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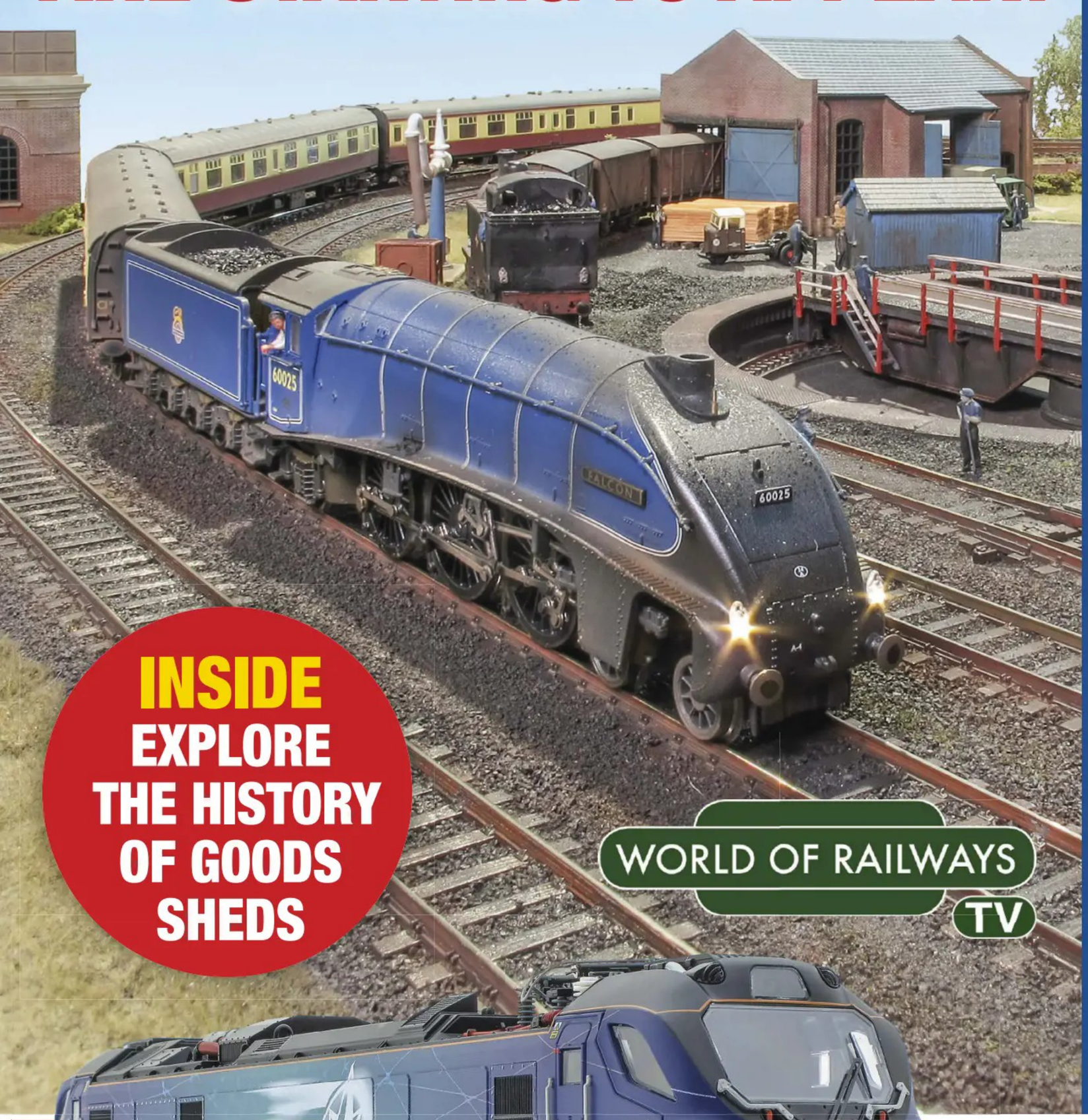

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Watching trains at The Summit

We spend some time lineside enjoying the Yeovil Model Railway Group's magnificent O gauge layout ahead of its appearance at The Bristol Model Railway Exhibition in May.



Hornby’s 9F Black Prince and a selection of other 4mm Spaceships!

Prolific modeller, Tony Wright, talks us through his modifications to the Hornby 9F, plus has the model running on his famous layout, ‘Little Bytham’.



Painting figures with Phil Parker

We all have to paint figures for our model railways, Phil shows us a few tricks to make the job easier.



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INSPIRING LAYOUTS



p88 Somewhere (OO)
A break from the 'norm' for this layout builder, who tackles an industrial theme with a split gauge trackplan.



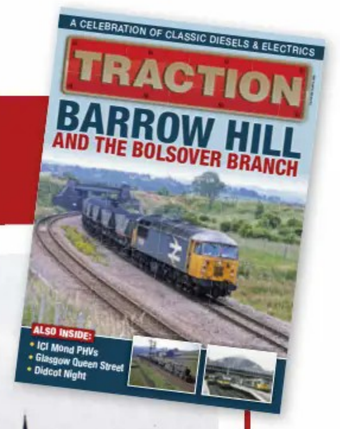
p34 Camelot (TT:120)
Dipping his toe in TT:120 for the first time brought many challenges for this builder to create this exhibition-worthy layout.





p20 Old Parrock (OO)
Drawing inspiration from Pendon Museum, this builder models a tranquil corner of Sussex on the edge of Ashdown Forest.

TRACTION





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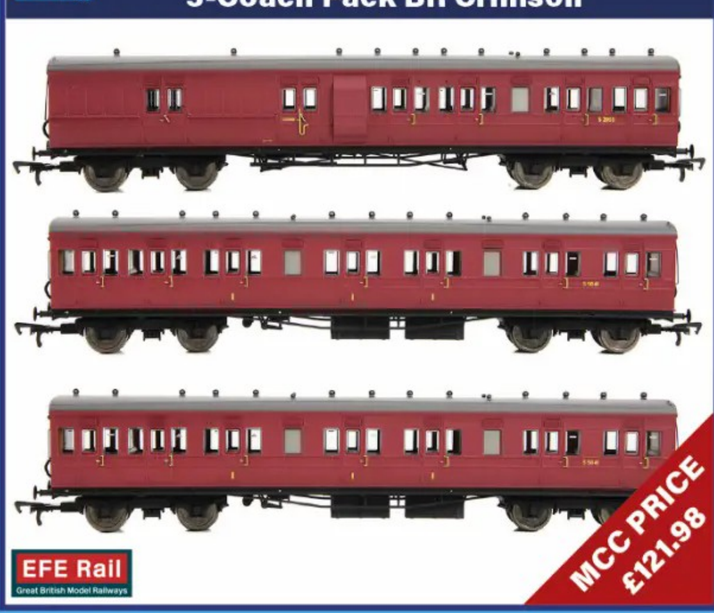

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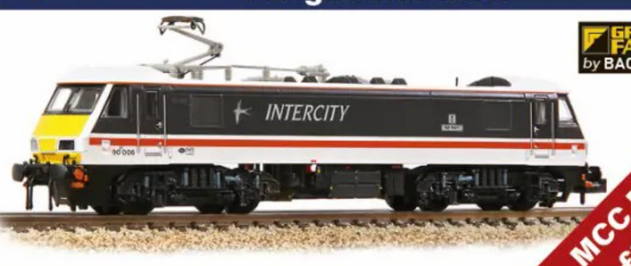

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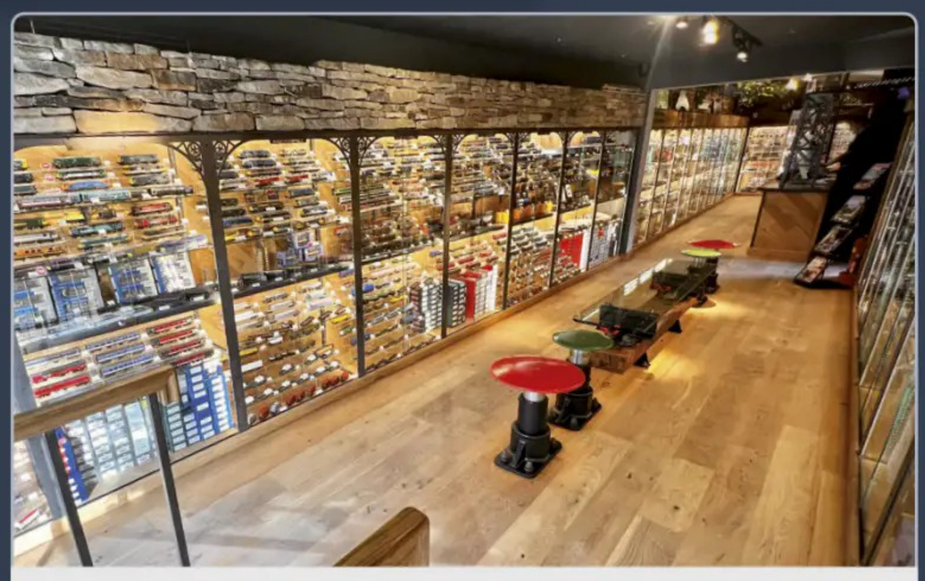

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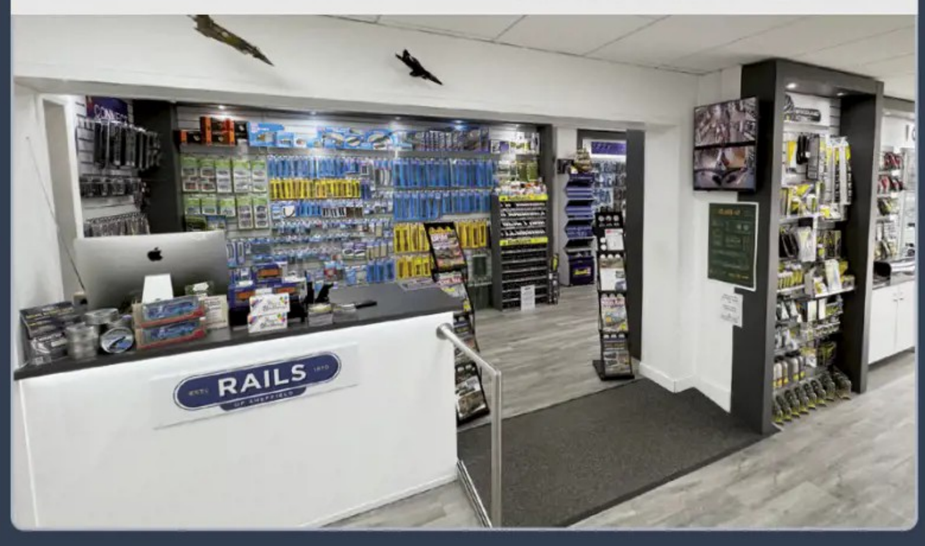



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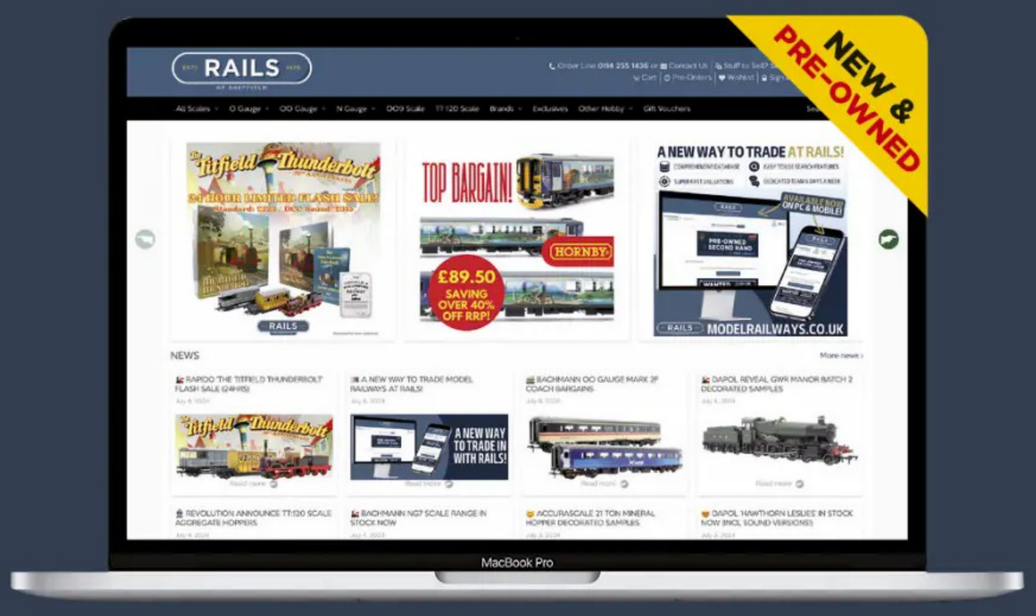

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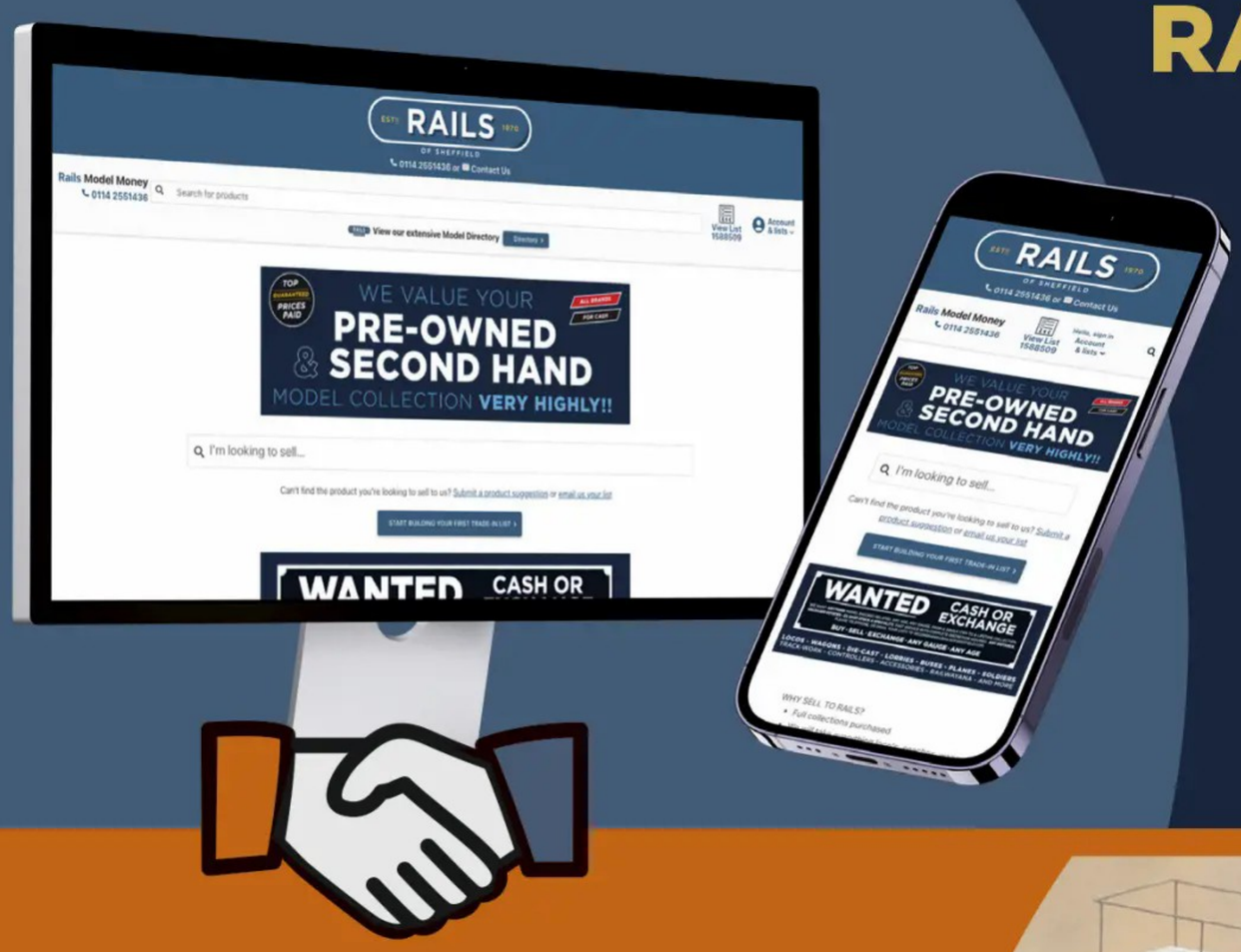

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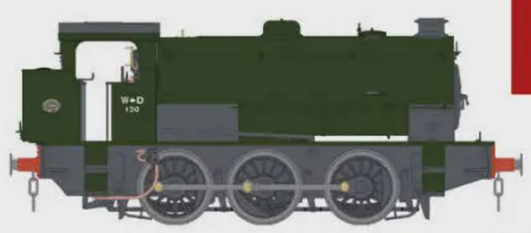

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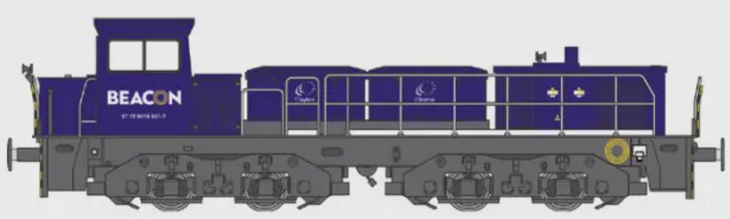

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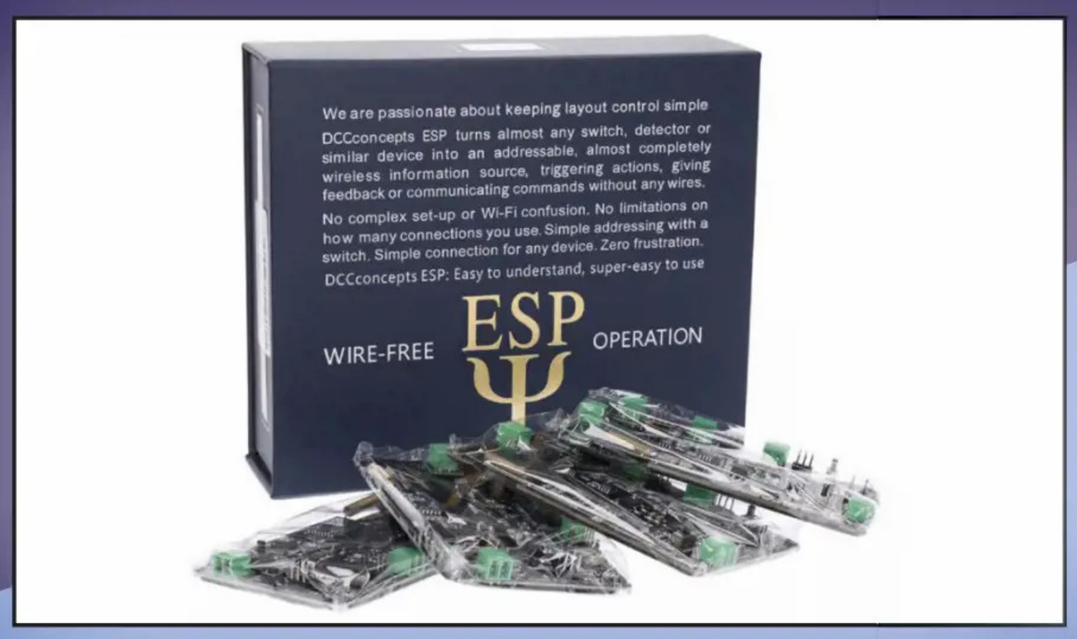

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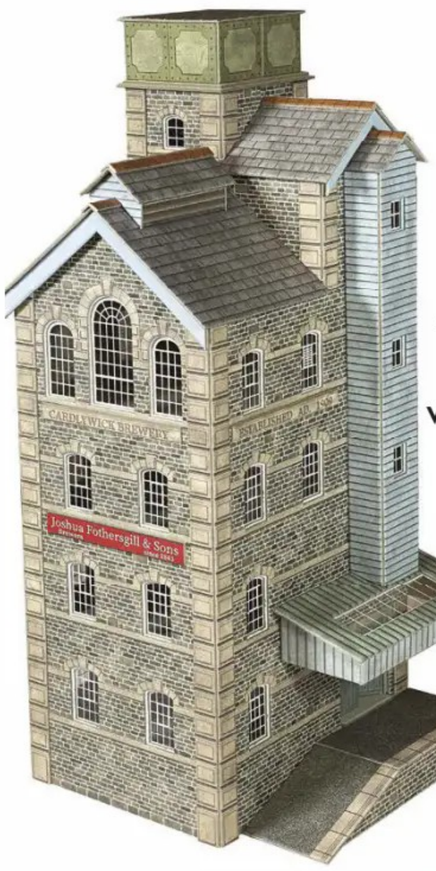

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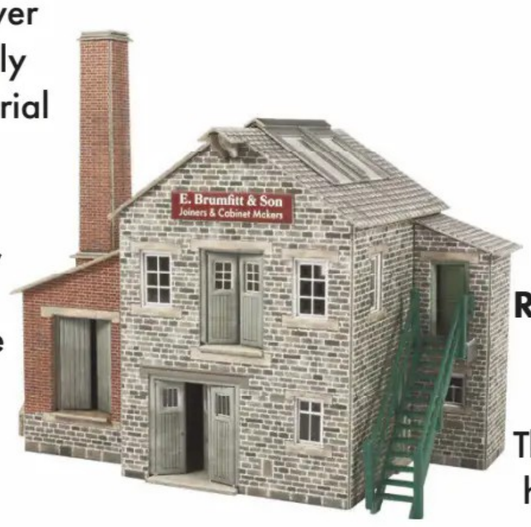

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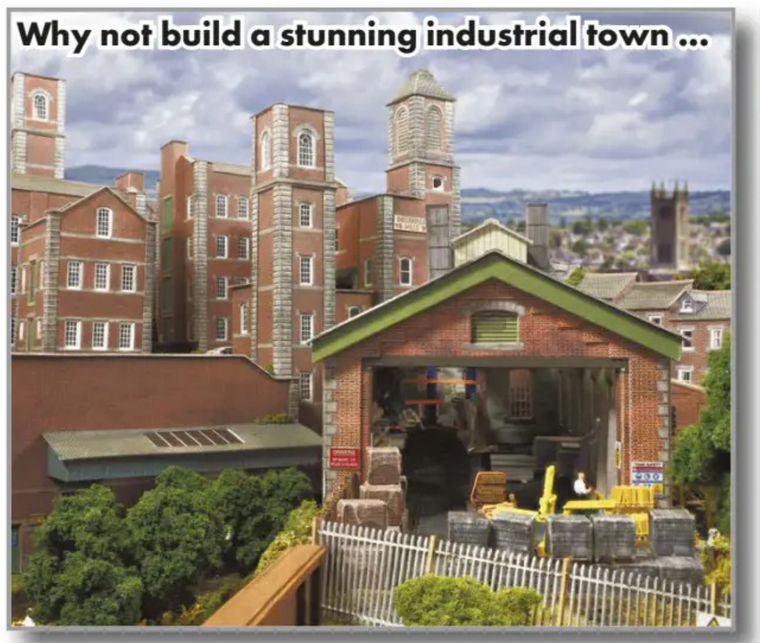





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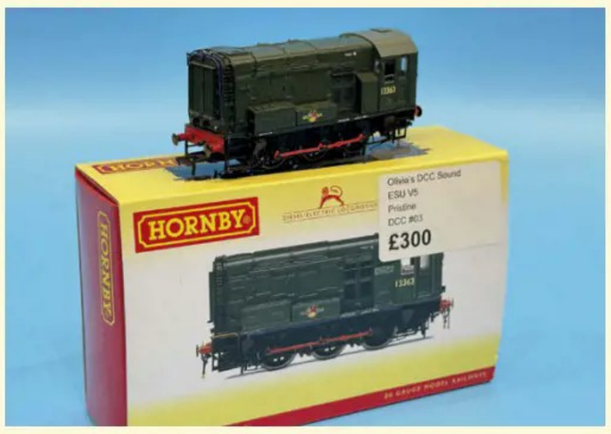

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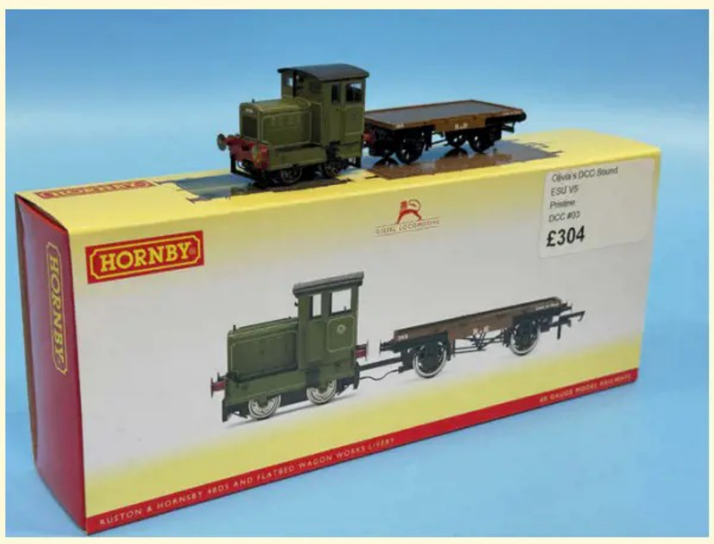

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TRAINS IN A LANDSCAPE

Drawing inspiration from Pendon Museum's 'The Vale Scene', this builder returns to his roots, modelling a tranquil corner of Sussex on the edge of Ashdown Forest.

Words: Paul Rhodes **Photography:** Jamie Warne

FACTFILE

LAYOUT NAME: Old Parrock
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 7ft x 1ft 6in
ERA/REGION: Fictitious/East Sussex
LAYOUT TYPE: End-to-end


MERTON
45

TOP RIGHT: SECR P Class No. 754 in WW1 austerity grey livery shunts the yard at 'Old Parrock'. This loco is fitted with an ESU decoder.

MIDDLE RIGHT: 'Old Parrock' has just one short siding with coal facilities and a small LBSCR lock-up shed. Because of the fiddle yard length, goods trains are usually five wagons long.

BOTTOM: Passenger services are provided by the LBSCR, with three ancient four-wheeled coaches and a Terrier. The coaches are Roxey Mouldings kits.





'Old Parrock' has given me enormous pleasure since the project was started in August 2017. Firstly, there was the joy and creativity of planning the layout and researching the individual elements to include. Then, there was the pleasure of track laying, creating buildings and adding scenery, seeing it gradually come to life as trains ran and the dream became a reality. Finally, and most surprisingly, has been the enormous pleasure of exhibiting the layout, meeting exhibition visitors and making new friends; it's a great hobby! After many years of railway modelling and after an endless number of abandoned projects, I have finally completed a model railway layout and it has been a hugely satisfying experience.

Like so many of us these days, space is a premium, but I do have a cosy, fully-lined shed for my model railways. Along the back wall is a shelf, which is just over 7ft long and the layout was planned to fit this space. Although my initial idea was a quick build, 'Old Parrock' took on a life of its own, and in the end, it took over three years to finish. During this time, the design developed and was modified in some interesting and unexpected ways.

> "We all have our favourite railway company and although I don't take a partisan approach, mine has always been the LBSCR – who can resist Terriers?"



The layout

Old Parrock is not a real place, although there is a Parrock Lane in the vicinity of my imagined scene. This is the area of East Sussex on the northern edge of Ashdown Forest, where the old railway line between East Grinstead and Tunbridge Wells used to run. Although a Londoner by birth, I grew up here. I moved away a long time ago, but it has always been an area close to my heart. My layout is very small, with a scenic area of just 4ft 3in long and 1ft 6in deep, and a 2ft fiddle yard at one end. At the other end is a short shelf extension about nine inches long with a single track. This allows the use of the full length of the layout for a run-around loop. There is just one siding, a short spur with a diminutive goods shed and space for unloading coal. When I started building the layout, my idea was to restrict 'Old Parrock' to this goods yard, but a year or so into the project, I decided to add passenger facilities, which was a challenge because I liked the position of the siding. I settled on a radical approach - to place the station at the front, facing away from the viewing public.

Like many of us, I've appreciated the willingness of the large manufacturers to produce more locomotives and stock from the Pre-Grouping era. We all have our favourite railway company and, although I don't take a partisan approach, mine has always been the LBSCR – who can resist Terriers? Around this time, Peco brought out its excellent Code 75 bullhead rail and these factors made the adoption of OO an easy decision.



ABOVE: The gentleman in the blazer and boater is modelled on my late friend Peter, who always wore this outfit when we visited preserved railways.

MIDDLE LEFT: The cottage is based on the miller's cottage at Tablehurst Farm and still exists. I re-imagined the buildings as they would have looked in Edwardian times.



BOTTOM LEFT: An old trade route passes by the cottage and crosses the line at the station. Access across the tracks is via a stile and a picket gate.

Modelling inspiration

You will have noticed from the simplicity of the trackplan that multiple train movements are not a principal interest of mine. My motivation has always been to create a landscape with railways, and Pendon Museum is a major source of inspiration. I'm lucky to live fairly close to Pendon, and I started volunteering there in 2018, working alongside a small group on children's scenic modelling sessions during the school holidays. It's impossible not to be affected by the Vale Scene, with its stunning buildings set in a beautiful landscape. Whenever time allowed, I'd slip out and soak up the atmosphere. Could I achieve something like that in a small space and in a reasonable time? All the elements of The Vale scene, buildings, landscape and trees are modelled to a consistently high standard. I was keen to adopt this principle in my small space, although it would be arrogant of me to imagine that 'Old Parrock' stands up to scrutiny alongside the superb artistry of Pendon – it's a case of 'doing your best'.

I attended one of Gordon Gravett's courses on landscape modelling at Pendon in 2016, and I also have a book by Chris Pilton describing how he produced buildings for the Vale Scene. These, alongside Gordon's books on landscape modelling, became important resources for me.

Scenic details

There are two non-railway buildings in the scene. These are based on a watermill and the accompanying miller's cottage. The Mill was at Tablehurst Farm in Forest Row and was demolished in the early 1930s, but the cottage is still there. Tablehurst is now a thriving community farm with a café, so I have been able to visit it and identify the site of the watermill. I also purchased two high-resolution photographs, dated around 1906, from the Mill's archive. From these images, I was able to draw up reasonable plans of the two buildings, not slavishly copying them but with a little modeller's licence. The buildings aren't positioned as they are in reality; instead, the two buildings are placed to suit the design of the layout.





TOP LEFT: The watermill was built of Sussex sandstone with brick infills and a timber upper floor. The random brick infills suggest that these were repairs made over the years.

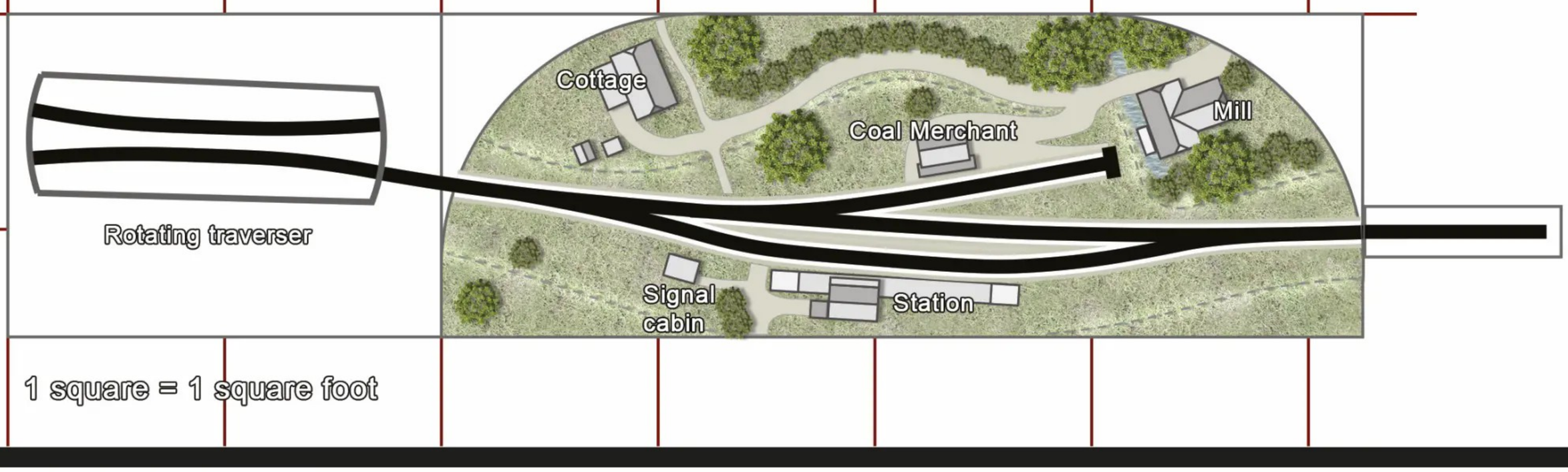
BOTTOM LEFT: The mill was built around 1750 and was finally demolished in 1933.

TOP RIGHT: Terrier No. 45 *Merton* runs around the short passenger train before returning to East Grinstead. Most locos are sound-fitted with Zimo DCC decoders.

MIDDLE RIGHT: The largest loco on the line is SECR C Class No. 689, seen shunting materials for building a new barn.

BOTTOM RIGHT: The porter and the cat sleep through the rare moments of excitement at 'Old Parrock'. The station routine is informal and no one seems to mind.

TRACKPLAN



The buildings are made of card and, in Pendon-style, the bricks were painted by hand using artists' watercolours. This may sound tedious, but I really enjoyed the process, sitting for around 40 minutes at each session with some calming music. The bricks were painted onto a flat net of the building, then the windows and doors were modelled and added. Only after this was the building folded up and reinforced with bass wood. Roof tiles and weatherboarding were produced with layers of card and painted with washes. It was important to me that the buildings sat 'in' the landscape and not 'on' it, so the walls extend below ground level and into the model scenery, as do the buildings at Pendon. I fully recognise that a modelling process such as this is too time-consuming if you are building a large layout on your own, but I only have two non-railway buildings and a couple of outhouses on 'Old Parrock'; there's more time to spend on the details.

The layout features little narratives. The miller stands in the yard contemplating his vegetables. At the front of the cottage are his wife and children. She is berating her son, probably for playing on the railway, while his big sister looks on with typical sibling satisfaction.

The landscape was built up from corrugated card and papier mâché. I made almost everything from scratch and this is the way I like to work. I set 'Old Parrock' in the period 1900–1920, in June, during the hay harvest. The field behind the house depicts cut grass laid out in strips, with some rolled up into haycocks to suggest that the farmer is expecting rain. For the other greenery, fields and verges, I used static grass for the first time, adding some straw colouring into the second, longer layer to suggest that the summer sun was beginning to burn out the grass.

There is a hedge across the back, made in the usual way from rubberised horsehair. This is a depiction of a natural ancient hedge, not a laid one. Many hedges in The Weald are the result of tree clearance to field edges and are very old. This was the kind of hedge I wanted to create. Halfway along the hedge is a five-bar gate revealing a field of sheep, which are being observed by a local character. Perhaps he is the shepherd checking up on them.





Key structures

Initially, 'Old Parrock' was to be a 'Brighton' layout. The goods shed is a typical LBSCR off-the-peg lock-up. There were examples of these across the railway, although mine is a copy of the one at Isfield. When I decided to create a station at the front, I could have modelled a LBSCR halt, but that would typically be unmanned and I wanted something more interesting. The answer was to change the fictional history and to recreate 'Old Parrock' as a Colonel Stephens light railway, albeit with what would now become a second-hand Brighton lock-up in use as a coal office. The coalman and his mate are standing by a set of coal scales (made from plastic card), taking a break from unloading a wagon.

A station building in the style of those on the Kent and East Sussex Railway was drawn up but much reduced in size. In fact, I halved the dimensions and took out any windows that didn't fit the plan. For the covered lever frame, I copied one from a Robertsbridge. As with the

other structures, the railway buildings were made from card. The station was built in its entirety away from the layout before fitting. The unseen station frontage is fully modelled and I keep a mirror with the layout to show this at exhibitions. There is a soldier on the platform, as well as a lady on her own and a small group by the bench. I was told that all stations must have a cat, so I have another bench at the side with a sleeping porter and ginger cat; nothing much happens at 'Old Parrock' and, so far, he's been asleep for four years. Standing close by is a stylish gentleman in cream slacks and a striped blazer, holding an umbrella. This is a model of my close friend, Peter, who sadly died in 2020. I miss him and he always dressed like this when we visited preserved railways.

Trains on show

All the locomotives are RTR. I have two Hornby LBSCR Terriers in improved engine green, No. 45 *Merton* and No. 48 *Leadenhall*. These are used exclusively on the passenger train, which consists of three close-coupled LBSCR four-wheeled coaches constructed from Roxey Mouldings kits. This train is modelled as in the period before 1906, after which the livery was changed to umber.

For goods trains, I have two SECR locomotives in WW1 austerity grey, a Bachmann C Class, No 689 and a Hattons P Class tank loco, No 754. With these, I use a Rapido SECR brake van. I also have a LBSCR Stroudley brake van constructed from an etched brass kit sold by Roxey Mouldings. This was originally coupled with a Bachmann E4, No. 579, to make a





ABOVE: A little way up the lane is a gate in the ancient hedge, through which a local inspects the farmer's sheep flock.

MIDDLE LEFT: The local coal merchant has a delivery every few days, and unloads directly into his coal sacks. The buffer stops are an LBSCR prototype.

BOTTOM LEFT: A quiet moment in the yard. The coalman and his mate are cricket enthusiasts and discussing the fortunes of the Sussex team at Hove last weekend.

LBSCR goods train, but the E4 has been problematic with shunting in reverse. On the model, the rear radial bogey is floating rather than functional as it would be in reality, therefore, it doesn't draw the loco into curves, resulting in occasional buffer locking and derailment. I have now taken it out of service and I'm looking forward to its eventual replacement, a Rapido LBSCR E1 tank loco in Brighton goods green, which is currently on pre-order. Another loco on pre-order is the Rapido SECR O1, surely one of the prettiest locomotives ever produced. I've gone full 'chocolate box' with this one and ordered it in SECR lined green. On 'Old Parrock' it will work a short goods train.

The layout is wired to DCC with an NCE controller, and all the locos except the P Class are sound-fitted with stay-alive capacitors. I take the view that with a layout as small as this, where there is not a lot happening, good slow running is essential and I make efforts to ensure that everything runs as well as possible. It is a testament to the quality of these locomotives that they will creep along when required to. All locos have added crew, coal and all stock has three-link couplings.

The freight stock is a mainly kit-built, although there are a couple of bought wagons. There are LBSCR, SECR, GER and GWR prototypes, as well as PO Wagons. There is even a NBR wagon, which runs regularly. This is because I have a fondness for the old North British. Unfortunately, NBR wagons weren't regular visitors to East Sussex but, if asked, I'll make up a spurious reason why it's there. I really enjoy building wagon kits.





TOP RIGHT:
Despite having a single siding, shunting can become quite an absorbing activity at 'Old Parrock'. Operators enjoy creating interesting conundrums for colleagues.

BOTTOM:
The slates were individually cut and will eventually be installed in a Cambrian two-plank wagon.



I particularly like constructing the old D&S whitemetal kits and I have collected a stock of them over the years – I have more to build when the fancy strikes me. My most recent builds were a pair of SECR, ex-LCDR, single bolster wagons from Roxey Mouldings. These are loaded with wooden beams, probably for a new barn being built locally.

Operating 'Old Parrock'

I have been taking 'Old Parrock' to exhibitions since September 2022 with a team of four, attending around six shows a year. We operate the layout from the front, and this gives us the opportunity to communicate with visitors. We usually operate in pairs, one concentrating on driving trains and the other answering questions and generally engaging with the viewing public. For one-day shows, we often just go with two operators. The team, Phil Andrews, Richard Heard, my wife Helen and I, each have our own style. Phil is an excellent operator and will happily drive trains all day. Richard is a great communicator and, when asked a question, in his enthusiasm he will immediately forget that the train is heading for the buffers. Helen is a great listener and quickly connects with people. I enjoy chatting with visitors more than operating and will happily hand over the controller at the first opportunity. Obviously, some people prefer to watch quietly and we always respect that.

I've appreciated hugely the positive comments we've received from the visiting public over our period of exhibiting, although as I always say to my fellow operators, people who are not interested in cameo layouts with short trains will self-select and pass by 'Old Parrock' – the hobby is a broad church. There are some responses that





ABOVE: One wagon often seen here is a long way from home. The NBR three plank is in recognition of another love of mine, the North British Railway. It's hard to justify its presence but no one seems to mind.

MIDDLE LEFT: The buildings are made of card and were painted while flat with artists' watercolours before being folded and assembled.

BOTTOM LEFT: *Merton* arrives with the afternoon local.

occur with regularity. One particularly pleasing one is that people can imagine themselves in the scene, which I think is because of the way the layout is presented with a proscenium, fascia and lighting. Surprisingly, we're often asked if the layout is EM Gauge or even P4. I believe that this is because people are looking across the tracks rather than along them, so the narrowing of the track gauge is less evident. We get comments where people appreciate the possibilities of creating something interesting in a small space, which is particularly relevant with modern houses.

As well as the visiting public, we have made some wonderful friends among other layout owners and operators, who are almost universally friendly and helpful. It's a real pleasure to arrive at a show and see a familiar layout being set up, knowing that there will be an opportunity to catch up with news.

Finally, and importantly, I am full of respect for show organisers, who work incredibly hard throughout the year getting everything organised and then somehow manage to be helpful and cheery on the day – thank you all! 'Old Parrock' has brought me enormous pleasure since it was completed nearly three years ago. Shows are booked till 2026. After that, well, I'd love to think that I can organise myself to build a replacement. 'Old Parrock' came after 40 years of railway modelling, so there's room for improvement! ■



LEFT: The cottage also has an outside ash pit privy and a wood shed. The miller is inspecting his vegetable patch in a quiet moment at 'Old Parrock'.

BOTTOM: A view depicting almost the entire scene at 'Old Parrock'. The layout has LED lighting and a curved backscene.

> "I was told that all stations must have a cat, so I have another bench at the side with a sleeping porter and ginger cat; nothing much happens at Old Parrock and so far, he's been asleep for four years."



COMMUNITY

EDITOR'S COMMENT

We are right in the middle of our busy show calendar at the moment, and by the time this issue hits the shelves, we will have been to Model Rail Scotland and our London show at Ally Pally, to name but two.

One of the best things about going to shows is being able to catch up with readers and learn what you are enjoying about the magazine, and what we perhaps could do better. It has been almost two years since we relaunched the new-look BRM, and never one to sit back and take things for granted, we are upping the ante again and would like to find out what you readers think. Our reader survey is available to complete by going to **www.world-of-railways.co.uk**. As a thank you, you will be entered into a draw to win a Flying Scotsman Train Set in OO worth £249.99. We'd love to hear what you think!

Now, back to this issue. Our lead layout this month is the amazing 'Old Parrock', which showcases some impressive scenic modelling set in a tranquil corner on the edge of Ashdown Forest. Our second layout, 'Camelot', sees Christopher Hobbs take on TT:120, who relished the opportunity to create this exhibition-worthy table-top layout.

Finally, serial layout builder, Chris Richardson returns with his new industrial-themed layout, 'Somewhere', which saw him take on new challenges.

On the practical side, we have a fantastic pigsty cameo scene from Chris Mead, Phil Parker shows us how to kit-bash a station, plus find out how you can enhance and modify your stock.

A jam-packed issue, we hope you enjoy it!

