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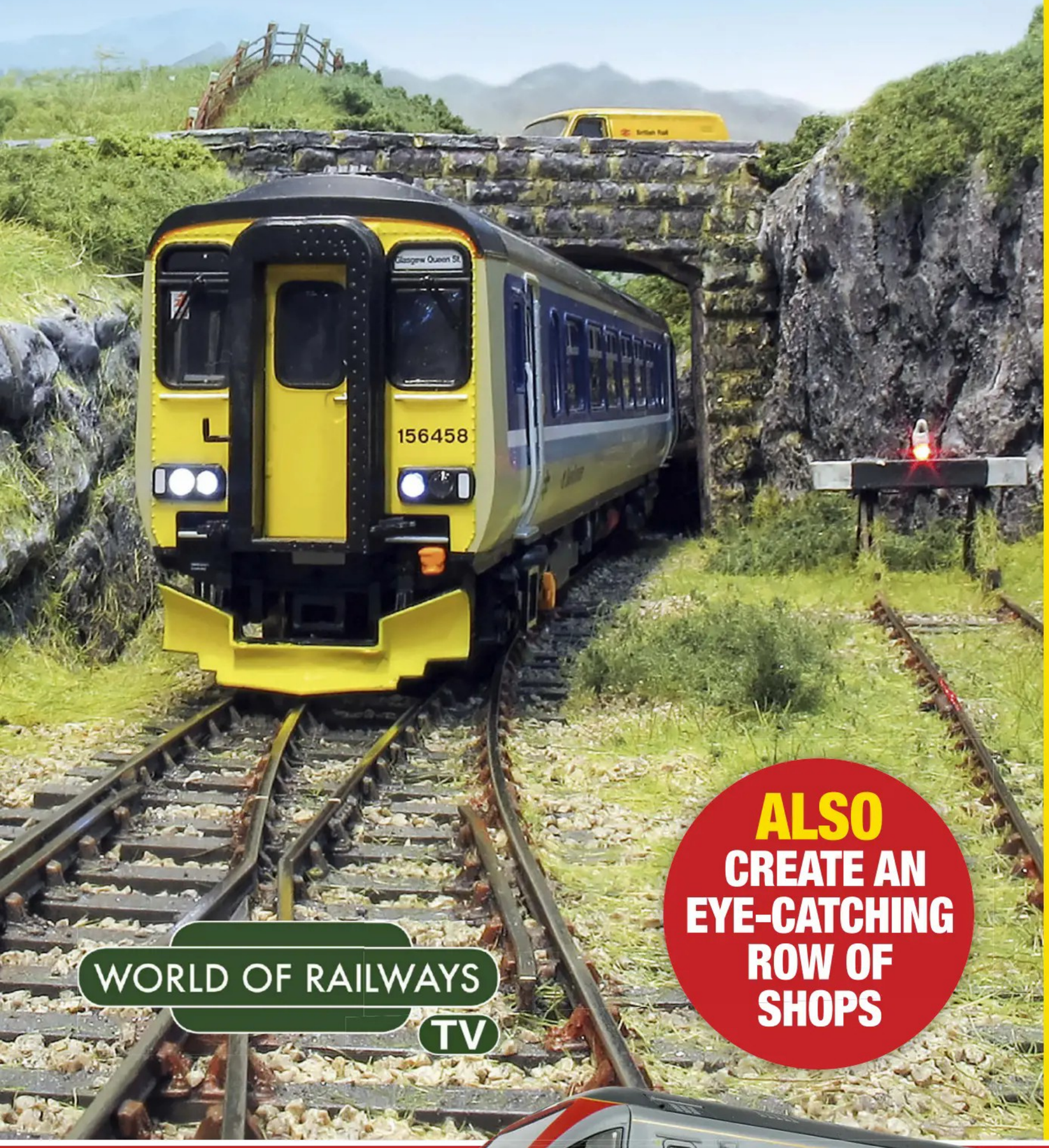

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INSIDE JUNE 25 BRM

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p46 Illuminating platform lamps in O

p48 How to model urban winter gardens

p54 Building a download-at-home row of shops

p58 Refurbishing old wagons

p62 Constructing a Corrugated Goods Shed

REGULARS

p30 Events, opinion & Andy York tributes

p98 History of 92220 *Evening Star* explored

p110 The WIA Car-carriers

p112 The latest news headlines

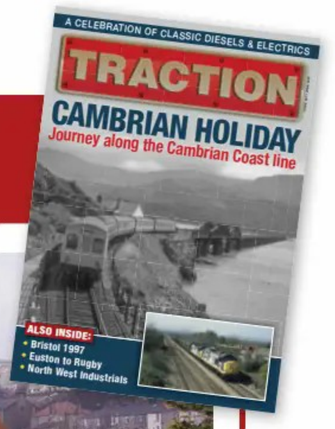
INSPIRING LAYOUTS

p88 Smalldale Quarry (N)
The Alsager Railway Association's latest build majors on operational activity and impressive scenic modelling.

p34 Steeple Bumpleigh (EM)
After unearthing a box full of items from a previous EM layout, Norman Raven couldn't resist the challenge of a new layout.

p20 Kinlochewe (OO)
This latest creation from the NOEL Group of Railway Modellers is inspired by the Dingwall and Skye Railway and the line that never was.

TRACTION



p68 A Cambrian holiday in 1985
p75 Operations around Bristol Easter 1997 - Part 2
p80 Industrials around the North West
p83 Euston to Rugby variety in pictures

LATEST REVIEWS

p117 Hornby Class 755
p120 Revolution ‘Cartic-4’ articulated car carrier
p122 Cavalex PHA/JYA wagons
p124 Hornby Dublo *Dominion of New Zealand*
p126 Hornby 1st Kitchen Pullman Cars

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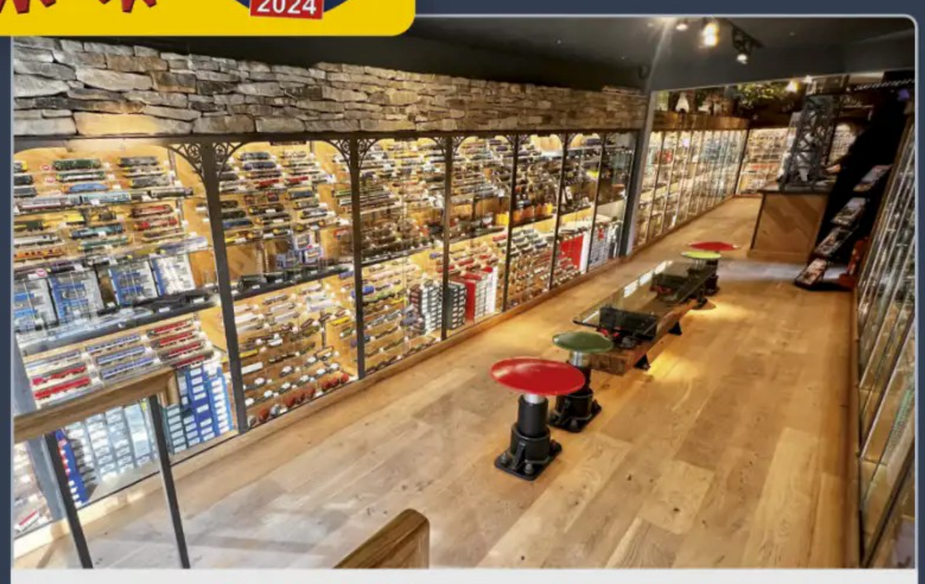

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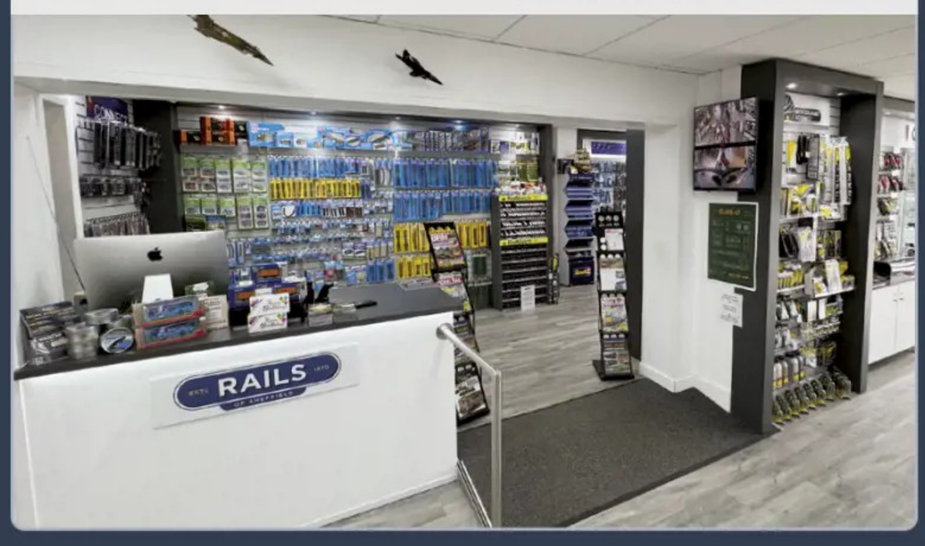

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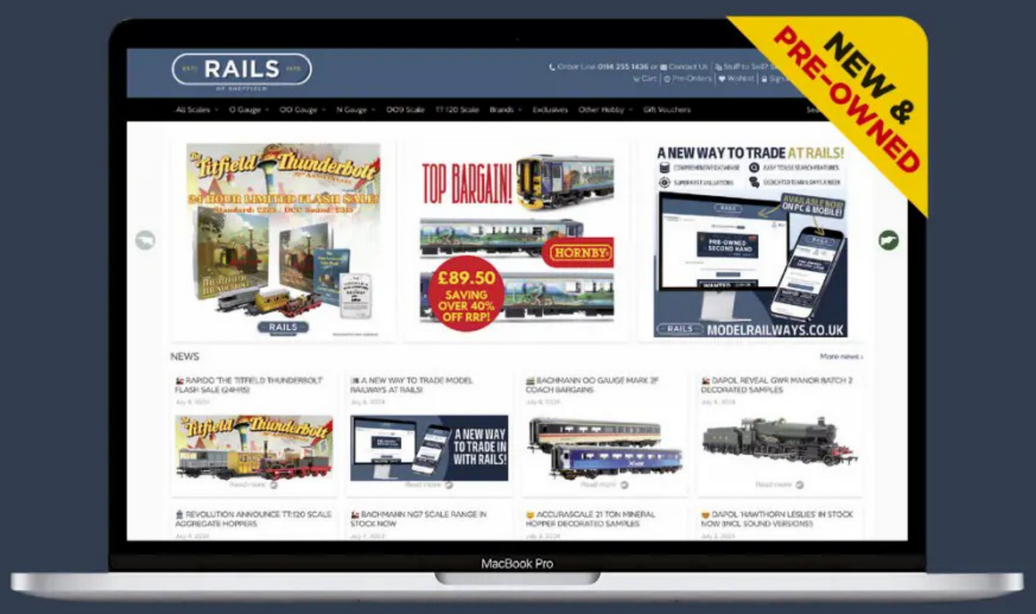

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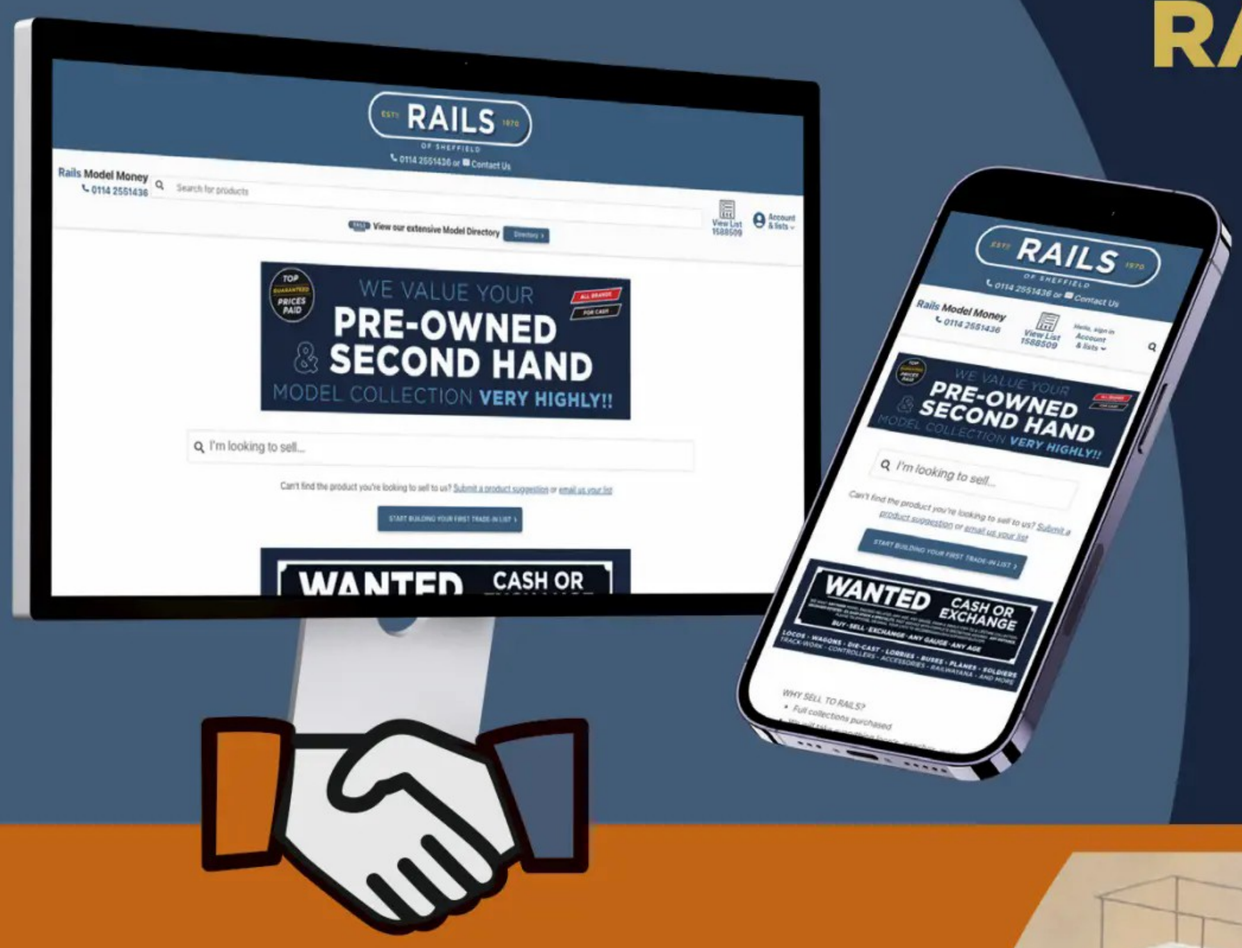

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WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS

T. Smart ★★★★★

I sold some used items to Rails recently, handled by Jake in the second-hand department.

All went very smoothly - once I'd packaged the items up, it was collected free of charge and I got a good price that was transferred direct to my bank a day after they received the items.

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S. Barltett ★★★★★

Popped in last week to have a quick look. Wow, blast from the past! Huge collection of vintage toys, like a kid in a sweet shop. Recommend to anyone, shop assistant was very friendly and helpful, I'll definitely be going again.

R. Smalley ★★★★★

Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. Ager ★★★★★

I'm an international buyer, and particularly a fan of British N Gauge, my orders have always been fulfilled and packed above and beyond my expectations. The prices even factoring in the current exchange rate of the AUD to GDP and postage are often cheaper than what I can source here in Australia. A wide selection of manufacturers and models. I'd highly recommend this store.

D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!

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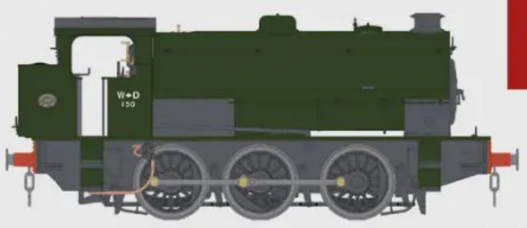

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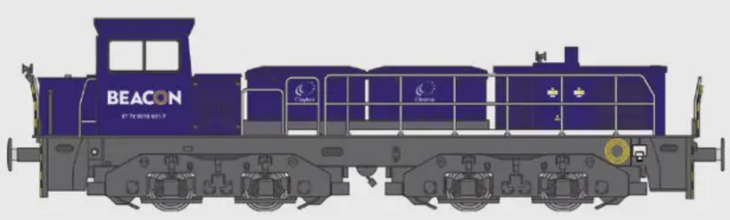

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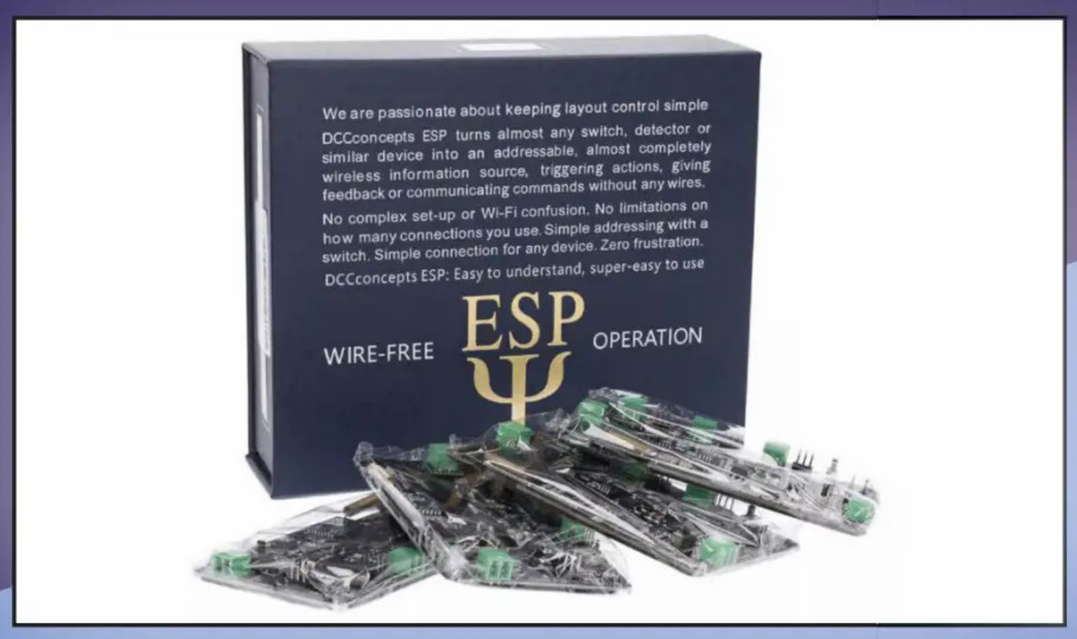

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This lovely kit includes a short platform section and a ramp building at the rear to gain access from street level.

PLATFORM CANOPY

00 SCALE - PO340 £17.00
N SCALE - PN940 £16.50

00 SCALE - 2 bay platform shelter
N SCALE - 4 bay platform shelter
Both are extendable with additional kits.

ISLAND PLATFORM BUILDING

00 SCALE - PO322 £20.00
N SCALE - PN922 £16.00

A detailed kit with fine cut brackets on the framework clearly visible through the clear plastic roof windows.

MODERN PLATFORM SHELTER

00 SCALE - PO323 £12.00
N SCALE - PN923 £8.50

A modern style platform shelter. Comes with a choice of red brick or stone finish.

SIGNAL BOX

00 SCALE - PO233 £11.50
N SCALE - PN133 £10.00

A set that comes with Line-side Hut & Fuel store. N scale comes with platelayers hut, lamp hut and an additional small signal box.

GOODS SHED

00 SCALE - PO232 £15.50
N SCALE - PN912 £13.50

A Goods Shed complete with a weighbridge & office.

FOOTBRIDGE

00 SCALE - PO236 £13.50
N SCALE - PN136 £12.00

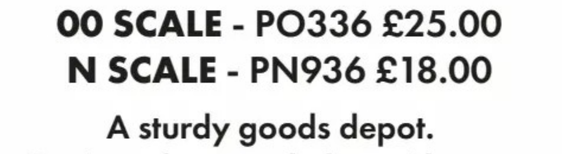
A platform to platform bridge, can be easily extended with the addition of extra kits.

COUNTRY STATION

00 SCALE - PO237 £18.00
N SCALE - PN137 £15.00

Includes a small waiting room for the opposite platform.

S&C GOODS SHED



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00 SCALE - PO430 £10.00

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00 SCALE - PO309 - STONE £19.00

The newly designed
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1 building with a dual purpose, either build as a Shop or a Pub!

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See the full range of N SCALE Terraced Houses on our website.

A sample of how a street scene looks using the corner shop / pub. Stone version is built using the terraced house whilst the brick version is built using the shop front and terraced house backs.

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00 SCALE - STONE PO301 £17.50

TERRACED HOUSE FRONTS
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00 SCALE - STONE PO303 £16.00
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00 SCALE - STONE PO305 £19.00
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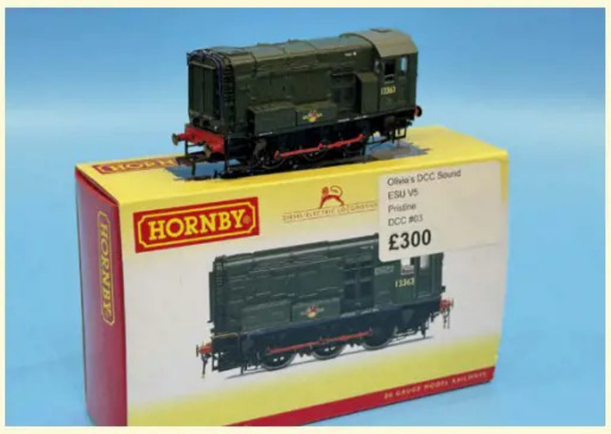

'OO' GAUGE R3484 BR 0-6-0 CLASS 08 OLIVIAS SOUND.....**£300**

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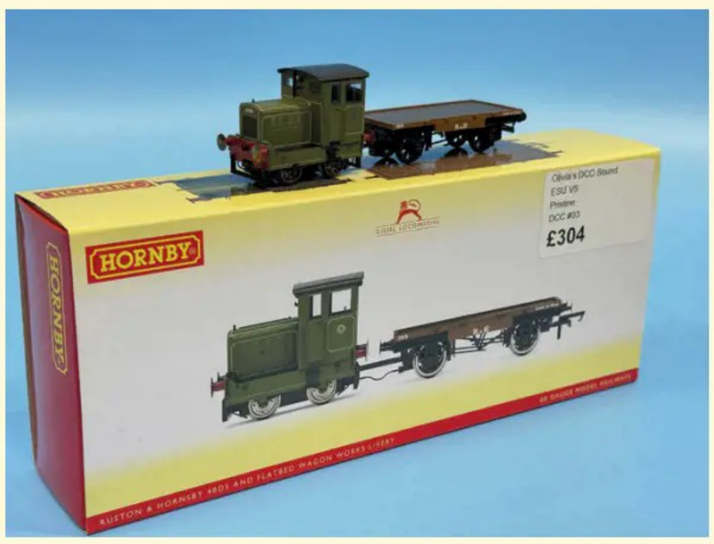
'OO' GAUGE 8701 RAILBUS W&M BR GREEN WHISKERS OLIVIAS SOUND.....**£300**



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UNFINISHED LINES

This latest creation from the NOEL Group of Railway Modellers tells the story of the picturesque village of 'Kinlochewe', inspired by the Dingwall and Skye Railway, and the line that never was…

Words: Nick Skelton Photography: Phil Parker

The new order at Kinlochewe as a Realtrack Class 156 'Super Sprinter' waits to depart for Inverness. The Unit will fictionally join a similar unit at Achnasheen, which has originated at Kyle of Lochalsh.

FACTFILE

LAYOUT NAME: Kinlochewe
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 12ft x 2ft 6in
ERA/REGION: British Rail Scottish Region 1970s/1980s
LAYOUT TYPE: End-to-end

TOP RIGHT: A Class 156 departs Kinlochewe, passing under the road bridge, as the permanent way gang makes their way by road to that day's work site.

MIDDLE RIGHT: Inverness Depot 'Pet' loco 37114 *Dunrobin Castle* with its nose top-mounted headlight, awaits departure time from Kinlochewe.

BELOW: A Class 24 splutters past the signal cabin, scratch-built in plastic and modelled on the structure at Garve on the Far North line. The interior is fully detailed with lever frame, appropriate furniture and even a rug.

'Kinlochewe' draws inspiration from the Dingwall and Skye Railway, which was opened by the Highland Railway in August 1870. The line at this point only reached Stromeferry, the final and rather expensive and difficult to construct 10 miles to Kyle of Lochalsh, not opening until 1897.

It was proposed that Kinlochewe would be served by a line proposed by the Loch Maree and Altbea Railway in the early 1890s. This would leave the Dingwall and Skye line at Achnasheen and reach the coast some 37 miles later at Altbea. The proposed line would have been spectacular, to say the least, with curving viaducts and a t of 1 in 33 in parts.

My layout imagines what Kinlochewe may have looked like had the railway reached the village. I sought inspiration from another fictional layout from the same area called 'Portchullin'. My period of operation is late-1970s/1980s, meaning it is diesel operation only.

As with my previous layouts, I like to plan properly and use lining paper to draw a full-size trackplan. I place this on baseboards, which I purchase from White Rose Modelworks. The baseboards are not cheap; however, they are sturdy, well-made and, most importantly, level.

> "While my previous layouts have had 'real' railway locations as their subject, 'Kinlochewe' is entirely fictional."

I tend to build 'simple' layouts that can be completed within a reasonable timescale. Thorough planning is essential to a successful build, I cannot stress this enough! Stick with your original plan where possible and see the project through.

A team effort

I am a member of the Scarborough-based NOEL Group of railway modellers. This is not a formal model railway club, simply a group of friends who 'meet to model.' The group is fortunate in having members skilled in most aspects of the hobby who are willing to 'lend a hand' to whatever project is being undertaken. 'Kinlochewe' is, therefore, the work of the group, particularly in my area of weakness, the electrics.

Anyone contemplating starting a layout for the first time, I would advise to join a club. I am sure many projects stall because of a lack of expertise in one particular discipline.

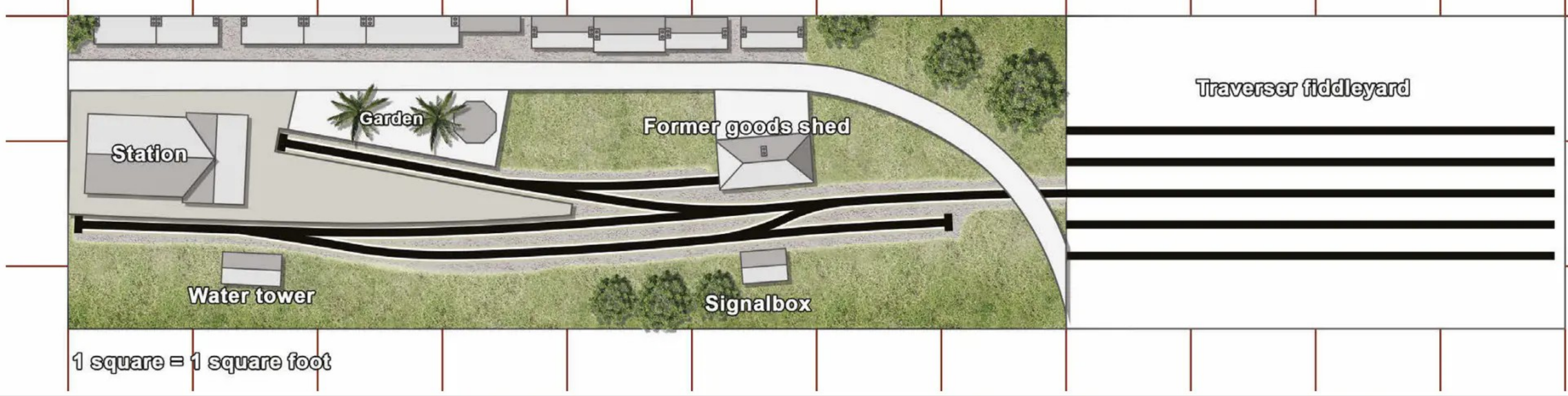
The layout is DCC-operated, using the Lenz system. A basic set is used as no more than two locomotives require to be controlled at any one time. Points are controlled conventionally from a control panel and switches. Tortoise point motors are used, bulkier than some, but I have found them to be very reliable.

ABOVE: A Class 156 has arrived at Kinlochewe and rests between the station building and the disused Highland Railway-style water tower.

LEFT: A Class 24 is typical Motive power for the daily Inverness/Kinlochewe/Kyle of Lochalsh parcels train. We catch the train being loaded prior to departure.

The daily parcels train departs for Inverness, passing the disused goods shed. The building is modelled on Highland Railway structures and is scratch-built. The visible street scene includes buses competing for the sparse passenger traffic.

TRACKPLAN



Track work is SMP fine scale with C&L hand-built points. To ensure good electrical continuity, each section of track, no matter how small, has a power feed to the bus wires.

Setting the scene

Scenics attempt to replicate the line to Kyle of Lochalsh. The station is approached through a deep, narrow rock cutting. The cutting walls were formed from plaster and scribed accordingly prior to painting with acrylic paints. To create a 'shadowed' effect on the stonework, the plaster was first painted black, then lighter tones dry-brushed over it.

The remaining scenery was constructed from polystyrene covered with plaster of Paris bandage. I do not moisten this with water but use PVA glue, which sets to a solid surface. I then paint the whole surface with brown acrylic paint prior to the application of static grass. Bushes were handmade from horsehair covered with matting material.

The layout attempts to depict how the village might have looked had the railway indeed arrived and I was anxious not to make the scene 'all railway.' The main street of the village was modelled with all the buildings being scratch-built. I hope that I have given them a Scottish flavour.

TOP LEFT: A Class 25 runs round its engineers' train, which has been replacing rails on the branch.

MIDDLE LEFT: Class 37 37025 *Inverness T.M.D* departs Kinlochewe, passing the signal cabin and disused goods shed.

BELOW: Engineers' trains mean it must be a Sunday when there are no timetabled services. A Suttons Loco Works Class 25 has charge of the short engineers' train.

Construction was from plastic and card with doors and windows from the York Model Making range. LED lighting is used to illuminate the interiors.

The central building is the Station Hotel, which is a model of a similar establishment at Plockton, again on the Kyle of Lochalsh line. The station building is actually based upon a Great North of Scotland railway structure.

The signal box, which again is lit, with full interior detail, is based on a Highland Railway structure at Bogart and is scratch-built. The building took about four years to scratch build, each roof tile being attached individually!

Palm trees, not uncommon in the West of Scotland, line the village street.

Figures are from the Dart Castings and ModelU ranges. They were painted by a group member who just pretends he does not like doing them.

Vehicles are all ready-to-run examples, with the exception of the British Rail mess van, which is posed en-route to a work site. This vehicle is a kit.

ABOVE: A Suttons Loco Works Class 25 runs around its engineers' train. Inspiration for Station Hotel was taken from the Hotel at Plockton on Scotlands' West Coast.

MIDDLE LEFT: In the foreground is Lord Sutherland's private platform, waiting room and garden. The garden includes palm trees, not uncommon on the West Coast of Scotland, the area being influenced by the Gulf Stream.

BOTTOM LEFT: Spotters admire the Class 37 as a courting couple bid farewell to each other. Other figures include a relieving loco crew.

About the modeller

Name: Nick Skelton
Age: 71
How many years modelling: Too many to count
Name of your first layout: 'Ardlui'
Favourite era/region: Scottish railways in the 80s

I am a retired police constable/civilian investigator/open top bus driver/miniature railway driver, now aged 71 years. I have had a lifetime interest in transport of all types, particularly railways and I am a prolific photographer of railways, too.

Like many toddlers, I dabbled with building layouts in my teens without much success. Later life brought more opportunities, but I was in my late 50s before I managed to complete a project to an exhibition standard.

I have always had an interest in Scottish Railways, which stems from several Rail Rovers in the early 1980s, so it was natural that my first layout would be 'Ardlui'. This was followed by 'St Cyrus', 'Rumbling Bridge', 'Lomond Street' (a Diesel Depot,) and now 'Kinlochewe'. I draw inspiration from the excellent books by Ian Futers and delight in their simple, workable and prototypical trackplans.

While my previous layouts have had 'real' railway locations as their subject, 'Kinlochewe' is entirely fictional.

TOP LEFT: Mail from the area arrives by Rail. The train is met by a Post Office vehicle, which takes it to the local Post Office for sorting.

MIDDLE LEFT: As a train from Inverness arrives, the signaller 'has a breather' and chats to the platelayer. The signal cabin and several buildings are lit using LEDs.

BELOW: An AA Patrol rescues a holidaying family in their broken-down Ford Capri. It is a long tow to the Ford dealer in Inverness for repairs. The patrol Land Rover, as are most of the vehicles, is from the Oxford Diecast range and is modified with the addition of a flashing yellow beacon.

Storytelling

With a fictitious layout, I like there to be a 'story.' Visitors to the layout will see a five-sided building with a small garden accessed through some ornamental gates. This is 'His Lordships' Waiting Room, which he stipulated must be constructed for his personal use. I was a condition of the sale of the land to construct the Railway. The platform upon which the Waiting Room stands allows him access to his Private Coach, which would have been shunted into position for him to board, thus avoiding the 'normal' passengers.

The layout is operated 'typically' Highland. A train arriving at the station will decant its passengers before shunting the stock part way back along the platform. The locomotive then uncouples and draws forward prior to 'running round' the stock, re-coupling and propelling the stock back into the platform to await departure. The train will then depart for Achnasheen where, again Far North Line-influenced, it will couple to a train running from Kyle of Lochalsh to Inverness.

On passenger workings, the stock includes a full brake coach placed centrally in the formation. This ensures that the brake coach is always in a platform, no matter how short, to facilitate the loading and unloading of parcels and mail. 'Kinlochewe' depicts a Royal Mail van having met the train upon its arrival.

ABOVE: A Class 156 enters the station throat, passing through the deep rock cutting not dissimilar to those on the Kyle of Lochalsh line. The rock faces are sculptured plaster of Paris.

MIDDLE LEFT: A 'street-side' view of the goods shed, which has now found use as a motor vehicle repair workshop.

BOTTOM LEFT: Inverness-allocated Class 37 37025 *Inverness T.M.D* awaits departure with a train for Inverness formed of 'Hebredian'-liveried coaching stock. Above the coach, Lord Sutherland's private waiting room can be seen. The construction of this was a condition of the sale of the land to enable the line to be built.

There is no Sunday service on the branch. I take this opportunity to run a permanent way train, imagining some rail replacement has been occurring.

Rolling stock is 'off the shelf', with some weathering and coupling modifications made. The layout uses Kadee couplings and magnetic uncouplers operated from the control panel. I would not advise anyone to attempt to use these on anything but straight track; indeed, this is contained in the manufacturers' instructions.

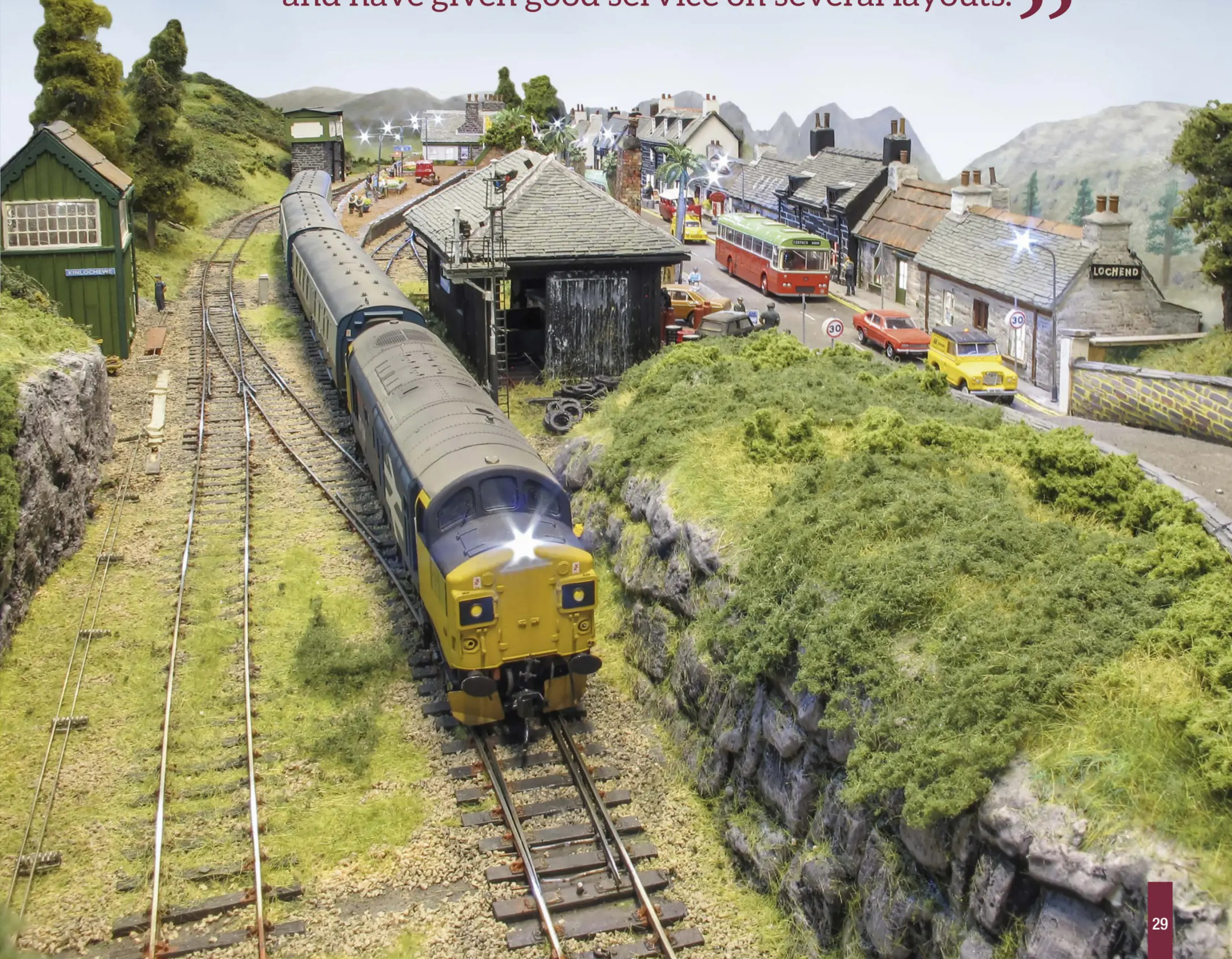
Locomotives are by Heljan, Bachmann and Suttons Locomotive Works. All are sound-fitted and the Suttons Class 24/1 fitted with headlamps is eagerly awaited. I am tempting fate when I say that all locomotives are reliable and have given good service on several layouts.

