, given that they retail at a mere £25 per wagon! I am certainly going to be buying more in the future.

The majority of my wagon fleet is Sprat & Winkle-coupled. These dramatically improve stock appearance and come highly recommended; there is also something intensely satisfying about watching this neat 'hands-free' system do its stuff.

Locomotives include a Judith Edge kit of a Yorkshire DE2 shunter, the mainstay of the prototype's fleet. I have carefully studied the many photos kindly supplied by Roger Deans and have painted and weathered my kit accordingly. While it is not motorised, my building skills are not up to that yet, I did manage to knock up a freelance copy of an 0-4-0

ABOVE: The overhanging buildings covering the canal may jar as being unrealistic by some, but were actually inspired by prototype photographs of similar structures at Shelton Bar Steelworks in Stoke on Trent.

LEFT: The ubiquitous Airix/Dapol Water Tower has been used to good effect on the layout. This much-understated kit has served railway modellers well through the generations.

BOTTOM LEFT: Strip steel sheet, mainly used in the car industry and coiled for easy transport, has been a mainstay of British Steel production. The canvas hoods on the coil A wagons were designed to protect the precious cargo during transport.

About the modeller

Name: Mike Lynch
Age: 63
Name of first layout: 'Paternoster Row'
Favorite era/region: Corporate era – The Midlands
Favorite locomotive: Hornby Class 86 in InterCity Executive livery

I grew up in Birmingham, about half a mile from Perry Barr Station, so trains are definitely in my blood. The BR Corporate era was what I remember most, especially the many shopping trips to town by train at weekends with Mum. New Street Station was one of the most exciting places to be, and there was a great deal of pleasure had in watching AC electrics glide alongside various diesel locomotives – the blue exhaust smoke occasionally illuminated by sparks from the overhead wires. Those visits left a powerful impression on me. However, while I was an avid builder of the ubiquitous Airfix kits during my youth, it wasn't until my wife and I moved to Ireland some 18 years ago that I started to indulge a desire for railway modelling. Although immersed in rural beauty, it comes as no surprise that most of my layouts are urban and gritty in nature; I guess there really is a lot of truth to the old saying that you can take the kid out of the city but not the city out of the kid!

ABOVE: An original Bilston Steelworks letterhead pasted onto the layout bargeboard. This was sourced from Roger Deans' brilliant website about the works. He worked at the plant in the 1970s and his site is well worth a visit

BELOW: Mirrors have been used to good effect on the layout. These were installed at the back of the overhangs to provide for some nifty scenic breaks. The trick was to ensure placement at the exact midpoint of the structure so that the reflection of the shed matched up top and bottom.

Hunslet for shunting duty. This has utilised a cheap and reliable Hornby 0-4-0 chassis and while it runs well, especially with the help of a Hobby Trax stay-alive capacitor, it cannot hope to compare with my superb Bachmann Class 08, which does most of the heavy work. Hornby's attractive Sentinel and the Oxford Rail *Janus* both tempted me initially, but negative online reviews put me off. Other locomotives that make an appearance on the exchange sidings include a Bachmann Class 25, a Hornby Class 20 pairing, a ViTrain's Class 37 and a superb Bachmann Peak.

In conclusion, I have had tremendous fun constructing 'Bilston', and it has certainly provided me with a realistic slice of the world I knew so well as a boy. As a serial layout builder, I am also obsessed with well-concealed scenic breaks and think I have succeeded with the construction of these on this project. Furthermore, there is a fantastic sense of depth to the scene because of the mirrors and the additional exchange sidings, which immensely pleases the eye. But regardless of what these additional benefits bring, the layout fulfils its primary function perfectly and is proving a real joy to operate. On a final note, many thanks must go to Andrew Simpson and Roger Deans; without their support and encouragement, I doubt the layout would ever have made it to completion. ■

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Get the experts on your side!

Getting Practical with...

TOOL of the MONTH

Slitting disk

Nails and screws sticking through the wood of a baseboard are a menace. Kid yourself all you like that no finger will find them when moving the model around, and I guarantee that it will. Blood and swearing will be the result, not an ideal modelling session.

Cutting the excess off is harder than it looks. Most saws will struggle with the hard steel. Cutters will be blunted, as well as firing sharp metal around the workshop. A slitting disk in a mini drill is the perfect tool, making quick work of the offending fixing. Wear eye protection when cutting, though.

Ask Phil

Can you suggest a push button switch that children can press to make a feature work on a layout turn for around 10 seconds?

Try a Pneumatic Time Delay Switch from a DIY store. When pressed, it makes a connection for 10 seconds (this is adjustable) and, while designed for use on mains electricity, works perfectly well for the voltages we use. It's also nice and robust, so will stand up to use and abuse at the hands of young operators.

New on the workbench

Mrs Wilberforce's house

I love the 1955 Ealing comedy, *The Ladykillers*. Central to the story is Mrs Wilberforce, who lives in a house over a railway tunnel in Kings Cross. The building is gradually subsiding, causing one of the baddies to call her "Mrs Lopsided".

Based on the building in the film, Tom Marshall of Buggleskelly Station, has created a 3D-printed model. Parts not seen on screen have been expertly filled in and it is instantly recognisable.

The printing, in TT:120 scale but others are available, is top notch with loads of finely rendered details. Despite being a single piece, the model is hollow to allow for internal lighting.

Phil Parker

Michael Russell

Darius Aibara

Chris Mead

Build an NG7 wagon

To stock our NG7 project layout, we'll need to assemble some kits, so this month, I start with a classic but simple piece of rolling stock.

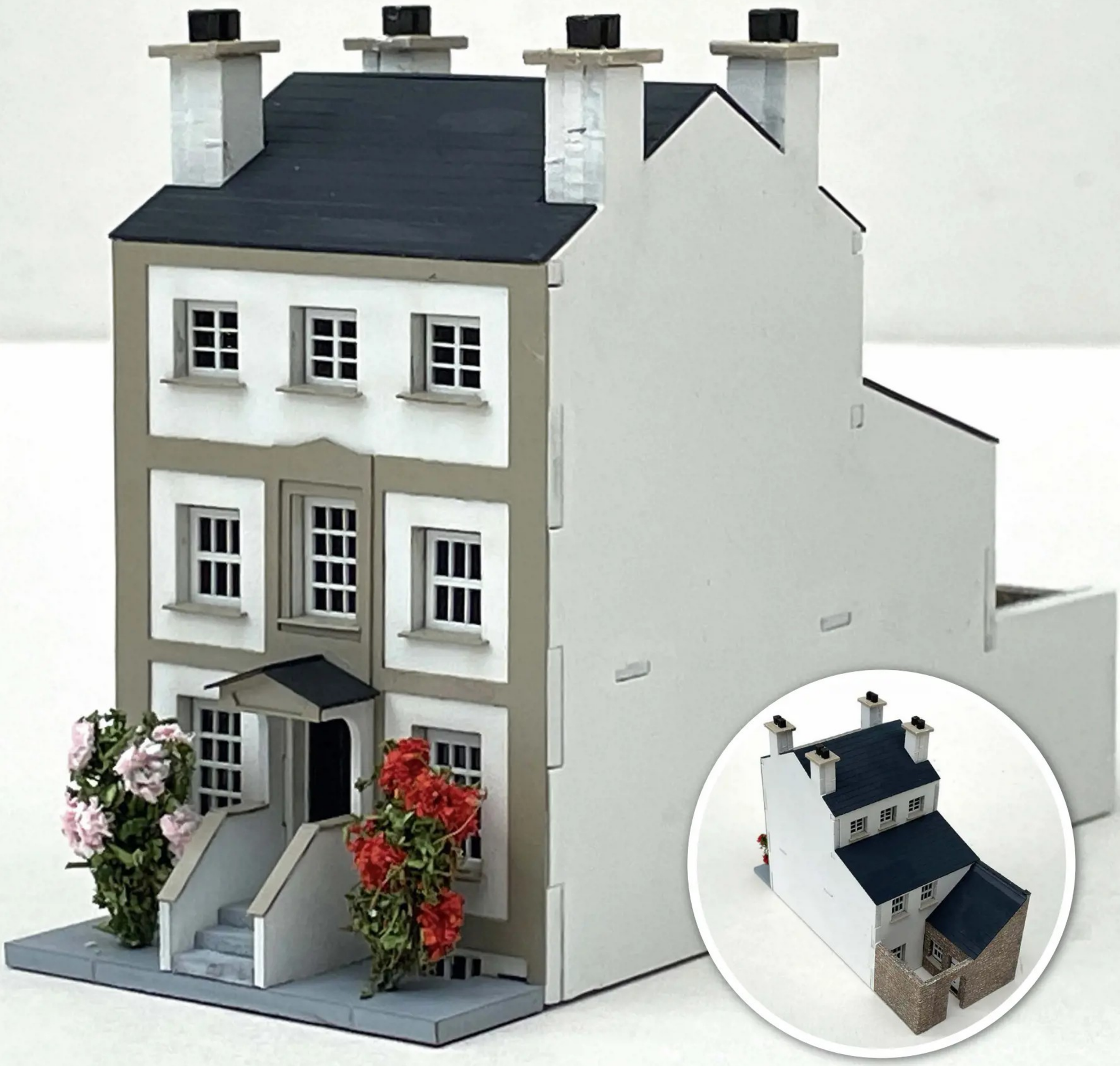
1 Peco's "Great Little Trains" flat wagon (OR-21) has been in the range for decades. It's a useful wagon, and being made of whitemetal, has the all-important weight often missing from small trucks.

2 Dry-fit all the parts, carefully cleaning away any mould lines or flash so everything fits perfectly. I like a coarse file and metal scraper to do this as the metal is soft, so will clog finer files. For speed, I'll solder the kit together, but superglue or epoxy will work just as well.

3 Metal axles don't run well in whitemetal, but Peco provides some lovely little nylon bearings to fit into the axleboxes. I put a drop of superglue in the hole and then push the bearing in firmly as deep as it will go in the hole. To be honest, you could skip the glue as they are a tight fit.

4 Adding the second solebar traps the wheels in place and should result in freely spinning axles. I check that the wagon is sitting flat using a mirror; any adjustments can be made by twisting the model slightly with fingers.

Construct a Town House in N



Darius Aibara

THE SCALE Model Scenery town house kit is easy to construct and with careful pre-painting can turn out to be an attractive addition to an N gauge town scene. The kit is designed to be used in multiple to produce a terraced row of town houses, and lends itself to modification to produce subtle variations between each house should the modeller desire.

The instructions show the assembly of an unpainted building. I found it easier to pre-paint the parts before assembly, so departed from the instructions in this respect.

I added some OO gauge flowering plants that I found on eBay to the front “garden” areas. They sort of look OK as N gauge bushes.

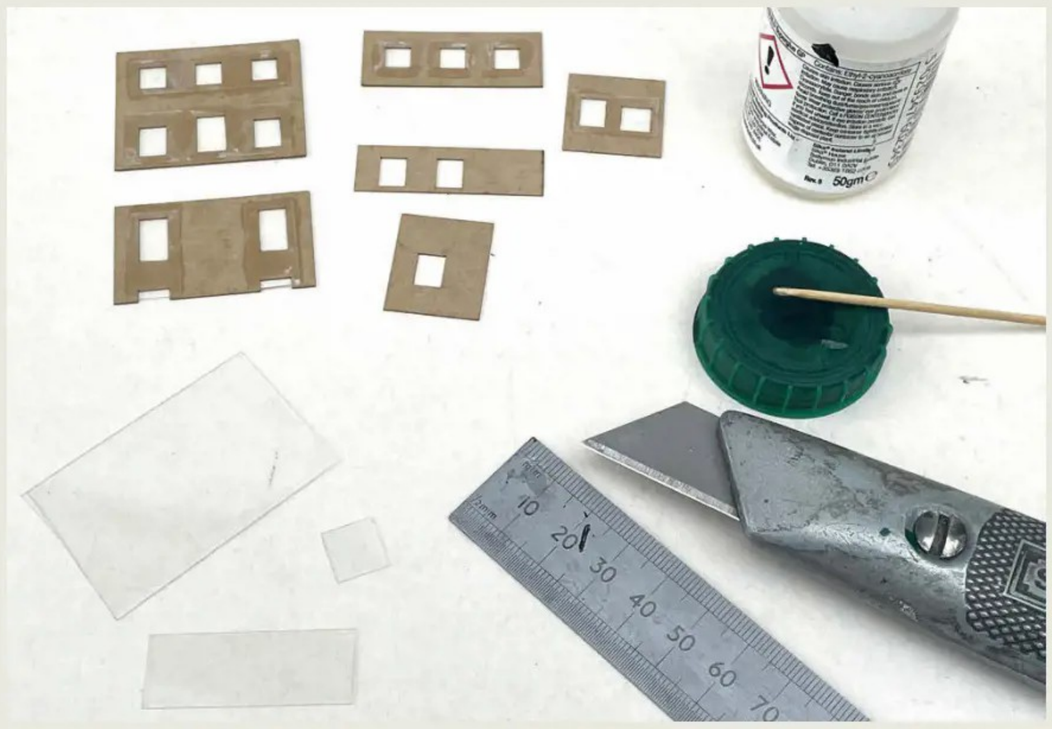
WHAT YOU NEED

Scalemodelscenery

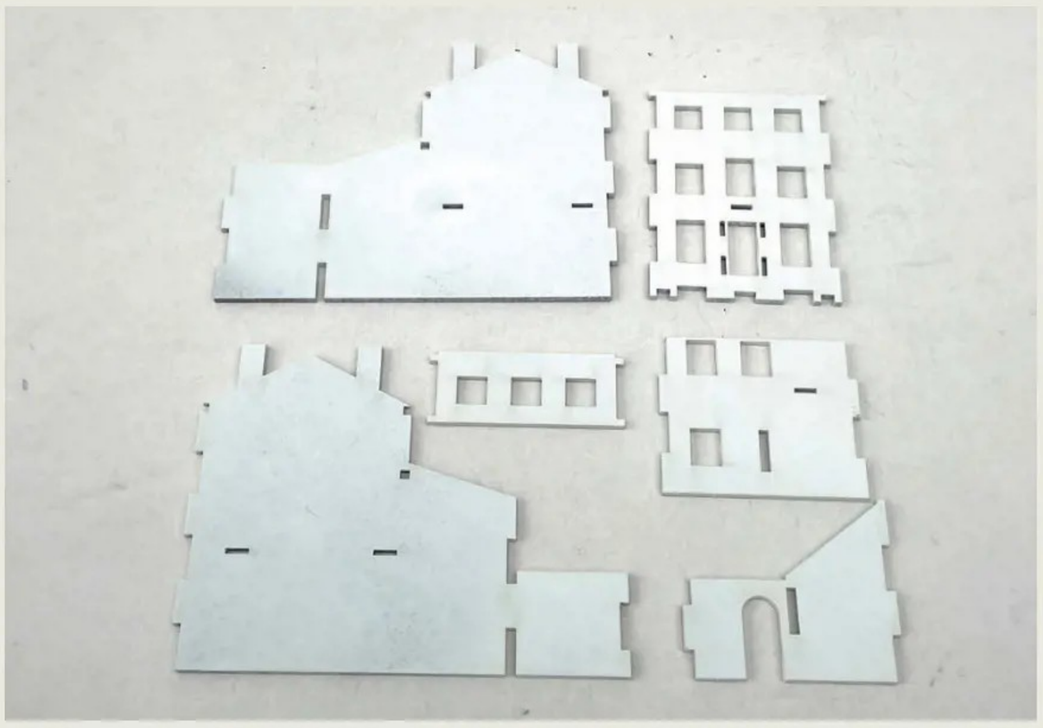
UW2011 – Large Town House (Full Bodied), ScaleScenes, Brick Paper

Other

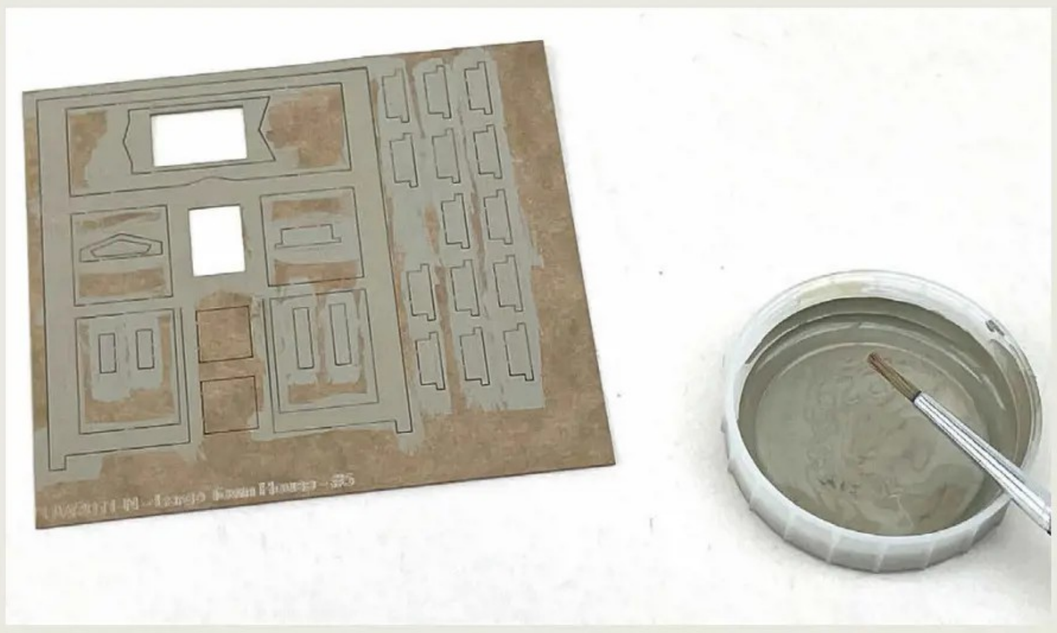
Craft knife, fine paint brushes, tweezers, Halfords white primer spray paint, assorted colours of enamel paint (or acrylic), superglue, PVA adhesive, Clear acetate sheet – old kit packaging



1 Construction starts with the removal of the inner wall parts from the thin card fret. The instructions recommend gluing strips of the clear cellophane packaging over the window openings, but I found it better to use clear rigid acetate packaging, which was glued to the inner walls with superglue.



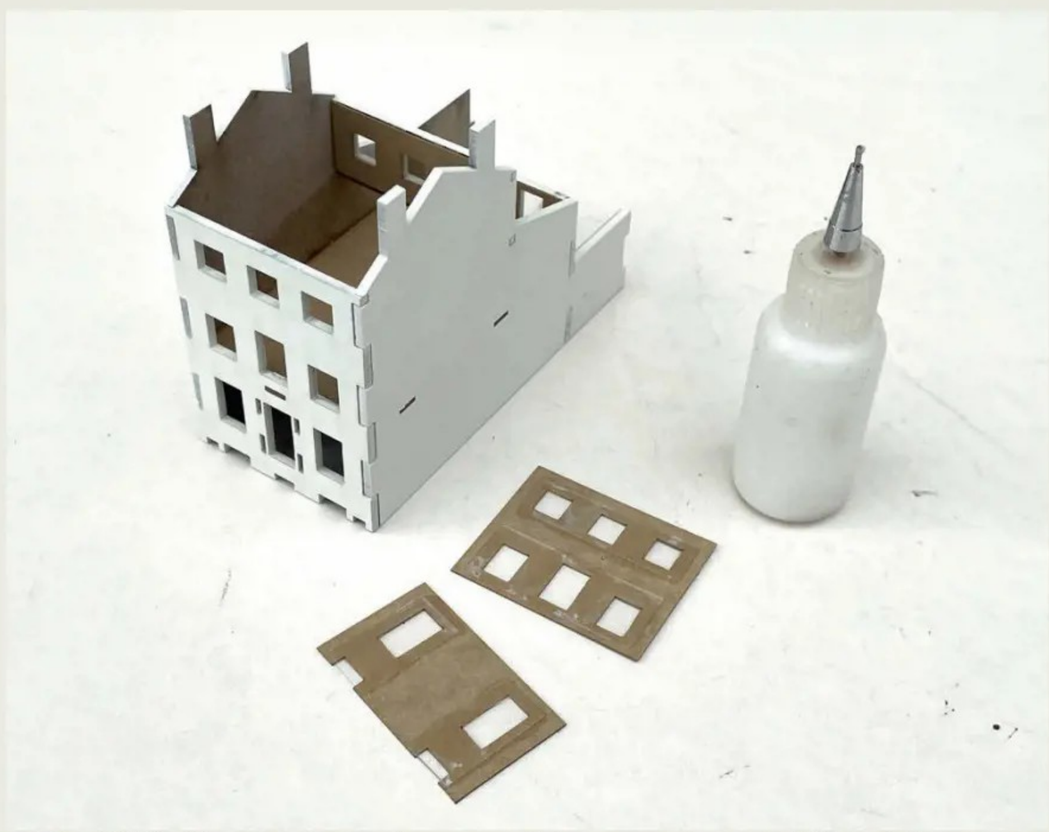
2 The outer walls of the building are laser-cut in 2mm thick fibreboard. These were separated from the fret and pre-painted using white primer from a spray can. Several coats were needed as the fibreboard absorbs the paint.



3 The architectural moulding to the front elevation of the town house was laser-cut in thin card, as were the outer window sills. These were pre-painted while still on the fret in a magnolia colour using a mix of rail grey and bauxite enamels.

4 Assembly of the outer walls and first floor was undertaken using PVA adhesive. The parts have tabs and slots, which fit together very well, even with the pre-painting.

5 The building has a backyard. I glued brick paper to the yard wall parts, using some download-and-print 00 brick paper printed at 50% to make it N gauge.



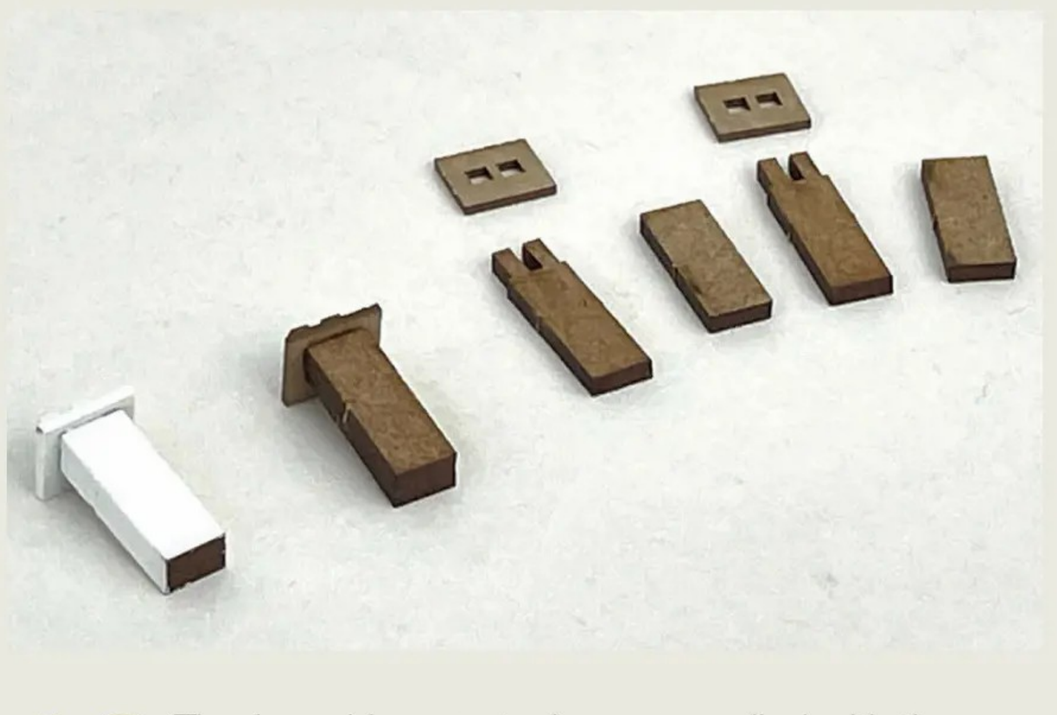
6 With the main wall assembly completed, I fixed the pre-glazed inner walls to the inner surface of the outer walls using PVA adhesive.