Happy Modelling
Debbie Wood

WEEKEND PLANS...

Bingham MRC 40th anniversary
The 18th Annual Club Exhibition, the South Notts show this April celebrates the clubs 40th anniversary. The exhibition will be held at Cotgrave Welfare and features at least 10 layouts in various scales and the headline layout this year is 'Splot' in P4.
DATE: April 5-6th, 2025

Macclesfield Model Railway Exhibition
Held at Tytherington High School, there will be various layouts on display, some of which will be making their exhibition debuts - one of which is a 42ft long, 4mm finescale, LNW-inspired layout from Peter Thomas.
DATE: April 5-6th, 2025

Royston & District Model Railway Exhibition
Featuring up to 20 layouts in a variety of scales, the show will also have a number of trade stands in attendance, alongside some societies and demonstrations. Open 10:30am to 4pm, an adult ticket costs £5.00, with accompanied children free to enter.
DATE: April 12th, 2025

Lothians Model Railway Show
Organised by the Pentland MRG and held at a new, bigger venue at Heriot-Watt University Students Union, Edinburgh, the show this year will feature 16 layouts and a variety of trade stands, with a regular bus service from the city centre. Doors will be open 10am to 4:30pm both days and an adult ticket costs £6.00, with accompanied children free to enter.
DATE: April 12-13th, 2025

Guildford O Gauge Group Spring Open Day
Held at Normandy Village Hall (GU3 2DT), the Spring Open Day will host nine traders and five layouts, including a test track. It costs £5.00 to enter for the day, with doors open from 10am until 4pm, with free parking and refreshments available.
DATE: April 27th, 2025

CELEBRATING STEAM

A unique opportunity to see three historic engines side-by-side, including the original Locomotion Number 1, is coming to Darlington's award-winning Hopetown visitor attraction.

The exhibition, part of the S&DR200 festival, looks at the inspiration of steam travel and the people behind the inventions.

Railway Pioneers – celebrating the railway rock stars of the past, runs from Friday, April 4th until Sunday, June 22nd.

Pen-y-Darren, designed by Richard Trevithick; *Steam Elephant,* designed by John Buddle and William Chapman; and the original Locomotion Number 1, designed by George Stephenson, will be on show in the Exhibition Hall, showcasing the advancements of rail technology in the early 19th century as well as the engineering innovation that led to the opening of the Stockton & Darlington Railway (S&DR).



Free tickets are available now on the Hopetown website and should be booked in advance to avoid disappointment.

The exhibition will coincide with a range of free fun family events at Hopetown.

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LETTER OF THE MONTH

A NEW HOME NEEDED



This is a personal request from Transport Museum Wythall and, in particular, the Elmdon Model Engineering Society (EMES) team who run the miniature railway on our site.

Dennis Herbert, retired railwayman now in his 90th year and EMES member for almost 35 years, has been diagnosed with Stage 4B terminal cancer, which has led to him reaching out to us in supporting him with putting his affairs in order, in particular, the sale of his magnificent 7¼" gauge GWR King Class locomotive 6011 *King James I*, a model which he painstakingly built over a period of nine years and has run on a number of occasions at the Wythall miniature railway. The attention to detail is astonishing, with every feature as near to scale as is possible in a coal-fired, running locomotive.

The model is to be sold via a sealed bid auction. All proceeds will go to Alzheimer's Research in a tribute to his late wife, Iris Herbert, and two fellow society members who were also close friends, all having succumbed to this heart-breaking malady.

All bids should be made by email to **wythallminiaturerailway@gmail.com** when confirmation of bid will be sent. All bids must be made by March 28th, 2025, at 23.59hrs. Thank you on behalf of us all.

Denis Chick

LASTING LEGACY

I'm sorry to have to report the recent death of Mark Arscott, after a long fight with cancer.

The proprietor of Markits, he took the Romford concept of accurate, simple and very user-friendly driving wheels to a much higher level of accuracy, reproducing actual wheels rather than just generic ones.

Under the Markits umbrella, he also produced accurate bogie/pony/carriage/freight stock wheels, principally for OO, but, as with the drivers, EM as well.

His range of other products was amazing, comprising handrail pillars, chimneys, domes, safety valves, whistles, lubricators, Westinghouse pumps, AWS equipment, etc, gears, wheels, gearboxes, axles, jig axles and countless other accurately-machined parts (I'm sure I've missed loads out).

His legacy for loco kit-/scratch-builders is incalculable, and the hobby owes him an enormous debt of gratitude. How many locos running on his wheels is probably beyond comprehension.

He also assisted manufacturers in the development of their models - the ground-breaking Hornby rebuilt Bulleid Pacifics owing a lot to him.

I knew him as a good friend, and we shared a similar anarchic (and at times wicked) sense of humour; one, which I have to say, was not shared by all!

Thanks for all those very, very long phone conversations. I'll miss them.

RIP my friend, and my sincere condolences to his family and friends.

Tony Wright

EASTER AT THE MIDDY

The first big weekend of the 2025 season at The Middy, Suffolk's only standard gauge preserved railway, will be celebrated with no less than three locos in steam and working the trains during both Sunday, 20th and Monday, 21st of April.

During Easter Weekend, all the Middy facilities will be open, including steam-hauled rides in genuine Victorian 4-wheel coaches, MSLR museum, visits to the Restoration Shed, souvenir shop, café and the Middy real ale bar, plus Easter Bunny hunts for younger visitors. The Middy will also be hosting the USAAF 34th Bomb Group's display again during 2025, and its museum will also be open this weekend.

A free shuttle bus service from and to Stowmarket main line station during both days is available courtesy of the Eastern Counties Bus Preservation Group.

Standard entry prices are adults £12.00, children under 16 £6.00, families (2+20) £30.00, concessions (over 65) £10.00.

HAPPY READER



I just wanted to let you know how much I enjoyed the latest issue of BRM (Spring 2025), especially because of the article about 'R & J Colliery'.

I have watched the YouTube video of the model, but your photos were excellent and I was able to pour over the detail in them. It's amazing that Robbert, being 40 years old and living in Holland, has built such a good model of a colliery across the English Channel and then depicting something 10 years before he was born. I especially noticed the ground cover; NCB collieries were usually in a bad state of care. When I visited them many times in the 1970s and 1980s, there were treacherous ground conditions and slurry-covered rails. Robbert has done a superb job.

Steven Oakden

COMMUNITY

TRICKY LAMPS

I have recently taken delivery of the Black 5 with smoke unit and interchangeable lamps. The loco has excellent detail, but I would question the positioning of the lamp brackets. Hornby has placed the top lamp bracket to the right of the smokebox. Although some Black 5s carried the top bracket in this position, the photo I have seen of 44726 shows this lamp bracket positioned at the top of the smokebox door. Where locos did carry this bracket and lamp on the smokebox door, the bottom middle bracket on the bufferbeam was, to the best of my knowledge, moved to the right as you look at the loco from the front. This, I presume, was so that signalmen could clearly see at night that this was a Class 8 through freight train.

Clive Whitaker

Tony Wright says: 44726 survived until October 1966, so might well have latterly carried its 'top' lamp bracket at the '3 o'clock' position on its smokebox door. The reason for lowering the top lamp bracket was one of safety - burgeoning overhead electric wires carrying 25KV were deemed to be too close for anyone fitting a lamp (or a headboard) to that top one.

DATE CORRECTION

The layout 'Horton', which featured in the Spring issue of BRM, is a marvellous recreation of the atmosphere of the Settle and Carlisle railway. As a teenager, I visited the area many times with my father, combining our love of railways and hill walking.

However, in the captions for the article, there is one point that I'd like to correct. By 1967, the local trains on the Settle and Carlisle were no longer steam-hauled.

The last normal day of steam operation on the local passenger trains on the Settle and Carlisle was Saturday, April 14th, 1966. I was living in Keighley at the time and was told by the guard when travelling on the early morning Morecambe to Bradford Forster Square and Leeds train that steam operation of trains on both the Leeds/ Bradford to Morecambe/ Carnforth service and the Settle and Carlisle locals would go over to diesel multiple units on Monday, April 16th, 1966.

For the record, in the last week of steam services on the Bradford to Carlisle trains, I saw Class 5s Nos. 44675, 44725, 44726 and 45120, the last mentioned on the final Bradford to Carlisle afternoon train on Saturday, April 14th. In the preceding weeks, I had also seen Clan No. 72008 and Britannias Nos. 70008 and 70051 on these trains.



From Monday, April 16th, both the Bradford to Carlisle and the Hellifield to Carlisle services were altered to operate from Skipton to Carlisle using 2-car Derby Lightweight units in the M79xxx and M796xx series. Within a short time, and definitely by August 1966, they were replaced by Cravens units that had two power cars – I suspect that the Derby units with just one power car were too underpowered and unreliable for use on the Settle and Carlisle.

Stephen Rabone

PUZZLE FUN

As I have been hors de combat recently and confined to barracks, I was particularly taken by the piece in BRM March 2025 edition (page 33) on the thousand-piece jigsaw of Andy York's choice of Big Four locomotives. My daughter Louise tried to buy the jigsaw of all four, but this was unavailable at the time. However, each of the four was available as a 1,000 piecer, and so she bought me a *Sir Nigel Gresley*, as I have the very same as a Dapol N Gauge model. A tricky jigsaw, as all the bits of ballast and the sky looked the same, but perseverance won through.

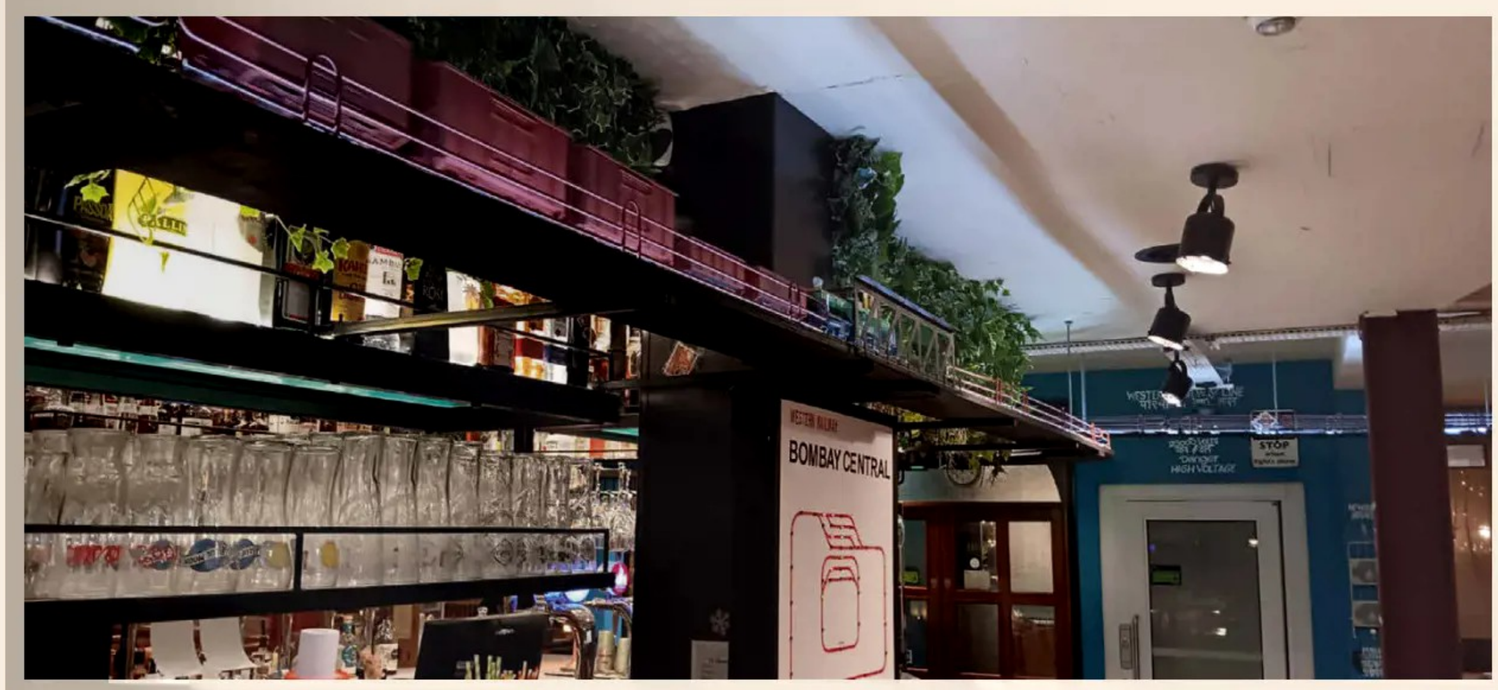
A therapeutic pastime, at least for the jigsaw puzzler; one lesson learned for next time, in the interests of domestic harmony, is to buy one of those jigsaw roll-up mats so as not to monopolise the family dining table for several weeks.

Richard Hart



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

CURRY & TRAINS



Could this be the perfect combination?!

We're a quirky Indian restaurant themed around Bombay Central train station in Mumbai. Indian Railways were engineered by British engineers many years ago.

The restaurant theme is dining on a platform waiting for your train, we use screens and have multiple model railways (scale G!) going around a track with various light boxes and mimic panels activated. Our largest track is 140m long!

Control is via a Marklin computer system, running various locos, mainly American diesel trains with various carriages.

If anyone fancies a visit to Harrow Weald in northwest London, you are sure of a moving experience! We cater for all dietary requirements and have lots of mild options if you don't like too much spice!

Rishi Lakhani

Inspirational modelling with RMweb



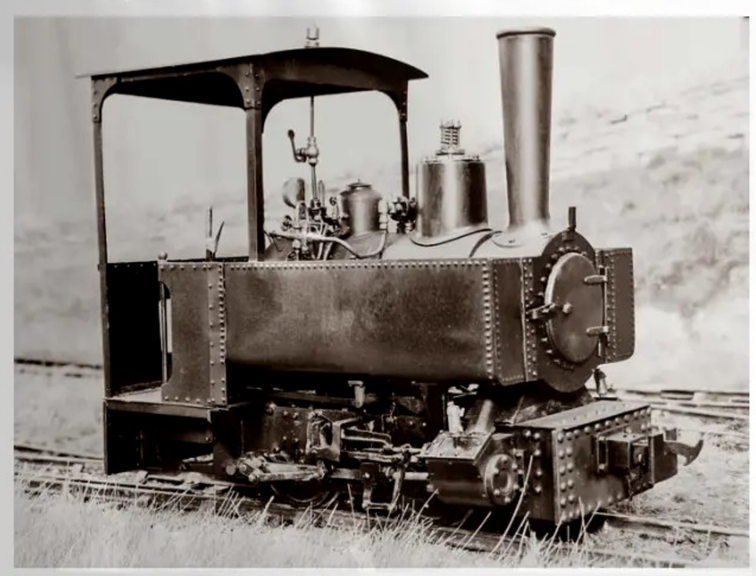
A peaceful moment on the lovely 'Bodmin Moor'. **RMweb user: Gedward**



RHTT thrash? **RMweb user: Cuthbert 80**



25278 and brake van arrive at Blacker Lane Disposal Point to collect loaded coal wagons that will form the 9T28 to Healey Mills. **RMweb user: Ruston**



The Decauville at Nettlebed between duties. **RMweb user: Giles**



EB1 '100' in BR departmental livery speeds along the mainline with a rake of empty mineral wagons. This is a very recently completed scratch-build project. **RMweb user: A.R**



Cheers! **RMweb user: Darius43**

A NEW CHALLENGE

Dipping his toe in TT:120 for the first time brought many challenges for this builder, who relished the opportunity to create this exhibition-worthy tabletop layout.

Words: Christopher Hobbs **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Camelot
SCALE/GAUGE: TT:120 (2.5mm)
SIZE: 4ft x 3ft (1200 x 900mm)
ERA/REGION: BR 4-5 crossover (mid-'50s) Eastern
LAYOUT TYPE: Continuous run

Hornby's A4 *Falcon*, with its rake of Mk. 1 blood and custards, sweeps down the 2.5% incline past 'Camelot's' centrepiece, the Roco turntable and Auhagen roundhouse. Weathering and real coal are by TMC, the 3D-colour-printed crew by Modelu and running lamps, tail lamp, firebox flicker and tender corridor oil lamp by Bayliss Bespoke Design.

TOP RIGHT: On the upper-level storage sidings, an Osborns Exclusives Cattle wagon kit was the basis for this old, abandoned, and grounded lineside shelter, now used as a hide-out between playing footy and other pre-digital shenanigans by Arthur and his 'Knights of the Round Table', (the round table being an old cable bobbin they managed to drag in there).



MIDDLE RIGHT: A road dipping under the main lines, populated with vehicles from Oxford Diecast and Copper Mine Miniatures, makes one of the essential access routes that any scenic work within a looped layout really needs to help prop up a sense of realism.



Camelot, 'It's only a model' (Monty Python) started life as an idea to produce a test track, it was as simple as that. I wanted to see how much useful TT:120 trackwork I could fit on a plain old 4ft x 3ft 'Table Top', so, I made a list.

The track was always going to be Peco streamline TT:120 code 55, with its closer parallel spacing of 35mm (as opposed to 43mm employed by Hornby & Tillig), and I liked the finer scale look of this previously N gauge stalwart, combining its lower height rail that's visible above the sleepers when ballasted and its thinner rail head. It just looked so good I had to use it. I would need a point ladder and an incline for proper testing, so the track rises almost 30mm front to back and, of course, I wanted a reason for shunting (why build a layout you can't work?). Then, as I investigated these ideas further, using the AnyRail track design software, I started looking around to see what other fun stuff was available, such as Roco's turntable (some might say I got a bit carried away). Could I really fit an eight-lane roundhouse in but still have a working

> "Post War British Rail era 4 leading into era 5, seemed likely to be supported by more of the locos and rolling stock coming out of Hornby, so this is where I started..."

Hornby's Princess Coronation *Duchess of Montrose* waits patiently for Richard, the lamp hut keeper, to hand over its running lamps. Auhagen's Round House is specifically matched with Roco's turntable, but to hide its continental appearance, it was carefully clad in printed artwork from Scalescenes Scratchbuilder's yard.

goods shed? Could I have a coal drop? How about an upper level? Or a hidden loading/fiddle yard? Well, AnyRail said I could, but would all this track-laying effort be a bit wasteful if I didn't take on the challenge of making it look real? The need for the suspension of disbelief regarding three tracks circling a roundhouse aside.

Supply and demand

Now to pick an era and a region, as this would to some extent dictate what style of buildings I would need. Post-War British Rail era 4, leading into era 5, seemed likely to be supported by more of the locos and rolling stock coming out of Hornby, so this is where I started, but buildings? What buildings? Hornby's initial offerings seemed predominantly LMS, Peco's GWR. But all the locos available at that time were very firmly LNER/Eastern, so, initially, I thought I should just crack on with what I could, base building, track laying, etc., and just see what turned up, while also building the Auhagen roundhouse, and wrapping it with Scalescenes printed artwork, which it needed to look less continental.

What happens when there's a gap in the market? People fill it eventually, and after trying several eBay sellers' 3D-printed items, I finally found my go-to producer, MS Models. I was particularly





ABOVE: Whisky galore! The start of one of the many small stories in 'Camelot'. After being unloaded here, these barrels are driven by an Oxford Diecast Scammell mechanical horse van to the goods shed to continue their onward journey by rail.

MIDDLE LEFT: A little corner filling cameo of MS Models, Barrow Hill Roundhouse Depot water tower and brick pumping room, feeding the water crane and roundhouse.

BOTTOM LEFT: Modelu's 3D-scanned Peachy looks out of the signal box as the 3D-printed Jinty by Bayliss Bespoke Design pulls another triplet of 7-plank coal wagons from the fiddle yard.

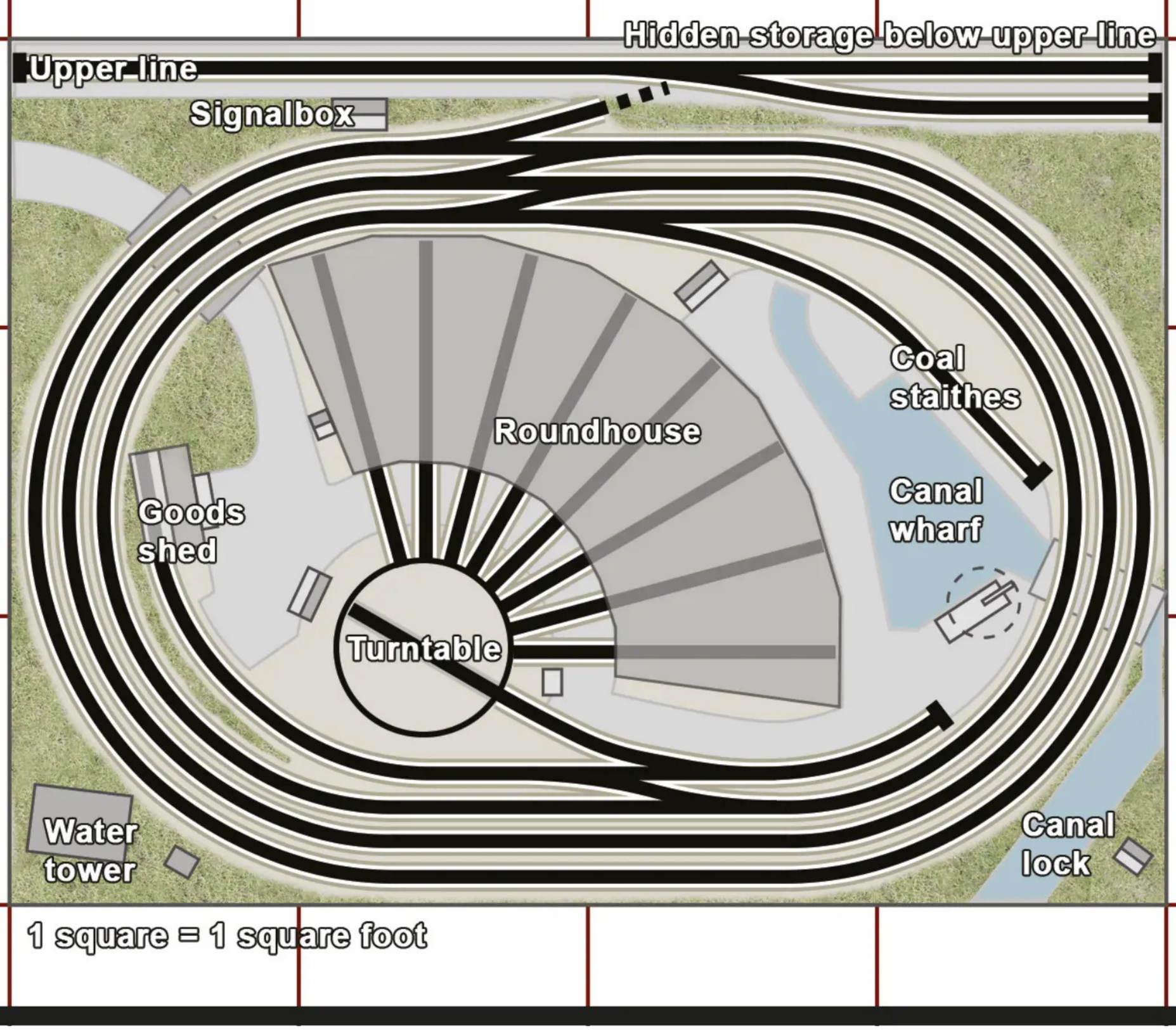
pleased with the accuracy of the brickwork and the stability of the resin prints, but, of course, I needed to match the right colour and tone of Scalescenes, that was a challenge, but I'm quite happy with the results. Of course, getting the buildings, roads and groundwork right is all very good, but I believe a layout really does need more than that to bring it alive. So, for figures, I turned to Modelu, who really has been leading the way with super detailed lineside characters, shed and loco crews. 'Camelot' has over 70 on it, but I still want more!

Workshop and line side detailing is predominantly from West Hill Wagon Works, and most of the stock is coupled with its Hunt magnet system, although you will spy Dapol's easi-shunt couplers on the locos and at the end of triplets. The magnets for this system are buried in the track, but with Modelu shunting men holding coupling poles used as markers for me to line up on. Vehicles are a mix of Oxford diecast, suitably matted down with any reference to LNER removed and also a number from the Copper Mine Miniatures excellent range of resin pre- and post-war vans and trucks.



ABOVE: Lit Prints canal barge, canal lock and MS Models hut set the scene for the canal entrance into 'Camelot's' loading pool. Hornby's A3 *Trigo*, with a rake of BR 57ft carriages and a 50ft parcel brake bringing up the rear, glides by.

TRACKPLAN



As for cameos and other landscaping, I like the idea that everything needs a reason or at least to be plausibly linked up, there are lots of stories, paths and routes across the Scenic work, all waiting to be discovered by anyone who wishes to stop watching trains for a moment and actually look closely at the layout. I also didn't want to restrict my landscaping and cameos by the physical edge of the board, it's an old trick having things cut through at the linear edge of a layout, and one my father taught me as a boy back in the 70s.

Reflections

One particular element that is my personal favourite is the canal loading pool and lock, this takes me right back to fishing for Gudgeon on the Lea Navigation in North East London as a boy, although back then (late-70s to early-80s), it was all very much dilapidated and decaying. It's now been cleaned up and that disused loading pool has long since been filled in and built on, but I can still remember the shadows of its working life history. The walls are from the Scalescenes builder's pallet, but the lock itself is an exquisite model from Lit Prints and available in other scales, too.





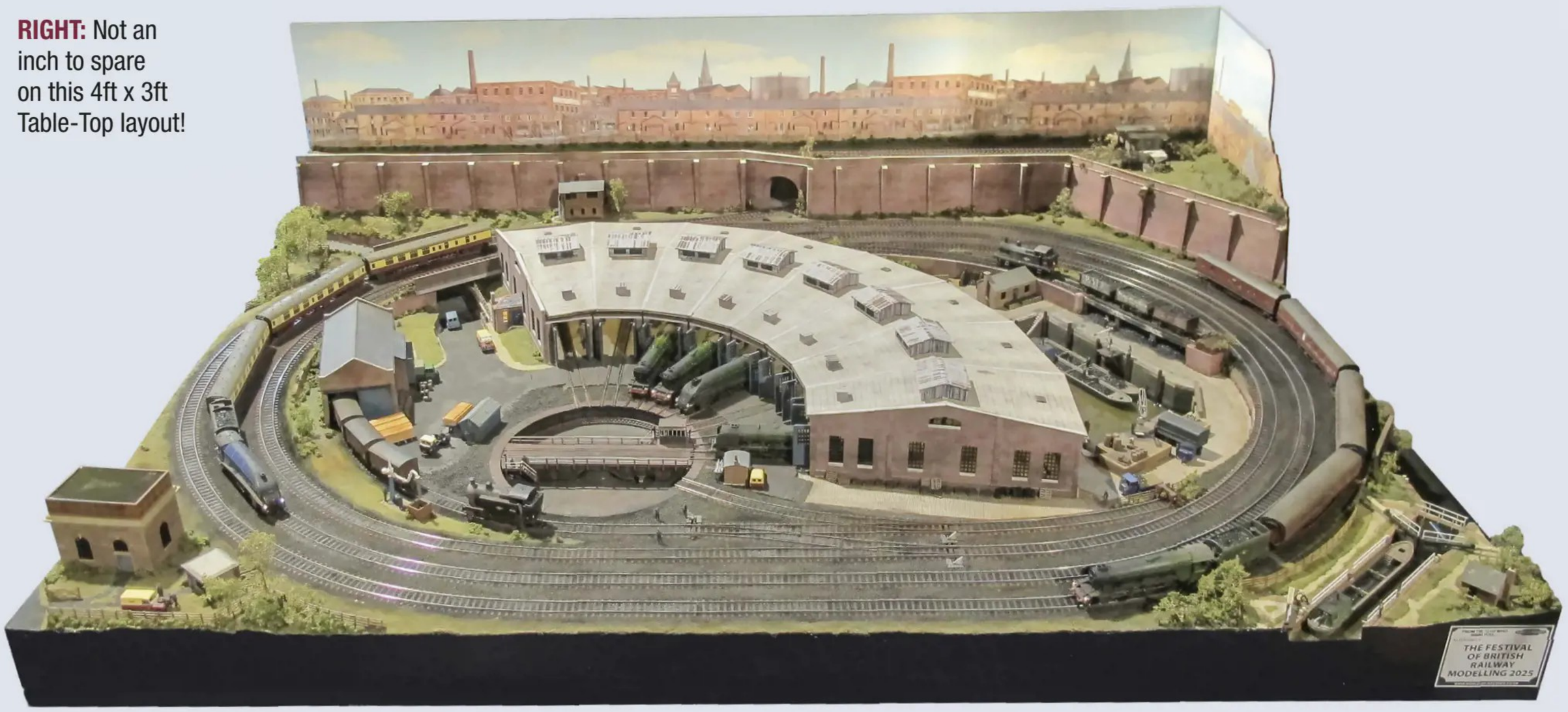
TOP LEFT: An aluminum-clad ceiling bounces the warm LED light around to show off the Scalescenes-clad interior. This shot clearly shows the Auhagen cantilevered buffer mechanism that operates the roundhouse doors.

MIDDLE LEFT: A reverse view of the coal drop and canal pool. Small coal stathes and coal merchant building by MS Models.

BOTTOM: The coal drop, a mix of N gauge coal sacks, loading crane, and real coal, combined with TT:120 specific detailing was used to help squeeze this busy scene into such a small space.

> "I really want to show off what I believe can be achieved with this more compact true scale if it's given some elbow room..."

RIGHT: Not an inch to spare on this 4ft x 3ft Table-Top layout!



BELOW: This photo clearly shows the marked difference between Tillig's Code 83 rail (more compatible with Hornby's Code 80) supplied with the turntable ramps and Peco's finer Code 50.

The power for the layout is DCC Concepts Alpha, which is a super smooth supply and more than enough for the 11 locos onboard at any one time. These locos are all controlled by Hornby's excellent HM7000 Bluetooth DCC system. Although it's full DCC capabilities are not yet a match for more traditional DCC (did you ever imagine DCC being referred to as Traditional?), its easy access and simple control of CV's and sound files and, of course, being free, makes it, in my opinion, the perfect first step into digital command control. The only thing I've needed to address is the occasional drop-off in Bluetooth connectivity, which, after the sometimes-tricky installation of power banks/stay-alives, I can honestly say is no longer an issue.



Woodland Scenics deep pour water, coloured with olive drab tints, was used to create the 12mm deep canal pool. The lock itself had to be created with three pours of 12mm each.

About the modeller

Name: Christopher Hobbs
Age: 56
How many years modelling: 50
Name of your first layout: 'Enfield Town'
Favourite era/region: LNER all Eras
Favourite locomotive: *Cock O' The North* P2
YouTube Channel: Peachy TT120

Although I've been modelmaking for many years, much of which has been as a professional in the film industry, 'Camelot' technically, is my first solo layout, (well, completed layout and, of course, my father had me join in with his builds). Looking back, I think there may well have been a good reason why those elements I constructed as a child always seemed to look so much better the next morning, I guess I thought we all went to bed at 8pm?

Anyway, I've thoroughly enjoyed building it and displaying it on its premiere at The British Festival of Railway Modelling, Doncaster, last month. A huge thank you goes out to the Warners/BRM team, who took a chance on a relatively unknown modeller, and to my club mates at SDRM (Scarborough District Railway Modellers) for pushing me.

I'd also like to thank the YouTubers I've come across that have inspired and refreshed my memory of skills and techniques while also bringing me up to speed with developments since I last did any real scale modelling. In no particular order, I'd also like to thank Dartside Scenics, Mouldy Raspberry, Iron Horse Railway and Buggleskelly Station amongst many more.

Future plans

Before the 2025 season is out, I'd like to add a few more details, and these would likely be animals and birds from Modelu's excellent range, plus I think the goods yard could possibly benefit from some fencing, it just feels a bit too open plan at the moment.

The biggest addition will be a fuel storage and loading point to facilitate Hornby's late crest green Class 08, and the late crest green Class 37, due (hopefully) in November.

I really want to show off what I believe can be achieved with this more compact true scale if it's given some elbow room, so I've already started board construction on an 8m show layout, 'Eller Beck'. This is the river that cuts through the North York Moors and pretty much dictates the course of the NYMR heritage line, especially "The Deviation". I want to focus on the beautifully dramatic section from Goathland Station to Beck Hole (home of The Model Centre), the layout will be predominantly single track with helixes either end dropping down to a storage fiddle yard underneath, set on a modern era 11 Gala Day with visiting heritage steam and diesel locos. Just imagine *Sir Nigel Gresley* pulling 10 mixed era Mk.1s, Gresley teaks and Pullmans, steaming majestically through 26ft of stunning scenery and sweeping curves and you'll get the idea! ■

Selling your model railways?

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.





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London Underground Battery-electric Locomotive

Since 1905 London Underground has used battery-electric locomotives to haul stock and engineers' trains around the network.

The current fleet comprises 29 locomotives built in three batches from 1964.

Revolution is offering OO models in liveries including original maroon and present-day yellow with prototypical detail variations.

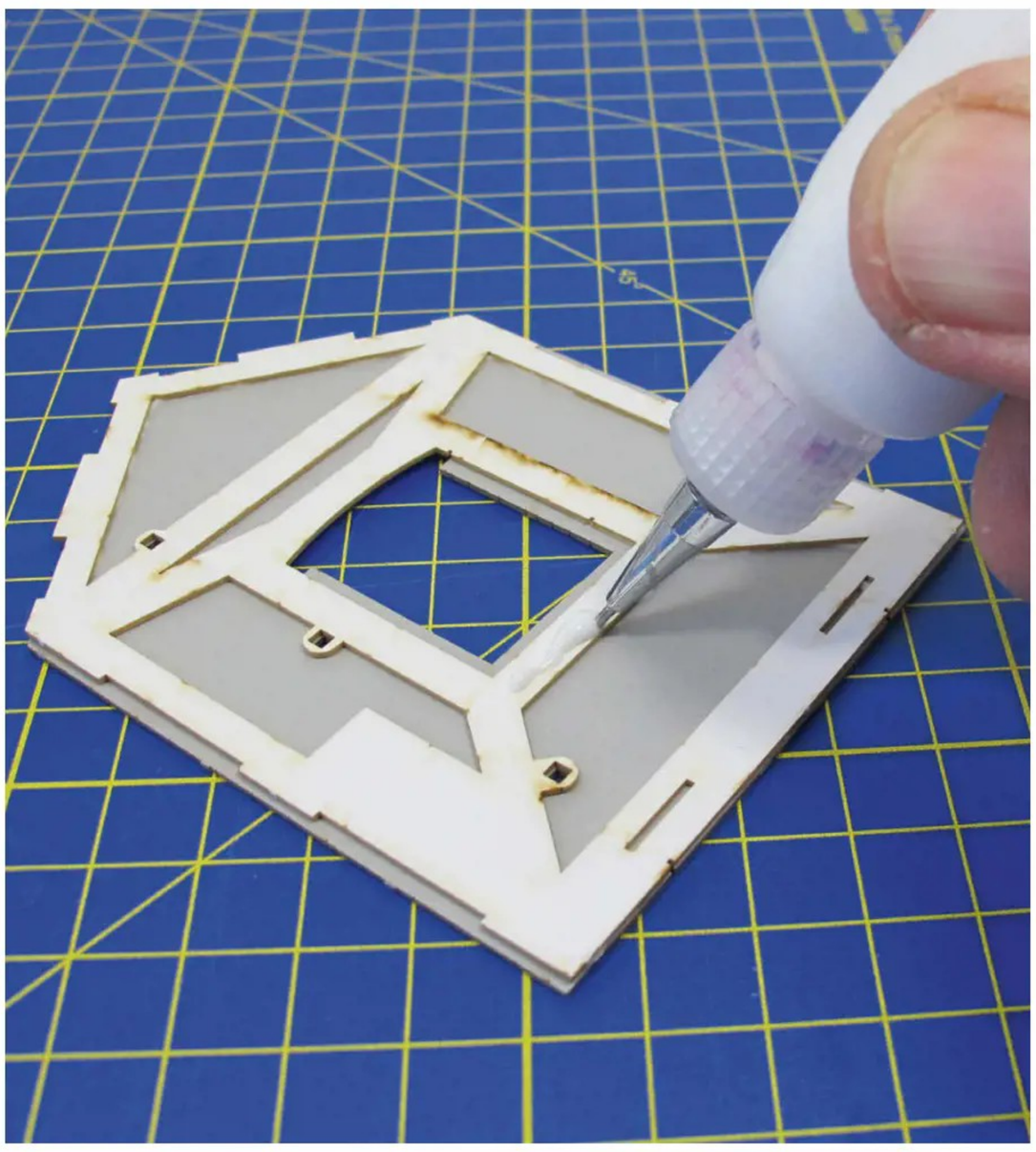
Suitable GP and RW wagons are also under development to accompany the locomotives.

www.revolutiontrains.com

Revolution Trains @baby_pendo

Getting Practical with...

TOOL of the MONTH



Ultra Fine Tip Glue Applicator

Filled with Everbuild 502 PVA (a tip from Petite Properties), this little bottle from Metcalfe Models has hardly been out of my hands in the last month. Perfect for laying down a fine bead of glue when sticking cardboard building kits together or placing adhesive for scenic work. As long as the pin is kept in the top, the glue stays liquid, ready for use, and easier to handle than a big bottle.



Ask Phil

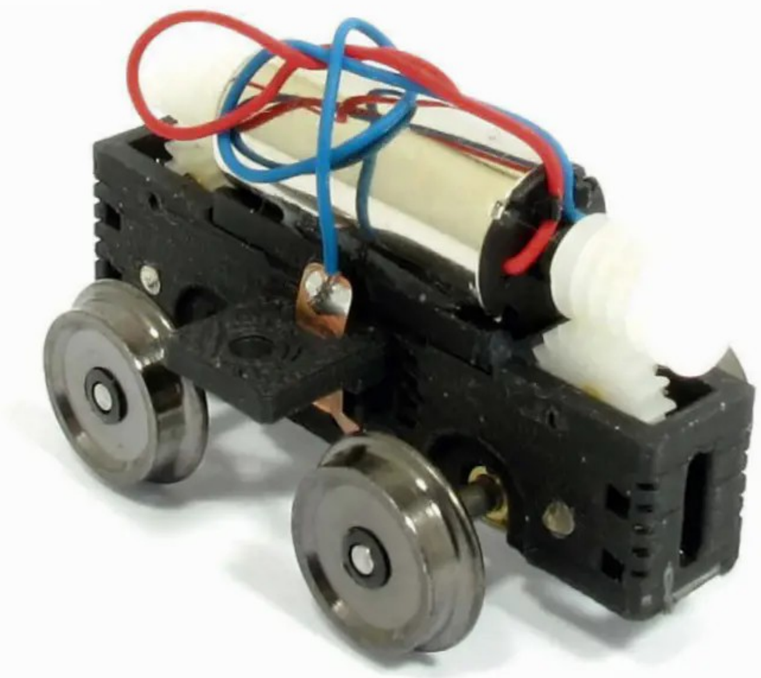
Can you suggest a small railcrane?

Not everyone has space for a 75-ton breakdown crane, but we all love a bit of unusual rolling stock. Later this year, we should see the Cowans Sheldon 15T Crane from Oxford Rail, but if you can't wait, how about the 10-ton version? Originally from Tri-ang, and occasionally in the Hornby range, R6004 is not a bad model, despite its age, as the prototype seen on the Battlefield Line shows.

New on the workbench

Tramfabriek Allrounder chassis

Powered by a 12v coreless motor, driving the 16.5mm gauge, 8mm diameter wheels, through double-reduction plastic gears, this tiny chassis amazed us when dropped off by Sven at the Doncaster show. Placed on the NG7 layout, it smoothly moved off at slow speed, being caught by the Bachmann Quarry Hunslet. The big question is what to build on this 16mm wheelbase unit? Any suggestions?
www.tramfabriek.co.uk




Phil Parker

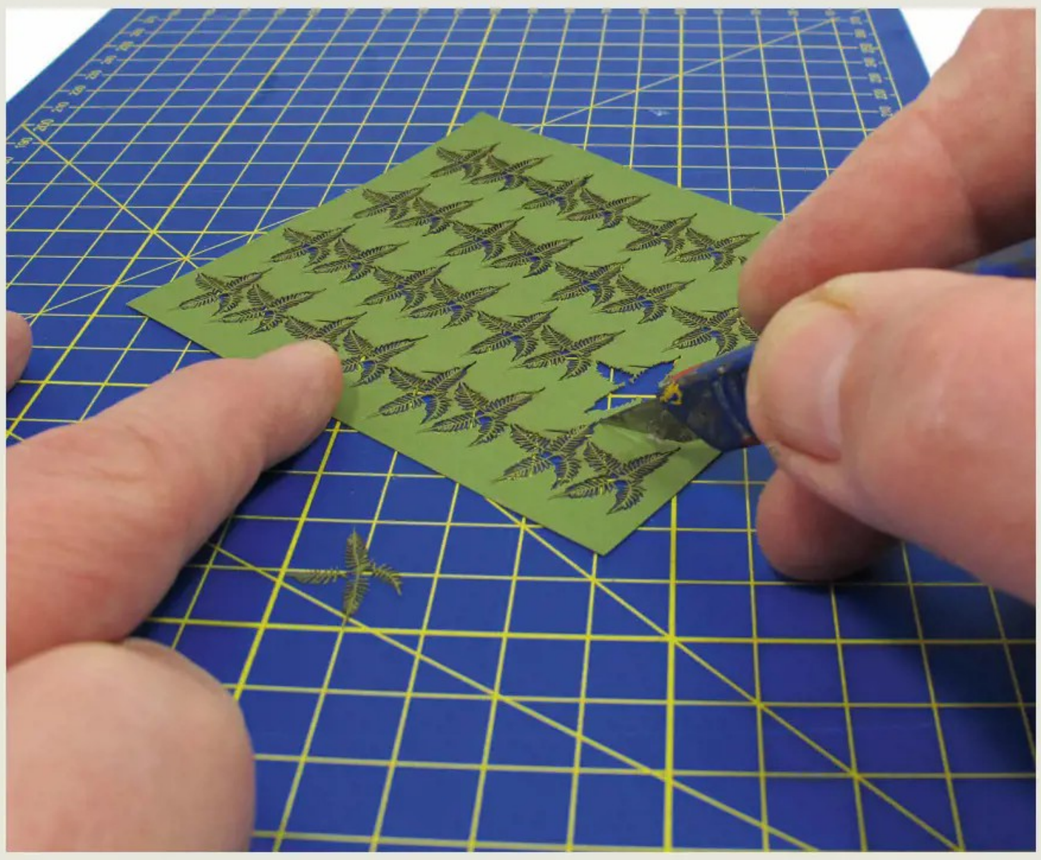

Michael Russell


Ian Smith


Chris Mead

Plant some laser-cut paper ferns

How about some super-realistic, yet easy-to-plant, undergrowth from **scalemodelscenery.co.uk?**



1 The laser-cut paper plants are incredibly fine and need careful releasing from their fret with a small, sharp knife. I'm using the summer version, but autumn colours are available.



2 Carefully, bend the plant to shape with your fingers. Holding the centre with a pair of tweezers is helpful, but the fine fronds are surprisingly strong.



3 Put a dot of PVA in the middle, and shove this well into the greenery on your layout to ensure each fern is properly planted.



4 The colour blends in with my existing grass, so I give each fern a thin wash of darker green paint to make sure they stand out on the model.



How to kit-bash a station



Phil Parker

WHAT DO you do when there isn't a building suitable for a space on your layout? Compromise with something nearly good enough? Maybe, but why not modify the closest option to fit perfectly?

