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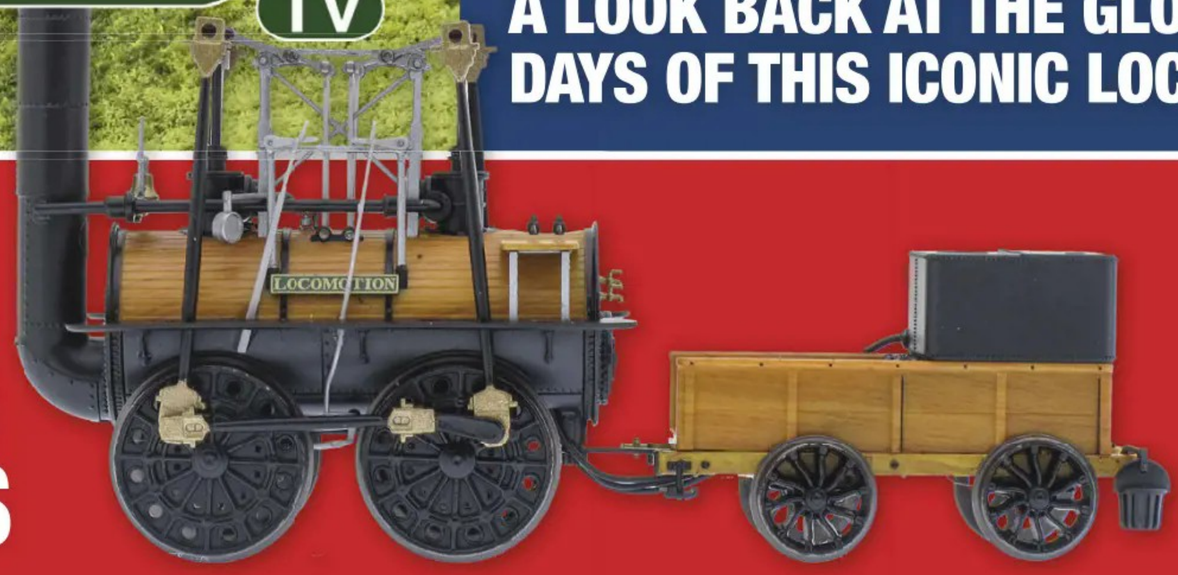

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World of Railways TV – March 2025

This month, we explore the fantastic St John's in OO, a coastal layout that likes to switch eras at exhibitions to keep visitors entertained. Next, Phil Parker builds the latest kit from Metcalfe models and provides some top tips along the way. Finally, Tony Wright puts Hornby's new Coronation Coaches to the test on 'Little Bytham'.

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INSIDE MARCH BRM

GETTING PRACTICAL

p46 Build an O gauge telephone box

p48 Construct a 1960s semi-detached house

p52 Creating an embankment

p55 Weather a 20T mineral wagon

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REGULARS

p32 Modelling community

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p106 Ally Pally show preview

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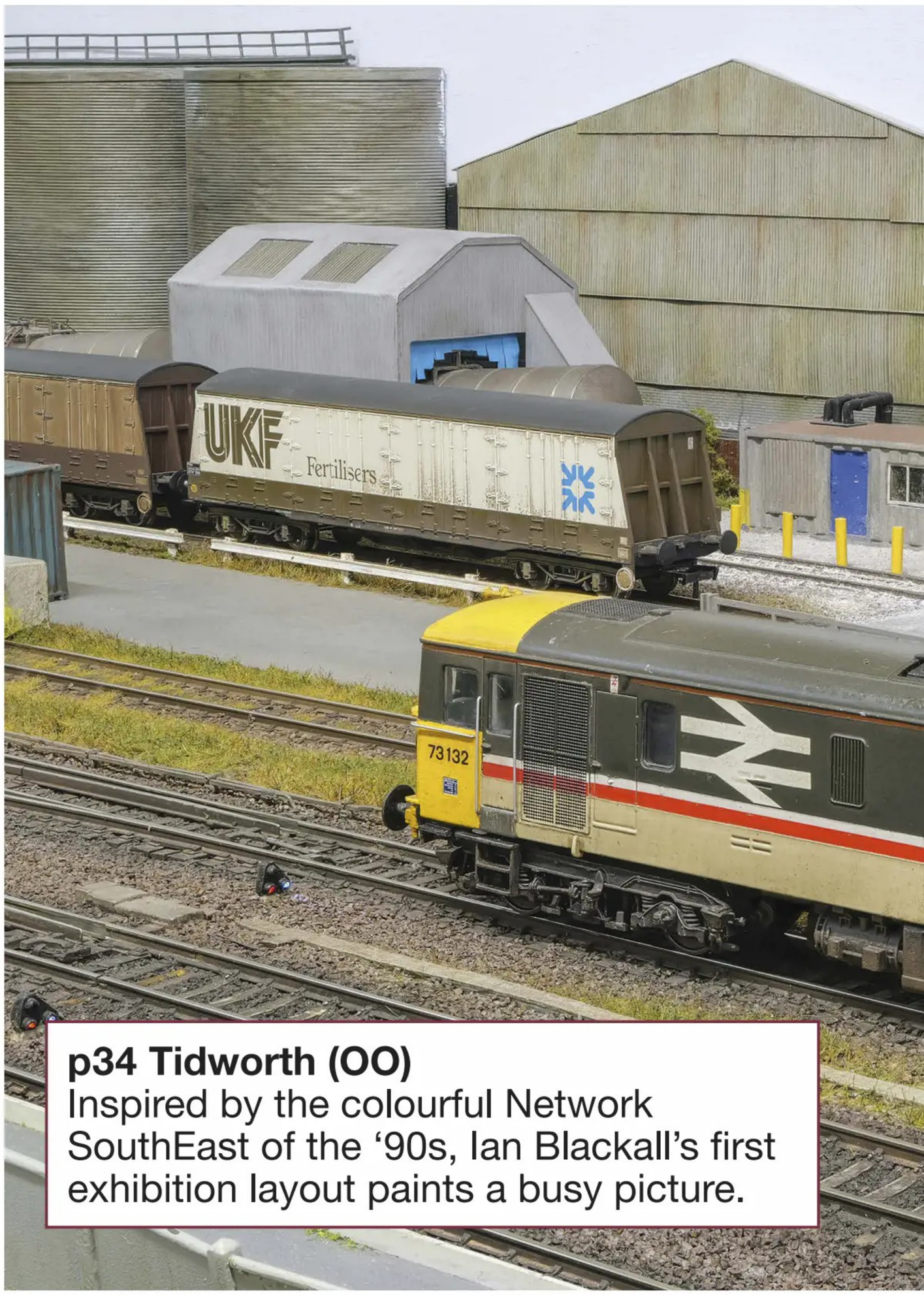
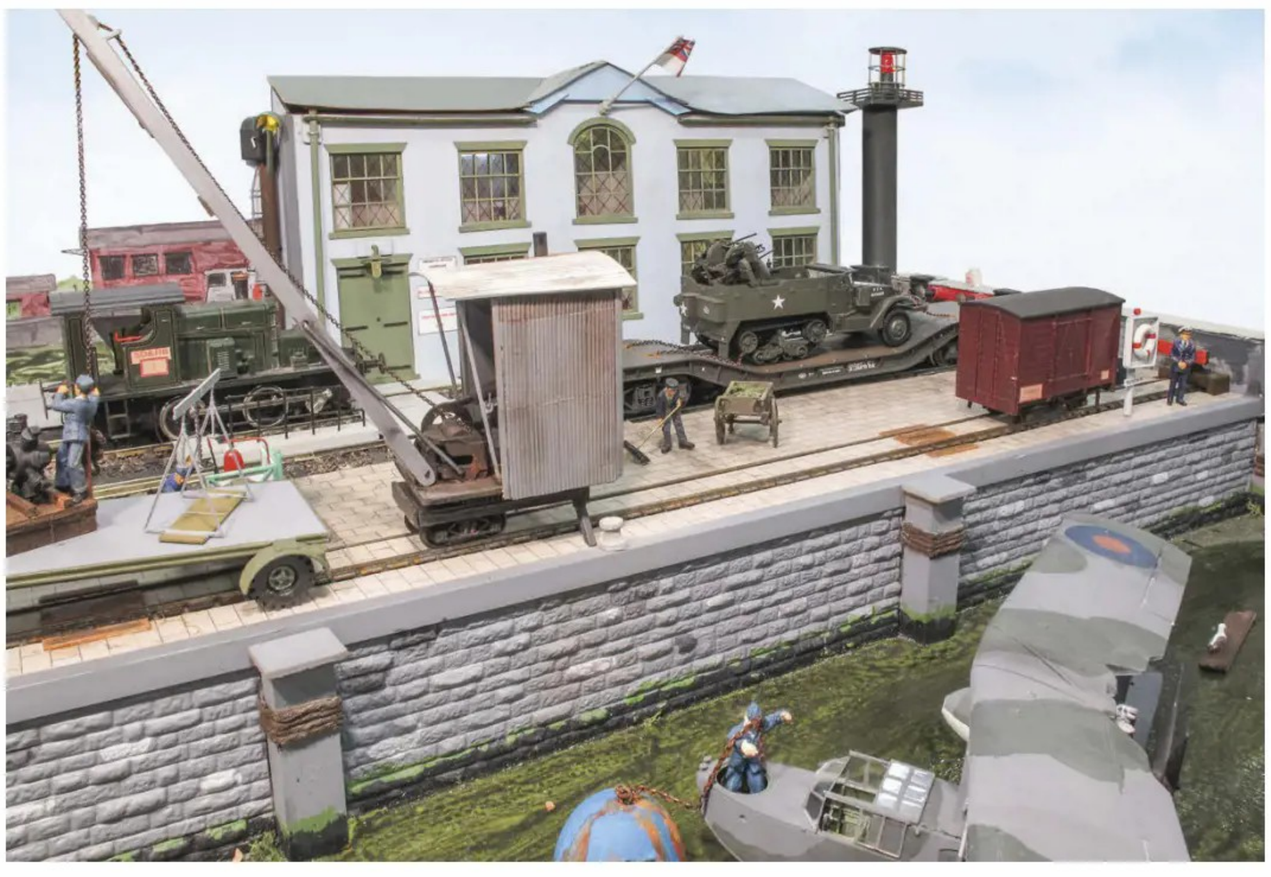
p114 Latest news headlines + Hornby announcements

INSPIRING LAYOUTS



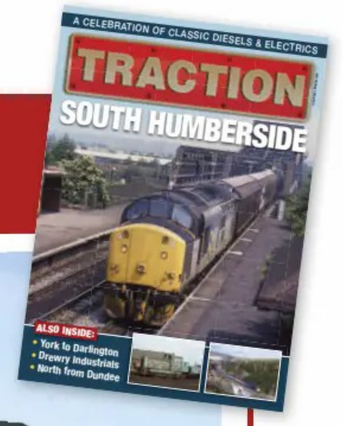
p34 Tidworth (OO)
Inspired by the colourful Network SouthEast of the ‘90s, Ian Blackall’s first exhibition layout paints a busy picture.

p20 St John’s (OO)
Creating his first exhibition layout as a tribute to his late father, Paul Warden decided to make this coastal dual-era scene.



p92 Shagbats (O)
This military layout, full of creative cameos and inspired by the builder's past service career, tells the story of 277 Squadron Walrus.

TRACTION



p68 Visiting South Humberside in June 1992
p78 After the Lord Mayor's Show: Part II
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p86 Taking a journey north from Dundee

LATEST REVIEWS

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p122 Bachmann BR Mk1 BSO, FO and RB coaches
p124 Bachmann BR Dia.1/211 12T 'Palvan'

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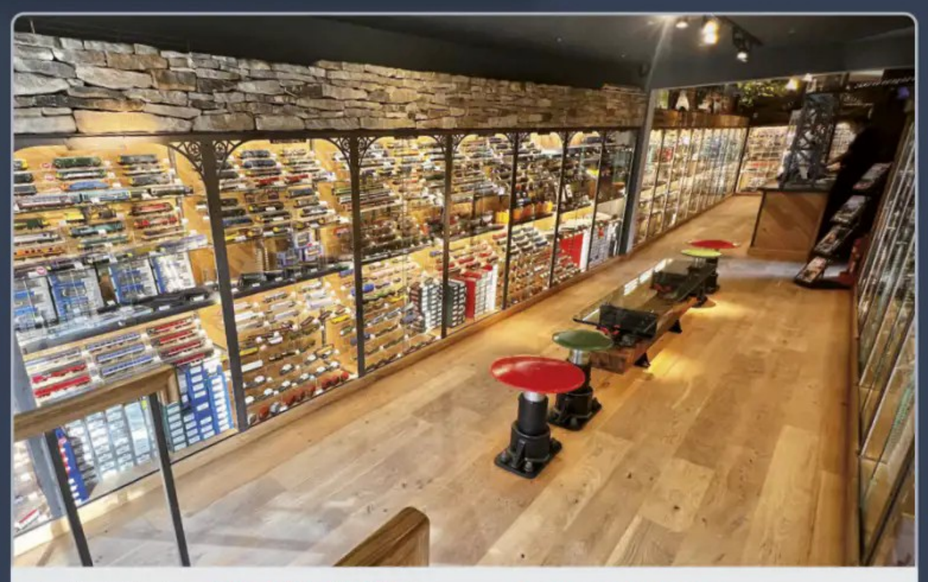

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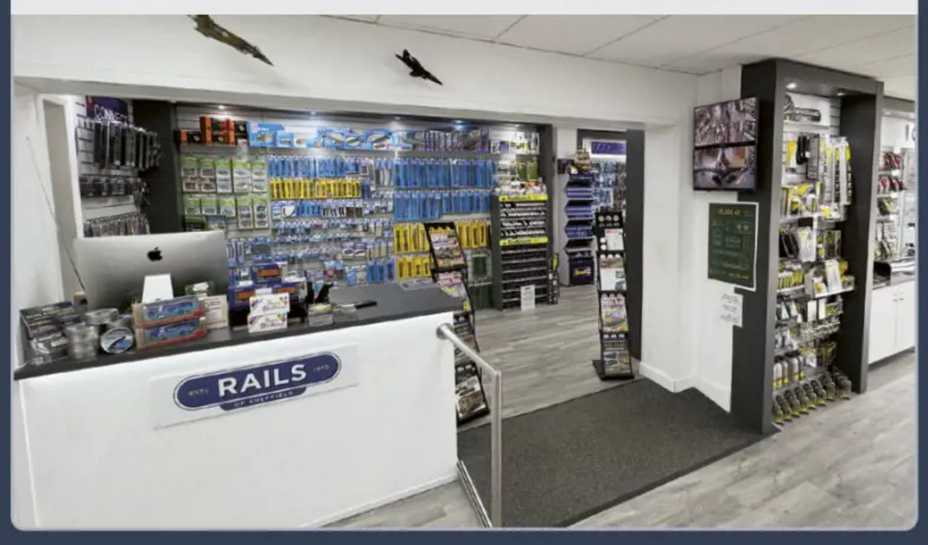

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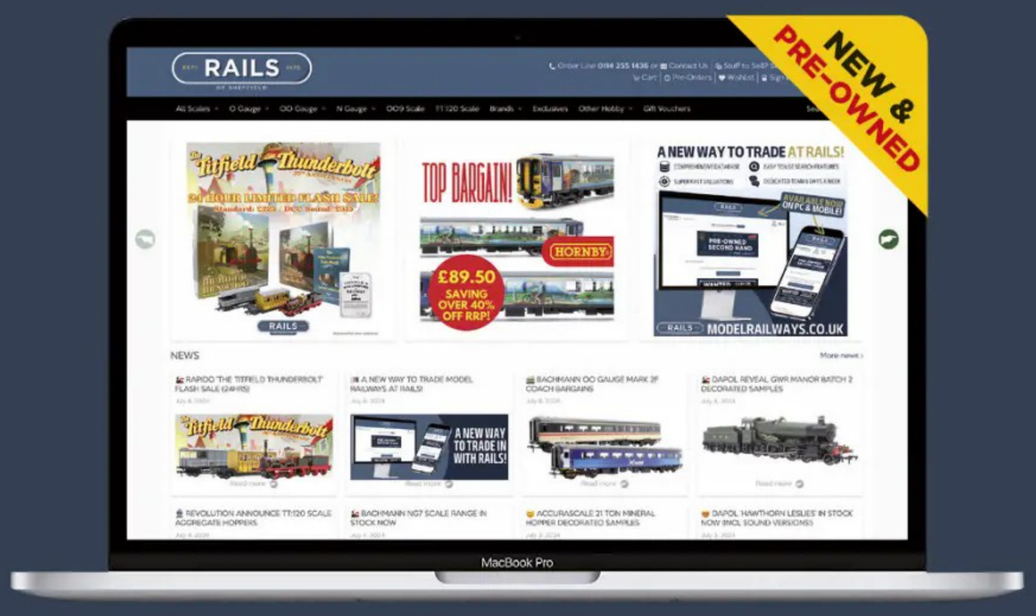

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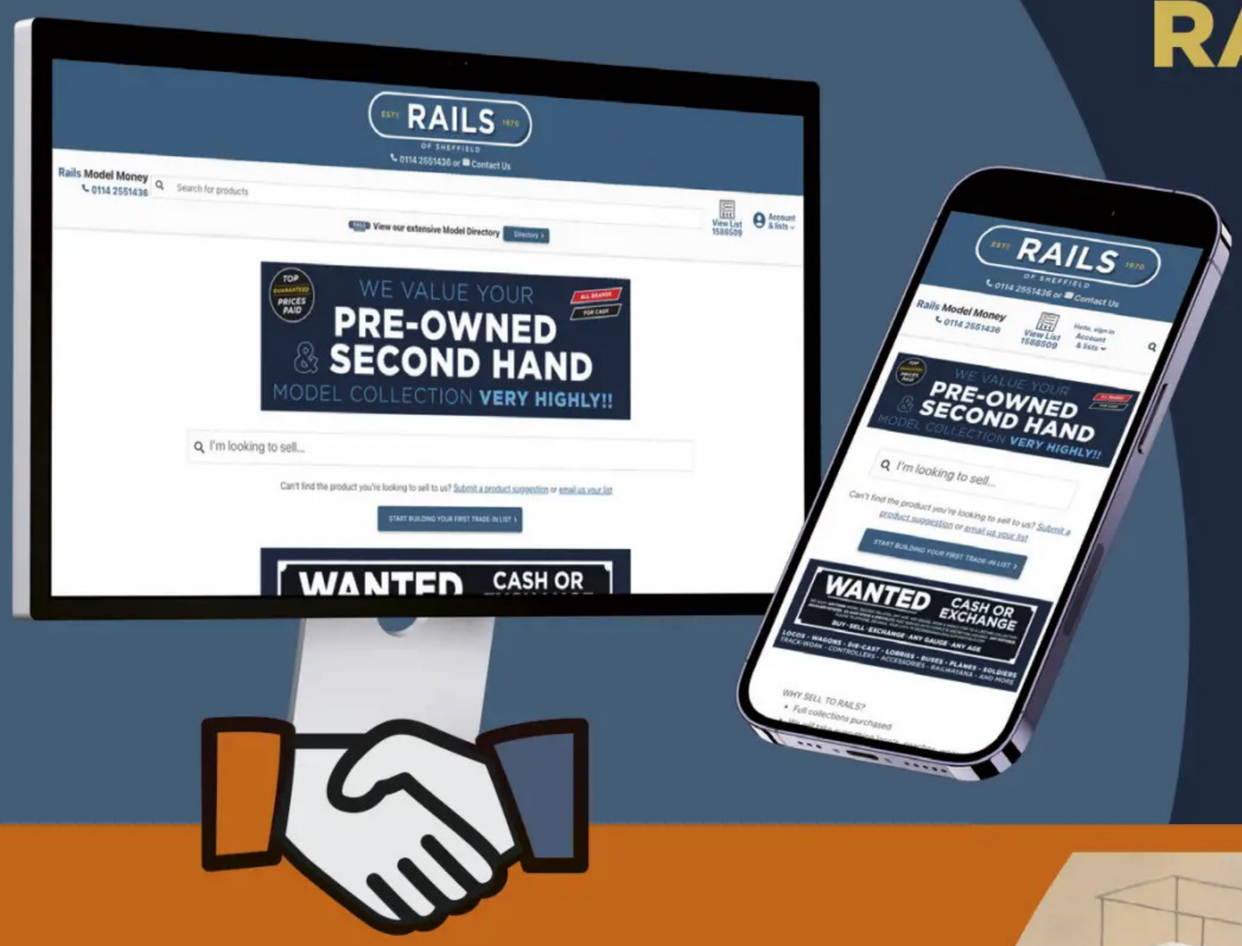

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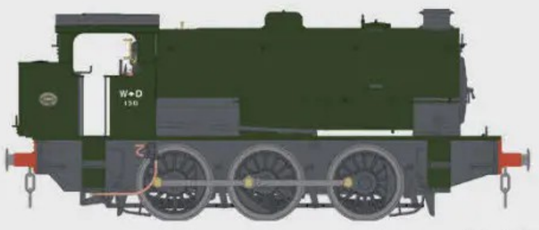

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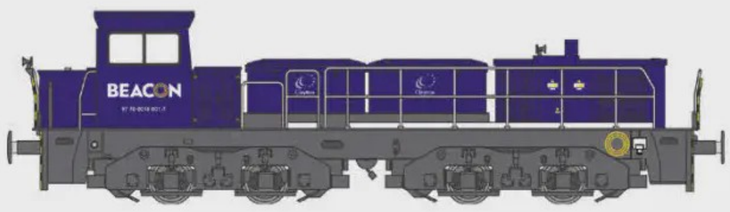

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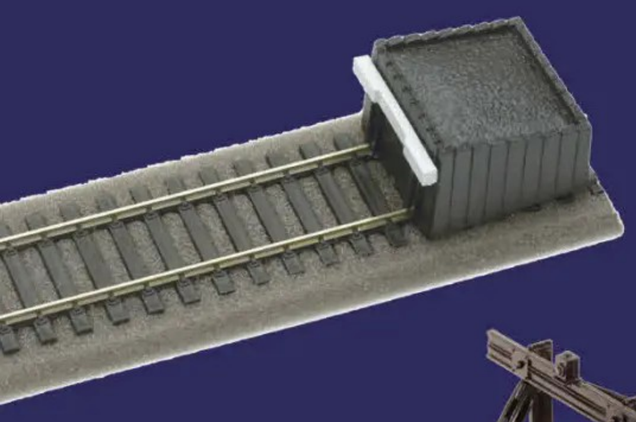

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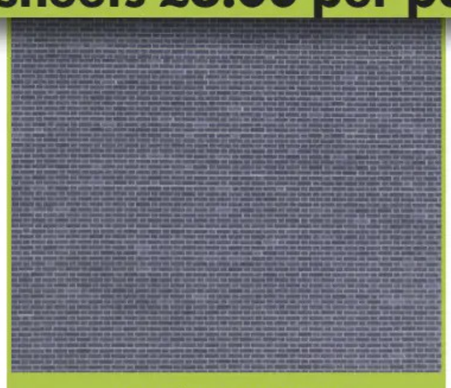

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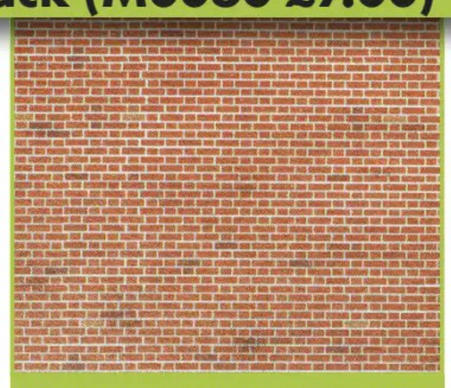

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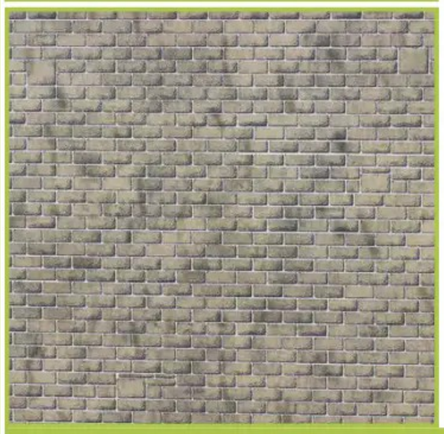

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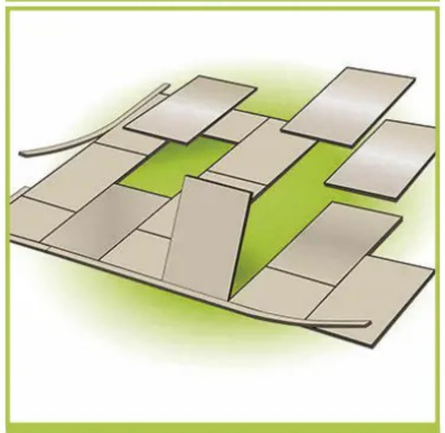

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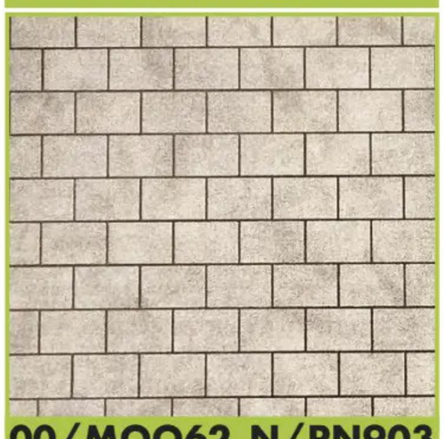

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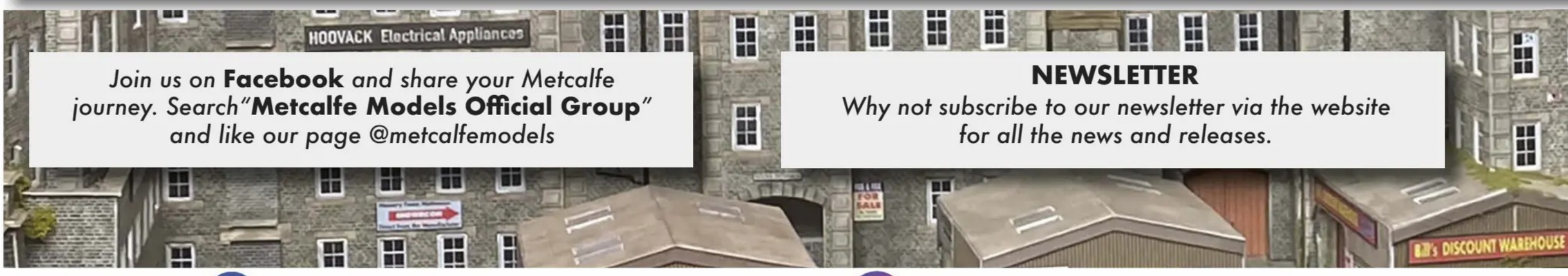

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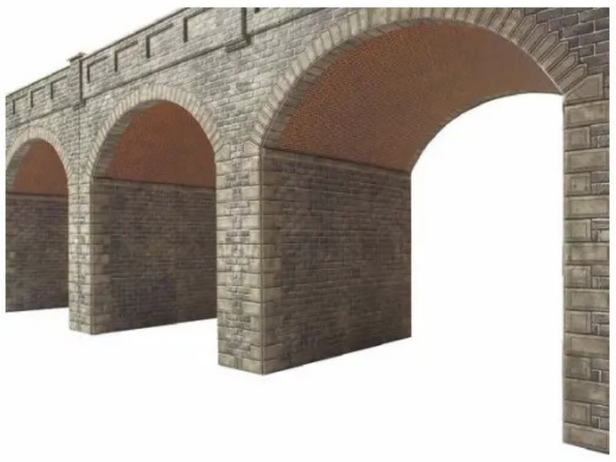

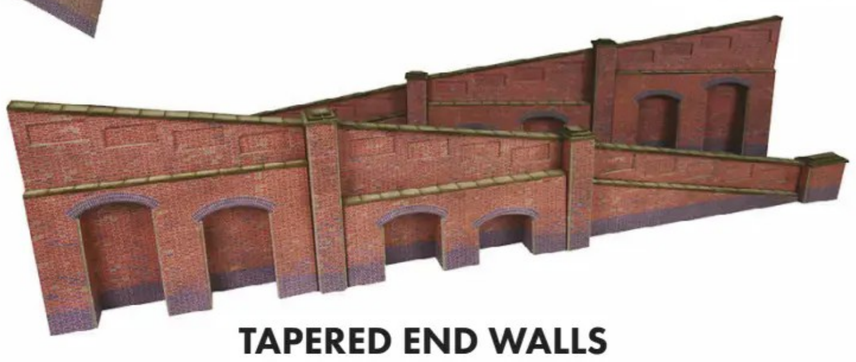

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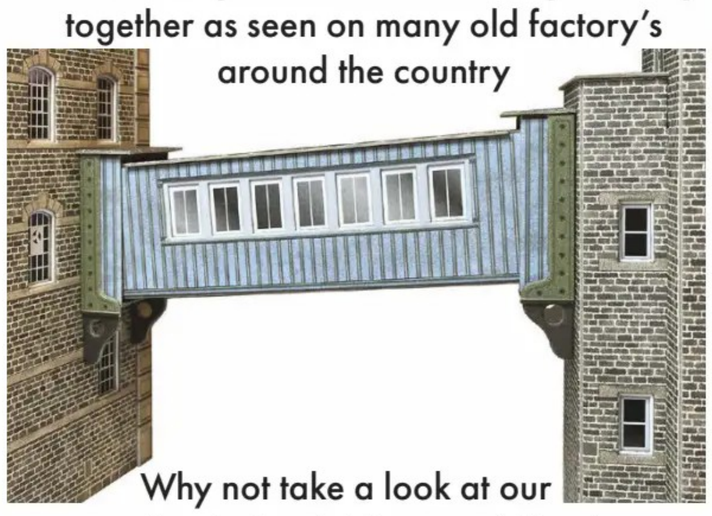

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LAYOUT | OO | ST JOHN'S

A rather filthy prairie tank 5541 arrives at St John's with a morning parcel and van working from Exeter. The loco will be watered and then shunt vans in the yard while the station staff load and unload the parcels coach before the loco heads the train back later.

FACTFILE

LAYOUT NAME: St John's
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 16ft x 2.6ft
ERA: 1931 & 1960s BR
REGION: South Devon
LAYOUT TYPE: Fiddleyard to terminus

CHILDHOOD MEMORIES

Creating his first exhibition layout as a tribute to his late father, Paul Warden decided to make this coastal scene dual-era to entertain the viewing public and keep the operators on their toes.

Words: Paul Warden Photography: Phil Parker

TOP RIGHT: Clyde puffer *Bluebell* is loaded and ready for departure as soon as the incoming tide peaks. The model is a Langley 'Full Hull' resin and white metal kit and was the perfect size boat for the layout as the harbour base is only four inches wide.

MIDDLE RIGHT: The vicar of St John's is having a chat with the head lady of the local Women's Institute before heading off for his evening duties. The church was originally on my father's layout and had to be a predominant feature of 'St Johns'.

BELOW: With the signal cleared, the driver of 7800 *Torquay Manor* awaits the guard's whistle to depart with a holiday express for Newton Abbott. This working is to represent the seaside expresses that would have left London and dropped off coaches at key stations for onward movement to seaside destinations and returned later.

I have been a modeller for many years, with interests in all aspects of railways, spending a lot of time going out photographing the real thing and visiting numerous exhibitions. The layout came about after the loss of my father, John Warden, who had always had a passion for railways and had stimulated my interest in the hobby, as a child, after building multiple OO layouts together and enjoying spending countless hours running them over many years. At the point when I had to break down our last layout, it felt like a part of my life was about to disappear until a colleague suggested building a layout as a dedication and lasting memory to my dad. Having not long joined the Ivanhoe Model Railway Society, I chose to build my first exhibition layout and include some items from my dad's former layout as a lasting memory.

I decided the layout would be named 'St John's', using his name, along with the church from his former layout, and for it to be built as a Great Western branch terminus set in 1931 (his birth year). The decision for the location of the layout to be set on the South Devon coast was inspired by many happy family holidays to this area during my childhood. The branch line from Churston to Brixham was chosen with an imaginary extension to a coastal harbour town, giving plenty of operational scope, with fish traffic and holiday excursions as well as local trains.

> "I chose to build my first exhibition layout and include some items from my dad's former layout as a lasting memory."

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I was also determined that the layout would be built as near to 'what have could have been' without being overcrowded and would be a layout to look into, rather than just at; drawing exhibition visitors attention to features and hopefully evoke feelings of being at the seaside.

First steps

I realised the size of the layout had to be practical for both storage and transit to exhibitions, so 16ft by 2ft 6in was decided upon; made up of four boards measuring 4ft long, with three being scenic and one for the fiddle yard. This would enable a decent trackplan to be drawn up and be deep enough to build the harbour and scenic features. The original design was fashioned from wallpaper backing sheets, cut to the size of each baseboard, then laid on the lounge room floor to form the footprint of the layout. Buildings and track work were then placed and, once happy with the positioning and alignment, everything was marked out to form a 1:1 size plan. Scale drawings for each of the boards were then configured to enable the strongest design and also determine where support would be needed and not obstructing any of the features above. While preparing these drawings, measurements were calculated to obtain the correct depths for the waterline in the harbour and rocks, while at the same time enabling a slight slope on the beach.

ABOVE: 7800 *Torquay Manor* makes its way past the church and onto the seawall above the beach huts. This feature gets a lot of attention, with the huts actually being laser-cut wood garden sheds painted in a seaside scheme with fine-grade wet and dry sheets cut and applied to the roofs.

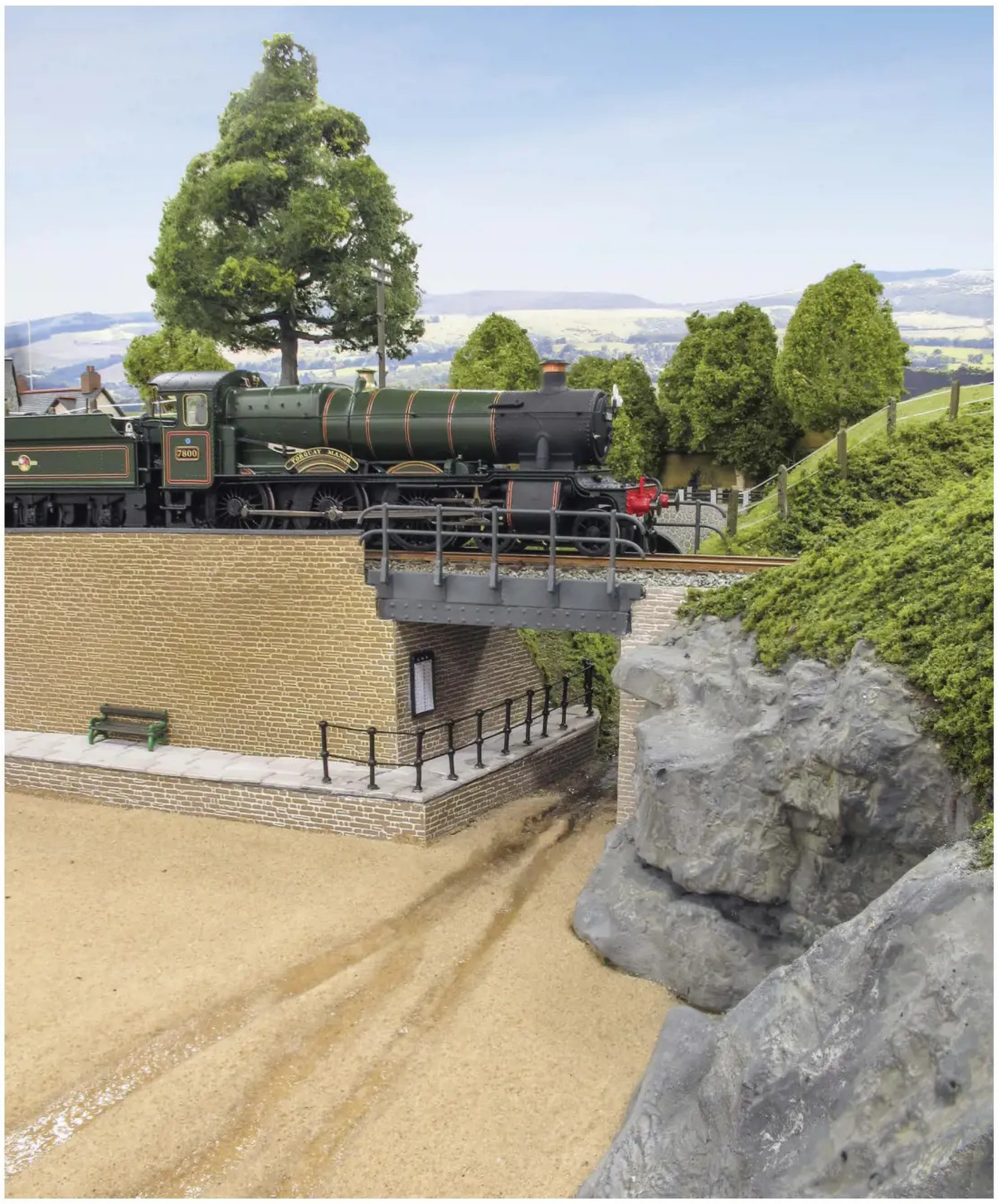
MIDDLE LEFT: The local AA man heads towards St John's in his brand new Land Rover, crossing the bridge over the stream. The scenery on the layout is a key feature and was carefully planned to capture the contours of rural Devon.

BOTTOM LEFT: Sitting on the beach steps, a local man reads his book with his dog loyally by his side. This feature was a later addition four years after completion and was the suggestion from a lady visiting the Crewe exhibition, which the layout attended in 2022.

With the plans now drawn, it was on to the build where the first challenges would be encountered. I'd decided the scenery was going to be split level, with a beach and harbour being the lowest level, the track being the main level, with a stream forming a valley on the third board flowing across the beach requiring a strip to be cut out.

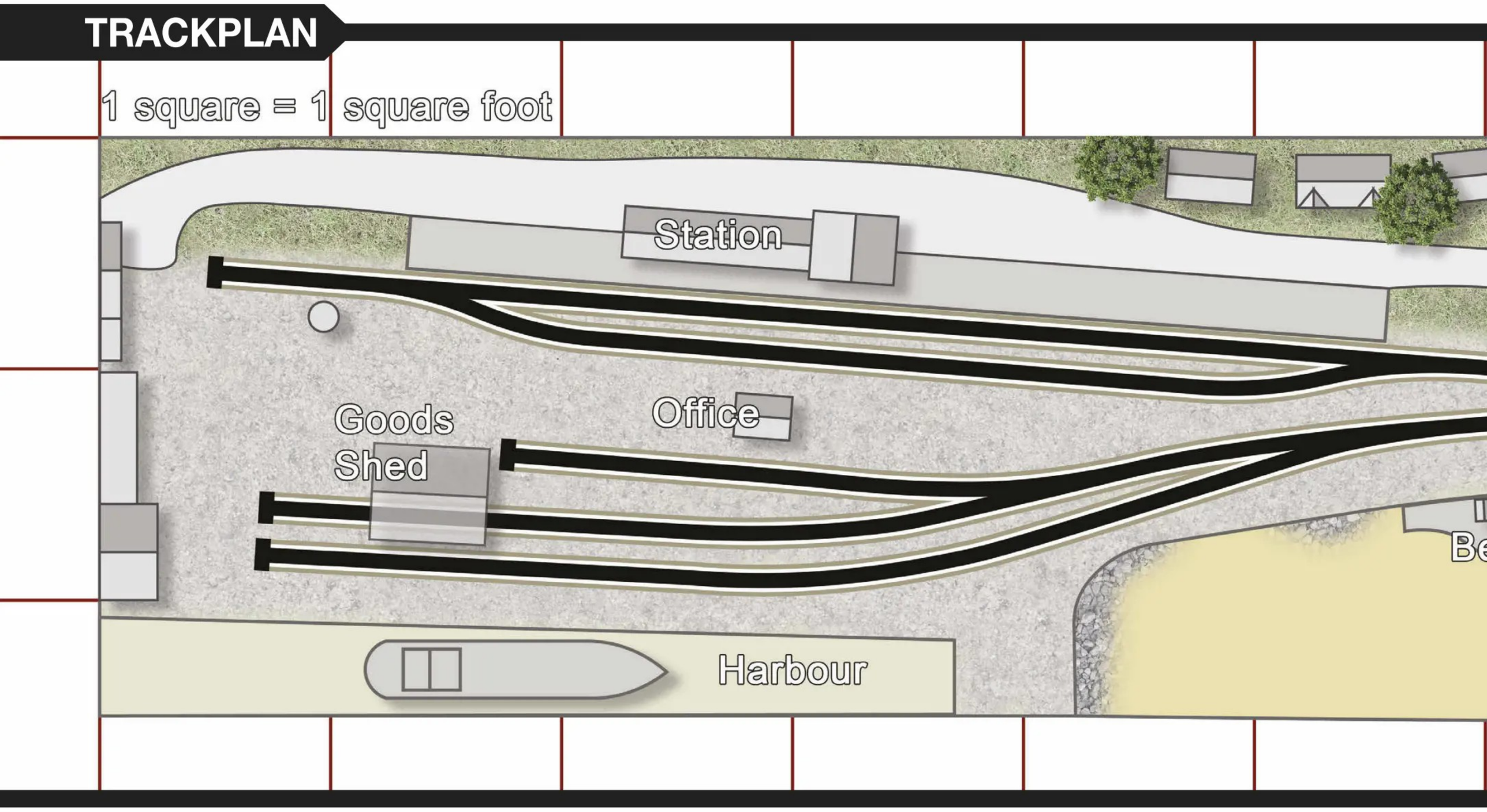
The boards were assembled with 6in timbers across the front and rear, cut down to form the harbour, beach and breakwater. Cross timbers were then cut and shaped to follow the various levels and also notched underneath to allow the trunking for the electrics to be added. The boards were then topped using 6mm plywood cut to shape (using the 1:1 wallpaper drawings) to produce a template to be drawn around, enabling the beach and harbour to be shaped correctly. The boards are supported by leg frames made from 3in x 2in timber, with five sets required for the entire layout. These leg frames slot into locating points underneath and give substantial support as the boards are rather heavy. The end boards have been topped with 6mm MDF to give a nice hard-wearing surface and allow for location dowels to be recessed in for alignment of the boards when assembling at exhibitions. Once the construction of the base boards was complete, the backscene boards were cut into 4ft lengths for the three scenic sections; these were constructed from 9mm MDF sheet and cut to a height of 15in and painted white in readiness for the photo backscenes.

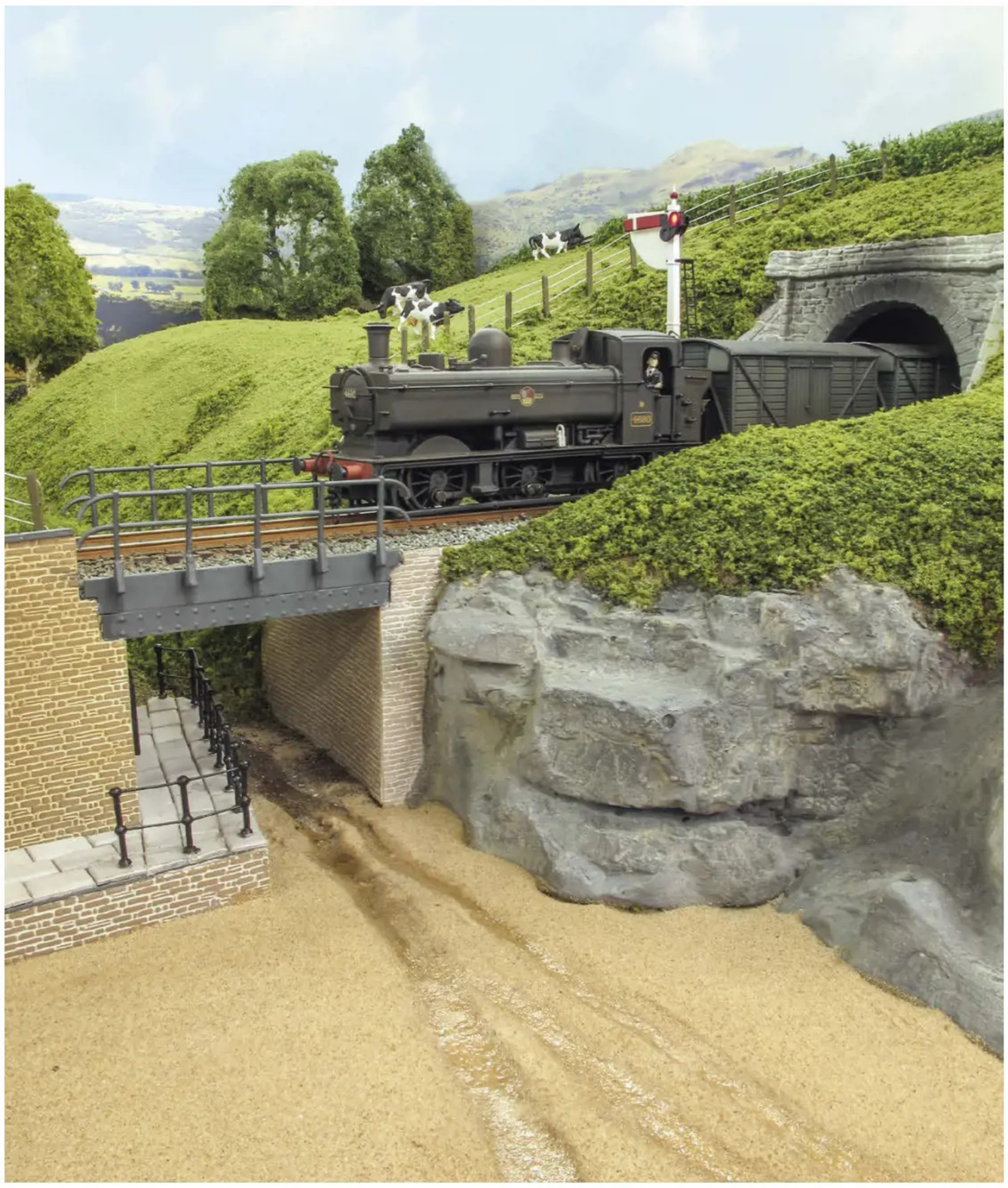
All of the track on 'St John's' is Peco code 100 Nickel Silver with Electrofrog medium radius points in the yard and large radius points in the station; all being laid on cushion flooring to give a nice level for the ballast profile. Peco point motors are mounted directly to the underside of the points and are controlled by panel-mounted passing contact buttons, boosted by a CDU. Signals are the Dapol



ABOVE: 7800 *Torquay Manor* exits the sea wall with its whistle blowing, approaching the tunnel. Here, the stream flows under the small bridge, passing the start of the promenade with the water flowing over the beach towards the sea. While exhibiting, we have the sounds of rolling waves and seagulls!

TRACKPLAN



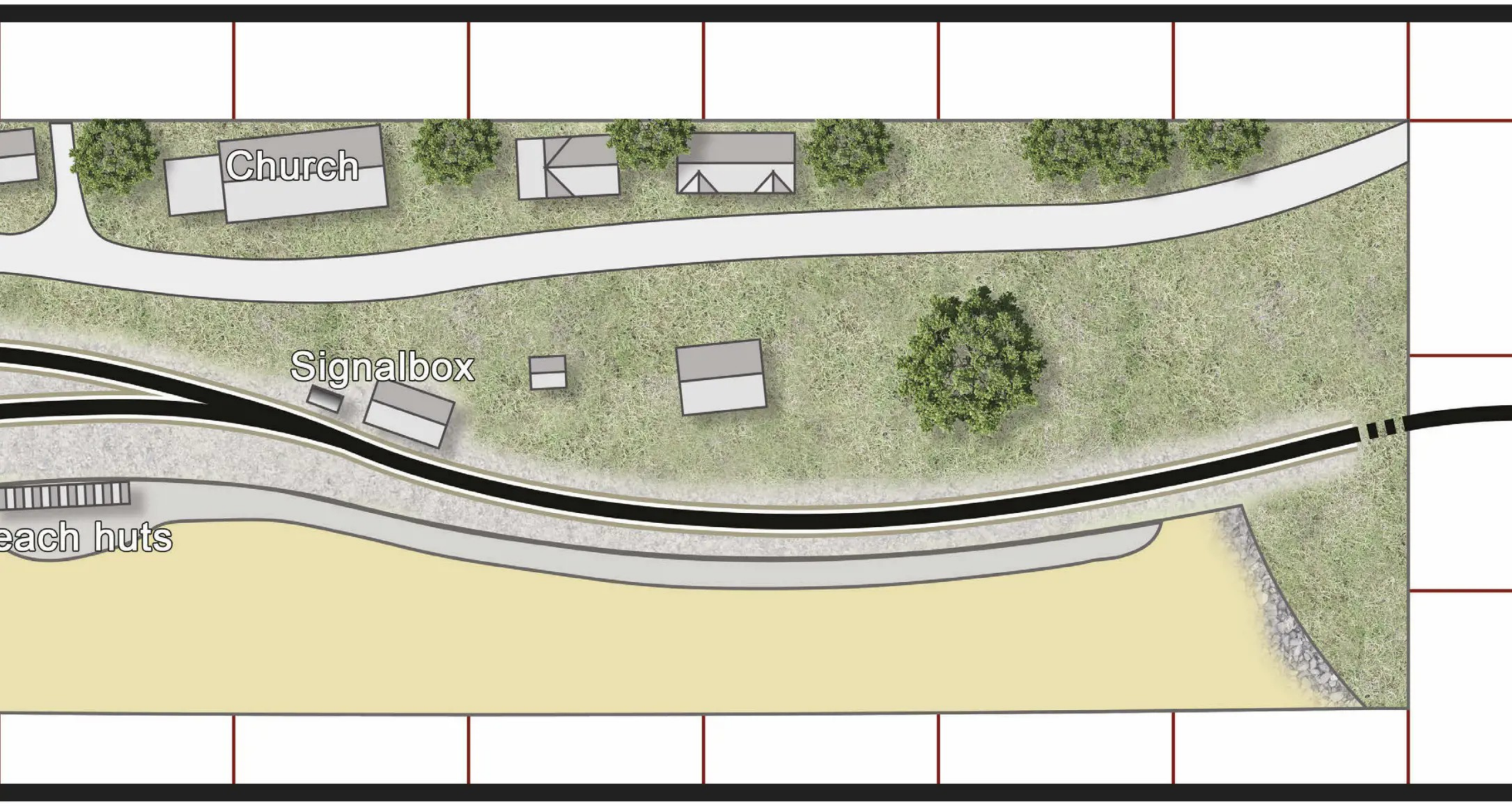


ABOVE: Now looking to the right, we see pannier tank 4680 exiting the tunnel with a local goods working from Newton Abbott. The signal located here is fitted with a white 'Sighting Board' to assist loco crews during the daytime to see the signal clearly from a distance.

ready-built square post type; again, controlled by passing contact buttons and powered by 12v DC. The shunt signals are all non-operational, along with the bracket signal close to the signal box. This is non-operational due to the layout being requested for an exhibition and the Dapol bracket signal being on order but not ready in time. I decided to build a Ratio kit steel post signal and place it so it looks like it is being installed, hence the "X" on the arms with a hand signalman present and men working on it. This was originally going to be removed and replaced with the operational signal when available. However, the scene has generated such interest and regular comments on how it is rarely seen on other models; it is now to be kept!

Key scenic features

The scenery on the layout has always been a major talking point at exhibitions, with viewers being impressed with how well the rolling hills and features on the baseboards flow into the photographic backscenes. This was designed deliberately to give the scenery a natural look, displaying the different profiles, as if the railway had been built around it rather than hills placed around the lines. The backscenes for 'St John's' were specifically produced by a studio who worked from drawings to get the peak heights and slopes in line with the foreground, enabling the scenery to be built up to meet them. The support for the greenery was constructed from sculptured polystyrene blocks; profiled to the backscenes, attached to the baseboards and covered with plaster bandage and coated with repair plaster. Once dry, this was then coated with water-based brown paint and covered with two applications of Woodlands Scenics ground foam in three different tones and a mixture of grades.



TOP RIGHT: The view looking down the road out of St John's shows the contours to good effect with the road sloping down to the bridge over the stream and then climbing up into the hills. The house to the right is a Petite Properties kit with an illuminated kitchen interior fitted.

MIDDLE RIGHT: The view the opposite way looking down the road towards St John's station. The buildings in this view are ready-made Hornby and Bachmann products, with the pub and station having illuminated interiors.

BOTTOM: Looking from the headland above the tunnel, we see North British type 2 diesel D6325 leaving St John's with a local goods for Newton Abbott. This is one of the nicest views of the layout and a good place to hear the locos' sounds working.