TOP TIP
Any PVA overspill was removed using a small brush dipped in water

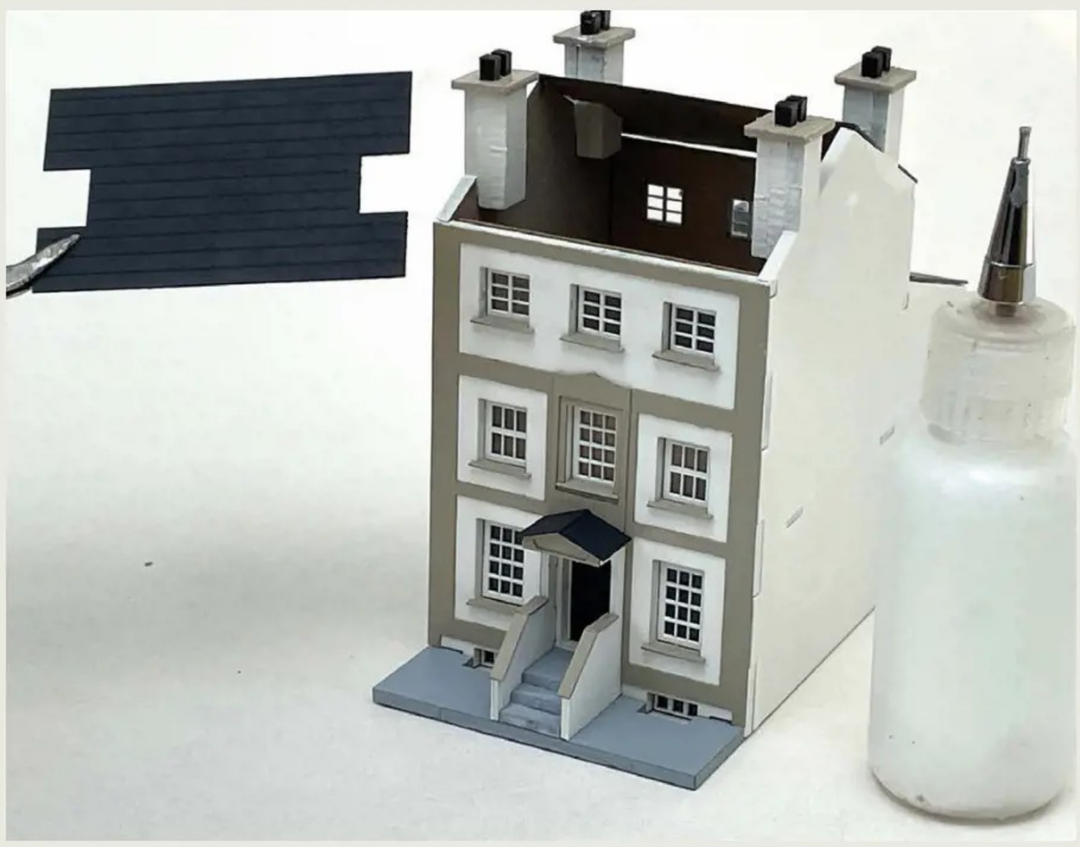
7 Individual window frames are provided, which I pre-painted with white primer. The window frames were cut from the fret and fixed from the outside using small dabs of PVA.

8 Next, the pre-painted thin card windowsills were removed from the fret and fixed in place with PVA. I found that I needed to remove about 0.5mm from the rear of each sill for a good fit.

9 I left off fitting the backyard wall parts until I had installed the window frames and sills to the rear walls as it was easier to fit them without the wall parts in the way. Once completed, the walls were fixed in place with PVA.



10 The four chimney stacks are supplied with three parts per stack. These were assembled and sprayed with white primer before fixing them to the sidewalls of the building.



11 The tiled roof is provided as a series of thin card parts with a tiled effect etched onto their surface. These parts were removed from the fret and painted dark grey before fixing them to the roof using PVA. The main roof parts have cut outs that fit around the chimney stacks and need to be flexed to get them to fit around the stacks. In hindsight, it would have been easier to fit these roof parts before fixing the chimney stacks.

ALL SKILL LEVELS

Upgrading a RailRoad Class 47

Michael Russell

THE HORNBY Railroad class 47 is the Lima model with an improved mechanism. If you're on a limited budget, it's a great choice, as most agree that the model is accurate but basic.

Since the deciding factor is probably price, I decided to spend no more than £20 on upgrades. After all, if you added all the third-party enhancements out there, you could end up paying as much, or even more, than a top-of-the-range model. So, if you want maximum return for minimum outlay, this article is for you.

The locomotive body is attached in the usual Lima method via lugs on the body sides and so is very easy to access. Acrylic paint is used throughout.

WHAT YOU NEED

Airbrushes.com
Lifecolor UA827 Warning Panel Yellow (late)

Fox Transfers
F4214 Overhead Live Wire Warning Flashes decals

Hornby
R30179 RailRoad Plus BR Class 47 Co-Co 47656 - Era 7

West Hill Wagon Works
Detailed Pipes and Cables for a Class 47 Locomotive - OO Gauge, Screw-Couplings/ Hooks (Non-Working) - OO Gauge (Pack of 20)

Humbrol
Maskol

Other
Acrylic matt yellow, red, white, black, orange, silver; car etching primer aerosol, 0.4mm brass wire, modellers' masking tape, decorators' masking tape, superglue, black fine-tipped marker pen, small paint brushes, cocktail sticks, handrail bending jig, 3D printer, pliers, craft knife with curved blade, modellers' file, 0.45mm drill and bit, small piece of polystyrene foam, Bill Bedford handrail bending jig.

Getting Practical

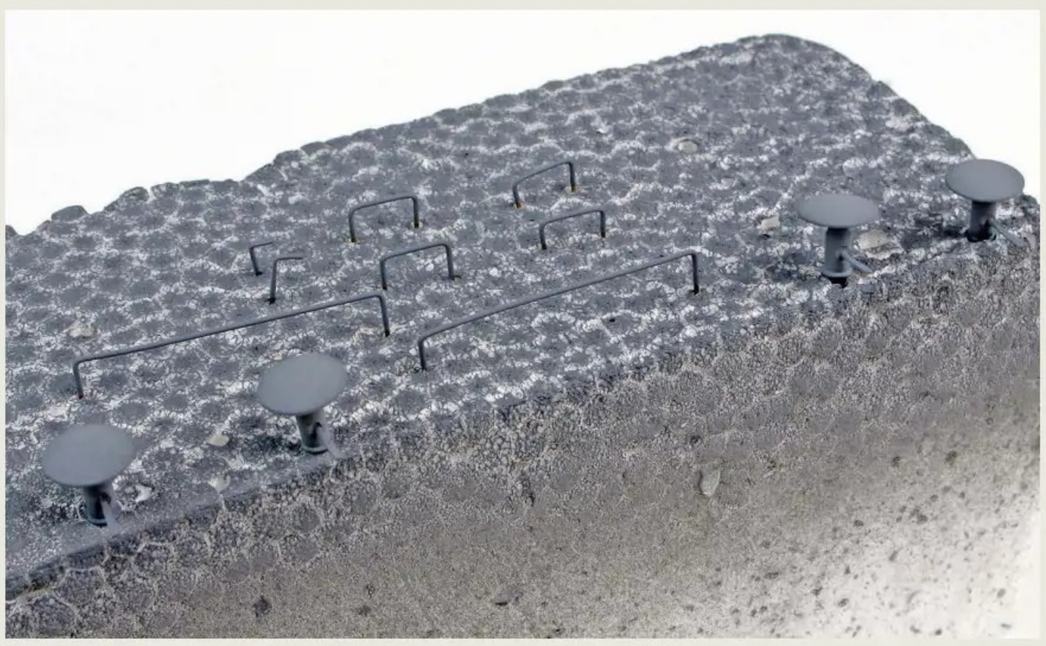
1 Spray the buffer details with a primer and then, when dry, with black paint. When dry, brush-paint the pipework as shown in the picture. Earlier locomotives may not have this colour detail, so always check for photographic evidence.

2 To add more depth to the bogies, I 3D-printed some steps that I designed using Tinkercad. For strength, I kept these as simple as possible. They were sprayed with car primer before being painted with black acrylic and stuck in place with superglue over the existing ones.

3 Remove unwanted detail using a sharp craft knife - a curved blade is best. Finish off with a file. Use ordinary masking tape to protect surrounding areas. I chose to replace only the handrails on the cab front.

4 Use a 0.45mm drill to drill holes for the handrails, using a drawing pin to create a pilot hole first. Create the handrails using 0.4mm brass wire and a bending jig.

5 Drill the buffer shanks with a 0.45mm drill. Create lamp irons from 0.4mm wire. Leave the wire round in profile where it enters the buffer, but squeeze the top part with pliers to form a flat surface.



6 Spray the modified buffers and handrails with etching primer and then with black or white acrylic, as appropriate for the part. A piece of polystyrene foam makes an ideal part holder for this process.

7 Pop the cabs out and hand-paint the seats and floor with a dark grey mixed from white and black acrylic paint. Try and be as accurate as possible, small details really make a difference.

8 Mask off everything that is not yellow and cover the main body with a piece of paper. Use Maskol, applied with a cocktail stick, for the front lights. Spray over the ends, including the signage, using the correct late yellow shade.

9 Drill out the handrail holes again using a 0.65mm drill and then fit the handrails, gluing in place with superglue. Cut and file off the handrails on the inside and ensure that they do not interfere with the body when it is refitted. Drill holes in the bufferbeam for the pipework and fix in place with superglue. I had to modify the ETH setup and used a piece of telephone cable with the centre removed for the new pipework.

10 Paint any details sprayed over with yellow, such as brake lights and door handles. Use waterslide decals to replace the overhead warning flashes from the cab fronts. The Lifecolor paint is semi-matt, so provides a good surface for the latter. If you struggle to get the clean black lines around the new yellow paintwork, particularly around the windows, a simple solution is to carefully use a black marker pen and rule.

CONCLUSION

There are some very nice detailing enhancement parts out there. By all means, use them all if you want. Otherwise, my advice is to buy those that improve the 'face' of the model or enhance something that you find distracting and can't live with or are beyond your modelling capabilities. In this instance, I chose the latter option for the screw-link coupling and hook. It really is a case of pick and mix to get the right price/detail balance that you want.

I think the model looks much improved for the upgrades and can sit alongside more modern and expensive models without embarrassment. Careful research is required when modelling these locomotives as there are so many variations. You may wish to add the bufferbeam detail to just one end of the locomotive, as I did, so that you have access to a standard coupling at the other end. This gives you looks and practicality at the same time and is no different from running an express steam tender engine. Finally, fit a driver at the detailed end to complete the look.

NEXT MONTH: What would really finish the locomotive off now would be some weathering, and I will tackle that in the next article on this model.

A simple and cheap design to get things started. Looking underneath, you can see the basic design. It's over-engineered and a bit heavy, but should stand up to being dragged around shows. Cutting some holes in the diagonals and middle beam would reduce the weight a bit if you are worried.

Build a simple baseboard

Phil Parker

ALL MODEL railway projects start with a baseboard. It's the most important part of the model. Do a poor job here, and the layout will never really recover. There will be bodging, and things falling off. I say this from experience.

This is why buying laser-cut boards has become so popular. If your carpentry is more chip'n'board than Chippendale, building a firm and flat board can seem scary. Don't get me wrong, if you are going to spend money on your layout, buying quality boards is a better investment than another loco, but as someone hopeless with a saw, I've still managed to build boards that will do the job.

My basic design is a traditional four-by-two board. That's about the largest you can lug around on your own and get out of the house and into the car. Fortunately, it's just big enough for my NG7 project.

The key to success is to cheat. Find a wood supplier who will cut the main parts for you. Starting with square-cut bits of wood makes life a lot easier. I'm lucky in that a couple of traditional hardware shops near me offer this service, but so does B&Q. Yes, only the first five cuts are free, but 50p a cut after that is still money well spent.

I'll admit this board is over-engineered. Weighing in at 7 1/2kg, it's not lightweight, but it is solid and will stand up to being dragged to shows. I can buy a trolley to help with the weight!

WHAT YOU NEED

Cutting List
All dimensions in centimetres

9mm plywood
Top - 120 X 60
Front and back – 120 X 15
Cross beams (3 off) – 60 X 15
Diagonals (2 off) – 85 X 15

2mm MDF
130 by 30

Softwood
Backscene supports (x2) - 20mm square X 47cm

Other hardware
20mm pin nails, PVA glue, 25mm long screws

Tools required
Pin hammer, screwdriver, mitre saw, surform, pencil

1 The key to my baseboard success is having the main parts cut to size for me. A local hardware store locally supplies the 9mm thick standard plywood, and we have just over £40 worth of wood.

2 Assembly is with PVA glue and 20mm pins. The top is nailed to the top of the sides, so I mark the edges and then start all the nails in the plywood. Just the front and back beams are fitted at this stage.

3 The cross pieces under the board need to be cut to length because I forgot to allow for the width of the front and back beams when ordering. Rather than dig out the tape measure, I just offer them up to the board, and mark.

4 A mitre saw, this one from Stanley, but others are available from DIY stores, mitigates against my incompetence with a saw. Even I can produce a square cut this way!

5 Diagonal beams under the board ensure a really rigid structure. Chamfering the ends with a surform should make them fit into the corners, but lashings of PVA will also help fill the gaps. They don't really need to be as deep as the other beams, 10cm would be enough, and lighter.

6 The curved backscene, made from 2mm thick MDF, is fitted to a couple of pieces of 20mm square screwed to the sides of the baseboard. A few offcuts from the square wood are glued along the back to keep it in place. Job complete!

Cuneo's weathered "Nellie" and brake van, as seen and described in *Tri-ang Railways the first ten years*, published in 1962.

After Cuneo...

Phil Parker

TO CELEBRATE Hornby's 70th anniversary of its Margate home, the firm has released modern versions of the classic 0-4-0 locomotive *Nellie*, *Polly* and *Connie*. Back in 1962, Hornby took the unusual step of handing an original *Nellie* over to the artist Terrance Cuneo to be weathered.

Cuneo would become well known, especially to Tri-ang and Hornby fans, for his stunning railway paintings that graced the 1962 catalogue cover, followed by '63, '65 and '66 as well as most of the 1970s. He wasn't known for model railways, although there was a gauge one layout in his past.

The question is, could a non-artist using modern materials replicate his work on the latest version of the loco? Cuneo used student-quality oil paints, but they take ages to dry. I much prefer enamels, slower drying than acrylic paint, but fast enough for the job to only take a couple of modelling sessions.

Since in 1962, Cuneo didn't have an airbrush handy, I've stuck to normal paintbrushes, but allowed myself weathering powders, something I think he would have used, far safer than the 1960s' suggestion of holding it upside down over a smoky candle!

WHAT YOU NEED

Humbrol enamel paints:
67 (Tank Grey), 113 (Rust), 173 (Track Matt)

Weathering powders:
Dark Rust, Dark Earth and Smoke

Other
Old paint brushes, cotton buds, kitchen towel

1 Black bits on models are always too black. My first step is always to dry-brush any black parts with Humbrol 67 (Tank Grey) to highlight the detail. Don't try and do everything in one go, build the effect up gradually.

2 Let the last step dry overnight so the paint is really hard, and then give the entire loco a wash with dark brown (Humbrol 173, Track Matt), making sure the paint finds its way into all the nooks and crannies.

3 Wipe the dirty wash away with some kitchen towel, working downwards to simulate the effects of rain, and the efforts of the locomotive cleaning staff. Using a cotton bud moist, but not wet, with while spirit, clean the nameplate and locomotive number as even if the cleaners missed everything else, they would get these.

4 More dry-brushing, this time on the chassis, a little rust (Humbrol 173), and then some track colour. Spin the wheels using a 9v battery every so often, or you end up with clean "shadows" behind where the conrods have been. Clean the wheel treads after this.

5 Cuneo added coal to the bunker of his loco, and I'm doing the same with some crushed real coal and watered-down PVA glue.

6 Add a light dusting of Dark Rust and Dark Earth weathering powders over the entire body. The finishing touch is a touch of black weathering powder along the top.

Build a Garage Scene

Michael Russell

MODELLING A garage gives you a good excuse to display the excellent range of diecast vehicles available. I found an ideal building from a supplier that I haven't used before, which is free from signage and therefore easy to tailor. Choose your own colour scheme for the garage based on era and location. Acrylic paints are used throughout and all the painting and weathering is accomplished without the use of an airbrush.

The vehicles used were featured in a previous BRM build article.

WHAT YOU NEED

Humbrol
AC6134 Decalfix
Weathering Powders:
Smoke or black, rust, white, iron oxide green,
Clear (matt finish)

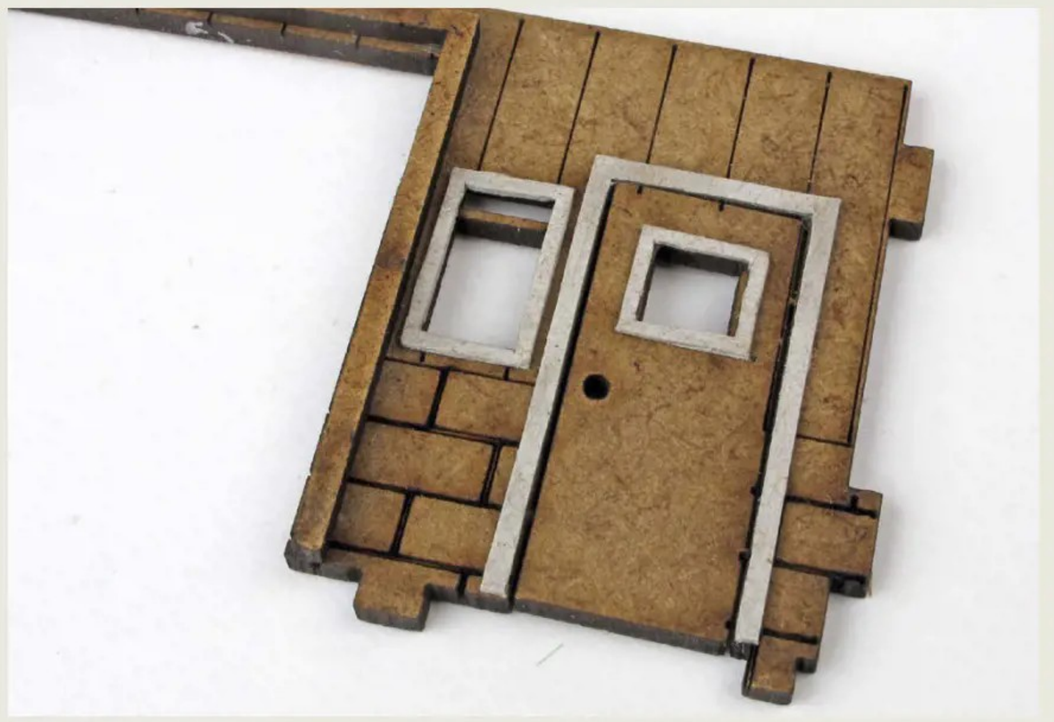
Lasermodel
OO Gauge Model Railway Small Industrial Building Type 2

Oxford Diecast
76FT3007 Ford transit Mk3
76FTC010 Ford Transit van
76PB011 Commer PB white

Scalemodelscenery
AX408-OO Vehicle Exhaust Pipes
LX144-OO Laser-Cut Tyres Medium Type, AX113-OO Vintage Signs & Detailing Accessories
LX055-OO Palisade Fencing

Other
Superglue, PVA glue, superglue activator, 1mm diameter wire, OHP film, corrugated cardboard, grey and white craft acrylic paint, marker pens, craft knife, small model paintbrushes, steel rule, rubber bands, toothbrush, scissors, small file.

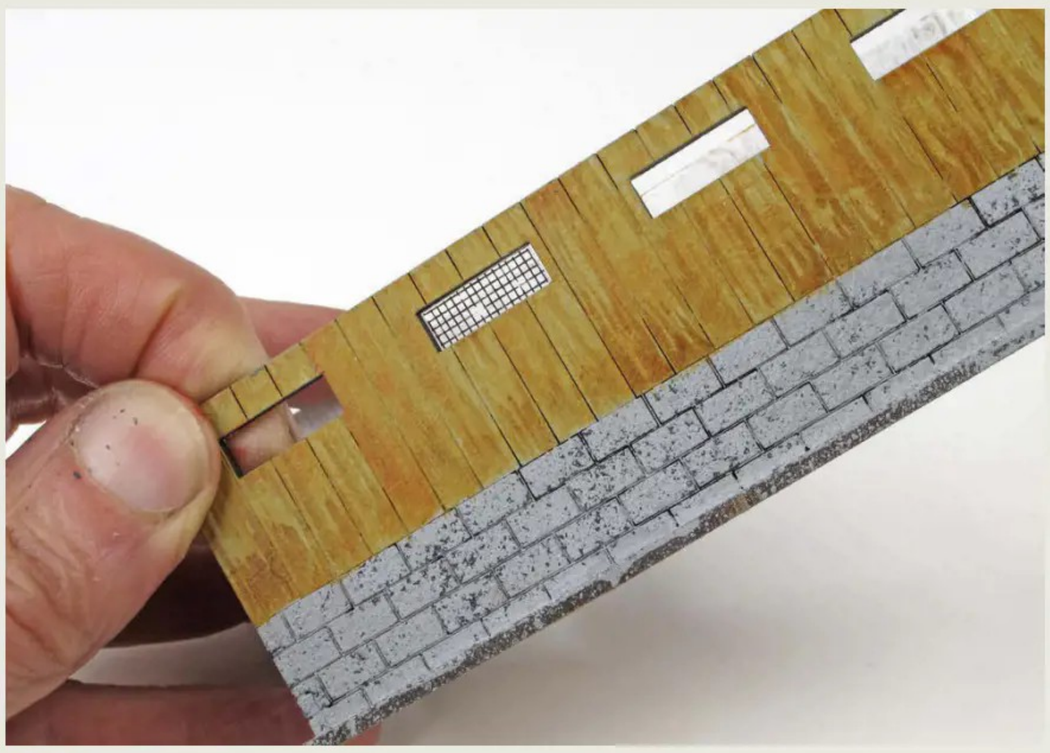
1 Glue the main door surrounds onto the sides using PVA. Be sure that they don't interfere with the base alignment holes by checking before glue has been applied. If you get this wrong, then you can carefully trim the door surrounds afterwards.



2 I found the supplied window and door frames to be quite thick, so I made new ones out of thin cardboard using those included in the kit as templates. Use a sharp knife and rule, and glued using PVA.

3 Glue the building sides and the roof together using rubber bands to hold everything in place until the glue has set. Leave the roof as a permanently detachable item to aid detailing and retain access for future work. Be careful with the delicate roof trusses.

4 Paint the model using colours of your choice. The roof felt effect is made by flicking paint with a toothbrush. Remove the doors for painting, and don't fit the internal walls until all painting, glazing and signage has been completed.



5 Make flush glazing by measuring and cutting clear plastic using a knife and file and fitting in place with PVA glue. Alternatively, cut the plastic to fit behind the windows. Window bars are made using OHP film and a laser printer.

6 Cut out the vintage signs crudely using scissors first and then use a knife and rule for the final accurate cut. Colour the edges with marker pens or acrylic paint. Glue in place with PVA.

Getting Practical

7 To hold the doors in place, glue a strip of wire along the back held in place with PVA. When dry, attach the door to the garage body using superglue and an activator while you hold it in place.

8 Place the garage in its final home on your baseboard/diorama. Cut corrugated cardboard pieces out to fit around it. Squash the cardboard flatter in places to represent subsidence. Use PVA to install.

9 Paint the cardboard a mid-grey colour. Now, flick grey and brown shades at it with a stiff brush or toothbrush - you want small droplets. Larger droplets can be removed when wet using a finger. Use random washes of lighter and darker grey as filters to add variety.

10 Mix weathering powders to form a light mud colour and apply this to the model using DecalFix as a wetting agent. Concentrate on areas where puddles are likely to form. Use the same technique with green weathering powder to depict moss.

11 Use black/smoke weathering powder mixed with DecalFix to add oil and dirt stains to the floor of the garage and the concrete outside the building. Consider where these deposits are likely to form during application.

12 The exhausts are weathered by painting them with Clear (Matt) and, while wet, dabbing on small amounts of weathering powder with a brush. Rust, iron oxide, sand and smoke/black were used, the last-mentioned to depict soot from leaks and damage.

CONCLUSION

The depiction of concrete using corrugated card has worked well. The height of the material fits in perfectly with the base of the building, hiding any gaps and allowing the model to fit into a recess like a jigsaw piece. The rippled texture of the material imitates concrete quite well and dividing it up into squares imitates the pouring method used in real life. The only thing to watch is getting it too wet, which could lead to distortion and swelling.

The building manufacturer's instructions can be downloaded online at https://laser-model.store/downloads/. You need the instructions for the Garage, which is very similar to the Industrial Unit Type 2 built here.

The exhaust pipes are 3D-printed in resin and are delicate. Handle them with care. If you do have a breakage, superglue should be used to repair them.