'Kinlochewe' has thus far been invited for exhibition on six occasions. More are pending. 'Rumbling Bridge' and 'Lomond Street', two of its predecessors, managed to clock up over 50 Exhibitions each, so watch this space… ■

TOP LEFT: A view into the rock cutting of a departing train. Grass is encroaching on the little-used headshunt. Trees on the layout are scratch-built with shaped wood dowel trunks, wire 'branches' and Woodlands Scenics scatter foliage.

BELOW: A Class 37 makes a rousing departure for Inverness. At Achnasheen, the train will fictionally join a Kyle of Lochalsh to Inverness working. This practice is copied from the far North Line at Georgemas Junction, where Wick and Thurso trains used to combine.

> "I am tempting fate when I say that all locomotives are reliable and have given good service on several layouts."



COMMUNITY

EDITOR'S COMMENT

It has been a difficult few weeks at BRM headquarters, as we try to move forward with the magazine and our online websites without our colleague and friend, Andy York, and you can read the many tributes paid by the hobby on the next page.

Losing a colleague is never easy, especially when the impact Andy had was so far-reaching. I would like to take this opportunity to thank our wonderful contributors for stepping up and helping us bring this latest issue to you.

As ever, our commitment to bringing you the best railway modelling magazine is our priority, and this month there is a wide selection of fantastic layouts, practical features and prototype articles on offer. We start with our cover layout, 'Kinlochewe', which went down a storm when it was at our Doncaster show in February. Builder, Nick Skelton, is no stranger to these pages and his latest addition tells the story of a picturesque village, inspired by the Dingwall and Skye Railway and the line that never was.

Another Doncaster 2025 exhibitor also features in this issue, the humorously named 'Steeple Bumpleigh'. We are big fans of Norman Raven, and this latest creation features some impressive scenic work, inspired by the amusing stories of PG Wodehouse.

Last but certainly not least is 'Smalldale Quarry', which not only sees The Alsager Railway Association tackle DCC for the first time but to also take up the challenge of creating a Peak District quarry scene that comes packed with features, including a three-platform station, the quarry, a spring-water bottling plant, riding stables and a small maintenance and refuelling point – the rock faces are a particular highlight!

Enjoy the issue!

Debbie Wood

RECORELITE PANELS

After reading your article about Recorelite panels in the Spring edition of BRM, I contacted the company to enquire about their use as bases for TTrak modules, which led, in turn, to a video conference discussion. As a member of the North Herts Area Group of the N Gauge Society, I have been promoting the adoption of the modules as a way for people to express their latent talents. We need modules that people can easily transport; these strong, rigid and lightweight panels could be ideal.

Kieran sent me a single module and an endcap-sized module. I fixed 3D-printed adjusters (that our group was already using) and fastened down the standard track configurations using track screws. Very simple and ready for decoration.

David Hughes

WEEKEND PLANS...

Scarborough Model Railway Show
Held at the Newby & Scalby Community Hall, YO13 0RA, the club's 2025 show will feature 10 layouts in a variety of gauges, two demonstrators and four traders. Admission is £7 for adults and kids go free.
DATE: May 24-25th, 2025

Sleaford Model Railway Exhibition
Organised by the Sleaford Model Railway Club, this one-day exhibition takes place at St George's Academy, Sleaford and will play host to 14 layouts, traders, demonstrations and more. Doors open at 10am and an adult ticket costs £6.
DATE: Saturday, May 31st, 2025

Milton Keynes MRS
Milton Keynes Model Railway Society is holding its annual exhibition at The Ridgeway Centre, Wolverton Mill and visitors will be able to see 25+ operating layouts, a variety of trade stands, demonstrations, preservation societies and local railway group displays.
DATE: Saturday, June 7th, 2025

Middleton Railway Model Railway Exhibition 2025
Organised by, and all proceeds to, the Middleton Railway Trust, doors open at Middleton Railway in Leeds at 10:00 to 16:30 each day (steam trains operating between 10:30 and 15:30 from Moor Road station), with around 15 layouts, traders, vintage Hornby-Dublo, Tri-ang and Tri-ang Hornby operating, plus a footplate experience. Adult entry costs £12.
DATE: June 14-15th, 2025

Craven Arms & District Model Railway Circle Model Railway Exhibition
This one-day show will be held at Ludlow Racecourse in Shropshire. At the show, visitors can expect over 20 layouts, trade stands, societies and demonstrations. Free parking is available and adult entry costs £7.50.
DATE: Saturday, June 21st, 2025

RAILWAYS JOIN FORCES

The Apedale Valley Light Railway, West Lancashire Light Railway and Amerton Railway have decided to forge closer ties.

All three 2'0" gauge railways have a lot in common, they are entirely volunteer-managed and operated, all rely heavily on steam traction, and all are underpinned by charitable organisations. A memorandum of understanding has been agreed among the three. This will foster closer working, the sharing of good practice and knowledge between the three organisations.

LETTER OF THE MONTH

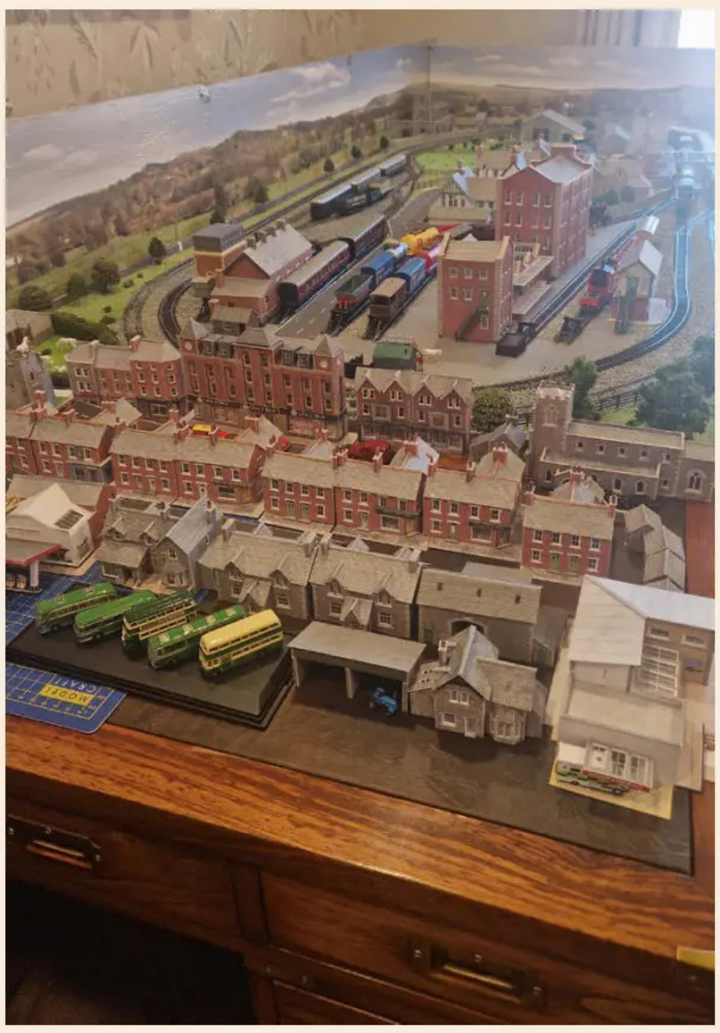
CARE HOME CREATIVITY

A once-unused room at Edenbridge Manor Care Home has been transformed into a miniature railway wonderland, thanks to the creativity and dedication of 92-year-old resident David Thompson.

Originally from Evenley, a small village in Northamptonshire, David has spent the past two years meticulously designing and building an intricate model railway layout.

His creation features hand-built scenery, a Pullman Express circling the tracks, and even a growing miniature town, one that fellow residents are invited to help shape.

What began as a quiet personal project has since become one of the most popular and lively spaces in the Avery Healthcare-owned care home in Edenbridge.



David lives at Edenbridge Manor Care Home with Olive, his wife, in one of the companion suites, which is a unique offering available in many Avery Healthcare care homes, designed to help couples continue to live together in later life. The pair moved to Edenbridge Manor Care Home together in 2023.

Before retiring, David worked as an accountant and company secretary. He turned to modelling and crafting after retirement, driven by a desire to create something lasting.

David, now well into his 90s, continues to work on new models and welcomes visitors for chats, games of dominoes, cribbage, or cards by the tracks.

Edenbridge Manor Care Home, part of Avery Healthcare, proudly supports resident-led projects like David's, recognising the power of creativity, community, and shared passions in enriching care home life.

LIFTING THE LID ON TT:120

A new book describing the trials and tribulations of introducing TT:120 into the market is about to go on sale.

In 2022, Hornby brought the TT:120 scale model railway system to market. From concept to point of sale, this is the story of the planning, design and manufacture of the first all-new TT:120-scale model railway to launch on the market for decades.

The book describes the fascinating process of a product's journey from drawing board to prototype and the international team that worked to bring it to fruition.

Author Simon Kohler, known as 'Mr Hornby', is credited with being the powerhouse behind the concept. When asked why he had written the book, Simon explained, "It is not every day that a new UK-centric model railway system is produced, and I felt that there was a story to be told before memories fade. In the book, I describe my 50-year journey and how I was able, with the help of others, to bring Hornby TT:120 into the market."

The book describes the trials, tribulations and the occasional triumph of introducing a worldwide scale, UK-centric model railway system to the model rail enthusiast.

Hornby TT:120 – One Size Suits All is now available to pre-order and scheduled for release on April 26th.

A BIG SALE

It is with great pleasure that we can announce the sale of 7¼" gauge GWR King Class locomotive *King James I* following a closed auction. The sale of Dennis Herbert's locomotive has raised £40,000, every penny of which is being donated to Alzheimer's Research in memory of Dennis's wife and several of his colleagues who also succumbed to Alzheimer's.

Dennis was very keen to ensure that the locomotive would raise a significant amount for charity but also that it was going to a good home where it would be both used and cherished, not stuffed and mounted. After a nine-year build programme, resulting in this magnificent scale rendition of a GWR King, its future home and its operation were considered important matters in the bidding process.

EMES is pleased to announce that the bidder, who wishes to remain anonymous, is a member of the society, ensuring that the loco will continue in running condition on the EMES miniature railway in memory of Dennis and his long-standing support of the society across the decades.

Elmdon Model Engineering Society

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ANDY YORK

THE KING OF COMMUNITY

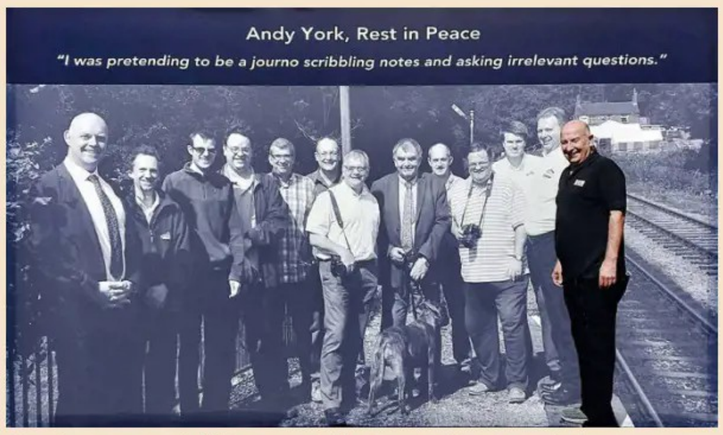
Affectionally known as ‘Mr RMweb’, Andy York passed away on March 25th, 2025, at just 61 years of age. His departure has left a huge void in our team, not only because of his incredible photography skills, eye for detail and unrivalled product knowledge, but for the person Andy was.

A force of nature in the modelling community, Andy leaves behind a lasting legacy in RMweb, which has grown considerably over the past 20 years, being not only a core resource for any burning question, but a community for like-minded individuals to get together (virtually and physically at events) and share ideas, form friendships and enjoy the hobby together.

The railway modelling community has lost a great and we’ve pulled together just a selection of the tributes for this remarkable man.

Simon Castens (Wild Swan Publishing): After acquiring Wild Swan Books, I was in 2020 developing a book about Geoff Williams’ “Aylesbury”, which Andy had then recently photographed. Wanting the best images for the book, I approached Andy, and his response could not have been more generous or helpful. I think it is fair to say that his superb photographs absolutely make that book what it is. He went on to help Wild Swan with other books, providing both his own images and contacts with other photographers. Always unselfishly, always cheerfully and always with due respect to Warners. He was one in a million and I miss him a lot.

Dennis Lovett (formerly Bachmann Europe Plc and Locomotion Models): Over the years, I spent many hours in Andy’s company at trade shows and press events. That relationship continued when I worked part-time for Locomotion and following my retirement, we continued to enjoy regular contact by email and phone. I shall miss his enthusiasm for the hobby and his desire to ensure RMweb/BRM was fully briefed.



Bachmann paid its own tribute on its stand at Key Model World.

Simon Kohler: With the creation of RMWeb in 2005, Andy created a forum where like-minded enthusiasts were able to share their modelling experiences and where an appreciation of the hobby could be voiced by many and listened to by manufacturers. Always professional, especially where his product reviews were concerned, I know Andy will be greatly missed.

Tony Wright: In 2012, as I was recovering from depression, he set up my Wright writes thread on RMweb, enabling me to find a path back into this great hobby, of which he was so much a part. His tolerance of my total ignorance of computer technicalities must have been severely tested at times, especially when he tried to teach me the mysteries of photographic ‘stacking’. My friend, you failed; not because of your teaching skills but because of my lack of learning ones!

RMweb is a testament to his foresight, perseverance and professional character. A vast vacuum has appeared!

Fran Burke at Accurascale Andy was instrumental to us getting Accurascale off the ground. He was a big supporter of us from the very beginning in our IRM days, and helped us avoid some big pitfalls with his advice. For a while Andy even did our product photography, and a brilliant job he did of that too.

I can never thank Andy enough. As we say in Ireland “Ar dheis Dé go raibh a anam”.

Howard Smith: RMweb was just the face of what he did. Really, behind the scenes, he's been responsible for putting more railway modellers in touch with each other than we'd ever have thought possible. He's encouraged young and old to share their creations with

Rapido wanted a permanent memorial to Andy, so created this wagon to live on our office layout. Not for purchase, the team at Rapido also sent us a few – thank you, Rapido!

ANDY YORK

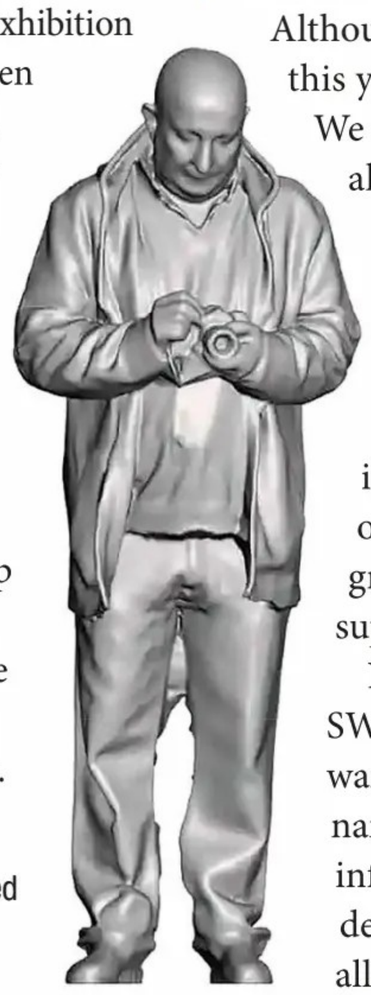
The amazing 'Black Country Blues' layout, which Andy was a key part of the build team.

others, despite many feeling their creations 'not good enough'. And, everything he put his name to, he did so with pride. Our regular 'editorial catch-ups' would always see him turn up, rucksack on the shoulder, and tablet under arm, filled with layouts he was planning to shoot for the following six months. His grin and indomitable laugh when something tickled him (and it often did!) is just one of many things that'll be missed.

Steve Purves: I personally owe Andy a huge amount of gratitude for everything he has helped me with over the years. He was a friendly face on the forum when I returned to the hobby 15 years ago or so. Beyond BRM and RMWeb, Andy was a great friend, someone who I could talk to abut all manner of modelling matters, he had a way of encouraging the beginner without belittling their efforts, something many could learn from. He supported me in setting up my miniature railway, promoting it to BRM and the virtual exhibition where he could, he was also an ear when it came to my professional career, too, firstly when I left the plastics industry to move to the industry and finally in my move to Accurascale.

Jamie Warne: RMweb may have been his baby, but just look at it now - a wealth of information, friendships, and the no.1 UK model railway forum. Certainly all grown up now! It's going to be a tough mantle to carry, and I don't think it's possible to comprehend just how much time, money, and effort he put into the site.

Modelu and Rails of Sheffield have announced that all sales of its Andy York figurine will include a donation to St Giles Hospice.



Ben Ando (Revolution Trains): When Mike Hale and I decided to ask modellers to join our crazy scheme to crowdfund a Pendolino in N gauge, Andy was quick to offer encouragement and the support of the forum.

RMweb felt so pivotal to our subsequent success that we invited Andy to join us when we went to Crewe at Virgin's invitation to scan the real thing. Not only did Andy's vision help bring about the Pendolino, but indirectly the creation of Revolution Trains itself; and for this I will be eternally grateful.

Brian Macdermott (Rmweb Wishlist Poll Team leader): Back in 2012, the 00 Wishlist Poll – then part of the erstwhile MREmag – found itself in need of a new 'host'. A friend suggested that Andy might be able to help. We were clearly 'on the same wavelength' and Andy immediately undertook to provide The Poll Team with 'the computerised elements'.

Although 'hosted' by RMweb, Andy did all this year on year in his own time.

We cannot thank him enough for all his hard work on behalf of the modelling community.

Rob Gunstone (SWAG organiser): SWAG owes its very existence to RMweb and Andy was instrumental in helping Tim Maddocks get the first one, held way back in 2008, off the ground and Andy continued with his support ever since.

Now in its 17th year, we hope that SWAG illustrates exactly what Andy wanted from the RMweb community, namely the friendship, the sharing of information and the promotion and development of our wonderful hobby, all things that were very dear to Andy.

OUR FAVOURITE LAYOUT PICTURES

It would be impossible to find a singular favourite, but here are a few of our most-loved snaps that Andy has taken over the past few years.

Bewdley

Hills of the North

Shenston Rod

Amiens

Barrihandie

LAYOUT | EM | STEEPLE BUMPLEIGH

REINVENTION

After unearthing a box full of items from a previous EM layout, Norman Raven couldn't resist the challenge of a new layout, inspired by the amusing stories of PG Wodehouse.

Words: Norman Raven **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Steeple Bumpleigh
SCALE/GAUGE: 4mm:1ft scale/18.2mm gauge/EM
SIZE: 9ft 6ins x 2ft
ERA/REGION: British Rail WR 1960s
LAYOUT TYPE: Fiddleyard to terminus

The Class 25 arrives at Steeple Bumpleigh with a short goods working. The signalman chats with a colleague, perhaps about the fine show on his small allotment, which can be seen just the other side of the signal cabin.

TOP RIGHT: Class 20 (Bachmann) propels a van past the goods platform towards the goods shed. The verdant display in the foreground marks the position of an uncoupling magnet.

MIDDLE RIGHT: Passengers await the arrival of the DMU service. The figures are hand-painted from the Dapol (previously Airfix) range. This view shows the individually applied bricks.

BELOW: A view along the platform where passengers await the arrival of the next service. The backscene shows an appropriate view of a steeple and of the old granary, which has been converted into shops and a restaurant.

Like quite a few of our previous and current layouts (I confess to serial layout building), this effort stemmed from my pondering mildly a box unearthed in the shed containing bits and bobs from a previous EM layout.

Some years ago, my son Simon and I built an EM layout called 'Brucklay', set in the Western Region of BR sometime in the 1960s. This featured BR green diesels (a favourite of Simon's), all of which were DCC and sound-fitted. That layout was exhibited a number of times and then scrapped with some items from it being salvaged and consigned to the inevitable boxes on the shed shelves. In addition, I'm a member of the EM Gauge Society and had made a random purchase of the then recently introduced turnouts and some flexitrack made by Peco. You know the story - I might do something with that sometime!

A new idea

My mind is a cosmic whirl of creative invention (although others would say differently!), and it didn't take long for the thought of a new EM layout to emerge. At the moment, my thoughts are always with smaller layouts and, remembering the effort involved in setting up and dismantling 'Brucklay', I resolved that the new layout would certainly be at the minor end of the scale.

> "There is no run round loop, which makes for some complicated and probably wholly non-prototypical shunting moves."

Since I was also pushed for time (a common situation for me), a smaller layout was also more achievable. About seven weeks saw the layout complete for its first exhibition.

We had to change vehicles recently, so I tend to see what size of layout I can fit in the car and what bits of track I have to hand. From there, a trackplan of sorts emerges. In this case, the trackplan is best described as minimalist. The scenic part of the layout is only just over 6ft 6 inches x 2ft (2.1m x 0.4m) with a 3ft (0.9m) storage board. There is a line into the station platform, a goods siding with a small goods shed and a headshunt feeding a private siding to a small cement works with a concrete delivery silo. There is no run round loop, which makes for some complicated and probably wholly non-prototypical shunting moves.

The baseboards are of the enclosed canopy style (Grainge & Hodder laser-cut kits). These have been our preferred boards for a number of layouts. In this style, the backscene and canopy top are integral parts of the baseboard structure. Thus, setting up involves only plugging the legs into a simple socket, bolting the boards together and connecting the 12v LED strip lighting mounted on the underside of the canopy top. Easy!

ABOVE: The much-anticipated arrival of the DMU passenger service is in the hands of a Class 108 from Bachmann.

MIDDLE LEFT: The Class 08 (Bachmann) rumbles past on its shunting duties, but the ducks are much more interested in the food. The pond is a simple mix of black paint and layers of gloss varnish.

BOTTOM LEFT: Meg's Tearoom is busy while a local supplier prepares to make a delivery. This is a Petite Properties kit but modified with the inevitable bricks and to give a mock Tudor effect with a thatched roof.

TOP RIGHT: Class 108 DMU awaits the guard's 'right away' while a lonely van waits to be collected on the goods shed road. The trees are created with sea moss and green scatter.

MIDDLE RIGHT: The BR lorry has been reversed to the goods shed loading platform and the driver retrieves his lunch from the cab.

BOTTOM RIGHT: The Class 08 positions a couple of Presflos at the cement silo.

FAR BOTTOM RIGHT: The Class 25 retrieves a milk tanker and a flat wagon, which has now been unloaded at the goods shed.

The baseboards are laser-cut kits from Grainge & Hodder of the canopy type with backscene and top integral with the board structure. The boards are aligned with brass pattern makers' dowels, which fit into housings already cut as part of the kit. A benefit is that the integral nature of the boards limits my capacity for getting to a show and finding that I've forgotten important bits of the layout or attendant bolts, etc!

The height of the layout is set around 50 inches (1.3m), which, with the canopy board, means that most spectators look into rather than down on the layout scene. I realise that this height is not compatible with everyone but, unfortunately, everything is a compromise and that height suits us for working on and operating the layout.

Modern operation

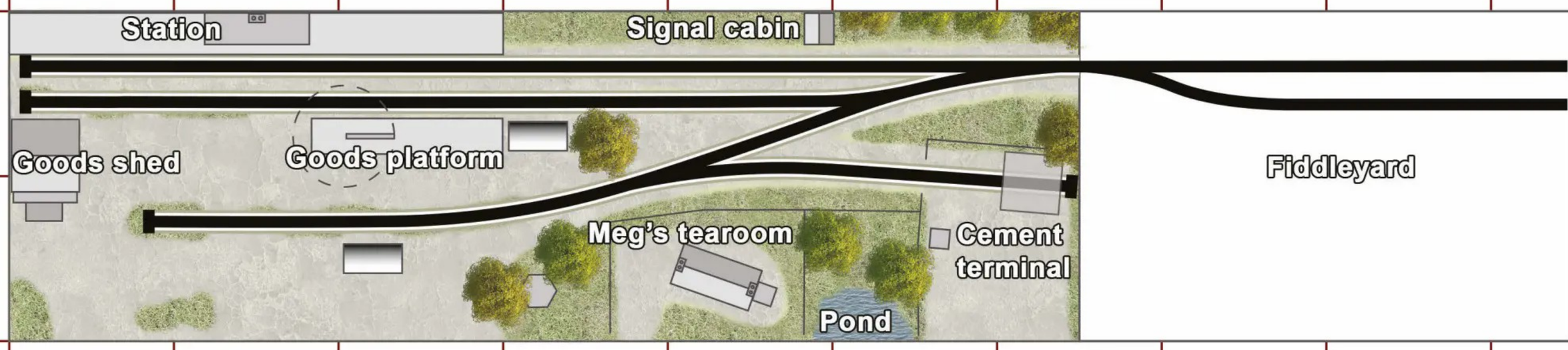
The track is laid on a hard foam sheet, which is intended as an underlay for laminate flooring. Simon assisted considerably here since his patience limit is much more extensive than mine! After track laying was complete, the layout was wired and tested, then given a spray of Leather Brown from the Army Painter range.

Ballast is chinchilla dust, a fine sandy material, which is apparently used by these beasties to clean their fur. A large bag cost me £10 from the pet shop and has so far ballasted three small layouts with plenty more in reserve. The ballast is held down with a spray of water and washing up liquid, followed by an application of Woodland Scenics scenic glue.

Control of the layout is DCC using our ESU ECoS unit as the main layout controller. This is at the higher end of the market, but as it does duty on four of our other layouts, it represents good value for us. Because of the enclosed nature of the boards, operation is necessarily from the front.

Originally, we used the TouchCab app on our iPhones and iPads linked to the ECoS unit through an Edimax wireless router. However, that app is no longer supported and was getting a bit clunky. We now have alternative control systems, both of which still link to ECoS through the router. First is a LodiCon handheld unit and second is the WiThrottle app on our iPhones and iPads, both methods allowing us to roam around the front of the layout and engage with the spectators.

TRACKPLAN



Painting the backscene

The backscene is a home-produced affair. The sky and trees are hand-painted, again by myself. The aim is to produce, not a great work of art, but a simple scene, which will complement and add depth to the foreground. The buildings use a technique that I have used before. They are inspired by the front covers of a long-established magazine called 'The People's Friend' and painted onto thin paper, which is then stuck to the backscene, giving a slight relief effect. The trick is to get the right type of building and set the correct size and perspective, both linear and colour, so that it fits relatively seamlessly with the three-dimensional items in front.

The DCC side of things is Simon's forte and I am content to leave that to him. As well as the locos, all the points and the gate on the cement siding are controlled through ECoS. Designated routes are programmed so that one push of the button will change all the points for that route. For example, a train can go from the storage yard to the headshunt with one click. The three points are operated by servos with an ESU SwitchPilot. The point on the storage board is operated by a servo-based motor from Make It Miniature with a Digitrax DS52 decoder.

In action

Operation is quite simple. The passenger service is handled by a Class 108 DMU (Bachmann), which chunters onto the platform road, burbles a bit and then chunters off with the attendant guard's whistle, door buzzer and horn. Goods traffic is in the hands of a Class 25 (Bachmann), a Class 35 (Heljan), a Class 20 (Bachmann) and a Class 08 (Bachmann). Rolling stock is a mix of Bachmann, Hornby and Dapol.

The layout size dictates that short trains are the order of the day, and it is a case of bringing wagons on, shuffling about a bit, sometimes involving an exchange with wagons already on scene, then taking them off. In some situations, the absence of a run round loop means that an incoming loco at the head of the train has to be released by another loco. All very unlikely in a small yard like this, but it's fun.

> "I keep meaning to work up an operating manual, but as yet we have no schedule of operation and thus make things up as we go."

TOP RIGHT: The artist takes advantage of the nice weather for some outdoor work. His dog accompanies him but has found something interesting in the bushes.

MIDDLE RIGHT: The Class 20 (Bachmann) whistles slowly past the goods platform on its way to drop the van at the goods shed.

BELOW: Class 35 (Heljan) eases back to couple up to a short goods train prior to departure while the Class 08 backs into the cement siding to retrieve the Presflos. The signalman and his colleague enjoy a chat in the sun.

MORE MAGAZINES:
XSAVA.XYZ

The cement siding is protected by a working gate. The gate is a piece of Knightwing plastic fencing and opens and closes by means of a gate mechanism from Dingo Servo Mounts. This has a magnetic clutch, which means that the gate simply swings out of the way if hit by a furiously driven loco, thus avoiding permanent damage.

I keep meaning to work up an operating manual, but as yet we have no schedule of operation and thus make things up as we go. This accounts for the operator's sometimes puzzled expression. It's a case of 'what do I do now?'. Or, more intriguingly, 'why did I do that?'!

All the stock started out as OO items but are now re-wheeled to fit the 18.2mm gauge track. For the locos, this was achieved by the use of Ultrascale wheelsets, which are essentially a drop-in for the original OO wheelsets. Even I managed to do one! The exception was the Class 08, which required the removal and refitting of the coupling rods. I left that one to Simon! The rest of the stock underwent similar treatment but with nickel silver wheelsets obtained from DC Kits. Nickel silver wheels were used as these are non-magnetic, so as to be compatible with the magnetic uncoupling system.

Speaking of the uncoupling system(!), all the stock is fitted with KD couplers, predominantly nos. 18 and 19, which are straightforward plug-ins to the already fitted NEM pockets. Uncoupling is achieved by means of the KD under-track magnets that are cut into the previously mentioned hard foam sheet prior to the track being laid.

> "When modelling in a scale slightly offset from the norm, it is often helpful to be a member of the relevant supporting organisation."

The magnets disappear once the track is ballasted, so for operation, their location is marked by a scattering of weeds, flowers, etc. On a good day, this gives entirely hands-free coupling and uncoupling.

All the stock is weathered to some degree. The rolling stock was done by myself using acrylic paints and a brush. I reckon I can do a wagon in about 10 minutes. The locos were more judiciously weathered by Simon using paint and weathering powders.

Adding the scenery

The buildings on the layout are mainly from laser-cut kits. The station and platform are from In The Greenwood Laser. Because of the limited room on the layout, the station building is a half-relief effort. The small goods shed is from LCut Creative.

Meg's Tearoom is named for my late wife, Margaret (Meg to most of us). There is a Meg's Tearoom, cafe, or diner on every one of our more recent layouts. This is from Petite Properties but modified to give a mock Tudor effect and sporting a thatched roof of PVA/filler mix, appropriately painted. The small signal box and the shed in the cement works are Bachmann Scenecraft items repainted to suit. The concrete delivery silo is a Hornby Skaledale item, again repainted and weathered.

ABOVE: The Class 08 heads out with a short train, including the now full Presflos. Meanwhile, the station master has nipped round to the cement works to drum up some future business.

MIDDLE LEFT: The Class 25 arrives with a train for remarshalling while the locals get ready to hit the cakes at Meg's Tearoom.

BOTTOM LEFT: The Class 25 positions the milk tanker and flat wagon on the departure road prior to collecting a van from the goods shed.

BELOW: A panoramic view of the entire scenic section of the layout - all 6ft of it!

One slight difference with the buildings is that, where appropriate, they feature individually-applied bricks, which I get from our chums Bob Dawson and Scott Waterman of Acomb Models, both accomplished architectural modellers. I believe the bricks are punchings from the old computer operating cards. The family tells me I need to get out more, but the procedure is strangely compelling and therapeutic! A close inspection would give cause for concern to any self-respecting brickie, but the overall effect is fine and provides an individual look to each building.

The green stuff in the form of bushes, weeds, etc., is mainly from Woodland Scenics. Trees are seamoss, with Woodland Scenics coarse scatter stuck on with cheap and sticky hairspray. I always try to hide the 'hole in the sky' between the storage yard and scenic section, and in this case, it is obscured by a small stand of trees made from rubberised horsehair on wooden skewers, again with Woodland Scenics scatter and hairspray.

The pond near Meg's Tearoom is a simple affair made from black paint and layers of gloss varnish. The aim is a flat surface with sufficient layers of varnish to give a little reflection indicating a slight ruffle on the water rather than a mirror calm. Two or three ducks and somebody to feed them and the job's done.

The vehicles on the layout are mainly from Oxford Diecast and Base Toys. All of them have been repurposed from 'Brucklay' and represent some BR commercial vehicles and a few private cars and vans. All the vehicles are 'weathered' by the simple expedient of a whiff of matt varnish to kill the shine. Simon and I have HGV licences, so I always try to ensure that lorries are placed appropriately.

About the modeller

Name: Norman Raven
Age: 76
How many years modelling: 65 years on and off
Name of your first layout: 'Central Yard' – a small American HO layout
Favourite era/region: 1950s Southern
Favourite locomotive: Bulleid Q1

I've always been interested in railways through my dad, who used to take me to see trains at our hometown of Fraserburgh in Aberdeenshire, and I have built many layouts over the years in a variety of different gauges based on different eras and locations.

When modelling in a scale slightly offset from the norm, it is often helpful to be a member of the relevant supporting organisation. In this case, I can certainly recommend joining the EM Gauge Society.

I have always been grateful for the support and encouragement of the family. When Meg was with me, she travelled all over to exhibitions as an adept operator and was happy to engage with the viewing public. My son, Simon, has helped greatly and my daughter, Melissa, provides ideas and mainly constructive criticism. The other members of the team, Phoebe the dog and Arion the horse, generally just let me get on with things. I should also mention our friend John, who travels from Edinburgh to various locations to help with operating this and our other layouts.

The figures on the layout take us way back to the early days of my youth when passengers, station staff and all sorts of railway items were available from Airfix in poly bags for two shillings (10p). These are still around but now under the Dapol label and a bit more than 10p! They are nicely proportioned figures and, once painted in suitable colours, are good representations of the time. When selecting and placing figures, I prefer to eschew scenes of great activity. Thus, in 'Steeple Bumpleigh' the staging is of a more bucolic nature, where people are standing around chatting or getting on quietly with the task at hand. Duplicate figures are painted differently and kept apart, while others are gently modified so that, for example, a passenger on the station platform, by losing a trilby hat and a briefcase, becomes a worker at the cement yard.

Final thoughts

'Steeple Bumpleigh' is entirely fictitious but has literary roots. I enjoy the amusing Jeeves and Wooster stories of PG Wodehouse and there are references in one or two of the stories to Bertie Wooster travelling to visit relatives near Steeple Bumpleigh, and the name appealed to me.

That then has been a quick clip through the making of 'Steeple Bumpleigh'. If you see us at an exhibition, do come and chat. If anyone is interested in having the layout for a show, the operators are fully house-trained and generally of a pleasant disposition. ■

TOP LEFT: The Class 08 positions wagons at the cement silo but the ducks have eyes only for the food about to come their way.

MIDDLE LEFT: The station master concludes his meeting with cement company managers. In the background, the Class 08 rumples off, having located wagons in the cement siding.

BELOW: The Class 20 waits for the passenger service to depart before continuing its shunting work with the van and flat wagon.

SEE STEEPLE BUMPLEIGH IN ACTION AT JARROW ON MAY 17-18TH AND EXPOEM AUTUMN ON AUGUST 30/31ST 2025.

PINK REBELLION

THE BOLDEST LIVERY YOU'LL SEE EXCLUSIVE TO TMC The MODEL CENTRE

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Owing to a shortage of multiple units, from May 2004, Wessex Trains hired Fragonset Railways to provide 'top-and-tail' motive power to a set of Mk. 2 coaches for services under the Heart of Wessex Rail Partnership, between Bristol and Weymouth.

To coincide with the launch, Fragonset's 31601 and five Mk. 2 coaches were repainted into this stunning pink livery, whipping rail enthusiasts and the railway media into a frenzy, while the covers of print media and lineside photography instantly became more colourful.

In this dazzling livery, 31601 also saw use on evening specials running to Glastonbury Festival, many spot-hire services, Network Rail Overhead Line Electrification (OLE) trains from Finsbury Park - even running light-engine as far north as Inverness to Carlisle on route learning for Serco!

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(39-706Z) standard
(39-706ZDC) DCC onboard with lights

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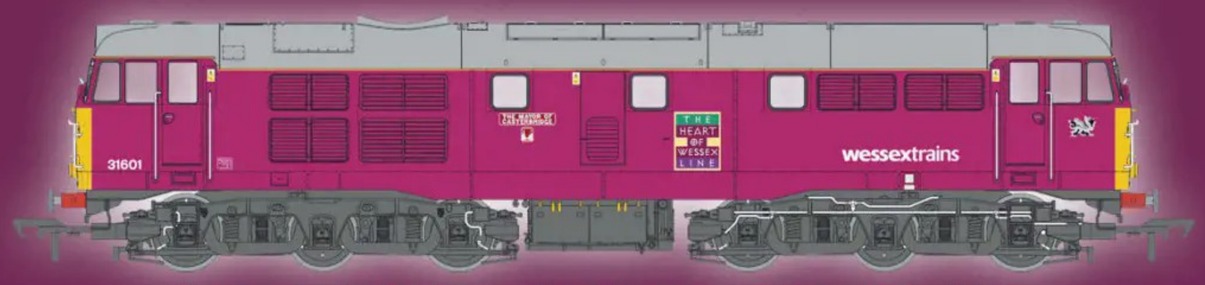
Purchase 31601 *The Mayor of Casterbridge* in Wessex Trains pink livery and 31452 *Minotaur* in Fragonset Railways livery together in DCC ready, DCC sound-fitted or DCC sound-fitted ‘Deluxe’ guises (find all product codes below) and benefit from more advantageous prices on ‘early-bird’ pre-orders, all with free postage!

The pairing was a regular match for Wessex Trains services, with our Mk. 2F coaches – or even a Network Rail test train in latter years...



Class 31/6 31601 *The Mayor of Casterbridge*

Class 31/4 31452 *Minotaur*

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Getting Practical with...

TOOL of the MONTH

Riffler File

Put simply, Riffler files are bent Swiss files. The curved tip allows the modeller to file away in places that a straight file can't reach easily. Available in different shapes and degrees of coarseness, they are rarer and a bit more expensive than straight files, but when you need one, it's a lifesaver, and money well spent. Normally double-ended, single-end versions are available to provide a more comfortable handle.

Ask Phil

I see hundreds of electrostatic grass colours. Which one do I need?

A lot depends on the time of year you are modelling. A quick look at some photos will give you an idea, but I find a couple of mid-greens a good start and then loads of beige. Mix around 50% beige to green for spring and autumn, more for the height of summer when dry weather can make grass look a bit burnt. Mix the fibres in the bottle or hopper, but not too much, that way you automatically get a realistic variation of shades.

New on the workbench

7mm scale point lever

Point levers are common in 4mm scale, but I found it difficult to track one down for the NG7 layout. Talking to Northumbrian Painting Services, they told me there was a mould in their range, but it had never been cast from. Needless to say, a couple of weeks later, this nice model arrived in the post made up of a laser-cut base, and whitemetal lever; perfect for shunting yard, depots and narrow gauge layouts.
www.paintinghistory.co.uk

Phil Parker

Michael Russell

Darius Aibara

Illuminate a Peco platform lamp

According to the box, Peco's 7mm scale platform lamps are designed to be illuminated, but how easy is this?

1 The kit is nicely moulded in a municipal green colour with a clear top. It even includes a replica mantle, as this is a gas lamp. There is a groove up the centre of the post for wires.