The promenade and harbour walls were to be constructed next before any ground cover could be applied to these areas. The sea wall and harbour sides were cut from embossed plastic stone sheets, painted and then applied using epoxy resin. The promenade was then cut from plastic sheeting and shaped to follow the sea wall profile, then topped with over 500 Metcalfe slabs individually shaped and applied!! The groynes were cut from balsa wood to plank-sized pieces, then stained with a dark wood colour and weathered. The rocks were cast using Woodlands Scenics rubber moulds with casting plaster, then carved and shaped before fixing in place with PVA and, in places, additional repair plaster before being painted various grey tones with hints of brown.

The beach and harbour areas were covered using natural materials, with extremely fine garden top soil being used for the harbour base and Wargamers very fine sand used to create the beach. PVA was applied to the boards and then each material was sprinkled over to form uneven surfaces. A mix of water/PVA was then sprayed over to seal the surfaces. While drying, areas were profiled to form the puddles in the harbour and the stream over the beach. Once dry, the harbour had a 'wet look' applied with clean E-Z water then stained E-Z was used to fill the puddles. Stained E-Z water was also used to create the stream water flowing from the valley above the railway bridge and across the beach below. It was decided to model the harbour with the tide out to minimise the number of boats required, with only the Clyde puffer *Bluebell* present, which is a nice-sized coastal freighter, awaiting the tide for departure.

A London Waterloo to St John's holiday special arrives with Southern Region type 3 D6504 in charge. Another nice view of the beach huts with a black-headed gull on the first hut roof.

Ballast was applied in the time-old way using a medium grade and fixed using the water and PVA method (with the dash of washing up liquid!). Once dried, the rails had a rust colour applied using a Woodlands Scenics' pen followed by all the track being airbrushed with a grime colour and areas picked out with greasy black where locos have been standing.

The town of St John's is a mixture of ready-made and kit buildings, with some being illuminated to show the interior features as well as working street and station lights. Both the station (the wonderful Highley station on the Severn Valley Railway) and signal box are Bachmann models and feature interiors, working lights and figures. The houses were built by Julie Wetherall using Petite Properties kits. These were assembled, then coated with repair plaster; which, once fully dry, had the stonework hand engraved and painted. Wills plastic roof sheets were then added and various weathering applications. The semi-detached houses again are a Petite Properties kit, but these were coated with fine sand and spray-painted to give a rendered look. Several have room "Pods" installed, which are fully-furnished, decorated and again feature a working light. The use of the pod design allows the room to be assembled, placed behind a particular window, with only that room being illuminated rather than the whole house!

MIDDLE LEFT: St John's vicarage with the lady of the house tending to flowers in the garden. This is another Petite Properties kit, superbly built by Julie Wetherall, with the walls coated with repair plaster filler, then each stone engraved and hand-painted. Julie also planted the colourful garden.

BOTTOM LEFT: The quayside warehouse buildings seen here are located at the left end of the layout. The brick-built structure is made of two low-relief Petite Properties kits covered with Redutex pre-coloured, textured and self-adhesive brick and roof tile sheets.

D6325 leaves the station loop with a mixed goods after running round the train and goes to shunt the yard. Most rolling stock on the layout is ready-to-run, having been weathered by myself to represent rolling stock of the era and likely to appear at such a location.

About the modeller

Name: Paul Warden
Age: 56
Name of first layout: 'Kingston'
Favourite era/region: 1960s BR London Midland
Favourite locomotive: BR Sulzer Type 2 Class 25 Diesel

My interest in model railways started in 1975 when, for Christmas, my brother and I both received the then-new Hornby Railways pannier tank. Over the following years, much time was spent building a layout in the garden shed before a house move in 1977 brought a garage, which my father claimed for a larger layout. This year also saw Hornby release the new model of the class 25/1, which appeared on Christmas day, much to my delight.

By 1984, I had been introduced to O gauge, which at that time was very much kit and scratch-building with, by coincidence, my first loco kit I built being a pannier tank. The late 1990s brought another change as I had always had an interest in Canadian railways, particularly CP Rail, so after a trip to Toronto in 1998, a start in HO modelling began, which brought my attention to far superior models than we had in the UK.

The sad loss of my father in 2014 put me on a lone path in the hobby until I was asked to join the Ivanhoe Model Railway Society, which brings us now up to date with me still an active member with this small but very friendly group of modellers, where I am now building an O gauge layout with my good friend Stan Karski.

St John's Church is an original Hornby plastic kit (formerly on my father's layout), which has been hand-painted, stained-glass windows added and illuminated. The church sits behind a Wills stone wall and a laser-cut wooden lychgate leads you to its doors.

Dual-era operations

The layout is controlled by DCC using the Lenz system and LH100 hand controls for the locomotives; the points and signals are controlled by a panel featuring passing contact buttons. This makes operation easy with just a press of buttons to set and clear tracks without interrupting the operation of the locomotives. All rolling stock is fitted with NEM Kadee couplers, which can be uncoupled using magnets strategically placed between the rails. This makes it simple without the need for extra electrical feeds and solenoids and works very effectively.

'St. John's' is a pleasure to operate at shows/exhibitions and always receives many comments from the visiting public. However, operating can become very repetitive when only using five locos and train formations. To combat this and make it more interesting for the operating team, I decided to make the layout dual era and now also run it as 1960 BR Western Region. We can offer exhibition managers options when visiting shows; running as full days as one era or splitting the day, usually at midday. This is done by running a final

TOP LEFT: Bachmann 87xx Pannier tank 4680 prepares to take on water after arrival at the station. This loco was a real challenge to fit sound into but was made easier by removing the metal weight inside the coal bunker. This enabled a speaker to be fitted in the cab at a slight angle while enabling a crew to be fitted.

MIDDLE LEFT: D6325 passes over the seawall above a family enjoying the view from one of the bench seats. When Phil took the photos of the layout, I asked him if this one could be included as it looks so real and natural. You can almost feel the gentle sea breeze and hear the loco working.

"The layout was designed with exhibition visitors in mind to give something more than just trains and railways to look at."

Pannier tank 4680 approaches the signal box with a local goods working with the fireman ready to give the line token to the waiting signalman. The depth to the scenery can be seen to good effect here, with the backscene actually placed directly behind the white house.

ABOVE: The small permanent way stores is seen in the yard while 7800 *Torquay Manor* awaits departure. The crew can be seen preparing the loco, which is an Accurascale sound-fitted model. This is a truly stunning model and had to be a feature of 'St John's', being named after the local manor.

MIDDLE RIGHT: Pannier tank 4680 prepares to pull away after dropping two empty fish vans on the quayside ready for the fishing boats due in later. The fireman seems to be having a conversation with *Bluebell's* crew waiting nearby.

BOTTOM RIGHT: D6325 ambles along the quayside during shunting a goods working it arrived with earlier. The sheeted wagon seen behind the loco is a Bachmann 'Shock' open, which I have fitted with a hood used from a Bachmann china clay wagon and tied on using cotton thread.

Great Western train, which is usually a mixed goods worked by a pannier tank clearing the yard and quayside. At this point, I then go in front of the layout and change the vehicles while interacting with spectators, informing them of the leap forward in time. Each vehicle is changed with a similar item from the 1960 period; for example, during 1931, an Austin Seven AA van will be displayed and then replaced by a Land Rover series one, which is also AA. Once this is completed, the first train for 1960 will arrive, this will be a BR black pannier on a mixed goods showing a nearly 30-year leap in wagon types and liveries mirroring the previous departure!

All of the locomotives used on 'St. Johns' are ready-to-run examples with sound fitted. The Great Western era is represented by a 14xx auto tank, three pannier tanks (57xx and 87xx) and a Dapol 43xx mogul. The BR era is run using a 57xx pannier tank, 45xx prairie tank, 78xx Manor, Type 2 Class 22 diesel hydraulic and a Type 3 Class 33 diesel electric. Freight and passenger stock is a mixture of ready-to-run and kit-built items, all of which are weathered.

Trains are run to entertain the people viewing, so we do not run to a specific timetable. There can be times during running where a pannier will be shunting the quayside and this will be halted by the signalman stopping the pannier in the yard to enable a holiday express to arrive. Trains appearing during both eras will see local passenger, parcels and milk, mixed goods and holiday expresses, with the last-mentioned enabling us to run "bigger" locomotives, giving a break from the usual branch line tank engines.

Final thoughts

'St. John's' has been a pleasure to build, and the reactions and interest from show visitors has surpassed what I was expecting. The layout was designed with exhibition visitors in mind to give something more than just trains and railways to look at, and to have depth to draw the interest of families and have them looking into the layout rather than just looking at it.

Thanks must go to Stan Karski, who always ventures out with the layout as a dedicated operator and to Julie Wetherall for painting the figures and producing the buildings. Also, thank you to the Ivanhoe Club members for their suggestions, support, assistance and the transporting of 'St Johns'. Please visit the club website at www.ivanhoe-mrs.co.uk for details of the club members' layouts, including 'St Johns' and when and where we will be exhibiting.

The future? Well, 'St John's' will hopefully be visiting shows for quite a few more years yet, in the meantime, I am currently on my next project of building a large O gauge layout with Stan, which will be due out hopefully in late 2025.

'St John's' will be visiting the BRM Doncaster exhibition in February 2025 and operating as 1931 in the mornings and 1960 in the afternoons, so please come along and enjoy a trip back to the seaside in the golden years of steam and rekindle holiday memories. ■

TOP LEFT: The beautiful St John's station buildings are Bachmann models of Highley station on the Severn Valley Railway. These were perfect for the layout and I have added the booking office, waiting rooms and the stationmaster's living room interiors, along with a little external detailing.

MIDDLE LEFT: A nice view over towards the church shows the tidy garden of the nearest house while the grandmother watches over her granddaughter waving to the passing trains. This house gets many remarks from show visitors who would like to live in the real one!

BELOW: We have a time warp back to the summer of 1930 and see the holiday express ready to depart with a Dapol Mogul 6336 in charge. The train includes a milk tank and awaits the signal to clear while a local man passes by with his horse and cart.

> "It was decided to model the harbour with the tide out to minimise the number of boats required."

COMMUNITY

EDITOR'S COMMENT

For most, the start of a new year means looking ahead, but much of railway modelling is all about looking into the past, recreating a moment or memory and researching past lines in plans of recreating a part of history.

And our three layouts this month are perfect examples of this, starting with our cover layout, 'St John's', which was built as a tribute to the builder's late father, remembering happy childhood holidays with the family in South Devon. It's a wonderful layout, which features some fantastic scenic modelling, plus is operated in two eras to entertain the viewing public at exhibitions.

Our second layout, 'Tidworth', is inspired by trainspotting days and the colourful Network SouthEast of the '90s. There's plenty going on, with passenger trains, MoD sidings and a china clay terminal all in operation; it also serves as something of a swansong for the Class 50s, depicting their final days in service.

Last but certainly not least is 'Shagbats', which tells the story of 277 Squadron Walrus returning to base after a daring rescue across the English Channel. Although the servicing setting and its rail-served nature are fictitious, the layout pays tribute to real events that are truly remarkable, and the people who served are incredibly inspiring and should never be forgotten.

And after you have enjoyed reading about all three layouts, the even better news is that they will all be on show at our Doncaster show next month, on February 8-9th. The Festival of British Railway Modelling, held at Doncaster Racecourse, is one of the biggest shows in the North and will have over 30 layouts in attendance. If you have no plans that weekend, book yourself a ticket and come along, it's going to be a great weekend. We'll hopefully see you there!

Happy Modelling
Debbie Wood

FEET FIRST

I have just received my February 2025 edition and, as a retired Funeral Director, have noticed a small but significant mistake on the feature 'A Grave Undertaking' on page 58.

The picture shows a funeral scene heading into church. As many modellers are keen to get the scene correct, I would like to point out that with the pall bearers facing the church and the vicar at the front indicates the direction that the procession are heading (towards the church). If that is the case, then the coffin is facing the wrong way. For a traditional funeral, it is normal for the coffin to go 'feet first'. The exception to this is that if the deceased is a minister of the church, then they will go in head first.

The tradition comes from the belief that a deceased minister can see Christ reflected in the faces of his congregation, whilst a deceased member of the congregation can look directly on the face of Christ.

Alan Goodall

WEEKEND PLANS...

The Festival of British Railway Modelling
Back at the Doncaster Racecourse, the popular exhibition returns. This year promises to be bigger and better than ever, with over 30 layouts in attendance across a variety of gauges and over 60 traders and societies to grab a bargain from – for more visit www.doncastermodelrail.co.uk
DATE: February 8-9th, 2025

Tonbridge Model Railway Exhibition
Held at the Angel Centre, TN9 1SF, the 2025 show will feature 20+ layouts across 0, 00, EM, P4, 016.5, N and 2mm scales, plus a variety of traders, including Rapido Trains. Adult entry starts at £8, with children under 10 getting free entry.
DATE: February 15th, 2025

Model Rail Scotland
Scotland's big show of the year returns in 2025 to the Scottish Event Campus in Glasgow. The three-day event showcases a wide range of exciting layouts, plus trade and societies to satisfy all different types of railway modellers. We will be there too, so come and see us!
DATE: February 21-23rd, 2025

Tenterden Model Railway Exhibition
Hosted at Homewood School, TN30 6LT, the Tenterden Model Railway Exhibition is spread across two halls and includes numerous layouts and trade stands. Free parking and refreshments are available, with entry costing £6 for adults and £3 for children (under 5s go free).
DATE: February 22-23rd, 2025

The London Festival of Railway Modelling
The London Festival of Railway Modelling is back for 2025 and is looking set to be bigger and better than ever, with 40 layouts confirmed to appear and big trade names in attendance. See our full preview of the show in pages 106-109.
DATE: March 15-16th, 2025

ENGLISH VS AMERICAN

Following on from the comments last month, like Nick Trudgian, I tire of 'train station' rather than 'railway station', but agree the word 'gotten' isn't an Americanised word; I came across an early litho print of Euston station from the 1800s and it was described as 'Euston train station'. Ho hum!

Dudley Hubbard

FREE MODELLING EVENT

The Leicester Museums Technology Association is holding a 'Railway Running Day with model Railways' on Saturday April 5th, at The Abbey Pumping Station Museum, Leicester, LE4 5PX. The event is open 11am - 16.30pm with free admission.

There is a small charge to ride our 2' gauge railway. Trains will be hauled by our Bagnall, 0-4-0ST *Leonard*. Car parking is next door at the National Space Centre (pay & display). Refreshments are available.

The Leicester Model Railway Group will be in attendance and a number of layouts are also planned to attend.

Brian Gillespie

SIR NIGEL GRESLEY'S OLDEST LOCOMOTIVE MOVES TO THE NNR

The Gresley Society has announced that the oldest surviving locomotive to the design of Sir Nigel Gresley has moved to the North Norfolk Railway (NNR) to complete its overhaul. The Society's class N2 GNR No.1744 was withdrawn from service late in 2018 for an overhaul that has proved to be considerably more extensive and costly than anticipated. This move is the next step towards its anticipated return to traffic in spring 2025.

The overhaul began in 2019 but was soon impacted by the Covid-19 lockdown and the war in Ukraine, which affected both timescales and costs. Even more significantly, once the locomotive was stripped down, it became evident that far much more work was needed than first anticipated. This has meant an extensive programme of both mechanical and boiler work, leading to eventual overhaul cost of around £650,000.

The steam test of the boiler was successfully completed on Tuesday October 8th, 2024, at the works of Northern Steam Engineering at Thornaby and the locomotive partially re-assembled for transport to the NNR's workshops at Weybourne on Thursday December 12th, 2024, where the overhaul will now be completed. The NNR has generously agreed to initially fund this work, with the value reimbursed later through operation of the locomotive for a period without charge.

However, The Gresley Society still faces a substantial funding shortfall to meet the final overhaul cost and has launched The N2 Overhaul Completion Club to raise the required £100,000. Special benefits for those supporting the club include:

- Certificate signed by John Cameron (President) and Philip Benham (Chairman)
- Exclusive opportunity to visit No. 1744 under overhaul at the NNR
- Opportunity to buy a ticket (seat already reserved) on one of the first trains hauled by No. 1744
- Exclusive Limited Edition print (100) of No. 1744 in GNR livery by Matthew Cousins (GRA)
- One year's free membership of The Gresley Society Trust

The Club was launched to Gresley Society Members in late November 2024 and has already raised £17,750 from existing members. Details of how to join The N2 Overhaul Completion Club can be found on Gresley.org.

The Gresley Society Trust (Photograph by Keith Ashford)

PUZZLE FUN!

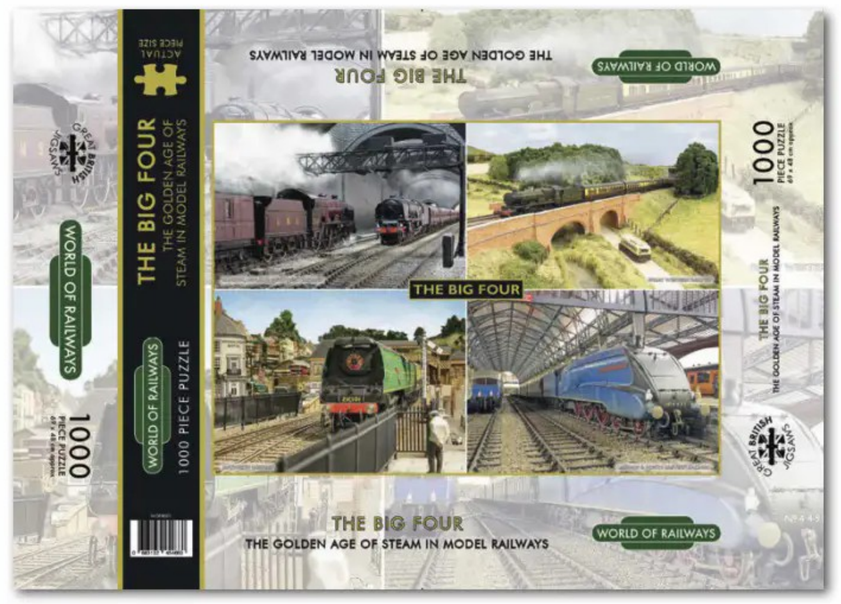
World of Railways has launched an exclusive 1000-piece jigsaw puzzle depicting the golden age of express trains in the Big Four of Britain's Railways in the 1923-48 period, all portrayed on some of the finest model railways.

The layouts featured have been selected by RMweb editor Andy York, and are so good that you can easily mistake them for the real thing.

The London, Midland and Scottish Railway is represented by John Holden's magnificent 'Liverpool Lime Street' with an express from Euston hauled, appropriately, by 6247 *City of Liverpool* as 5541 *Duke of Sutherland* departs through the dark cutting.

The Great Western main line to the West of England sees a Castle class 4-6-0 steaming through the idyllic early-1930s Vale Scene at Pendon museum with its train of chocolate and cream carriages as a GWR-owned bus approaches the skew bridge over the chalk stream.

The Southern Railway is marked by a Bulleid West Country pacific 21C101 *Exeter* operating a local service on an exchange basis through Robert Dudley-Cooke's layout, 'Kingstorre', which evokes famous scenes at Dawlish in Devon.



The London & North Eastern Railway is famed for its streamlined A4 pacific locomotives, which included 4492 *Dominion of New Zealand* as shown in this O Gauge model at John Ryan's 'Castle Cross' terminus with its grand overall roof; the racing thoroughbred does show signs of hard work on its paintwork on arrival with its Pullman service from Newcastle whilst the observation car of the Down 'Coronation' service sits in the adjacent platform.

This jigsaw will give hours of pleasure while being appealing enough to frame and put on the wall of your railway den on completion.

The finished puzzle size is 69cm x 48cm. They sell for £29.99 plus P&P.

To order yours, head to; www.brmm.ag/bigfourpuzzle

LAYOUT | OO | TIDWORTH

Appropriate traction for an MoD arrival as 47142 *The Sapper* rolls into the loop to reverse before returning to Ludgershall with a well-loaded train of military vehicles.

FACTFILE

LAYOUT NAME: Tidworth
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 20ft x 2ft
ERA: circa 1990
REGION: NSE
LAYOUT TYPE: End-to-end

REWIND TO THE 1990S

Inspired by his trainspotting days and the colourful Network SouthEast of the '90s, Ian Blackall's first exhibition layout paints a busy picture, with passenger trains, MoD sidings and a china clay terminal all in operation.

Words: Ian Blackall Photography: Jamie Warne

TOP RIGHT: Bert is still struggling to open the pump room door.

MIDDLE RIGHT: Overview of the fuel point with 08953 present.

BOTTOM: *Temeraire* sits in the end dock siding with the inspection saloon.

I started my spotting days around 1980 and, after losing interest for a while, it was rekindled when I bought a decent camera and started recording the railway of the time. Network SouthEast had been created in 1986, followed by all the subsectors, and the railway became more interesting and colourful with my modelling following suit. Both 'Tidworth' and my home layout are set 'circa 1990', the time I remember best. My photo library, plus the many books, layouts and other reference material that is out there, all helped with getting it to look 'right'.

The creation of RMweb is responsible for my building an exhibition layout and has led to many friendships being formed to provide the operating team! The inspiration lies wholly at the feet of Kevin Broadhurst, who I met after making contact through RMweb in its early days and becoming part of his operating team for 'Leaford'. Unbeknown to both of us, I had spent a lot of time in front of his previous layouts, 'Exford' and 'Leaway Park', at many exhibitions over the years, going back to the Basingstoke Railshow in 1985 without ever speaking!

I model the period I remember from my spotting/photography days around 1990, which also covers the last days in service of my favourite loco, the Class 50, which I'd grown up with, living in Basingstoke most of my life.

> "I model the period I remember from my spotting/photography days around 1990, when things on the railway were more interesting and colourful..."

Construction

The layout was designed from the outset to be transportable in my company estate car and not rely on van hire, and an end-to-end terminus to fiddle yard design was settled on within these self-imposed size constraints.

Two baseboards were constructed from plywood 1400 x 600mm in size, with a traverser of the same size built to serve them, the unusual size governed by the need to accommodate a Class 50 and four coaches! Once the trackplan had been settled on (heavily influenced by Andy Peters' 'Kingsmill'), a location was needed, and eventually, a 'what if' scenario was hit on using Tidworth as the location (helped by a move to Ludgershall), although the model bears no resemblance to the original Tidworth station, closed in the 1950s. A third scenic board of the same size was added during 2019, and I think it has worked out well and just gives the layout that extra something. Apart from the added interest of the MoD sidings, the run through the country for the trains from the traverser has opened up the layout. It also increases the operational possibilities as the passenger trains can come and go while the yard is shunted using the extension as the headshunt. In its original form, the headshunt was the traverser, which restricted the operation of the whole layout during a long shunt!

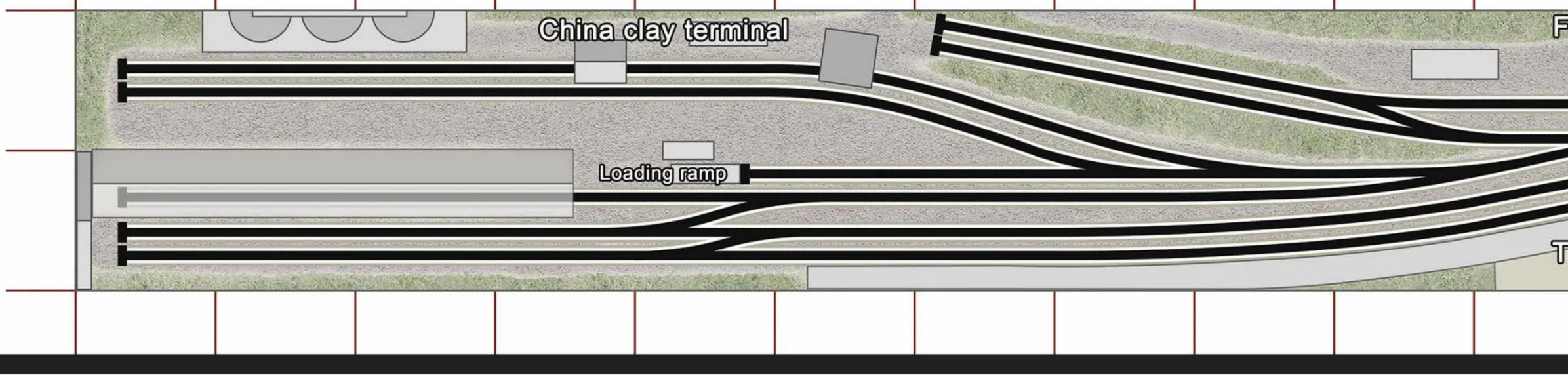
ABOVE: An ED rests for a breath after a trip from Worting Jct on diesel power!

MIDDLE LEFT: *Eastleigh* exits the exchange sidings.

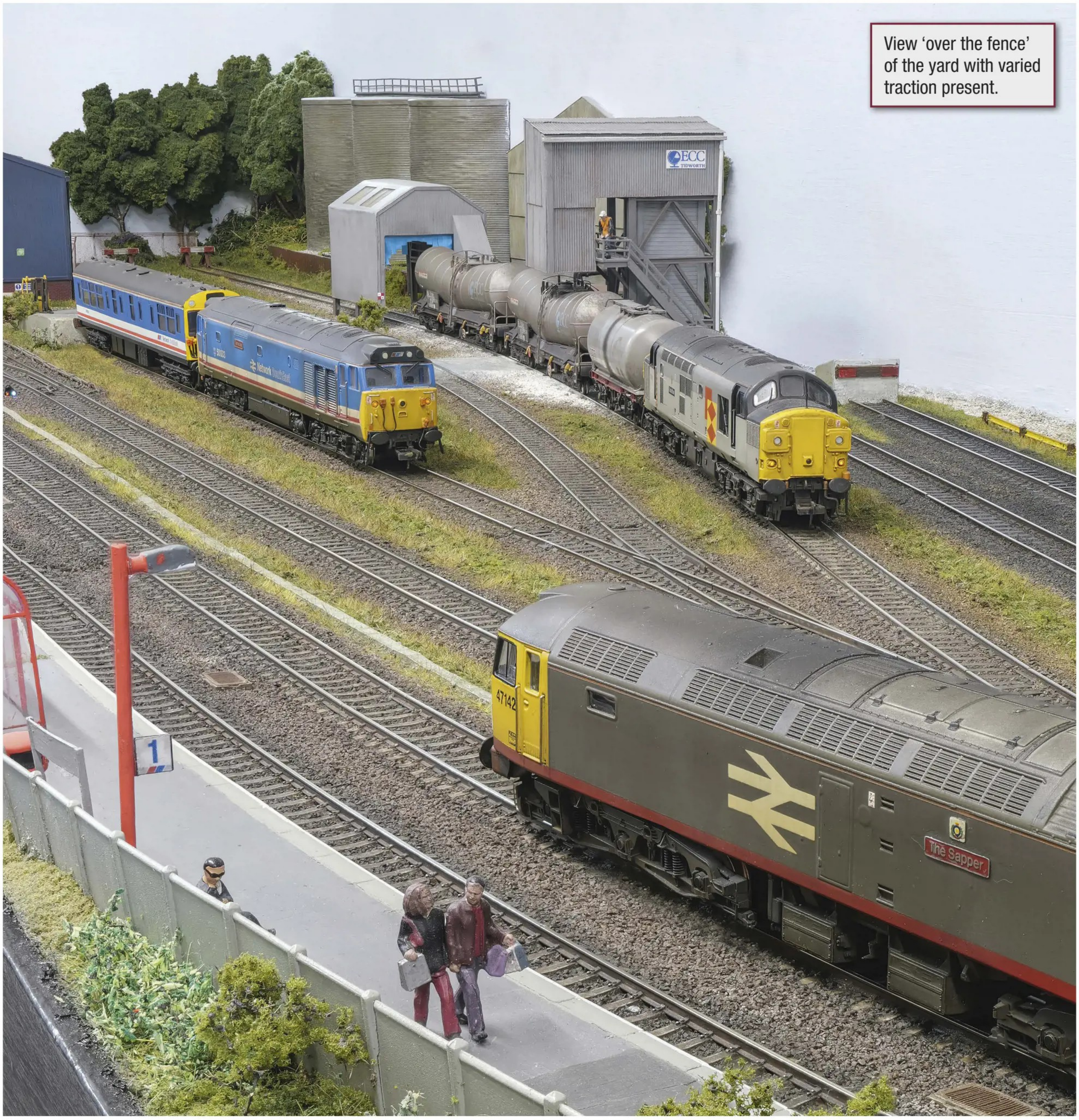
BOTTOM LEFT: A quiet afternoon view of the Chin China Clay loader.

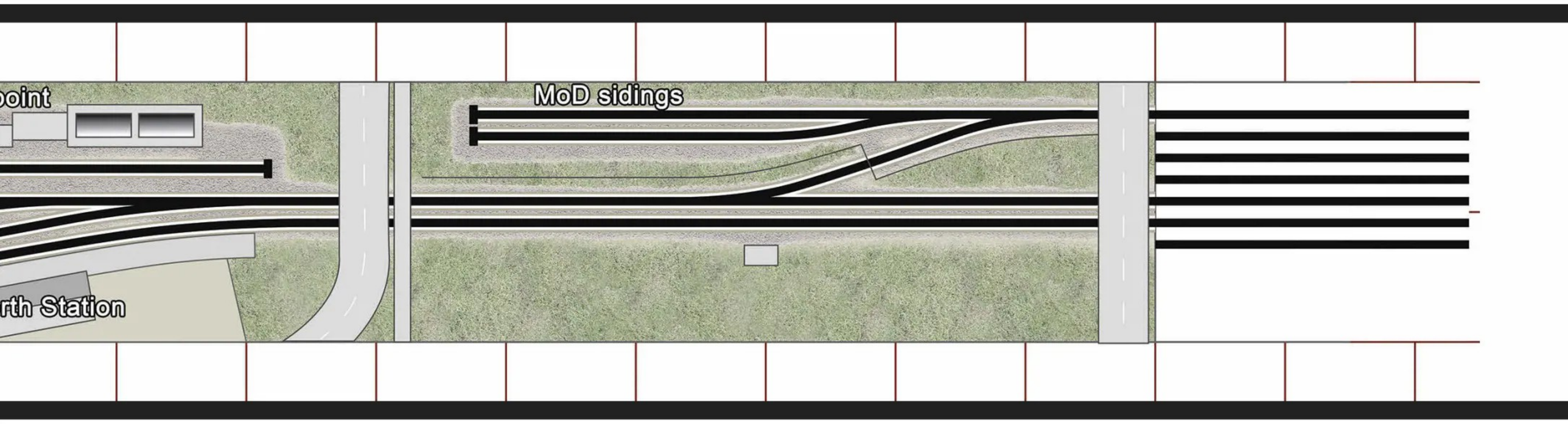
The ‘thumping’ dies as the Hampshire unit coasts into the platform.

TRACKPLAN



View ‘over the fence’ of the yard with varied traction present.





TOP RIGHT: The view of the original part of the layout before the extra baseboard was added.

MIDDLE RIGHT: A dog walker ambles over the railway on the footpath.

BOTTOM: An afternoon 33/TC combo arrives from London as a Class 37 shunts the clay sidings.

Local inspiration

The Switch building based on the one at Andover helps locate the layout because a lot of people recognise it immediately (although it wasn't blue or had the Switch name in 1990). The china clay facilities are based on those at Quidhampton. The footbridge on the extension is based on one in Oakley near Basingstoke that I watched Class 50s pass under in the past while out walking with the girlfriend of the time, plus the bridges at the exit to the traverser are based on one at Worting Junction, and the MoD exit is based on the bridge at Chilmark. Hopefully, all the local inspiration gives the layout the right feel, and from comments at shows it appears to have been successful.

All the buildings are scratch-built, although the station building uses the Scalescenes kit extended/modified to suit and is clad in Plastikard to give more durability.

The main scenic feature of the layout is the chalk-faced cutting side at the rear, which immediately locates the layout and is 'dressed' in polyfibre and horsehair bushes. The usual WS scatters and static grasses fill the ground areas around the station and yard. When the extension was added, the chalk-cutting side was continued behind the exchange sidings, and a low embankment was created along the front edge of the baseboard, giving good views of the trains as they approach or depart the station.

The layout is DCC-controlled using the Gaugemaster Prodigy system, with all points and signals controlled using 'routes' programmed into the memory. If a 'route' is selected, it throws all the required points and signals to facilitate the route required. Most people are up and running pretty quickly when asked to operate the layout, so I think it is quite simple to use and it has been reliable now for almost ten years.

> "The Switch building based on the one at Andover helps locate the layout because a lot of people recognise it immediately."

Rolling Stock

Having built several layouts over the years and amassed plenty of stock from the period I remembered and enjoyed from my spotting years, it would naturally be set in the period around 1990. Being effectively a branch line off the West of England line from Andover, Classes 33,37,47 and 50 are prevalent, with other oddities making appearances at exhibitions. Passenger services are in the hands of a Class 205 'Thumper' on the Portsmouth-Tidworth service, a Class 117 on the Reading to Tidworth (extended from Bedwyn) and then originally a Class 50-hauled four-coach London train, but now a 33/1 + 4TC is the mainstay. NSE livery is the order of the day, as well as Sub-sector liveries on the freight side. As the branch passes Ludgershall on its way to 'Tidworth' and, being on the edge of Salisbury Plain, military traffic/stock makes up a large part of the freight services.

On the road

'Tidworth' only really comes out at Exhibitions, but it can be set up at home in the garage with the traverser poking out from underneath the up-and-over door for meet-ups of usually an RMweb-inspired group!

In its now-extended form, the layout can still be transported in my car, but there's no room for anything else!

ABOVE: The MoD shunter is poised and ready for *Eastleigh's* vans.

MIDDLE LEFT: Unloading time at the SWITCH dock with Cargowaggons present.

BOTTOM LEFT: Tidworth road bridge, the original scenic break.

About the modeller

Name: Ian Blackall
Age: 57
How many years modelling: I had my first trainset at Christmas 1971 when I was four, so I guess 53 years!
Name of your first layout: There were many over the years
Favourite era/region: Circa 1990/Network SouthEast, Southern and West of England
Favourite locomotive: Class 50

I grew up in Basingstoke after my family moved out from London in 1971 and, until I learned to drive, we had no car in the family and made regular trips to London by train, thus fuelling the interest in railways. After beginning spotting in about 1980, largely at Basingstoke and Reading, the region is etched into the memory banks and that is what I've always modelled. The appreciation of the Class 50 has also led to the interest in the railways of Devon and Cornwall, particularly the seawall at Dawlish, which is reflected in the home layout. The inception of the internet and RMweb has led to me having a growing group of 'train friends' (as the ex-wife used to put it!), which has further fuelled both the interest and participation in the hobby.

My first 'serious' layout was probably 'Exford St Davids', which appeared briefly on the first incarnation of RMweb around 2007. It was garage-based but broken up soon after as we converted the garage for more space for kids! I then built the first 'Exford Park' in the loft, again documented on RMweb from the start. This was broken up in 2014 when circumstances changed and I moved to Ludgershall, where the present version has been built in a shed in the garden, maybe the subject of a future article, perhaps?

The layout is generally operated on the fly, with freight trains made up on the traverser and then sorted in the yard once they arrive, although I do like to keep them 'believable' for the watching public (don't mix air and vac brakes!). There are the three dedicated passenger trains that just run backwards and forwards, but we always try to keep things moving/interesting. The layout will keep going while there are still exhibition requests for it to attend, especially as we've hardly been north of the Thames with it (apart from Stafford and Warley), although we are scheduled to attend the Doncaster show in February this year.

As mentioned above, there is no set sequence to the operation, but the passenger services are rotated while different freight consists are marshalled and arranged in the yard or delivered to specific sidings, the aim being to keep something moving and interesting wherever possible.

Final thoughts

My only challenge when building 'Tidworth' was having the courage to build it in the first place and hoping it was good enough to exhibit, but again, the support and advice from friends I've made through RMweb helped me overcome this and go for it. Building the baseboards using plywood was the first challenge as I had never used it before; it was always chipboard and 2 x 1 until this layout!

LEFT: Another MoD arrival behind 73132 into a busy yard scene.

TOP RIGHT: The Oakley-inspired footbridge was added to hide the joint.

MIDDLE RIGHT: The MoD shunter leaves as the Reading train arrives.

BOTTOM: The 205 can now depart as 47237 has cleared the single line with the fertliser train.

Any advice I would pass on to other modellers would be not to be afraid to build and show your modelling, it's how it improves with feedback from others, but don't worry about the rivet counters, they've never built anything!

If I were starting again, I'd re-space the sleepers as I've done with my home layout 'Exford Park'; it makes the difference, in my opinion, and I would probably use bullhead track for the yard/sidings.

At the moment, there are no plans for changes to 'Tidworth', although there are always further details to add or improvements to be done, along with ongoing maintenance to an exhibition layout. The main focus of my modelling time will be the further development of the home-based layout, as well as the multitude of rolling stock weathering/detailing projects on the ever-expanding list! ■

> "The layout is generally operated on the fly, with freight trains made up on the traverser and then sorted in the yard once they arrive."

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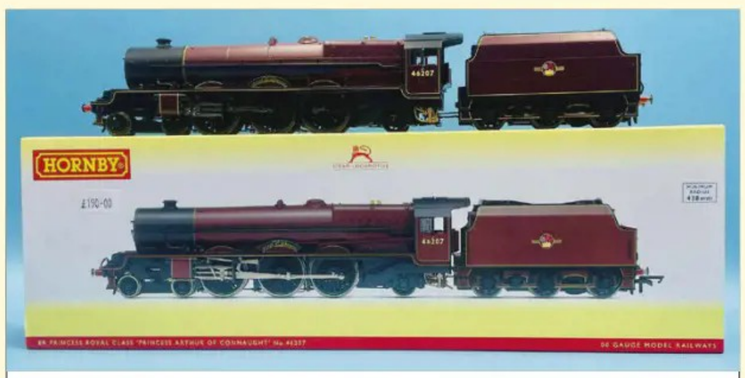

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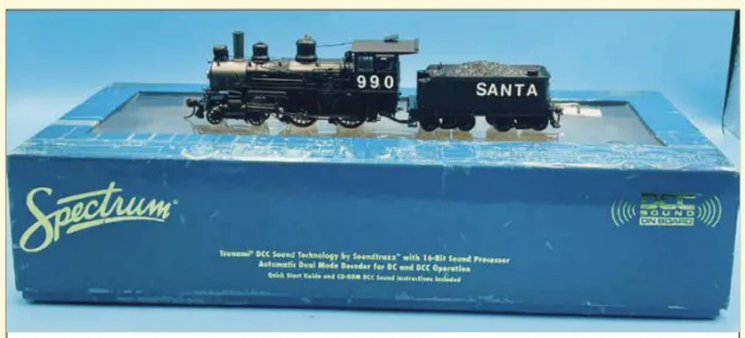

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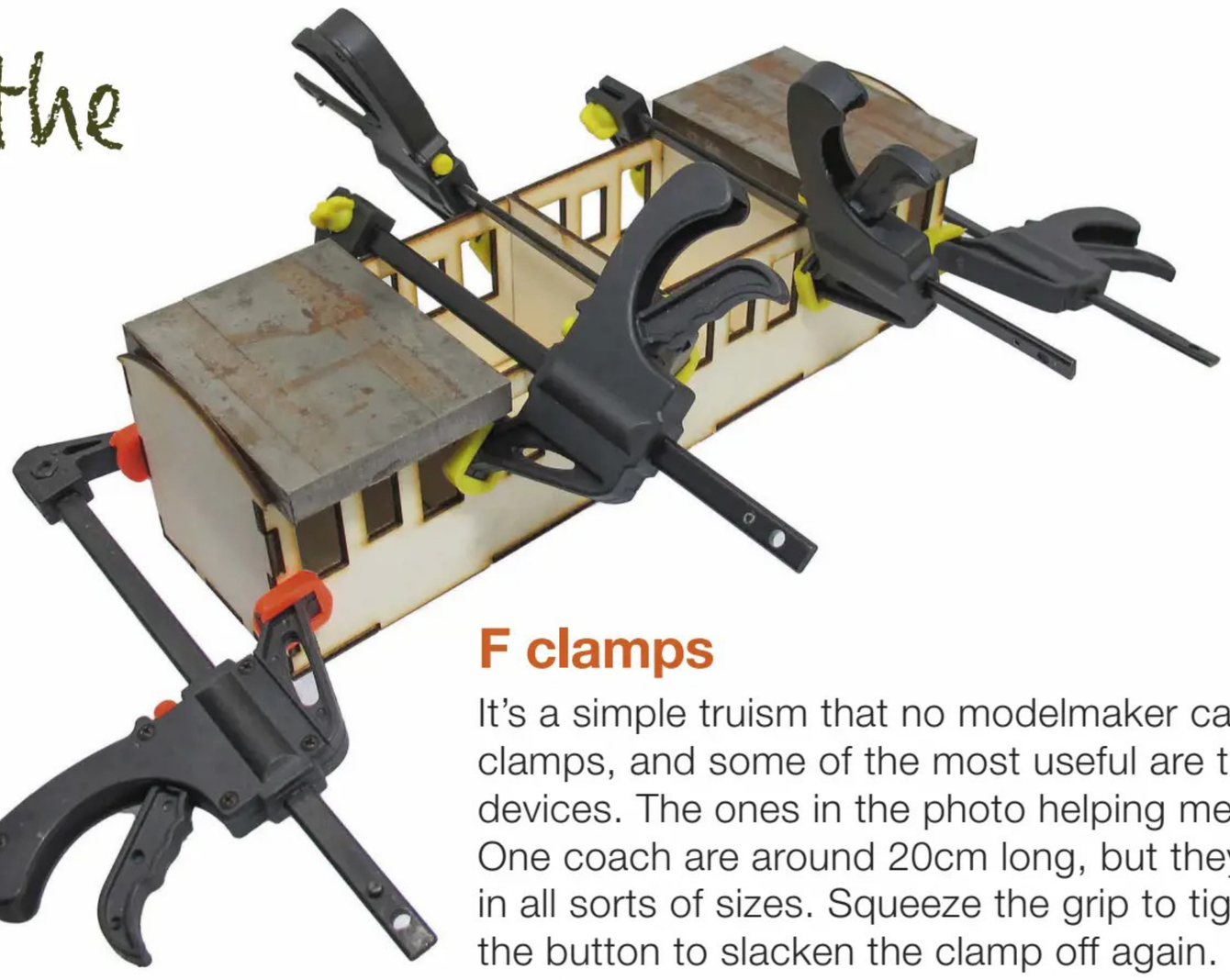
Getting Practical with...

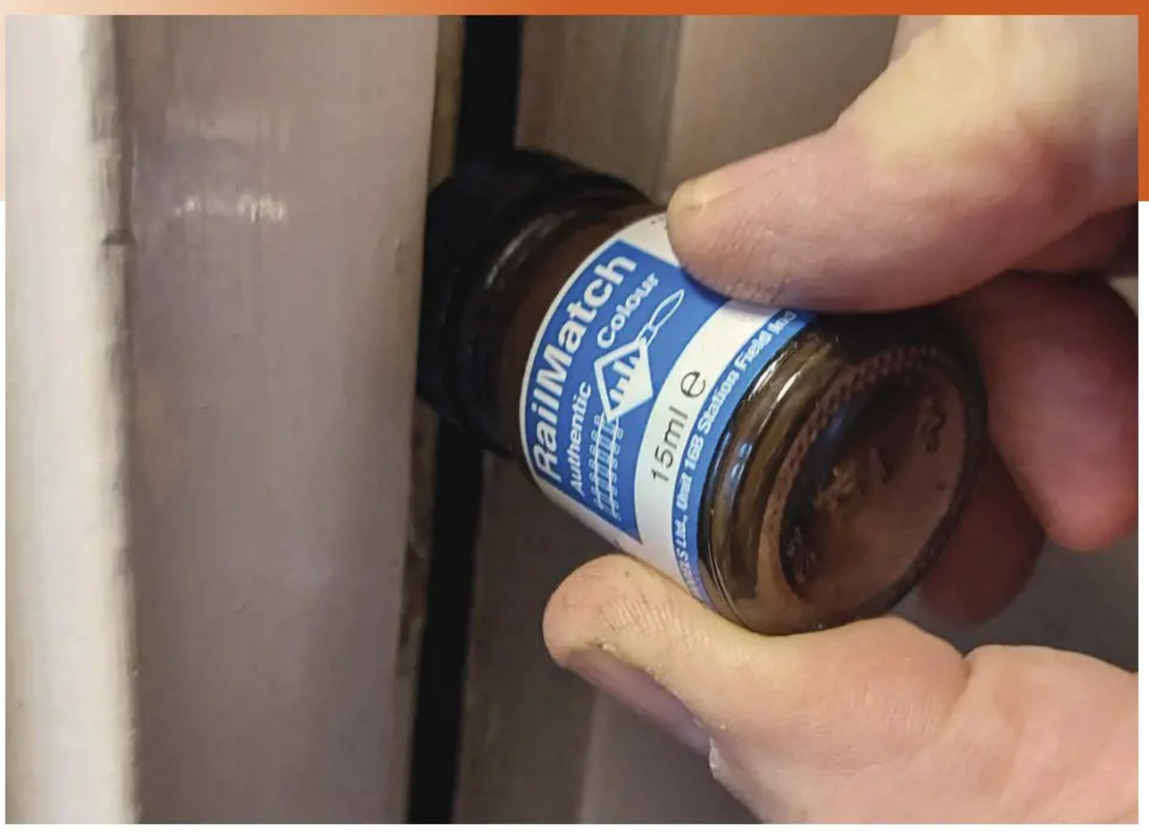
TOOL of the MONTH



F clamps

It's a simple truism that no modelmaker can have too many clamps, and some of the most useful are these ratchet devices. The ones in the photo helping me with a Gauge One coach are around 20cm long, but they can be bought in all sorts of sizes. Squeeze the grip to tighten, and push the button to slacken the clamp off again. Most tool-sellers stock them, but occasionally packs have been known to turn up in the middle aisle of a famous supermarket.

Ask Phil



Help! The screw-top lids on my paints have stuck!

No matter how well I clean the screw threads on glass jars containing certain brands of paint, the lids still seem to stick. Holding them under the hot tap might persuade the lid to expand slightly, but this never seems to work for me. Instead, I resort to sticking the pot in between a door and its frame and gently closing it to get a really good grip on the lid. Then, the glass jar can carefully be twisted. Be gentle – you don't want to break the glass!

New on the workbench

Specialist Aggregates ballast and scenic materials

Gone are the times when you just grabbed a bag of crushed granite from your local model shop and headed back to spread it on your track. As our trains have become more accurate, people are considering both the size and colour of their ballast. Specialist Aggregates (truetoscale.co.uk) can accommodate those needs and has supplied us with sample bags from its range. N gauge grains are 0.1 - 0.35mm in size, and OO, 0.4-0.7mm in six location specific colours. The firm also supplies realistic coal and scenic materials.

Phil Parker

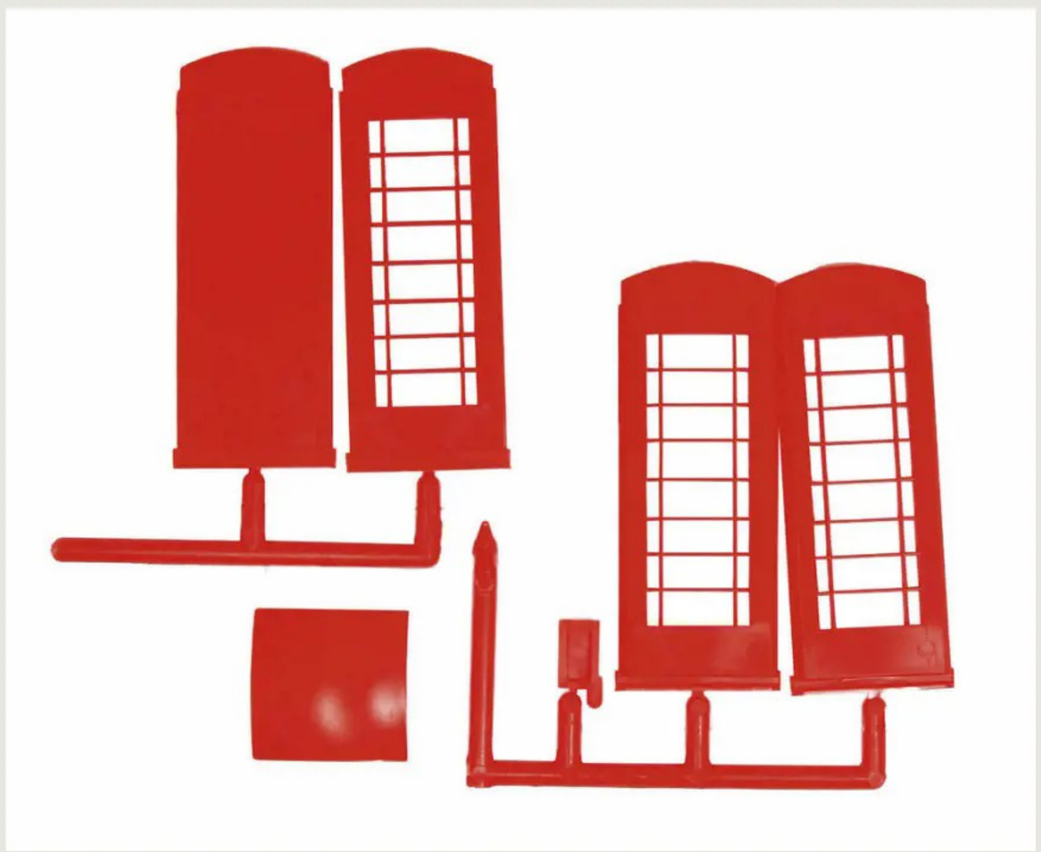
Michael Russell

Darius Aibara

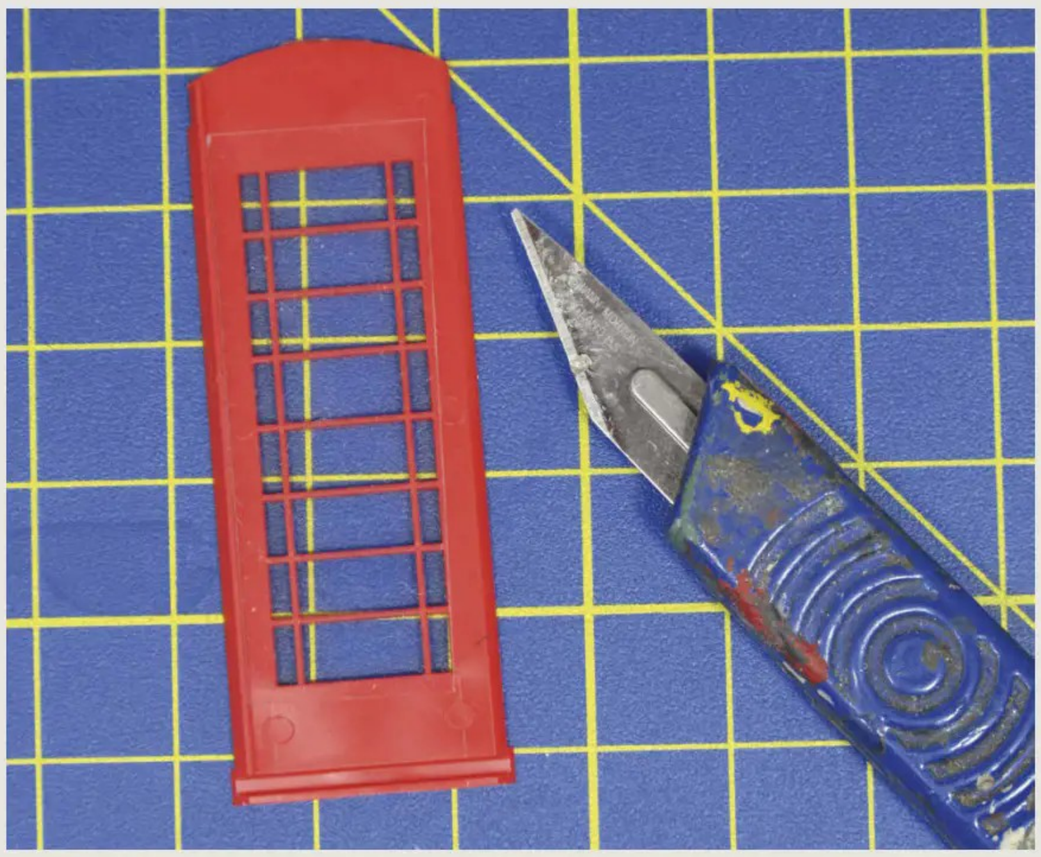
Chris Mead

Build an O gauge telephone box

A red telephone box is the perfect addition to your layout in places where a splash of colour to attract attention will liven things up.