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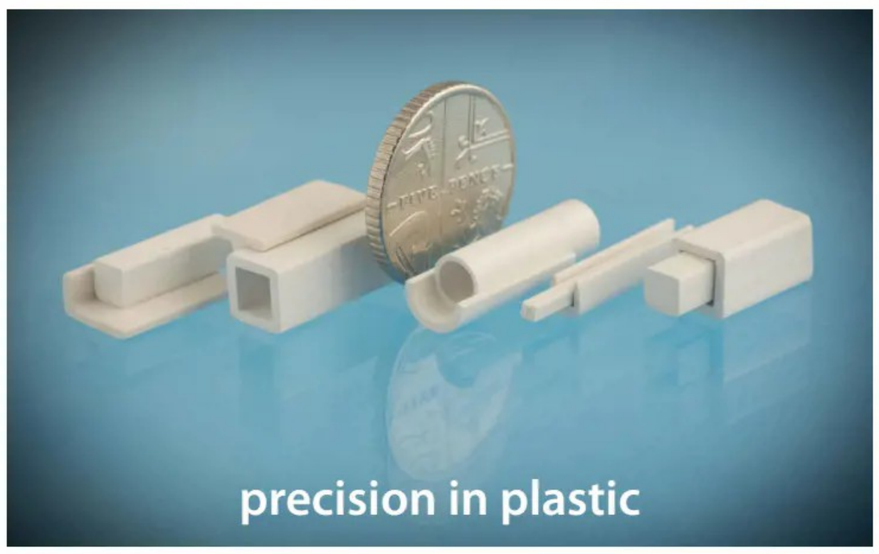

33 cm lengths or 1 metre • White, clear and colour sheet • pvc foam board • x large white styrene Lexan clear • metal sheet • grid • grating mesh

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Modelling an Autumn Scene

Chris Mead

AS WE get to the end of the year and the nights lengthen, there is a definite sense of change in the air. The bright, vibrant, verdant colours of summer are gradually replaced by more subtle brown and yellow autumnal hues. It is a season that is not as often seen on model railways as spring and summer, and I think autumnal foliage needs more mellow tones and greater variety in texture than is generally available. However, it is easier than you might originally fear, and the results can be more rewarding. So, given the results and experience gained this time round means I will approach anything similar in the future with a lot more confidence.

WHAT YOU NEED

CM3 Models
Rubberised Horsehair

Deluxe Materials
Foliage spray glue

Humbrol
Olive drab acrylic spray paint

Jarvis
Rustic fencing
Static grass (4mm autumn mix and 9mm winter grass)

Oxford Models
Mk.1 Land Rover

Woodland Scenics
Model deer pack

Other
Scissors, wire cutters, small pliers, impact adhesive (UHU), large plastic bowl, watered-down PVA, various size paint brushes, static grass applicator, florists' wire, acrylic paste (Modge Podge), hollow fibre stuffing, scatter materials (various suppliers), seafoam, lichen, textured brown paint (Games Workshop Citadel Paints), dried marigold flowers.

1 The scene is set on a piece of 180mm x 230mm plywood, sealed with ochre paint. Three pieces of Javis rustic fencing were glued on, denoting a narrow farm road. They come weathered and textured on one side, but the other is plain, so these faced outwards to be disguised later by hedges and bushes.

2 A base of medium green grass scatter was added to the fields using watered-down PVA glue, over which was added a static grass mixture of Javis 4mm autumn grass and longer 9mm winter grass. The base mixture contains a good selection of shades and colours and adding the longer grass gives more body to the coverage.

3 Dead leaf scatter was applied around the corner the tree was to be sited, where the fall from the branches would cover the ground. The hedge behind the short fencing was rubberised horsehair from CM3 models, cut to shape with scissors, and sprayed with Humbrol Olive Drab.

4 I tried brown scatter for dead leaves but felt the simple finish looked quite realistic as a bare, leafless bush. Citadel Textured brown paint was used for the muddy road, running an old model car along it as it dried to create tracks and a rutted appearance.

5 The main hedgerow was clumps of Javis brown lichen with a base covering of light green and various yellow, orange and brown scatters on top, trying to ensure each piece was given a different mix of colours. All the items were then glued in place with contact adhesive.

6 A similar approach was taken for the small trees in the hedge, this time using sprigs of seafoam. Autumn grass mix was added to the centre of the track with watered-down PVA, as well as long straw to the base of the fence where it met the road's edge.

Getting Practical

7 The centrepiece is a large tree. Of the many different ways, I chose florists' wire covered with acrylic paste for the trunk and branches and hollow fibre stuffing for the foliage. All can normally be found in craft shops and some discount stores with an arts section. Other things needed are paint, glue, leaf scatter and a short length of stiff wire.

8 Not being happy with the proprietary autumn leaf products that I could find, I made my own from African marigold flowers growing in the back garden. The petals were cut from the flowerheads, dried and then rubbed through a metal sieve. The pure yellow flowers were kept separate from the darker varieties to give two different colours.

9 With the florist wire method, you take 5-20 lengths depending on the size of the tree, fold them in half, twist them together, and gradually tease out groups of wires for branches as you work up the trunk. The loop at the bottom is cut in half and the stubs twisted together for roots. A couple of coats of acrylic paste cover the wires to give the trunk and branches body.

10 A couple of coats of acrylic paste cover the wires to give the trunk and branches body, and then once done, small clumps of the hollow fibre were teased out as thinly as possible and glued onto the ends of the branches. When dry, this was given an all-over spray of paint, again using Humbrol Olive Drab, as for the bare hedgerow.

11 The fibres were sprayed with adhesive (I used Deluxe Materials spray glue), and the leaf material scattered over the tree. I did this sparingly over a large plastic bowl to catch the unused scatter, shaking off excess and repeating to gradually build up coverage. I tried to vary the colours, using the lighter tones around the edges. The finished tree was fixed down with a thick wire through the centre of the trunk, fed through a hole and bent over beneath the board while the tree roots were pressed down firmly into the dead leaves. The final touches to the scene were some fallen branches (small twigs from garden lavender), a group of deer, and an old Land Rover making its way down the track. Job complete!

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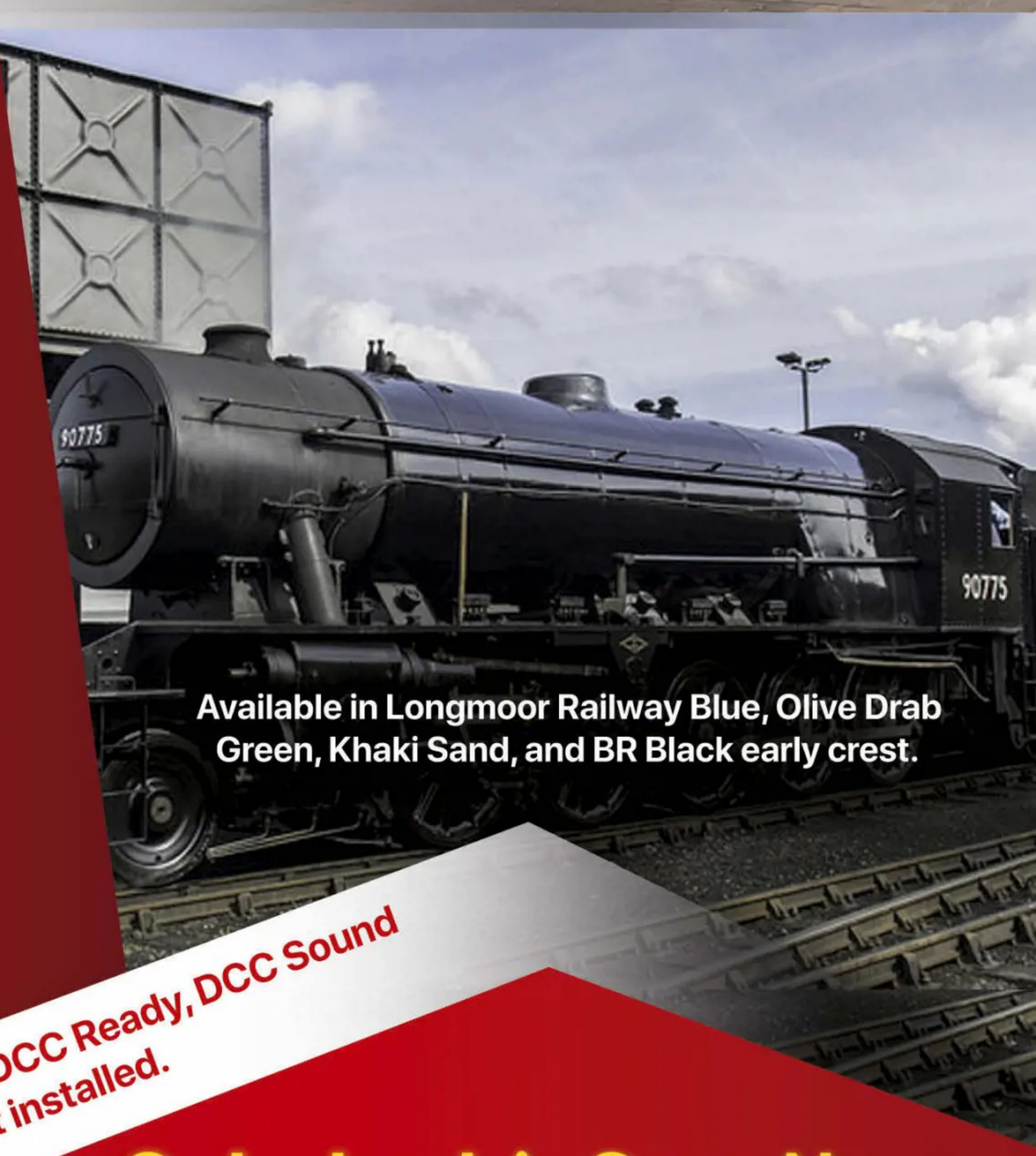

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TRACTION

ISSUE 289 I NOVEMBER 2024

Bradford to Low Moor

ALSO INSIDE:

- Warrington in June 1990
- Tinsley Rods For Hire
- Loco haulage on the 'Knotty'

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

Welcome to the November issue of TRACTION.

We start with a selection of photographs of the line between Bradford and the first station on the line to Manchester, Low Moor.

The days of heavy freight traffic at Warrington are recalled in our look at the area in the 1990s, including the disappearance of coal traffic to a nearby power station.

In South Yorkshire , the National Coal Board found it more economical to hire BR Class 08s to work traffic from some of the coal mines than buy new locomotives.

Finally, we look at a cross country line in the north Midlands near Stoke on Trent, which saw a variety loco hauled trains.

Stephen

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Cover photo: 40195 leaves the tunnel at Bowling Junction with the 13:00 Blackpool to Bradford Interchange on July 24th, 1976. GAVIN MORRISON

Bradford to Low Moor

Gavin Morrison's photos show the changes over the years on the line between Bradford Exchange (now Bradford Interchange) and Low Moor. Bradford Exchange station was closed and replaced by Bradford Interchange in 1977. The once important railway location of Low Moor, with its station and locomotive depot, closed in the 1960s but reopened in 2017 and now has frequent services, including to London.

D9003 is seen at Low Moor on September 7th, 1961, with 1E07 to London King's Cross. Normally, this train started at Bradford Exchange at 10:10 and ran via the former Great Northern Railway route to Wakefield Westgate, where it combined with the 10:35 Leeds portion. However, on this date, the train was diverted because of engineering works and ran via the former Lancashire and Yorkshire Railway (LYR) route through Cleckheaton and Wakefield Kirkgate before joining the line to Doncaster south of Wakefield.

The ill-fated DP2 is seen in the old Bradford Exchange station with the three-coach portion of a train to King's Cross on Saturday, February 18th, 1967. The loco appears to be displaying the incorrect headcode IN14, as it should be 1E14. The station clock shows 3.30pm, so the train will be the Bradford portion of 'The White Rose', which was scheduled to leave at 16:10, combining at Wakefield Westgate with the Harrogate and Leeds portion. With the closure of Leeds Central later in 1967, Bradford portions of trains to London were combined at Leeds rather than Wakefield.

Green-liveried 40106 is seen at the east end of Low Moor heading a Heckmondwike working man's club outing to Morecambe on June 17th, 1979. Clearly, there are many railway enthusiasts aboard!

A brand-new D1999 is seen shunting the coaches of a King's Cross train at Bradford Exchange on July 2nd, 1966. The loco had been taken into stock on June 25th, 1966, and was allocated to York depot.

The old Bradford Exchange station was replaced by a smaller modern station and is seen on March 6th, 1977, the opening day of the new station. HST 253021 is on display and 47409 is ready to depart with a train to King's Cross. Over to the right is 47410 with another express.

On June 9th, 1967, D396 passes Bowling Junction with a special train to Blackpool for staff of the Gratten's mail order firm, which had warehouses in Bradford. The line diverging to the right was the route to Laisterdyke. It was used in steam days by LYR route Leeds to Manchester expresses, which avoided Bradford and combined at Low Moor with Bradford portions. With the introduction of DMUs, trains from Leeds to Manchester ran into Bradford, where they reversed.

April 26th, 1977, 03371 was station pilot at Bradford Interchange and was stabled with an interesting selection of parcels rolling stock.

Warrington in June 1990

By John Dedman

My first visit to Warrington was in June 1990, when I stayed around the local area for two days. This article covers the time that was spent on the freight lines between Arpey Yard, Walton Old Yard and Latchford Sidings, as the freight trains were my target. The most common trains here were merry-go-round (MGR) coal trains destined for Fiddler's Ferry Power Station, which was about five miles to the west on the route that passed under Warrington Bank Quay station.

The MGR services were covered in detail in TRACTION issue 256, March/April 2020, which was a Focus on Warrington edition. During my visit, all the MGR trains were hauled by pairs of Class 20 locos. Other freights were mostly pulled by Class 47s interspersed with a few other classes.

I tried at the time to record all movements, which are in the accompanying tables, but I could have missed some of the main line movements. The directions on the table are N & S for north and south bound on the West Coast main line, E for trains heading to Latchford sidings and W for trains heading west towards Fiddler's Ferry.

85110 is crossing the Mersey at Warrington with the 6V93 07:55 Mossend to Stoke Gifford Speedlink service. June 14th, 1990.

20023 and 20019 have emerged from under Bank Quay station with an empty MGR from Fiddler's Ferry Power Station. 20127 is waiting in the siding and will follow the MGR to Latchford Sidings and attach to the rear. It will then lead the train to Walton Old Yard Yard, where the pair of Class 20s will depart north through the station towards Wigan and reload the wagons at Bickershaw or Parkside Collieries. June 14th, 1990.

20172 and 20075 have arrived from the south with a loaded MGR for Fiddler's Ferry Power Station; they are heading towards Latchford Sidings, where they will run round the wagons and head west and pass under Bank Quay Station. June 13th, 1990.

20075 and 20172 have run round their wagons and are now heading west towards Fiddler's Ferry Power Station. June 13th, 1990.

June 13th, 1990

My first session here was for three hours from 15:30 on June 13th. The first freight to appear from under Bank Quay station was an empty MGR from Fiddler's Ferry hauled by 20020 and 20021. This headed towards Latchford Sidings and was quickly followed by 20127, which had been stabled in a nearby siding. A few minutes later, 20127 re-appeared piloting the MGR with 20021 and 20020 on the rear and headed south to Walton Old Yard, where the pair of Class 20s then headed north on the main line to the collieries at Bickershaw and Parkside.

An hour later, another empty MGR appeared from Fiddler's Ferry and proceeded to Latchford Sings, but this time the pair of Class 20s ran round the wagons and headed south. At 18:10, a loaded MGR arrived from the south behind 20172 and 20075, which ran round the wagons at Latchford before heading west to Fiddler's Ferry.

Two other freights of interest were a cement train with 47599, which arrived from the south, ran round its PCA wagons at Latchford and headed south again. Then 47296 arrived from the west with three POA scrap wagons and two B.O.C 100 tanks, which it ran round at Latchford and headed south.

Some freight trains passed through on the main line, including 37239 with HEA coal wagons, 56135 with coal containers, 47117 with a Cargowaggon and 47368 with 100 ton tanks. There were also many light engine movements to and from the stabling point, as well as some through the station, those to and from the stabling point all passed to and from the yards. The main line was also busy with passenger and occasional parcels trains, all hauled by Classes 31, 86, 87 and 90.

20127 is leading an empty MGR southwards Arpley Yard, where it will detach and the train locos will proceed north to the collieries for reloading. June 14th, 1990.

Coal Sector-liveried 31312 and 31270 are departing with five Nuclear Flask FNA wagons, barrier wagons and a brake van on the main line. At the same time, 20175 and 20182 are passing the yard with a loaded MGR from the south. June 14th, 1990.

20127 is piloting a loaded MGR, which has arrived from the north and is heading to Latchford Sidings, where the train locos will be able to continue their journey to Fiddler's Ferry Power Station. June 14th, 1990.

31312 and 31270 are on their way from Walton Old Yard to the loco stabling point. June 14th, 1990.

June 14th, 1990

The following day, I had an early start and was met with 37686 and 37684 with cement wagons heading south from Latchford. A well-weathered Railfreight Petroleum-liveried 47125 came off the stabling point and headed south to the yard. It returned, reversing a tank train consisting of three B.O.C. 100-ton tanks and around 20 various I.C.I. four-wheel tanks to Latchford before eventually setting off west under the station. The next interesting movement was a pair of Coal Sector-liveried Class 31s, 31312 and 31270, which came to the stabling point from the yard and then returned back to the yard. Half an hour later, they went north on the main line with flask wagons for Sellafield. 47360 was one of Tinsley's named locos with the painted name of *Fulmar*. It reversed five Ford vans from the yard to Latchford and then headed west towards Ditton. These movements were interspersed with MGR workings in both directions, using 20127 as pilot for reversing moves to and from Latchford as on the previous day.

Warrington - Wednesday, June 13th, 1990

15:30	90008	N		Passenger
15:35	86417	N		Passenger
16:20	20020 + 20021	E		MGR
	20127	S		MGR with 20021 + 20020 on rear
	37901			light engine from stabling point
	47289			light engine to stabling Point
16:25	37239	S		HEA coal wagons
	87008	N		Passenger
16:35	47599	E		Cement to Latchford Sidings
	90005	N	1S69	14:25 Euston - Glasgow
16:45	47599	S		Cement
	47491	N		light engine
16:50	56135	S		Coal containers
17:05	90028	S	1M35	14:05 Glasgow - Euston
17:20	20159 + 20195	E		MGR to Latchford Sidings
	85010			
17:25	90044	N	1S83	15:25 Euston - Glasgow
	47196	N		light engine
17:32	47296	E		3 POA Scrap wagons &2 BOC 100 ton tanks
17:35	47117	N		1 Cargowaggon
17:40	20195 + 20159	S		MGR
17:48	86208	S	1A72	16:30 Blackpool - Euston
17:50	87001	N	1S87	16:14 Birmingham Int- Edinburgh
	47296	S		3 POA scrap wagons & 2 BOC 100 ton tanks
17:55	87019	N		Passenger
	47296			light engine to stabling point
18:04	47533	N		light engine
	47102			light engine to stabling point
	90032	S	1M42	10:10 Inverness - Euston
18:10	20172 + 20075	E		MGR from the south
	47491	S		light engine from stabling point
18:20	90015 + 82115	N	1S89	16:25 Euston - Glasgow
	47491	E		light engine
	20075 + 20172	W		MGR to Fiddlers Ferry P.S.
18:30	47368	S		100 ton tanks
	87034 + 86418			Stabled at the station
	20127, 47053, 47358			At stabling point
21:50	90017	S		Passenger
	90023	N	4S50	21:41 Crewe-Glasgow Freightliner
	86101	N		single BG van
22:19	86621	S		Speedlink
22:24	37137	N		SPA steel wagons
22:28	86236	N		Passenger
22:30	31312 + 31270			Nuclear flask wagons
23:15	47200			light engine to stabling point
23:20	90007	S	1M44	19:30 Glasgow - Euston postal

Warrington - Thursday, June 14th, 1990

04:40	20090 + 20120	S		MGR
04:45	47098			light engine from stabling point
“04:55”	37901			light engine from stabling point
05:00	37686 + 37684	S		Cement from Latchford
05:15	20057 + 20140	S		MGR on main line
05:20	87032 + 87027	S		Freightliner
“05:30	20127	E		MGR with 20140 + 20057 on rear
05:35	86417 + 86613	N	4S89	03:36 Willesden - Glasgow Freightliner
05:40	47125			light engine from stabling point
0542	47517	N		light engine
0545	20057 + 20140	W		MGR to Fiddler’s Ferry P.S.
0546	47233	N		100 ton black tanks
0553	37107			light engine from stabling point
05:55	47491			light engine from stabling point
05:58	85108	N		light engine
06:00	47442			light engine from stabling point
06:15	47284			light engine from stabling point
06:20	31142	S		light engine
06:30	47125	W		B.O.C. and I.C.I. Tanks
06:35	47102			light engine from stabling point
06:40	86416 + 86635	S		light engine
06:45	90027	S	1A12	06:17 Preston - Euston
07:00	37717	S		Steel wagons
“07:15	47353	S		Turbot wagons
07:20	37717	N		light engine
07:20	31460	S		light engine
07:25	47500	S		light engine
07:28	47442			light engine from stabling point
07:30	87003	S	1P08	06:20 Blackpool - Euston
07:50	31142	N		single VEA van
08:00	DVT 82133 + 87010	S	1A19	05:57 Carlisle - Euston
08:10	08485	N		Steel wagons
08:15	37901	N		Steel wagons
08:18	47233	S		light engine
08:20	86416 + 86635	N		Speedlink
08:20	31312 + 31270	E		light engine to Stabling Point
08:25	47278 + 47194	N	6E18	07:56 Shell Stanlow - Jarrow oil tanks
08:34	37139	N		HEA coal wagons
08:40	47491	N	6F60	07:36 Northenden - Appley Bridge rubbish containers
08:44	20023 + 20019	S		MGR from the north
08:46	86252	N	1S53	06:57 Coventry - Edinburgh
	37251	S		Departmental
	08845			light engine
08:50	20127	S		light engine from stabling point
08:53	47358	N		Departmental

Warrington - Thursday, June 14th, 1990 continued				
08:55	31270 + 31312	N	7C40	14:12 WO Valley - Sellafield nuclear flasks
	20175 + 20182	E		MGR from the south
09:05	90044	S	1A28	07:13 Carlisle - Euston
09:08	20127	E		MGR with 20019 + 20023 on rear
09:10	37137	N	6S42	08:20 Dee Marsh - Mossend
	85037	S		Freightliner
09:15	20023 + 20019	W		MGR towards Fiddler's Ferry P.S.
09:20	47559	N		Parcels
09:30	20182 + 20175	W		MGR towards Fiddler's Ferry P.S.
09:40	47276			light engine to stabling point
	47447	S		two 45 ton oil tanks
09:45	DVT 82145 + 90011	S	1A32	08:33 Blackpool - Euston
09:50	86250	S		Parcels
	47447			light engine to stabling point
09:55	08485			HAA wagons
10:00	47360	E		Reversed 5 Ford vans from yard
	87031 + 82107	N	1S47	07:25 Euston - Glasgow
10:05	37251	S		Departmental
10:10	DVT 82132 + 900xx	S	1M18	07:00 Glagow - Euston
10:15	47284			light engine to stabling point
10:20	47360	W		5 Ford vans
10:22	37251	S		Departmental
10:25	31457	S	2D66	09:44 Manchester Vic. - Llandudno
10:33	47233	N		light engine
	47284			light engine from stabling point
10:30	47357	S		Continuous welded rail wagons
10:55	85101	N		light engine stabled at station
	47559	S		light engine
11:05	47102			light engine to stabling point
11:10	20133 + 20194	S		MGR on main line
11:20	86231	N	1M01	05:40 Poole - Carlisle
11:20	DVT 82105 + 87015	S	1M05	08:15 Glasgow - Euston
11:25	20023 + 20019	S		MGR from Fiddler's Ferry P.S.
11:30	37251	N		Departmental
11:35	86239	S	1O12	08:25 Glasgow - Poole
11:40	86240	N	1S59	08:35 Euston - Inverness
11:40	20127	E		MGR to Latchford with 20194 + 20133 on rear
1150	87009	N	1C11	09:25 Euston - Carlisle
11:55	20133 + 20194	W		MGR towards Fiddler's Ferry P.S.
12:05	20090 + 20120	E		MGR from south to Latchford Sidings for run round
12:10	47125	S		single HAYS bogie tank
12:15	DVT 82115 + 90015	N		Passenger with 90015 on rear
12:18	85101	S		"Oil, 2 x 45ton & 1 x 100ton tanks"
12:20	20021 + 20020	S		MGR from main to Walton Yard

Warrington - Thursday, June 14th, 1990 continued				
12:25	47333	N		Departmental open wagons
12:35	90043	S	1M02	09:12 Edinburgh - Birmingham Int.
12:54	86234	S	1V53	"09:44 Glasgow Central - Plymouth
12:55	86233	N	1S85	07:10 Plymouth - Aberdeen
13:00	47333	S		Departmental open wagons
13:05	37901	S		light engine to stabling point
13:10	47125	S		light engine
13:15	DVT 82138 + 87001	S	1M20	10:15 Glasgow - Euston
13:20	47284	S	6F55	11:03 Skipton Shell - Ellesmere Port 45t tankers
13:35	47837	S		Royal Train
13:40	47276	S		light engine
	87010 + DVT 82133	N	1S80	11:25 Euston - Glasgow
13:45	47368	S	6M54	10:15 Leeds - Stanlow tanks
13:47	20175 + 20182	S		MGR from Latchford Sidings
13:49	47453	N		Turbot Wagons
13:51	47491	S	6H63	13:37 Appley Bridge - Northenden rubbish
13:53	90018	S		light engine
13:55	47102	S		light engine
14:10	47098	N		light engine
14:15	DVT 82102 + 86412	S	1A51	12:50 Blackpool - Euston
14:25	87002	S	1V57	10:42 Edinburgh - Plymouth
14:43	87008	S	1O90	11:33 Glasgow - Brighton
14:45	86229	N	1S71	07:16 Penzance - Glasgow
14:48	86236	N	1N14	12:25 Euston - Blackpool
14:55	47463	N		light engine
15:07	90028	S	1M04	14:47 Glasgow - Esuton
15:18	86239	N	1S76	09:18 Brighton - Glasgow
15:22	86252	S	1V59	09:00 Aberdeen - Penzance
15:24	85110	S	6V93	07:55 Mossend - Stoke Gifford Speedlink
15:30	20127	N		MGR to Latchford with 20020+20021 on rear
15:40	86418 + 87034	S	6M23	11:00 Mossend - Dee Marsh steel coil
15:45	47233	S		Oil tanks

Table Information

This table covers all the main line movements I recorded during my two-day visit. The directions are N & S for north and south bound on the West Coast main line, E for trains heading to Latchford Sidings and W for trains heading west towards Fiddler's Ferry.