Kit-bashing means simply taking an existing kit and assembling it in a way the designer hadn't intended. You can do this with ready-built buildings, but having everything in pieces allows the modeller to modify each one as they go more easily.

It helps if you are working with a material you are familiar with. In this case, high-quality card, but the same tricks work with plastic. My plan is to use as much of the original kit as possible, in this case Dapol's Kitmaster Genesis Chelfham station, but adding other materials and even parts from other kits is very much part of the fun.

Since every model will be different, the trick is to plan ahead. Make up the main parts with tape or Blu-Tack, so you can get a feel for the finished model. Then keep test fitting parts; we call this a "dry fit" as you go, so that, once glue is applied, you know it will all work. Some slow-setting PVA isn't a bad idea to allow for adjustment, too.

Oh, and think about your prototype before you start. I've ended up with a grey stone building in front of a sandstone bridge. My excuse is that the station building is an addition by the preservationists running the line, brought in from somewhere else. This also explains its L&B railway features. That's my excuse, and I'm sticking to it!

WHAT YOU NEED

Dapol
Kitmaster Genesis Chelfham station

Scalemodelscenery
LX037B Laser-cut Gills Sands lettering

Skytrex
GWR Double-Sided Station Nameboard

Other
Daler Board, PVA glue, sharp knife, fine abrasive, steel rule, corner clamps, scribing tool, stone and tarmac colour paints, small pieces of sponge. Ballast, static grass or scatter.

HOW TALL IS A NARROW GAUGE PLATFORM?

A regular question on social media, and one to which the only answer is, look at your prototype. Unlike standard gauge platforms, the height varies between stations – even on the same line! NG lines were built to be cheap, and that means passengers can climb up into coaches to save costly building work.



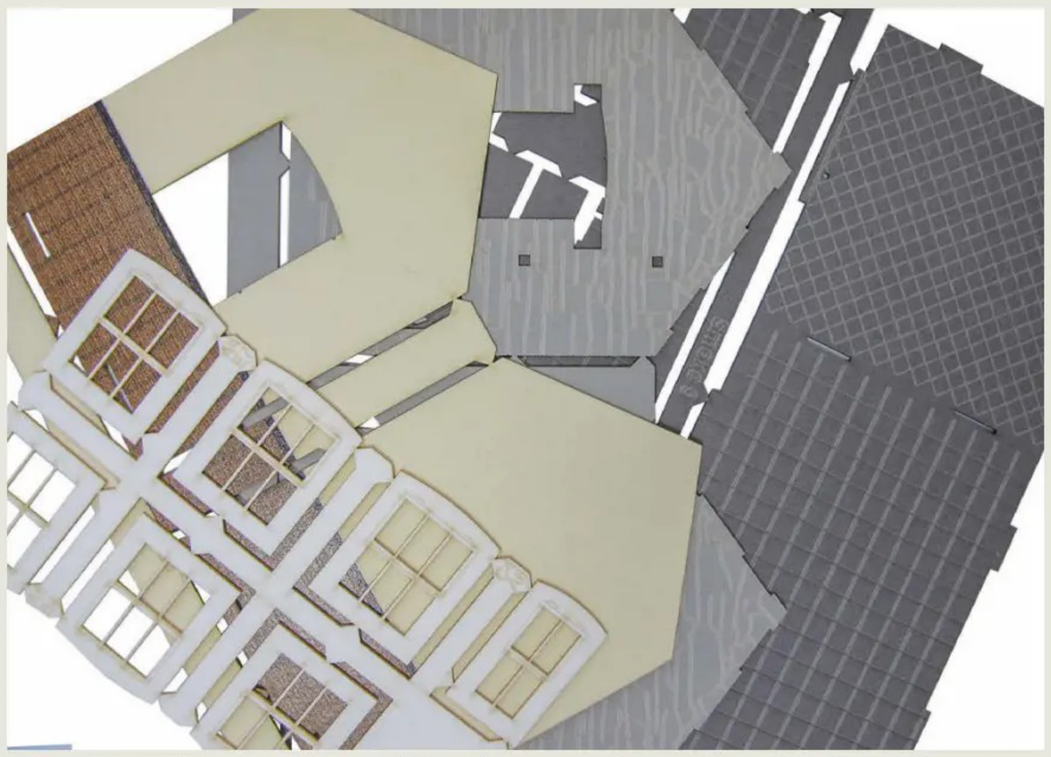
At Abergynolwyn station on the Talyllyn railway, the platform top is roughly the height of the rail tops.



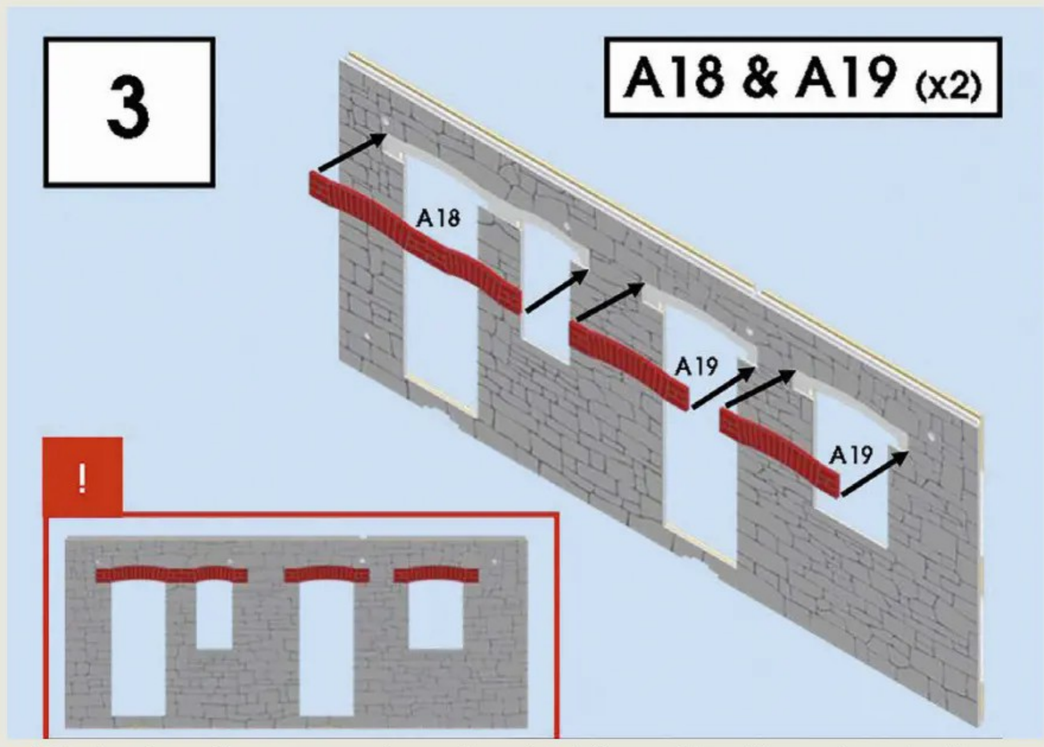
Blaenau Ffestiniog station offers platforms a little higher than the tops of the sleepers, unlike the standard gauge next door.



On the Groudle Glen railway, there are no platforms at all, although the coaches are tiny, so you don't need to climb up much for your ride.



1 A small selection of the laser-cut card parts from the Kitmaster Genesis Chelfham station kit. Most are produced in a suitable colour for the finished model, apart from the interiors, which are pre-printed.

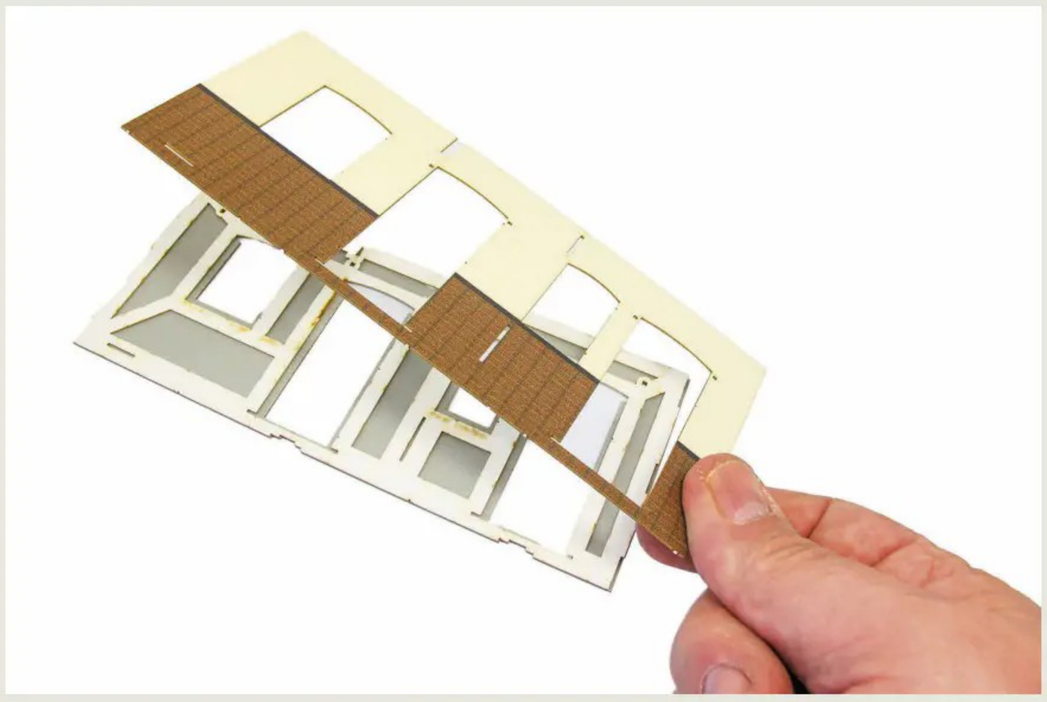


2 Instructions are downloaded from the Dapol website and, for this kit, run to 73 pages! Even though I don't plan to follow them to the letter, a read-through is well worth the effort to get a feel of how the designer intends the kit to go together.



3 Fixing the main walls together with Blu-Tack and then placing the model on my layout shows that if built as supplied, the finished building will be around 1/3rd too long for the space available. If I cut off the end door and window, it should be perfect.

Getting Practical



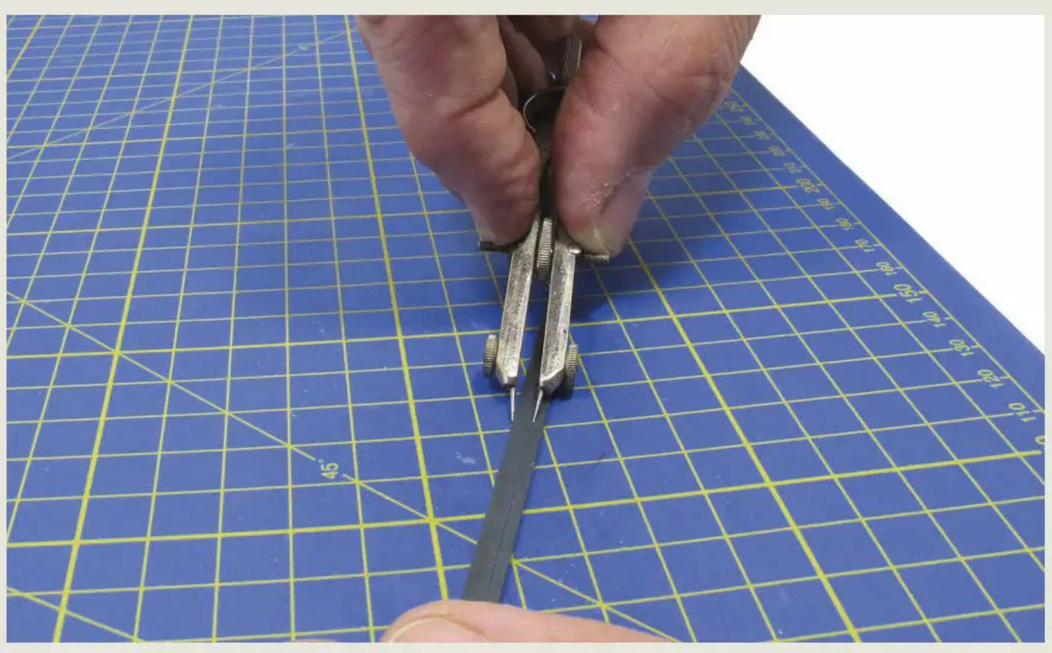
4 The walls are made up of three layers of card that need to be carefully aligned. There are some square holes in the walls, which the guttering fits into and are ideal as guides. If everything goes properly, the corners will interlock for a positive fit.



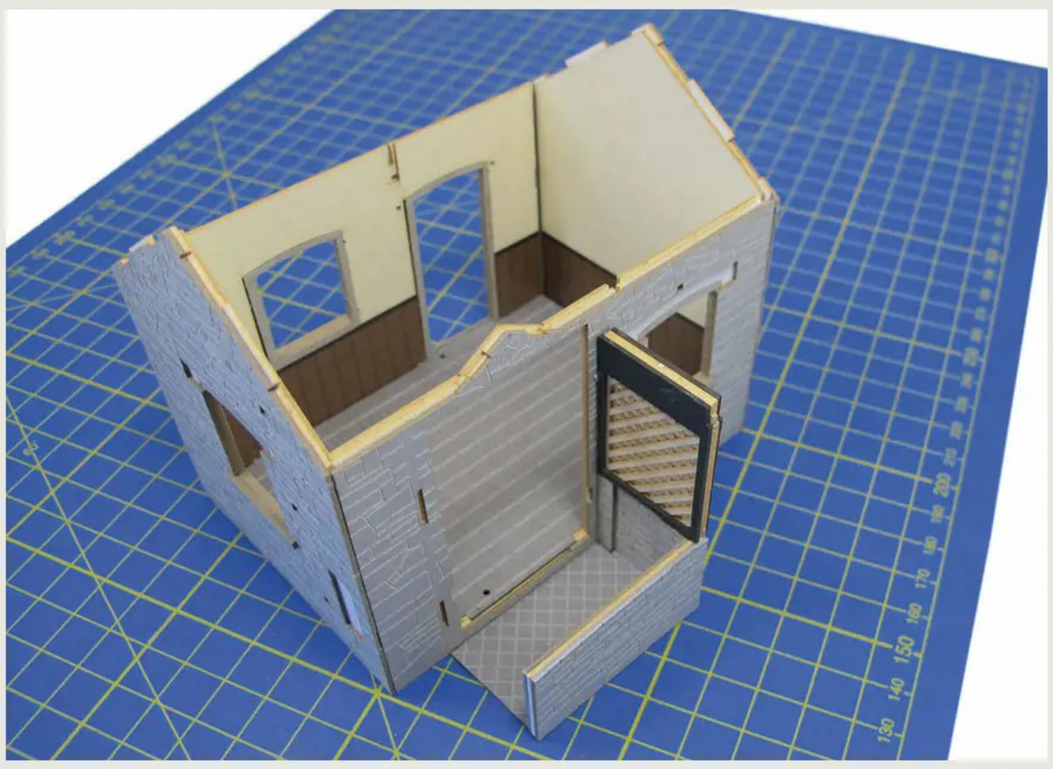
5 I shorten the sides and cut down the floor to make the model fit the space on the layout. Some magnetic corner clamps help with assembly, but masking tape would work nearly as well. You can see how tabs on the floor locate into slots in the sides.



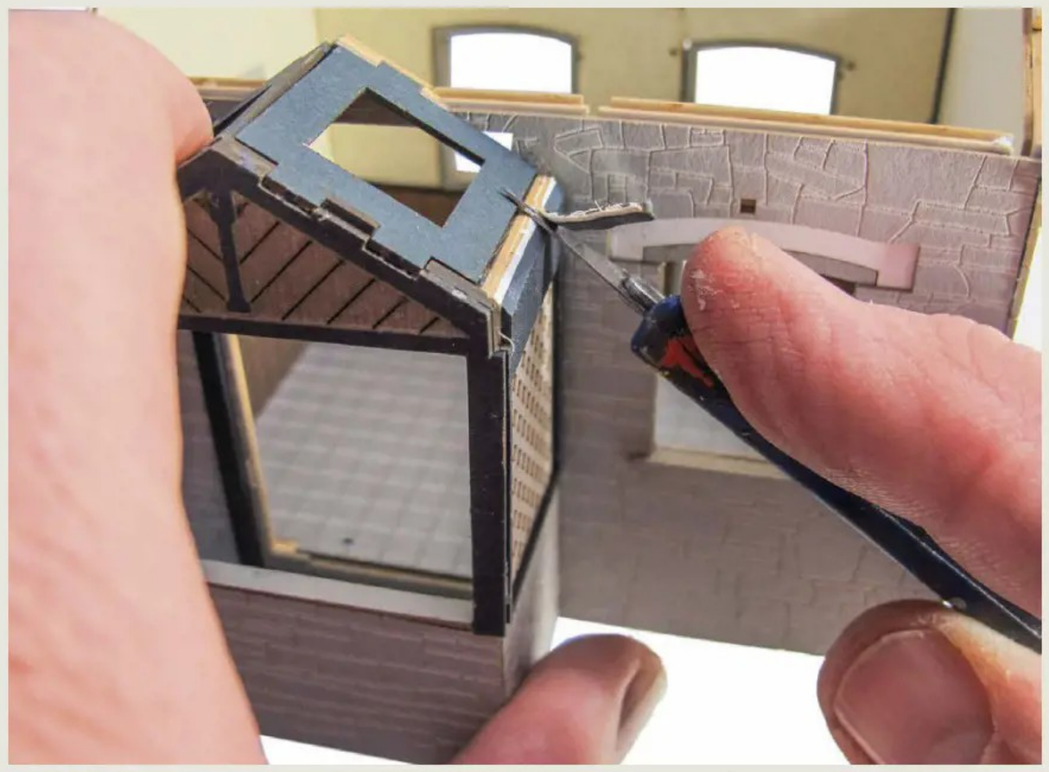
6 It fits! Always try a building you are working on in position as soon as possible. Making changes at this stage is much easier than when details have been fitted. Looking at the model, the porch entrance will open straight into the cliff, so I'll need to modify this as well.



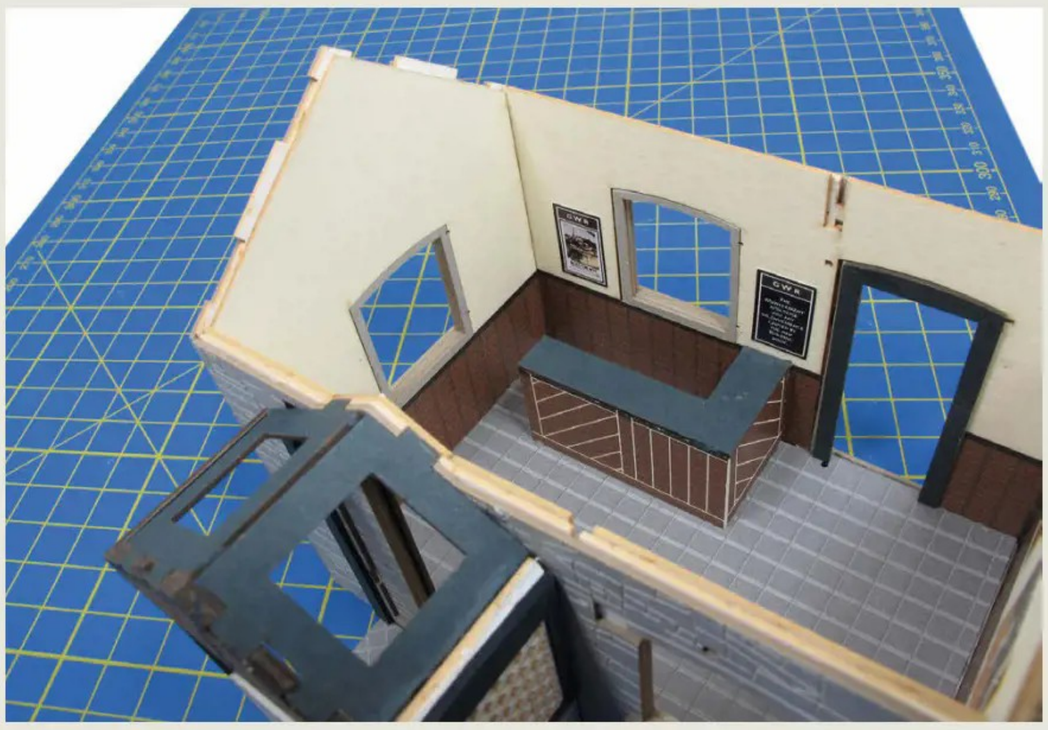
7 I'm going to need some decorative strips to hide joints. There's plenty of material in the frets the parts were fitted into. The easiest way to mark out nice, accurate lines for cutting is to use a pair of compasses fitted with two spikes, run along the edge to scribe a cutting line.



8 Two porches are provided, but neither of them works for this location. Using a bit of floor leftover from inside the building, I re-arranged some of the walls so the entrance is at the side. There's quite a bit of hacking stone walls, but with a little head-scratching, it comes together.



9 One problem is that the top of the wall needs to be chamfered to allow the roof to slope. Fortunately, the card the kit is made from is such high quality that with a sharp blade, I can carve it to suit. A little sanding with a fine abrasive finishes the job.



10 The bits of wall I cut away to shorten the building are cut down to make a counter, complete with a top made from leftover fret. A few posters on the walls finish the decoration, as you can't really see much through the windows.



11 The grey walls are a good base colour, but really need some work to look realistic. I start by dabbing Humbrol 67 (Tank Grey) over the faces of the stones with a piece of sponge. The card colour will become the mortar colour on the finished model.



12 Now it's time for the fiddly job, picking out lots of stones with greys and grey/brown paints with a fine brush. Holding it nearly parallel to the surface stops the paint running into the mortar lines.



13 The brick lintels are sponged with Humbrol 70 (Brick) and, once dry, fitted into the spaces left for them in the wall outer cladding. After this, the door frames are painted dark brown and fitted inside the walls.

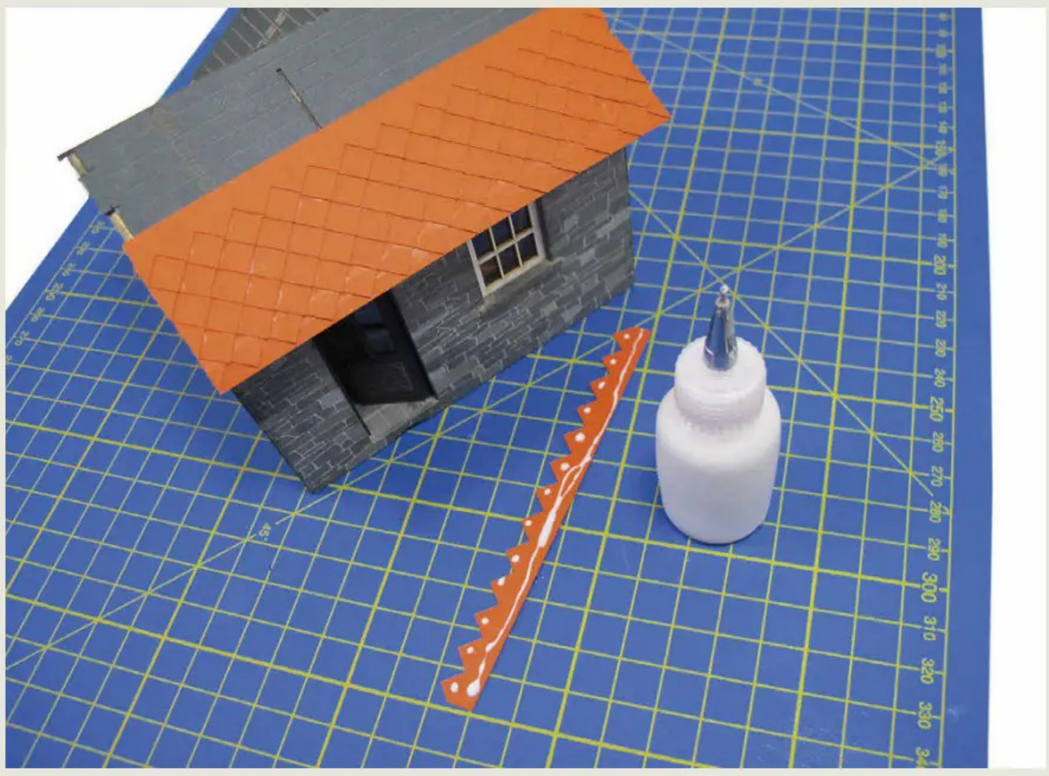


14 Doors and windows next, complete with glazing. The doors can be fitted so they open and close, but I suspect that would be trouble when the layout is moved around, so they are glued in place. Leaving them ajar hints that there are people around.



15 The roof base is fitted, and it pays to read the instructions to understand how this is going to work, even though the main section has to be cut down for the shorter building. It should slot onto the joists, but needed a bit of trimming after some test fitting.

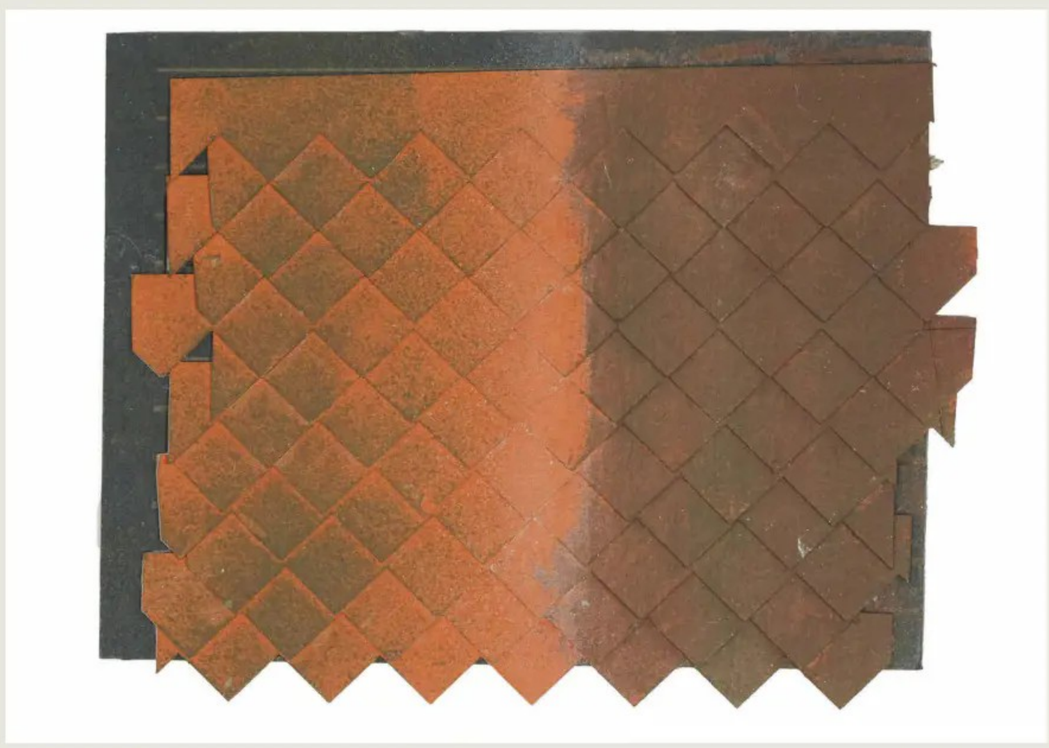
Getting Practical



16 Strips of slates are applied, following the lines etched in the base. Those fancy tiles are a little tricky to glue down, but one line of PVA along the back edge and then a dot on the point of each diamond seems to work and not let any glue ooze out where it can be seen.



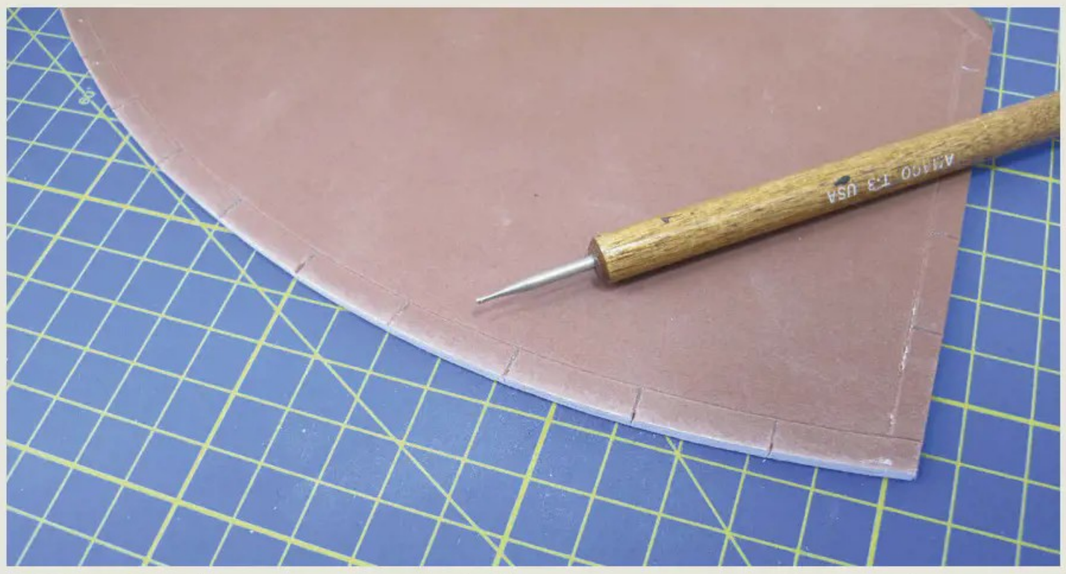
17 The ridge tiles are particularly effective. Bend each half of the strip, and then glue the crowns together to form a Y-shape strip that can be stuck to the apex of the roof. After that, finish off with more card strips, which help to hide a multitude of sins!



18 The leftover tile strips and roof base are made up as a test piece for painting. The card is pretty lurid, and simply sponging brown on it (left) isn't enough. Heavily dry-brushing with a couple of brown shades (right), followed by brushing on talcum powder does the job, though.



19 We need somewhere for the building to sit, so it's time to make a platform. Work starts by clearing away any lumps and bumps left from the messy scenic work. Various sharp instruments are employed, as a clean surface is essential for the next step.



20 Narrow gauge platforms are generally very low, so a couple of layers of 2mm thick card (Daler Board) laminated with PVA and then scribed to represent edging stones will do the job. This is stuck down with weights on top.



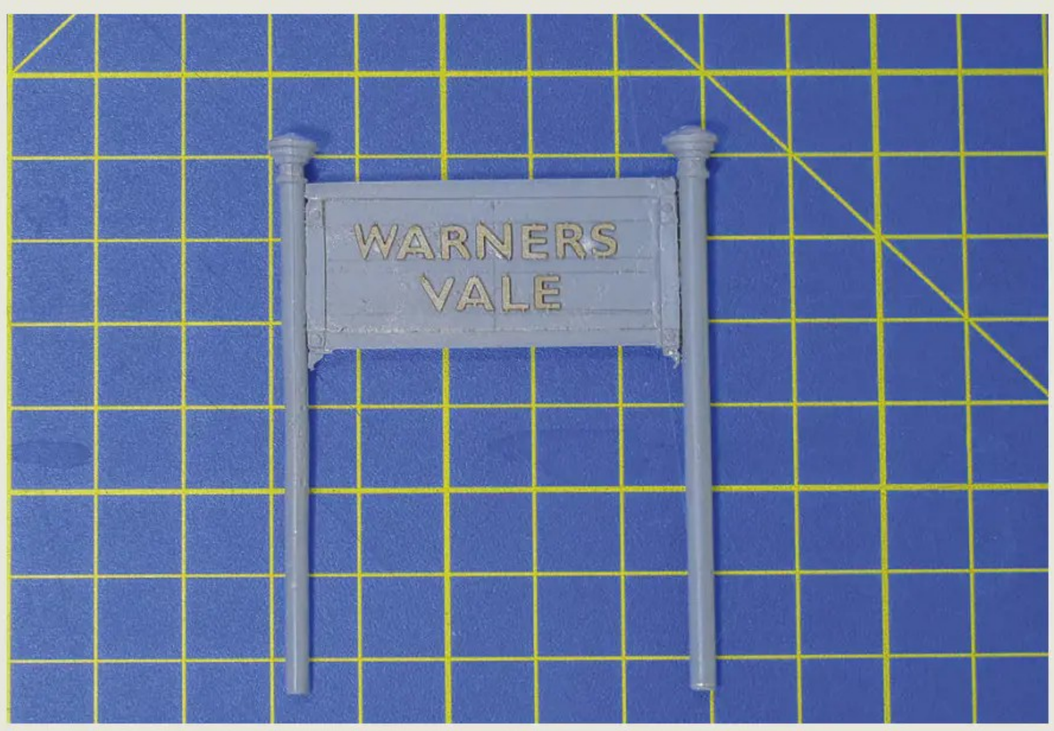
21 This is a modern station, so a tarmac platform is appropriate. A mix of Precision Paints' bleached and new tarmac colour is sponged in the card, followed by talcum power to blend the colours and add a little texture. The edge stones are picked out with bleached tarmac.



22 Time to bed everything in with some ballast, filling any gaps around the track and static grass along the car park sides. A puffer bottle grass applicator come into its own here – you can blast the fibres into the corners.



23 All stations should have a name, and Skytex's station sign is a nice whitemetal casting, but of course, it's too long for both the site and my intended name. No problem, we'll just cut it down with a fine saw.



24 Using some laser-cut lettering, I work out how long the sign needs to be, cut one end off the sign, and solder (glue will be just as good) it all back together. After a coat of primer, the letters are fixed with dots of PVA glue.



25 Finally, the name 'Warners Vale' is partly chosen to use up letters on a laser-cut sheet! The sign is painted in the sort of GWR livery popular with modern tourist railways, and those legs are buried deep in holes drilled in the platform after a quick check to make sure it's level.

KEEPING YOUR FEET ON THE GROUND



Stations need people, and I'm using a couple of really nice whitemetal castings from the Northumbrian Painting Services' range. Of course, being whitemetal, they are quite heavy, so I'm not confident that covering the soles of their shoes with glue would be robust enough to survive the layout being bounced around between exhibitions. To add strength, a length of 0.7mm diameter brass wire is fitted to a hole drilled in a foot, which fits into a similar hole in the platform and baseboard. Easy to do on the workbench, and a job that will hopefully save me hunting for missing people at a show.



My NG7 layout is a small-space model, and these are the worst for finding buildings to fit. Most structures will be too large, but I see this as an opportunity, rather than a problem.

PIGSWILL

Pigs were often fed on food waste and kitchen scraps collected from schools, businesses and even private individuals. I can remember such bins at my school. This reached its height during and just after the Second World War. Some councils had processing facilities that would sterilise the food before it went to the farms. The practice was banned in 2001 due to general hygiene concerns and also being a possible means of spreading foot and mouth disease.

Hog in the Spotlight



Chris Mead

LASER-CUT KITS are common nowadays with many manufacturers producing a wide range of products from small detailing parts to complete buildings which can quickly and easily add character to your layout. One such is Scalemodelscenery, and a good example of their range is the ‘00’ scale pigsty. Buildings such as these were once a common feature on smallholdings and farms around the country.

WHAT YOU NEED

Bachmann
‘OO’ Post-War Farming Figures

Classix Models
Pork Butchers Van

Javis
‘OO’ scale stone walling and gate
Meadow and Straw grass scatter

Modelu
‘OO’ Scale pigs and piglets

Slaters
‘OO’ scale cobbles plastic sheet
20 thou Plastikard

Oxford Diecast
Early Long Wheelbase Land Rover

Peco
Model Scene Dustbins

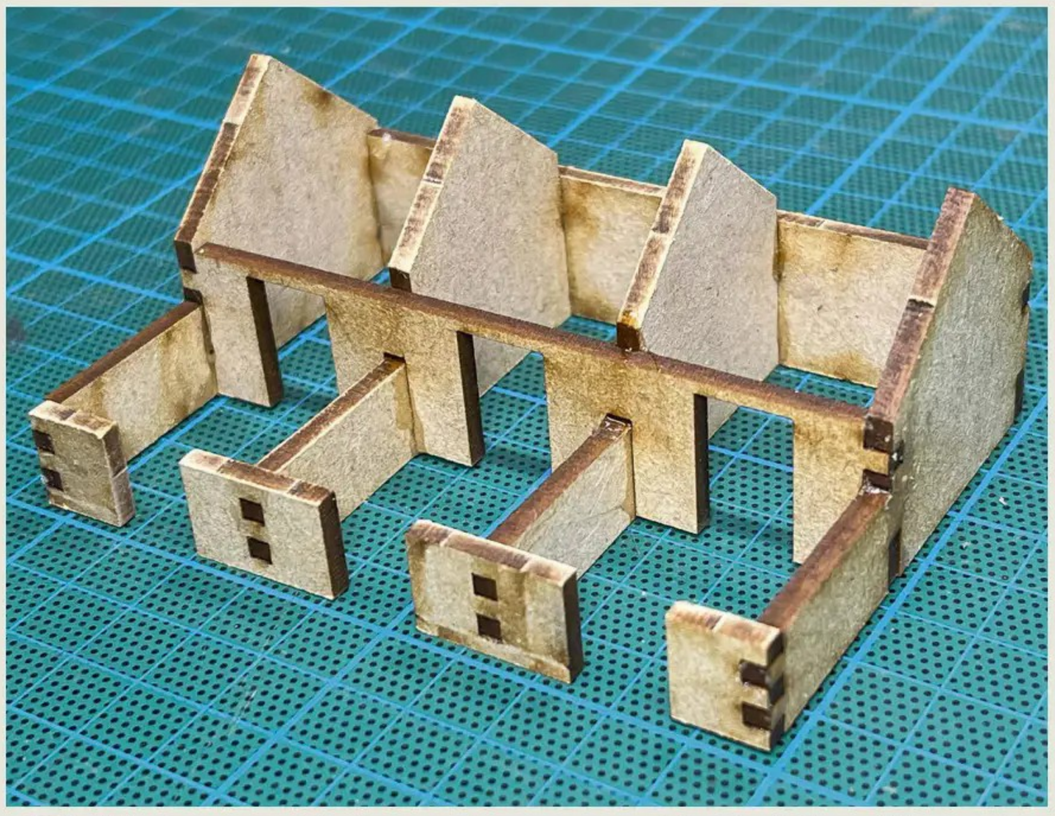
Scalemodelscenery
KX113-00 Pigsty kit

Other
Fine grade wet and dry sanding sheet, 4mm plastic U channel, 6mm dia. plastic tube, 1mm dia. plastic rod, modelling knife, steel rule, cutting mat, small files, sandpaper, assorted brushes, acrylic paints, adhesives: Contact & 50/50 water/PVA glue mix.

ALL SKILL LEVELS



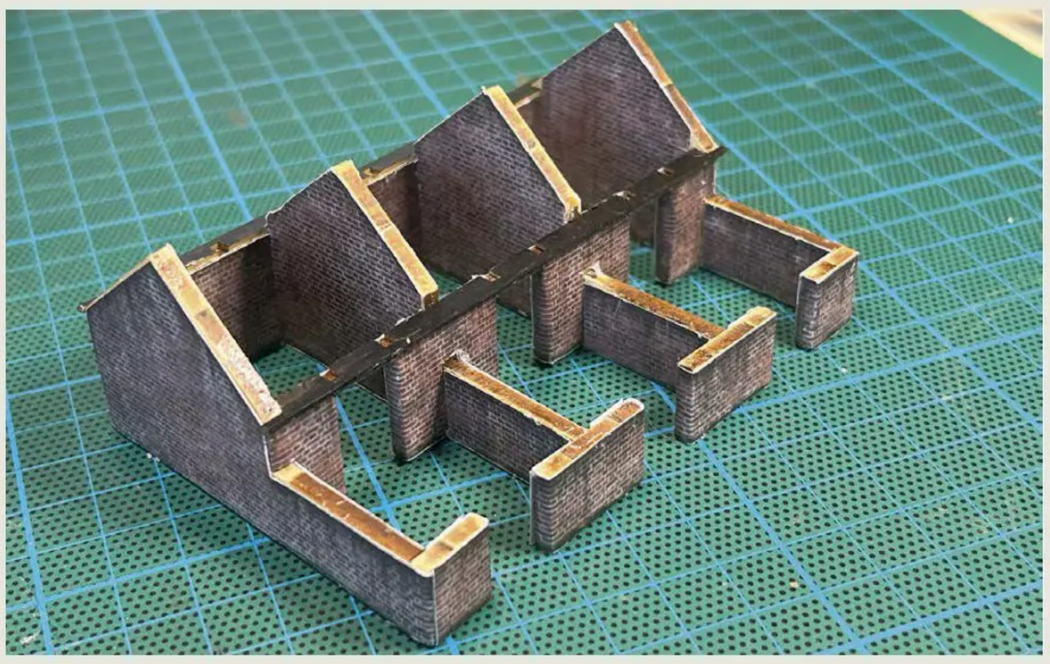
1 The kit comprises partially pre-cut MDF structural components, paper wrappings and a set of instructions. I found the last-mentioned comprehensive, clear and easy to follow, so there is no need to just regurgitate what they say. Tools needed to complete the kit are a sharp modelling knife, a cutting board, steel rule, contact adhesive and files.



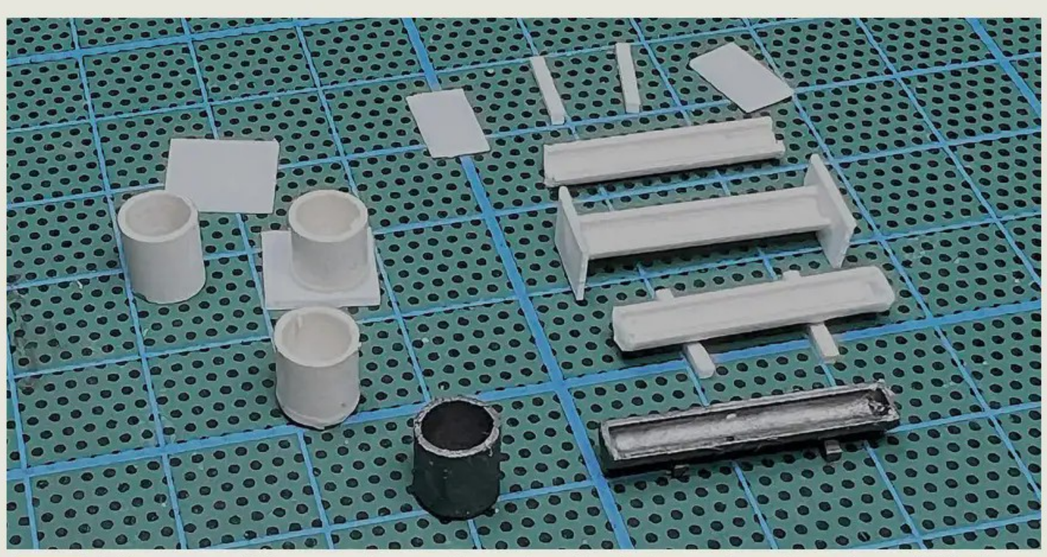
2 First, assemble the main carcass of the building. The parts are laser-cut with just small connecting pieces remaining. These can be hard to cut through without a strong modelling knife. The remaining 'pips' were cleaned up with a file and emery paper. The parts are accurate but it is a good idea to check the angles with a square before leaving it to dry.