1 Peco's LK-760 plastic kit has commendably fine glazing bars. Moulded in red, you don't have to paint it, but I decided Precision Paints P993 Dull Buffer Beam Red would look better than raw plastic.



2 This is a kit where patience pays off with a better model. Paint the sides and let them dry. Then, cut the glazing to size and fit it using Delux Materials Glue'n'Glaze, and again, let this dry before moving on.

3 A base isn't provided, so I made it from an 18mm square piece of 1mm thick Plastikard, painted a concrete colour. Oddly, the phone on the wall is a 1980s version, but it's painted black, so no one should notice on a steam-era layout.

4 The finishing touch is to cut the "Telephone" signs from the instruction leaflet and fix them in place using PVA. Painting the areas white first avoids the red plastic showing through the thin paper.

Build a 1960s semi-detached house

Darius Aibara

PECO HAS released a series of laser-cut plywood kits of various buildings, including a collection of 1960s-style semi-detached houses. Three kits are available: one for a complete pair of houses; and two low-relief kits for the front or back halves of the complete houses. My mum and dad's first house was like this, and I lived there until the age of two – not that I remember much about it. In this article, I will show how to assemble, paint, and add details to the kits, setting them in a small diorama of a typical 1960s estate.

The Peco 1960s semi kits are simple and fun to build and, with pre-painting of the parts, can turn out to be an attractive addition to a model railway scene. The kits are designed to be used in multiple and are easy to modify to produce subtle differences between each house.

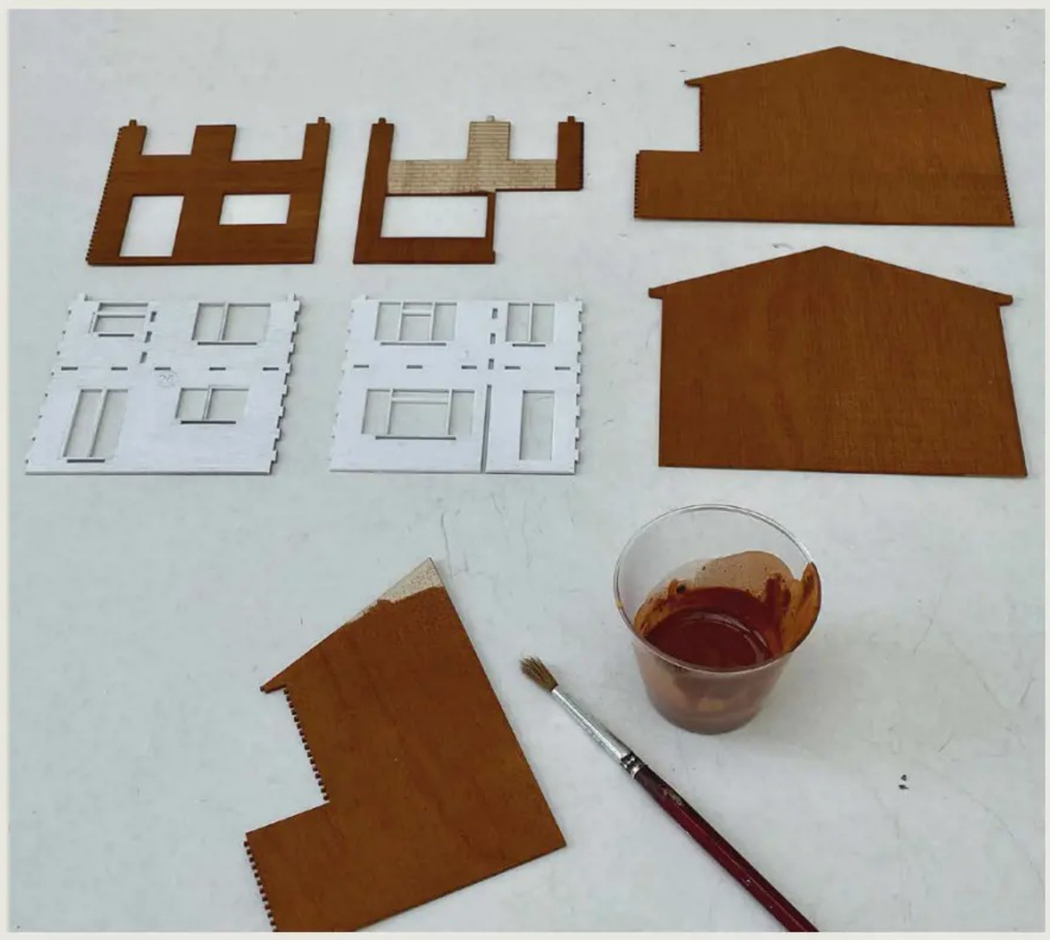
WHAT YOU NEED

Peco

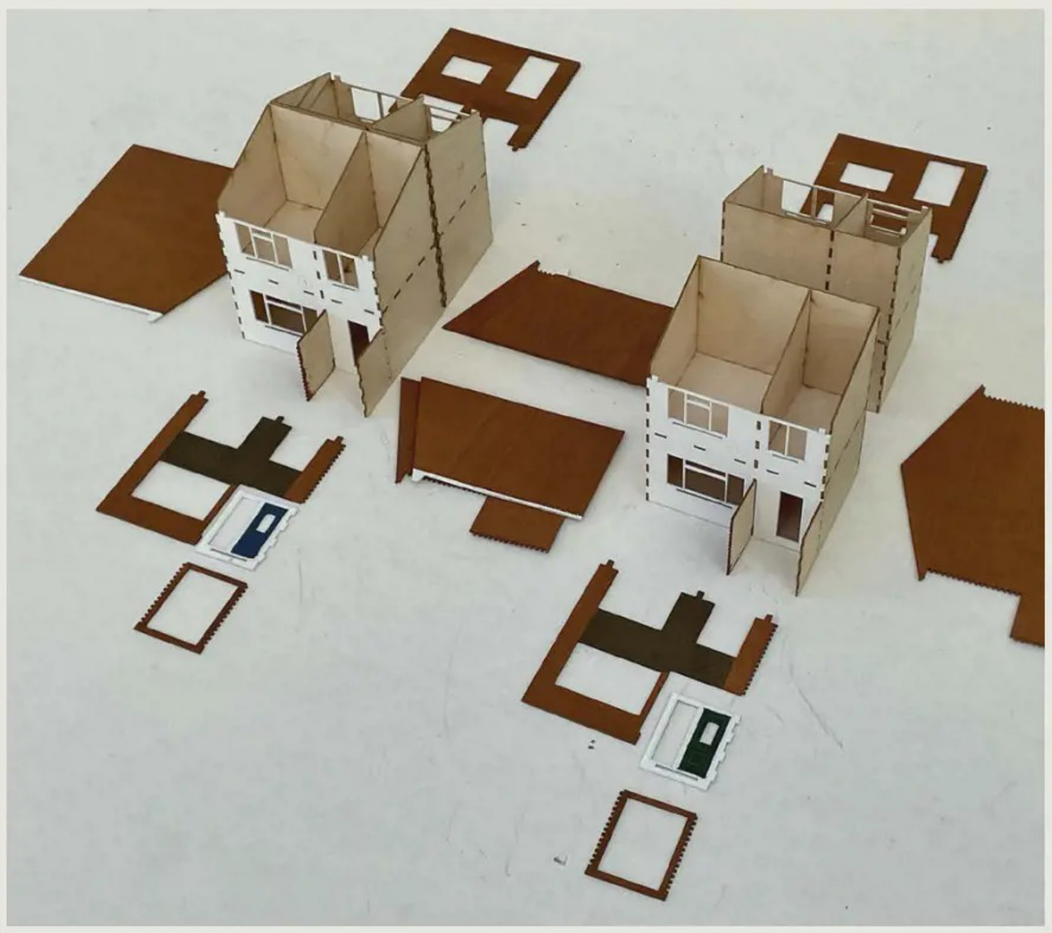
LK-214 OO/HO 1960s Semi-Detached House Complete

Other

Craft knife, fine paint brushes, fine tweezers, Halfords white and grey primer spray paint, assorted colours of enamel paint (or acrylic), superglue, Klear acrylic varnish, PVA adhesive, clear acetate sheet – kit packaging, static grass, assorted shrubbery (eBay), curtains (homemade), 1mm and 2mm thick card stock, thin card, 3D-printed streetlights and bus stop (eBay).



1 The kit instructions show the kit being fully assembled prior to painting; however, I find it easier and neater to pre-paint the parts before assembly. This means painting the brick wall, window frame and roof tile parts. The window frame, sill and eaves' soffit parts were sprayed with white primer. The brick wall parts were painted with a thinned mix of wagon bauxite and yellow enamel paint – thinning the paint helps the wooden part to absorb the paint. Two coats were necessary to get the right colour density.



2 The kit comprises inner wall and floor parts with tabs that locate into the outer wall parts. Fit was excellent and the parts were glued using PVA adhesive. I have a set of applicator bottles from eBay that make the gluing task much easier and neater. Once the core of each building has been assembled, the pre-painted brick wall parts were glued to the outer surface. Care should be taken to ensure that the parts are correctly aligned – I found it easiest to fix the front and rear wall sections first and then work around the building from there.

3 To ensure that all was line and level, I fixed the outer walls with the buildings sitting on a spare wall tile as this has a nice flat and rigid surface. Old clothes pegs were used to hold the two buildings together while the glue cured. The outer wall parts tend to curve once painted, so the pegs also help to clamp them against the core building.

4 With the main wall assembly completed and the glue set completely, I fixed the pre-painted eaves' soffit and windowsill parts. There are no spares for the windowsills, but if one goes missing it is possible to make a replacement from the plywood part frets.

Getting Practical

5 The windows were glazed using the transparent plastic kit packaging. The clear window “panes” were glued to the inside of each window opening using tiny amounts of superglue applied with the end of a toothpick. Once the glue had set, the glazing was brushed with Klear acrylic varnish to remove any scratches and any white “bloom” from the glue.

6 The assembled houses look empty without curtains in the windows, so I found images of real curtains and blinds on the web and printed them at a small size onto regular printer paper. These were cut out and glued behind each window using small dabs of PVA. I selected suitably tasteful 1960s fabric patterns for this purpose.

7 Once the windows were glazed and curtained, the pre-painted roof parts were attached. I used PVA and held the parts in place using masking tape while the glue cured. As with the brick wall parts, the roof parts tended to curve slightly once painted and the tape ensured that everything glued flat.

8 The low relief “front” house kits were painted and assembled in the same way and glued to the sides of the full kit to form a terrace of four houses. To add interest, I staggered each house backwards, as they may have appeared on a typical street or road.

9 The low relief “rear” house kits were re-purposed as front houses by removing the central pillar of the French windows and fabricating new front door parts from Plastikard. The two kits were glued together to form a two-house combination.

10 To display the completed houses, I made a small diorama base by laminating A4-sized 2mm thick card sheets together – two layers were used to ensure stiffness. I scored strips of 2mm card to represent paved footpaths and cut strips of the same card to make the kerbs. Thin card was used to make the road surface – cut into panels to represent a concrete-paved road typical of ‘sixties housing estates. PVA adhesive was used to fix the card parts together.

11 Once the glue had cured, the whole diorama was sprayed with grey primer to seal the card surfaces. The footpaths and kerbs were painted with thinned rail grey enamel, and the areas to be grassed were painted a dark umber colour mixed from wagon bauxite and black enamel. The road and footpath surfaces were given a very thin black wash to highlight the joints and tone down the otherwise clean surface.

Fancy modelling this scene?

For your chance to win all three kits used in this practical build, just answer the following question.

In what decade are these kits based on?
a) 1950s
b) 1970s
c) 1960s
d)1980s

Head to: **www.world-of-railways.co.uk/Competitions** for your chance to win. The competition will close on February 28th, 2025.

12 Static grass was applied as per the usual method, demonstrated on World of Railways. I brushed neat PVA onto the umber-painted surfaces and used a mixture of summer and dead grass fibres. This is a surprisingly quick and effortless process and produces very pleasing results. Once the grass had set, I glued in place various flowering shrubs and plant pots obtained from eBay to break up the uniformity of each front garden.

Building an embankment

Phil Parker

IF THERE'S one area that hasn't been overtaken by ready-to-use models, it's scenery. Yes, you can buy entire plastic layouts from the Continent, but they are posh train sets, and you still need to do quite a bit of modelling. No, the lumpy bits of greenery around our tracks still need the modeller to get their hands dirty – literally, in this case.

While our NG7 layout is small, we still need to add some landscaping along the back edge to give the model character. All the techniques used are applicable to all the modelling scales, so once you have mastered them, and this is very much art, not science - if it looks right, it is right, then you will be all set for any project you take on in the future.

I've opted for the easiest ways to build hills – expanded polystyrene with a shell of plaster-impregnated bandage. Over this, there is a layer of electrostatic grass. Mine is applied with an electric tool, but a £5.00 puffer bottle will work just as well, if a little slower.

Talking of speed, I was caught out by the National Festival of Railway Modelling, and the need for the layout to appear on the World of Railways stand, so things got a little out of order, with grass being put on before the road. Fortunately, I've been able to work around it with a little sneaky touching up in places. In fact, there is a little sneakiness in other spots, too, but as I said, if the scenery looks right to the modeller, it is right. And that's all that matters.

WHAT YOU NEED

Geoscenics
Pothole Road kit

Primo Models
Silver Birch trees

Scalemodelscenery
Fence

Other
Hot wire cutter, scissors, surform, palette knife, old paintbrushes, bits of sponge, vacuum cleaner, static grass tool, puffer bottle, expanded polystyrene, ready-mix wall filler, plaster bandage, several shades of electrostatic grass, lots and lots of PVA glue.

1 The main structural work is carried out using expanded polystyrene. In this case, it's been recovered from old packing materials, but large sheets can be purchased at very little cost from a builders' merchant, where it's sold as insulation. I'm using a hot wire cutter to shape it, but a breadknife will work just as well, although it makes more mess. I then begin to form my embankment with layers of polystyrene that are built up and glued with PVA.

2 The structure is very rough at this stage, I'm just looking to build the basic groundwork outline. Once you are happy with the shape, use weights to hold it in place while the PVA dries. If you don't have any weights, or simply can't persuade the material to stay where you want it, wooden coffee stirrers make ideal temporary "nails". They push into the sheet easily and can either be cut to length later with clippers or pulled out entirely when the glue has set.

3 Smoothing out the landscape is carried out with a woodworking surform, gently rubbed over the polystyrene. It's an incredibly messy job, so keep a vacuum cleaner handy, or you'll be finding the little white balls all over the house for weeks to come!

4 The polystyrene surface is easily dented and will react badly to some glues and paints, so I'm sealing it with a couple of layers of plaster-impregnated bandage. Simply cut a short length, dip it into a tub of water, then smooth it onto the scenery with your fingers and repeat.

5 For smaller lumps and areas where the polystyrene is a bit blocky, some ready-mix DIY store filler is ideal. Push it in place with a wet palette knife and try to keep the top surface as smooth as possible. If you know anyone good at icing cakes, you might want to persuade them to do this step.

6 Time to step back and decide if I'm happy with the shape of the scenery. If time allows, leave it for a couple of days and come back with fresh eyes. Painting the road with grey emulsion and the earth with cheap acrylic helps. Now is the time to make changes to the look if required.

Getting Practical

7 As I mentioned in the introduction, to help the model look presentable for the NEC, a coat of electrostatic grass was applied, even though I'd have preferred to lay the road first. The trick with grass is to mix different fibres to avoid an unrealistic uniform colour. Just dump them in the hopper or bottle and lightly stir; this will produce the desired variety.

8 Back from the show, I move onto the road and parking areas using Geoscenics "Pothole Road" kit. Lay down a coat of PVA and sprinkle the grey powder on top. The result has a little texture, perfect for a 7mm scale model. The aim is to produce a reasonably level surface. But not a perfectly flat one.

9 The road is blended in using a puffer bottle of fibres along the edges. I apply the PVA glue along the edge and then spread it by patting with a sponge. The fibres then layer up on the existing grass and the road surface, hiding the joint.

10 As this is 7mm scale, I want reasonably open hedges, so I'm using pieces of rubberised horsehair, teased out by hand, spread with PVA and then dunked in a pot of coarse scatter material. A little fine scatter is sprinkled on for variety, and the whole lot is glued in place.

11 The fence comes from scalemodelscenery.com, but it doesn't take kindly to being bent so that all the posts are vertical. However, by using lichen covered in scatter material, I can cover up the dodgy bits with bushes and weeds so that no one will notice.

12 Finally, Primo Models trees are excellent, but they don't have much "root" to bed into the layout. I superglue a piece of plastic tube on the bottom and then poke it through the plaster bandage with lashings of PVA to hold it in this and to the polystyrene underneath.

ALL SKILL LEVELS

Weather a 20T mineral wagon in N

Michael Russell

YOU MIGHT be able to justify not weathering your locomotives as they were kept clean in many instances, but not your freight stock, as they never got cleaned and were always filthy. The good news is that, because of this, it is difficult to over-weather the latter. This makes them ideal subjects for the novice, but it also means you can relax a little bit, knowing that you have more leeway.

Having said that, I would argue caution for the smaller scales, N and below, where the weathering needs to be more restrained because colour needs to be adjusted for the smaller size. I would recommend using slightly more muted colours and to leave out some of the finer weathering detail. So, fade/mute the paintwork more than usual and simplify the processes you employ.

The top half of this wagon has a matt finish that is ideal for the application of weathering powder or acrylic paint. The bottom half is made from a more flexible, shiny plastic, so I recommend using enamel paint on that section.

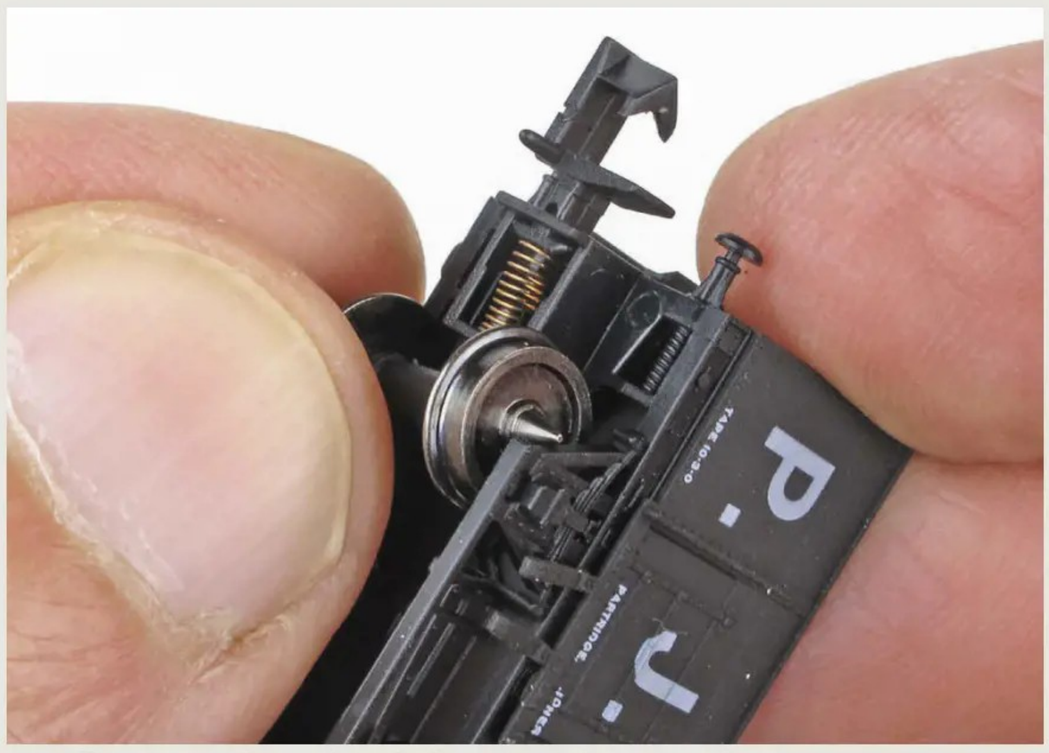
WHAT YOU NEED

Dapol
2F-038-019 PJ&JP 20T N gauge mineral wagon

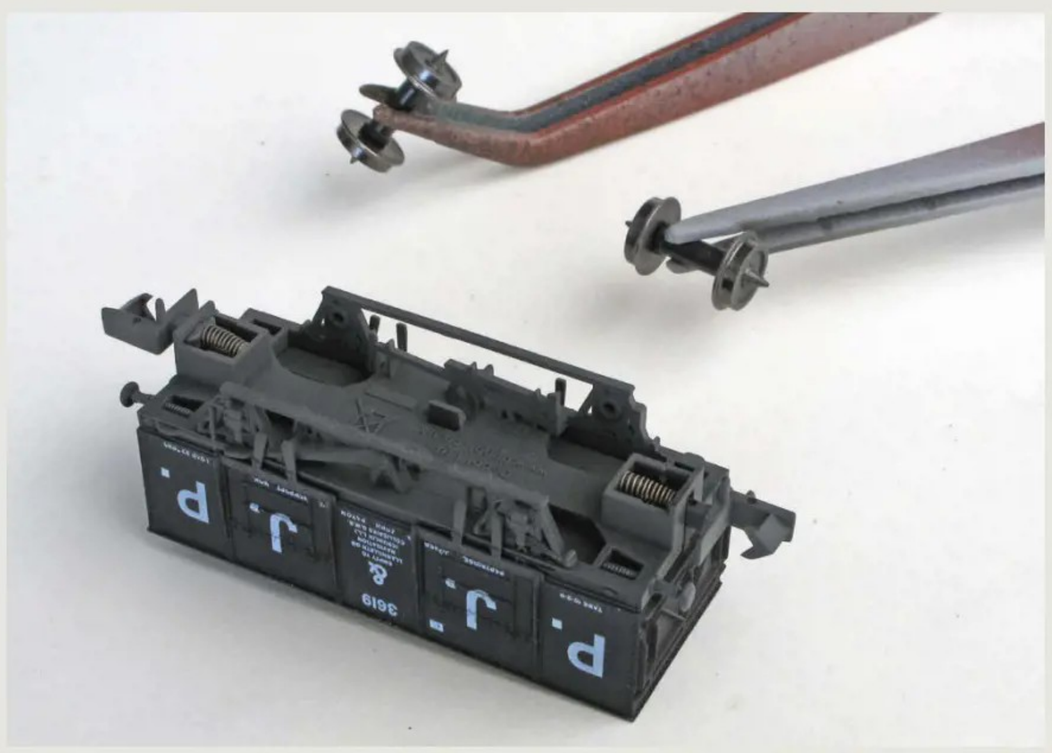
Humbrol
Brown and grey enamel paint, enamel thinners, matt enamel varnish, black and brown weathering powders, Decal Fix

Other
5 thou plastic sheet, superglue, black, white, dark brown, light rust acrylic paint, acrylic thinners, toilet roll insert, small modelling paintbrushes, toothpicks, a small square of cardboard.

Getting Practical



1 Remove the wheels by applying gentle pressure to either side of the axle boxes using your thumbnails. This makes things slightly easier to paint but also stops the wagon taking off whenever you put it down for a moment. It only takes a second.



2 With the wheels now removed, spray the chassis and wheel faces with a dirty brown/grey paint. Mix your own or use a ready-mixed shade if you prefer. Use a small piece of card as a mask to keep the paint from the bodysides.

3 Use a doubled-over piece of toilet roll insert as a handle to hold the model. Grip it using the brake rigging rather than the inside of the body as we want to weather the latter. Handling the area we just painted with enamel risks losing paint.

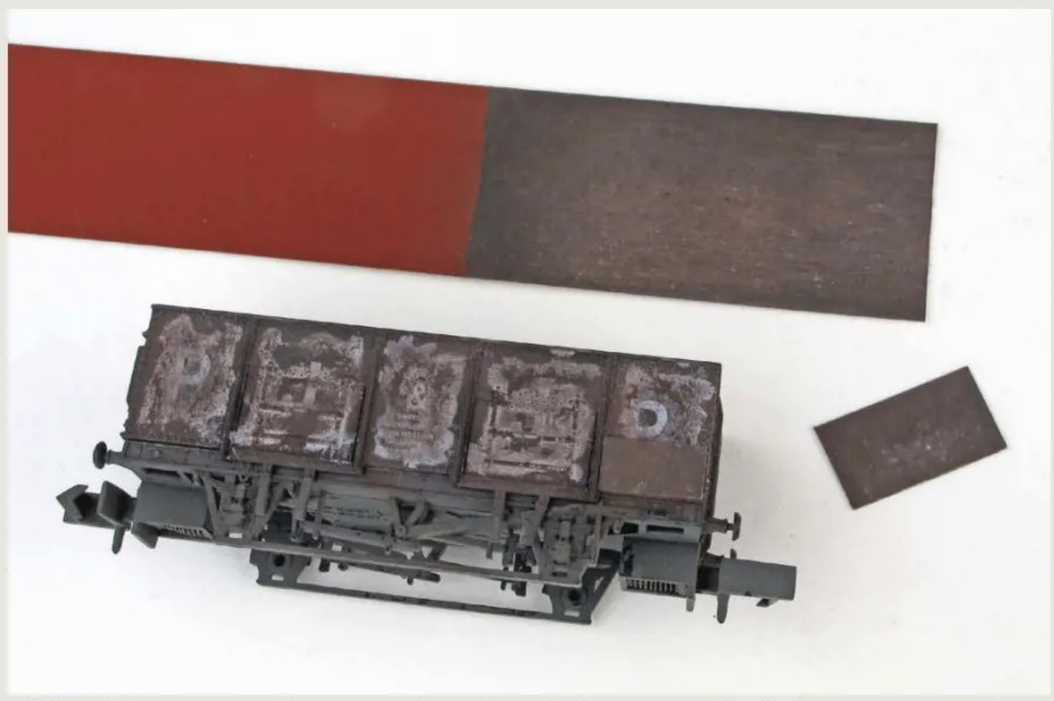
4 In turn, paint each bodyside with matt enamel varnish diluted with 50% thinners. While still wet, dab in dark rust colour weathering powder. Vary the shade of weathering powder to avoid a look that is too uniform.

5 Ensure that you rust the inside of the wagon body, too. While still wet, use a brush and enamel thinners to remove the mix from any lettering that you want to reveal. Once you are happy with the result, leave the wagon to dry.

6 Mix grey acrylic with 50% Decal Fix and apply this to the model with a brush. Concentrate on the middle of the panels and avoid the corners. Wipe the brush dry and then stipple the paintwork to dry it faster and to add a dry-brush effect to areas of rust in a random way.

7 When touch-dry, wet the grey paint areas with water and, after a minute or two, attack the surface with a short-haired brush and blunt tools to remove areas of grey. Add a little acrylic thinner to the water to increase the effect.

8 Wash each panel with a little enamel thinner to reactivate the enamel layer and remove even more of the weathering effect with a brush or blunt tools such as a toothpick.



9 Many bodies received patches on their lower panels. Spray some 5 thou plastic sheet with red primer and leave to dry. Brush with dark brown acrylic and, while still wet, dust with a mix of black and brown weathering powder. Cut to size and stick in place with superglue.

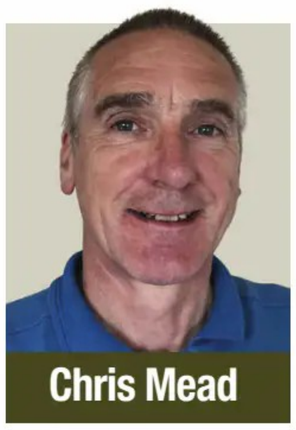
10 Add a small quantity of black acrylic paint to the axle boxes to represent oil. Add a touch of light rust to the brake blocks, the body rivets and wheel faces. These colours should be well diluted with thinners so that they merge and blend in.

CONCLUSION

I have used an airbrush in places, but this is not absolutely necessary. You could use a brush, but thin your paint a little and apply two coats if necessary. Also, exercise caution not to gum up the internal workings of the couplings as these are sensitive and will not work properly with any paint accumulation. They are very difficult to clean after the event, so prevention is better than cure.

Once the enamel paint on the undercarriage has dried, this is quite a speedy process that can easily be completed within a day. So, if you've got a rake of wagons to weather, then this technique will allow you to process them quickly and get realistic results.

What Semaphore?



Chris Mead

SOME THINGS seem to have been around forever and are often synonymous with your first attempt to add more realism to your model railway by building your own, rather than relying on out-of-the-box accessories. Ratio signal kits fall into this category, but they are not the easiest of kits to start with. This can often lead to initial failures and disappointment. Hopefully, the next few pages will help in avoiding the more obvious pitfalls.

WHAT YOU NEED

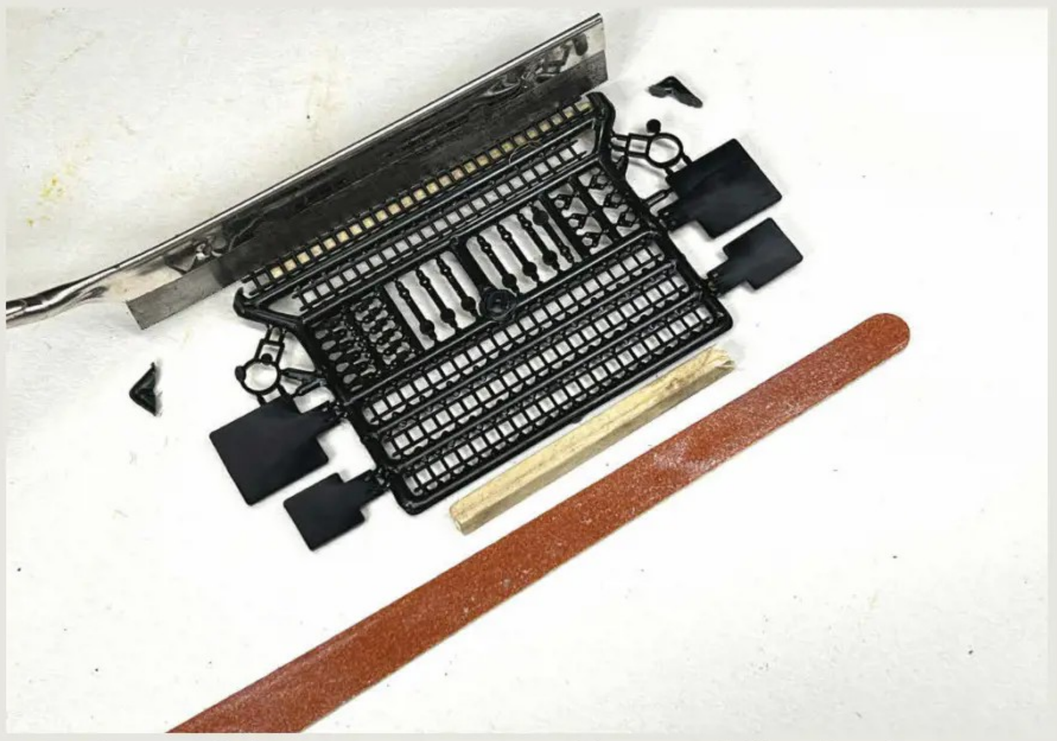
Ratio
No. 466 – GWR Square Post Signals

Other
Modelling knife, steel rule, modeller's hacksaw, nail board, fine drill, small reamer, wire cutters, thin-nosed pliers, 5mm square softwood rod, fine and medium superglue, acrylic paint (white, black, red, yellow, green, dark brown).

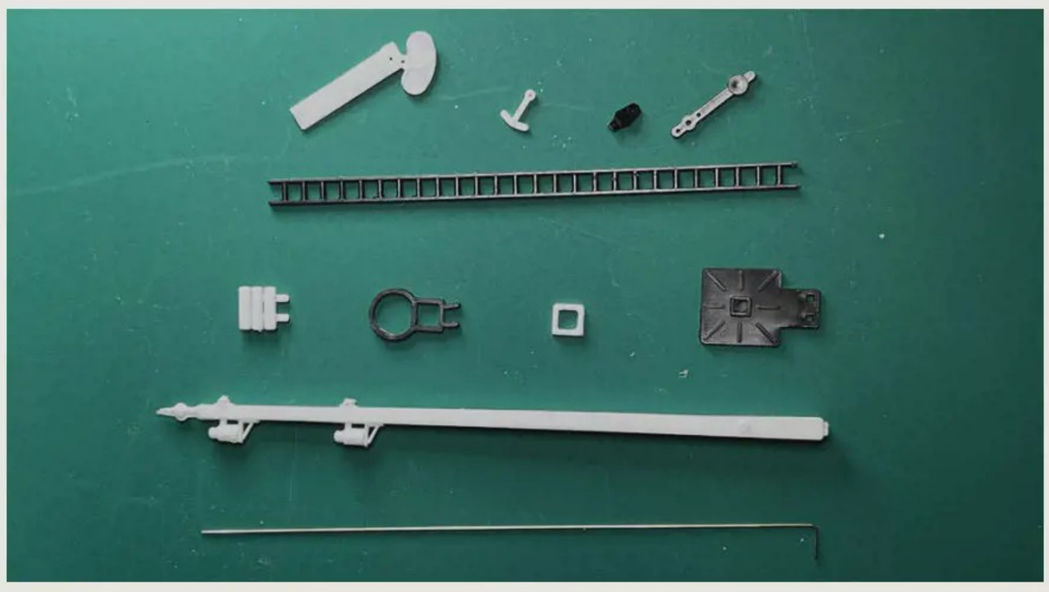
ONLINE HELP

Which different signal configurations you make will be up to you depending on your layout and trackplan, and that is a whole other topic best saved for another time. However, the following links may help in understanding the basic principles and deciding what needs to go where:
www.world-of-railways.co.uk/techniques/a-beginners-guide-to-signalling-with-semaphores/
http://igg.org.uk/rail/3-sigs/sigs-1.htm
signalbox.org/signals/
www.gwr.org.uk/no-semaphoresigs.html
www.modelrailforum.com/threads/ratio-upper-quadrant-help.26996/

1 Ratio produces a wide range of semaphore signal kits. Pack No.466 – GWR Square Post Signals - is representative of what you get and comes with enough parts (as well as some you don't need) to make a range of configurations, plus ground signals. The first and one of the most difficult tasks is to remove the pieces from the sprue in one piece.

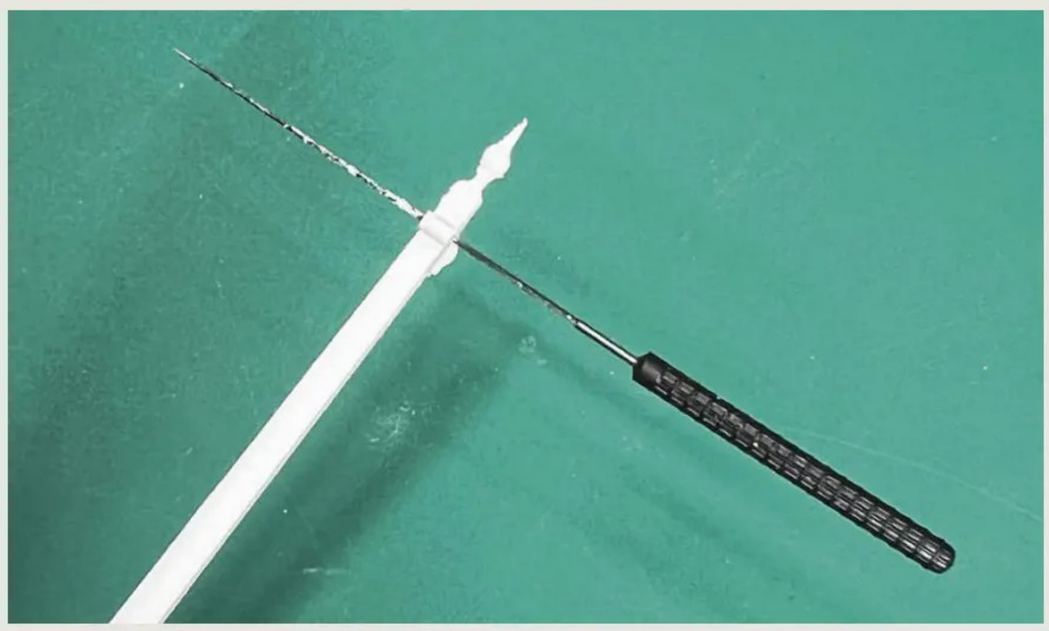


2 I cut off the sprue corners with a modelling hacksaw for a clear path down the sides. A piece of 5mm square soft timber underneath gave support for the hacksaw to remove the ladder. I used a nail board to clean up the sides rather than a metal file, again to reduce the danger of breakage.



3 The same technique was used on the other parts. It may seem a bit long-winded, but you will have more undamaged pieces at the end of it, so it's worth taking a bit more time. If you do notice any breaks before removal, a small spot of thin superglue can often make an unnoticeable repair.

4 A hole needs drilling through the post at the base to take the shaft for the signal lever and counterweight. It does not have to go all the way through if only fitting one signal. If you are fitting two, drill in halfway from both sides so they meet in the middle, as the lever for the second signal is best fitted at the back to avoid fouling on the other wire.



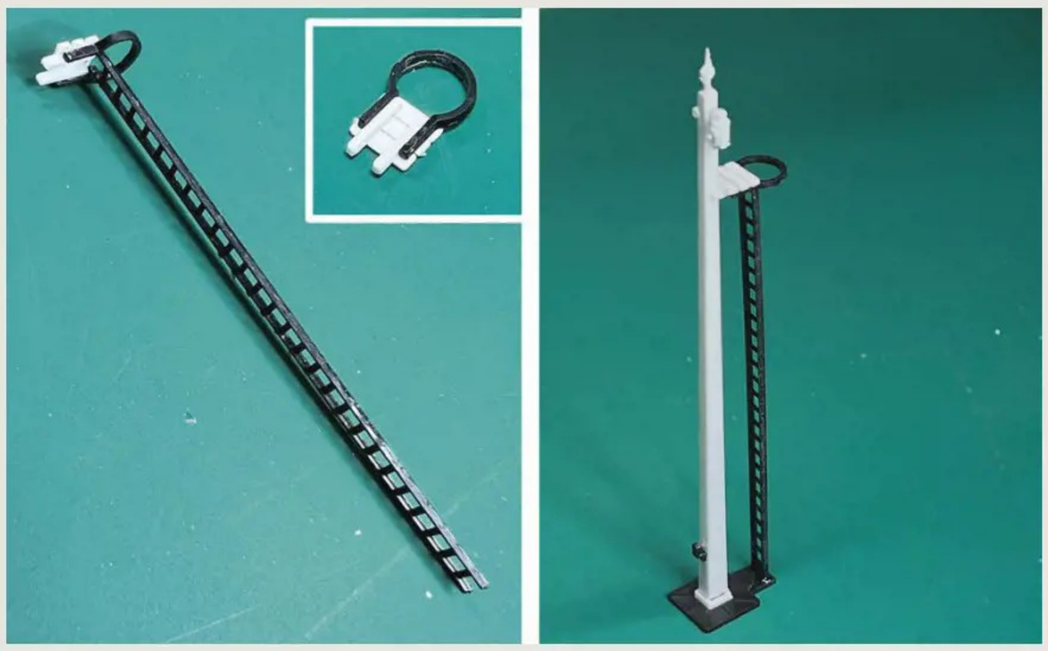
5 For one signal only, I cut off the lower lamp and signal bracket from the post. The remaining bracket eventually takes a piece of wire to which the signal blade will be attached. The hole needs cleaning out with a fine reamer (more delicate/control than a drill) but not so much that the wire is too loose a fit. This also needs to be done for the lever and brackets.

6 The post bottom surround was glued to the base, and then the post on top of that. Ensure it is upright and true - and the lamps are on the correct side of the post! Glue the lever shaft bracket in place using a piece of wire in the drilled-out hole as a guide. Remove the wire once the bracket is secure.

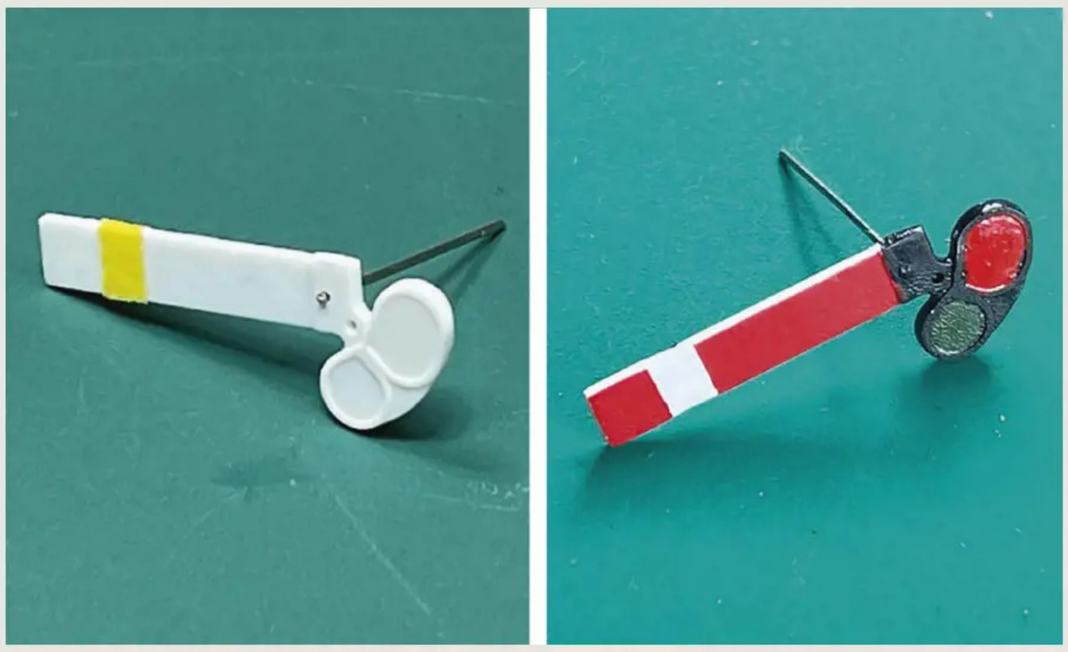
TOP TIP

You may need to file the lug on the bottom of the post to make it fit. Even then, it may not be self-supporting and needs to be held in place until set.

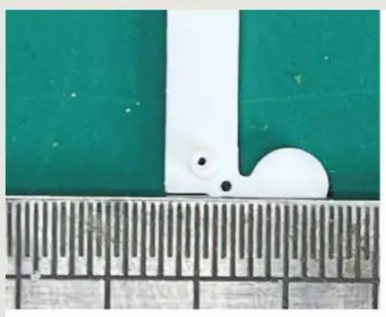
Getting Practical



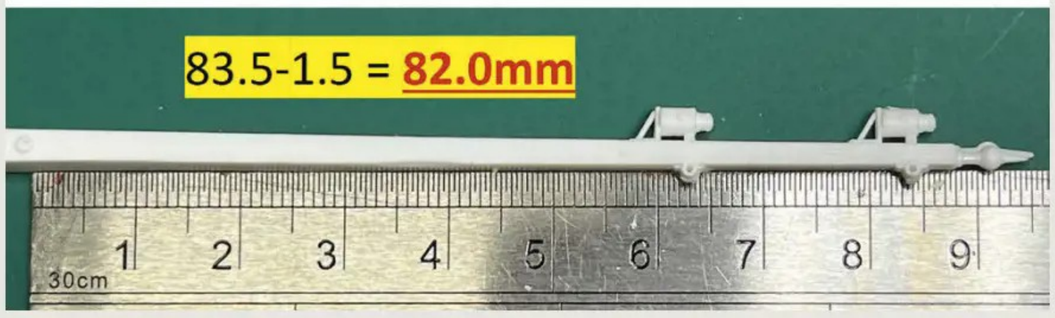
7 I removed the cross-piece for the bracket to make it easier to fit to the platform. The black ladders in the kit are just the right length for the platform on the short post at the correct height, so I glued them to the platform first before fitting to the post at a slight angle. The completed assembly was then painted white with black around the base of the post.



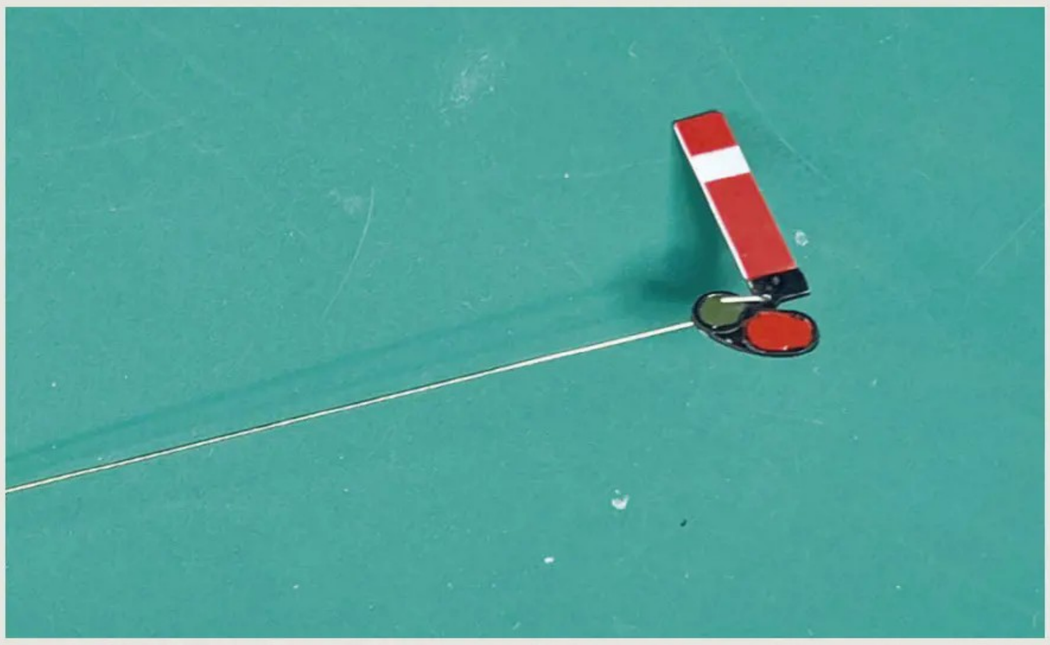
8 I pushed a 10mm piece of wire into the top hole of the blade and secured it with superglue. I used a 2mm strip of masking tape to make the white stripe on the front of the home blade and reversed the process for the black stripe on the rear, and the black V on both sides of the distant. Make sure you press down firmly on the edges of the tape to prevent any bleeding of the paint.



	LOWER	UPPER
TALL POST	78.5mm	99.5mm
SHORT POST	61.5mm	82.0mm
TALL BKT POST	9.5mm	31.5mm
SHORT BKT POST		15.5mm

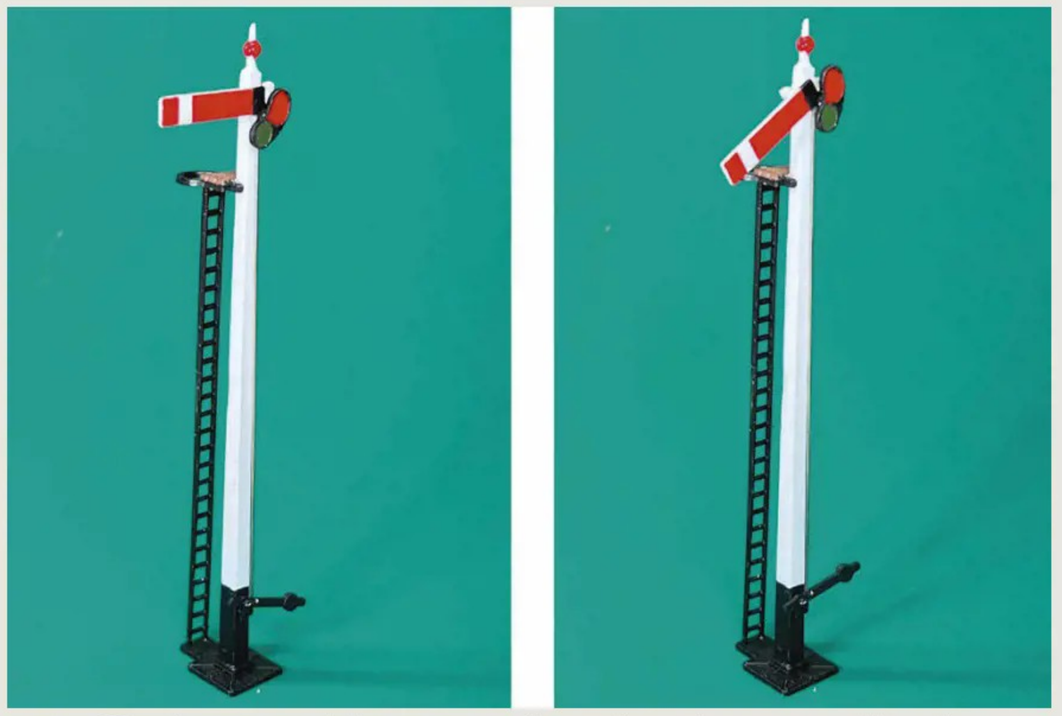


9 The signal blade and lever are connected by wire in the kit. This must be bent at a precise distance for it to work. This is the distance between the holes for the lever and blade shafts on the post, less the vertical distance between the latter and the hole for the connecting wire (1.5mm). Measure this distance using a steel rule. The table gives dimensions for the posts supplied.



10 I used some thin-nosed pliers to put a U-bend at each end of the wire using the steel rule and the measurement table as a guide. The lever and signal blade were then slipped onto it. I left some excess on the ends of the wire to make sure the parts stayed together when fitting them to the post. This also allows a trial fit to check the distances are correct.

11 The blade was fitted to the bracket at the top, and a 10mm length of wire was fed through the counterweight into the hole at the base to the post, then fixed in place with medium superglue. The blade counterweight was fixed in a similar manner, and the excess wire cut away. The counterweight and signal lamp can be painted black if you wish.



12 I removed the excess from the wire connecting the blade and counterweight, but left just enough to ensure they did not fall apart when changing the signal. Finally, a small dab of black paint was applied to make the remaining wire less obvious. A fiddly but rewarding project, which now looks great on the layout.

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TRACTION

ISSUE 293 | MARCH 2025

SOUTH HUMBERSIDE

ALSO INSIDE:

- York to Darlington
- Drewry Industrials
- North from Dundee

SOUTH HUMBERSIDE: JUNE 1992

By John Dedman
and Peter Mantle

On Monday June 8th, 1992, three of us had a three-day trip from the south coast to the South Humberside area. All the movements that I recorded are listed on the attached charts; the information on the trains was given to me by a friendly signalman.

Barnetby was our first call as we knew it would be a busy freight location, and it certainly lived up to its reputation. During the morning, there were regular iron ore and MGR coal trains, carrying imported iron ore and coal from Immingham to Scunthorpe Steelworks and their respective returning empties. There appeared to be two sets of iron ore workings, one set was headed by 60049 and the other by a pair of Class 37/5s; these were 37504 with 37517. MGR trains were hauled by Class 56s with 56102, 56104 and 56106 in use.

Other regular freights passing were oil and steel trains. 60053 was in charge of the Lindsey to Kingsbury tanks, a service which still runs in 2024, although Class 60s have now been replaced on this working by Class 66s. Other tank trains passing through were hauled by 31233, 60028, 47327 and 60039.

Three loaded steel coil trains passed heading west while we were there, the first hauled by 37885 with eight bogie wagons, The next was headed by 20117 and 20169, both locos being fitted with miniature snowploughs. The final steel coil load was hauled by 47270 and was from Grimsby heading for Tinsley. There were a few light engine movements, the most notable was four Class 31s together with 37058 returning to Immingham after weekend work.