47125 *Tonnidae* was one of the 10 Class 47s that were named after shells and dedicated to Petroleum Sector workings mainly in the North West. It is seen here reversing its train of BOC tanks and chemical tanks from the yard to Latchford sidings at 06:30. June 14th, 1990.

47296 has passed under the station and is heading to Latchford Sidings, where it will run round the stock and head south. June 13th, 1990.

47360, with the unofficial name *Fulmar*, has just departed from Latchford Sidings with five air braked vans and is heading west under the station. June 14th, 1990.

37251 is in Departmental livery as it heads north on the main line with Departmental wagons. June 14th, 1990.

47599 is leaving Latchford Sidings after running round its cement wagons. June 13th, 1990.

47284 is crossing the River Mersey and heading to Walton Old Yard with six TTA Shell tanks and one 100-ton tank. The 45 tonners are a mix of grey and black tanks in various Shell liveries. June 14th, 1990.

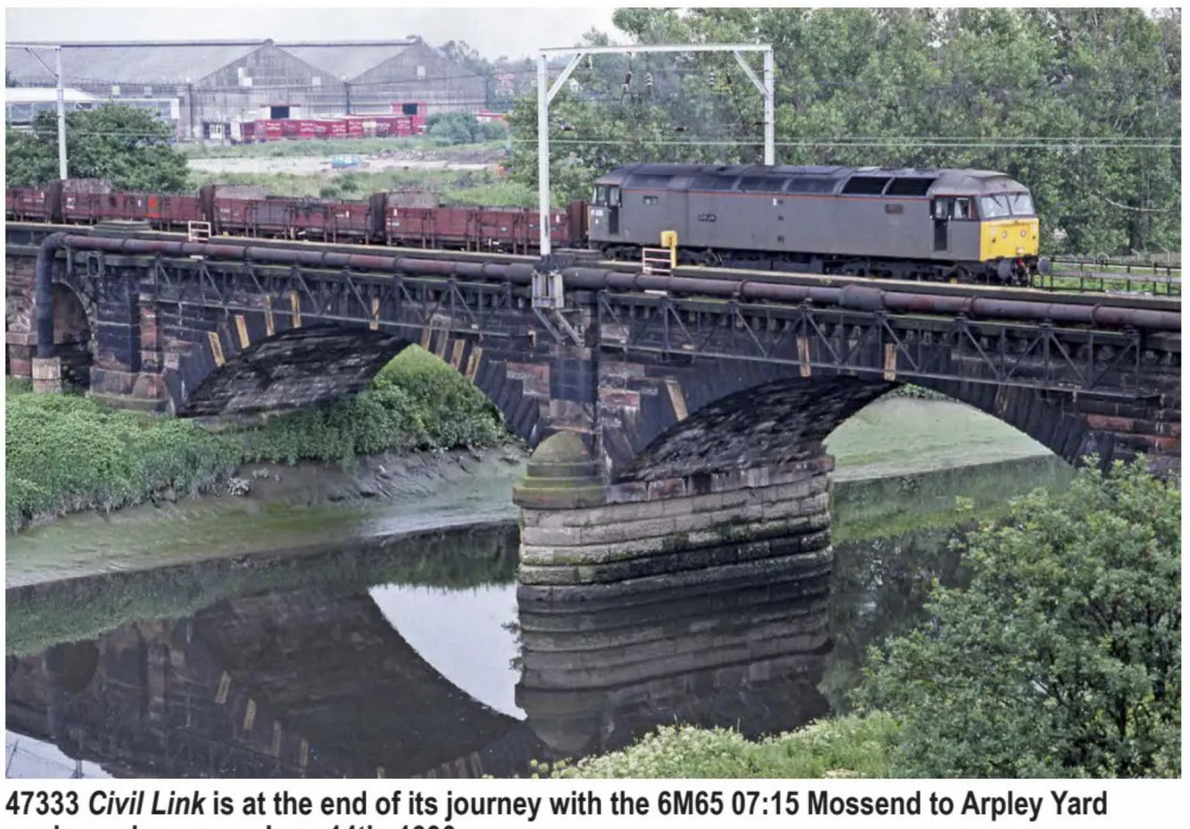
Later in the day, I moved further south to where the railway crosses the River Mersey, which is between Arpley and Walton yards. Here, I could observe the main line above and the freight lines on a lower level. 47125 appeared again, this time with a single HAYS bogie tank for Walton yard. This was followed by 85101 with three more tank wagons, and 47333 *Civil Link* in the drab grey livery was next with ZDA open departmental wagons. Railfreight 47284 was next, with a mix of Shell tanks heading into Walton Yard.

In the meantime, the main line was very busy with InterCity passenger workings, which were powered by Classes 86, 87 and 90. One of the highlights was 47837 heading south with the Royal Train. Freight trains southbound on the main line included 47368 with Shell 100-ton tanks and 47491 with rubbish containers from Appley Bridge. The final freight into Walton Yard was 85110 with the Mossend to Stoke Gifford Speedlink with a good mix of wagons.

A few weeks later, I managed to stop off here again for a couple of hours on my way to Scotland. 20127 was still the pilot for the MGR trains reversing to and from Latchford Sidings. MGR locos seen during my various visits included 20090 + 20120, 20159 + 20195, 20172 + 20075, 20090 + 20120, 20057 + 20140, 20023 + 20019, 20182 + 20175, 20133 + 20194, 20020 + 20021, 20042 + 20034 and 20082 + 20010.

I have identified some of the workings from the WTT, but if any readers can identify any more of them, please let me know via the editor or my Flickr site.

47125 has come off the main line at Warrington with a Hays Chemical tank and is heading for Walton Yard. June 14th, 1990.



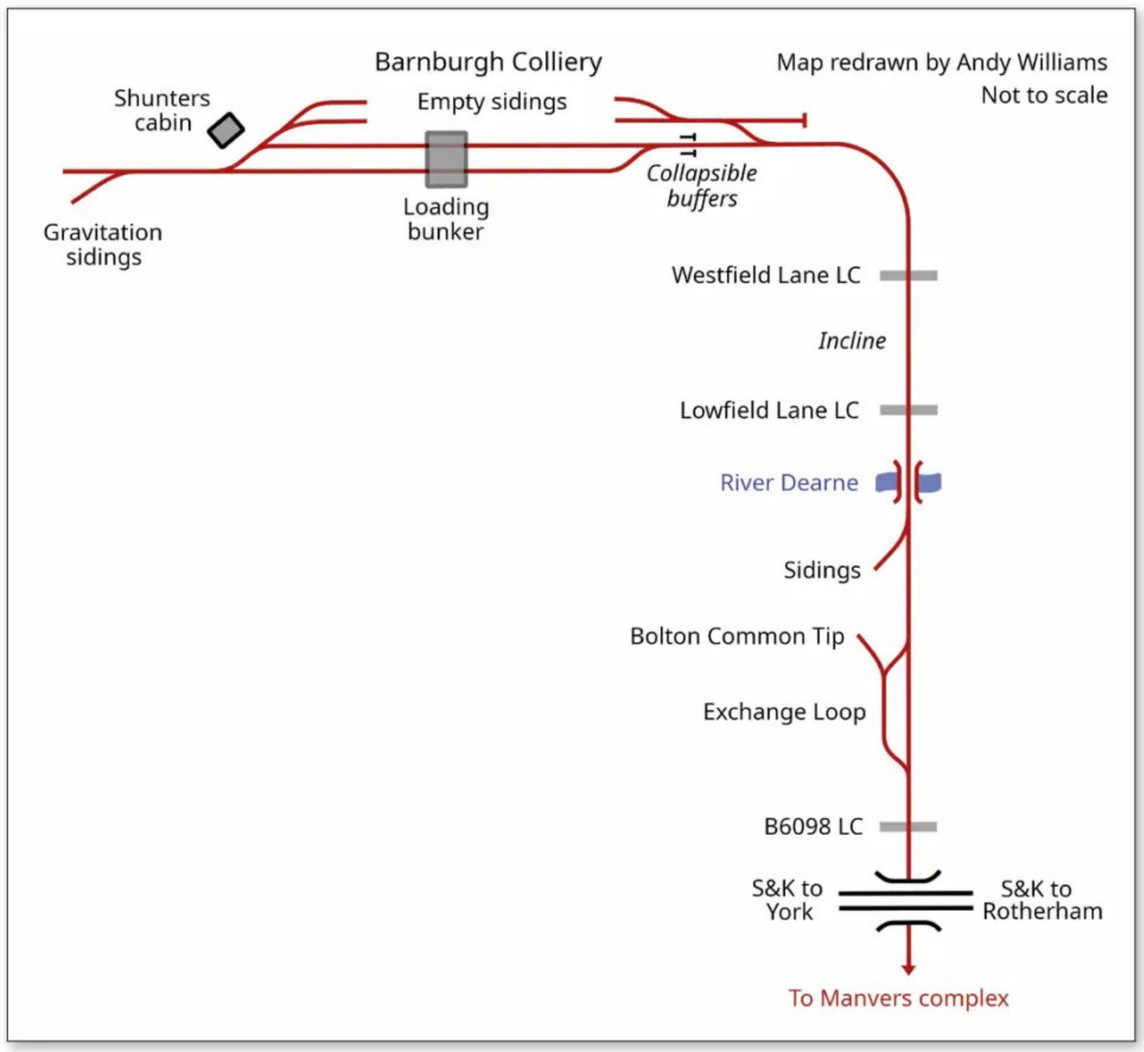
47333 *Civil Link* is at the end of its journey with the 6M65 07:15 Mossend to Arpley Yard engineers' wagons. June 14th, 1990.

Tinsley Rods For Hire

By Andrew Overton

Barnburgh Colliery was located close to the village of the same name, a few miles north of Mexborough in South Yorkshire. It began producing coal in 1916, and, being alongside the Dearne Valley Railway (DVR) running from Wakefield to the southern outskirts of Doncaster, it was linked to that line. Colliery companies in the Yorkshire coalfield did not like to be dependant on one railway and so a private mineral line was constructed to link the pit to Manvers Main Colliery, owned by the same company, situated alongside both the Midland and Great Central Railways at Wath some 2½ miles to the south-west. This gave the company the option of sending its coal out by four different railways, as the Hull & Barnsley Wath Branch also accessed Manvers Main. This private line will be familiar to many TRACTION readers of a certain age, who will have seen it passing under the Swinton & Knottingley Joint line (S&K) north of Wath Road Junction. During the 1950s, the huge Manvers Complex was built in the latter area, being a coal concentration, coke ovens and coal by-products manufacturing plant. Coal from Barnburgh travelled along the branch to also feed into this plant, the private branch being the sole rail outlet from 1958 after the closure of the DVR as a through route.

08870 *Millhouses* is ready to leave Barnburgh Colliery with a full load for Manvers at 10:55 on February 8th, 1989.

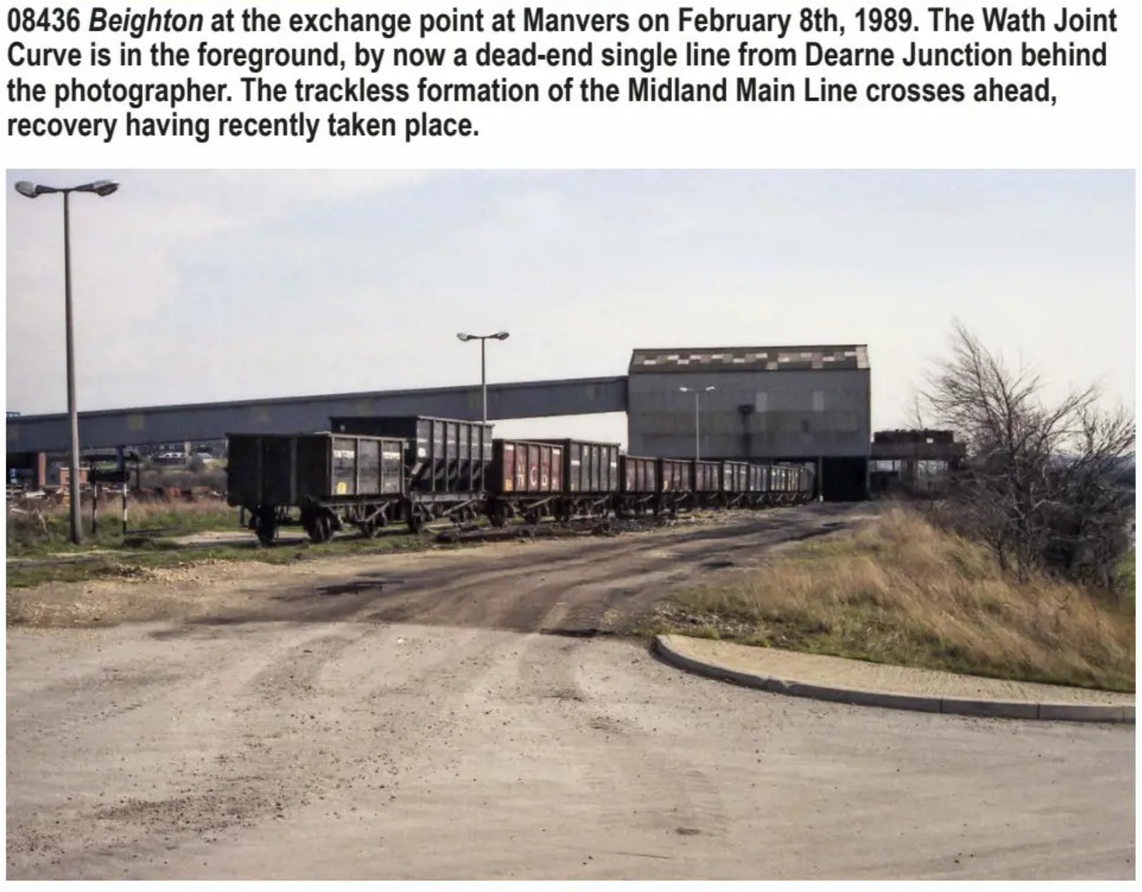


The colliery used its own private locomotives, these being steam and, later on, industrial and ex-BR diesels. Locomotives were shared throughout the railways of the Manvers Complex after its construction. However, by the mid-1980s, the NCB loco stock was becoming life-expired and, with the general run-down of the coal industry, purchase of new locomotives could not be justified. The solution was to hire in Tinsley-allocated Class 08s from British Rail, and this commenced during 1986. Access to the BR network was available at Manvers Exchange Sidings via a connection in the Wath Joint Curve, which linked Dearne Junction on the S&K with Wath Central Junction on the line between Mexborough and Wath Yard. With the closure of the latter line on July 18th, 1988, access was maintained from the Dearne Junction end, controlled by Sheffield Power Signal Box in conjunction with a train staff normally kept at Tinsley. This made sense as by this date, the only movements required were the 08s for hire, coal traffic passing onto the BR network here having ended. The transfer arrangements were that BR crews left hired 08s just clear of the connection from the Wath Joint Curve, from where NCB crews collected them and vice versa with locos going back to Tinsley. Exchanges usually took place over the weekend when the pit was shut.

08492 *Barnsley* awaits its next turn of duty outside the crew mess room at Barnburgh Colliery on March 29th, 1989.

08436 *Beighton* is stabled at Manvers, just clear of the connection to the Wath Joint Curve to its right, amidst a typical South Yorkshire scene of industrial dystopia, on February 9th, 1989.

08436 *Beighton* at the exchange point at Manvers on February 8th, 1989. The Wath Joint Curve is in the foreground, by now a dead-end single line from Dearne Junction behind the photographer. The trackless formation of the Midland Main Line crosses ahead, recovery having recently taken place.



Wagons gravitate from the sidings to the left through the loading bunker at Barnburgh Colliery on the morning of March 29th, 1989.

I had been familiar with the branch from an early age, having seen it when exploring the railways of the area on my push-bike. I had never taken much notice of it as the locomotives were non-BR and therefore of no interest to me in those days. Even when I later took up a camera, there was far too much interesting BR stuff to photograph, and it never crossed my mind to spend time around this industrial backwater – after all, it was going to be there forever, wasn't it? By the late 1980s, the coal industry was in a free-fall and in February 1989, the news was announced that Barnburgh Colliery was to close.

This finally spurred me into action, and over the months prior to closure, I made several trips to record all I could see and photograph the movements on the line, made more interesting by the use of BR traction. The last train on the branch ran on the day the colliery closed on June 16th, 1989, hauled by 08436 *Beighton* and the remaining 08s (08492 *Barnsley*, 08436 *Beighton* and 08870 *Millhouses*) were removed from the exchange point by BR shortly after June 19th. The table below shows the Class 08s known to have worked the branch – unfortunately, 08141 *Manvers* isn't one of them.

The locomotives of Barnburgh Colliery

Number	Name
08210	*Tuxford*
08272	-
08308	*Langwith*
08434	*Midland*
08436	*Beighton*
08492	*Barnsley*
08509	*Wath ETD*
08510	*Canklow*
08678	*Staveley*
08749	*Great Central*
08870	*Millhouses*
08878	*Grimesthorpe*

08492 *Barnsley* toils up the steep incline to Westfield Lane with a string of empties at 13:25 on March 29th, 1989. The severity of the climb can be seen by the foot of the gradient being visible above the row of fence posts in the middle of the field to the left.

An unidentified Class 08 leaves the exchange point near Bolton Common Tip, having taken over a loaded rake of wagons from Barnburgh Colliery, and heads towards the B6098 road crossing at 16:25 on May 2nd, 1989. The huge spoil heap of the Manvers Complex can be seen in the distance.

08492 *Barnsley* waits at the head of a loaded train for Manvers at Lowfield Lane as wagon brakes are unpinned at 12:42 on March 29th, 1989.

08492 *Barnsley* on a full train to Manvers near Adwick-upon-Dearne during March 1989.

08492 *Barnsley* heads a load of full wagons over the River Dearne towards Adwick-upon-Dearne during March 1989.

08870 *Millhouses* approaches the B6098 road crossing with a loaded train for Manvers at 11:24 on March 29th, 1989. The empties it had previously brought from Manvers can be seen in the exchange loop behind the train.

Operation of the branch usually involved two locomotives. One loco worked at the colliery end and brought wagons along the branch to the empty sidings or transferred them to the gravitation sidings clear of the loading bunker connections. Loading itself was done without a locomotive, wagons being released from the gravitation sidings to roll of their own accord in a coupled set through the bunker, controlled by hand brakes. Loading could, therefore, continue while a loco was away tripping wagons along the branch.

A set of power-operated collapsible buffer stops prevented wagons escaping from the colliery end and away down the steep incline towards the River Dearne bridge on the branch. After loading, a loco was attached at the head of the train and the wagon brakes pinned down (even when HAA wagons were worked up to Barnburgh, continuous brakes were not used as some 08s were vacuum only). Then, the controls were operated to activate the level crossings over both Westfield Lane leading to Harlington and Lowfield Lane, a minor track leading to Bolton-on-Dearne. With the crossings activated, the buffer stops separated and the train could proceed onto the single line.

After leaving the colliery, the line descended steeply for about ¼ mile to Lowfield Lane. The train stopped beyond the crossing here for wagon brakes to be unpinned and for controls to be operated to raise both sets of level crossing barriers. Trains of empties to the pit stopped here for both level crossings to be activated, raising of both sets of barriers being effected by the controls at the colliery end. Setting off again with our loaded train, the line soon crossed the River Dearne before passing an area of storage sidings and spoil heaps, closely paralleling the local lane to Adwick-upon-Dearne. Beyond here, the line doubled for a distance, forming a passing loop near Bolton Common Tip. This was used as an exchange point with the other loco on the branch, the 08 from the colliery leaving its loaded wagons and collecting empties, which had been brought from Manvers by the second loco, to take back to the pit. After the second 08 had taken over the loaded train, it headed off towards Manvers.

The line became single track for the approach to the B6098 Mexborough to Bolton-on-Dearne road. An automatic half-barrier crossing controlled the line over the road and then, a short distance beyond, it passed under the S&K and into the Manvers Complex of extensive sidings, which is beyond the scope of this article.

A typical day saw several movements along the branch, starting early in the morning, when coal raised by the night shift miners would be loaded. Trips then took place regularly until the evening, in the winter months continuing after dark, until operations were suspended overnight. With the pit closed on weekends and bank holidays, no movements took place during those times as well as a hiatus during the annual summer pit holiday season.

BR Class 08s therefore made a great number of trips along this private branch line over a three-year period. Today, all trace of heavy industry has been erased from the landscape, the Manvers Complex now being a country park, with housing and modern business centres. The course of the private branch line to Barnburgh Colliery now forms a section of the Trans-Pennine Trail multi-user path and the scenes shown in the photos here are very hard to imagine indeed.

Loco haulage on the ‘Knotty’

By Clive Baker

Having lived within earshot of the Derby to Stoke-on-Trent line for the past 50 years, I have noted a decline in freight traffic on the route during that time. Originally being a devotee of steam power, I paid little attention to the 3-car diesel multiple units that plied between Derby and Crewe, commencing operation during the mid-1950s. I used this service for train spotting visits to Crewe, having boarded at Tutbury.

Built by the North Staffordshire Railway Company (NSR), rails reached Tutbury from the company’s headquarters at Stoke in 1847. The goal being Derby, the headquarters of the Midland Railway Company (MR), would not be reached until 1849 due to objections from a landowner. In 1848, the NSR had to be content with the completion of a branch line to Burton upon Trent.

During school holidays, I spent most of my spotting time along the Burton upon Trent to Derby line, the quadruple track formation and vast sidings offering ample scope and variety of locomotive classes. There were, however, occasions when I would turn my attention to the NSR or ‘Knotty’ route. As a friend commented about the line, “It doesn’t offer quantity but quality.”

Network Rail Class 31 approaches Tutbury level crossing with a test train. One of four locomotives built by Brush in 1957, it is recorded that Nos. 31105, 31233, 31285 and 31465 were purchased from hire company Fragonset Railways. The first two test vehicles are of BR Mark 1 vintage, and the next two appear to be of Mark 2 vintage, the last vehicle converted to have a driving cab.

Class 37 locomotives remain a familiar sight on the NSR, sometimes in charge of Network Rail test stock, but also frequently as light engine. In this April 2021 image, Colas Rail Freight, 37254 and train, head towards Tutbury and Hatton. Records reveal that this locomotive received its Colas livery in 2017 and was named *Cardiff Canton* in that same year. Observed at Derby RTC in 2017, it is no stranger when working the NSR line.

Approaching Marston level crossing, un-manned since the late-1960s, Colas Rail Freight 56113 returns empty tanks to Grangemouth.