2 At the top of the post, we have the lantern support, but no way for a wire to pass through. Some careful strimming and filing opens up a channel, but it's a bit fiddly. Sharp blade required!

3 The secret is this tiny surface-mount LED from DMG Electech. Supplied pre-wired (phew!), it's no bigger than the kit mantle you'd get it in a 4mm scale lamp, and possibly even N gauge.

4 The supplied resistor is soldered to the positive (red) wire, and then the light can be powered by a 12v supply. I'm using a 9v battery for convenience, but anything over 3v will work.

How to model urban winter gardens

Michael Russell

THE BRITISH have a love of gardening, as proved by the fact that Gardener's World is such a long-standing staple of the BBC schedule. There is huge variation in gardens, not only influenced by the keenest of the occupiers but also by the time of year. There isn't room to begin to cover all the possibilities here, but I have chosen to be different and to model a garden in the winter, and one that has been left to have a more naturalistic look favoured for the encouragement of wildlife, which is currently in vogue.

Remember that if you are modelling a contemporary urban scene, gardens are much less common or are smaller, many having been converted into parking spaces. Grass has often been replaced by gravel, or by a plastic substitute, although the latter needs modelling in much the same way as natural grass. Bedding plants and flowers in general are rarer.

WHAT YOU NEED

Gaugemaster
GM103 dark green scatter

Hornby
TT9012 Bungalow 'Avalon'
R7354 Front Terrace Walling
R7160 dark brown and R7158 dark green flockage

Humbrol
Clearfix

Polak
2762 Polak Naturex F brown

Scalemodelscenery
LX516-120 4ft Picket Fencing
LifeColor Leaking and Stains Set

WWscenics
2mm Summer Grass,
Green lichen, Wild Grass 10mm

Martin Welberg
Craft green & grey acrylic paint
PVA glue
WB-SABR bushes type A

Other
Black art acrylic paint, black, grey and chocolate-coloured grout, PVA glue, decorator's masking tape, cereal packet cardboard, photocopier paper, matt enamel varnish, grey enamel paint, craft knife, small paintbrushes, scissors, small sieve, tweezers, HB pencil, small drills, toothbrush, soft insulation foam, thin wire, hot glue gun and a static grass applicator.

GRASS TIPS

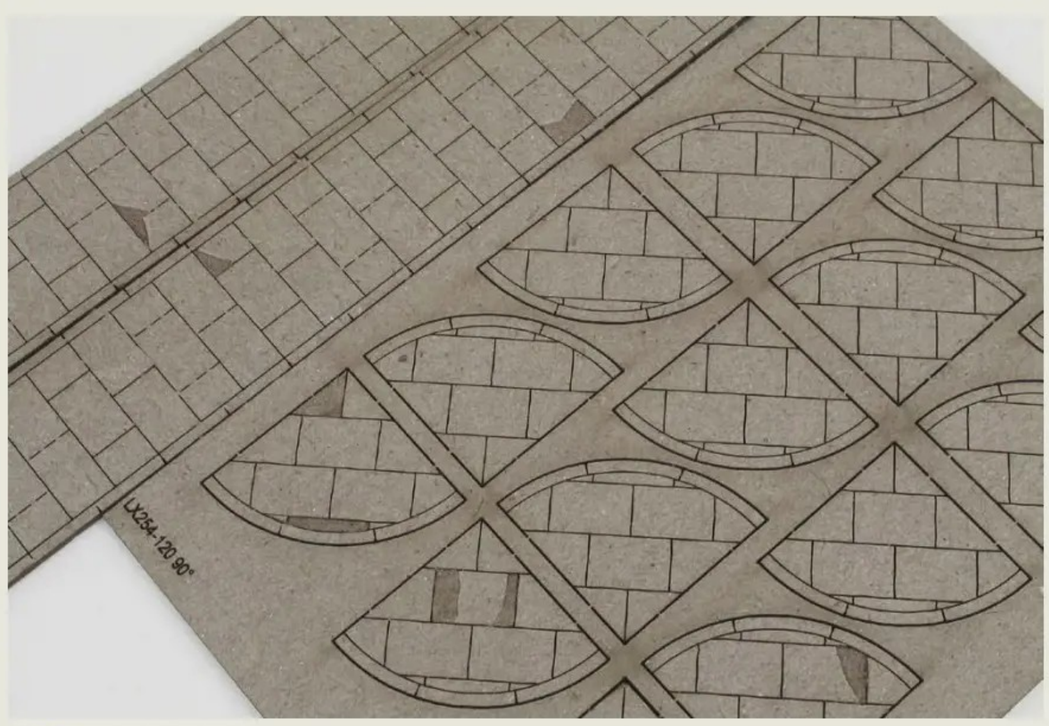
When modelling grass in winter, I would ignore the labelling of model grass provided by the manufacturers. The assumption is that grass is green in summer and somehow dead in winter. Grass is dormant in winter, true, but is far more likely to be a rich green because it won't be lacking water. Look at the empirical evidence and then use a shade of grass to match. So, using summer grass is fine if that is what you see.

Why does static grass fall over? Probably because you have used too thick a layer of glue. You want a thin, even layer that is tacky to the touch. However, all is not lost if you are modelling winter as you can legitimately say that the grass has been flattened by a now-melted fall of snow!

To stand out from the crowd is a challenge as there are so many layouts out there, but the vast majority model 'sometime in the summer'. A few do winter, but usually with fallen snow. Why not try modelling winter without the snow? It is easier than you think and is something different to the norm.

1 Decide on how much space you have and then start by placing the major components in their approximate positions. You can also start to block in areas with paint, as I have done here, using black acrylic for the roadway.

2 Put down masking tape for any areas that you want to preserve - I chose to mask the area that the pavement will cover. Next, paint on PVA glue and add your ground cover using a sieve. I used tile grout in powder form, grey for the road and chocolate for the soil.



3 Detail the pavement. I scored the surface with a craft knife to represent cracks. You can represent missing or sunken areas by peeling off the top layer of paper using a pair of tweezers on some of the scored areas.

4 The newly tarmacked area is made by sticking down a piece of card and then coating it in a thin layer of black tile grout. The garden path is made from inserts from the fence kit that would otherwise go to waste, scored/cut in half and stuck down using PVA.

Getting Practical

5 The building and walling were toned down by giving them a mist of a light grey colour added to some matt varnish. You can't take this off easily afterwards, so it is better to add several weaker mixtures until you achieve the desired result.

6 The paths at the side of the building are made by sticking down pieces of decorator's masking tape; here I used my cutting mat, and dry-brushing with various shades of grey on top of an initial all-over coating of grey. Stick in their final position when dry.

7 Add variations to the road, due to roadworks and patching, etc. Tape off an area using decorators' tape and apply a shade of grey - I used my fingers. Don't be too neat and tidy - use scissors to make the tape edges wavy.

8 For a pavement border, use PVA to stick ordinary photocopier paper to the pavement area, paint it grey and then use a pencil to draw the brick divisions; now use PVA to glue the pavement in place. Add a drop curb to the driveway access point by flattening the curb with a tool handle.

9 Add the fences by drilling holes to match the size of the mounting posts, but leave removable until the vegetation has been added. I chose to cut some of the posts off below the slats as they aren't needed. Give thought to where to cut the fences so that the lengths are fully supported near baseboard edges and around obstructions.

10 One area in full view on models is rooftops, so these need particular attention. House roofs are always covered in moss and debris, particularly where they are affected by surrounding buildings or vegetation. Model this by flicking dark green acrylic colours using an old toothbrush.

11 Decide where you want the grass to go and paint these areas with a dark green acrylic paint. Leave untreated sections where you want to indicate high-wear areas, such as paths and around children's playground equipment.

12 Treat 10cm areas at a time with PVA applied thinly by brush and then use a static grass applicator to apply 2mm grass fibres. When dry, add random patches of glue on top of the existing grass and reapply the same grass mix to achieve the uneven look of winter.

13 Low-growing vegetation at TT:120 and smaller gauges is best modelled using materials such as flock and flakes. I used Hornby brown and green flockage mixed together and Polak flakes stuck in place with PVA.

14 Taller-growing plants are best made from single strands of material such as paint brush bristles. Dip in PVA glue and then straight into a flock mixture and leave to dry. Instead of flock, try dipping into static grass for variety.

15 Gluing tall pieces is an issue as they will fall over if not supported. Use a thick, tacky glue such as Humbrol Clearfix. Add as many stalks as you can into a blob of glue on the baseboard and then when the glue has dried, add PVA on top and sprinkle on more of the ground material to hide it.

16 Holly is an evergreen that really stands out in winter. I used pieces of reindeer moss found on the ground below trees in the local park dipped into PVA glue and then into dark green scatter. Don't make these too tall, as they do not grow as large as many tree species.

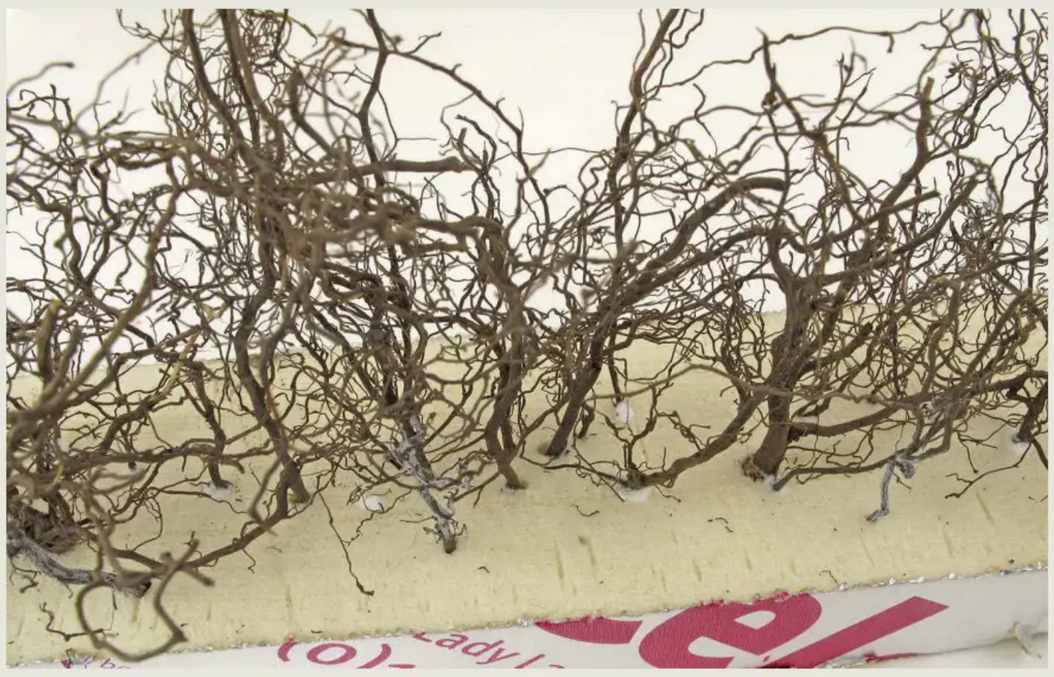
Getting Practical

17 Conifers are common in gardens and come to the fore in winter, particularly those of a lighter shade of green. Model these using shop-bought lichen and use scissors to trim to the desired shape. A small piece of wire will hold errant pieces upright, and an application of flock applied with PVA makes them much more realistic.

18 Silver birch are conspicuous in darker days and are always worth adding for variety. Take an existing tree and simply dry-brush a light grey/white paint to the trunk, or wipe off the highlights while still wet. Only do this for the trunk and big branches as the smaller branches and twigs are a dark grey.

19 Small shrubs and bushes that have lost their leaves, such as roses, are best modelled using small pieces of tree root. Simply cut these off and stick in place using Hornby Clearfix, or try a hot glue gun for larger pieces, but beware that this glue is too hot to touch while setting.

20 Some deciduous trees retain their leaves when small, namely oak and beech. The latter are commonly used for hedging in Britain. I modelled these using Martin Welberg bushes, simply cut from the base layer supplied and stuck in place with PVA glue.



21 Background trees are made from pieces of root from a garden shrub. Soft insulation foam makes it very easy to mount these and a dab of PVA will keep them in place. Trim excess roots with scissors from the top once you have an even covering of pieces.

22 Finally, to model the small twigs, make a background of grey on a white surface to go behind the trees. Try mixing brown and blue together rather than just adding white to black. My preferred choice is to use watercolour on paper, but any paint and surface to match will suffice.

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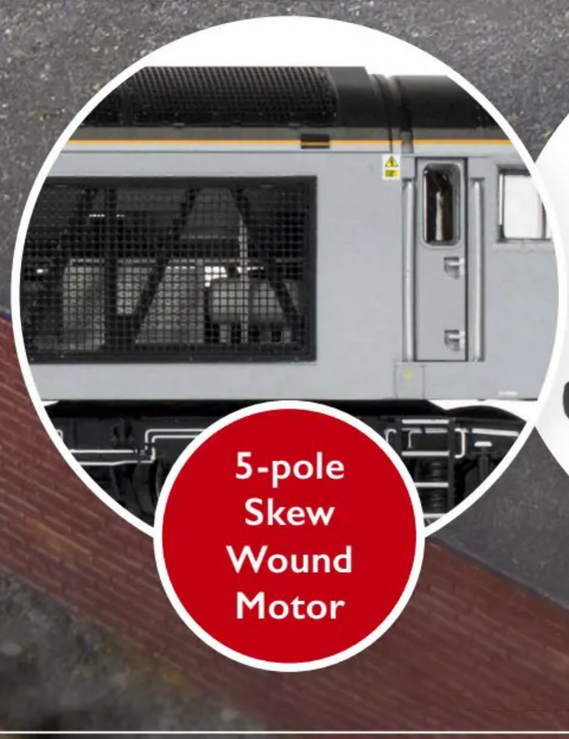

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R30355TXS	Class 60 - GBRf - 60056 ‘Great Gable’ (DCC Sound Fitted)	HM 7000	TXS TRIPLEX SOUND	21 PIN CONNECTION

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I completed the model by installing 3D-printed chimney pots painted with enamels and people from the Bachmann and Preiser OO figures range. The finished model is very robust due to the multiple laminations of the card parts and has a realistic "life-worn" appearance that you don't always get from cardboard building kits.

How to build a download-at-home kit

Darius Aibara

SCALESCENES IS one of a number of model suppliers that offers their kits as "download and print" products whereby you purchase the kit as a pdf file and download it. You then print the parts out in colour and stick the sheets onto various thickness of cardboard before cutting the parts out and assembling them. The download kits are relatively inexpensive and are available in a variety of scales. Once downloaded, you can print as many copies as you like, so if you make a mistake, you can print out a replacement sheet of parts.

Each kit comes with comprehensive illustrated instructions, which are well worth studying a few times before starting to build the kit, as it is easy to miss a step. Separating already-glued cardboard parts to rectify a mistake is not an easy task.

It is important to have the right tools for building this type of kit. These comprise a straightedge and sharp knife with plenty of spare blades. Cutting thick cardboard will blunt the blades and this could cause tearing of the sheets when cutting. The main glue used is PVA and you will need plenty of this. I also use a glue-stick for attaching small sheets of printed paper to the cardboard and occasionally superglue for fixing stubborn parts. For the PVA, I have a small applicator that enables thin lines of glue to be accurately applied. To hold some of the parts in place while the glue sets, I used a number of spare loco weights.

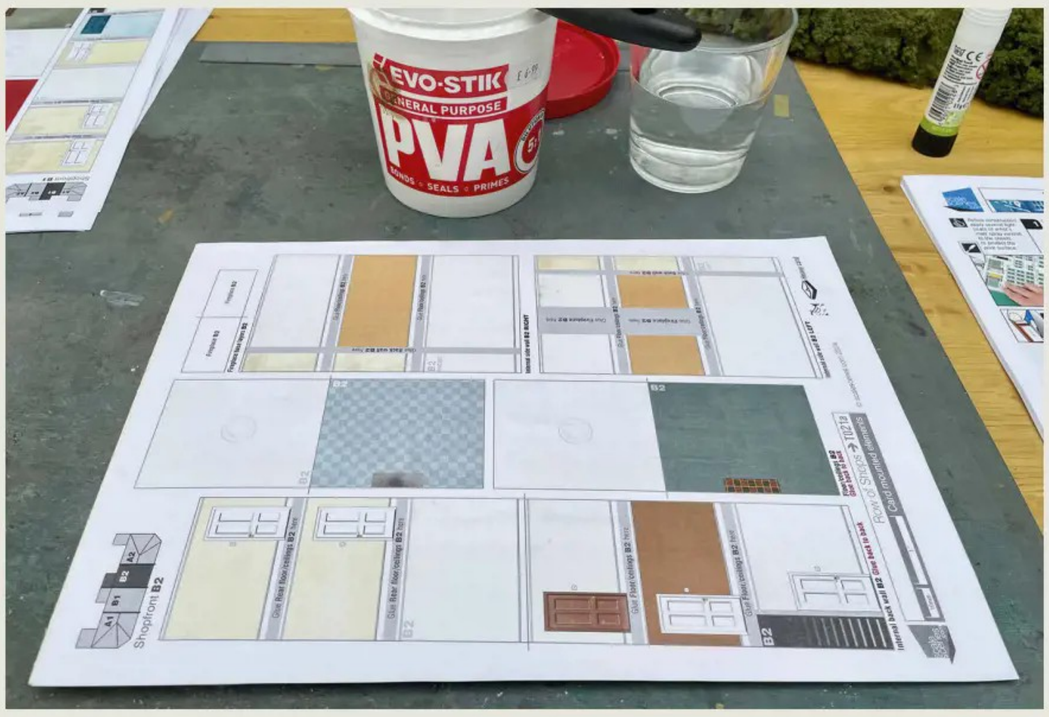
WHAT YOU NEED

Bachmann
OO figures

Preiser
OO figures

Scalescenes
T021a Row of Shops

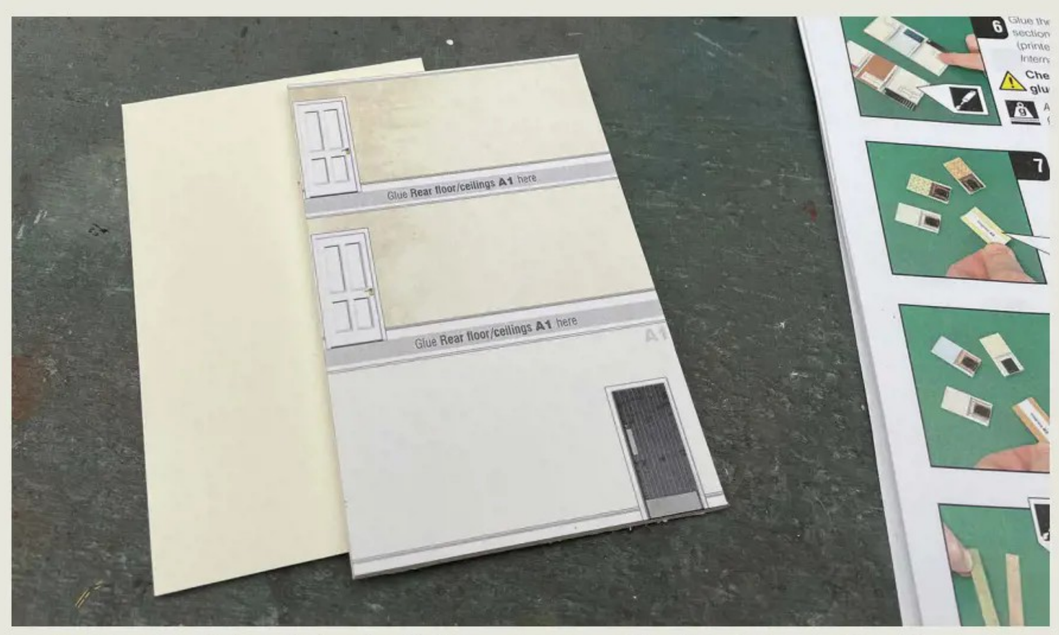
Other
Various thicknesses of card stock (2mm, 1mm and thin), clear plastic sheet (old kit packaging), craft knife and straightedge, lots of spare blades, cutting mat, tweezers, glue–stick, superglue and plenty of PVA, locomotive weights, black marker pen for coating cut card edges, enamel paint for the 3D-printed parts and for touching up blemishes, 3D-printed chimney pots and bus stop sign (eBay).



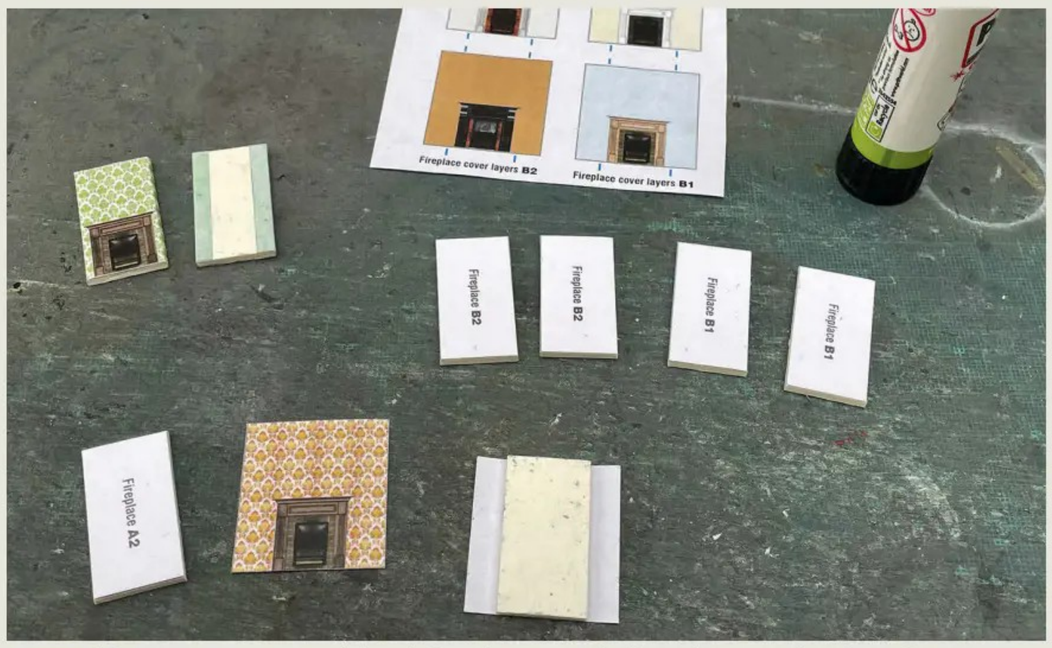
1 The printed sheets are glued to the cardboard using PVA, applied neatly to the card surface with a large flat brush. The sheets are placed on the card surface and smoothed out. Each sheet has a printed note as to what thickness of card it should be fixed to – heavy, medium, and light. I purchased bulk packs of 2mm, 1mm and thin card for this purpose.

2 Once glued, the card sheets need to be kept flat while the glue cures to stop them from curving. I sandwiched them between two spare wall tiles, suitably weighed down, leaving them overnight to cure. The wall tiles were also useful as flat bases to assemble the kit parts upon to ensure that everything was level.

3 The first step is to assemble the window parts, carefully cutting out the window apertures on one of the “print only” sheets and gluing the cut-out frames to clear plastic sheets. I used leftover plastic packaging from some laser-cut kits for the glazing and used stick glue to fix the paper frames to the clear plastic. Any glue smears can easily be wiped off.



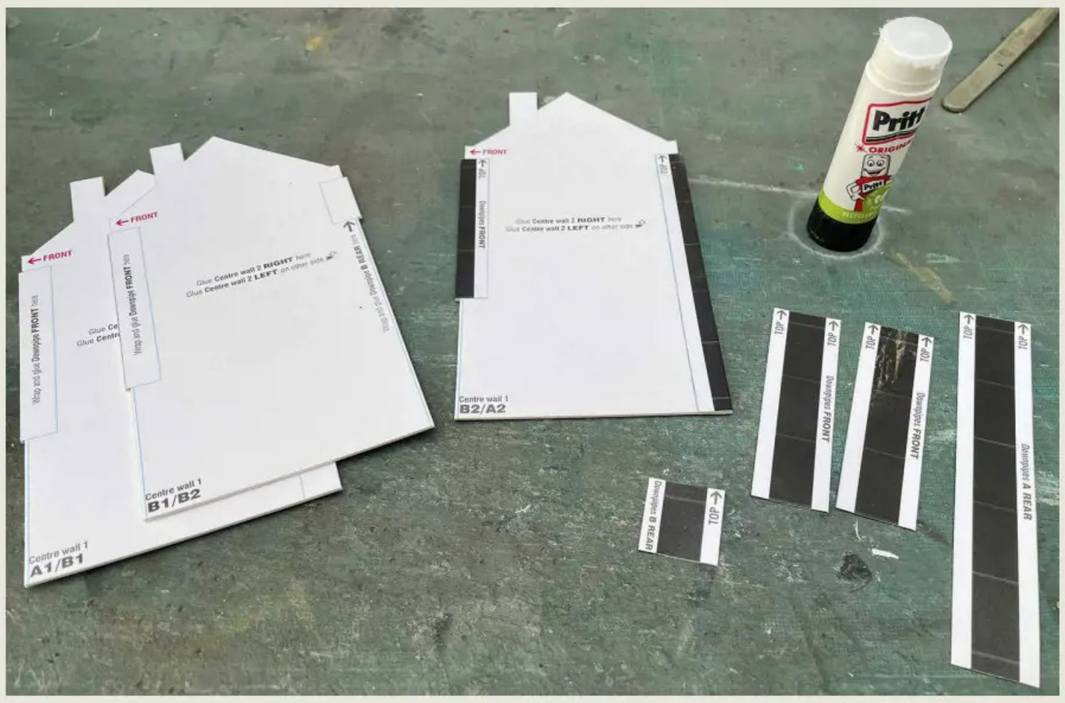
4 Assembly of the building starts with the internal wall parts, which are glued to thick card sheets. These are cut out and glued back-to-back to form the wall and floor/ceiling parts. Despite the wall tile “clamp”, the sheets do tend to curl up slightly over time and I found bulldog clips useful to hold the “back-to-back” parts together in correct alignment while the glue set.



5 Parts are provided for internal fireplaces in the form of card rectangles and “print only” cover sheets. The latter are glued onto the card parts and wrapped around the edges. I used stick glue for the larger paper sheets and PVA for the small ones.

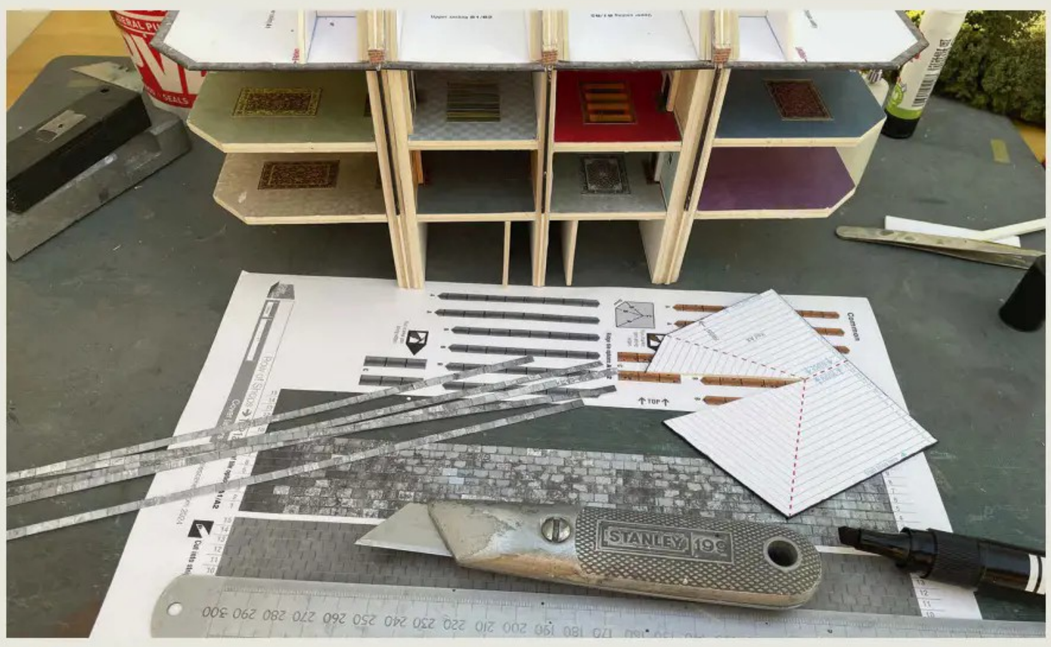
6 The back-to-back glued floor and wall parts are fixed to each other using PVA. Scalescenes provides items such as bookshelves, rugs and paintings to decorate the interiors, but these can be hard to see once the external walls are fitted. You could illuminate the building interiors quite easily, though.

Getting Practical



7 The row of shops comprises four terraced buildings, and dividing wall parts are provided that are slightly wider to form the rainwater downpipes. The downpipes are created using “print-only” wrap-around sheets that I cut out and fixed using stick glue.

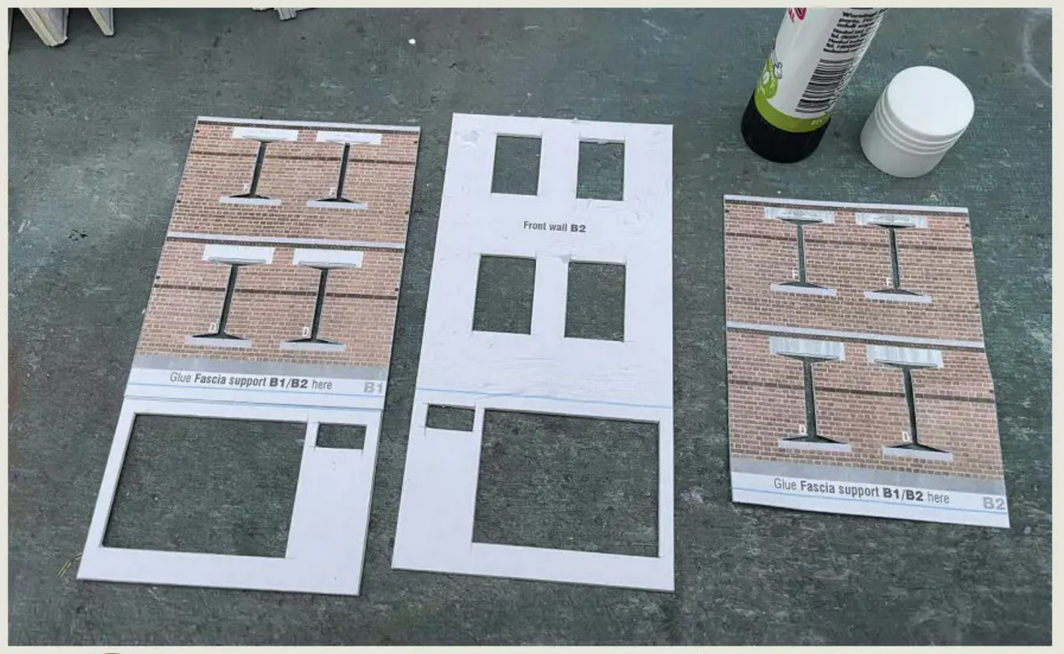
8 The four separate terraced building assemblies are fixed to each other with the rainwater downpipe parts sandwiched between them. I undertook this step with the buildings placed on a wall tile to ensure that all was level and clamped them together with bulldog clips while the glue set.



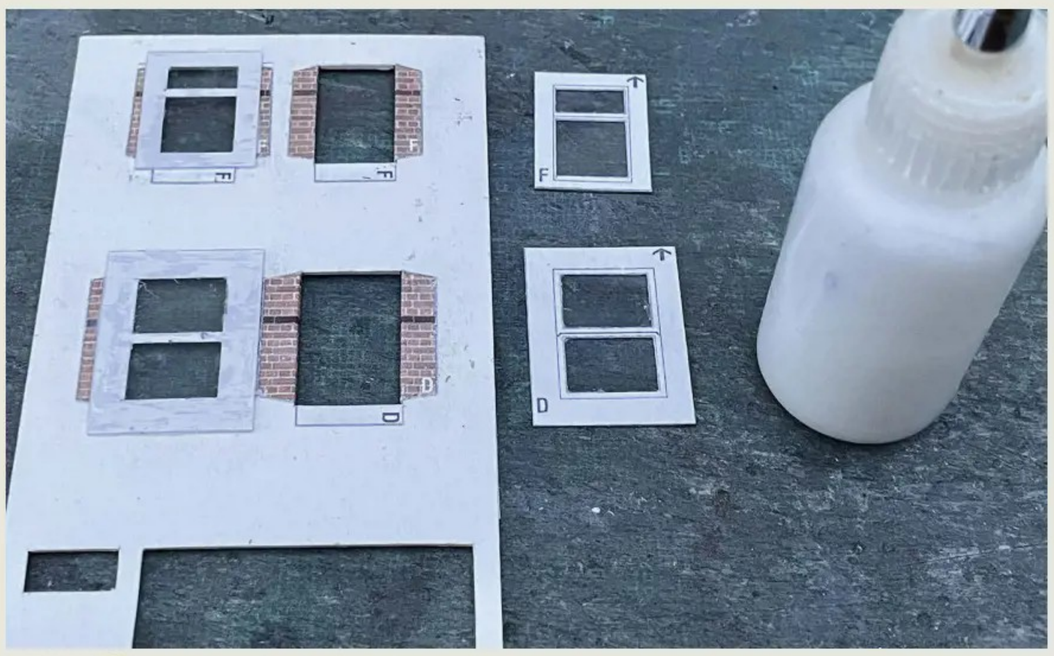
9 The roof parts comprise the top floor ceiling, which also includes the gutters, and the sloping roof parts that are made using thin card. The latter have printed guidelines for the fixing of print-only roof tile strips, of which several types and colours are provided. The strips are cut out and glued to the sloping roof parts using the guidelines for fixing.

10 The roof tile strips overlap once fitted and create quite a realistic tiled effect. They are fixed so that they overrun the edges of the sloping roof card parts and are trimmed once the glue has set. The sloping roof parts are then folded to shape and fixed in place on the building. Triangular roof support parts help with this process.

11 Once the sloping roof parts are installed, ridge tile strips are fixed in place and the chimneys lined with wrap-around brick sheets. The chimney caps and gable copings comprise small card parts that are fitted with wrap-around linings. I used PVA to fix all of these wrap-around linings as they were too small for the glue stick.



12 The exterior walls comprise medium card formers with the window and door openings cut out. Before attaching, the window and door openings are cut from the brick sheets and these contain wrap-around “flaps” that are glued to the rear surface of the walls using PVA. Separate print-only windowsill parts were cut and glued in place with PVA.



13 The glazed window parts are letter-coded by size and are cut from the larger clear sheet and glued to the rear surface of the external walls using PVA. Once fixed, I glue paper curtains to the insides of the windows. Scalescenes provides a selection of fabric and net curtains as print-only parts.

14 The external wall parts were glued in place using PVA applied to the edges of the walls and floors. I used the spare loco weights to hold the wall parts in place while the glue set. The large shopfront glazing units are not installed at this stage. That is done when the building construction is largely complete.

15 The “back of house” exterior wall parts were constructed and fixed in the same way as the front parts. There is a very nice exterior set of steps feature. However, I found during assembly that the step parts were too thick – the correct thickness falling between the heavy and medium card. I carefully “thinned” each step before fixing them in place.

16 Scalescenes provides a cylindrical exhaust stack part that has to be rolled up from a strip of paper. To ease the rolling process, I glued a cocktail stick to one end of the paper so that it rolled into a nice cylinder shape. The top end of the stack was cut off to fit the exhaust cap part and the other left in place to aid attachment of the exhaust stack.

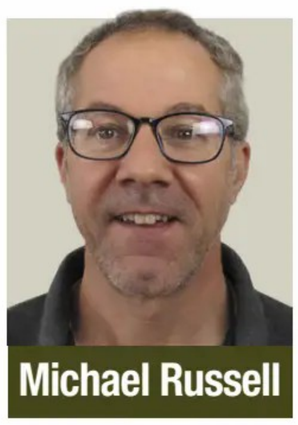
17 The shopfront glazing and door parts are fixed to the outside of the external walls at this stage and the surrounding base plinths and pillars fabricated and fitted. The latter are made using the wrap and glue technique described earlier.

18 Finally, parts are provided to furnish the interiors of the ground-floor shops. The external footpath and interior floors are provided as two large card parts that are fixed together to form the overall base. I glued them to a single card backing sheet to strengthen their connection.

Getting Practical

On the ‘big railway’, it was common to use one vehicle as a source of spares to keep others in traffic. The same applies to models. Perhaps you can obtain all the parts you need to refurbish your fleet from one model, perhaps one that has greater overall damage than the others. In this way, you can keep scratch-building and new parts to a minimum and perhaps save time and money, too.

Refurbishing wagons



Michael Russell

THE COST of new model railway models has increased, as has just about everything else outside of modelling, due to rises in the price of fuel, amongst other things. Many modellers don’t have a large enough modelling budget for their needs. At the same time, there are many older models available on the second-hand market. Wouldn’t it be nice if we could use some of these older models to fulfil some of our wants?

I’m not going to pretend that older models can be made to look as good as newer items, unless we spend a great deal of time and money on them, which rather defeats the object. Perhaps, though, there are areas where we would be happy to compromise slightly to free up money for contemporary models and perhaps channel more funds into locomotives, which is where the focus lies for most of us.

The wagons I use are in what I would call ‘toybox condition’. They have all been thrown together, unboxed in an open container and have been played with by children.

WHAT YOU NEED

DCC Concepts
DCF-BR2 Axle Bearing Reamers

Hornby
R8098 12.6mm diameter metal 8 spoked wheels
R8097 12.6mm diameter metal 3 hole disc wheels

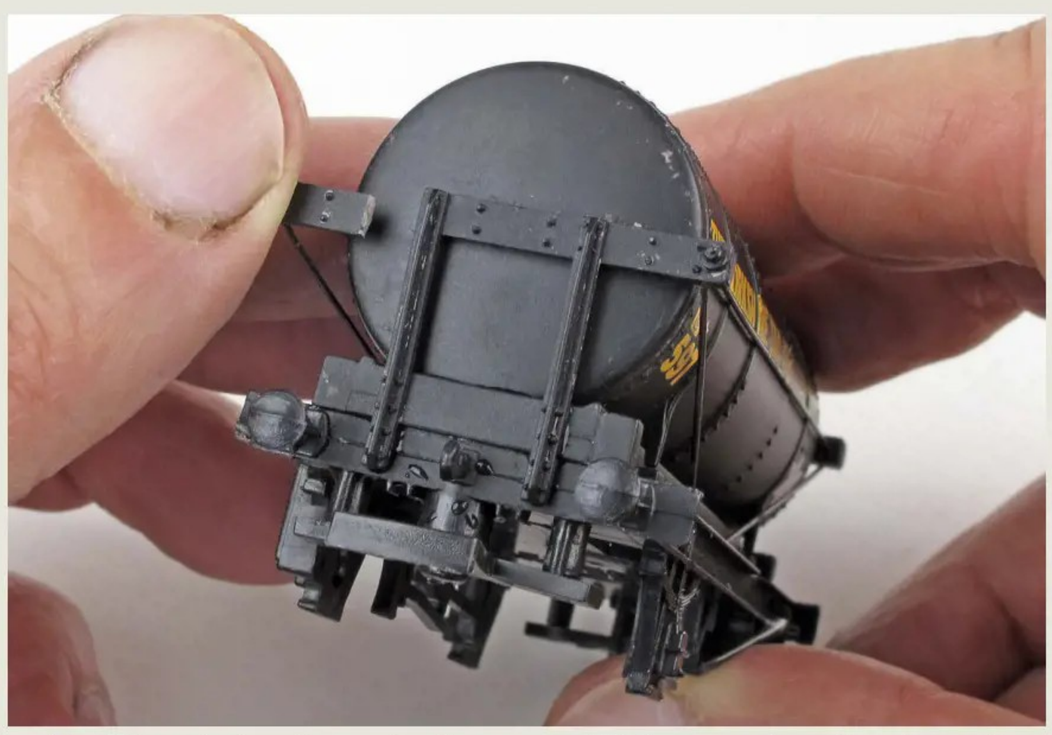
Parkside Dundas
Mounting blocks for NEM couplings

Other
Small stiff brush, canister of compressed air, small drills, plain-jaw pliers, glass fibre brush, small files, modelling knife.