37517 and 37504 approach Barnetby with empty iron ore wagons from Scunthorpe steelworks to Immingham. June 8th, 1992. PETER MANTLE

20117 and 20169 are approaching Barnetby station with loaded BYA steel coil wagons. June 8th, 1992. PETER MANTLE

A very work-stained 31282 is leading 31205, 31184, 31276 and 37058 returning to Immingham Depot after weekend duties elsewhere. June 8th, 1992. PETER MANTLE

Railfreight Petroleum Sector-liveried 31233 is travelling west through Barnetby with 6D97 Immingham to Gainsborough tanks on June 8th, 1992. JOHN DEDMAN

Railfreight Metals pairing 37515 and 37503 *British Steel Shelton* head through Barnetby with empty iron ore wagons from Santon yard at Scunthorpe Steelworks going to Immingham for reloading. June 8th, 1992. JOHN DEDMAN

20094 and 20104 are stabled at Frodingham Depot with 37719. June 8th, 1992. JOHN DEDMAN

31233 is working hard as it approaches Barnetby with 6D96 Welton Oil Farm to Immingham crude oil tanks. June 8th, 1992. JOHN DEDMAN

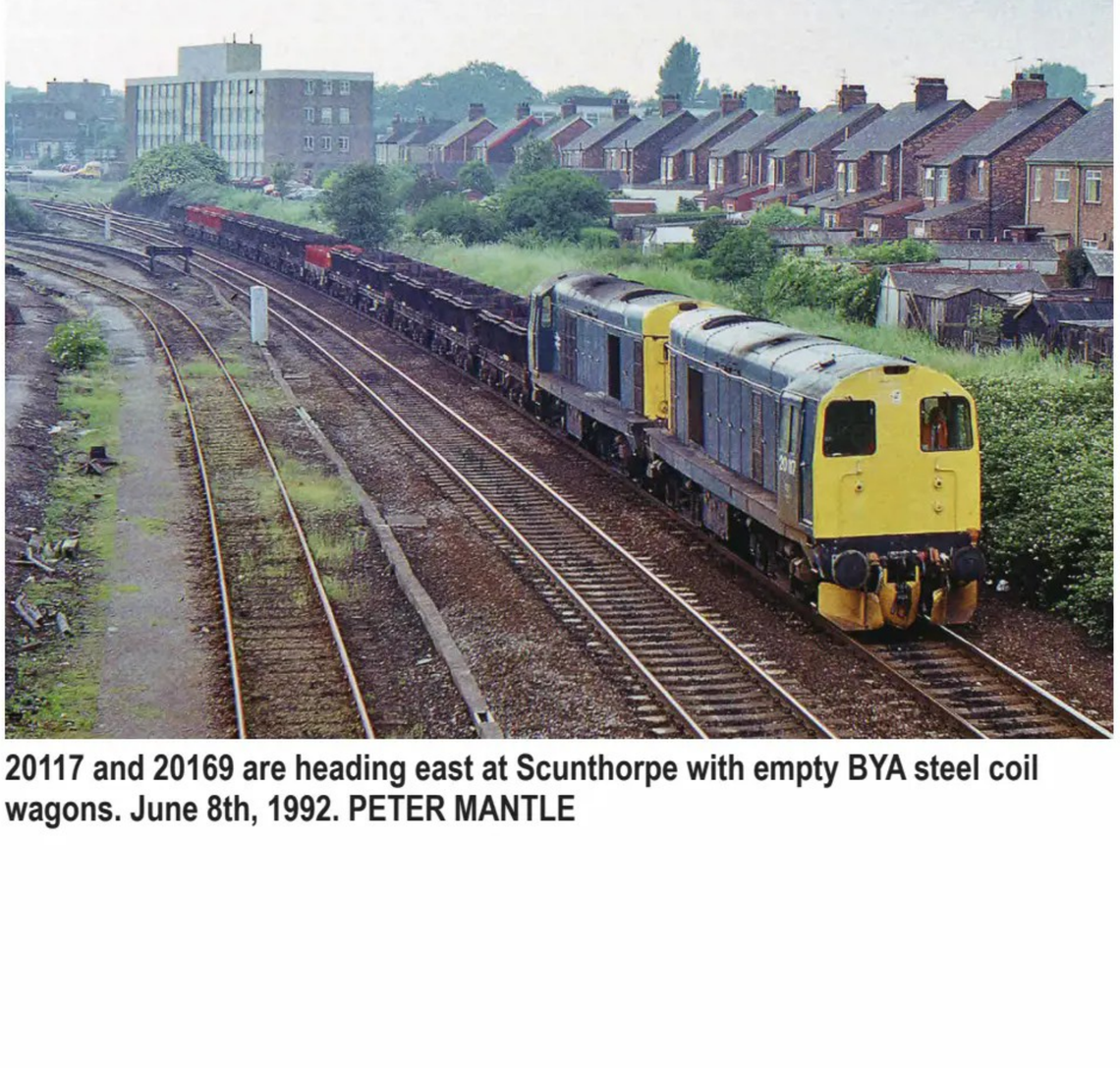
47270 heads west through Barnetby with loaded steel coil wagons. June 8th, 1992. JOHN DEDMAN

In the afternoon, we left Barnetby and made a visit to Frodingham Depot. We did ask for permission to look around but were refused entry and then told discretely to return after 6pm. While there, we did spy 20190 and 37718 stabled with 08632 shunting steel wagons nearby.

We then moved on to Scunthorpe West Yard for a couple of hours and there we saw two empty steel trains heading east, both headed by pairs of Class 20s. The first was 20092 with 20214 and the second 20117 with 20169. These were followed by 60028 with 100t oil tanks. The next train was 37718, heading west with steel loaded on BDA wagons, followed by 37885 with empty BBA steel wagons.

We returned to Frodingham and were given permission to have a look around the depot. There we saw 11 Class 20s, five of which were parked up withdrawn along with fire-damaged 47233. 20190 was parked up on its own rather than paired with another '20', so I asked what it was used for and was told it would be going up the branch some time in the morning. We then finished for the day and headed off to Doncaster for the night.

60049 *Scafell* is arriving at platform 1 at Barnetby with empty PTA tippler wagons from Scunthorpe Steelworks. JOHN DEDMAN



20117 and 20169 are heading east at Scunthorpe with empty BYA steel coil wagons. June 8th, 1992. PETER MANTLE

There is plenty of action for the enthusiasts here, with 56106 passing through with yet another loaded MGR from Immingham, while 37517 and 37504 are held on platform 1 with empty iron ore tipplers. June 8th, 1992. PETER MANTLE

TABLE 1				
BARNETBY: Monday June 8th, 1992				
08:25	60049	W		Iron ore
08:30	31282+31205+31184+31276+37058 Eastbound Light engines			
08:50	60082	E		Light engine
09:05	60053	W	6M57	Lindsey - Kingsbury oil
09:15	56102	E		MGR
09:30	56104	W		MGR
09:32	20169 + 20117	E		Light engine
09:45	60049	E		Iron ore
10:00	37504 + 37517	W		Iron ore
10:10	37885	W		Steel coil
10:20	37686	W		Light engine
10:45	20117 + 20169	W		Steel coil
10:50	56104	E		MGR
10:55	31233	W	6D97	Immingham East Simon Storage-Gainsborough Lea Rd
11:30	60049	W		Iron ore
11:50	37517 + 37504	E		Iron ore
11:55	56106	W		MGR
12:15	60028	W	6G85	Lindsey Oil Refinery - Leeds Hunslet ORT Bitumen term.
13:05	56106	E		MGR
13:10	31233	E	6D96	Welton Oil Farm - Immingham East Jn crude oil
13:15	60049	E		Iron ore
13:25	56104	W		MGR
13:30	47270	W	6G48	Grimsby West Marsh Sid. - Tinsley Yd. import steel coils
13:35	47327	E		Oil
13:38	60039	W		Oil
13:40	60053	E		Light engine
13:55	37517 + 37504	W		Iron ore
FRODINGHAM DEPOT: Monday June 8th, 1992				
15:30	20190, 37718,			
	08632			shunting steel wagons
SCUNTHORPE: Monday June 8th, 1992				
16:20	20092 + 20214	E		Empty Bogie bolsters
16:25	20117 + 20169	E		Empty Steel Coil wagons
16:35	60028	E		Oil
16:44	37718	W		Loaded BDA wagons
16:44	56109			Light engine
17:00	37885	W		Empty BBA Steel coil
18:00	60039	E		Light engine
18:05	56104			Light engine
FRODINGHAM DEPOT: Monday June 8th, 1992				
18:30	08508, 20025/42/43/61, 20176, 47233 all withdrawn			
	20121 20190, 20214 + 20092, 20104 + 20094, 37719			

37885 is passing the yard at Scunthorpe with empty BBA steel carrying wagons. June 8th, 1992. PETER MANTLE

20169 and 20117 are seen at Althorpe with the Scunthorpe T48 trip with loaded BDA wagons and HSA scrap wagons. June 8th, 1992. PETER MANTLE

47286 is seen with 6E52 09:11 Bescot Yard to Scunthorpe at Althorpe. June 9th, 1992. JOHN DEDMAN

Tuesday June 9th, 1992

Tuesday morning we headed back to Frodingham and explored the branch which went to Flixborough but we were told that the 20 would only be working as far as Dragonby Sidings, so we found ourselves a couple of lineside spots and waited and waited and eventually our train arrived but with 20214 instead of 20190. It crawled up the branch with its loaded BDA bolsters and eventually returned bonnet leading with empty wagons. The photos of this working were in Traction 209; see note at the end of this article.

From there we went to Althorpe where we spent the afternoon. Here we saw a good variety of locos and freights. The first was 47286, which appeared with a mixed freight from Bescot with a single HAS scrap wagon, a Tiphook bogie ferry van and a continental 4-wheeled ferry van. 47212 passed with oil tanks for Leeds, and the loco returned light engine a few hours later. 37719, which had been in Frodingham Depot the evening before, had charge of a steel train to Brierley Hill. 20117 and 20169 passed through twice on the Scunthorpe T48 trip with steel wagons. 47286 was on its return trip to Bescot with a single continental 4-wheeled ferry van. Two more oil trains went west, hauled by 60003 and 60049, respectively.

We then moved on to Stainforth to complete our day, where 60003 was on its return working from Leeds back to Immingham with oil tanks.

TABLE 2

FRODINGHAM Tuesday June 9th, 1992				
10:00	20214			Steel wagons to Flixborough branch
ALTHORPE Tuesday June 9th, 1992				
12:20	158854	W		Passenger
12:25	47286	E	6E52	09:11 Bescot - Scunthorpe
12:40	47212	W	6G85	Lindsey Oil Refinery to Leeds Neville Hill/ Hunslet Depot fuel
12:48	141102	E		Passenger
13:40	60039 + 60005	W		Light engines
13:50	37719	W	6M51	Scunthorpe B.S.C. Entrance 'C' to Brierley Hill loaded steel
14:10	60028	E		Light engine
14:35	20117 + 20169	W	T48	Scunthorpe T48 trip, single BYA Steel wagon
15:15	47212	E		Light engine
15:30	47286	W	6M89	15:15 Scunthorpe - Bescot
16:00	60003	W	6D71	13:35 Lindsey Refinery to Leeds Hunslet Oil Term.
16:40	37719	E		Steel
17:15	60039 + 60024	E		Light engine
17:35	31547	W		Saloon
17:45	20169 + 20117	E	T48	Scunthorpe T48 trip, Steel
18:00	60028	W		Oil
STAINFORTH Tuesday June 9th, 1992				
19:25	60003	E		Oil
19:45	37707 + 37058	W		Light engines

31547 in Dutch livery is at Althorpe with a crimson and cream-liveried inspection saloon. June 9th, 1991. PETER MANTLE

60003 *Christopher Wren* runs through Althorpe with 6D71, the 13:35 Lindsey Oil Refinery to Leeds Hunslet Terminal. June 9th, 1992. PETER MANTLE

37719 has just crossed the River Trent on the combined road and rail King George V lifting bridge at Althorpe with 6M51 Scunthorpe to Brierley Hill. June 9th, 1992. PETER MANTLE

56109 is at Barnetby with a MGR loaded with imported coal at Immingham and heading for Scunthorpe Steelworks. Barnetby East signal box is in the background. June 10th, 1992 JOHN DEDMAN

Wednesday June 10th, 1992

The final session for our trip was Wednesday morning at Barnetby, where we started early and caught on film the 06:12 Cleethorpes to Kings Cross HST. Most of the freight trains passing through were similar to what we had seen on Monday. 60049 was still on the iron ore trains but the second set had 37515 and 37503. The MGRs were in the hands of 56081 and 56109. Five oil trains were recorded going west, the first was hauled by 60067 in Coal Sector livery, the next had 37202 and 37144 with a set of 100t bogie tanks, whilst the other three were hauled by 47336, 47197 and 47368, respectively. The final train we saw was 47197, returning with the crude oil tanks from Welton Oil Farm. This was my last visit to this area until I returned in 2013 to get some more photos while the semaphores were still there, although by then, it was all change with the locos.

The author also had an article published in TRACTION 209 February 2013 called 'South Humberside Class 20s in 1992'. Some of the information from that article has been repeated here to make this article complete.

TABLE 3

BARNETBY Wednesday June 10th, 1992

06:40	43038 + 43xxx	W		06:12 Cleethorpes - King's Cross
06:55	37515 + 37503	W		Iron Ore
06:56	60049	E		Iron Ore
07:07	47270	W		Light engine
07:30	56081	E	6G03	Scunthorpe Coal Handling Plant - Immingham Bulk Term.
08:10	31544 + 37354	E		Light engines
08:25	37503 + 37515	E		Iron Ore
09:00	56109	W		MGR
09:15	60049	W		Iron Ore
09:20	60067	W	6M57	08:52 Humber Oil Refinery - Kingsbury Sidings oil tanks
09:30	60095	W		Light engine
10:05	56109	E		MGR
10:10	37503 + 37515	W		Iron Ore
10:25	37202 + 37144	W		Oil
10:30	47336	W		Oil
10:32	60049	E		Iron Ore
10:35	47278 + 37685	W		Light engines
10:45	20121 + 20190	E		Steel
10:50	47270	E	6D53	Tinsley Yard - Lindsey Oil Refinery empty depot fuel with tanks from Tinsley, Holbeck, Knottingley and Doncaster.
10:55	47197	W	6D90	Immingham East Jn - Welton Oil Sidings
11:50	37515 + 37503	E		Iron Ore
11:52	56081	W	7G02	Immingham Bulk Terminal - Scunthorpe Coal Handling Plant MGR.
11:53	47368	W	6G85	Lindsey Oil Refinery - Hunslet East Bitumen Terminal
12:20	20190 + 20121	W		Light engines
12:30	60049	W		Iron Ore
12:40	47197	E	6D96	Welton Oil Farm - Immingham crude oil tanks

47197 in Railfreight Petroleum livery is at Barnetby with 6D96, the Welton Oil Farm to Immingham crude oil tanks June 10th, 1992. JOHN DEDMAN

Railfreight Petroleum-liveried 47336 is passing Barnetby with bogie bitumen tanks. June 10th, 1992. JOHN DEDMAN

56081 is heading back from Scunthorpe through Barnetby with empy HAA wagons to be re-filled once again at Immingham. June 10th, 1992. JOHN DEDMAN

Early morning at Barnetby with the Cleethorpes to Kings Cross HST headed by power car 43038. June 10th, 1992. JOHN DEDMAN

AFTER THE LORD MAYOR'S SHOW

PART TWO

By Andrew James

This article will concentrate on the racing section from York to Darlington and vice-versa in the post-Deltic era on the East Coast Main Line (ECML). As mentioned in previous articles in TRACTION, this arena has always offered plenty of potential for good performance, and diesel loco performance over this route gradually got better as time passed on. For one thing, scheduling became more exacting as steam was phased out and subsequent infrastructure improvements on the ECML saw the line limit rise from 90mph in 1958 to 125mph two decades later. This latter limit only applied to the HSTs, of course, with speeds staying at the 95/90 for the Type 4 fleet.

North of York, loco-haulage persisted long after it had disappeared south of this point, with a solitary Virgin 47 north and southbound working to and from Newcastle lasting until the autumn of 2002, more than a decade after it had ceased south of cathedral city to the 'Cross'.

The only real problem in the post-Deltic era, from the performance perspective, was a real lack of heavy loads except for the overnight sleepers. Unlike the West Coast Main Line, which saw a certain amount of coverage from recorders on such services, this undiluted enthusiasm did not extend to the Eastern Region it would seem, at least north of York, anyhow. Another problem is that the few runs that do survive in the Railway Performance Society archive from this era do not reveal the full potential of the locos concerned and so are not featured here.

The main type in use in this period was the ubiquitous Class 47, although they never quite had a monopoly, being assisted by both varieties of 'Peaks' and the odd Class 37 working on the Yarmouth to Newcastle service.

Before looking at Class 47 performance over this section, a mention about the traction characteristics of these locomotives might be of benefit to readers. Full power is available in the 13-75mph range with the de-rated 2580bhp (brake horsepower) version of this engine. It will be recalled that the original setting of these engines was rated at 2750bhp before the various fatigue problems encountered caused a reduction to this figure.

By the time the power reaches the wheel rims of these locos after the various transmission losses have taken their toll, they are down to 2075rhp (rail horsepower). It will be appreciated from looking at the logs in the tables that both the scheduling and the topography of this route required higher speeds than this to keep time.

Surprising as it may seem, accurate graphs showing the decline in power in the 75+mph range are singularly lacking and assessment is hindered by trying to interpret small-scale diagrams. This is not the only class that suffer from this affliction in railway periodicals! Some estimates by respected analyst Douglas Landau are the best that the author can offer and show a marked decline in power as can be glanced in Table 1. These figures were no doubt derived from the manufacturer's curve.

TABLE 1

Speed (mph)	EDHP	RHP	BHP
75	1765	2075	2580
80	1652	2010	2500
90	1362	1832	2280
101.2	1110	1731	2153

47522 passes Pilmoor with a northbound express on March 6th, 1978. GAVIN MORRISON

However, this is not exactly a cut-and-dried science, and data recorded behind the class by the timing fraternity often reveal a less pronounced 'dip' in the power curve than these figures suggest. As a possible explanation, however, the class might have underwent some modification to the field diversion, weakening system, or been left at the original setting of 2750bhp for longer than was commonly assumed. The quoted 'unloading' point was set at 80mph in their original 2750 setting as opposed to the de-rated 75mph version. In real terms, this could mean that the de-rated version locos featured here would be able to develop more power in the 80-100mph range than the figures suggested in table 1.

Another problem, however, is trying to estimate accurately the power developed from the logs that are available. As explained previously by the author, these are subject to a myriad of variables that can influence the final figure. A couple of numerical examples comparing the manufacturers curve to my estimates will be referred to later.

As remarked earlier, there was a dearth of heavy loco-hauled trains in this era and so we will have to 'break out' of the chronological 'straitjacket' and venture further back in time to 1970. In Run 1 in Table 2, Alan Varley was on hand to time this fine effort behind D1103, which featured a fast start to Skelton Junction and a fine acceleration up the gradually adverse grades to Northallerton. A time of 34 min 37 sec start-to-stop to Darlington would have been regarded as excellent for 1970. The schedule of 40 minutes to the North East town was kept with consummate ease.

Run 2 is behind a slightly less powerful 'Peak'. The Class 46s, it will be recalled, were regulars on these Trans-Pennine services for over two decades. Fortunately, 46033 was a decent specimen and speeds in the mid-nineties were comfortably maintained on the continuation to Darlington. The magic 'ton' was just eluded on the descent to Croft Spa. Anything above 97mph for either variant of 'Peak' was a rarity to be savoured.

Run 3 features 'delectable Duff' 47407. Highlights were the thrice attained maxima of 100mph, which, with a load of nine, was certainly good going. The time to Darlington was also excellent, resulting in an average speed of 84.5mph start-to-stop.

TABLE 2

	Run	1		2		3	
	Date	**28/09/1970**		**23/07/1981**		**11/08/1989**	
	Train	2.00pm Kings Cross-Edinburgh		16.05pm Liverpool Lime St.-Newcastle		7.15pm King's Cross-Newcastle	
	Motive Power	D1103		46033		47407	
	Load	12/397/425		9/308/330		9/305/318	
	Recorder	A.Varley		D.Fox		D.Fox	
M C		m s	mph	m s	mph	m s	mph
0 00	York	0 00		0 00		0 00	
1 53	Skelton Junction	3 07	63	3 38	63	2 28	66
3 00	MP 3			4 52	74	3 39	75
5 40	Beningbrough	6 32	79	6 41	84	5 32	84
9 40	Tollerton	9 32	87.5	9 23	92	8 13	92
11 14	Alne	10 32	89	10 28	94	9 18	94
13 27	Raskelf	11 59	89.5	11 50	95	10 40	94
16 00	Pilmoor	15 27	89	13 32	95	12 20	95
18 00	Sessay	15 08	89	14 47.5	95	13 35	96
22 16	Thirsk	17 49	92.5	17 24	96	16 10	100
26 46	Otterington	20 38	93	20 10	96	18 51	96
30 00	Northallerton	22 56	89/92	22 19	95	21 01	96
33 60	Danby Wiske	25 23	91	24 40	96	23 20	100
37 14	Cowton	27 35	91	26 49	95	25 25	97
38 72	Eryholme	28 45	90	27 55	95	26 30	95
41 40	Croft Spa	30 27	94	29 31	99	28 06	100
44 08	Darlington	34 37	[40]	32 57	[38]	31 19	[36]

EDHP/RHP/BHP/MPH Skelton Junction-Beningbrough (1 in 1680)
Run 1 1800/2074/2579/70.9
Run 2 1768/2098/2676/75.5
Run 3 1732/2035/2531/75.1

The 47 theme is continued in Table 3. The adoption of plus-seven consist in the late-eighties in the Inter-City sector gave these locomotives a much more realistic chance of reaching 100mph up the gradually adverse tendency to Northallerton. In this era, a more liberal interpretation of the locos' 95mph limit prevailed than what is the case today and is reflected in the speeds recorded here.

On April 5th, 1978, 46044 approaches York with a Newcastle to Cardiff service and passes the drinking water treatment plant at Acomb. On the left are wagons in York North Yard. GAVIN MORRISON

45026 accelerates away from the York and rounds the curve at Clifton with a northbound express on June 25th, 1978. GAVIN MORRISON

Run 4 was timed by Martin Tasker and is a good effort to Darlington; a maximum of 102mph at Eryholme being a highlight.

However, run 5, timed by Brian Milner, is the *real tour de force.* The work between Alne and Otterington was exceptional, with a maximum of 105mph attained between Thirsk and the latter. The prediction in table 1 at 101mph is a fraction over 2150bhp. The figure calculated by yours truly between Alne and Pilmoor on this run is 2423bhp at virtually the same speed, showing a less pronounced dip in power than expected. Possibly atmospheric conditions were assisting 47815. Another case for conjecture corner? Interestingly, at below the generator 'unloading point', the figure is virtually up to specification. The effort was eased after Thirsk, but a final time of 30 min 26 sec to Darlington was still excellent.

Run 6 features a heavier load of nine coaches. Naturally, progress was not as rapid, but another very competent piece of work was apparent. Highlights were the attainment of 100mph at Danby Wiske and again at Croft Spa. Again, when comparing the prediction in table 1 if we take the section from Beningbrough to Tollerton, a figure of 2420bhp is calculated at 90mph; this compares with the predicted 2280bhp.

Table 4 features the easier down section from Darlington to York. Rather than repeating the non-stop pattern in the previous tables, the author has included services that included stops at Northallerton and Thirsk. These still offered plenty of scope for enterprising work, as can be seen. Timers on the loco-hauled Trans-Pennine services to Liverpool were the main beneficiaries of this in the last years of loco-haulage.

Run 7 behind 45139 is a typically competent-good effort behind a 'Peak'. By 1983, when this run was recorded, they had largely been replaced by HSTs on the North East to South West services, with only a larger presence left on the Liverpool services. With a load of nine on, 45139 simply 'ate the schedule', although to a professional railwayman, the running south of Thirsk was quite uncalled for. However, to the recorder, it was a demonstrable exercise in prowess. The driver had to 'ease off' by the time Alne was reached, but he still reached York five minutes early. The acceleration from Sessay to Raskelf also reveals a healthy specimen on the power front with the full 2500bhp being developed.

TABLE 3

	Run	4		5		6	
	Date	02/05/1988		1996		19/10/1989	
	Train	15.03 Liverpool Lime St -Newcastle		08.50 Derby-Newcastle		09.10 Weymouth-Newcastle	
	Motive Power	47406		47815		47830	
	Load	7/223/235		7/236/245		9/299/309	
	Recorder	M.Tasker		B.Milner		D.Fox	
M C		m s	mph	m s	mph	m s	mph
0 00	York	0 00		0 00		0 00	
1 53	Skelton Junction			2 32	64	2 24	64
3 00	MP 3	4 50	80	3 41.5	78	3 33	73
5 40	Beningbrough	6 35	91	5 28.5	89	5 24	83
9 40	Tollerton	9 09	99	8 01.5	98	8 12	92
11 14	Alne	10 10	99	9 02.5	100.5	9 17	93.7
13 27	Raskelf	11 30	98	10 19	101.5	10 39	94
16 00	Pilmoor	13 04	98	11 54.5	102	12 21	94
18 00	Sessay	14 17	100	13 04.5	101.5	13 37	94.5
22 16	Thirsk	16 47	100	15 30.5	104/105	16 11	97
26 46	Otterington	19 25	99	18 09	92/90	18 51	95
30 00	Northallerton	21 29	100/1	20 22.5	95	21 01	94
33 60	Danby Wiske	23 43	99	22 42	96/100	23 18	100
37 14	Cowton	25 49	99	24 47.5	96	25 22	98
38 72	Eryholme	26 48	102	25 54.5	96	26 26	97
41 40	Croft Spa	28 24	100	27 33.5	89	28 00	100
44 08	Darlington	32 01		30 26		31 00	

EDHP/RHP/BHP/MPH/ Skelton Junction-Beningbrough (1 in 1680)
Run 4/ NA
Run 5 /1726/2058/2560/78.3
Run 6 /1775/2093/2603/76.8

On the evening of February 17th, 1981, 47442 is about to leave York and head into the night with a Liverpool to Newcastle train. STEPHEN RABONE

By the time runs 8 and 9 were timed, the traction landscape had changed somewhat. The 'Peaks' in 1990 had already become a memory and some ETH (electric train heat) Class 47s had been transferred to the rail freight sector, leading to a shortage of suitable power. Once again, the 'Thunderbirds' came in the form of some chronically 'underpowered' Class 31s.

The first run behind 31469 was something of a 'curate's egg' - a protracted struggle up the bank from Croft Spa with a somewhat retarded acceleration apparent to Cowton and little better after this point. The restart from Northallerton was an improvement and a respectable effort was made to Thirsk. The acceleration from the latter Yorkshire town was better but still below par if the power estimates are taken as gospel. Perhaps 31469 was suffering from field diversion/ weakening problems, but as the loco accelerated, so did its performance, and an excellent 94mph was attained between Milepost 3 and Skelton Junction.

Martin Tasker, by contrast, timed a more normal and consistent effort behind 31463 on a heavier six coach consist and this is reflected in the power estimates. Unfortunately, a signal stop after Danby Wiske prevented any hope of keeping time to Northallerton. A further hindrance to Thirsk was a temporary speed restriction, although up to this point, the work was competent. The restart finally gave 31463 a real chance to show its mettle and a twice attained maxima of 87mph was very respectable for a Class 31 on six on the slight down gradient to York.

Despite the earlier comment about the Class 31s been 'underpowered', if the schedule for the earlier 'Peak' run is used as a yardstick for scheduling, run 9 at any rate was barely adrift in terms of strict timekeeping after allowances are made for the signal and temporary speed restriction encountered en route.

Once again, I'm indebted to the Railway Performance Society for allowing me to utilise its online database/ archive. I would also like to thank David Lloyd-Roberts for his comments and suggestions regarding this article.

TABLE 4

	Run	7		8		9	
	Date	21/07/1983		04/08/1990		20/05/1990	
	Train	07.05 Newcastle-Liverpool Lime St.		16.23 Newcastle-Liverpool Lime St.		09.00 Newcastle-Liverpool Lime St.	
	Motive Power	45139		31469		31463	
	Load	9//294/310		5/158/170		6/193/206	
	Recorder	D.Fox		B.Milner		M.Tasker	
M C		m s	mph	m s	mph	m s	mph
44 08	Darlington	0 00		0 00	dept 12L	0 00	
41 40	Croft Spa	3 30	67	3 53	58	3 45	63
38 72	Eryholme	5 34	77	6 35	58	6 03	72
37 14	Cowton	6 51	86	8 17	64	7 30	76
33 60	Danby Wiske	9 05	96	11 21	72/76	10 02	84
						signal stop	
30 00	Northallerton	11 47	[13]	15 17		18 47	
30 00		0 00		0 00		0 00	
26 46	Otterington	4 38	67	4 17.5	58/72	4 35	61/69
22 16	Thirsk	9 25	[10]	10 21		10 38	tsr
22 16		0 00		0 00		0 00	
18 00	Sessay	4 33	78	5 04	73	5 21	68
16 00	Pilmoor	6 01	87	6 38	80	6 59	77.5
13 27	Raskelf	7 46	93/96	8 32.5	86	8 57	84.5
11 14	Alne	9 08	96	10 00.5	89	10 27.5	86
9 40	Tollerton	10 11	95/97	11 08	90	11 37.5	86/87
5 40	Beningbrough	12 40	94	13 46.5	91.5	14 23	86
3 00	MP 3	14 11	94	15 23.5	92.5/94	16 07	87
1 53	Skelton Junction	15 22	68	16 18	75/signal		
0 00	York	17 58	[23]	22 00	stop	18 41	

EDHP/RHP/BHP/MPH/ Sessay to Raskelf (-1 in 986)
Run 7/ 1517/2001/2500/87
Run 8 /662/972/1221/80.5
Run 9 /837/1121/1408/77.7

DREWRY INDUSTRIALS

By David Ratcliffe

The Drewry Car Co. first began building vehicles at Herne Hill in 1906, before production was then moved to Small Heath, Birmingham. Thereafter, Drewry became a sales organisation, with its railway locomotives being built under contract by other manufacturers, including Robert Stephenson & Hawthorns Ltd. and the Vulcan Foundry Ltd.

Drewry locomotives proved very popular being sold to numerous industrial customers, while British Railways purchased some 142 of their 204bhp 0-6-0 diesel mechanical (DM) design, many of which would later also find their way into industrial service.

E.E. Baguley Ltd. of Burton-on-Trent also received several locomotive building contracts from Drewry, and in 1964 they purchased a controlling interest in the company, which was followed in 1967 by the formation of Baguley-Drewry Ltd. to continue the production of industrial locomotives and railcars.

All photos are from the author's collection.

The Derwent Valley Light Railway, which operated a private line from York to Cliff Common via Dunnington, owned two former Class 04s, which they had purchased from BR in 1968/'69. D2298, works number DC2679/RSH8157, was one of the Drewry 0-6-0DM locomotives built by Robert Stephenson & Hawthorns Ltd. in 1960 with 3ft 7in diameter wheels. Withdrawn at Gateshead in 1968, D2298 then moved to York, where it became DVR 1 and was repainted in LNER green livery. Named *Lord Wenlock*, after the first chairman of the DVLR, the former Class 04 is pictured at York Layerthorpe freight depot in April 1978. A decline in traffic saw the private line close in 1981, and in October 1982, *Lord Wenlock* was moved to the Buckinghamshire Railway Society at Quainton.

The most recognisable of the Drewry locomotives were the 204bhp 0-6-0 diesel-mechanicals sold to BR between 1952 and 1961, later to become known as the Class 04s. Powered by a Gardner 8L3 engine, they weighed 29 tons with the early examples, built at the Vulcan Foundry in Newton-le-Willows, having 3ft 3in diameter wheels. These included 11103, later renumbered D2203, works number DC2400/VF D145 built 1952, which, after withdrawal by BR in 1967, was sold to the Hemel Hempstead Lightweight Concrete Co. Ltd. Repainted and lettered 'Hemelite' it is seen at the company's Cupid Green works shunting 16t mineral wagons, which had arrived loaded with power station ash, on July 18th, 1975. The HHLCCo. ceased to use rail in 1982 and the locomotive was then preserved on the Yorkshire Dales Railway.

Over two dozen 153bhp 0-4-0DM locomotives were supplied to the War Department by Drewry between 1941 and 1945, including Army 222 (previously numbered WD 72220 and Army 829), which is seen at Shepherdswell on the East Kent Light Rly. in September 1996. Built in 1945 to works number DC2175/VF5256, this locomotive had initially been based at the Proof & Experimental Establishment, Shoeburyness, but in common with many of the Army's Drewry 0-4-0DMs, it was fitted with a more powerful Gardner 6L3B 195bhp engine in the 1950s and would subsequently see service at the Royal Naval Armament Depot, Bedenham. Withdrawn in 1990, Army 222 was then sold to J. Wells of Eastleigh before being acquired by the East Kent Light Railway in 1992.

The final two locomotives to be purchased by Rea Bulk Handling were a pair of 32-ton 0-4-0 diesel mechanicals ordered new from the Drewry Car Co. in 1963. Built under contract by E.E. Baguley Ltd. with 3ft 6in diameter wheels and powered by a 195bhp six-cylinder Gardiner 6L3B engine, the first of the pair, works number Bg/DC2724 named *Kathleen Nicholls*, is seen at Bidston Dock in September 1979. Stabled behind *Kathleen Nicholls*, and also painted in the company's later attractive blue livery, were two more of Rea's Drewry 153bhp Drewry 0-6-0DMs; *Wabana*, works number DC2500/RSH7814 and *WM Salthouse*, works number DC2590/RSH7923, these having been built new by Robert Stephenson & Hawthorns in 1953 and 1959 respectively.

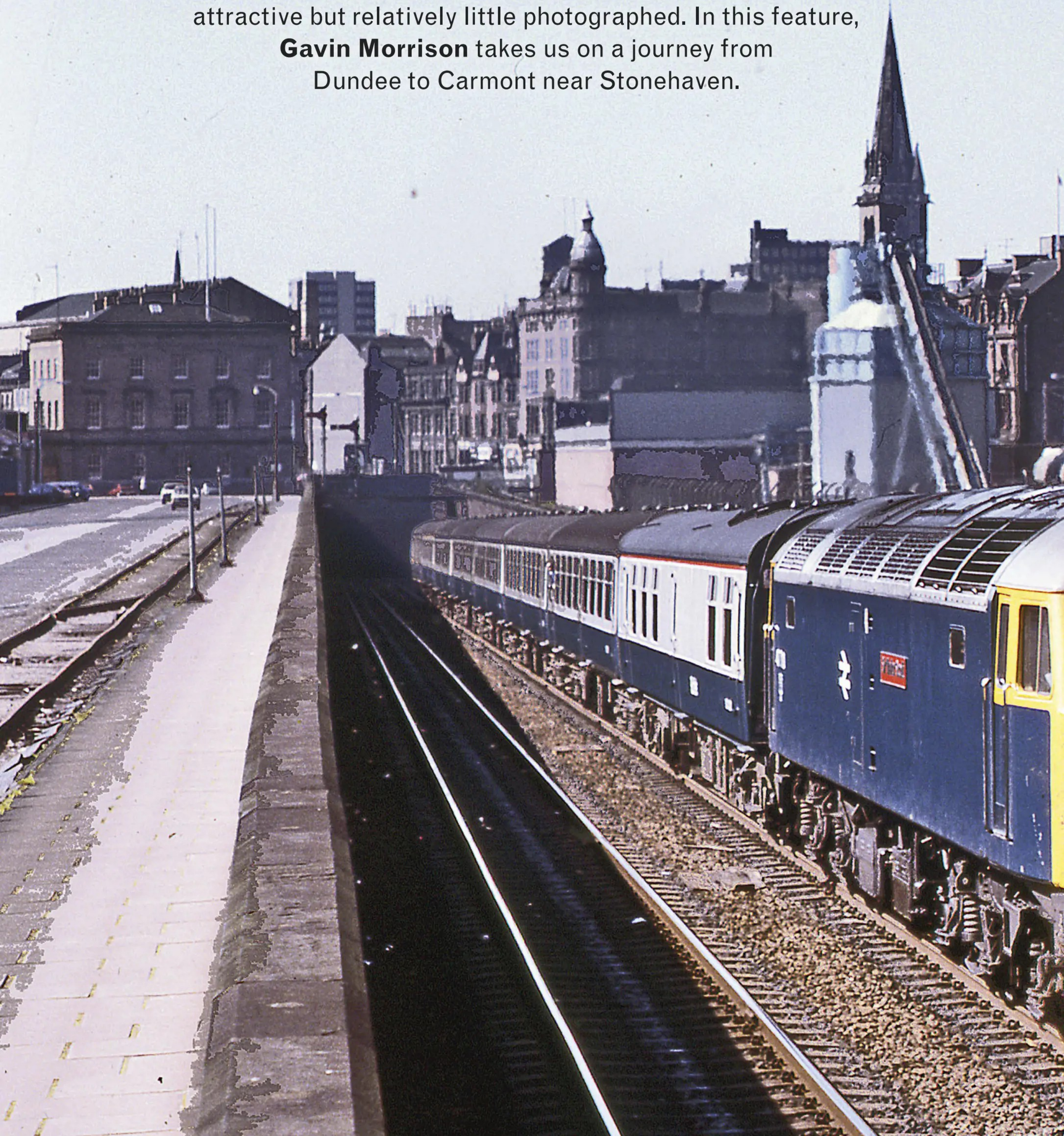
Also purchased from William Cory & Son Ltd. by Rea was *Pegasus*, works number DC2270/VF D99, a 150bhp 0-4-0DM built in 1949, which arrived at Birkenhead in 1962 and is pictured at Bidston Dock, Birkenhead, in March 1970. Up to 10 trains a day of imported iron ore would be loaded at Bidston, to be handed over to BR for onward delivery to the John Summers' steelworks at Shotton, and *Pegasus* was one of three locomotives in the Rea fleet to be fitted with Goodyear rubber blocks in place of conventional buffers at their bonnet end so as to lessen the noise nuisance when shunting at night. *Pegasus* would be withdrawn in 1981 when Rea Bulk Handling wound up its railway operations.

Until the 1960s, William Cory & Son Ltd. operated a small fleet of 153bhp Drewry 0-4-0DM locomotives at Rochester Coal Depot and Erith and Gallions wharves on the River Thames, but in 1969, they sold *Teucer*, works number DC2567/VF D294, which had been based at Gallions Wharf, to Rea Bulk Handling Ltd. of Birkenhead. Built in 1955 with 3ft 3in diameter wheels, a 5ft 9in wheelbase and weighing 23 tons, *Teucer* was later resold to Butterley Engineering Ltd. of Ripley, Derbyshire, where it was recorded in June 1983.

Although similar to a BR Class 04, the pair of Drewry 0-6-0DMs built at Robert Stephenson & Hawthorns Forth Bank Works, Newcastle, during 1956 for the CEGB's Willington Power Station, near Burton-on-Trent, weighed over 31 tons and had 3ft 6in diameter wheels. Willington No.2, works number DC2574/RSH7860, with Willington No.1, works number DC2573/RSN7859, beyond are seen at the power station in February 1988.

NORTH FROM DUNDEE

The line north from Dundee towards Aberdeen is scenically attractive but relatively little photographed. In this feature, **Gavin Morrison** takes us on a journey from Dundee to Carmont near Stonehaven.



47710 *Sir Walter Scott* leaves the north end of the tunnel at Dundee with the 11:00 Edinburgh to Aberdeen on April 18th, 1981. Over to the left is Victoria Docks, while the Blue Circle cement depot can be seen on the right.

37416 heads a Mossend Yard to Aberdeen Guild Street Speedlink freight service near Carmont signal box on March 7th, 1990.

47702 *Saint Cuthbert* approaches Arbroath with the 07:05 Aberdeen to Glasgow Queen Street on June 24th, 1989. In later years, it would transfer to Network South East, receiving the name *County of Suffolk.*

On June 22nd, 1989, 47595 leaves Arbroath with the 07.07 Plymouth to Aberdeen 'Devon Scot'. The Class 120 DMU in the siding has arrived at Arbroath from Dundee and is waiting to form a return working.

47274 crosses the Lunan Water Viaduct near Inverkeilor with the 17:00 Edinburgh to Aberdeen on April 18th, 1981.

Get in touch

Don't forget, if you have an idea for an article, why not get in touch by emailing the Editor at steverabone@hotmail.com and you could feature in TRACTION.

On April 18th, 1981, Scottish Steam Railtours Group 'The Strathdon Express' was taken north from Edinburgh to Aberdeen by A4 60009 *Union of South Africa*. The locomotive failed with a big end fault between Stonehaven and Aberdeen and had to be rescued by a Class 47. For the return journey, the A4 was replaced by 40160, which is seen crossing the bridge at Carmont. This is the location of the fatal railway accident in August 2020, when an HST hit a landslide and derailed.

A Virgin Trains East Coast HST, with 43117 leading, arrives at Dundee station on April 17th, 2016, with the 13:47 Aberdeen to London Kings Cross. The restricted space at Dundee station is obvious in this view.

A Class 120 DMU has arrived at Arbroath with a terminating service and has crossed over to the southbound line before its return working. Power car No. 53733 is leading. The magnificent Arbroath North signal box provides the backdrop. The date is June 22nd, 1989.

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The Walrus has just arrived, towed by an RAF Vosper Launch, from the middle of the English Channel to the safety of Shoreham Harbour. The 'Erks' give it the attention it deserves.

SHAGBATS

This military layout, full of creative cameos and inspired by the builder's past service career, tells the story of 277 Squadron Walrus returning to base after a daring rescue across the English Channel.

Words: Mark Bamford **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Shagbats
SCALE/GAUGE: 7mm:1ft/32.5mm/O
SIZE: 6.2ft x 2ft
ERA: 1943
REGION: Southern industrial
LAYOUT TYPE: End-to-end

TOP RIGHT: The Steam Crane helps to unload a replacement Pegasus engine for the Walrus under repair in the adjacent hangar. The engine packing case will make a warm hut for the fitters to have a brew up later.

MIDDLE RIGHT: The hangar, with a lot of work to do to bring this Walrus into service again. The Kerr Stewart 0-6-0 arrives with another stores trip working. Rather big for this layout but a smashing model, I couldn't bear to weather it!

BOTTOM: The armourers remove the Lewis guns from the Walrus. They didn't usually fly armed, but the crew included Flying Officer Chamberlain, the Squadron Gunnery leader, and he insisted on the guns being fitted!

I think it might be best to deal with the name of the layout from the outset, otherwise, you might not think this article is for you! 'Shagbats' is named after the aircraft that forms the centrepiece of the layout, essentially a diorama with trains moving into and off scene. The aircraft is a Supermarine Walrus amphibian used by the RAF for air-sea rescue operations during WW2. However, the Walrus actually entered service with the Royal Navy during the 1930s, equipping the cruiser and battleship fleet with a catapult-launched 'eye in the sky'. They affectionately nicknamed it the 'Shagbat', referencing its somewhat ungainly and inelegant appearance (sometimes also the Steam Pigeon or Primus, due to the flames from the engine exhaust, particularly on take-off!).

Unusually, this layout is set on just one day, September 3rd, 1943: a 277 Squadron Walrus returned to Shoreham Harbour after a particularly daring and courageous rescue of downed American aircrew across the English Channel. Piloted by Tom Fletcher, the aircraft, due to weight and sea conditions, was unable to take off after picking up four of the crew of a B17 Flying Fortress from a minefield! The aircraft taxied back across the channel until a welcome rendezvous with a RAF high-speed launch relieved the Walrus of the Americans. The Walrus needed to be towed back to Shoreham Harbour as it had, by now, run out of fuel.

> "...the figures and the vehicles are a mix of 1:43.5 and 1:48 scale items. It might appear that the Royal Navy are better fed than the RAF!"

So much is true, but the servicing setting and its rail-served nature are fictitious, although this gave me the chance to enhance the diorama with other scenes from the story and a few tributes to people from the past.

The scenics on the layout, the figures and the vehicles are a mix of 1:43.5 and 1:48 scale items. It might appear that the Royal Navy are better fed than the RAF!

Lockdown project

The layout was started in March 2020 at the onset of lockdown and proved to be an important recreation in those difficult times. The situation meant that if things could not be obtained online, they had to be fabricated from what was to hand.

The two baseboards are constructed from 10 x 2cm pine with large holes cut to reduce the weight, and topped with Sundeala and 5mm ply. The holes serve to recess the controls for the limited electrics.

The overall size is 1.9 x 0.64m, with the scenic board at 1.3m and the traverser board at 0.6m. They are dowelled and bolted but are rarely taken apart.

The traverser hides behind an aircraft servicing hangar, which is fronted by a fuel supply siding. The traverser runs on PTFE tape and Vaseline, which works tolerably well with the weight of O gauge stock. It is divided into four electrically isolatable sections.

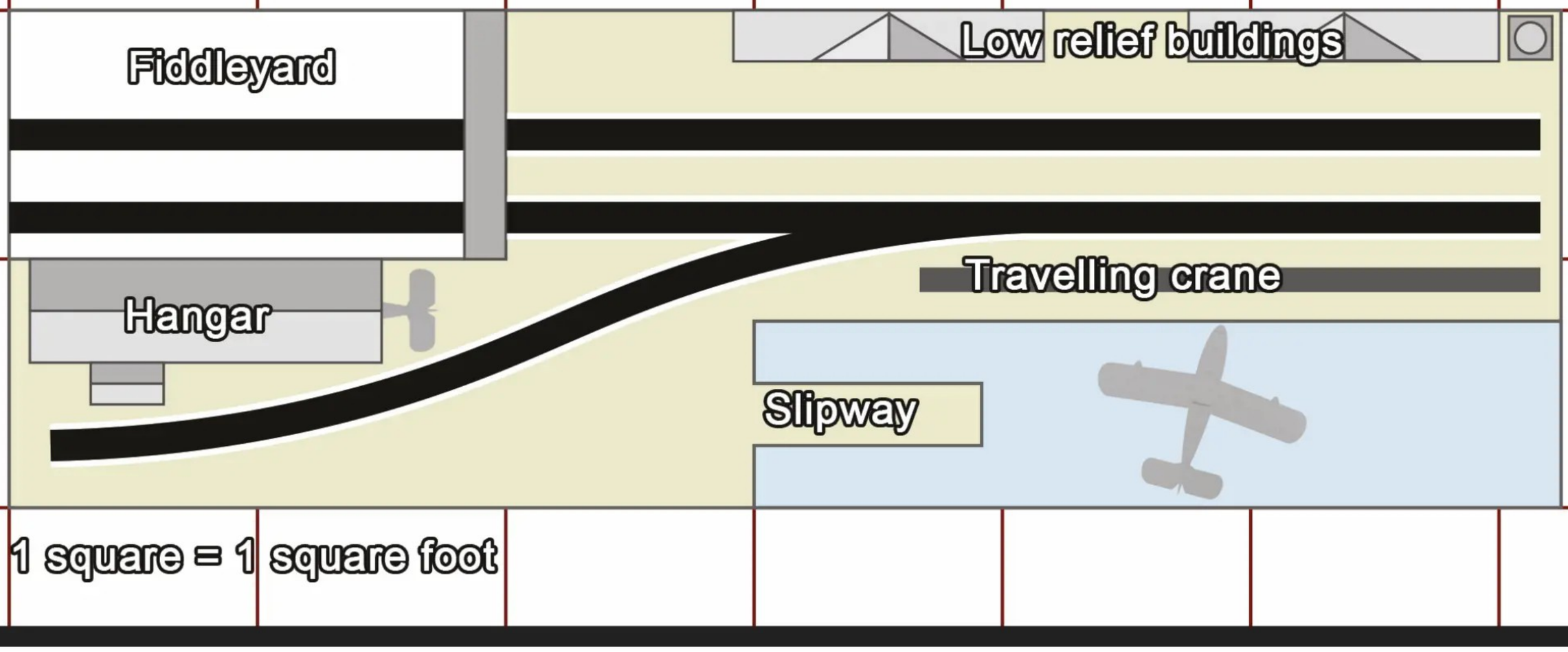
ABOVE: The Yanks are coming! The Fowler waits to shunt the Anti-Aircraft half-track as the American forces begin their build-up to June 6th, 1944.

MIDDLE LEFT: The Petrol, Oil and Lubricants (POL) Section. The WAAF officer in charge looks on rather warily as the B4 approaches with a WD brake van.

BOTTOM LEFT: The Pegasus engine requires the attention of an engine fitter before it can fly back to base at RAF Shoreham, which is now Brighton Airport.

Almost the entire layout in view. The building in the background is the 277 Squadron C Flight Headquarters. A B4 delivers fuel to the POL section.

TRACKPLAN



The layout is analogue-powered from the excellent Helmsman 5A controller connected to a remote handset. The umbilical allows the layout to be operated from the front and sides. Four isolating sections are on the scenic board to hold locomotives in view, or holding stock.

The track is all Peco and the only point is operated by wire in tube. This keeps things simple and reliable, which I feel is essential to control the stress of exhibiting, which, incidentally, I thoroughly enjoy.

All of the locomotives are RTR, some weathered, some not. All could have been seen at a south coast dockyard in 1943, but my beloved red Kerr Stewart is probably a little big for the scenario. The locomotives shuttle both fuel and stores onto and off the scene. Also, other military loads make an appearance; ambulance, half-tracks, tanks, and a bulldozer (which has a story attached) on a variety of Warwells, Lomacs, Loriots and bogie bolsters. Again, some weathered and some not.

Creative cameos

The Walrus is being fuelled and the Lewis guns removed while it sits in the harbour prior to its return to RAF Shoreham, now Brighton Airport; the Albion refueller is an Airfix kit, as is the Walrus (both 1:48 scale).

A spare Pegasus engine has just arrived for the Walrus, which protrudes from the hangar. It is on an Albion artic, which was kit-bashed from another Albion refueller. The steam crane, which is assisting with unloading, is a scratch-build.

The Backscene

The backscene comprises two warehouse/factory laser-cut Scratch Aid Kits from Fair Price Models. These low-relief buildings are excellent value and I have converted them into two headquarters buildings, one for the 277 Sqn RAF and the other for the Senior Naval Officer, Shoreham. Both are furnished with wartime fittings and are lit when dusk descends on the scene. A lone Spitfire V performs a victory roll (1:144 scale for perspective). This, another 277 Sqn aircraft, had defended the rescuing Walrus aircraft from the unwelcome attention of the Luftwaffe.

The Walrus required refuelling before it could fly back to base. The Albion 3-point Refueller is well chocked to avoid disaster, most certainly from 45 gallons, in reality.

About the modeller

Name: Mark Bamford
Age: 69
How many years modelling: 20
Name of my first layout: 'Dormark Quay'
Favourite era/region: LNER & Southern
Favourite locomotive: LNER B17 – specifically 2829 *Naworth Castle*

A Bristolian exiled in Lincolnshire after service with the RAF and a teaching career. I joined Sleaford and District MRC on retirement in 2015 and was a past Chairman. I am also a member of the GNRS, M&GNJt Circle, O Gauge Guild and 7mm NGA. The Next exhibition layout under construction is 'Lamlash', a 7mm NG project set on the Isle of Arran, a fictitious 'might have been'.

ABOVE: The scratch-built steam crane was inspired by a fabulous image in an Irwell Press Railway *Bylines* magazine. The Royal Navy Headquarters is in the background.

MIDDLE RIGHT: A replacement wing for the Walrus in the hangar arrives on a trip working shunted by the Fowler. Two Naval ratings are pleased they didn't join the RAF!

BOTTOM RIGHT: "I don't know how the Limeys can drink this stuff! Get me home for proper coffee and doughnuts!"

The NAAFI caravan is another scratch-build, and Anton, the Belgian refugee manager, is dispensing tea to a rather ungrateful USAAF airman whose unit jeep has arrived to collect him.

The WAAF officer is supervising the POL (Petrol, Oil & Lubricants) section. This is rail-served, but I suspect the steam engines would not have been allowed beyond the gate and that the Fowler will do the collection of the WD tankers.

The hangar is servicing another Walrus, and a replacement wing arrives on another trip working. The engineer's cabin is constructed from redundant engine packing cases – this is a tribute to the RAF's 3 Repair and Salvage Unit (RSU), whose unofficial motto was, 'you bend'em, we mend'em'.

The Walrus crew is about to be interviewed by 277 Squadron's Intelligence Officer before they take the Walrus home.

Final thoughts

This exhibition layout was largely completed during lockdown when plenty of time was available to make the elements that were not available. This is my small tribute to the RAF Air Sea Rescue (ASR) Service, and 277 Squadron in particular. Tom Fletcher survived the war and remained in the RAF as the most decorated ASR pilot; he sadly passed away in 2010.

Some of the hastily constructed wartime defences. The mortar in the foreground is a heritage relic of a former conflict.

This is my first exhibition layout and many lessons were learned during the construction. Most importantly, that forward planning might have been a good idea! Also, what an amazing range of items are available online if you search hard enough. It is now largely complete, but I cannot resist when new and exciting stock becomes available; the Minerva 0-6-0 USA Tank is a must and is on pre-order! The support and comradeship of the Sleaford & District MRC has been invaluable. The club is constructing a seaside O Gauge layout, but set in the 1960s and at the other end of the country. ■

See 'Shagbats' in action at
THE FESTIVAL OF BRITISH RAILWAY MODELLING
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"Tom Fletcher survived the war and remained in the RAF as the most decorated ASR pilot; he sadly passed away in 2010."

The Dodge ambulance has arrived on another trip working. Scruff, the 277 Squadron mascot, helps the Intelligence Officer to debrief the crew; Fletcher, Chamberlain and 'Dizzy' Seales.

The story of the LMS Black Five

By Tony Wright

A sparkling Derby-based 44691 (Horwich-built, 1950) provides a perfect start. It's seen at Patricroft, and has many of the post-War Black Five features – rocking grate, self-emptying ashpan, manganese steel liners and Timken roller bearings on the driven axles.