Mainly due to the junction with the ex-Great Northern Railway line at Egginton, locomotives of Eastern Region origin would appear on numerous workings and there were also excursions bound for the North Wales coastal resorts and other points west.

During the electrification of the Euston to Manchester Piccadilly route some services were transferred to commence at St. Pancras, running via Derby and along the NSR line to Stoke and Macclesfield. A cycle ride to Tutbury would be rewarded by the spectacle of a D200 class, 1Co-Co1 (later Class 40), hauling Mark 1 carriages at high speed over what was usually a quiet, semi-rural level crossing.

Tutbury station, like many others, closed in 1966. Tutbury & Hatton station opened at the same location in 1989. Needing to travel to Derby, I decided to try out the new facility and a ride in a recently introduced Class 150 'Sprinter'. As the departure time drew near, I observed in the distance what appeared to be an approaching freight working, a rare event on the Knotty! To my surprise, the train turned out to be a pair of Class 20 Bo-Bos, hauling three BR Mark 1 carriages; due to technical issues with the Class 150 units, this was my transport to Derby.

En route, I noted a row of Class 45 locomotives parked in the exchange sidings to the Hilton ordnance depot, awaiting disposal. I recalled our excitement on a school trip to Derby works in 1958, observing these diesel locomotives under construction, but through the windows of the Mark 1 carriage, they presented a sorry spectacle.

Having more time for hobbies in 2009, I took a renewed interest in my local line. Apart from the occasional appearance of a train of track-testing stock hauled by a variety of motive power, the regular hourly service had become the province of Class 153 rail cars with some Class 158s interspersed, but I had noticed a shortish train of tanks heading towards Derby. Following consultation with a signaller, I learnt that the working conveyed aviation fuel on Thursdays, when required, from Grangemouth Oil Refinery to Sinfin Sidings at Derby.

EWS 66027 is seen with a train of tanks carrying aviation fuel, at Marston level crossing, heading for Sinfin Sidings, on a Thursday morning in spring 2011. To the rear of this train, the Nestlé coffee plant at Hatton is visible, releasing steam into the morning air.

Colas Rail Freight 60076, having passed Stenson Junction, heads empty tanks back to Grangemouth in autumn 2015. In the background are the cooling towers of the defunct Willington power station.

66117 hauls its train of coal westwards across Tutbury level crossing, passing to its right the much modernised NSR signal cabin dating from 1847. In the background is the Nestlé coffee plant; originally a dairy, the site included sidings to accommodate the extensive milk traffic that the area produced.

In spring 2022, DC Rail Freight class 60 029 *Ben Nevis* heads eastwards towards Tutbury and Hatton station to terminate at its Chaddesdon Sidings depot at Derby with a train of open wagons.

Returning eastwards through Tutbury and Hatton station, 66197 returns empties to Immingham. The BR standard signal with cylindrical post dates back to 1966, when the original station closed and the sidings lifted. To the extreme left, the goods shed is almost recognisable, now the property of a builder's merchant.

Colas Rail Freight 56090 takes the NSR route through Willington with a train of open wagons in the spring of 2022. Records reveal that this locomotive has led a varied life; having completed 22 years in BR service, it spent two years in France on engineering duties before returning to storage at Old Oak Common, followed by a spell at Crewe Diesel Depot. Before its sale to Colas and storage at Washwood Heath, it survived the scrap line at EMR Kingsbury.

Photographing this rare freight working on the NSR became my regular Thursday mission. Originally hauled by an EWS Class 66, I needed to be by the track side before breakfast time to witness the in-coming train. The return working could be any time between 14:00 and 16:00 and, in later years, I tended to concentrate on observing this train, which, after 2013, was in the hands of Colas Rail Freight. My final sighting of the oil train on the NSR occurred in 2015; after that date, the route changed to the ex-MR route via Sheffield.

During the early months of 2012, the line saw regular freight workings in the shape of coal hoppers travelling between Immingham Dock and Fiddlers Ferry power station; hauled by EWS Class 66 locomotives, this traffic was short-lived.

In 2022, I returned to the NSR trackside to witness the regular passage of loco-hauled bogie open wagons conveying various aggregates. D C Railfreight, based at Chaddesden Sidings near Derby, specialise in the haulage of bulk material and its trains became a regular sight on the line.

Remaining a mechanically signalled route between Stenson Junction, on the ex-MR line, to the south of Derby, and Stoke on Trent, where it meets the London North Western Company's metals, this byway still features structures of a bygone age that create a contrast with the modern traction of today.

Amongst the signal cabins, mainly of NSR origin, 'Tutbury Crossing' is considered the oldest working unit on the British Railways (BR) system, and others such as 'Egginton Junction', 'Sudbury' and 'Scropton', also in charge of level crossings, retain the styling of contractors McKenzie & Holland. Caverswall was constructed during WW2 by the LMS to increase line capacity and Uttoxeter is claimed to be the newest BR main line box.

Evidence of the distinctive NSR architecture in the shape of station buildings and crossing keeper's dwellings retain the line's individual character. They are passed hourly by Class 170 DMUs operated by East Midlands Railway and maintain the hourly passenger service that now extends eastwards to terminate at 'Newark Castle'.

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ROUNDHAY

Miniature railways enjoyed on family days out provided the inspiration for this quirky scene, which demonstrates techniques to create an illusion of space.

Words: Kevin Harlow **Photography:** Phil Parker

FACTFILE

NAME: Roundhay
SCALE/GAUGE: O Narrow Gauge/7mm gauge/16.5
SIZE: 4ft x 2ft
ERA/REGION: Fictitious
LAYOUT TYPE: Continuous run

The railbus, scratch-built using Peco coach parts on an old Jouef 0-4-0 diesel chassis, stops at the halt. The shelter is also scratch-built using balsa and corrugated panels made from an aluminium disposable roasting tray.

TOP RIGHT: 0-4-0 tank loco, a 3D Corris-style printed body on a Bachmann junior chassis, shunts some wagons.

MIDDLE RIGHT: A small Mark Clark 3D-printed Ruston diesel is taking some workers to do a spot of maintenance work.

BELOW: While the loco waits in the siding, a man is trying to keep some of the brambles trimmed back. The retaining wall has collapsed at one point, but health and safety have yet to deem it a hazard.

I've built other layouts in 009 and 00, before settling on O-16.5 narrow gauge. I have an end-to-end layout that this one will connect to, but this fits separately into a small hatchback for easier transportation. The inspiration is from childhood memories of going to places like Wicksteed Park near Kettering, where a narrow gauge train ran round across the grass. I named it as a pun on roundy-roundy, and also because I live in Leeds, where Roundhay Park used to have a miniature railway. Although I used to watch main line trains, the quirky nature of narrow gauge appealed a bit more as far as modelling is concerned.

My biggest inspiration for modelling of all descriptions was my father. He was the proprietor of a model shop (Oliver Carley in Peterborough), so I grew up learning skills, making everything from balsa aircraft to Napoleonic soldiers. He made a number of layouts, mostly continuous run that could be put in the shop window to display stock for sale. I was allowed to play with them on various occasions. In recent years, model railway exhibitions have been the main source of influence, as have fellow members of the 7mm Narrow Gauge Association, whose knowledge of the subject far outstrips mine.

Having tried building a loft layout, the conditions of too much heat in the summer and cold in the winter, not to mention having to scale a ladder with increasingly creaky legs, made it untenable, so the conservatory has become the railway room, with building on the kitchen table being conveniently close. I also have a shed for messy work and a garage with power tools for constructing bigger items, like baseboards.

Creating space

The layout originally had a number of buildings on it, but I felt it looked too claustrophobic, so I decided to start again. I wondered what I could do to create a feeling of space in a small area. The answer I found was to put in as little as possible. I'm a big believer in a decent backdrop, so the sky was painted with a suggestion of landscape, and the painting continued onto the scenic part of the layout.

Trees are constructed with a false perspective to give an illusion of greater distance and to lead the eye into the middle of the scene. A wall and road that tapers away with a couple of smaller figures has also helped create an illusion of distance. The trees are also creating a tunnel effect to hide the exits to the back of the layout. Using a 3D pen to make these has enabled me to control the sizes quite well, and compared with the twisted wire armatures, is a lot lighter and quicker to make.

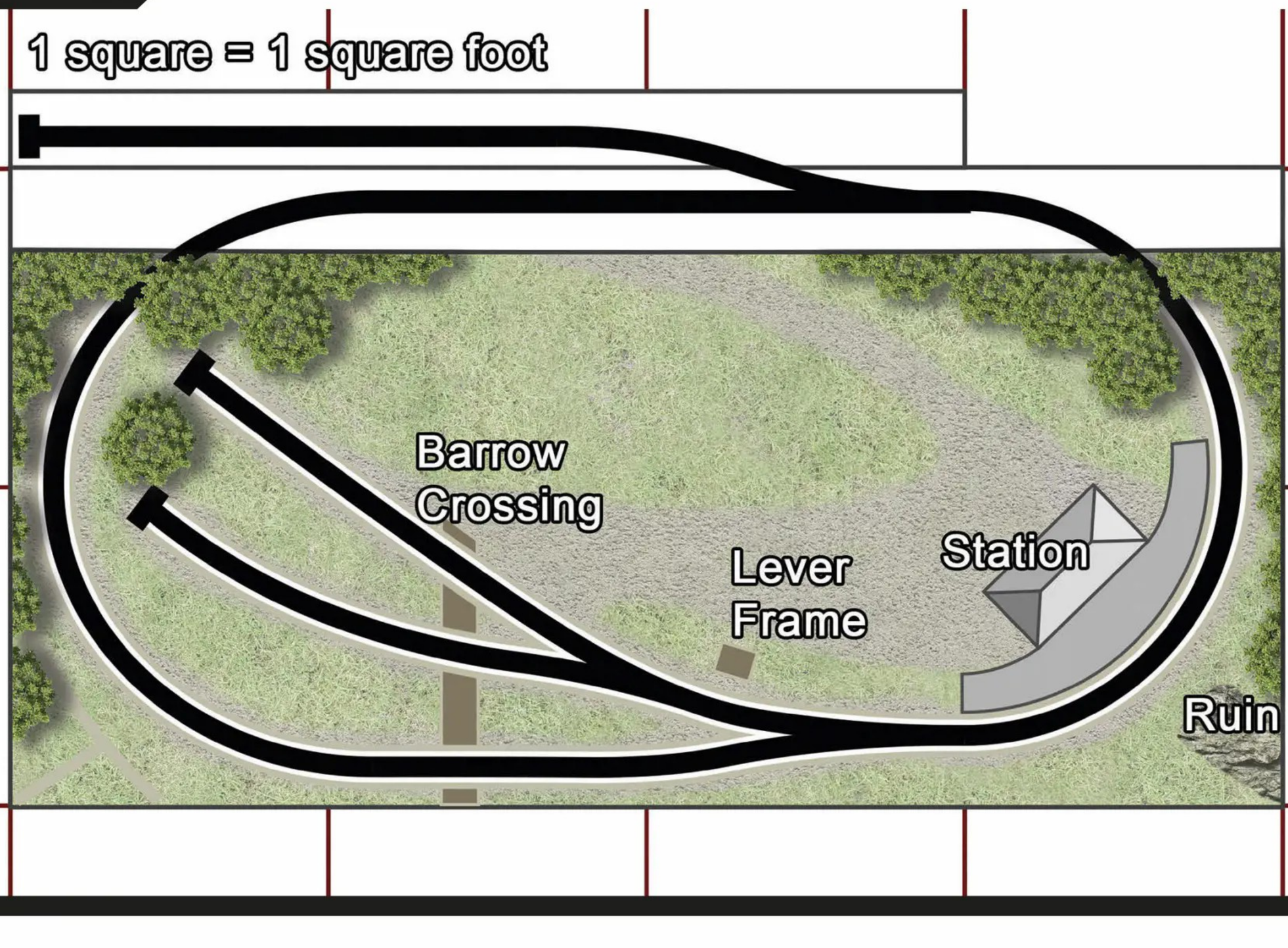
ABOVE: A train arrives at the halt while the solitary passenger is enjoying his pipe. The 0-4-0 loco is a modified Smallbrook Echo on a Dapol pug chassis, the coaches are scratch-built using LNER coach panels cut down and modified.

MIDDLE LEFT: The Ruston diesel is coming through the trees. They make the ideal scenic break to disguise the exit, scratch-built using a 3D pen and proprietary foliage.

BOTTOM LEFT: One of the maintenance crew is on point duty. There are just six figures fixed on the layout, from 1/43 scale at the front, 1/48 scale in the middle, to an HO scale figure at the rear, emphasizing the forced perspective used to suggest distance.

The Ruston arrives at the halt to shunt the maintenance crew into the siding, ready for a day's work - after a cup of tea of course.

TRACKPLAN



The layout is a simple roundy-roundy oval of track with a couple of sidings, initially designed as a test track/ running-in layout, turned into a scenic display. The sidings allow for Inglenook shunting puzzles.

The remaining buildings are scratch-built, consisting of a small halt with a corrugated iron shelter, with panels made from aluminium foil pieces with corrugations pressed in. There is also a ruin made from MDF pieces covered with Milliput in a stone effect.

Rolling stock is a mixture of kit-built, kit-bashed, scratch-built and 3D-printed items, mostly freelance design. Couplings are mainly Kadee, with some stock still using tension-locks and smaller ones using a simple hook and eye connection.

I use a simple 12v DC-controlled system with just one pair of wires. A section between the points at the front and the rear can be isolated if shunting to the sidings at the same time. The points are wire in a tube-controlled, again for simplicity.

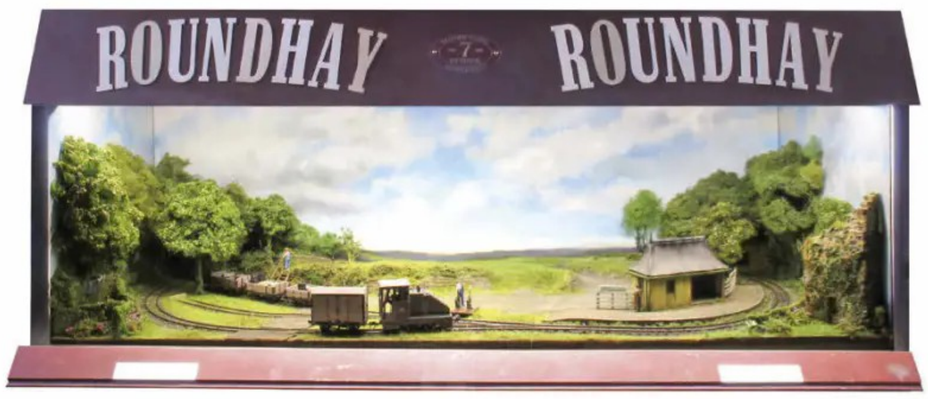
Running sessions follow no particular order, simply watching a variety of trains go by is enough. It's an easy one-person operation, though I usually have a helper to allow for comfort breaks if exhibiting and while chatting with the visitors. It may be simple, but I haven't got bored with it yet. I don't model a specific era or region, it could be anywhere with a wide variation of rolling stock. Like the train set we all start with, the imagination sets the scene, and this is still just a train set, made to look more important.

TOP LEFT: I have a few amusing visitors who like to enjoy the chance to entertain the viewers. Here's one, a train made from a couple of motorised VW vans pulling a scratch-built 'Father Ted' caravan.

MIDDLE LEFT: A 3D-printed Kerr Stuart on a Tenshodo spud pulls a L&B-type brake van, made from Peco van and coach parts.

BELOW: A Hudson Fordson tractor pulls a small truck across the barrow crossing. The wagon and loco are 3D-printed, Tenshodo spud powered.

"Like the train set we all start with, the imagination sets the scene, and this is still just a train set, made to look more important."



About the modeller

Name: Kevin Harlow
Age: 72
Years modelling: Since I was about five
Name of first layout: Unnamed
Favourite era/region: LNER
Favourite locomotive: Watching A4 locos at Peterborough North Station was always a thrill back in the ‘50s and early-’60s, so one like Mallard would be a favourite. The double-ended Fairlie engines were also impressive when visiting the Ffestiniog as a small boy on holiday.

I live in Leeds, next to the Leeds to Harrogate line, having moved here in ‘72 to go to art college, and have stayed more or less ever since. I’ve always been interested in railways. While teaching in Bradford (‘78-’87), I built a 009 Eggerbahn layout and ran a model-making club. I left to become a sculptor/artist/prop-maker, working mostly for museums, so the model-making took a bit of a back seat as I was making life-size things instead, but I decided to try out some O scale narrow gauge, so I bought some Smallbrook kits and joined the 7mm Narrow Gauge Association, a move I’d recommend to others thinking of this scale. Local meetings have led to the interest being encouraged, and I enjoy the company of fellow modellers.

A closer view of the Hudson Fordson. The quality of 3D-printed models has become superb, with very little work needed to get a quality model.

Final thoughts

My two layouts are going to be connected, so my current project is making a model of the Dolgoch Viaduct to join the pair, with a particular interest in the trees surrounding it. It will be removable as a scenic model on its own, as it's in the way of my conservatory doors, which I might occasionally want to open. As part of the Association, I usually get side-tracked into making things for the annual competitions. If I were eventually to make another layout, it might be a WW1 scene as there are a lot of possibilities and reference materials, and I previously made a small diorama of a fuelling stage, including making some figures.

My biggest criticism of the layout is the fact that, at this scale, you should be able to see some of the leaf shapes (certainly if you can see rivets!) and the scenic materials available to buy don't allow for this. I've used some bigger-scale ivy leaves to try and suggest this, but it's something that is easily noticed and I've yet to find an ideal solution. Also, anything larger than an 0-4-0 loco can struggle with the tight radius curves (about 10 inches).

As far as tips for other modellers, I would always recommend having good reference photos to work from for scenic modelling as you would if making, say, a loco. Also, colour use can make or break a model. Remember a model is effectively something that's in the distance, so colours are less bright and become fainter as they recede. Try and mix different shades, especially greens. I like to use sponges to disguise brush marks. Airbrushing can be really effective but is often overdone; it's a tool that is only as good as its user. ■

ABOVE: The railbus emerges through the trees. The number 9 is a nod to a certain TV show. Who knows what goes on inside?

MIDDLE LEFT: An A1 Models Darjeeling crew bus 3D-printed body on a Hornby Sentinel chassis is passing through next to the ruin.

BOTTOM LEFT: The Hudson Fordson is nearly ready to go home after a day's ferrying. The background trees show how well making the sizes reduce can add to the feeling of distance.

PROTOTYPE

Telegraph poles – along the line

Reflections of a time when railway lines were not complete without them.

By Clive Baker

When preparing this article, I realised that these slender poles, supporting a multitude of wires following a railway route, had disappeared from the main line system. When searching my photo archive, it became clear that their demise had occurred earlier than I had thought.

Research reveals that the average telegraph pole has a length of 9m (30ft); to preserve stability, 1.8m (6ft) of that length should be firmly rooted underground. Usually positioned 40m (125ft) apart, the poles would be buried slightly deeper on a curve. Poles in general, whether telegraph or other utility, were produced from various timbers, including Douglas fir or Southern pine, concrete being an alternative, but I don't recall observing any.

Depending on loading, poles were classed by width: L – light, M – medium, H – heavy. All items bore recognition markings etched into the timber approximately 3.5m (10ft) from the base, hence 1.8m (6ft) above ground. Poles under 12 years old did not require testing, but, following that first test, 10-year tests were necessary.

To gain access to the high areas, a series of foot brackets were bolted alternatively to either side of the pole. An engineer would access the lowest of the brackets by ladder, then use the foot brackets to reach the arms, insulators, and wires. With the aid of a harness, the engineer could work with both hands-free. In these days of health & safety, hydraulic lifts are used for this type of work.

Fig. 7: In 1967, these tall telegraph poles, with at least nine arms each, survived on the ex-Great Western line between Shrewsbury and Birkenhead. The poles were embedded into the lower part of the embankment, the wires passing through the right-hand arch of the bridge.

The pioneers

Professor Samuel Morse of New York University developed the original electric telegraph circa 1830; enthusing people to communicate worldwide, he needed to first fine-tune the device. Working with other inventors Alfred Vail and Leonard Gale, Morse succeeded in transmitting his first message by telegraph from Washington DC to Baltimore in 1844.

'Morse code', a system whereby the telegraph registers a set of long and short dashes representing numbers or letters onto paper, proved to be a reliable communication system.

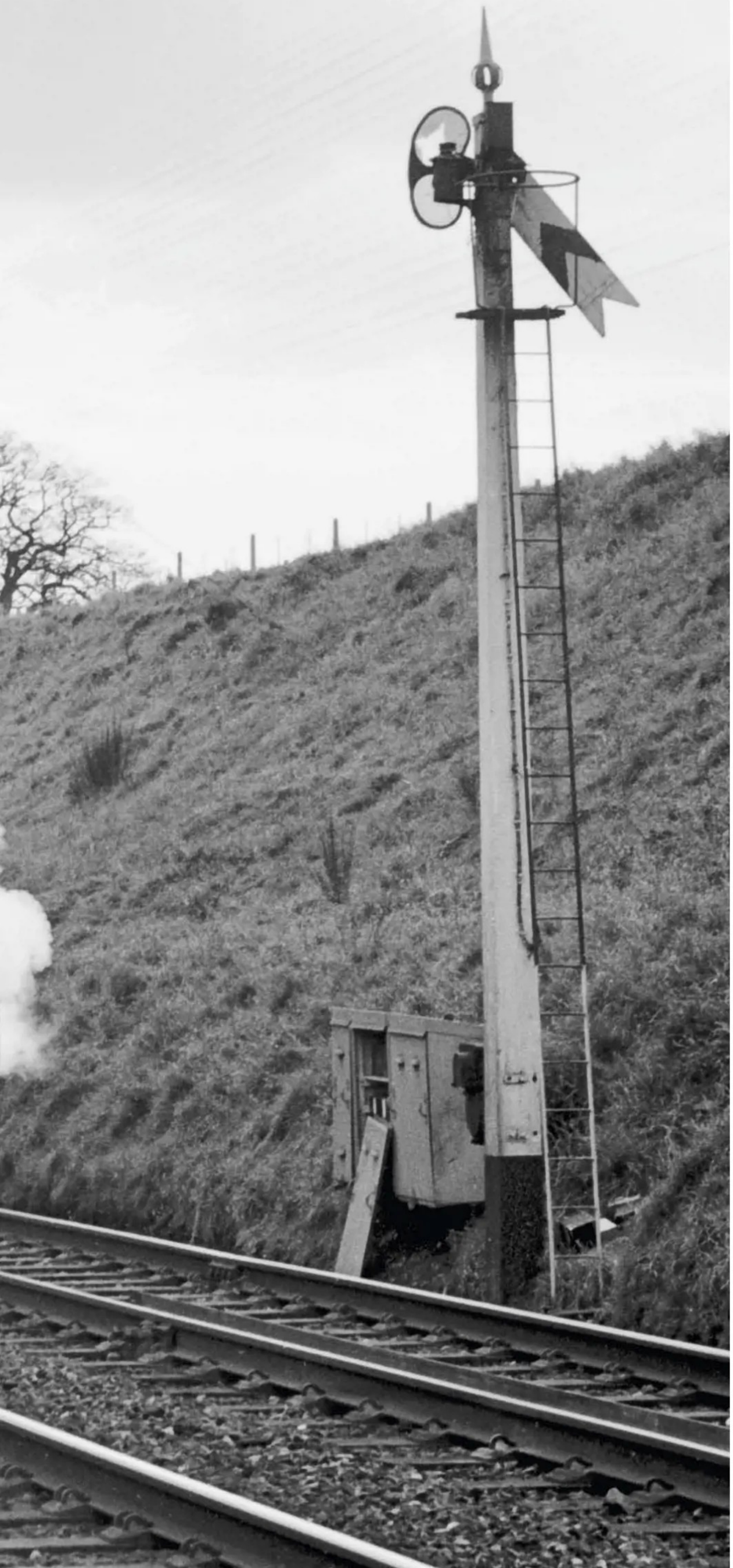


Fig. 1: This telegraph pole survives; although becoming redundant some time ago, it remains in situ because its remote location makes retrieval too complex. The one remaining cable has been bound with black tape, but most of the markings remain readable.

Fig. 2: Showing the upper section of a telegraph pole, the two lowest foot brackets are level, but the higher ones are staggered to match the treads of a person climbing.

Fig. 4: In 1966, telegraph poles on the Isle of Wight railway remained in use on the single-track route between Sandown and Shanklyn. A two-arm unit with just four wires proves adequate for this section of the system. Note the guy wire anchoring the pole.