1 Pop out the old wheels by pulling on the axleboxes with a fingernail. Replace if they are made of plastic as they do not run well, collect dirt and may be of an old profile, making their running suspect on newer trackwork. Make a note of the wheel type, for example; plain, spokes, etc.

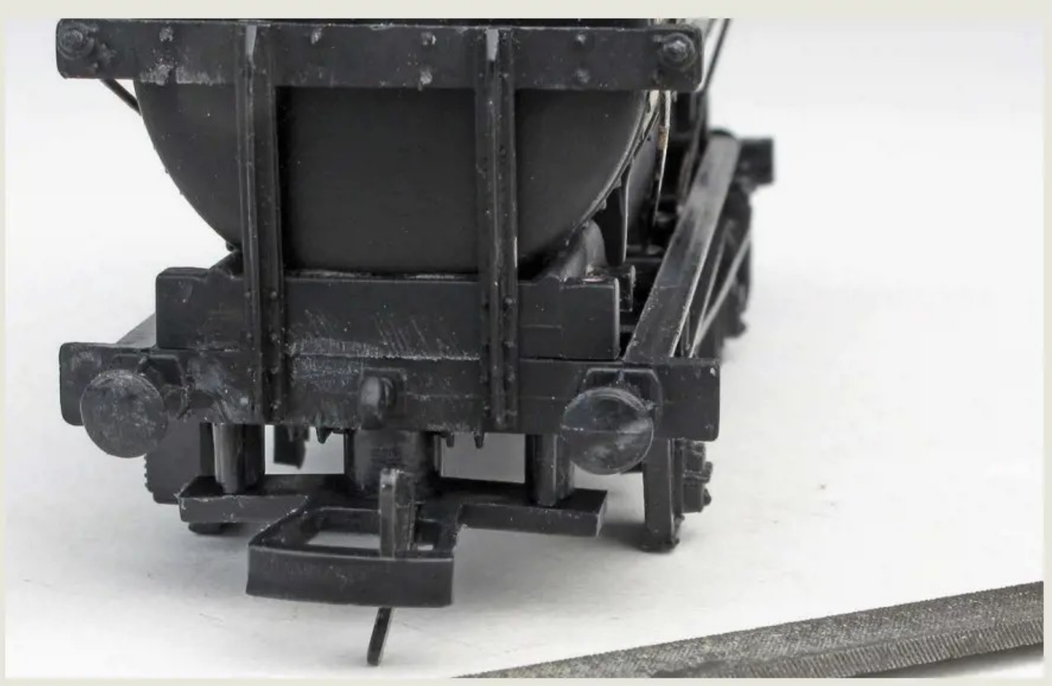
2 Wash the wagons in a soapy water mix. I used an ordinary bar of household soap, but be careful to form a lather with no solid parts in it. Use a stiff brush to get into the crevices and remove roofs if you can.

3 Rinse the models thoroughly under a running tap to remove all traces of soap. Leave the models on a towel to dry in a warm room. Blow on the models or use a canister of compressed air if you want to speed things up.



4 Repair bodywork damage. This may involve bending things straight or gluing parts back together. 3D-print new parts, or make them from plastic card, spare runner (sprue) and/or metal rod.

5 Buffers are often broken or missing. Cut them off if beyond repair. Drill a new hole into the bodywork for a better joint. Replace with plastic rod and a head stamped out of plastic sheet or use metal for greater strength.



6 Seam marks from the moulding process are a dead giveaway on a model and are common around the headstock/buffer area. Remove them using a fine file, using gentle strokes to only remove small portions at a time.

Getting Practical

7 To remove solid sections above couplings; first drill a series of holes around the perimeter of the area to be removed. Now cut between the holes using a knife and then clean up using a file.

8 Fit new wheels by fitting one side in the axlebox and then gently moving the other axlebox out so that the wheelsets drop into place. If the wheelset doesn't run smoothly, use an axle reamer to open the bearings out.

9 Rusted couplings are best handled by removing them from the model. Scrape the rust off with sandpaper or a glass fibre brush. Now brush or spray with an etching primer and then paint black. Be careful to only paint parts away from the pivot.

10 If you don't like the old tension-lock couplings, then fit NEM couplings using pockets. You will need to remove the old couplings and then ensure that each new pocket sits at the correct height by placing the wagon on some track alongside a manufacturer-fitted vehicle.

CONCLUSION

The fact that many of these models have survived the toybox is testament to their robustness, and that is a big plus as finer models are sometimes easy to break and shed parts that have to be located and stuck back on. Of course, there is a trade-off with appearance, but you may consider that a price worth paying.

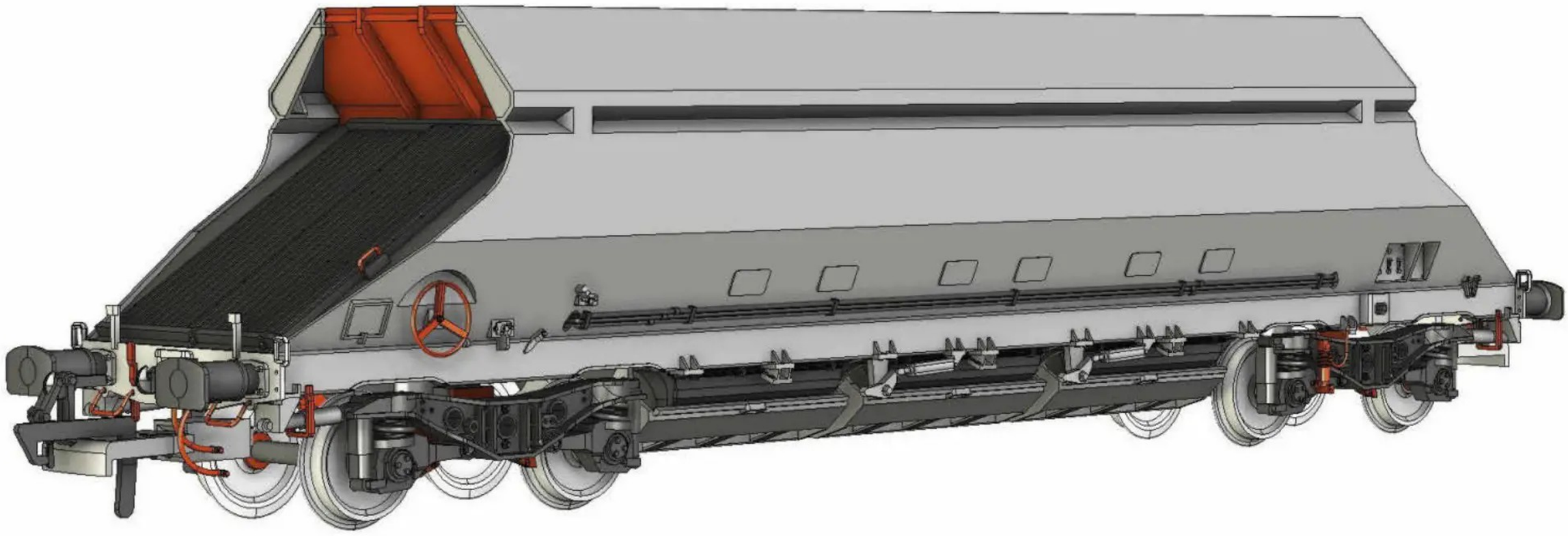
Repainting the wagons makes a big difference to their appearance and makes them much more realistic. Many of the older wagons come apart very easily, making repainting easy as you can often split them into chassis, roof and body.

These models now show promise, and the next stage is to weather them and then compare with similarly-treated contemporary models of the same subject. I suspect that the difference between the old and the new won't be as great as you'd think, making the use of older stock a sensible and viable cost-saving choice.

Revolution trains

00 gauge - 1:76 scale

Stone and sand!



IIA-B, HOA, IIA-F hoppers now in development

Cemex, Cemex debranded

Mendip Rail - VTG

Mendip Rail - NACCO

Touax

Note: Not all versions shown

- Introduced from 2008, nearly 400 IIA-B and HOA-B hoppers are in use on stone traffic originating from the Peak District and the Mendips.
- In addition a fleet of 41 almost identical IIA-F wagons, fitted with hinged roofs, is in use on sand traffic for glassmaking.
- Models on offer will incorporate prototypical variations in brake equipment, end covers, discharge equipment controls and other bodyside details.
- Complementing Revolution's existing HOA-A hoppers, for each version several running numbers will be offered to enable prototypical rakes to be marshalled.

www.revolutiontrains.com

Revolution Trains @baby_pendo

Build a Corrugated Goods Shed

Darius Aibara

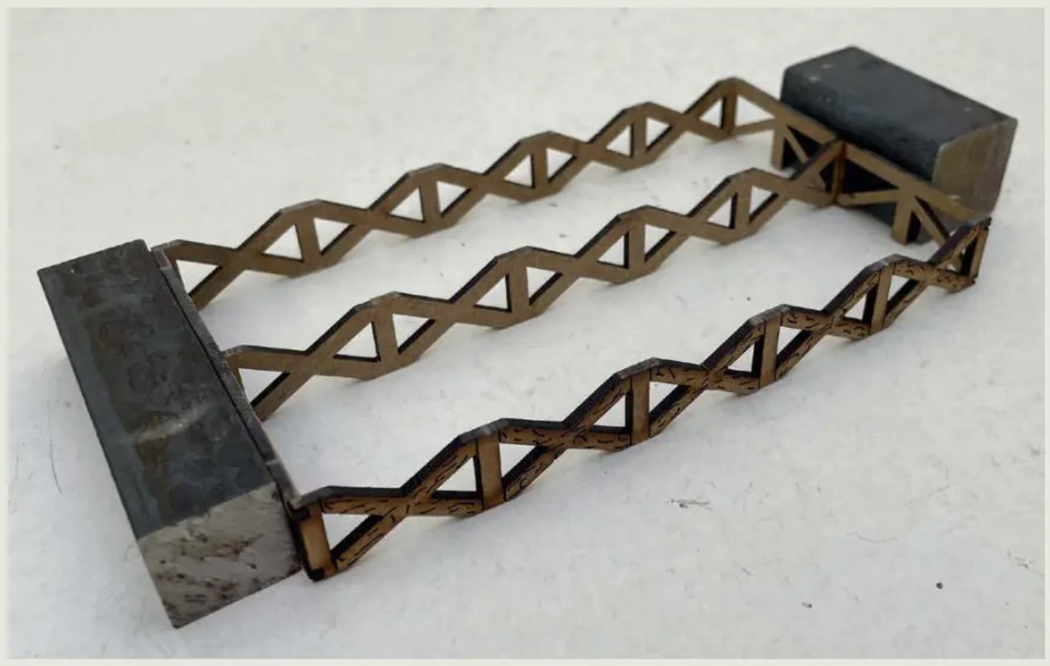
MMR MODEL Kits is one of a growing number of manufacturers providing laser-cut MDF and cardboard kits of various railway-related buildings. This kit for a corrugated goods shed (presumably, it is the shed that is corrugated, not the goods) is a fine example and comprises two large laser-cut frets of parts in 2mm thick MDF and thinner cardboard. Two smaller frets provide frames and transparent plastic for the roof skylights.

The MMR Model Kits corrugated goods shed is easy to build and results in a fine representation of a small timber-built goods or provender store suitable for a branch line scene. Further details, such as figures and goods, both stored and ready for shipment, can be added – the scope for additional detail is almost endless.

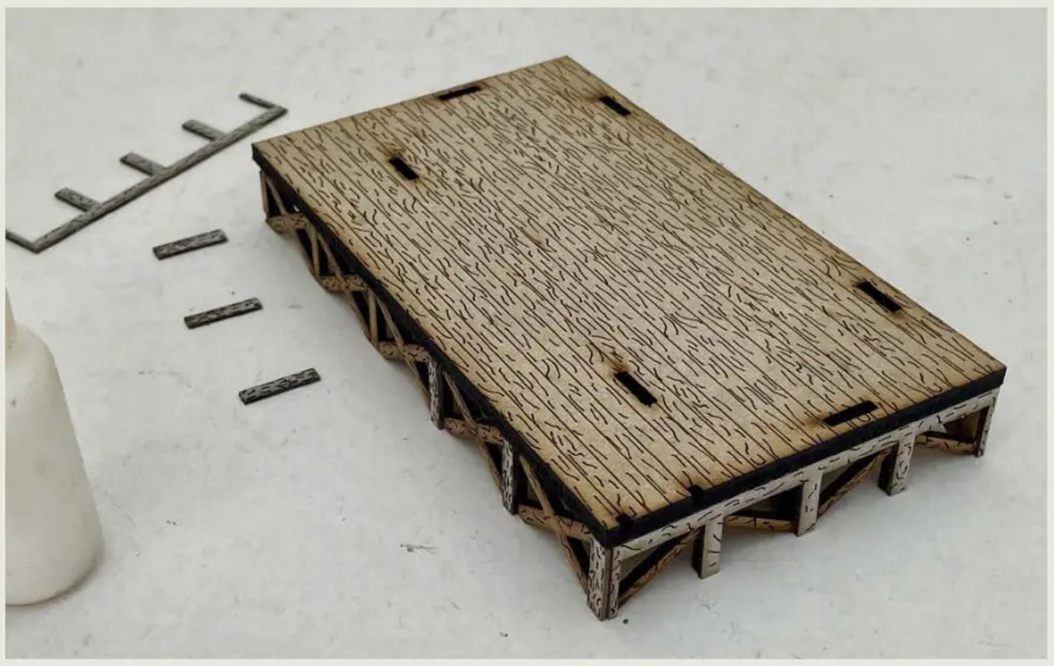
WHAT YOU NEED

MMR Models
Corrugated Goods Shed

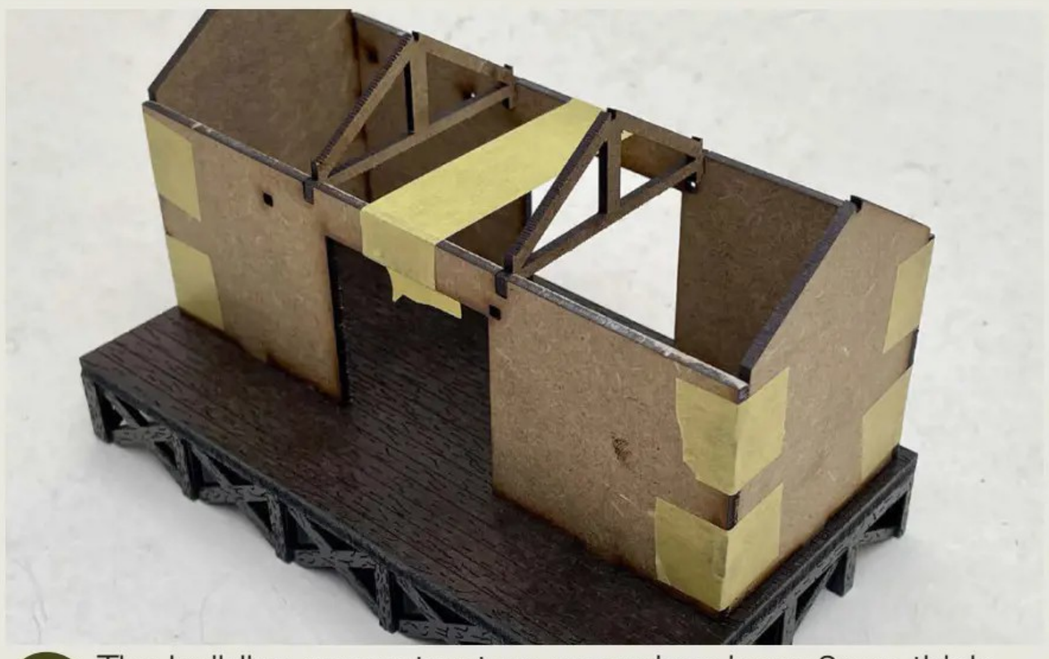
Other
Craft knife, fine paint brushes, white and grey spray primer, brown and green enamel paint, PVA adhesive, metal weights, clothes pegs and masking tape (for clamping)



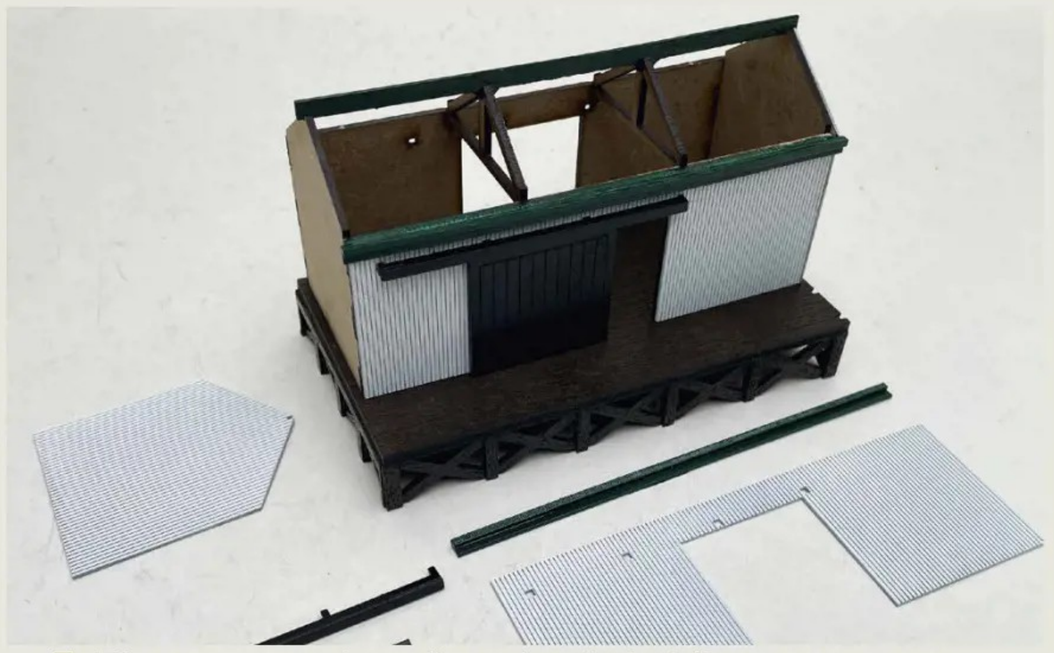
1 Construction starts with the timber lattice framing to the timber deck upon which the goods store superstructure is founded. This comprises five MDF parts that are cut from the fret and fixed to each other. I used PVA adhesive for this purpose and for the fixing of all of the parts of this kit.



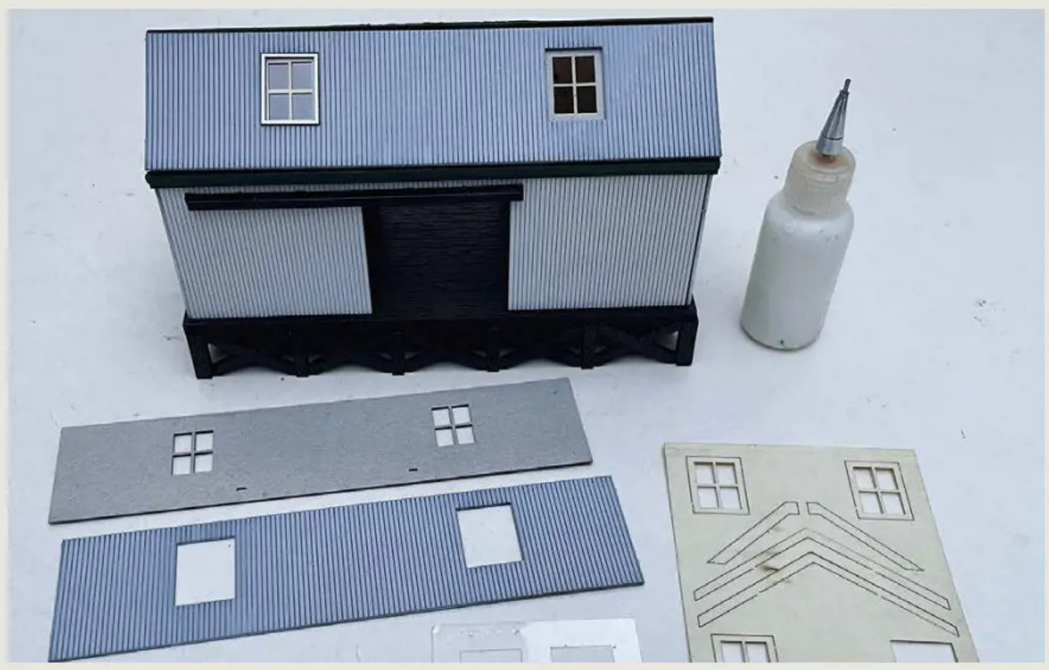
2 The main deck is a single MDF part to which the timber lattice framing is glued using PVA. Separate etched cardboard parts were then fixed to the outside faces of the framing to accentuate the deck support beams and posts. The whole deck was painted a deep brown at this stage.



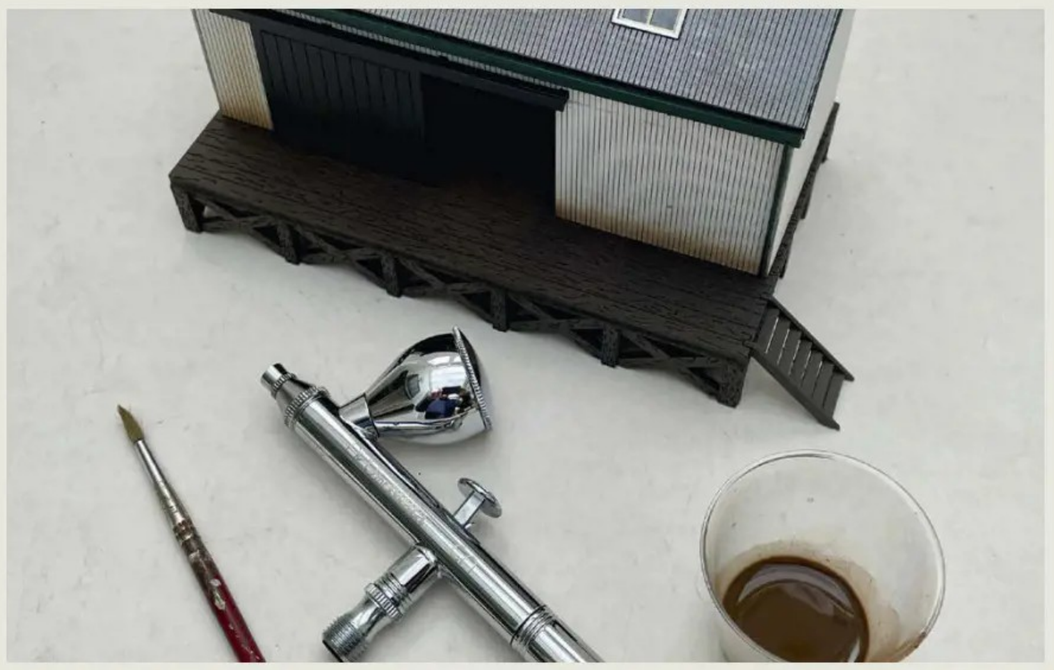
3 The building superstructure comprises inner 2mm thick MDF walls to which etched corrugated cardboard outer surfaces are glued. The former parts have tabs that engage with slots in the timber deck assembly and with each other to aid with their placement on the deck and with each other. Masking tape was used to hold the parts together as the glue set.



4 The corrugated cardboard wall cladding parts were sprayed with white primer before being glued to the walls. Separate MDF and cardboard parts are provided for the sliding door top track and the eaves gutters. These parts have to be glued to each other before fixing to the shed, and I used clothes pegs to clamp them together whilst it set.



5 The roof cladding, comprises inner and outer parts, this time both in cardboard. The inner was fitted unpainted; however, I sprayed the outer parts with grey primer before fitting them. Once set, I then fitted the transparent plastic skylight glazing panes and outer frames as well as rainwater downpipes.



6 The completed model looks nice but really benefits from some weathering. To this end, I brushed on a thin wash of dirty brown enamel to the roof and airbrushed thinned enamel track colour to the decking and lower parts of the walls. Job complete.

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TRACTION

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CAMBRIAN HOLIDAY

Journey along the Cambrian Coast line

ALSO INSIDE:

- Bristol 1997
- Euston to Rugby
- North West Industrials

A CAMBRIAN HOLIDAY

By Andrew K Overton

"We're going to your Uncle Reg's cottage at Aberdovey, if you want to come", announced my mother. Hmm.....do I want to go on a family holiday? Not particularly, but hang on a minute, if I can escape and do some railway photography on my own, I might be up for it. I had visited the Cambrian Coast line but only by way of travelling through, it being a long day trip from my home in Doncaster and with a sparse train service, there was insufficient time to be getting off a train and hanging about to photograph others. There was also the issue of BR's parlous finances, leading to further closure of unremunerative lines, and following the discovery that Barmouth Bridge was being destroyed by teredo worms, who knew if the line had a long-term future? I might kick myself in years to come if I turned down the opportunity, so I said yes.

My uncle was married to my mother's sister and there was some Welsh blood in his family somewhere, the result being that a farm cottage in the hills above Aberdovey (Ed: Aberdyfi in Welsh) had eventually passed down to him. They lived in Holmfirth and were going on a family summer holiday to the cottage and asked my mother if our side wanted to come along. It was certainly an experience getting there, my father drove and he had some directions on a bit of paper about how to find the cottage down the various dirt tracks – this was 1985, so no sat-nav – which we eventually did after straying into various other working farm yards en route. There was a much quicker way down into Aberdovey by foot or tractor, but not suitable for a family car, which was just as well for my plans of personal escape. The only downside was that this route passed through grazing for a large herd of cattle, which included an enormous bull, but my uncle assured us it was docile while it was with cows. It certainly didn't look docile to me and I used to give it a very wide berth. Oh yes, the other downside was the minefield of cowpats ready to snare those not watching where they were putting their feet.

After a few days of family time, I made my excuses and left, as they say, for a day line-siding. In 1980, locomotive-hauled traffic had been banned from Barmouth Bridge due to damage to the supporting timbers by marine teredo worms. At the time, I found this unfortunate, as I would not have planned to photograph DMUs, but in the circumstances, it was a case of Hobson's choice. With the passage of time, I realise how fortuitous this was, as it forced me to record first-generation DMUs at a time when they were receiving little photographic attention. There was also the additional bonus that you can photograph a multiple unit equally well going away from you as coming towards you, and on a line with a sparse service, you can get a lot more shots in a given time. In truth, even before the banning of locomotives, there was little other than DMUs using the line. During the period of my visit, during late July and early August, there were eight trains in each direction each day apart from on Sunday when a token service of one train ran from Birmingham New Street to Barmouth only and back. Discounting the very early and late trains, realistically, I would only have chance to photograph five services in each direction all day. The stock was predictable, consisting of 1958-61 Swindon-built Class 120 cross-country sets and 1956-59 built Metro-Cammell Class 101 units, sometimes intercoupled.

Class 101 DMUs pass Abertafol station on the bank of the Dovey Estuary with the 07:55 Pwllheli to Machynlleth at 10:11 on July 31st, 1985.

A pair of Swindon Class 120 DMUs on the 11:35 Pwllheli to Machynlleth follow the narrow trackbed alongside the Dovey Estuary between Abertafol and Gogarth at 13:24 on July 31st, 1985.

A Swindon Class 120 DMU forming the 11:40 Crewe to Pwllheli leaves Dovey Junction station on August 1st, 1985, and heads onto Dovey Junction Viaduct.

Penhelig

Although the nearest town to the cottage was Aberdovey, the nearest station was the small halt at Penhelig. This was a typical GWR affair of wooden platform with pagoda shelter, squeezed into a space where the line emerged between Aberdovey No.3 and No.4 tunnels. It would have been useful to have been able to travel east to the adjacent stations of Abertafol and Gogarth as starting points for photographic forays, but owing to the state of their platform structures, these had been closed temporarily from May 14th, 1984. BR deemed the traffic on offer insufficient to justify rectification work and they never reopened. So, I set off east on foot along the road, which closely parallels the line, often above it as the railway clings to a ledge above the seashore, investigating vantage points at the various tunnels and on the foreshore. I visited the closed stations, which remained fully accessible, only a notice advising passengers that trains would not call and the formal closure notices giving any hint that the end was nigh. Today, no traces of these stations remain. I only managed two photographs all day, what with the paucity of service and difficulty in finding locations.

Dovey Junction

The next day, I set out from Penhelig – a request stop – for a day's photography at Dovey Junction. This location is one of those strange stations that exist merely for the interchange of passengers, there being no road access, only a long footpath from the A487 road. Very few trains actually called at the station in 1985: on the Aberystwyth line, four Down trains (all bizarrely in the late afternoon and evening) and one in the Up direction, and on the Pwllheli line, two in the Down direction (one on Saturdays), four in the Up direction. The connectional opportunities these trains presented were hard to determine.

The 16:40 Pwllheli to Shrewsbury runs into Dovey Junction station, off the viaduct 10 minutes late at 18:50 hrs on August 1st, 1985, formed of a Swindon Class 120 DMU.

A Swindon Class 120 DMU leads a Metro-Cammell Class 101 onto Barmouth Bridge with the 11:35 Pwllheli to Machynlleth on August 5th, 1985.

As a result, visiting by train was not easy and once you were there, you were there for the duration. I arrived at 11:33 off the only morning train on the Pwllheli line to call and that was it, my next train back was at 20:44, although an escape at 16:09 was possible to Machynlleth, returning from there non-stop through Dovey Junction.

Looking back, I find it extraordinary that I spent so long at Dovey Junction, as photographic evidence shows that I was still there at 18:40, so I didn't take advantage of the early exit, yet I only took three photos. I do remember the strange solitude of the place, the station being virtually marooned on a slightly raised formation in the middle of reed marshes near the head of the estuary, which limited lineside access. The only member of staff was the signalman, distant traffic on the A487 was audible, but other than that, there was just the swish of the wind through the reeds and the calling of birds between the very occasional trains. At this date, the junction was still mechanically-signalled and sported an extensive collection of semaphore signals and had passing loops adjacent to the platform lines on the routes to both Aberystwyth and Pwllheli, by this time seldom, if ever, used. Passenger trains could not cross here unless they were taking separate routes, or if one of them was not calling at the station, without an awkward shunt. A time capsule indeed, all swept away by signalling modernisation three years later. I'm glad I visited, few people did and even fewer by train.

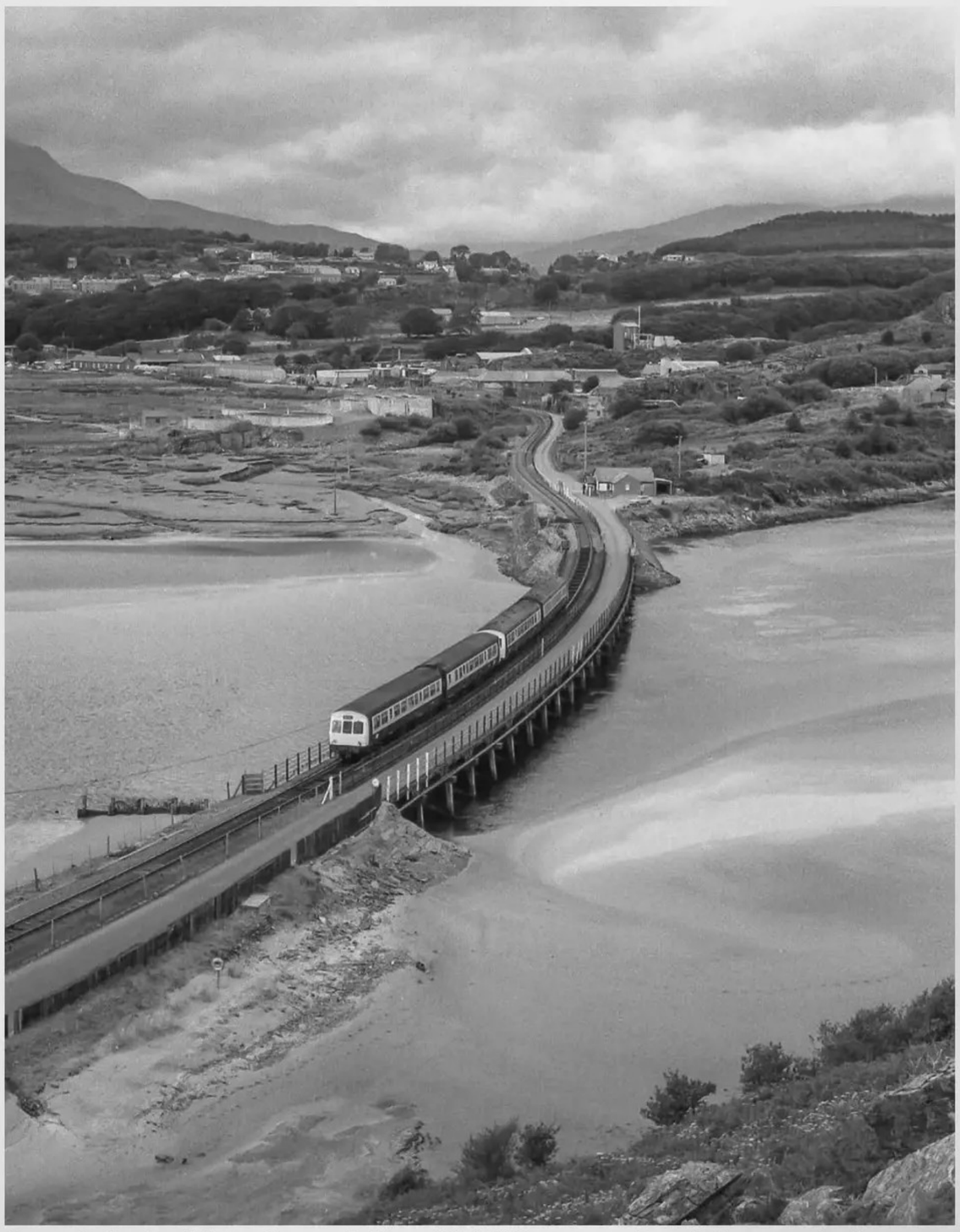
Barmouth Bridge

The following week, I was off out again, this time heading north up the coast to Barmouth on the 11:00 train from Penhelig, arriving at 11:39. I was keen to photograph trains crossing the threatened bridge, as at this time the fate of it and of the line was hanging in the balance. Work to replace the damaged timbers eventually begun later in 1985 during a six-month closure and completed in 1986.

A pair of 2-car Metro-Cammell Class 101 DMUs emerges from the south end of Barmouth Tunnel on August 5th, 1985, with the 15:00 Pwllheli to Machynlleth.

A Swindon Class 120 DMU passes the Down Home signal bracket at Dovey Junction at 16:22 on September 1st, 1985, and runs into the station with the 14:22 Shrewsbury to Aberystwyth. The unit cab carries the headlight mounting point between the windows for Central Wales Line operations.

Looking across the Mawddach Estuary towards Barmouth as the 14:00 SX Pwllheli to Machynlleth crosses the bridge on August 5th, 1985.



A coupled pair of Metro-Cammell Class 101 DMUs crosses Pont Briwet, north of Llandecwyn station, at 15:59 on August 6th, 1985. The toll hut for the bridge can be seen at its far end and Cooke's explosives factory at Penrhyndeudraeth can be seen in the middle distance.

The 12:45 Machynlleth to Pwllheli leaves Penrhyndeudraeth station at 14:18 on August 6th, 1985, and passes the disused headshunt of the Down sidings. Although the DMS and DMBC vehicles are Swindon Class 120, the centre trailer vehicle appears to be of alternative parentage, a feature of some ex-Central Wales Line 2-car sets.

The railway south of Barmouth station curves round the edge of the headland before entering the short Barmouth Tunnel and emerging onto the bridge. An adjacent footpath leading to the bridge gave excellent access and it could be crossed on foot alongside the railway by payment of a toll, which I did later in the day to obtain a panoramic view of the bridge and the estuary from near Morfa Mawddach station.

The bridge had a section at the Barmouth end that at one time had swung to allow tall ships to pass through but, by this date, it no longer swung, although the associated mechanism was extant and could be seen. The 15:00 Pwllheli to Machynlleth was the last train that could be photographed if I wanted to be back at Penhelig around teatime, as I needed to be on board the 16:40 service from Pwllheli, which was due off Barmouth at 17:51, so after a very pleasant summer's day on the coast, I headed back with a few photos in the bag.

Penrhyndeudraeth

The next day, I continued my northward exploration and decided to photograph around Penrhyndeudraeth, catching the same train out from Penhelig. As well as the limited service, the slow speed of the trains, with frequent station stops, robbed photography time when travelling. The main source of freight traffic in latter years on the Cambrian Coast was explosives from Cooke's factory at Penrhyndeudraeth. Sidings had been retained here after closure of the signal box, with an intermediate token instrument provided to allow trains to shunt inside the sidings and passenger services to pass by while they were there.

Unfortunately, the problems at Barmouth Bridge had seen the end of these freight movements, although traffic was still transferred to and from rail via the Conwy Valley line, and by the time of my visit, the sidings were disused and overgrown. To the south of the station, the line crossed the Afon Dwyryd over Pont Briwet, another bridge with an adjacent public highway, this time for vehicles too. The bridge seen on my visit was replaced in 2014, dispensing with the road toll.

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47428 passes the old Blaenau Ffestiniog station, the former LNWR Blaenau Ffestiniog North, closed in 1982, with 2D17 11:10 Llandudno to Blaenau Ffestiniog.

47428 about to enter Ffestiniog Tunnel with 2D18 13:30 Blaenau Ffestiniog to Llandudno. Note the standard front end at the No.1 end of the loco, in contrast to the modified one at the No.2 end in the previous photo, which was the result of accident damage. The loco was hit again on January 21st, 1989, this time crushing the No.1 end and leading to its withdrawal.