Some time ago in BRM, I wrote some prototype notes describing photographs supplied by Rail-Online illustrating the LNER B1 Class, the LNER equivalent of the LMS Black Five. Thus, here follows some photographs with my captions describing that most-ubiquitous of LMS/ex-LMS/BR mixed traffic locos, the Black Five; ubiquitous, and probably the most-useful of all the mixed traffic types of steam locos across the whole country, especially as the final total built was 842! The Black Fives could handle almost any job, from express work to humble pick-ups, and their wide route availability meant they could be seen throughout the length and breadth of the country. Regarding express work, in some parts, they had the jobs exclusively – the Manchester-Llandudno turns and the Highland main line north of Perth spring to mind. They were among the last steam survivors on BR in 1968, and several survived into preservation.

As a trainspotter, I saw over 600 of the class, but those in Scotland evaded me almost absolutely. To urchin 'spotters, particularly in the North West, the sobriquet the locos enjoyed was 'Mickey' (a slang term for mixed traffic?).

In my selection of photographs (thanks once more to Tony Sheffield of Rail-Online), I've attempted to show as many variations among this large Class, but it can really be only a 'snapshot' illustrating some of the locos during their careers. I hope my notes will be of use to model-makers, but for chapter and verse, may I please recommend the five *Books of the Black Fives*, published by Irwell Press? Indeed, those volumes were vital in my writing of these notes.

The first Stanier Black Fives were built by the Vulcan Foundry in the autumn of 1934, with Crewe beginning to erect them at the start of 1935. Such was the need for new motive power in 1935 (Stanier's 'mighty re-stocking of the LMS' was underway), that private works built several batches. Such is the case with 5066, built by the Vulcan Foundry at the beginning of 1935, seen on the turntable at Derby shed not long after construction. The original tall chimney is present, domeless boiler (with prominent top feed pipes), vacuum pump attached to nearside crosshead, riveted tender, cabside numbers low down and 'LMS' on the tender tightly-spaced. Livery would be red-lined black.

A post-War view illustrates 4786 with serif pale straw 12" cabside numbers placed high up beneath the windows. Though The Black Fives are usually credited to Stanier, Ivatt was responsible for most of the post-War builds – this being an example, erected at Horwich in 1947. This one has a domed boiler with the top feed further forward on the boiler and a shorter chimney. It was allocated to St.Rollox (Glasgow) at the time of this picture and spent most of its life working in Scotland.

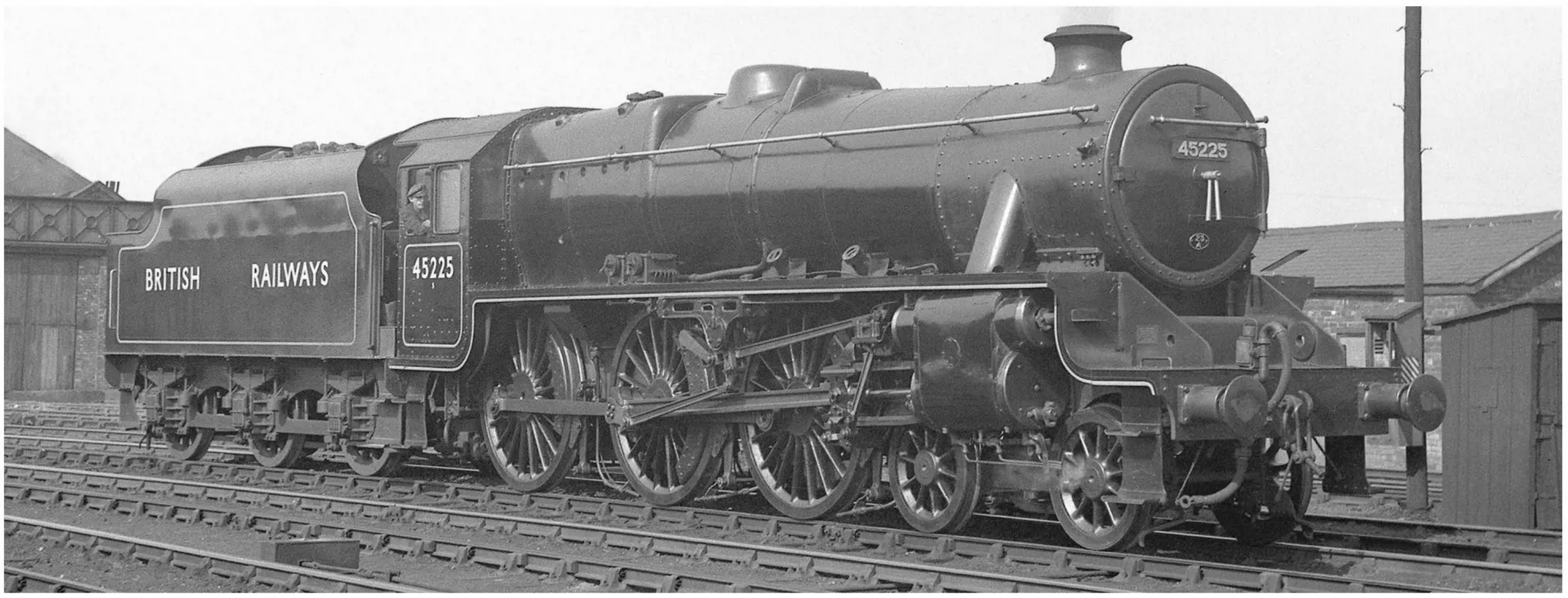
Another post-War Horwich-built Black Five in the form of 4964 (erected in the summer of 1946), seen at Millhouses shed (Sheffield) probably just prior to Nationalisation. Loco-pickers will note the cabside numbers lower down and 'LMS' on the tender spaced further apart. Note, too, the top feed placed much nearer the dome than in the previous shot. By this date, any crosshead-driven vacuum pumps had long been removed.

We're into early BR days here, as illustrated by 45020, though only the number tells us that, for there is no BR branding of any kind on its part-welded tender. This view is at Brighton (the loco having worked down to the South Coast on a special), which shows how far-ranging the Class was. Despite its 'higher' number, this was the first-built Black Five built, by the Vulcan Foundry in August 1934. Compared with its original condition, it now has a boiler with a top feed, a lowered chimney and a different tender from its first, riveted one. Livery is plain black – BR-/L&NWR- triple colour lining will come later.

When is a Black Five not a 'Black' Five? When it's painted apple green! Shortly after Nationalisation in 1948, BR experimented with different liveries on some of the locos it had inherited, including this apple green rendition on 44763 (one of three), seen at Birmingham New Street not long after it was applied. When built at Crewe in the autumn of 1947, it would have been turned out in plain black. Although in apple green, the lining was not in the LNER-style of white/black/white, but yellow/black/yellow (most odd!). The experiment didn't last long, and (thankfully) the ex-LNWR lined black was applied to all the Black Fives, in which they looked their very best.

By 1951, the lettering on the tender had been replaced by the first BR device, 'rejoicing' in the epithet 'ferret & dartboard' among enthusiasts. Crewe-built 45461 (1938) is seen at Inverness on August 8th of that year, showing how widespread the Class was. A point to note is the presence of larger numerals on the cabside – a Scottish feature carried out at St. Rollox and Cowlairs Works.

Soon-coming Royal Train duty for Horwich-built 44954, seen here at Balornock Railway Yard, Glasgow, in the early-'50s; one of the last trips King George V1 took by train to Balmoral? Scottish-style 10" numbers on the cabside, but placed much lower; a short painter at St.Rollox?



The first Armstrong Whitworth sloping throatplate locomotive (this detail requires the 'eye of faith' at times to detect because it's internal). Features for modellers to look for are the positions of washout plugs on the firebox; as always, when making models, consult prototype photographs, authenticated by dates. The date here is clearly early BR days (1949), and the location is York; the loco probably having worked a Liverpool-Newcastle turn as far as the city. It was Riddles who got the BR Board to adopt this ex-LNWR lined black livery style, and nothing looks better on a Black Five in my view (though the boiler bands are still to be lined), especially when the 'British Railways ' lettering was replaced by the BR devices. The front numberplate is in the LMS-style, not true Gill Sans; it was later corrected. A feature not always modelled is the stays to the front steps, forming a triangular support.

I've mentioned my lack of Scottish 'Mickey' cops, but can you imagine my astonishment (and that of my 'spotting chums') when 45156 *Ayrshire Yeomanry* rolled into Chester General on a train from Manchester? A named 'Mickey', unheard of south of the Border! Little did we realise that it had not long been transferred from St. Rollox (Glasgow) to Newton Heath (Manchester), along with sister 45154 *Lanarkshire Yeomanry*. Here, the soon-to-be-seen-daily 45156 has not long left Manchester Victoria on a Leeds-Liverpool express. The clean lines of the welded tender show up well.

Later-built Black Fives were subject to many modifications, including the fitting of Caprotti valve gear, as seen here by Crewe-built (1948) 44752, at the time allocated to Stockport (Edgeley). Cestrian trainspotters always referred to these as 'Gorilla Mickeys' because of their prominent steam pipes resembling the posture of King Kong when approaching front-on. Some wag has named it 'Rocket'. The front numberplate has the correct Gill Sans font.

One of the very last-built Black Fives was 44686 (Horwich, 1951), and it (and its sister 44687) incorporated all the most recent innovations – namely Caprotti valve gear, roller bearings throughout and a double chimney. The pair represented what was probably the 'ultimate' Black Five, though not the ultimate with regard to aesthetics! I saw both on an almost daily basis, working Manchester-Llandudno services through Chester; services for businessmen, often including a Club Car.

In the summer of 1968, I spent a fortnight's teacher training in Westminster Road School in Chester. The school overlooked this deep cutting between the tunnels to the west of Chester General, through which is passing Carlisle Kingmoor's 44675 (Horwich-built, 1950). It's on a returning special from the North Wales resorts and is fitted with AWS. Though steam had recently ceased operation through the cutting, my classroom still had an exciting view, though very few of the children in my ESN class (educationally sub-normal – how times change?) seemed interested!

Several loco types ran with self-weighing tenders, including 44986 (Horwich-built, 1946 – just a few days after I was born!). It towed this tender for 17 years, and is seen heading empties from Mold Junction through that deep cutting beneath Victoria Road School in 1962.

Towards the end of its life, Horwich-built 44946 is on Crewe North shed, probably after its last overhaul in the adjacent works. Many Black Fives ended their lives in un-lined black, but that 'demotion' is only applicable to the tender here. Many tenders swapped among this large class throughout its existence.

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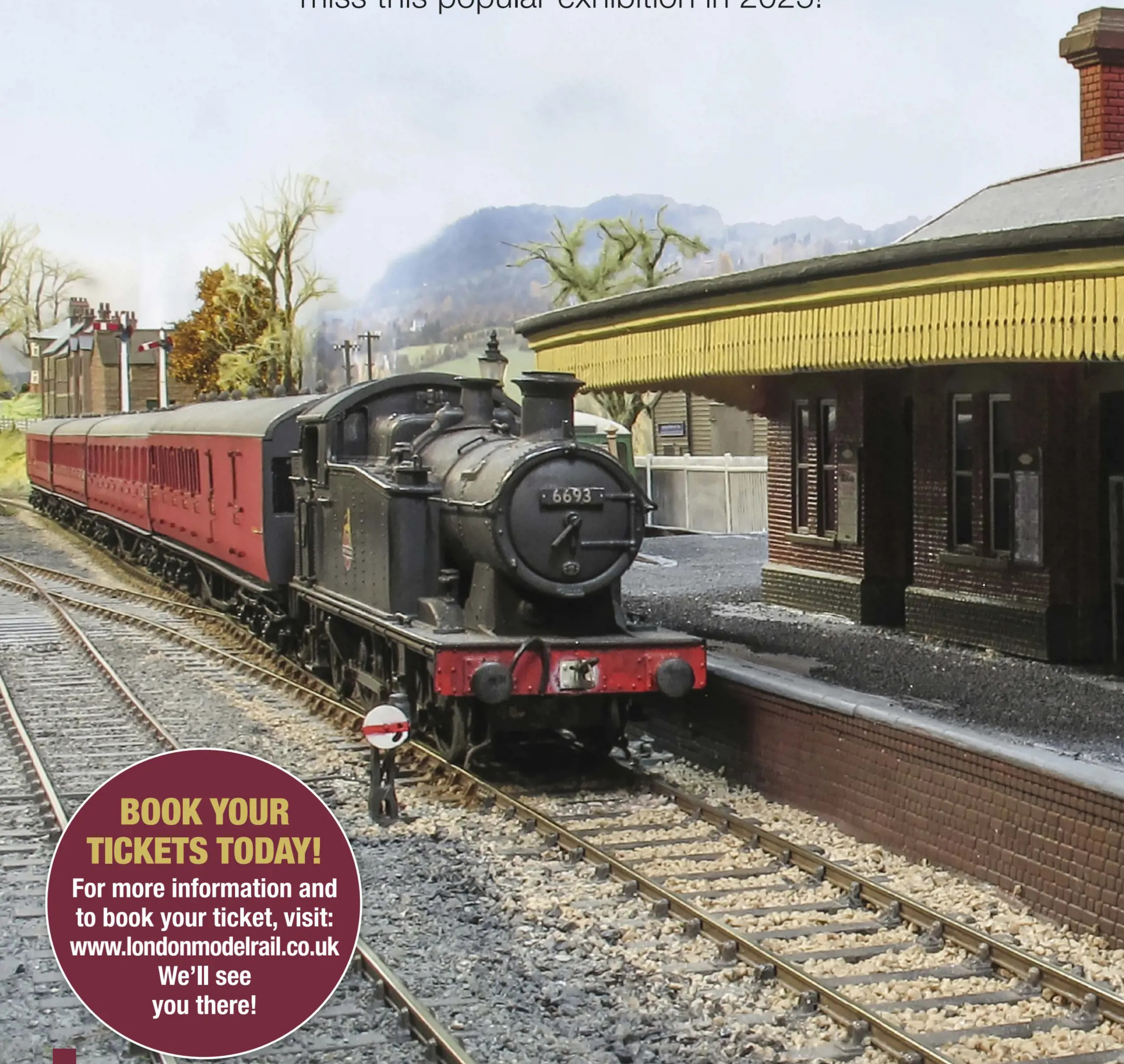

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- Fawley
- Ffarquhar Branch - by the Rev. W. Awdry
- Hazelcombe
- Hinksey Yard
- Horse Creek Wyoming
- HRCA (OO 2-rail)
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- New Sharon
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- Plant City
- Somewhere
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Prices: Adult: £17 (if pre-booked online)
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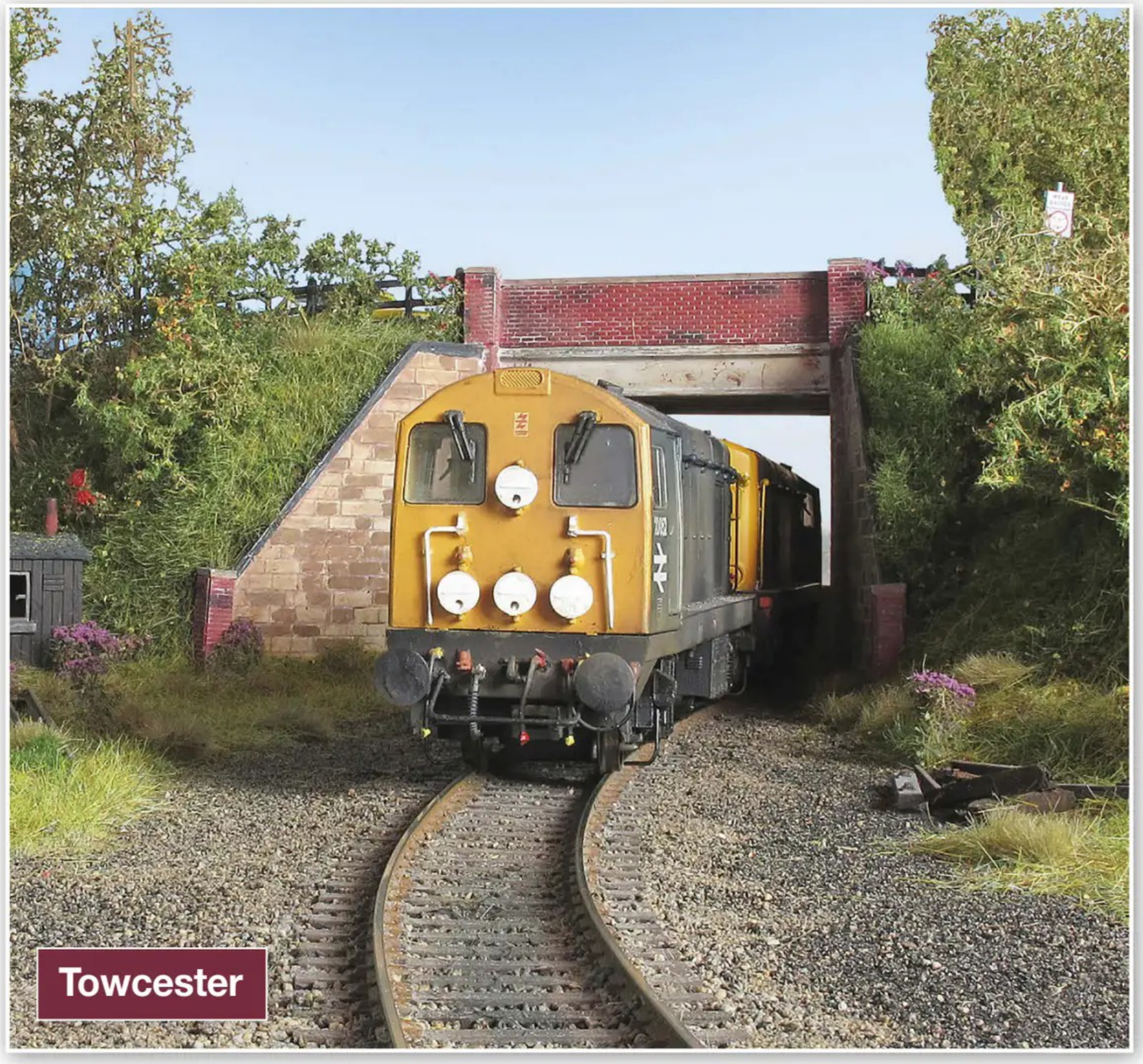
'Life in Longmorn' will be on show at Model Rail Scotland this February. Save money by getting your pre-booked tickets today.

Eli Wood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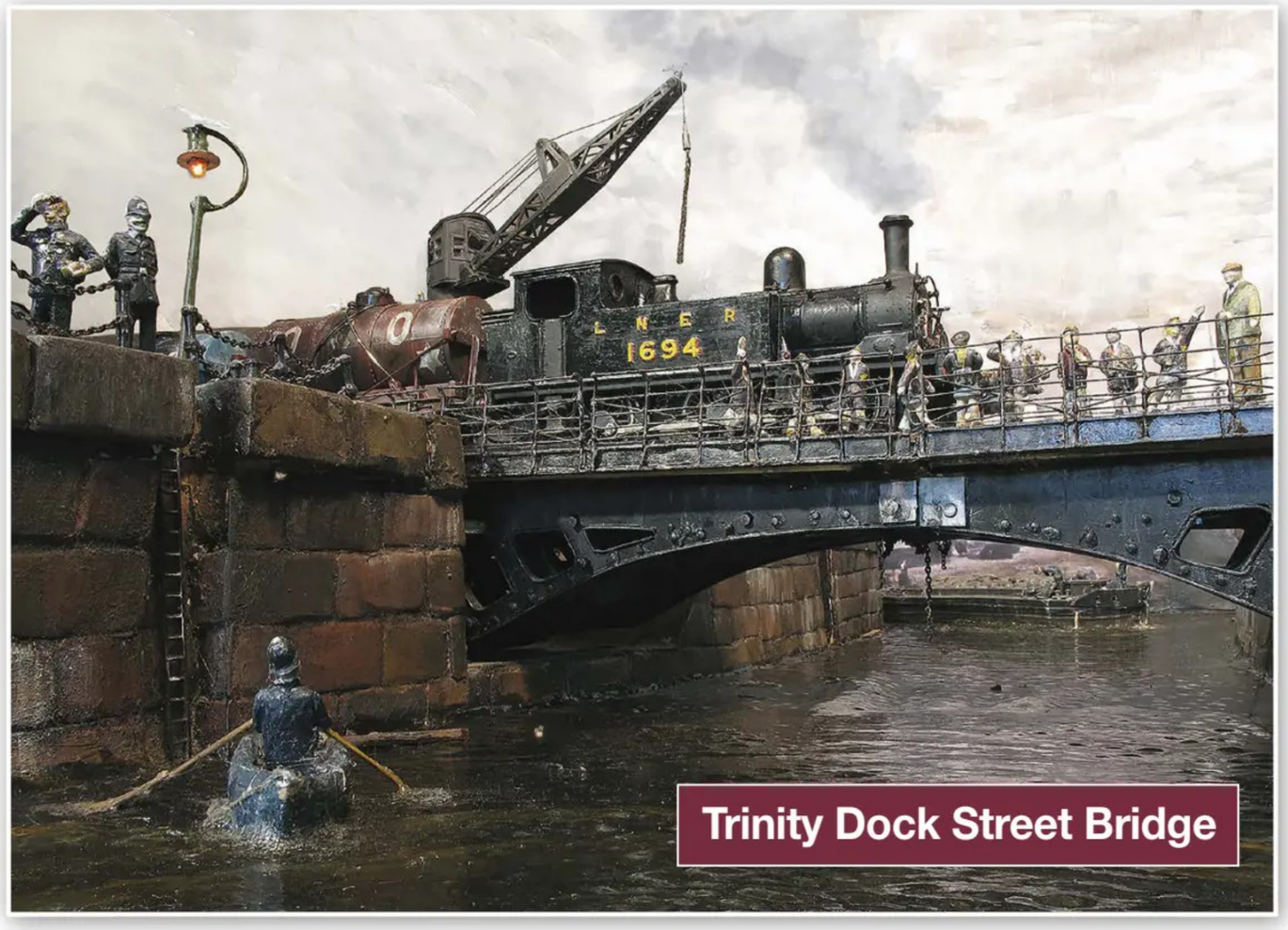

Trinity Dock Street Bridge

Layouts confirmed so far...

Abbey Cove
Arcadia Pennsylvania Terminal
Back'ut Shed
Beta - Dubh
Bryford County Terminal
Bury, Thorn & Sons
Calla Fountain Crossing
Carron Grove
Ceddesfield
Charlottesville
Colinton
Dalnotter Riverside
Deesyde
Dingmyre Works
Dounreay
Eden Road TMD
Edrom
Eli Wood
Garlieston (1900)
Georgemas Junction
German Mainline
Glebe Street
Glendevon
Illie Town
Kyle of Macallan Loco Shed
Lammermuir
Largoward
Lockdown Lane
Life in Longmorn
Mailingpark West
Mallecombe
Minehaven
Moira Street Goods
Much Laughter Light Railway
Newcastle Triangle
Newsham Junction
Perceton Junction
Pete Latham
Phoenix Lane
Port Kembla
Shuri Koya
Steve Farmer
Stonelaw on Sea
The Summit (Drapers Sidings)
Towcester
Traction House Bus Garage
Trinity Dock Street Bridge
Uppingham
Westertoun
West Summerton
Wharfeside
Wolfstatt Austria Era V1
York

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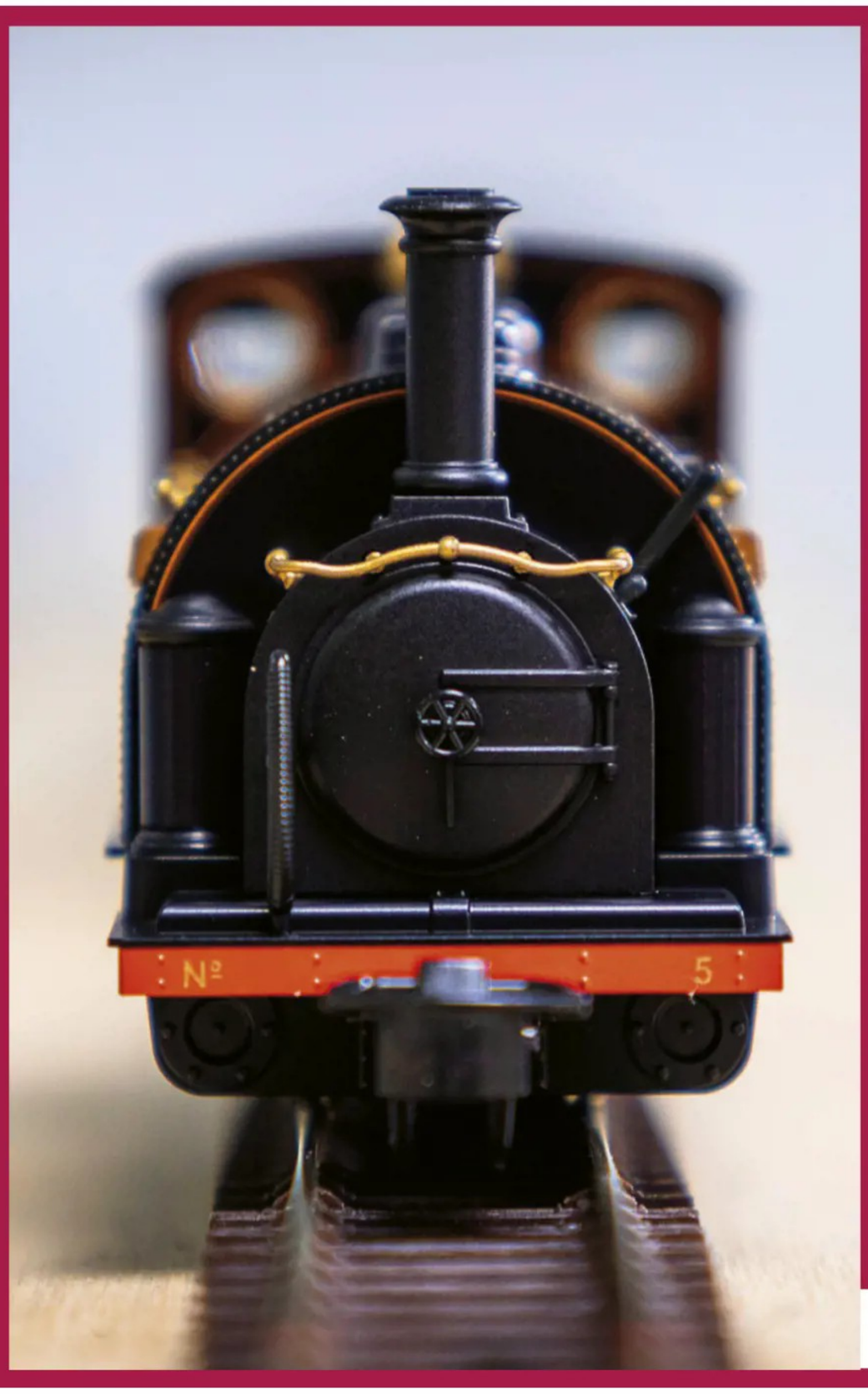

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Hornby 2025 Announcements

It's January, which means Hornby is making its new model announcements for the year ahead. Here are some of the highlights…

The biggest news to come from the announcements is the arrival of the Saint Class, which interestingly topped the GWR section of the RMweb Wishlist poll this year, so it's going to be a welcome addition to the range.

77 locomotives were built between 1902 and 1913, most lasted into the 1950s, but were then all scrapped, although the Great Western Society has a project to rebuild a Hall to a Saint.

Lady of Legend and *Lord Palmer* will be produced in GWR livery and will be available at the start of 2026, priced at £234.99.

Other new steam locomotives

- Dublo LNER Class A4 *Dominion of New Zealand* 4492 - £349.99 – out in March 2025
- BR Stanier 5MT Black 5 44748 (Late Caprotti) - £249.99 – out in May 2025
- BR Standard 2MT (Early BR) Lined 78019 (NE) 12D - £239.99 – out in June 2025
- LMS Stanier 5MT Black 5 5047 - £249.99 – out in July 2025
- BR (Late) Thompson Cl. A2/3 *Watling Street* No. 60521 - £279.99 – out in August 2025
- BR (early) Thompson A2/2 *Cock O' the North* 60501 - Steam Generator - £364.99 – out in August 2025
- BR (early) Class 9F 92018 - £279.99 – out in August 2025
- Dublo BR (early) Princess Coronation *Duchess of Buccleuch* 46230 - £349.99 – out in September 2025
- BR Merchant Navy Class *Blue Funnel Certum Pete Finem* 35013 - £239.99 – out in September 2025
- GWR Castle Class *Lockheed Hudson* 5081 - £229.99 – out in October 2025
- LNER Streamlined B17 *City of London* 2870 - £274.99 – out in October 2025
- GER J15 564 - £139.99 – out in October 2025
- British Railways J15 65465 - £139.99 – out in October 2025
- Madeley Coal, Coke and Brick Co.Ltd Peckett W4 *Nancy* - £139.99 – out in October 2025
- SR T9 302 - £229.99 – out in December 2025
- R30411 BR T9 30338 - £229.99 – out in December 2025
- SR, 'H' Class, 0-4-4T, 1552 - Era 3 - £159.99 – out in May 2025
- SR S15 836 - £144.99 – out in December 2025

Hornby will be making further new OO announcements as well as additions to its TT:120 range later in the year.

Train sets

The biggest news to come out this year is the new Freight Runner Train Set, which is the new entry-level product. Featuring the new B4 tank, a simplified model to fit the 0-4-0 chassis. There are also new magnetic couplings to make things easier for the younger modeller. These are fitted into NEM pockets, so can be replaced with standard tension-locks if preferred. Costing £79.99 and on sale in August, the locomotive will also be available in the Railroad range on its own in two liveries, priced at £39.99.

Other new train sets

- Santa's Express Rechargeable Battery-Operated Train Set - £39.99 – out in August 2025
- Diesel Mixed Freight Train Set - £119.99 – out January 2025
- LNER Azuma High Speed Set (800201) - £179.99 – out in November 2025
- BR High Speed Train Set (inspired by R685) - £169.99 – out in September 2025
- Tri-ang RS9 Intercity Express Train Set - £179.99 – out in October 2025
- Midland Pullman HST Pack - yellow warning panel - £394.99 – out in March 2025
- BR 4 VEP 7712 - £399.99 – out in May 2025
- Network South East Class 423 4 VEP 3193 - Era 8 - £399.99 – out in May 2025
- Avanti West Coast Class 390 COP26 Livery, 4 Car Train Pack 390121 - £339.99 – out in July 2025
- Greater Anglia Class 755-4 FLIRT 4 Car Pride Livery Train Pack - £449.99 – out in August 2025
- Avanti West Coast Class 805, 5 Car Train Pack 805005 - £549.99 – out in November 2025

Railroad

There is a wave of new models joining the Railroad range this year, below are some of the key models.

Steam

- SR Class B4 0-4-0 No96 *Normandy* - £39.99 – out in January 2026
- Class B4 0-4-0 *Shepway* - £39.99 - out in January 2026
- BR (late) B17 *Darlington* 61652 - £144.99 – out in September 2025
- LMS Patriot *Sir Robert Turnbull* 5540 - £149.99 - out in September 2025

Diesel

- EWS Class 08 08512 - £59.99 (£114.99 with sound) – out in July 2025
- BR Class 73 73132 - £89.99 - out in August 2025
- BR Class 55 *The King's own Yorkshire Light Infantry* 55002 - £74.99 (£129.99 with sound) – out in December 2025

Railroad Plus

- BR Class 58 Large Arrow Co-Co - £94.99 – out in January 2026
- BR Mainline Class 58 Co-Co Bone - £94.99 – out in January 2026
- Aggregates Class 66 *Sence* 66711 - Era 11 - £94.99 (£149.99 with sound) – out in June 2025
- GBRf Class 66 *Chinook* 66723 - Era 11 - £94.99 (£149.99 with sound) – out in June 2025
- GBRf Network SouthEast Class 73 73128 *Kent & East Sussex Railway 50 Years* - £149.99 (with sound) – out in August 2025
- BR Class 40 (Warship), Bo-Bo, D834 *Pathfinder* - Era 6 - £89.99 – out in April 2025

More from Hornby...

Playtrains

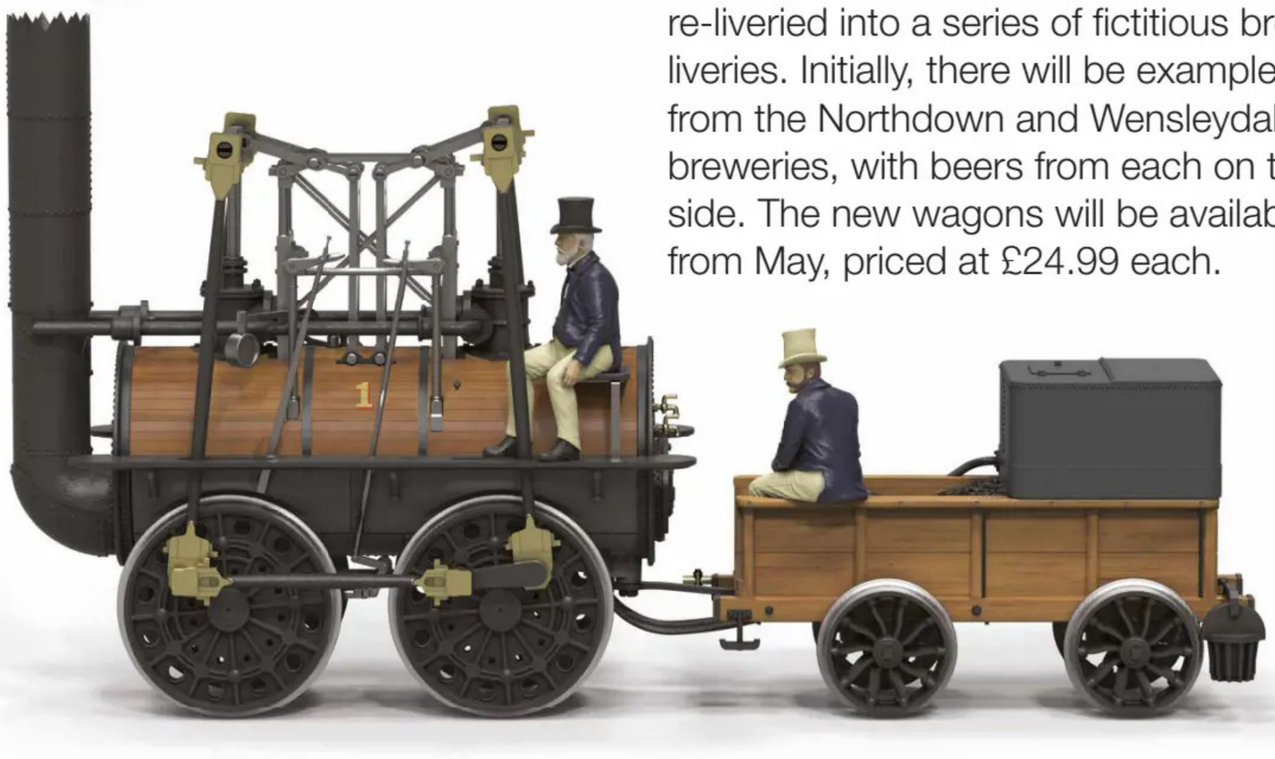
The Playtrains range is being upgraded with on-board rechargeable batteries replacing the permanently connected carriage carrying AA cells. A number of new sets are joining the range, including a Steam Goods Express set, complete with controller, and the new top-of-the-range Mega Train set, with two trains, buildings and lots of track for £89.99. Individual items like a new diesel loco, a sidings track set and a high-speed train coach pack also join the range.

Beatles

More Beatles-liveried wagons are going to be launched for the collector, with a series of vans showing the UK and USA album covers on either side (£22.99 each) and a set for the Anthology series for the same price. More striking will be the 100t tank in Yellow Submarine colours, available from November, priced at £29.99.

Beer Wagons

The ex-Lima six-wheel tank has been re-liveried into a series of fictitious brewery liveries. Initially, there will be examples from the Northdown and Wensleydale breweries, with beers from each on the side. The new wagons will be available from May, priced at £24.99 each.



200 years of train travel

Hornby is releasing a special 200 collection to celebrate the railways' huge milestone this year. A few new models have been announced, with more expected to be revealed over the coming months.

The biggest new release for the range is a new anniversary train pack, which bundles together three Hornby locomotives; *Locomotion No 1*, *Lion* and *Rocket*, priced at £399.99. There will also be a South Eastern Class 395, 4 Car Train Pack, priced at £299.99.

Diesel Locomotives

There were surprisingly few new Hornby main range diesels announced, the most exciting being the release of a new Hornby Dublo Deltic. Available with or without sound and priced at £349.99 and £404.99, the new models are available now.

Other new diesel locomotives

- BR Intercity Class 91 *Sir Henry Royce* 9103 - £244.99 – out in March 2025
- GNER Class 91 *Reverend W Awdry* 91124 - £244.99 – out in March 2025
- LNER Class 91 *Lord Mayor of Newcastle* 91130 - £244.99 – out in March 2025
- WM JEA Ruston & Hornsby 88DS 0-4-0 No1 - £124.99 – out in December 2025

Tavern Cars

Hornby is releasing a whole host of new rolling stock, which would be impossible to list here, but the new Tavern Cars are by far the most interesting and introduce new tooling, so are worthy of note.

In 1949, one of BR's more bizarre pieces of rolling stock appeared on the rails. A set of mobile pubs, officially called Tavern Cars. Outside, there was fake brickwork and mock-Tudor wooden beams, along with a pub sign. Inside, the second-class bar area featured more fake beams and first-class passengers enjoyed a sea of pink brocade for a cocktail bar feel. While critics hated them, they were popular with the public, even if the beams were too low, and the small windows made the interiors claustrophobic. A 1951 rebuild sorted some of this, but in 1959, they were all rebuilt into conventional buffet cars.

The models will be available as twin packs, 'White Horse' and 'Jolly Tar', in December, priced at £139.99.

New January 2025 releases from Peco

Peco has had a very busy start to 2025, with the release of numerous new kits, which will be in stockists now, ready for modellers to kick start their 2025.

Semi-detached Victorian Houses – coming soon in N gauge

Following hot on the heels of the OO range, which was released last year, Peco's Victorian Semi-detached houses are soon to be on sale in N gauge.

Available as either low-relief fronts, low-relief backs, or the full complete house, these laser-cut kits come with front and side pavements, depending on the kit.

A semi-detached brick house typical of the Victorian period in Britain, and still very much around today, these new kits will be a welcomed addition for N gauge modellers and can easily be combined to create terrace houses for a town scene.

The texture of the laser-cut surface replicates the brick courses and slate and the finished kit requires a footprint of 87mm x 87mm. Prices are yet to be confirmed.

Great Little Trains NG7 GVT Open Wagons and V-Skip Side Tip Wagons

Joining Peco's NG7 range are these new laser-cut wooden kits. Both kits include three wagons.

The GVT 4-wheel narrow gauge open wagons can be found at many industrial locations**,** and the kits include metal wheels, brass bearings and plastic couplings, priced at £39.95.

The laser-cut wagon kit of the 4-wheel narrow gauge V-Skip wagons is priced at £34.95 and features metal disk wheels that run freely in brass bearings.

The tipper body can be left loose to enable it to tip prototypically, and the kit contains plastic tension-lock couplings and NEM pockets.

PC13 Parkside OO/4mm scale LNER Bulk Grain Van (pictured above)

This is a new kit produced from brand-new tooling. The original was a popular kit and has been elevated further to a high standard. Features include fine moulding details, brass bearings, metal wheels and NEM coupler pockets, plus a set of waterslide decals for both LNER and BR eras.

Around 100 of these vans were built by the LNER between 1921 and 1936 for the transportation of grain, initially from the Port of Hull. In time their use became more widespread, often finding work transporting barley from Lincolnshire to the maltings in Scotland. The remaining wagons were retired in the mid-1970s.

Priced at £18.95, the new wagon kits are available now from stockists.

Lionheart Trains LMS Ivatt 2-6-2T announced

Lionheart Trains has released details of its forthcoming LMS Ivatt 2-6-2T in O gauge, which is available to pre-order now.

The new model is planned to be available in eight different guises, plus unnumbered models will also be available. These will be made to order, so it is important that if you want an unnumbered version, you have your preferred Lionheart Trains stockist pre-order this for you prior to the deadline.

The design team is currently reviewing the engineering prototype and Lionheart Trains anticipates these models to be in shops in by the end of the year, priced at £621.00 DCC-Ready, £656.00 DCC-Fitted and £739.00 DCC Sound.

Second Beatles: The Liverpool Connection train pack arrives

Aimed at the collectors' market, this attractive set follows the Side A collection of 'Twist and Shout', 'Long Tall Sally' and 'The Beatles' Hits'.

Like the Side A set, which is already sold out, the livery/printing application is first-class on the Side B collection, which is priced at £119.99 and includes an 0-4-0T Beatles-liveried locomotive of the 'Fab Four', and three special-liveried box vans of their EP smash hits: 'All My Loving', 'A Hard Day's Night' and 'The Beatles No. 1. Produced in limited numbers, this latest set is sure to be popular among those who collect Hornby items and Beatles' memorabilia.

Sonic Models LNER Robinson Class A5 coming in N

Following on from the success of the OO Gauge model, Sonic Models has revealed a newly-tooled N gauge version of the LNER Robinson Class A5 4-6-2T, with images of early engineering samples.

This new A5 features a comprehensive specification list, including a firebox flicker glow, tooling variations for different domes, whistles, smokeboxes, coal bunkers, cab sides/ windows and sandbox wrappers, driving wheel pick-ups and rear pony truck pick-ups and NEM Standard N gauge couplings.

Available to pre-order now priced at £139.95, eight variations will be launched with release currently slated for December 2025. Livery options include Great Central Railway green, LNER green, LNER black and BR black.

Special edition of Rapido's Jones Goods arrives

Following our full review of Rapido's Jones Goods in BRM February, we have also had a chance to cast our eyes upon the Locomotion Models and Rails of Sheffield exclusive edition for its Railway Icons range.

109 in Highland Railway Drummond II Green is a simplified livery, which was worn from 1916 to the grouping of 1923. This livery also marks the war service of these locomotives hauling heavy trains between Perth and Inverness and beyond, supplying the Royal Navy fleet at Scapa Flow during WW1 - the Jellicoe Specials.

Exclusively available from Locomotion Models and Rails of Sheffield and priced at £219.95 DCC-Ready and £319.95 DCC Sound, the new OO model features some excellent detailing and decoration as well as sprung buffers, NEM coupler pockets and a firebox flicker.

We were impressed with Rapido's main range model on test and they have already proved incredibly popular, with Rapido selling all its stock on pre-order, so you'll need to move quickly to secure this exclusive model.

Exclusive Dapol OO Class 88 production samples revealed

The final production samples of the Rails of Sheffield exclusive range of OO Gauge Class 88 bi-mode locomotives from Dapol have arrived.

Four variations of this modern-era dual-mode locomotive are to be produced in a selection of Direct Rail Services guises - replicating the standard 'compass' livery as well as the one-off 'Refrigerated Rail...' wrap scheme used on 88010 *Aurora*.

There are the usual high-specification features you would expect from a new locomotive - these will feature various advanced digital, sound and lighting options as well as DCC servo operable pantograph.

The locomotives have now passed their testing phase and will be completed at the factory soon, expected to arrive between Q1 and Q2 2025. Priced at £199.95 DCC-Ready, £249.95 DCC-Fitted and £329.95 DCC Sound, pre-ordering is open with only a £30 deposit required.

VE Day commemorative wagons from Dapol

May 8th, 2025, marks the 80th anniversary of VE Day and the end of hostilities in Europe. To commemorate this occasion and to continue helping support the Royal British Legion, Dapol has announced a commemorative VE Day range of wagons.

Each of the three military services will be represented with their own wagon in each of the three scales in which Dapol makes models – N, OO and O gauge and will be available in both weathered and pristine condition. A donation will be made by Dapol to the Royal British Legion for each model sold.

Decorated samples and artworks have been prepared and are currently under review and the factory has these models scheduled to be in shops at the end of April, in time for the 80th anniversary of VE Day.

Available to pre-order now, the new wagons are priced as follows; N Gauge - £12.30 (£13.60 weathered), OO Gauge - £15.20 (£16.40 weathered) & O Gauge - £57.60 (£60.00 weathered)

Scalemodelscenery relaunches very first kit

A decade ago, Scale Model Scenery produced its first kit, a Victorian Ale House. To celebrate its birthday, the kit has been upgraded and re-released.

Completely rebuilt from the ground up, Scalemodelscenery has used all of the new materials the firm has access to and the techniques developed over the years. The model now boasts layered laser-cut windows, hand-rendered photorealistic wall textures and pre-weathered roof slates.

The window fitments now use an easy-fit method to install them, making them much quicker to assemble, while still giving the modeller the appearance of real wooden sash windows. All the windows are glazed using the acetate supplied, allowing the builder to detail the interior, if they wish.

New OO Dapol wagons for February 2025

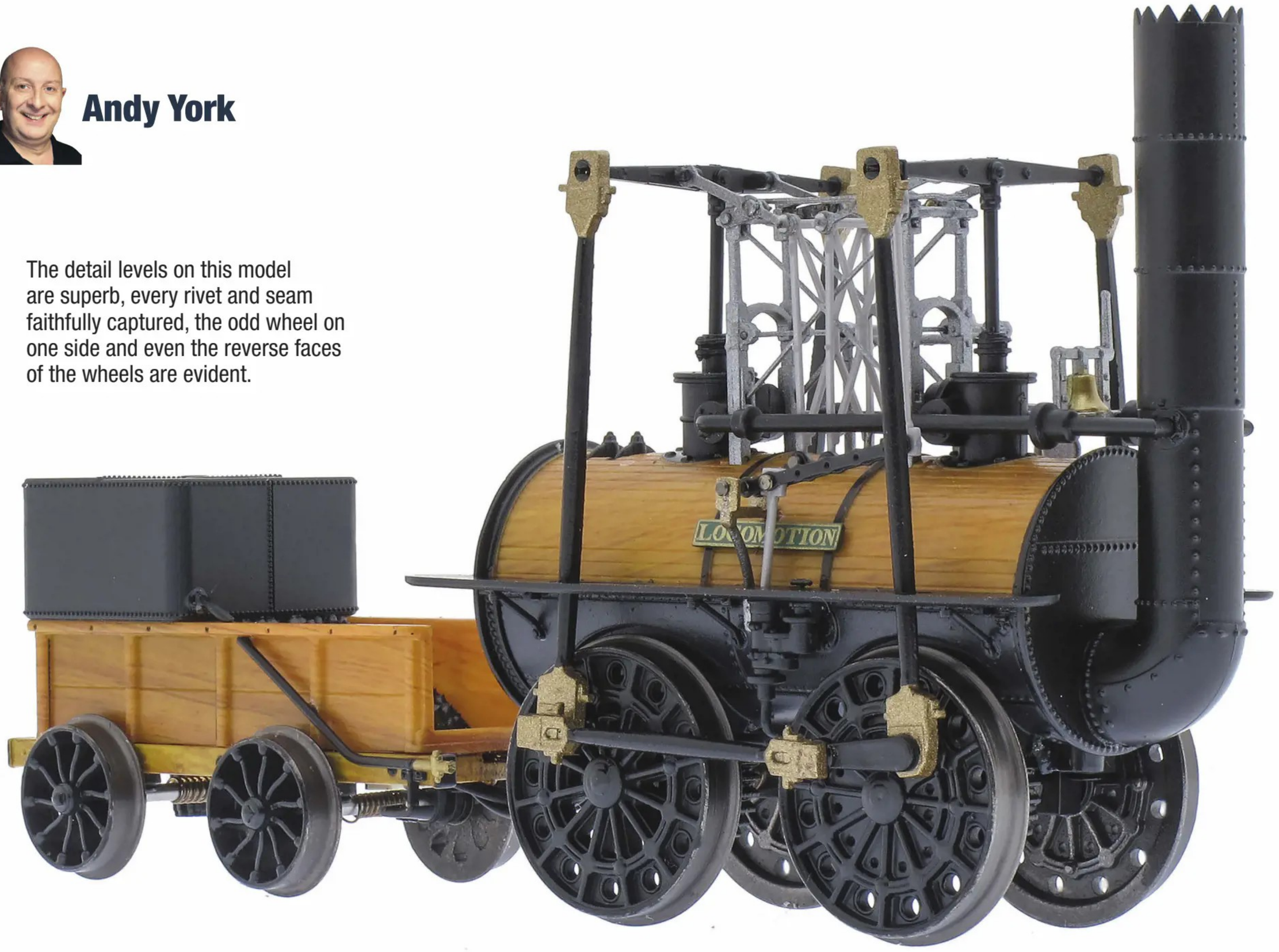
Available to pre-order now, two new Bellfield Brewery vans, plus a shipping container will be joining the range.

Featuring detailed body moulding, NEM pockets with self-centring couplings for the ventilated vans and posable doors on the containers, the new models are currently in production and priced at £13.00 for the vans (£14.00 weathered) and £16.74 for the containers (£17.79 weathered).

Hornby Stockton & Darlington Locomotion No.1

Andy York

The detail levels on this model are superb, every rivet and seam faithfully captured, the odd wheel on one side and even the reverse faces of the wheels are evident.



Hornby's model of Locomotion No.1 is right on time for, in fact slightly ahead of, 2025's 200th anniversary of the opening of the world's first public railway, the Stockton and Darlington, on September 27th, 2025, with its first passenger-carrying train. Built by pioneers George and Robert Stephenson, with George taking the controls of the inaugural run.

Much as that was a marvel of its time, so is Hornby's miniature masterpiece today and is now available in two guises representing the present day and its original form, although much of the latter is open to academic debate in the absence of pictorial record or drawings. Its history from introduction includes a catastrophic boiler explosion, rebuilding with different wheels and motion before conversion into a stationary engine by 1850, thence restored in 1857, so what we see now preserved in the National Collection. A 1975-built replica, now under the ownership of Darlington Borough Council, will hopefully return to service in time for anniversary celebrations.

Our review model is the catalogue model, R30346, representing its preserved state with 'Locomotion' nameplates. Hornby has produced as a club exclusive product of 750 models, R30345, with '1' on the boiler, a slightly darker print to the timber surfaces and without the bell just behind the chimney plus a slightly different tender tank top.

Hornby's packaging protects the model well, a solid acrylic supporting structure with the locomotive attached to the base with a screw and the immediate impressions on removal are very positive; a remarkably complex arrangement of shaped rods, rockers, pistons and supports. The wooden surfaces are a grained print effect, which is not bad although the thinness of the tender sides allows some light through, making them look a little plasticky but this would be easily remedied with an internal coat of black. The numerous rivets and seams are beautifully done with the distinctive patterned wheels, including one odd fireman's side rear wheel with open spokes rather than the solid type of the others.