Fig. 3: Surviving at Consall Forge station on what is now the heritage Churnet Valley Railway, this telegraph pole, complete with wires, sets the scene once witnessed in the 1950s. Three arms proved adequate for this secondary route with double-track formation. Note the ceramic insulators bracketed to the gable end of the station building.

British inventors William Cooke and Charles Wheatstone also developed a telegraph circa 1830. Involving magnetic needles moved by electric current to point out letters and numbers, this system proved successful for railway usage. First adopted in 1838 by the Great Western Railway between Paddington and West Drayton, the electric telegraph soon proved its worth. By 1843, the wires and instrumentation had been extended to Slough, thus aiding the arrest at Paddington of a man who had committed a murder in Slough – a message having been sent ahead of him by telegraph.

The telegraph station created much public interest, enough to necessitate an admission fee of one shilling (5p).

Arms, insulators, and wires

Models of telegraph poles have been available in complete form, apart from painting in some cases, since manufacturers commenced the production of moulded plastic items in the 1950s. The replicas that helped set the scene on my own layouts have been applied straight from the box with single upright and five arms bearing four insulators, two either side of the upright.

For a telegraph system enabling railway staff based at stations and signal boxes to communicate, wires supported by poles need to link each installation along the track side. Neither station nor signal box would be observed without a telegraph pole close by.

Research informs me that the electric telegraph required a 10-volt, direct current (DC) circuit. Hence, using 'earth return', the number of wires required linking each installation would be reduced. To operate a branch line, between five or seven telegraph and telephone wires sufficed, therefore, only two arms would be required. At a main line situation where double track, sidings and junctions needed control, as many as 60 wires would be required.

Many stations and signal boxes, particularly those in rural locations, lacked mains electricity, hence the low DC voltage required could be sourced from wet cell batteries. Having recently excavated the foundations of a rural McKenzie & Holland signal cabin for a heritage project, I unearthed, amongst other pieces of railwayana, the carcasses of batteries.

Insulators joining wire to arms were produced from glass or ceramic materials. Due to their cylindrical shape with lower end flat, where it sat on the arm, and the upper hemispherical, in an afterlife, these items became ideal paperweights. The gauge of wires themselves are reported to have been 200lb per mile – a rather heavy wire for conductivity, but mechanically reliable. A slight sag would be noticed between poles.

Fig. 6: At this location, the ex-North Staffordshire 'Horninglow Branch' passed over that of the Midland Railway line between Burton-on-Trent and Derby. By 1969, telegraph poles had disappeared from the low-level line but remained on that of the high level. Note, to the left of the image, a telegraph pole, serving the high-level line is of extended height. Having four arms, two extra insulators are mounted on a bracket affixed to the top of the pole. Stability is maintained by two guy wires angled to the ground.

Fig. 5: Looking southwards towards the northern portal of Doveholes tunnel in Derbyshire, the typical Midland Railway, double-pole, telegraph units follow the railway line, then pass the tunnel portal and continue overground, topping the hill before descending to re-join the line as it emerges from the southern portal.

Fig. 8: Early in 1968, steam power dwindled, but the typical Midland Railway telegraph pole with two uprisers would survive a little longer on this erstwhile main line route to Manchester.

Going underground or over the top

Telegraph poles were a rare sight at large main line stations and termini; semaphore signalling units and overall roofs restricting available space, lead to wires and other communication links being passed through trunking, either below the surface or elevated on uprisers no taller than one meter above rail level. Originally constructed of timber, concrete latterly became the normal material.

Tunnels and underbridges also presented obstacles; telegraph systems being installed some years after the tunnels were bored. Fig. 5 shows an example at Doveholes tunnel situated on the ex-Midland Railway line between Millers Dale and Chinley. The telegraph poles follow the line, rising with the embankment on the approach to the tunnel portal where they continue overground and can be observed as they vanish into the distance, passing over the summit of the hill to re-join the trackside. This solution could only be realised with the land-owner's consent.

Passing telegraph wires through a tunnel was not a new practice; fixing insulators to brackets fixed to the roof of the tunnel had already been carried-out by canal engineers on trunk routes. This solution proved to be the most used but had the disadvantage of smoke affecting the condition of the wires.

Beechwood tunnel is situated on the ex-London & Birmingham line close to Tile Hill station to the west of Coventry. The 292-yard bore has portals of 'Egyptian' style. When a student in the mid-1960s, I regularly passed through this tunnel; seated in the leading carriage of a DMU, I could view the line ahead (happy days) and on approaching Beechwood tunnel, I would always consider it to be a narrow bore for a main line about to be electrified. The telegraph engineers must have had the same feelings as they entrenched the wires in the ground directly above the tunnel. By 1967-8, telegraph reception had deteriorated; on examination, engineers discovered that the wires had been damaged by contractors laying a gas main.

At situations where a railway passes below an underpass such as a road or other elevated railway, the poles on the approach rise with the embankment and cross the road allowing enough height for the passage of high vehicles. Where no approach embankments exist, an extra-long telegraph pole is employed. Fig 6 indicates a situation where two different railway lines cross, one elevated above the other.

Fig. 9: A permanent way gang retrieves sleepers once part of the North Staffordshire railway branch to Stoke on Trent. The telegraph poles with single uprisers await removal. In the distance, two double pole units survive along the Midland Railway's line between Burton upon Trent and Derby.

Fig. 10: Still evident on the Ffestiniog Railway, telegraph poles carry the communication system from Boston Lodge up to the spiral at Ddualt. Often referred to as a 'miniature' railway, the poles have a slightly smaller profile than those on a standard gauge system.

Where a high-level line or roadway crosses the railway by a bridge of three or more arches, the wires can be routed through one of the flanking arches if sufficient headroom is available. Fig 7 (the lead image) demonstrates this situation on the line climbing away from Shrewsbury towards Birkenhead. The segmented arches are of adequate height to accommodate the wires.

Comparing styles

Unlike other railway infrastructure where, for instance, the style of a signal or lamp post could be attributed to its original pre-grouping owner, the humble telegraph pole tended to retain a universal appearance.

One pre-grouping company that could be identified by its telegraph poles was the Midland whose main line equipment comprised two uprisers set into the ground side-by-side approximately 1m apart. The arms spanned both poles bearing insulators on the outer extremities and between them.

Fig. 8 indicates such installations along the ex-Midland line at Great Rocks, Derbyshire. When noting the nature of the terrain served by that company such as the Peak District and Cumbrian Fells, it is not surprising that extra stability obtained by the two poles proved essential.

Fig 9 compares the two styles; close to North Staffordshire Junction, about a mile to the north of Burton upon Trent station, the image shows track retrieval in progress following the closure of the branch line to Stoke on Trent. In the foreground are the single pole units installed by the North Staffordshire railway, while in the background the twin pole units of the Midland Railway can be observed.

In some situations, telegraph poles, like semaphore signals, require stabilisers. Guy lines are evident in many of these photographs. In other places, installations situated on the side of a cutting or embankment are stabilised by a second pole set at an angle, joining the main pole towards that pole's top.

Telegraph pole haven

To witness the telegraph pole still in use, visit the Ffestiniog Railway, where active units line the route from Boston Lodge to Dduallt.

To keep the system in good order, every unit is surveyed for 'base rot' and the condition of the pole head and stay wires every five years. On reading a report from an inspection team, a predator of the timber poles is the woodpecker; a number of 'nest holes' had been bored, considerably weakening some of the uprisers. Such holes were also evident bored through the metal capping piece.

Conclusion

The reader will note that telegraph poles do not form the main subject matter in the photographs accompanying this article; the camera pointed specifically at a train, they just play a supporting role. Without them, the picture would look incomplete, particularly in the days of steam. The same applies to a model. When setting up one of my layouts at a show, planting the telegraph poles used to be the final step prior to running trains, and I felt that step would be the one that would bring the whole model to life. ■

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OO Decorated samples shown

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THE LATEST HEADLINES

New product announcements from Rapido

Class 45 and Class 46 in N

The other highly-anticipated classes of BR 1Co-Co1 'Peaks' will be joining Rapido's range of N gauge ready-to-run models.

The models have been designed using a combination of archival materials and drawings and will be available in a variety of liveries covering the loco's almost 30-year mainline tenure, and several as preserved examples, too.

In addition to a high-quality motor and drive mechanism for smooth running, a Next18 Decoder Socket, and NEM Coupler pockets, modellers can look forward to directional lighting, an etched radiator fan grill and lots of other separately-fitted parts, including wipers.

Available to pre-order now and priced at £144.95 DCC Ready and £249.95 DCC Sound-Fitted, samples of the new Class 45 and Class 46 have been received and the new models will be available in 12 liveries.

LMS 20T iron ore hoppers in 00

It will be Rapido's first hopper wagon and will feature a wealth of detail, tooling variants to cover a selection of the diagrams, a hatched peak roof, and greedy board version, plus metal bearings that will help with the smooth running of the inevitably heavily laden train.

Priced at £34.95, engineering prototypes have already been received and the new wagons are available to pre-order now in a variety of liveries, either directly from Rapido or from any of its official retailers.

New range of pre-grouping passenger stock

Arriving by the end of the year and available to pre-order now, a selection of generic OO 48' bogie coaches are to be released, each detailed with an array of key features that modellers associate with their railway of choice are to go on.

This new coach project, dubbed 'Evolution', will see a non-corridor Brake Third, Third, and Composite coach body variants launched. These will be available in multipacks, featuring one of each body version. Should modellers wish to extend their rake, single versions of each coach with alternative running numbers are also available.

The coaches' roofs include arc, elliptical, and clerestory designs across the range, and are easily removable so that you can fit figures into your coaches.

Interior detailing includes luggage racks, picture frames on compartment dividers and a fully detailed guard's van/luggage compartment in the brake third variant. There is also a multitude of separately-fitted parts to bring the coaches to life, including door and grab handles and passenger emergency alarm "butterflies" at one end.

All 'Evolution' coaches will include fitted internal working lighting controlled by Rapido's magnetic magic wand.

To complete the appearance of different gas and electric lighting fittings, the relevant models will feature separately-fitted parts for battery and regulator boxes, a dynamo, roof-mounted gas lamps, plumbing, and gas tanks on the underframes.

Each 'Evolution' coach will also feature Fox pattern bogies fitted with electrical pick-ups. Some versions will feature extra footboards on the bogies and there are also additional central lower footboards on some designs, too.

The 'Evolution' coaches are currently in tooling, prices are confirmed at £199.95 for the three-pack sets, with single coaches costing £69.95.

Further batches are planned and will include other pre-grouping, grouping and nationalisation era liveries, with the potential of future additional tooling.

Ivor the Engine train packs to arrive in 2025

Following the success of the *Titfield Thunderbolt* range, Rapido has set its sights on bringing *Ivor the Engine* to life in model form.

Working alongside Daniel Postgate under an exclusive worldwide licence, Rapido Trains UK will produce two packs in OO gauge.

The first pack is the *Ivor the Engine* Train Pack, which will include an *Ivor the Engine* with working headlamps and a glowing dragon egg in the firebox, two open wagons, 2D cardboard figures for Jones the Steam, Dai Station, Idris the Dragon and three sheep all produced from the original animation artwork, fold-up cardboard engine shed and water tower and a brand-new *Ivor the Engine* story written and illustrated by Daniel Postgate.

A DCC Sound version of this pack will also be available and include a full range of sounds and dialogue from the original colour animations.

The second pack – the *Ivor the Engine* Rolling Stock Pack – includes a passenger coach, coal hopper, 1-plank wagon with crate load, 2D cardboard figures and bases for Evans the Song, the Choir, Mrs Porty and Bluebell the Donkey produced from the original animation artwork and a fold-up station building and platform.

This range of models is in tooling and engineering samples are expected early in 2025.

Prices

- Ivor the Engine Train Pack – RRP £199.95
- Ivor the Engine Rolling Stock Pack – RRP £114.95
- Ivor the Engine Train Pack (DCC SOUND) – RRP £304.95

OO Gauge GNR 8-Ton Van

Engineering samples have been received and the models will feature the usual wealth of detail, including varying end and roof vents, and stepped and un-stepped versions. The models are also fitted with metal bearings that will help with smooth running and shunting.

Available to pre-order from the Rapido website or any of its official retailers and priced at £34.95, 15 different liveries will be available.

Please note that the images are of designs that are still subject to final checks.

First look: New Accurascale OO J68

Tony Wright was given the opportunity to examine, run and photograph an example of Accurascale's forthcoming 'Buckjumper' in the form of the J68. This is a 'proving' model.

The prototypes were built in batches (1912-14, a total of 20, and 1923, a further 10). They were the final development of the original Hill 0-6-0Ts of 1886, and were used for both passenger work and shunting. They were closely-related to the J67s and J69s (also in production by Accurascale); indeed one was rebuilt into a J67. The big visual difference between the J67s/J69s and the J68s was the high-roofed side window cabs, complete with square spectacles front and rear on the J68s.

Accurascale has captured the J68 'look' perfectly. Remember, this a pre-production model (any 'discrepancies' will be sorted in the production examples – straight vertical cab handrails, for instance). The livery application is exemplary, and the running is exquisite; the loco running perfectly through Peco track and hand-made points/crossings. The drivers will be blackened on the production models.

Accurascale is to be congratulated on tackling the GER 0-6-0Ts such is the huge number of variations. I look forward to seeing the production models.

More details will be revealed in the coming weeks.

Heljan reveals 2025 refurbished Class 31

Following the success of the refurbished Class 31s a couple of years ago, a new batch of models is in preparation to keep up with demand for the most popular liveries. In response to requests from O gauge modellers, the new batch includes an unnumbered Class 31/1 in Railfreight large logo grey, a Railfreight Coal Sector Class 31/1 for nuclear traffic, the ever-popular BR Blue Class 31/4 and a 'Dutch' grey/yellow Class 31/5.

Also featured in this new run of models is an exclusive special edition for Tower Models depicting 31327 *Philips-Imperial* in Thornaby depot's unique interpretation of mid-1980s Railfreight Red Stripe livery.

All liveries have been produced in limited quantities and are available to order from Heljan stockists at £499.00 each and are expected to arrive in autumn 2025.

O Gauge Class 31 – Batch 2

- #3124 Railfreight Large Logo Grey/Yellow unnumbered
- #3126 V2 Railfreight Coal Sector Grey 31217
- #3127 V2 Railfreight Red Stripe 31327 *Philips-Imperial* TOWER MODELS EXCLUSIVE
- #3146 BR Blue 31427
- #3147 BR Civil Engineers Grey/Yellow 31531

Bachmann reveals new T3 Class locomotive to join the EFE Rail range

The EFE Rail model has been developed with the help of the South Western Circle – the historical society for the London & South Western Railway – who have provided archive drawings and photographs, and the Swanage Railway Trust 563 Locomotive Group who have provided access to the preserved locomotive throughout its restoration.

The T3s were originally built with equalising beam suspension, and this was later changed to traditional springing. Both types are included in the tooling suite, along with the option for plain or fluted coupling rods.

The prototypes sported bogie splashers and, on the EFE Rail model, these will be supplied as accessories (for either the rear or both wheelsets, depending on the period) for display purposes or where layout conditions allow. Also included in the accessory pack will be a set of etched engine head signals of LSWR or SR pattern (again, depending on the specific model) to allow authentic route patterns to be displayed to suit individual requirements.

The Engineering Prototypes for the EFE Rail T3 are now under review and livery samples are being prepared. Full details of the initial models, including liveries, identities, pricing and availability, will be included in the Winter 2024 British Railway Announcements, which will be published on World of Railways on Wednesday, November 6th, 2024.

New Hornby RailRoad Grand Central HST Train Pack arrives

The expansion of the RailRoad brand continues with this latest train pack in OO gauge, which sports the eye-catching Grand Central black and orange striped livery.

Priced at £149.99 and an ideal companion to the Grand Central Mk. 3 coaches already available in the range (R40440, R40441, R40442, R40443 and R40444), the new train pack contains a power car with the running number 43465 and a dummy car with the running number 43484.

Each locomotive sports the iconic Grand Central logo emblazoned on the bodysides and the power and dummy car both have working lights.

Two etched nameplates with the legend *Peter Fox 1942-2011 Platform 5* are included in an accessory bag for the dummy car.

Although all moulded, the bogie detail on the power cars is excellent, with brake discs to all the wheelsets. The livery application is excellent overall and the new set offers good value for money.

New Ford Transit from Oxford Diecast

The ubiquitous Ford Transit has been on our roads since 1965. Having undergone many upgrades, facelifts and employed in multiple uses along the way, Oxford Diecast is filling a gap in the 1:76 scale range with the Mk.2 model.

This first release is decorated in white with black and silver trim. The interior is black, too, apart from white interior door panel inserts. It comes as a two-cab door van with a sliding door on the nearside and two rear doors. A final detail is the Ford badge in blue, set in the radiator grille and again on the bottom offside rear edge of the van beneath the door.

Given the vast number of variations on the actual Ford Transit Mk.2, more releases from Oxford Diecast are expected in due course. Priced at £9.95, the new model is available to order now.

EFE Rail reveals Class 41 D600 'Warship' in N

The D600 'Warships' have never been commercially produced in N scale before and this new model has been developed from the OO version produced by Kernow Model Rail Centre. For the EFE Rail model, two body styles have been produced, depicting the locomotives as built with disc headcodes and the later style with headcode boxes and modified side grilles.

The first models are now in production. Full details of the initial releases, including liveries, identities, pricing and availability, will be revealed in the Winter 2024 British Railway Announcements, which will be published on Wednesday, November 6th, 2024.

Metcalfe reveals new range of 2024 terrace houses

Metcalfe's latest range of card kits will be arriving at the end of September in OO gauge.

Already available in N gauge, the new range takes the design a step forward and offers a sturdier finish to the overall kit.

The kits are available as either complete houses (a pair of houses), house frontages, or house backs, both of the latter come with two sets of two houses. They are available in Red Brick or Stone, and all of the new kits in this range are interchangeable and include optional features like bay and dormer windows and outbuildings.

Following these kits will be the new Shop Fronts and Corner Shops, which will match all the terraced houses kits.

OO Prices

- Terraced House - Po300 Red Brick / Po301 Stone - £17.50
- Terraced House Fronts - Po302 Red Brick / Po303 Stone - £16.00
- Terraced House Backs - Po304 Red Brick / Po305 Stone - £19.00

Revolution Powers to gold yet again with Drax!

Revolution Trains is to offer a limited run N gauge model of Class 66 locomotive 66301 in its striking GBRf/Drax power gold livery in N gauge.

The locomotive was repainted in the unique livery by Arlington at Eastleigh to celebrate the 50th anniversary of Drax power station opening in 1974. It was named *Drax Power Station 50* in a ceremony at Drax on August 18th, 2024.

This model - licensed exclusively to Revolution - is a last-minute addition to its range of Class 66s in production and is expected in early 2025.

Revolution has also produced the gold IIA-D biomass hopper wrapped by Drax as part of the celebrations. The majority of models in this limited run were given to Drax employees to mark the occasion. However, a limited number have been made available for sale online.

Both these models associated with Drax will enable Revolution, yet again, to raise funds for Drax's adopted charity, Martin House Hospice. Sales of the original Drax hoppers produced last year enabled them to hand over £2000, and Revolution is optimistic it will be able to smash through that total with these two models.

Dapol provides update on upcoming Class 66

After some difficulties with inflated pricing and production, Dapol has taken the decision to move the tooling of the new Class 66 to one of its other factories, which has already proved a good partner and produced the OO gauge Hawthorn Leslie and O gauge GWR Railcars, 3MT and J94/Austerity.

Available to pre-order, decorated samples are now expected early next year, with the new O gauge models hopefully in shops for Christmas 2025.

Revised pricing

Unfortunately, due to the factory handover and inflationary pressures in the Far East, a higher price per unit has had to be introduced - the new prices are below.

- DCC Ready - £395.00
- DCC Fitted - £460.00
- Sound Fitted - £540.00
- Deluxe Spatial Sound - £615.00

New Dapol MHA 'Coalfish' in O announced

Dapol has revealed more details about its new O gauge MHA 'Coalfish' wagons, which are due to arrive in the spring next year.

The EP sample is currently being evaluated by the Dapol design team. Artworks are being produced and Dapol will be sharing more details in due course.

The wagons will be priced at £60 each and are available to pre-order now.

Proposed Models

- 7F-082-001 MHA Wagon EWS 394102
- 7F-082-002 MHA Wagon EWS 394133
- 7F-082-003 MHA Wagon EWS 394200
- 7F-082-004 MHA Wagon EWS 394207

Scenic modelling courses return to Pendon Museum

After a break of four years, Pendon Museum is due to restart modelling courses for adults in November this year.

Attendees will have the opportunity to create a small scene, including the application of static grass, representation of roads and paths, puddles and rocky outcrops. After the basic groundwork is complete, there will be time to produce different forms of foliage, including trees with sea foam, bushes, shrubs and flowers. Observation and experimentation is encouraged so that everyone will produce an individual scene to take home as a reference piece for their own modelling.

Further courses on different aspects of railway modelling are in development for 2025.

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Hornby Streamlined B17/5s

Tony Wright

Hornby first introduced a Gresley B17 into its range in 1980, in the form of LNER No. 2862 *Manchester United*. It featured tender-drive (with a symmetrical wheelbase, giving the curious anomaly of the centre axleboxes not lining up with the centre wheels), very heavy valve gear and bogie wheels with two few spokes. It was to be 2012 before the firm revisited the B17, this time offering the Class with a GE-style short tender as well as the Group Standard type (with the wheels and axleboxes lining up!). This was (still is) a superb runner, highly-accurate and beautifully finished in all its manifestations. Thus, it makes sense for Hornby to use this excellent mechanism and put it underneath models of the two B17s, which were streamlined in 1937 to work the newly-introduced 'East Anglian', businessman's service between Norwich and Liverpool Street return. Unlike the contemporaneous 'Silver Jubilee', Coronation' and 'West Riding' trains running on the ECML behind streamlined A4s, the six-car set, though brand new, was 'ordinary' LNER teak gangwayed stock, though open, so that meals could be served at every seat. Prior to their being streamlined, both locos carried football club names; 2859 was *Norwich City*, and 2870 was *Tottenham Hotspur.* When streamlined, 2859 became *East Anglian*, and 2870 became *City of London*, becoming B17/5s in the process. Both lost their streamlined valances during the war, and both became BR's property in 1948. Their streamlining was removed at the turn of the decade, and the B17/5 classification ceased to exist. The models provided for review are of *East Anglian* in original condition and *City of London* in early BR days. Both are truly outstanding models.

On checking with all the drawings, sources of references and photographs at my disposal, both these locos are spot-on. The attention to individual differences is incredible (something I've never incorporated in similar models I've made). For instance, 2859 has the conduit running along the nearside of the boiler above the handrail pillars *straight,* while 61670 has the conduit above the handrails, but *drooping* between; both confirmed as accurate by photographic evidence. At some time during the war, the principal inspection hatches in the cladding had their opening mechanisms replaced from twin clips to a single handle, and these differences are perfectly-replicated. The cab roof ventilators can be moved to be open or closed, and all the buffers are sprung. A full cab interior is provided, with every detail picked out as appropriate. Nothing is over-stated in these models detail-wise. They are as good as any RTR loco I've ever seen. Correctly, as well as having its valances removed, the fairings are correctly missing from the top of the tender on 61670. The livery application is exquisite, particularly on the LNER version in full apple green regalia. It's fully up to the highest 'professional' standards of painting, especially with regard to the lining/lettering/numerals. Even the 'open' and 'close' instructions are legible around the aperture in the front valances for inserting the operating lever for opening the cod's mouth! The BR version, though much plainer, has equally well-applied branding.