I had ended my day at Minfford with a little photography at the Ffestiniog Railway station and, upon returning to the cottage, suggested that everyone might enjoy a ride on the line. This was met with approval and so the following day, we drove out to Portmadog. I had fully intended to remain with the family all day, but our arrival at Blaenau Ffestiniog changed all that.

Blaenau Ffestiniog

As we set off to walk around town, a Class 47 and a rake of Mark 1 coaches could be seen heading along the Conwy Valley line towards the terminus. A quick dash to the road bridge to the south of the old Blaenau Ffestiniog station secured a photo. I then made arrangements to meet up with everyone in time for the return narrow gauge train and headed off to the new BR station to find out more. The train was 2D17 11:10 from Llandudno and was a fill-in turn for the loco and stock off 1D32 08:34 Stoke-on-Trent to Llandudno. The train returned to Llandudno at 13:30 and then went on to form 1K38 18:00 Llandudno to Stoke-on-Trent. This now gave me just under an hour to find a decent location to photograph it leaving.

The scenery at Blaenau Ffestiniog was spectacular, with mountains of slate overshadowing the town to the north where the Conwy Valley line plunged deep into Ffestiniog Tunnel. The original LNWR station had been located where the line emerged here, and I found a good vantage point on top of the tunnel portal with no time to spare.

Gogarth

I spent a few hours the next day hiking out to Gogarth to a spot I wanted to check out atop Aberdovey No.1 Tunnel's eastern portal. After a fair scramble through the undergrowth, the shot was secured and brought to an end my Cambrian adventures. It was as well that I took advantage of the opportunity, as to this day, I've never returned. If I had the chance again, would I go to photograph units today? I can't say the prospect fills me with enthusiasm, but then that's what I thought 40 years ago and now I wonder why I didn't take more.

The 11:35 Pwllheli to Machynlleth, formed of two 2-car Metro-Cammell Class 101 DMUs, leaves Aberdovey No.1 Tunnel at 13:28 on August 8th, 1985, and heads around the corner towards Gogarth station whilst skirting the Dovey Estuary.

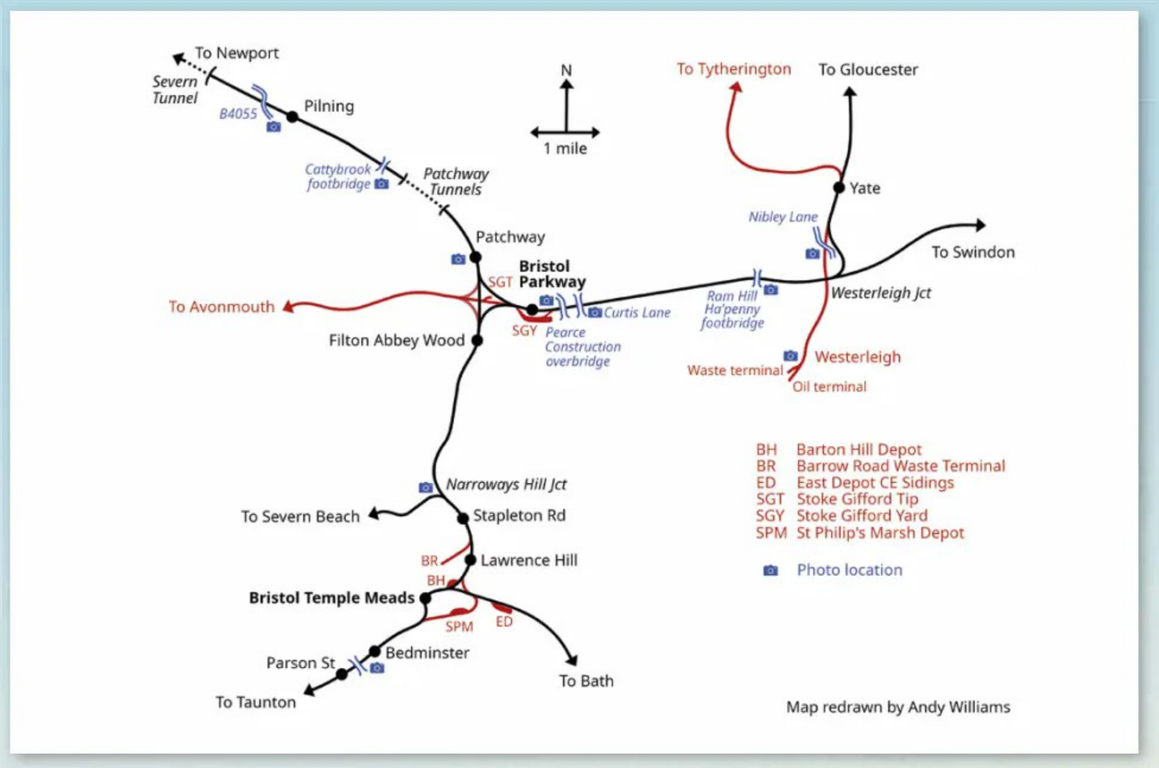
RAILWAY OPERATIONS AROUND BRISTOL - EASTER 1997

PART TWO

Stuart Riley concludes his account of photographing trains around Bristol during the Easter holidays of his final year at university when he spent time by the lineside to relax between revising for his exams.

After a weekend catching up on my studies, I woke up on Monday, April 7th, 1997, to find the sun was shining once again. Shortly after 12:30, I set off in the car to Stoke Gifford. Much to my frustration, I arrived just too late to photograph Class 37s Nos; 37513 and 37711 as they were leaving Stoke Gifford yard with an eastbound engineers' train. A minute earlier and I would have made it.

My plan was to visit Curtis Lane overbridge, also in Stoke Gifford, for 6V70 Cliffe Vale to Exeter Riverside. On Mondays only, this service was scheduled to run west through Stoke Gifford in an early afternoon path. Curtis Lane was a location I hadn't visited too often due to a limited westbound view from the bridge, but, fortunately, some recent tree clearance work had opened up the shot nicely for 6V70, which arrived shortly after 13:30 with EW&S Class 60 No. 60041 again.



Catching the last rays of sunlight is Class 58 No. 58049 *Littleton Colliery* as it arrives at Westerleigh Rail Head with 4B05 17:47 Oldfield Park to Westerleigh 'Binliner'. April 7th, 1997.

6C20 Newport to St Blazey 'Enterprise' service approaches Cattybrook between Pilning and Patchway with Transrail-liveried Class 37s No. 37887 *Castell Caerffilli/Caerphilly Castle* and 37701 in charge. April 7th, 1997.

Taken from the now demolished Curtis Lane overbridge in Stoke Gifford is EW&S-liveried Class 60 No. 60041 heading west with six 'Clay Tigers' and a couple of bogie Cargowaggons. April 7th, 1997.

Monday, April 7th, 1997			
Stoke Gifford (Curtis Lane)			
37513 & 37711	Departmental	From Stoke Gifford Yard to unknown location	12:48
47818	Passengers	1M56 10:44 Plymouth - Manchester	13:07
47768	HST stock	Unknown	13:14
60041	Enterprise / china clay	6V70 MO 08:57 Cliffe Vale - St Blazey	13:32
Cattybrook			
47584	Mail - ECS TPO stock	5S09 SX 14:33 Bristol T.M. - Cardiff	14:06
37887 & 37701	Enterprise	6C20 SX 13:45 Newport ADJ - St Blazey	14:31
Ram Hill (Coalpit Heath)			
60045	Coal - MGR hoppers	Avonmouth - Didcot Power station	15:18
47806	Passengers	1V48 12:17 Manchester - Plymouth	15:28
47792	Light	Unknown	15:29
37216	Departmental - Ballast	Unknown	15:39
47787	Mail	1S81 12:44 Plymouth - Glasgow	15:50
47831	Light	Unknown	16:17
47785	Mail	1M06 SX 14:25 Swansea - London	17:04
47217	RfD 'Connectrail'	6M14 SX 15:58 Newport ADJ to Wembley	17:09
Westerleigh Rail Head			
58049	Refuse 'Binliner'	4B05 SX 17:47 Oldfield Park - Westerleigh Rail Head	18:51
60017	Stabled	Stabled to work 6B47 empty tanks to Robeston	18:55

Great Eastern **on the Great Western! Mainline blue-liveried Class 37 No. 37216 *Great Eastern* is about to pass under the Ha' Penny footbridge at Ram Hill with an eastbound ballast working formed of ZKV 'Barbel' wagons. April 7th, 1997.**

An interesting mix of ferry wagons and two MAT Cartic-4 sets form 6M14 'Connectrail' service to Wembley behind RfD Class 47 No. 47217 at Ram Hill. April 7th, 1997.

"By now, the light was superb. I remember a couple of other photographers being there and enjoying some friendly banter with them. They were also there for 6C20."

Prior to this, Class 47 No. 47818 had worked 1M56 Plymouth to Manchester XC service and Res Class 47 No. 47768 headed west with a rake of MK3 HST coaching stock, a working I've never been able to identify. With three more photographs taken, I left and headed across to Cattybrook footbridge between Patchway and Pilning for 6C20 Newport ADJ to St Blazey Enterprise working.

By now, the light was superb. I remember a couple of other photographers being there and enjoying some friendly banter with them. They were also there for 6C20. We were all in luck as, just after 14:30, a pair of 37s could be seen in the distance climbing up from the Severn Tunnel through Pilning station. This time it was Transrail big 'T' duo Nos. 37887 and 37701, making a fine sight and plenty of noise whilst hauling three VGA vans and 13 MEAs. It's possible the VGAs were returning empty to Fitzgerald Lighting at Bodmin.

I finished the afternoon with another visit to Ram Hill, the highlight being Class 37 No. 37216 heading east with a ballast working made up of a uniform rake of ageing ZKV Barbel wagons, most likely heading to Didcot. Shortly before leaving, Railfreight Distribution (RfD) Class 47 No. 47217 appeared with 6M14 Connectrail service to Wembley consisting of an interesting mix of ferrywagons loaded with Welsh steel for export and a couple of empty MAT Cartic-4 sets marshalled at the rear of the train.

A quick visit to Westerleigh Rail Head in the early evening produced Class 58 No. 58049 arriving with the 4B05 Binliner working and Class 60 No. 60017 stabled prior to working the return empty tanks to Robeston.

The afternoon empty TPO stock move from Bristol T.M. to Cardiff climbs away through the Bristol suburbs at Narroways Junction behind Res Class 47 No. 47793 *St Augustine*. April 8th, 1997.

5C99 12:15 Bristol TM to Plymouth is captured heading south towards Parson Street station behind Res Class 47s Nos. 47746 *The Bobby* and 47768 *Resonant* with nine empty mail vans in tow. To the right of the train is the site of the long-abandoned Malago Vale carriage sidings. April 8th, 1997.

Tuesday, April 8th, 1997

My plan for the 8th of April was to photograph the ECS mail working from Bristol T.M. to Plymouth, so I drove to the footbridge spanning the former Malago Vale sidings near to Parson Street station. Shortly after 12:15, Res Class 47 Nos. 47746 and 47768 made an impressive sight as they appeared hauling the usual nine-coach formation. I hung around in the sun for a further 30 minutes to photograph two Virgin XC services hauled by 47853 (1V46 Liverpool to Plymouth) and 47806 (1M56 Plymouth to Liverpool) before heading to Narroways Junction.

I arrived in time for Class 37 No. 37244 climbing Filton bank with a ballast working. Half an hour later, Class 47 No. 47840 headed north with 1M40 Virgin XC service to Liverpool, followed shortly after by Res Class 47 No. 47793 with 5C09 ECS TPO stock move from Bristol T.M. to Cardiff. To round off a very enjoyable hour was Class 37 No. 37668 with 6C20 Enterprise working to St Blazey.

Class 37 No. 37668 coasts down towards Narroways Junction with a 'lightweight' 6C20 Newport ADJ to St Blazey 'Enterprise'. April 8th, 1997.

Running just over an hour early is Class 60 No. 60016 *Langdale Pikes* approaching Nibley Lane on the Westerleigh branch with 6B25 empty fuel tanks to Robeston. April 9th, 1997.

Tuesday, April 8th, 1997			
Parson Street			
47746 & 47768	ECS mail stock	5C99 SX 12:15 Bristol Temple Meads to Plymouth	12:17
47853	Passengers	1V46 09:10 Liverpool to Plymouth	12:42
47806	Passengers	1M56 10:44 Plymouth to Liverpool	12:49
Narroways Junction			
37244	Departmental - Ballast	Unknown	13:34
47840	Passengers	1M40 11:40 Plymouth to Liverpool	14:08
47793	Mail - ECS TPO stock	5S09 SX 14:33 Bristol T.M. To Cardiff	14:19
37668	Enterprise	6C20 SX 13:45 Newport ADJ to St Blazey	14:25

Virgin XC 1M56 Plymouth to Liverpool service heads east through Ram Hill behind Class 47 No. 47829. April 9th, 1997.

An eastbound ballast working climbs towards Patchway tunnel at Cattybrook behind Class 37 No. 37203. April 9th, 1997.

Wednesday, April 9th, 1997			
Nibley Lane (Yate)			
60016	Petroleum - empty bogie tanks	6B25 13:35 MWThO Westerleigh - Robeston	12:01
Ram Hill (Coalpit Heath)			
47848	Passengers	1V46 09:10 Liverpool - Plymouth	12:18
47829	Passengers	1M56 10:44 Plymouth - Liverpool	13:11
60057	Coal - Empty MGR hoppers	Didcot Power Station - Avonmouth	13:25
Cattybrook			
37230 & 37254	Departmental	Unknown	13:51
37263	Departmental	Unknown	14:22
37203	Departmental - Ballast	Unknown	14:31
60041	Light	Unknown	14:45

Wednesday, April 9th, 1997

It was another sunny day and I decided to visit Nibley Lane near Yate for a shot on the Westerleigh branch of the returning 6B25 empty fuel oil tanks to Robeston. On my way there, I called in at the terminal to see Class 60 No. 60016 shunting the tanks ready for departure. A quick dash up to Nibley Lane netted a shot of 6B25, which had left around 80 minutes early. Because of this, I now had time to drive to Ram Hill for the two Virgin XC services due through there between 12:15 and 13:15. Class 47 No. 47848 worked 1V46 to Plymouth and an hour later 47829 had charge of 1M56 to Liverpool. Just before leaving, Class 60 No. 60057 passed with empty MGR hoppers from Didcot to Avonmouth.

From Ram Hill, I returned to the footbridge at Cattybrook. I arrived just as Dutch-liveried Class 37s Nos. 37230 and 37254 emerged from Patchway tunnel with a short engineers' train heading towards Pilning. This was the first of three Class 37-hauled freight workings to pass in 45 minutes. The next two were both eastbound workings. It was possible to see all the way to Pilning station from the footbridge, roughly a mile away, so there was plenty of time to set-up for Class 37 No. 37263 hauling a short rake of JTA open box wagons and bogie Seacow wagons. I only had to wait another nine minutes for the next working hauled by Mainline blue Class 37 No. 37203, pulling nine Seacow wagons loaded with ballast, most likely from Machen Quarry. I waited a short while longer to see if 6C20 appeared. My notes show that Class 60 No. 60041 headed east as a light engine at 14:45, which I can only assume was the loco allocated to 6C20, but with no traffic on offer.

Over the course of the next week, the sun continued to shine and I took many more photographs, including Hertfordshire Railtour's Cross Country 'Deltic' excursion from London Euston to London Paddington via Birmingham and Bristol on Saturday, April 13th, hauled by D9000 *Royal Scots Grey*. There was even an appearance through Bristol by the Hunslet Barclay Class 20s with the weedkiller train on the same day.

Looking back through my notes and slides taken during Easter 1997, I'm reminded of how much interest there was in the Bristol area, plus how different it was not being reliant on a mobile phone for information and just turning up and waiting patiently to see what happened. Of course, there was enough running to make up for the frustration of missing anything. Standing lineside with the camera, chatting to fellow photographers and enjoying some warm spring sunshine was also a very welcome relief from the pressures of studying for my degree.

Passing the Ibstock brickworks at Cattybrook is Dutch-liveried Class 37 No. 37263 with a short train consisting of former ARC JTA bogie boxes and YGB 'Seacow' wagons. April 9th, 1997.

INDUSTRIALS AROUND THE NORTH WEST

By David Ratcliffe

The north west of England was an important centre of industrial development, and by the early 20th Century had become home to a wide range of rail-served businesses, many of which operated their own industrial locomotives. Despite a gradual decline in the region's manufacturing capacity after the Second World War, there were still over 300 industrial locomotives based within the old administrative boundaries of Lancashire and Cheshire at the beginning of the 1970s, while a decade later this number was still above 150. Consequently, the area remained fertile ground for the industrial locomotive enthusiast, who could still find such locomotives in action at a variety of locations ranging from shipyards and glassworks to power stations and coal depots.

Padiham Power Station, to the north west of Burnley, was home to a pair of Andrew Barclay 0-4-0 diesel mechanical locomotives, works numbers AB473 and AB474, which had been built for the Central Electricity Generating Board in 1961. Similar to the BR Class 06, also built by Barclay, they had 3ft 7in diameter wheels and a Garner 204bhp engine. Padiham No. 2, works number AB474, is seen in August 1990, shortly after ownership of the power station had been transferred to National Power.
DAVID RATCLIFFE COLLECTION

The CEGB's Carrington Power Station, 10 miles south west of Manchester, had initially employed a pair of Robert Stephenson & Hawthorns 0-6-0 diesel mechanical locomotives to shunt the inbound coal traffic, but these Crossley-engined locomotives were not successful and by the early 1980s, they had been replaced by two Hunslet 0-6-0 diesel hydraulics. Although the coal traffic had then all but disappeared, once or twice a week, one of the Hunslets would position rakes of bogie Class B petroleum tank wagons for loading with fuel oil, which had arrived at the power station's berth on the Manchester Ship Canal, as for a few years some of this fuel oil was then railed on to Thornhill Power Station in West Yorkshire. Privatisation of the electrical supply industry saw ownership of Carrington PS transferred to Powergen, and a visit in April 1990 found one of the Hunslets, works number HE8977 built 1980, had been repainted in Powergen colours. It was possibly the only industrial to be so adorned, but the livery was not to last for long as in 1991, the power station closed and the locomotive was sold back to the Hunslet Engine Co. DAVID RATCLIFFE COLLECTION

Ruston & Hornsby 88bhp 4 wheel diesel mechanical locomotive works number RH312432, built in November 1951, had first worked at the drum makers Reads Ltd. of Aintree in Liverpool before later being sold to British Fuels for use at Rawtenstall CCD. However, the coal concentration depot at Rawtenstall closed in 1980, after which the little 20-ton Ruston remained on site for several more years before it was finally scrapped in 1987; the area then being cleared to make way for the East Lancashire Railway's new Rawtenstall station. TREVOR MANN

In 1979, Pilkingtons of St. Helens owned a fleet of 10 220bhp Yorkshire Engine Co. 0-4-0 industrials, which were used to shunt both internal and main line traffic at the company's three glassworks in the town. Amongst them was 'DH2', works number YE2820 built 1961, which was recorded at Pilkingtons Sheet Works, St. Helens, on February 18th, 1979. DAVID RATCLIFFE COLLECTION

Rockware Glass also owned a works in St. Helens where shunting was undertaken by a pair of 204bhp Hundswell Clarke 0-6-0 diesel mechanicals, which they had acquired second-hand in 1971. Weighing 30 tons and allocated works numbers HC D1038 and HC D1039, they had been built in 1958 for the Mersey Docks and Harbour Board, but at St. Helens they were used to shunt the inbound BR Hopper and Covhop wagons that arrived at Rockware Glass, carrying sand from Oakamoor and soda ash from Northwich.
DAVID RATCLIFFE COLLECTION

The British Insulated Callenders Cables Ltd. factory at Prescot, to the north east of St. Helens, was home to a North British 0-4-0 diesel hydraulic, works number NB27653, which had been built in 1956. By April 1980, when the diesel hydraulic was photographed at Prescot, the outgoing movement of new cables had been largely transferred to road, but the locomotive remained in regular use, shunting the bogie ferry vans that still arrived each week from the Continent carrying copper ingots. Rail traffic finally ended at BICC in about 1987.
DAVID RATCLIFFE COLLECTION

In 1963, the Manchester Ship Canal Co. purchased five new 325hp 0-6-0 diesel hydraulic Rolls Royce Sentinel locomotives to handle its then-increasing rail traffic at Ellesmere Port and Stanlow. The last of the quintet, MSC 3005 works number S10162, awaits its next duty at Ellesmere Port West in April 1990.
DAVID RATCLIFFE COLLECTION

An 8-wheel diesel hydraulic DH100 Minilok 130, built by Minilok Allrad-Rangiertechnick Gmbh in 1986, is seen at BREL Crewe Works on April 22nd, 1996. Another Minilok also worked in the north west of England at the British Nuclear Fuels reprocessing plant at Sellafield.
DAVID RATCLIFFE COLLECTION

The Manchester Ship Canal Co. was a significant operator of industrial locomotives and, in the early 1970s, still had a fleet of 40 diesels spread between their sheds at Mode Wheel in Salford, Partington and Ellesmere Port. The MSC's Partington contingent comprised four Hudswell Clarke 0-6-0 diesel mechanicals, among them D3, works number HC D1188 built 1960, pictured shunting 16T Mineral wagons, which had been modified to carry soda ash, at Partington North circa August 1972. DAVID RATCLIFFE COLLECTION

At Barrow-in-Furness, the Vickers Armstrong shipyard operated a fleet of six 204bhp high-hood 0-4-0 diesel mechanical locomotives, which had been purchased from Hudswell Clarke between 1957 and 1962. All but one of these diesel mechanicals were named after planets, but by 1979, only two: Pluto, works number HC D1089 of 1958 and Mercury, works number HC D1217 of 1960 remained in service, and that only only or twice a week. Pluto, which carried an orange livery beneath all the grime, is pictured on a misty April morning at Barrow Docks in 1979. DAVID RATCLIFFE COLLECTION

On September 9th, 1978, 86214 emerges from Stowe Hill Tunnel, just south of Weedon, with a southbound express to Euston.

EUSTON TO RUGBY VARIETY

Photos by Gavin Morrison

86223 and 81001 are seen running parallel with each other on April 19th, 1982, just south of Tring station.

310015 in blue and grey and an unidentified member of the same type head south from Tring on April 19th, 1982. Introduced in 1965, for many years, these units operated local services on the south end of the West Coast Main Line.

90022 approaches Watford station on July 9th, 1991, with a Felixstowe to Mossend Freightliner service.

86430 rushes south through Watford with a train of vans including both Royal Mail vehicles and standard BR parcels vans. The date is July 9th, 1991.

On September 24th, 1998, 86260 pulls out of Euston with an express for the North.

Carpenders Park is the location for this view of 86621 and 86638 heading 4M87, an Ipswich to Trafford Park Freightliner service.

On June 24th, 2003, 87001 approaches Linslade Tunnel, just north of Leighton Buzzard, with the 08:15 Euston to Birmingham New Street.

92001 is working 6S77, the 17:30 Wembley to Mossend 'Enterprise' service through Headstone Lane on May 26th, 2005.

On September 27th, 2003, a southbound mail train behind 90031 heads through Rugby towards London.

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TRANSPORTING STONE

Tackling DCC for the first time, the prolific Alsager Railway Association debuts its latest build, which majors on operational activity and impressive scenic modelling.

Words: Andy Small **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Smalldale Quarry
SCALE/GAUGE: 2mm:1ft/ 9mm/N
SIZE: 12ft x 4ft
ERA/REGION: BR Midlands 1975 – 1985
LAYOUT TYPE: Continuous run

A view across the station platforms with the main Peakstone quarry buildings behind. Peak 45118 awaits a road to go ahead with a rake of loaded ICI lime hoppers (West Highland Models), while Class 25021 has a van train sitting in the holding sidings. A local passenger service 2–car DMU awaits passengers to Manchester in platform one.

TOP RIGHT: Class 25245 backs a train of ICI hoppers into the quarry exchange/holding sidings, with a rake of MCA wagons already parked, awaiting collection by the local shunter.

MIDDLE RIGHT: Class 25245 passes track workers with a mixed freight. In the background is the CRAG bottling and distribution factory, which uses the local spring water at the site.

BELOW: The local police have been called to investigate a fare dodger who has just alighted from the Mk. 1s in the station headed by 47436. Two locals discuss the incident over the neighbour's back wall, oblivious to the Class 17 propelling hoppers beneath the quarry loader.

The Alsager Railway Association (ARA) has a long history of producing N gauge layouts, but all have been analogue. With the recent improvements in both running quality and sound projects within N gauge locomotives, I wanted to build a layout that could accommodate these features.

Our Secretary, Paul Whittaker, brought a trackplan to the clubhouse based on a quarry design, which was discussed and, once a few amendments had been applied and committee approval agreed, work began in 2022.

Smalldale is a small village situated between Buxton and Chapel-en-le-Frith, just east of Dove Holes. I had visited the area many times to photograph the locos working there, along with Buxton MPD alongside the station, so it seemed an ideal location.

The quarry is now a popular rock-climbing area, but it was once part of the ICI Buxton lime operations.

The build begins…

Space was made to accommodate the four baseboards, which are 9mm ply with 3'x1' side bracing and are connected by tongue & groove and bolted wing nuts.

The key features of the trackplan are a three-platform station, the quarry, a spring water bottling plant, riding stables and a small maintenance and refuelling point. There are two continuous loops, plus an extensive shunting area for the industries.

> "It was vitally important to get the shape, texture and colour of the rock faces and quarry area scenics right, as these would make or break the layout…"

Class 17 awaits its next turn of duty in the short quarry siding alongside the hopper. The impressive limestone rock face is clearly visible in this photo.

On the left of the layout is the loco maintenance depot. This consists of a re-fuelling point, oil tanks, office and shed. A siding alongside is provided for cripple wagons should it be needed.

To the right of the loco maintenance area is the old quarry pond, complete with swans and ducks.

Towards the middle of the layout is the quarry. The quarry building is complete with conveyors, a weighbridge and access road. On the right of the layout is the bottling plant and riding stables. To the front of the layout is the three-platform station with avoiding lines. There is provision to keep three operators busy at any one time.

We already had a quantity of Peco code 80 track, which was used in the fiddle yard, with code 55 used for the scenic areas. Unifrog points were used where possible, but there was a shortage of supply following Covid so several electrofrogs had to be adapted.

The support for the backscene was installed, thus establishing the parameters of the fiddle yard and scenic areas. All the track was laid on cork, with the track on the baseboard joints laid on copper strip and soldered and glued to this, ensuring strong stable connections.

The use of double slips was employed for the first time and, despite trepidations, work extremely well and are recommended. All pieces of track have dropper wires attached, so do not rely on fishplates for power supply and are connected to three DCC busbars, which have their own circuit protection to protect the locos in case of mishap.

MIDDLE LEFT:
Twin Peaks! 45118 still awaits the “green” with the loaded ICI hoppers, while 45112 uses the station avoiding line to pass through with a train of pressurised loaded 4-wheel gas tanks, clearly displaying their characteristic orange stripe. The Excavator wheel loaders (N Gauge Models) in the quarry are tidying up the limestone scree.

BOTTOM LEFT:
The lights are on, and the boss’s car is parked at the front door so it's “All hands to the pump” at the CRAG bottling and distribution plant. This business imports and exports bottled water products both by road and rail and has dedicated rail sidings alongside.

It was decided, to save time and to ease set-up and breakdown, to use prewired 25-way D plugs supplied by Hobby Tracks along with the component connectors. This means that all the D plugs can be connected to either circuit without the hassle of finding which goes to which. All connections are screw fitted with the wires inserted using crimps, and these have proved very dependable. My thanks to Trevor at Hobby Trax for his support. A rule was used on several occasions to ensure the wiring was so neat and tidy! Seep PM2 point motors were used on all the points as I had used these before on a previous layout, operated by stud & probe. Relays are employed on all the points to ensure polarity. The backscene was installed and is from the excellent ID backscenes range, which was *stretched* to fit.

Scenic features

The buildings are a mix of kits, resin ready-to-plant (suitably amended) and scratch-built items. All have lights fitted and are suitably weathered to fit the scene.

The quarry conveyors and several of the wooden fencing items are 3D-printed by members of the ARA's OO group (Brian Dunn & Mike Harrison).

It was vitally important to get the shape, texture and colour of the rock faces and quarry area scenics right, as these would make or break the layout and I think this has been achieved.

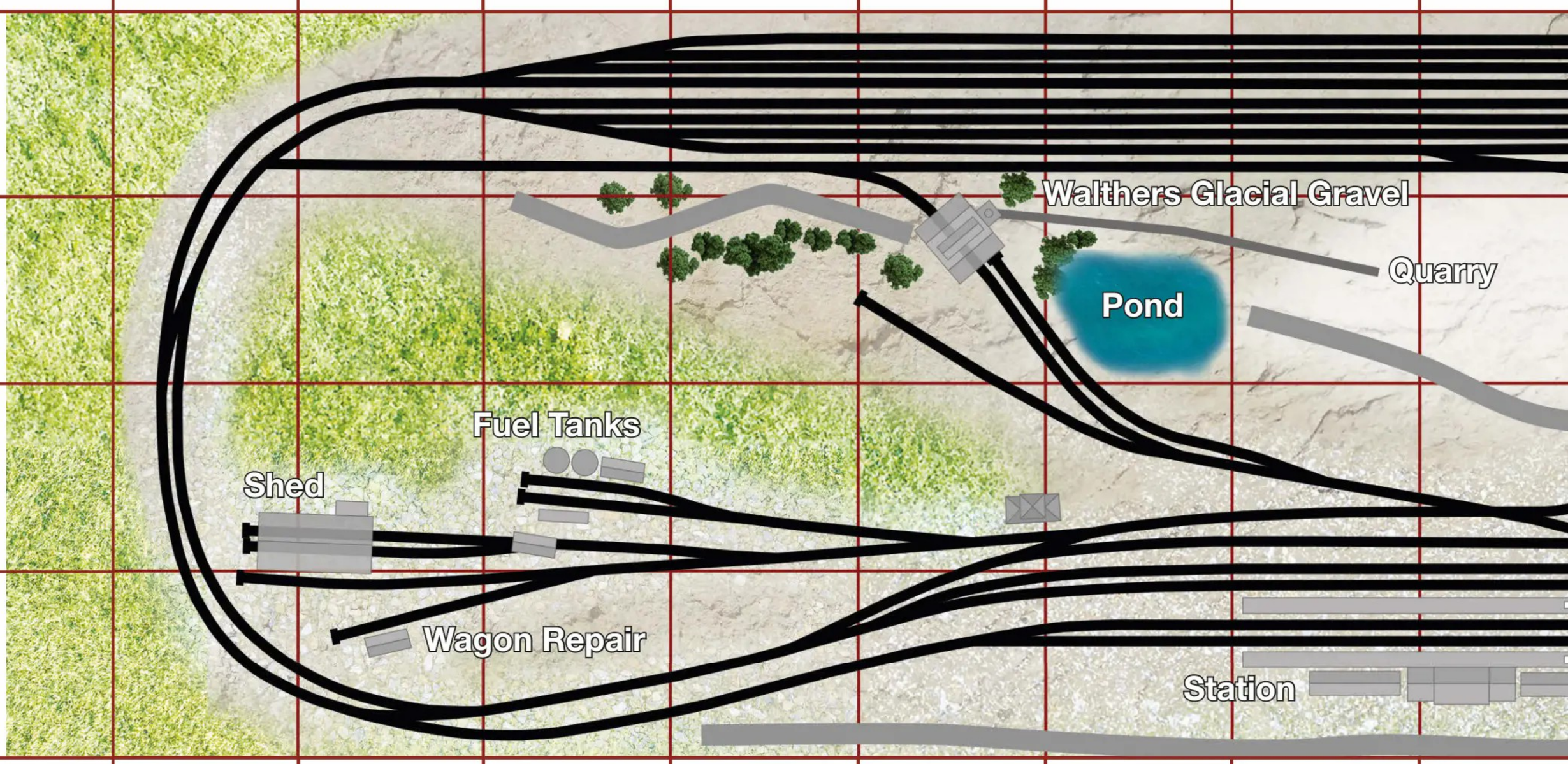
The scenery had to make an impact and one of our O gauge members (Stephen Moore) created the rock face using insulation foam and finishing plaster. Once dry, this was scribed and suitably painted to represent the limestone in the Peak District. This took many hours of dedicated work and is a credit to him.

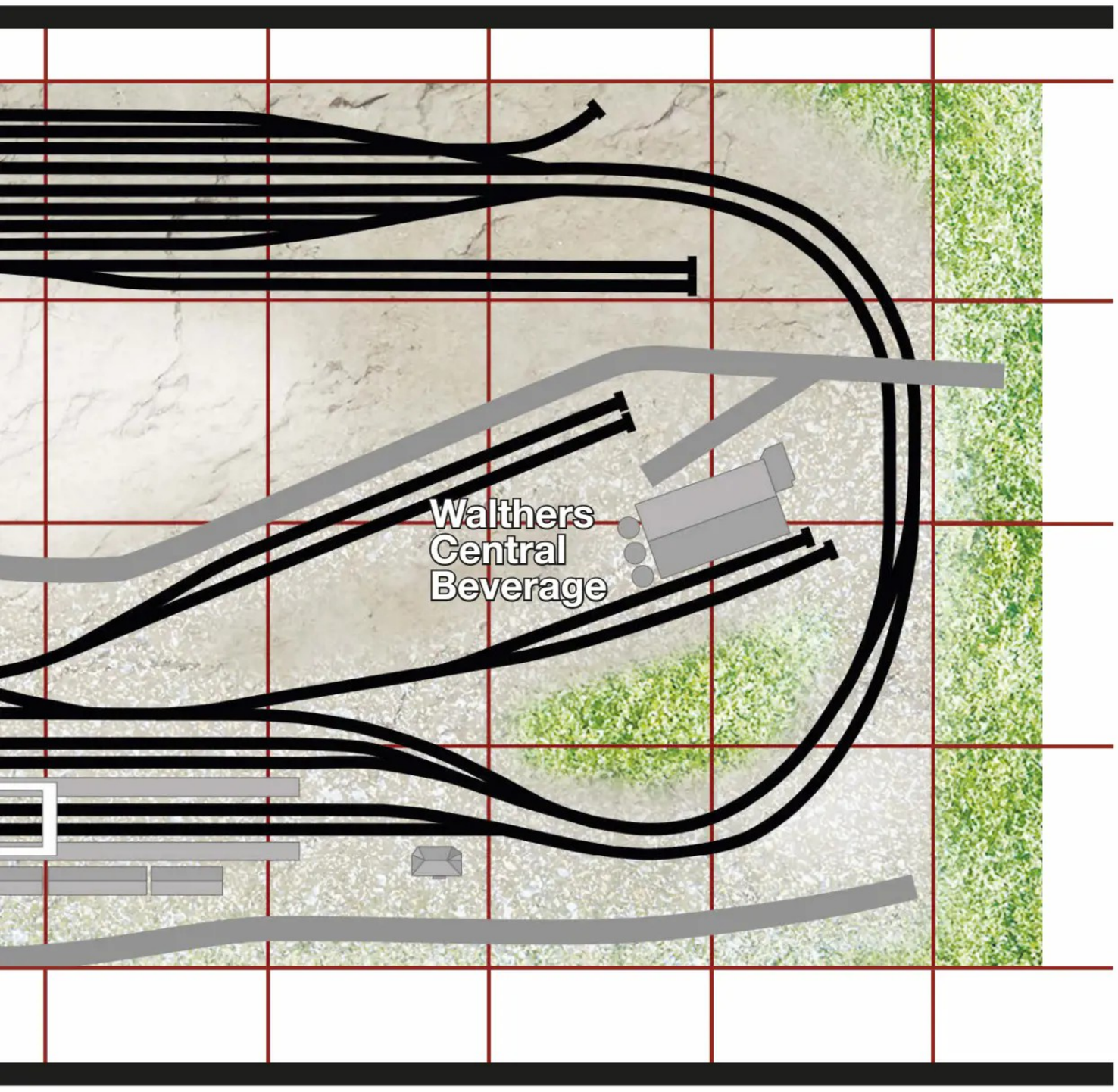
TOP LEFT: Local resident Dave's pride and joy is sitting outside his front door on the aptly named Station Road. However, as he is one of the signalmen at the station, it will not be required to get him to his duties.

BELOW LEFT: The MPD fuelling point has just had a delivery from the three parked TTAs. Class 20063 takes advantage of this to fill its tanks. The forklift truck driver drops off recently arrived oil tanks.

RIGHT: ICI hoppers await loading under the hopper, which parked Class 25021 has just delivered. It will soon go ahead to the depot to refuel. The Class 17 will be along shortly to resume operations. The limestone dust covers the track and surrounding area.

TRACKPLAN





About the modeller

Name: Andy J Small
Age: 71
How many years modelling: 23
Name of your first layout: 'Flat Iron' (OO) and 'Red Dutton' (N)
Favourite era/region: BR regions of the North-West, North-East and Scotland
Favourite locomotive: sectors liveried class 60 or 37

I had dabbled with OO gauge model railways in my 30s, military modelling in my 20s and later I concentrated on railway photography, both in the UK and Europe. I became involved with the Intercity Railway Society and ran the Northwest Branch for 10 years, organising and running monthly tours to MPDs throughout the UK, thus providing excellent photo opportunities.

This had instilled a love of the sound and smell of diesel locos and their surroundings, so model locos with sound was a must as it brings back so many memories.

I have been modelling in N gauge for over 23 years and was first inspired by a long-lost ARA member Fred Johnstone, who is sorely missed. If I could give one piece of advice to any potential new members, it is this: If there is a local club near your home, go have a look and join; you will learn so much from experienced club members.

This is the first DCC-operated layout that I have been involved with and would thoroughly recommend it.

Having sold my previous layout, 'Dunkow Road', I have boards built and plans for three layouts of my own, which include finishing the original DCC layout I started before becoming involved in this one, a major depot/works scene including an ADM turntable along with a traverser.

Finally, the third one will be based on a Royal Mail parcels depot, and I am currently weathering, detailing and renumbering RES Class 47s. All three layouts will be DCC-operated.

ABOVE: Left to right: Andy Small, Stephen Moore and John Day.

TOP RIGHT: The TTA fuel tanks have left, and the surrounding area is deserted as all the depot staff are in the canteen having a brew.

MIDDLE RIGHT: The passengers on the platform look expectantly as Class 47444 continues through the station with a through service to Derby. They will have to wait for the local "all stopper" hourly DMU to begin their journey.

BELOW: A pair of Rats – they got everywhere in the '70s/'80s 24525 takes a van train through the platform road while 25231 has a mixed freight in the avoiding line. The Class 17 is hard at work in the quarry loader.

Scenic material from Woodlands Scenics, flock and scatter along with WWS static grass and basing and layering spray glues were used to dress the scenic area along with bits and pieces from other manufacturers. The use of layering spray speeded up the process, and, although 12mm static grass was used in places to create a "wild unkempt" effect, it was cut back to a scale length with nail scissors.