The highlight of the model is the complexity and performance of the

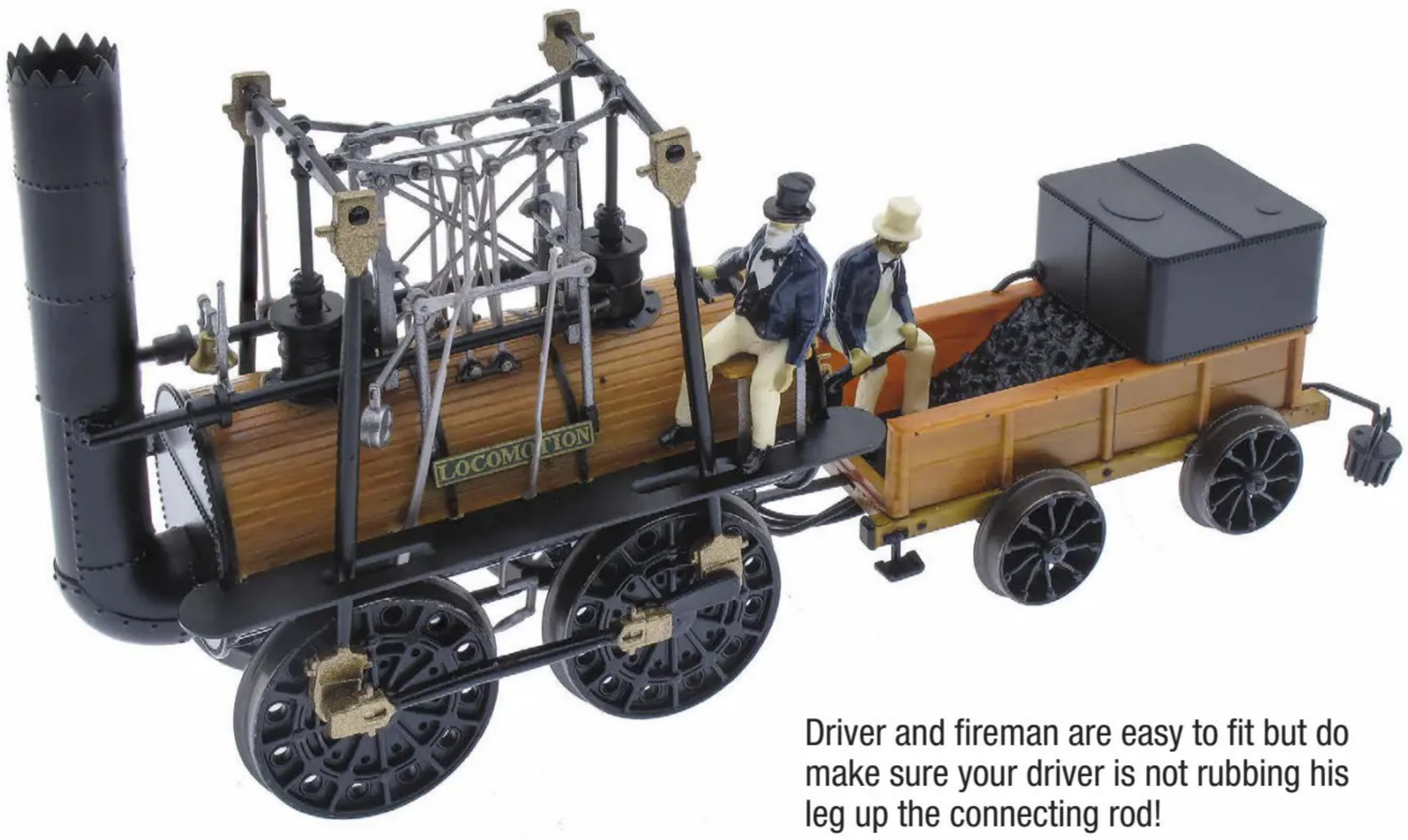
A nicely presented package; more of a gift set than just a standard locomotive with accessories, respectable instructions and a history card specific to that model.

The space for a Next18 decoder is minimal; it won't be possible to fit Hornby's own HM7000 Next18 decoder, you will need to source one that is no more than 10mm wide.

intricate motion from the two pistons on top of the boiler through the connecting ironwork to the cross-beams and vertical connecting rods down through the running plate to the wheels and the coupling rod (a little over scale thickness which is understandable); it's mesmerising!

While the model is fitted with a swivelling bucket on a bar to the tender's rear coupling, Hornby does provide a choice of a magnetic chain coupling, or an NEM adapter coupling, or a simple chain coupling dependent on your requirements. I would suggest that after test and novelty runs, most models will be used as static exhibits, which would look better without the alternative couplings. A crew is provided, smartly dressed in cream breeches and blue jackets, which I'm sure didn't look clean for long; the driver sits on the boiler-side seat while the fireman perches on the tender side.

Electrical pickup is from locomotive and tender wheels via coils around the axles for the 3-pole motor with open gears beneath the boiler for the drive, although the tender could do with more weight to improve the contact with the railhead. The circuit board with a Next18 decoder socket is mounted in the tender beneath the tank and coal load, but even by Hornby's own admission, it won't be possible to fit the HM7000 Next18 decoder as this takes up pretty much the same footprint as the tender body, so users are left to make their own choice and if they are HM7000 Bluetooth users will require the legacy dongle to be used with their system. The models do have a pre-fitted speaker inside the water tank, but I would think few would use a sound decoder as a) there are no sound projects available from Hornby and b) the locomotive makes few noises if the working replica is the measure. If you fit a decoder, make sure the metal surface of the refitted speaker does not make contact with the decoder.



Driver and fireman are easy to fit but do make sure your driver is not rubbing his leg up the connecting rod!

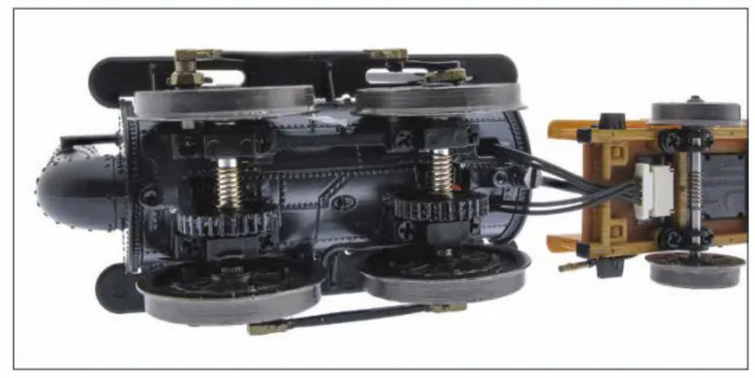
FACTFILE

Models: (review items in bold)
R30345 Locomotion No. 1 - Club Exclusive Era 1
R30346 Locomotion No. 1 Era 11
Era: 1825 - preservation
Construction: Plastic body and diecast motor bogie
Weight: 49g
Minimum curves: Radius 2 (438mm)
DCC socket: 8-pin
Accessory pack: Bufferbeam detailing, pony truck plate, front steps, ejectors, cylinder drain cocks

WHAT WE LIKE

- ✓ Stovepipe - hats off to the designers and engineers for this one!
- ✓ The complexity performs surprisingly well

There's not much of an opportunity to increase the weight; hence current collection and performance are compromised but the tender would benefit from some added weight to keep the wheels in contact with the rails for pickup.



Beneath the model we can see the coiled contacts around the axles and the open gears; don't go running this round on the carpet!

The model did need a while to run in to get all the joints in the visual mechanical bits loosened up, but after 15 minutes it had settled down nicely and can be run down to some appropriately slow speeds.

Overall, Hornby has played a blinder with this project, which many would have felt unachievable in practice in this scale.

0 | 1952-1967 | £££ 621.00+

Lionheart Standard Class 3 2-6-2T

Andy York

Spread across the Western, Southern, North Eastern and London Midland Regions, the 45 examples of the 82xxx BR Standard Class 3 prairie tank built from 1952 to 1955 were largely intended for branch and local operations. Whereas most standard types could trace their lineage back to LMS designs, the Swindon-built, Riddles-designed Standard 3 used a shortened Swindon No.2 boiler. Regarded as successors, traffic-wise, to GW small prairies, they were liked by such sheds as Machynlleth, where they were a direct replacement. Much of their work disappeared with the closure of branches or was taken over by diesel multiple units, leading to a short life with all being scrapped. There is promise for the future, though, with the 82045 Steam Locomotive Trust building a new locomotive (which would have been the next in the class had the order not been cancelled under the Modernisation Plan) at Bridgnorth on the Severn Valley Railway, a locomotive well suited to economical operations on a heritage railway.

Lionheart's range portrays the life of the service locomotives, from lined black early emblem, lined black late crest, unlined green and lined green examples in early emblem and late crest form, with each livery having numbered and unnumbered models for the buyer to personalise if they wish.

Lionheart is Dapol's branding of its premium O gauge products and this model deserves that title and box. As soon as you take this model from the box, you know it means business, weighing in over 3.5lbs with the feel of metal thanks to the diecast body

Virtually faultless, Lionheart's model of this branch workhorse is top-notch and exudes quality in every respect.

The all-important face of the locomotive is captured very well with an etched numberplate and a shedcode printed on the smokebox door. The chimney does have that joint line though.

The smokebox door opens on its hinges (a lovely motion) to remove the decoder daughterboard housing the socket for the 21-pin decoder.

and chassis. Quality shines through in the paint finish and decoration, too, with excellent printing throughout. The blackened steel tyres on the tapered wheels and on the Walschaerts valve gear look just right, too, and look wonderful in motion, with a silent and smooth performance thanks to the quality 5-pole skew-wound motor. I couldn't test its performance fully, but I have no doubt that it will handle anything you would sensibly task the model with. The centre driving axle is sprung as are the front and rear pony trucks contributing to its surefootedness and assisting current collection from all of the wheels.

Metal and wire provide many of the details, plus plenty of additional detail in plastic, capturing a significant amount of surface-mounted piping and conduits as with many other BR Standard classes, all tasteful toned-down rather than overly bright. With the model impressing high standards in so many aspects, it may be churlish to comment on the chimney joint and that the smokebox shedcode plate and the builder's plate on the front frames are printed rather than etched; the smallest of grumbles. The cab doors are hinged and can be positioned open or closed according to taste, but the cab roof can be easily removed thanks to its magnetic attachment, meaning it will be easy to fit a crew to enhance the model further.

Although the model is available in analogue or digital-fitted forms with a DCC sound option (which will give synchronised working sounds on analogue control), it is extremely easy to fit a 21-pin decoder given Dapol's standard approach of having an opening smokebox door (with a lovely hinged motion) and removing the detachable circuit board. The sound-fitted models come with a wide range of sounds, all helpfully described with CV setting in the comprehensive Owner's Manual.

FACTFILE

Models: (review items in bold)
LHT-S-8201 Lined Black Late Crest 82010
LHT-S-8201U Lined Black Late Crest Unnumbered
LHT-S-8202 Lined Black Early Crest 82029
LHT-S-8202U Lined Black Early Crest Unnumbered
LHT-S-8203 Lined Black Late Crest 82027
LHT-S-8204 Lined Black Early Crest 82019
LHT-S-8205 Green Early Crest 82007
LHT-S-8206 Lined Green Early Crest 82003
LHT-S-8207 Green Late Crest 82020
LHT-S-8208 Lined Green Late Crest 82030
LHT-S-8208U Lined Green Late Crest Unnumbered
Era: 1952 - 1967
Construction: Die-cast metal body and chassis
Weight: 1625g
Minimum curves: Radius 2 (1028mm)
DCC socket: 21-pin
Accessory pack: Decoder board removal tool
Price: DCC Ready £621.00, DCC Fitted £653.40, DCC Sound £739.80

WHAT WE LIKE

- ✓ Virtually faultless
- ✓ Weight and presence
- ✓ Quality of detail and finish
- ✓ Superb performance

The cab roof is attached by magnets and easily removed for adding a crew and to see the flickering firebox effect.

Being a BR Standard, there are many runs of external pipework and conduits; all beautifully captured.

The cab doors can be posed open or closed and in this view we can see the quality of the decoration.

00 | 1954 - preservation | £££ 59.95

Bachmann BR Mk1 BSO, FO and RB coaches

Andy York

A welcome update to Bachmann's range of Mark 1 coaches are now available across liveries covering the mid-1950s to late-1960s.

Bachmann's evergreen range of Mark 1 coaches sees welcome and useful additions in the form of original Restaurant Buffet (RB), First Open (FO) and Brake Second Open (BSO) coaches.

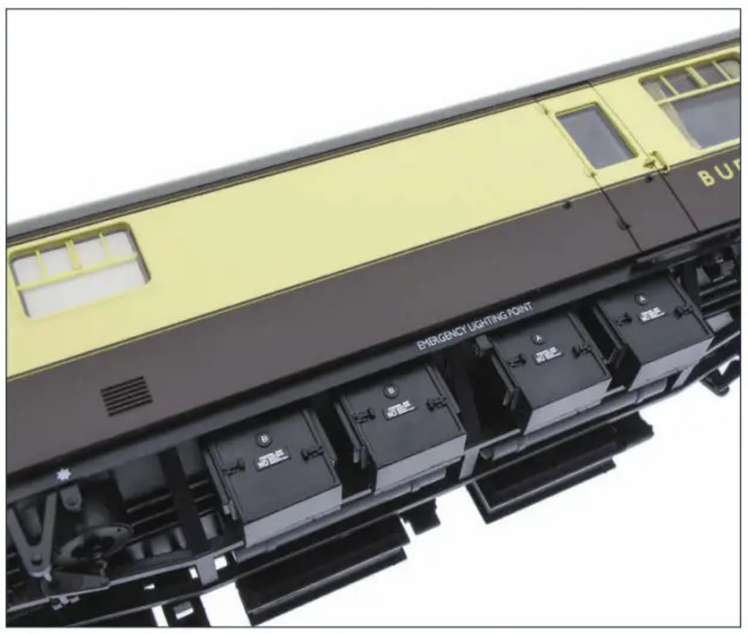
Following prototype testing, the Restaurant Buffets were built from 1960-62, featuring a kitchen and pantry along with a service bar. The launch products are maroon coaches with Scottish or Eastern Region numbers and a Southern Region green running on Commonwealth bogies, with a Western Region chocolate and cream coach on BR2 bogies, as pictured in this review. The open seating area has curtained windows, while the half-height windows to the kitchen and service areas are frosted with a plated window on the door on the kitchen side. The roof, of smooth surface rather than the older style of roof ribs on Bachmann's Mark 1 coaches, features circular roof vents for the catering equipment, in addition to the conventional vents for the saloon and corridor area.

The First Open coach is from the second batch with centre door built after 1954 with 2+1 seating for 42 people; Bachmann's models include these in original form with steps on the ends of the coaches running on original BR B1 bogies, while the later-numbered maroon examples run on Commonwealth bogies without the end steps removed. The Eastern Region gets a crimson and cream example and a maroon one, crimson and cream for the Midland, maroon for the Scottish, as well as Western Region chocolate and cream.

The Brake Second Open coach is probably the most useful, if less exciting, of the new range, with 340 built from 1955, initially running on BR B1 bogies, with a chocolate and cream example for the Western Region, maroon for the Scottish and Eastern Regions, plus a crimson and cream example with an Eastern Region number, too.

With an excellent paint finish and decoration, the new models are matched to previously-available coaches within the

The circular vent fittings to the Buffet roof are separate fit components, as are the pipes and conduits to the end of the vehicles.



The decoration of the battery and equipment boxes beneath the kitchen area are well executed, with superb printing of the lettering.

The First Open sports curtains with a two-colour print to give the impression of folds; very nicely done along with class and smoking signs to the usual high standard.

The Commonwealth bogies utilised are the same as previously-equipped models and, although not having the definition and finesse of some other vehicles, are still perfectly adequate.

range, but with the improved smooth roof seen over the last few years, these are an excellent addition to the armoury. The detail and definition of the underframe and bogies may not be as fine as some more recent coach types, but this means that they will look consistent mixed in with existing Mark 1 stock.

In addition to these new toolings, Bachmann announced further Mk1 TSO Tourist Second Open, BSK Brake Second Corridor and POS Post Office Sorting Van in a selection of liveries bolstering recent productions.

The openness of the BSO is readily apparent compared to previous BSK vehicles with very good flush glazing and printing.

FACTFILE

Models:

BR MK1 BSO Brake Second Open
39-800 E9201 BR Crimson & Cream B1bogies
39-801 SC9357 BR Maroon B1 bogies
39-801A E9277 BR Maroon B1 bogies
39-802 W9276 BR Chocolate & Cream B1 bogies

BR MK1 FO First Open
39-825 E3048 BR Crimson & Cream B1 bogies, End steps
39-825A M3043 BR Crimson & Cream B1 bogies, End steps
39-826 SC3102 BR Maroon Commonwealth bogies
39-826A E3123 BR Maroon Commonwealth bogies
39-827 W3085 BR Chocolate & Cream B1 End steps

BR MK1 RB Restaurant Buffet
39-850 SC1658 BR Maroon Commonwealth bogies
39-850A E1664 BR Maroon Commonwealth bogies
39-851 W1732 BR Chocolate & Cream B2 bogies
39-852 S1767 BR (SR) Green Commonwealth bogies

Era: 1954 - preservation
Construction: Plastic body and chassis with floor weight
Minimum curves: Radius 2 (438mm)
Accessory pack: Rigid coupling bars, corridor end boards

WHAT WE LIKE

✓ Superb livery application
✓ Increasing the range of a staple item

Andy York

Bachmann BR Dia.1/211 12T 'Palvan'

FACTFILE

Models: (review items in bold)
38-950 BR Bauxite (Early)
38-950A BR Bauxite (Early)
38-952 BR Bauxite (Late)
38-952A BR Bauxite [W]
38-954 'Johnnie Walker Whisky' Green
38-954A 'Johnnie Walker Whisky' Green
Era: 1954-preservation
Construction: Plastic body and chassis
Weight: 39g
Minimum curves: Radius 2 (438mm)
Accessory pack: Dummy coupling and brake pipes

WHAT WE LIKE

- ✓ An interesting addition to the range of standard vans
- ✓ Detailed parts

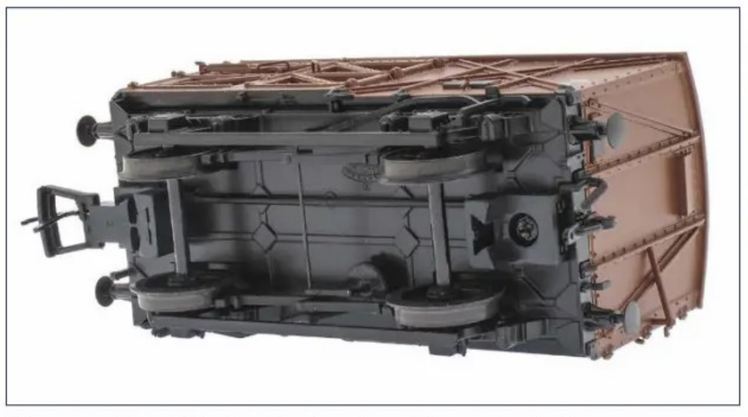
The shadows show the complexity of the framework, strapping and fittings around the door area of Bachmann's welcome addition to the range of BR standard vans.

Almost 2,400 vans of this type were built from 1954 to 1961, distinguished by the wide double-opening doors to the left-hand side of each side of the wagon, allowing the vans to be loaded by fork-lift trucks and wooden pallets (which only appeared after WW2) from platform or ground level. Running on a traditional 10' wheelbase, the floor and chassis framing were of a sturdier construction with additional suspension elements accepting that a load might not be evenly-distributed in terms of weight, but this still led to problematic running, meaning that the vans were withdrawn sooner than comparable traditional ventilated van types.

Bachmann has done an excellent job of portraying the complexities of the door furniture, including the end-mounted brackets for holding the left-hand door open and the corresponding latching handle on the door, although this is slightly thicker than scale for strength. Having built several kits of this wagon type, Bachmann's approach is certainly far more robust for everyday handling.

The life of the wagons is accommodated by the tooling variations for spindle, self-contained and OLE buffers and Morton of clasp brakes, with early and late bauxite livery styles to choose from, plus a weathered early version for £36.95 rather than the standard price of £34.95. There are also two differently-numbered versions in the distinctive green Johnnie Walker livery from the 20 vans the distiller purchased on withdrawal for use on the three-mile-long branch near Kilmarnock. Other vans were transferred to internal use or sold to other industrial users.

The accessory pack includes dummy instanter coupling links and hook to replace the standard hook (although this was reluctant to come out) and a vacuum brake pipe, the latter being able to be fitted even if the tension-lock couplings are retained.



The underside includes braking variations of Morton and clasp types, with the shoes aligned with the 00 wheel treads.

The bodyside printing is superbly defined, with this example displaying the panel that it should be returned to Sheffield.

The axle irons and springs also capture the additional suspension springing to the corners.

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Grantham - The Streamliner Years (OO)
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Hallam Town (2mm FS)
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Llawryglyn (EM)
Ludlow (N)
Melton Mowbray (North) (N)
Midholme (N)
Newcastle-by-the-Water (N)
Newvaddon Parkway (N)
Nine Mills (N)
OO Live Steam Roadshow (OO)
Oulton TMD (OO)
Penworth (N)
Plumpton Green (P4)
Port Washington Terminal Railraod (HO)
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Royal Albert Bridge (N)
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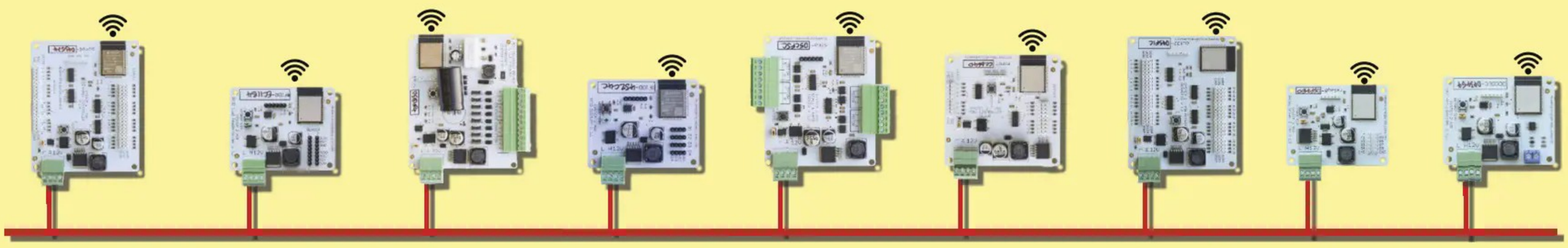

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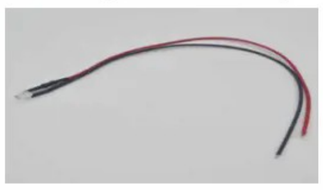

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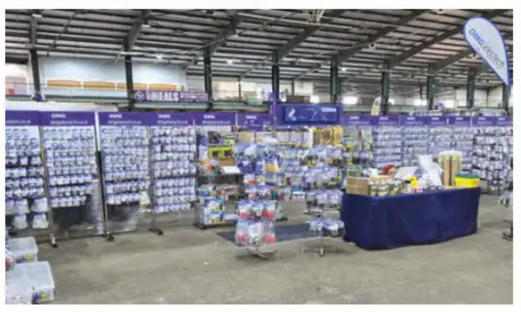

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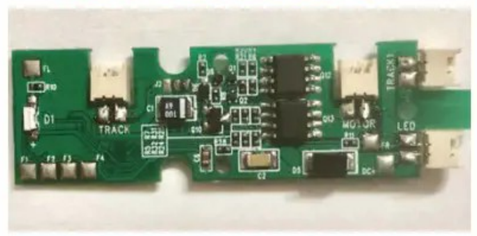

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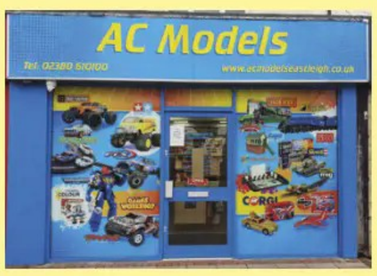

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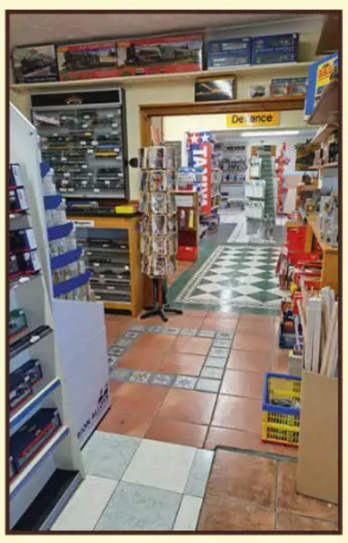

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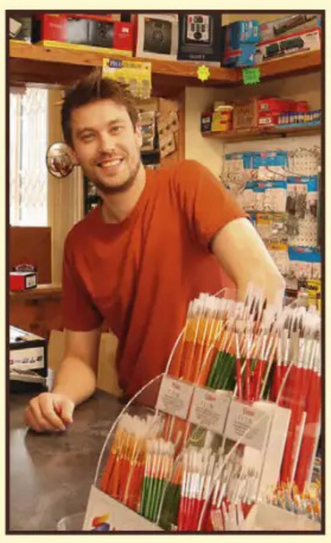

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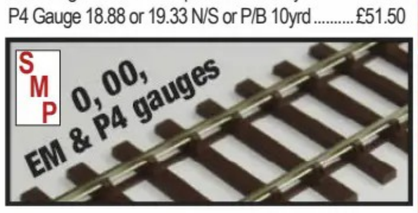

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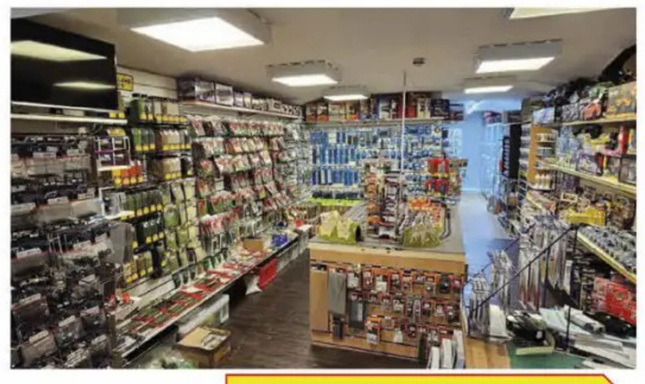

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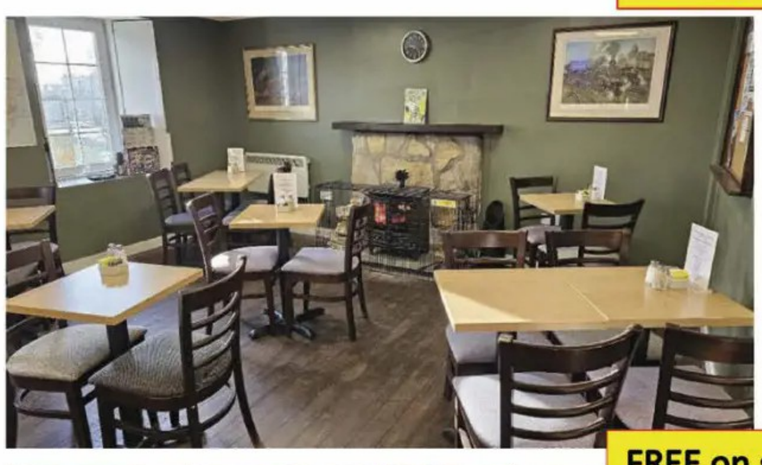

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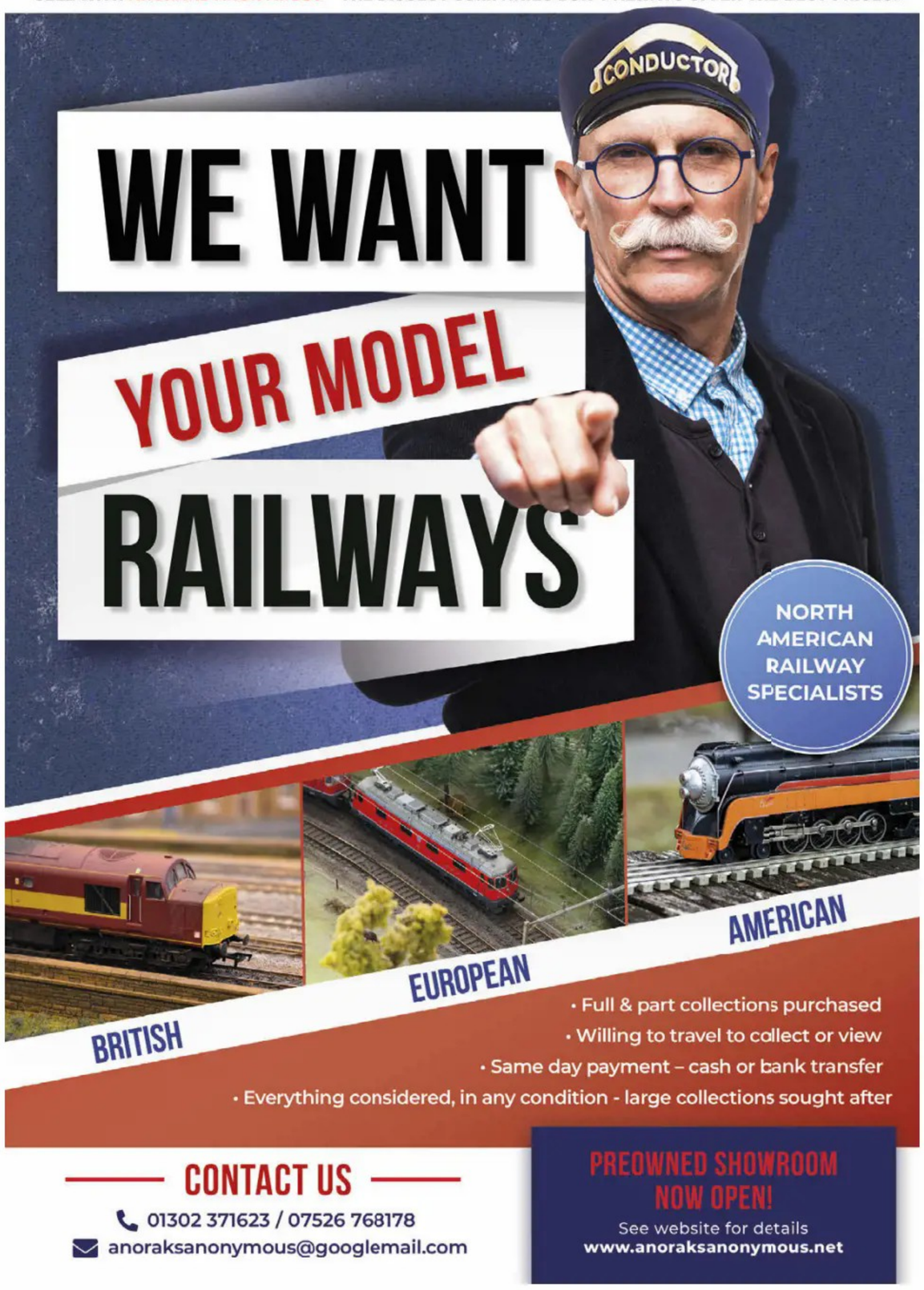

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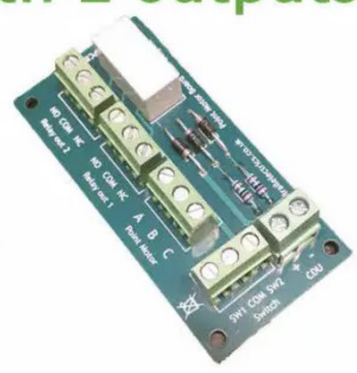

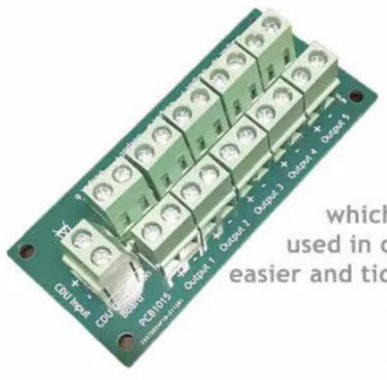

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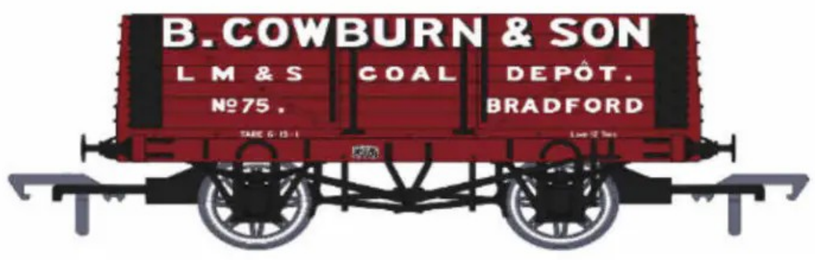

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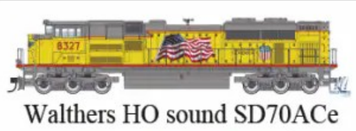

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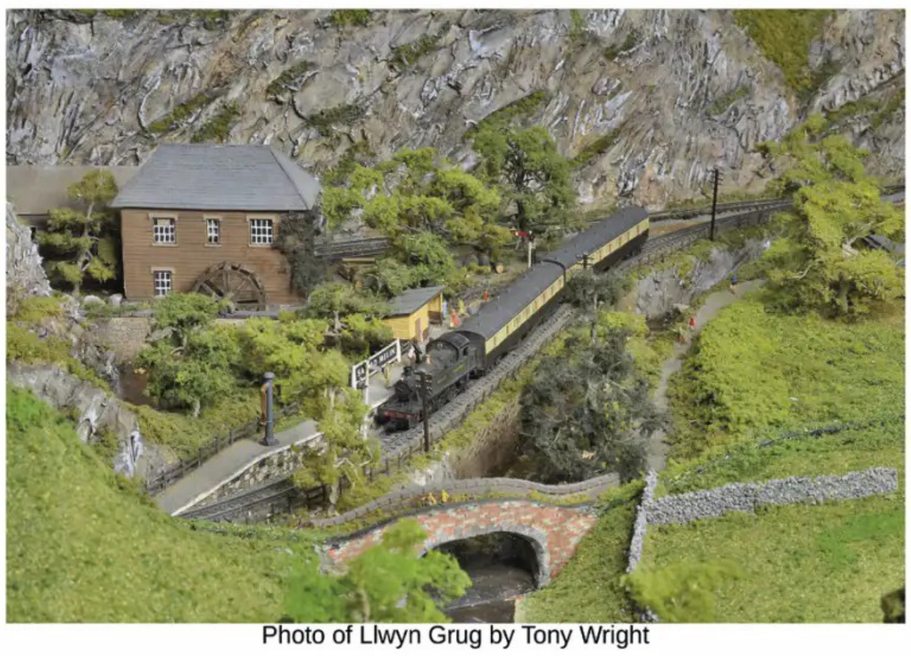

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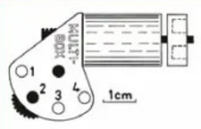

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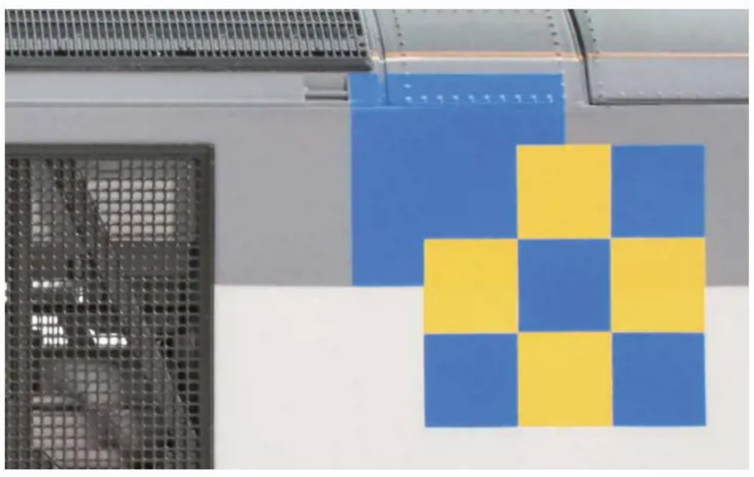

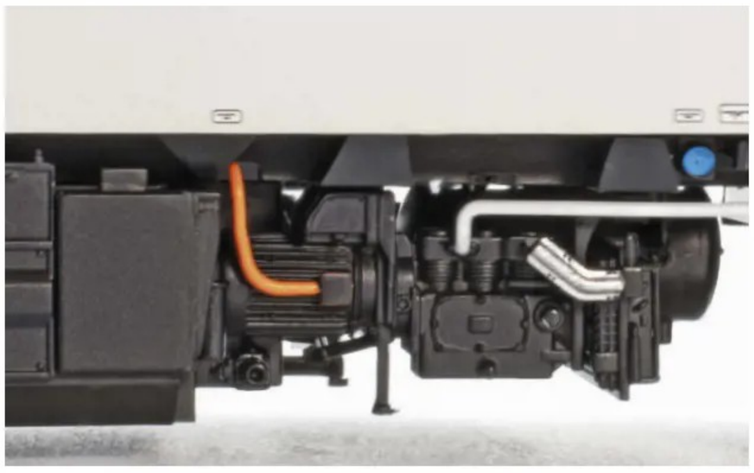

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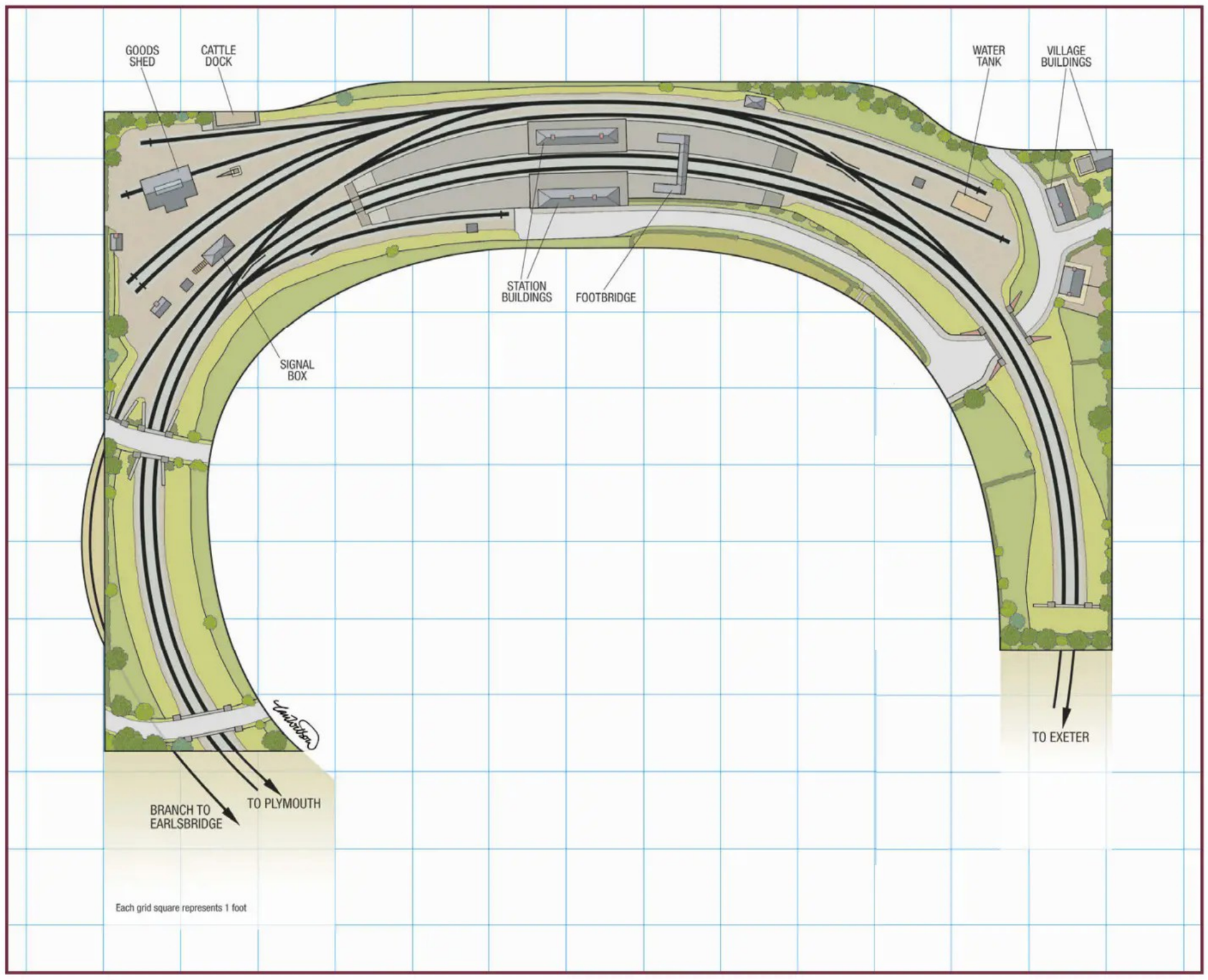

Starting a model railway project can be daunting for many, even if you've built plenty of model railways before. It feels like there are a million and one things to consider, and the road to completing your new layout seems very long indeed.

However, with careful planning and using all the useful advice, guides and videos that are available in this great hobby, so much is achievable, and sometimes ideas can progress much quicker than you may think.

After you've come up with the initial idea for your layout (whether that be a theme or location), the first step for many is coming up with the trackplan. And the good news is that BRM is here to help on that front. Inside this special supplement, we have compiled a handful of layout examples to provide some inspiration, plus tips on how to get started and details of some of the software available.

For further trackplans, remember that World of Railways Plus members have access to an extensive Trackplan Archive, just one of the many benefits (including access to our digital archive, future issues of BRM, a show ticket and much more) of joining – to find out more, head to **www.world-of-railways.co.uk/membership.**

As always, we love to hear from readers about their latest projects, so please get in touch and share progress with us at **brm@warnersgroup.co.uk.**

Happy Modelling
Debbie Wood

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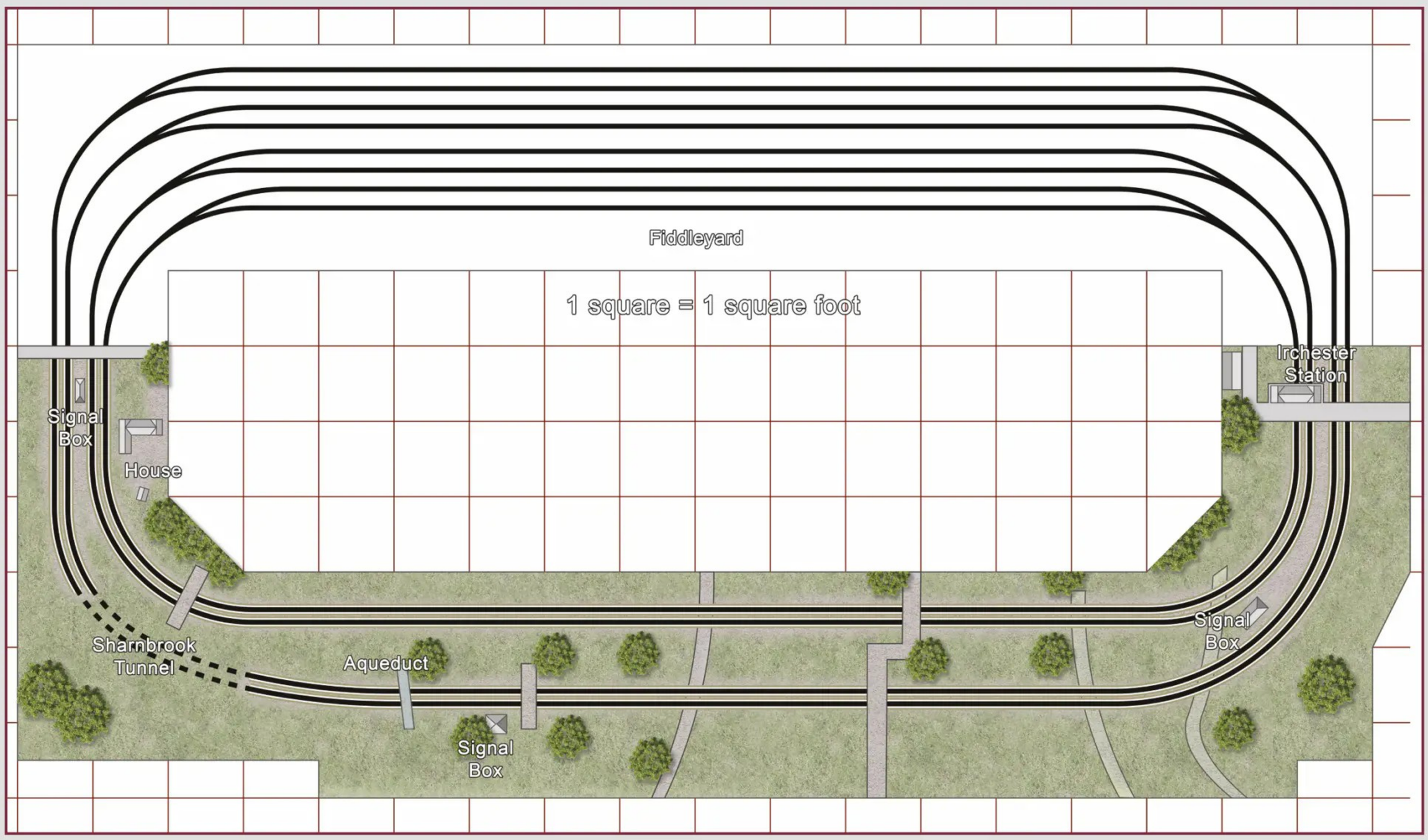
TRACKPLANS: DIFFERENT TYPES

There are a few trackplan types that model railways are based on. Here's a look at the most common...



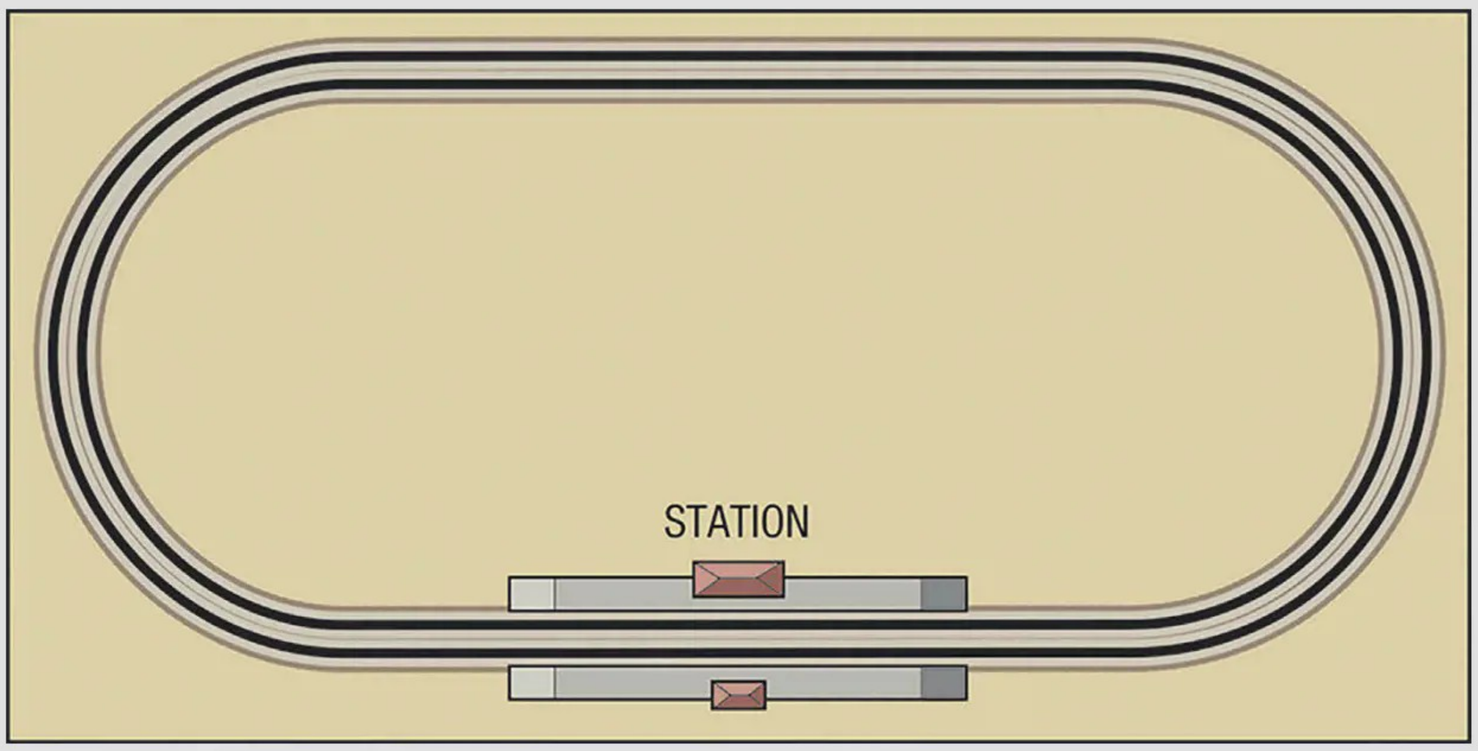
Continuous run/loop

Usually lending itself to the larger layouts, a continuous run or loop is one of the most popular choices, which, as the name suggests, enables trains to carry on running around a circuit of track. This is popular with first train sets and allows operators a chance to 'zone out' while a train laps the circuit.

A continuous loop – or 'roundy-roundy' as some might say – can have one track, or multiple tracks, plus include stations and sidings. Ultimately, what sets it apart from others is that there is no start or finish, perhaps only stops at a through-station. The trains can carry on and on and on (and on some more if the operator falls asleep).

This type of layout is traditionally associated with an oval shape, however, the track can be laid in many shapes, including a figure of eight. It's best for running express trains at speed, too, providing enough track for trains to build momentum.

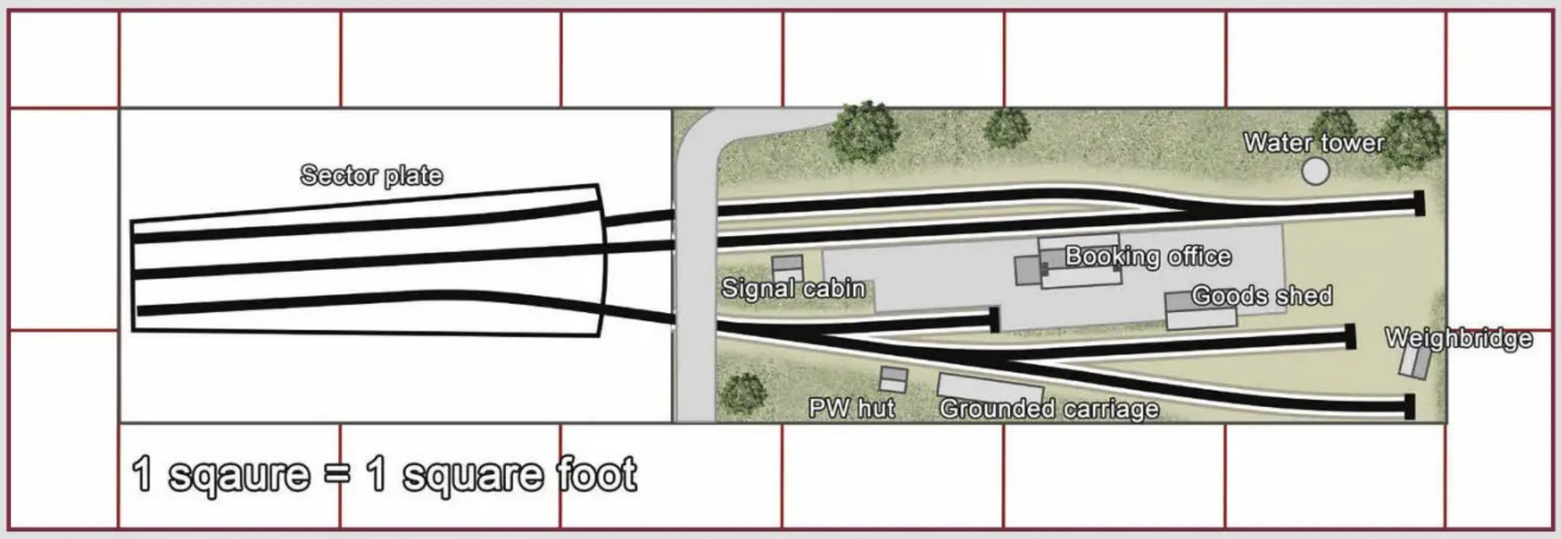
'Sharnbrook Summit', featured in BRM December 2024, depicts a busy stretch of the Midland Main Line, providing the perfect mix of scenic backdrop and interesting train formations for The Kettering and District Model Railway Club.



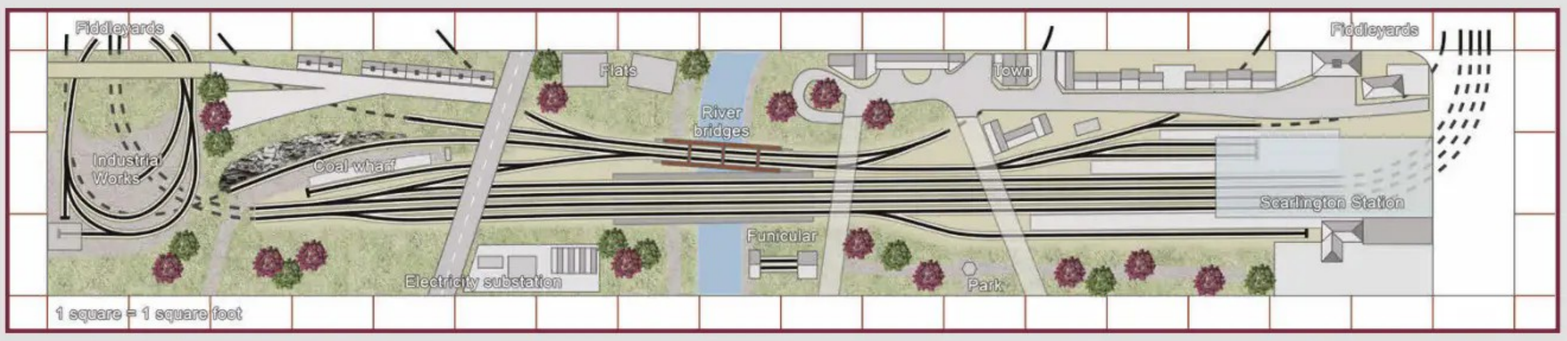
This is a standard train set oval. It lacks features for entertainment, but has a station and your trains are always in view.