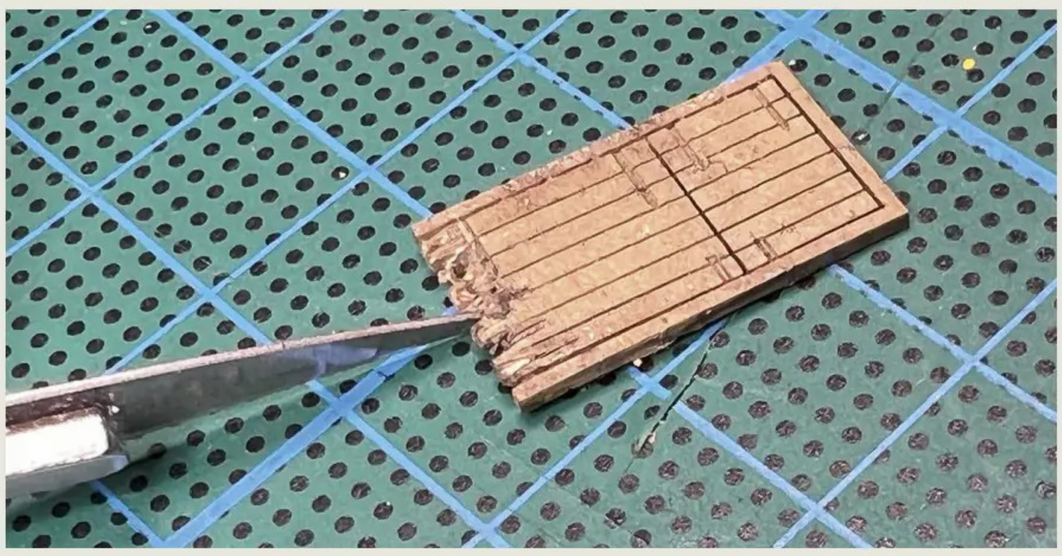
3 The building needs to be completely solid to add the wrappers. Brick paper is provided for both internal and external walls. I cut round the wrappers with a steel rule and modelling knife. Make sure the blade is as sharp as possible and avoid pressing too hard when cutting.



4 I used UHU contact adhesive to stick the wrapper to the MDF. There was enough give and movement to make adjustments before securely pressing home, making sure the corners and edges were as sharp as possible. Any excess glue was quickly wiped off the glossy printed surface.



5 Pieces of 6mm diameter plastic tube glued onto a 20 thou Plastikard were used to make the water troughs, with 20mm lengths of 4mm U channel section capped at each end and sitting on 1mm square rod provided the food troughs. All were painted metallic grey to look like galvanised plating.

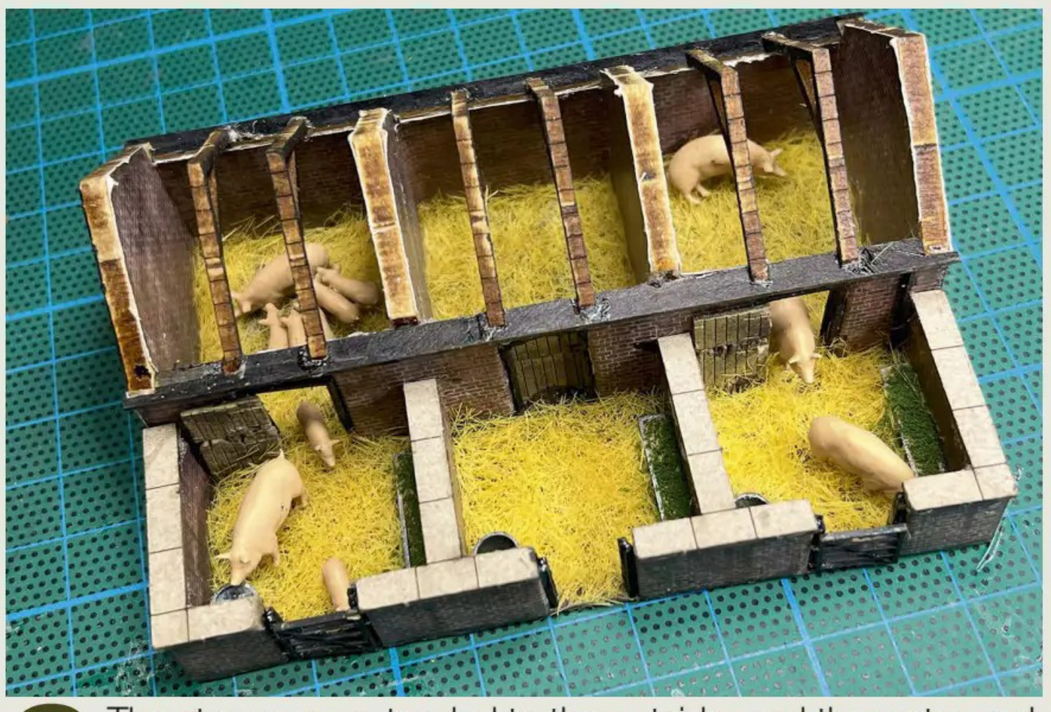


6 Before fitting the doors into their frames, the tops and bottoms were given a bit of wear and tear with a modelling knife and aged with a dark wash of paint. Two of the doors were removed, so they could be glued in an open position later.

Getting Practical



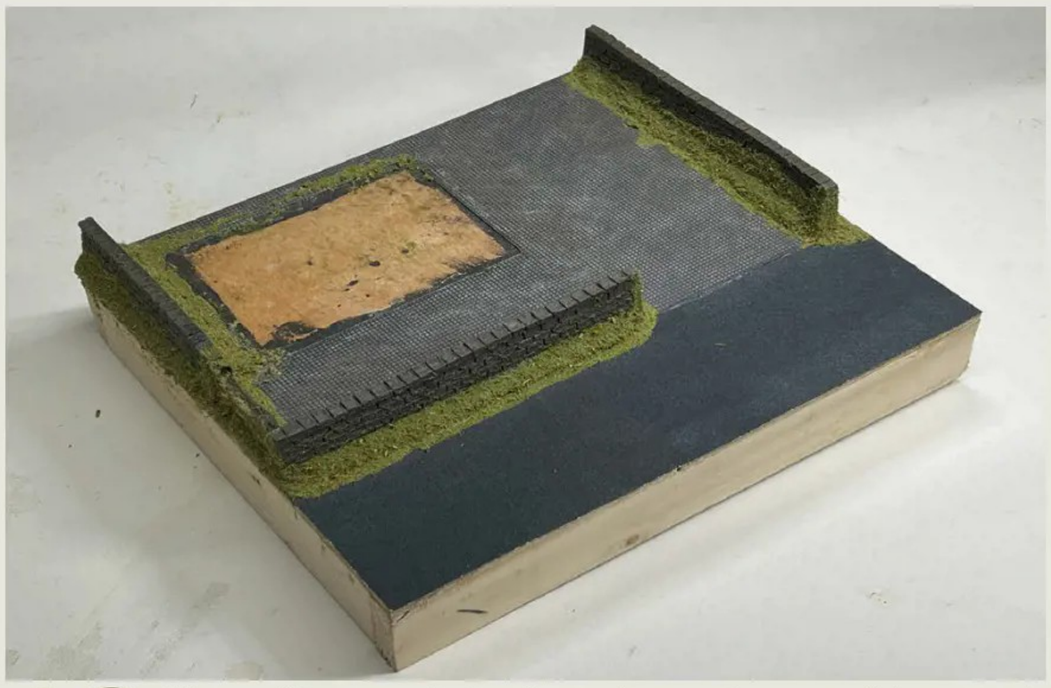
7 The floor wrapper was stuck onto a piece of Plastikard, and the building glued onto the top. The guttering was added to both sides after being painted black. Once dry, static grass straw was glued inside the building with watered-down PVA glue.



8 The straw was extended to the outside, and the water and food troughs fitted. The pens were populated with painted Modelu pigs and piglets. Two open doors were added to the outside sties along with their entrance gates. The centre sty was fitted with a closed door, and the gate left off to fit at the end.



9 The roof tiles were added next. The tiles are offset in each strip, so you have to remember to add them in the correct sequence as you remove them from the sheet. I think the result is very effective, and not getting them quite perfect or straight adds to the realism (that's my excuse, anyway).



10 The setting was to be the entrance to a small farmyard. The road is medium-grade wet and dry emery paper painted black with some medium blue added to tone it down. The yard is Plastikard cobbles. A hole was cut out to take the pigsty, then painted and dry-brushed with greys and greens. The surrounding walls are blended in with meadow grass scatter.



11 The pigsty was glued in place and the edges blended in with some more grass scatter. Extra detail was added of a farmhand refreshing the straw and replenishing the food trough in the centre pen with recently delivered scraps and swill.



12 The final touches were some wartime posters encouraging the collection of pigswill, and a brace of vehicles; the farmer's Land Rover dropping off food scraps just as the local pork butcher's van turns up for an order. Perhaps its arrival explains why the middle pigsty is empty…

DCC concepts

thinking outside the square

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Refurbishing Carriages



Michael Russell

WHEN I see a train running on a layout, I invariably focus on the locomotive hauling it. The stock running behind it tends to be very much part of the scene. I believe that this is a good reason why we may want to spend more money and attention on engines and less on rolling stock. In this article, I look at the use of older carriage models.

There are lots of older carriage models available second-hand, sometimes for little more than the cost of a magazine. Sometimes, they contain errors when compared to the prototype they are based on due to the manufacturer making compromises when they were being produced, for example, incorrect carriage lengths or bogies. I don't intend to concentrate on these types of issues, but take a broad brush approach so that they run well and don't look out of place alongside newer models. These compromises may be anathema to some modellers, but the emphasis here is on producing the 'best bang for the least buck'. It is not an exercise in perfection and, anyway, all modelling involves some compromise.

I take models of Stanier carriages made circa 1970s/'80s from three different manufacturers, Hornby, Airfix/Mainline (Dapol) and Graham Farish and improved them at little cost. This article concentrates on improving the external appearance.

It isn't difficult to refurbish older carriages to run with more modern items at comparatively little cost. The addition of new, all-metal wheels is a must and if you have access to a 3D printer (an FDM one will suffice), this will make the task of upgrading quicker, particularly if you have a rake to process, which is likely to be the case, and most of the work is in the CAD stage. Little material is involved and so the printing is relatively quick and the designs involve simple shapes - I used Tinkercad. However, all of the underframe parts are quite easy to make by hand from plastic, but take longer. Many high-quality parts are also available off the shelf from Wizard Models if you wish to speed things up, and flush glazing is available, too.

Choosing models that need the least amount of work makes sense and so I would suggest the Airfix/Mainline/Dapol carriages are the best choice, followed by the Graham Farish items and then Hornby in this instance. All require some painting afterwards, but in the case of the last-mentioned, a complete repaint is required. I would also suggest using only one manufacturer per rake of carriages to minimise discrepancies rather than highlighting them. Also, if carriages ride too high, a simple fix is to fit them with wagon wheels rather than carriage wheels.

There are lots of older models available at reasonable cost that can be cheaply and easily upgraded to provide you with quality stock. It is simply a matter of balancing your funds with your modelling standards and making an informed choice. Lack of funds can often be mitigated by putting in more modelling time.

WHAT NEED

Graham Farish
LMS compartment coach

Hornby
R8264/34 14.1mm diameter metal 2 /4 hole disc wheels
Hornby R433 LMS coach 57' composite
Airfix 54202-1 60ft composite corridor coach

Wizard Models
MRC043 51L Midland Railway torpedo vents

Other
Superglue, plastic card, plastic filler, 0.3mm brass wire, 1mm brass strip, old motor armature for copper wire, pliers, modelling knife with curved blade, small drill with drill bits, 1.6mm, 0.4mm, 3D printer and razor saw.



The carriages before refurbishing. There are plenty of old carriages available to buy cheap, in need of a quick refurb, making it a cost-effective way of adding stock.

ALL SKILL LEVELS



1 The Graham Farish carriage simply pulls apart into modules without any tools. The Dapol carriages also pull apart, starting with the roof. The Hornby model has plastic tabs accessed from below at either end that are compressed with pliers. No screws are used on any of these models.



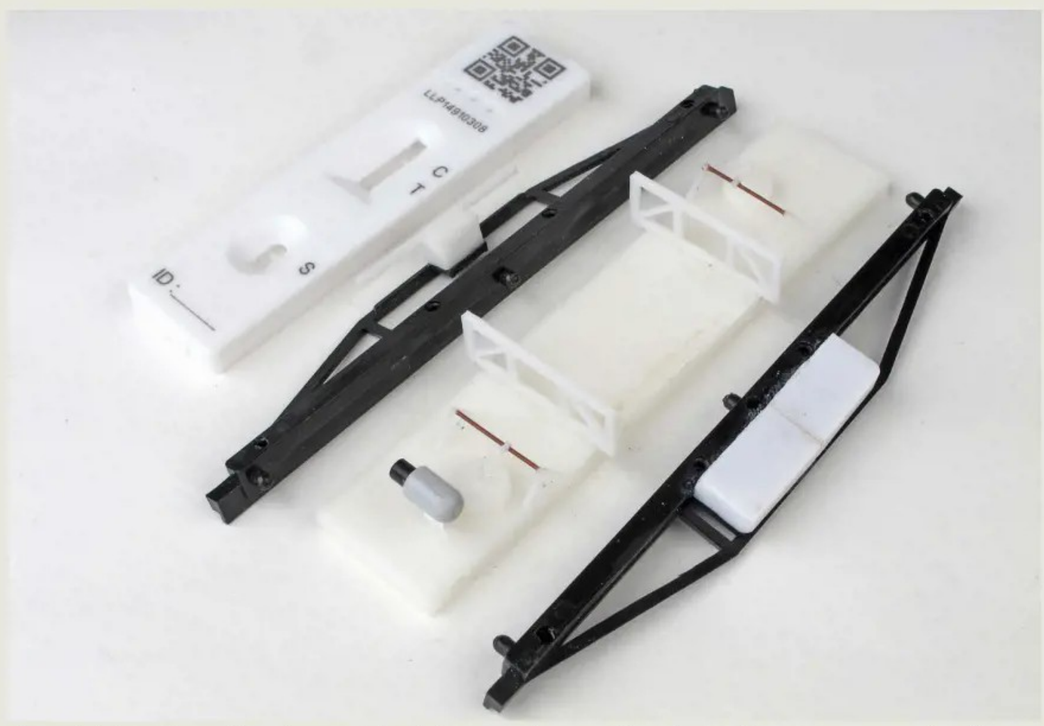
2 Broken or missing buffers are a common issue and usually the stock is intact. Cut damage away, re-drill the stock and construct new buffers from two pieces of stamped plastic card, plastic rod and some filler. Replacement round buffers for the Hornby carriage can be made this way.



3 The vents on the Graham Farish carriage roof are poor. Cut these off, drill 1.6mm holes and fit white metal items in place with superglue. You may want to treat the Hornby carriage similarly, although they are better than the Graham Farish ones.



4 The underframes can be improved by 3D-printing new cross members stuck in place with superglue, likewise brake hangers and voltage regulator. Dynamos are made from offcuts of kit runner turned in an electric hand drill - don't bother removing the moulded items - they can't be seen.



5 For the Graham Farish carriage, I printed a new underfloor to fit in with its modular system of construction to include brake cylinders. The battery box was made from my own, negative Covid test. Other parts were remodelled in Tinkercad from the Dapol part designs, which speeds things up.



6 The modern production of the Airfix carriage, made by Dapol, has the battery box moved to offset the softer, and therefore weaker, plastic employed. Cut this off and transfer to the other side and then 3D-print cross members and strengthen the floor.

NEXT MONTH
Michael takes it a step further and shows us how to repaint second-hand coaches



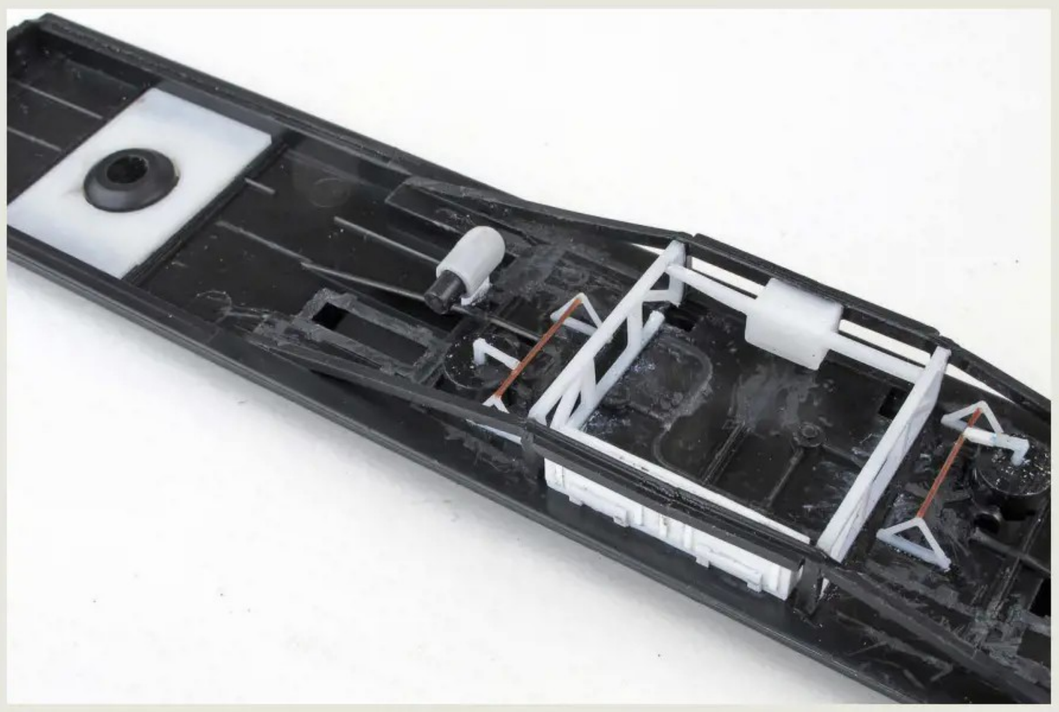
7 The Hornby carriage rides about 2mm too high. To cure this, first drill a series of holes around the pivot point and then cut between them with a knife so that it can be removed. Clean up the hole with a file, you don't need to be too neat as it won't be seen.



8 3D-print a rectangle of plastic with a hole in the middle to hold the existing pivot 2mm further away from the floor. Glue in place with superglue. Cut the tab on the rear of the bogies down by 2mm to match.



9 For the Hornby carriage, 3D-print compartment ends to fit on top of the existing items to improve their looks. You could also upgrade the bars on the carriage windows to make the carriage sides flush using a similar technique. Boarding steps can be added below the doors from strips of Plastikard.



10 The Hornby carriage requires more work on the underframe as the battery boxes need cutting away with a razor saw. Adapt the drawings for the Dapol/Graham Farish items to 3D-print new underframe parts as required and 3D-printed parts.



11 Pare old handrails and other details away with a curved blade modelling knife. This will cause less damage than a straight blade, but you may still need to do some filling and sanding. I chose to retain some moulded details such as the steps and emergency brake pull indicator.



12 The final step is to make new parts from 0.3mm brass wire, bending carefully to meet pre-drilled holes. The lower handrail hold is made from a small piece of pre-drilled brass strip. The carriage electrical connections are copper wire from an old motor armature and 3D-printed parts.

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KNOWN RUNNING NUMBERS

B505015, B505569, B505733, B506806 split axleboxes, Oleo buffers
B506981, B737725 (preserved), B737779 square axleboxes, Oleo buffers
B505225 unknown axleboxes, self-contained buffers
B737743 odd axleboxes, Oleo buffers



Modifying a Conflat A



Ian Smith

IN THE mid-1960s, the London Midland Region of British Rail introduced the Speedfreight system as a means of streamlining the loading and unloading of containers. Essentially the forerunner of Freightliner, the securing hooks and shackles were replaced by locking pins that fitted into modified Conflat wagons. Although often run as block (or "liner") trains, several photographs suggest they were also marshalled into ordinary goods trains, with the distinctive yellow stripe of the associated containers adding a nice splash of colour.

In OO, Bachmann offers two ready-to-run models. One has the specially designed alloy BA container and the other a wooden BD in Speedfreight livery. However, the latter uses the standard BA container moulding and is incorrect in retaining the diagonal straps and roof shackles, while the former looks to be quite an accurate rendition. Unfortunately, both models mount the containers on a standard Conflat A wagon, which differs from the prototype in a number of important areas. While the modified wagons retain the central section overlying the solebars, the sides are cut down with no chain-securing loops and the addition of locating brackets and four rather distinctive perforated plates and handles at each corner to secure the container. The ends are also different and there is no floor at all. Finally, all of the vehicles I have seen have BR 8-shoe clasp vacuum brake gear and either Oleo or self-contained hydraulic buffers.

Although it might be possible to modify the Conflat A body, the amount of work required, plus the need for a different underframe, make it more sensible to keep the original as a bonus extra standard Conflat A and start afresh.

The very simple bodywork lends itself to a fairly straightforward scratch-build, while Red Panda offers a suitable kit for the underframe. Paul Bartlett's excellent wagon page has some very useful detailed photographs of these modified wagons, which were basically an open underframe with a little plating added. I decided it would be difficult to build a strong enough open underframe from plastic and it would also lack sufficient weight to run smoothly on its own. However, as I planned to always have the colourful container attached, hiding the width and most of the length of the underframe, a more solid base could be used. The Red Panda underframe has BR square pattern axleboxes, which are fine for some prototypes. Others had split axleboxes, while my chosen prototype had a mixture of both. To represent this, I carefully sawed away two of the original axleboxes, replacing them with suitable split ones left over from another kit. This is obviously not essential, but adds a bit of variety.

After fitting bearings to the Red Panda axleguards, I trial-fitted the wheels and measured exactly how far apart the solebars needed to be for everything to sit square. I then cut a rectangle of 20 thou plastic card to this width (in my case 23.5mm) and the same length as the solebars. As the extreme ends might just be visible, I cut some small rebates into the ends to represent the longitudinal and diagonal underframe beams. I then assembled the two solebars with this new sub-base in between, with everything flush with the top of the solebars. The assembly was completed on a piece of tile to ensure everything was flat and square. Once dry, the brakegear, brake levers and vacuum cylinders were all added, with the brake shoe hangers thinned to allow for the new base sitting level with, and not on top of, the solebars.

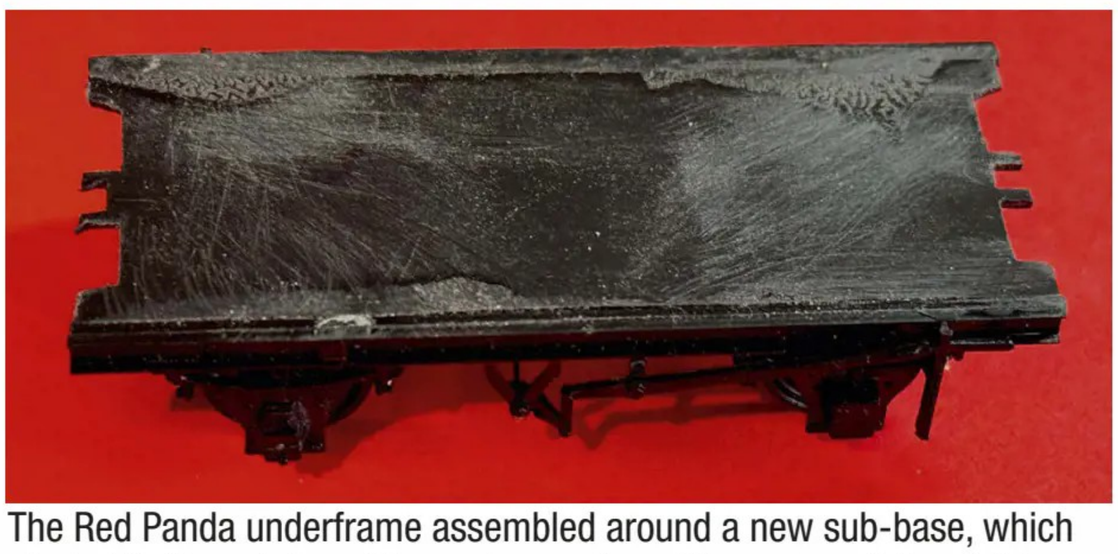
While the underframe was drying, I fitted lengths of 20 thou L-section plastic strip to the tops of the bufferbeams, braced with short lengths of 30 thou T-section strip, using photographs as a guide. The dimensions of the sides were derived from the original Conflat A model and photographs.

I started with a piece of 80 x 20 thou strip, cut slightly longer than the combined length of the solebar plus bufferbeams. This then had three sections removed to leave the two projecting areas. I then attached a strip of 60 x 20 thou strip at a right angle, level with the bottom of the side, which would sit on top of, and overlap, the solebar when the sides were attached. A 26.8 x 3.3mm piece of 20 thou plastic card was attached centrally below the sides with solvent. The joint was strengthened with a 26.8 x 4.2mm overlay of 10 thou plastic, which had the rivets pushed out from the opposite side. The remaining four rivets on each of the two projecting tabs were added from tiny slivers of plastic strip using a small brush laden with solvent, and the back of the lower box-like section was thickened with strips of 20 thou plastic.

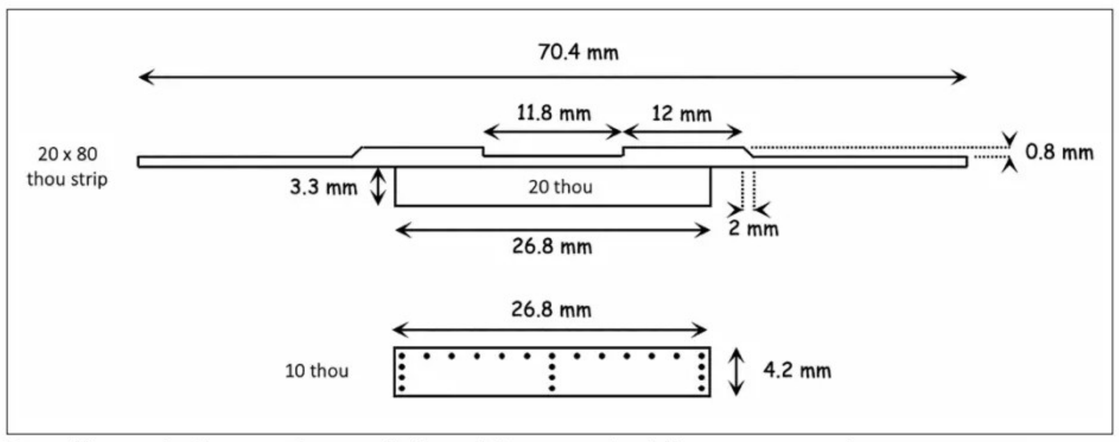
Drilling holes

The distinctive container fixing parts are well-illustrated in one of Paul Bartlett's photographs. The upper circular projection is actually included on the container moulding, so I initially decided to omit this. I cut a strip of 20 thou plastic to 4.5mm wide and then cut off a 3mm length. I used a scalpel and files to achieve the right shape and then filed the triangular area shown in grey to about half its original thickness. The small projecting rectangle just below this area proved too small to reliably make and attach, so was omitted. Using a no 79 drill, I drilled a series of holes in an appropriate pattern until I had a reasonable representation of the original. The prototype has 14 holes, but I found 10 looked about right (remember, most cartoon figures have only three fingers because four look wrong!). Using a tiny piece of double-sided tape, I attached this drilled piece to the plastic strip, using it as a template to drill out the remaining three pieces. Two were reversed before filing the thinner section, as fittings on either end of the wagon were mirror images of each other.

The chains were represented by twisting 5amp fuse wire (even finer wire would have been better) in a mini-drill chuck, bending to shape and securing with glue. Representations of the raised pins or bolts were floated on from slivers of plastic strip, and handles were fabricated from strips of 10 x 30 thou plastic, fixed below the plates but ending below the top so as butt up to the bottom of the sides when the plates were fitted. Once each plate was completed, it was inspected under magnification, with further holes added if deemed necessary.



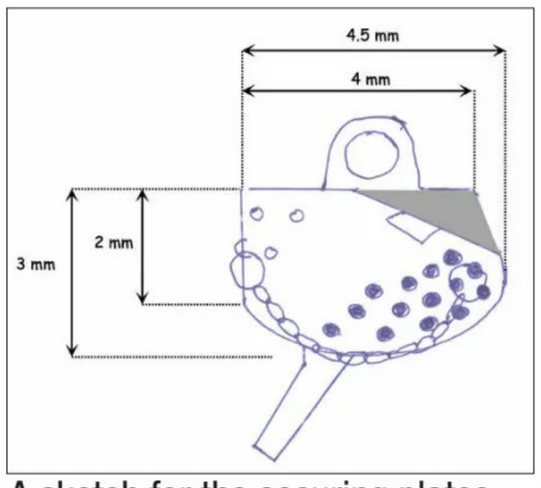
The Red Panda underframe assembled around a new sub-base, which sits inside the solebars. The ends are shaped to represent the visible parts of the prototype underframe.



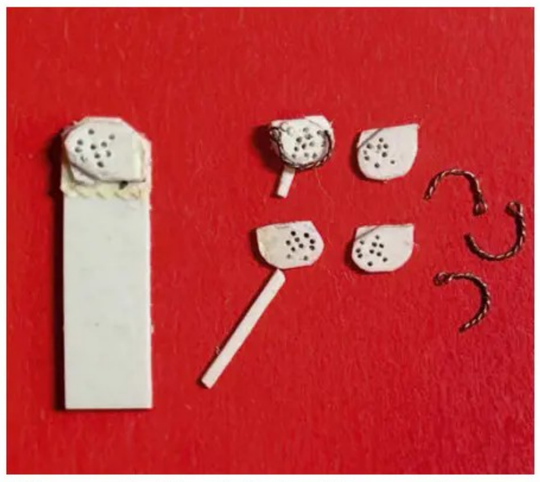
Details and dimensions of the side panels. These were drawn on a computer and printed full size to act as a useful template, especially for pushing out the rivets.



The fabricated sides and bufferbeams. I used sprung bufferheads, but fixed steel, or even those from the kit, could be used.



A sketch for the securing plates, derived from a photograph.



Stages in the fabrication and assembly of the securing plates.



The fully assembled modified Conflat A wagon. The vacuum pipes were formed from fine wire wound around a piece of slightly thicker wire. Chemically-blackened Instanter couplings will be added after painting.

The sides were centred on the underframe and attached with solvent, making sure that there was space for the container to fit snugly within. The bufferbeams were then offered up and their ends were trimmed on the diagonal; the upper faces being level with the projecting sides and the bottom being flush with the solebar. Once the trimmed bufferbeams were cemented in place, the protruding ends of the sides were carefully cut back flush with the bufferbeams.

Using the container as a guide, I fabricated the corner retaining brackets using eight small lengths of 80 thou channel, with the edges bevelled. I then attached the four lever plates to the sides, using the moulding on the container as a guide. It was at this point that I realised this moulding sat too far back to look as if it was a part of the securing plates. I therefore took a length of 60 thou plastic rod, filed a slight flat on it, bevelled the end and cut short lengths, which were attached over the centre of the plates with solvent.

Finishing touches

With the wheels removed and bearings covered, the whole underframe was given a coat of matt black from a car aerosol can. When dry, the sides were brush-painted with Railmatch BR bauxite. Transfers were from the Fox range, applied using photos as a guide. A small sub-base was glued inside the container to support a suitable weight and allow the container to be firmly glued to the wagon.

The model was finished with weathering powders and a soft pencil to highlight some of the detail on the perforated plates and underframe.

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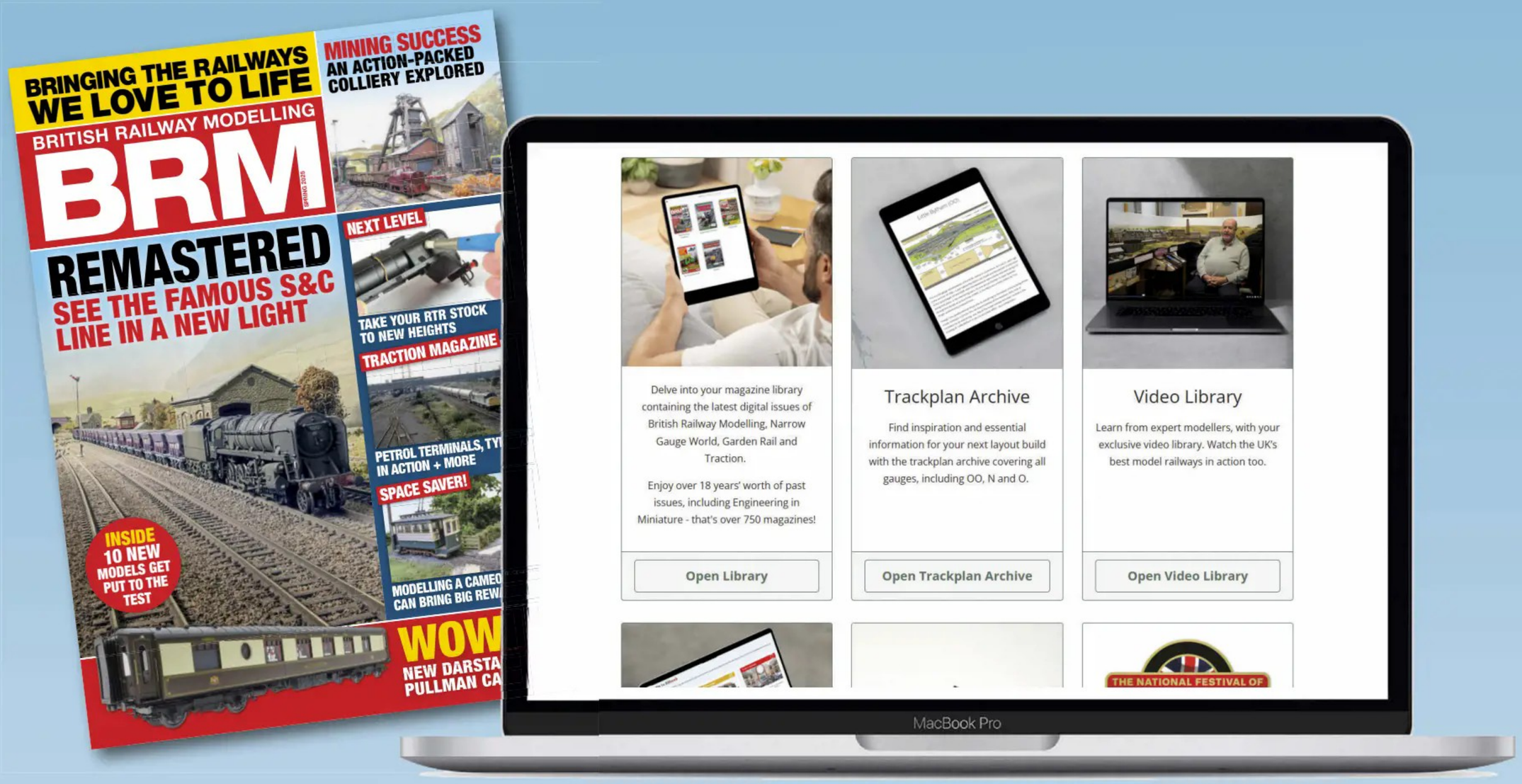

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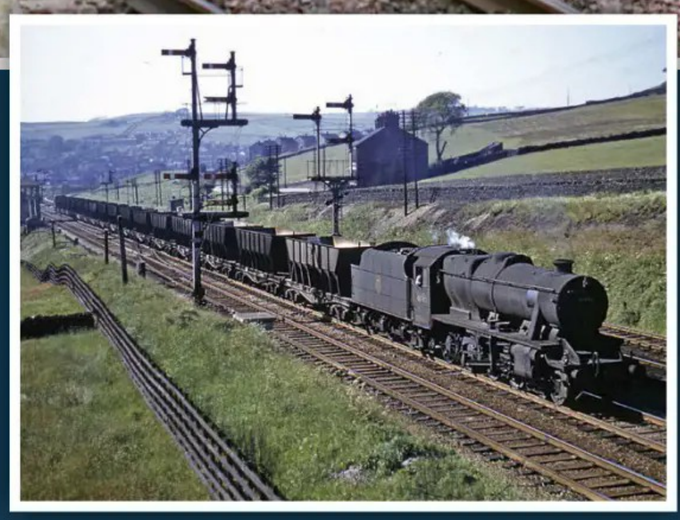
ISSUE 295 | APRIL 2025

BARROW HILL
AND THE BOLSOVER BRANCH



ALSO INSIDE:

- ICI Mond PHVs
- Glasgow Queen Street
- Didcot Night





ICI Mond PHVs

By David Ratcliffe



The story of the ICI PHVs is inextricably linked with the Stanier 8F 2-8-0s from the wagons' introduction until the early 1960s. Here, No. 48742 is seen returning its empty wagons from Northwich as it passes New Mills South Junction on June 15th, 1957. COLOUR-RAIL.COM

Until the 1930s, 'standard' 12-ton mineral wagons had been used to convey crushed limestone from Tunstead Quarry, near Buxton, to the Imperial Chemical Company Ltd.'s works in Northwich, where it was used in the production of soda ash (sodium carbonate), but between 1936 and 1939 they were replaced by a fleet of 84 new vacuum-braked bogie hopper wagons built for this traffic by Charles Roberts of Horbury, Wakefield.

Numbered 3200 to 3283, the new hoppers, which had raised ICI letters fitted to the bodysides, measured 35ft 3in over headstocks and could carry 43.5 tons. They ran on two 6ft wheelbase diamond-frame bogies mounted at 25ft 3in centres and had self-contained buffers and screw couplings, these being later replaced by the Instanter design.

Two vacuum cylinders were fitted, one mounted at each end, with the vacuum pipe running along one side of the wagon just above the solebar. Handbrake wheels were mounted at the centre, although that on the side with the vacuum pipe was noticeably lower than the one on the other side.

The riveted steel hopper body was heavily reinforced with six vertical 'L-section' stanchions each side, while the ends were strengthened by a full-width angled steel plate and two 'T-section' stanchions linking the top of the body to the headstock. Inside the hopper body, it was divided into two bays by a central transverse partition, with each set of hopper doors having its own operating lever, these being positioned side by side above the solebar near the centre of the wagon.

Postwar additions

After the Second World War, demand for soda ash from the chemical, detergent and glass-making industries continued to grow, prompting ICI's Mond Division to order two further batches of bogie limestone hoppers from Charles Roberts. The first of these, numbered 3284 to 3319 and completed in 1948, had plate-frame bogies from new while the raised ICI letters fitted to the bodysides were increased in size. Carrying capacity was also increased by a ton.

These changes were retained on the final batch, built 1952/'53 and numbered 3320-3351. In addition, they had a modification to the bodywork on the side where the door controls were fitted, and instead of all the 'L' angle stanchions facing towards the centre line, they were alternated to face left and then right.

The livery of the ICI bogie limestone hoppers was an overall grey, including the bogies, although this soon weathered to a dusty brown, while the ICI letters on the bodyside were picked out in white. However, during the early 1980s, a handful were noted with these letters painted cream and at least one wagon (ICIM 19110) had its raised letters painted orange.

The 1960s saw the entire fleet fitted with roller bearings, while the diamond-frame bogies under the first 84 wagons were replaced during the early 1980s with plate-frame bogies recovered from former British Steel-owned hoppers that had been made redundant following the cessation of the iron ore trains between Bidston Dock and Shotton in March 1980. The PHVs carrying capacity was also uprated to 47 tonnes.



25172 is seen at Skelton Junction with a loaded train of ICI bogie hoppers on June 1st, 1979. R. BRISCALL



On August 6th, 1984, 47186 is working a rake of empty ICI hoppers as it approaches Chinley North Junction where the line to Peak Forest and Tunstead leaves the Hope Valley Line. The former four-track section that ran from New Mills South Junction to Chinley North Junction had relatively recently been reduced to double track. RICHARD CLAYTON

The diesels have taken over. Sulzer Type 2 D5278 has passed New Mills South Junction with an empty train for Tunstead and is seen on the four track section of line as it approaches Gowhole marshalling yard sometime in 1965. RAIL PHOTOPRINTS

45049 nears Chinley on August 1st, 1984, with 6H37, the 09.56 Thorpe Bridge Junction to Tunstead empty PHVs. TREVOR MANN COLLECTION

In addition, 13 of the ex-British Steel wagons, which had been built by Charles Roberts in the 1950s, were refurbished at ICI's Avenue Workshops in Northwich and, after being vacuum-braked, entered service out of Tunstead Quarry in 1983. They replaced a similar number of the original ICI hoppers that had been withdrawn over the years due to suffering serious accident damage. Although closely resembling the ICI hoppers, those built for iron ore were over five inches lower and had a shorter body as well as being fitted with end ladders.

Following the introduction of British Rail's TOPS computer system in the early 1970s, the ICI bogie hoppers were renumbered respectively as ICIM 19000 to 19151 and given the code PHV, while the 13 former British Steel wagons became ICIM 19152 to 19164.

TABLE

During the early 1960s, the Editor made many visits to the line between New Mills South Junction and Chinley and witnessed the change from steam to diesel power on the ICI limestone trains.

4/7/63	48605, 48277, 48340
19/8/63	48519, 48717
31/12/63	48118, 48039, D5713 (12E)
2/4/64	48017, 48693
22/5/64	48605
28/5/64	48615, 48295, 48118, 48640, 48295
25/8/64	D5278, D5279, D5274
28/8/64	D5274, D5265+D5267
1/9/64	D5276
20/4/65	D5279, D7586
15/5/65	D5277
22/5/65	D5277, 48704, D5276
8/6/65	D5275
24/12/65	D5275, D5277

D5713 carried a 12E shedplate Barrow in Furness

More information about the early days of diesel operation can be found at this website: https://www.derbysulzers.com/5274.html



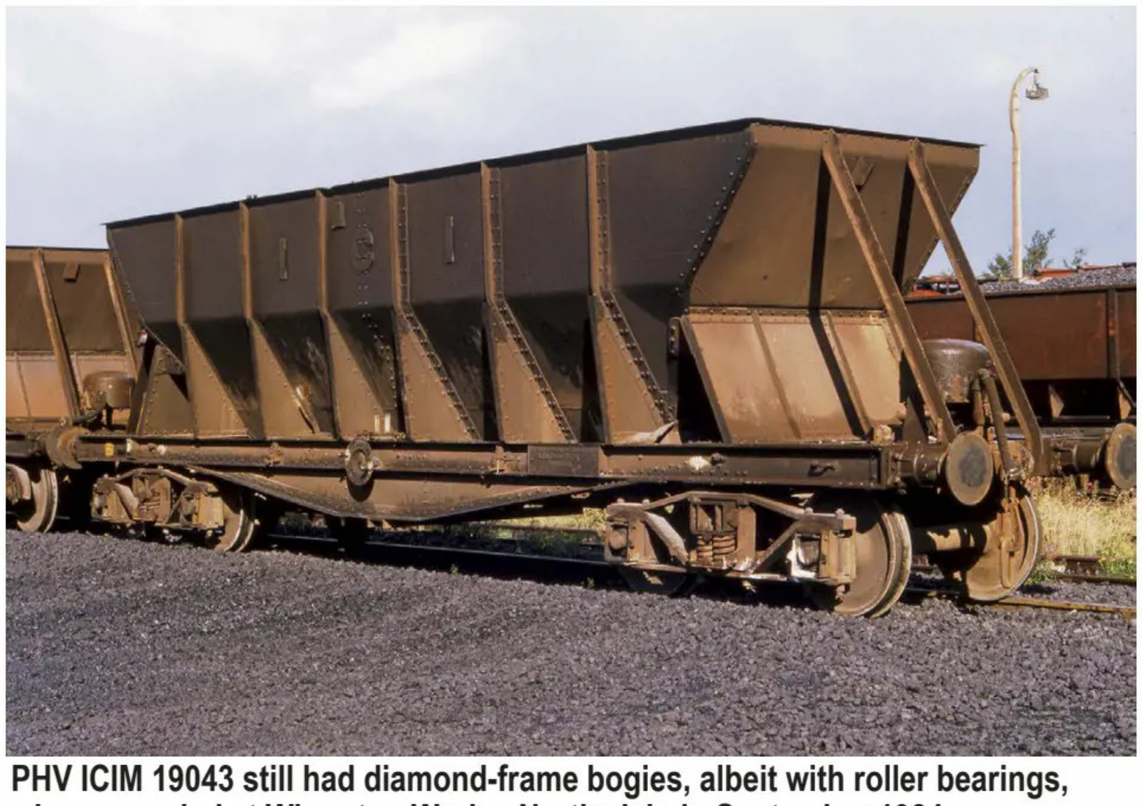
A pair of Class 20s, Nos. 20151 and 20166 round Buxworth Curve near Chinley with 6F43, the 14:37 Tunstead to Northwich loaded ICI PHVs during summer 1985. TREVOR MANN COLLECTION



37676 and 37677 pass Ashburys with 6J32, the 12.42 Tunstead to Collyhurst Street on March 28, 1988. DAVID RATCLIFFE



Although recorded at Northwich in February 1992, ICIM 19070 had previously been allocated to the roadstone pool and still retained the 'Roadstone' branding on the side beneath the smaller style ICI lettering. DAVID RATCLIFFE



PHV ICIM 19043 still had diamond-frame bogies, albeit with roller bearings, when recorded at Winngton Works, Northwich, in September 1984. TREVOR MANN



ICIM 19028 was one of a handful of PHVs to have their raised side letters painted cream, as seen in this view at Oakleigh Sdgs, Northwich, in June 1985. DAVID RATCLIFFE

Motive power

Stanier 8F 2-8-0s dominated the Tunstead to Northwich limestone trains in steam days while, following an earlier trial using a pair of Metro-Vick Co-Bos, the BR/Sulzer Type 2s (Class 25) took over the workings during 1964.