Operations

Rolling stock is a mixture of Dapol, Farish and kit-built items, which have been weathered and detailed by myself and, in some cases, rebuilt to suit the period. Some of the locos are sound-fitted, which has been a challenge in some cases as these were completed prior to a lot of the sound-fitted models being available from the major manufacturers. All stock run at an exhibition is correct for the period and location; however, anything goes at the clubhouse.

Operation is achieved using a Prodigy Advanced system for loco control, with three handsets (one for each panel). Locomotives are all given a 4-digit address, first two numbers and last two (hence 47121 becomes 4721), with the locos under the panel's control stored into the handset with a written list available of the loco, train type and loco address available on the inside of the backscene.

> "This is the first DCC-operated layout that I have been involved with and would thoroughly recommend it."

This is vital as there are always two or more trains situated on the main fiddle yard tracks, which require moving forward as the front one leaves for the scenic area.

Hands-free uncouplers are used in the quarry and sidings areas using Seep electromagnets and rare earth ones in the fiddle yard. This required the removal of the NEM pockets from the rolling stock and **Peco** coupling boxes installed to enable the necessary components to be added.

Running Session

Empty stone trains enter the headshunt by the bottling plant and the main line locomotive is uncoupled. An industrial loco (like the N gauge Hunslet or Class 17) can then pick up the empty wagons and take them into the quarry building, carrying on through the backscene so that the empty rake of wagons can be replaced by full ones. The main line locomotive can then go to be refuelled and/or serviced.

Once loaded, the industrial loco can bring a rake of loaded wagons out to the headshunt and uncouple, waiting for a main line loco to pick up the loaded stone train and exit on the left via the crossover or to the right via running round the train.

Meanwhile, the bottling plant can receive raw materials and take away loaded goods.

The depot area can receive stores for the MPD along with loaded tanks to replenish the fuelling point. Locos

ABOVE: A common sight in days gone by, a mixed commodities train headed by another Rat as it passes another long-gone commonplace yellow CV2 approaching the station. Dave's signal box can be seen in the distance.

MIDDLE LEFT: The local stopper has arrived in the station, comprised of a 2-car DMU. Those of you of a certain age will remember the smoke, noise, and vibration. The "Good Old Days".

BOTTOM LEFT: A pair of snowploughs await the seasonally expected harsher weather, which is a feature of the Peak District. They will be essential for keeping communication open within the area once the roads are deemed unpassable. Class 47436 passes by in the background with a rake of blue/grey Mk. 1s.

ABOVE: A general view of Station Road cottages along with the cross dedicated to the fallen during the wars. "Rats" abound again in the station area; two passengers await the local bus as they shelter from the inclement weather. The local post van is picking up parcels from the last service.

MIDDLE RIGHT: Peak Class 45112 sits in the freight holding sidings along the quarry area. The excavators are still busy tidying up the limestone.

BOTTOM RIGHT: The local bus service has arrived at last. Its departure will coincide with the arrival of the passengers, which have just alighted from the DMU in the station.

requiring an "A Service" can be accommodated on-site. More major requirements are provided away from the site, which can result in three or four locomotives stabled together for departure.

The station platforms can accommodate a local stopping five-coach train or DMU and keep an operator busy with these and through express trains.

There is a fiddle yard at the back with a crossover to a 5-road traverser, which can accommodate shorter-length trains to enable the public and operators to remain interested in the operation of the layout.

Final thoughts

The layout is virtually finished, if you can ever say that, and took just two years to build despite two spells of illness, which took weeks out of the production.

The most challenging part of the layout for me was the wiring, having never wired a DCC layout before – two wires it is not!

The scenics and weathering projects are the aspects I thoroughly enjoy, and static grass is the best thing since sliced bread.

If I were to lay the track again, I think I would solder the track to copper strip again but ballast the track at the joints instead of using 2-part epoxy glue, as cleaning the inside of the rails was an issue that initially caused running difficulties.

I had planned to build a small DCC layout at home to evaluate DCC operation, as I had always built analogue layouts in the past, but this took precedence and soon became all-consuming.

As this is a club layout, there were several members of the club who have contributed to its construction as follows:

- John Day for his uncompromising and insanely neat and tidy wiring. His assistance with the track laying was also invaluable.
- Stephen Moore for the rock face and quarry area scenics, which surpassed my wildest expectations.
- John Cox for his outstanding woodworking skills in building all the baseboards, control panels and power and lighting rig boxes.
- Jules Attard for the station buildings, platforms, and the LED lighting rig.
- Paul Whittaker for the initial trackplan, track laying, building construction and scenic detailing.
- Norman Jones for the backscene, track ballasting, village area and other scenic items.

As to my part, I laid track, assisted with wiring and installing point motors, painted and weathered the track as well as the buildings and rolling stock. I also had great fun making the embankments and detailing the scenic areas with the static grass applicator and scatter.

Finally, thanks to the members of the ARA committee, who authorised the finance to build the layout.

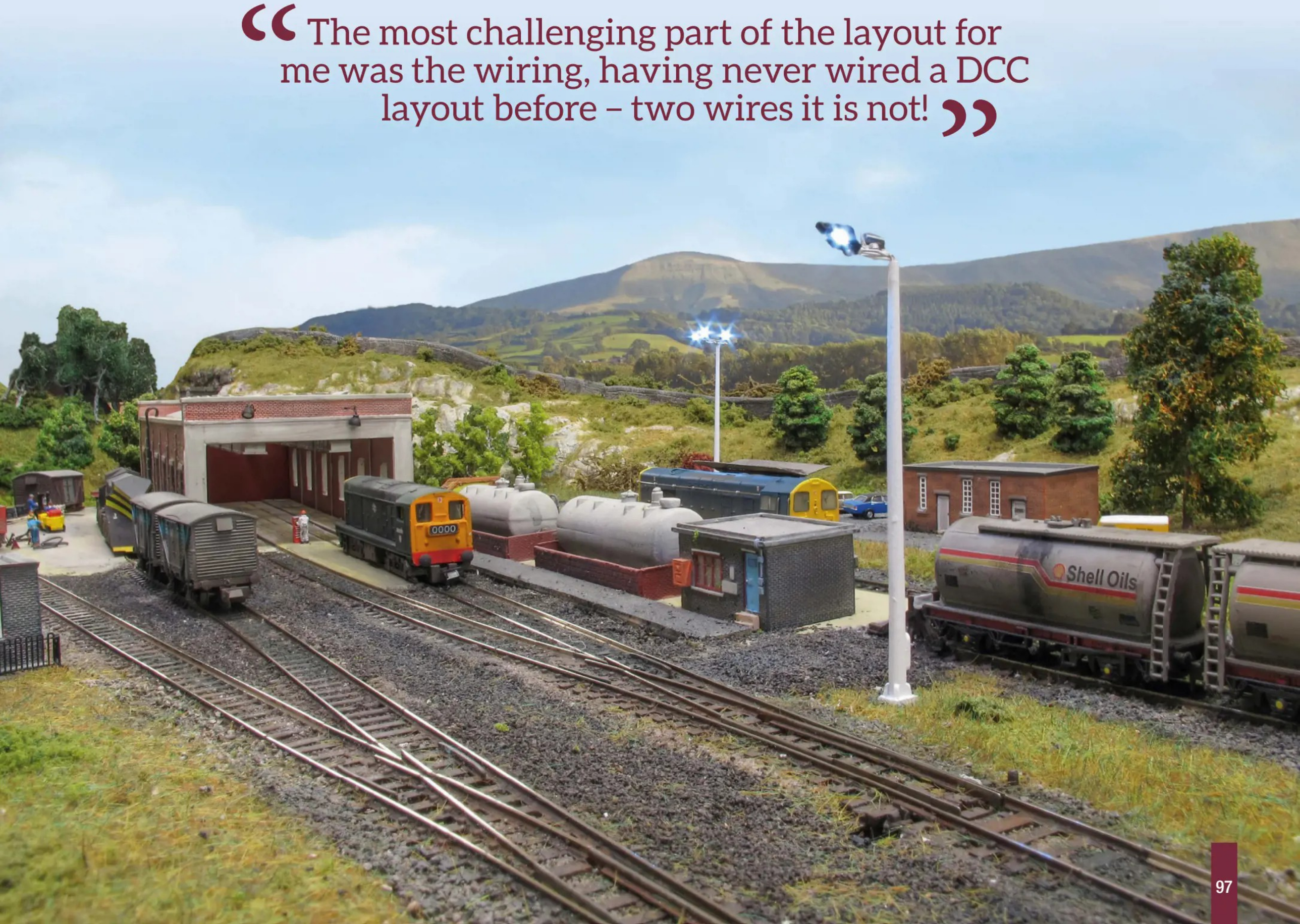
Full details of the ARA can be found on the website at: **www.alsagerrailwayassociation.co.uk** ■

TOP LEFT: Class 47436 with a through passenger rain of blue/grey Mk. 1s is about to enter one of the numerous tunnels that abound in this part of the country.

MIDDLE LEFT: Class 20063 arrives with another load of fuel in three TTAs and shunts them into position for unloading.

BELOW: The MPD has just taken delivery of general parts for the stores via the 4-wheel vans parked to the left with the ploughs behind. Class 20068 awaits servicing in the depot. One of the maintenance staff completes a welding repair on the concrete pad.

> “The most challenging part of the layout for me was the wiring, having never wired a DCC layout before – two wires it is not!”



'That's yer lot' and 'Proper Job' are a couple of West Country phrases that might have been uttered on March 18th, 1960, as the final steam locomotive for British Railways was deemed ready for service under the gigantic roof of the former GWR Swindon Works A Shop, which saw the naming of the 999th BR Standard locomotive, 9F 92220 *Evening Star.*

We need to wind the clock back to 1948 and the nationalisation of British Railways to trace the origins of this event. Among the major challenges facing the newly formed organisation was the need to recover from years of neglect of the railways due to World War 2, a country with extensive debts and an imperative to create one cohesive railway from the big four railway companies that had been in control for the previous 25 years, each having its own methods of operation and disparate locomotive designs. While some things like a common livery were relatively easily achieved, designing new locomotives to replace the various, and often ancient, types that had brought the country through the war years would take somewhat longer. Indeed, a key decision to be made was 'should the new locomotives by steam, diesel or electric'? the second and third types now having proven examples operating in various parts of the world, and indeed, each of the big four had constructed or had on order main line modern traction locomotives.

92220 EVENING STAR

By J Crosse

With what was seen as an urgent need for new engines, the first move was to allow the continued construction of already extant designs of steam locos from each of the constituent companies, these being intended to continue to be built until new standard designs became available. The second decision was that the new designs would be steam engines, that being driven by the relative ease of construction at already available facilities that had the appropriate skills and equipment and the fact that coal was readily-sourced in this country, while oil would need to be imported and paid for in foreign exchange which the UK did not have. Thus, R A Riddles set about designing a complete range of types to meet all the perceived duties on British Railways. Priority went to passenger and mixed traffic types, which saw the arrival of the first 'BR Standard' as they became known in the shape of 70000 *Britannia* in 1951. Heavy freight locomotives were seen as less of a priority, and a large boost to the freight loco pool was achieved by the purchasing of over 700 War Department 2-8-0s, which were no longer required as part of the war effort. The LNER had started the ball rolling there, having already purchased the first 200 before 1948. The LMS also had a relatively modern fleet with over 750 Stanier 2-8-0s, these having been constructed since the mid-1930s, whilst the GWR relied on an old but efficient design, the Churchward 28XX 2-8-0, although many of the type were also built in the 1930s, whilst the Southern had little work for heavy freight types with 4-6-0 mixed traffic engines deemed adequate.

The engine worked a number of Railtours in 1964, the final one being a Farewell to Steam trip from Waterloo to Exeter and it is seen here on the LSWR main line on October 20th.
T Owen/Colour-Rail.com

PROTOTYPE

When the first proposals were made for the building of a heavy freight type, a 2-8-2 design had been favoured but, eventually, the 2-10-0 wheel arrangement was deemed more suitable, seen previously in this country only on a small batch of WD locomotives. The first orders were placed as part of the 1953 building programme that resulted in the delivery of 92000, which was put on book stock on January 5th, 1954, and only 20 of the type had entered service by the end of that year. Given the fierce independence of the Western Region, it is perhaps surprising that the first seven locos were sent to that region where the Britannias had been received with little enthusiasm. Put to work on South Wales freight trains, all were soon put to one side with 'sticking regulator problems'. There was indeed an issue, but strangely the rest of the 20 remained in service on other regions while the fault was fixed. Generally, however, the 9Fs proved to be a huge success going forward, with 251 built, over 25% of all of the Standard types constructed. Indeed, had their haulage capabilities been available much earlier, many freight train operations might have been revolutionised, both in the size and speed of the services, although the latter was severely hampered by the fact that most freight wagons were only fitted with a hand brake with all train control having to be managed purely by the engine and guard's van brakes. Experiments were made with the class, such as the trial of Crosti boilers, mechanical stokers and a Giesl ejector, but all came too late to make it past that stage, with the only noticeable change being the use of a double chimney on later builds and a small number retrofitted to the early Western Region examples.

Our story moves forward to 1955, which saw two key events in the story of 92220. Firstly, despite the decision to continue to build new steam locomotives, BR had to look to the future and in that year it published its modernisation plan, which set out its proposals to carry out trials with modern traction types, and in due course, select which locomotive designs should be built in bulk. It also stated that steam engine construction should cease in due course, although use of steam power was likely to continue well into the 1970s. 1955 also saw the authorisation to build the final batches of 9Fs. Unfortunately, within two years, events overtook the modernisation plan as both rail financial losses mounted rapidly and a shortage of labour prepared to work on the very dirty job of steam locomotive servicing brought about a rapid change of plans, with large orders being placed for as yet unproven diesel and electric types in order to eliminate steam power by the end of the 1960s.

Despite the 1955 authorisation, 92220 would not be ordered via Lot 429 from Swindon Works until 1957, this being for locos 92203-20. A later addition to the programme was Lot 497, which dated from September 1956, but this was for 92221-50 to be built at Crewe, where construction got underway in May 1958, and all of the batch were in service by the year end. Meanwhile, Swindon Works was still wending its way through Lot 422 for 92178-92202, all destined for the Eastern Region. 92203, the first from Lot 429, did not emerge from Swindon until April 1959, and the build rate was less than half of that achieved at Crewe. That said, Swindon was heavily engaged in the building of the Warships, with D817/8 going into traffic in the same month as 92220.

The Western Region was operating some of the oldest freight locomotives with the 28XX 2-8-0s, the first of which entered traffic in 1903. Nonetheless, the basic design was sound and the Western even sought permission to build more rather than have 9Fs. 1905-built 2807 trundles through Leamington, still going strong in 1960. Not only that, it survived into preservation and is now the oldest working ex-GWR locomotive at the age of 120 years.
G Parry Collection/Colour-Rail.com

War Department locomotives became surplus for their original purpose, where it had been planned to send many abroad with the thought that they were unlikely to survive war service. Indeed, they were built with the intention of only a few years' use. Over 700 of the 2-8-0 design were bought by the railways. While still deemed to be MOD stock, examples that had remained in the UK were on loan to the big four. Unfortunately, no details survive for this view of 77325, although possibly the location is Wellington (Salop). Note the air pump, surplus for its UK work. **Colour-Rail.com**

Most 9Fs were built with a single chimney and the first seven went new to the Western Region in 1954 and were allocated to Ebbw Junction for use on coal and iron ore trains, but were soon declared 'unsafe' by Western drivers due to a problem with a sticking regulator and all were laid aside. Here we see stored at Ebbw Junction on August 8th, 1954, 92000 sitting alongside, 92003 and 92006 waiting for a modification to fix the problem. **Colour-Rail.com**

A day to go down in history - March 18th, 1960, and 92220 is the star at Swindon Works A shop on the day of its naming and subsequent release to traffic. Below the nameplate is a small plaque noting the details of the day. **Colour-Rail.com**

92220 soon found employment on a railtour when it was turned out for the first leg of the Six Counties trip, working from Paddington to Princes Risborough, where this picture was taken on April 3rd, 1960. **Colour-Rail.com**

92219 had been completed and put to traffic at the end of January 1960, and it was reported that 92220 was finished in mid-February, being turned out in the standard unlined black, and was just another 9F before officialdom decided that as the very last steam engine to be built for British Railways it was worthy of special treatment, and, thus with the GWR spirit not to be buried, a repaint into full lined green livery and the fitting of a copper capped chimney turned a dull cygnet into a beautiful swan. The Swindon-built 9Fs were not the cheapest, all costing at least 10% more to build than those constructed elsewhere, with the official figure for 92220 being £30,960 on its record card. 'Build' was perhaps not the most appropriate word, as the BR1G tender was constructed at Ashford while the boiler came from Crewe and a number of other components had to be brought in from the various workshops. Western Region employees were asked to suggest a name in a quickly arranged contest and three submitted *Evening Star.* Given that the Western Region were already on a crusade to be the first region to be free of steam, it was perhaps odd that high-profile officers were at the naming ceremony but, of course, any publicity was to be welcomed. Following a speech by R. F . Hanks, chairman of the Western Area Board of the British Transport Commission, Keith Grand, General Manager of the Western Region, carried out the official naming at Swindon Works on March 18th. The yard area around A Shop had been cleared of the usual rows of engines, to be occupied just by D817, with the public allowed to walk through the engine room. Other exhibits inside the works included 3440 *City of Truro* and Caledonian single 123.

92220 was allocated to Cardiff Canton, where it joined about 10 of its fellows, nominally, of course, to cover the shed's freight duties, which had turns to Wolverhampton, Banbury, Chester and Woodford Halse amongst other destinations. However, in the early days, this was not the life of the star engine. On April 3rd, it was turned out for the LCGB Six Counties Limited rail tour, which it worked from Paddington to High Wycombe and, later in the day, on to Yarnton. Hopefully, it was a warm day as the engine was not fitted for steam heating, a shortcoming that would restrict some of its activities in years to come. The Canton shed foreman clearly had a pride in his new steed and it was soon in action on passenger duties, with it having a regular duty on the 10.30 Cardiff-Portsmouth service as far as Salisbury, returning to Bristol late in the afternoon and regaining its berth at Canton on a Bristol-Cardiff freight. However, it was its exploits on the Red Dragon from Cardiff-Paddington

with a return on the Capitals United Express that brought it to the attention of enthusiasts and management alike, the former for its claimed maximum speeds of 90mph, while the latter deemed that to be totally unacceptable as, with 5ft diameter driving wheels, piston speeds were in the realms of those seen on *Mallard*'s epic run, and it was officially banned from such use in early July. Nonetheless, it continued its perambulations to Salisbury and at weekends it sometimes ventured westwards to Swansea and Fishguard. Indeed, the speed capabilities of the 9Fs had already been seen with their occasional use on passenger duties and these continued at least up to 1963 with many of the class being recorded on at least one passenger turn during their lives.

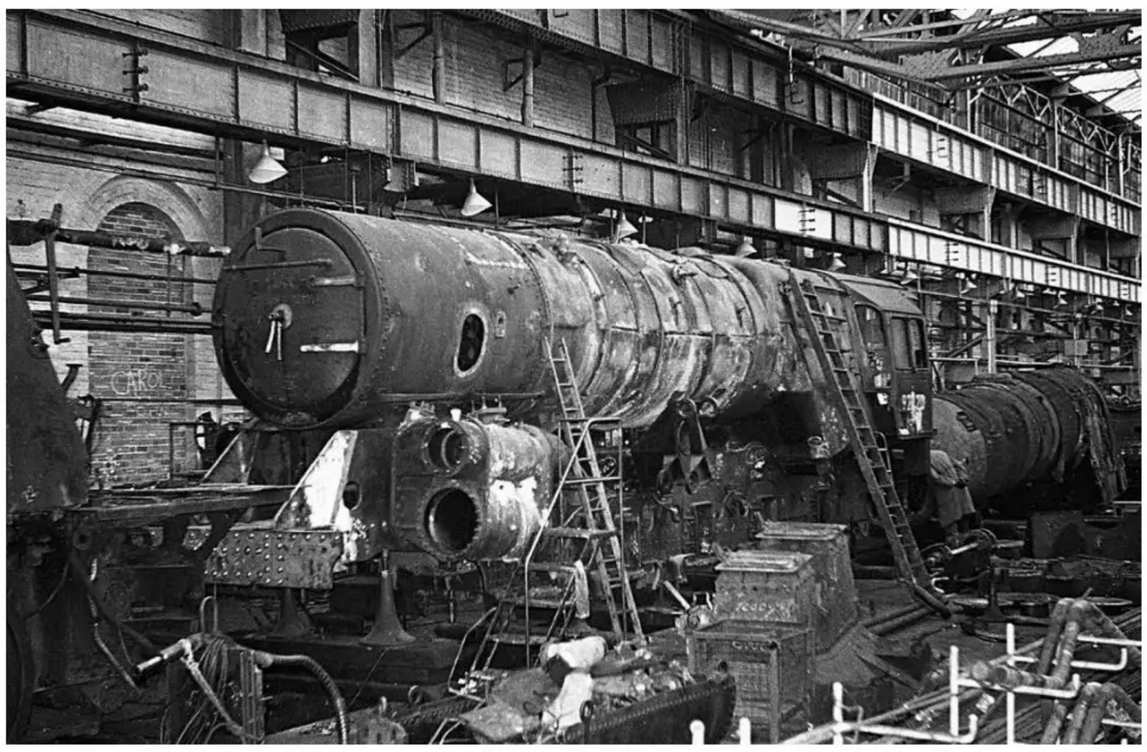
The engine was back in Swindon Works in September 1960 and again in April 1961, when it was rumoured to have had a full repaint ahead of its appearance at an exhibition held at Marylebone in the May to mark the golden jubilee of the Institute of Mechanical Engineers, this being swiftly followed by an appearance at the Derby Works open day in August. An event that was to bring it to prominence once more was the successful trial of a class member for hauling heavy summer Saturday expresses over the steeply-graded Somerset & Dorset route, and in 1962, it was one of four of the type that found itself moved to Bath Green Park for such duties. With that summer being the last when through holiday trains would be routed that way, it was, of course, no surprise that it was turned out to work the final southbound Pines Express duty on September 8th. More photographs of its S&D exploits seem to exist than all of its other BR activities together. Its lack of steam heating capability saw it move away in the September, but instead of returning to Canton it had a brief stay at Old Oak Common before moving on to Oxford.

As noted earlier, there were plans for rapid dieselisation and the landscape for steam changed almost at the blink of an eye from being the prime mover of passenger traffic at the start of 1959 to secondary duties only by the end of 1963 across much of the country. This led to the rapid disappearance of suitable passenger duties for 92220, and the cleanliness long associated with the engine began to wain. It received a light classified repair, strangely at Crewe in February 1963, but briefly returned to the limelight in August 1963 when it was one of just two 9Fs sent back to Bath Green Park. However, there were few duties that suited their power, and they also could not work just to Templecombe as the turntable there was too small for their use. Thus, after just a few weeks, 92220 returned to Cardiff, but now to Cardiff East Dock shed as Canton had closed to steam and was being rebuilt to cater for its diesel residents. The shed, which had been re-opened for steam use when Canton closed, was not noted for having clean engines on its books and 92220 was no exception, joining the other residents under a layer of grime while going about its everyday freight duties. It had one last visit to Swindon for maintenance in March 1964, just before it was turned out for another railtour, this time at the head of an Ian Allan special from Paddington to Eastleigh, with it probably breaking new ground that day returning from Three Bridges to Paddington, while on August 30th, it headed a Zoom special, again from Paddington, to Swindon, while on September 20th, it worked a farewell to steam tour on the Waterloo-Exeter line. That might possibly have been its last passenger duty as with no steam heating capability such turns might not be available until the next summer - one that it did not see as an operational loco as it apparently had an argument with a buffer stop and was withdrawn on March 17th, 1965, giving it the shortest

The engine really gained some attention when it was rostered to work the Red Dragon from Cardiff to Paddington, returning on the Capitals United Express. Its speed exploits got it banned from such work. On what is thought to be its last such duty, it is seen at Newport on July 1st, 1960. **Colour-Rail.com**

For two months in 1962 and again in 1963, 92220 became a resident of Bath Green Park shed and was the chosen engine to work the final southbound Pines Express on September 8th, 1962, and is seen here at Evercreech Junction. **Colour-Rail.com**

Despite arguments over its ownership and future in preservation, 92220 was brought back into the public eye at the 150th anniversary celebrations of the Stockton & Darlington Railway, and is seen here near Shildon in 1975. Unfortunately, it will not play an active role in the Rail 200 programme. **Colour-Rail.com**



Evening Star was withdrawn due to sustaining damage to its buffer beam. Here, we see it in a rare view in the process of repair and restoration at Crewe works on April 21st, 1967. **D Preston/Colour-Rail.com**

92220 worked a number of railtours and here we see it during the GWR 150 celebrations heading a special up Gresford bank in 1985. **Colour-Rail.com**

career of any of the 9Fs and indeed almost all other BR locos. From published averages, it would seem that it might have run just some 125,000 miles. It is interesting to speculate what fate might have befallen 92220 if it had not been damaged. As a Western Region loco, it would have lasted a maximum of another nine months to the end of steam on the region, but possibly with its unique place in history it might have been transferred to the Midland. Could it have been 92220, which worked that last BR steam service instead of 70013?

Instead, it was to be consigned to much wrangling over its destiny. It had been designated at the outset as being required for the National Collection. However, it now needed to be repaired, and John Scholes, Curator of Historic Relics, was adamant that he would not have it until it was repaired and he was not going to pay the suggested cost of £1,029 to have it fixed. Likewise, the General Manager of the Western Region was also not prepared to pay the bill. Meanwhile, 92220 was reportedly dumped in the goods yard at Severn Tunnel Junction 'for safe keeping' bereft of its nameplates. However, other sources say it was stored at Pontypool Road and later moved under cover at Radyr. An approach was made to the Great Western Trust to see if they would take ownership of the loco, but the £4,000 asking price could not be financed. A long and tortured trail involving a Mr. Green ensued, with the cost of purchase and repair having by then spiralled to £14,000. The proposed deal required the engine to be restored first, and somehow Crewe Works was persuaded to carry out the work at a cost to the workshop of £10,000. Much prevarication then followed over a number of years, with Green saying that the loco's condition had deteriorated whilst it was stored at Preston Park, and then legal minds affirming that the legal status of the engine prevented it from being sold at all. That brought forth a writ from Mr Green and the matter was only resolved, if that was the word, in 1982 when a solicitor acting for Mr Green's estate advised that as he was dead, the matter would not be pursued!

Meanwhile, 92220 had long emerged from Preston Park and was enjoying a new lease of life and started its career with a visit to the Keighley and Worth Valley Railway in 1973. It starred in the 1975 Shildon cavalcade and also worked some main line tours. However, in a changing world, it was then banned from the main line due to its flangeless middle driving wheels. Subsequently, the Western Region changed its view and it roamed its metals once more and in 1980 it appeared in the Rainhill cavalcade. At Didcot in 1981, it was re-tubed and repainted and resumed main line duties and visited the Severn Valley Railway on a GWS railtour. It worked at least two railtours per year, with many more in 1985 in association with the GW 150 celebrations. In 1986, it was to be found at the North Yorkshire Moors Railway between tours, and following expiry of its main line boiler ticket in 1988, it finished its operational days at the West Somerset Railway. With main line requirements becoming evermore stringent, especially in respect of the flangeless driving wheels, the curtain came down on its activities, and it retired to York for permanent public display. It has now been out of the spotlight longer than its entire working life, a magnificent but fading star. ■

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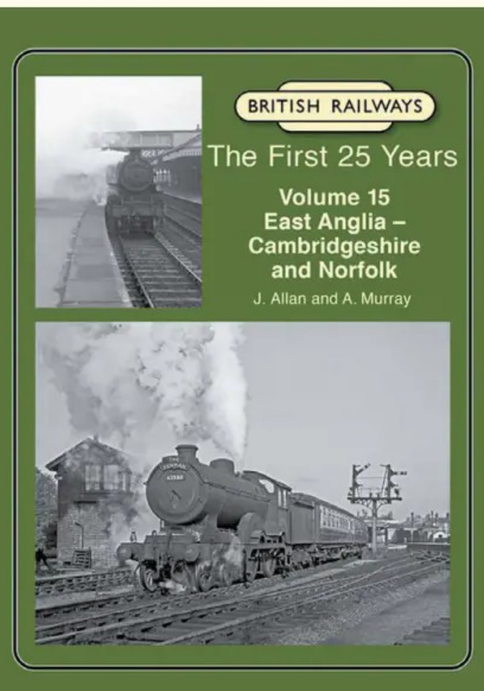

BRITISH RAILWAYS The First 25 Years
Volume 15: East Anglia – Cambridgeshire and Norfolk
J. Allan and A. Murray

Until the mid-1950s, apart from a handful of L&NER-designed classes, this was still very much a Great Eastern Railway except for the arrival of the 'Britannia' Pacifics from 1951. It would be completely transformed over the next decade with dieselisation and the early introduction of DMUs. Rationalisation began in 1953 and continued with the closure of the M&GN in 1959. Beeching took out most of the remaining branch lines leaving only the main lines to Cambridge, King's Lynn and Norwich, together with the lines to Great Yarmouth, Harwich/Lowestoft and Cromer/Sheringham. We begin our journey at Cheshunt on the main line from London to Cambridge stopping off on the way for the Thaxted branch. At Cambridge we have a detailed look at the station and the variety of services which arrived there. From there we take the line north from Chesterton Junction which split at St. Ives for March and Huntingdon. Doubling back to Cambridge we continue on the Norwich main line to Ely. Then we head north to King's Lynn, diverting briefly down the Stoke Ferry branch. Next is the branch to Hunstanton and then the West Norfolk Junction line to Wells-next-the-Sea. From Wells we go south through Dereham and Wymondham and on to Norwich. There we observe operations at Thorpe station and visit the shed. Norwich was the terminus of three other routes and we travel down each one beginning with the line to Cromer and Sheringham including the Norfolk & Suffolk Joint via Mundesley. Next are the lines to Yarmouth, to Haughley and to Thetford. From Thetford we go north again, back to King's Lynn via Swaffham before travelling south west to March, stopping at Wisbech East to go down the tramway to Upwell. At March we look at the important Whitemoor yards and the large engine shed before a short trip to Fordham via Ely and then go from March to Peterborough. Finally, we travel the whole length of the former Midland & Great Northern from Peterborough to Melton Constable via Sutton Bridge and South Lynn, and then on to Cromer, Yarmouth and Norwich before returning to Sutton Bridge and the connections with the Great Northern at Spalding and Bourne and with the Midland Railway line from Castle Bytham to Melton Mowbray.Pre-nationalisation motive power continued into the 1950s with ex-GER 'B12' 4-6-0s and 'Claud Hamilton' 4-4-0s supported by 'J15' and 'J17' 0-6-0s on freight work. Gradually 'B17' and 'B1' 4-6-0s and 'K3' 2-6-0s replaced these although BR Standard designs had little impact. The motive power on the former Midland & Great Northern Joint Railway lines was transformed virtually overnight when over fifty Ivatt Class '4' 2-6-0s arrived there between September 1950 and September 1952. Lightweight DMUs were introduced in a pre-Beeching attempt to reduce costs o n the lightly used branch and secondary services. English Electric Type '4's took over the principal express work from 1959 and by the mid-1960s Brush Type '2' and English Electric Type '3's became ubiquitous.

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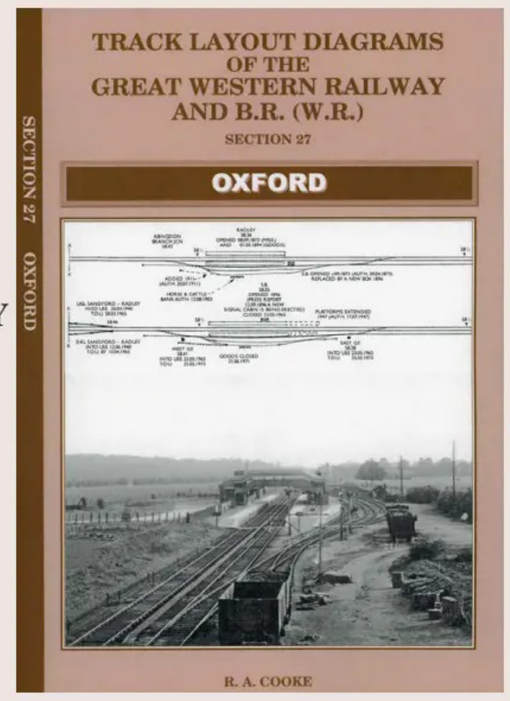

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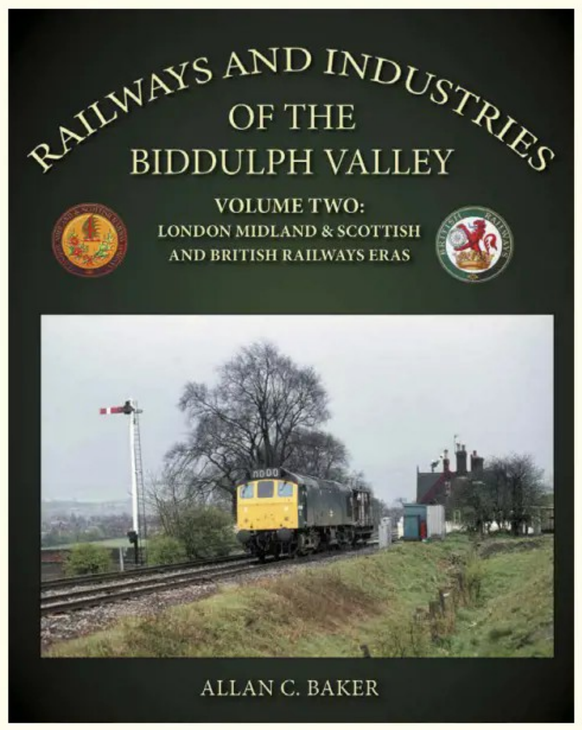
RAILWAYS AND INDUSTRIES OF THE BIDDULPH VALLEY
VOL 2: LONDON, MIDLAND & SCOTTISH AND BRITISH RAILWAYS ERAS – ALLAN C. BAKER

This book, the second of a trilogy, forms a detailed study of one of the North Staffordshire Railway's first branch lines, which ran along the Biddulph Valley from Stoke to the Cheshire town of Congleton, which dated from 1860. It also covers the branch from Milton to the Staffordshire Moorland market town of Leek, which opened in 1867. While Volume One covered the history of these lines in the NSR period, along with the four-mile long Longton, Adderley Green & Bucknall Railway of 1875, which was originally independent, in this volume the history of the lines in the London Midland & Scottish Railway and British Railways eras is covered. The story is also taken to the present day and there is a Chapter by Mike G. Fell on the various Station Masters who have over the years, been involved with stations on both lines. The book is profusely illustrated with a wealth of photographs, many of which have never appeared in print before, along with old documents, timetables, maps, plans and gradient profiles, several of which have been specially prepared for these volumes. The illustrations are in monochrome and colour. The third volume, which will be published next year, will cover the history of the numerous industries the lines served, for example, collieries, iron and steel works and chemical factories which were, by and large, their raison d'être. This coverage will include details of the industrial locomotives that have been involved, along with the private trains of the companies that the NSR and LM&SR allowed to operate over their lines. The author is a native of the Potteries, with a number of books about the railways and industrial archaeology of North Staffordshire to his name.



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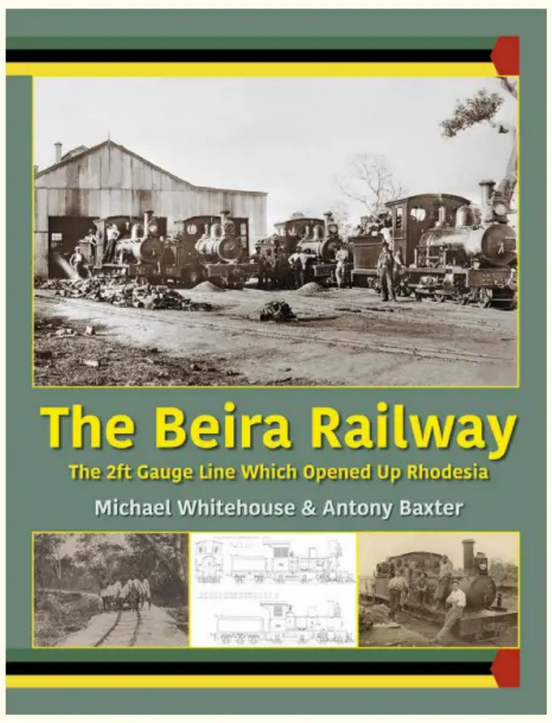

The Beira Railway
The 2ft Gauge Line Which Opened Up Rhodesia
Michael Whitehouse & Antony Baxter

The Beira Railway, in its 2ft gauge form, only operated over the whole of its 222 mile length, from the African eastern seaboard port of Beira in Mozambique to Umtali on the borders of the new Rhodesia, for two years – in 1898 and 1899 – but it took ten years in the building. As soon as it was completed, it was converted to the 3ft 6ins Cape gauge and connected with the rest of what was later to become Rhodesia Railways. The railway was promoted by Cecil Rhodes' Chartered British South Africa Company to open up the central African tribal lands of the Ndebele and Shona peoples to white rule, and to begin the colonisation of the Rhodesias. The lure of gold and profit for the promoters was the driving force behind its construction, together with Rhodes' fervent desire to develop an Africa governed by Britain as a great Imperial power. With finances to build it initailly not forthcoming, George Pauling & Co., the contractors and initial operators, chose the 2ft gauge and built the railway in sections. Its construction was basic and conditions were challenging, with rain, heat, marauding lions and deadly diseases carried by the Tsetse fly all taking their toll on the builders, both African and European. Hundreds died. Operated by delightful British-built 4-4-0s, two of which survive today in operation on the Sandstone Estates Railway, an average journey over the line took the best part of a day with up to forty derailments! Illustrated with a superb collection of previously unpublished photographs of the construction, along with images of the original stations, locomotives and rolling stock, including modellers plans, this is a detailed account of the impecunious beginnings of an important African railway artery, which reopened again throughout in 2024.