End-to-end

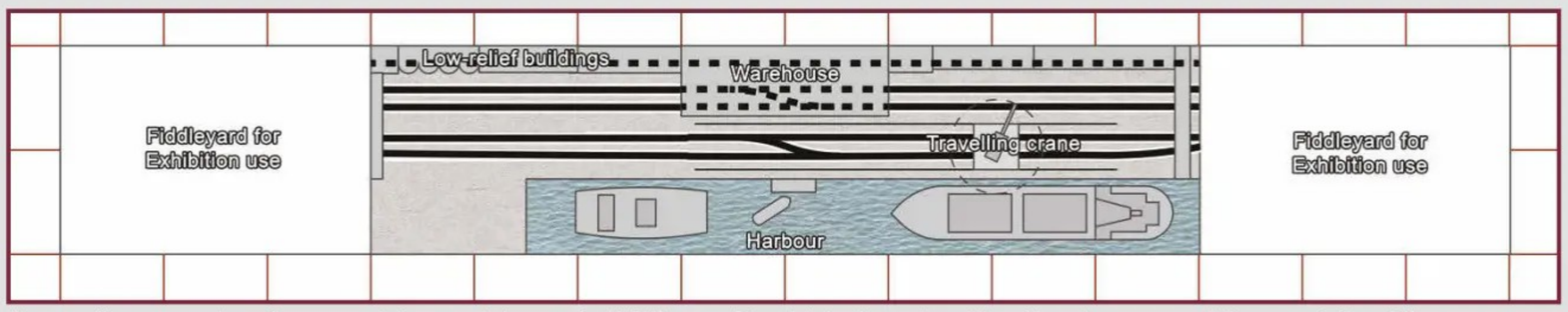
As the name suggests, an end-to-end layout runs from one end of a layout to the other and comes back again. Layouts can vary massively in size and design, which is why it is also one of the most popular options. An end-to-end layout will have a fiddleyard at each extremity and requires less width than a continuous loop trackplan.



'Foxbury' is a fiddleyard to terminus layout designed from the outset to be portable.



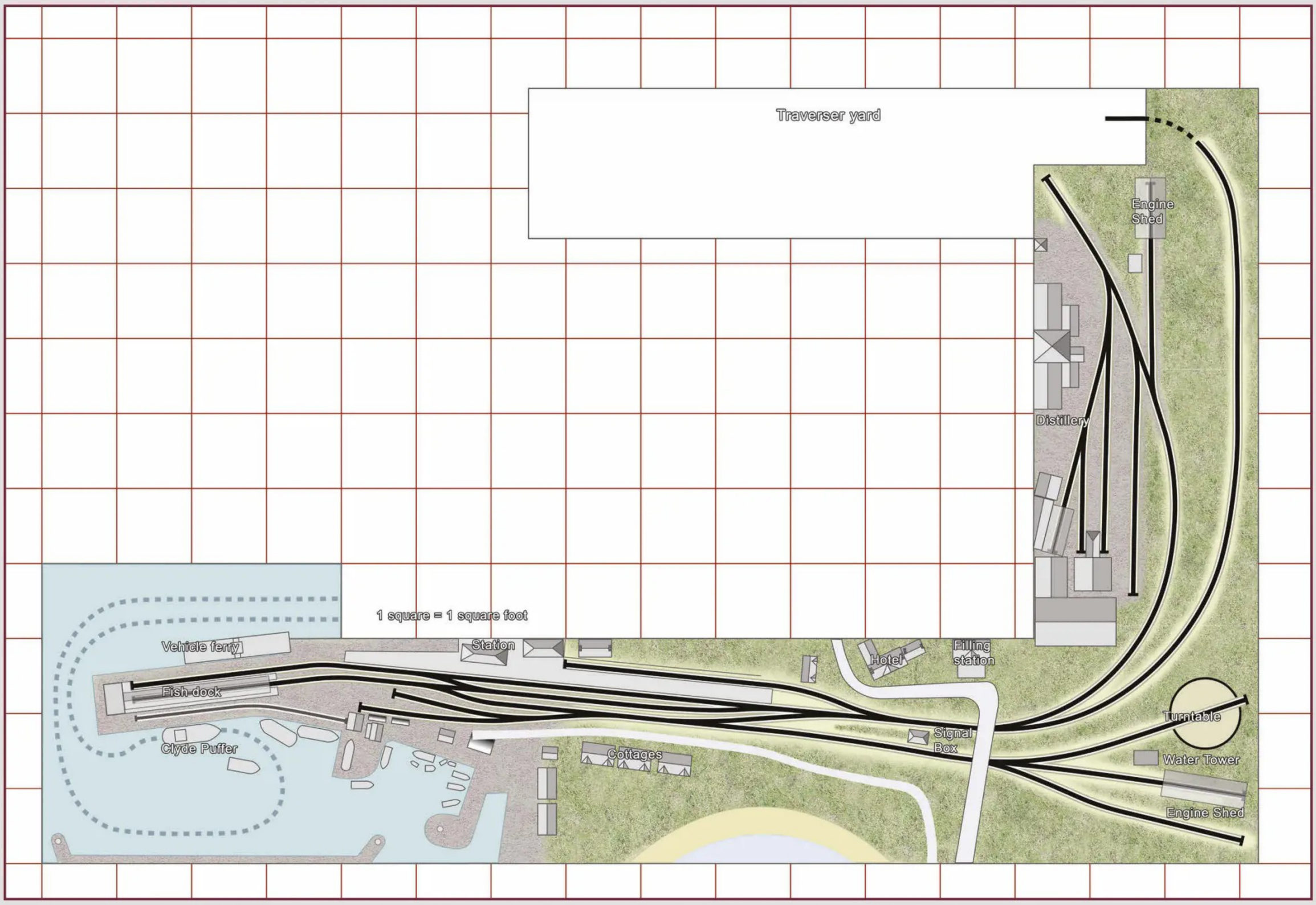
'Scarlington' is a popular continuous run layout, inspired by the North East and constructed by a group of friends, which comes packed with scenic details and entertaining cameos.



A great example of an end-to-end layout, 'Millway Dock' is inspired by the busy workings at the River Humber and combines sea, rail and road operations.

Fiddleyard to terminus/sidings

In its simplest form, a fiddleyard to terminus or sidings design is a train that arrives on the layout, stops at a station or siding and then departs the same way it arrived. They are usually smaller than a continuous loop or end-to-end and have limited operational capacity. That being said, they still offer plenty of entertainment and modelling potential and are a popular choice, especially for those who don't have a dedicated space for a model railway. Shunting puzzle layouts, where rolling stock is sorted into the correct order, are often based around the concept of a fiddleyard to terminus or sidings trackplan.



The fantastic 'Barrihandie', featured in the April 2024 issue of BRM, captures the distinctive ruggedness of the Scottish coast.

TRACKPLANS: GETTING STARTED

The first question to ask yourself is around space. How big do you want your layout to be? What space do you have available to store your layout? Building a micro-layout is one option; foldaway baseboards or one that can slide under a bed are other possibilities, but what if you want something more permanent?

The next question you should be asking yourself is what gauge you want to model in? By far the most popular is OO gauge, but each has its own constraints and advantages.

You probably have a scale in mind before you start planning and it's important to understand what will fit in the space available. For end-to-end layouts, the minimum length is approximately three times the length of the longest train you want to run. For continuous run layouts, the minimum radius for curves is one of the most important factors. For OO, the minimum radius is 438mm, also known as 'R2'. Almost all OO rolling stock will work on such tight curves, but it will look much better on wider curves of, say, 610mm radius or more. For EM and P4 designs, the minimum radii must be increased further still and for N gauge, it can be reduced.

There are many reasons people will consider building a model railway, one could be to display a collection of locomotives and rolling stock, others can be to recreate a slice of history or memory, while others look to push the realms of reality entirely and look to build something a bit 'different'.

Remember, if you can't fit everything that you want on the trackplan, and there is no space to expand, you could 'suggest' that more is 'off-scene', for example, you don't have to model a whole colliery, maybe just the tail end of the exchange sidings.

Planning a trackplan can be something of a puzzle, and the first tip is to not worry about getting everything exactly correct from the start - make rough approximations in the early stages if you need to. You should have a list of the features you want in the layout. This can include scenic features, operations and practical things like the fiddle yard, access requirements and minimum requirements for train lengths and track radii.

First steps

Now it's time to put pen to paper. It's important to design the whole layout at once because all the parts can affect the others. Don't leave parts such as fiddle yards until later. The baseboards should always fit the railway, not the other way around!

Start with the rough positions of the big features like stations, towns and countryside areas and consider the trackwork and scenic breaks like tunnels and road bridges. Platforms, signalboxes, huts, water cranes, refuelling points, coal staiths and sheds are also a few to think about.

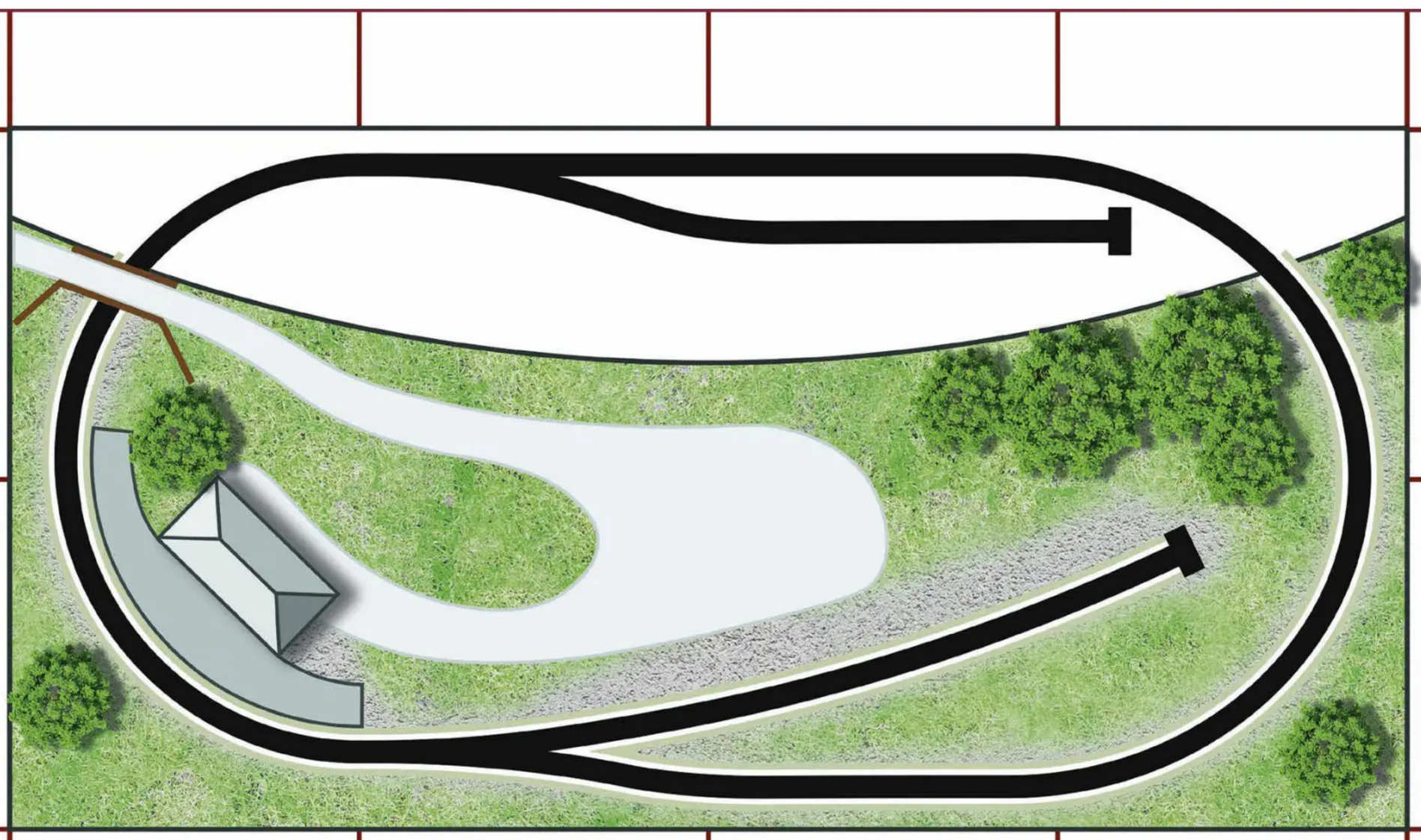
When building your first model railway layout, it's useful to start with a relatively straightforward trackplan. Once you have mastered the basics, you can move on to more complicated projects. A train set oval is quite often a modeller's first project,

It's likely that you'll change your mind as you design your plan, so expecting to draw everything you want at the first attempt is somewhat unrealistic.

Many layout builders lay track parallel to the longest edge of a baseboard to maximise the length of track. This can make the layout look a little bland, so a good way to hide it is with scenery. Think about breaking up the uniform lines and edges with curved slopes, cuttings and elevations to enhance the trackplan, and think about how trains will enter and exit the scene.

Before finalising your plan, add labels to structures and features to make your plan clear for others - especially if you are working as part of a team. If you are satisfied with the way your project looks, you can start to build it. If not, use the bits you like as the basis for a new plan. Repeat this process until you are finally happy with your trackplan. ■

TRACKPLANS: USING SOFTWARE



You could draw a trackplan using pencil and paper, but a computer program will give you a lot more flexibility and will make many things easier.

If you're finding planning your next layout a bit daunting, there are plenty of model railway design websites and downloadable programs to help. These are quite often free and simple to use, too. Almost all gauges are catered for, and you can search a wide variety of pictures, highlighting what each trackplan could look like if built.

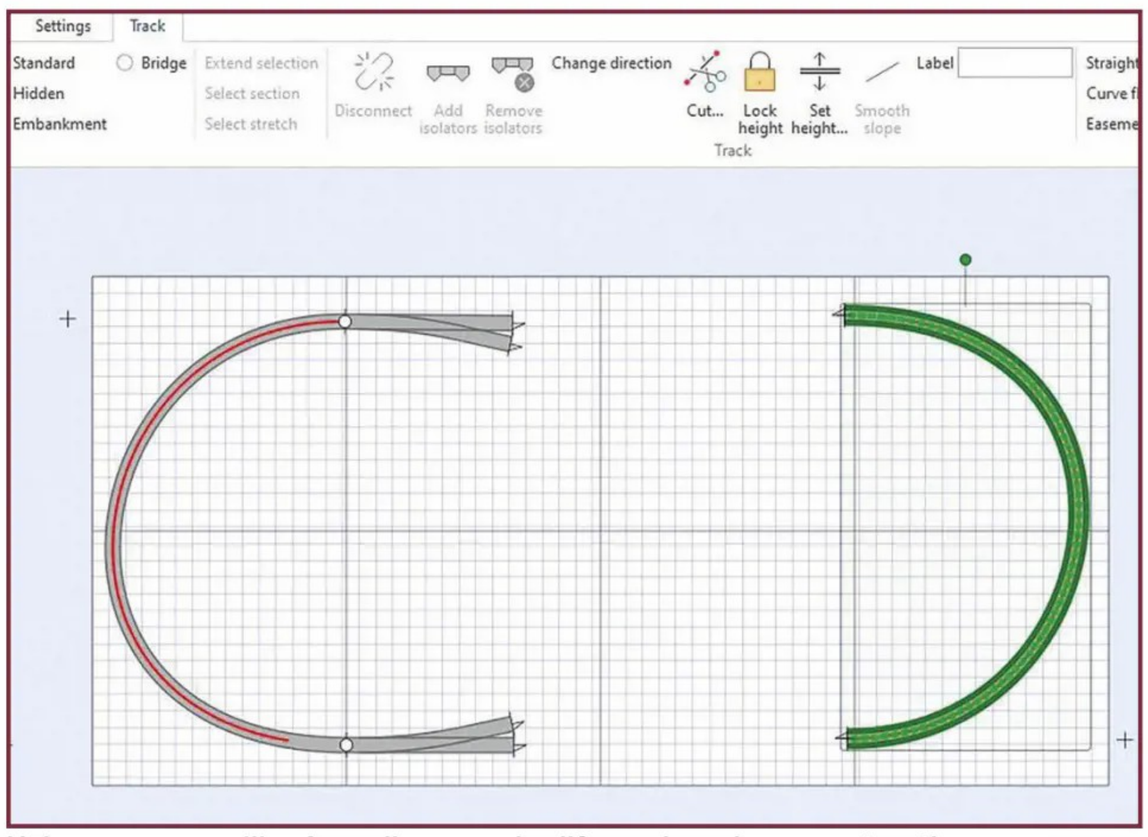
We often use Anyrail here at BRM and find it an easy solution that any modeller would get to grips with quickly.

Having worked out your baseboard size, fire up the free AnyRail software on your computer and choose the type of track you would like to use.

Then, it's just a case of picking the track pieces from the menu and laying them on the virtual baseboard. It's important to be careful not to make the curves too tight and always check your rolling stock to ensure it can accommodate the curves.

Once you have the track on the plan, you can place bridges, tunnels, create buildings with roads and infrastructure, place trees and create the signalling for the route. The options are vast, you could even design your model railway layout on more than one level, with different heights and slopes on the route. Once you are happy with the trackplan, you can export and print your layout to share with others, even print to scale so you can use it as a template.

You can also take the basic trackplan from AnyRail and design it using drawing software, which adds that little extra detail and makes the trackplan look prettier. ■



Using programs like Anyrail can make life easier when constructing your trackplan, but make sure you check the curves your stock can accommodate.

TRACKPLAN WEBSITES

There are a number of websites available, our favourites include;
www.freetrackplans.com
www.scarm.info/layouts/track_plans.php
www.anyrail.com/en
www.templot.com

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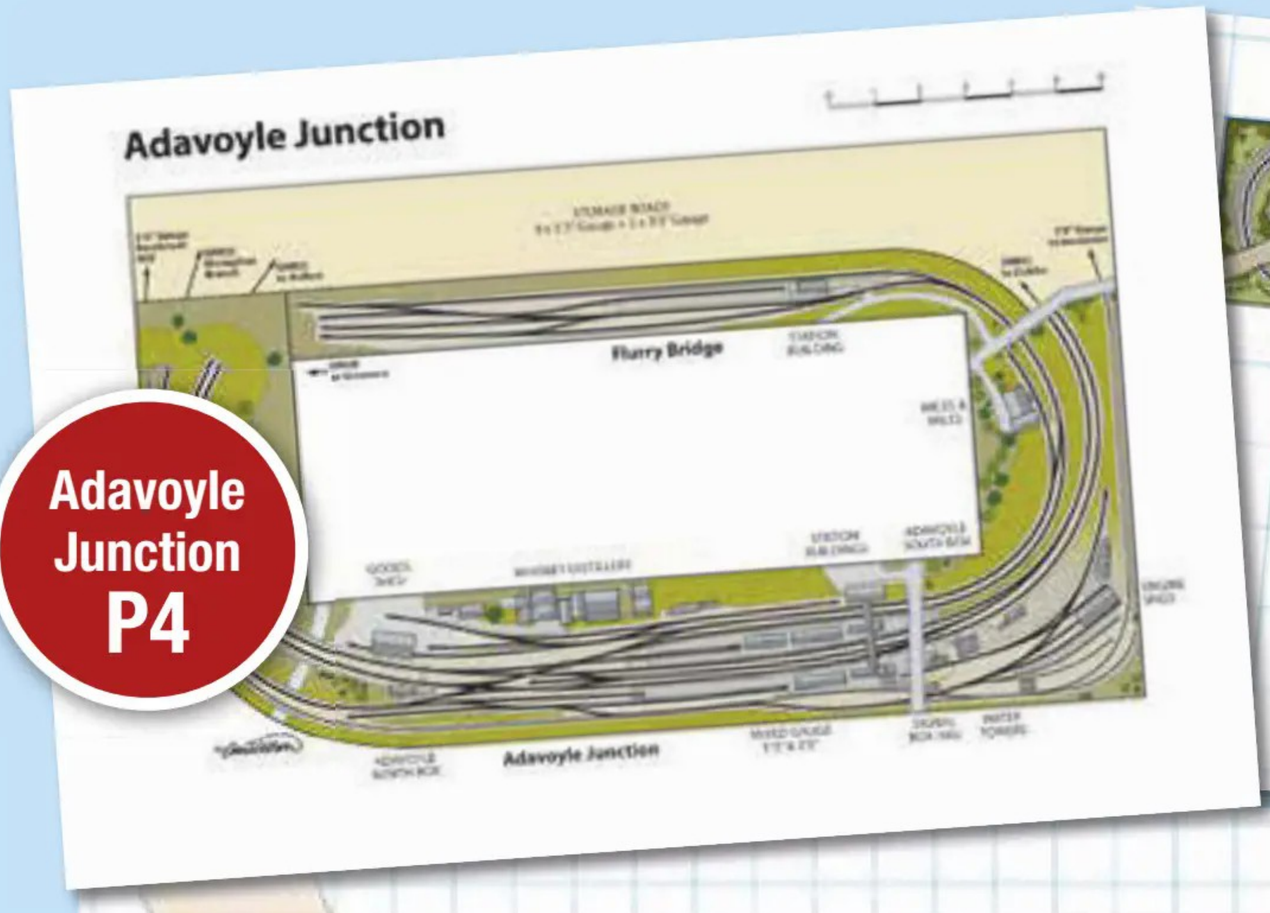

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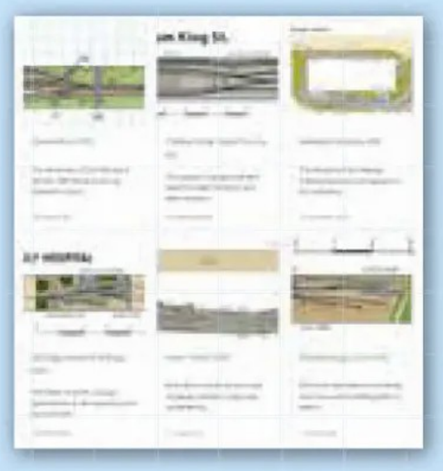

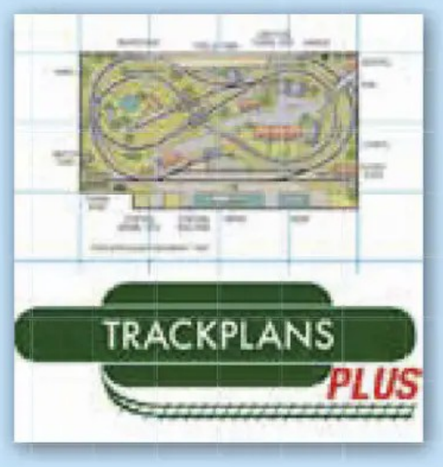

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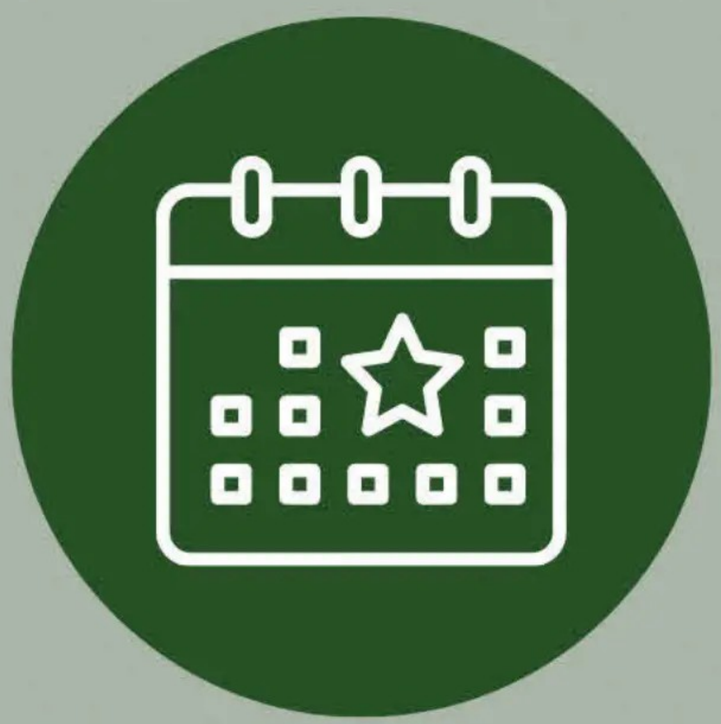

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ROUNDHAY

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

Having tried building a layout in the loft, the conservatory became Kevin Harlow's railway room, with building on the kitchen table being conveniently close.

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

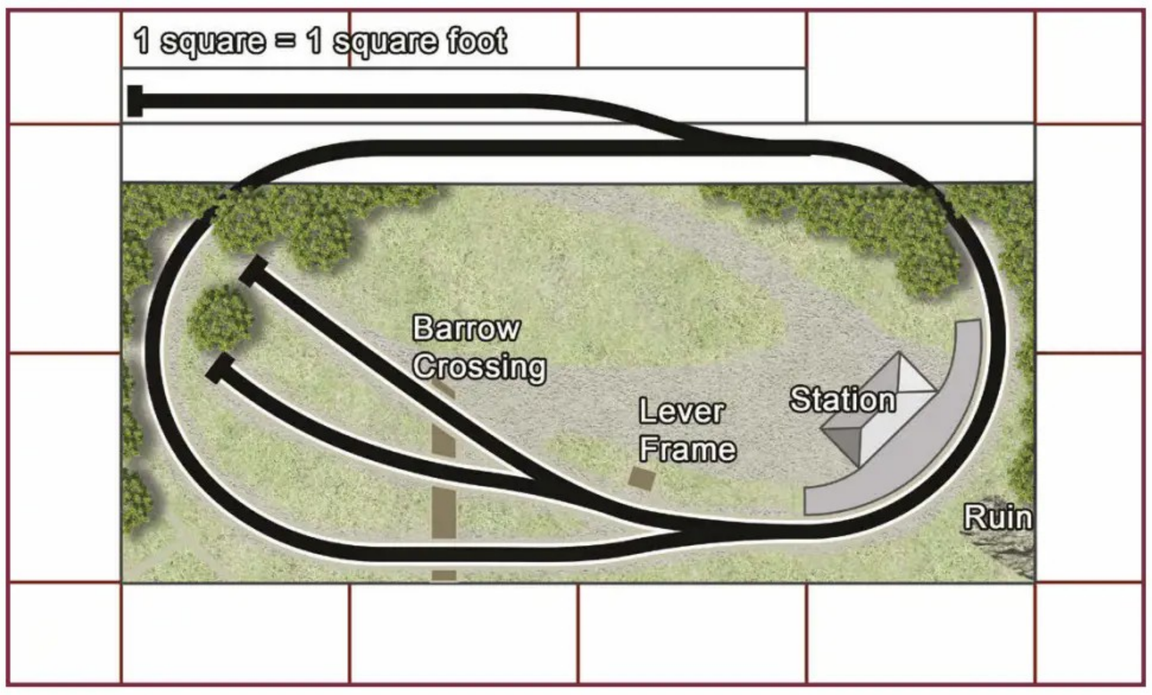
A simple 12v DC-controlled system with just one pair of wires is used and a section between the points at the front and the rear can be isolated if shunting to the sidings at the same time. The points are wire in a tube-controlled, again for simplicity.

It's an easy one-person operation, though when Kevin is exhibiting, he will usually have a helper to allow for comfort breaks or help while chatting with the visitors.

Although fairly simple and compact, 'Roundhay' provides lots of entertainment in operating sessions, which is the main reason Kevin created the layout to begin with, and still offers plenty of potential for modelling scenic features and buildings while not taking up too much space at home. ■

FACTFILE

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



RUSHWICK

The fruit of lockdown labour, this branch line terminus is a lesson in prototype observation, recycling and using what is to hand.

For the foundation, the builder, Nick Palette, had bought a layout from a friend, which had been dismantled to salvage parts, and he was left with the fiddle yard board, which measured 4ft 6in by 15in. Having built a layout in a similar space before, 'Ashbourne Midland' (featured in BRM January 2018), he was confident he could do it again.

Needing a fiddle yard/staging area, Nick decided to use a three-track traverser that he already had for another layout. This makes use of metal drawer runners and also ticks another box – having a common fiddle yard for several layouts.

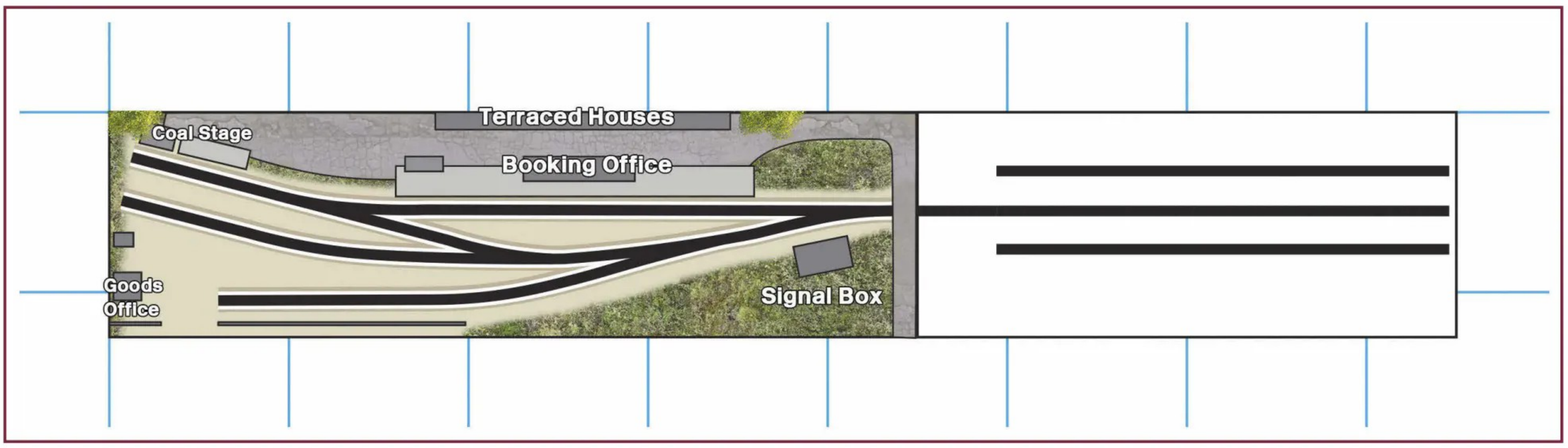
At his disposal were two left-hand medium points, a large 'Y', a right-hand curved point and a catch point. By laying the points out on the board, he came up with the configuration shown in the trackplan.

'Rushwick' relies on a Lenz 100 DCC system and all the points use solenoid motors powered by a Digitrax DS64 stationary decoder.

Although compact, there is plenty of operational opportunities on the layout and the main performers are the Dapol Class 22 diesel, a Hornby large 'Prairie' and a Bachmann Class 121 'Bubble Car'. The layout is intended for exhibition, where a sequence of three trains run, two passenger and one freight. ■

FACTFILE

LAYOUT NAME: Rushwick
SCALE/GAUGE: 4mm:1ft /16.5mm gauge /OO
SIZE: 7ft 6in x 1ft 3in
ERA/REGION: BR (W) early 1960s
LAYOUT TYPE: Fiddleyard to terminus



EWE

The rural beauty of an East Anglian backwater, with a little decay, is the subject for Rob Gunstone's latest instalment in his 'sheep-themed' layouts.

After a few false starts, Rob settled on the general area of East Anglia and, in particular, the Wisbech and Upwell for this latest layout project. The compact nature of this layout is perfectly balanced with some excellent scenic details.

Initially looking at a plan based on Outwell Basin, he could see that a reduced version would fit nicely into a standard Swedish baseboard size of 120cm x 40cm.

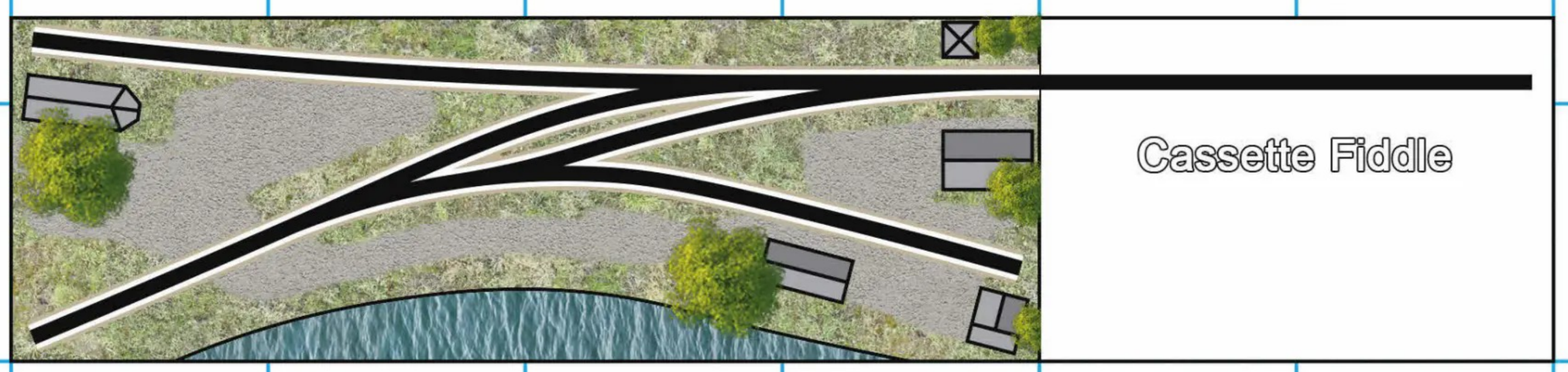
The layout represents a small goods yard bordered on one side by a low river bank, the railway following the gentle curve offered by the water's edge. Between this water's edge and the railway, there is a siding serving a coal merchant. To the rear of the layout is a second siding where local farmers can load their produce onto vans. A run round loop separates the two.

This layout differed from Rob's previous four in that he used medium radius points, with just four points and short trains. Rob felt he could get away with the slight loss of length to the loop on what was an already small layout. Points are controlled by way of Caboose Industries Point Throws.

The layout can be operated by either conventional DC using a Gaugemaster Combi controller or DCC using an NCE Power Cab. ■

FACTFILE

LAYOUT NAME: Ewe
SCALE/GAUGE: 4mm:1ft /16.5mm gauge /OO
SIZE: 5ft 4in x 1ft 3in plus fiddleyard
ERA/REGION: BR (E) 1950s-1960s
LAYOUT TYPE: Fiddleyard to sidings



ARCADIA

When Richard Barton was gifted a beautifully painted backscene by one of the S Scale Society members, it proved too good not to use. The backscene depicted oast houses, although intent on building an area based in the Cuckmere Valley, Richard moved 40 miles east to the Tenterden area, so he could utilise his new backscene.

Its new name was 'Arcadia', the name of a small hamlet just to the east of Tenterden and also, more specifically, to remember his good friend, the late Martin Brent, whose 7mm:1ft scale layout 'Arcadia' Richard thoroughly enjoyed operating at exhibitions.

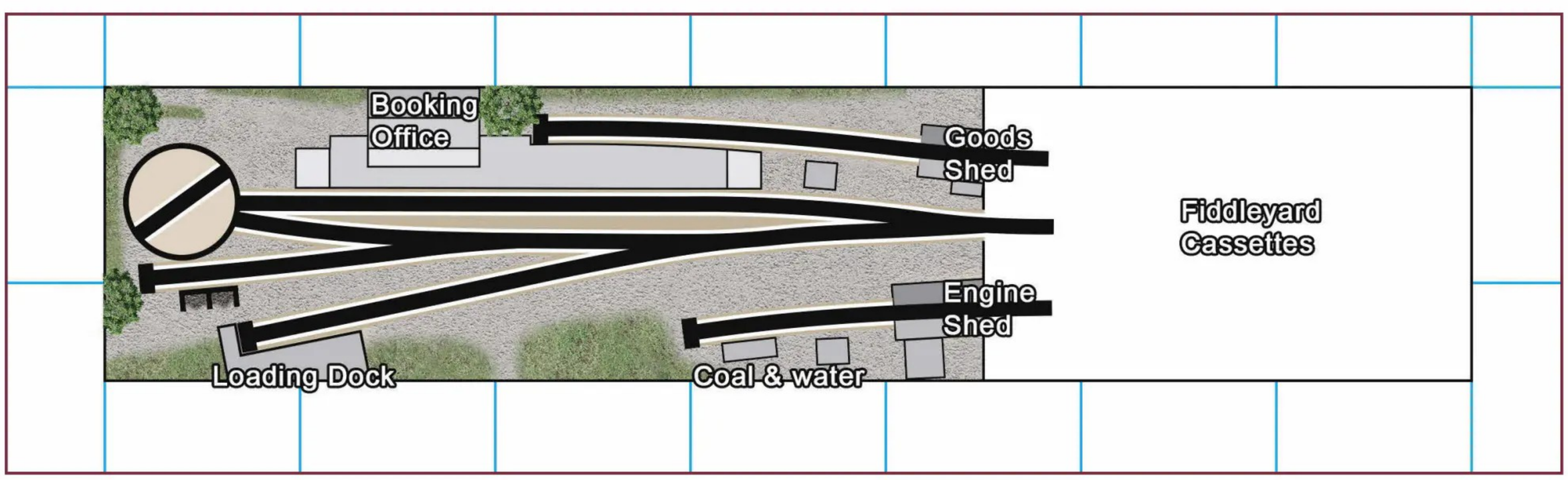
For exhibitions, the layout is usually operated to a sequence to ensure stock is in the right position and to speed up the sequence of trains.

The backscene, only 4ft 2½in long, determined the extent of the scenic area and the remainder of the 4ft 6in baseboard provided space off-scene for a GEM lever frame. This operates the three points and one signal by steel wire in plastic tube hidden under the track bed. The small turntable was built from parts supplied by Kitwood Hill Models. Though designed as a wagon turntable for 7mm:1ft scale, at 4½in diameter, it is perfect for small S Scale locomotives.

'Arcadia' is operated from the rear to avoid standing in front of viewers while fiddling with manual couplings. With a track height of 39in, the low backscene allows the operator to reach the levers and switches mounted at the front. An extension cable leading to a second-hand control socket at the rear has the polarity reversed. Thus, trains always travel in the direction indicated by the hand control. ■

FACTFILE

LAYOUT NAME: Arcadia
SCALE/GAUGE: 4.76mm:1ft scale/22.5mm gauge/S
SIZE: 6ft 6in x 15.5in
ERA/REGION: 1900-1904, based on Rother Valley Railway
LAYOUT TYPE: Fiddleyard to terminus



CORWENNA

Phil Waterfield's picturesque layout depicts the fascinating china clay drying process in a fictitious Cornish location.

The baseboard comprises 3.6mm ply on a 70 x 19mm softwood framing. An initial footprint of 1500 x 500mm proved impractical from an operating point of view, so a slight increase in width of the main board and a 300mm extension piece meant running around seven wagons was finally achievable. All the points and wiring remained on the main board, which meant it could still fit into a modest hatchback and was still fairly light in weight. The fiddle yard is a simple single-track cassette 900mm long, supported off the main board on a separate leg.

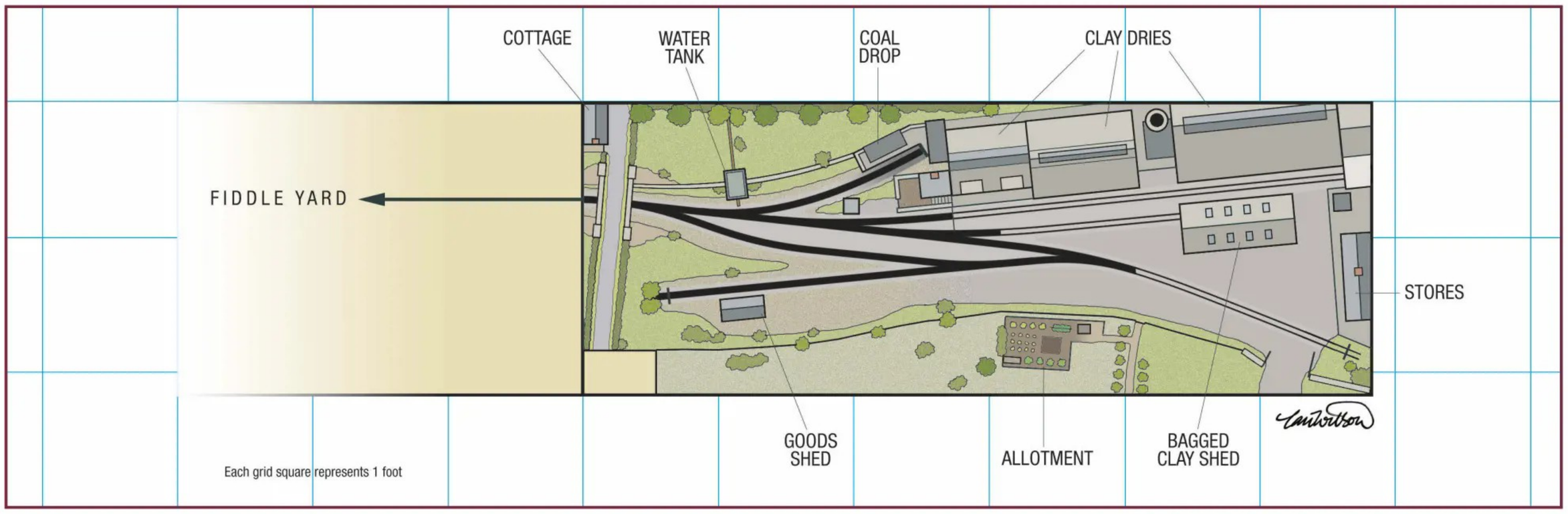
For Phil, the pleasure of operating the layout tends to be either just sitting back and watching the trains pass through the scenery or shunting. On an end-to-end layout, enjoyment of the former is limited, so the latter takes precedence, especially at exhibitions.

Although based on Iain Rice's classic 'Trerice', Phil's layout has been given a little more breathing space, which certainly makes it feel a little less cramped.

Although fictitious, the layout couldn't be anywhere other than North Cornwall - A Beattie Well Tank, sheeted clay wagons and typical dries set the scene. Phil has also paid close attention to the colours in the stonework seen around North Cornwall and has effectively recreated these tones around the model. ■

FACTFILE

LAYOUT NAME: Corwenna
SCALE/GAUGE: 4mm:1ft scale /16.5mm gauge/OO
SIZE: 1880 x 660mm
ERA/REGION: Southern Region 1956 - 1962
LAYOUT TYPE: Goods yard to fiddle yard



CAMEL QUAY

'Camel Quay' depicts a bustling town scene with a pub, barge and station all featuring. Measuring over 11ft wide, it shows that this type of layout design doesn't always mean you have to downsize.

Its imaginary location nestles on the river Camel, not unlike a more well-known location made famous in recent years by a celebrity chef. So, it will come as no surprise that 'Camel Quay' is based on Padstow, but the size of the layout was built to the constraints of a small Welsh cottage.

The trackplan is fictitious and certainly much reduced from the track layout that existed at Padstow in the 1960s.

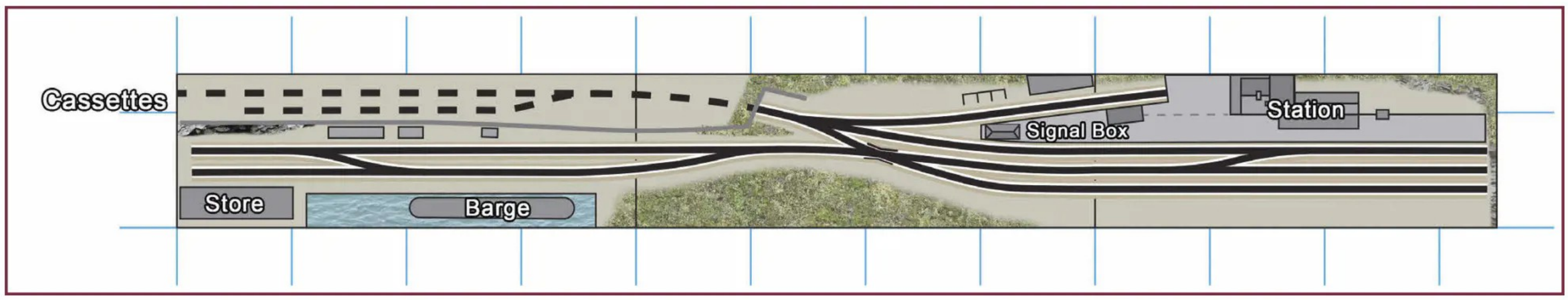
The layout was built using commercially-built baseboards, the track and points being modified Peco Code 75 with stock rails bonded to the frog switching polarity, dependent on the route set. They are operated by servo motors.

The control of the layout uses an NCE DCC control system, which enables macros to be set up for the 14 routes, making it easier to operate under exhibition conditions.

The barge is one of the most popular features at exhibition. Freight stock consists mainly of china clay wagons bringing loaded wagons to the quayside to be loaded onto a waiting vessel, with the occasional fitted freight. ■

FACTFILE

LAYOUT NAME: Camel Quay
SCALE/GAUGE: 4mm:1ft scale/16.5mm gauge/OO
SIZE: 11ft 7in x 15in
ERA/REGION: 1960s BR(S)
LAYOUT TYPE: Fiddleyard to terminus



JEFFREY LANE

'Jeffrey Lane' is set between 1995-2005 in the West Midlands when many of trains on the UK rail network were locomotive-hauled in a variety of liveries, prior to the arrival of the Class 66s. Brad Joyce had looked at thousands of photographs and DVDs from the era to ensure trains, road vehicles, shops and buildings were correctly used on the layout.

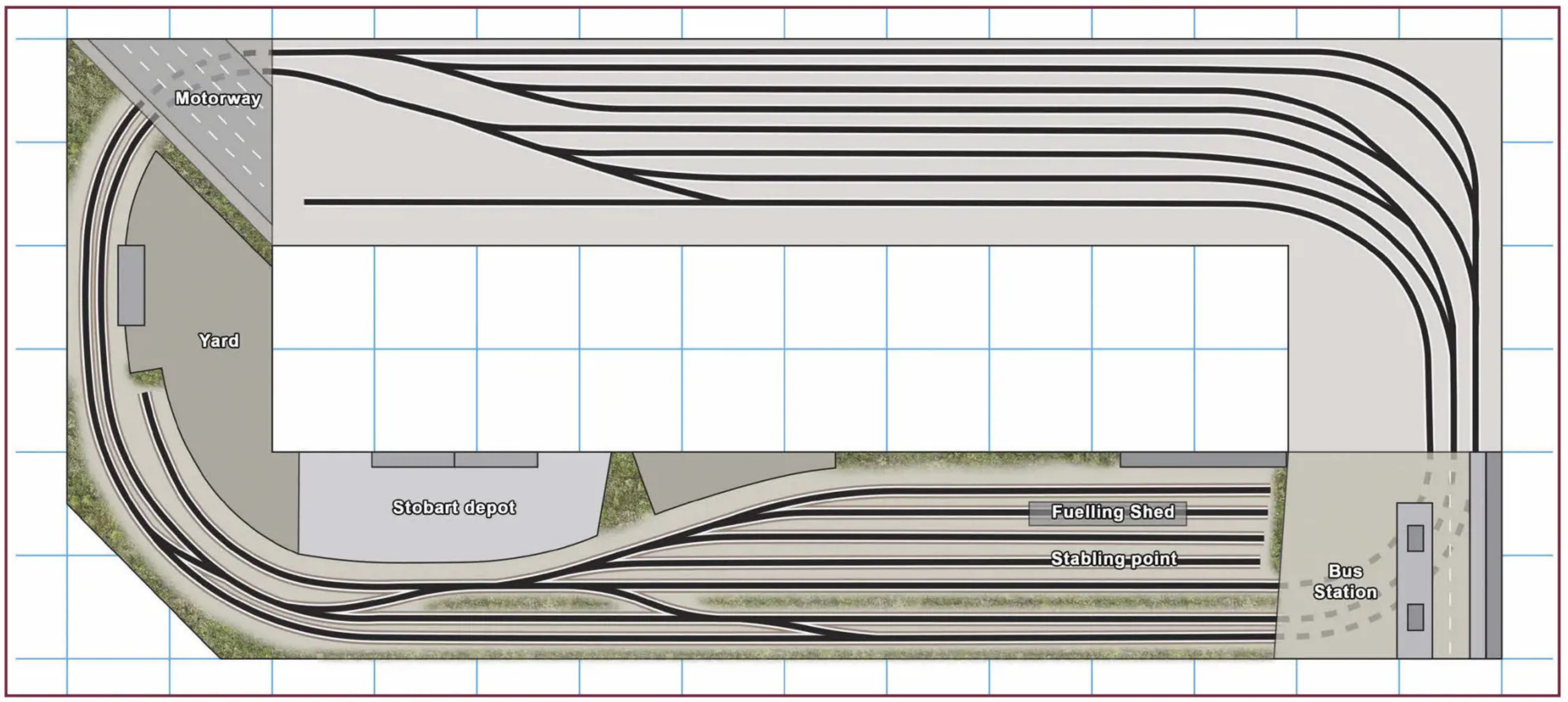
'Jeffrey Lane' is based on a main line passing a TMD, with a branch line to provide alternative routing for trains. This enables Brad to have running trains and stable locomotives on the depot when not in use. He didn't want to fill the layout with as much track as he could fit because he finds it unrealistic, so wanted to focus on different points of interest. As such, there can be seen a motorway with roadworks, countryside, a signal box, scrapyard, Network Rail depot, Eddie Stobart depot and a high street scene. Layouts that inspired Brad to build 'Jeffrey Lane' include 'Gowerton Parkway', 'Deadmans Lane' and 'Everard Junction', and he has spent many hours watching YouTube clips on each to gain tips and advice.

There is no specific timetable for 'Jeffrey Lane', but Brad likes to have two trains running, one on the 'down' and one on the 'up' lines. While these are moving, he can control locomotives on the TMD, too. The benefits of Digital Command Control allow this to happen and he enjoys hearing sound-fitted locomotives starting while trains are passing on the main line.

Brimming with purposeful architectural details and thoughtful lineside cameos, every viewing angle on this model railway keeps viewers' eyes interested. ■

FACTFILE

LAYOUT NAME: Jeffrey Lane TMD
SCALE/GAUGE: 4mm:1ft/16.5mm gauge /OO
SIZE: 14ft x 6ft
ERA/REGION: 1995-2005 West Midlands
LAYOUT TYPE: Continuous loop with branchline and TMD



KILLYBEGS

Chris Romain had always had a fascination with narrow gauge railways and volunteered briefly on the Ffestiniog Railway on the deviation at Dduallt. He became aware of the County Donegal Railway in the mid-1970s and eventually visited Donegal, where he quickly became heavily involved in the County Donegal Railway Restoration Company, whose mission is to restore a section of the old railway east of Donegal Town and he learned all that he could about the history.

The layout design is based on the terminal station at Killybegs on the County Donegal Railway as at 1958, two years before closure. All traces of the station have since disappeared.

After the layout was drawn on CAD, based on an historical large-scale Ordnance Survey drawing, due to space limitations, three compromises were made: omission of the siding to the fishing pier, reducing the angle of the bend out of the station from 35 to 22 degrees and foreshortening the distance from the station to the engine shed.

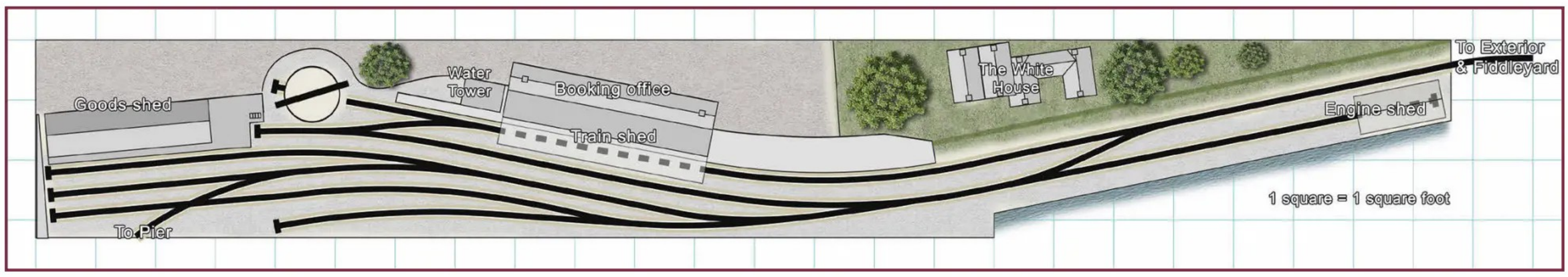
The layout is made up of 1m x 1.2m sections for ease of construction. Each section is made of a baseboard on an egg-crate framework of 9mm plywood, pre-cut to size by a specialist supplier. The fiddleyard has a three-road traverser and a manual turntable to turn the railcars.