In subsequent years, English Electric Type 3s and 4s occasionally put in appearances on the Northwich trains, but a longer-term replacement for the Class 25s came in 1984 when a pool of 10 Class 20s were allocated to Buxton. The Class 20s would later be fitted with a modified triple valve to their brakes, but in 1986, Class 47s began to be used before Railfreight sectorisation saw Construction Sector Class 37s take over.

Roadstone traffic

From 1969, the ICI bogie limestone hoppers also began to be used to carry roadstone from Tunstead to a new aggregate terminal opened by the Quickmix Concrete Co. Ltd. at Thorpes Bridge Junction, Newton Heath. Subsequently, the wagons were also used to supply the Tilcon stone terminals at Collyhurst Street in Miles Platting and Portwood Drops, near Stockport, the Portwood facility being replaced by one at Bredbury in the 1980s.

The ex-British Steel hoppers were at first allocated to the new roadstone traffic, and as their end ladders proved popular with the discharge terminal staff, most of the 10 original ICI hoppers, which had also been allocated to the roadstone pool, gained end ladders as well.

Train workings

During the mid-1980s, an average of 20 trains were running each week from Tunstead to the Northwich area, although back then most trains included portions for both Oakleigh Sidings and Lostock. Then the trains would stop upon arriving at Northwich Yard and the locos shunt the wagons for Lostock onto the lead track for that works, from where an ICI loco took over, with the BR locos then heading the rest of the loaded PHVs up to Oakleigh Sidings. When most of the trains served both destinations, the usual load for Oakleigh Sidings was 10 PHVs while Lostock might receive anywhere from five to 11 PHVs per train.



Something of a rarity, PHV ICIM 19110 had its ICI letters painted orange when spotted at Oakleigh Sidings, Northwich, in March 1985. DAVID RATCLIFFE



ICIM 19147, from the last batch of ICI PHVs with alternately orientated stanchions on the door-control lever side, was recorded at Winnington Works, Northwich, in February 1998. By this date, it was in internal use, hence being rather overloaded. DAVID RATCLIFFE

This view of ICIM 19158, taken at Northwich in April 1994, illustrates the smaller body and end ladders of the ex-British Steel hoppers. When owned by British Steel, it had been numbered BSSH 13073. DAVID RATCLIFFE

Timetabling meant that two pairs of Class 37s could handle all the Tunstead to Northwich trains and, as an example, on January 8th, 1989, the pairs involved were 37684 + 37685 and 37686 + 37688.

By the end of the 1980s, the roadstone workings were usually shorter than those running to Northwich, with the trains from Tunstead to Collyhurst Street and Thorpe Bridge Junction normally being made up of 16 or 17 PHVs, while those to Bredbury were usually 20 or 22 PHVs. Tunstead to Hindlow workings were shorter again, normally just 12 PHVs.

By the early 1990s, there were an average of 17 ICIM PHV trains running per week from Tunstead to the Northwich area, with 10 running to Oakleigh Sidings with limestone for Winnington and Wallerscote Works and seven with limestone for Lostock Works, all of which were booked for haulage by a pair of Class 37s. At this date, the trains for Oakleigh Sidings usually comprised 24 PHVs, and once they reached Northwich Yard, 10 would be left behind with the locomotives carrying on to Oakleigh Sidings with the first 14 loaded wagons. They would then return light engine to collect the remaining 10 from Northwich Yard and take them up the hill to Oakleigh Sidings, where one of the ICI industrial locomotives based at Winnington would take over to haul the PHVs into the chemical works. The workings for Lostock Works were usually slightly shorter at 22 PHVs, these being worked direct with the BR locos shunting them into Lostock Works.

The end of the PHVs

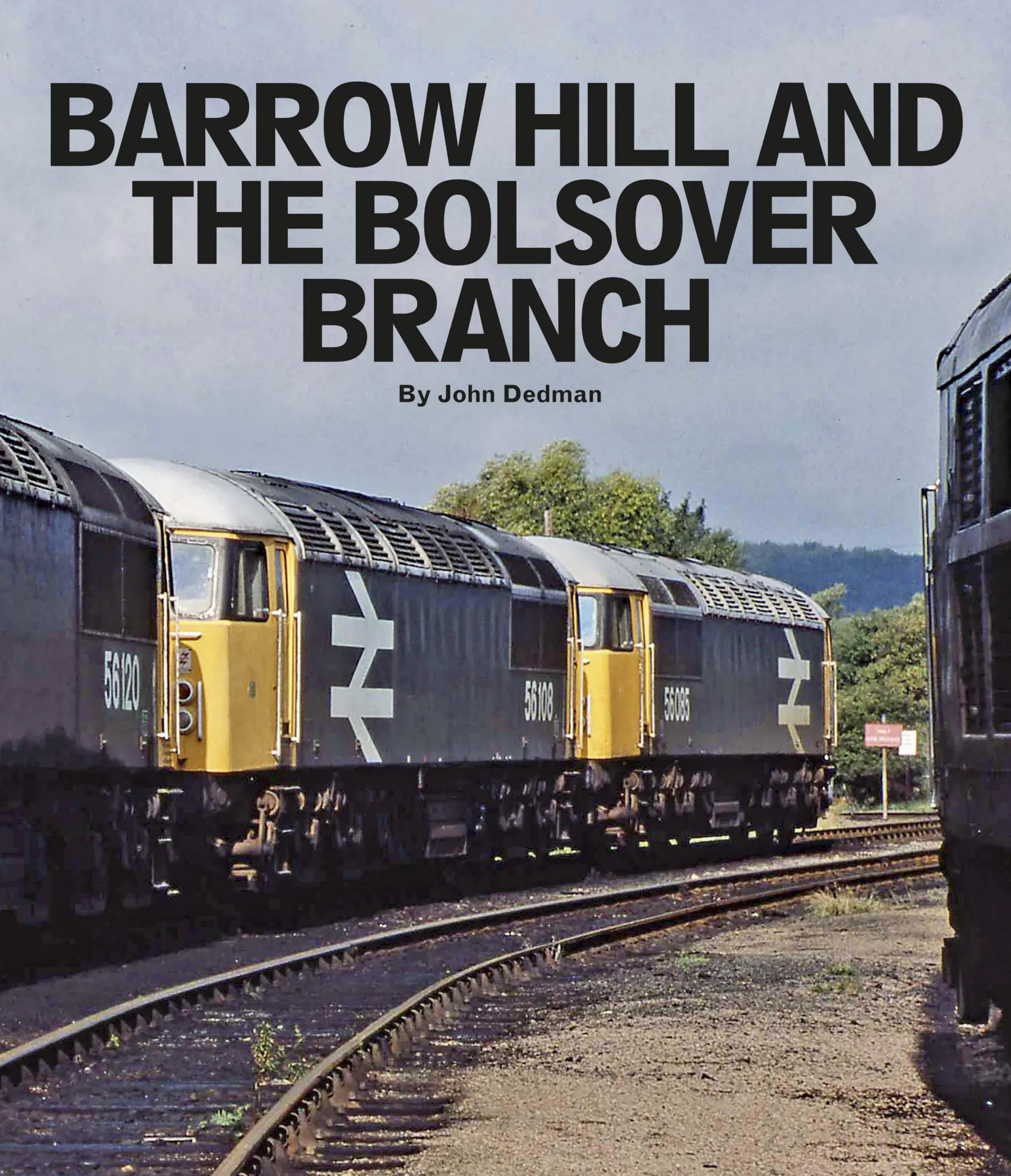
In 1991, ICI divested its Lostock, Wallerscote and Winnington Works in Northwich to Brunner Mond Holding Ltd., while in 1992, Tunstead Quarry was sold to Buxton Lime Industries and the PHVs had their TOPS number prefix altered to BLI. Around this time, roadstone workings to the Manchester area utilising the PHVs came to an end but by then the wagons were also being used on a twice daily working from Tunstead to the former ICI lime kilns at Hindlow.

The use of the PHVs on the Hindlow trains ended in March 1994, but they continued to supply the works in Northwich until December 1997, when the diminishing numbers of vacuum-braked-fitted main line locomotives available for haulage led to their replacement by two-axle PGA wagons, which had previously been employed in the Mendips. However, well over a dozen of the withdrawn PHVs survived for several more years in internal use as mobile stockpiles for coke or limestone at Northwich, with a handful later being saved for preservation.

Three of the 11 Class 56s stabled for the weekend at Barrow Hill on the RESL visit on September 22nd, 1984. The locos are 56120, 56108, and 56085.

BARROW HILL AND THE BOLSOVER BRANCH

By John Dedman





ABOVE: A busy period at Barrow Hill yard on July 15th, 1986. 56099 has just arrived with a southbound loaded MGR, 20046 and 20068 are heading north with five SPA wagons and 08436 is shunting an empty HAA wagon in the yard sidings. The single Class 20 is 20064, which is retiring to the depot after arriving with the brake van and the four loaded HAA wagons from Bolsover Coalite Works. The HAA wagons are about to depart north behind an unidentified pair of Class 20 locos.

1984 visit

Living on the south coast, I did not know much about Barrow Hill or the surrounding railways until my first visit. This was an organised depot tour with the Railway Enthusiast Society Limited (RESL) on September 22nd, 1984. The coach journey started on Saturday evening on the south coast and travelled north overnight for visits to depots and stabling points in South Yorkshire. The tour included Coalville, Sheffield station, Tinsley depot, Barrow Hill, Shirebrook, Toton, Derby Works and Leicester.

Locos recorded at Barrow Hill were:

- 08141, 08186, 08434, 08509, 08871
- 20019, 20026, 20088, 20103, 20129, 20144
- 31200, 31283, 31324
- 56010, 56016, 56022, 56025, 56085, 56094, 56102, 56108, 56116, 56120, 56123

This visit inspired us to want to see more of this area and the workings of the locos of these depots.

1985 visit

In July 1985, two of us spent two days in the Nottinghamshire and South Yorkshire area with a plan to explore the maze of freight-only lines that were shown in red in our *Rail Atlas of Great Britain*. On July 3rd, we headed north with our Ordnance Survey maps of the area and spent two days exploring the area from Toton to Shirebrook and Barrow Hill. On July 4th, we arrived at Barrow Hill and Staveley. I do not have any passing times, but these are the trains that we saw between 12:00 and 13:30 at Foxlow Junction, Barrow Hill:

- 2 x Class 37s northbound with 6E40 10:10 Corby to Lackenby empty steel coil wagons
- 47291 with a northbound MGR
- 37144 southbound with 6V69 10:15 Gainsborough to BP Llandarcy 100-ton bogie tanks
- 37031 southbound on 7M74 11:33 Doncaster PW depot to Cliffe Hill Sidings empty Dogfish and Catfish ballast wagons
- 47519 southbound test train
- 47519 northbound test train
- 47340 southbound light engine





On July 4th, 1985, 37031 is heading south at Foxlow Junction with 7M74, the 11:33 Doncaster PW depot to Cliffe Hill sidings empty Dogfish and Catfish ballast wagons. The track to the right leads to Hall Lane Junction and on to more freight-only routes, including Bolsover and Seymour Yard and eventually Shirebrook.



20064 is arriving at Barrow Hill yard with a brake van and four loaded HAA wagons on July 15th, 1986. 20064 then proceeded to the loco depot, leaving the brake van in the yard whilst the HAA wagons departed north, headed by a pair of Class 20s.



20214 has an air piped brake van at Hall Lane Junction. It is on a trip working from Barrow Hill to Bolsover Coalite Works, where it will collect loaded HEA or HAA hoppers. July 14th, 1985.



47519 at Foxlow Junc with a test train on July 4th, 1985. It had previously arrived from the north and had run round at Barrow Hill before returning north, as shown here.



47199 is passing through Barrow Hill with a southbound empty MGR train on July 15th, 1986.

Later at Hall Lane Junction, we saw 20214 with a brake van heading away from Barrow Hill and found out that this was heading for Bolsover Coalite Works to pick up loaded wagons, so we planned to make this a priority for our next trip to this area. The works used coal to produce Coalite, a smokeless fuel.

1986 visit

We returned to the same area on July 15th and, after arrival at Barrow Hill yard, we were presented with 20064 arriving with a brake van and four loaded HAA wagons from Bolsover at 10:30. I assume the brake van was included when using a single cab loco for the guard who could not travel with the driver. 20064 then detached from its load and went to the nearby Barrow Hill depot. An unidentified pair of Class 20s then took the four HAA wagons north, leaving the brake van in the yard. While this was going on, 56099, which had paused here with a loaded MGR, departed south and 20046 with 20068 passed through heading north with five SPA steel wagons. After a while, two more MGR trains passed through, with 58006 northbound and 47199 heading south. Also seen were 08436 in the yard sidings and 56059 and 20167 with 20146 arriving at the depot.

We then moved to Hall Lane Junction, where 56089 passed with a loaded MGR heading towards Barrow Hill. From here, we moved to explore some other locations for the rest of the day, and on the following day, we returned to Hall Lane Junction in the evening, where 20066 and 20089 passed with six empty HTV coal hoppers.

On July 17th, we made an early start at Hall Lane Junction and at 06:35, 20064 passed with its brake van and 10 empty HEA wagons and 12 empty HAA wagons heading for Bolsover. We then moved to a bridge with a vantage point near the Coalite Works at Bolsover. We did get challenged by security there who wanted to know what we were doing, but explained and stood our ground as it was a public road.



With Staveley Works in the background, 20064 is leading a Barrow Hill to Bolsover trip with a brake van, 10 HEAs and 12 HAA empty hoppers. July 17th, 1986.



20064 is reversing its empty HEA wagons into the Bolsover Coalite sidings where the private shunter will exchange them for wagons loaded with Coalite. July 17th, 1986.



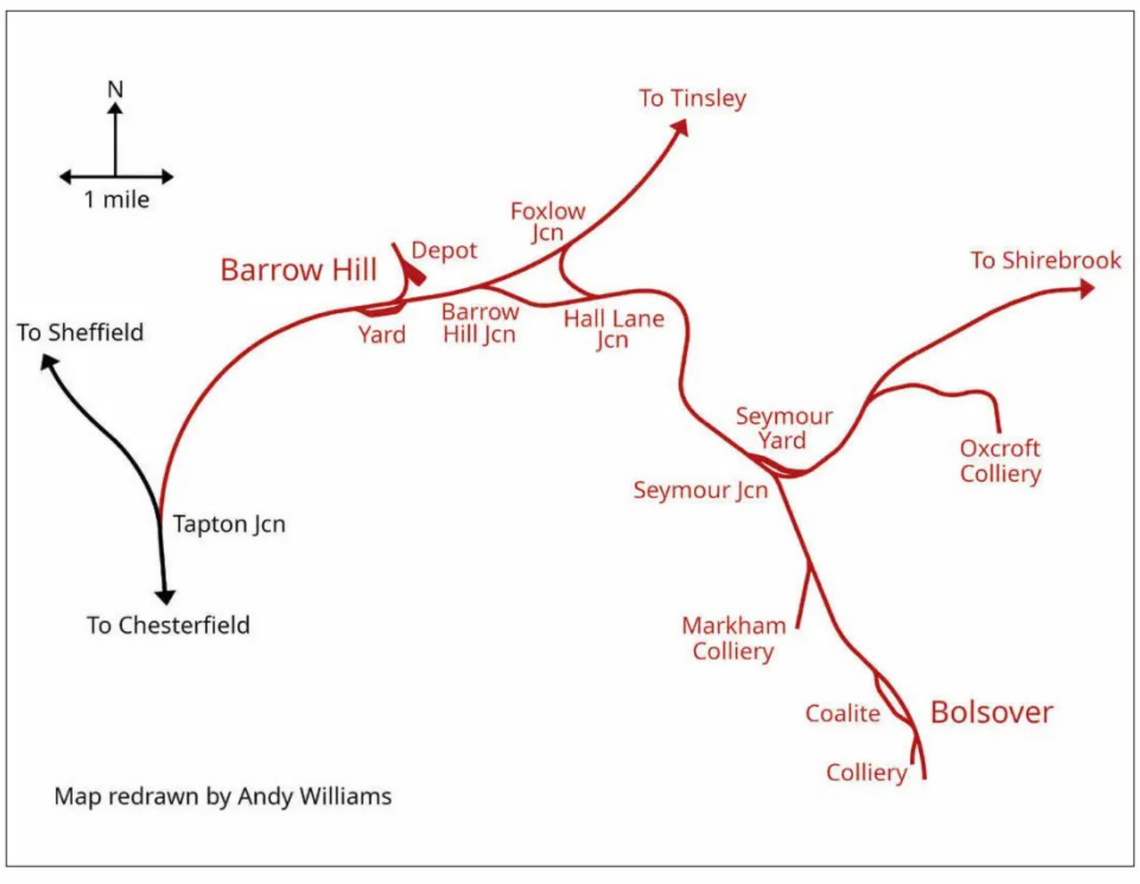
A loaded MGR from one of the collieries on the Bolsover branch is approaching Hall Lane Junction headed by large logo blue 56089 on July 15th, 1986.

20064 is passing Hall Lane Junction with its trip working with a brake van and six loaded HEAs from Bolsover to Barrow Hill yard on July 17th, 1986.

20064 had gone further south and returned to the Coalite Works with just the HEA wagons and the brake van. The empty HEAs were then reversed into the works for the private shunter to deal with. We then returned to Hall Lane Junction and waited for the return working, where 58029 passed with a loaded MGR from Oxcroft Colliery, followed by 20064 with its brake van and six loaded HEA wagons at 10:15.

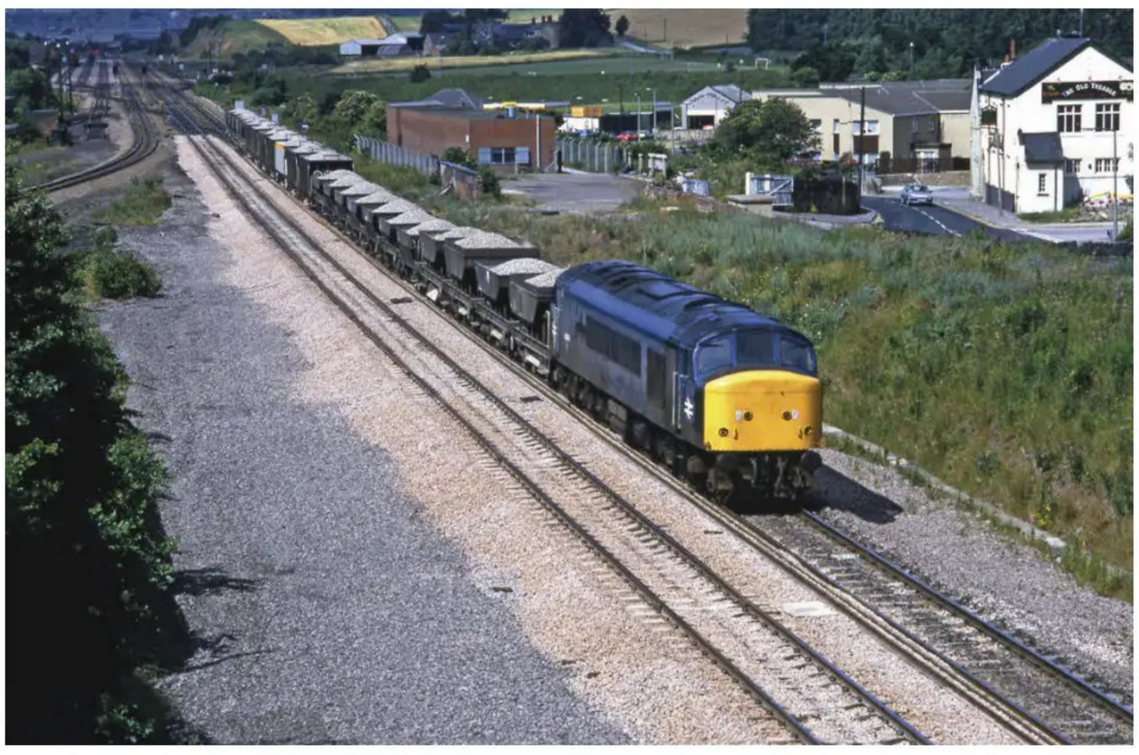
From here, we moved to Barrow Hill where we recorded the following:

- 10:40 20146 and 20167 on northbound ballast
- 10:50 20046 and 20068 with 6E52 08:37 Wolverhampton to Scunthorpe steel wagons.
- 10:55 45049 with 8E69 10:05 Loughborough ARC to York Engineers' loaded ballast
- 11:05 47337 on a southbound MGR
- 11:15 20064 Barrow Hill to Bolsover trip working of empty hoppers





The 08:37 Wolverhampton to Scunthorpe steel train has just departed from Barrow Hill with 20046 and 20068 providing the power. July 17th, 1986.



45049 has just passed through Barrow Hill yard with the 10:05 Loughborough ARC to York Engineers' loaded ballast wagons on July 17th, 1986. The wagons are a mix of Dogfish, Catfish and Seacows.

ABOVE: The 10:39 Cliffe Hill sidings to Doncaster PW depot loaded ballast is passing through Barrow Hill behind 47219 on July 7th, 1987. The train is made up of Dogfish and Mermaid ballast wagons, all but one of the Dogfish wagons having the extended sides.



20010 and 20048 at Hall Lane Junction with seven loaded HAA hoppers from Bolsover Coalite Works heading to Barrow Hill yard on July 7th, 1987.



20048 + 20010 have a light load of six empty HEA wagons as they pass a disused mine at Staveley on their trip from Barrow Hill to Bolsover on July 7th, 1987.



1987 visit

We had a brief return to the area again in 1987 when we spent the morning of July 7th in the Toton area before moving north. We started on the branch to Oxcroft Colliery, with 58008 arriving with an empty MGR and later departing after loading from the nearby colliery. From there, we went to Barrow Hill, where the following were observed:

• 14:30 47553 with a southbound passenger train made up of five Mk.1 coaches, possibly empty coaching stock as this was a freight-only line

• 14:31 47219 with 10:39 Cliffe Hill sidings to Doncaster PW depot ballast

We then moved on to Hall Lane Junction, where we photographed 58008 at 15:05 with its MGR train from Oxcroft Colliery heading towards Barrow Hill. In the opposite direction came 20048 and 20010 with empty HEA wagons from Barrow Hill to Bolsover. We followed it down to the Coalite Works, where the six empty HEA wagons were exchanged for seven loaded HAA wagons. While the train was being made up, we returned to Hall Lane Junction for the return working to Barrow Hill, which passed at 16:20. A final quick visit to Barrow Hill at 16:45 was rewarded with 20022 and 20035 heading south with a loaded MGR. That was our final visit to this area for 1987 as we started our journey home.

1988 visit

On Sunday, July 3rd, 1988, two of us were driving north to Teesside where we were planning to spend a couple of days photographing some of the local freight workings. We planned a few depot stops on our journey at Bescot, Barrow Hill, Shirebrook, Knottingley and finally Thornaby. We were granted permission for a look around all except Bescot. At Barrow Hill, the roundhouse had a great line-up of Type 5 power around the turntable with 56004, 56007, 56008, 56017, 56047, 56083, 56105, 58014 *Didcot Power Station*, 58019 and 58044. Outside in the yard were 20080 and 20135 as well as 20117 and 20177.

This was my last visit to Barrow Hill until many years later with a visit to the current preservation depot, which I found very impressive. All the photos included in this article were taken on these visits.



58014, 58044, 56105, 58019, 56007 and 56008 at Barrow Hill on July 3rd, 1988.



56083, 56047 at Barrow Hill on July 3rd, 1988.

58008 is taking an empty MGR onto the branch to Oxcroft Colliery, where it will be loaded. The M1 motorway and the Bolsover industrial area can be seen in the background. July 7th, 1987.



On March 13th, 1997, a Loadhaul-liveried 60038 awaits the call to duty. Obviously, a Queen's Park Rangers fan couldn't resist the chance to display his allegiance.



Mainline-liveried 37048 growls the night away, whilst a clutch of other locomotives are stabled in the sidings, including 47188, 47228, 60094, 08904 and 47200. The date is April 11th, 1996.

DIDCOT NIGHT

The railway at night takes on a different character; altogether more mysterious and 'other-worldly'. **David Franklin** visited Didcot to take these photographs of freight locomotives at work and rest.

Two Railfreight Distribution Class 47s, Nos. 47297 and 47200 stand in front of 37705 in Mainline livery on March 13th, 1997.

Late on April 11th, 1996, No.56052 stands at the west end of Didcot, with the 16:39 Llandarcy to Grain bitumen tankers. Over to the right are the cooling towers of Didcot power station.

The importance of Didcot yard for the transport of military hardware can be guessed by the wagons seen in the foreground with Warwell and Warflat types on view. Beyond can be seen 08904, 47287 and 47228. The date is April 9th, 1996.

A trio of Class 47s await departure from Queen Street on June 27th, 1987. From left to right, 47714 is bound for Aberdeen, 47705 is on an Edinburgh service and 47653 is bound for Inverness.

GLASGOW QUEEN STREET

Glasgow Queen Street station has seen considerable modernisation in recent years with the electrification of the high-level platforms, the platform lengths increased and a dramatic new station entrance. Apart from the Scot Rail HSTs, today's multiple units are all now in the standard blue 'Saltire' livery. **Gavin Morrison's** photographs pre-date these changes and show some of the locomotives and liveries that have now disappeared.

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.



D359 and D5349 are seen standing at the end of Queen Street's platforms on May 27th, 1972. Both are in green livery and are carrying the single digit headcode, indicating a Class 1 express working or a Class 2 passenger service, which was the way Scottish Region used the four character head codes at this time.



Two Class 27s and a Class 47 are seen at the tunnel end of the station on September 2nd, 1976. On the right, 27105 is at the head of a train to Edinburgh, which at this time were operated in push-pull mode with Class 27/1s topping and tailing rakes of Mark 2 coaches. The '47' is on a train to either Aberdeen or Inverness.



Seen from the road bridge over the east end of the station, 37156, in 'Dutch' livery, is ready to leave with the summer Saturday 13:33 to Inverness on August 7th, 1993.



170412 leaves Queen Street working the 15:30 to Edinburgh on March 26th, 2001. It wears the National Express ScotRail 'swoosh' livery, which could be argued did not suit these multiple units!



Railway enthusiasts dominate the first coach of the summer Saturday 14:20 to Fort William on August 7th, 1993. The loco is 37165 and was an Inverness-based loco at the time.



156504 arrives at Queen Street on March 26th, 2001, with a local working and is in the carmine and cream livery used by the Strathclyde Passenger Transport Authority.



Queen Street Low Level station is rarely photographed due to almost all trains being electric multiple units. In this view, taken on April 21st, 1992, 320129 arrives with an eastbound working. It is in the Strathclyde orange and black livery.



320304 leaves the east end of Queen Street Low Level with a train for Drumgelloch on April 21st, 1992. The railway is underground between Charing Cross and High Street stations and runs at right angles to the tracks of the high-level station. As seen in this photograph, the line is very briefly in the open at the east end of the low-level station.

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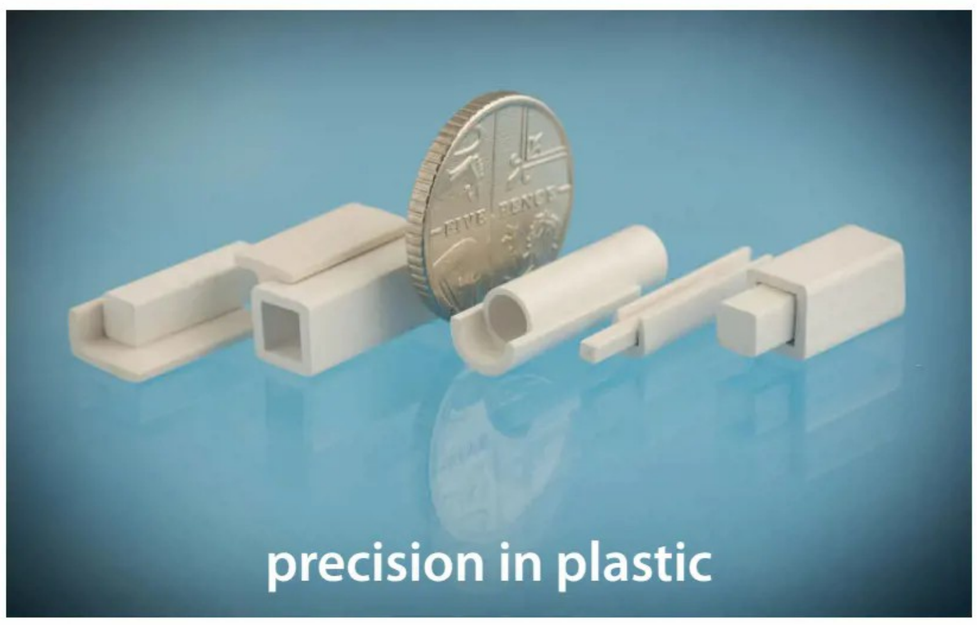

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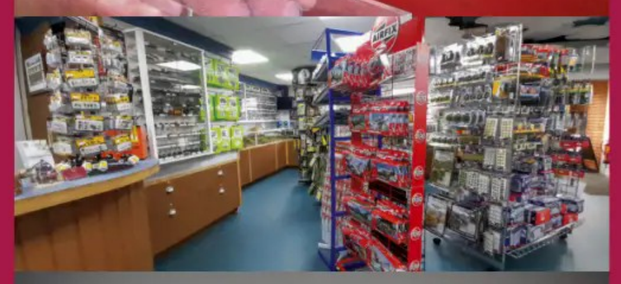


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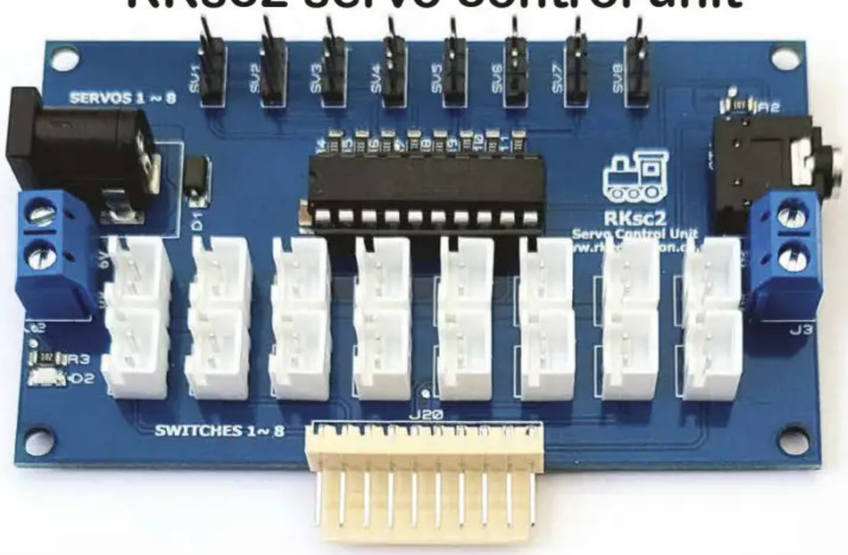

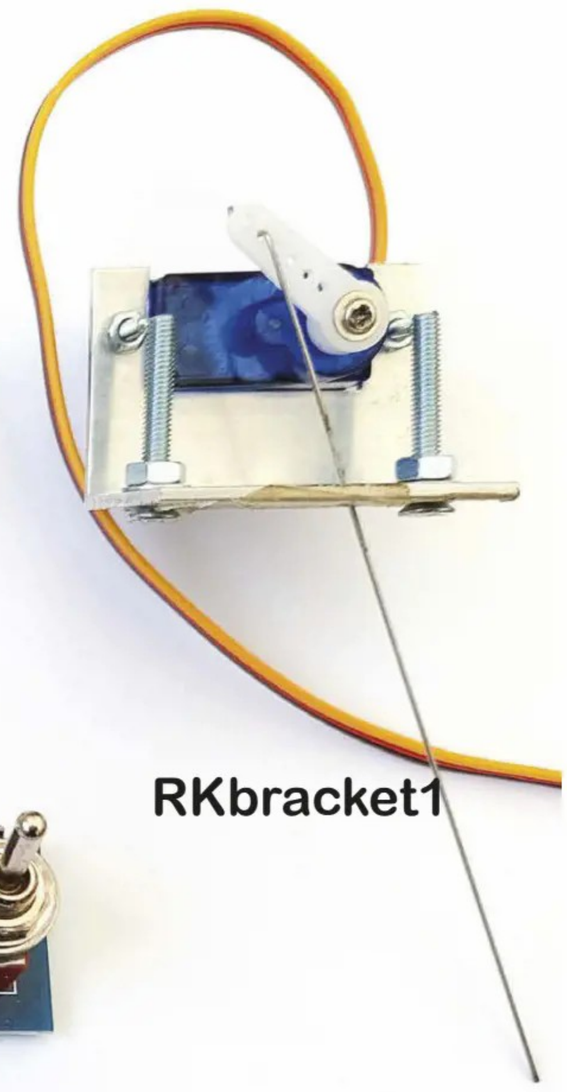

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Evocative snapshot of industrial steam, a well-worn J68 delivers a load of steel plate to the works.

SOMEWHERE

A break from the ‘norm’ for this layout builder, who tackles an industrial theme with a split gauge trackplan, which comes packed with creative cameos.

Words: Chris Richardson **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Somewhere
SCALE/GAUGE: 4mm:1ft/ 16.5mm/OO (lower) and 9mm gauge/009 (upper)
SIZE: 8ft x 1ft 5in
ERA/REGION: ‘50s/’60s North Eastern/preservation
LAYOUT TYPE: End-to-end

TOP RIGHT: A J72 runs around a rake of tar tankers in front of the embossed foamboard retaining wall.

MIDDLE RIGHT: A Trayback series one Land Rover waits on the loading dock (modified Oxford model).

BOTTOM: Ex-WD Austerity 0-6-0 goes about its daily duties delivering machinery to the various industries. A load of coal waits to be unloaded at the basic coal stage.





'Somewhere' is an industrial layout set roughly in the early-'60s that could be anywhere in the country. Construction started in 2018 and is very different from my other layouts, these being mainly rural scenes. It was originally intended as a small 5ft layout with plenty of operating interest, which could easily be set up at home for an operating session and then packed away. Baseboards were built, track laid and wired, then Covid struck and I had an idea for another layout; 'Millthorpe' (BRM February 2023), at which time work stopped while 'Millthorpe' was completed.

As Covid restrictions eased, a group of six agreed to meet on my farm to construct a layout, as club meetings (Sleaford and District Model Railway Club) couldn't continue due to the hall being shared with a pre-school group. Garry, our exhibition manager, saw the part-completed layout and persuaded me to finish 'Somewhere' in time for Sleaford's annual exhibition.

Construction highlights

The baseboards and framing were constructed from 9mm ply with a proscenium arch on the viewing side. LED lighting, fitted along the rear of the arch, automatically dims when the streetlights are switched on.

> "I could not have a layout without a tree so one solitary specimen has managed to survive amongst the industrial chaos."

The Peco code 100 track was laid onto cork for the standard gauge; the narrow gauge is Peco crazy track, with points operated by slow-action point motors.

To the left of the layout, underneath and behind the factory buildings, is a two-road sector plate, which transfers stock held on the storage sidings beneath the narrow gauge. After the first exhibition, in order to maintain interest, cassettes were added to the right-hand side so that stock could run through and then be transferred to the hidden storage roads at the back.

Buildings come from a variety of sources, the engine shed and William's Yard being Bachmann. A couple of smaller ones are 3D-printed and the rest are either scratch-built on mounting card frames or use laser-cut scratch aids. Low-relief warehouses in front of a sky scene, mainly from laser-cut scratch aids, form the backscene.

Brick coverings are from brick papers or embossed styrene and are weathered, usually with powders, to give an impression of industrial grime. Windows are laser-cut and glazed with acetate or 'Glue 'N' Glaze', which is especially good for creating broken panes. Rooves are from laser-cut strips laid in individual rows. The door to the complex to the left actually opens to allow rail traffic to enter the building and is operated by a rod from the rear of the layout.

The large building to the right, which disguises the storage sidings for the narrow-gauge, uses Wills corrugated sheets with various miscellaneous items to add detail and scribed DAS clay for the stonework. This is built on a 6mm ply frame.





ABOVE: What's that doing there?! Austerity 2-8-0 waits in the engine shed; this is usually seen passing through. I blame Phil.

MIDDLE LEFT: A Ruston diesel passes through with a 15-ton hydraulic crane, there must be something heavy that needs unloading.

BOTTOM LEFT: A busy scene on the agricultural merchants' unloading dock. Something is being welded while a Ruston 48DS takes delivery of a load of straw balers.

Centrepiece

I could not have a layout without a tree, so one solitary specimen has managed to survive amongst the industrial chaos. This is constructed using my usual method of a core of multi-strand electric fence wire unwound to form branches covered in hot glue and then a layer of neat PVA mixed with a cheap household filler and then brown/grey paint brushed on with brush strokes along the line of the branches. When dry, a coat of raw umber paint is applied. The foliage is hollow fibre cushion filling sprayed with a mix of black and red oxide spray cans. This is teased out and fixed to the branches, then scatter of various shades is lightly sprinkled on after an application of spray glue.

Several cameo scenes can be found around the layout, including welding with working flashes, along with workmen unloading in the agricultural repair bay. A Massey 135 tractor is fitted with a rear-mounted forklift, a common occurrence on farms in the period. Other vehicles, mainly Oxford, have been modified, something I particularly enjoy. There is also the must-have yellow Land Rover that appears on all my layouts, as this was my daily drive until recently.

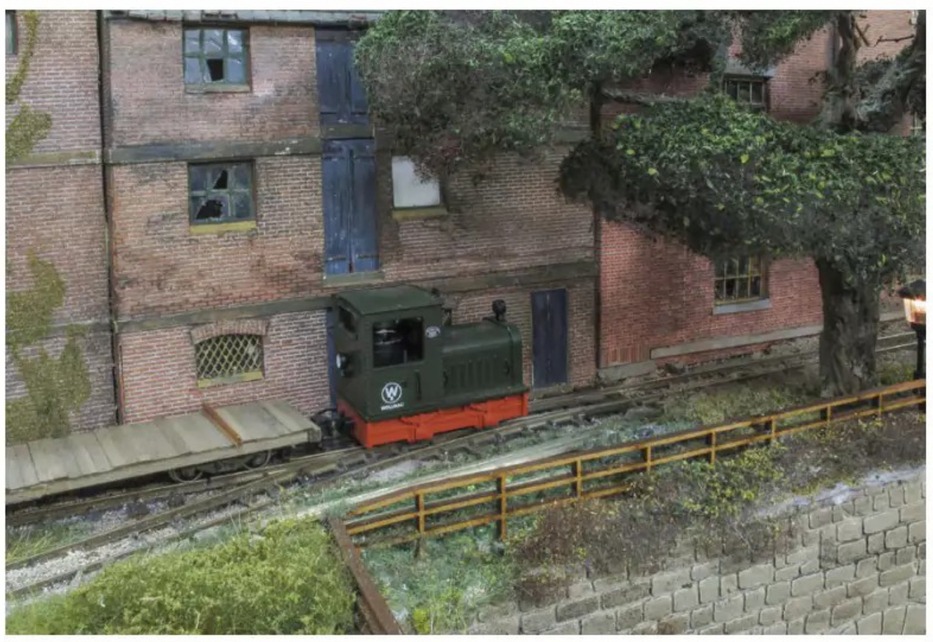
Getting things moving

Rolling stock is what defines the location, however, if operated with purely industrial locos, it could still be almost anywhere. I have a collection of ex-LNER locos, so that is what usually appears. Stock represents early-'60s, some of which is sound-fitted, but I find sound is lost at exhibitions.