See the new model in action on this month's World of Railways TV! Exclusive to subscribers and digital readers

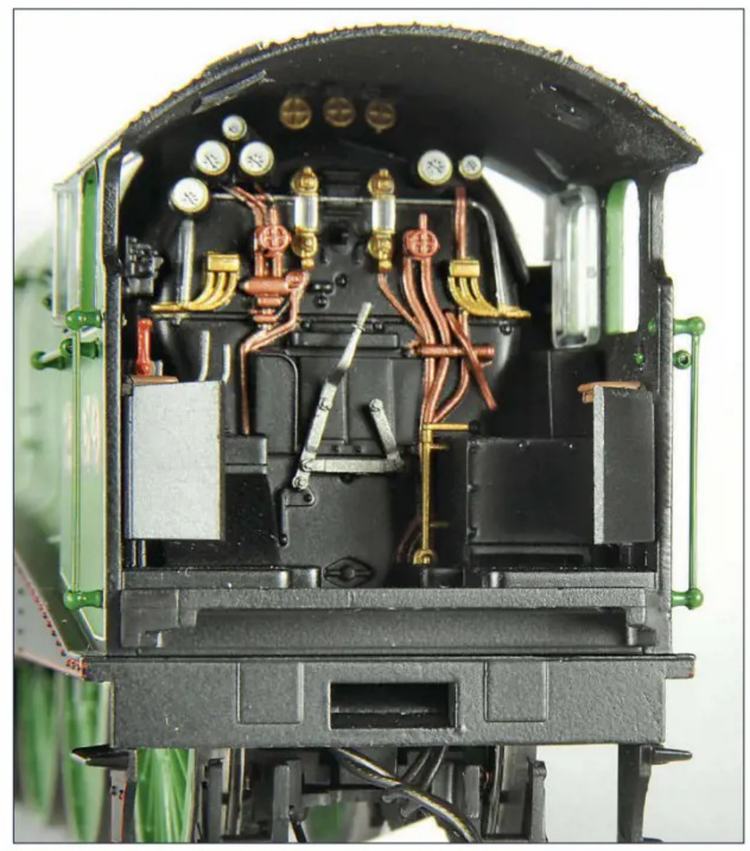
I've fitted all the extras here; note the prototypically drooping conduit between the handrail pillars.

Has anyone ever seen fully LNER lined-green livery applied so well? The nameplates are printed plastic, though well-applied.

Performance by both models is exemplary. As can be seen in the video exclusive for subscribers, both locos easily hauled full-length loads (including some kit-built cars). This is in stark contrast with the Stanier Black Five from Hornby (recently reviewed), which struggled with much-lighter rakes; I suppose the whole diecast body on the B17/5s helps in this regard. Running was silky-smooth through hand-made and Peco trackwork. Pick-ups from every driver and tender wheel certainly help in this respect. Wheel-concentricity is spot-on, as are the consistent back-to-backs. The drive for the lubricators (different from the normal B17s) is fitted to the offside rear crankpin, and a representation of the speed recorder, driven from the same pin, is present on the LNER version. The whole motion is well-represented, and (at last) both return cranks lean correctly forwards at bottom dead centre. I sweat blood in building my equivalents to achieve performances such as provided by these superlative runners!

Evidence of employing an established chassis for both loco and tender is apparent in the two-position drawbar and the plug & socket electrical connection between the loco and the tender (more recent Hornby tender locos have a 'push-in'/'pull-out' drawbar, which is much easier to use). Provision for full DCC-capability is provided in the tender body for those who indulge in such mysteries, but both these locos are plain 12V DC (Hornby locos with 'DCC-Onboard' won't respond to just plain analogue).

A beautiful, five-pole, skew-wound electric motor provides the power, though I didn't take the body off to investigate for photography. Firstly, no instructions are provided to show how this might be accomplished, and, secondly, the lubricator drive has to be disconnected to separate the two main components (as with the same firm's A4s and rebuilt W1). This latter necessity is a real pain, and it rather suggests to me that Hornby is dissuading folk from 'tinkering' with their locos. Who knows?



Everything needed here is present, and picked out in full detail.

WHAT WE LIKE

- ✓ Attention to detail
- ✓ Exceptional performance
- ✓ Quality of finish

00 | 1937 - 1951 | £££ 274.99

Correct 12-spoke bogie wheels are present.

The cab doors are fixed.

The two position drawbar and electrical connection are evident here.

FACTFILE

Models:
R30136 LNER, Class B17/5 4-6-0, 2859 *East Anglian*
R30137 BR, Class B17/5, 4-6-0, 61670 *City of London*
Construction: Diecast
Weight: 430g
Minimum curves: Radius 2 (438mm)
Accessories: Brake rigging, cylinder drain cocks, vacuum pipes and front shackle

There are the usual extra bits for the purchaser to fit, including brake rigging (that on the loco was a tight fit and that on the tender far too loose), cylinder drain cocks, vacuum pipes and front shackle at the front. Both holes at the front to take the vacuum pipe and scale shackle were too small and had to be drilled out to take their respective components (a consequence of painting?). This is quite common.

Though rather niche, this pair of locomotives is sure to prove popular. Granted, the real things' sphere of operation was limited (mainly the ex-GE main line from London to Norwich), and the streamlining was more for publicity than performance (they didn't go fast enough to benefit from it), but both are splendid models and I'm sure will sell well. I thoroughly recommend them.

Rapido Trains UK Bedford OB bus

Phil Parker

Left: West Yorkshire
Right: Pearse & Crump

Picture a steam-era bus in your mind. I bet you are thinking of a Bedford OB. Ubiquitous in period dramas, this attractive prototype is still found preserved in modest numbers on the roads today.

Launched in 1939, the war disrupted production, but by 1951, when the last example rolled out of the Luton works, thousands of chassis had been produced. Of these, coachbuilder Duple fitted 3864 with the best-known Vista body, as modelled by Rapido.

Possibly the most famous OB is the one owned by Pearse and Crump, the baddies appearing in the Ealing comedy, *The Titfield Thunderbolt*. With nearly all the rolling stock from this classic film in Rapido's range, it's no surprise that the OB appears to complement the rest.

As with the firm's earlier vehicles, the big difference between this OB and others in the model bus world is that it's made of plastic, not diecast. This allows for amazingly fine detail, such as the row of rivets under the gutters and sharp panel lines. We also have an operating sliding sunroof, probably a first in this scale.

The front wheels can be posed as they are fitted to simplified Ackermann steering, so there's no excuse for parking up with the wheels facing forward.

Detail fans will be pleased to find a pack containing side mirrors and rear lights, and there is a grid included in the instructions explaining which model should have which part fitted. Inside, there is a full interior, accessed by flexing the sides so it drops out, ready for you to fit 29 little passengers.

While not the cheapest bus on the market, it's great to have a model that matches the standard of our trains.

Recommended.

FACTFILE

Models:
GAM338 - Pearce & Crump
LKM55 - East Kent Road Car Co
HOD75 - Western National Omnibus Co
LTA750 - Royal Blue Coach Services
EDL638 - Southern Vectis (dark green)
GWS468 - Edinburgh Corporation
FWO615 - British Railways crimson/cream
HAA874 - Hants & Sussex
FWW596 - West Yorkshire Road Car
LRO296 - The Mountain Goat
Construction: Plastic body and chassis
Weight: 20g
Accessory pack: Side mirrors and tail lights

WHAT WE LIKE

- ✓ Crisp mouldings
- ✓ Posable front wheels
- ✓ Non-shiny paintwork

The rear view showing slight differences between the models. A full interior is fitted, with the correct number of seats - 29 originally, dropping to 27 for later models.

00 | 1948-1959 | £££ 219.00

Heljan O2/2 and O2/4 Gresley 2-8-0 'Tangos'

Tony Wright

See the model in action at www.world-of-railways.co.uk

Just in for review is this latest pair of Gresley three-cylinder 2-8-0s, representing earlier manifestations, different from what the firm has produced before; the first models represented the later-build O2/3s (and those converted to O2/4s), those with side-window cabs, raised central footplate (signifying long-travel valves) and Group Standard 4,200 gallon tenders. These new ones have both styles of cab (lowered GNR-style) and side-window (fitted when any O2/2 was converted to an O2/4) and a lowered central footplate section (signifying short-travel valves). They are substantially improved in comparison with the earlier models.

The first prototypes were built in 1920 by the GNR (a development from the prototype three-cylinder 2-8-0), with high cab and high boiler fittings (becoming O2/1 in LNER days). Another batch was built in 1923, but with cab and fittings reduced to the LNER composite loading gauge (becoming O2/2). Both these earlier designations had R/H drive and GNR tenders. Further batches were built in the '30s/'40s of improved design, with long-travel valves, L/H drive and larger GS tenders (becoming O2/3). A final total of 67 was reached. During the '30s, the O2/1s had their boiler fittings reduced in height and given side-window cabs. Several locos from all the sub-divisions were rebuilt into O2/4s, utilising the Thompson 100A B1 boiler (necessitating an extension of the smokebox).

Any O2/2 rebuilt into an O2/4 then received a side-window cab. Other than the extended smokebox, the main visual difference on the O2/4s was the placing of the vacuum ejector pipe above the main horizontal handrail, whatever the drive side.

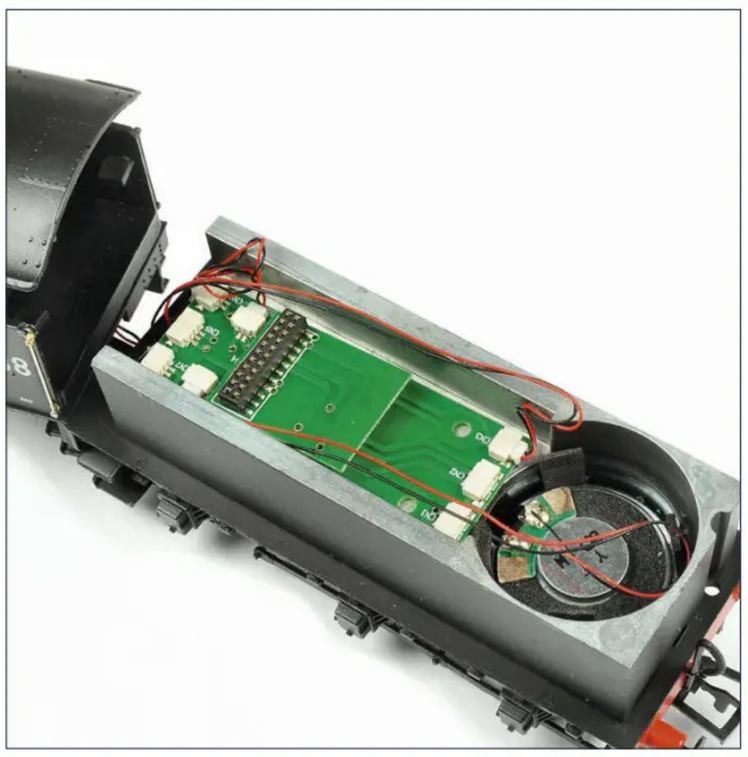
As the K3s were withdrawn, some O2/1s, O2/2s and O2/4s received GS tenders from the 2-6-0s. The class was generally well-liked and performed its duties well into the '60s, mainly on ex-GNR routes/ex-LNER southern area routes of BR. The locos' work on the High Dyke trains, operating from Grantham shed, is well-documented – these being of sub-divisions O2/1, O2/2 and O2/4, with their GNR tenders mostly fitted with tablet-catching devices for operating on the single track iron ore branch from High Dyke to Stainby and beyond. Sadly, none survives in preservation.

Several (justifiable) criticisms were levelled at the original O2s produced by Heljan. These included poor quality control, poor running of some samples (related to lax QC), a black plastic finish, plastic handrail pillars, weak valve gear and poor fitting of individual components, particularly the chimney. Most of these 'complaints' have been addressed, and this pair is excellent in just about every way. I'm assuming that the central footplate has been lowered (the difference in height is tiny – something I've never bothered with in the many O2s I've built of all varieties) and the GNR-style cab is nicely observed (the side window cab is the same as on the O2/3s), though, to begin with, it sat a little high on the offside (since rectified). In all major and minor dimensions, the dimensions are just about spot-on. The provision of metal handrail pillars

The O2/2 (as with the O2/4) took this heavy rake on 'Little Bytham' with ease.

The O2/4's smokebox door appropriately carries a Retford shedplate.

A fully-detailed cab interior is apparent, with some great improvements on the last models.



Full DCC-provision is provided in the tender, including a speaker.

Very realistic coal, but take care with the etched brass coal rails.

FACTFILE

Models:
02/2
3900: LNER lined black O2/2 No. 3501 (GN cab/tender)
3901: BR late crest black O2/2 No. 63937 (GN cab/LNER flush tender) WEATHERED
3902: BR early emblem black O2/2 No. 63933 (GN cab/tender)
3903: BR late crest black O2/2 No. 63940 (GN cab/tender)
3904 BRITISH RAILWAYS black O2/2 No. 63938 (GN cab/tender)
02/4
3940: LNER wartime black O2/4 No. 3479 (LNER cab/GN tender)
3941: BR early emblem black O2/4 No. 63924 (LNER cab/GN tender) WEATHERED
3942: BR early emblem black O2/4 No. 63945 (LNER cab/GN tender)
3943: BR late crest black O2/4 No. 63932 (LNER cab/GN tender)
Era: British Railways 1948/'59
Weight: 495g
Minimum curves: Radius 2 (438mm)
Accessories: Whistle, safety valves and reversing lever

WHAT WE LIKE

✓ Much-improved quality control
✓ Superlative performance

is a great improvement (especially needed when removing the body – see later) and the painted finish is perfectly-applied (black plastic just looks like, err, black plastic!). The fit of the chimney is also better than on previous models.

There are several separately-applied details, including a whistle, safety valves and reversing lever (the last-mentioned black-painted brass). Correctly, the rear sandbox fillers are present on the O2/4 and not on the O2/2. The buffers are all sprung. This is Heljan's first attempt at making a GNR tender, and it's well done. The metal coal rails are accurate but very delicate (a fact acknowledged by a note in the packaging), so take care with handling. One omission is the vertical handrail to the rear of the nearside tender tank (something fitted during the war).

As mentioned, the paint application is first-class, but I can't help thinking that the cabside numerals and the 'British Railways' lettering are too big (bigger than on any transfer sheet I've got). The small BR device on the tender of the O2/4 is exactly right.

Performance is where these two models are exceptionally good. Both run superbly – silky-smooth, quiet, with haulage capacity to meet the prototype in scale. Running through Peco and hand-made points/crossings was superlative, aided by pick-ups on all drivers and tender wheels. The valve gear is much more robust than that previously-fitted, though the expansion link/little end of the eccentric rod pivot is still the wrong style (even though it's difficult to see). Blackening of the wheel rims and axle centres greatly assists with realism.

May I advise extreme caution when removing the body from the chassis? I only did this for photographic purposes (there being no need to separate the two for problem-solving), but the fit is so snug that I feared for the body. Indeed, I bent the reversing lever in the process and broke off the nearside handrail on the O2/2's cab (easily replaced). The cab (a separate fitting) came completely away from the firebox (it's not fixed to the footplate), and the cab floor came loose when the glue failed. All easily rectified, but I'm convinced now that manufacturers of RTR locos don't want us to 'dismantle' them in any way. Putting it back together was equally fraught, and some black paint was needed on the reversing rod as well as on my new handrail (where the original went to, I have no idea). The loco and tender seem to be 'hard-wired' together, meaning that they won't separate easily. Provision for DCC is in the tender, and there's a speaker ready-fitted for those who want DCC sound.

Tension lock-couplings are provided fore and aft, though the provision on the pony cannot be used once the scale, screw shackle is fitted (which I did). Thankfully, this was the only 'extra' I had to fit – all others; vacuum standpipes, cylinder drain cocks, brake rigging, etc, having been already done.

A real improvement on what has gone before, and one (and two) sure to be welcomed by those who model the ER of BR in steam days; the price has not risen too much from the originals, and I cannot see loads of these new O2s being returned as faulty (since I helped Heljan with the development of the O2/3s, I must have fixed over 30 returns. Not having assisted Heljan at all with these new ones, I can write this review with a clear conscience).

I recommend them.

0 | 1940 – preservation | £££ 319.00

Heljan LMS Inspection Saloon

Andy York

Heljan's new O gauge inspection saloon enables modellers to recreate some of the shortest legitimate train formations. I can foresee excuses for one on every layout of a suitable period.

I started to love this as soon as I took it out of the box and it continued to get better! Heljan's model certainly captures the look of the Stanier-designed 50-foot saloon, with an abundance of separately-fitted exterior detail, including roof details, handrails, door handles, static fold-down steps, underframe detail and ready-fitted bufferbeam detail.

Dating from a Stanier design of 1940 for the LMS, 13 saloons were manufactured over two lots after the prototype. After nationalisation, British Railways converted two LMS kitchen cars as saloons before building a further five saloons in 1959, to a total of 21 vehicles used around the London Midland Region. Heljan's model is that of the original LMS design and, although the subsequent LMS-rebuild and BR-build saloons had differences in the positions of some windows and doors, Heljan has produced a wide range of prototypical liveries seen through the life of the coaches utilising the same base LMS model.

12 different liveries are available ranging from LMS crimson, BR carmine and cream, BR maroon, rail blue, blue and grey, through to sectorisation with InterCity, Scotrail and Regional Railways (as reviewed) colour schemes, with the privatisation era catered for with Loadhaul and EWS liveries. The decoration of the model is excellent with good colour tones and density of base colour with pin-sharp numbering and lettering, particularly noticeable on the ends of the vehicle. I was particularly taken with the screw-link coupling with its rotating tightening bar and the hinged mechanism, which ensures the couplings can handle sharper curvature while being sprung to improve the motion of the weighty model with its sprung buffers. The detail pack includes windscreen wipers, which were fitted later in the saloons' life (in varying positions) and ventilation duct boxes for fitting to the vehicle ends where appropriate.

The first RTR model to feature toilet roll? The sink even has a plug-hole!

11 of the models sit on well-modelled LMS bogies while the Scotrail version utilises BR B4 bogies, which were probably changed during its time as an armed escort vehicle rather than the more usual engineers' tours of lines and structures or directors/management travels. This leads us to the facilities produced for such usage, which can be seen not just through the large flush-glazed windows but in more detail once the roof is lifted off from its magnetic fixings. Each saloon end sports a table with armchairs, which are fixed in place, and three chairs at the 'cab' end with a small communications panel on the dashboard for the engineers or managers to communicate with the driver. The necessary toilet facilities have a washbasin that can be seen through the frosted window with plug-hole and taps. Above the W.C. there's a filled toilet roll holder and a towel shelf. The small kitchenette for staff to prepare meals and refreshments

The table and chairs are stowed away neatly, but it would be easy enough to separate them for more natural positioning, especially if adding figures.

The kitchenette features a gas oven and hob; handy for knocking up a three-course lunch for management.

The business end of the interior features the communications panel enabling the engineers to communicate with the driver.

The bufferbeam detail is pre-fitted, including an excellent sprung and hinged screw-link coupling.

includes cupboards and a gas oven and hob, all beautifully formed and painted. The guard's accommodation is more functional with paperwork cupboards, bench, brake wheel and communication buttons and lights on the wall panel.

Overall, it's a delight to take these details in, although it could be argued that much may go unseen by an audience. Originally, it had been mentioned that DCC-controllable lighting would be fitted but, as the project progressed, cost considerations ruled it out. However, the underside of the roof, with cut-outs at the top of interior panels, is designed to accommodate Heljan's standard motion-triggered LED light strips that could be trimmed to suit. ModelU is to produce a set of hi-vis vested staff to populate the model, which will help bring more life into it.

It's been a fascinating and entertaining model to spend time examining and I'm sure it will be extremely popular; whether it's a main-line layout or a simple depot many modellers of the correct period will find an excuse for one.

FACTFILE

Models:
9100 LMS Crimson (black ends) No. 45021
9101 BR Crimson/Cream M45026M
9102 BR Lined Maroon/Black M45020M
9103 BR Blue (full yellow ends) TDM395280
9104 BR blue/grey (full yellow ends)
9105 InterCity 'Swift' DM45029
9106 ScotRail DM45020 (B4 bogies)
9107 LMS Crimson DM45030 (yellow ends)
9108 Loadhaul Black/Orange DM395280
9109 EWS Red/Gold 45029
9110 Regional Railways 999503
9111 BR Crimson/cream (Yellow Ends)
Era: 1940 - preservation
Construction: Plastic body with weighted chassis
Weight: 660g
Minimum curves: Radius 2 (1028mm)
Accessories: vent box and windscreen wipers

WHAT WE LIKE

✓ Interior detail
✓ Bufferbeam and coupling detail
✓ Decoration standard

Irish Railway Models Mk2b/2c coaches

Andy York

Following our review of Accurascale's excellent Mark 2b coaches in BRM May 2024, we can now look at their usage across the Irish Sea. Irish Rail agreed a deal with Vic Berry's scrapyard in Leicester to acquire 16 withdrawn BR Mk.2 coaches in 1990, including five Mk.2c ex-FO, a Mk.2b ex-FK (which were all rebuilt at Inchicore works as Standard Opens) and two Mk.2b SK vehicles, which were modified to become Buffet Open Seconds. These acquired wider B4 bogies to accommodate 5'3" gauge wheelsets and reliveried into the orange roof colours seen on the Mk.2b Buffet in our review pack, with the black roof livery appearing from the late 1990s until retirement in the early 2000s.

Irish Railway Models has released four packs, each with four coaches covering the variants explained above, with two packs in orange roof livery (A & B) and two packs containing black roof coaches (C&D). Our pack C includes a Buffet Open Second (interesting because BR never had Mk.2 catering vehicles), which features a buffet counter with (sadly empty) shelves for cans and sandwiches. The models have the same superb features as the BR examples, with prism-free flush glazing, detailed underframes and separate etched metal and plastic parts, including handrails, brake/steam heat pipes, ETH cabling and sockets, footsteps, dummy drophead knuckle coupler, and roof vents with magnetic wand-operated LED lighting with a capacitor in the circuitry giving lighting for a good couple of minutes after stopping. Replacement magnetic couplings are included in the detail pack, along with bufferbeam piping to give close coupling, which opens up via the use of kinematic mechanisms when rounding curves.

In addition to the revenue-earning coaches, IRM produced a set of coaches, including the grill bar for the Railway Preservation Society of Ireland in its dark green livery, as used on heritage services.

While these models are available on the Accurascale website, the Irish Railway Models site also includes Mk.2b Northern Ireland Railway coaches from 1970, as used on Belfast-Dublin 'Enterprise' services, which include the driving trailer, grill-bar and generator coach versions – one of each in each of the six packs of three coaches, three of which are in pale grey and blue livery, and three packs in 1990s Intercity striped livery. Take a look at the IRM website to look at these interesting coach types and how well they are executed with specific body mouldings.

These are a real joy!

The widened bogies are superbly detailed and can accommodate finescale 21mm wheelsets.

The LED-lit interior includes the buffet counter in the adapted vehicle – sandwiches, though!