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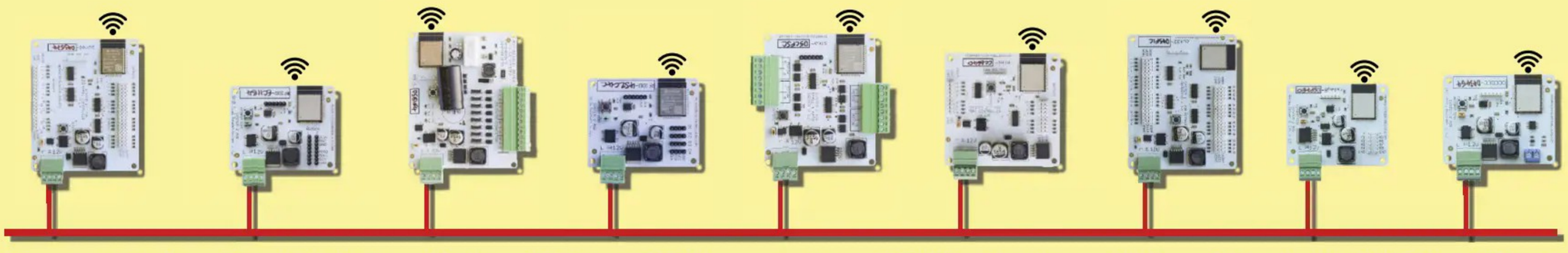

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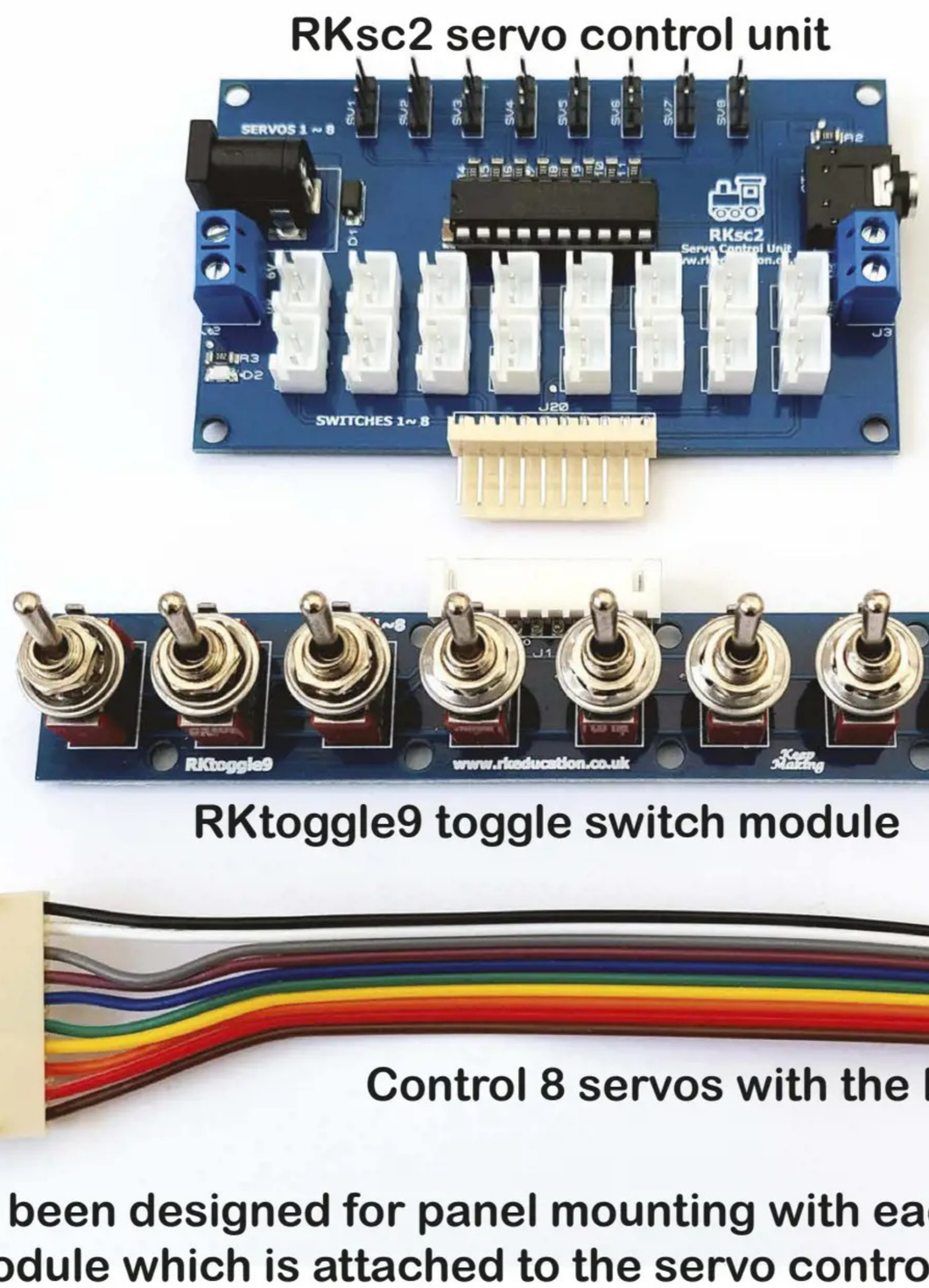
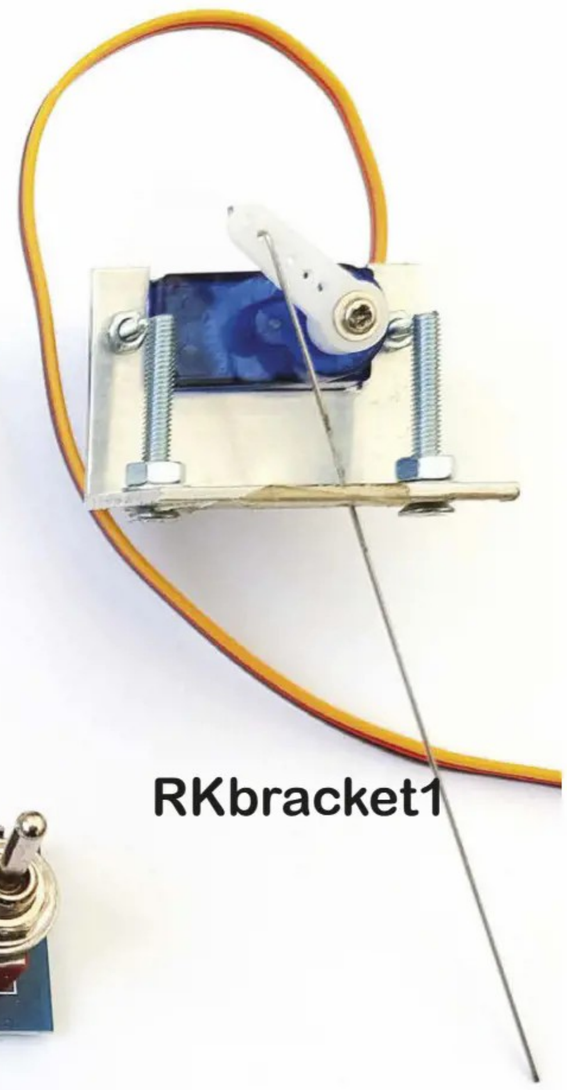


RKsc2 servo control unit



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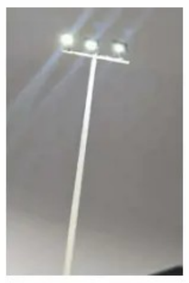

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SG38

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PROTOTYPE

The WIA Car-carriers

By David Ratcliffe

To coincide with the opening of the Channel Tunnel, a fleet of 60, fully-enclosed double-deck articulated, car-carrying wagons was introduced by Auto Care Europe (ACE) for Anglo-Continental automotive traffic during 1993/'94.

Built by Arbel Fauvet to diagram E.789, each wagon comprised five sections running on six Y39 bogies, of which the centre four were articulated. Cupboard doors were fitted at the outer end of each end section, while the sides and roof, which afforded the motor vehicles complete protection not only from the elements but also from car radio thieves and stone-throwing vandals, were made of an aluminium composite sandwich with a flexible diaphragm connecting each section.

The entire sides and roof of each wagon could be raised vertically together by electronically-controlled jacks to facilitate loading and unloading, a procedure which was enhanced as the lower deck of the ACE vehicles, unlike those of earlier articulated car-carrying wagons, was virtually flat. Each five-section wagon measured 66.3m overall and could accommodate up to 30 standard family cars on its two decks.

After being tested at the Railway Technical Centre in Derby, the prototype wagon, then coded FIA and numbered 81 70 2951 000-2, was displayed at the Raifreight Exhibition held at the Trafford Park Euro Terminal in October 1993. Subsequently recoded WIA and renumbered as 81 70 4971 000-4, this set was later repainted in the same pale blue livery as the production batch, which was initially numbered 81 70 4971 000 to 81 70 4971 059, although in 1996 the exchange condition of the entire fleet was altered from '81' to '85'.

In their pale blue livery, the WIA wagons make an impressive sight. Set No. 85 70 4971 039-8 is pictured at Grimsby Brickpit Sidings on August 11th, 1999.

A handful of the WIA sets had gained 'DB' lettering by 2017, with No. 85 70 4971 044-8 seen at Crewe Basford Hall Jn., when formed in a wagonload freight working from Eastleigh to Warrington Arpley behind Class 66 No. 66142, on May 23, 2018.

With a maximum speed of 75mph, the new wagons first went into revenue traffic in 1994, running in block train formations of up to eight sets carrying new Ford cars from Genk, Belgium, to the Axial car terminal at Garston on Merseyside. When new, several WIA sets were adorned with either ACE or Ford logos, or both, although these were later removed when wagons were transferred between different flows.

By 1997, the WIAs were also to be found working, in both block train and wagonload services, carrying imported Mazda, Peugeot and Citroen cars from Harwich, Queenborough and Sheerness Docks to car terminals at Corby, Doncaster, Grimsby and Mossend, while in addition these wagons were also backloaded to the Continent with new cars built at Nissan's Sunderland factory; a weekly block train working that, like the Ford trains to Garston, ran via the Channel Tunnel.

The WIAs also carried Jaguar cars destined for export from Halewood to Southampton Docks, but the use of the WIAs on this flow, along with their use in the movement of Nissan, Citroen and Peugeot cars, came to an end within a few years when they were replaced by either Gefco or STVA-owned car-carriers.

Ownership of the WIAs passed to Deutsche Bahn in 2010, but a decline in Channel Tunnel traffic resulted in many going into store, and by 2023, 10 of the sets had been withdrawn. Subsequently, the remaining sets were concentrated on workings from the Jaguar plant at Castle Bromwich and the Rover factory at Cowley to Southampton Docks. ■

After testing at Derby, the prototype ACE car-carrier, then numbered 81 70 2951 000-2, is seen on display at Trafford Park Euro Terminal in October 1993. This wagon would be renumbered as 81 70 4971 000-4 and later as 85 70 4971 000-0.

The end doors and flexible diaphragm fitted between sections of WIA set No. 85 70 4971 008-3 were recorded at Garston in April 1996.

THE LATEST HEADLINES

Hornby Spring Announcements

It has been a busy month for Hornby, with a number of exciting models announced for both its TT:120 and OO ranges.

OO GAUGE

A new selection of locomotives, including a range that marks the 80th Anniversary of VE Day, has been announced by the Margate manufacturer.

Particularly appealing to the collectors will be the latest additions to the Dublo range, commemorating the 90th Anniversary of the iconic LNER Class A4 4-6-2. The four locomotives; *Silver Link*, *Quicksilver*, *Silver King* and *Silver Fox* are all presented in the original LNER silver colour scheme and are priced at £320.99 each.

Available to pre-order now, the models are set to arrive in October.

To commemorate the 80 years since the end of World War II in 2025, Hornby has unveiled the following four special edition wartime black-liveried steam locomotives in OO Gauge. The four locomotives; LNER Class A3 *Flying Scotsman* – priced at £279.99, LNER Class A4 *Sir Ralph Wedgwood* – priced at £217.99 and LMS Princess Coronation *City of Liverpool* – priced at £189.99, SR Merchant Navy Class *Shaw Savill* – priced at £239.99

All four locomotives are planned for a November release date and available to pre-order now.

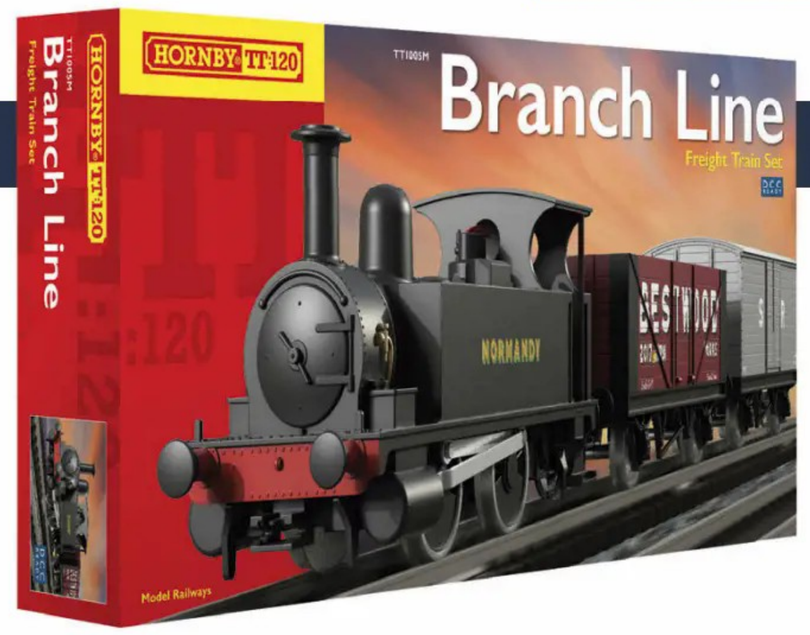
There are also some new additions to the LMS/BR Salmon wagon range, with two new BR Departmental era examples now joining the range, BR Departmental Salmon DB996995 with Crane and BR Departmental Salmon DB996184, they will be priced at £46.99 each.

Available to pre-order, the models are set to arrive in September.

TT:120

Following announcements made in January, Hornby is further strengthening its TT:120 range with new models.

To help those starting out in TT:120, the new Branch Line Freight Train Set will be a welcomed addition to the range and is available to order now, expected to be in shops in November, priced at £99.99.



For diesel enthusiasts, three liveries for the Class 66 will be offered; *Lafarge Charnwood* 66022, Freightliner *Derek W Johnson MBE* 66619 and GBRf Class 66 *Sunderland* 66725. Priced at £159.99 each, the models will be in shops around June time.

A trio of Terriers are also to be launched in TT120. SR Terrier W14 *Bembridge*, LB&SCR Terrier *Brighton* and BR Terrier 32655 will arrive in shops in November and introduce new tooling, priced at £159.99 each.

Following hot on the heels of the popular *Duchess of Atholl*, Hornby has introduced the LMS Princess Coronation *Duchess of Sutherland* 6233 to the range, which is expected to reach customers in July, priced at £179.99.

Two Class 43 HST train packs will arrive in August, GNER (43120 + 43115) and Virgin (43097 + 43093) and will be priced at £239.99 per pack. The coaches for both trains will also be made available and all coaches will be priced at £41.99 each, due to arrive a month later in September.

The rolling stock additions continue with the arrival of three Pullman cars; Third Class Brake Car No54 Third Class, 1st Class Kitchen *Cynthia* and 1st Class Kitchen *Rosamund.* Priced at £59.99, these vehicles are expected imminently.

Some new 4-wheel coaches are also joining the TT:120 range at the end of the year in Southern, LB&SCR and BR liveries in 1st Class, 3rd Class, 3rd Class Brake and 3rd Class Brake Baggage guises, with prices at £34.99 each.

More details for Hornby's spring announcements can be found at: www.world-of-railways.co.uk

Bachmann reveals all-new 2025 Class 66

Bachmann has gone back to the drawing board to design brand new models of the Class 66, starting again from the rails up and incorporating the latest technology and features that are now becoming standard across new models developed for the company's flagship Branchline range.

Following on the tracks of a new generation of models, like the Branchline Class 47, this new 66 takes things even further, incorporating a Bach-Up Stay Alive System to provide uninterrupted power when used on DCC, eliminating stalling, light flicker and sound cut-outs.

As with the upcoming Branchline Class 69s, Sound-Fitted and Sound-Fitted Deluxe versions of the new Class 66 come complete with the Dual-Fitted XL Speaker System, which combines two speakers for optimum sound reproduction – including the new enhanced bass reproduction speaker.

The extensive tooling suite caters for both the original, 4-door locomotives and the 'low-emission' 5-door machines that were built from 2004 onwards, alongside a mass of detail differences to accurately depict individual Class 66s at various points in their ongoing careers. These include the original three-piece cab-side windows with separate quarter light or later two-piece double-glazed, aluminium-framed versions and with the option for wing mirrors.

Four variations of headlight cluster can be modelled along with another four options for the top light depicting different depths of light box and different light fittings. The new models sport a full complement of working lights, with analogue users able to enjoy directional lights, independently controlled at either end, and a choice of day or night mode lights. On DCC, individual cab lighting and machine room lights complete the lighting options on the new Branchline Shed.

A dozen locomotives form the launch range for the new Bachmann Branchline OO Scale Class 66, and the first of these are due to arrive in the UK before the end of 2025. Prices start at RRP £229.95 and each model will be available in standard, Sound-Fitted (item number has a 'SF' suffix) and Sound-Fitted Deluxe (item number has a 'SFX' suffix) format and available to order from Bachmann retailers now.

New Dia.17B Brake Van from Rapido

Rapido Trains has announced its latest piece of LNWR freight stock, the OO Gauge LNWR Dia.17B Brake Van, better known to many as the 'Crystal Palace' Brake.

This model will be the first LNWR brake van diagram to be produced as a OO gauge ready-to-run model and each model will have a multitude of separately-fitted parts, including highly-detailed brake gear, running boards, rails, ogees, lamp irons, and a chimney.

Variants representing the vans in their early life are fitted with windows on the veranda ends and have veranda side doors, whereas later and privately-owned examples are open-ended and have the doors replaced with an iron bar.

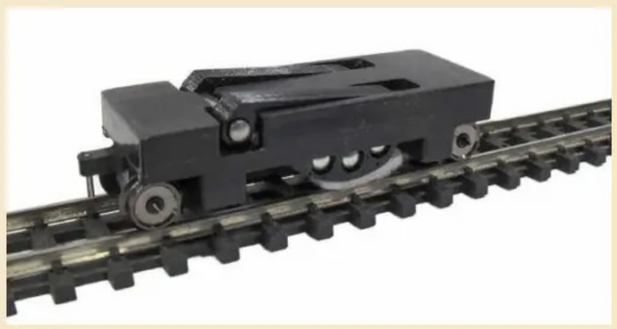
The van's interior contains a guard's desk, stove, and pigeonholes. All versions are fitted with metal bearings, NEM Pockets, and either disc or spoked wheels. Finally, there is a selection of lamps in the polybag so you can personalise your model as desired.

These models are currently in the design stage. The order book is open, and you can pre-order directly from the Rapido website and its official retailers, priced at £46.95.

New track cleaning wagon for TT:120

Ten Commandments has expanded its range of track cleaning wagons, already available in N, OO and O, to include TT:120 and other 12mm gauge track systems.

The four-wheel wagon has a pair of pads supported on pivoted arms, that drop down to rub against the track. No chemicals or abrasives are required, and the pads can be easily changed when they become dirty. The wagon is supplied RTR and features an adjustable coupling bar, which we are told is compatible with most systems.



New Leyland Titan B15 Models from EFE Road

Bachmann has unveiled four new 1:76 scale Leyland Titan B15 buses as part of its expanding EFE Road range of diecast collectables.

The models are based on the Exclusive First Editions dual-door Leyland Titan tooling. Each is finished in a highly-detailed livery never before seen on an EFE Titan, and represent their full-size counterparts as operating during the 1990s, both in and outside of London.

The new models are expected to reach retailers during summer 2025, with an RRP of £46.95.

Southeastern Class 395 coach packs break cover

Hornby announced its 200 collection in January to celebrate the railways' huge milestone, which includes this 200 Southeastern Class 395 coach pack.

As part of the celebrations of 200 years of railway travel, several train companies are rebranding locomotives and stock with specific liveries relating to that illustrious history. Southeastern is one of those companies and has added to its roster a Javelin class 395 unit with special graphics. The artwork showcases some of the iconic landmarks and destinations customers can visit by Southeastern highspeed train, including; St Pancras International, The Orbit at Stratford, Kentish oast houses and hop fields, Rochester Castle, Harbour Arm Lighthouse in Folkestone, Turner Contemporary in Margate and the iconic White Cliffs of Dover.

Hornby, as part of its 2025 range, has introduced a Class 395 (R30442) with these celebratory brand markings. In addition to that pack, the coaches here are in the same celebration livery, allowing a customer to make a full-length six-car train.

There are no detail changes to the existing Class 395 tooling, internal detail shows seats and tables visible through the tinted windows. No internal lighting is fitted, and vehicles have Hornby's kinematic vertical slot coupling in use in its other Class 395 models. Roof details are picked out in silver, and rotating fans are very nicely depicted through solid grills**;** they look separate but aren't!

The colour scheme reproduction is well up to Hornby's standards, clear, legible, well well-registered and opaque branding capturing this special livery. If you have a Class 395 in the 200-year livery, these coaches will make the full-length consist available, capturing these Hitachi high-speed trains as they race through the Garden of England.

The Southeastern Class 395 coach pack is priced at £119.99, available to pre-order now and expected to arrive very soon.

Three new exclusives from The Isle of Wight Steam Railway and Bachmann

The Isle of Wight Steam Railway (IoWSR) and Bachmann Europe have partnered to produce a range of exclusive models.

The first model to be produced is the LSWR Adams O2 Steam Locomotive No. 24 *Calbourne*. The OO model was first produced in 2021. However, such was its success that a second batch was quickly ordered and these are available to purchase now, priced at £174.95. *Calbourne* was the first locomotive to be acquired by the embryonic steam railway in 1967 and is the only surviving example of the Adams O2 Class.

Second to be revealed is a OO coach pack, comprising two coaches, which, like *Calbourne*, is produced by Bachmann's EFE Rail brand. The coaches depicted in the pack are two former London, Brighton & South Coast Railway (LBSCR) coaches: 9-compartment Third No. 2416 and 8-compartment Composite No. 6349, which both operate on the railway today, decorated in Southern Railway Malachite Green livery as depicted by the new twin pack of models. Each pack is priced at £134.95 and delivery is expected towards the end of 2025.

The third and final model for now is a OO replica of Havenstreet Station produced by Bachmann Scenecraft. Havenstreet has been the headquarters of the Isle of Wight Steam Railway since it began preservation-era operations in 1971, and the original station building is still in use today, making it the perfect complement to the models of *Calbourne* and the new coach pack. The Scenecraft model depicts Havenstreet Station in its current condition, resplendent in late-Southern Railway style. Priced at £79.95, delivery is expected during April 2025.

All three models can be ordered directly from the Isle of Wight Steam Railway.

Class 31 Run 2 full line-up revealed by Accurascale

Due to the popularity of the first production run of Class 31s, Accurascale has been able to squeeze in a quick second run with the factory, and it results in six different locomotives, so early pre-ordering is advised. Prices are £184.96 DC/DCC-Ready and £284.95 DCC Sound-fitted.

New liveries

D5501 BR Green with SYP

D5579 Experimental Golden Ochre with SYP (Accurascale Exclusive)

31271 Railfreight Construction

31301 Railfreight Red-Stripe

31418 BR Blue

31602 *Chimaera Fragonset*

A new batch of graffitied HIA Hoppers announced

Due to popular demand, Dapol has revealed another series of graffitied HIA Limestone Hoppers with another 12 sets of graffiti designs.

The popular HIA Hoppers include a finely moulded body with many separately-added details, a heavy diecast chassis, metal suspension spring details, pin point axles providing extremely smooth, free running, sprung buffers and screw-link couplings.

Priced at £85 each, these models will be in production soon and are available to pre-order now, expected to be in shops in May 2025.

Accurascale announces PTA return

Accurascale has announced plans to bring back one of its all-time most popular wagons, the Redpath Dorman Long-built PTA/JTA/JUA bogie iron-ore/stone tippler wagons.

Accurascale last had these wagons in stock in the early lockdown days and improvements have been made around the bogie area, with enhanced features, now including better detail around the bogie centres. Also included in this new run are etched brake discs and track pick-up for the tail light.

Four different liveries will be offered in this second run, featuring two Mendip Stone favourites and two British Steel iconic workings.

The Mendip packs feature the Yeoman revised “Big Y” debuting for the first time on this model, a livery much in demand since first announced several years ago. It will be supplemented by two packs of ARC-liveried wagons in their earlier livery, featuring the classic olive scheme and “Procor” markings.

British Steel workings are once again well represented with the legendary Redcar - Consett/South Bank wagons introduced to the range for the first time. This working was famous for utilising pairs of 37s between 1974 and closure of Consett in 1980.

No PTA run is complete without a re-run of the famous Port Talbot-Llanwern circuit, with three Class 37s. Three new packs with new running numbers debut in the range.

The price of each 5-wagon book set is £179.95, with a 10% discount if you buy both the outer and inner sets. ARC, Yeoman and British Steel Consett liveries are represented by two sets, one with outer wagons featuring two wagons with buffers and traditional tension-lock couplings placed at NEM recommended height, and an additional “inner” set with the higher placed knuckle couplings as per the prototypes. The South Wales British Steel livery features one outer set, and two inner sets.

As per run one, the “inner” sets are just a “bolster pack” for the outer sets, and will not couple to locomotives, only the “outer” sets. Each outer set also comes with a working flashing tail lamp. Available to pre-order now, delivery is expected in Q2 2026.

Clark Railworks reveals Demountable Tank Wagons

In the wake of the successful Lowmacs, Clark Railworks has revealed its next chapter of freight-themed exploits in OO: Demountable Tank Wagons.

Clark Railworks has catered for alternative chassis designs as well as various stages in the Demountables’ diverse histories.

The Demountables will feature a detailed die-cast chassis, removable loads, sprung buffers and ‘ultra-flex’ bufferbeam pipes that allow them to negotiate 2nd radius curves even with tension-lock couplings attached.

As with the Lowmacs, 26mm axles allow for easy conversion to EM and P4 Gauges.

Loads will be available to purchase separately, either as spares or so you can ring the changes and switch from beer to water to propellers as you see fit.

Available to pre-order now with no up-front payment, the Demountable tank wagon is priced at £40.00 and the demountable tank loads are priced at £13.50 each. In production now, the new models are planned to be available for purchase in June/July of this year.

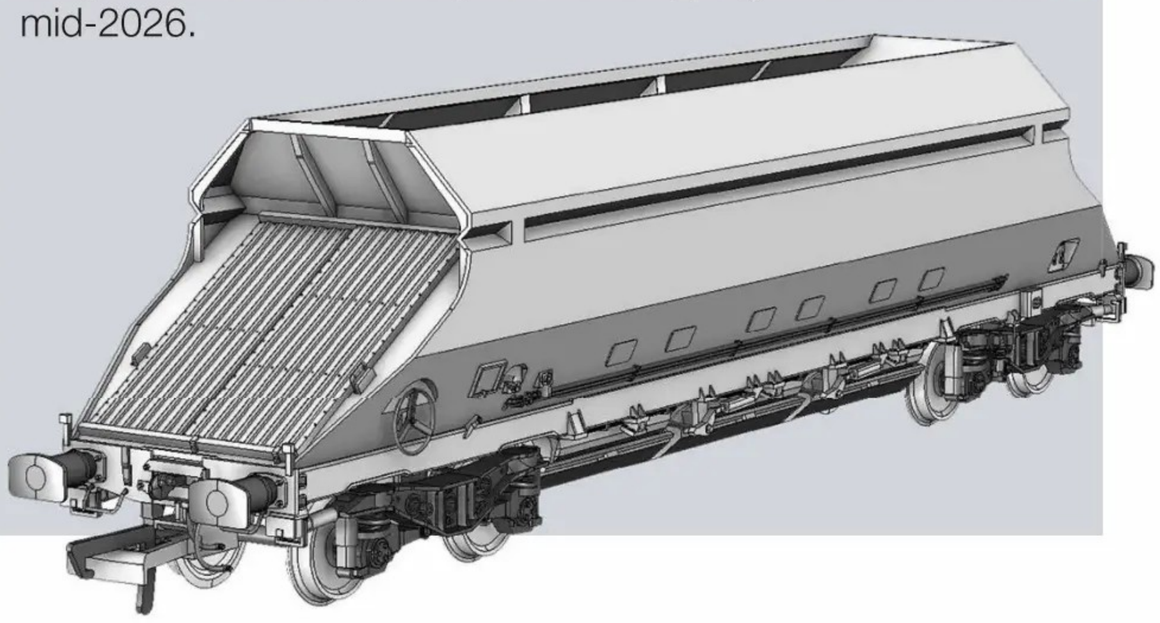
IIA-B and HOA-B hoppers incoming from Revolution

Following the success of its HOA-A hoppers in OO, Revolution Trains is offering the similar-but-different IIA-B and HOA-B hoppers to complement them, enabling modellers to operate authentically mixed stone trains on their layouts.

In addition, the distinctive IIA-F variants, with hinged roof doors used to transport sand for the glassmaking industry, are also being offered.

Revolution is tooling five variations to cover the full services lives of these wagons, and they will be offered in early de-branded Cemex, Mendip Rail-NACCO, Mendip Rail-VTG silver grey, Touax red and Mendip Rail-VTG blue.

The model is being produced with the full support of DB, Mendip Rail and VTG/Greenbrier. Pre-orders are expected to open in Q2 2025, with products shipping to customers in mid-2026.



Hornby Class 755

Paul Marshall Potter

The Class 755 is a modern bi-mode multiple unit (BMU), manufactured by Stadler between 2018 and 2020. It is a part of their FLIRT ("Fast Light Intercity and Regional Trains") family of trains. Introduced in 2019, these trains are operated by Greater Anglia on its regional routes in Norfolk, Suffolk, Cambridgeshire and parts of Essex. Bi-mode refers to the facility for the unit to switch between diesel power, or overhead electrical power. In diesel power, the unit operates as an electrodiesel, the diesel engines being electricity generators that then provide electrical power to the traction motors. There are two subclasses, the 755/3 and 755/4, three and four-car units, respectively. Both are available from Hornby; the model reviewed here is the 21pin DCC-ready, R3964A Greater Anglia 755/4.

The model captures the recognisable sleek lines and distinctive livery of the Greater Anglia units. This includes the subtle bulge and side profile changes of the power pack unit. The colours are well matched to prototype images and have a good scale satin finish. Demarcation between colours and individual lettering, lining, unit information and brand markings are clear, legible and opaque. This includes the wheelchair and cycle logos on the windows. The level of detail extends to the roof/underframe, where you can find accurately modelled components, including a posable pantograph for overhead electric running. Power car roof detail reflects the equipment and exhaust layout for either the three-car or four-car units.

The overall lighting is a bright neutral white for the interior, highlighting the painted and detail seating areas. Door lights are operational in DCC settings; these can be selected for either side of the unit. Vehicle end lighting is the correct colour temperature, day and night running settings are available and the destination boards are clearly legible with an excellent dot matrix yellow colour. Within the DCC lighting functions, cab and driver door lights are operational, which automatically extinguish when the unit moves.

The four-car unit here is just over 1 metre in length when assembled. Each driving car unit is permanently coupled to its passenger car via the articulated, shared bogie, which are exquisitely detailed with excellent representations of the disc brake face on each wheelset. The connection between the two end units is via the power pack unit for both three and four-car units. Coach connections joining the vehicles is a clip, which locates into a central column at the

Mixing the past and present, Hornby's 755/4 FLIRT races through 'Little Bytham'. Note the accurate slight bulge in the unit profile at the power pack section.

Authentic roof detail and posable pantograph. Power pack vehicles select the correct exhaust configuration for three or four-car units.

coach end. When these are aligned and gently pushed together, there's an audible click and the units are joined.

The model is equipped with two smooth-running 5 pole skew wound motors, one in each driving trailer. Running this in DC mode showed a perfect match of both driving units. Across the speed range, the whole train was steady with no lateral movement or bumping from two motors operating independently. Each of the driving trailers has a DCC decoder socket, and the power pack car is similarly fitted. Electrical pick-up is effective on each bogie and transferred via integral wiring. The decoder fitting is a plug-and-play facility, the driving cars having easily removed magnetic roof sections to fit 21-pin decoders. The power car is a little more complicated, with instructions provided to fit the sound decoder. If enhancing the sound, there is provision within the power car for up to an EM1 speaker.

Its DCC capability allows for two Hornby-recommended options using either two decoders or three for full sound operability. The full-fat version requires three decoders, including an extra speaker to fit within the power pack. The key benefit of this configuration is that the sounds can be separated and will be played from the relevant part of the train according to direction, so electric motor sounds come from the ends, and the diesel sounds from the centre power car.

The second variation is just using two decoders, this then configures sound to be played from the ends of the unit, rather than having sounds from the power car available. Out of the box, the unit operates in diesel mode and can be switched to electric using function controls. An interesting feature within the sound files changes the route/station announcements to any of the diesel routes the Flirt travels, playing the station announcements sequentially as per the prototype.

It is worth mentioning value for money in a broad context. As a DCC-ready model, the retail price is in line currently with other multi-vehicle OO ready-to-run units. The DCC functions are designed for the Hornby HM7000 system and the recommendations naturally guide the user towards that product line. As of April 2025, there are independent sound files becoming available from independent sound suppliers and installers if you decide

Quality livery application across the unit, including capturing the opacity of the prototype window printing. The articulated couplings between cars are unobtrusive.

Accurate capture of the complex shape and profile of the unit accentuated with the sharp Greater Anglia livery.

The Delner coupling featured allow units to be joined for greater length trains.

The internal unit coupling column provides a secure joint. Roof details show correct exhaust for a four-car unit.

not to use the HM7000 system. The slight downside of a sound system that utilises all the functionality is the additional cost of a sound decoder and further speaker.

The quality of this model is excellent and reflects well the passion within Hornby's staff to produce a really well-thought-out design and execution of this contemporary prototype. The functionality within the DCC settings allows a significant amount of user engagement, even in the two-decoder configuration. As a regular DC user, the running, accuracy, lighting, and build quality are all excellent and will be enhanced with using the full DCC functionality. Despite slight reservations about additional costs with that full DCC sound installation, I can see this being a very popular model, potentially an award winner!

FACTFILE

Models: (review items in bold)
R3964A Greater Anglia, Class 755/4 'FLIRT' 4 Car Train Pack
R3963 Greater Anglia, Class 755/3 'FLIRT' 3 Car Train Pack
R30446 Greater Anglia - Class 755-4 'FLIRT' Pride Livery
Era: 2019-present day
Construction: Plastic
Weight: 320g
Price: £399.99-£449.99
Minimum curves: Radius 2 (263mm)
Accessories: Sand pipes and side hydraulic piston

WHAT WE LIKE

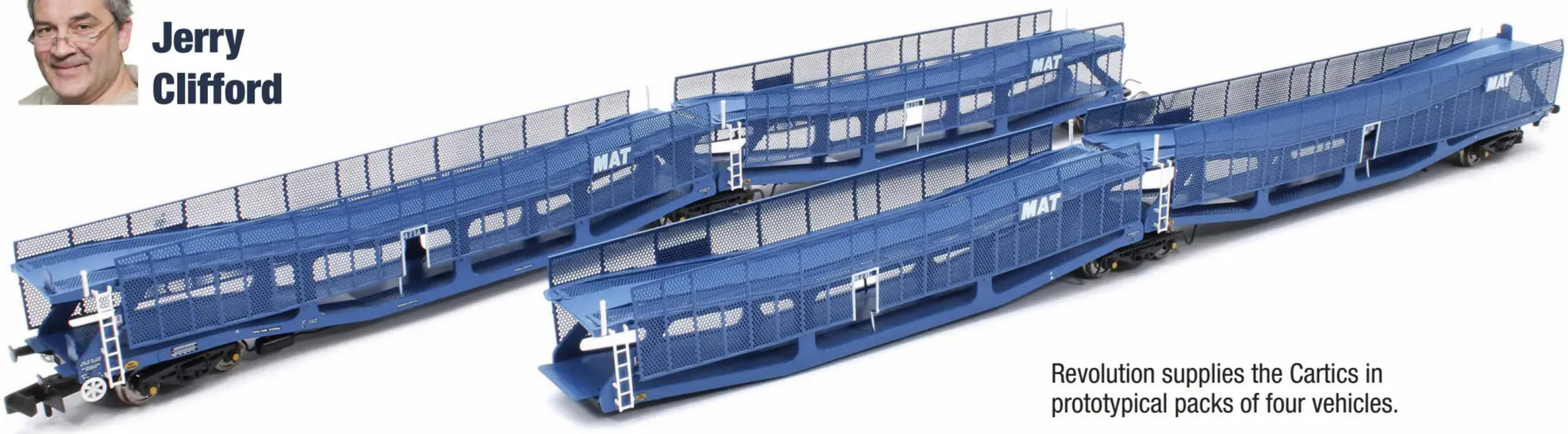
- ✓ New contemporary bi-mode unit
- ✓ DCC functionality
- ✓ Accuracy of details and livery
- ✓ Hornby at its best

Hornby at its best. An authentic, well-detailed and superbly decorated unit capturing this contemporary model.

N | 1966-2000s | £££ 149.95 (set of 4)

Revolution 'Cartic-4' articulated car carrier

Jerry Clifford



Revolution supplies the Cartics in prototypical packs of four vehicles.

Revolution Trains has gained a reputation for producing high-quality models of modern prototypes, and these latest offerings are no exception. Initially developed as a joint venture between British Rail and the Ford Motor Company for transporting new cars, the prototype Cartic sets are impressive wagons. Measuring 200', the sets comprise four wagons mounted on articulated joints between five bogies, a feature faithfully reproduced on the model. Twin decks maximise the number of cars that can be transported. Over 500 sets were built between 1966 and 1972. The majority was used by transportation companies MAT (Transauto) and Silcock and Collings for new car deliveries from Ford and other manufacturers, although some were used by BR for Motorail services. Damage to cars in transit led to MAT fitting mesh side screens to their wagons in the 1980s. Silcock and Collings opted for fibreglass panels. Roofs were also added to some wagons.

Revolution is offering a range of sets covering the operating life of the vehicles, and first impressions on opening the sturdy red and black Revolution box are very good. The models are largely of all-metal construction with beautifully fine etched sides and many separately-applied plastic details. The paint finish and lettering are superb, being crisp and fully legible down to the tiny information panels. The box also includes a separate bag of details, comprising lamps, pipework and dummy couplings to be added by the purchaser if desired. The four-car rakes are designed to be permanently coupled with standard N gauge couplings in NEM pockets at each end.

The all-metal construction gives the models a good weight, but the very free-running bogies should ensure that there are no haulage problems with modern motive power for those wishing to run prototype-length multiple sets.

As delivered, the wagons come in close-coupled pairs for those lucky enough to have reasonably generous curves on their layouts, but the ingenious design of the articulated bogies means that this is easily adjusted (fully covered in the instructions that accompany the wagons). Thus adjusted, my set sailed happily around the second radius curves on my little test track, the weight ensuring no hint of wobble. For those of a more finescale persuasion, the wheels are 5.4mm diameter on a 14.2mm axle, so should prove pretty straightforward to convert to 2FS standards.

Overall, these are superb models and another excellent addition to the ever-growing range of wagons available to the modern image modeller in N gauge. Highly recommended.

The Cartics feature a simple, but ingenious, method of coupling the articulated bogies to enable the vehicles to traverse curves down to second radius.

The etched mesh captures the fine appearance of the prototype well.

Close-up of the articulated bogies and fine detailing.