Uncoupling magnets are positioned around the trackwork. Originally, paper clips fixed to the underside of Bachmann couplings were used, but these proved unreliable. As I had a few items of stock already fitted with Sprat & Winkle couplings, and





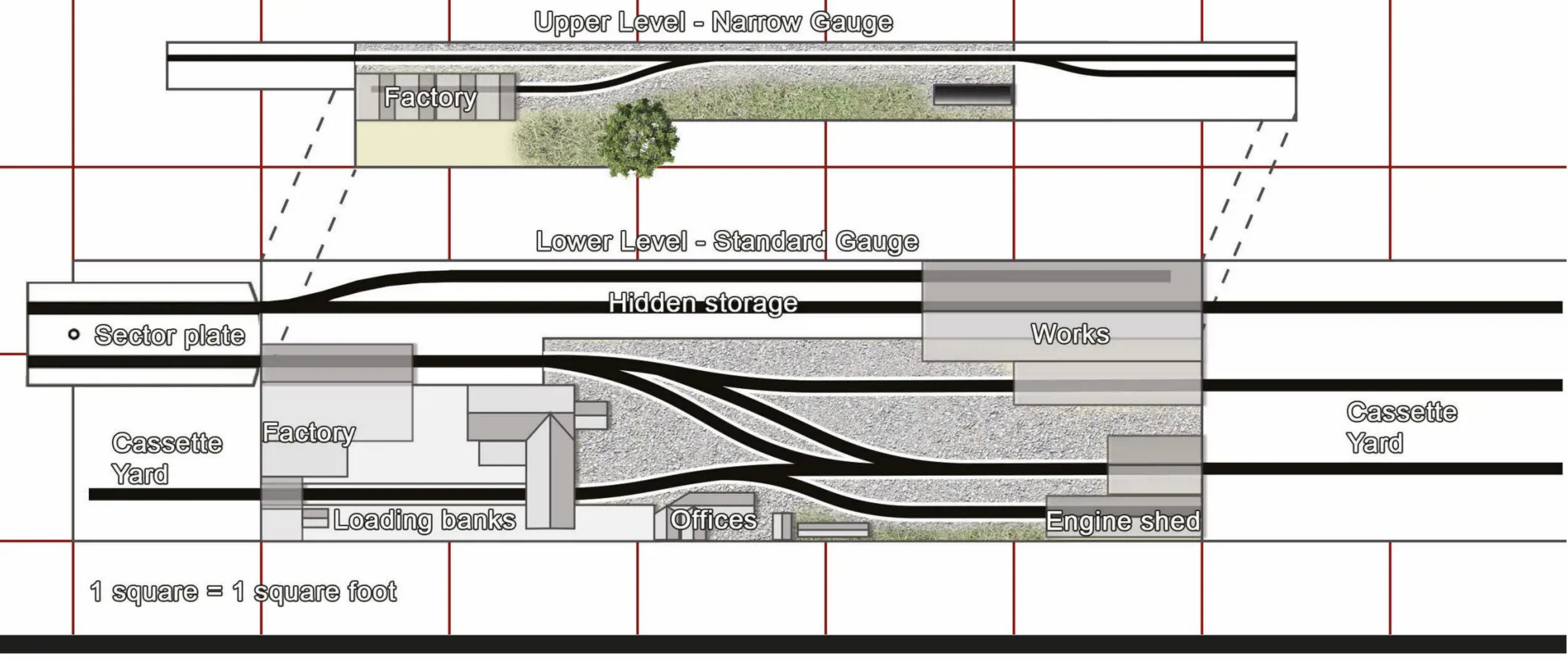


TOP LEFT: On the upper level, a Quarry Hunslet draws a scratch-built crane wagon and ex-WD well wagon past the obligatory yellow Land Rover.

MIDDLE LEFT: A pristine Hawthorne Leslie arrives with a vintage Fowler ploughing engine and plough, which must be arriving for restoration.

BOTTOM LEFT: An 0-4-0 diesel draws a scratch-built flat wagon past the solitary tree.

TRACKPLAN





About the modeller

Name: Chris Richardson

Age: 64

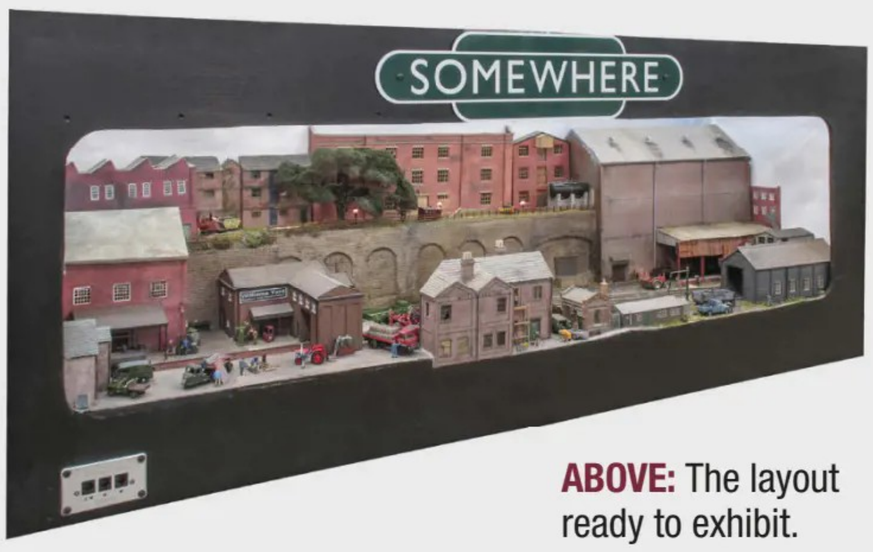
Number of years modelling: 55

Favourite era/ region: '50s/'60s/North Eastern/ preservation (this allows me to run what I want!)

Favourite locomotive: J72

I live in rural South Lincolnshire, well away from the industry this layout portrays. My interest in railways started when watching infrequent goods trains on the Sleaford to Bourne line just before closure, running at the bottom of the garden. This led to the Christmas present train set, which just kept growing. Family and work restricted my time for modelling until about 10 years ago, when I saw an advert for the newly formed Sleaford Model Railway Club. I went to a meeting in a village hall and from that time, got more and more involved, being Vice Chair at present.

During Covid, I felt a number of fellow members were feeling isolated, so at the earliest opportunity, offered an open shed where groups of six could meet. This opportunity was taken up with enthusiasm and we built a layout called 'Lockdown Hall'. This group still meets (with some change to members) on the farm and is nearing completion of our second layout.



ABOVE: The layout ready to exhibit.



ABOVE: A modified Land Rover 110, with bags of cement in the rear with a 3D-printed trailer, provides materials for the builders repairing the derelict building that acts as a view blocker.



ABOVE: Another view of the agricultural dealers' busy unloading dock.

these would use the same magnets. I am gradually increasing the amount of stock fitted with these. Where possible, shunting locos have also been fitted with Sprat & Winkle, but where not possible, match trucks are used with magnetic couplings between loco and wagon. Any fixed rakes passing through use magnetic couplings.

Wagons carry a variety of loads based around steel coming into a fabrication works and finished items departing, along with a variety of new agricultural machinery.

The OO section of the layout is wired for both DC and DCC operation, with numerous isolating sections, which are left on when operating on DCC, which is the norm now (at the time of wiring, I had only converted a few locos to DCC). The narrow-gauge section is DC. As originally conceived, the layout was to be operated from the front, with all switches located in a panel on the left side. Since exhibiting the layout, which can keep up to three people occupied, we have found this causes a bit of a bottleneck on such a small layout. The solution at present is to have track diagrams on the back with numbered points, the person nearest throwing the switches. I have recently installed a Wi-Fi system enabling wireless control, which should make operation easier for the operator at the front (who usually performs shunting operations around the repair yard and engine shed road).





ABOVE: A Peckett (fitted with sound and stay alive) waits in front of the operating doors to the warehouse while the forklift driver deals with a new pillar drill.

MIDDLE LEFT: A highly weathered Class 20 arrives on the scene from the sector plate.

BOTTOM LEFT: Buckjumper pulls under the yard control office while the tractor shunter warms up burning broken pallets in an old oil drum.

Standard gauge operation normally consists of a number of fixed short rakes that pass through in either direction and a couple of sets that are broken up and shunted to the appropriate location. Occasionally, for variety, something bigger than the shunting locos can be seen passing through with just a guard's van.

Narrow-gauge operation consists of fixed rakes shuttling between the cassettes and hidden storage within the factory.

Looking ahead

The layout has done a few exhibitions, and I would like to do many more. No major changes are planned except moving the control panel to a more convenient position. As for the future, the group meeting on the farm is nearing completion of a N gauge layout inspired by the Zig Zag railway in Australia, which we hope to follow with a OO gauge rural modular layout.

I'm personally building a small narrow-gauge layout based on the Talyllyn, which is double-sided, divided by a tree-covered hillside. Once a house move provides a permanent railway room, I plan to complete my North Norfolk Railway layout based on Weybourne. ■



LEFT: Builders repairing a window in one of the many rundown buildings.

BOTTOM: An industrial narrow gauge scene serving factories that are at the end of their useful life; a scene that will never be seen again.

"Rolling stock is what defines the location, however, if operated with purely industrial locos, it could still be almost anywhere..."

PROTOTYPE

HANDLING THE GOODS

Clive Baker traces the survivors of a once integral part of most railway stations

The goods depot acted as a transfer facility for individual items between railway wagon and road vehicle. The railway companies enjoyed good financial returns from the carriage of bulk loads such as coal, gravel, or iron ore, but the movement of individual items required complex handling involving staff and space for storage – hence a goods shed would usually be part of a station site, easily accessed from the main building.

The post-nationalisation period witnessed the withdrawal of goods facilities, and with concentration on bulk material and containerised haulage, the once familiar goods shed became victim to these changes, often being demolished to make space for a car park or being turned into sports halls, industrial premises or, in the case of heritage railways, motive power depots.

The cutaway illustration to the right demonstrates a typical town or village goods shed. Rail wagons would be propelled into one side of the building, unloaded by a small interior crane on to a road vehicle via a centrally situated platform. The cutaway illustration has been developed from plans prepared for a Midland Railway goods depot, which featured a single rail access linked to three bays for road vehicles.

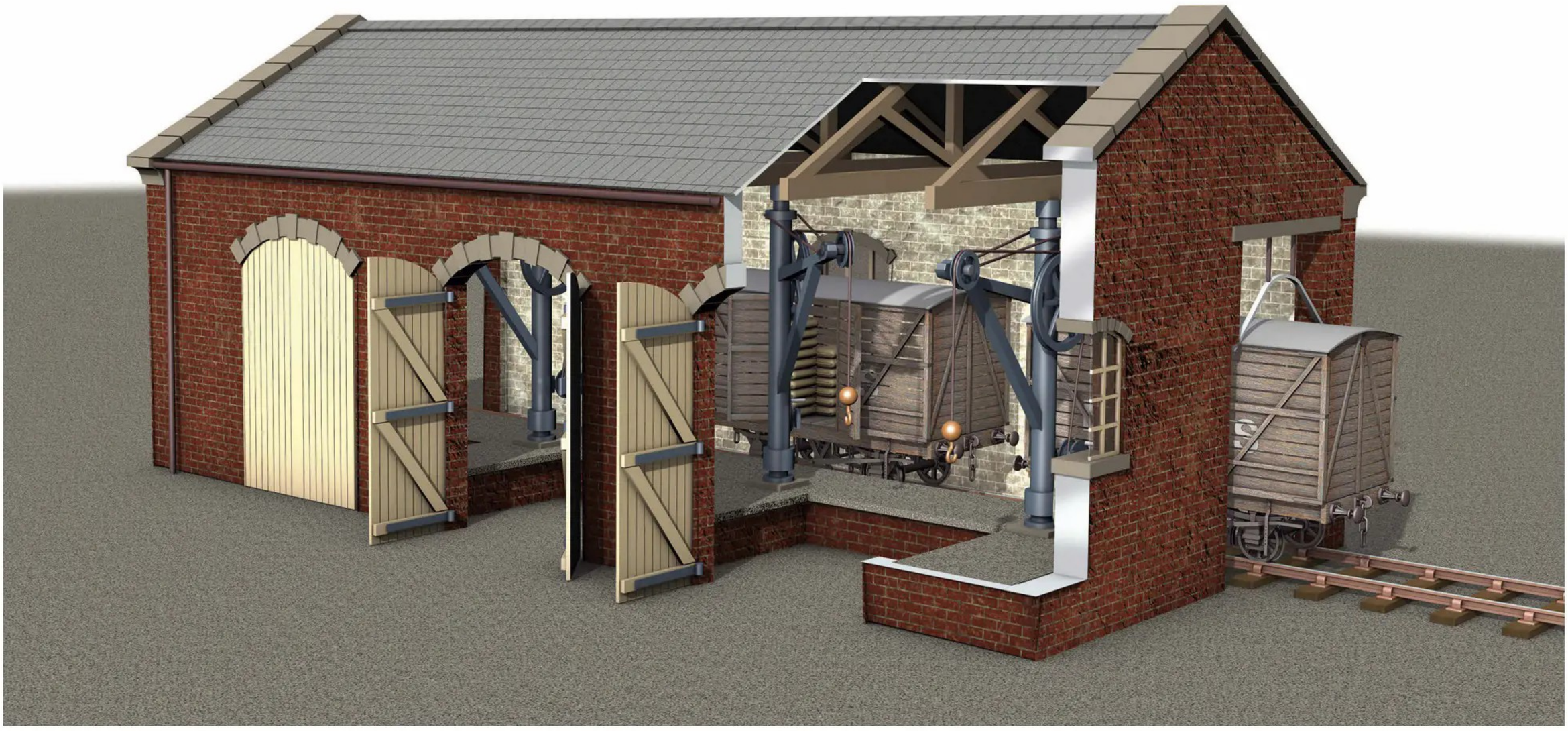
This example is typical of such structures; constructed of bricks, it would have formed part of many small town or village stations. Build materials varied according to geographical areas. Midland Railway (MR) depots in the Peak District and along the Settle & Carlisle line were constructed from local stone and matched the adjacent passenger station, where as an example of a Highland Railway building appears to be constructed of vertical timber planks with corrugated iron roof.

An office would usually adjoin the main shed; not always built of matching materials, timber or corrugated iron would often suffice. The wagon entrance to the illustrated building does not include doors, but sliding units were common for this purpose. Note the loading gauge hanging from the lintel.

When preparing these prototype articles, I regularly make reference to the railway system that criss-crossed Burton upon Trent; my hometown, railways dominated a scene featuring the goods depots of four different railway companies as well as large bonded warehouses. By the time I owned a suitable camera, steam locomotives had all but disappeared and demolition gangs were attacking elegant but functional buildings, so I made haste to record any surviving railway item, whether standing or lying flat on the ground.

The goods depot, as photographed in 1969, at Ashburton station in Devon, opened 1872, remains in situ; adjacent to the station platform prior to the site being re-developed, the wagon access was secured by double doors. Current reference material indicates an exposed semi-circular-topped window in the gable wall, just visible behind the doors. The canopy to the road vehicle access is just visible to the left of gable end.

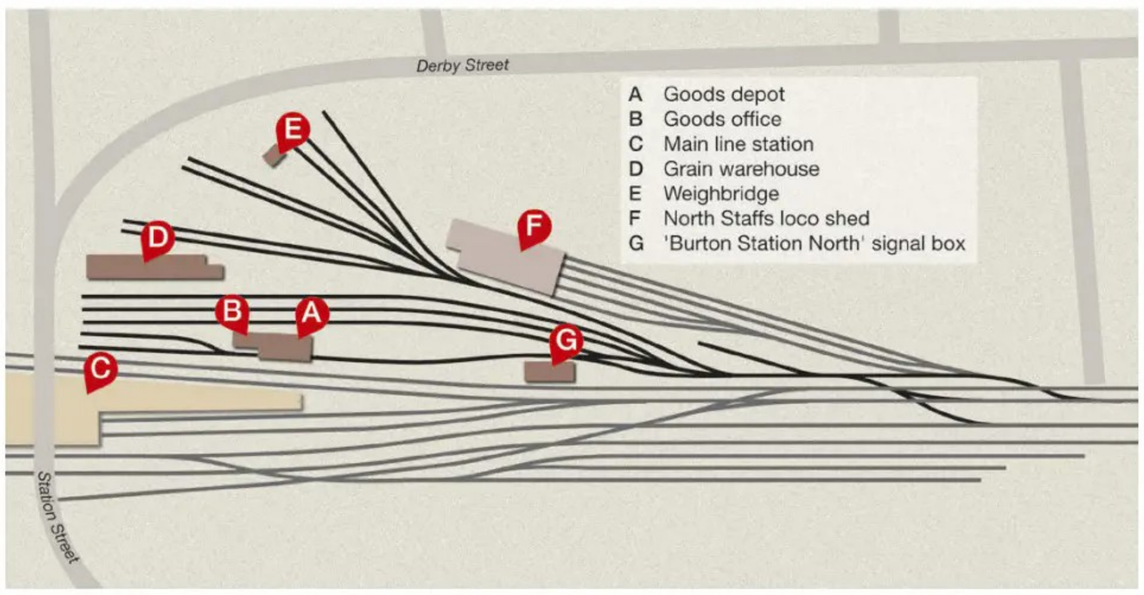




Based on a Midland Railway prototype, this cutaway illustration demonstrates the interior lifting equipment typical of many medium-sized goods depots. Hinged double doors secure the three-road vehicle loading bays. Note this style of loading bay is not suitable for horse-drawn carts; a motor vehicle with a reverse gear is required.

I have chosen five examples to examine in some detail. A location map/trackplan accompanies each of the examples to indicate how the depots connected with the main station and roadway.

Circa 1970, I observed that the Burton MR goods depot had been demolished as part of a plan to re-develop what had been a coal/goods wharf. Strangely, the adjoining office remained. Looking at the photographs taken that day, half a century later, I couldn't resist digitally restoring the complete depot.



Plan of Burton upon Trent goods and coal wharf and surroundings.

Ex-MR depot at Burton upon Trent

The depot occupied part of the site of the original station of 1839, almost level with the north end of the later station, opened 1883. An early map dated circa 1900 indicates the building and the accompanying layout of the sidings; it does not match the architectural style of the station but follows that of other similar MR structures. Only limited reference to the depot is available, but shows segmented arches forming the window and doors, whereas the office features straight lintels.

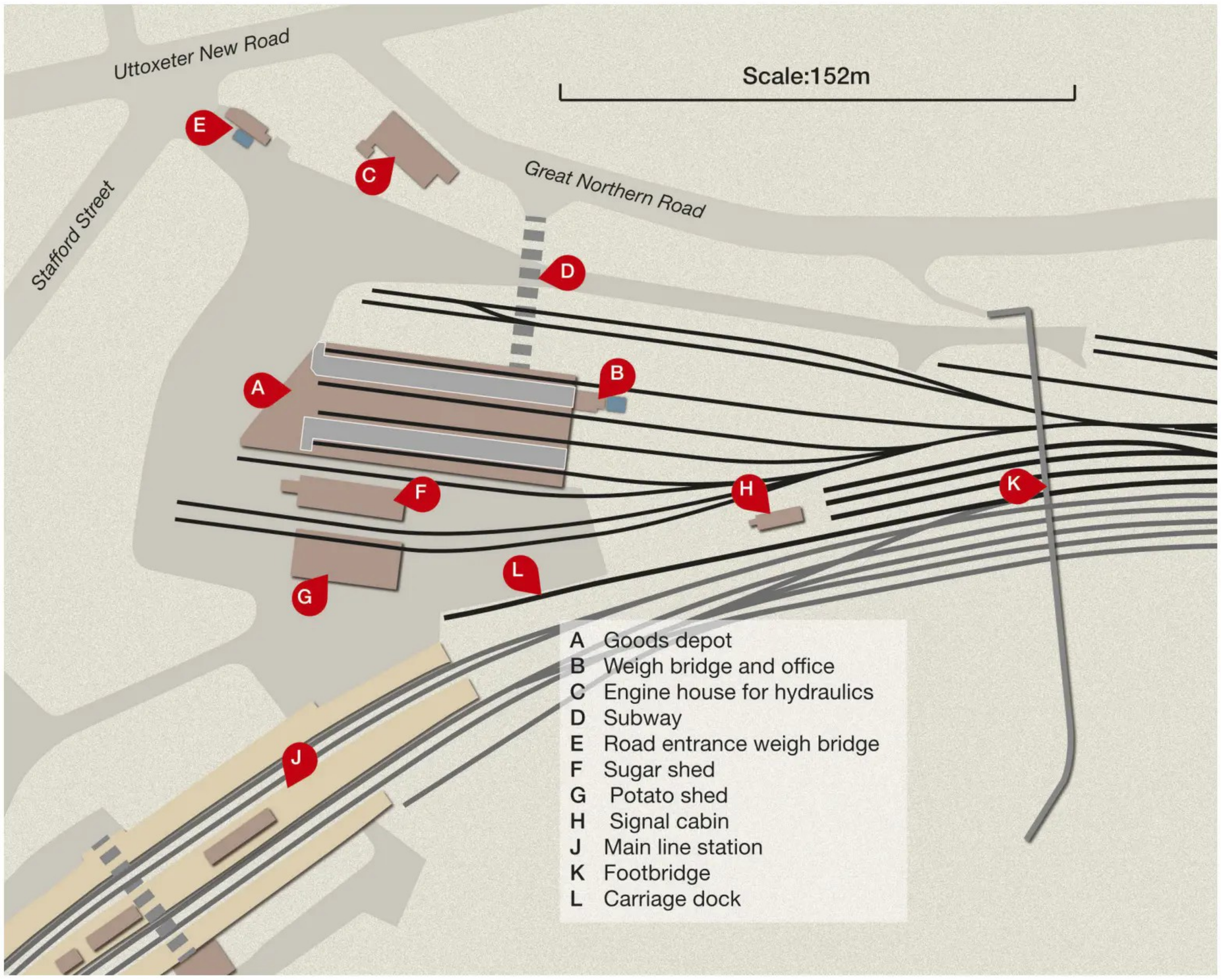
The map shows the layout of sidings mainly for coal that fan out from an access point at the north end. Also indicated is the weighbridge and office, this vital component of all goods yards, situated close to the road entrance.



Digital re-creation of Burton upon Trent goods depot, based on an image captured circa 1970, viewed from the south/east. Note the two different styles of window and door arches applied to depot and office. The surrounding area is yet to be re-developed with industrial units and the inevitable supermarket.



Digital re-creation of Burton upon Trent goods depot, viewed from the south/west. The different style door and window tops may suggest the two adjoining structures being built at different times.



LEFT: Plan of the site occupied by Derby Friargate goods depot and indicating its proximity to the passenger station. Note the engine house situated on the aptly named Great Northern Road.

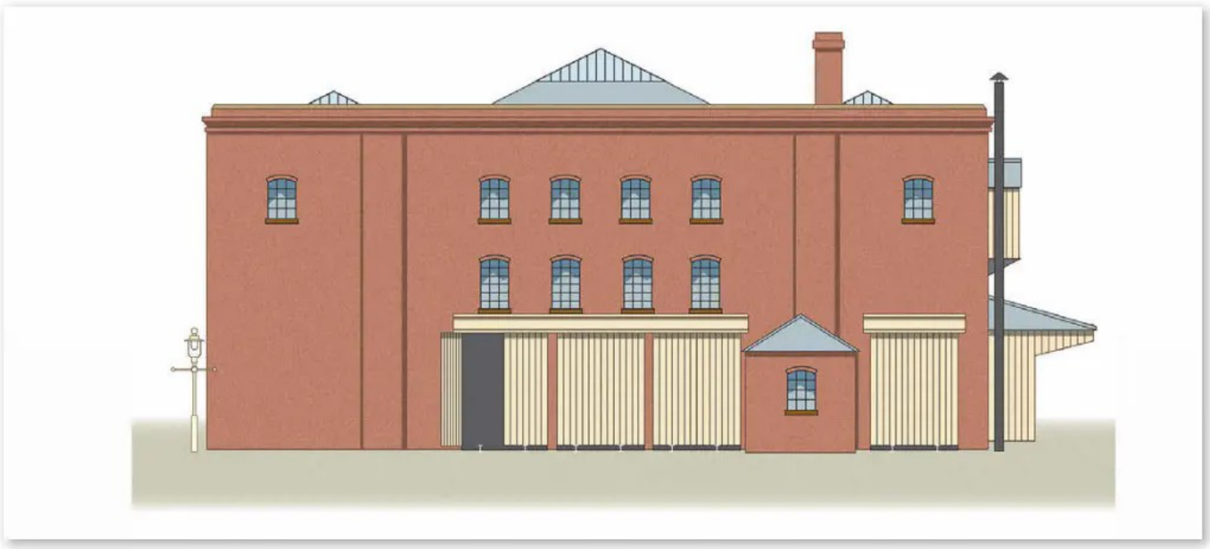
BELOW: Following 60 years of neglect, contractors prepare the shell of the goods warehouse for an after-life. The curved corner is visible far right, where three floors accommodated offices. Note the centre of the long wall, two positions where sack-drops were supported by cast iron brackets.

BOTTOM: Adjacent to the goods warehouse, the engine house supplied hydraulic power for the capstans, hoists, cranes as well as the lift at the passenger station. Originally the tower that housed the 8ft diameter accumulator, featured an Italianate roof.

Derby Friar Gate

The Great Northern Railway (GNR) goods trains reached Burton in 1878, accessing the town via North Staffordshire Railway (NSR) metals. Having similar proportions to that of the MR, the GNR goods depot was of timber construction and created quite a contrast to that company's grand structure built at Derby, adjacent to Friargate station. Considered to be the most important station on the GNR route from Grantham and Nottingham, the passenger facilities at Friargate, opened 1876, consisted of spartan timber buildings with canopies on a central island platform, accessed by a subway. The adjacent goods warehouse made a much greater impression, its large proportions impacting on Derby's west-facing skyline.

The trackplan indicates four sidings, each with a weighbridge, entering the ground floor area, served by two island platforms. Goods for storage would be conveyed to the upper floor by hydraulic lifting equipment, the steam being supplied from a neighbouring engine house. The front area, giving the building a trapezium-shaped footprint, but with one corner curved facing Stafford Street, accommodated offices on three floors. Two additional stores for potatoes and sugar were sited adjacent to the main building.



ABOVE: West-facing aspect to the goods warehouse indicating the wagon access and weighbridge office. Road vehicle access and sack drop are shown on the south-facing wall. Note the glazed roof.







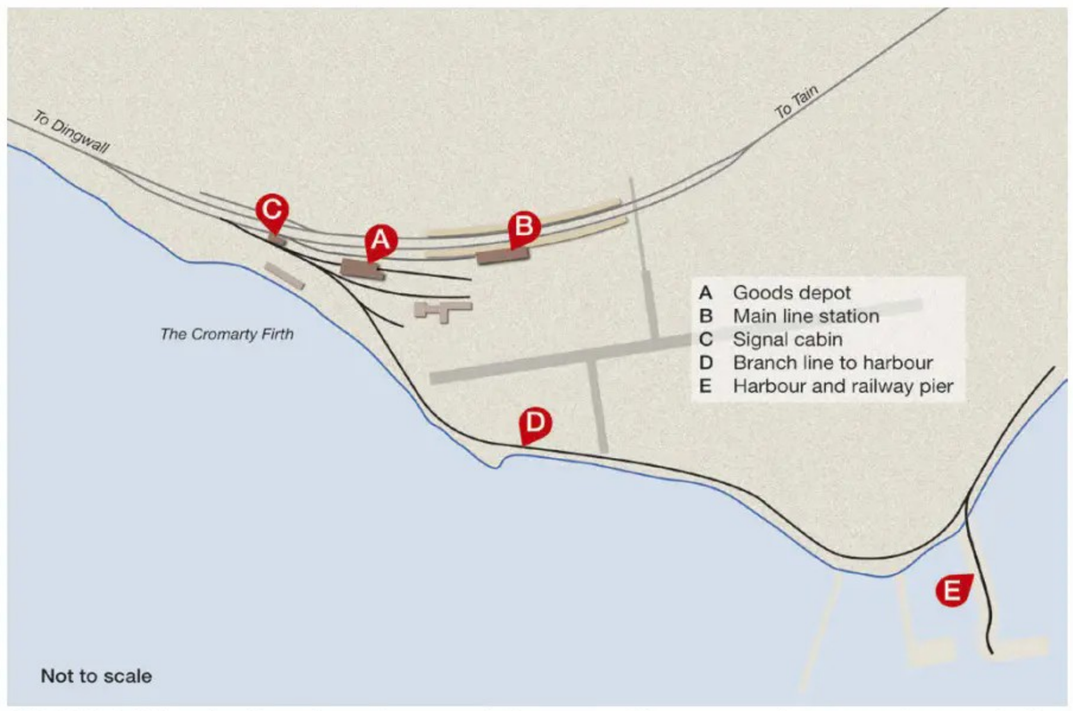
Having passed by this building daily for about 30 years, during the period of its deterioration since the closure of Friargate station in 1964, I failed to record it on film. The accompanying images were captured recently now that the building is being re-developed, following the removal of many years-worth of vegetation.

Invergordon

Invergordon station, opened in 1863, is situated on the ex-Highland Railway 'Far North Line' between Inverness and Wick. A coastal location with harbour beside the Cromarty Firth, the town handled Royal Naval requirements throughout two world wars before turning to the maintenance of oil rigs in the 1970s. Cruise ships now take advantage of improved harbour facilities.

I passed through this station in 1984 and noted the surviving goods sidings, complete with depot, semaphore signals and signal cabin. The site plan indicates the goods yard layout and its proximity to the passenger station, which remains open, and the harbour. Reference gives no evidence of the buildings or track.

The goods shed, remaining in active use when referenced in 1972, had walls constructed of vertical timber sections and a hipped roof of corrugated material. Wagons could pass through the shed via the doorways at each end, although the doorway nearest the station appears to be blocked. Another reference indicates a sliding door to the entrance nearest the signal cabin.



ABOVE: Plan indicating the track layout of Invergordon goods yard, the passenger station and its proximity to the harbour via a branch line.



ABOVE: Having been re-purposed twice since ceasing to serve its original usage, 'Midland Railway Grain Warehouse No. 2' at Burton upon Trent retains its architectural style and features. Semi-circular-topped, cast-iron ground floor windows, three visible road vehicle access ports and two sack drops are prominent features.

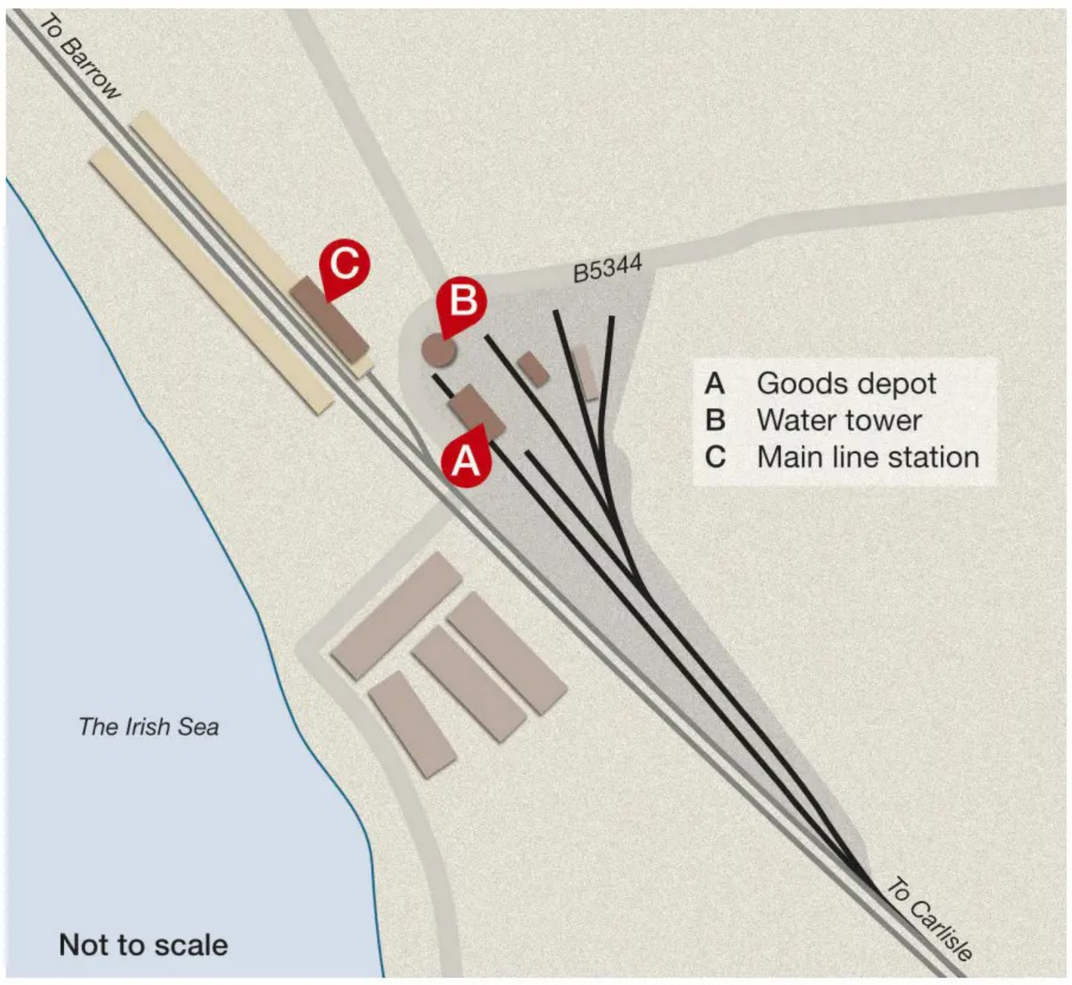
LEFT: Invergordon goods yard and depot in 1984, taken from the direction of the passenger station, looking to the south. Wagons could pass through the depot, entering from the signal cabin end. There is no evidence of an adjoining office; the furniture container where one would expect to see an office, was probably used for storage. Note the telegraph wires connecting the goods facility with the passenger station.



ABOVE: The west-facing aspect of the Seascale goods depot gives evidence of five semi-circular-topped windows. The rails would have been aligned on this side of the building.



ABOVE: The east-facing aspect of the Seascale goods depot shows the two segmented arch topped road vehicle entrances. Unfortunately, both gable ends have been re-constructed, so the detail of the wagon entrances for this building is unclear.



ABOVE: Reference indicates that the goods yard at Seascale was accessed directly from the up main line. Detail of a head shunt is not evident. The shorter sidings to the east of the depot seem to indicate a small coal wharf.

Seascale

The passenger station at Seascale is situated on the ex-Furness Railway, 'Cumbrian Coast Line' between Carlisle and Barrow-in-Furness. Opened in 1849, the station serving this potential seaside resort included goods facilities in the shape of a large five-bay depot. A map of circa 1900 indicates sidings trailing off the up line to serve the goods shed as well as shorter ones serving coal stocks. There is no evidence of a head shunt.

The passenger station is now un-manned, but, although converted into an indoor sports hall, the goods depot's original purpose is still recognisable – semi-circular shape of the window tops and two road vehicle bays with segmented arch tops (now bricked-up). Like other Furness Railway depots, some surviving in re-purposed condition, such as Grange-over-Sands, the structure comprises stone walls with slate roof.



ABOVE: The station building at Stone in Staffordshire, opened 1849, is a classic example of NSR architecture, Grade 2 listed. The goods depot is more workaday with semi-circular topped windows and doorways, typical of other similar NSR buildings. The adjoining office with corrugated iron roof is possibly a later addition.

Waterhouses

Waterhouses station, opened in 1905, formed a direct, cross-platform, interchange between the NSR branch from the Staffordshire town of Leek and the Leek and Manifold narrow-gauge railway. The map, based on the 1922 Ordnance Survey indicates the track plans of both systems, but reference reveals that, during the early years of operation, buildings were re-positioned.

Of timber construction, this depot is the smallest to be featured. Visible in an early photograph**,** the gable ends gave access for wagons, one such end protruding to form a canopy.

To accelerate operations between the two systems, standard-gauge wagons such as milk tanks would be propelled on to narrow-gauge 'transporter wagons' for their onward journey to the creamery at Ecton or the terminus at Hulme End.

Both lines having become part of the London Midland & Scottish Railway (LMS) at the 'grouping', the final narrow-gauge train operated in March 1934 and passenger services on the Leek/Waterhouses branch ended in September 1935.

The narrow-gauge track bed now forms the 'Manifold Trail'**. T**he station site is a car park from where a cycle can be hired from a refurbished building, once Waterhouses goods depot.

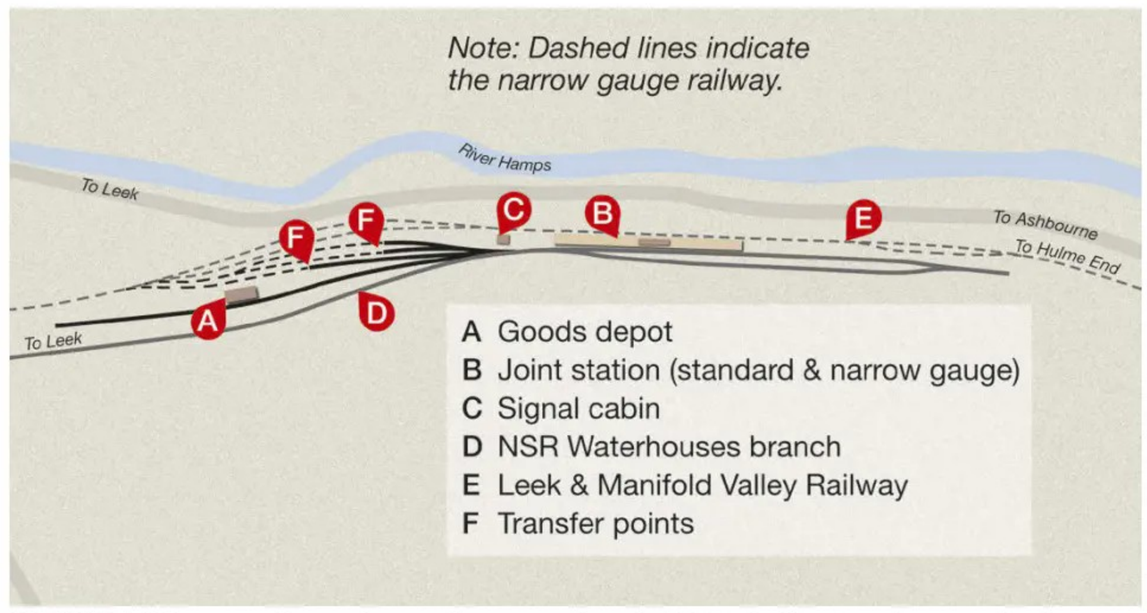
Conclusion

In this article, I have endeavoured to feature a cross-section of styles and proportions; ranging from large town/city grandeur like Derby Friargate, the less ostentatious town installation at Burton, the coastal sites and the humble timber construction at a unique situation at Waterhouses.

Modern traction modellers may feel left-out as goods sheds were phased-out with the steam locomotive, but so many of these structures were built to last, some with a wall thickness of 50cm. Many have been re-purposed and remain part of the trackside scen,e so could be included as half-relief items to set a modern-day scene. ■



ABOVE: Once the Waterhouses goods depot, this building has been restored as a visitor centre. A photograph dated 1905 shows the building in a different position with a standard-gauge wagon, mounted on a transporter wagon, entering the depot. Note the entrance with small canopy on the right-hand wall for transfer of goods to and from a railway wagon. The protruding gable secured by cast iron brackets protected merchandise for road traffic transfer. A similar depot could be found at Rudyard Lake on the Churnet Valley line.



ABOVE: This map, based on reference dated 1925, indicates the goods depot sited adjacent to the standard gauge siding. Note the three sidings with end-on junctions where standard gauge vehicles were transferred on to narrow-gauge transporter wagons, before continuing the journey to Ecton or Hulme End.



ABOVE: An example of a Furness Railway goods depot has survived at Grange-over-Sands. Although re-purposed, much of its original features remain, such as the sliding door to the wagon entrance, visible above the carriages of the train departing the station and to the right of the modern BR-style signal cabin.

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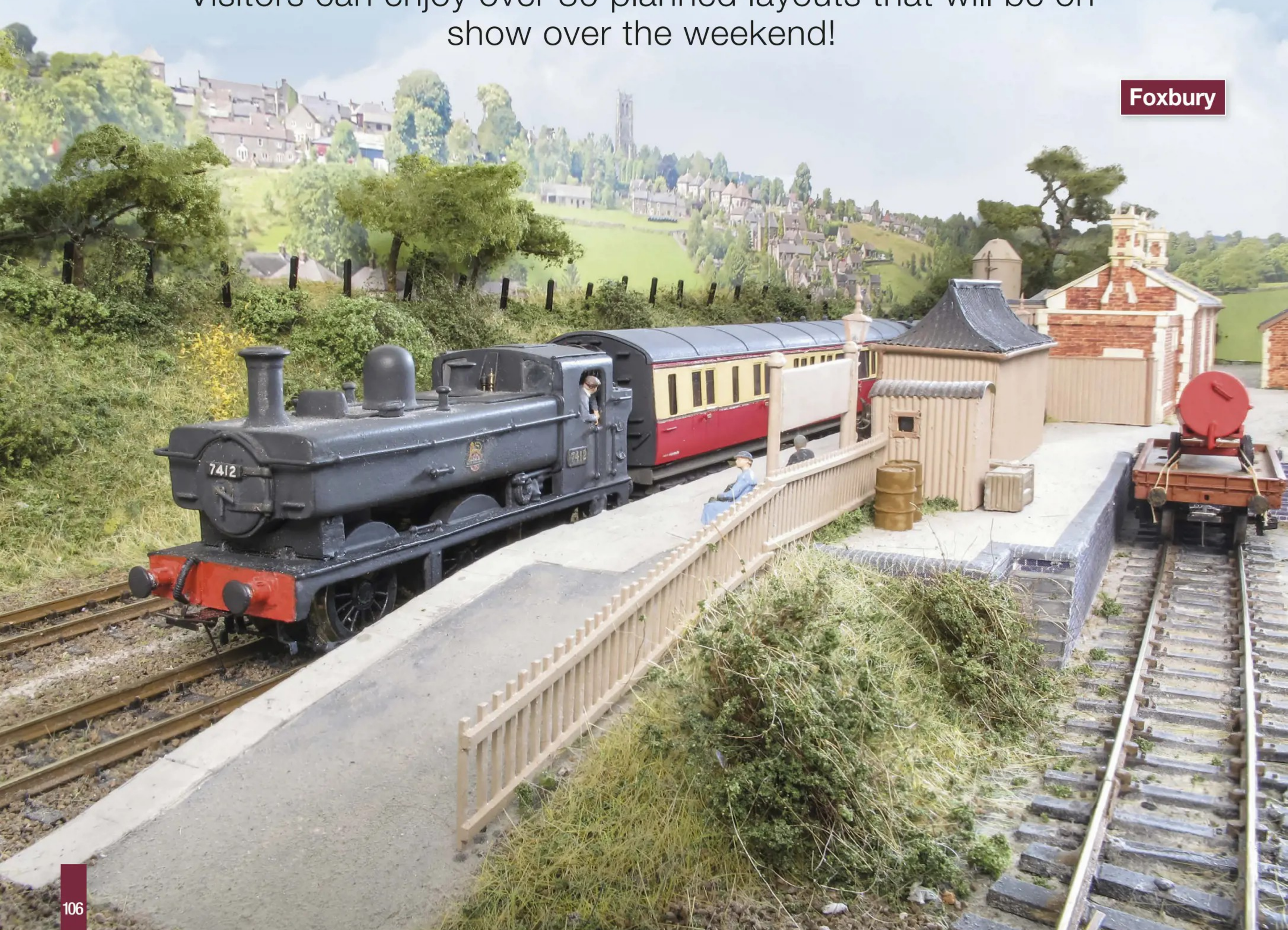



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- Fareford Depot - OO
- Foxbury - 3mm
- Hergest - OO/OO9
- Heybridge Wharf - 3mm
- Hounslow Sidings - OO
- Just Four – N
- Kaninchenbau - HOe
- Mendip - 3mm
- New Sodbury - OO
- North Cornwall Brewery - OO
- Norton Vale - OO
- Parkendish - N
- Pursey – OO
- Red Card Yard – O
- Rumbling Bridge – OO
- Scarlington – N
- Silverbury – OO
- St. Bryan's – O
- Stanhope Brewery – OO
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- Wearde – OO
- Westwick – N
- Woodhead – N

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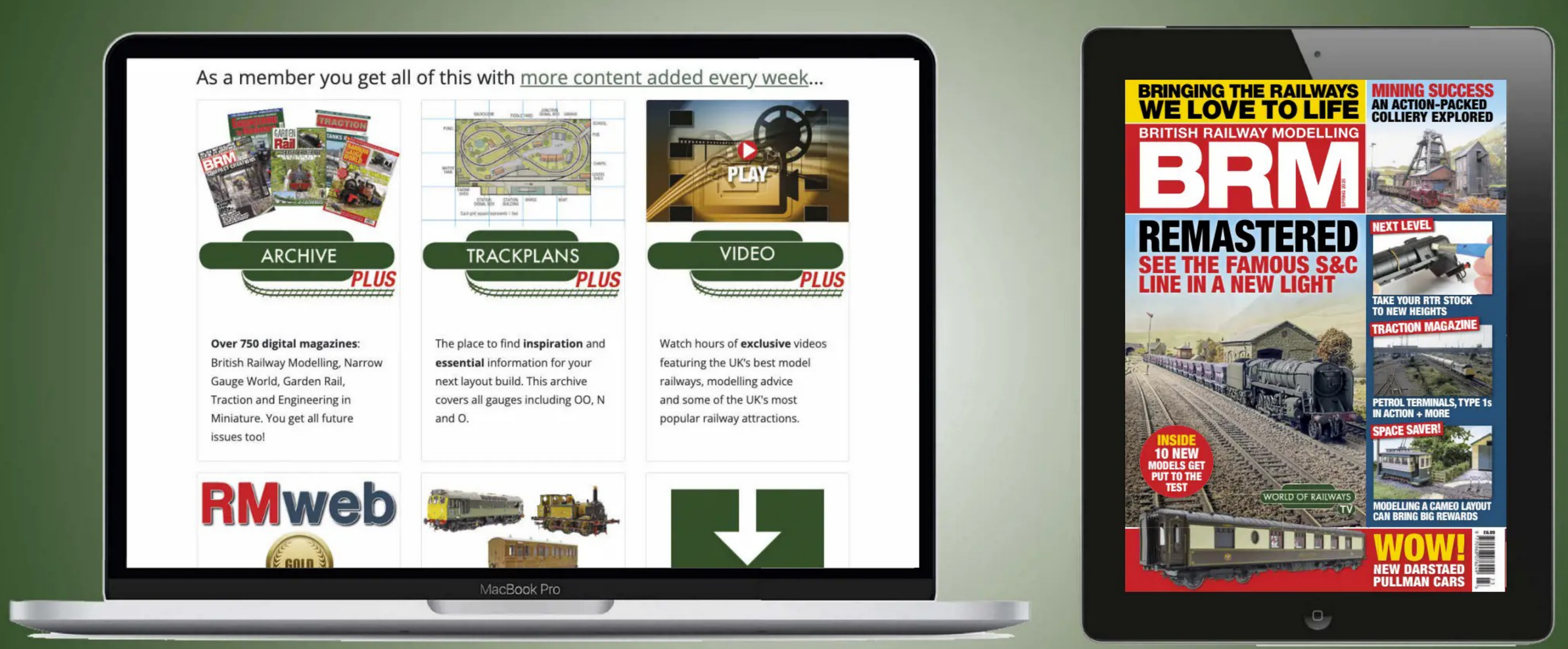

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THE LATEST HEADLINES

Rapido reveals GWR County 4-6-0 locomotive



The new OO locomotive will be available in a variety of liveries, including *County of Chester* in railtour condition and a model of No.1014 *County of Glamorgan,* in support of the Great Western Society's *County Project*.