FACTFILE

Models:

IRM1240-NIR-GB1 - Mk2b Pack - Grey/Blue 1
IRM1241-NIR-GB - Mk2b Pack - Grey/Blue 2
IRM1242-NIR-GB3 - Mk2b Pack - Grey/Blue 3
IRM1243-NIR-GBW1 - Mk2b Pack - Grey/Blue/White Intercity 1
IRM1244-NIR-IC1 - Mk2b Pack - Corporate Intercity 1
IRM1245-NIR-IC2 - Mk2b Pack - Corporate Intercity 2
IRM1246-NIR-IC3 - Mk2b Pack - Corporate Intercity 3
IRM1247-RPSI RPSI Set 1
IRM1248A CIE/IR Mk.2b/c - CIE Orange - 4 Coach Pack A
IRM1249B CIE/IR Mk.2b/c - CIE Orange - 4 Coach Pack B
IRM1250C CIE/IR Mk.2b/c - IR Orange - 4 Coach Pack C
IRM1251D CIE/IR Mk.2b/c - IR Orange - 4 Coach Pack D

Construction: Plastic
Weight: 151g
Minimum curves: Radius 2 (438mm)
Accessories: Brake pipes, magnetic close couplers, Light wand

WHAT WE LIKE

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

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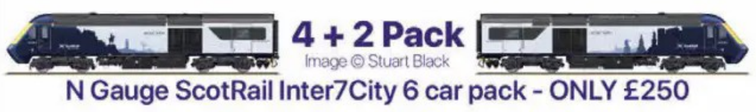

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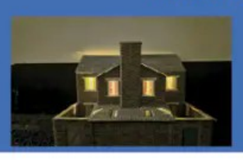

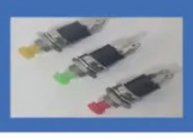

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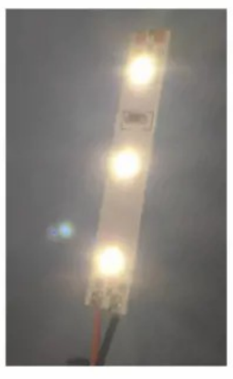

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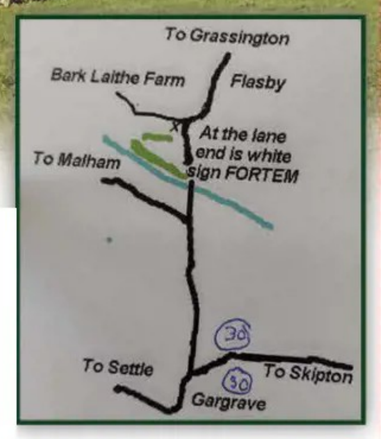

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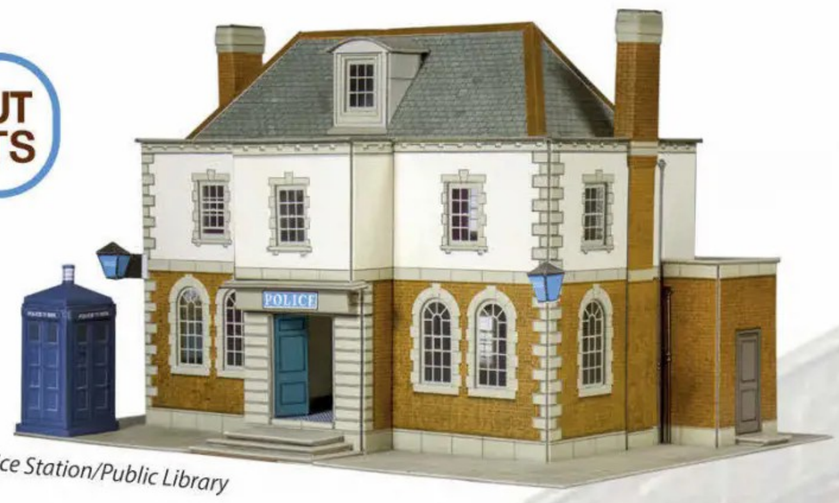

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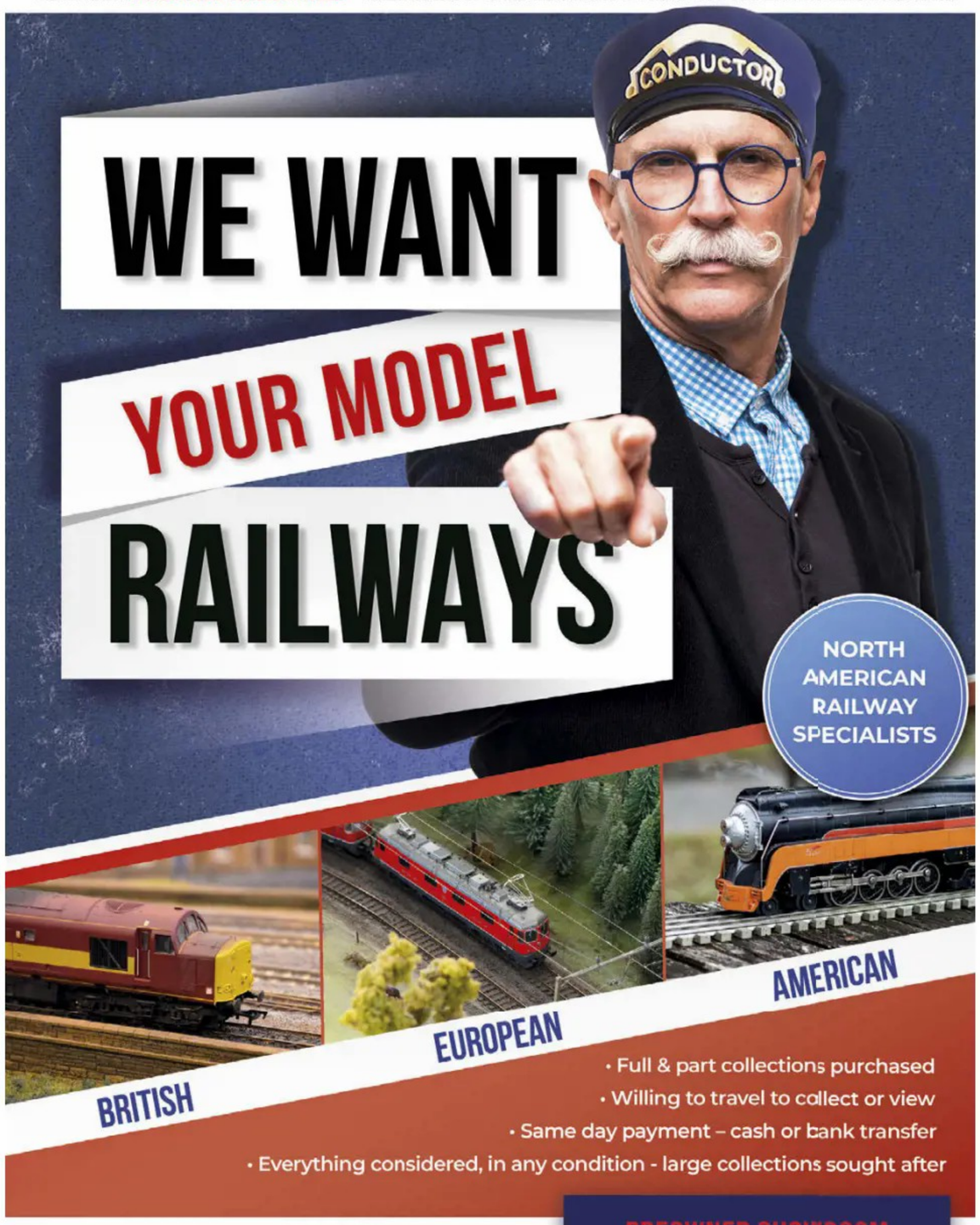

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Oct 26/27 - LEEDS Model Railway Exhibition, The Grammar School at Leeds, Harrogate Road, Leeds, **LS17 8GS.** Sat 10-5, Sun 10-4.30.
Oct 26/27 - GLASGOW CATHCART Model Railway Exhibition Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE.** Sat/Sun 10-4.
Oct 26/27 - ABERDEEN Model Railway Exhibition, Curl Aberdeen, Eday Walk, Aberdeen, **AB15 6LN.** Sat 10 - 5 Sun 10 - 4.
Nov 2/3 - SPALDING M/Rail Exh, Springfield Events Centre, Camel Gate, Spalding, Lincs, **PE12 6ET.** Sat 10-5 Sun 10-4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking

Nov 9/10 - TELFORD IPMS Scale Model World, Telford International Centre, St Quentin Gate, Telford, Shropshire, TF3 4JH. Sat 10 - 6, Sun 10 - 4.

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Nov 16 – PORTSMOUTH South Hants Model Railway Club Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants, **PO3 5XT.** 10-5pm

Nov 16/17 - FALKIRK Model Railway Exhibition, Grangemouth Athletic Stadium, Kersibank Avenue, Grangemouth, FK3 0EE. Sat 10-5, Sun 10-4.30.

Nov 16/17 - WORKINGTON Model Railway Exhibition, Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria, **CA14 4JW.** Sat 10 - 5 Sun 10 - 4.30.
Nov 23 – GUILDFORD O Gauge Group Trade Show, The Spectrum Leisure Complex, Parkway, Guildford, GU1 1UP. 10 – 4. **https://www.gogg.co.uk/tradeshow.html**
Nov 23/24 NEC BIRMINGHAM – The National Festival of Railway Modelling, Hall 5, NEC Birmingham, **B40 1NT.** Sat/Sun 10-5
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.

2025

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Jan 25/26 - SOUTHAMPTON Model Railway Exhibition, Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5ZA. Sat 10-5. Sun 10-4.30
Feb 1/2 - ALTON - FebEx 2025 Alton Model Railway Group Exhibition, Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Sat 10.30-5. Sun 10.30-4.00.
Feb 1/2 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX.** Sat 10 - 5. Sun 10-4.30
Feb 15 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5. www.tonbridgemrc.com Less than 5 mins walk from Tonbridge Railway Station.
Feb 15/16 - WESTON SUPER MARE Model Railway Exhibition, Priory Community School, Queens Way, Weston Super Mare, **BS22 6BP.** Sat 10am - 5pm. Sun 10am-4pm.
Mar 1 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB.** Saturday 10 - 4. ***Plenty of FREE parking***
Mar 1/2 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Rd, Fullwood, Preston, Lancashire, **PR2 8UR.** Sat 10-5pm, Sun 10-4.30
Mar 29/30 - NAILSEA Model Railway Exhibition, Nailsea School, Mizzymead Road, Nailsea, **BS48 2LE.** Sat 10-5pm, Sun 10-4.
April 4/5 - MACCELSFIELD Model Railway Exhibition, Tytherington School, Manchester Road, Macclesfield, **SK10 2EE.** Sat 10-5, Sun 10-4.30. **Plenty of FREE Car parking**
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April 26 - LUTON Model Railway Exhibition, Stopsley High School, St Thomas' Road, Luton, **LU2 7UX.** Sat 10.30-5pm.
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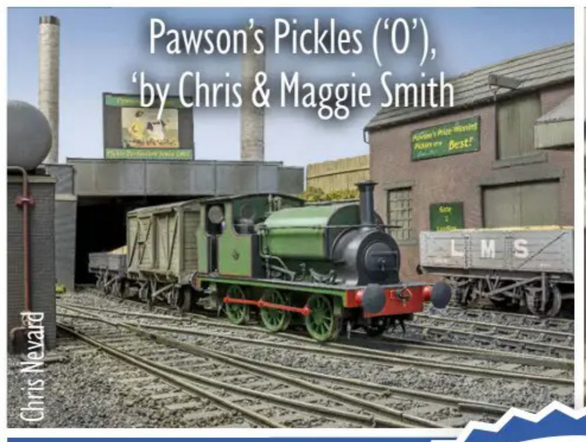

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'N' Gauge; Abbotsford (Robin Fox), Burshaw North Western (Dave Forshaw), Denby Road (Michael Smith).

'TT' Gauge; Exebridge (Paul Hopkins), Vintage 'TT' (Mike Lyons, Church Hill – TT:120 (Steven Burrows).

'HO' Gauge; Bear Creek (Adrian Hall), Beijiao (Paul Stapleton), Wolfstatt (Craig & Lewis Charity).

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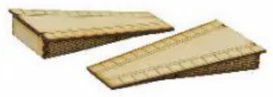

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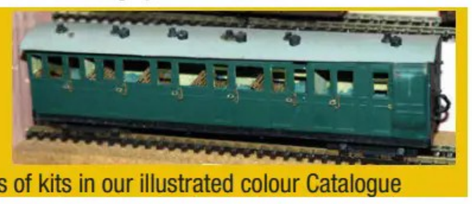

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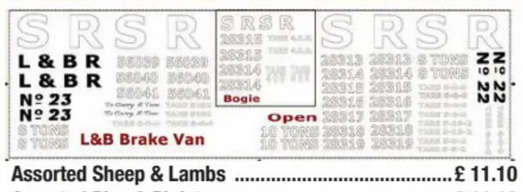

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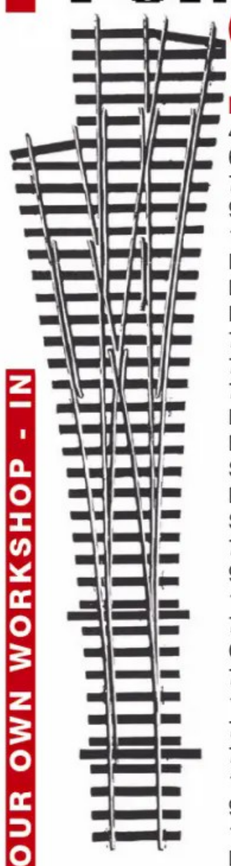

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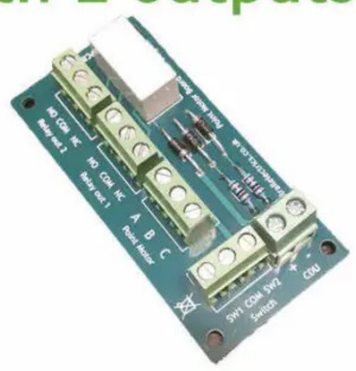

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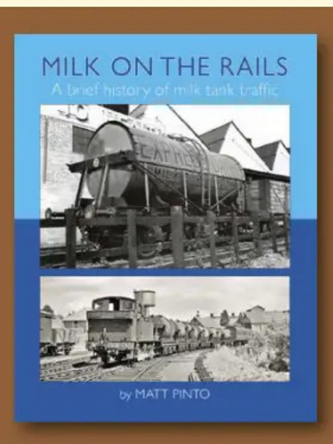

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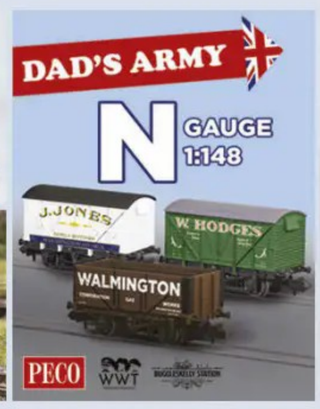

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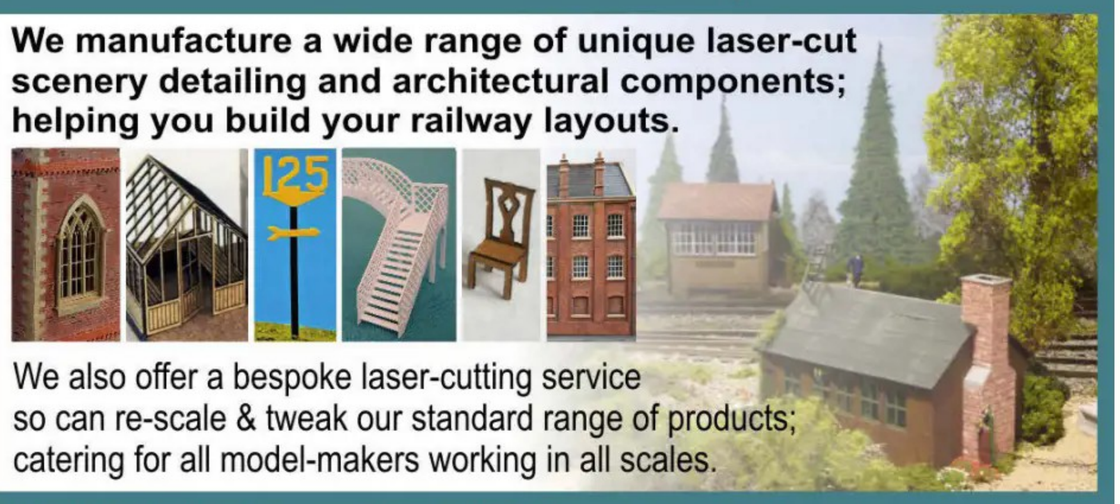

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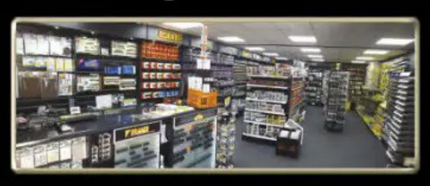

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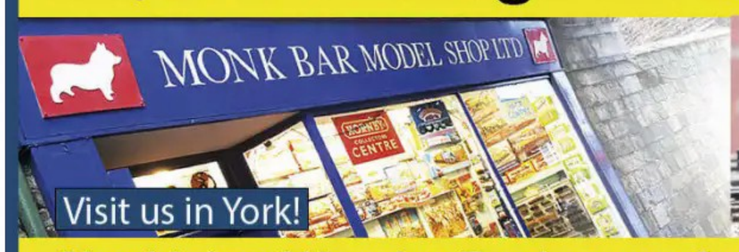

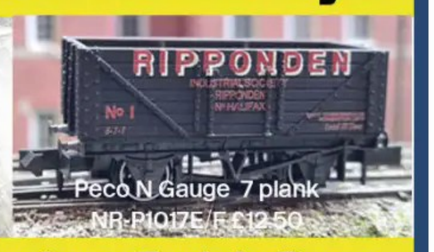

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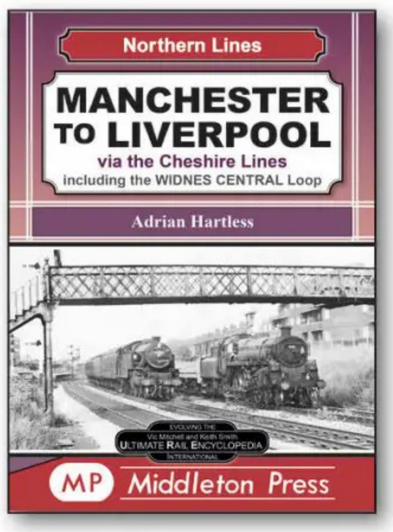

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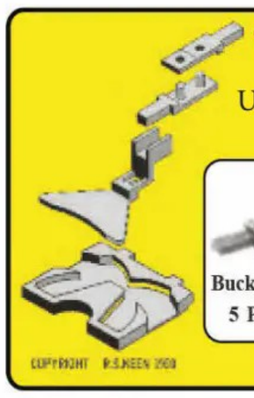

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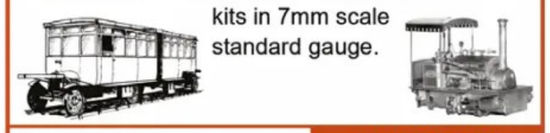

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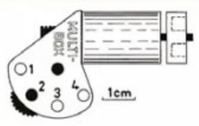

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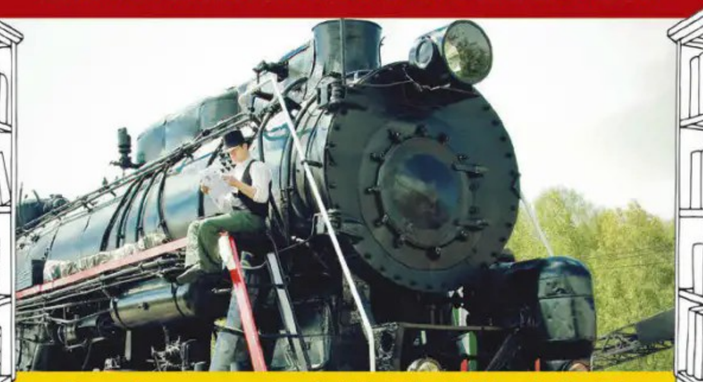

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MIDLAND STEAM

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Also:

- Layout inspiration in OO, N and 009
- Creating a backscene – top tips inside
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BufferStop

Discipline

Arriving at Tenterden Town station on the K&ESR.

Recently, one of the team was lucky enough to be offered a cab ride in a Class 20 diesel along the length of the Kent & East Sussex Railway.

As he enjoyed the view, fortunately, the loco was going backwards, so it was possible to see something, he also noted how the crew was working.

While both were volunteers, they acted as professionals. Each signal was called out by the driver, and its position was confirmed by the second man. Occupation tokens and the K&ESR has a lot of these, were also acknowledged between the two. All this on a single-track preserved railway with running speeds no higher than 25mph.

This discipline is what makes trains one of the safest ways to travel, but perhaps it's also something that attracts us as modellers? Everything inside the lineside fence is bound by a strict set of rules to prevent chaos. From the positioning of signals, the arrangement of the track, and even the type of rolling stock running, there will be a guide in the official rulebook.

Is our modelling an attempt to bring order to the chaos of real life?

This month in pictures...

Work in progress on Blackpool 298 at the National Tramway Museum.

Bill and Ben, based on the Port of Par locomotives, modelled in G scale.

Proper engineering spotted during a visit to Maxitrack.

Ernie doesn't look interested, but if you'd like to enjoy our interview with Andy at Rapido Trains UK, check out our YouTube channel.

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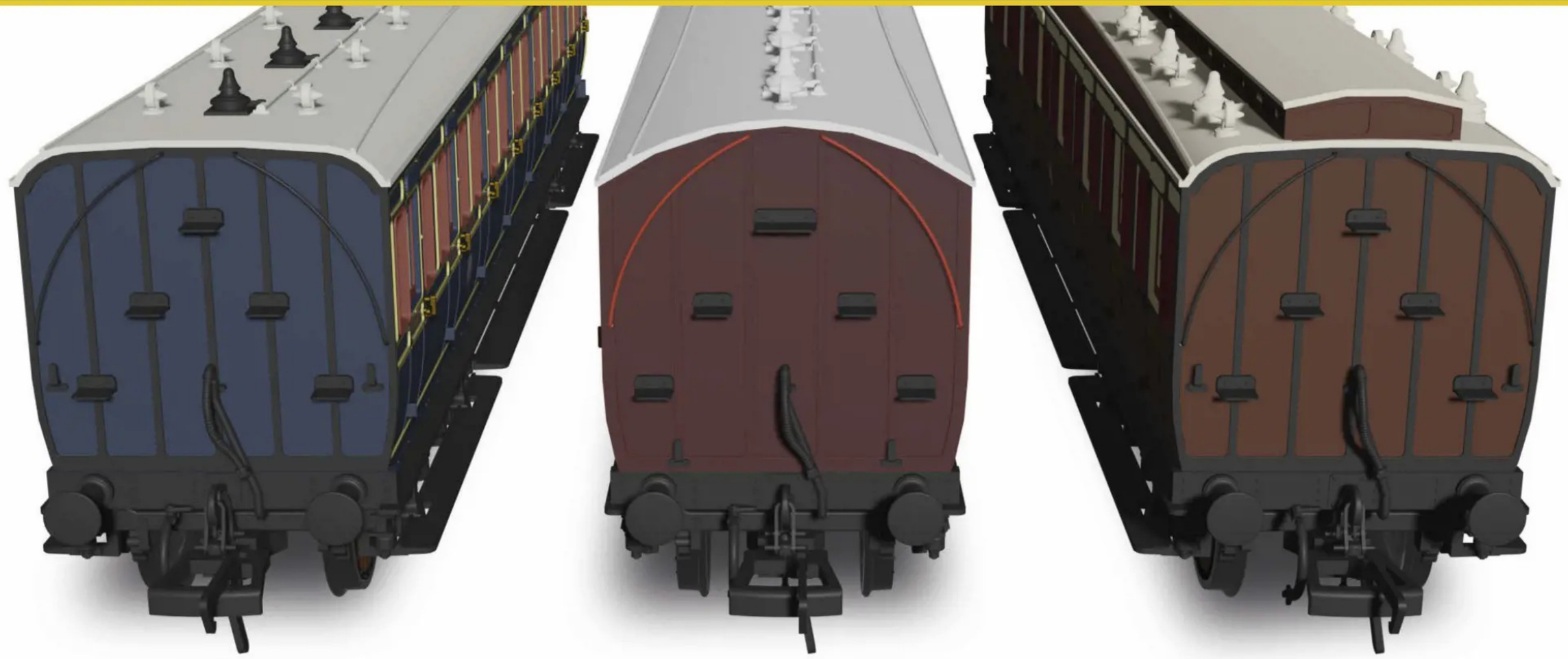

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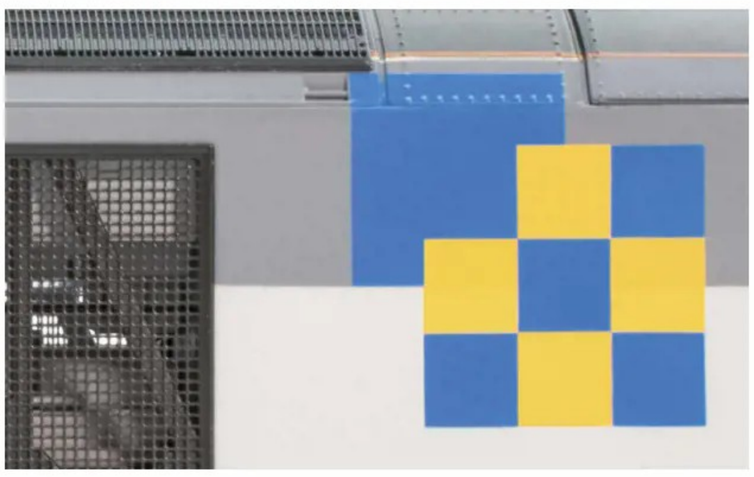

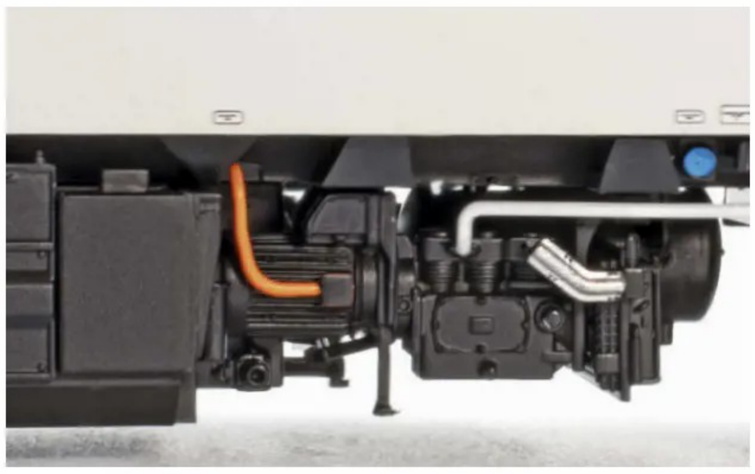

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