FACTFILE

Models: (review items in bold)
STVA light grey with mesh screens (set A/B)Bottom of Form
Silcock Express livery with roof + side screens (set A/B)Bottom of Form
Silcock Express livery with side screens (set A/B)Bottom of Form
Silcock and Collings orange (set A/B) Bottom of Form
MAT-Transauto blue (set A/B)
MAT blue with mesh screens (set A/B)Bottom of FormBottom of Form
BR Motorail blue (set A/B)
Era: 1966-2000s
Construction: Metal body
Price: £149.95
Minimum curves: Radius 2 (263mm)
Accessories: Lamps, pipework and dummy couplings

WHAT WE LIKE

- ✓ Well detailed
- ✓ Great paint finish and lettering
- ✓ Flexible close coupling system

The well-detailed cast metal underframe ensures excellent ride quality.

Cavalex PHA/JYA wagon

Paul Marshall Potter

Overview of the inner (closer) and outer wagons, capturing the mass of these vehicles.

The Cavalex/Ultimate Model Railways JYA Wagons sitting on my desk immediately transport me back to the late-'80s and early-'90s. At the time, the Class 56 had recently been introduced and the fully-branded Foster Yeoman trains were visually very different from the normal British Rail freight scene. The prototype PHA/JYA vehicles were introduced to the Foster Yeoman fleet in 1988 as PHAs, and around 1990, the TOPS code changed to JYA; they are still in revenue service today.

Manufactured by Orenstein and Koppel, the operational requirement was to transport large amounts of aggregates in as short a train length as practical, hence the short, stocky outline of these distinctive bogie wagons. In more recent years, these wagons have been noted in consists with other aggregate-carrying stock.

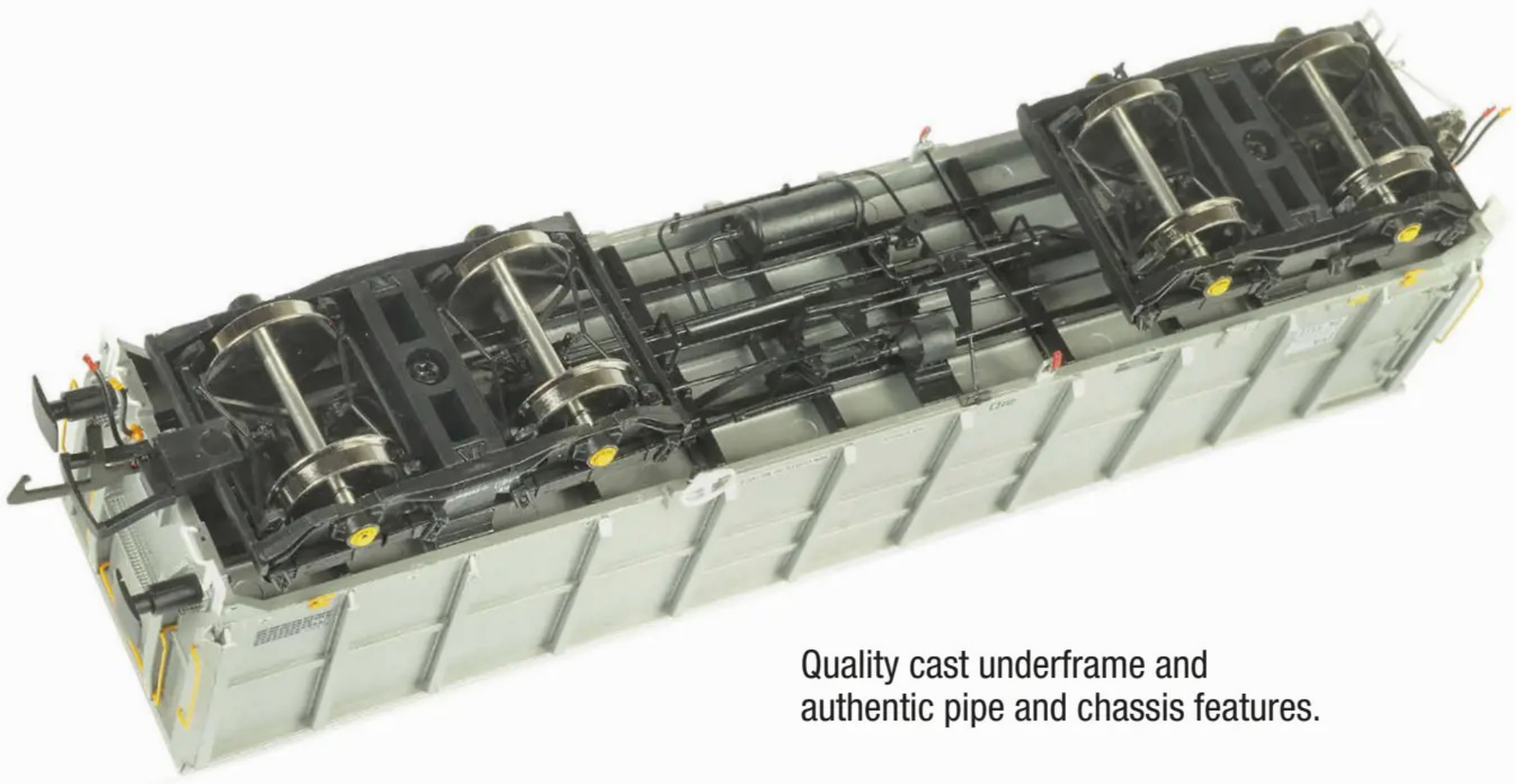
In for review are two models, an inner and an outer JYA wagon, in Yeoman livery and unbranded, respectively. The outer wagon represents a wagon at the end of each rake that is coupled to the locomotive. These wagons have buffers and screw couplings at one end and a knuckle coupler on the inner end, which couple to the rest of the train. Each inner wagon has knuckle couplers at both ends.

The Cavalex PHA/JYA wagon boasts an impressive level of detail that accurately reflects the prototype vehicles. The body is a relatively simple box, all sides are square and true, with no bowing evident, which can happen with this type of tooling. The basic box is enhanced with the detail of handrails and steps and lamp irons that break up the basic box structure, these being separately-fitted and painted components. At the left-hand end of each wagon is a door to

WHAT WE LIKE

- ✓ Interesting prototype
- ✓ All liveries covered
- ✓ Paint finish
- ✓ underframe detail

Accurate bogie and side access door latch details.



Quality cast underframe and authentic pipe and chassis features.

Differing end details depict inner ends with prototype knuckle couplings. The outer ends have traditional buffers and NEM sockets supplied with regular couplings.

allow access for cleaning and maintenance; this, too, has separately-fitted handles. Unfortunately, on the inside of the wagon, there is no corresponding door reveal, which is a little disappointing with the other excellent attention to detail that is evident on these models.

The chassis detail is very well captured, the pipework being commendably fine. Each inner wagon has a prototypical-style knuckle coupling with cut-off lever fitted. The coupling passes through the headstock into the vehicle chassis rather than being fitted to the bogies. This gives an excellent prototypical appearance with both the physical connection and distance between each vehicle. The bogies are engineered to accept wheels for the wider 4mm gauges of EM and P4. The brake gear is represented, including the pull yokes and the brake shoes aligned with the outer edges of the OO wheelsets. The inner wagon sample was very free-running. However, the outer wagon was not quite as good, with one of the brake yokes fouling a wheel flange, inducing drag on that wagon.

There are two designs of bogies for inner and outer ends. The outer end bogies have NEM standard pockets with UK-style tension-lock couplings fitted as standard and sprung buffers. On the review sample, the buffer heads were slightly off-centre at an angle. The inner ends have knuckle couplings and these work with other manufacturers' products, so you can authentically mix wagon types in more recent train consists. On our outer wagon sample, there was a slight lateral restriction, with the tension-lock coupling fouling the air pipes on the chassis. If second radius curves are used then these pipes may require adjusting or removing.

The paintwork accurately represents the three liveries the prototype carried; the review samples reflect a late-1990s Yeoman wagon, and a mid-2000s onwards unbranded outer wagon. The printing of all the logos and lettering are perfectly registered, legible and opaque. The core colour of the prototype is a dull silver-coloured body. Cavalex's paint finish, replicating this, is excellent.

With their quality and features, the Cavalex PHA/JYA Wagon offers excellent value for money. They're competitively-priced within the market, and available in three purchasing options across the three liveries.

FACTFILE

Models: (review items in bold)

PHA Original Foster Yeoman Livery - 5 Pack Set A

PHA Original Foster Yeoman Livery - 5 Pack Set B

JYA Revised Foster Yeoman Livery - 5 Pack

JYA Unbranded Foster Yeoman Livery - 5 Pack

PHA Original Foster Yeoman Livery - Outer twin pack - (Running numbers 3268 & 3270)

PHA Original Foster Yeoman Livery - Outer twin pack - (Running numbers 3276 & 3279)

JYA Revised Foster Yeoman Livery - Outer twin pack - (Running numbers 3307 & 3269)

JYA Unbranded Foster Yeoman Livery - Outer twin pack - (Running numbers 3312 & 3273)

PHA Original Foster Yeoman Livery - Extra Single inner - (Running number 3321)

PHA Original Foster Yeoman Livery - Extra Single inner - (Running number 3285)

PHA Original Foster Yeoman Livery - Single inner - (Running number 3325

PHA Original Foster Yeoman Livery - Single inner - (Running number 3289)

PHA Original Foster Yeoman Livery - Single inner - (Running number 3315)

PHA Original Foster Yeoman Livery - Single inner - (Running number 3295)

PHA Original Foster Yeoman Livery - Single inner - (Running number 3277)

PHA Original Foster Yeoman Livery - Single inner - (Running number 3300)

JYA Revised Foster Yeoman Livery - Single inner - (Running number 3293)

JYA Revised Foster Yeoman Livery - Single inner - (Running number 3281)

JYA Revised Foster Yeoman Livery - Single inner - (Running number 3305)

JYA Unbranded Foster Yeoman Livery - Single inner - (Running number 3280)

JYA Unbranded Foster Yeoman Livery - Single inner - (Running number 3296)

JYA Unbranded Foster Yeoman Livery - Single inner - (Running number 3316)

Era: 1988-present day

Construction: plastic body with metal chassis

Weight: 80g

Price: £49.99-£249.99

Minimum curves: Radius 2

00 1938-1940 £££ 349.99

Hornby Dublo Dominion of New Zealand

Tony Wright

This is the latest loco from Hornby in the classic Hornby Dublo range, complete with die-cast body, and packaged in the wonderful colour scheme of blue with white stripes (actually signifying three-rail in the past – two-rail was red with white stripes in Meccano's days). I've previously examined a BR A4 in this guise, in the form of 60007 *Sir Nigel Gresley*, but this one is in full LNER garter blue livery representing the loco (almost) as built.

4492 was built in 1937 as one of a quintet of A4s to haul the streamlined 'Coronation' set, all being named after Commonwealth countries. To match the train, they were turned out in garter blue and were embellished with stainless steel lettering, numbers and strips. As-built, the tenders had streamlined coping to their tops, which hindered watering and restricted the amount of coal carried. This was removed, and this is how the model is presented. It makes a perfect complement to Hornby's magnificent 'Coronation' train, also released this year. As such, the model represents the loco from 1938 until the earlier war years, when the valances over the drivers were removed and the garter blue gave way to unlined black.

It really is an outstanding model at source. The chassis is the standard Hornby A4 one (the same in the main as the A1 and A3 chassis), introduced some 20 years ago and, as such, has stood the test of time very well. Even though most of the motion is hidden, it's all there, including the lubricator drive and apparatus for the Flaman speed recorder. Performance is exemplary – smooth, powerful, quiet – everything I strive for in the models I build, and here it is on tap! Because of its extra weight, it can haul more than its plastic-bodied siblings; indeed, as you'll see in my pictures, it just whirled my heavy 11-car 'Yorkshire Pullman' rake (with a BG coupling converter van) around with absolute ease.

The simple (though extremely elegant) livery is perfectly-applied, even down to the rendition of the Dominion's coat of arms on the cabsides. The stainless steel strips at the bottom of the valance and tender body are straight and true, though (and this is for the real pedants) the strip should actually be applied to a flange *below* the tender's soleplate and not to the soleplate itself. It was a feature of the 'Coronation' A4s (and the 'West Riding' pair, too) and was retained even after the stainless steel strips were taken off during the War. 4492, correctly, has a new-type streamlined corridor tender; others inherited 1928 corridor tenders, ex-A1 and A3, though the strip was fitted to those as well.

All in all, a wonderful model of an A4, certainly among the very best RTR. That elusive A4 shape is captured to perfection! It'll certainly appeal to the collectors, if not more so than the users.

What A4s were made to do - go very fast!

FACTFILE

Model:
R30422 Dublo: LNER - Class A4 - 4492 *Dominion of New Zealand*
Era: 1938-1940
Construction: Diecast metal
Weight: 560g
Price: £349.99
Minimum curves: Radius 2
Accessories: Etched nameplates, foil lettering, fireman and driver figures, drain cocks and flanged rear pony truck wheelset

WHAT WE LIKE

- ✓ Level of detail
- ✓ Livery application
- ✓ Overall accuracy
- ✓ Performance

Digital readers and subscribers can see this loco in action on the latest episode of WoRTV!

Numerals, letters and the coat of arms are perfectly-applied

Recreating that perfect packaging from the past.

Representative of the loco after the tender lost its top fairings.

TT:120 | 1948-1966 | £££ 59.99

Hornby 1st Kitchen Pullman Cars 'Iolanthe' and 'Medusa'

Tony Wright

I first reviewed similarly-lovely models of these elegant vehicles two years ago, when they formed the cars in 'The Scotsman' train set by Hornby, complete with Gresley A1 *Blink Bonny*. These are the same as 1st Kitchen 'Octavia' in that set, but now with the addition of internal lights. Both cars represent earlier Pullman builds – that is with a wooden body on top of a steel chassis with heavy angle trussing, and with longitudinal rainstrips on the roof. The wooden-bodied cars were later clad in aluminium to make them look 'more modern', to match the 1928 all-steel Pullman cars (which are made by Hornby in OO). It is in this guise that both models are presented. 'Iolanthe' was built in 1923 and was first used on the Central section of the Southern Railway. 'Medusa' was built in 1924 and was first used on the Eastern section of the Southern Railway.

Pick-ups for the lights are delicate springs wrapped around the axles

The most-subtle model lighting I've ever photographed

These really are beautiful models, right from their excellent proportions, livery application and, especially, the internal lighting. Both represent the cars in BR condition; that is with curtains behind the windows – pre-War Pullman cars were fitted with blinds. In 1955, 'Medusa' was allocated to the Southern Region pool of Pullman cars, so might well have been seen in 'The Bournemouth Belle'. In the same year, 'Iolanthe' was in the Eastern Region/North Eastern Region pool of Pullman cars and could have been in any of those Region's services. Pullman cars were moved around the regions, so consult *The Railway Observer* for chapter and verse.

Though I only have a couple of yards of TT track, by pushing these cars along, both rode really well. The lighting is subtle and natural (even with a full 12 volts), though I needed to press hard down on the bodies to begin with to get it to work. After that, it was fine.

Both are a fine addition to the growing TT:120 range and are recommended, though take care how you run them. For most of their lives in BR days, it's unlikely they'd be in the same train.

FACTFILE

Models:
TT4003D Pullman 1st Class Kitchen 'Iolanthe'
TT4003C Pullman 1st Class Kitchen 'Medusa'
Era: 1948-1966
Construction: Plastic with metal wheels
Weight: 50g
Price: £59.99
Minimum curves: Radius 1
Accessories: Corridor connection door

WHAT WE LIKE

✓ Overall accuracy
✓ Quality of finish
✓ Subtle lighting

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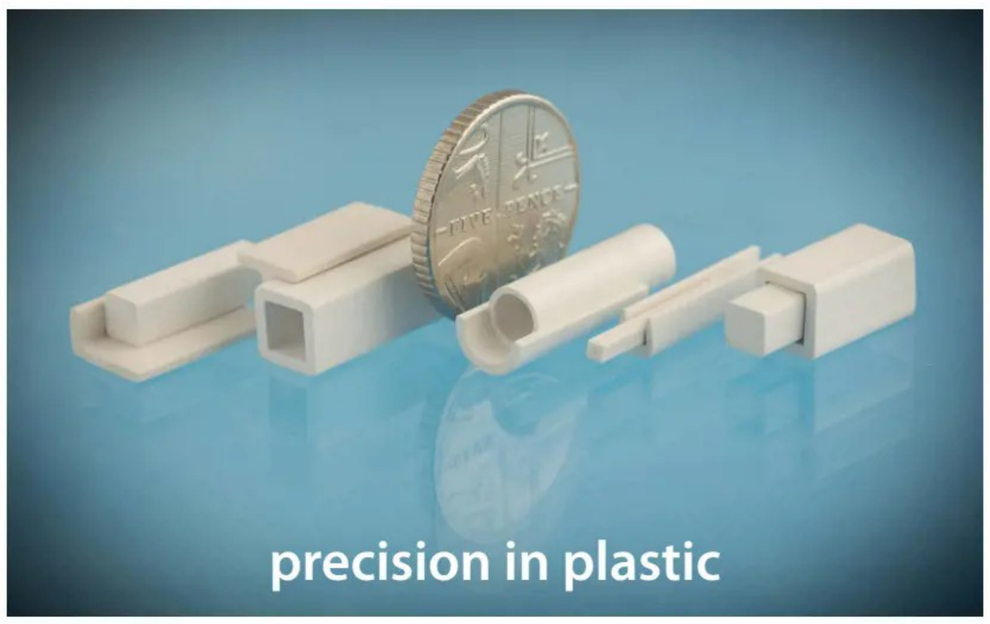

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SL/E387	£17.40	£13.50
SL/E397	£15.60	£12.00
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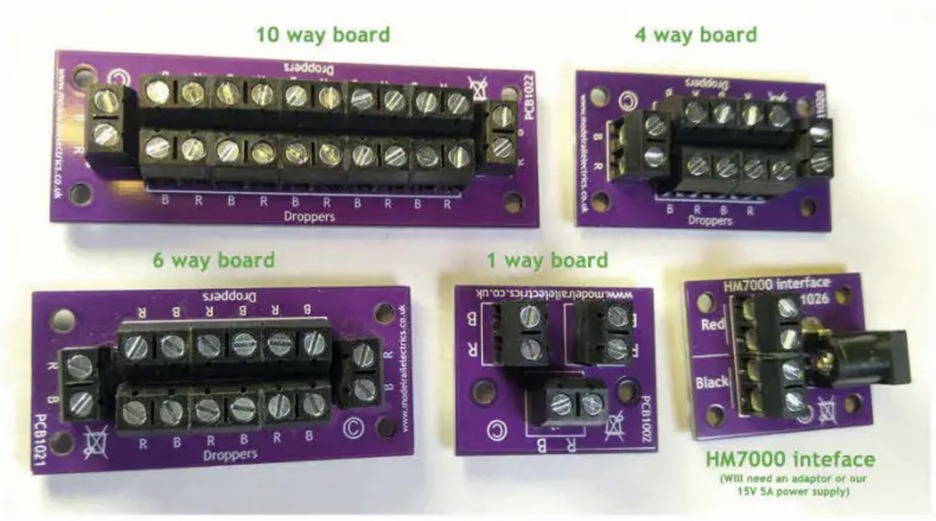

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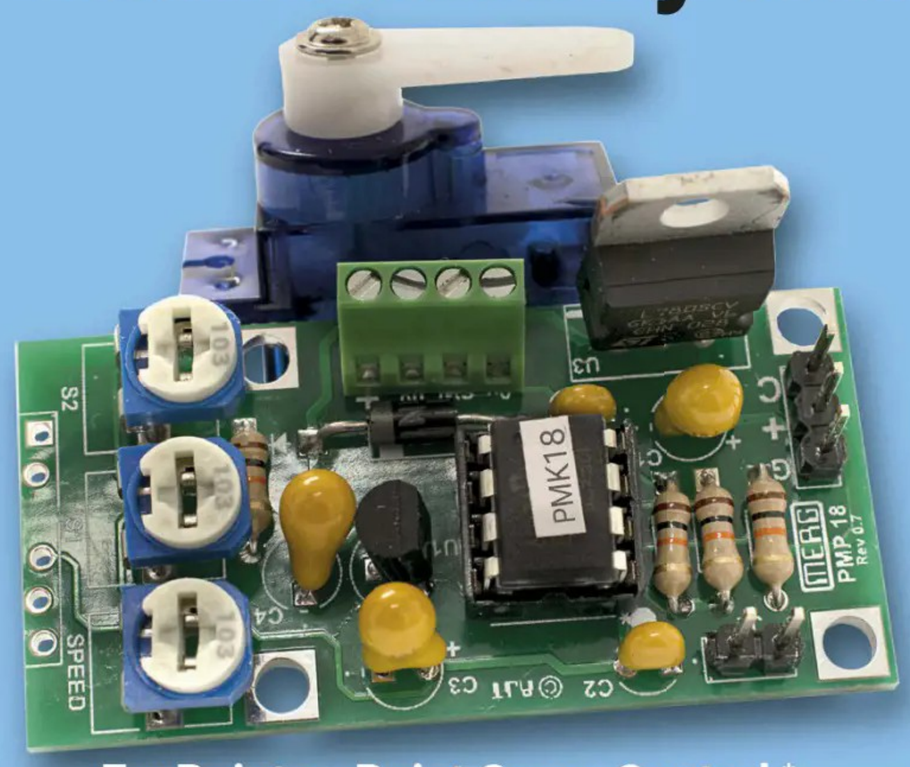

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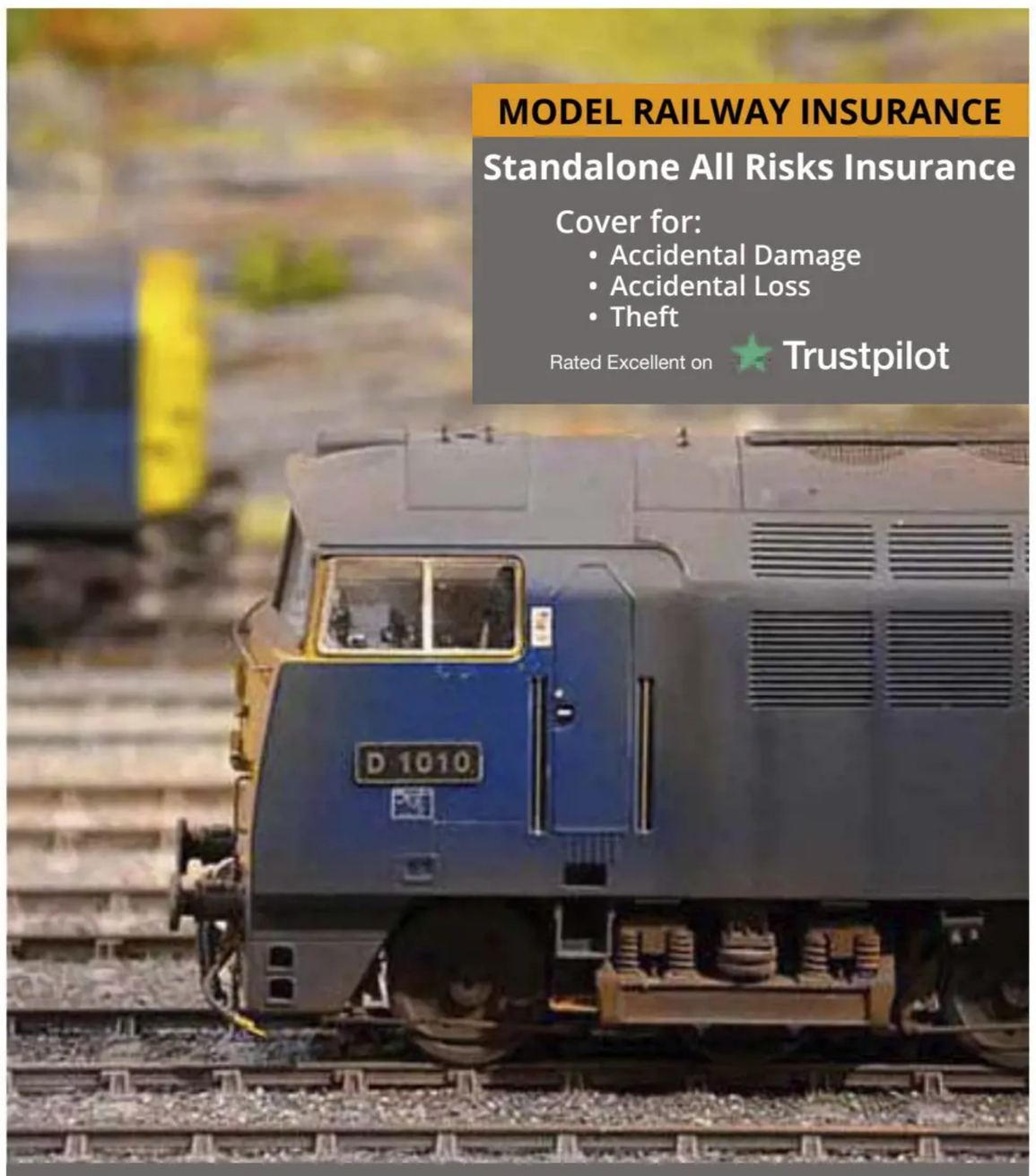

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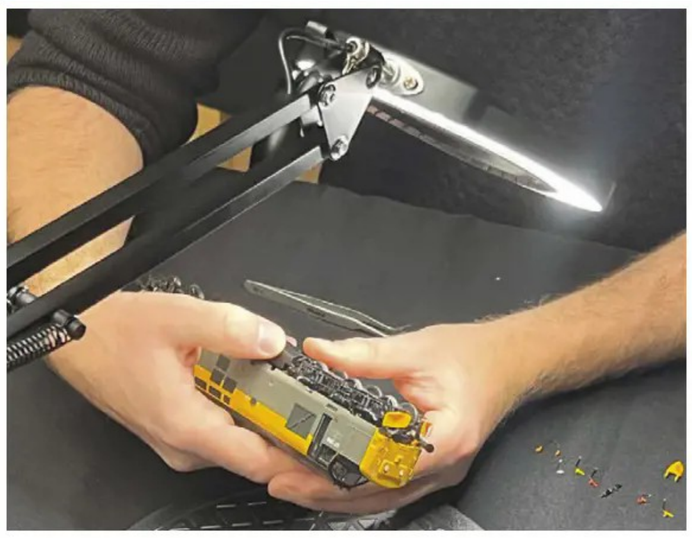

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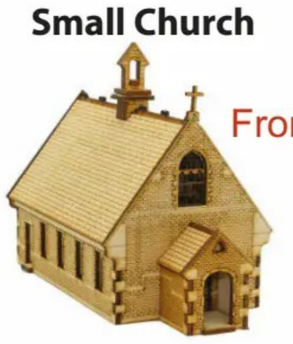

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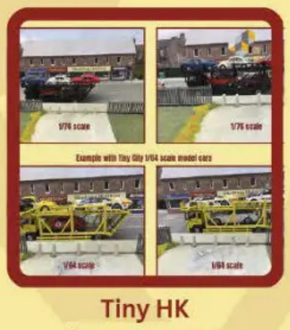
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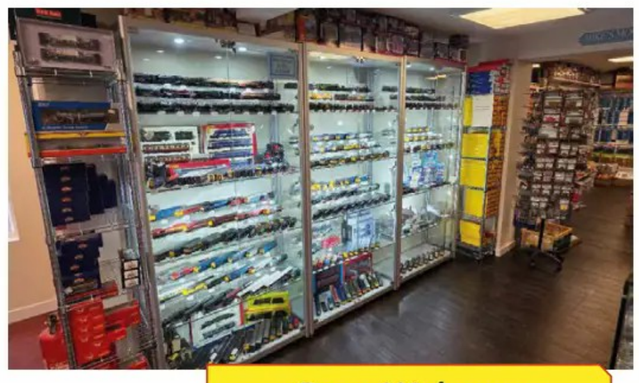

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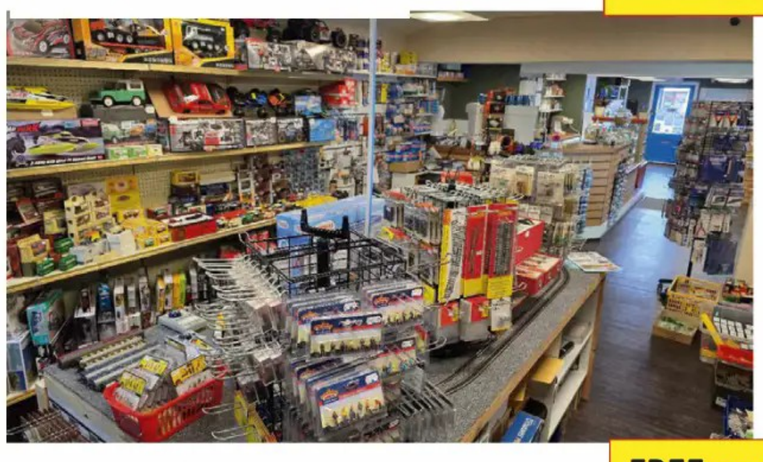

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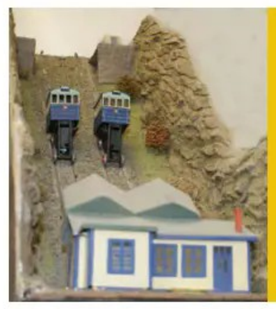

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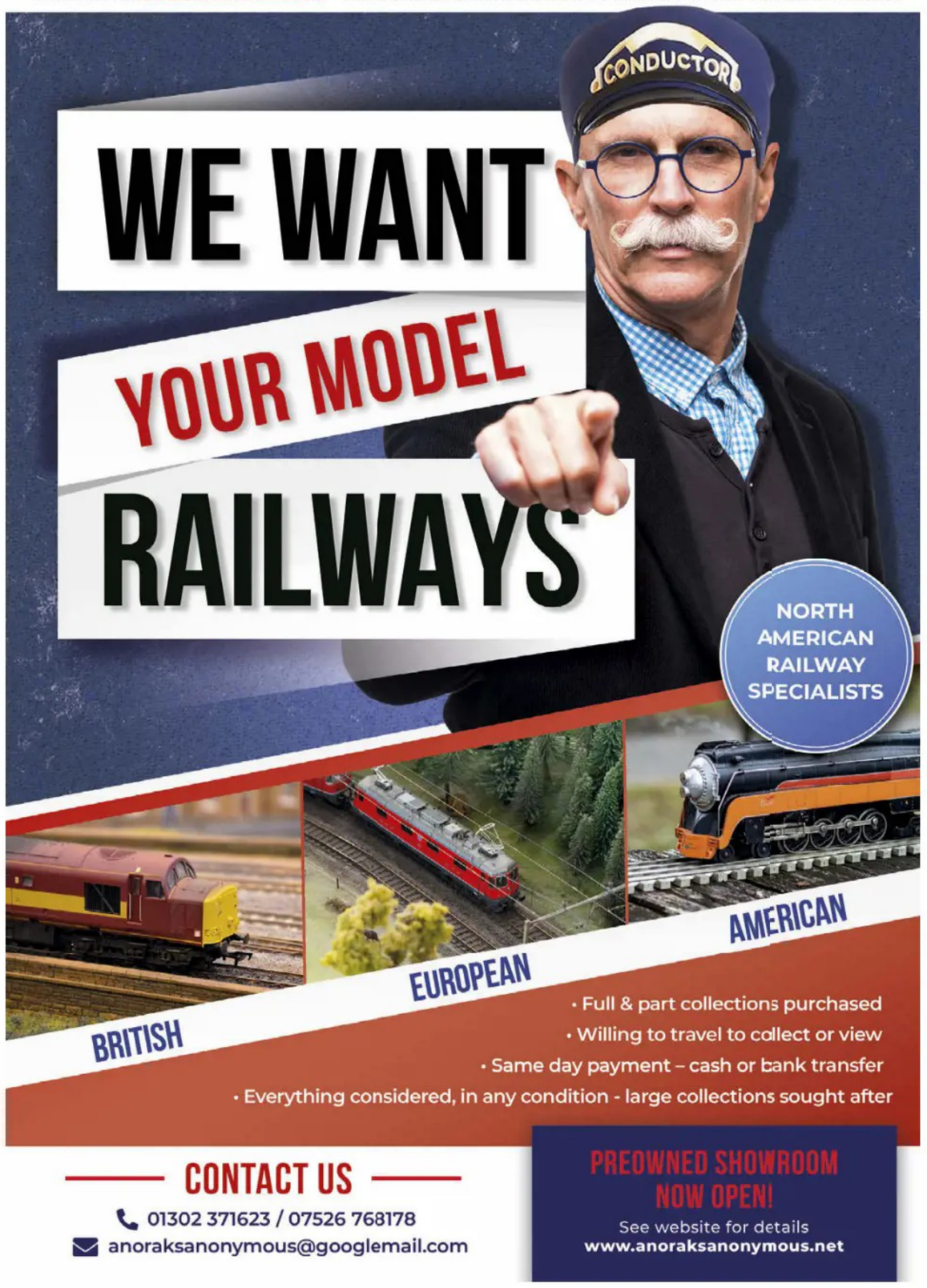

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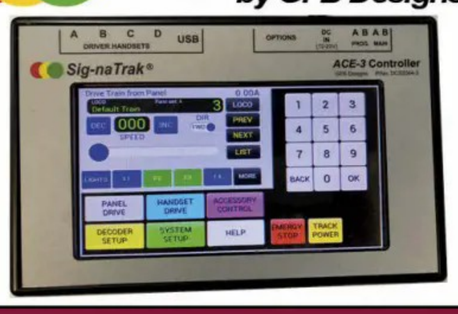

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3CP TOOLS 144
AC MODELS 141
ACCURASCALE 148
AGR MODEL RAILWAY STORE 140
AIRFRAMED 144
ALBION HOBBIES 127
ALTON MODEL CENTRE 140
ANORAKS ANONYMOUS 137
BILL HUDSON BOOKS 144
BLUEBELL RAILWAY 127
BRANCHLINES 142
BUGGLESKELLY STATION 139
C&L FINESCALE 133
C&M 139
CAMBRIAN 140
COASTAL DCC 137
CONNOISSEUR MODELS 144
CRAFTY HOBBIES 140
CULCHETH 18
DCC CONCEPTS 104
DEREKS TRANSPORT BOOKS 142
DIGITRAINS 66
DMG 109
DREAM STEAM 135
DURHAM TRAINS OF STANLEY 144
ELAINES TRAINS 143
ELLIS CLARK TRAINS 87
EXETER MRE 143
FOOTPLATE 7
FOX TRANSFERS 137
FRIZINGHALL 131
GAUGE O GUILD 143
GLR BESPOKE 139
GRAVESEND MODEL CENTRE 140
H&A MODELS 144
HARBURN HOBBIES 135
HEREFORD MODEL CENTRE 6
HILDON PARK 131
HOBBY GOBLIN 142
HORNBY 2, 53
IN THE GREENWOOD LASER 133
JACKSONS MODELS 142
JIM CORR 143
JOHN DUTFIELD 144
KMS 106
KRAFT LIGHTING 133
KS WORLD OF MODELS 135
LACY SCOTT KNIGHT 128
LANGLEY MINIATURE MODELS 136
LIGHTMOOR PRESS 105
LITTLEWORTH 106
LYRS 135
MAD ABOUT TRAINS 139
MAGNET INSURANCE 136
MARCWAY 136
MARKS TRAINS 144
MEGAPOINT 107
MERG 131
METCALFE 16
MODEL RAIL ELECTRICS 129
MODEL RAILWAY SOLUTIONS 141
MONK BAR MODEL SHOP 139
N GAUGE SOCIETY 134
NARROW PLANET 133
NICK TOZER 142
PD MARSH 142
PENNINE MODELS 128
PETERS SPARES 136
POOLEYS PUFFERS 144
RAILS OF SHEFFIELD 8-13
RAPIDO 147
REDCAR MODELS 144
REVOLUTION TRAINS 61
RHUDDLAN MODELS 142
RK EDUCATION 108
RONLINES 141
ROXEY MOULDINGS 144
SCALE MODEL SCENERY 141
SCALESCENES 139
SEVERN MODELS 142
SHADY LANE 140
SHEDRING HOBBIES 134
SKYTREX 107
SLATERS 109
SPC MODELLING 142
SPEY MODELS AND TEA ROOM 134
SPORTS AND MODEL SHOP 142
STREET LEVEL MODELS 142
SUNNINGWELL 144
TMC 14, 44
TONY OAKES 143
TONYS TRAINS 139
TOPP TRAINS 142
TOWER MODELS 3
TOWNSTREET 140
TRAINS 4 U 139
TRIDENT TRAINS 144
UK DEPARTURE BOARDS 134
UPSTAIRS DOWNSTAIRS 144
VINTAGE 129
WARWICK WARWICK 86
WM COLLECTABLES 131
YORK MODELMAKING 141
YOU CHOOS 137

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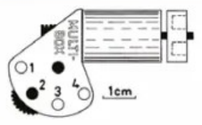

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TRERICE!

How this iconic layout was adapted and innovated for a new audience.

Also Inside:

- Three layouts in P4, N and OO
- How to renumber a locomotive
- Adding details to a retaining wall
- Weathering the Heljan CCT
- Revamping second-hand buildings
- Modelling clayhood wagons
- Top diesel nostalgia with Traction Magazine inside
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Buffer Stop

A tribute to Andy York in pictures

We asked Rmweb members for a few of their photos showing our colleague in action.

2manyspams found Andy shooting some video of 'Bath Green Park', where railway modelling is fun.

On the West Somerset Railway, it was arranged for a group to drive an 08 around the triangle at Norton Fitzwarren. Photo by Kris.

Andy gets his just deserts.

Nickwood found Andy photographing 'Much Murkle'.

The 'Black Country Blues' team found him a little cleaning job at a show.

Wagonbasher plans to immortalise Andy as a Victorian photographer on his layout. If you'd like a miniature, ModelU is producing them and donating to St. Giles' Hospice in his memory.

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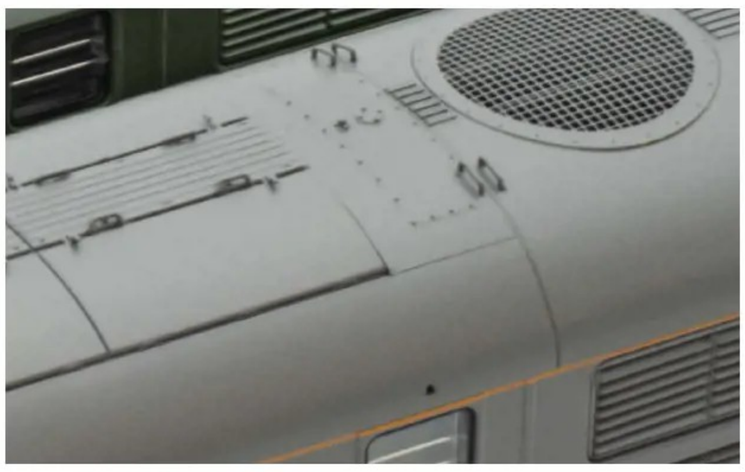

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