Detail variations include representations of locos from their short-lived time in GWR ownership and their later BR working life. This includes single and double chimneys, speedo drives, smokebox number plates, buffers, oil pipes, running board pipes, and their County nameplates.

For modellers who prefer etched brass nameplates, Rapido will include a painted plate appropriate to the relevant version in the detail bag.

You can look forward to a smooth-running mechanism, factory-installed speakers, NEM coupler pockets, an ESU 21-pin decoder socket, fitted MoPower stay-alive capacitor, tender pick-ups, vacuum cylinder between the frames, and firebox flicker with a dynamic fire-draw effect.

Already at tooling stage, the order book is open, with models priced at £249.95 (DCC-Ready) and £364.95 (DCC Sound-Fitted). You can pre-order your models directly from Rapido's website or from any of its official retailers.

Available liveries

- GWR County No.1001 G W Lined Green
- GWR County No.1005 *County of Devon* G W Lined Green
- GWR County No.1017 *County of Hereford* BR (Egyptian) Lined Green
- GWR County No.1019 *County of Merioneth* BR Lined Black Early Crest
- GWR County No.1013 *County of Dorset* BR Lined Black Early Crest
- GWR County No.1006 *County of Cornwall* BR Lined Green Early Crest
- GWR County No.1014 *County of Glamorgan* BR Lined Green Early Crest
- GWR County No.1021 *County of Montgomery* BR Lined Green Late Crest
- GWR County No.1000 *County of Middlesex* BR Lined Green Late Crest
- GWR County No.1011 *County of Chester* BR Lined Green Late Crest



Accurascale announces first train pack

The new pack consists of a Hunslet Austerity Saddle Tank and two 57ft Mk. 1 Suburban coaches in the attractive Longmoor Military Railway livery.

An Accurascale Exclusives release, and therefore only available directly via the Accurascale website, this special limited edition set will, of course, come in presentation packaging and features etched nameplates and additional features such as distressed coach roof printing and running numbers that will never be available outside of this set.

The two LMR Mk. 1 models in the Accurascale train pack represent Brake Second ARMY 5301 (ex-M43231) and Second ARMY 3302 (Ex-M46070) in 1968, when both were wearing the LMR Oxford Blue livery.

Both DC/DCC ready and DCC Sound-Fitted sets will be offered, priced at £299.95 and £399.95, respectively. Delivery is currently stated as Q2 2026.





New HIA limestone hopper wagons

Dapol has revealed a new batch of its HIA limestone hopper wagons in OO will be making its way to the UK at the end of the year.

Six new variations are available to pre-order now, priced at £33.45, and cover the earlier build versions. Specification highlights include finely applied livery, profiled wheels and NEM pockets with self-centring couplings.

Proposed Liveries

- 4F-026-030HIA Freightliner Green Limestone Hop. 369004 (Early Build)
- 4F-026-031HIA Freightliner Green Limestone Hop. 369009 (Early Build)
- 4F-026-032HIA Freightliner Green Limestone Hop. 369014 (Early Build)
- 4F-026-033HIA Freightliner Green Limestone Hop. 369015 (Early Build)
- 4F-026-034HIA Freightliner White Limestone Hop. 369025 (Early Build)
- 4F-026-035HIA Freightliner White Limestone Hop. 369037 (Early Build)



Dapol Class 33 decorated samples

The early-anticipated N gauge models are currently being reviewed by the design team and feedback will be sent to the factory in China.

Two obvious things that initially stick out are the shades of blue on the DRS model and the presentation of the lining across the grilles, both needing some refinement. Once any adjustments to the decoration are complete, Dapol will have a clearer view of when we can expect these models in shops. In the meantime, we anticipate seeing them at the end of the year.

Available to pre-order now priced at £156.60 DCC-Ready and £189.00 DCC-Fitted, the specification highlights include independently controllable directional lighting, Dapol's low friction mechanism for efficient quiet running, all-wheel drive and pick-up, etched grills and separately-fitted handrails.

Proposed Liveries

- 2D-001-009 Class 33/0 D6509 BR Green NYP
- 2D-001-010 Class 33/0 D6523 BR Green SYP
- 2D-001-011 Class 33/0 33056 BR Blue FYE

The Burma Star

- 2D-020-001 Class 33/0 33025 DRS
- 2D-001-024 Class 33/1 D6580 BR Green VSYP
- 2D-001-025 Class 33/1 33107 BR Blue
- 2D-001-026 Class 33/1 33103 Fragonset

Swordfish

Spring 2025 Bachmann Announcements revealed

Bachmann Europe has announced its first new products for 2025 with the launch of the Spring British Railway Announcements.



Bachmann Branchline

Bachmann unveiled new tooling for its Bachmann Branchline OO range with two new Bulleid Coaches added to the line-up, depicting the much-requested Diagram 2406 Brake Composite Corridor and the Diagram 2017 Third Open. Priced at £74.95, a range of liveries for these new models have been confirmed, alongside a further three models in the long-lived BR (SR) Green livery, which form a prototypical 3-coach 'L Set' as commonly found working on the Southern Region.

For the modern scene, the highly acclaimed Bachmann Branchline Class 350 and 450 'Desiro' Electric Multiple Units (EMUs) make a welcome return to the range and will be available with sound for the first time. Priced at £499.95 (£599.95 with sound), models in the liveries of current operators London North Western Railway and South Western Railway will be released, as well as a Class 350 in First TransPennine Express colours.

Further versions of the new BR Mk.1 coach types, the First Open and Brake Second Open, along with the first appearance of the Restaurant Buffet Refurbished, will be released during 2025, priced at £67.95, in new liveries including InterCity and West Highland Line Green & Cream.









Railway 200

To coincide with Railway 200, the celebration of 200 years since the first passenger train ran on the Stockton & Darlington Railway (S&DR), Bachmann today launched its new Railway Celebrations range.

The first OO Scale models to feature in this range include the LNWR G2 No. 9446, which participated in the 1925 celebrations marking the centenary of the opening of the S&DR (priced at £189.95), and the 57XX Pannier Tank No. 7752, which took part in the 1975 cavalcade at Shildon to mark the 150th anniversary (priced at £124.95).

Scenecraft

The Bachmann Scenecraft range is enhanced with a model of the Goliath Steam Gantry Crane (right). Further new OO scale models include a South Eastern Station, March East Junction Signal Box, and several smaller essential items like an Electrical Substation and the modern Relocatable Equipment Building. New Scenecraft models will be available in N scale, too, including the Stone Waiting Room, GCR Mess Room, Weighbridge and a Covered Metal Footbridge.







Graham Farish

The Graham Farish N Scale range welcomes new editions of the GWR Class 64XX Pannier Tank, ideal partners to the brand's recently released Hawksworth Trailers, and priced from £119.95.

There is also the first of several new N scale Class 47s for 2025 announced, starting with a trio in Sectorisation liveries. Each of the new models takes advantage of the recently upgraded tooling suite for the Graham Farish Class 47 and includes optional sound, priced at £179.95 (£289.95 with sound).

New rolling stock additions see the long-lived VGA Vans return in a selection of liveries, alongside the BR Mk.1 NBA High Security Brake Gangwayed Coaches or 'Super BGs' to complement recent locomotive releases by Graham Farish.

EFE

Meanwhile, at the other end of the scale, Bachmann has partnered up with Ixion Model Railways to bring their award-winning O Scale Hudswell Clarke 0-6-0 Tank Locomotive to the EFE Rail range, becoming the brand's first O Scale Steam Locomotive and priced at £299.95.





There are new models for the EFE Road range of 1:76 (OO) Scale Diecast Buses, too, with the previously-announced Leyland Atlantean Open Top 'Sea Dogs' set for release in 2025, and with exciting new versions joining the pair of previously-announced models (priced at £44.95).

Revolution announces new Hunslet 0-6-0DH in OO

One of Hunslet's most successful designs, more than 50 of these locomotives were built between 1965 and 1989 for a variety of industrial customers, and many continue in use today either in private sidings or on preserved railways.

Revolution is offering the following versions:

- HE6614 1965 NCB/503 Two-tone green (no roof beacon)
- HE7017 1971 Harry Needle/29 Grey/orange (with roof beacon)
- HE7543 1979 British Steel/403 Yellow (with roof beacon)
- HE8999 1981 Esso/*Redwing* Red (with roof beacon)

These first four launch liveries are expected to be joined by other variants as the project moves forward.

The model is being produced with the full support of Hunslet Locomotive Company in Leeds, and the order book is expected to open in the next few months, with products shipping to customers in early 2026.





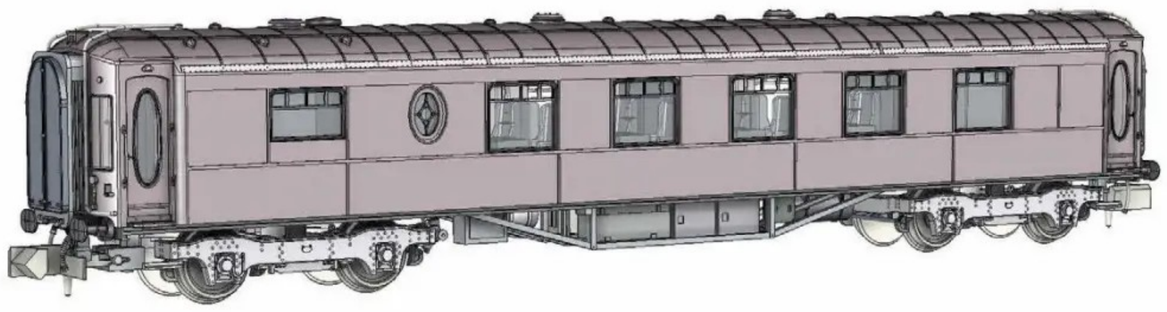
Order books open for new Pullman cars in N

Revolution Trains has unveiled the full range of its proposed K-type all-steel Pullman cars in N gauge and opened its books for discounted pre-orders.

A total of nine packs are on offer, covering the full-service lives of these long-lived vehicles from their introduction in 1928 to their present-day service on luxury charter trains such as the Belmond British Pullman.

The Revolution range comprises five different vehicles: Kitchen First, Parlour First, Kitchen Third, Parlour Third and Parlour Third Brake. In addition, versions in original form with Pullman bogies and rebuilt form with underframe trussing and Gresley Heavyweight bogies are being offered.

The models will feature fully detailed interiors with switchable saloon lighting and illuminated table lamps.

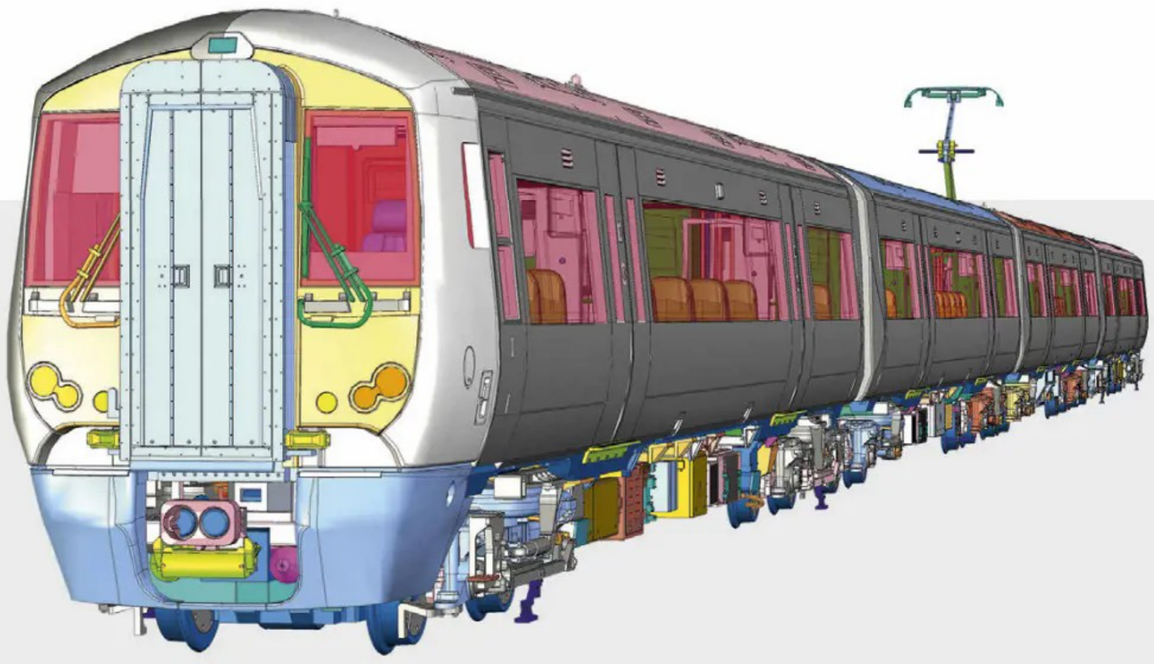


Available packs

- Queen of Scots 4-pack A (early crests, white roofs)
- Queen of Scots 4-pack B (early crests, white roofs)
- GWR/SR 4-pack A (early crests, white roofs)
- SR 4-pack B (early crests, white roofs)
- BR Eastern Region 4-pack (early crests, white roofs)
- BR Bournemouth Belle 4-pack A (revised crests, grey roofs)
- BR Bournemouth Belle 4-pack B (revised crests, grey roofs)
- BR brake third twin pack (revised crests, grey roofs)
- VSOE modern 3-pack (revised crests, white roofs)

Four-packs are priced at £239.95 (pre-order discounted price of £209.95), the BR brake third twin pack at £119.99 (pre-order discounted price of £104.99) and the VSOE modern 3-pack at £179.99 (pre-order discounted price of £157.50).

First samples of the various cars are expected in March, with the models shipping by the end of the year.



New plan to produce Electrostar family

Accurascale and Rails of Sheffield have announced that they are looking for expressions of interest in producing the Electrostar family of modern 4-car EMU units in 00/4mm scale.

The launch of the project is being considered over two separate production runs, with the most technologically complex dual-power versions, namely the 375/6s, the 377/2s and 377/5s, the 379s and the 387/1s and 387/2s forming the basis of the project.

The model will feature DCC operating pantographs, operating CDL lights, motors driving the leading and trailing axles of the DMCOs, which also have working magnetic front-mounted Tightlock or Dellner couplings (depending on variant).

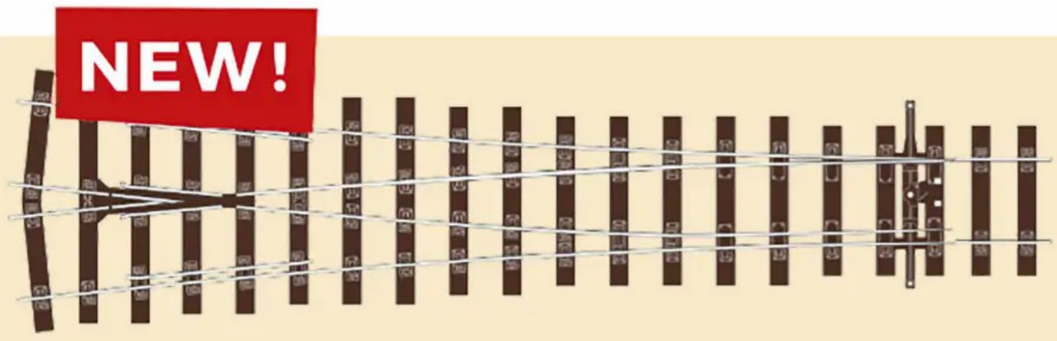
Each sound-fitted unit will have a speaker mounted in every car to give a full surround sound experience. Full interior lighting with each car having a power bank of capacitors will give flicker-free lighting. Each unit will have correct seating arrangements depending on class and operator, and all the DCC functions will be controlled by one central decoder. Fully directional lighting, with full range of light options for day/night running and shunting/yard configurations, and of course, separate cab lighting at each end along with front and side-lit destination boards are included.

A total of 10 running numbers across three different operators and from Classes 375 and 377 form the first run, with Classes 379 and 387 arriving in the second run.

Accurascale and Rails are calling for concrete “expressions of interest” to be placed for this model at either the Accurascale or Rails of Sheffield website, with a £50 reservation fee required before Friday, March 28th, 2025, at 5pm.

Should the project get the green light, the CAD will be submitted and tooling will commence straight away.

Total price is £499.95 for DC/DCC Silent-Fitted 4-car unit, and £599.95 DCC Sound-Fitted, with £50 reservation fees deducted from this total amount should the project go ahead.



Peco Bullhead Y-Turnout

Peco has announced the arrival of the hotly-anticipated OO/HO Large Radius Code 75 Bullhead Y-Turnouts (SLU1198).

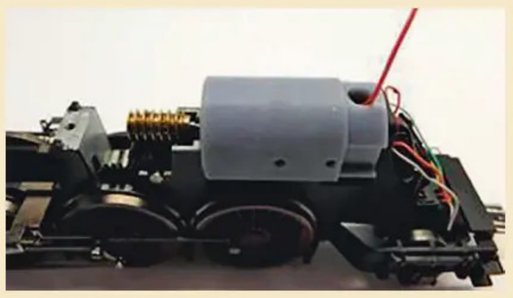
Priced at £46.00 and available to order now, the Large Radius Y Turnout has the same geometry as existing Streamline Code 100/75 flat bottom tracks systems and is compatible with the existing Bullhead system. High-quality nickel silver rail is used for optimal electrical conductivity and an over-centre spring to lock the point blade in place.

New Hornby motor upgrade kit

Ideal as replacement motors for older stock and upgrading locomotives, the new motor upgrade kit from Micromotor.EU, 0T009F, is used by Hornby as motor numbers X4026, X7188, X7218, X7221, X7512, X7612, X7655, X9362, X9362/M.

Available from Peter’s Spares here in the UK, the new upgrade kit can be used in a variety of Hornby models. The Chinese 401 motor types have a noticeable cut-out in the metal cap. The worm gear of the locomotive is used again with the upgrade kit.





Kitmaster Genesis Garden range launched



As part of Dapol's commitment to continue manufacturing as many products in the UK as possible, a new series of laser-cut card kits are being released. The kits will be laser-cut from self-coloured card and will include all the necessary injection moulded or 3D-printed accessory parts (including glazing) to complete the model. All you need is glue.

The Garden Shed is based on slope-roofed garden shed found in many UK gardens and features posable/moveable doors and window. The Chicken Coop, so often seen in gardens and small holdings in years gone by, is also joining the range and, finally, the Greenhouse, which also features a movable door.

These three models are coming to the end of their production phase and will be in shops in the very near future, priced at £5.00 each.

New Oxford Rail mineral plank wagons

There will be four liveries available in OO, covering The Big Four from 1923-1947.

The new 1:76 scale mineral wagons are manufactured by Oxford Rail part of Oxford Diecast and feature running numbers, livery details and NEM couplings.

Priced at £16.95, they are expected to arrive very soon.

Available liveries

- 7 Plank Mineral Wagon LMS216954
- 7 Plank Mineral Wagon NE158646
- 7 Plank Mineral Wagon SR18179
- 7 Plank Mineral Wagon GW10153



New GCR 15T Brake Van in OO

Rapido Trains UK has announced its first Great Central Railway-designed prototype; the GCR 15T 6-Wheeled Brake Van.

Available in 16 different liveries, this model will feature the usual wealth of detail seen on Rapido's previously released pre-grouping era brake vans, including many separately-fitted parts like highly-detailed brake gear, running boards, vacuum pipes, rails, lamp irons and chimney.



The van's interior contains a guard's desk, stove, sandboxes and lockers and the model is also fitted with metal bearings for smooth running.

Currently in the tooling stage, the order book is open, with models priced at £46.95.

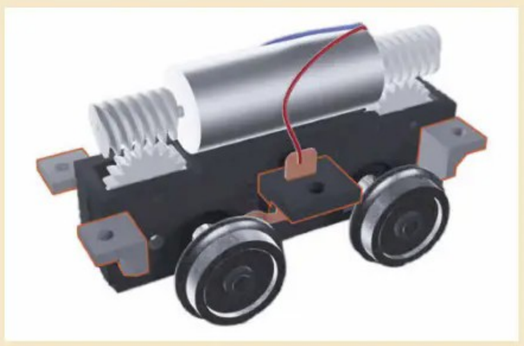
New locomotive accessories from RT Models

Available in OO, the new products allow the modeller to cover over the cut-out if using scale couplings and also for modelling variants in the class.

- 4SLP060 RSH standard bufferbeams: £3.50
- 4SLP061 RSH extended bufferbeams, suitable for PLA 56: £3.75
- 4SLP062 RSH extended bufferbeams with extra lower buffer holes, suitable for PLA 57: £3.75
- 4SLP063 RSH smoke box door hand wheels, 1 pair: £0.80
- 4SLP056 Lost wax brass Rosco lubricators, 1 pair: £2.00



New Tramfabriek All-rounder goes on sale



The chassis is available in three wheelbases: 16mm, 17mm and 20.7mm, with more options to come, and can be customised with a choice of different wheel sizes, which means it has slim, more realistic flanges than traditional "pizza cutters". From a wheelbase of 17mm and up, 10.5 mm wheels are possible as well.

Priced from £59.00, Tramfabriek also offers a maintenance kit for the new chassis, priced at £7.50, which includes a maintenance cradle and screwdriver.



THE BRMA WINNERS ANNOUNCED!

It's been a busy year for everyone, with some fantastic new models released that have attracted the recognition of the wider modelling community. Noteworthy is Bachmann's results within the 7mm category with the launch of its NG7 range, indicating it's a welcome introduction for modellers. Did your favourite pick up the top prize?



N Gauge Motive Power	Share of Vote
Graham Farish LMS Twins 10000/100001	24.2%
Sonic Models GWR Large Prairie	23.8%
Revolution Class 59	23.3%

N Gauge Rolling Stock	Share of Vote
Revolution Southern Region General Manager's Saloon	20.1%
Revolution Transpennine Mk.5 Coaches	14.6%
Rapido SECR 20T 6-Wheel Brake Van	12.4%

N Gauge Manufacturer of the Year	Share of Vote
Revolution Trains	30.0%
Bachmann Europe (Graham Farish & EFE Rail)	27.1%
Rapido Trains	15.2%

TT:120 Product	Share of Vote
Hornby LMS Princess Coronation 4-6-2	21.1%
Hornby Class 50	18.9%
Hornby HST	18.1%

009 Product	Share of Vote
Peco Ffestiniog 'Large England'	34.9%
Bachmann Baguley Drewry 70hp Diesel	30.8%
Bachmann Ffestiniog Brake	16.0%

BRMA AWARDS 2025

00 Gauge Steam Locomotive	Share of Vote
Rapido Highland Railway 'Jones Goods'	16.9%
Kernow Steam Railmotor	16.1%
Hornby Black Five	15.6%

00 Gauge Diesel and Electric	Share of Vote
Accurascale Class 30/31	18.5%
Cavalex Class 56	14.8%
Accurascale Class 66	14.6%

00 Gauge Coaching Stock	Share of Vote
Hornby LNER Coronation Articulated Coaches and Beavertail	31.2%
Accurascale Mk.2b Coaches	22.7%
Accurascale Mk.1 Suburban Coaches	20.5%

00 Gauge Wagons	Share of Vote
Accurascale SR Banana Van	14.6%
EFE Rail Plasser YPB Crane	12.5%
Ellis Clark 25T Lowmac	11.2%

4mm / 00 Gauge Manufacturer of the Year	Share of Vote
Accurascale	36.5%
Rapido Trains	19.9%
Hornby	10.4%

0 Gauge/7mm Locomotive	Share of Vote
Ellis Clark Black Five	42.7%
Bachmann NG7 Quarry Hunslet	19.6%
Lionheart/Dapol Standard 3MT 2-6-2t	11.2%

0 Gauge/7mm Rolling Stock	Share of Vote
Heljan LMS Inspection Saloon	19.2%
Bachmann NG7 Dinorwic Slate Wagons	17.7%
Heljan BR Mk.2 Coaches	15.0%





Overall Manufacturer of the Year	Share of Vote
Accurascale/Irish Railway Models	29.3%
Rapido Trains	17.3%
Bachmann Europe/Graham Farish/EFE Rail/NG7	14.1%

Innovation of the Year	Share of Vote
Accurascale Lifetime Warranty	37.9%
Hornby Steam Generator Locos	20.6%
Bachmann Auto Uncoupling	14.8%

Retailer Customer Service Award	Share of Vote
Rails of Sheffield	42.5%
Derails	14.1%
Kernow	5.4%

Layout of the Year	Share of Vote
Making Tracks	6.2%
Bournemouth West	3.8%
Copenhagen Fields	3.2%

RMweb Modeller of the Year	Share of Vote
Tony Wright	7.4%
Dave Hall (Ruston)	6.4%
James Makin	5.1%







The full results, including a full detailed breakdown of your votes, can be found at **RMweb.co.uk**

00 | 1930–1962 | £££ 169.95 (pair)

Rapido GWR B-Set coaches



The ideal short train for a Great Western branch line, Rapido's B-set coach pairing brings an old favourite with 21st-century detail levels.



Andy York

Great Western branch line layouts have been served for almost half a century by the Airfix B set coach models, latterly in Hornby ownership, but they have really shown their age. However, thankfully, we now have a model to contemporary standards thanks to Rapido.

The Diagram E140 coaches entered service in 1930, built to a width of 9'3" to maximise interior space necessitating door handles in recesses, giving a distinctive appearance to the non-corridor brake composite coaches, each having a guard's compartment, one first class and six third class compartments. Semi-permanently coupled in pairs with the guard's compartments at the outer ends, 41 pairs of coaches were produced, with the majority allocated to the Bristol Division of the GWR for use on West Country branch line services, although examples were used around Cardiff, Worcester and Birmingham.

Rapido's launch models cover the life of the stock from introduction in chocolate and cream with GWR lettering and 'twin-cities' crest, the GWR shirtbutton livery (1934-42) as pictured in this review, two sets in wartime all-over brown livery, post-war lined chocolate and cream with Great (crest) Western markings, two sets in BR Crimson and two in BR maroon, one lined and one unlined and finally a BR lined chocolate and cream version. Sold as pairs of coaches proven to have worked together, some of the sets include the additional lettering showing some of the specific branch services the coaches were used for, such as Bodmin, Kingsbridge and Kingham.

The models really do capture the look of these lengthy bow-ended coaches with their characteristic short bogies with retracted buffers at the inner end. Whilst the conduits for lighting and communication cords look perfectly satisfactory as moulded components on the vehicle ends, the jumper cables look awkward in moulded form as the depth progresses downwards; it would have been nice to see the cables as separate parts. There is much underframe detail,

The roof is a pleasing off-white finish with separately-fitted ventilators.



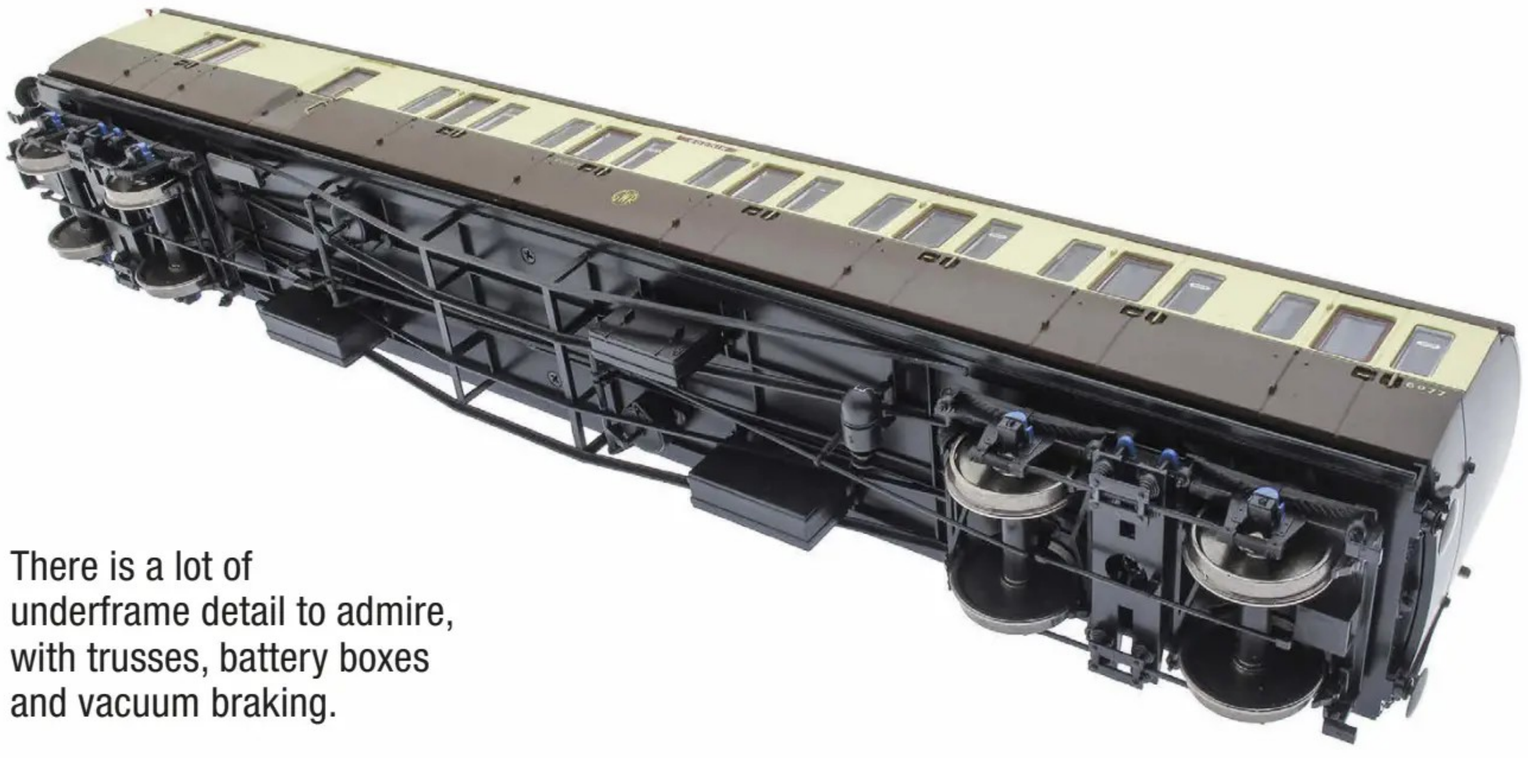


Each pair of coaches includes a rigid 'tommy bar' coupling with the buffers correctly retracted, giving a nicely 'drawn together' appearance.

with trusses, battery boxes and vacuum braking detail, and the bodies are a delight. A mistake in factory assembly means that the tie bar between the axleboxes is upside down, but this can be rectified by the modeller so that it is angle downwards, passing beneath the centre spring assembly.

The decoration is good, with fine window label markings and clear shadowed letters and numbers, although there is a little fuzziness between the chocolate and cream border and gold lining. The destination boards are printed, where appropriate, above the centre of the coach.

The highlight of the model is the interior and its lighting, with coloured seats, panelling with pictures and mirrors with brass luggage racks. The lighting is powered from the track and, thanks to the inbuilt capacitors, offers flicker-free lighting, which, if the track supply is DCC, will stay lit during station stops. This is simply turned on or off by means of the included magnetic wand. Interior access is very straightforward, with a fingernail run beneath the roof gutter separating the roof section so that the alternative windows with an open centre droplight can be fitted if desired. The factory-fitted windows easily prise off



There is a lot of underframe detail to admire, with trusses, battery boxes and vacuum braking.

FACTFILE

Models: Review models in bold
946001 GWR Shirtbutton - 6977 & 6978 'Bodmin Branch No.2'
946002 GWR Inter-War (1930-1934) - 6523 & 6524
946003 BR Crimson - 6365 & 6366
946004 BR Crimson - 6534 & 6555 'Bristol Division No.49'
946005 BR Maroon (with lining) - W6989W & W6990W
946006 BR Maroon (unlined) - W6455W & W6456W
946008 GWR Wartime Brown - 6453 & 6454 'Kingsbridge Branch No.2'
946009 GWR Wartime Brown - 6409 & 6410
946010 GWR Post-War Lined - 6894 & 6895 'Kingham Branch'
946011 BR(W) Chocolate and Cream - W6999 & W7000
Era: 1930 to 1962
Construction: Plastic body and weighted chassis
Weight: 204g
Minimum curves: Radius 2 (438mm)
Accessories: Alternative open droplight windows, screw link couplings, vacuum and steam pipes, safety chains

WHAT WE LIKE

✓ Close coupling
✓ Underframe detail
✓ Interior detail

and a dab of clear PVA glue in the channel between the window panes will secure the replacements. A lovely touch for those idyllic summers down in the South-West.

Aside from the small criticism of the jumper cables, which an average modeller could easily improve, the models are really very good and evidence shows they are selling exceptionally well.



The 7' wheelbase bogies include superb detail, although the tie-bar is assembled upside down and should run beneath the centre springs.



Each of the doors has correct recesses for handles and, for the most part, the end detail is nicely portrayed.



The interior is exceptional, including appropriately decorated compartments and guard's operating equipment in the brake compartment.

00 | 2016 - present | £££ 199.95 - 329.95

Rails of Sheffield Dapol Class 88



Andy York



A superb model bristling with fine detail, a complex livery, excellent performance and great functionality.

Produced by Dapol as an exclusive model for Rails of Sheffield, the Class 88 Bi-mode is a welcome addition to modellers of the contemporary scene, be it a main line layout or a depot scene.

Arriving in 2016 and 2017 from Stadler Rail, the 10 Class 88 Bo-Bo locomotives, bought by Direct Rail Services with the capability to take power from 25kV overhead lines with the addition of a 950HP Caterpillar diesel engine, have performed across many parts of the network on a variety of services. Although referred to as mixed-traffic power units, the class is probably best known for their regular haulage of Tesco's container service from Daventry International Rail Freight Terminal in Northants to Mossend International Railfreight Park near Motherwell. The class is also no stranger to work on other container services, car trains, engineers' workings, nuclear flask trains, occasional main line charters and heritage railway galas. Though the relatively low-power diesel engine (one sixth of the power of their electric capabilities) may appear to be a limiting factor, this is sufficient to manage complete but lower-weight trains when required; while most of their mileage is 'under the wires' on the WCML and ECML and in East Anglia, they have not been strangers to the Cumbrian coast and North Wales coast lines on DRS nuclear flask trains; normally working in pairs. Aside from our review sample of 88001 *Revolution* and 88003, the class is named after Roman and Greek gods and goddesses; names previously carried by EM2 Woodhead electric locomotives.

DRS locomotives are always popular with buyers, and Dapol has produced four distinct models, with 88001 and 88007 *Electra* in original livery, 88003 *Genesis* in the same compass livery (with the later circular DRS logo on the cabsides) and the range completed by 88010 *Aurora* in the vibrant ice blue and frost crystal livery carried since 2022, advertising the transport of refrigerated containers.

It's the detailed livery, along with the impressive weight of over 700g that creates the favourable first impression. The complex tones, fades and transitions are achieved with half-tone printed finishes. With normal viewing, the individual dots can't really be seen but under close magnification it's possible to detect how this is achieved. Overall, this is very effective, although, arguably, there's a

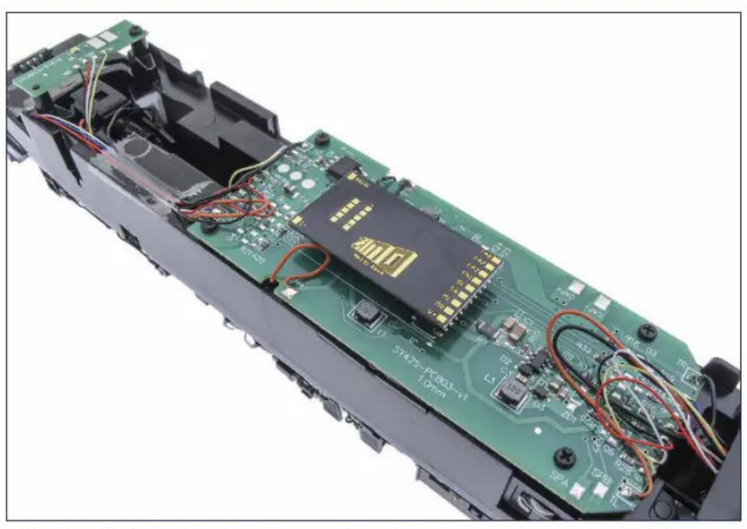


The view that will be most seen on layouts is a delight, with numerous separately-fitted components and etched grilles on several roof areas.

little too much white 'flare' in the transition of the white bars to the left of the compass logo into the green-tinted centre section and to the top right of the compass. Beyond that, the printing of the bodyside logos and lettering with the tiny multi-coloured safety warning signs on the underframe tanks and equipment boxes is quite something. However, there is a little fuzziness to the edge of the yellow warning panels when viewed up close.

As delivered, the etched nameplates are fitted, as are all the pipes on the front of the locomotive. One end has the full valance fitted with a cosmetic screw-link coupling, whilst the other has the valance with a cut-out for the tension-lock coupling, so it's ready to roll and looking its best, although spares of each valance type are included, dependent on the modeller's taste; each being a simple push-fit. I like that approach.

There's a substantial number of separately-fitted components around the model, such as the handles and etched grille components on the roof, but the eye will undoubtedly be drawn to the pantograph area, with conduits, insulators and a commendably fine-looking pantograph assembly. Below the bodyline, the detail of the bogies, underframe equipment and end complexities with lightly sprung buffers is commendable.

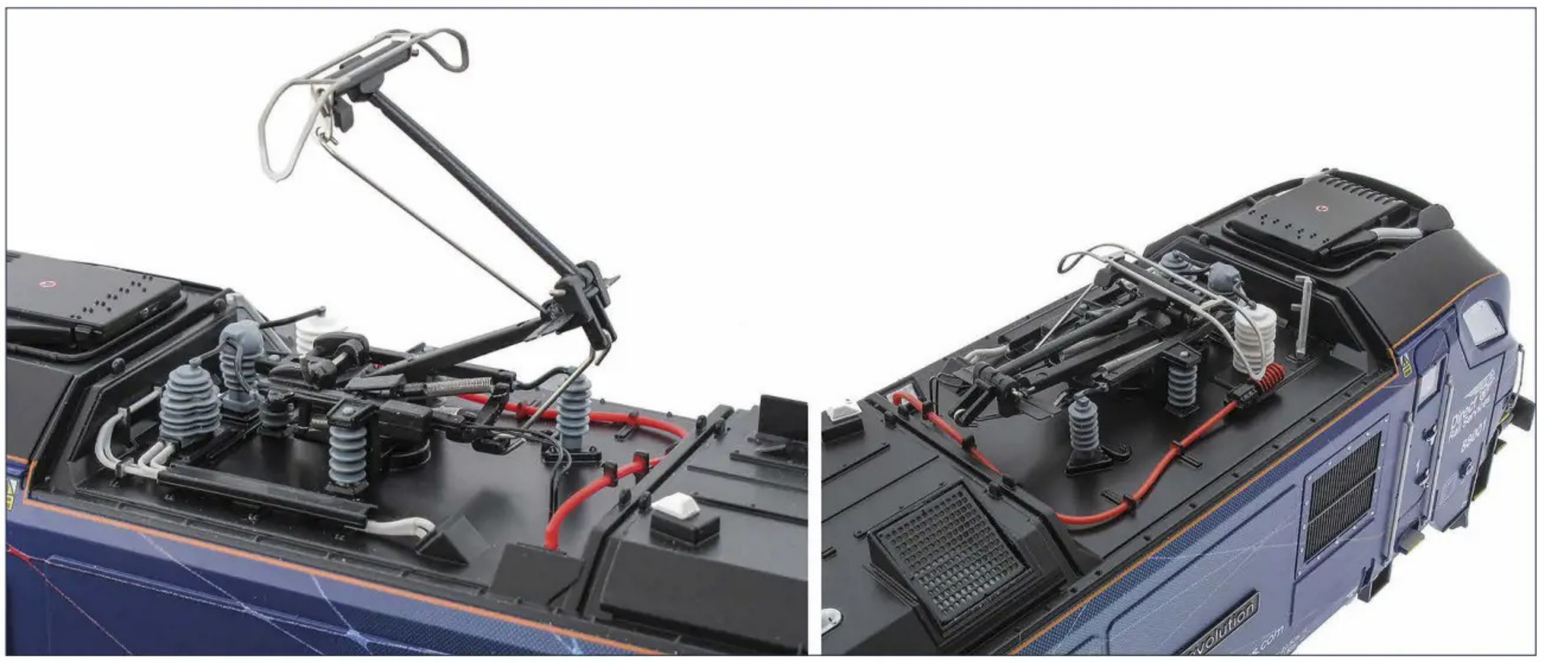


The DCC-fitted model includes a Zimo MN330 Plux22 decoder to give improved running and control of the lights.