From the beginning, Chris intended to operate the layout by DCC with sound. Although the locomotives are of large scale, the use of coreless motors and roller bearings on all stock kept the power demand within the capability of OO gauge decoders, and a few simultaneous operations have also helped. The railcars have American 'Galloping Goose' decoders, which have good diesel sounds, as well as the horn with a similar tone to the preserved County Donegal railcar at Fintown in Co. Donegal.

The rolling stock comprises two steam locomotives, a diesel shunting locomotive, three railcars, six coaches and 15 assorted wagons. ■

FACTFILE

LAYOUT NAME: Killybegs
SCALE/GAUGE: 10mm:1ft scale
SIZE: 23ft 6in x 3ft 2in, 65ft 6in including garden section and fiddle yard
ERA/REGION: 1958, County Donegal Railway Irish NG
LAYOUT TYPE: Fiddleyard to terminus



SHENSTON ROAD

'Shenston Road' is a BR Western Region EM gauge layout based in the Black Country in the late-'60s early-'70s. The project started in 1999 by building a 30ft by 10ft purpose-built brick shed in Greg Brookes' garden.

The layout is all-round scenic with hidden circuits underneath, including 10 through storage sidings. It comprises a station area with up and down platforms loops, up and down through lines and a branch leading to a steelworks. There is also a small bay platform for parcels traffic and a few sidings for locomotive storage and a cripple siding. A low-level main line with passing loops runs in a cutting in front of a long retaining wall below the works.

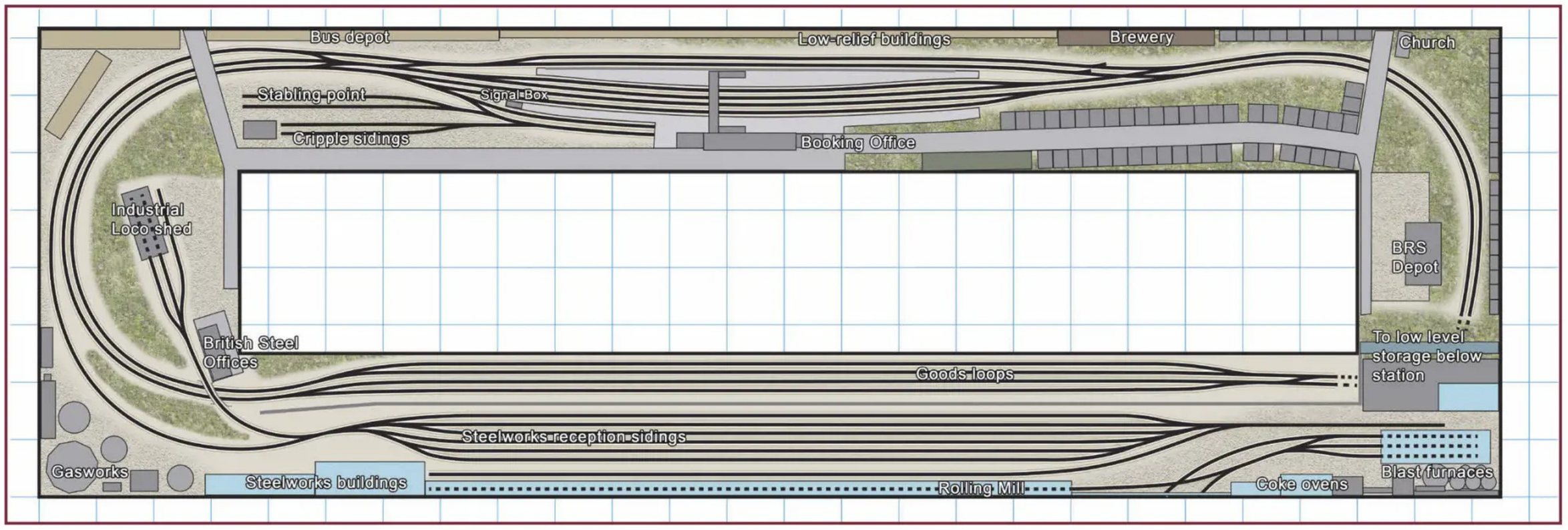
Shenston Road Station is redolent of the backwater stations of the former route between Wolverhampton and Birmingham and is unmistakably ex-GW. With its covered footbridge, the buses and vehicles tell you that you're somewhere near West Bromwich and the ethnic diversity of the area is also reflected in the figures populating the layout – something so rarely seen.

The upper-level steelworks is a magnificent achievement, with its blast furnaces and rolling mills, associated sidings and industrial lines making up over 20ft of length to form a fantastic scene inspired by the former Springvale, or Bilston, works, which was such a local landmark until its closure at the end of the 1970s.

The layout runs a wide variety of rolling stock of the era. This is a mixture of proprietary, kit and an extensive number of scratch-built stock. All stock is modelled from period-correct photographs and customised and weathered to match the actual vehicles during the era where possible. ■

FACTFILE

LAYOUT NAME: Shenston Road
SCALE/GAUGE: 1:76 scale/18.2mm gauge/EM
SIZE: 25ft 6in x 8ft 2in
ERA/REGION: BR (W) early-1970s
LAYOUT TYPE: Continuous loop with hidden sidings



COPPER WORT

The sequel to his famed 'The World's End' layout, Pete Goss's latest creation winds the clock back further still, representing Britain's brewing heartland.

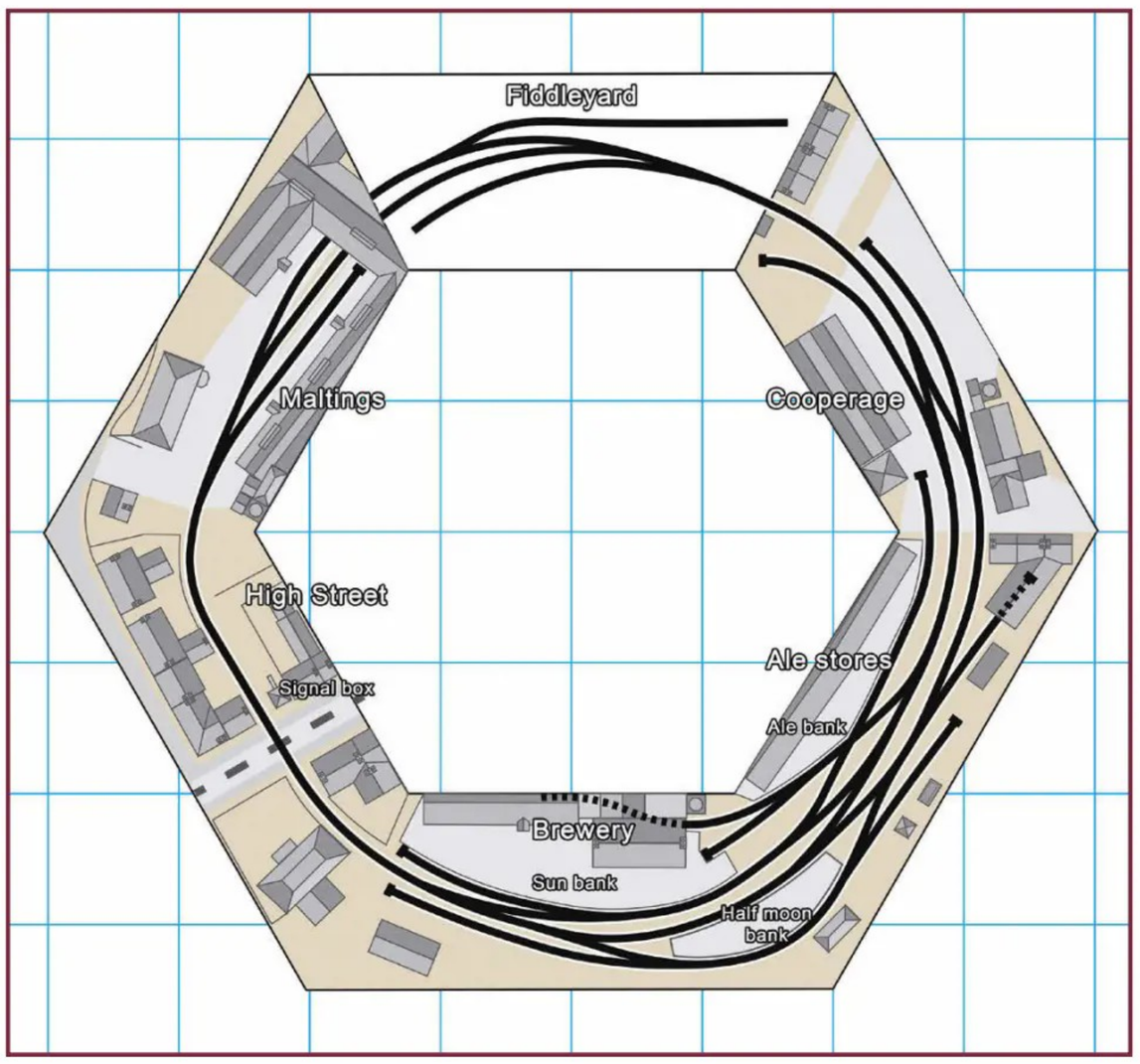
What you will first notice when looking at this trackplan is the unusual shape. At exhibition, 'Copper Wort' can usually have all-round public access, with one person operating from inside.

Of the six boards making up the hexagon, five are fully scenic and the sixth is a small fiddleyard area. The boards are composite ply construction of two 6mm layers with 9mm packs, making a series of perimeter beams topped with 6mm ply with additional support timbers within. Each board is 450mm deep x 1200mm overall length. The hexagon is 2400mm x 2400mm (8ft x 8ft).

In its heyday, at the turn of the twentieth century, Burton on Trent was full of different breweries, each plying their ale wares up and down the internal branch lines to and from Burton's main station with its large array of exchange sidings. 'Copper Wort' is named after two gentleman brewers – Alexander Copper and James Wort, who were merchant brewers in Burton before 1835.

Set in Edwardian times (1901-1910), the layout deploys a fleet of four blue Hornby 0-4-0 Pecketts with their rear cab panels removed to replicate the Burton tradition of open-back cabs for maximum visibility while still being weather-protected. Pete has also added two more 0-4-0 Pecketts in green livery, this time with further cab modifications, making them a 'half cab' version; and a Bachmann 0-6-0T 1F half cab converted back to Johnson-style and MR crimson livery, with more to come.

Running the layout involves setting up trains on the five scenic boards, filling all the sidings and loops and running them out using a few rostered locomotives on a half or full-day rotation. The trains run from a particular siding around the layout a few times to be deposited at another place on the brewery. ■



FACTFILE

LAYOUT NAME: Copper Wort
SCALE/GAUGE: 4mm:1ft/16.5mm gauge/OO
SIZE: 8ft x 8ft hexagon
ERA/REGION: Edwardian, Midland Railway
LAYOUT TYPE: Continuous run

STOKE COURTENAY

John Condon's finescale Utopia is an outstanding effort, capturing the spirit of a GWR junction station in the confines of a home loft.

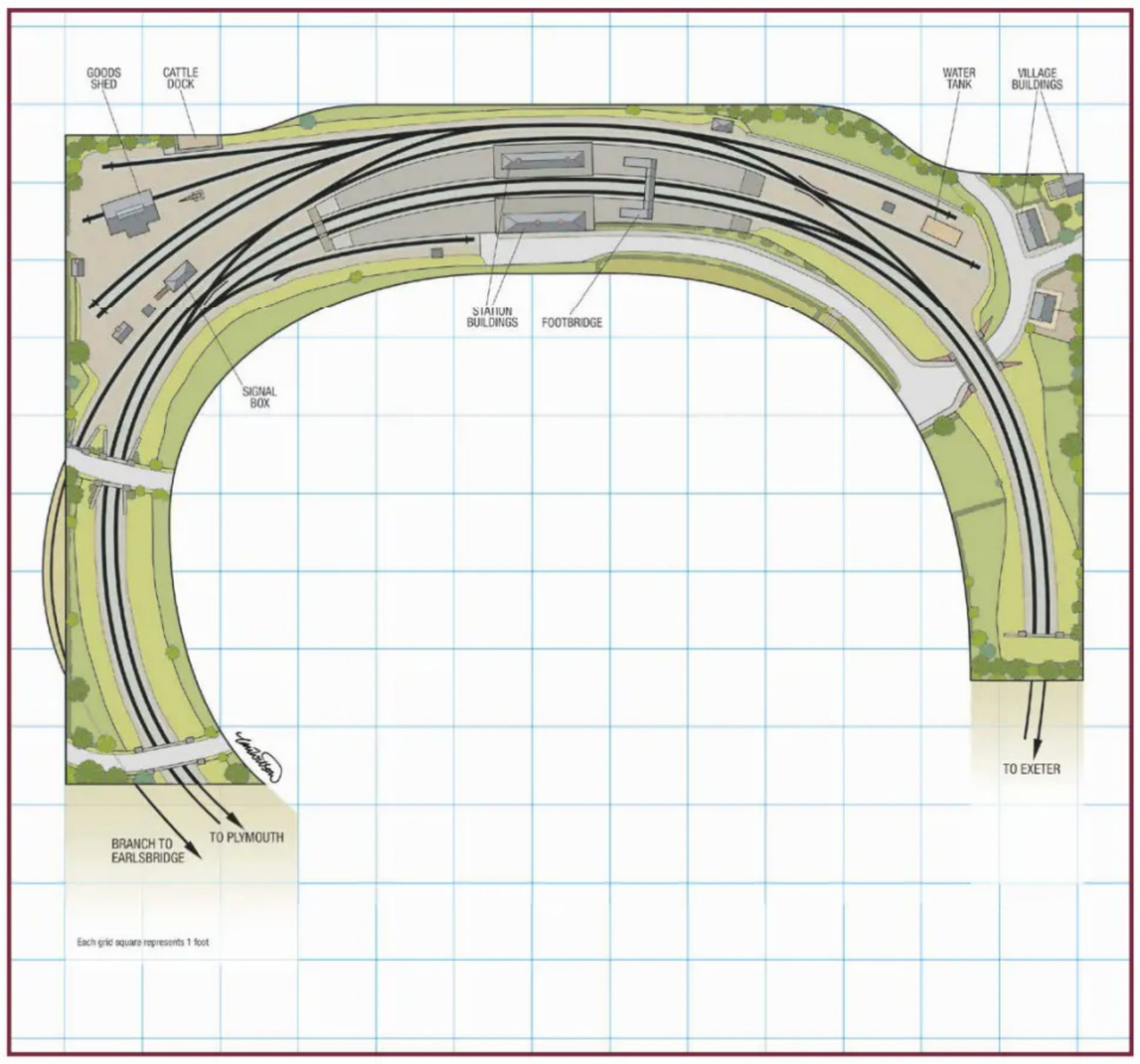
Combining all the usual branch line workings with main line running, plus the added operational interest of tail traffic and branch through coaches, 'Stoke Courtenay' is based on the South Devon main line junction for the Kingsbridge branch and takes its name from the family of the Earls of Devon.

Given that access to the loft is via a ladder and through a hatch, this was never to be a portable layout.

Following a large delivery from a local timber merchant, a sturdy and stable structure integrated into the roof timbers and the floor was constructed. The L–girders were each made from two lengths of 2in x 1in softwood, screwed and glued together at right angles that can cope with unsupported spans of 9ft, avoiding a forest of baseboard legs. A portion of this infrastructure was dropped to a lower level to allow the landscape to fall below the level of the railway.

One of John's 'must haves' was proper steam-age track with bullhead rail and fully-chaired pointwork and control is by a Prodigy wireless system. A power bus formed from 25mm self-adhesive copper tape runs below the baseboards, and every single piece of rail is connected to it by a soldered dropper wire.

From the outset, John had a clear idea of the look he wanted for the landscape - sparse, uncluttered, almost austere. This is the southern fringes of Dartmoor in the depressed 1930s. A key element in achieving this look was reducing the backscene height so the horizon was only about 3½ in above rail level. John also resisted the temptation to add too many buildings, people or motor vehicles and tried to keep colours fairly pale and restrained. ■



FACTFILE

LAYOUT NAME: Stoke Courtenay
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 13ft x 12ft
ERA/REGION: 1930s GWR South Devon
LAYOUT TYPE: Continuous loop

CLAYTON END SIGNALMAN

David George's initial design for 'Clayton End Signalman' was to create a front-operated, box-theatre style layout depicting a fictitious, out-of-town railway in the Peak District.

As the layout is meant to be midway between the West and East Coast main lines, a variety of cross-country traffic is expected. The location is reached with the clever use of two tunnels, and it is assumed that traffic is generated from east and west. Activity is mainly freight, and diesel locomotives are stabled overnight in a two-track shed. Sometimes, heritage steam may even make an appearance.

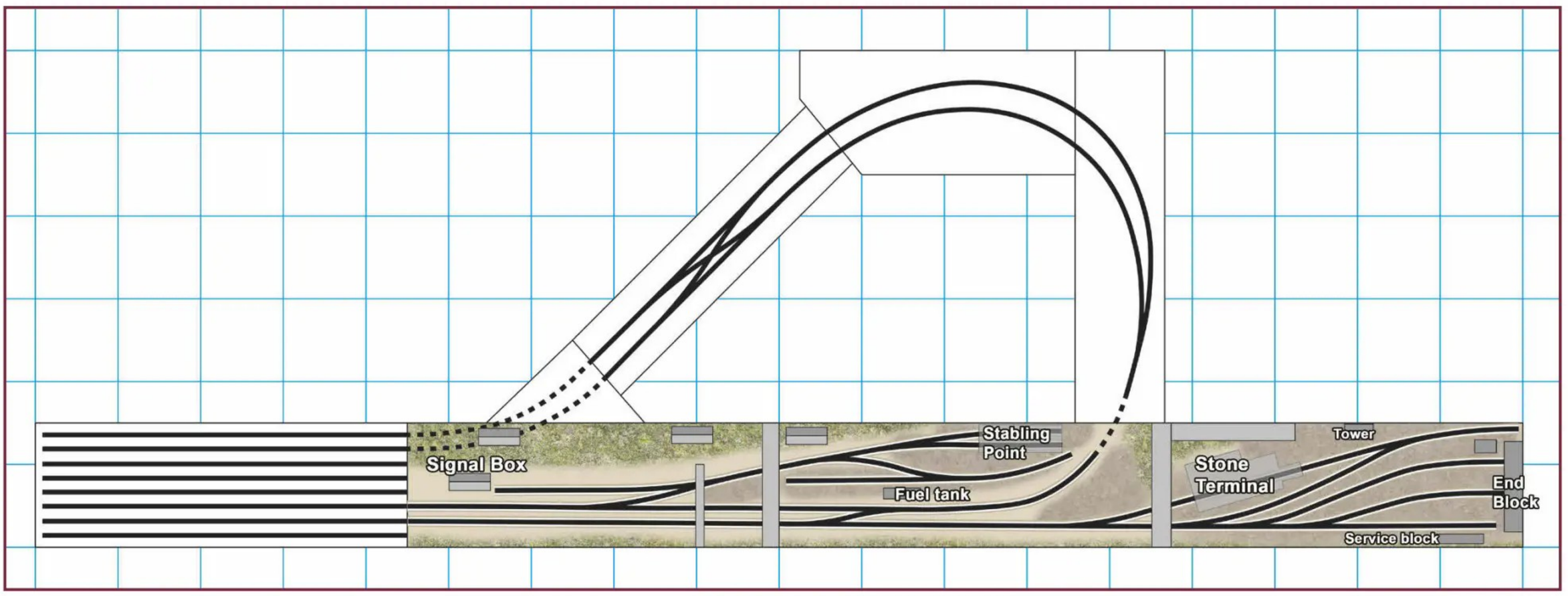
An extension was added to the layout in 2021 to provide some local industrial activity, featuring a quarry and stone terminal. At the same time, an eight-track traverser was created to generate outbound traffic via a left-side front tunnel and inbound traffic via a rear return loop passing through a second tunnel midway along the layout.

The layout, at 18ft x 6ft, is presented in two "cameos" (sessions) during exhibitions. One cameo covers the period circa 1960s to 1980s, with a second cameo featuring later-era stock between the 1990s-2000s. During shows, these tend to be split am and pm, or day 1 versus day 2.

The layout operation has a standard procedure, regardless of which cameo is in process. The key objective is to give operators a challenge and maintain movements to minimise having dead periods during shows. ■

FACTFILE

LAYOUT NAME: Clayton End Signalman
SCALE/GAUGE: 4mm:1ft/16.5mm gauge/OO
SIZE: 18ft x 6ft
ERA/REGION: North of England 1960s to 1980s and 1990s to 2000s
LAYOUT TYPE: End-to-end



DDUALLT

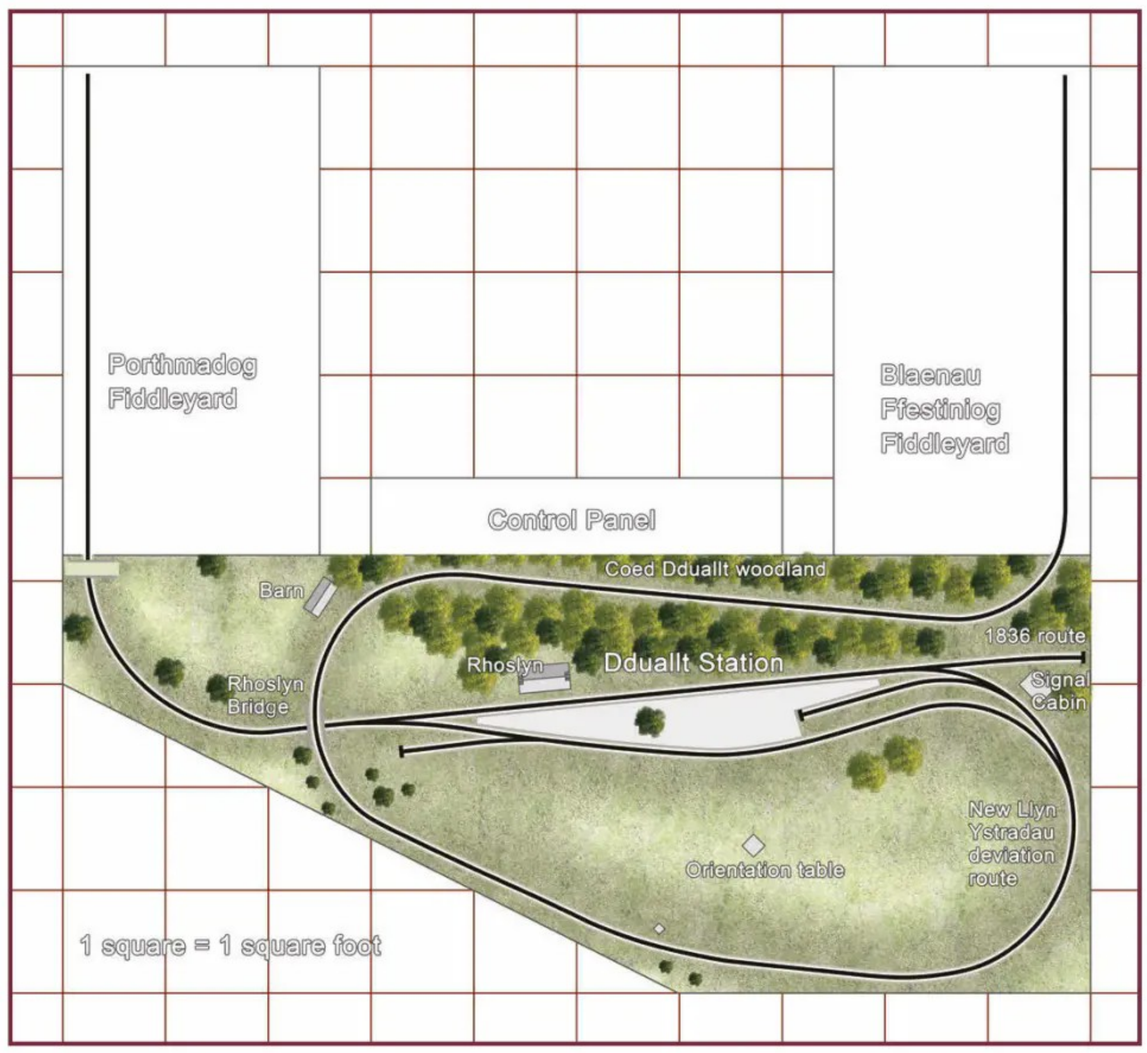
This fascinating and intricate layout by Rob Waller and his father is a faithful recreation in miniature of a real place, tucked away in the foothills of the Moelwyn mountain range, miles from the nearest road and the buildings there are few.

Now in its 31st year, 'Dduallt' has attended more than 100 exhibitions and collected a string of prizes. The layout's 'party piece' – a gravity slate train that appears to descend without any obvious form of motive power – is hugely popular.

At exhibitions, the layout is generally operated by two people and is effectively divided in half in a manner that matches the signalling block sections and tokens. One operator controls the lower half of the layout, running trains in and out of the station from the direction of Porthmadog and Tan y Bwlch. Their colleague takes charge of the upper half, where the line climbs around the hill, over the bridge and onwards towards Blaenau Ffestiniog. The layout has two DC controllers, which can run any of the four main sections connected to three-position 'cab control' switches on the panel.

Everything about this layout depends upon the hill and the capabilities of trains to ascend it. The first stage of the design process was to establish the maximum gradient the locomotives would be able to haul a reasonably sized train up and work backwards from there.

The layout represents a very definite historical period, although the rolling stock spans a period of four decades. Dduallt station is shown as it was in 1988, in its final year, with the passing loop and the signalling still in use. The late 1980s was also the period when FR began to move away from a monolithic corporate colour scheme of green locomotives and dark red carriages, and the rolling stock began to appear in all colours of the rainbow. ■



FACTFILE

LAYOUT NAME: Dduallt
SCALE/GAUGE: 4mm:1ft scale/9mm gauge/009
SIZE: 9ft 2in x 8ft 9in
ERA/REGION: 1988 to present day/Ffestiniog Railway
LAYOUT TYPE: End-to-End

NORWICH CENTRAL

This portable exhibition favourite both delights and astounds its fans with its operating complexity.

Peter Thompson's latest (and likely last, he tells us) layout was designed to appeal to the public but avoid some of the operating flaws of previous ones. It is also his first dual with DCC and DC locomotive operation and his first use of mimic panels and networks (Megapoint) for the operation of ancillaries.

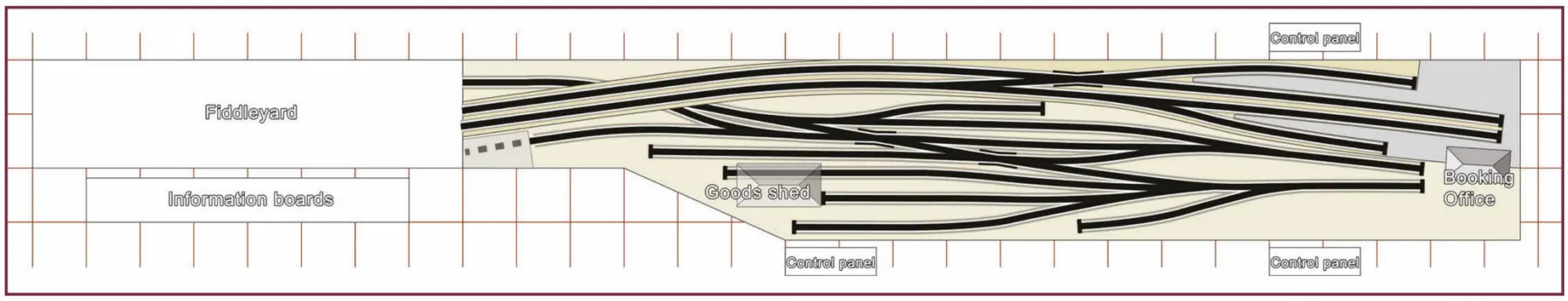
'Norwich Central' is really two completely separate layouts, at different levels, sharing the same baseboards: the rear upper level for a double track approach to a four-road station terminus and the front lower level for a complex freight yard with three loops to allow lots of different 'shunting moves', generally with two locomotives on the go.

Both yard and station levels of the layout can be switched separately to DCC or DC for locomotive control. The station has one controller, but the yard has been split into front and back so that, in DC mode, two locos can be operated. However, most of the time, the yard is DCC-controlled and the station is DC-controlled as this suits locomotive stock. This flexibility of control has allowed the continued operation of the layout at exhibitions when power, track, or faults have occurred.

Cassettes are used to handle stock in the fiddle yard, mainly 4ft long for vehicles and various sizes for locomotives. ■

FACTFILE

LAYOUT NAME: Norwich Central
SCALE/GAUGE: 7mm finescale '0'
SIZE: 19ft 8in x 3ft 4in
ERA/REGION: East Anglia 1900-1914
LAYOUT TYPE: Fiddleyard to Yard & Terminus



YORKSHIRE PENNINES

Demonstrating excellent use of computer control, this exhibition crowd-pleaser provides a surround-viewing experience not to be missed, inspired by an area of outstanding natural beauty.

Roland Wood, along with his brother, were late returners to the hobby and joined their local club, Scarborough and District Railway Modellers (SDRM), to get advice. The suggestion was made to build a layout that could be used to demonstrate how computer control could be added to a layout.

A 'roundy-roundy' layout that would fit in the only space available at home – the garage – was a must, and after many internal debates, space constraints finally forced Roland down the N gauge route.

At exhibitions, there is always a lot of interest in what is happening behind the scenes, so Roland decided to make the fiddle yard part of the layout. It's fully scenic, making the layout viewable for a full 360 degrees.

The layout is a 10ft x 5ft oval, which would split into four sections – two semicircles of 30in radius and two straights measuring 5ft x 18in. Plywood covers were made so the sections could be stacked on top of each other for storage and transport.

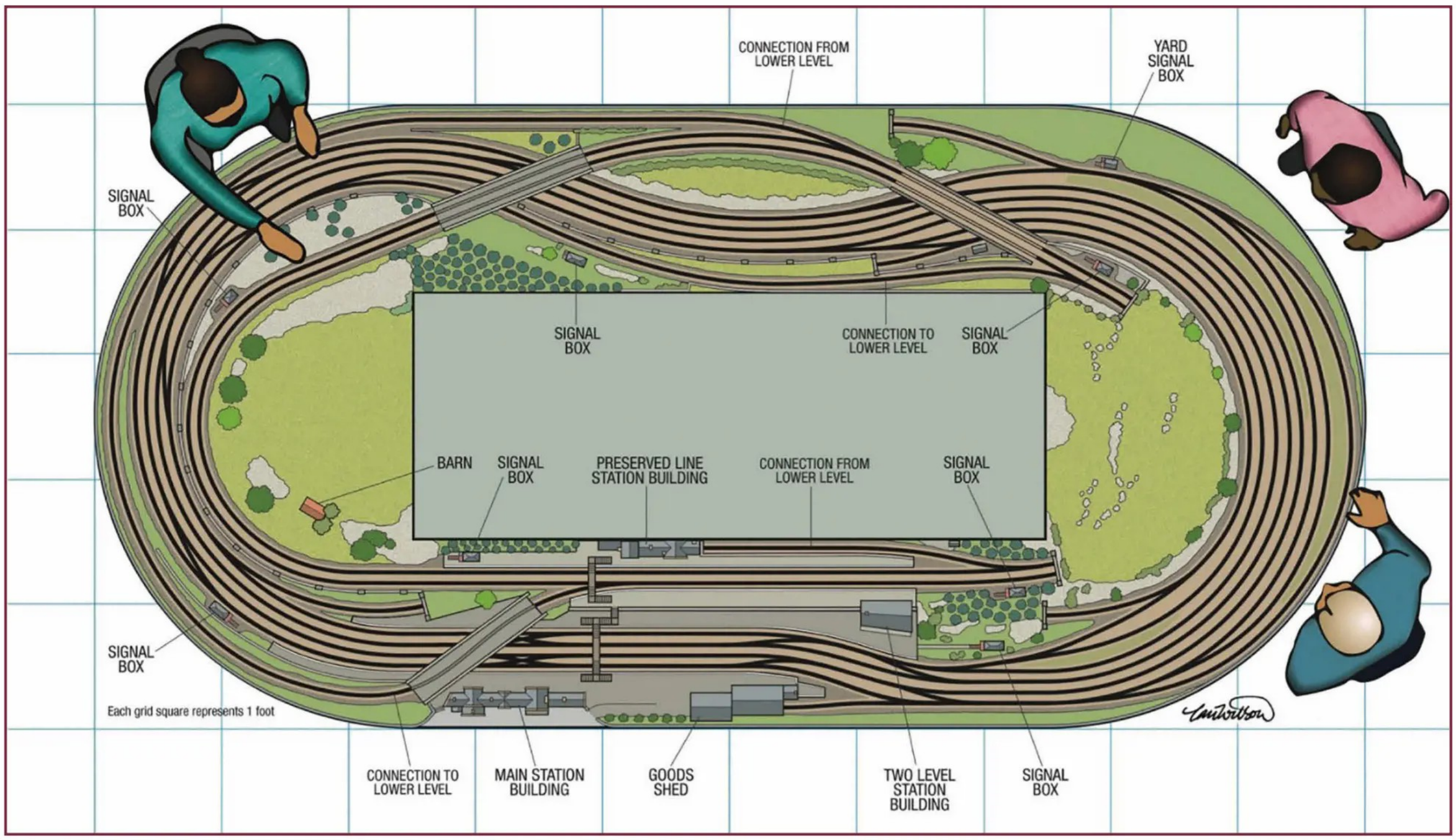
The fictitious trackplan shows six lanes – four on the baseboard and two on the raised section. The fiddle yard is an integral part at one end of the layout. Any clockwise train can get onto any clockwise fiddle yard lane or track, whatever the level, and the same for the other direction.

Each baseboard is electrically self contained and are linked to each other by only one small cable – LocoNet. Only one board has the command station; the other three have boosters. The boosters repeat the signals sent by the command station to all their own board's components.

Three screens are used to show as much information as possible, including which trains are running and their individual routes, the layout track in its entirety, and a graphic of each train's cab controls (speedometer, functions in use, or remaining fuel). ■

FACTFILE

LAYOUT NAME: Yorkshire Pennines
SCALE/GAUGE: 2mm:1ft/9mm/N
SIZE: 10ft x 5ft
ERA/REGION: Present era/North Eastern
LAYOUT TYPE: Continuous run



TRACKPLANS WITH WATER

Looking to model water on your next layout project? Whether it's a tranquil river, canal, or bustling dock, here are trackplans that provide inspiration.

Boston Frodsham

'Boston Frodsham' is a 4mm:1ft scale P4 gauge layout by Mike Knowles set around 1975-1985 and is part-based on the swing bridge at the entrance to Boston Docks and the wharf at Frodsham in Cheshire.

The intention was to create a layout that could be loaded into the back of the owners' Skoda 'Octavia' Estate and would be relatively quick and easy to erect at exhibitions. Operation of the layout assumes that trains approach the docks via a branch line off the main line (all off-scene) and enter one of three reception/departure sidings, which are partially modelled on the layout.

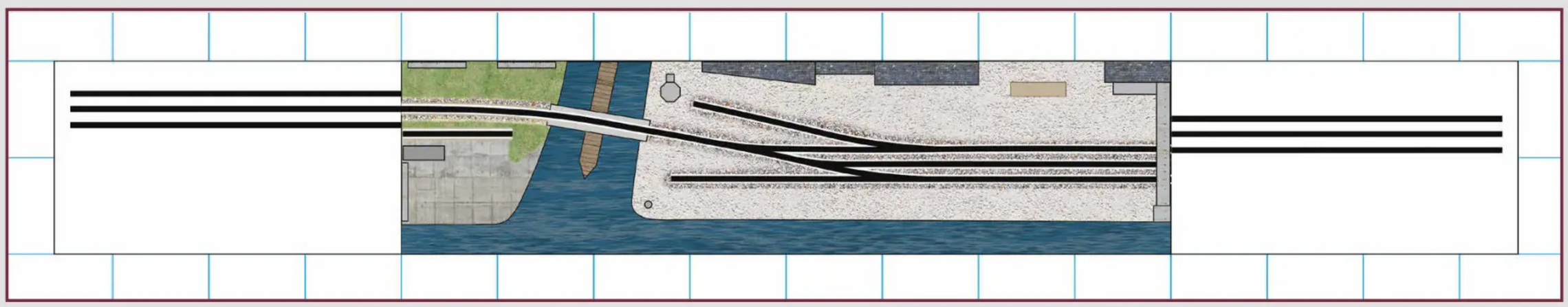
Because main line locomotives are too heavy to cross the swing bridge, they uncouple and move off to the stabling point. Class 03 and 08 shunters then move the wagons, a few at a time, over the swing bridge and into the dockside area, returning with other wagons for dispatch. Ultimately, the main line locomotive runs around to enable it to depart with the outgoing train.

One of the main features is the swing bridge, which is a shortened version of the prototype to fit the available space and is made using modified Wills Vari Girder sections to give the sloping/curved ends.

The layout is operated with a group of friends at exhibitions. Usually, there are four operators, one to each of the fiddle yards, including driving the shunters, one driving the main line trains and one making tea! A detailed operating schedule is used, which takes about three hours to complete so that each operator is aware of what is happening and what they need to do to keep things moving.

FACTFILE

LAYOUT NAME: Boston Frodsham
SCALE/GAUGE: 4mm:1ft scale/18.83mm/P4
SIZE: 15ft x 2ft
ERA/REGION: 1975–1985 Eastern England
LAYOUT TYPE: End-to-end

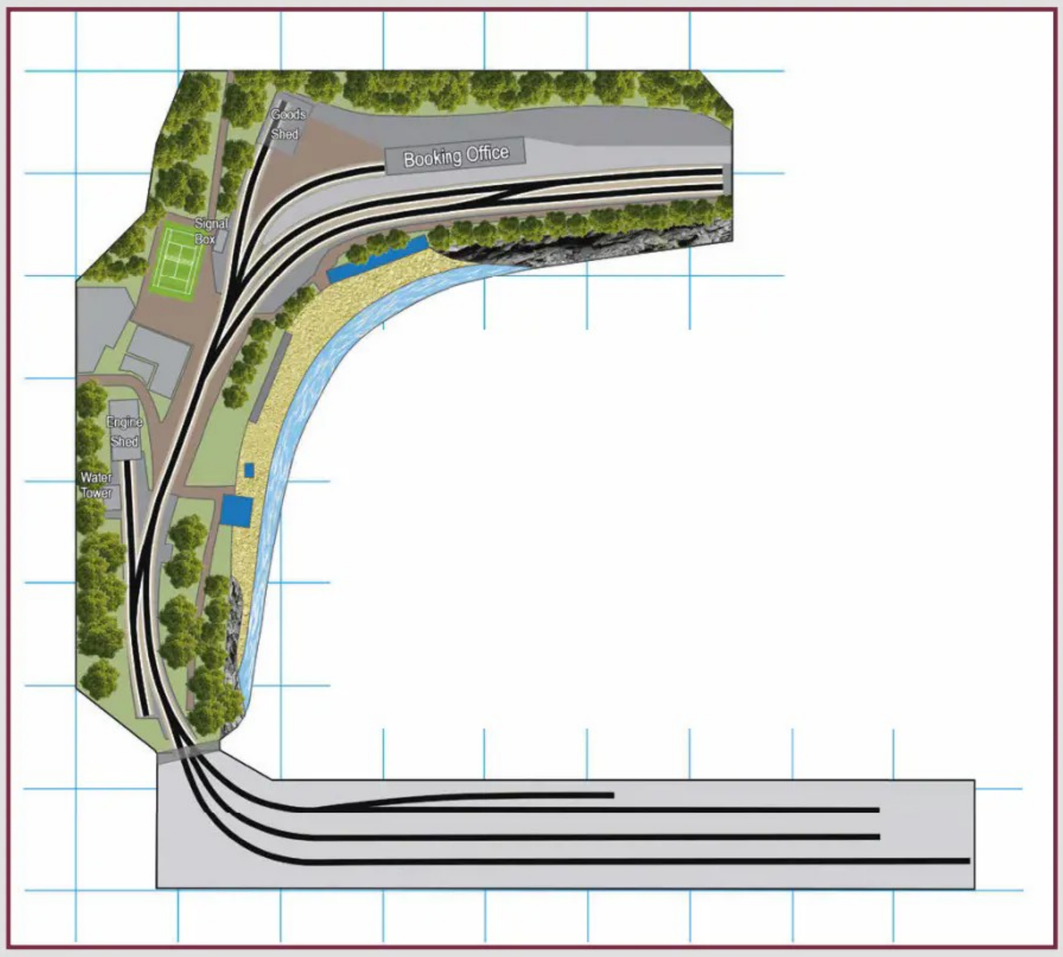


St. Ives

Every day is a visit to the seaside with this exceptional coastal-themed layout constructed by Paul Fabricius.

He printed his AnyRail plan out on A1 paper in 1:1 scale, which provided a template for constructing the baseboard from timber and plywood on two levels – the beach and track.

The layout is 'U'-shaped and is screwed to the wall, which means it can only be accessed from the front. For this reason, he decided to ignore convention and build the scenery north of the track before laying it. His AnyRail plan had identified the buildings to feature and allowed him to create mock-ups to place and bed into the scenery. The layout uses conventional DCC, Peco Bullhead rail, and foam underlay from DCC Concepts to reduce noise.



FACTFILE

LAYOUT NAME: St. Ives
SCALE/GAUGE: 4mm:1ft/1:76 scale/OO
SIZE: 10ft x 3ft
ERA/REGION: BR 1950s/1960s, or 1970s option
LAYOUT TYPE: Fiddleyard to terminus

Harlyn Pier

Peter Beckley's ode to Cornwall's coastal lines was a triumphant self-test of modelling ability, which resulted in this attractive exhibition viewing experience.

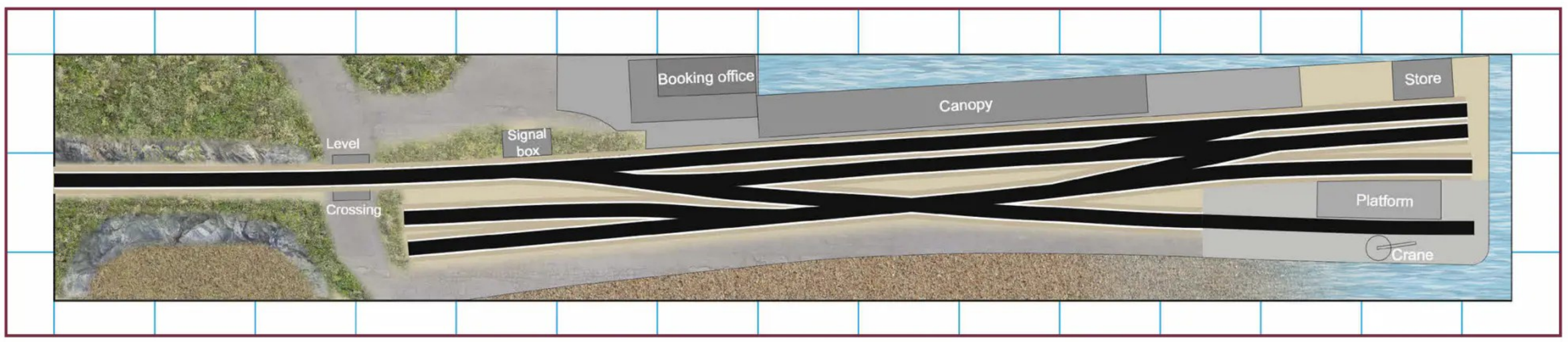
Peter had fond memories of Lymington Pier from family holidays to the Isle of Wight in the 1960s. To build a model of the prototype and fit it in his available space was impossible. Instead, he settled on the idea of taking inspiration from Lymington Pier, but moving it to North Cornwall.

The setting for 'Harlyn Pier' is an imaginary extension from the Padstow branch, serving a ferry terminal on a quayside. The quayside setting gives a good excuse for short sidings and a cramped track layout, while still looking believable. Exactly where the ferry sails to has never been fully explained, but people make several fairly believable suggestions since he began exhibiting the layout!

The fiddle yard gets almost as much attention as the scenic part of the layout. The rationale behind the design was that stock wouldn't need to be handled, nor lifted on or off the track. The design is one large sector plate with an additional small sector plate inset at the far end to facilitate locomotive release. At the layout end, there are five short sidings to enable locomotive run rounds to be completed off-stage and provide a small amount of extra storage for the odd wagon or van.

FACTFILE

LAYOUT NAME: Harlyn Pier
SCALE/GAUGE: 7mm:1ft scale/32mm gauge/O
SIZE: 23ft x 2ft 6in
ERA/REGION: 1960 BR(SR)
LAYOUT TYPE: Fiddle yard to terminus



FORCED PERSPECTIVE

The basic principle of forced perspective is that objects appear to get smaller with distance and so, by making models of diminishing scale, you can create a false impression of great distance within a finite space. What this means is you divide the scale, at each step, by some fraction rather than subtract from it. So, the effect is gradual in the foreground but gets progressively more extreme towards the back.

St Ruth

St Ruth is built by the Midland Area Group of the 2mm Scale Association. It's based on Penzance station in Cornwall with a few creative changes. In this version of reality, the 1938 major rebuild of Penzance was delayed and then overtaken by the outbreak of war, so the cramped pre-1938 arrangement soldiered on into BR days.

Also assumed is that a branch line (a composite of St Ives and Hayle Wharves lines) left the main line at the terminus.

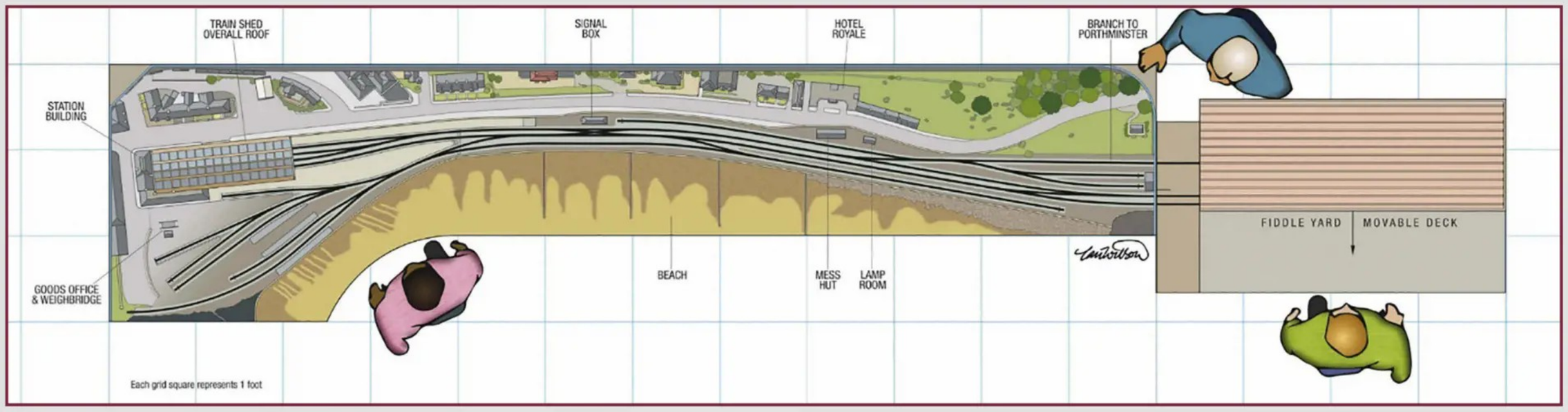
The group operates a mix of stock that worked in Cornwall in the mid-to-late-1960s, which means plenty of diesel hydraulics. Regular steam ended at Penzance in 1962, but you may still see an occasional WR steam locomotive creeping into the mix or even some time-warped interlopers from Ian Smith's Edwardian GWR layout 'Modbury'.

The presentation shows a day's activity at the fictionalised version of Penzance. The group runs the trains according to an operating sequence based on real Cornish working timetables of the period. To help viewers keep track, display screens are situated above the layout to keep them informed about what is happening. As the timetable extends into the evening hours, the main layout lights gradually fade into the sunset to reveal a fully lit after-dark scene.

The expansive town scene on display is an excellent example of how to use forced perspective – everything looks how it should as the viewer admires the houses that go into the distance.

FACTFILE

LAYOUT NAME: St Ruth
SCALE/GAUGE: 2FS (2mm Finescale)
SIZE: 16ft x 3ft
ERA/REGION: 1960s, BR Western region/Fictitious
LAYOUT TYPE: Terminus to fiddle yard



Copenhagen Fields

'Copenhagen Fields' was intended to record the history and character of the lands to the immediate north of Kings Cross. The railway scene at Belle Isle, past Gasworks Tunnel on the East Coast Main Line, is the closest bit of main line railway to its creators at the Model Railway Club (apart from the Northern Line tube that runs under its club rooms at Keen House). Belle Isle, a shortened Copenhagen tunnel and the beginnings of the Holloway bank seemed a natural choice for them to model if they wanted to depict an urban railway.

While the main lines are in cuttings or tunnels, the Kings Cross Goods Yard opens up into a fan of sidings framed by York Way Viaduct, now but a memory following the HS1 rail development.

Space constraints at the clubroom meant that compression was required in some directions, especially east-west. The railway through Belle Isle and the Holloway bank would be to scale length, however.

The first stage was planned in great detail, with working drawings for baseboard construction, spot heights for track and scenery, an accurate trackplan and hints of the future street layout. The club deliberately made the main line tracks flat, rather than on the prototype 1-in-105 gradient rising from Gasworks tunnel, to make life easier for passenger locomotives. The downside is that the goods trains have slightly hillier journeys.

It was decided from the outset that they would use forced perspective given that true perspective modelling would be very hard to achieve with a scene occupying a 6m frontage with multiple viewing points.

Domestic houses are of recognisable size and scale, but factories come in all shapes and sizes, so the club often used a factory to allow a change in scale behind it. Another indication of scale changes is to look at the pubs on the corners of the meat market or the churches with spires on the layout – all carved from wood but to very different scales. The scale of the models is obviously 1:150 at the front, reducing to 1:450 at the back.

FACTFILE

LAYOUT NAME: Copenhagen Fields
SCALE/GAUGE: 2FS (2mm Finescale)
SIZE: 22ft x 6ft 9in
ERA/REGION: 1930s London
LAYOUT TYPE: Continuous loops with sidings

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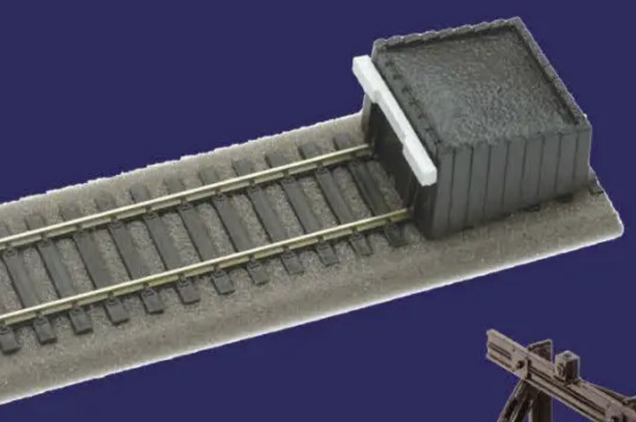

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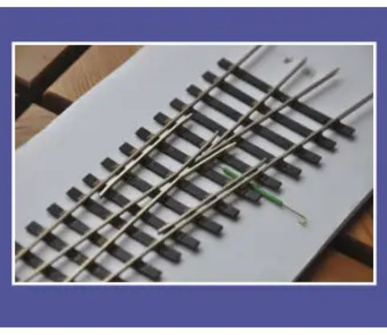

C & L has been supplying scale track components since the mid 1980's this range has grown over the years and supplies track parts in both 4mm and 7mm at the start of 2017 a program of new tooling was stared to either replace of upgrade the current tooling, this refers to injection molds that create the track components and flexi track bases. To date the following have seen new investment.

2 Bolt Rail chairs 4mm & 7mm
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All new rail 7mm bullhead rail code 131, the correct rail profile for the code 75 bullhead that has been supplied since the mid 1980's a picture of the real rail.

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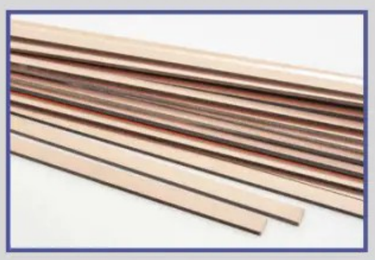
All of the kits when supplied come with Template of the point, instruction sheet, Rail, Sufficient rail and slide chairs to complete the point, tie bar and roller gauges to match the scale of the point to be built this is considered to be classic kit however option for premade common crossings and switch blades can be add.

A universal point tie bar can be used this fits under the board and is suitable for 2mm up to S7



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