The diesel end of the roof has detailed exhaust parts and etched covers for the cooling fans on each side.





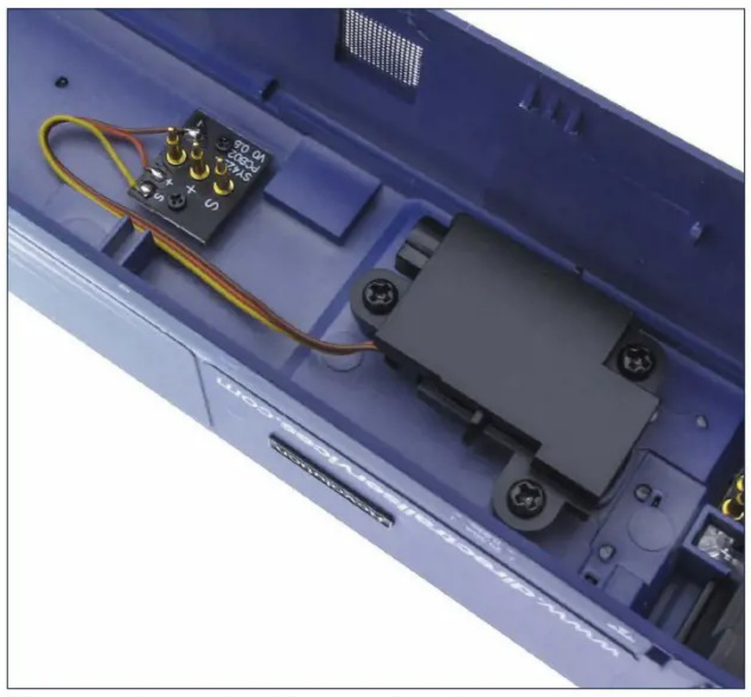
The raised pantograph only needs feather-light pressure to flex, so will be quite happy with variable height catenary wire.



Some of the bodyside grilles reveal internal detail on the chassis block.



The appearance of the lighting is as good as it gets with pure white tones, which are not excessively bright like some models with similar subtlety to the directional, and isolatable, red tail lamps.



The pantograph drive system is encapsulated in a small enclosure with electrical plungers that match the contact pads on the main circuit board.



The complex livery achieves its tonal changes and fades with half-dot printing techniques.



Bogie detail is very good, with the wheels' disc brakes quite prominent.

FACTFILE

Models: model reviewed in bold
4D-088-001 88001 *Revolution*
4D-088-002 88003 *Genesis*
4D-088-003 88007 *Electra*
4D-088-004 88010 *Aurora* - DRS Refrigerated Rail
D suffix for DCC fitted, S suffix for DCC sound
Liveries: DRS Compass and Refrigerated Rail
Era: 2016 - present
Construction: Plastic body with diecast chassis
Weight: 716g
DCC Provision: PluX22 socket
Price: DCC ready £199.95, DCC fitted £249.95, DCC sound £329.95
Minimum curves: Radius 2 (1028mm)
Accessories: Alternative valances and coupling mounts

WHAT WE LIKE

- ✓ Superb decoration
- ✓ Excellent performance
- ✓ Pantograph motion
- ✓ Roof detail and grilles

On test, there was initially a bit of noise from the drive train, but this settled down during running-in. The performance is excellent on our DCC-fitted sample, with no problem moving a 20-coach train thanks to the large 5-pole motor and twin brass flywheels. The Zimo MN330 Plux22 decoder gives smooth performance throughout and full control over the directional head and tail lights, halo and parking lights, plus cab lights (although this does highlight that the cab detailing is basic). However, the main reason for opting for the DCC-fitted model is for the working pantograph. With a single keypress, this raises or lowers the servo-powered arms and flexes under the lightest of pressure, so it will automatically set itself to the height of your catenary wires. Initially, this didn't work as expected, but the easily removable clip-secured body provided access to clean the plungers and contact pads, which provide electrical continuity from the chassis to the body and its lighting and functions, thus solving the problem. For analogue users, the pantograph can be posed at a chosen height.

The sound-fitted models will follow shortly and it will be interesting to see how this reflects the whines of electrical power and the surprisingly base sound of the diesel engine when in use. Overall, I'm very impressed with the model, with a quality feel, detail finesse while still feeling robust with no loose parts and excellent performance at a competitive price.



88010 *Aurora* acquired its striking ice-blue livery in 2022.

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Peco Penrhyn Quarry Workmen's Coach kit





Phil Parker

FACTFILE

Models: Penrhyn Quarry Workmen's Coach laser-cut kit
Era: 1885 onwards
Construction: Plywood, plastic couplings, metal wheels
Weight: 15g

WHAT WE LIKE

- ✓ Flexible design
- ✓ Value for money
- ✓ Heavy wheels



Running from 1880 to 1957, 13 of these open-top coaches ran in the slate quarries of Bethesda, ferrying men to their work. Unusually, they were actually owned by the workers and hauled by company locomotives. Each compartment held eight men, which must have been cosy!

An original condition example is preserved at the Welsh Slate Museum at Llanberis, and a couple moved to the newly formed Talyllyn Railway in 1954. The railway realised that while workmen might be willing to travel in the rain, tourists were less keen, and so one of the coaches gained a simple roof.

Moving to the new Peco kit, the components are held in the wooden fret with very tiny nibs, which cut easily with a sharp knife. It's worth leaving them attached until required, as there are many small pieces that can easily be lost. As with the company's skip wagon kits, heavy wheels provide useful low-down weight, and appropriately, these are very nicely made curly-spoke versions.

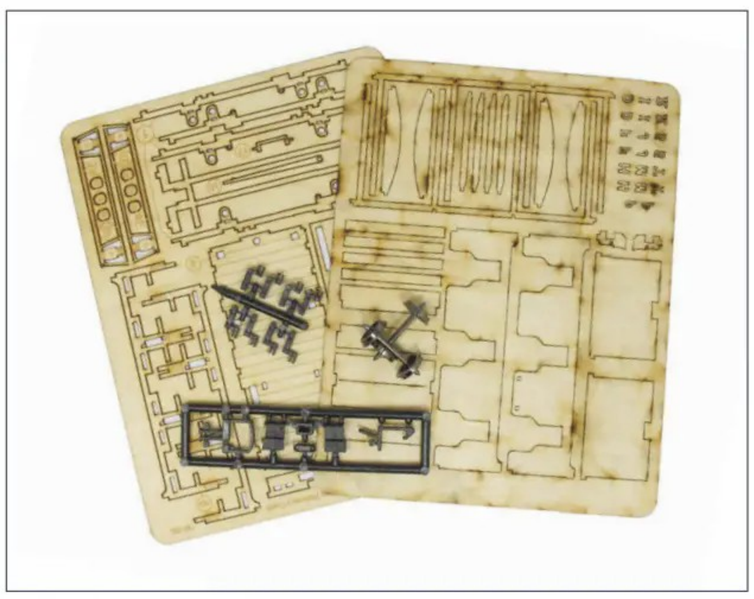
The modeller can build either the original Penrhyn coaches, complete with hand-operated brake gear, or the TR version with a roof but no brakes. Alternate chassis sides are included for this.

Assembly is slightly fiddly; there are a lot of parts, but everything fits together perfectly. This isn't a kit to be rushed; the builder needs to pay attention to the excellent exploded diagrams in the instructions, to ensure things like brake hangers are at the same place as the brake handle on the sides.

I found the coupling options slightly confusing – parts for Bemo couplings fitted into NEM 355 pockets or tension-locks housed in 362 pockets. These are a very tight fit, and you need to be a bit brutal to locate them, which can damage the bar that retains the coupling hooks.

For the roof, the instructions tell you to cut a piece of the packing card. While commendably eco-friendly, this is a lurid shade of green, so I used a piece of Plastikard instead. I painted all the wooden parts with Humbrol enamel and acrylic varnish.

Overall, this is a very nice little kit and a welcome addition to the NG7 world. Can there be an item of rolling stock that has survived in traffic for longer than these?



Most of the kit is, appropriately enough, made from laser-cut wood. Metal wheels, and plastic parts for the couplings are also in the box.



Components slot into each other perfectly, with no fitting required. You can't see them, but there is even diagonal bracing under the main seats.

N | 1954 - preservation | £££ | 22.50

Peco china clay hood wagons



Andy York



China clay workings are always popular with modellers, particularly with their distinctive blue hoods when loaded. Each wagon has distinctly different markings beyond alternate numbering.

New to Peco's 'Quality Line' N gauge range of wagons is the addition of the china clay hood wagon. Built from 1954 to 1960 to Diagram BR 1/051 on a 9' wheelbase, the type numbered some 875 wagons, becoming synonymous with kaolin workings across the South-West and beyond.

The three models now available feature UCV TOPS coding or OOV, which was a code used from 1983 onwards until their replacement by CDA hopper wagons from 1988. However, if the TOPS code was removed by the modeller, they would be perfectly acceptable for earlier years. Each wagon features different numbering and markings to give variety, and from normal viewing distances, these look perfectly agreeable. That said, under close magnification, they are a little fuzzy, indicating these may be inkjet-printed details.

In early years, the wagons had the load protected with a flat sheet, but from 1975, the distinctive tent hood became the norm, which was supported by a tarpaulin bar. This hood, in English China Clay's blue, is beautifully replicated with undulations and creases, which can be easily removed for modelling empty wagons (in the early state without the supporting bar). This does reveal that the top plank of the 5-plank side is missing and also reveals the top plank rebated, with an undulating line to meet the tarpaulin hood.

This gives a pleasing effect with the hood in place, but is less appealing with the hood removed for an empty working. The bodyside shows moulded tie straps from the hood which is particularly effective, as is the thinness of the hood moulding.

The chassis, which does feature some striations to the solebar akin to being 3D-printed, features Morton brake gear to all four wheels and a vacuum cylinder beneath the floor, with extremely free-running pin-point wheelsets. The coupling mount is the traditional clip-in ELC style. A vast improvement over the firm's previous NR-51 model on a 10' chassis, these are a sure-fire winner for the N gauge modeller of the West Country; they just need some appropriate weathering.

FACTFILE

Models:
NR-1200B UCV B743665
NR-1201B UCV B743470
NR-1202B OOV B743010
Era: 1954 - preservation
Construction: Plastic body and chassis
Weight: 6g
RRP: £22.50
Minimum curves: Radius 1

WHAT WE LIKE

✓ Hood appearance and fit
✓ Variety of markings



The underframe detail is quite chunky but robust and looks fine from normal viewing distance.



The standout feature of the model is the contoured and creased tarpaulin hood, which can be removed from the wagon.







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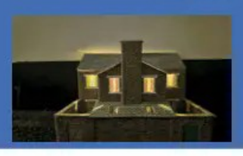



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- 08-09 February 2025 - Festival of British Railway Modeling (Doncaster Racecourse)
- 14-15 February 2025 - Burnham & District Model Railway Exhibition (Weston-Super-Mare)
- 01-02 March 2025 - Midlands Garden Rail Show (Warwick Event Centre, Lemington Spa)
- 15-16 March 2025 - The London Festival of Railway Modeling (Alexandra Palace)

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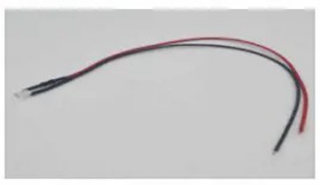

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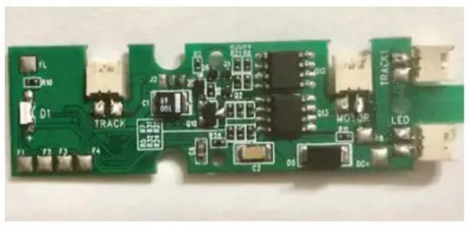

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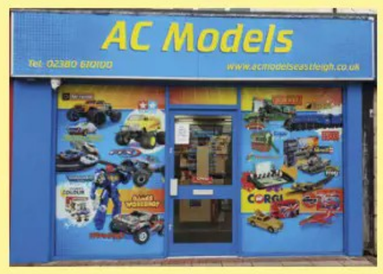

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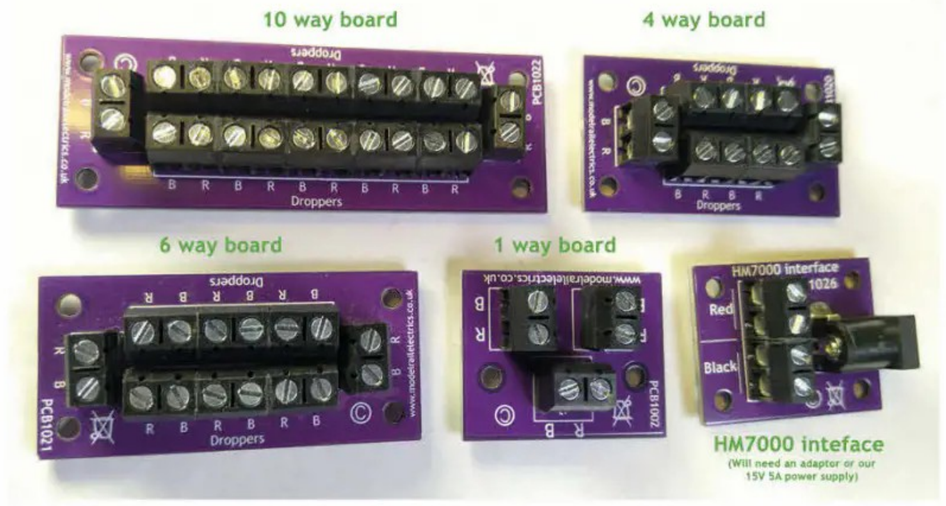

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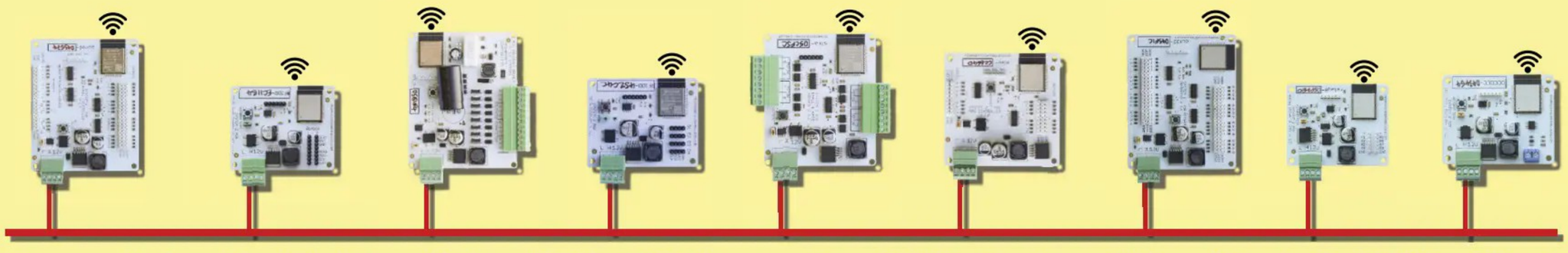

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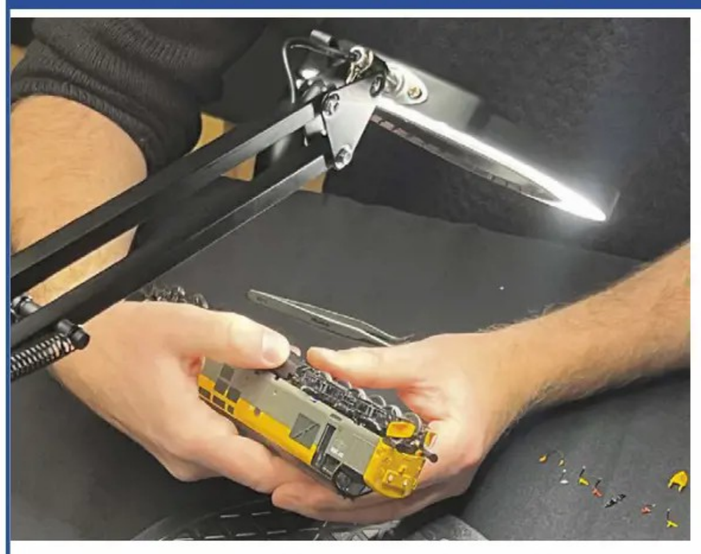

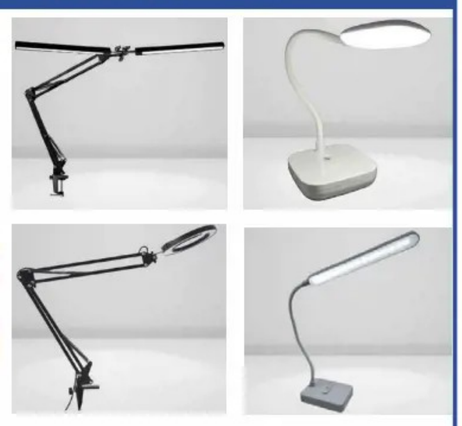

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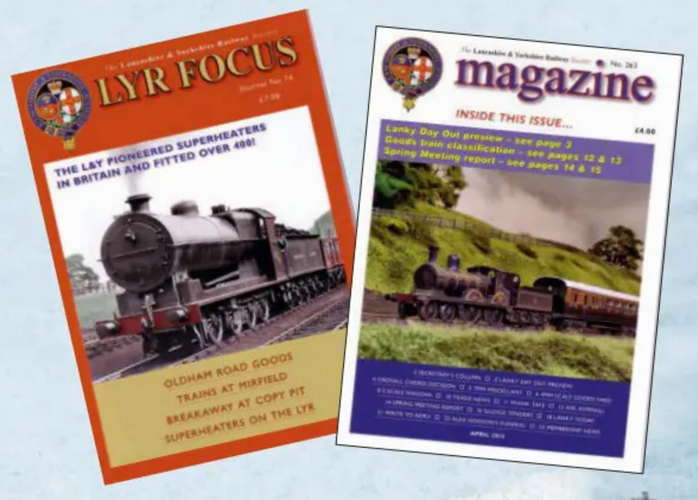

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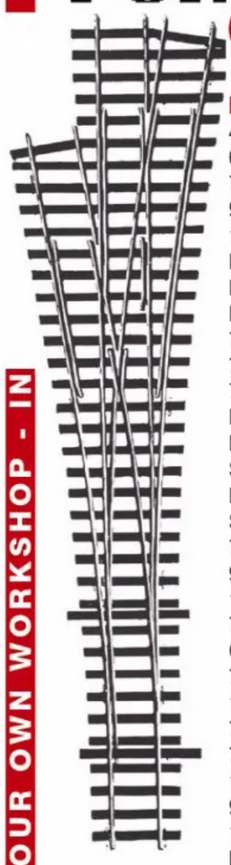

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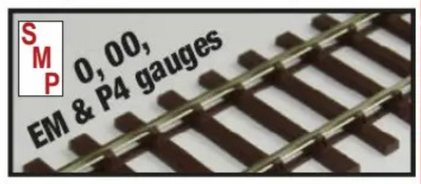

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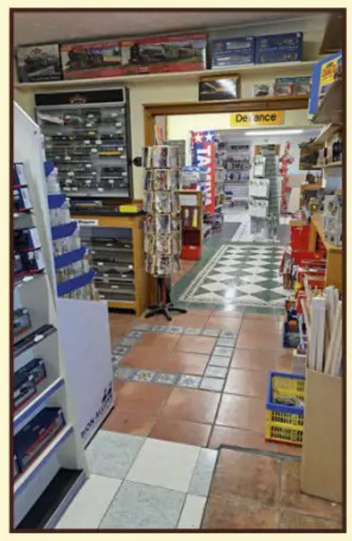

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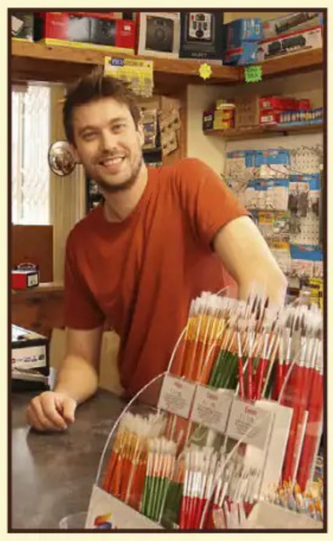

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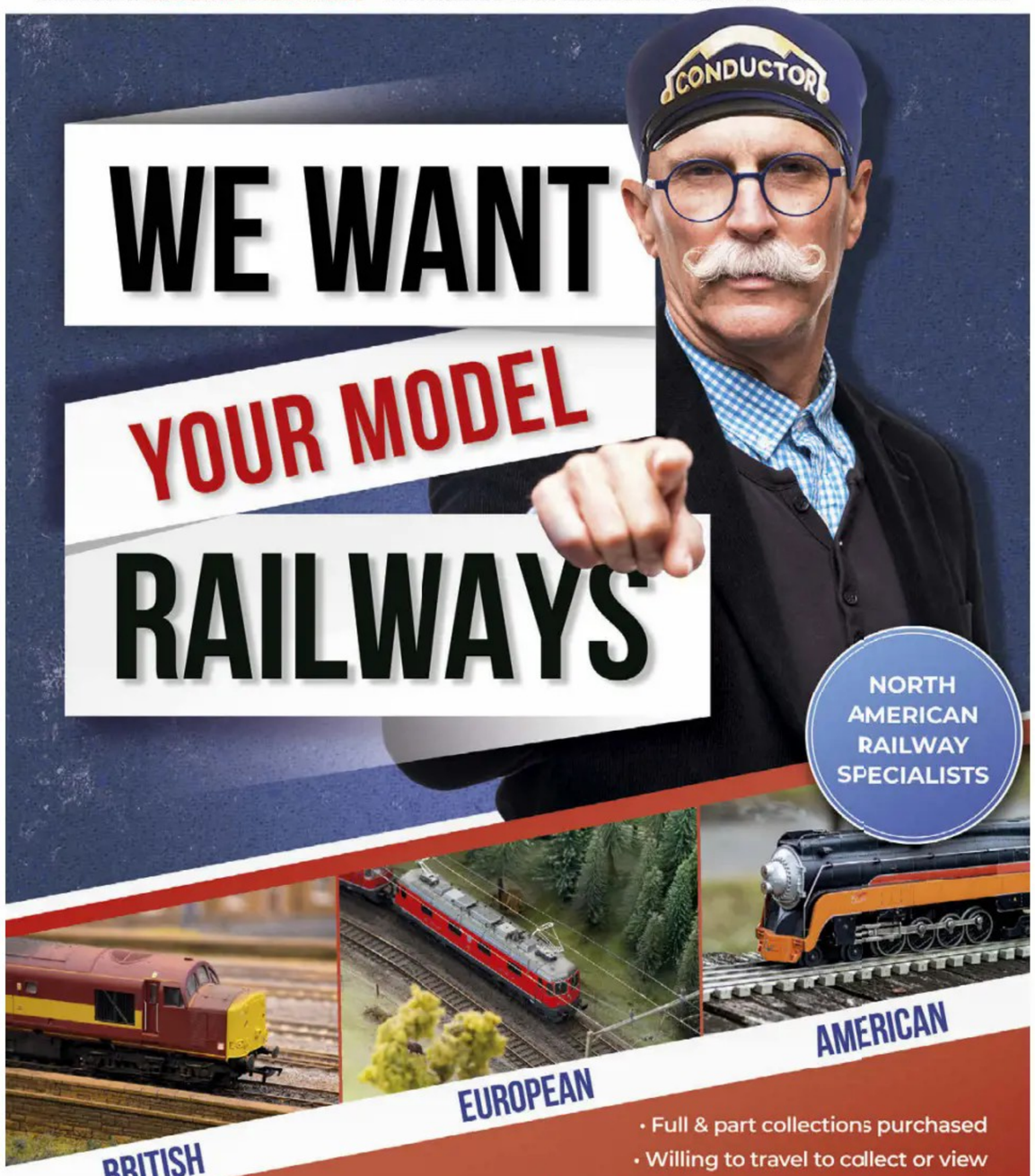

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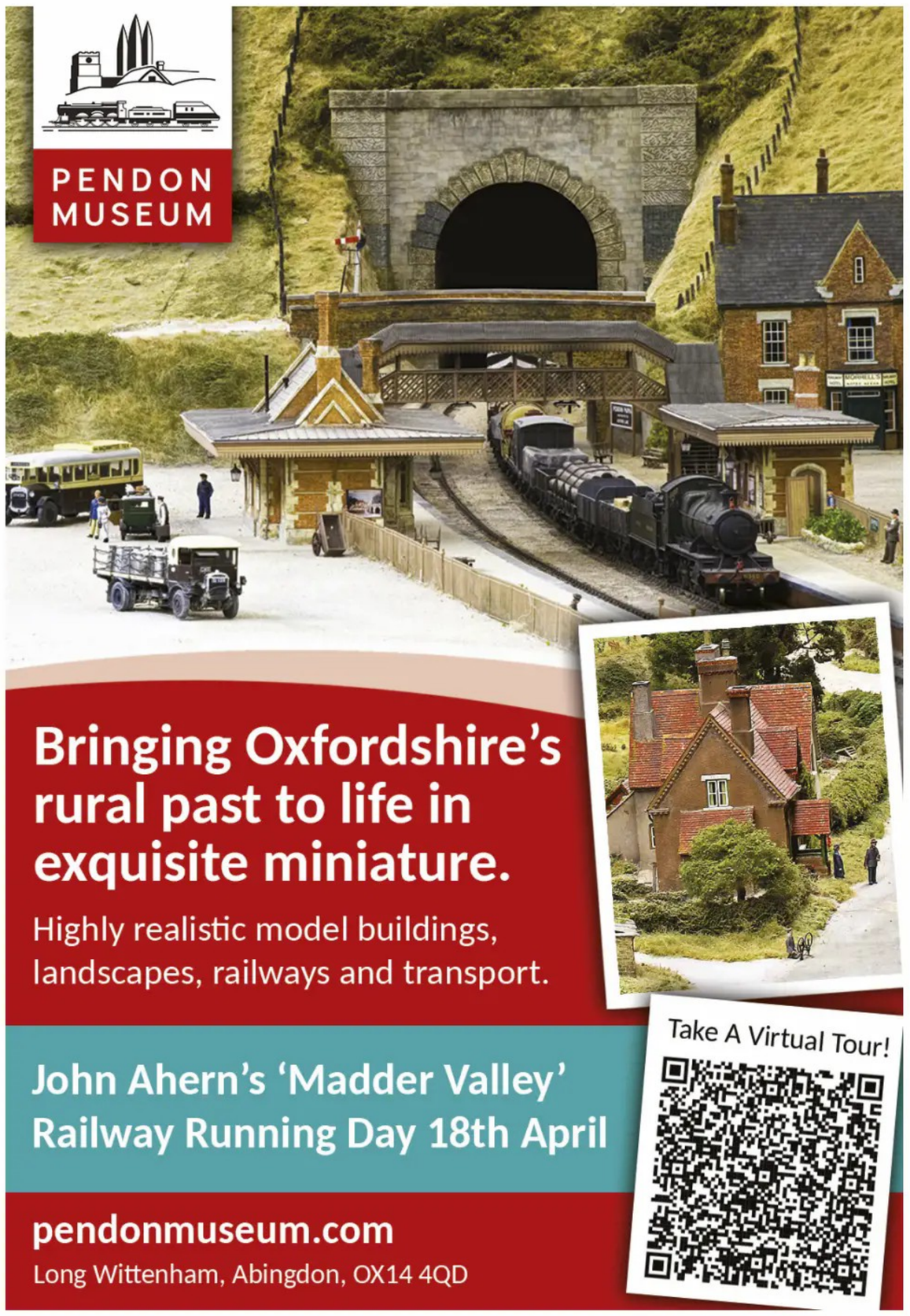

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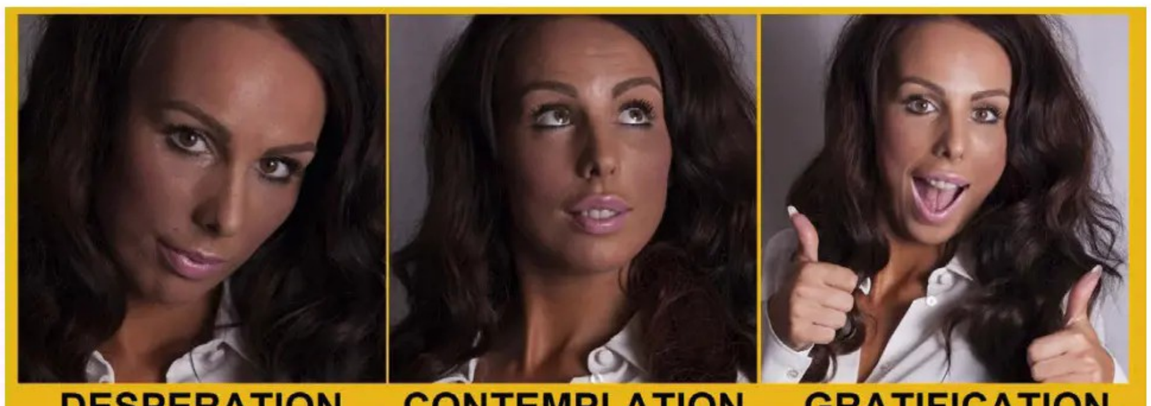

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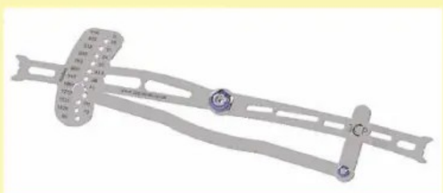

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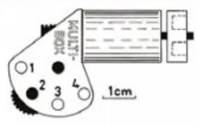

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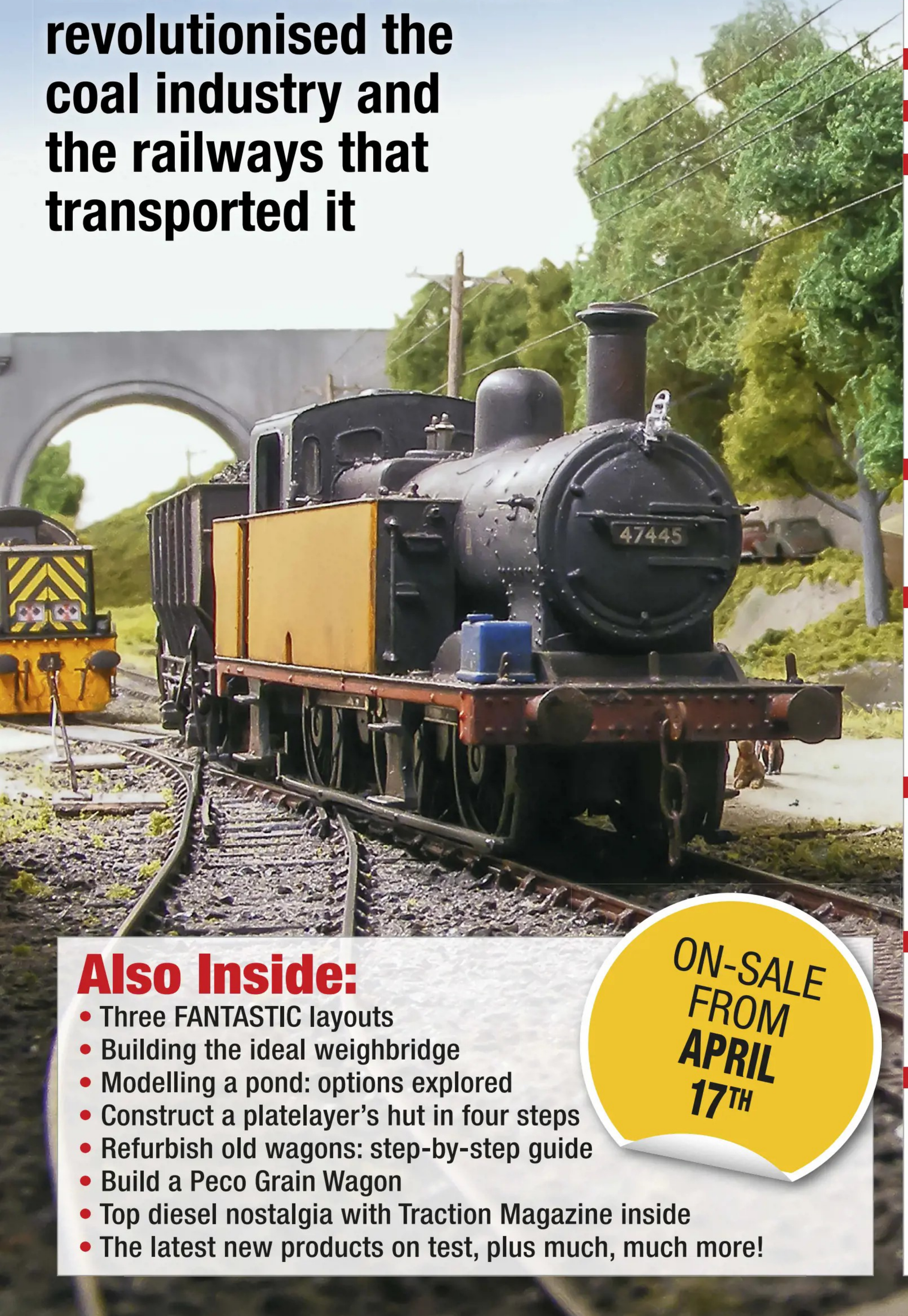

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EDITORIAL

I BRAND CONTENT MANAGER
Debbie Wood
E debbie.wood@warnersgroup.co.uk
I FEATURES WRITER
Phil Parker
E phil.parker@warnersgroup.co.uk
I RMWEB EDITOR & BRM PHOTOGRAPHER
Andy York
E info@rmweb.co.uk
I TRACTION EDITOR
Stephen Rabone
E: steverabone@hotmail.com
I PROOF READER
Tony Wright

PUBLISHER

Steve Cole
E stevec@warnersgroup.co.uk
I MARKETING MANAGER
Emily Warner
E emily.warner@warnersgroup.co.uk

ADVERTISING

I MULTIMEDIA SALES MANAGER
Sarah Jarman
T 01778 392055
E sarah.jarman@warnersgroup.co.uk
I ADVERTISING ACCOUNT ASSISTANT
Allison Mould
T 01778 395002
E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

I DESIGNER
Dan Jarman
E danjarmandesign@gmail.com
I ADVERTISING DESIGNER
Amie Carter
E amiec@warnersgroup.co.uk

DISTRIBUTION

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Second-hand sells



Tony Wright was getting into the spirit at Doncaster, selling off all manner of old models in aid of charity. This box sold even before the punters were let in! A trader wanted it for the pair of Hornby clockwork keys therein. Apparently, they tend to get lost.

We've seen a few grumbles on social media (yes, really) that model railway shows seem to have a lot of second-hand models on sale nowadays. Those posting, think this is a problem.

Talking to the trade, there's a reason for this – the second-hand sales world is booming. If you don't believe it, just watch where the first people in the door head. It's not the layouts. Early visitors are firmly focused on the trade. If a stand has a big box of pre-loved models at the end of it, expect it to be attacked with all the ferocity of a swarm of locusts.

Now, we all love a bargain, but is there more to it than that?

Millions of years ago, our ancestors were hunter-gatherers. Each day, they would emerge from the cave, gather up their spears, and head off in search of something to eat.

This primal instinct hasn't left us. Visiting a show, we are seeking that special bargain, and when we find it, the feeling of triumph is still there.

Maybe it's a model that has eluded us for years or something unexpected, fulfilling a desire we didn't know we had. It doesn't matter, and at least our prey isn't going to take a chunk out of anything worse than our wallet!

This month in pictures – Doncaster special



World of Railways has a new stand. We struggled with the instructions, but it looks great.



Thanks to the Yorkshire Post, Phil is famous up north.



Look out for some great layouts photographed at the show in future issues.



Don't worry, the owner of Llanfair Caereinion was back behind his layout by opening time.

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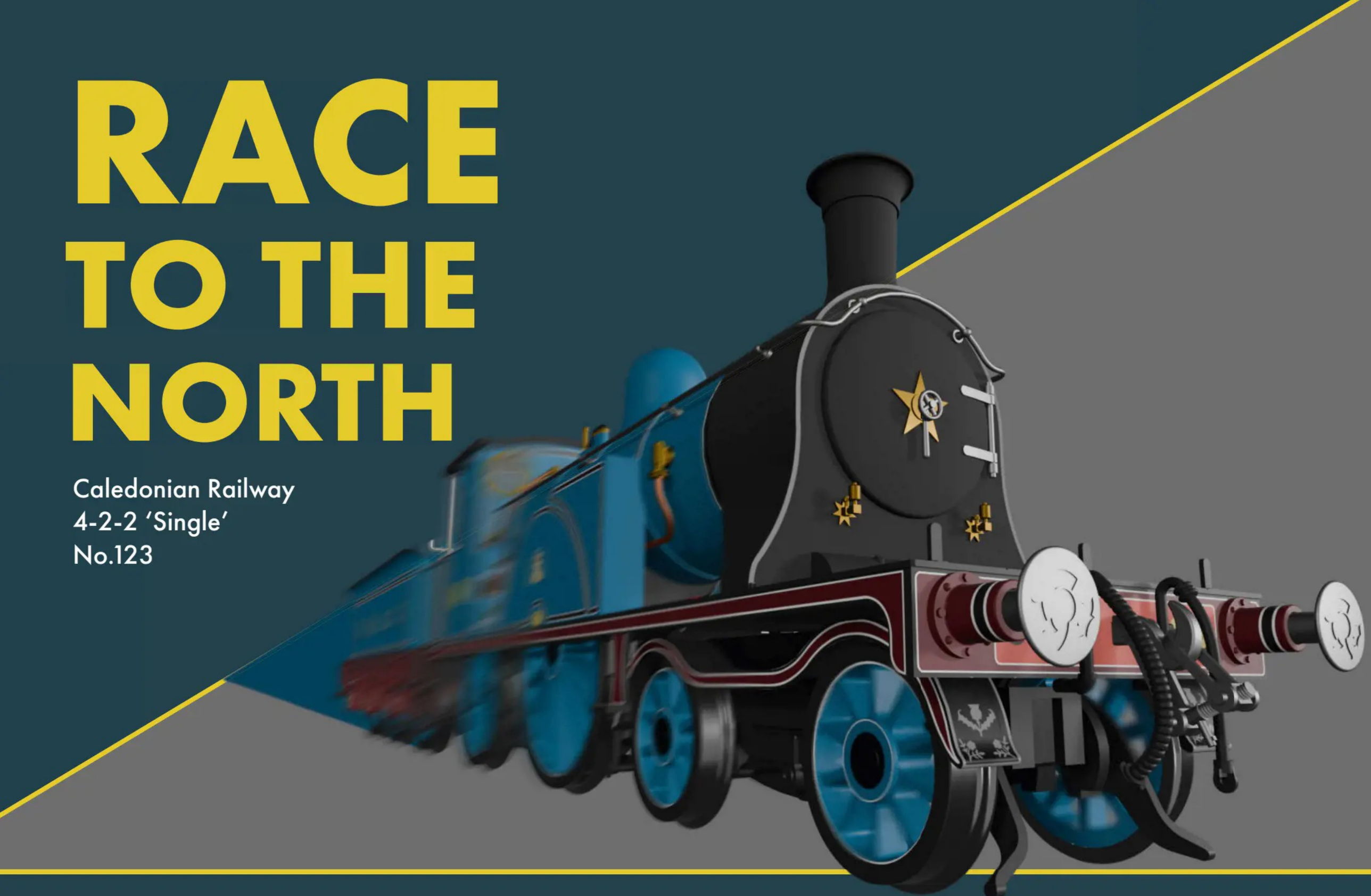
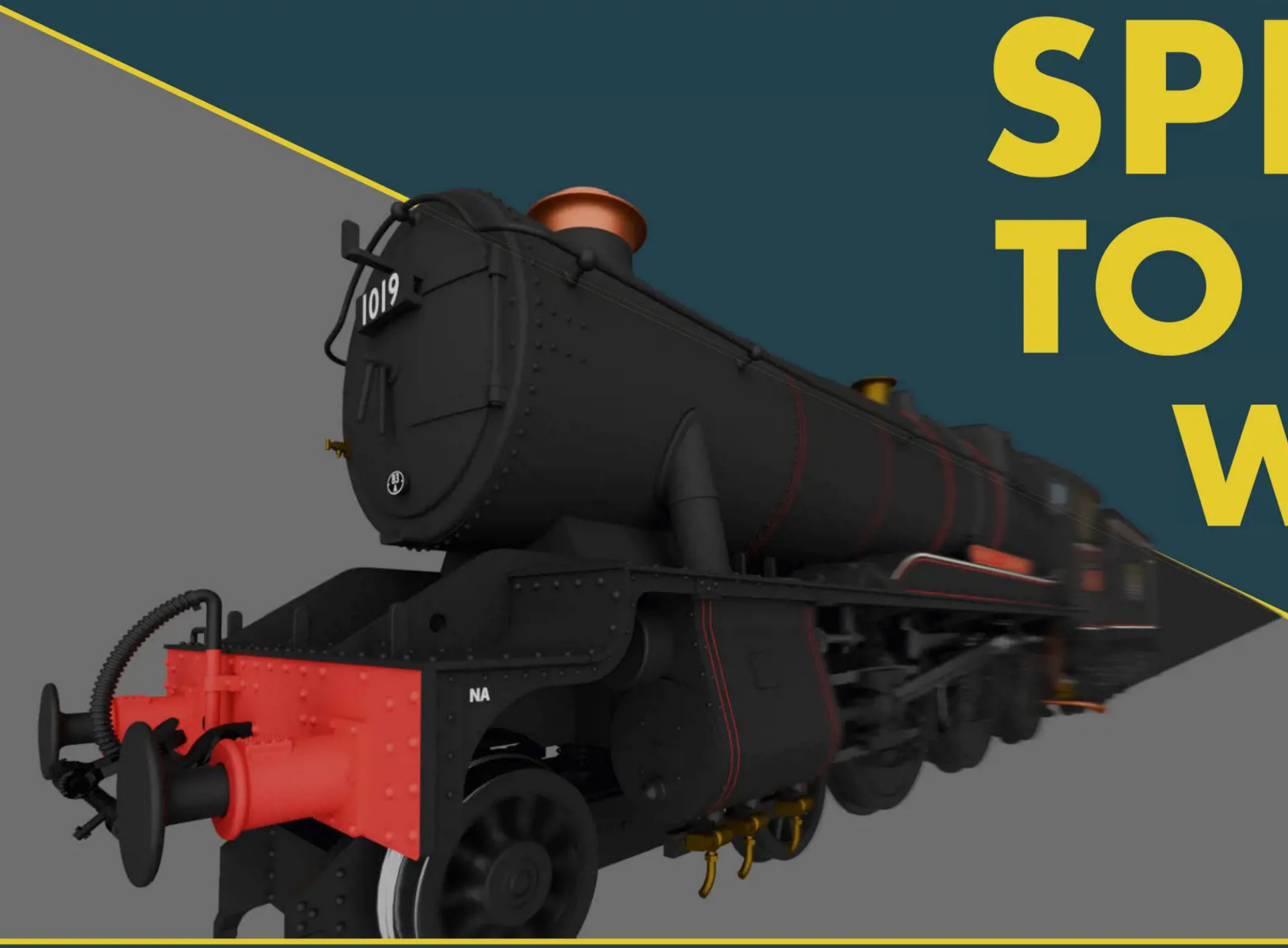
RACE TO THE NORTH

Caledonian Railway
4-2-2 ‘Single’
No.123



SPEED TO THE WEST

Great Western Railway
4-6-0 ‘County’
10xx Class



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